

Cleveland – Michigan Avenue Road

Public Meeting #2 Summary – Project Workshop – Thursday 18May2023 @ 5 pm

Location: Cleveland Jetport, 251 Dry Valley Road NE, Cleveland, TN

MEETING FORMAT

Meeting attendees arrived at different times around 5 pm, in a drop-in style format. A brief presentation lasting 15-20 minutes provided an overview of the process to date and introduced the draft conceptual designs that were arranged around the meeting room.

A total of 24 attendees signed in, with an estimated additional 6-10 who many not have signed in.

A total of six (6) Interactive stations were provided for discussion with members of the project team, and opportunities to markup the DRAFT conceptual design sheets (at 1":100' scale) at intersections or key destinations of interest. Discussion lasted for more than 45 minutes, until such time as attendees were heard, and their comments were documented.

Additional comment sheets were provided for participants to add general comments for the project team.

SUMMARY of FEEDBACK

- Clarifications
 - Review appropriate left turn storage lengths for all locations with proposed median
- Additions
 - Potential traffic signal at 20th Street intersection
 - Turning movement adjustments at Formulated Solutions entrance
- Considerations for roundabout at the following intersections:
 - Powhatan Drive (3-way)
 - Wilkinson Road (3-way)
 - Realigned Wilkinson Road (4-way)
 - Royal Oaks Drive (3-way)

QUOTES

- "Looks good so far. I like the idea of a stop light at 20th Street"
- "Thank you for sharing these plans with the public. Please continue the conversation."
- "Timing of signals is critical based on traffic counts."
- Please consider the "elementary school, and public transportation integration."
- "More roundabouts"
- "Traffic signal at 20th Street"
- "40 mph throughout" the corridor.
- "No difference between the Urban and Rural sections, unless development is prohibited."

ATTACHMENTS

Photos from the Workshop

Presentation Slides

Example Photos of Public Workshop Event





Michigan Avenue Road / Dry Valley Road Corridor Study

Project Workshop

May 18th, 2023

Project Team



Mike Rutkowski, Project Director
Timothy Tresohlavy, Project Manager



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION



Greg Thomas, Transportation Director



TDOT
Department of
Transportation



Chanel Hippix, Long Range Planning
TDOT Region 2

Timeline / PWP Review

12-month
time frame

WE ARE HERE!



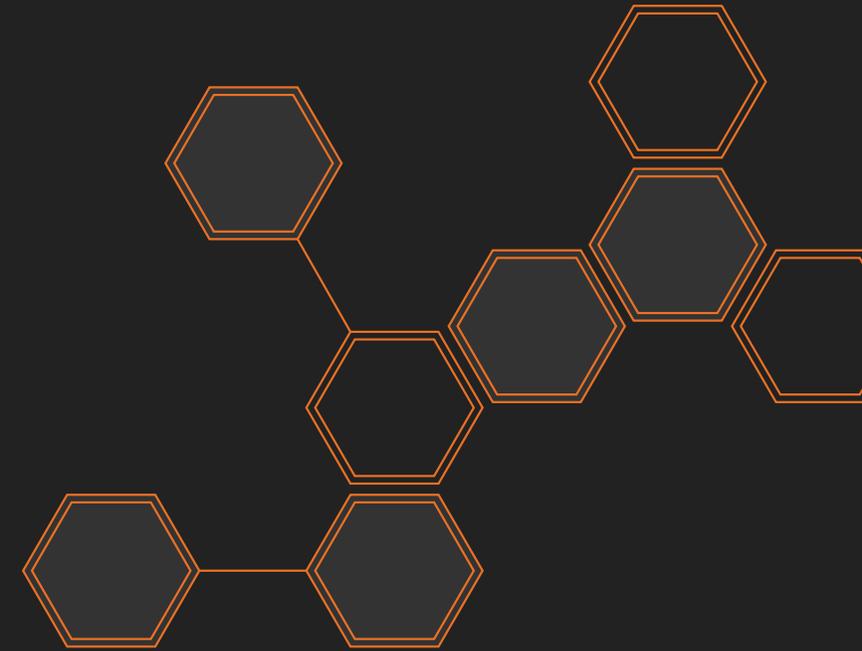
- ✓ Existing Conditions
- ✓ **Public Outreach – Round #1**
- ✓ Goals and Objectives

- ✓ Issues & Opportunities
- ✓ Evaluation Matrix
- **Public Outreach – Round #2**

