

Thank you for attending!

SOLON CONNECTS

TONIGHTS AGENDA

1. **Background & Overview**
2. **Planning Process & Results**
3. **Recommendations**
4. **Next Steps**
5. **Q + A**



TONIGHTS GOAL:

TO PROVIDE INFORMATION ON POTENTIAL RECOMMENDATIONS FOUND IN THE SOLON CONNECTS PLAN

Mary Cierebiej, AICP
Executive Director



County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE

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Planner

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Planning Intern

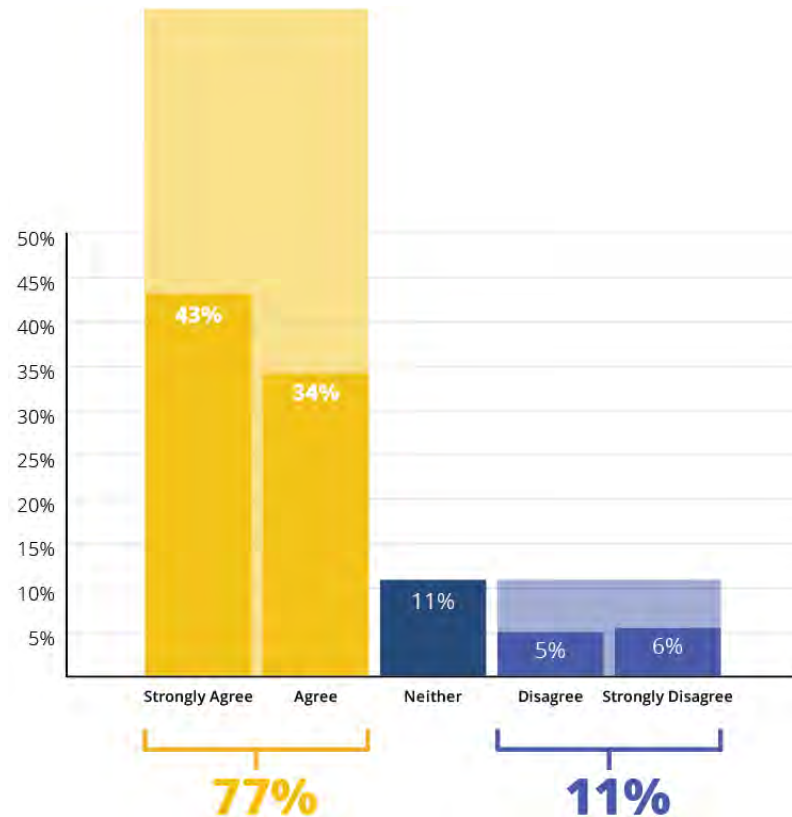
OUR ORGANIZATION



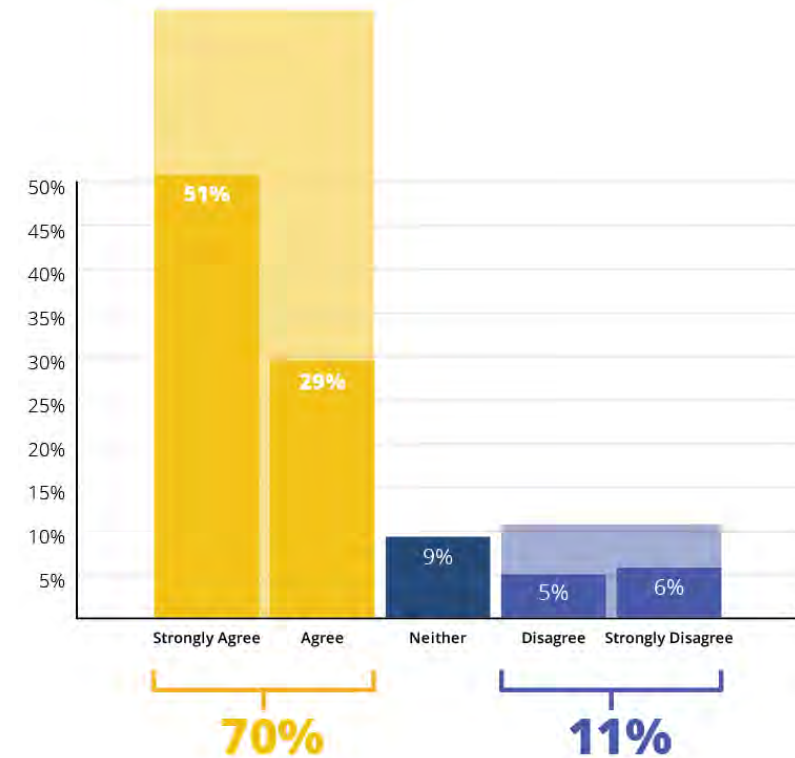
THE **CUYAHOGA COUNTY PLANNING COMMISSION** IS A PUBLIC AGENCY THAT PROVIDES PROFESSIONAL PLANNING SERVICES TO MUNICIPALITIES OF CUYAHOGA COUNTY.

WHY CONNECTIVITY?

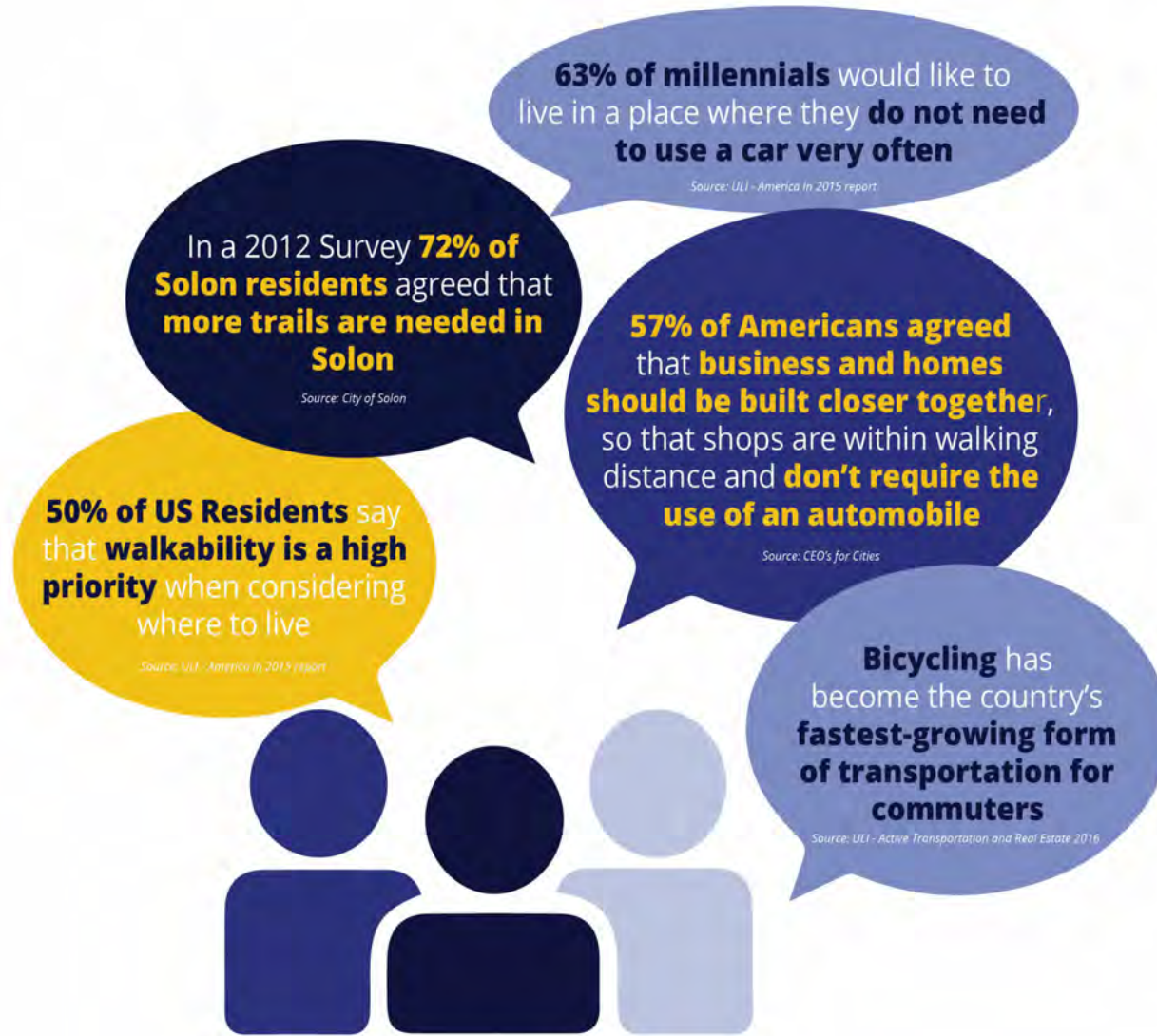
“It is important Solon focus on being a bike/pedestrian friendly community.”



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



WHY CONNECTIVITY?



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"

PLANNING PROCESS

Future

4. IMPLEMENTATION STRATEGIES



WE ARE HERE



SOLO  **CONNECTS**

Community Survey

Virtual Town Hall #1



1. DISCOVERY & ANALYSIS



2. VISION & OBJECTIVES



3. RECOMMENDATIONS

COMPLETED PLAN

Completed

Current

ANALYSIS | WHAT WE REVIEWED

LAND USE & REAL ESTATE

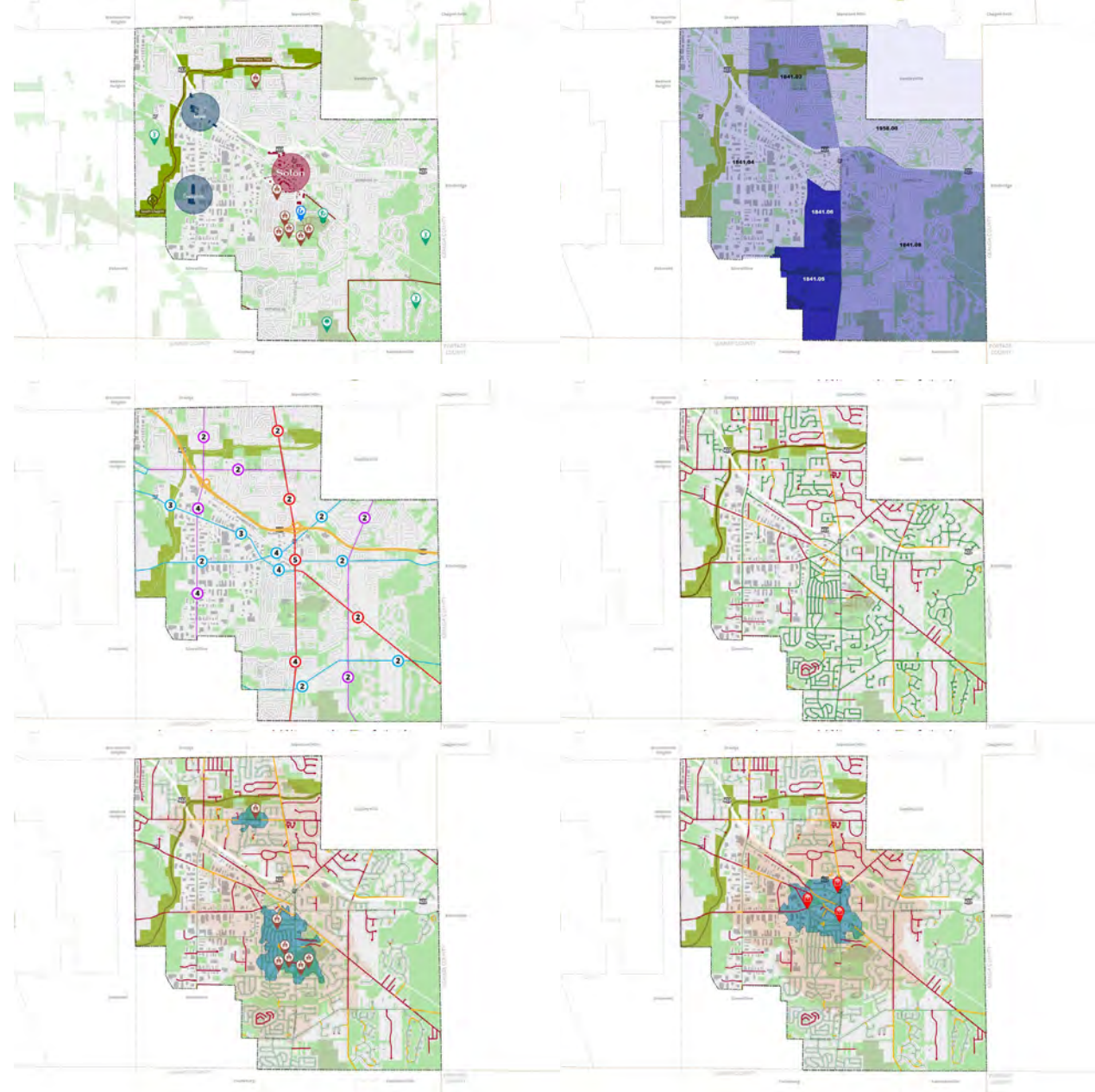
- Population Density
- Jobs
- Zoning

MOBILITY & TRANSPORTATION

- Roadway Networks
- Traffic Counts, Speed, & Crashes
- Transit Access
- Bike & Sidewalk Networks

CONNECTIVITY

- Street Patterns & Connections
- Block Length & Network Density
- Travelsheds & Accessibility
- Urban Form



EXISTING CONDITIONS EVALUATION

DISCOVERY | ENGAGEMENT OPPORTUNITIES

ENGAGEMENT TRACKER

ONLINE SURVEY #1

- 750+ Responses

VIRTUAL TOWN HALL

- Online Survey – 225+ Responses
- Online Mapping – 130+ Points

FOCUS GROUPS

- 4+ Meetings & 50 Survey Responses

**OVER 1000+
SURVEY RESPONSES & COMMENTS**

GETTING TO KNOW THE COMMUNITY

SOLON CONNECTS

VIRTUAL TOWN HALL

AUGUST 20TH @ 6:00PM

LIVE [youtube.com/user/solonohiogovchannel](https://www.youtube.com/user/solonohiogovchannel)

SOLON CONNECTS

Would you like to help us build stronger pedestrian and bicycle connections in Solon?

