



EASTSIDE GREENWAY

Innovations in Greenway Planning

December 3, 2015

EASTSIDE GREENWAY

Background



Cuyahoga County Planning Commission

- Applicant on behalf of 14 Communities
- The planning process for the Eastside Greenway project is funded by a TLCI grant.

LAND studio

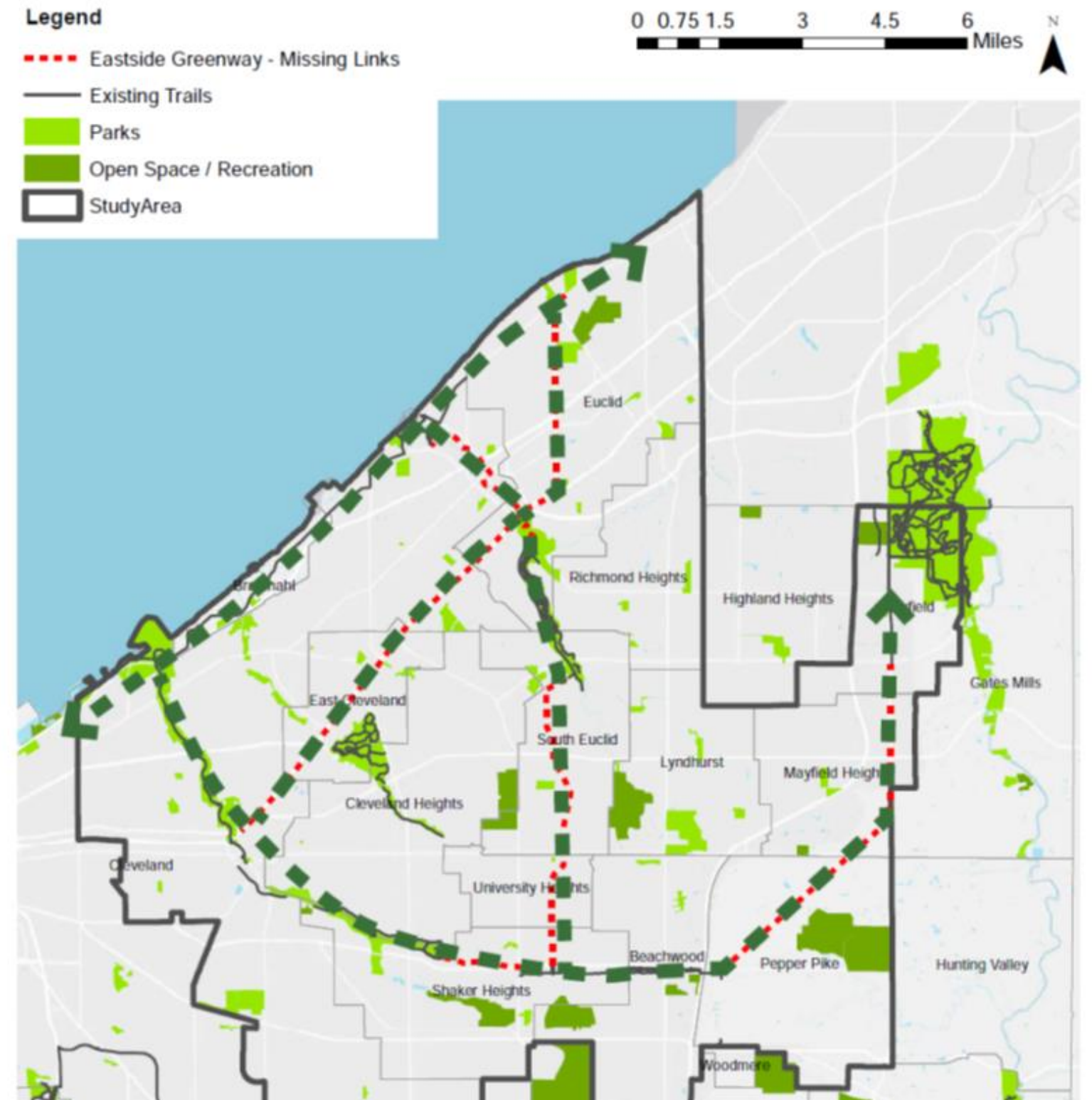
- Coordinating role

Budget \$150,000

- Interviewed and hired Consulting Team

Health Impact Assessment

- Cuyahoga County Board of Health
- Recommendations inform the planning process:
 - Transportation
 - Community Cohesion
 - Crime and Safety
 - Equity



Project Participants: Regional Collaboration

PROJECT TEAM

Project Sponsors

Glenn Coyne – Cuyahoga County Planning Commission
Patrick Hewitt – Cuyahoga County Planning Commission
Jim Sonnhalter – Cuyahoga County Planning Commission
Anna Swanberg – LAND studio
Nancy Boylan – LAND studio
Joel Wimbiscus – LAND studio

Advisory Members

Ryan Noles – NOACA
Jacob Van Sickle – Bike Cleveland
Valerie Shea – RTA
Kelly Coffman – Cleveland Metroparks

Consultant Team

Neal Billetdeaux – SmithGroupJJR
Nancy Lyon-Stadler – Parsons Brinckerhoff
Oliver Kiley – SmithGroupJJR
Chad Brintnall - SmithGroupJJR

STEERING COMMITTEE

Municipalities

Ann Klavora – Shaker Heights
Richard Wong – Cleveland Heights
Belinda Kyle – East Cleveland
Marty Cader – Cleveland
Tina Turick – Beachwood
Jeff Pokorny – University Heights
Mayor Joseph Cicero – Lyndhurst
Steve Presley – Pepper Pike
Mayor Anthony DiCicco – Mayfield Heights

Diane Wolgamuth – Mayfield Village
Christel Best – Richmond Heights
Keith Benjamin – South Euclid
Jeanne Lyon – Bratenahl
Marlene Kole – Highland Heights
Bob Zupan – Orange Village
Pequita Hansberry – Warrensville Heights
Jonathan Holodny - Euclid

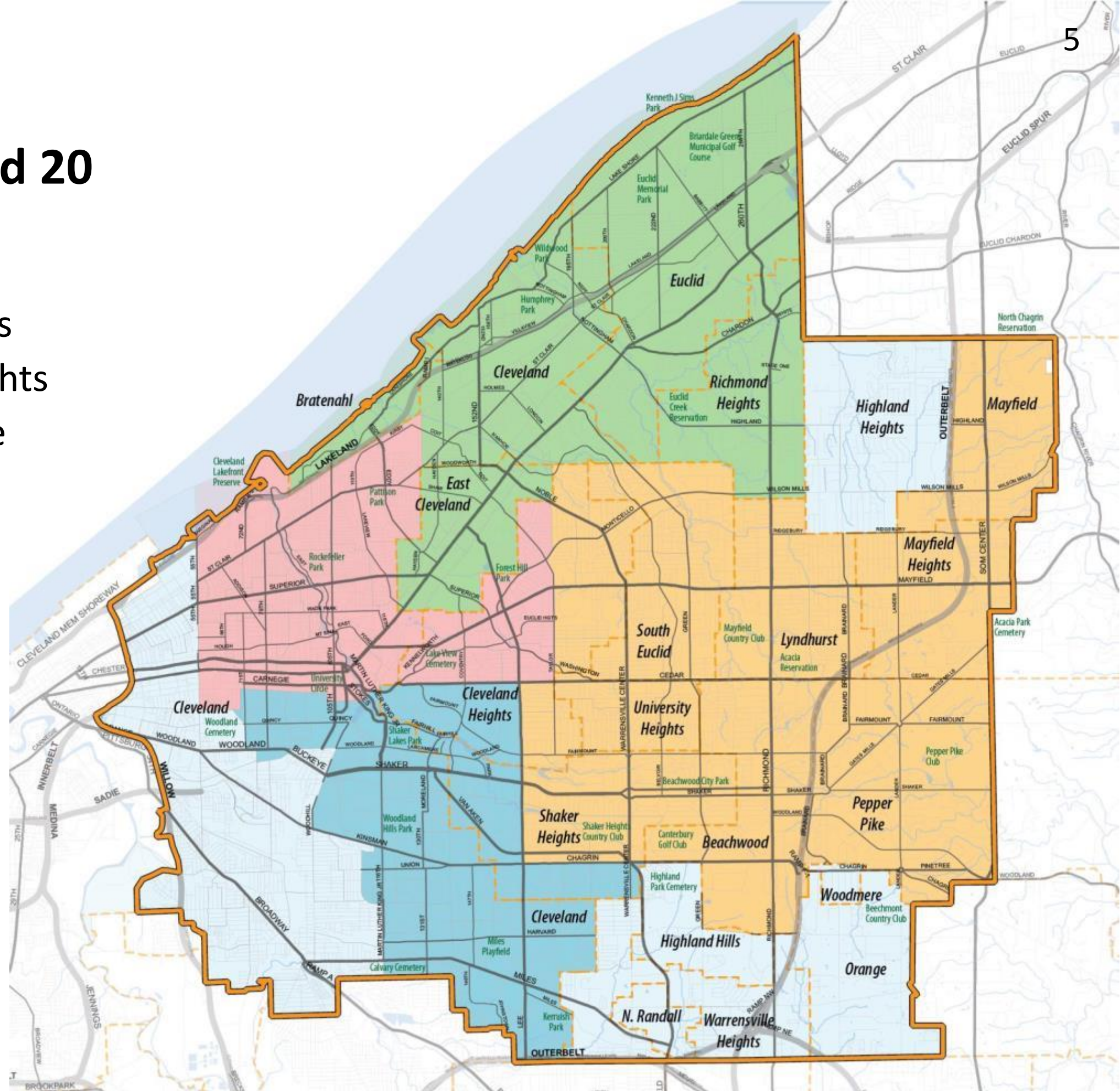
Advisory Members

Melinda Bartizal / John Motl – ODOT
Stan Kosilesky – Cuyahoga County Dept. of Public Works
Marc Lefkowitz – GreenCityBlueLake
Kay Carlson – Nature Center at Shaker Lakes
Victoria Mills – Doan Brook Watershed Partnership
Rory Robinson – National Parks Service
Claire Posius – Cuyahoga Soil and Water Conservation District
Kathy Hexter, Kirby Date – Cleveland State University
Elise Yablonsky – University Circle Inc.
Martha Halko – Cuyahoga County Board of Health
Kyle Dreyfuss-Wells – NEORSD

Project Overview

Expanded 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



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.

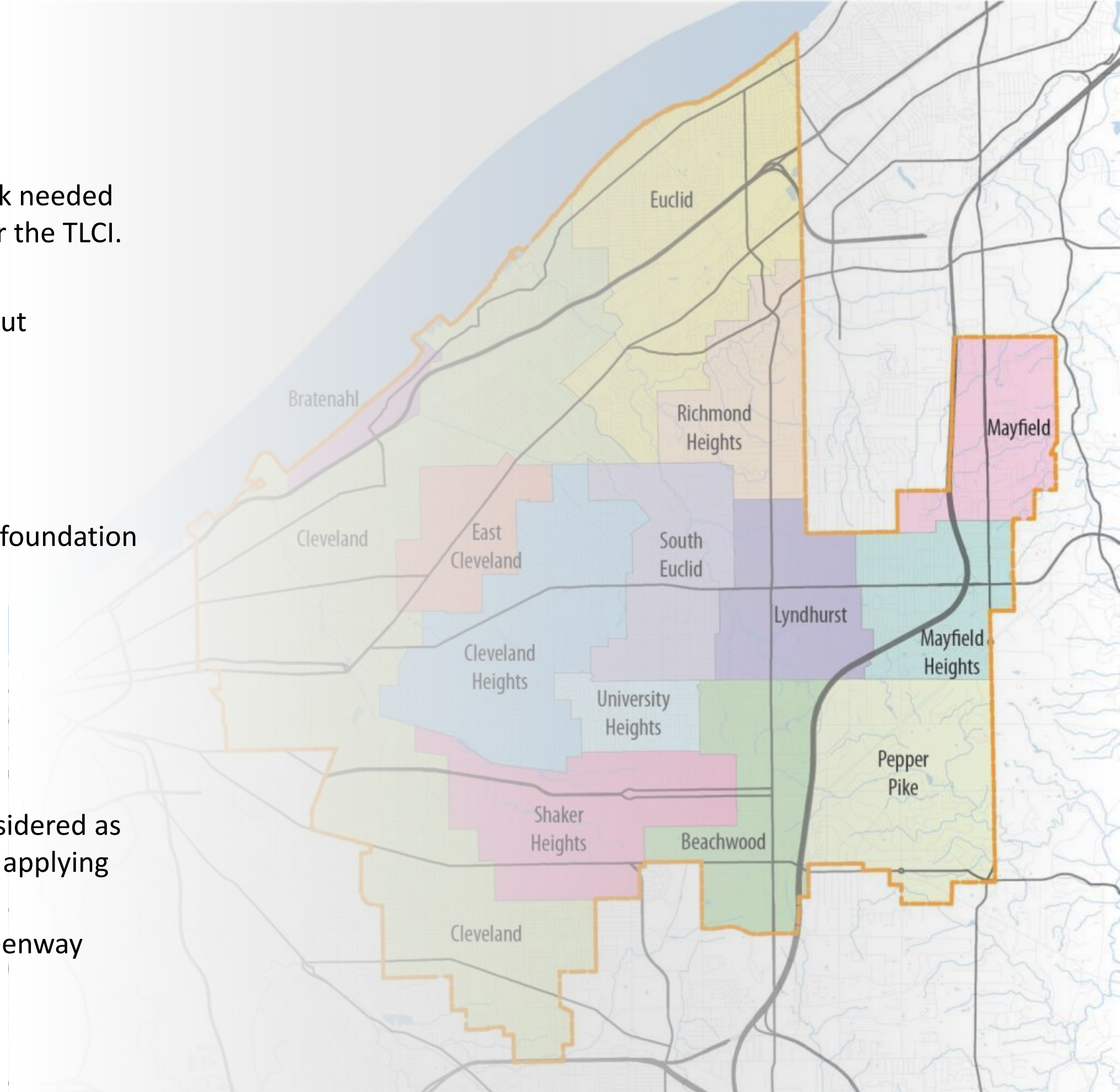
Background and History

Scoping study

- Study to figure out exactly how big the network needed to be and to build a case to be able to apply for the TLCI.
- CSU, LAND, Metroparks and County Planning put together the pieces of the scoping study.
 - Meetings with communities
 - Mayors/planning directors/service directors
- Scoping study completed in March 2013; solid foundation for applying for a planning funds.

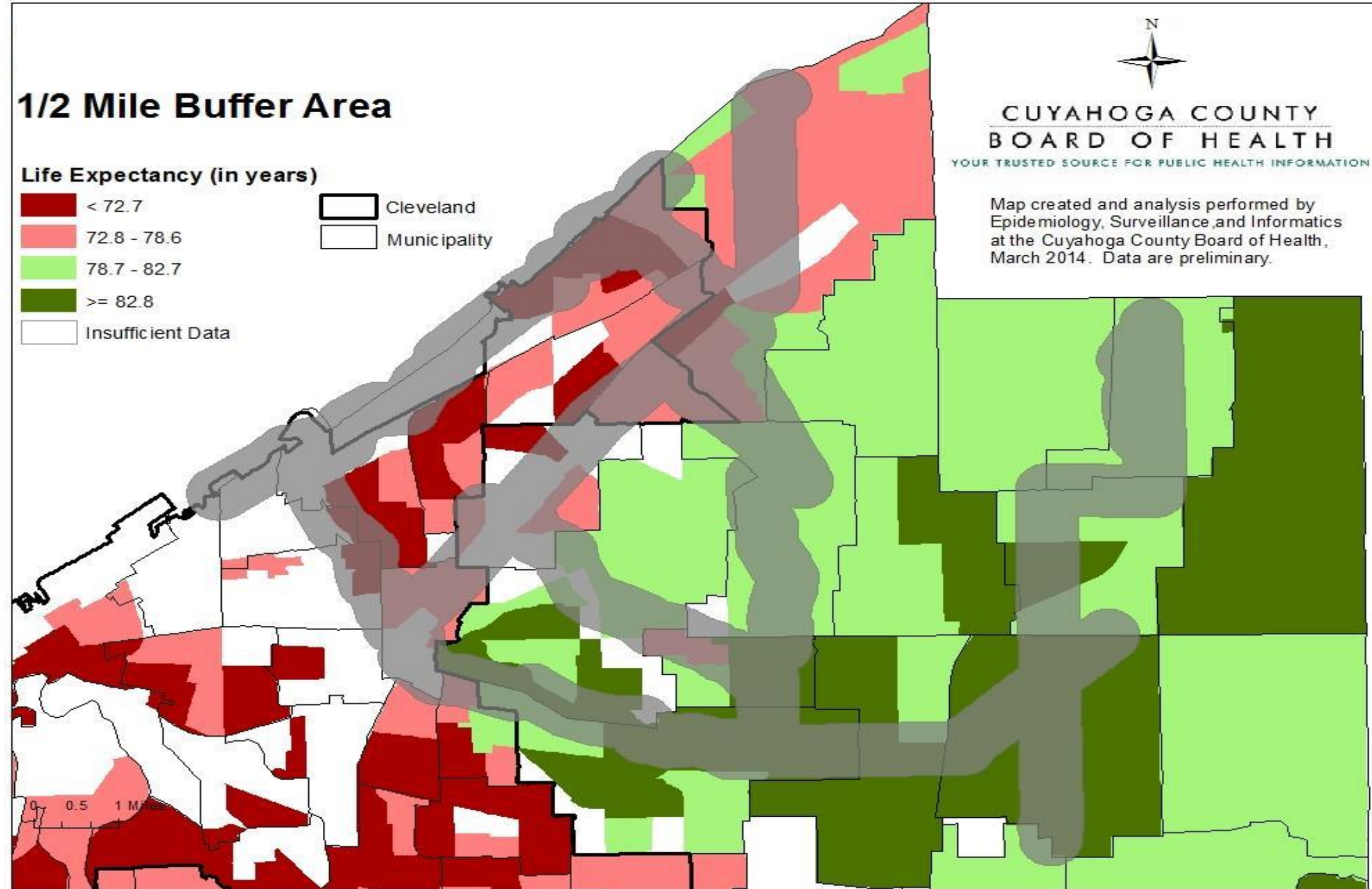
Health Impact Assessment

- Cuyahoga County Board of Health
- The HIA began in October 2012
- Suggestion that the Eastside Greenway be considered as a candidate for one of the HIAs that they were applying for funding
- HIA components consistent with trains and greenway planning

