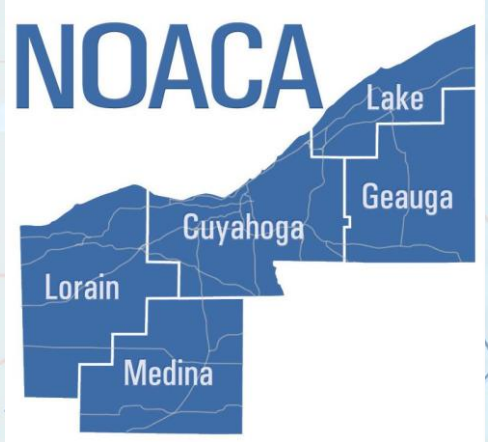


Active Transportation: Changing How We Move in Greater Cleveland

November 13, 2015

L | A | N | D studio
County Planning



Cleveland Planning & Zoning Workshop



Introduction + Background

Glenn Coyne – Cuyahoga County Planning Commission

Active Transportation Prototypes

Michelle Johnson – Environmental Design Group

Eastside Greenway

- Process + Recommendations

Neal Billetdeaux – SmithGroupJJR

- Public Engagement

Nancy Lyon-Stadler – Parsons Brinckerhoff

Northfield-Warrensville Center Corridor

Nancy Lyon-Stadler – Parsons Brinckerhoff

Trail Leadership Network/Summary

Glenn Coyne – Cuyahoga County Planning Commission

Discussion + Questions

Introduction + Background

Looking at several projects in Cuyahoga County:

- Lakefront Greenway
- Ohio & Erie Canal Towpath Trail
- Eastside Greenway


Not so much focused on the case studies and process but rather...

Focus on Active Transportation as an emerging priority in Greater Cleveland

Also, looking at a Network of trails and greenways for Cuyahoga County

Several important threads in this discussion:


- Active Living and Health
- Public Involvement and Support
- Regional Collaboration and Multi-Jurisdictional Cooperation




Partnership for
Active Transportation

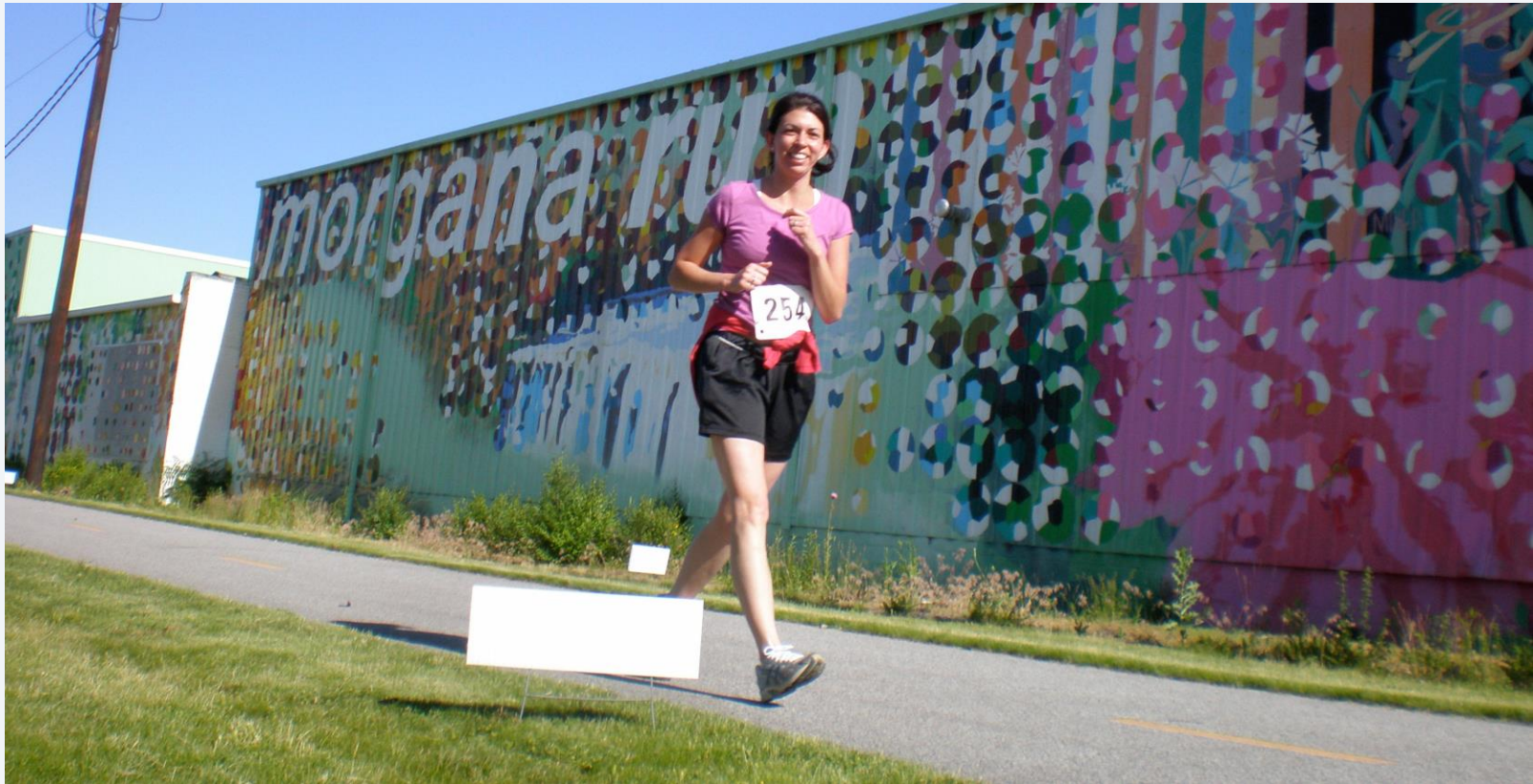
Safe Routes to Everywhere

Building Healthy Places for Healthy People
Through Active Transportation Networks





Partnership for Active Transportation



By the Numbers

Investment in active transportation over the past 20 years has made America's transportation system—

Safer



Popular



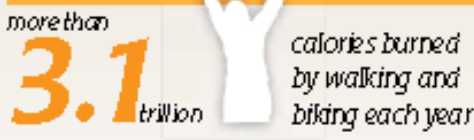
Accessible



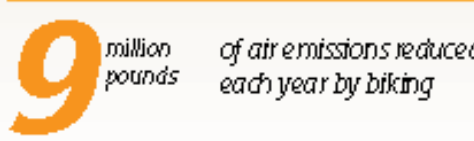
Affordable



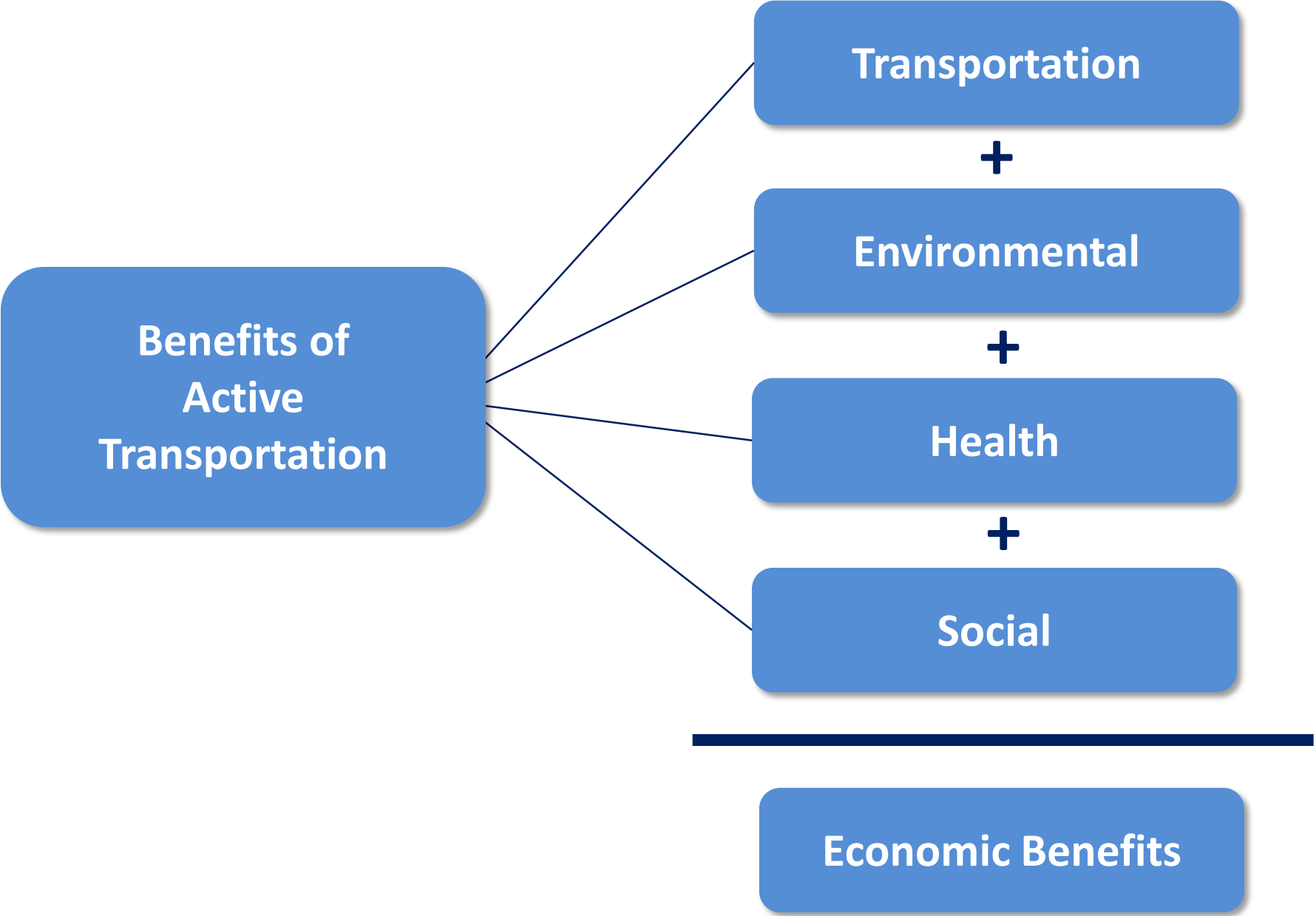
Healthier



Cleaner



Sources:
http://policy.rutgers.edu/faculty/pucher/TRA960_01April2011.pdf
www.vtpi.org/hmt-tdm.pdf
Estimate based on latest data from Household Travel Survey



ACTIVE TRANSPORTATION – USERS AND PROTOTYPES

APA Cleveland Planning & Zoning Workshop - November 13, 2015

PEDESTRIAN FACILITIES

Why Did the Pedestrian Cross the Road?



.....To Get To the Other Side



People walk where they want to walk, cross where they want to cross

The general public understands:

- How pedestrians travel
- What sidewalks are
- How to use a sidewalk

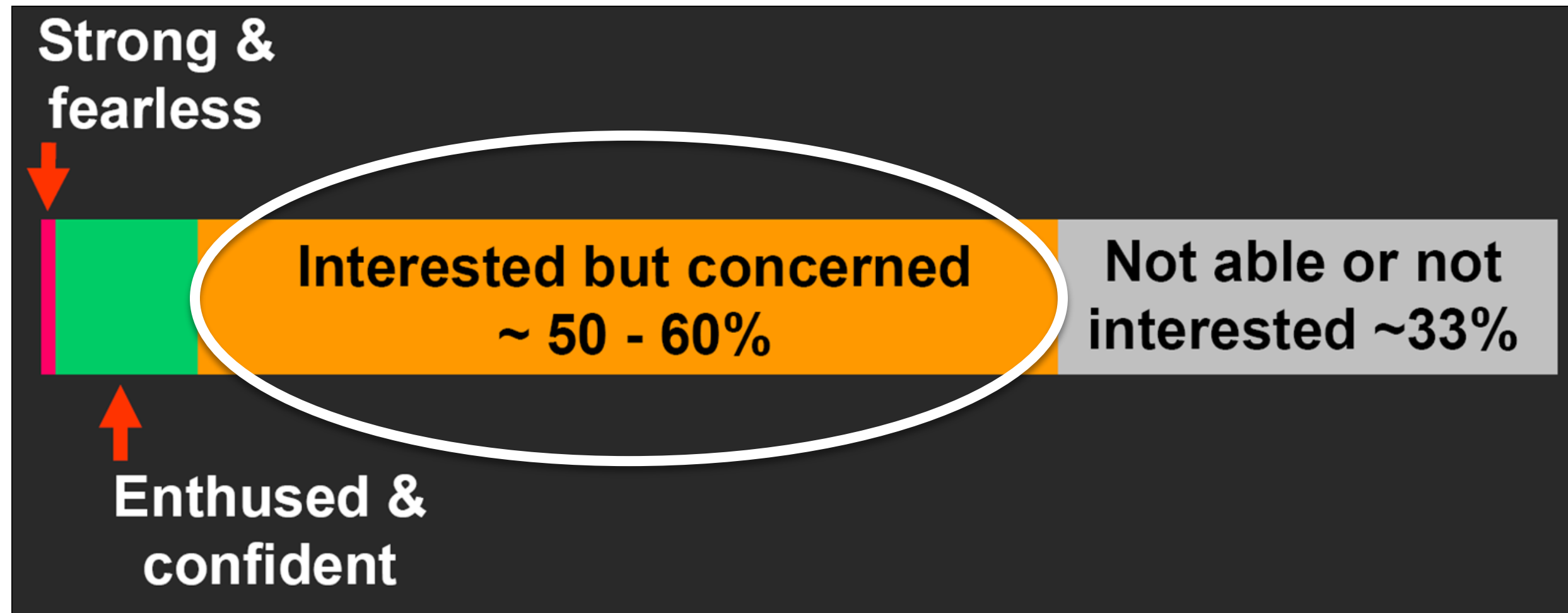


The general public has less of an understanding of:

- Why some people use a bicycle as a mode of transportation
- What bike facilities are
- How to use bike facilities (or even a bike!)



BICYCLE USER GROUPS



Targeted Bicycle User Groups

- Class A Cyclists
 - Represent ~2% of people that own a bicycle
 - “Strong and Fearless”
 - Will ride their bicycle as a vehicle in any situation



Targeted Bicycle User Groups

- Class B Cyclists
 - Represent ~5% of people that own a bicycle
 - “Enthusied and Confident”
 - Prefer dedicated bike facilities (bike lanes, protected bike lanes)



Targeted Bicycle User Groups

- Class C Cyclists
 - Represent ~93% of people that own a bicycle
 - “Interested but Concerned”
 - Will only ride on completely separated bicycle facilities (side paths, shared use paths)



BUT.....

- When Class A Cyclists have children, they often become Class C Cyclists when riding with their kids!!!!
(i.e. the Fearless become Concerned.....)



“Targeted” Bicycle User Groups

- Ages 8 – 80
 - Often referred to as the “targeted bicycle facility user” (i.e. EVERYONE)
 - This group is typically associated with Class C Cyclists
 - Usually prefer off-road trail/shared use path or sidepath
 - Trail users typically spend \$13.74 per day (in Ohio)



Bicycle User Groups (cont'd)

- Eco-Tourism & Long-Distant Riders (i.e. overnight trips)
 - Group lacks diversity
 - Predominantly white males who are highly educated between the ages of 50 – 64
 - This user group spends the most \$\$\$ while cycling (\$25 - \$75 per day in the U.S.)



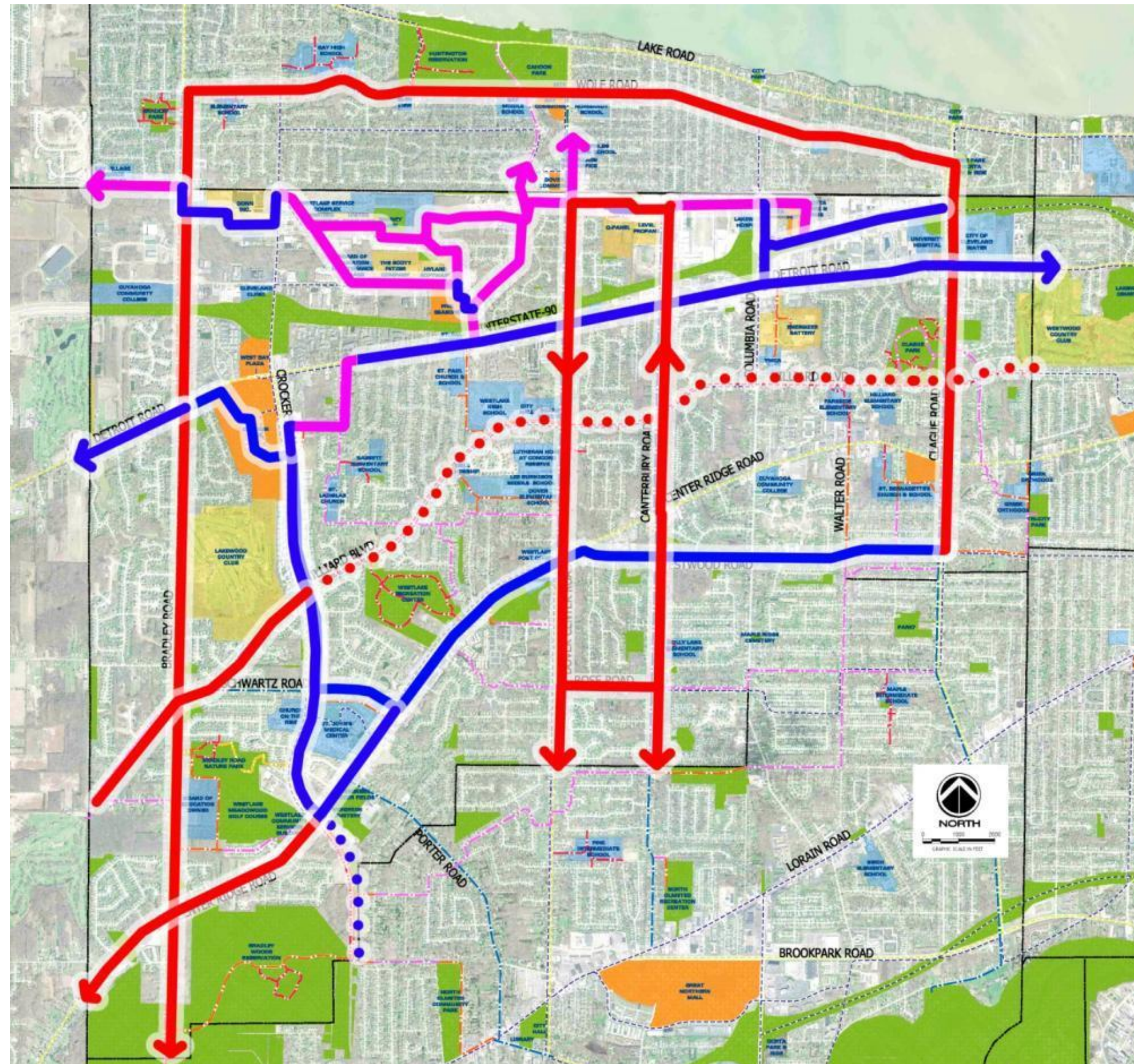
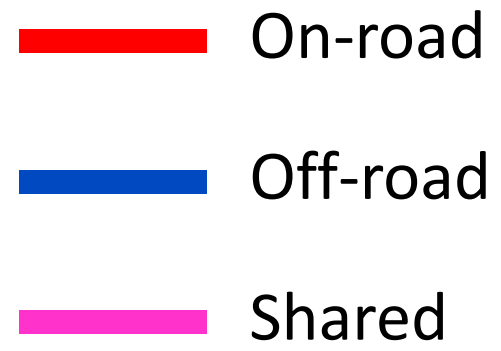
ACTIVE TRANSPORTATION PROTOTYPES

CLASS A, B & C

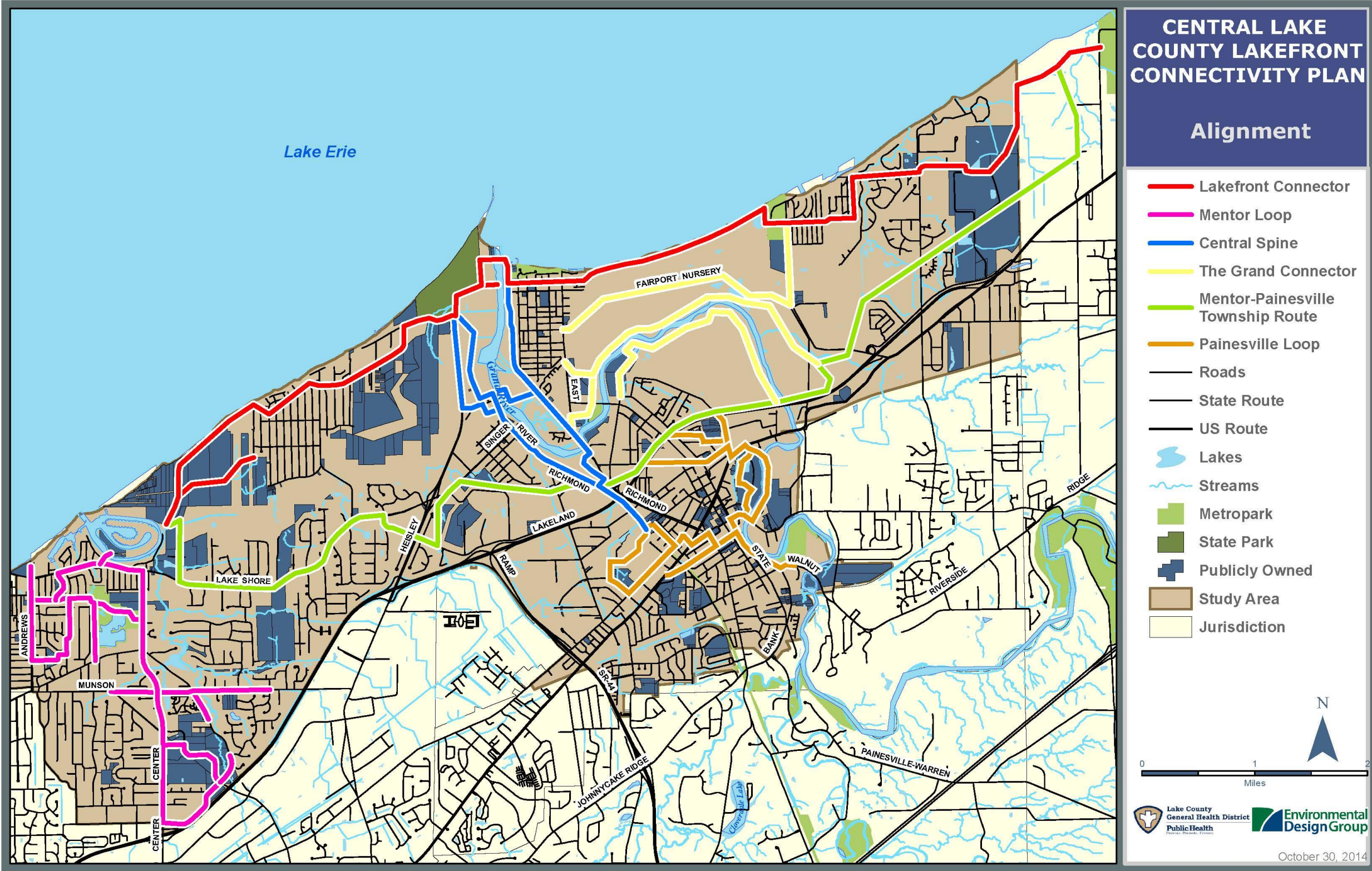
Westlake Bike Route Matrix																			
Route Matrix		Length (ft.)	ROW width (ft.)	Exist. Road Width	# of Lanes	Speed Limit	Volume (Average)	Signals	Intersections (20)	Curb Cuts - Major (5)	Curb Cuts - Residential	Total	Crossing/Length	Curbs(C) vs Shoulders(S)	Ditches(D) vs Tree Lawn(L)	BCI Level of Service (NB,SB or WB,EB)	Utility Impacts	Connection to Points of Interest	General Comments
1	Bradley (Bradley Woods to Center Ridge)	2530	60	24-40	2-3	35	9150	1	2	1	15	18	140.6	S	D	~	W	1	
2	Bradley Rd. (Center Ridge to Hillard)	5830	60-70	24-40	2-3	35	9150	2	4	3	44	51	114.3	S	D	~	W	1	
3	Bradley Rd. (Hillard to Detroit)	8160	60-80	24-40	2-3	35	10625	3	2	3	42	47	173.6	S	D	D,D	W	1	
4	Bradley Rd. (Detroit to Bay Village Corp.)	6160	50-75	24-50	2-3	35	7000	2	7	5	11	23	267.8	S	D	~	W	1	
5	Bradley Rd. (Bay Village Corp. to Wolf)	2700	55-85	24-40	2-3	35	8300	1	5	2	14	21	128.6	S	D	~	W,P	1	Utilities impacted for only part of route
6	Crocker Rd. (N.O. Corp. to Center Ridge)	4210	80-120	52-72	4-6	35	~	1	1	0	1	2	2105	C	L	~	~	1	
7	Crocker Rd. (Center Ridge to Schwarz)	3830	80-90	52-64	4-5	35	15550	2	2	4	0	6	638.3	C	L	E	~	2	
8	Crocker Rd. (Schwarz to Hilliard)	2780	80-100	52-64	4-5	35	15550	2	3	0	0	3	926.7	C	L	E,D	~	0	Utilities present but not impacted
9	Crocker Rd. (Hilliard to Detroit)	6230	90-130	64-100	4-7	35	17300	4	3	6	0	9	692.2	C	L	~	L	1	Pole impacts northern half of route
10	Crocker Rd. (Detroit to Bay Village Corp.)	5170	60-110	28-90	2-7	35	29925	4	5	3	0	8	646.3	C	L	F	W	1	Narrow bridge
11	Dover Center Rd. (N.O. Corp. to Center Ridge)	5720	50-60	28-40	2-3	35	13750	2	4	1	58	63	90.79	C	L	~	P	1	
12	Dover Center Rd. (Center Ridge to Hillard)	3810	55-70	28-40	2-3	35	13150	2	4	10	10	24	158.8	C	L	~	W	1	
13	Dover Center Rd. (Hillard to Detroit)	2760	50-70	28-40	2-3	35	14250	2	2	4	21	27	102.2	C	L	~	W	1	
14	Dover Cetner Rd. (Detroit to Bay Village)	3700	50-60	28-40	2-3	35	12450	2	5	6	31	42	88.1	C	L	~	P	0	
15	Canterbury Rd. (N.O. Corp. to Westwood)	5820	60	24	2	35	4800	2	4	0	52	56	103.9	S	D	~	~	1	
16	Canterbury Rd. (Westwood to Hillard)	4000	60-65	24	2	35	5450	3	3	4	34	41	97.56	S	D	D	W,P	0	May have enough room to go around utilities
17	Canterbury Rd. (Hillard to Detroit)	3060	60	24	2	35	4950	2	2	1	31	34	90	S	D	D	W	0	May have enough room to go around utilities
18	Canterbury Rd. (Detroit to First St.)	2780	60-90	24	2	35	4950	1	2	4	0	6	463.3	S	D	~	W	1	Narrow bridge
19	Columbia Rd. (N.O. Corp. to Hillard)	7960	55-90	24-64	2-5	35	13850	3	8	2	69	79	100.8	S,C	D,L	E,E	W	1	No utilities between Center Ridge to Hilliard
20	Columbia Rd. (Hillard to Detroit)	2750	90-100	64	5	35	18200	2	2	8	9	19	144.7	C	L	E,E	~	2	
21	Columbia Rd. (Detroit to Bay Village Corp.)	2590	50-100	24-80	2-6	35	20175	3	3	4	0	7	370	C	L	~	~	2	Narrow bridge
22	Clague Rd. (Westwood to Hillard)	4610	70-80	24-64	2-5	35	17675	3	7	7	26	40	115.3	S	D	D,E	W,P	2	May have enough room to go around utilities
23	Clague Rd. (Hillard to Detroit)	3310	60-70	24-64	2-5	35	14925	2	3	1	11	15	220.7	S	D	D,E	W,P	1	May have enough room to go around utilities
24	Clague Rd. (Detroit to Wolf)	2850	65-150	54-64	4-5	35	14750	3	3	1	0	4	712.5	C	L	~	W	4	Narrow bridge, Power present but not impacted

