

PROJECT AREA

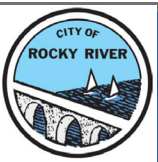
OH2 (STATE ROUTE) Scenic Route 6

≈1.25-MILE CORRIDOR SEGMENT

WEBB RD

LINDA ST

Lake Road-Clifton Boulevard Corridor Improvements



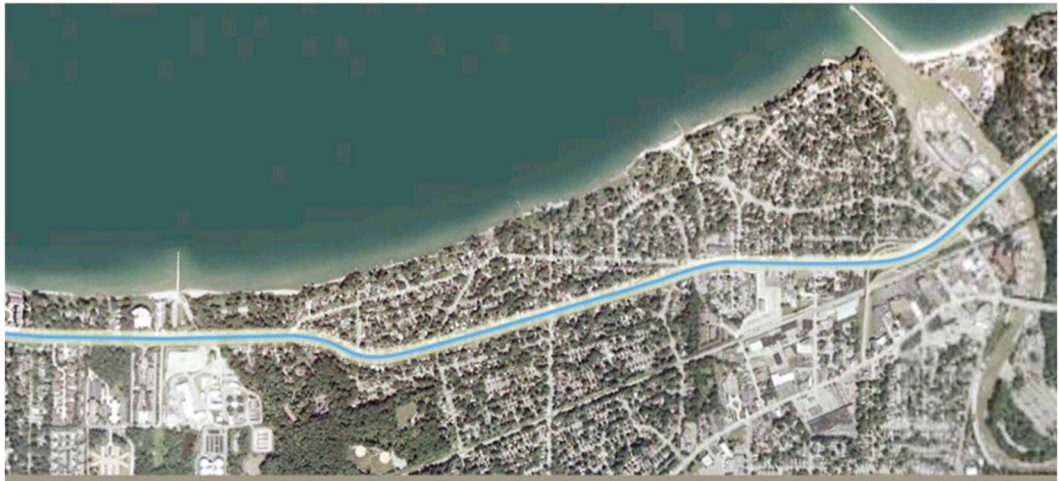
Lake Road-Clifton Boulevard Corridor Improvements – Public Meeting
A Cuyahoga County Department of Public Works Led Project



CUYAHOGA LAKEFRONT ACCESS,
ONE STEP AT A TIME



PREVIOUS PLANNING INITIATIVES



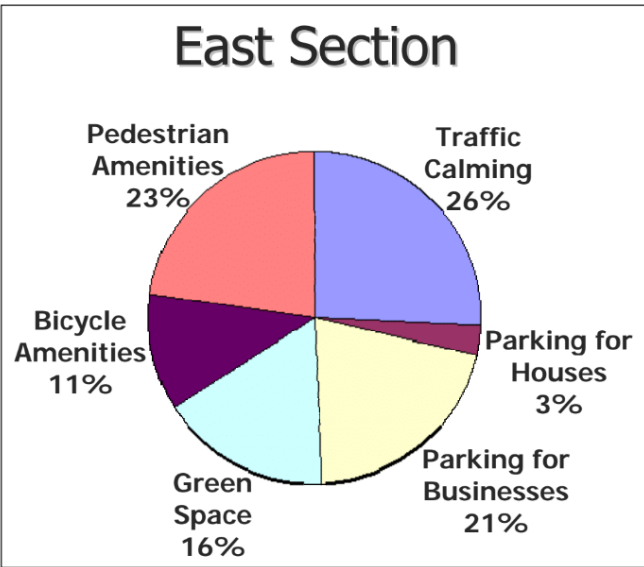
LAKE ROAD CORRIDOR ENHANCEMENT TLCI STUDY, ROCKY RIVER 2008



Lake Road Corridor Enhancement Transportation for Livable Communities Initiative (TLCI)



Lake Road Corridor Enhancement Project
Planning Study Report
September 2008



East Section: Community Priorities Based on Stakeholder and Public Feedback



ROCKY RIVER MASTER PLAN

ADOPTED ON JULY 23, 2018

City of Rocky River
Pamela E. Bobst, Mayor
21012 Hilliard Boulevard
Rocky River, Ohio 44116

ROCKY RIVER MASTER PLAN 2018

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MAJOR FINDINGS TRANSPORTATION

Transportation networks in Rocky River are weighted toward vehicle travel, with zero bike lanes and high parking requirements. Because of this arrangement, the City's walkability is relatively low outside of Downtown River; however, almost all residents in Rocky River have easy access to transit.

THERE ARE ZERO MILES OF BIKE LANES IN ROCKY RIVER

Unlike peer cities, Rocky River has no bike lanes; however, some trails run through the Metroparks.



Miles of Bike Lanes: 0 Miles

ROCKY RIVER HAS THE HIGHEST PARKING REQUIREMENTS OF WESTSHORE SUBURBS

For single-, two-, and multi-family units, the City requires at least two spaces regardless of unit size.



Required Spaces per Multi-Family Dwelling Unit: 2 Spaces (1 Enclosed) Plus Guest Parking

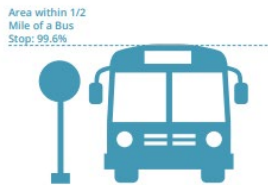
ROCKY RIVER IS CATEGORIZED AS A CAR-DEPENDENT COMMUNITY BY WALK SCORE

Walk Score measures density, distance to amenities, and other factors to determine walkability.



