



CITY OF CLEVELAND  
Mayor Frank G. Jackson



# Franklin Blvd. Rehabilitation

Public Information Update Meeting

July 29<sup>th</sup>, 2021

[www.WestFranklinCLE.com](http://www.WestFranklinCLE.com)

# Agenda

- Welcome & Project Team Introductions
- Project Overview
- Deeper Dive
  - Curb extensions
  - Mini-roundabout design
  - Raised crosswalks
- Location-Specific Details
- Q&A Session
- Table Top Demonstration and Boards



# Project Overview

## Project Goals

- Slow vehicles along the corridor through **physical** design changes (calm traffic)
- Enhance safety for all users
- Make the street more desirable for pedestrians and bicyclists
- Improve pavement condition

## Project Details

- W. Franklin Boulevard from W. 85<sup>th</sup> Street to W. 25<sup>th</sup> Street
- \$3.3 million for traffic calming enhancements and resurfacing
- Construction anticipated Spring-Fall 2022

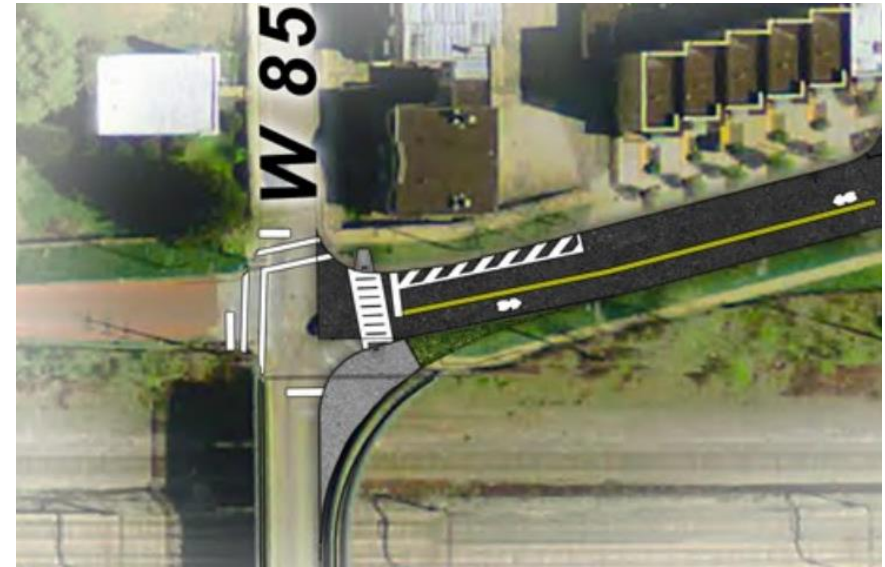


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# Project Features

- Reconfiguration of the W. 85<sup>th</sup> Street intersection
- Addition of 10 high-visibility crosswalks
- Adjustment of the curb radius at 4 intersections
- Addition of vertical delineators at 6 locations
- Installation of mini-roundabouts and high visibility crosswalks at 7 intersections
- Addition of Rectangular Rapid Flashing Beacons (RRFBs) at 4 intersections
- Asphalt resurfacing and full depth pavement repair



# Project Update Summary

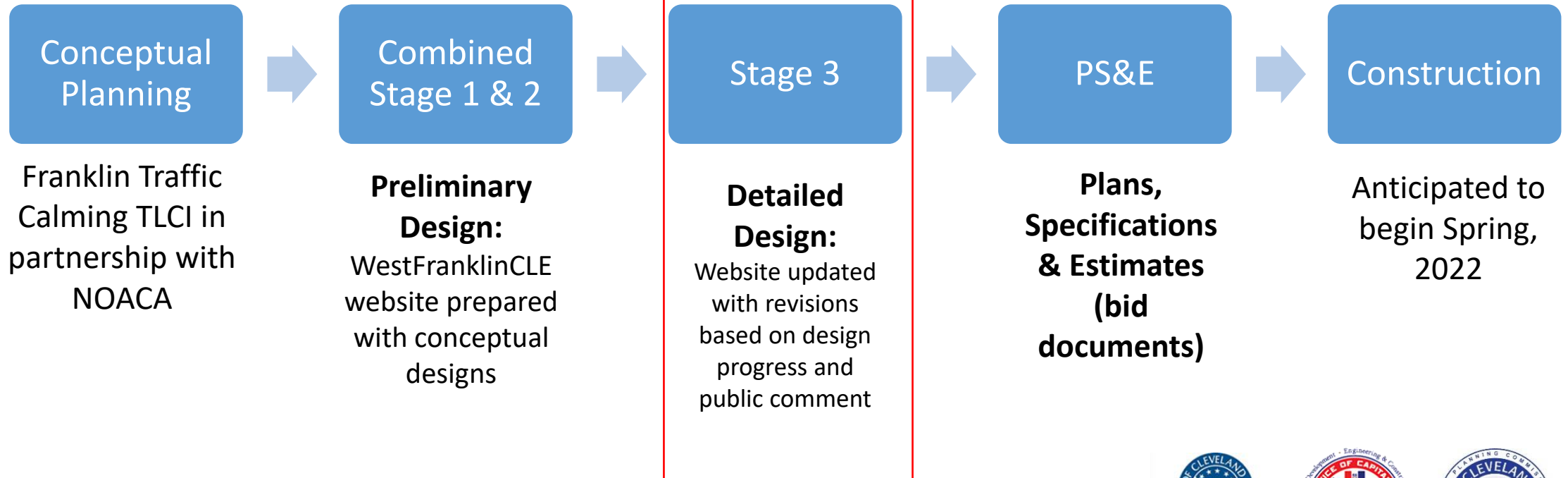
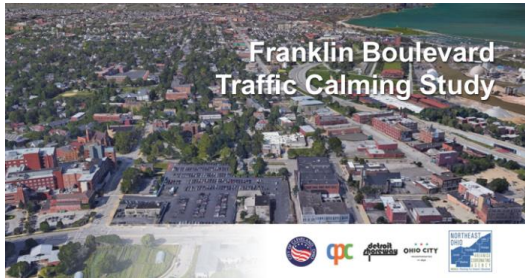
- Since the initial project designs were posted online the following updates have been made to address public comments:
  - **Curb reconfiguration** (where possible based on tree root and drainage impacts) to slow turning vehicles where crosswalks are present
  - Addition of **flexible delineators** where curb reconfiguration is not feasible at crosswalk locations and lane shifts.
  - Mini-roundabout design enhancements, including:
    - **Steeper curbs** around the center island
    - **Raised splitter islands** on the Franklin approaches
    - Visibility enhancements, Fast Path modeling, and a peer review of intersection design to **enhance driver compliance and slow speeds**



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# Project History and Timeline



In progress



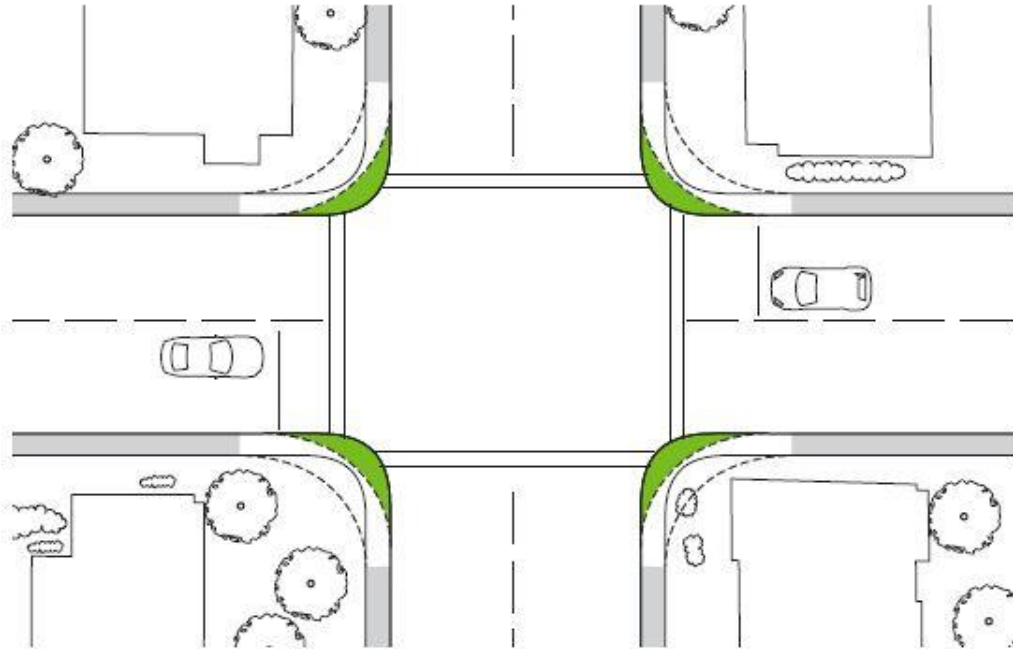
# Updated Project Schedule

Detailed design (Stage 3) completed	End of August, 2021
City/NOACA/ODOT review completed	End of September, 2021
Final plans completed	End of October, 2021
City/NOACA/ODOT review and approval	End of November, 2021
Project posted for construction bids and award (“project sale”)	March, 2022
Construction	Spring through Fall 2022