Westlake City-Wide Complete Streets Plan

ACTIVE TRANSPORTATION PROTOTYPES



CLASS B & C





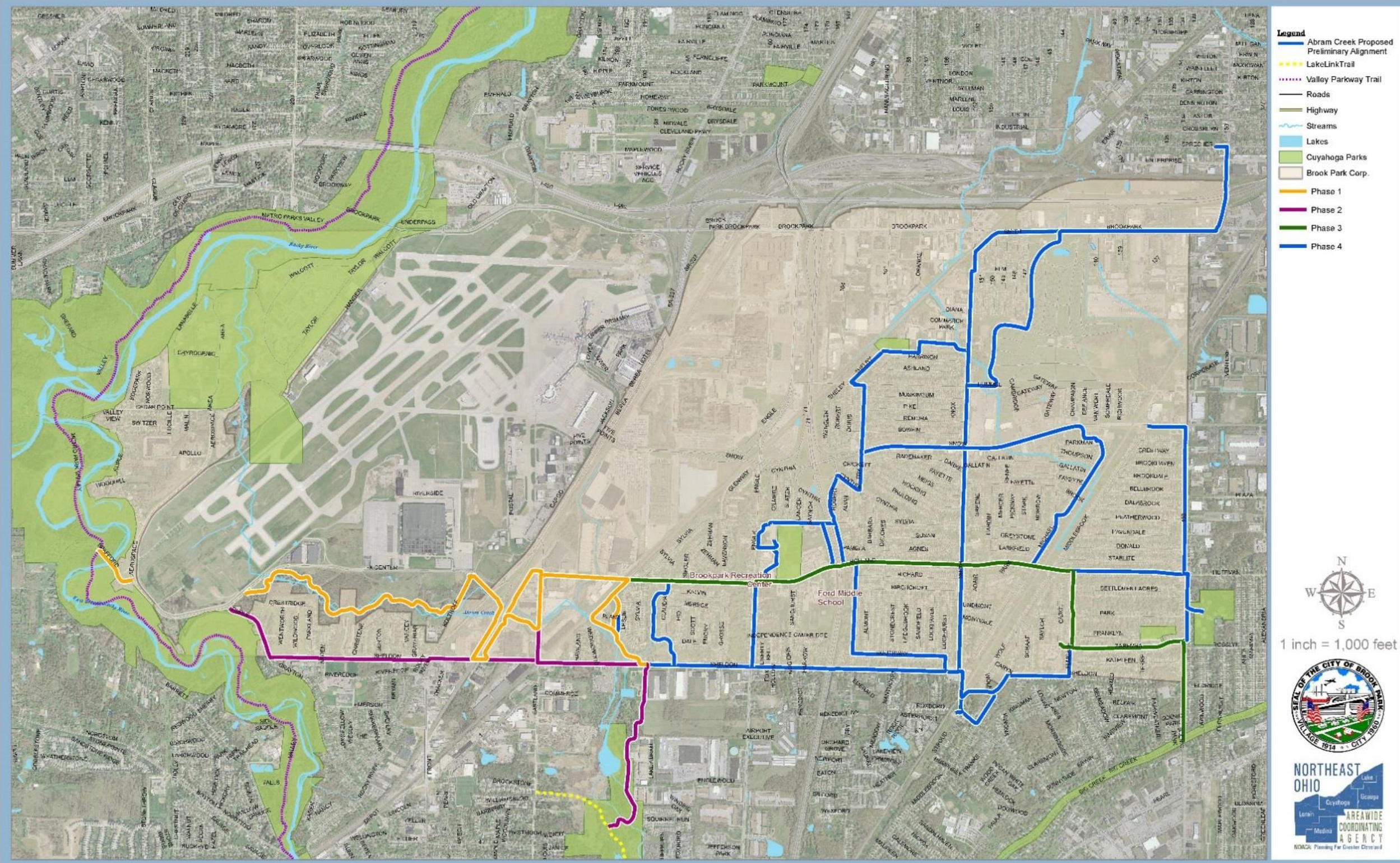






CLASS C

ABRAM CREEK TLCI GREENWAY PLAN
Abram Creek Trail - Overall





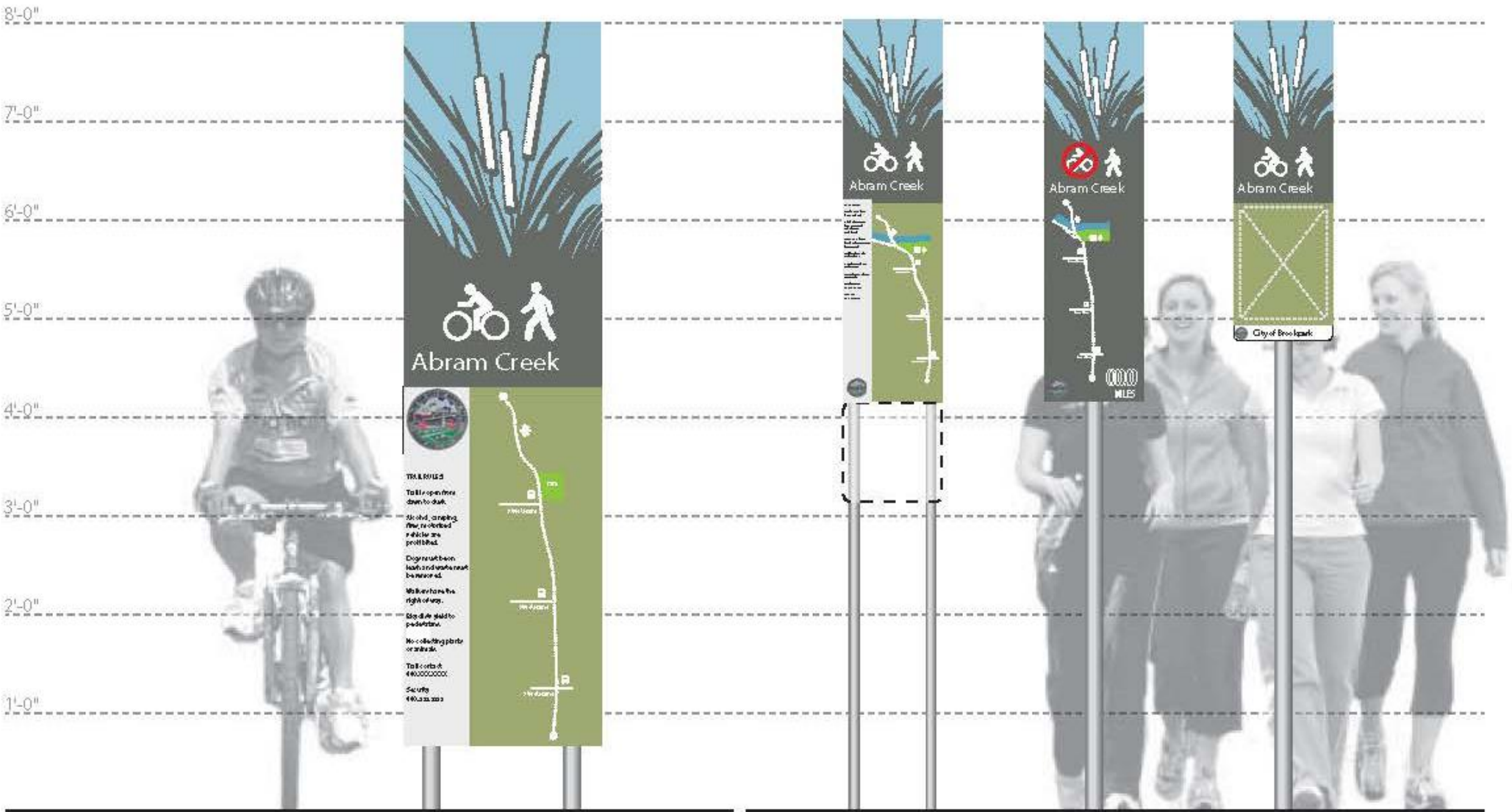










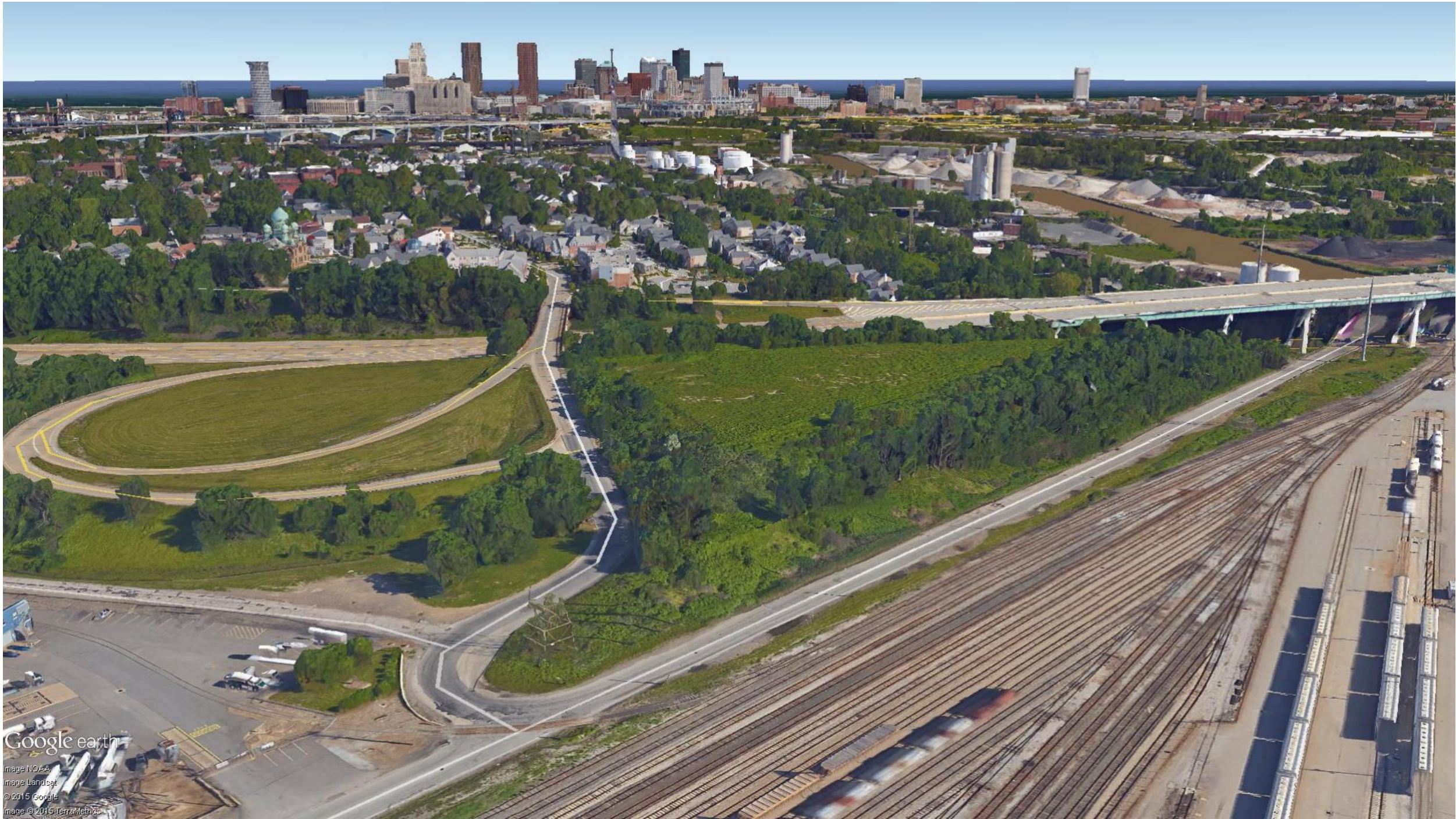


SIGN TYPE A: Trailhead

Trailhead Signs are located at major trail access points which are distinguished by vehicle parking, restrooms, staging areas or other features. This sign type includes a map of the entire trail and the surrounding amenities as well as provides space for jurisdiction/partner logos and trail regulations. This sign type is compatible with The Brook Park Branding Signage.

SIGN TYPE B: Trail Access

Trail Access signs are located at trail access points where the trail typically meets the street right of way. This sign type identifies the trail and mode of travel and may include a trail map, directions or other information.











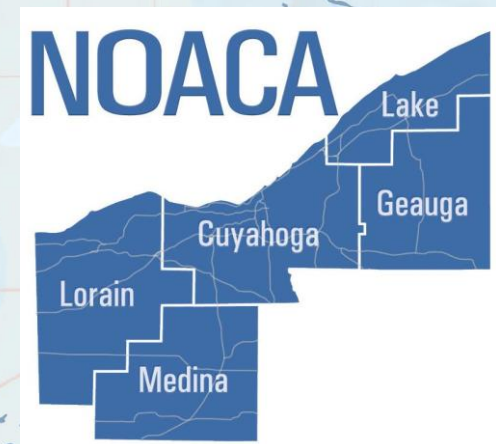












EASTSIDE GREENWAY

Changing How We Move

SMITHGROUPJJR

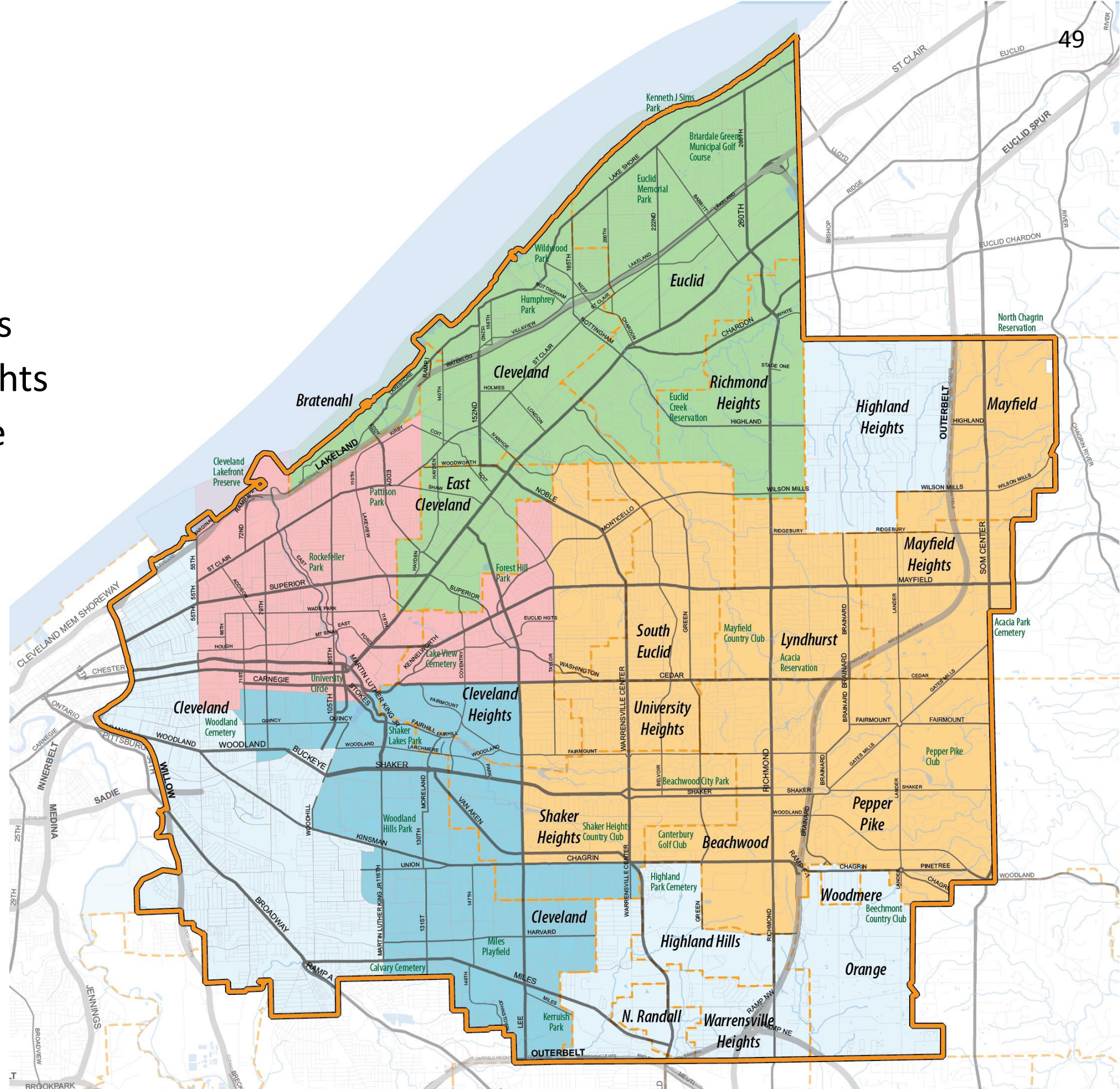


PARSONS
BRINCKERHOFF

Project Overview

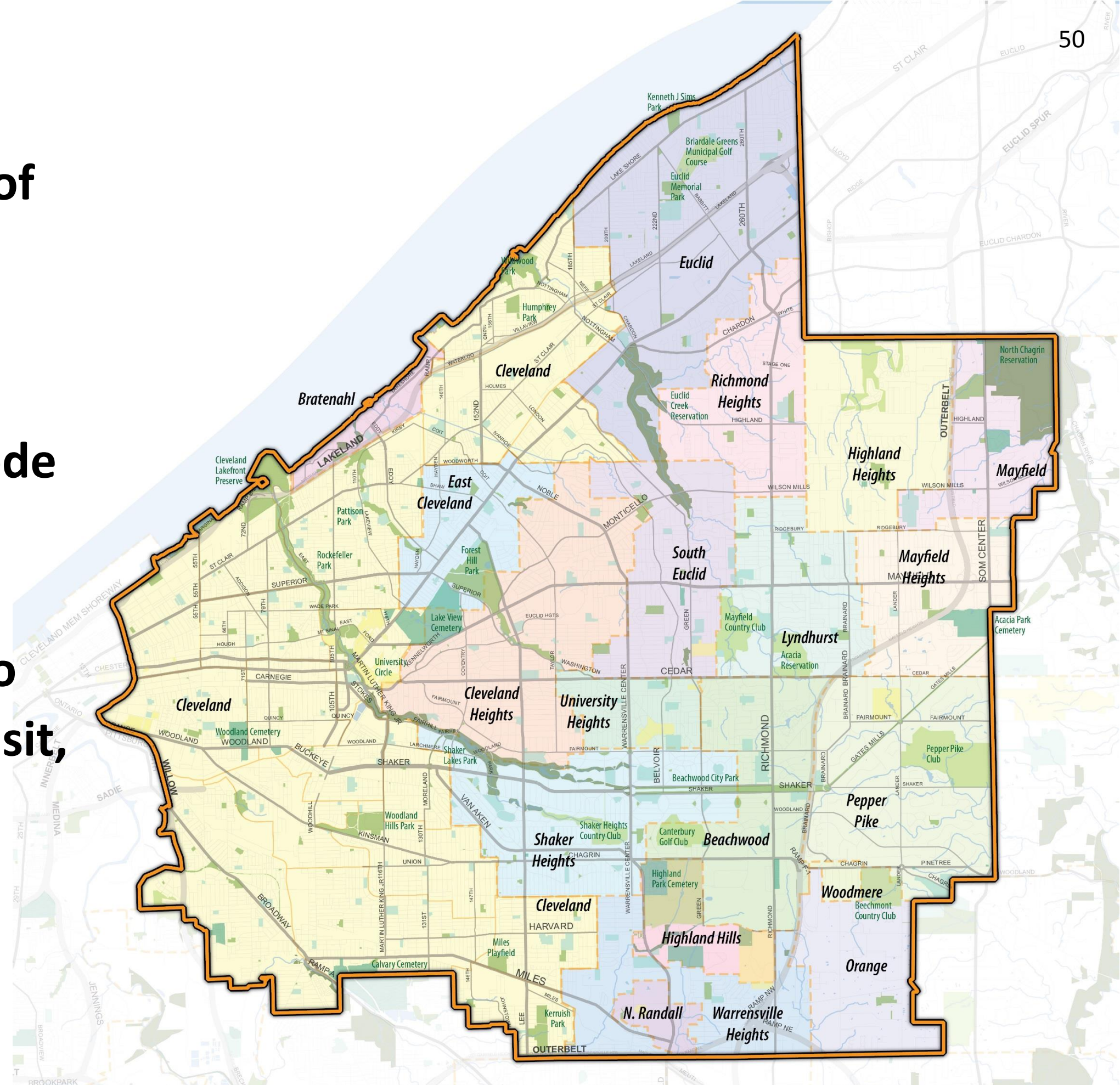
Study area included 20 municipalities:

- Cleveland
- East Cleveland
- Bratenahl
- Euclid
- Richmond Heights
- South Euclid
- Cleveland Heights
- University Heights
- Lyndhurst
- Pepper Pike
- Mayfield Village
- Mayfield Heights
- Beachwood
- Shaker Heights
- Highland Heights
- Orange Village
- Warrensville Heights
- Woodmere
- Highland Hills
- North Randall



Project Purpose

- Create a unified network of pedestrian and bicycle facilities
- Provide an alternative mode of transportation
- Connect neighborhoods to employment centers, transit, services, parks and green spaces



1. Identify a non-motorized network to provide more travel options.

- Alternative modes of transportation improve neighborhood connectivity to employment centers, transit, services and open/recreational spaces.

2. Support economic development and reinvestment in underutilized or vacant/abandoned properties.

- A connected non-motorized transportation network can serve to stimulate economic development and provides an important element for coordinating land use recommendations.

3. Integrate community health considerations into preferred non-motorized recommendations.

- The Health Impact Assessment provides several recommendations organized around equity, crime/fear of crime, social cohesion and transportation that will be incorporated into the planning process.

