



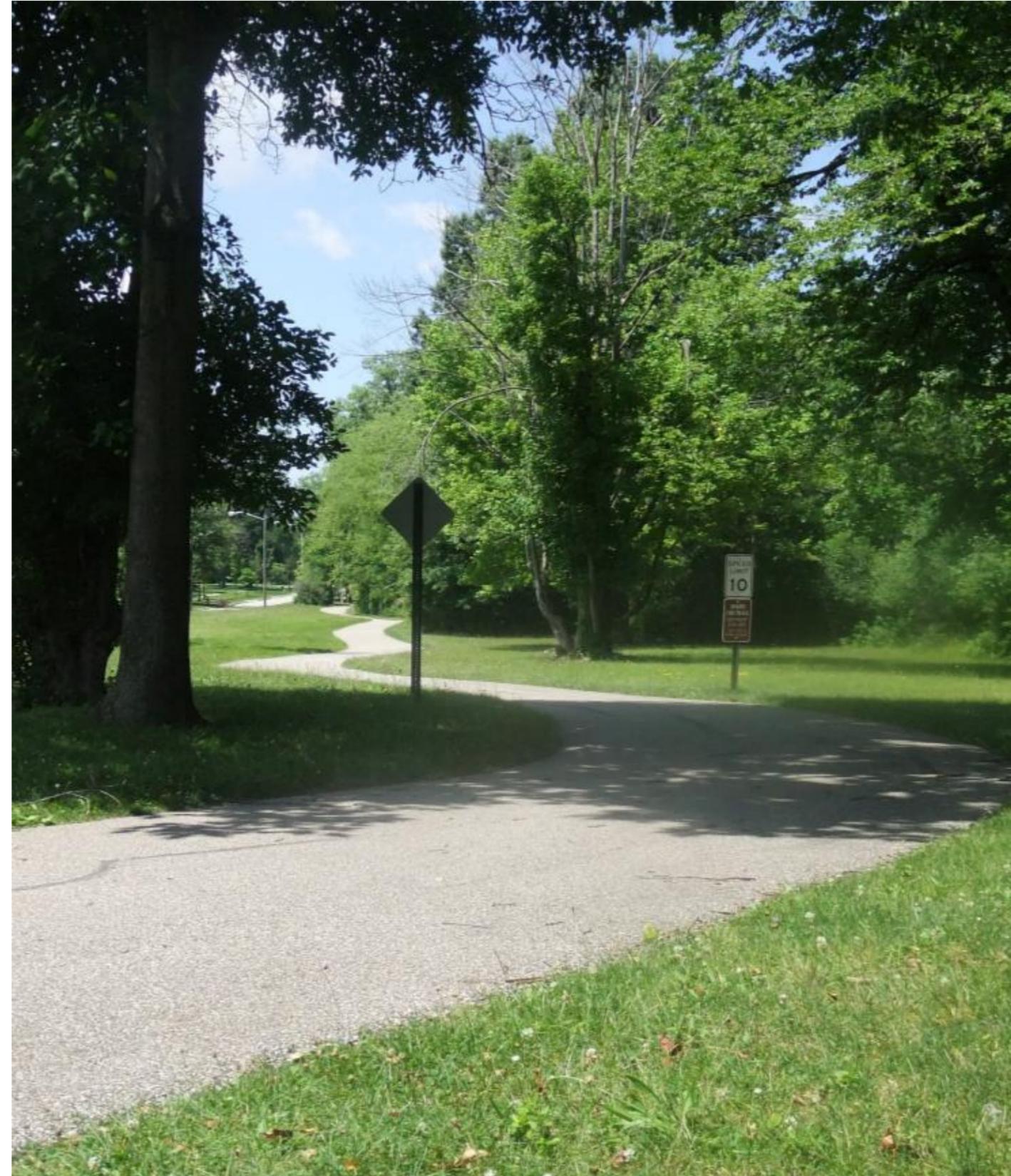
EASTSIDE GREENWAY

Cuyahoga County, *East Cleveland Region*

Route Evaluation

Public Meeting #3 – May 2015

- Project Overview
- MetroQuest Online Survey Summary
 - Online survey results to key questions
 - Public workshop #2 networking priority
- Route Analysis + Prioritization
 - Goal 1: Connectivity
 - Goal 2: Economics
 - Goal 3: Health & Safety
 - Goal 4: Environment
- Overall Route Scores + Networking
- 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

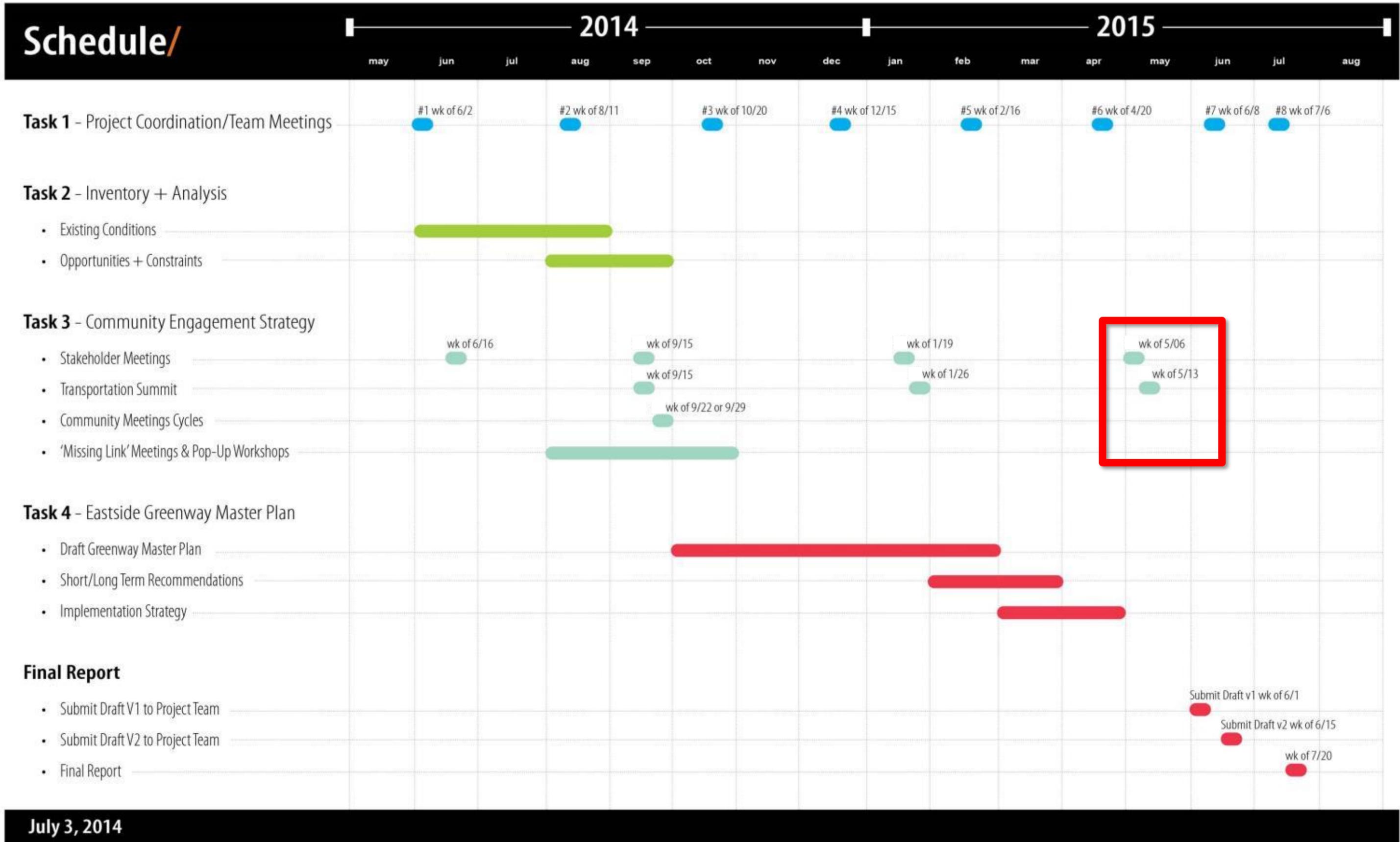
Municipalities

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

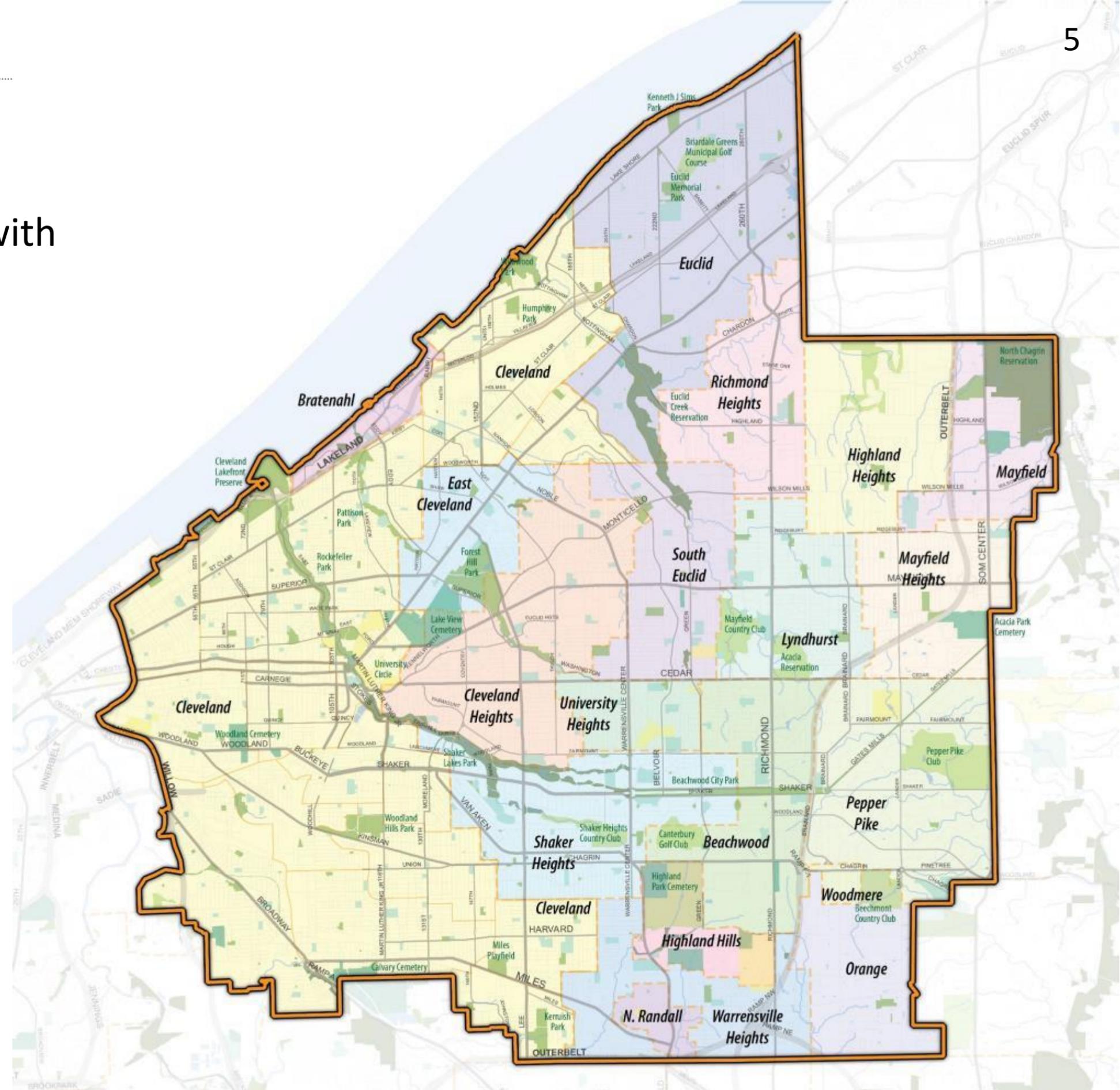


July 3, 2014

The Eastside Greenway seeks to connect the east side of Cleveland with 18 Greater Cleveland municipalities through a unified trail network.

