

# EASTSIDE GREENWAY

Cuyahoga County, *East Cleveland Region*

Public Meeting #4

July 21, 2015

**SMITHGROUPJJR**

**PARSONS  
BRINCKERHOFF**

- Eastside Greenway – Project Synopsis
- Route Prioritization & Implementation
- Recommendations
- Next Steps



## 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 Biletdeaux – SmithGroupJJR  
Nancy Lyon-Stadler – Baker  
Oliver Kiley – SmithGroupJJR  
Chad Brintnall – SmithGroupJJR

## Steering Committee

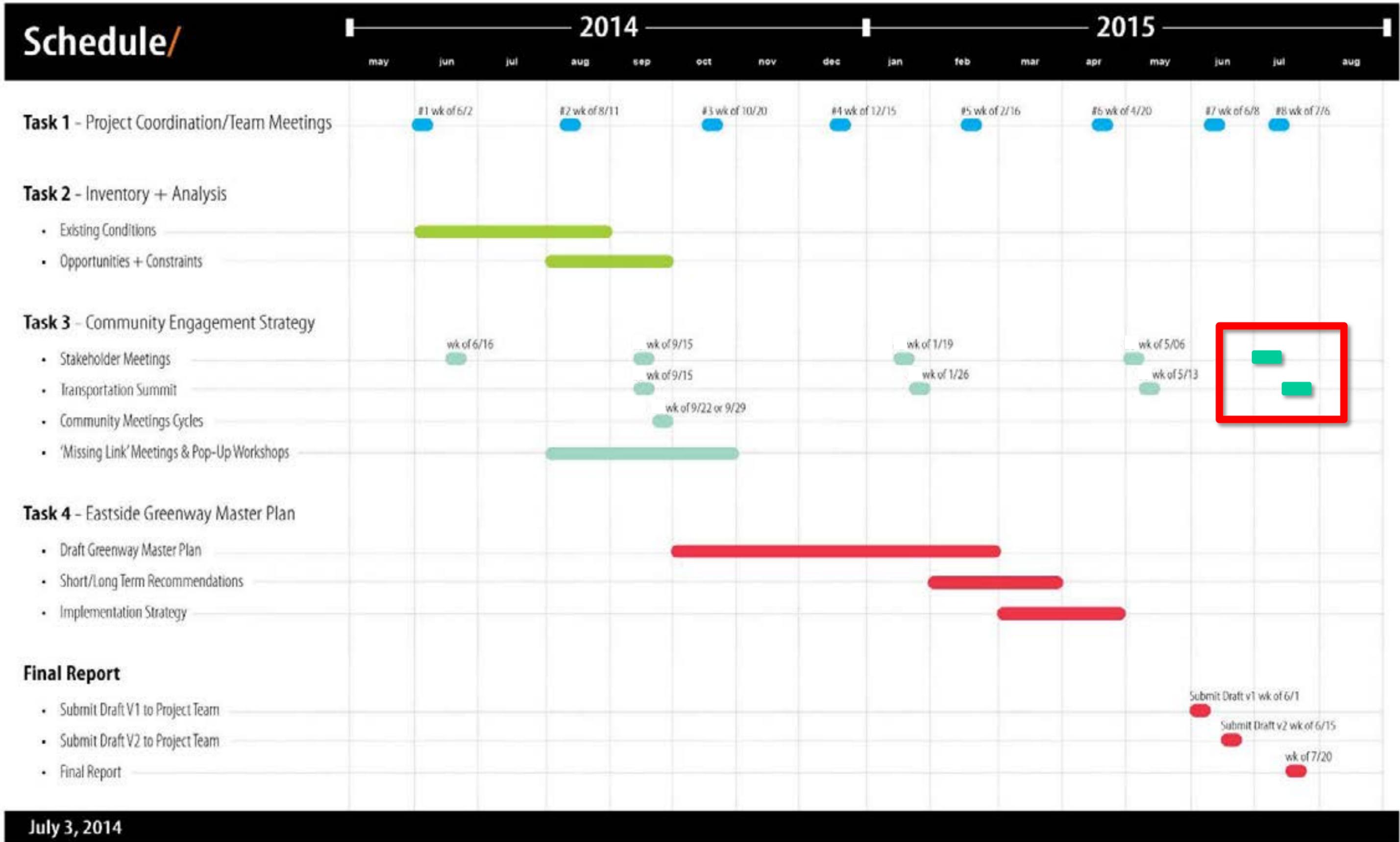
### Municipalities

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

### Advisory Members

Melinda Bartizal / John Motl – ODOT  
Stan Kosilesky – Cuyahoga County Dept. of Public Works  
Marc Lefkowitz – Green City Blue Lake Institute  
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 – Cleveland State University  
Elise Yablonsky – University Circle Inc.  
Martha Halko – Cuyahoga County Board of Health  
Kyle Dreyfuss-Wells – NEORS



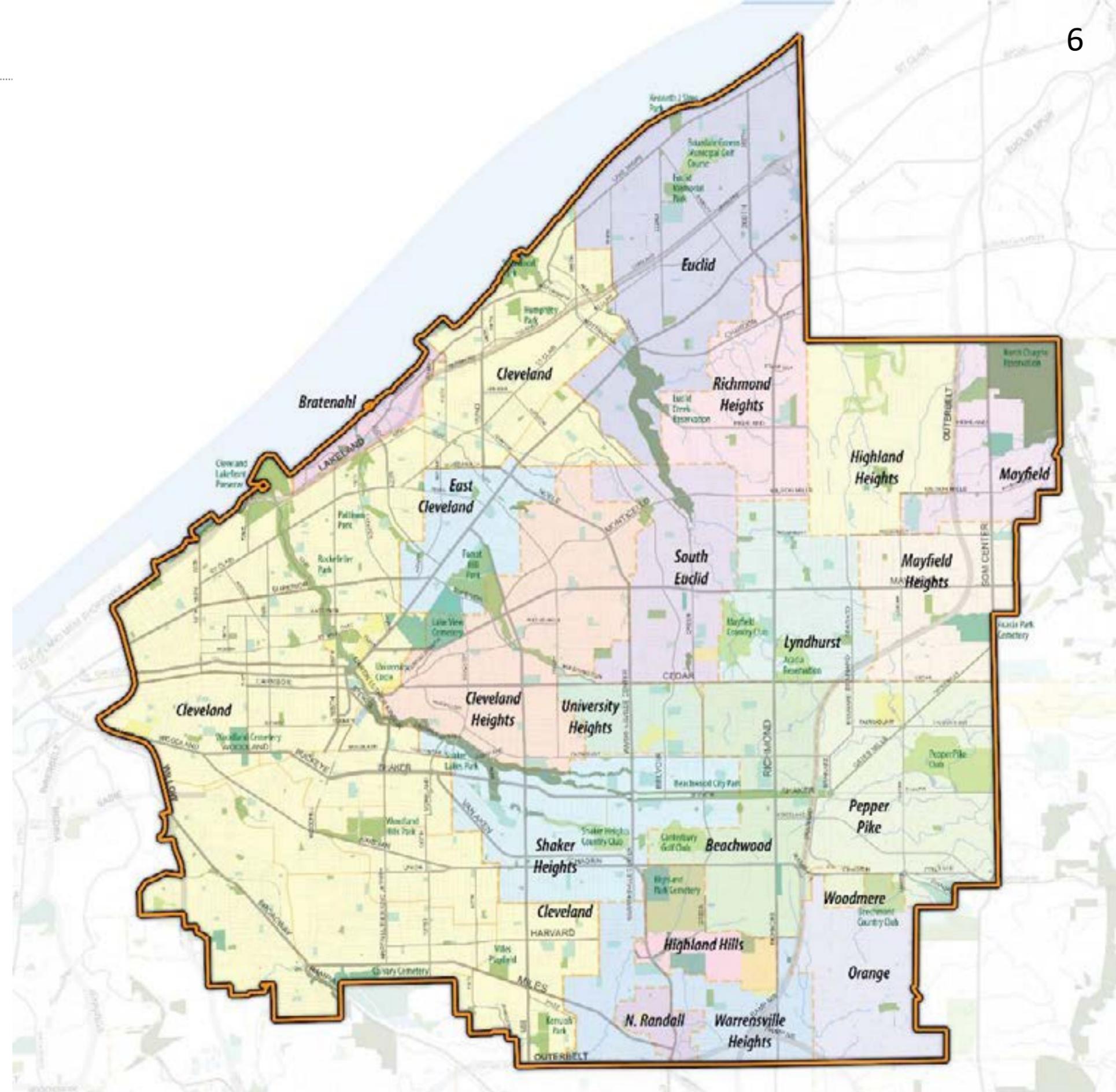
July 3, 2014

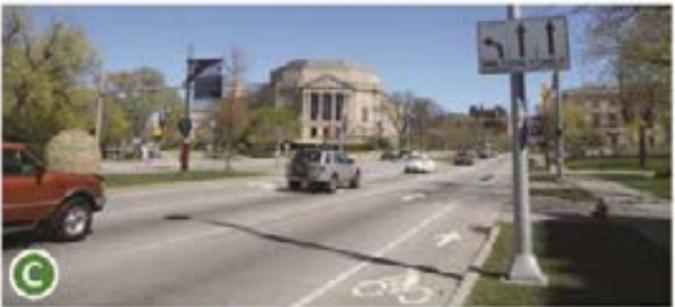
# Eastside Greenway Plan

A Strategic Vision to Connect Eastern Cuyahoga County

The purpose of the Eastside Greenway is to **increase pedestrian and bicycle connectivity** in the eastern portion of Cuyahoga County and create a **unified network** that will serve as an alternative mode of transportation, connecting neighborhoods to employment centers, transit, services and parks and green spaces.

