Great Northern Multi Modal Transportation Plan
Stakeholder Meeting
August 28, 2008

Summary

There is easy access to retail from I-480; the mall is aging and the medians on Country Club Blvd create a negative perception; improving the presentation would allow for revitalization

The I-480/Great Northern Blvd interchange is the gateway to the City, yet the area looks like the back of the mall; not inviting; grass is constantly overgrown

The area in general is not pedestrian or bicycle friendly; the intersection of Great Northern Blvd and Country Club Blvd is awkward and not well signed; pedestrians and bicyclists do not feel safe crossing the street

There are no pedestrian routes around the mall and no connectivity between the mall and strip center

The bike path ends at Great Northern Blvd with no connectivity to the retail area or the nearby Metroparks; there is a perception that it may be unsafe because it is not frequently traveled and it is out of sight

The study area represents the city's main commercial retail hub, yet the retail areas do not seem well connected; shoppers need to drive and park at each location; internal circulation could be improved

Great Northern Blvd is unattractive; pedestrian paths need to be considered in the areas where people would walk to; consider improving signage and installing public art

Mall area is not that congested, only a few days around the holidays; there is a misperception that the mall is a dangerous area

The entire study area needs a cohesive look, a common identity or standard to present the community image as North Olmsted, not just the mall

Despite high density housing and hotel users, no one walks to retail and restaurants; the area does not feel walkable

Landscaping islands, green paths, and trees planted at intervals may encourage walking; existing trees along Country Club Blvd are unattractive; any landscaping would require maintenance

Maintaining the infrastructure and updating the look of the area would be key to encouraging economic development

Underground utilities would have a dramatic positive impact on the image of the area, but would be costly

RICHARD L. BOWEN + ASSOCIATES INC.

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Great Northern Multi Modal Transportation Plan
Transportation for Livable Communities Initiative

Meeting Date: February 19, 2009
North Olmsted City Hall

216.491.9300
FAX.491.8053
13000 SHAKER BLVD.
CLEVELAND, OHIO 44120
ARCHITECTS
ENGINEERS
PLANNERS

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1. **Attendees:**

Technical Advisory Committee:

- Kim Wenger, City of North Olmsted
- Duane Limpert, City of North Olmsted
- Kurt Reddick, Westfield
- Annie Dorsey, Westfield
- Melinda Bartizal, ODOT
- John M. Motl, ODOT
- Cliff Dombrowski, DDR
- Mahmoud Al-Lozi, NOACA
- Marti Pytel, Cuyahoga Seniors Ride
- Melissa Meredith, Planning & Design Commission

Consultants:

- Don Rerko, RLBA
- Bob Reighard, RLBA

2. **Topics:**

- Opening Introduction
- Overall Review of Project
- Brief Review of Deliverable I
- Power Point Presentation for Deliverable II, Plan Development
  - Introduction and Goals of Deliverable II
  - Usage Map
  - Functional Classification
  - Traffic Data
  - Transit Map
  - Pedestrian Disconnect
  - Vehicular and Transit Improvements
  - Bicycle and Pedestrian Improvements
  - Making North Olmsted Cemetery a Destination
  - Aesthetic Road Improvements
  - Next Steps for Finalizing the Plan

3. **Comments and Discussion:**

- Don presented the power point presentation and went through the findings and suggested improvements illustrated and stated therein. The presentation can be seen on North Olmsted's website.
- NOACA was adamant about using updated intersection traffic counts at the peripheral intersections and the intersections inside the study area. Anything older than 3 years is not representative. May want to use new traffic counts to compare with old traffic counts to see the effect of the Crocker-Stearns road extension. NOACA said they can help with new intersection counts by providing the necessary equipment and training personnel.
- ODOT may have traffic counts for certain segments of the study area roads.
- NOACA said that the traffic signal system in the study area is capable of coordination.
- ODOT said that having raised crosswalks at street intersections may present issues for snowplows.
- ODOT thinks RTA bases the installation of bus shelters on the amount of use and the space available. Studies on the effect an improved environment can have on increased usage of public transportation will help the argument for increased/improved bus shelter locations.
- It may help to add community circulator routes to new Recreation Center.
- NOACA has adopted a Regional Bicycle Plan that indicates priority roadways in the region to connect bike paths. Roads on the list include Butternut Ridge Road, Brookpark Road, Columbia Road and Dover Center. The reality of improvements in the bicycle system happening is based on justifying it with the analysis and presenting it to NOACA.
- The LA fence between the bike path and the highway is an ODOT standard but the fence on the north side of the bike path was built because the residents along the bike path had concerns about security. Only about 2/3 of the bike path was built because of complaints by the residents. The fence on the north side of the bike path is now under the control of the city and can be moved or removed.
- ODOT said the city can propose moving the LA fence on the south side of the bike path, near the I-480 on ramp, by proposing a plan and obtaining a permit.
- NOACA standard for bike lane width is five (5) feet.
- NOACA said we should not use the word "congested" to describe street traffic around Great Northern and Country Club Boulevards because the traffic counts are not very high for the road capacity. Level of service analysis would determine if the routes are actually congested.
- NOACA did a travel time study that proved the speeds on the study area roads, particularly Lorain Road, are low.
- Westfield thinks they are pulling a growing number of mall patrons from Lorain County.
- It was asked whether the City would encourage higher density mixed use redevelopment in the study area to support transit, bike and pedestrian accessibility, which as discussed, would be supported by the City's Master Plan.
- It would be nice to have better bicycle access from the northern portions of the city as well.
- A bicycle loop around the study area would be desirable.
- Westfield said they would look at the mall property to see what they can do to help with the bicycle and pedestrian access.

TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

Great Northern Multi Modal Transportation Plan

Transportation for Livable Communities Initiative

Meeting Date: July 14, 2009
North Olmsted Library

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1. **Attendees:**

Technical Advisory Committee:

- Kim Wenger, City
- Duane Limpert, City
- Evan Vlaeminck, Westfield
- John M. Motl, ODOT
- Michelle Johnson, NOACA
- Mahmoud Al-Lozi, NOACA
- Ed Taylor, RTA
- Jim Kastelic, Cleveland Metroparks
- Greg Malone, Planning & Design Commission
- Melissa Meredith, Planning & Design Commission

Consultants:

- Don Rerko, Rerko Architecture
- Bob Reighard, Reighard Design
- David Bowen, RLBA

2. **Topics:**

- Introduction
- Review of Deliverable II and Progress of Deliverable III
  - Power Point Presentation for Deliverable III
  - Comments and discussion throughout the presentation
  - Potential funding sources
  - Next steps to finalizing the plan

3. **Comments and Discussion:**

- Don Rerko presented the power point presentation and went through the findings and suggested improvements illustrated and stated therein. The presentation will be posted on North Olmsted's website.
- RTA recommended the plan clearly express the City's priorities and rationale for proposed improvements. Prioritize both what type of improvements are desired, such as new bus shelters, improved waiting environments, or new routes, and also prioritize what specific projects are most needed within those areas. The goal of the study, as it relates to the transit system, should be to create an action list. Safety issues should be identified first.
- RTA prefers that new shelters are of their stock design. Any shelter should be designed with standard pieces and sizes that are established from existing designs and based on the need at the desired locations. If the City chose a non standard shelter, replacement would be the responsibility of the City. The Transit Waiting Environment program is currently on hold due to funding constraints. Pedestrian access to the new or existing waiting environments is important.

