

Westlake

CENTER RIDGE

CORRIDOR MASTER PLAN

February 7th 2022

PRESENTATION AGENDA

- 1. Background & Process**
- 2. Discovery, Analysis, & Community Vision**
- 3. Recommendations**
- 4. Next Steps**

GOAL:

**TO RECAP THE PLANNING PROCESS & HIGHLIGHT KEY RECOMMENDATIONS
FOUND IN THE COMPLETED CENTER RIDGE CORRIDOR MASTER PLAN**

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Executive Director



County Planning

FOR OUR COMMUNITY

FOR OUR REGION

FOR OUR FUTURE

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Planning Manager,
Design & Implementation

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Senior Planner + Project Leader

OUR ORGANIZATION

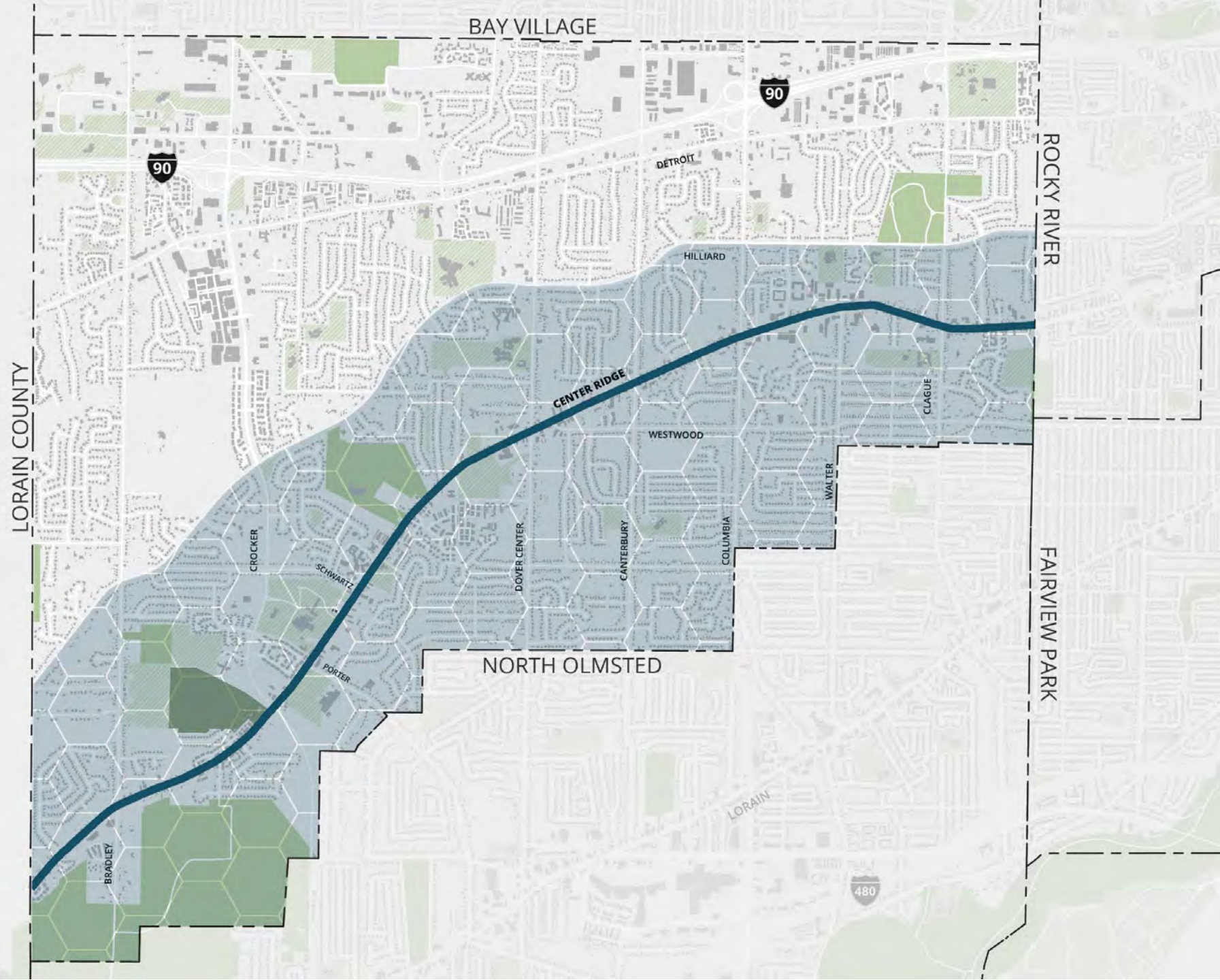


THE **CUYAHOGA COUNTY PLANNING COMMISSION** IS A PUBLIC AGENCY THAT PROVIDES PROFESSIONAL PLANNING SERVICES TO MUNICIPALITIES OF CUYAHOGA COUNTY.

STUDY AREA

Center Ridge Road,
Westlake

US Route 20
6 Miles Long



WHAT IS A CORRIDOR PLAN?

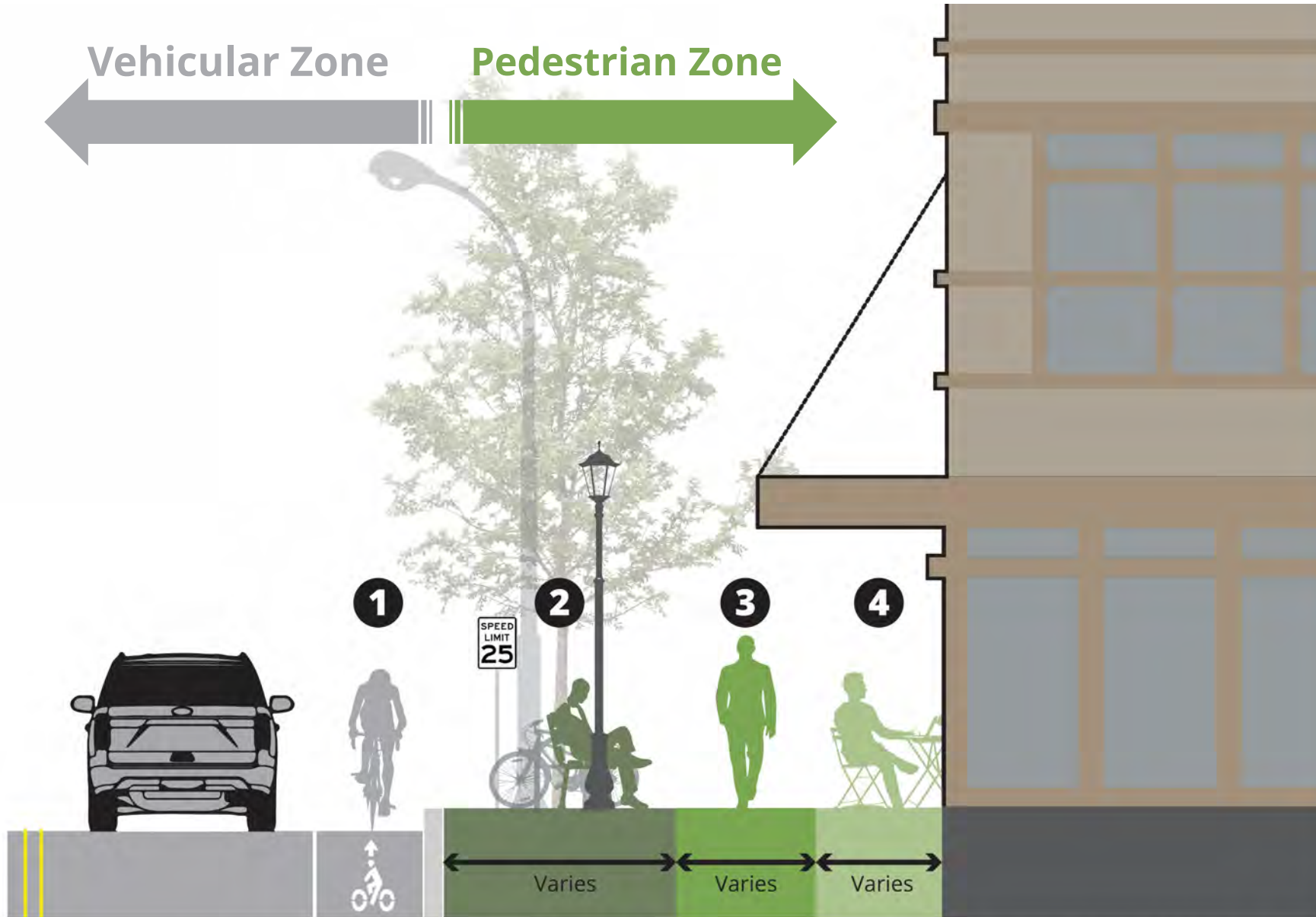


CENTER RIDGE: TYPICAL CONDITIONS



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

BALANCING NEEDS: ZONES OF THE STREET & SIDEWALK



- 1 Roadway & Extension Zone**
 - Section of the street that extends beyond the curb into the roadway representing the primary space for car travel.
- 2 Edge & Furnishing Zone**
 - Section of the street between the curb and the sidewalk, acting as a buffer and transition space between the roadway (car travel) and the sidewalk (pedestrian travel).
- 3 Sidewalk & Pedestrian Through Zone**
 - Section of the street running parallel to the roadway that extends between the furnishing zone and the building frontage zone.
 - The sidewalk zone is the primary pathway for pedestrian travel and ensures that pedestrians always have a safe, adequate, and accessible facility to use.
- 4 Building & Frontage Zone**
 - Section of the street extending between the sidewalk zone and building (or property line).
 - The frontage zone consists of both the structure and of the building and other amenities including parking areas, and is intended to provide adequate space to enter and exit buildings safely.

STREETS SERVE SEVERAL FUNCTIONS AND SHOULD BE DESIGNED TO ACCOMMODATE ALL USES

PLANNING PROCESS

WE ARE HERE

**COMPLETED
PLAN**



Virtual Public
Meeting #2

Planning Commission

Council Meeting

Public Meeting #1

Community Survey



**1. CURRENT
CONDITIONS**



**2. COMMUNITY
VISION**



3. RECOMMENDATIONS



**4. IMPLEMENTATION
STRATEGIES**

Complete

MASTER PLAN DOCUMENT

ZONING CODE

Zoning Codes determine what is prohibited on a site according to the primary mechanism used to regulate the use of land and land uses are distributed throughout the corridor.

- Automobile Parking
- Executive Office Park
- General Business
- Health Campus
- Multi-Family 24
- Multi-Family 40
- Office Building
- One Family

Transportation:

I. WESTLAKE HAS LARGE NUMBER OF COMMUTERS INTO AND OUT OF THE AREA

Large amounts of daily traffic can put pressure on transportation systems to maintain quality traffic flow and safety, which can significantly impact street designs and transportation options.