- Locally Preferred option(s)
- Draft / Final Plan

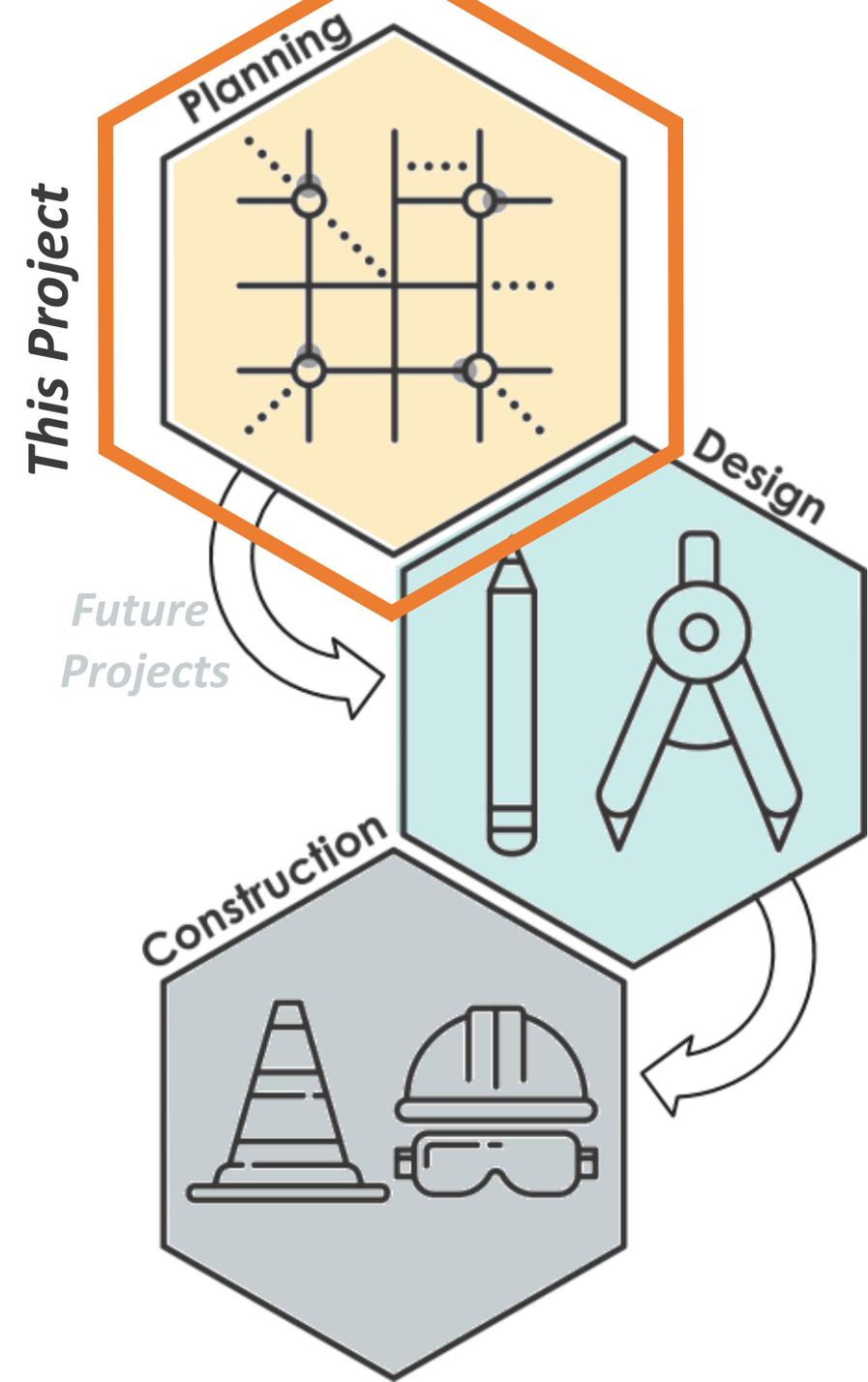


WHAT IS A CORRIDOR STUDY?



