

August 5, 2020 Public Information Session

Transcript

Title (slide 1) – Speaker: Sam Bobko, Mott MacDonald

Welcome everyone and thank you for attending this Public Information Session on the Clague Road Corridor Study.

I'm Sam Bobko with Mott MacDonald and with me is Alejandro Chock, also with Mott MacDonald, and Kim Lieber, Director of Planning and Community Development for the City of North Olmsted.

Agenda (slide 2)

We've put together this information session to let you know the purpose of the Clague Road Corridor Study, give a status update of the study, talk about next steps, and share how you can help shape the future of Clague Road.

Although we would have preferred to do this in person, we're thankful that the technology allows us to hold a virtual event like this.

The format today will include a brief presentation, directly followed by a Q&A session.

At any time during this presentation, if you are attending this session through your computer, you can type questions in the Q&A box (usually found in the upper right). We will answer questions at the end.

We are recording this session so that it may be viewed at a later date. If you are watching the recording, you cannot use the Q&A feature, but rather ask questions and leave comments in our survey.

Our survey is now live. We encourage you to take the survey and share your opinion of Clague Road. This presentation, the survey, and the survey results will be posted on the City's website which we will share at the end.

City of North Olmsted (slide 3)

We are having difficulty getting audio from Kim but I want to make sure I cover a few points that Kim wanted to make.

On behalf of Mayor Kevin Kennedy and North Olmsted city officials, thank you to those residents and stakeholders who are tuning in to this presentation and offering valuable input.

Last summer the city was informed by NOACA that Clague north of Lorain was awarded partial funding for resurfacing in FY 2024. Since then, Cuyahoga County has also come to the table to offer additional funding and construction management. This was great news for North Olmsted and the timing of the resurfacing gives the city the opportunity to look beyond a simple resurfacing, to see how to can tackle traffic flow and safety issues at the same time.

Kim also wanted to pass along the importance of getting resident feedback. It's vital so we know the solutions we are exploring are supported by the community.

Mott MacDonald Intro (slide 4)

With that, I'd like to give a brief introduction of Mott MacDonald. We are a full-service engineering and planning firm, located just down the road off of Rocky River Drive in Cleveland.

Our main services include traffic and safety studies around the state of Ohio, but most notably in the Cleveland area. We've served the communities of Westlake, Fairview, Rocky River, and Cleveland to name a few.

We are a local company with local staff. We have staff that grew up in North Olmsted, we have staff that currently live in North Olmsted, and we're very appreciative to be able to work on a study like this with North Olmsted.

Study Area (slide 5)

Our study area is Clague Road from Lorain Road to the Westlake/North Olmsted border, just north of Marion Road. The focus of this study is to address traffic congestion while maintaining and enhancing safety and connectivity for all users of Clague Road.

Clague Road is an important roadway for North Olmsted because it provides connectivity to a large residential population, Little Clague Park, Maple Intermediate School, and Lorain Road (with commercial establishments and RTA bus service). It's also an important roadway for the greater region as it is a major north-south connector with access to I-480, I-90, and other points of interest. Many of you travel this road every day by car, on foot, or by bike.

Background (slide 6)

Clague Road is currently a two-lane roadway in the study section. On an average weekday (pre-COVID), about 15,000 vehicles travel this section...so quite a bit of traffic. This has led to congestion (particularly at the signalized intersection with Maple Ridge); difficulty for motorist to turn onto Clague from sidestreets/driveways; and difficulty for pedestrians to cross Clague.

Although the current configuration presents challenges, it is important to note that there are advantages. Clague is residential and it has a residential feel (which does help control speeds); there are short pedestrian crossing distances (like the one pictured here at Little Clague); and the sidewalk is offset from the roadway allowing some green space as a buffer.

With that, I'm going to turn it over to Alejandro who jumps into some of the details of what we've already assessed.

Crash (slide 7) – Speaker: Alejandro Chock, Mott MacDonald

Mott MacDonald obtained crash data from ODOT and ODPS for the years of 2015 through 2019. During this period, there were 115 total crashes between Delmere Drive and the Westlake border, including 23 injury crashes. Rear end crashes were most common, representing about 3 out of every 4 crashes within the study corridor. These crashes were most prevalent near the Maple Ridge Road signalized intersection, especially the intersection approaches.

Almost half of all crashes occurred between 3:00 and 6:00 PM, which is in line with the common crash themes of peak period congestion, pavement conditions such as wet and snowy roadways, and vehicles turning on to and off of driveways and the various residential streets.

There was one pedestrian crash during the crash data period, which involved a pedestrian crossing Clague near the Delmere Drive intersection in 2019.

