



# Clifton Boulevard / Lake Road Enhancements

Public Meeting - Presentation

October 12th, 6:30 PM, Horace Mann Elementary





# 01 Introduction





# PRIORITY PROJECTS

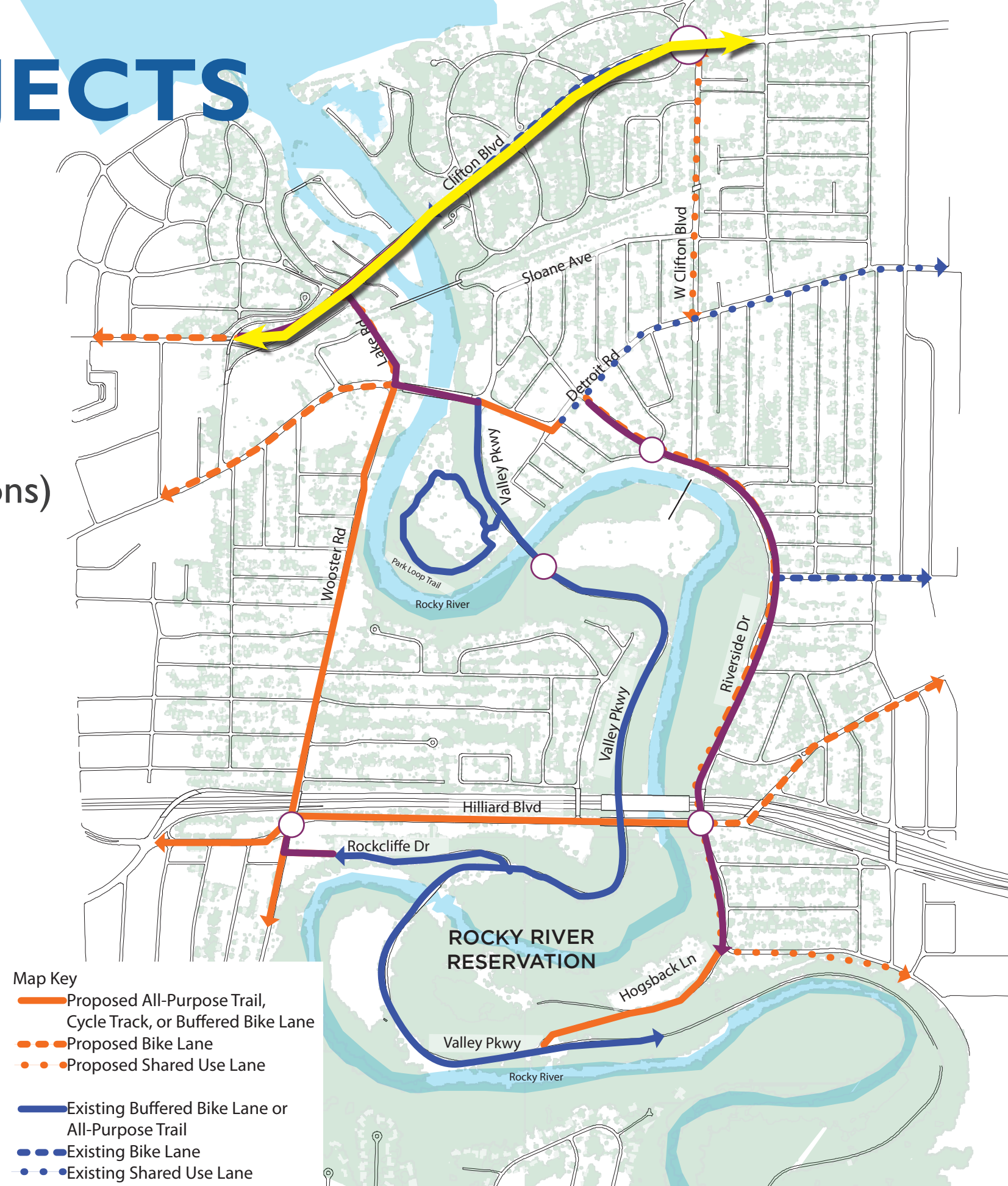
Community Confluence

## Corridors & Segments:

- Clifton Boulevard & Lake Road
- Riverside Drive
- Detroit Road Bridge (See Urban Design Interventions)

## Intersections:

- Clifton Boulevard & Lake Road
- Riverside Drive & Graber Drive
- Wooster Road, Hilliard Boulevard, & Rockcliff
- Valley Parkway Trail Crossing (See Urban Design Interventions)
- Hilliard Boulevard & Riverside Drive



01

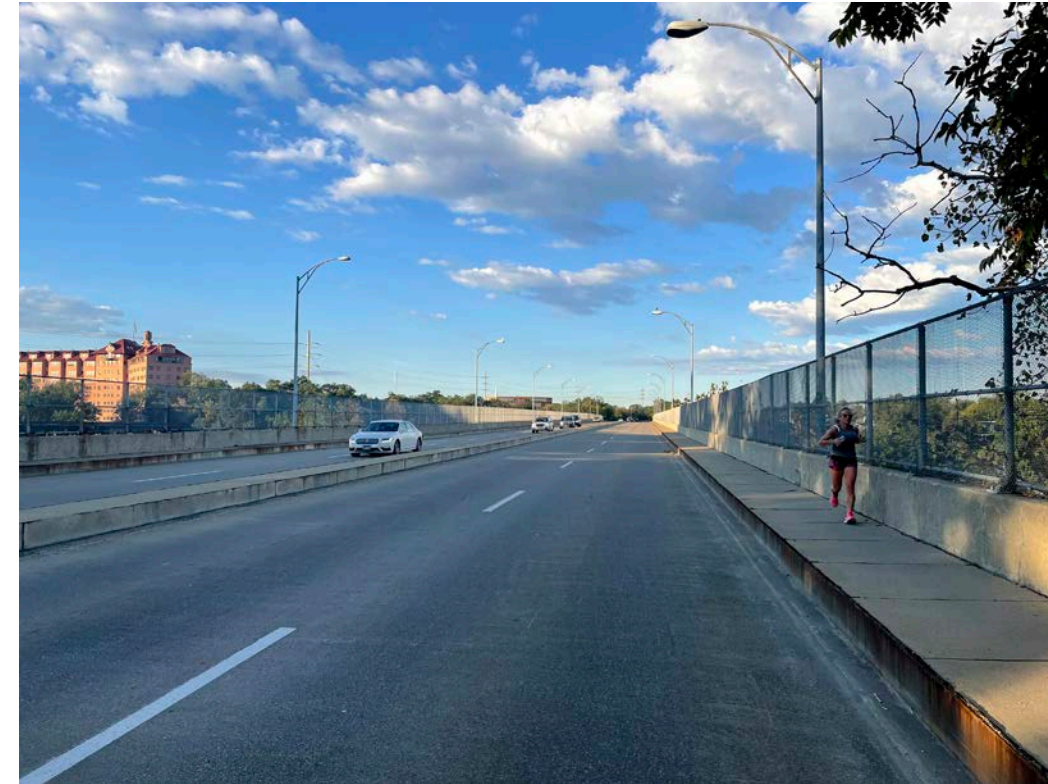
# PROJECT AREA





# 01

# EXISTING CONDITIONS







# LIVE SURVEY

To participate in the survey, scan this QR Code  
or go to <https://ahaslides.com/CBLVD>





# 01 LOCATION







# WHAT MAKES THIS AREA UNIQUE?



## HISTORY

1866 - A group of developers turn the area of Clifton Park into a summer resort, with beaches, boating, picnic areas, a dance hall, and beer gardens.

1895 - Clifton Park Association turns the resort into a residential neighborhood, hiring landscape architect Ernest W. Bowditch to design the park.

1899 - Businessman John G. Jennings builds his home in Clifton Park, which is the oldest home still standing today.

1903 - Clifton Club opens as a gathering center.

1942 - Original Clifton Club burns down.

1950 - Clifton Club is replaced with a new building that is still there today.

1960 - Clifton Park is divided by the extension of Clifton Boulevard to create a new bridge over Rocky River.

1948 Image courtesy of Michael Schwartz Library at Cleveland State University.  
Historic timeline gathered from <https://clevelandhistorical.org/items/show/374>.