- There are no circulator routes to the Park & Ride.
- NOACA said that the traffic signal timing should accommodate pedestrian and wheelchair crossing at intersections. Specifically noted was the short time allotted to crossing Great Northern Boulevard and the travel in the area by persons in wheelchairs.
- ODOT said that the Ohio Revised Code sets speed limits for various types of roads; however, they may be changed by submitting a study for ODOT approval.
- NOACA indicated there has been a 4%-10% drop in the traffic on state routes (SR 10, SR 17, SR 252) in the study area between 2003-2007. Also, ODOT has identified the Great Northern Boulevard corridor between I-480 and Lorain Road as a hot spot for safety issues. Safety funds could be used for signals or cross walk areas, especially if people with disabilities live in the area. NOACA said there may be a $5M federal fund, administered by the state, which can be applied to for this area. There may be no local match required.
- Regarding the intersection narrowing concept – NOACA recommends ensuring safety forces have evaluated the narrowed intersections for turning movements of safety vehicles. Louisville uses a "bike box" concept which puts the bicyclist in front of the traffic at the approach of the intersection. Signage and awareness is important.
- The consultant indicated the Planning and Design Commission's recent effort not only to include bike racks in development proposals, but also ensuring there is access to them from the public right of way.
- Regarding Dover Center Road – NOACA suggested just striping and marking an area with Bike Route signage because there is not enough width for a standard 5' bike lane on both sides. The ongoing reconstruction efforts provide an opportunity to add the striping as part of the project cost. The City indicated there may be funds available if the project stays on budget. When striping a non-standard width lane, it is important to be careful of catch basins and ensure the area is maintained free of debris. Street print is a new technology used to stripe or demark bike lanes and routes.
- ODOT said regarding the bike lane – if it draws more bicyclists, it tends to slow cars down.
- Regarding Trailhead Park and Great Northern Blvd. – NOACA said there is a federal *Gateway Grant* administered by ODOT that could be applied for.
- Regarding private funding – American Greetings is paying for access to a Park that is being built across the street from their offices. Moen, Westfield and other property owners could be approached.
- Metroparks said that people want bicycle and pedestrian access to the Metroparks, as well as residential and commercial access. The Metroparks is a willing partner to help communities link to the parks. They are starting their master plan update for future capital improvements and will copy the City.
- RTA indicated there is a new funding opportunity available through a partnership of HUD, EPA and ODOT, which links transportation and housing projects. RTA will send information on this grant to the City.
- It was suggested that the existing bike path Northwest of I-480 is not well maintained and is not perceived as safe. If new routes are proposed, the existing bike path could be abandoned. The new route should go up Kennedy Ridge and down Country Club to the newly proposed Trailhead Park.
- NOACA said that the City should be added to the list of potential funding sources.
- NOACA said capital funds may be available to make improvements consistent with the TLCI plans; however the funding is extremely limited. They will consider whether other sources of funding are available for a proposed project. The City should prioritize which areas should be addressed first. The consultant believed that Country Club Boulevard was a first priority, followed by Butternut Ridge Road and Great Northern Boulevard.

RICHARD L. BOWEN + ASSOCIATES INC.

PUBLIC MEETING MINUTES

Great Northern Multi Modal Transportation Plan
Transportation for Livable Communities Initiative

Meeting Date: March 19, 2009
North Olmsted Library

216.491.9300
FAX.491.8053
13000 SHAKER BLVD.
CLEVELAND, OHIO 44120

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1. **Attendees:**
   See attached sign in sheets

2. **Topics:**

   - Opening Introduction – Mayor Thomas O'Grady
   - Overall Review of Project – Kim Wenger
   - PowerPoint Presentation for Plan Development – Don Rerko
     - Introduction and Goals of Deliverable II
     - Usage Map
     - Functional Classification
     - Traffic Data
     - Transit Map
     - Pedestrian Disconnect
     - Vehicular and Transit Improvements
     - Bicycle and Pedestrian Improvements
     - Making Butternut Ridge Cemetery a Destination
     - Aesthetic Road Improvements
     - Next Steps

3. **Comments and Discussion:**

   - Don made the PowerPoint presentation, going through the findings and suggesting improvements illustrated and stated therein. The plan incorporated new data provided by NOACA since the Technical Advisory Committee meeting. The presentation will be available on North Olmsted's website. Attendees were provided comment/suggestion forms and email addresses to offer feedback.
   - It was asked, as much of the plan dealt with cooperation with RTA, if they were consulted to get their input and buy in. Don stated the plan was submitted to Maribeth Feke of RTA who will provide comments.
   - It was suggested that turns onto Butternut Ridge Road from Great Northern Blvd. be restricted during high traffic time periods through the use of signs. Don replied that we are talking with ODOT about the possibilities and ramifications of timing traffic lights and limiting turning.
   - It was suggested that there be a multi-purpose path, with a green buffer between the road and the path, instead of bike lanes down Cedar Point Road to the Metroparks.

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- It was suggested that Butternut Ridge Road be repaved without curbs and reduce the speed limit from 35 mph to 25 mph. The City will explore funding and other possible ramifications of changing the speed limit.
- There were complaints about the poor condition of many sidewalks in the area. It was suggested that sidewalk repair is a homeowner's obligation. In the City of Westlake a program was instituted to cite homeowners for sidewalks in poor condition and make significant repairs.
- There is poor storm drainage along Butternut Ridge Road.
- It was suggested to cap Butternut Ridge Road at Lorain/Porter Roads or otherwise prohibit access onto Butternut to eliminate cut through traffic. Dover Center could be continued as a through street to the high school.
- It was suggested that curbs on Butternut Ridge Road would help slow down traffic.
- Moving the Recreation Center is a good idea; it is not very usable where it is.
- It is dangerous where the existing bike path crosses Butternut Ridge Road. We will look at ways to limit crossing by utilizing the nearby traffic light to the west.
- Safety and the need for ongoing maintenance of the existing bike path was a concern.
- It was stated that there should be a multi-purpose bike path, along Butternut Ridge Road, separated from the road by a green buffer to protect pedestrians from traffic. A resident said he has seen vehicles drive on the tree lawn to pass other vehicles.
- RTA should add more circulator routes with smaller vehicles to ease traffic and make it easier to get around.
- It gets very congested near Columbia and Cedar Point Road.
- There were many complaints about the congestion at the intersection of Butternut Ridge Road and Great Northern Blvd. It was suggested that we find a way to split the congestion at the intersection of Country Club Blvd. and Victoria Lane.
- It was suggested that the addition of a traffic signal at the intersection of John Road and Fitch Road in Olmsted Township will lessen traffic on Butternut by encouraging the flow of vehicles down 252 to John Road.
- One said that we should not change anything.