ALMOST ALL RESIDENTS HAVE EASY ACCESS TO TRANSIT

Of the City's total land area, 99.6% is located within a half mile of a bus route.



PREVIOUS PLANNING INITIATIVES



CUYAHOGA GREENWAYS VISION PLAN

PRIORITY PROJECTS: REGIONAL LINKS

2019

| ID | ROUTE NAME | COMMUNITIES | LENGTH (Miles) | ROUTE TYPE | CONTEXT | LAND USE MIX | ALIGNED PLANS & PROJECTS | IMPLEMENTATION NOTES (PARTNERS, FUNDING, DESIGN) |
|------|---|--|----------------|------------|----------|---------------------------|--|---|
| RL-1 | LAKEFRONT GREENWAY WEST TO NORTH OLDEST 480 TRAIL | Bay Village North Olmsted Olmsted Township Westlake | 8.6 | Hybrid | Suburban | Residential Commercial | Westlake Cuyahoga Blue Plan (TLCI); Bay Village Master Plan (TLCI); Rocky River Master Plan (TLCI); Mill Stream Run Reservation Master Plan (CMP); Olmsted Two Complete Streets Plan | Existing segment along Crocker-Stearns adjacent to Bradley Woods, Center Ridge Road to municipal line |
| RL-2 | NORTH OLDEST 480 TRAIL TO MILL STREAM RUN RESERVATION | Berea Olmsted Falls Olmsted Township | 5.3 | Off-Street | Rural | Recreational | Mill Stream Run Reservation Master Plan (CMP); Olmsted Two Complete Streets Plan | Located along the utility corridor regional bicycle network on NOACA parcel to name may be the First Energy Trail |
| RL-3 | BAGLEY ROAD CONNECTOR | Berea Middleburg Heights | 2.9 | On-Street | Suburban | Commercial Civic Mixed | (no existing plans) | |
| RL-4 | LAKEFRONT GREENWAY (WEST 2) | Rocky River Bay Village Lakewood | 6.9 | On-Street | Suburban | Residential | Rocky River Master Plan; Bay Village Master Plan; Cahoon Park Connectivity Plan (TLCI) | Coordinate with Bay Village plans for Wolf Rd; bicycle lanes implemented as part of Cahoon Park Connectivity Plan |
| RL-5 | LAKEFRONT GREENWAY (WEST 1) | Cleveland Lakewood Rocky River | 5.5 | On-Street | Urban | Residential | Rocky River Master Plan; Lake Avenue Bike Infrastructure Plan (TLCI in progress); Cleveland Bikeway Master Plan (updated database) | |
| RL-6 | DETROIT AVENUE | Cleveland | 2.5 | On-Street | Urban | Commercial Mixed | Cleveland Bikeway Master Plan (updated database) | Conventional bicycle lanes exist |

IMPORTANT REGIONAL LINKS (RL)

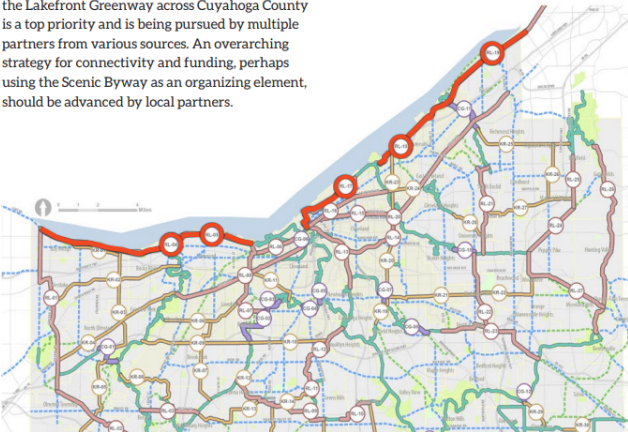
RL - LAKEFRONT GREENWAY (RL-04, RL-05, RL-17, RL-18, RL-19)
Bike and pedestrian access along Cuyahoga County's 30 miles of Lake Erie waterfront is a regional priority. The route is recognized by two national designations: U.S. Bike Route 130 and 30 and the Lake Erie Coastal Ohio Trail National Scenic Byway.

This project is representative of combining multiple jurisdictional initiatives and plans to develop a regionally significant route. NOACA is guiding implementation of the byway's corridor management plan, and byway partners are working to expand bicycle and pedestrian access along the 293 mile route. Further, ODOT's support of the U.S. Bike Route designations to improve walking and bicycling conditions as essential transportation options further illustrate the importance this route has not only regionally, but also statewide and nationally.