## 02 Concept #1

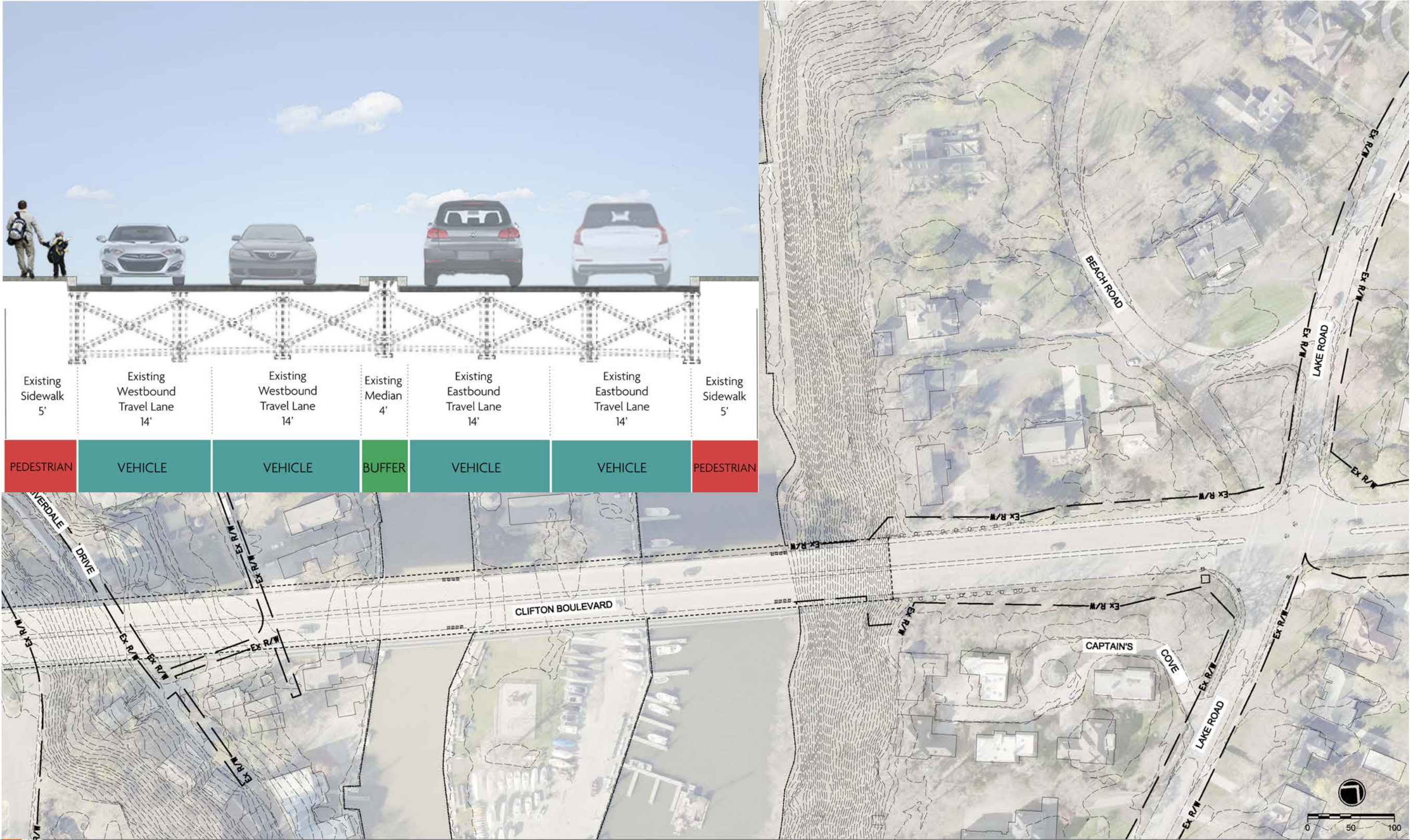




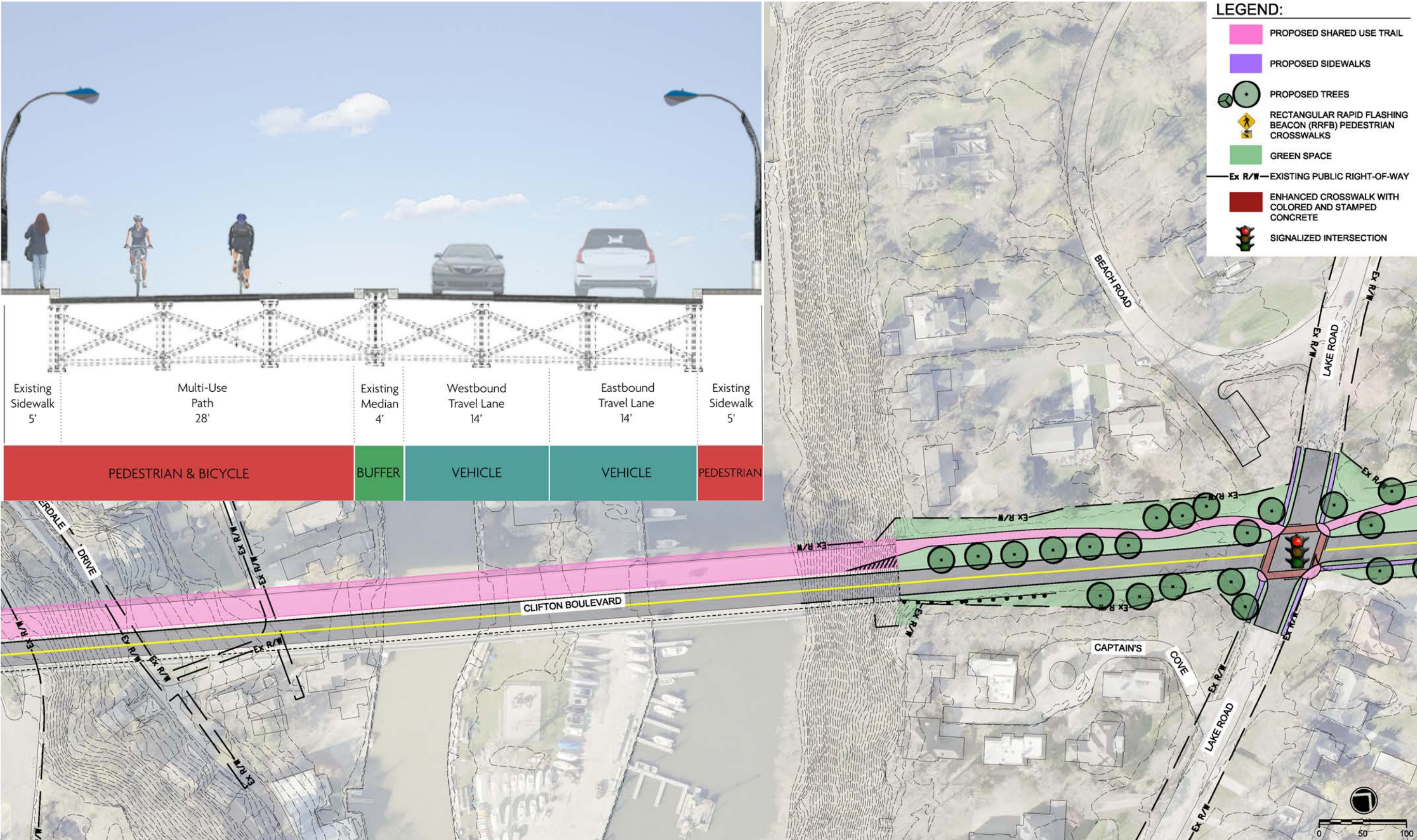












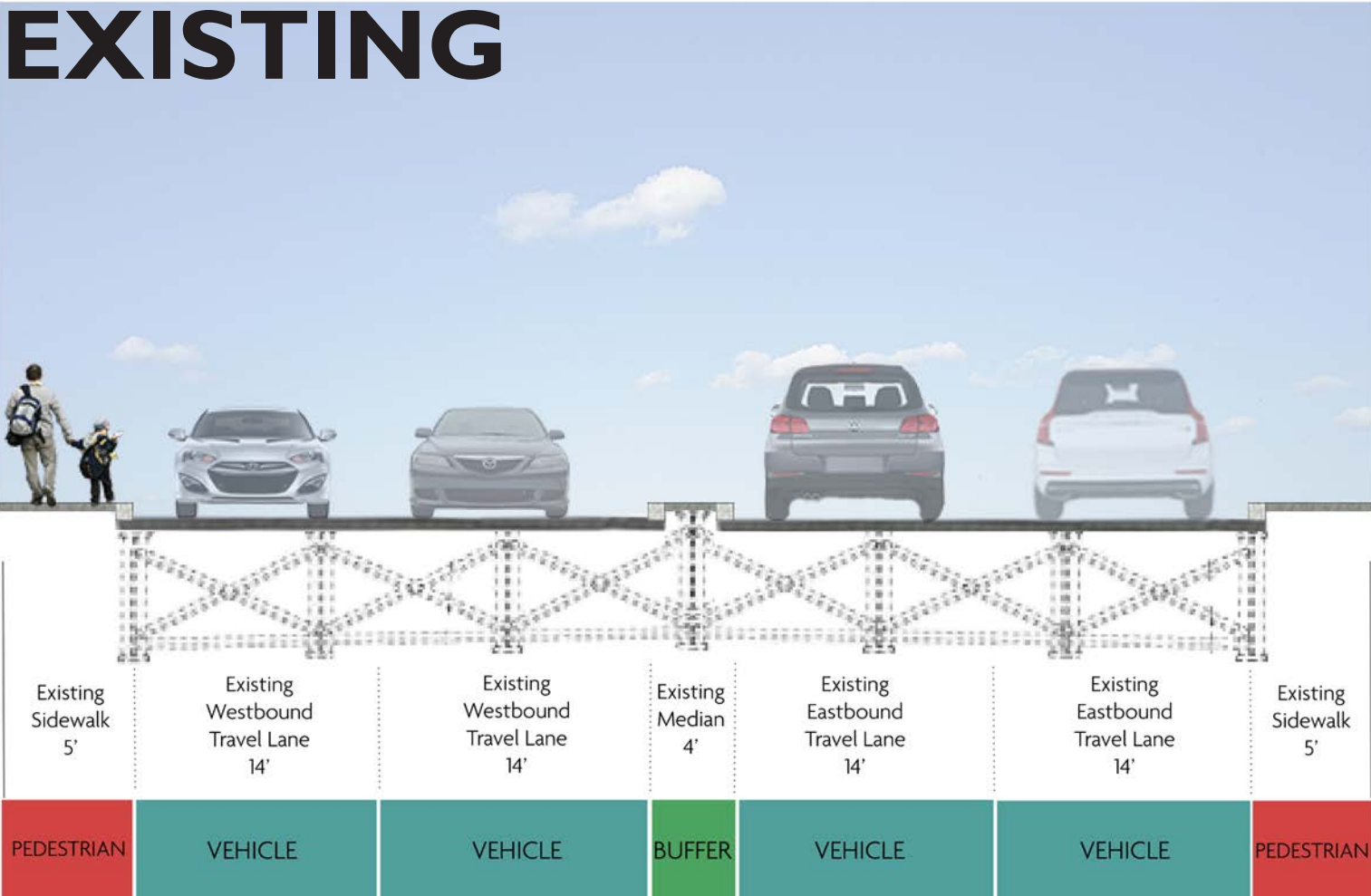


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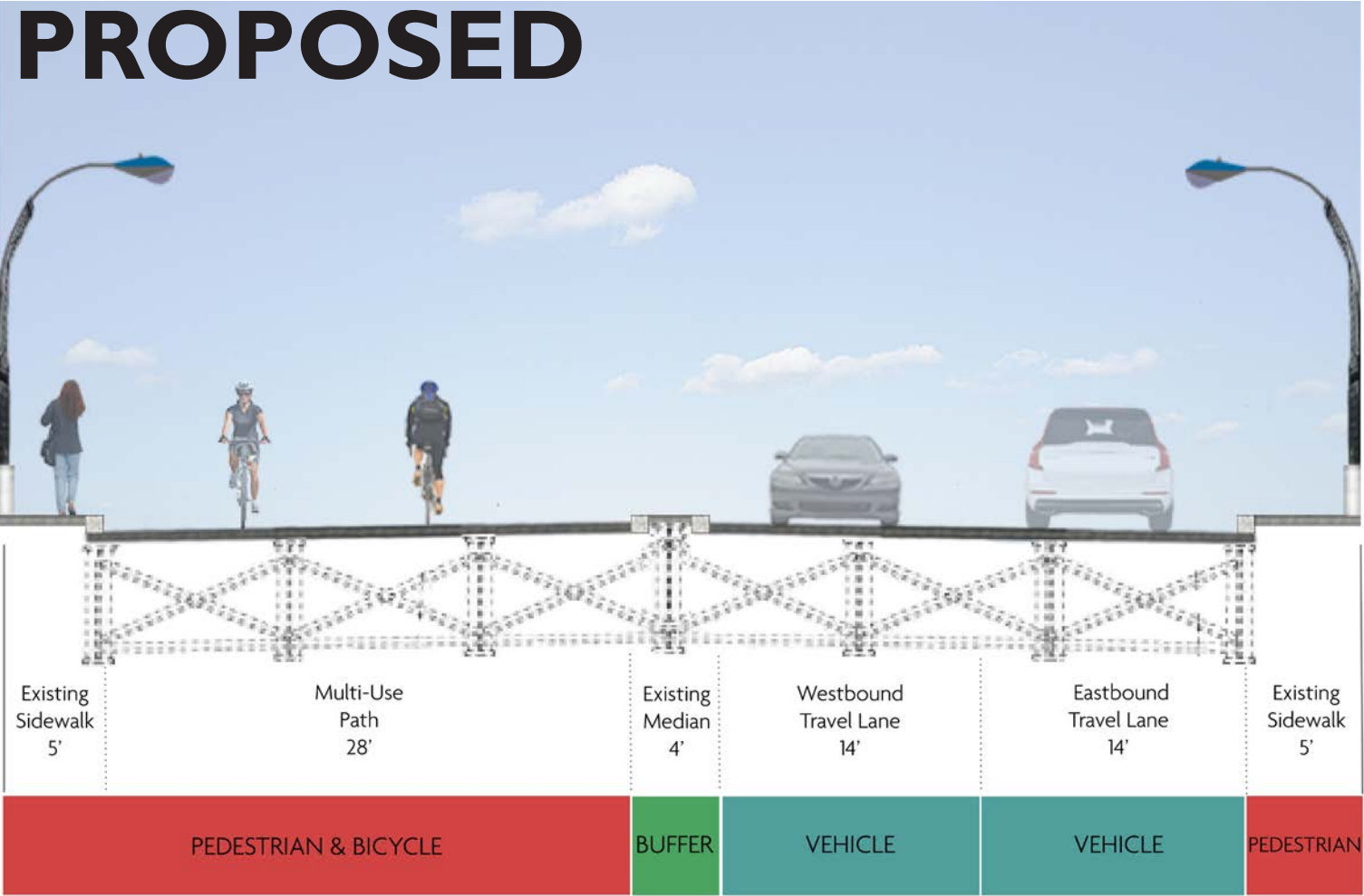
CONCEPT #1

Proposed (Looking East)

