1. Project Review

2. From Framework to Projects

3. Story Map Report

4. Next Steps
The following communities and organizations also provided funding support for this project:

Bike Cleveland, Chagrin Falls, Cuyahoga Heights, Euclid, Glenwillow, Mayfield Village, Parma, Pepper Pike, Rocky River, Westlake.
PROJECT OVERVIEW

Cuyahoga Greenways
PROJECT PURPOSE

- Develop a strategic plan describing a series of interconnected **greenways** and **urban trails** across Cuyahoga County.

- Build on the existing trail network and fill in the major **missing links**.

- Establish a regionally significant network of routes to **serve all ages and abilities**.
Cuyahoga Greenways is an interconnected system of greenways and urban trails that tie in with public transportation and parks to offer recreational opportunities and options for getting around the county, elevating the health of the community and the individuals who call it home.
OVERARCHING SYSTEM GOALS

Build a **connected** system
- Link trails and transit
- Logical and user-friendly
- Local and regional connections
- Leverage parks and open space

Build an **accessible** system
- Easy to get to
- Usable for all ages and all abilities
- Serves a diverse community

Link **green infrastructure & community health**
- Promotes active lifestyles
- Celebrates natural amenities
- Sustainable mobility

Drive and attract **economic vitality**
- Strengthens community identity
- Attracts and retains jobs and residents
- Supports businesses and tourism
PROJECT STRUCTURE

CORE TEAM
• Cuyahoga County Planning Commission
• Cleveland Metroparks
• NOACA

Consultant Team:
• SmithGroup
• WSP
• Guide

STEERING COMMITTEE
Representatives from each community in the County invited (59 cities, villages, and townships)

PROJECT TEAM
• RTA
• NEORSD
• GCRTA
• Bike Cleveland
• City of Cleveland Planning Commission
• West Creek Conservancy
• The Trust for Public Land
• Cleveland Neighborhood Progress
• Greater Cleveland Partnership

TECHNICAL TEAM
• City of Broadview Heights
• City of Cleveland Office of Sustainability
• City of Cleveland Traffic Engineering
• City of Lakewood
• City of Shaker Heights
• Cuyahoga County Public Works
• Cuyahoga County Dept. of Sustainability
• Cuyahoga Greenway Partners
• Cuyahoga River Restoration
• Cuyahoga Soil & Water Conservation District
• Cuyahoga Valley National Park
• First Suburbs Consortium
• LAND studio
• National Park Service
• ODOT District 12
• Rails to Trails Conservancy
• UH Bikes
• Western Reserve Land Conservancy

PUBLIC WORKSHOPS & SURVEYS
• 4 Rounds of meetings
• Two surveys

STEERING COMMITTEE
Representatives from each community in the County invited (59 cities, villages, and townships)
What ways have you been involved with this project previously?

(Check all that apply)

- Attended a prior public meeting(s)
- Steering committee member
- Online survey
- First time participating in this project
- Heard about from a friend/acquaintance/family member
- Visited the project website
- Read a news article or press release
1 – Project Initiation
  • Steering Committee #1  June 2017

2 – Current Conditions
  • Steering Committee #2  July 2017 (3 meetings)
  • Community Meetings #1  August 2017 (3 meetings)
  • Public Web Survey  August – December 2017

3 – Shaping the Vision
  • Steering Committee #3  November 2017 (3 meetings)
  • Community Meetings #2  January 2018 (3 meetings)

4 – Concept Development
  • Steering Committee #4  May 1 & 2 (3 meetings)
  • Community Meeting #3  May 22-23, 2018 (3 meetings)

5/6 – Draft Master Plan & Final Report
  • Steering Committee #5  August 7, 2018 (1 meeting)
  • Final Community Open House  September 5, 2018 (1 meeting)
COMMUNITY ENGAGEMENT

Images from public workshop #3 (May 2018)
COMMUNITY ENGAGEMENT

Images from steering committee #1
Over 1,300 responses to web-based surveys

Q1e: How comfortable are you using PROTECTED BIKE LANES (e.g. cycle tracks) on major streets?

Q2: What is the longest bicycle trip (time-wise) you would be willing to accept for COMMUTING to work or school?
COMMUNITY INPUT TO SHAPE ROUTES

2,200+ map points
103 questionnaire responses

https://arcg.is/1WDTHPO
FROM FRAMEWORK TO PROJECTS

Cuyahoga Greenways
Data and analysis used to inform the decision-making process.

Where are the opportunities?

- Greenways
  - Off-Street
  - Open Space
- Urban Trails
  - On-Street
  - Constrained

Identification of “CANDIDATE ROUTES”

- Engagement
  - Known opportunities
  - Gap Identification
  - Planning projects
- Technical Analysis
  - Availability of: Rights-of-Way
  - Land Properties

Framework Plan

- Priorities
- Alignment with CIP/other projects
- Funding
- Implementation

How well do candidates meet our goals?

