

Community Confluence:

Connecting the Cities of Lakewood & Rocky River, and the Rocky River Reservation

Virtual Community Workshop #2 - Presentation



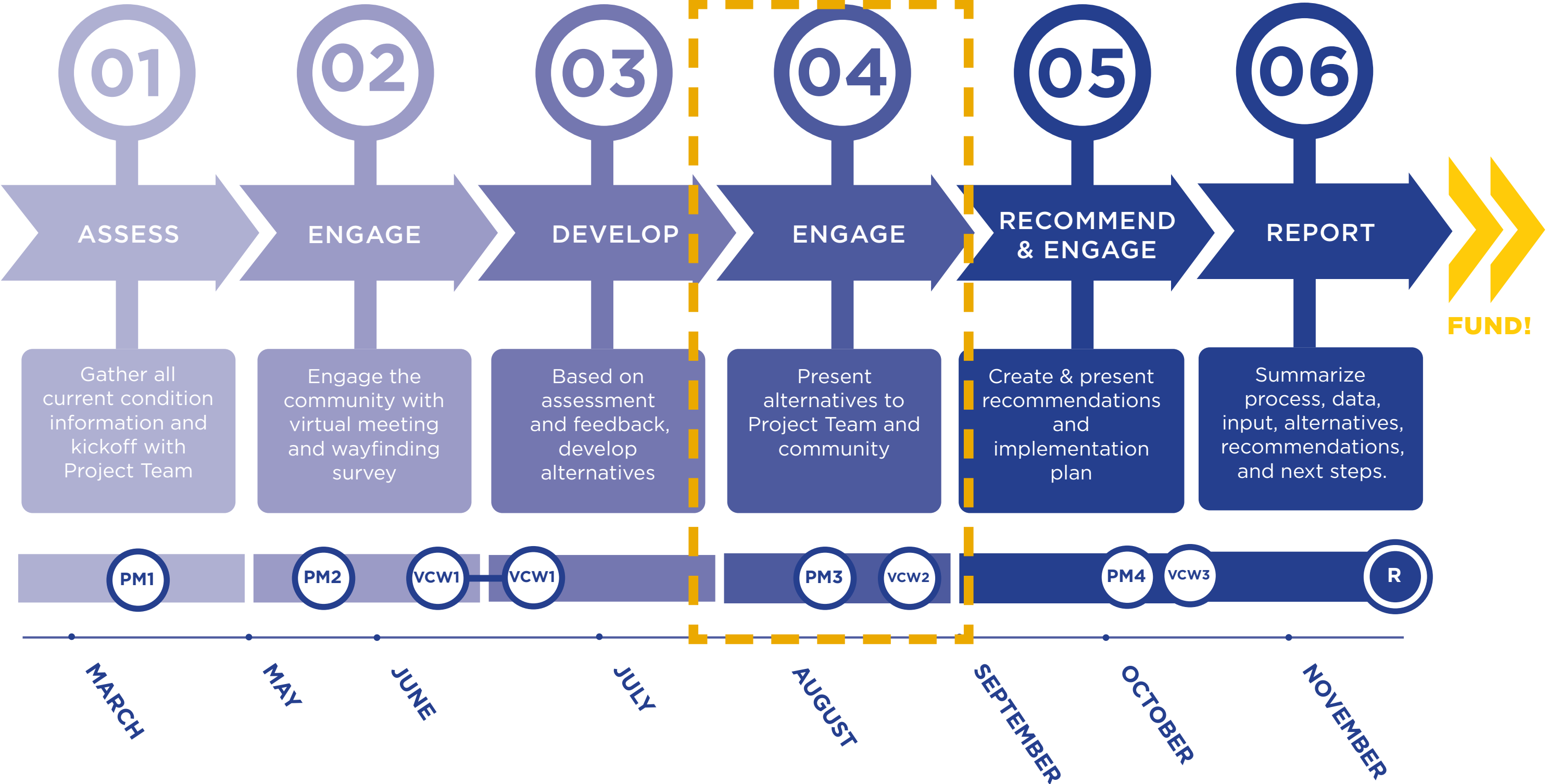
AGENDA

- 01 Project Overview
- 02 Virtual Workshop Results
- 03 Wayfinding Survey Results
- 04 Network Completion & Recommendations
- 05 Wayfinding & Signage Analysis
- 06 Urban Design Interventions
- 07 Virtual Community Workshop #2

01

SCHEDULE

Project Overview





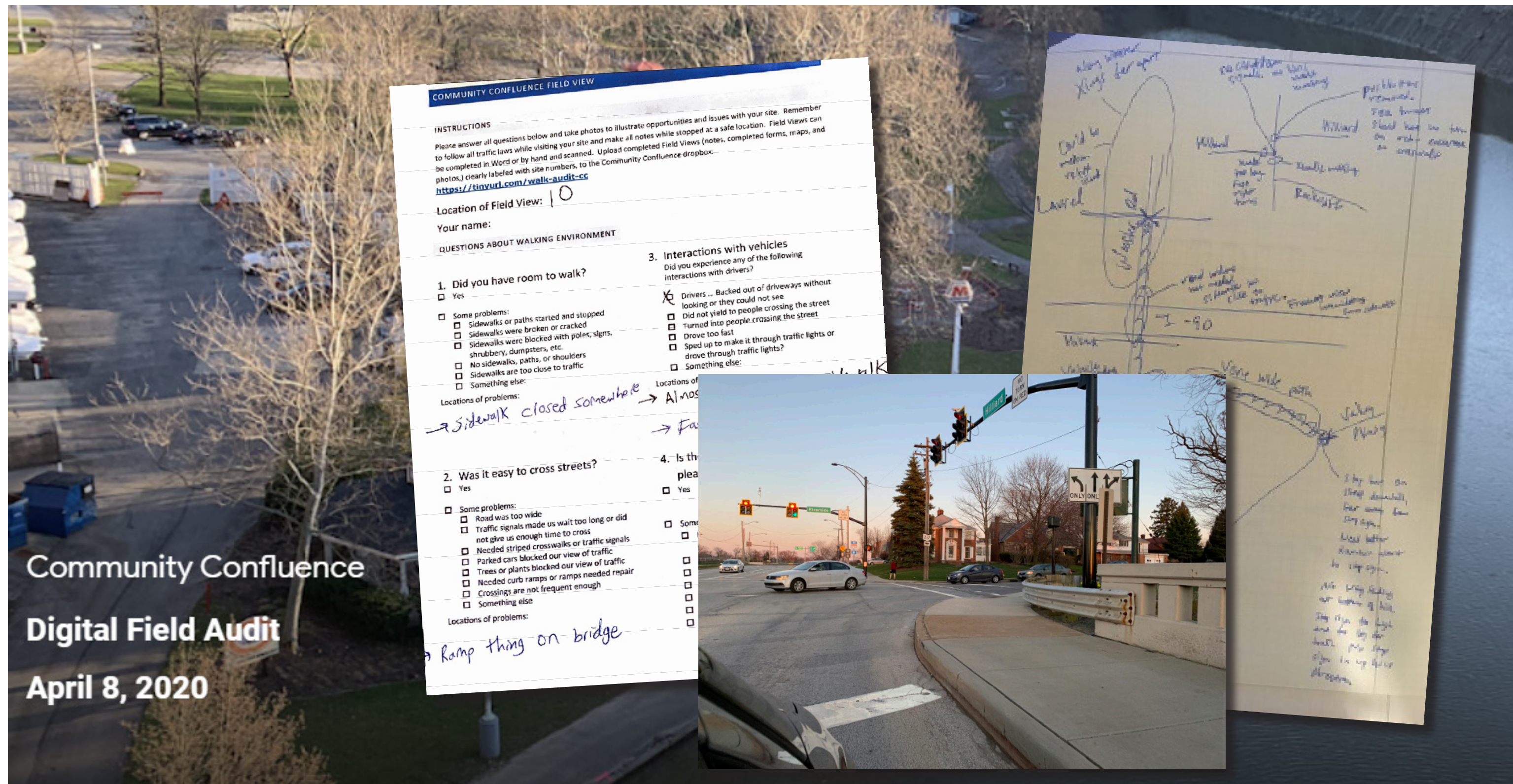
OBJECTIVES

Project Overview

- **Shorten the perceived distance** across the valley and between neighborhoods and the valley
- **Broaden awareness** of park resources (visual and cognitive connections)
- **Reinforce** connections between cities and Metroparks
- **Humanize** the pedestrian experience
- **Serve** all populations and modal types
- **High quality** multi-modal connectivity

01 FIELD AUDIT

Project Overview



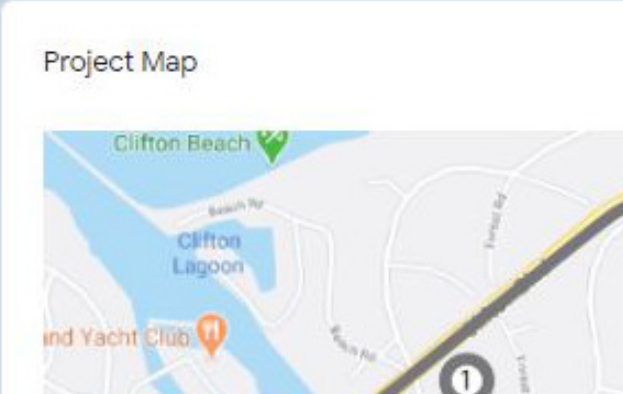
Community Confluence
Digital Field Audit
April 8, 2020

Responses cannot be edited

Community Confluence Virtual Workshop Questionnaire

Thank you for participating! The cities of Rocky River, Lakewood, Cleveland Metroparks, and NOACA are exploring ways to improve the experience of walking and bicycling the area. We appreciate your ideas and encourage you to provide your email address to stay up to date with the project. Your feedback will be invaluable!

Feel free to take this survey MULTIPLE TIMES for however many different streets you'd like to answer the questionnaire for.



Virtual Workshop

June 11 - July 5

Getting to know you continued

- * 4. Do you have school-aged children that live in your visit regularly?
- ☐ I have school-aged children living at home.
 - ☐ I have school-aged children that regularly visit my home.
 - ☐ None of the above.
- * 5. Which of the following best describes your relation study area?
- ☐ I live here.
 - ☐ I work here.
 - ☐ I own a business here.
 - ☐ I visit here.
- * 6. How long have you lived in the study area?
-
- * 7. How long have you worked in the study area?

COMMUNITY CONFLUENCE

Connecting the cities of Lakewood and Rocky River, and Cleveland Metroparks

SCAN ME!

VIRTUAL WORKSHOP

JUNE 11 - JULY 5

The cities of Rocky River and Lakewood, Cleveland Metroparks, and the Northeast Ohio Areawide Coordinating Agency are actively exploring ways to improve the experience of walking and bicycling in the area.

How to participate in the workshop:

Scan the **QR Code** above or visit: countypanning.us/projects/community-confluence to participate in the activities.

Share Your Experience:

View a short presentation and video of the project segments. Then share your experience or thoughts through our form!

Connectivity Survey:

Complete our survey to provide input to the team for where improvements are needed to improve safe connections to the community.

Call in Your Comments:

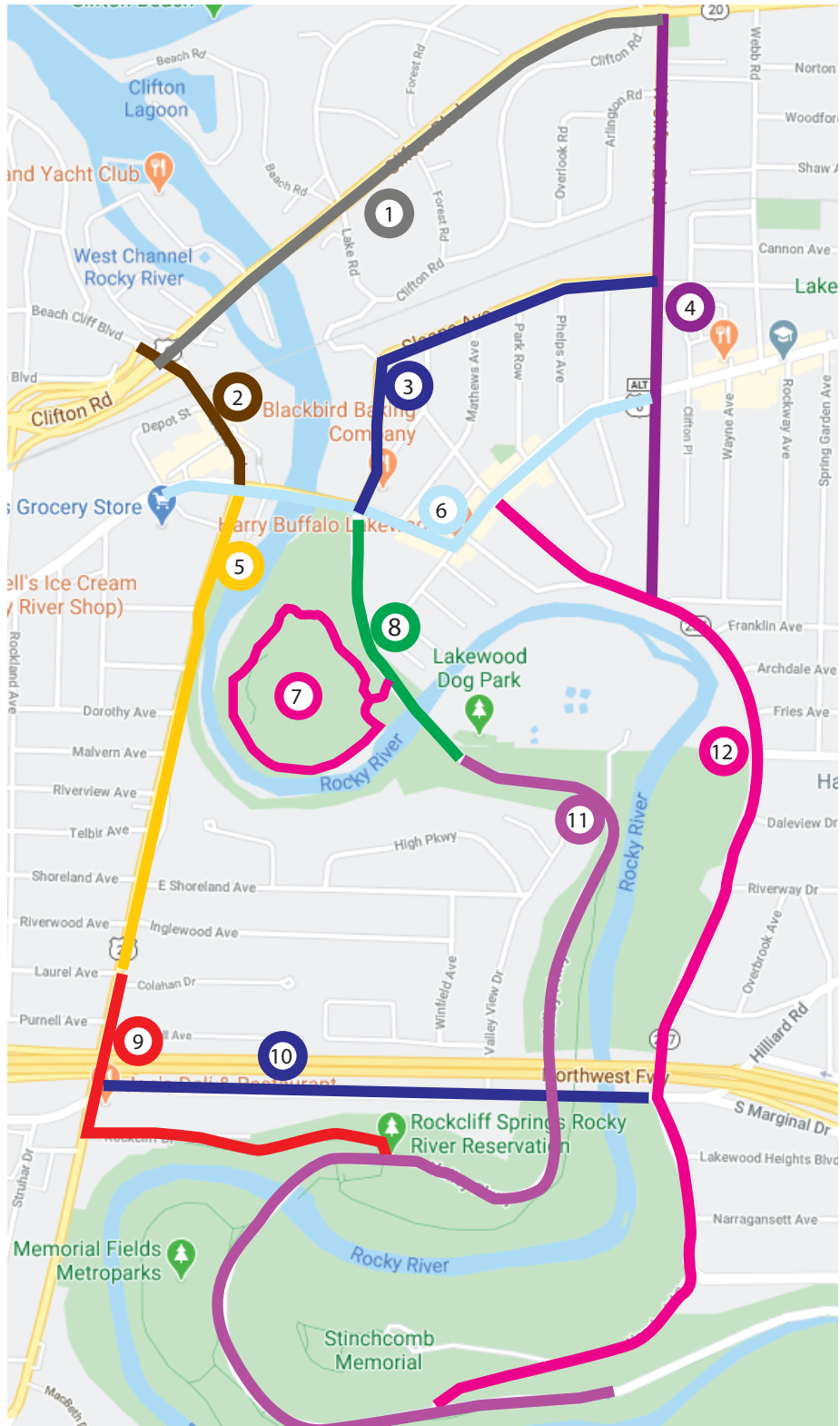
You can call in your comments by voicemail to the Cleveland Metroparks by calling 440-331-8644.

For more information:

countypanning.us/projects/community-confluence



02 Virtual Community Workshop #1 Results

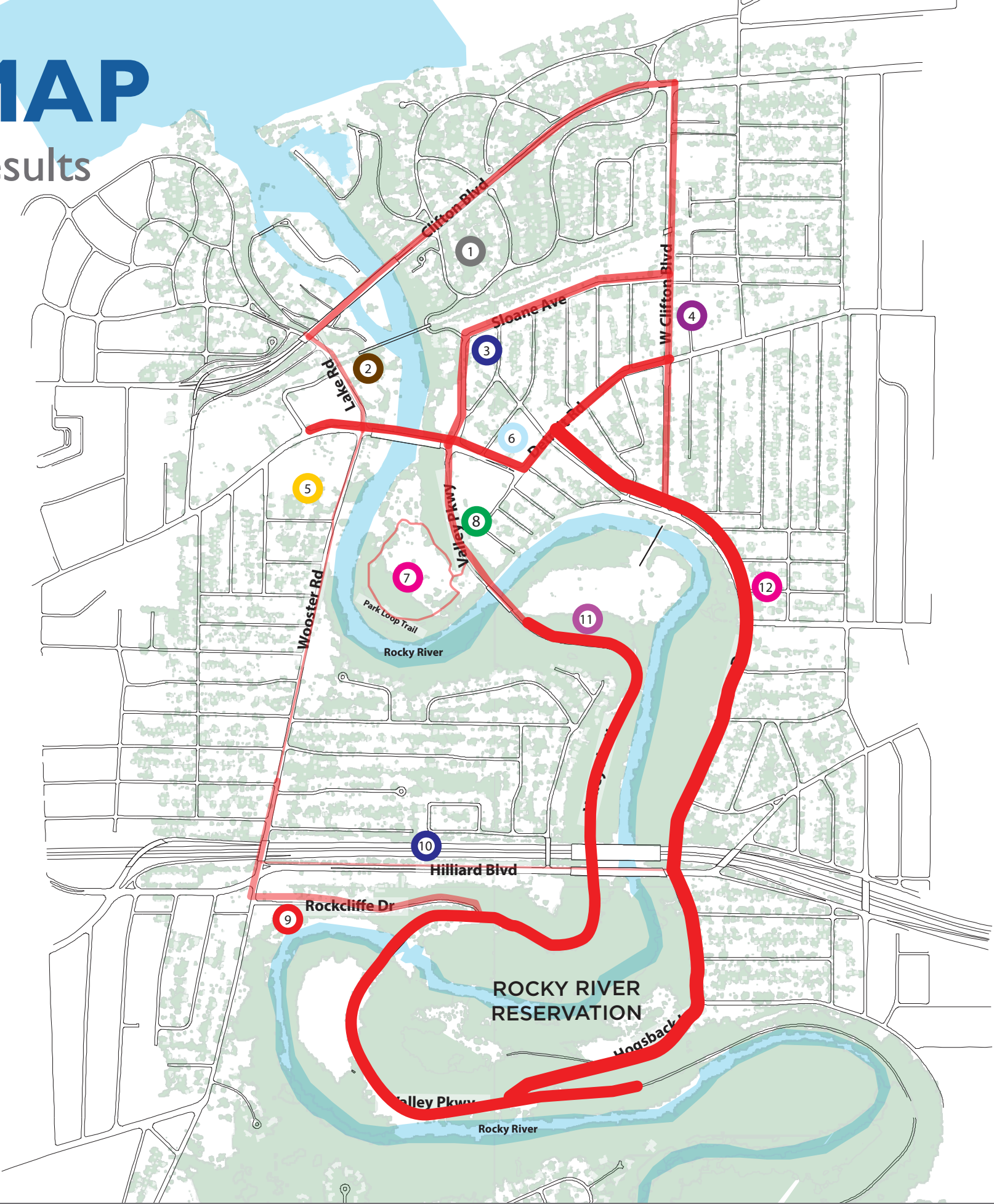


- 1 Clifton Blvd from W Clifton Rd to Lake Rd (0.8 mi.)
- 2 Lake Rd from Frazier Dr to Detroit Ave (0.3 mi.)
- 3 Sloane Ave from W Clifton Blvd to Detroit Ave (0.6 mi.)
- 4 W Clifton Rd from Clifton Blvd to Riverside Dr (0.7 mi.)
- 5 Wooster Rd from Detroit Ave to Laurel Ave (0.7 mi.)
- 6 Detroit Ave from Clifton Pl to W 192 St (0.7 mi.)
- 7 Park Loop Trail (entire loop - 0.6 mi.)
- 8 Valley Pkwy from Detroit Ave to Lakewood Dog Park (0.9 mi.)
- 9 Rockcliff Entrance (Wooster Rd/Laurel Ave to Rockcliff Dr / beginning of trail) (0.3 mi.)
- 10 Hilliard Blvd from Wooster Rd to Riverside Dr (0.7 mi.)
- 11 Valley Pkwy from Lakewood Dog Park to Hogsback Ln (2 mi.)
- 12 Riverside Dr from Hogsback Ln to Detroit Ave (1.6 mi.)

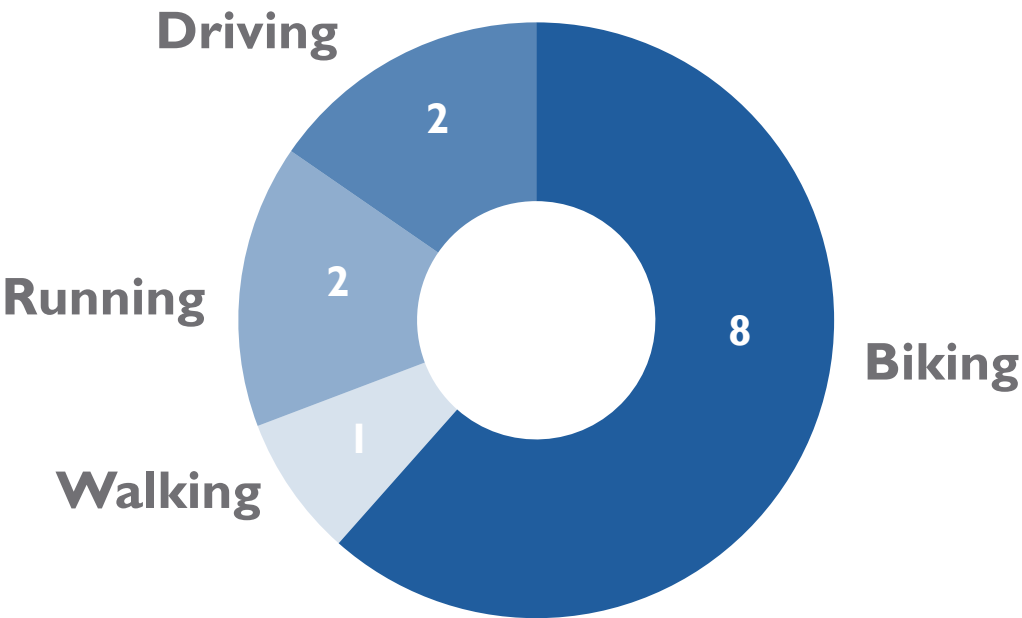
188
Total Responses

Responses (per segment)

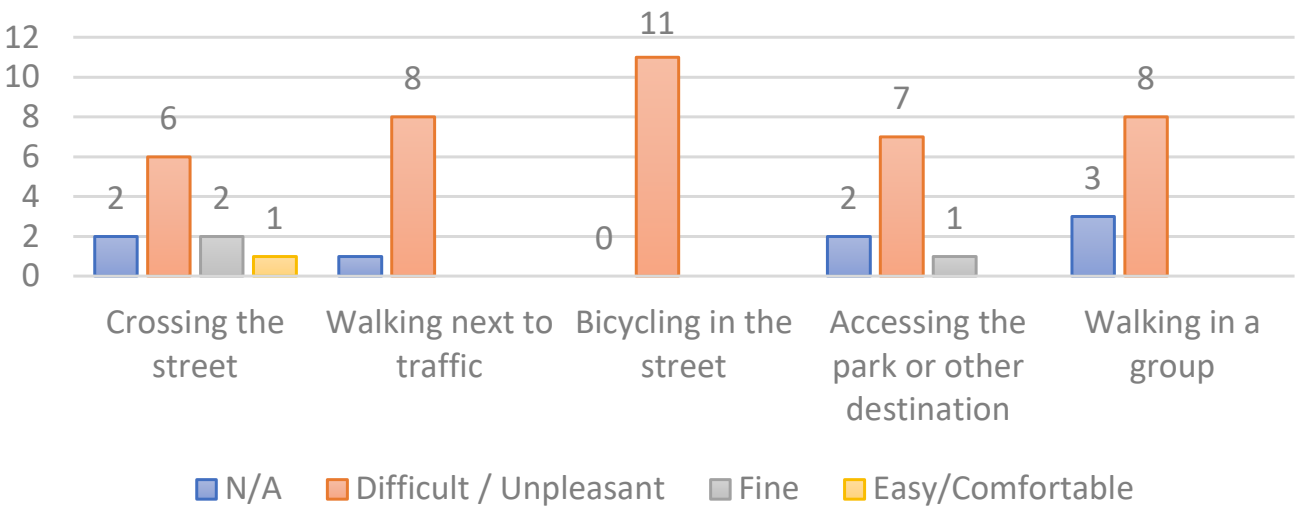
- Segment 12 - Riverside Drive
- Segment 11 - Valley Parkway
- Segment 6 - Detroit Avenue
- Segment 3 - Sloane Avenue
- Segment 1 - Clifton Boulevard
- Segment 4 - West Clifton Road
- Segment 8 - Valley Parkway
- Segment 2 - Lake Road
- Segment 9 - Rockcliff Entrance
- Segment 7 - Park Loop Trail
- Segment 5 - Wooster Road
- Segment 10 - Hilliard Boulevard



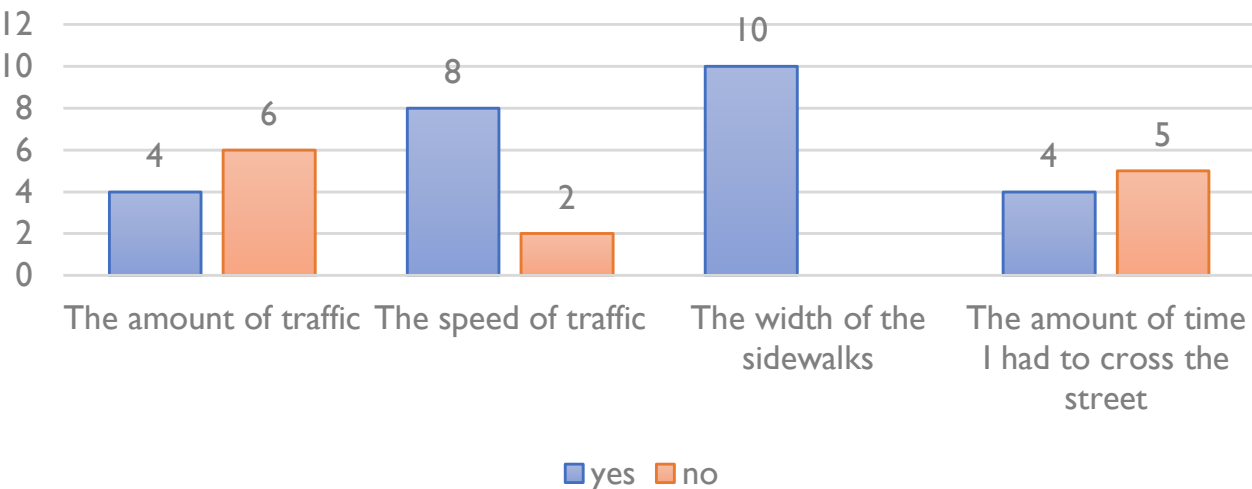
Q. How do you typically travel on this street?



