

SOLO N CONNECTS

Thank you for Attending!
The Virtual Town Hall will start shortly

VIRTUAL TOWN HALL - AUGUST 20TH, 2020

AGENDA

⦿ WHO IS COUNTY PLANNING?

⦿ WHAT IS A CONNECTIVITY PLAN?

⦿ PROCESS OVERVIEW

⦿ DISCOVERY & ANALYSIS

Online Survey: Results

Current Conditions: Analysis & Key Takeaways

⦿ NEXT STEPS & GATHERING FEEDBACK

⦿ Q & A



There will be a moderated Question & Answer session at the end of this presentation

**Call 440.337.1384 at anytime
to ask a question**

WHO IS COUNTY PLANNING?



County Planning

FOR OUR COMMUNITY

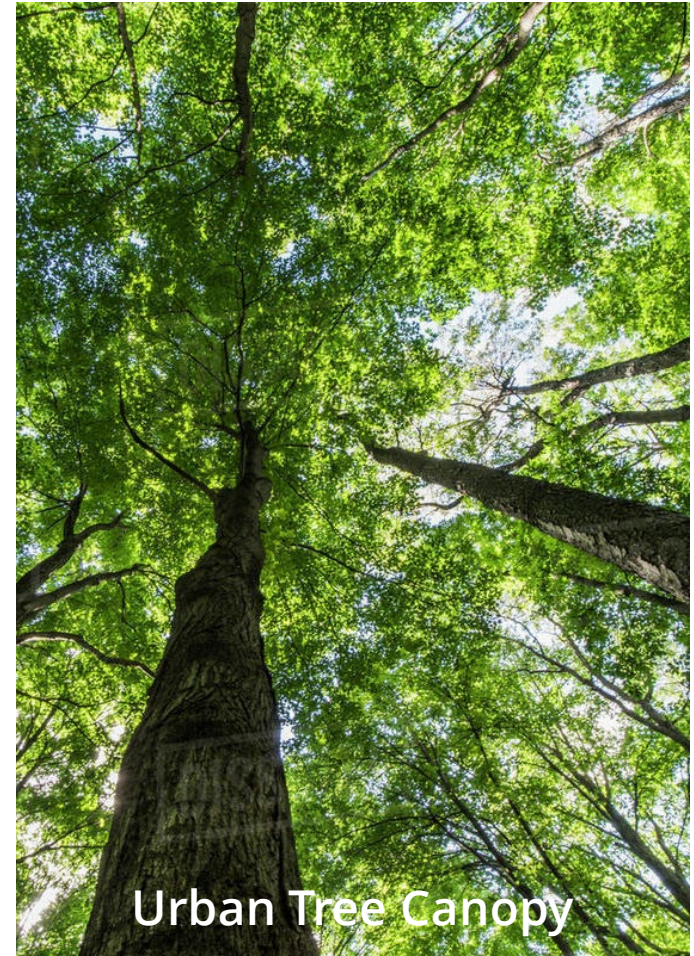
FOR OUR REGION

FOR OUR FUTURE

Michael R. Mears PLA, AICP
Senior Planner

The Cuyahoga County Planning Commission is a **public agency** that provides professional planning services to municipalities of Cuyahoga County.

“To inform and provide services in support of the short- and long-term comprehensive planning, quality of life, environment, and economic development of **Cuyahoga County and its cities, villages and townships.**”



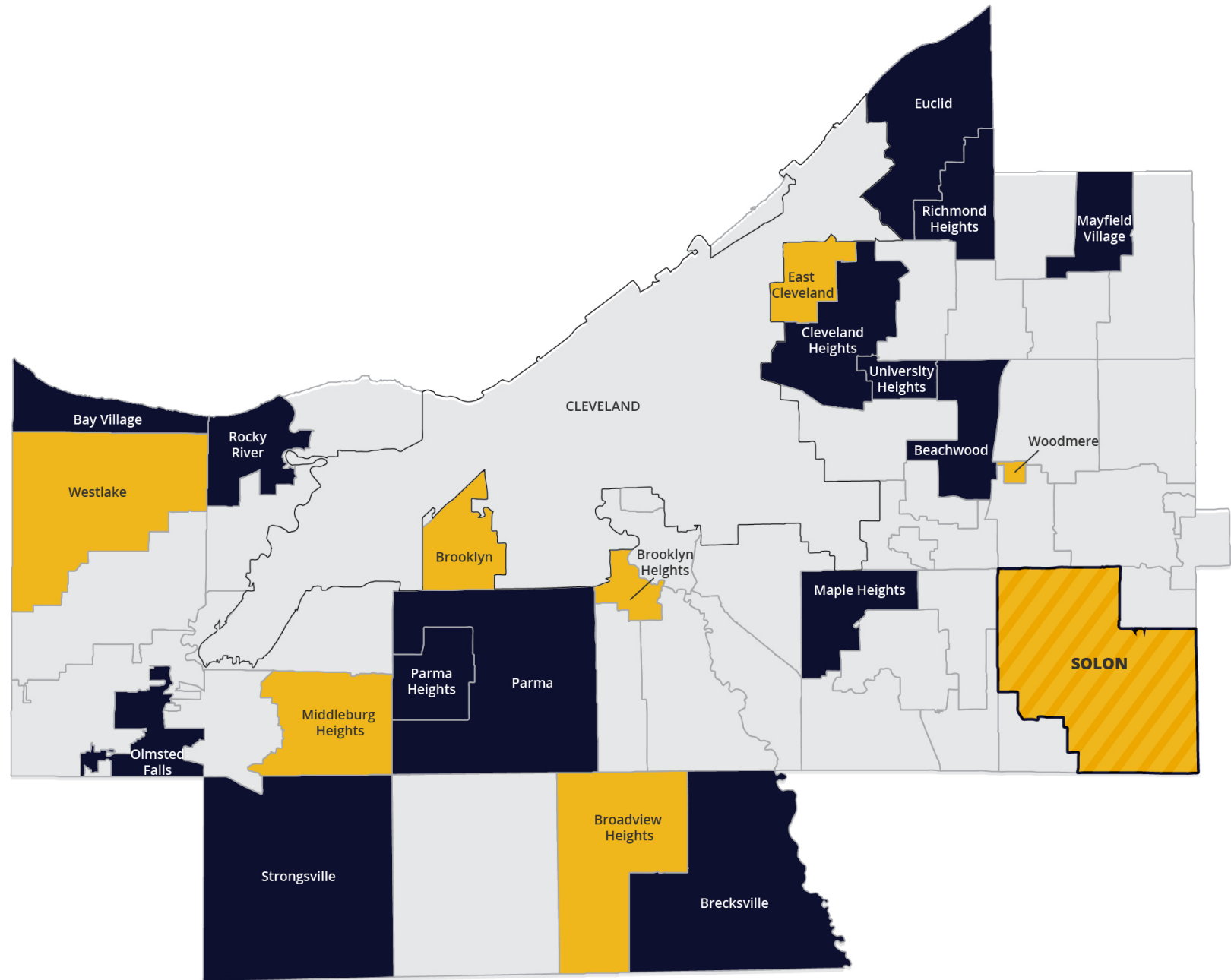
OUR WORK: LOCAL

14

Recently
Completed
Plans

8

Plans Currently
Underway



WHAT IS A CONNECTIVITY PLAN?

The intent of the 'Solon Connects' Plan is simple: **build safer and stronger pedestrian and bicycle connections** between existing civic, commercial, and open space assets **to create safe and beneficial active transportation options for everyone.**

WHY CONNECTIVITY?

In a 2012 Survey **72% of Solon residents** agreed that **more trails are needed in Solon**

Source: City of Solon

50% of US Residents say that **walkability is a high priority** when considering where to live

Source: ULI - America in 2015 report

63% of millennials would like to live in a place where they **do not need to use a car very often**

Source: ULI - America in 2015 report

57% of Americans agreed that **business and homes should be built closer together**, so that shops are within walking distance and **don't require the use of an automobile**

Source: CEO's for Cities

Bicycling has become the country's **fastest-growing form of transportation for commuters**

Source: ULI - Active Transportation and Real Estate 2016



Houses located in **highly walkable neighborhoods** command between **\$4,000 and \$34,000 more** than similar houses in areas with average walkability levels

Source: "Walking the Walk: How Walkability Raises Home Values in U.S. Cities," CEOs for Cities, 2009

1 point increase in walk score can be associated with a **\$500 to \$3,000 increase in value**

Source: CEO's for Cities



Homes a **¼ mile from the Radnor Trail** were valued on average **\$69,000 higher** than other properties further away

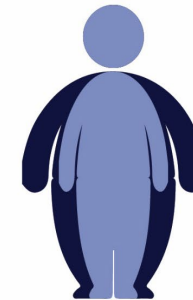
Source: GreenSpace Alliance and the DVRPC

People who live in neighborhoods with **shops and retail within walking distance** have a **35% lower risk of obesity**

Source: American Journal of Preventative Medicine

Use of Pennsylvania's parks and trails, helps residents **avoid \$199 and \$596 million per year in direct and indirect medical costs.**

Source: GreenSpace Alliance and the DVRPC



If Americans **drove 1 mile less per day**, it would **reduce the adult obesity rate by 2.16% over 6 years**

Source: Transport Policy

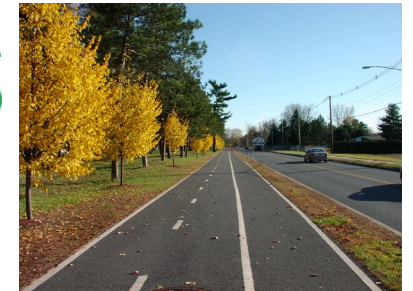
Approximately **114,000 adults** receive **measurable health benefits through their physical activity in the Cleveland Metroparks system**, yielding an **annual medical cost savings of \$160 million**

Source: Trust for Public Land "The economic benefits of Cleveland Metroparks"