4. Incorporate green infrastructure into the greenway recommendations.

- Green infrastructure improves local and regional water quality, habitat connections and biodiversity.

5. Complement existing plans and initiatives to encourage collaboration between regional and community partners.

- The Eastside Greenway planning process can serve as a tool to ensure that existing planning efforts and initiatives are coordinated across the study area.

**THIS ONE
RUNS ON FAT
AND SAVES YOU MONEY**



**THIS ONE
RUNS ON MONEY
AND MAKES YOU FAT**



Peter Drew

“Create an environment that makes it irresistible to walk and bike!”

Dr. Richard Jackson

**THIS ONE
RUNS ON FAT
AND SAVES YOU MONEY**



**THIS ONE
RUNS ON MONEY
AND MAKES YOU FAT**



Peter Drew

A map of Cuyahoga County, Ohio, with a grid overlay. The map shows the coastline of Lake Erie to the west and north. The Eastside Greenway is highlighted in a light blue color, running along the shoreline. The text 'EASTSIDE GREENWAY' is written in a light blue font over the map. The Cuyahoga County Board of Health logo is in the top right corner.

CUYAHOGA COUNTY
BOARD OF HEALTH

YOUR TRUSTED SOURCE FOR PUBLIC HEALTH INFORMATION

EASTSIDE GREENWAY

Health Impact Assessment

*Program grant supported by a grant from the **Health Impact Project**, a collaboration of the **Robert Wood Johnson Foundation** and the **PEW Charitable Trusts**, with funding from the **Saint Luke's Foundation**.*

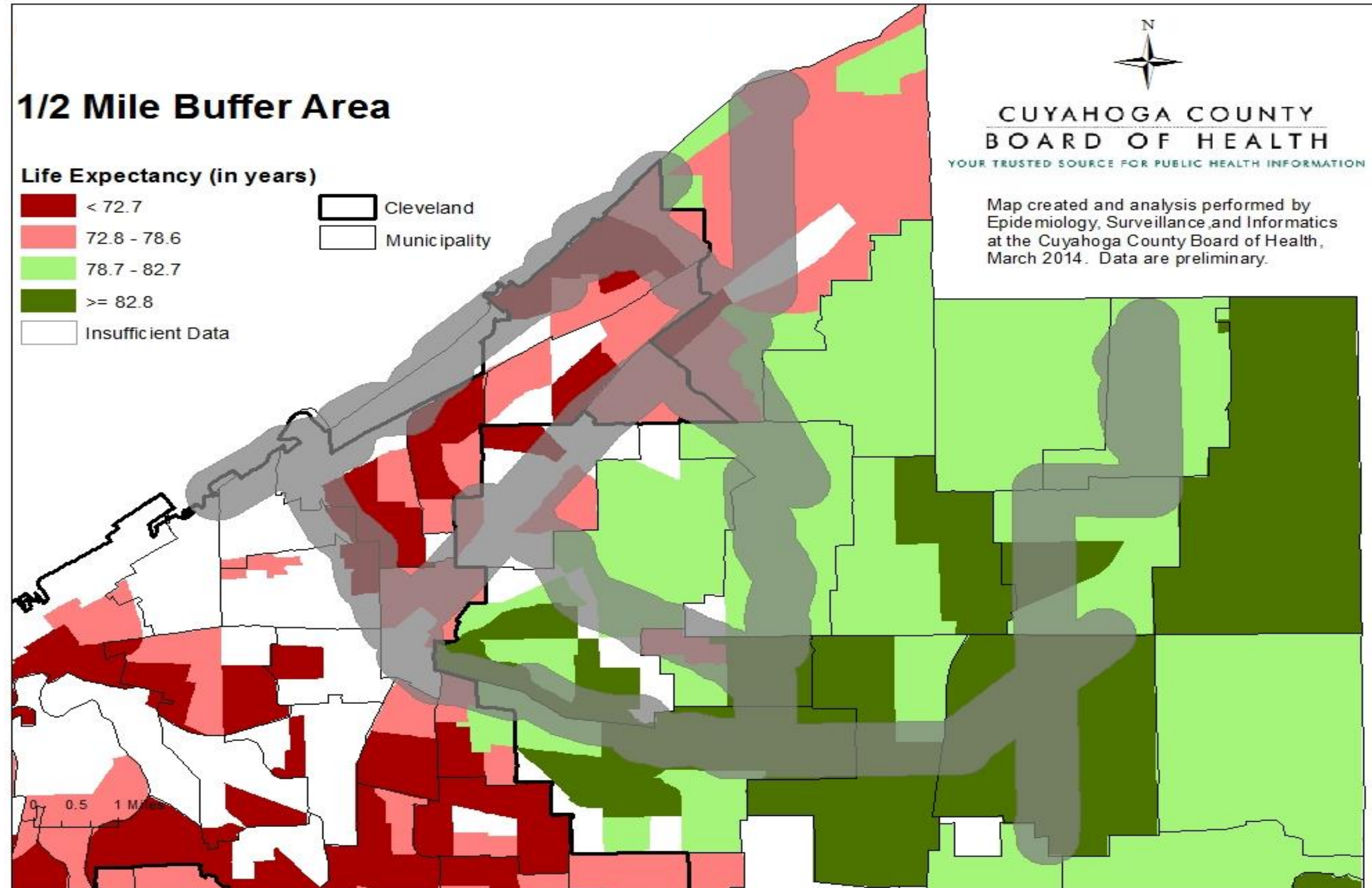
The highest standards of health should be within reach of all, without distinction of race, religion, political belief, economic or social condition.

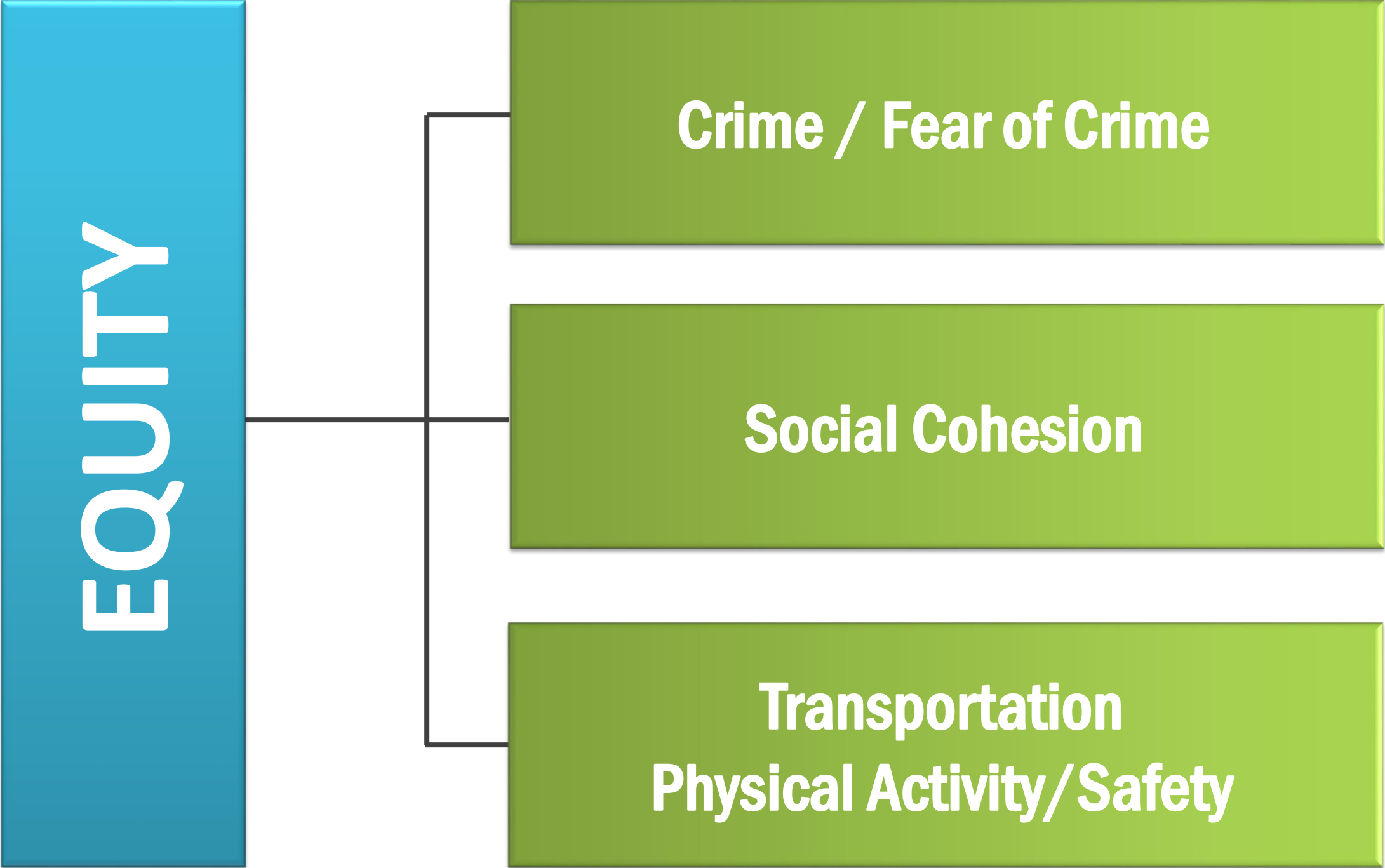


Constitution of the World Health Organization

Cuyahoga County: Life Expectancy (2008 – 2010) & Eastside Greenway

56





- Survey residents for needs/use patterns
- Develop local neighborhood watch groups
- Incorporate an education campaign
- Consider geographic distribution of facilities
- Well-lit and visible greenways
- Include access to playfields and picnic areas
- Identify greenway access points with wayfinding
- Establish a comprehensive greenway management plan
- Establish a Greenway Coalition (e.g. Governing entity)



EASTSIDE GREENWAY

Greenway Network + Priorities

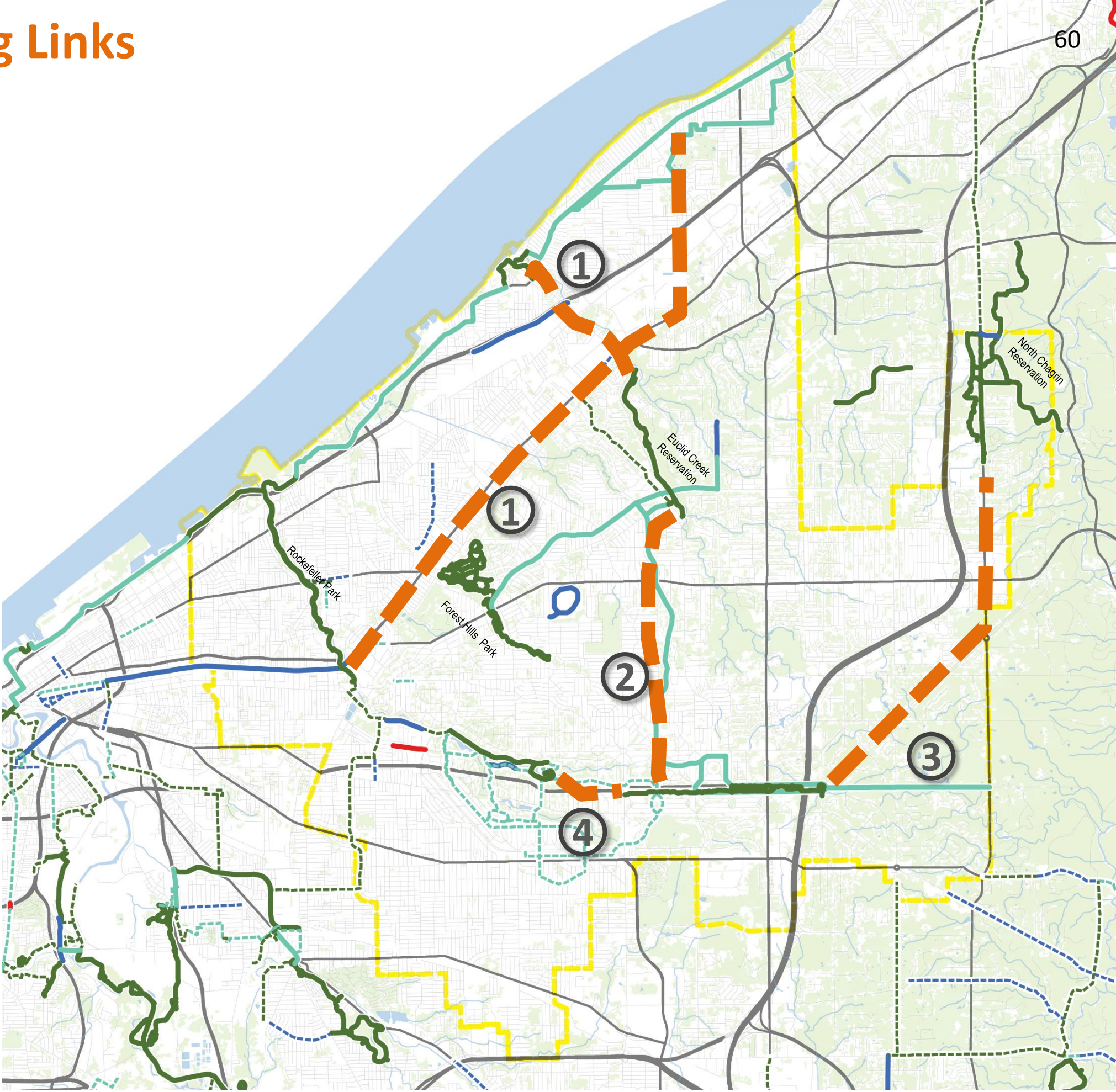
Bikeways Inventory & Missing Links

NON-MOTORIZED / BIKEWAYS

- Committed, Lane
- Committed, Path
- Committed, Route
- Existing, Lane
- Existing, Path
- Existing, Route
- Planned, Lane
- Planned, Path
- Planned, Route

MISSING LINKS

- 1. Euclid Road Connector + Euclid Creek
- 2. Belvoir Blvd
- 3. Gates Mills/SOM Center
- 4. Shaker Blvd/North-South Park



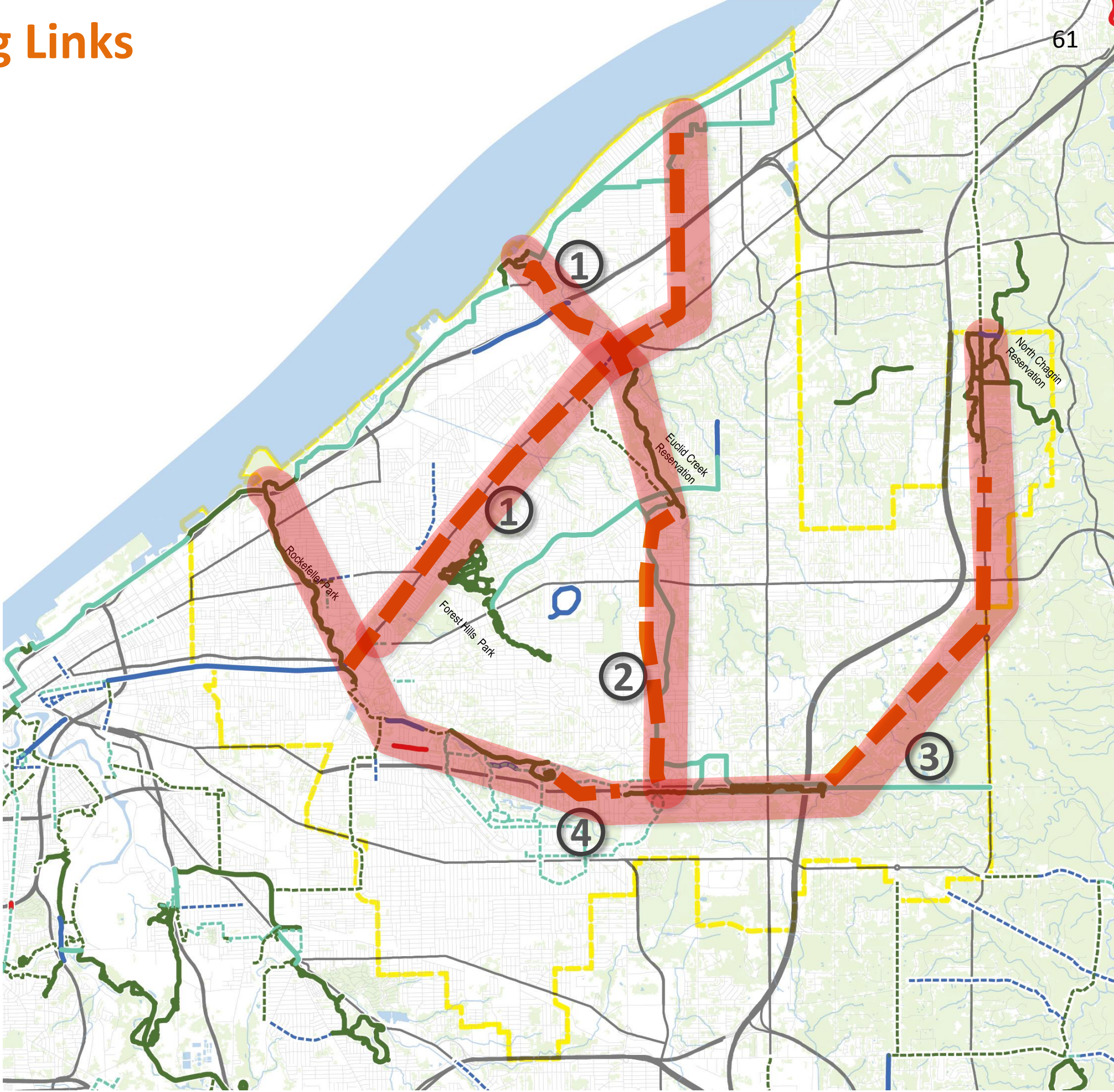
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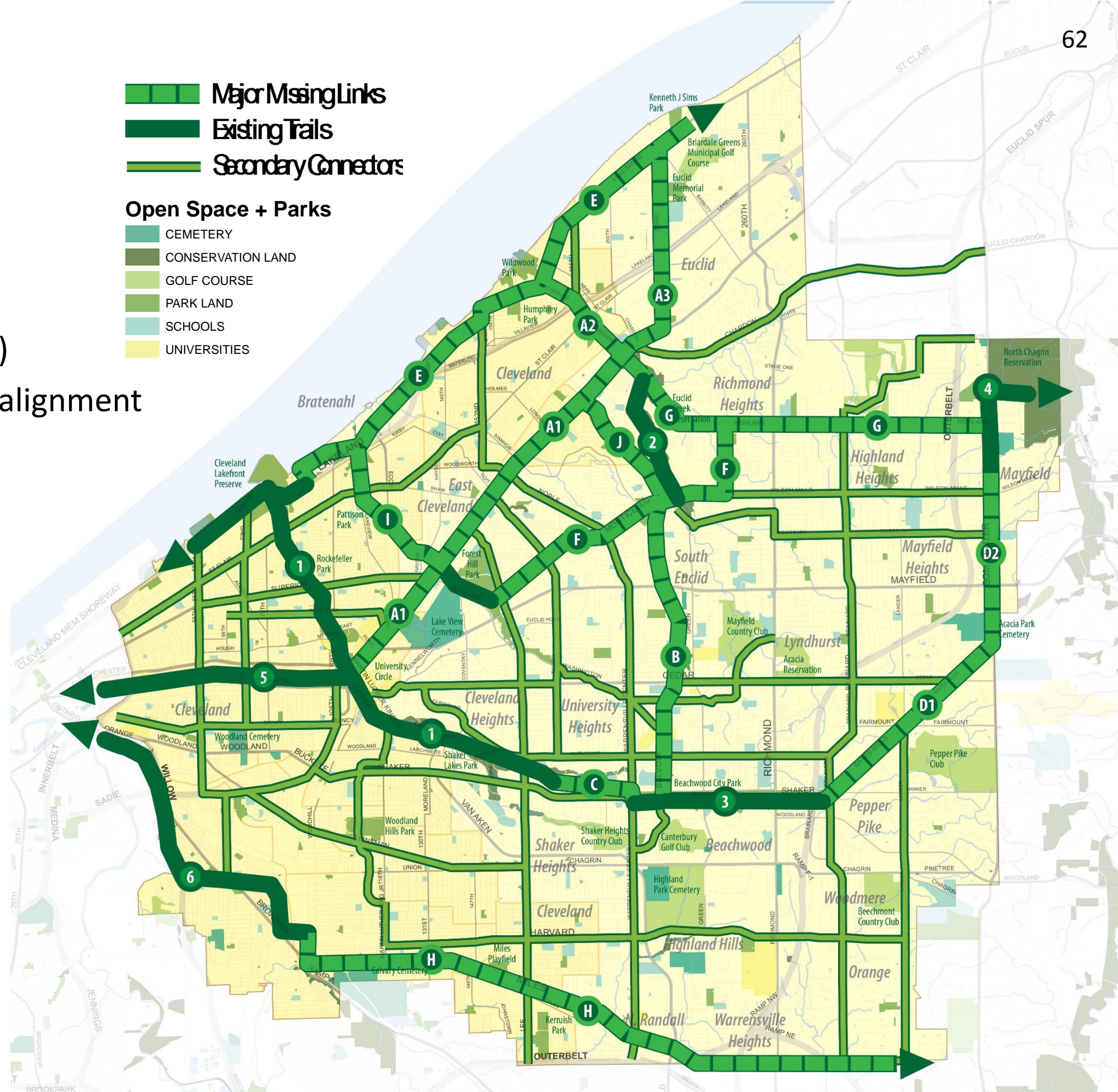
Building a Greenway System

62

“Data Driven, Community Led”

Identify routes based on ...

- **Public input** (Workshops, Online Survey)
- **GIS analysis** of route opportunities and alignment with the project goals ...



Building a Greenway System

63

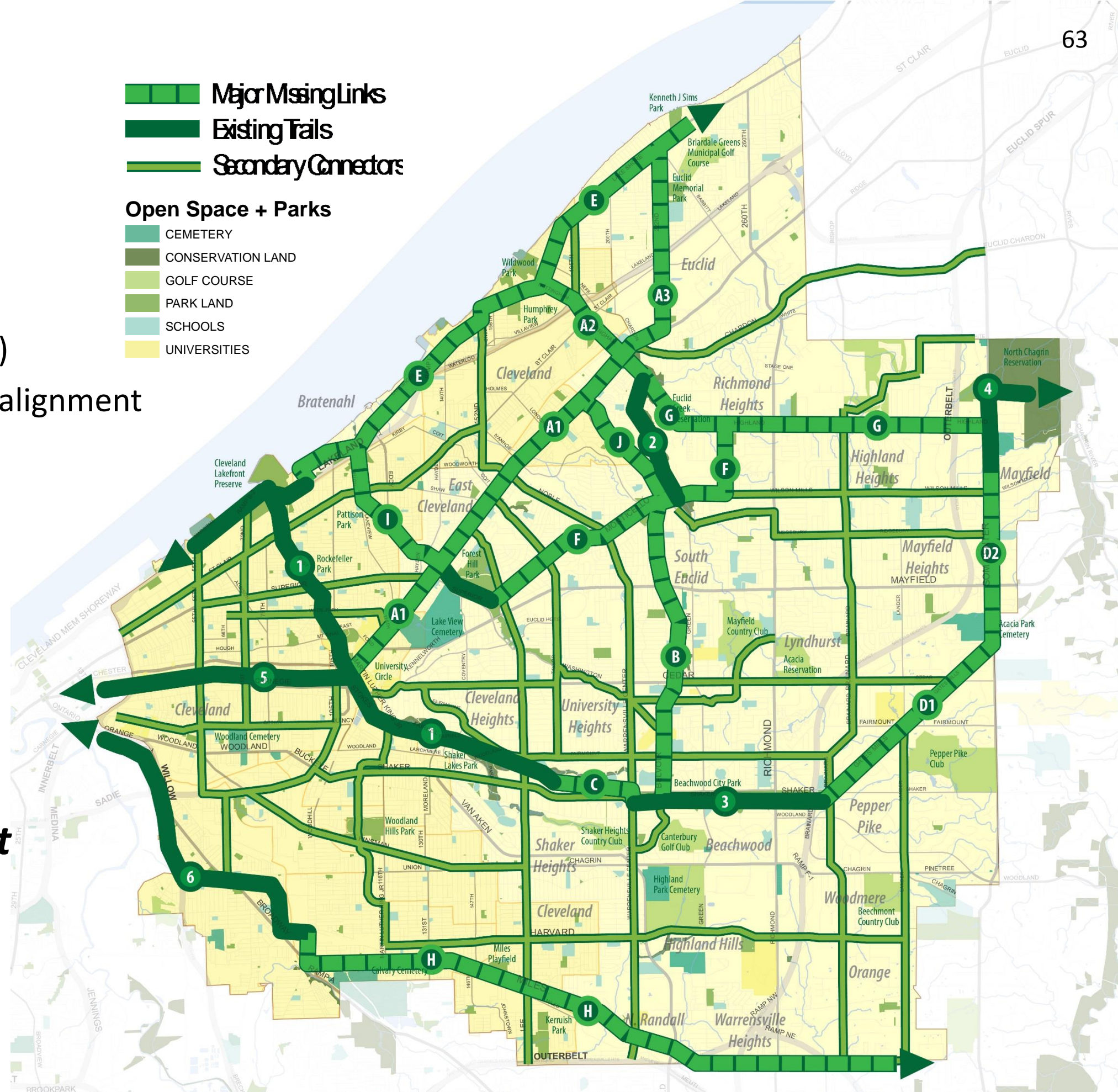
“Data Driven, Community Led”

Identify routes based on ...

