



CLEVELAND
HEIGHTS



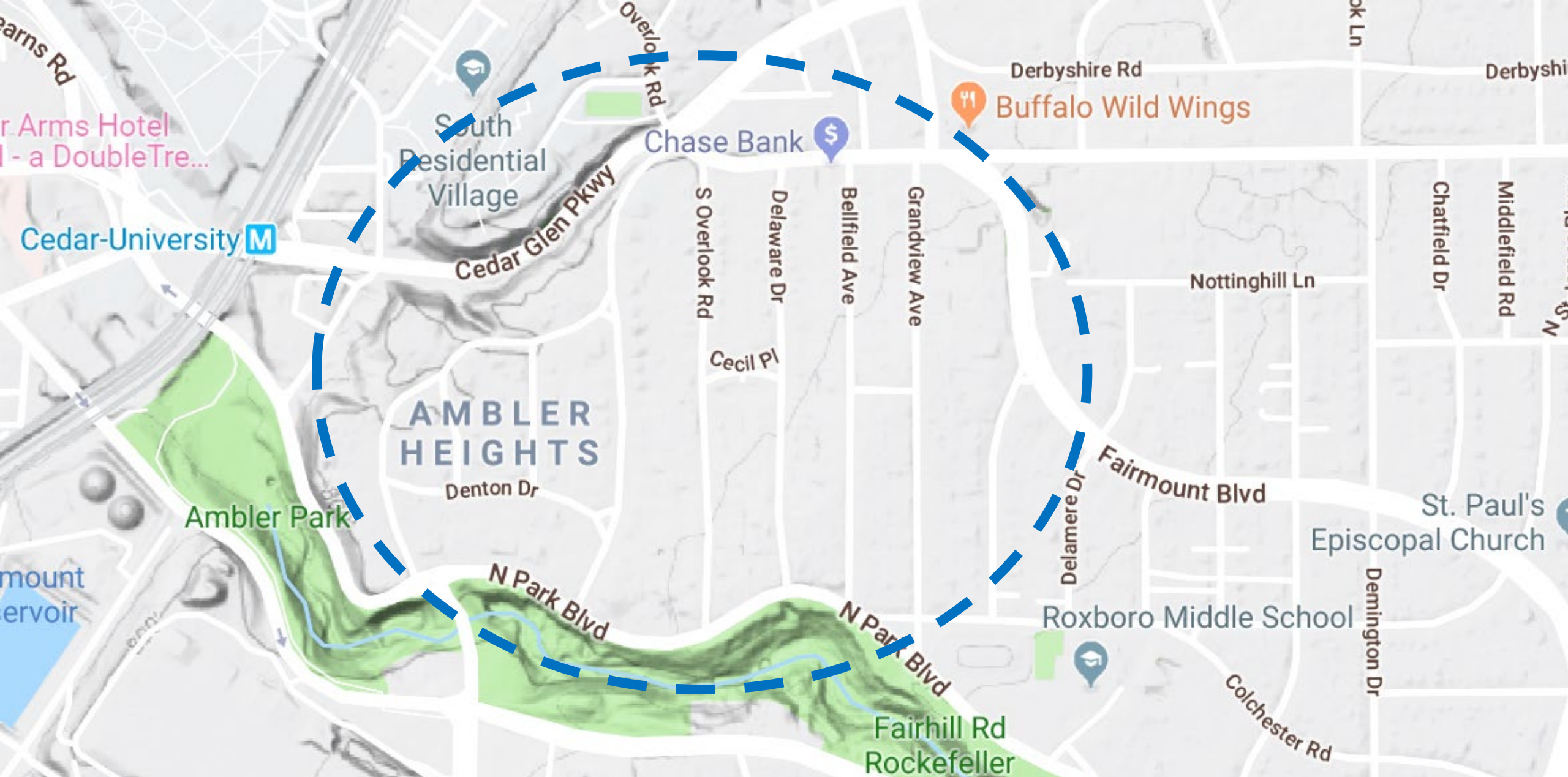
South of Cedar Neighborhood Traffic & Parking Management

Neighborhood Workshop 1

October 16, 2019

Agenda

1. Traffic and Parking Data Collection and Results
2. Survey Results
3. Traffic Management Tools
4. Parking Management Tools
5. Cedar Road Treatments
6. Concept Development Workshop
7. Idea Sharing
8. Next Steps