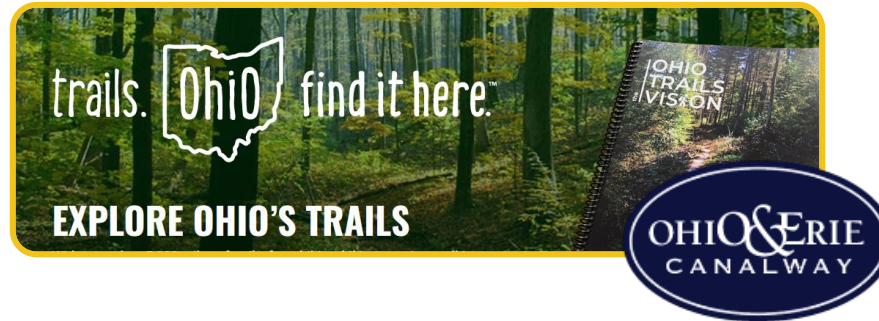
NATIONAL CONNECTIVITY TRENDS



SafeRoutes



REGIONAL CONNECTIVITY TRENDS



LOCAL CONNECTIVITY TRENDS

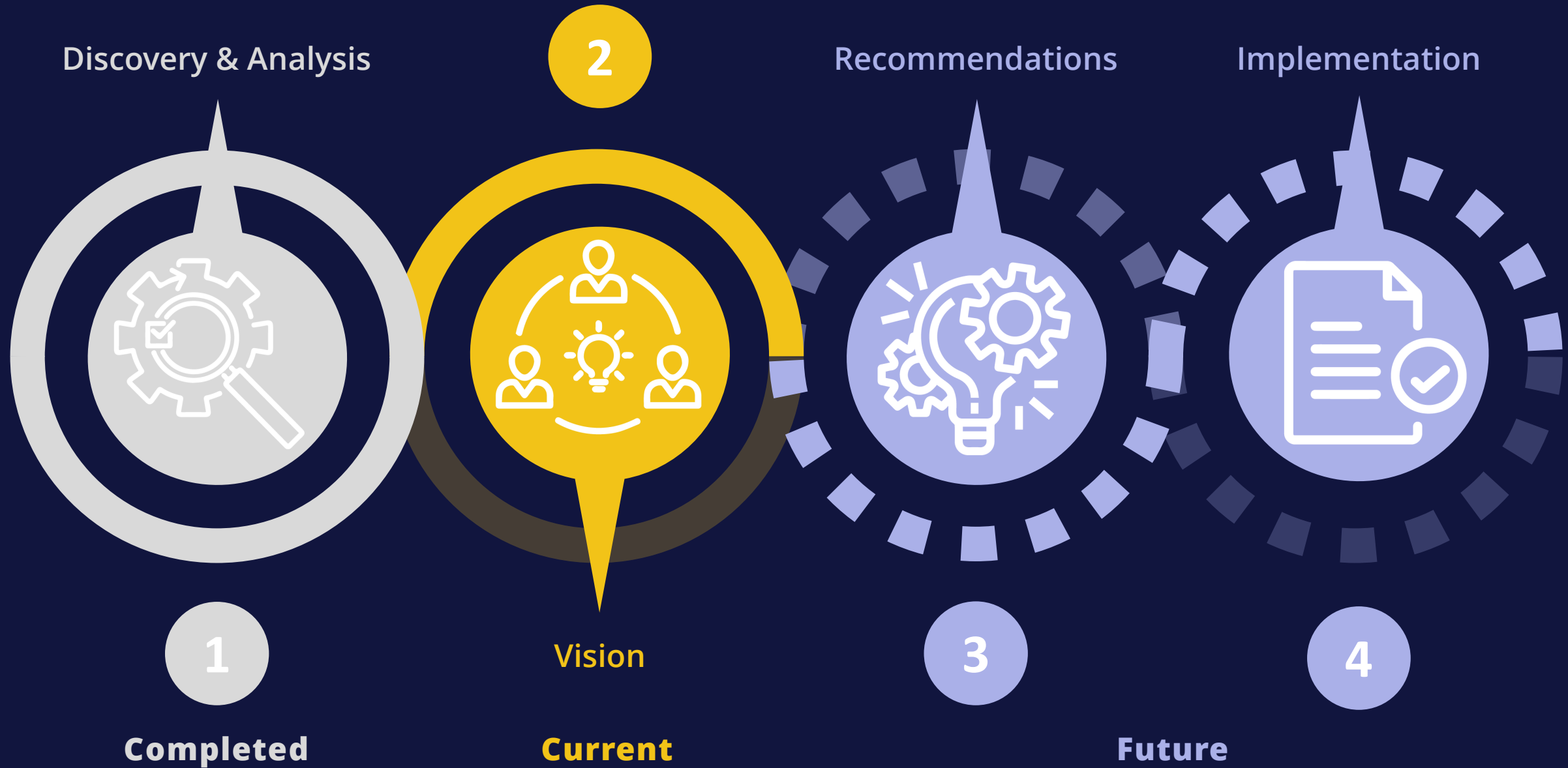
Hemlock Creek Trail



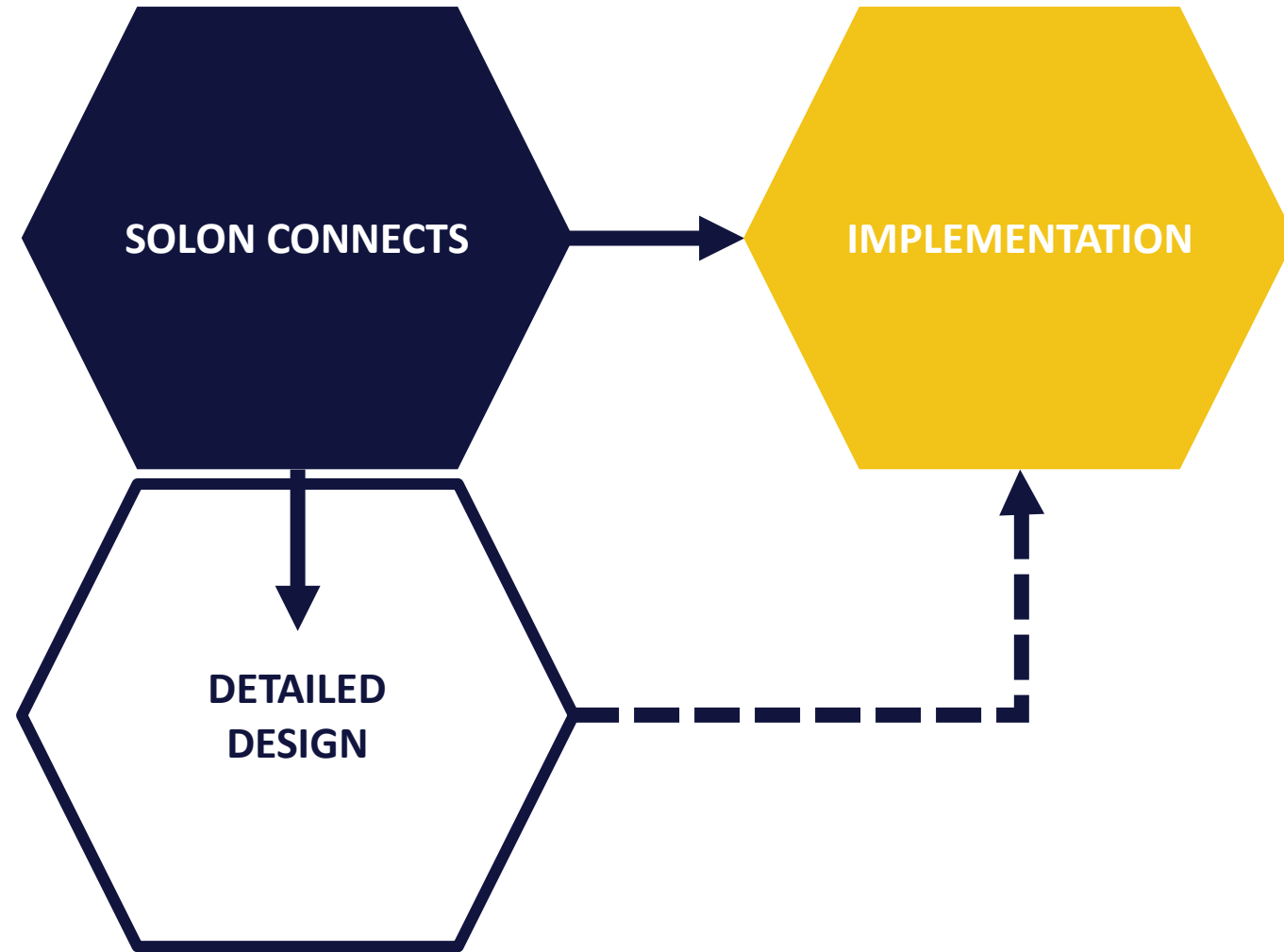
Euclid Lakefront Trail



PROCESS OVERVIEW



IMPLEMENTATION



WHO IS INVOLVED?

County Planning



Staff of the Cuyahoga
County Planning
Commission

Project Team



Public officials
and City staff

Focus Groups



Larger groups of
involved residents,
businesses, and
civic leaders

The Public



All interested
residents, business
owners, or
stakeholders that
have unique
perspectives within
the community

This is the Community's Plan



Discovery & Analysis: Online Survey

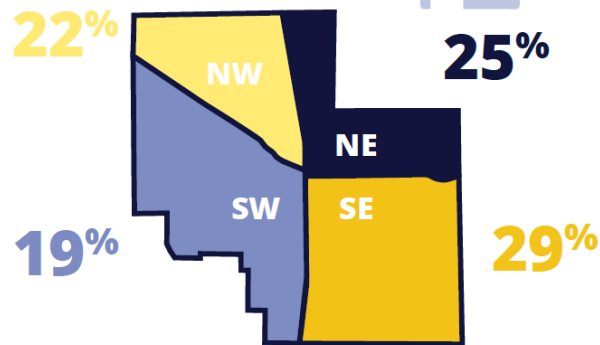
ONLINE SURVEY: RESULTS

February to April | 19 Questions

756 total number of
survey respondents

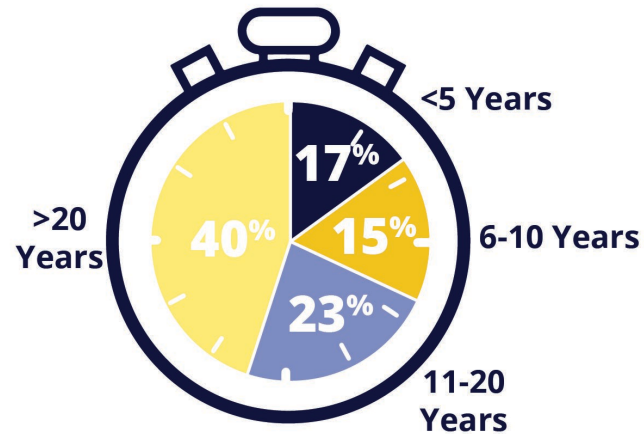


Where do they live?

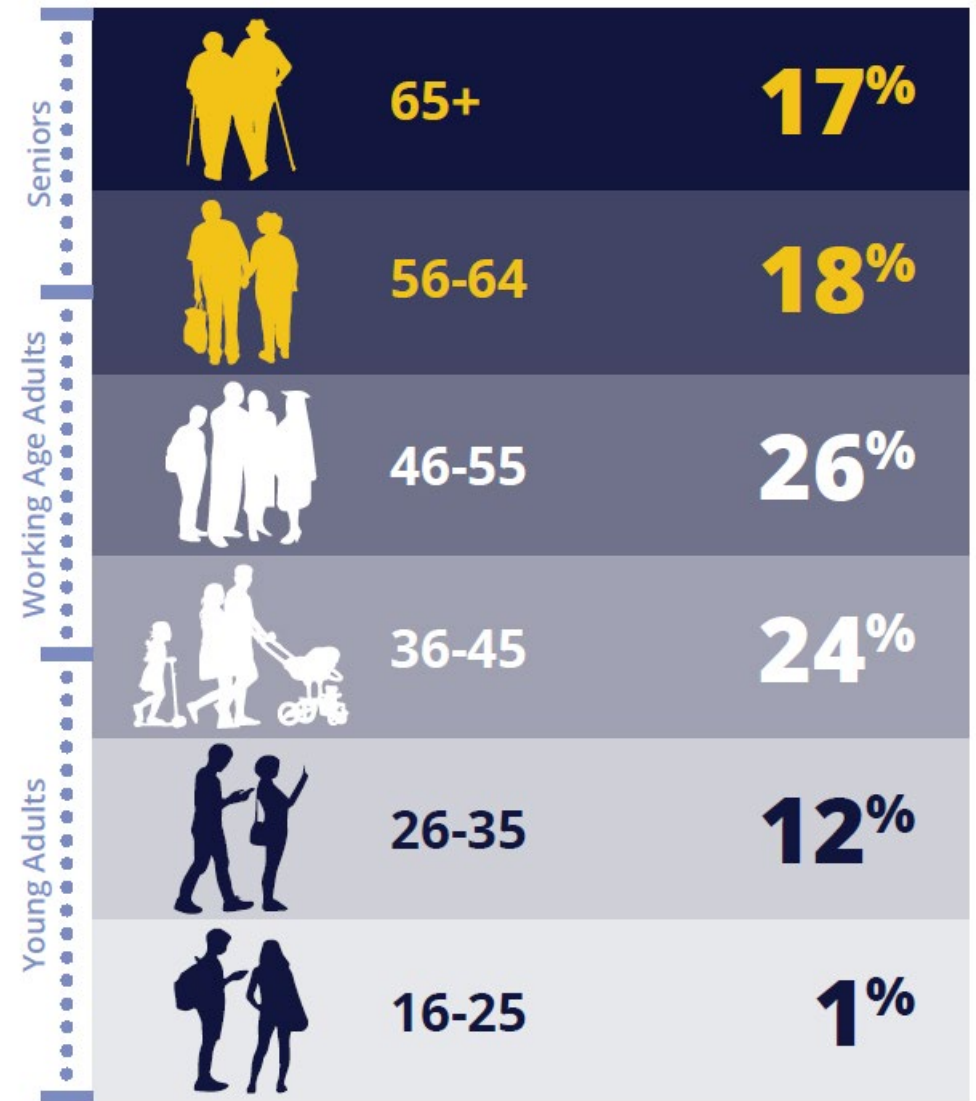


*5% said they do not live in Solon

How long have they lived there?



How old are respondents?



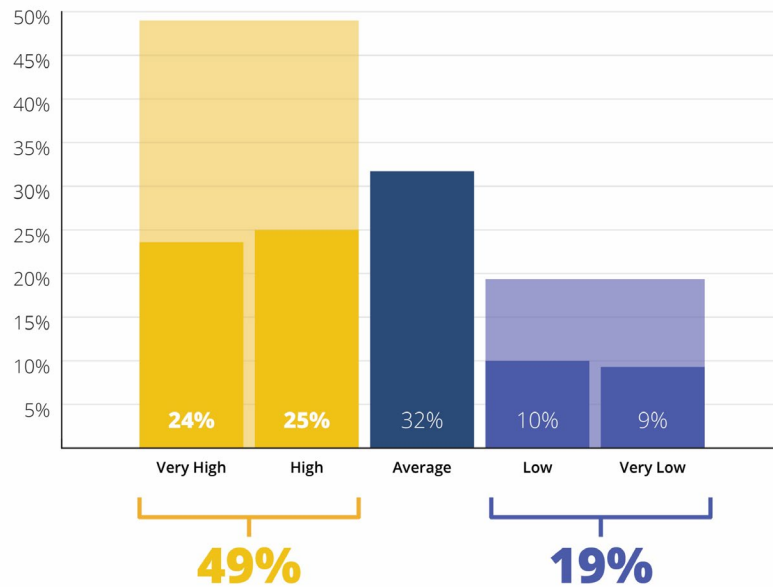
ONLINE SURVEY: RESULTS

USE **ONE WORD** TO DESCRIBE
WALKING/BIKING IN SOLON?

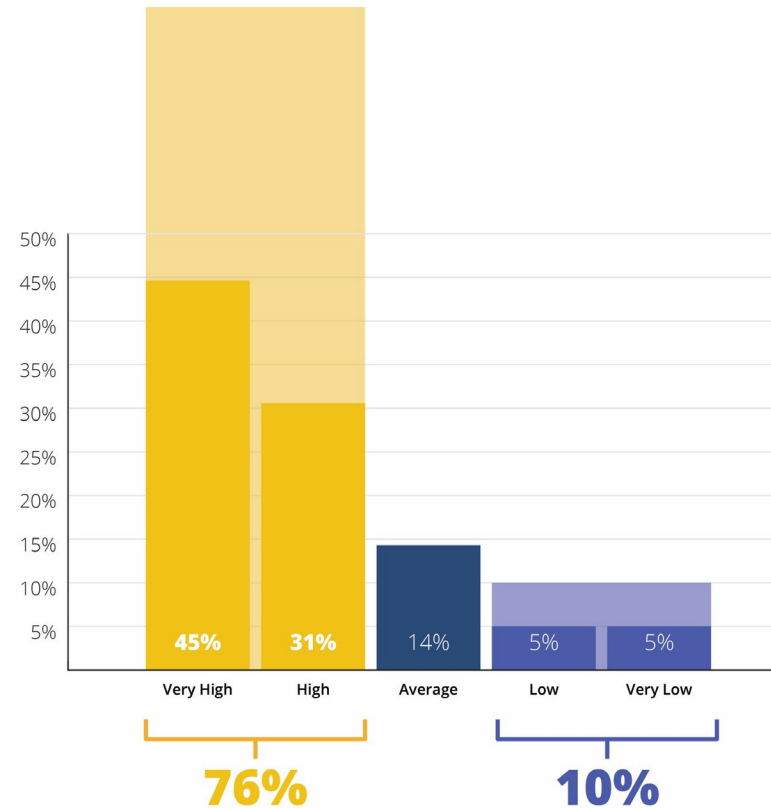


ONLINE SURVEY: RESULTS

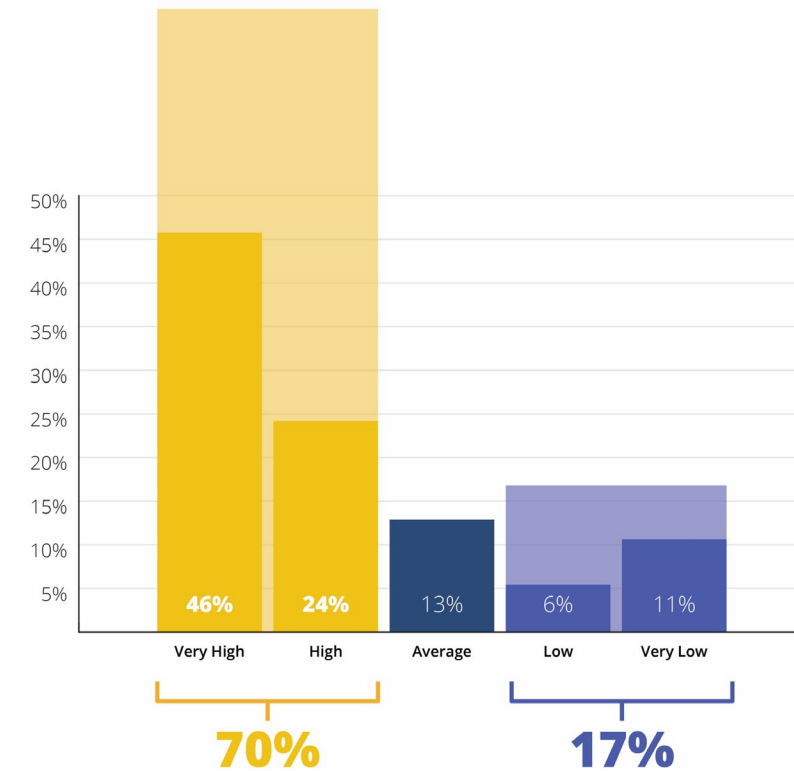
“Improving efficiency and ease of getting around by car.”