- **Public input** (Workshops, Online Survey)
- **GIS analysis** of route opportunities and alignment with the project goals ...

... to develop a **primary greenway network** of high priority routes.

Major Missing Links + Secondary Connectors were the starting point for route prioritization.



EASTSIDE GREENWAY

The Greenway Plan

Greenway Network: High Priority Routes, Public Input, & Closing the Gaps

65

Combine high priority routes into a logical greenway “network”

- Major Missing Links connect to existing trails and facilities.
- “Gaps” filled-in to complete a network connection and/or to provide access to areas more isolated from major greenway routes.

- 
- The map displays a network of greenway routes across Cleveland and its surrounding areas. The routes are color-coded: dark green for existing trails, dark red for high-scoring major missing links, orange for public preference major missing links, light orange for high-scoring secondary connectors, and teal for additional gap routes. The map includes labels for various neighborhoods such as Euclid, Cleveland, East Cleveland, Shaker Heights, University Heights, Mayfield Heights, Lyndhurst, Pepper Pike, Woodmere, Highland Hills, Warrensville Heights, and N. Randall. It also shows major roads like Bratenahl, Lakeland, and Orange, and parks like Wildwood Park and Euclid Memorial Park. A legend in the bottom left corner explains the color coding.
- Existing Trails
 - High Scoring - Major Missing Links
 - Public Preference - Major Missing Links
 - High Scoring - Secondary Connector
 - Additional Gap Routes

Greenway Network: A VISION

Shows the long-term vision and opportunity for greenway building across the study area.

Critical questions:

- How will this be phased and implemented?
- Is there another way to look at priorities?



Greenway Projects

Priority Project: Transformative

- Significant, long-term projects
- Significant regional link / opportunity
- 10-20 years

Priority Project: Near-Term

- Relatively straightforward, “low hanging fruit” type projects
- 1-5 years

Project Under Development

- Under design or construction
- Resources allocated

Future Projects

- Additional opportunities
- Keep in consideration as part of CIP or routine maintenance projects



Priority Projects:

Route Implementation Table

	ROUTE & EXTENT	MUNICIPALITIES & POTENTIAL PARTNERS	ROUTING & DESIGN CONSIDERATIONS	IMPLEMENTATION & CURRENT/RECENT STUDIES	TIMING
4.2 PRIORITY PROJECTS: TRANSFORMATIVE					
A1	Euclid Ave Lakes-to-Lake trail to E. 222nd Street	<ul style="list-style-type: none"> • Cleveland • East Cleveland • Euclid 	<i>Street Reconstruction with high-level bike facilities and streetscape enhancements.</i> <ul style="list-style-type: none"> • Large transformative project. • Potential road-diet and lane reduction for enhanced non-motorized facilities. • Diverse mix of commercial land uses along the corridor, opportunity to dovetail with economic redevelopment. • RTA Priority Transit Corridor- need to account for transit stops and operation. 	<ul style="list-style-type: none"> • Red Line HealthLine Extension Study, 2015 (included as a potential BRT corridor)". • University Circle-Cleveland Heights Bicycle Network Study, 2011 (to Lee Rd.) • University Circle-Cleveland Heights Missing Links Study, 2011 (to Lee Rd.) • Uptown District Transportation and Neighborhood Redevelopment Plan, 2009 (Mayfield Rd. to E 117th St.) • Citywide Traffic Safety Planning Study, 2008 (Railway to Belvoir Blvd.) • Euclid Corridor Plan, 2011 (Green Rd. to E 222nd St.) 	10+ years
D2	SOM Center Gates Mills to Highland Road	<ul style="list-style-type: none"> • Mayfield Heights • Mayfield 	<i>Side path trail creation and extension.</i> <ul style="list-style-type: none"> • Diverse corridor with both commercial zones and more residential areas. • Right-of-way width is very constrained in the commercial areas, and alternatives routes around those areas have been discussed with the community. • Opportunity to connect to the Mayfield side path trail and into North Chagrin reservation. 	<ul style="list-style-type: none"> • Mayfield Village Green Corridor Masterplan, 2008 (Highland Rd. to Wilson Mills Rd.) • RTA transit operations need to be taken into consideration. 	5-10 Years
K	Warrensville Center Noble Road south to Harvard (or to Miles) <i>Creation of side paths and/or dedicated bike facilities in-road.</i>	<ul style="list-style-type: none"> • Cleveland Heights • University Heights • Shaker Heights • Highland Hills • North Randall 	<i>Street reconstruction and enhancement.</i> <ul style="list-style-type: none"> • Large transformative project on a significant commercial route. • Accommodating enhanced facilities may require land acquisition and/or easements to locate facilities adjacent to the roadway. • A major north-south connection with many commercial and other destinations along the route. • A near-term parallel (and alternative) route along Belvoir should be explored. 	<ul style="list-style-type: none"> • Warrensville/Van Aken Transit-Oriented Development Plan, 2008 (Farnsleigh Rd. to Northfield Rd.) • Warrensville/Van Aken Intermodal Transit Center Program Plan, 2009 (Farnsleigh Rd. to Northfield Rd.) • RTA transit operations need to be taken into consideration. 	10+ years

EASTSIDE GREENWAY

Design Options

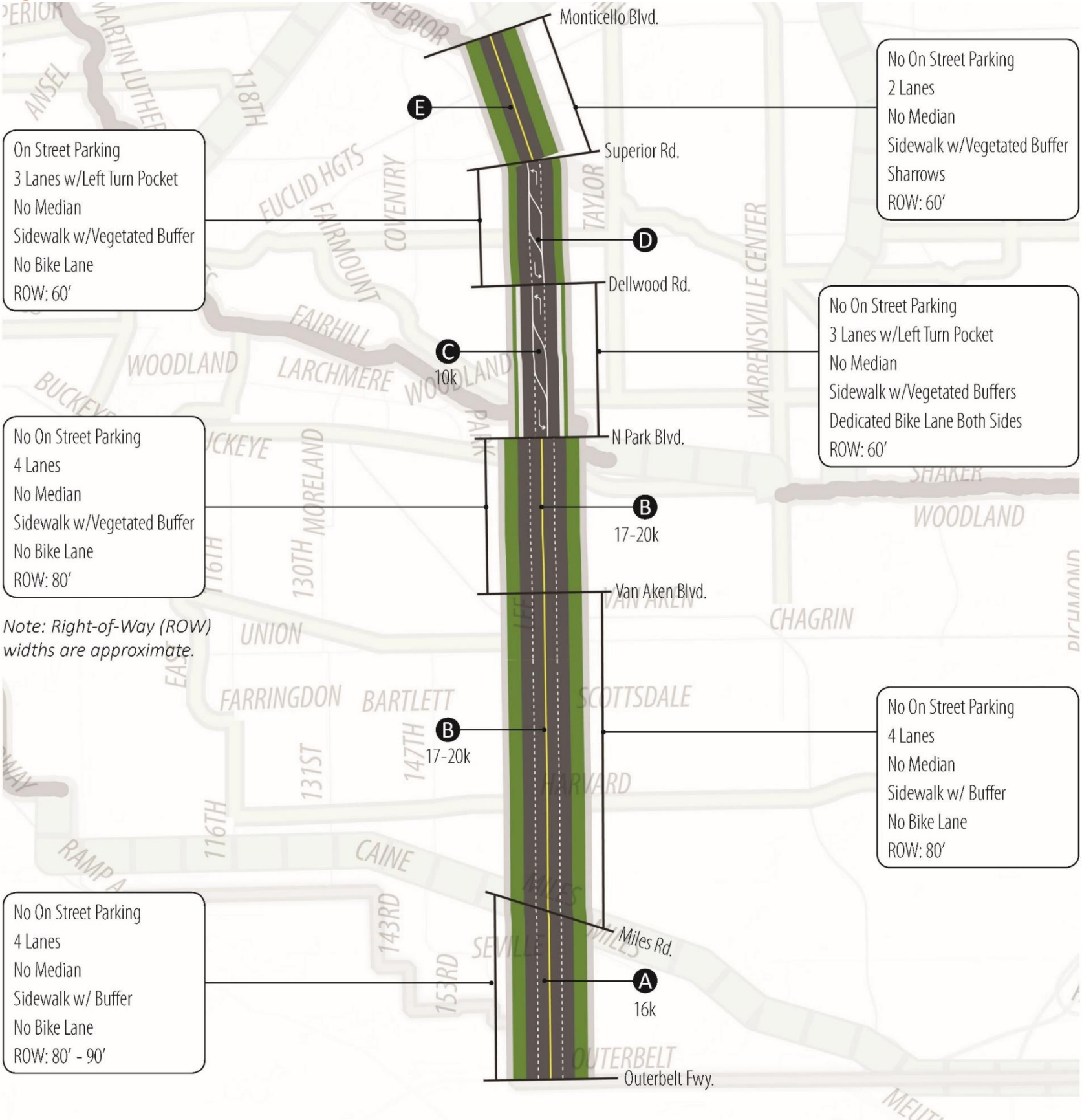
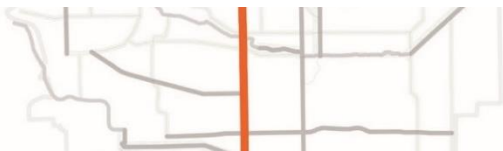
Existing Route Conditions and Description

LEE ROAD (P)

The Lee Road corridor is an important north-south linkage that serves a number of distinct and varied communities and land uses, from compact and active commercial nodes to residential areas. The corridor provides access to I-480 in the south and carries a high volume of traffic throughout the corridor. However, the land use context would benefit from a corridor reconstructed as a multi-modal connector with safe and attractive facilities for all modes of transportation. Lane width reduction and/or lane removal in some cases can slow down traffic and benefit the neighborhood atmosphere along the corridor.

Breakdown of typical existing conditions along Transformative & Near-Term routes.

- Lane configuration (pavement width)
- Sidewalks
- Buffers & Medians
- Right-of-Way Width (approx.)



Priority Projects: Greenway Design and Features

Proposed Cross-Sections

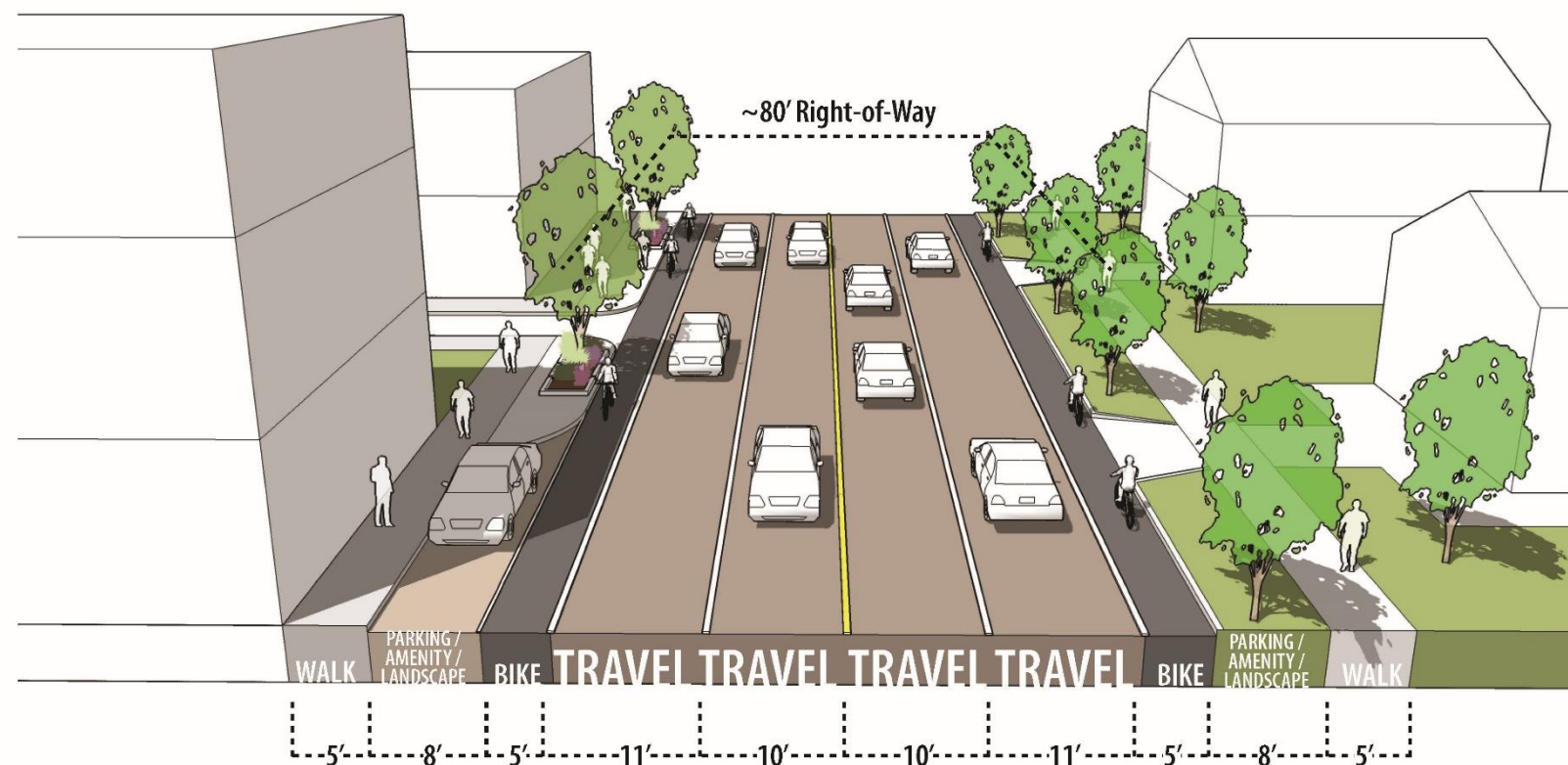
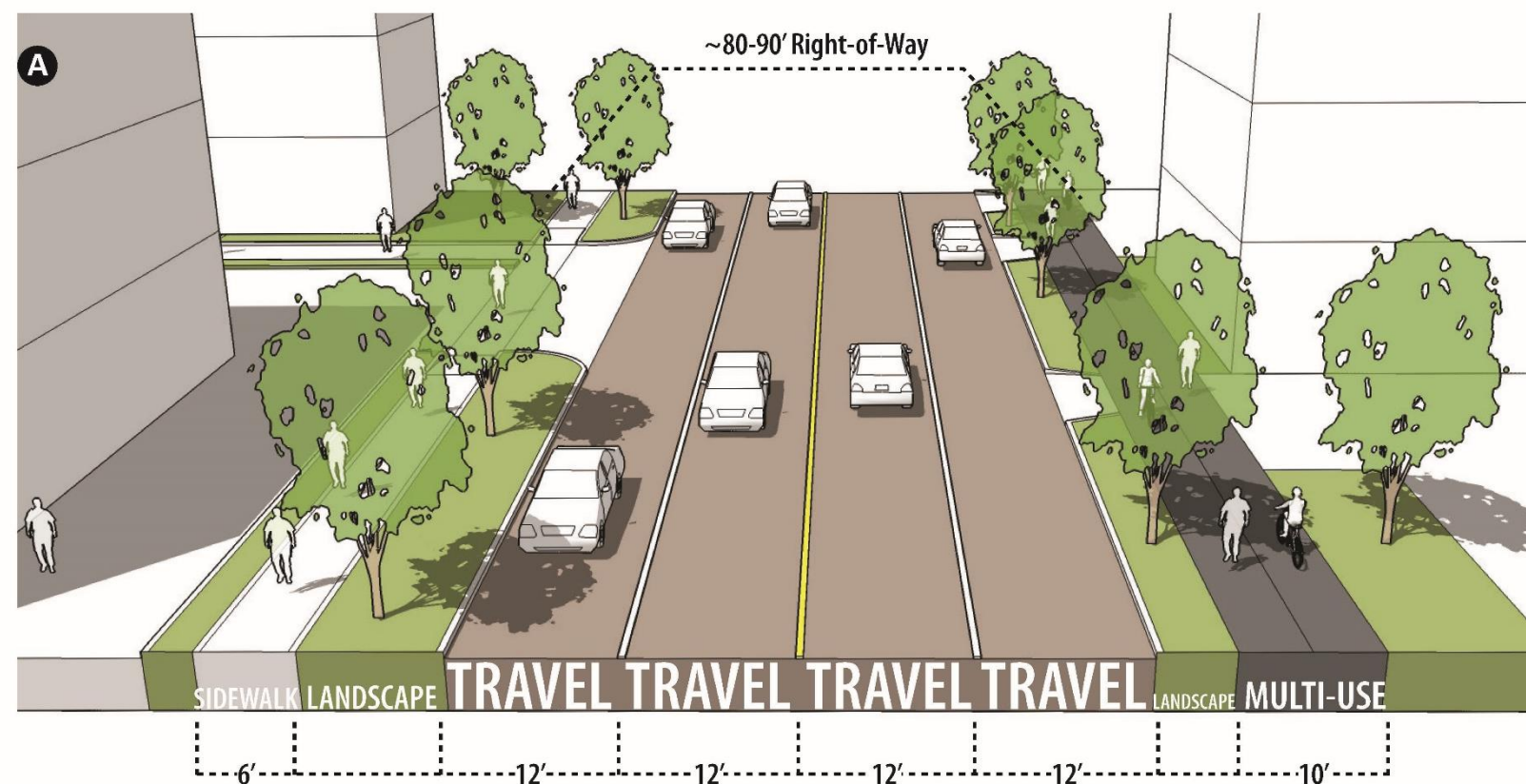
- Recommended facility types and improvements
- Alternative cross-sections

Alternative Routes (if applicable)

- Parallel routes

Other Design Considerations

- Context-sensitivity
- Transit coordination
- Design elements: landscape, storm water, furnishings, lighting, safety systems, etc.
- Construction



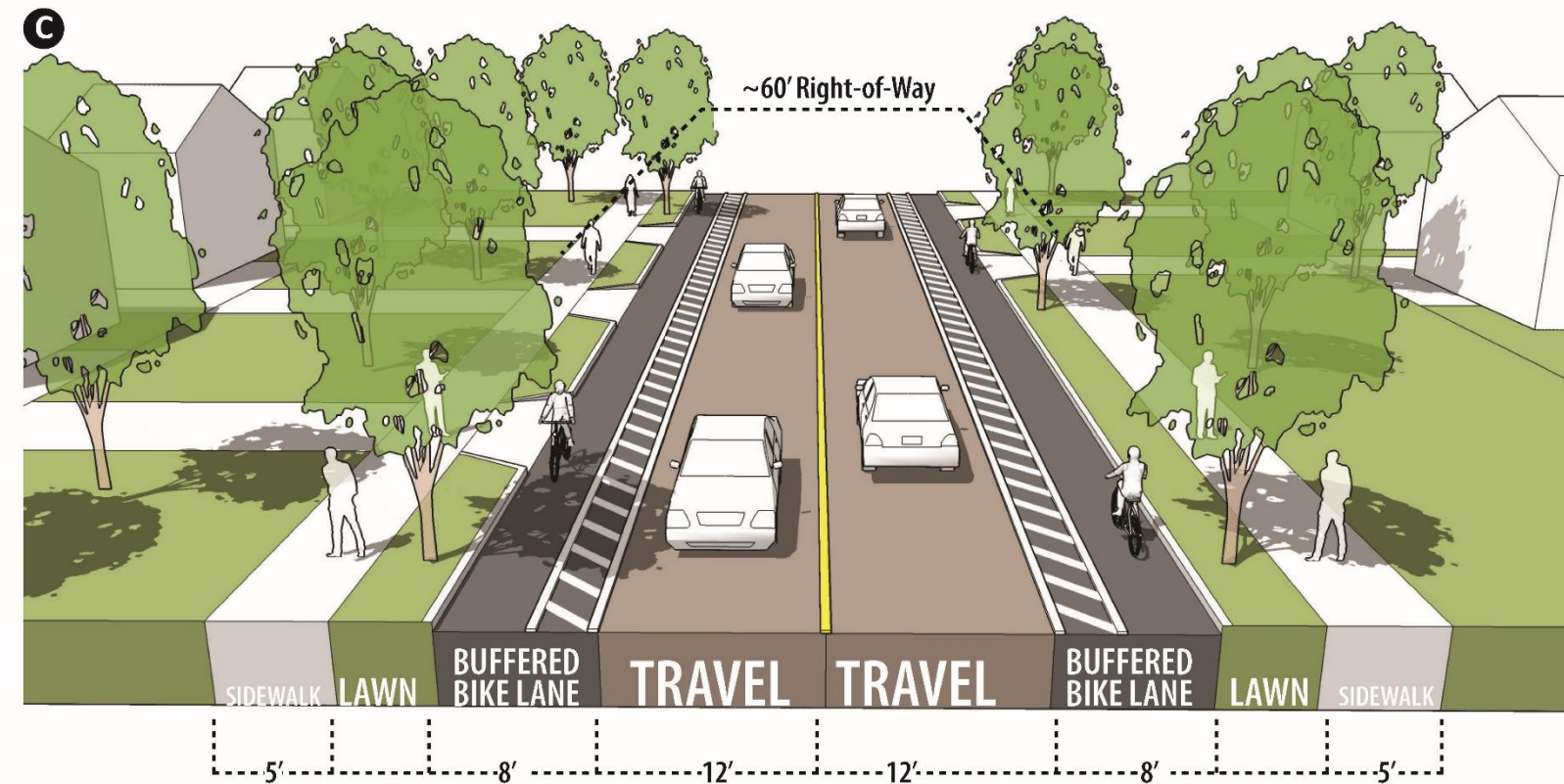
Priority Projects: Greenway Design and Features

LEE ROAD - DESIGN CONTINUED

Section C - Road Diet & Buffered Bike Lanes

EXTENT: N PARK BLVD. TO DELLWOOD RD.

- Remove central turning lane, preserve two traffic lanes.
- Add dedicated buffered bike lanes on both side of road (existing pavement area is 40'). The existing "bike lanes" are too narrow to be signed as such. Study the feasibility of removing the center turn lane.

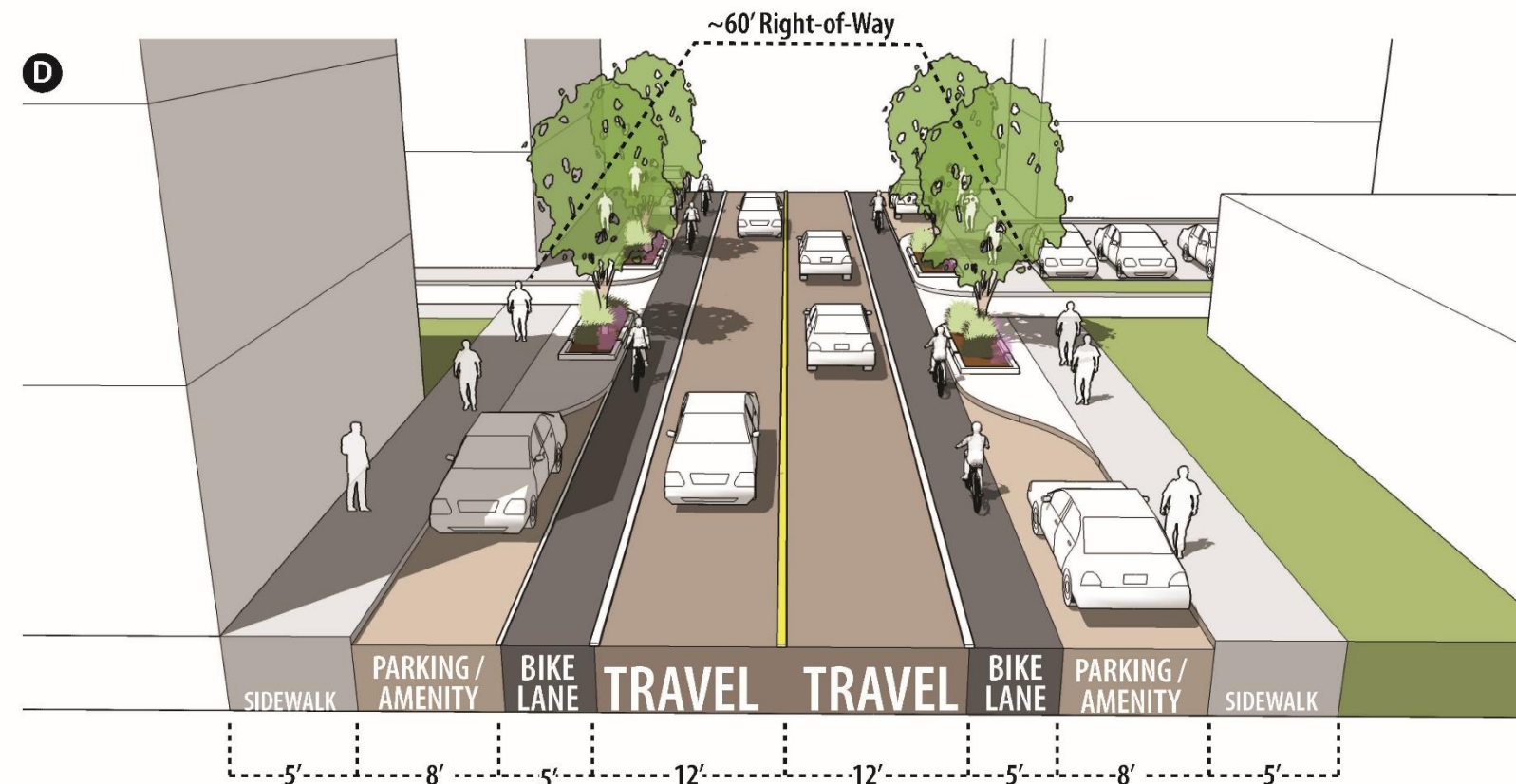


Section D - Commercial Hotspot

EXTENT: MAYFIELD RD. TO N PARK BLVD.

