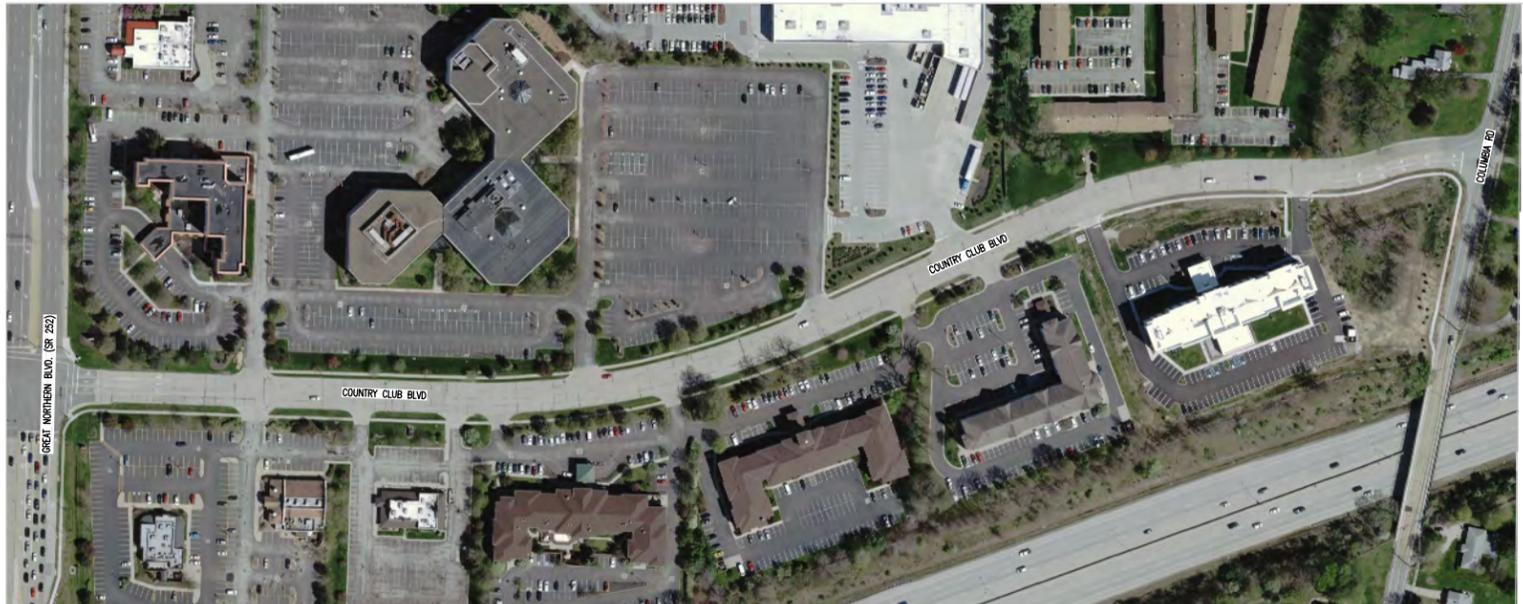


COUNTRY CLUB BLVD EAST PLANNING STUDY

CITY OF NORTH OLMSTED



LOCATION MAP - 1"=150'

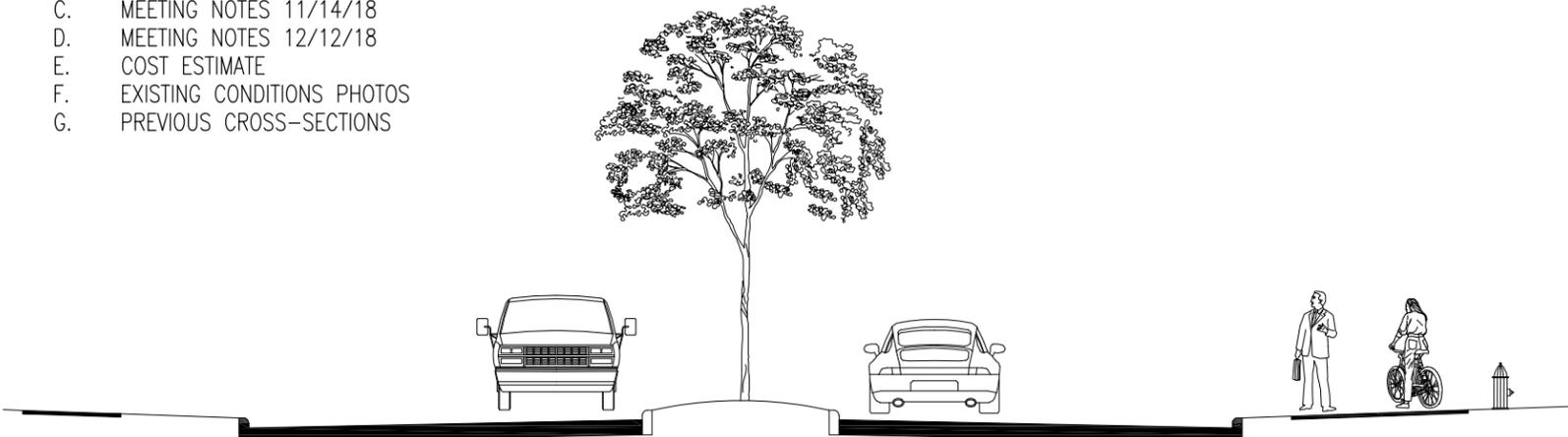
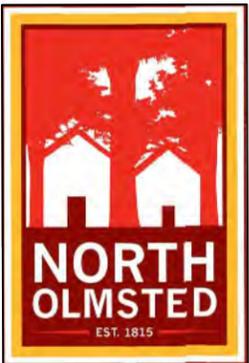


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- P1.5 PROPOSED SITE PLAN - OPTION 1
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- B. MEETING NOTES 10/10/18
- C. MEETING NOTES 11/14/18
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- F. EXISTING CONDITIONS PHOTOS
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**COUNTRY CLUB BLVD-EAST
 PLANNING STUDY
 NORTH OLMSTED, OH**

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P1.1

INTRODUCTION

THE CITY OF NORTH OLMSTED DESIRES TO IMPROVE COUNTRY CLUB BOULEVARD FROM GREAT NORTHERN BOULEVARD TO COLUMBIA ROAD, BUILDING ON THE IMPROVEMENTS MADE OVER THE PAST SEVERAL YEARS TO THE ROADWAY BETWEEN GREAT NORTHERN BOULEVARD AND LORAIN ROAD.

THE CITY HAS IDENTIFIED THE FOLLOWING GOALS AND OBJECTIVES FOR THE ROADWAY WITH THIS PROJECT.

- ADDRESS PEDESTRIAN AND BIKE CONNECTIVITY WITHIN THE CITY
- IMPROVE ACCESS MANAGEMENT
- ENHANCE AESTHETICS
- REDUCE THE AMOUNT OF PAVEMENT AND IMPROVE STORMWATER MANAGEMENT
- CREATE AN IMPROVED BUSINESS CLIMATE
- IMPROVE SAFETY THROUGH LIGHTING AND A NEW ROAD SURFACE

HISTORY & DESCRIPTION

THIS SECTION OF COUNTRY CLUB BOULEVARD WAS CONSTRUCTED IN 1976 AND CONSISTED OF 50' WIDE CONCRETE PAVEMENT WITH 2 LANES IN EACH DIRECTION AND NO LEFT TURN LANES WITHIN A 75-FOOT WIDE RIGHT-OF-WAY, WHICH REMAINS THE CURRENT CONFIGURATION.

DEVELOPMENTS ALONG THE SOUTH SIDE OF THE ROAD CONSIST OF THREE RESTAURANTS (CHILI'S, MACARONI GRILL, AND FORMER LONESTAR) AND FOUR HOTELS (COURTYARD, EXTENDED STAY AMERICA, CANDLEWOOD SUITES, AND HAMPTON INN), FOR WHICH COUNTRY CLUB BOULEVARD PROVIDES THE SOLE ACCESS. THE EASTERN PORTION OF THE HAMPTON INN PARCEL COULD SUPPORT A SMALL COMPLEMENTARY DEVELOPMENT.

