INTRODUCTION

The State of Ohio Department of Transportation has proposed to resurface Clifton Boulevard in Lakewood and in Cleveland in 2006/2007. With this comes the opportunity to link the roadway improvements to the upgrading of other streetscape elements to significantly improve the total environment of the street. This integration of streetscape elements will improve the environment of the roadway for drivers and cyclists, improve the experience of the road for pedestrians, enhance the boulevard corridor for those living along the street, and stimulate economic development around walkable neighborhood nodes.

The creation of a walkable/bikeable environment has been shown to be beneficial to people’s health, to the community vitality and for the environment. Walking/cycling improves community interaction and provides easy, inexpensive and low-impact exercise that can improve the overall health of community residents. Walkable communities also provide economic benefits – housing values are often higher, walkable communities attract “New Economy” workers, and, together with improved transit, reduce commuting costs.

Clifton Boulevard in Lakewood and in Cleveland is a major east/west link in the regional roadway system. In the City of Lakewood, Clifton Boulevard runs for approximately 3 1/2 miles from West Clifton Boulevard to West 117th Street at the eastern end. From West 117th Street Clifton Boulevard runs through the City of Cleveland to connect to the Shoreway at Lake Avenue.
EXISTING CONDITIONS

In Lakewood the adjacent development is primarily residential, but also includes schools and churches. Some 40 cross streets feed into the boulevard with key access points at West Clifton Boulevard, Warren Road, Belle Avenue, Nicholson Avenue, and West 117th Street link to key amenities of the City. Although not included in the ODOT resurfacing project, the section between the Rocky River bridge and West Clifton Boulevard is an integral part of the Boulevard experience and, for the purpose of the streetscape enhancement study, should be considered a part of the project.

In Cleveland adjacent development is both residential and neighborhood-oriented retail. The retail uses are primarily concentrated in the section between West 117th Street and West 114th Street but other pockets of retail uses occur along this section of the corridor. Clifton Boulevard is approximately 1 ¼ miles with some 14 cross streets including major city connections at Baltic Avenue, West Boulevard and West 117th Street.

The roadway right-of-way is typically 120 feet and the roadway is 70 feet wide with parking permitted on both sides of the street with the exception of one side restrictions during the morning and evening rush hours.

In general residential buildings are set back 50 feet from the right-of-way line. Retail buildings are somewhat closer to the road although some are set back from the right-of-way line to increase the pedestrian sidewalk in front of the premises. The building stock is in good condition. Many buildings date from the early years of the twentieth century although there are more recent examples of retail buildings.
Over the years the visual environment of the street has acquired a collection of paraphernalia that detracts from the visual environment of the street.

Sidewalks along the entire length of the boulevard are a mixture of the original sandstone and newer concrete panels, both ranging from excellent to hazardous in quality. Many of the trees along the boulevard are approximately 80 years old and are close to reaching the end of their life – selective cutting and replanting of new trees is a matter of some urgency in order to maintain the tree canopy. Tree lawns exist in varying states. ADA requirements are accommodated with different levels of success.

Other streetscape elements include street lighting, overhead wires, traffic signals, road-oriented regulatory and directional signs, street name signs, bus shelters, trash bins, and other elements that typically are placed in the street with little relationship to other elements already existing. The removal of streetscape elements or the consolidation of signs is not action that is often undertaken. With the planned roadway improvements comes the opportunity to reconsider the street environment in a unified manner. The City of Lakewood and the City of Cleveland have jointly expressed the intention of seeking enhancement funds from NOACA to assist with these improvements.

The results outlined in the following pages result from a series of public meetings held jointly between residents, business owners and tenants, City of Cleveland and City of Lakewood officials and elected councilmen, and neighborhood organization representatives. The meetings took place between April 2005 and June 2006.
Streetscape Enhancement Project
GOAL OF THE PROJECT
To develop a consensus for improvements to Clifton Boulevard that enhances the environment of the street for those living along the street, for those using the street for walking or bicycling, for those patronizing the retail establishments, and for those traveling through the area between the West Shoreway and the western suburbs.

“In several case studies, improving walking conditions in a community significantly increased retail sales and property values.”

(Local Government Commission, 2001).

“Streets that are attractive, safe and suitable for walking are a key factor in community livability. Pedestrian-friendly streets create opportunities for people to meet and interact, helping to create community networks.”
THE REGIONAL CONTEXT
Linking the West Shoreway and the western suburbs
Linking Edgewater Park and Rocky River MetroPark
PRECEDENTS

Precedents for the enhancement of the roadway by the use of a planted median can be found both within the Cleveland region and beyond. Here, historic examples are shown from Hilliard Boulevard in Rocky River and Shaker Boulevard in Shaker Heights. A recently completed example is East Washington Avenue in Madison, Wisconsin.

Enhancements should also include improved signage, better bus shelter environment, clear gateway and wayfinding markers, pedestrian crossings that clearly define the pedestrian priority, and public art.
BOULEVARD PROPOSALS

Illustrated on this page and on the following pages are the proposed Streetscape Enhancement proposals for Clifton Boulevard.

