Table of Contents

Introduction ........................................................................................................... 1

Study Area & Study Goals ...................................................................................... 2

Existing Conditions .................................................................................................. 3

Conceptual Alternatives ............................................................................................ 4

Preferred Alternative .................................................................................................. 5

Implementation ......................................................................................................... 10

Appendices

A. Conceptual Alternatives Considered & Dismissed

B. Public Involvement Summary
Burten, Bell, Carr Development, Inc. (BBC) is utilizing a planning grant from Enterprise Community Partners to study and visualize the potential for pedestrianizing and improving the bikeability of a portion of Kinsman Road in the Kinsman neighborhood, one of Cleveland, Ohio’s most impoverished neighborhoods.

BBC is a non-profit neighborhood development organization founded in 1990 that serves the Central and Kinsman neighborhoods (Ward 5) of Cleveland, Ohio. The mission of the organization is to enhance the quality of life for residents of Ward 5 by initiating and cultivating housing, retail, employment, and recreation opportunities through effective partnerships with residents, community groups, government, corporations and institutions.

BBC historically focused its efforts on restoring the residential fabric of the Central and Kinsman and Garden Valley neighborhoods by facilitating new home construction and housing repair in the neighborhoods they serve. The organization, which initially served as a nonprofit sponsor on development projects, built capacity to become a co-developer and sole developer on future initiatives. Staff learned from seasoned experts and experienced partners. BBC assumed meaningful roles in projects in which they were a partner, and consciously garnered skills and knowledge rather than simply a development fee. Staff augmented this experience with professional development and training.

BBC has implemented a total of thirteen developments: eleven housing projects and two retail projects. To date, the organization has placed more than 750 housing units into service. Of this number, 409 units are single-family homeownership units, by far more than any other community development corporation in Cleveland within the current decade. This total number of units does not include units under construction or completed unoccupied units. The number also does not include some homes developed prior to the year 2000, due to the uncertainty of BBC’s roles and responsibilities and/or the uncertainty of the specific number of units completed.

Kinsman is one of the poorest communities in Cleveland, which is coincidentally one of the nation’s most impoverished cities. According to the American Communities Survey, the median household income of the neighborhood, which is approximately 97% African-American, was $15,788 between 2006 and 2010. Its poverty rate was 52%. As a result, 40% of Kinsman residents do not have access to an automobile, and instead depend on walking, cycling, or public transportation as their primary form of transportation.

In 2005, community residents and stakeholders guided the process of creating a Ward 5 Forgotten Triangle Master Plan for an area that largely overlaps the Kinsman EcoDistrict. The plan identifies Kinsman Road as “the most active street” in the Kinsman neighborhood with “heavy vehicular traffic and pedestrian activity.” Safety was a foremost concern of residents, which planners thought could be addressed by developing and implementing a detailed streetscape plan for Kinsman Road that includes pedestrian treatments and accommodations.

The City of Cleveland, which received $23.5 million in NSP2 funding, contracted with Neighborhood Progress, Inc. and its partners to facilitate Target Area Planning for NSP2 areas scattered throughout the city. One of these areas focused on the Kinsman Road corridor between East 55th and 79th Street. The plan, driven by the input of community stakeholders in 2010 and 2011, suggests that a more pedestrian-oriented Kinsman corridor could provide safer access, as well as more effectively connect and promote nodes of activity, such as transit stops, businesses, and institutions. The Coffman Block Club, an active group of Kinsman neighborhood residents, has also identified pedestrianizing and calming traffic on Kinsman Road as a priority. A new kindergarten through eighth grade school has been built very close to Kinsman Road, and residents, particularly parents, have had concerns about children walking along and across the busy corridor. Many of these community members have shared their concerns and input, which have been incorporated into the aforementioned plans.

Improving safe access to alternative modes of transportation along Kinsman Road directly aligns with BBC’s vision to cultivate a substantial portion of the Kinsman neighborhood as one of Cleveland’s first EcoDistricts, and in itself, is an EcoDistrict project. Sustainability projects that have been planned, are in progress, or have been completed within the last three years in the one-square-mile Kinsman EcoDistrict including the Healthy Food Access Initiative, Urban Agriculture Innovation Zone, Rid-All Green Partnership, Kinsman Farm Stormwater Diversion Project, an Anaerobic Biodigester, Green City Growers Greenhouse, Heritage View Homes, Heritage View Model Block Sustainability Program, and the new Cuyahoga Metropolitan Housing Authority Headquarters.

Pedestrianizing and improving the bikeability of Kinsman Road will create stronger linkages between these sustainability projects, transit access points, and other parts of the EcoDistrict and neighborhood, as well as encourage and promote healthy, active, and sustainable transportation and support those who walk, bike, or use transit both out of necessity and by choice.
The Kinsman Road Corridor Multi-Modal Study will focus along approximately 1.25 miles of Kinsman Avenue from the railroad overpass just east of Grand Avenue to the railroad overpass just east of East 82nd Street/CMHA. This study is limited to non-structural pedestrian and bicycle improvements (i.e. pavement markings and signage) of Kinsman Road and assumes that all recommended improvements will retain the existing curbs lines. No alternative will recommend any sidewalk alteration, utility pole relocation, or ancillary streetscape enhancements.

Two other projects are in development in and around the Study Area. To the west of the Study Area Kinsman Road will be realigned to either Woodland Avenue or East 53rd Street as part of the ongoing CUY-422-2.42 project at the existing 5-leg intersection of Woodland/East 53rd/Kinsman. Ongoing planning efforts are also underway for the Opportunity Corridor project with the preferred alignment of that proposed boulevard facility intersecting Kinsman Road at a new signalized intersection near existing East 68th Street at the western end of this study.

- Calm vehicular traffic along the Kinsman Road Corridor
- Pedestrianize and improve bikeability of Kinsman Road
- Facilitate the safe crossing of pedestrians across Kinsman Road
- Raise awareness that bicyclists have a right to share the road
- Foster the creation of linkages between nodes of activity and transit access points within the EcoDistrict and neighborhood
- Encourage the use of sustainable forms of transportation and reduce reliance on the single occupancy automobile
- Promote healthy lifestyles and physical activity
- Welcome residents and visitors to the neighborhood and all it has to offer
Roadway

Kinsman Road within the Study Area is currently striped as two 19.5-foot lanes with a 39-foot minimum width curb-to-curb, but effectively driven as “4 unstriped lanes” due to the excessive lane widths. The road widens to a 4-lane section at each end of the Study Area at both railroad overpasses. Kinsman Road (US-422/SR-8) is a Federal Aid Primary route which requires that one 12-foot lane needs to be maintained in each direction.

