CLEVELAND HEIGHTS

South of Cedar Neighborhood Traffic & Parking Management

Neighborhood Workshop 2

October 30, 2019

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DESMAN Design Management

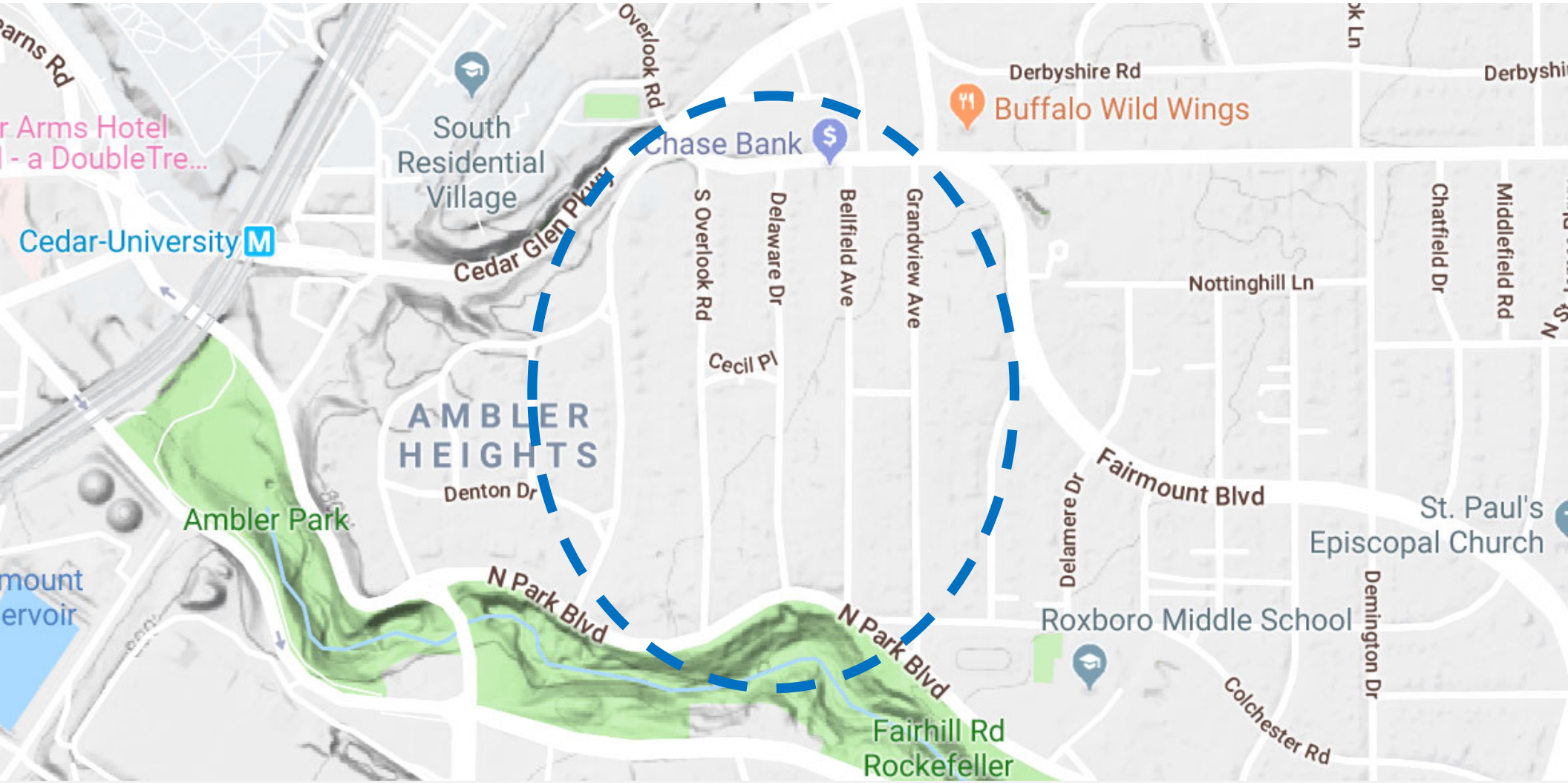
CLEVELAND HEIGHTS

Agenda

1. Traffic and Parking Data Collection and Results
2. Survey Results
3. Workshop #1 Recap
4. Cedar Road Treatments
5. Neighborhood Road Treatments
6. North Park Treatments
7. Next Steps
8. NOACA Street Supplies
9. Treatment Selection Activity

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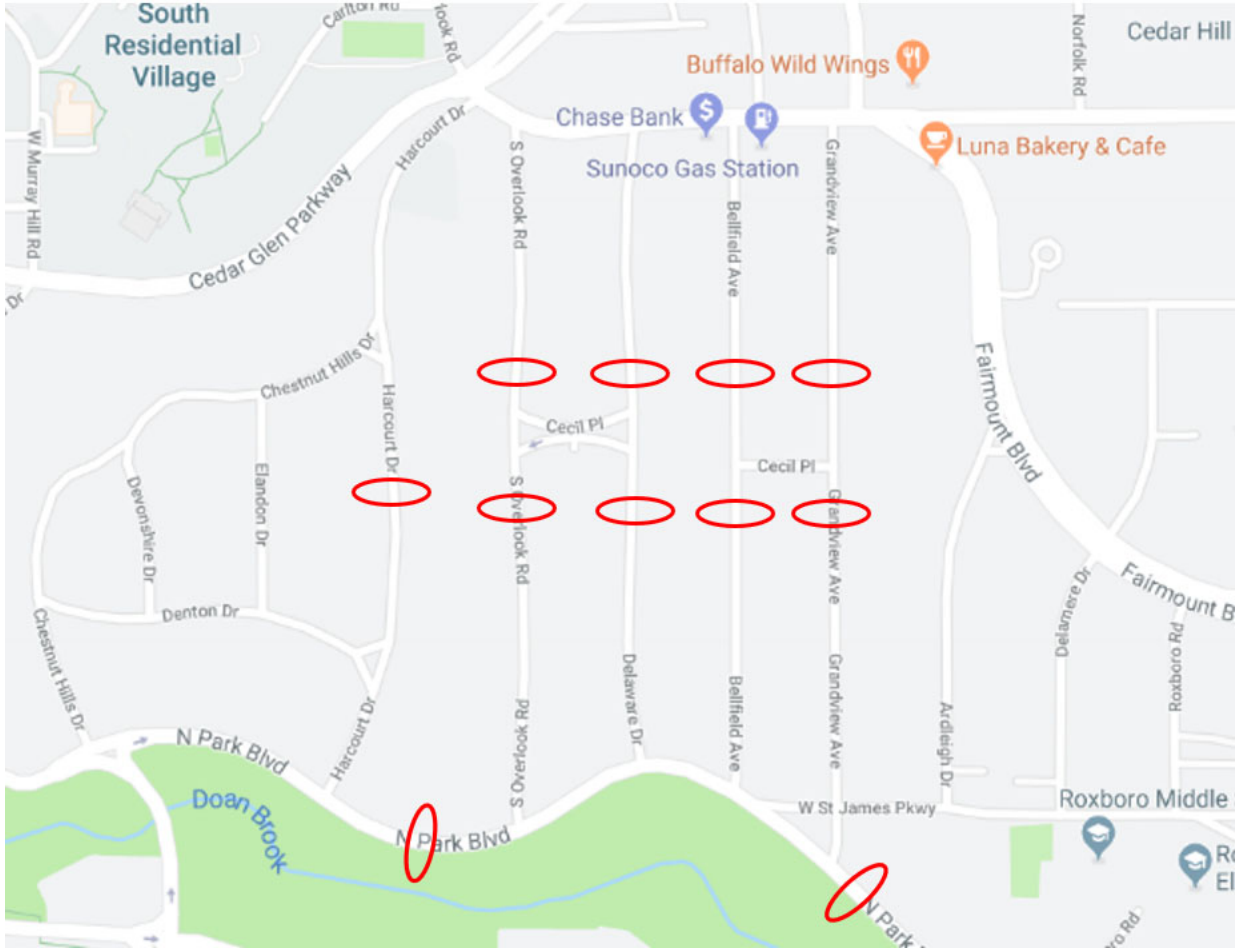
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South of Cedar Neighborhood

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Traffic Data Collection



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Traffic Volume Data

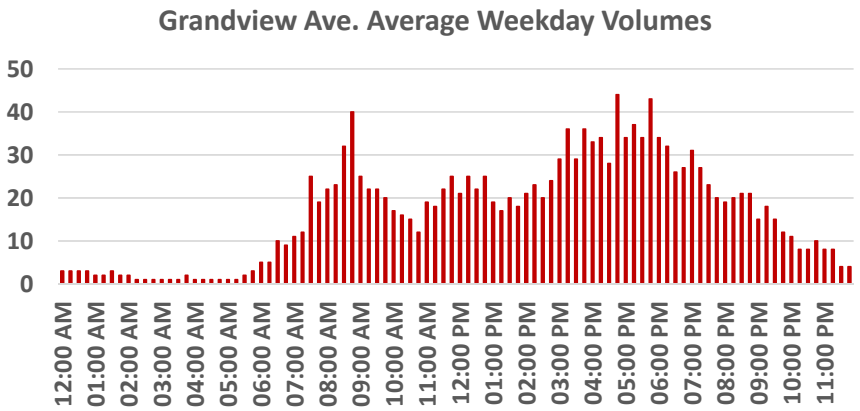
STREET	AM PEAK VOLUME	PM PEAK VOLUME	AVERAGE DAILY TRAFFIC (WEEKDAY)
HARCOURT DRIVE	36	43	482
S OVERLOOK ROAD	40	77	784
DELAWARE DRIVE	59	85	980
BELLFIELD AVENUE	77	90	1,126
GRANDVIEW AVENUE	120	149	1,582
N PARK BLVD	1058	984	10,894