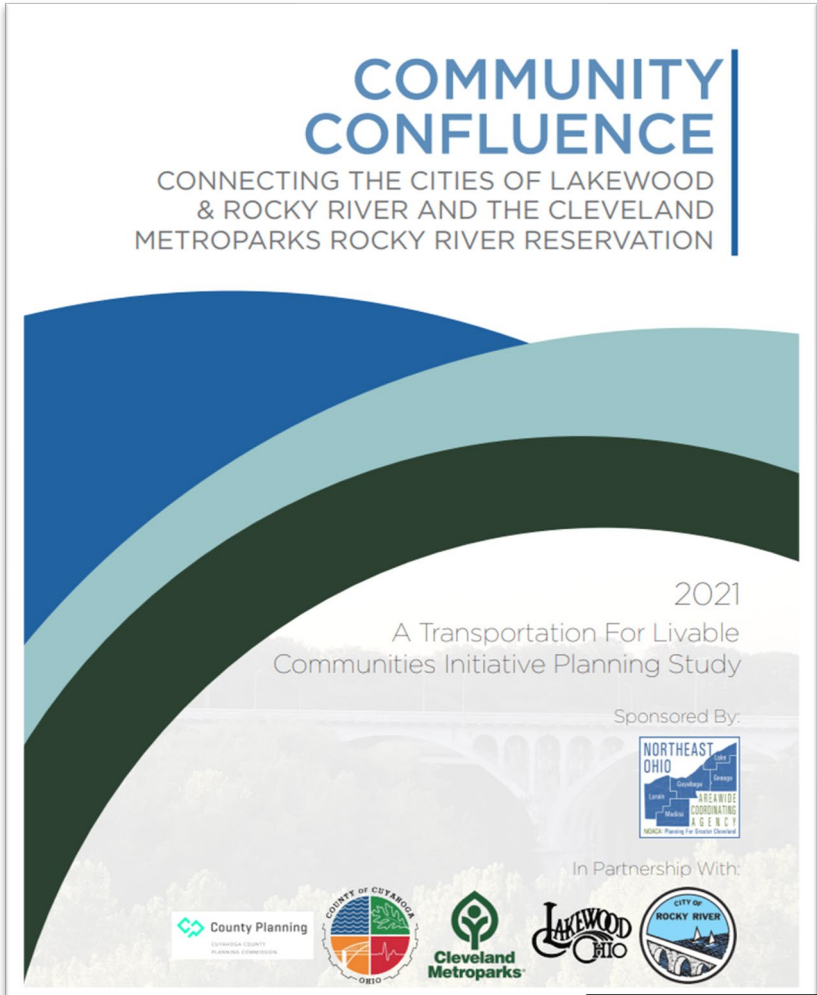
Other champions of improved access along Lake Erie include the working group of the Northeast Ohio Regional Park Districts, the City of Cleveland and their work on the Cleveland Lakefront Bikeway, and the Industrial Heartland Trail Coalition's Cleveland to Erie trail effort. Recent connectivity improvements along the lakefront include segments of the Cleveland Lakefront

Bikeway completed as part of ODOT's Edgewater Parkway project. The city of Euclid is spending nearly \$7 million obtained from more than half a dozen sources for the current phase of a lakefront trail and shoreline stabilization project.

Funding to implement additional links to complete the Lakefront Greenway across Cuyahoga County is a top priority and is being pursued by multiple partners from various sources. An overarching strategy for connectivity and funding, perhaps using the Scenic Byway as an organizing element, should be advanced by local partners.