Q. How is your typical experience doing the following?



Q. Does any of the following make your experience feel UNSAFE?



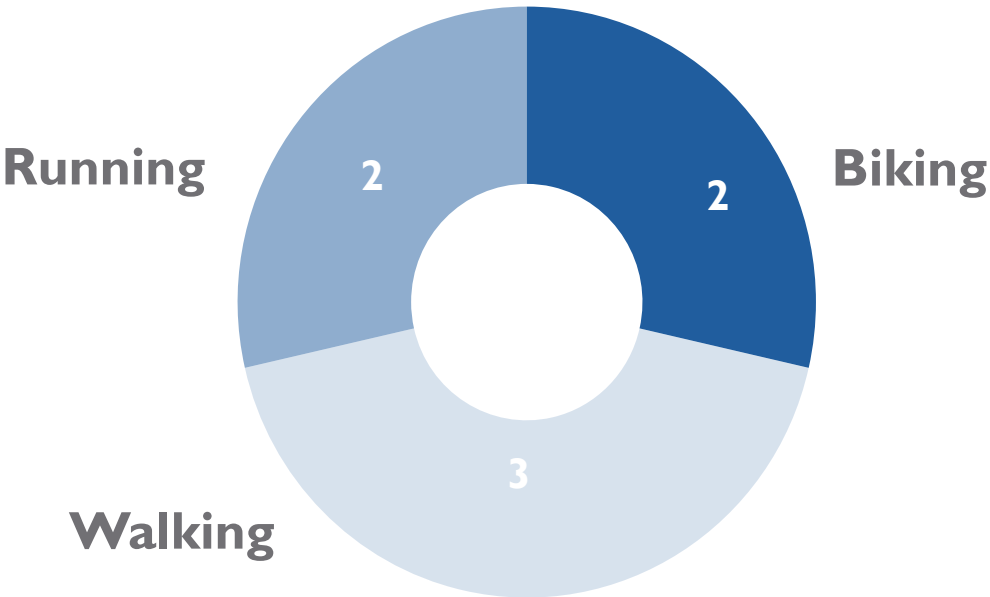
Q. Do you have any ideas or suggestions for how we could improve the pedestrian/ bicyclist experience on this street?

Wider sidewalks and protected bike lanes

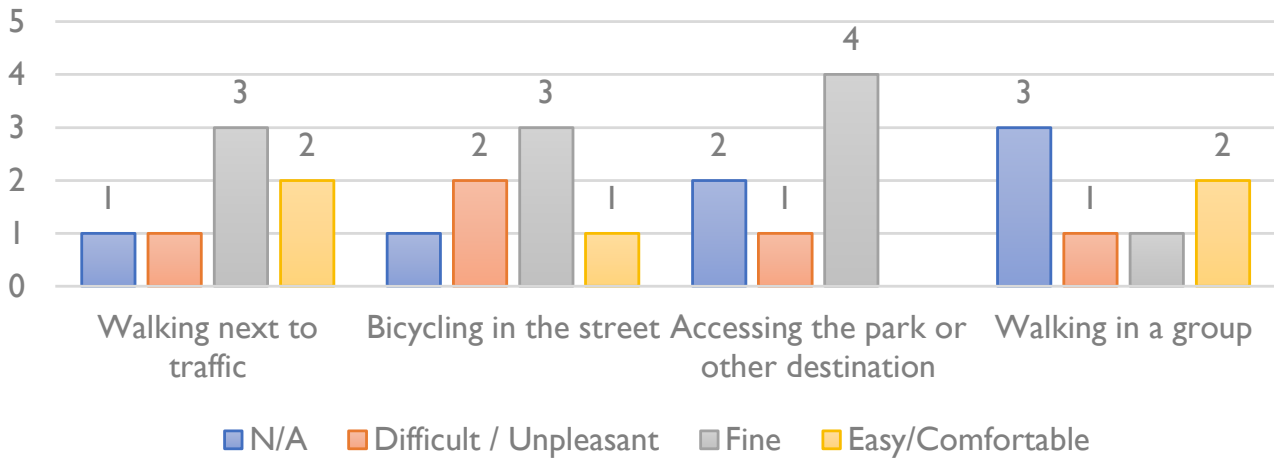
Bike lanes on north and south side of street

Traffic calming measures

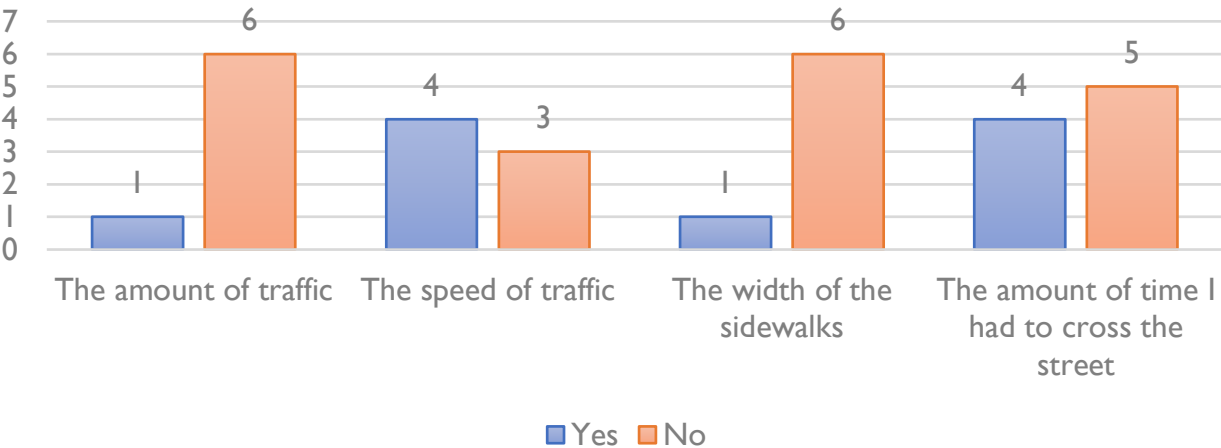
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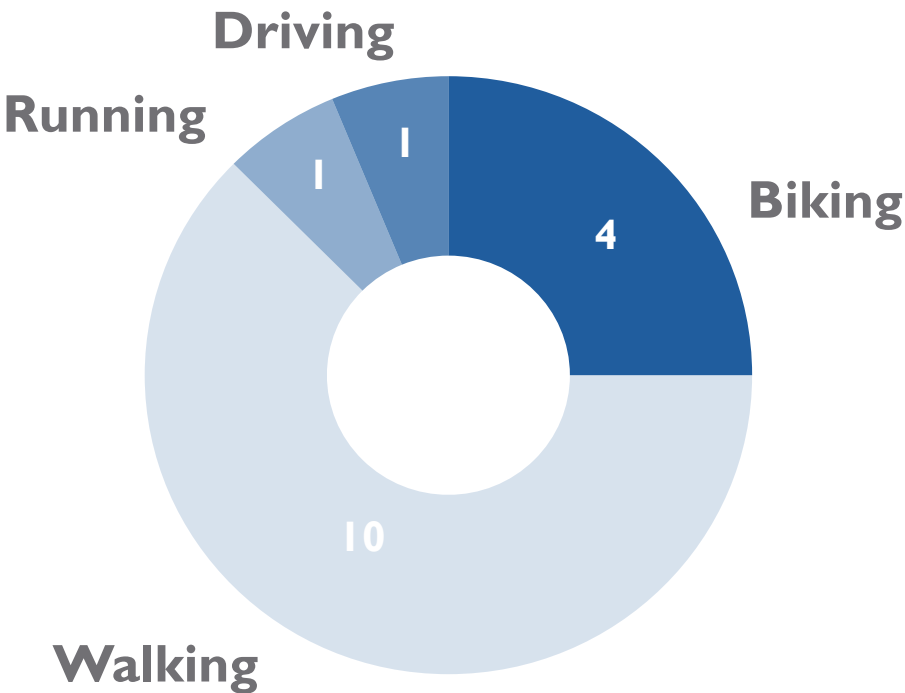
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Sharrows and signage

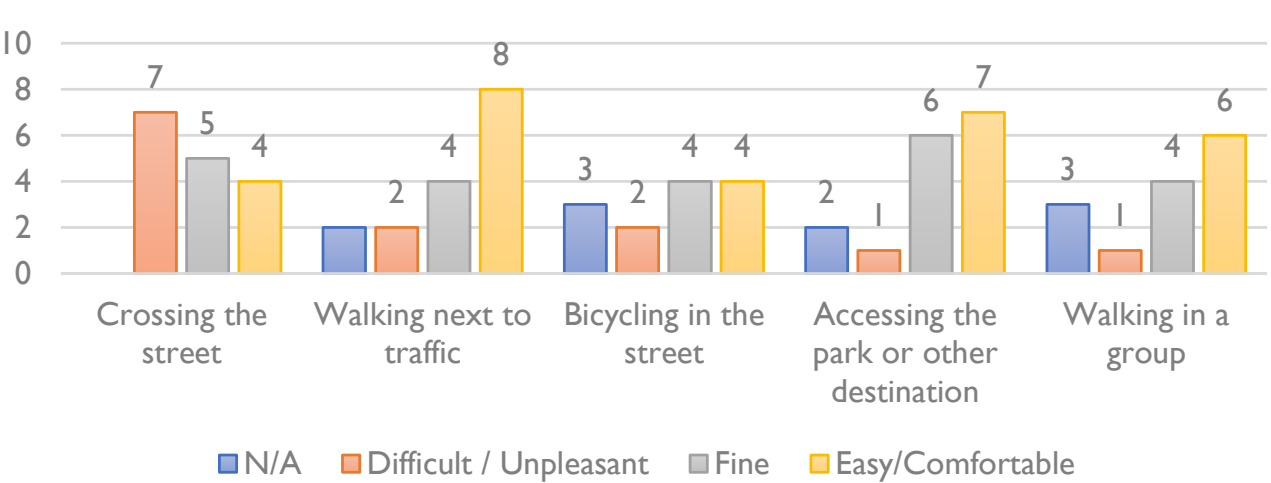
There are a lot of blind spots for both cars and bicyclists around the underpass so turning left from the Depot Road in a car is nerve racking.

Biking up the hill returning to traffic away from Rocky River Park is always congested

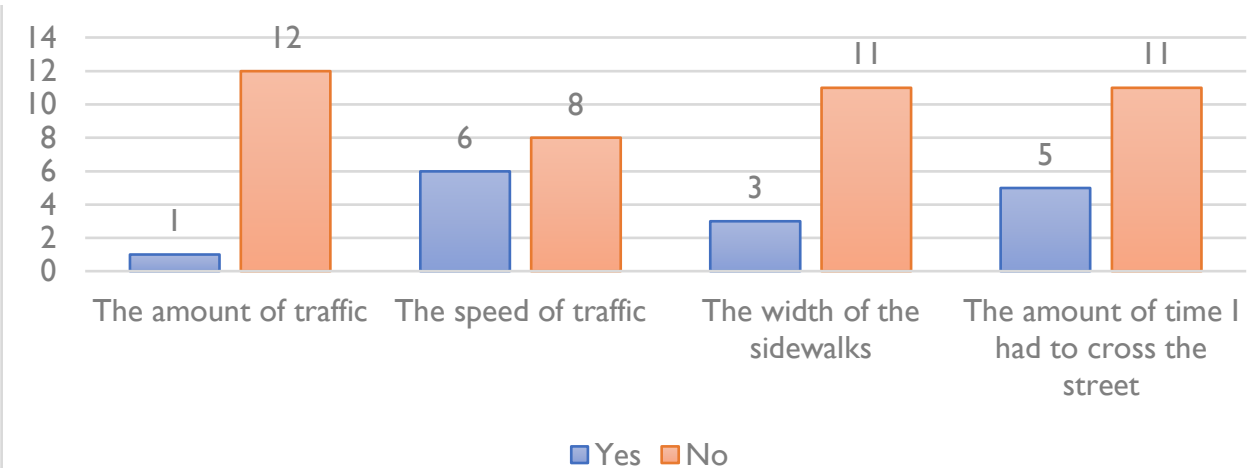
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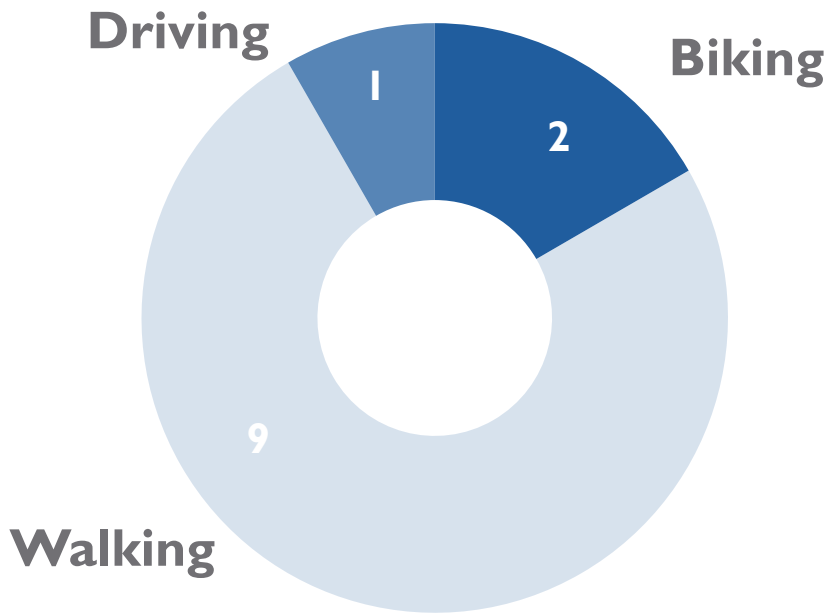
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Painted bike lane

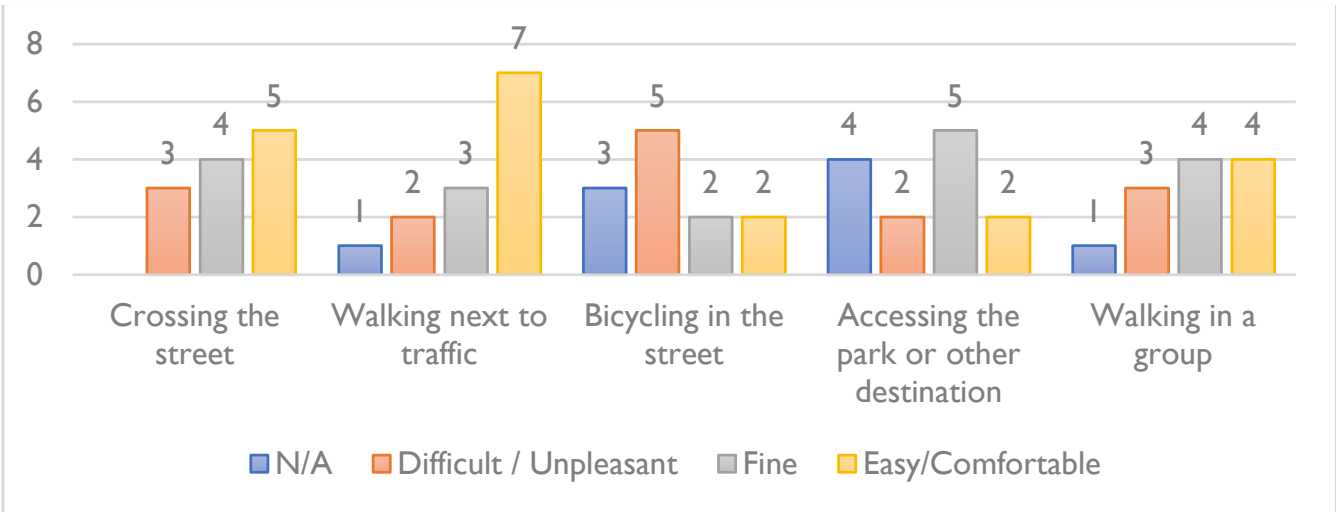
Excessive noise from motorcycles and speeding is a problem

The street and intersection could improve with additional streetscape elements such as benches, trees, and public art

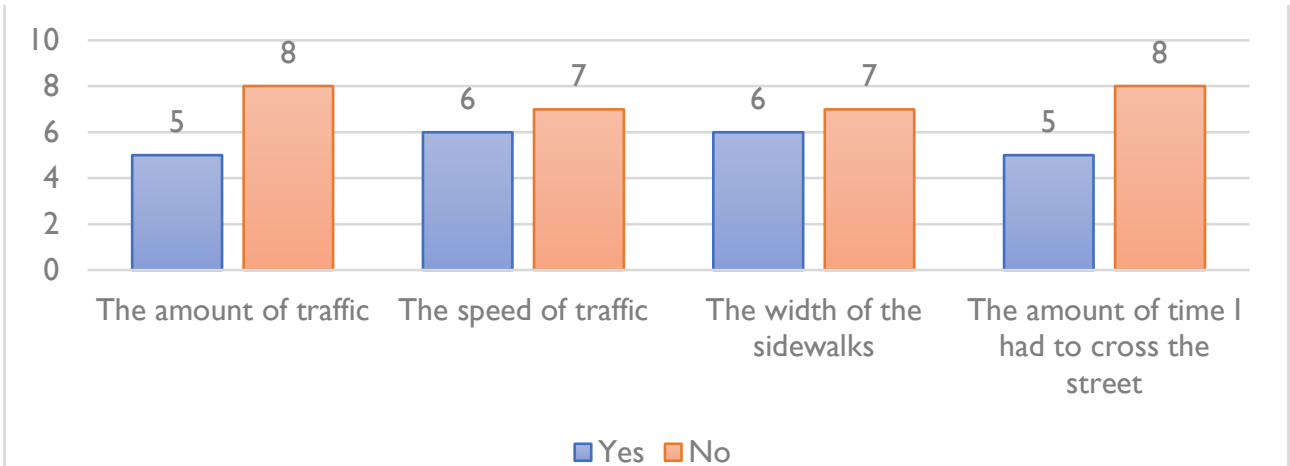
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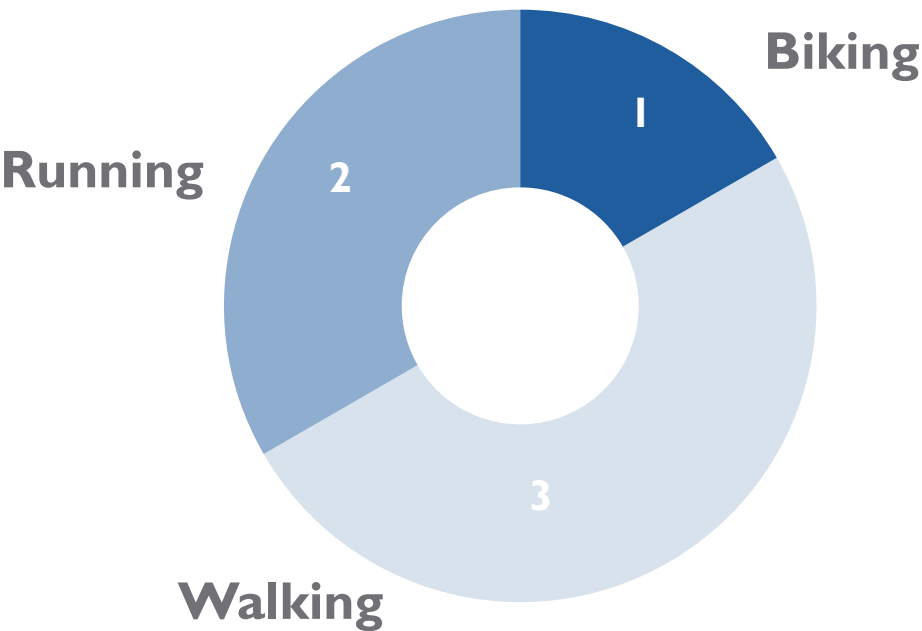
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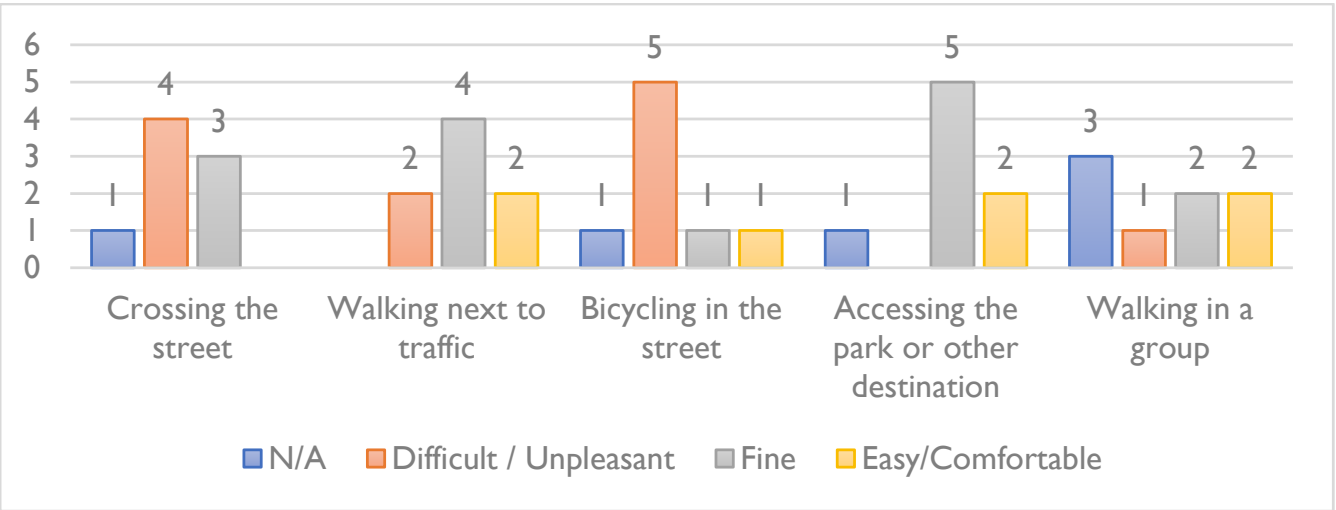
Q. Do you have any ideas or suggestions for how we could improve the pedestrian/ bicyclist experience on this street?

Widening the sidewalks on West Clifton
Bike lanes
Traffic lanes striped
Wider sidewalks and maybe some separation from the traffic

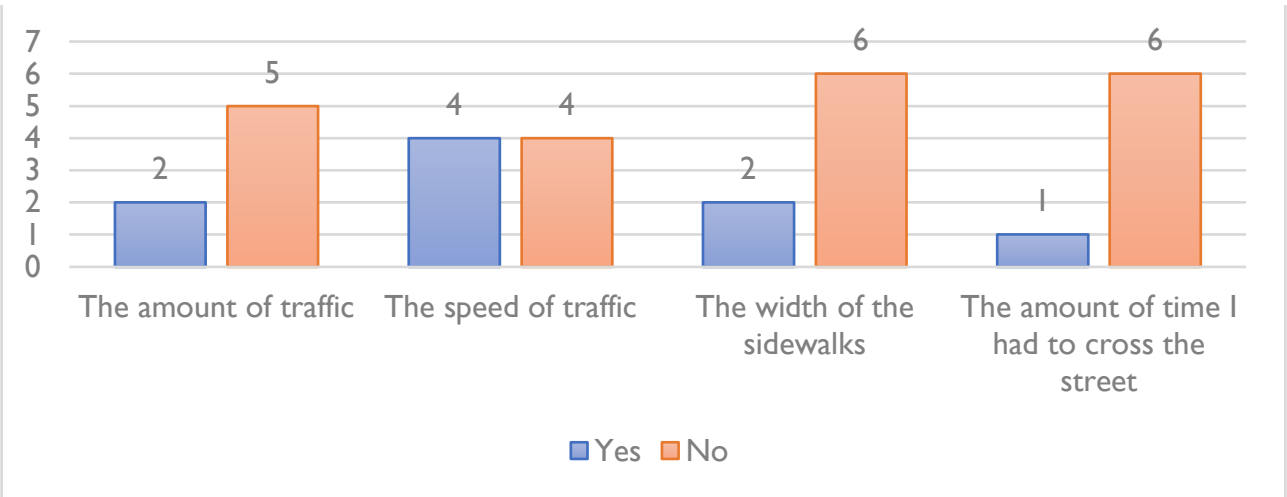
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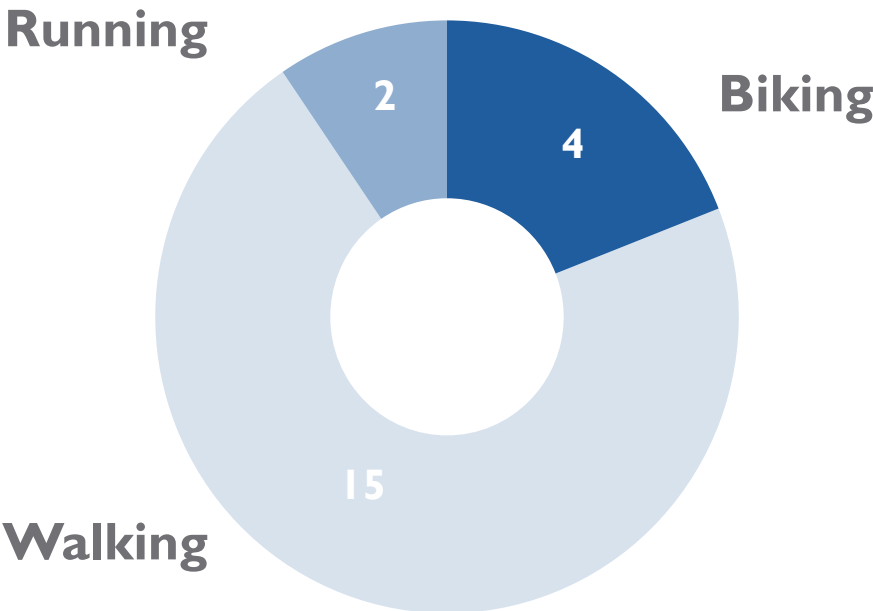
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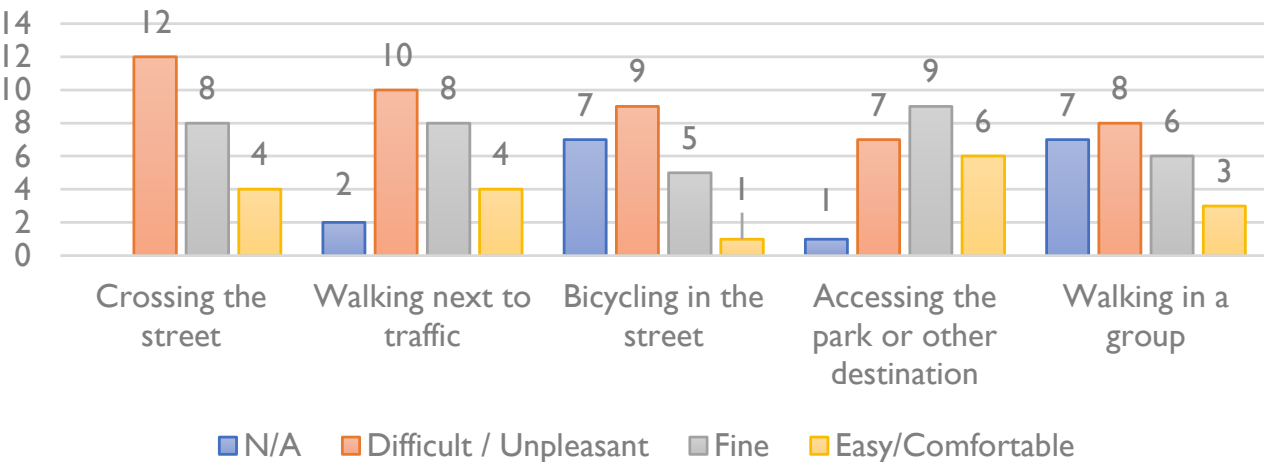
Q. Do you have any ideas or suggestions for how we could improve the pedestrian/ bicyclist experience on this street?