II. CENTER RIDGE HAS CREATED A HIGHLY EFFICIENT HIERARCHY OF STREET TYPES FOR WHICH THE EFFICIENT MOVEMENT OF AS MANY VEHICLES AS POSSIBLE IS THE GOAL

Over time streets have become channels for a sophisticated hierarchy of street types for which the efficient movement of as many vehicles as possible is the goal.

III. 35 MPH SPEED LIMITS CAN BE DANGEROUS FOR PEDESTRIANS

As car speed increases, the driver's reaction distance is affected. For every 10 miles per hour increase in speed, the likelihood of a hit pedestrian perishing increases significantly.

CENTER RIDGE CORRIDOR MASTER PLAN

Split Zoning of Parcels

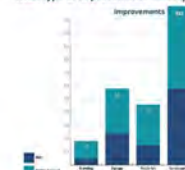
SURVEY - 2 SUMMARY

The second survey was launched in May 2021 and was not attended the first Public Meeting.

Meeting Attendees + Survey Responses

>175

What type of improvements would you like to see?



The third survey was launched in June 2021 and was an opportunity to comment on the draft plan or valuable.

Number of Survey Responses

401

Which of these recommendations do you think is the MOST IMPORTANT in making Center Ridge Road SAFER?



Westlake CENTER RIDGE CORRIDOR MASTER PLAN

IMAGE: TYPES OF CYCLISTS & FACILITIES THEY ARE COMFORTABLE USING



CONNECTED

SAFE

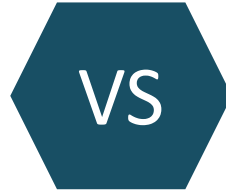
OPTION 3: ROAD DIET (4 LANE TO 3 LANE CONVERSION)

DRAFT - NOVEMBER 16, 2021

RECOMMENDATION VS. POLICY

CORRIDOR PLAN RECOMMENDATIONS

- **General guide** for future growth
- Outline **what could happen in the future** based upon best practices and community feedback
- **A menu of options** that can be implemented by the City, residents, or partners
- **Flexible ideas** that can be applied in a manner, location, and time that best suits the city and its needs.



POLICY EXAMPLE

- **Specific rules, standards, procedures, regulations, or laws** for development
- Describe **what is and what is not allowed** today
- **Zoning Codes are an example of regulations** on development that are enforced by the City.
- **Relatively Rigid set of rules** that can only be changed by a legal process

PLAN RECOMMENDATIONS ARE BASED UPON BEST PRACTICES AND COMMUNITY INPUT AND PRESENTED AS OPTIONS FOR THE CITY TO EVALUATE MOVING FORWARD.

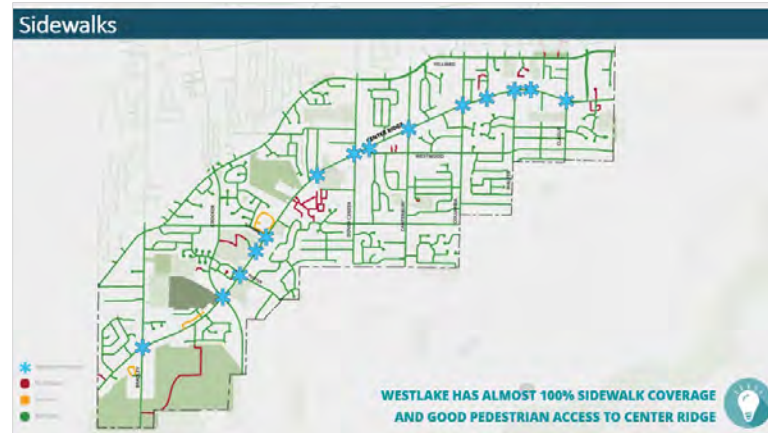
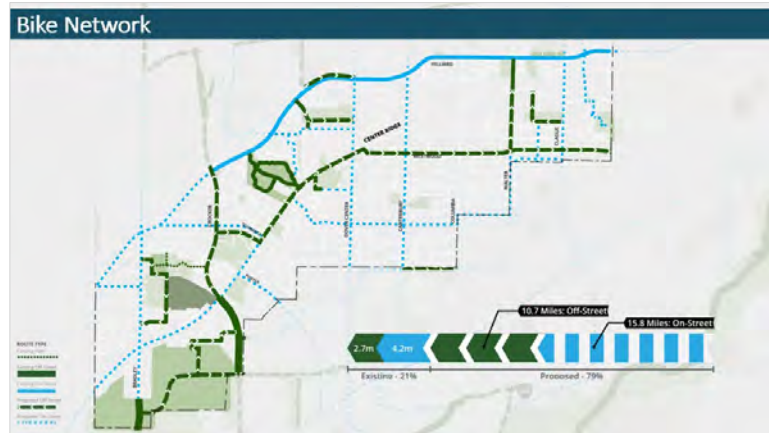
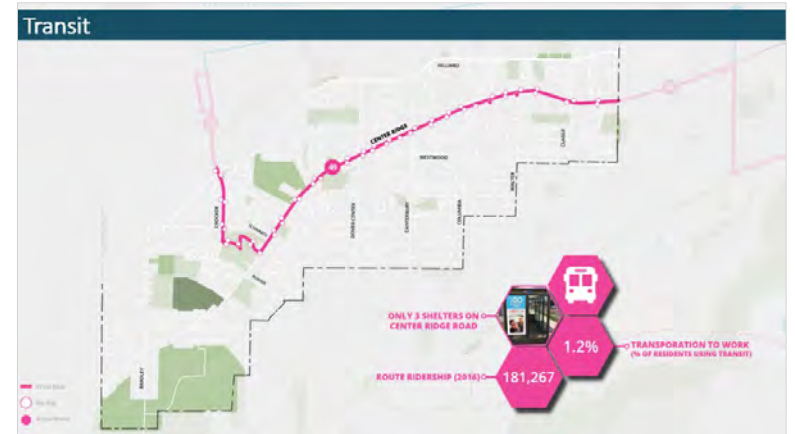
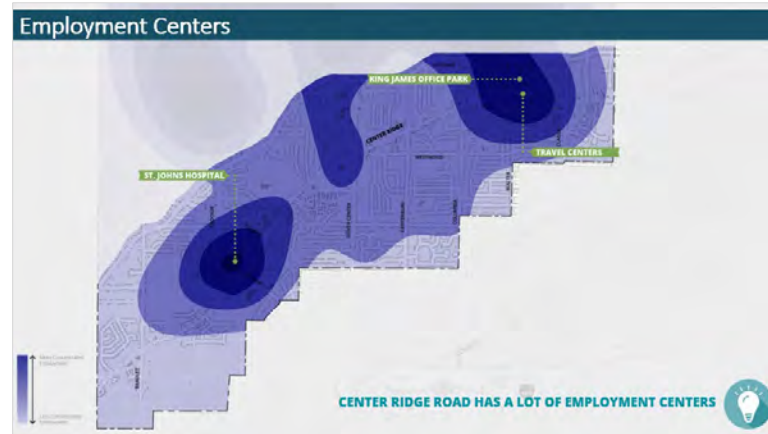
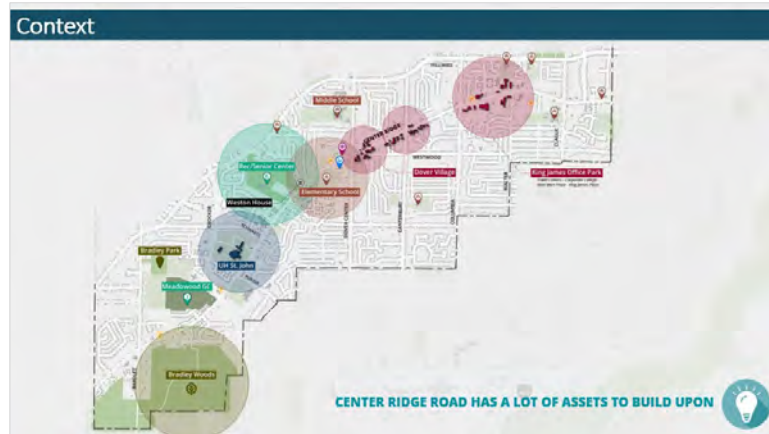
RESULTS FROM IMPLEMENTATION WILL VARY BASED UPON FUTURE DEMANDS AND NEEDS.

IMPLEMENTATION PROCESS



SOME RECOMMENDATIONS MIGHT IMMEDIATELY MOVE TOWARDS IMPLEMENTATION WHILE OTHERS MAY REQUIRE ADDITIONAL TIME, STUDIES, DESIGN, AND/OR FUNDING