# Curb Relocations and Delineator Extensions

## Reduction of curb return radii



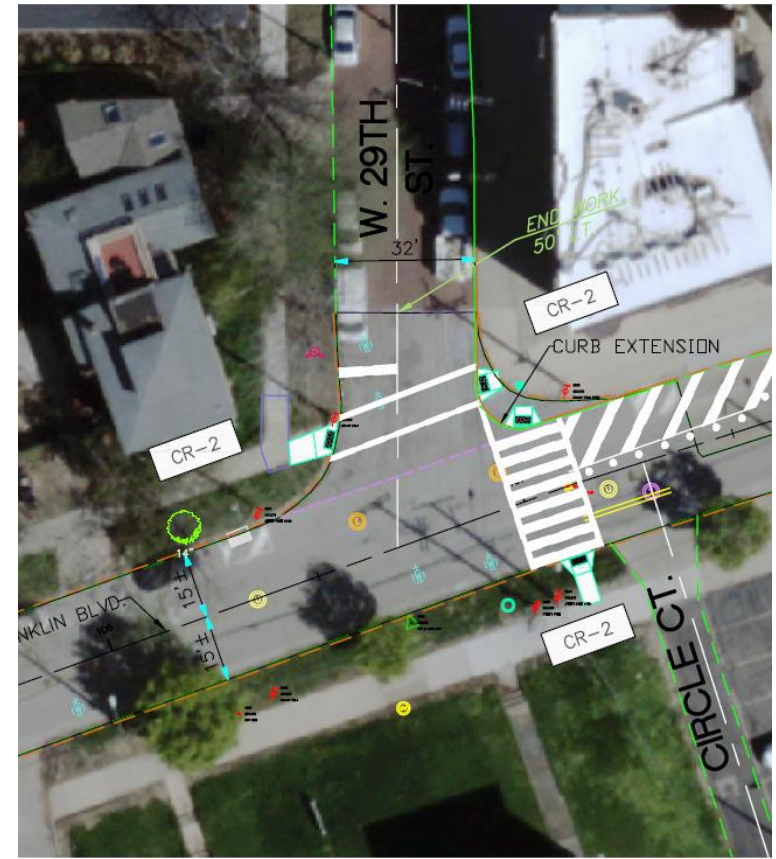
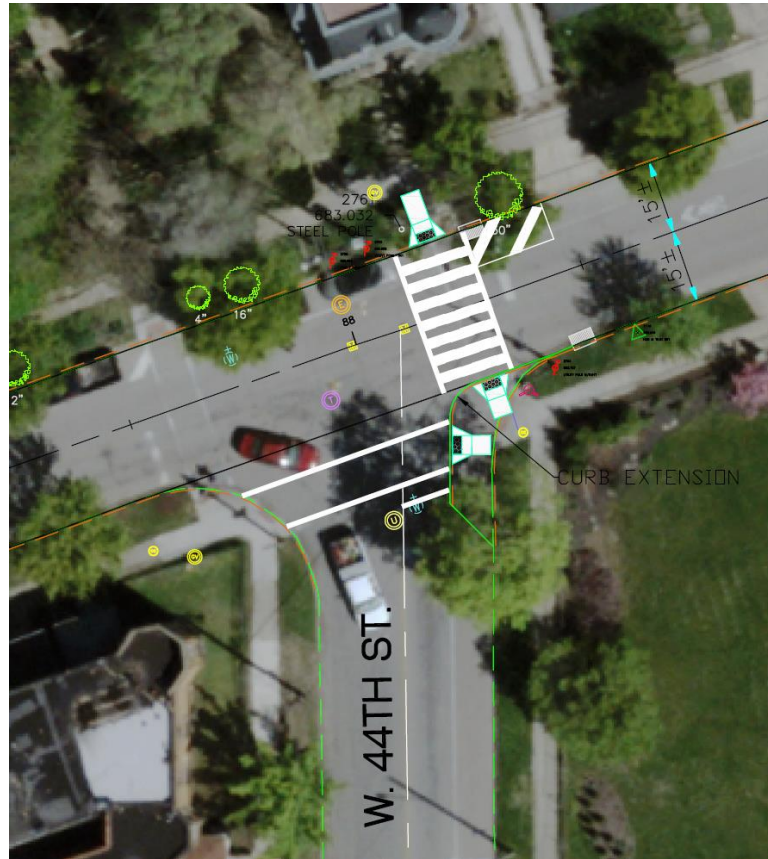
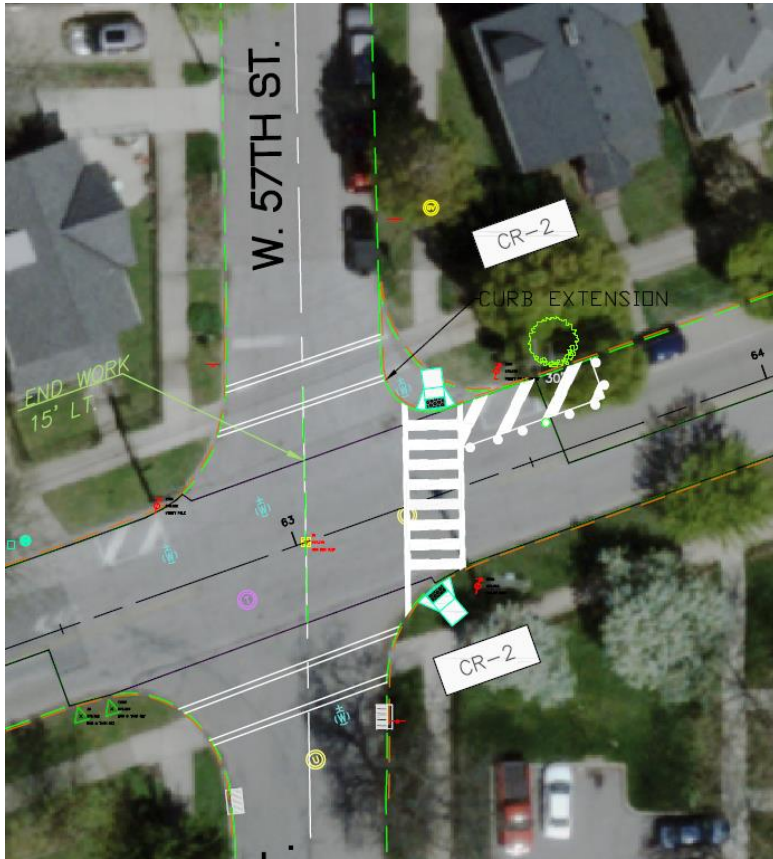
Locations: W. 85<sup>th</sup> (removal of continuous right turn lane), W. 57<sup>th</sup>, W. 44<sup>th</sup>, W. 29<sup>th</sup>

