



Great Northern Multi Modal Transportation Plan

City of North Olmsted

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City of North Olmsted

2009



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Part I. Introduction

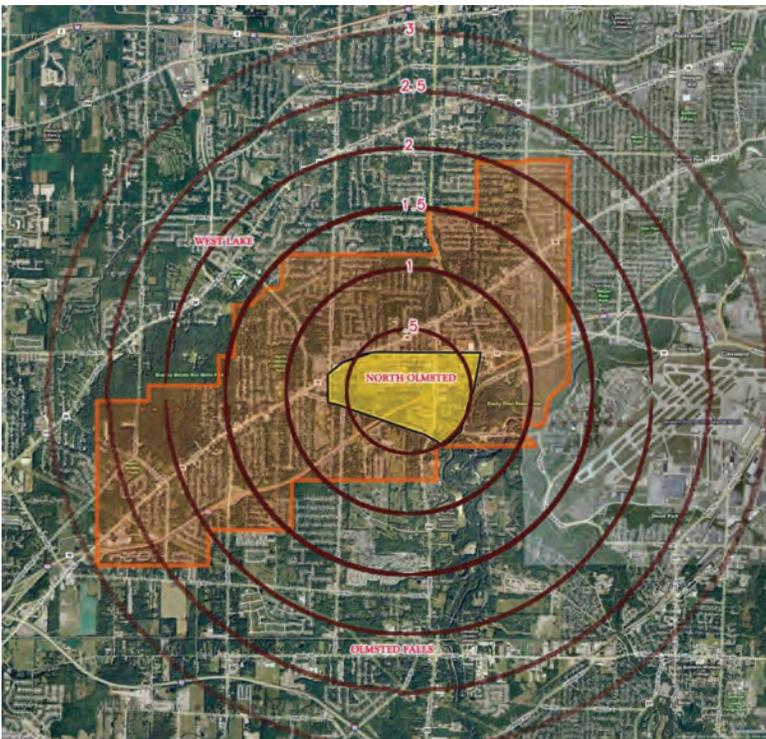
1.01 Background

In January 2008, the City began an 18-month planning process to analyze transportation system issues and propose options and improvements in the City's mixed use center. The four phase Plan includes recommendations and alternatives for encouraging transit usage, creating bicycle linkages, promoting pedestrian orientation and enhancing the streetscape through physical improvements.

The proposed improvements illustrated in this report will have a positive impact on the quality of life for residents in the City by connecting residents to resources such as employment, public transit, shopping, and parks and recreation. The recommendations in this report address the residents main concerns over the lack of connectivity, increasing pedestrian safety, repair and maintenance of existing infrastructure, improving signage, traffic congestion and enhancing the visual character of North Olmsted's commercial center by creating gateway's and increased landscaping.

Not only is the project study area the most densely developed area of the City, but it also serves as one of the largest commercial centers in Cuyahoga County and in the region. Therefore, the project will also improve the economic viability of business in the community by improving access to business, encouraging new development, and creating a strong visual impact and gateway to the community.

Figure 1: Context



A majority of this project is grant funded through the Northeast Ohio Areawide Coordinating Agency's (NOACA) Transportation for Livable Communities Initiative.

The study is approximately 693 acres in size and bordered by Lorain, Butternut Ridge and Columbia Roads. The study focuses on an area comprised of five (5) diversely zoned districts just east of the City's center considered the "heart" of North Olmsted. In addition to the roadways, Interstate I-480 dissects the City in an east-west orientation providing regional access to this area that supports a variety of building types from high-rise apartments and planned single-family communities to hotel, retail and commercial developments.

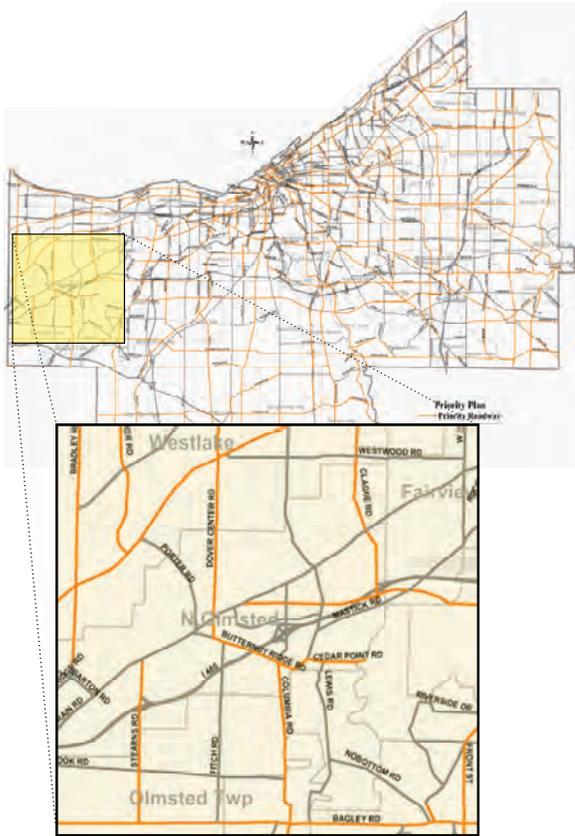


Figure 2: Cuyahoga County Bicycle Facility Priority Plan

The study area sits between two regional metroparks, The Rocky River Reservation and Bradley Woods. The Map above highlights the priority routes within North Olmsted to improve access and connectivity. The routes include Butternut Ridge Road, Cedar Point Road, Columbia Road, Brookpark Road, and Dover Center Road.

The goal of the Great Northern Multi Modal Transportation Plan (GNMMTP) is to enhance the community’s quality of life, facilitate accessibility and transportation choices such as transit, walking, and biking, and to improve the safety and efficiency of the existing transportation system while enhancing the aesthetic interest of the area.

The existing conditions analysis and public input phase helped to identify deficiencies and suggest potential remedies. We were able to consider valuable public and committee input to further explore possible remedies to begin and further refine the solutions presented in this report.

The GNMMTP provides a transit, pedestrian and bicycle vision of the solutions required to solve the disconnect of local and regional destinations, in and around the study area, and improve the vehicular traffic flow by appropriate traffic signal timing, modified speed limits, and facilitating the bicycle and pedestrian options.

Improving the public transportation waiting environments, adding circulator routes and improving the bicycle and pedestrian connection to the Park-and-Ride, and other bus stops, can help encourage the use of public transportation, thus reducing the vehicular pressure on the area.

Creating bicycle and pedestrian connectivity with new bike routes, new and improved destinations, and new lighting, signage and landscaping can encourage bicycle and pedestrian travel throughout and around the study area. This will not only improve the image and awareness of the benefits of the area, but may also contribute to the reduction of single occupancy vehicle use.

This study has not ignored the benefits to private development of enhanced transportation options. The project has sparked support from Westfield Great Northern in improving the bicycle and pedestrian access to the mall property. Improved connection to this valuable resource will help renew economic vitality and increase local awareness of bicycle and pedestrian users, while possibly reducing vehicular traffic pressure.

1.02 Existing Conditions Analysis

The GNMMTP analyzed current vehicle, transit, bicycle and pedestrian traffic patterns of the City of North Olmsted, with the purpose of presenting viable solutions to improve the connectivity and vitality of the City. The study analyzed the development of transportation infrastructure over the years to respond to the City’s growth. Unfortunately, community disconnects and vehicle congestion was the result of this growth.

Base mapping data was compiled from information provided by the Cuyahoga County Planning Commission. Digital information in ArcView GIS file format such as aerial photography (circa 2006), parcels, planimetrics, streets maps, and topography were obtained and manipulated in an AutoCAD file format for use for the GNMMP. The City's digital file of the City Zoning Map has also been used in the base mapping for the project. A map of the GCRTA System Map was obtained from RTA that reflects the current bus routes with the City. A Sidewalk Deficiency map was created to show areas within the project study area lacking public sidewalks to illustrate where sidewalks are needed in order for continuous pedestrian access to occur. Finally a detailed infrastructure report and photo inventory was completed. This report was utilized as reference for safety needs, improvement needs, and aesthetic needs within the study area.

The compilation of data and analysis of the study area led to the creation of the map below which illustrates how the existing transportation system, especially the bike and pedestrian system, fails to link community assets and destination points effectively.

Figure 3: Land use, destination areas and opportunities

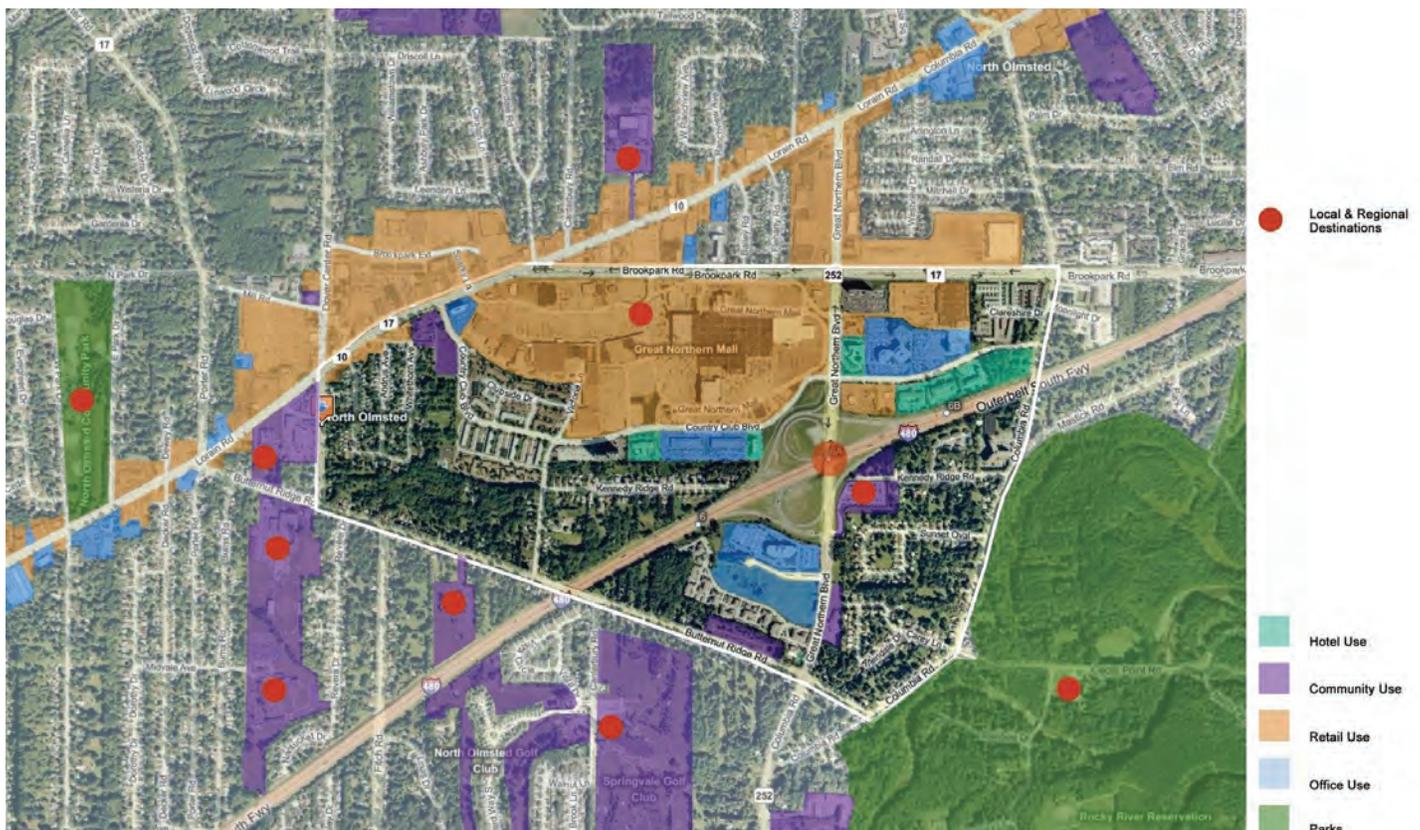




Figure 4: Existing conditions of sidewalks



Figure 5: Existing bus stops

1.03 Public Input

Public input played a central role in the planning process, from the initial identification of issues and goals through exploring options and finally developing the plan’s recommendations. A Steering Committee was created representing the local community that consisted of city officials, business representatives and other area stakeholders who have particular knowledge and insights into the study area. Additionally, a Technical Advisory Committee was formed representing regional planning, transportation, and park agencies, as well as key property owners whose partnerships will be essential in the ultimate implementation of the plan. A variety of public outreach methods were used to reach a broader audience. Information regarding the plan was posted on the City’s website and local cable channel. Additionally, the project was promoted in the annual homecoming bulletin delivered to every household in the City and through targeted, direct mailings to residents and businesses located within the study area. Significant feedback from the community was obtained during three public meetings and in many emails, letters, and other communications throughout the process.

The table below identifies the timeline of various committee and public meetings held for the Great Northern Multi Modal Transportation Plan.

Date	Meeting
March 19, 2008	Steering Committee
May 21, 2008	Steering Committee
August 28, 2008	Stakeholder Focus Group
January 21, 2009	Steering Committee
February 19, 2009	Technical Advisory Committee
March 19, 2009	Public Meeting
July 7, 2009	Steering Committee
July 14, 2009	Technical Advisory Committee
July 29, 2009	Public Meeting
December 9, 2009	Public Meeting

Initial committee meetings and focus groups were designed to draw out the priority issues within the study area. These issues related to the common themes of safety, connectivity, infrastructure, and implementation.

- Safety issues include the number of traffic accidents in the study areas, the speed and volume of traffic discourages pedestrian and bicycle use, the quantity of broken and missing sidewalks, and the deteriorating condition of the bike path.
- Connectivity issues include poor connectivity between major



Figure 6: *Inconvenient pedestrian circulation*



Figure 7: *Street frontage on Country Club Boulevard*



Figure 8: *Mall Entrance on Country Club Boulevard*

city destinations, the lack of a cohesive green space network, poor connections between different modes of transportation, the lack of a comprehensive signage/way finding system.

- Infrastructure issues include the decline of the physical condition of certain streets in the study area, including sidewalks, landscaping, lighting, transit stops and other streetscape amenities, which are exacerbated by the lack of adequate maintenance.
- Implementation issues include the need to identify sources for funding and partnerships as well as priorities for improvements.

In addition to these specific transportation and infrastructure related issues, broader land use, planning and economic development considerations were discussed:

- What part can transportation investments play in encouraging quality economic growth?
- How can we improve the links and relationships between land use and transportation to achieve responsible development patterns promoting smart growth and sustainability?
- How can we improve the physical links between population centers, employment centers and other community destinations to promote accessibility and economic development?
- How can transportation decisions enhance our quality of life and connect our community to the natural environment?

Through the analysis of the existing conditions data and the wealth of public input collected, six deficiencies and three main goals were identified for the study area that would become the core of the Great Northern Multi Modal Transportation Plan.

Deficiencies:

1. The deterioration of Country Club Boulevard
2. The lack of continuous sidewalks along all public streets
3. The termination of bike path at the I-480/SR 252 interchange
4. The lack of bus shelters along main public transit routes near high density residential and commercial areas
5. The absence of a “gateway” into the City and Great Northern shopping district
6. The lack of integration between various modes of transportation

Goals:

1. Improve pedestrian and bicycle safety and flow while providing adequate pedestrian facilities as well as convenient access to public transportation.
2. Improve the community links and relationships between the land use and vehicular and local transit options to achieve responsible economic growth patterns following the principles of smart growth and sustainability.
3. Improve the aesthetic impression and the sense of a gateway and common identity through streetscape enhancements and road condition while facilitating improved traffic flow.

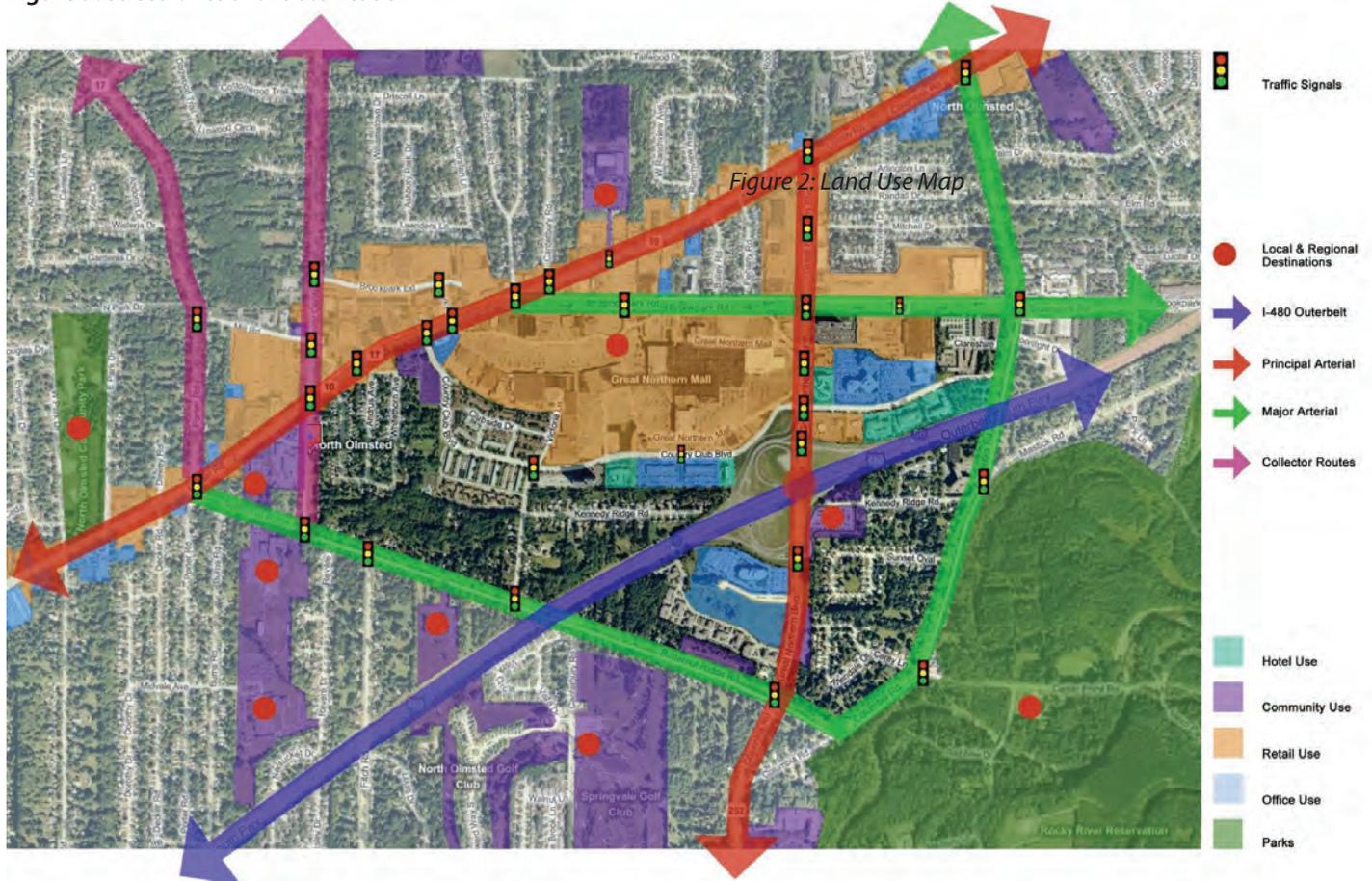
Part II. Components of the Plan

2.01 Street Network and Connectivity: Traffic Vision Plan

Traffic network summary: condition, counts and capacity

The study area is bounded and intersected by principal arterial, major arterial, Interstate and several connector routes as defined by ODOT classifications. Even with this extensive system there is limited cross-city connecting access. Traffic signalization is abundant throughout the study area but the system is vehicle dominant, creating connection difficulties to the areas hotels, community uses, retail, office uses and parks by alternate forms of transportation. Both local and regional destinations contribute to traffic density at varying times of the day/week and Country Club Boulevard sustains heavy volume of traffic, which has led to its need for repair.