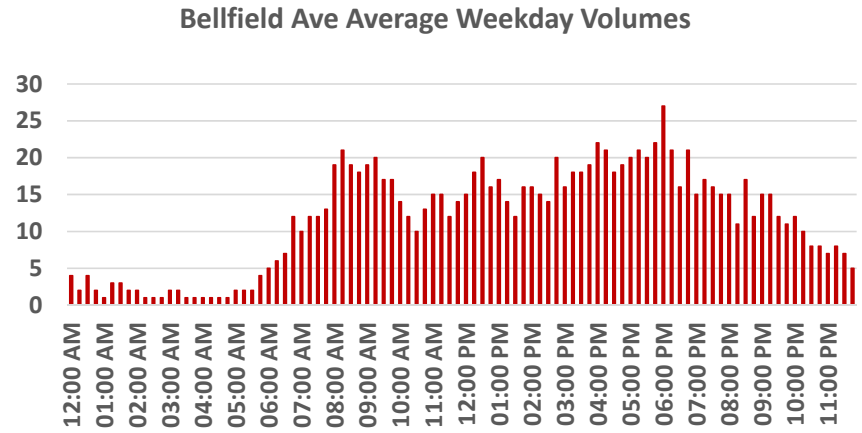
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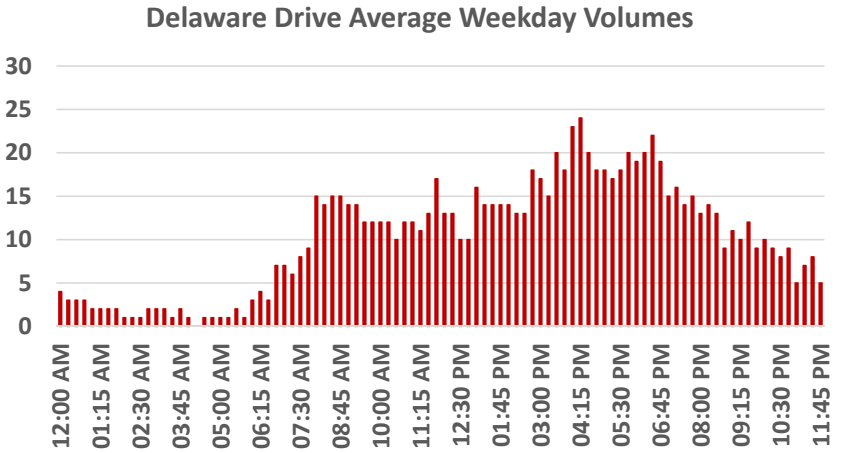
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Traffic Volume Data





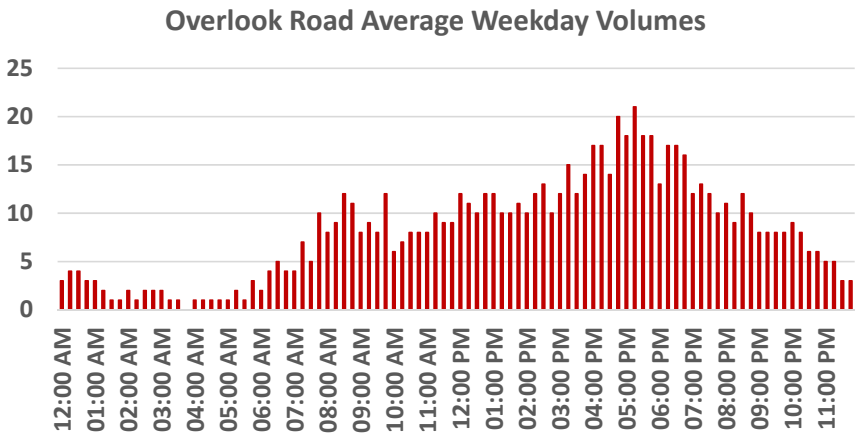


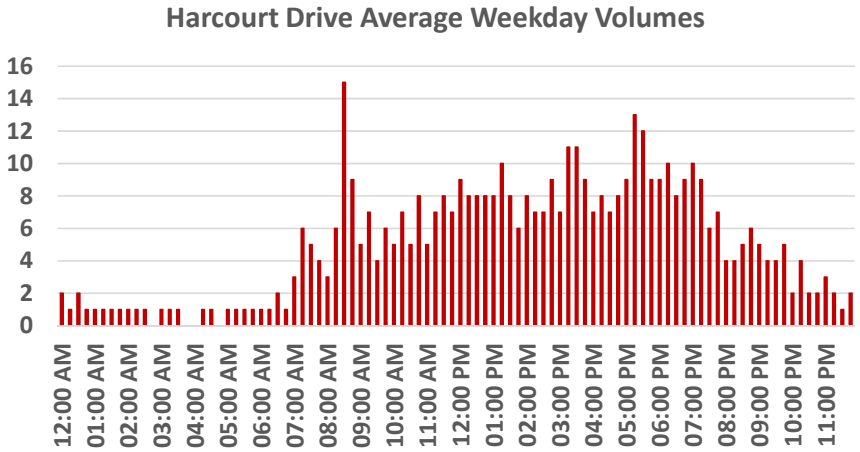
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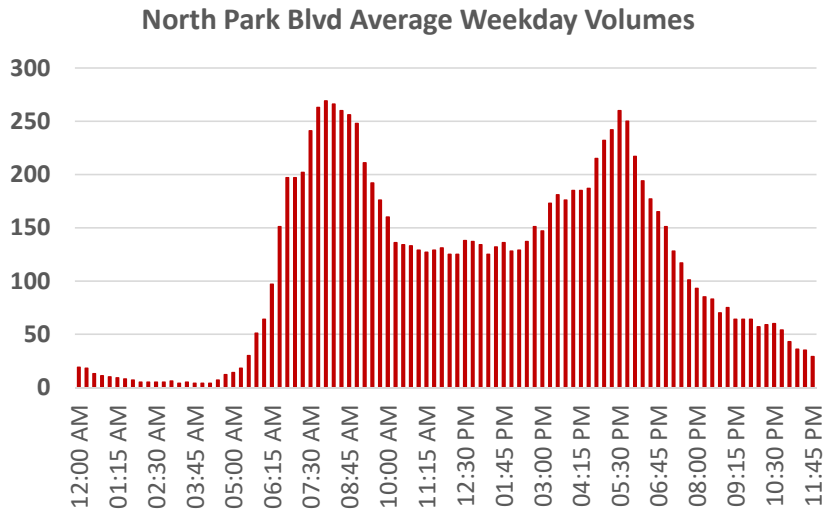
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Traffic Volume Data







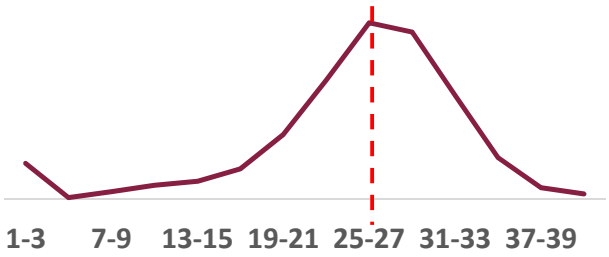
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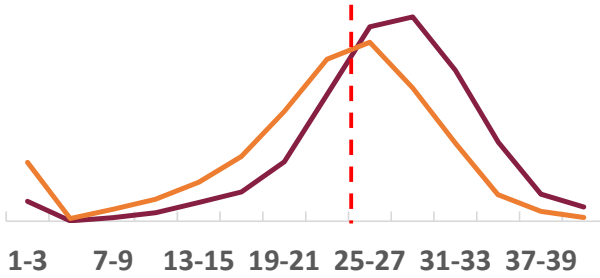
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Traffic Speed Data