- 20 Municipalities





# Greenway Vision

*An interconnected system that serves the community with positive health, recreational, transportation and economic benefits*



## 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.

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



### Existing Trails, Non-Motorized Facilities & Missing Links

The above maps identifies existing trails and non-motorized facilities across the study area. It is important that proposed Greenways connect to existing facilities, particularly off-street trails and multi-use paths, that can serve a broad range of users.

In addition, the map identifies the four original "missing links". Large areas within the project boundaries have no close connection to existing facilities or the proposed missing links, which underscores the need to identify additional greenway routes.

MAP 2.1B - TRANSIT INFRASTRUCTURE



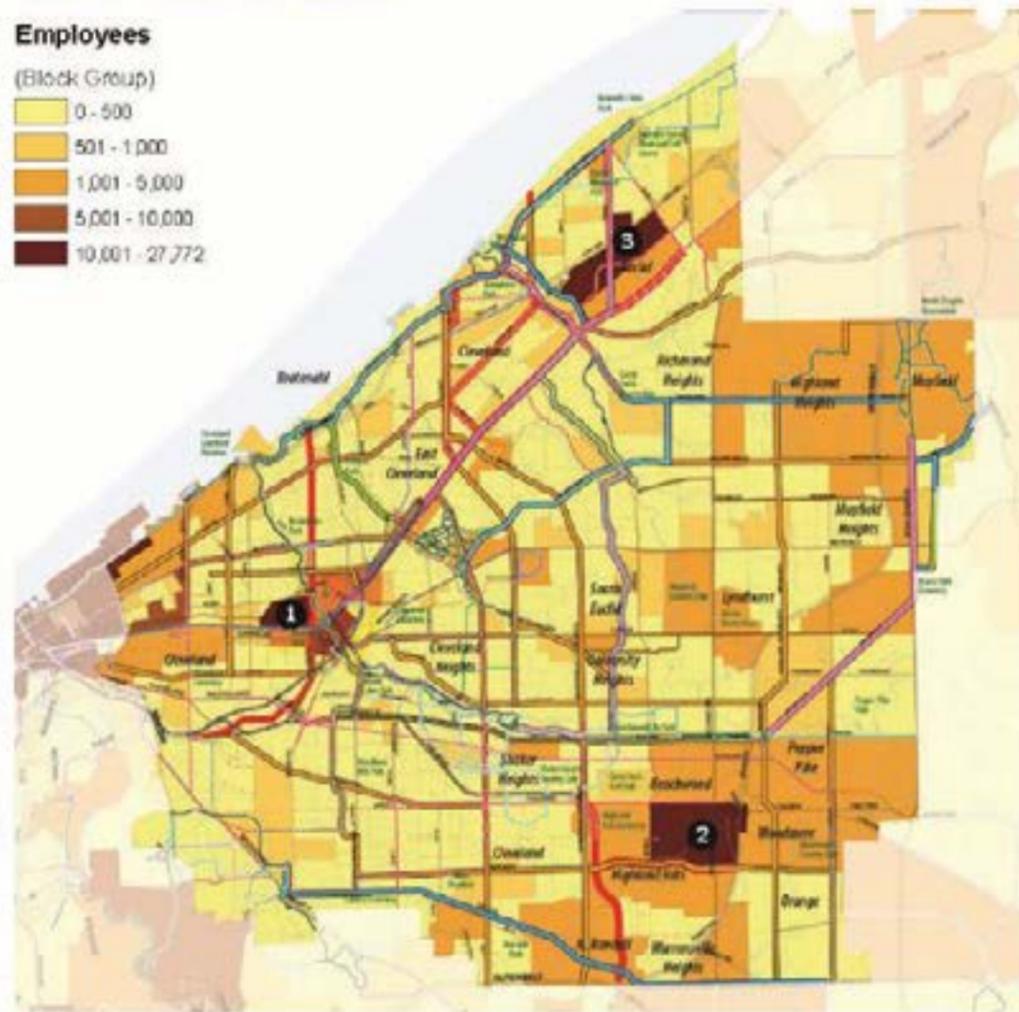
### Transit Infrastructure

Bus stops, rail lines and stations, and bus rapid transit (BRT) lines and stations were mapped along-side near-term transportation projects. Ideally, the proposed system of greenways would compliment the transit systems, providing additional ways for transit or greenway riders to switch mobility modes, increasing the range of viable travel options available.

MAP 2.1E - EMPLOYMENT CENTERS

**Employees**  
(Block Group)

- 0 - 500
- 501 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- 10,001 - 27,772



### Employment Centers

Employment centers are areas high a high density of jobs and where providing additional modes of travel to those locations may be particularly beneficial. Three significant employment centers exist in the study area: (1) University Circle, (2) Harvard / Richmond Area (Eaton Headquarters), and (3) St. Clair / E 222nd Industrial Corridor (Lincoln Electric and others).

Many other hotspots for employment are not located in close proximity to existing non-motorized facilities or transit, and could be beneficial from connections to a greenway system.

MAP 2.1F - COMMERCIAL & CIVIC LAND AREAS

**Commercial / Civic Lands**

- Government Use
- Hospital
- School / University Use
- Industrial
- Commercial Retail
- Entertainment Venue
- Industrial
- Light Industrial
- Office

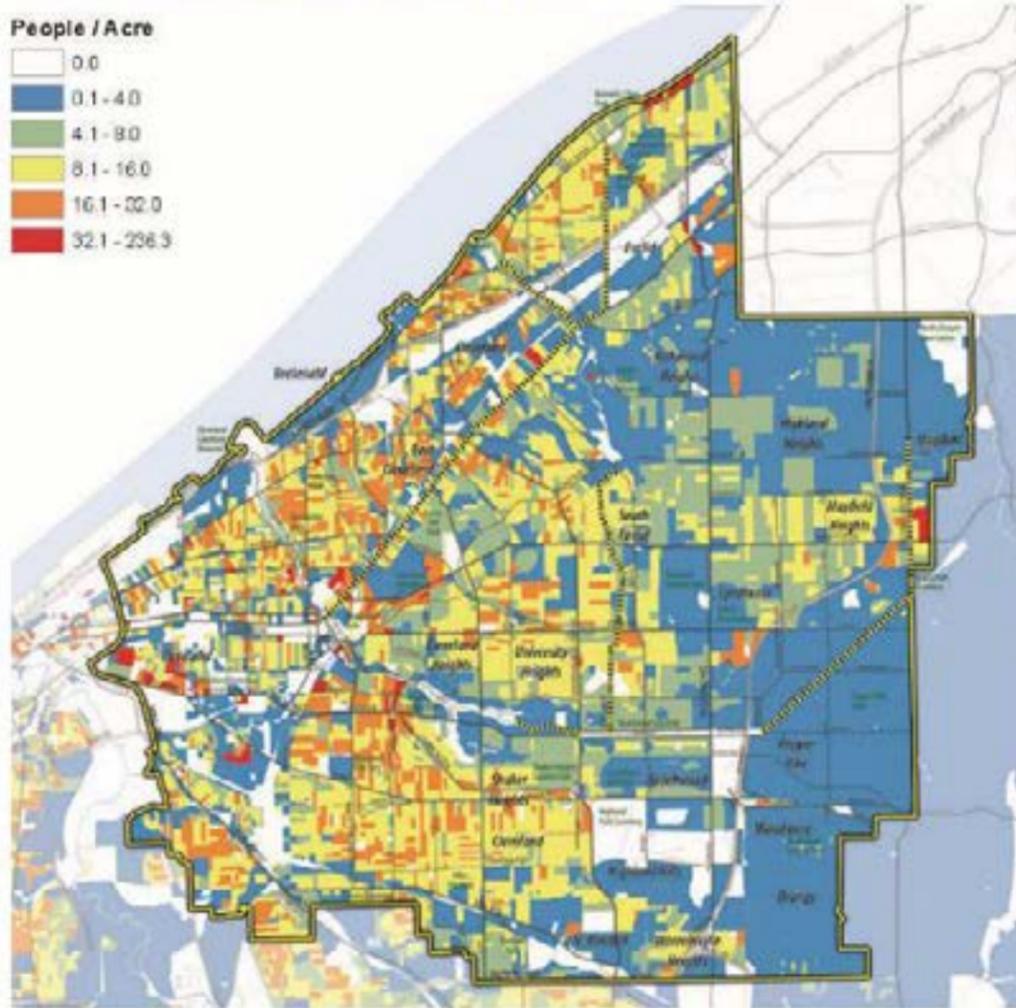
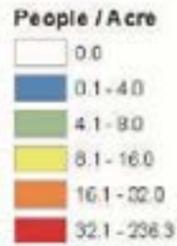


### Commercial & Civic Land Areas

This map complements the employment center data and shows at a finer scale the land use patterns for "destination" oriented land uses. This includes industrial and office uses (key employment centers), public services like hospitals and government buildings, schools and universities, and lastly commercial retail and entertainment locations.