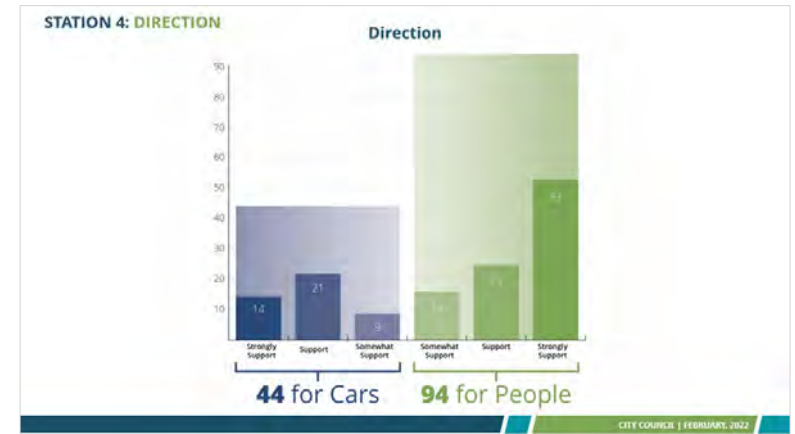
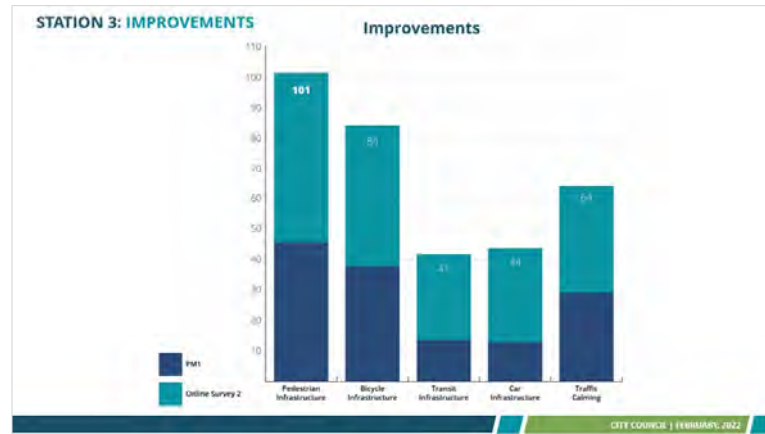
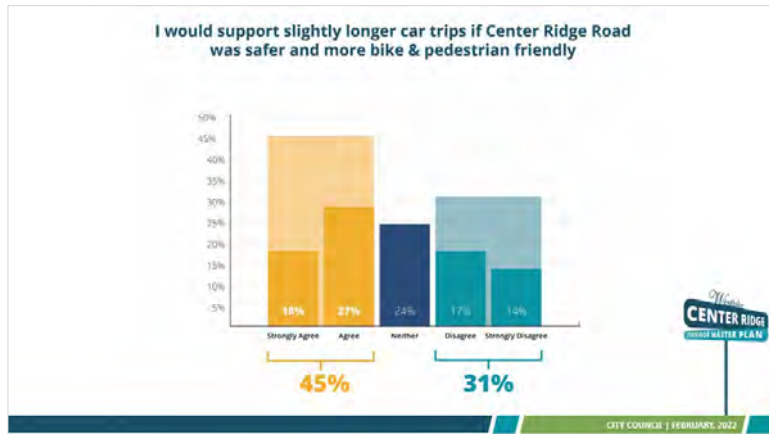
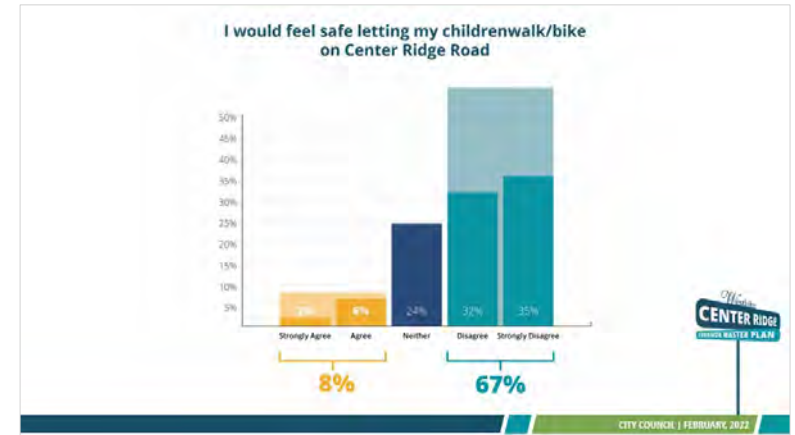
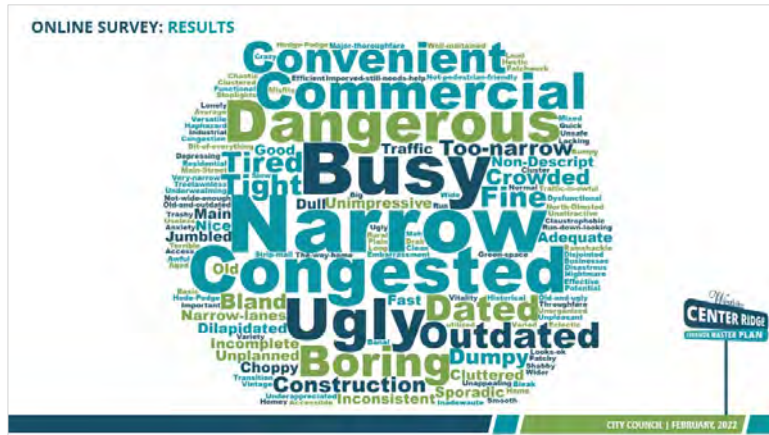
EXISTING CONDITIONS: WHAT WE REVIEWED



GETTING TO KNOW THE COMMUNITY

DEMOGRAPHICS + PREVIOUS PLANS + LAND USE + ZONING + TRANSPORTATION

EXISTING CONDITIONS: WHAT WE HEARD



GETTING TO KNOW THE COMMUNITY
OVER 1000 SURVEY AND MEETING RESPONSES
APPROXIMATELY 1000 INDIVIDUAL COMMENTS

EXISTING CONDITIONS: WHAT WE HEARD

"Lanes and roadway feel narrow and unsafe"

"Add turning lanes"

"I don't feel safe letting my child walk/bike on Center Ridge"

"Don't add bike lanes, I prefer Multi-Use Trail"

"I support longer car trips if Center Ridge was safer and more pedestrian friendly."

"Update existing buildings first and add neighborhood and local stores"



GETTING TO KNOW THE COMMUNITY
COMMON THEMES & RESPONSES

COMMUNITY VISION & RECOMMENDATIONS: PROCESS





connected

safe



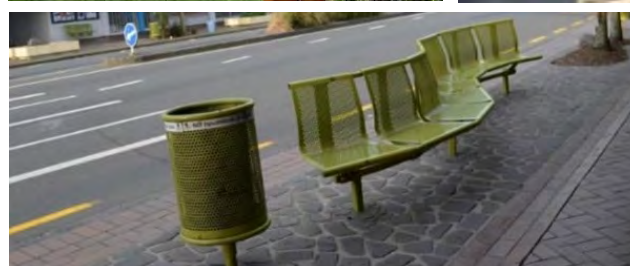
Westlake
CENTER RIDGE
CORRIDOR MASTER PLAN

attractive



vibrant





Build a more **attractive and sustainable** Center Ridge as the corridor grows and transforms in the future.



Street Trees & Green Infrastructure



Public Art



Site Furniture & Wayfinding



Improvement Programs & Grants





Commit to **improving pedestrian and bicycle connections** to help foster healthier and equitable access to key amenities and destinations.

Shared-Use Path



Bus Shelters & Bike Parking



Pedestrian & Bike Connections



Safe and Accessible Sidewalks





Develop Safe Routes to School Plan



Install Temporary Improvements



Ensure Access to Building from Sidewalk



Use High Visibility Markings & Signals



Support efforts that make Center Ridge
safer and more inclusive to all users,
regardless of transportation choice.

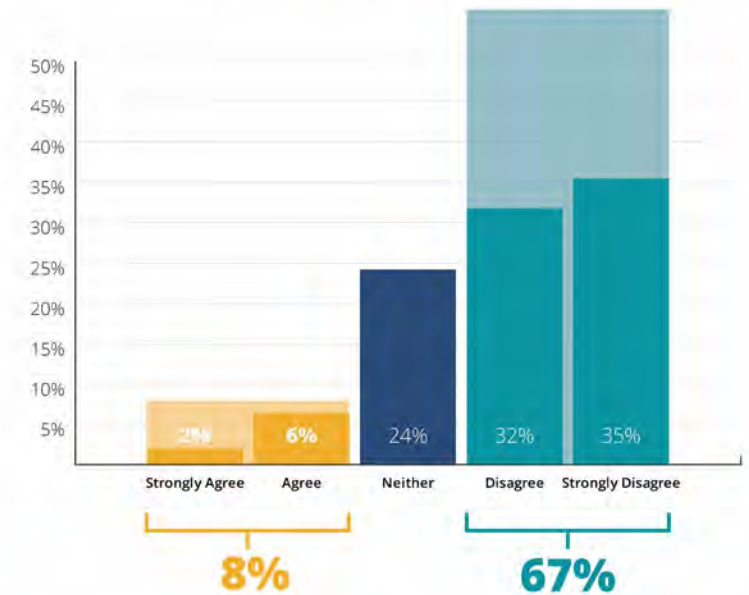


SafeRoutes



Why Safe Routes to School (SRTS)?

I would feel safe letting my children walk/bike on Center Ridge Road



SRTS CAN BE USED FOR IMPROVEMENTS WITHIN 2 MILES OF SCHOOLS THAT ESTABLISH SAFER, CONNECTED, AND ACCESSIBLE CROSSINGS, WALKWAYS, BIKE FACILITIES, AND TRAILS.



Develop Access Management Plan (Reduce Curb Cuts)



Reduce Speed Limit



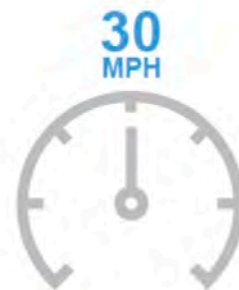
Utilize a Road Diet



Mid-Block Crossings & Pedestrian Islands



Support efforts that make Center Ridge
safer and more inclusive to all users,
regardless of transportation choice.



40% Likelihood of fatality or severe injury



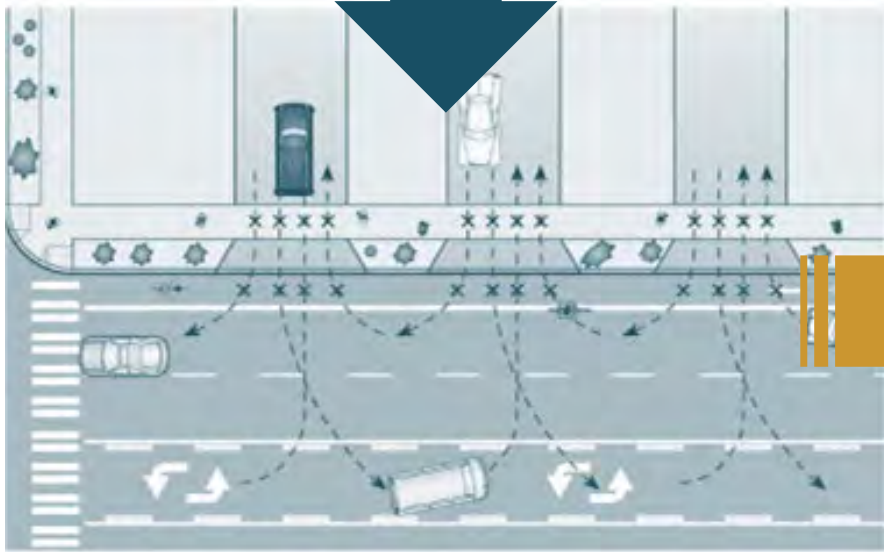
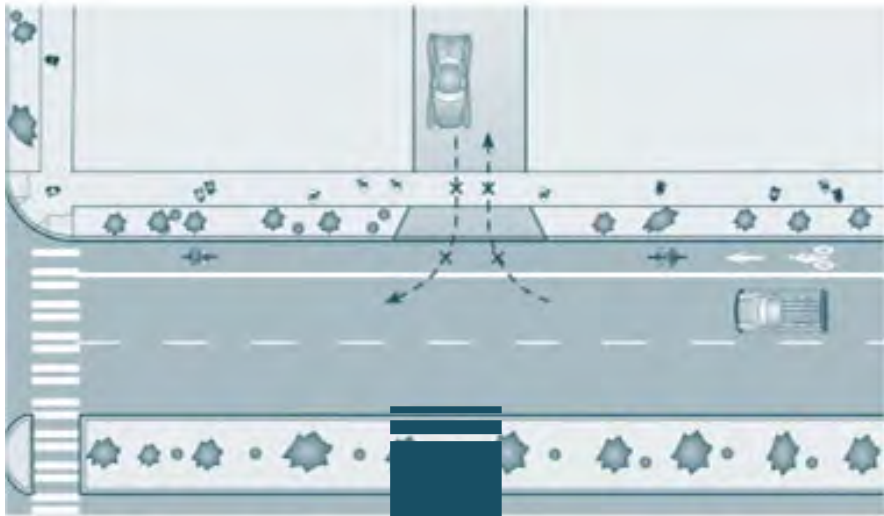
73% Likelihood of fatality or severe injury



