EAST 66TH STREET
IMPLEMENTATION PLAN

PROJECT UPDATE – 05.20.20

MidTown Cleveland
Northeast Ohio Areawide Coordinating Agency
City of Cleveland
Twelve Literary Arts
Lattimore Productions
City Architecture
WELCOME & CHECK-IN
EAST 66th STREET
IMPLEMENTATION PLAN

COMMUNITY ENGAGEMENT

“And they took a lot of our benches and tables that we had around the parks or near the parks, so there is nowhere to sit or be comfortable in our neighborhoods. And why are our street lights so dim? A lot of the streetlights are never changed or they don’t work, so you’re just walking down a dark street. We need our community to look the right way. When you come outside you need to feel like you can come out and walk. (Hough Community Member, 2020).

Activities

• Resident conversations, interviews and surveys
• Community outreach activities with seniors, youth and children (5)
• Stakeholder meetings (4)
• Virtual community meetings (2)

Narrative Consistency Across both Youth Focus Groups

• A street that attracts youth and families
• A street that unifies all of Hough
• A street that feels like “Black Avenue”
• Murals/words of affirmation and culturally-responsive images
• Tables and benches
• Outdoor workout equipment, basketball courts, and open green spaces for play
• Mounted barbecue pits
• Walkable, with a section with no car entry
• Bicycle trails
• The return of a Recreation Center
• Street well-lit
EAST 66TH STREET IMPLEMENTATION PLAN

COMMUNITY MEETING #1

A MEET-UP TO DISCUSS REDESIGNING E. 66TH STREET
NEW Date & ID
Friday, May 8 5:30-7:30PM
Zoom ID: 818 3751 1514
Password:E66Street2
Dial in: 929-205-6099
Web: http://tiny.cc/e66-blockparty

VIRTUAL BLOCK PARTY

An update to the 2012 League Park TLCI Plan
Northeast Ohio Areawide Coordinating Agency
Public Meeting Vol. 1

WE HAVE A DREAM FOR HOUGH!
EAST 66\textsuperscript{TH} STREET
IMPLEMENTATION PLAN

ARTS DISTRICT DISCUSSION
<table>
<thead>
<tr>
<th>REVIEWER</th>
<th>Comment</th>
<th>DOCUMENT (identify drawing no., report, calculation, spec., section, etc.)</th>
<th>REVIEWER COMMENT (state action required by Design Team, i.e., clarify, change, add, delete, etc.)</th>
<th>DESIGN TEAM RESPONSE (Give brief description of compliance or justify reservation/disagreement)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Engineering</td>
<td>1</td>
<td>All Concepts</td>
<td>The corridor is being treated like a street with heavy volumes. Does the consulting team have a traffic study for us to review? If the ADTs are as low as I would expect them to be, this street could be a much better candidate for a bicycle boulevard than one with shared use paths or separated bike lanes (SBLs). We’d need to take a very close look at access point density and type to see if this corridor is even a candidate for SBLs. The in-street multipurpose path alternatives shown in the attachment really are SBLs, but they don’t provide ways to protect cyclists from conflicting traffic due to highly restricted sight lines.</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
<tr>
<td>Traffic Engineering</td>
<td>2</td>
<td>All Concepts</td>
<td>The consulting team should have a decision matrix / memo for us to review. It would list all factors considered when the alternatives were developed; and it would provide an explanation of why certain options are favored so far. We (TE) need to review it and determine which options can proceed to the next stage of review. It’s likely we’ll need to modify and/or add to the list of possible alternatives so they fit the traffic and land use characteristics of this corridor.</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
<tr>
<td>E&amp;C Design</td>
<td>3</td>
<td>GENERAL</td>
<td>Explain the intent of including a multi-purpose trail along a low-speed, low-traffic volume street. Is it recommended for user safety? Where does it begin and end? What is the origin and destination of the intended users? Are project stakeholders willing to assume maintenance?</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
<tr>
<td>E&amp;C Design</td>
<td>4</td>
<td>GENERAL</td>
<td>All concepts that require relocation of existing curb lines should include provisions for drainage and utility relocations, at a minimum. Is there room for proposed catch basins along the new curb line? Where will relocated overhead utilities go?</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
<tr>
<td>E&amp;C Design</td>
<td>5</td>
<td>GENERAL</td>
<td>The 2010 TLCI study included a concept for making East 66th one-way, and pairing it with East 64th for the other direction. Is this concept still under consideration?</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
<tr>
<td>E&amp;C Design</td>
<td>6</td>
<td>GENERAL</td>
<td>Since the character of the street varies from Euclid to Superior, consider whether different treatments should be considered along different sections.</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
<tr>
<td>E&amp;C Design</td>
<td>7</td>
<td>GENERAL</td>
<td>The section from Hough to Wade Park is classified as a Major Collector on ODOT’s Functional Classification system (see Attachment A). Design par L&amp;D criteria is eligible for federal/state funding.</td>
<td>A - Agree; B - Agree &amp; Comment; C - Disagree; D - Resolution Required</td>
</tr>
</tbody>
</table>
Project Priorities

Redesign the street and public spaces to give greater priority to pedestrians, bicycles and alternate modes of transportation.

Create a new city street typology that employs technology, pavement treatments, new maintenance practices and other details that can be premiered here and replicated city-wide.

