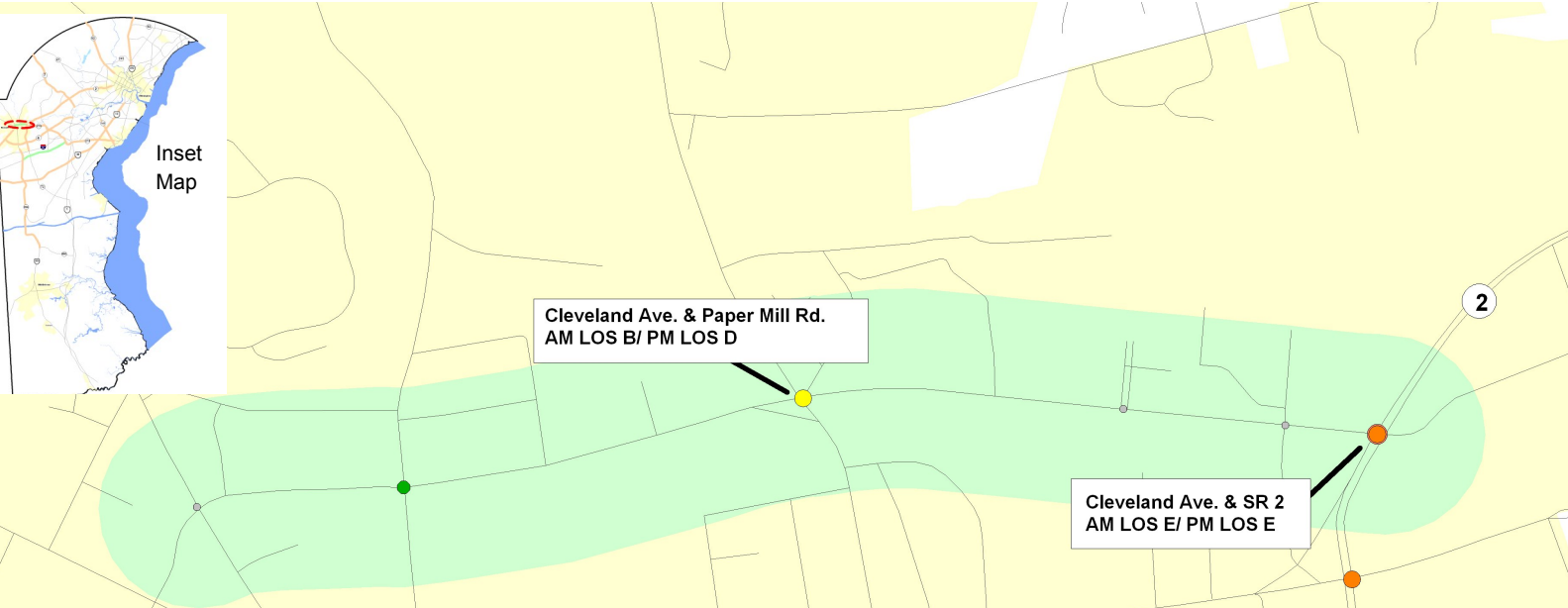


Corridor 3: Cleveland Ave.



**Peak Volume Based LOS
(Vehicles per Hour)**

- LOS C: Under 1,300 veh/hr.
- LOS D: 1,300-1,450 veh/hr.
- LOS E: 1,450 - 1,600 veh/hr.
- LOS F: More than 1,600 veh/hr.
- Other signals along corridor

Progress in Traffic Responsive Signalization (TRS) Implementation	
Implementation	Progress
Timing Improvements Implemented	✓
Traffic Monitoring Equipment Installed	-
Signals Brought Online w ith TMC	✓
Signal Softw are Upgrades	-
Converted to Traffic Responsive System (TRS)	-

Capital Projects Along Corridor

INTERSECTION	STATUS
Cleveland Ave. & SR 2	Programmed for Preliminary Engineering in FY 2019 (\$50,000).
Cleveland Ave. & Paper Mill Rd/ N. Chapel St.	No planned/programmed improvements.

Mean Travel Times	
East Bound	West Bound
AM: 4.3 min	AM: 4.7 min
PM: 4.8 min	PM: 6.7 min

Possible Improvement Options for Priority Intersections

INTERSECTION	EXISTING VOLUME LOS		DEMAND OVERAGE		IMPROVED VOLUME LOS		OPTIONS	COMMENTS
	AM	PM	AM	PM	AM	PM		
Cleveland Ave. & SR-2			334	315	D	D	1. Provide dual left turn lanes for NB vehicles on SR 2 turning on to Cleveland Avenue.	DSTEP project recommended another option to restripe Cleveland Ave. which would provide LOS E/D (AM/PM). * If both improvements are made.
					D	C	2. Provide a channelized right turn lane for EB vehicles on Cleveland Avenue.	
					C*	B*		
Cleveland Ave. & Paper Mill Rd/N. Chapel St.			-	140	B*	C	1. Provide a 2nd WB through lane on Cleveland Ave.	1. Designer should consider Pomeroy Trail impact on signal timing. Intersection LOS improved from (F/F) to B/D since signal timings were changed.