DEVELOPMENTS ALONG THE NORTH SIDE OF THE ROAD CONSIST OF ONE HOTEL (RADISSON), AN OFFICE COMPLEX (GREAT NORTHERN CORPORATE CENTER (GNCC)) AND WAL-MART. COUNTRY CLUB BOULEVARD PROVIDES PRIMARY AND DELIVERY ACCESS TO THE HOTEL AND GNCC, AS WELL AS DELIVERY AND SECONDARY ACCESS FOR WAL-MART. IN ADDITION, CONDOMINIUMS ON THE NORTH SIDE OF THE ROAD, NEAR THE EAST END, BACK UP ALMOST TO COUNTRY CLUB BLVD., BUT ACCESS TO COUNTRY CLUB BLVD IS PREVENTED BY A STRIP OF PRIVATE PROPERTY. THE NORTH CORNER LOT AT COLUMBIA ROAD IS VACANT AND ZONED AS MULTIPLE RESIDENCE WITH FRONTAGE ON COLUMBIA ROAD.

THERE IS A 5' CONCRETE SIDEWALK ALONG THE ENTIRE SOUTH SIDE OF THE ROAD AND ALONG APPROXIMATELY 55% THE NORTH SIDE, WITH THE EXCEPTION OF ALONG THE RADISSON PROPERTY, ALONG THE CONDOS, AND ALONG THE VACANT PARCEL AT THE EAST END. THE SIDEWALKS APPEAR TO HAVE BEEN CONSTRUCTED WITH EACH PARCEL DEVELOPMENT. THE INTENTION IS TO CONSTRUCT THESE MISSING SECTIONS OF SIDEWALK AS PART OF THE IMPROVEMENTS.

PEDESTRIAN & BICYCLE CONNECTIVITY

IN 2009, THE CITY OF NORTH OLMSTED COMPLETED THE GREAT NORTHERN MULTI MODAL TRANSPORTATION PLAN (GNMMP) TO ANALYZE TRANSPORTATION SYSTEM ISSUES AND PROPOSE OPTIONS AND IMPROVEMENTS IN THE CITY'S MIXED USE CENTER, WHICH INCLUDES THIS SECTION OF COUNTRY CLUB BOULEVARD. THIS PROPOSAL INTENDS TO ADDRESS THREE OF THE FOUR GOALS OF THAT STUDY, WHICH ARE CREATING BICYCLE LINKAGES, PROMOTING PEDESTRIAN ORIENTATION, AND ENHANCING THE STREETScape THROUGH PHYSICAL IMPROVEMENTS. THE FOURTH GOAL OF THE STUDY WAS ENCOURAGING TRANSIT USAGE, BUT NO OPPORTUNITIES WERE IDENTIFIED AS THIS SECTION OF COUNTRY CLUB BOULEVARD IS NOT CURRENTLY SERVED BY PUBLIC TRANSPORTATION.

TO ADDRESS THE CREATION OF BICYCLE LINKAGES, THE CITY EXPRESSED A STRONG DESIRE FOR AN ALL-PURPOSE PATH, AS OPPOSED TO HAVING BICYCLES USE THE ROADWAY, EITHER IN THE FORM OF A MARKED BIKE LANE OR DESIGNATING THE ROAD A SHARED ROUTE. AN ALL-PURPOSE PATH WOULD PROVIDE A GREATER LEVEL OF COMFORT FOR BICYCLISTS AND CONNECT TO THE EXISTING BIKE PATH WHICH TERMINATES ON THE SOUTHWEST CORNER OF COUNTRY CLUB BOULEVARD AND GREAT NORTHERN BOULEVARD.

THE GNMMP PROPOSED A PEDESTRIAN AND BIKE PATH ALONG I-480, BEHIND THE HOTELS AND RESTAURANTS ALONG COUNTRY CLUB BOULEVARD. DUE TO TOPOGRAPHY AND OTHER CHALLENGES ASSOCIATED WITH THE INTERSTATE, CONSTRUCTING THE PATH IN THE COUNTRY CLUB RIGHT-OF-WAY IS VIEWED AS A MORE REALISTIC AND COST-EFFECTIVE OPTION.

PRESENTLY, THERE IS NOT A CROSSWALK ACROSS GREAT NORTHERN BOULEVARD ON THE SOUTH SIDE OF COUNTRY CLUB BOULEVARD. PEDESTRIANS OR BICYCLISTS USING THE EXISTING BIKE PATH HAVE TO MAKE THREE ROAD CROSSINGS TO GET TO THE SOUTH SIDE OF COUNTRY CLUB. THIS PROJECT WOULD ADDRESS THIS DEFICIENCY, LIKELY BY A REVISION TO THE NORTH OLMSTED SIGNALS - PHASE 2 PROJECT, CURRENTLY UNDER DESIGN.

COMPLETION OF THE SIDEWALK ALONG THE NORTH SIDE OF THE ROAD WILL IMPROVE PEDESTRIAN ACCESS TO THE GREAT NORTHERN MALL FOR WORKERS IN THE GNCC AND RESIDENTS OF THE CONDOMINIUMS.

ACCESS MANAGEMENT

THE CITY DESIRES TO REDUCE THE NUMBER OF DRIVEWAYS ALONG COUNTRY CLUB BOULEVARD FOR THE PRIMARY PURPOSE OF SAFETY BY ELIMINATING POTENTIAL POINTS OF CONFLICT BETWEEN VEHICLES ENTERING OR LEAVING THE PROPERTIES, VEHICLES TRAVELING ON COUNTRY CLUB BOULEVARD AND PEDESTRIANS AND BICYCLISTS ON THE SIDEWALK OR PROPOSED PATH THERE ARE CURRENTLY FOUR DRIVEWAYS ON THE NORTH SIDE AND NINE DRIVEWAYS ON THE SOUTH. UP TO FOUR DRIVEWAYS COULD BE ELIMINATED ON THE SOUTH SIDE. ALL OF THE PROPERTIES ON THE SOUTH SIDE OF THE ROAD, EXCEPT HAMPTON INN AT THE EAST END, ARE CONNECTED INTERNALLY, SO CHANGES BEYOND REMOVAL OF DRIVE APRONS WOULD LIKELY BE MINIMAL. HAMPTON INN COULD BE INTERCONNECTED TO CANDLEWOOD SUITES TO THE WEST. THE CITY HAS PRIORITIZED THE TWO WESTERNMOST DRIVES DUE TO THEIR PROXIMITY TO ADJACENT DRIVES. THERE IS POTENTIAL FOR ONE DRIVEWAY TO BE ELIMINATED ON THE NORTH SIDE - THE WESTERN GNCC DRIVE. CROSS ACCESS EASEMENTS, WITH BUY-IN FROM THE AFFECTED OWNERS, WILL BE REQUIRED WHERE THEY DO NOT CURRENTLY EXIST.

DESIGN CONSIDERATIONS

ALL THE OPTIONS CONSIDERED INVOLVE REDUCING THE ROADWAY TO THREE LANES, ONE LANE IN EACH DIRECTION, WITH LEFT TURNS ALLOWED FROM A COMMON CENTER TURN LANE AND/OR DEDICATED LEFT TURN LANES. TURNING LANE CONFIGURATIONS AT GREAT NORTHERN BOULEVARD AND COLUMBIA ROAD WOULD REMAIN UNCHANGED. BASED ON INPUT FROM KEVIN WESTBROOKS, P.E., TRAFFIC ENGINEER FOR THE CITY, IT IS BELIEVED THAT THE REDUCTION IN LANES WILL NOT NEGATIVELY IMPACT TRAFFIC TO A SIGNIFICANT DEGREE. A 4-LANE ROADWAY, AS CURRENTLY EXISTS, TENDS TO FUNCTION AS A 3-LANE ROADWAY - WITH MOTORISTS USING THE RIGHT LANE TO AVOID LEFT TURNING VEHICLES. 2013 TRAFFIC COUNT DATA SHOWED AVERAGE DAILY TRAFFIC OF 7,250 ADT AND PEAK HOURLY VOLUMES OF 520 FROM 5-6 PM. BASED ON TRAFFIC RULES OF THUMB, THIS SECTION OF COUNTRY CLUB BOULEVARD IS A GOOD CANDIDATE FOR A "ROAD DIET" (<10,000 ADT AND <750 PEAK HOURLY).

ANOTHER DESIGN CONSIDERATION WAS TO MAXIMIZE THE OPPORTUNITY TO MAINTAIN TWO-WAY TRAFFIC IN THE EVENT OF A TRAFFIC INCIDENT (VEHICLE CRASH, ETC.) OR REPAIR WORK (ROADWAY, UTILITIES, ETC.). THIS IS ONLY AN ISSUE WITH THE INSTALLATION OF CENTER ISLANDS. A MINIMUM OF A 10' LANE OR 20' TOTAL WOULD BE DESIRABLE TO ALLOW TWO-WAY TRAFFIC ON ONE SIDE OF AN ISLAND.