Figure 9: Street functional classification



As a part of the comprehensive study we have evaluated the potential for developing more cohesive transportation routes by improving existing corridors. This included the development of clearly identified paths with obvious destinations. This study also evaluated how heavy vehicular traffic along Great Northern Boulevard, Brookpark Road and Lorain Road can more effectively coexist with pedestrians and cyclists.

1998-2002 traffic counts are shown on the Traffic Data Map. Currently the major arterial routes are supporting traffic similar to that of a principal arterial roadway. Congestion on Lorain Road and the northern portion of Great Northern Boulevard cause routing of additional traffic to Butternut Ridge Road. Country Club Boulevard supports heavy traffic as well as significant bus routes.

The volume of traffic on Butternut Ridge Road was of particular concern to residents of the street. Butternut Ridge is a mile and a half long Historic District and is a reminder of both the origins of old Olmsted as well as how the community developed over time. The corridor is a major local artery with numerous homes, schools, businesses and a cemetery which show a wide range of building styles and architecture, representing periods from the first settlement to today. Preservation of the road's residential character is important to the community.

Figure 10: Traffic count studies

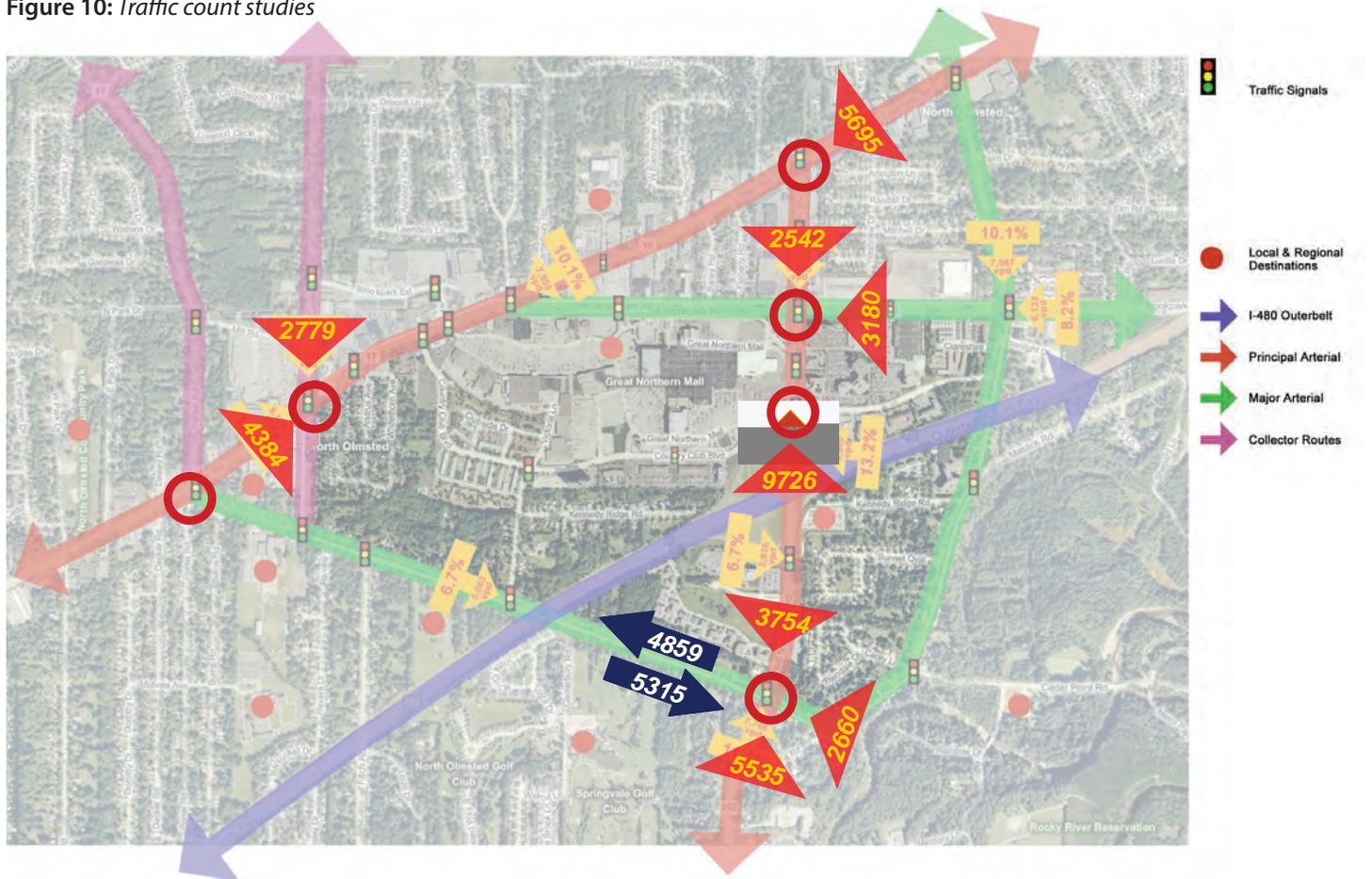




Figure 11: Existing parking edge on street

There are 18,000 vehicles per day passing through the Country Club Boulevard and Great Northern Boulevard intersection, representing the highest vehicle count in the area. This is evidenced by 2000 and 2007 Average Daily Traffic maps. Traffic volume remains at fairly consistent on Lorain Road between 2000 and 2007. Increases are shown on I-480, Great Northern Boulevard and Brookpark Road between Great Northern Boulevard and Lorain Road.

New traffic studies were conducted to further inform recommendations at the intersections of Great Northern Boulevard and Lorain Road, Brookpark Road, Country Club Boulevard and Butternut Ridge Road. Additionally the intersections of Lorain and Dover Center Road and Porter Road were studied.

Parking recommendations

The off-street parking criteria in the zoning code should be examined to determine if a reduction in parking space requirements could be accommodated to increase the amount of landscaping and natural features within parking fields. Shared parking areas and/or linking parking areas should be considered throughout the study area.

It is particularly important to soften the appearance of surface parking areas, with trees to shade the paved area and absorb light and heat, and lawn and ground covers to collect and filter surface runoff. Portions of all parking areas, both new and renovated, should be devoted to landscape, with additional consideration given to innovative storm water management elements such as permeable pavers, rain gardens, bio-swales, bio-retention basins as well as leaving open space undisturbed.

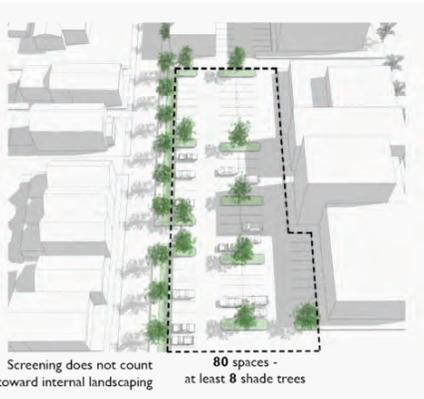


Figure 12: Parking areas: landscaping

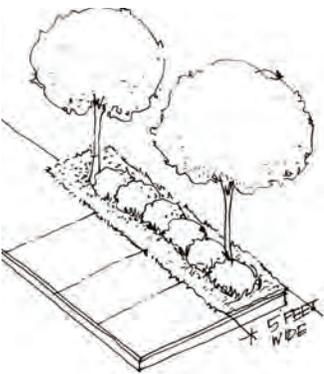


Figure 13: Landscape buffers screen parking lot edges

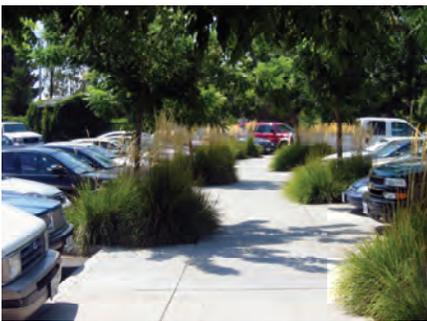


Figure 14: Pedestrian paths in parking lots



Figure 15: Landscape islands should be designed to collect and filter stormwater runoff from parking lot surfaces.



Figure 16: Bioswale



Figure 17: Existing bus stop

2.02 Transit Facilities: Vision Plan

Transit Facilities Summary

The transit system including stops are shown on the Transit Map below. Limited service routes encircle the study area. Regular service routes (shown as a solid blue line) occur along three major streets; Lorain Road, Great Northern Boulevard and Country Club Boulevard. The North Olmsted Park-n-Ride transit center is located just southeast of the intersection of I-480 and Great Northern Boulevard and is accessible by car from an entrance drive located on Great Northern Boulevard.

The greatest number of bus stops occurs along Lorain Road and along the limited service routes, with only three of these stops having bus shelters. Bus stops occur less frequently along Country Club Boulevard and Great Northern Boulevard.

This study proposes improvements to the existing public transit system to reduce single occupancy vehicle use, increase connections to the areas retail centers, and provide public transportation to community destinations.

Figure 18: Existing RTA routes and stops

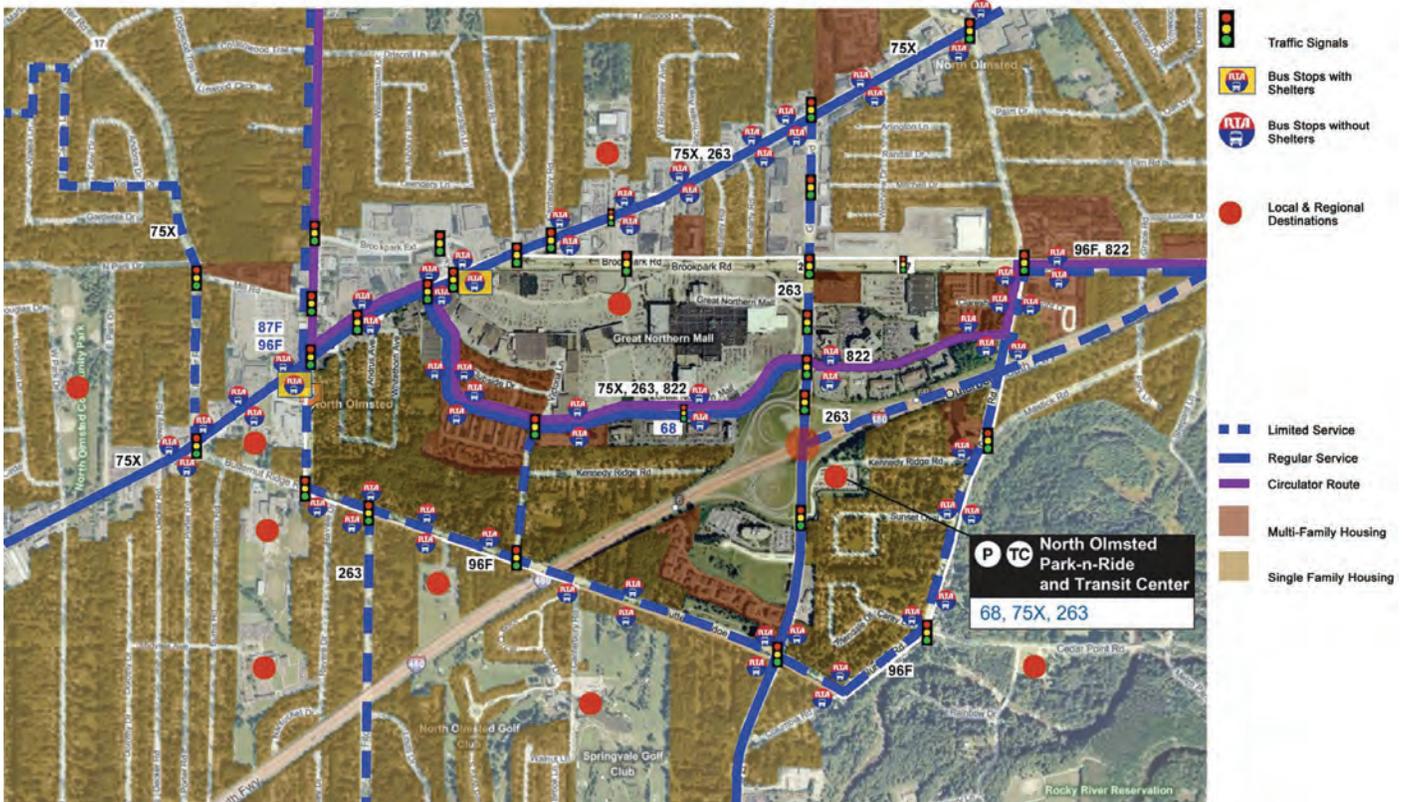




Figure 19: RTA healthline bus shelter in downtown Cleveland



Figure 20: Bus shelter with solar panels

RTA Route and circulator options

This study proposes a new regular service route along Brookpark Road, from Columbia Road to Lorain Road, to increase connection to the existing retail centers. An expansion of the circulator system along Lorain Road to the existing stop at North Olmsted Park is also proposed. Current funding, ridership and route reductions at RTA make the implementation of this recommendation unlikely in the near future.

Addition/renovation of bus stops and shelters

Increasing the quality of existing bus stop, updating the appearance of existing shelters to create more user friendly waiting environments is central to the transit recommendations of this study. New or improved shelters are shown at the entry to North Olmsted Park, at the intersection of Lorain Road and Great Northern Boulevard, along the new Brookpark Road regular service route, at the traffic signal close to Walmart as well as a shelter close to the Great Northern Mall entrance drive. Additional enhanced waiting environments are proposed at the intersection of Butternut Ridge Road and Dover Center Road and along Country Club Boulevard close to the Mall entrance near Dillard's.

Further study of RTA ridership in North Olmsted should be conducted to create a priority list of stops and shelters. The study can identify which stops need physical improvements and additional amenities, where shelters may be relocated to match current ridership or where new shelters could be added.

Figure 21: Proposed RTA routes and stops

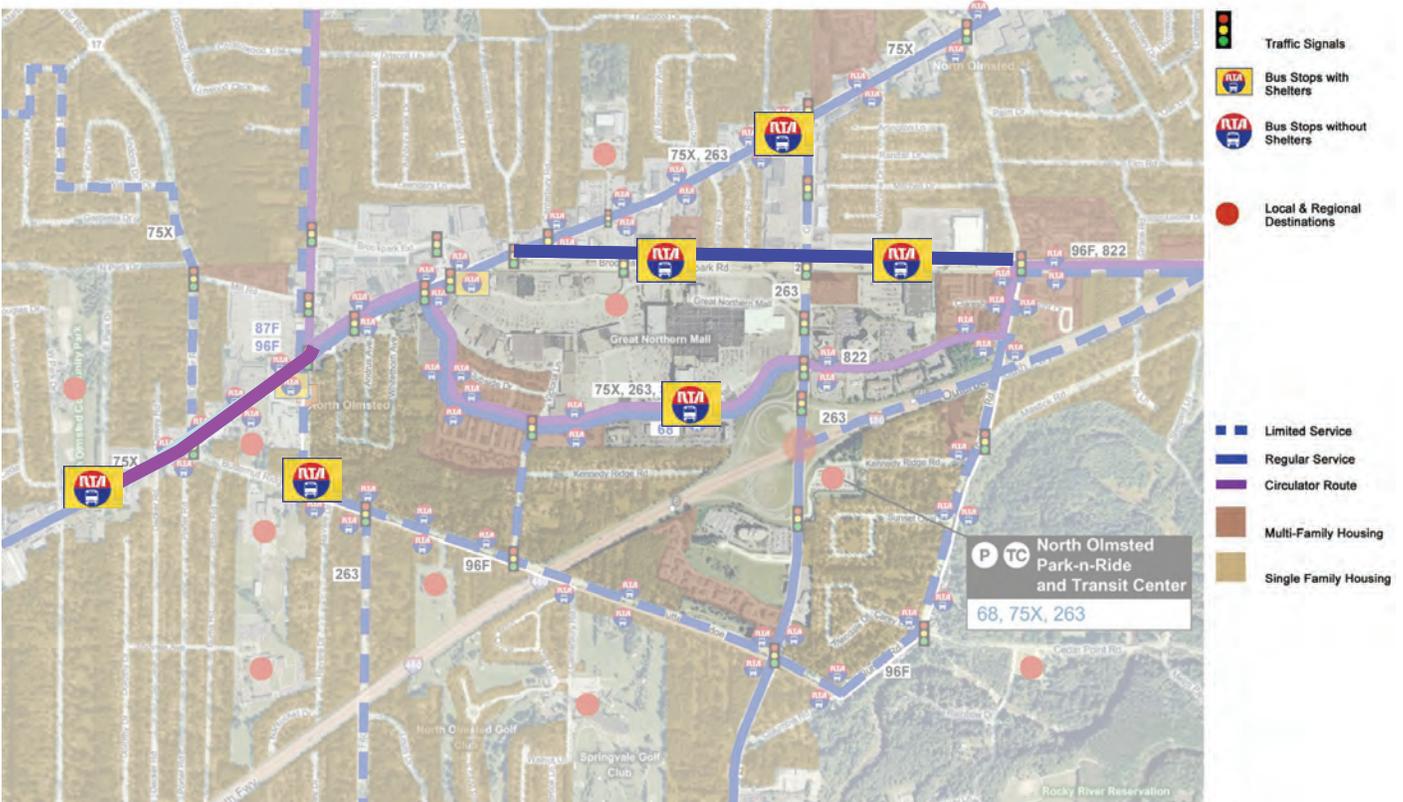




Figure 22: Lack of curb edge; dangerous for bikes and pedestrian



Figure 23: Sidewalks end abruptly

2.03 Bicycle and Pedestrian Network: Vision Plan

Existing network summary

The existing bicycle and pedestrian network is fragmented and incomplete, disrupting community linkages and reducing connectivity to key destinations within and surrounding the study area.