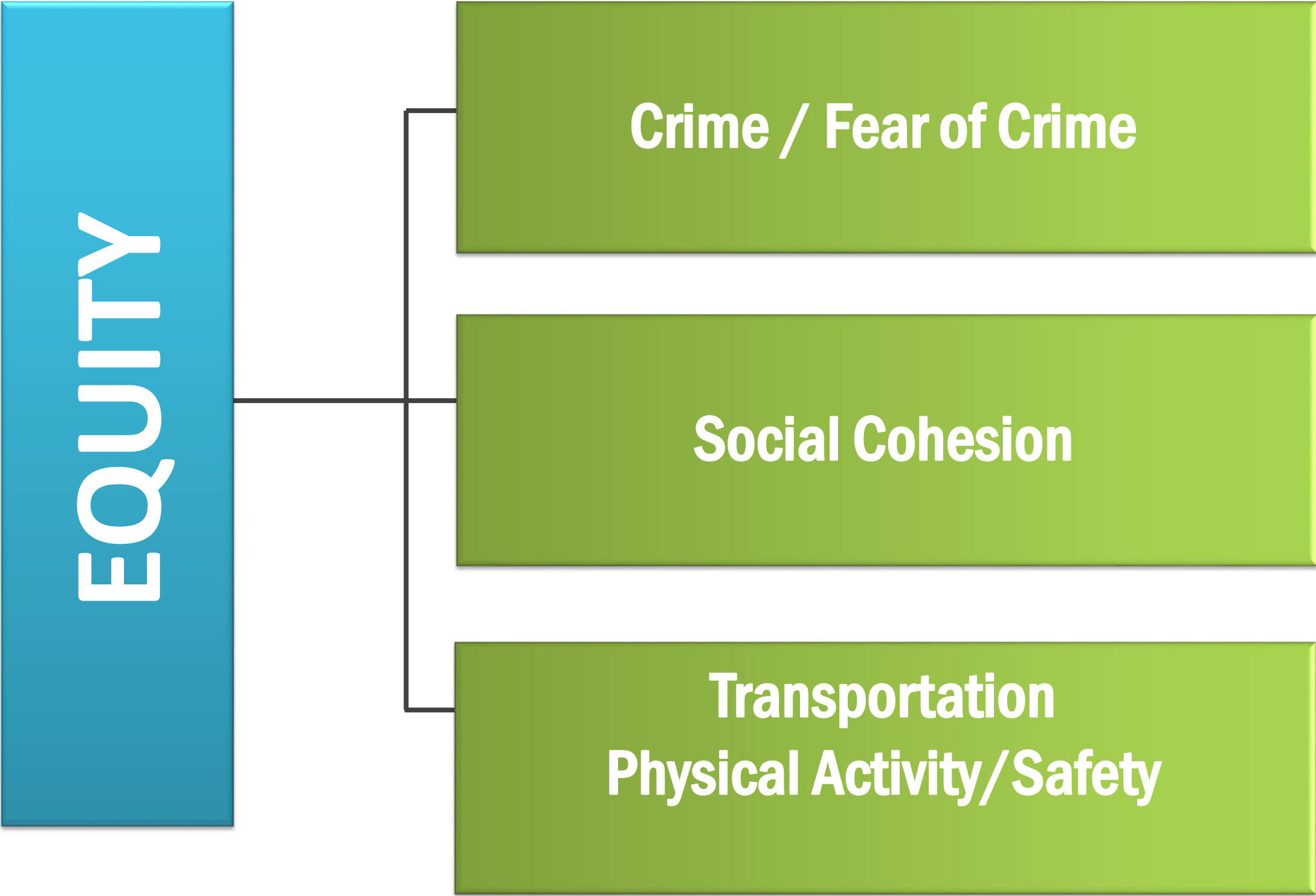


Cuyahoga County:

Life Expectancy (2008 – 2010) & Eastside Greenway



HIA Focus Areas



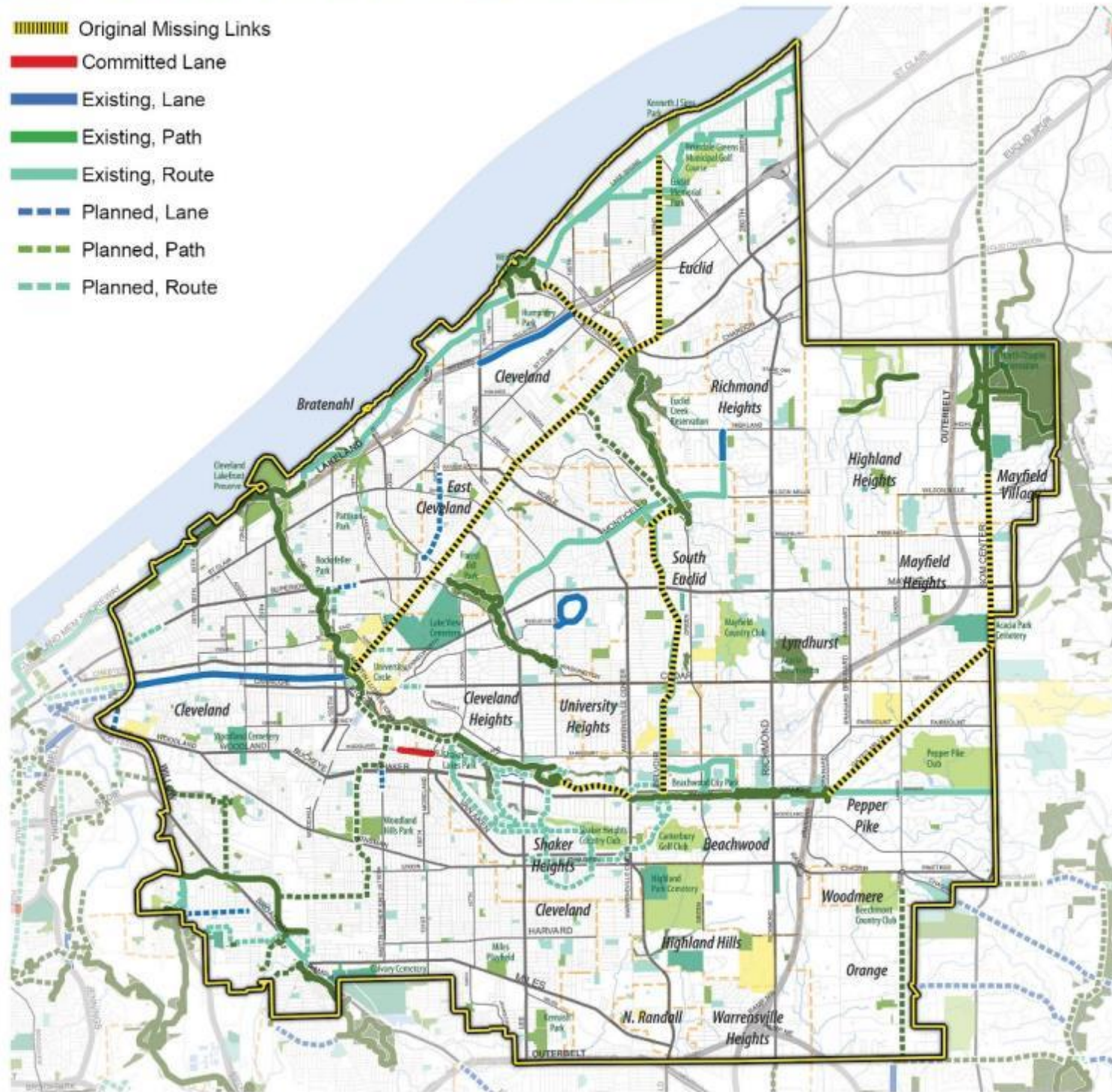
- Establish a Greenway Coalition (e.g. Governing entity)
- Develop local neighborhood watch groups
- Establish a comprehensive greenway management plan
- Consider geographic distribution of facilities (*done*)
- Well-lit, visible greenways
- Include access to playfields and picnic areas
- Education campaign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

EASTSIDE GREENWAY

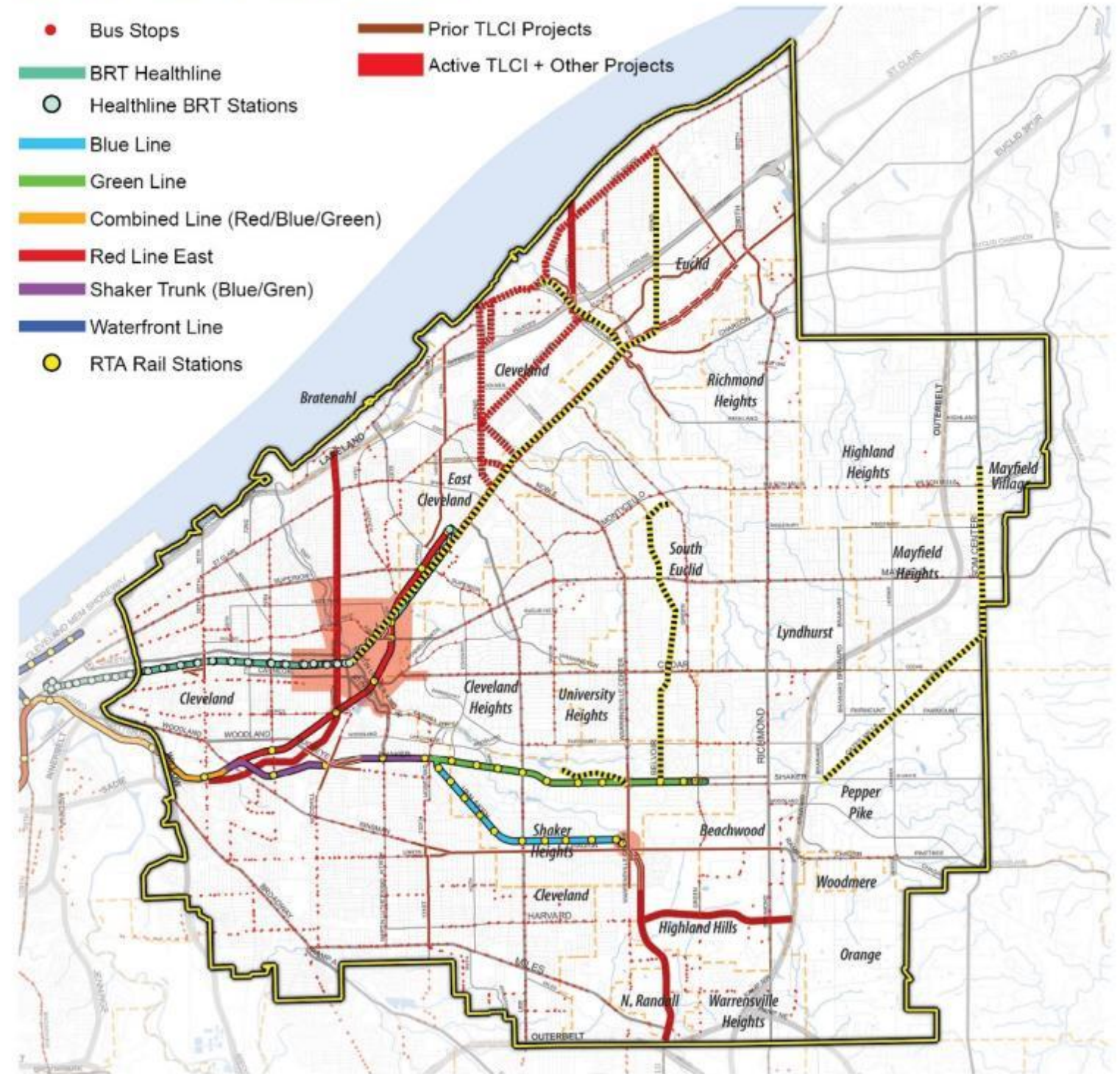
Inventory & Analysis

Inventory & Analysis: Mobility

MAP 2.1A - EXISTING NON-MOTORIZED FACILITIES & MISSING LINKS



MAP 2.1B - TRANSIT INFRASTRUCTURE

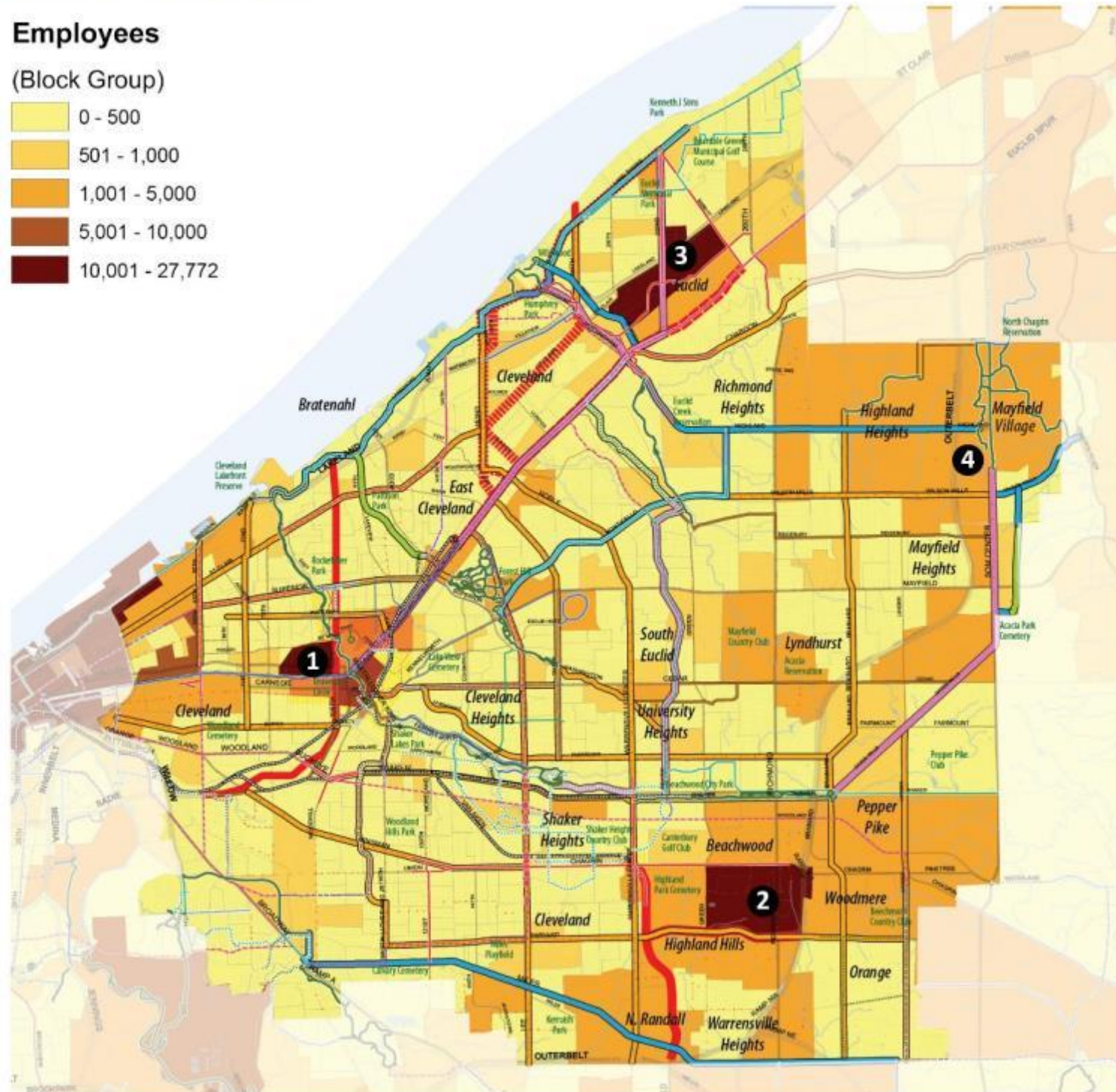
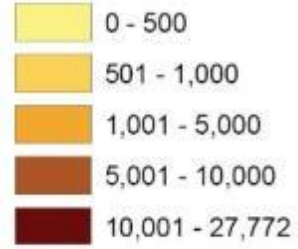