CONCEPT DELIBERATIONS

THE PLANNING COMMITTEE INITIALLY EXPRESSED A DESIRE TO INCLUDE AN ALL-PURPOSE PATH IN THE PROJECT, WHICH WOULD BECOME AN EXTENSION OF THE EXISTING PATH THAT TERMINATES AT THE SOUTHWEST CORNER OF COUNTRY CLUB BLVD. AND GREAT NORTHERN BOULEVARD. THREE OPTIONS WERE DEVELOPED WITH AN ALL-PURPOSE PATH INCLUDED (SEE APPENDIX G). SUBSEQUENT DISCUSSIONS OF THOSE OPTIONS INDICATED A STRONG DESIRE TO HAVE CENTER ISLANDS, AS THEY WOULD ADD VISUAL INTEREST WITH LANDSCAPING, AND PROVIDE AN OPPORTUNITY TO PROVIDE STREET LIGHTING WHICH WOULD INCREASE THE SAFETY OF THE AREA. CURRENTLY, THE ONLY LIGHTING IS OVERFLOW FROM ADJACENT PARKING LOTS.

HOWEVER, INCLUSION OF CENTER ISLANDS DOES NOT ALLOW ANY REDUCTION IN OVERALL PAVEMENT WIDTH WHILE MAINTAINING THE ABILITY TO PROVIDE TWO-WAY TRAFFIC ON ONE SIDE OF AN ISLAND AS NOTED PREVIOUSLY. HOWEVER, THIS CONFIGURATION DOES ALLOW FOR INCLUSION OF DESIGNATED BIKE LANES IN THE ROADWAY. ADDING AN ALL-PURPOSE PATH IN THE EXISTING RIGHT-OF-WAY LEAVES A SMALL STRIP BETWEEN THE PATH AND ROAD WHICH MAY BE DIFFICULT TO MAINTAIN. CURRENTLY, THE SIDEWALK IS OUTSIDE OF THE RIGHT-OF-WAY FOR APPROXIMATELY THE WESTERN HALF OF THE ROAD AND THE ALL-PURPOSE PATH COULD BE LOCATED PARTIALLY OUTSIDE THE RIGHT-OF-WAY, BUT WOULD REQUIRE EACH OF THE PROPERTY OWNERS TO AGREE TO AN EASEMENT.

BASED ON THE PREFERENCE FOR A CENTER MEDIAN, THE QUESTION BECAME WHETHER OR NOT A NEW ALL-PURPOSE PATH WAS NECESSARY. BICYCLE LANES ARE PROVIDED IN THE ROAD AND THE EXISTING SIDEWALKS MAY PROVIDE SUFFICIENT FACILITIES FOR PEDESTRIANS AND LESS EXPERIENCED BIKERS, WHICH ARE NOT EXPECTED TO BE HEAVY DUE TO THE COMMERCIAL NATURE OF THE AREA.

THE CITY DESIRES TO INCLUDE LANDSCAPING IN THE CENTER ISLANDS BUT TO A LESSER EXTENT THAN WHAT WAS PROVIDED IN THE OTHER SECTIONS OF COUNTRY CLUB BOULEVARD, TO REDUCE ONGOING MAINTENANCE. IT WAS ALSO SUGGESTED TO INSTALL THE LANDSCAPING IN RAISED PLANTER BOXES TO HELP REDUCE THE IMPACT OF ROAD SALT.

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PLANNING STUDY
NORTH OLMSTED, OH

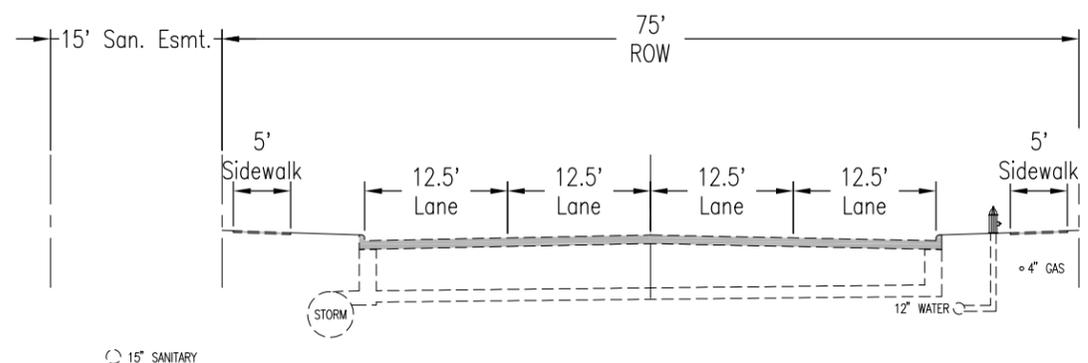
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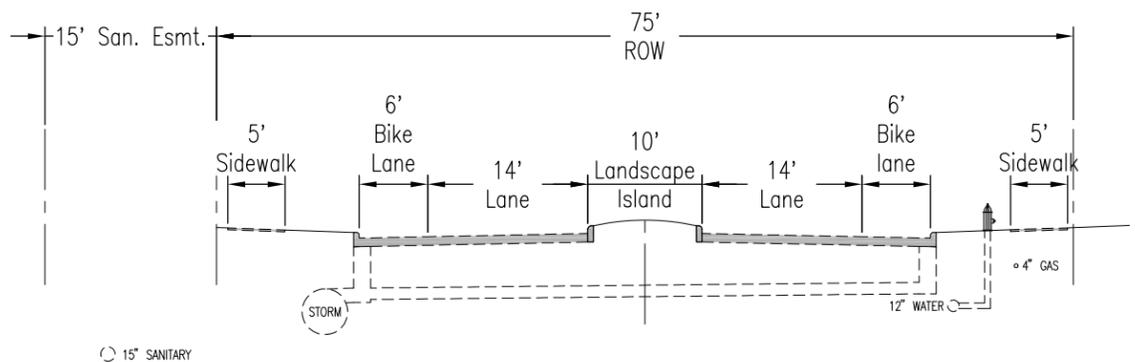
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TYPICAL SECTION – EXISTING
(COUNTRY CLUB BLVD.)



TYPICAL SECTION – OPTION 1
(COUNTRY CLUB BLVD.)

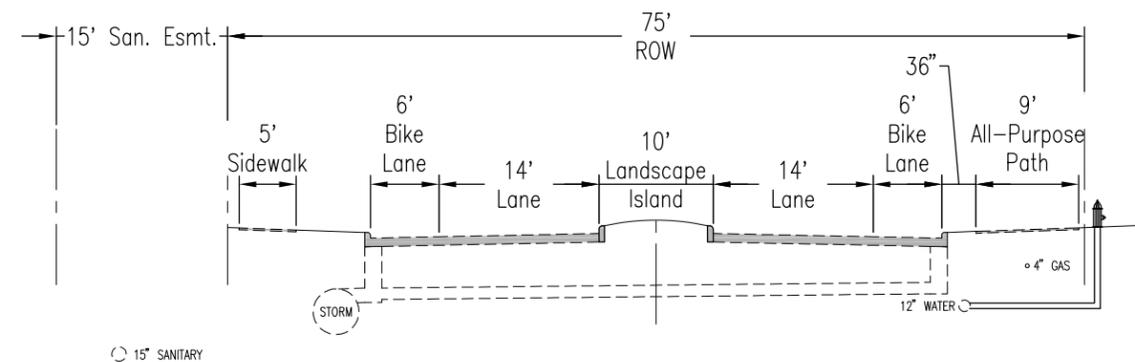
OPTION 1

FEATURES

- 1 AUTO LANE AND 1 BIKE LANE IN EACH DIRECTION
- LANDSCAPE MEDIAN
- EXISTING SIDEWALK REMAINS
- MAINTAINS EXISTING CURB ON BOTH SIDES

ADVANTAGES

- SIMILAR TO OTHER SECTIONS OF ROAD.
- ALLOWS MAINTAINING 2-WAY TRAFFIC DURING SAFETY AND SERVICE INCIDENTS
- NO STORM SYSTEM CHANGES REQUIRED



TYPICAL SECTION – OPTION 1 (ALT.)
(COUNTRY CLUB BLVD.)