- Equity
- Connectivity
- Economic
- Ecology

Development of “EVALUATION CRITERIA”

- Engagement
  - What are the priorities & critical issues/factors?
- Technical Analysis
  - Metrics and maps
#1 – Existing key trails
#2 – Regional Network

Determined via public, technical, and steering committee input

Regional network intended to provide:

- Critical linkages to major destinations
- Extend and close gaps in the existing trail network
- Be designed for a broader range of users and abilities
- Provide cross-county linkages
#3 – Supporting Routes

Also determined via public, technical, and steering committee input

- Some on-street routes may include an existing bike facility – but may require additional enhancement.
- Extend and close gaps in the existing trail network
- Be designed for a broader range of users and abilities
- Connect all communities to the regional network
CANDIDATE ROUTES: OVERALL

Overall Network
= ~820 miles

Regional network
• 122 miles of existing trail
• 47 miles of proposed trail
• 122 miles of proposed on-street bikeways

Supporting network
• 63 miles of existing trail
• 102 miles of proposed trail
• 364 miles of proposed on-street routes (includes 30-miles of existing bike lane)
EVALUATION PURPOSE

ANALYSIS USED to inform decisions (not make decisions)

Draw attention to areas of need in the community

Draw attention to areas of opportunity

Assess implementation feasibility
Identify routes scoring in the top 20%.

* Note that population density is used as one input into many of the core factor analyses.
EVALUATION: 8 CORE FACTORS

1) TRAIL ACCESS FACTOR
   - Sub-Factors
     - Trail Density

2) PARK ACCESS FACTOR
   - Sub-Factors
     - Acres of Park per Person

3) HABITAT FACTOR
   - Sub-Factors
     - Patch Size (33%)
     - Riparian Corridor Density (33%)
     - Potential Habitat Proximity (33%)

4) SOCIOECONOMIC FACTOR
   - Sub-Factors
     - Median Income (33%)
     - Poverty Rate (33%)
     - Unemployment Rate (33%)

5) PERSONAL MOBILITY FACTOR
   - Sub-Factors
     - Car Ownership (50%)
     - Non-motorized Commute (50%)

6) TRANSIT FACTOR
   - Sub-Factors
     - 1/2 Mile Bus Stop Density (33%)
     - 1/2 Mile Rail Stations (33%)
     - 1/2 Proximity Corridors (33%)

7) JOB CENTERS FACTOR
   - Sub-Factors
     - Job Numbers

8) COMMERCIAL-CIVIC FACTOR
   - Sub-Factors
     - Retail Destinations (33%)
     - Cultural Destinations (33%)
     - Educational Destinations (33%)
EVALUATION: CONNECTIONS ANALYSIS

People to Jobs

Jobs to Transit

People To Parks

Parks to Habitat
This map shows all routes that score in at least one of the four connections analyses

- **18** routes show up twice
- **84** routes show up once
QUESTION #2

What issues and challenges that new greenways might address are most important to you?

(Check up to THREE)

- Safety when walking or biking
- Access to jobs or schools
- Access to transit
- Access to open space (parks)
- Access to existing trails
- Access to commercial areas (shopping)
- Access to civic services (libraries, hospitals, etc.)
- Mobility options
- Economic conditions
- Community health
- Natural areas & environmental health
IMPLEMENTATION & DESIGN GUIDANCE

Cuyahoga Greenways
QUALITY OF LIFE, INCLUSIVE OF EVERYONE
312 Named in the Candidate network.

How do we identify actionable projects?

Input from the Public

Input from Steering Committee

Technical Evaluation Findings

Project Team Review
1. **Critical regional gaps** (12 projects & 14 miles)

2. **Important regional links** (27 projects & 132 miles)

3. **Key Supporting Routes** (30 projects & 111 miles)

= 69 project, 257 miles

(40% of the 634 miles of future routes in the overall network)
How strongly would the proposed network greenways, if built, encourage you to walk or bike more often?

(Select one option)

- I never walk or bike
- I would walk or bike less often
- I would walk or bike the same amount
- I would walk or bike slightly more
- I would walk or bike moderately more
- I would walk or bike significantly more
IMPLEMENTATION

• No one-size fits-all solution. Will require a variety of approaches to implementation.
  • Includes construction AND maintenance

• The Cuyahoga Greenways plan will serve as a framework to guide regional connectivity
  • Coordination between projects at local, cross-municipality, and regional agencies (ODOT, NOACA, etc)
  • Provides a map for cross-community collaboration

• Communities can integrate trail routes in master plans / transportation plans:
  • Provides basis for funding via local CIP processes
  • Can require implementation as a condition of private site development or redevelopment.
  • Can “piggyback” on other projects, especially roadway and transit related projects.
Report and online tools provide general route-specific information (below).