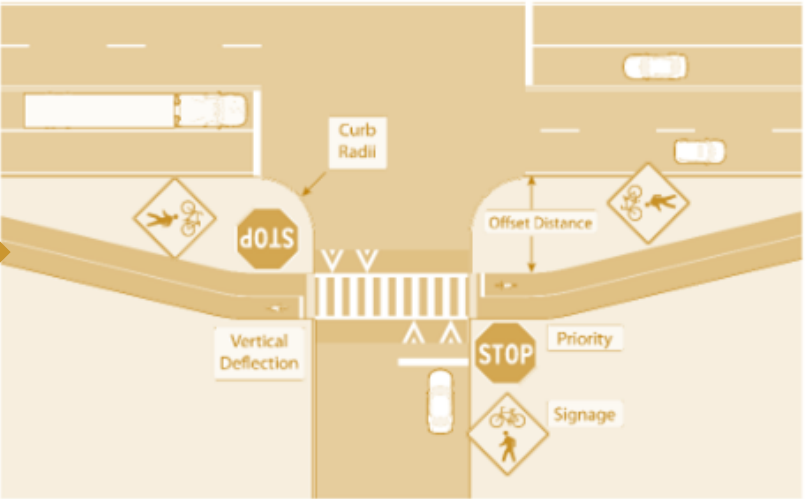
RATIO OF CURB CUTS

2:1

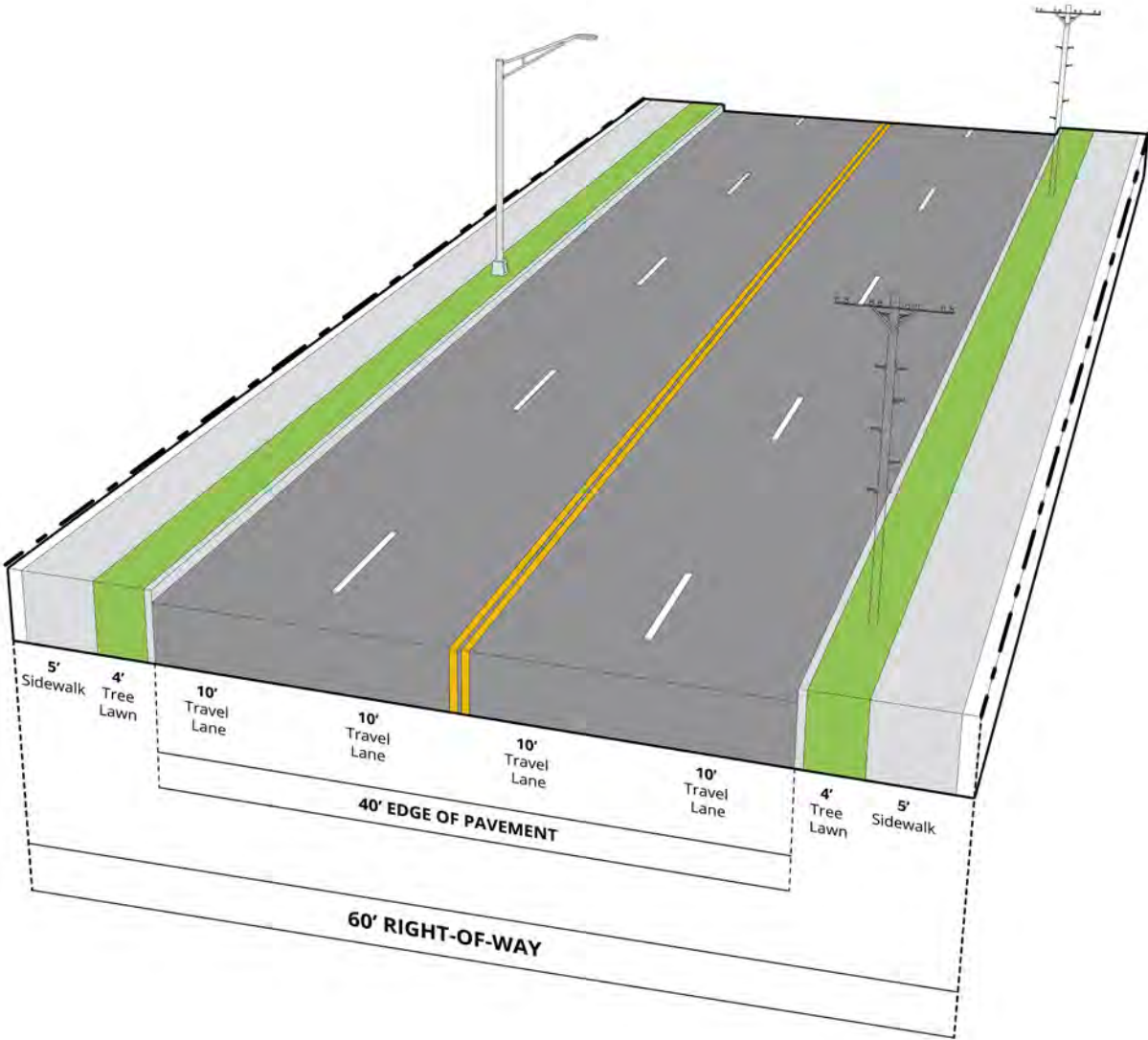
CCR vs. HILLIARD



Treatment	Intersection Treatment Category		
	Crossing Priority	Speed Reduction	Sidepath User Visibility
Motorist Stop/Yield signs - bicyclists have priority through intersection	Hexagon	Hexagon	
Raised crossing - motorists ramp up to sidepath by at least 6 inches and crossing hump is designed for 10 mph	Hexagon	Hexagon	Hexagon
Curb radii - exiting and entering intersection curb radius is 0-15'		Hexagon	
Offset distance - exiting and entering the edge of the sidepath is 6'-16.5' offset from the travel lane		Hexagon	Hexagon
Signage - sidepath user warning signage is provided for motorists			Hexagon
Striping - white pavement markings are provided for the intersection crossing			Hexagon