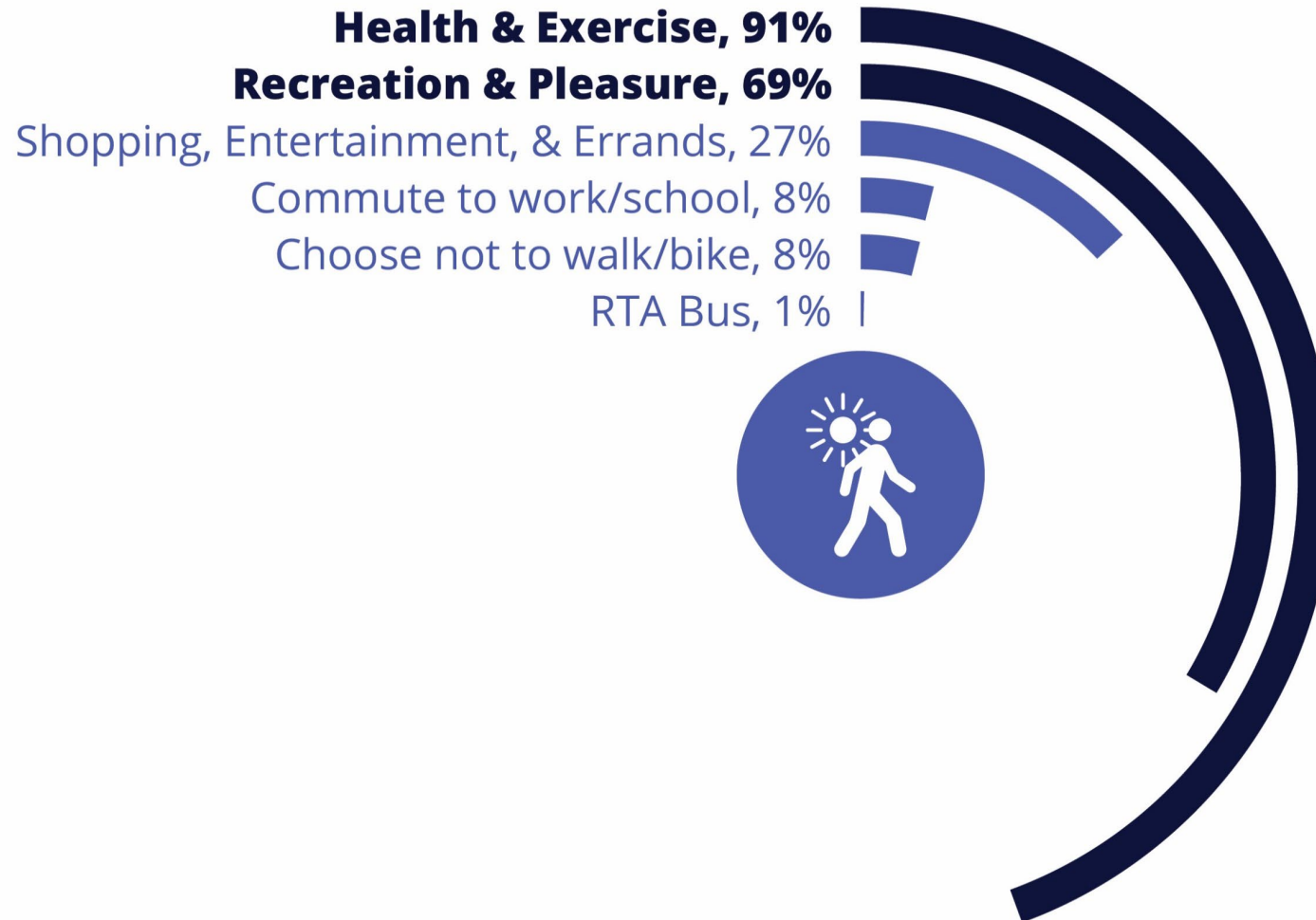
“Improving the ease and safety of getting around by walking.”



“Improving the ease and safety of getting around by bicycle.”



Purpose(s) for walking/biking



ONLINE SURVEY: RESULTS

REASONS FOR NOT WALKING & BIKING



65% Safety concerns



36% Weather conditions



31% Unpleasant experience or inadequate facilities



17% Don't need to/want to (prefer to drive)

REASONS FOR FEELING UNSAFE



65% Poor infrastructure



48% Cars too fast or roads too busy



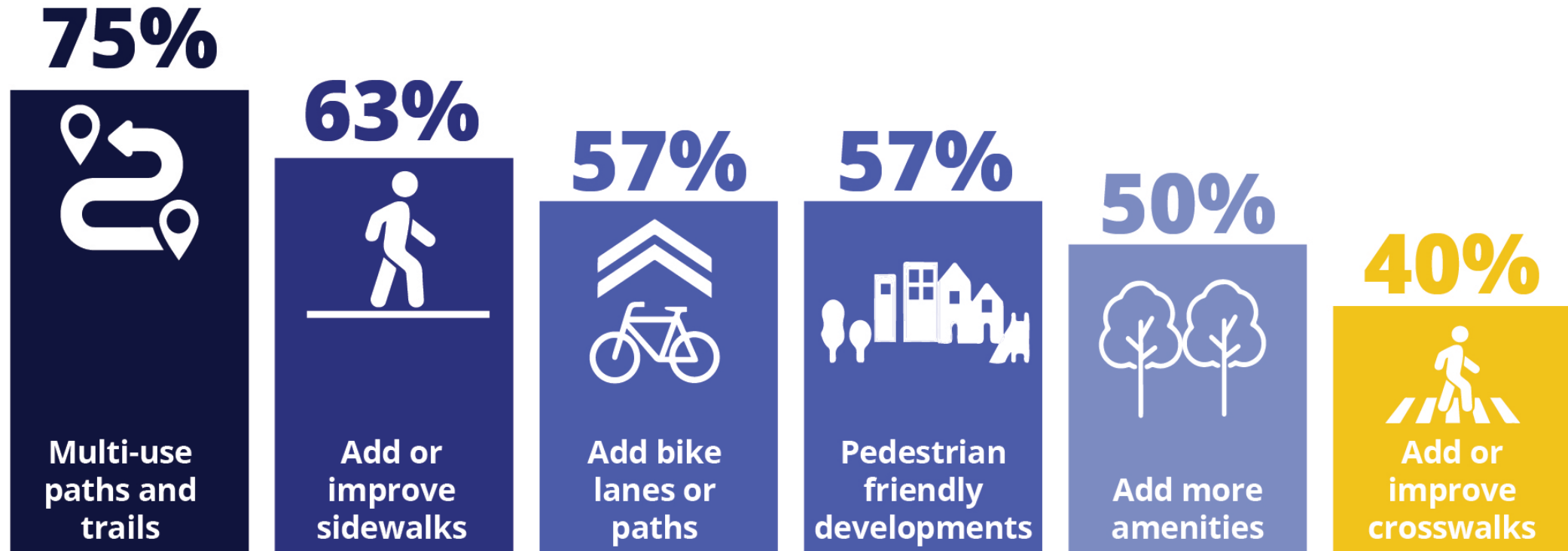
40% Safety at intersections



21% Do not feel unsafe

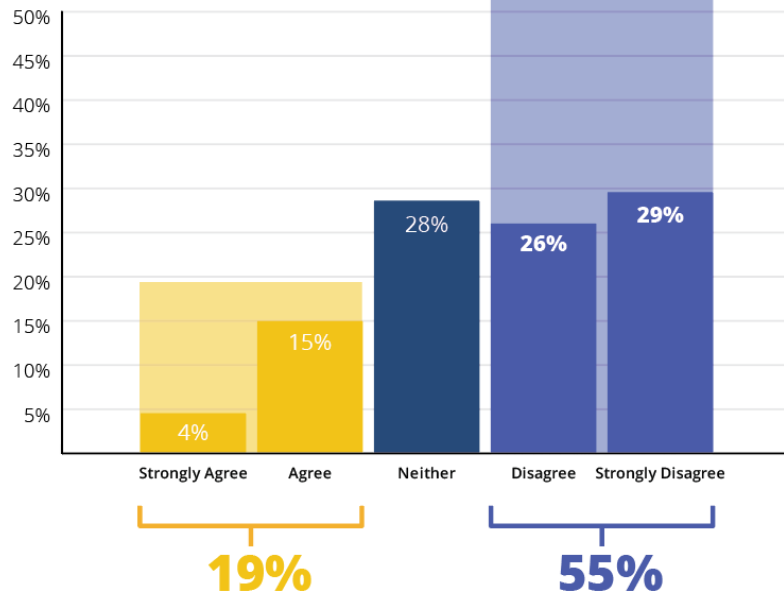
ONLINE SURVEY: RESULTS

WHAT TYPES OF CHANGES OR FACILITIES YOU WANT TO SEE IN SOLON

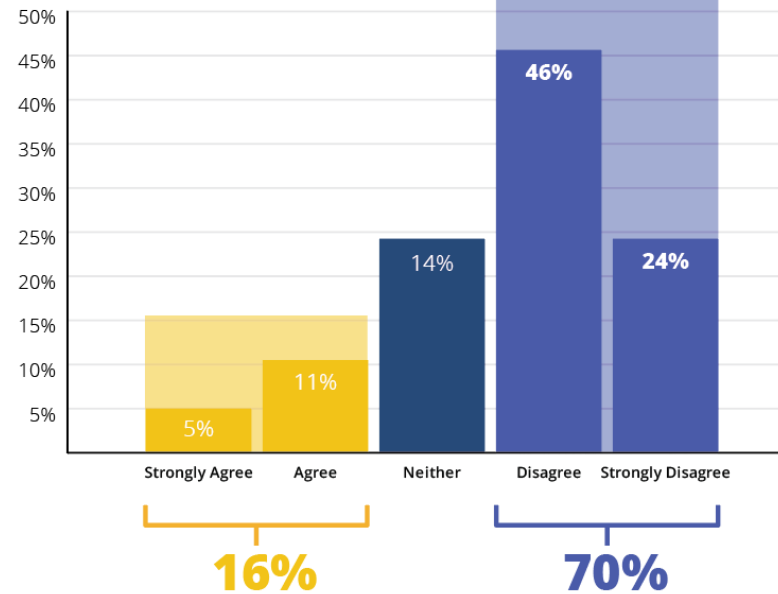


ONLINE SURVEY: RESULTS

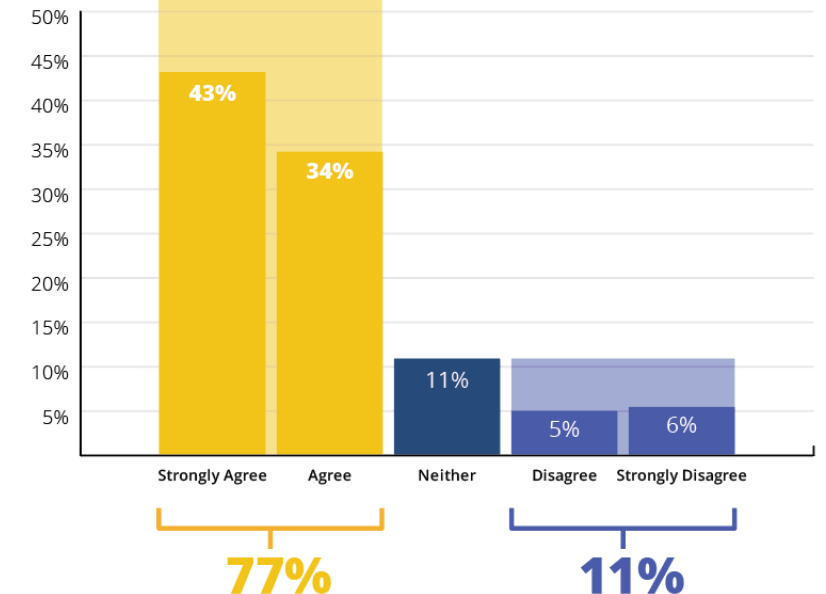
"I feel safe letting my child(ren) walk or bike to school."



"I can easily access destinations without the use of a car."