Overall, these locations represent the typical non-recreation oriented land uses that people access on a regular basis for their jobs, education, and basic services.

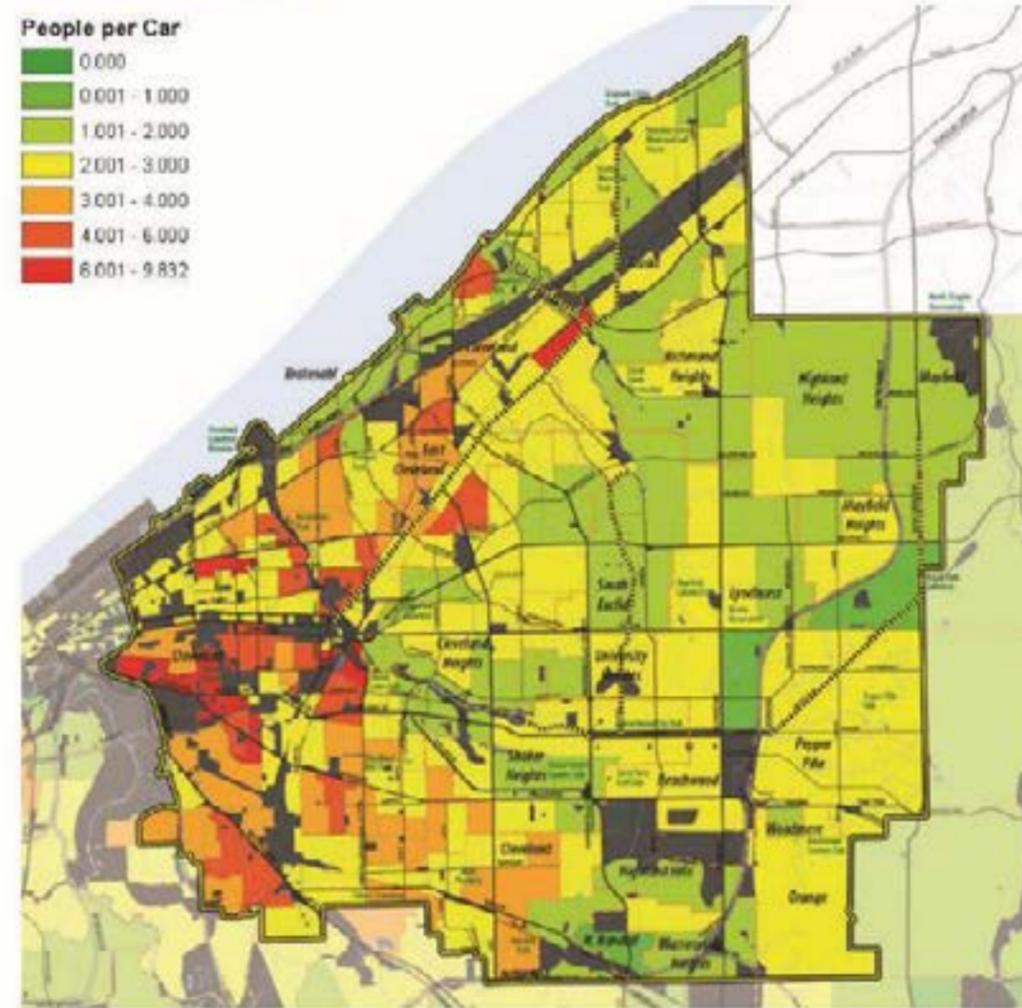
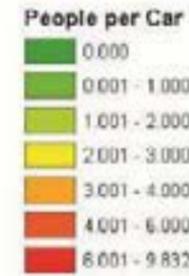
MAP 2.1C - POPULATION DENSITY (PEOPLE PER ACRE)



### Population Density

Greenways should be located where they can serve as many users as possible across the community. Population density, mapped in terms of people per acre at the Census block-level, provides a reference point for where people denser populations are that might be served by greenways.

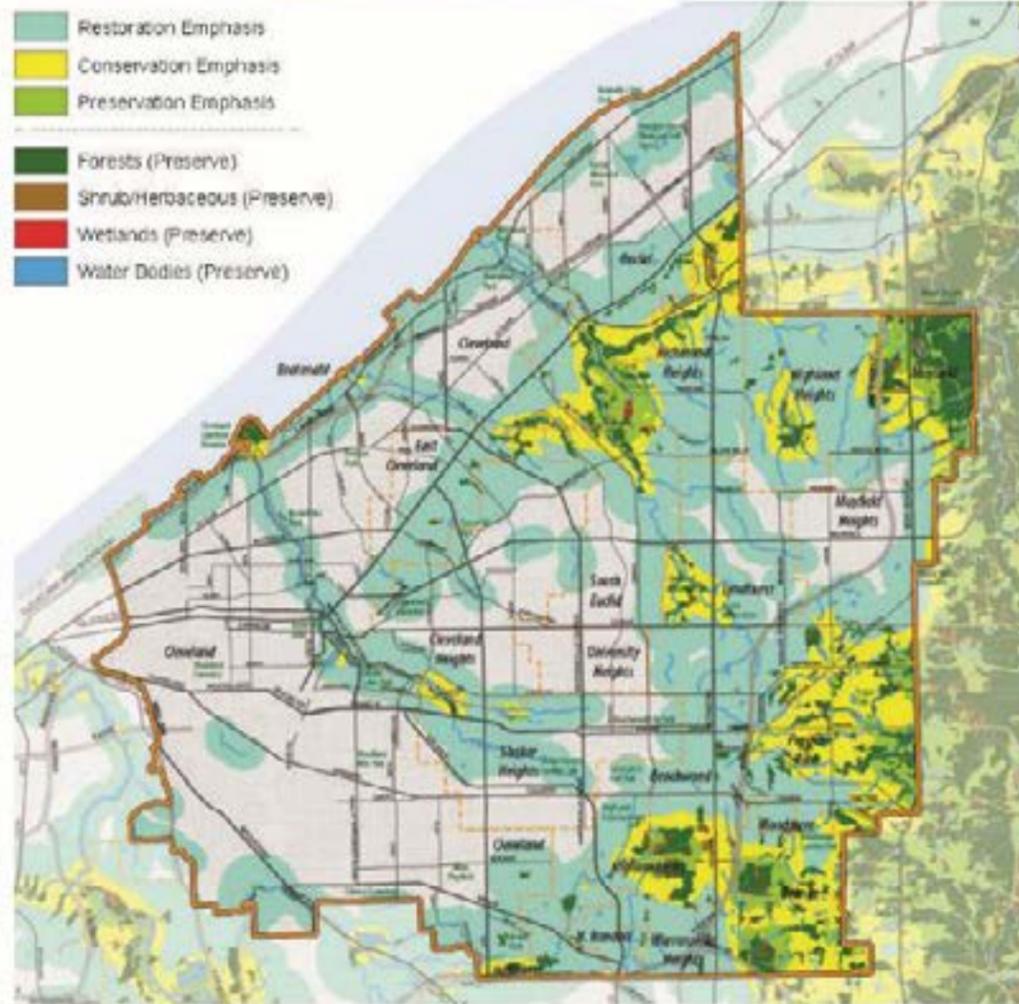
MAP 2.1D - CAR OWNERSHIP



### Car Ownership Rates

Car ownership is a critical factor of social equity, and can be a significant indicator for where populations may face transportation challenges. Many areas of Cleveland and East Cleveland in particular have relatively lower rates of car ownership (higher numbers of people per vehicle). In these areas, Greenways may be especially beneficial for providing people with additional travel options to access jobs, commercial centers, and services.