EXISTING



PROPOSED





02

# CONCEPT #1

Bridge





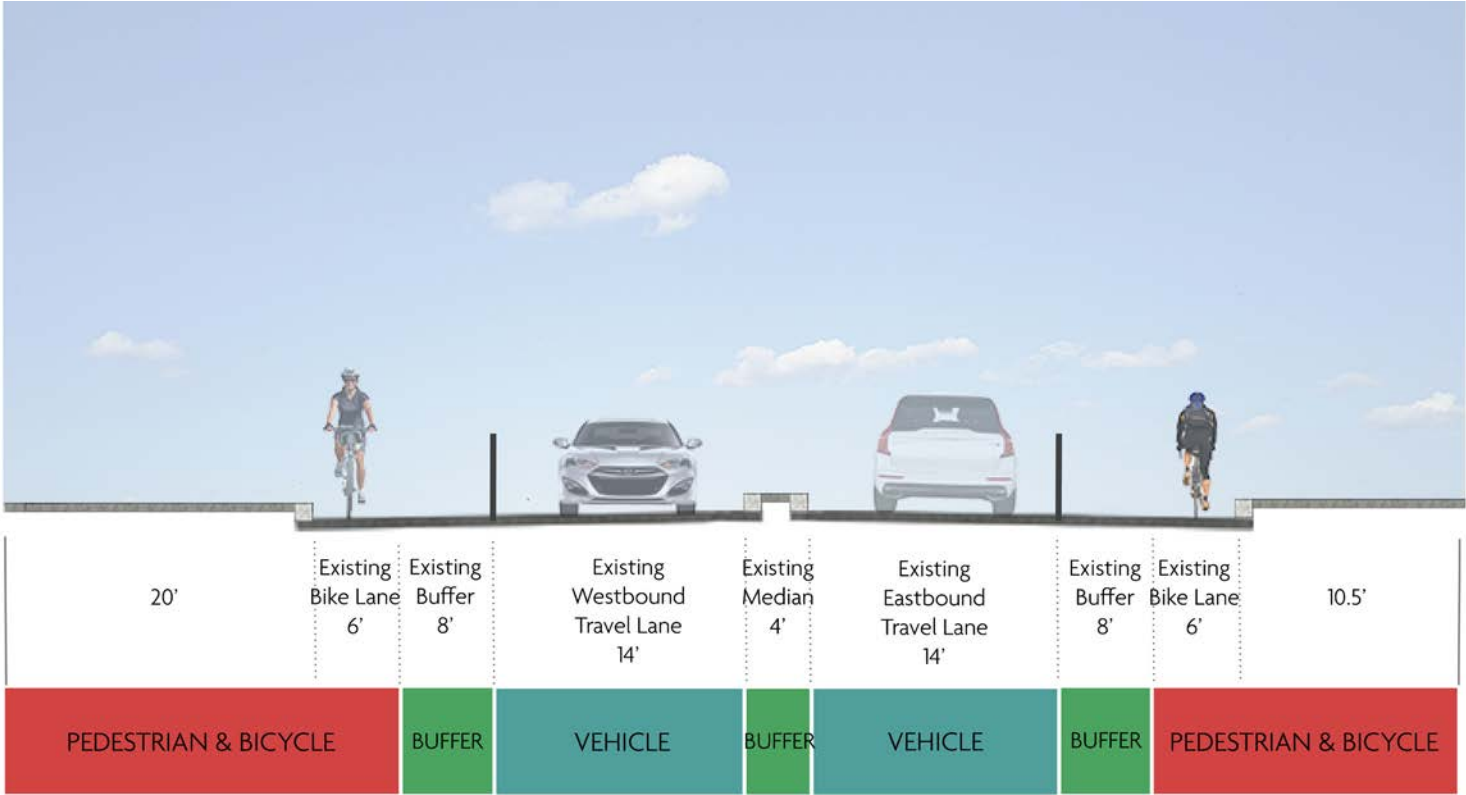
02

# CONCEPT #1

Bridge



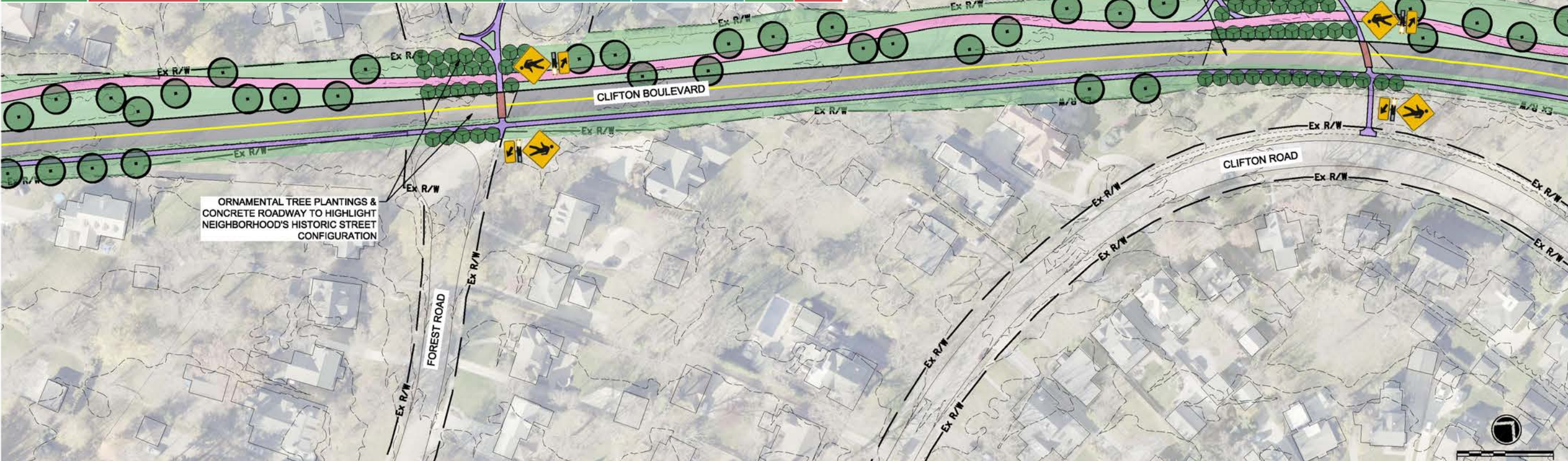








Tree Lawn Varies	Shared-Use Trail 10'	Green Infrastructure or Tree Lawn 32' Min.	Westbound Travel Lane 14'	Eastbound Travel Lane 14'	Tree Lawn 4' Min.	Sidewalk 5'
BUFFER	PEDESTRIAN	BUFFER	VEHICLE	VEHICLE	BUFFER	PEDES- TRIAN

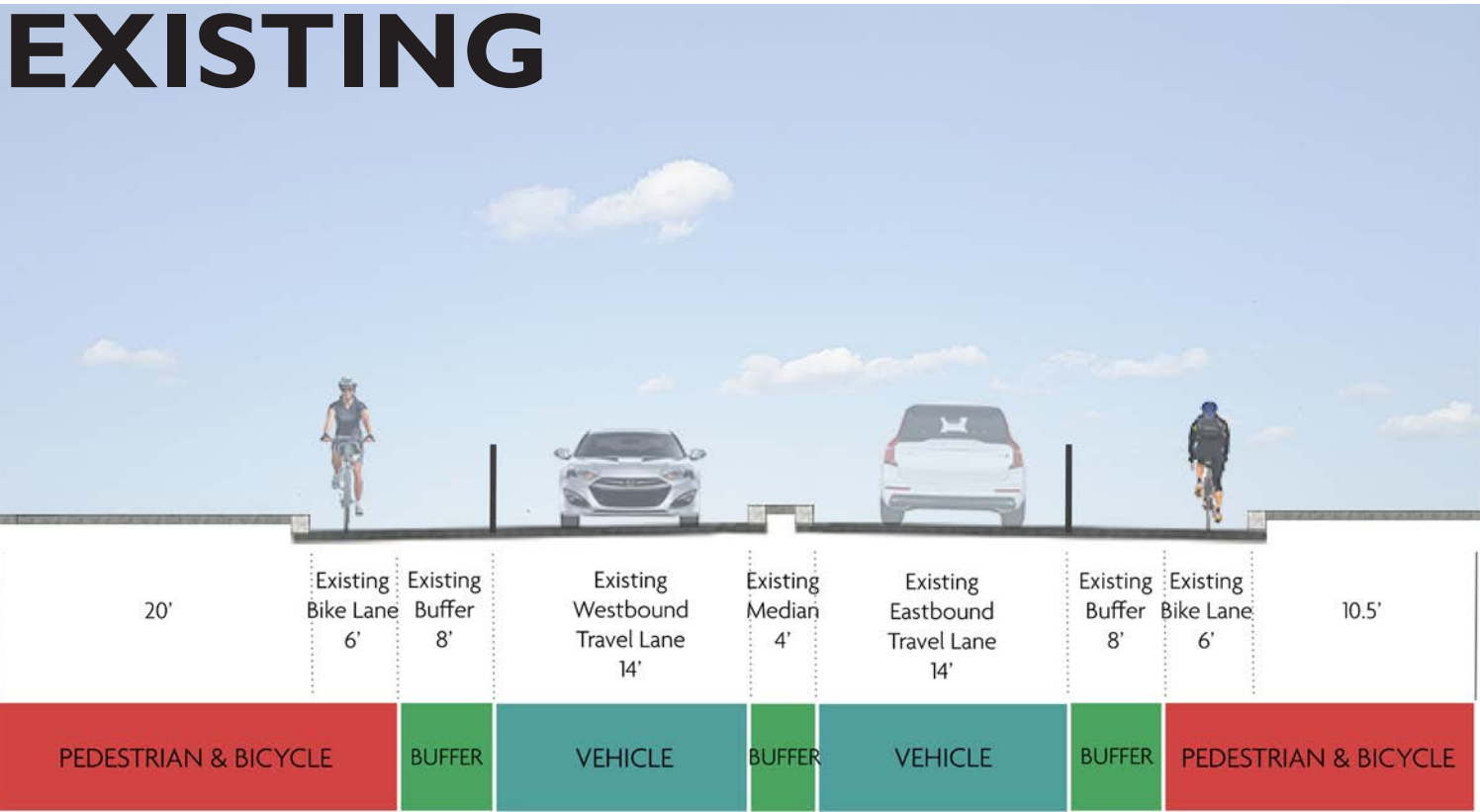


LEGEND:

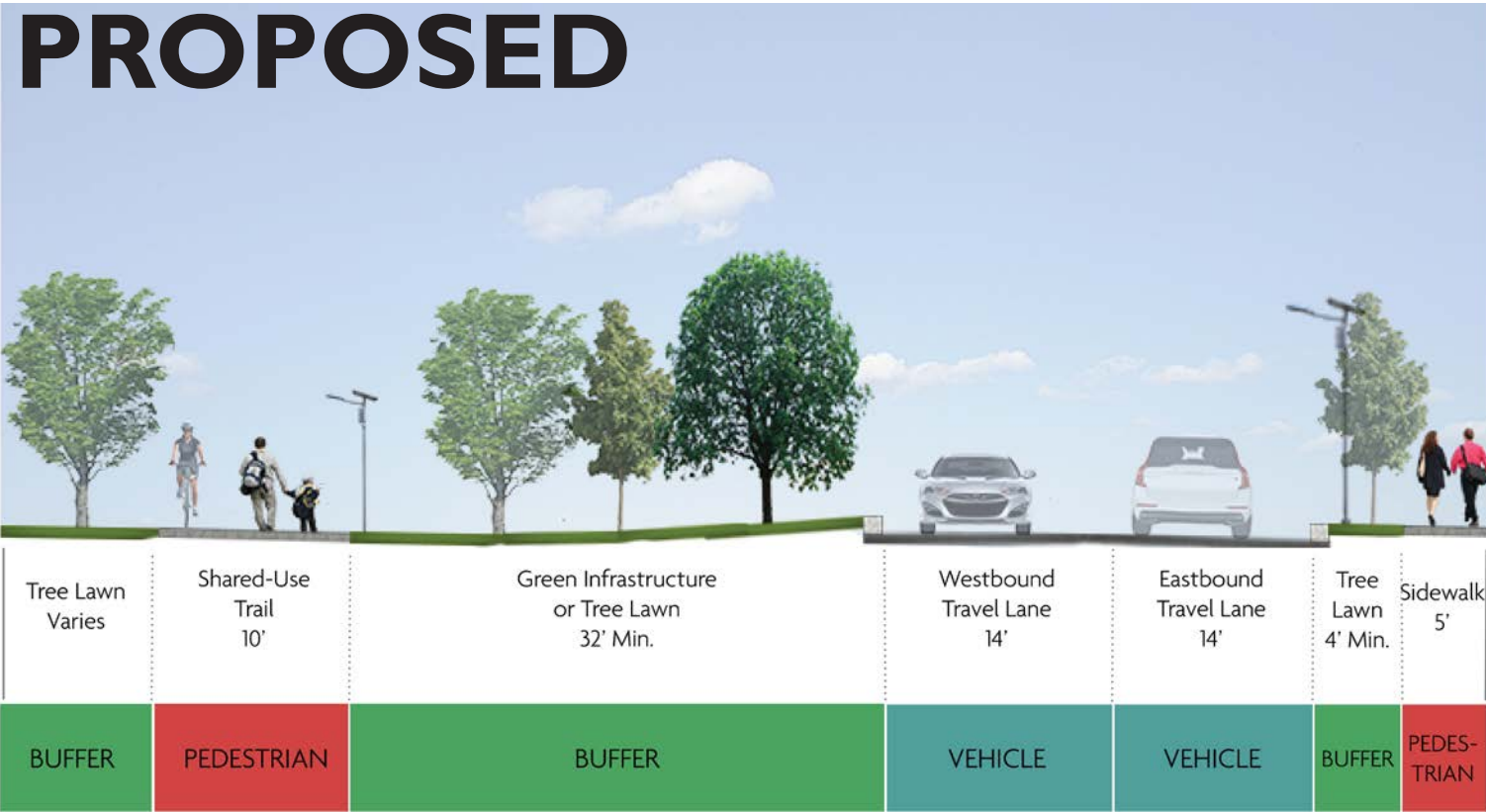
- PROPOSED SHARED USE TRAIL
- PROPOSED SIDEWALKS
- PROPOSED TREES
- RECTANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN CROSSWALKS
- GREEN SPACE
- Ex R/W—EXISTING PUBLIC RIGHT-OF-WAY
- ENHANCED CROSSWALK WITH COLORED AND STAMPED CONCRETE