Bicycle

Kinsman Road within the Study Area currently lacks a dedicated bicycle facility or signage/sharrows to alert drivers of the presence of cyclists on the roadway. Kinsman Road is a NOACA bicycle priority route and it will provide a future connection to the proposed multi-purpose path that will parallel the southern side of the future Opportunity Corridor.

Pedestrian

Continuous concrete sidewalks exist along both sides of Kinsman Road within the Study Area with a general minimum width of 9-feet. However, these sidewalks lack a tree lawn and are directly adjacent to the roadway with overhead utility poles offset a few feet off of the curb so the effective width of these facilities is much narrower. There are longstanding resident concerns with vehicles jumping the curbs near intersections and the excessive speed of vehicular traffic directly adjacent to the sidewalk as motorists navigate the roadway as 4 narrow lanes.

Transit

Two GCRTA Bus Routes service the Kinsman Road corridor within the Study Area: Route 14 (Kinsman) and Route 2 (E 73rd / Kinsman/ E 79th). Adjacent GCRTA Rapid Transit Stations for the Green/Blue Lines and Red Line are located along East 79th Street approximately 0.25 miles and 0.60 miles to the north of Kinsman Road, respectively.
Three Conceptual Alternatives were developed to calm traffic and increase the safety and viability of alternative modes of transportation along the Kinsman Road corridor:

**Option 1 – Three Lanes with Medians**

By converting the existing roadway into a 3-Lane section with a 2-way center left turn lane (replaced by raised medians at strategic locations), Option 1 provides for a more defined roadway with narrower lane widths while facilitating left turns and providing the opportunity for pedestrian refuges at crosswalk locations with a median. Sharrows and “Share the Road” signage can be added to encourage safe bicycle use.

**Option 2 – Two Lanes with Bicycle Lanes**

By converting the existing roadway into a 2-Lane section with 5-foot Bicycle Lanes adjacent to the curb line, Option 2 would provide a dedicated bicycle facility that would one day tie into the proposed Opportunity Corridor’s multi-use path. The striping of dedicated bicycle lanes would create a “buffer space” between pedestrians on the sidewalk and vehicles on the traveled roadway. While a low-cost, easy to implement improvement, Option 2 would not allow for the installation of turn lanes at intersections which would result in vehicular queuing, safety issues and reduced capacity.

**Option 3 – Chicanes**

By installing a series of Chicanes along Kinsman Road, Option 3 would reduce vehicular traffic speeds by inducing horizontal curvature through the creation of alternating raised islands. These raised islands would be offset from the curb line by two feet to allow for drainage along the existing storm sewer system curbside inlets. At “pinch points” the Chicanes would allow for shorter pedestrian crossings distances. The proposed chicanes are designed for a 35 MPH design speed so buses and trucks can navigate the curvilinear geometry. The raised islands can be landscaped in order to visually the street’s character and appearance.

Chicanes have been primarily utilized in Western US, Canada and Europe. Seattle, WA has over 20 and Columbus, OH has three. Generally Chicanes are installed on busy residential through streets with speeding problems. According to studies conducted by the Federal Highway Administration (FHWA) and the City of Seattle, Chicanes are the most effective countermeasure to calm traffic resulting in average speed reductions of 5 to 13 MPH. Pavement marking chicanes without raised curb islands have been used as well but are less effective in calming traffic.

Potential Problems with Chicanes are that they confuse motorists and on-street cyclists, especially when their application is new to an area. Chicanes need to be well lit and adequately signed. Their geometry may increase emergency response times and pose challenges in maintaining existing drive access while reducing opportunities for on street parking.

Chicanes have been implemented with success in the Western US, Canada and Europe and are starting to appear in Eastern and Midwestern states.
Preferred Alternative

After soliciting input from the Stakeholder Advisory Committee and public, it was determined that 3-Lanes with Medians was the Preferred Alternative to be recommended for implementation. A 3-Lane section along Kinsman Road provides several benefits:

- Induces traffic calming by defining lane assignments in what is currently a sea of pavement
- Provides space for a median pedestrian refuge at the mid-block crosswalk in front of Anton Grdina Elementary School to facilitate the safe crossing of pedestrians, particularly children
- Allows for dedicated left turn lanes to be installed at major intersections to provide adequate vehicular capacity along the corridor
- Provides sufficient space for 2-foot striped outside shoulders paralleling the curb line to restrict vehicular traffic to a well-defined 12-foot travel lane in each direction and mitigate resident concerns about vehicles traveling at high speeds directly adjacent to the sidewalk
- Accommodates bus lines serving the corridor

Concepts Considered & Dismissed

Bicycle Lanes were dismissed from further consideration because they do not improve crossing options for pedestrians or provide left turn lanes. Without dedicated turn lanes queuing could be excessive due to a single lane of capacity with no opportunity to pass vehicles waiting to turn left. Without a dedicated median refuge space, pedestrians could struggle to find acceptable gaps for crossing the street at unsignalized locations.

Chicanes were dismissed from further consideration because they are potentially confusing for drivers and dangerous for cyclists. Concerns were raised by stakeholders regarding bicycle safety as drivers may not provide cyclists with adequate clearances while passing due to the changes in the curb alignments. In addition, vehicular queuing will be an issue due to the lack of a center turn lane, while truck and bus turning maneuvers could be difficult to execute due to the decreased effective width of the street.

For detailed schematics of the concepts considered and dismissed see Appendix A.
Preferred Alternative - 3 Lanes with Medians

Schematic 2 of 4

- Shorten Crosswalk distance, install countdown pedestrian signal heads & provide new curb ramp
- Push button activated flashing beacons at crosswalk
- Mid-block Crosswalk with Median Island Pedestrian Refuge
- Path to Anton Grdina Elementary School

Floor plan:
- East 71st St
- East 72nd St
- East 73rd St
- East 74th St
- East 75th St
- Kinsman Rd

Dimensions:
- 9' Sidewalk
- 12' 2' Lane
- 7' 2' Median
- 12' 2' Lane
- 9' 2' Sidewalk
- 12' 2' 2' Shoulder
- 7' 2' 2' Shoulder
- 12' 2' 2' Shoulder
Preferred Alternative - 3 Lanes with Medians

Schematic 3 of 4

East 79th St
East 78th St
East 78th St
East 80th St
East 81st St
East 81st St
Minnie St
Minnie St

Landscaped Median

Horizontal Scale
0 Feet = 200 Feet
Preferred Alternative - 3 Lanes with Medians

- **Gateway Median - Neighborhood Branding Opportunity**
  - Relocate Crosswalk to west side of intersection to provide pedestrian refuge and move closer to neighborhood.