- Painted bike lane
- Add bike lane along length of Wooster
- Signage for pedestrians indicate the need to cross the street soon if desired/needed.
- Wooster is very narrow and cycling north is dangerous

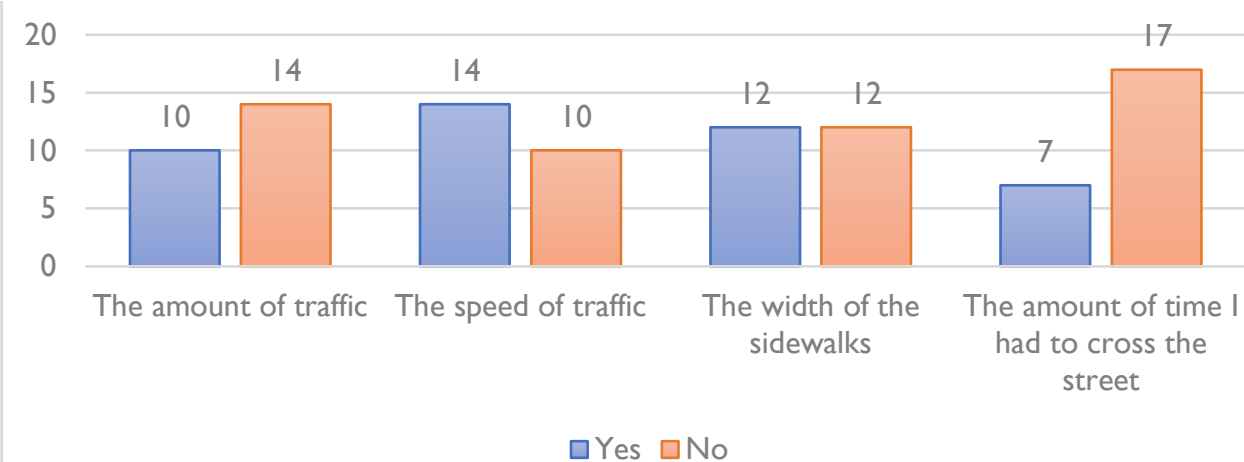
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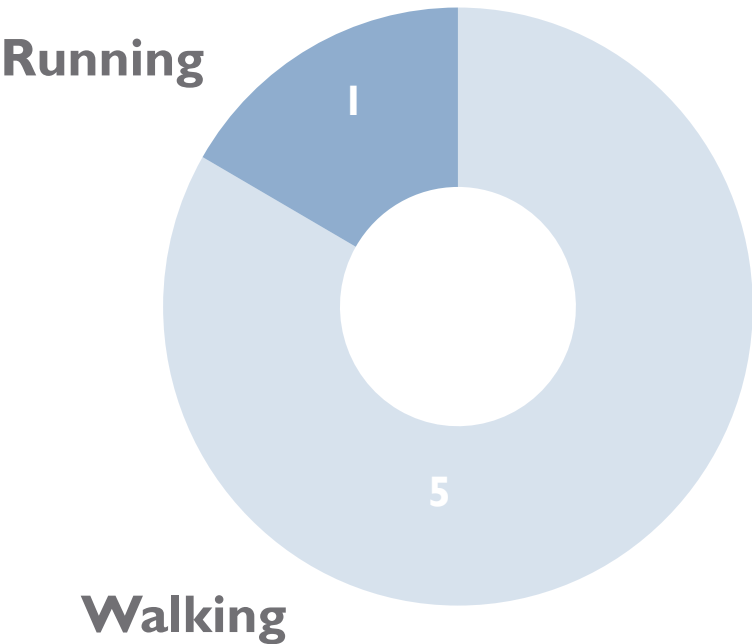
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Often very loud with heavy traffic and busy intersections.

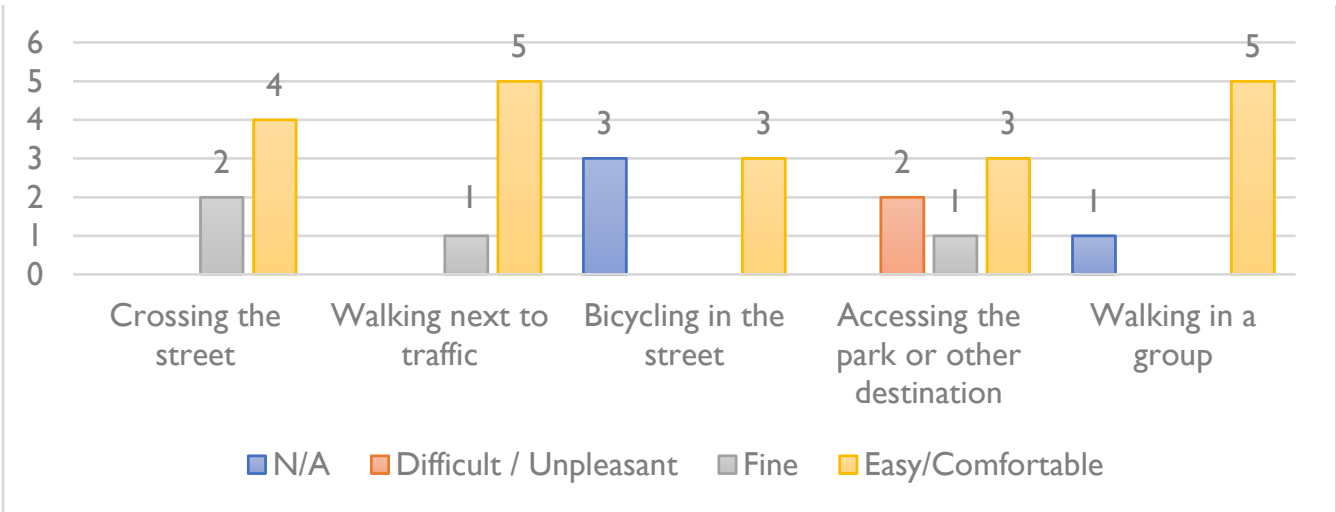
This is one of the worst stretches in Lakewood to ride your bike on the street

Wider sidewalks, dedicated bike lanes, bump outs and reduction of car lanes

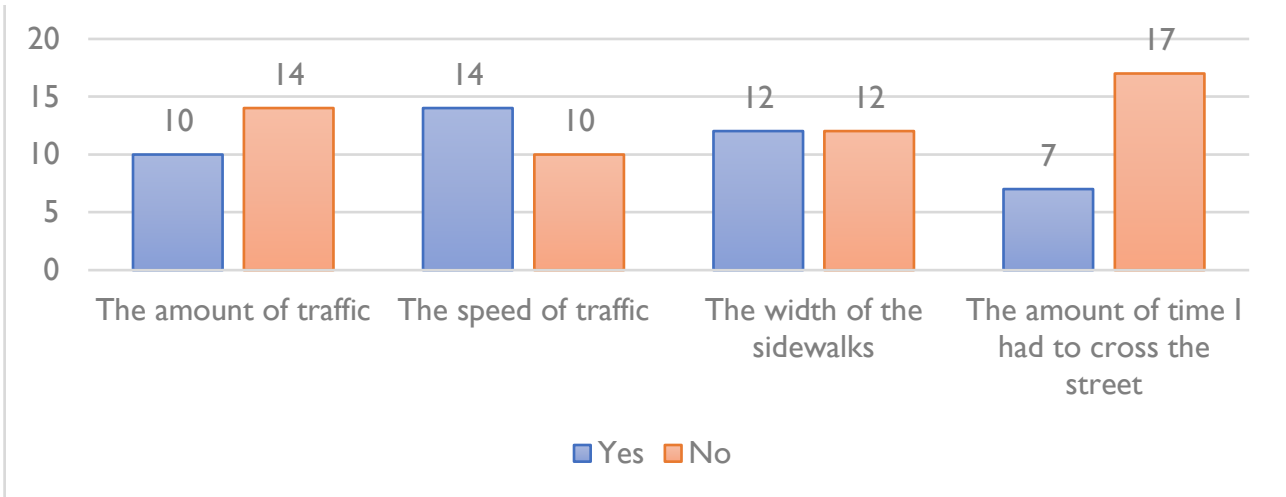
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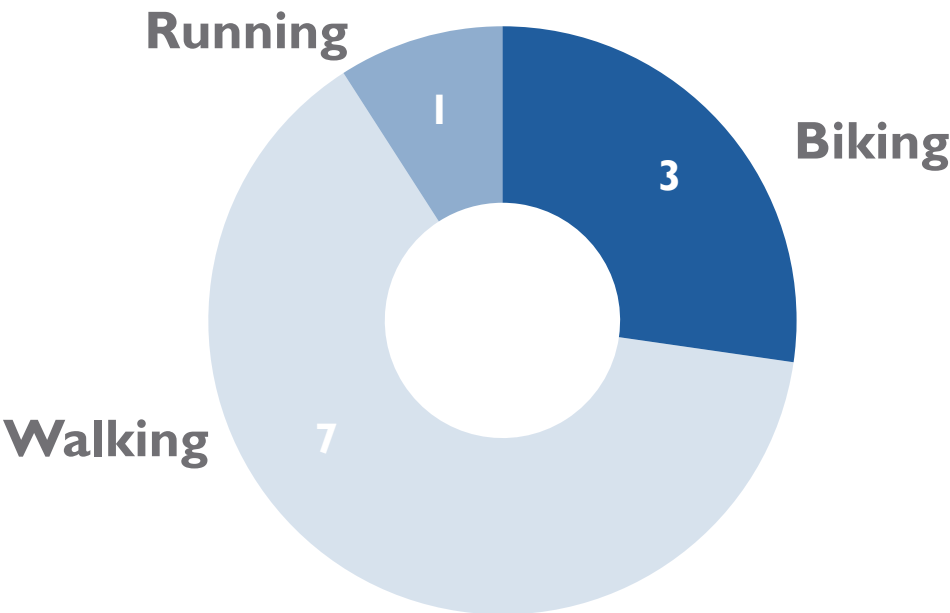


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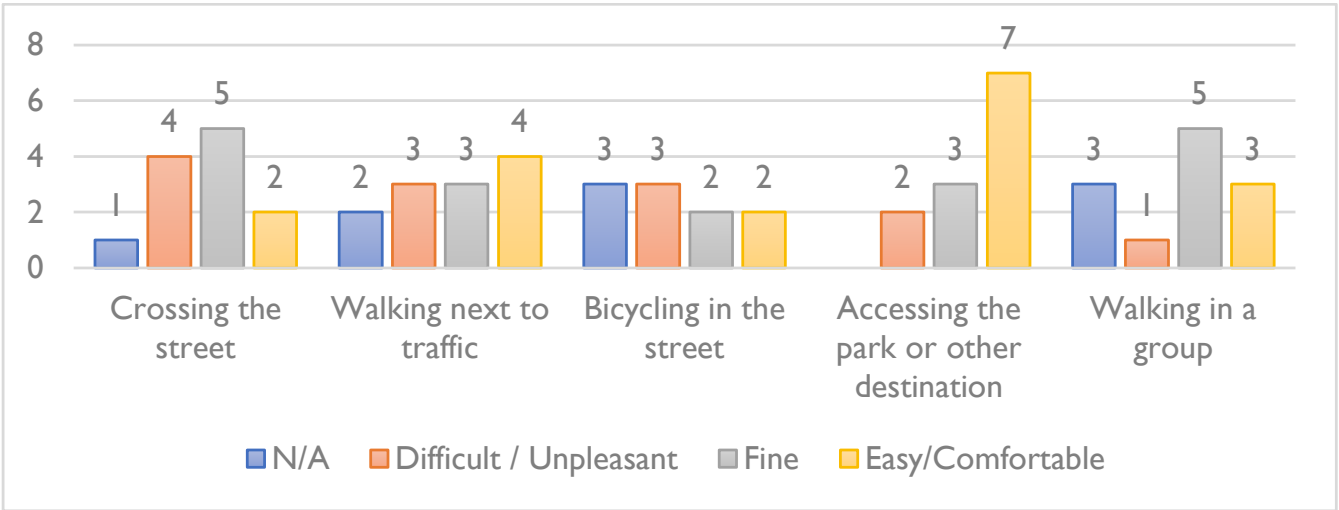
Needs to be a path on the south side of the park road to enter Rocky River Reservation at the base of the hill.

More signage at the start of entering the loop area to indicate the intended flow of vehicular traffic and bikes/ pedestrians would be helpful.

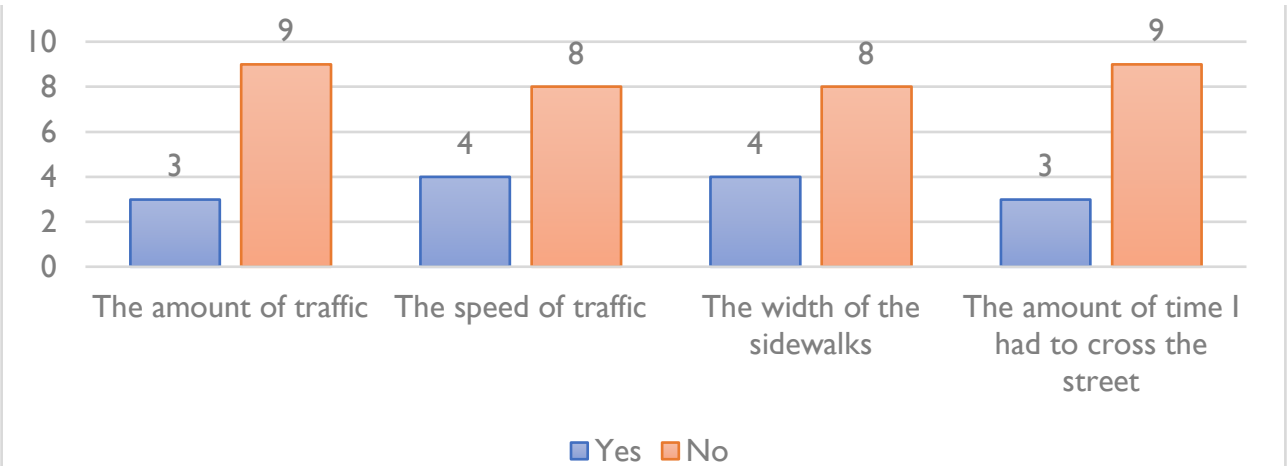
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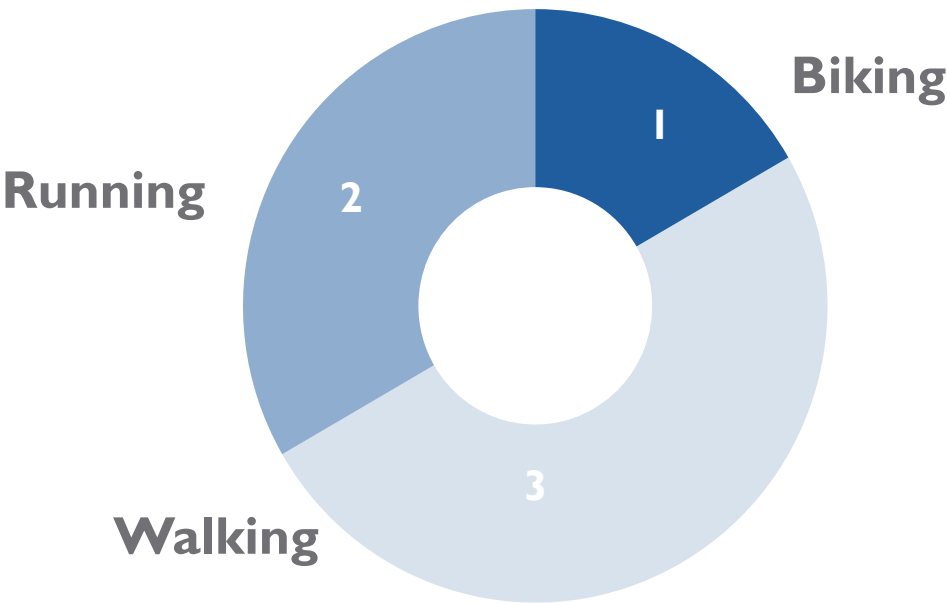


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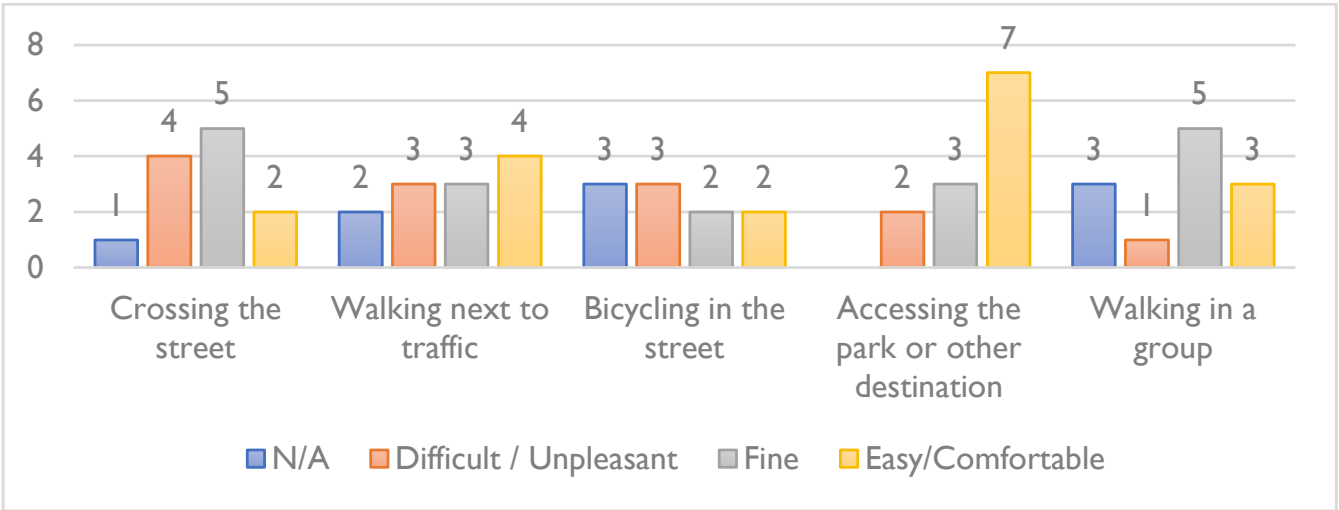
the blind curve at the crosswalk by the dog park can also be a challenge when the park is crowded

Flashing crosswalk lights like the ones outside of the convention center in downtown Cleveland when someone presses the button to cross. Maybe even a stoplight at the boat launch intersection.

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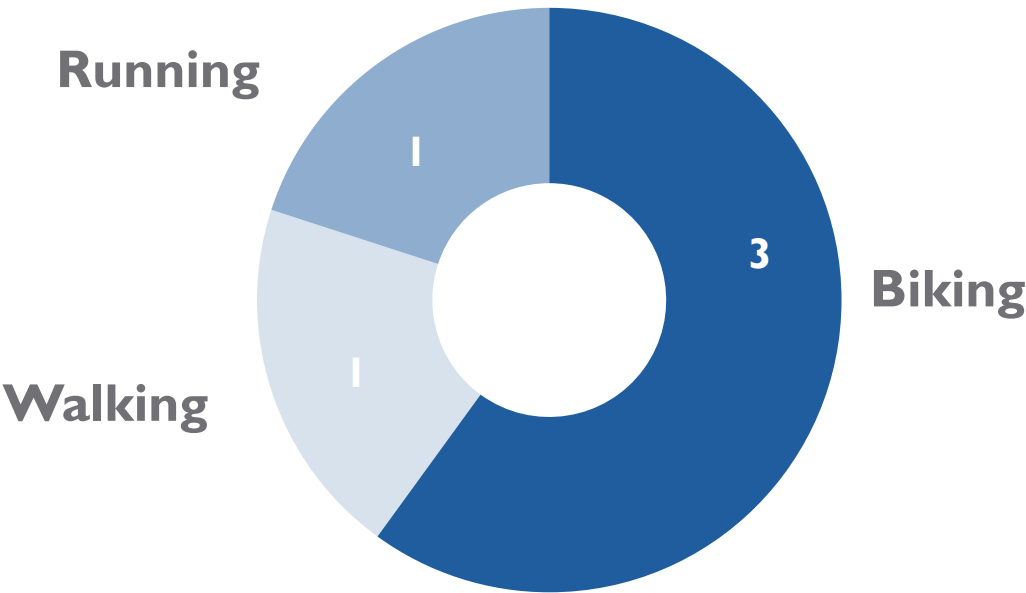
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Hilliard and Wooster intersection privileges vehicular traffic over pedestrian.