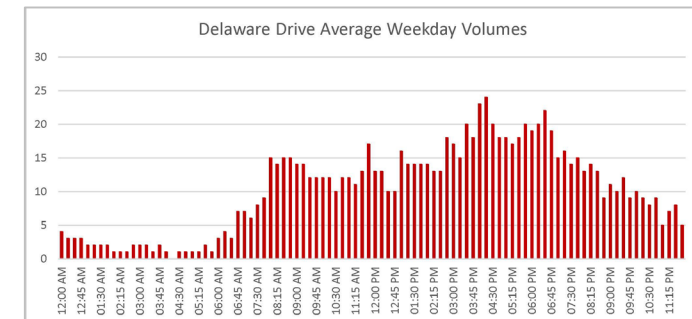
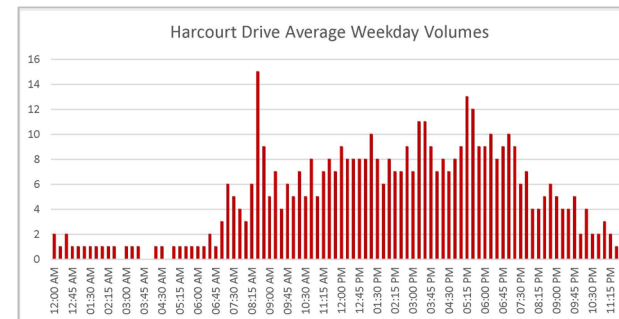
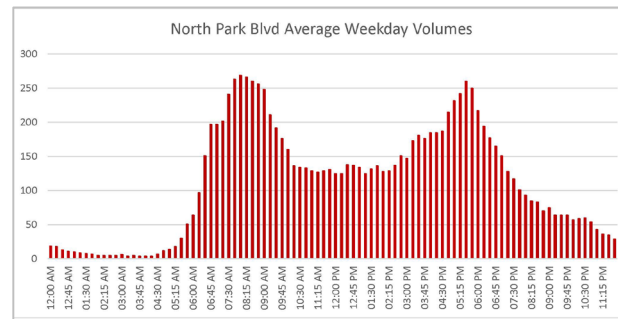
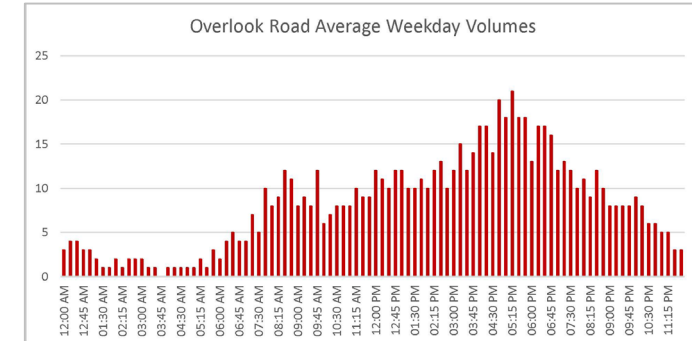
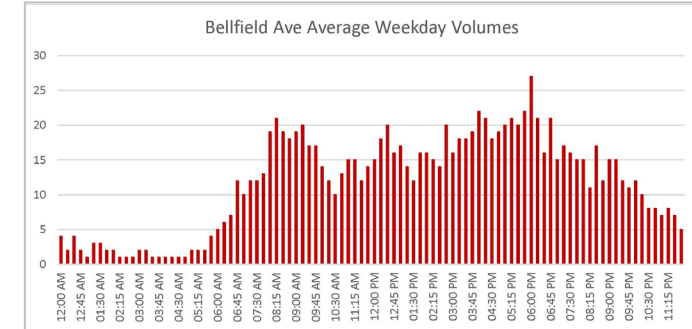
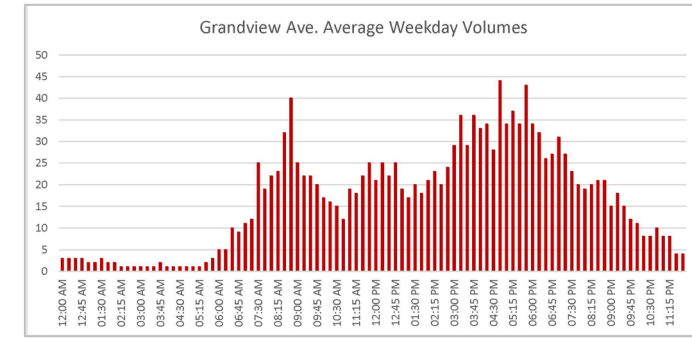
South of Cedar Neighborhood