- Begin Lane Taper West of Bridge
- Bridge over CSX Railroad

- **Preferred Alternative**
  - 3 Lanes with Medians

- **Schematic 4 of 4**

---

**Notes:**
- East 82nd St
- East 83rd St
- Bridge over CSX Railroad
- Gateway Median - Neighborhood Branding Opportunity
- Relocate Crosswalk to west side of intersection to provide pedestrian refuge and move closer to neighborhood

---

**Design Details:**
- 9’ Sidewalk
- 12’ Lane
- 20’ Median
- 12’ Lane
- 9’ Sidewalk
- 2’ Shoulder
- 12’ Lane
- 2’ Shoulder
- 20’ Median
- 2’ Shoulder
- 12’ Lane
- 2’ Shoulder
- 9’ Sidewalk
- 2’ Shoulder

---

**Legend:**
- BBB 453 Centennial Ghibity 03 03 0303
- BBB 453 Centennial Ghibity 03 03 0303
- 9’ Sidewalk
- 12’ Lane
- 20’ Median
- 12’ Lane
- 9’ Sidewalk
- 2’ Shoulder
- 12’ Lane
- 2’ Shoulder
- 20’ Median
- 2’ Shoulder
- 12’ Lane
- 2’ Shoulder
- 9’ Sidewalk
- 2’ Shoulder

---

**Disclaimer:**
This information is preliminary and subject to change. Final details will be determined through further design and engineering processes.
## Estimate of Probable Cost

A construction cost of $230,000 (see table to the right) was estimated for the Preferred Alternative using the methodology in the ODOT Budget Estimating Procedure. Based on the May 2013 ODOT Budget Estimating Procedure the “major cost drivers” including roadway, traffic control, and landscaping were estimated based on the projected work limits of the proposed improvements. For work items with unit costs not provided in the ODOT Budget Estimating Procedure, unit costs were established using ODOT’s Summary of Contracts Awarded and bid tabs from recently completed similar local projects. A 25% contingency percentage was applied in accordance with the ODOT PDP Design Contingency Graph for an initial planning study level of detail. Projected costs were inflated to 2015 dollars using ODOT’s Business Plan Inflation Calculator based on anticipated construction taking place in 2015.

### Funding Sources

Potential funding sources for implementation of the Preferred Alternative include:

#### City of Cleveland

The City currently re-stripes all streets each year and also makes and erects its own traffic control signage. If traffic counts can be obtained and necessary turn lengths established before the City’s annual striping is performed, it may be possible to fast track the proposed improvements. Additional improvements like median and curb ramp installations would most likely have to be funded by BBC.

#### ODOT Safe Routes to School

ODOT’s Safe Routes to School (SRTS) program assists communities in developing and implementing projects and programs that encourage and enable children in grades K-8, including those with disabilities to walk or bike to school safely. The presence of Anton Grdina Elementary School along the corridor would allow BBC to apply for SRTS funds. 100% funding (80% federal/20% state) is available for eligible projects with applications accepted January-March of each year. A School Travel Plan would first need to be developed and coordinated with ongoing efforts for Cleveland City Schools’ district-wide travel plan.

#### NOACA Transportation Alternatives

NOACA Transportation Alternatives Program (TAP) funds are used for programs and projects that include pedestrian and bicycle facilities, safe routes for non-drivers, community improvement activities, and environmental mitigation. Projects must be placed on the Transportation Improvement Plan (TIP) to be eligible for funding with applications for the TIP accepted quarterly (next cycle deadline Dec 1, 2013). Projects are 80% federally funded with a 20% required local match.

### Table: Probable Costs

<table>
<thead>
<tr>
<th>Items</th>
<th>Unit</th>
<th>Unit Cost $ (2013)</th>
<th>Quantity</th>
<th>Total $</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Construction Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Primary Cost Drivers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roadway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement Removed</td>
<td>Sq Yd</td>
<td>$8</td>
<td>1,297</td>
<td>$10,378</td>
</tr>
<tr>
<td>Embankment</td>
<td>Cu Yd</td>
<td>$9</td>
<td>396</td>
<td>$3,567</td>
</tr>
<tr>
<td>Curb</td>
<td>Ft</td>
<td>$8</td>
<td>1,850</td>
<td>$14,800</td>
</tr>
<tr>
<td>Erosion Control</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seeding &amp; Mulching</td>
<td>Sq Yd</td>
<td>$3</td>
<td>1,297</td>
<td>$3,892</td>
</tr>
<tr>
<td>Topsoil</td>
<td>Cu Yd</td>
<td>$15</td>
<td>144</td>
<td>$2,170</td>
</tr>
<tr>
<td>Traffic Control</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td>Mile</td>
<td>$200,000</td>
<td>0.19</td>
<td>$37,600</td>
</tr>
<tr>
<td>Edge Line</td>
<td>Mile</td>
<td>$5,000</td>
<td>1.69</td>
<td>$8,400</td>
</tr>
<tr>
<td>Center Line</td>
<td>Mile</td>
<td>$6,000</td>
<td>1.69</td>
<td>$10,100</td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Landscaping (small shrubs, native plantings)</td>
<td>Sq Ft</td>
<td>$6</td>
<td>11,675.00</td>
<td>$70,050</td>
</tr>
<tr>
<td><strong>Primary Cost Drivers Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$161,000</td>
</tr>
<tr>
<td>Maintenance of Traffic (MOT) (3%)</td>
<td></td>
<td></td>
<td></td>
<td>$5,000</td>
</tr>
<tr>
<td>Construction Layout Stakes (0.5%)</td>
<td></td>
<td></td>
<td></td>
<td>$1,000</td>
</tr>
<tr>
<td>Mobilization</td>
<td></td>
<td></td>
<td></td>
<td>$4,000</td>
</tr>
<tr>
<td>Contingencies (25%)</td>
<td></td>
<td></td>
<td></td>
<td>$41,000</td>
</tr>
<tr>
<td><strong>Summary of Probable Total Construction Costs 2013</strong></td>
<td></td>
<td></td>
<td></td>
<td>$212,000</td>
</tr>
<tr>
<td><strong>Probable Total Construction Costs Including 8.5% Inflation for 2015</strong></td>
<td></td>
<td></td>
<td></td>
<td>$230,000</td>
</tr>
</tbody>
</table>
Appendix A

Alternatives Considered & Dismissed
Alternate 2 - Bicycle Lanes

Board 4 of 4

- 9' Sidewalk
- 6.5' Bike Buffer Lane
- 6.5' Bike Lane
- 13' Lane
- 6.5' Bike Buffer Area
- 6.5' Bike Lane
- 9' Sidewalk

Westbound Bike Lane begins at East 82nd St

Eastbound Bike Lane ends at CMHA Drive & 4-lane Roadway section begins

Bridge over CSX Railroad

Begin Lane Taper West of Bridge

Left Turn Lane at CMHA

East 83rd St

Burten, Bell, Carr Development, Inc.
Kinsman Road Corridor Multi-Modal Study
Large landscaped chicane area - neighborhood branding opportunity for EcoDistrict entrance.

