

Welcome!

Thanks for joining us today.

The City of Shaker Heights is currently studying the best way to make it safer and more comfortable to bicycle on Van Aken Boulevard between Lee Road and Farnsleigh Road (the Van Aken District). Our goal is to create a bicycling connection between the Van Aken District and the Lee Road Corridor that is **comfortable for people of all ages and abilities**.

LET US KNOW WHAT YOU THINK!

The first few boards show the proposed concept design with some explanation. The last board is an opportunity for us to hear from you. Thank you for taking the time to provide us valuable feedback!

WHAT IS THE TIMELINE FOR THIS PROJECT?

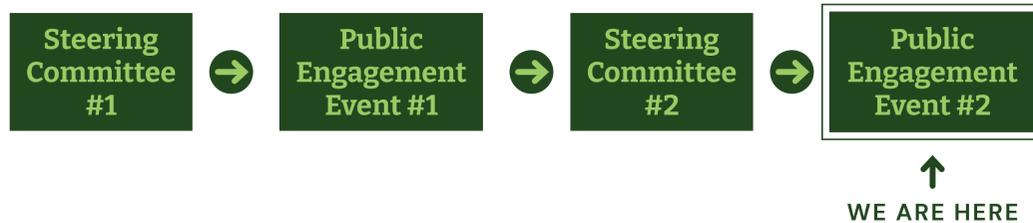
Current Study: November 2022 - May 2023

Design and Construction: 2024

PROJECT TEAM EFFORTS

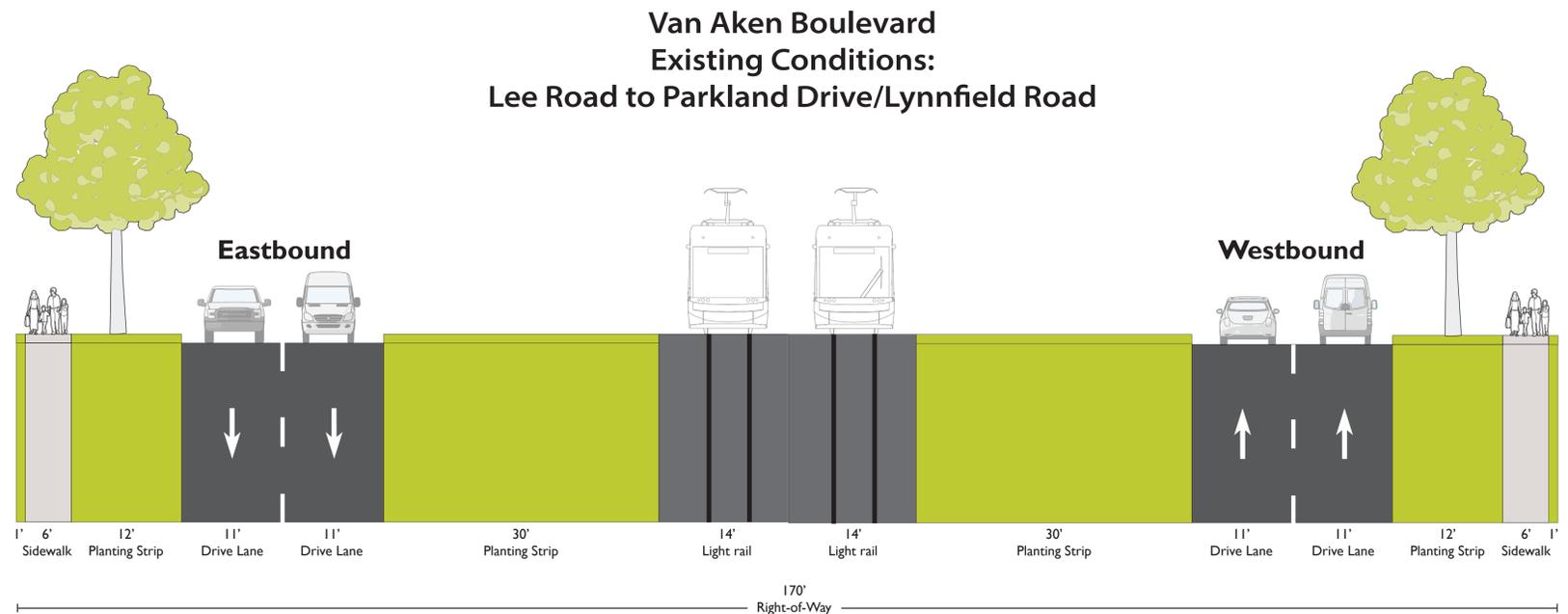


COMMUNITY ENGAGEMENT EFFORTS

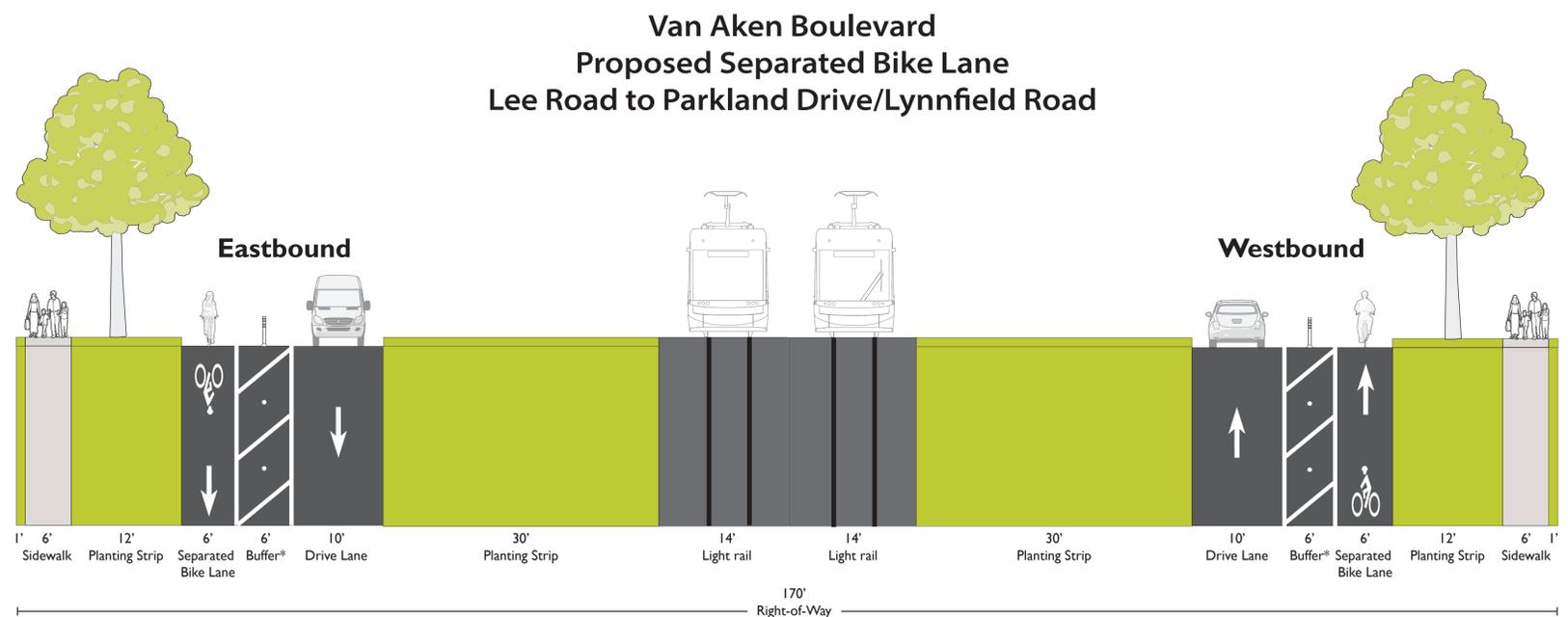


What will the bike lane look like?