Traffic Data Collection

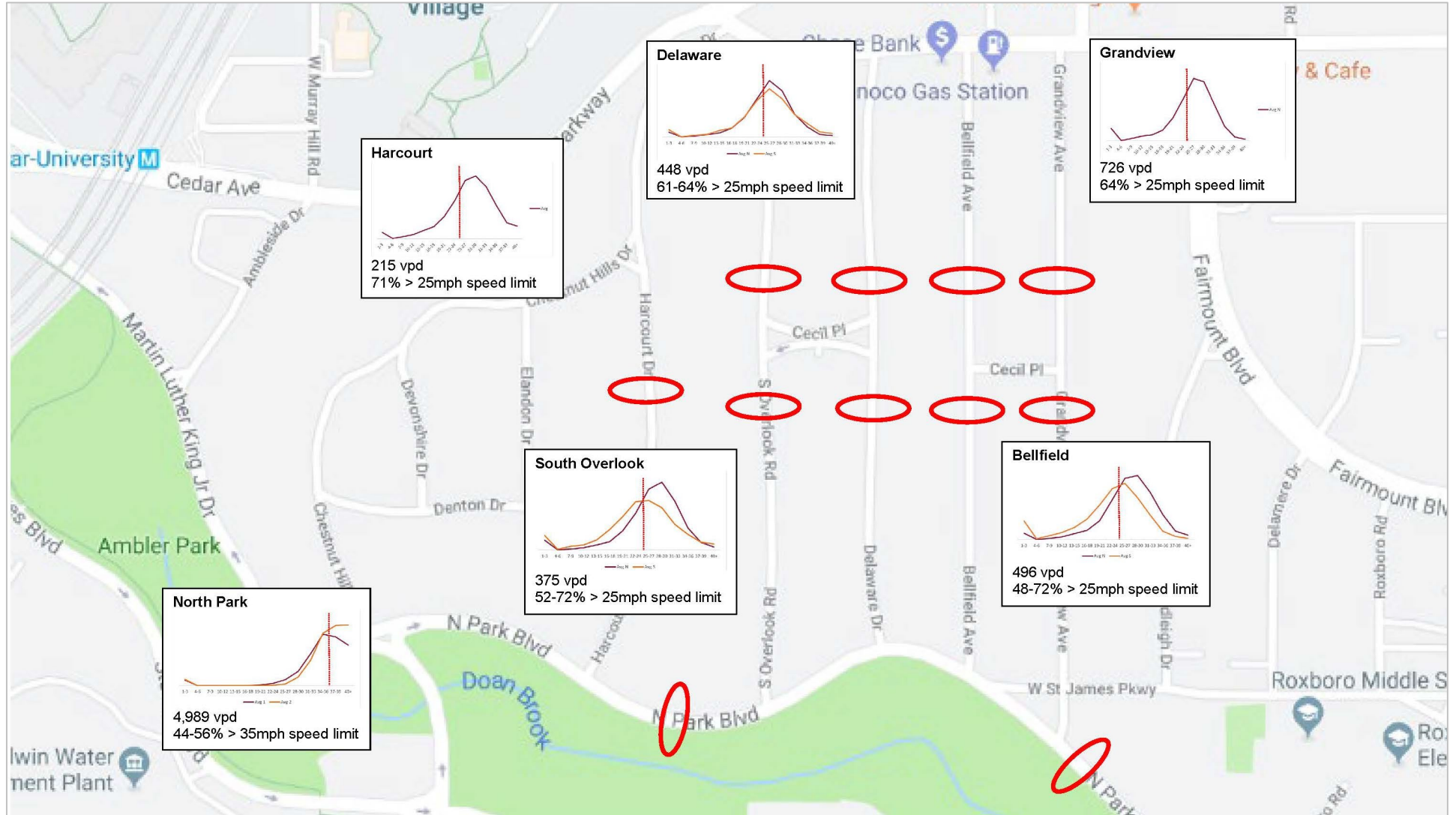


Traffic Volume Data

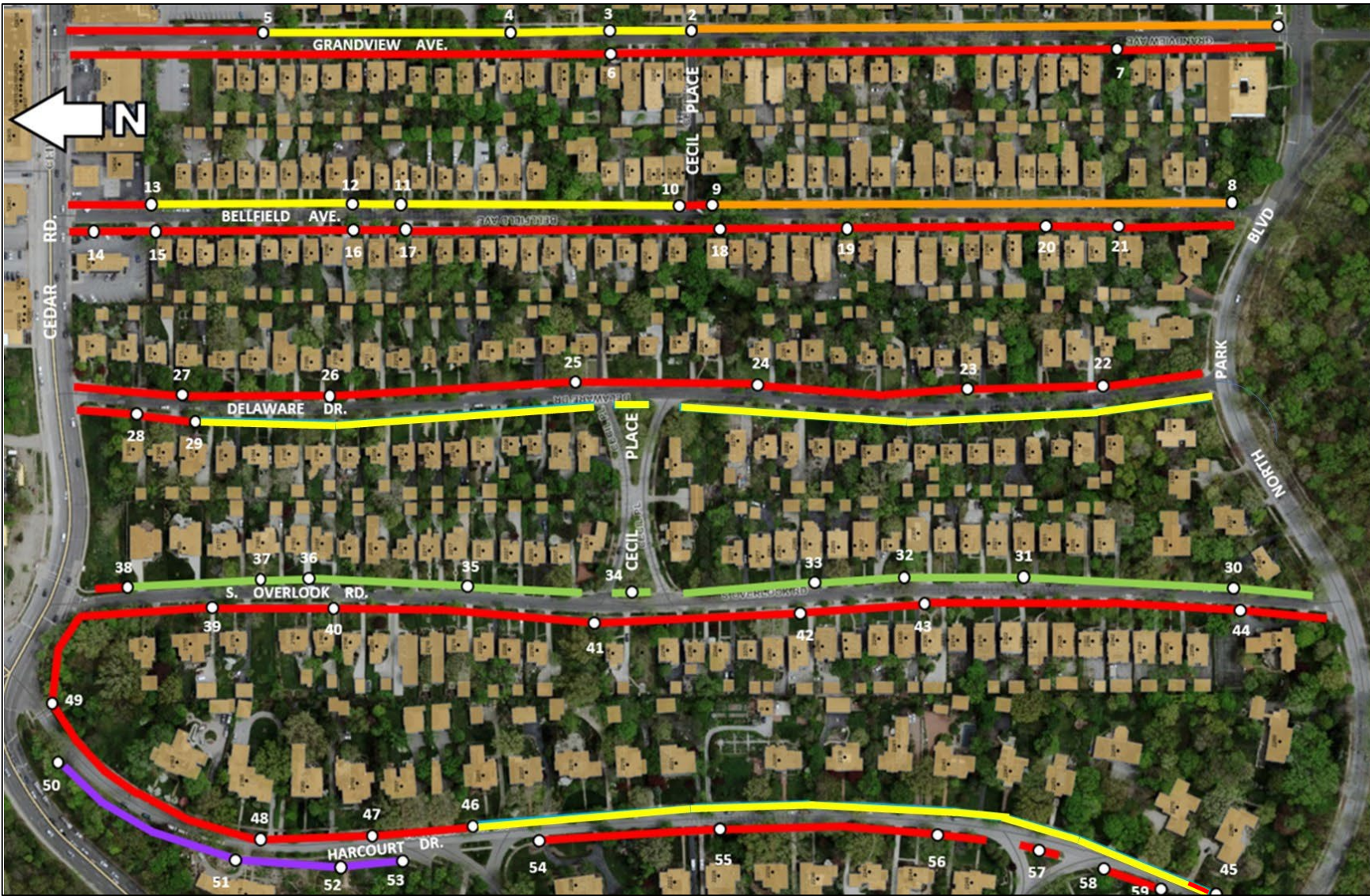
STREET	AM PEAK VOLUME	PM PEAK VOLUME	AVERAGE DAILY TRAFFIC (WEEKDAY)
Harcourt Drive	36	43	482
Overlook Road	40	77	784
Delaware Drive	59	85	980
Bellfield Ave	77	90	1126
Grandview Ave	120	149	1,582
N Park Blvd	1,058	984	10,894