Link neighborhoods to:

- Employment centers
- Schools
- Services (health, governmental, libraries, etc.)
- Food/retail
- Parks and open space



Existing Trails

1. Lakes-to-Lake Trail
2. Euclid Creek Reservation Trail
3. Shaker Median Trail
4. Mayfield Trails and North Chagrin Trails
5. Euclid Ave (bike lanes)
6. Morgana Run Trail/Downtown Connector

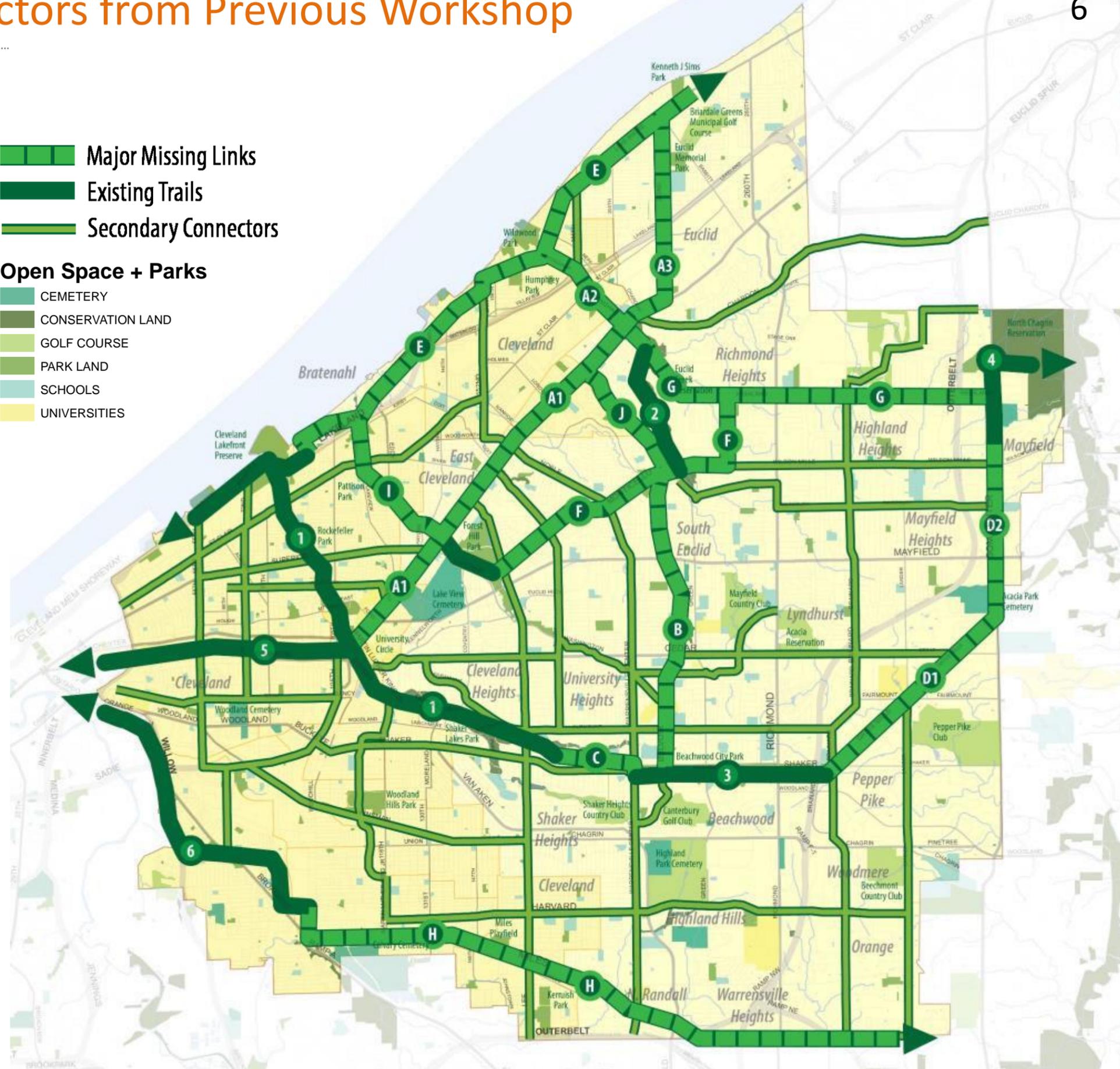
Major Missing Links

- A1 Euclid Ave Corridor
- A2 Euclid Creek to Wildwood
- A3 E. 222nd to Lakeshore
- B Belvoir Corridor
- C Shaker Heights Corridor
- D1 Gates Mills Corridor
- D2 SOM Center Corridor
- E Lakeshore Corridor
- F Monticello Corridor
- G Highland Corridor
- H Miles Corridor / Randall Secondary Line
- I Pattison Park Corridor
- J Euclid Loop

