

East 66th Street Reconstruction Progress Meeting Summaries

Overall Project Scope

1. Limits: Euclid to Superior approx. 1 mile or 5400'. This overall length is divided in three segments for which separate construction cost estimates will be developed: Euclid to Linwood, Linwood to Wade Park, and Wade Park to Superior.
 - a. The construction limits being considered extend from Euclid to Linwood (2900'), from Euclid to Wade Park (4300'), or from Euclid to Superior (5400'). However, the actual limits, one of these or something different, will be determined by the available construction budget
2. The TLCI study plans are the starting point for preliminary engineering design
3. The following work will be evaluated for inclusion in the construction project:
 - a. Remove the existing pavement and replace with a new roadway wide enough to carry one lane of traffic in each direction and on-street parking on one side
 - b. Remove existing curb, walks and drive aprons and replace with new.
 - c. Provide a shared use path along one side and a sidewalk along the other side
 - d. Provide new ADA compliant curb ramps and landings
 - e. Replace roadway drainage.
 - f. Upgrade existing traffic signals; review whether unwarranted traffic signals should be removed.
 - g. Provide streetscape elements per the TLCI study
 - h. Provide new street lighting
 - i. Relocate existing overhead utilities to new underground ductbanks and vaults.
 - j. Evaluate sustainability options per the city's guidelines for Complete and Green Streets.

Preliminary Engineering Phase

The purpose of Preliminary Engineering is to begin the process of collecting more detailed information by conducting field surveys, geotechnical investigations, environmental studies, and engineering. This work builds upon and refines the information and analyses produced during the Planning Phase (that resulted in the TLCI study) and identifies and evaluates alternatives based upon the primary and secondary needs of the project.

In this phase of work the original design ideas developed by the community and presented in the TLCI study are tested for compliance with standards. This phase addresses big picture items such as layout and location of roadway, sidewalks, landscape and amenity zones, utilities, special paving, etc. The work also identifies updates needed for traffic and safety operations. The engineering for this phase of work has two submittals for review and approval. The first includes a range of alternates or approaches that are reflective of the original design intent, while providing different ways of achieving design goals. These can represent a range of layouts and material options. The second includes the preferred alternate selected, with public input, from the alternates presented in the first submittal.

For each submittal, refined construction cost estimates are developed.

The Preliminary Engineering phase includes an analysis of the feasibility of various design ideas and approaches with the recognition that funding may not be available to complete or undertake these items at one time. If this is the case, it may be decided to approach implementation in phases or to remove some items from the project. This decision should be made with the community to provide clarity on project expectations.

The detailed design work of the Final Engineering phase will be developed from the basic approaches and layouts of the preferred alternate.

The design team includes engineers, planners, and other technical specialists, overseen by representatives from the City of Cleveland who support their efforts. Members of the design team meet every two or three weeks. Meeting summaries are posted below so the community can follow the engineering and design process on this streetscape project and to support transparency:

9/21/2021

Participants:

City of Cleveland: Eva Vargas (Project Manager)
Osborn Engineering: Bonnie Teeuwen (Project Manager), Don Phifer (Lead Roadway Engineer), Jasmine Brown (Roadway Engineer), Jessica Chio (Roadway Engineer)
City Architecture: Michelle Bandy-Zalatoris (Senior Urban Designer)

Discussion topics:

Schedule –

- Notice to proceed was provided by City on 7/27/2021
- Field survey took longer than anticipated, and therefore plan preparation has started later than scheduled
- Preliminary alternatives submittal to City scheduled for 10/30/21
- Anticipated preferred alternative plans submittal to City on 2/1/22

Public meetings and community outreach –

- Need to finalize dates for public reviews (opportunities for community to weigh in on designs)
- Participation and updates to be provided at East 66th Street Stakeholder meetings
- Materials that document progress to be provided to MidTown for project website updates

Other –

- Utility coordination is critical, since undergrounding the overhead utilities is one of the project components. To design the above-ground features, the placement and requirements of the underground features need to be defined.

10/5/2021

Participants:

City of Cleveland: Eva Vargas (Project Manager)
Osborn Engineering: Bonnie Teeuwen (Project Manager), Don Phifer (Lead Roadway Engineer), Jasmine Brown (Roadway Engineer), Jessica Chio (Roadway Engineer)
City Architecture: Michelle Bandy-Zalatoris (Senior Urban Designer), Alex Pesta (Principal)

Discussion topics:

Alternatives-

- Considering potential layouts for Chester & East 66 intersection to create an improved pedestrian crossing experience. Will be important to understand Traffic Engineering concerns.
- Green infrastructure options:
 - Bioswales in treelawns (need to understand whether this will be impactful and need to understand associated maintenance)

- Permeable pavers in on-street parking areas – the City does not allow, as these areas tend to collect the most silt and standing water, which is very detrimental to the condition and longevity of permeable pavers.
- Porous asphalt at mixed-use path – identify the benefits of this
- Buried utilities – need to understand how they fit underground as part of the new roadway section and need to understand associated costs. These must be provided by each utility.

