Appendices A: Stakeholder & Community Engagement Documentation

Project Steering Committee Meetings

Lee Road Traffic Study and Corridor Plan

Project Steering Committee Meeting #1

February 22, 2012

Meeting Date	Project Name
Wednesday, February 22nd, 2012	Lee Road Traffic Study and Corridor Plan
Meeting Time	**Meeting Location**
Started: 5:00 PM Ended: 7:00 PM	Shaker Heights City Hall
Subject	**Prepared by**
Project Steering Committee Meeting #1	Baker
Attendees	**Meeting Agenda**
Joyce Braverman, City of Shaker Heights-Planning Ann Klavora, City of Shaker Heights-Planning Tania Menesse, City of Shaker Heights-Economic Dev. Melinda Bartizal, ODOT District 12 Dar Caldwell, LaunchHouse Vicki Elder, Moreland on the Move Community Assn. Scott Lee, City of Shaker Heights-Police David Lewis, Lewis Electronics Ron Lloyd, RDL Architects John Motl, ODOT District 12 Ryan Noles, NOACA Willa Walker, Lomond Association Carmella Williams Nancy Lyon Stadler, Baker Lori Duguid, Baker Neal Billetdeaux, SmithGroupJJR Chad Brintnall, SmithGroupJJR	First Project Steering Committee meeting to discuss the project vision and goals, project overview, Steering Committee input, and project schedule. 1. Project Overview 2. Plan Components 3. Existing Conditions 4. Community Engagement 5. Existing Conditions Traffic Analysis 6. South Section SWOT 7. Next Steps 8. Action Items 9. Additional Information

Item	Description
1.0	***Project Overview*** Joyce Braverman and Ann Klavora welcomed everyone to the meeting and reviewed the purpose of the project. Everyone on the Steering Committee introduced themselves. Nancy Lyon Stadler reviewed the PowerPoint presentation. (The slides are included at the end of the minutes.) The purpose of the project is to improve transportation access and circulation for all travel modes on Lee Road and to improve the character of Lee Road south of Chagrin through streetscape enhancements. A number of studies and plans that include Lee Road have been done in the past. This study will build upon those, looking at the Lee Road corridor comprehensively.
2.0	***Plan Components*** The project will consist of four components: • Traffic Study: Assess the existing performance of the corridor by analyzing traffic operations at the signalized intersections. Evaluate corridor operations to determine the functional feasibility of a 3-lane roadway, as compared to the existing 4-lane roadway • Bike/Pedestrian Improvement Plan: Evaluate the corridor's ability to accommodate bicycles and pedestrians and recommend improvements and enhancements. Address missing links, transit connections and integrate with the Streetscape Plan. • Streetscape Plan: Develop a streetscape overview for the Lee Road corridor. Create a streetscape plan for the commercial district south of Chagrin, incorporating streetscape improvements, gateways, stormwater management concepts and the historic character and urban design. • Implementation Plan: Prepare a phased implementation plan with planning level cost estimates.
3.0	***Existing Conditions*** The project team reviewed the corridor's existing conditions, discussing the features and characteristics of the north, central and south sections of Lee Road. *(refer to the presentation slides)*

Item	Description
4.0	***Community Engagement*** The plan development process is grounded in a community engagement program that consists of the Project Team, the Project Steering Committee, a focus group for the south section, and the general public. Meetings will be held with each of these groups to solicit ideas and feedback as the plans are being developed. The project work plan and schedule are included in the presentation slides.
5.0	***5. Existing Conditions Traffic Analysis*** Lori Duguid reviewed the results of the traffic analysis for the existing 4-lane Lee Road corridor. Basically, Lee Road operates within desired performance parameters during the AM and PM peaks, so evaluating performance of Lee Road as a 3-lane roadway will be accomplished.
6.0	***6. South Section SWOT*** Chad Brintnall and Neal Billetdeaux led a discussion of the Strengths, Weaknesses, Opportunities and Threats within the south section of the Lee Road corridor. There was much discussion and participation by the Project Steering Committee members. The discussion points are summarized below and specific comments and areas of emphasis were added to the presentation slide. • Concern with accident potential: - It is difficult to turn left out of businesses during peak hours. There are not many gaps in the traffic and vehicles traveling on Lee Rd do not readily yield. - There are many curb cuts resulting in vehicles turning at multiple locations. - Consideration of conversion to a 3-lane section was supported by some because of the ability to shelter turning vehicles in the center turn lane. • Landscaping was discussed - Some preferred to see another type of tree used in the tree lawn area, rather than honey locusts - Concern for environmentally tolerant trees (able to withstand impact of snow removal) - Concern with impact of tree root on sidewalks (cracking) • Discussion of need for parking - Support idea of conversion of lots to parking areas (like the parking lot area by Lopez in the Cedar/Lee area of Cleveland Heights) - Consider need for delivery vehicles to access properties - Discussion of parking in center of street (a parking median). Note: the project team expressed concerns with respect to safe operations for pedestrians traveling to/from their vehicles, as well as geometric and safety problems for vehicles entering and exiting a parking median (introduction of vehicle-vehicle and vehicle- pedestrian conflicts) - Concern that rear access to properties could be inhibited by one property owner refusing to cooperate; need for city support (through zoning, etc.) • Streetscape – general goals: Provide lighting, trees, etc. Make it a place you want to be, not just drive through • Consider ideas to foster business/property owner cooperation and support - TIF is tax on increased value of property, affects new development; tax on existing property is not changed - SID affects all businesses and typically funds are used for upkeep of the business district - Note: some business owners feel that the high property tax is a burden on business owners • Desire to minimize infrastructure costs by keeping work/streetscape enhancements within the limits of the right-of-way • City would like project team to develop a range of alternatives, from keeping curbs in place to “big ideas” that would reconfigure the corridor. This approach may facilitate working toward implementation of a big idea through phased implementation strategies. • Discussion on creating a connection across Lee Rd and into the Lomond neighborhood - Potential consideration of non-motorized connection - Concern with safety and security; impact of negative elements to the west migrating into Lomond neighborhood

Item	Description
	- Concern with extension of Hampstead because it connects to a rough neighborhood to the west - Discussion of kids/young adults hanging out on street corners, affecting how the neighborhood feels and potentially causing trouble - Corner houses are particularly challenging - Consider impacts to Lomond and Moreland which are quiet neighborhoods • Discussion of north-south streets and lack of connectivity between Shaker Heights and Cleveland in the Lomond neighborhood. - Decision and action to cut off access was implemented many years ago - Addressing that issue is beyond the scope of this project • Use of vacant properties for positive benefit along Lee Rd - Parking areas, green space, connection to adjacent neighborhood • Create gateway concept - By Scottsdale, make it feel like you have now arrived in Shaker Heights - Possibly at Hampstead and Nicholas intersections, to create link to neighborhood - Lee Rd is a "front door" into Shaker; make it feel like Euclid corridor with a sense of place
7.0	***Next Steps*** The Project Team will assess the performance of Lee Road as a 3-lane roadway and they will develop concepts for the south section based on the input and ideas generated by the Project Steering Committee. A focus group meeting will be scheduled to discuss the south section, with representatives from appropriate organizations and businesses. This meeting will be scheduled in April/May. The first public meeting will be held after the focus group meeting, anticipated in May; the second public meeting will be held in September.
8.0	***Action Items*** 1. Baker Team: Streamline the list of goals and submit revisions to the Project Team and the Project Steering Committee for approval. 2. ODOT (John and/or Melinda): Provide copy of ODOT safety study for Chagrin/Lee intersection to Project Team. 3. Project Steering Committee: Think about ideas for the south section and bicycle and pedestrian missing links throughout the corridor. 4. Project Team (Joyce/Ann/Tania): Provide mapping with vacant parcels in south section (Lee Rd and adjacent streets (Lindholm, Chelton, Sudbury, Nichols, Hampstead).
9.0	***Additional Information*** 1. Consultant Contact Information: Nancy Lyon Stadler Michael Baker Jr., Inc. 216-776-6814 nlyonstadler@mbakercorp.com Neal Billetdeaux SmithGroupJJR 734-669-2708 Neal.Billetdeaux@smithgroupjjr.com Lori Duguid Michael Baker Jr., Inc. 614-538-7604 lduguid@mbakercorp.com Chad Brintnall SmithGroupJJR 734-669-2726 Chad.Brintnall@smithgroupjjr.com

Meeting Photos

SHAKER HEIGHTS

Sign in Sheet

Lee Road Traffic Study and Corridor Plan
Project Steering Committee Meeting #1
February 22, 2012

SHAKER HEIGHTS

Initials	Name	Organization	Address	Phone	Email
Working Group					
✓	Joyce Braverman Planning	City of Shaker Heights	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1432	joyce.braverman@shakeronline.com
(A)	Ann Klavora Planning	City of Shaker Heights	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1436	ann.klavora@shakeronline.com
✓	Tania Menesse Economic Development	City of Shaker Height	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1334	tania.menesse@shakeronline.com
Project Steering Committee					
MB	Melinda Bartizal	ODOT District 12	5500 Transportation Blvd. Garfield Heights, OH 44125	(216) 584-2087	melinda.bartizal@dot.state.oh.us
DC	Dar Caldwell	LaunchHouse	3558 Lee Road Shaker Heights, OH 44120	(440) 488-1917	dar@launchhouse.com
SL	Scott Lee Police	City of Shaker Heights	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1240	scott.lee@shakeronline.com
DL	David Lewis	Lewis Electronics	3536 Lee Road Shaker Heights, Ohio 44120	(216) 921 -3440	lewisaltine@yahoo.com
RL	Ron Lloyd	RDL Architects	16102 Chagrin Blvd., Suite 200 Shaker Heights, OH 44120	(216) 752-4300	Ron@rdlarchitects.com
	Ryan McKenzie	Bicycle advocate	2553 Kendall Road Shaker Heights, OH 44120	(216) 308-1059	ryanmckenzie@sbcglobal.net
RN	Ryan Noles	NOACA	1299 Superior Avenue Cleveland, Ohio 44114-3204	(216) 241-2414 ext 273	rnoles@mpo.noaca.org
WW	Willa Walker	Lomond Association	3696 Riedman Road Shaker Heights, OH 44120	(216) 295-0475	wwalker014@aol.com
CW	Carmella Williams	Moreland On The Move Community Association	15725 Scottsdale Blvd. Shaker Heights, OH 44120	(216) 751-2842	moreland@morelandonthemove.org
	John Motl	ODOT D-12	5500 Transportation Blvd Garfield Hts	(216) 584-2085	john.motl@dot.state.oh.us
VE	Vicki Elder	Moreland on the Move	3559 Hidaka Rd.	(216) 314 4484	vickielder@sbcglobal.net

Initials	Name	Organization	Address	Phone	Email
Consultant Team					
NLS	Nancy Lyon Stadler, PE, PTOE	Michael Baker Jr., Inc.	The Halle Building 1228 Euclid Ave, Suite 1050 Cleveland, OH 44115	(216) 776-6814	nlyonstadler@mbakercorp.com
LDD	Lori Duguid, PE, PTOE	Michael Baker Jr., Inc.	4100 Horizons Drive, Suite 206 Columbus, OH 43220	(614) 538- 7604	LDuguid@mbakercorp.com
✓	Neal Billetdeaux	SmithGroupJJR	201 Depot Street, Second Floor Ann Arbor, MI 48104	(734) 662-4457	Neal.Billetdeaux@smithgroupjjr.com
✓	Chad Brintnall	SmithGroupJJR	201 Depot Street, Second Floor Ann Arbor, MI 48104	(734) 669-2726	Chad.Brintnall@smithgroupjjr.com

Lee Road Traffic Study and Corridor Plan

Project Steering Committee Meeting
February 22, 2012

Project Introduction

Purpose:

Improve transportation access and circulation for all modes in the Lee Road corridor, and

Improve the character of the commercial district located between Chagrin and Scottsdale through streetscape enhancements.