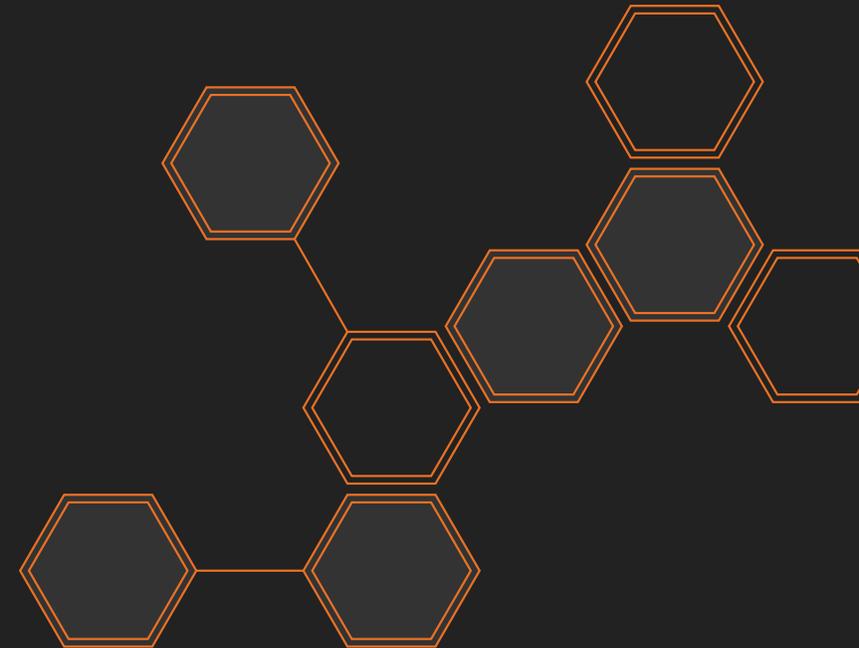
What is a Corridor Study?

- **Purpose is...**
 - Examine DATA and COMMUNITY needs
 - Involve the public
- **Outcomes are...**
 - Document everything!
 - Identify a locally-preferred strategy
 - Prepare for Phase 2 – Design Engineering





WHY ARE WE HERE?!





Electrical Substation

Roadway crown (visibility)

near Jetport



Ridgeline

Near 20th Street (looking south)



Ditch & swale

Center turn lane

Near Stuart Road (looking south)