Exact route alignments and details to be resolved as implementing specific projects.

- **Route location + extent**
  - Start/end, jurisdictions, named trails

- **Corridor conditions**
  - Right-of-way characteristics, lanes, traffic volumes
  - Property characteristics for off-road segments
  - Potential types of facilities
  - Parallel route alternatives

- **Implementation factors**
  - Possible partners: municipalities, coalitions, funders, local champions
  - Planning status, local capacity
  - Aligned projects
  - Funding sources
DESIGN FOR ALL AGES & ABILITIES

Interested but Concerned
51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident
5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident
4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE
LOW STRESS BICYCLE FACILITIES

Cambridge, MA

Shared Street design w/ Advisory Bike Lanes

1-way Protected Bike Lane

2-way Protected Bike Lane (cycletrack)
IMPLEMENTATION: MAKING SPACE

WITHIN RIGHTS-OF-WAY
- Road diets (e.g. remove travel lanes)
- Skinny streets (narrow lanes)
- Widen shoulders or fill ditches to create side paths (especially in a more rural context)
- Remove parking lanes on one or both sides
- Reconstruct streetscape zone to accommodate trails (back of curb)
- Repurpose landscape zones (lawn extensions or medians for cycle tracks)
- Widen sidewalks into APTs

OUTSIDE RIGHTS-OF-WAY
- Zoning controls = require/encourage setbacks to accommodate trails
- Easements on private property
- Property owner partnerships (e.g. land conservancies, major employers)
- Work with public / semi-public institutions
- Utility corridors
Design RECOMMENDATIONS

Design first for safety

- Well-lit
- Clear signage
- High-visibility pavement markings
- Signalization and intersection controls as needed
- Continuity of bike protection to and through the intersection
- Provide mid-block crossings and trail crossings
- Sidewalk and pedestrian improvements
QUESTION #4

How strongly would you like to see “Cuyahoga Greenway” signage and logos used to help identify the county-wide trail system (alongside other identification signage)?

- I would **not** like to see CGW signage used
- I only have a **slight interest** in seeing Cuyahoga Greenway signage used
- I would **like** to see CGW signage used
- I would **strongly like** to see CGW signage used
- I don’t have a strong opinion one way or the other
• Local project champions are essential
  • Assess route conditions, design input
  • Fine-tune alignments
  • Determine the best configuration for bicycle and pedestrian improvements

• Partnerships have demonstrated success. Responsibilities can be divided between organizations for:
  • Land acquisition (e.g. conservancies)
  • Design + engineering
  • Implementation (construction)
  • Programming + management
  • Maintenance (routine + long-term)
Funding Sources

- Leadership and funding from non-profit organizations, developers, foundations, and individuals
- Cuyahoga County Community Development Supplemental Grants
- State of Ohio:
  - Clean Ohio Fund (Greenspace Conservation and Recreational Trails)
  - State Capital Improvement Program, etc.
- Federal agencies:
  - Federal Highways Surface Transportation Program Block Grant
  - TIGER (Transportation Improvements Generating Economic Recovery)
  - NOACA TLCI (Transportation for Livable Communities Initiative) Grants program
  - CMAQ (Congestion Mitigation Air Quality)
  - Environmental Protection Agency Great Lakes Restoration Initiative and others
  - USACE – United States Army Corps of Engineers
How would you like to be involved in implementing the vision?

(Check all that apply)

- Stay informed about project implementation
- Volunteer time to help with building and/or maintaining trails
- Help with community outreach and engagement
- Provide technical expertise or local knowledge
- Become an ambassador for the greenways
- Talk to my local community leaders
- Share information on social media or other media outlets
- Advocate for plan adoption/alignment with local plans
CUYAHOGA GREENWAYS: Storymap

www.cuyahogagreenways.org
NEXT STEPS

Cuyahoga Greenways
NEXT STEPS

• Community Meeting Final Open House
  • September 5, 2018
    • 12:00 – 1:00 pm Cleveland Public Library (325 Superior Ave E, Cleveland)
    • 6:00 – 8:00 pm Hofbrauhaus Cleveland (1550 Chester Ave, Cleveland)

• Project Deliverables
  • StoryMap interactive report: August 2018
  • Final report & approval process: Fall 2018
  • Project implementation live tracking tools

• Post-Plan Release:
  • The lead agencies (NOACA, County Planning, and Cleveland Metroparks) will continue working with Cuyahoga County communities and the Cuyahoga Greenway Partners group to begin implementation of the projects.
  • The trail plan is intended to be a living document. Routes, types of trails and bike lanes, and other details will be refined by local communities and other implementation partners. The trail plan will be updated as segments are completed to help re-prioritize future trail development.