Project Introduction

Project Elements

Traffic study and corridor plan for Lee Road
- Options for reconfiguration
- Traffic and pedestrian improvements
- Bike Lanes
- Streetscape renovations

Plan components
- Traffic study and lane reconfiguration plan
- Pedestrian/bike improvement plan
- Streetscape plan
- Implementation plan and cost estimate

Project Introduction

Project Team

Joyce Braverman, City of Shaker Heights, Planning
Ann Klavora, AICP, City of Shaker Heights, Planning
Tania Menesse, City of Shaker Heights, Economic Dev.
Nancy Lyon Stadler, Baker
Neal Billetdeaux, JJR
Lori Duguid, Baker
Chad Brintnall, JJR

Project Sponsors

City of Shaker Heights
NOACA

Public Engagement & Coordination

- Project Team
- Project Steering Committee (PSC)
  - Key organizations and agencies
  - Decision makers
  - Move project forward
  - 3 meetings
- Stakeholders
  - Focus group for South Section
  - 1 workshop
- Public
  - 2 meetings

Plans & Previous Studies

- Strategic Investment Plan (2000)
- Economic Development Strategy for Shaker Heights (2010)
- Additional Plans
  - Lee/Van Aken Transit-Oriented Development Plan (2008)
  - Shaker Heights On-Road Bicycle Network Plan (2008)
  - Shaker Town Center Community Development Plan and Blight Study, Amendment #3 (2006)
  - Lee Road Traffic Study—City Hall to Lomond Boulevard (2003)

Project Background

- *Strategic Investment Plan* (2000)
  - Calls for revitalizing Lee Rd corridor by establishing the Shaker Heights character at the gateways to the city
  - Like other north-south streets in Shaker Heights, it is "chaotic and undersigned"
  - Commercial streets are "barren wastelands, devoid of character and scale, with no visible evidence that they belong to Shaker Heights".
  - Identifies the need to "repair the bleak, anti-pedestrian qualities.
  - Reveals the perception that the area south of Chagrin is in decline.
- *Economic Development Strategy for Shaker Heights* (November 2010)
  - Calls for a commitment to placemaking in and around commercial districts as well as driving traffic to retailers and restaurants by a variety of modes.
- Additional Plans
  - *Lee/Van Aken Transit-Oriented Development Plan (2008)*
  - *Shaker Heights On-Road Bicycle Network Plan (2008)*
  - *Shaker Town Center Community Development Plan and Blight Study, Amendment #3 (2006)*
  - *Lee Road Traffic Study—City Hall to Lomond Boulevard (2003)*

Plans & Previous Studies

- No comprehensive plan for Lee Road corridor
- Previous studies looked at sections of Lee Road
  - Shaker Town Center Transit-Oriented Redevelopment (2001-2008)
  - Chagrin Blvd Streetscape Improvements (2005)
  - Lee Rd Streetscape Improvements (2005-2006)
  - Shaker LaunchHouse (2011)
  - Lee/Van Aken RTA Transit Station (construction begins 2012)

Desired Outcomes

Develop a **plan**, supported by detailed information and cost estimates to help direct the **planning and development** in the Lee Road **commercial district**, leverage the improvements taking place at Shaker Town Center, and encourage **bicycle and pedestrian** improvements along the **length of the corridor**.

Goals & Objectives

- Raise the **quality and character of the commercial area** design up to that of the residential areas
- Improve automobile and pedestrian **access, safety, and comfort**
- Add **bicycle infrastructure and connections**
- Renovate the **streetscape** according to a comprehensive plan
- **Enhance** existing businesses and future **economic development**
- Create city **gateways**
- **Reduce environmental impacts** of development and vehicles
- **Support** additional **investment** and improvements by current property owners
- Attract new property owners with **revitalized streetscape**
- Support stronger non-residential **tax base** and healthier city financial situation resulting from **new economic development**
- Create **improvements** that benefit both businesses and residents
- Provide **transportation improvements** that will support new business development

Meeting Comment: Streamline project goals

Plan Components

- Traffic study and lane reconfiguration plan
- Pedestrian/bike improvement plan
- Streetscape plan
- Implementation plan and cost estimate

Traffic Study & Reconfiguration Plan

- **Feasibility of a three-lane** roadway (like Cleveland Heights)
- **Existing** roadway
  - Four travel lanes,
  - Width varies: 40' (north), 65' (city hall), 58' (VanAken), 58' (Chagrin), 50' (Lomond), 48' (Scottsdale)
  - Left turns block through traffic (Shaker, Woodland, Aldersyde)
- **Proposed** roadway
  - 3-lane section (center turn lane)
    - Removes left turning vehicles from travel lane
    - Reduces accident potential (rear-end, side swipe, angle collisions)
  - Other modifications
- Industry **rule of thumb**
  - 3-lane section ADTs up to 15,000 vpd is a "no brainer"
  - Lee Rd ADT varies from 12,500 vpd (Fairmount) to 21,500 vpd (Van Aken)

Study Components
- Traffic volume data collection and analysis
- Vehicular access/parking south of Chagrin
- Bike lane feasibility assessment
- Streetscape, pedestrian and bicycle improvements
- Traffic study report and graphics

Pedestrian/Bike Improvement Plan

- Bicycle and pedestrian facility improvements
  - Address missing links
  - ADA requirements
- Transit connection improvements
- Streetscape plan integration

Streetscape Plan

- Overall streetscape concept for the corridor
- Focused effort targeting commercial district south of Chagrin
- Will incorporate
  - Streetscape improvements
  - Gateways
  - Stormwater management concepts
  - Historic character and urban design

Implementation Plan

- Phased implementation plan
- Planning level cost estimate

Existing Conditions

- Lee Road is a four-lane arterial (widths vary from north to south)
- Most cross streets signalized (11 signalized, 3 stop controlled)
- One of three north-south streets that traverse the city

Existing Conditions

- 1.9 mile long corridor
- Three distinct segments with unique character

North – Residential

Central – Civic

South – Business & Gateway

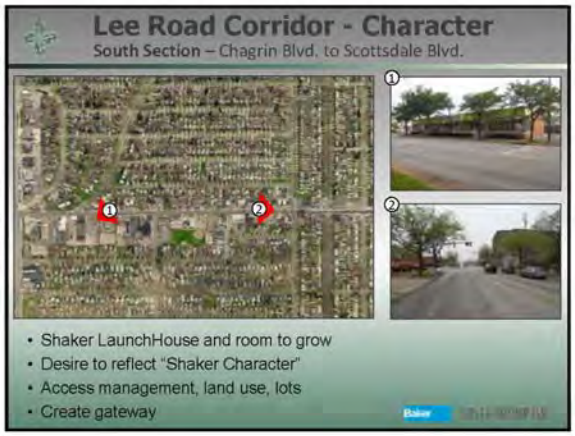
Lee Road Corridor - Character

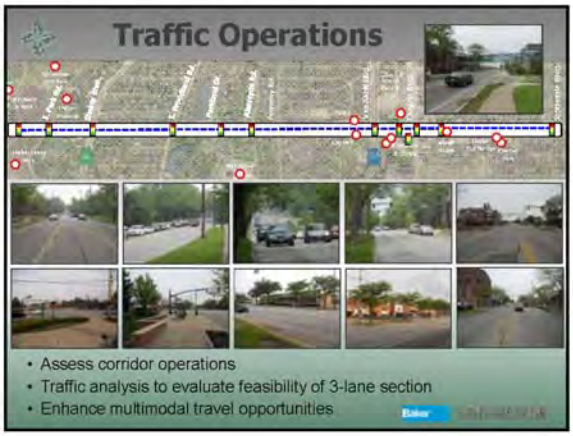
North Section – North Park Blvd. to S. Woodland Rd.

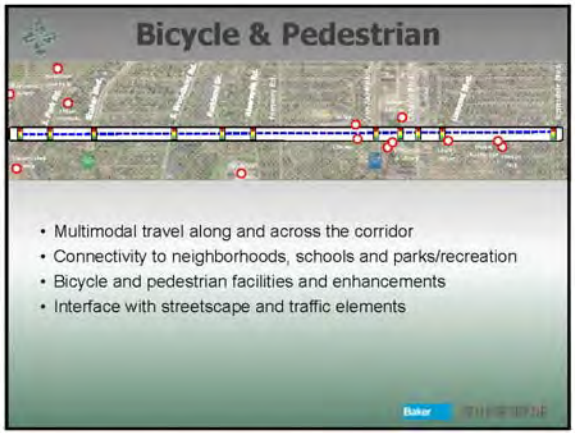
- Recreation/access
- Green Line multi-modal & traffic interface
- Traffic operations

Lee Road Corridor - Character
North Section – S.Woodland Rd. to City Hall
• Neighborhood connectivity
• Access to schools
• Natural features/stormwater opportunities

Lee Road Corridor - Character
Central Section – City Hall to Chagrin Blvd.
• Bicycle and pedestrian access & circulation
• Transit access
• Traffic operations


Lee Road Corridor - Character
South Section – Chagrin Blvd. to Scottsdale Blvd.
• Shaker LaunchHouse and room to grow
• Desire to reflect "Shaker Character"
• Access management, land use, lots
• Create gateway

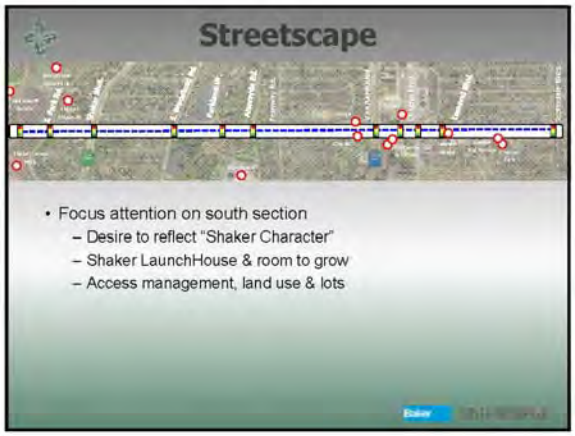

Traffic Operations
• Assess corridor operations
• Traffic analysis to evaluate feasibility of 3-lane section
• Enhance multimodal travel opportunities