-  Major Missing Links
-  Existing Trails
-  Secondary Connectors

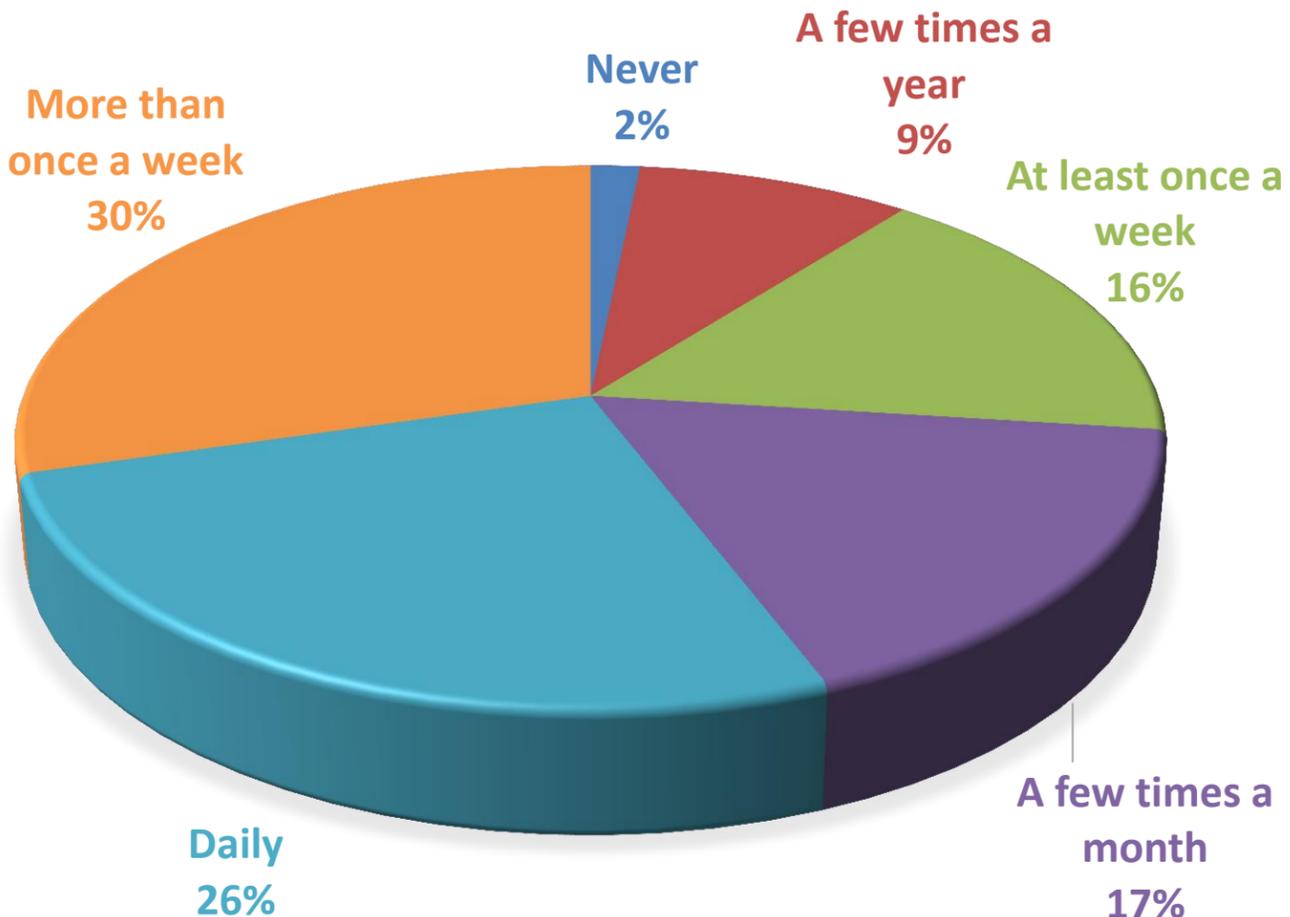
Open Space + Parks

-  CEMETERY
-  CONSERVATION LAND
-  GOLF COURSE
-  PARK LAND
-  SCHOOLS
-  UNIVERSITIES

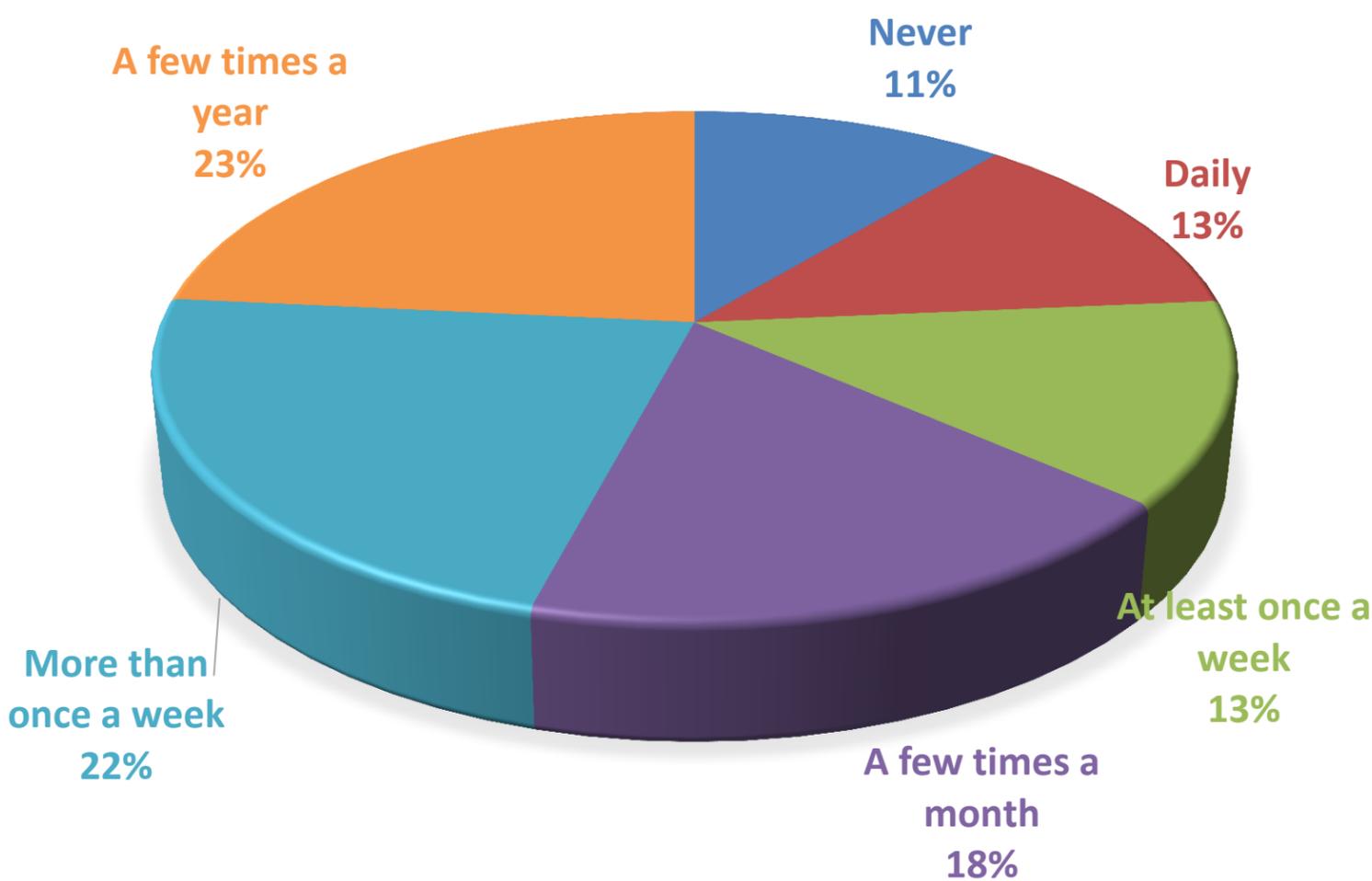


MetroQuest Survey Results

I WALK FOR FUN, EXERCISE AND/OR TRANSPORTATION

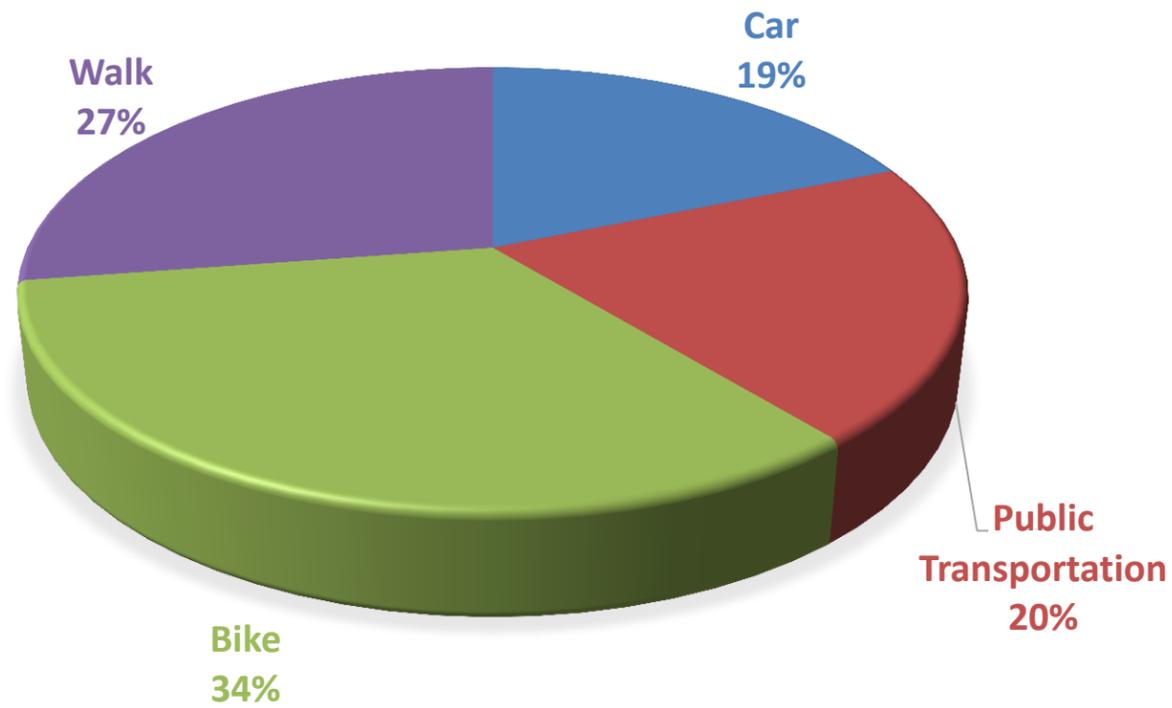


I BIKE FOR FUN, EXERCISE AND/OR TRANSPORTATION

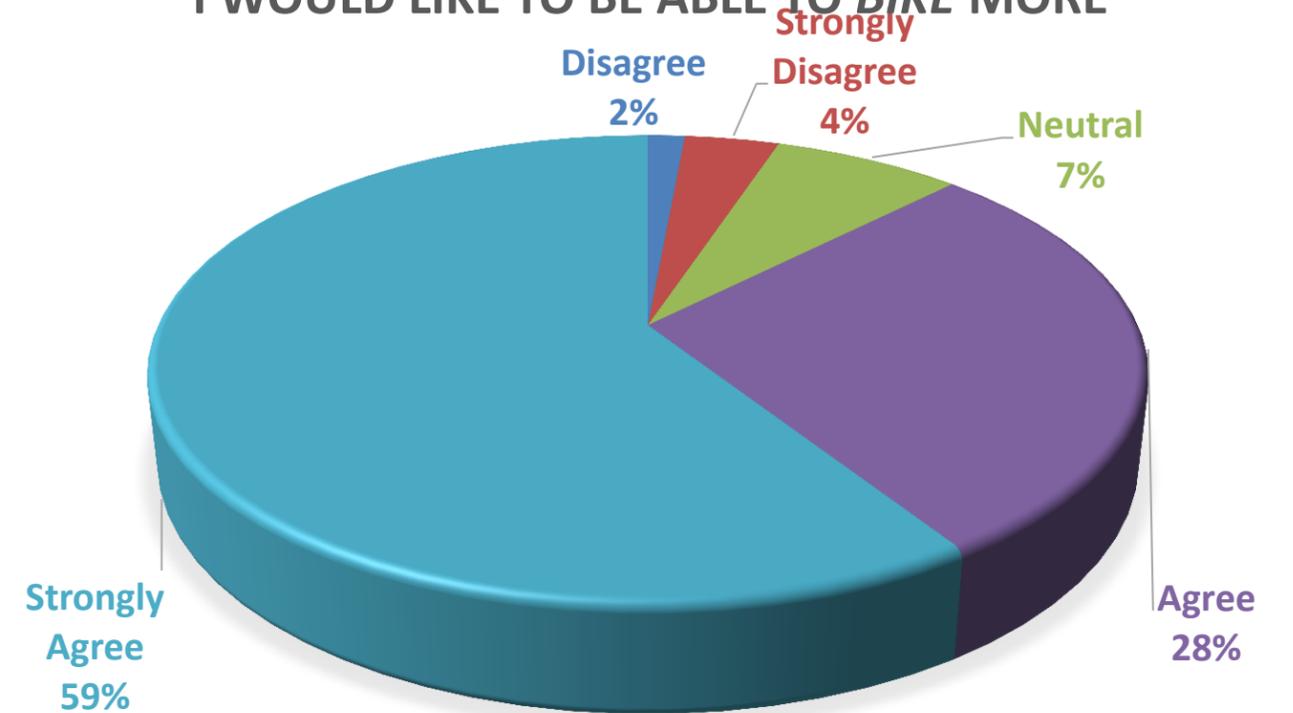


Total MetroQuest Respondents: 790

HOW WOULD YOU LIKE TO GET AROUND?



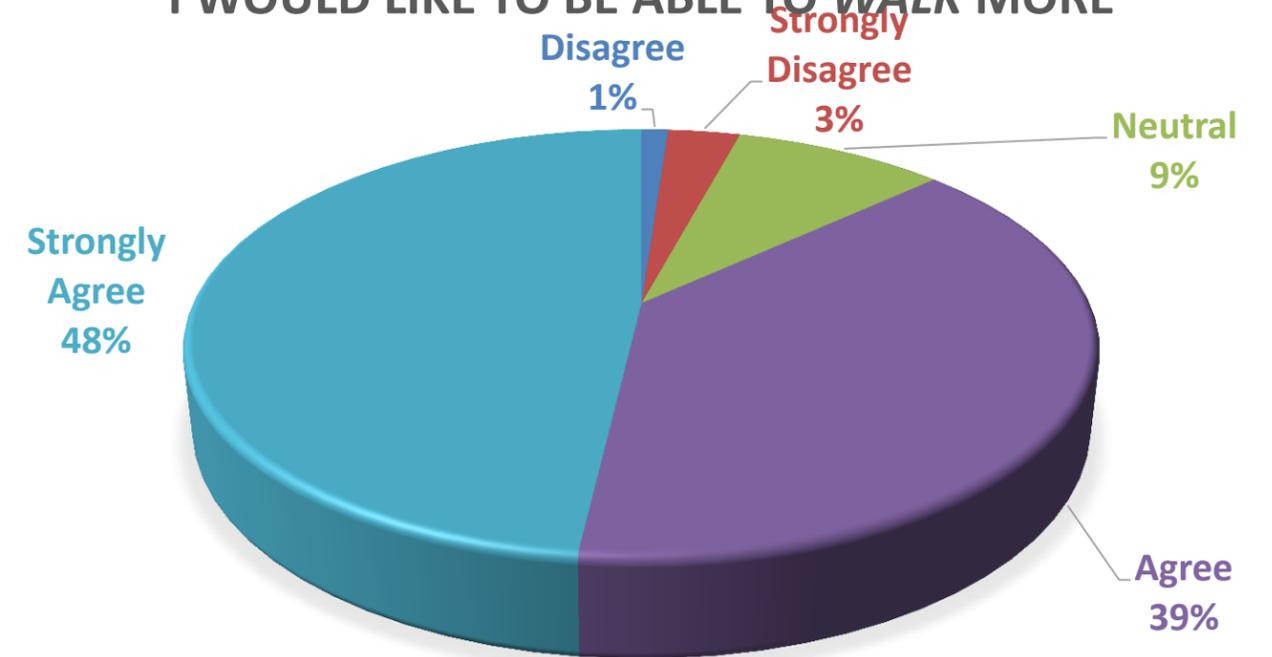
I WOULD LIKE TO BE ABLE TO BIKE MORE



HOW DO YOU USUALLY GET AROUND?

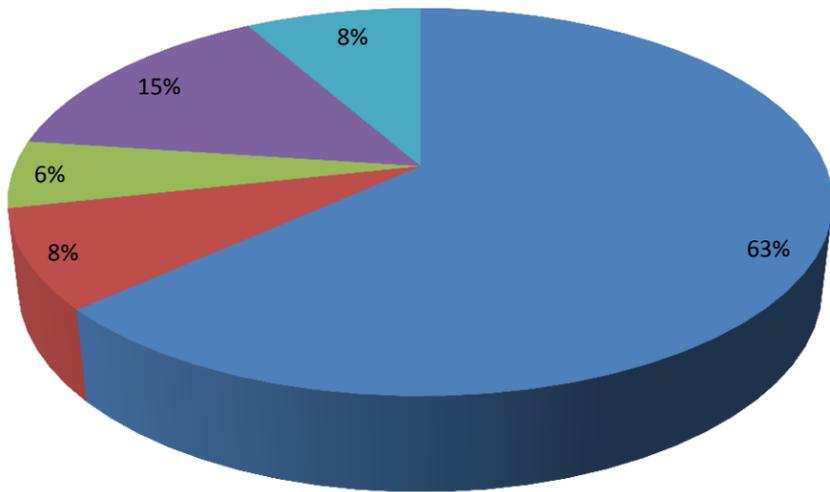


I WOULD LIKE TO BE ABLE TO WALK MORE



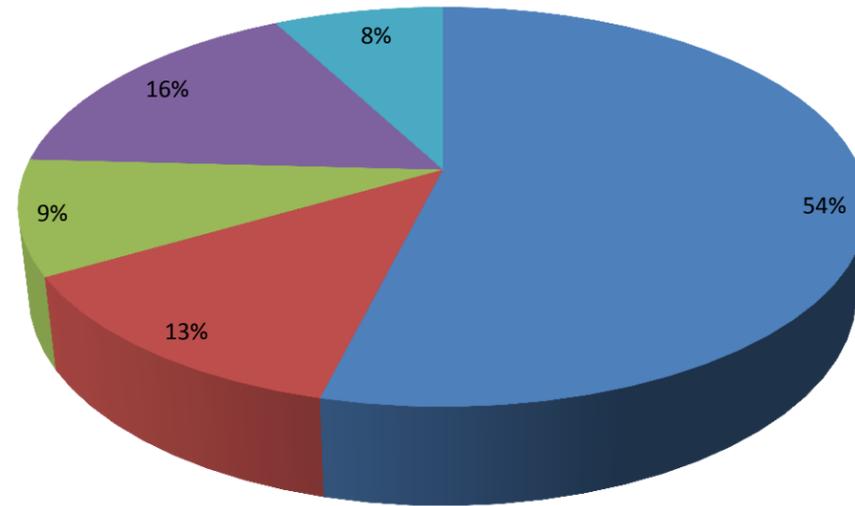
Mobility Used To Get Home

- Car by myself
- Car with someone else
- Transit (Bus/Train)
- Bicycle
- Walk



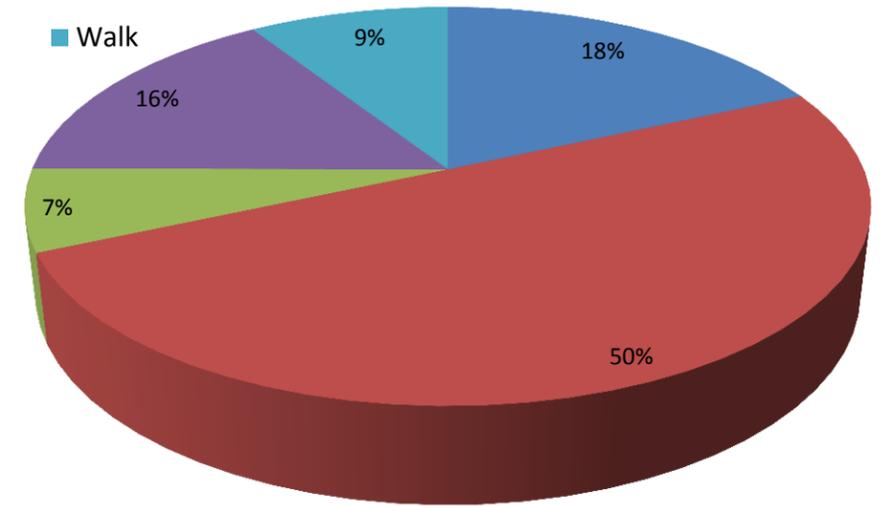
Mobility Used To Access Work/School

- Car by myself
- Car with someone else
- Transit (Bus/Train)
- Bicycle
- Walk



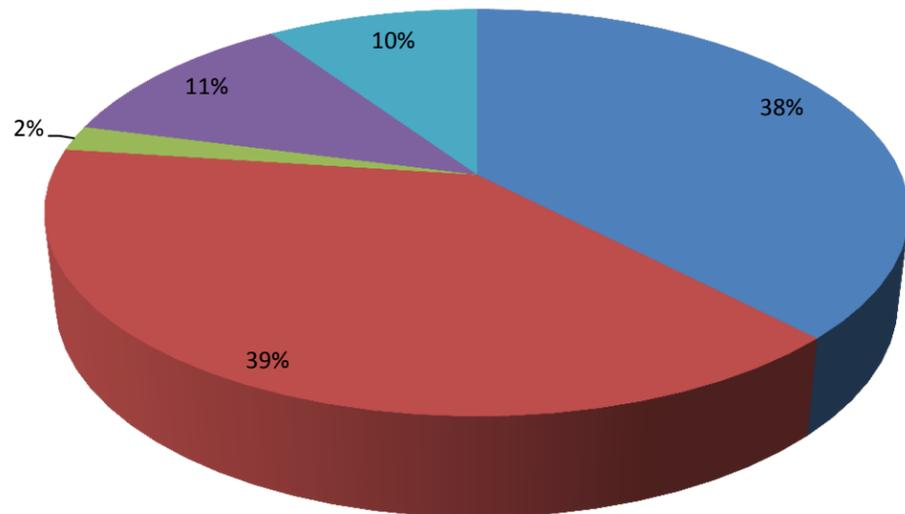
Mobility Used To Access Entertainment

- Car by myself
- Car with someone else
- Transit (Bus/Train)
- Bicycle
- Walk



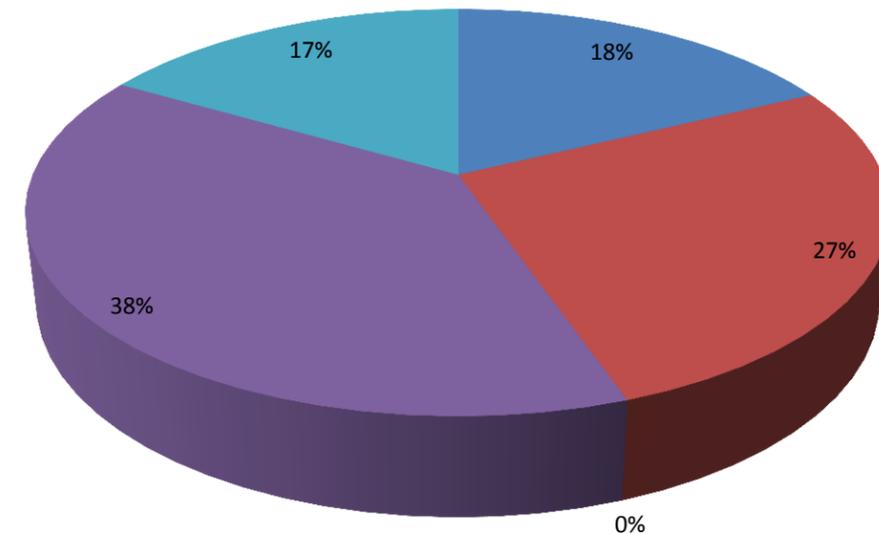
Mobility Used To Access Shopping/Dinning