The Pedestrian Disconnect Map illustrates this lack of connection. Local and regional destinations are highlighted with red-orange dots. Disconnected bike paths (shown in teal) prohibit bike use to and through the study area. The map also outlines sidewalk deficiency, which occurs in numerous places throughout the area. The absence of pedestrian sidewalks prohibits pedestrian traffic and creates disconnect from the hotels to retail across Great Northern Boulevard to restaurants, the mall and other retail and commercial business. The lack of curb edge in places is particularly dangerous to bikes. Great Northern Boulevard is pedestrian unfriendly and the deteriorating condition of Country Club Boulevard has a negative impact on attracting pedestrian and bicycle use.

Figure 24: Pedestrian Disconnect Map (see page 29 for a bigger map)





Figure 25: Dedicated bike lanes

Design options for pedestrian enhancement and bicycle connectivity.

The Great Northern Multi Modal Transportation Plan proposes a system of improvements to increase connectivity and enhance options for pedestrians and cyclists as shown on the bicycle and pedestrian improvements map. Again, local and regional destinations are shown with red-orange dots along with open space improvement areas shown with green dots. These improvements are discussed in further detail in section 2.04 of this report. The proposed improvements give broader access to key locations for bikes and pedestrians, connecting pocket parks, the golf course, the cemetery and the library as well as correcting a main deficiency identified in the existing conditions analysis, the termination of bike path at the I-480/SR 252 interchange.



Figure 26: Bike trails in parks

Proposed pedestrian/bike path improvements are shown as a medium brown line on the bicycle and pedestrian improvements map and areas of pedestrian deficiency that should be addressed are shown as a yellow line.

One of the most significant recommendation to come out of the study is the addition of bike lanes on Butternut Ridge Road. While initially considering options for bike and pedestrian routes that crossed over Great Northern Boulevard closer to the Mall, Butternut Ridge Road emerged as a more direct and safer alternative to connect the community to the Rocky River Reservation of the Cleveland Metroparks.

Figure 27: Bicycle and pedestrian improvements map (see page 30 for a bigger map)

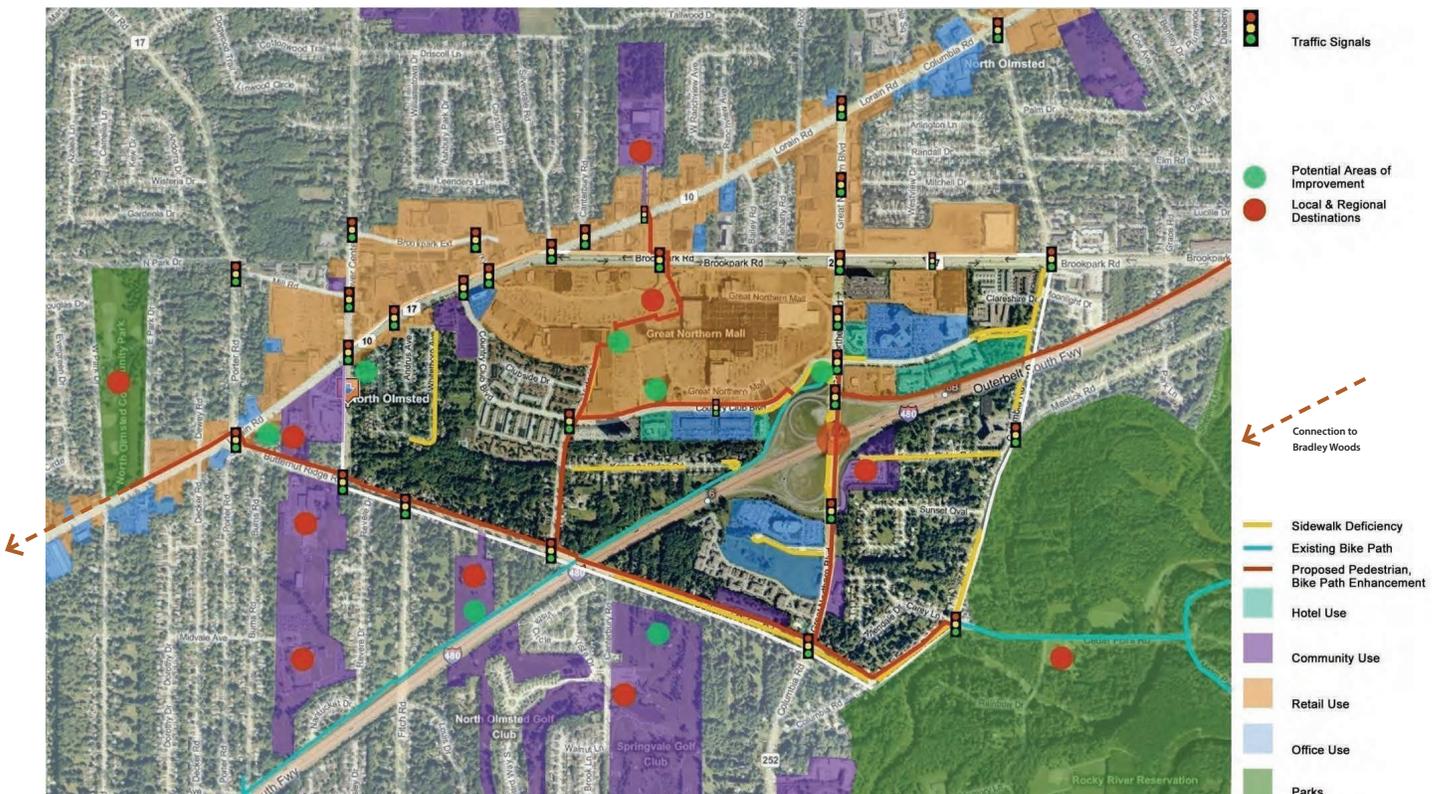




Figure 28: Bicycle and pedestrian improvements

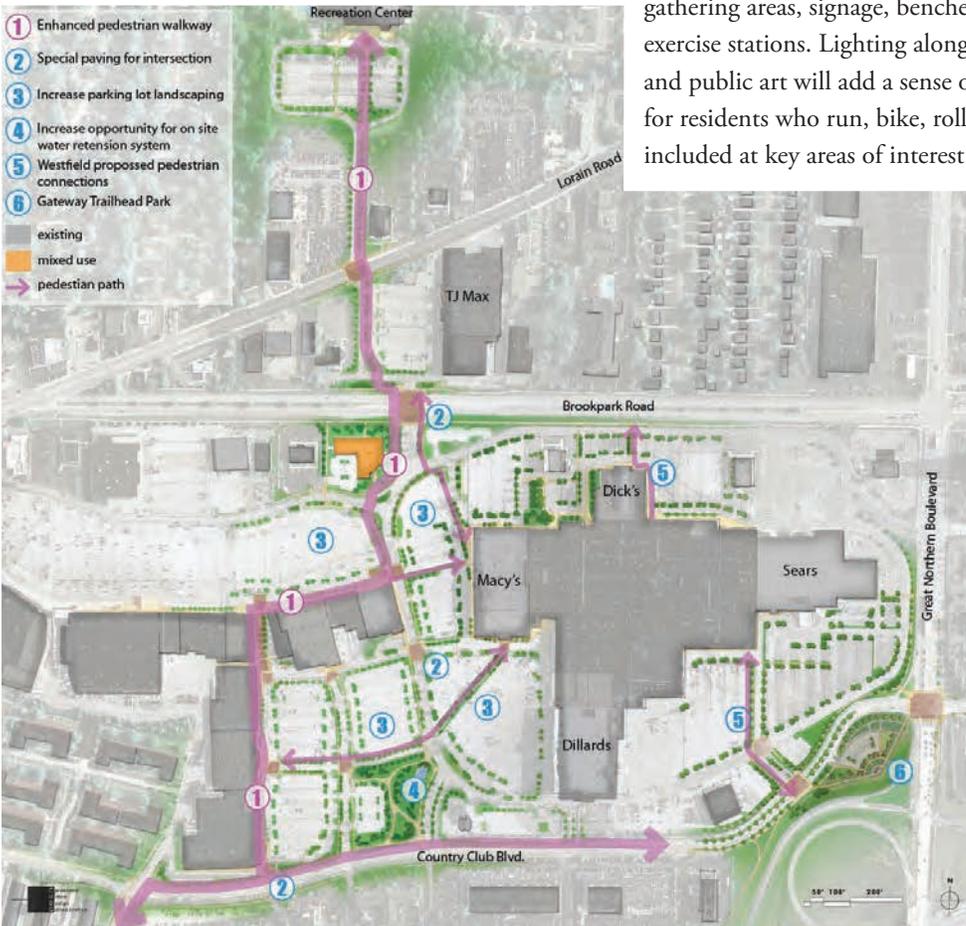


Figure 29: Bike racks



Figure 30: Amenities for bikers; water fountain

Figure 31: Connecting the Recreation to the Community



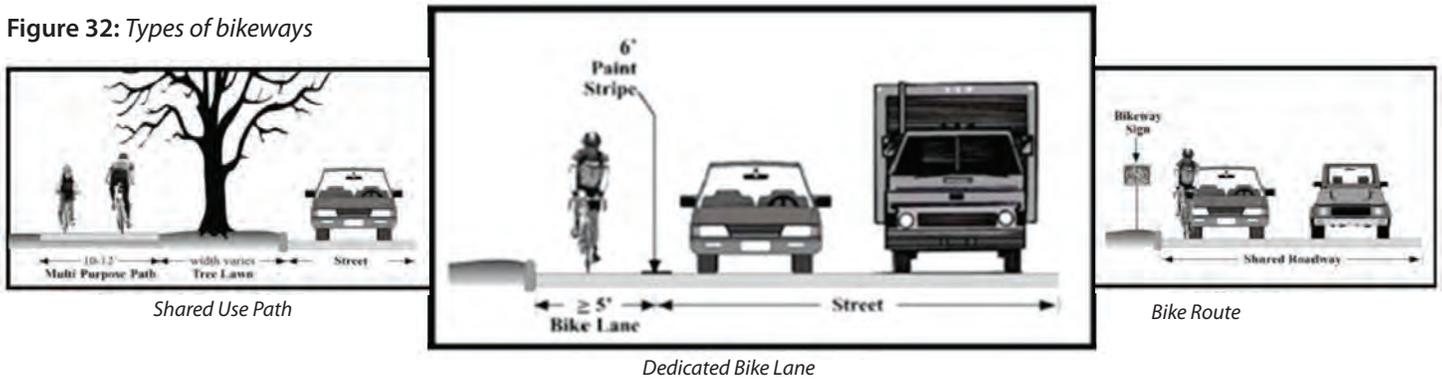
Also shown is a pedestrian/bike path beginning at Cedar Point Road at the entry to the Metroparks, running down Columbia Road to the new bike paths on Butternut Ridge Road. Consideration should be given to extending the pedestrian and bicycle path along Lorain Road to create an additional connection to Bradley Woods, linking the two Metroparks through North Olmsted.

A second pedestrian/bike path improvement (Figure 27a) is shown beginning at the intersection of Victoria Lane and Butternut Ridge, heading north through the Great Northern Plazas across Brookpark and Lorain Roads making a connection to the current recreation center.

The third pedestrian/bike path improvement begins at the intersection of Victoria Lane and heads east along Country Club Boulevard, connecting with the existing bike path at the creation of a new pocket park and continues across Great Northern Boulevard, adjacent to I-480 to points east. Comprehensive streetscape improvements would facilitate this recommendation and should include pedestrian amenities as well crosswalk improvements to allow greater access across Country Club Boulevard.

Additional of points of interest along the pedestrian/bike path include gathering areas, signage, benches, trash receptacles, water fountains and exercise stations. Lighting along paths, a comprehensive sign package and public art will add a sense of safety to the pedestrian/bicycle system for residents who run, bike, rollerblade and walk. Bike racks should be included at key areas of interest and bus stops.

Figure 32: Types of bikeways



Significant discussion was held on the creation of increased bicycle access on Butternut Ridge Road. Three options were considered in the planning process:

1. Shared use path off of the roadway
2. Dedicated bike lane on the roadway
3. Bike route where cars and cyclists share the roadway



Figure 33: Butternut Ridge Road existing (above) & proposed (below)

A dedicated bike lane was chosen as the preferred option (Figure 31) for numerous reasons. It can be accomplished in the existing right-of-way, meaning, the dedicated bike lane and road improvements can be constructed without taking any private property. This also means that existing mature trees can be protected, which was important to residents. Residents also felt the dedicated bike lane option would increase the public's awareness of bicycle use in general and promote greater use of the path and its regional connections.



Figure 34: Concept plan for a dedicated bike lane for Butternut Ridge road



Figure 35: Pedestrian-scale streetscape

Aesthetic Road Improvements:

Streetscape Concepts, Gateways, Signage and Lighting

The Great Northern Multi Modal Transportation Plan investigated how the first impression of the area can be enhanced for regional commuters as they enter the City’s mixed-use center.

The first aesthetic improvement proposed is to establish entry “gateways” or a sense of a district with the addition of light poles, artwork and/or signage throughout the district. These aesthetic improvements could be enhanced with hanging flower baskets and/or banners along principal arterial, major arterial and connector routes. Specifically along Great Northern Boulevard pavers, potted plants/trees or art will enhance the streetscape for all modes of transportation.



Figure 36: Public art



Figure 38: Median landscaping



Figure 39: Crosswalk improvement

Figure 37: Aesthetic improvements plan

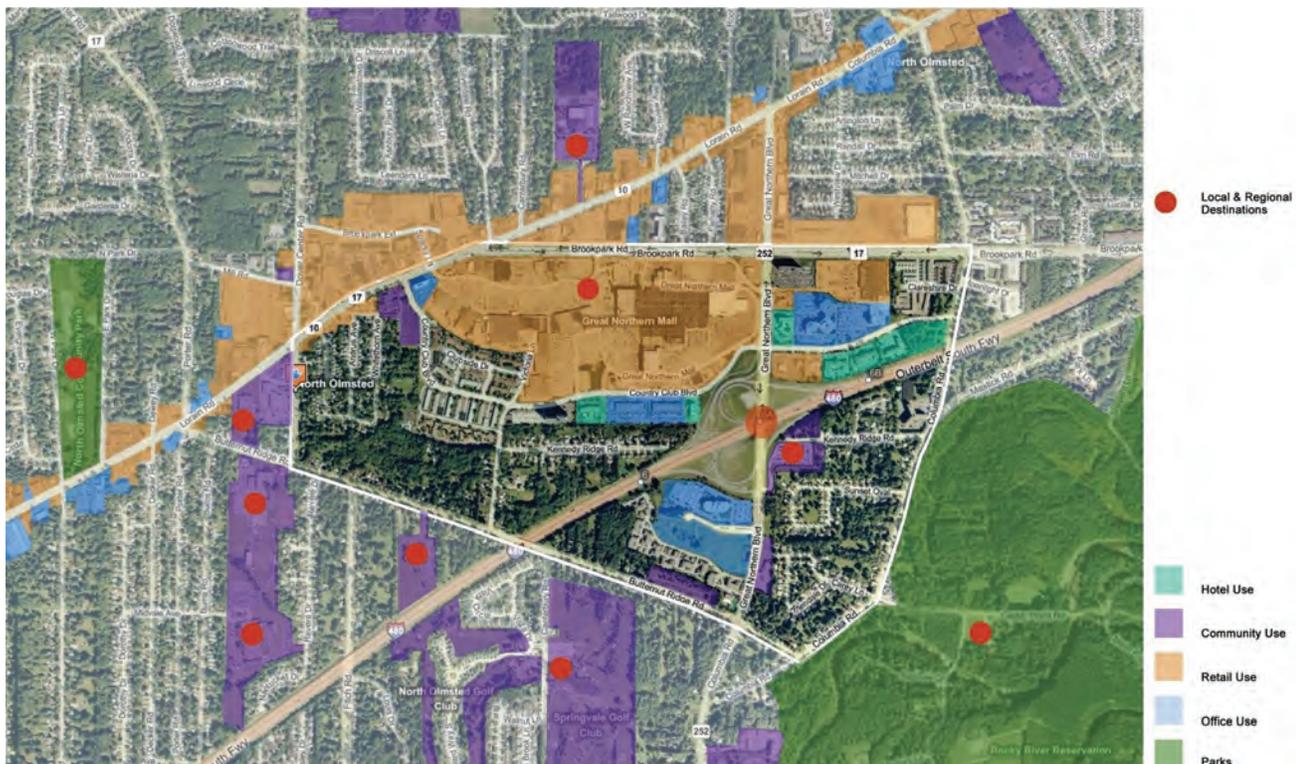




Figure 40: *Country Club Boulevard*

All of these ideas were developed in a series of sketches and maps to communicate the potential for improving the image and experience of Country Club Boulevard and Great Northern Boulevard.



Above: Before and after graphics showing changes to Country Club Boulevard with reconstruction of the deteriorating median, new curbs, lights, banners, street trees. Redesign of this street will create an improved visual impression of the main gateway from the highway to the commercial area and with focus on the intersection, create stronger connection across the boulevard to Great Northern Mall.



Figure 41: *Great Northern Boulevard*

New decorative masonry light poles, gateway signage landscaping will add visual interest and identity to the broad expanse of pavement at the intersection of I-480 and Great Northern Boulevard. The addition of special treatment to the crosswalks will aid accessibility across Great Northern Boulevard and soften the existing hardscape.



Figure 42: *Dover Center Road*

At Dover Center Road and Butternut Ridge Road new light poles, banners, gateway signage, landscaping and pedestrian amenities will help to mark the main civic area of the city as well as create an entrance into the Butternut Ridge Historic District. Pedestrian improvement here and along Butternut Ridge are necessary for the high level of pedestrian activity that exists near the schools and library.