Traffic Speed Data



On-Street Parking Restrictions



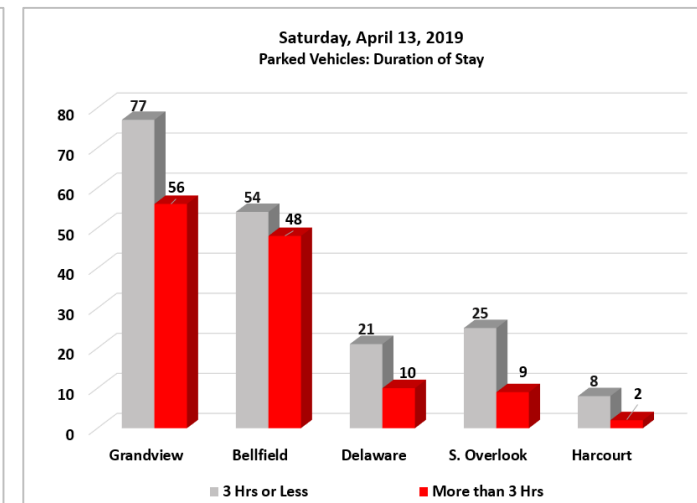
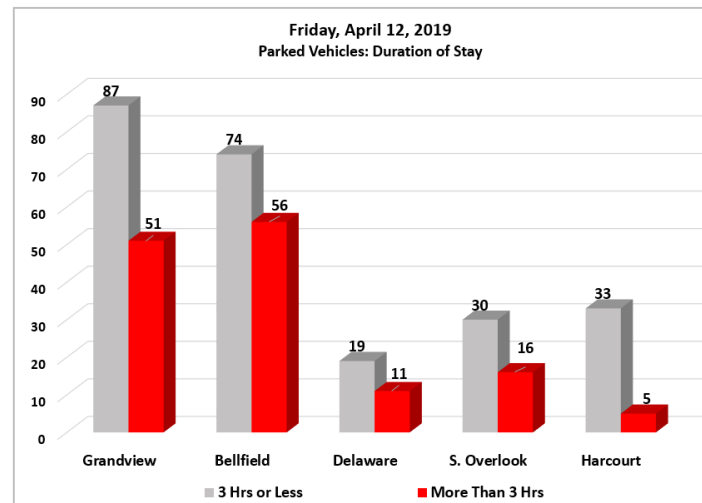
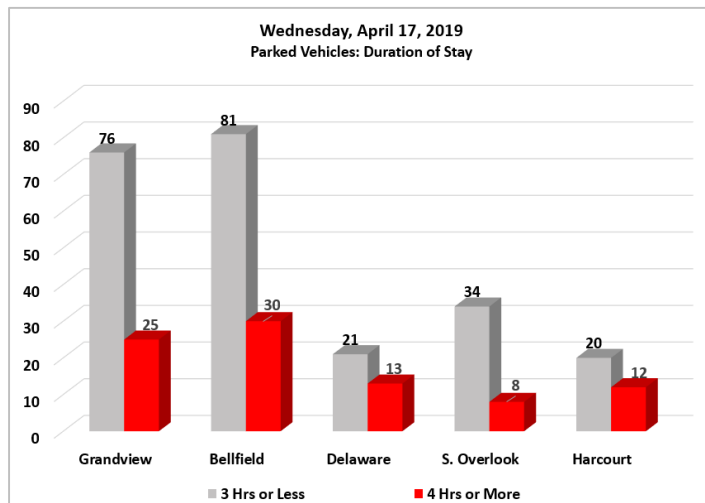
On-Street Parking Restrictions

- OPEN PARKING 24HR
- NO PARKING ANYTIME
- NO PARKING 3AM – 6AM
- 3HR PARKING 8AM – 10PM
- 1HR PARKING 8AM – 6PM



Parking Capacity & Occupancy

South of Cedar Neighborhood On-Street Parking Capacity:	North of Cecil Place	South of Cecil Place	North of Chestnut Hill Dr. (Westside)	South of Chestnut Hill Dr. (Eastside)	Total Space Capacity
Grandview Avenue (Eastside)	27	38			65
Bellfield Avenue (Eastside)	30	29			59
Delaware Drive (Westside)	28	30			58
S. Overlook Road (Eastside)	24	36			60
Harcourt Drive (West & Eastside)			26	55	81
Total Neighborhood On-Street Parking Supply					323



Parking Data

Parking Survey Results

- Overnight on-street parking:
 - » 67%-78% of capacity on Grandview
 - » 100% of capacity on Bellfield
- On-street parking activity generally higher on Saturday than Friday and Wednesday
- Grandview and Bellfield:
 - » Highest volumes of on-street parking
 - » Highest parking activity period between 6:00 PM and 8:00 PM
- Delaware, Overlook and Harcourt :
 - » On-street parking ranged between 15% and 20% of capacity
 - » Peak parking during early evening

