

Proposed Project Details

1. Sponsor The City of Cleveland Heights

2. Project Title Taylor Road Rehabilitation

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4. Is this Project the result of a planning study or report? X Yes – Copy attached

5. Describe the proposed project, the problem that it is expected to resolve and alternatives that may have been examined.

➤ **Overview**

The City of Cleveland Heights seeks financial assistance for the rehabilitation of Taylor Road. The project consists of two distinct parts. A first phase involves the partial reconstruction of the pavement from Euclid Heights Boulevard to Mayfield Road. The second phase focuses on rehabilitating the asphalt pavement from Mayfield Road to the Cleveland Heights and East Cleveland corporation line. An important consideration to add to the first phase is a linear park along the east side of Taylor Road. A proposed all-purpose trail to accommodate bicycles is the key feature of the linear park.

➤ **Purpose & Benefits**

The first purpose of the project is to provide vehicle and pedestrian safety along Taylor Road by rehabilitating the infrastructure. The corridor faces the following deficiencies:

- ❖ Street, sidewalk and drainage features are not functioning as designed
- ❖ Deteriorated asphalt surface
- ❖ Utility and pot hole repairs throughout the project limits
- ❖ Broken, uneven driveways, aprons and sidewalks
- ❖ Curb ramps do not meet ADA standards
- ❖ Deteriorated curbing along major portions of project
- ❖ Severe joint deterioration on concrete sections of road

The critical nature of the pavement is a result of deteriorated curbs, numerous utility repairs, and a surface course that is well beyond its normal lifespan. A critical component of this project includes the replacement of the original curb. Over time, the original curbing has inevitably settled below its initial grade. Furthermore, it is continuously susceptible to snowplow and other vehicle damage. Curb deterioration in this manner causes poor storm water conveyance to catch basins and leads to ponding along the gutter. Ongoing utility repairs create an uneven wearing surface, causing hazardous conditions for drivers. Finally, the wearing surface is beyond its useful life. In spite of these existing conditions, Cleveland Heights is pro-active about taking measures to keep the pavement viable and functioning. Examples of recent preventative maintenance efforts include joint repairs to the concrete pavement between Euclid Heights Boulevard and Mayfield Road, and ongoing crack sealing north of Mayfield Road. Unfortunately, the brittle nature of the bituminous pavement is no longer able to retard reflective cracking and potholes. Even with these repairs, ponding water and excessive potholes provide unsafe conditions for motorists as they veer to avoid these obstructions, often times at the extent of entering another motorist's lane.

The current lane configuration of Taylor Road between Euclid Heights Boulevard and Mayfield Road is seven lanes. Part of the scope of this project is to reduce the number of lanes to five. The attached traffic

study (Exhibit D) shows that the proposed five lane section provides nearly the same level of service as the existing seven lanes. An elimination of lanes minimizes the “highway” feel of the corridor and encourages slower vehicular speeds. Also, less lanes shortens the crosswalk distance, which improves pedestrian safety.

Besides eliminating travel lanes, other proposed features on this project enhance pedestrian safety. The 43 curb ramps within the proposed project limits need updating to current ADA standards. Basic pedestrian improvements such as these address concerns involving improvements and ponding water in crosswalks.

A potential consideration for enhancing this corridor is to provide park features for the portion of Taylor Road between Euclid Heights Boulevard and Mayfield Road. Enhancements in this area will continue what the redevelopment of the adjacent Severance Town Center has started. These features will provide traffic calming along this portion of the corridor, giving the feel of a “walkable” community, and initiate a neighborhood focal point.

➤ **Alternative Solutions**

The City investigated four different alternatives for enhancements, sketches of each are attached at the back of this report (see Exhibit E). Through input at a public meeting, stakeholders chose ‘Concept C’, a Curvilinear Park Design, as the desired option for this area. The City has decided due to economic considerations that it is more fiscally sound to perform a modified version of Concept C. This will provide two travel lanes in each direction with a center turn lane. Additional green space will be added to the east sides of the street, along with a curvilinear walkway with benches and landscaped berming and decorative shade trees. Pedestrian level lighting will also be added as well as ornamental street lighting with banners.