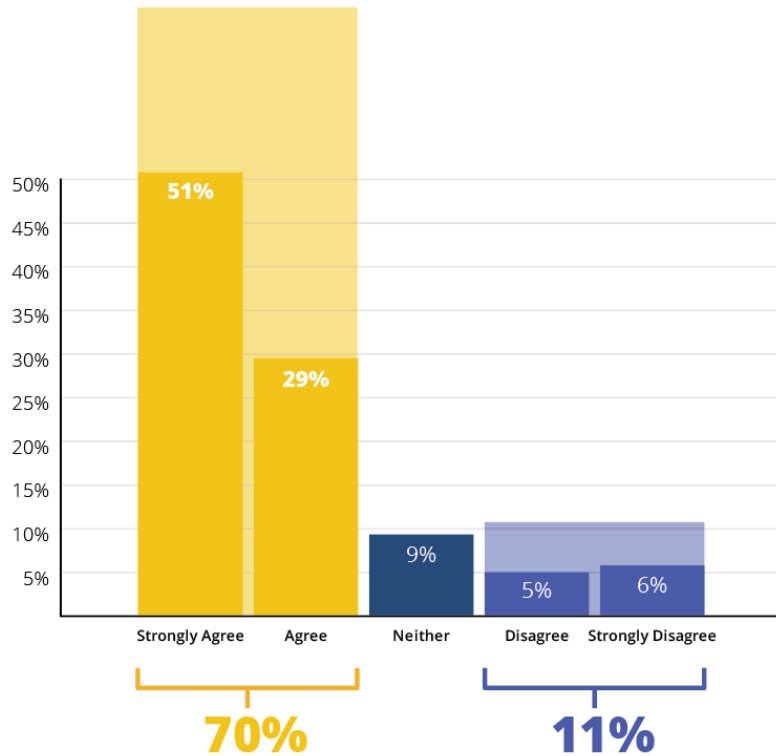


"It is important Solon focus on being a bike/pedestrian friendly community."

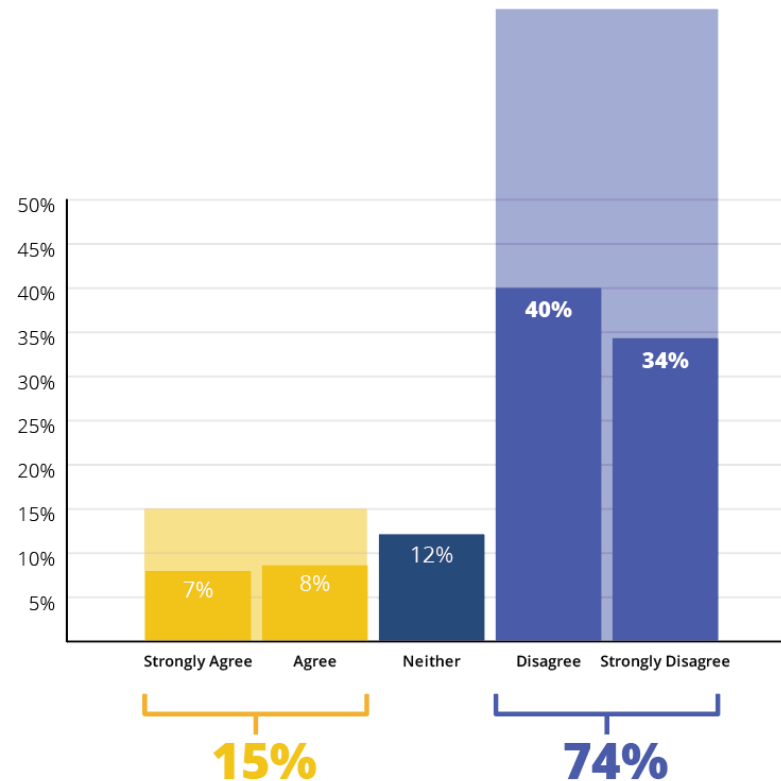


ONLINE SURVEY: RESULTS

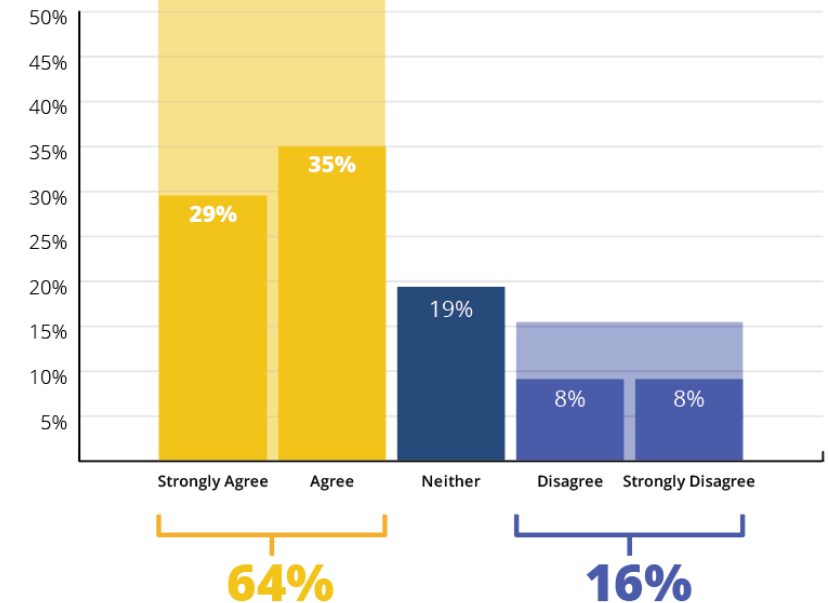
“If Solon added sidewalks, trails, and bike lanes I (or my family) would walk & bike more in the community.”



“I am satisfied with Solon’s existing facilities for walking and bicycling as an alternative transportation choice.”



“I support longer car trips if roads were safer and more pedestrian friendly.”



There will be a moderated Question & Answer session at the end of this presentation

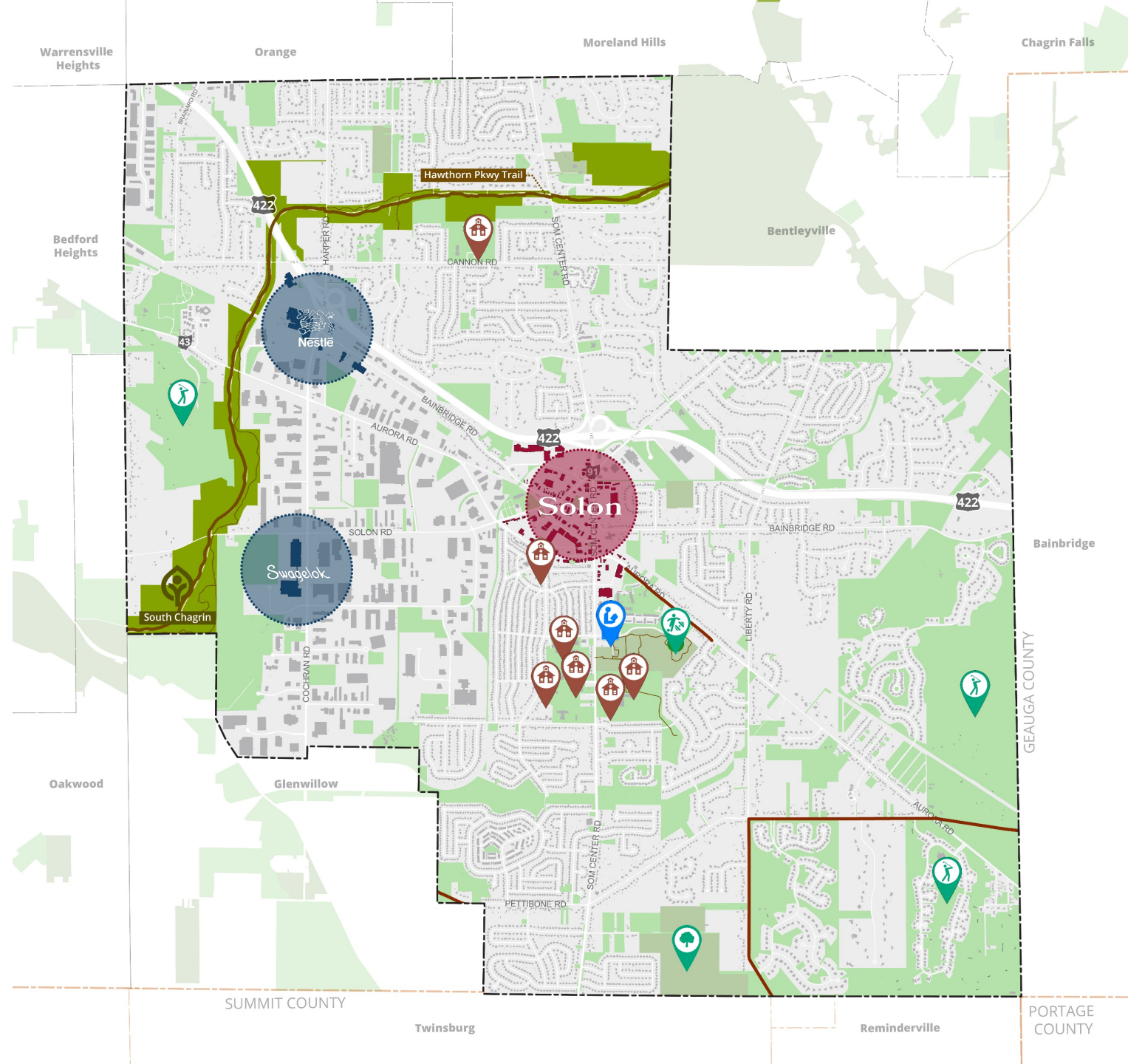
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Discovery & Analysis: Land Use & Transportation

LAND USE: ANALYSIS

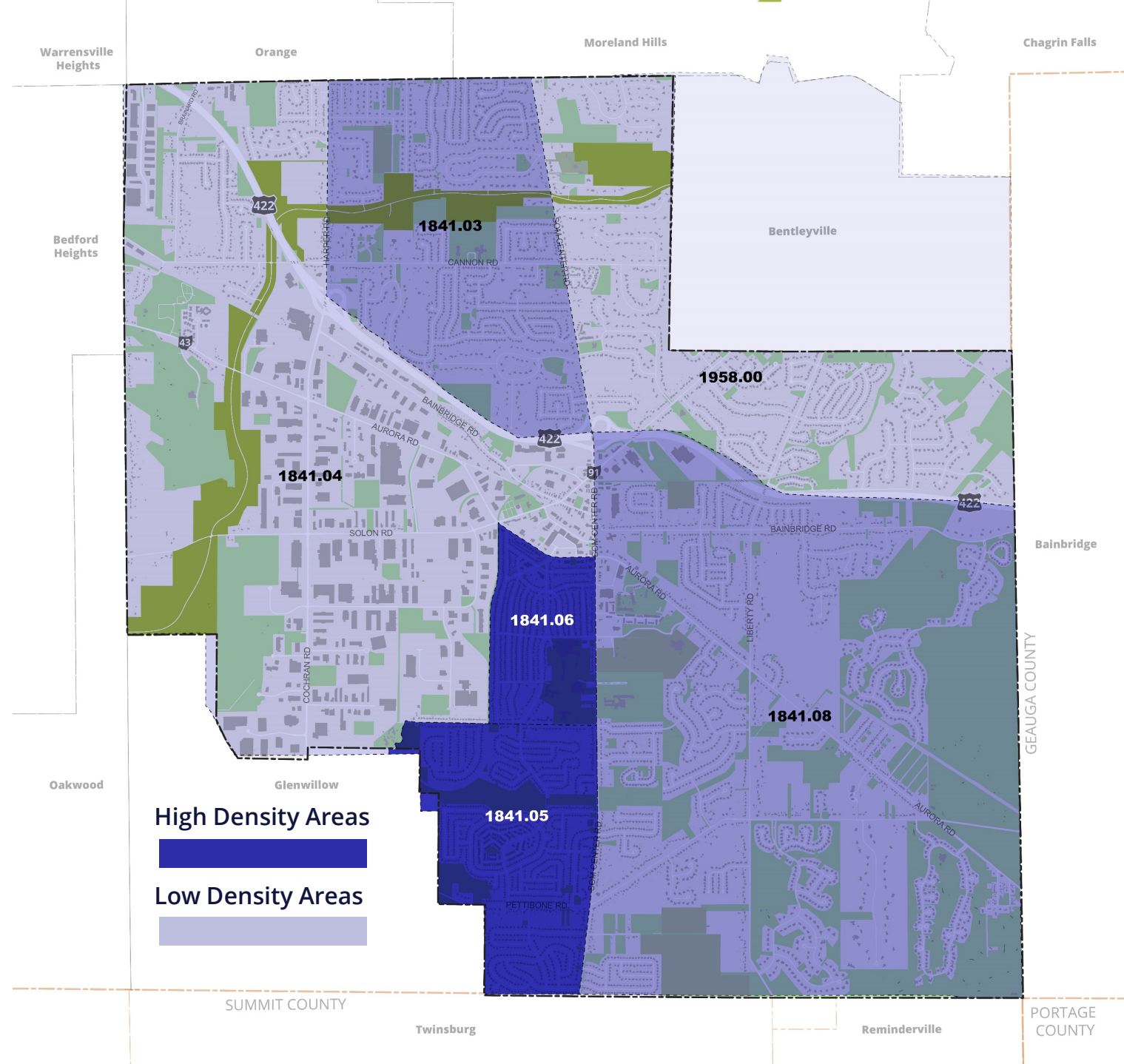
Solon has lots of high quality amenities and is a key job hub

With about 26,739 Jobs, Solon is second only to Cleveland in rank of Communities for number of jobs in Cuyahoga County