Yes

SCAN ME!

VISION

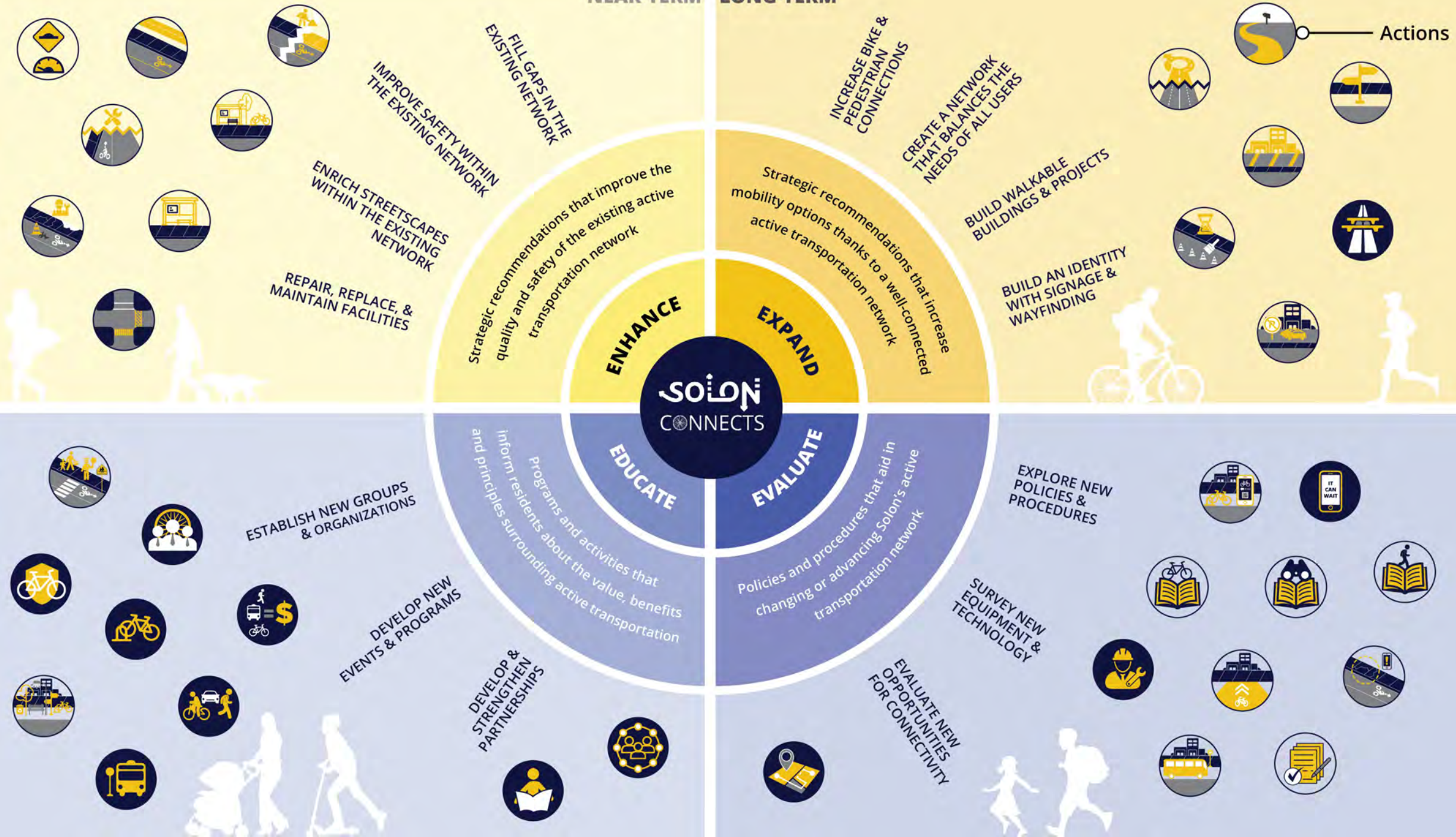
The intent of the 'Solon Connects' Plan is simple: **build safer and stronger pedestrian and bicycle connections** between existing civic, commercial, and open space assets **to create safe and beneficial active transportation options for everyone.**