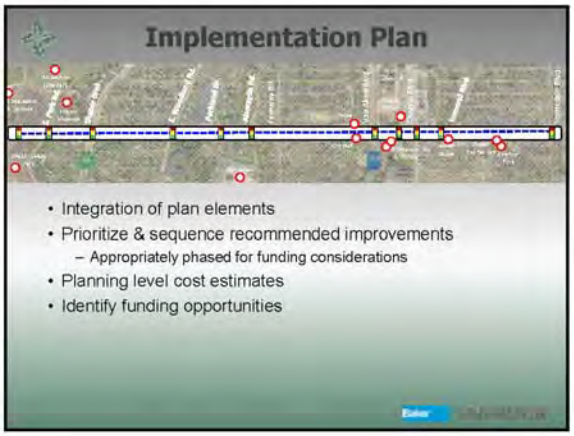

Bicycle & Pedestrian
• Multimodal travel along and across the corridor
• Connectivity to neighborhoods, schools and parks/recreation
• Bicycle and pedestrian facilities and enhancements
• Interface with streetscape and traffic elements

Transit
• Rail and bus transit
• RTA's light rail Blue and Green Lines (crossing Lee at Shaker and Van Aken)
• RTA's bus routes 37,40 (on Lee) and 14 (on Chagrin)
• Shaker Heights school buses
• Connectivity to stations and stops
• Considerations for traffic and bike/ped components

Streetscape
• Enhancements along entire corridor
– Meaningful streetscape applications
– Landscape strategies
– Stormwater management opportunities
– Typical sections for North and Central sections

Streetscape
Hampstead
Nicholas
Lee
• Gateways
– South
– North
– Neighborhood
Scottsdale
Lee


Streetscape
• Focus attention on south section
– Desire to reflect "Shaker Character"
– Shaker LaunchHouse & room to grow
– Access management, land use & lots


Implementation Plan
• Integration of plan elements
• Prioritize & sequence recommended improvements
– Appropriately phased for funding considerations
• Planning level cost estimates
• Identify funding opportunities

Lee Road Corridor
Who Does the Corridor Serve ?
• Commuters/Transit
• Non-motorized Transportation
• Recreation
• Businesses
• Residents
• Community Identity
... not just drivers!

It's about balance...
Complete Streets are streets for everyone
• Balanced for all travel modes
• Safe access for all users
• More livable and welcoming
RTA
DO NOT PASS
CompleteStreets.org

Project Work Plan

1. Project Startup
   - Kick-off with PSC meeting #1
   - Existing conditions inventory
   - Prepare draft goals and objectives
   - Prepare draft Public Involvement Plan
2. Traffic Study
   - Traffic data collection
   - Existing conditions analysis
   - Alternatives development
   - Future conditions analysis
   - Traffic report
3. Corridor and Streetscape Alternatives
   - Lee Rd corridor concept development (roadway, bike/ped, streetscape)
   - South Section alternatives
   - Stakeholder workshop
4. Public Engagement (PSC #2, Public#1)
   - Document project goals
   - Mapping/graphics with conceptual alts
   - Document feedback
5. Refine Corridor, Bike/Ped & Streetscape Plans
   - Alternatives evaluation
     - Incorporate feedback
     - Incorporate traffic analysis results
   - Refine concepts
   - Prioritization of improvements
6. Present Recommendations (PSC#3)
   - Review alternatives
   - Identify preferred alternative(s) and develop preferred plan
   - Prepare draft report
7. Final Concept Plans and Implementation Strategy; Final Presentation (Public #2)
   - Develop cost estimates, phasing and funding strategies
   - Prepare final report
   - Presentation to Planning Commission (Public Meeting #2)

Project Schedule

Dates	Task
February 2012	Task 1: Project Startup Steering Committee Meeting #1
Dec 2011-April 2012	Task 2: Traffic Study
April/May 2012	Task 3: Corridor & Streetscape Alternatives Development Stakeholder Workshop
May 2012	Task 4: Steering Committee Meeting #2 & Public Meeting #1
August 2012	Task 5: Refine Corridor, Pedestrian/Bike and Streetscape Plans
September 2012	Task 6: Present Recommendations Steering Committee Meeting #3
November 2012	Task 7: Final Concept Plans and Implementation Strategy Final Presentation (Planning Commission)

Traffic Analysis

Introduction to Level of Service (LOS)

Signalized Intersection LEVEL OF SERVICE (LOS)	
LOS	Average Delay (sec/veh)
A	$x \leq 10$
B	$10 < x \leq 20$
C	$20 < x \leq 35$
D	$35 < x \leq 55$
E	$55 < x \leq 80$
F	$80 < x$

Traffic Analysis

Critical intersections with "special challenges"

Shaker Blvd

Traffic Analysis

Critical intersections with "special challenges"

Van Aken Blvd to Chagrin Blvd

Traffic Analysis

Critical intersections with "special challenges"

South Woodland Road

Traffic Analysis

		Fairmount	North Park	South Park	Shaker	Woodland	Parkland	Aldersyde	Van Aken	Town Center	Chagrin	Lomond	Scottsdale
AM Peak	LOS	C	C	B	C	C	B	B	D	A	C	A	B
	Avg Delay	33	20	14	30	21	15	11	44	3	25	5	11
	v/c	0.83	0.62	0.75	0.81	0.76	0.77	0.49	0.84	0.30	0.65	0.56	0.61
PM Peak	LOS	D	B	B	C	C	A	A	D	A	C	A	B
	Avg Delay	39	20	12	30	22	9	4	48	7	30	4	14
	v/c	0.90	0.69	0.69	0.82	0.82	0.62	0.36	0.90	0.68	0.81	0.52	0.73

SWOT South Section

CONSTRAINTS
- Utility poles east & west sides
- Shallow lot depth, east side
- Multiple ownership
- Multiple curb cuts
- No pedestrian crossings (2000 ft)
  - Lomond crossing is wide
  - Next is Scottsdale
- Tough pedestrian crossing
  - Roadway width & 4 lanes
- Individual parking for each lot
- Vacancies & high turnover
- Impervious surfaces
- Access management (parcelized)
- 4 lanes: no shelter for turning vehicles
- Business mix (types & structures)
- No restaurants
- No on-street parking
- Scale of street & impact on peds
- RTA: number & location of bus stops

POSITIVE ASPECTS
- Healthy trees (Honey Locust)
- New sidewalks (east side)
- Accessible curb ramps (east & west)
- Deep, large lots on west side
- Adjacent residential neighborhood
  - Potential customers
- Anchor businesses
  - LaunchHouse, Lewis Electric, Firestone
- Vehicular traffic – business viability
- Community involvement

OPPORTUNITIES
- Bus garage (large parcel adjacent to park)
- City-owned parcels/enterprises)
- Vacant parcels (economics, buy cheap)
- Gateway @ Scottsdale
- Shared parking resources
- Sustainable site(s) development
  - Impervious to pervious
- Occupy the corners
- Vacant gas station/purchase
- Buildings to front street, parking behind
- New Lee/VanAken station
- Vehicular traffic is present
- Improve pedestrian atmosphere/walkability

Next Steps

- Stakeholders / Focus Group (South Section)
  - April/May 2012
- Public Meeting Dates
  - May 2012
  - September 2012

SHAKER HEIGHTS

Meeting Date	*Project Name*
Wednesday, May 30th at 5:00 PM	Lee Road Traffic Study and Corridor Plan
Subject	*Meeting Location*
Steering Committee Meeting #2 (prior to Public Mtg)	Shaker Heights City Hall
Attendees	*Meeting Agenda*
Joyce Braverman, Shaker Heights (216) 491-1432; joyce.braverman@shakeronline.com Ann Klavora, Shaker Heights (216) 491-1436; ann.klavora@shakeronline.com Tania Menesse, Shaker Heights (216) 491-1334; tania.menesse@shakeronline.com Dar Caldwell, LaunchHouse (440) 488-1917; dar@launchhouse.com Vicki Elder, resident (216) 295-8865; vickielder@sbcglobal.net Margaret Kavourias, RDL Architects (216) 752-4300; Margaret@RDLarchitects.com John Motl, ODOT (216) 584-2085; john.motl@dot.state.oh.us Ryan Noles, NOACA (216) 241-2414 x273; rnoles@mpo.noaca.org Carmella Williams, Moreland on the Move Comm. Assn. (216) 751-2842; moreland@morlandonthemove.org Nancy Lyon-Stadler, Baker (216) 776-6814; nlyonstadler@mbakercorp.com Lori Duguid, Baker (614) 538-7604; LDuguid@mbakercorp.com Neal Billetdeaux, SmithGroupJJR (734) 662-4457; Neal.Billetdeaux@smithgroupjjr.com Chad Brintnall, SmithGroupJJR (734) 669-2726; Chad.Brintnall@smithgroupjjr.com	Project meeting to review the presentation and format for Public Meeting #1. 1. Meeting Welcome and Overview 2. Presentation Review 3. Comments & Questions

Item	*Description*
1.0	***Meeting Welcome and Overview*** Nancy Lyon-Stadler welcomed everyone to the meeting. The members of the project team introduced themselves. Nancy reviewed the meeting agenda, the purpose of the upcoming public meeting and the meeting format.
2.0	***Presentation Review*** Nancy, Neal Billetdeaux and Chad Brintnall reviewed the presentation for the public meeting. *(included at end of minutes)*
3.0	***Comments & Questions*** • Concern was expressed regarding the reduction in capacity and the potential for increased delay. The traffic analysis results (provided in the presentation), show that average delay at some intersections is expected to increase during peak hours. Adjustments were made to signal timing and phasing, as needed, to accommodate the proposed 3-lane operations. Given the performance of a 3-lane section at the Van Aken, Town Center and Chagrin

	intersections, the project team does not recommend capacity reductions in this section. Conversion to a 3-lane section is recommended to the north of the Van Aken intersection and to the south of the Chagrin intersection. The project team noted that with the conversion to 3-lanes, there is expected to be an associated reduction in accident potential because left turning vehicles will be removed from the through traffic stream. • John Motl noted that the Van Aken intersection is a high crash location that may qualify for state safety funding. Ann Klavora noted that addressing the Van Aken intersection and its crash history goes beyond the scope of this project, but further study of the crash history and development of potential mitigating measures will be recommended as part of the outcomes of this TLCI study. The project team will coordinate with ODOT District 12 staff (Brian Blayney) about pursuing safety funding to study the Van Aken/Lee intersection. • Margaret Kavourias raised a concern with pedestrian crossing safety at the Chagrin intersection, specifically pedestrian exposure on the east side of the intersection as pedestrians cross the wide paved area at Kenyon. Nancy noted that the project team has developed a concept to reduce pedestrian exposure by converting Kenyon to a one-way road (headed southeast) at the intersection. This would improve intersection operations and Kenyon could be narrowed to reduce the pedestrian crossing distance at that crosswalk location. • Tania Menesse is interested in providing a median section in the south section of Lee Road (south of Lomond) to facilitate mid-block pedestrian crossings. Neal noted that this can be incorporated into the streetscape plan. • Tania expressed concern regarding how the transitions into and out of the 3-lane sections will be developed to the north of the Van Aken intersection, to the south of the Chagrin intersection, and to the south of the Scottsdale intersection into Cleveland. Nancy noted that the specific transitions have not yet been developed; she noted that the transitions need to be predictable, well signed and well-marked (pavement markings). • Joyce Braverman requested the project team identify opportunities and improvements that can be done early (low-hanging fruit); enhancements that we can do now with relatively low cost and easy implementation. • John observed that the north section of Lee Road, in the residential section, has no/very few driveways. He suggested that in such areas, the roadway be striped as a median rather than a TWLTL (two-way left turn lane). Nancy noted that the project team will develop a pavement marking concept that will make such considerations, in addition to addressing the transition areas.