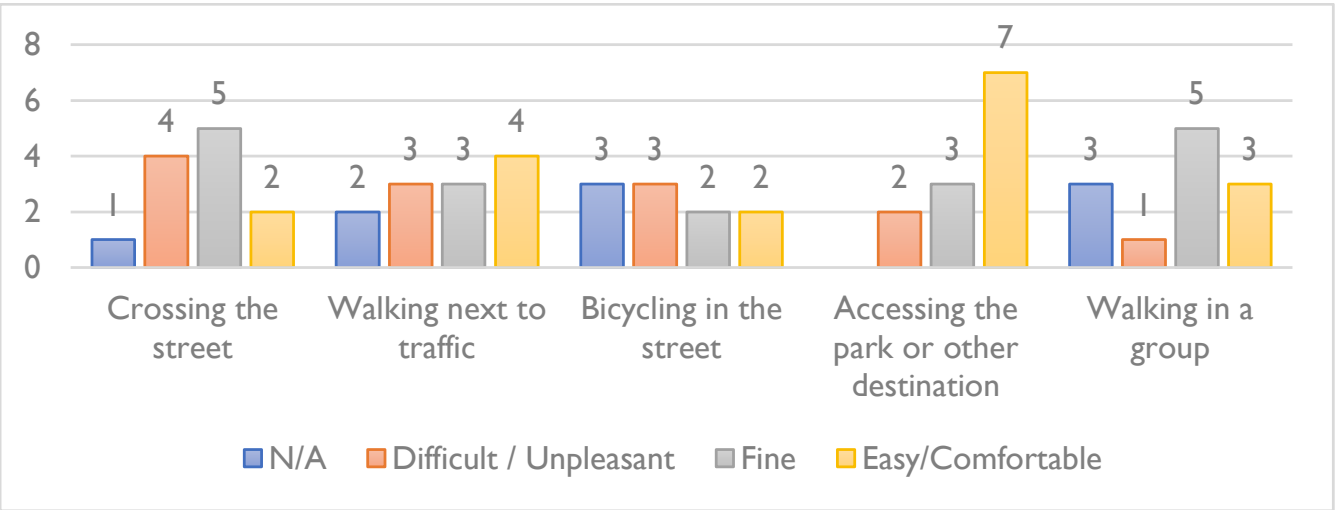
Make Rockcliff a no parking street

There are no sidewalks on the North side of Hilliard

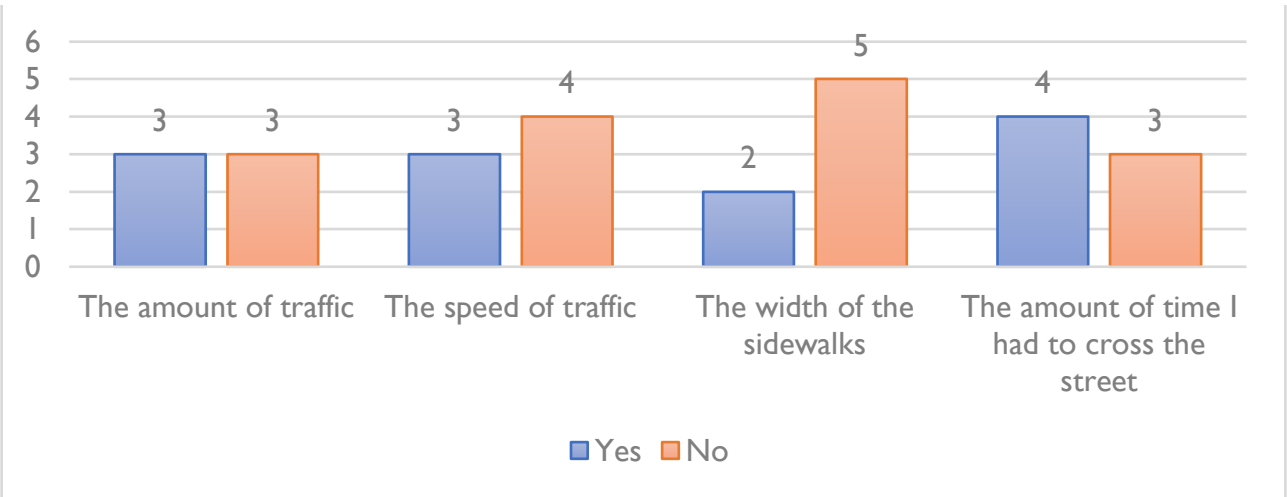
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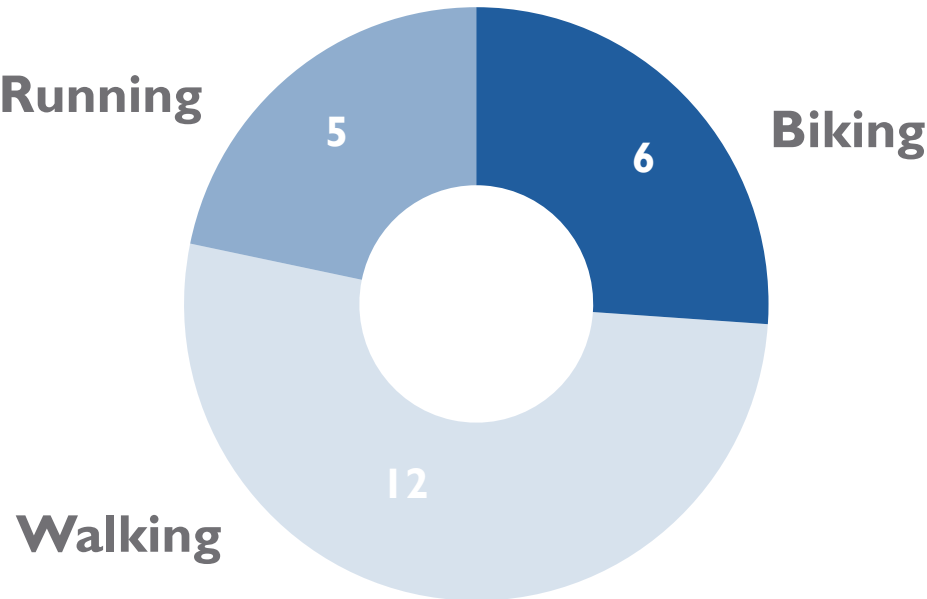
Q. Do you have any ideas or suggestions for how we could improve the pedestrian/ bicyclist experience on this street?

Currently there is no real pedestrian access route to the Metroparks, from Lakewood, here.

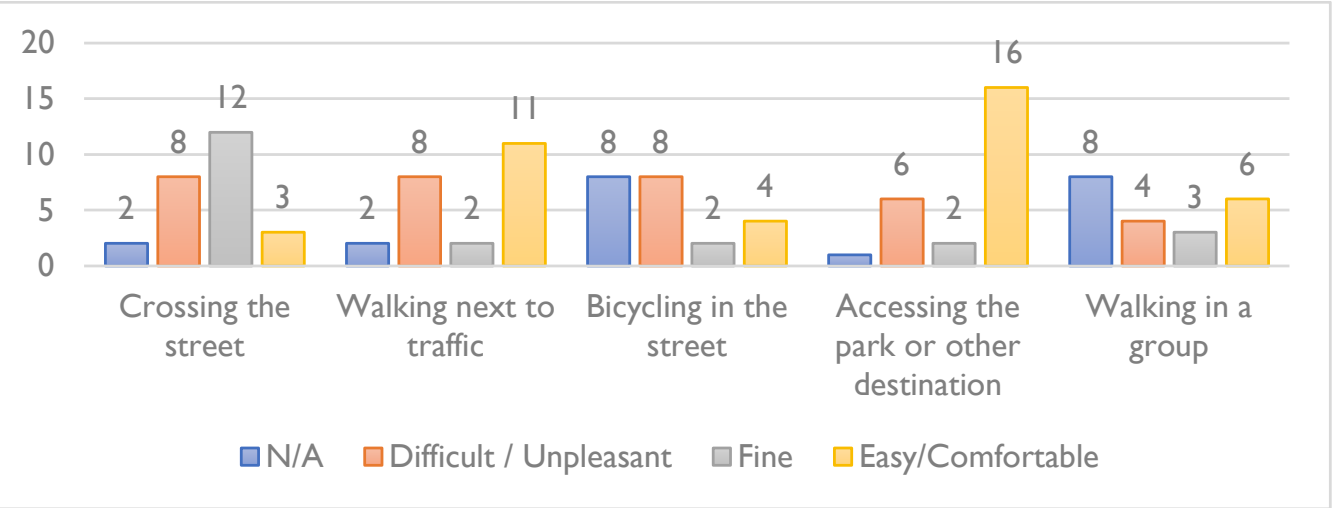
Visually unpleasant, high speed traffic with too narrow sidewalks

Sharrows

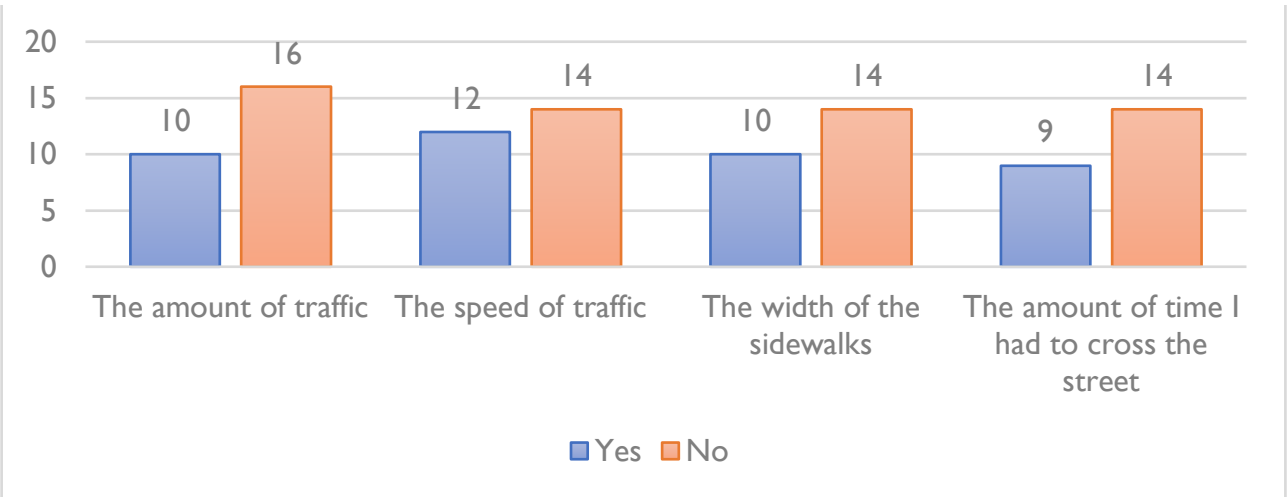
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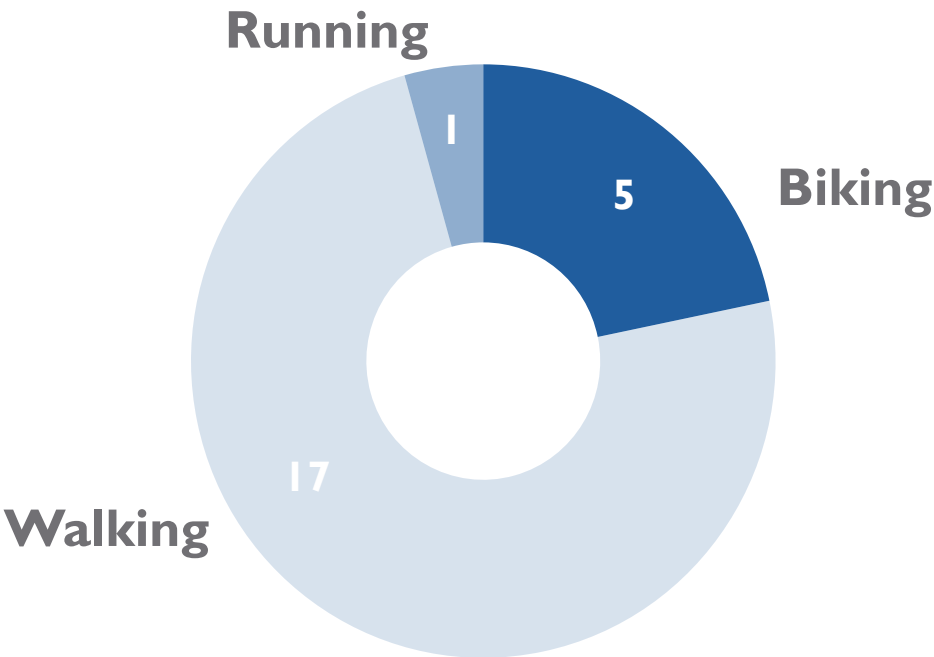
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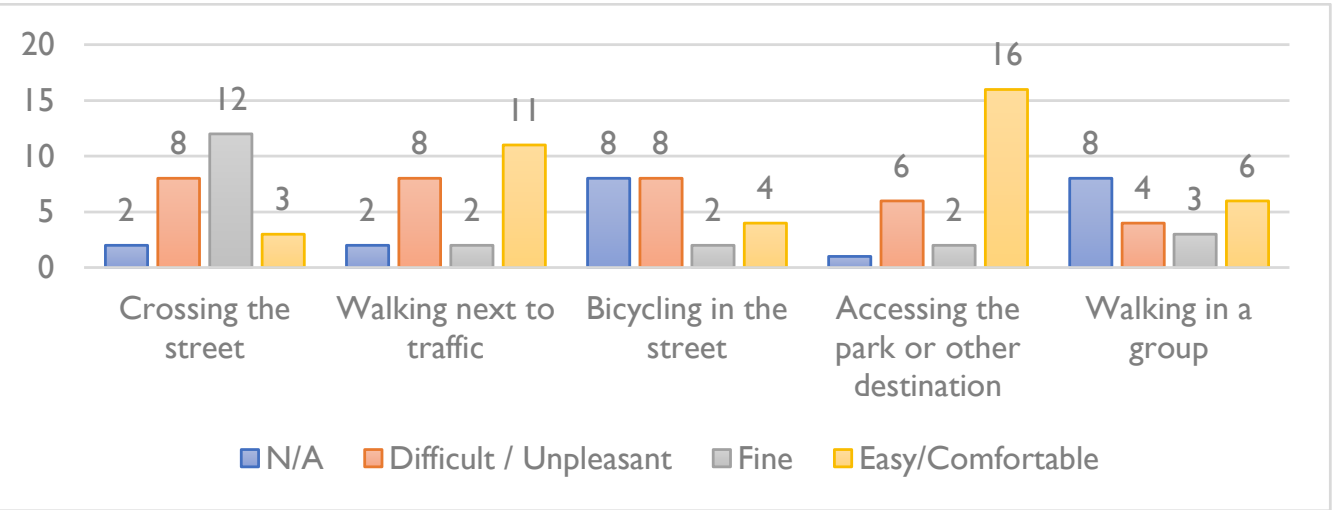
Q. Do you have any ideas or suggestions for how we could improve the pedestrian/ bicyclist experience on this street?

- Widen road with a protected bike lane
- Make an dedicated trail for Walkers and Runners.
- Add signage at every crosswalk enforcing pedestrian right of way.

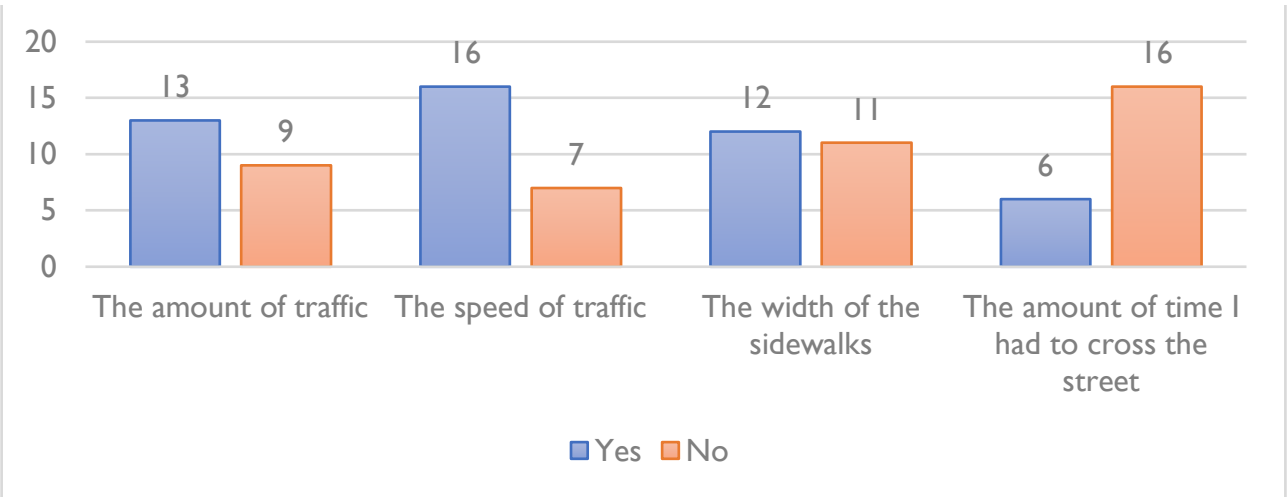
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Q. Do you have any ideas or suggestions for how we could improve the pedestrian/ bicyclist experience on this street?

The west side of Riverside is a dangerous place for bike traffic because of the blind curves

Hogsback which is in desperate need of a walking/biking lane

A crosswalk is needed at Hogsback for pedestrians.

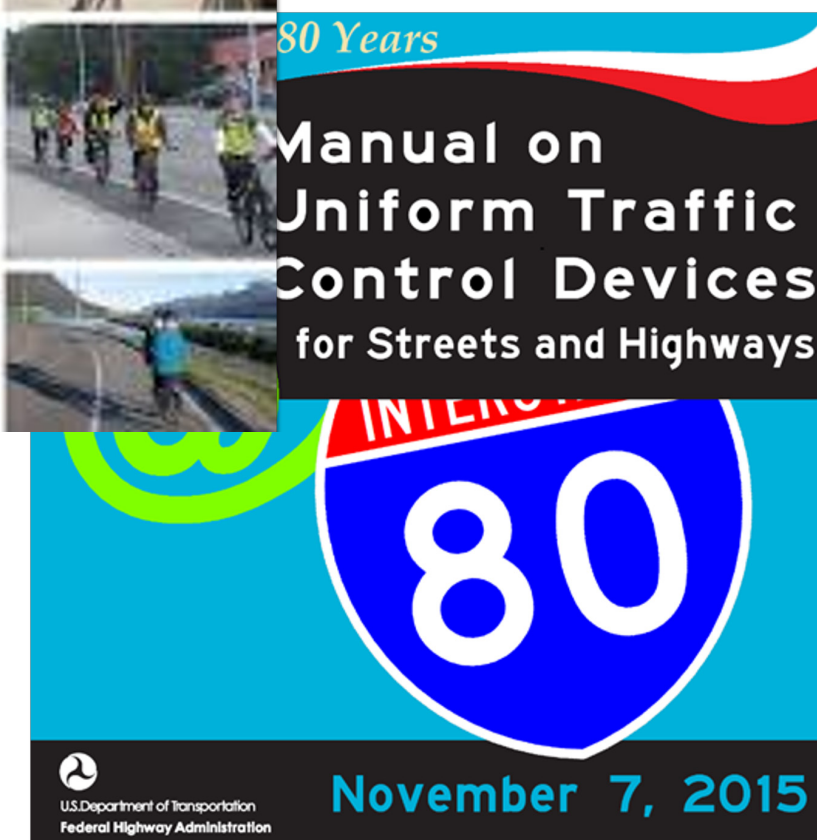
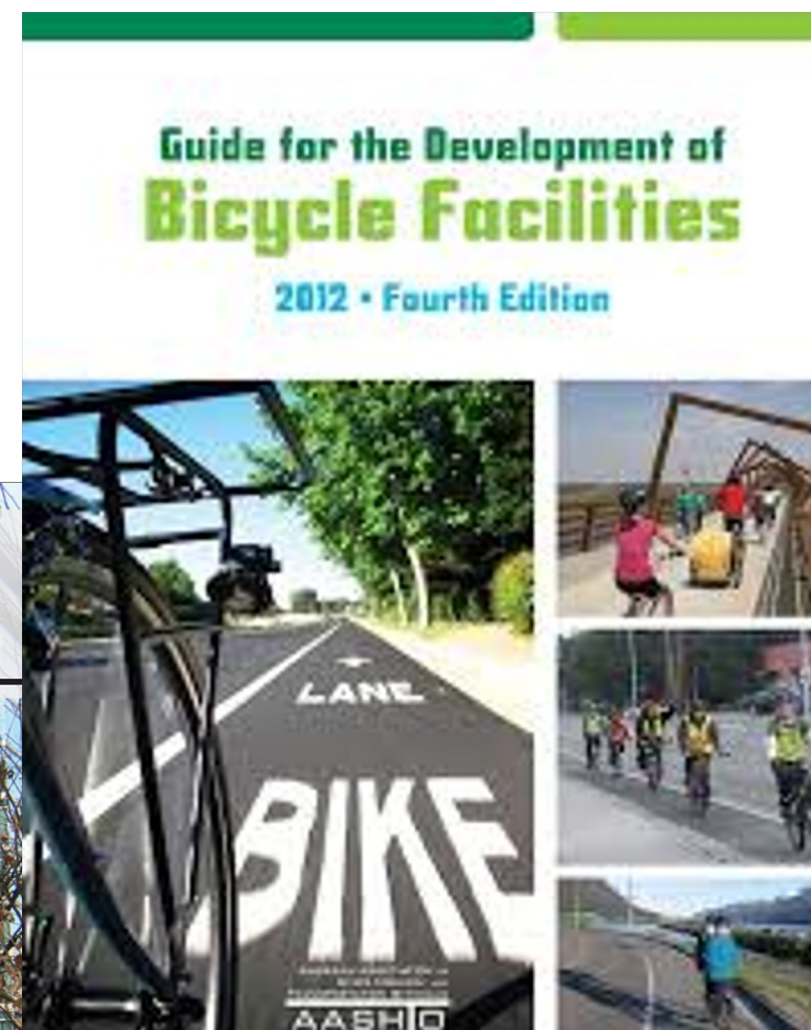
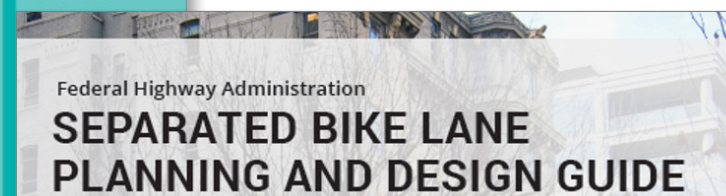
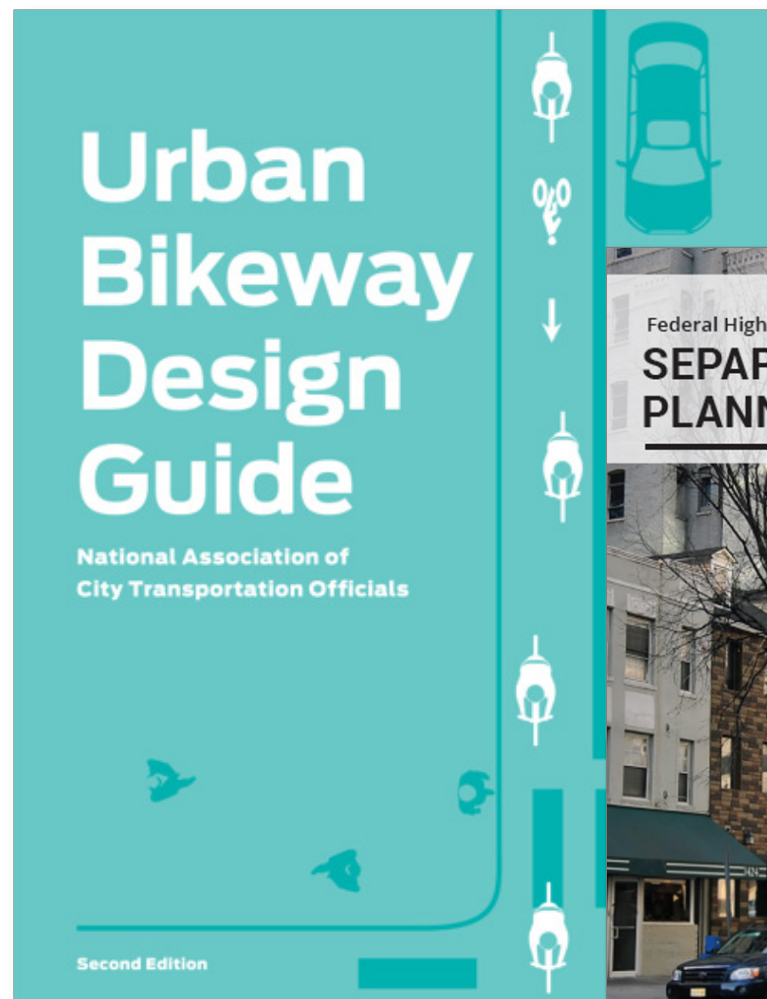


04 Network Completion & Alternatives

04

DESIGN STANDARDS & GUIDES

Active Transportation 101



04

BICYCLIST GROUPS

Active Transportation 101

Strong & Fearless

Very few

Enthusied & Confident

<10%

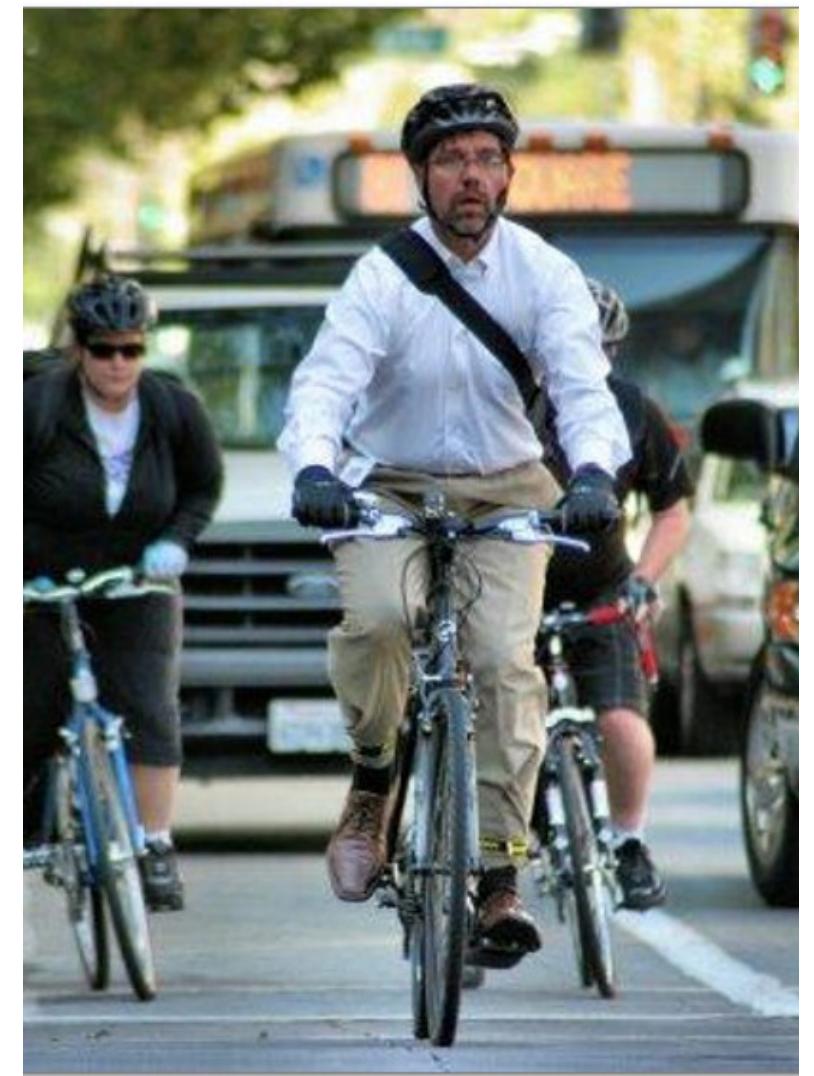
Interested but Concerned

Majority of bicyclists

No Way, No How

About 30% of population

(City of Portland research)



04

ALL-PURPOSE TRAILS

Active Transportation 101

Pavement dedicated to non-vehicular use, separate from vehicular pavement.



04

CYCLE TRACKS

Active Transportation 101

Combines user experience of a separate path with an on-street, conventional bike lane.