ACCESS MANAGEMENT IMPROVES SAFETY, CARRYING CAPACITY, & TRAVEL TIMES



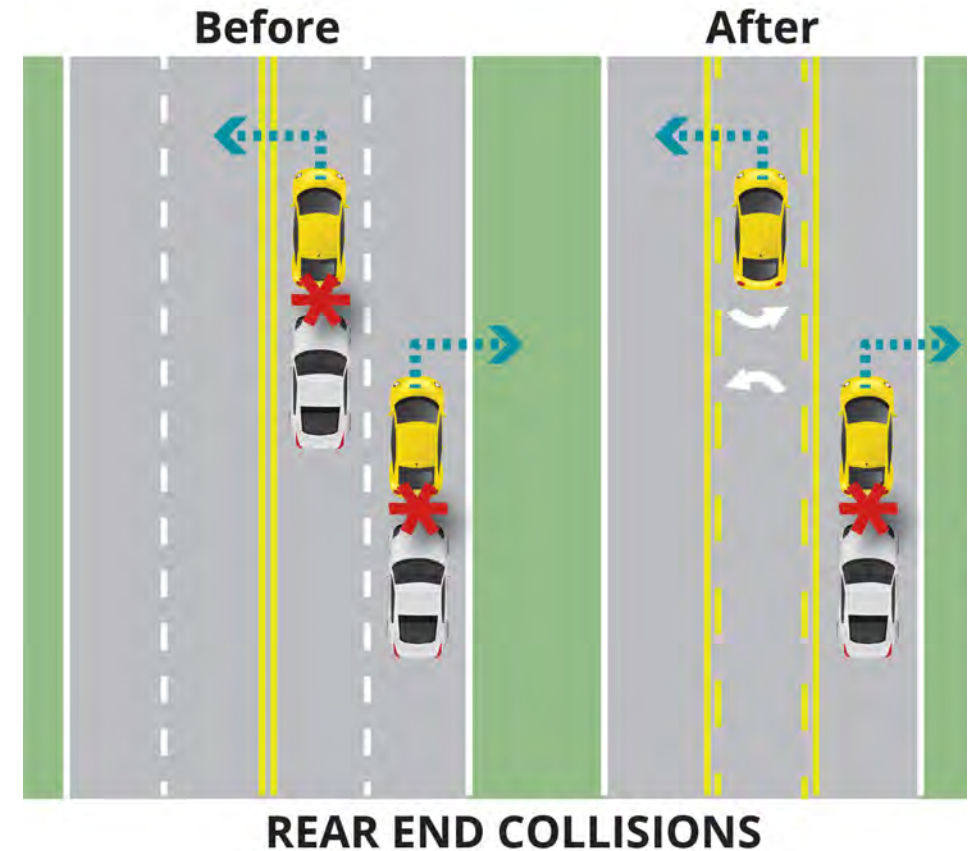
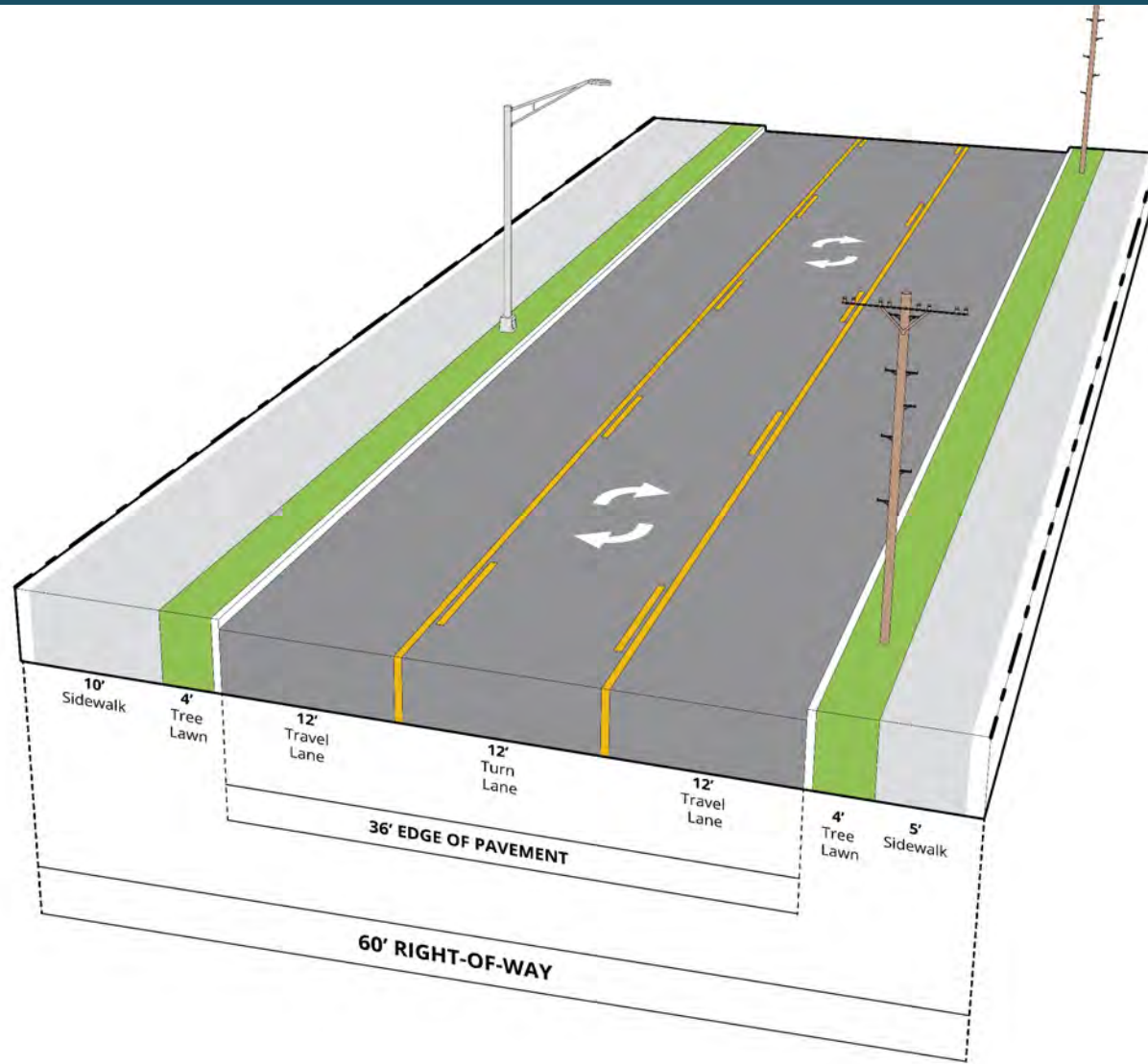
Features	Options			
	CURRENT CONDITIONS	OPTION 1: WIDEN LANES	OPTION 2: ADD LANES	OPTION 3: ROAD DIET
Edge & Furnishing Zone (Sidewalk Buffer or Tree Lawn)	—	×	×	✓
Center Turn Lane (Not Including Intersections)	×	×	✓	✓
Increased Width of Travel Lanes	×	✓	✓	✓
Conflict Point Reduction of Common Crash Types	×	×	—	✓
Potential Mid-Block Crossing	—	—	✓	✓
Potential Pedestrian Islands (@ Mid-Block Crossings)	×	×	✓	✓
Does Not Increase Impervious Surface	✓	×	×	✓
Does Not Impact Capacity	✓	✓	✓	—
Does Not Require Curb Realignment	✓	×	×	—
Does Not Require Additional ROW	✓	—	×	✓

✓ = Good Rating or Yes in Most Cases

— = Fair Rating or Possibly in Some Cases

×

STREETS DESIGNED FOR PEAK TRAFFIC FLOW AND RUSH HOUR CONGESTION OFTEN FAIL TO PROVIDE A SAFE AND ATTRACTIVE ENVIRONMENT OTHER TIMES OF DAY



ROAD DIETS HELP REDUCE CONFLICT POINTS AND CRASHES, IMPROVE OPERATIONS, AND IMPROVE LIVABILITY FOR PEDESTRIANS, BICYCLISTS, RESIDENTS, AND BUSINESSES

ROAD RIGHT SIZING: SOUTH EUCLID

SAFE RECOMMENDATIONS

SOUTH GREEN ROAD

BIG CHANGES FOR A BETTER FUTURE

BEGINNING THIS SUMMER, BIG CHANGES ARE ON THE WAY AS WE LAUNCH PHASE ONE OF THE LONG AWAITED SOUTH GREEN ROAD "COMPLETE STREETS" PROJECT. THANKS TO THE SUPPORT OF RESIDENTS AND TAXPAYERS, THIS TRANSFORMATIVE PROJECT WILL BECOME A REALITY AS WE BEGIN CONSTRUCTION THIS YEAR. THE PROJECT WILL OPTIMIZE STREET SPACE TO BENEFIT ALL USERS INCLUDING PEDESTRIANS, BICYCLISTS AND PUBLIC TRANSIT RIDERS. REDUCING THE NUMBER OF LANES ON SOUTH GREEN WILL IMPROVE CROSSING DISTANCE AND EXPOSURE FOR PEDESTRIANS, WHILE ALSO REDUCING VEHICLE SPEEDS AND THE POTENTIAL FOR COLLISIONS.

A COMMON MISCONCEPTION IS THAT REDUCING THE NUMBER OF LANES BY INSTALLING A ROAD DIET WILL CAUSE TRAFFIC TO BECOME MORE CONGESTED. WITH PROPER SIGNALIZATION CONTROL, AND MAINTAINING TURNING LANES AT MAIN INTERSECTIONS (LIKE AT MAYFIELD ROAD) WE ANTICIPATE MINIMAL IMPACT TO AUTOMOBILE DRIVERS. THIS COMPLETE STREETS PROJECT WILL DRASTICALLY IMPROVE QUALITY OF LIFE ALONG THE CORRIDOR AND THE LIVABILITY OF THE AREA WHICH CONNECTS US TO JOBS, SHOPPING, PARKS, HOUSING, MEDICAL AND EDUCATIONAL INSTITUTIONS, AND MORE. WHEN COMPLETED, THE SOUTH GREEN ROAD IMPROVEMENTS WILL MAKE IT EASIER FOR PEOPLE TO SAFELY WALK, BIKE, BUS OR DRIVE ALONG THIS IMPORTANT CORRIDOR. YOU CAN FOLLOW OUR PROGRESS AND LEARN MORE BY VISITING:

WWW.CITYOFSOUTHEUCLID.COM/SOUTHGREENROADCIP

ROAD DIETS SAVE LIVES

CONVERTING A ROAD FROM FOUR LANES TO TWO LANES CAN REDUCE VEHICLE ACCIDENTS BY 19% TO 47%

US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

BEFORE

AFTER

CROSSWALKS

PEDESTRIANS WILL BE ABLE TO SAFELY CROSS SOUTH GREEN RD AT WHITEHALL OR AT A MIDBLOCK CROSSWALK. RED STAMPED CONCRETE CROSSWALKS WILL BE INSTALLED TO INCREASE VISIBILITY & IMPROVE STREETSCAPE DESIGN.

CONSTRUCTION SCHEDULE

MONTICELLO BLVD
MAYFIELD ROAD
SOUTH GREEN ROAD
CEDAR ROAD

APRIL 2021 TO FALL 2021
SPRING 2022 TO FALL 2022

SIGNALIZED INTERSECTIONS

- ✓ MAYFIELD ROAD
- ✓ EDMOND ROAD
- ✓ LIBERTY ROAD
- ✓ ANDERSON ROADS
- ✓ MONTICELLO BLVD
- ✗ LAUREL ROAD
- ✗ ELMWOOD ROAD

TRAFFIC SIGNALS ARE OVER 4 FEET TALL!

WHAT'S A BIKE BOX?

DESIGNATED AREA AT THE TOP OF A SIGNALIZED LANE PROVIDING BICYCLISTS A SAFE & VISIBLE WAY TO GET AHEAD OF TRAFFIC DURING A RED SIGNAL PHASE.

5 FOOT BIKE LANES

WILL BE INSTALLED WITH SIGNAGE AND ROAD MARKINGS.

ROAD DIETS SAVE LIVES

CONVERTING A ROAD FROM FOUR LANES TO TWO LANES CAN REDUCE VEHICLE ACCIDENTS BY 19% TO 47%

US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

BEFORE

AFTER

DETOUR AREA

SOUTH GREEN ROAD WILL BE CLOSED TO ALL TRAFFIC FROM ADRIAN ROAD TO ANDERSON ROAD AS A BRIDGE ALONG THE EAST SIDE IS COMPLETELY REPLACED. DETOURS INCLUDE MONARCH ROAD & SOUTH BELVOIR BLVD.

RTA NEW SHELTER

ELECTRIC SCOOTERS & BIKES ARE PERMITTED TO RIDE ON THE STREET AND IN BIKE LANES.

PARKING NO LONGER PERMITTED

UNCHANGED

COME TOGETHER & THRIVE

THE SOUTH GREEN ROAD COMMUNITY IMPROVEMENT PROJECT

A "complete street" solution for our community's future

Streets are an extension of our public spaces, and a public stage where life unfolds on a daily basis. They connect us to our friends and relatives, neighbors, businesses, and parks and host our parades and other public gatherings. The Project for Public Spaces has advocated for the idea that streets are more than just a means of mobility and that they themselves are critical public spaces that can lend richness to the social, civic and economic fabric of our community.

Investments on South Green Road to improve safety and pavement conditions have been long-awaited. But thanks to the support of residents and taxpayers, the project will become a reality as we launch construction this year. The South Green Road improvements will make it easier for people to safely walk, bike, bus or drive along the important Green Road corridor, which connects us to nature, schools, businesses, medical and educational institutions, our library and shopping districts.

Why change and improve South Green Road?

Starting in the 1960s, it became fashionable to design streets to prioritize the movement of vehicles, and only recently has it become widely accepted that the areas where this was done usually suffered as a result.

Decades later, this community and many others are increasingly realizing that we need a variety of types - some that focus on moving vehicles and goods, and some that focus on supporting human activity - along with improving safety. It is in this context that we are working to rebalance how we allocate space in our auto-centric streets to support transportation modes and human activities beyond moving personal vehicles alone. The U.S. Department of Transportation (DOT) has also found that road diets can reduce traffic accidents by an average of 29 percent.