- Car by myself
- Car with someone else
- Transit (Bus/Train)
- Bicycle
- Walk



Mobility Used To Access Park - Recreation

- Car by myself
- Car with someone else
- Transit (Bus/Train)
- Bicycle
- Walk

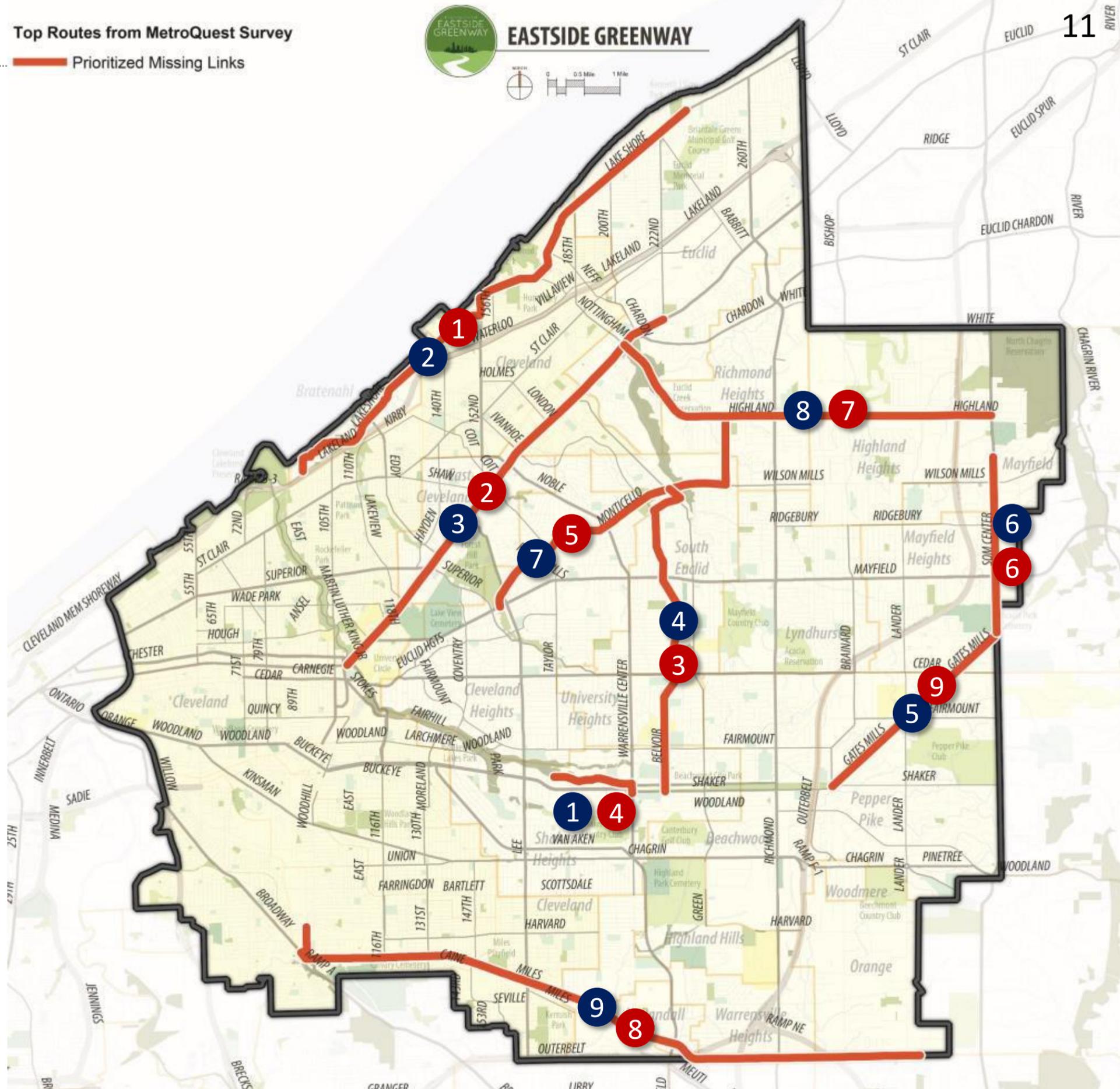


MetroQuest Survey Route Ranking

- 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)

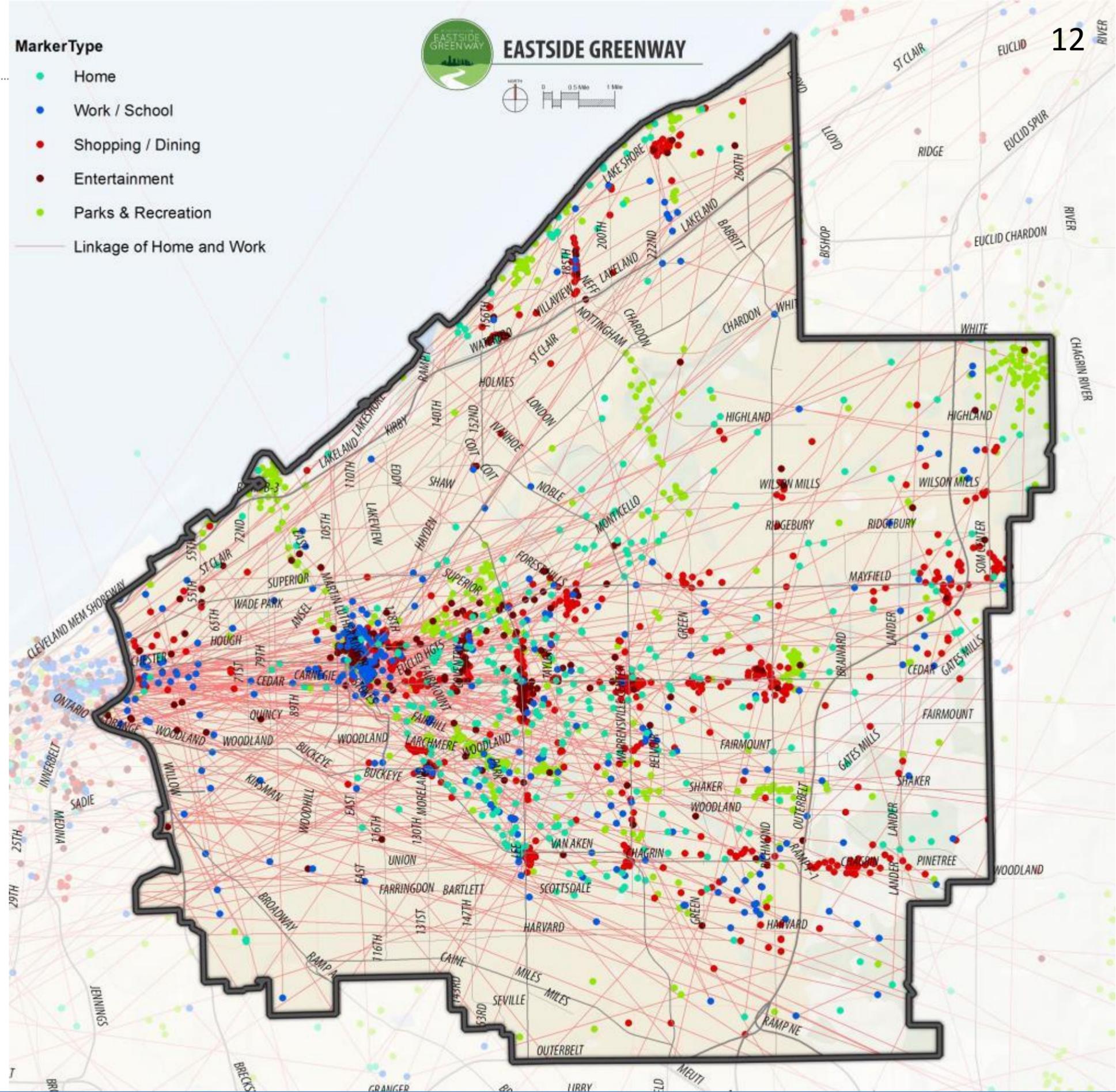
Workshop #3 Route Ranking:

- 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)



Origin-Destination Results

- Major hotspots:
 - University Circle (Work + Entertainment)
 - Downtown Cleveland (Work)
 - Cedar, multiple nodes (Retail)
 - Lee (Retail + Entertainment)
 - Warrensville Center (Retail)
 - Chagrin Reservation (Rec)



Goals & Route Evaluation

- **Vision:** *an interconnected system that serves the community with positive health, recreational, transportation and economic benefits*
- **Project Goals:**
 1. Identify a non-motorized network to provide more travel options.
 2. Support economic development and reinvestment in underutilized or vacant/abandoned properties.
 3. Integrate community health considerations into preferred non-motorized recommendations.
 4. Incorporate green infrastructure into the greenway recommendations.
 5. Complement existing plans and initiatives to encourage collaboration between regional and community partners.

“Data Driven, Community Led”

Objective is to prioritize routes based on ...

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

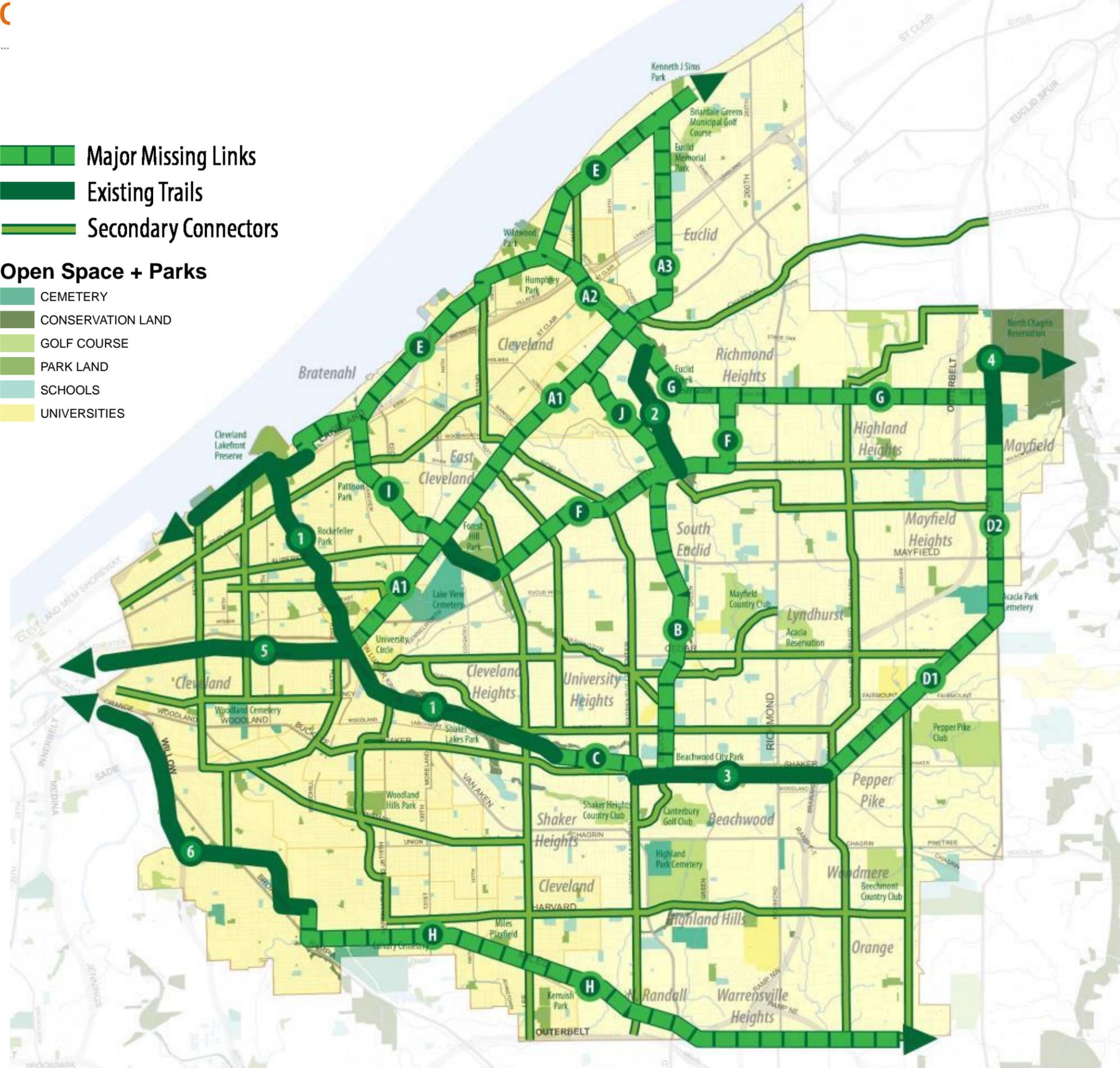
... and develop a primary greenway network