Buffered or Separated Bike Lanes



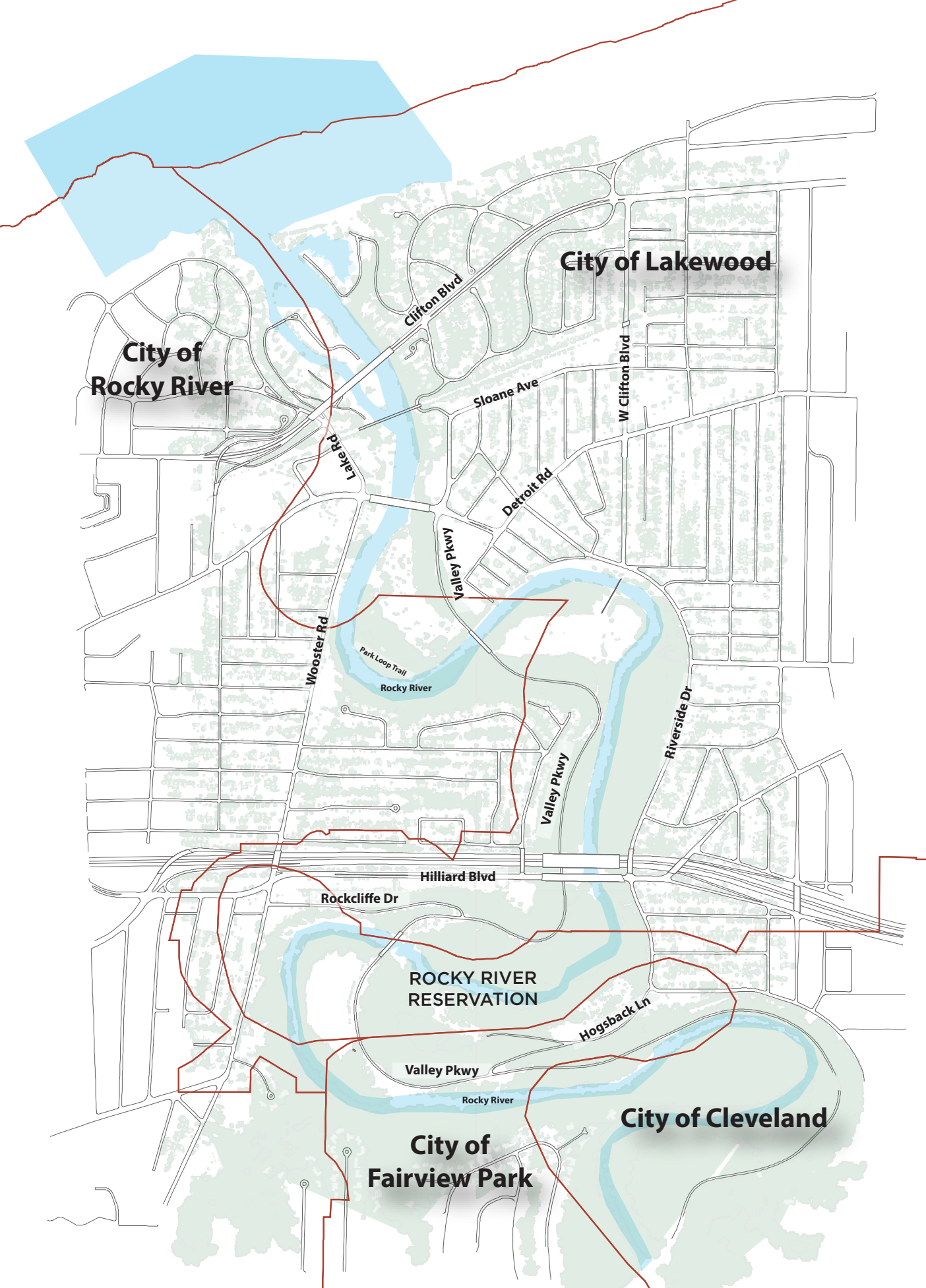
Conventional Bike Lanes

Designate exclusive space for bicyclists with pavement markings and signage.



Shared Lanes or “Sharrows”





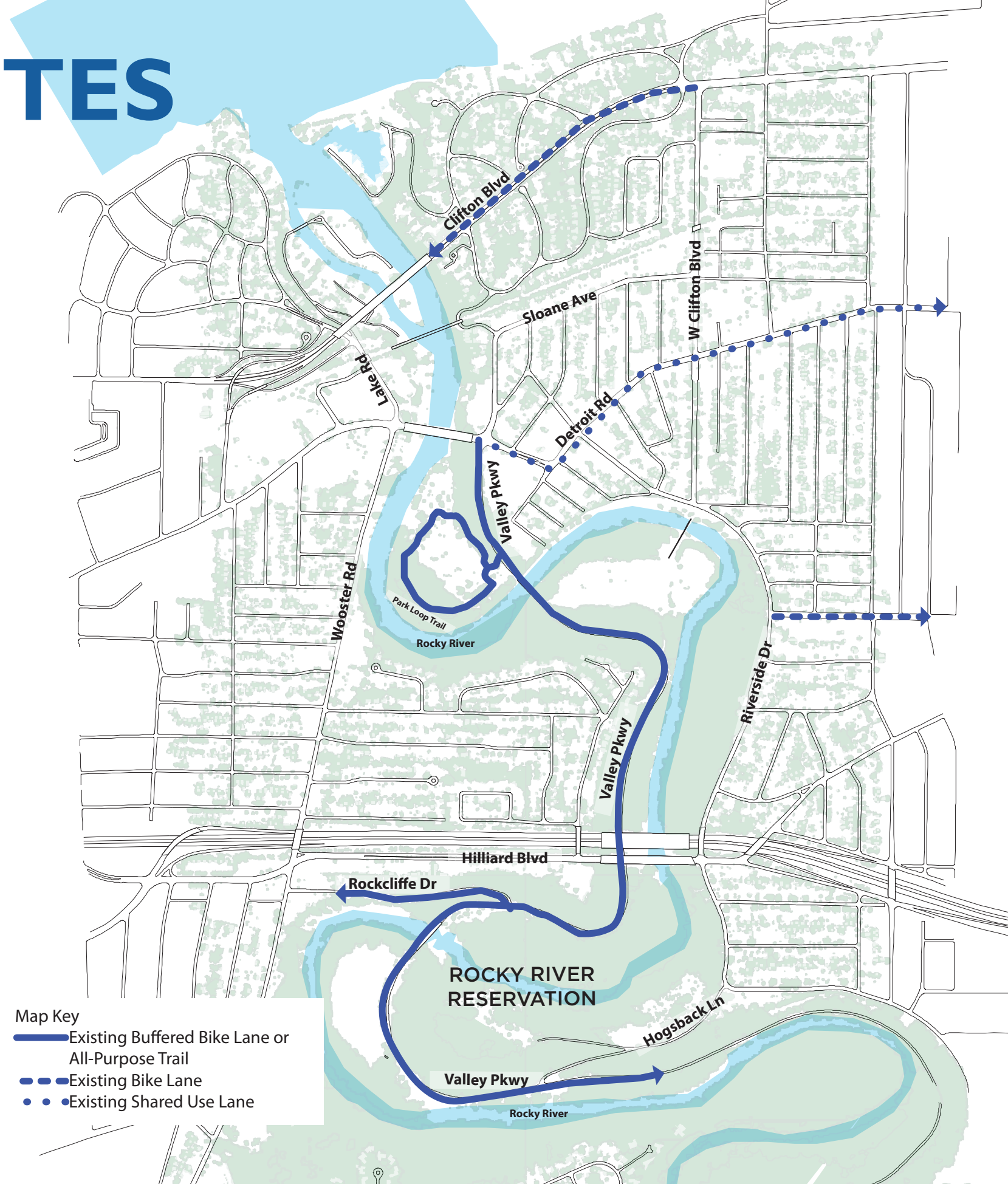
04

EXISTING ROUTES

Network Completion

Existing Bicycle Infrastructure

- All-Purpose Trails:
 - Valley Parkway
 - Rockcliff
- Clifton Boulevard - buffered bike lanes
- Detroit Avenue - shared use lane
- Madison Avenue - bike lanes



Planned & Proposed Infrastructure (orange)

- Riverside (bike lane + shared use lane)
- Hilliard (Lakewood - bike lane; Rocky River - cycle track)
- W. Clifton Rd. (shared use lane)
- Wooster Rd. (all-purpose trail)
- Detroit Rd. (all-purpose trail + bicycle boulevard)
- Lake Rd. (cycle track)



04

CURRENT PROJECTS

Network Completion

Projects currently under design:

- Detroit Road Reconstruction
- Hilliard Boulevard Bridge Rehabilitation



04

PRIORITY PROJECTS -

OPTION A

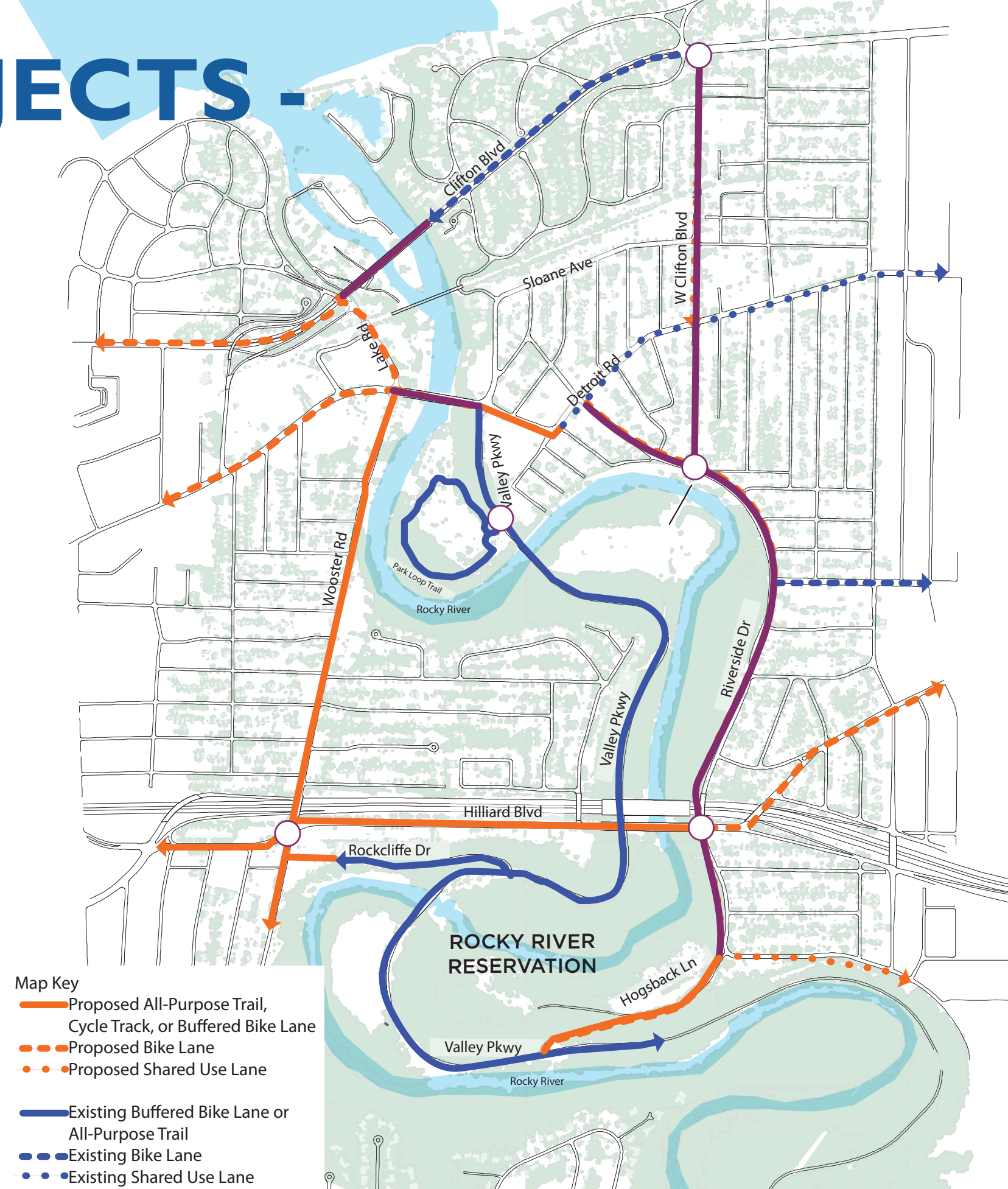
Network Completion

Corridors & Segments:

- West Clifton Boulevard
- Riverside Drive
- Clifton Boulevard Bridge
- Detroit Road Bridge

Intersections:

- West Clifton & Clifton Boulevard
- West Clifton & Riverside Drive
- Valley Parkway Trail Crossing near Dog Park
- Hilliard Boulevard & Riverside Drive



04

PRIORITY PROJECTS -

OPTION B

Network Completion

Corridors & Segments:

- Clifton Boulevard
- Lake Road
- Detroit Road
- Riverside Drive & Hogsback Lane
- Rockcliff Connection

Intersections:

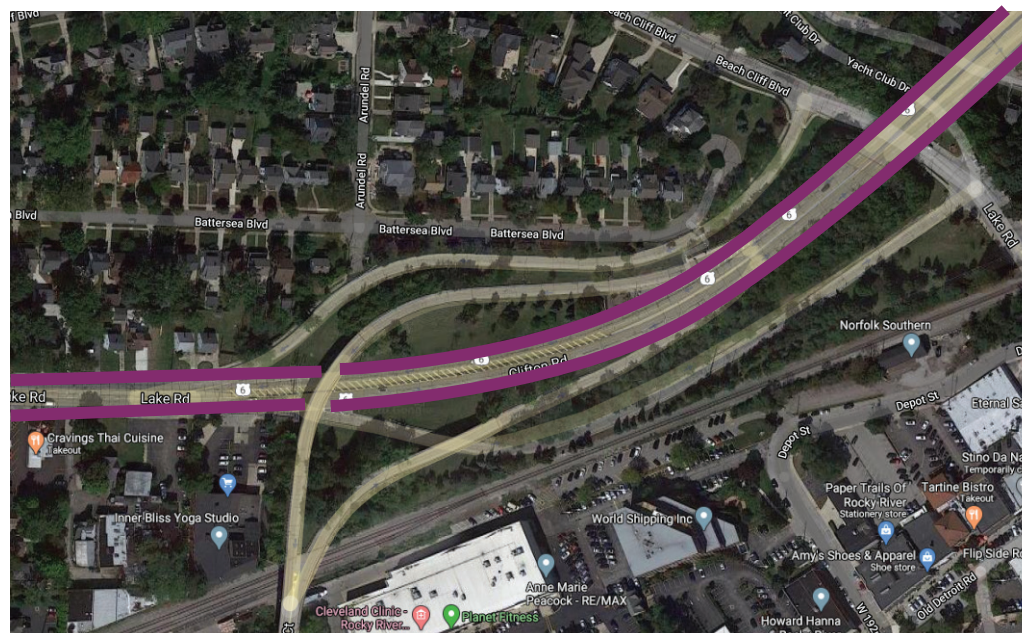
- Clifton Boulevard & Lake Road Interchange
- Hilliard Boulevard Intersection
- Riverside Drive & Hogsback Lane



04

PRIORITY PROJECTS - OPTION C

Network Completion



Corridors & Segments:

- Clifton Boulevard
- Detroit Road
- Hilliard Boulevard

Intersections:

- Clifton Boulevard & Lake Road

Map Key

- Proposed All-Purpose Trail, Cycle Track, or Buffered Bike Lane
- - - Proposed Bike Lane
- • • Proposed Shared Use Lane
- Existing Buffered Bike Lane or All-Purpose Trail
- - - Existing Bike Lane
- • • Existing Shared Use Lane



04

PRIORITY PROJECTS - FINAL

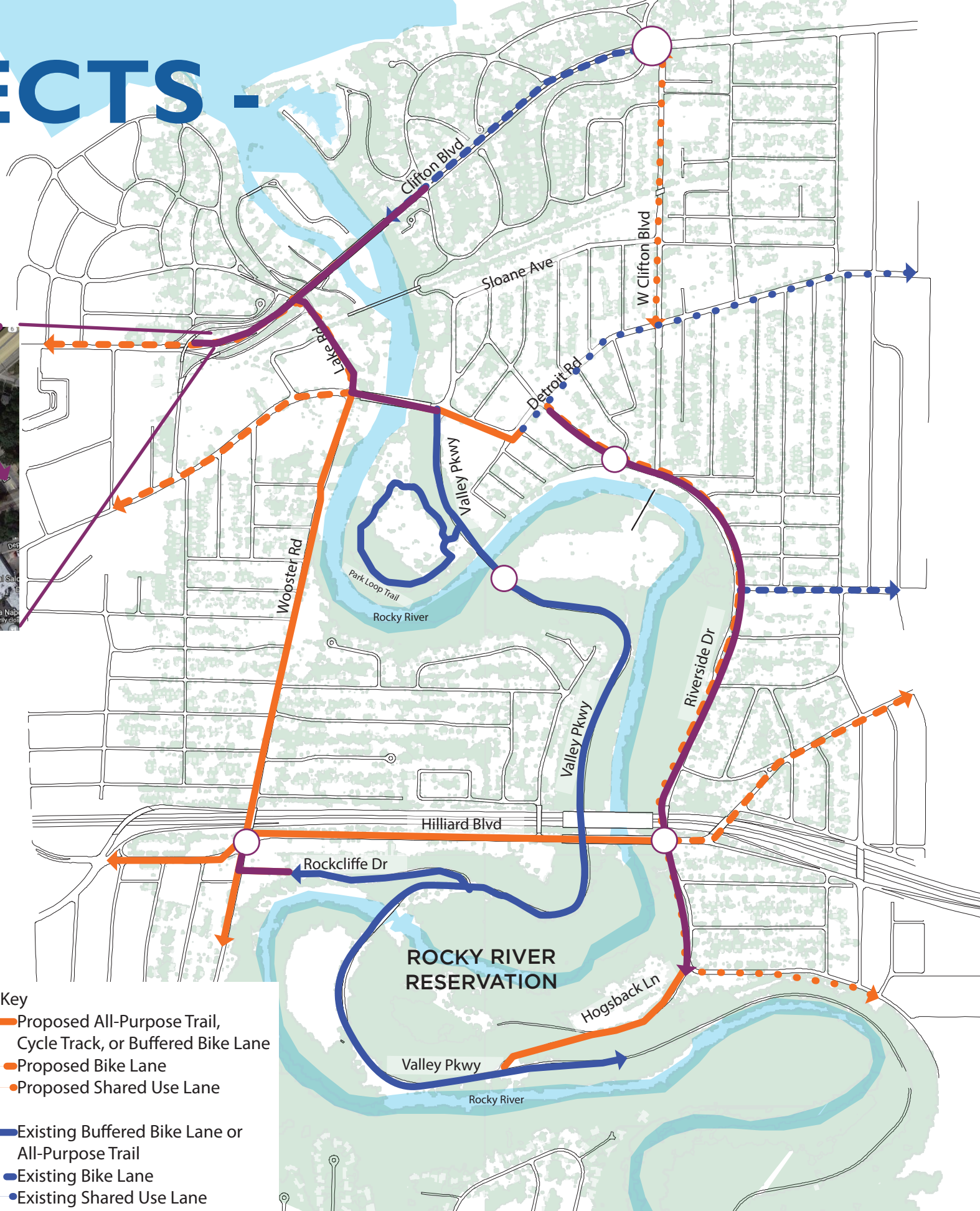
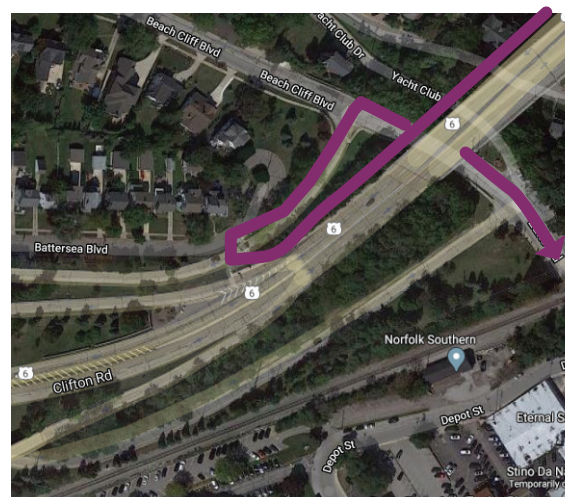
Network Completion

Corridors & Segments:

- Clifton Boulevard & Lake Road
- Riverside Drive
- Detroit Road Bridge (See Urban Design Interventions)

Intersections:

- Clifton Boulevard & Lake Road
- Riverside Drive & Graber Drive
- Wooster Road, Hilliard Boulevard, & Rockcliff
- Valley Parkway Trail Crossing (See Urban Design Interventions)
- Hilliard Boulevard & Riverside Drive



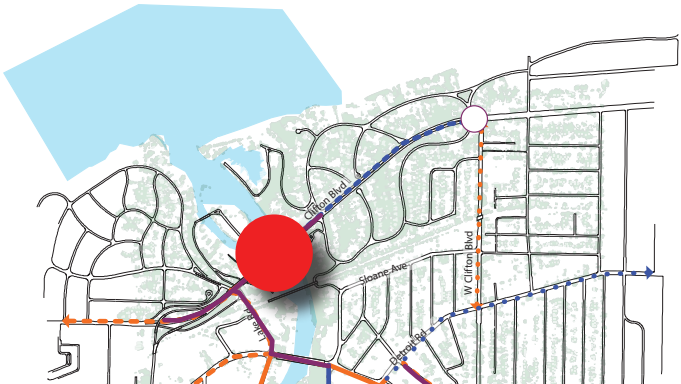
CLIFTON BLVD.

Alternatives

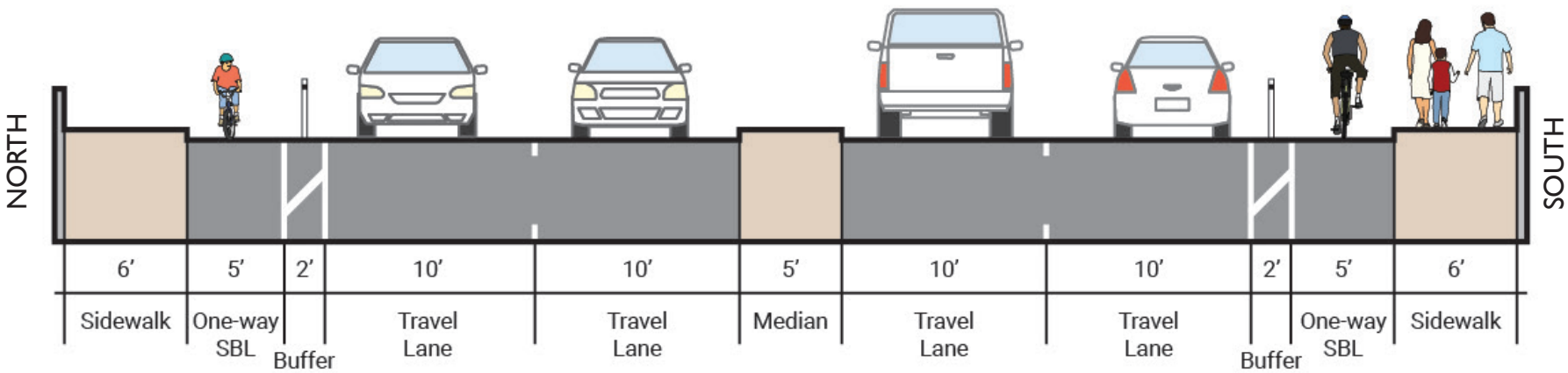
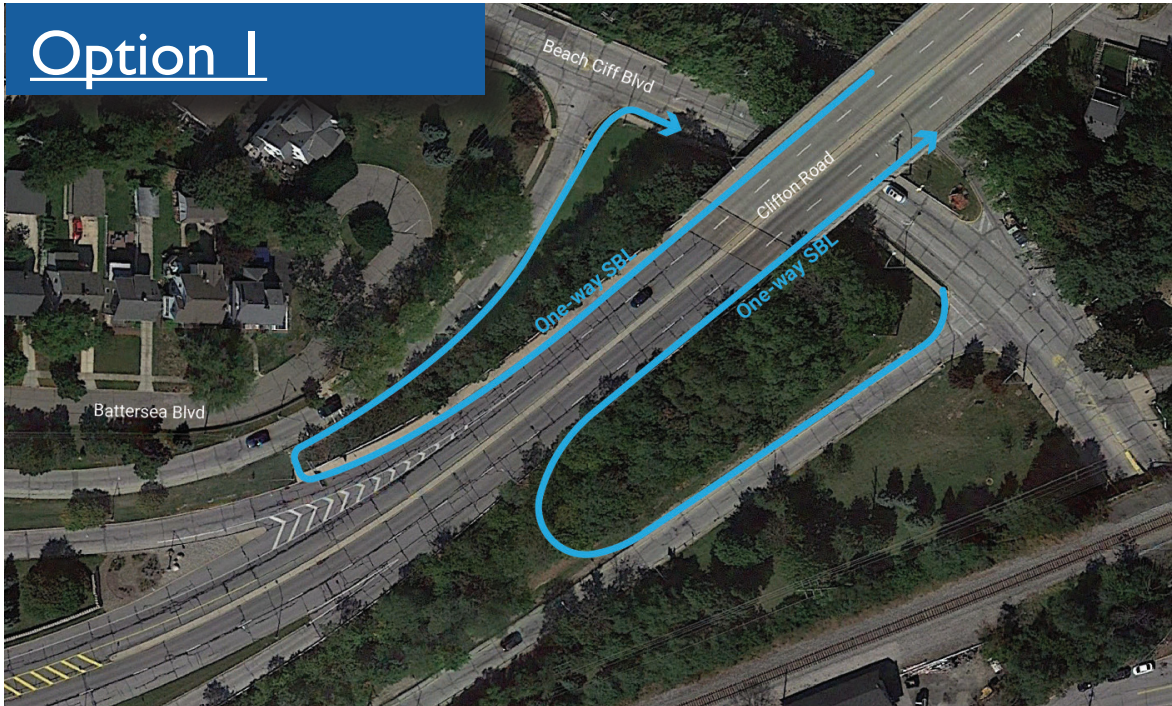