MAP 2.1G - POPULATION DENSITY (PEOPLE PER ACRE)



### Natural Systems & Opportunities

This map combines an inventory of larger patches of natural land cover that may be important for preservation/conservation with an assessment of habitat proximity and restoration opportunity. Existing water courses and riparian areas are significant natural features that greenways can align with and expand opportunities for habitat improvements.

The North Chagrin Reservation is the the most significant natural resource and recreational asset in proximity to the project area, and greenway connections can provide greater access to that amenity.

MAP 2.1H - PUBLIC AND VACANT LAND POTENTIAL



### Public and Vacant Land Potential

This map inventories properties owned by public entities (government uses, schools, universities, etc.) as well as vacant or undeveloped commercial, industrial, and residential property. Collectively, these locations are places where the design of an off-street greenway may be achieved due to land being in public ownership or vacant. Greenway routes in close proximity to such lands should consider design alternatives for off-street in lieu of on-street connections where possible.

# Building a Greenway System

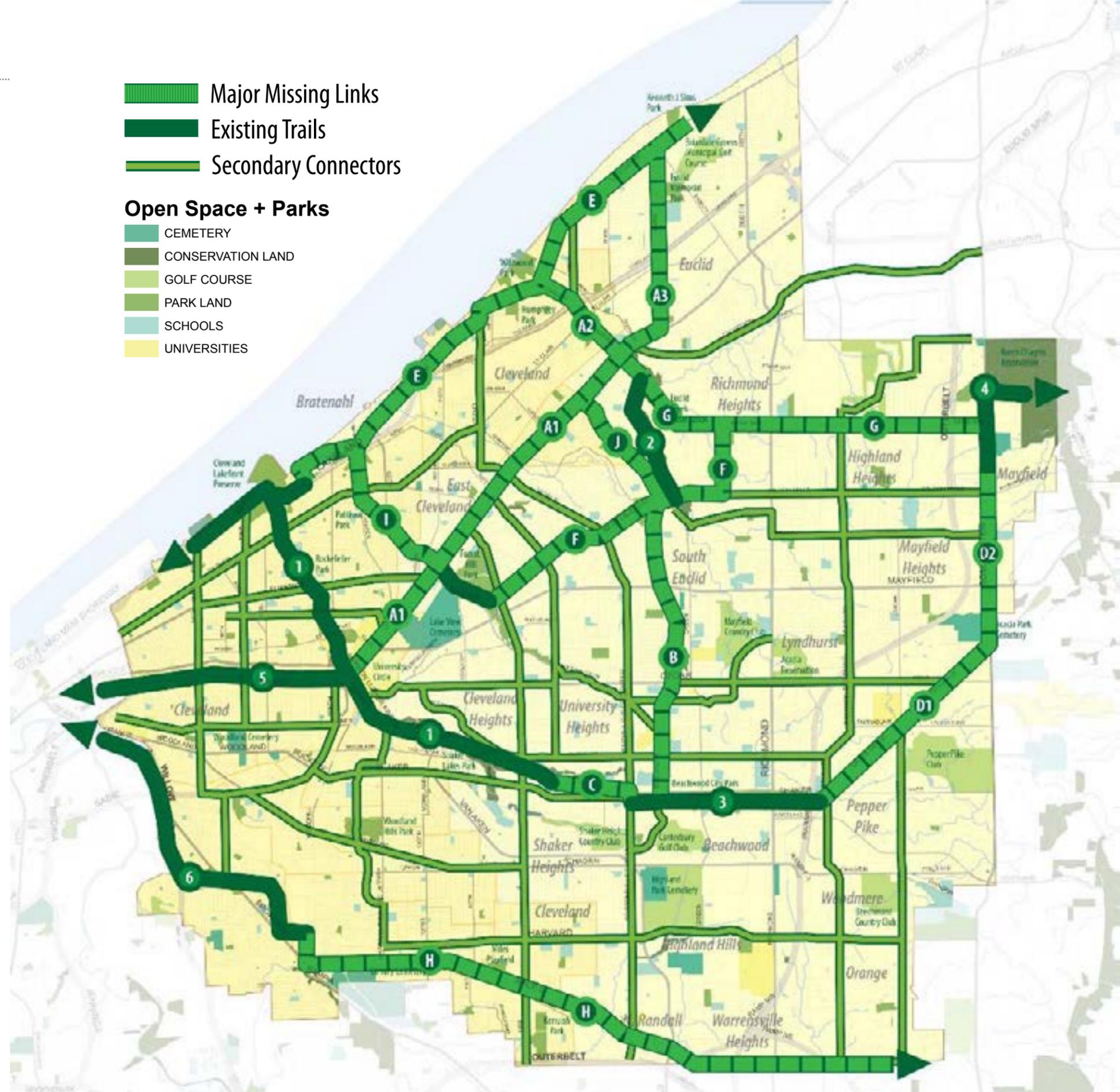
## “Data Driven, Community Led”

Identify routes based on ...

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

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

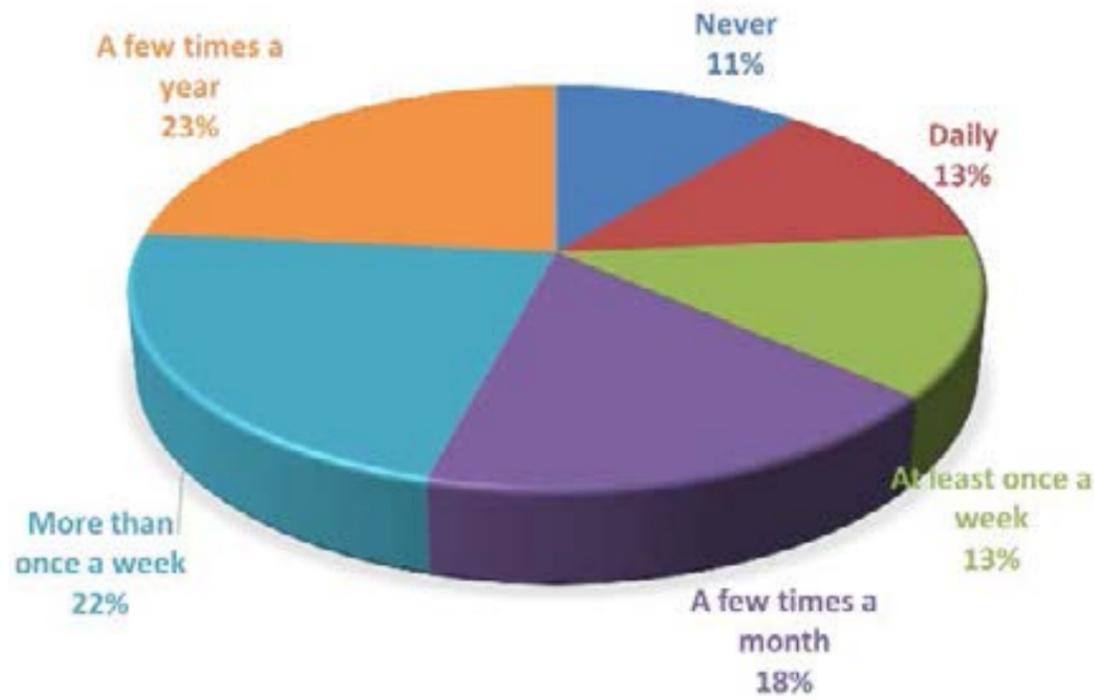
*Previously identified Major Missing Links + Secondary Trails (map at right) was the starting point for route prioritization.*