EXISTING From Lee Road to Parkland Drive/Lynnfield Road



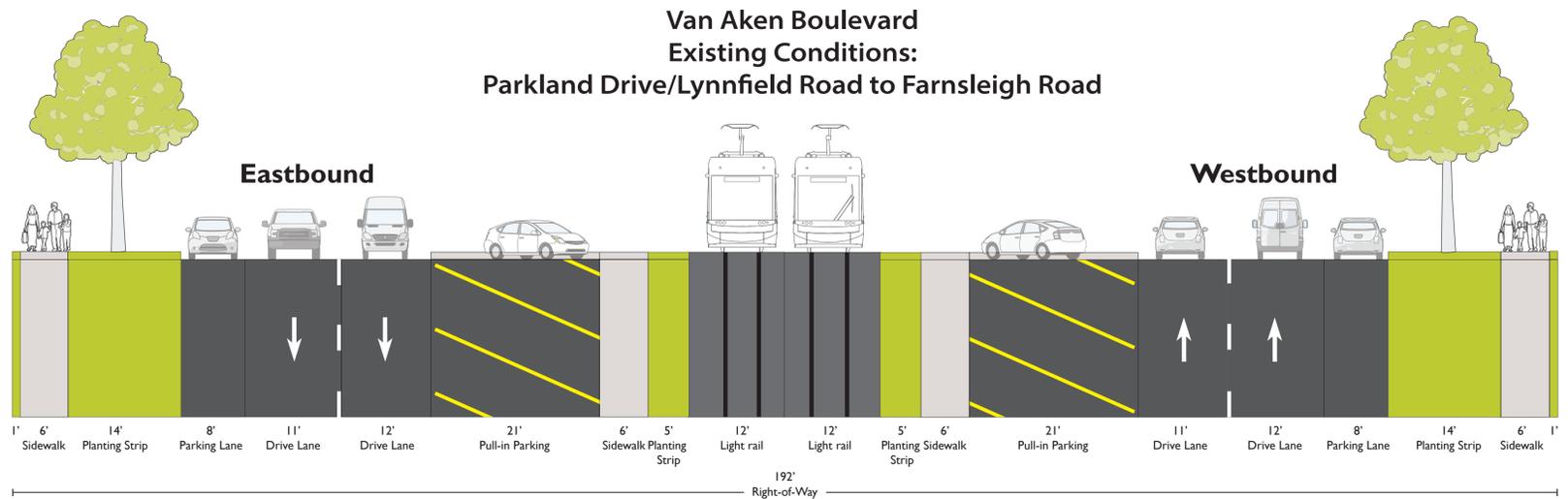
PROPOSED From Lee Road to Parkland Drive/Lynnfield Road