Inventory & Analysis: Economics

MAP 2.1E - JOB CENTERS

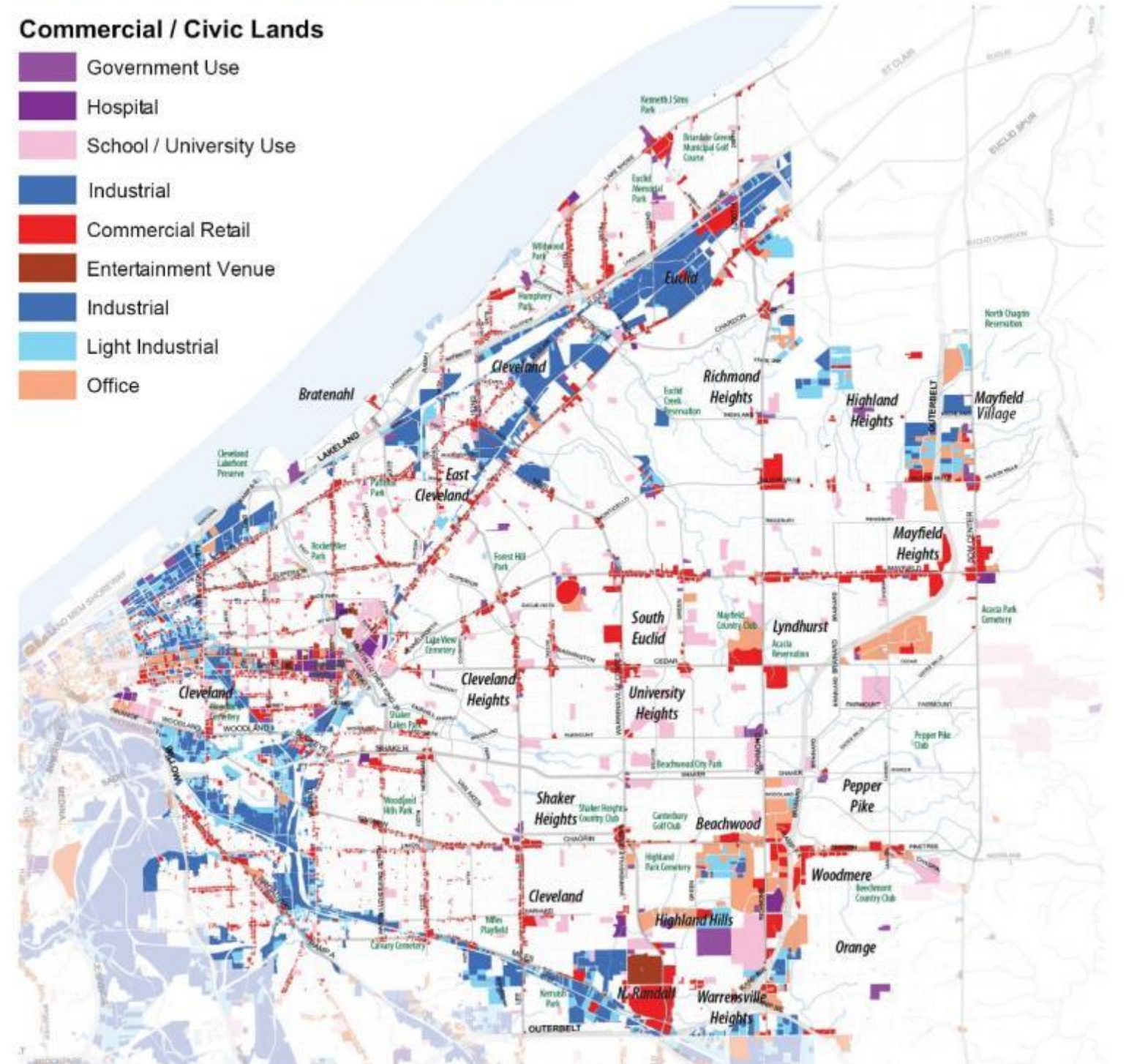
Employees

(Block Group)



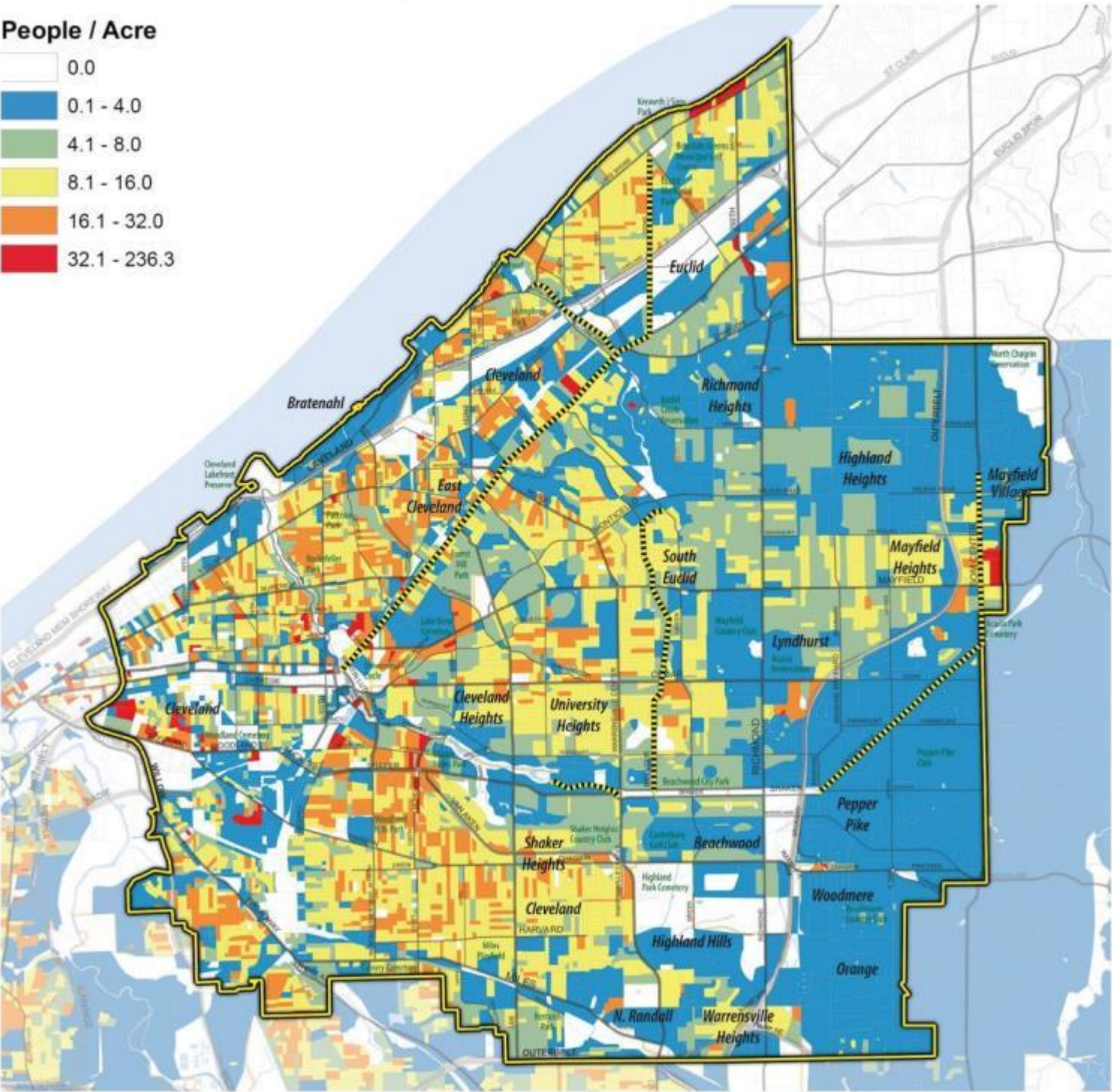
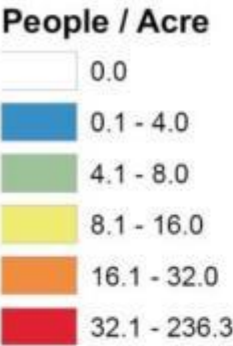
MAP 2.1F - COMMERCIAL & CIVIC LAND AREAS

Commercial / Civic Lands

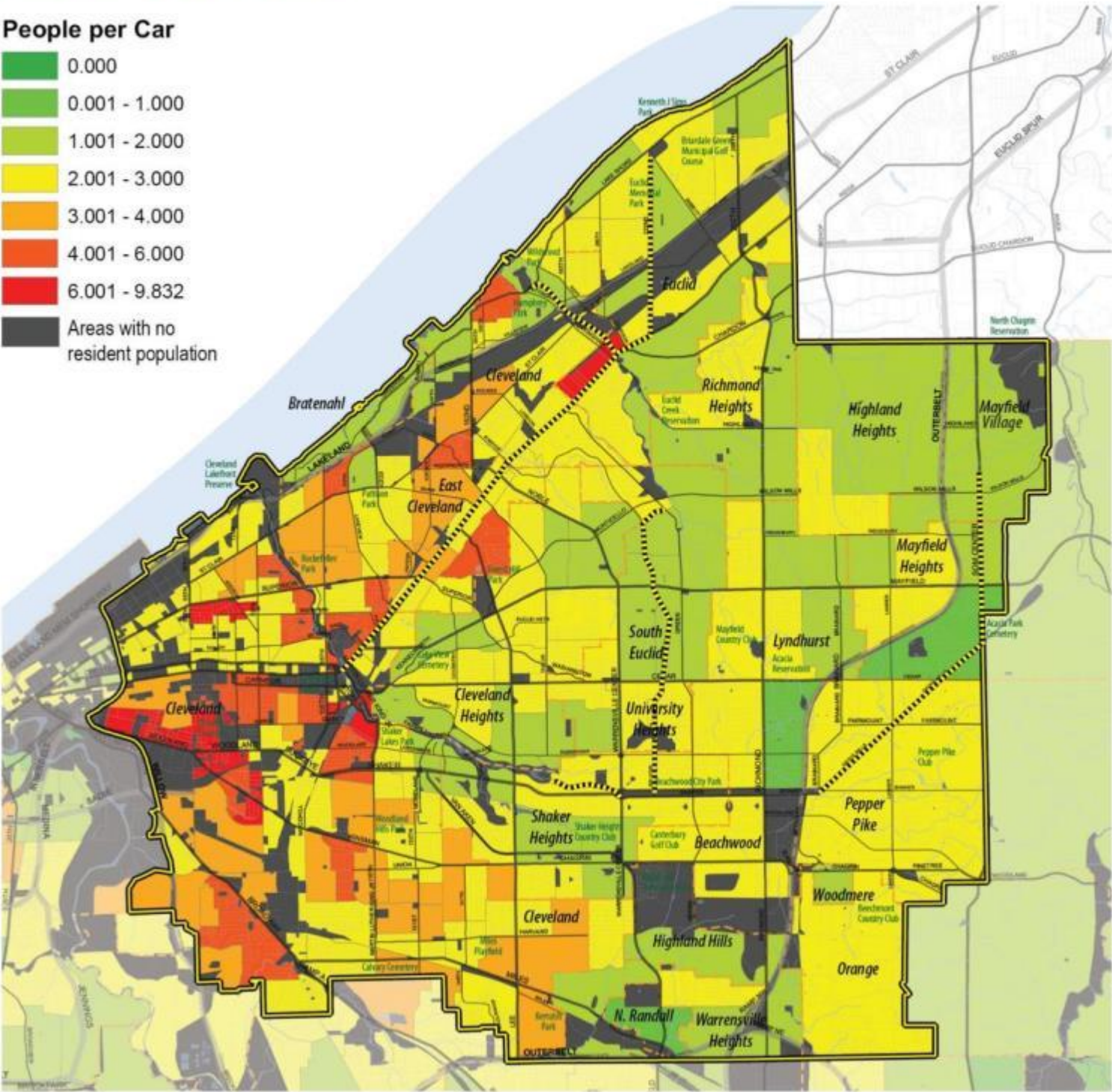
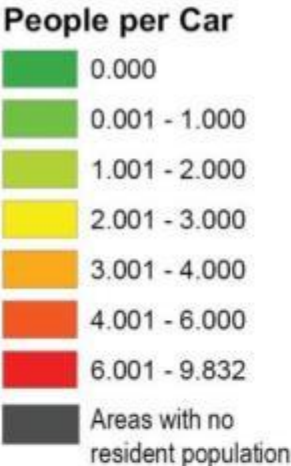


Inventory & Analysis: Health

MAP 2.1C - POPULATION DENSITY (PEOPLE PER ACRE)

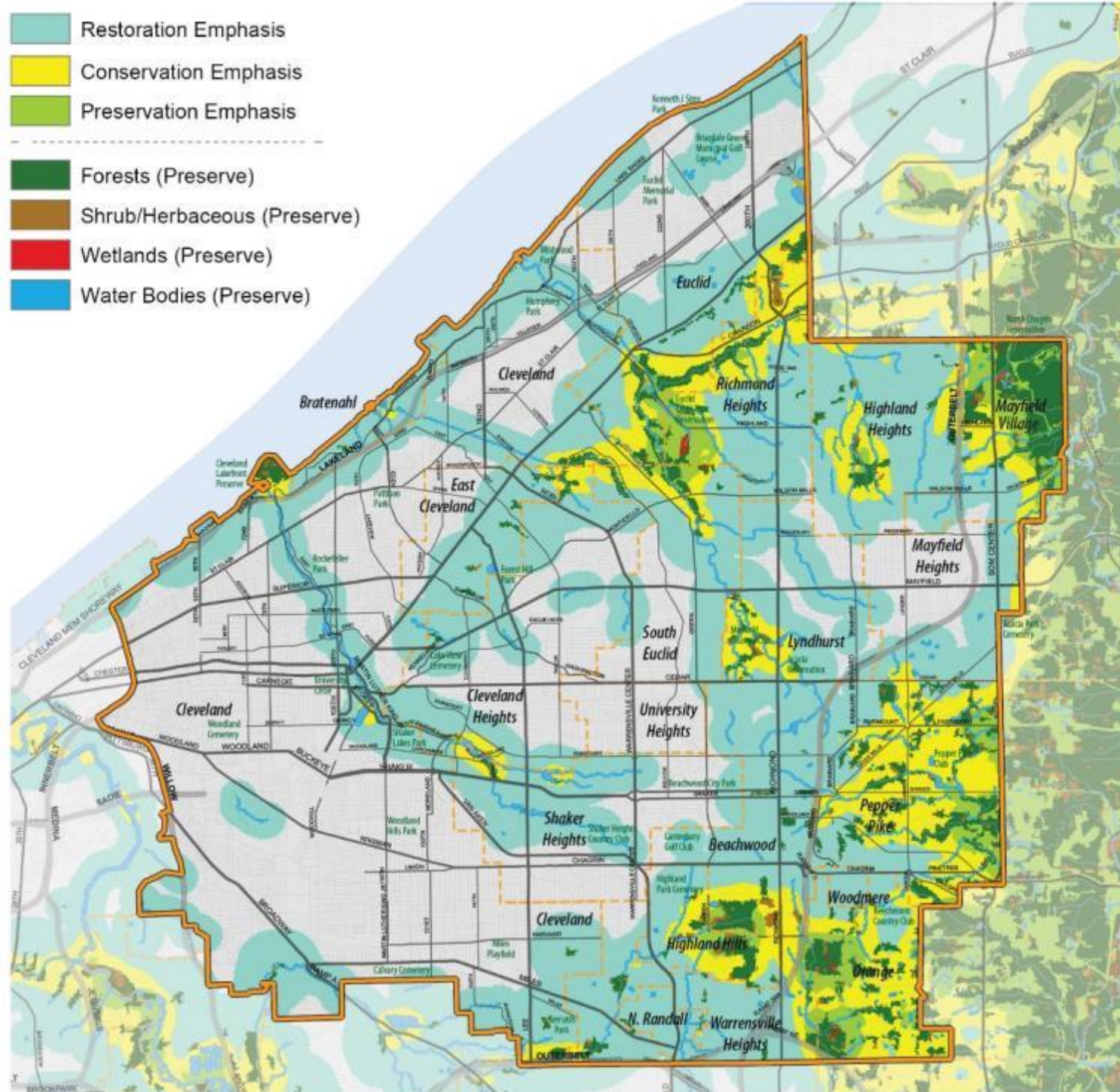


MAP 2.1D - CAR OWNERSHIP

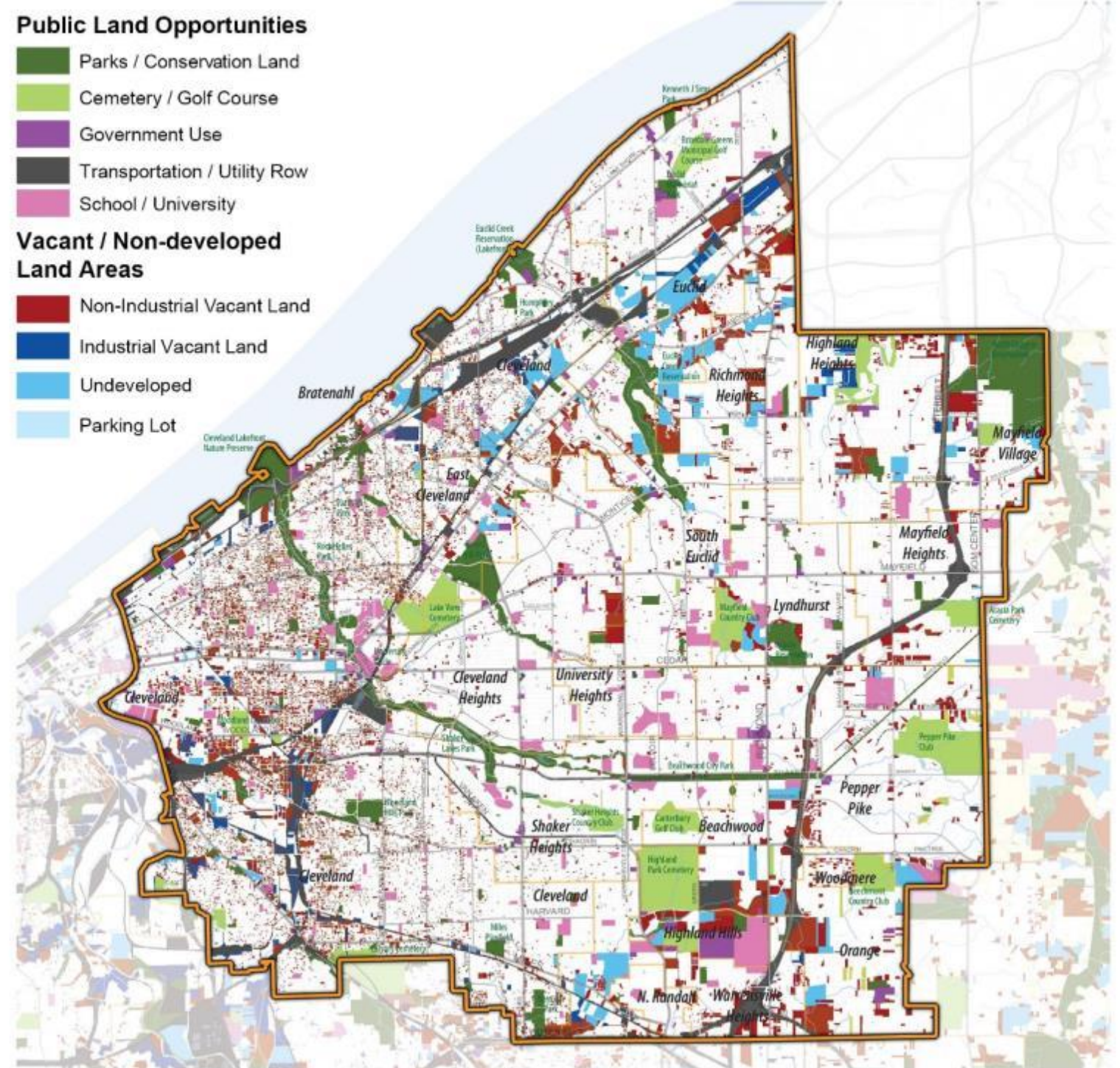


Inventory & Analysis: Environment

MAP 2.1G - NATURAL SYSTEMS & OPPORTUNITIES



MAP 2.1H - PUBLIC & VACANT LAND POTENTIAL





EASTSIDE GREENWAY

Greenway Network + Priorities

“Data Driven - Community Led”