PUBLIC PRESENTATION – DELIVERABLE III
MEETING MINUTES

Great Northern Multi Modal Transportation Plan

Transportation for Livable Communities Initiative

Meeting Date: July 29, 2009
North Olmsted Library
6:30pm

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1. Attendees:

Steering Committee and Technical Advisory Committee Members:

- Kim Wenger, City
- Duane Limpert, City
- Paul Barker, Ward 2 Council
- Nicole Dailey Jones, Ward 3 Council
- Michelle Johnson, NOACA
- John Motl, ODOT
- Melinda Bartizal, ODOT
- Ed Taylor, GCRTA
- Kurt Reddick, Westfield
- Greg Malone, Planning & Design Commission
- Melissa Meredith, Planning & Design Commission
- Tim Ulewicz, Resident

Consultants:

- David Bowen, RLBA
- Don Rerko, Rerko Architecture
- Bob Reighard, Reighard Design

See sign in sheets for complete list of attendees

2. Topics:

- Introductions
- Presentation
  - Power Point Presentation for Deliverable III
  - Potential funding sources
  - Next steps to finalizing the plan
  - Comments and discussion

3. Comments and Discussion:

- Don Rerko made the presentation and went through the findings and suggested improvements illustrated and stated therein. The presentation will be posted on North Olmsted's website.
- NOACA indicated that they could help North Olmsted with appropriate traffic signal timing as a free service.
- It was asked if there were any studies conducted or standards on how far a bus stop should be from a residence or a retail destination. The response was ¼ mile which is approximately a 5 minute walk.
- Interest was expressed to have bike racks in front of the retail and restaurant locations; possibly achieving this by occupying one or two parking spaces for bike parking. One resident requested

not to use handicap spaces. If bike racks are required by the Planning and Design Commission, they should be enforced. People should be educated that bikes have the right of way as drivers disregard bikers. Also, residents should keep landscaping trimmed to keep sidewalks clear.

- A Country Club Road resident said she doesn't see any cyclists and asked if studies had been done about how many people bicycle in the city. The response was that by making the roads and area more bicycle and pedestrian friendly, bicycle use and acceptance of it will be encouraged. Another resident said the bike path is heavily used.
- It was asked, if this system of parks and bikeways is built, will the city be able to maintain it. There are examples of poor maintenance across the city, such as a number of lights not maintained by CEI. One idea is to create an adopt-a-spot program to assist the city.
- Some of the median curbing on Country Club Boulevard near Victoria Lane is short and sharp; it needs to be more noticeable for drivers.
- There was discussion about the lack of maintenance on the existing bike path that runs along I-480. It is overgrown in places such that it is not passable by bicyclists going each direction.
- It was mentioned that Westlake has a water truck that waters trees and plants on Hilliard. A suggestion was to have some way (biodegradable root ball containers, for example) to maintain trees in the early stages so they don't die.
- A resident questioned the functional classification of Butternut Ridge Road and recommended reducing the classification in order to reduce traffic. ODOT pointed out that a high school, middle school, and an elementary school are on that road in addition to the library; accessibility to those destinations and the highway and state routes is essential. It was also pointed out that Butternut Ridge Road is eligible for federal dollars because of its functional classification. It was noted that stormwater drainage would need to be addressed with any construction project.
- It was asked what steps are being taken to reduce the Butternut Ridge Road speed limit to 25mph. The response was that there needs to be an engineering study conducted which would show the impact of the speed limit reduction which is not part of this planning process. A resident recommended that new traffic studies should incorporate the hour of 6pm to 7pm as that is when work commuters arrive home. The response was that the studies were conducted during a normal representative time period and can be taken as accurate.
- Potential funding sources were discussed. ISTEA has no funding; however there are funds available through the STP Enhancement Fund, New Transportation Fund, and Safe Routes to Schools.
- A resident asked if it was legal to ride a bike on the sidewalk; and if so, why is there a need for a bike lane and a sidewalk. The response was that it is reasonable for families with small children to ride on the sidewalk but the bike lane will take the faster riders off the sidewalk, making it safer for pedestrians and other riders while increasing awareness for vehicular traffic.
- The issue of limiting right turns onto Butternut Ridge Road was discussed. NOACA responded that the city cannot improve a level of service on one roadway by degrading a level of service on another roadway. Limiting right turns could have the impact of backing up traffic in other parts of the city.
- There was a suggestion to barricade Butternut Ridge Road. This was dismissed for life safety issues.
- The Library asked if there was an expectation to increase the number of bike racks at destinations and places of public accommodation, and if so, how would it be funded. It was said that there could be grant dollars that could be pursued for the installation of bike racks.
- It was suggested that if there was a light at John Road and Fitch Road in Olmsted Township that some traffic may be routed to John Road, alleviating traffic on Butternut Ridge Road.
- The idea was proposed to consider routing the existing bike path under Butternut Ridge Road at I-480, if there is enough room to buffer the highway from the bike path.

- The status of transit circulator routes was questioned. RTA said it is likely that all circulator routes will be cut. Despite this, the plan needs to be cohesive for the future. RTA is invested in what is being proposed, but the current economic climate dictates the cuts. The transit waiting environment program was mentioned.
- There was concern that the bike crossing at the light at Kennedy Ridge and Butternut Ridge Roads is not safe because vehicles turning onto Butternut do not yield to pedestrians and bicyclists. A resident commented that crossing at the path felt safer than crossing at the light where there is more traffic going in different directions that may not yield to a bike or pedestrian.
- If bike paths are constructed along Butternut Ridge Road, the road will turn into two lanes across the I-480 bridge plus the bike lanes. The right turn lanes would have to be eliminated.
- Marvin Stotz' 15 comments – emailed.
- There was much discussion about educating the public about pedestrian and bicycle safety. NOACA said they offer safety education programs.
- Several residents spoke in support of lowering the speed limit on Butternut Ridge Road from 35mph to 25mph.
- There were concerns about safety on the existing bike path; it was questioned whether the area could be patrolled by bike police.