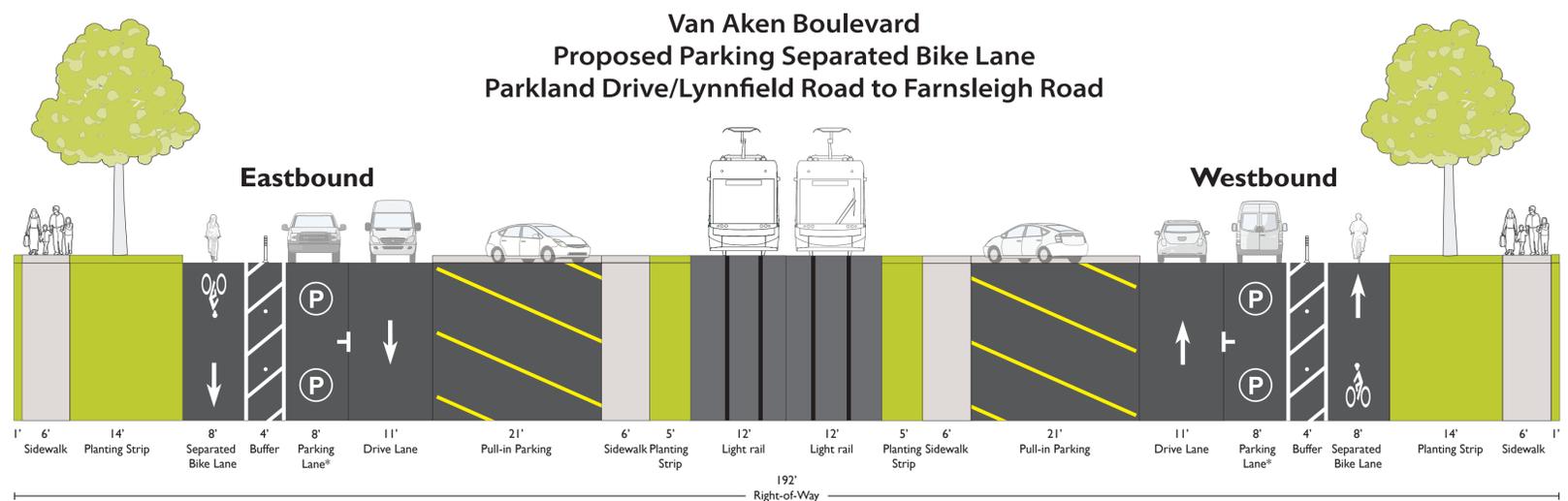
*The buffer spaces on Eastbound and Westbound Van Aken Boulevard are proposed to include some pick-up and drop-off areas to permit vehicle access to adjacent properties.

What will the bike lane look like?

EXISTING From Parkland Drive/Lynnfield Road to Farnsleigh Road



PROPOSED From Parkland Drive/Lynnfield Road to Farnsleigh Road



*Some of the parking lane spaces are proposed to include areas signed for pick-up and drop-off / passenger loading/unloading.

How did we arrive at this design?

Traffic Speeds

VAN AKEN BOULEVARD SPEED LIMIT:

35 MPH

TRAFFIC COUNTS FROM 2022 SHOWED AN 85TH PERCENTILE SPEED* OF:

41 MPH

At these speeds most people will only feel comfortable bicycling if there is a separated bike lane with a physical barrier between them and motor vehicle traffic or on a shared use path or trail next to the street.

*The 85th percentile speed is the speed value where 85% of vehicles measured are traveling below that speed and 15% are traveling above that speed. It is a value commonly used by traffic engineers to set speed limits.

Traffic Volumes

Motor vehicle traffic volumes on Van Aken Boulevard between Lee Road and Farnsleigh Road range between approximately

9,000 – 13,000 VEHICLES PER DAY

A road diet feasibility study completed in February 2023 showed that acceptable traffic operations could be maintained after removing one motor vehicle travel lane in either direction of travel on Van Aken Boulevard. This study and the traffic counts collected were reviewed by the city engineer.

Choosing a Bicycle Facility

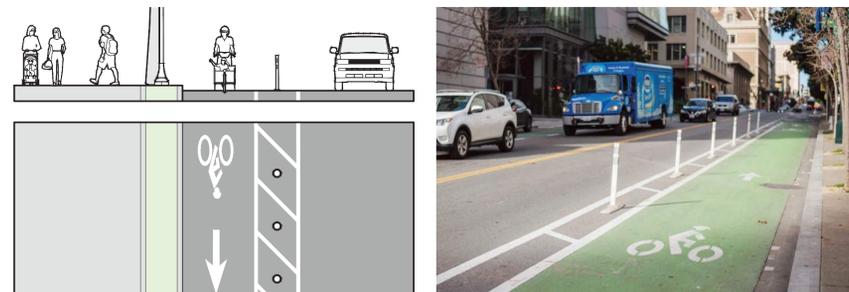
The National Association of City Transportation Officials (NACTO) provides guidance for selecting a bicycle facility based on measured motor vehicle speeds, motor vehicle traffic volumes, the number of motor vehicle lanes, and operational characteristics.

