



Table of Contents

PART 1	Introduction Study Area, Planning Process, Community Engagement	page 7
PART 2	Current Conditions History, Previous Plans, Demographics, Land Use, Transportation	page 23
PART 3	Vision & Recommendations Plan Principles & Recommendations	page 37
PART 4	Implementation Location, Partners, Action Steps, Benefits, Funding	page 121
5	Appendix Mapping, Data, Analysis, Online Survey, & Public Meeting Results	page 151



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"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."

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PART

WHAT IS A CORRIDOR PLAN | 8

WHY DO WE NEED A PLAN | 9

STUDY AREA | 10

PLANNING PROCESS | 12

COMMUNITY ENGAGEMENT | 14

SURVEY RESULTS | 18



Introduction

THE INTENT OF THE 'CENTER RIDGE CORRIDOR MASTER PLAN' IS TO BUILD A SAFE, CONNECTED, ATTRACTIVE, & VIBRANT CENTER RIDGE ROAD FOR ALL USERS REGARDLESS OF AGE, ABILITY, OR MODE OF TRANSPORTATION.

The City of Westlake was awarded funding for professional planning services through a competitive grant process from the Cuyahoga County Planning Commission. Their application focused on re-imaging and revitalizing the entire six-mile length of Center Ridge Road. With help from the City and its residents, County Planning has developed the 'Center Ridge Corridor Master Plan'.

The Center Ridge Corridor Master Plan is a visioning exercise and guide created by the City of Westlake in collaboration with residents, business owners, stakeholders, and interested groups. It is a long-term plan aimed at helping the City consider new methods, opportunities, and technologies to achieve their goals of well-connected, thriving, attractive, and safe streets. The Center Ridge Corridor Master Plan is intended to guide leaders, and to inspire residents, business owners, and other stakeholders to rethink how Center Ridge looks, feels, and operates for all users, businesses, and residents now and into the future. The plan intends to build upon Westlake's sense of community, pride, and amenities that make it an ideal place to visit, conduct business, and call home. Generally, a Master Plan inventories existing conditions along the corridor from a transportation and land use perspective both regionally and locally. The goal of the plan is to listen, understand, and balance the existing character and function of the street with new trends, technologies, and desires of residents.

Developing a plan provides the community an opportunity to give input on the general direction of the City. Obtaining input from a diverse cross section of the community before and during the Coronavirus pandemic was critical for the success of this plan. The Center Ridge Corridor Master Plan outlines what exists today and lays the foundation of the community's vision for the future while providing concrete action steps to achieve that vision. This Master Plan marks only the beginning of this transformation and is intended to serve as a guide for changes over many years. Only with the help of dedicated residents, business owners, and city staff can the Master Plan's goals be achieved. Together, they can work to realize a better Center Ridge Road and City of Westlake.

WHAT IS A CORRIDOR PLAN?

The City of Westlake's Center Ridge Road Corridor Master Plan is a collection of community aspirations that aim to inspire and guide City officials and residents as to what vision they might have for this corridor both today and into the future. By writing down these aspirations, we memorialize the hopes of the Westlake community and, importantly, we outline the steps necessary to achieve our goals. The intent of the Center Ridge Corridor Plan is to create a unified vision for the street that integrates transportation and land use needs while also addressing changing community needs and challenges.

The Center Ridge Corridor Master Plan examines the current conditions along this major and historic east-west thoroughfare. Developing this focused study area and strategic profile of existing site conditions is essential to determining what trends are shaping the corridor today and what elements need to be updated or changed to meet the changing needs or demands of the future. Analysis of these trends combined with stakeholder and public input help outline a vision for the future. This vision is uniquely tailored to the Center Ridge Corridor site and community of Westlake.

Based on the current conditions analysis, input, and vision for the future, the Center Ridge Corridor Master Plan outlines specific recommendations and actionable steps to help deliver the desired outcomes the community would like to see. These ideas range from small adjustments that can take advantage of existing right-of-way to improve daily life in Westlake and in the project area, to large changes that might have longer time frames for implementation.