PUBLIC PRESENTATION – DELIVERABLE IV
MEETING MINUTES

Great Northern Multi Modal Transportation Plan

Transportation for Livable Communities Initiative

Meeting Date: December 9, 2009
North Olmsted City Hall – Council Chambers
7:15pm

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1. **Attendees:**

- Kim Wenger, City of North Olmsted
- Bryan O'Malley, City of North Olmsted
- Dale Mitchell, City of North Olmsted
- Donna Rote, City of North Olmsted
- John Motl, ODOT
- Ralph Bohlmann, PDC
- Jim Cotner, PDC
- Greg Malone, PDC
- Melissa Meredith, PDC
- Don Rerko, PDC
- Angela Williamson, PDC
- Butternut Ridge Road residents

Consultants:

- David Bowen, RLBA
- Pietro DiFranco, RLBA/City Engineer
- Melanie Lewis, RLBA
- Paul Vernon, Cleveland Urban Design Collaborative, Kent State University

2. **Topics:**

- Power Point Presentation for Deliverable IV
- Recommended studies and capital improvement recommendations
- Potential funding sources & rough order of magnitude cost estimates
- Comments and discussion

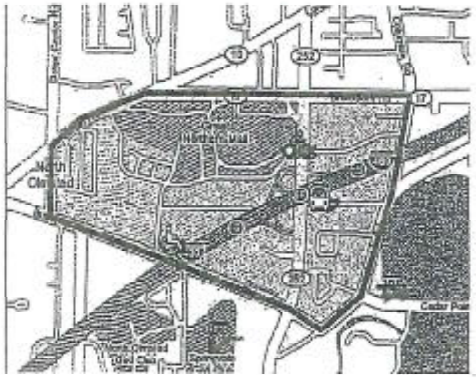
3. **Comments and Discussion:**

- Based on past experience and knowledge as City Service Director, Mr. Bohlmann suggested increasing the cost estimate for Butternut Ridge Road improvements to include items such as underground utilities, sidewalks, etc.
- Melissa Meredith reiterated her previous feedback to investigate potential funding from the Cuyahoga County Board of Health.
- Don Rerko suggested expanding executive summary to include the outcomes and recommendations of study.

- Residents of Butternut Ridge Road expressed their concern regarding small children riding bicycles in the roadway, along vehicular traffic.
    - Response: Children 12 and under may continue to ride bicycles on the sidewalk.
- Residents of Butternut Ridge Road suggested widening existing sidewalk, instead of adding a dedicated bike lane.
    - Response: A dedicated bike lane was suggested to preserve existing trees, and improve safety by adding curbs and the intent to calm vehicular traffic.
- Residents of Butternut Ridge Road questioned whether there is enough existing right-of-way and width of the bridge over I-480 to accommodate the proposed bike lanes.
    - Response: Although detailed surveying and engineering has not been performed yet, based on preliminary research & planning, the existing 80-foot right-of-way is sufficient to accommodate the proposed bike lanes without acquiring additional right-of-way. In addition, the bridge over I-480 currently has 2 lanes of traffic in each direction, however all lanes are not currently utilized. The intent is to remove one vehicular lane, and use the width to create two bike lanes.

Great Northern Multi Modal Transportation Plan

The City of North Olmsted is underway with a project to analyze existing transportation system issues and propose improvements in the City's mixed use center. The project consists of transit, bicycle, pedestrian and streetscape elements.



Increasing transportation options will better connect residents to resources such as employment, public transportation, shopping, and parks and recreation. Transportation and streetscape enhancements will improve access to business, encourage new development, and create a strong visual gateway to the community.

For more information or to learn how to get involved, contact the North Olmsted Planning Department at 440-777-8000.

Richard L. Bowen + Associates
Project Consultant

Northeast Ohio Areawide Coordinating Agency
Project Sponsor

"THERE'S NO PLACE LIKE HOME"

THE 63RD ANNUAL
NORTH OLMSTED HOMECOMING FESTIVAL

North Olmsted Park
August 21-24 2008

Great Northern Multi Modal Transportation Plan

PUBLIC MEETING

DATE: March 19, 2009

TIME: 6:30 p.m.

PLACE: North Olmsted Library
27403 Lorain Road

This study includes recommendations to:

- Improve the safety and efficiency of traffic flow -
- Encourage transit use and alternative transportation forms -
- Enhance the appearance of City streetscapes -
- Promote bicycle access through bike lanes and routes -
- Encourage walking and pedestrian connections -

The meeting will include a presentation followed by public questions and comment.

City of North Olmsted
Mayor Thomas O'Grady

Questions? Call the Planning Department at 440-716-4134 or visit www.north-olmsted.com/planning.cfm.

Great Northern Multi Modal Transportation Plan

PUBLIC MEETING

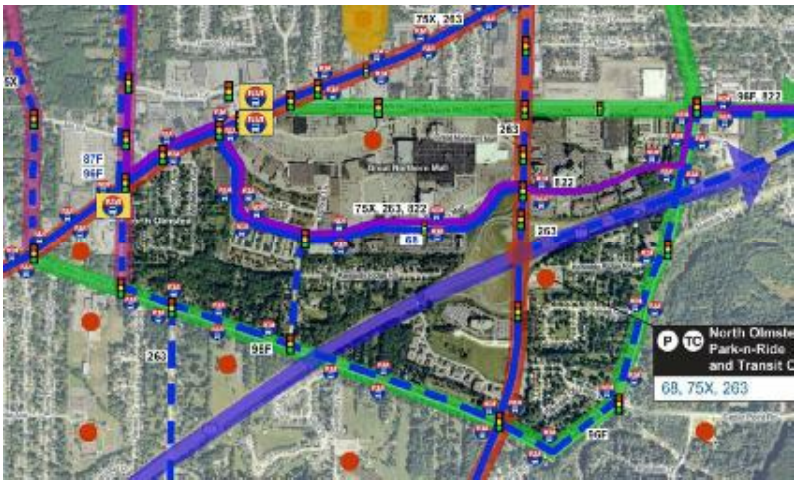
DATE: July 29, 2009

TIME: 6:30 p.m.

PLACE: North Olmsted Library
27403 Lorain Road

Presentation of recommendations to:

- Improve the safety and efficiency of traffic flow -
- Encourage transit use and alternative transportation forms -
- Enhance the appearance of City streetscapes -
- Promote bicycle access through bike lanes and routes -
- Encourage walking and pedestrian connections -



City of North Olmsted
Mayor Thomas O'Grady

Questions? Call the Planning Department at 440-716-4118
or visit www.north-olmsted.com/planning.cfm.

Appendix C

Great Northern Multi Modal Transportation Plan

Final Presentation
December 9 2009

CITY OF NORTH OLMSTED NOACA BOWEN

North Olmsted's 7,512 Acres are located southwest of Cleveland in an area that during the 1800's was once part of the Connecticut Western Reserve.