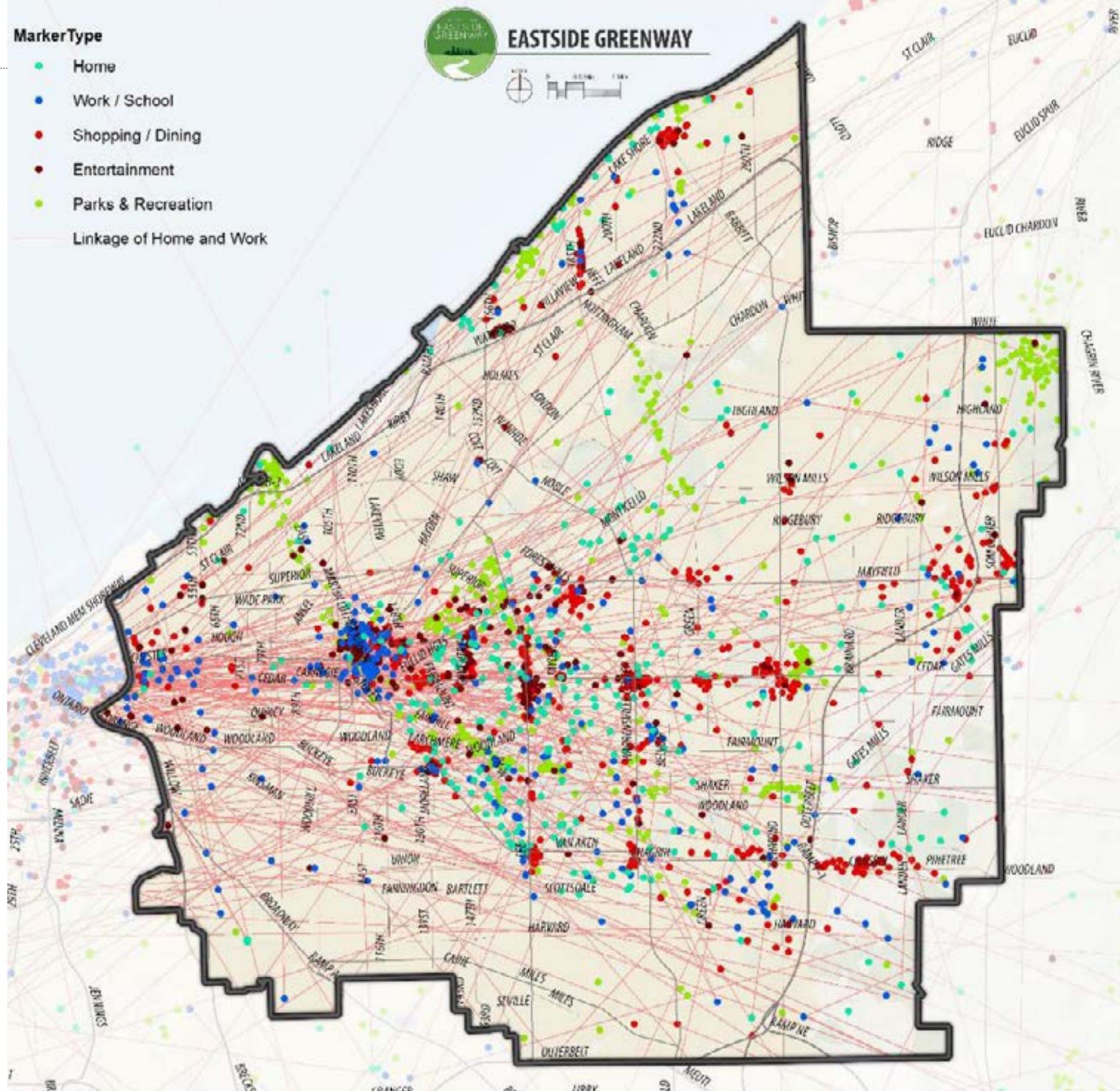
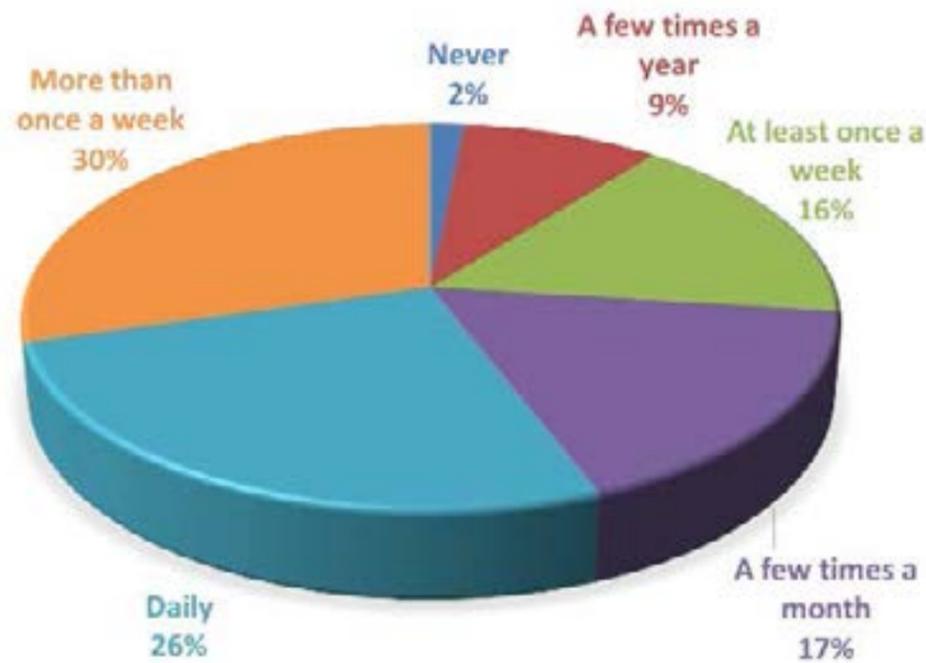


# Public Survey (~790 Respondents)

## I BIKE FOR FUN, EXERCISE AND/OR TRANSPORTATION



## I WALK FOR FUN, EXERCISE AND/OR TRANSPORTATION

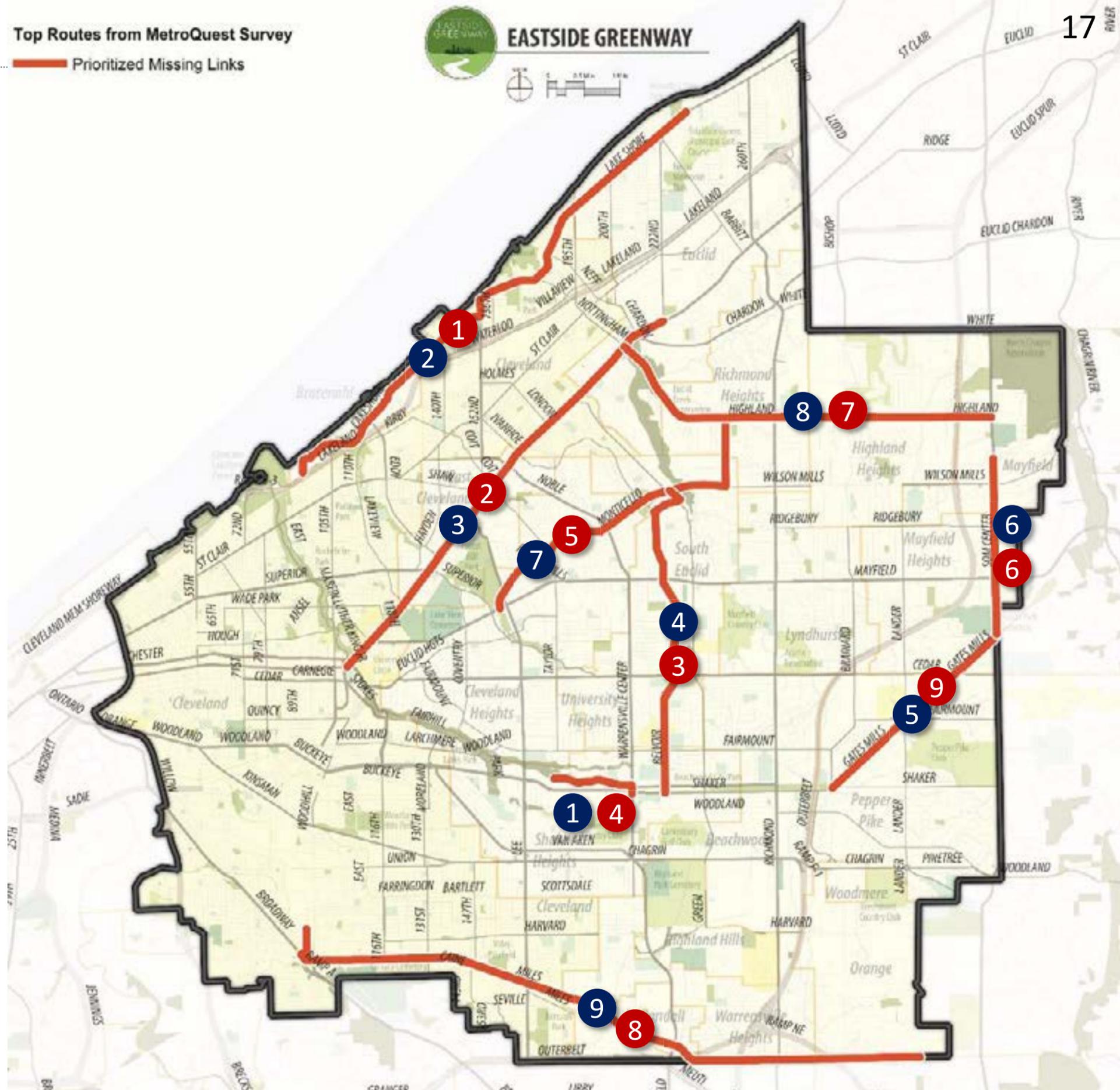


## MetroQuest Survey Route Ranking

- 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)