Limited shoulders

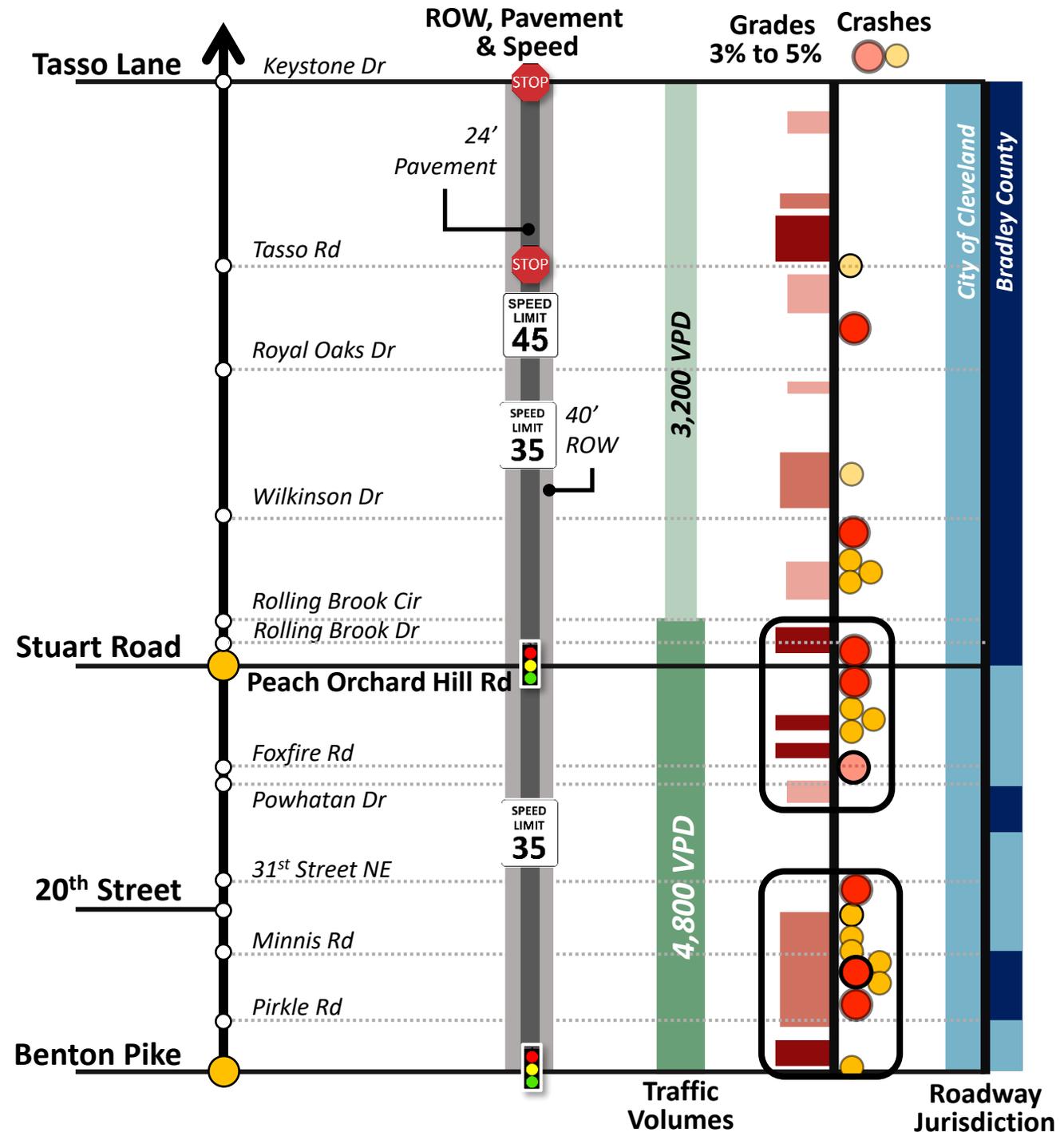
Topography

near Jetport

Summary

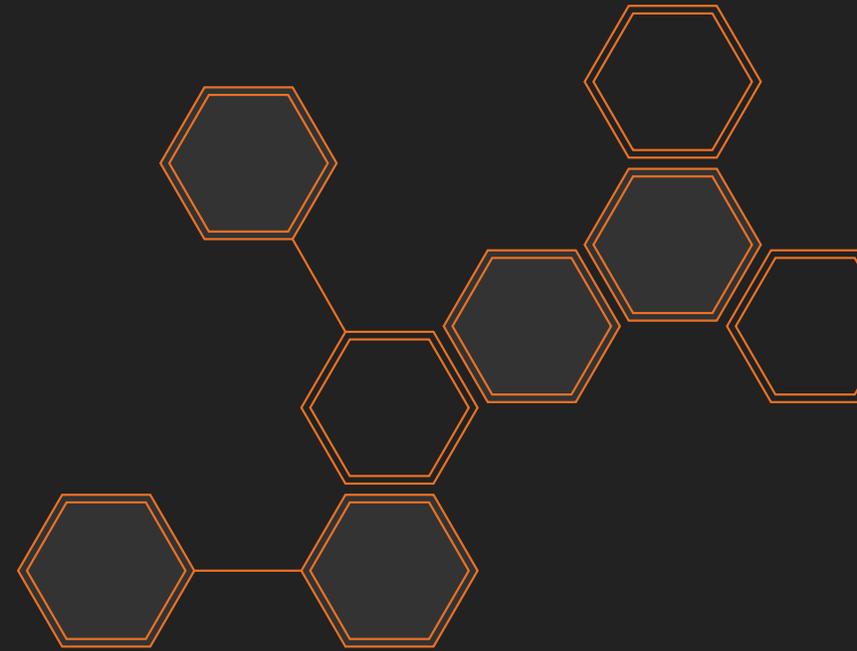
Major constraints

- **No shoulders**
- Narrow right-of-way (40-42')
- **Topography challenges**
 - *Grades +5%*
 - *Visibility issues*
- Electrical utilities
 - Transmission line (Stuart Rd)
 - Substation (Jetport)





PUBLIC ENGAGEMENT TO DATE



250 participants

84 points added

Michigan Avenue Road Corridor Survey

Issues Along the Corridor

Existing Issues

How **SAFE** do you feel traveling along this corridor while...

- Driving during the day
 - 0-Not Applicable
 - 1-Very Unsafe
 - 2-Unsafe
 - 3-Neutral
 - 4-Safe
 - 5-Very Safe
- Driving at night
 - 0-Not Applicable
 - 1-Very Unsafe
 - 2-Unsafe
 - 3-Neutral
 - 4-Safe
 - 5-Very Safe
- Walking during the day
 - 0-Not Applicable
 - 1-Very Unsafe
 - 2-Unsafe
 - 3-Neutral
 - 4-Safe
 - 5-Very Safe
- Walking at night
 - 0-Not Applicable
 - 1-Very Unsafe
 - 2-Unsafe
 - 3-Neutral
 - 4-Safe
 - 5-Very Safe
- Biking during the day
 - 0-Not Applicable
 - 1-Very Unsafe
 - 2-Unsafe
 - 3-Neutral
 - 4-Safe
 - 5-Very Safe
- Biking at night
 - 0-Not Applicable
 - 1-Very Unsafe
 - 2-Unsafe

Categories: Safety, Issues, Intersections

Stantec Michigan Avenue Road Interactive Map

Map showing Michigan Avenue Road corridor with various points of interest marked by icons for Roadway Safety, Intersection Safety, Pedestrians/Bicycles Issue, and Other (describe).