Study area focused on the 693 Acres at the city's center considered the "heart" of North Olmsted.

NOACA grant was awarded through the Transportation of Livable Communities Initiative (TLCI)

Goals include:

- Enhance quality of life for residents
- Improve vehicular traffic flow
- Heighten aesthetic interest of the area
- Facilitate bicycle and pedestrian options and improve connectivity
- Advance safety and efficiency of transportation systems

Data Collected

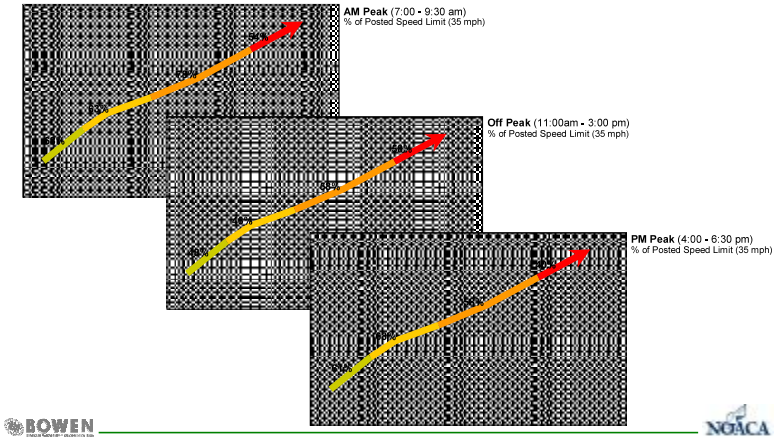
- Points of destination in red
- High commercial density creates barrier for bicycle & pedestrian connectivity
- Large amount of multi-family
- Destinations vary based on local or regional traffic
- Disconnect of schools and civic buildings from the recreation center

CITY OF NORTH OLMSTED — *FUNCTIONAL CLASSIFICATION*

- Used ODOT Classifications
- Limited cross-city connecting access
- Vehicular traffic is main access to retail district
- Local and regional destinations contribute to traffic density at varying times of the day/week.
- Country Club Blvd sustains heavy volume of traffic

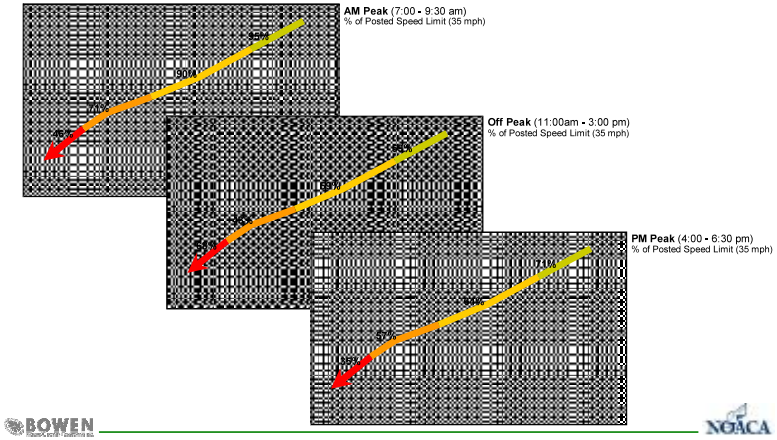
BOWEN NOACA

CITY OF NORTH OLMSTED — *LORAIN EASTBOUND TRAVEL TIME DATA*



BOWEN NOACA

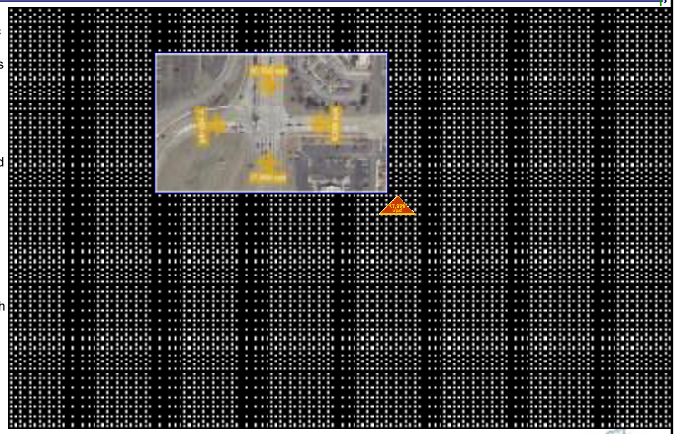
CITY OF NORTH OLMSTED — *LORAIN WESTBOUND TRAVEL TIME DATA*



BOWEN NOACA

CITY OF NORTH OLMSTED — *TRAFFIC DATA*

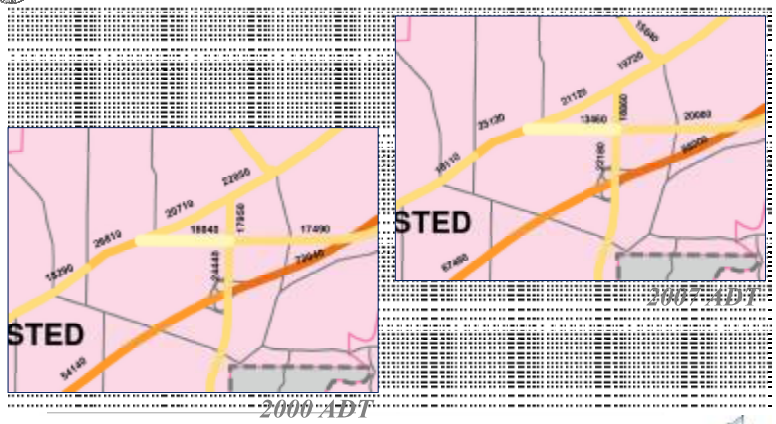
- 1998 – 2002 Traffic Counts
- Major arterial routes support vehicular patterns similar to principal arterial roadways
- Lorain Road and northern portion of Great Northern Blvd congestion cause additional traffic to Butternut Ridge Rd
- Country Club Blvd supports heavy traffic as well as significant bus routes
- There are 17,998 vpd passing through Country Club and Great Northern intersection
- This is the highest vehicle count in the area