Photos: CM Maier





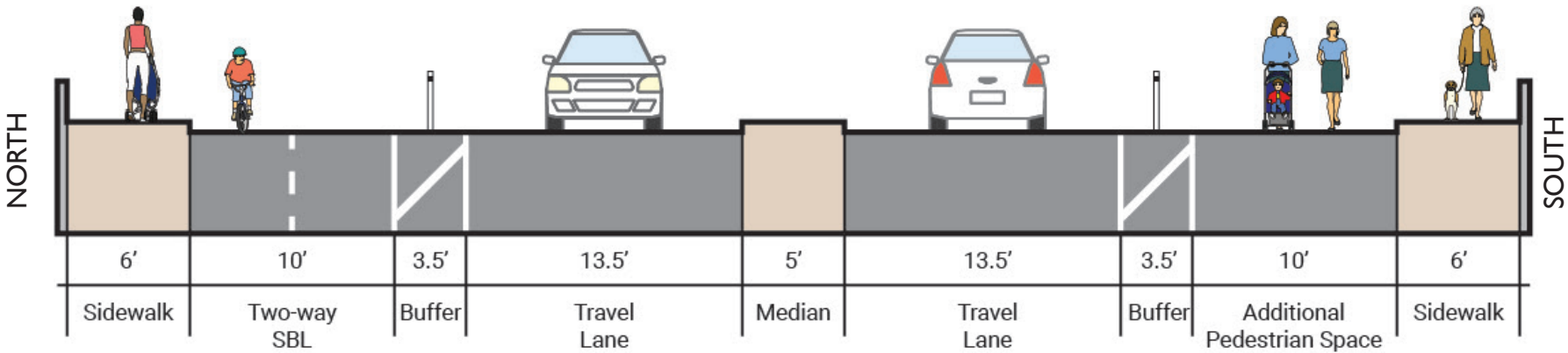
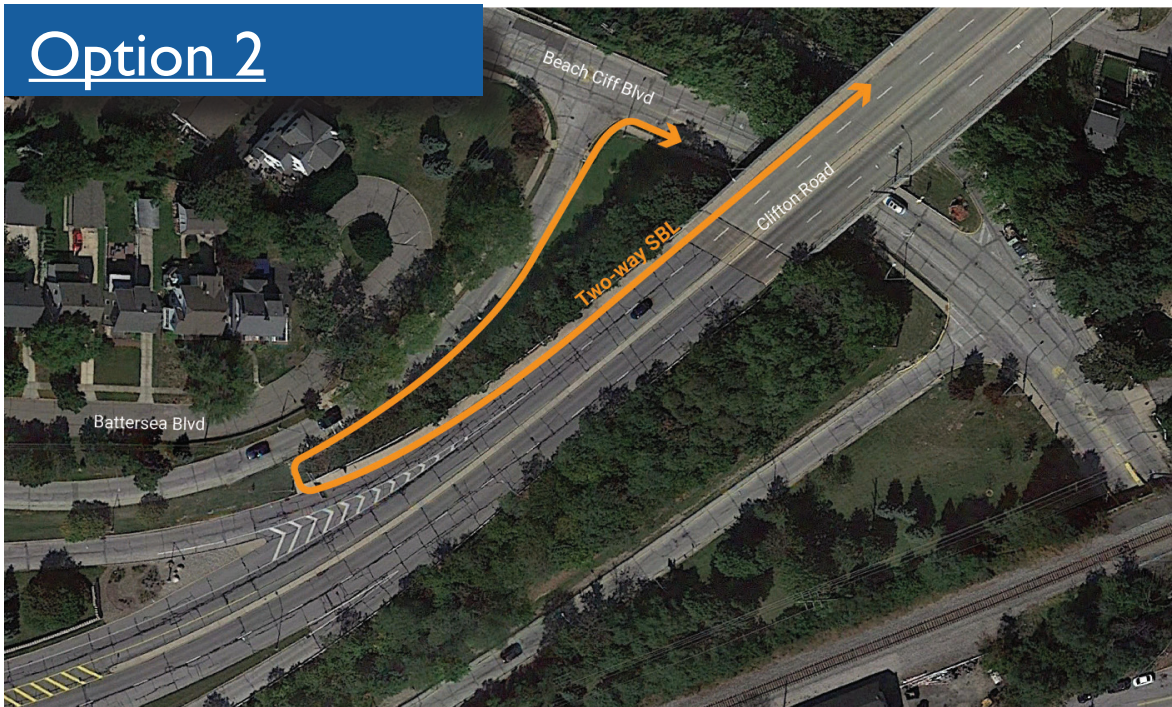
Option 1



Clifton Bridge Section - Option 1

- Continues existing protected bike lanes
- Narrows 14' travel lane
- Bike facility buffers sidewalks

Option 2



Clifton Bridge Section - Option 2

- Decreased travel lanes
- South sidewalk widening
- Two-way bike facility

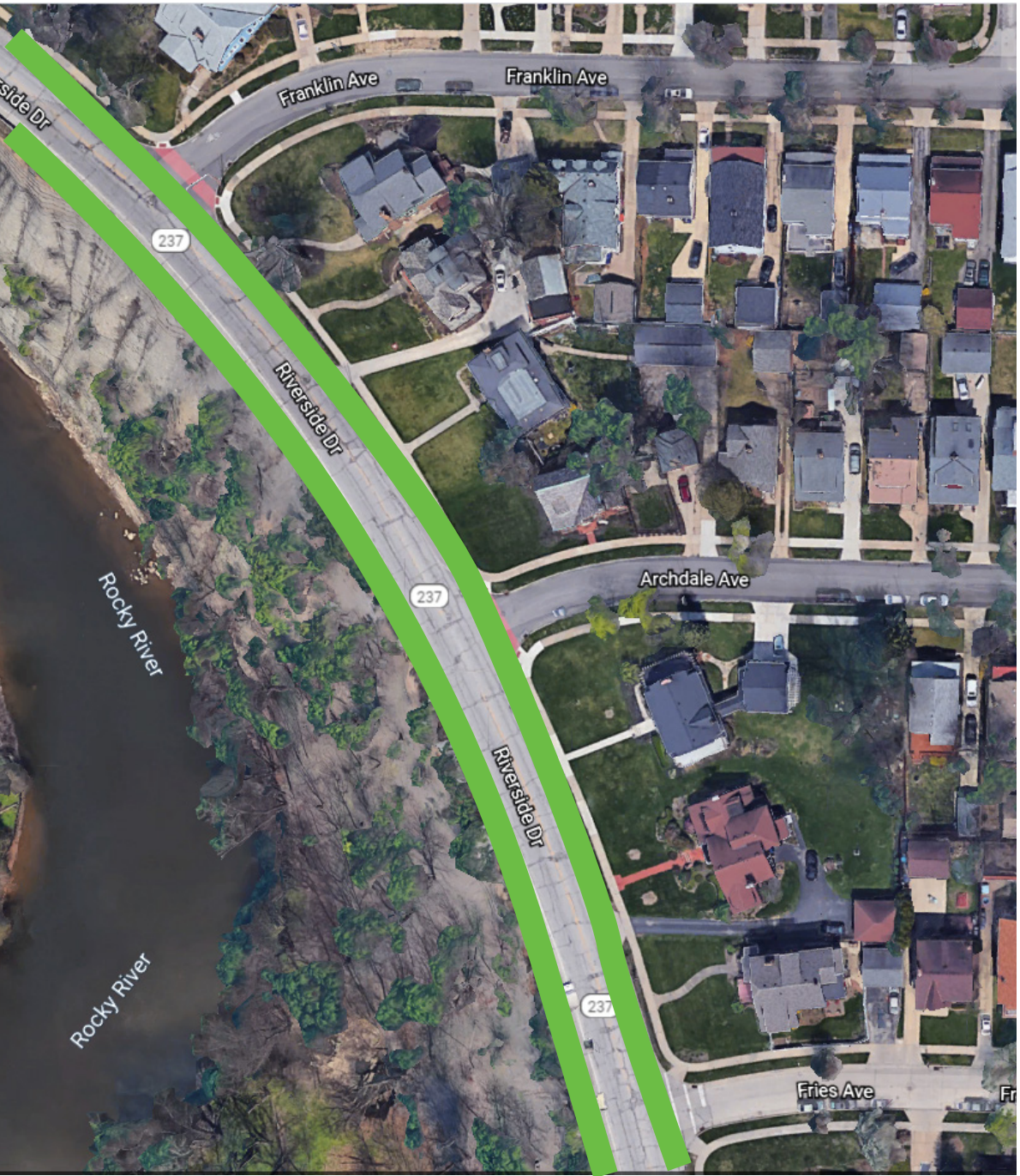
04

RIVERSIDE DRIVE

Alternatives

West Side

- Views of the park
- Preserves parking and driveway access
- Must cross road to enter bike facility



East Side

- Easier access to neighborhood
- Removes parking
- Driveway and intersection conflicts
- Ignores great view of park

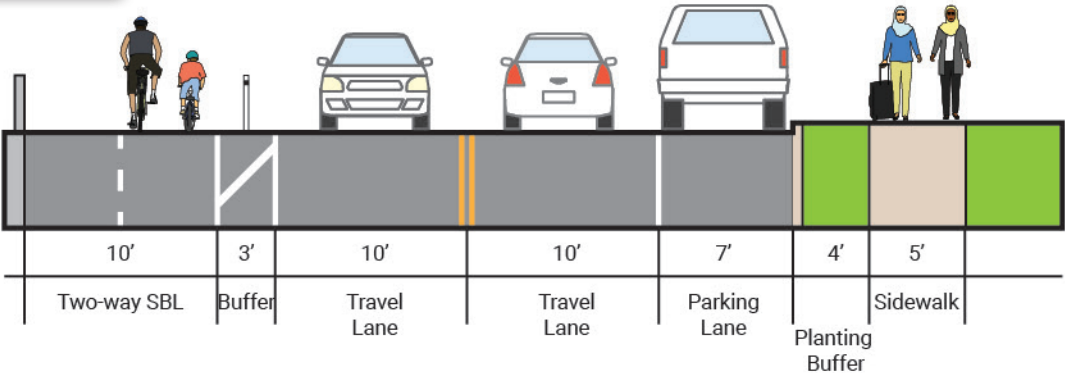


04

RIVERSIDE DRIVE

Alternatives

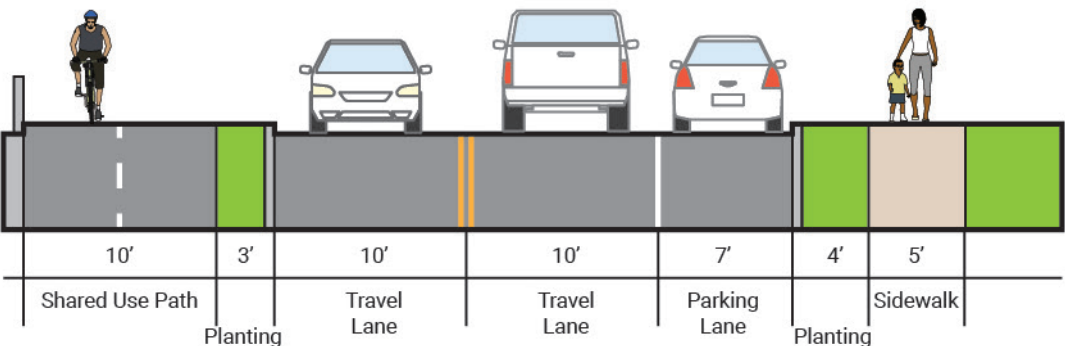
Option 1



Riverside Drive Section - Option 1

- Low cost and protected

Option 2



Riverside Drive Section - Option 2

- Grade separated
- Could be a multi-use path
- Could be a phase 2



04

WOOSTER ROAD

Alternatives

Concept Plan

New Trail on Wooster

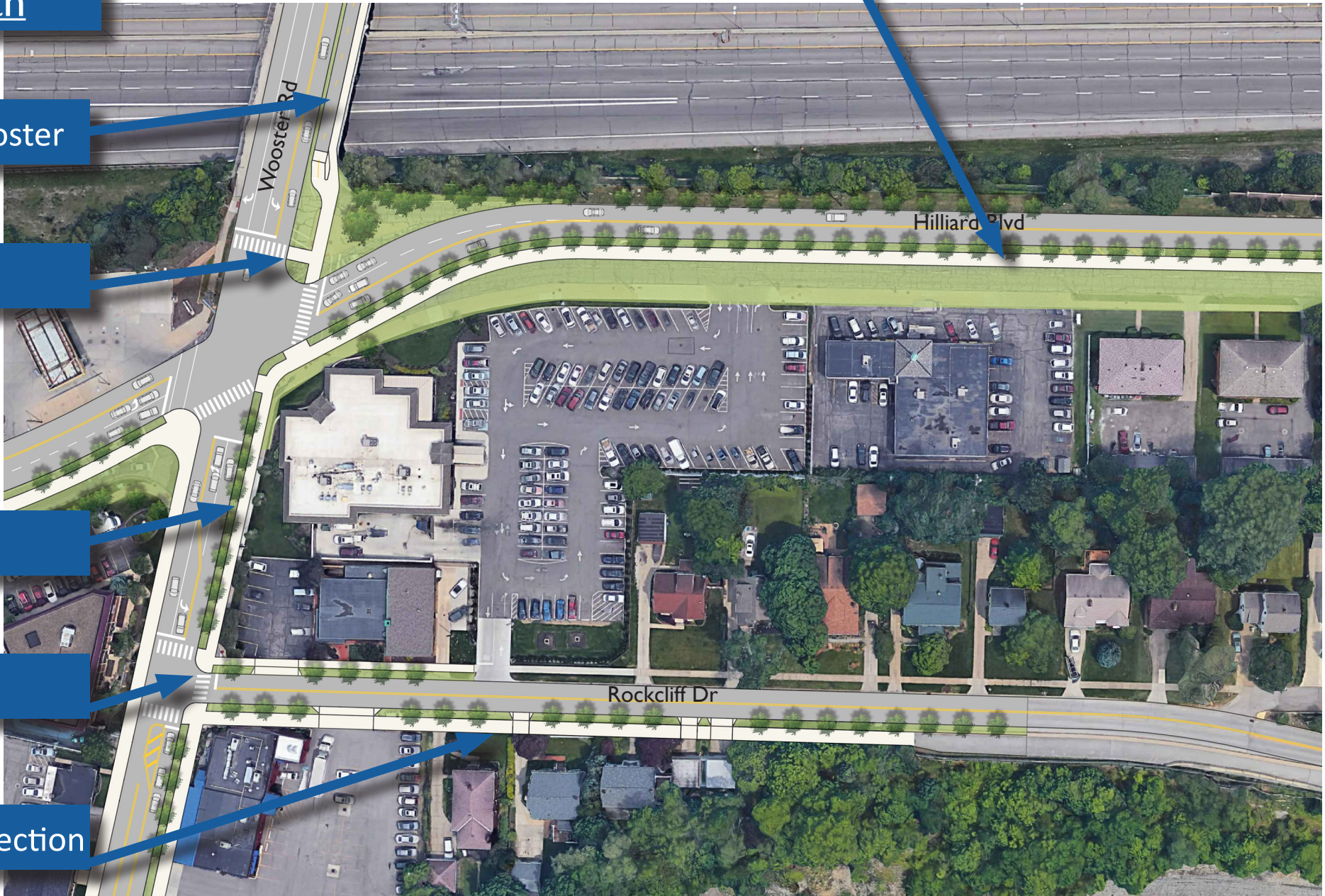
Closed Slip Lane

Shared Sidewalk

Raised Crosswalk

Completed Connection

Trail and Road Diet on Hilliard



- Wooster Rd Connection to Proposed Facilities along Hilliard Blvd and Rockcliff Dr

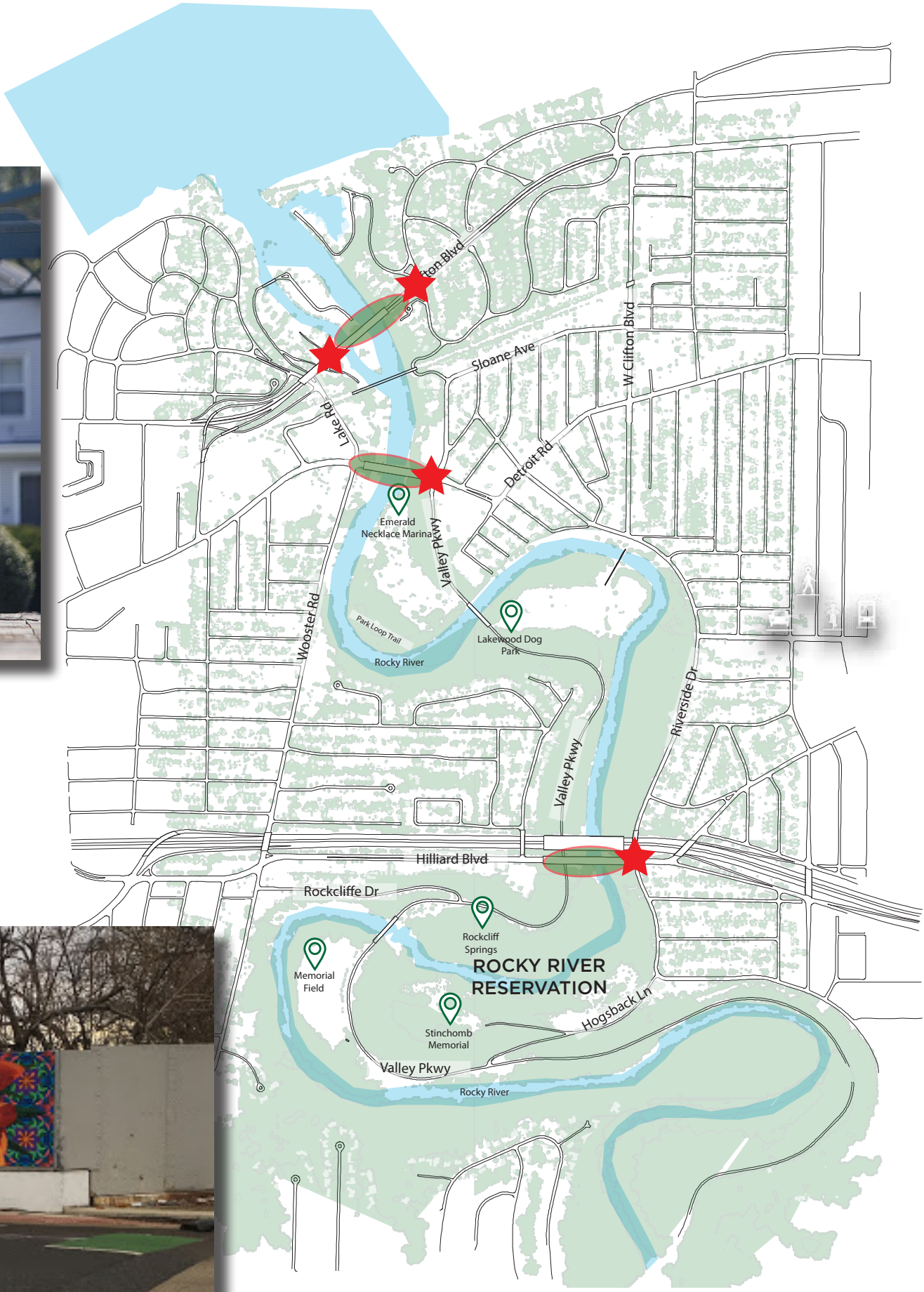
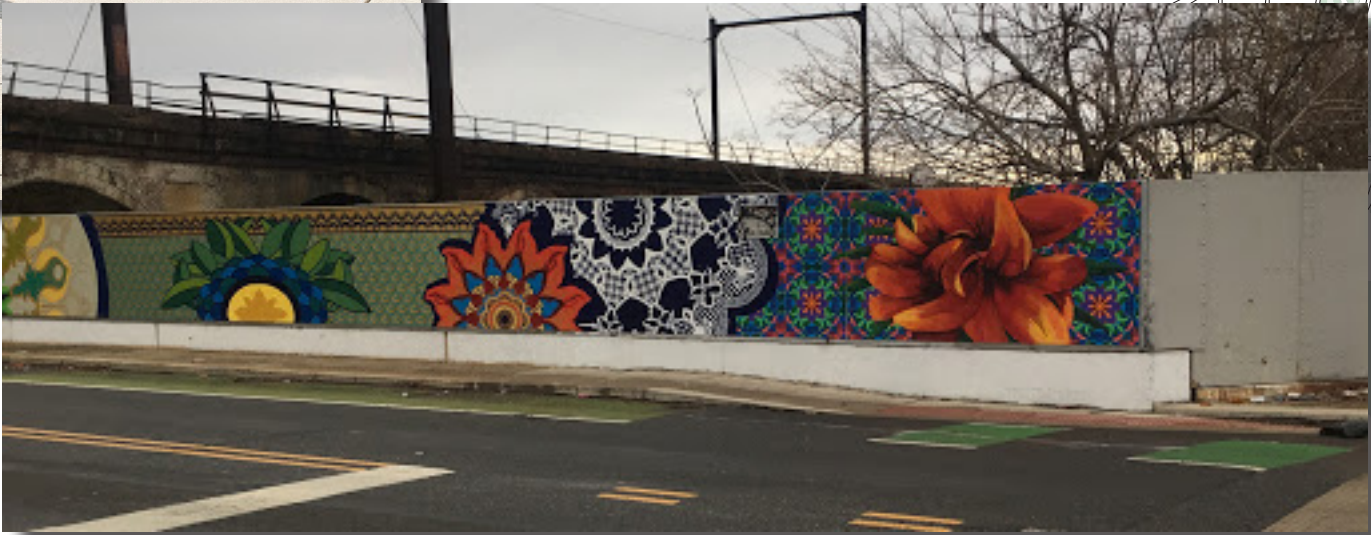