The data for Van Aken Boulevard is highlighted, along with the recommended All Ages & Abilities Bicycle Facility, which is a protected bicycle lane.

Roadway Context				
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	All Ages & Abilities Bicycle Facility
≤ 25 mph	≤ 500 – 1,500	No centerline, or single lane one-way	< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 – 6,000			Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Any	Multiple lanes per direction			
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High Pedestrian Volume	Bike Path with Separated Walkway or Protected Bicycle Lane
			Low Pedestrian Volume	Shared -Use Path or Protected Bicycle Lane

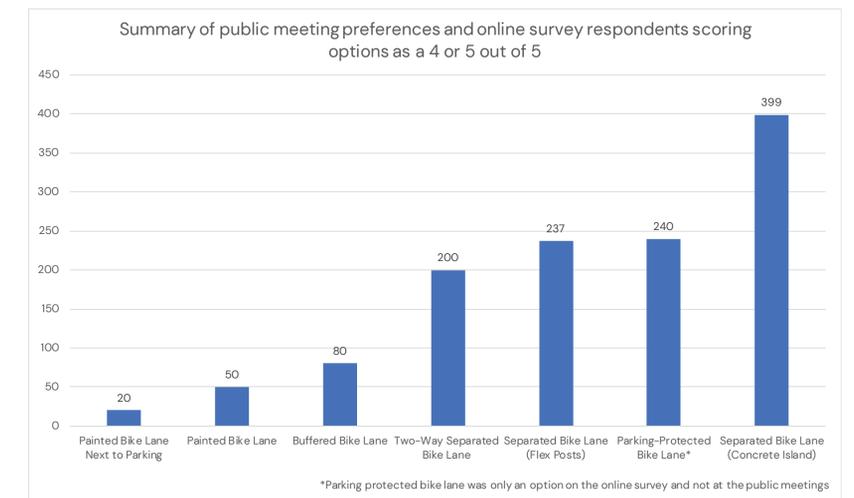
NOTES:
 * While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.
 † Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30-mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

An example of a protected bicycle lane is shown to the right:



Public Input

In February 2023, the project team hosted an in-person meeting, a virtual meeting, and an online survey. Results of this outreach showed an overwhelming preference for separated bike lanes as the preferred bicycle facility type.



Maintaining Curbside Operations

In some portions of Van Aken Boulevard, curbside access for emergency vehicles and maintenance operations is needed. To accommodate these needs there are portions of the bicycle lane that are proposed to include striped buffers but not vertical elements such as bollards or concrete islands.

Vertical elements such as bollards and concrete islands are included on the approach to intersections where additional separation between people driving motor vehicles and people bicycling is needed most.