Additional improvements along Butternut Ridge are shown for the Butternut Ridge Cemetery in coordination with the City's Cemetery Improvement Plan. A ceremonial gateway with lighting, signage designating the cemetery's historic significance, repair of the existing sidewalk, a hedgerow or fence to define cemetery and improvements to the mausoleum building will add additional community value to the proposed east/west bike lane along the street.



Figure 43: *Butternut Ridge Cemetery entrance*



Figure 44: *Butternut Ridge Cemetery plan*



Figure 45: *Butternut Ridge Cemetery entry facade improvements*

2.04 Pocket parks and connectivity to the existing green network

Although they are often too small for physical activities, the addition of pocket parks will provide greenery, a place to sit outdoors, and can become important visual amenities that can be excellent locations for gateways, signage and markers.

Design options for new parks

The proposed bike link along Butternut Ridge Road, connecting the bike path to the Rocky River Reservation sets the stage for additional connections to existing and future green spaces. Four green spaces within and immediately adjacent to the study area were selected for further study and identified as targeted links to the broader pedestrian/bicycle system.

Improvements to the Butternut Ridge Cemetery were listed in the previous section of this report. A new Gateway Trailhead Park is proposed in the space between the I-480 westbound on ramp and Country Club Boulevard. This park has limited parking to allow North Olmsted resident to drive, park and then ride the bike path. This park also serves to create a visual gateway between the Interstate exit and the mall, which was identified as an issue during community meetings.



Figure 46: Conceptual design for proposed Gateway trailhead park



Figure 47: Enhancement to the existing green space at Great Northern Plaza

Figure 48: Park improvement plan



1. Butternut Ridge Cemetery **2.** Proposed Gateway Trailhead Park **3.** Proposed Retail Plaza **4.** Proposed Future Springvale Park **5.** Connection to North Olmsted Community Park **6.** Connection to Rocky River Reservation



Figure 49: Proposed Springvale Park

Additional improvements are shown to create Springvale Park, a proposed new passive recreation area north of the public golf course. The park would have easy access to the proposed bike path along Butternut Ridge road, connecting to the rest of the open space network. Not listed for improvement as part of these recommendations, North Olmsted Park is also connected to these parks via the pedestrian/bicycle system.

Creation, connectivity and improvement to these parks will increase opportunity for entertainment and events such as art exhibitions, farmer's market, outdoor movies and concerts to be programmed regularly and increasing multi modal transportation options to these amenities will provide greater utilization of green space.

Figure 50: Park Connectivity



Part III. Implementation and Next Steps

3.01 Summary of proposed improvements

A strong implementation strategy is the key to any successful planning effort. The City administration, the Planning and Design Commission, and City Council will be primarily responsible for carrying out this plan's vision. Many of the recommendations will require capital improvements or further study. In addition to the City, a number of other government agencies and the private sector will play a role in implementation, so it is imperative that all parties work together to ensure that the plan is implemented consistently.

Descriptions of recommended physical improvements to the study area are contained throughout the plan, as well as in this section in order to be used as a point of reference.

Traffic and Transportation Infrastructure Recommendations

- Coordinate the recommendations of this plan with the recommendations of NOACA's Road Safety Audit of Great Northern Boulevard and Brookpark Road. Study the extension of southbound Great Northern Boulevard to create a lane designated for westbound I-480 traffic.
- Address signal timing on Lorain Road to improve traffic flow and travel time.
- Conduct a feasibility study of reducing the speed limit on Butternut Ridge Road.
- Create a comprehensive signage plan to improve way finding and alert drivers of pedestrian crossings and bicycle traffic.

Transit Recommendations

- Determine the need for additional bus shelters by evaluating usage statistics. Propose additional bus shelters in locations where the need is warranted.
- Evaluate potential for extending service and adding a transit stop on Brookpark Road at the North Olmsted Towne Center and Walmart drive location.
- Install decorative benches, planters and trash receptacles at bus stop locations to improve the experience of using public transit.

Streetscape Enhancement Recommendations

- Enhance the appearance of the I-480 ramp areas at Great Northern Boulevard with landscaping, public art, signage and other amenities to create gateways into the City.
- Reconstruct Country Club Boulevard to include sidewalks on both sides of the street and a new center median with a mixture of landscape, brickscape, decorative lighting and other visual amenities.
- Install decorative street lights along Butternut Ridge Road that are context sensitive to its historical character.
- Encourage the appropriate use of community streetscape banners.
- Soften the appearance of surface parking areas through the use of landscaping.

Pedestrian and Bicycle Improvement Recommendations

- Construct a designated bicycle lane along Butternut Ridge Road and a portion of Columbia Road to connect to the existing bicycle route on Cedar Point Road in the Rocky River Reservation of the Cleveland Metroparks.
- Encourage pedestrian and bicycle improvements on private property through partnerships and in the course of development review through the Planning and Design Commission.
- Address deficiencies in sidewalks by working with property owners to install sidewalks where missing and to repair or replace sidewalks that are cracked and uneven.
- Ensure all sidewalks and curb ramps are accessible to persons with disabilities.
- Improve crosswalks with differentiated paving materials, colors and textures. Install countdown crosswalk timers in areas of high traffic.
- Coordinate bicycle facility improvements with the Cuyahoga County Bike Facilities Priority Plan.
- Install bicycle racks at points of community destination. Create a “Bike and Ride” by installing bike racks at the RTA Park and Ride facility and other transit stops.
- Improve the experience of using the bike path by adding amenities such as benches, water fountains, and exercise stations.
- Create a maintenance schedule for the bike path that involves trimming overhanging branches, repairing uneven pavement, and maintaining fencing.
- Ensure the bike path is well identified with signage to encourage awareness of bicyclists, especially where the path crosses public streets.
- Create a public education campaign that encourages the use of bicycles and raises awareness of the rights of bicyclists to share the road.

Open Space Recommendations

- Improve the green space area north of Springvale Golf Course to create a park area used for passive recreation.
- Develop a Trailhead Park at the terminus of the bike path at the southwest corner of the Great Northern Boulevard/Country Club Boulevard intersection, which will serve as a visual gateway to the City and also provide amenities for bike path users.
- Utilize green space and other open areas in the commercial center to hold activities such as art shows, farmers' markets, outdoor movies, concerts, and special events.
- Coordinate public improvements to the Butternut Ridge Cemetery with the recommendations of this plan.
- Resolve the disconnection between the Recreation Center, residential neighborhoods, and other major points of destination within the City. Evaluate options for creating bicycle and pedestrian linkages to the Recreation Center. Evaluate alternate locations with greater accessibility for recreation facilities in the future.

3.02 Prioritization, cost estimates and potential funding sources

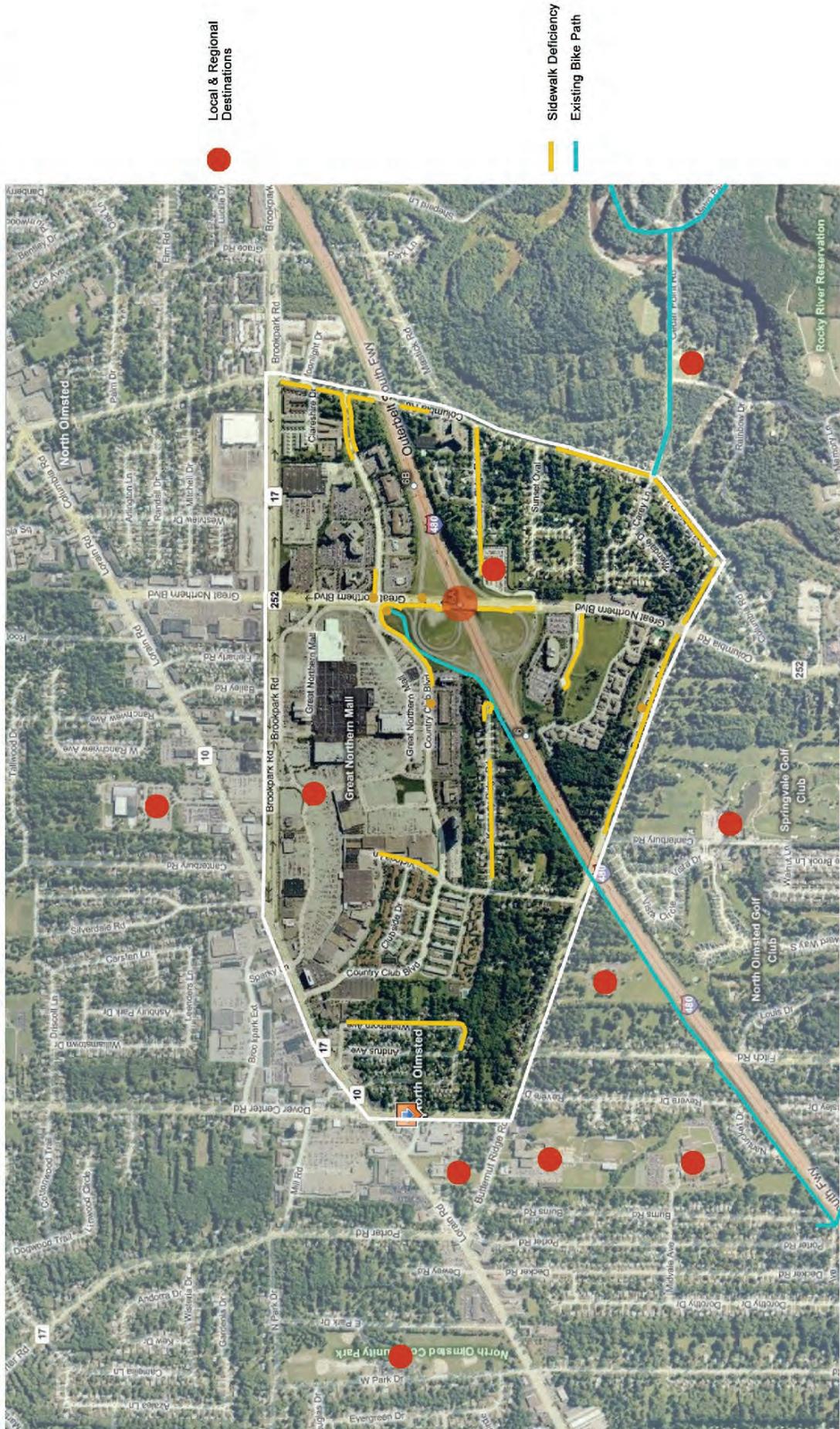
The following chart organizes the recommended studies and capital improvements contained within this plan and assigns a time frame for completion, develops a rough cost estimate, and identifies potential funding sources.

RECOMMENDED STUDIES AND CAPITAL IMPROVEMENTS

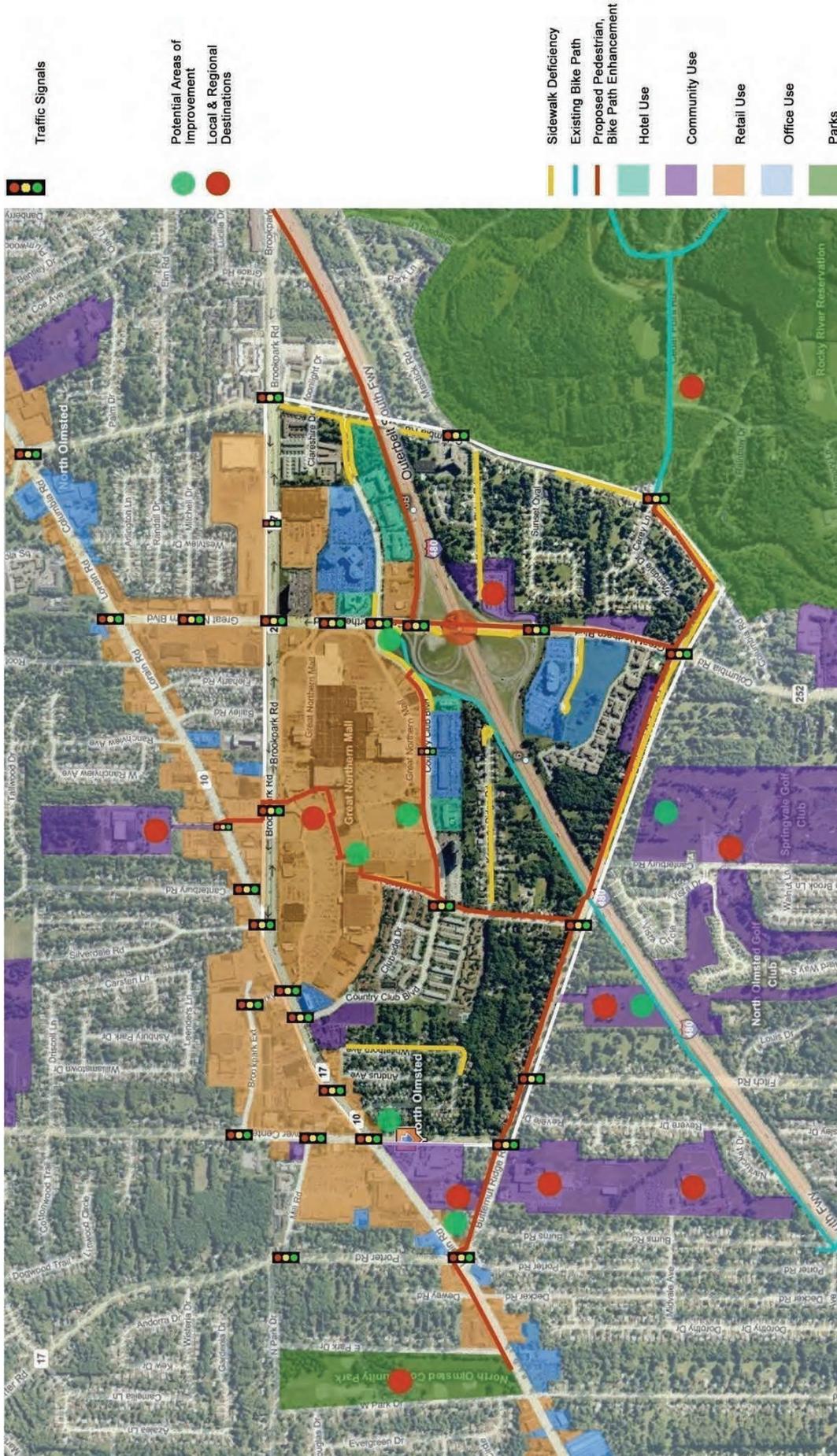
Study/Improvement	Priority	Benefit	Potential Funding Source	Rough Order of Magnitude Cost Estimate
Studies				
Great Northern Blvd Safety Audit	In Progress			\$10,000
Traffic Signal Timing Study (Lorain Road)	Short Term			\$30,000
Speed Limit Reduction Study (Butternut Ridge Road)	Short Term			\$30,000
Bus Shelter Feasibility Study	Mid Term			\$10,000
Transportation System Capital Improvements				
Butternut Ridge Road Bike Path & Streetscape Improvements	Mid Term			\$5,500,000
Country Club Blvd Streetscape Improvements	Mid Term			\$2,000,000
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

PEDESTRIAN DISCONNECT MAP (Refer to fig. 24 page 17)



BICYCLE AND PEDESTRIAN IMPROVEMENTS MAP (Refer to fig. 27 page 18)



Acknowledgements

Steering Committee

Paul Barker, Ward II Council Member
Nicole Dailey Jones, Ward III Council Member
Don Rerko, Planning & Design Commission
Greg Malone, Planning & Design Commission
Melissa Meredith, Planning & Design Commission
Maryellen Davis, Landmarks Commission
Duane Limpert, Service Director
Bud Becker
Pat Graham
Terry Groden
Eugenia Gyi
Tim Ulewicz

Technical Advisory Committee

Mayor Thomas O’Grady, City of North Olmsted
Kim Wenger, City of North Olmsted
Michelle Johnson, NOACA
Mahmoud Al-Lozi, NOACA
John Motl, ODOT
Melinda Bartizal, ODOT
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Special thanks to North Olmsted residents and members of the business community who shared their ideas throughout the planning process.



Appendices

Appendix A - Existing conditions inventory

- area location map for study area
- sidewalk deficiency locations map
- zoning map
- RTA system map
- Existing conditions field notes
- Existing photos

Appendix B - Public Participation

- Steering committee minutes (3/19/08, 5/12/08, 1/21/09, 7/7/09)
- Stakeholders focus group minutes (8/28/08)
- Technical Advisory Committee minutes (2/19/09, 7/14/09)
- Public Meeting minutes (3/19/09, 7/29/09, 12/9/09)
- Homecoming Festival advertisement
- Public Meeting fliers

Appendix C - Plan Presentation (final plan PowerPoint)



Appendix A



SCALE: 1" = 800'



RICHARD L. BOWEN AND ASSOCIATES INC.
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(216) 491-9300 / FAX 491-8053

AERIAL LOCATION MAP FOR STUDY AREA

RLB+A JOB#
6433.11

1" = 800'
SCALE

ISSUED FOR

GREAT NORTHERN MULTI MODAL
TRANSPORTATION PLAN
NORTH OLMS TED, OHIO 4/2/08

1 - 1

PA 6433.11-GREAT NORTHERN MULTI-MODAL TRANSPORTATION STUDY PLAN-2024(04) (REVISED) 4-13-11-08042-058564P.DWG | PLOTTED 12/11/2024 04:25PM BY: PETERO DEFRANCO



GREAT NORTHERN MULTI-MODAL TRANSPORTATION STUDY

SIDEWALK DEFICIENCY INVENTORY

STREET NAME	MATERIAL	WIDTH	LINEAR FT.	SQ. FT.
1 LORAIN RD.	CONCRETE	5	0	0
2 BROOKPARK RD.	CONCRETE	5	0	0
3 COLUMBIA RD.	CONCRETE	5	3610	18050
4 BUTTERNUT RIDGE RD.	CONCRETE	5	3245	16225
5 DOVER CENTER RD.	CONCRETE	5	0	0
6 LUCYDALE AVE.	CONCRETE	5	0	0
7 ANDRUS AVE.	CONCRETE	5	0	0
8 WHITETHORN AVE.	CONCRETE	5	1310	6550
9 KENNEDY RIDGE RD. EXT.	CONCRETE	5	331	1655
10 COUNTRY CLUB BLVD.	CONCRETE	5	2970	14850
11 KENNEDY RIDGE RD. WEST	CONCRETE	5	1733	8665
12 VICTORIA LANE	CONCRETE	5	740	3700
13 CLUBSIDE DR.	CONCRETE	5	0	0
14 PARKWAY EAST	CONCRETE	5	0	0
15 PARKWAY WEST	CONCRETE	5	0	0
16 CLARESHIRE DR.	CONCRETE	5	0	0
17 GREAT NORTHERN BLVD.	CONCRETE	5	1535	7675
18 AL MOEN DR.	CONCRETE	5	925	4625
19 KENNEDY RIDGE RD. EAST	CONCRETE	5	1700	8500
20 SUNSET OVAL	CONCRETE	5	0	0
21 CAREY LANE	CONCRETE	5	0	0
22 ALANDALE LANE	CONCRETE	5	0	0
STUDY AREA TOTALS=			17999	89995

DATES AND REVISIONS	
No.	Date/Description



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GREAT NORTHERN MULTI-MODAL TRANSPORTATION PLAN
NORTH OLIMSTED, OHIO
AERIAL LOCATION MAP OF STUDY AREA
SIDEWALK DEFICIENT LOCATIONS

DRAWN BY: **RFJ**
CHECKED BY: **RF**
RLB NO.: **6433.11**

DRAWING NO. **1**



Legend

Routes

Regular Service

Limited Service

Circulator Route

One-Way Service

Multiple Branches / Route Types

Single Branch / Route Type

Route Terminal

Connection to Other Bus System

Connection Within Two Blocks

Rapid Transit

Red Line (#66X)

Blue Line (#67X)

Green Line (#67AX)

Waterfront Line

Gold Line - West Shore Flyer

Rapid Station

Park-N-Ride

Wheelchair Accessible Station

Transit Center

Other Locations

Hospital

High School

College / University

Point of Interest

State Highway

Interstate Highway

US Highway

Cuyahoga Valley Railroad Station

RTA's weekday service. For additional information, please consult the individual timetable.