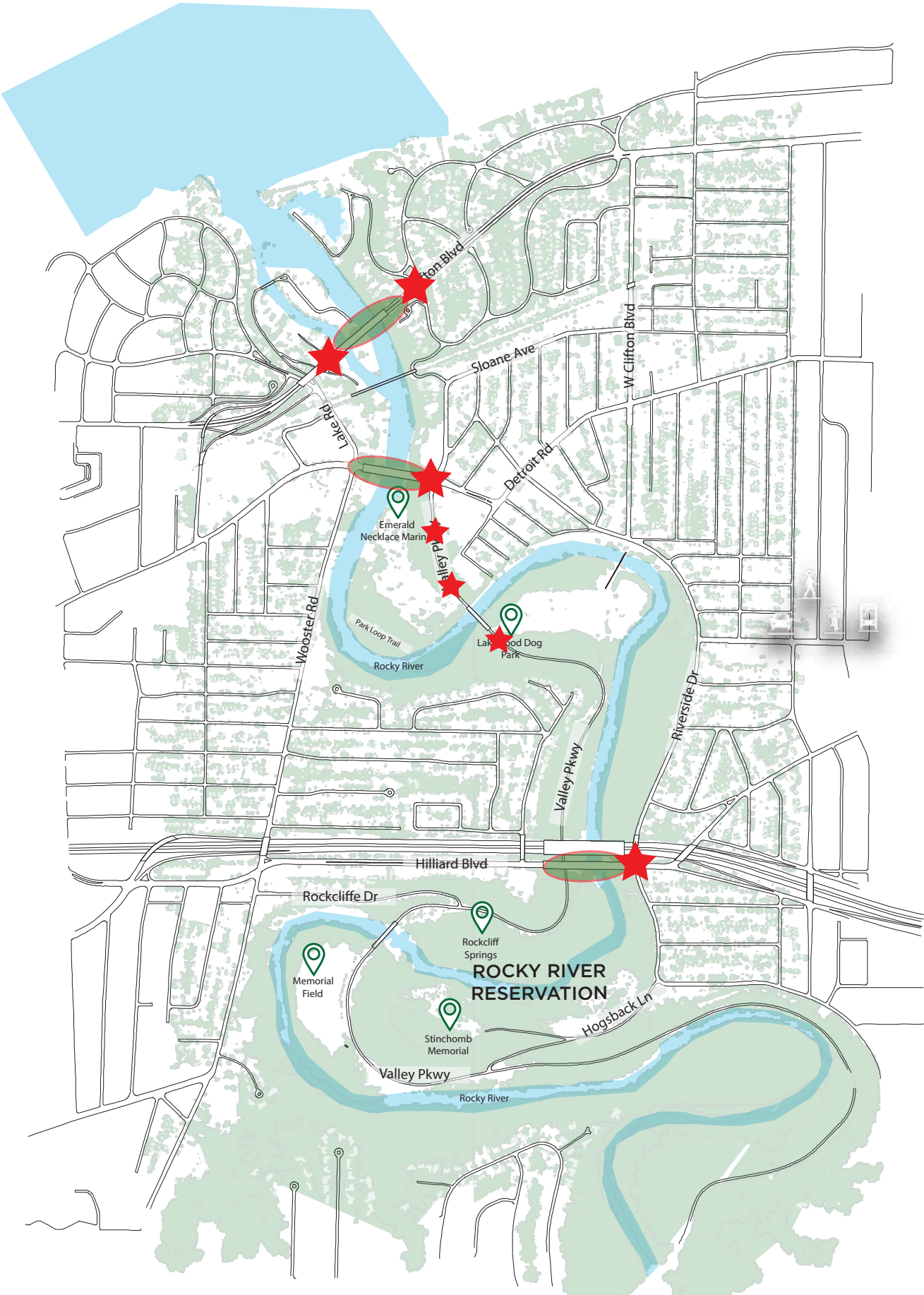
05 Urban Design Interventions



HUMANIZE

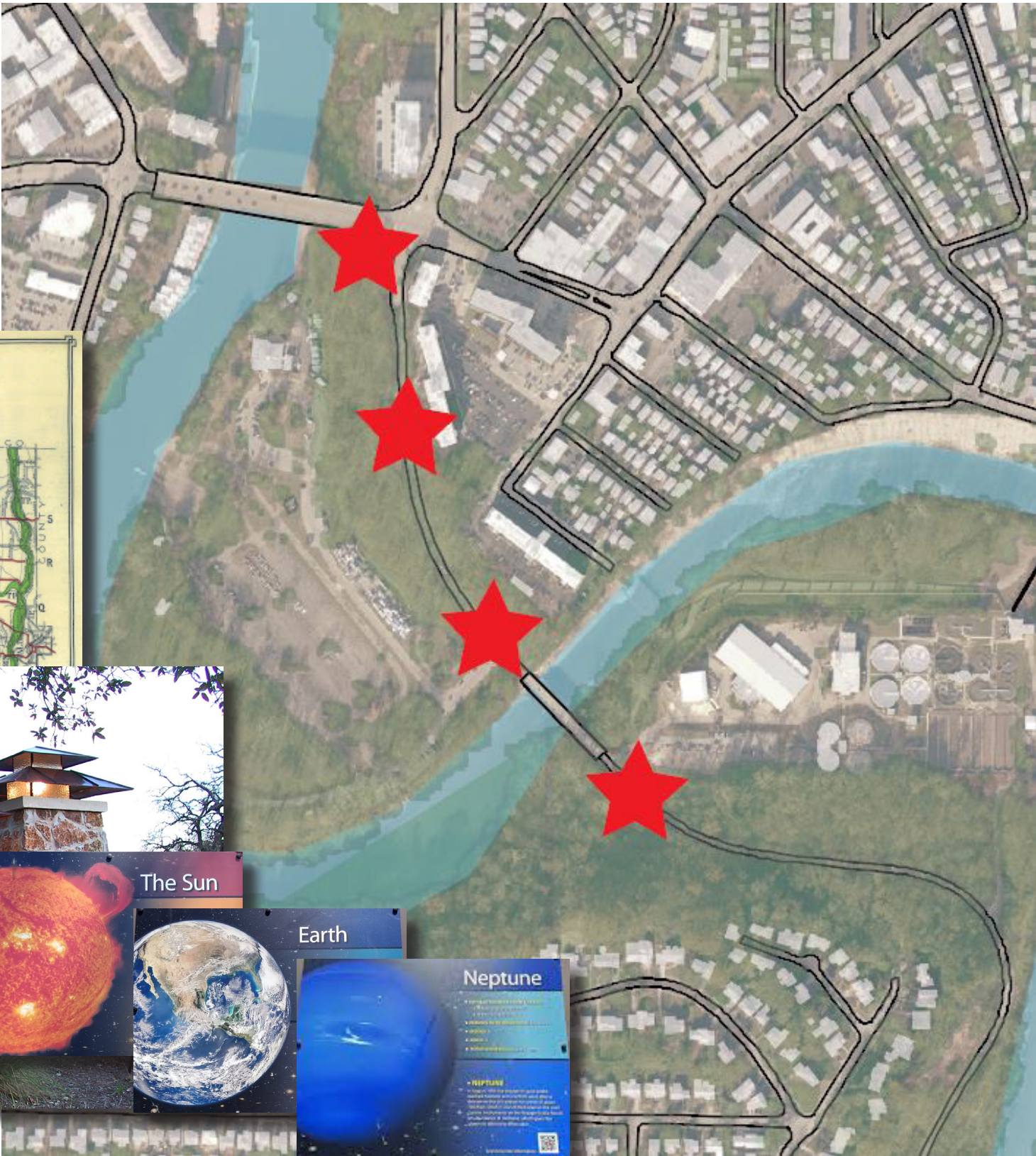
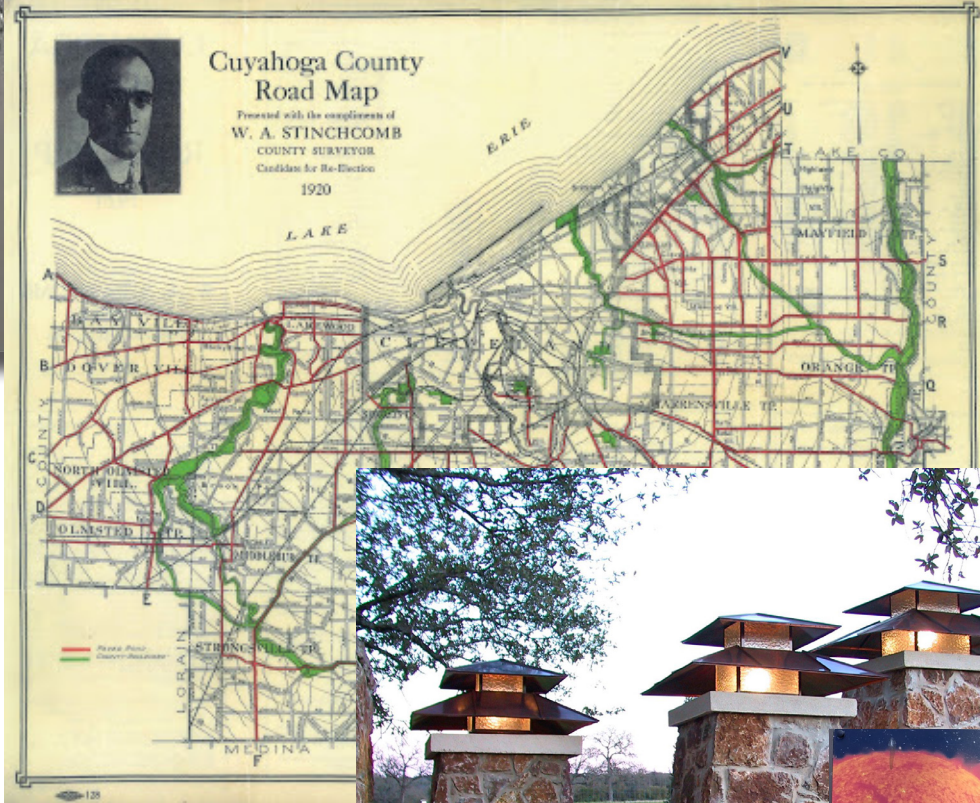
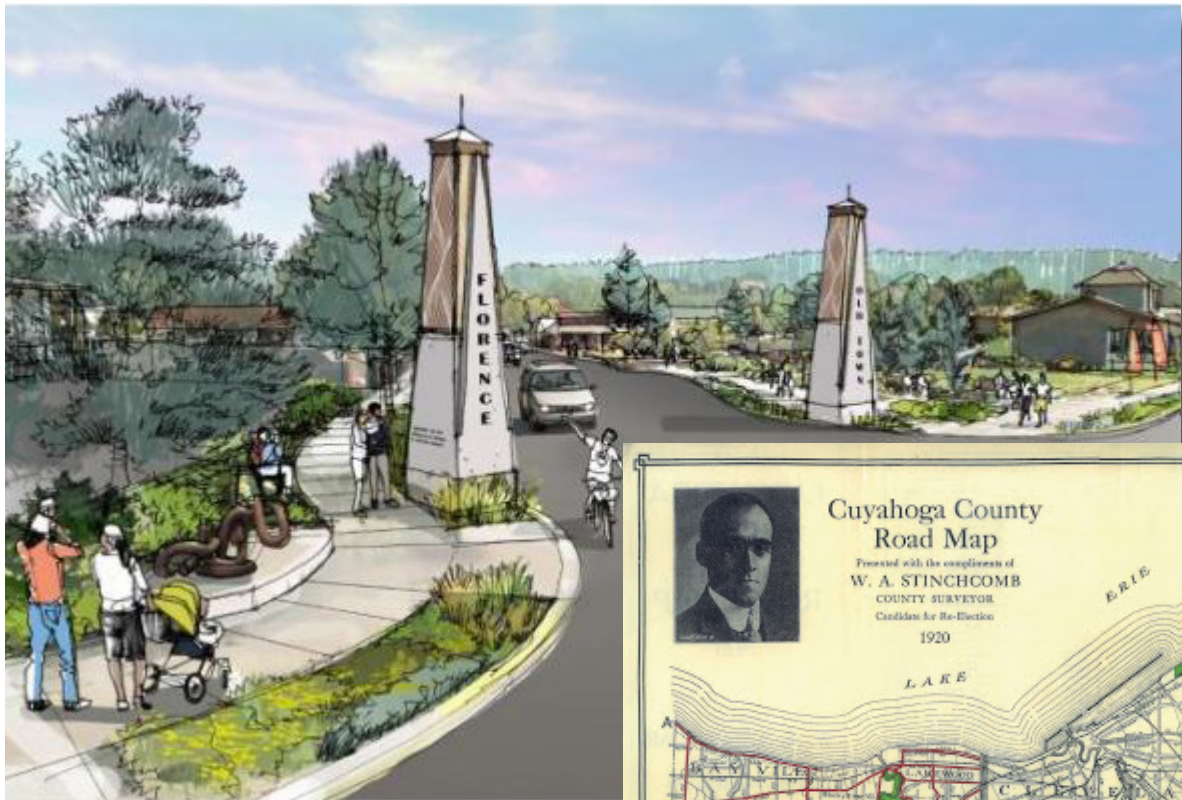
Urban Design Interventions





CELEBRATE

Urban Design Interventions

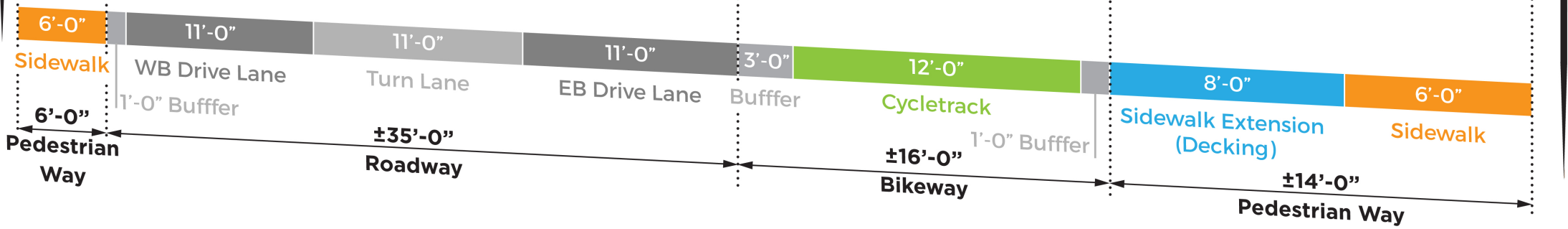






DETROIT BRIDGE CONCEPT

Focus Area



Detroit Ave Bridge
Facing East

DETROIT BRIDGE CONCEPT

Focus Area



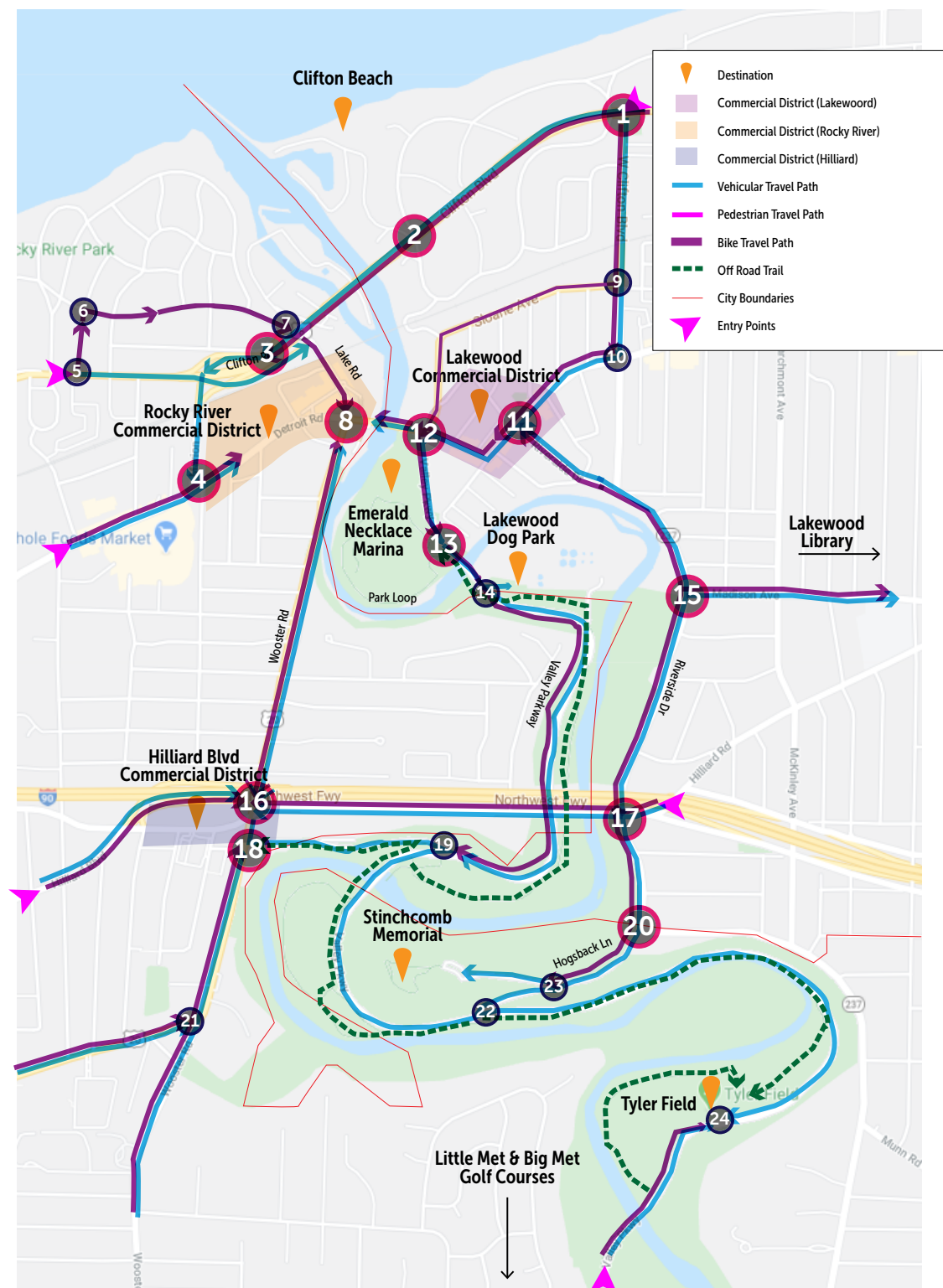


06 Wayfinding & Signage Analysis

06

WAYFINDING & SIGNAGE ANALYSIS

Wayfinding & Signage Analysis



1



- Entry point to study area
- Direct to both Lakewood and Rocky River Commercial Districts
- Clifton Share Road/Bike Lane & W. Clinton Share Road

2

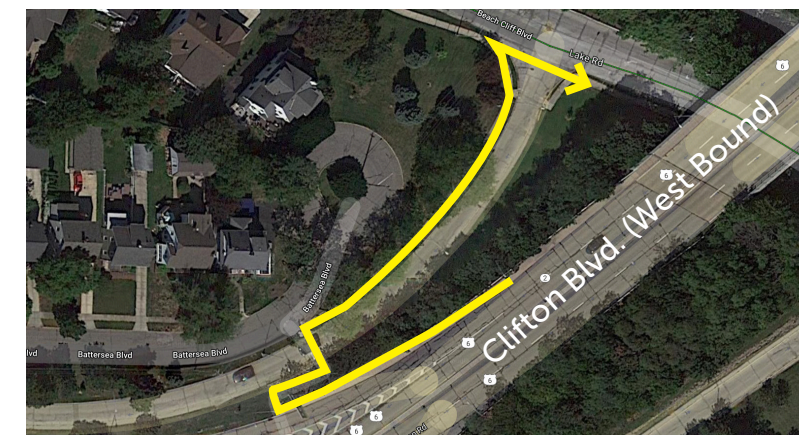


- Direct to Rocky River Commercial Districts
- Bike Lane on Clifton Blvd. ends - Share Road
- Shallow sidewalk across bridge

3



- Exit for Rocky River Commercial District
- Feels very vehicular, not comfortable for cyclist
- Sidewalk ends and jogs to sidewalk of Rte. 6 on ramp

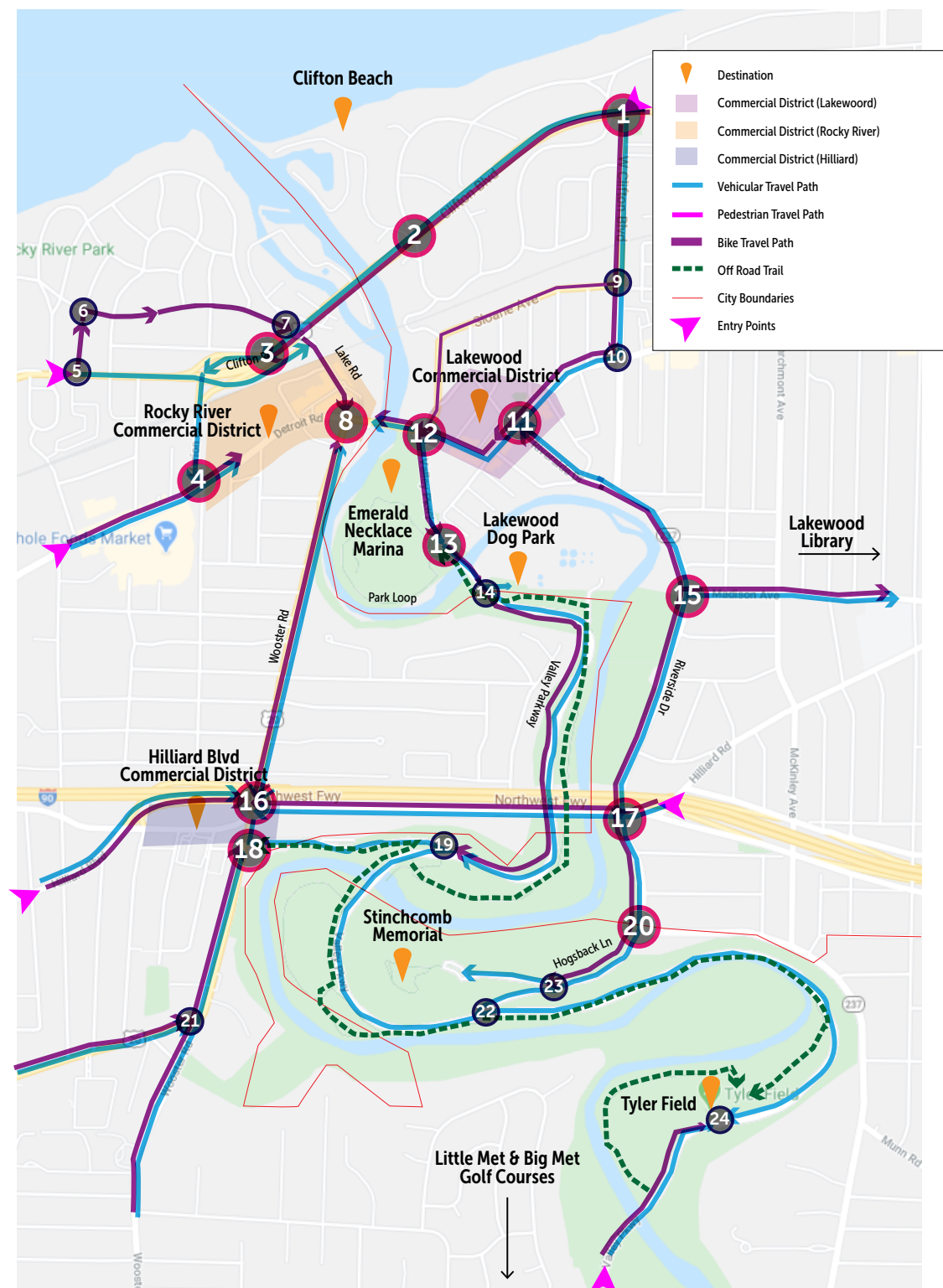


- Potential re-route to Rocky River Commercial District instead of ramp

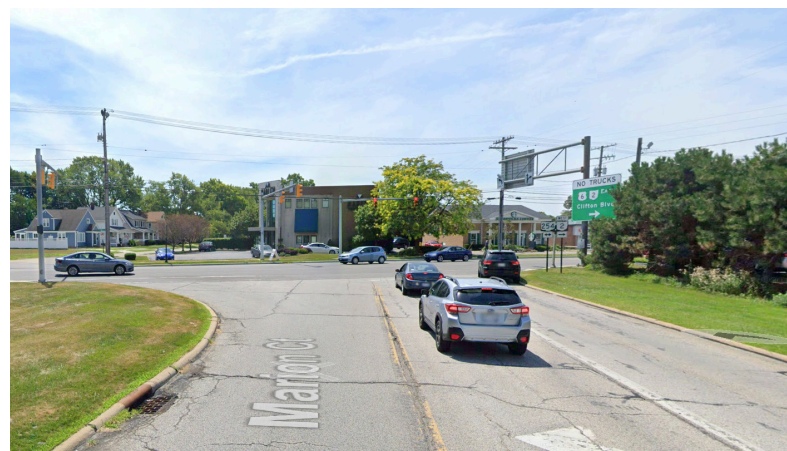
06

WAYFINDING & SIGNAGE ANALYSIS

Wayfinding & Signage Analysis



④



- Entry point to Rocky River Commercial District
- Detroit is a Share Road

⑤ ⑥



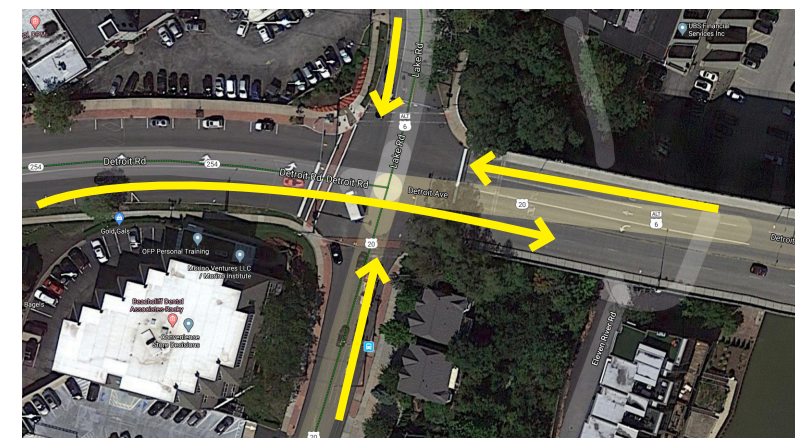
- Lake/Clifton is mainly vehicular to the Rocky River Commercial District
- Google diverts north on Argyle to Beachcliff and around to Lake Road for bikes

⑦ ③

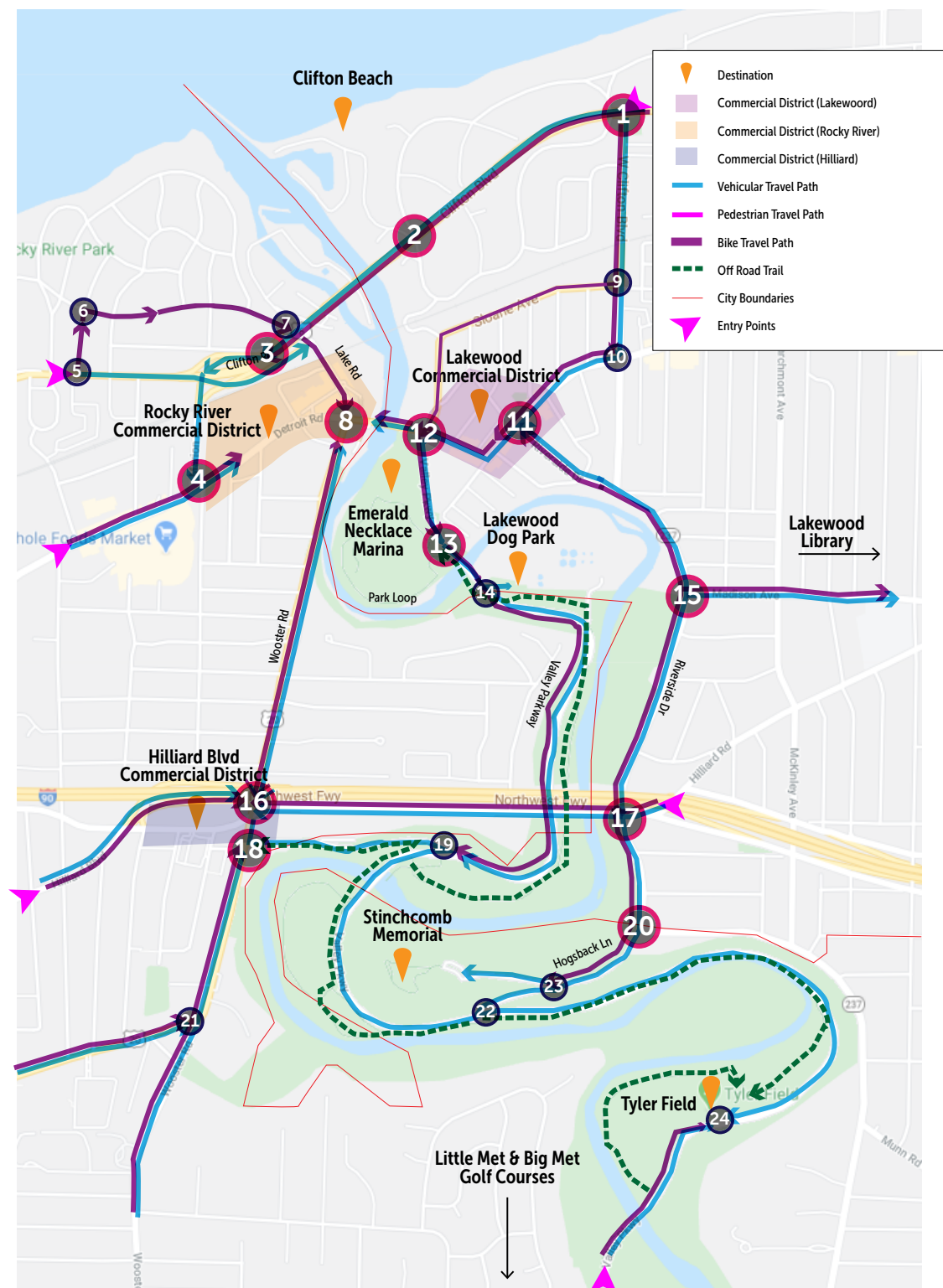


- Entry (past Bridge) to Rocky River Commercial District
- Connects with potential re-route from Clifton Exit