Bikeways Inventory & Missing Links

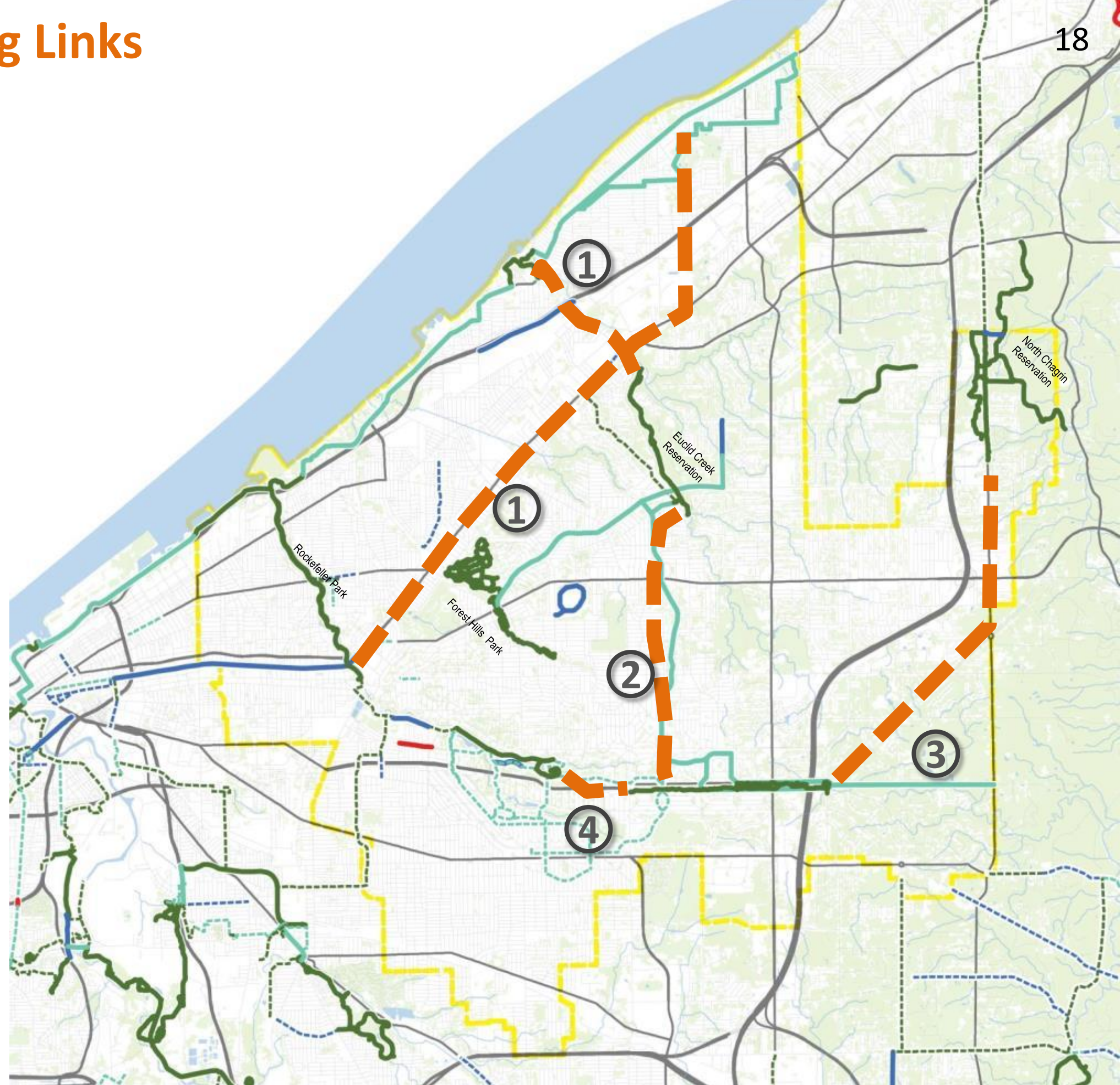
NON-MOTORIZED / BIKEWAYS

-  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



Bikeways Inventory & Missing Links

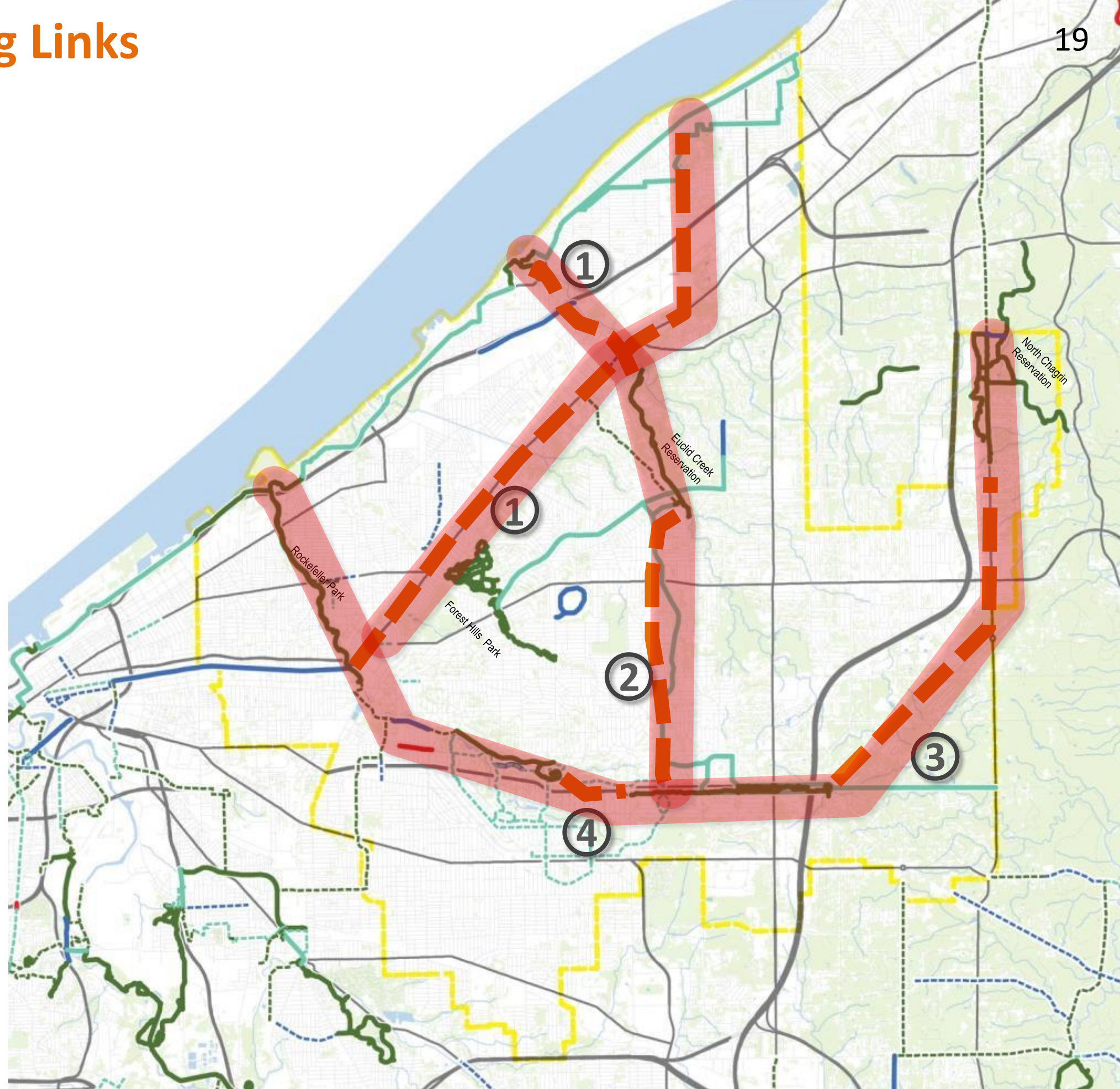
NON-MOTORIZED / BIKEWAYS

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MISSING LINKS



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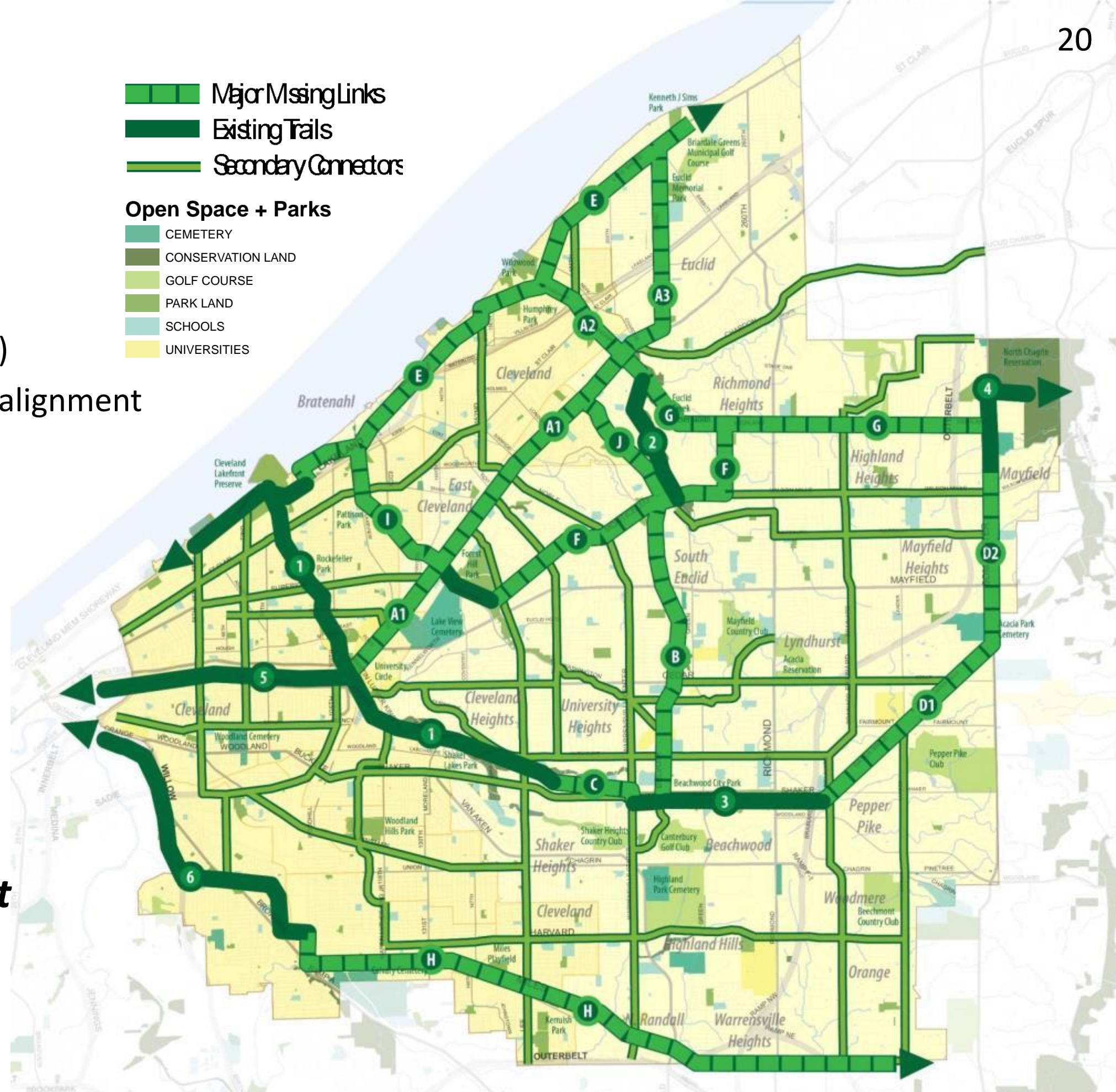
“Data Driven, Community Led”

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.

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



Public Engagement – Scope of Activities

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

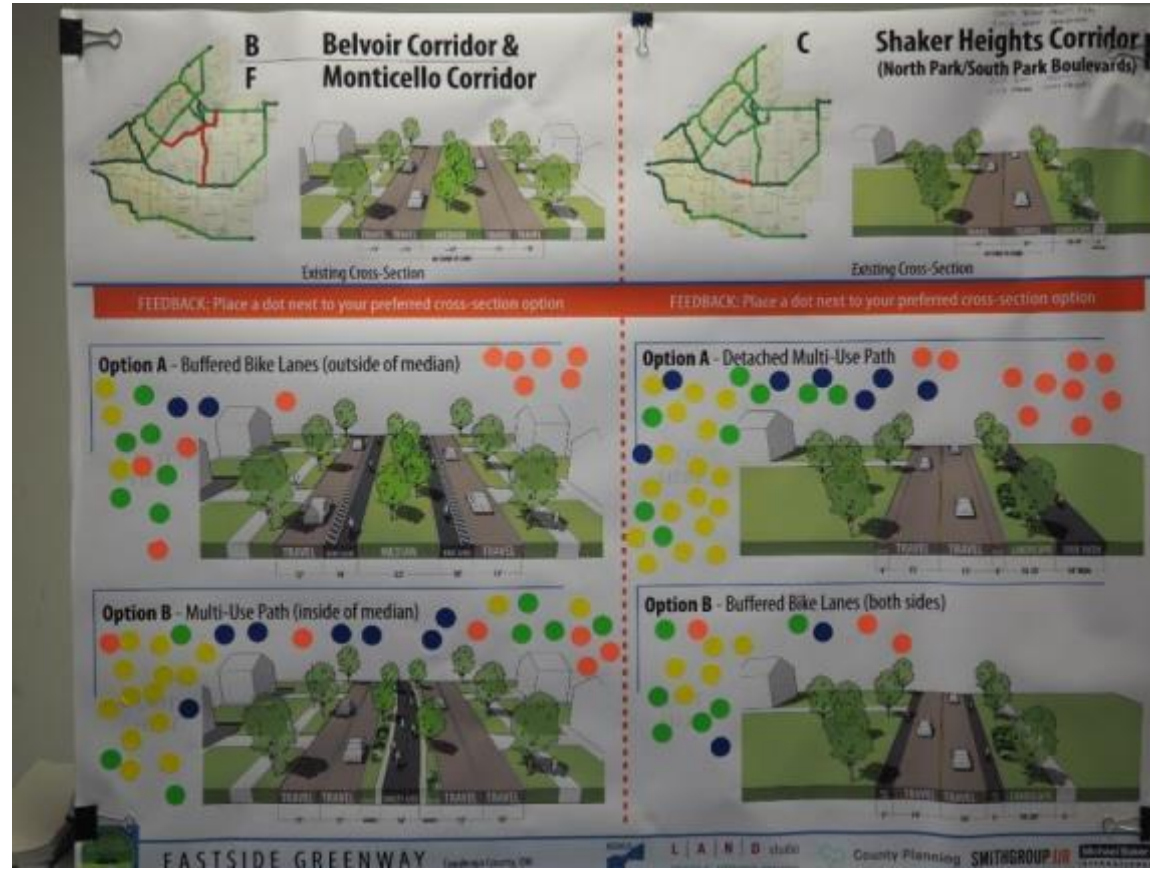
- Meet people where they are *Nature Center, Bike CLE annual meeting, others*
- LAND studio led “boots on the ground” effort