When and what changes are happening?

The South Green Road Community Improvement Project will be divided into two construction phases:

- Phase One will begin this spring on South Green Road between Monticello Boulevard and Mayfield Road.
- The project will include the complete resurfacing of the

How can I learn more?

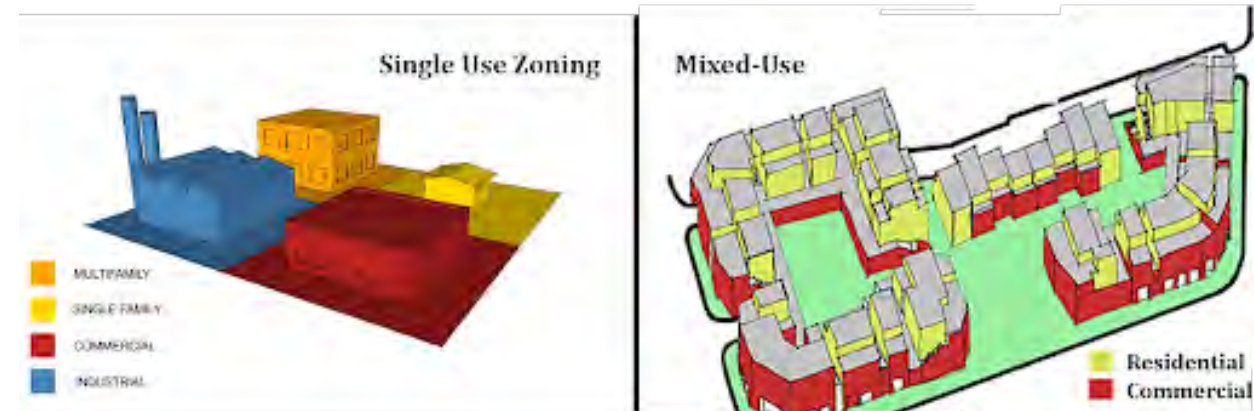
The graphic on the next two pages introduces the South Green Road Community Improvement Project and outlines the various components that will make South Green Road Corridor a safer place for drivers, pedestrians, bikers and buses.

You can follow our progress as construction begins and learn more about Complete Streets by visiting www.cityofsoutheuclid.com/southgreenroadCIP

©SouthEuclid



APPLYING FEDERALLY APPROVED & PROVEN SAFETY COUNTERMEASURES



Develop a Complete and Green Street Policy



Help Stimulate Development with Additional Tools, Programs, & Incentives



Update Zoning Code To Align Development with Character & Vision for Street



Create a Corridor Overlay Zoning District

Assemble a mix of residences and neighborhood businesses that ***create a vibrant and unique sense of place.***



COMPLETE & GREEN STREETS POLICY

VIBRANT RECOMMENDATIONS



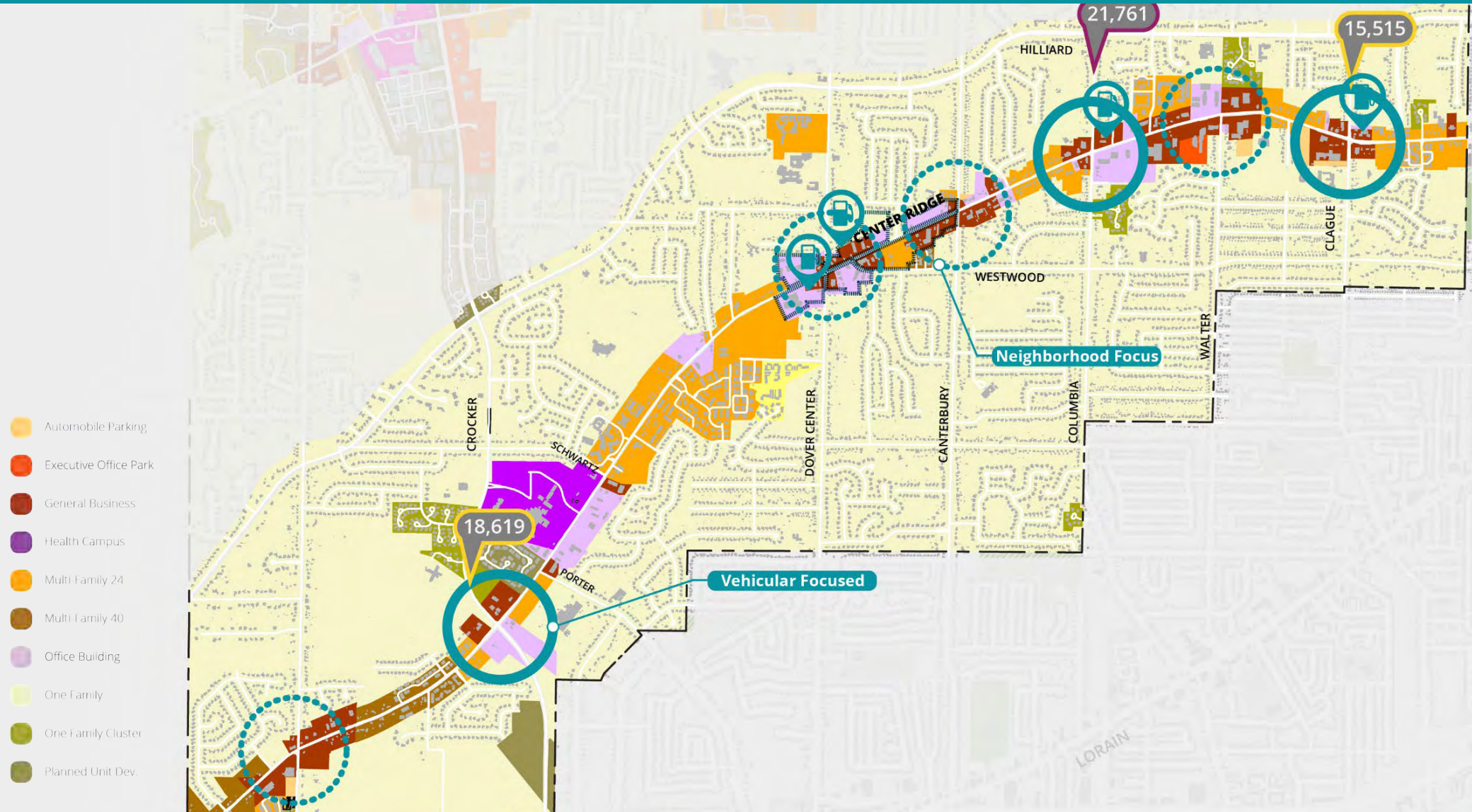
COMPLETE AND GREEN STREETS ENSURE THAT EVERY PROJECT WILL MAKE THE STREET NETWORK BETTER AND SAFER FOR PEOPLE WALKING, BIKING, DRIVING, AND RIDING TRANSIT.