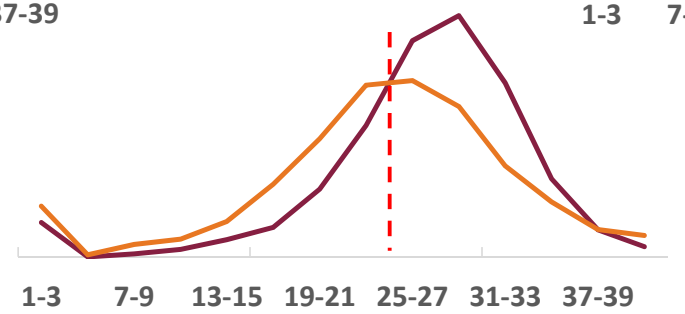
Grandview Ave



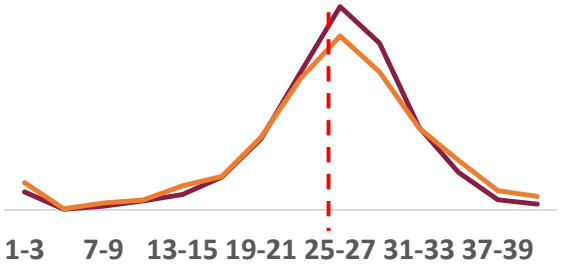
Bellfield Ave



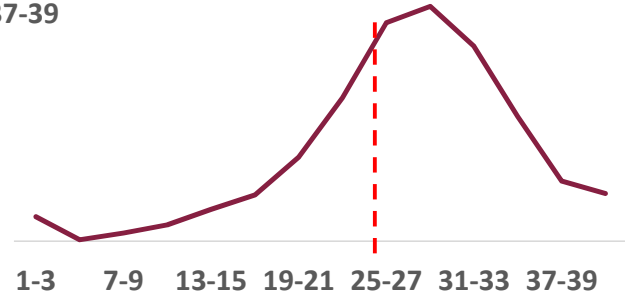
S Overlook Rd



Delaware Dr



Harcourt Dr

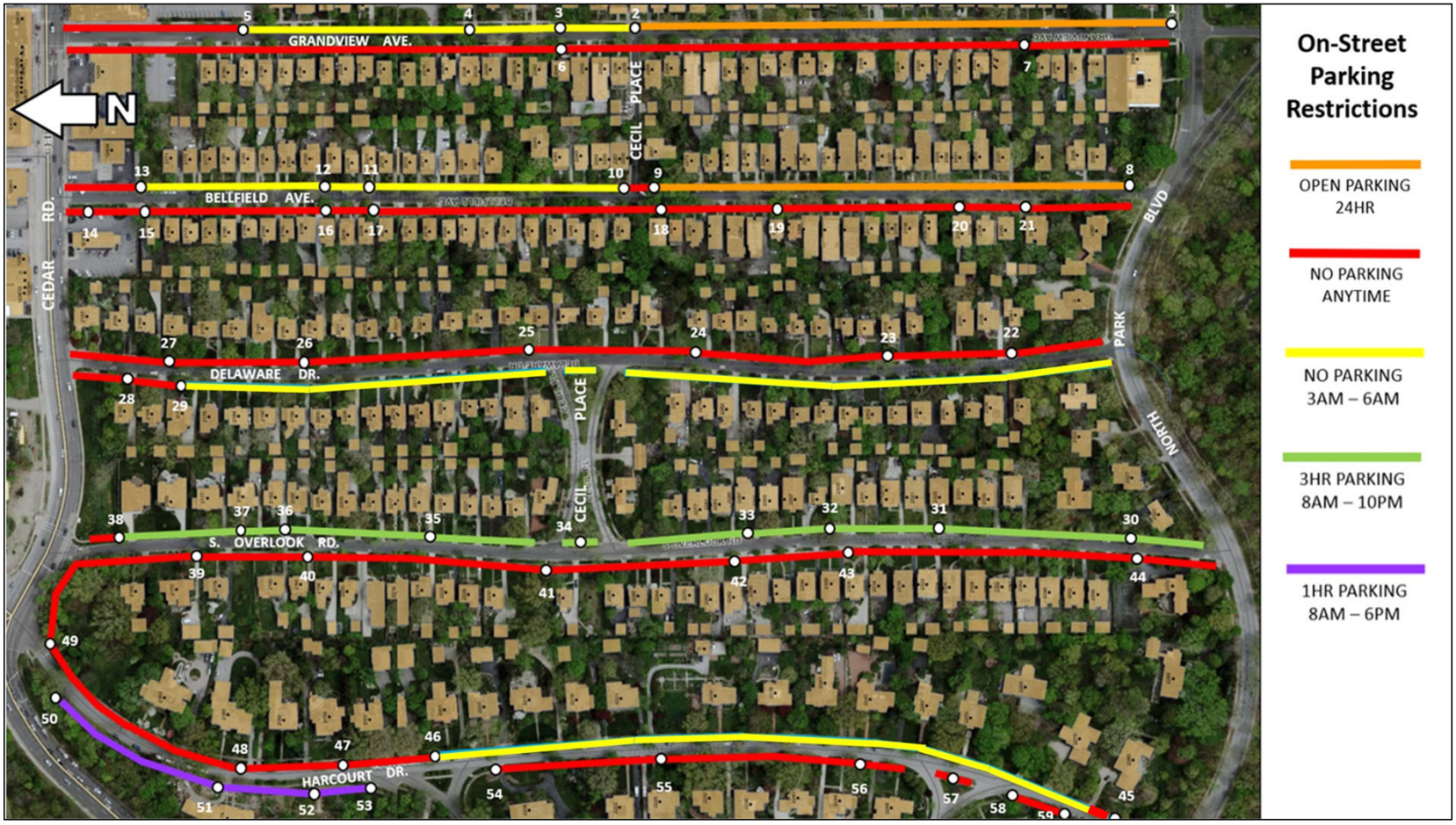


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On-Street Parking Restrictions



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Parking Capacity & Occupancy

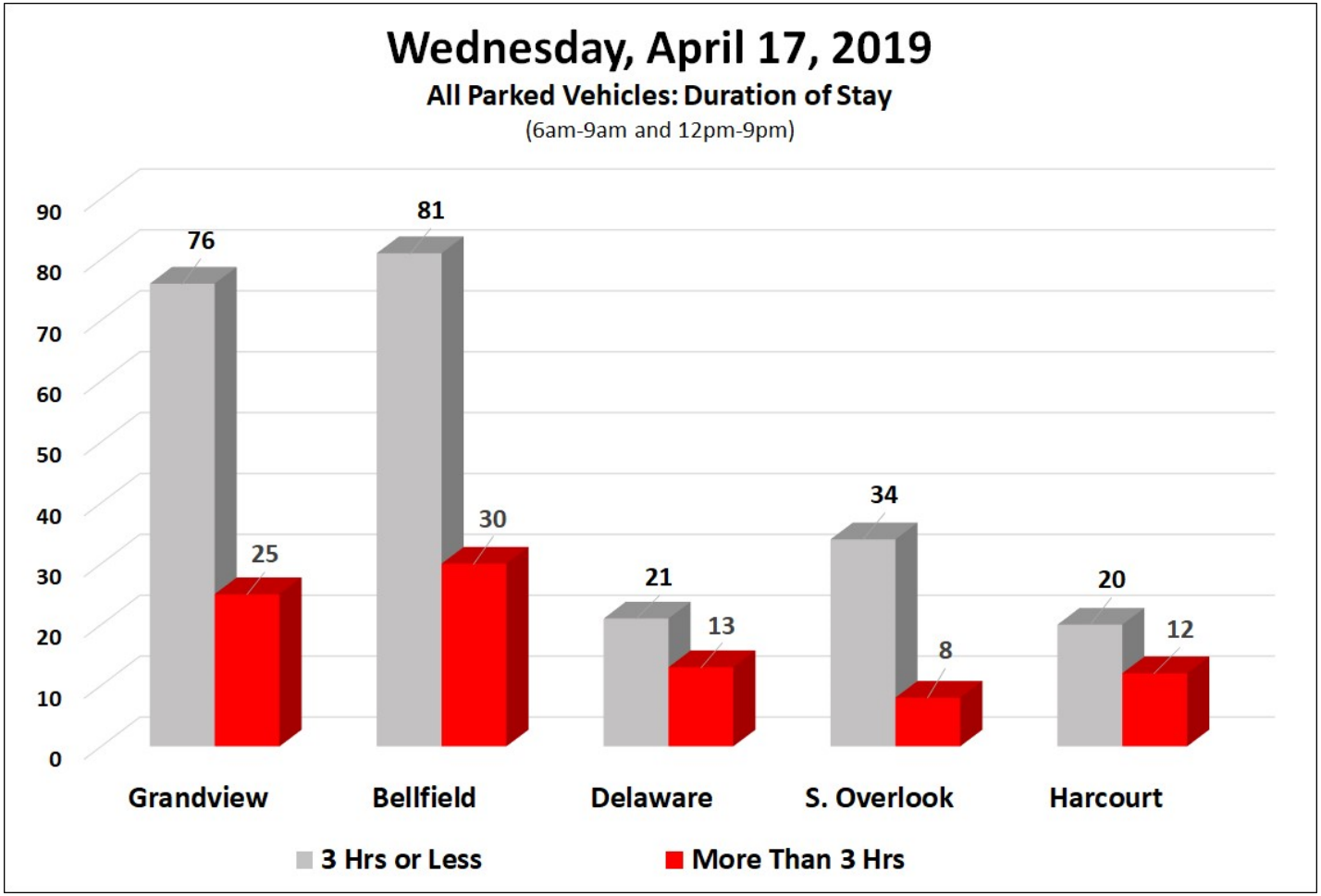
South of Cedar Neighborhood On-Street Parking Capacity:	North of Cecil Place	South of Cecil Place	North of Chestnut Hill Dr. *(Westside)*	South of Chestnut Hill Dr. *(Eastside)*	Total Space Capacity
Grandview Avenue *(Eastside)*	27	38			**65**
Bellfield Avenue *(Eastside)*	30	29			**59**
Delaware Drive *(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**

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Parking Capacity & Occupancy

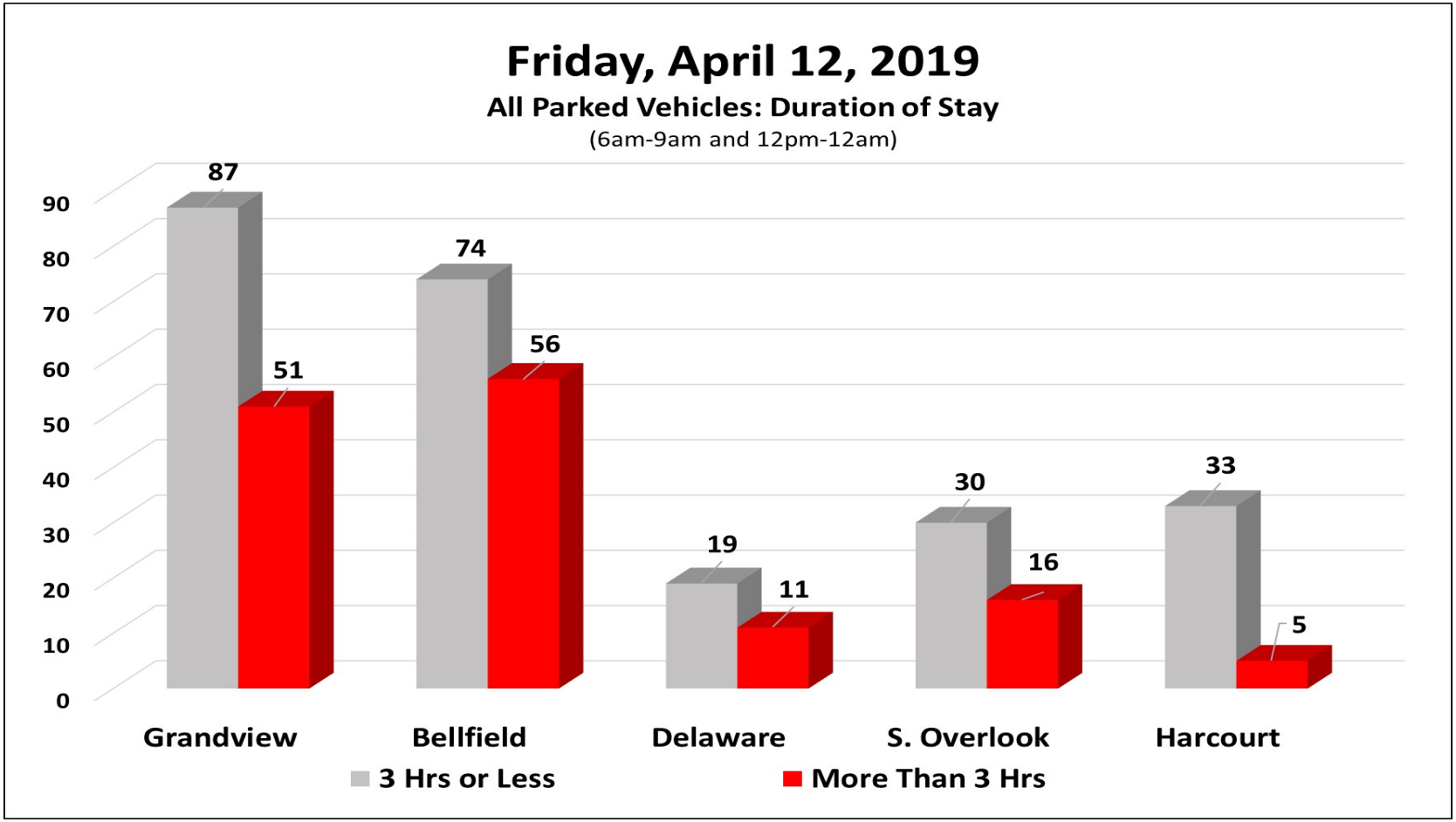


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Parking Capacity & Occupancy