Survey

Interactive Map

Focus Groups

Symposium 12/19/22

Michigan Avenue Road Focus Groups

Focus Group #1 - Economic Development

Focus Group #2 - Emergency Services / Public Safety

Issue Identification, Speeding?, Freight, Others, Other Tools / Issues?

Improvements!

Crash Density & Fatal/Severe Injury Crashes

Roadway Grade Change

25 attendees

Participants (10)

- Sarah-Emma Watkins (Stantec) (Co-host, me)
- Timothy Treschlavay - Stantec (Host)
- Erica Ortman - Stantec (Co-host)
- Mike Rutkowski (Stantec)
- Greg Thomas - City of Cleveland
- Corey Divil - City of Cleveland
- Denny Collins
- gina Simpson
- iPad
- Rene's iPhone

Meeting Chat

Q4 Problems

0/25 | 1 question | 8 of 9 (88%) participated

1. What are the PROBLEMS facing Michigan Ave Rd? Choose up to three (3). (Multiple Choice) *

8/8 (100%) answered

- Safety (speeding & crashes) (7/8) 88%
- Traffic congestion (7/8) 88%
- Pavement maintenance (7/8) 88%
- Narrow lanes & missing sidewalks (7/8) 88%
- Missing sidewalks (7/8) 88%
- Development (7/8) 88%
- Other(s) (Chat Box)

End Poll

25 attendees

Public Engagement – DIRECTIONS

1. Physical roadway deficiencies to fix

- Narrow lanes, shoulders, grade / visibility issues →
- Not sufficient for large trucks / turning



2. Behavioral challenges to address

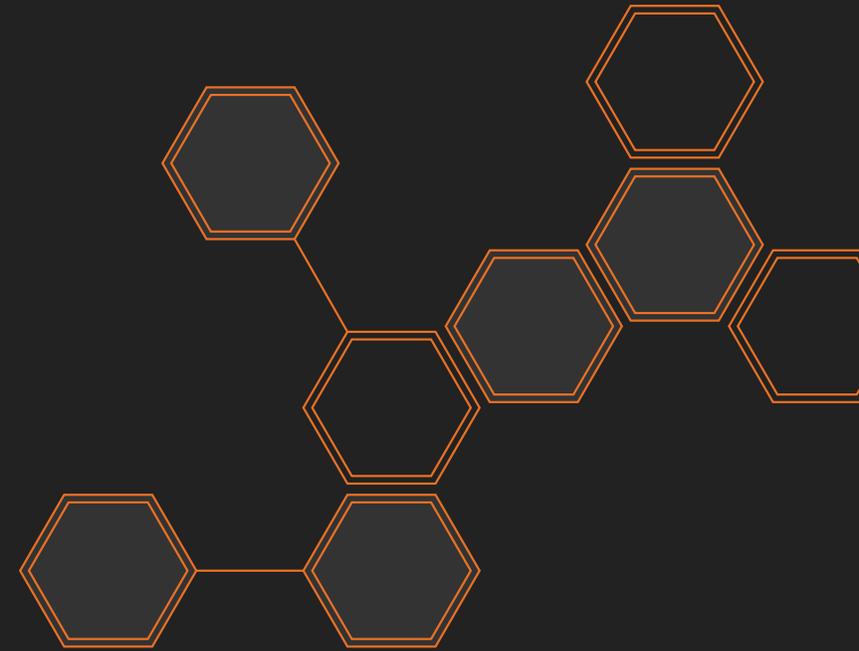
- Speeding contributes to safety issues
- Traffic operations and management needs – turn lanes, signals, consolidation of driveways