Chicanes designed for trucks/buses (35 MPH).

Bridge over RTA & NS Railroad.

Kinsman Road Corridor Multi-Modal Study

Burten, Bell, Carr Development, Inc.
East 71st St
Mid-block Crosswalk
at “Choker” Point
East 72nd St
East 73rd St
East 70th St
Left Turn Lane Added
For School Traffic
Bridgeport Place
Kinsman Rd
Path to Anton Grdina Elementary School
9’ Sidewalk
13’ Edge
13’ Median
13’ Lane
9’ Chicane
Chicane
Chicane
Chicane
Left Turn Lane Added For School Traffic
Mid-block Crosswalk at “Choker” Point
Burton, Bell, Carr Development, Inc.
Kinsman Road Corridor Multi-Modal Study
Ingress/Egress Access Maintained at Fire Station

East 79th St
East 78th St
East 77th St
East 80th St
East 81st St
Minnie St

Left Turn Lanes Created At East 79th Street

Smaller Chicanes Used Between Major Intersections

Kinsman Rd

Ingress/Egress Access Maintained at Fire Station
Alternate 3 - Chicanes
Board 4 of 4

Begin Lane Taper West of Bridge

Bridge over CSX Railroad

Left Turn Lane Added for CMHA

Left Turn Lane at CMHA

Gateway Median Chicane - Neighborhood Branding Opportunity

East 82nd St

East 80th St

East 83rd St

Neighborhood Branding Opportunity

CMHA

9'
Sidewalk
Chicane
Lane
13'
Median
Chicane
Lane
13'
Edge
9'
Chicane
Sidewalk

13'
Lane

13'
Edge

13'
Lane

13'
Edge

13'
Lane

9'
Sidewalk
Chicane

Burten, Bell, Carr Development, Inc.

Kinsman Road Corridor Multi-Modal Study
Appendix B

Public Involvement Summary
Stakeholder Meeting #1
July 11th, 2013

Jeffrey Sugalski
Burten, Bell, Carr Development, Inc.

Ryan Smalley, PE
Hatch Mott MacDonald
BBC awarded planning grant from Enterprise Community Partners

- Aim to pedestrianize & improve bikeability of Kinsman Road

- Focus on readily implementable Short-Term Recommendations
  - Utilize existing pavement (retain curb line)
  - Emphasis on Striping & Signage
Project Area

Kinsman Road Corridor Multi-Modal Study
Kickoff Meeting
Knowledge Exchange
  - Share Thoughts
  - Raise Concerns
  - Determine Priorities
Establish Goals & Objectives
Roadway
- 4 Lanes on bridge over NS/GCRTA Tracks
- Narrows to 2 lanes east of East 68th St
- **Roadway**
  - 2 Lanes between East 68th St and East 80th St
  - Effectively utilized by most motorists as “4 unstriped lanes”
  - 38-ft minimum width curb-to-curb
  - Federal aid primary route
    - 1 – 12’ lane needed in each direction
Roadway

- Widens to 4 lanes just east of East 79th St
- 4 Lanes on bridge over CSX tracks
Existing Conditions

- Bicycle
  - No dedicated facility
  - No signage / sharrows
  - A NOACA bicycle priority route
  - Future connection to Opportunity Corridor multi-purpose path
Pedestrian

- Sidewalks on both sides of Kinsman
  - Adjacent to curb
  - No tree lawn
  - Overhead Utility Poles in sidewalk pavement
- Some side streets have missing / overgrown sidewalks
- Resident concerns with vehicles jumping the curbs near intersections
Transit

- 2 Bus Routes
  - Route 14 (Kinsman)
  - Route 2 (E 73rd / Kinsman/ E 79th)
- Adjacent Rapid Transit Lines
  - Stations on East 79th
  - Red Line
  - Green / Blue Lines
The Next Steps

- Distribute Study Goals & Objectives (*next week*)
- Data Collection / Existing Conditions Analysis (*July-August*)
- Conceptual Alternative Development (*September*)
  - Present Options
  - Stakeholder Meeting #2
  - Public Meeting #1
- Recommended Conceptual Alternative (*October*)
  - Preferred Concept & Cost Estimate
  - Stakeholder Meeting #3
  - Public Meeting #2

Thank You
Stakeholder Meeting #2
September 18th, 2013

Jeffrey Sugalski
Burten, Bell, Carr Development, Inc.

Ryan Smalley, PE
Hatch Mott MacDonald
BBC awarded planning grant from Enterprise Community Partners

Aim to pedestrianize & improve bikeability of Kinsman Road

Focus on readily implementable Short-Term Recommendations

- Utilize existing pavement (retain curb line)
- Emphasis on Striping & Signage
Stakeholder Meeting #1
Discuss Concerns/Establish Goals
• July 2013

Stakeholder Meeting #2
Evaluate Alternatives
• September 18th, 2013

Stakeholder Meeting #3
Recommend Preferred Alternative
• October 16th, 2013
- Calm Vehicular Traffic
- Pedestrianize and Improve Bikeability
- Facilitate Safe Crossing of Pedestrians
- Raise awareness of bicyclist

- Foster Creation of Linkages within EcoDistrict
- Encourage Sustainable Forms of Transportation
- Promote Healthy Lifestyle/Physical Activity
- Welcome Residence/Visitors to Neighborhood
Project Area

Burten, Bell, Carr Development, Inc.

Kinsman Road Corridor Multi-Modal Study
Roadway

- 2 Lanes between East 68th and East 80th
  - Effectively driven as “4 unstriped lanes”
  - 39-ft minimum width curb-to-curb
- 4 Lanes west of East 68th and east of East 80th
- Federal aid primary route
  - 1 – 12’ lane needed in each direction
Intended Configuration vs. Effective Condition

Existing Conditions

9' Sidewalk 19.5' Lane 19.5' Lane 9' Sidewalk

9' Sidewalk 10' "Lane" 9.5' "Lane" 9.5' "Lane" 10' "Lane" 9' Sidewalk

Burten, Bell, Carr Development, Inc.