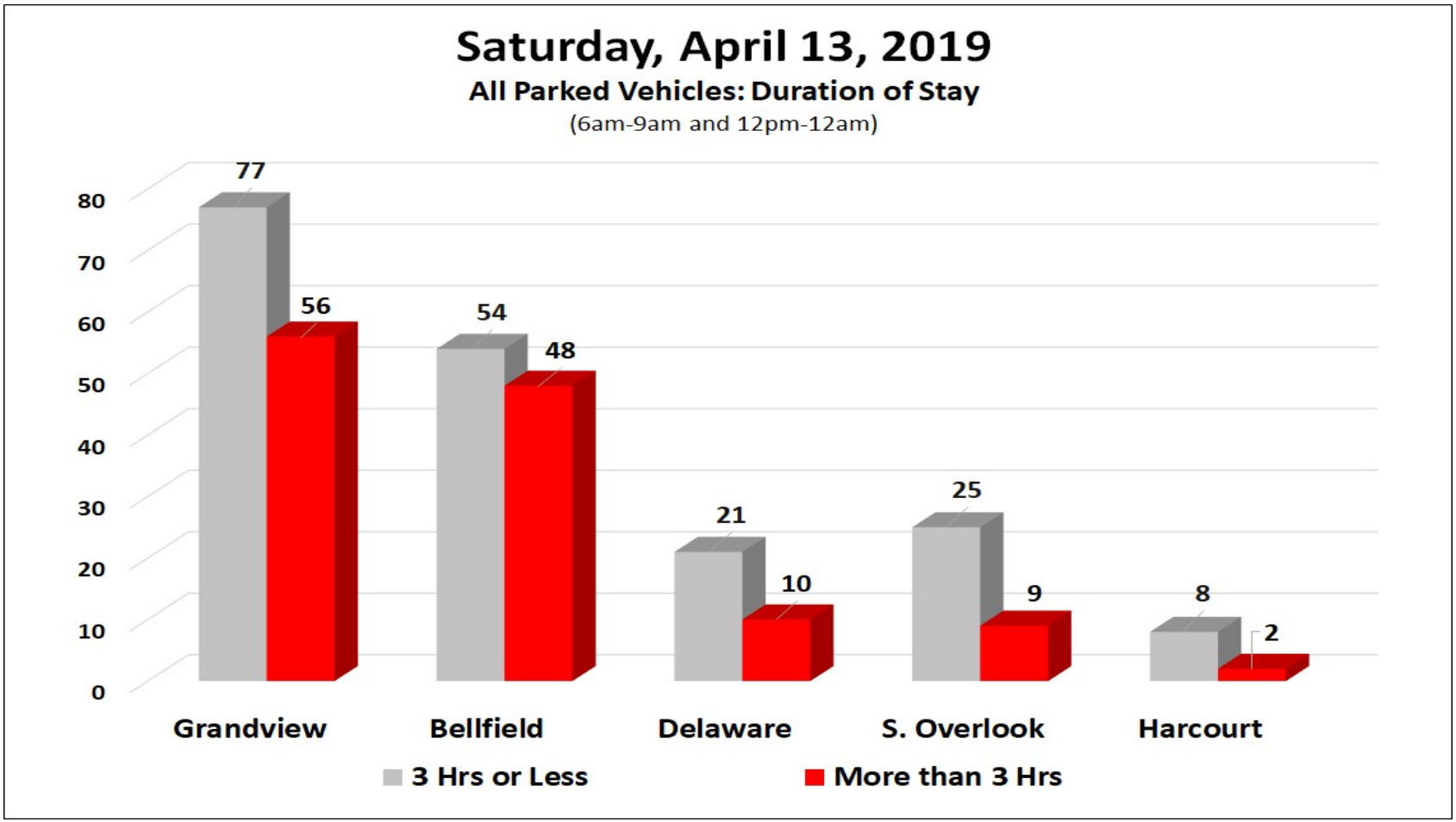


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Parking Capacity & Occupancy



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Parking Data

Parking Survey Results

- Overnight on-street parking:
  - » 67%-79% of capacity on Grandview
  - » 100%-103% 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**.

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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

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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%)

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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)

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Neighborhood Survey

Input on Treatments / Strategies

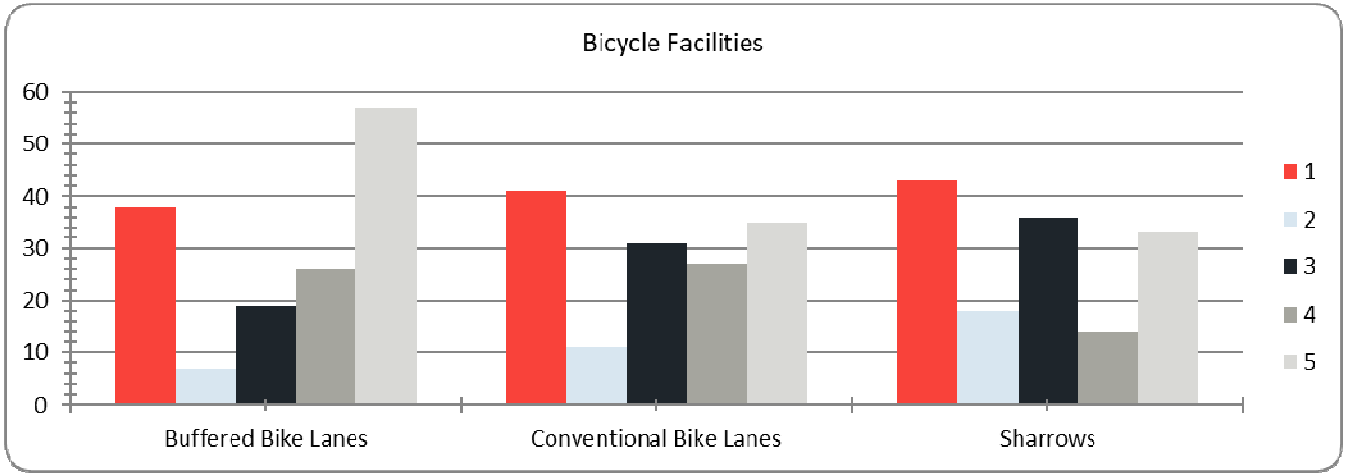
- Residential Parking Permit Program
  - 28% support
  - 49% do not support
- Residents indicated general opposition to physical treatments
- Supported treatments include:
  - Buffered bike lanes
  - Raised crosswalks
  - Pavement markings
  - Speed display signs

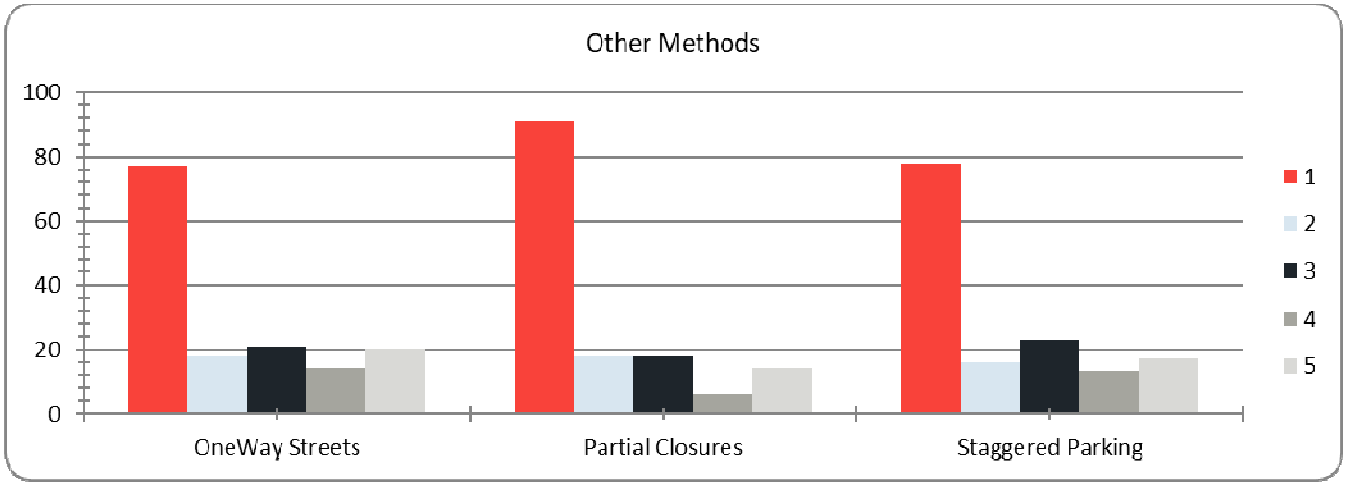
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Neighborhood Survey