EXISTING



PROPOSED





02

# CONCEPT #1

Mid-Block Crossing (Looking East)





02

# CONCEPT #1

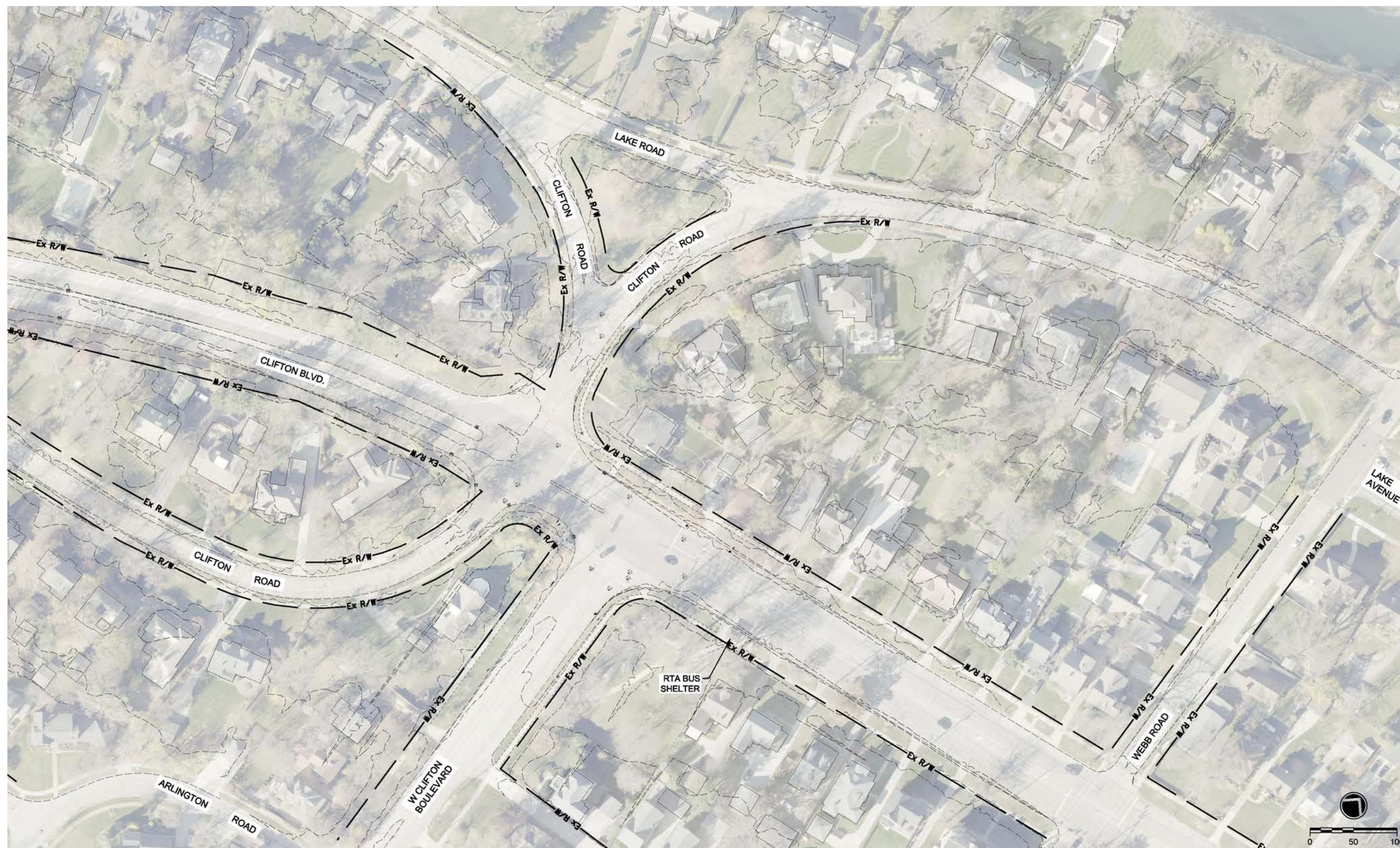
Mid-Block Crossing (Looking East)





# 02 CONCEPT #1

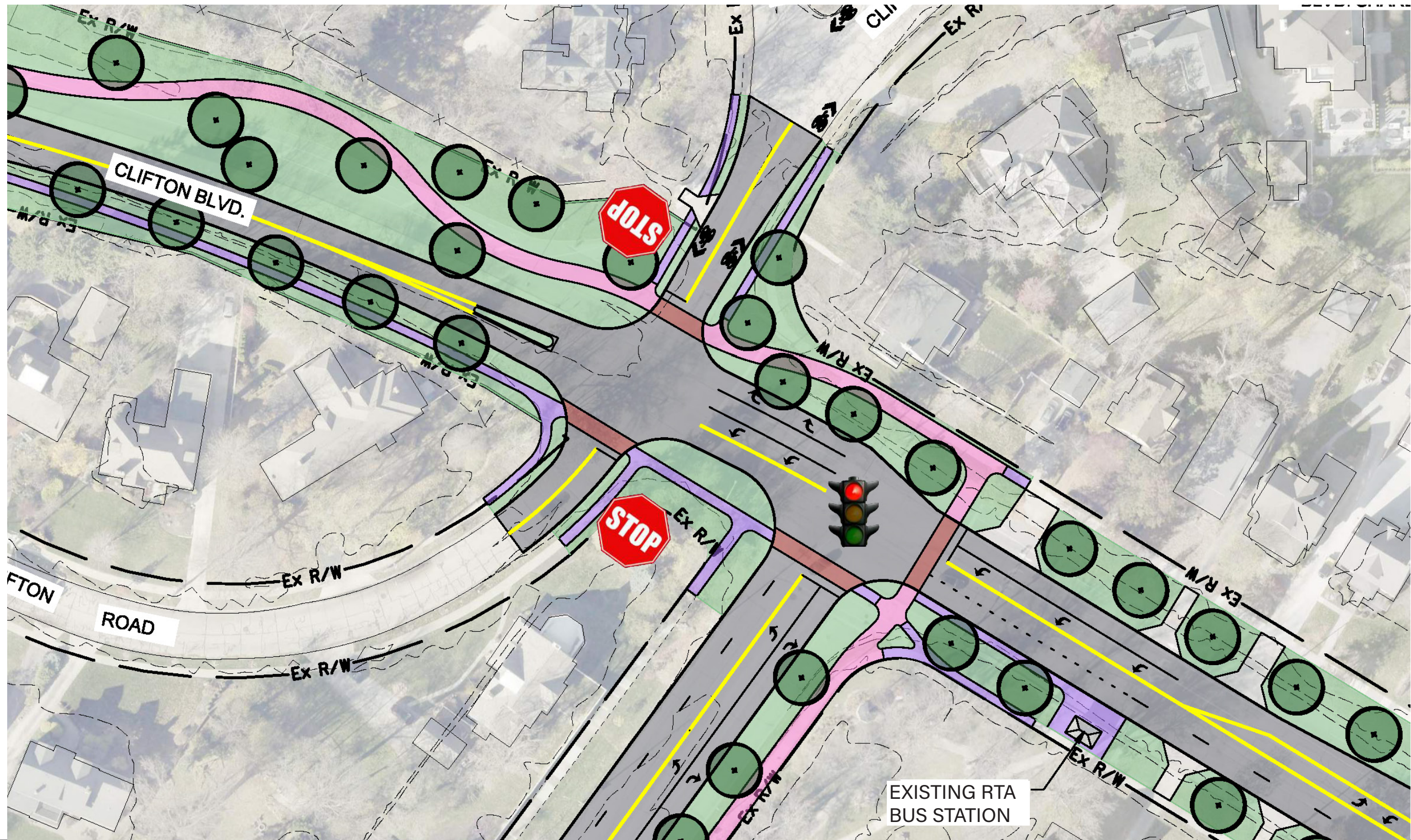
Existing











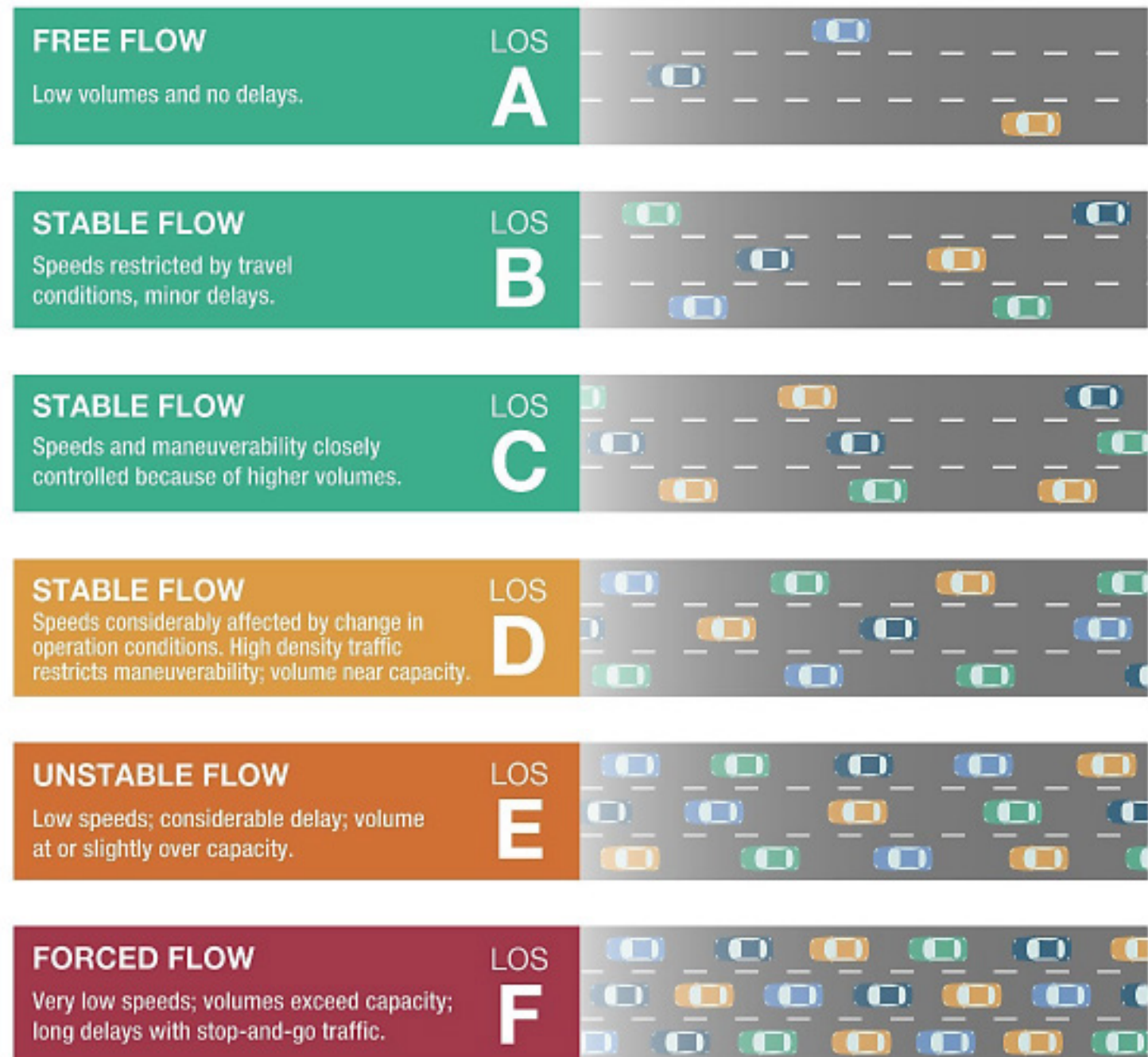


# 02

## WHAT IS “LEVEL OF SERVICE?”

The “LOS” of a roadway or intersection describes how well it operates, based on:

- speed
- travel time
- maneuverability
- delay, and
- safety.