## Addition of vertical delineators

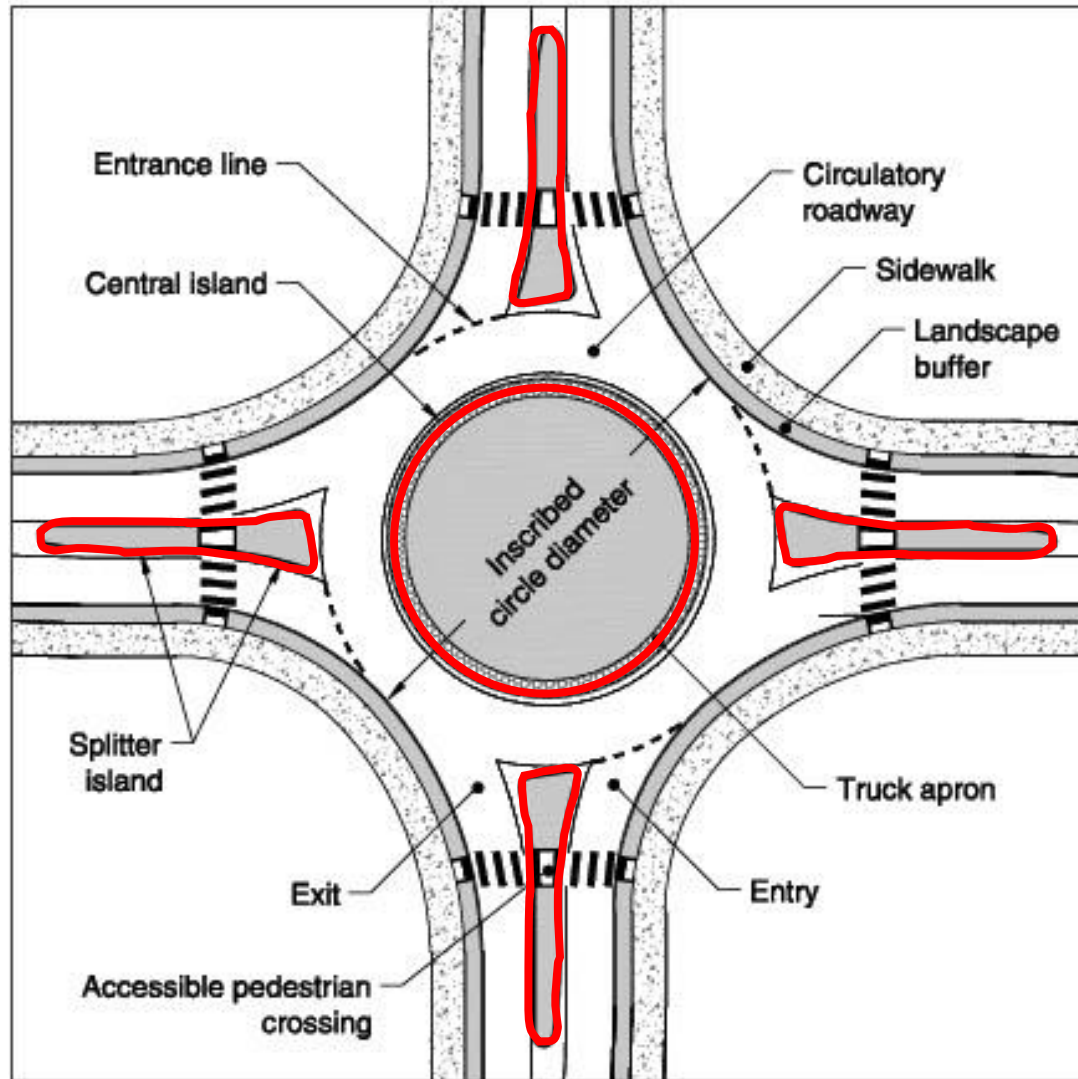


Locations: W. 81<sup>st</sup>-W. 80<sup>th</sup>, W. 69<sup>th</sup>, W. 57<sup>th</sup>, W. 44<sup>th</sup>, W. 32<sup>nd</sup>, W. 29<sup>th</sup>

# Reduced Curb Radii Details: W. 57<sup>th</sup>, W. 44<sup>th</sup>, W. 29<sup>th</sup>



# What is a Mini-Roundabout?



## Key Elements

- Center island
- Splitter island
- High-visibility crosswalks
- Fits within existing right-of-way
- Designed to slow all traffic and maintain access for all vehicles

# W. Franklin Mini-Roundabout Design Features

- The shape of the mini-roundabouts is optimized to decrease entry speeds to 10-15 mph
- Raised splitter islands on Franklin will direct traffic along the speed-reduction path and will provide pedestrian refuge at crosswalks
- Curb return radii at intersection acute angles is reduced to direct traffic along the speed-reduction path
- Lane widths at the mini-roundabout are reduced to 11' or less
- Lane tapers into and away from the mini-roundabouts are minimized to 100' or less to preserve on-street parking.
- Raised reflective markings will be placed around the raised center island and are being considered for the splitter island approaches.

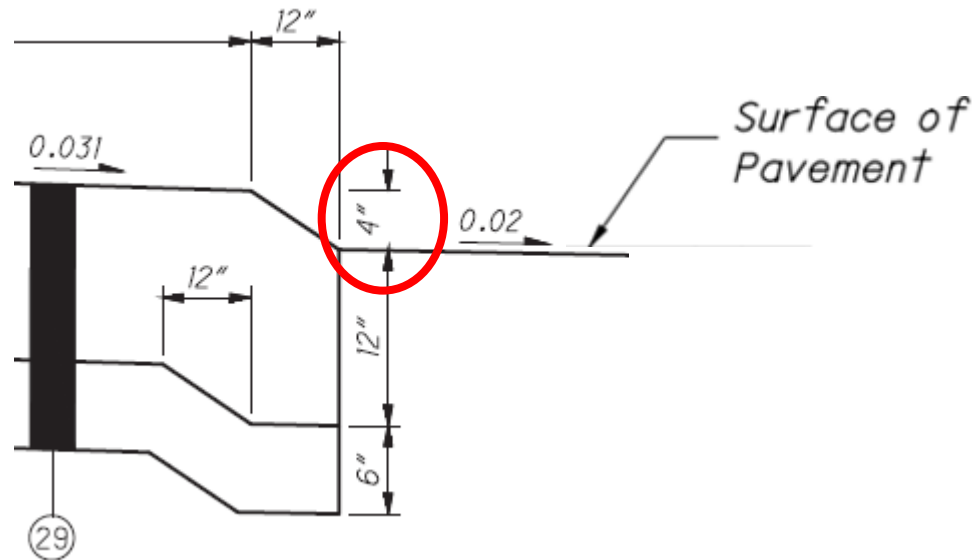


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# W. Franklin Mini-Roundabout Design Features

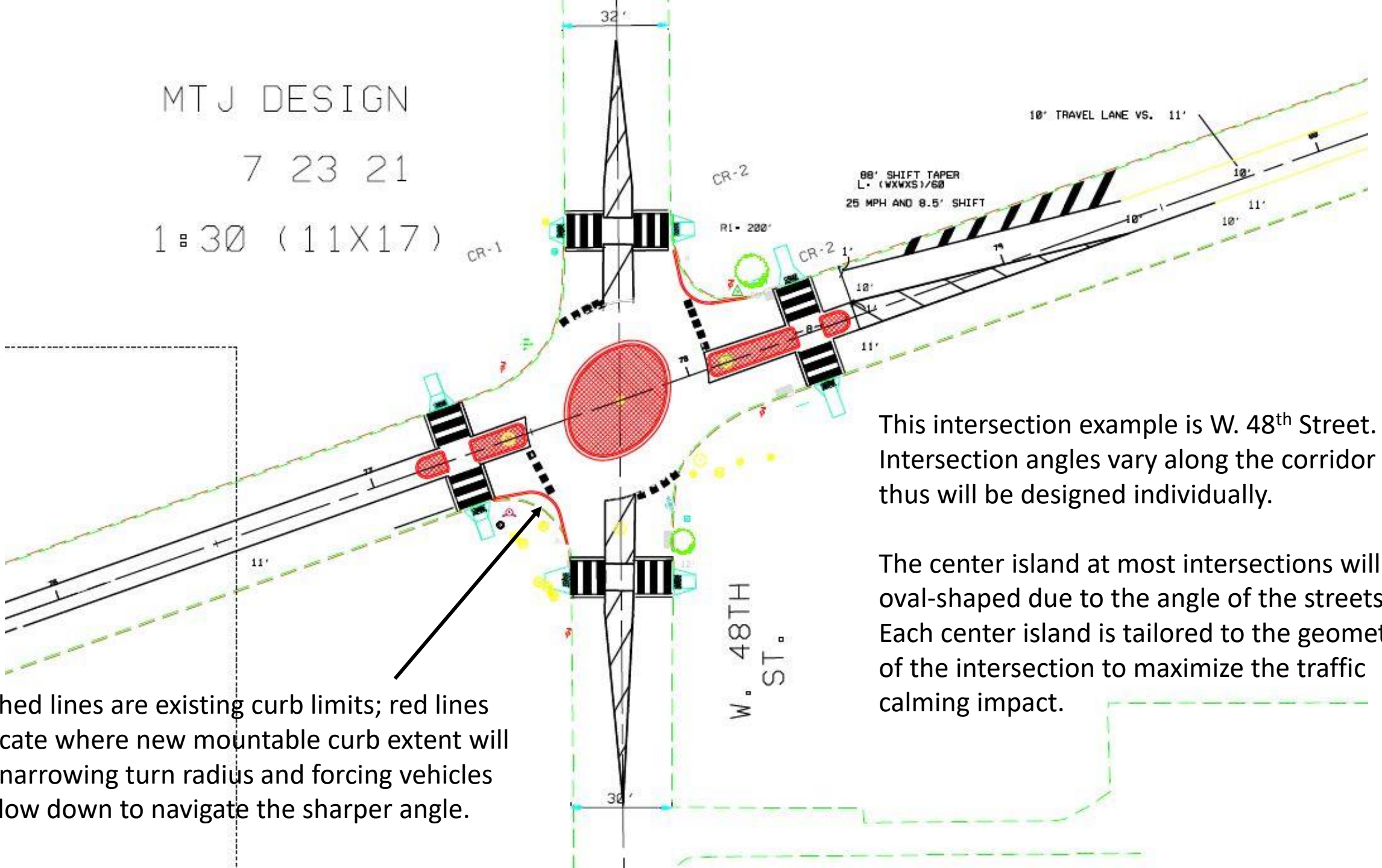
- Mini-roundabout and splitter island curbs will be mountable but significant
  - Raised to 4" tall, compared to the 2"-3" originally proposed
- Traffic calming impact on *all* vehicles while preserving access for large vehicles



MTJ DESIGN

7 23 21

1 30 (11X17)