OPTION 1 (ALT)

FEATURES

- 1 AUTO LANE AND 1 BIKE LANE IN EACH DIRECTION
- LANDSCAPE MEDIAN
- 8'-9' ALL-PURPOSE PATH
- MAINTAINS EXISTING CURB ON BOTH SIDES

ADVANTAGES

- SIMILAR TO OTHER SECTIONS OF ROAD.
- ALLOWS MAINTAINING 2-WAY TRAFFIC DURING SAFETY AND SERVICE INCIDENTS
- NO STORM SYSTEM CHANGES REQUIRED

DISADVANTAGES

- ALL-PURPOSE PATH LESS THAN PREFERRED WIDTH
- REQUIRED HYDRANT RELOCATION MAY BE TO OUTSIDE OF RIGHT-OF-WAY, REQUIRING EASEMENTS.



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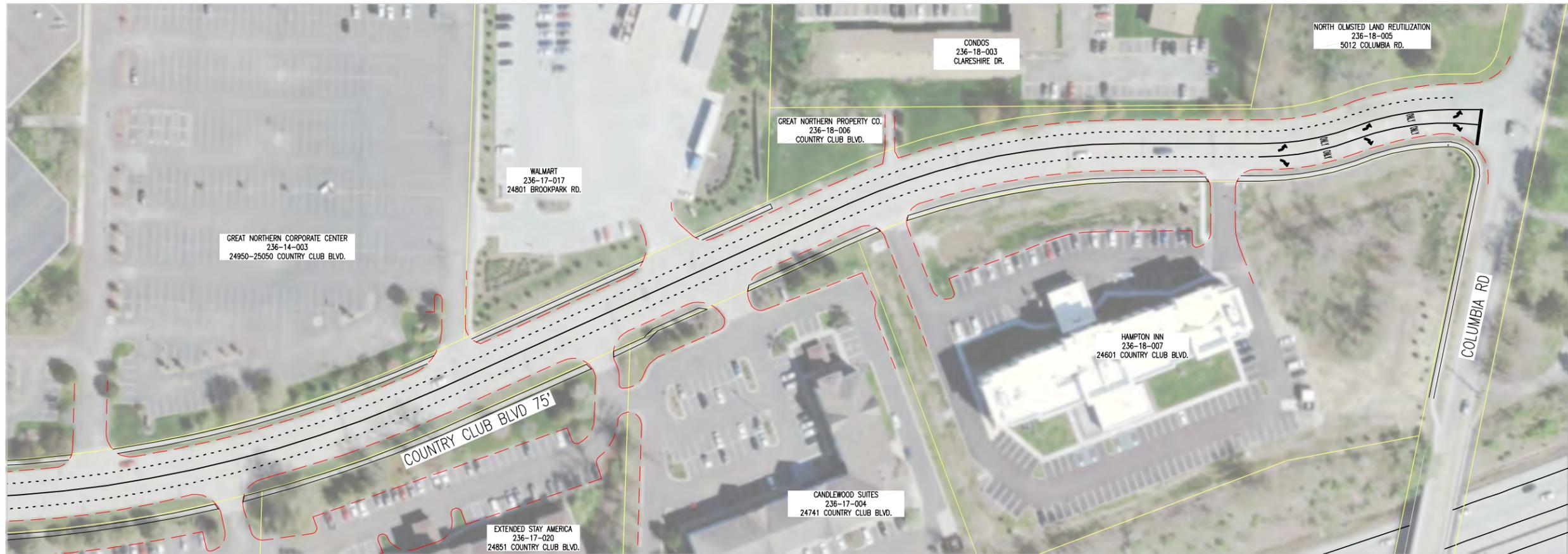
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 PLANNING STUDY
 NORTH OLMSTED, OH**

CROSS-SECTIONS

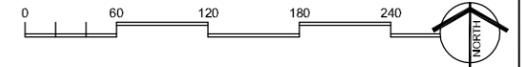
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AREA MAP



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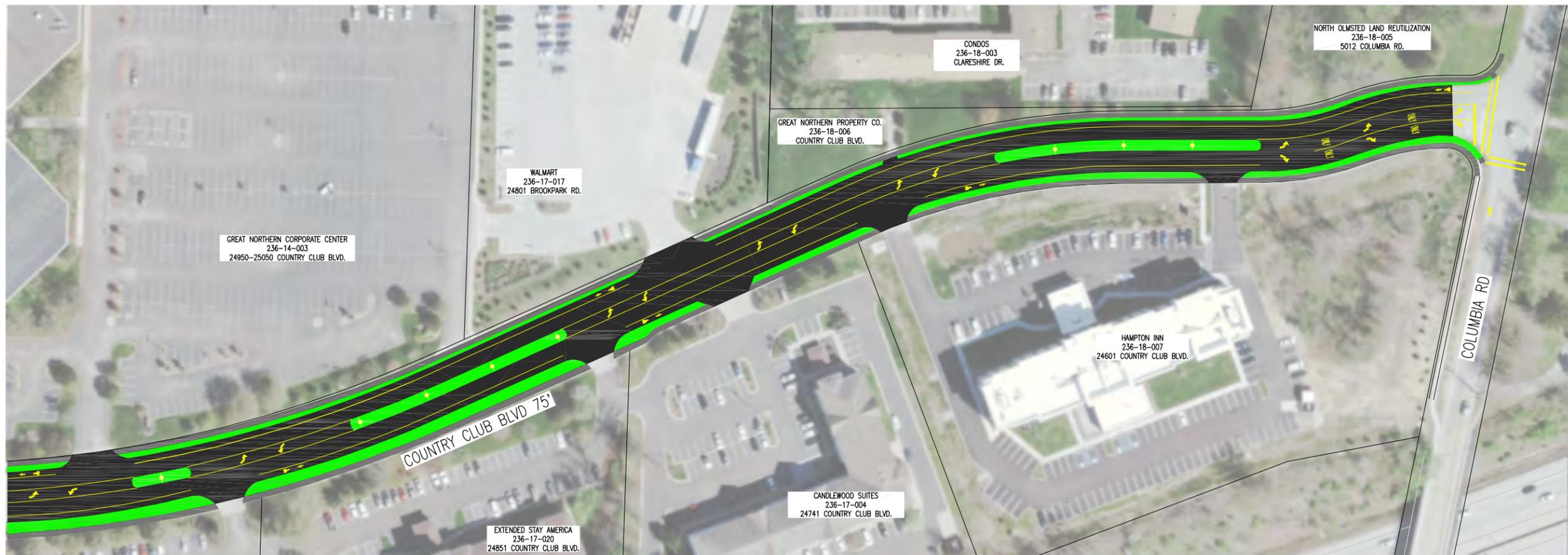
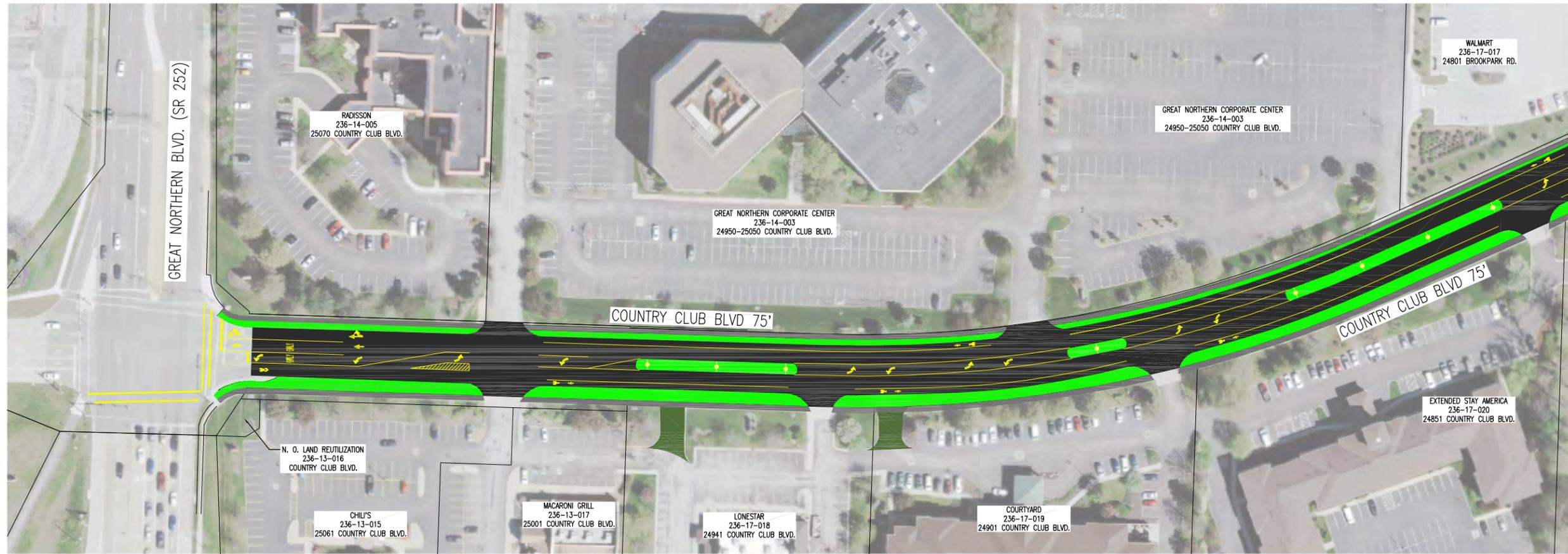
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PLANNING STUDY
NORTH OLMSTED, OH**
EXISTING CONDITIONS