NEAR-TERM

LONG-TERM

PHYSICAL IMPROVEMENTS

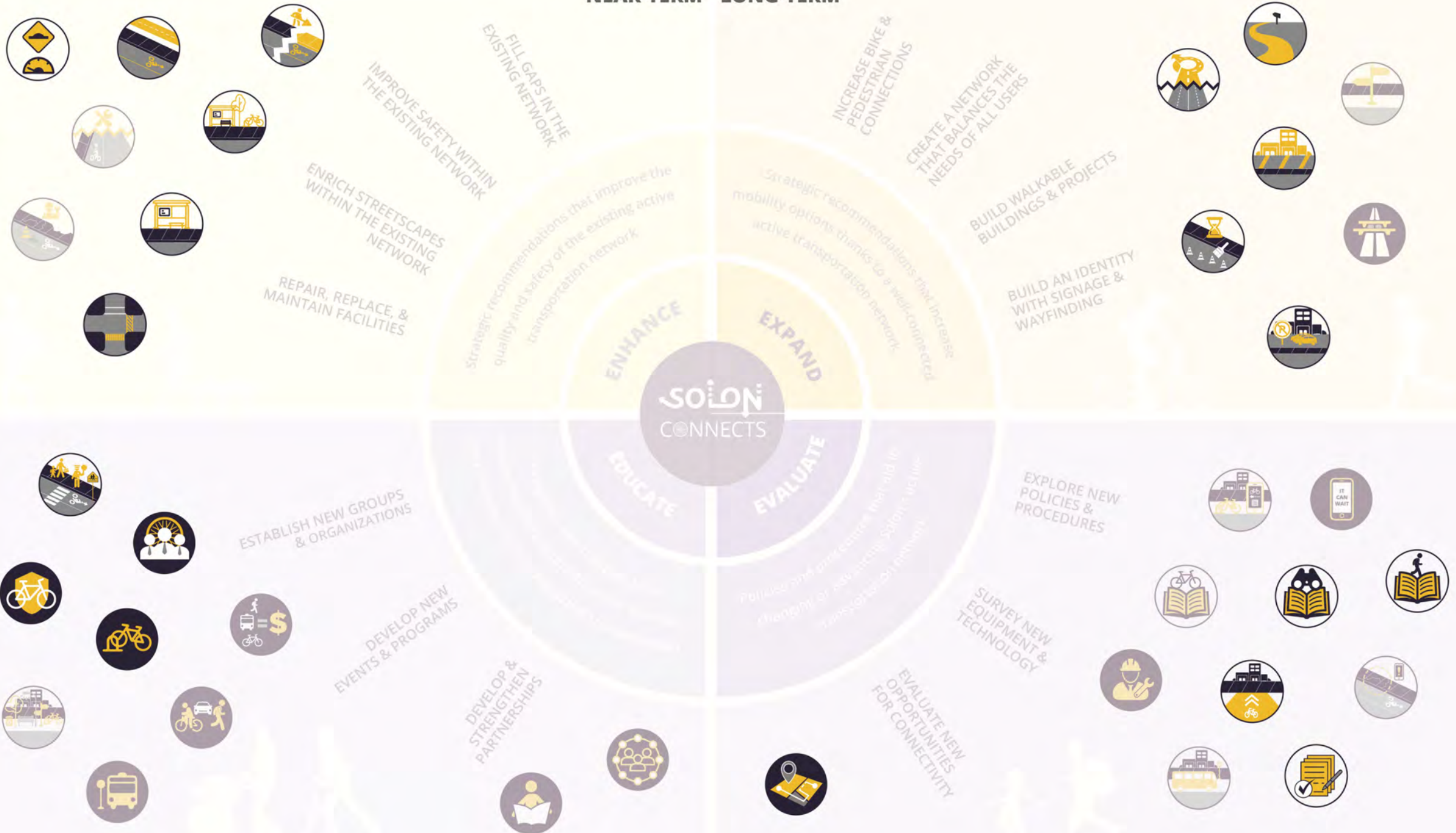
POLICIES & PROGRAMS



NEAR-TERM LONG-TERM

PHYSICAL IMPROVEMENTS

POLICIES & PROGRAMS



EXISTING CONDITIONS



SIDEWALKS



SIDEWALK PRIORITIES



High Speed Limits



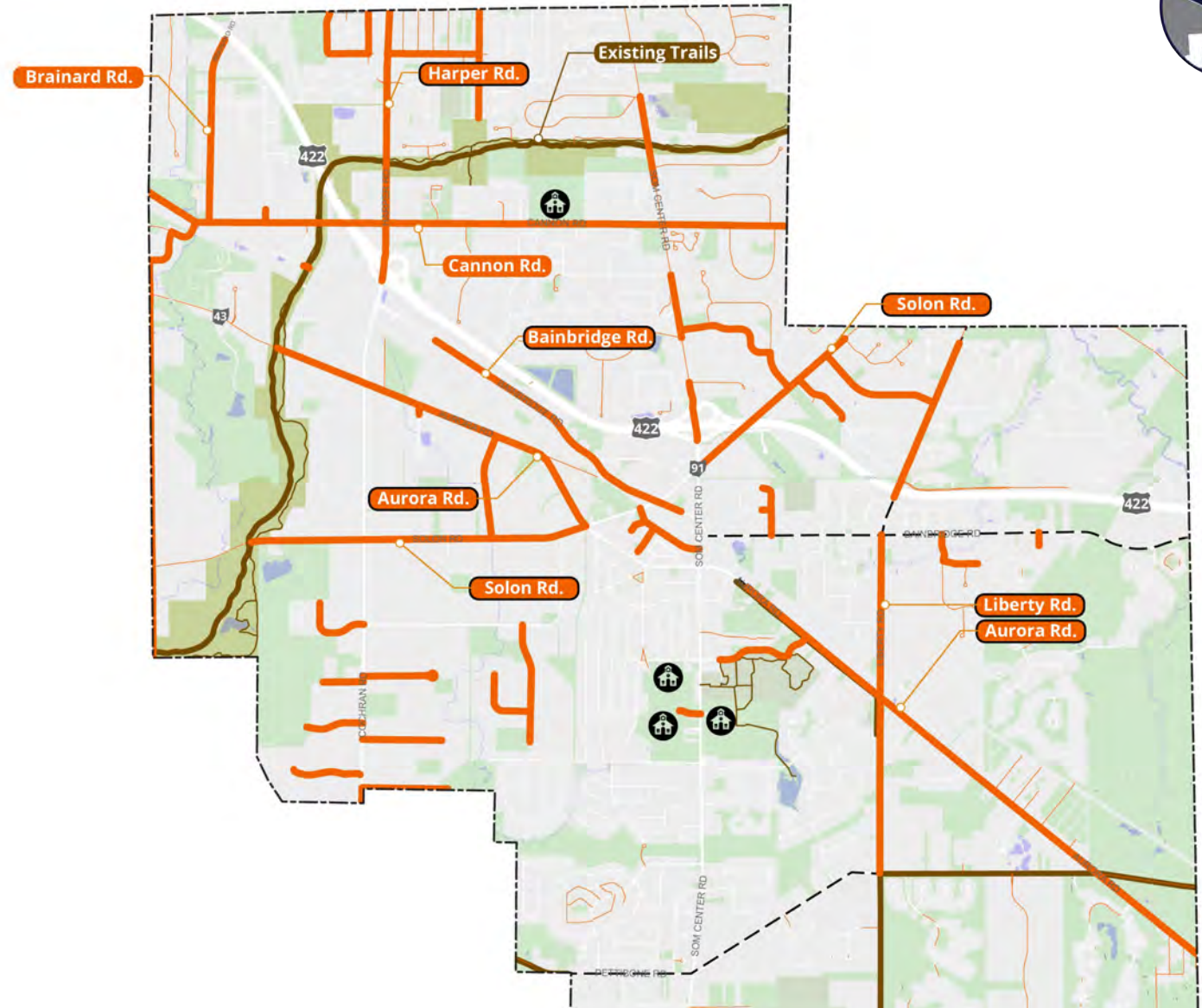
Transit & Job Access



Schools & Community Facilities



Community Identified



ADD **SIDEWALKS** IN PRIORITY NETWORK

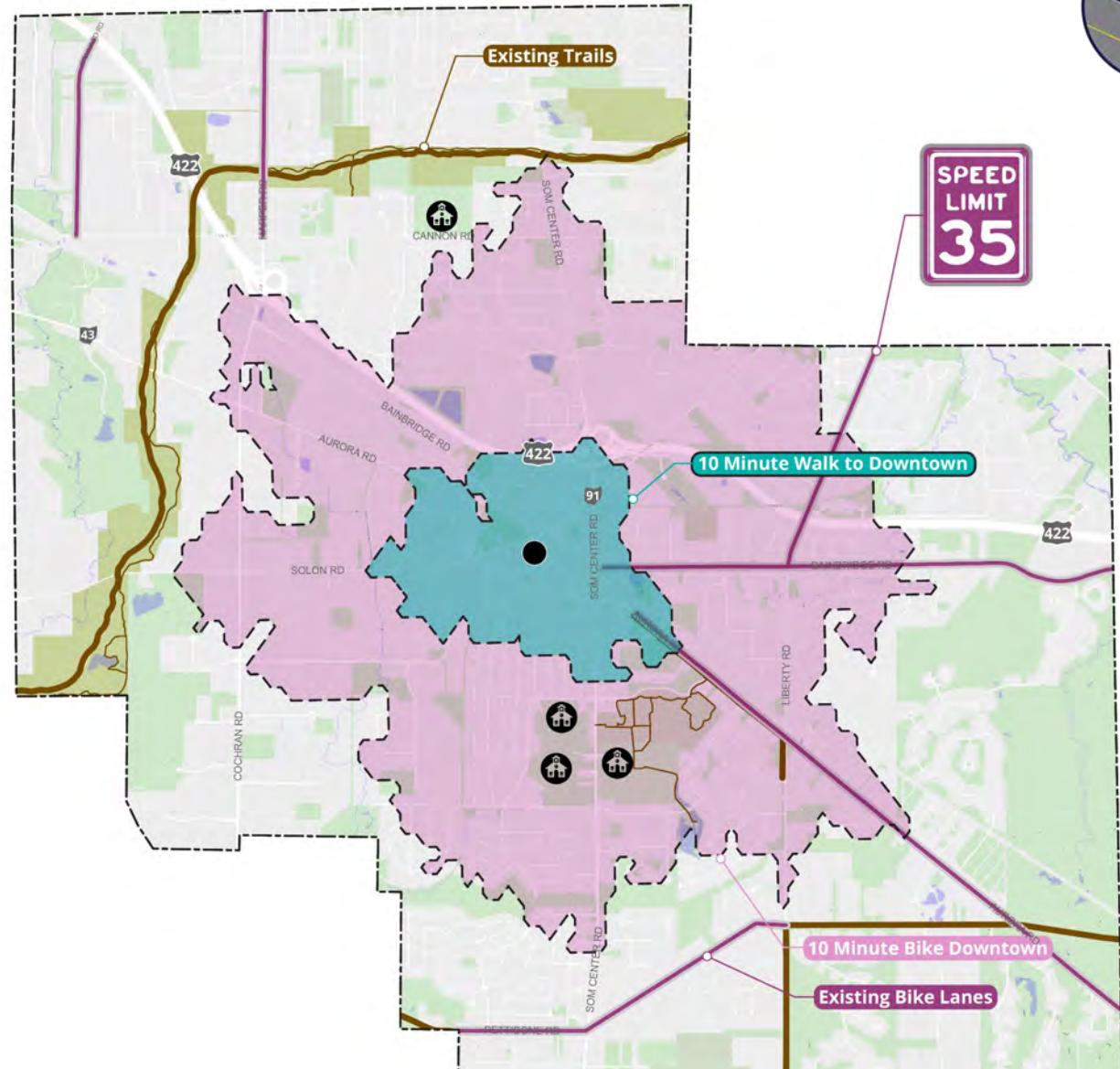
BIKE FACILITIES

10 Minute Walk = ½ Mile

10 Minute Bike Ride = 2 Miles

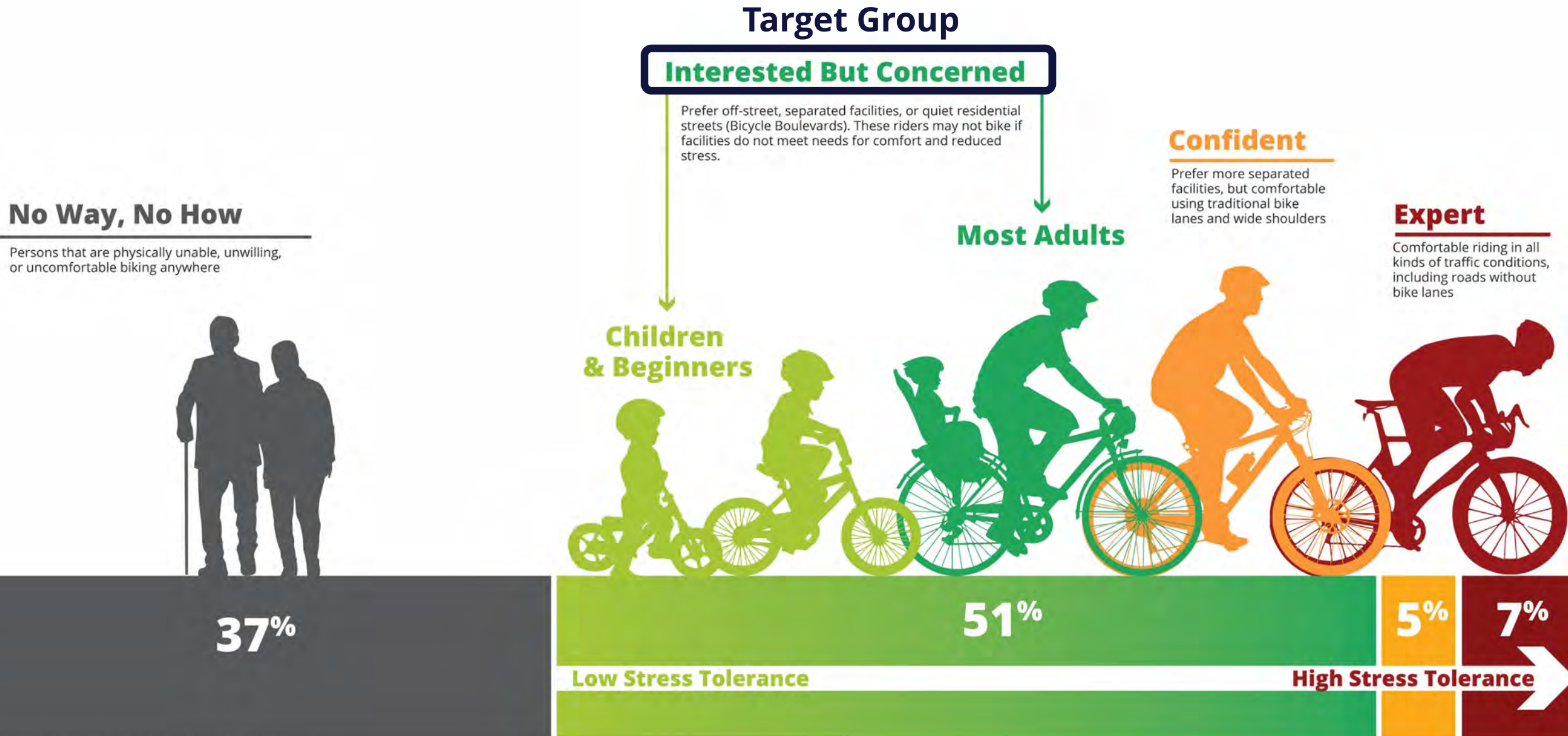
45% percent of all vehicle trips in the United States are 3 miles or less

CAN WE CONVERT THESE CAR TRIPS INTO BIKE TRIPS IN SOLON?



EXISTING BIKE LANES ARE PRIMARILY LOCATED ON 35 MPH STREETS

BIKE FACILITIES | NATIONAL SURVEY ON TYPES OF CYCLISTS



BIKE FACILITIES | TYPICAL BIKE NETWORKS



Children & Beginners



Most Adults



Confident



Expert

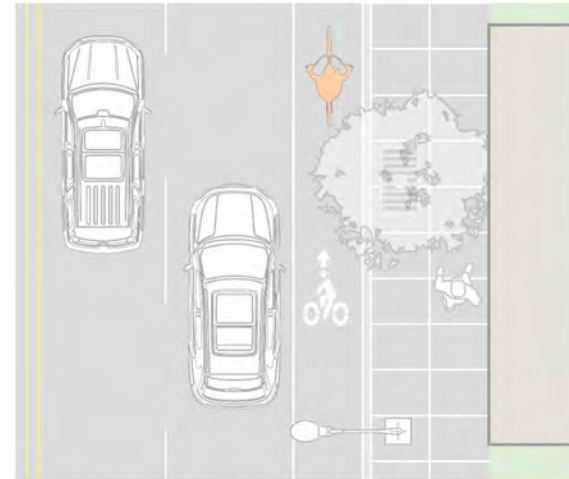
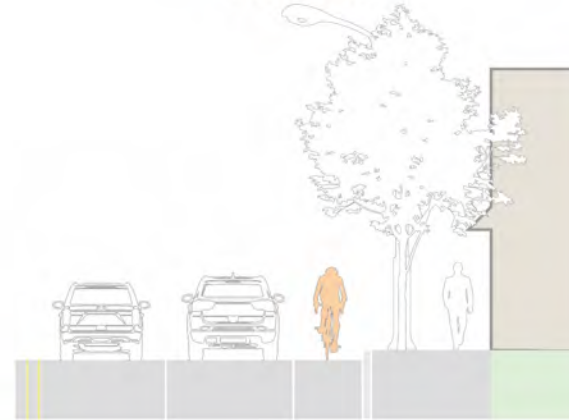
All Ages & Abilities Network



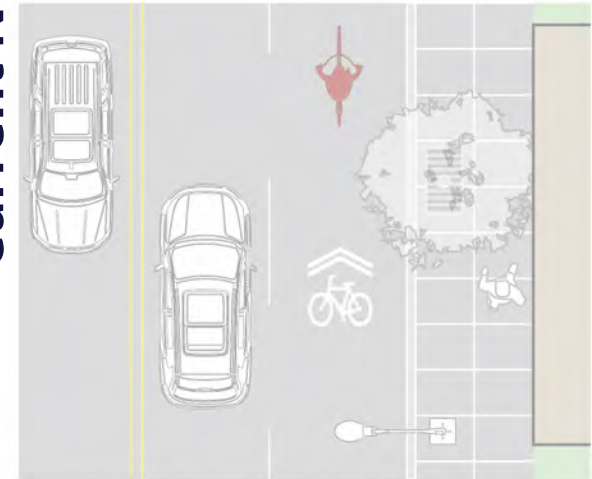
Multi-use trails, sidepaths and Bike Boulevards