Major Takeaways

- On-street **parkers tend to crowd access to driveway** aprons on Grandview and Bellfield.
- Parkers generally adhere to posted on-street parking regulations – **very little illegal parking** was observed
- Based on parking duration patterns, **majority of on-street parkers appear to be residents of the street** (all streets)
- During evening hours and weekends, **transient parkers account for less than 20% of on-street parkers.**

Neighborhood Survey

Participation

- 160 responses
- 41% from Bellfield and Grandview residents

Driveway Access

- It is difficult for me to exit my driveway
 - 34% agree (primarily Grandview and Delaware)
 - 45% disagree
- Parked cars impede access to my driveway
 - 43% agree
 - 45% disagree

Neighborhood Survey

Traffic-Related Questions

- **Traffic volume is an issue on my street**
 - 55% agree
 - Majority of respondents agree (all streets except Bellfield)
- **Traffic speed is an issue on my street**
 - 70% agree
 - Majority of respondents agree (all streets except Bellfield)
 - 100% of Delaware and 93% of Harcourt respondents agree
- **Bicycle safety is an issue on my street**
 - 51% agree
 - Delaware (89%), Grandview (69%), and S Overlook (57%)
- **Pedestrian safety is an issue on my street**
 - 37% agree (primarily Delaware, 68%)

Neighborhood Survey

Parking-Related Questions

- I have difficulty finding a parking spot within a short distance from my residence in the evening, late at night and/or overnight
 - 14% agree
 - 44% disagree
- Parking duration limits are appropriate
 - 60% agree
- Overnight parking zones are appropriate
 - 54% agree
- Lack of parking for guests is a concern on my street
 - 47% agree (predominantly Grandview, Delaware, South Overlook)

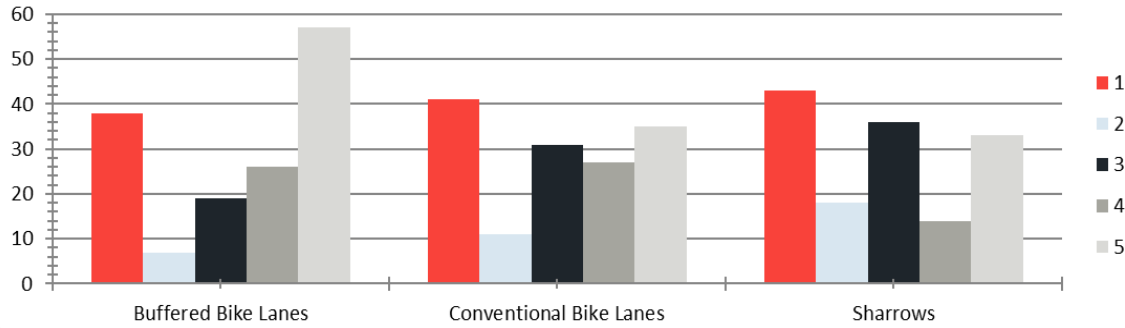
Neighborhood Survey

Input on Treatments / Strategies

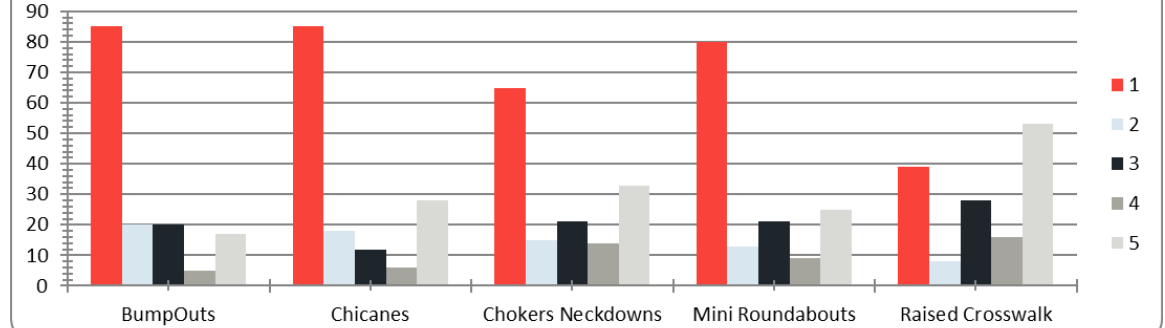
- Residential Parking Permit Program
 - 28% support
 - 49% do not support
- Residents are generally opposed to physical treatments
- Supported treatments include:
 - Buffered bike lanes
 - Raised crosswalks
 - Pavement markings
 - Speed display signs