**Solon is big and spread out
& primarily low density
residential**

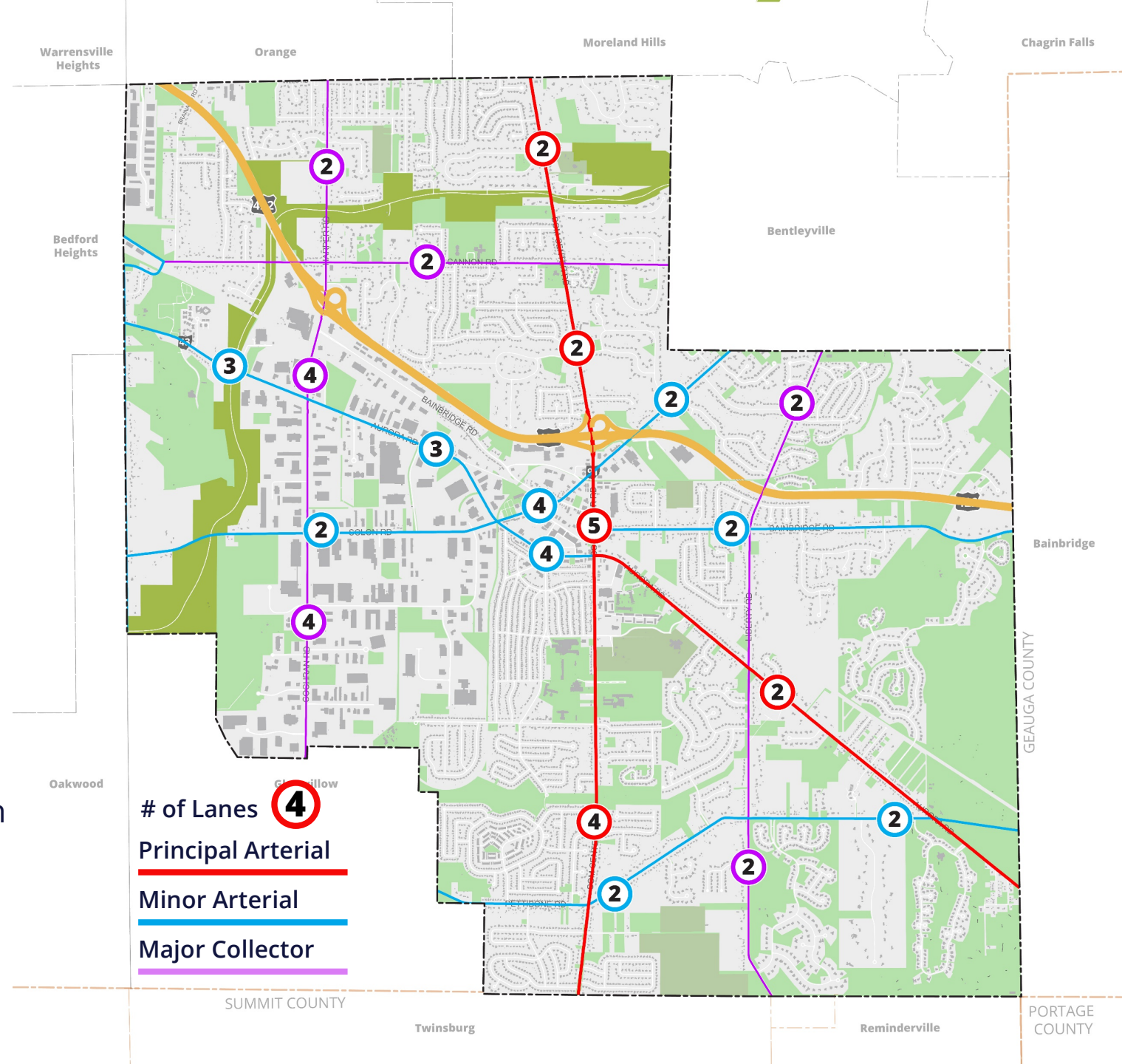
52% of existing land use and 72% of current zoning is dedicated to Single Family Residential Uses



TRANSPORTATION: ANALYSIS

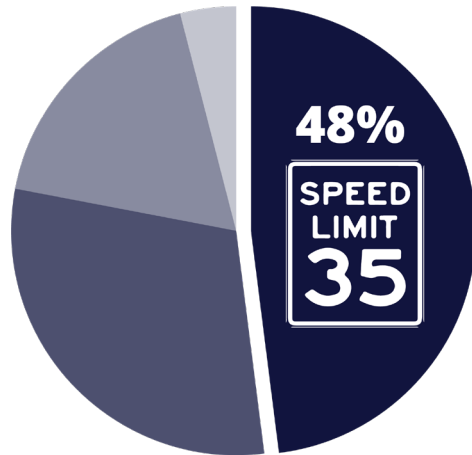
Road patterns have created places primarily built for cars, not always pedestrians

Arterial and collector systems can focus more on mobility (as many cars as fast as possible) than other design features like bikes and pedestrians

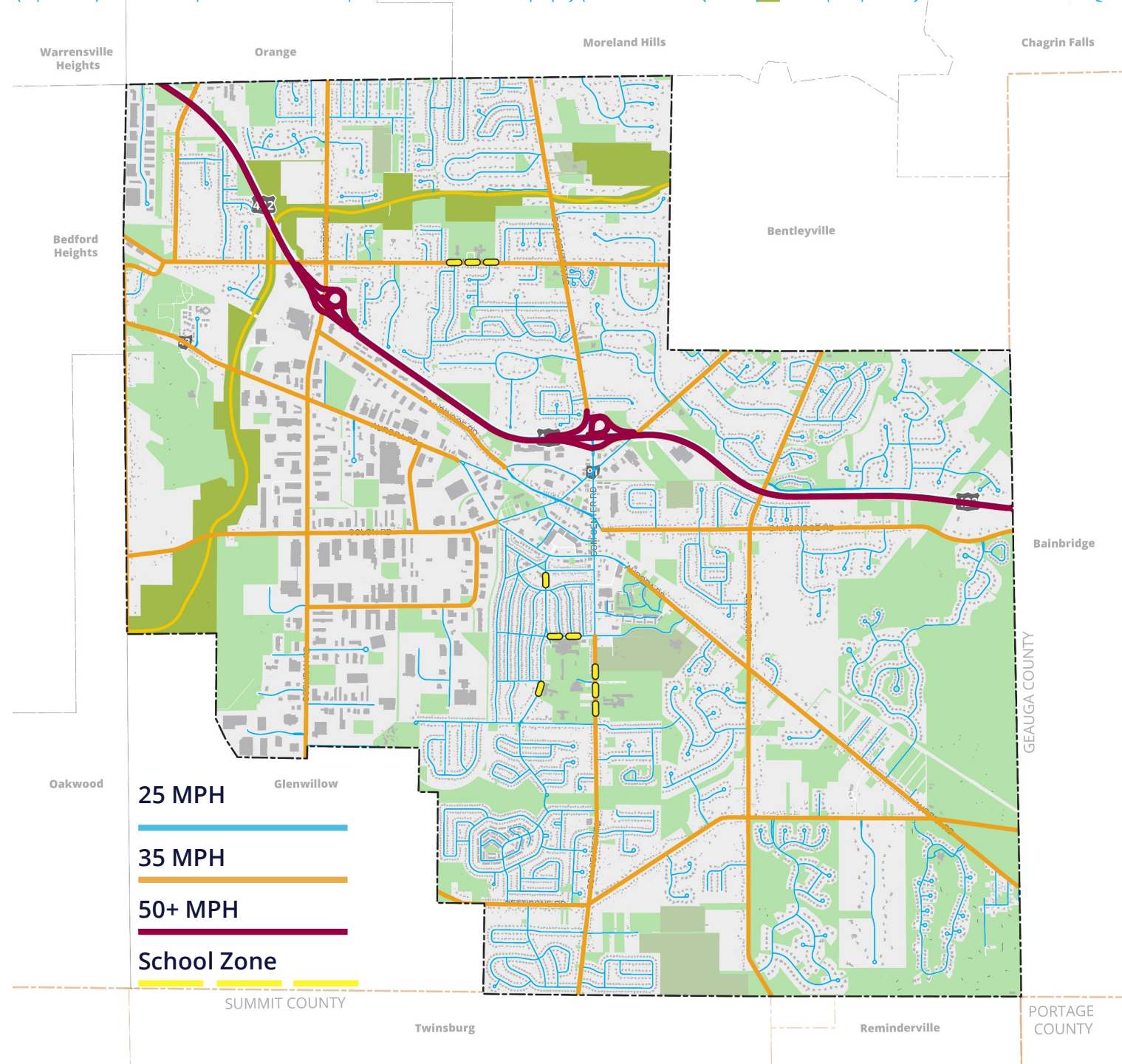


TRANSPORTATION: ANALYSIS

Roadway speeds can also create threatening situations for pedestrians



CRASHES



TRANSPORTATION: ANALYSIS

Pedestrians and cyclists are frequently the most vulnerable users of the road network

When a person is driving at



this is their field of vision



it takes



pedestrians hit at this speed have a

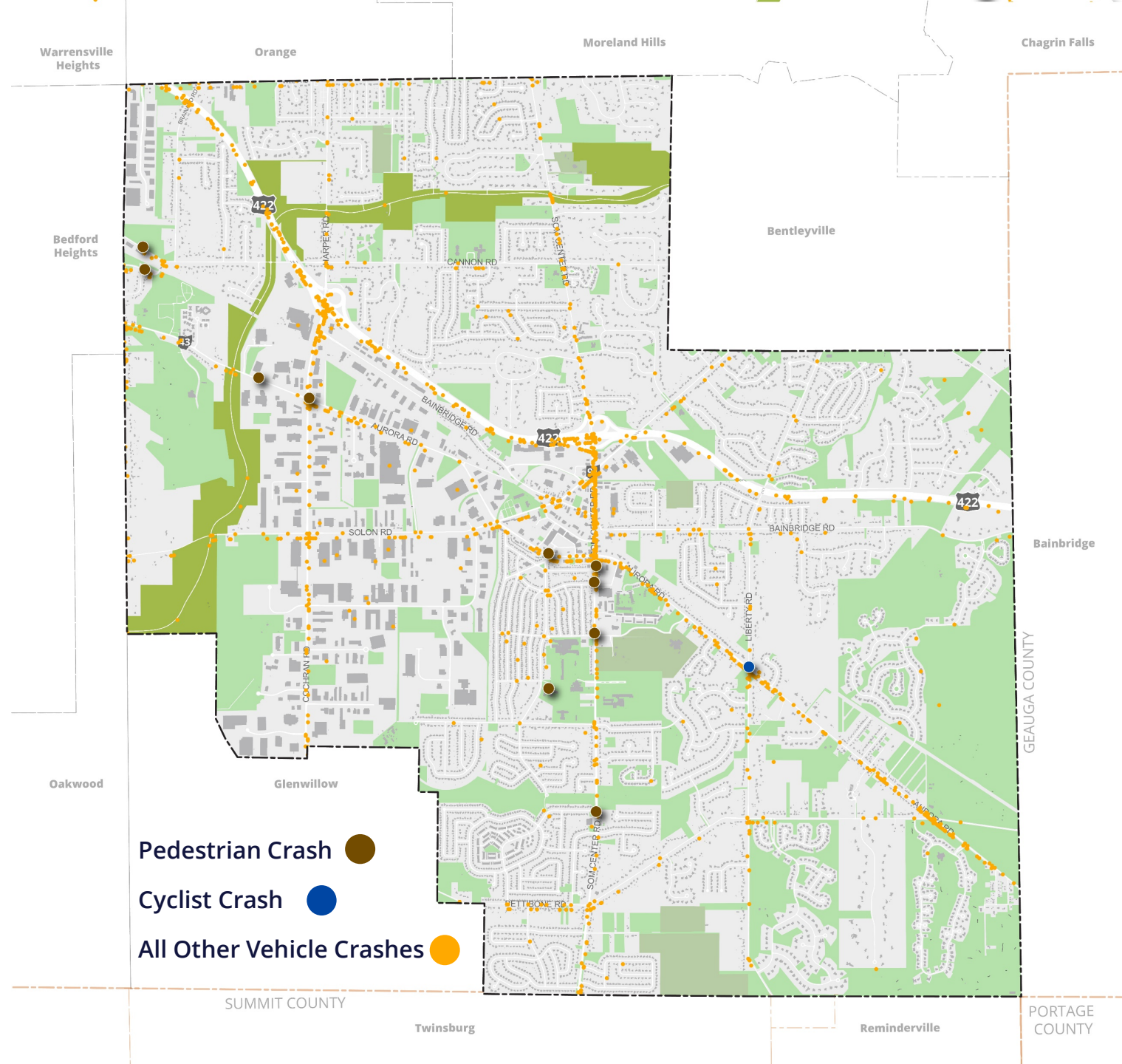


Source: County Planning; Virginia Safe Routes to Schools, Virginia DOT

TRANSPORTATION: ANALYSIS

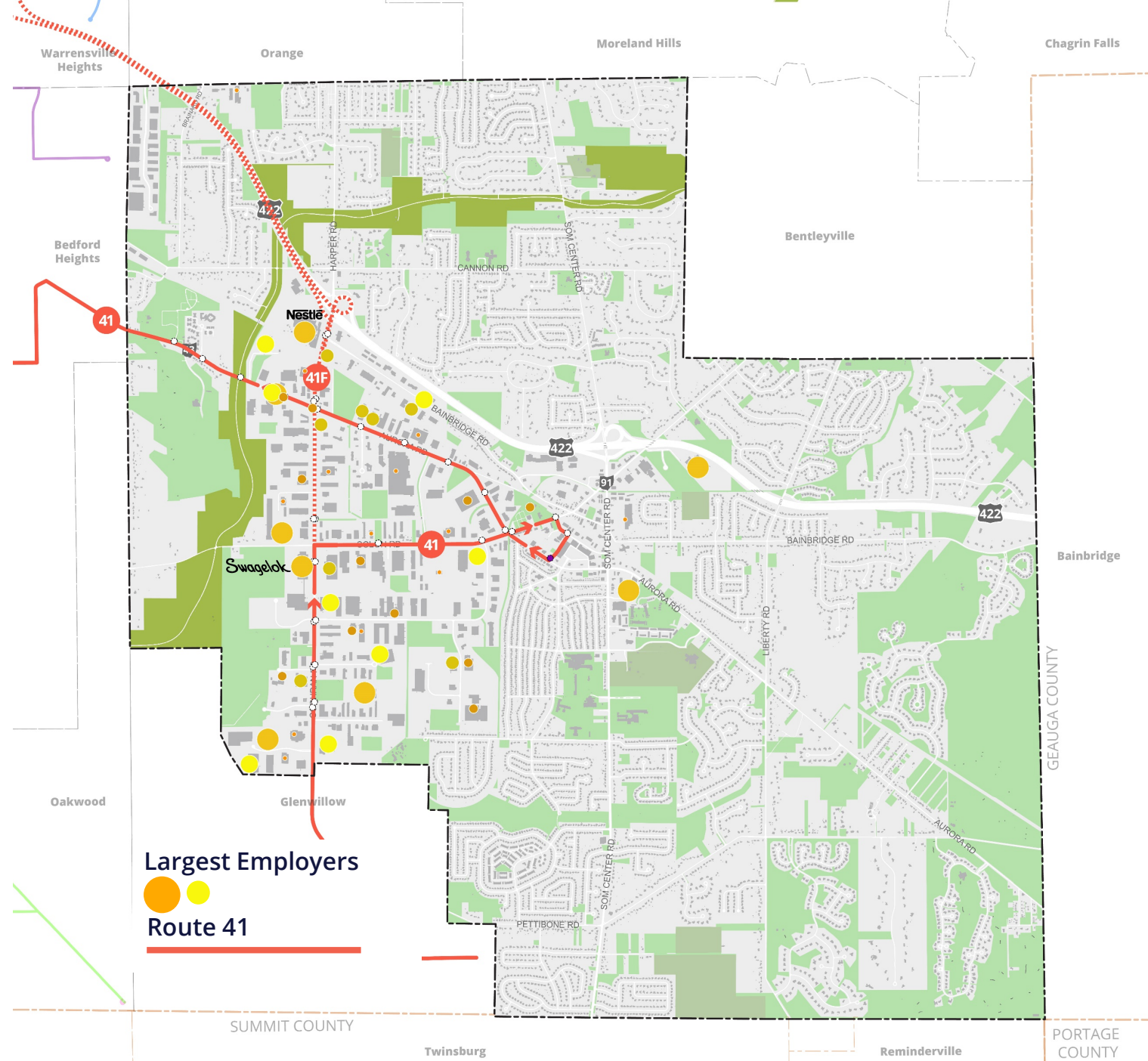
~42% of all crashes occurred on SOM or Aurora Roads

From 2017 to 2019 only 11 recorded crashes involved a bicycle or pedestrian out of the 1,597 crashes reported.



