

Blayney, Brian

From: Blayney, Brian
Sent: Tuesday, November 24, 2015 6:48 AM
To: Sylvester, Bryce
Cc: Beno, Joe; Mary Kay Costello; Short, David; Hazapis, Louis; Dru.Siley@lakewoodoh.net
Subject: RE: ODOT Input on Clifton Ave Extension Road Diet

Bryce,

To further clarify the requirements of Item 1 below, this office requests the following items not provided with AECOM's Feasibility Study:

- a) Raw traffic count data for Lake/Linda, Clifton/West Clifton; obtain AM and PM turning movement counts at Clifton/Lake
- b) Synchro output for Lake/Linda and Clifton/West Clifton for No Build and Build Conditions
- c) Capacity analysis of the intersection of Clifton/Lake (Synchro or HCS); this intersection was not included in the TLCI study analysis; District believes this intersection will fail without left turn slots, analysis is needed to confirm and determine appropriate length of left turn slots.

If you have any questions, please give me a call.

Brian

Brian Blayney, PE, Traffic Planning Engineer
ODOT District 12 Planning Department
5500 Transportation Blvd, Garfield Hts, OH 44125
Phone (216) 584-2102, Fax (216) 584-2279
e-mail: Brian.Blayney@dot.ohio.gov

Note: My email address has changed, please update my information in your Contacts.

If you have a minute, please tell us how we are doing by filling out our quick [Customer Feedback Survey](#). We appreciate your time.

From: Blayney, Brian
Sent: Tuesday, November 03, 2015 12:36 PM
To: Sylvester, Bryce
Cc: Beno, Joe ; Mary Kay Costello ; Short, David ; Hazapis, Louis ; 'Dru.Siley@lakewoodoh.net'
Subject: ODOT Input on Clifton Ave Extension Road Diet

Bryce,

This morning we had a conversation to discuss next steps regard the City of Lakewood's desire to move forward with implementation of a road diet on US 6. This office offers the following in advance of the City's November 18 community meeting to discuss this proposal:

1. ODOT, Lakewood and Rocky River officials have discussed the proposed road diet in principle. ODOT believes the proposal can be approved pending demonstration that the proposed reconfiguration of lanes does not degrade the operation of the state highway system. (Section 6.6 of the TLCI study is insufficient in this regard; the

appropriate HCS or Synchro analysis was not included.) As a practical matter, a traffic study must show the intersection levels-of-service do not fall below LOS D, the minimum acceptable level-of-service for signalized intersections within the NOACA region.

2. ODOT does not believe it makes sense for Lakewood to move forward with a road diet on Clifton unless the lane reduction is carried into Rocky River to Linda Street, where a road diet has already been implemented west of Linda Street.
3. This portion of US 6 is designated as a Federal-Aid Primary truck route. The proposed roadway reconfiguration must provide a minimum of one effective 12' lane in each direction.
4. ODOT has reviewed its records and confirmed that property along Clifton Boulevard was acquired as Limited Access, extinguishing the rights of abutting property owners to access Clifton Boulevard. Presently the Department is not inclined to abandon its limited access control over this section of US 6. ODOT prefers to consider requests to break the Limited Access on a case-by-case basis using the administrative process already in place and set forth in the State Highway Access Management Manual.
5. ODOT notes that under existing conditions, the Marion ramps (in Rocky River) will present a challenge for marking and signing for a bicycle lane. This office suggests the City review a comparable situation at the ramps from East 72nd Street and I-90 in the City of Cleveland for a good example of a potential treatment.
6. ODOT expects that the signalized intersection of Clifton and Lake will need to be reconfigured to provide aligned left turn slots on the EB and WB approaches, even if dedicated bike lanes need to be converted to shared-use lanes, depending on the amount of pavement width available. The City needs to provide further analysis of its proposal for this intersection.
7. Further analysis is needed to determine the appropriate lane use at the eastern terminus of the road diet section at West Clifton.
8. This office believes that it is possible to connect the north and south sides of the Clifton neighborhood by establishing mid-block crossings (ODOT permission not required), but the sidewalk connections to the local street grid would require breaks of the US 6 Limited Access (ODOT permission required.) Potential crossings could be enhanced with refuge islands, rectangular rapid flashing beacons (RRFB's), or pedestrian hybrid beacons.

Please call me if you have any questions.

Brian

Brian Blayney, PE, Traffic Planning Engineer
ODOT District 12 Planning Department
5500 Transportation Blvd, Garfield Hts, OH 44125
Phone (216) 584-2102, Fax (216) 584-2279
e-mail: Brian.Blayney@dot.ohio.gov

Note: My email address has changed, please update my information in your Contacts.

If you have a minute, please tell us how we are doing by filling out our quick [Customer Feedback Survey](#). We appreciate your time.