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

-  Major Missing Links
-  Existing Trails
-  Secondary Connectors

Open Space + Parks

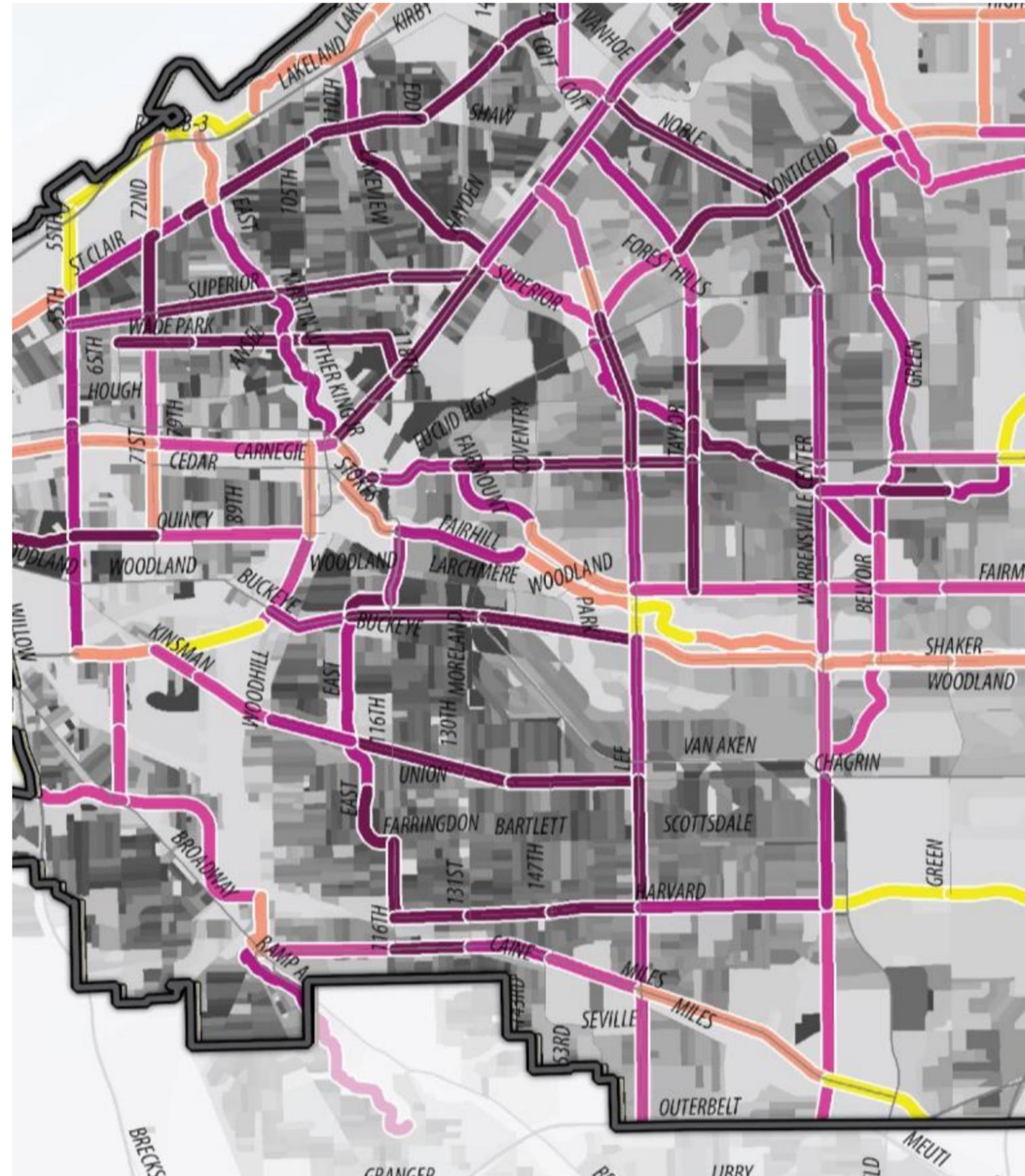
-  CEMETERY
-  CONSERVATION LAND
-  GOLF COURSE
-  PARK LAND
-  SCHOOLS
-  UNIVERSITIES



“Data Driven, Community Led”

Process:

1. Collect public input on route priorities
2. Determine “evaluation criteria” that relate to each goal (Steering Committee + Project Team)
3. Weight the relative importance of different criteria (Steering Committee + Project Team)
4. Score the performance of each individual route across all criteria and determine overall route scores.
5. Combine high priority routes from among...
 - Public feedback
 - Major Missing Links
 - Secondary Connectors
6. Refine resulting routes into a unified “Primary Network” of greenways.



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

<u>Weight</u>	<u>Criteria:</u>
20	Vehicle Ownership – people per car (<i>fewer cars per people prioritized</i>)
20	Transit Access – number of stops within ¼-mile (<i>more transit links prioritized</i>)
15	Non-Motorized Facility Access – highest level of non-motorized facility within ¼-mile (<i>no and/or lower level facilities prioritized</i>)
25	Parks and Natural Area Need – Acres of park space needed (<i>more park area needed prioritized</i>)
20	Population Density – Number of people within ¼ mile (<i>higher densities prioritized</i>)

100 = Total Weight

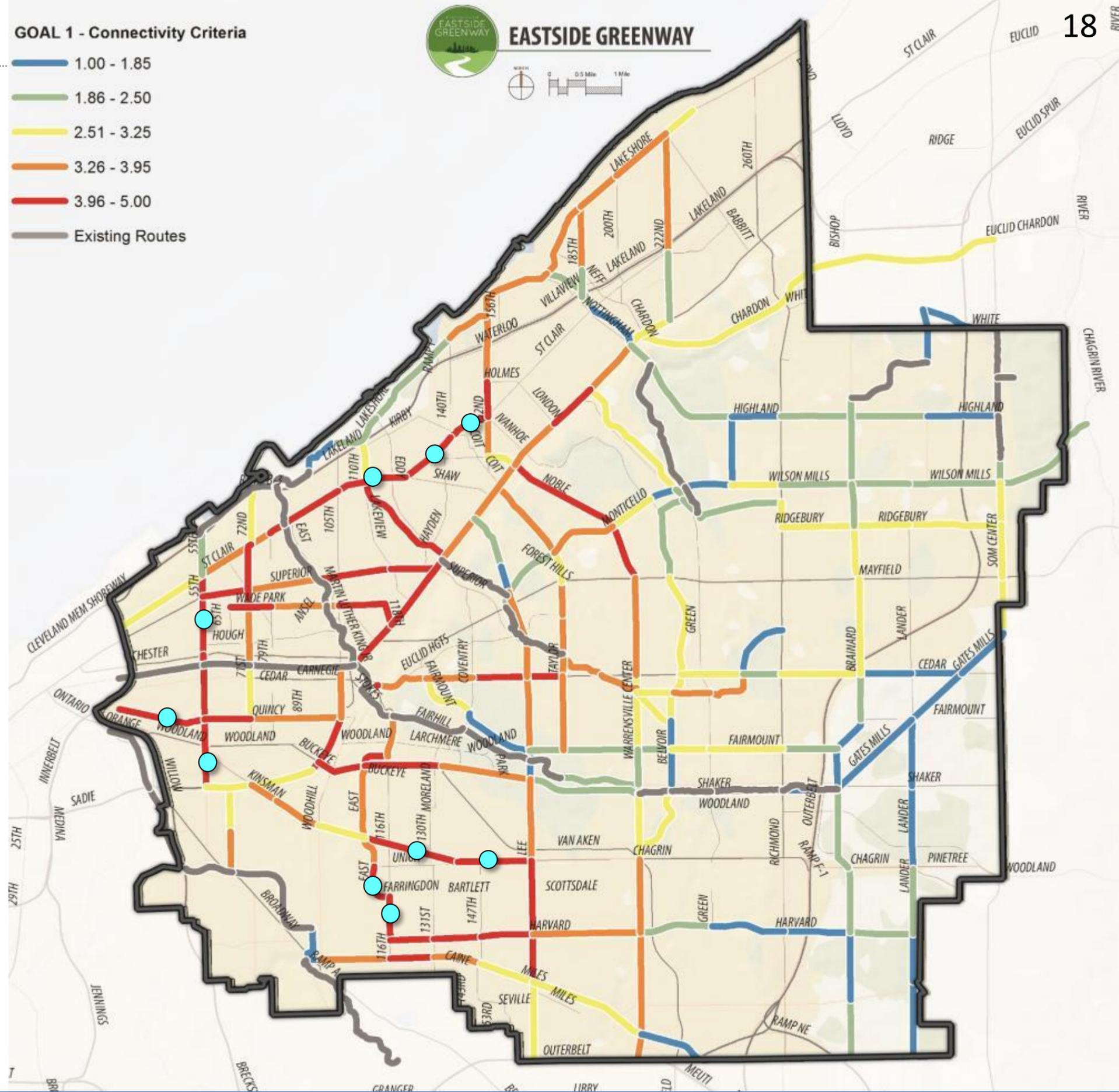
Goal 1 – Connectivity

Top 10 Segments

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

Criteria:

- Vehicles ownership – Weight: 20
- Transit access – Weight: 20
- Non-motorized access – Weight: 15
- Park need – Weight: 25
- Population – Weight: 20



Economic development and reinvestment in underutilized or vacant/abandoned properties.

<u>Weight</u>	<u>Criteria:</u>
15	Density of Vacant Land – from parcel data (<i>greater density of vacant land prioritized</i>)
15	Community Image & Character – Area of commercial/industrial/utility/transport lands within 150' (<i>more impactful land areas prioritized</i>)
25	Cultural Destinations – number of destinations within ¼ mile (cultural, parks, entertainment, retail) (<i>more destinations prioritized</i>)
30	Investment in Job Centers – job density (<i>more jobs prioritized</i>)
15	Property Values – based on total tax value (<i>lower property values prioritized</i>)

100 = Total Weight

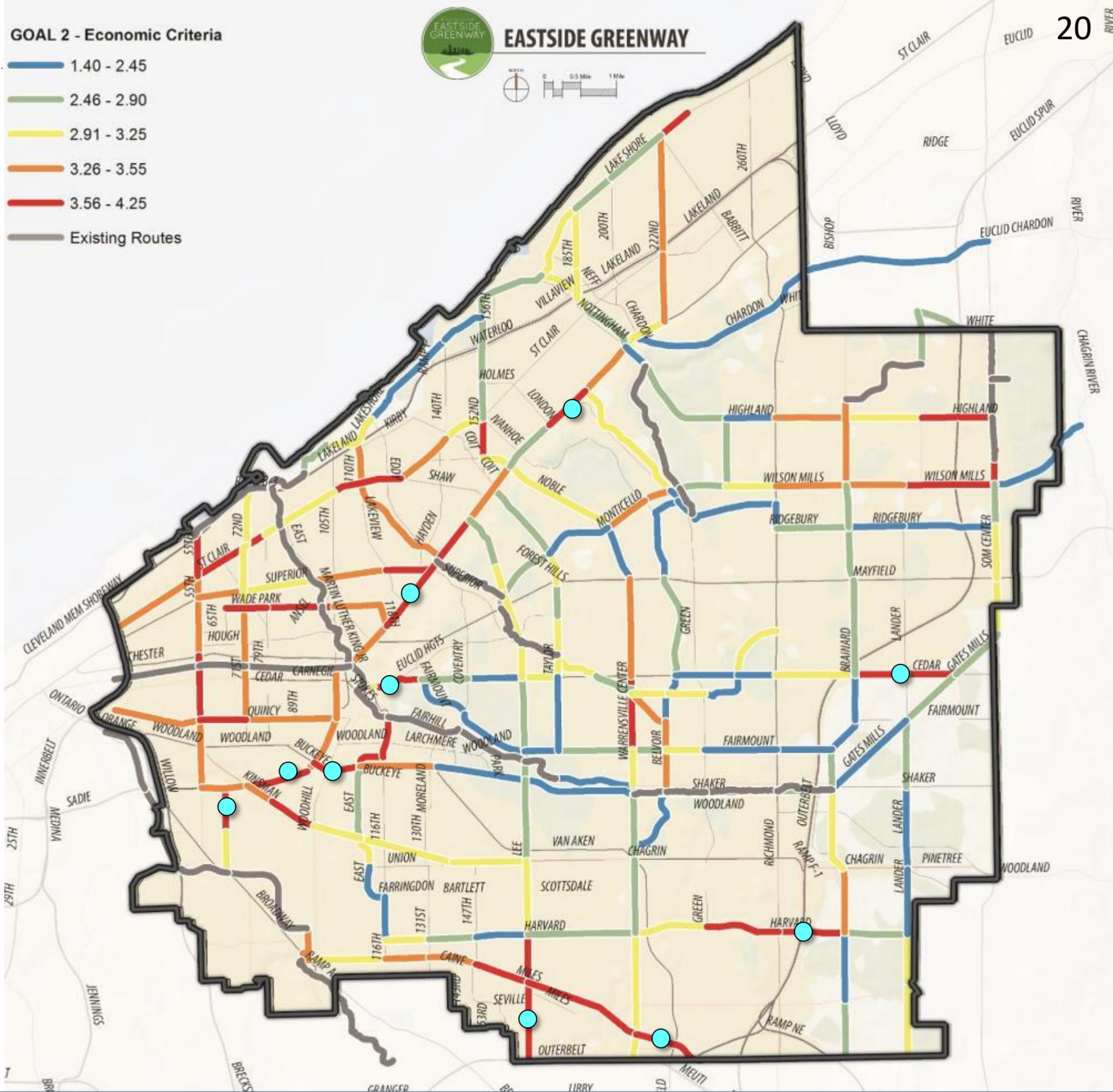
Goal 2 – Economic Vitality

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 – Weight: 15
- Community Character – Weight: 15
- Cultural Destination – Weight: 25
- Job Centers – Weight: 30
- Property Values – Weight: 15



Integrate community health considerations into preferred non-motorized recommendations.