Protected or buffered bike lanes



Conventional bike lanes or paved shoulders



Riding with traffic, no bike lane

Current Network

Physical Separation*

LTS 1

Physical Separation

LTS 2

Visual Separation

LTS 3

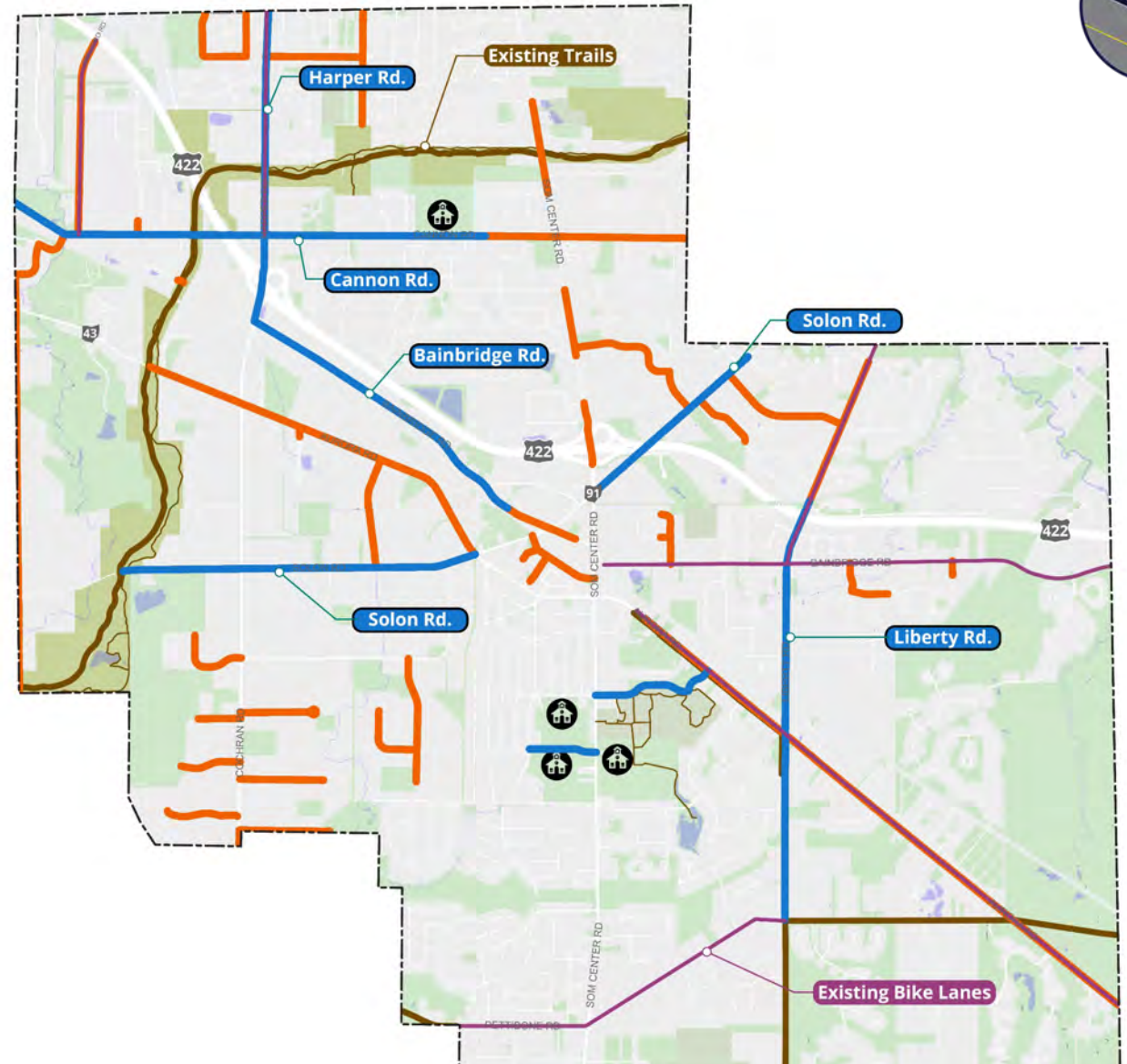
No Separation

LTS 4



*Bike Boulevards are not physically separated but qualify as a low stress facility

BIKE FACILITIES | **SIDEPATHS**



STRATEGIC CONVERSION OF PROPOSED **SIDEWALKS** TO **SIDEPATHS**

BIKE FACILITIES | BICYCLE BOULEVARDS



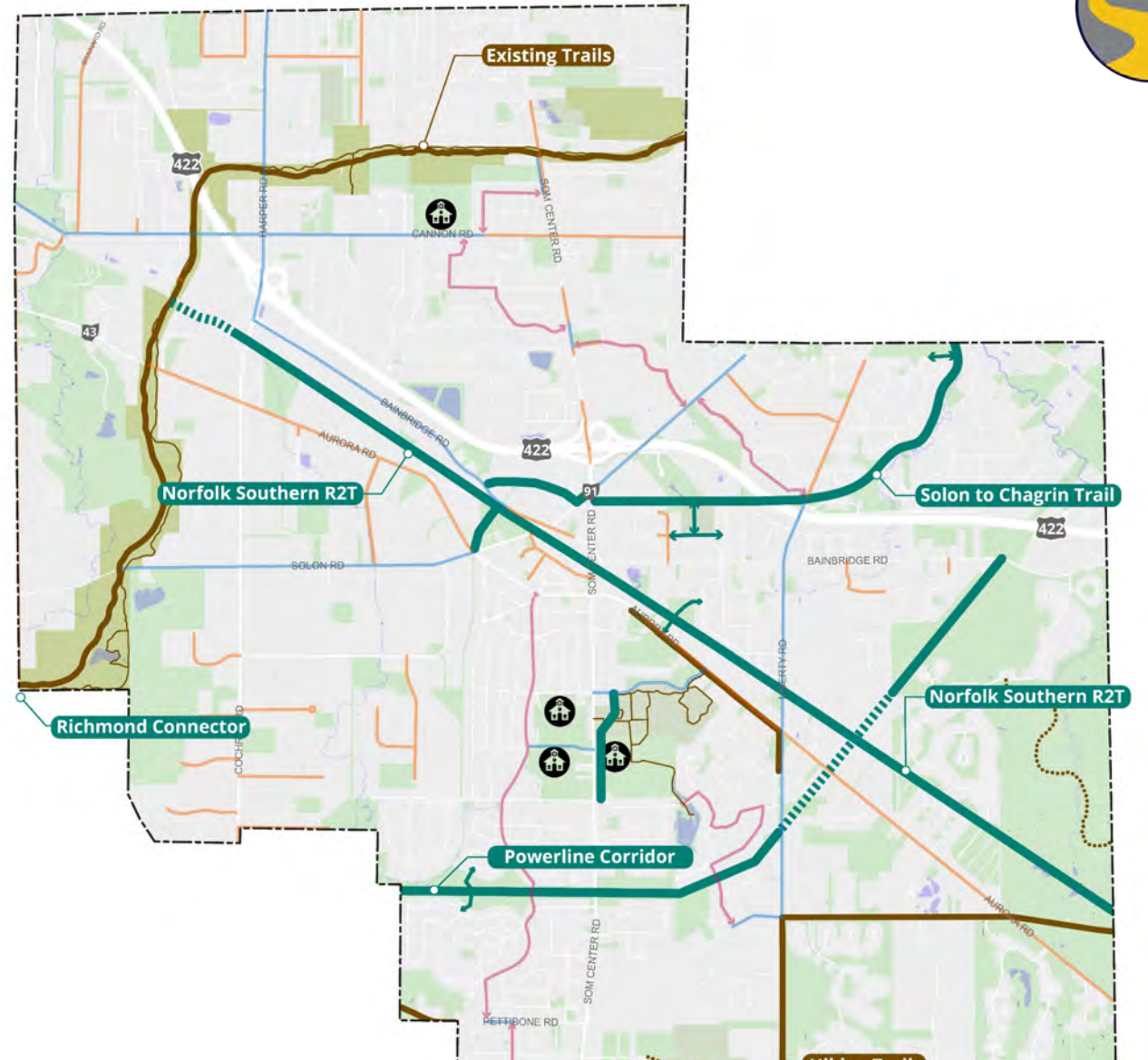
CREATE LOW STRESS **BICYCLE BOULEVARDS** ON KEY RESIDENTIAL STREETS



ROUTE	LENGTH	BIKE TIME	SPEED LIMIT	TRAFFIC	FACILITY TYPE	ALL AGES & ABILITIES
Bike Blvd A	2.2 Miles	11 Minutes	25 mph	Low	Bicycle Blvd.	Yes
SOM Center	2 Miles	10 Minutes	35 mph	High >16,000 Daily	None (With Traffic)	No

BICYCLE BOULEVARDS CAN PROVIDE A SAFE, QUICK, AND LOW COST ALTERNATIVE

TRAILS



UTILIZE VACANT RAIL CORRIDORS AND OTHER AVAILABLE LAND TO ADD **MULTI-USE TRAILS**

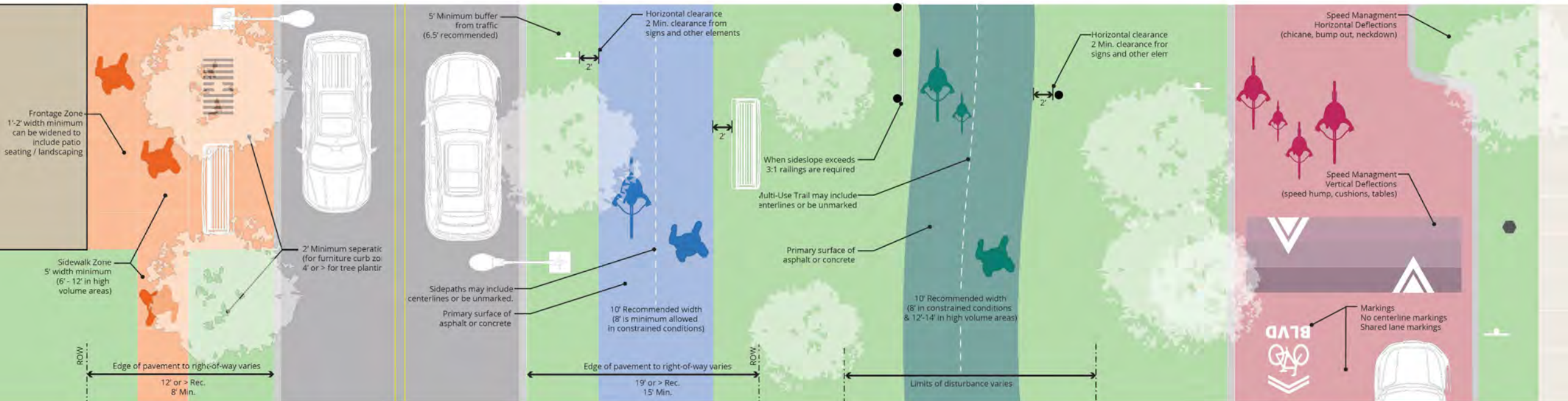
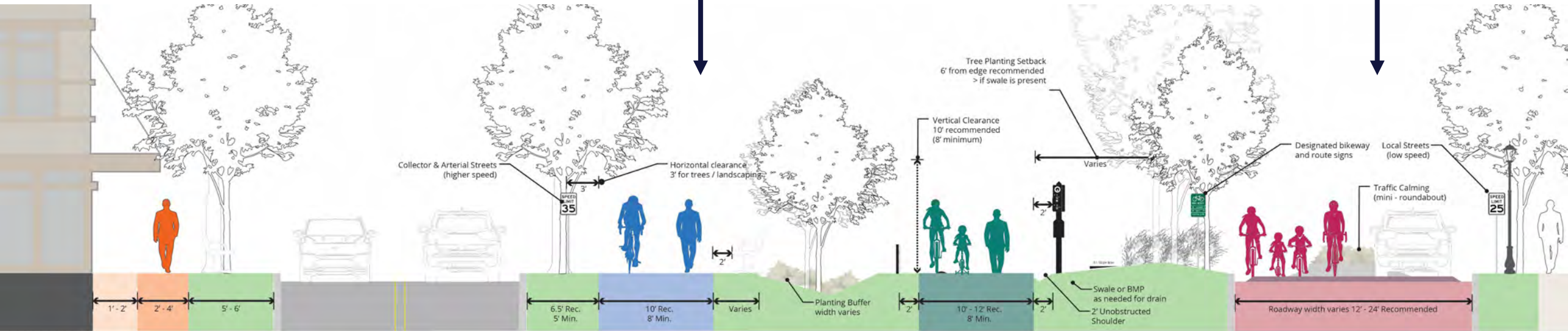