Outreach & public involvement -

- A communications plan has been developed that includes informational materials, regular project updates on MidTown's website, participation in Stakeholder Meetings, public review meetings and opportunities for youth and resident conversations
- Anticipated public review opportunities on November 18 and January 19, approximately 2-3 weeks after the preliminary alternatives submittal.
- City Architecture to coordinate public review with MidTown team
- City Architecture to provide an update at the October East 66th Street Stakeholder meeting

10/19/2021

Participants:

City of Cleveland: Eva Vargas (Project Manager)
Osborn Engineering: Bonnie Teeuwen (Project Manager), Don Phifer (Lead Roadway Engineer), Jasmine Brown (Roadway Engineer), Jessica Chio (Roadway Engineer)
City Architecture: Michelle Bandy-Zalatoris (Senior Urban Designer)

Discussion topics:

Schedule -

- Preliminary Alternatives submittal has been delayed to 10/27/21

Alternatives -

- The team reviewed alternative layouts for the Chester and East 66th Street intersection. It was noted that the removal of offset left turn lanes is part of a national FHWA safety initiative to reduce crashes at intersections, and the City will not approve perpetuating offset turning lanes in this location. Alternate materials, markings and narrowed lanes are also being considered for the intersection.
- Roadway dimensions and layouts were discussed – including the best cross section to achieve preferred curb heights.
- The team is waiting to hear back from the utility companies regarding costs associated with utility burial along the corridor.
- Green infrastructure was discussed, including the fact that this is an area with combined storm sewers. This limits the impact of bioswales along the street. The team will review the best solutions that balance environmental impact and maintenance needs. It is important to not create additional burdens on the residents through the streetscape improvements.

Outreach & public involvement -

- City Architecture will coordinate with MidTown to develop a schedule for outreach.
- The team is considering developing some informational videos for the project that can be reviewed prior to the community review meetings. MidTown suggested asking members of the community to narrate the videos.

11/3/2021

Participants:

City of Cleveland: Eva Vargas (Project Manager)
Osborn Engineering: Bonnie Teeuwen (Project Manager), Don Phifer (Lead Roadway Engineer), Jasmine Brown (Roadway Engineer), Jessica Chio (Roadway Engineer)
City Architecture: Michelle Bandy-Zalatoris (Senior Urban Designer)

Discussion topics:

Schedule –

- Utilities have not responded regarding undergrounding. This impacts the overall schedule, as this is a major design item. City of Cleveland and Osborn teams will continue to pursue this information. The first community review meeting will be rescheduled for some time after the first of the year, after the preliminary alternatives submittal is ready.
- Because of the delay in information from the utilities, the City will extend the project deadline to accommodate.
- Updated submittal deadlines depend on responses from the utilities about undergrounding and will be set when the needed information is available.

Engineering -

- Alternative approaches to traffic patterns at the Chester Avenue intersection were discussed. The team is exploring ways to include pedestrian refuge islands in the medians to support safer crossing. This is a community priority. Chester Avenue is a state route and a designated truck route, which places stricter parameters on layout.
- The team discussed alternative roadway layouts to address how water drains to catch basins, including a center crown on the roadway vs. draining to one side. It was decided that the center crown was the best approach for this location.
- After analyzing potential benefits of bioswales vs. new trees in tree lawns and pollinator gardens along the western side of the roadway, it was felt that greater benefits would likely be achieved through the combination of new trees and pollinator gardens at key locations. The permeable paving on the multi-use path with help with runoff and stormwater management.

11/16/2021

Participants:

City of Cleveland: Eva Vargas (Project Manager), Freddy Collier (Director of City Planning), Richard Switalski (Administration Bureau Manager – Capital Projects)
Osborn Engineering: Bonnie Teeuwen (Project Manager), Don Phifer (Lead Roadway Engineer), Jasmine Brown (Roadway Engineer)
City Architecture: Michelle Bandy-Zalatoris (Senior Urban Designer)

Discussion topics:

Schedule –

- The team is still waiting on responses from the utilities. The City's Engineering team is helping to push for responses.
- The team is hoping to hear the results of the RAISE grant application during the week of 11/22.

Engineering –

- Need to identify whether Dominion wants to move gas lines as part of this project.
- The traffic study conducted as part of this work has identified that the existing traffic signals are not warranted. However, the City will support keeping the traffic signals at Chester, Hough, and Lexington. The signal at Wade Park could be removed.

Other –

- While outside of the scope of the East 66th Reconstruction/Streetscape project, City Planning would like to identify a location for an initial Park PLAYce lot along the corridor on City property.