REDEVELOPMENT OPPORTUNITIES

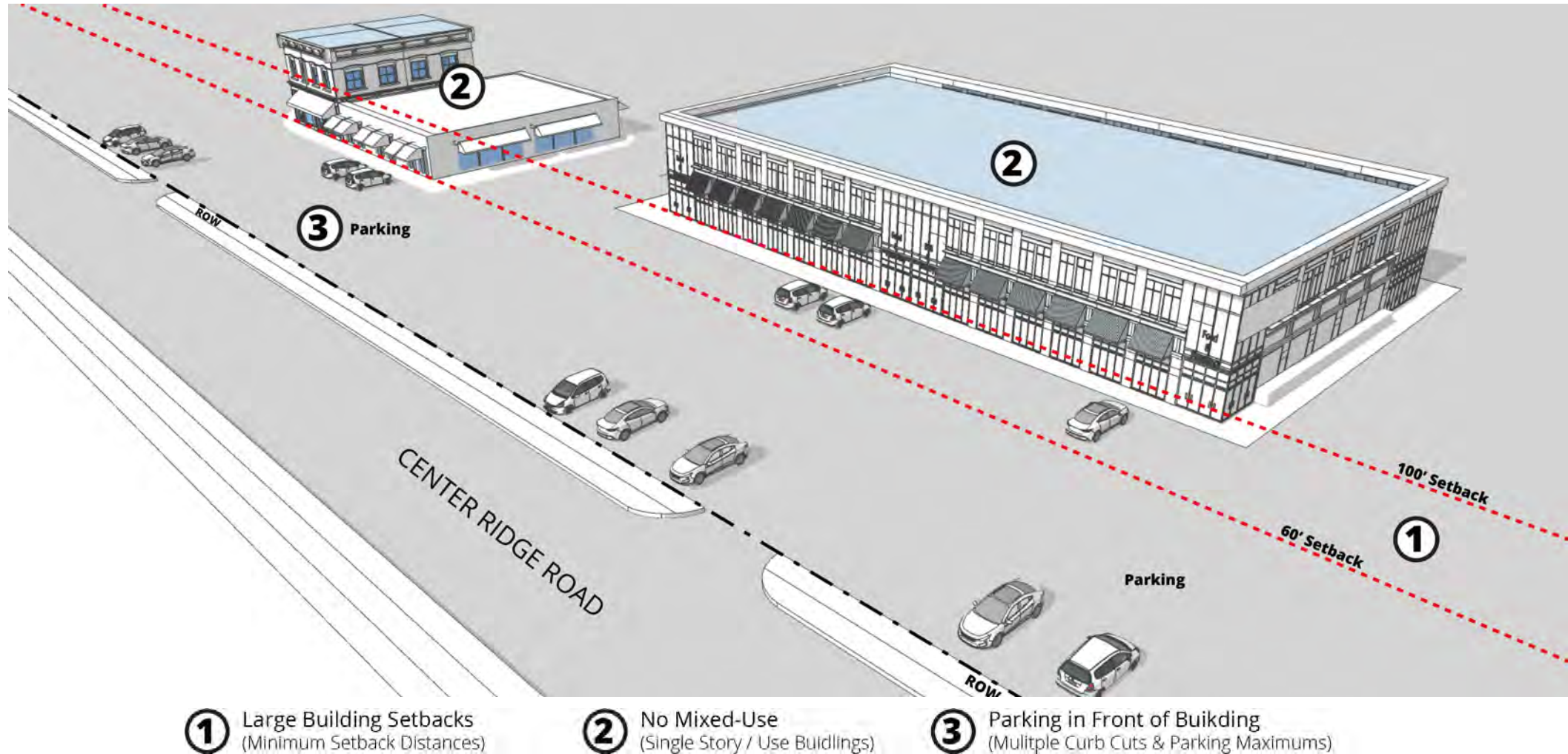
VIBRANT RECOMMENDATIONS



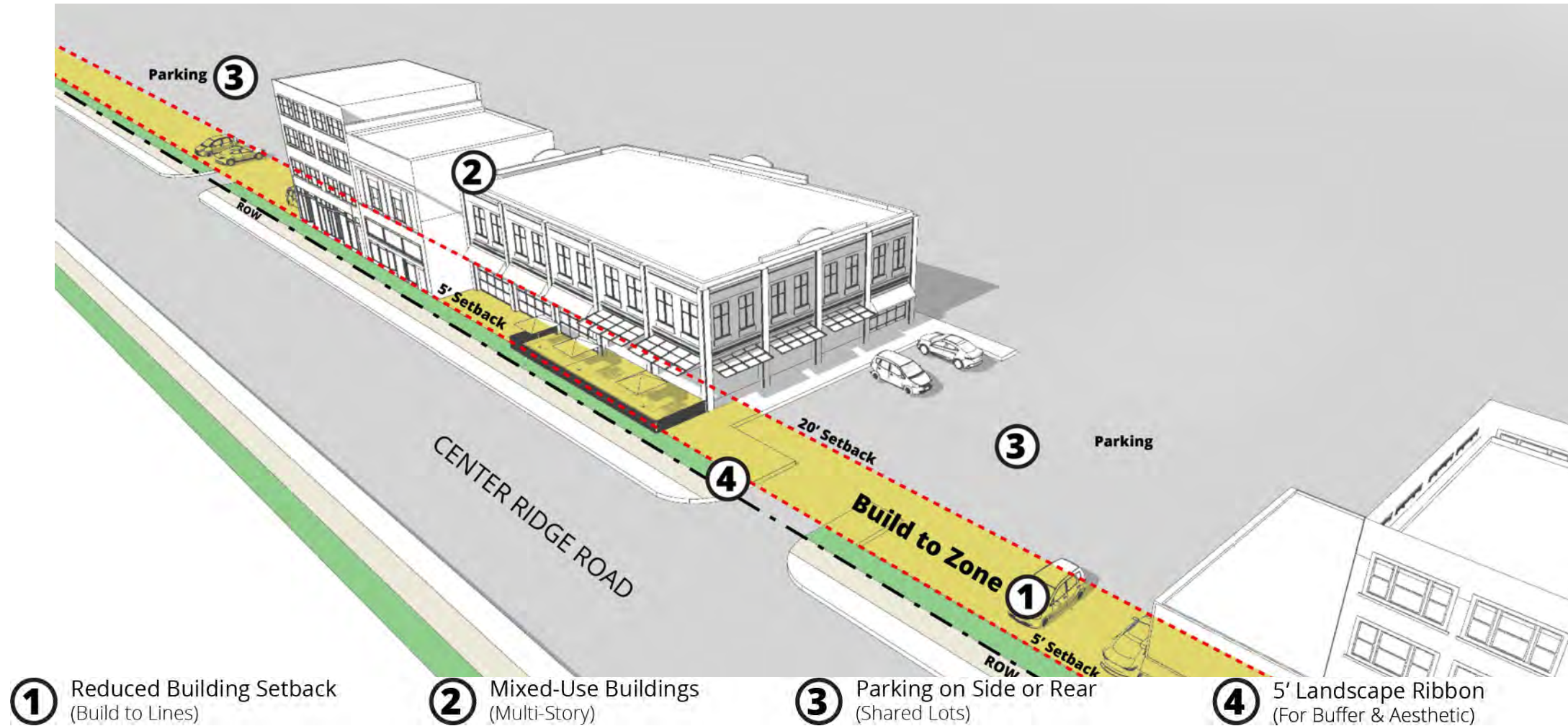
REVIEW ZONING CODE TO ENSURE IT MATCHES COMMUNITY VISION



DOES REGULATION SUPPORT THE COMMUNITY VISION & DESIRED DEVELOPMENT TYPES



COMMON REGULATORY BARRIERS TO REDEVELOPMENT ARE ZONING & DESIGN STANDARDS



Center Ridge Road Corridor Design Overlay

A Center Ridge Design Overlay (CRDO) is intended to promote a well-planned and attractive corridor that encourages investment, and provides opportunities for multi-modal transportation options, walkability, improved traffic flow, building styles and locations.



Commit to **improving pedestrian and bicycle connections** to help foster healthier and equitable access to key amenities and destinations.

Support efforts that make Center Ridge **safer and more inclusive to all users**, regardless of transportation choice.

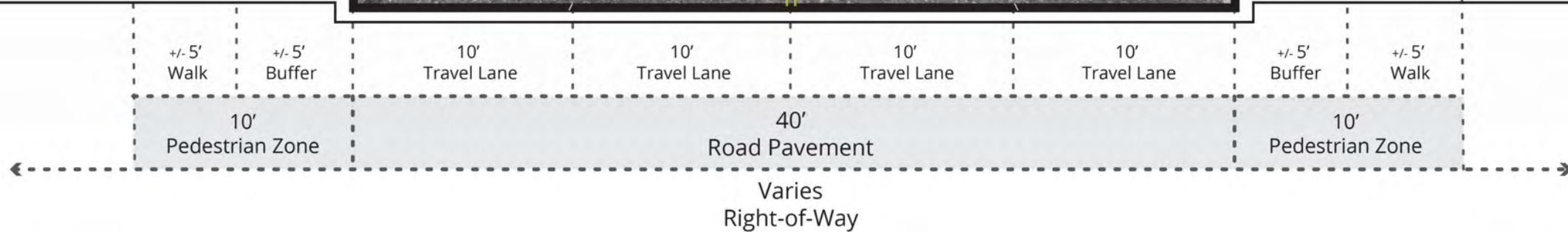


Build a more **attractive and sustainable** Center Ridge as the corridor grows and transforms in the future.

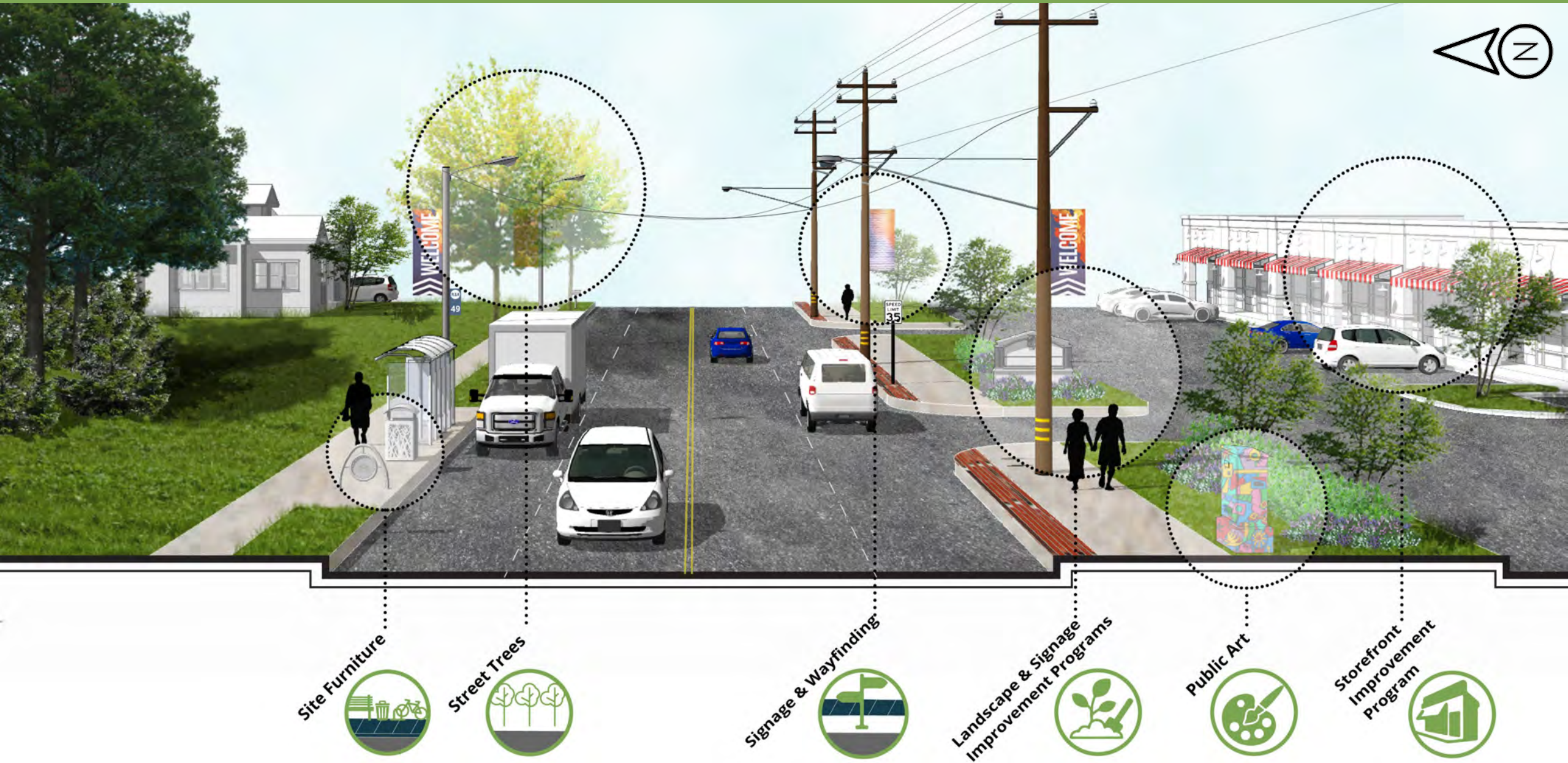
Assemble a mix of residences and neighborhood businesses that **create a vibrant and unique sense of place**.



CENTER RIDGE ROAD: TYPICAL CONDITIONS



CENTER RIDGE ROAD: ATTRACTIVE RECOMMENDATIONS



CENTER RIDGE ROAD: CONNECTED RECOMMENDATIONS



Shared-Use Path.