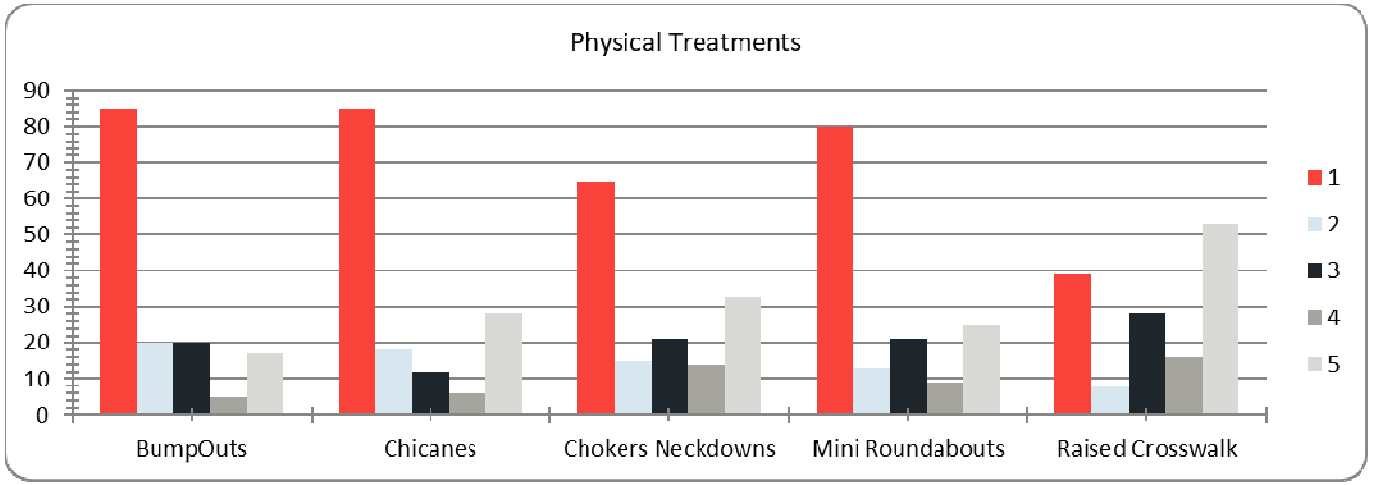


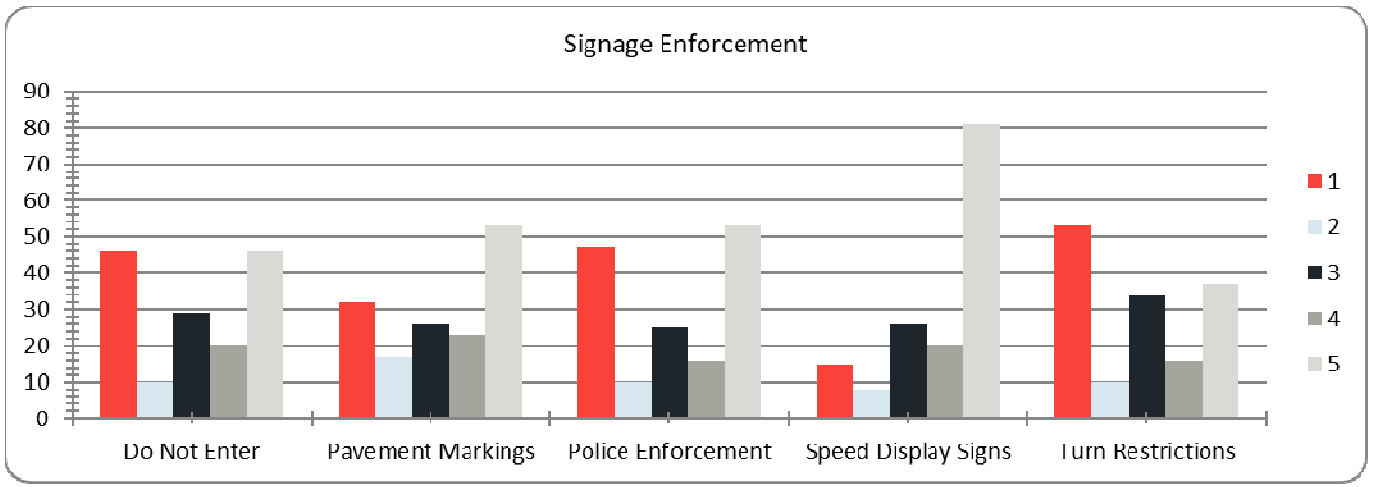
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Neighborhood Survey





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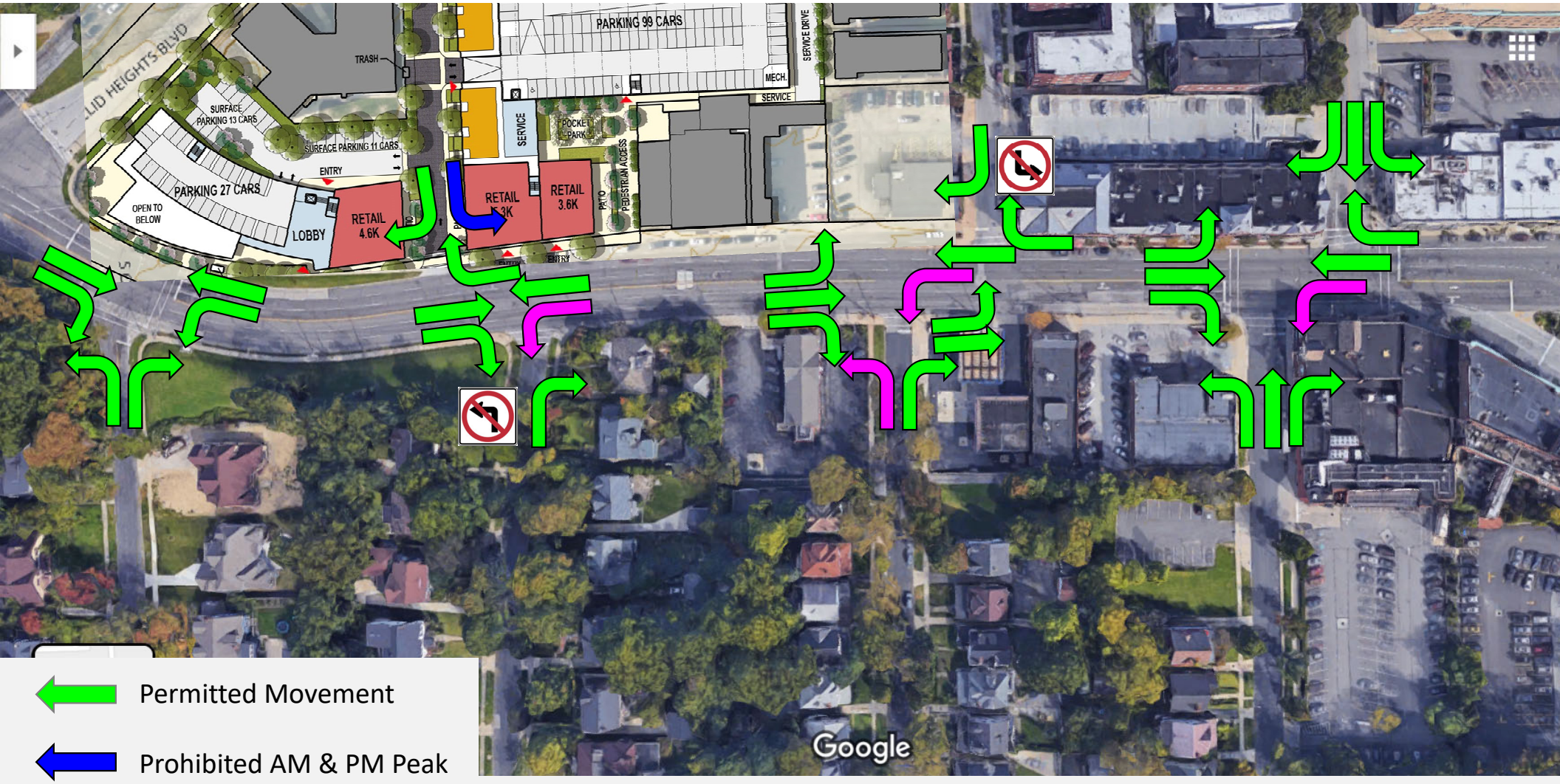
CLEVELAND HEIGHTS

Workshop #1 Recap

1. Reviewed Collected Data and Survey
2. Traffic Management Tools
3. Parking Management Tools
4. Concept Development Workshop
   - Identify traffic management strategies
   - Identify parking management strategies

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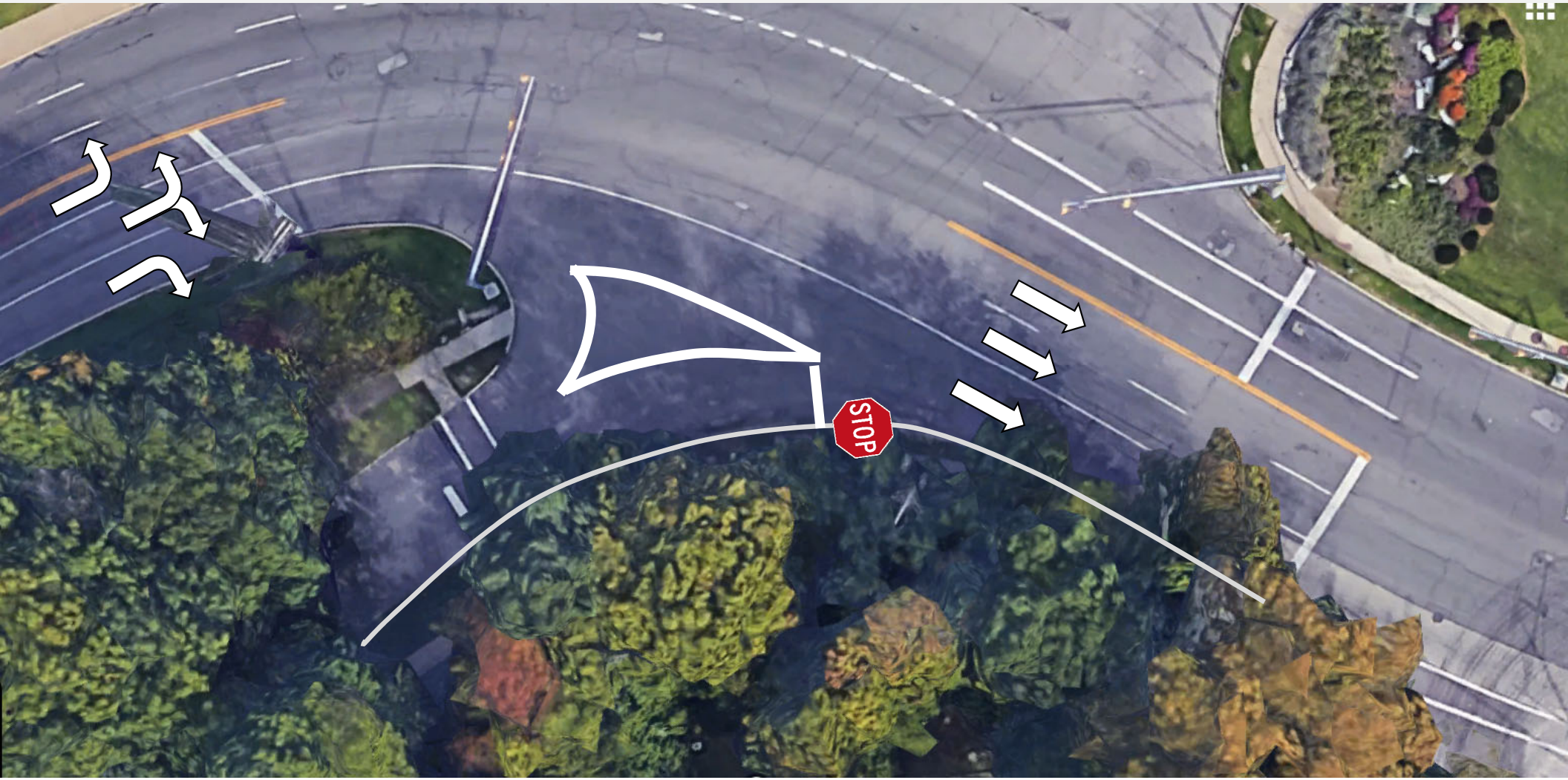
Permitted Movement