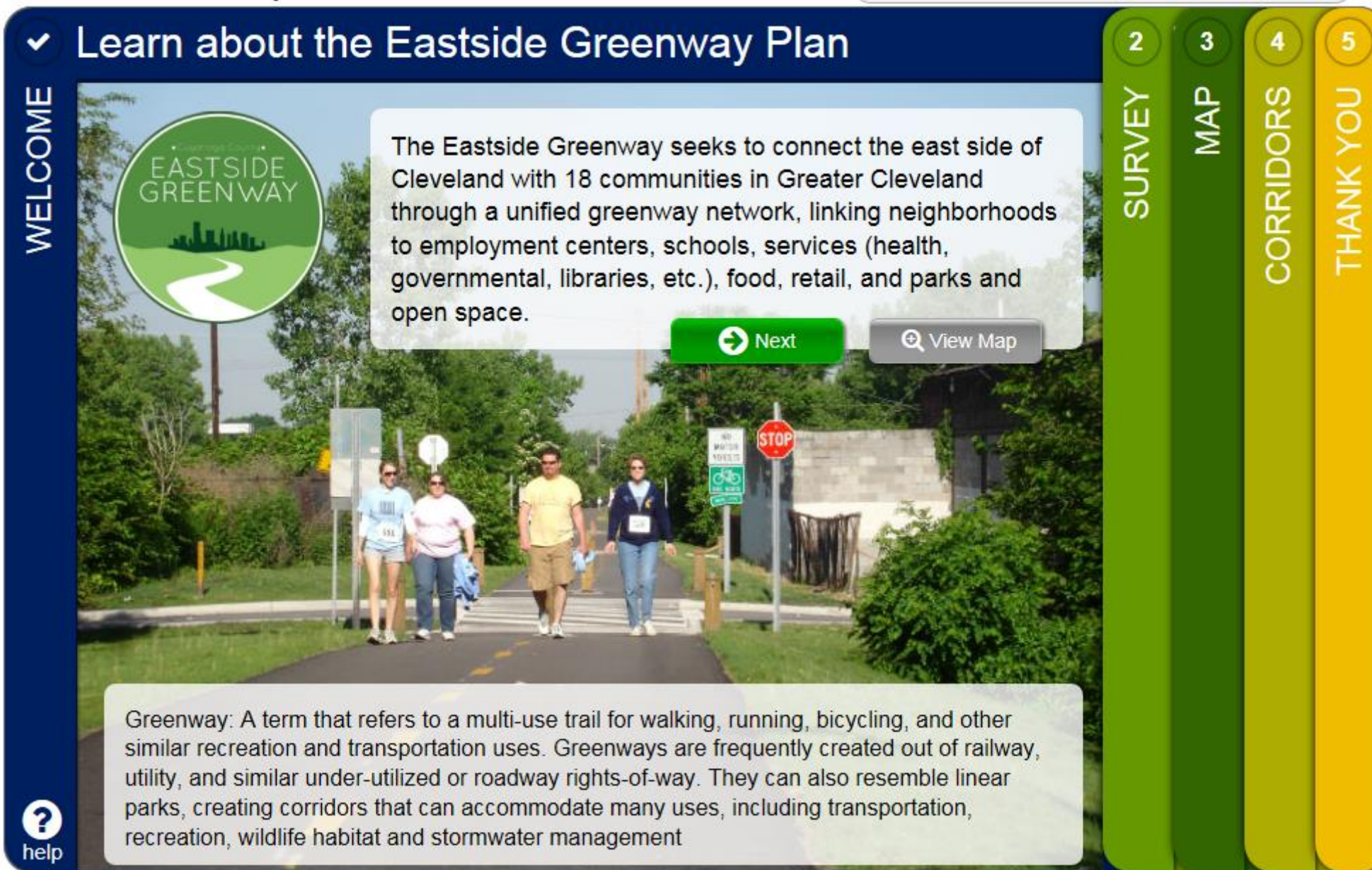


5 Steering Committee Meetings

4 "Missing Link" Meetings

13 Community Meetings





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 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

Biking

Driving

Modes

More Ideas

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

3 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

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

NOACA

County Planning

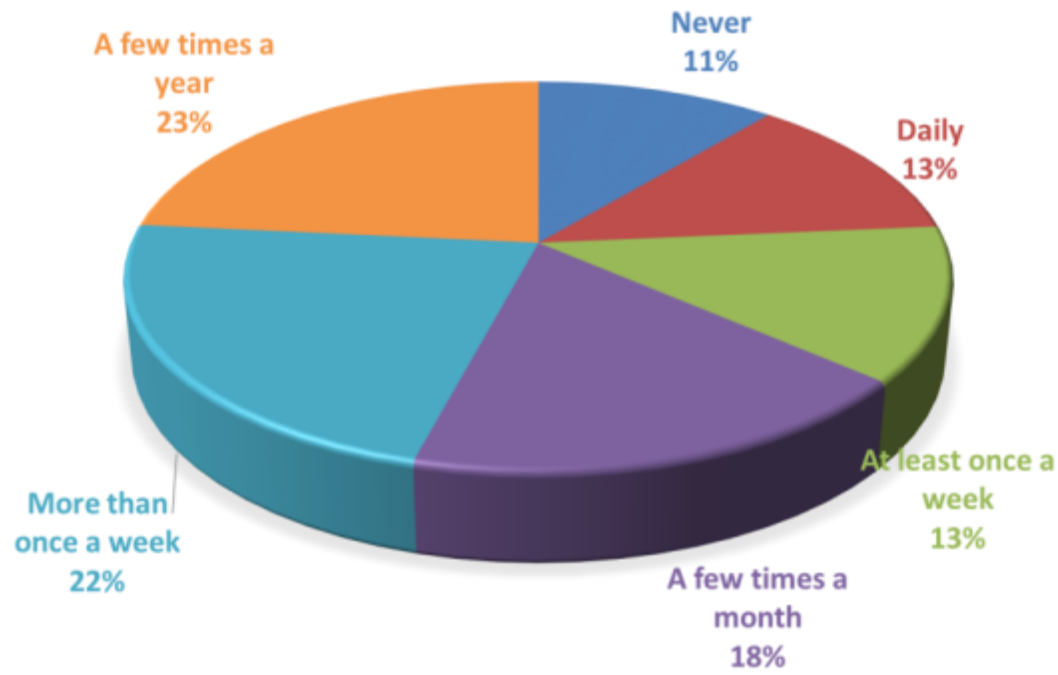
Cleveland Metroparks

SMITHGROUP JJR

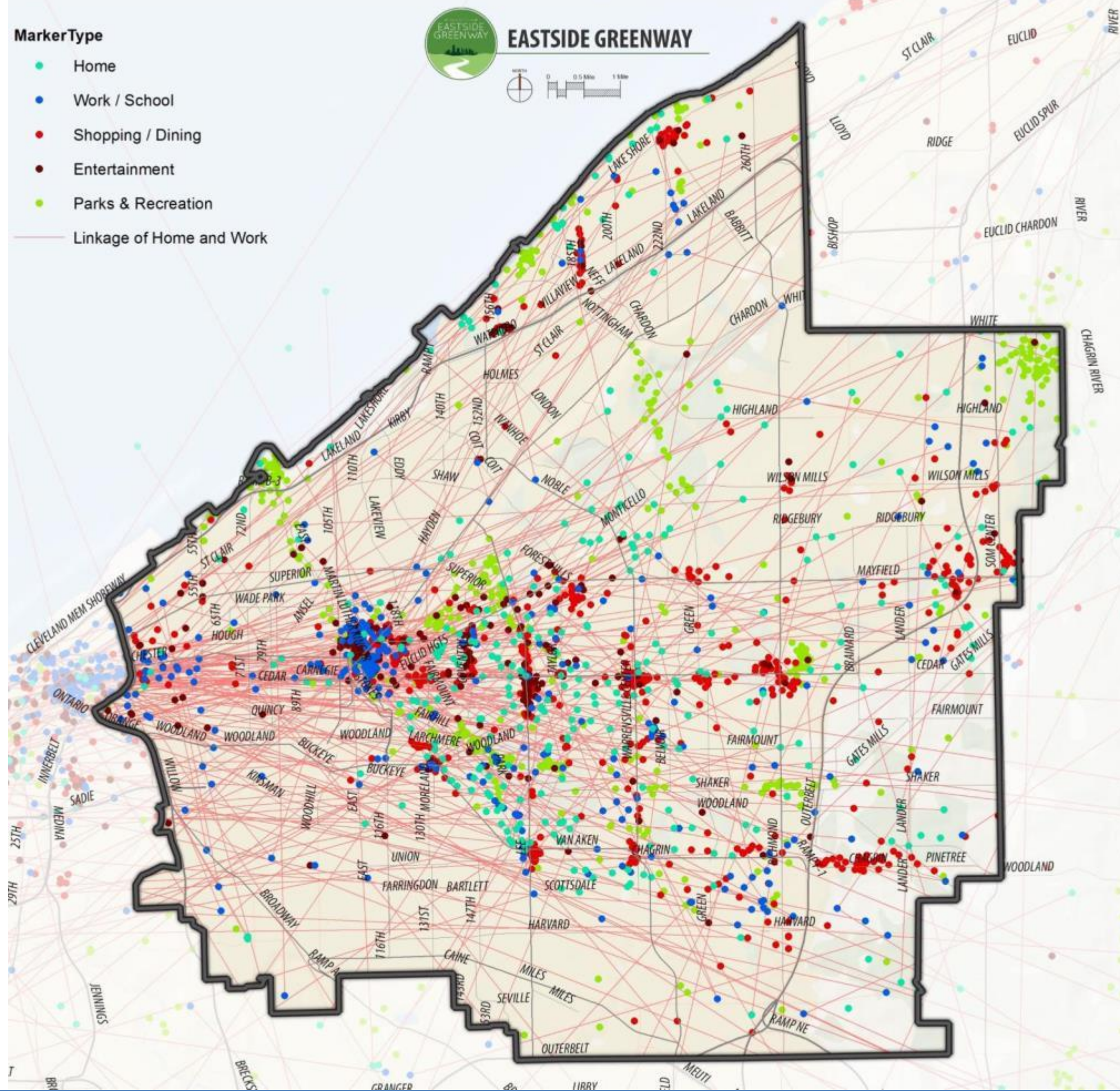
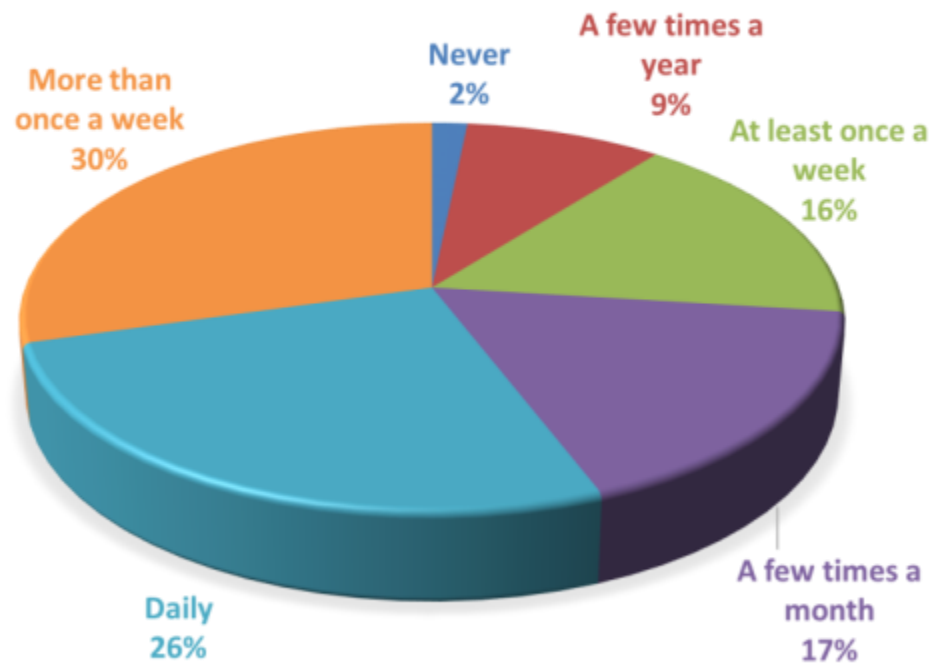
Michael Baker INTERNATIONAL

Public Survey (~790 Respondents)

I BIKE FOR FUN, EXERCISE AND/OR TRANSPORTATION



I WALK FOR FUN, EXERCISE AND/OR TRANSPORTATION



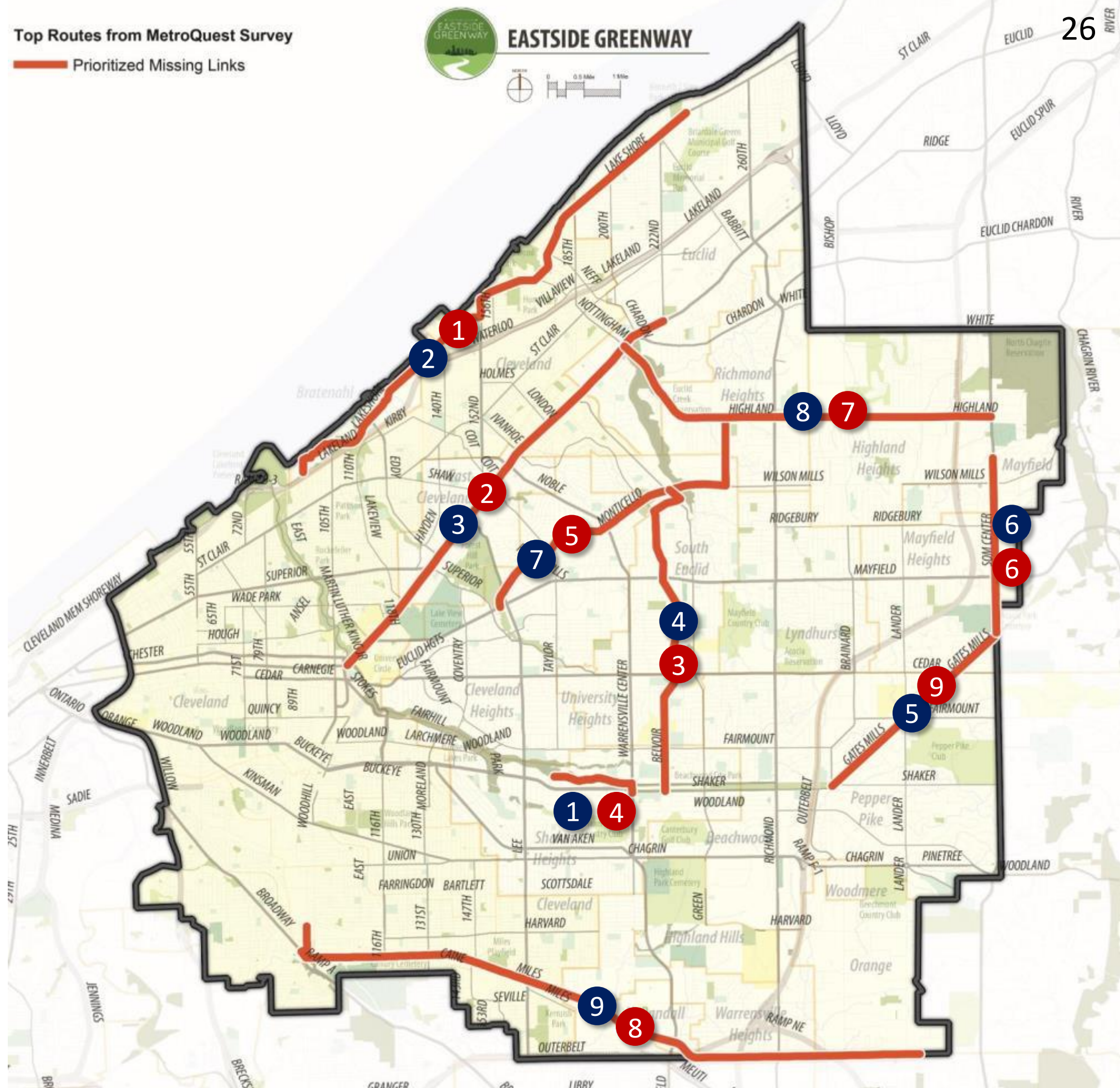
Route Priorities: Public Input

MetroQuest Survey Route Ranking

- Shaker Blvd/South Park Blvd (Rank: 1)
- Lake Shore Blvd (Rank: 2)
- Euclid Avenue (Rank: 3)
- South Belvoir Blvd (Rank: 4)
- Gates Mills Blvd (Rank: 5)
- SOM Center Corridor (Rank: 6)
- Monticello Blvd (Rank: 7)
- Highland Road (Rank: 8)
- Miles Avenue (Rank: 9)

Workshop #3 Route Ranking:

- Lake Shore Blvd (Rank: 1)
- Euclid Avenue (Rank : 2)
- South Belvoir Blvd (Rank : 3)
- Shaker Blvd/South Park Blvd (Rank : 4)
- Monticello Blvd (Rank : 5)
- SOM Center Corridor (Rank : 6)
- Highland Road (Rank : 7)
- Miles Avenue (Rank : 8)
- Gates Mills Blvd (Rank : 9)