Proposed Concept Design Options at Intersections

Diagonal Intersections

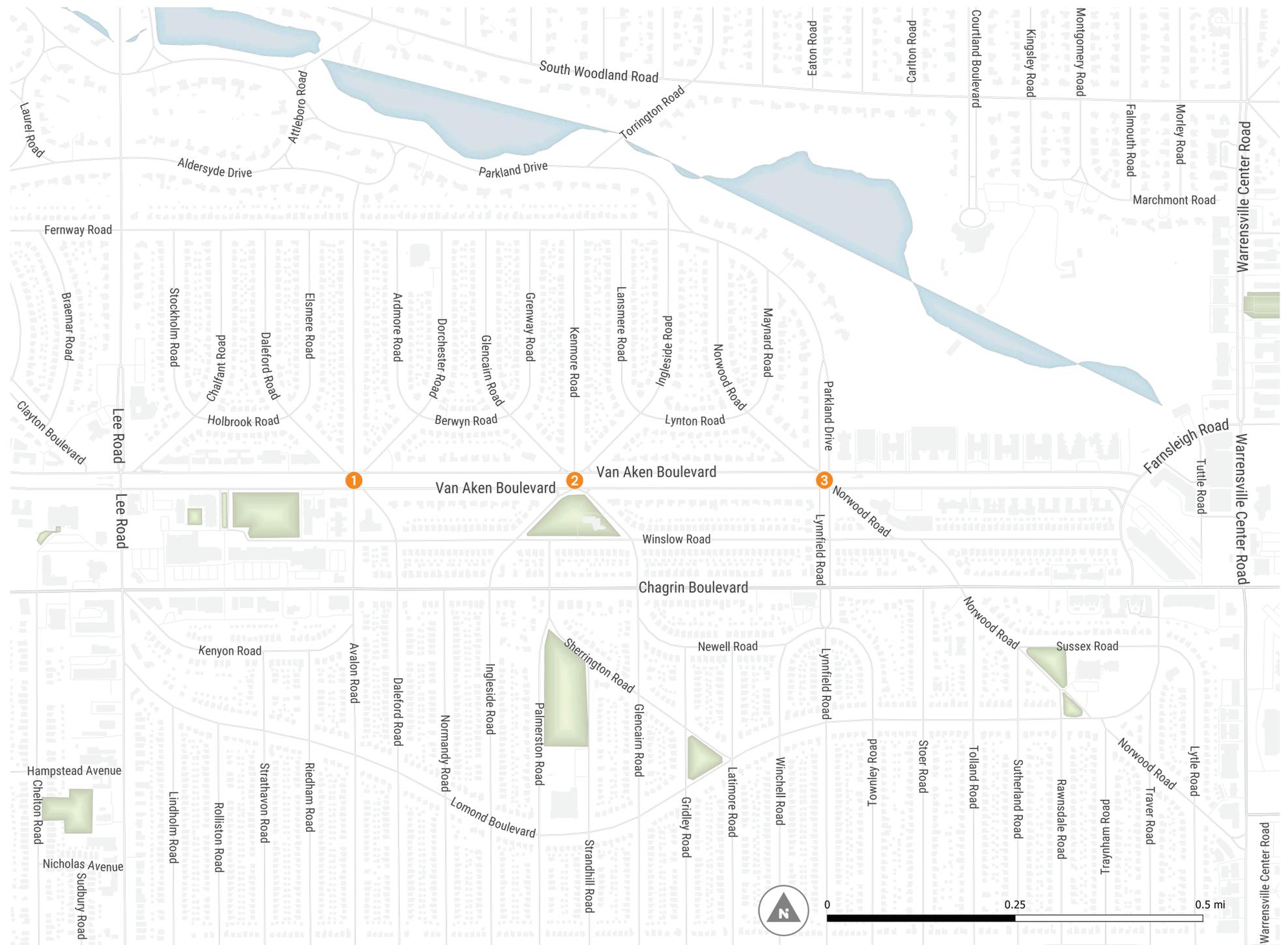
There are multiple intersections along Van Aken Boulevard where two perpendicular streets cross along with one or more diagonal streets.

This condition exists at:

1. Avalon Road/Daleford Road/Dorchester Road
2. Kenmore Road/Glencairn Road/Ingleside Road
3. Parkland Drive/Lynnfield Road/Norwood Road

In each of these locations, all turning movements are currently allowed at the intersection. We are proposing to provide more bicycle buffer space through the intersection by restricting some turning movements.