➤ **Capital Improvement Plan Target Area**

The City of Cleveland Heights is very active in preparing an annual Capital Improvement Plan and working hard at implementation. This corridor of Taylor Road is a focal point of needed improvement based on the poor infrastructure and safety concerns that are a result, as well as the recent improvements and private investments in the surrounding commercial area. The City intends to keep Severance Town Center a viable destination through public investment in the infrastructure.

➤ **Benefits based on Performance –Based Measures**

A traffic study was conducted to determine the probable operational and safety impacts of alternative road designs. Based on this study, the City has determined which design will provide the greatest benefits to both vehicular and pedestrian traffic.

➤ **Recent and Future Investments in the Project Area**

Severance Town Center has recently undergone a complete redesign. The Commercial district now boasts larger anchor stores such as Wal-Mart, Home Depot, Office Max, Borders Books, Marshalls and a 14-screen Regal Cinemas, as well as numerous smaller retail merchants ranging from Foot Locker to Rogers Jewelers and Diamond’s Men’s Store. The location is also home to Cleveland Heights City Hall, Cleveland Heights Post Office, three apartment complexes and the new Courtyards of Severance, which includes 71 single-family attached homes. In addition to the renovations to the shopping center, Severance Circle Drive, which loops around the shopping center, is completely rebuilt and redesigned to improve traffic flow and pedestrian safety. Designated bicycle lanes are now provided, new sidewalks and updated traffic signals are in place. It is vital to capitalize on the redevelopment and growth of Severance Town Center. Taylor Road provides one of the main entrances to the location, with the only other being off of Mayfield Road, also directly impacted by the intersection with Taylor Road. In order to sustain and continue the economic growth realized by the reemergence of Severance Town Center as a premier shopping and retail location in Cleveland Heights, the infrastructure supporting this retail destination must be improved. The entertainment and shopping establishments will see an increase in their business because the improved road conditions will attract more frequent shoppers.

➤ **Conclusion**

Severance Town Center has taken the initial step in revitalizing one of the City’s economic districts by redeveloping itself into a new contemporary, dynamic shopping experience. Pavement rehabilitation on

Taylor Road will provide easier access to the retail district and encourage new customers. These improvements will continue the public investment already made in the reconstruction of the loop. Narrowing the roadway width in Phase One (Euclid Heights Blvd. to Mayfield Road) will have a direct and positive impact on the shopping area by taking advantage of the vast pedestrian traffic experienced from the City's surrounding residential areas. Safer crosswalks and updated ADA curb ramps and sidewalks will support the community feel that the City seeks. The park features will add to this community feel by providing an inviting atmosphere for not only the tenants and customers of the surrounding business and the residential complexes, but all of the Cleveland Heights residents. These major improvements will continue to encourage growth and bolster the hundreds of jobs already provided at the Severance Town Center location.

6. Has there been preliminary coordination with affected stakeholders?

Yes

No

On March 21, 2002 the City held a public meeting to receive input from the stakeholders in the area (see attached slides, Exhibit G, and meeting minutes Exhibit H). The input helped the City to decide on one of the four conceptual alternatives.

The City of Cleveland Heights realizes that the logical northern terminus for this project is Euclid Avenue in East Cleveland. The Cleveland Heights administration has reached out to both the current and previous Mayor of East Cleveland in an attempt for a joint project with no avail. The City of East Cleveland has declined the opportunity on Taylor Road to focus on other infrastructure needs.

Notice and Disclaimer

Completion and submittal of this form does not ensure the eligibility, favorable review, selection or funding of the proposed project. All transportation investments are required to be the outcome of the federal 3C planning process (comprehensive, continuing, and cooperative). This information form is being submitted with the understanding that it will help facilitate the planning process.