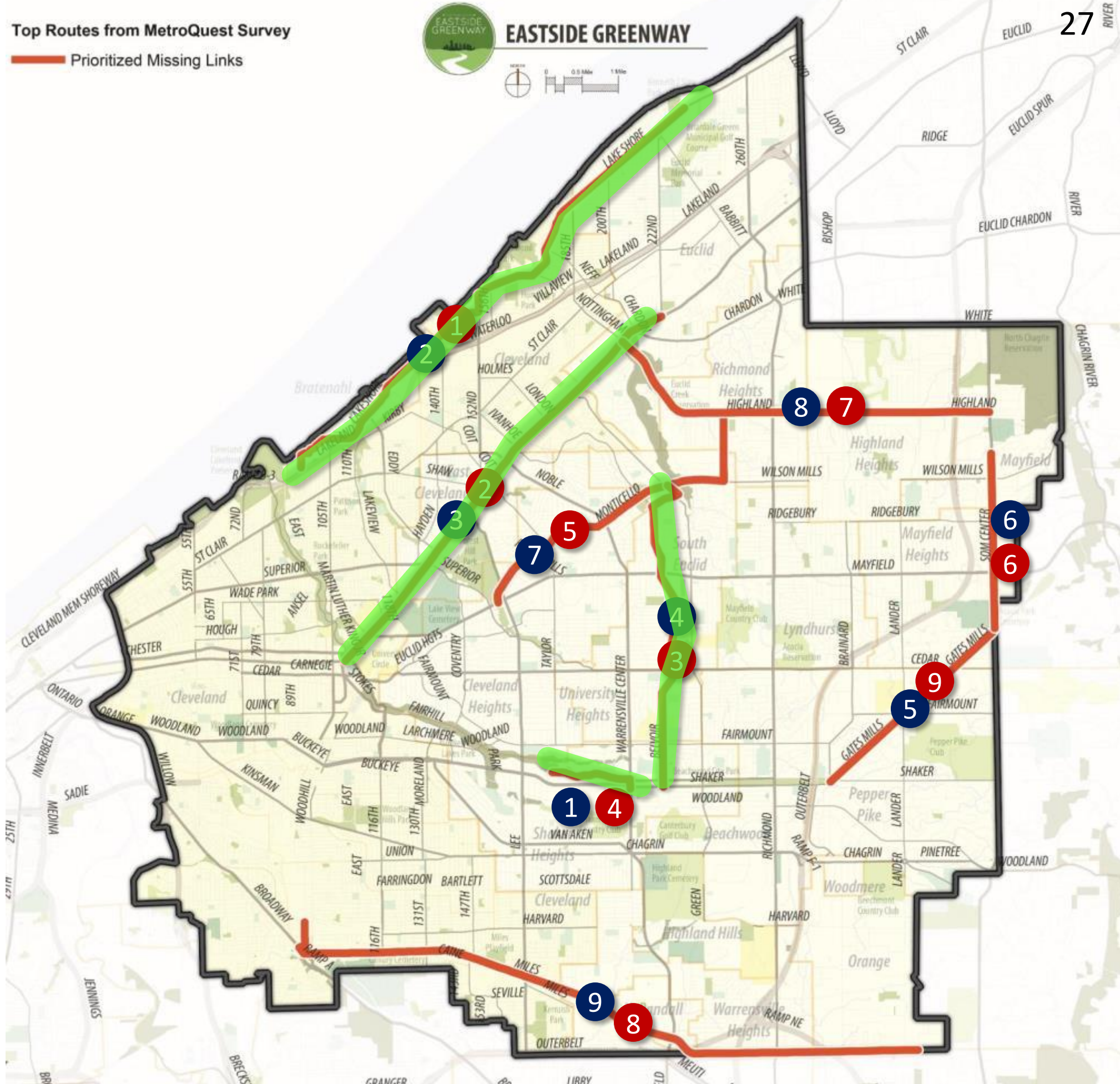
Route Priorities: Public Input

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- SOM Center Corridor (Rank : 6)
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- Miles Avenue (Rank : 8)
- Gates Mills Blvd (Rank : 9)



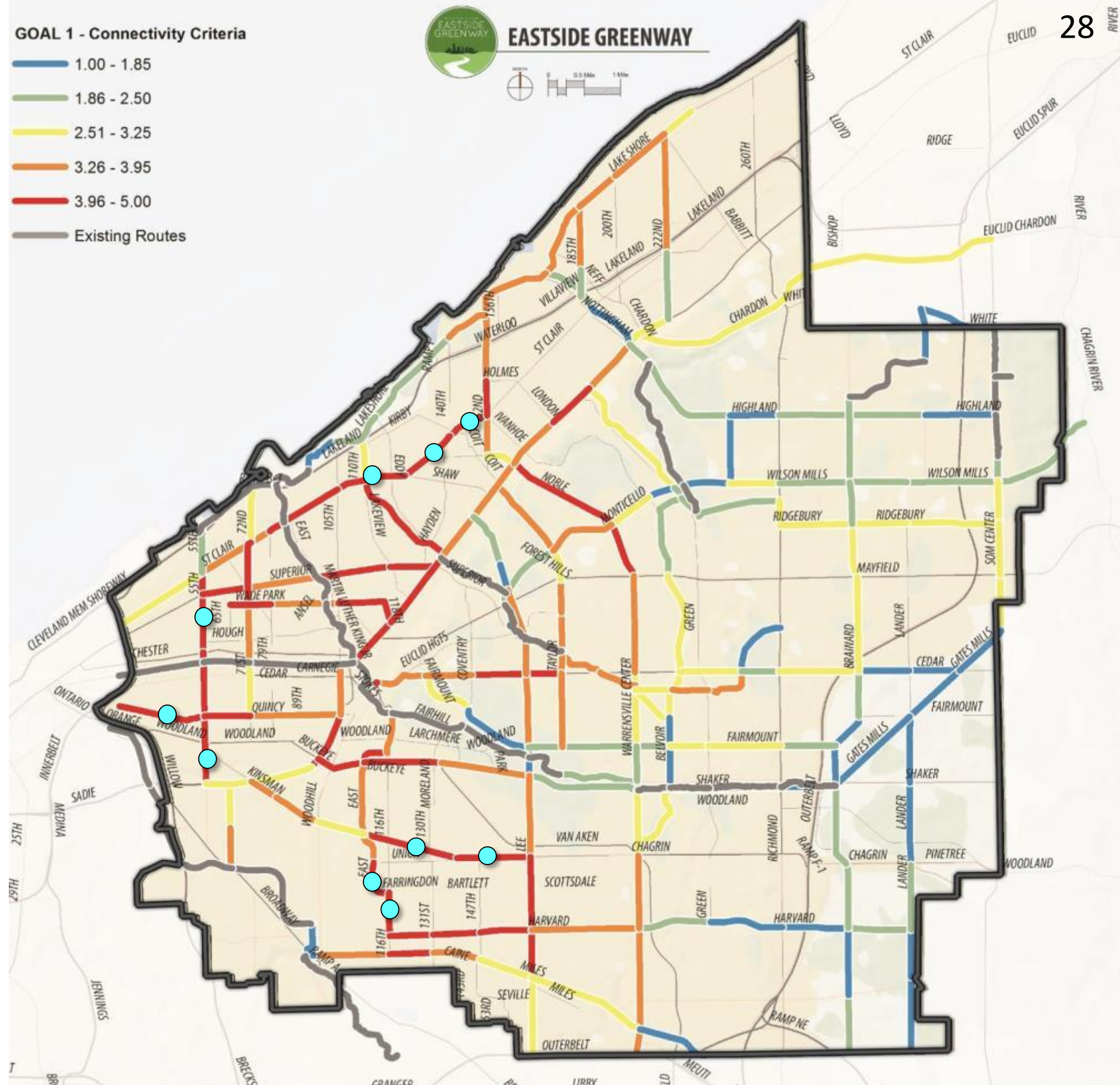
Goal 1 – Connectivity

Top 10 Segments

- Quincy Ave
- Kinsman Road (x2)
- St. Clair (x3)
- 55th Street (North)
- 55th Street (South)
- MLK Jr. Drive (x2)

Criteria:

- Vehicle ownership (20%)
- Transit access (20%)
- Non-motorized facility access (15%)
- Proximity to Parks (25%)
- Population density (20%)



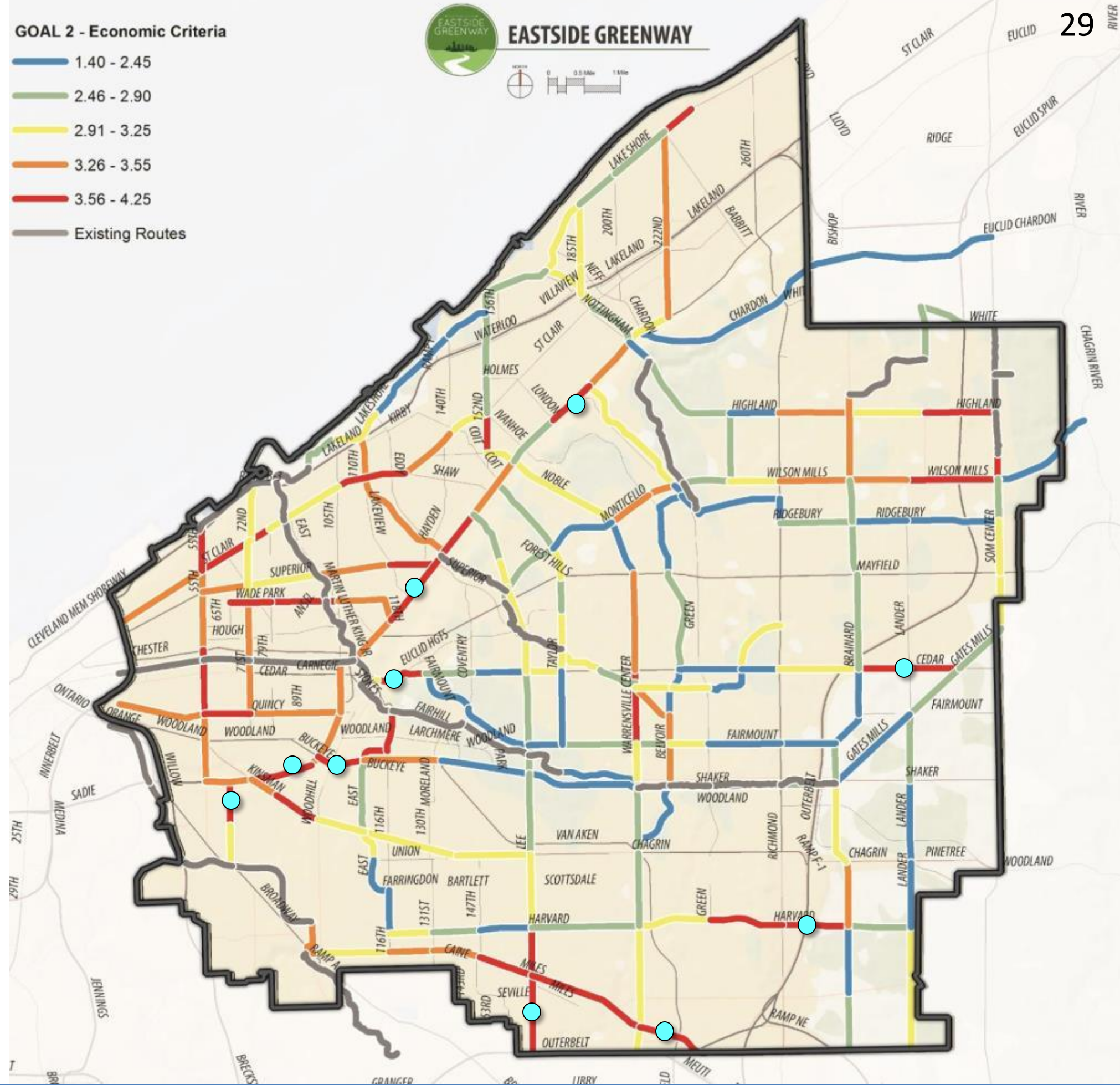
Goal 2 – Economic Vitality

Top 10 Segments/Routes

- 65th Street
- Lee Boulevard
- Harvard Avenue
- Cedar Road (East)
- Euclid Avenue (x2)
- Opportunity Corridor
- Cedar Road (West)
- Miles Corridor

Criteria:

- Vacant Land (15%)
- Character & Visual Quality (15%)
- Cultural Destinations (25%)
- Job Centers & Employment (30%)
- Property Values (15%)



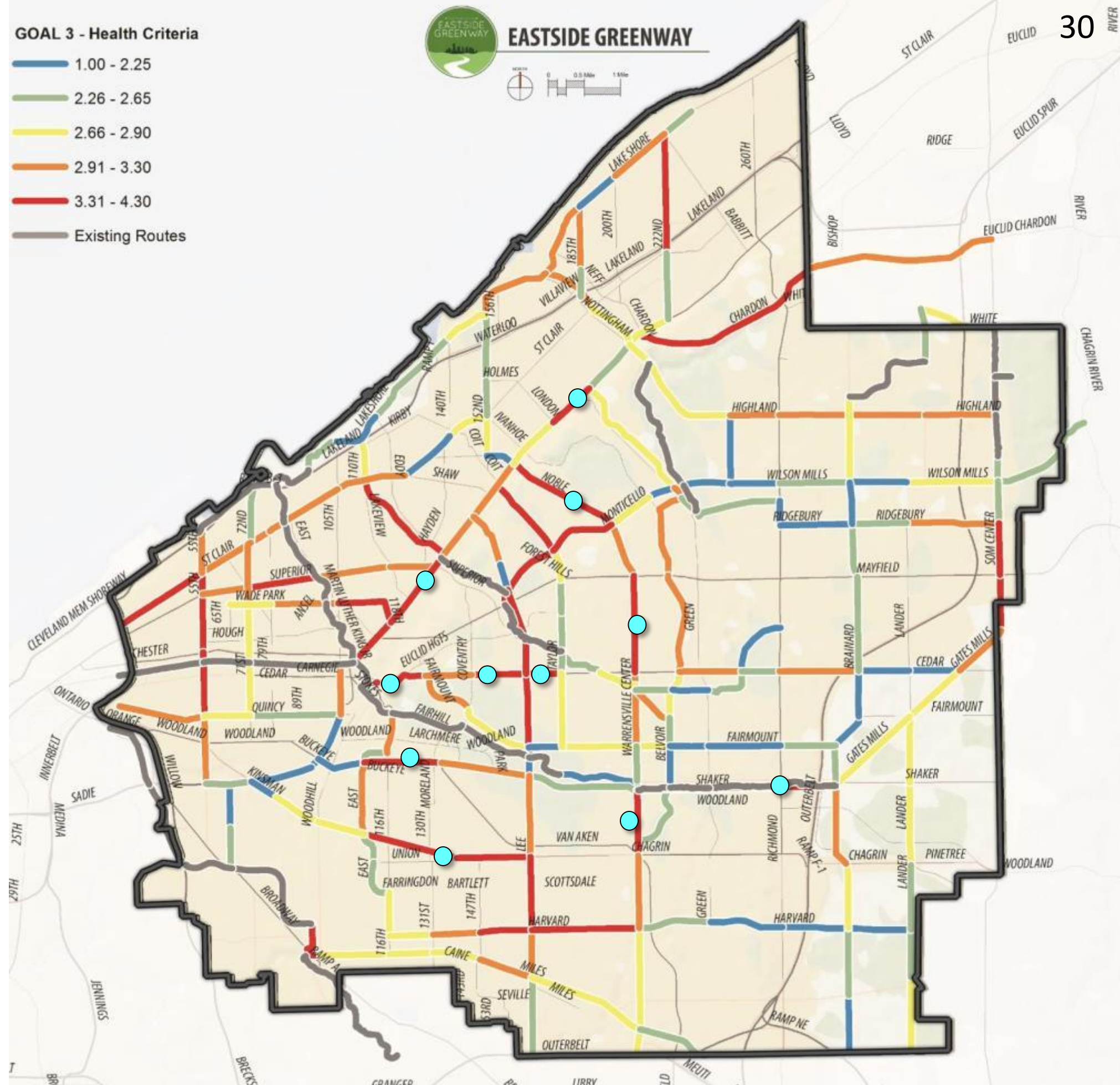
Goal 3 – Health & Safety

Top 10 Segments/Routes

- Euclid Avenue (x2)
- Warrensville Center Road (x2)
- Noble Road
- Cedar Road (West) (x3)
- Shaker Blvd
- Kinsman Road

Criteria:

- Safety (Crashes) (25%)
- Crime (10%)
- Runners/Joggers (25%)
- Social Cohesion (10%)
- Households in Poverty (20%)
- Sidewalk Gaps (10%)