04. IMPLEMENTATION | 103



COMMUNITY
CONFLUENCE
TLCI STUDY
2021



Community Confluence | 17



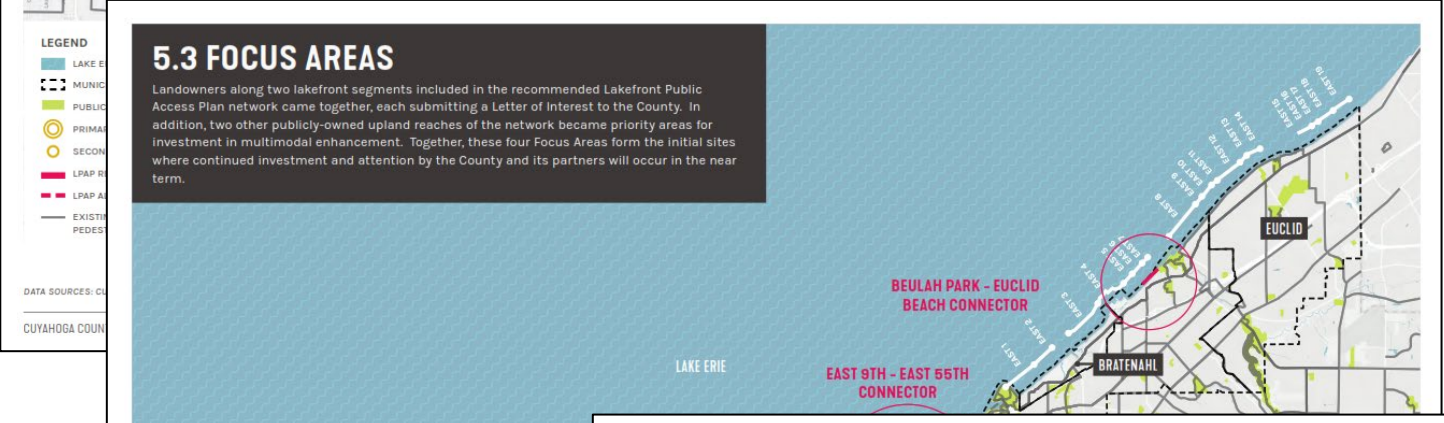
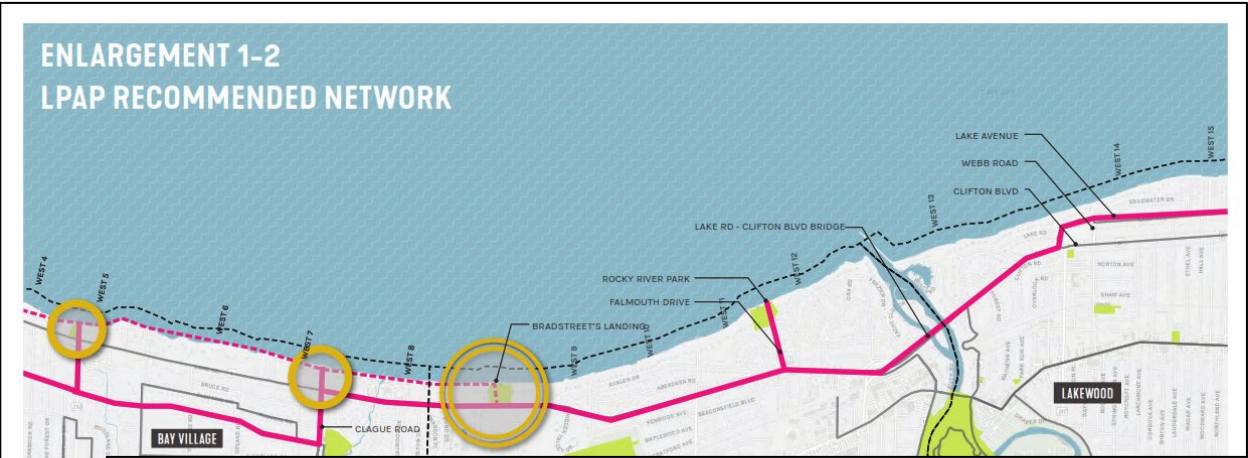
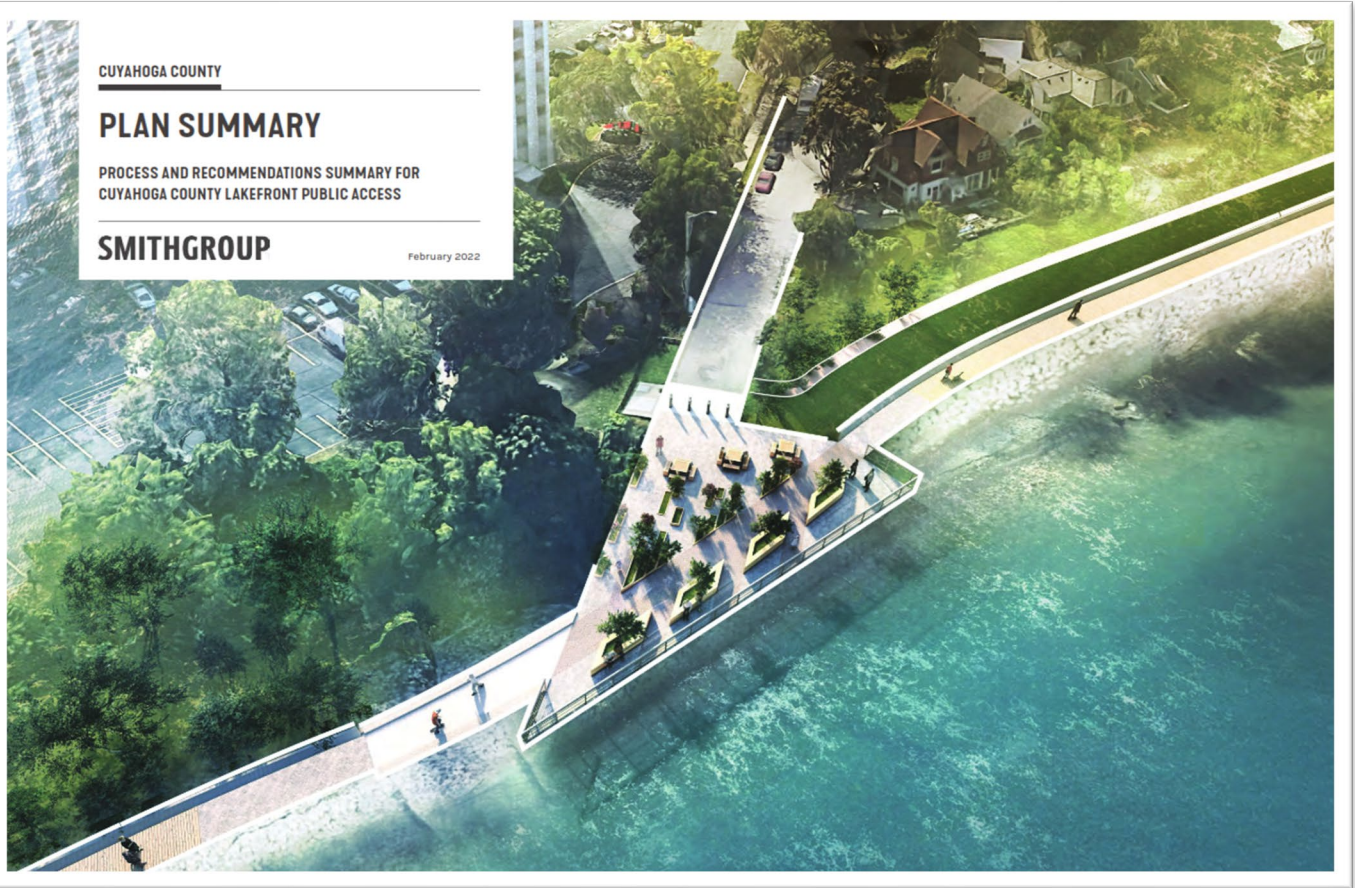