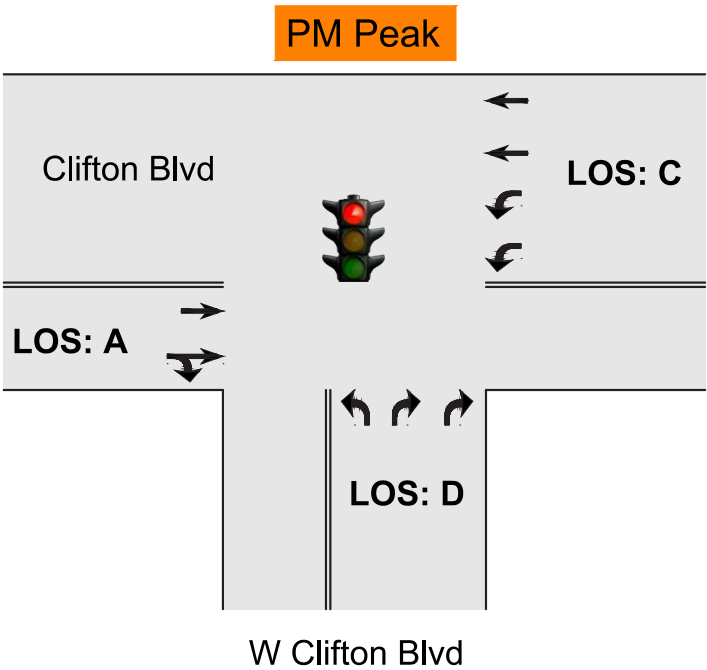
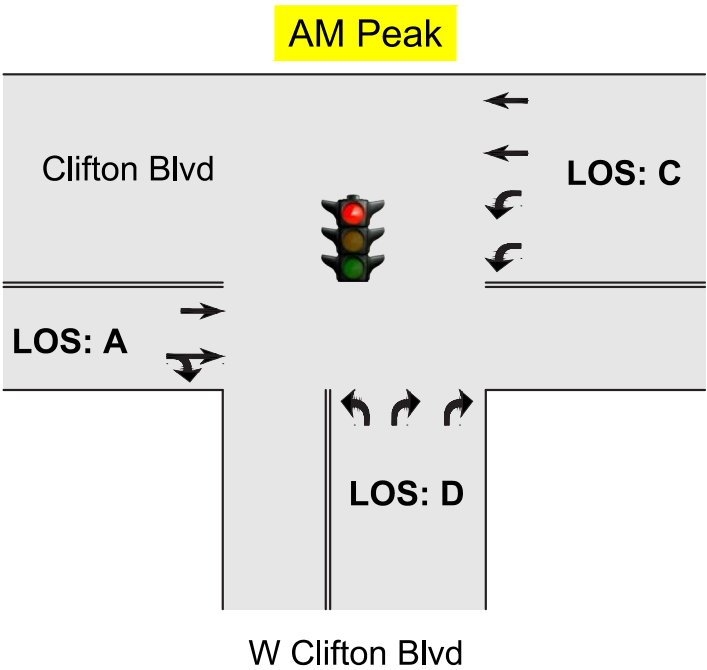
Graphic courtesy of Utah Department of Transportation (UDOT) at [https://www.parleyseis.com/assets/images/Parleys%20LOS%20Levels\\_rev2.png](https://www.parleyseis.com/assets/images/Parleys%20LOS%20Levels_rev2.png)



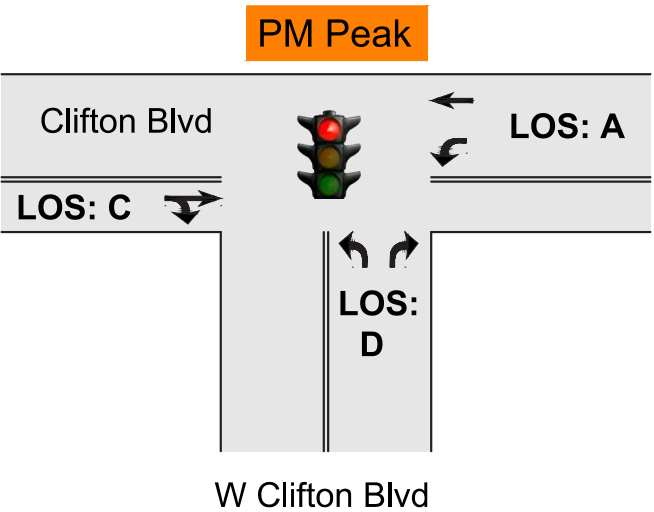
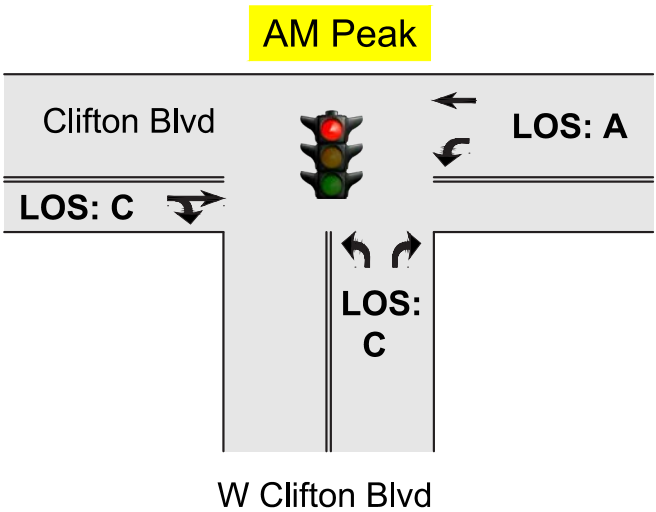
02

# CONCEPT #1

Level of Service



Existing Condition



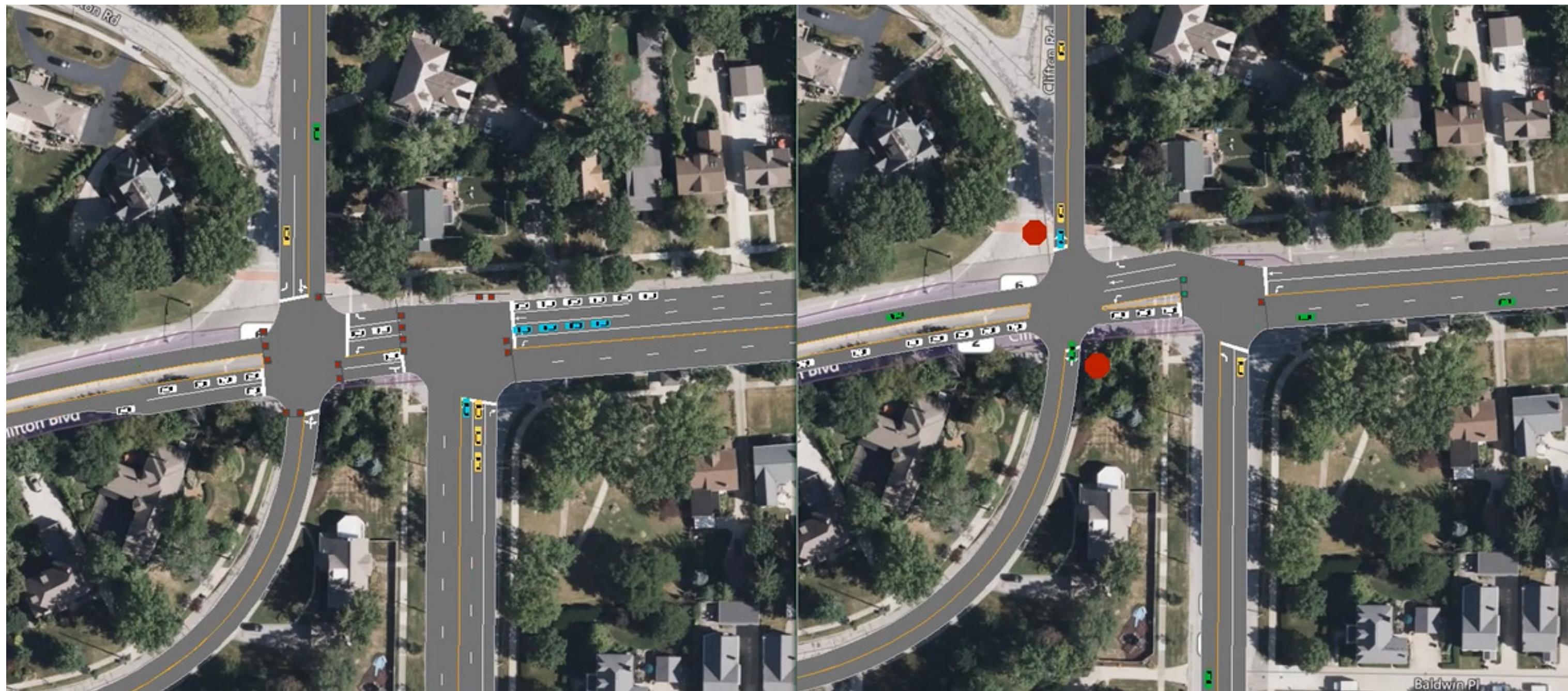
Proposed Condition  
Concept #1 (Signalized)