Lee Road Traffic Study and Corridor Plan
Steering Committee Meeting #3 Minutes
October 2, 2012

SHAKER HEIGHTS

Meeting Date	*Project Name*
Tuesday, October 2nd at 11:00 AM	Lee Road Traffic Study and Corridor Plan
Subject	*Meeting Location*
Steering Committee Meeting #3	Shaker Heights City Hall
Attendees	*Meeting Agenda*
Joyce Braverman, Shaker Heights (216) 491-1432; joyce.braverman@shakeronline.com Ann Klavora, Shaker Heights (216) 491-1436; ann.klavora@shakeronline.com Tania Menesse, Shaker Heights (216) 491-1334; tania.menesse@shakeronline.com Mahmoud Al-Lozi, NOACA (216) 241-2414 x270; mallozi@mpo.noaca.org Melinda Bartizal, ODOT District 12 (216) 584-2087; melinda.bartizal@dot.state.oh.us Vicki Elder, Shaker Heights resident (216) 295-8865; vickielder@sbcglobal.net D. Scott Lee, Shaker Heights (216) 491-1240; scott.lee@shakeronline.com Ryan McKenzie, Shaker Heights ryan@clevelandenergy.net John Motl, ODOT District 12 (216) 584-2085; john.motl@dot.state.oh.us Ryan Noles, NOACA (216) 241-2414 x273; rnoles@mpo.noaca.org Carmella Williams, Shaker Heights resident (216) 751-2842; moreland@morlandonthemove.org Nancy Lyon-Stadler, Baker (216) 776-6814; nlyonstadler@mbakercorp.com Neal Billetdeaux, SmithGroupJJR (734) 662-4457; Neal.Billetdeaux@smithgroupjjr.com Chad Brintnall, SmithGroupJJR (734) 669-2726; Chad.Brintnall@smithgroupjjr.com	Project meeting to review progress, concepts, strategies and next steps. 1. Meeting Welcome and Overview 2. Presentation 3. Discussion 4. Next Steps

Item	*Description*
1.0	***Meeting Welcome and Overview*** Nancy welcomed everyone to the meeting and reviewed the agenda items: 1. Traffic Study Recommendations 2. Bicycle and Pedestrian Enhancements 3. Streetscape Recommendations 4. Discussion
2.0	***Presentation*** Nancy and Chad presented and reviewed the study recommendations. (ppt included at end of minutes)

3.0 *Discussion*

The group provided input as noted below.

Roadway

- Andover/Woodland intersection: Tighten up the intersection geometry to make it more like a driveway; it needs to be sized to accommodate buses.
- Modify the center turn lane striping to start just north of the City Hall and Municipal Court/Police Department parking lot driveways.
- Lomond transition should start to the south of the LaunchHouse driveway.
- Reference ODOT's L&D justification for conversion to 3-lane roadway.
- Van Aken: OK to shift the NB Lee approach at Van Aken East to better align with the lane striping on the bridge over the RTA tracks.
- Noted that work done at intersections will require compliance with ADA as well as new traffic standards (i.e., use of red arrow lenses in protected left turn signal heads)

Study report

- Include slide show concepts/points illustrating traffic safety considerations are included in traffic study and final report.
- Provide examples of sustainable stormwater management concepts

Streetscape

- Maintain visibility at intersection corners (sight triangles) with implementation of streetscape elements (wayfinding signage, etc.)
- Provide bicycle accommodation on Scottsdale through the blocked area that prevents traffic from entering EB Scottsdale. Example: Trail connection at Old Brainard.
- What happens between the corners? Discuss in report.
  - Inventory trees (condition, health, age)
  - Access management issues (combine driveways)
  - Fill in trees
  - Address utilities and overhead wires
  - Planters v. trees along corridor
  - Discuss need and opportunities
  - Include future vision (i.e., move bus garage)
  - Importance of wayfinding and signage
  - Highlight green/sustainable opportunities
  - Connection to Chelton Park (by Hampstead, car wash)
  - Walkway/trail connection to Lomond neighborhood (vacant property); note ½ mile distance between Lomond and Scottsdale intersections

Brainard at Old Brainard

- Contemporary v. traditional design decision. Traditional feels richer, fits better with Shaker character (study goal); ok to incorporate contemporary elements. Noted that both concepts are provided to more openly appeal to potential developers.

Bicycle and pedestrian accommodations

- Add bike parking recommendations (inverted "U" bike racks) at Shaker (NW corner, RTA station), City Hall, Police Station, Van Aken/RTA station, Lomond, Scottsdale
  - Bike survey is now live on the City's website http://survey.constantcontact.com/survey/a07e6dymt9hh73owcdb/a01b9h8ay4jqh/greeting

4.0	***Next Steps*** Oct 23rd: Presentation to City staff (same presentation that was made to Steering Committee) Nov 7th: Planning Commission meeting • City Council will be invited • City staff to incorporate economic analysis in presentation (from other studies) • Anticipate forwarding recommendations to City Council • Limited to 20 min presentation Nov 26th: City Council meeting • Present and adopt study recommendations

Lee Road Traffic Study and Corridor Plan

Steering Committee Meeting #3

October 2, 2012

Meeting Agenda

1. Traffic Study Recommendations
2. Bicycle and Pedestrian Enhancements
3. Streetscape Recommendations
4. Discussion

Project Introduction

Purpose:

Improve transportation access and circulation for all modes along Lee Road, and

Improve the character of the commercial district south of Chagrin through streetscape enhancements.

Desired Outcomes

Develop a **planning framework** to guide **development** in Lee Road **commercial district** and support **bicycle and pedestrian** improvements **along the corridor**.

Goals & Objectives

- Improve **access, safety, and comfort** for all users
- Add **bicycle infrastructure** and connections
- Enhance **streetscape** according to a comprehensive plan
- Raise **quality and character** of commercial area to reflect "Shaker character"
- Support existing businesses and future **economic development**
- Create city **gateways**
- Reduce **environmental impacts**

Plan Components

- Traffic study and lane reconfiguration plan
- Pedestrian/bike improvement plan
- Streetscape plan
- Implementation plan and cost estimate

SHAKER HEIGHTS

Traffic Analysis – AM Peak

AM PEAK LOS / Delay	Fairmount	North Park	South Park	Shaker	S. Woodland	Parkland	Aldersyde	Van Aken	Library-Heinen's	Chagrin	Lomond	Scottsdale
Existing	C	C	B	C	C	B	B	D	A	C	A	B
	33	20	14	30	21	15	11	44	3	25	5	11
Recommended	C	C	B	D	C	B	B	D	A	C	A	B
	30	20	13	41	22	15	14	45	4	21	4	10

Recommended Configuration
1. 3-Lanes at South Park, Shaker, South Woodland, Parkside, Aldersyde, Lomond, Scottsdale
2. Existing lane configuration between Van Aken and Chagrin
3. Fairmount: Protected EB and WB left turns
4. Shaker: NB and SB lead/lag protected left turns
5. South Woodland: Reconfigure East-West approaches
6. Chagrin: Convert Kenyon to one-way (to SB) Reconfigure Lomond
7. Reconfigure Scottsdale; provide gateway & bicycle connection
8. Bicycle facilities:
   - Wide shoulders: South Park to City Hall
   - Sharrows: Van Aken to Lomond
   - Bike Lanes: Lomond to Scottsdale

Traffic Analysis – PM Peak

AM PEAK LOS / Delay	Fairmount	North Park	South Park	Shaker	S. Woodland	Parkland	Aldersyde	Van Aken	Library-Heinen's	Chagrin	Lomond	Scottsdale
Existing	D	B	B	C	C	A	A	D	A	C	A	B
	39	20	12	30	22	9	4	48	7	30	4	14
Recommended	D	B	A	D	C	A	A	D	A	C	A	B
	44	15	10	44	20	9	10	50	7	22	5	14

Recommended Configuration
1. 3-Lanes at South Park, Shaker, South Woodland, Parkside, Aldersyde, Lomond, Scottsdale
2. Existing lane configuration between Van Aken and Chagrin
3. Fairmount: Protected EB and WB left turns
4. Shaker: NB and SB lead/lag protected left turns
5. South Woodland: Reconfigure East-West approaches
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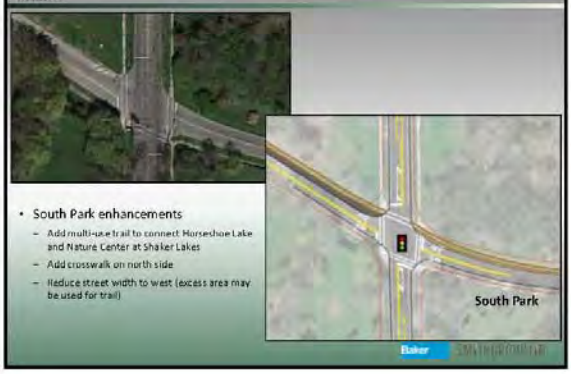
7. Reconfigure Scottsdale; provide gateway & bicycle connection
8. Bicycle facilities:
   - Wide shoulders: South Park to City Hall
   - Sharrows: Van Aken to Lomond
   - Bike Lanes: Lomond to Scottsdale

Lee Rd Corridor

South Park



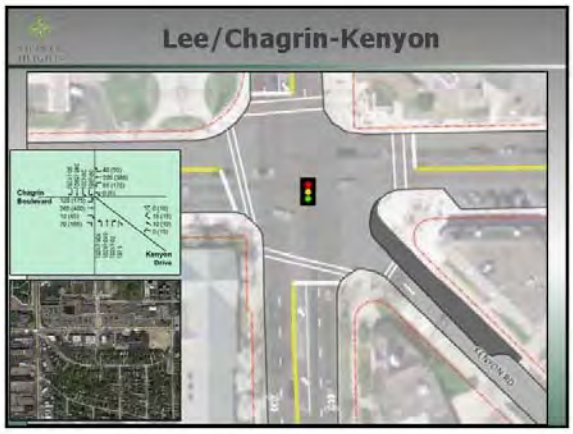
- South Park enhancements
  - Add multi-use trail to connect Horseshoe Lake and Nature Center at Shaker Lakes
  - Add crosswalk on north side
  - Reduce street width to west (excess area may be used for trail)