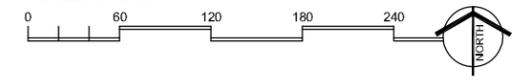
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AREA MAP



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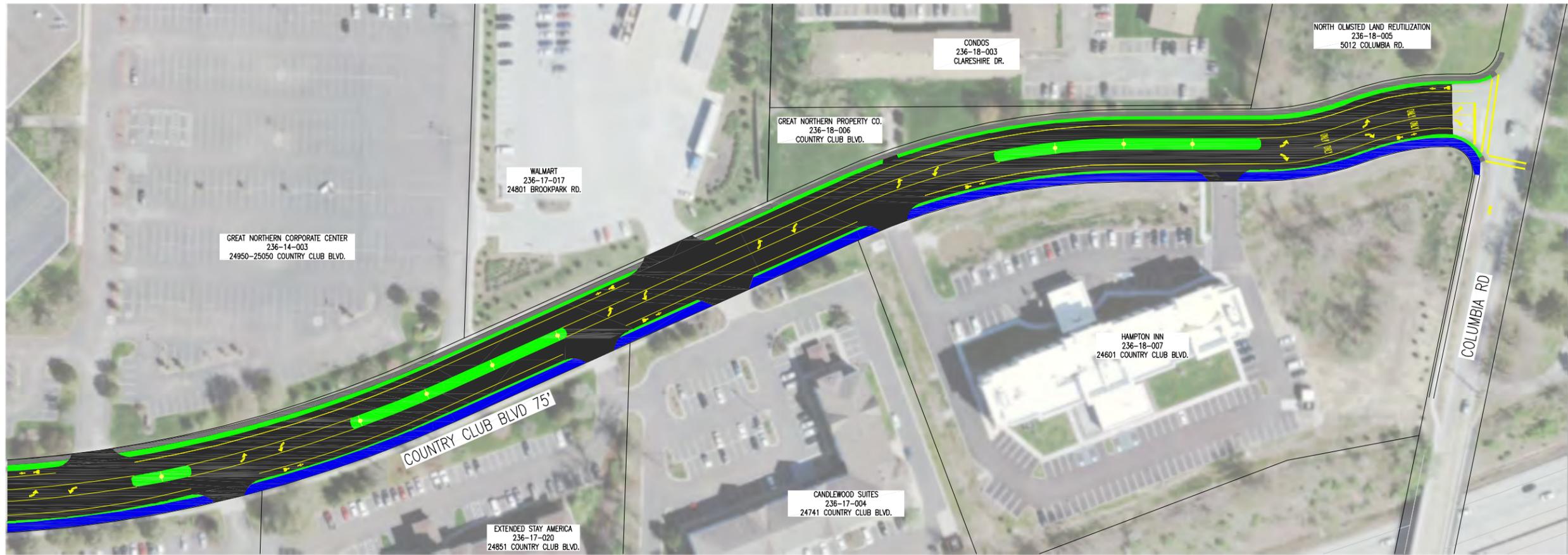
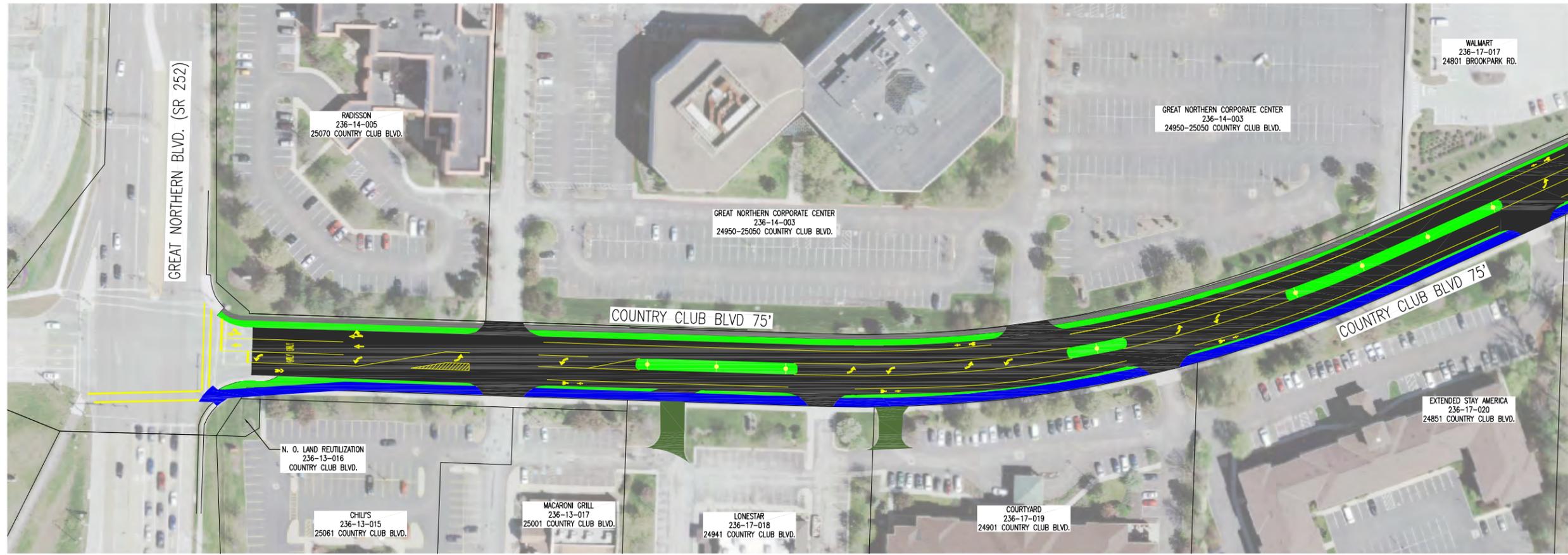
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 PLANNING STUDY
 NORTH OLMSTED, OH
 OPTION 1 - CENTER ISLANDS ONLY**

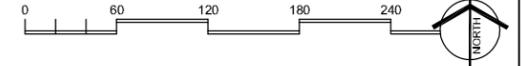
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AREA MAP



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**COUNTRY CLUB BLVD-EAST
 PLANNING STUDY
 NORTH OLMSTED, OH
 OPTION 1 (ALT) - ALL-PURPOSE
 PATH AND CENTER ISLANDS**

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2009 GNMTP - SIDEWALK DEFICIENCY MAP



CONNECTIVITY NOTES:

- CROSSWALK AND SIGNALS AT GREAT NORTHERN BOULEVARD SHOULD BE INCORPORATED INTO SIGNAL UPGRADE PROJECT.
- EXISTING SIDEWALK ON SOUTH SIDE OF ROAD APPEARS TO BE OUTSIDE OF THE RIGHT-OF-WAY FROM GREAT NORTHERN BOULEVARD TO CANDLEWOOD SUITES. EASEMENTS WILL BE REQUIRED IF A NEW PATH FOLLOWS THE EXISTING SIDEWALK LOCATION.
- CONSIDER CONNECTOR BETWEEN NEW SIDEWALK AND CONDO PARKING LOT. CROSSES THIRD-PARTY PROPERTY.
- COLUMBIA ROAD NOT WIDE ENOUGH FOR DESIGNATED BIKE LANES. REQUIRES 3 ADDITIONAL FEET WIDTH NORTH OF I-480 AND 6 ADDITIONAL FEET WIDTH SOUTH OF I-480 TO CEDAR POINT ROAD TO MATCH SECTION SOUTH OF CEDAR POINT, PER 2012 COUNTY IMPROVEMENT PLANS.
- ADDITIONAL SIDEWALK DEFICIENCY ON COLUMBIA ROAD NORTH AND SOUTH OF CEDAR POINT ROAD COULD ALSO BE INCLUDED.
- SEE ALSO SIDEWALK DEFICIENCY MAP FROM THE 2009 GREAT NORTHERN MULTI MODAL TRANSPORTATION PLAN AT LEFT.