Neighborhood Survey

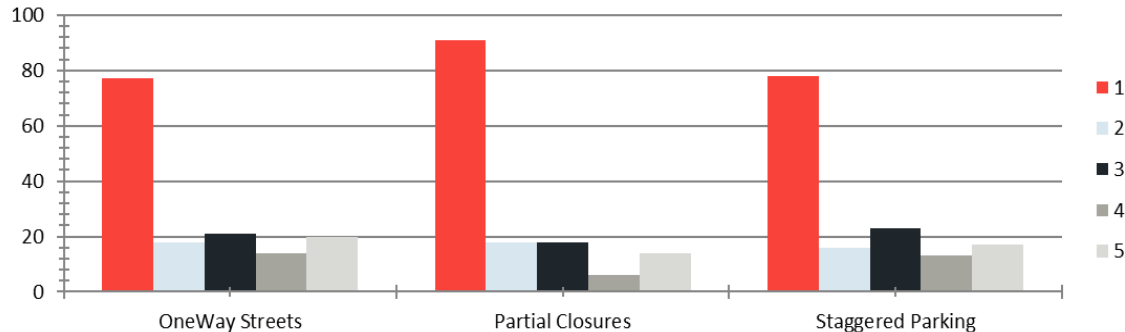
Bicycle Facilities



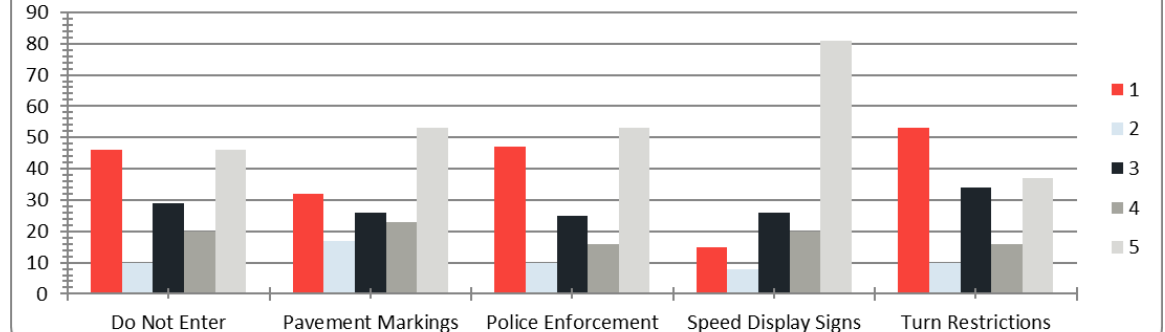
Physical Treatments



Other Methods



Signage Enforcement



Traffic Management Tools

Intersection

- All-Way Stop
- Bump Outs
- Crosswalk, Marked
- Crosswalk, Raised
- Do Not Enter
- Do Not Enter, limited duration
- Mini Roundabout
- Raised Intersection
- Turn Restriction
- Turn Restriction, limited duration

Corridor

- Bike Lanes
- Bollards
- Bump Outs
- Chicanes
- Chokers / Neckdowns
- Crosswalk, Marked
- Crosswalk, Raised
- Gateway / Public Art
- Qwik Curb
- Sharrows
- Speed Display Sign
- Speed Table
- Variable on Street Parking

Not Considered

One-Way Street

Road Closure

Rumble Strips

Speed Bumps

Speed Humps

Intersection Treatments



All-Way Stop



Bump Out



Crosswalk (Marked)



Crosswalk (Raised)



Do Not Enter
(Limited Duration)