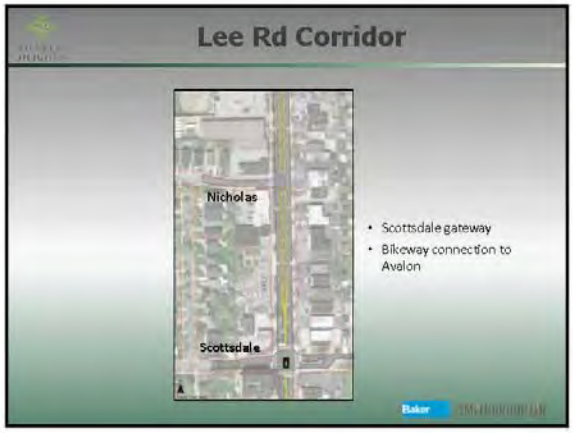
Lee Rd Corridor

South Woodland

- Reconfigure eastbound & westbound approaches
  - Approach: left, through/right
  - Departure: single lane
- Reduce roadway width
  - Shorten ped crossing distance
  - Improve east-west traffic operations

SHAKER HEIGHTS





SHAKER HEIGHTS

Bike & Ped Enhancements (E-W)

1. South Park: Bike/ped connection, Horseshoe Lake to NCSL
   a) Construct multi-use trail on north side of South Park
   b) Provide sharrows
   c) Add crosswalk to north side of intersection
   d) Provide two curb ramps on SE corner
   e) Add countdown pedestrian signal heads
2. Shaker Boulevard: Transit transfer area (bus & rail)
   a) Provide two curb ramps on NE, NW, SW and SE corners
   b) Add countdown pedestrian signal heads

Bike & Ped Enhancements (E-W)

3. South Woodland:
   a) Reconfigure intersection
   b) Treat South Woodland as east-west bikeway (provide bike lanes/wide shoulders)
4. Parkland: Connection to Shaker Heights High School
   a) Provide two curb ramps on NE, NW, SW and SE corners
   b) Add countdown pedestrian signal heads

Bike & Ped Enhancements (E-W)

5. Aldersyde: Connection to Shaker Heights High School
   a) Add bike connection (sharrows)
   b) Provide two curb ramps on NE, NW, SW and SE corners
   c) Add countdown pedestrian signal heads
6. Van Aken: Transit transfer area (bus & rail)
   a) Recommend future study to address crash history
   b) Add countdown pedestrian signal heads

Bike & Ped Enhancements (E-W)

7. Library/Heinen's:
   a) Add crosswalk on south side; provide curb ramps
   b) Add countdown pedestrian signal heads
8. Chagrin: Transit transfer area
   a) Convert Kenyon to one-way (enter toward SE from Chagrin/Lee)
   b) Add countdown pedestrian signal heads

Bike & Ped Enhancements (E-W)

9. Lomond:
   a) Realign westbound approach: reduce pavement & ped crossing distance
   b) Add north side crosswalk ; provide curb ramps
   c) Add countdown pedestrian signal heads
10. Hampstead:
   a) Add mid-block crosswalk on north side of intersection
11. Scottsdale: Southern Gateway
   a) Modify east-west approaches, reduce ped crossing distance
   b) Provide bike connection east to Avalon

Importance of Streetscape

Establish character + identity (Brand)

Addresses various needs of different users
- Vehicles
- Pedestrians
- Bicyclists

Promotes safety

Supports businesses/Economic development

Serve as flexible multi-purpose public space

SHAKER HEIGHTS

Streetscape 101

Aesthetic Elements

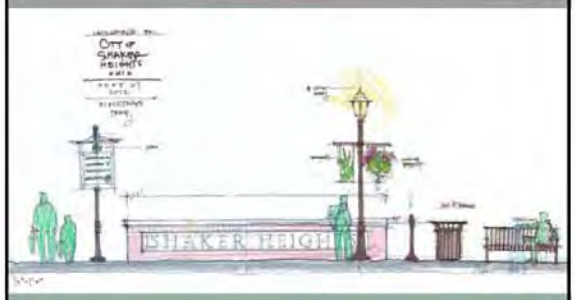
- Context – the setting
- Brand – logos
- Character – traditional v. contemporary
- Materials – brick, limestone, copper, steel
- Color – green, black, white + accents

Streetscape 101

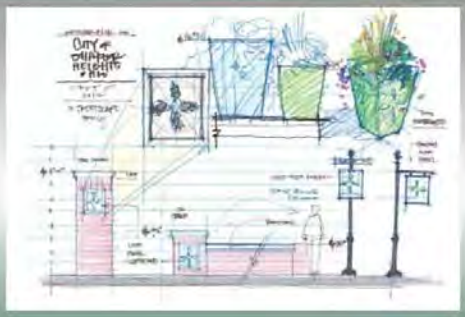
Physical Elements

- Lighting
  - overhead & pedestrian scale
- Paving
  - brick, concrete, pavers
- Signage
  - gateway & wayfinding
- Benches
- Trash receptacles
- Trees/Planters
- Banners
- Bollards

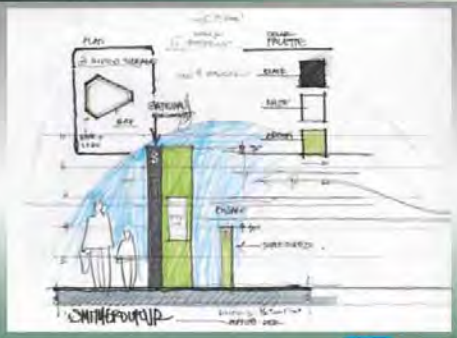
Streetscape - Traditional



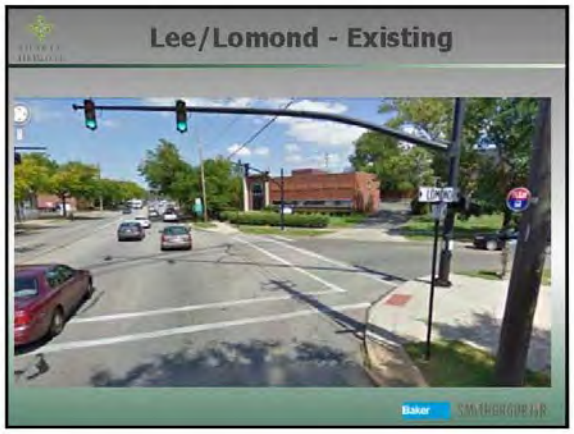
Streetscape - Traditional

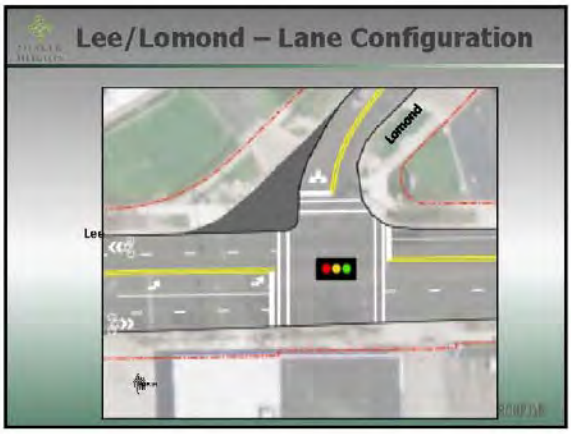


Streetscape - Contemporary



Streetscape - Contemporary


Lee/Lomond - Existing
Baker

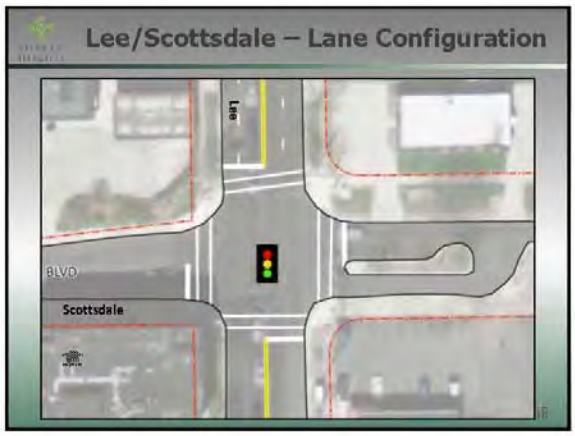

Lee/Lomond – Lane Configuration
Lomond
Lee

Lee/Lomond - Streetscape
Baker

Lee/Lomond - Traditional
Baker

Lee/Lomond - Contemporary
Baker

Lee/Scottsdale - Existing
Baker


Lee/Scottsdale – Lane Configuration
Lee
BLVD
Scottsdale

Lee/Scottsdale – Streetscape
Baker

Lee/Scottsdale - Traditional
Baker

Lee/Scottsdale - Contemporary
Baker

Next Steps
• Discussion of Recommendations
– Traffic operations
– Bike & pedestrian enhancements
– Streetscape
• Planning Commission
• City Council
Baker

Thank You!
Baker

Focus Group & Streetscape Workshop

Lee Road Traffic Study and Corridor Plan
Streetscape Workshop Minutes
April 24, 2012

SHAKER HEIGHTS

Meeting Date	*Project Name*
Tuesday, April 24th at 4:00 PM	Lee Road Traffic Study and Corridor Plan
Subject	*Meeting Location*
Streetscape Workshop	Shaker LaunchHouse
Attendees	*Meeting Agenda*
Focus Group Members shown on sign in sheet. Additional interested people from the LaunchHouse stopped in and stayed as the meeting progressed. Project team: Joyce Braverman, Shaker Heights (216) 491-1432; joyce.braverman@shakeronline.com Ann Klavora, Shaker Heights (216) 491-1436; ann.klavora@shakeronline.com Tania Menesse, Shaker Heights (216) 491-1334; tania.menesse@shakeronline.com Nancy Lyon-Stadler, Baker (216) 776-6814; nlyonstadler@mbakercorp.com Neal Billetdeaux, SmithGroupJJR (734) 662-4457; Neal.Billetdeaux@smithgroupjjr.com Chad Brintnall, SmithGroupJJR (734) 669-2726; Chad.Brintnall@smithgroupjjr.com	Project meeting to review the project and its components with the project team. 1. Meeting Welcome 2. Project Overview & Meeting Purpose 3. Field View 4. Review Potential Concepts 5. Concept Development Workshop

Item	*Description*
1.0	***Meeting Welcome*** Nancy Lyon-Stadler welcomed everyone to the meeting. The members of the project team introduced themselves and their roles in the city and on the project
2.0	***Project Overview & Meeting Purpose*** The project team gave a presentation to review the project purpose and goals, provide an update on the traffic analysis, and to introduce the workshop.
3.0	***Field View*** The Focus Group walked along Lee Road through the south section to observe its characteristics and to experience the corridor as a pedestrian. Attention was given to the areas noted below. • Access management (curb cuts, etc.) • Differing lot sizes on east and west sides of Lee Rd, with varying redevelopment appeal • Building setbacks, sizes and character, use of vacant lots • Hampstead & Nicholas as neighborhood gateways • Access to Chelton Park • City land use and zoning • Left turn challenges (factors for school buses as well as private vehicle traffic) • Tree sizes and type(s) • Potential to underground existing overhead utilities (cost is a factor) • Bus garage operations (points of contact: Bob Hammond, Jake Albanese) • Traffic volumes and apparent speed, driver behavior