ROUTE	LENGTH	BIKE TIME	WALK TIME	STREET CROSSINGS	FACILITY TYPE	MISSING SIDEWALK
Trail	2 Miles	12 Minutes	40 Minutes	1 (Mid-Block)	Multi-Use Trail	No
Route - A	3.2 Miles	17 Minutes	60 Minutes	10	Mixed (Sidewalk & Bike Lanes)	Yes

TRAILS CAN PROVIDE A SAFER AND MORE DIRECT ROUTE THAN THE EXISTING STREET NETWORK

PROPOSED NETWORK | TYPOLOGIES

All Ages & Abilities Facilities



SIDEWALKS

SIDEPATHS

MULTI-USE TRAILS

BICYCLE BOULEVARDS

PROPOSED PRIORITY NETWORK | LOCATION

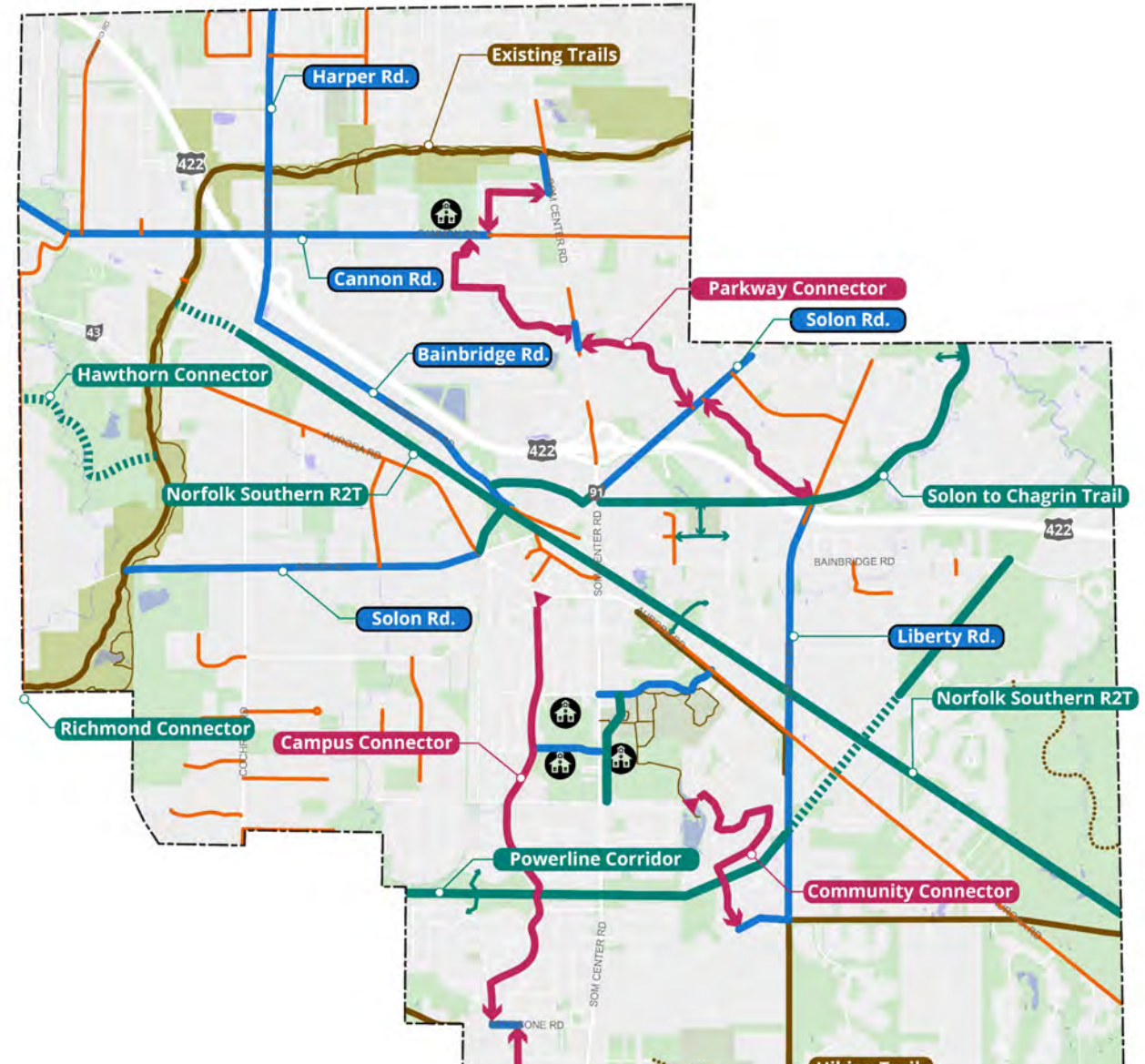
59 Miles of New Facilities:

~26 Miles of Priority Sidewalks

~12 Miles of Sidepaths

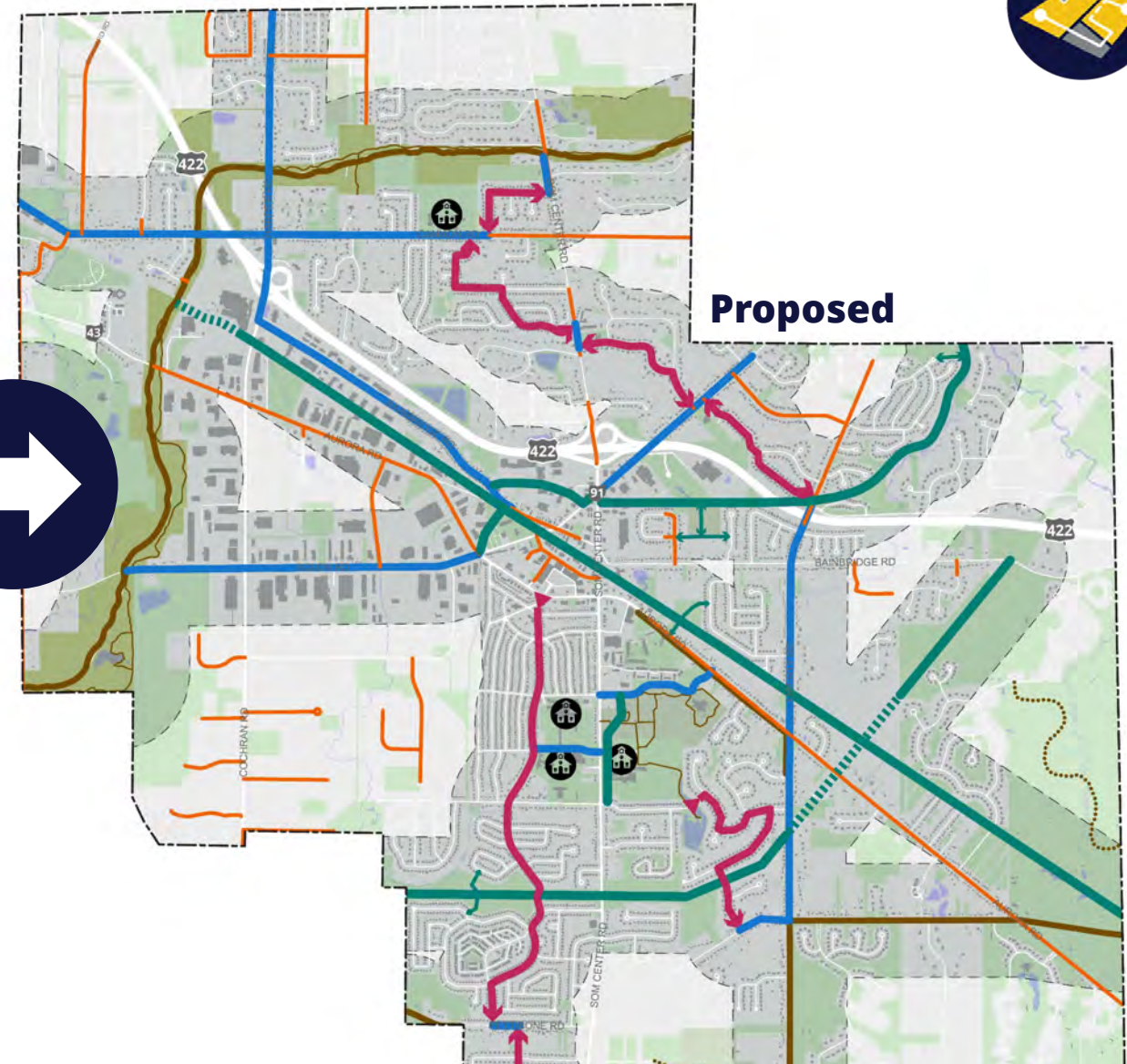
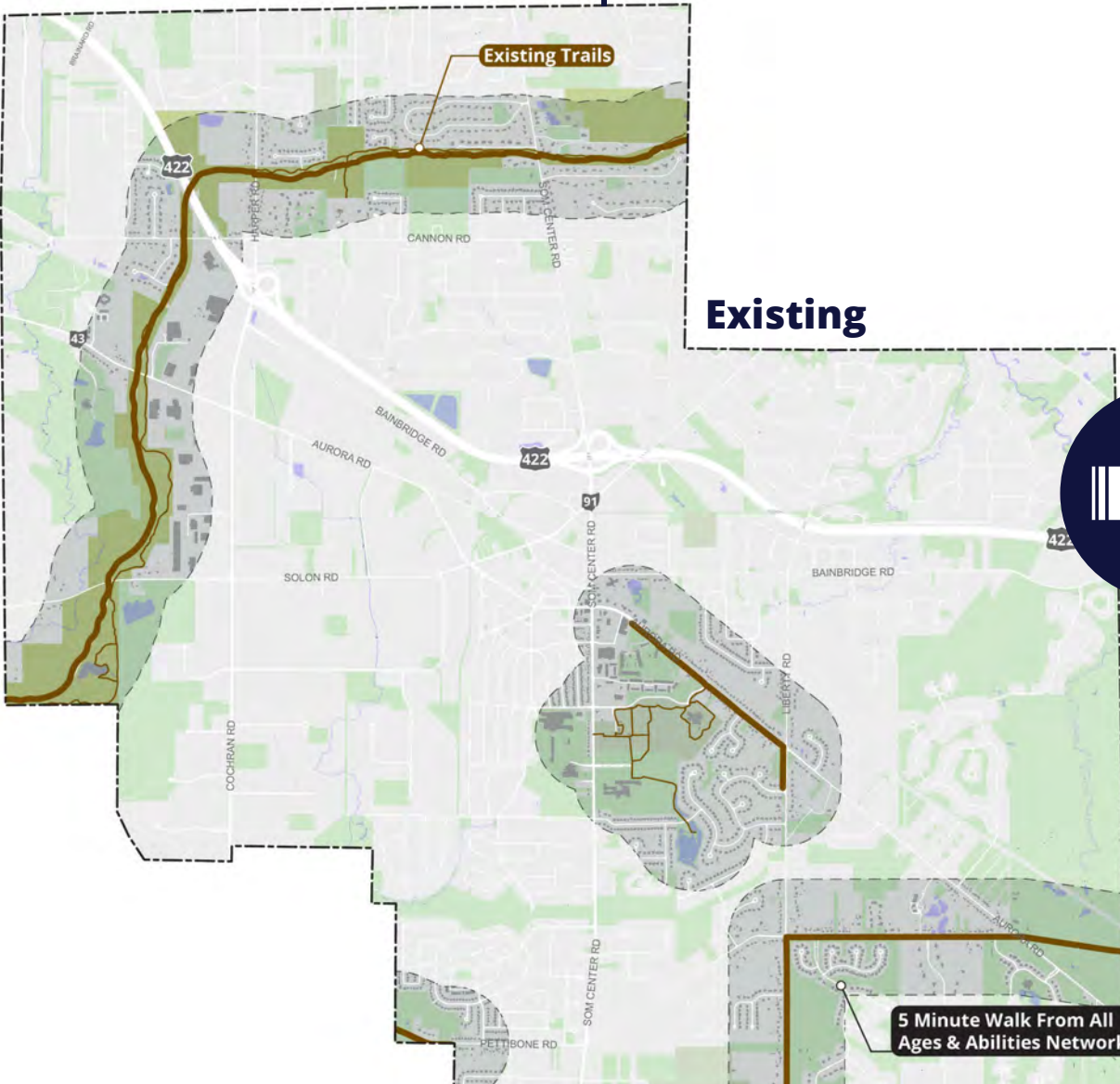
~ 8 Miles of Bike Boulevards