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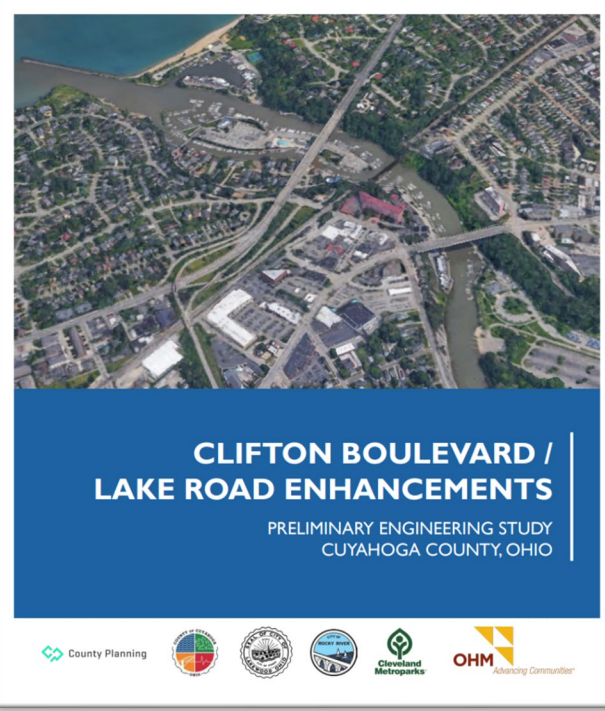
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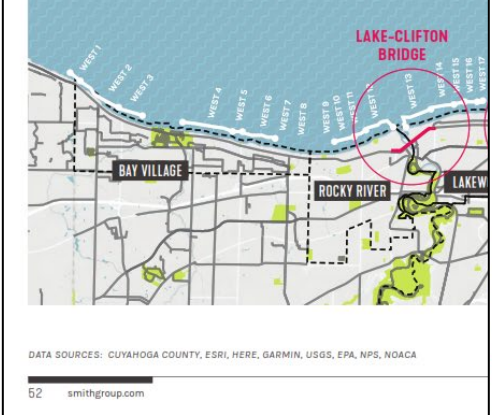
PREVIOUS PLANNING INITIATIVES