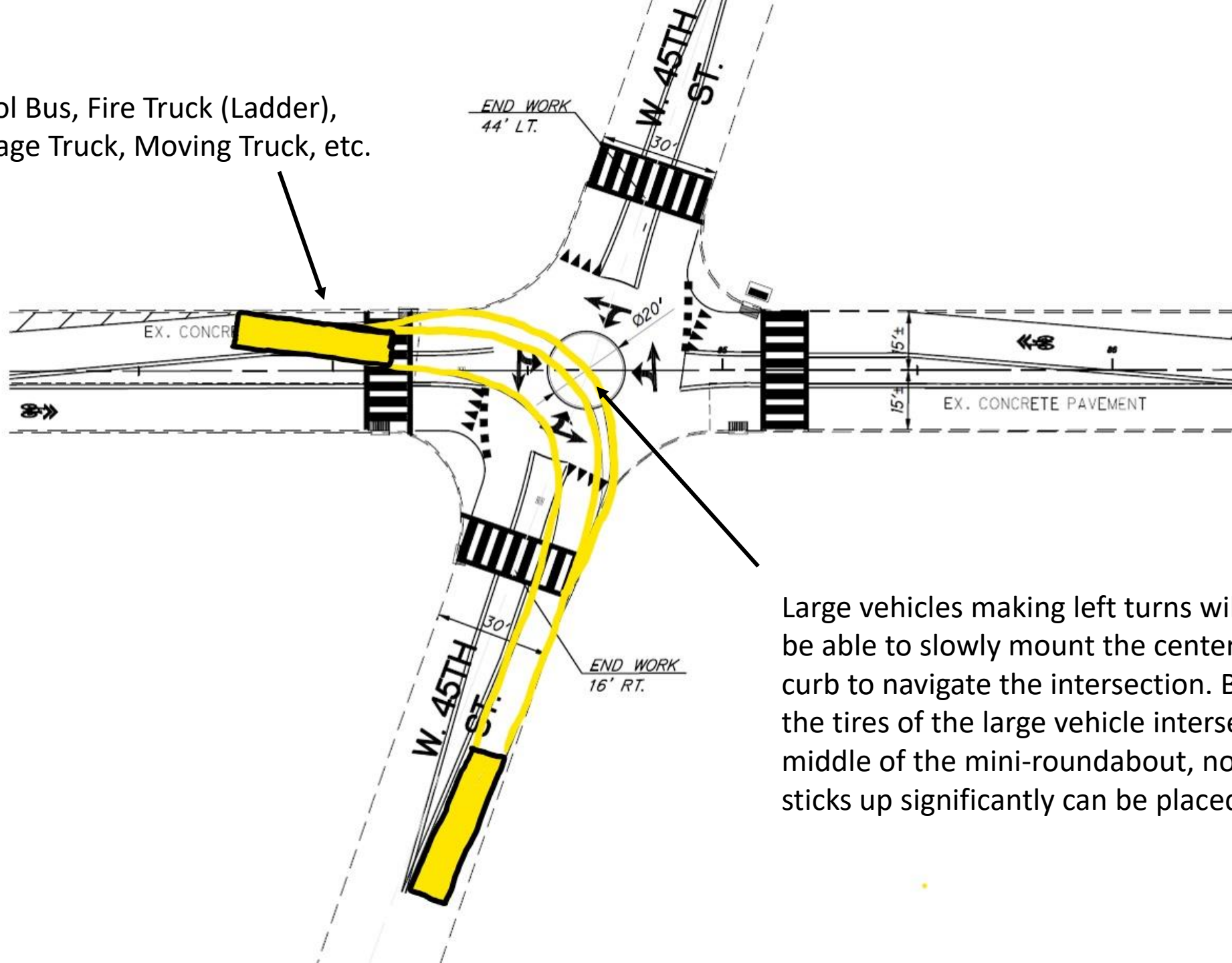


This intersection example is W. 48<sup>th</sup> Street. Intersection angles vary along the corridor and thus will be designed individually.

The center island at most intersections will be oval-shaped due to the angle of the streets. Each center island is tailored to the geometry of the intersection to maximize the traffic calming impact.

Dashed lines are existing curb limits; red lines indicate where new mountable curb extent will be, narrowing turn radius and forcing vehicles to slow down to navigate the sharper angle.

School Bus, Fire Truck (Ladder),  
Garbage Truck, Moving Truck, etc.



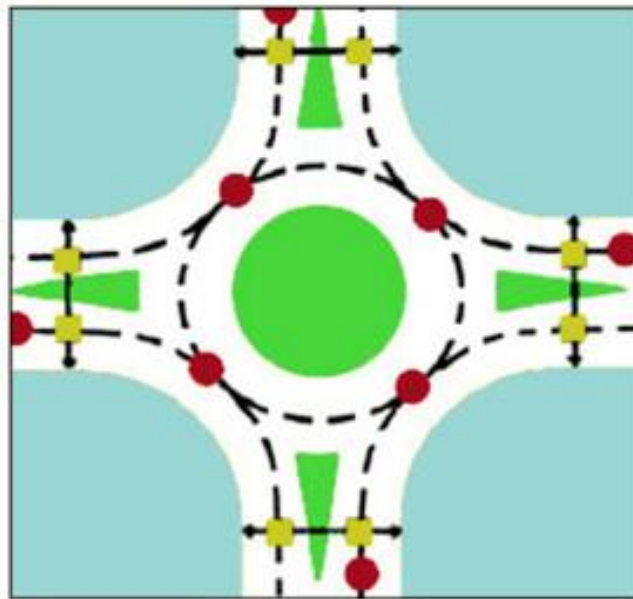
Large vehicles making left turns will need to be able to slowly mount the center island curb to navigate the intersection. Because the tires of the large vehicle intersect the middle of the mini-roundabout, nothing that sticks up significantly can be placed there.