~13 Miles of Additional Off-Street Trails



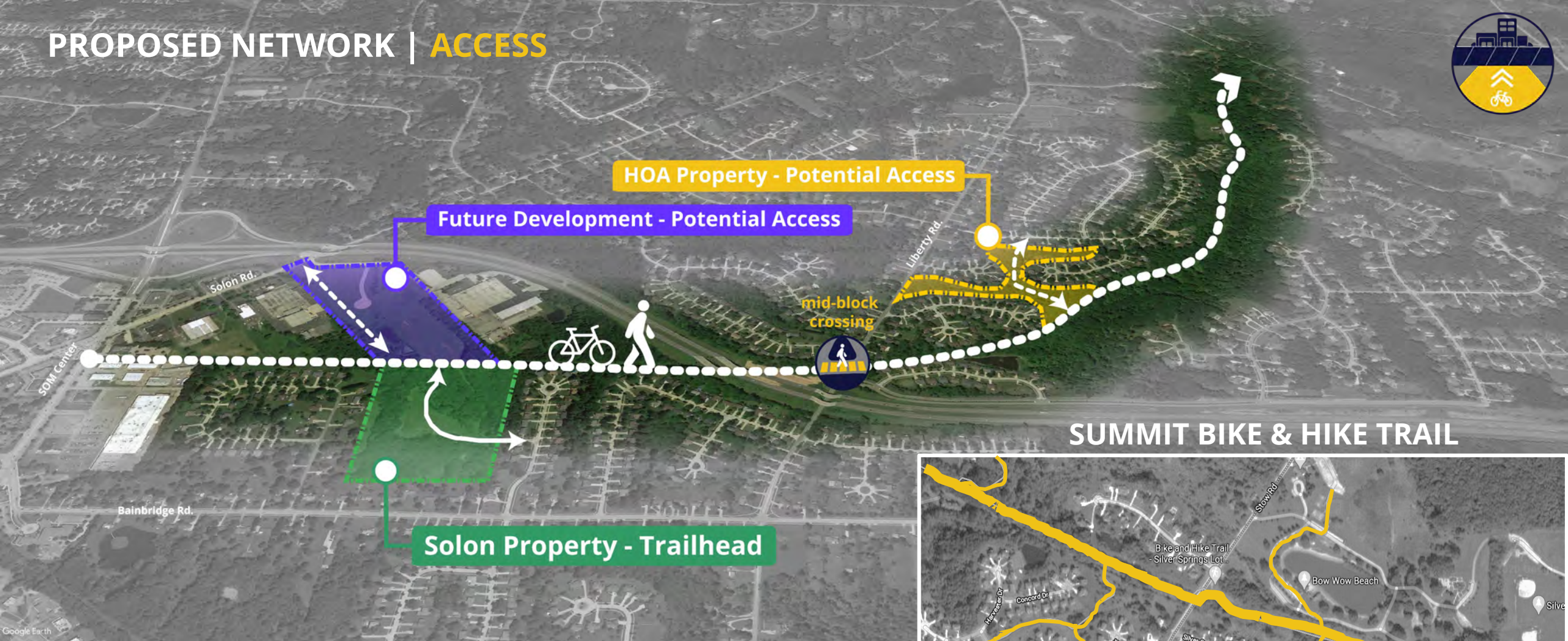
SIDEPATH + BIKE BOULEVARDS + TRAILS = 23 MILES OF ALL AGES AND ABILITIES BIKE FACILITIES

PROPOSED NETWORK | ACCESS



1/4 MILE (5 MINUTES) FROM AN ALL AGES AND ABILITIES BIKE FACILITY

PROPOSED NETWORK | ACCESS



SUMMIT BIKE & HIKE TRAIL



INCREASE ACCESS THROUGH LAND PURCHASES, EASEMENTS, OR PARTNERSHIPS WITH LANDOWNERS, BUSINESS, AND HOA'S TO CREATE BETTER ACCESS TO FACILITIES

COMFORT | ADD AMENITIES



CITY-OWNED RIGHT-OF-WAY IS VALUABLE PUBLIC SPACE

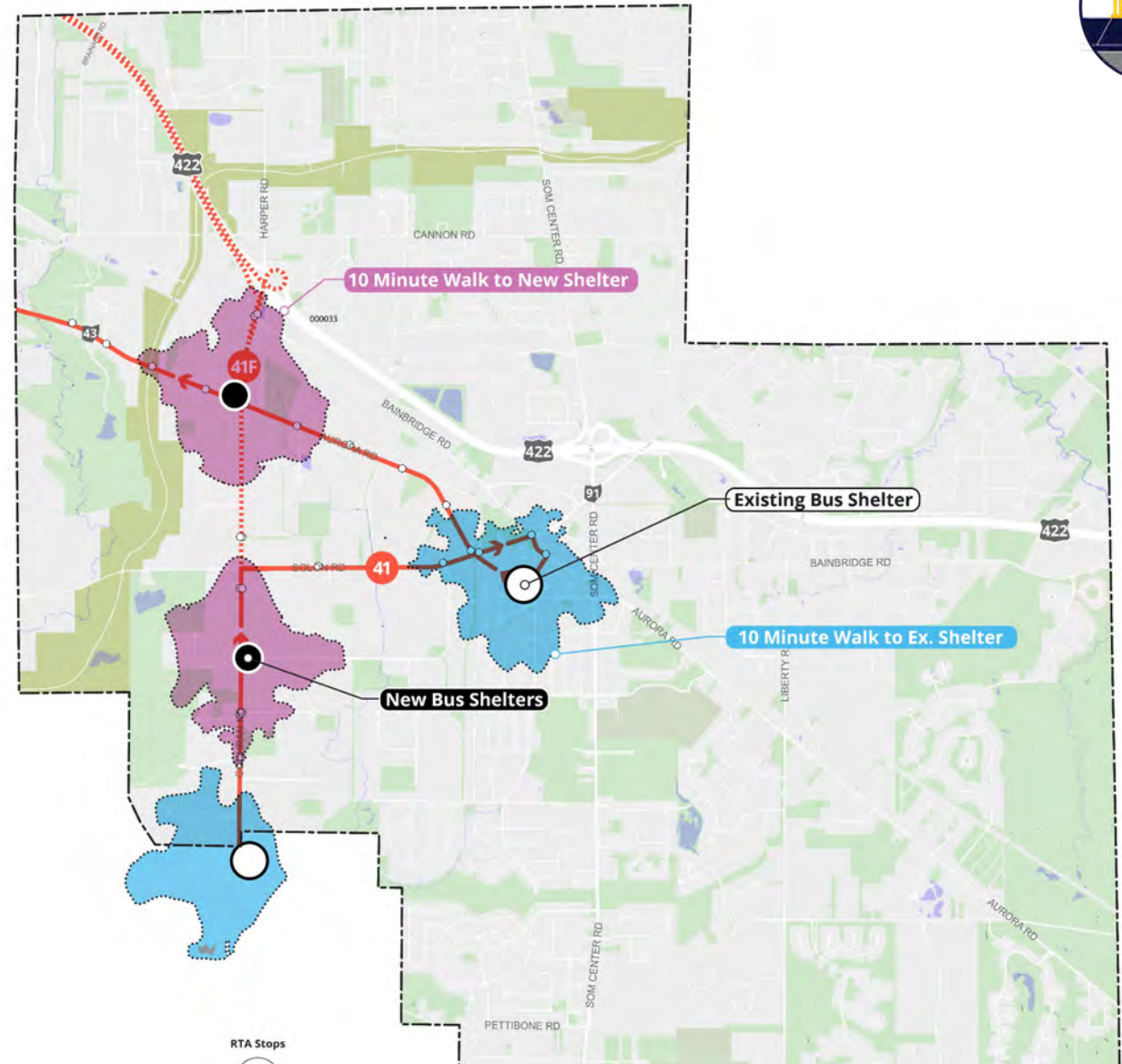
BUS SHELTERS

KEY STOPS:

Aurora & Mulberry (Existing Shelter)

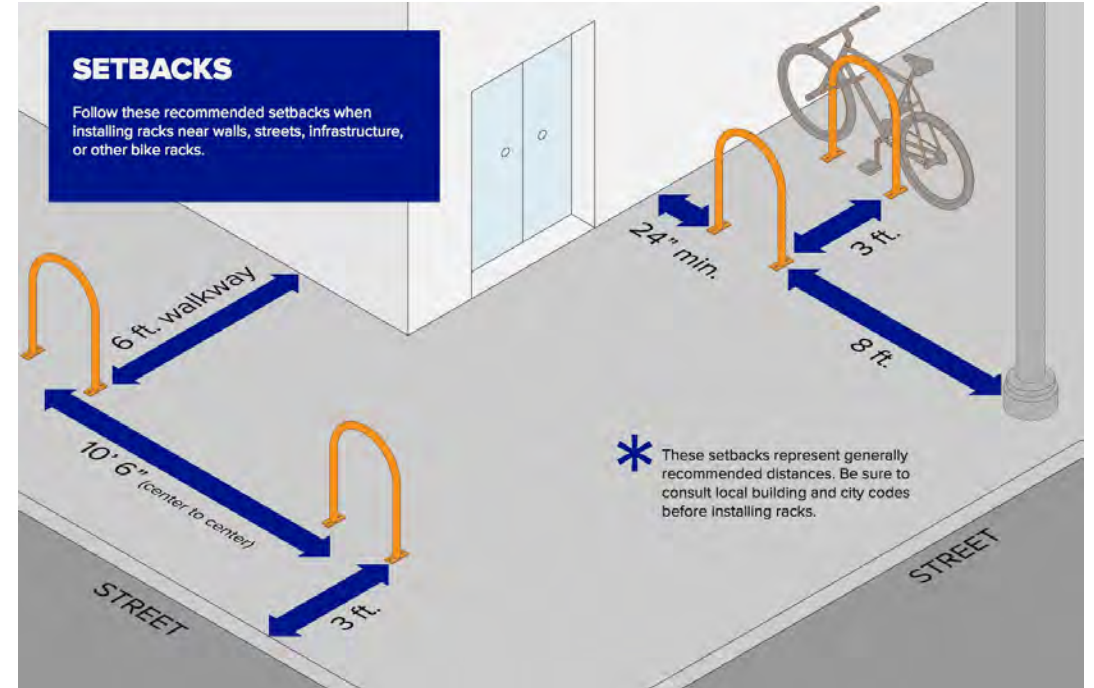
Cochran & Carter (Proposed Shelter)

Cochran & Aurora (Proposed Shelter)