4.0	***Review Potential Concepts*** Neal and Chad reviewed potential concepts; some were initially discussed at the first steering committee meeting. Others were developed during the project team's internal workshop.
5.0	***Concept Development Workshop*** • Lot depths and right-of-way: 80 ft ROW; West side lots are 300-400 ft deep; East side lots are 130-140 ft deep. • Traffic operations and analysis: need to consider redevelopment traffic. Consider 4-lane options as well as 3-lane options. It may be better (cleaner) to maintain 4-lanes and allow for traffic growth in south section because of transitions between 3-lane and 4-lane configuration. Concern with single travel lane in combination with on-street parking and bus operations. A suggestion was made to consider bus pullouts, however, Maribeth/RTA noted that RTA does not like bus pullouts. • Transit stop considerations: locations, amenities, etc. Put the stops in the "right" places. • Sharrows and bike lanes: Sharrow placement will depend on lane width, on-street parking, etc. Concern with travel lane blocking bike in bike lane from view of left turning vehicles. • Combined parking resources are desired. Pave vacant lot(s) for off-street parking. Lack of common parking has negative impact on attracting new users. City cited example where orthodontist did not purchase a building because of insufficient parking on the same side of the street. City needs to set framework and implement off-street parking accommodations; City cannot react quickly enough when a building purchase is being considered. Shared off-street parking is desirable; it can be used to provide visual and physical connectivity, and it should be well-lit. • Parking requirements: The City has standards for parking requirements but variances are routine. • Create branding for Shaker for wayfinding, parking identification, etc. • Address access management. Remove parking from in front of buildings and provide parking elsewhere. Need for on-street parking should be determined by land use (i.e., needed for retail). • Redevelopment: Consider redevelopment of multiple east side lots and provide parking in rear. West side – corner lots are the maximum business opportunity (most attractive to developers). • Land use: Need for food (restaurants) • Coordination with City of Cleveland: Communicate with Cleveland's Ward 1 regarding project and potentially continuing the concept(s) into Cleveland. Ward 1 is interested in connecting with Shaker. Joyce has met with Ward 1 about bike and healthy community initiatives. City of Cleveland plans for Lee Rd are on hold. Project team will coordinate with Cleveland traffic engineering. • Redevelopment considerations (part of West side development and East side parking discussion): – A two-sided street is necessary for healthy and sustained economic development. Per Maribeth/RTA, investing in permanent improvement spurs redevelopment (HealthLine, Chagrin development, Lee Rd in Cleveland Heights, Lakewood, etc.). – Per Tania/Ec Dev, Shaker Heights needs the first piece (the framework) to set the foundation in order to attract developers. – Chad noted that there may also need to be policy changes to support the framework (zoning overlay districts, etc.). – The City may want to assemble/aggregate the parcels to simplify the redevelopment process and reduce developer risk. – Potential City actions include: Aggregate parcels and prepare for development/resale. Address stormwater management on a holistic basis. Conduct site remediation. Shaker Heights needs site control to prepare the sites in a manner to effectively change the character of the corridor.

	• Mid-block pedestrian crossing: A mid-block crossing should be provided. Favorable opinions regarding provision of a median section to facilitate pedestrian crossings (more comfortable, feels better, creates visual distinction). • Pedestrian connection(s) to adjacent neighborhoods: Is it desired? It would take a longer connection to reach the neighborhood to the West and a shorter/closer connection to the East. A strategic connection to the park is desired. • Corridor character and function: Consider the vision; go beyond what is out there today. Keep in mind that Lee Rd provides a connection to I-480. Consider a 25 mph speed limit (rather than the existing 35 mph). Traffic volume is advantageous to business owners; do not want to reduce traffic volumes. The project and redevelopment doesn't have to create traffic, it can take advantage of existing traffic. Core needs are to solve access management and parking. The City can set the stage with parcel consolidation and establishing off-street parking facilities. – Start small. Take steps to signify city support. What can be done to make that happen? – Restriping – Shared use parking facilities – Streetscape elements with positive impacts – Lighten aerial intrusion/clutter. Understanding of utilities and what is needed. Possible to consolidate to one side? – Common light standard – Common street furniture – Each section of Lee Rd has unique character but no brand. Create consistency with crosswalks, sidewalks, bike treatments, etc. across the corridor. It is of benefit to the community to establish a brand and support a sense of place. Currently, Lee Rd has no brand. • Places to start: – Attract people from the neighborhoods and communities to businesses (more than cars/car access). Attract existing vehicular and neighborhood markets. – Connect Chelton Park to Lee Rd. – Identify and implement the low hanging fruit. • Is there an area of emphasis for bike connectivity and travel amenities? Bike parking and shelters; incorporate bikes into the corridor; consider bike racks as public art; City policy for bike parking?

Lee Road Traffic Study and Corridor Plan
Streetscape Workshop Minutes
April 24, 2012

SHAKER HEIGHTS

Lee Road Traffic Study and Corridor Plan
Streetscape Workshop
April 24, 2012

SHAKER HEIGHTS

Initials	Name	Organization	Address	Phone	Email
Working Group					
✓	Joyce Braverman Planning	City of Shaker Heights	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1432	joyce.braverman@shakeronline.com
✓	Ann Klavora Planning	City of Shaker Heights	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1436	ann.klavora@shakeronline.com
	Tania Menesse Economic Development	City of Shaker Height	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1334	tania.menesse@shakeronline.com
Project Steering Committee					
	Melinda Bartlett	ODOT District 12	5500 Transportation Blvd. Garfield Heights, OH 44125	(216) 584-2087	melinda.bartlett@dot.state.oh.us
	Dar Caldwell	LaunchHouse	3558 Lee Road Shaker Heights, OH 44120	(440) 488-1917	dar@launchhouse.com
	Scott Lee Police	City of Shaker Heights	3400 Lee Road Shaker Heights, OH 44120	(216) 491-1240	scott.lee@shakeronline.com
	David Lewis	Lewis Electronics	3536 Lee Road Shaker Heights, Ohio 44120	(216) 921 -3440	lewisaltine@yahoo.com
	Ron Lloyd	RDL Architects	16102 Chagrin Blvd., Suite 200 Shaker Heights, OH 44120	(216) 752-4300	Ron@rdlarchitects.com
	Ryan McKenzie	Bicycle advocate	2553 Kendall Road Shaker Heights, OH 44120	(216) 308-1059	ryanmckenzie@sbcglobal.net
RN	Ryan Noles	NOACA	1299 Superior Avenue Cleveland, Ohio 44114-3204	(216) 241-2414 ext 273	rnoles@mpo.noaca.org
	Willa Walker	Lomond Association	3696 Riedman Road Shaker Heights, OH 44120	(216) 295-0475	wwalker014@aol.com
✓	Carmella Williams	Moreland On The Move Community Association	15725 Scottsdale Blvd. Shaker Heights, OH 44120	(216) 751-2842	moreland@morelandonthemove.org
	Margaret Kavouras	RDL		216 752 4300	margaret@rdlarchitects.com

Lee Road Traffic Study and Corridor Plan
Streetscape Workshop
April 24, 2012

SHAKER HEIGHTS

Initials	Name	Organization	Address	Phone	Email
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VNW	Valerie Webb	GRTA	1240 W 6th St Cleveland 44113	216 [illegible]	vweb@grta.org
RB	Robin Bialosky	Citizens Bank	3505 Lee Rd Shaker 44120	216 [illegible]	robin.bialosky@
	Mahmoud Alloz	NOACA	1299 Superior Ave Cleveland, OH 44114	216 - 241 - 2414 x 270	citizensbanking.com malloz@mpo.noaca.org
MW7	Maurice Zeh	RTA	1240 W. Sixth Street Cleveland, OH 44113	216 - 566-5160	Mzeh@rtaohio.org
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Lee Road Traffic Study and Corridor Plan

Focus Group Workshop

April 24, 2012

Baker SMITHGROUP JR

Project Introduction

Purpose:

Improve transportation access and circulation for all modes along Lee Road, and

Improve the character of the commercial district south of Chagrin through streetscape enhancements.

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Lee Road Corridor
Lee Rd.
Who Does the Corridor Serve ?
• Commuters/Transit
• Non-motorized Transportation
• Recreation
• Businesses
• Residents
• Community Identity
… not just drivers!
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It's about balance…
Complete Streets are streets for everyone
• Balanced for all travel modes
• Safe access for all users
• More livable and welcoming
RTA
DO NOT PASS
CompleteStreets.org
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Desired Outcomes

Develop a **planning framework** to guide **development** in Lee Road **commercial district** and support **bicycle and pedestrian** improvements **along the corridor**.

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Goals & Objectives

- Raise **quality and character** of commercial area to reflect "Shaker character"
- Enhance **streetscape** according to a comprehensive plan
- Support existing businesses and future **economic development**
- Improve **access, safety, and comfort** for all users
- Add **bicycle infrastructure** and connections
- Create city **gateways**
- Reduce **environmental impacts**

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Plan Components
• Traffic study and lane reconfiguration plan
• Pedestrian/bike improvement plan
• Streetscape plan
• Implementation plan and cost estimate
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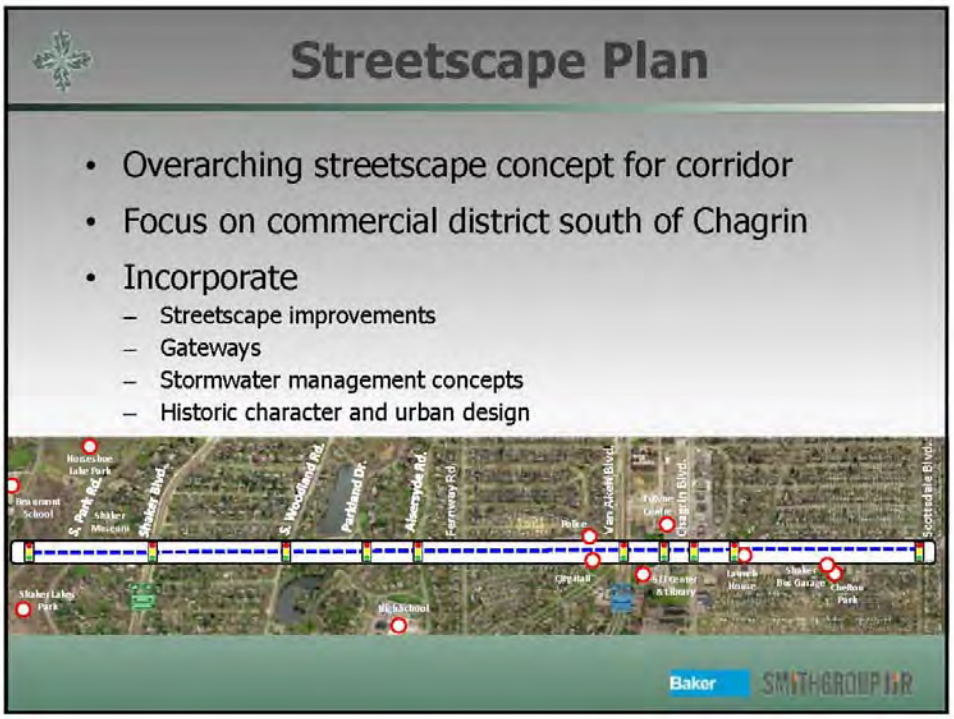
Streetscape Plan
• Overarching streetscape concept for corridor
• Focus on commercial district south of Chagrin
• Incorporate
– Streetscape improvements
– Gateways
– Stormwater management concepts
– Historic character and urban design
Horseshoe Lake Park
S. Park Rd.
Shaker Blvd.
S. Woodland Rd.
Parkland Dr.
Aldersyde Rd.
Fernway Rd.
Van Aken Blvd.
Chagrin Blvd.
Scottsdale Blvd.
Police
Shaker Lakes Park
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Lee Road Corridor - Character
South Section – Chagrin Blvd. to Scottsdale Blvd.
1
2
• Shaker LaunchHouse and room to grow
• Desire to reflect "Shaker Character"
• Access management, land use, lots
• Create gateway
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Streetscape
Hampstead
Nicholas
Lee
• Gateways
– South
– North
– Neighborhood
Scottsdale
Lee
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SWOT South Section