This commercial hot spot, focused at Lee Road and Meadowbrook, is a small-scale pedestrian centric area.

- Remove central turning lane outside of signalized intersections and preserve two traffic lanes.
- Add dedicated bike lanes on both side of the road.
- The zone between the sidewalk and curb edge can be used for on-street parking or amenity uses (e.g. expanded pedestrian areas for activity) as needed.



Health Impact Assessment

- Using documented findings as an evaluation tool to prioritize greenway corridors
- No longer rely on anecdotal statements about value of health
- Another funding source implement Active Transportation projects

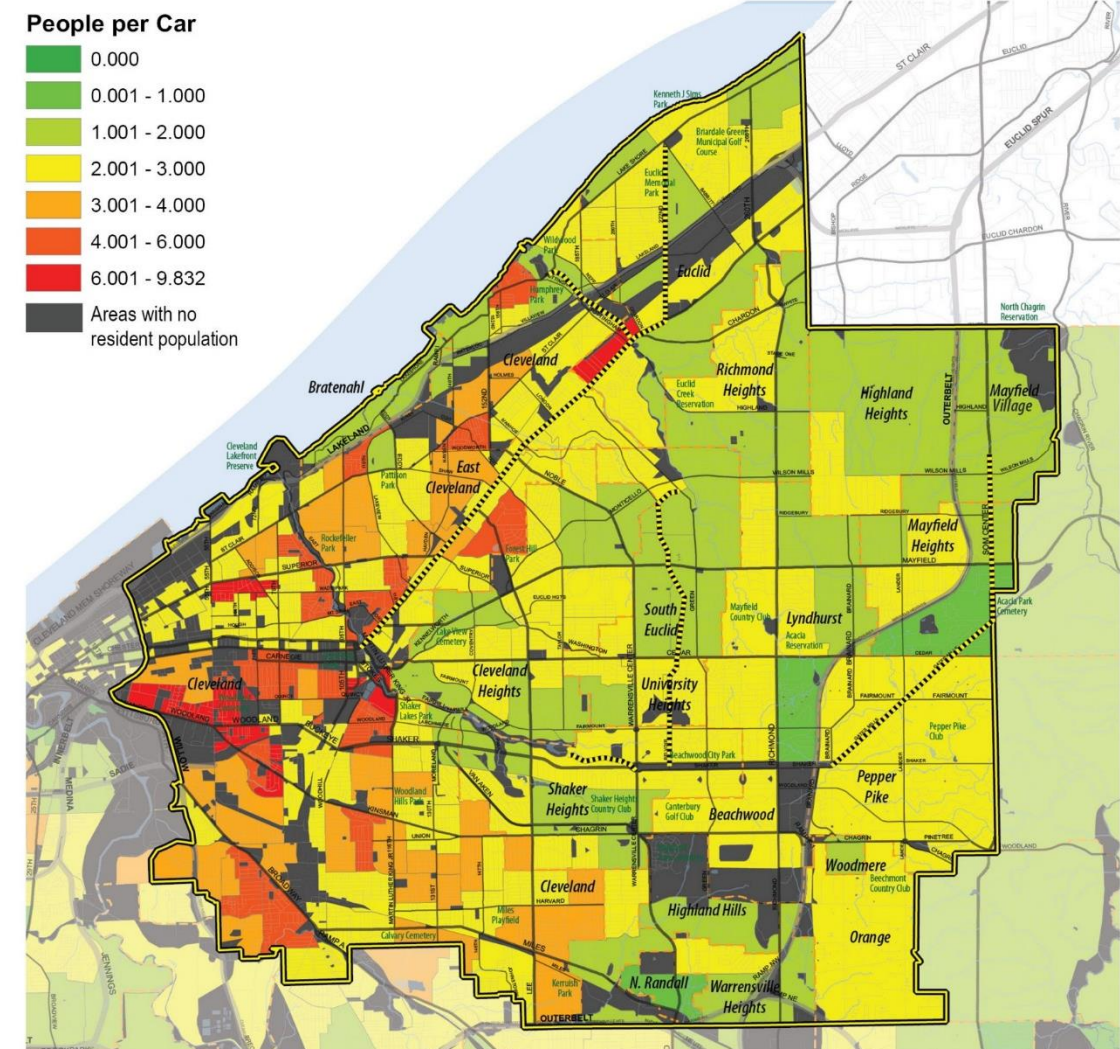


Community Led/Data Driven

- Value of community/local input
plus
- Value of GIS as an analytical tool to
guide policy decisions



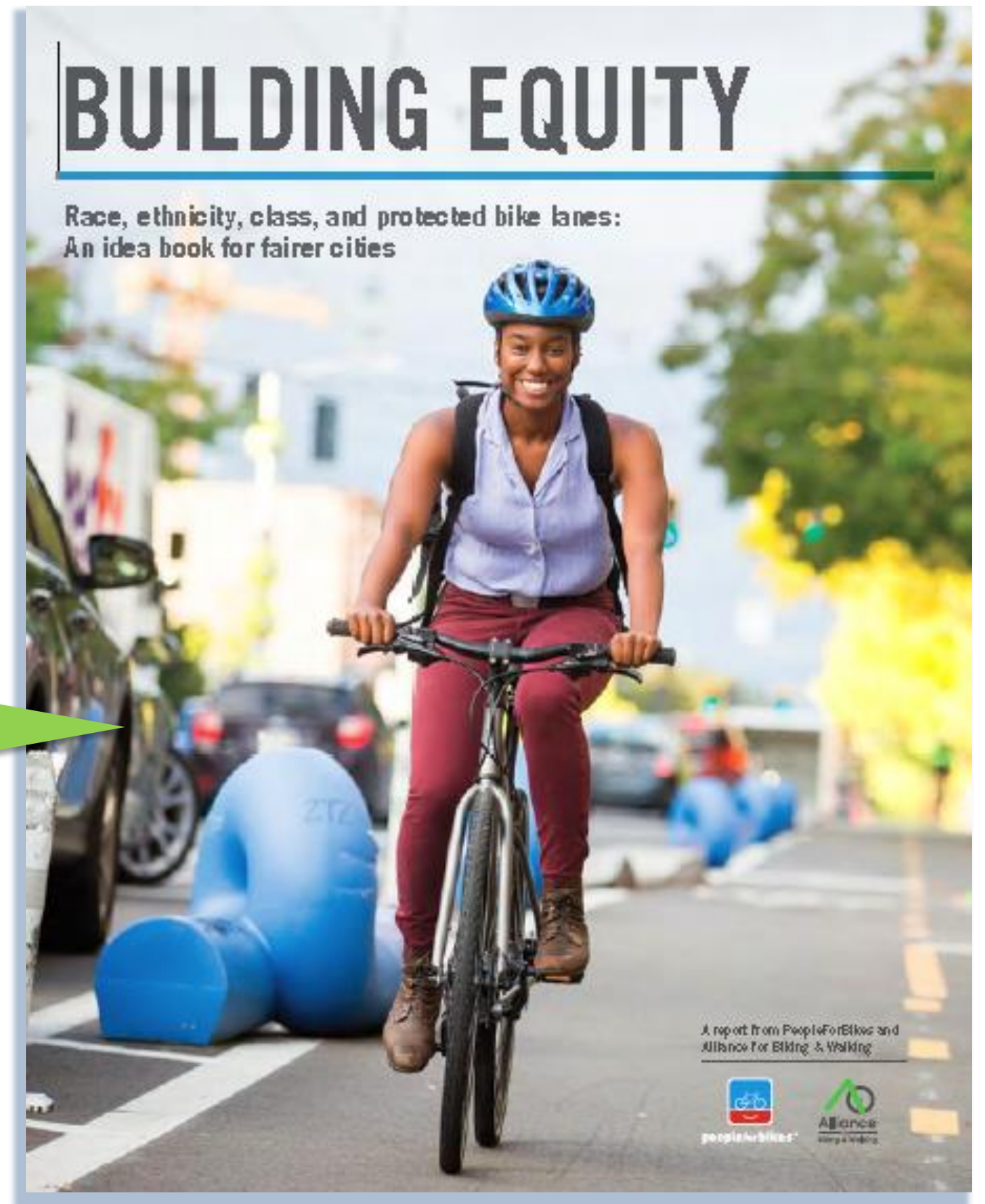
MAP 2.1D - CAR OWNERSHIP



Role of Equity

- People/communities with loudest voices should not be the only ones to get non-motorized facilities

“It’s a vicious cycle, Norman says. Though many residents of color ride, they rarely get to work that way, so the Census ignores them. Seemingly low biking rates then let governments rationalize putting comfortable bikeways elsewhere.”



EASTSIDE GREENWAY

Public Engagement

Committee Meetings

- Project Team + Advisors
- Steering Committee (Municipalities + Advisors)

Transportation Summit

- Provide a community event to publically kick-off and coordinate the planning initiatives in the region
- Open-house format

“Missing Links” Workshops

- Meeting with “Missing Links” communities
- Biking the corridor and/or meeting to talk + discuss

Community Meeting Cycles

- 3 cycles of meetings, held at 4 locations for each cycle
- 1 additional meeting to present final plan

MetroQuest Survey

- 2 month online survey to capture travel preferences and origin/destination information

Pop-Up Workshops

- Meet people where they are *Nature Center, Bike CLE annual meeting, others*
- LAND studio led “boots on the ground” effort



A greenway is a ***dedicated space*** providing opportunities for ***recreation and non-motorized transportation***. This includes a variety of treatments that may include ***on road or off road facilities***.

Trails within a greenway provide access between neighborhoods and destination points, opportunity to travel without an automobile and paths for walking, jogging, and bicycling.

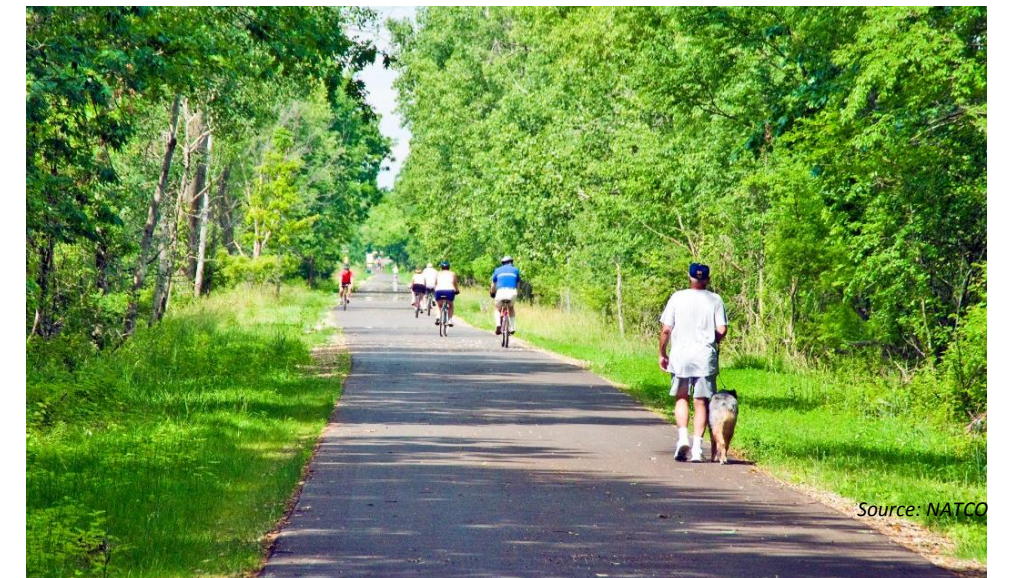


Bicycle Infrastructure

- Bike Routes
- Sharrows
- Conventional Bike Lanes
- Buffered Bike Lanes
- Separated Bicycle Facilities
(formerly called cycle tracks and protected bike lanes)
- Multi-Use Trails
(All Purpose Trails)

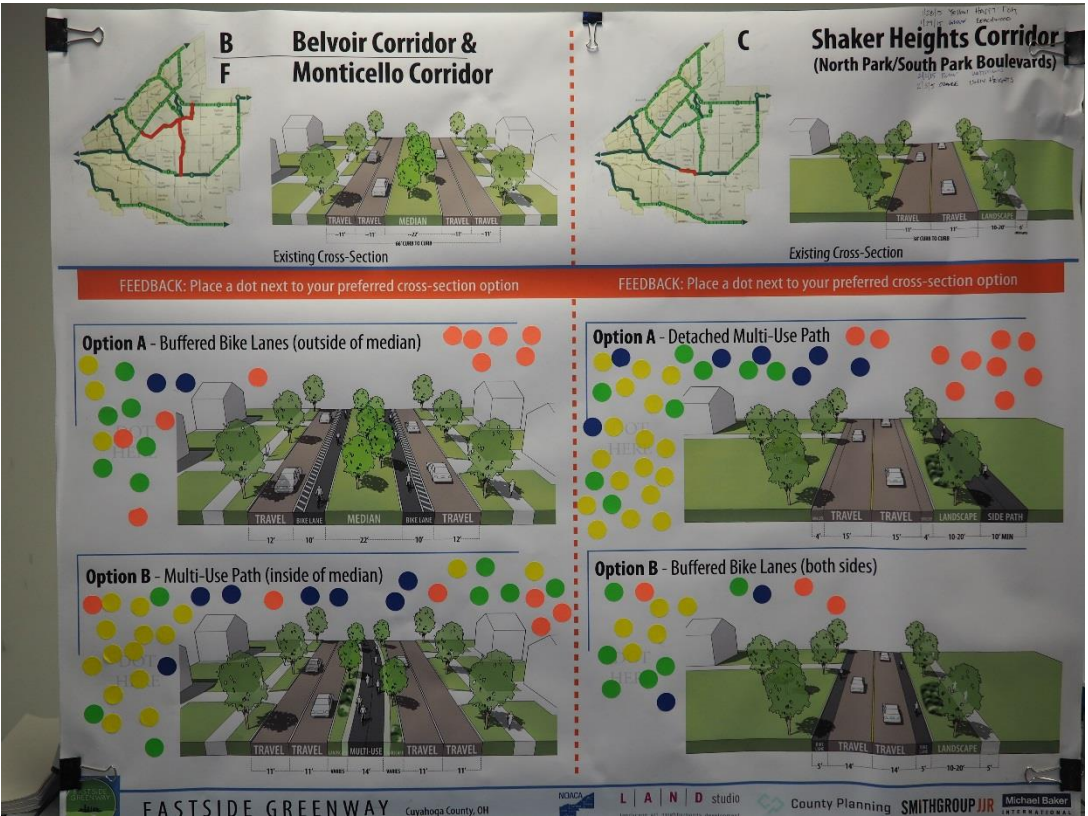


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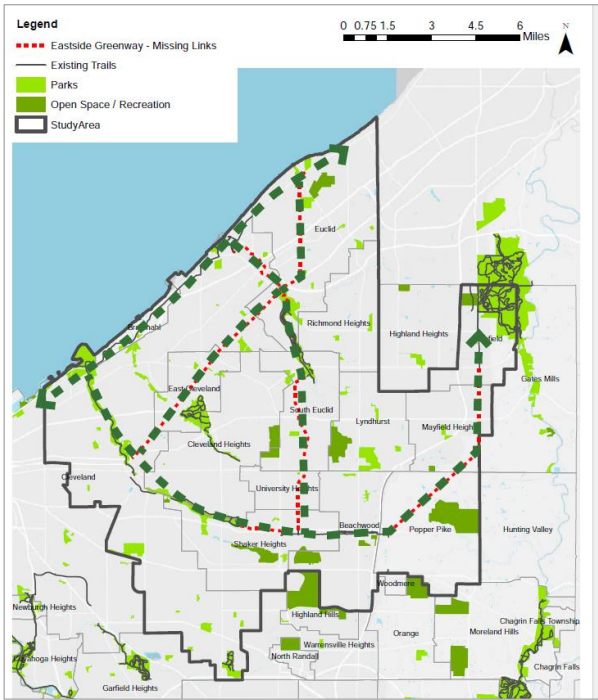


5 Steering Committee Meetings

13 Community Meetings



Public Engagement

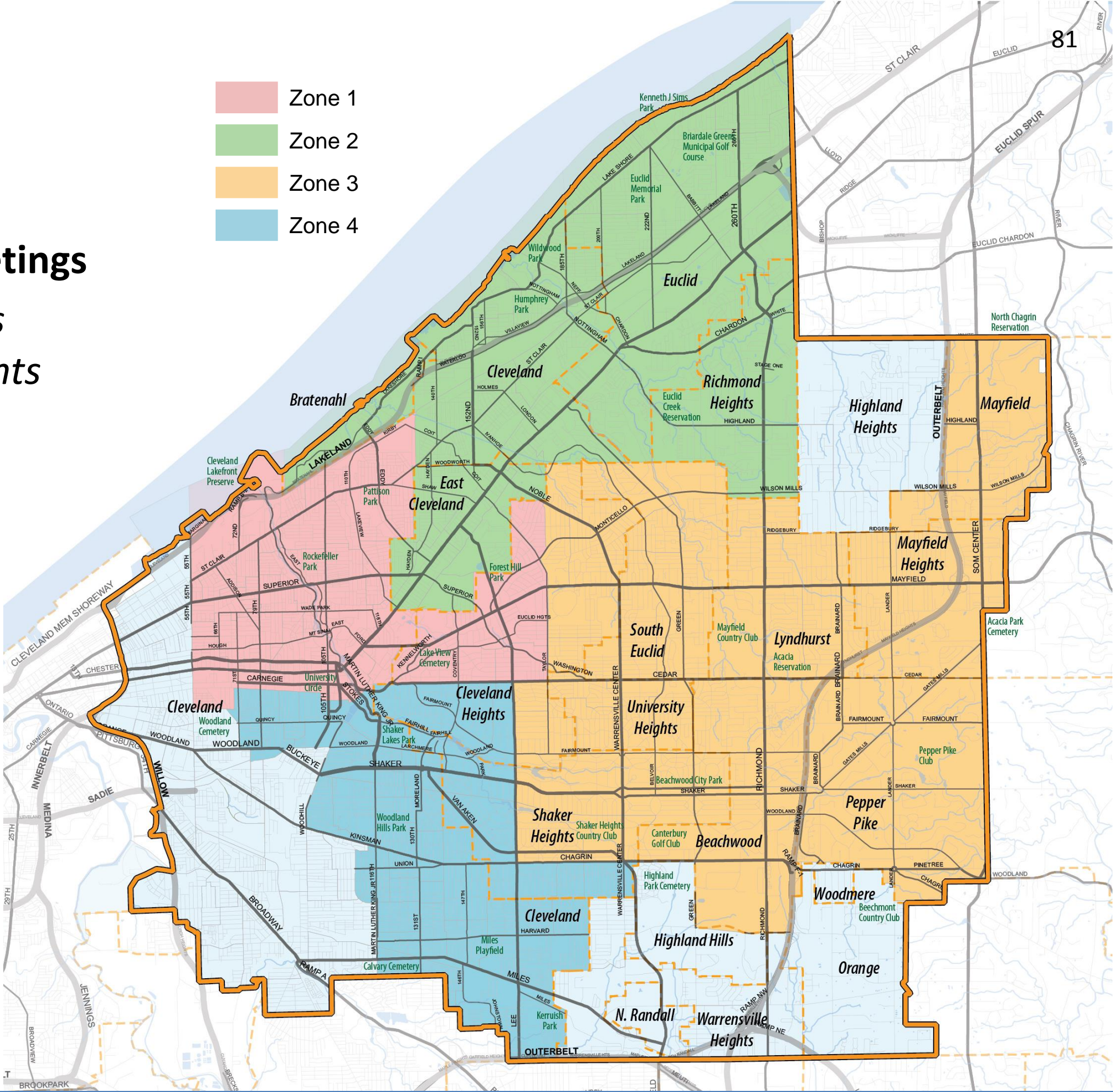


“Missing Link” Stakeholder Meetings

Shaker Heights
Mayfield Heights
Euclid
Bratenahl

Public Meetings

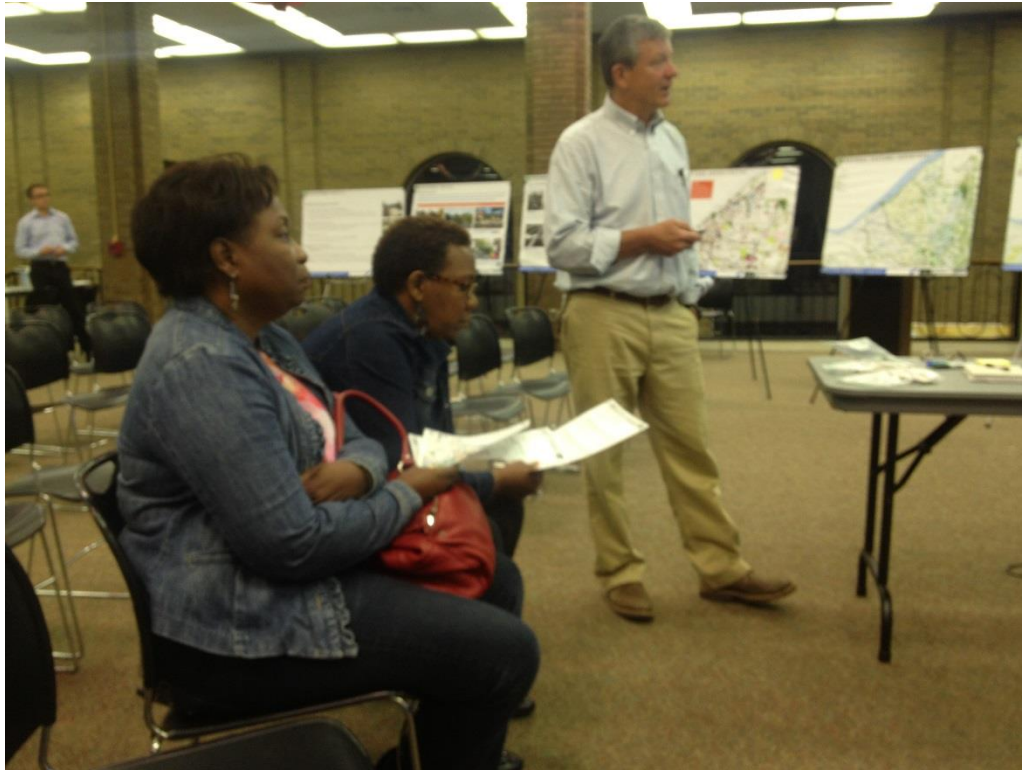
- Three rounds of meetings with 4 locations in each round
- One final meeting



Public Engagement: Public Meetings...venues matter!

82

Moore Counseling Center, Euclid



MLK Library, Cleveland



Public Meeting #1



HBC at Nighttown, Cleveland Heights

Public Engagement: Public Meetings...venues matter!