PLANNING & ZONING: THE DIFFERENCE



PLANNING PROPOSALS

- •A general **plan** for future growth
- Describes recommendations for what **should happen** in the future
- •Includes **recommendations** that can be undertaken by the City, residents, or partners
- A **flexible** plan that is intended to be interpreted as conditions change



ZONING CODE

- Specific rules for development
- Describes what is and what is not allowed today
- •Includes **mandatory regulations** on development that are enforced by the City unless specifically waived
- Relatively rigid set of regulations that can only be changed by a legal process

WHY DO WE NEED A PLAN?

The goal of the Center Ridge Corridor Master Plan is to provide a framework for improving all aspects of Center Ridge Road. It is the City's hope that the recommendations, actions, and investments identified in the plan will enhance the safety, connectivity, attractiveness, and vibrancy of Center Ridge Road. There are many reasons to undertake this effort, but one of simplest reasons is that the Center Ridge Master Plan allows the community to undertake the following actions as part of the planning process:





Catalog, record, and inventory what facilities exist today, Gather local input and ideas and empower residents by and outline a vision for the future.



designating them as partners in the community's future.





Outline, guide, and shape future decisions to match the community's vision, helping the city identify specific projects, actions, and opportunities that are desired, feasible, and a high priority.





Distinguishes long and short-term projects so that partners can coordinate and leverage additional funding opportunities, while also providing a competitive advantage when applying for grants and funding.



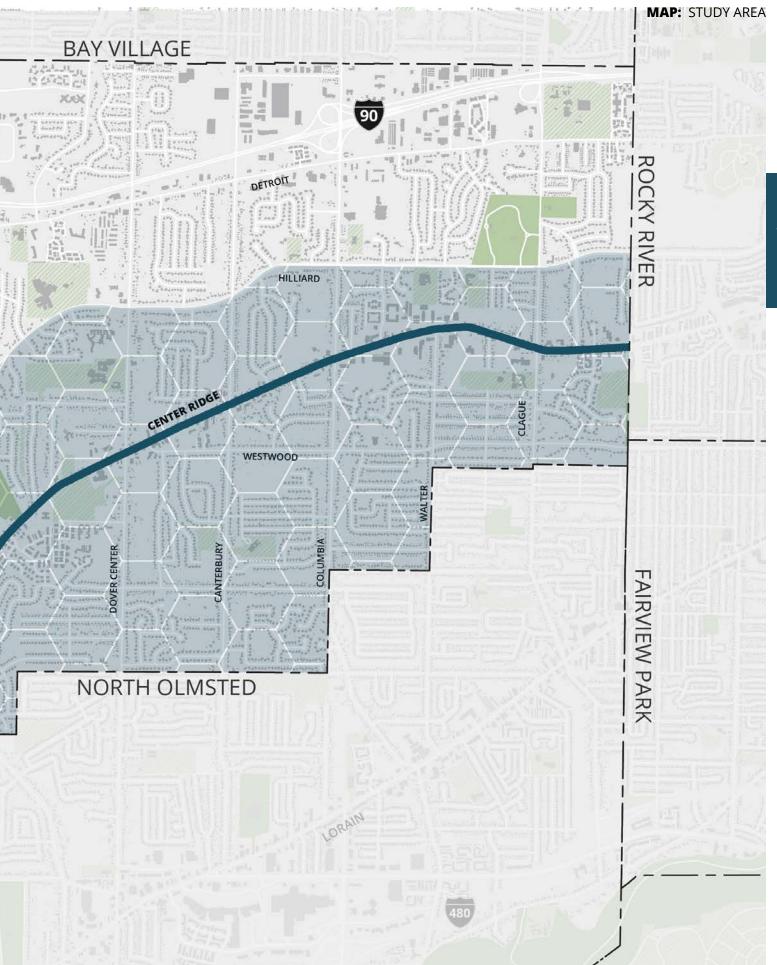
STUDY AREA

The City of Westlake is located at the western edge of Cuyahoga County, just one mile south of the Lake Erie shore. Its neighboring communities are Bay Village, North Olmsted, Rocky River, Avon (Lorain County), and North Ridgeville (Lorain County).