Bike Parking



Bus Shelters



Sidewalks



CENTER RIDGE ROAD: SAFE RECOMMENDATIONS



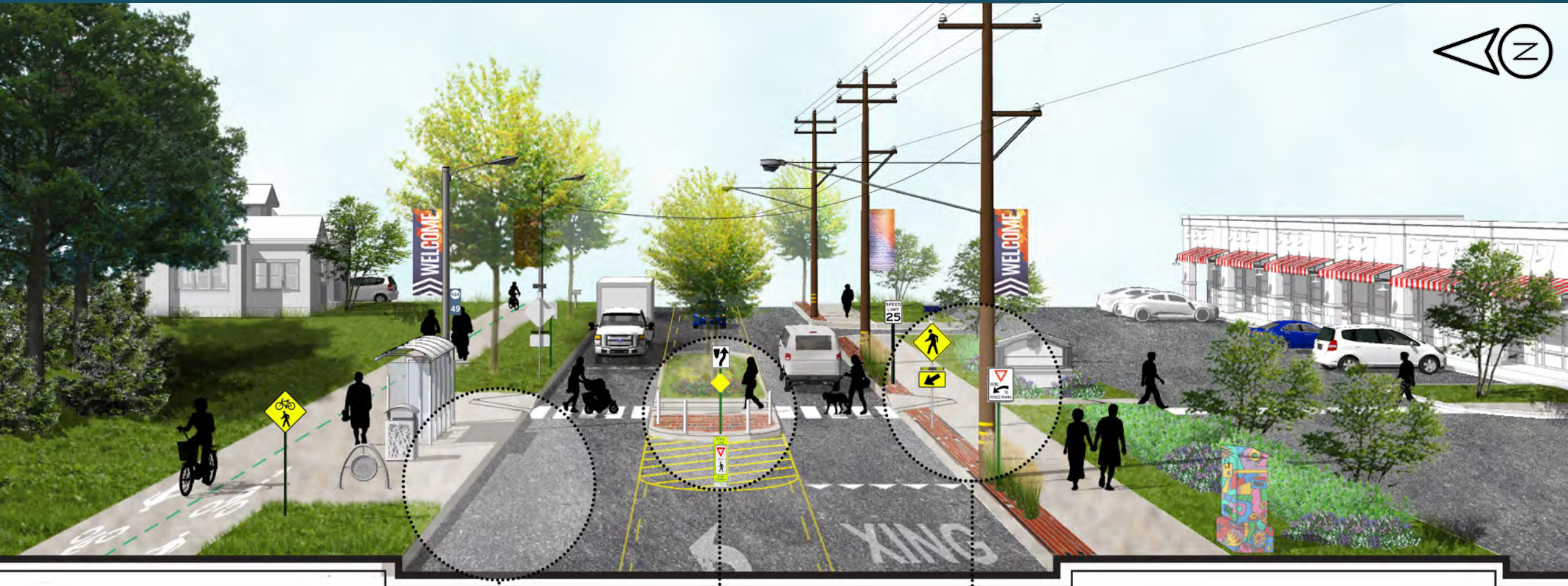
Access Management:
Reduce Driveways



Accessible Route to Buildings from Sidewalk



CENTER RIDGE ROAD: SAFE RECOMMENDATIONS



Road Diet:
(4 to 3 w/ turn lane)



Mid-Block Crossings
& Pedestrian Islands



High Visibility
Markings & Signage



CENTER RIDGE ROAD: VIBRANT RECOMMENDATIONS



Green Infrastructure



Complete & Green
Street Policy



Zoning Updates:
Parking on Side or Rear



Zoning Updates:
Mixed-Use Buildings



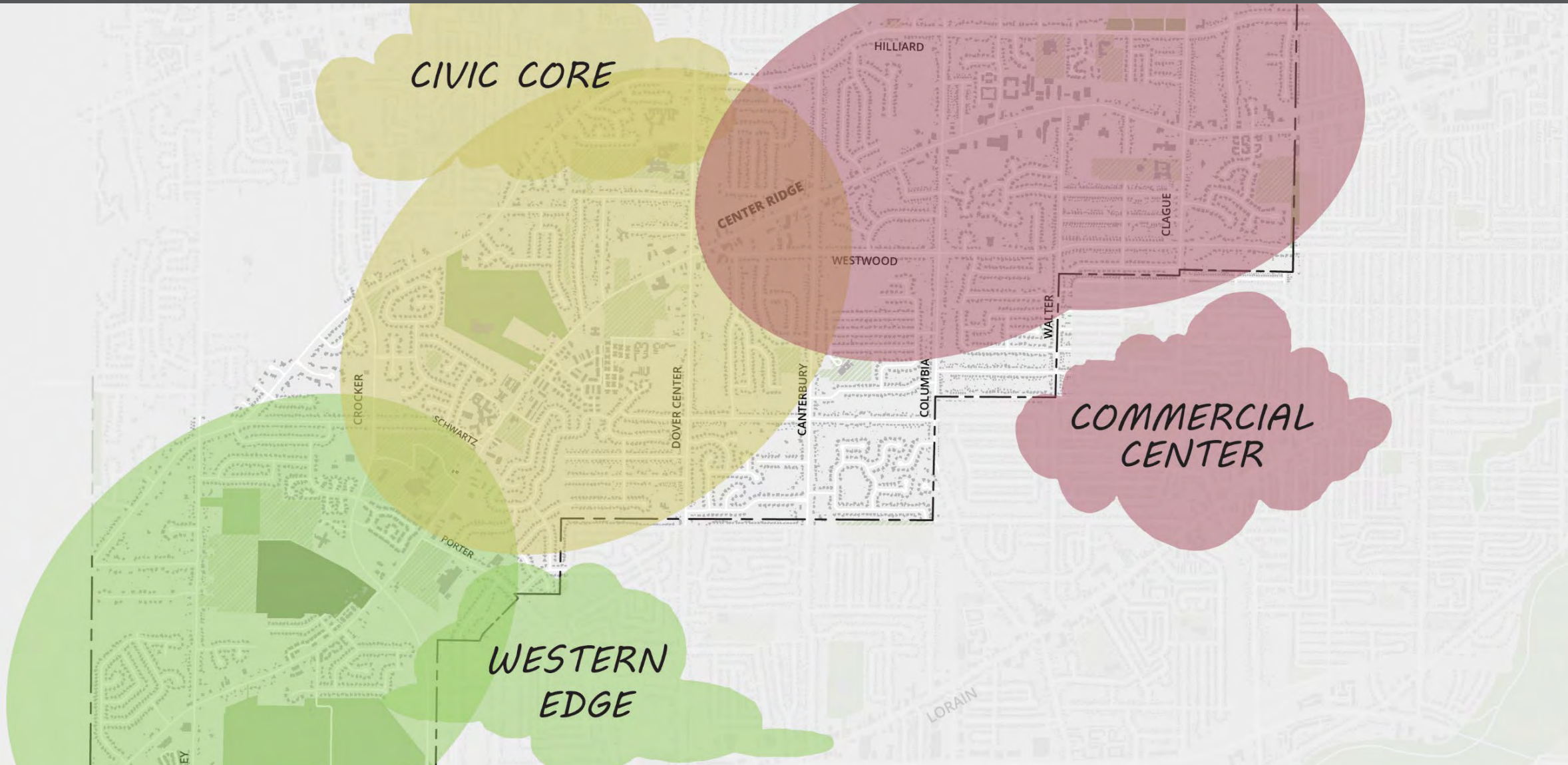
Zoning Updates:
No Setbacks



COMPLETED VISION



LOCATION



RECOMMENDATIONS SHOULD REFLECT THE CORRIDORS USES AND CHARACTER

RECOMMENDATIONS: WESTERN EDGE

DRAWING KEY

1. Add street trees for comfort and safety
2. New multi-use trails
3. Re-route US Bike Route 30 using multi-use trails
4. Add Bradley Woods trail connection
5. Build additional connections
6. Add Road Diet from Crocker to City Limits
7. Create mid-block crossings & pedestrian islands
8. Increase pedestrian safety at intersections
9. Neighborhood node development opportunity
10. Medical office development opportunity
11. Add Gateway signage to city or corridor



RECOMMENDATIONS: CIVIC CORE

DRAWING KEY

1. Add street trees for comfort and safety
2. New multi-use trail on Center Ridge & Westwood
3. New bus shelters
4. Bike Boulevard Connections
5. Reduce Speed to 25mph from Dover to Rocky River
6. Add Road Diet from Dover to Rocky River
7. Use pedestrian safety measures at key intersections
8. SRTS Plan to help implement improvements near school
9. Redevelop the Dover Village District
10. Daylight Cahoon Creek and add bridge to create gateway for Dover Village

15 - 20 Minute Walk to School

WESTWOOD

CENTER RIDGE

DOVER

CANterbury

Cahoon Creek

SPEED LIMIT 25

15 - 20 Minute Walk to School

Attractive Recommendations

Connected Recommendations

Safe Recommendations

Vibrant Recommendations

-
- DRAWING KEY**
1. Add street trees for comfort and safety
 2. New multi-use trail on Center Ridge & Westwood
 3. New bus shelters
 4. Bike Boulevard Connections
 5. Reduce Speed to 25mph from Dover to Rocky River
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 9. Redevelop the Dover Village District
 10. Daylight Cahoon Creek and add bridge to create gateway for Dover Village
- Legend:**
- Attractive Recommendations (Green)
 - Connected Recommendations (Orange)
 - Safe Recommendations (Dark Blue)
 - Vibrant Recommendations (Teal)
- Map Labels:** CENTER RIDGE, WESTWOOD, DOVER, CANTEBURY, Cahoon Creek, 15 - 20 Minute Walk to School

DRAWING KEY

1. Add street trees for comfort and safety
2. New multi-use trail on Center Ridge & Westwood
3. New bus shelters
4. Bike Boulevard Connections
5. Reduce Speed to 25mph from Dover to Rocky River
6. Add Road Diet from Dover to Rocky River
7. Use pedestrian safety measures at key intersections
8. SRTS Plan to help implement improvements near school
9. Redevelop the Dover Village District
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15 - 20 Minute Walk to School

WESTWOOD

CENTER RIDGE

DOVER

CANterbury

Cahoon Creek

SPEED LIMIT 25

15 - 20 Minute Walk to School

Attractive Recommendations

Connected Recommendations

Safe Recommendations

Vibrant Recommendations

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RECOMMENDATIONS: COMMERCIAL CENTER

DRAWING KEY

1. Bury powerlines and add new light fixtures
2. Add Gateway signage for city or corridor
3. Continue Multi-use trail on Westwood and Walter
4. Bike Boulevard Connections
5. Reduce Speed to 25mph from Dover to Rocky River
6. Add Road Diet from Dover to Rocky River
7. Rebuild sidewalks away from curb for safety
8. Use pedestrian safety measures at key intersections
9. Redevelopment areas with mixed-use office space



NEXT STEPS

- **Conduct an Implementation Survey**
 - Identify what recommendations from the Plan Residents Support
 - Use Mayors Newsletter & Westlife Article to Generate Interest
- **Create an Implementation Committee**
 - Mix of City Staff and Stakeholders meet to help act upon plan

Westlake

CENTER RIDGE

CORRIDOR MASTER PLAN

THANK YOU!