BOWEN NOACA

CITY OF NORTH OLMSTED

ODOT TRAFFIC FLOW COUNTS

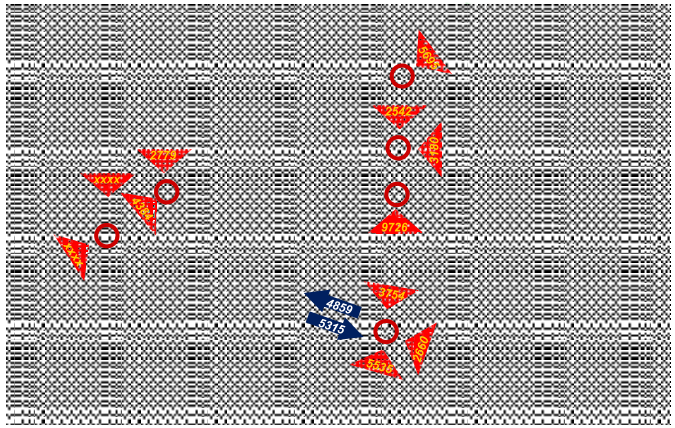


BOWEN

NOACA

CITY OF NORTH OLMSTED

NEW TRAFFIC STUDIES



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NOACA

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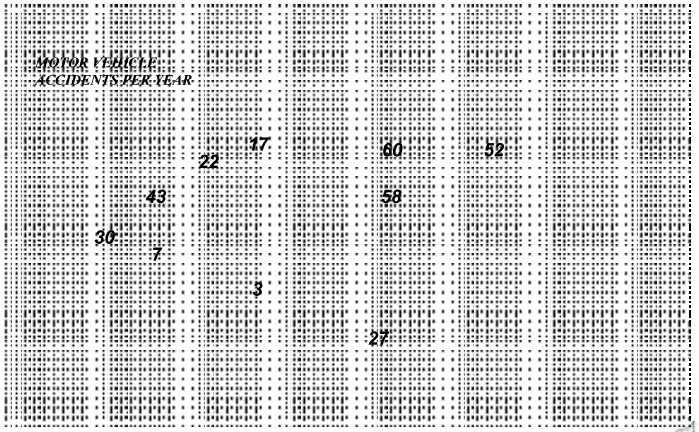
TRAFFIC DATA – MOTOR VEHICLE ACCIDENTS

MOTOR VEHICLE ACCIDENTS PER YEAR



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TRANSIT MAP

- Reduce single occupancy vehicle use
- Poor connection from the bus stops to the retail centers
- There is a lack of public transportation to senior center
- Lack of shelters and dated appearance of existing shelters

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PEDESTRIAN DISCONNECT

- Disconnected bike paths prohibits bike use
- Absence of pedestrian sidewalks prohibits pedestrian traffic
- Pedestrian disconnect from hotels to retail & restaurants
- Lack of pedestrian connection to mall and retail center
- Lack of curb edge dangerous to bikes
- Great Northern Blvd is pedestrian unfriendly
- Deteriorating condition of Country Club Blvd

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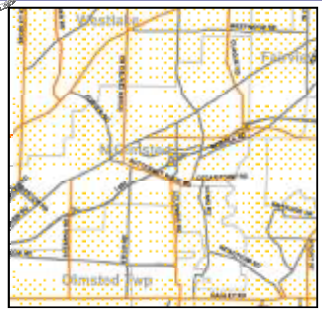
NOACA BICYLE PRIORITY PLAN



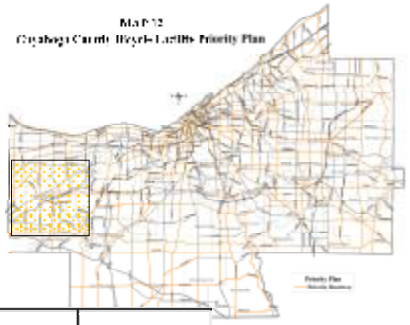
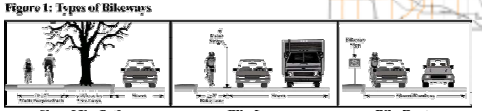


Figure 1: Types of Bikeways



Shared Use Path | Bike Lane | Bike Route

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Committee Feedback

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STEERING COMMITTEE MEETING COMMENTS

The following are general comments from the Steering Committee Meetings

- Children walking too close to Butternut Rdige Road
- Riding your bike to North Olmsted Park is desired
- A grant / funding source list to be added to the plan
- Sculpture could be added along roadways for visual interest, instead of landscaping or potted plants like in Buffalo, NY
- Several felt it was advantageous to move the Recreation Center to a location adjacent to the civic triangle
- It is more feasible to combine the Senior Center with the Recreation Center than to add circulator bus routes to the Senior Center
- Desire was expressed for continuous sidewalk behind DDR's strip center
- Some proposed improvements, such as the bike extension to the mall / strip area, will require cooperation by private property owners
- Connecting physically and visually to the Metroparks
- Butternut Ridge Road and adjacent sidewalks need repair
- The bridge over I-480 is not friendly to walk across and nearly impassable when it snows
- Lighted signage may help with the feeling of security and traffic calming – could use solar powered LEDs
- There is a perception that there is a lack of activities in the area other than "retail therapy"
- There was favorable discussion about the creation of pocket parks. The cemetery on Butternut Ridge could be improved to be a pocket park or an improved stop along the bike route
- Bike and pedestrian links to businesses could be requested of projects submitted to the Planning and Design Commission

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The following are general comments from the Stakeholders Meetings

- There is easy access to retail from I-480; the mall is aging and the medians on Country Club Blvd create a negative perception; improving the presentation would allow for revitalization
- The I-480 / Great Northern Blvd interchange is the gateway to the City, yet the area looks like the back of the mall; not inviting; grass is constantly overgrown
- Underground utilities would have a dramatic positive impact on the image of the area, but would be costly
- The area in general is not pedestrian or bicycle friendly; the intersection of Great Northern and Country Club Blvds is awkward and not well signed; not safe for bicycles and pedestrians
- There are no pedestrian routes around the mall and no connectivity between the retails
- The bike path ends at Great Northern Blvd with no connectivity to the retail area or the nearby Metroparks; there is a perception that it is unsafe because it is not frequently traveled and out of sight
- Great Northern Blvd is unattractive; consider improving signage and installing public art
- Mall is not that congested, only a few days around the holidays; there is a misperception that the mall is a dangerous area
- The entire study area needs a cohesive look, a common identity or standard to present the community image as North Olmsted, not just the mall
- The study area represents the city's main commercial retail hub, yet the retail areas do not seem well connected; shoppers need to drive and park at each location; internal circulation could be improved
- Despite high density housing and hotel users, no one walks to retail and restaurants; the area does not feel walkable
- Landscaping islands, green paths, and trees planted at intervals may encourage walking; existing trees along Country Club Blvd are unattractive; any landscaping would require maintenance
- Maintaining the infrastructure and updating the look of the area would be the key to encouraging economic development

The following are general comments from the Technical Advisors Committee (TAC) Meetings