RLBA Job No. 6433.11 North Olmsted Multi-Modal Transportation Program
Existing Conditions Field Notes

No.	Pic. Ref.	Main Street	Pavement Type	Pavement Condition	Intersecting Street	Pavement Type	Sidewalk	Curb Ramps
1	1219/1890	Columbia Rd. Brookpark to Clareshire	Asphalt (2-lane)	Fair	Brookpark Rd.	Asphalt	Sidewalks all directions in good to fair condition. No sidewalk on west side of Columbia.	All directions have curb ramps but no truncated domes
2	1232/1341	Columbia Rd. Clareshire to	Asphalt (2-lane)	Fair	Clareshire Dr.	Asphalt	Sidewalk on east side of Columbia and north and south side Clareshire. Fair condition.	Non-compliant curb ramps cross Clareshire Rd. only
3	1242	Columbia Rd.	Asphalt (2-lane)	Fair	Moonlight Dr. (Private)	Asphalt w/Curb & Gutter	Sidewalk on east side of Columbia Rd. only. Fair condition.	Handicap compliant curb ramps cross Moonlight Dr. only
4	1248/1347	Columbia Rd.	Asphalt (2-lane)	Poor - Cr./Sp./Rut./Sep.	County Club Blvd.	Concrete	Sidewalk on east side of Columbia Rd. only.	None
5	1258	Columbia Rd.	Asphalt (2-lane)	Poor - Cr./Sp./Rut./Sep.	I-480 Bridge (Overpass)	Concrete	Sidewalk on east side of Columbia Rd. only. Sidewalk on both sides of bridge.	n/a
6	1278	Columbia Rd.	Asphalt (2-lane)	Poor - Cr./Sp./Rut./Sep.	Mastic Rd.	Asphalt	Sidewalks on both sides of Columbia. East side terminates at Mastic Rd. No sidewalk on Mastic	Curb ramps in place crossing Columbia Rd. @ Mastic but non-compliant
7	1290/1374	Columbia Rd.	Asphalt (2-lane)	Poor - Cr./Sp./Rut./Sep.	Kennedy Ridge Rd. (East)	Asphalt	Sidewalk on west side of Columbia Rd. and north side of Kennedy Ridge Rd.	Non-compliant curb ramps crossing KRR
8	1301/1382	Columbia Rd.	Asphalt (2-lane)	Poor - Cr./Sp./Rut./Sep.	Sunset Oval	Concrete	Sidewalk on west side of Columbia Rd. and north and south side of Sunset Oval. Good cond.	Non-compliant curb ramps crossing Sunset Oval only
9	1313/1395	Columbia Rd.	Asphalt (2-lane)	Fair	Cary Lane	Asphalt	Sidewalk on west side of Columbia Rd. and north and south side of Cary Lane. Fair cond.	Curb ramps crossing Cary Lane only non-compliant.
10	1331/1431	Columbia Rd.	Asphalt (2-lane)	Fair to Good	Butternut Ridge Rd.	Asphalt	Sidewalk on west side Columbia only. Sidewalk on north side Butternut Good condition.	Non-compliant curb ramp on NW corner Butternut.
11	1341/1232	Clareshire	Asphalt w/roll curb (2-lane)	Good	Columbia Rd.	Asphalt	Sidewalks on north and south side good condition.	Curb ramps (non-compliant) at intersection Columbia only.
12	1347/1248	Country Club Blvd	Concrete (4-lane)	Fair to poor Cr./Sp./Sep./Det./Heav.	Columbia Rd.	Asphalt	Sidewalks do not exist between Columbia & Walmart back entrance. Sidewalks are in good condition but non-compliant ramps across all commercial drive aprons.	None
13	1363/1772	Country Club Blvd.	Concrete (4-lane)	Fair to poor Cr./Sp./Sep./Det./Heav.	Great Northern Blvd.	Asphalt	Sidewalk on north and south side of CC Blvd. No sidewalk last 300' of south side of CC Blvd. Sidewalk on East side of GNB both north and south directions.	Curb Ramps (non-compliant) crossing CC Blvd and GNB.
14	1374/1290	Kennedy Ridge Rd.	Asphalt (2-lane)	Poor	Columbia Rd.	Asphalt	Sidewalk on north side of KR Rd. only.	Curb Ramps (non-compliant) crossing KR Rd. Curb ramps at the Enclave are compliant
15	1382/1301	Sunset Oval	Concrete (2-lane)	Good	Columbia Rd.	Asphalt	Sidewalk on north and south side of Sunset in good condition	Curb ramps in place across Sunset but are non-compliant
16	1395/1313	Cary Lane	Asphalt (2-lane)	Fair-poor first 150' Good cond. Beyond 150'	Columbia Rd.	Asphalt	Sidewalks on both sides of street	Curb ramps cross Carey Lane but are non-compliant
17	1405/1412	Allendale Dr. - 2	Asphalt (2-lane)	Good	Cary Lane	Asphalt	Sidewalks on both sides of street	None
18	1405/1412	Allendale Dr. - 1	Asphalt	Good	Cary Lane	Asphalt	Sidewalks on both sides of street	None
19	1431/1331	Butternut Ridge Rd. Columbia to GNB	Asphalt	Good	Columbia Rd	Asphalt	North side of road.	None
20	1440/1466/1473	Butternut Ridge Rd. Columbia to GNB	Asphalt	Fair to good	Great Northern Blvd.	Asphalt	North side of road.	All directions have compliant curb ramps
21	1440/1466/1473	Butternut Ridge Rd. GNB to Canterbury	Asphalt	Fair to Poor Cr./Sp./Rut./Sep.	Great Northern Blvd.	Asphalt	North side of road in good condition. Sidewalks in front of cemetery need to be cleaned of debris and gravel.	All directions have compliant curb ramps
22	1493	Butternut Ridge Rd. Canterbury to KRR	Concrete (4-lane)	Fair to Poor	Canterbury	Concrete	North side of road in fair condition south side in good condition. Canterbury walk west side only.	curb ramp at SW corner of Canterbury only (non-comp.)
23	1520/1672	Butternut Ridge Rd. KRR to Butternut School	Asphalt	Fair	Kennedy Ridge Rd	Concrete	Sidewalks all directions good condition	NW, NE & SW non-compliant ramps
24	1534	Butternut Ridge Rd. Ent. BR Sch. To Fitch Rd.	Asphalt	Fair to poor	Butternut Elem. Sch.	asphalt	Sidewalks north and south sides good condition	curb ramps across drive and from sw corner to north side non-compliant no ramp on north side
25	1547	Butternut Ridge Rd. Sch. To Fitch	Asphalt	Fair to Poor	Fitch Rd	asphalt	sidewalks all directions fair condition.	NC ramps across Fitch. NC ramps north and south sides.
26	1564	Butternut Ridge Rd. Fitch to Revere	Asphalt	Fair to Poor	Revere Dr.	Concrete	Sidewalks in all directions in fair condition. NC handicap ramps	NC curb ramps across Revere
27	1573	Butternut Ridge Rd. Revere to Dover Center	Asphalt	Fair	Dover Center	Asphalt	Sidewalks in all directions in fair condition. NC handicap ramps	All curb ramps are non-complaint
28	1573	Dover Center BNR Rd. to City Hall	Asphalt	Poor	Butternut Ridge Rd.	Asphalt	Sidewalks in all directions in fair condition. NC handicap ramps	All curb ramps are non-complaint
28	1588/1972	Dover Center City Hall to Lorain Rd.	Asphalt	Poor	Lorain Rd.	Asphalt	Sidewalks in all directions in fair condition. Compliant handicap ramps	All curb ramps are complaint
29	1598	Lucydale Ave. Lorain to Kennedy Ridge Ext.	Asphalt	New	Lorain Rd.	Asphalt	Sidewalks all directions in fair cond. Walk at 27066 & 5180 damage from tree roots / needs repair. Other loc. of heaving & spalling	Curb ramps across Lucydale are compliant NC curb ramps at Kennedy Ridge Ext.
30	1614	Kennedy Ridge Ext. Lucydale to Andrus	Asphalt	New	Lucydale Ave	Asphalt	Sidewalks north and south sides good condition. Sidewalk all directions	NC curb ramp on north side crossing to south
31	1617/1665	Kennedy Ridge Ext. Andrus to Whitethorn	Asphalt	New	Andrus	Asphalt	Sidewalks north and south sides good condition. Sidewalk all directions Sidewalk ends at 26995 south side of road	none
32	1622/1636	Whitethorn Ave. Kennedy Ridge to School	Asphalt	New	Whitethorn	Asphalt	Sidewalk west side only Sidewalk at 5112 needs repair	none
33	1645	Whitethorn Ave. School to Andrus	Asphalt	New	Andrus	Asphalt	Sidewalk both sides	Ramps cross to school and are HC compliant
34	1645	Whitethorn Ave. Andrus to Lorain Rd	Asphalt	New	Andrus	Asphalt	Sidewalk both sides good condition	Compliant ramps cross Andrus. No ramps to Andrus from Whitethorn

RLBA Job No. 6433.11 North Olmsted Multi-Modal Transportation Program
Existing Conditions Field Notes

No.	Pic. Ref.	Main Street	Edgeline	Centerline	Crosswalk	Laneline	Stop Bar	Markings
1	1219/1890	Columbia Rd. Brookpark to Clareshire	Faded and/or missing	Double yellow faded	faded and/or missing. No crosswalk on west side across Brookpark	Faded	Faded	Faded
2	1232/1341	Columbia Rd. Clareshire to	Faded and/or missing	Double yellow faded	faded and/or missing. No crosswalk from Clareshire across Columbia	n/a	Faded	n/a
3	1242	Columbia Rd.	Faded and/or missing	Double yellow faded	No crosswalk on Moonlight Dr.	n/a	none on Moonlight	n/a
4	1248/1347	Columbia Rd.	Faded and/or missing	Double yellow faded	No crosswalk on C.C. Blvd.	n/a	Faded on CCBlvd	Faded on CC Blvd.
5	1258	Columbia Rd.	Faded and/or missing	Double yellow faded	n/a	n/a	n/a	n/a
6	1278	Columbia Rd.	Faded and/or missing	Double yellow faded	faded and/or missing.	n/a	Faded	n/a
7	1290/1374	Columbia Rd.	Faded and/or missing	Double yellow faded	Crosswalk on KRR faded.	n/a	Faded	n/a
8	1301/1382	Columbia Rd.	Faded and/or missing	Double yellow faded	Crosswalk on Sunset Oval faded.	n/a	Faded	n/a
9	1313/1395	Columbia Rd.	Faded and/or missing	Double yellow faded	Crosswalk at Cary Lane and Columbia faded.	n/a	Faded	Bike Path faded
10	1331/1431	Columbia Rd	Faded and/or missing	Double yellow faded	No crosswalks	n/a	Faded	n/a
11	1341/1232	Clareshire	n/a	none	faded and/or missing.	n/a	Faded	n/a
12	1347/1248	Country Club Blvd	n/a	faded	none	faded	faded	faded
13	1363/1772	Country Club Blvd.	n/a	faded	faded and/or missing. Crosswalk from CC Blvd across GNB is almost non-existent	n/a	Faded	faded
14	1374/1290	Kennedy Ridge Rd.	Faded and/or missing	Faded and/or missing	Crosswalk at Columbia Rd only. Faded	n/a	faded and too far from stop sign 40'+/-	n/a
15	1382/1301	Sunset Oval	n/a	none	Faded	n/a	faded	n/a
16	1395/1313	Cary Lane	faded	none	Faded	n/a	Faded	n/a
17	1405/1412	Allendale Dr. - 2	Faded	none	none	n/a	none	none
18	1405/1412	Allendale Dr. - 1	Faded	none	none	n/a	faded	n/a
19	1431/1331	Butternut Ridge Rd. Columbia to GNB	Faded	double yellow faded	none	n/a	faded	n/a
20	1440/1466/1473	Butternut Ridge Rd. Columbia to GNB	faded	double yellow faded	Faded crossings in all directions	faded	faded	faded
21	1440/1466/1473	Butternut Ridge Rd. GNB to Canterbury	faded	double yellow faded	Faded crossings in all directions	faded	faded	faded
22	1493	Butternut Ridge Rd. Canterbury to KRR	n/a	double yellow faded	Faded crossings in all directions	faded	faded	faded
23	1520/1672	Butternut Ridge Rd. KRR to Butternut School	Faded	double yellow faded	faded crossings. No crossing on East side of intersection	faded	faded	faded
24	1534	Butternut Ridge Rd. Ent. BR Sch. To Fitch Rd.	Faded	double yellow faded	faded crossings. No crossing on East side of intersection	n/a	none	faded
25	1547	Butternut Ridge Rd. Sch. To Fitch	Faded	double yellow faded	faded crossings	good	good	good
26	1564	Butternut Ridge Rd. Fitch to Revere	faded	double yellow faded	present but faded	n/a	faded	n/a
27	1573	Butternut Ridge Rd. Revere to Dover Center	n/a	double yellow faded	Cross walks	n/a	faded	faded
28	1573	Dover Center BNR Rd. to City Hall	n/a	double yellow faded	faded barely visible	n/a	faded	n/a
28	1588/1972	Dover Center City Hall to Lorain Rd.	n/a	double yellow faded	faded barely visible	faded	faded	faded
29	1598	Lucydale Ave. Lorain to Kennedy Ridge Ext.	new	n/a	faded barely visible	n/a	faded	n/a
30	1614	Kennedy Ridge Ext. Lucydale to Andrus	new	n/a	none. Drive aprons are being utilized as ped crossing	n/a	n/a	n/a
31	1617/1665	Kennedy Ridge Ext. Andrus to Whitethorn	new	n/a	none. Drive aprons are being utilized as ped crossing	n/a	n/a	n/a
32	1622/1636	Whitethorn Ave. Kennedy Ridge to School	new	n/a	none. Drive aprons are being utilized as ped crossing	n/a	new	n/a
33	1645	Whitethorn Ave. School to Andrus	new	n/a	new. From school to SW corner of Whitethorn & Whitethorn	n/a	none	n/a

RLBA Job No. 6433.11 North Olmsted Multi-Modal Transportation Program
Existing Conditions Field Notes