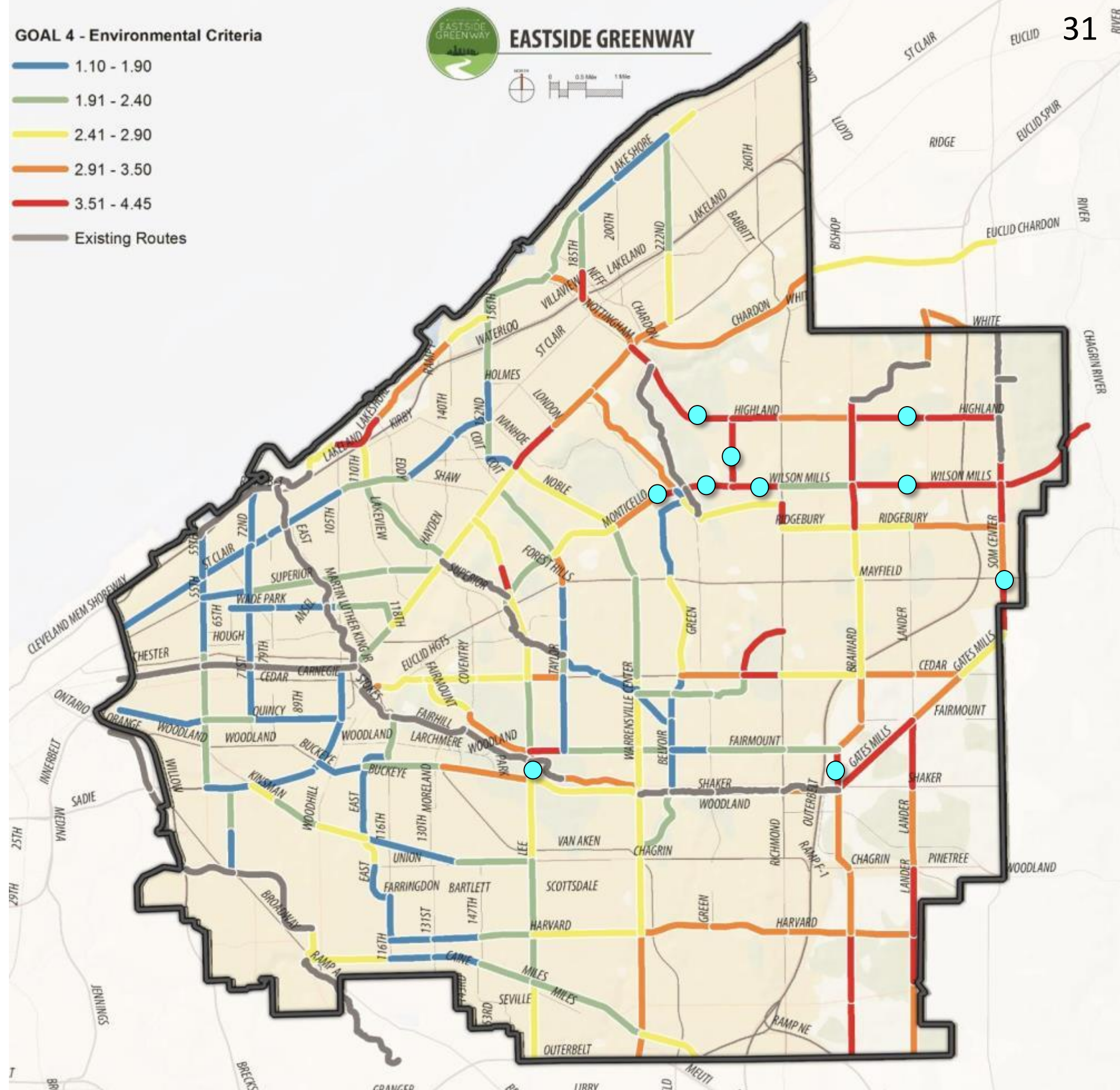
Goal 4 - Environmental

Top 10 Segments/Routes

- Monticello Corridor (x2)
- Wilson Mills Road (x2)
- Highland Corridor (x3)
- Lee Blvd
- SOM Center Corridor
- Brainard Road / Bishop Road

Criteria:

- Stormwater (25%)
- Interpretive Opportunities (10%)
- Habitat Connectivity (25%)
- Habitat Restoration (15%)
- Air quality & Traffic (15%)
- Urban Forest Cover (10%)

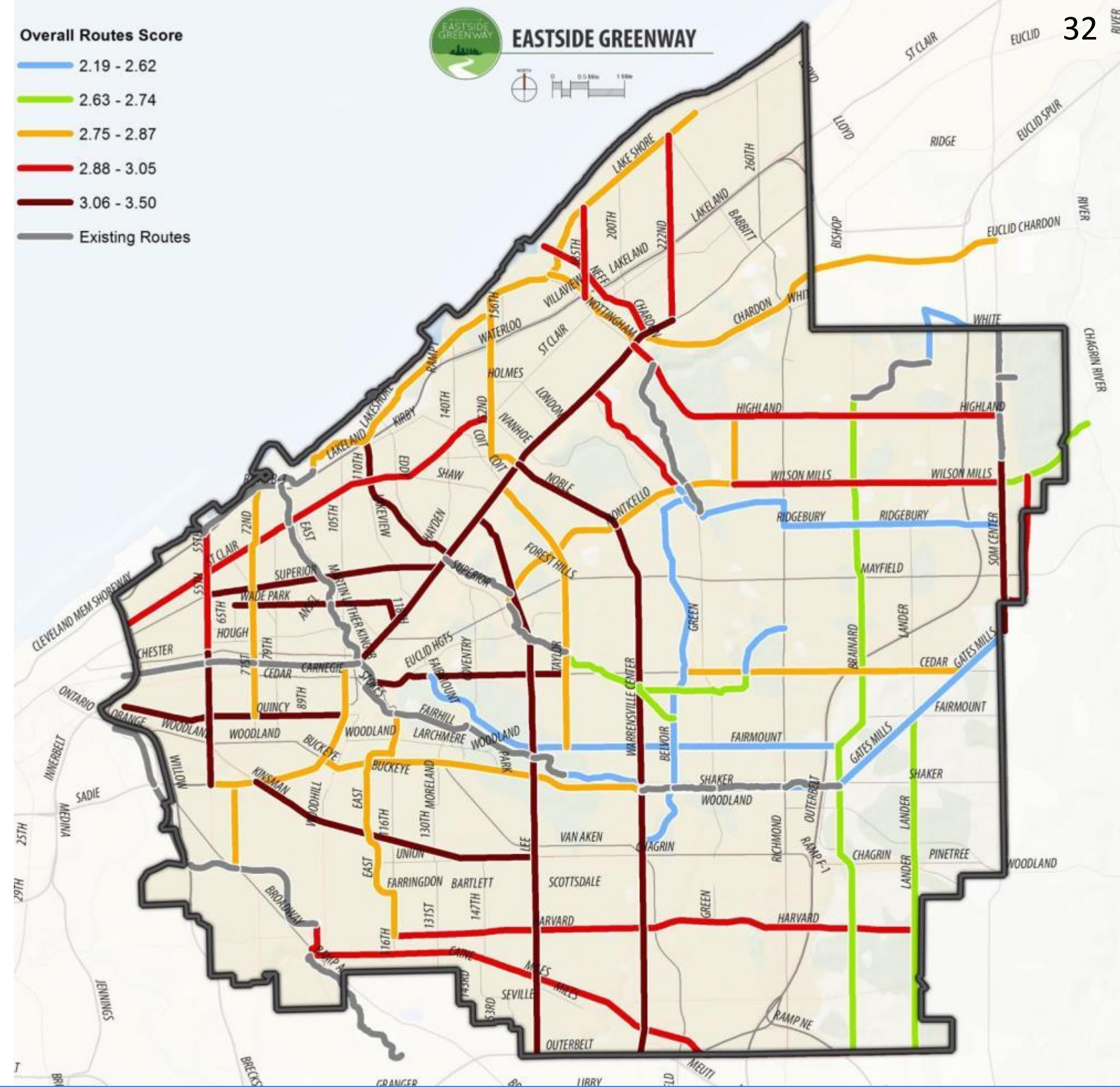


Route Priorities : Technical Input

Data-Driven Evaluation

- GIS (Geographic Information Systems) was used to evaluate each route's potential benefits and opportunities.

1. Noble Road (SC)
2. Euclid Ave Corridor (MML)
3. E 55th Street (SC)
4. Cedar Road (SC)
5. Pattison Park Corridor (MML)
6. Superior Ave (SC)
7. Kinsman Road (SC)
8. Quincy Ave Connector (SC)
9. SOM Center Corridor (MML)
10. Wade Park Ave / E 118th Street (SC)
11. Warrensville Center Road (SC)
12. Lee Blvd (SC)



EASTSIDE GREENWAY

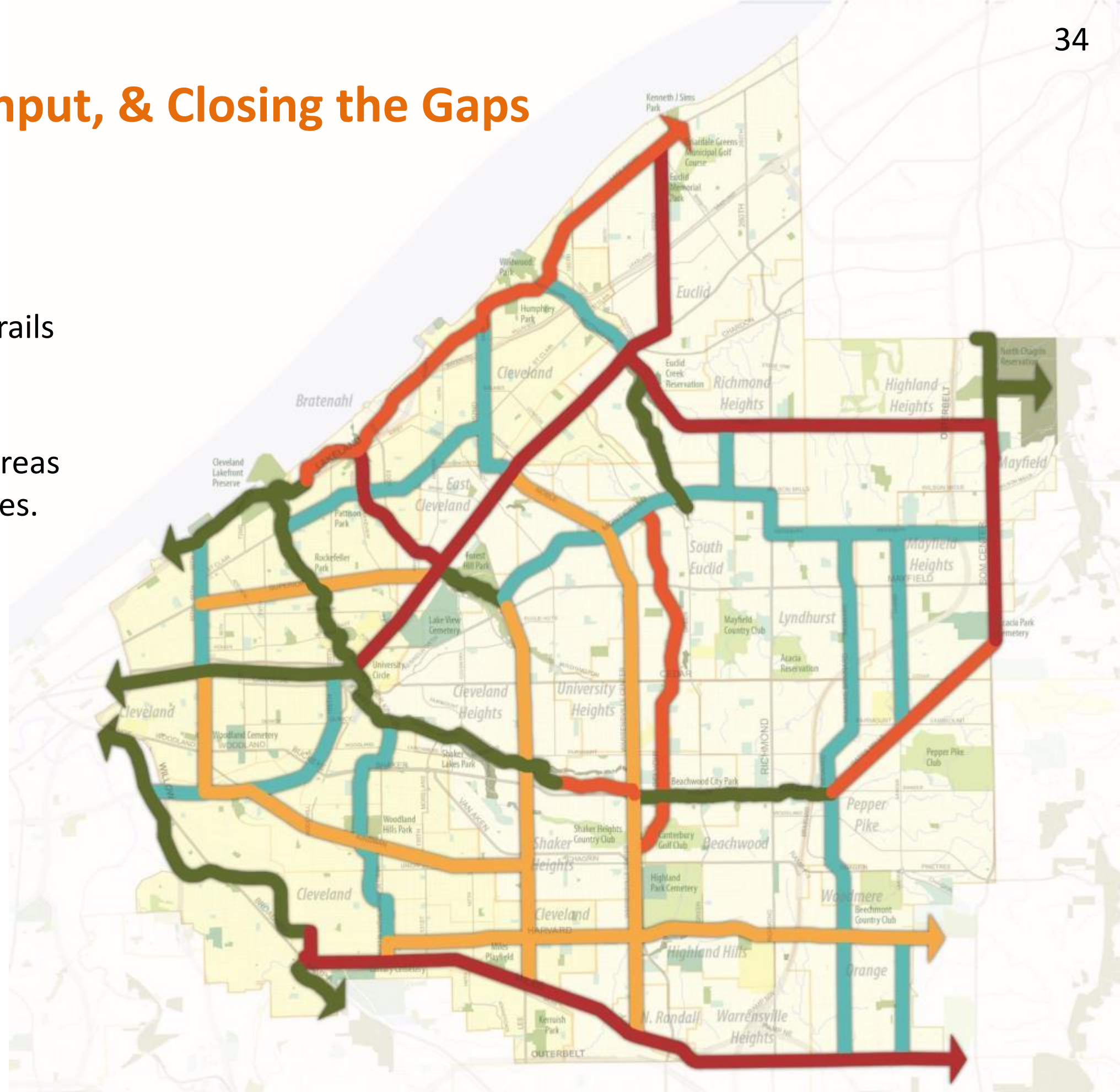
The Greenway Plan

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

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.

- 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



EASTSIDE GREENWAY

Design Options

Implementation Challenges: Physical Design Considerations



Priority Projects

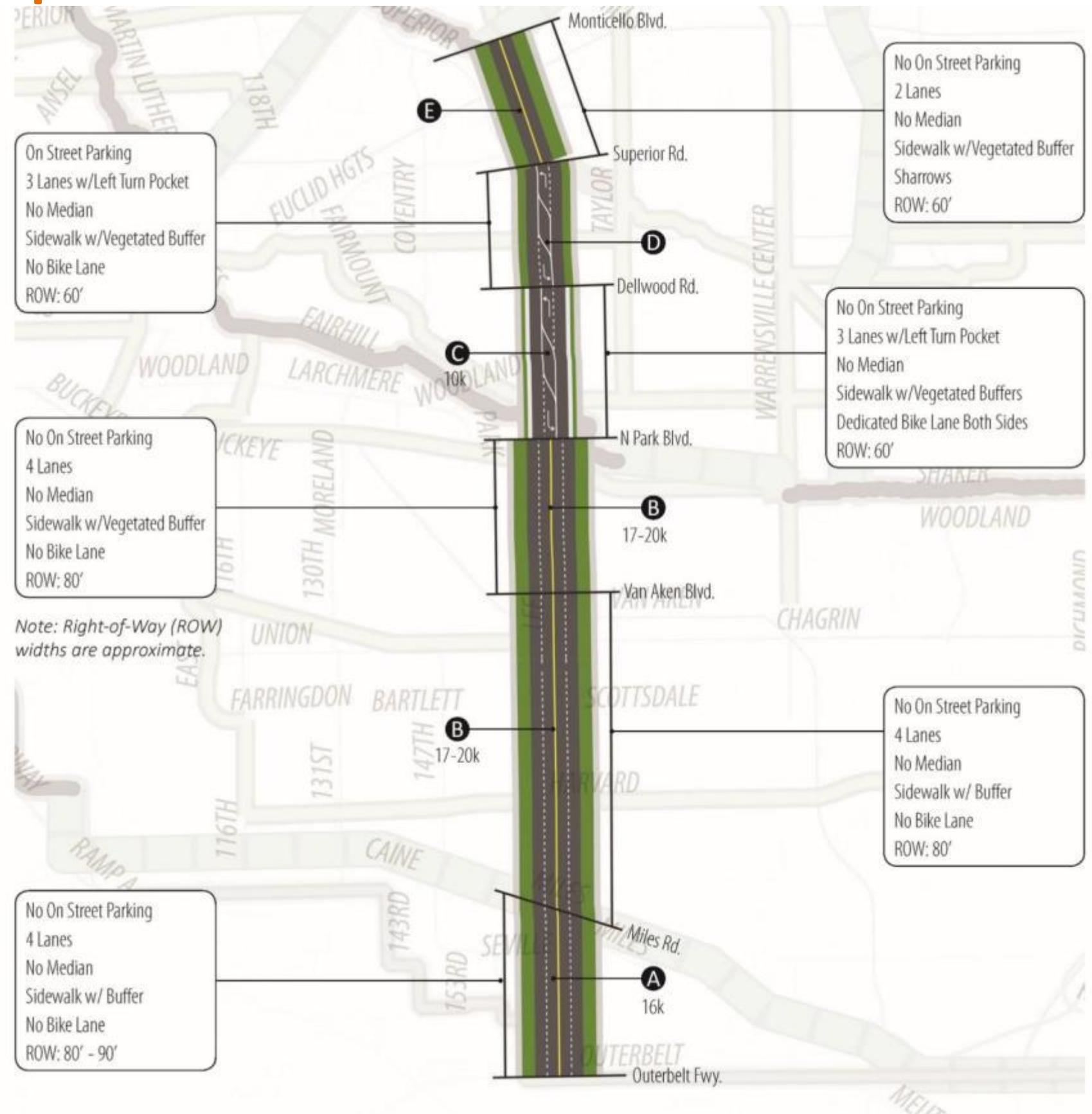
Existing Route Conditions and Description