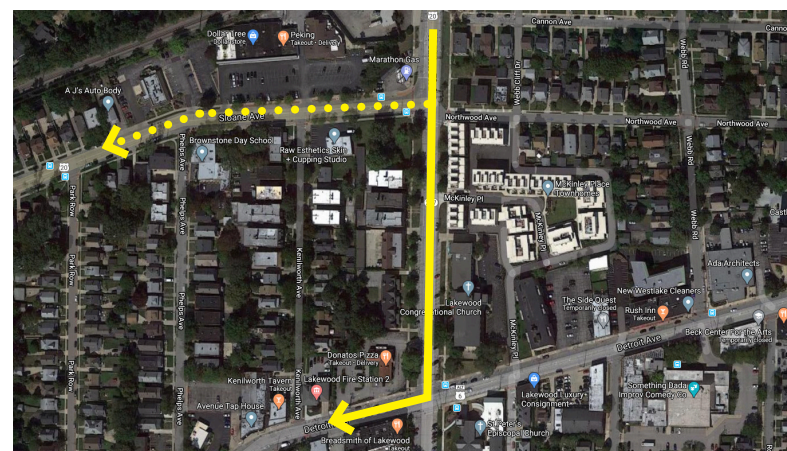
⑧



- Critical Decision Point
- Entry to Rocky River Commercial District
- Direct to Lakewood Commercial District/Metroparks



9 10



- W. Clifton to Detroit is more direct into Lakewood Commercial District but heavy vehicular and street parking could be problematic for bikes
- Routing down Sloane is a bike option

12

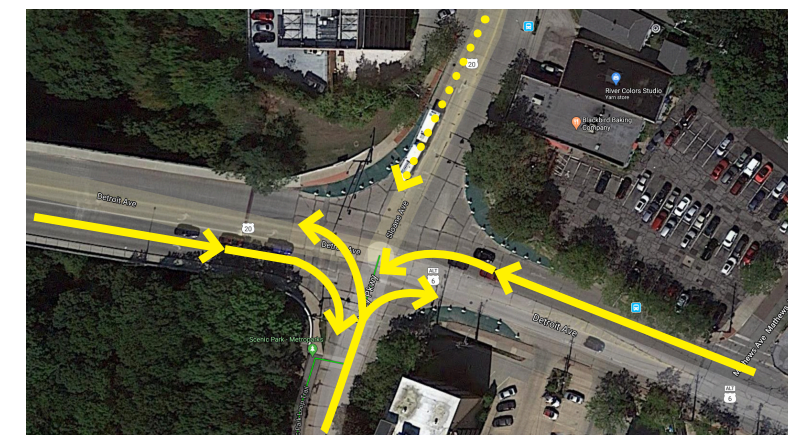


- Critical Intersection: Entry to Metroparks, Commercial Districts

11



- Continue guidance into Lakewood Commercial District
- Direct to Metroparks and Rocky River Commercial District

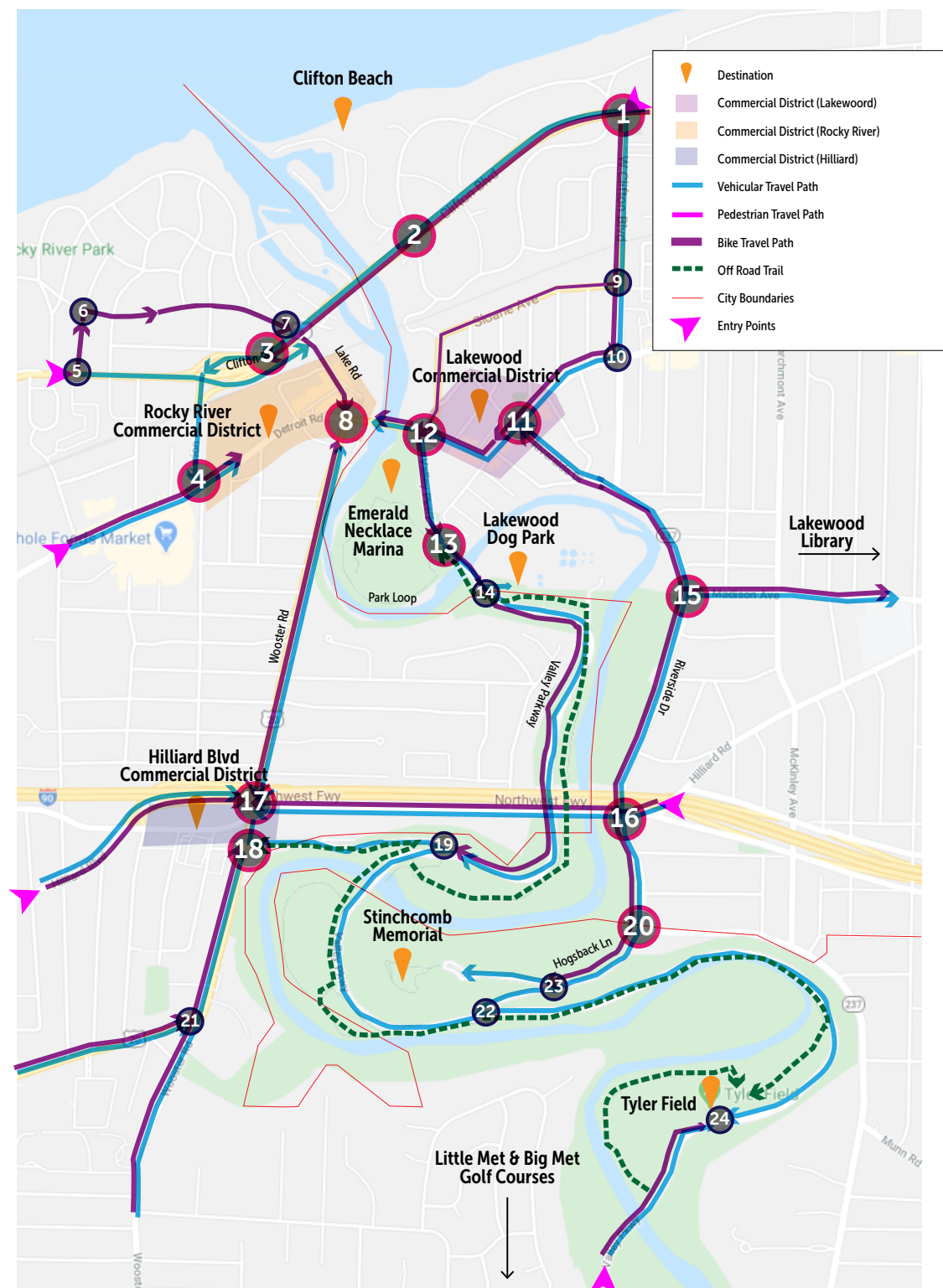


- Placemaking and direction needed here

06

WAYFINDING & SIGNAGE ANALYSIS

Wayfinding & Signage Analysis



13



- Cleveland Metroparks Drive includes paved bike path, comfortable walking and biking
- Direction to Dog Park (south) and Commercial Districts (north)

14



- Paved path becomes protected path on road - jogs across street
- Direction guidance to destinations north and south
- Trail eventually becomes paved path again (south)

15



- Direction needed to destinations north and south

16

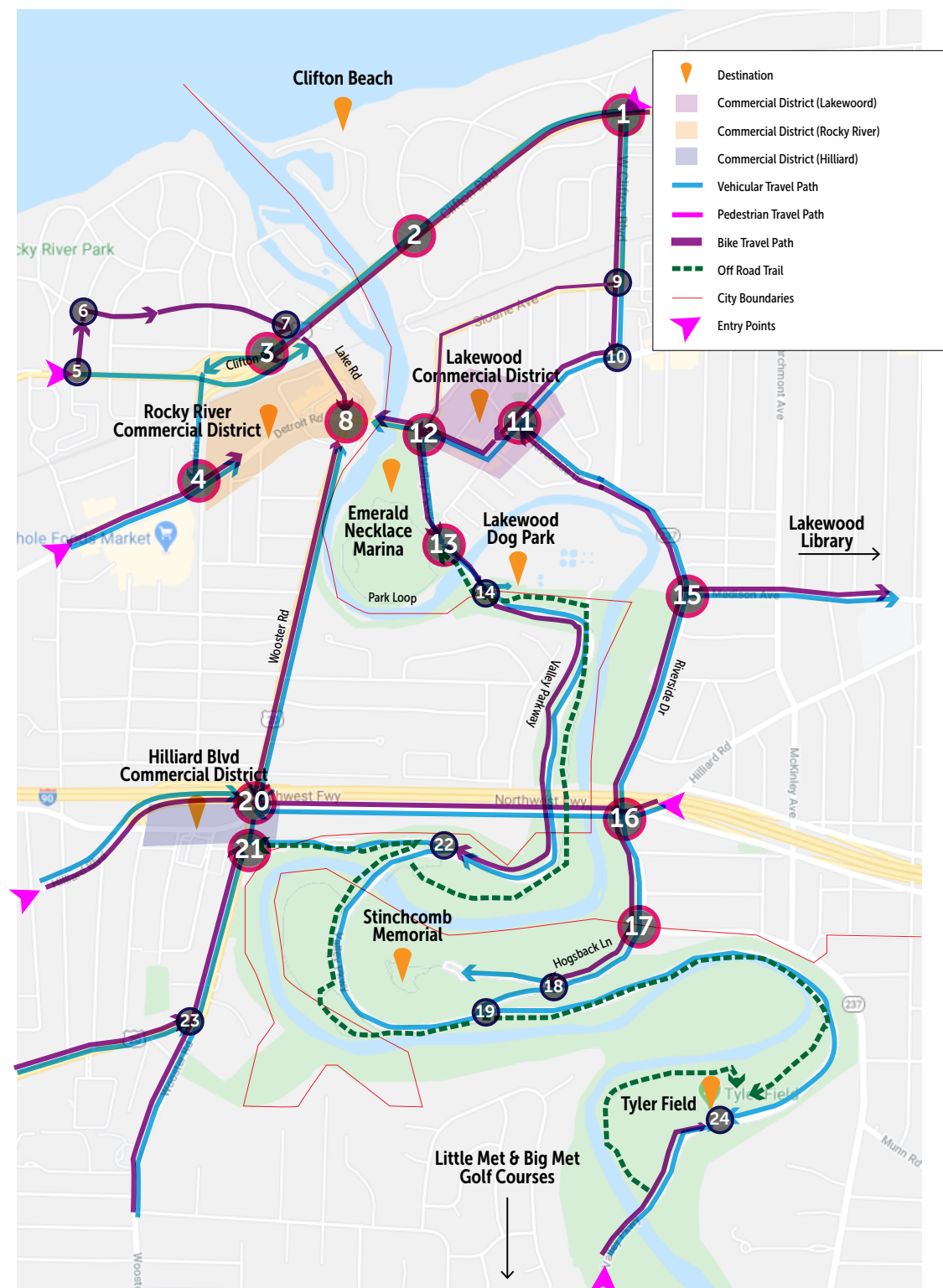


- Placemaking and direction needed here
- To Metroparks and Hilliard Business District

06

WAYFINDING & SIGNAGE ANALYSIS

Wayfinding & Signage Analysis



17



- Entrance to Metroparks - very uncomfortable for cars and bikes

18



- No off-road trail here. Both very steep hills with vehicular traffic
- Hidden entry when heading east

19



- Metroparks directional sign present

20

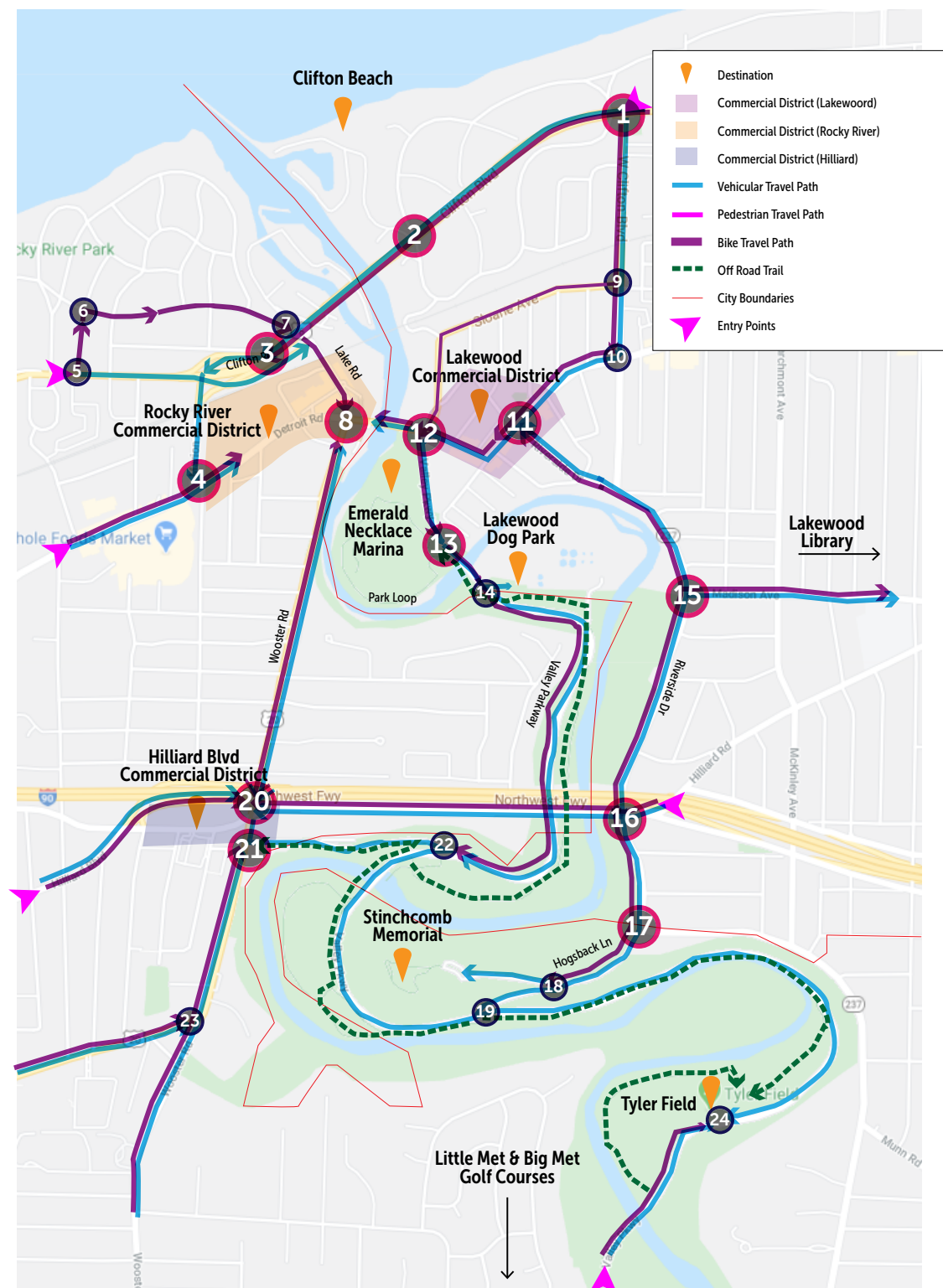


- Placemaking and direction needed here
- To Metroparks and entry to Hilliard Business District

06

WAYFINDING & SIGNAGE ANALYSIS

Wayfinding & Signage Analysis



21



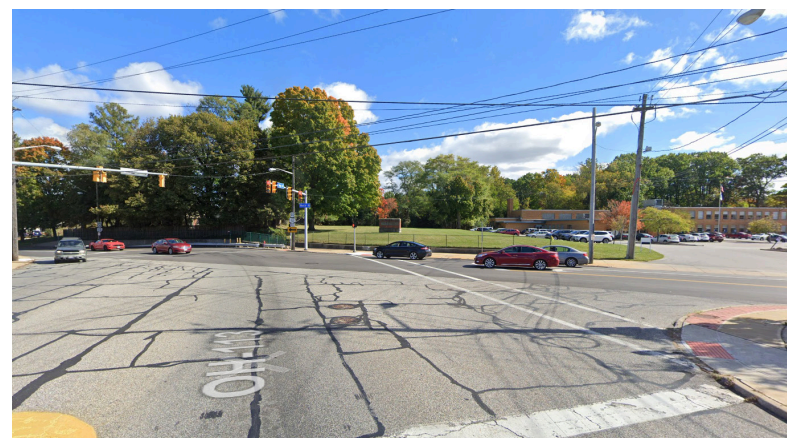
- Entrance to Metroparks at Rockcliff
- Very residential with sidewalks
- Paved multi-purpose path begins further down Rockcliff

22



- Direction here. Go deeper into Metroparks, up to dog park via Valley Parkway or Hilliard Business District heading west

23



- Direct north up Wooster to Metroparks and Hilliard Business District
- Wooster is a Share Road

24

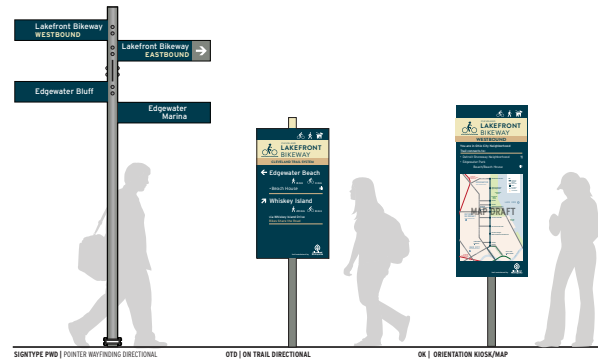


- Possible direction to destinations north

SIGN SYSTEMS

Areas of Use

Cleveland Trails Sign System



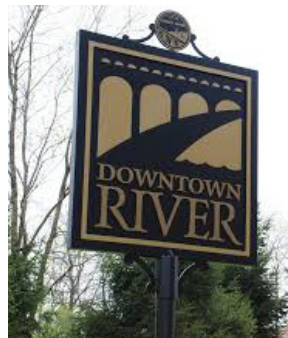
For roads/trails where existing or proposed networks connect across cities and neighborhoods, we recommend utilizing the newly developed Cleveland Trails Sign System. This program can be adapted to highlight a new trail (with color coding or brand) and should be adapted for more connective on-road experiences.

Cleveland Metroparks Sign System



For roads/trails deep within the park system, we recommend continuing the use of Metroparks Signage but at point of entry/exit, the Cleveland Trails Sign System can be used to guide to city/neighborhood amenities.

Rocky River Sign System



Lakewood Sign System



For commercial corridors with heavy multimodal access and a need to be recognized as a specific city district, we recommend sign programs be established that represent the city and needs of the area. Sign types meant to speak to vehicles, cyclists and pedestrians are recommended.

MUTCD Regulatory



In all on road/share road instances, specialty sign programs such as the Cleveland Trail Sign System will be accompanied by regulatory signage that is universally used to control and regulate traffic between multiple modes of travel. This includes pavement markings.

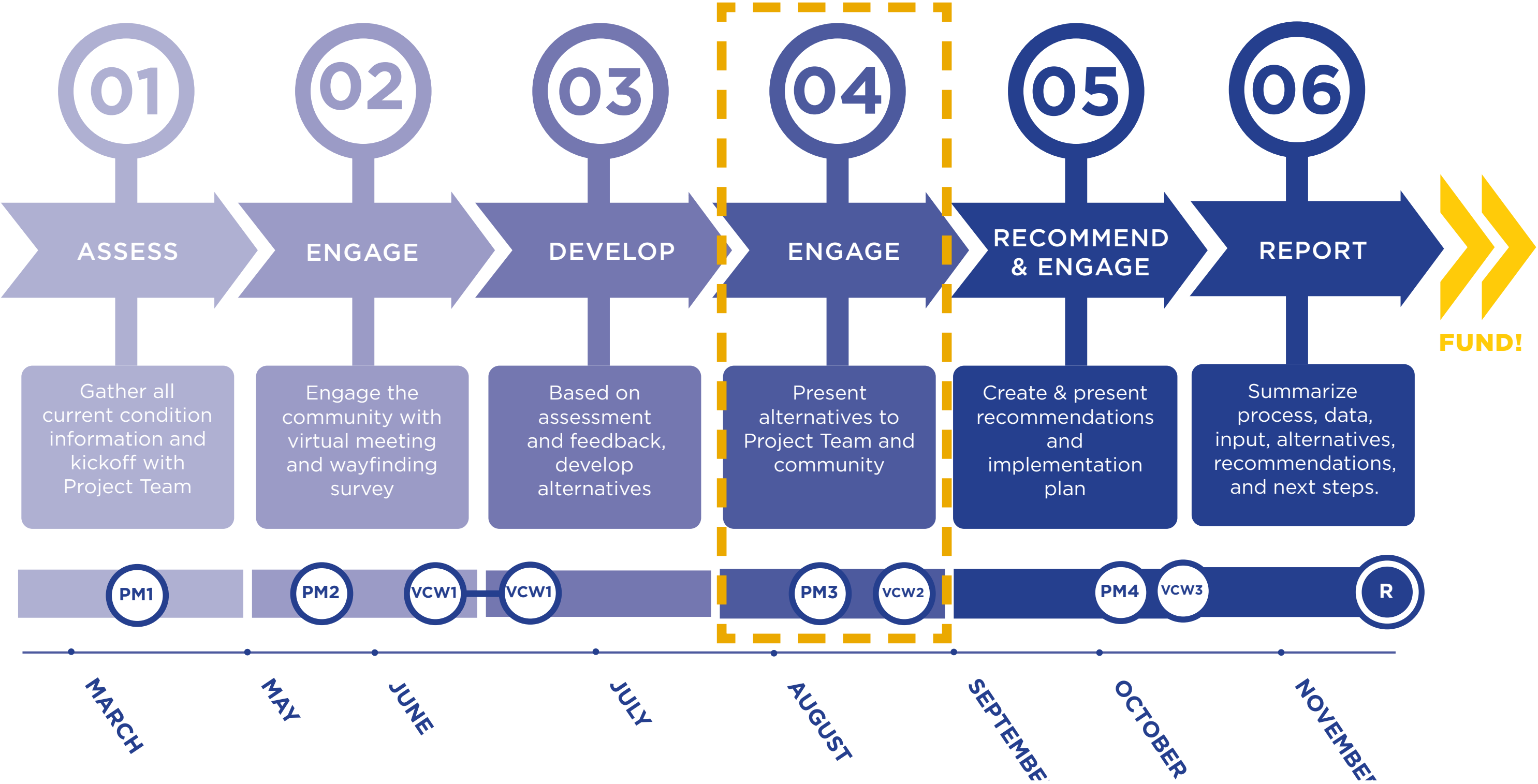


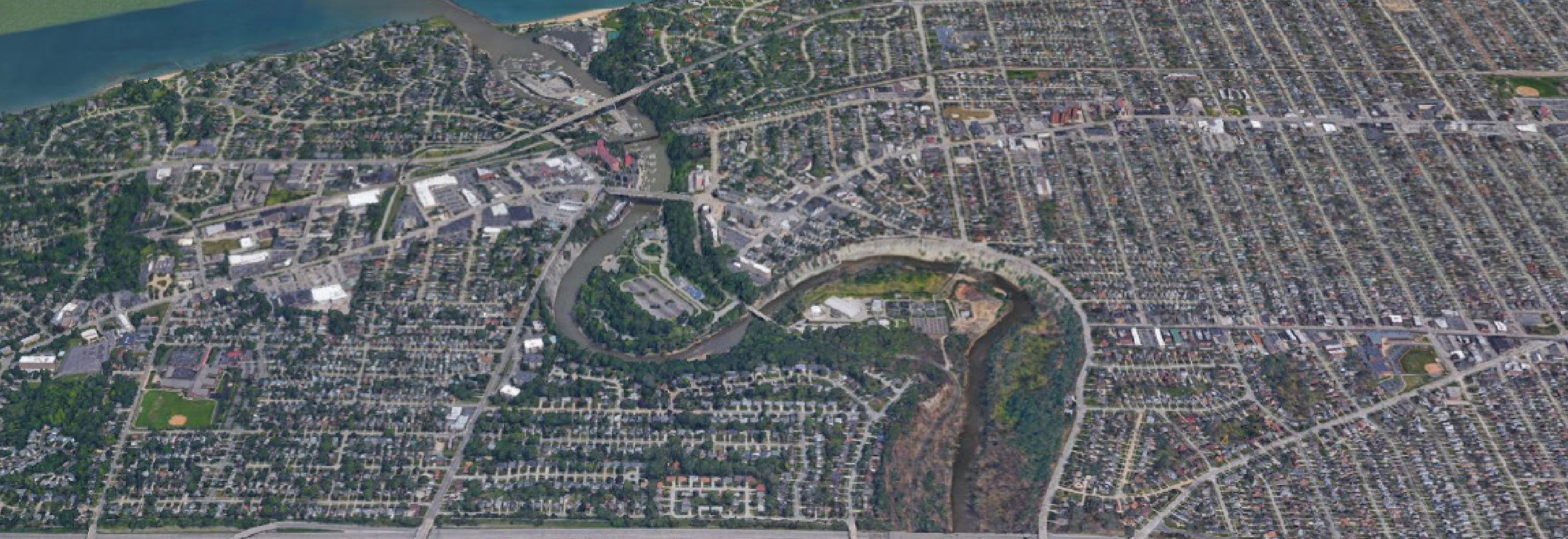


07 Next Steps

07

NEXT STEPS





Community Confluence:

Connecting the Cities of Lakewood & Rocky River, and the Rocky River Reservation

Virtual Community Workshop #2 - Presentation