3. Future needs to plan for

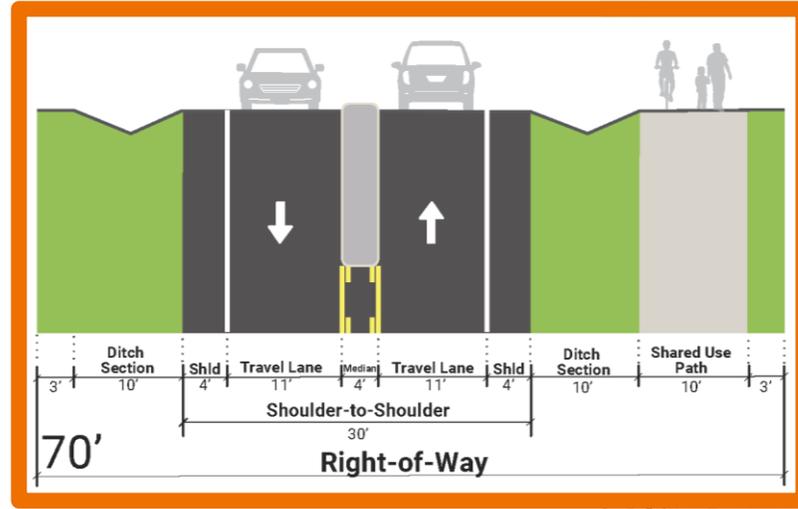
- Access to industrial / manufacturing sites + new **residential homes**
- Additional street connections (beyond Michigan Ave Rd)
- Purchase of ROW will be necessary
- **Constraints: Jetport air space + Topography + Hydrology + Utilities**



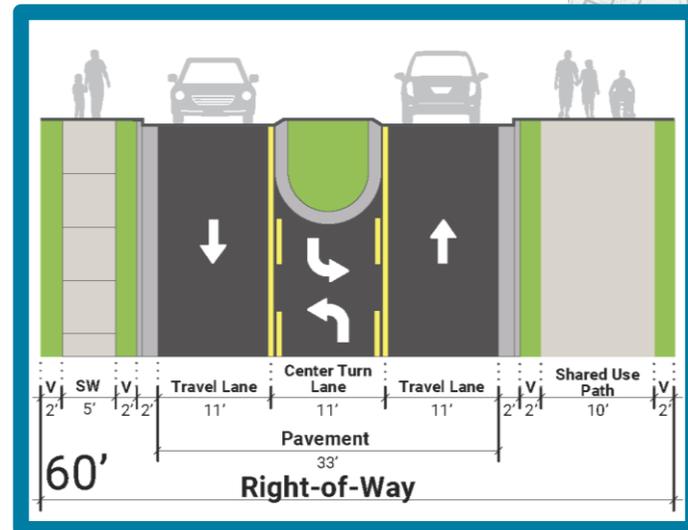
WHAT IS OUR STRATEGY?