02

# CONCEPT #1

Traffic Model Simulation







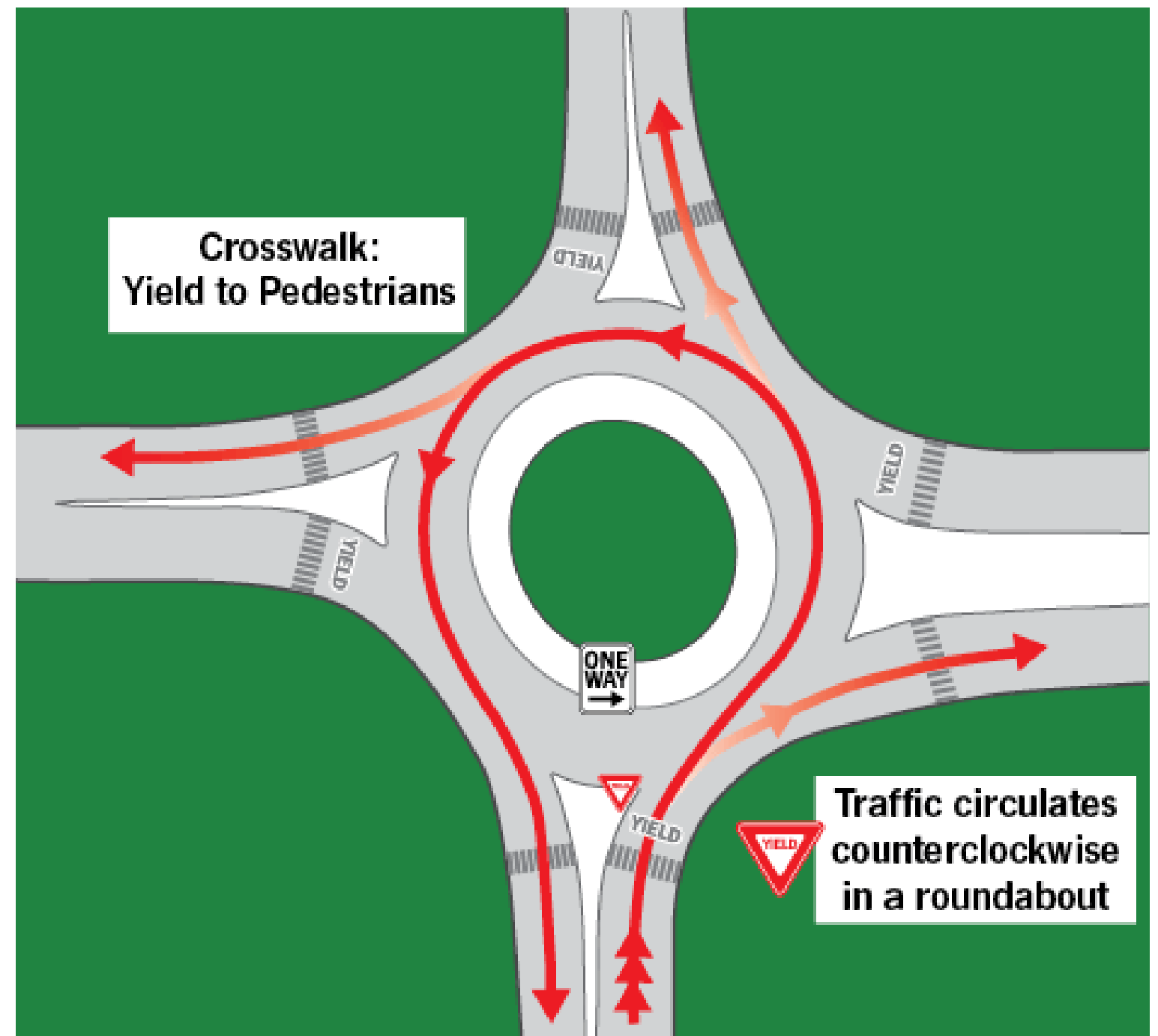
## 03 Roundabouts 101



# 03

## WHAT IS A ROUNDABOUT?

- Roundabouts replace complicated intersections with circular traffic movement
- Incoming traffic yields to cars already in roundabout
- Drivers only need watch for traffic on their left side
- If no cars are coming, drivers do not stop when entering roundabout
- Speed significantly decreased in roundabouts; usually 20-30 mph



Yield to all traffic before entering roundabout

Image courtesy of <https://www.edrivermanuals.com/michigan/12-roundabouts/>

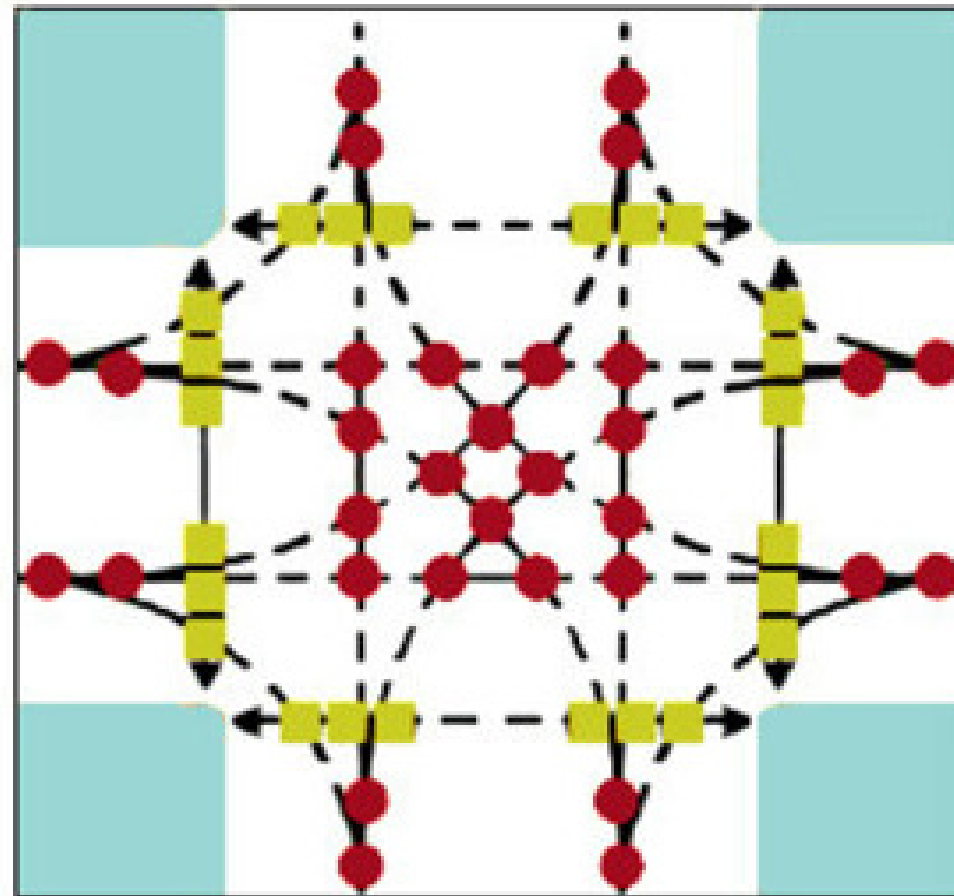


# 03

# ROUNDAABOUTS SAFER FOR CARS

- Cars move in the same direction, reducing head-on collisions
- Cars drive more slowly
- Left turns eliminated
- 44% reduction in all crashes

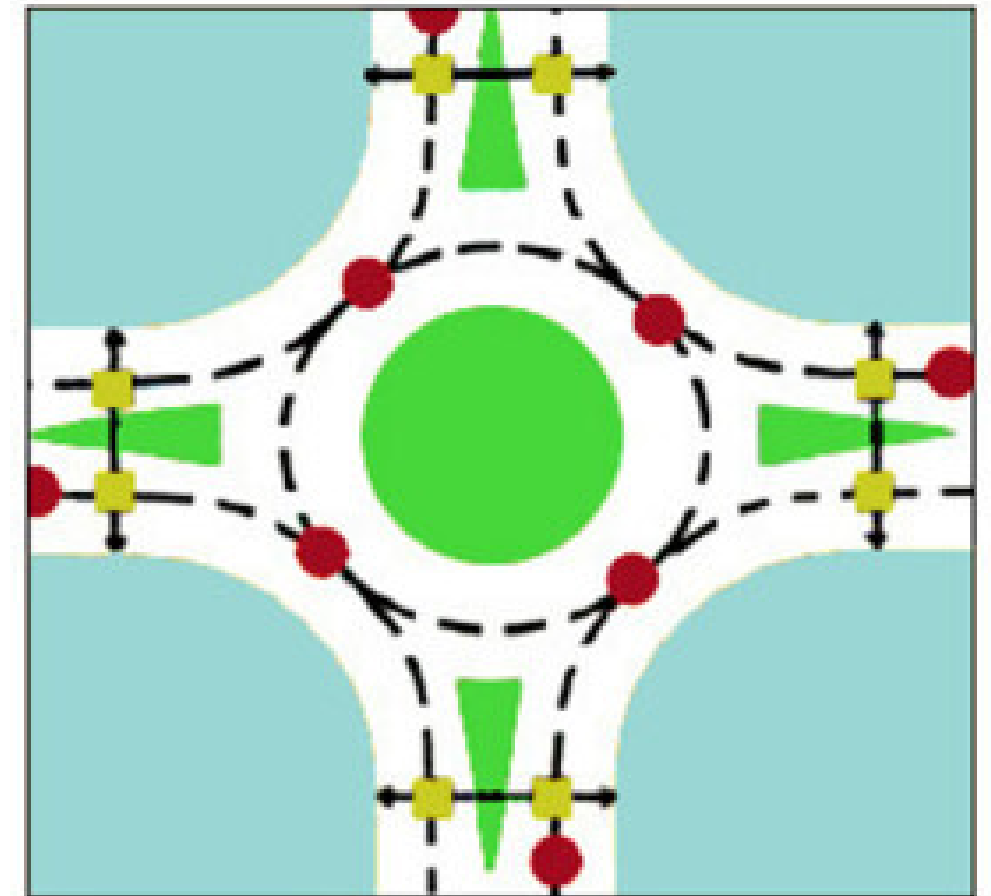
## Intersection



● 32 Vehicle conflicts

■ 24 Pedestrian conflicts

## Roundabout



● 8 Vehicle conflicts

■ 8 Pedestrian conflicts



# 03

# ROUNDABOUTS SAFER FOR PED'S

## More time to react

Slower speeds and one-directional traffic flow limit crossing conflicts and give pedestrians and vehicles more time to react to one another.



9 out of 10 people die when hit at 40 mph.



5 out of 10 people die when hit at 30 mph.



9 out of 10 people **SURVIVE** when hit at 20 mph.

Image courtesy of <https://mdt.mt.gov/pubinvolve/poplar/exhibit/>

Animation courtesy of [https://www.youtube.com/watch?v=CIVip0zO\\_j8](https://www.youtube.com/watch?v=CIVip0zO_j8)



# 03 FEWER RESOURCES REQUIRED

- Decreased commuting time - no traffic lights or stop signs
- Increased pavement life - less stopping, less rutting
- Lower car emissions and fuel consumption - cars do not idle as long
- Require less long term maintenance



Image Courtesy OHM: Arlington Avenue Corridor Redevelopment



# 03 ADDITIONAL CONSIDERATIONS

- Larger intersection footprint, R/W acquisition may be necessary
- Driver unfamiliarity with a roundabout on this corridor
- Driveway impacts/realignments
- GCRTA bus station relocation required