TRANSPORTATION: ANALYSIS

Solon has the 4th most popular route for RTA ridership



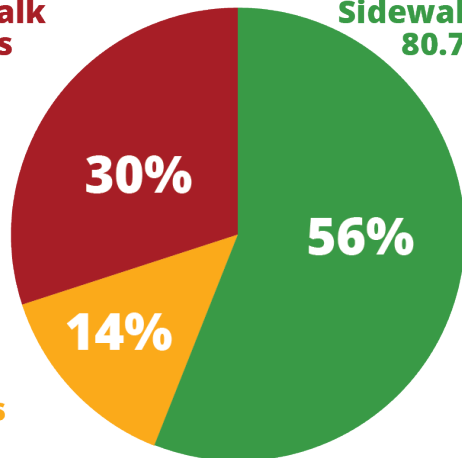
TRANSPORTATION: ANALYSIS

Solon has gaps in its sidewalk inventory, limiting some access

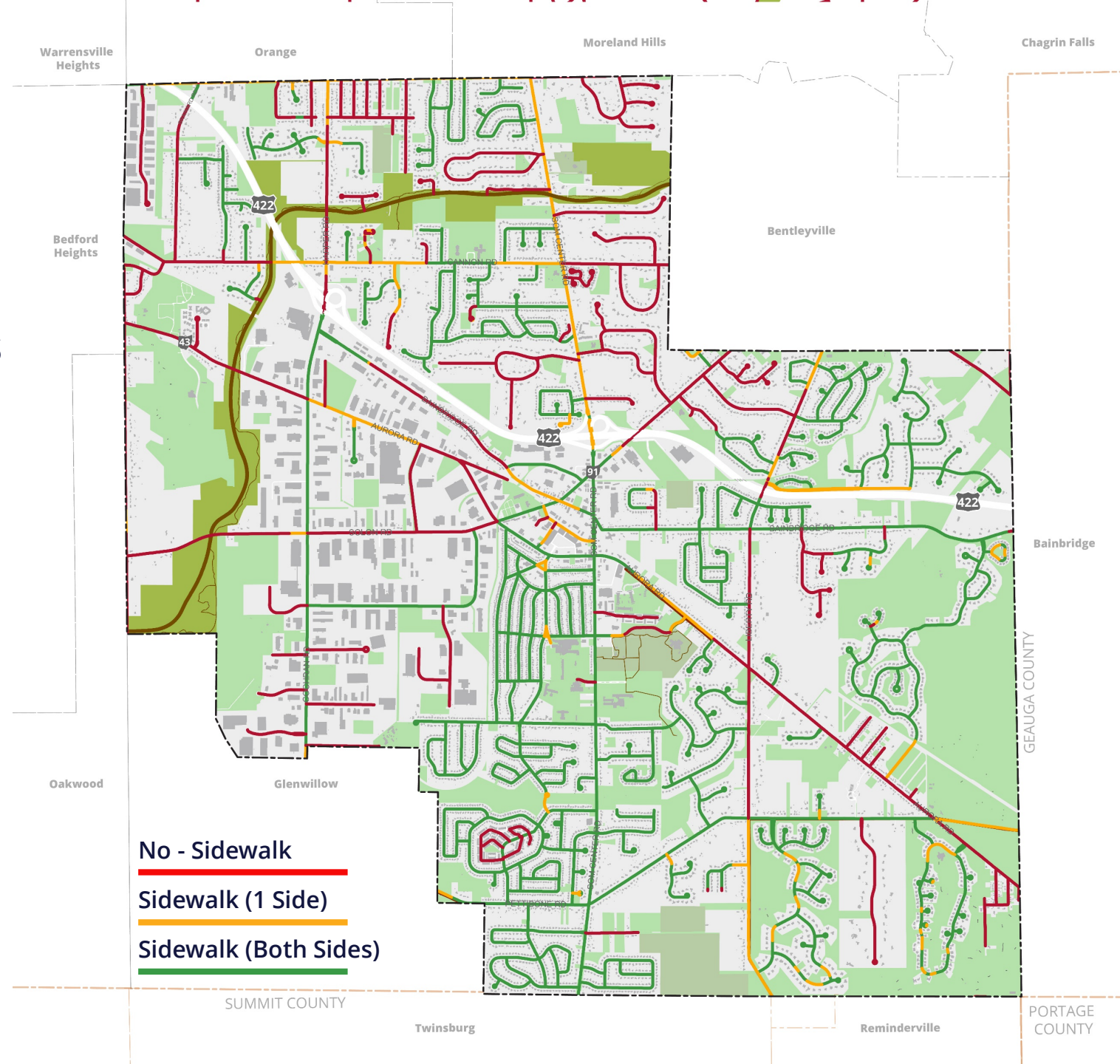
No Sidewalk
42.8 Miles

Sidewalk - 2 Sides
80.7 Miles

Sidewalk
1 Side
20.5 Miles



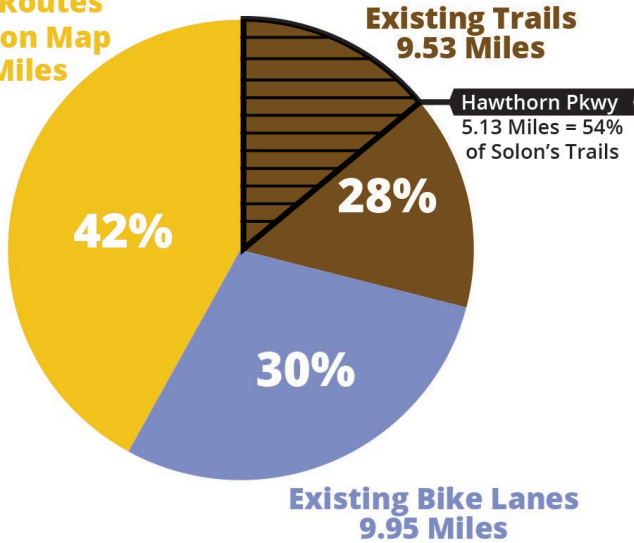
Source: County Planning



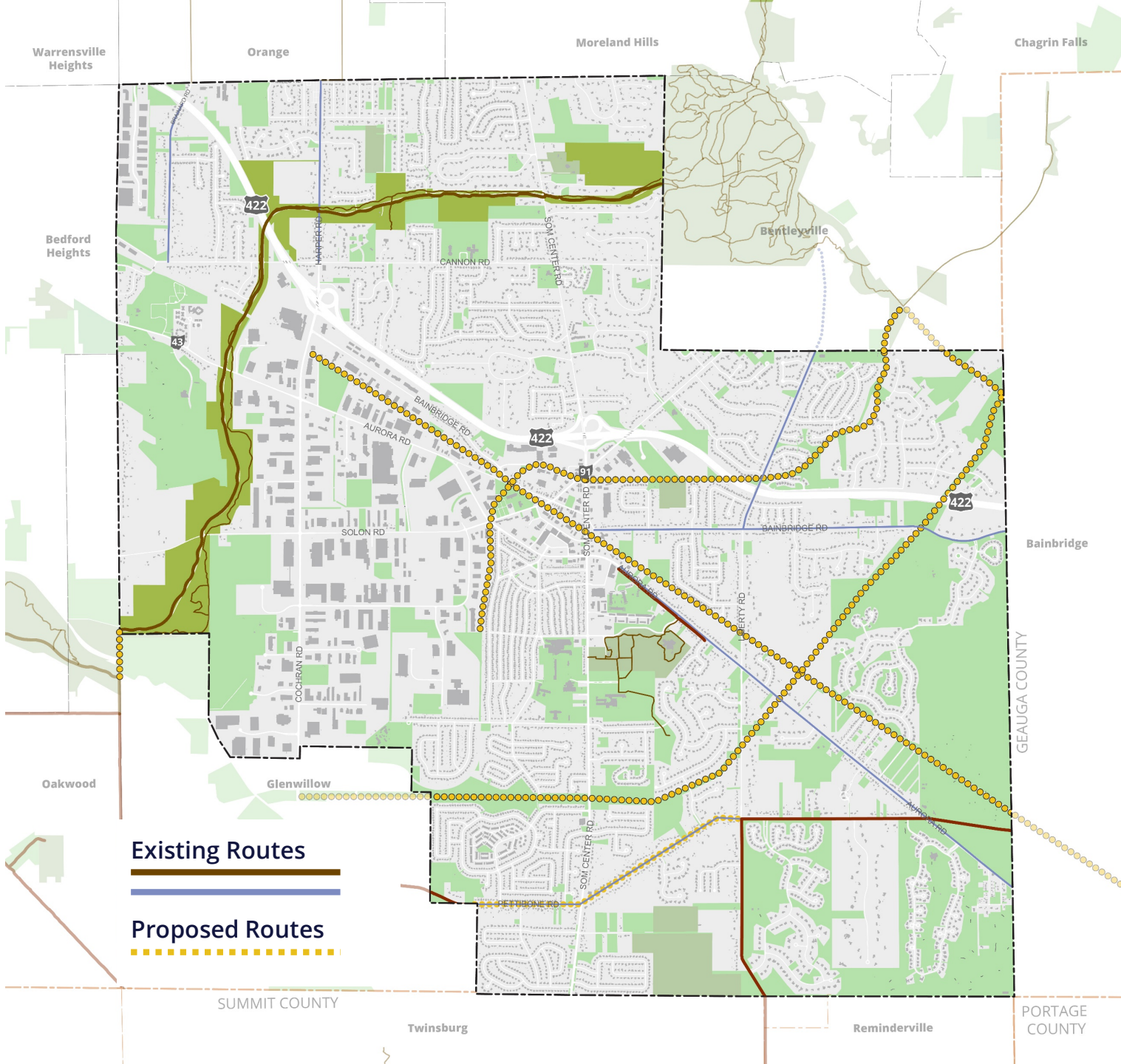
TRANSPORTATION: ANALYSIS

Solon has a valuable existing trail and bike network

Proposed Routes
as Shown on Map
14.34 Miles



Source: County Planning / NOACA



Discovery & Analysis: **Connectivity Analysis**

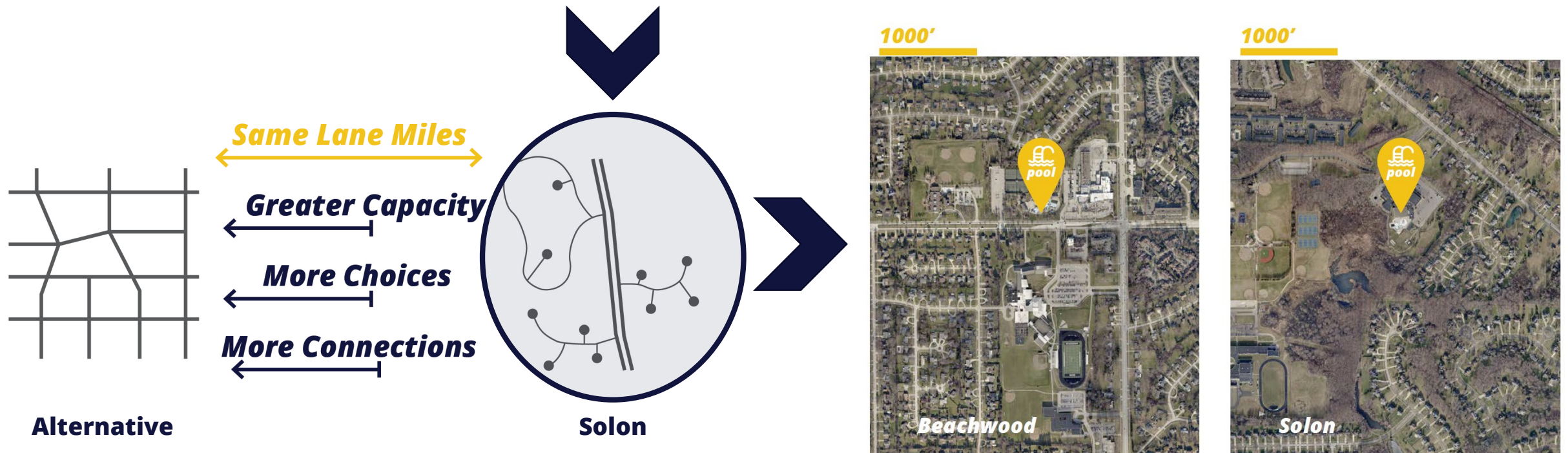
CONNECTIVITY: ANALYSIS

Street Patterns & Connections

Fewer intersections | Less of a grid pattern | More dead ends & cul-de-sacs - (157 in Solon)