Potential Cross-Sections



DRAFT

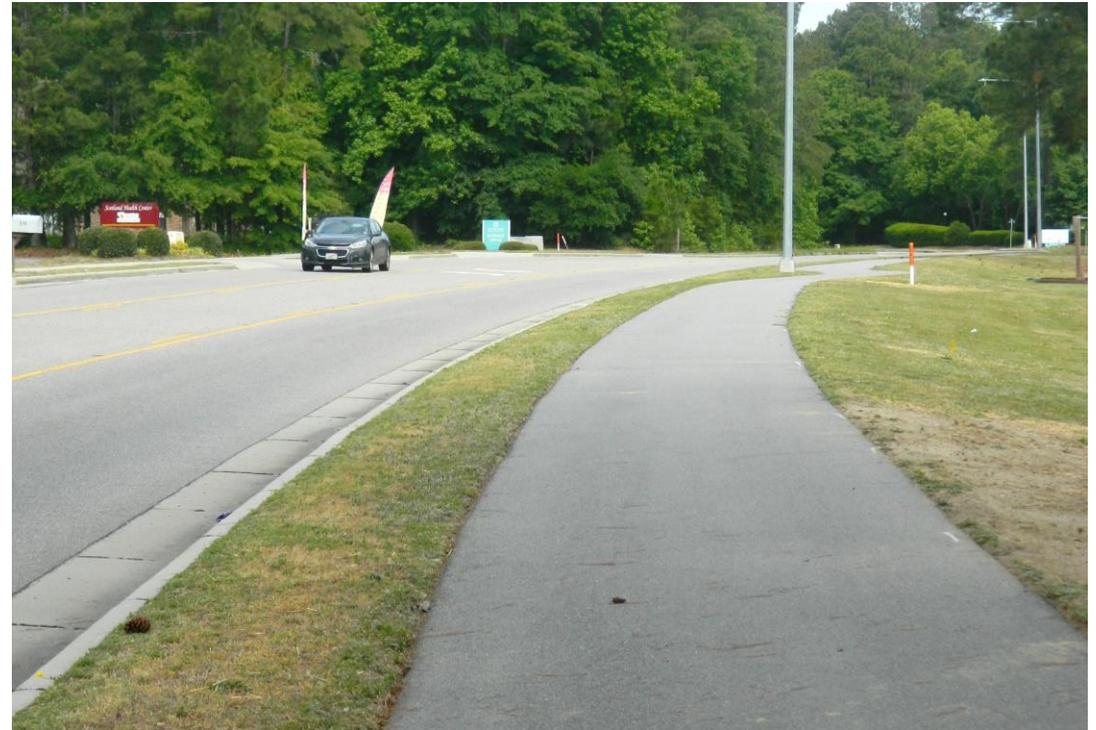


Shared-use Path cross-section

a.k.a. Sidepath, Multi-Use Path



Walking and Biking

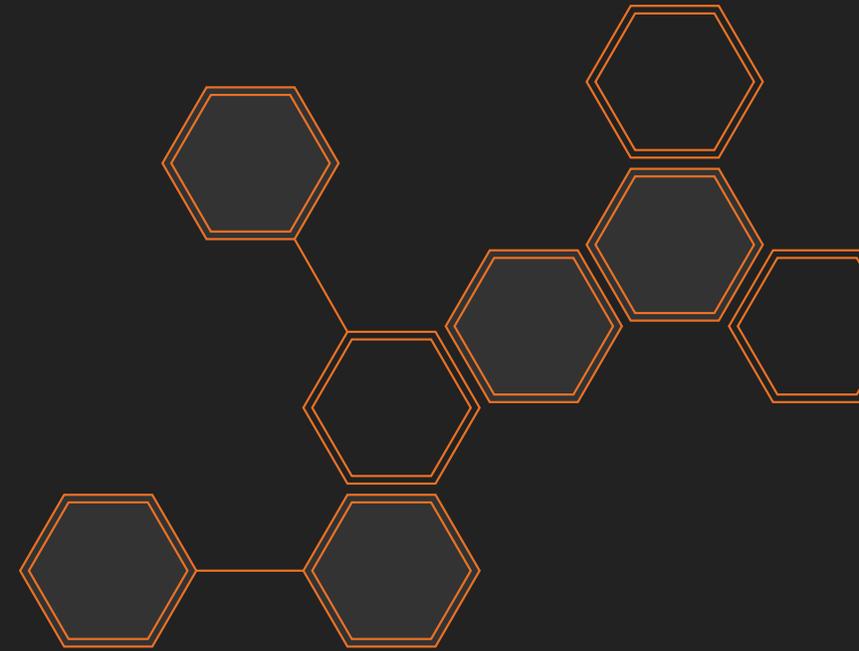


10' to 12' asphalt surface

4'+ grass strip behind the curb



NEW CONNECTION TO THE WEST?