Prohibited AM & PM Peak

Prohibited PM Peak

Cedar/South Overlook-Grandview

Cedar / Harcourt Intersection – Option 1



Cedar / Harcourt Intersection – Option 2



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Additional North End Treatments



Partial Road Closure



Choker / Neckdown

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Mid-Block Treatments









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Internal Intersection Treatments



All-Way Stop

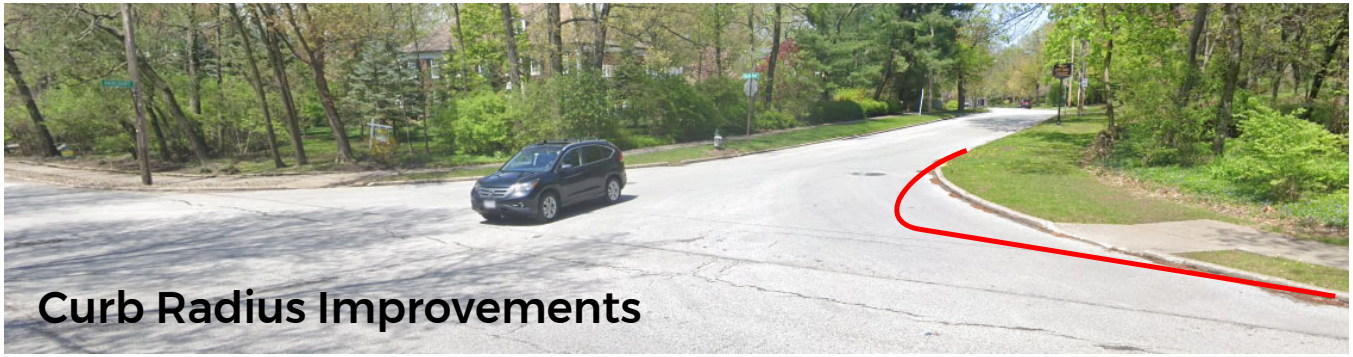


Mini Roundabout

North Park Treatments







CLEVELAND HEIGHTS

Next Steps

1. Treatment Selection Activity
2. Create Design Plan and Evaluation Strategy
3. Order Materials
4. Install Treatments
5. Evaluate!

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STREET SUPPLIES

A library for temporary transportation projects
Brought to you by NOACA

ORIGIN OF THE PROGRAM

INSPIRATION FOR YOUR COMMUNITY

TIPS FOR SUCCESFUL PROJECTS

Katie Moss Sieb
Transportation Planner
Ksieb@mpo.noaca.org

•ABOUT NOACA

The federally designated Metropolitan Planning Organization for Northeast Ohio that:

- **Conducts multi-modal transportation & environmental planning for a five-county region**
- **Determines how federal transportation dollars are spent**
- **Is directed by a 45-member Board of Directors**
- **Prepares a long-range transportation plan to help guide decisions with public input**

Vision Statement:

NOACA will STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multimodal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio.



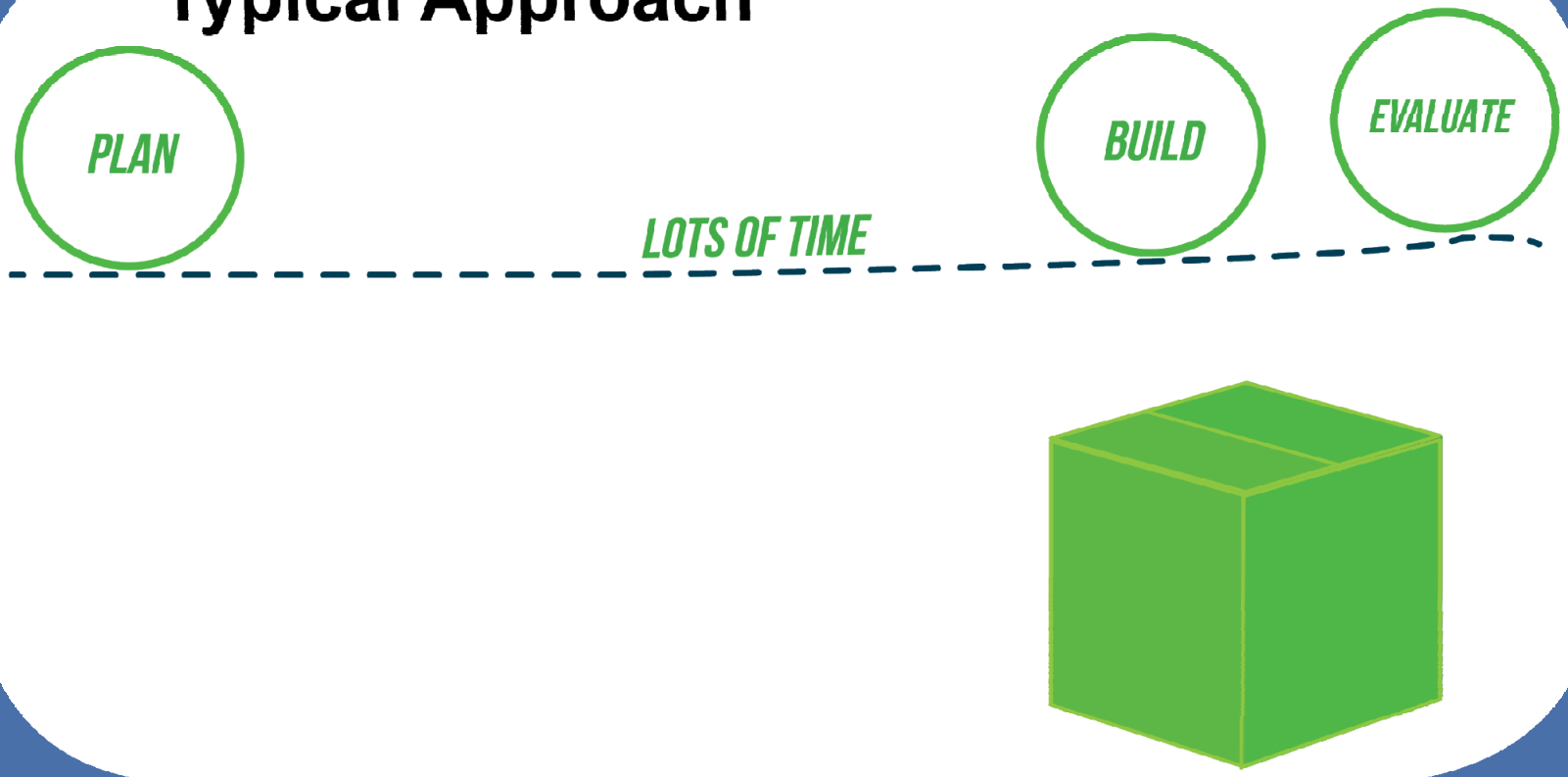
ORIGIN OF THE PROGRAM

Street Supplies is a library of equipment created by the Northeast Ohio Areawide Coordinating Agency (NOACA) that any community in the NOACA region can use for free to show various multimodal improvements. The program is funded through a $160,000 grant from the Ohio Department of Transportation and the Ohio Department of Health.