83



Bottle House, Cleveland Heights



Bottle House, Cleveland Heights



Warrensville Heights Public Library



John Carroll University, University Heights

Public Meeting #1

STJ Community Building, Shaker Hts
Mayfield Village Civic Hall
Moore Counseling Center, Euclid
MLK Library, Cleveland

Public Meeting #2

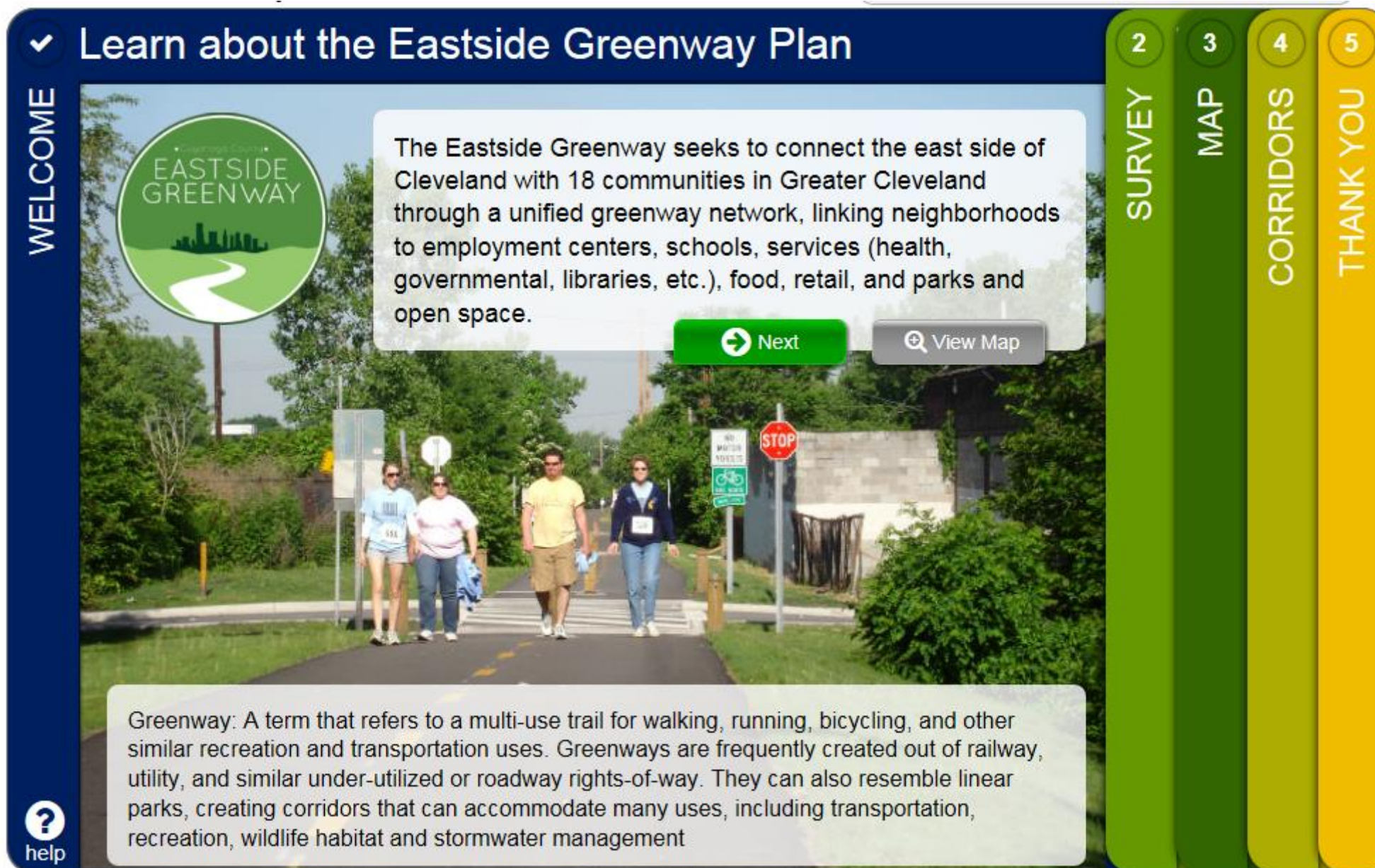
Happy Dog, Univ Circle, Cleveland
Beachwood Public Library
Waterloo Brew, Cleveland
University Heights Public Library

Public Meeting #3

Collinwood Rec Center, Cleveland
Bottle House, Cleveland Heights
Warrensville Heights Public Library
Sterle's Country House, Cleveland

Public Meeting #4

John Carroll University



1. Introduction

2. Survey

- Bike/pedestrian use characteristics and priorities
 - Car
 - Public transportation
 - Bike
 - Walk

3. Map

- O/D for home/destinations

4. Missing Link Corridors

5. Thank you

- Gender
- Age
- Zip Code
- Email

<https://esg.metroquest.com>

www.eastsidegreenway.weebly.com

Eastside Greenway Plan

Progress

2 Tell us what you think

WELCOME

SURVEY

MAP

CORRIDORS

THANK YOU

Walking/Running

Biking

Driving

Modes

More Ideas

I walk for fun, exercise and/or transportation

Never

A few times a year

A few times a month

At least once a week

More than once a week

Daily

I would like to be able to walk more

Strongly Disagree

Disagree

Neutral

Agree

Strongly Agree

Next

Eastside Greenway Plan

Progress

4 Help prioritize the future greenway corridors

WELCOME

SURVEY

MAP

CORRIDORS

THANK YOU

Drag bars above the line to prioritize your preferences, with the highest priority on top.

Miles Avenue

Shaker Blvd/South Park Blvd

Highland Road

Lake Shore Boulevard

Euclid Avenue

Monticello Boulevard

Gates Mills Boulevard-SOM

South Belvoir Boulevard

Tell us which future greenway corridors would be most valuable to you.

Prioritize the listed corridors in the order that you would like to use them, if they had appropriate facilities for bicycling and walking.

Highest priority on top.

Eastside Greenway Plan

Progress

2 Show us where you often go

WELCOME

SURVEY

MAP

CORRIDORS

THANK YOU

This map works like a normal Google map. Drag markers to identify your frequent destinations. You can use the "Zoom to..." list to navigate to different parts of the study area that are near your destinations for easier map navigation. The "Other" box can be used to specify additional destinations or to identify issues of concern.

Home

Work/School

Shopping/Dining

Entertainment

Park/Recreation

Other

When you are done:

Next

Zoom to...

Eastside Greenway Plan

Progress

5 Please tell us about yourself

WELCOME

SURVEY

MAP

CORRIDORS

THANK YOU

Final Questions (Optional)

Age:

Select...

Gender:

Select...

Zip Code:

Postal...

Stay Involved:

Email...

I have access to:

Car

Bike

Transit

I like to:

Walk

Bike

Submit

Thank you for telling us what is important

Thank you for participating in the Eastside Greenway survey and for telling us what is important to you. Your input will help to make this area more bikable and walkable through the creation of greenway corridors.

Please go to the Eastside Greenway project website for more info <http://eastsidegreenway.weebly.com/>

LAND studio

landscape art neighborhoods development

NOACA

County Planning

Cleveland Metroparks

SMITHGROUP JJR

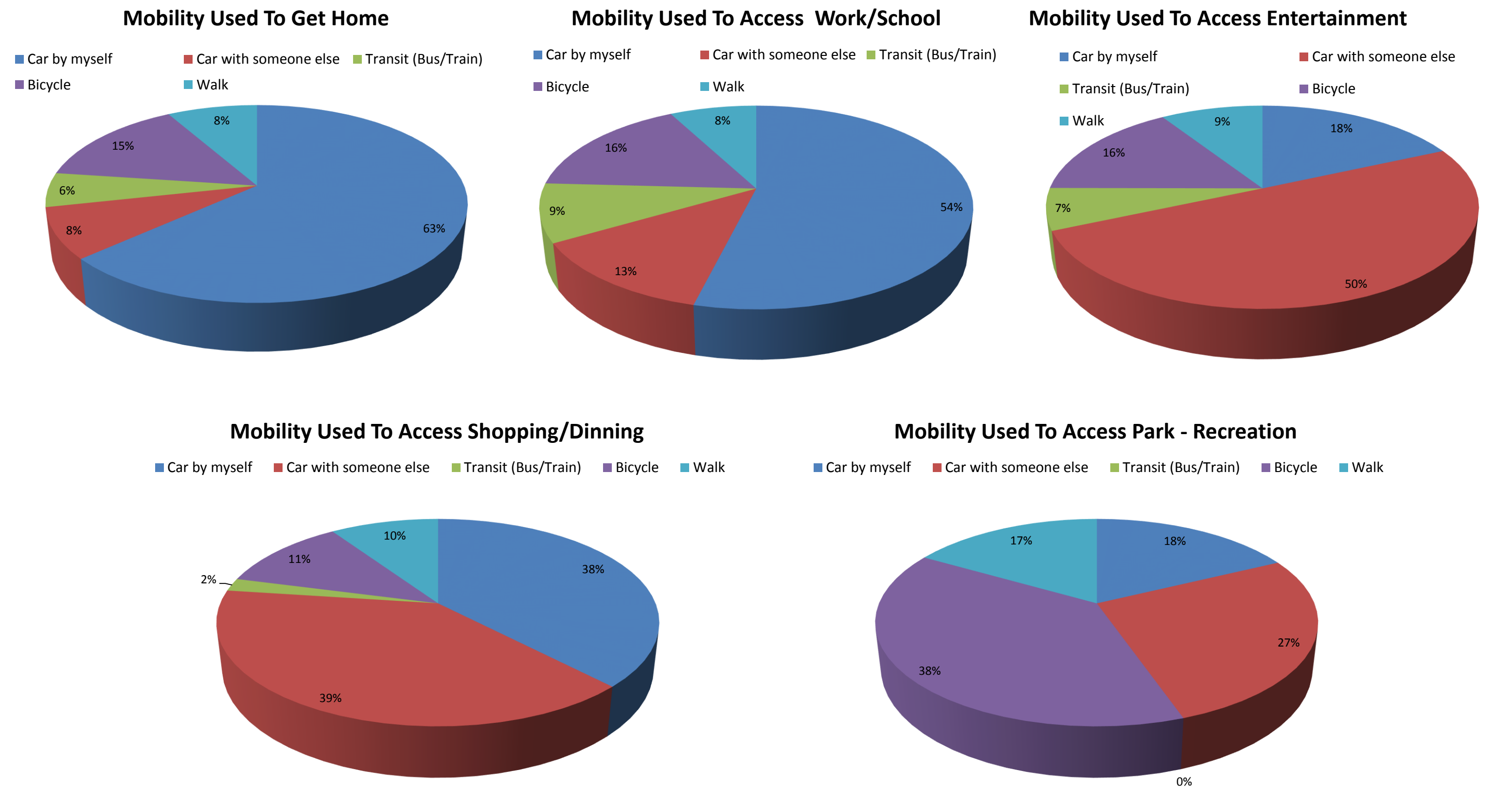
Michael Baker INTERNATIONAL

Cleveland Planning & Zoning Workshop

November 13, 2015

MetroQuest Survey Results:
Mobility by Destination *(Transportation & Recreation)*

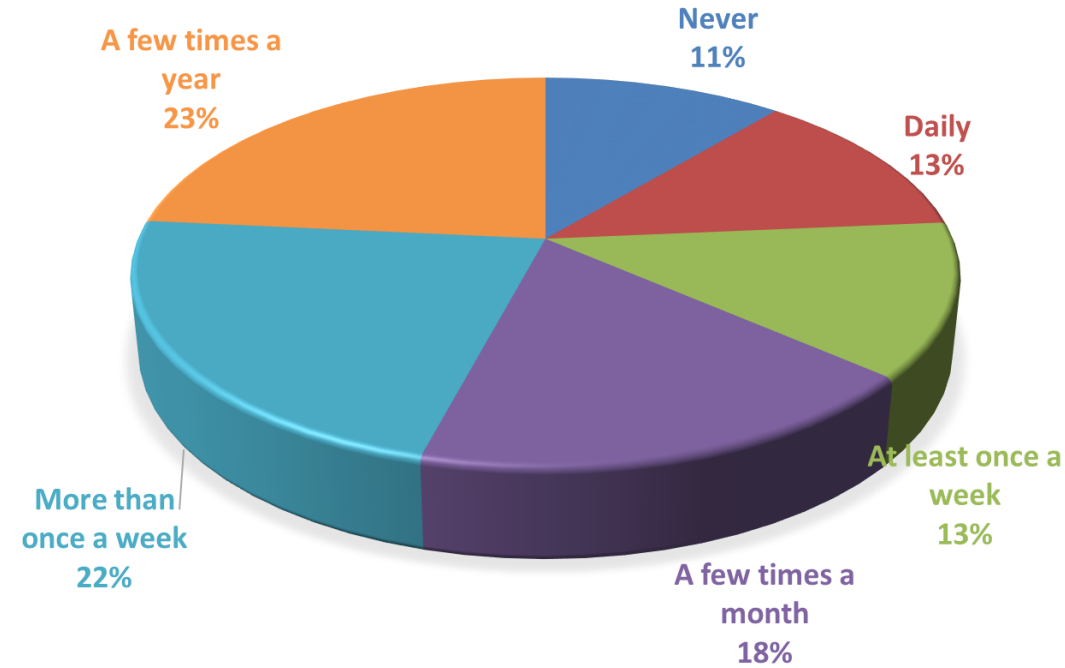
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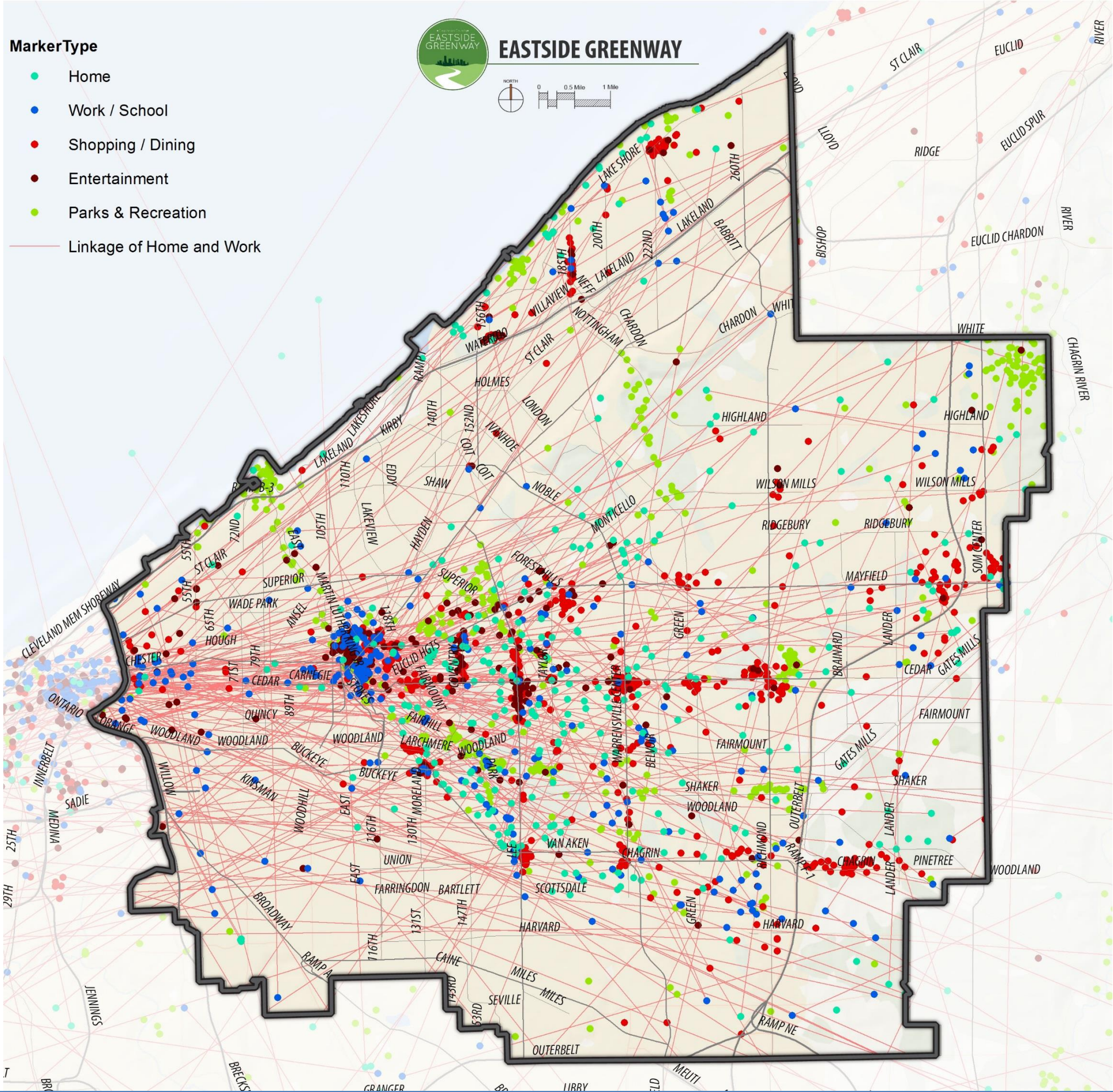
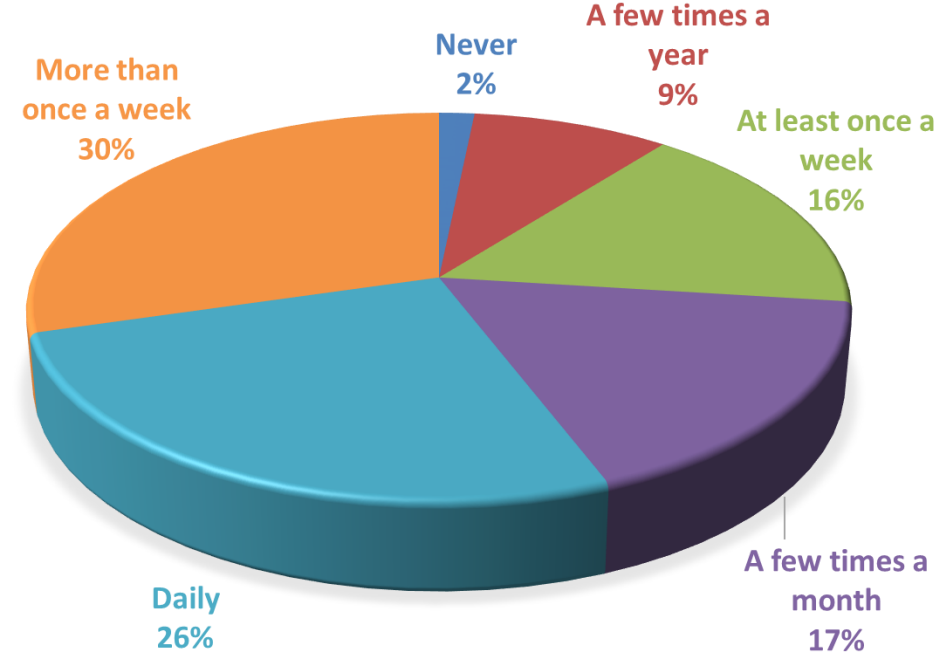
Public Survey

(~790 Respondents)

I BIKE FOR FUN, EXERCISE AND/OR TRANSPORTATION



I WALK FOR FUN, EXERCISE AND/OR TRANSPORTATION



A map of Cleveland, Ohio, showing the Eastside Greenway area. The map features a grid of streets, with major roads highlighted in red. The area is bordered by Lake Erie to the north and the city of Cleveland to the south. The text "EASTSIDE GREENWAY" is overlaid on the map in a light blue font. The title "Moving Toward Implementation" is prominently displayed in a large, bold, orange font across the center of the map.

EASTSIDE GREENWAY

Moving Toward Implementation

- 
- 1. Greenway “Governance” Structure**
 - 2. Project Development Process**
 - 3. Funding Resources & Opportunities**
 - 4. Plan Update & Progress Reporting**
 - 5. Physical Design Considerations**
 - 6. Health Impact Assessment Recommendations**

EASTSIDE GREENWAY

HELLO ABOUT GET INVOLVED



7 Tuesday unveiling set for Eastside Greenway vision as backers pivot to making plan a reality



A cyclist and a walker shared the Shaker Median Trail in September, 2014. The trail could become part of a much larger network, if plans for Cuyahoga County's Eastside Greenway are funded and built. (Steven Lin, The Plain Dealer)

1 / 6 22 Followers Share Caption

By Steven Lin, The Plain Dealer
Follow on Twitter
on July 17, 2015 at 6:25 AM, updated July 18, 2015 at 7:56 PM

CLEVELAND, Ohio – A yearlong, \$500,000 study on how to weave 100 miles of bike and pedestrian pathways throughout eastern Cuyahoga County is finished and ready for unveiling in a public meeting Tuesday evening at John Carroll University.

Now the question is how to get it done.

The Eastside Greenway plan calls for adding center median trails or buffered bike lanes over the next 10 to 20 years along 18 miles of major eastern county arterials including Euclid Avenue, Warrensville Center and SOM Center roads.

In one to five years, the plan states, 47 miles along other major routes in the county including Solvair, Monticello and Gates Mills boulevards could be re-striped with bike lanes connecting to other routes.

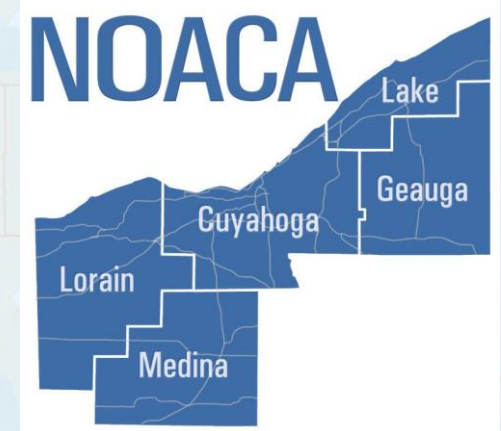


The East Side Greenway vision in a nutshell: The culminating map describing 100 miles of trails, greenways and bike paths took a year and \$150,000 to create. Now the question is how - and when - it can be implemented.

www.eastsidegreenway.weebly.com



County Planning



NORTHFIELD – WARRENSVILLE CENTER CORRIDOR

Innovations in Greenway Planning



WSP

**PARSONS
BRINCKERHOFF**

SMITHGROUPJJR

ESG Purpose + Project Area

- Create a unified network of pedestrian and bicycle facilities
- Provide an alternative mode of transportation
- Connect neighborhoods to employment centers, transit, services, parks and green spaces