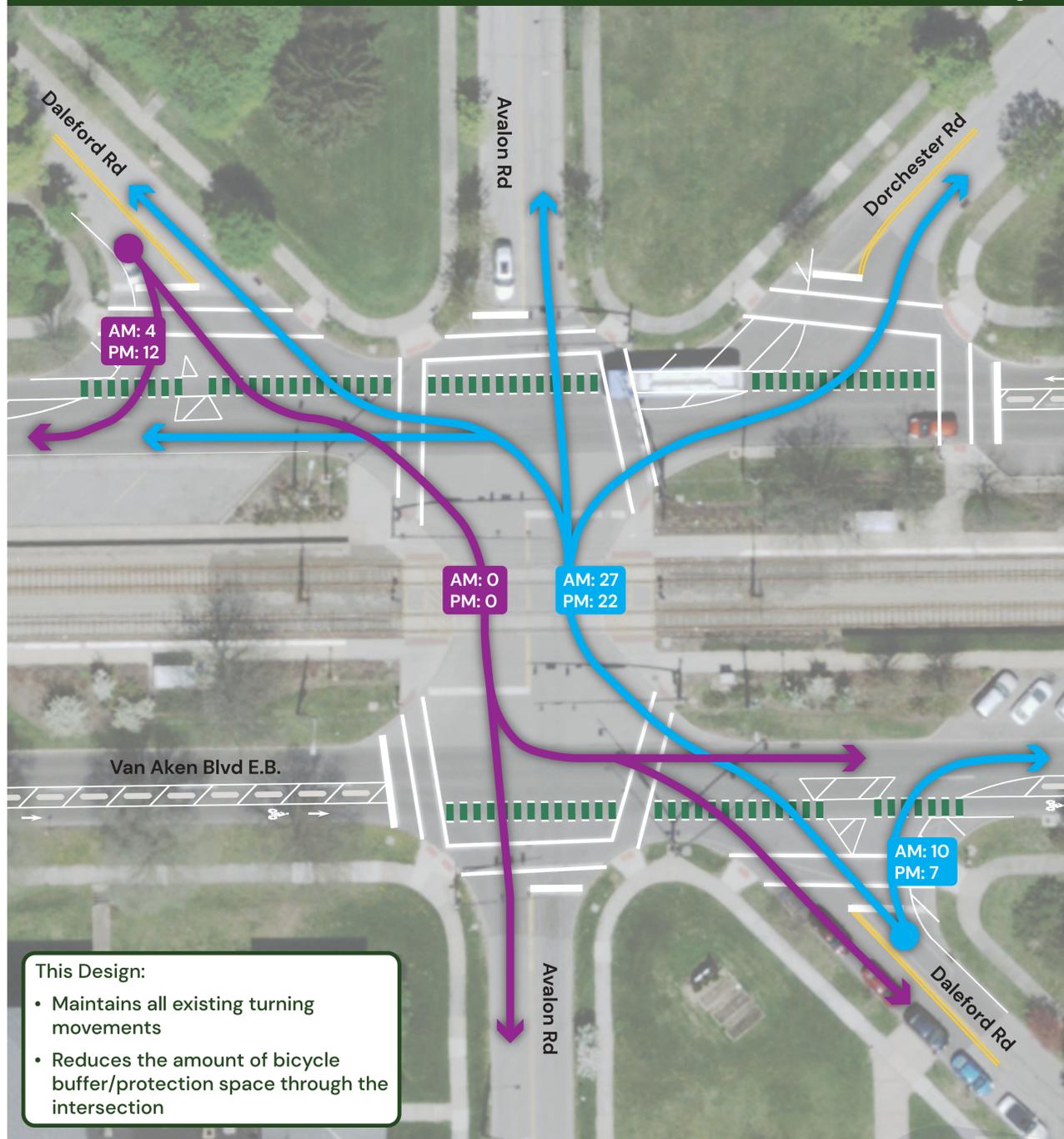
A detailed example intersection diagram is shown on the next board.