CUYAHOGA COUNTY LAKEFRONT PUBLIC ACCESS PLAN (LPAP) 2021



CLIFTON BLVD/ LAKE RD ENHANCEMENTS PRELIMINARY ENGINEERING STUDY 2021



LAKE-CLIFTON BRIDGE

In 2020, a planning study investigated improving infrastructure for bicyclists and pedestrians along Lake Erie, between the Cities of Lakewood and Rocky River. Studies have shown direct personal and economic health benefits for communities with higher active transportation facilities, but currently, a lack of accommodations for bikes and pedestrians along Clifton Boulevard creates an unsafe and uncomfortable environment, discouraging use along this lakefront segment.

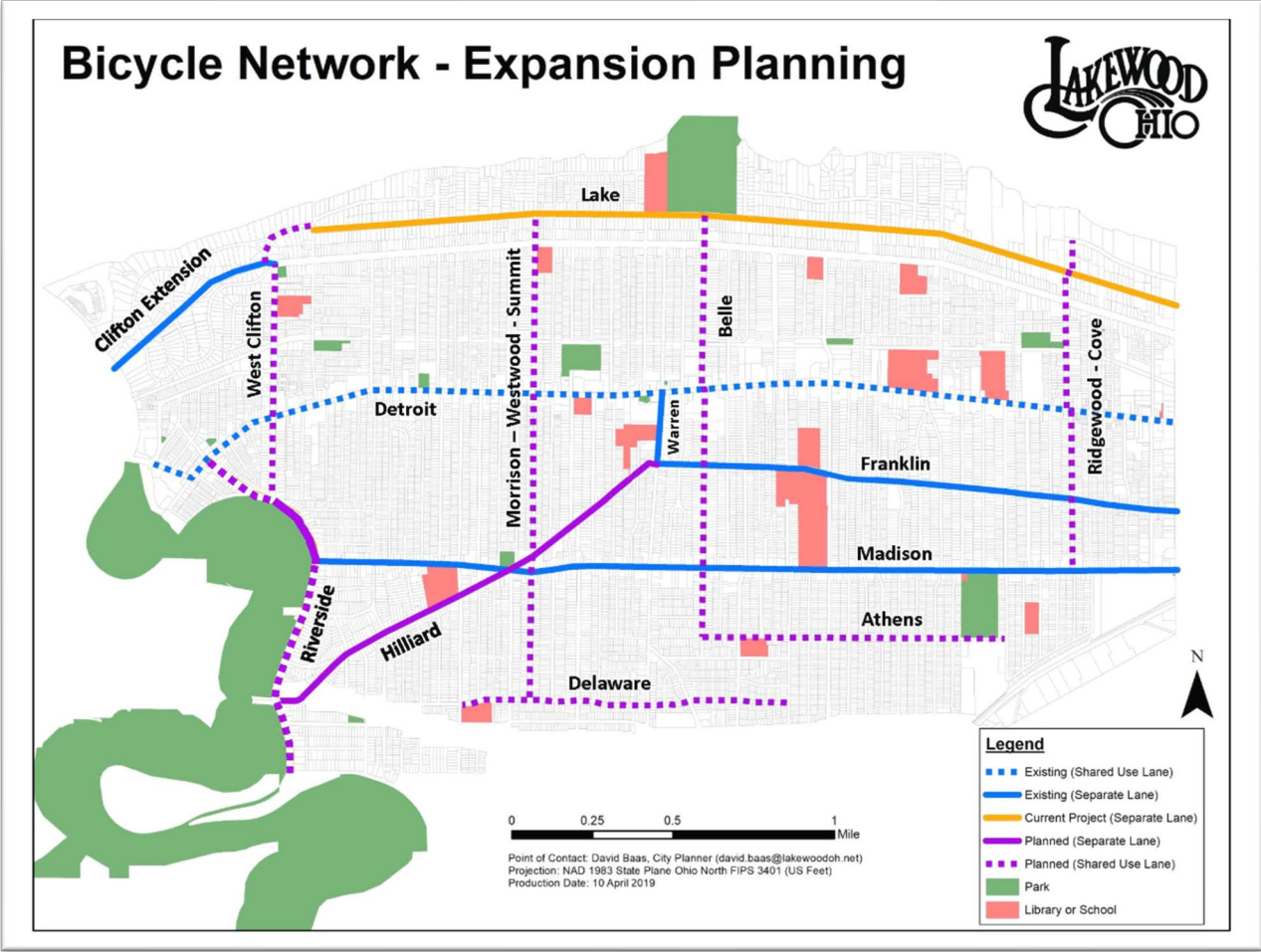
- Access: 1.2 miles
- Budget: \$9-10M
- Status: Conceptual Alternatives (Complete); Preliminary Design & Engineering (2022-2023); Construction (2023-2024); Funding Identification (Ongoing)

