



City of Cleveland  
Justin M. Bibb, Mayor

Mayor's Office of Capital Projects  
James D. DeRosa, Interim Director  
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March 1, 2022

Dear residents,

Since the beginning of the year, Mayor Bibb and I received comments from residents both for and against moving forward with the current design of the Franklin Boulevard Rehabilitation Project. We appreciated hearing from the engaged residents who spoke up about a safer, more bike and pedestrian friendly West Franklin Boulevard

Our public engagement process over the past several years highlighted that residents collectively agree that changes to Franklin Boulevard are necessary to calm traffic, reduce crashes and enhance safety. The current design proposes traversable mini-roundabouts and traversable splitter islands to calm traffic on Franklin Boulevard. This concept started from a NOACA Transportation for Livable Communities Initiative (TLCI) study and evolved based on engineering design and input from the public. The roundabouts and splitter islands are mountable to allow city service vehicles, delivery trucks, school buses, etc. to make left turns as needed. The traversable splitter islands direct traffic through the traversable mini-roundabouts. The crosswalks near the mini-roundabouts are set back from the intersection to allow vehicles to see pedestrians before entering the roundabout. Unfortunately, the traversable nature of the mini-roundabouts and splitter islands does not allow for vertical elements or plantings, which we know the community would like to see.

The Bibb administration took a fresh look at the project elements, and believes that the current design is appropriate for Franklin Boulevard and will result in lower speeds and enhanced safety. It is innovative to introduce seven traversable mini-roundabouts in a two-mile stretch. This is why the authorizing legislation that City Council passed in 2021 includes a review and study one year after project construction is complete. We are committed to making safety adjustments after completion of construction as needed based upon the results of that study and are currently developing metrics for that evaluation.

We acknowledge that some design decisions differ from the NOACA plan, and some changes have been made as a result of the public engagement process including the July 2021 public meeting. Details about the current design, along with educational information about the design elements and loss of on-street parking, will be added to our website over the next few weeks at <https://westfranklincl.com>. We are committed to keeping the website active and updated.

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Letter to Residents Franklin Project  
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We have worked closely over the last month with Councilmembers Spencer and McCormack and feel that we understand the concerns of residents – both those in support and those against moving forward with the project. We will be advancing this project in 2022 as the best course of action in order to contain costs, minimize disruption, and achieve a safer, slower Franklin Boulevard in the near term. We delayed the bidding of this project a few weeks to thoroughly vet the process and ultimately the recommendation. As a result, the project will now start construction in May 2022 and conclude in August 2023 (15 months).

We note that residents have consistently requested that the City allow speed table elements to be used to calm traffic. While we agree that speed table elements should be considered, we do not agree that the addition of speed tables creates the need to pause the Franklin project further and push start of construction into 2023. We also do not believe that adding speed table elements in lieu of traversable mini-roundabouts and associated features will achieve the same benefits for Franklin Boulevard. As such, we are currently reviewing a draft speed table policy and are planning to implement a pilot project in the summer of 2022. The pilot project will provide the necessary information to establish criteria for the placement of speed tables city-wide. As the speed tables are modular rubber tables mounted on the roadway surface, they could be added to the Franklin Boulevard rehabilitation project at a later date.

We very carefully considered the concerns raised, and acknowledge that this response may not satisfy all impacted neighbors. However, we encourage residents to remain engaged to ensure a successful outcome and welcome continued dialogue during and after construction about which elements are working and which may need to be modified in order to optimize bike and pedestrian safety and traffic calming on Franklin Boulevard.

If you have any questions or comments please contact Calley Mersmann, Bicycle and Pedestrian Coordinator, at 216-664-2952 or [CMersmann@clevelandohio.gov](mailto:CMersmann@clevelandohio.gov).

Sincerely,



James DeRosa, Interim Director  
Mayor's Office of Capital Projects