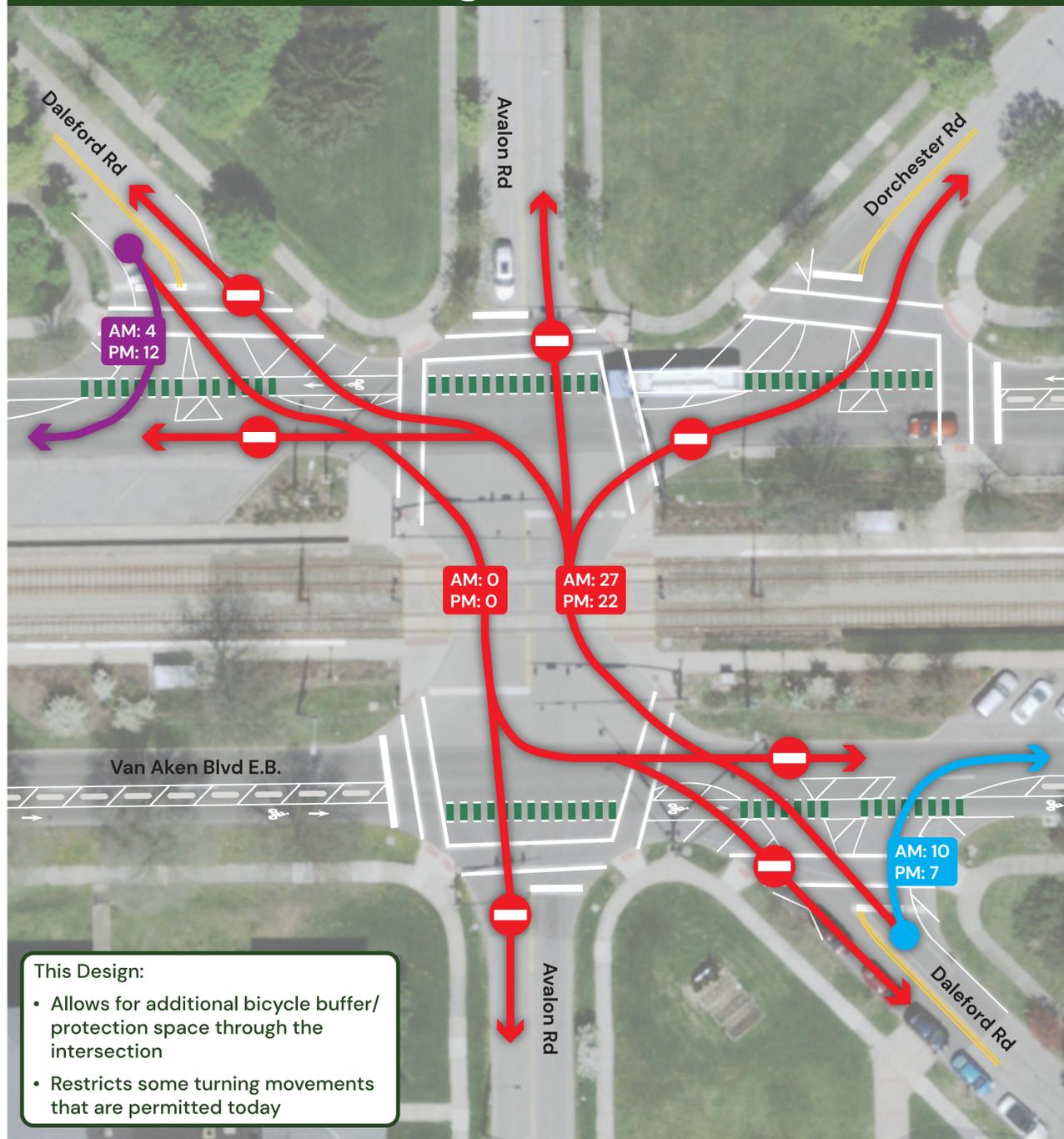
Proposed Concept Design

Avalon Road/Daleford Road/Dorchester Rd Intersection Example

With All Movements Permitted (same as today)



With Some Turning Movement Restrictions



How comfortable would you be biking on this facility?

Please place a dot in the box that corresponds with how you would feel bicycling on the proposed Van Aken Boulevard bike lane

1 VERY UNCOMFORTABLE	2 SOMEWHAT UNCOMFORTABLE	3 NEITHER COMFORTABLE NOR UNCOMFORTABLE	4 SOMEWHAT COMFORTABLE	5 VERY COMFORTABLE
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Do you have comments or suggestions about the proposed concept design?

Please place sticky notes in the space below. Thank you!