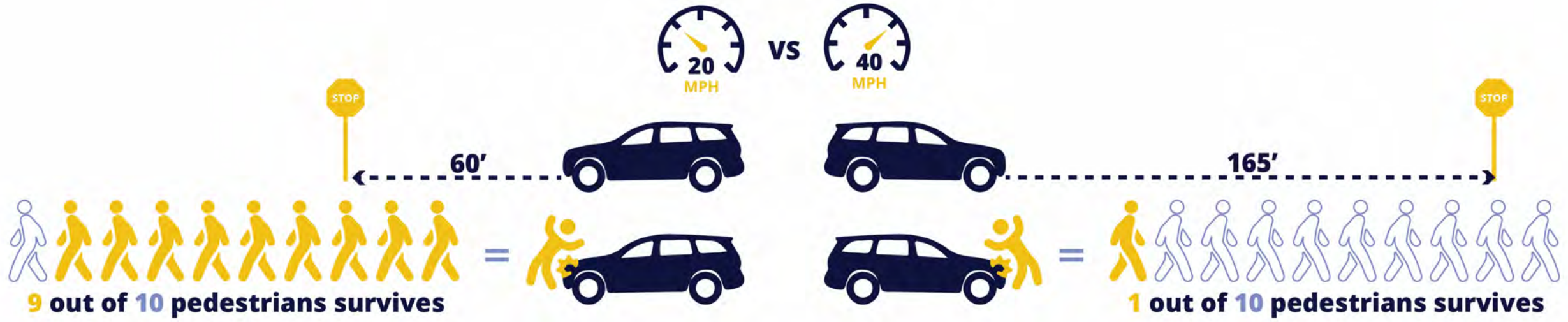
EXPAND ACCESS TO BUS SHELTERS AT KEY HIGH FREQUENCY STOPS

BIKE PARKING PROGRAM



CITY SPONSORED BIKE PARKING PROGRAM TO HELP INSTALL RACKS AT KEY LOCATIONS

SAFETY | SPEED



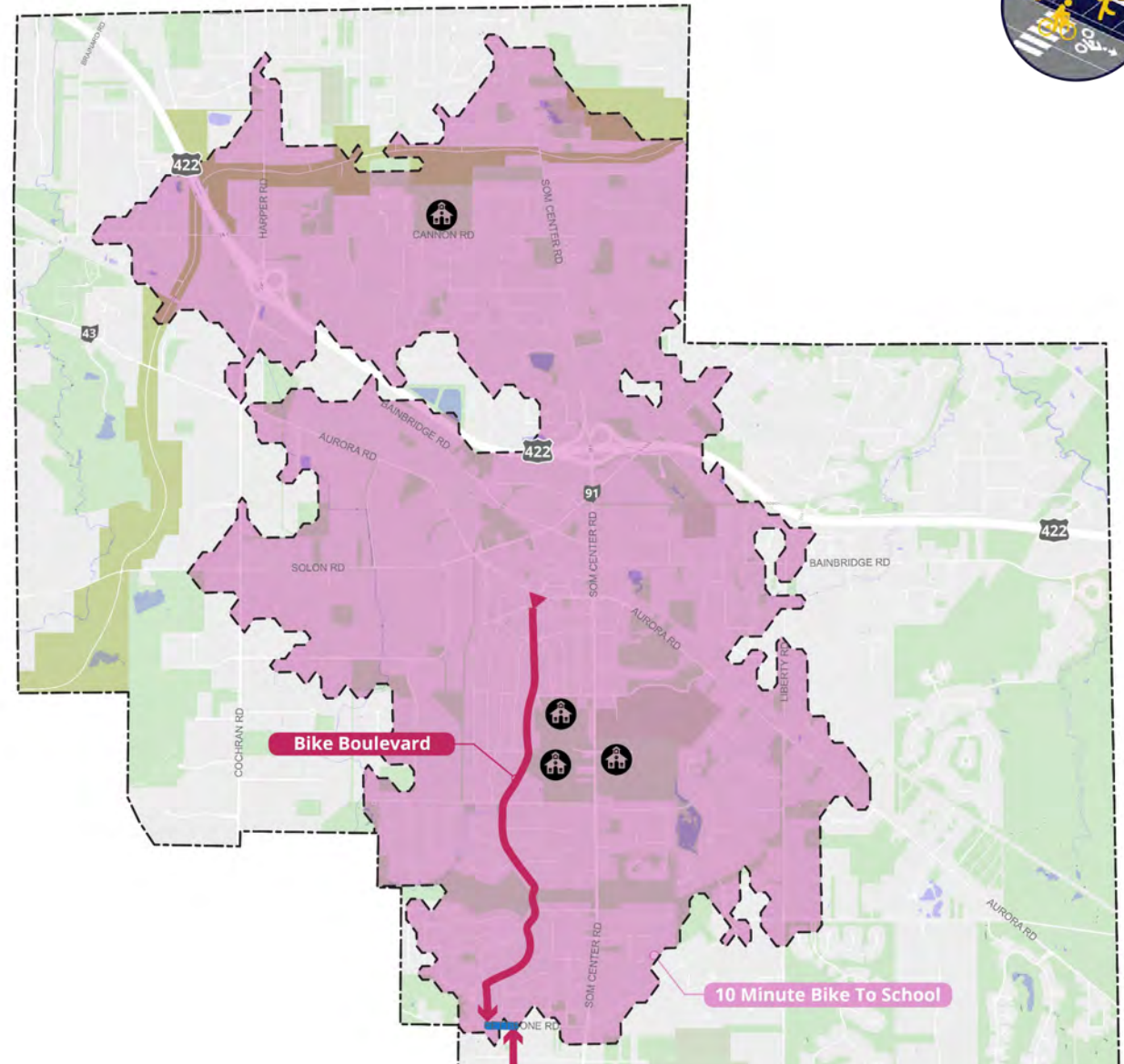
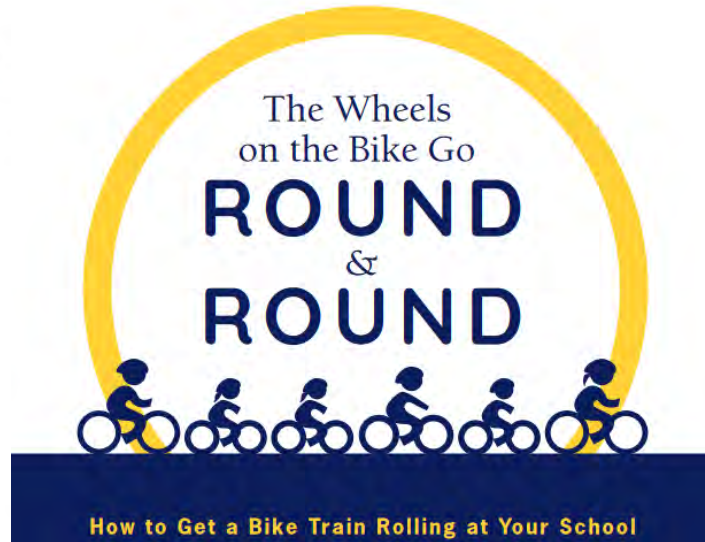
DESIGNING STREETS FOR SLOWER SPEEDS IS DIRECTLY CONNECTED TO IMPROVING SAFETY

SAFETY | DESIGN



INCREASE SAFETY OF PEDESTRIANS AND CYCLISTS AT INTERSECTIONS USING VARIOUS INFRASTRUCTURE, SIGNALIZATION, AND SIGNAGE IMPROVEMENTS

SAFE ROUTES TO SCHOOL



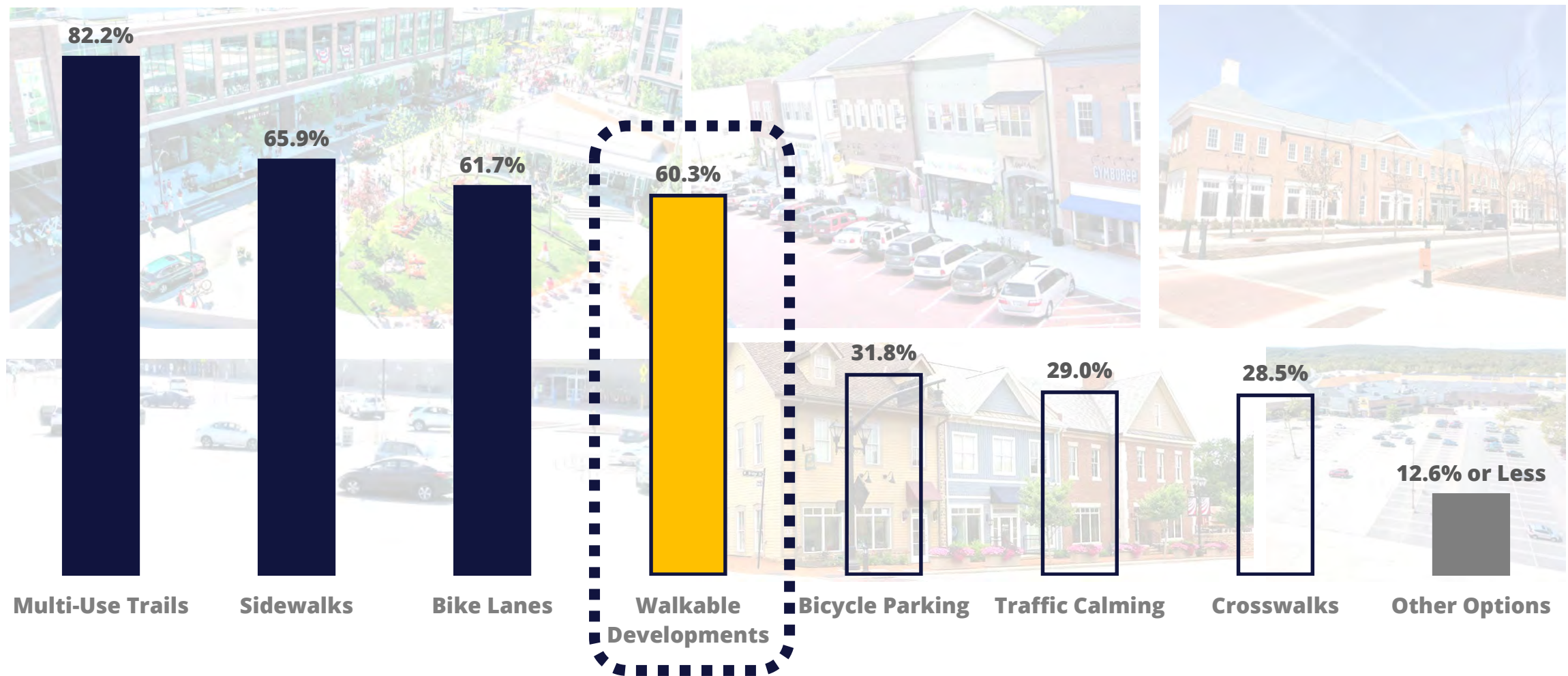
CAN BE APPLIED WITHIN 2 MILES OF SCHOOLS TO ESTABLISH SAFE, CONNECTED, AND ACCESSIBLE CROSSINGS, BIKE FACILITIES, AND TRAILS.

BUILD STREETS THAT ARE FOR ALL USERS AND NOT JUST CARS



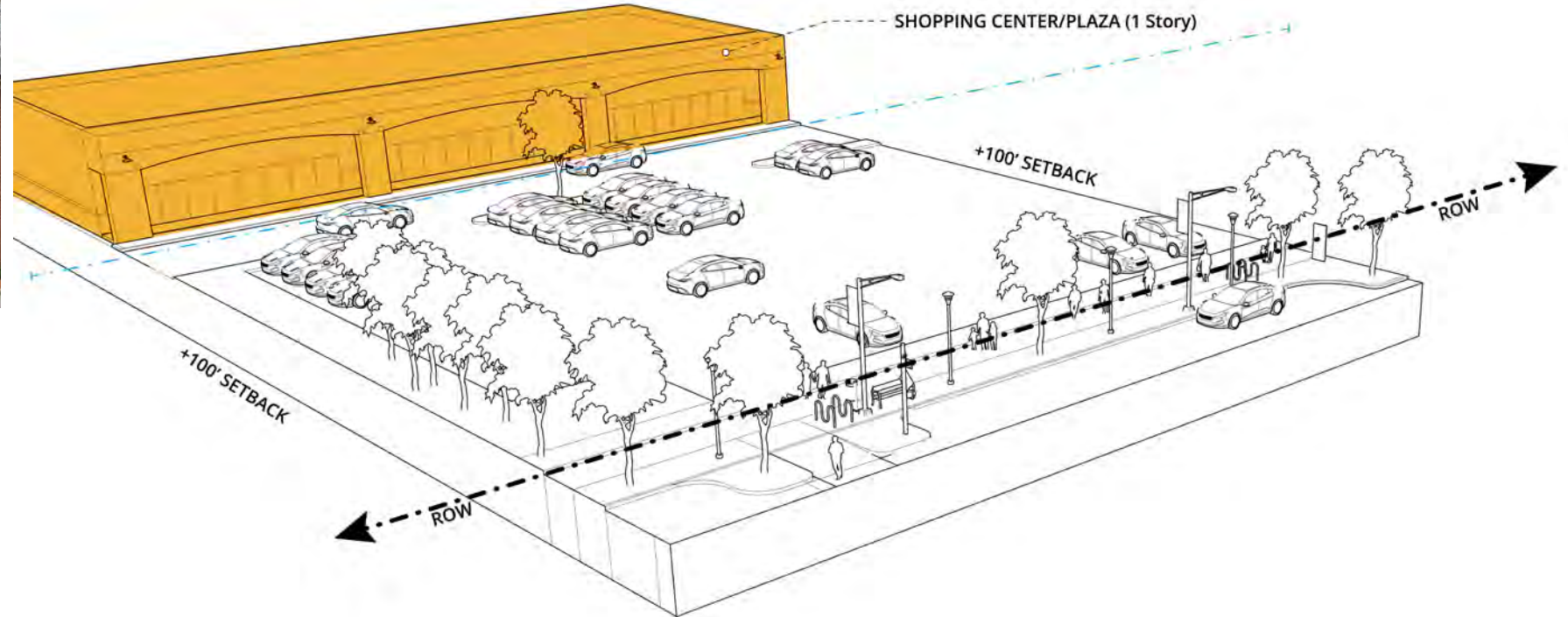
COMPLETE AND GREEN STREETS ENSURE THAT EVERY PROJECT WILL MAKE THE STREET NETWORK BETTER AND SAFER FOR PEOPLE WALKING, BIKING, DRIVING, AND RIDING TRANSIT.

