



# The City of University Heights

Susan K. Infeld, Mayor

---

## PRESS RELEASE

Tuesday, June 20, 2017

---

Work will begin tomorrow, Wednesday, June 21, 2017 to install a pedestrian island at Warrensville Center Road and the north side of Fairmount Circle. Traffic will be reduced to one lane of traffic in each direction during construction. Please use caution when driving, walking, and biking through the work zone.

This pedestrian safety improvement is part of the 2017 University Heights Road Program. More information about this year's repaving and pedestrian safety projects can be found at [www.universityheights.com/projects/](http://www.universityheights.com/projects/).

For any questions, please contact Patrick Grogan-Myers, Community Development Coordinator, at (216) 932-7800, extension 203, or at [development@universityheights.com](mailto:development@universityheights.com).

## RECOMMENDATIONS

### 9. Warrensville Center Road and Fairmount Boulevard Westbound Intersection

The Warrensville Center Road southbound approach at this intersection has three lanes: two through lanes and one exclusive right-turn lane. Although this intersection is close to John Carroll University, an area of relatively high pedestrian activity, the intersection is not pedestrian friendly. The crosswalk is 104 feet long with no refuge, and the pedestrian WALK phase conflicts with westbound traffic turning right onto Warrensville Center Road heading north. The study recommends:

- Providing a center pedestrian crossing island (refuge area) on Warrensville Center Road
- Modifying the signal timing to enhance pedestrian safety
- Upgrading to pedestrian countdown signals
- Marking and signing the southbound right-turn lane as a shared-use lane to encourage through cyclists to use the left side of the right-turn lane. The

bicycle lane is to be continued in the receiving side of Warrensville Center Road south of westbound Fairmount Boulevard.

#### *Traffic Analysis*

The lane configuration would be the same as the existing and Alternative I configurations, and the intersection LOS for the evening peak hour would not change. The intersection would operate at an acceptable level of service C.