Image Courtesy OHM: New Albany and Market Streets Roundabout



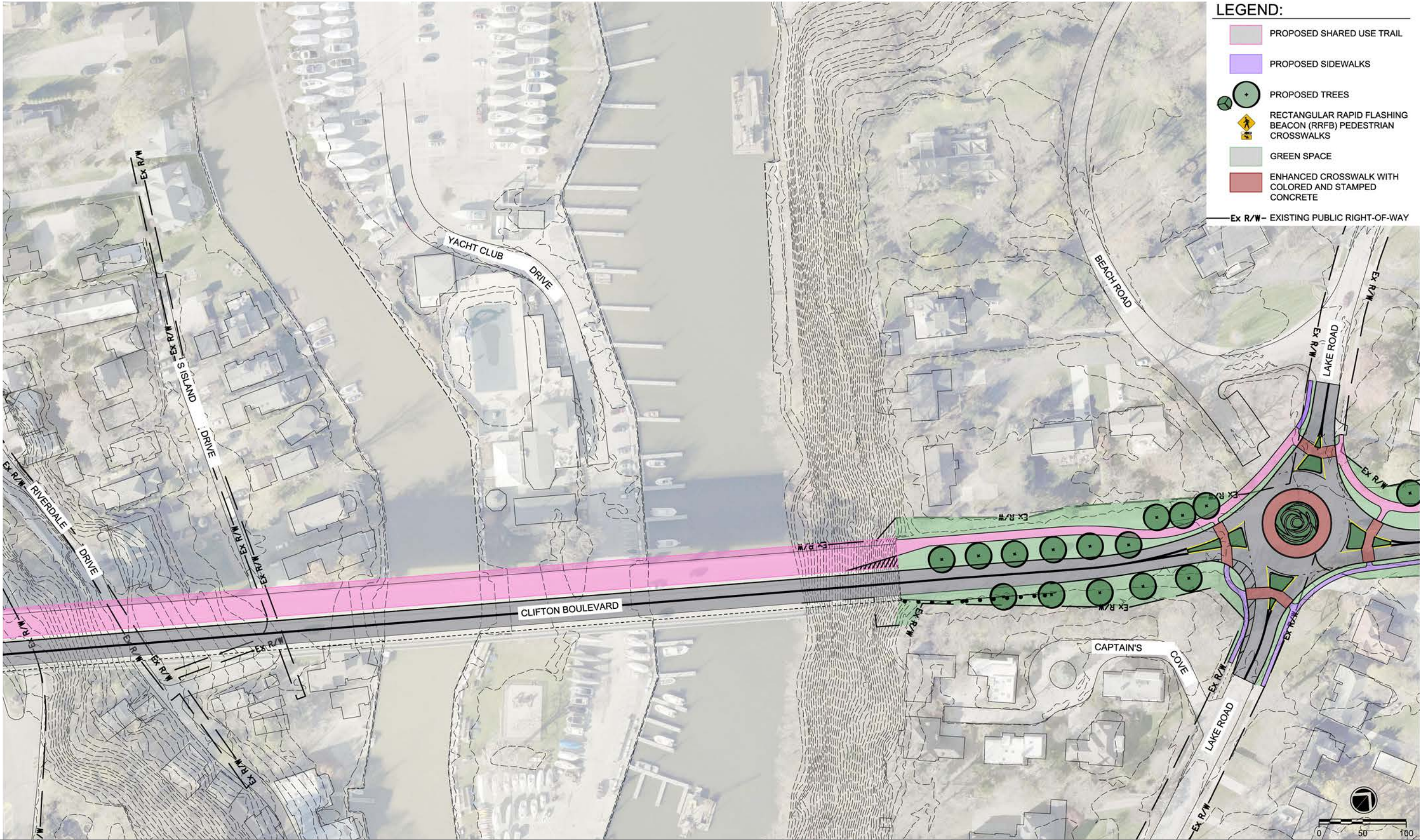


## 04 Concept #2











04

# CONCEPT #2

Lake Road Roundabout (Looking East)





04

# CONCEPT #2

Lake Road Roundabout (Looking East)





04

# CONCEPT #2

Lake Road Roundabout (Looking East)





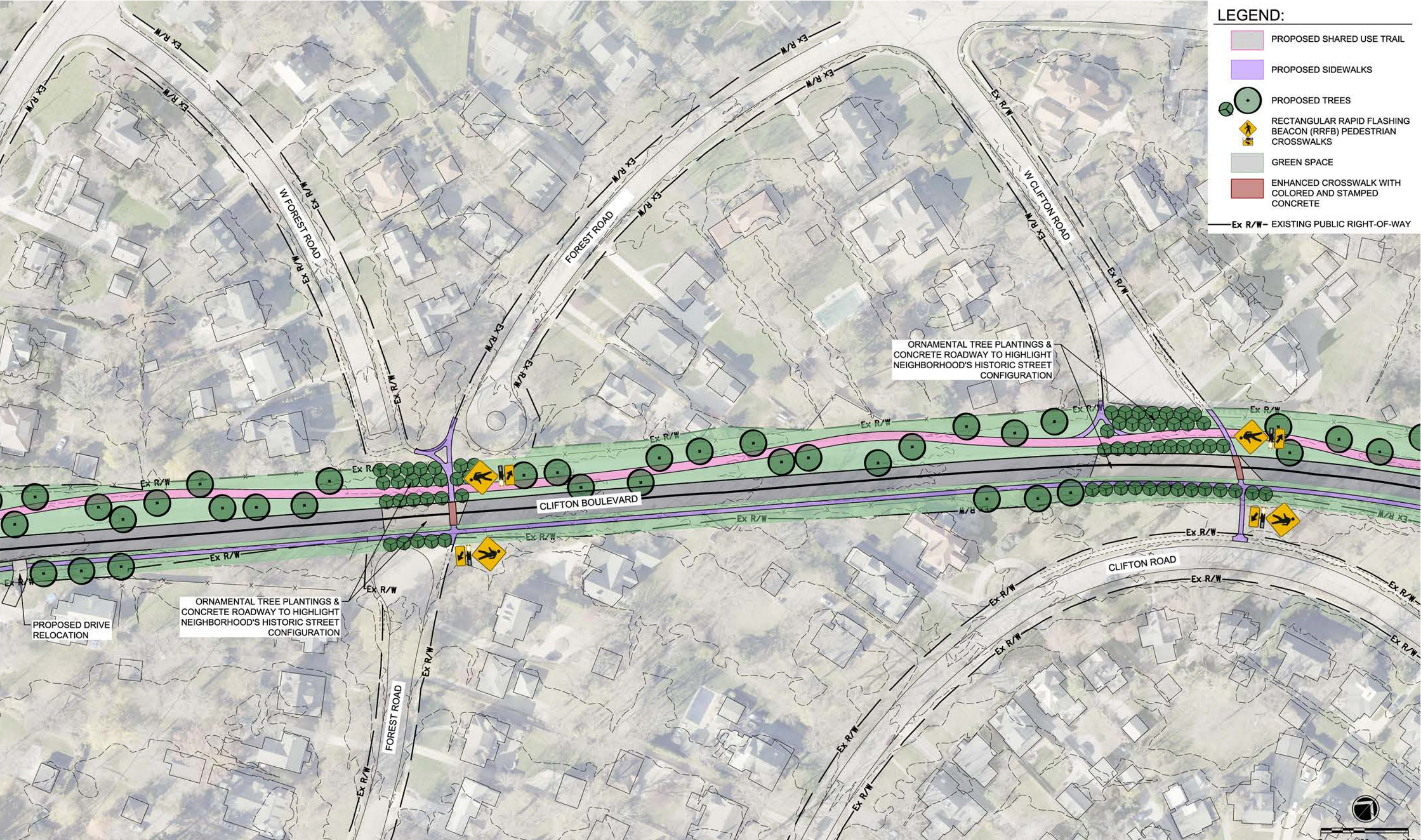
04

# CONCEPT #2

Lake Road Roundabout (Looking East)



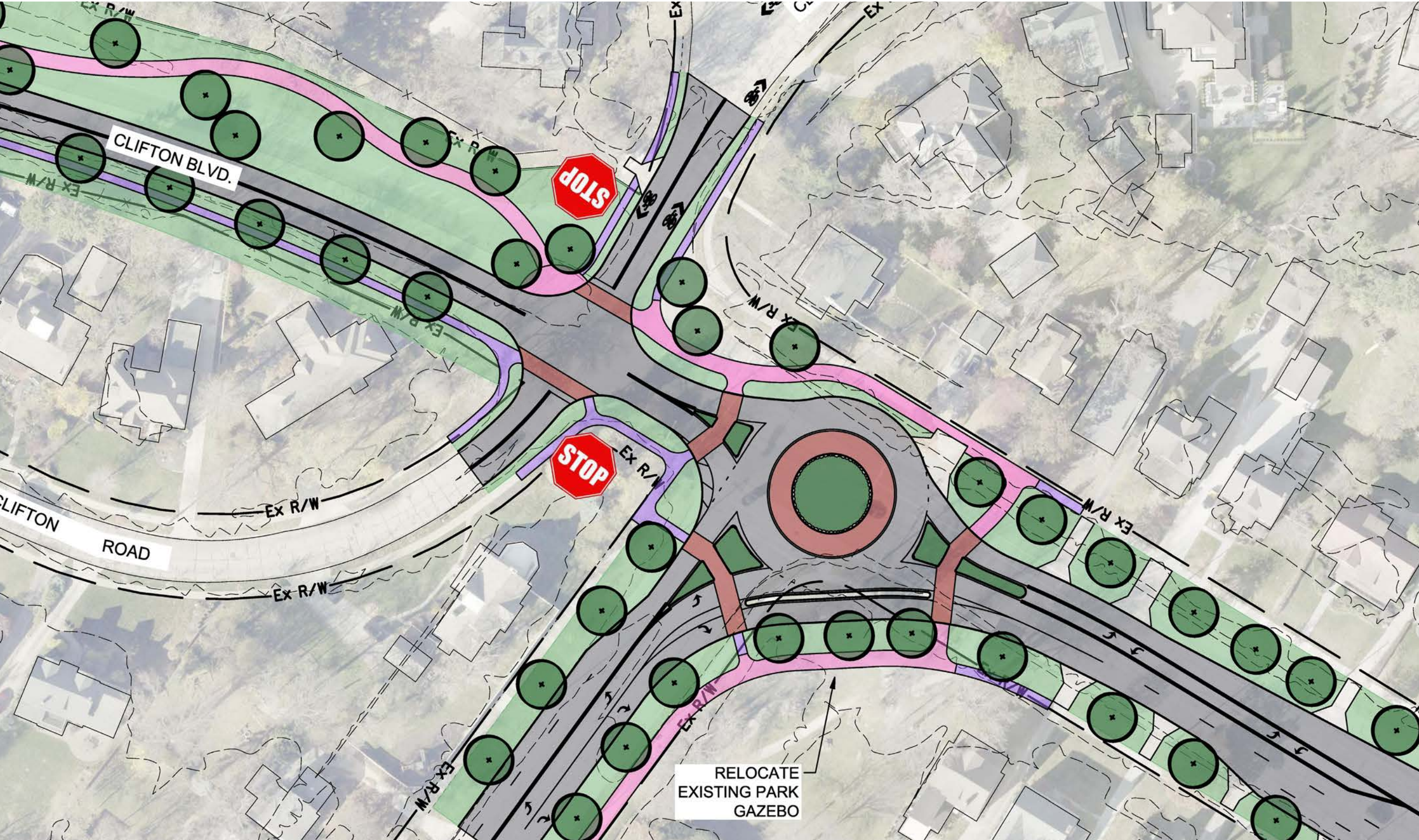










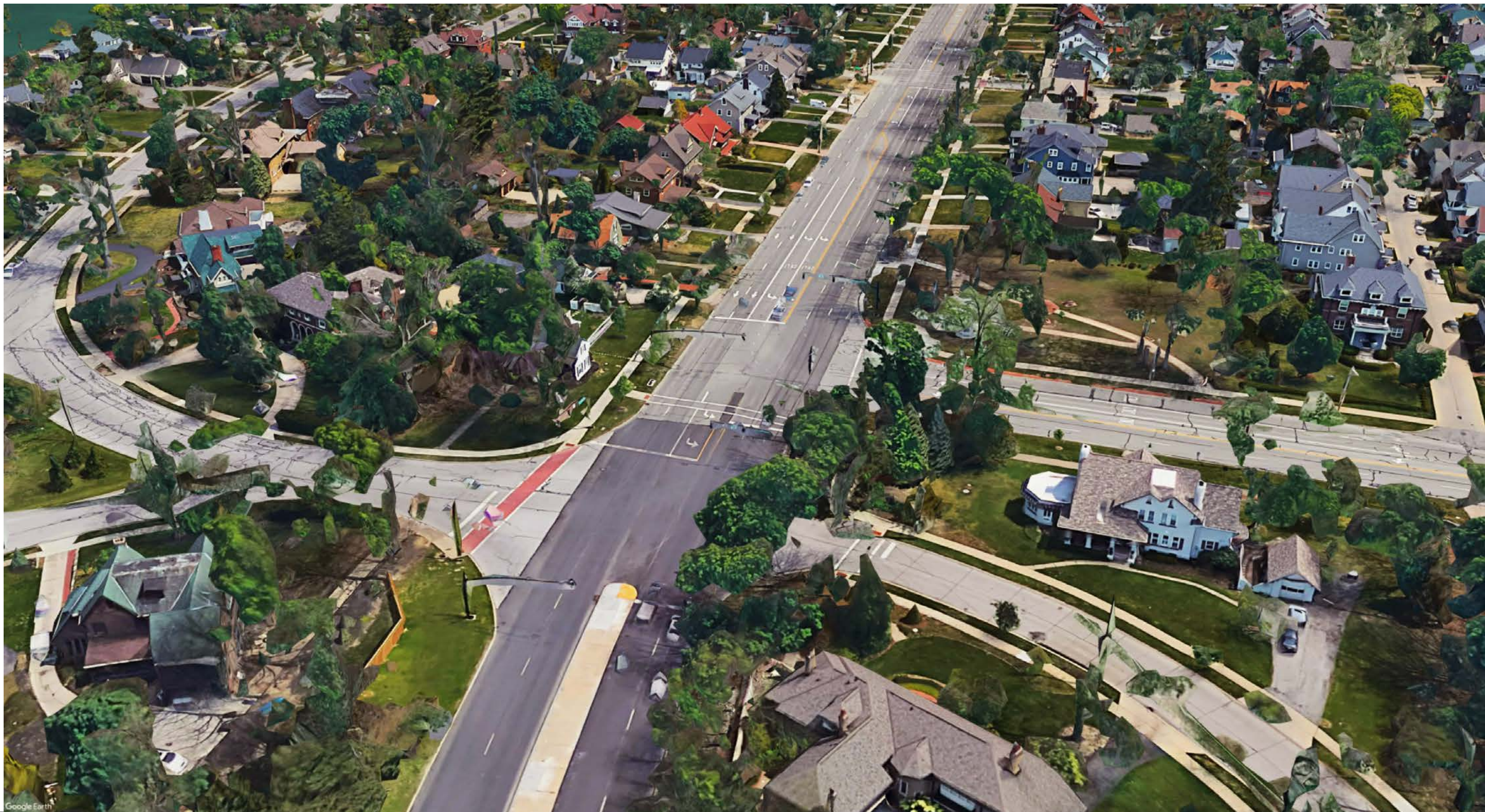




04

# CONCEPT #2

West Clifton Roundabout (Looking East)