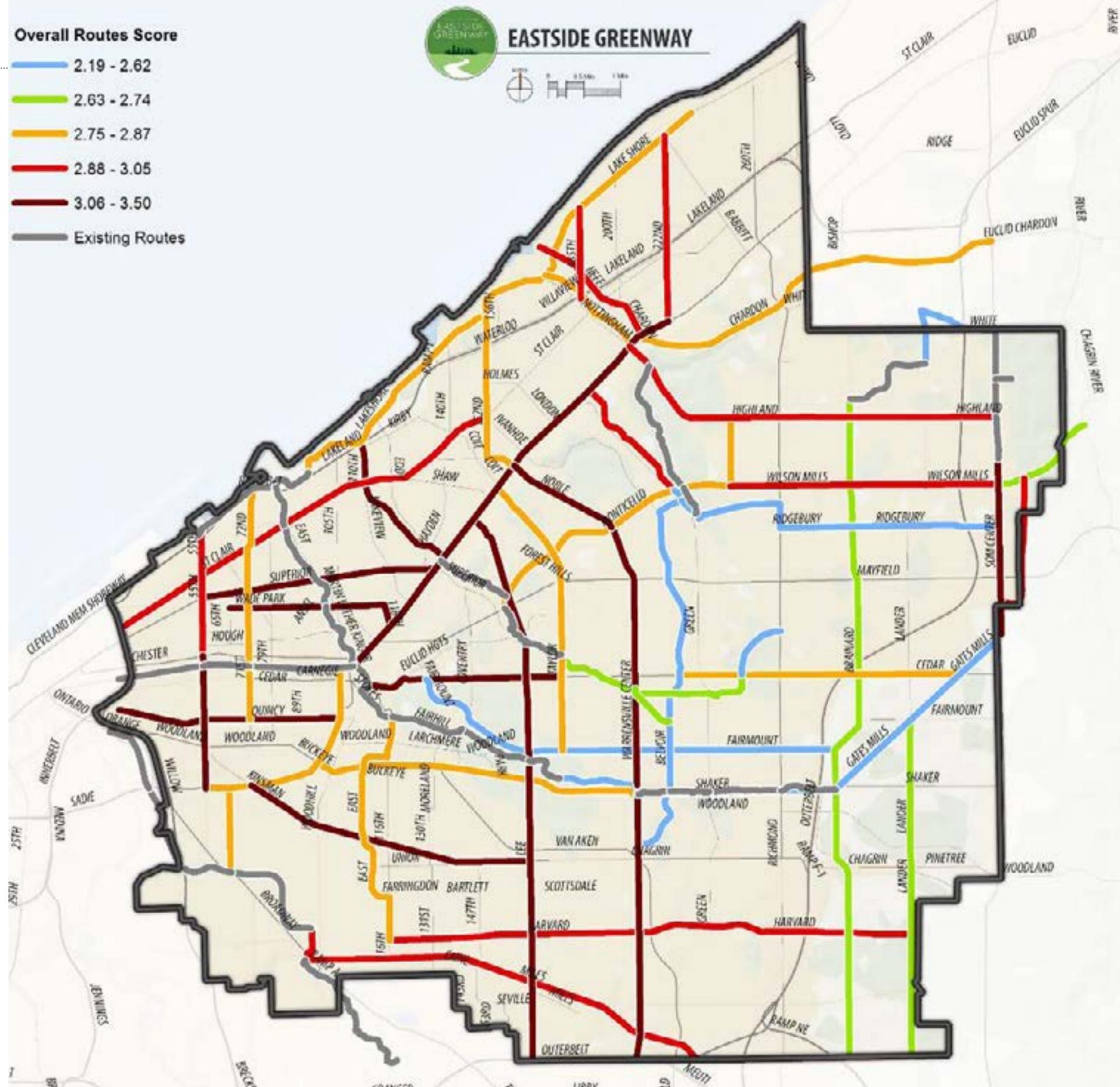


# Route Priorities – Technical Input

## • 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)

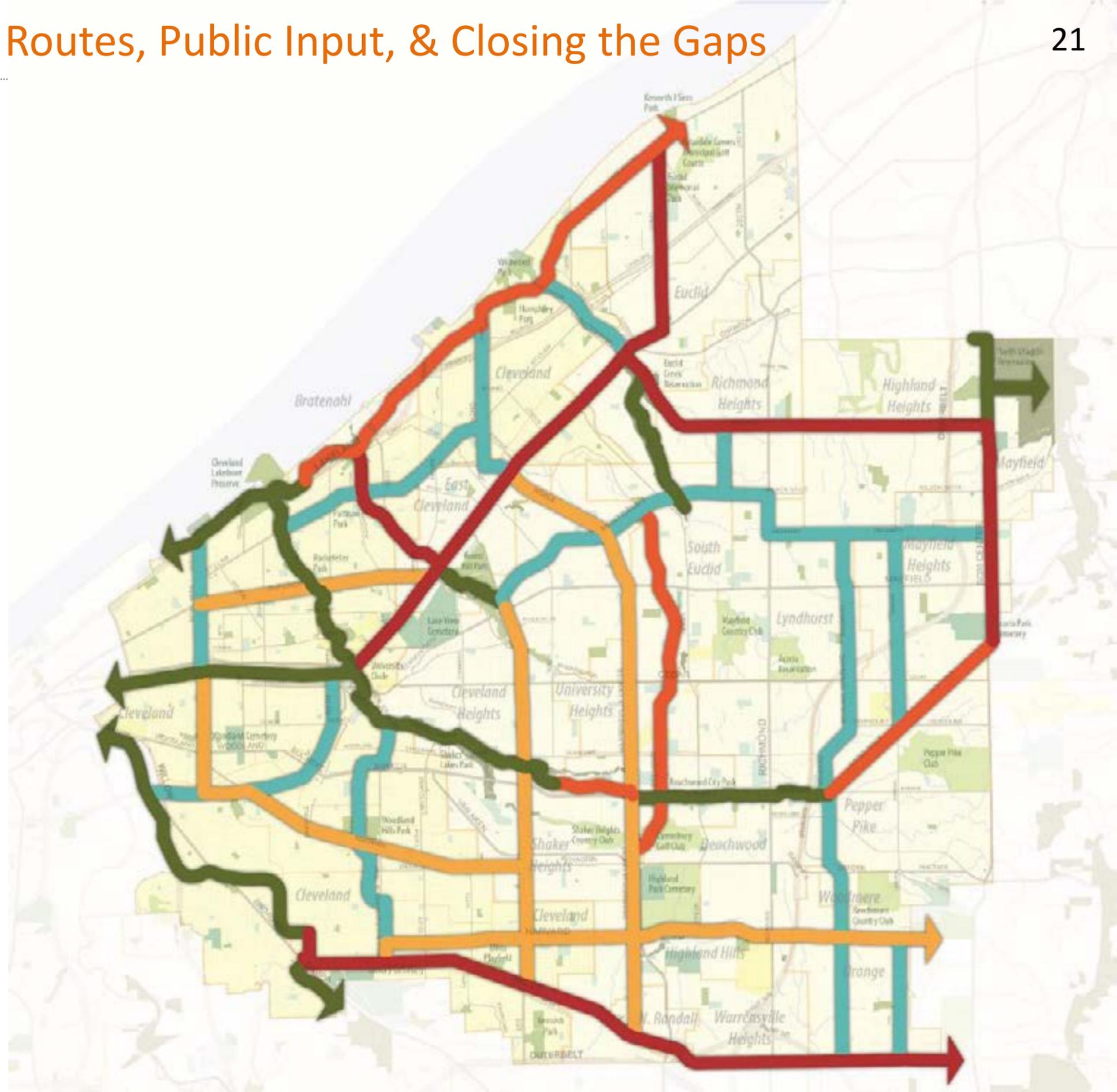




# Route Prioritization & Implementation

- 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



- Shows the long-term vision and opportunity for greenway building across the study area.
- Critical question: *how will this be phased and implemented?*