<u>Weight</u>	<u>Criteria:</u>
25	Safety (mobility) - Bicycle & Pedestrian Crashes (2009-2013) within ¼ mile <i>(more crashes prioritized)</i>
10	Crime – Crime Index (ESRI data) within ¼ mile (all crimes) <i>(more crimes prioritized)</i>
25	Physical Activity – Running & Jogging frequency (ESRI data) – Total for block groups within 1/8 mile. <i>(more active areas prioritized)</i>
10	Social Cohesion - % of population participating in public activity in past year (ESRI data) within ¼ mile. <i>(more participation prioritized)</i>
20	Equity – Households in Poverty (ESRI) <i>(higher poverty rates prioritized)</i>
10	Sidewalk Status – Incomplete or missing sidewalks along route <i>(missing/incomplete sidewalks)</i>

100 = Total Weight

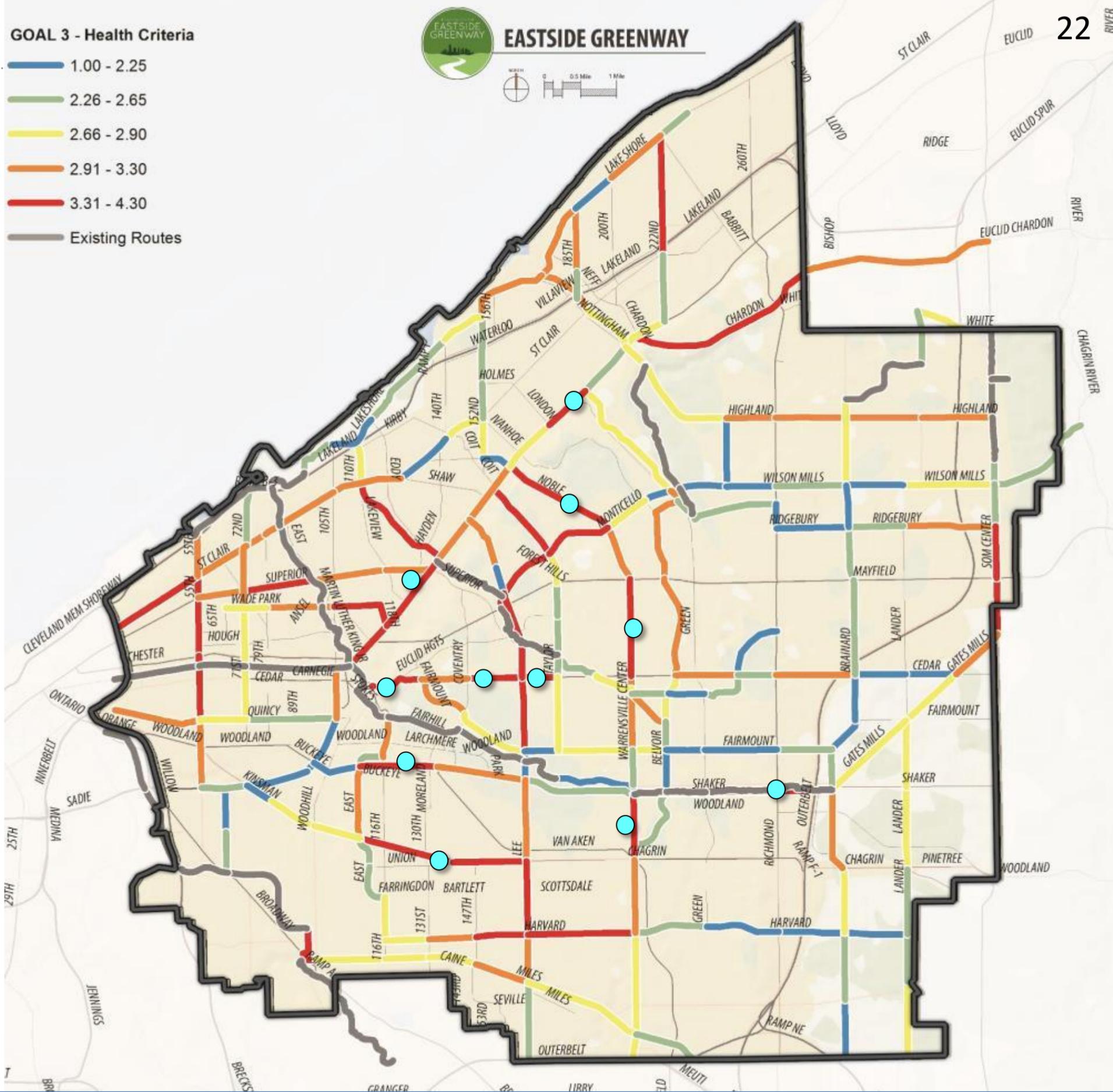
Goal 3 – Health & Safety

Top 10 Segments/Routes

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

Criteria:

- Safety (Crashes) – Weight: 25
- Crime – Weight: 10
- Runners/Joggers – Weight: 25
- Social Cohesion – Weight: 10
- Households in Poverty – Weight: 20
- Sidewalk – Weight: 10



Incorporate green infrastructure into the greenway recommendations.

<u>Weight</u>	<u>Criteria:</u>
25	Stormwater Management – Wetness index + soil infiltration (<i>wetter areas prioritized</i>)
10	Interpretive Opportunities – Frequency of historic sites and natural features (rivers, streams, etc.)
25	Habitat Connectivity – Proximity and density of existing habitat patches (<i>closer to existing habitat prioritized</i>)
15	Habitat Restoration – Abundance of open developed land that may be suitable (<i>more open land prioritized</i>)
15	Air Quality – Annual Average Daily Traffic (AADT) volumes (<i>higher traffic volumes prioritized</i>)
10	Urban Forest Cover (UTC) – Density of urban forest cover (<i>areas with less tree cover prioritized</i>)

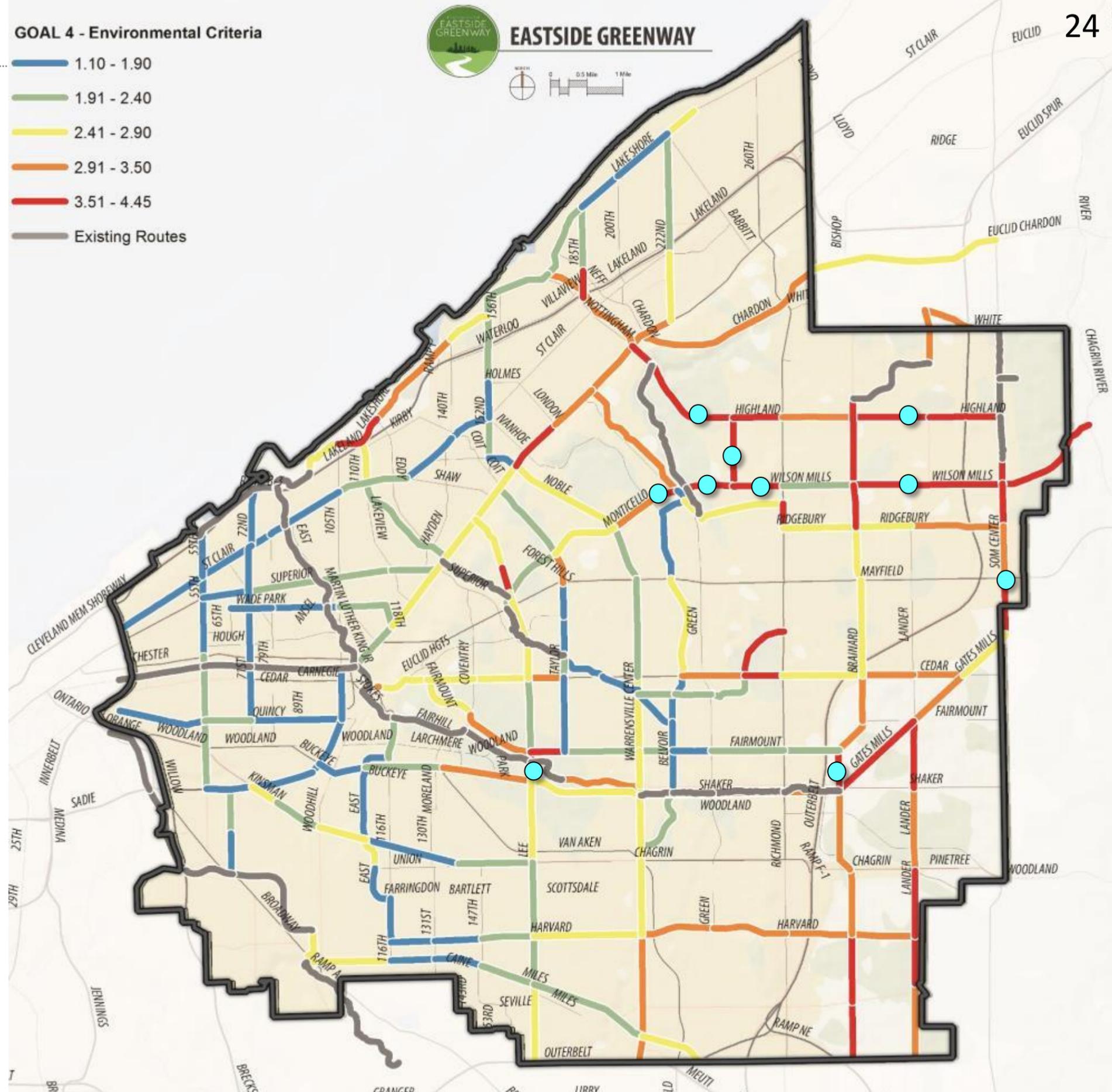
GOAL 4 - Environmental

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 – Weight: 25
- Interpretive – Weight: 10
- Habitat connectivity – Weight: 25
- Habitat restoration – Weight: 15
- Air quality – Weight: 15
- Urban Forest – Weight: 10



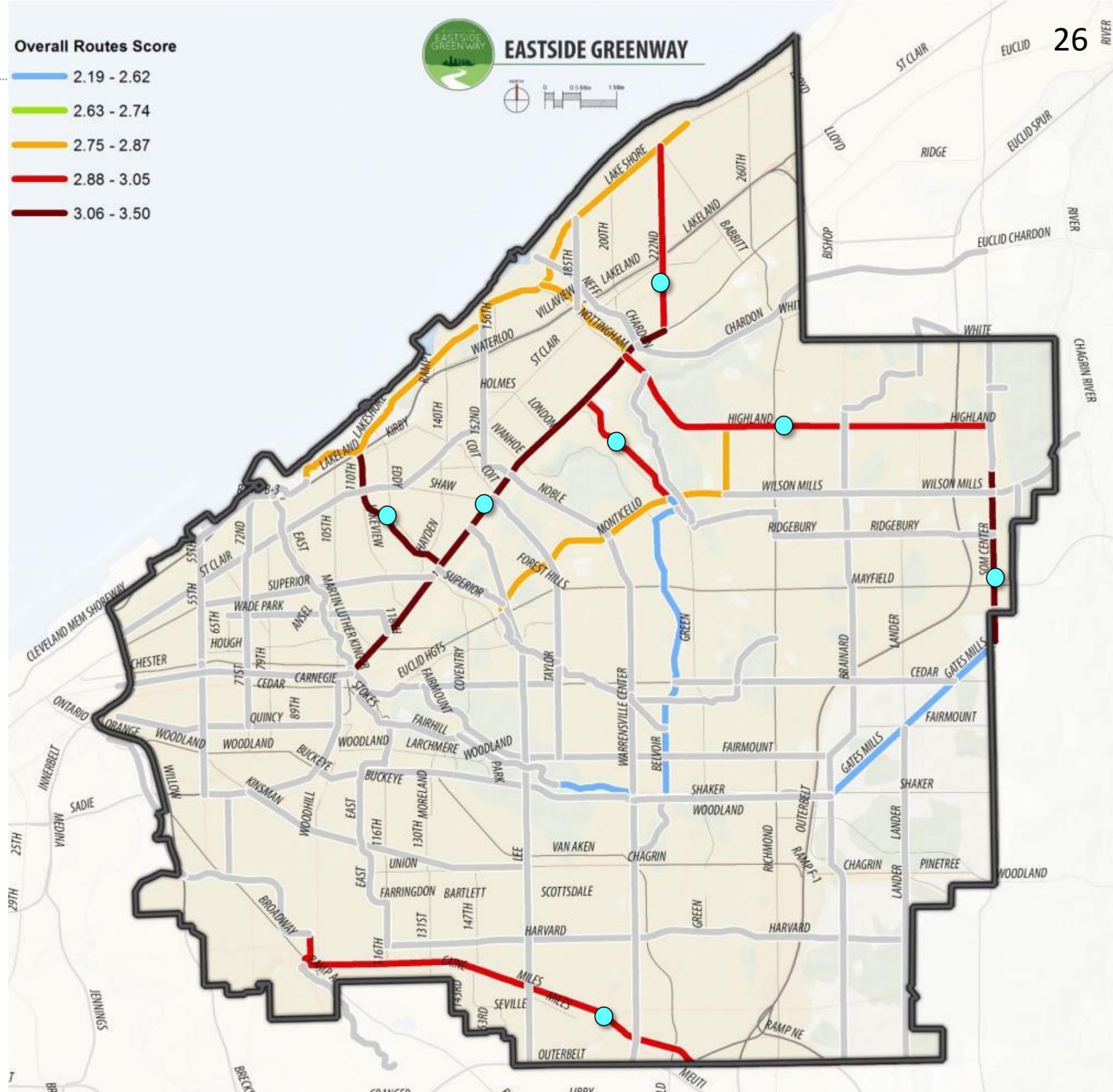
Overall Route Scores + Network

Major Missing Link Scores

• Rank Order (Highest to Lowest):

- Euclid Ave Corridor (3.44)
- Pattison Park Corridor (3.23)
- SOM Center Corridor (3.14)
- E. 222nd to Lakeshore (2.99)
- Euclid Loop (2.97)
- Highland Corridor (2.91)
- Miles Corridor / Randall Secondary Line (2.88)
 - Monticello Corridor (2.80)
 - Euclid Creek to Wildwood (2.79)
 - Lakeshore Corridor (2.76)
 - Gates Milles Corridor (2.61)
 - Belvoir Corridor (2.52)
 - Shaker Heights Corridor (2.26)

These are the top Major Missing Links.