# Mini-Roundabout Safety Benefits:

Reduction of Conflict Points

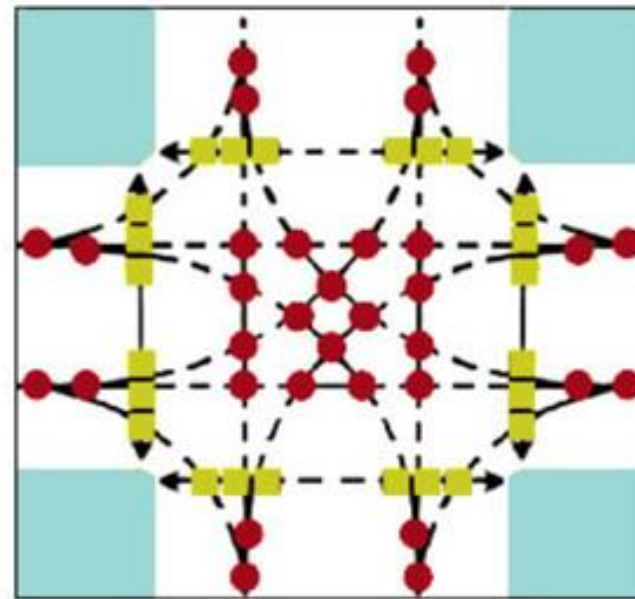
## Roundabout



● 8 Vehicle conflicts

■ 8 Pedestrian conflicts

## Intersection



● 32 Vehicle conflicts

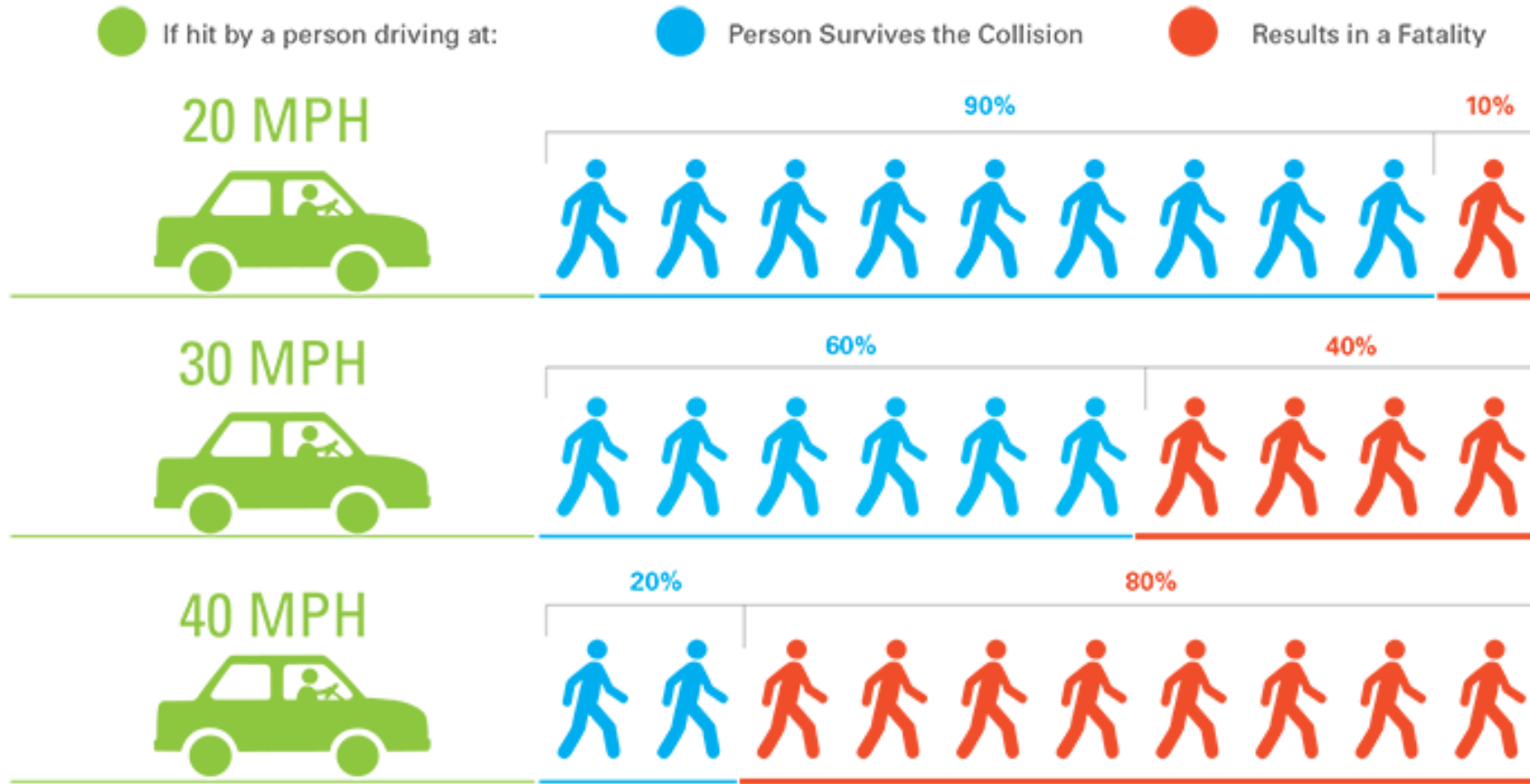
■ 24 Pedestrian conflicts



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# Mini-Roundabout Safety Benefits: Slowing Down Traffic



# Mini-Roundabout Safety Benefits: Bicyclists and Pedestrians



Google Street View: Vienna, VA

- Motorists enter the mini-roundabout at a right angle to the crosswalk, so pedestrians are clearly visible.
- Crosswalks are set back about 20 feet from the mini-roundabout so that motorists are focused on the crosswalks, not entering or exiting the mini-roundabout.
- The splitter islands and mini-roundabout navigation slow vehicle speeds to 10-15 miles per hour as they approach, increasing yielding behavior.
- Pedestrians only need to focus on vehicles coming from one direction at a time.

# Mini-Roundabout Safety Benefits: Bicyclists and Pedestrians



# Mini-Roundabout Aesthetic Treatments



- Stamped, colored concrete will be used for the interior of the mini-roundabouts and splitter islands:
  - Cobblestone or brick pattern?
  - Red or gray?

# Raised Crosswalks & Speed Tables

- In the TLCI, raised crosswalks are recommended at locations that are not associated with the mini-roundabouts
- The City does not have a finalized policy for raised crosswalks, speed tables, or speed humps, so they are not included for implementation in this project.
- The City is developing a pilot policy for use on select lower volume residential side streets.
- Franklin is not eligible under the pilot policy.