# 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



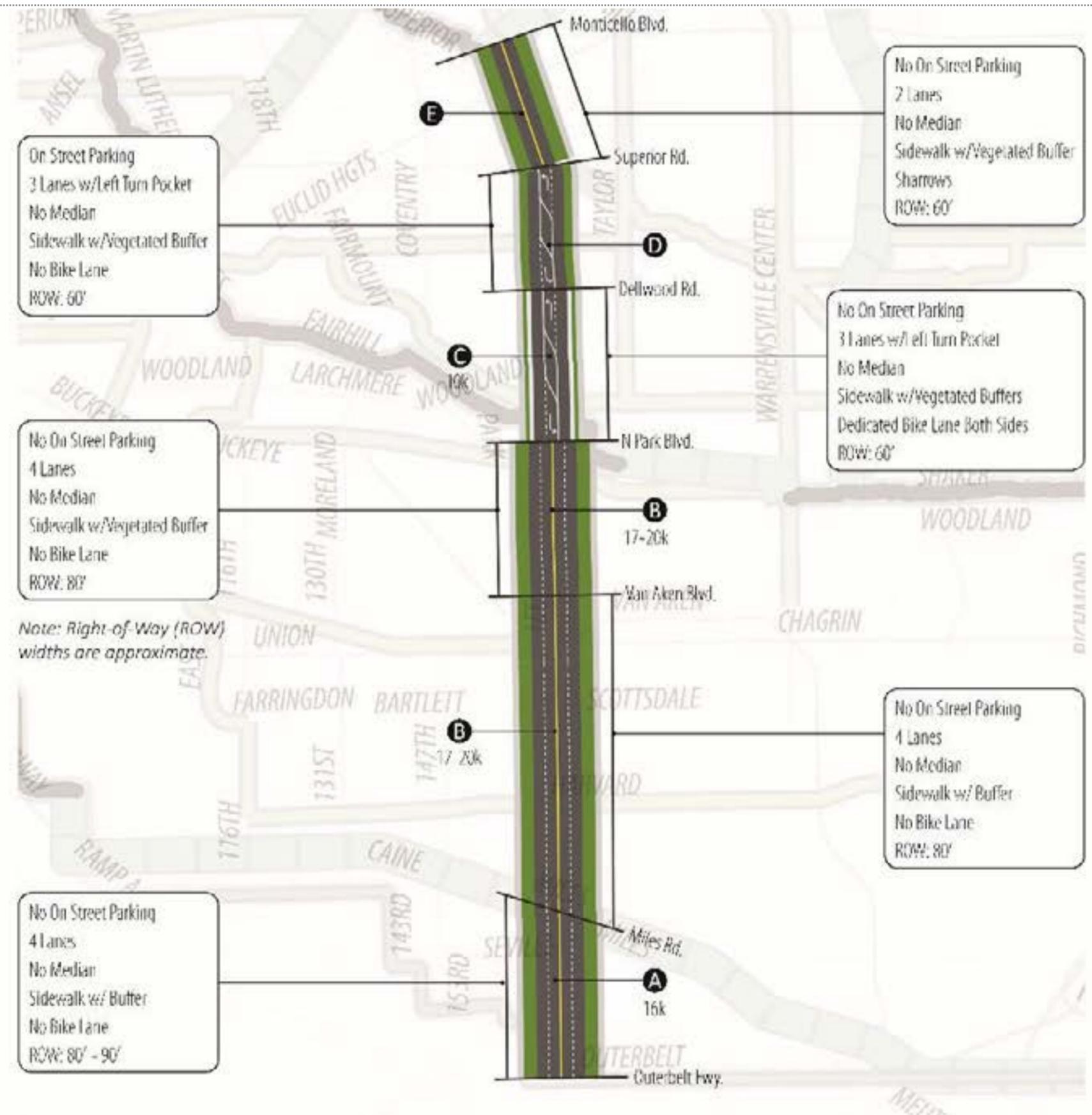
	ROUTE & EXTENT	MUNICIPALITIES & POTENTIAL PARTNERS	ROUTING & DESIGN CONSIDERATIONS	IMPLEMENTATION & CURRENT/RECENT STUDIES	TIMING
<b>4.2 PRIORITY PROJECTS: TRANSFORMATIVE</b>					
<b>A1</b>	<b>Euclid Ave</b>  Lakes-to-Lake trail to E. 222nd Street	<ul style="list-style-type: none"> <li>• Cleveland</li>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

## LEE ROAD (P)

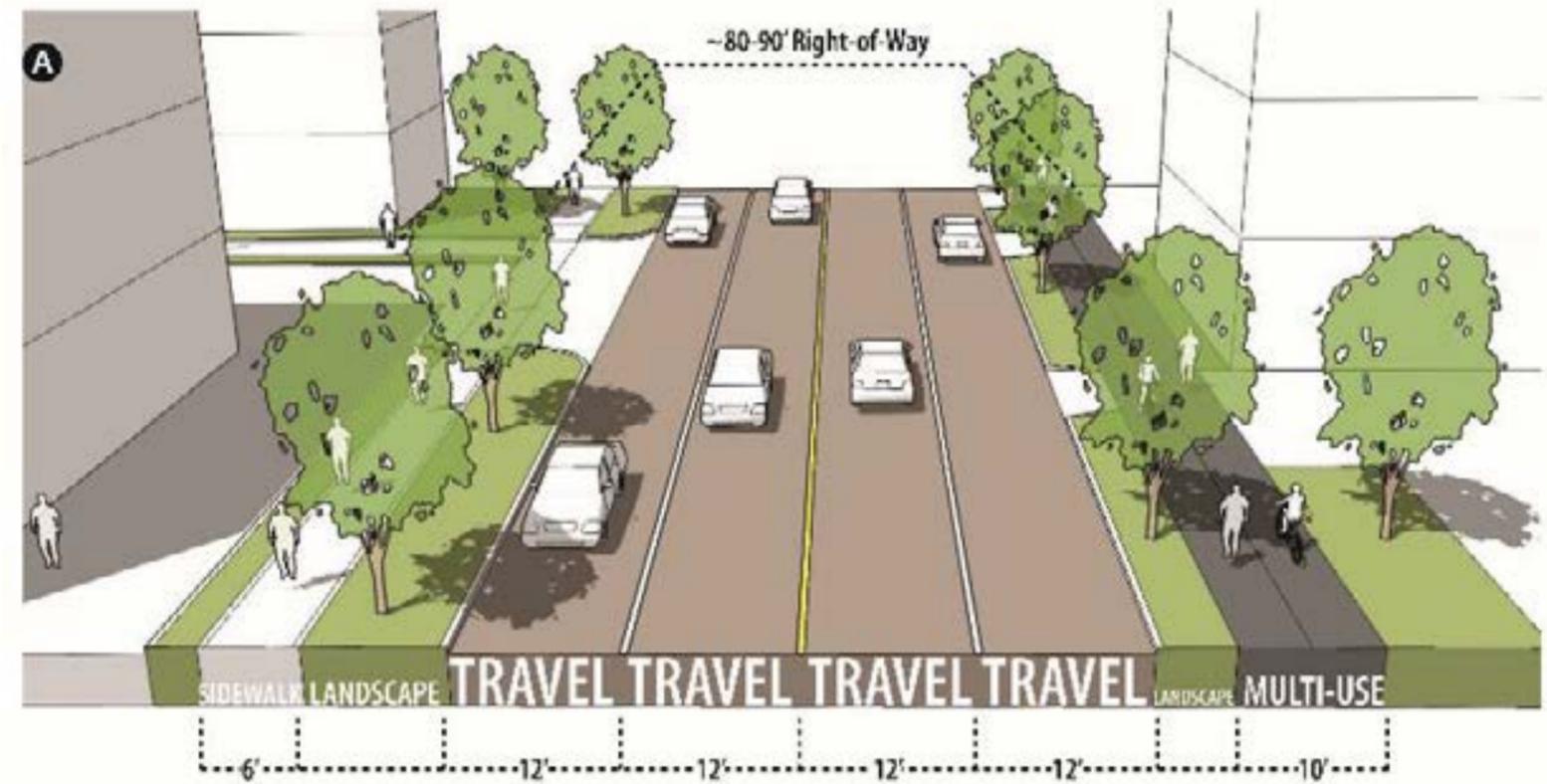
The Lee Road corridor is an important north-south linkage that serves a number of distinct and varied communities and land uses, from compact and active commercial nodes to residential areas. The corridor provides access to I-480 in the south and carries a high volume of traffic throughout the corridor. 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.)