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 PLANNING STUDY
 NORTH OLTMSTED, OH**
PEDSTRIAN & BIKE CONNECTIVITY

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MEETING NOTES

PROJECT: Country Club Blvd. East Planning-2018
 Country Club Blvd.
 North Olmsted, OH 44070

JOB NO.: 6433.98

MEETING ID: DM01

MEETING DATE/TIME: October 10, 2018 06:00 PM

MEETING LOCATION: North Olmsted City Hall, Caucus Room

NOTES TAKEN BY: Elizabeth Hamman

DATE OF NOTES: October 10, 2018

Attendees / Distribution List

Name	Present	Dist.	Organization	e-mail address
Pietro DiFranco	X		RLBA	PDiFranco@rlba.com
David Bradt	X		RLBA	dbradt@rlba.com
Kim Lieber	X		North Olmsted	lieberk@north-olmsted.com
Nicole Rambo-Ackerman	X		North Olmsted	rambon@north-olmsted.com
Elizabeth Hamman	X		RLBA	ehamman@rlba.com
Greg Malone	X		Planning Commission	N/A
Julie Nader	X		Planning Commission	N/A
Darrick Matthews	X		Planning Commission	N/A
Paul Schumann	X		Planning Commission	N/A
Thomas Patton	X		Planning Commission	N/A

Items Discussed

Action Required

DM01.01 General

1. On-Street Bike Lanes
 - a. Wider bike lanes will help with safety and be more comfortable.
 - b. Concern expressed over safety, comfortability, and the use of on street bike lanes.
2. All-Purpose Path Option:
 - a. Narrow street on the south side and connect path to existing bike path.
 - b. A 14' median proposed because of the centerline monuments.
 - c. Design requires movement of utilities (fire hydrants).
 - d. Should add direct crosswalk over Great Northern Blvd on south side of Country Club Blvd.
 - e. Need to show other side of Great Northern Blvd to include bike path termination and full intersection.
 - f. Show parcel owners and addresses.
3. Project requires long term maintenance of bike path and/or landscaping.
4. Project could draw more people from the hotels to Great Northern Mall and the

Items Discussed

Action Required

- restaurants.
5. Project could promote future bike lane on Columbia Rd.
 - a. Engineering can investigate whether sufficient width exists to stripe them on existing road.
 6. Project provides opportunity to remove multiple curb cuts into properties (Access Management) mainly on south side of Country Club.
 7. There is concern for lane widths for emergency/ safety/ service access if the road were to be reduced to one lane in each direction with a median.

DM01.02 Suggestions

1. Rest area at the Hampton Inn or bike/ pedestrian amenity
2. Wayfinding signage for bikers/ business travelers
3. There are no lights on the portion of County Club Blvd. Adding lights could change atmosphere and make it more welcoming. Tall light poles in medians are a possibility.

DM01.03 Project Objectives and Goals

1. Reduce amount of pavement
2. Increase pedestrian and bike experience
3. Promote leasing
4. Stormwater Management
5. Greenspace
6. Branding Opportunity (Gateway)
7. Access Management

Future Meetings

Next Meeting Next meeting set for Wednesday, November 14, 2018 at 06:00PM – North Olmsted City Hall, Caucus Room

This meeting record is a summary and the writer's interpretation of the meeting. We welcome any changes and/or clarifications to the record and request that they are forwarded in writing as soon as possible. Unless changes are forwarded promptly, we must assume that all participants to the meeting are in agreement with this record.

cc: Attendees

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DATES AND REVISIONS

No.	Date/Description
	12.2018



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COUNTRY CLUB BLVD-EAST
 PLANNING STUDY
 NORTH OLMS TED, OH
 MEETING NOTES - 10/10/18

DRAWN BY: -
 CHECKED BY: PAD
 RLB NO.: 6433.98

DRAWING NO.
App-B

MEETING NOTES

PROJECT: Country Club Blvd. East Planning-2018
 Country Club Blvd.
 North Olmsted, OH 44070

JOB NO.: 6433.98

MEETING ID: DM02

MEETING DATE/TIME: November 14, 2018 06:00 PM

MEETING LOCATION: North Olmsted City Hall, Caucus Room

NOTES TAKEN BY: Elizabeth Hamman

DATE OF NOTES: November 14, 2018

Attendees / Distribution List

Name	Present	Dist.	Organization	e-mail address
Kim Lieber	X		North Olmsted	lieberk@north-olmsted.com
Pietro DiFranco	X		RLBA	PDiFranco@rlba.com
David Bradt	X		RLBA	dbradt@rlba.com
Elizabeth Hamman	X		RLBA	ehamman@rlba.com
Greg Malone	X		Planning Commission	N/A
David Anderson	X		Planning Commission	N/A
Paul Schumann	X		Planning Commission	N/A

Items Discussed

Action Required

DM01.01 General

1. Option 1 – A.P.P. and Center Island
 - a. Provides dual center turn lane in between medians with existing lanes remaining at intersection.
 - b. Includes 14 ft travel lane and 6 ft shoulder for emergency and maintenance vehicle management (see P 1.10).
 - c. Includes the placement of islands to limit left turns.
 - d. Does not require relocation of catch-basins.
 - e. Requires movement of hydrants to outside of the right-of-way.
 - f. Requires easement for A.P.P. (all-purpose-path) and movement of fire hydrants.
 - g. Provides advantage of additional lighting in median islands.
 - h. Concern was expressed over the maintenance of a landscaped median.
 - i. Most visually appealing option (most even amount of greenspace).
2. Option 2 – A.P.P. and Reduced Pavement Width South Side
 - a. Includes removal of 7 ft of pavement on the south side.
 - b. Provides dual center turn lane.
 - c. Requires movement of hydrants and catch basins.

Items Discussed

Action Required

- d. Minimal pavement reduction (7 ft pavement reduction)
- e. Possibility of additional lighting in tree lawn or outside of the right-of-way.
3. Option 3 – A.P.P. and Reduced Pavement Width Both Sides
 - a. Includes removal of 3.5 ft of pavement on both sides.
 - b. Provides dual center turn lane.
 - c. Requires movement of hydrants and catch-basins.
 - d. Most expensive option.
 - e. Minimal pavement reduction (7 ft pavement reduction).
 - f. Provides the least amount of visual impact.
 - g. Possibility of additional lighting in tree lawn or outside of the right-of-way.
4. All the above options include the removal of existing sidewalks on the south side and replacement with an A.P.P.
5. Concern was expressed over waste of greenspace if nothing is planted in the new tree lawns.
6. Concern was expressed over whether the full cost of the movement of utilities is included in the estimate (restoration of landscape).
7. Existing sidewalk was likely put in by the original site developers.
8. Wider travel lanes should remain to accommodate truck traffic.
9. Concern was expressed over the need to replace sidewalk with an A.P.P. If the A.P.P. still doesn't have enough room for two people.
10. Concern was expressed over the need for A.P.P. on a not heavily trafficked area.
11. Concern was for need to separate the A.P.P. more from the road.
12. Risk still exists with crossing over curb cuts from A.P.P.
13. Concern was expressed over redundancy of A.P.P. with sidewalks on both sides.
14. Concern was expressed over ability to remove some of the curb cuts.

DM01.02 Suggestions

1. New Option 1B – Sidewalk Remains and Center Island
 - a. Option 1 becomes Option 1A.
 - b. Proposed addition of an on-street bike lane instead of a 6 ft shoulder.
 - c. Concern was expressed over need and cost justification for A.P.P. if room for an on-street bike lane exists.
 - d. Option 1B becomes the least expensive option without the cost of removing existing sidewalk, addition of A.P.P. movement of hydrants, and the acquisition of easements.
 - e. Cost savings allow for funds to be used to provide sidewalk elsewhere (Columbia Rd.: see P 1.9)
2. Reduce the A.P.P. to allow for more greenspace and more comfortability with the road.
3. Include pavers in the space between A.P.P. and the road.
 - a. Possible safety issue with leveling when crossing from A.P.P. to pavers.
4. In response to the concerns expressed over landscaped island:
 - a. Design paver center islands that look nice but don't require maintenance.
 - b. Include hanging baskets instead of landscaped median.
 - c. Landscaping should be raised above grade or located in planter box to be protected from salt and road debris/ pollution.
 - d. Any landscaping should remain simple to allow for easy maintenance (just trees).
5. Including the A.P.P. on the North Side would not require movement of hydrants and would allow for crossing fewer curb cuts.
6. For Options 1A & 1B, remove turn arrows where there are no turns available (including creating dedicated left turn lanes where dual left turns are not needed).