# Supplemental Slides: Mini-Roundabout Layouts



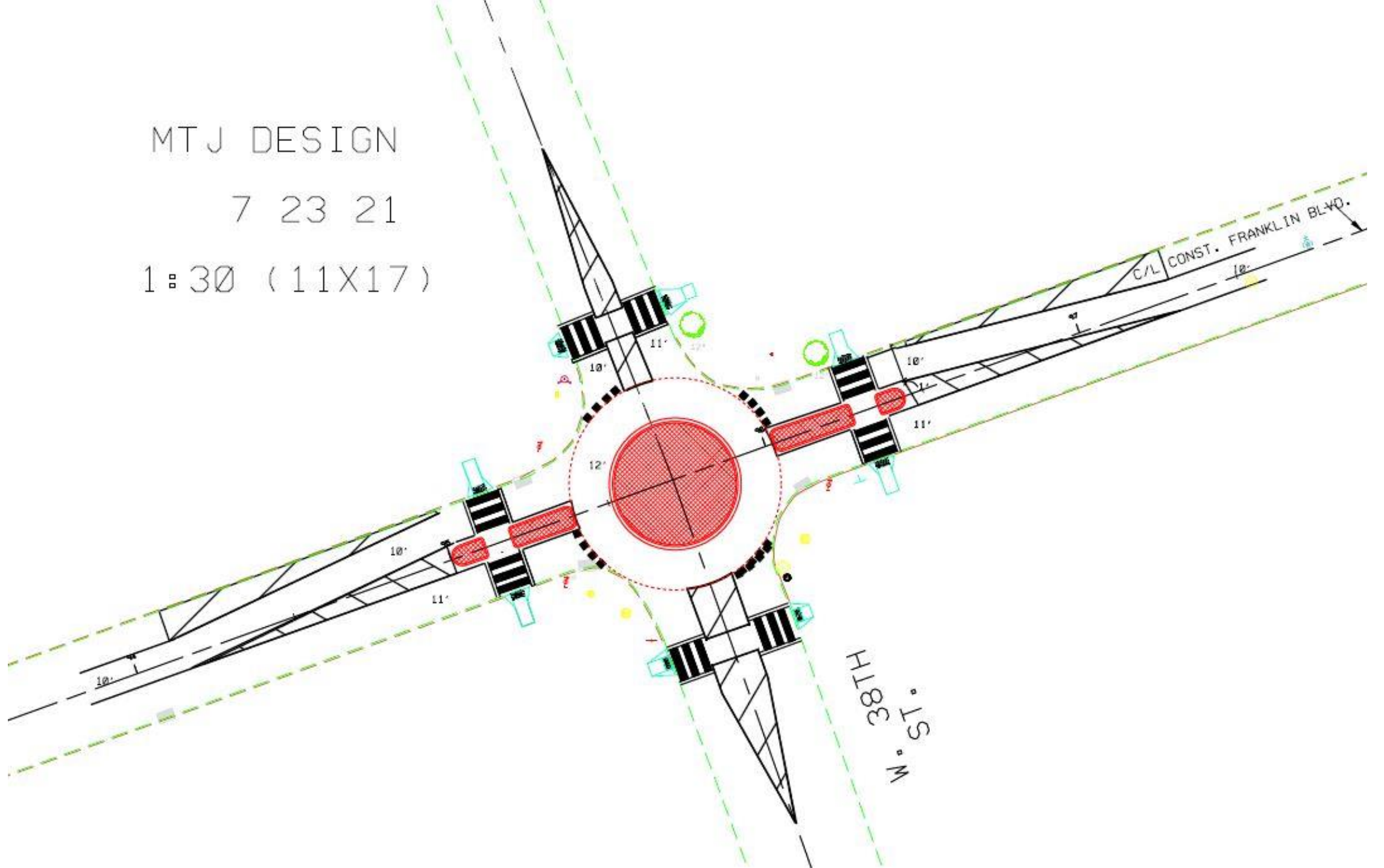
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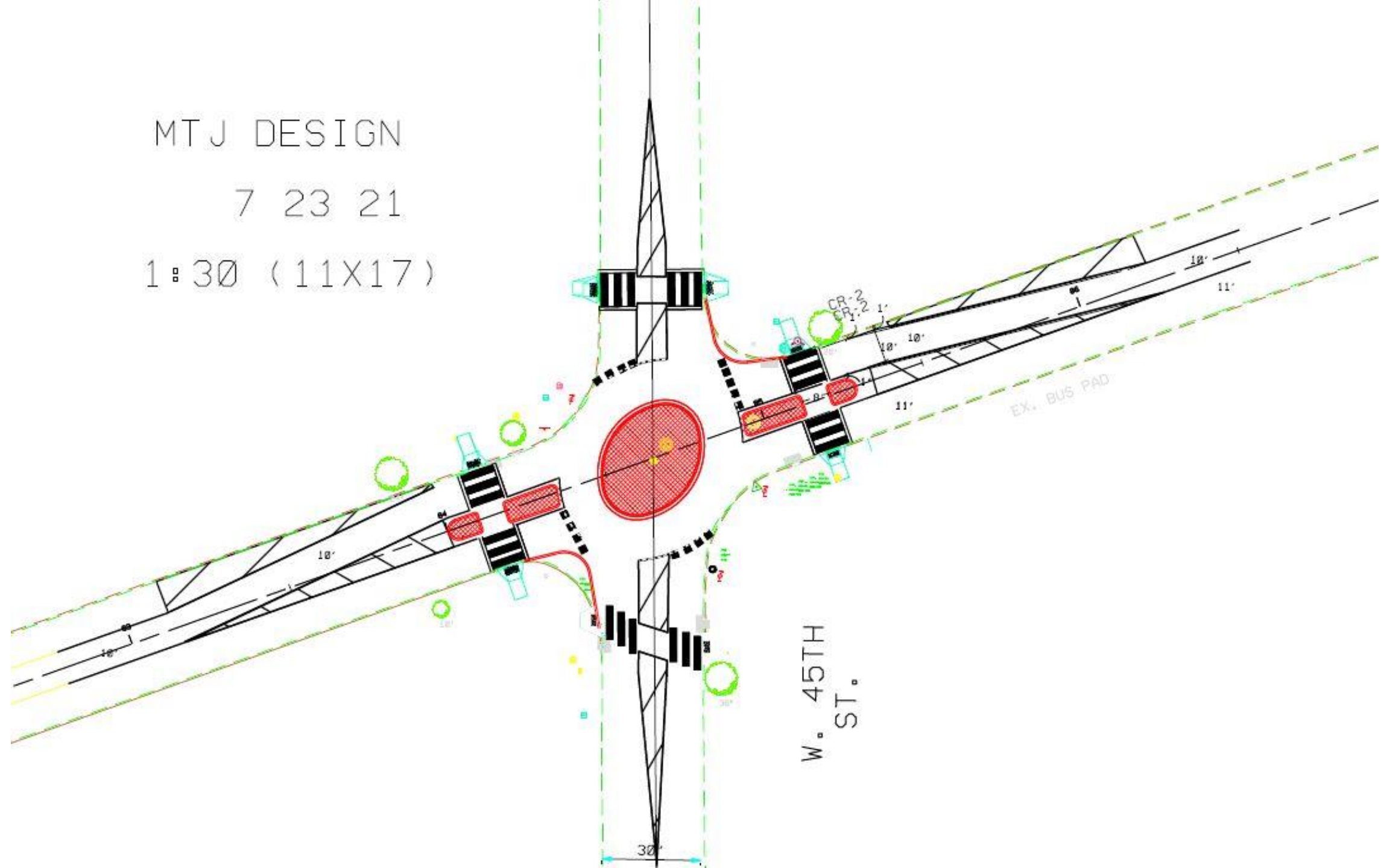
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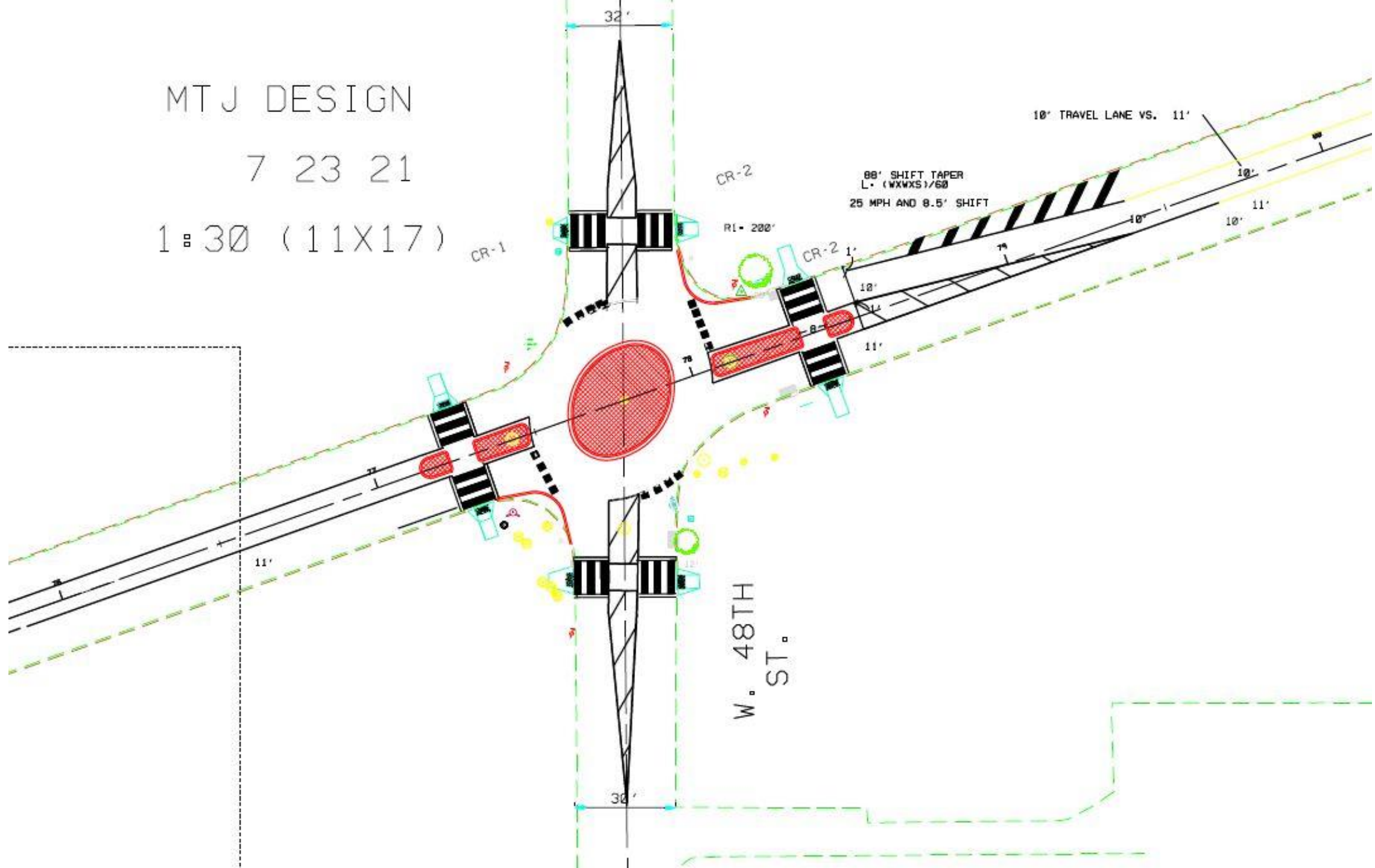
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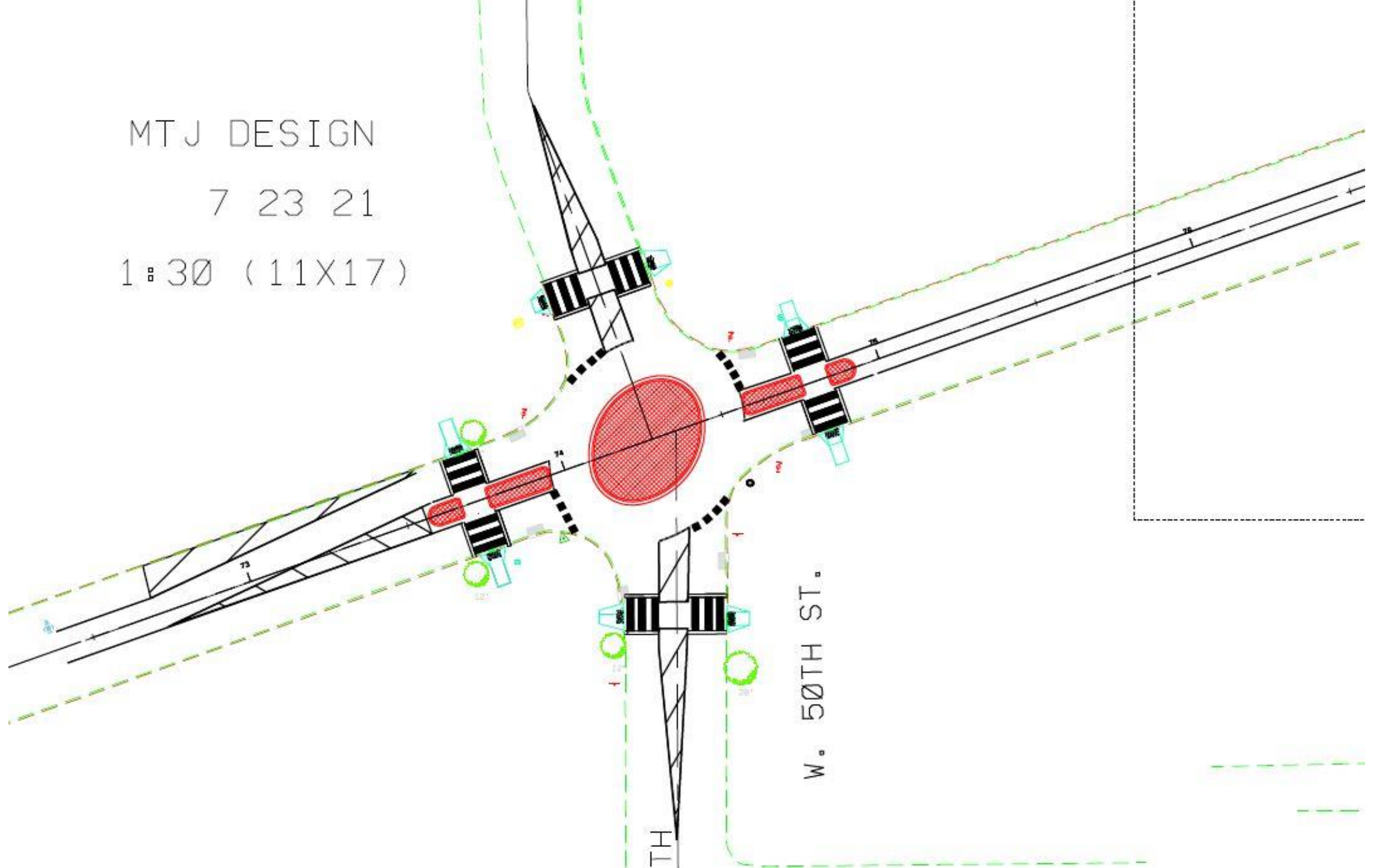