Traffic (slide 8)

Using current year traffic volumes for the Clague Road study corridor, Mott MacDonald conducted a left turn lane analysis on several key corridor intersections, and a capacity analysis at the Maple Ridge Road signalized intersection. Based on these analyses, left turn lanes may be beneficial at Alexander Drive, and at the Frank Street/Sharon Road intersection. That being said, both of these intersections are within close proximity to the Maple Ridge Road intersection, so further analysis on that interaction is warranted.

At Maple Ridge Road, while the existing signal operates at an acceptable level of service, the lack of a dedicated northbound left turn lane results in inefficient operation which creates queueing and congestion throughout the corridor. This queueing results in a 43% spillback rate, which indicates that 43% of the time, queueing originating at the signal will spillback into and through adjacent intersections, namely Frank Street/Sharon Drive to the south, and Carriage Lane to the north.

Mott MacDonald will analyze how future year volumes impact the existing layout of the intersection, along with potential improvements to help keep traffic moving efficiently and safely.

Schedule (slide 9) Speaker: Sam Bobko, Mott MacDonald

Thanks Alejandro. Now to talk a bit about schedule. What Alejandro discussed was step one, work that has already been completed. Why is this important? If you use Clague, then you already know where the congestion is, but it's our job to put numbers to that congestion – and crashes, to help tell the story of how long people are delayed in traffic – or what types of crashes keep reoccurring – so that we can properly identify and address these issues. This also helps with the process of identifying funding.

Our next step begins right now and is your chance to provide input. We want to know from the people that use this corridor everyday what are your thoughts of Clague? We have opened up a survey and will provide the link at the end of this presentation. The survey will be open for 2 weeks, and then we will compile and share the results. Feedback will be incorporated into the next part of this study.

From there we will turn to step 3, exploring ways to improve congestion and safety while maintaining connectivity for all users along the corridor. This includes assessing different traffic and safety improvement options and also exploring funding opportunities.

Step 4 entails producing a formal study with specific recommendation as well as applying for funding.

And finally, the resurfacing project is scheduled for FY 2024. This gives the City a chance to secure funding and incorporate improvements along the corridor so they can be integrated with this resurfacing project. This portion will also include detailed design.

Potential Improvements (slide 10)

So, we said our next step is to incorporate your feedback and explore potential improvements to traffic, safety, and connectivity. I'd like to share some examples of the types and range of improvements that may be considered.

The simplest form of improvements would entail signs and pavement markings. This could be new signs and markings and/or increasing visibility of signs and markings. Also with any resurfacing comes new pavement markings.

The next step in a range of potential improvements would be enhancements to pedestrians crosswalks. Within our study area, the marked locations to cross Clague include the signal at Maple Ridge and the flashing beacon at Little Clague. Potential improvements could include enhanced pedestrian beacons (like shown in picture 3) or enhancements to pedestrian signals at Maple Ridge. The photo in picture 3 are pedestrian beacons installed on W. 210th St in Fairview.

The next step would include roadway features such as curbs, or amenities such as trees or increased lighting.

Finally potential improvements could include physical changes that affect roadway capacity, such turn lanes, or even widening to three lanes like the Clague section from Lorain to 480.

Funding (slide 11)

The two big goals of this corridor study are 1) to identify ways to improve traffic and safety as well as 2) to incorporate these improvements into the 2024 resurfacing project.

Simply put, the resurfacing project has presented an opportunity and the city is wisely taking advantage of this opportunity.

We have already begun to explore funding sources for potential improvements. Based the types and locations of crashes occurring in this corridor, the Ohio Department of Transportation's Safety Funding align well with the goals of this study. While this funding opportunity is highly competitive process, Clague Road will be a strong candidate because it meets the requirements and goals of ODOT's safety program.

Potential (slide 12)

There are so many things that can make a street great, and Clague Road already has a lot going for it. What would make your walk to the park more pleasant? Your commute more efficient? What could enhance your perception of safety here?

Think about all of the modes of transportation and types of people that use this corridor; your kids walking or biking to school, your elderly neighbor navigating an intersection with a walker, you in your car on the way to work. Are the needs of all users being met on this corridor today?

Survey (slide 13)

Now it's your turn. We invite you take the survey to answer 10 questions about the Clague corridor. The survey takes 5-10 minutes. If you have any questions, this presentation will be available to re-watch and the City's website will be updated as new information is available.

Additional inquiries can be addressed to Kim Lieber.

Q&A (slide 14)

Thank You (slide 15)

With that, thank you for your time and attendance. Please go to North Olmsted's website where you will find more information and the survey. Thanks!