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DATES AND REVISIONS

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**COUNTRY CLUB BLVD-EAST
 PLANNING STUDY
 NORTH OLMS TED, OH**

MEETING NOTES - 11/14/18

DRAWN BY: -
 CHECKED BY: PAD
 RLB NO.: 6433.98

DRAWING NO.
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MEETING NOTES

PROJECT: Country Club Blvd. East Planning-2018
Country Club Blvd.
North Olmsted, OH 44070

JOB NO.: 6433.98

MEETING ID: DM03

MEETING DATE/TIME: December 12, 2018 06:00 PM

MEETING LOCATION: North Olmsted City Hall, Caucus Room

NOTES TAKEN BY: Elizabeth Hamman

DATE OF NOTES: December 17, 2018

Attendees / Distribution List

Name	Present	Dist.	Organization	e-mail address
Kim Lieber	X		North Olmsted	lieberk@north-olmsted.com
Pietro DiFranco	X		RLBA	PDiFranco@rlba.com
David Bradt	X		RLBA	dbradt@rlba.com
Elizabeth Hamman	X		RLBA	ehamman@rlba.com
Greg Malone	X		Planning Commission	N/A
Julie Nader	X		Planning Commission	N/A
David Anderson	X		Planning Commission	N/A
Darrick Matthews	X		Planning Commission	N/A
Paul Schumann	X		Planning Commission	N/A
Thomas Patton	X		Planning Commission	N/A

Items Discussed

Action Required

DM01.01 General

1. Option 1 – Center Islands Only
 - a. Option was created in response to the concern that was expressed over the need and cost justification for All-Purpose Path (A.P.P.) if room for an on-street bike lane exists.
 - b. Option 1 considered the “preferred option.”
2. Option 1(A&T) – All-Purpose Path and Center Islands
 - a. Consists of Option 1 with the addition of an A.P.P. on the South Side.
 - b. Requires the removal of existing sidewalks on the south side and replacement with an A.P.P.
 - c. Concern over A.P.P. being redundant with sidewalks on both sides of Country Club Blvd.
3. Both options include 14 ft. travel lanes and 6 ft. on-street bike lanes for emergency and maintenance vehicle management.
4. Both options include dual center turn lane or left turn lane in between medians with

Items Discussed

Action Required

- existing lanes remaining at intersection.
- 5. Both options include the placement of islands which will limit left turns.
- 6. Both options include the extension of existing sidewalk on Country Club Blvd. and Columbia Rd. (See P1.6)
- 7. Both options include the addition of un-signalized crosswalks on Columbia Rd.
- 8. Both options potentially require ROW/ODOT negotiations.
- 9. The city is waiting on information from Traffic Engineer, Kevin Westbrook involving average daily traffic, level of service, etc.
- 10. Proposed crosswalk at Great Northern Blvd. was deemed doable by Traffic Engineer, Kevin Westbrook.
- 11. Location of trees and swale may restrict location of a new sidewalk on Columbia Rd.
- 12. There is no need to include the replacement of the existing sidewalks because they will be fixed with the sidewalk program.

DM01.02 Suggestions

- a. City of North Olmsted can offer to fund the removal of the curb cuts.
- b. Concern was expressed over the safety of the un-signalized crosswalks.
- c. Concern was expressed over whether new crosswalks are needed across Columbia Rd. with additional sidewalks (the nearest crosswalks would be Mastick Rd. and Brookpark Rd.)
- d. Wayfinding was proposed on the south side of Country Club Blvd on North Olmsted owned property for the Metroparks (north side property would not be as useful).
- e. Engineering should consider the addition of the wayfinding to plans.
- f. Engineering should consider the revision of the “Install Sidewalk” and “Install Sidewalk (Optional)” notes.

DM01.03 Project Objectives and Goals

1. See latest P1.2

Future Meetings

Next Meeting N/A

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cc: Attendees

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DATES AND REVISIONS

No.	Date/Description
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COUNTRY CLUB BLVD-EAST
PLANNING STUDY
NORTH OLMS TED, OH
MEETING NOTES - 12/12/18

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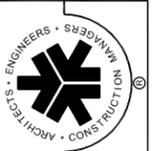
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BID ITEM	ITEM DESCRIPTION	UNIT	BASE EST. QTY	ALT EST. QTY	UNIT PRICE	OPTION I (BASE) TOTAL	OPTION I (ALT) TOTAL	BASE & ALT DIFFERENCE (FOR REFERENCE)
1	Mobilization	LS	1	1	\$57,000.00	\$57,000.00	\$57,000.00	\$0.00
2	Roadway Resurfacing	SY	12030	12030	\$33.00	\$396,993.67	\$396,993.67	\$0.00
3	Sidewalk	SF	8,485	8,485	\$9.00	\$76,365.00	\$76,365.00	\$0.00
4	Pavement Removal	SY	963	963	\$52.00	\$50,076.00	\$50,076.00	\$0.00
5	Concrete Curb Added	LF	1,568	1,568	\$30.00	\$47,040.00	\$47,040.00	\$0.00
6	Landscaped Island	SY	963	963	\$213.00	\$205,119.00	\$205,119.00	\$0.00
7	Driveway & Access Management	SY	1034	1,034	\$63.00	\$65,142.00	\$65,142.00	\$0.00
8	Annual Landscape Maintenance	LS	1	1	\$7,000.00	\$7,000.00	\$7,000.00	\$0.00
9	All-Purpose Path - Alternate	SY		2200	\$36.00	\$0.00	\$79,200.00	\$79,200.00
10	Hydrant Relocation - Alternate	EA		7	\$8,000.00	\$0.00	\$56,000.00	\$56,000.00
	Construction Sub-total					\$904,735.67	\$1,039,935.67	\$135,200.00
	Contingency		1		15%	\$135,710.35	\$155,990.35	\$20,280.00
	Total Construction					\$1,040,446.02	\$1,195,926.02	\$155,480.00
	Surveying & Landscape Architect					\$15,000.00	\$15,000.00	\$0.00
	Design & Construction Administration					\$74,507.65	\$84,147.41	\$9,639.76
	Easement Acquisition for Hydrants - Alternate	EA		7	\$5,000.00	\$0.00	\$35,000.00	\$35,000.00
	Public Advertisement					\$1,500.00	\$1,500.00	\$0.00
	Total					\$1,131,453.67	\$1,331,573.43	\$200,119.76
	Estimated Annual Landscape Maintenance					\$7,000.00	\$7,000.00	\$0.00
OPTION I:	ONE AUTO LANE & BIKE LANE IN EACH DIRECTION LANDSCAPED MEDIAN/CENTER ISLAND							
BASE	MAINTAIN EXISTING SIDEWALKS MAINTAIN EXISTING CURB LOCATION ON BOTH SIDES							
OPTION I:	ONE AUTO LANE & BIKE LANE IN EACH DIRECTION LANDSCAPED MEDIAN/CENTER ISLAND							
ALT	8-9 FT ALL-PURPOSE PATH MAINTAIN EXISTING CURB LOCATION ON BOTH SIDES							

Conceptual Estimate
Country Club Blvd. Phase III
North Olmsted, Ohio
12/07/18

DATES AND REVISIONS	
No.	Date/Description
	12.2018



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COUNTRY CLUB BLVD-EAST
PLANNING STUDY
NORTH OLMSTED, OH
COST ESTIMATES

DRAWN BY: -
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GNB INTERSECTION