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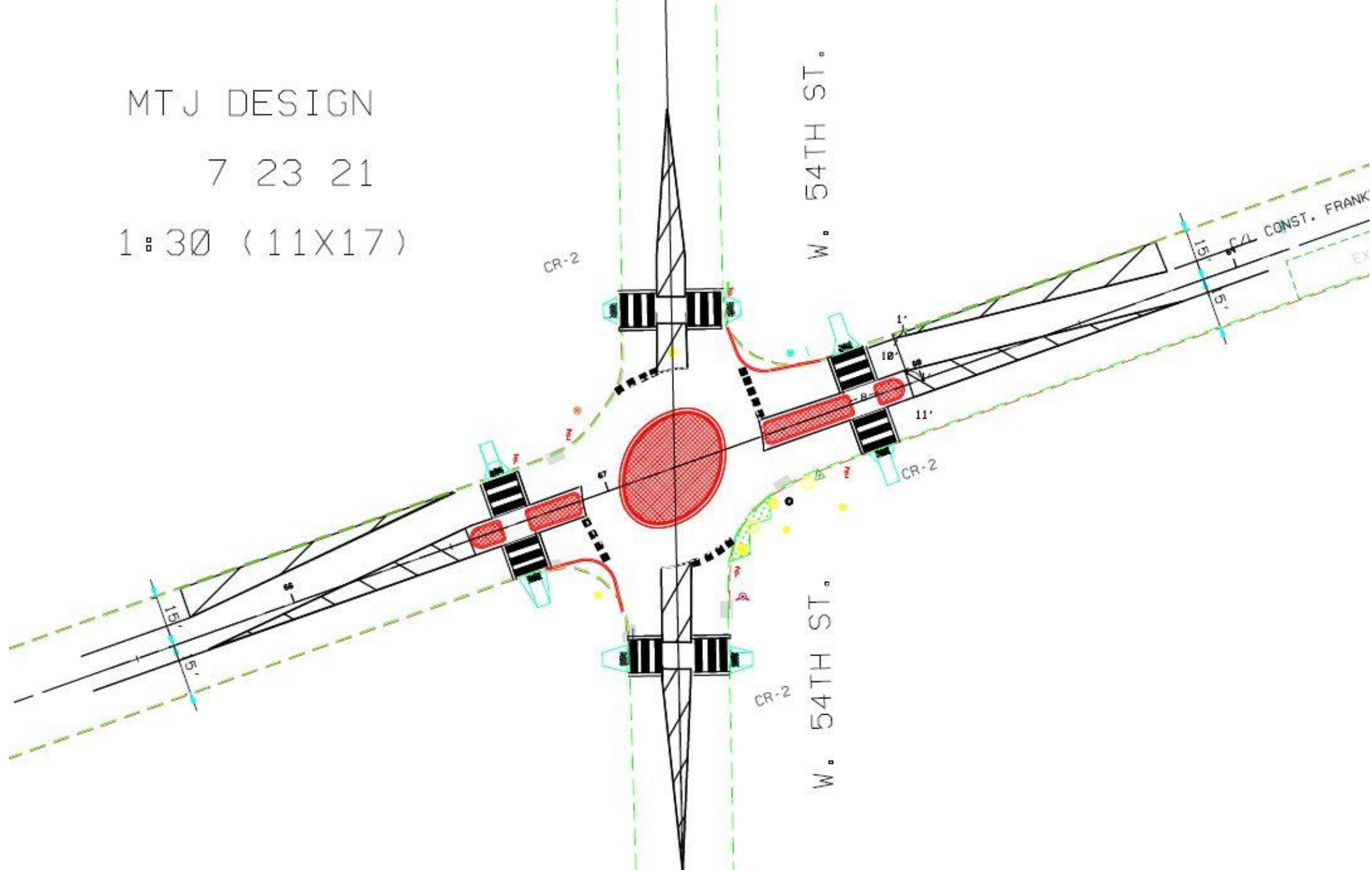
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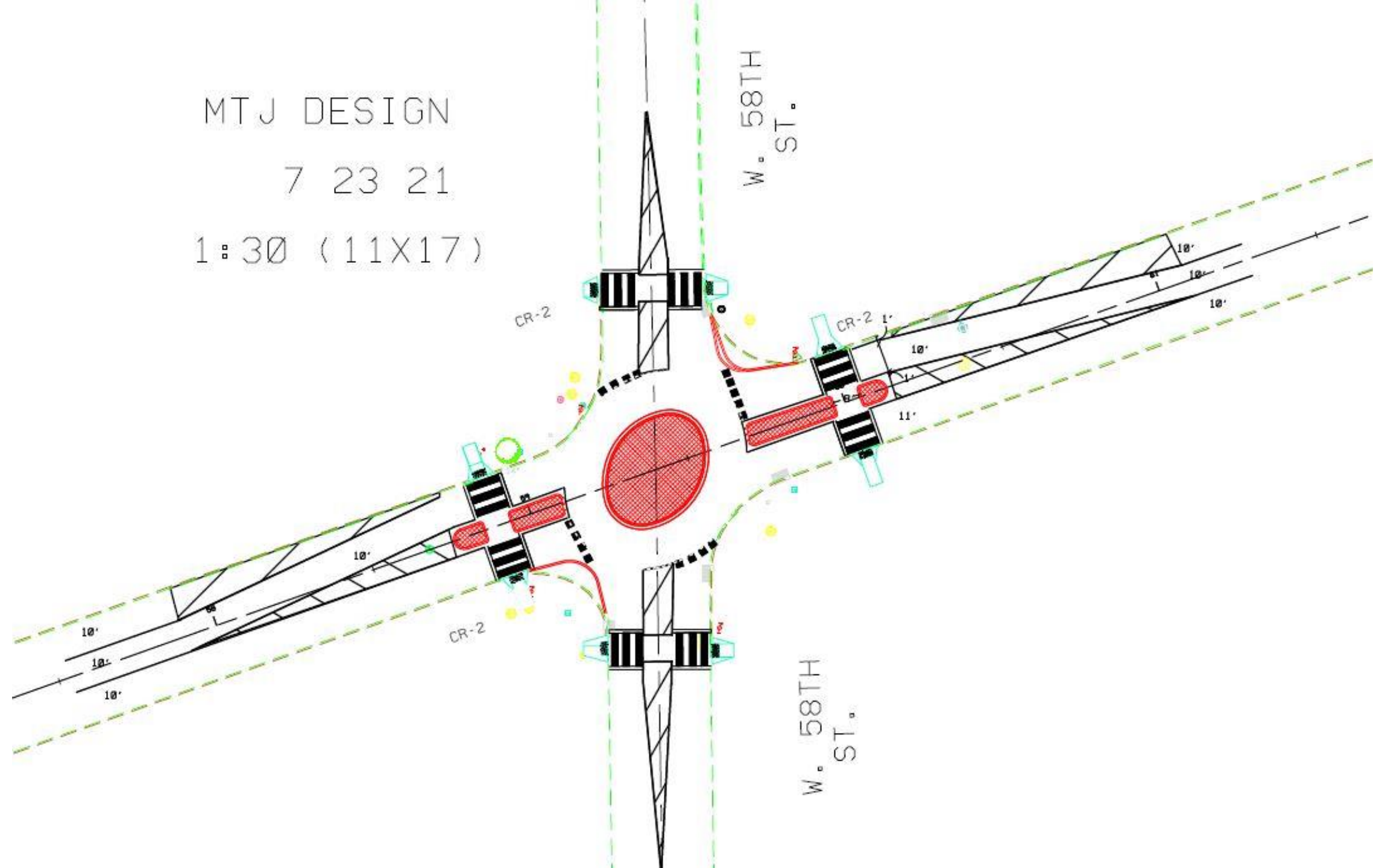
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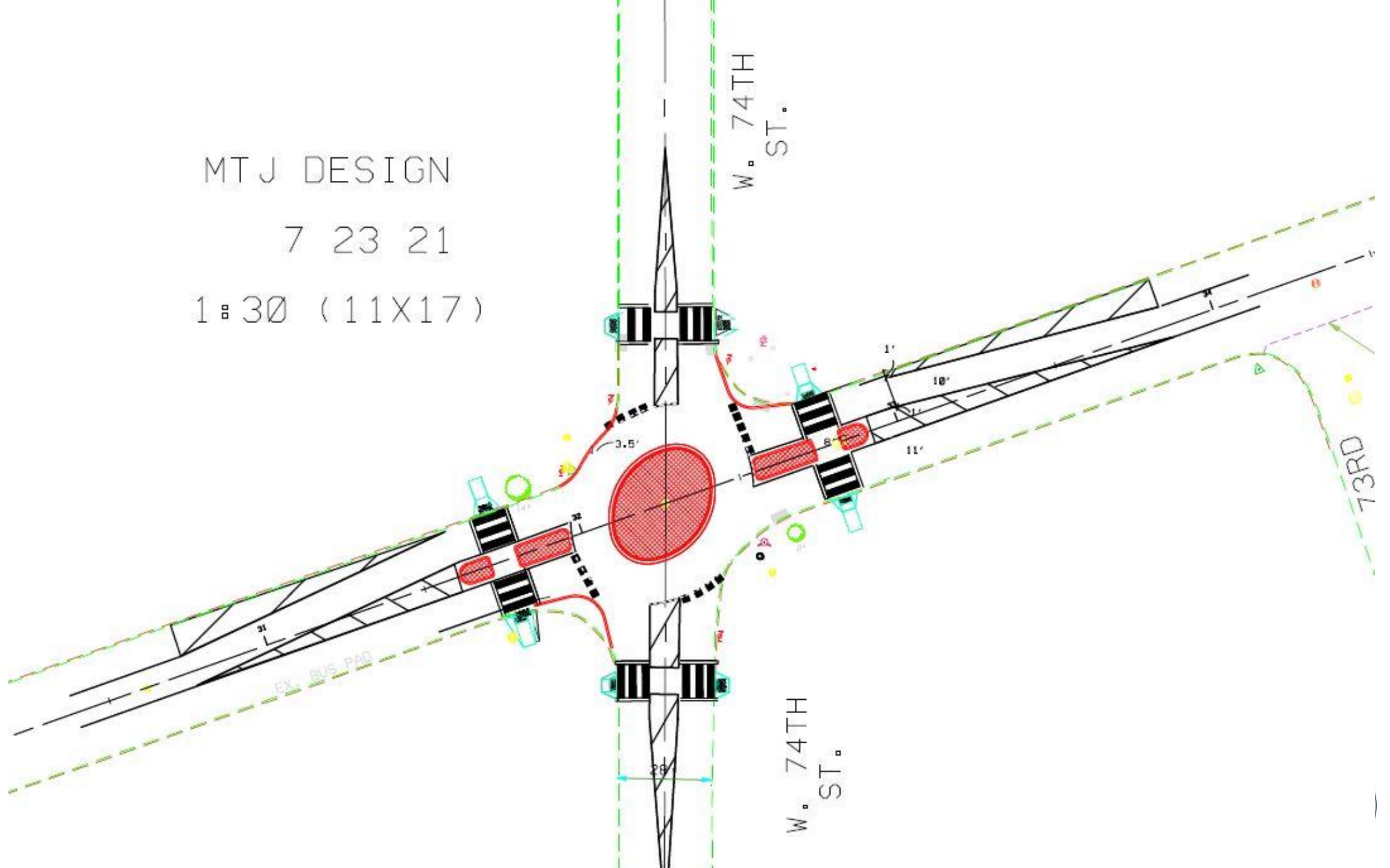