CONSTRAINTS

- Utility poles east & west sides
- Shallow lot depth, east side
- Multiple ownership
- Multiple curb cuts
- No pedestrian crossings (2000 ft)
  - Lomond crossing is wide
  - Next is Scottsdale
- Tough pedestrian crossing
  - Roadway width & 4 lanes
- Individual parking for each lot
- Vacancies & high turnover
- Impervious surfaces
- Access management (parcelized)
- 4 lanes: no shelter for turning vehicles
- Business mix (types & structures)
- No restaurants
- No on-street parking
- Scale of street & impact on peds
- RTA: number & location of bus stops

POSITIVE ASPECTS

- Healthy trees (Honey Locust)
- New sidewalks (east side)
- Accessible curb ramps (east & west)
- Deep, large lots on west side
- Adjacent residential neighborhood
  - Potential customers
- Anchor businesses
  - LaunchHouse, Lewis Electric, Firestone
- Vehicular traffic – business viability
- Community involvement

OPPORTUNITIES

- Bus garage (large parcel adjacent to park)
- City-owned parcels/enterprises)
- Vacant parcels (economics, buy cheap)
- Gateway @ Scottsdale
- Shared parking resources
- Sustainable site(s) development
  - Impervious to pervious
- Occupy the corners
- Vacant gas station/purchase
- Buildings to front street, parking behind
- New Lee/VanAken station
- Vehicular traffic is present
- Improve pedestrian atmosphere/walkability

Concepts

Project Team Workshop
April 5, 2012

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Bike Lanes
Conventional Bike Lanes
Designate exclusive space for bicyclists with pavement markings and signage.