Mini Roundabout



Raised Intersection



Turn Restriction

Corridor Treatments



Variable On-Street Parking



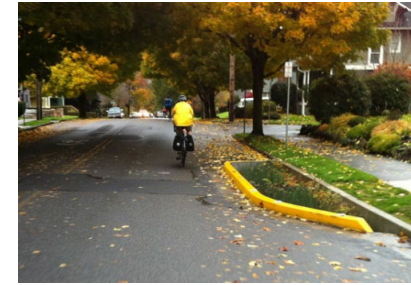
Bike Lanes



Bollards



Chicanes



Choker / Neckdown



Crosswalk Marked



Crosswalk Raised



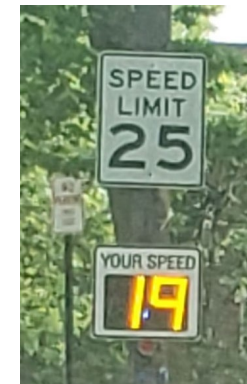
Gateway / Public Art



Qwik Curb



Sharrows



Speed Display Sign



Speed Table

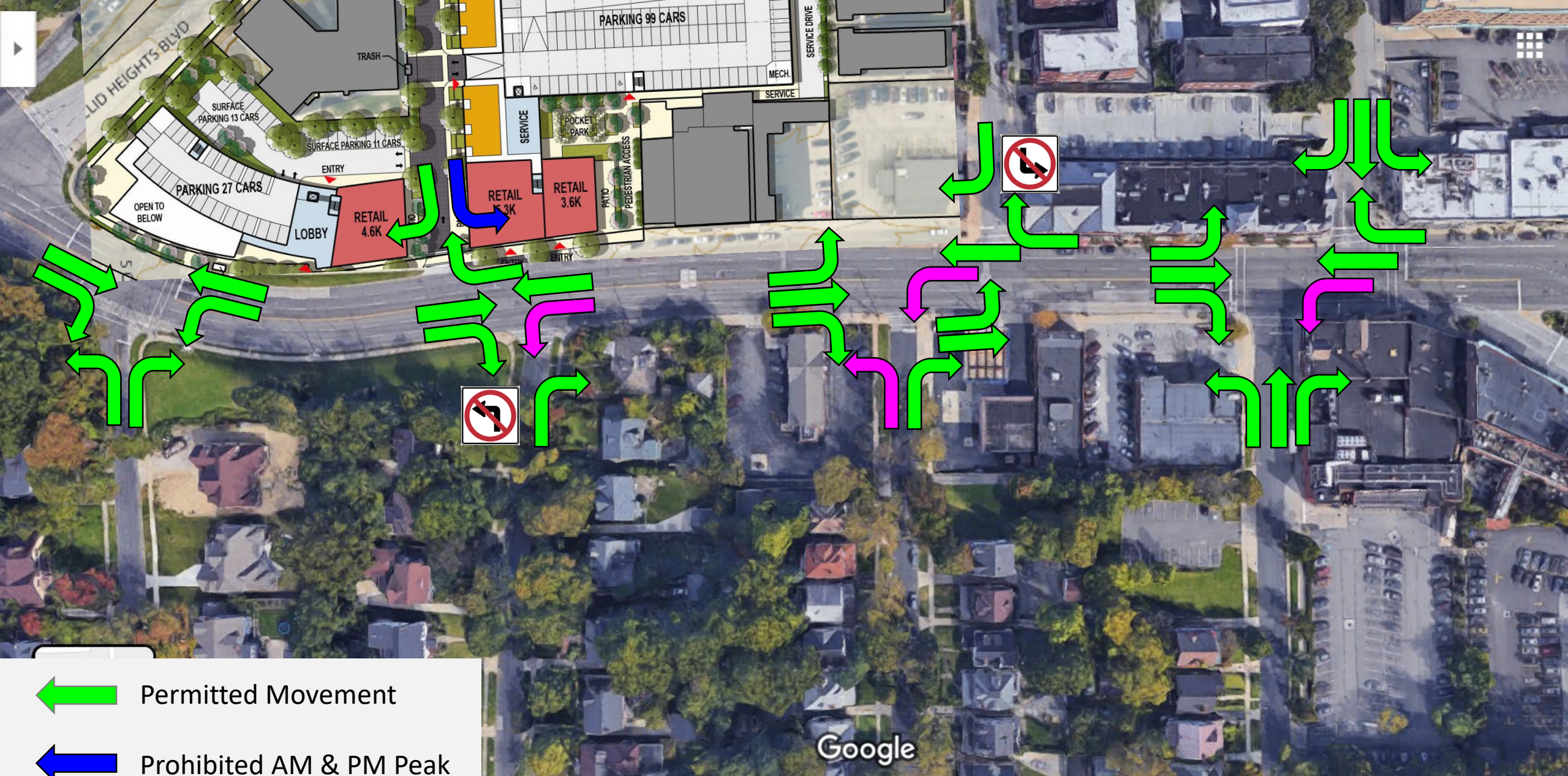
Parking Management Tools


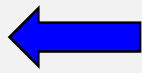

- Variable On-Street Parking
- Curb Painting of “No Parking” Zones
- Street Pavement Marking of Curbside Parking Zones
 - *Individual Boxes*
 - *Single Larger Box*
 - *Divider Lines for Individual Spaces*
 - *Tick Marking for Individual Spaces*
- Allow On-Street Parking Adjacent to Dave’s Market Lot
- Expand 24-Hr On-Street Parking Zones (north of Cecil Place)

Not Considered

Residential Parking Permit Program
(Exception: Petition submitted with 70% of residents support)