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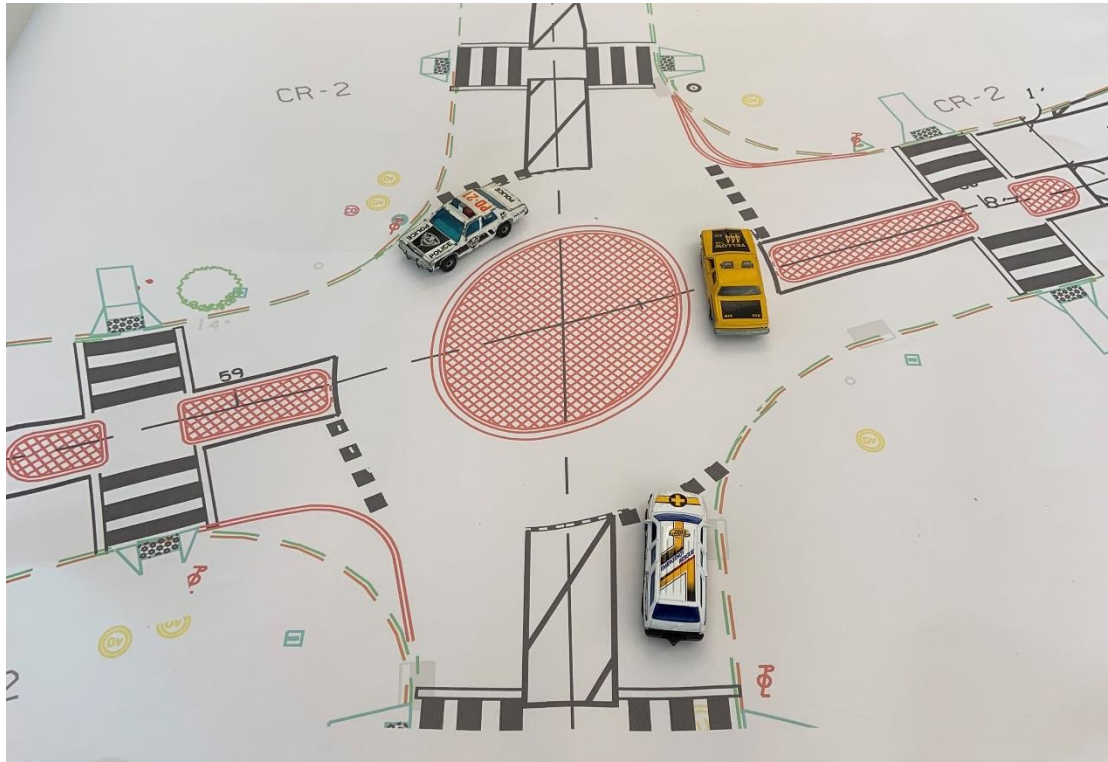
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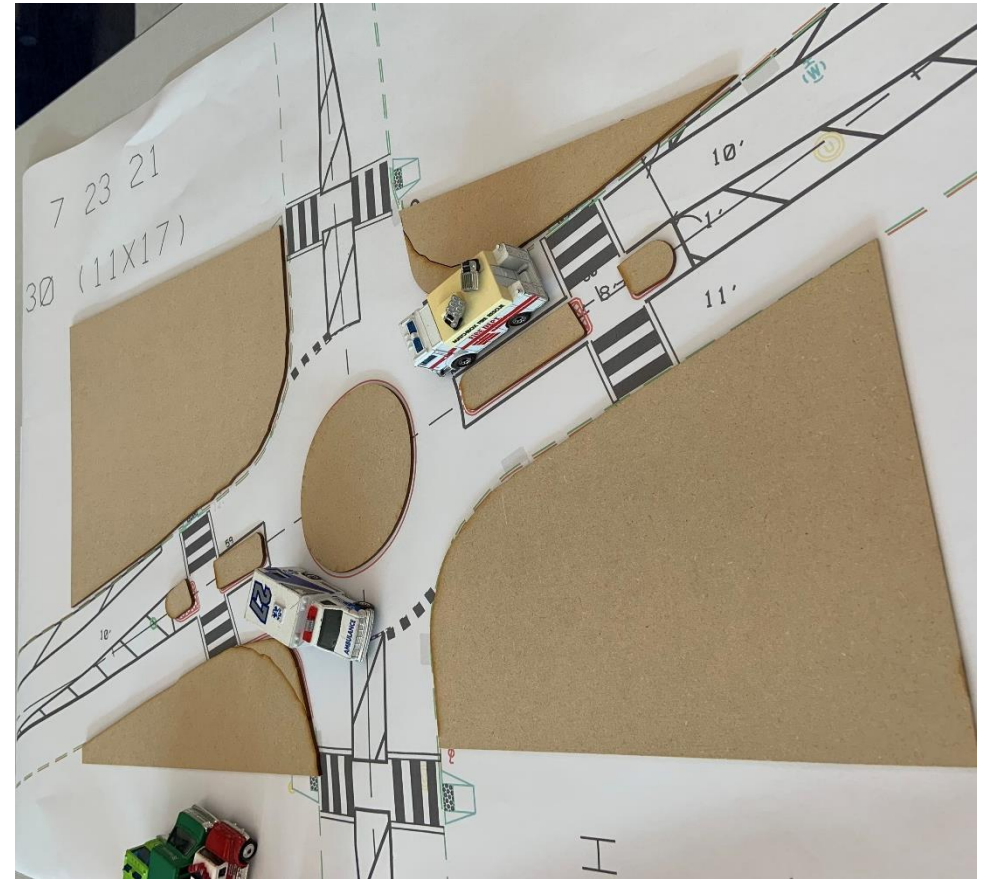
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# Tabletop Demos with Matchbox Cars



West 58<sup>th</sup> Street, scale 1:69



3D layout with wood cutouts, scale 1:100