Kinsman Road Corridor Multi-Modal Study
Existing Conditions

- **Bicycle**
  - No dedicated facility
  - No signage / sharrows
  - A NOACA bicycle priority route
  - Future connection to Opportunity Corridor multi-purpose path

- **Pedestrian**
  - Sidewalks on both sides of Kinsman
    - Adjacent to curb
    - No tree lawn
    - Overhead utility poles in sidewalk pavement
  - Resident concerns with vehicles jumping the curbs near intersections
Transit

- 2 Bus Routes
  - Route 14 (Kinsman)
  - Route 2 (E 73rd / Kinsman/ E 79th)

- Adjacent Rapid Transit Lines
  - Stations on East 79th
  - Red Line
  - Green / Blue Lines
Proposed Alternatives

Alternative #1
3 Lane w/medians

Alternative #2
2 Lane w/bike lanes

Alternative #3
Chicane
- 3 Lanes with Medians
  - Left turn lane as needed
    - At intersections (E71, E75, E79, E80 and CMHA Drive)
    - At Bridgeport Place
  - Other locations landscaped medians
    - Medians create refuge for pedestrians
  - Sharrows added to encourage bicycle use
  - Improved pedestrian/speed limits signage
2 Lane with Bike Lanes
- Bike lanes allow for safer bike access
- Could tie into Opportunity Corridor’s multi-use path
- Allows for “buffer” between pedestrians and traveled way
- Easy to implement
- Cost effective
Alternative #2

Burten, Bell, Carr Development, Inc.

Kinsman Road Corridor Multi-Modal Study
Chicanes

- Designed to reduce traffic speed
  - Induces horizontal curves by creating alternating raised islands
  - Islands offset from curb line by 2’ to allow for drainage
  - Islands can be landscaped
- Allows for shorter pedestrian crossings
- Chicanes designed to 35 MPH so buses/trucks can navigate
- Visually changes street character and appearance
Chicanes – Some Background

- Used primarily in Western US, Canada and Europe
  - Seattle has over 20
  - Columbus has 3
- Implemented on busy residential through streets with speeding problems
  - Exception: Beaver Ave. (Penn SR 26) – State College PA
- Most effective measure to calm traffic per FHWA and City of Seattle studies
  - Reduce speeds 5 to 13 MPH
- Pavement marked chicanes have been used as well but less effective
Chicanes

Potential Problems

- Confusing for motorists
  - Needs to be well lit and signed
- Confusing for on-street bikers
- May increase emergency response time
- Drive access
- Reduces on street parking
Improved Signage is Needed

- Drivers Need to be Alerted to:
  - Pedestrian Crossings
  - Bicyclists
  - New Traffic Patterns
  - Speed Reminders

- Upgrade Options Include:
  - Radar Signage (Speed)
  - Flashing Signs
  - Improved Placement of Signs
  - Delineators/Bollards
<table>
<thead>
<tr>
<th></th>
<th>Alternative #1 3 Lane w/median</th>
<th>Alternative #2 2 Lane w/bike lanes</th>
<th>Alternative #3 Chicanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calms Traffic</td>
<td>★★★</td>
<td>★</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Increases Ped. Safety</td>
<td>★★★</td>
<td>★</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Promotes Bikeability</td>
<td>★★★</td>
<td>★★★★★★</td>
<td>★</td>
</tr>
<tr>
<td>Promotes Walkability</td>
<td>★★★</td>
<td>★★★★★★</td>
<td>★</td>
</tr>
<tr>
<td>Beautifies Corridor</td>
<td>★★★</td>
<td>★</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Increases Neighborhood Identity</td>
<td>★★★</td>
<td>★</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Fosters Linkages</td>
<td>★★★★★★</td>
<td>★★★★★★</td>
<td>★</td>
</tr>
<tr>
<td>Easily Implementable</td>
<td>★★★</td>
<td>★★★★★★</td>
<td>★</td>
</tr>
<tr>
<td>Cost</td>
<td>$300K</td>
<td>$100K</td>
<td>$600K</td>
</tr>
</tbody>
</table>
The Next Steps

- Refine Conceptual Alternative Development (*September/October*)
  - Update Alternatives per Stakeholder and Public Comments
  - Select a Recommended Conceptual Alternative

- Present Recommended Conceptual Alternative (*October 16th, 2013*)
  - Preferred Concept & Cost Estimate
  - Stakeholder Meeting #3 (3 – 5 PM)
  - Public Meeting #2 (6 – 8 PM)

- Complete Study (*October 31st, 2013*)
<table>
<thead>
<tr>
<th>Name</th>
<th>Email Address</th>
<th>Phone</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lillian Moore</td>
<td><a href="mailto:lillianmore@live.com">lillianmore@live.com</a></td>
<td>416-311-6787</td>
<td>6817 Kinsmen Rd</td>
</tr>
<tr>
<td>Lynda Maruish</td>
<td><a href="mailto:lyndamaruish@live.com">lyndamaruish@live.com</a></td>
<td>416-414-9466</td>
<td>6972 Kinsmen Rd</td>
</tr>
<tr>
<td>Lotsie Brice</td>
<td><a href="mailto:lotsiebrice@live.com">lotsiebrice@live.com</a></td>
<td>416-324-1417</td>
<td>2441 E. 73rd</td>
</tr>
<tr>
<td>Valerie Titter</td>
<td><a href="mailto:valtitter@live.com">valtitter@live.com</a></td>
<td>938-8390</td>
<td>7330 Kinsmen Rd</td>
</tr>
<tr>
<td>Carole Scott</td>
<td><a href="mailto:carolescott@live.com">carolescott@live.com</a></td>
<td>416-311-2567</td>
<td>216 Eau Claire St</td>
</tr>
<tr>
<td>cardio slice</td>
<td><a href="mailto:cardio@slice.com">cardio@slice.com</a></td>
<td>416-923-1052</td>
<td>7030 Kinsmen Rd</td>
</tr>
<tr>
<td>John Fuggle</td>
<td><a href="mailto:johnfuggle@slice.com">johnfuggle@slice.com</a></td>
<td>416-923-1052</td>
<td>7030 Kinsmen Rd</td>
</tr>
<tr>
<td>ple e. titter</td>
<td><a href="mailto:pleetitter@slice.com">pleetitter@slice.com</a></td>
<td>938-8390</td>
<td>7330 Kinsmen Rd</td>
</tr>
<tr>
<td>John Fuggle</td>
<td><a href="mailto:johnfuggle@slice.com">johnfuggle@slice.com</a></td>
<td>416-923-1052</td>
<td>7030 Kinsmen Rd</td>
</tr>
<tr>
<td>ple e. titter</td>
<td><a href="mailto:pleetitter@slice.com">pleetitter@slice.com</a></td>
<td>938-8390</td>
<td>7330 Kinsmen Rd</td>
</tr>
<tr>
<td>John Fuggle</td>
<td><a href="mailto:johnfuggle@slice.com">johnfuggle@slice.com</a></td>
<td>416-923-1052</td>
<td>7030 Kinsmen Rd</td>
</tr>
<tr>
<td>ple e. titter</td>
<td><a href="mailto:pleetitter@slice.com">pleetitter@slice.com</a></td>
<td>938-8390</td>
<td>7330 Kinsmen Rd</td>
</tr>
</tbody>
</table>