CCB LOOKING NE FROM LONESTAR



CCB LOOKING NE FROM LONESTAR EAST DRIVE



CCB LOOKING NE FROM COURTYARD WEST DRIVE



CCB LOOKING NE - WALMART & CANDLEWOOD DRIVES



CCB LOOKING NE FROM CANDLEWOOD DRIVE



CCB LOOKING EAST FROM WALMART DRIVE



CCB LOOKING EAST FROM WEST HAMPTON DRIVE



CCB LOOKING EAST - HAMPTON INN EAST DRIVE



CCB LOOKING WEST FROM COLUMBIA



COLUMBIA INTERSECTION LOOKING EAST



COLUMBIA INTERSECTION LOOKING NE

NOTE: DIRECTIONS GIVEN ASSUME CCB RUNS EAST AND WEST

DATES AND REVISIONS

No.	Date/Description
1	12.2018



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PLANNING STUDY
NORTH OLMS TED, OH**
EXISTING CONDITIONS PHOTOS

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DATES AND REVISIONS

No.	Date/Description
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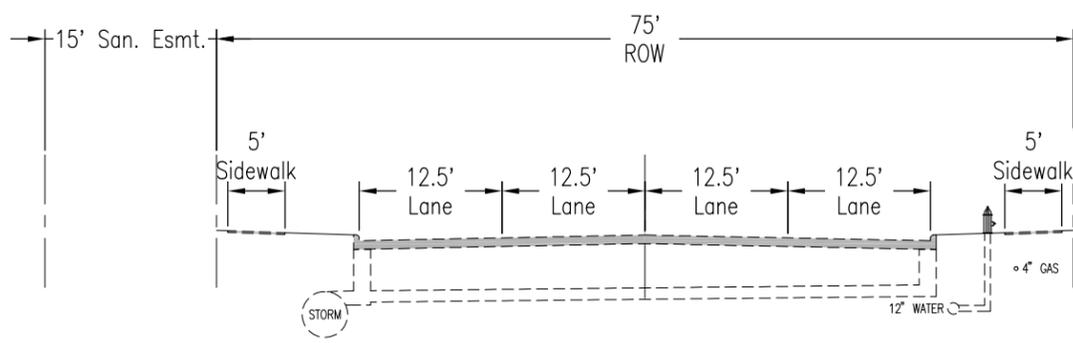
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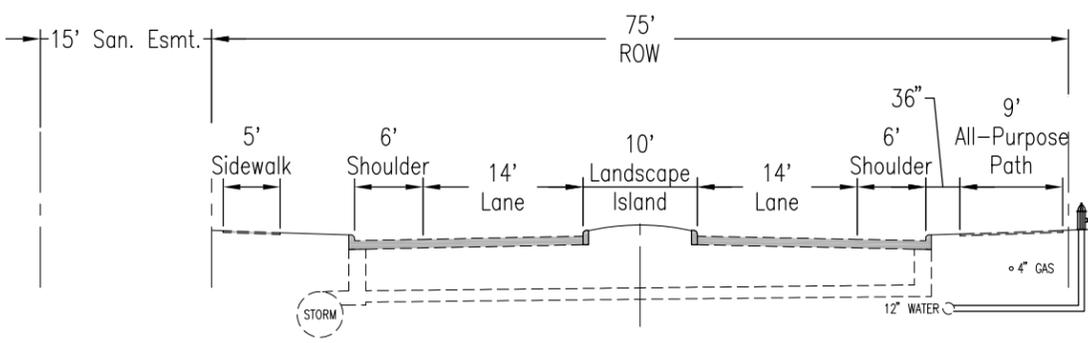
COUNTRY CLUB BLVD-EAST
 PLANNING STUDY
 NORTH OLMSTED, OH
 PREVIOUS CROSS-SECTIONS

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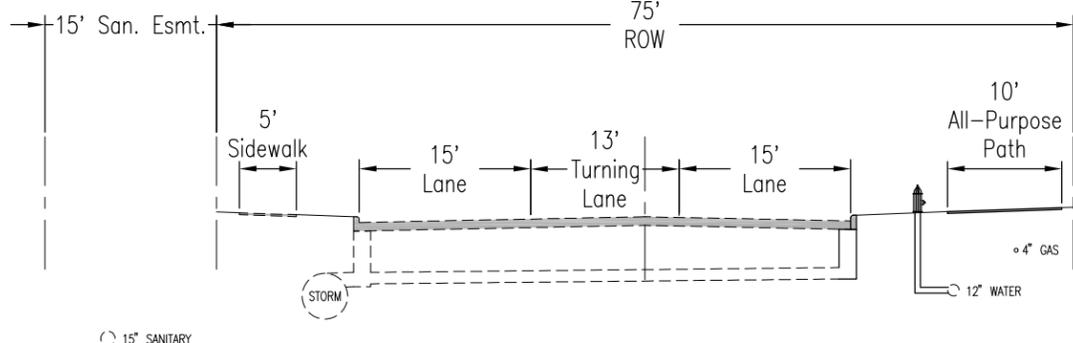
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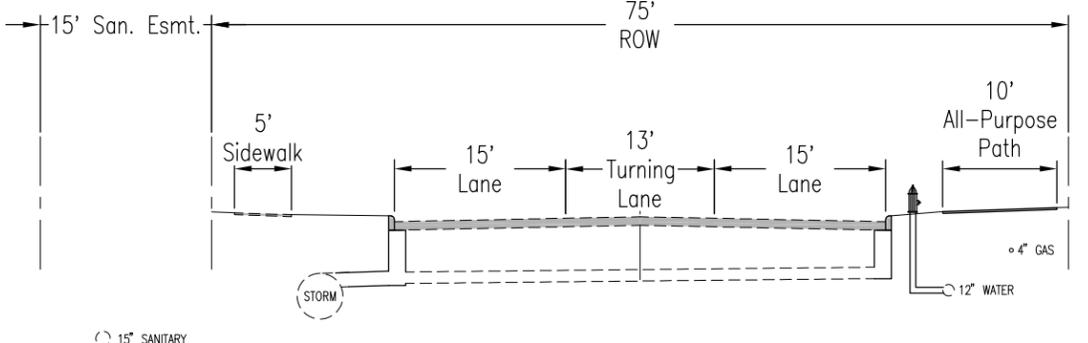
TYPICAL SECTION – EXISTING
 (COUNTRY CLUB BLVD.)



TYPICAL SECTION – OPTION 1
 (COUNTRY CLUB BLVD.)



TYPICAL SECTION – OPTION 2
 (COUNTRY CLUB BLVD.)



TYPICAL SECTION – OPTION 3
 (COUNTRY CLUB BLVD.)

OPTION 1

FEATURES

- 1 TRAVEL LANE EACH DIRECTION WITH SHOULDER
- LANDSCAPE MEDIAN
- 8'-9' ALL-PURPOSE PATH
- MAINTAINS EXISTING CURB ON BOTH SIDES
- HATCHING OF SHOULDER AREA IS RECOMMENDED TO PROVIDE CLEAR INTENT.

ADVANTAGES

- SIMILAR TO OTHER SECTIONS OF ROAD.
- ALLOWS MAINTAINING 2-WAY TRAFFIC DURING SAFETY AND SERVICE INCIDENTS
- SHOULDER AREA AVAILABLE FOR EXPERIENCED BICYCLISTS
- NO STORM SYSTEM CHANGES REQUIRED

DISADVANTAGES

- ALL-PURPOSE PATH LESS THAN PREFERRED WIDTH
- REQUIRED HYDRANT RELOCATION MAY BE TO OUTSIDE OF RIGHT-OF-WAY, REQUIRING EASEMENTS.

OPTION 2

FEATURES

- 1 TRAVEL LANE EACH DIRECTION & 1 CENTER TURN LANE
- 10' ALL-PURPOSE PATH
- NO CENTER MEDIAN
- REMOVE PAVEMENT ON ONE SIDE

ADVANTAGES

- ALLOWS PREFERRED 10' WIDE PATH
- ALLOWS EASE OF MAINTAINING 2-WAY TRAFFIC DURING SAFETY AND SERVICE INCIDENTS

DISADVANTAGES

- MINIMAL ROOM FOR LANDSCAPE ENHANCEMENTS
- REQUIRES HYDRANT RELOCATION
- REQUIRES CATCH BASIN RELOCATION

OPTION 3

FEATURES

- 1 TRAVEL LANE EACH DIRECTION & 1 CENTER TURN LANE
- 10' ALL-PURPOSE PATH
- NO CENTER MEDIAN
- REMOVE PAVEMENT ON BOTH SIDES

ADVANTAGES

- ALLOWS PREFERRED 10' WIDE PATH
- ALLOWS EASE OF MAINTAINING 2-WAY TRAFFIC DURING SAFETY AND SERVICE INCIDENTS

DISADVANTAGES

- MINIMAL ROOM FOR LANDSCAPE ENHANCEMENTS
- REQUIRES HYDRANT RELOCATION
- REQUIRES CATCH BASIN RELOCATION BOTH SIDES OF ROAD



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