- 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

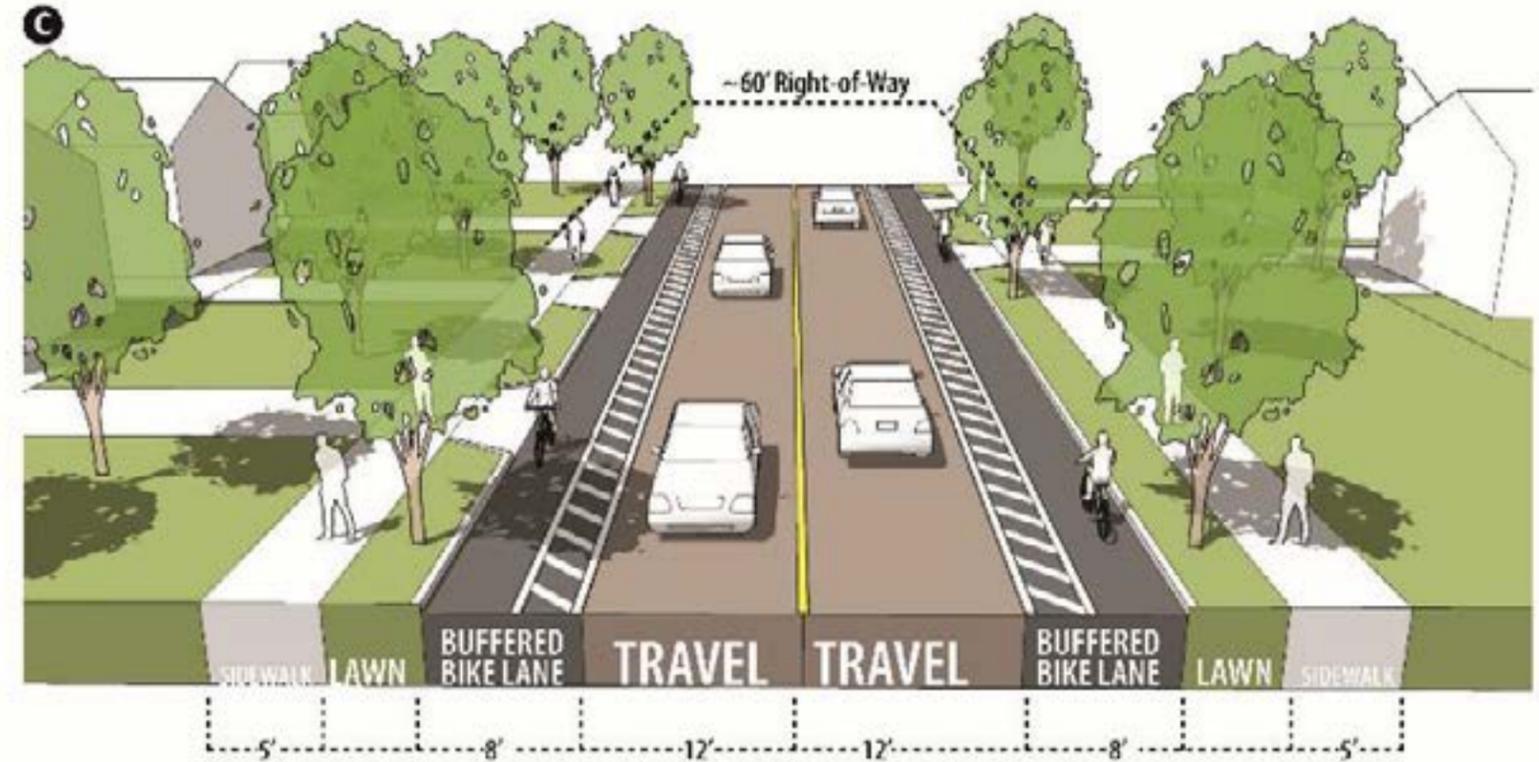


## LEE ROAD - DESIGN CONTINUED

### 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.

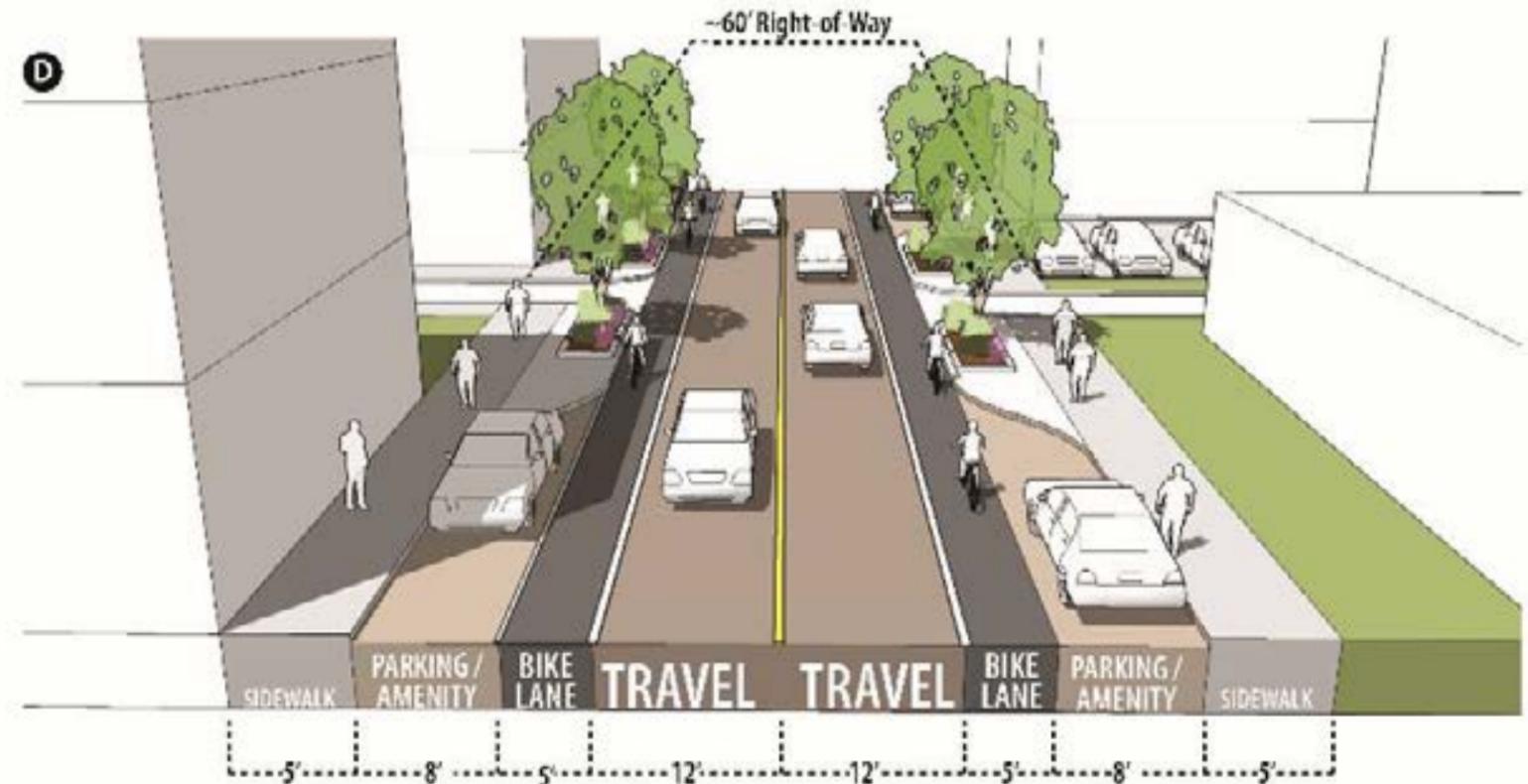


### Section D - Commercial Hotspot

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.



# Recommendations & Next Steps

- 
- A photograph of a suburban street with a green median, trees, and a diamond-shaped signpost. The street is lined with trees and houses, and a car is visible in the distance. The image is slightly faded to allow text to be overlaid.
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

1. Greenway “Governance” Structure
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## Governance needed for:

- Project identification coordination
- Resource generation / focus
- Funding and matching funds
- Implementation oversight (design & construction phase)
- On-going maintenance
- Management and programming

## Approaches:

- Single-Agency
- Multi-Agency
- Public-Private
- Private-Public
- All Private

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Recommendations for how to design and advance implementation of specific greenway projects.

- Municipal leadership & plan adoption
- Strategic partnering
- Planning document coordination
- Project coordination between departments
- Capital improvement plan
- Public communication & engagement

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Funding is critical for implementation. Having community supported (and adopted) plans in place is vital for securing funding.

- Greenway governance entity to work with Trust for Public Land
- Local recreational bonds or ballot initiatives
- Private sector donations for capital and matching funds
- **DIVERSE** State & federal grants:
  - Transportation
  - Natural resources
  - Green infrastructure
  - Health & safety

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Governing entity may be responsible for updating the plan and tracking progress.

- Maintain county-wide GIS database of all trail, greenway, and related projects accessible to all partners.
- Track changing conditions

1. Greenway “Governance” Structure
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Many design considerations apply to all greenway routes and the network as a whole:

- Wayfinding & Branding (manage network identity and individual trail identity)
- Safety & Security
- Transit facility coordination
- Greenway Maintenance & Management
- Sustainable Design
  - Habitat improvements
  - Stormwater management

1. Greenway “Governance” Structure
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## Current & Long-term Recommendations:

- 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 playfields and picnic areas
- Education campaign
- Identify greenway access points (wayfinding)
- Survey residents for needs/use patterns (*done*)

1. Finalize & issue report draft based on final feedback
2. Establish a working group of partners to oversee creation of a governance structure for implementing the Greenway Plan.
3. Work with local leaders and partners to pursue plan adoption and approval at municipal and agency level.
4. Pursue funding and route design.