No.	Pic. Ref.	Main Street	Signal Pole	Ped Head	Traffic Signal Head	Traffic Flow	Ped Flow	Notes
1	1219/1890	Columbia Rd. Brookpark to Clareshire	Good condition	Good condition	Good condition	Good	Good	
2	1232/1341	Columbia Rd. Clareshire to	n/a	n/a	n/a	Good	Good	
3	1242	Columbia Rd.	n/a	n/a	n/a	good	good	Stop sign, stop bar and crosswalk all missing on Moonlight Dr.
4	1248/1347	Columbia Rd.	n/a	n/a	n/a	good	poor	No crossing or sidewalks to C.C. Blvd from Cloumbia Rd.
5	1258	Columbia Rd.	n/a	n/a	n/a	good	poor	West side of sidewalk on deck is filled w/ debris from roadway and spalling parapet. Sidewalk in front of 5177, 5197 in need of repair. Sidewalk obstruction at side of property at N.E. corner of Columbia & Mastic. Sidewalk cut-out around tree base and heaved 3"
6	1278	Columbia Rd.	Good condition	Good condition	Good condition	good	good	Ramp on NE corner too steep (3:1+/-)
7	1290/1374	Columbia Rd.	n/a	n/a	n/a	good	good	Stop sign and stop bar are too far apart (40'+/-)
8	1301/1382	Columbia Rd.	n/a	n/a	n/a	good	good	Shoulders and pavement in poor condition.
9	1313/1395	Columbia Rd.	Good condition	Good condition	Good condition	Good/ Blind spot from Cedar Point Rd.	good	No sidewalk on east side Columbia. Blind spot on Cedar Point Rd approaching Columbia. Bike path on Cedar Point Rd.
10	1331/1431	Columbia Rd.	n/a	n/a	n/a	good	poor	No sidewalk on east side Columbia or south side of Butternut.
11	1341/1232	Clareshire	n/a	n/a	n/a	good	good	Roll curb in need of some repair. Sidewalk at 24496 need MH adjusted to grade. Cul-de-sac in need of repair No handicap compliant curb ramps at apartment drive entrances.
12	1347/1248	Country Club Blvd	n/a	n/a	n/a	good	poor	Catchbasin in front of Homestead Suites has collapsing backfill behind curb (2.5'x1.5')
13	1363/1772	Country Club Blvd.	Good condition	Good condition	Good condition	heavy/good	fair	Traffic Signal Manhole at SE corner of CC Blvd has loose lid. Curb has section loss behind curb inlet at SE corner.
14	1374/1290	Kennedy Ridge Rd.	n/a	n/a	n/a	good	fair	Road is part of 2008 Road Program. The stop sign at the Enclave is on the far side of the cross walk with no stop bar.
15	1382/1301	Sunset Oval	n/a	n/a	n/a	good	good	Sidewalk at 24874 has sunken slab 1 3/4". Property next door has cracked and heaving sidewalk. All pavement and sidewalk in good to excellent condition. Curb ramps on circle non-compliant and stop sign is very faded.
16	1395/1313	Cary Lane	Good condition	Good condition	Good condition	good	good	Miscellaneous sidewalk repair at address 24784, 24922, 25016, 25042 & 25152
17	1405/1412	Allendale Dr. - 2	n/a	n/a	n/a	good	poor	No stop sign or stop bar at intersection of Cary & Allendale, no crosswalks or ramps
18	1405/1412	Allendale Dr. - 1	n/a	n/a	n/a	good	poor	no crosswalks or ramps, stop sign is faded needs replaced. Miscellaneous sidewalk repair at address 5623, 5639, behind 5716, 5689, 5681, 5668, 5671, & sidewalk at side of 24911 Cary Ln.
19	1431/1331	Butternut Ridge Rd. Columbia to GNB	n/a	n/a	n/a	good	poor	Pavement and striping in fair to good shape.
20	1440/1466/1473	Butternut Ridge Rd. Columbia to GNB	Good condition	Good condition	Good condition	good	good	No sidewalks heading south on GNB from BNR Rd. No sidewalks on south side of road.
21	1440/1466/1473	Butternut Ridge Rd. GNB to Canterbury	Good condition	Good condition	Good condition	good	good	No sidewalks heading south on GNB from BNR Rd. Several areas of sidewalk between cemetary & 480 need repair. No sidewalks on south side of road.
22	1493	Butternut Ridge Rd. Canterbury to KRR	n/a	n/a	n/a	good	fair	No sidewalks heading east on south side of Butternut. Concrete pavement in poor condition. Transitions at intersection too short. Bridge deck in good condition. Sidewalk north side of bridge full of debris. West approach to bridge poor cond. Curb inlets poor cond.
23	1520/1672	Butternut Ridge Rd. KRR to Butternut School	Good condition	Good condition	Good condition	good	good	shrubs at nw corner create blind spot to pedestrian traffic. Pavement edges deteriorating.
24	1534	Butternut Ridge Rd. Ent. BR Sch. To Fitch Rd.	n/a	n/a	n/a	good	poor	no stop sign or bar from school to BRR. Ped pathway very poor. No ramp from north side to south side. Crosswalk faded. Sidewalk at address 26706 & 26650 needs repair.
25	1547	Butternut Ridge Rd. Sch. To Fitch	Good condition	Good condition	Good condition	good	fair	pot holes broken curb and edge of pavt.
26	1564	Butternut Ridge Rd. Fitch to Revere	n/a	n/a	n/a	good	good	Concrete curb turnouts broken & missing sections.
27	1573	Butternut Ridge Rd. Revere to Dover Center	Good condition	Good condition	Good condition	good	good	Street sign is hidden from view. Suggest moving to mast arm.
28	1573	Dover Center BNR Rd. to City Hall	Good condition	Good condition	Good condition	good	good	Entire street is rutted, cracked, worn. Need full repair. 6" concrete curb in good shape.
28	1588/1972	Dover Center City Hall to Lorain Rd.	Good condition	Good condition	Good condition	heavy	good	Entire street is rutted, cracked, worn. Need full repair. 6" concrete curb in good shape. Pavement at intersection very poor cond. NE corner curb ramp NC. All other corners compliant.
29	1598	Lucydale Ave. Lorain to Kennedy Ridge Ext.	n/a	n/a	n/a	good	good	stop sign & stop bar too far from crosswalk and stop location has poor visibility to Lorain due to building blocking view. Recomm. moving forward 10'
30	1614	Kennedy Ridge Ext. Lucydale to Andrus	n/a	n/a	n/a	god	good	Drive aprons are being utilized for ped flow
31	1617/1665	Kennedy Ridge Ext. Andrus to Whitethorn	n/a	n/a	n/a	good	poor	Drive aprons are being utilized for ped flow
32	1622/1636	Whitethorn Ave. Kennedy Ridge to School	n/a	n/a	n/a	good	poor	Approach to Kennedy from Whitethorn should have Yielding Arrow to Right or other visual warning that street Ends.
33	1645	Whitethorn Ave. School to Andrus	n/a	n/a	n/a	good	good	No comments

RLBA Job No. 6433.11 North Olmsted Multi-Modal Transportation Program
Existing Conditions Field Notes

No.	Pic. Ref.	Main Street	Pavement Type	Pavement Condition	Intersecting Street	Pavement Type	Sidewalk	Curb Ramps
34	1645	Whitethorn Ave. Andrus to Lorain Rd	Asphalt	New	Andrus	Asphalt	Sidewalk both sides good condition	Compliant ramps cross Andrus. No ramps to Andrus from Whitethorn
35	1637/1968	Whitethorn Ave. At Lorain	Asphalt	New	Lorain Rd.	Asphalt	Sidewalk in all directions. Good condition	Curb ramps compliant in all directions. Crossings at Andrus & Lorain
36	1645	Andrus Ave Whitethorn to Kennedy Ext.	Asphalt	New	Whitethorn	asphalt	sidewalks both sides in fair condition. Repair at side of 26989 Whitethorn and repair needed at 5101 Andrus	Compliant ramps cross Andrus. No ramps to Andrus from Whitethorn
37	1665/1617	Andrus Ave @ Kennedy	Asphalt	New	Kennedy Ridge Rd Ext	Asphalt	sidewalks both sides in fair condition. Serious repair needed at side of 26994 Kennedy	none
38	1520/1672	Kennedy Ridge Rd Butternut to KRR West	Concrete	fair - good	Butternut Ridge Rd	Asph./Conc.	Concrete walk both sides good condition	Ramps at BNRR non-compliant
39	1676	Kennedy Ridge Rd. Victoria to Cul-de-sac	Concrete/Asphalt	Good	Victoria	Concrete	Sidewalk all directions. Sidewalk on north side good. Ends at 25750. Repair needed at 25750. Sidewalk on south side ends at 26291	Curb ramps all directions non-compliant
40	1676	Victoria Lane KRR to CC Blvd	Concrete	Good	Kennedy Ridge Rd	Concrete	Sidewalk both sides of road in good condition	crossing kennedy ridge rd but non-compliant
41	1693/1729	Victoria Lane at CC Drive	concrete	good	Country Club Dr.	Concrete	sidewalk all directions except heading north from NE corner	Curb ramps all directions non-compliant
42	1706/1954	Country Club Blvd Lorain to Victoria	concrete	fair-poor	Lorain	Asphalt	sidewalks both sides good condition. Section of walk missing at 25505.	Curb ramps all directions compliant except ramp at NW on Lorain
43	1729/1693	Country Club Blvd Victoria to Westfield Entrance	Concrete	fair	Victoria Lane	Concrete	sidewalk both sides of road in good condition	Curb ramps all directions non-compliant
44	1742	Country Club Blvd Westfield Ent. To GNB	Concrete	fair-poor	Entrance to Mall	Varies	Sidewalk both sides of road in good condition Sidewalk on south side ends at the Hampton Inn Entrance	non-compliant ramps cross all drives and south to north.
45	1772/1363	Country Club Blvd Intersection w/ Great N. Blvd.	Concrete	fair-poor	G.N. Blvd.	Asphalt	Sidewalk all directions except at SW corner which is the bike path entrance ramp.	Non-compliant curb ramps cross C.C. Blvd and one crossing on North side of G.N. Blvd.
46	1772/1363	Great Northern Blvd. C.C. Blvd. to Walmart Entr.	Asphalt	Fair	Country Club Dr.	Concrete	Sidewalk both sides of road in good condition	All curb ramps are non-compliant.
46	1801	Great Northern Blvd. Walmart ent. To Brookpark	Asphalt	Fair	Entr. to Mall & Walmart	Concrete/Asphalt	Sidewalk both sides of road in good condition	Curb ramps are non-complaint at all corners ramp at NW corner is cracked and sinking needs repair
47	1821	Great Northern Blvd. Intersection w/ Brookpark	Asphalt	fair	Brookpark	Asphalt	Sidewalk both sides of road in good condition	12 +/- ramps in intersection. Only 3 are compliant.
48	1821	Brookpark Rd. GNB to Walmart/Target Entr.	Asphalt	fair	Great Northern Blvd.	Asphalt	Sidewalk both sides of road new condition.	12 +/- ramps in intersection. Only 3 are compliant.
49	1872	Brookpark Rd. Target / Walmart to Columbia	Asphalt	fair	Entr. Target/Walmart	asphalt/concrete	sidewalk both sides of road in new condition	Curb ramps compliant crossing both aprons and one street crossing SE corner ramp non-compliant.
50	1890/1219	Brookpark Rd. Intersection w/ Columbia	Asphalt	fair	Columbia Rd	asphalt	sidewalk both sides of road in new condition	Curb ramps all corners but only NW corner is compliant
51	1821	Brookpark Rd. GNB to Westfield mall entr.	Asphalt	fair	Great Northern Blvd.	asphalt	sidewalks both sides good condition. sidewalks enter road at two locations some 250' from intersection.	12 +/- ramps in intersection. Only 3 are compliant. ..\\Pictures\\Existing Conditions Photos\\DSC01829.JPG
52	1906	Brookpark Rd. mall entr. to Lorain Rd.	Asphalt	fair	Westfield mall entr.	asphalt/concrete	sidewalks both sides of road in good condition	curb ramps all directions. Only compliant on mall side of road.
53	1916	Brookpark Rd. At Lorain	Asphalt	Good/fair	Lorain Rd.	asphalt	sidewalks all directions in good condition.	ramps at proper locations but all are non compliant
54	1916/1919	Lorain Rd Brookpark to Sperry	Asphalt	Good/fair rutting & cracking	Brookpark Rd.	asphalt	sidewalk both sides of street and all directions good condition. Brickscape on north side of Lorain Rd	ramps at proper locations but all are non compliant
55	1945	Lorain Rd. Sparky to C.C. Dr.	Asphalt	Fair rutting & cracking	Sparky Lane	Concrete	sidewalk both sides good to fair condition	ramps at proper locations but all are non compliant
56	1954/1706	Lorain Rd. C.C. Blvd. to Whitethorn	Asphalt	Fair to good some rutting	Country Club Dr.	Concrete	sidewalk all directions good to fair condition	curb ramps all directions are compliant except NW entrance
57	1968/1637	Lorain Rd Whitethorn to Lucydale	Asphalt	Fair to good	Whitethorn	asphalt	sidewalk all directions in good to fair condition	ramps at proper locations and all are compliant except ramp from SW corner to NW entrance
58	1598/1972	Lorain Rd Lucydale to Dover Center	Asphalt	Fair to good	Lucydale	asphalt	sidewalk all directions in good to fair condition	Cross Lucydale only and compliant
59	1972/1588	Lorain Rd at Dover Center	Asphalt	Fair to good	Dover Center Rd.	asphalt	sidewalks all directions in good to fair condition.	Compliant all directions
60	1440/1466/1473	Great Northern Blvd. Butternut to Al Moen Dr.	Asphalt	New	Butternut Ridge Rd	Asphalt	New both sides	New compliant
61	1975/1452	Great Northern Blvd. Al Moen to NOMBL	Asphalt	New	Al Moen Dr.	Concrete	New both sides	new compliant
62	1978	Great Northern Blvd. NOMBL to I-480	concrete	new	NOMBL	Concrete	New both sides	New compliant
63	1986/1799	Great Northern Blvd. 480 to Country Club	concrete	New	I-480	Asphalt	new east side only	crossing at ramps are compliant
64	1975/1452	Al Moen Dr. G.N.B. to End	Concrete	New	Great Northern Blvd.	Asphalt	North side of Al Moen in excellent cond.	Curb ramps cross Al Moen & GNB are compliant
65	1978	NOMBL Lane G.N.B. to End	concrete	New	Great Northern Blvd.	Concrete	New-north and south from intersection on GNB and east side of NOMBL.	new compliant

RLBA Job No. 6433.11 North Olmsted Multi-Modal Transportation Program
Existing Conditions Field Notes

No.	Pic. Ref.	Main Street	Edgeline	Centerline	Crosswalk	Laneline	Stop Bar	Markings
34	1645	Whitethorn Ave. Andrus to Lorain Rd	none	double yellow new	Crosswalk across Andrus new	n/a	none	n/a
35	1637/1968	Whitethorn Ave. At Lorain	n/a	double yellow new	faded	n/a	faded	n/a
36	1645	Andrus Ave Whitethorn to Kennedy Ext.	new	n/a	Crosswalk across Andrus new	n/a	new	n/a
37	1665/1617	Andrus Ave @ Kennedy	new	n/a	none	n/a	new	n/a
38	1520/1672	Kennedy Ridge Rd Butternut to KRR West	n/a	double yellow fair	faded	fair	faded	faded
39	1676	Kennedy Ridge Rd. Victoria to Cul-de-sac	none	double yellow faded	faded	n/a	faded	n/a
40	1676	Victoria Lane KRR to CC Blvd	n/a	double yellow faded	none	n/a	n/a	n/a
41	1693/1729	Victoria Lane at CC Drive	n/a	double yellow faded	all directions faded	n/a	faded	n/a
42	1706/1954	Country Club Blvd Lorain to Victoria	n/a	double yellow faded	faded all directions	fade	faded	faded
43	1729/1693	Country Club Blvd Victoria to Westfield Entrance	n/a	double yellow faded	all directions faded	faded	faded	faded
44	1742	Country Club Blvd Westfield Ent. To GNB	n/a	double yellow faded	faded	faded	faded	fair
45	1772/1363	Country Club Blvd Intersection w/ Great N. Blvd.	n/a	double yellow faded	all crossings very faded	faded	faded	faded
46	1772/1363	Great Northern Blvd. C.C. Blvd. to Walmart Entr.	n/a	divided/ no centerline	all crossings faded	faded	faded	faded
46	1801	Great Northern Blvd. Walmart ent. To Brookpark	n/a	divided/ no centerline	all crossings faded	faded	faded	faded
47	1821	Great Northern Blvd. Intersection w/ Brookpark	n/a	divided/ no centerline	all crossings faded	faded	faded	faded
48	1821	Brookpark Rd. GNB to Walmart/Target Entr.	fair	divided/ no centerline	all crossings faded	faded	faded	faded
49	1872	Brookpark Rd. Target / Walmart to Columbia	fair	divided/ no centerline	faded	faded	faded	faded
50	1890/1219	Brookpark Rd. Intersection w/ Columbia	good south side only	divided/ no centerline	faded	faded	faded	faded
51	1821	Brookpark Rd. GNB to Westfield mall entr.	fair	divided/ no centerline	all crossings faded	faded	faded	faded
52	1906	Brookpark Rd. mall entr. to Lorain Rd.	fair	divided/ no centerline	All crossings faded	faded	faded	faded
53	1916	Brookpark Rd. At Lorain	faded	divided/ no centerline	Faded & worn	faded	faded	faded
54	1916/1919	Lorain Rd Brookpark to Sperry	n/a	double yellow faded dual left turn	Faded & worn	faded	faded	faded
55	1945	Lorain Rd. Sparky to C.C. Dr.	n/a	double yellow faded dual left turn	Faded & worn	faded	faded	n/a
56	1954/1706	Lorain Rd. C.C. Blvd. to Whitethorn	n/a	double yellow faded dual left turn	Faded & worn	faded	faded	n/a
57	1968/1637	Lorain Rd Whitethorn to Lucydale	n/a	double yellow faded dual left turn	Faded & worn	faded	faded	n/a
58	1598/1972	Lorain Rd Lucydale to Dover Center	n/a	double yellow faded dual left turn	Faded & worn	faded	faded (on Lucydale)	n/a
59	1972/1588	Lorain Rd at Dover Center	n/a	double yellow faded turn lane	Faded & worn	faded	faded	faded
60	1440/1466/1473	Great Northern Blvd. Butternut to Al Moen Dr.	n/a	double yellow newer dual left turn	newer	newer	newer	newer
61	1975/1452	Great Northern Blvd. Al Moen to NOMBL	n/a	double yellow newer dual left turn	newer	newer	newer	newer
62	1978	Great Northern Blvd. NOMBL to I-480	n/a	double yellow newer dual left turn	good	newer	newer	newer
63	1986/1799	Great Northern Blvd. 480 to Country Club	n/a	double yellow dual left turn	good	good	good	good
64	1975/1452	Al Moen Dr. G.N.B. to End	n/a	none	good to fair condition	good	fair	fair
65	1978	NOMBL Lane G.N.B. to End	n/a	not visible	faded	not vis.	faded	not visible



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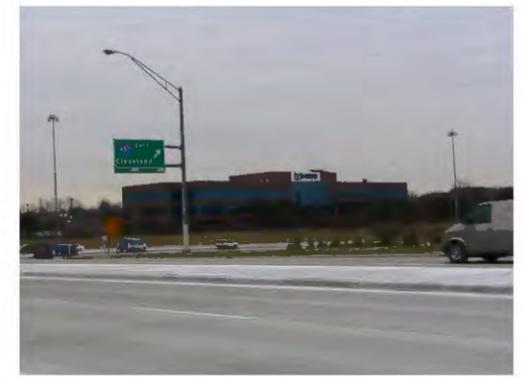
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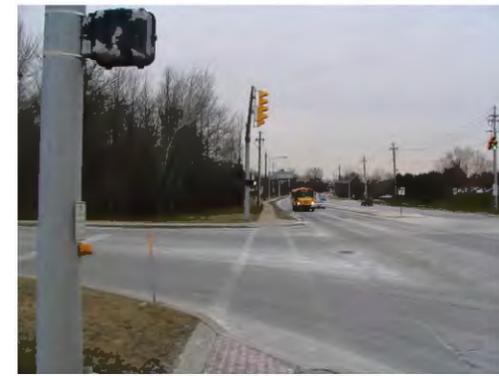
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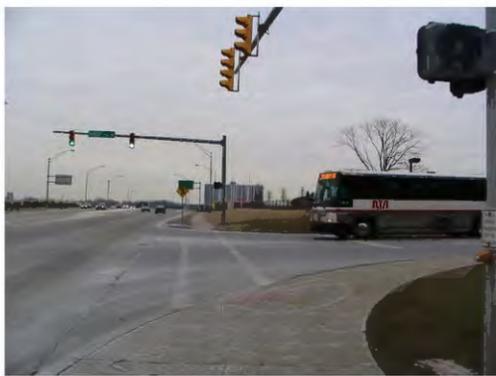
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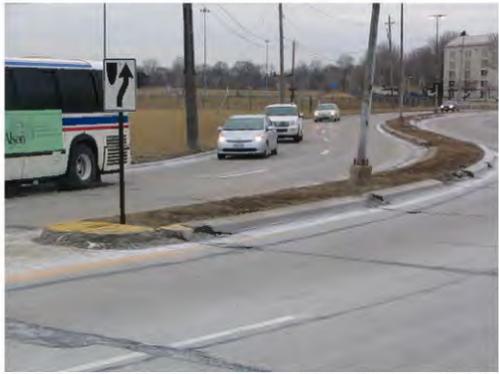
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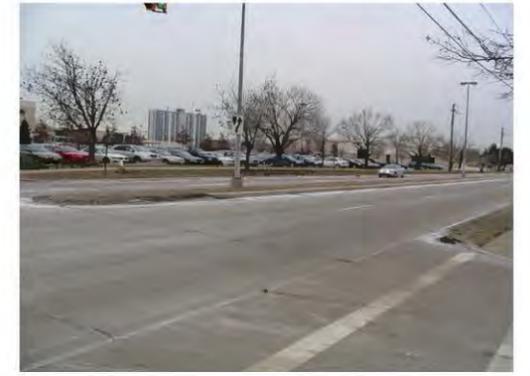
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Appendix B

Great Northern Multi Modal Transportation Plan

Steering Committee Meeting No. 1

Wednesday, March 19, 2008

SIGN-IN SHEET

Name	Name
Eugenia Gyi	
David McBean	
Greg Malone	
Bud Becker	
Paul Barker	
Kim Wenger	
Daniel J. Collins	
Melissa Meredith	
Pat Graham	
Duane Limpert	

Great Northern Multi Modal Transportation Plan

Steering Committee Meeting No. 1

Wednesday, March 19, 2008

Meeting began at 6:35pm. The sign-in sheet was passed around and committee members introduced themselves.