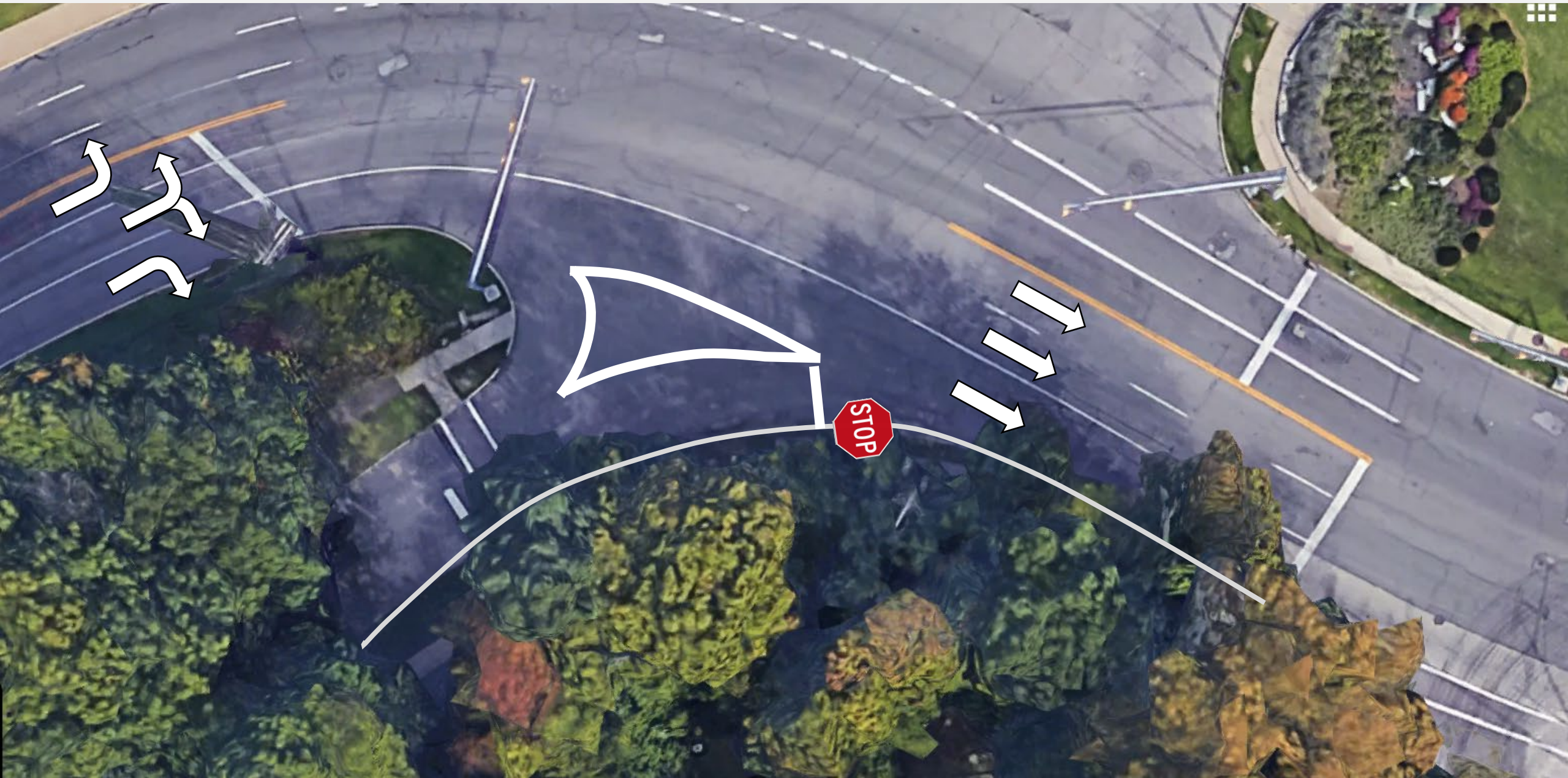




-  Permitted Movement
-  Prohibited AM & PM Peak
-  Prohibited PM Peak

Cedar/South Overlook-Grandview

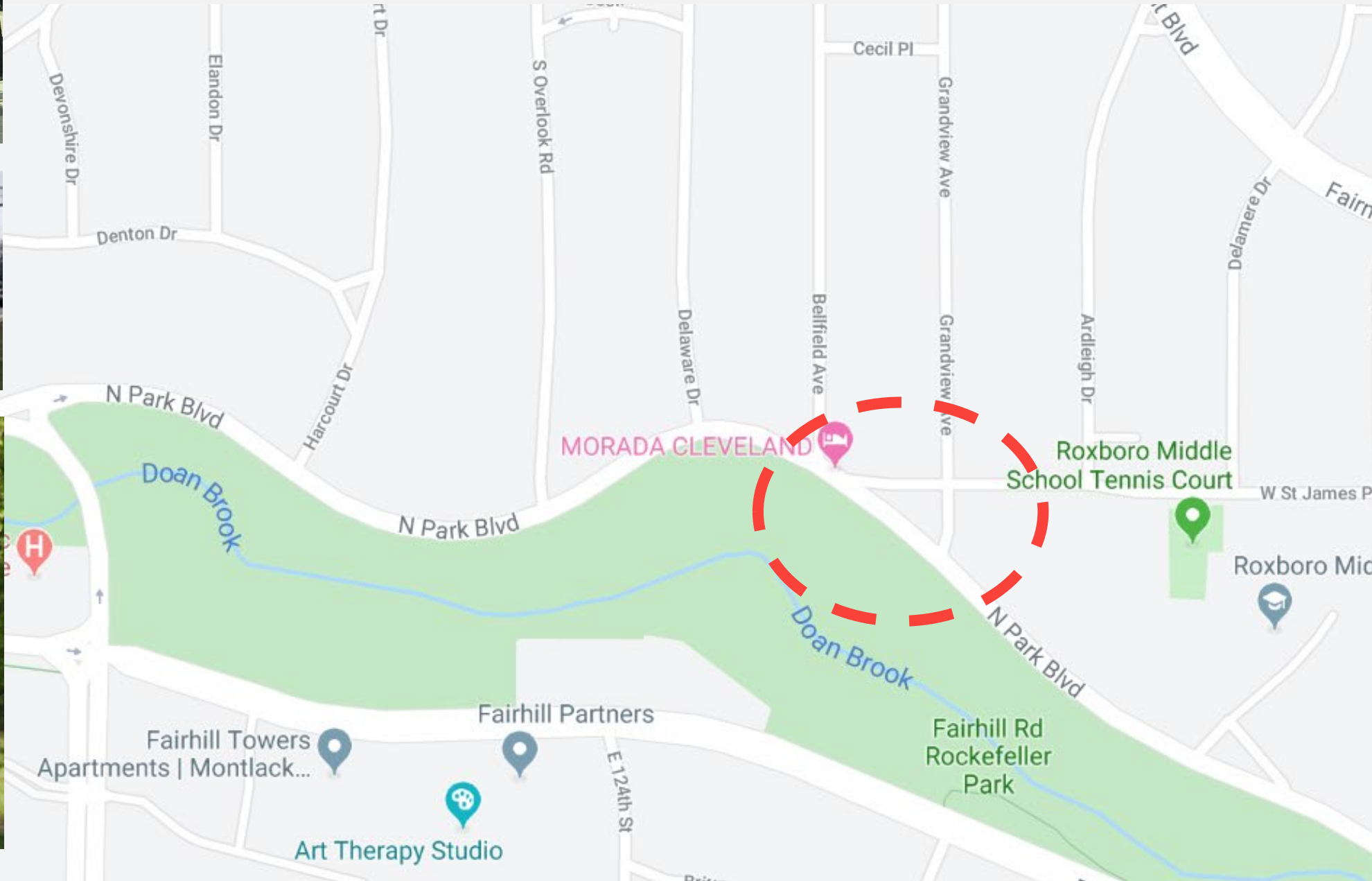
Cedar / Harcourt Intersection - Option 1



Cedar / Harcourt Intersection - Option 2



North Park





Concept Development Workshop

1. **Identify traffic management strategies**
 - Type of treatment
 - Location of treatment
2. **Identify parking management strategy(ies)**
 - Type of treatment(s)
 - Location(s) of treatment(s)

It is fine to:

- Develop more than one concept plan for your street.
- Identify additional treatments for the Cedar and North Park intersections at the ends of your street.