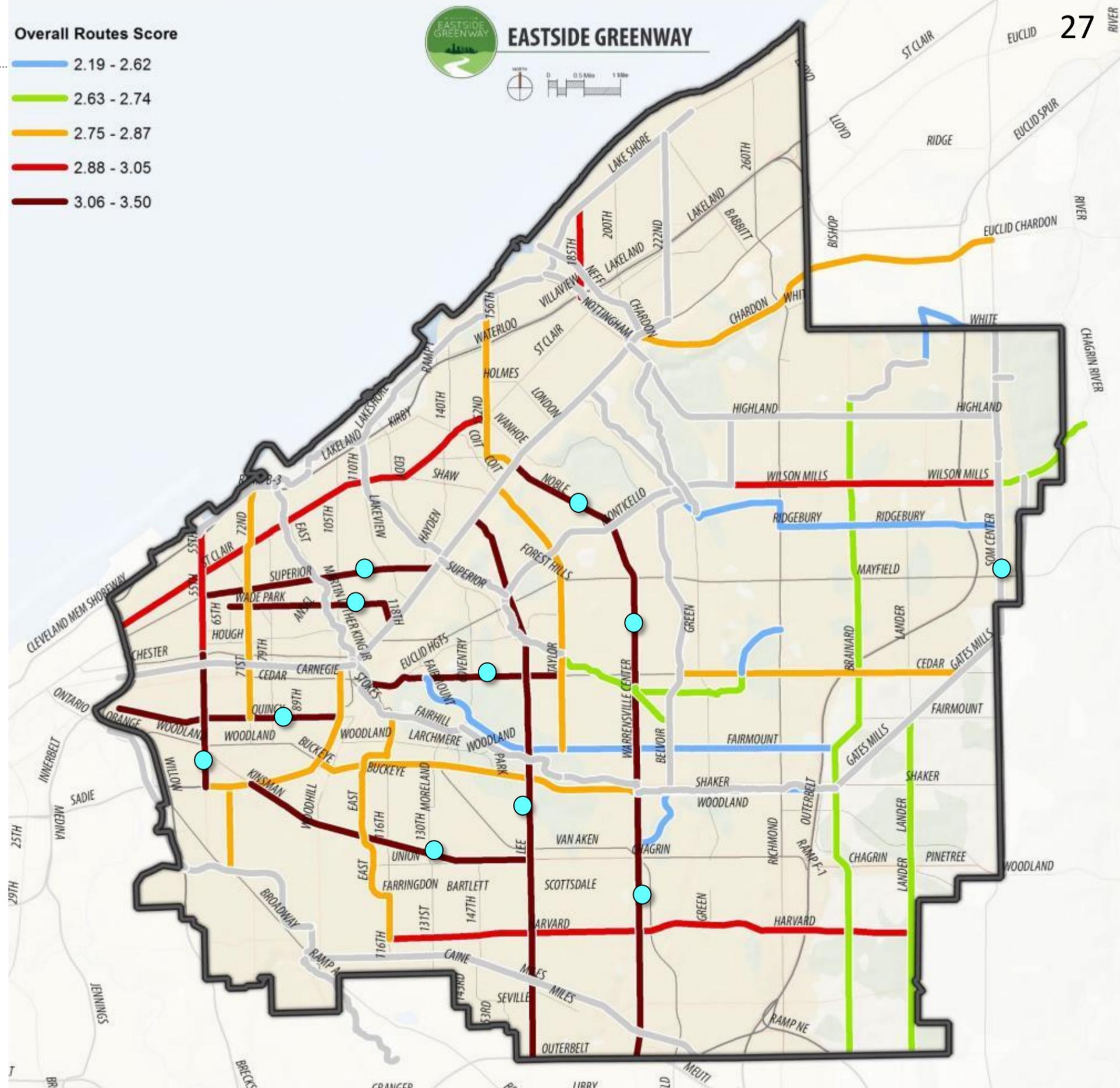
Overall Routes

Secondary Connectors

• Top 15 (of ~30) Routes Rank Order :

- Noble Road
- E. 55th Street (South)
- Cedar Road (West)
- Superior Ave
- Kinsman Road
- Quincy Ave Connector
- Wade Park Ave
- Warrensville Center (North)
- Warrensville Center (South)
- Lee Blvd
- St. Clair Blvd
- E. 55th Street (North)
- E 185th Street
- Wilson Mills Road
- Harvard Ave

Many secondary connectors score as high or higher than Major Missing Links. Important to consider for full network.



 Existing Trails

 High Priority Major Missing Links:

- Euclid
- Pattison Corridor
- SOM Center
- E. 222nd
- Highland
- Miles Ave

 High Voter Preference (MetroQuest + Workshops)

- Lake Shore Blvd
- Shaker Heights Corridor
- Gates Mills Blvd
- Belvoir

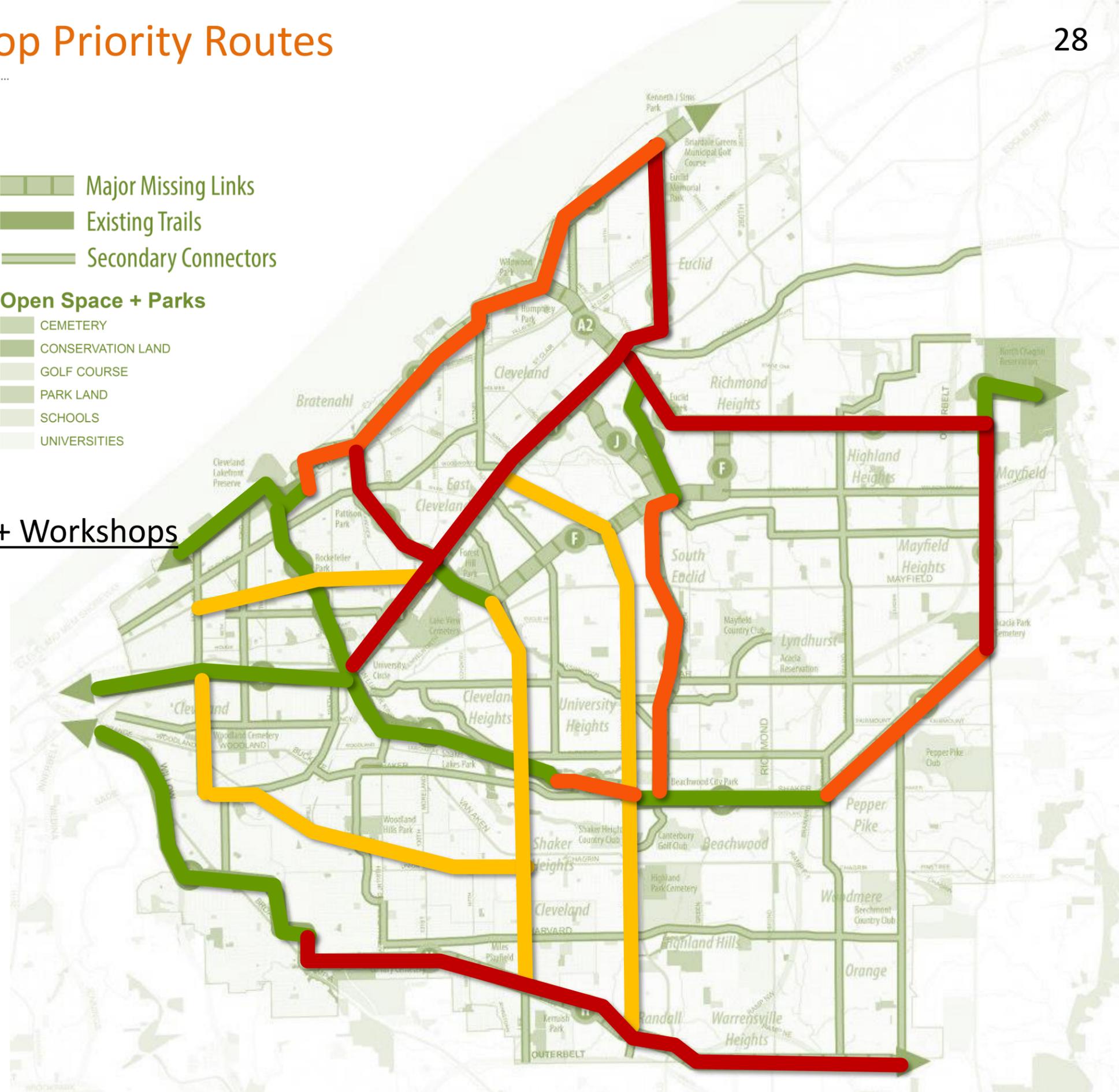
 High Priority Secondary Connectors

- Nobel
- 55th Street (South)
- Cedar Road (West)
- Superior Ave
- Kinsman Road
- Warrensville Center
- Lee Rd.

 Major Missing Links
 Existing Trails
 Secondary Connectors

Open Space + Parks

 CEMETERY
 CONSERVATION LAND
 GOLF COURSE
 PARK LAND
 SCHOOLS
 UNIVERSITIES



Existing Trails

Key Question:

What are gaps, redundancies, or other opportunities to build a more robust and complete Greenway Network?

Need to consider different types of users: and differing needs:

- Walkers
- Joggers/runners
- Commuter bicyclists
- Recreational bicyclists (distance)
- Family bicyclists (joy riding)

- Major Missing Links
- Existing Trails
- Secondary Connectors

Open Space + Parks

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Existing Trails

Warrensville Center vs. Belvoir

Belvoir:

- Belvoir more residential
- Opportunity to reduce lanes and add bike facilities and/or trails
- Usable today with little treatment

Warrensville Center

- Higher goal priority due to commercial access, serving greater density of uses
- Opportunity to address ped/bike safety on a major road?

Direction: Keep both in the network – they serve different users and have short vs. long-term implementation timeframes.

- Major Missing Links
- Existing Trails
- Secondary Connectors

Open Space + Parks

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Existing Trails

St. Clair vs. Lake Shore

Lake Shore

- Challenging in certain portions to create more extensive facilities
- The Lake!
- Low goal score generally

St. Clair

- Higher goal priority across all categories
- Could utilize E. 152nd to connect to Euclid & Noble
- St. Clair under consideration for TLCI / project funding

Direction: Keep both in the network – they serve different users.



Existing Trails

Miles vs. Harvard

- Goal scores nearly identical b/w Harvard + Miles Ave
- Close the loop with Brainard Improvements

Miles:

- More ROW width for facilities
- Opportunity to use the Randall Secondary Line (alternatively)
- Connects to Morgana Run

Harvard

- Better access to major employment centers
- More central to district

Direction: Keep both in the network – they serve different users.



Existing Trails

E. 55th Street North

- Ties together western loops

MLK Blvd

- Important north-south corridor on the lower west of project area.
- Can build on recent improvements (bike lanes).

Monticello

- Eastern segments provide a key linkage between north-south routes and east-west routes.

Euclid Creek to Wildwood

- Extends Euclid Creek to access Wildwood

Woodlawn

- Connection to Morgana run

- Major Missing Links
- Existing Trails
- Secondary Connectors

Open Space + Parks

- CEMETERY
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- Existing Trails
- Primary Greenway Routes

This map represents the overall proposed network of greenway routes.

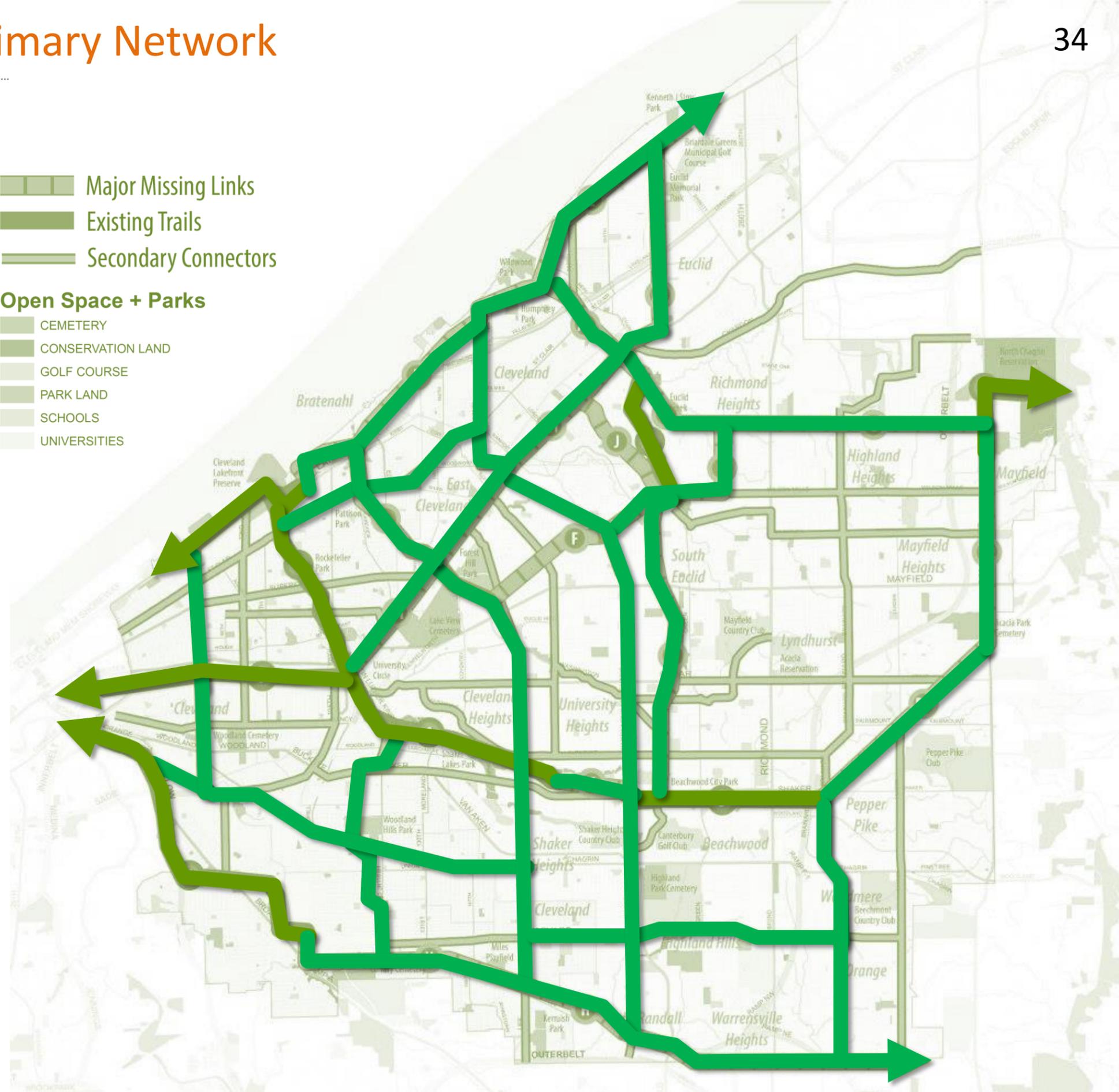
Does not currently distinguish primary vs. secondary greenway routes.

Primary routes are anticipated to be the those of regional significance and that serve a broader ranger of users.