Dan and Kim summarized the project and the role of the steering committee and technical advisory committee.

Purpose of Great Northern Multi Mode Transportation Plan is to analyze the existing transportation system and propose improvement options in the City's mixed use center including:

1. Public Transit elements
2. Bicycle elements
3. Pedestrians elements
4. Streetscape elements

Initial deficiencies to existing transportation system within study area are:

1. Deterioration of Country Club Blvd. (west of Great Northern Blvd., see 11/2/06 memo to service director)
2. Lack of continuous sidewalks along all public streets. This forces pedestrians into busy lanes of traffic
3. Bike path terminates into roadway at the high traffic I-480 / SR 252 interchange only one mile from Metroparks Rocky River Reservation.
4. Lack of bus shelters along main public transit routes in the high density residential and commercial areas of the city.
5. Unattractive and poorly marked gateway into the City and the regional Great Northern shopping district.
6. Lack of integration between various modes of transportation.

This will be an 18 month project. Task 1 is where we are now

1. Inventory all streets
2. Inventory all sidewalks
3. Obtain and use updated aerial photography
4. Further update and refine the base map

Other observations:

- There is lots of foot traffic but not much connectivity.
- What is desired is a plan that will move forward into implementation and be eligible for grant and other funding.
- The more people involved the better in order to gain support from all of the stakeholders.
- The project area has 5 different zoning districts; it is a mixed use center

Committee discussion on issues:

- Area is not conducive to public transit usage. GCRTA (Greater Cleveland Regional Transit Authority) will be involved in this project – we will get their input
- Bus shelters are good, but they can get littered; who maintains them?
- It is very difficult to get around on foot; difficult to cross busy streets and walks end abruptly. Some areas feel unsafe. European cities are more compact.
- Safety issues are important. The bike path is scary; maybe the chain link fence is too institutional
- Children not allowed to ride bikes on Lorain walks, it is too close to traffic and feels unsafe
- Country Club is very difficult to plow, it causes lots of bashed up curbs and equipment.
- People tend to drive as fast as seems safe, speed limits largely ignored.
- Traffic and road conditions on Country Club are worst between freeway and mall. The worst access point is on Brookpark Road across from Office Max plaza.

Committee discussion on goals:

- Increase the usability of the public transit system
- Change a community of the mid 20th century to a community of the 21st century. Help the area to flourish and prosper. Post WWII development was designed around the car, based on cheap energy. Good jobs are harder to find.
- Focus on connections to incorporate access to Recreation Center, Metroparks, and schools
- The economic component both to the City and surrounding businesses should be considered for any proposed improvements
- We need to highlight the area as a destination.
- Ultimately, we need to identify possible funding sources for implementation. This project could assist in receiving block grant money
- OK to think outside the box. Minor modifications should be considered. The only big opportunities for the city are redevelopment

Information and ideas to consider:

- Prepare a map of walking distances in time (at 3mph)
- We now have the traffic counts from the county for all the major streets within the project. This will assist in planning.
- Maybe it is possible to widen the right-of-way to accommodate more people not in cars. A possibility is to remove the median and add bike lanes. It may be possible to acquire right-of way from businesses for green space and walks
- Butternut is a historic corridor; we may want to consider old style lighting
- Traffic calming or other means of traffic regulation is a possibility. There are ways to slow people down, textured pavement crosswalks for example.
- The expense of driving is what will get people to take transit

- Why doesn't study area continue west to Lorain/Butternut intersection? Study area is modifiable. The boundaries shown now align with block group boundaries. The boundary will remain as is, but connections will be made to other key areas in the community.
- A shuttle is needed from the RTA park-n-ride to the mall
- Possibly a RTA circulator route could be started, a circuit hitting all the destinations in and near the study area

The committee discussed ways of increasing public awareness and generating interest and input from stakeholders. Ideas are flyers, city website, advertise in local news, along RTA routes and various groups and organizations. Produce a story in the upcoming North Olmsted Magazine including an eye catching graphic. Public meetings will be held to solicit stakeholder input.

The next steering committee meeting is scheduled for May 21, 2008.

Meeting adjourned at 7:40pm

Great Northern Multi Modal Transportation Plan
Steering Committee Meeting No. 2
Wednesday, May 21, 2008

SIGN-IN SHEET

Name	Name
Kim Wenger	
Terry Groden	
Nichole Dailey Jones	
Pat Graham	
Greg Malone	
Paul Barker	
Daniel J. Collins	
Don Rerko	
Duane Limpert	
Melissa Meredith	
Timothy A. Ulewicz	
David McBean	

Great Northern Multi Modal Transportation Plan

Steering Committee Meeting No. 2

Wednesday, May 21, 2008

Meeting began at 6:32pm. The sign-in sheet was passed around and committee members introduced themselves.

Dan ensured that all committee members had a copy of the meeting agenda for the second Steering Committee Meeting.

Approval of Steering Committee Meeting No. 1 meeting minutes occurred.

Dave McBean of Richard L. Bowen + Associates provided a report on his attendance at the May 15, 2008 "Bicycle Friendly Community Conference" (see attached). Dave presented additional information on the conference and answered questions from the committee members. Some general discussions took place:

- Did the conference discuss retro-fitting of existing roadways with new bike ways? *No specific retro-fitting concept was discussed.*
- Were examples of newer systems discussed?
- Were dangerous intersections for bicycle traffic (i.e. Great Northern Blvd. and throughout) discussed?
- Bicycle racks need to be provided at commercial/retail/office establishments in order to promote bicycle parking. A possibility for bicycle rack to be provided on all new development projects.
- Contact the Westfield Group to find out if there is the possibility for re-striping of the parking lots (isles, drives, etc...) providing for a more bicycle-friendly layout.
- Walkway bridge over Country Club Boulevard?
- Shuttle bus service around Great Northern Mall after parking bicycles in a common area?

Public Awareness issues discussed.

- North Olmsted Magazine (May or June)
- Booth at Homecoming in August (provide brochures/handouts)
- Need to target people for awareness (maps for walking/biking)
- Organize a "bike night"
- Get the past 5 years of traffic accidents (vehicular, bicycle, pedestrian) within Project study area.

Presented new “*Aerial Location Map for Study Area*” map and “*Study Area Sidewalk Deficient Locations*” map.

General discussions were held regarding the continual issue identification, visioning, and goal setting process.

- Get a plan that encourages the five (5) “E’s” (**E**valuate, **E**ngineer, **E**ducate planners & engineers, **E**ncourage, and **E**nforce).
- Encourage businesses to promote walking at lunchtime.
- Different groups of people using bikes and walking

Upcoming stakeholder meeting discussed.

Invitees (preliminary):

- North Olmsted Library
- RTA
- North Olmsted Recreation Center
- St. Richard’s Church
- Metro Parks
- Wal-Mart
- Westfield Group
- Misc. other businesses (to be sought)

Discussed putting together a draft questionnaire for the stakeholders to answer that provides the Steering Committee feedback relative to stakeholders’ employee data and visions of alternative modes of transportation.

Stakeholder Meeting date discussed and set tentatively for mid-June.

Discussed the continuation of assessing and inventorying the existing conditions of the Project study area.

The next steering committee meeting is scheduled for July 9, 2008.

Meeting adjourned at 8:01pm

STEERING COMMITTEE MEETING MINUTES

Great Northern Multi Modal Transportation Plan
Transportation for Livable Communities Initiative

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Meeting Date: January 21, 2009
North Olmsted City Hall

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1 3 0 0 0 S H A K E R B L V D .

1. **Attendees:**

Steering Committee:

- Kim Wenger
- Greg Malone
- Eugenia Gyi
- Nicole Dailey Jones
- Pat Graham
- Maryellen Davis
- Melissa Meredith

Consultants:

- Don Rerko, RLBA
- Bob Reighard, RLBA

Guests:

- Larry Orłowski
- Maureen Schear

CLEVELAND, OHIO 44120

2. **Topics:**

- Opening Introduction
- Overall Review of Project
- 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
 - 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.
- Some text in the presentation is visually difficult to read.
- Fenced bike path along 480 between Sterns Road and Great Northern Blvd. is scary and perceived as dangerous and unattractive.

A R C H I T E C T S

E N G I N E E R S

P L A N N E R S

- Children have been seen walking along Butternut Ridge Road 4 feet from the road.
- It would be nice to be able to ride your bike to North Olmsted Park.
- Buffalo, NY uses sculpture at key points, along their roadways for visual interest, instead of landscape or potted plants.
- Several people felt it was a very good idea to move the Recreation Center to a location adjacent to the civic triangle, as there is no contiguous land to develop a new Recreation Center in the current civic triangle area.
- 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 sidewalk behind DDR's strip center. Some proposed improvements, such as the bike path extension to the mall/strip area, will require cooperation by private property owners.
- Connecting physically and visually to the Metroparks may help with future funding.
- Preparing a spreadsheet may help to organize potential funding sources. Don Rerko believes they received \$777,800 from the Clean Ohio Fund, \$65,000 from the Coastal Management Fund, and \$95,000 from Nature Works for the redevelopment of the lakefront at Lakewood Park. Since we are getting people to the Rocky River in the Metropark and adding bike paths, these funds should be applicable.
- 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. The bridge over I-480 is owned by the State of Ohio and therefore more difficult to affect.
- Lighted signage may help with the feeling of security and traffic calming – could use solar powered LED.
- There is the perception that there is a lack of places to go other than area retail.
- There was favorable discussion about the creation of pocket parks.
- The cemetery on Butternut Ridge Road could be improved to be a pocket park or improved stop along the bike route.
- Bike and pedestrian links to businesses can be made as projects are proposed to the Planning and Design Commission.
- There were no negative comments on the plan at this time.

STEERING COMMITTEE MEETING MINUTES

Great Northern Multi Modal Transportation Plan Transportation for Livable Communities Initiative

Meeting Date: July 7, 2009
Council Caucus Room

1. Attendees:

Steering Committee:

- Kim Wenger, City of North Olmsted
- Duane Limpert, City of North Olmsted
- Paul Barker, City Council
- Maryellen Davis, Landmarks Commission
- Melissa Meredith, Planning & Design Commission

Consultants:

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

Guests:

- John Gugliemiw

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.
- In regards to public transportation, it was suggested that it may be best to add a circulator route around and through North Olmsted Park via Westpark Drive/Road.
- RTA buses currently use the Revere entrance to pick up high school students. It was questioned if this was part of a regular route or a special route for students only.
- There was some discussion about bringing buses or circulators into the mall/retail property.
- David talked about the theory of *family of shelters* and pursuing funding with the intent of said concept.
- There was no support for the proposal of limiting vehicular turns in or around the study area. It was believed that rather than improving traffic flow, this would result in creating traffic issues in other parts of the study area.

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July 7, 2009

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- The High Street arch in Columbus was mentioned when talking about the “gateway” concept on Great Northern Boulevard. It was agreed that some sense of arrival to the area and narrowing drivers’ view was desirable.
- The Board of Health may be a source of funding.
- It was suggested that the proposed improvements not be done in a piecemeal fashion. The improvement efforts should be designed cohesively in case it is phased.
- Paul did not perceive there would be cooperation from RTA in the current economic climate.

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

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Great Northern Multi Modal Transportation Plan
Transportation for Livable Communities Initiative

2 1 6 . 4 9 1 . 9 3 0 0

Meeting Date: February 19, 2009
North Olmsted City Hall

F A X . 4 9 1 . 8 0 5 3

1 3 0 0 0 S H A K E R B L V D .

CLEVELAND, OHIO 44120

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:**

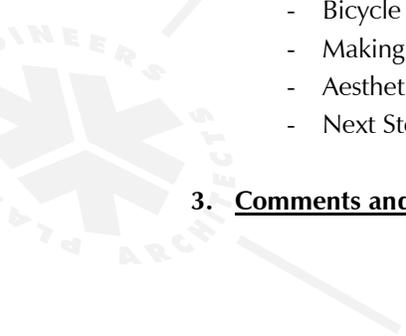
- Opening Introduction
- Overall Review of Project
- Brief Review of Deliverable I
- Power Point Presentation for Deliverable II, Plan Development
 - Introduction and Goals of Deliverable II
 - Usage Map
 - Functional Classification
 - Traffic Data
 - Transit Map
 - Pedestrian Disconnect
 - Vehicular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

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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.

GNMMTP Meeting Minutes

February 19, 2009

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TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Great Northern Multi Modal Transportation Plan Transportation for Livable Communities Initiative

Meeting Date: July 14, 2009
North Olmsted Library

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.

PUBLIC MEETING MINUTES

Great Northern Multi Modal Transportation Plan
Transportation for Livable Communities Initiative

2 1 6 . 4 9 1 . 9 3 0 0

Meeting Date: March 19, 2009
North Olmsted Library

F A X . 4 9 1 . 8 0 5 3

1 3 0 0 0 S H A K E R B L V D .

CLEVELAND, OHIO 44120

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

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

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

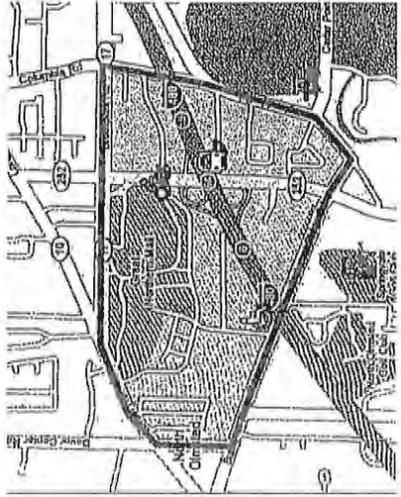
3. **Comments and Discussion:**

- 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.

Transportation Plan

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



Increasing transportation options will better assist 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.