- Updated traffic counts at peripheral intersections and intersections inside study area are important. Anything older than 3 years is not representative
- May want to use new traffic counts to compare with old, to see effect of the Crocker-Stearns road extension. ODOT may have traffic counts for certain segments of study area roads
- The traffic signal system in the study area is capable of coordination
- ODOT indicated that the bike lane – if it draws more bicyclists it tends to slow cars down
- ODOT thinks that RTA bases the installation of shelters on use and space available. Studies on the effect that an improved environment can have on increased usage of public transportation will help the argument for increased / improved bus shelter locations
- It may help to add community circulator routes to the new Recreation Center
- NOACA has adopted a Regional Bicycle Plan that indicates priority roadways in the region to connect bike paths. Roads on the list include Butternut Ridge, Brookpark Road, Columbia Road and Dover Center
- Regarding Trailhead Part at Great Northern Blvd – NOACA noted that there is a Federal Gateway Grant that is administered by ODOT
- RTA requested that the City prioritize improvements desired
- Metroparks indicated that bicycle and pedestrian access is desired and are willing to help partner with communities to provide links to parks. Will forward a copy of their updated master plan to the City
- NOACA did a travel time study that proved that speeds on study area roads, particularly Lorain Road, are low
- It was asked whether the City would encourage higher density mixed used redevelopment in the study area to support transit, bike and pedestrian accessibility, which as discussed, would be supported by the City's Master Plan
- It would be nice to have bicycle access from the northern parts of the City as well. A bicycle loop would be desired
- RTA indicated a funding opportunity in partnership with HUD, EPA and ODOT, which links transportation to housing projects
- Westfield said that they would look at the mall property to see what they can do to help with bicycle and pedestrian access

The following are general comments from the Public Meetings

- It was asked, as much of the plan dealt with cooperation with RTA, if they were consulted to get their input and buy in.
- It was suggested that turns onto Butternut Ridge Road from Great Northern Blvd. be restricted during high traffic time periods through the use of signs.
- Provide a multi-purpose path, with a green buffer between the road and the path, instead of bike lanes down Cedar Point Road to the Metroparks.
- Butternut Ridge Road be repaved without curbs and reduce the speed limit from 35 mph to 25 mph. The City will explore funding and other possible ramifications of changing the speed limit.
- There were complaints about the poor condition of many sidewalks in the area. It was suggested that sidewalk repair is a homeowner's obligation. In the City of Westlake a program was instituted to cite homeowners for sidewalks in poor condition and make significant repairs.
- There is poor storm drainage along Butternut Ridge Road.
- Cap Butternut Ridge Road at Lorain/Porter Roads or otherwise prohibit access onto Butternut to eliminate cut through traffic. Dover Center could be continued as a through street to the high school.
- Curbs on Butternut Ridge Road would help slow down traffic.
- Moving the Recreation Center is a good idea; it is not very usable where it is.
- It is dangerous where the existing bike path crosses Butternut Ridge Road. We will look at ways to limit crossing by utilizing the nearby traffic light to the West.
- Safety and the need for ongoing maintenance of the existing bike path was a concern.
- It was stated that there should be a multi-purpose bike path, along Butternut Ridge Road, separated from the road by a green buffer to protect pedestrians from traffic. A resident said he has seen vehicles drive on the tree lawn to pass other vehicles.
- RTA should add more circulator routes with smaller vehicles to ease traffic and make it easier to get around.
- It gets very congested near Columbia and Cedar Point Road.
- There were many complaints about the congestion at the intersection of Butternut Ridge Road and Great Northern Blvd. It was suggested that we find a way to split the congestion at the intersection of Country Club Blvd. and Victoria Lane.
- It was suggested that the addition of a traffic signal at the intersection of John Road and Fitch Road in Olmsted Township will lessen traffic on Butternut by encouraging the flow of vehicles down 252 to John Road.
- One said that we should not change anything.

Study Recommendations

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GOALS

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CONNECTIVITY

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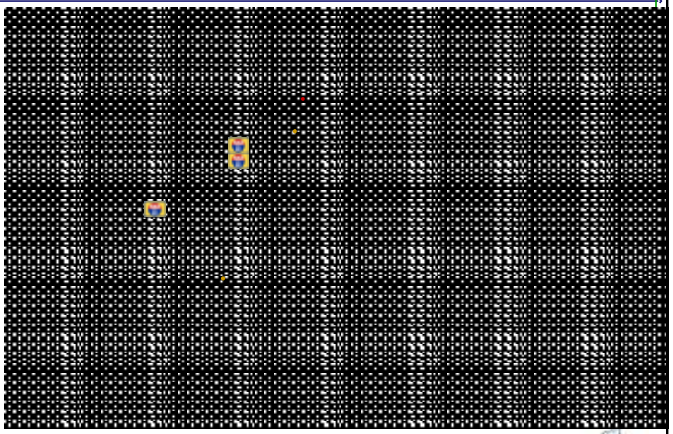
VEHICULAR IMPROVEMENTS

- Great Northern Blvd/Brookpark Road Safety Audit
- Traffic signal timing
- Study speed limit modification on Butternut Ridge
- Lorain/Butternut & Lorain/Brookpark Improvement Studies



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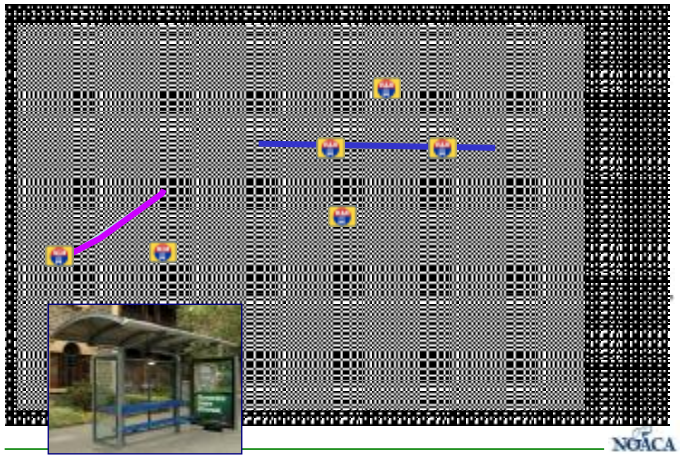
TRANSIT IMPROVEMENTS

- Possible new or improved bus routes
- Possible new or revitalized waiting environments



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CITY OF NORTH OLMSTED — *ENHANCED CONNECTIVITY*

- Increase pedestrian activity among retail
- Provide connection to Recreation Center
- Enhance space with pocket parks and landscaping at parking areas
- Addressed pedestrian access and aesthetic image along Country Club Blvd