Limits capacity, connections, and choices

Measured using a Connectivity Index Score – (number should be as high as possible)

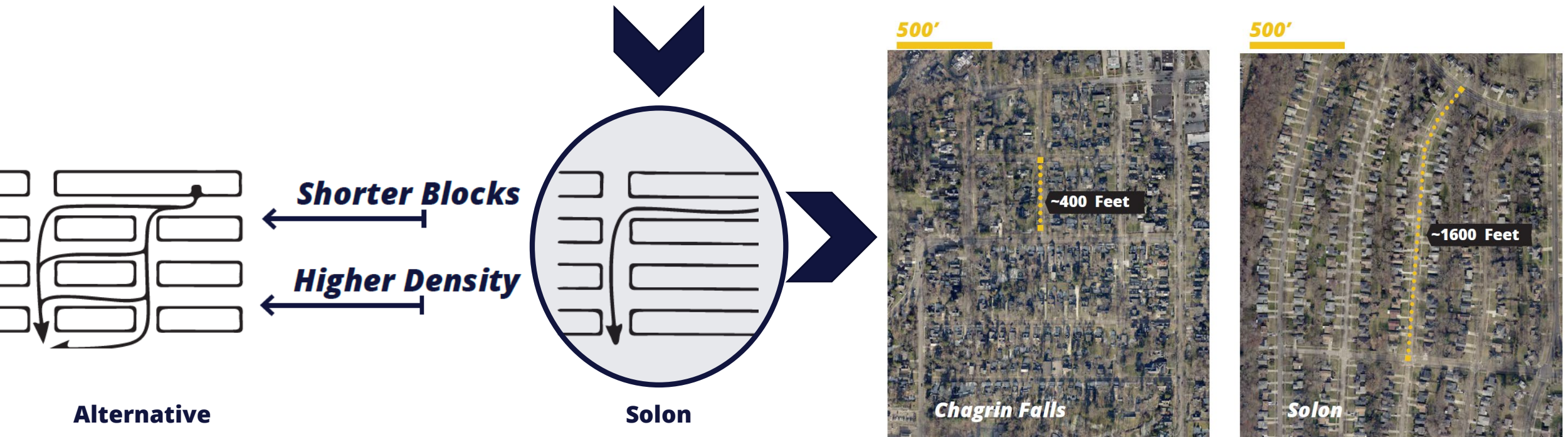


Block Length & Network Density

Block length - the distance between intersections – or distance required to change directions or cross the street safely

This can impact a network's overall Connectivity

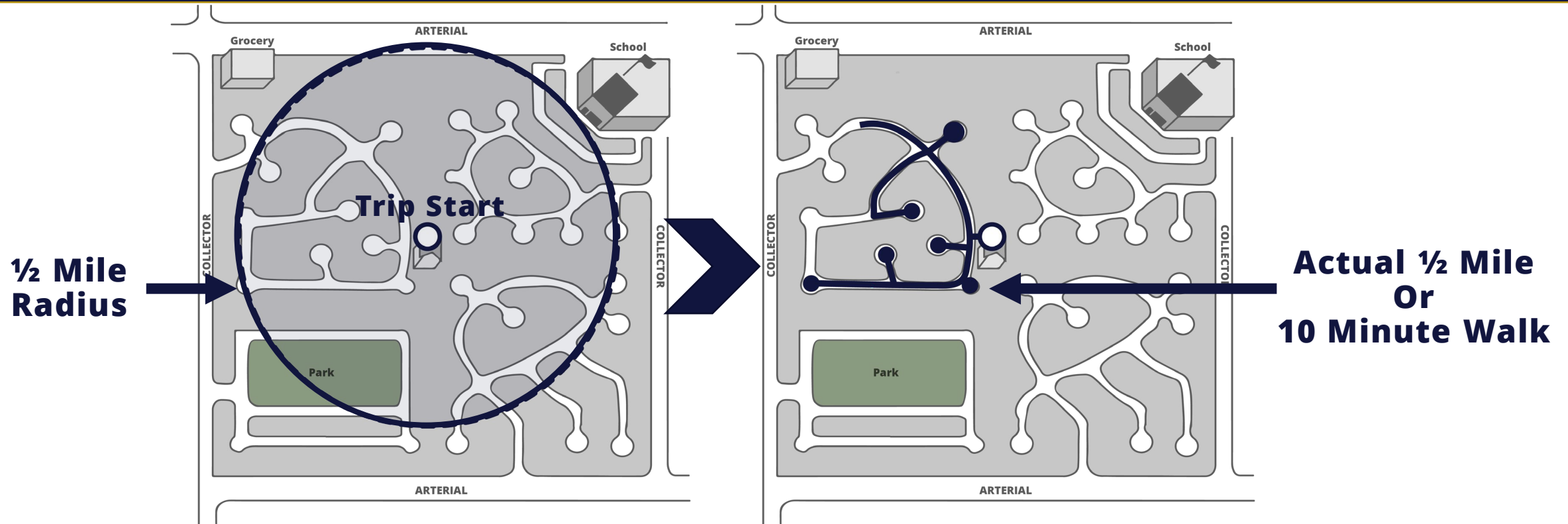
Measured using Intersections Per Square Mile - (number should be as high as possible)



Accessibility

Accessibility recognizes that not all destinations have direct routes because of street patterns or block lengths. Some popular destinations can benefit from a variety of direct multi-modal connections while others might not.

Measured by calculating Travelsheds for preferred mode of Travel – (Car, Walk, Bike, Transit)



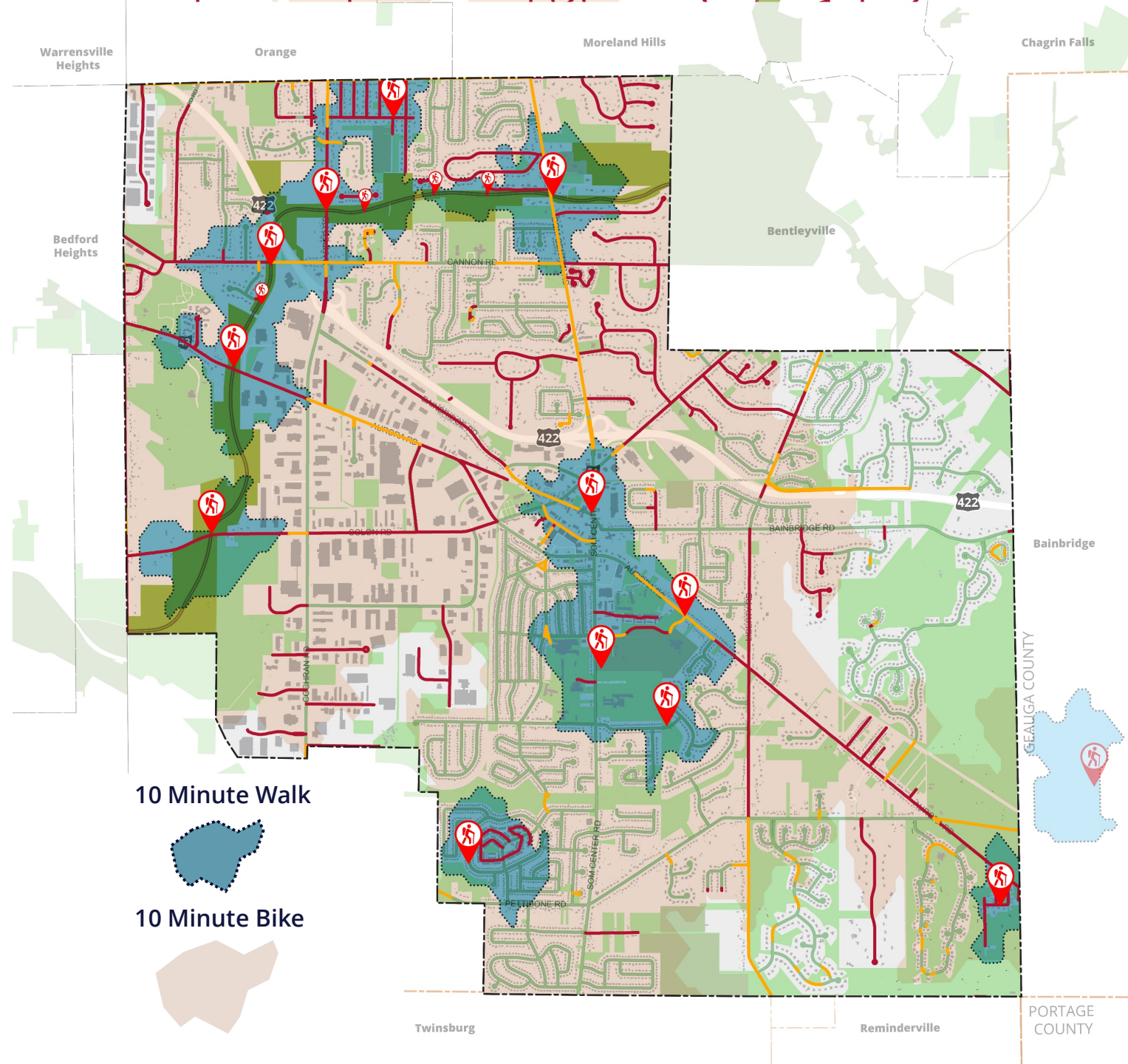
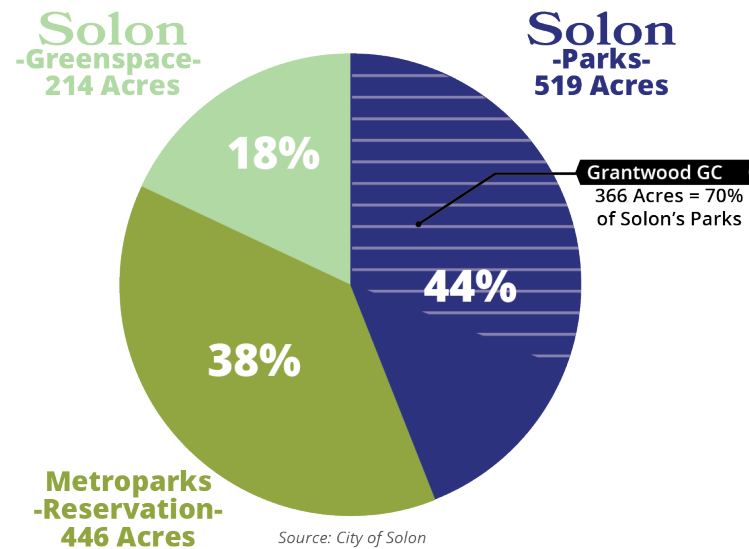
CONNECTIVITY: ANALYSIS

Solon does not have a Safe Routes to School Plan



CONNECTIVITY: ANALYSIS

23% of Residents live within a 10 minute walk to a park
(54% Avg. in US)



Availability, Quality, & Safety

On the ground streets are more than just lines on a map

Each path, corridor, and sidewalk facility offer different environments

Incomplete sidewalk networks, obstructions, pavement condition, and lack of crosswalks can all pose safety risks