PLEASE SIGN IN

Date: September 15, 2013
Kinsman Road Transportation Meeting
<table>
<thead>
<tr>
<th>Name</th>
<th>Email Address</th>
<th>Phone #</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gary Smalley</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emily Lizzinarri</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Football Forever</td>
<td><a href="mailto:FTFball@gmail.com">FTFball@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elizabeth Polsinelli</td>
<td></td>
<td>614-673-9430</td>
<td>712-740-3110</td>
</tr>
<tr>
<td>Kevin Smith</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dan Taylor</td>
<td><a href="mailto:dntaylor@gmail.com">dntaylor@gmail.com</a></td>
<td>614-380-2430</td>
<td>614-380-2430</td>
</tr>
<tr>
<td>John Will</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Carter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scott Polson</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Betty Anne</td>
<td><a href="mailto:bettyanne@gmail.com">bettyanne@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe Smith</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liz cereal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bob Kinman</td>
<td><a href="mailto:bobkinman@gmail.com">bobkinman@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rachel Rider</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Date: 6/18/13

Sheet 1 of 1
18 September 2013

Kins. Traffic

Senior

- One resident had difficulty crossing street. Another resident left the meeting to help. They stopped traffic.

- "Cars go too fast." - one resident

- Speed Limit

- Residents do not want to increase emergency response time.

- Light times short, residents have to wait to cross.

- E 73rd problematic

- Need for a school zone

- Speed camera? One resident suggests. Discussion can be made a priority in master planning.

- Crosswalk by sidewalk? No destination on sidewalk
Potential for radar speed limit signs with combo alt 1 + 2.
September 18, 2013
Kinsman Road Meeting #1

- Overview how we arrived at this point
  - Feedback from Neighborhood Planning Process – 2006
  - Colfax Block Club concerns – 2008-2009
  - Kinsman area concerned citizen – 2011-2012
  - Grant opportunity 2012
  - Today’s Planning

- What we will do today
  - Review plans – all are just drafts. Anything the community doesn’t like can be changed
  - Steering Committee of neighborhood residents and community stakeholders guided process to this point
  - Plans are to be implemented short term
    - Low cost, nothing involving repairing or tearing up sidewalks
  - East 64th St – East 81st St section of Kinsman Road

- Presentation

- Where are we now?
  - Met with committee in July
    - Use committee concerns and addressed in plans

- Choice 1:
  - Pros:
    - Low cost and provides space between sidewalk and street
  - Cons:
    - Cars can easily drive over the painted lines
    - Kinsman isn’t really bike friendly

- Choice 2:
  - Pros:
  - Cons:

- Choice 3:
  - Pros:
    - Slows down traffic the most
    - Safest
  - Cons:
    - Cost the most
      - In Columbus, there were lots of crashes at first, then it slows down

- Concern/Feedback
  - Existing conditions
    - Timing of lights
      - Light at E. 75th St. is too short (6 seconds)
    - Road is made for two lanes but used as four
    - Sidewalks are very narrow; utility poles take up space
    - Residents are afraid of cars jumping the curbs
    - School zone sign on E. 73rd St. but it is covered by a bush
  - Solutions
- Create a combination of version 1 and 2
- Add permanent radar signs to tell drivers how fast they are going
  - Some residents for it and some residents are against it
- Crosswalk at sidewalk, since the traffic light is gone
  - Mentioned that new traffic light may be added with opportunity corridor
Liszniansky, Emil N

From: Cross, Andrew <ACross@city.cleveland.oh.us>
Sent: Thursday, October 03, 2013 7:20 PM
To: Smalley, Ryan M; Reese, Martin
Cc: Jeffrey Sugalski; Mavec, Robert
Subject: RE: Kinsman Road Multimodal Study Comments

Follow Up Flag: Follow up
Flag Status: Completed

Ryan:

I don’t have any background information about this project such as traffic counts, 85% speeds, crash data, etc. Therefore my comments are based solely on the Power Point slides Martin forwarded to me.

I had to perform a very quick review, so I have the following limited comments:

Alt #1: It provides the opportunity for median crossing islands, left turn lanes, and shared lane markings. Bikes are accommodated without the threat of right-hook crashes. However, it reduces through capacity and will increase queue lengths. Stopped buses will block all traffic.

Alt #2: It does not improve crossing options for pedestrians or provide left turn lanes. Queuing could be excessive due to a single lane of capacity with no opportunity to pass vehicles waiting to turn left. Pedestrians could struggle to find acceptable gaps for crossing the street at unsignalized locations. Travel times will increase and transit vehicles will experience delays. The longer queues may lead to blocked intersections and driveways. However, this option could provide the biggest overall improvement for cyclists – as long as right turn volumes are low enough not to cause right-hook crashes.

Alt #2: TE will consider chicanes as a traffic calming option only for low-speed local streets. On through routes they are potentially confusing for drivers and dangerous for cyclists. Every chicane along the right edge of the road is a potential pinch point. Due to the changes in the curb alignments, drivers may not provide cyclists with adequate clearances while passing. Queuing will be an issue due to the lack of a center turn lane. And truck / bus turns could be difficult to execute due to the decreased effective width of the street.

As a corridor-wide treatment, alternative #1 is the preferred option. Alternatives #2 and #3 do not provide enough benefits to overcome their weaknesses. Ultimately TE would only consider Alt. #3 for a low-speed local street. I do not recommend it for further discussion.

Although it’s not currently striped with lane lines, Kinsman does function as a four-lane road. Every listed option dramatically reduces through capacity. A capacity analysis will be required at key intersections to assure queuing is not excessive. For example, at E. 79th St., the amount of green time available to Kinsman traffic will be less than at other cross streets. To account for this, we may need to provide right-turn lanes to clear the queues.

Lastly, every option eliminates the possibility of providing on-street parking. Parking will not determine which option is selected. However, make sure the public is aware so they’re not caught off guard if we implement a future change to the striping pattern. Thank you.

Andrew R. Cross, P.E., PTOE
Traffic Engineer

City of Cleveland
Division of Traffic Engineering
601 Lakeside Avenue, Room 25
Cleveland, OH 44114
Phone: (216) 664-3197
Martin/Andy,

Have either of you had time to review the alternatives presented for the Kinsman Road Multimodal Study? If so, could you send me your comments? Sorry for the quick turnaround but this study is on a very tight schedule and we would like to incorporate your ideas/comments into the recommended preferred alternative.

Thanks

Ryan Smalley P.E.
Hatch Mott MacDonald
18013 Cleveland Parkway Drive, Suite 200
Cleveland, OH 44135-3233
T 216.535.3654 F 216.265.2816
ryan.smalley@hatchmott.com
Hi Jeff,

After reviewing the plan documents you provided, NOACA staff feel that Alternate 2 will best meet the goals of the study. Given the available right of way, the two auto lanes and two bike lanes will not only provide safer facilities for cyclists, but will calm traffic, making the corridor safer for motorists and pedestrians as well. We also recommend considering 12 to 12.5 ft. general purpose lanes and 5 ft. bike lanes with a 2 to 2.5 buffer between East 68th and East 81st Streets. This will transition better to the buffered segment on the eastern end, and a longer buffered facility will be safer for cyclists and may provide a foundation for future expansion. Finally, we feel that the crosswalks near RTA bus stops at East 68th, East 72nd, and Sidaway should be striped to provide more safety for pedestrians accessing those stops.

Thanks for the opportunity to weigh in, and see you at tomorrow’s meeting.

Ryan

Ryan Noles
TLCl Program Manager
NOACA
1299 Superior Avenue
Cleveland, OH 44114
216-241-2414 ext. 273
rnoles@mpo.noaca.org
www.noaca.org
Comment Sheet
Public Meeting #1
September 18, 2013

Name: Valerie Trotter
Representing: 
Address: 2964 673rd 
Telephone: 916-324-1617
Email: valerie.trotter20@yahoo.com

Please list your comments on the following items:

Alternate 1 - 3-lanes with Medians
This one is a good one too so if #3 is to
high then this sound like a good one so if
you need any help make this happen I am
willing to be help

Alternate 2 - Bicycle Lanes
So between these two let make it happen
as soon as possible

Alternate 3 - Chicanes
This the one I like the most.
Which alternate do you prefer and why?

I like 3 because I think it would slow down traffic and it would give the number 2 bus the chance to get into traffic and all the accidents to stop happening.

Whatever you can do to help Kinsman slow traffic down to make it a safer place to live.

Get a stop to tell how fast you going in the neighborhood.

Thank you for attending!

Please return a comment form before you leave tonight.

Otherwise, please submit your comments by October 2, 2013 to:

Jeffrey Sugalski
Burten Bell Carr Development, Inc.
7201 Kinsman Road, Suite 104
Cleveland, OH 44104
Comment Sheet
Public Meeting #1
September 18, 2013

Name: Caroline Jones
Representing:
Address: 2424 E 63rd Ave Oh 44104
Telephone: 
Email: 

Please list your comments on the following items:

Alternate 1 - 3-lanes with Medians

\[This\ one\ looks\ good\ -\ need\ grass\ walk\ path\ to\ slow\ down\]

Alternate 2 - Bicycle Lanes

Alternate 3 - Chicanes
Which alternate do you prefer and why?

I like plan #1 and #2. I really like a combination of both. Why it would make it safer for crossing and a number of other reasons that's all good.
Comment Sheet
Public Meeting #1
September 18, 2013

Name: Caitlyn Neely
Representing: 
Address: 1136 W 9th St Lorain
Telephone: 440-320-7183
Email: neely@bbcddevelopment.org

Please list your comments on the following items:

Alternate 1 - 3-lanes with Medians

I like the idea of having gateway medians, however I still have concern for emergency vehicles - perhaps if they cut away or made turning lanes into medians. In regards to 2-way with left turn lane, it once again does not restrict drivers from going around slower traffic = potential car accidents.

Alternate 2 - Bicycle Lanes

I like the idea but if no bikes are present, there is no real way to stop cars from driving into the bike line to go around traffic.

Alternate 3 - Chicanes

I like this idea however wonder how it will be effective for emergency vehicles to move through traffic. - Also what about oversided loads coming down the street (which happens often) - will they be able to fit or will this deter them from Kinsman (is this good for businesses?)
Which alternate do you prefer and why?

I like alternate #3 because it seems like the only way to actually slow down traffic. Only downfall would potentially be to emergency vehicles & snow plows.

or

I would like alternate #1 with medians if there was way to build in turning lanes within the medians/medians cut away gradually for turning lane.

Thank you for attending!

Please return a comment form before you leave tonight.

Otherwise, please submit your comments by October 2, 2013 to:

Jeffrey Sugalski
Burten Bell Carr Development, Inc.
7201 Kinsman Road, Suite 104
Cleveland, OH 44104
Stakeholder Meeting #3
October 16th, 2013

Jeffrey Sugalski
Burten, Bell, Carr Development, Inc.

Ryan Smalley, PE
Hatch Mott MacDonald
Stakeholder Meeting #1
• July 2013
Discuss Concerns/Establish Goals

Stakeholder Meeting #2
• September 18th, 2013
Evaluate Alternatives

Stakeholder Meeting #3
• October 16th, 2013
Preferred Alternative
Project Goals

1. Calm Vehicular Traffic
2. Pedestrianize and Improve Bikeability
3. Facilitate Safe Crossing of Pedestrians
4. Raise awareness of bicyclist
5. Foster Creation of Linkages within EcoDistrict
6. Encourage Sustainable Forms of Transportation
7. Promote Healthy Lifestyle/Physical Activity
8. Welcome Residence/Visitors to Neighborhood

Burten, Bell, Carr Development, Inc.
Kinsman Road Corridor Multi-Modal Study
Intended Configuration vs. Effective Condition
Existing Conditions

- **Bicycle**
  - No dedicated facility
  - No signage / sharrows
  - A NOACA bicycle priority route

- **Pedestrian**
  - Sidewalks on both sides of Kinsman
    - Adjacent to curb
    - No tree lawn
    - Overhead utility poles in sidewalk pavement
  - Resident concerns with vehicles jumping the curbs near intersections
Proposed Alternatives

Alternative #1
3 Lane w/medians

Alternative #2
2 Lane w/bike lanes

Alternative #3
Chicane
<table>
<thead>
<tr>
<th></th>
<th>Alternative #1 3 Lane w/median</th>
<th>Alternative #2 2 Lane w/bike lanes</th>
<th>Alternative #3 Chicanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calms Traffic</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★★★★</td>
</tr>
<tr>
<td>Increases Ped. Safety</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★★★★</td>
</tr>
<tr>
<td>Promotes Bikeability</td>
<td>★★★★</td>
<td>★★★★★★★</td>
<td>★</td>
</tr>
<tr>
<td>Promotes Walkability</td>
<td>★★★★</td>
<td>★★★★★★</td>
<td>★</td>
</tr>
<tr>
<td>Beautifies Corridor</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Increases Neighborhood Identity</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★★★★</td>
</tr>
<tr>
<td>Fosters Linkages</td>
<td>★★★★★★</td>
<td>★★★★</td>
<td>★★★★★★</td>
</tr>
<tr>
<td>Easily Implementable</td>
<td>★★★★</td>
<td>★★★★★★</td>
<td>★</td>
</tr>
</tbody>
</table>
| Cost                   | $300K                         | $100K                             | $600K
Alt #1 – 3 Lane w/Medians
- Concerns over emergency vehicle blockage in median areas
- Selected as preferred alternative

Alt #2 – Bike Lanes
- No left turn lanes would create "excessive queuing"
- Pedestrian could "struggle" to find gaps

Alt #3 – Chicane
- Concerns with cyclist safety
- City of Cleveland would only consider on residential streets

Overall
- Concerned with capacity reduction
- Future on street parking considerations
- Alt #1 – 3 Lane w/ Medians
  - Overwhelming support
  - Residents thought it would “be safer for pedestrians”
  - Concerns over emergency vehicle blockage in median areas
- Alt #2 – Bike Lanes
  - did not “do anything to slow down traffic”
- Alt #3 - Chicane
  - “too expensive and confusing”
- Overall
  - Residents thought signal timings along Kinsman needed to be addressed
- Alt #1 - 3 Lanes with Medians
  - Left turn lane as needed
  - At intersections (E71, E75, E79, E80 and CMHA Drive)
  - At Bridgeport Place
  - Other locations landscaped medians
  - Medians create refuge for pedestrians
- Sharrows added to encourage bicycle use
- Improved pedestrian/school zone signage
Solution: actuated and pre-timed flashing beacons
- Solar powered, wireless, rapid flashing beacon for mid-block crossing
  - Only flashes yellow on actuation
  - No underground installation needed
  - Dual sided signs
- Solar powered, pre-timed, flashing school zone signs
  - Only flashes during school entry and exit times
  - More effective than current signage
  - No underground installation needed
Potential Options:

- City of Cleveland
  - City re-stripes all streets each year
  - City also makes and erects signs
  - Medians/curb ramps would most likely be funded by BBC

- Safe Routes to School - ODOT
  - Need school travel plan accepted
  - Currently 80% federal funded, 20% funded by ODOT
  - Applications accepted January-March of each year

- Transportation Alternatives – NOACA
  - Must be on Transportation Improvement Plan (TIP) to be eligible
  - Applications for TIP accepted quarterly (Dec 13)
  - 80% federally funded
  - Funds are highly competitive
The Next Steps

- Refine Preferred Alternative *(October)*
  - Update Preferred alternative per Stakeholder and Public Comments
  - Revise Cost Estimate
- HMM to Complete Study *(October 31st, 2013)*
- Seek Cleveland Planning Commission Approval (After Completed Study)
- Investigate Funding Strategies (6 months to 1 year)
  - City of Cleveland, Safe Routes to Schools, Transportation Alternatives
- Complete Construction (3 to 5 years)
Thanks for the introduction, Jeff.

Ryan and Emil,

I took a look at the preferred alternative (center turn lane/median refuge) and the bike lane alternative. Overall, I think both alternatives are well done, and would improve the corridor for more vulnerable users (peds and bikes). I also looked at the corridor through Google Earth, and looked up some traffic and road classification info for Kinsman. However, I've only spent an hour thinking about what took you both much longer, I'm sure.

Without being familiar with the details of the project stakeholders and public opinion, I bet there's a reason for the choices that were made that differ from my suggestions below. I'd love to hear your thoughts, either way.

Melissa
Melissa Thompson | CDM Smith | 1468 W 9th St, Suite 750, Cleveland, OH 44113 | direct: 216.912.1017 | cell: 517.231.5717 | thompsonm@cdmsmith.com<mailto:thompsonm@cdmsmith.com> | www.cdmsmith.com<https://webmail.cdmsmith.com/owa/UrlBlockedError.aspx>

* Preferred Alternative
  * Positive notes
    * midblock crosswalks that are high-vis and decorative
    * curbed median pedestrian refuges
    * rectangular rapid flash beacon
    * sharrows & signage
    * school-zone speed limit
    * median improvement suggestions
  * median refuge can be as wide as the center-turn lane (11', increased from 7'), and paint edge line such that thru lanes are only 12' wide
    * median refuge can be longer in many places, with shorter gaps for low-volume left turn movements
    * perhaps the median could take place of left-turn lanes at some intersections with low turn volumes; crossing distances would be shorter, and left-turners can share a lane with thru traffic
    * high-vis crosswalks, countdown ped-heads, ADA curb ramp at all intersection crossings
    * skewed intersections may have room for a porkchop ped island to shorten crossing distances
    * shorter signal cycle lengths to reduce ped wait times, and/or time signals for vehicle progression 5 mph below speed limit. Guarantee a ped phase for each cycle, instead of using a push button
  * Hybrid: Bike-lane variation of preferred alternative (stretching the limits a bit...)
    * Keep narrow 7' median, reduce thru lanes to 11', 5' bike lanes on both sides
    * transition from bike lanes/medians to sharrows at locations where turn lanes are needed
    * 10' wide turn lanes would make transition tapers shorter
Thanks Jeff,

Any input Melissa has on this study would be greatly appreciated.

Melissa,

Don’t hesitate to give me a call with questions or comments.

Thanks

Ryan Smalley P.E.
Hatch Mott MacDonald
18013 Cleveland Parkway Drive, Suite 200 Cleveland, OH 44135-3233 T 216.535.3654 F 216.265.2816
ryan.smalley@hatchmott.com

From: Jeffrey Sugalski [mailto:JSugalski@bbcdevelopment.org]
Sent: Tuesday, October 22, 2013 10:02 AM
To: Smalley, Ryan M; Liszniansky, Emil N
Cc: thompsonm@cdmsmith.com
Subject: Kinsman Road Multi-Modal Study

Hi Ryan and Emil,

I wanted to do an email introduction of Melissa Thompson, an engineer with the Cleveland office of CDM Smith and a commuter cyclist.

Melissa is a member of Bike Cleveland’s Advocacy Committee, which is responsible for vetting plans and ensuring that they are safe for cyclists of all ages and experience levels. I spoke to Melissa last night about the Kinsman plan, and she and Bike Cleveland are supportive. She will be sending a statement that we may be able to incorporate somehow into the plan.

However, I thought I would put Melissa in touch 1) just so you all know one another, as young engineers trying to do cool things, and 2) so she can directly share ideas she has for Kinsman. Melissa is cc’ed on this email.

Thanks,
Jeff

Jeffrey Sugalski, Real Estate Development Manager Burten, Bell, Carr Development, Inc.
Bridgeport Place | 7201 Kinsman Road, Suite 104 | Cleveland, Ohio 44104
Phone: (216) 341-1455 | Fax: (216) 341-2683
Website: www.bbcdevelopment.org