CUYAHOGA COUNTY LAKEFRONT PUBLIC ACCESS PLAN

smithgroup.com 53



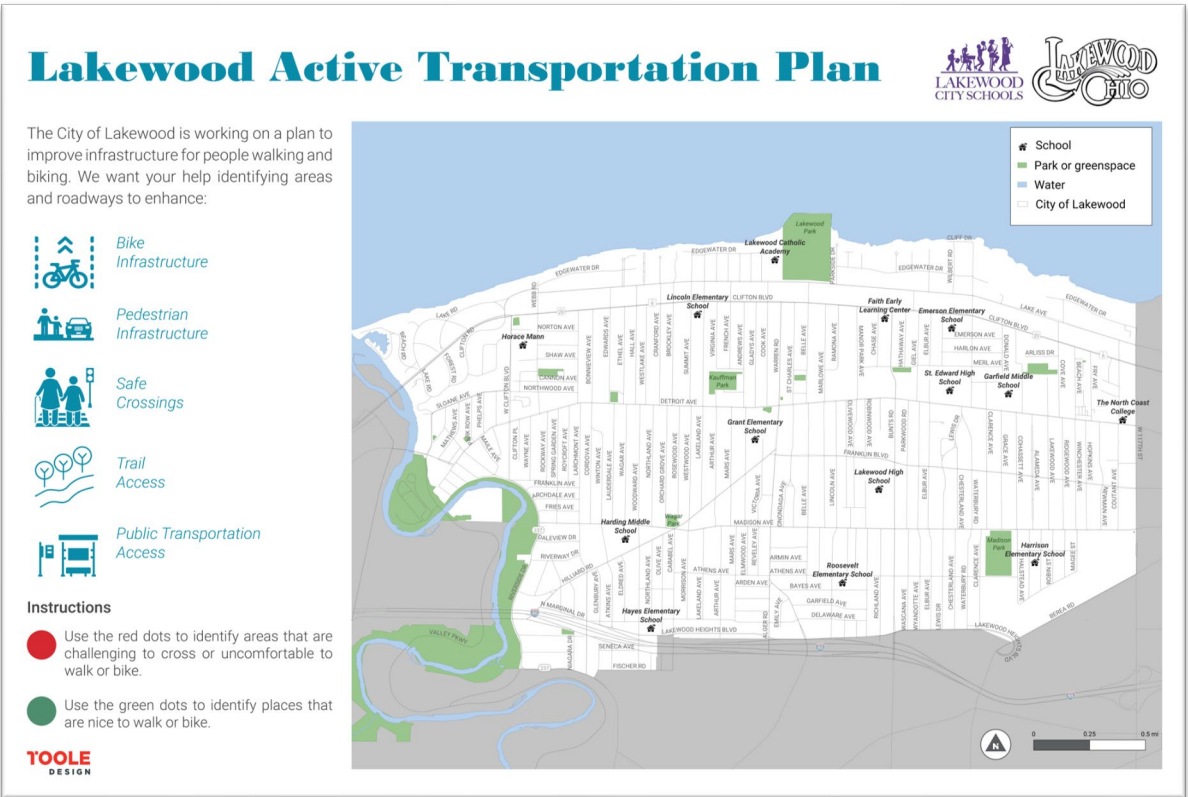
PREVIOUS PLANNING INITIATIVES



LAKEWOOD BIKEWAY PLAN 2019



SAFE STREETS FOR ALL (SS4A), LAKEWOOD 2024



LAKEWOOD ACTIVE TRANSPORTATION PLAN 2024

Big Picture

Regional / Local Connections

BROADER CONNECTIONS PLANNED

- CLEVELAND LAKEFRONT BIKEWAY
- LAKE RD BIKE LANES (LAKEWOOD)

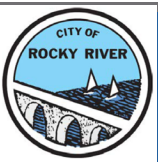
COMMUNITY CONFLUENCE IDENTIFIED A PARTNERSHIP (ROCKY RIVER, LAKEWOOD, CLEVELAND METROPARKS)