- Major Missing Links
- Existing Trails
- Secondary Connectors

Open Space + Parks

- CEMETERY
- CONSERVATION LAND
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-  Existing Trails
-  Primary Greenway Routes

Next Steps: Implementation and phasing strategy based on:

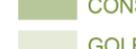
- Overlaps with near-term (3-year) project/funding opportunities
 - TICI projects,
 - Capital Improvement Plans (CIP),
 - Coordination with local projects/plans
- Low-hanging fruit vs. major transformations – pursue both!
 - Depends on the type of facilities + improvements that are needed (re-striping vs. reconstruction)
 - Cost & cross-sections, land access, etc.
- Building onto existing network
 - Opportunities for early “wins”
- Greenway user types and needs
- Project champions and leadership

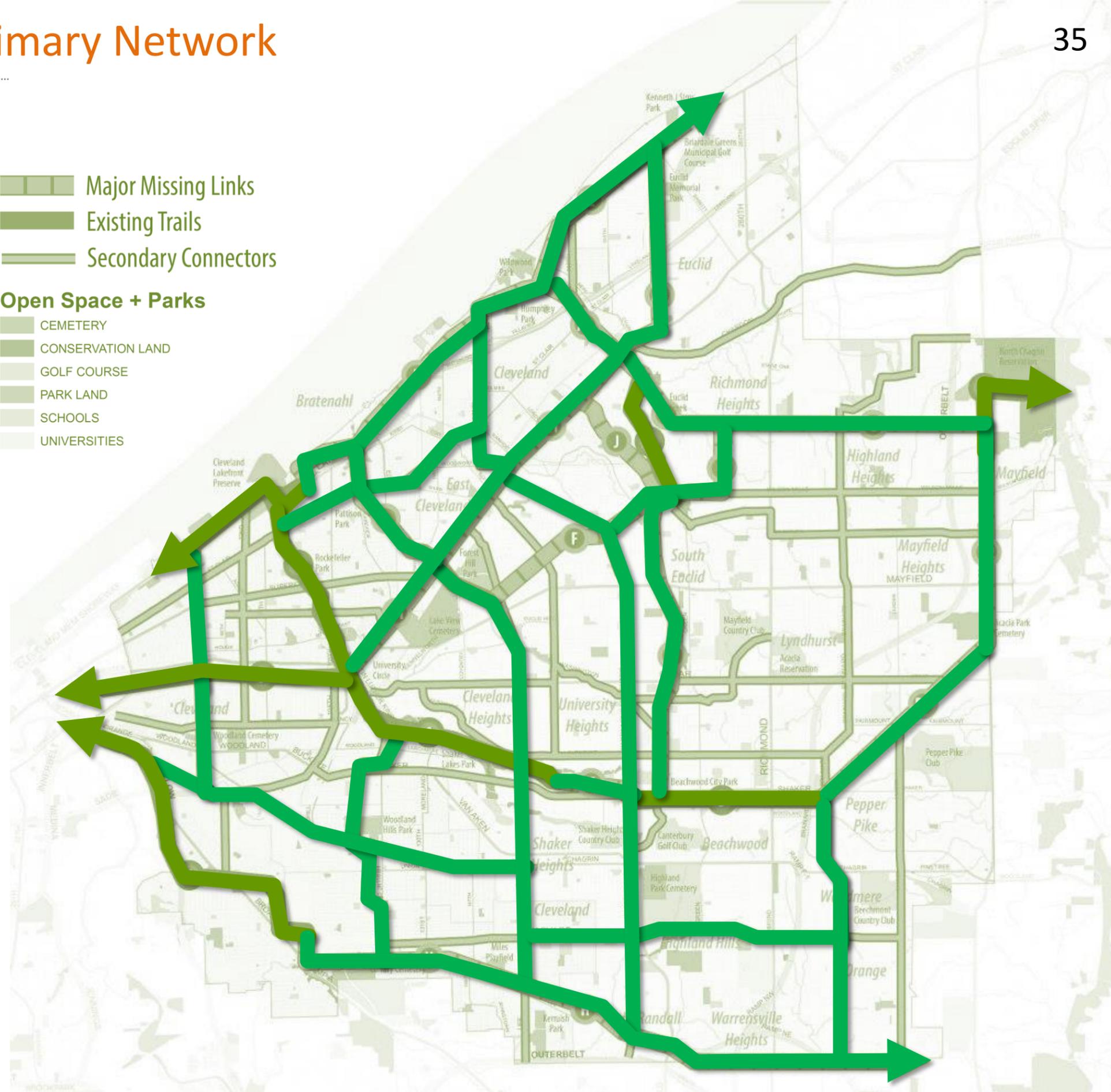
 Major Missing Links

 Existing Trails

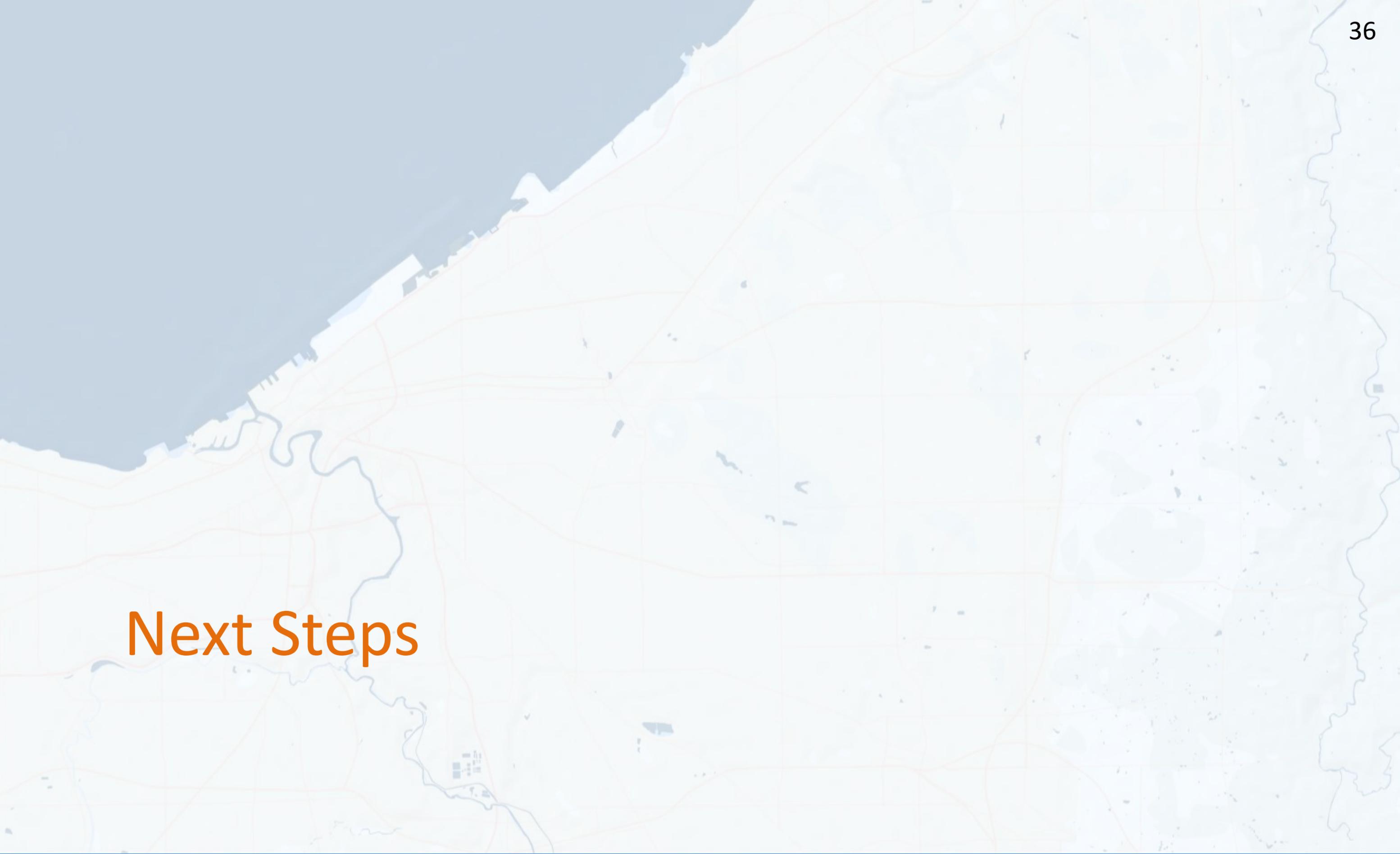
 Secondary Connectors

Open Space + Parks

-  CEMETERY
-  CONSERVATION LAND
-  GOLF COURSE
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-  SCHOOLS
-  UNIVERSITIES



Next Steps



- Finalize route priority ranking based on feedback
- **Draft Greenway Master Plan**
 - Recommended cross sections for primary routes
 - Implementation and Phasing Strategy
 - Short/Long Term Recommendations for management & maintenance of Greenways
 - Best practices for design/wayfinding/etc.
- 4th Steering Committee + Community Meeting: **June**
- Finalize Greenway Master Plan: **July**

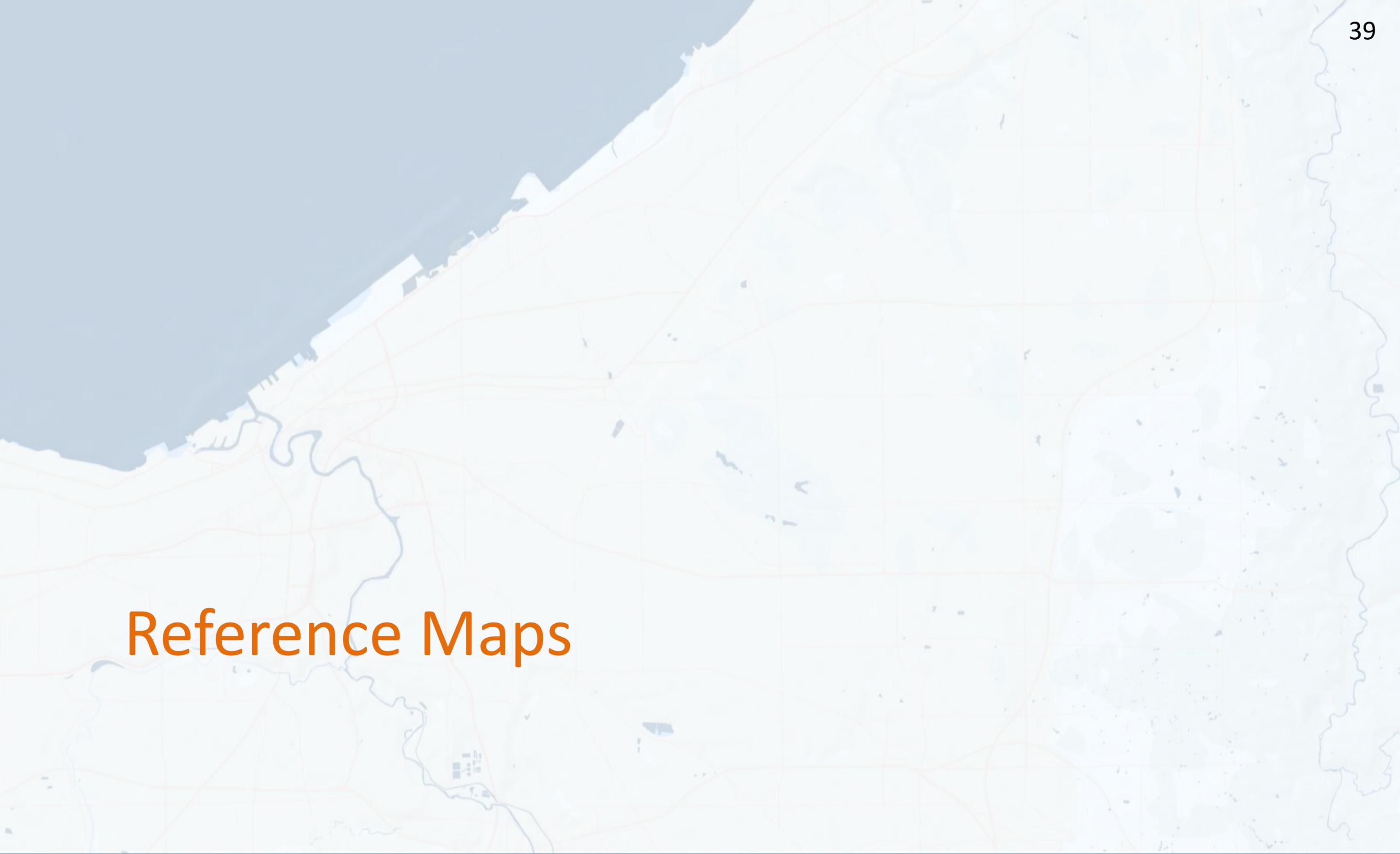


Community Meetings – Round #3

- **May 12, 6:30-8:30 pm:**
Warrensville Heights Public Library
4415 Northfield Road, Warrensville Heights
- **May 13, 6:30-8:30 pm:**
Sterle’s Country House
1401 E55th St., Cleveland
- **May 19, 6:00-7:30:**
Collinwood Recreation Center
16300 Lakeshore Blvd., Cleveland
- **May 20, 6:30-8:30pm:**
Bottlehouse Brewery
2050 Lee Road, Cleveland Heights



Reference Maps



Overall Score – Full Routes

Top 10 (all routes)

- 1. Noble Road (Score: 3.50)
- 2. Euclid Avenue Corridor (Score: 3.438)
- 3. 55th Street (Score: 3.375)
- 4. Cedar Road (Score: 3.349)
- 5. Pattison Park Corridor (Score: 3.227)
- 6. Superior Avenue (Score: 3.219)
- 7. Kinsman Road (Score: 3.18)
- 8. Quincy Avenue Connector (Score: 3.144)
- 9. SOM Center Corridor (Score: 3.143)
- 10. Wade Park Avenue/E 118th Street (Score: 3.140)