CONNECTIVITY: ANALYSIS



11 - Solon

Car-Dependent

Almost all errands require a car



Hudson 11

Westlake 23

Shaker Heights 43

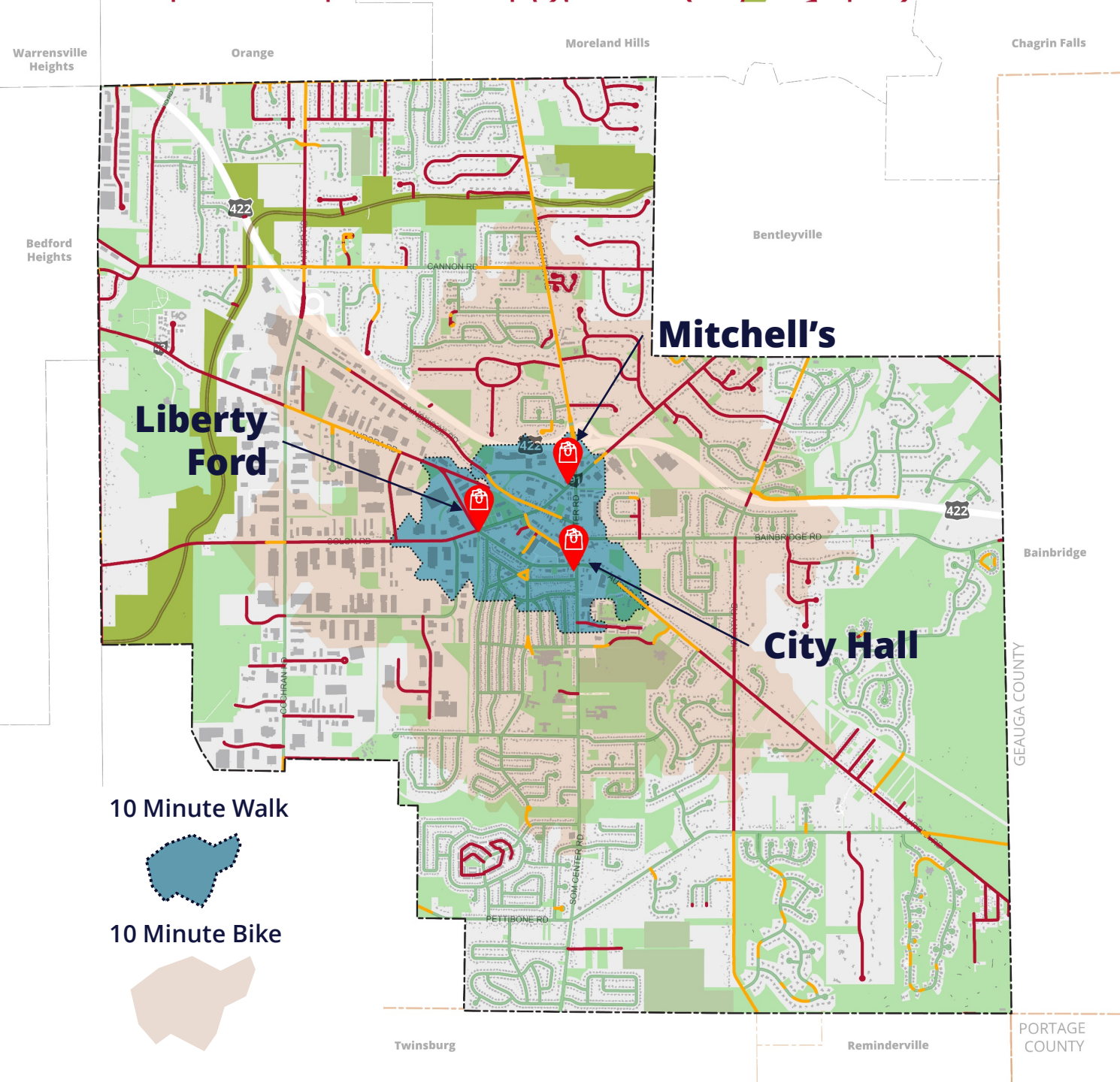
Rocky River 44



48 Downtown Solon

62 Historic Hudson

74 Downtown Chagrin Falls

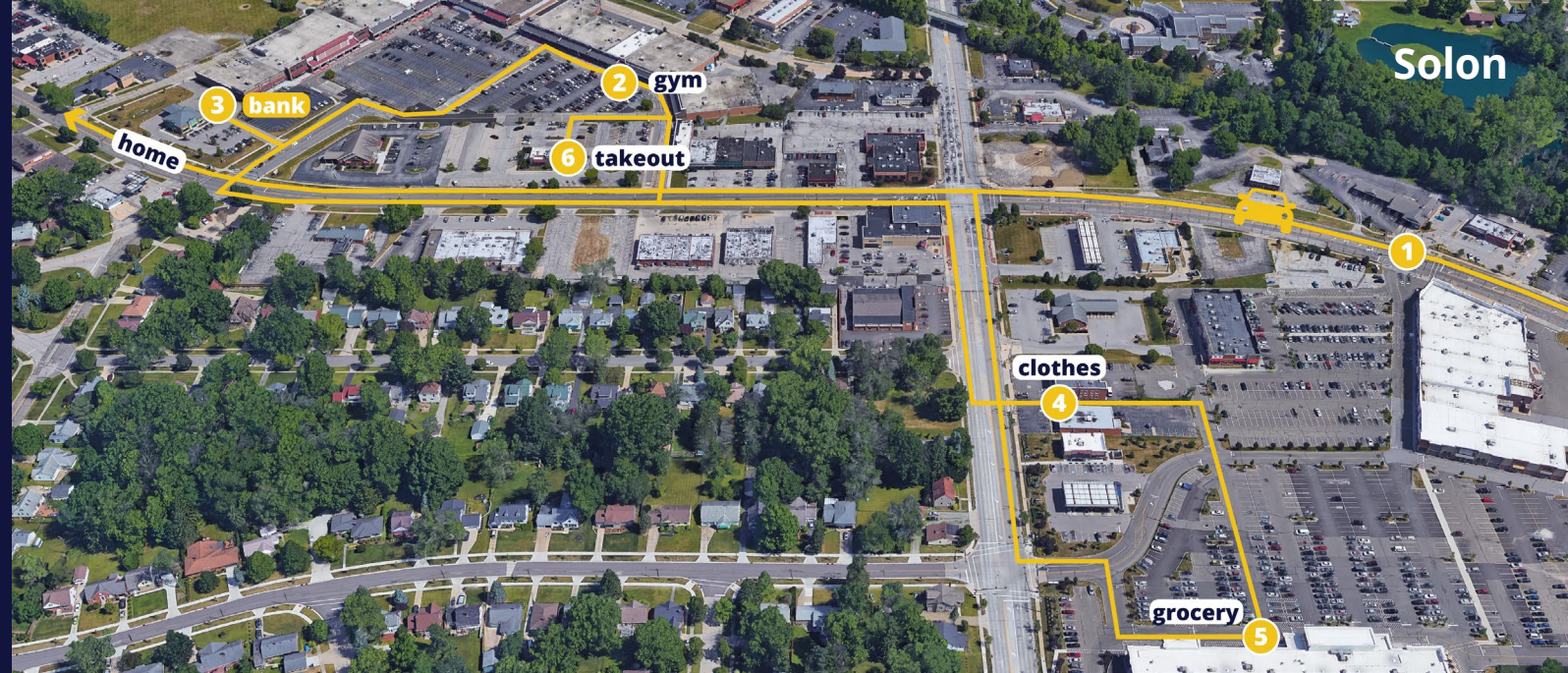


CONNECTIVITY: ANALYSIS

Urban Form

In addition to the roadway network, the way buildings are designed and located can create higher demands for driving and less emphasis on walking.

What is built, where it is built, and how it is built can affect how safe it feels to walk or bike.

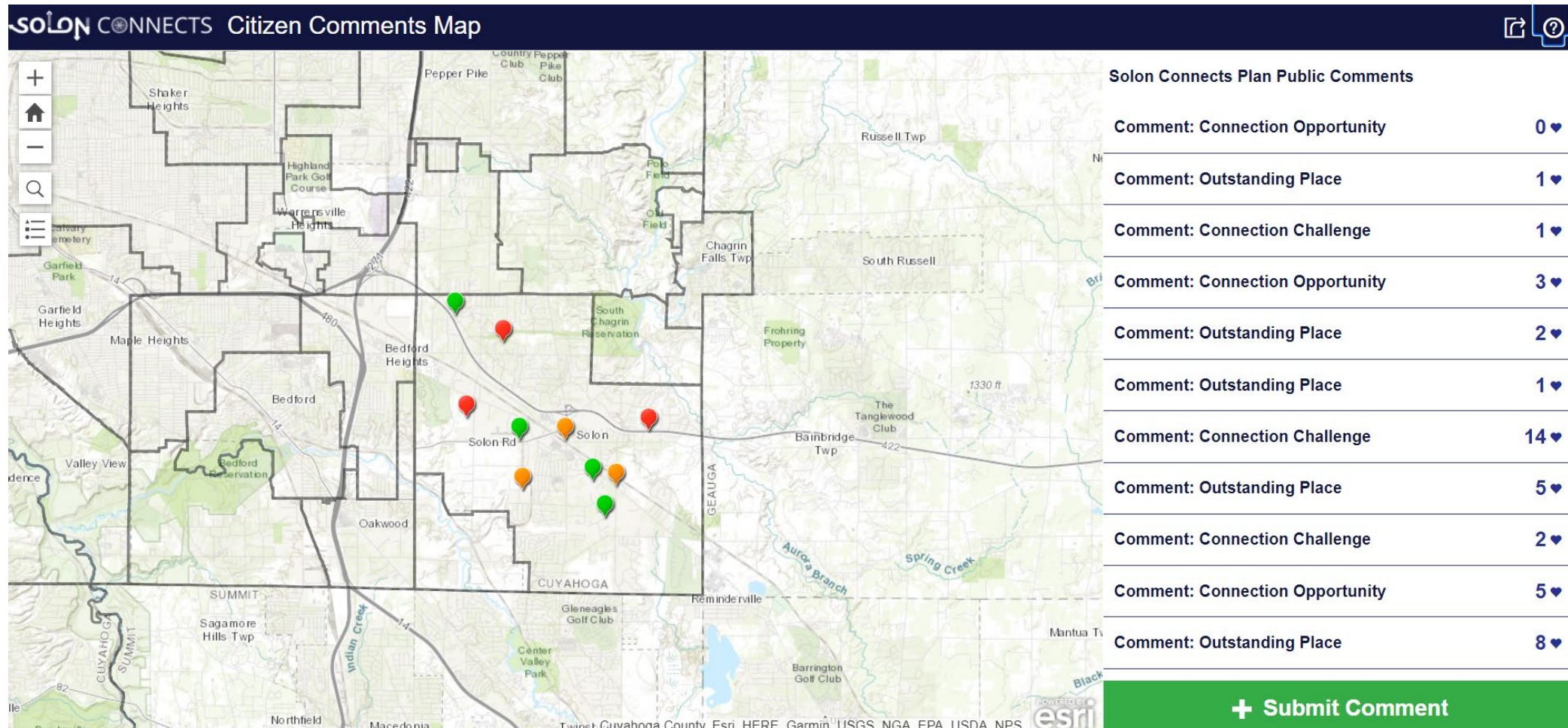


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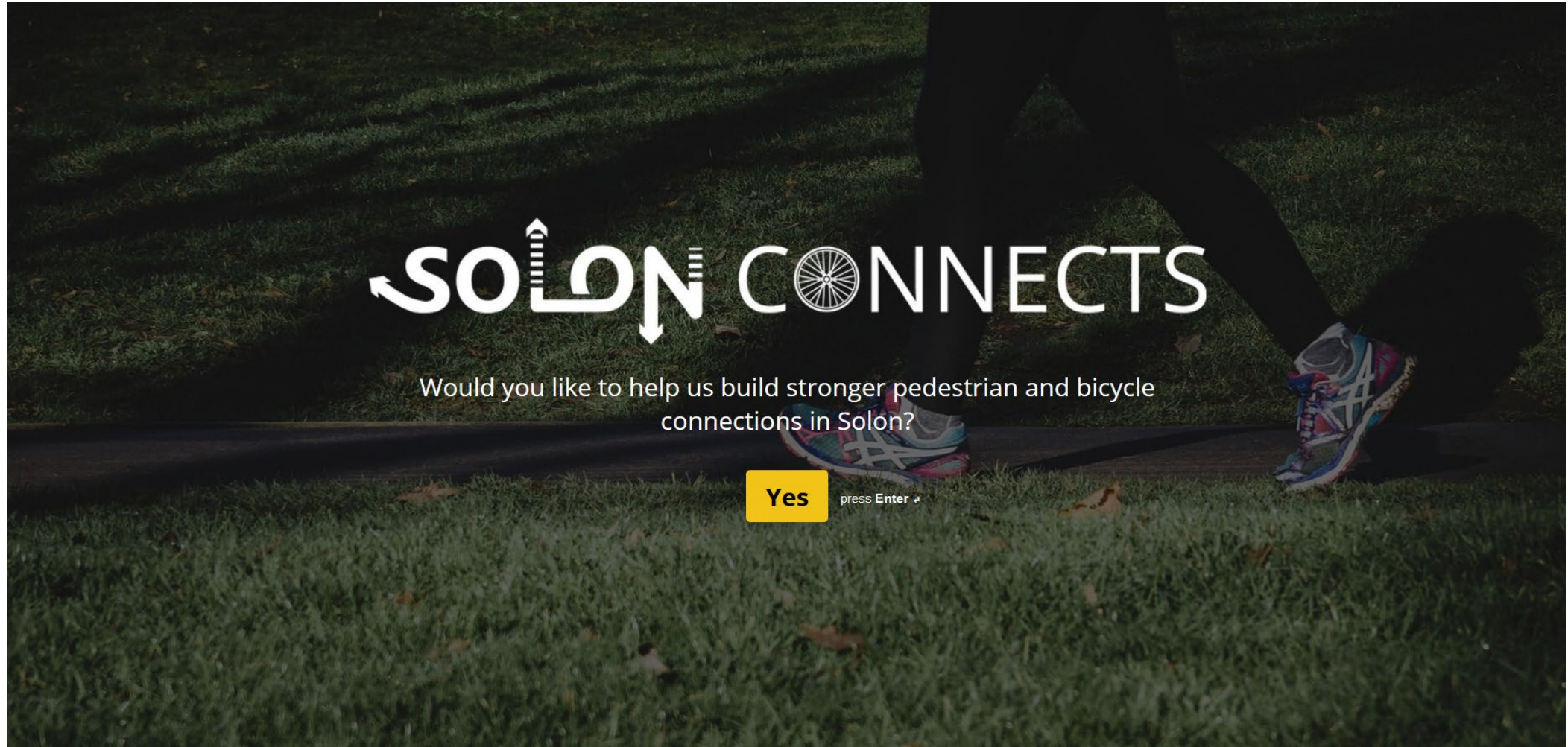
Next Steps & Gathering Feedback

GATHERING FEEDBACK: CITIZEN COMMENT MAP

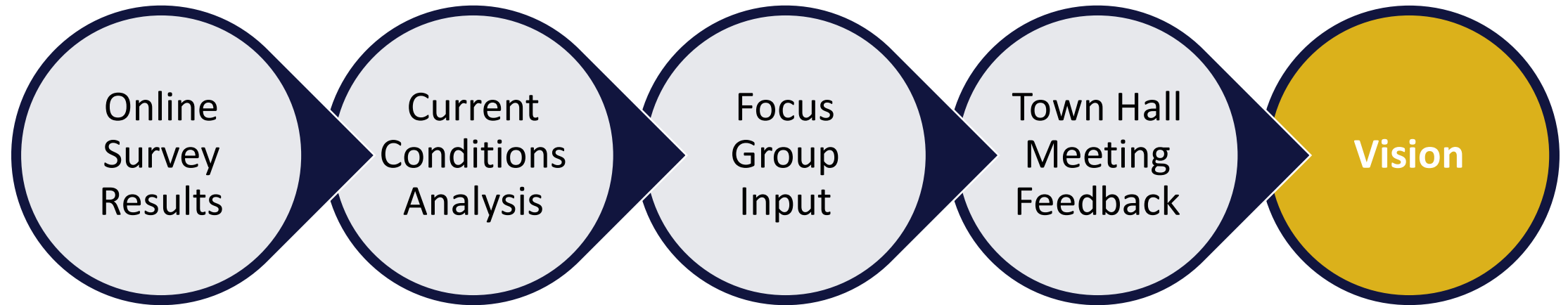


GATHERING FEEDBACK: **ONLINE SURVEY**


<https://countyplanning.us/soloninput>



NEXT STEPS: COMMUNITY VISION




NEXT STEPS: STAY UP TO DATE



Cuyahoga County
Planning Commission

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SOLON CONNECTS



HOME ▾PROJECTS ▾SOLON CONNECTS


The City of Solon's Connectivity Master Plan is a vision to create a unified network of safe, convenient, affordable, and accessible multi-modal connections that offer recreational opportunities and alternative options for getting around the community, elevating the health, well-being, economic activity, and mobility options for all residents in the community.

PROJECT DETAILS

CATEGORIES:

Master Plan, Solon, Transportation

SERVICES:



www.CountyPlanning.us/SolonConnects

We will now take a few minutes to answer some questions from the public.

THANK YOU!



County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE