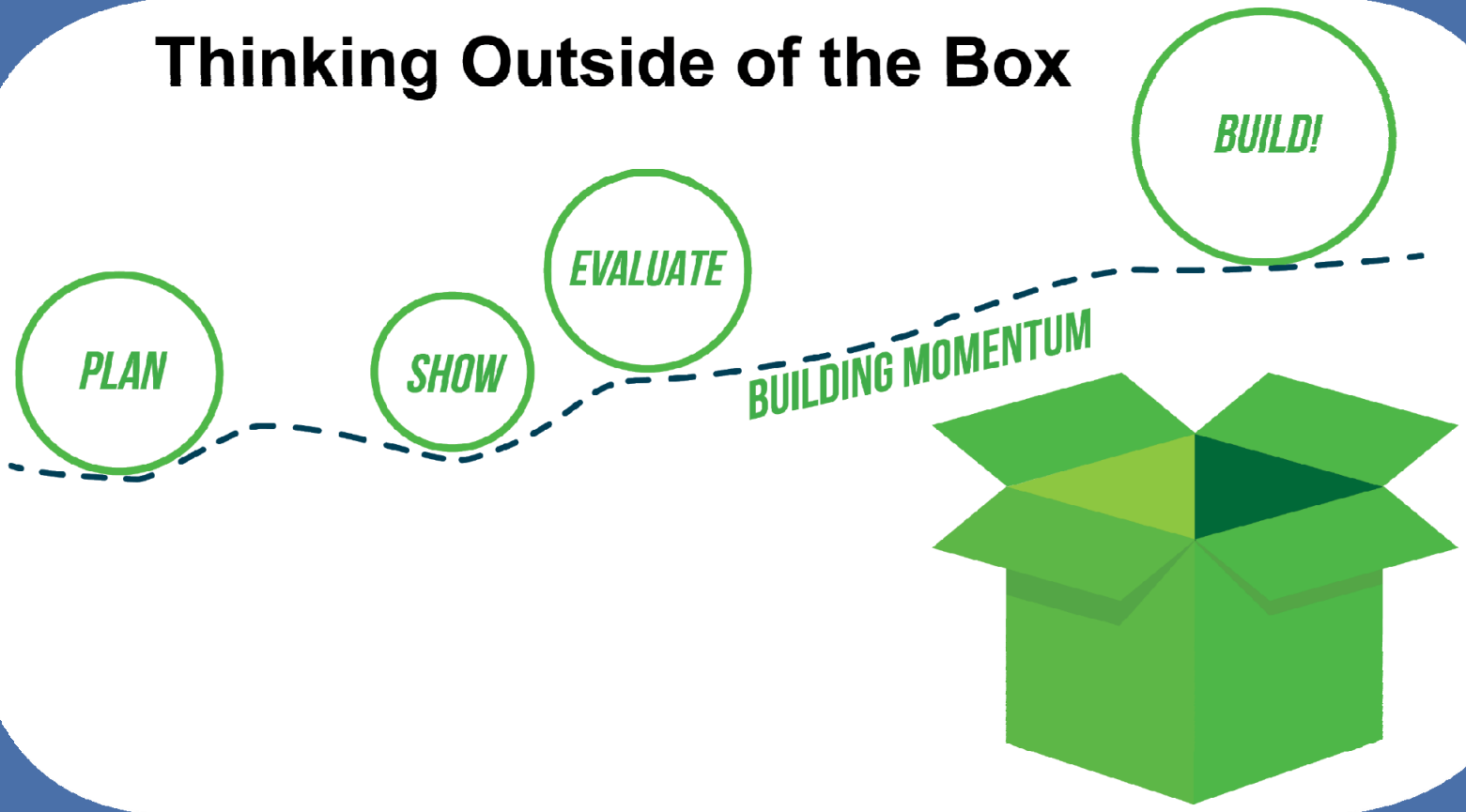


Lakeshore Blvd in Euclid, Fall 2018

Typical Approach



Thinking Outside of the Box



LIBRARY CONTENTS

Paint/Tape





Signs







Street Furniture



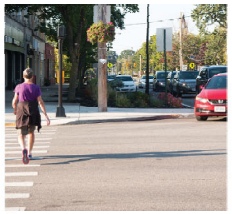


Traffic Safety Devices

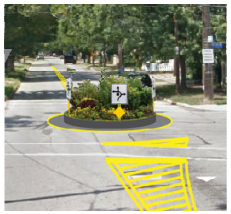




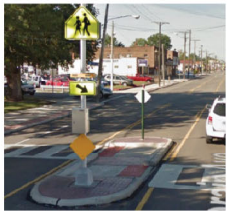
PROJECT POSSIBILITIES!



Curb Extension



Traffic Circle



Refuge Island



Transit Platform



Chicanes



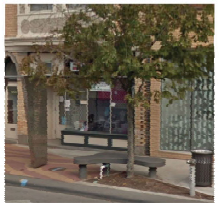
Buffered Bike Lanes



Bus Lanes



Road Diets



Widened Sidewalk



Bike Boulevard



Bike Lanes



Plaza Designs



Parklets



Open Street Events

INSPIRATION FOR YOUR COMMUNITY

LORAIN BETTER BLOCK

CITY OF LORAIN


SOURCE: IMPERIAL IMAGERY



Temporary bike lanes & streetscaping projects as part of community celebration


SOURCE: IMPERIAL IMAGERY



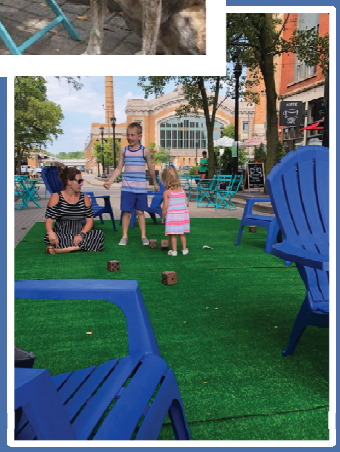


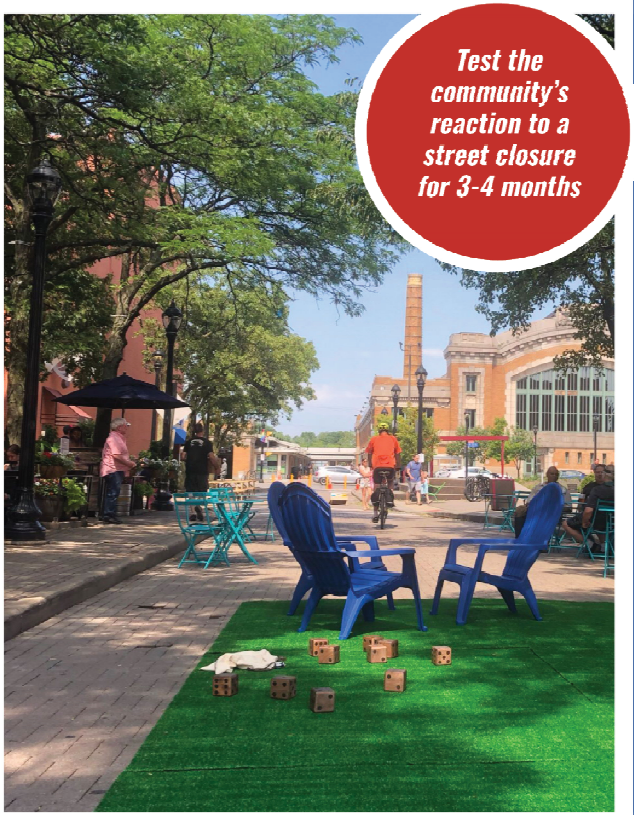
INSPIRATION FOR YOUR COMMUNITY

MARKET AVENUE STREET CLOSURE

CITY OF CLEVELAND







Test the community's reaction to a street closure for 3-4 months

INSPIRATION FOR YOUR COMMUNITY

CALMING MARLOWE AVENUE

CITY OF LAKEWOOD





Slowing vehicle traffic on a residential street

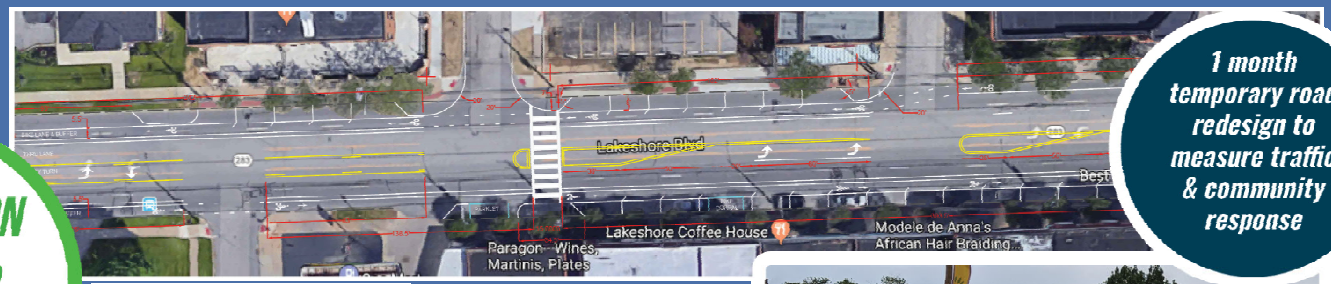




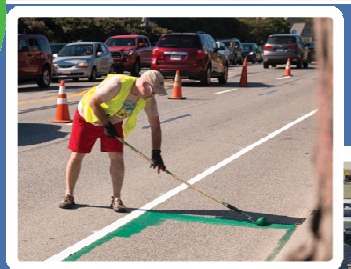
INSPIRATION FOR YOUR COMMUNITY

POP-UP PARKWAY/ ROAD DIET

CITY OF EUCLID



1 month temporary road redesign to measure traffic & community response



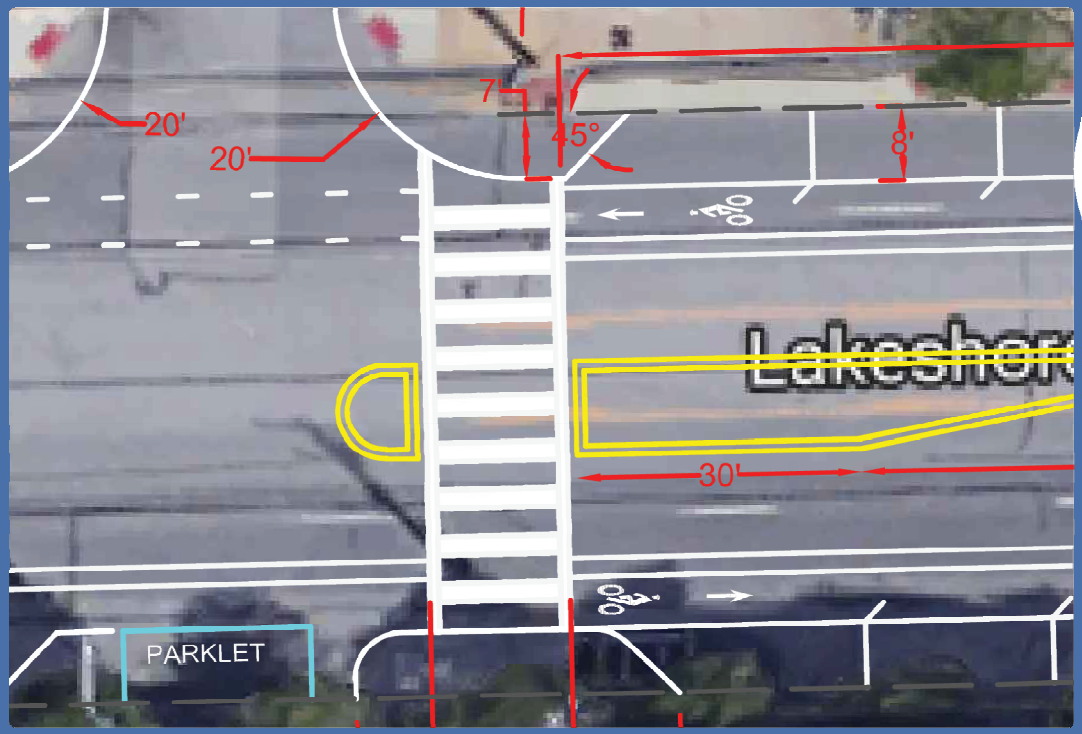






TIPS FOR SUCCESSFUL PROJECTS

GOOD DESIGN IS POWERFUL



FROM PAPER

TIPS FOR SUCCESSFUL PROJECTS

GOOD DESIGN IS POWERFUL



FROM PAPER

TO IN-PERSON!