“What type of improvements do you think this plan should implement?”



WALKABLE BUILDINGS ARE KEY ELEMENT OF ACTIVE STREETS

BUILD WALKABLE PROJECTS



**EVERY BUILDING ENTRANCE HAS DIRECT ACCESS FROM SIDEWALK OR
PLACE BUILDINGS ADJACENT TO SIDEWALK TO MAKE THEM MORE WALKABLE**

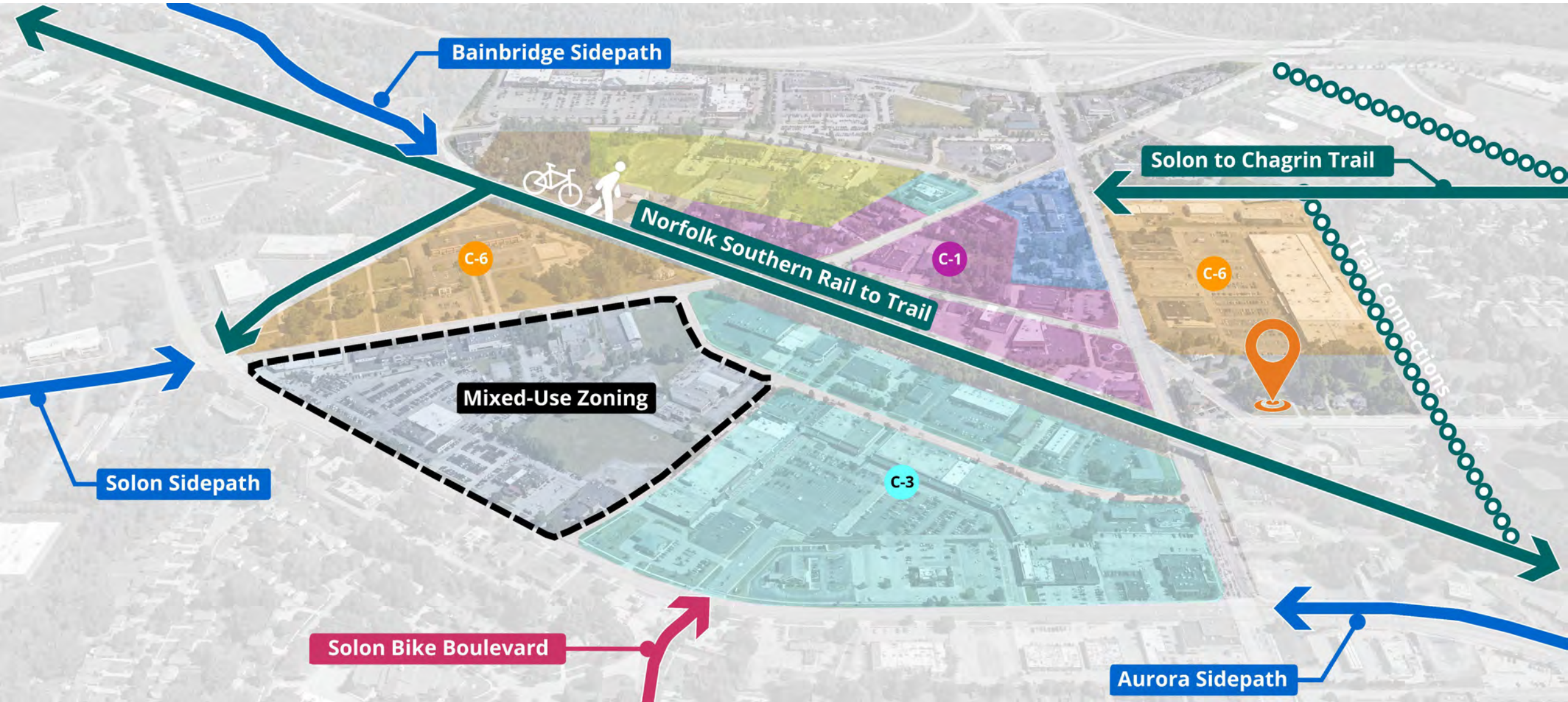
UPDATE ZONING CODE TO INCREASE WALKABILITY



- ⦿ **Ensure all building entrances face street / sidewalk**
- ⦿ **Ensure all building have dedicated access from sidewalk**
- ⦿ **Remove setbacks and move buildings closer to street**
- ⦿ **Remove parking minimums or limit number of parking spaces**
- ⦿ **Parking only on side or rear (not in front between sidewalk)**
- ⦿ **Allow higher density residential (mixed-used) projects with multiple housing types**

**LAND USE + TRANSPORTATION ARE LINKED
POLICIES SHOULD NOT BE AT ODDS WITH THE COMMUNITIES VISION OR NEEDS**

DEVELOP A DOWNTOWN SOLON MASTER PLAN



A DOWNTOWN SOLON MASTER PLAN WOULD HELP CREATE UNIFIED VISION
FOR A VIBRANT CORE THAT SUPPORTS ACTIVE TRANSPORTATION

BIKE & PEDESTRIAN ADVISORY GROUP OR COMMITTEE



A BIKE AND PEDESTRIAN GROUP COULD WORK WITH THE CITY ON THE IMPLEMENTATION OF BICYCLE AND PEDESTRIAN PROJECTS AND PLANS

NEAR-TERM

LONG-TERM

PHYSICAL IMPROVEMENTS



POLICIES & PROGRAMS



SOLON
CONNECTS

ENHANCE

EXPAND

EDUCATE

EVALUATE

NEXT STEPS | **PLAN CONCLUSION**

SOLON IS HERE



SOLON INC. **CONNECTS**

IMPLEMENTATION

CONNECTED SOLON



Identifying Opportunities



BUILT NETWORK!

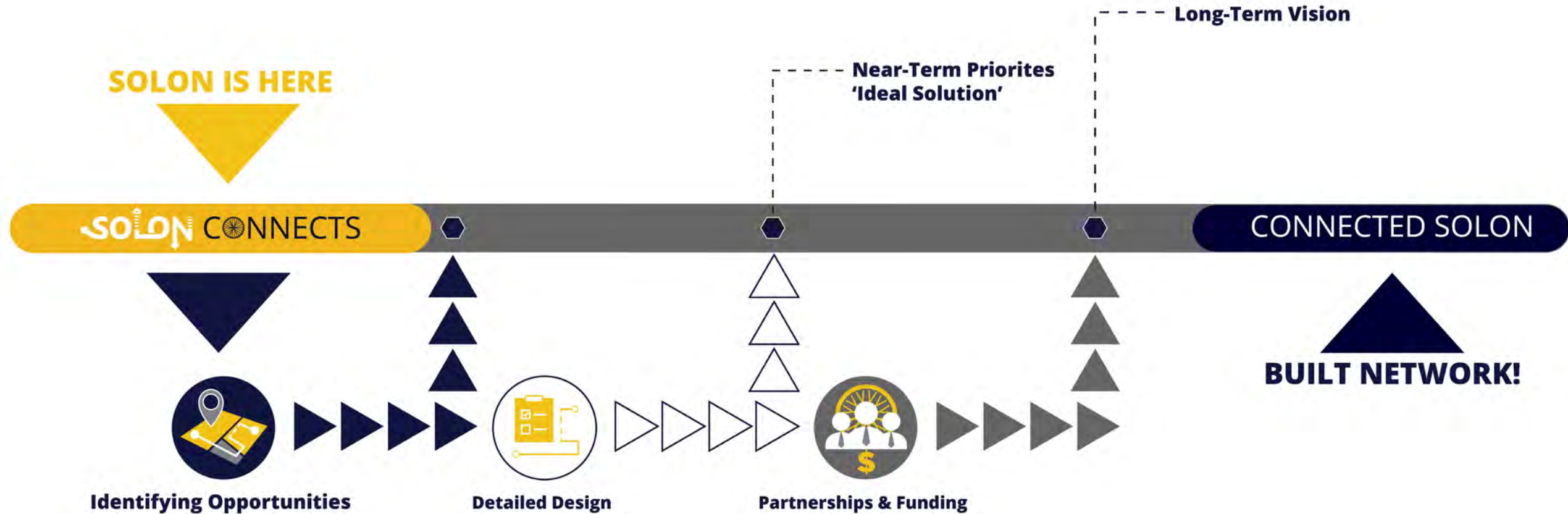
BUILDING THE NETWORK IS MORE OF A MARATHON THAN SPRINT

NEXT STEPS | IMPLEMENTATION: EARLY INVESTMENTS



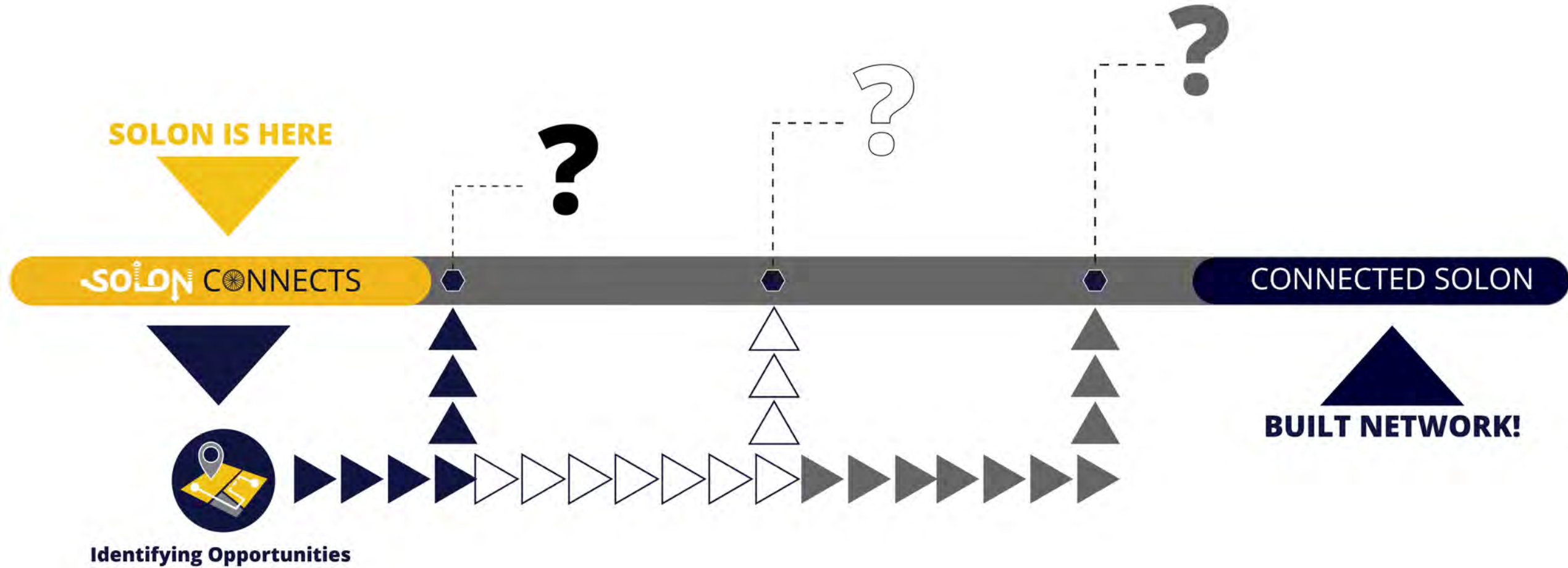
SOME PROJECTS IDENTIFIED MIGHT IMMEDIATELY MOVE TOWARDS IMPLEMENTATION

NEXT STEPS | IMPLEMENTATION: BUILDING MOMENTUM



OTHER PROJECTS MAY REQUIRE ADDITIONAL STUDY, DESIGN, FUNDING, OR COORDINATION

NEXT STEPS | IDENTIFYING PRIORITIES



COMMUNITY INPUT CAN HELP CREATE A ROAD MAP
FOR IMPLEMENTATION BY IDENTIFYING KEY CONCEPTS OR PROJECTS



Thank you for Participating in the Solon Connects Plan

Let's Roll!

press **Enter** ↵

<https://www.countyplanning.us/SolonInput>

THANK YOU!



County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE