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CITY OF NORTH OLMSTED — *BICYCLE & PEDESTRIAN IMPROVEMENTS*

- Addition of points of interest on paths
  - Gathering areas
  - Signage
  - Benches
  - Trash receptacles
  - Water fountains
  - Exercise stations
- Lighting
- Sign package
- Public art adds a sense of safety
- Entertainment and events
  - Art exhibitions
  - Farmer's market
  - Outdoor movies
  - Outdoor concerts
  - Run, bike, rollerblade, walk
  - Outdoor ice rink
  - Holiday events
- Utilize green space
  - Art exhibitions
  - Pocket parks
  - Golf Course
  - Cemetery
  - End of existing bike path
  - Library
- Park-n-ride, car pool area or bike-n-ride
- Bike racks at key areas of interest and bus stops
- Access to key locations for bikes and pedestrians

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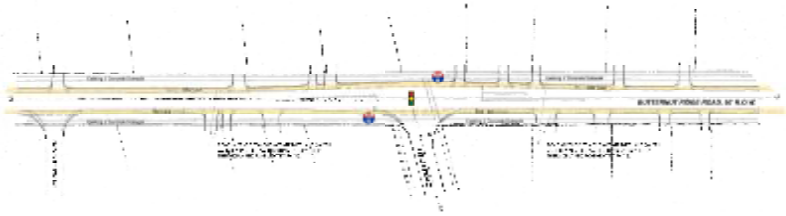
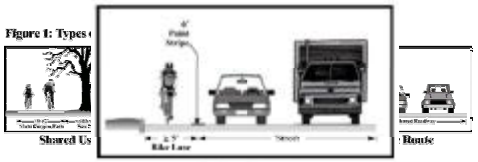
CITY OF NORTH OLMSTED — *BIKE LANE CONCEPT*





Bike Lane

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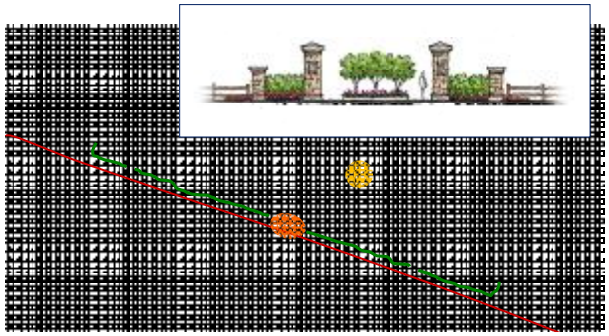
CITY OF NORTH OLMSTED — *BUTTERNUT RIDGE CEMETERY*

- Ceremonial gateway with lighting
- Signage designating historic significance.
- Repair existing sidewalk
- Hedgerow or fence to define cemetery
- Proposed Eastbound and Westbound bike lanes
- Improve mausoleum building



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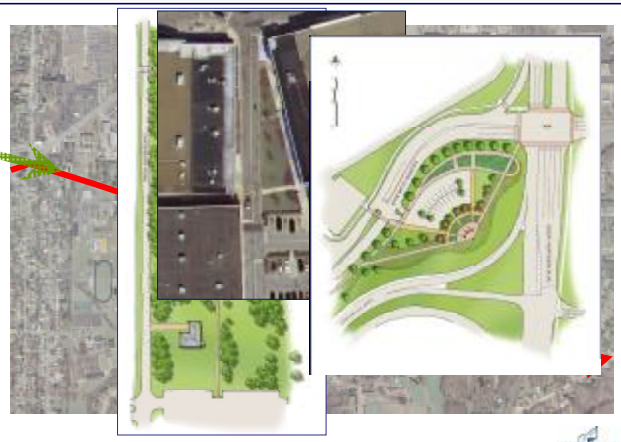
CITY OF NORTH OLMSTED — *PARK IMPROVEMENT PLAN*

- Enhance Retail Park
- Improve Butternut Ridge Cemetery.
- Proposed Gateway Trailhead Park
- Springvale Park
- Existing bike path
- Bicycle & pedestrian connection
- Connection from North Olmsted Park



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CITY OF NORTH OLMSTED — *AESTHETIC ROAD IMPROVEMENTS*

- Establish entry "gateway" or a se of a district with t addition of light p art work and/or signage.
  - Retail District
  - Historic District
  - Downtown Distri
- Create opportuni landscaping
- Landscape berm low, edge plantin
- Pavers, potted pl trees or art on Gr Northern Blvd.
- Tree islands in parking areas
- Potted plants at pedestrian areas
- Hanging flower baskets or banne
- Pocket Parks

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CITY OF NORTH OLMSTED — *KEY AREAS*

- Country Club Blvd.
- Great Northern Blvd.
- Butternut Ridge & Fitch
- Dover Center Road

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CITY OF NORTH OLMSTED — *RECOMMENDATIONS*

Study/Improvement	Priority	Benefit							Potential Funding Source													Rough Order of Magnitude Cost Estimate
		Improve Safety	Reduce Congestion	Improve Connectivity	Improve Energy Efficiency	Reduce Pollution	Promote Alternative Transportation	Improve Aesthetics	City of North Olmsted	ODOT/FHWA	Ohio Public Works Commission (OPWC)	NOACA	Cuyahoga County Engineer	CCRTA	CDBG	EPA	Clean Ohio Fund	Riparian Corridor	Coastal Management Fund	Nature Works	Private Property Owners	
Studies																						
Great Northern Blvd Safety Audit	In Progress	•	•							•		•										$10,000
Traffic Signal Timing Study (Lorain Road)	Short Term	•	•		•	•			•			•										$30,000
Speed Limit Reduction Study (Butternut Ridge Road)	Short Term	•	•				•		•	•		•										$30,000
Bus Shelter Feasibility Study	Mid Term	•	•	•		•	•		•													$10,000
Transportation System Capital Improvements																						
Butternut Ridge Road Bike Path & Streetscape Improvements	Mid Term	•	•	•		•	•	•	•	•	•	•		•	•	•	•	•	•			$3,000,000
Country Club Blvd Streetscape Improvements	Mid Term	•		•			•	•	•	•	•		•		•				•			$1,700,000
Extension of Great Northern Blvd Southbound Lane to I-480 West	Mid Term	•	•			•			•	•	•		•									$300,000
Sidewalk Improvements	Mid Term	•		•			•	•	•				•								•	$450,000
Install New Transit Waiting Environments	Long Term	•	•		•	•	•	•	•					•								$10,000 ea.
Comprehensive Sign Plan	Long Term	•	•					•	•													$60,000
Parks & Open Space Capital Improvements																						
Butternut Ridge Cemetery Improvements	In Progress			•			•	•	•								•	•		•		$100,000
Bike Path Improvements	Short Term	•		•			•		•			•							•	•		$80,000
Great Northern Blvd/I-480 Gateway Improvements	Mid Term							•	•	•							•			•		$50,000
Springvale Park Improvements	Long Term			•			•	•	•								•	•		•		$250,000
Trailhead Park Improvements	Long Term			•			•	•	•	•							•	•		•		$300,000
Short Term:	<1 Year																					
Mid Term:	1-3 Years																					
Long Term:	3+ Years																					

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