TIPS FOR SUCCESSFUL PROJECTS

KEEP IT SIMPLE

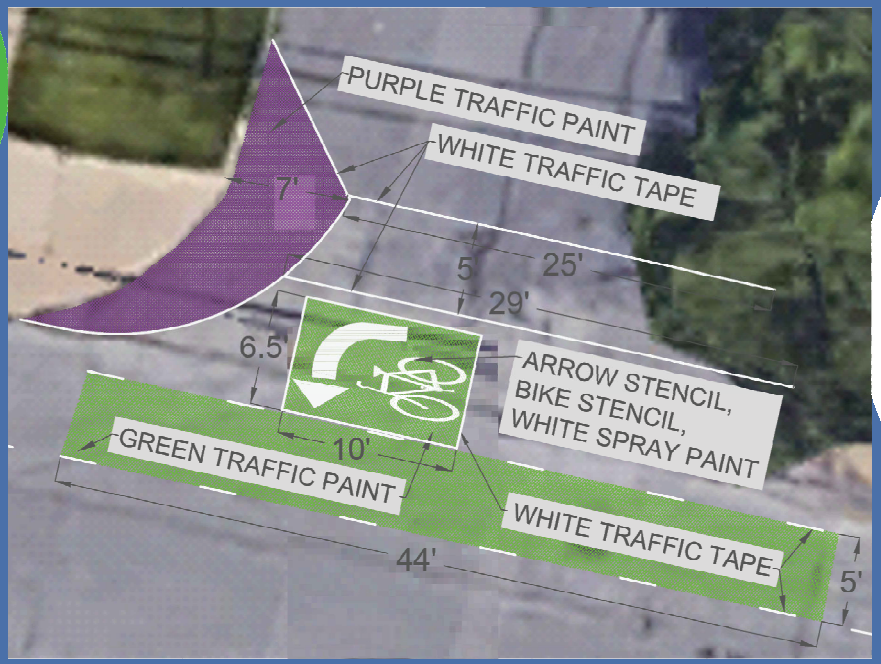


A single two-stage turn box was used as an educational tool to teach Clevelanders how to use them during Open Streets Cleveland 2018.

Start small! Single locations or small corridor projects are easier to manage and can establish a good baseline for future, larger Street Supplies projects!

TIPS FOR SUCCESSFUL PROJECTS

KEEP IT REAL



Demonstrate something that you would hope to permanently install! Designs need to be safe, realistic, and well-planned.

MEASURING SUCCESS: HAVE A PLAN

TIPS FOR SUCCESSFUL PROJECTS



It will take time for everyone to adjust to the installation and go back to “business as usual”. Wait about 2 weeks for traffic to normalize if possible before you gather data!

MEASURING SUCCESS: HAVE A PLAN

TIPS FOR SUCCESSFUL PROJECTS





It will take time for everyone to adjust to the installation and go back to "business as usual". Wait about 2 weeks for traffic to normalize if possible before you gather data!

If your community experiences unacceptable or severe negative impacts, try tweaking your installation to function better, rather than removing it early. Signal timing is often an easy way to see instant improvement.

TIPS FOR SUCCESSFUL PROJECTS

SEIZE THE MOMENT

Neighborhood Traffic Calming

Project: Marlowe Ave (Franklin – Madison)

Purpose/Objective:

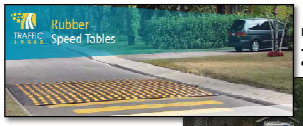
- Reduce 85th percentile automobile speeds
  - Observed (August 2018; 31 mph)
- Reduce excessive speeding (10+ mph over limit)
  - Observed (August 2018; 316 events; ~5%)
- Increase driver attentiveness on local neighborhood street

Method:

- Break up unimpeded travel distances (≤600 feet) with two temporary speed tables (with warning signage):
- Pilot period (Aug – Oct) using NOACA "Street Supplies"

Block Meeting - Resident concerns & petition

- Block meeting held 7 May (24 residents, 3 Council, Police)
  - Primary concerns: noise, curb spacing (drainage/bikes)
- Resident petition drive conducted 11 - 24 May
  - Registered **35 households in support** (~57%), 2 declined **(See Map)**

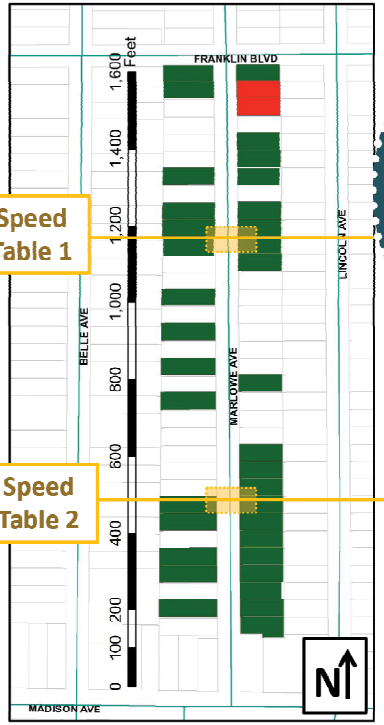


Example Speed Table;
...will be tailored to Marlowe conditions and concerns



Marlowe Block Meeting (7 May)





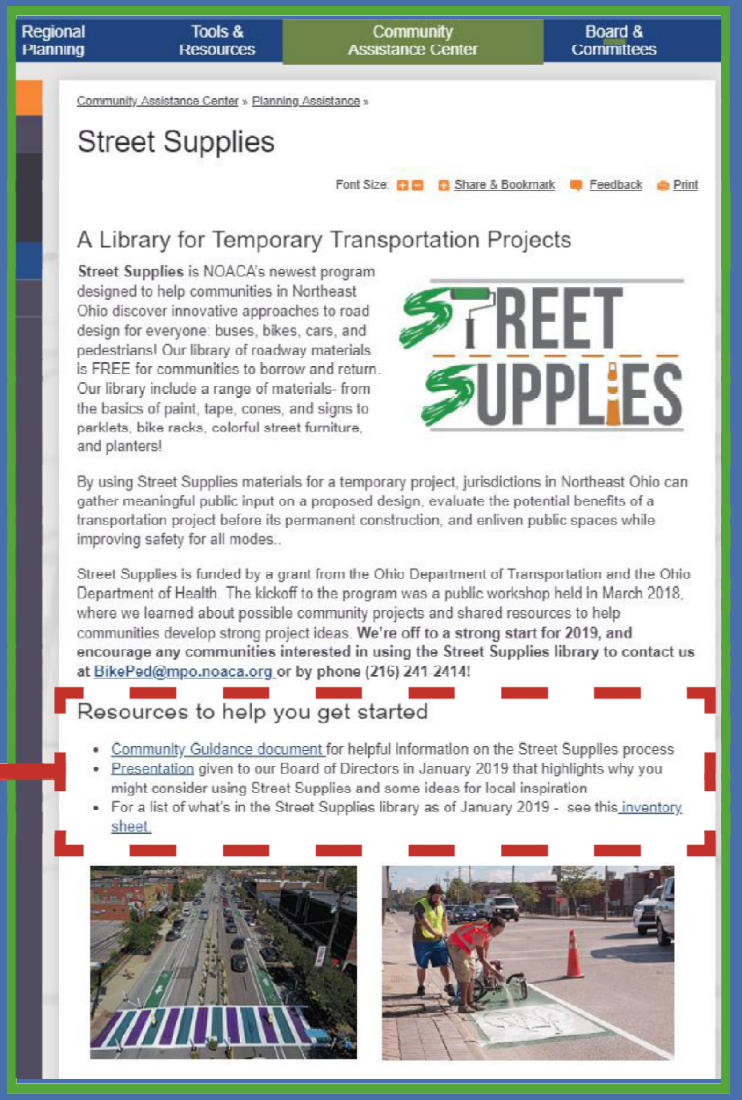
Point of contact: David Baas (david.baas@lakewoodoh.net; 216-529-6631)

Remember your project's "why" and use your demonstration to build momentum for permanent construction!

OUR RESOURCES!

NOACA.org/StreetSupplies

- **See what's in our Inventory with links to each product**
- **See our Community Guidance Document with tips & timelines for projects**



Treatment Selection Activity

1. Identify which treatment (if any) you prefer for:
   - North End
   - Mid-Block
   - Intersection
2. Vote on Additional Treatments:
   - Speed Advisory Signs
   - Close W. St James between North Park and Grandview
   - Bollards on North Park
   - Reduce Radii of North Park Intersections


Bollards


MORADA CLEVELAND
Close west block of W. St. James


Choker / Neckdown

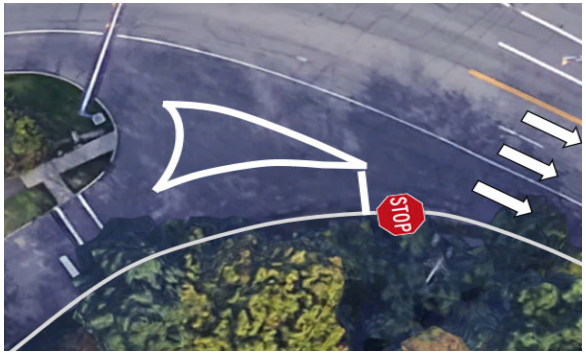

Chicanes


Speed Table


DO NOT ENTER
Partial Road Closure


Mini Roundabout


SPEED LIMIT 25
YOUR SPEED
20
Speed Display Sign


STOP


Curb Radius Improvements