Cleveland

East Cleveland

Bratenahl

Euclid

Richmond Heights

South Euclid

Cleveland Heights

University Heights

Lyndhurst

Pepper Pike

Mayfield Village

Mayfield Heights

Beachwood

Shaker Heights

Highland Heights

Orange Village

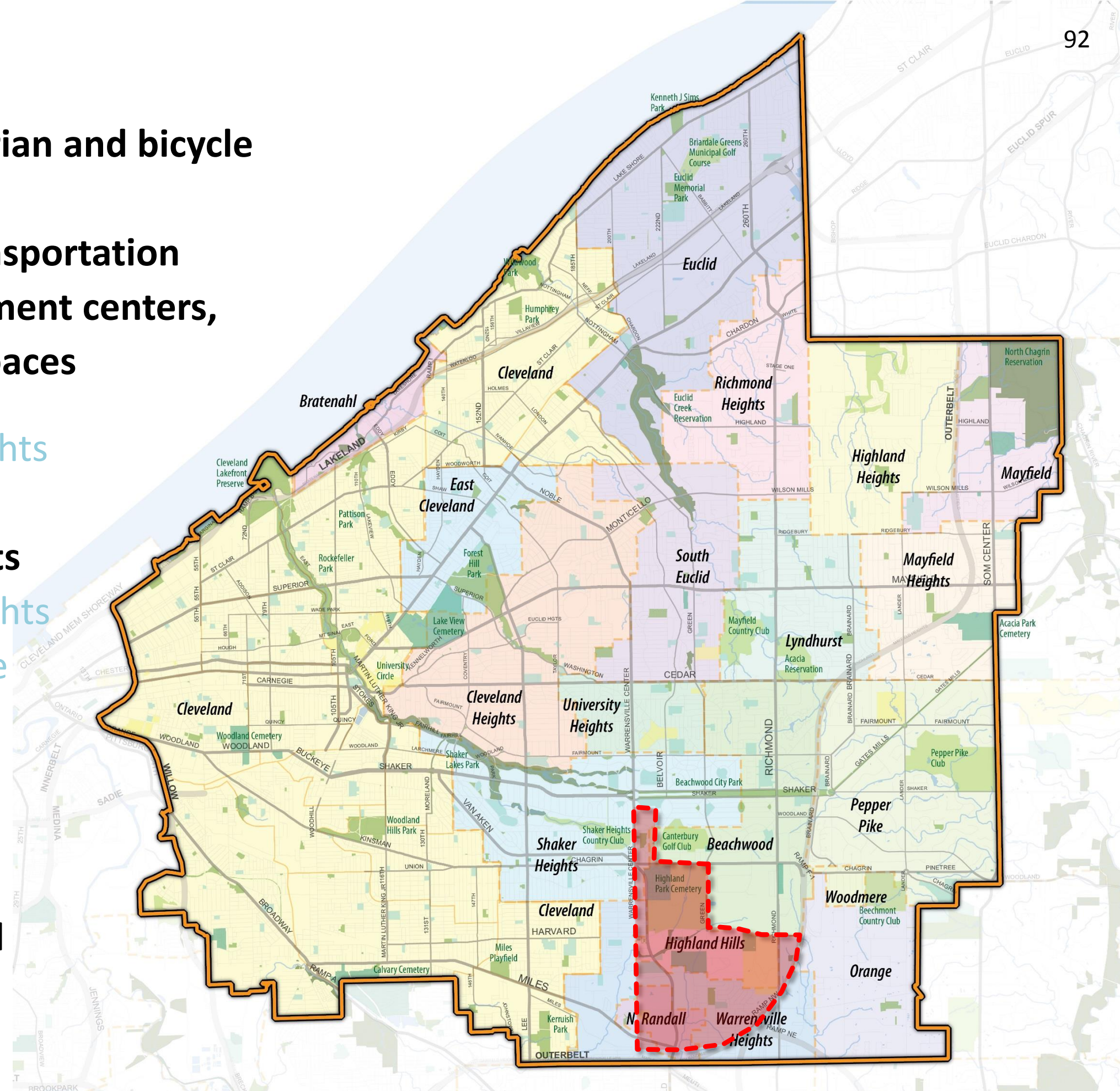
Warrensville

Heights

Woodmere

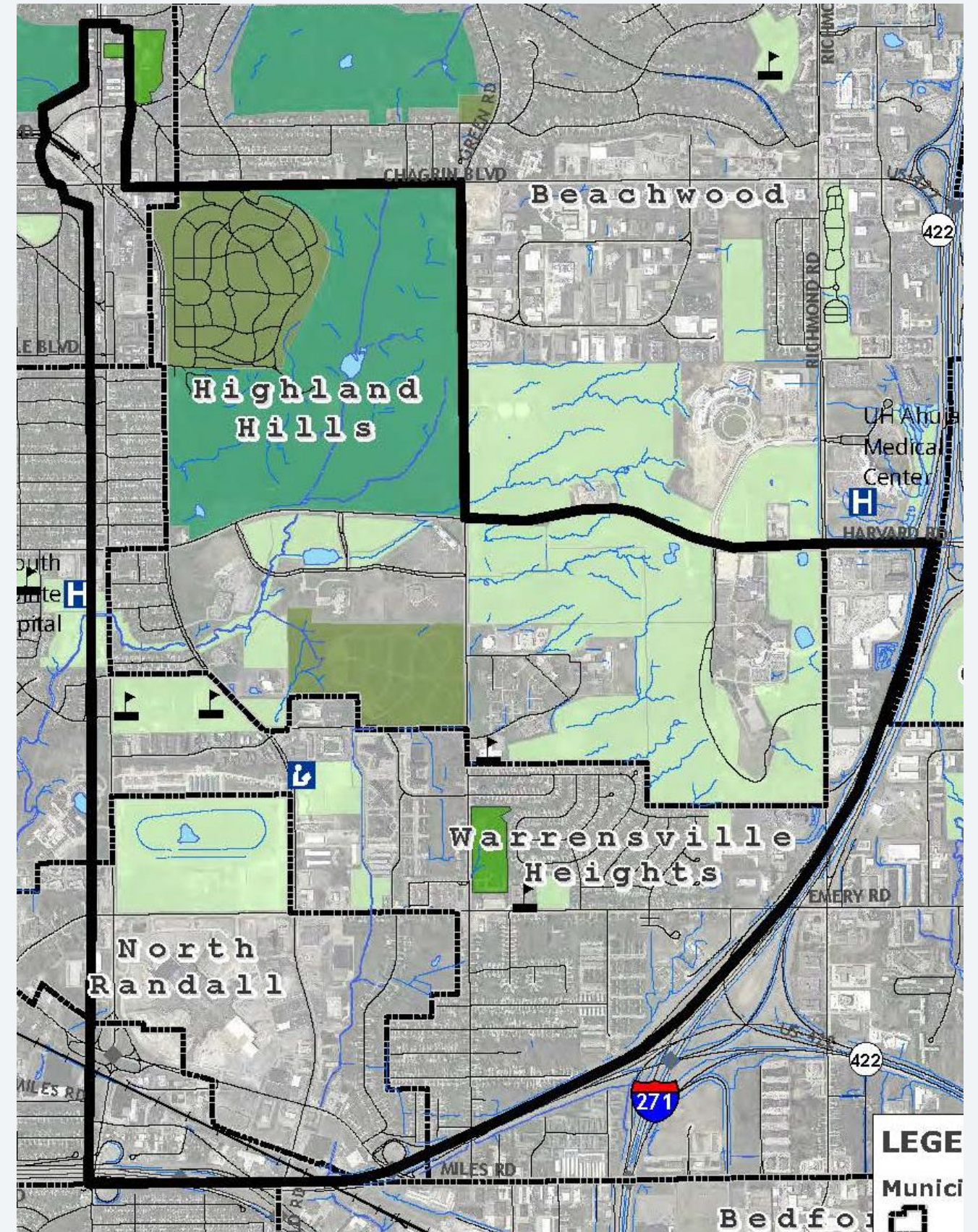
Highland Hills

North Randall



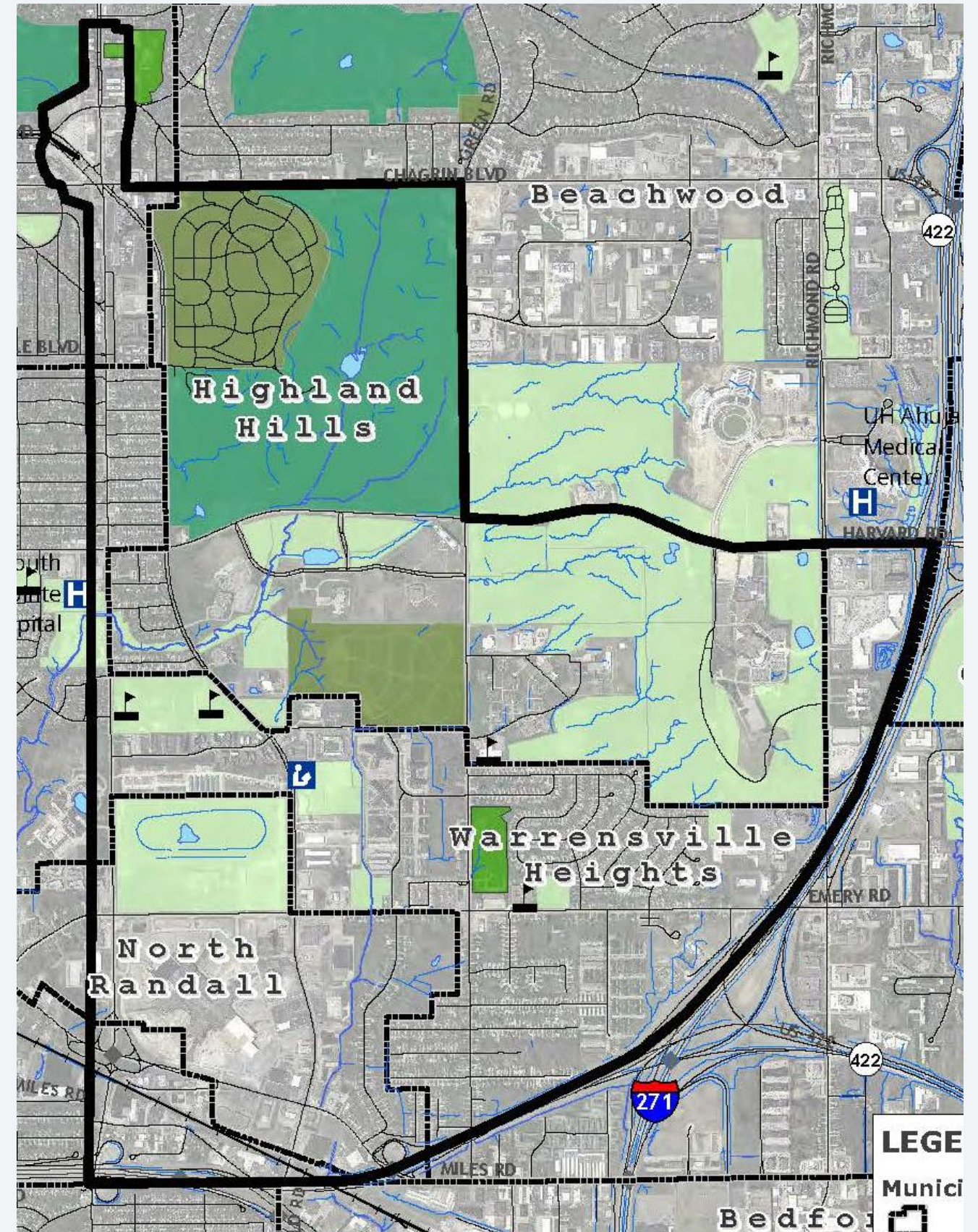
Project Purpose

- Develop an action plan
- Design concepts that create an active transportation network
- Promote connectivity and sustainable, equitable development



Overview of Primary Corridors

- Missing sidewalk links
- ADA compliance issues at intersections

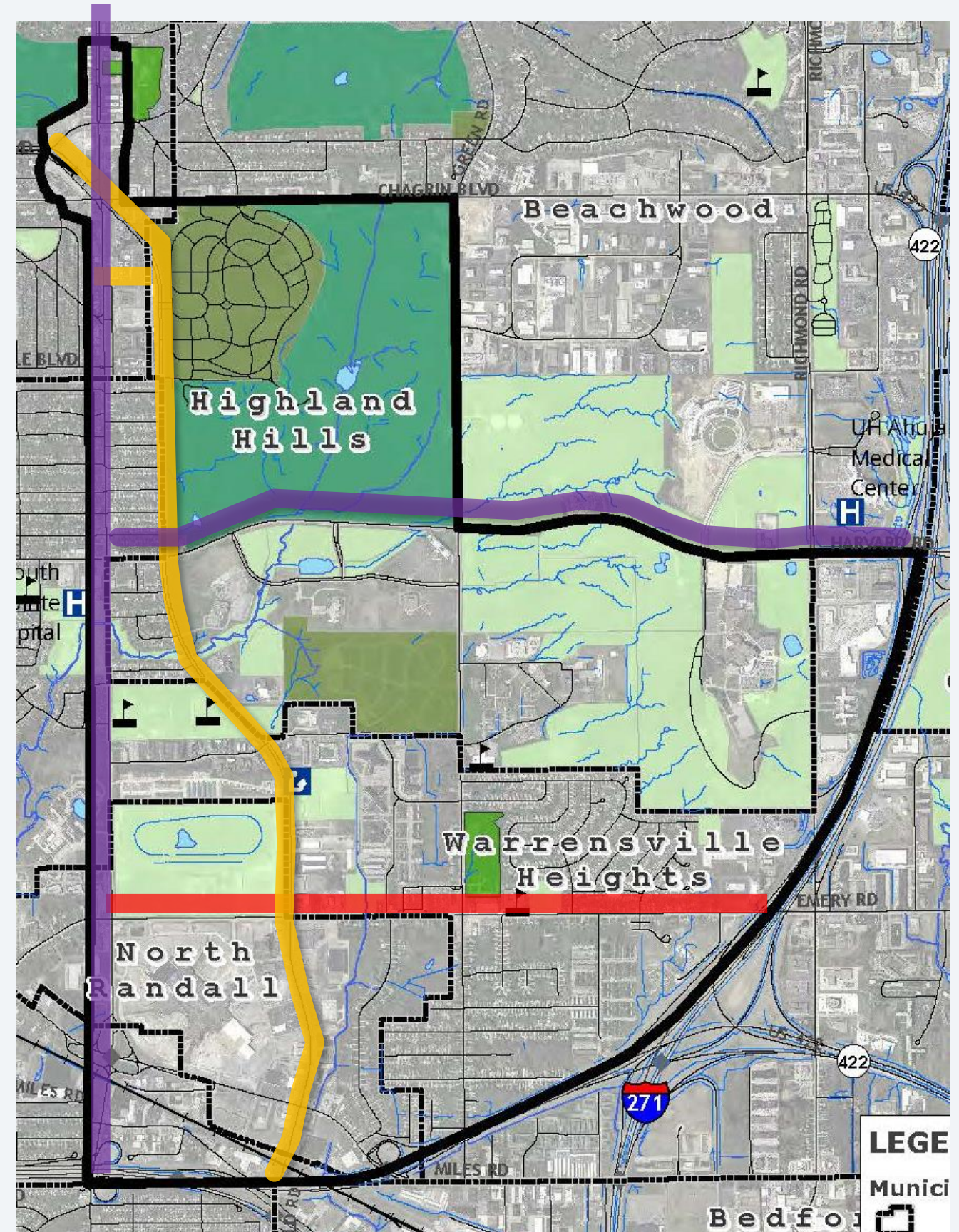


Traffic Analysis

- Northfield
 - North of Emery
 - South of Emery
- Emery
 - East of Green
 - West of Green
 - Reconstruction
- Warrensville?
- Harvard?

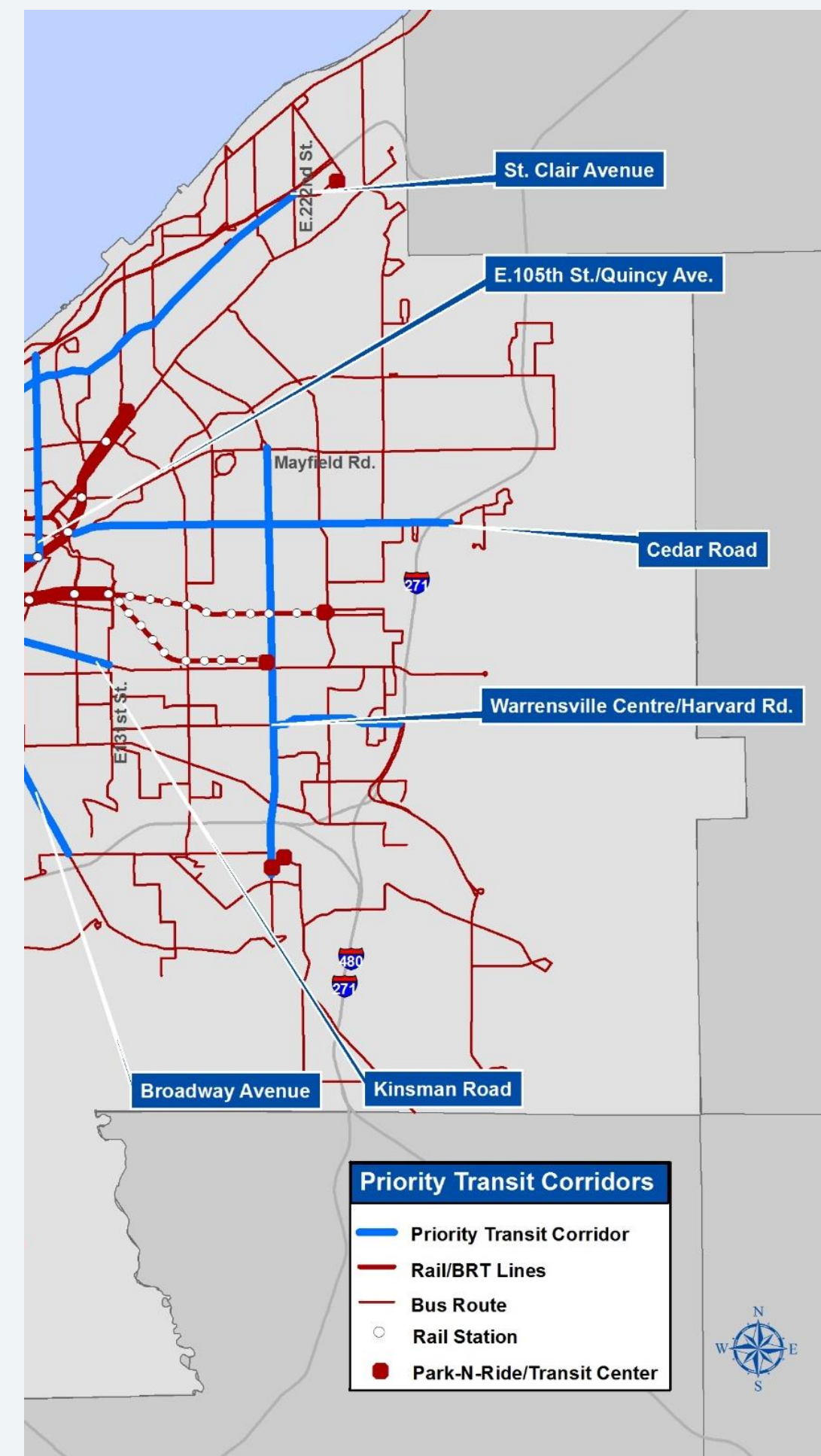
Design concept development

Programmatic flexibility



Transit Opportunities

- Access to the area from throughout the region
- Circulation within the area
- Investments in transit stop improvements
- Opportunity to shape future development

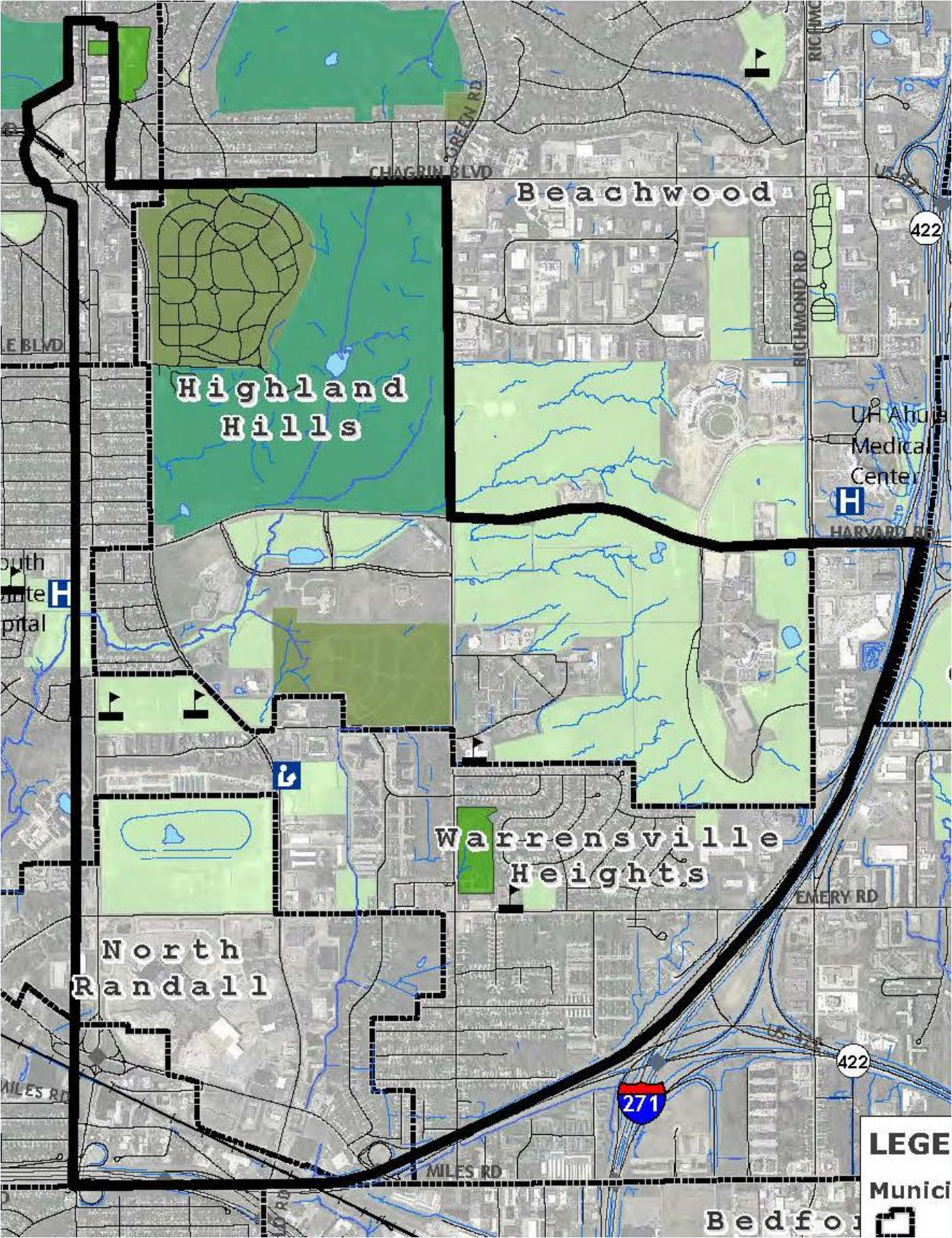
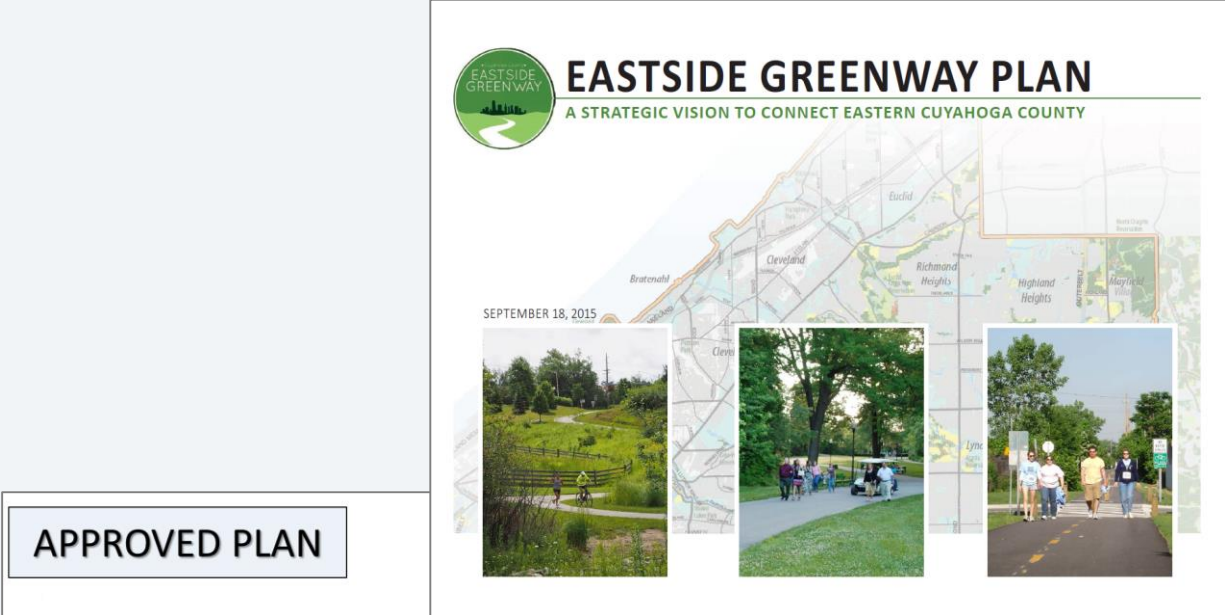


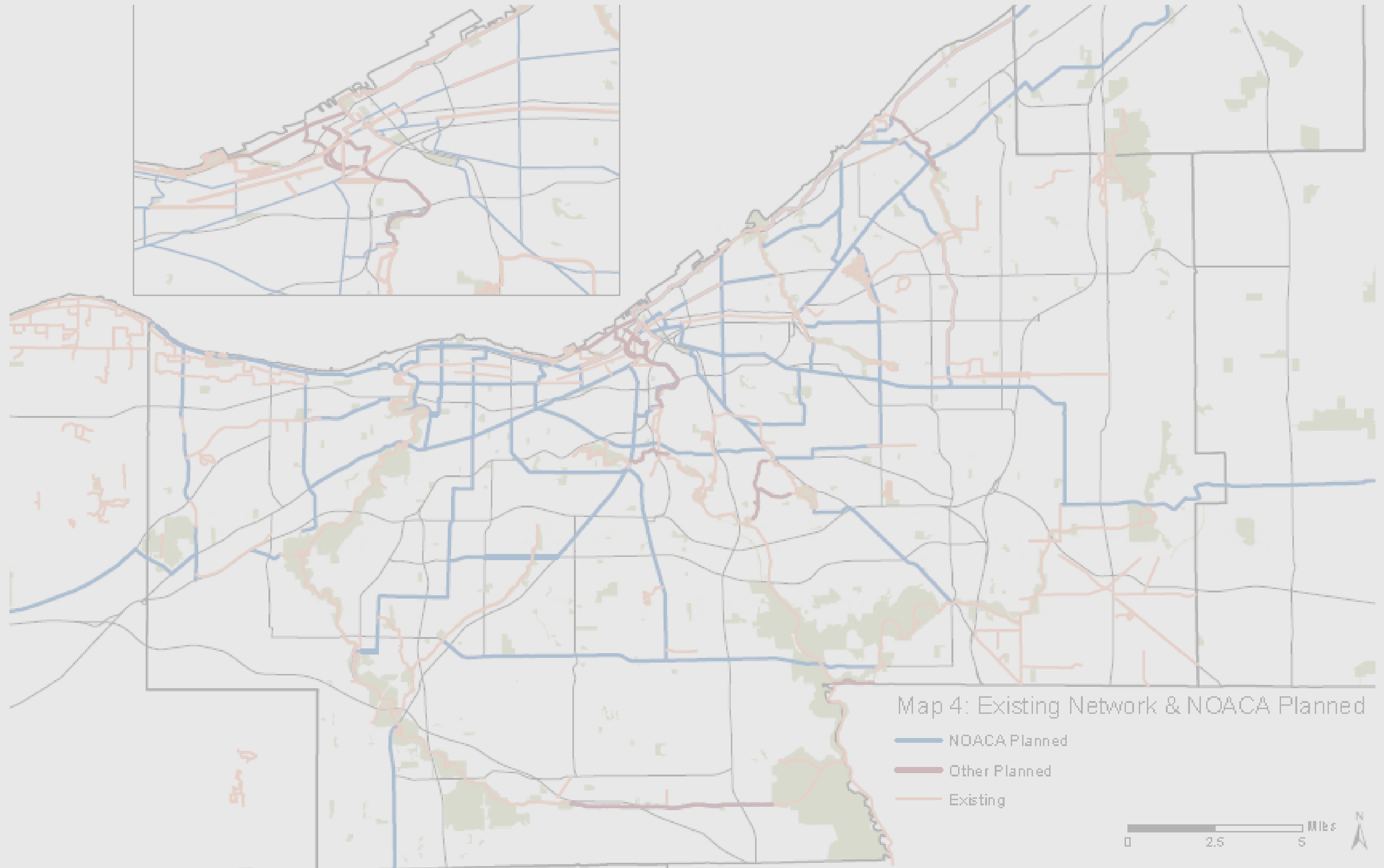
Redevelopment Opportunities

- Cohesive, walkable neighborhoods
(like Shaker WVA Area)
- Attractive to residents, employers,
retailers
- Sustainable, supportable infrastructure