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

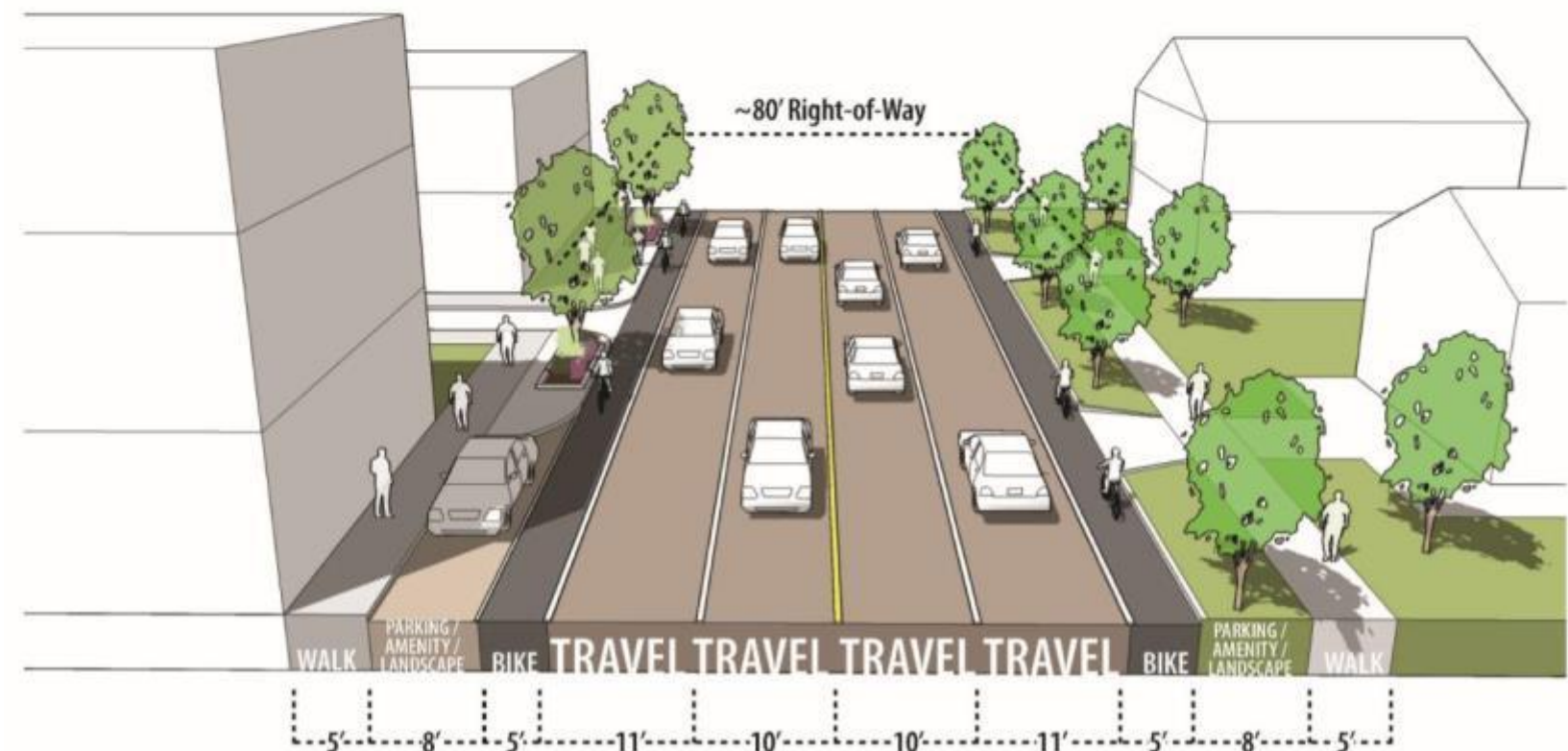
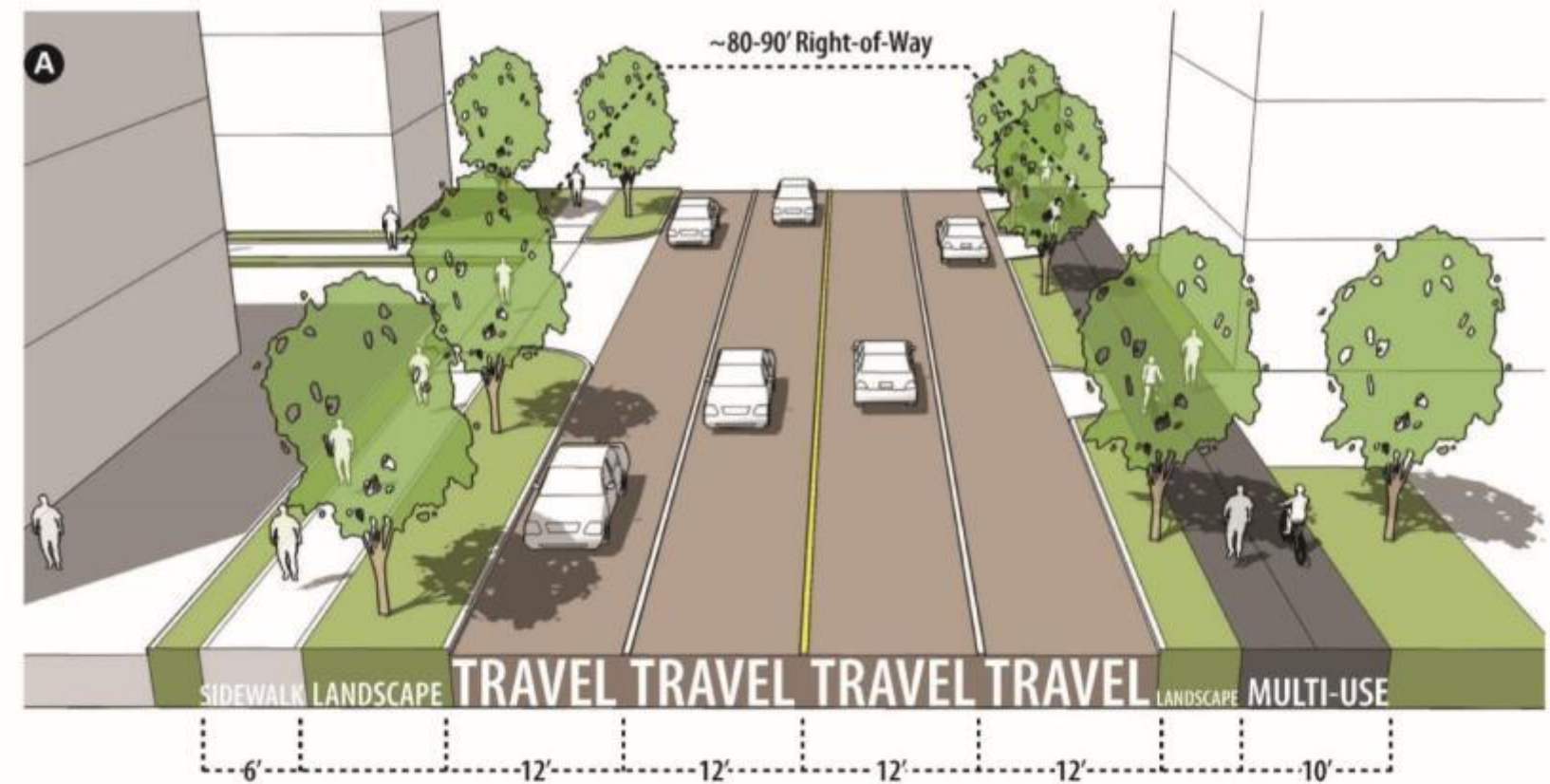
- Recommended facility types and improvements
- Alternative cross-sections

Alternative Routes (if applicable)

- Parallel routes

Other Design Considerations

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



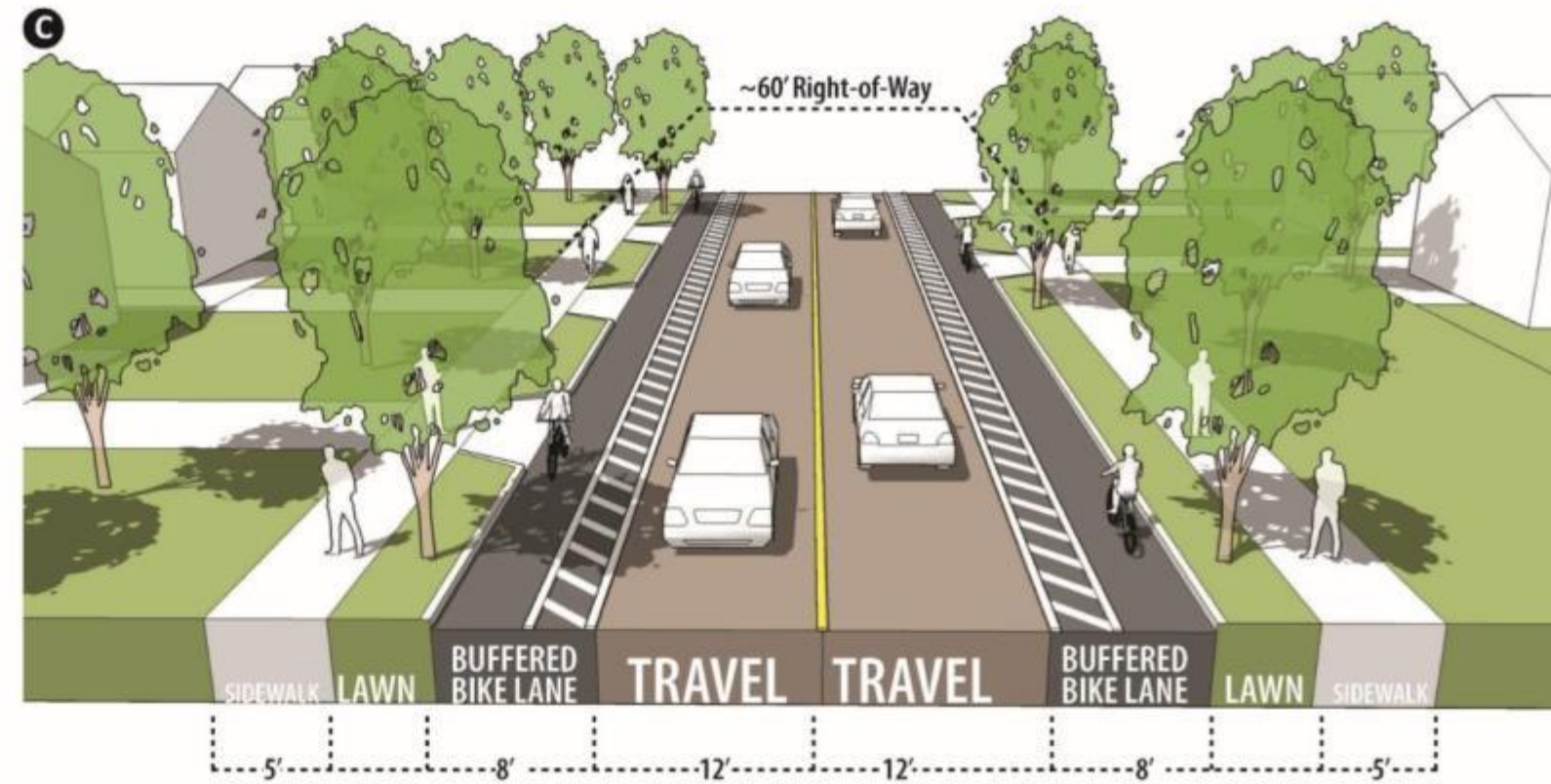
Priority Projects: Greenway Design and Features

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.

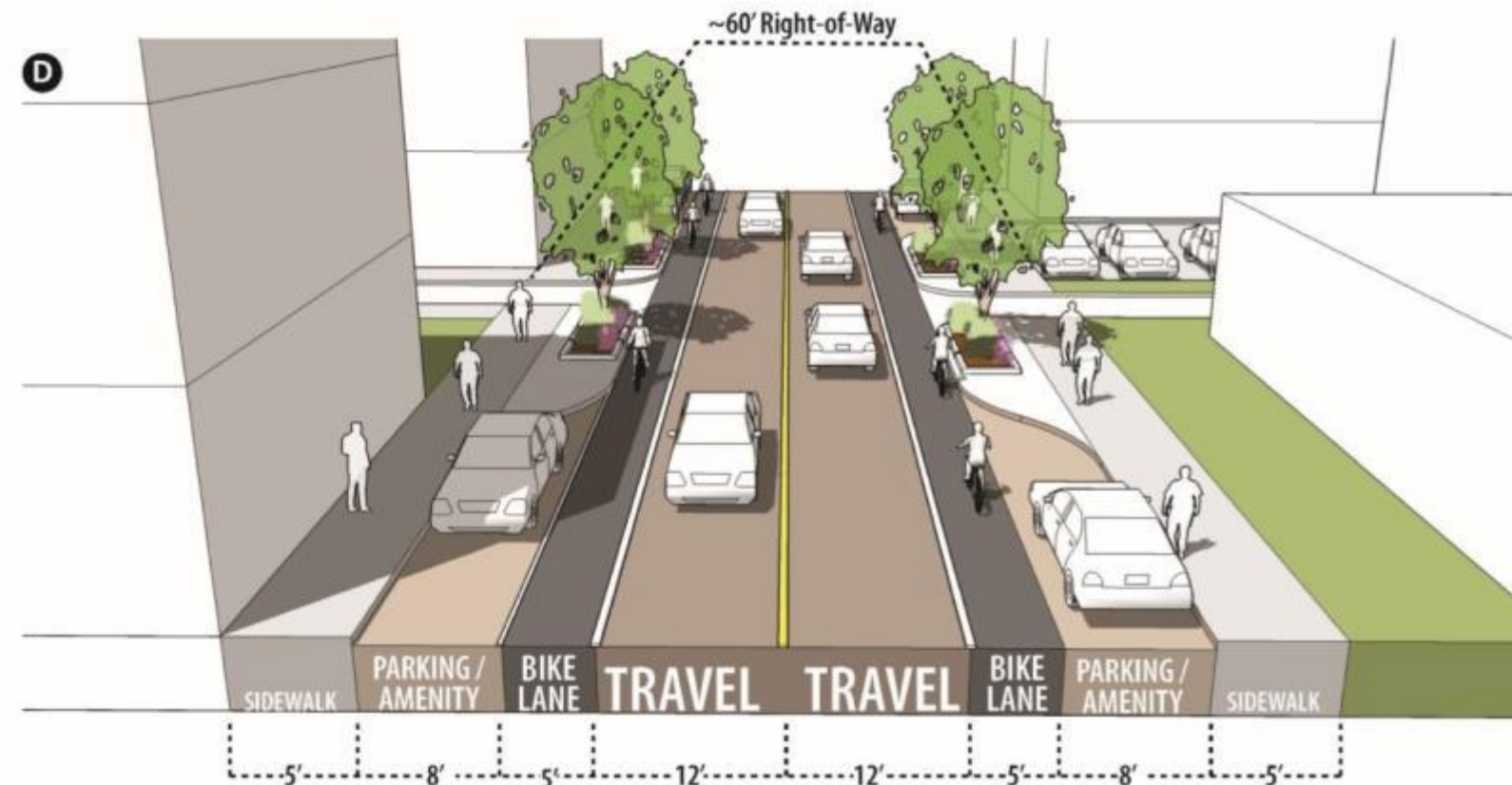


Section D - Commercial Hotspot

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.



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

Next Steps

Final Report Issued – Now What?

1. Action while momentum is in our favor.
2. Roll out to communities for education, marketing and adoption.
3. Establish a working group of partners to oversee creation of a governance structure for implementing the Greenway Plan.
4. Coordinate with newly formed Trails Leadership Network (TLN).
5. Work with local leaders to pursue plan adoption and include recommendations in Master Plans
6. Work with regional partners to pursue plan adoption at agency level (RTA, Metroparks, NOACA).
7. Pursue funding and route design.
8. Manage expectations and timing.



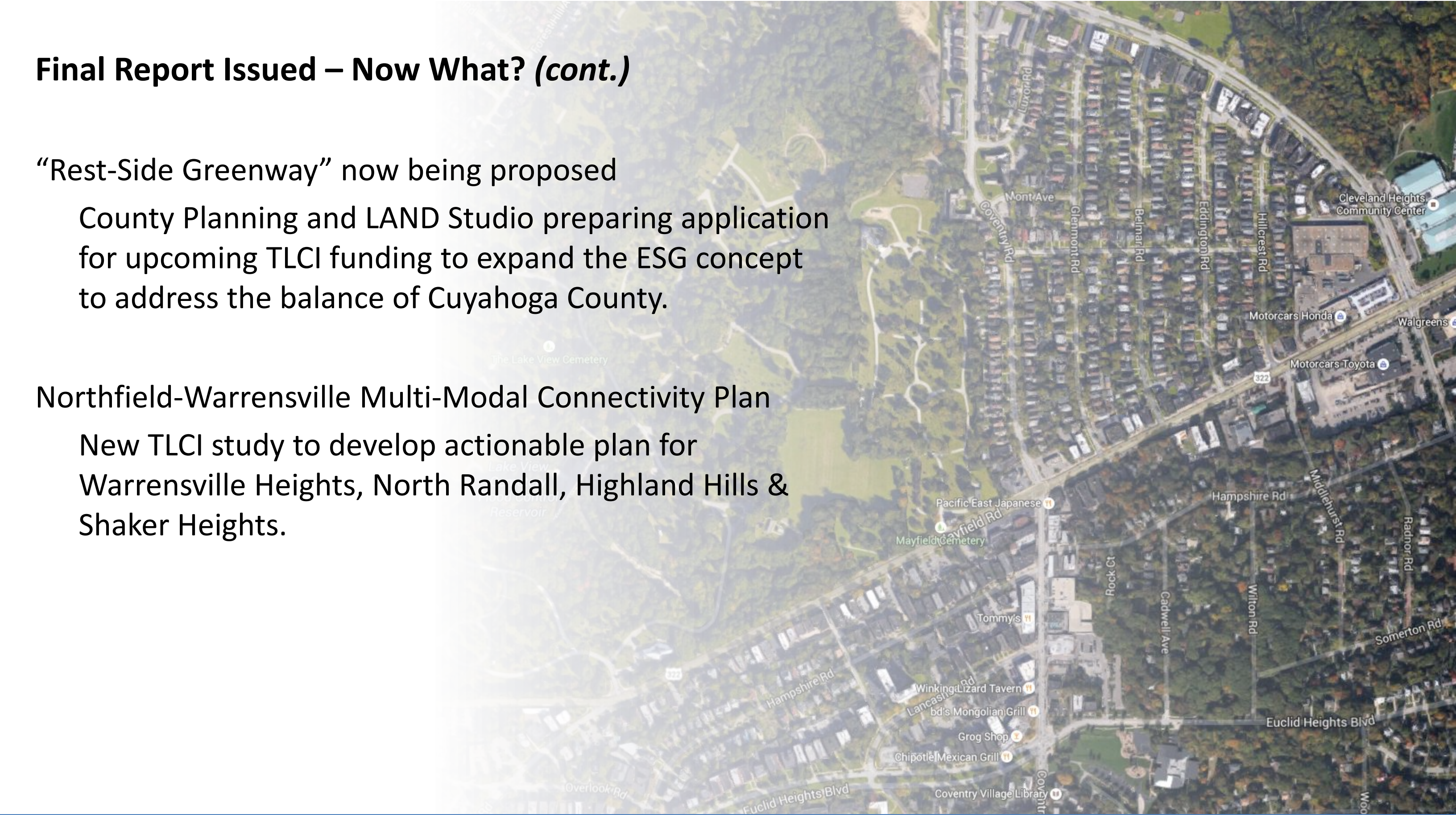
Final Report Issued – Now What? (cont.)

“Rest-Side Greenway” now being proposed

County Planning and LAND Studio preparing application for upcoming TLCI funding to expand the ESG concept to address the balance of Cuyahoga County.

Northfield-Warrensive Multi-Modal Connectivity Plan

New TLCI study to develop actionable plan for Warrensville Heights, North Randall, Highland Hills & Shaker Heights.



EASTSIDE GREENWAY

Discussion/Questions



www.eastsidegreenway.weebly.com