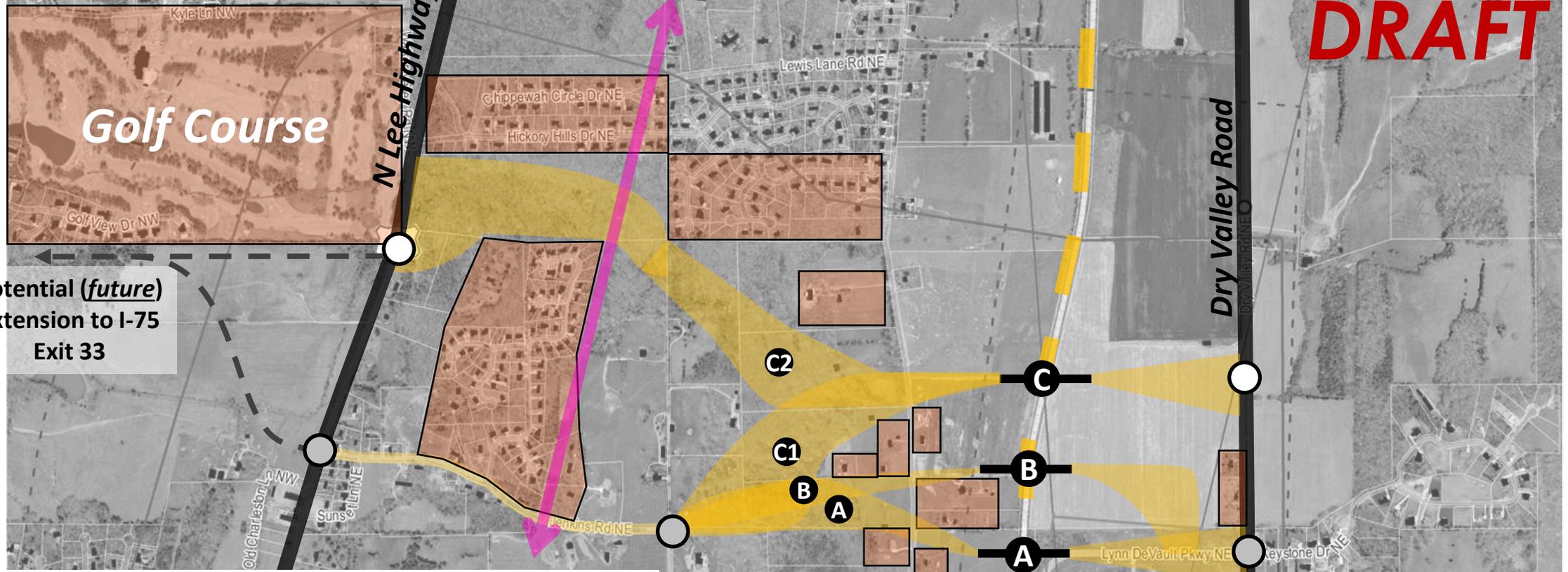
DRAFT

NEW ALIGNMENT



DRAFT

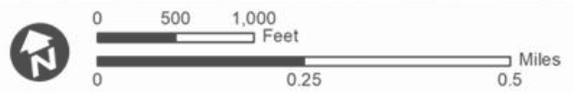
NEW ALIGNMENT



Potential (future) Extension to I-75 Exit 33

Alternatives Considered (4)

-  Potential Bridge over railroad corridor
-  Existing intersection(s)
-  Potential New intersection(s)
-  Existing Properties / Neighborhoods to avoid
-  Potential roadway corridor(s)



Evaluation Matrix

Impact Potential



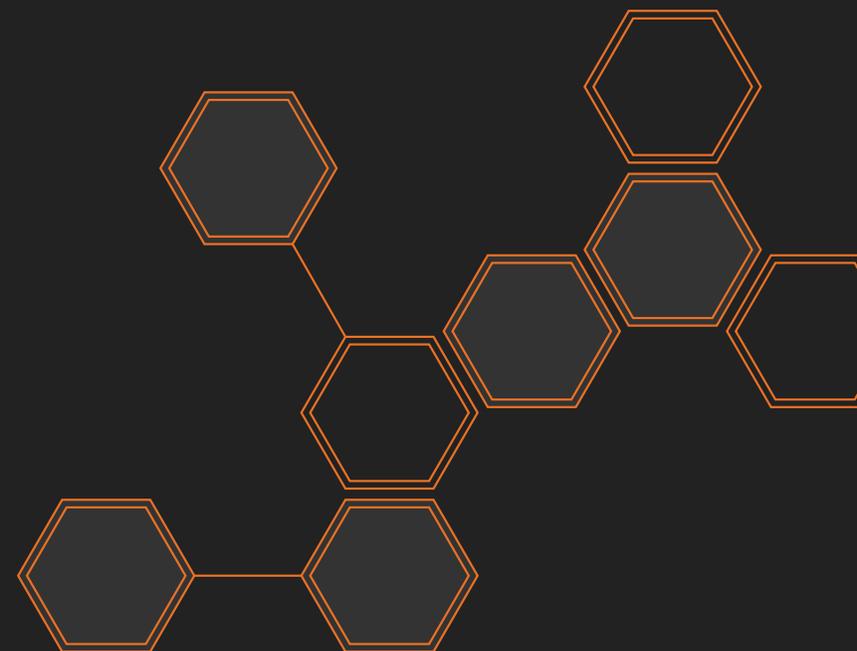
South ----- North

Factors		Alignment A	Alignment B	Alignment C1	Alignment C2
Improve Existing Road (feet)		4,800	4,000	3,300	0.0
New Roadway (feet)		3,800	5,200	5,800	9,000
New Intersection (1,600' north of Keystone Dr)		No	No	YES – 1	YES – 2
Total Distance (miles / minutes)		1.64 miles / 4.9 min	1.75 miles / 5.2 min	2.03 miles / 6.1 min	2.01 miles / 6.0 min
Constructability	Property / Landowners Impacted	6	7	6	8
	ROW Purchase (acres: 60' ROW x New Road length)	5.2	7.2	8.0	12.4
	Topography Challenge	Minor	Minor	Minor	YES
	Electrical Transmission Lines	No	No	No	YES
Clearance (Airspace – Elevation)		34'	45'	86'	86'
New Development Opportunity / Airport Expansion		No	No	YES	YES

No stream crossings - No structures purchased



ANYTHING WE'VE MISSED?



Show Me the Maps!

- Your road / Your experience
- Let's mark these up!

THANK YOU