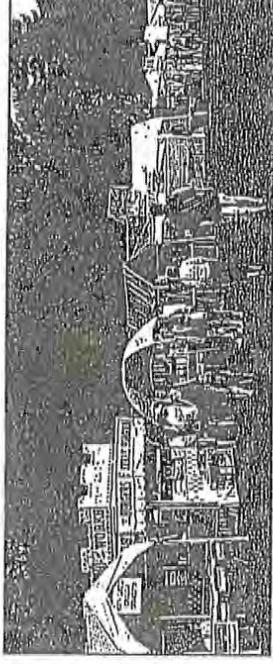
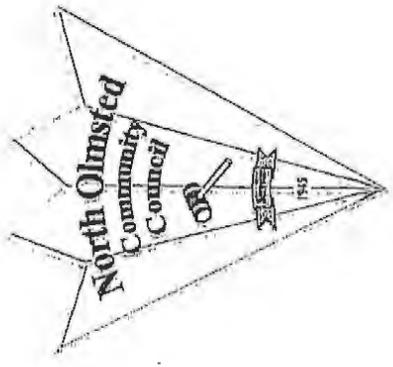


Richard L. Bowen + Associates
Project Consultant

**Central Ohio Area-wide
Coordinating Agency**
Project Sponsor



"THERE'S NO PLACE LIKE HOME"



**THE 63RD ANNUAL
NORTH OLMS TED HOMECOMING FESTIVAL**
North Olmsted Park
August 21-24 2008

Great Northern Multi Modal Transportation Plan

PUBLIC MEETING

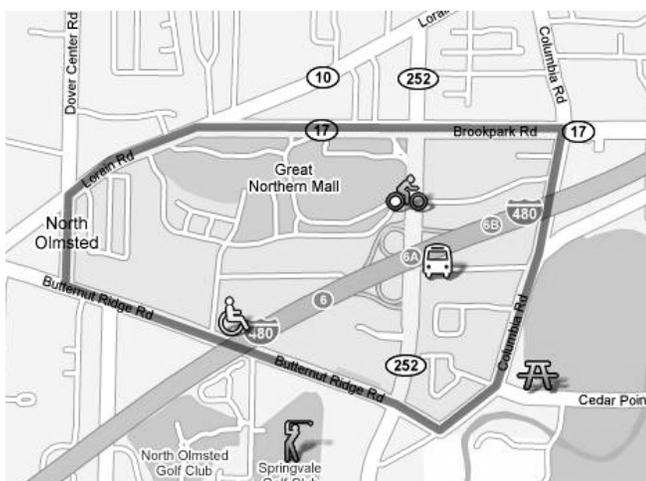
DATE: March 19, 2009

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

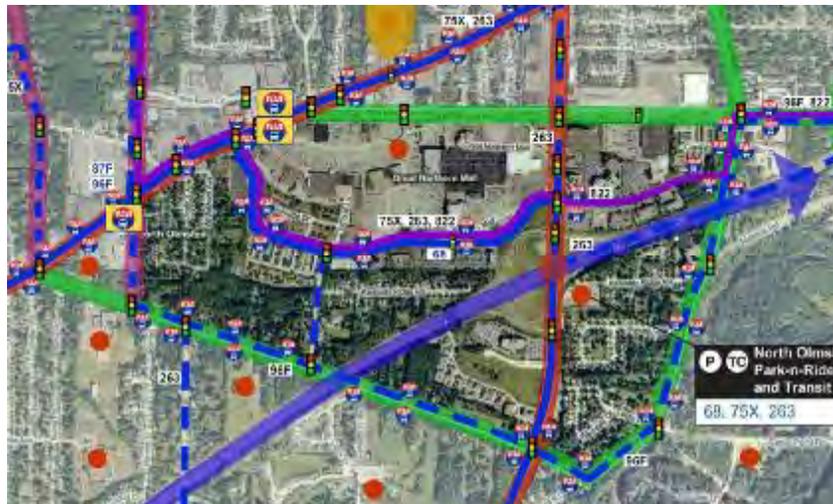
Great Northern Multi Modal Transportation Plan

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



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

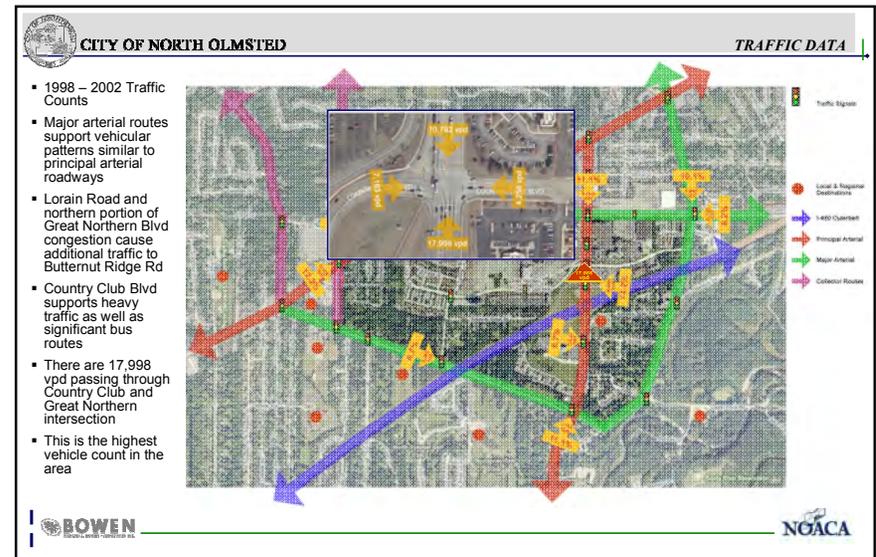
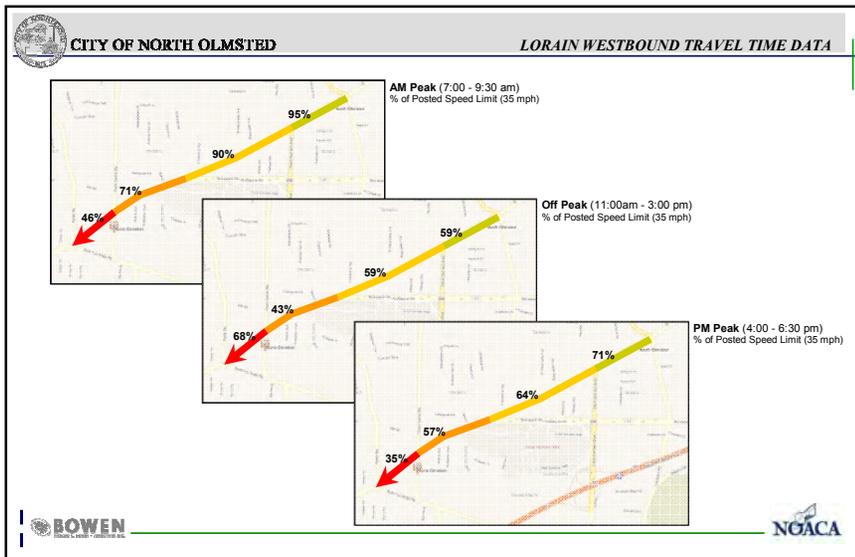
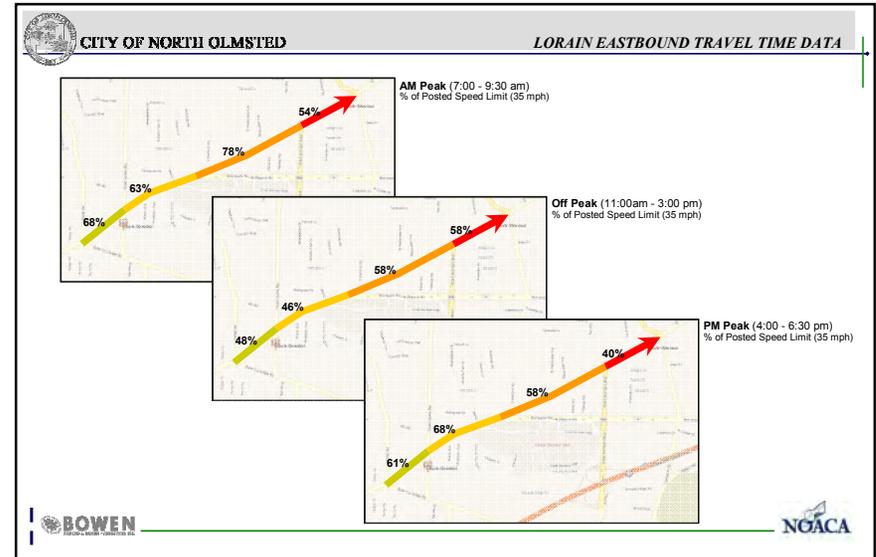
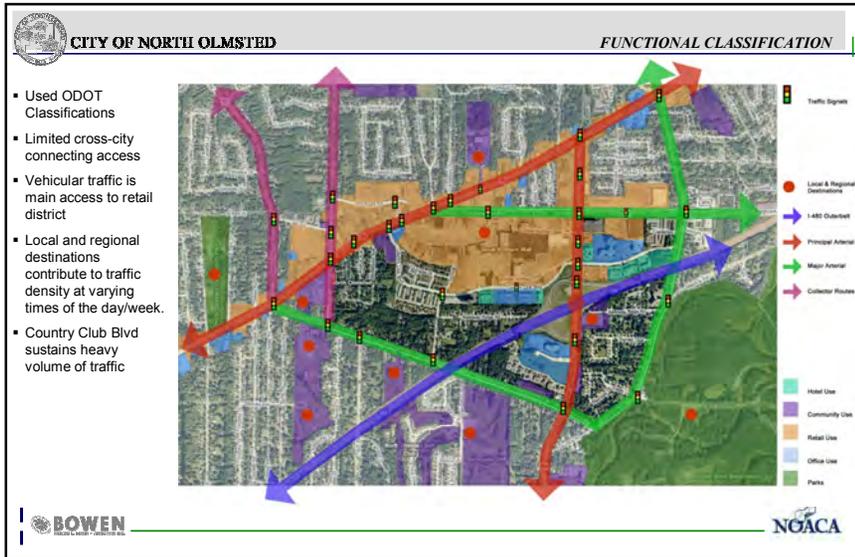


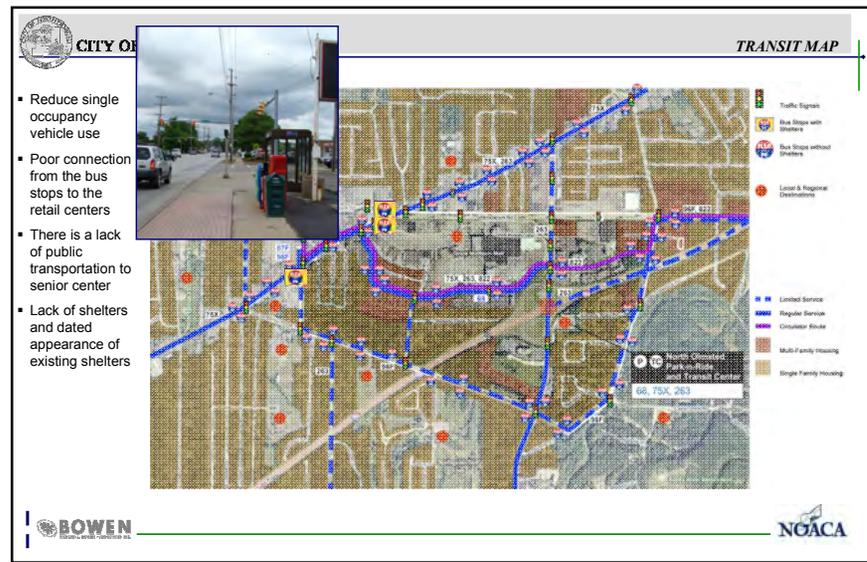
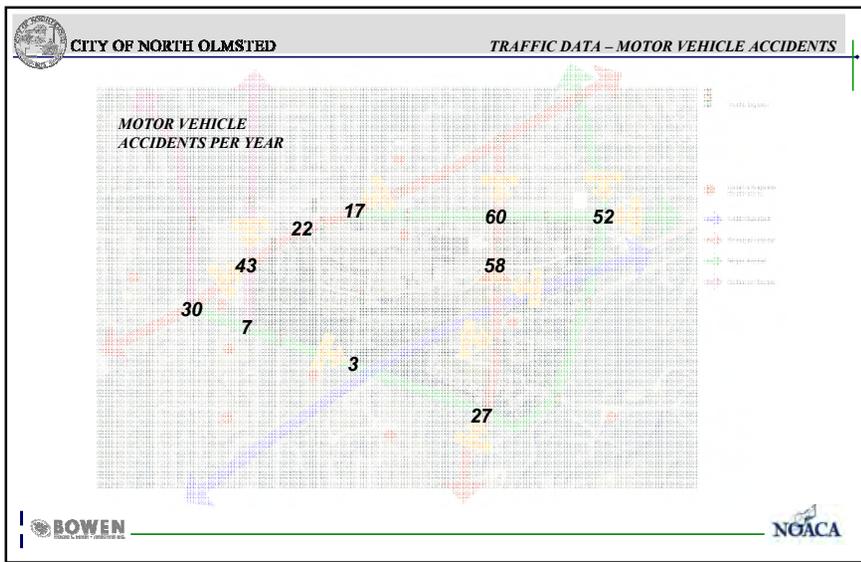
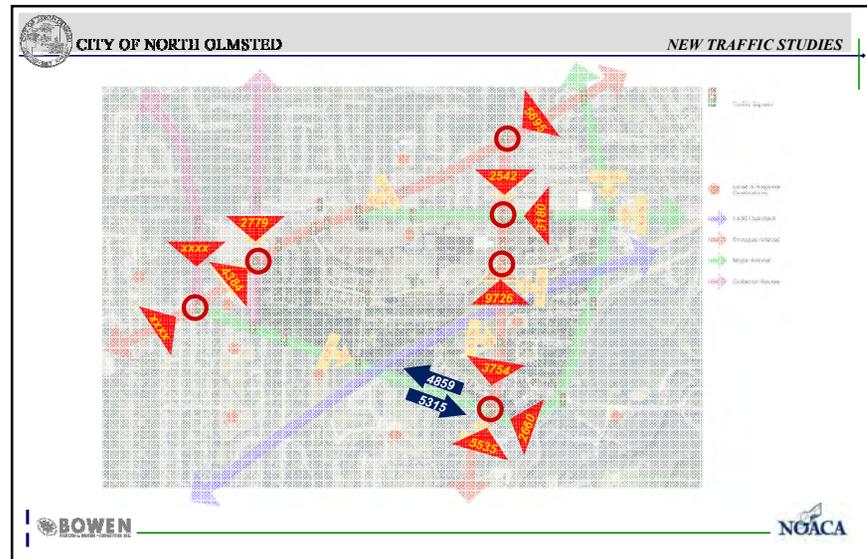
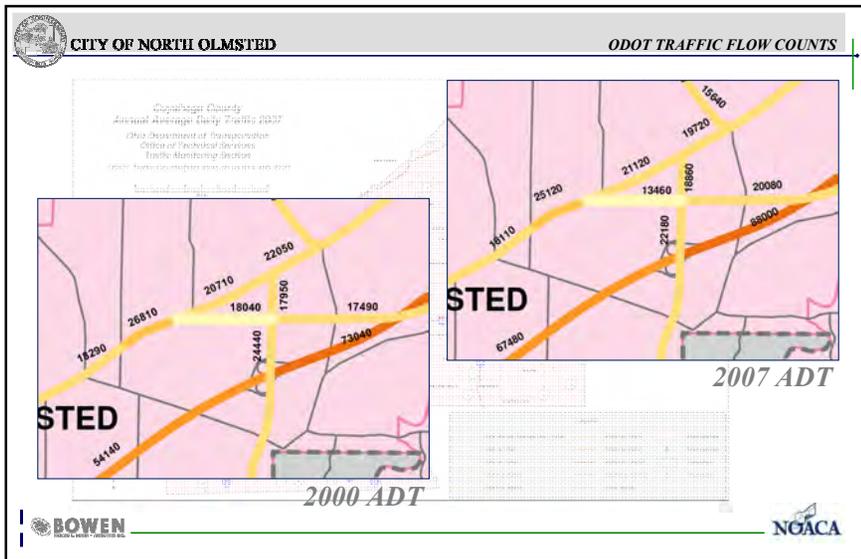
Data Collected



- 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 **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

Local & Regional Destinations

Sidewalk Deficiency Existing Bike Path

CITY OF NORTH OLMSTED **NOACA BICYCLE PRIORITY PLAN**

MAP 12
Cuyahoga County Bicycle Facility Priority Plan

Priority Plan
Priority Roadway

Figure 1: Types of Bikeways

Shared Use Path Bike Lane Bike Route

CITY OF NORTH OLMSTED

Committee Feedback

CITY OF NORTH OLMSTED **STEERING COMMITTEE MEETING COMMENTS**

The following are general comments from the Steering Committee Meetings

- Children walking too close to Butternut Ridge 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



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 retail
- 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

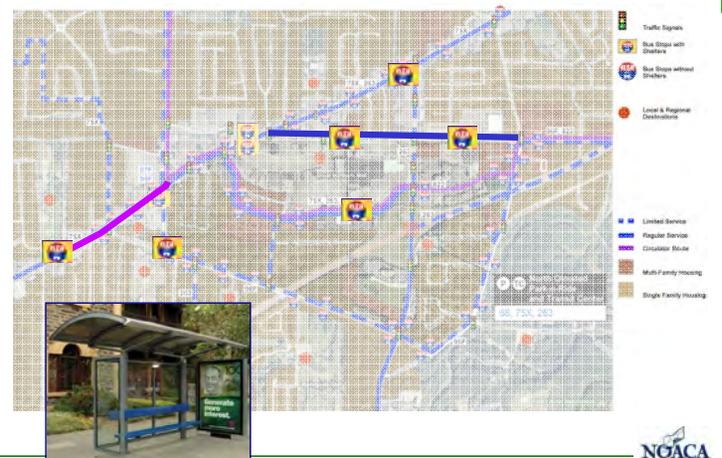




- Great Northern Blvd/Brookpark Road Safety Audit
- Traffic signal timing
- Study speed limit modification on Butternut Ridge
- Lorain/Butternut & Lorain/Brookpark Improvement Studies



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





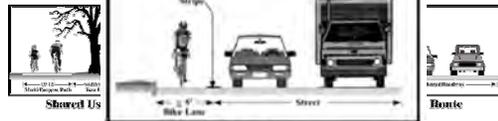
- Increase pedestrian activity among retail
- Provide connection to Recreation Center
- Enhance space with pocket parks and landscaping at parking areas
- Addressed pedestrian access and aesthetic image along Country Club Blvd



- 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



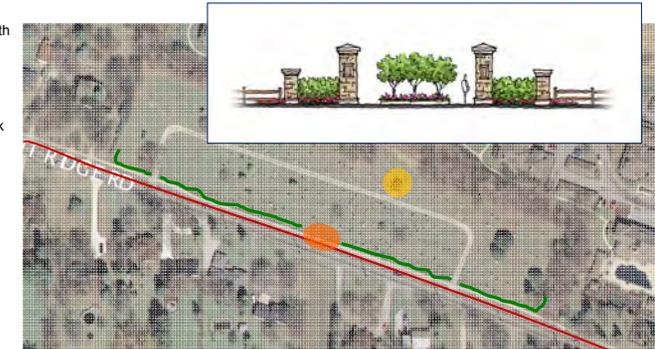
Figure 1: Types



Bike Lane



- 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



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 sense of a district with the addition of light poles, art work and/or signage.
 - Retail District
 - Historic District
 - Downtown District
- Create opportunity for landscaping
- Landscape berms and low, edge planting.
- Pavers, potted plants / trees or art on Great Northern Blvd.
- Tree islands in parking areas
- Potted plants at pedestrian areas
- Hanging flower baskets or banners
- 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	
		Reduce Safety	Reduce Congestion	Improve Connectivity	Reduce Air Quality	Reduce Pedestrian	Reduce Automobile	Reduce Bicycle	Reduce Transit	Reduce Other	Reduce Other	NOACA	State	Federal	Private			
Studies																		
Clear Northern Blvd Safety Audit	In Progress																	\$10,000
Traffic Signal Timing Study (Great Northern Blvd)	Short Term																	\$50,000
Speed Limit Reduction Study (Butternut Ridge Road)	Short Term																	\$50,000
Bus Shelter Feasibility Study	Mid Term																	\$10,000
Transportation System Capital Improvements																		
Butternut Ridge Road Bike Path & Streetscape Improvements	Mid Term																	\$3,500,000
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
Greenway Improvements	Mid Term																	\$400,000
Install New Bikes Waiting Environments	Long Term																	\$110,000 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																	\$50,000
Clear Northern Blvd 4th Gateway Improvements	Mid Term																	\$50,000
Landscaping Park Improvements	Long Term																	\$200,000
Trailhead Park Improvements	Long Term																	\$300,000
	Short Term: <1 Year																	
	Mid Term: 1-3 Years																	
	Long Term: >3 Years																	

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