Bikeway Signing & Marking
Shared Lane Markings ("sharrows")
112 inches
72 inches
40 inches
NEW YORK, NY
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Intersections
Median Refuge Island
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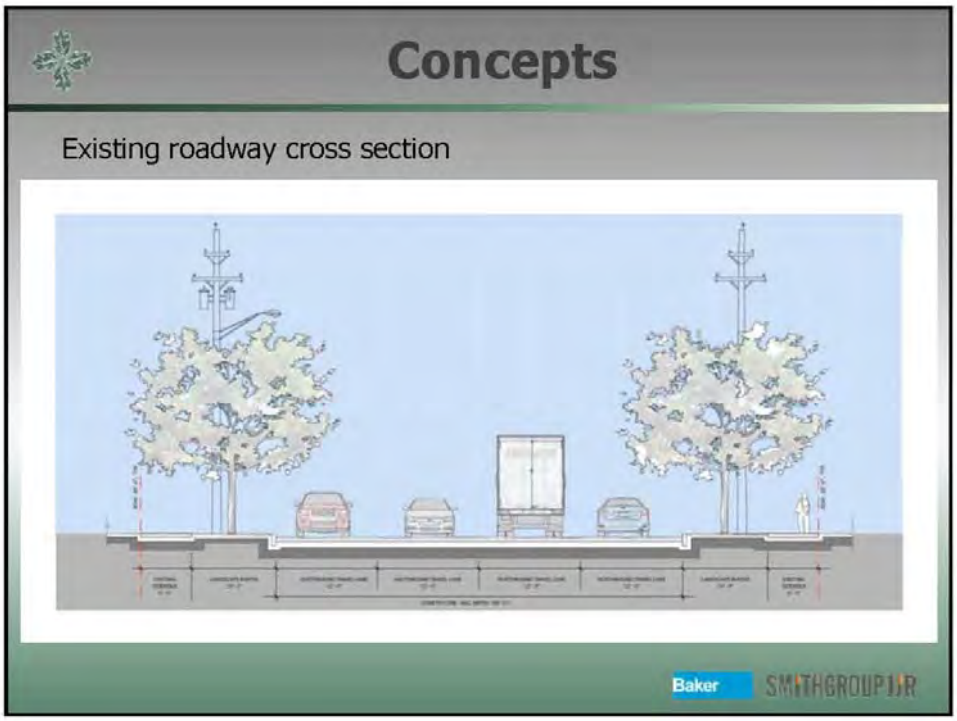
Concepts
Existing roadway cross section
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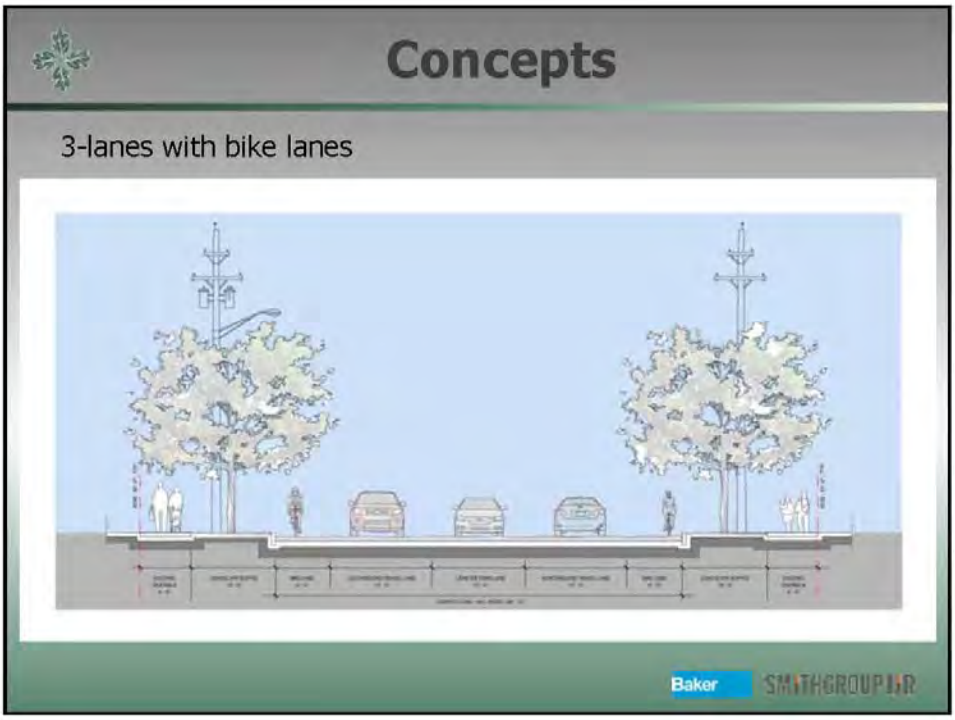
Concepts
3-lanes with bike lanes
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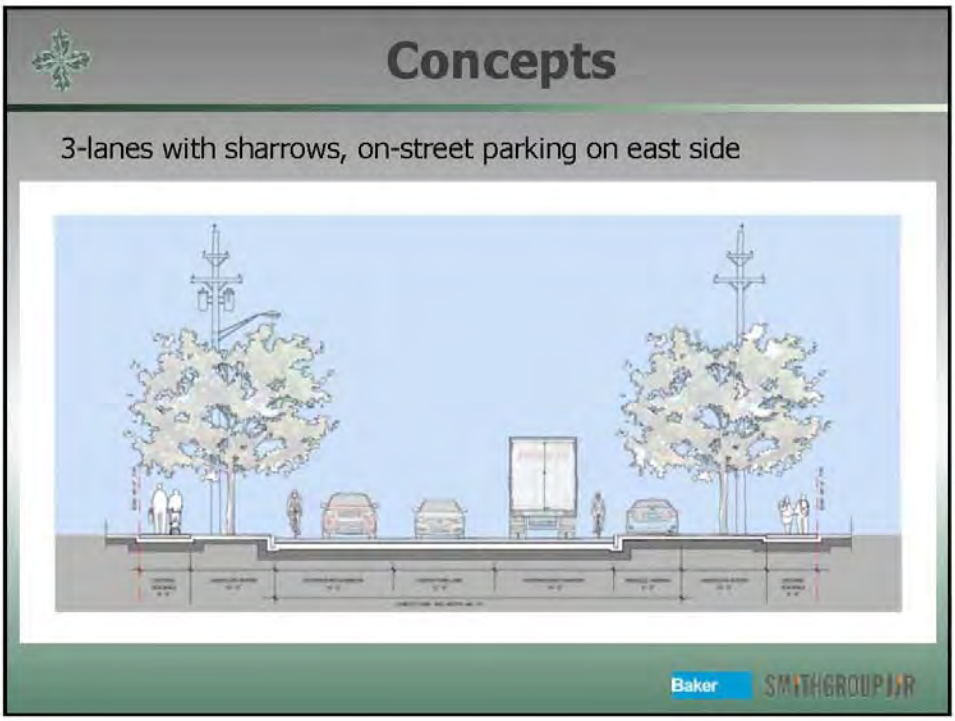
Concepts
3-lanes with sharrows, on-street parking on east side
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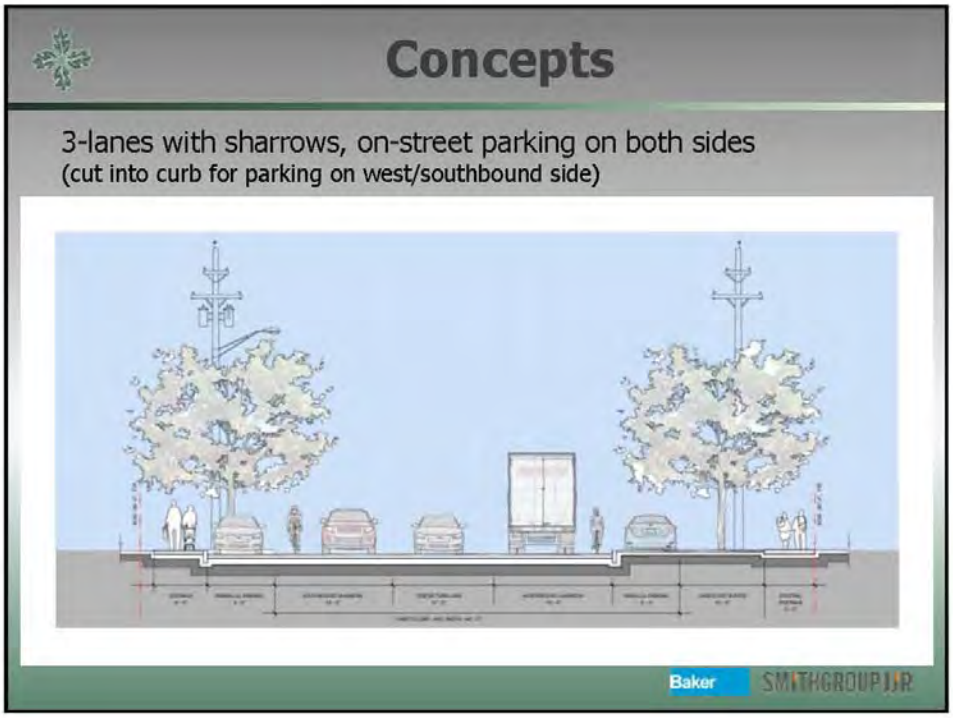
Concepts
3-lanes with sharrows, on-street parking on both sides
(cut into curb for parking on west/southbound side)
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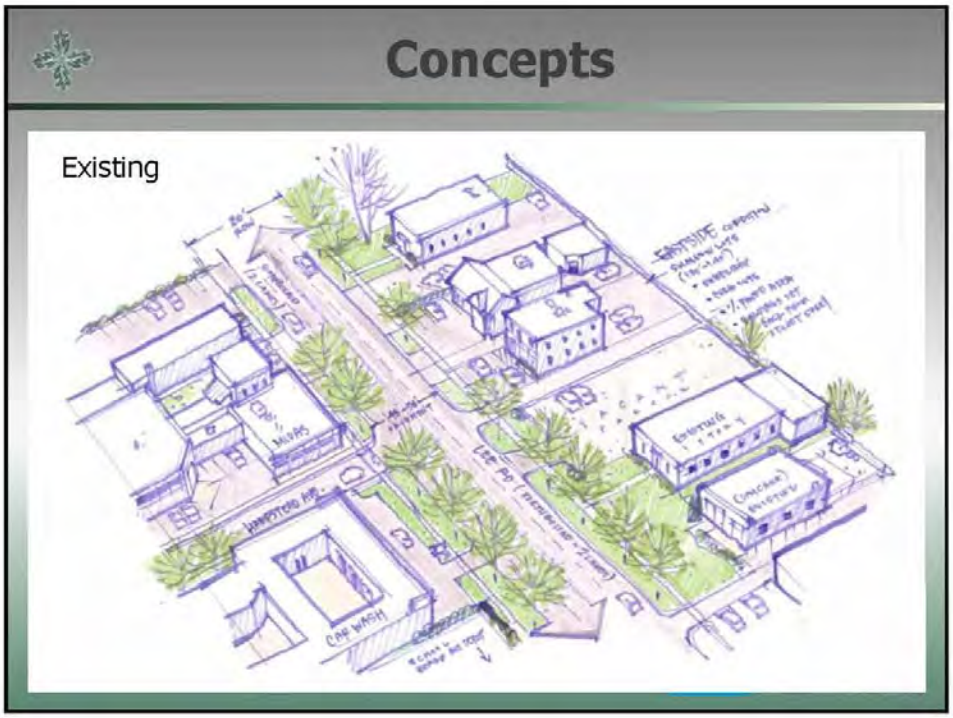
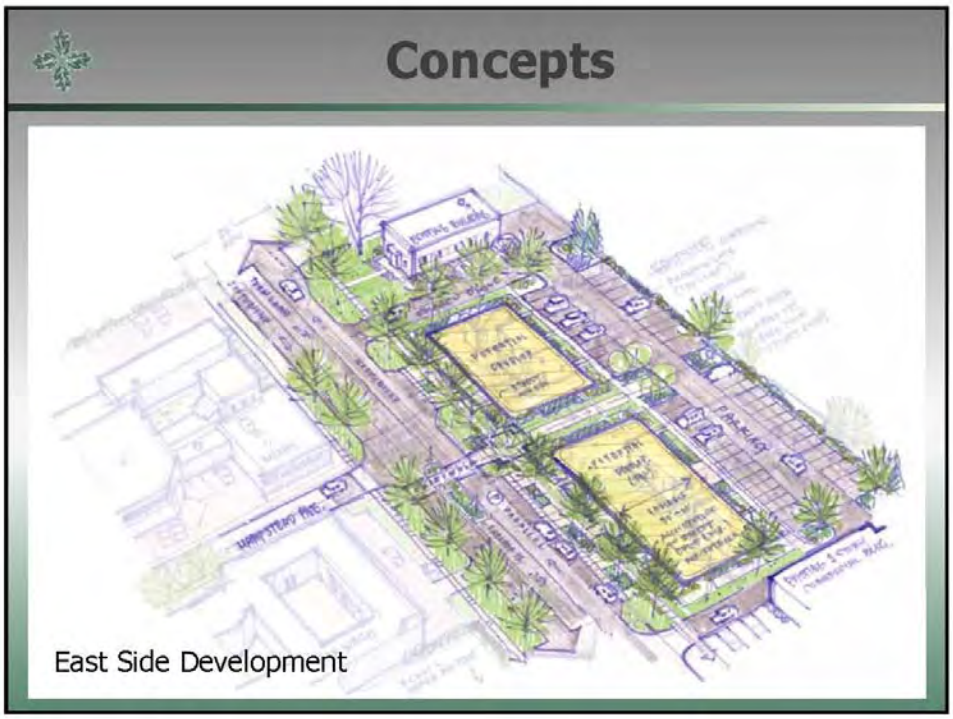
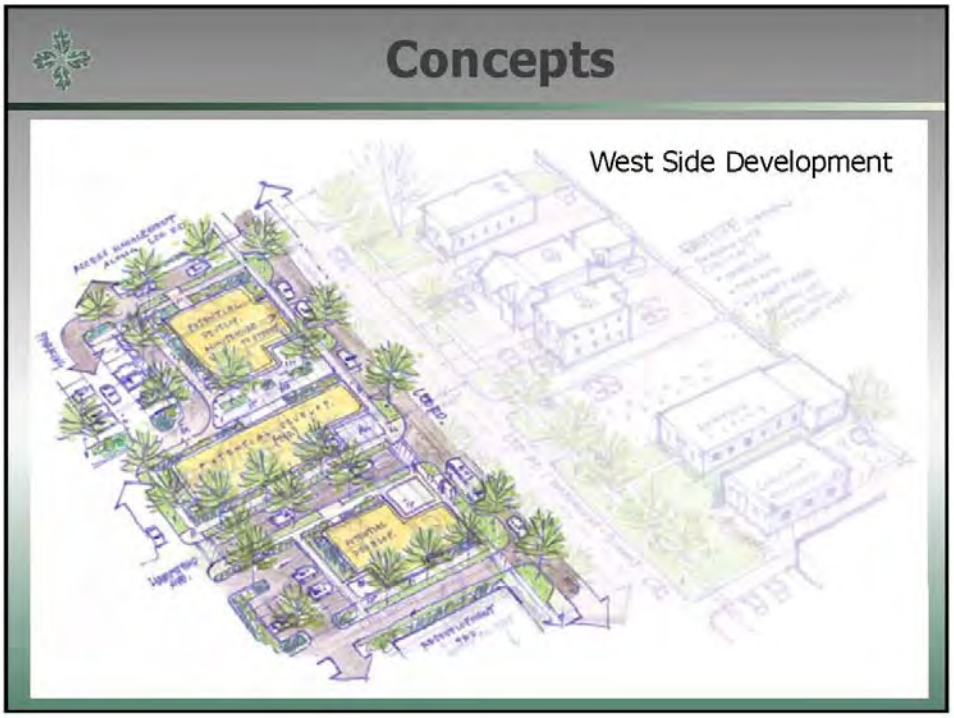

Concepts
Existing
CAR WASH

Concepts
East Side Parking


Concepts
East Side Development


Concepts
West Side Development

Concepts
West Side Development &
East Side Parking
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Concepts
East & West Side Development

Examples: Cedar-Lee
Cedar-Lee
• 3-lane roadway
• Mid-block ped crossing
• On-street parking
• Off-street parking lots
• Parking structure
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Examples: Coventry
Coventry
• On-street parking
• Off-street parking
• Mid-block ped crossing
• Parking structure
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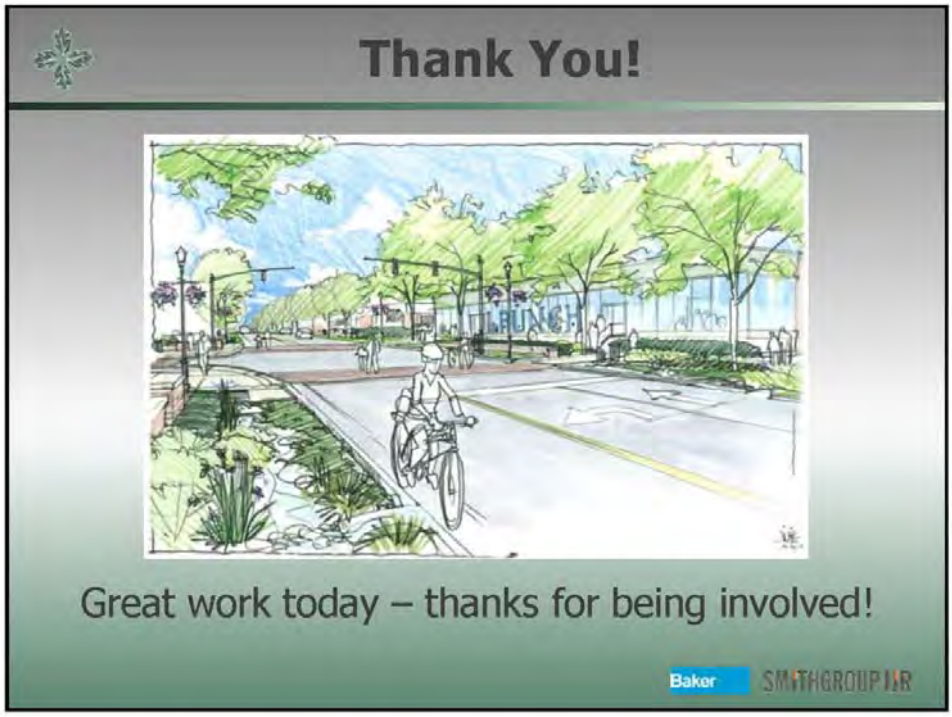
Thank You!
Great work today – thanks for being involved!
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