FUTURE EMPHASIS ON THE THREE BRIDGES

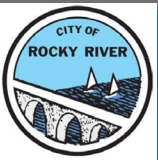
- DETROIT
- HILLIARD
- LAKE-CLIFTON

FUTURE NEIGHBORHOOD CONNECTIONS

- CLEVELAND METROPARKS ROCKY RIVER RESERVATION LOOP
- HILLIARD BLVD BIKE LANES
- W CLIFTON BLVD → DETROIT → RIVERSIDE



EXISTING CONDITIONS







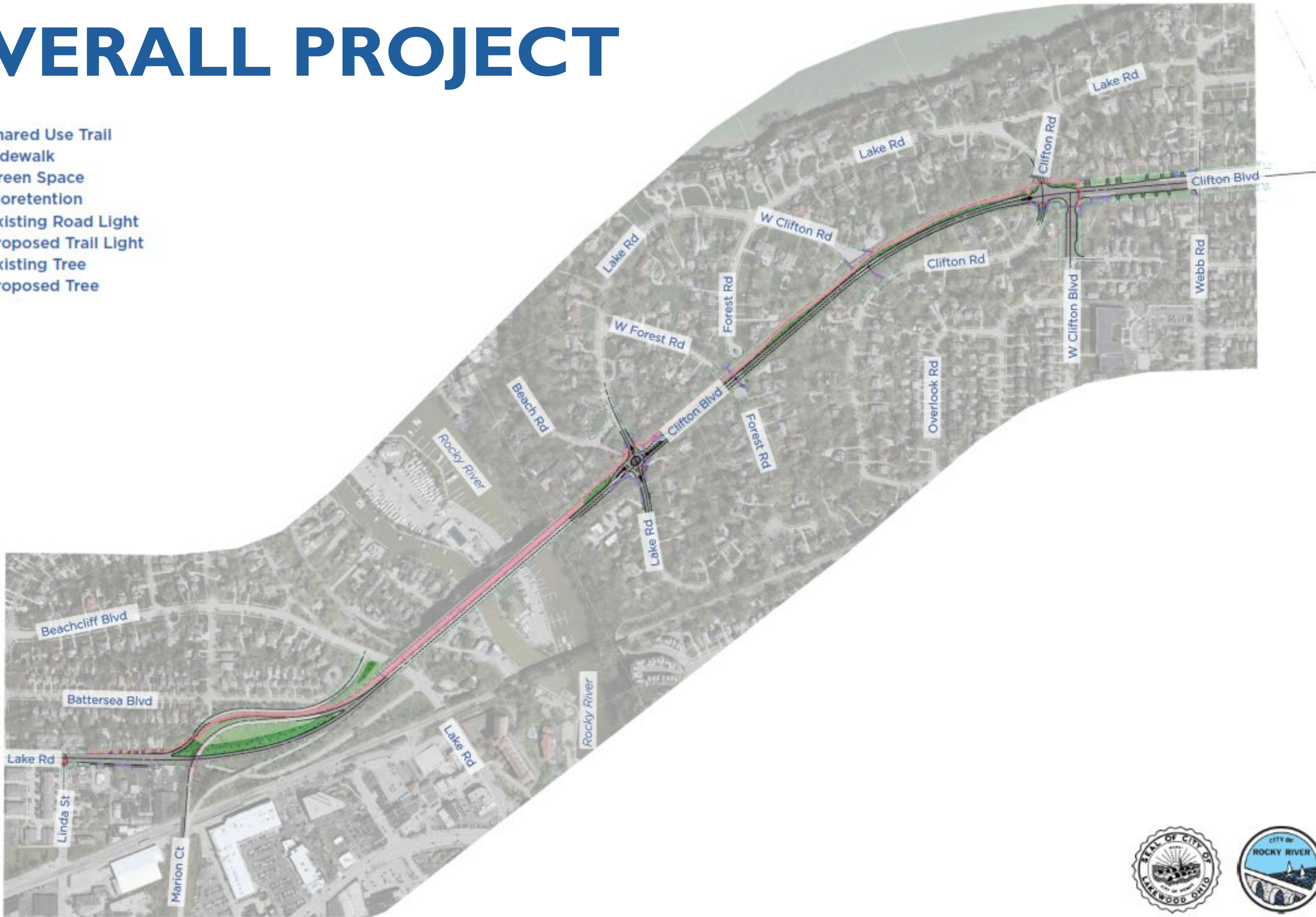




OVERALL PROJECT



- Shared Use Trail
- Sidewalk
- Green Space
- Bioretention
- Existing Road Light
- Proposed Trail Light
- Existing Tree
- Proposed Tree



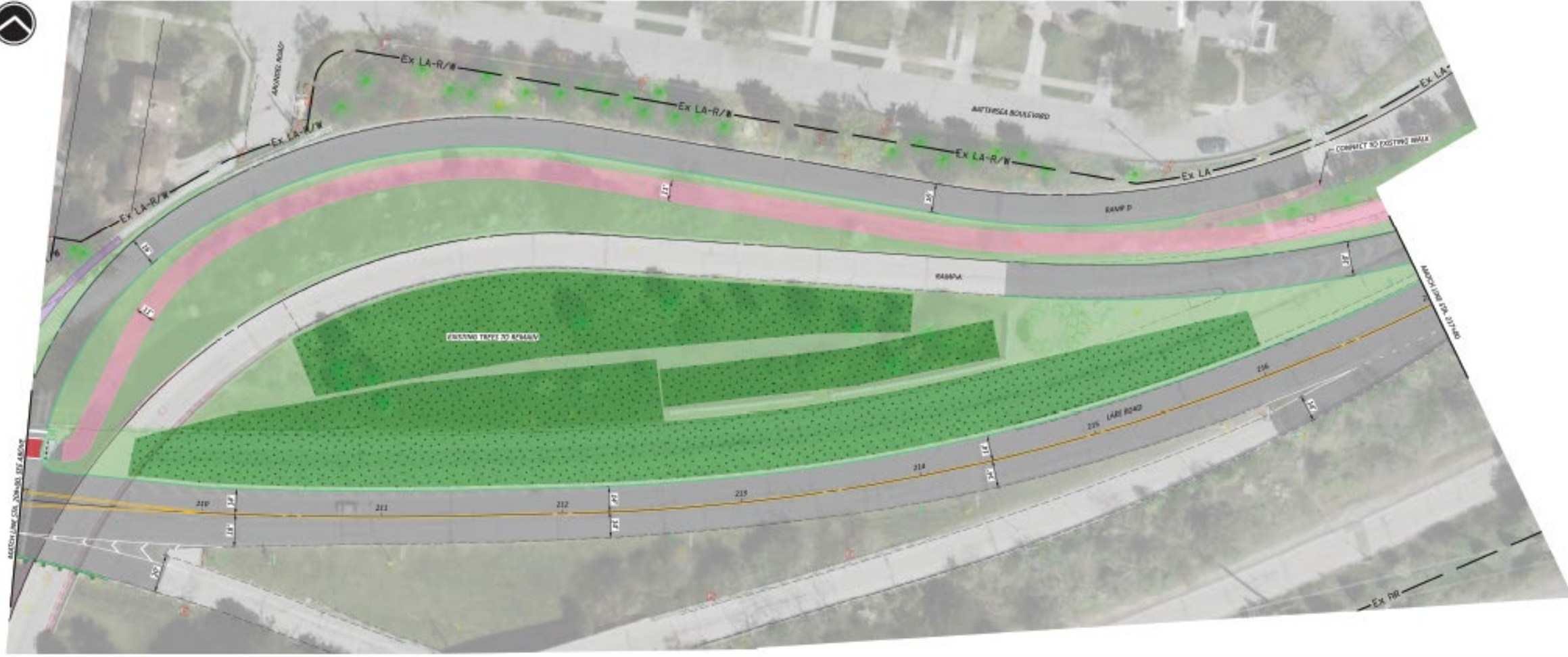


LOCATION MAP

IMPROVED CROSSWALK

INTRODUCTION OF SHARED USE TRAIL

STORMWATER CAPTURE



- Shared Use Trail
- Sidewalk
- Green Space
- Vegetated Filter Strip
- Existing Road Light
- Proposed Trail Light
- Existing Tree
- Proposed Tree

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BRIDGE OVER THE ROCKY RIVER



LOCATION MAP

11' → 28' BIKE/PED SPACE ON BRIDGE

INTRODUCTION OF STREET TREES



- Shared Use Trail
- Sidewalk
- Green Space
- Bioretention
- Existing Road Light
- Proposed Trail Light
- Existing Tree
- Proposed Tree

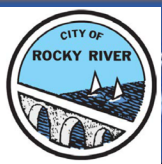
CLIFTON BLVD / LAKE ROAD



ROUNDAABOUT

IMPROVED TRANSIT WAITING ENVIRONMENT

SENSE OF ARRIVAL



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