Improve neighborhood connections through access to internet, access to a variety of transportation options, and access to amenities and cultural resources that support improved quality of life.

Provide additional safety features – enhanced lighting, smart signals, (touch free) pedestrian-controlled crossing, cameras, decreased crossing distances, traffic calming measures.
Project Priorities

*Increase universal accessibility* through wider, unobstructed paths, materials that resist freeze-thaw cycles and support smoother movement, and details that support safe crossing for people of all abilities, *with a goal of exceeding ADA and other industry standards.*

Support a *focus on history and heritage through public art* that adds color and opportunities for a wide range of art media with a strong preference to showcase resident artwork and installations.

*Create sections of street that can easily be closed* on a temporary basis to support regular neighborhood events and activities.

Include parking to support neighborhood activities, without allowing parking to dominate the neighborhood.
Project Priorities

Provide new trees, flowers and easily maintained landscaping that **add beauty and value** to the street.

Incorporate a range of benches, trash cans, bus shelters and other street furniture, as well as flexible spaces for outdoor activities to **bring back public spaces for the community**.

Create intersection details that prioritize pedestrian movement at Chester Avenue to **bridge the neighborhood divide** that was created with Chester Avenue’s construction.

Balance the street with **the same level of detail in multiple locations** and consider phasing – **build equity into the details**.
PROCESS: CONTINUING THE MOMENTUM
East 66th Street TLCI Update
Project Workplan
January 16, 2020

Understand
- Create base map
  - Research Green & Complete, 21st Century streets
- Update vacancies and current land use
- Update neighborhood plan with new and proposed projects
- Site Walk
- Existing conditions documentation - street
  - M - Project Kick-Off Meetings - 2
  - M - Project scheduling meeting
  - M - Conversation with City - aspirations
  - M - Kick-off listening session with E. 66th Street Group
  - M - Kick-off listening session with residents at Ward Meeting

Explore Ideas
- Create hierarchy of needs
- Develop lists of considerations - elements, materials, etc.
- Identify focus areas - along street and in neighborhood
- Revisit potential land use patterns
- Consider / identify guiding principles for edges
  - M - Technical Advisory Committee check-in
  - M - Share initial ideas with E. 66th Street Group
  - M - Share initial ideas with residents at Ward Meeting

Develop Concepts
- Test combinations of streetscape amenities and details
- Develop a series of layered options for build-out
- Coordinate guiding principles and design with other teams
  - M - Technical Advisory Committee check-in
  - M - Share concepts with E. 66th Street Group
  - M - Project coordination meeting

Finalize Layouts/CAD
- Lay out each typology
- Apply base typology along study area length
- Create basic street sections
- Quantify elements and materials for budgeting
- Finalize TLCI package
  - M - Technical Advisory Committee check-in
  - M - Share final approach with E. 66th Street Group
  - M - Share final approach with residents at Ward Meeting
Project Approach

“Create a national model public space that emphasizes seamless connectivity and accessibility – promoting physical, social, and technological links – with an underlying commitment to justice and equity.”
# PROCESS – LOOKING AHEAD

## PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>JAN 2020 – JULY 2020</th>
<th>JULY 2020 – MAY 2022</th>
<th>JUNE 2022</th>
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<tbody>
<tr>
<td>OUTREACH &amp; DESIGN CONCEPTS</td>
<td>FUNDING SUBMITTALS, FINAL DESIGN &amp; ENGINEERING, COMMUNITY ENGAGEMENT</td>
<td>PHASED CONSTRUCTION OF STREETScape IMPROVEMENTS BEGINS</td>
</tr>
<tr>
<td>• Connect – bring people to the table</td>
<td>• Participate in meetings and reviews</td>
<td>• Receive communications re: construction and progress</td>
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<td>• Understand priorities</td>
<td>• Continue the design process</td>
<td>• Co-develop maintenance plans</td>
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<tr>
<td>• Participate in design process</td>
<td>• Conduct an arts district plan</td>
<td>• Community tree planting</td>
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<td>• Identify follow-up initiatives</td>
<td>• Design the art work, build a team of local artists</td>
<td>• Determine Phase 2 elements – what’s next after the roadway construction is complete?</td>
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<td></td>
<td>• Hold community events</td>
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PROCESS – THE WHY

CONSISTENT MESSAGES ACROSS ENGAGEMENT ACTIVITIES

The need for a Salvation Army facility or similar recreation center for youth programming and activities.

A thriving environment that supports families and children with safe and healthy spaces.

A unifying street that feels like “Black Avenue” with culturally-responsive and affirming art, a welcoming environment for people from all neighborhoods and a range of black-owned businesses (shops, restaurants, neighborhood services).

Public spaces and details that encourage community interaction and events – tables, benches, grills, outdoor fitness equipment, playgrounds, parks and ways to close the street to through-traffic.

The incorporation of color, more light and greenery (trees, flowers).

Paths that support safe walking and biking through the neighborhood.

Places for art, history, performance and self-expression.
What is the role of this group moving forward?

- Initiate neighborhood projects / programs
- Review neighborhood projects / programs
- Help to implement neighborhood projects / programs
- Build leadership and community voice
- Connect the community to neighborhood initiatives
- Other
WHAT CAN YOU BRING TO THE PROCESS?
NEXT STEPS & CHECK-OUT