04

# CONCEPT #2

West Clifton Roundabout (Looking East)





04

# CONCEPT #2

West Clifton Roundabout (Looking East)





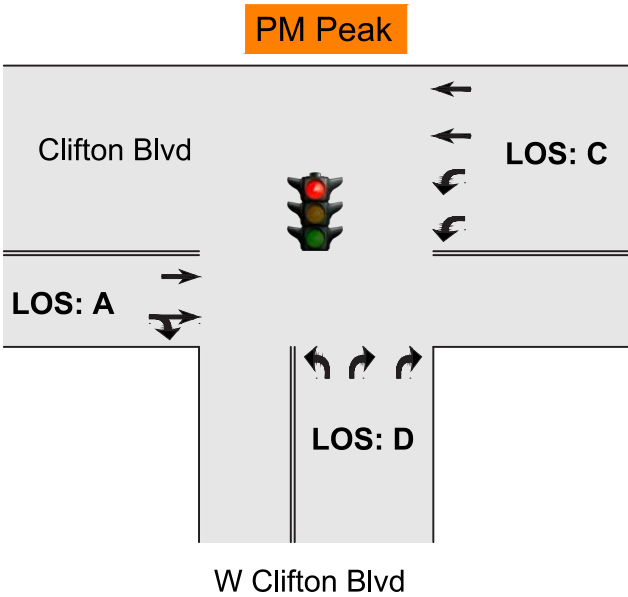
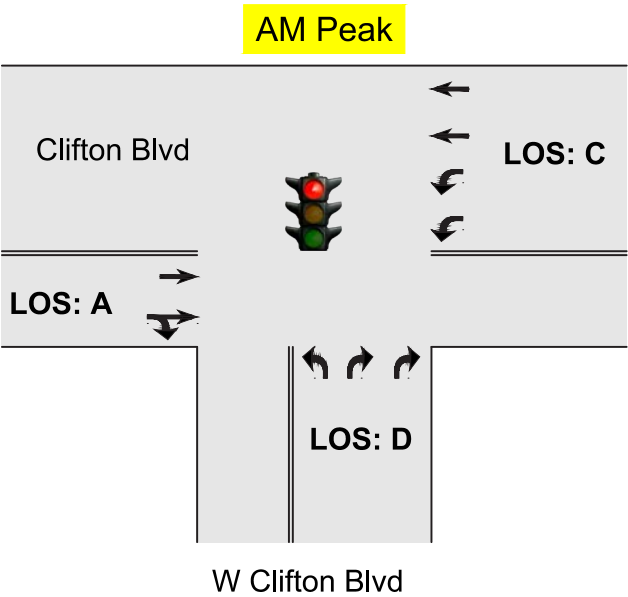
04

# CONCEPT #2

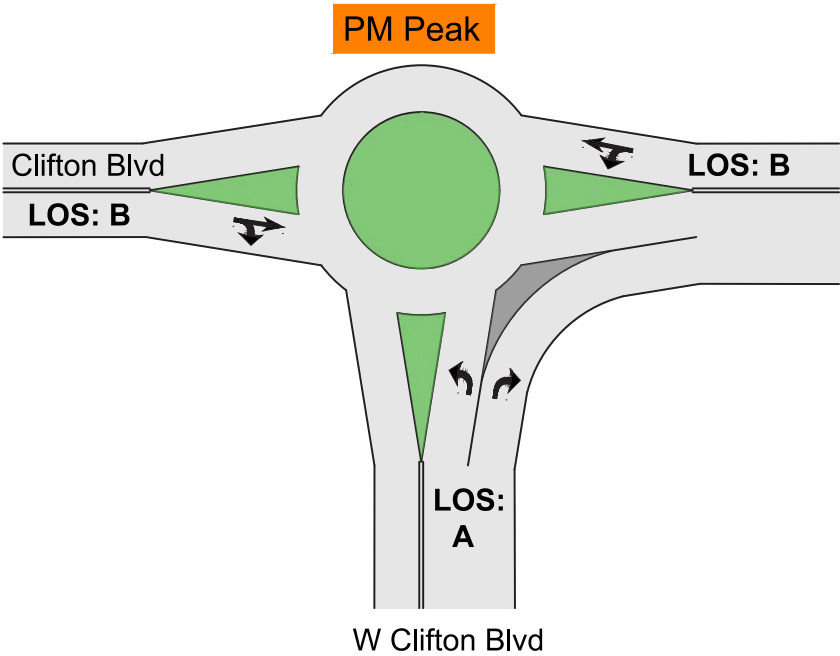
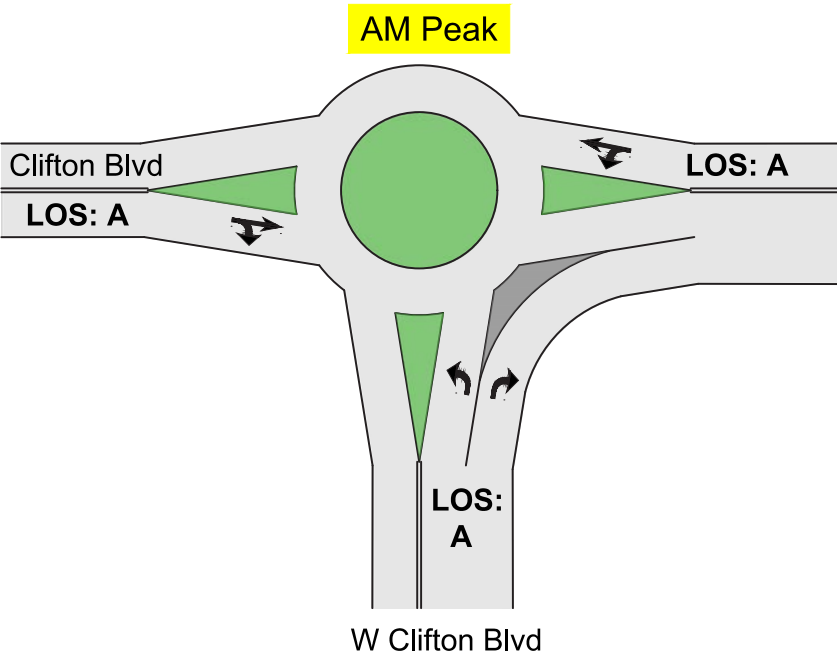
West Clifton Roundabout (Looking East)







Existing Condition

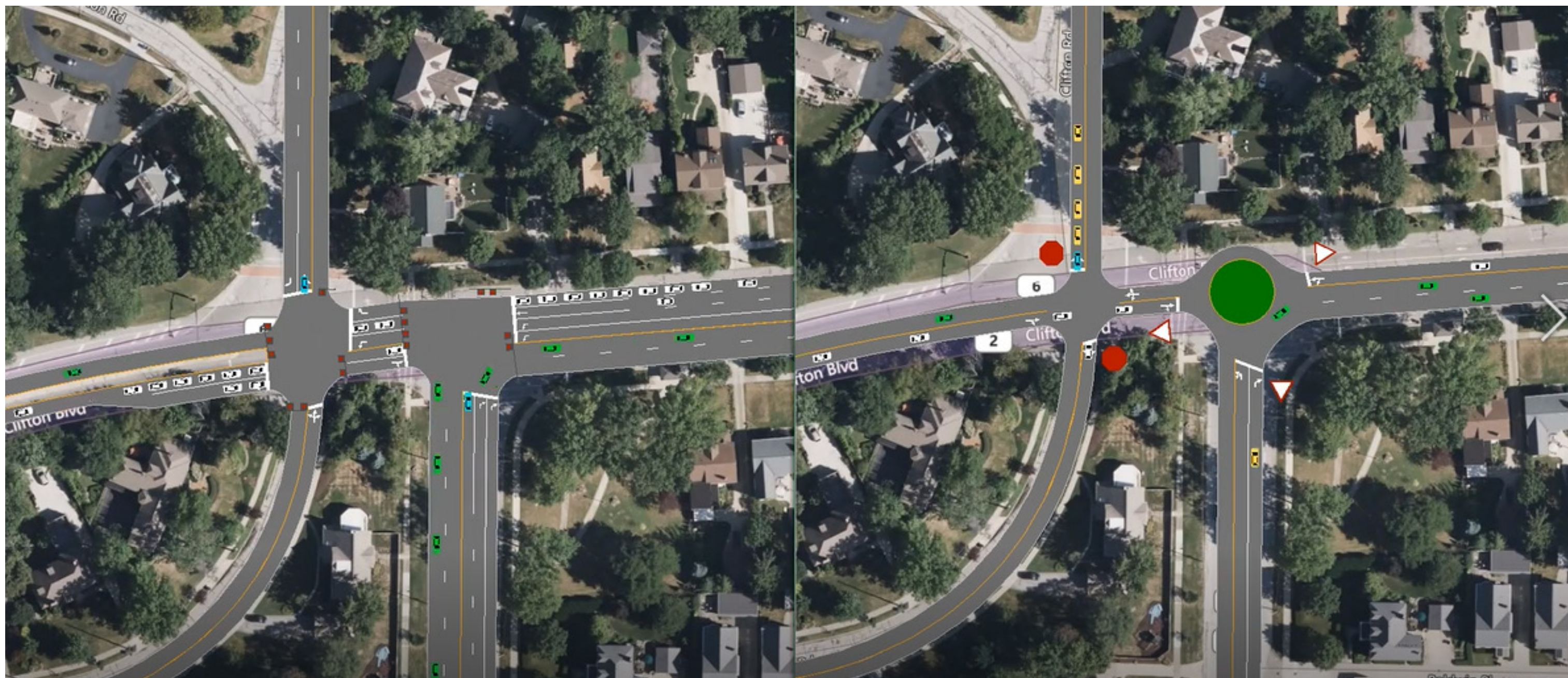


Proposed Condition  
Concept #2 (Roundabout)



# 04 CONCEPT #2

Traffic Model







## 05 Next Steps





# PROJECTED SCHEDULE

**Design and Engineering**  
January 2022 - July 2022

**Bidding and Contracting**  
August 2022 - September 2022

**Construction**  
October 2022 - September 2023





## 06 What Do You Think?



# 06 LIVE SURVEY

To provide feedback about this plan, scan this  
QR Code or go to  
<https://ahaslides.com/CBLVD>







## 07 Discussion at Stations





**Thank you for coming!**