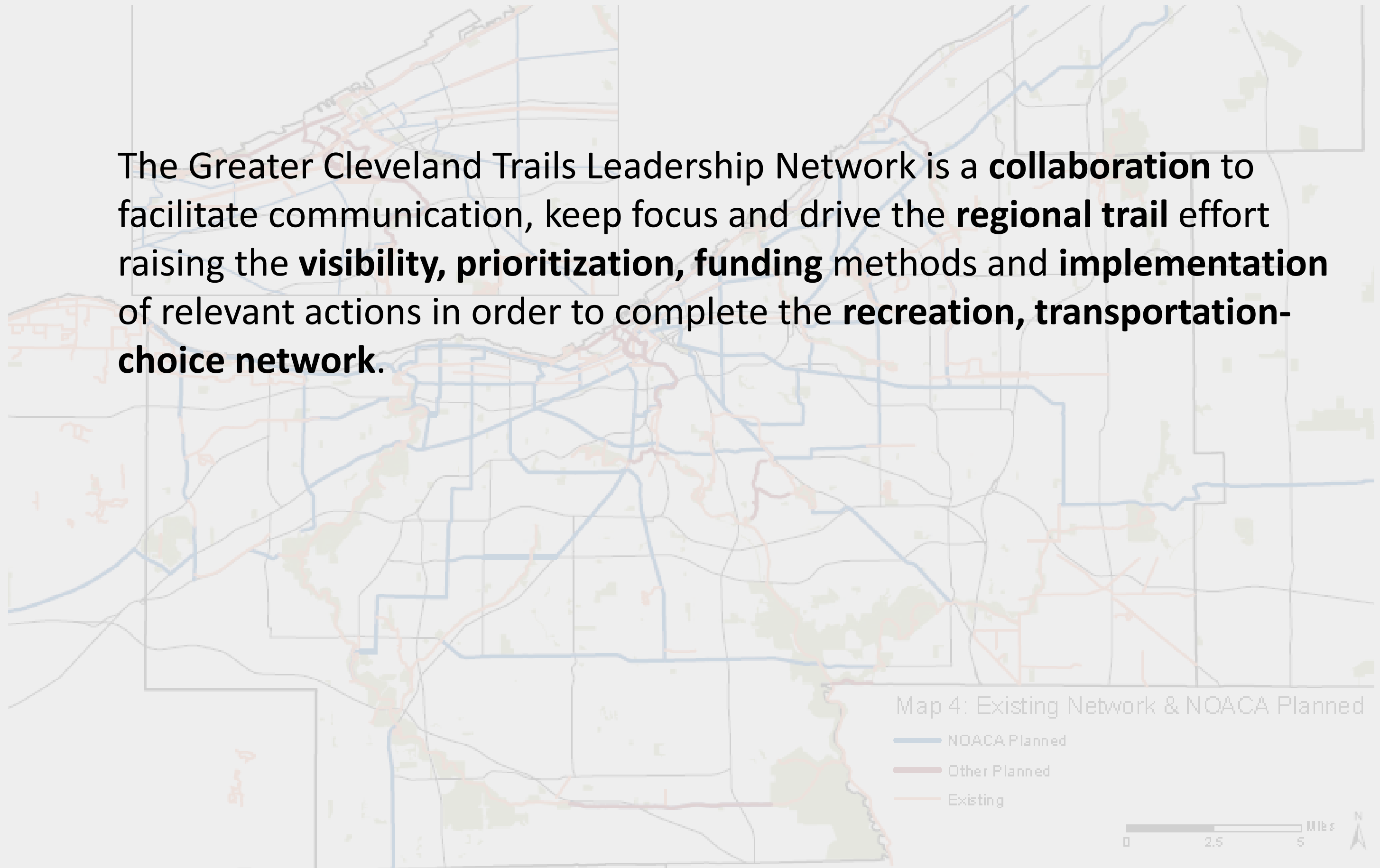


A vision building to...Feasible Solutions





The Greater Cleveland Trails Leadership Network is a **collaboration** to facilitate communication, keep focus and drive the **regional trail** effort raising the **visibility, prioritization, funding** methods and **implementation** of relevant actions in order to complete the **recreation, transportation-choice network**.



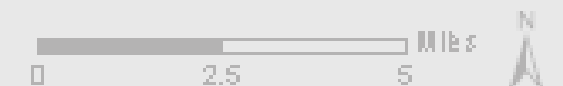
Trail Leadership Network – Active Participants

101

- Bike Cleveland
- Cleveland Metroparks
- City of Cleveland
- Cuyahoga County Board of Health
- Cuyahoga County Planning Commission
- Cuyahoga County Public Works
- Cuyahoga Valley National Park/National Park Service
- Greater Cleveland Regional Transit Authority
- Northeast Ohio Areawide Coordinating Agency
- Northeast Ohio Regional Sewer District
- Rails-to-Trails Conservancy
- Trust for Public Land

Map 4: Existing Network & NOACA Planned

— NOACA Planned
— Other Planned
— Existing



Trail Leadership Network: Six Goals + Progress to Date

1. Create & sustain a centralized **Trail Inventory**; routinely **track progress**

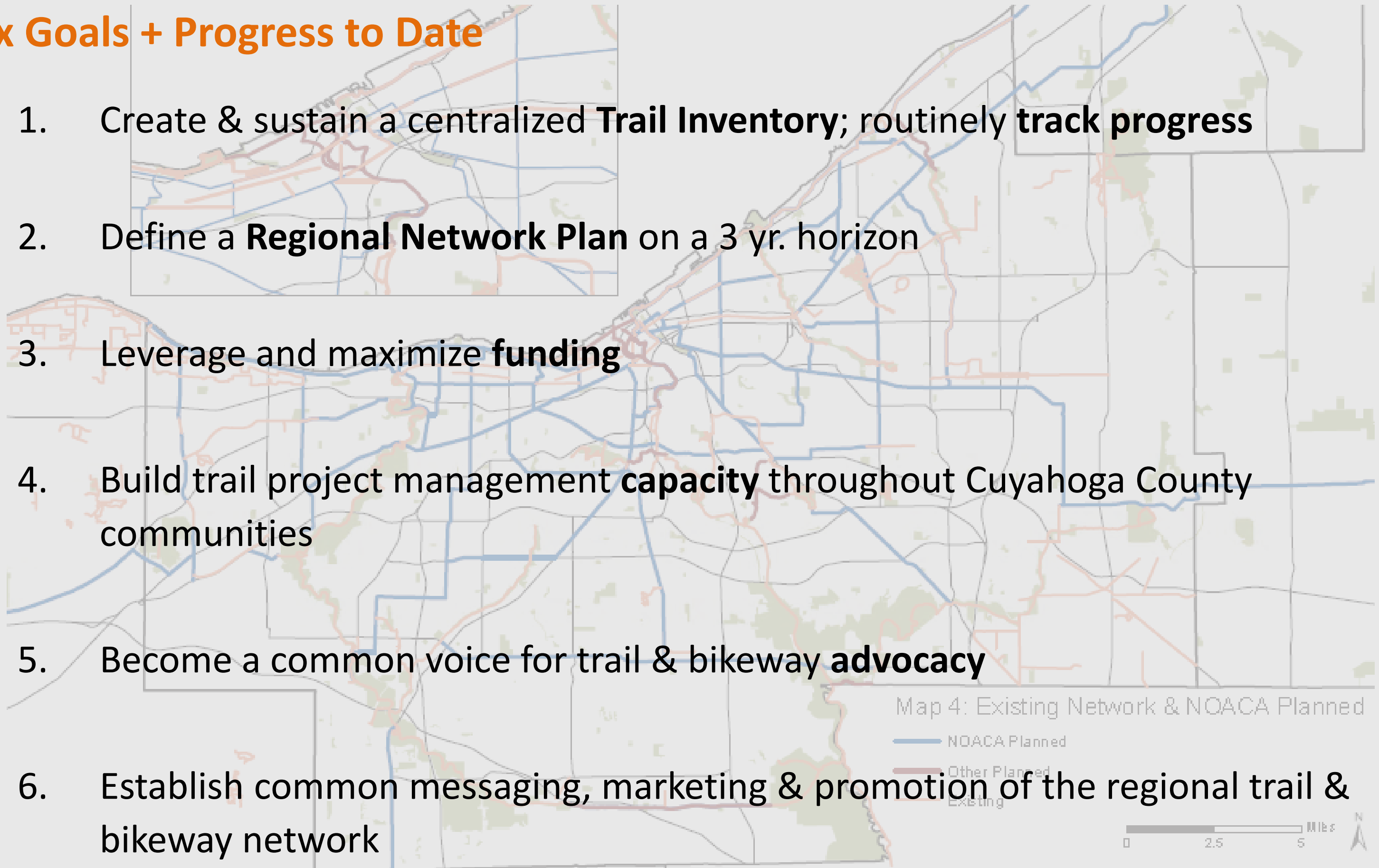
2. Define a **Regional Network Plan** on a 3 yr. horizon

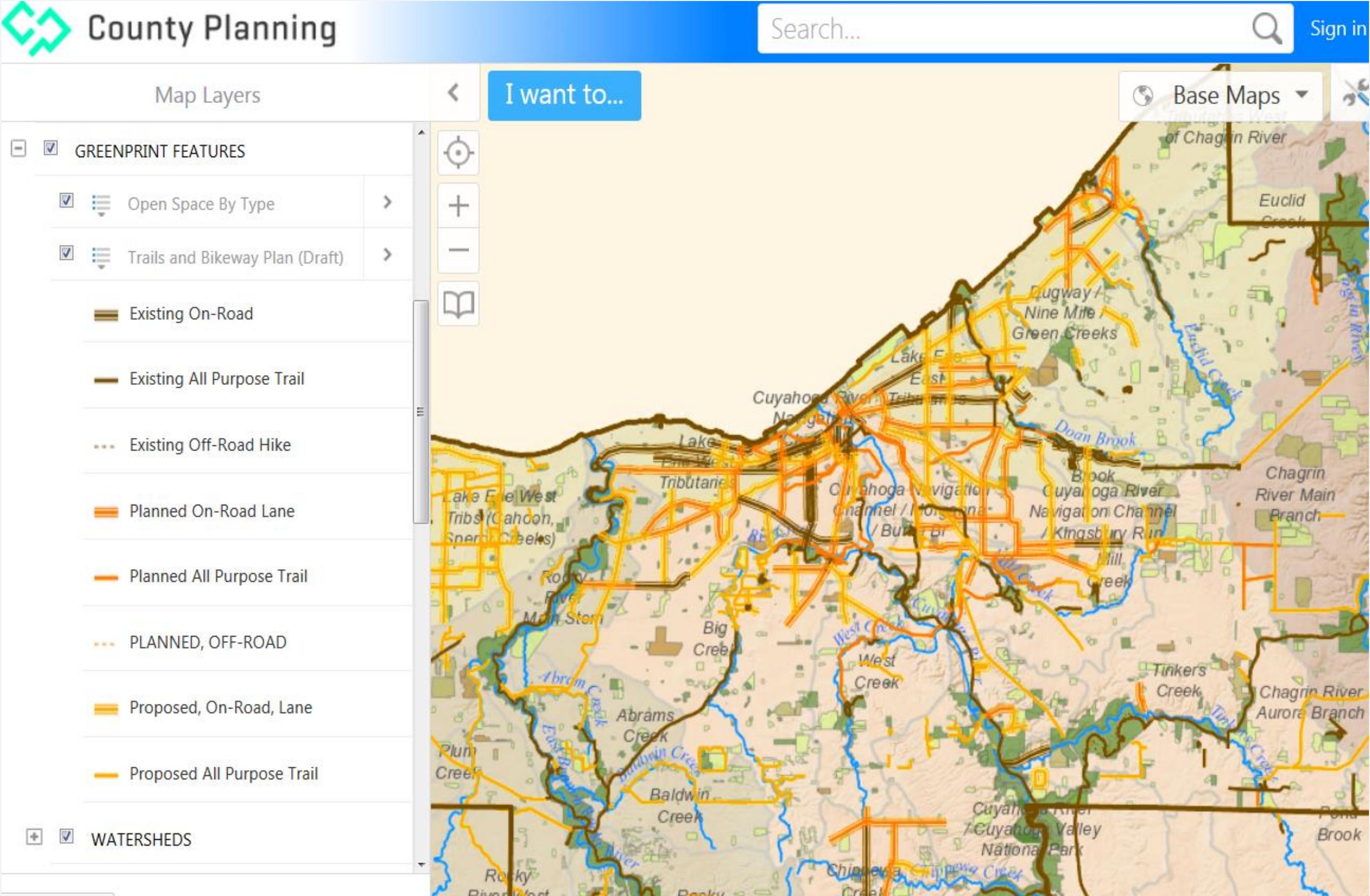
3. Leverage and maximize **funding**

4. Build trail project management **capacity** throughout Cuyahoga County communities

5. Become a common voice for trail & bikeway **advocacy**

6. Establish common messaging, marketing & promotion of the regional trail & bikeway network

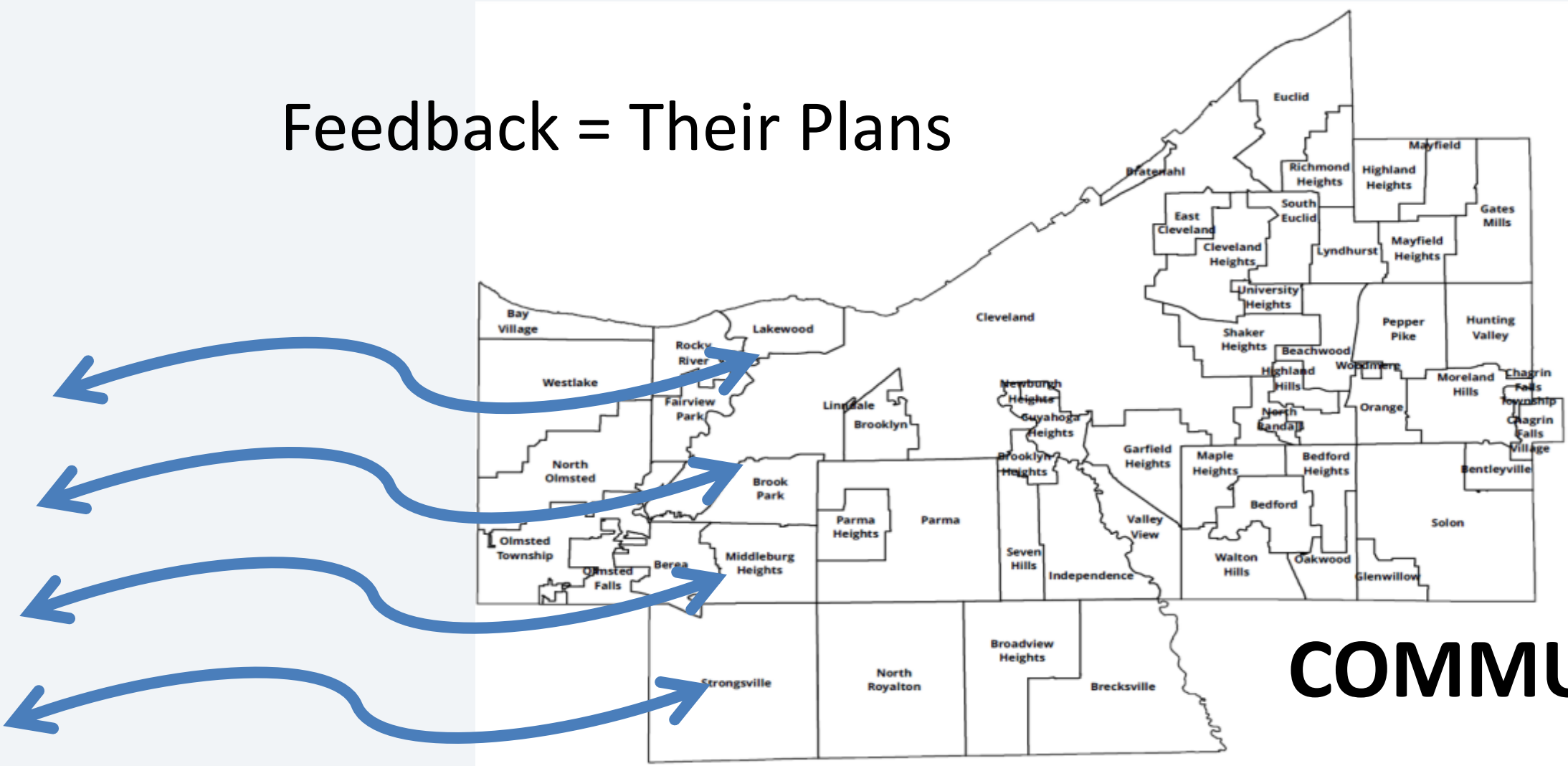




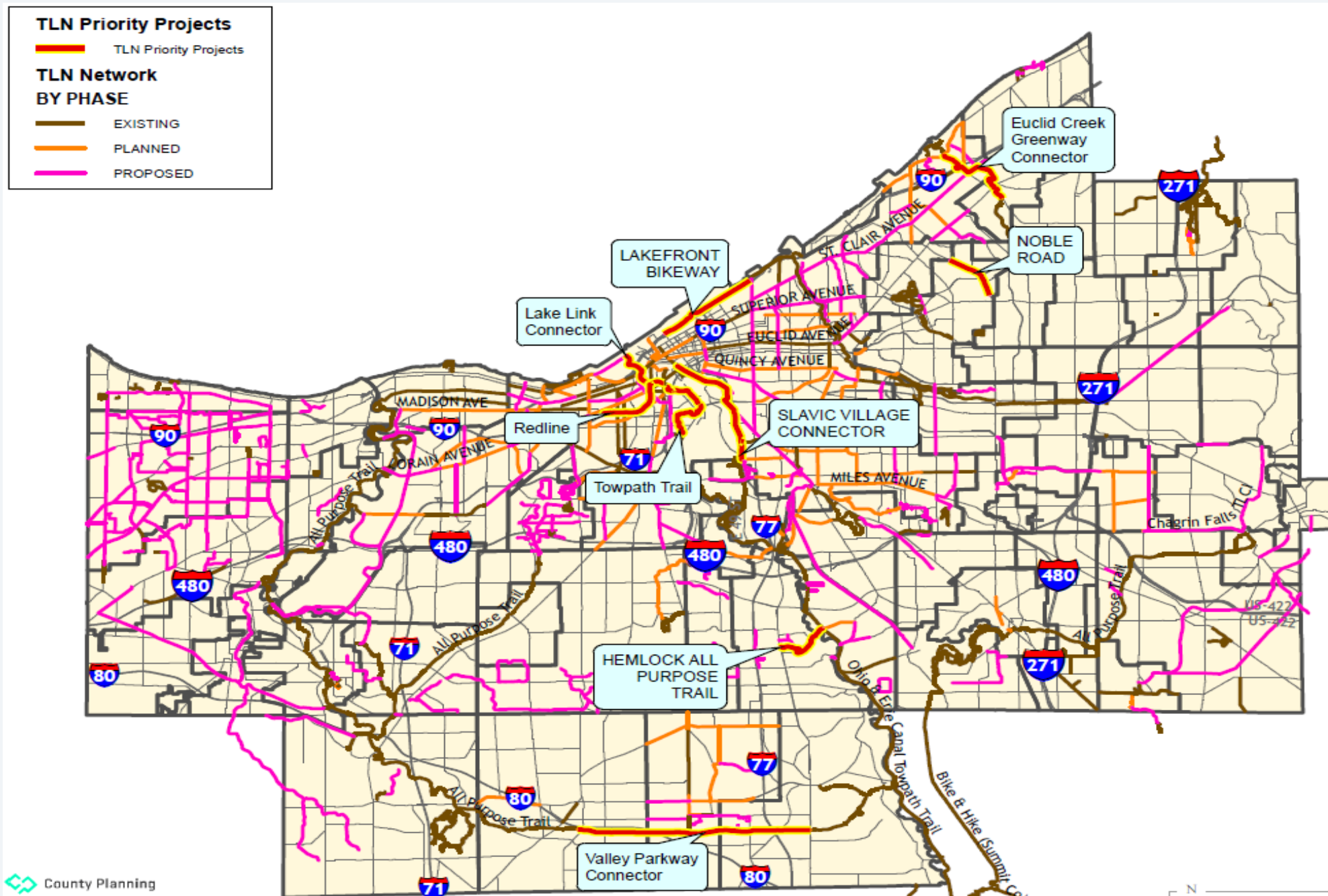
Routine Communications with Municipalities for their input and to Track Progress

Feedback = Their Plans

TLN



COMMUNITIES



1. Midway
2. Euclid Creek Greenway
3. Red Line Greenway
4. Cleveland Foundation Centennial
5. Valley Parkway
6. Noble Rd. Bike Lanes
7. Hemlock Trail
8. Broadway Connector
9. Towpath
10. Lakefront Greenway

- ▶ Schedule
- ▶ Funding Strategy
- ▶ Sources

Leverage & Maximize Funding

Project Name

Sponsor Agency

P R O J E C T

F A C T S H E E T

Project Description

On road and separated cycle track along Superior Avenue with controlled access points at certain intersections. Project will link Cleveland Heights to the St. Clair-Superior neighborhood and locations in between.

Location


Cities of Cleveland and Cleveland Heights

Length + Termini

5.1 miles from the Intersection of Superior and E. 55th St. to Intersection of Superior and Lee Rd.

Activity Centers/Destinations/Areas of Interest

League Park, Rockefeller Park/Cultural Gardens, University Circle, Case Western Reserve University, Forest Hills Park, Lakeview Cemetery, Coventry Village.



P R O J E C T

S C H E D U L E

Planning

Start: Mar/2015

End: Jan/2016

Design

Start: Jan/2016

End: Jul/2016

Right of Way

Start: Jul/2016

End: Aug/2017

Construction

Start: Sep/2017

End: Oct/2018

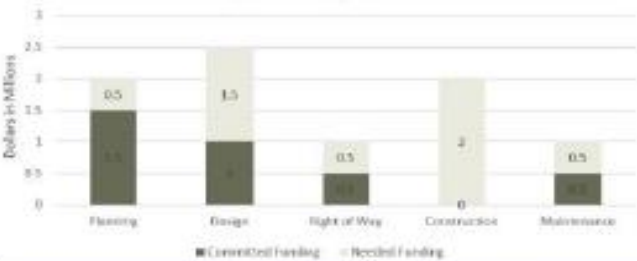
Maintenance

Start: Oct/2018

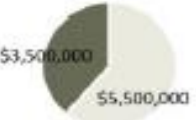
P R O J E C T

F U N D I N G

Project Funding by Phase



Needed Funding



Phase	Cost/Goal	Committed Amount	Source	Funding Gap
Planning (P)	\$2,000,000	\$1,000,000	City of Cleveland	\$500,000
		\$500,000	Cle Metroparks	
Design (D)	\$2,500,000	\$1,000,000	Cuyahoga County	\$1,500,000
Right of Way (R)	1,000,000	\$250,000	Local Bike Shop	\$500,000
		\$250,000	Trust for Public Land	
Construction (C)	\$2,000,000	2,000,000	NOACA-CMAQ	\$2,000,000
Maintenance + Operations (M)	\$1,000,000	\$500,000	Cle Metroparks	\$500,000
Total	\$8,000,000	\$5,500,000		\$3,500,000

Potential Funding Sources	Phase Funding
Grant/Loan Programs	
Transp. Alternatives Program	C
State Infrastructure Bank	R, C
Public Partners	
City of Cleveland Heights	R, C
ODOT	C
Private/Non-Profit Partners	
Gears Bike Shop	P, D
Andy's Subs	R, C
Cleveland Printers	P, D
St. Clair-Superior CDC	P, R
BikeCleveland	R, C

TLN Contact: Randy Lane, NOACA, 216.241.2414 x 300, rlane@mpo.noaca.org

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Cleveland Planning & Zoning Workshop

November 13, 2015

A map of the Cleveland area, showing Lake Erie on the left. The land is divided into a grid of parcels, with some parcels highlighted in light blue and others in light orange. A network of red lines represents roads or highways. The map is overlaid with a semi-transparent white box containing text.

Discussion/Questions

Changing How We Move