Six different conditions have been identified: They are:

- **Typical Median Plan and Section both in Lakewood (B) and in Cleveland (E).**
- **Special Treatment in School and Church Districts (A).**
- **Proposals for the West 117th Street/Clifton Boulevard Historic Retail Neighborhood and some additional treatment for the boulevard from West 115th Street to Hird Street (C).**
- **Proposals for traffic calming at non-signalized intersections (D).**
- **Recognition of the special conditions that occur at the Clifton Boulevard/West Boulevard intersection (F).**
SCHOOL/CHURCH DISTRICTS

Taft School, Emerson School, St Luke’s Church, Lincoln School

Typical Median Plan and Street Section plus:
• Pedestrian-scale lighting to create a pool of light in high-use pedestrian zones.
• Banners on street and pedestrian light poles.
TYPICAL MEDIAN PLAN AND STREET SECTION
General Landscaped Median with left-turn lanes (U-turns permitted) plus:
- Median Apron.
- Median planting - ornamental trees, grass and ground cover.
- Median accent planter with curb and shrub planting.
- Improved bus stop waiting area.
- Banners on light poles.
- Pedestrian curb ramp at all intersections.
- Additional signage to Lakewood Park, Lakewood Hospital and City Retail Center.
- New street trees as necessary.

Note that there is no planted median between Belle Avenue and St. Charles Avenue because of the high number of left turns.

Signalized Intersections:
- Integrally colored crosswalks at signalized intersections.
- Integrally colored concrete intersection panels.

CLOSED MEDIAN
(Option for further consideration)
Continuous median across the intersection restricting left turns from the side streets on streets that do not connect through to Detroit Avenue and Lake Avenue (Virginia, Ramona, Chase, Hathaway, Elbur, Jackson, Donald):
- Median Apron.
- Planter curb.
- Shrub planting.
- Non-signalized pedestrian crossing marking.

Non-signalized Intersection:
- Non-signalized pedestrian crossing marking.
- “Pedestrian Crossing” warning signs.
Painted median/left-turn lane only to allow for left-turn traffic entering and exiting retail and higher-density residential properties. Similar streetscape treatment on both sides of the City Line to create a smooth transition plus:
- “Welcome to …” signs.
- High quality sidewalk concrete panels with special scoring pattern.
- Pedestrian-scale lighting.
- Banners on street and pedestrian light poles.
- Street trees in tree grates or planters.
- Sidewalk planters with street trees, shrubs and ground cover.
- Wayfinding kiosks and public art sites.
- Improved bus stop waiting areas.
- Pedestrian curb ramp at all intersections.
- Integrally colored crosswalks at signalized intersections.
- Integrally colored concrete intersection panel.
- Traffic signals/light poles with key street and district names.
EXTENSION OF C AREA
(Cove Avenue to West 110th Street)

Higher-rise residential buildings some with retail on the ground floor
Higher density resulting in higher pedestrian traffic

Typical Median Plan and Street Section with planted median between 110th Street and West 115th Street and between Hurd Street and Cove Avenue plus:
• Extension of pedestrian-scale lighting to Cove Avenue and to West 110th Street.
NON-SIGNALIZED INTERSECTION
• Non-signalized pedestrian crossing marking.
• “Pedestrian Crossing” warning signs.
TYPICAL MEDIAN PLAN AND STREET SECTION

General
Landscaped Median with left-turn lanes (U-turns permitted) plus:
- Median Apron.
- Ornamental trees in median.
- Median planting - grass or ground cover.
- Median accent planters with curb and shrub planting.
- Improved bus stop waiting area.
- Banners on light poles.
- Pedestrian curb ramp at all intersections.

Signalized Intersections:
- Integrally colored crosswalks at signalized intersections.
- Integrally colored concrete intersection panel.

CLOSED MEDIAN
(Option for further consideration)
Continuous median across the intersection restricting left turns from the side streets at West 108th and West 105th and West 103rd Streets plus:
- Median Apron.
- Planter curb.
- Shrub planting.
- Non-signalized pedestrian crossing marking.

Non-signalized Intersection:
- Non-signalized pedestrian crossing marking.
- “Pedestrian Crossing” warning signs.
CLIFTON BOULEVARD/
WEST BOULEVARD

- Improved bus stop waiting area with additional sidewalk paths.
- No median planting within the West Boulevard Right-of-Way.
- Additional signage to Edgewater Park.
PROPOSED STREET SECTION

10"  10'9"
10'6"  10'6"
10"  8'6"  10'6"
10'6"  10'9"  10"

76'0" (this varies but is typical)
The State of Ohio Department of Transportation has proposed to resurface Clifton Boulevard in Lakewood and in Cleveland in 2007-2008. With this project comes the opportunity to link the roadway improvements and the upgrading of other streetscape elements to significantly enhance the total environment of the Boulevard from the western terminus to Cleveland to West Clifton Boulevard in Lakewood, a distance of nearly five miles.

The enhancement will improve the experience of the roadway for drivers, cyclists, pedestrians, and those living along the street, and will stimulate economic development around the historic neighborhood node at West 177th Street and add value to properties in both cities.
**PRELIMINARY COST ESTIMATE**

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**Sidewalk Improvements**

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GRAND TOTAL 4,029,514.00 GRAND TOTAL 2,520,360.00

Notes:
Shade Trees - assume 10% replacement
Bus waiting areas are for concrete pad only