Center Ridge Road (U.S. Route 20) traverses the City from east to west and connects its neighboring communities of Rocky River and North Ridgeville (Lorain County). The Study Area consists of the entire length of Center Ridge Road from eastern to western city limits. Within Westlake, the corridor stretches over six miles and intersects many of the City's major streets. Center Ridge Road acts as a major arterial road that many people use for commuting or to access several destinations.

The Study Area will consider the entirety of the street within the public right-of-way, as well as the properties directly adjacent to the street. In addition, the Study Area will look at some of the unique features, destinations, and neighborhoods within a short walk or drive along the corridor.





PLANNING PROCESS

The Center Ridge Corridor planning process began in 2019, and took a little over two years to complete due to the 2020 Coronavirus pandemic and subsequent response. County Planning, with help from the Project Team (a group of City Staff) and a Steering Committee (a group of residents & stakeholders), guided the master planning process. County Planning staff developed an existing conditions assessment to better understand current conditions in Westlake. County Planning staff also studied best practices around the country, state, and region to create both aspirational and achievable goals. This analysis and review of corridor trends established a baseline for the City of Westlake and for the recommendations contained in this plan.

Input from County Planning was supported by City staff and other interested community leaders and stakeholders. Westlake residents and the greater public also played a key role in the plan's development. A project website (www. countyplanning.us/projects/center-ridge-corridor-master-plan) and an initial online public opinion survey helped to engage and introduce residents to the corridor plan. In addition to input from this survey, the residents of Westlake were engaged throughout the planning process at in-person and virtual meetings to generate a vision and provide opportunities for comments and feedback. All participants of the planning process studied the existing conditions analysis and suggested recommendations and helped generate key ideas to be pursued in this plan. Final recommendations located in this document incorporate public input, Project Team guidance, and Steering Committee suggestions which have been supplemented by the technical skills, expertise, and feasibility analyses performed by the County Planning staff.

The result of this process is the 'Center Ridge Corridor Master Plan', a comprehensive document that identifies policies, programs, and projects designed to improve Center Ridge Road and the City of Westlake. Residents are encouraged to use this plan to see what changes may occur in their neighborhoods and to assist implementation by developing community groups or volunteer organizations to support it. Business owners are encouraged to use the plan to find where the City is focusing infrastructure improvements and other efforts, and to see what opportunities may be available. The city is encouraged to use the plan when deciding what infrastructure investments to make, or what grants to apply for. These are all substantive ways that members of the community can use the Center Ridge Corridor Master Plan to guide their decisions and focus on various implementation strategies to achieve the community's vision.



I. CURRENT CONDITIONS

Collection of demographic data and other detailed analyses of the City's existing conditions including land use, zoning code, infrastructure, and connectivity patterns.

II. VISION & PRINCIPLES

Broad-based concepts and ideas based upon analysis and community input that set the stage for the plan and recommendations.

III. RECOMMENDATIONS

Specific recommendations that the city and various groups can consider in order to accomplish the community vision.



IV. IMPLEMENTATION STRATEGIES

Priorities, partners, costs, funding resources, and timelines to put the plan into action.



COMMUNITY ENGAGEMENT

The COVID-19 pandemic drastically and rapidly disrupted nearly every aspect of our daily lives. The Center Ridge Corridor Master Plan was still in its infancy when the world went into lockdown, which ultimately required participants to be flexible and remain open minded to the ever-changing environment of conducting community outreach in an era when in-person meetings were not permitted. This meant being innovative and creative with public formats and embracing non-traditional methods for community outreach. All the various groups and stakeholders involved met numerous times virtually with Cuyahoga County Planning Commission staff and participated in several online surveys and activities.

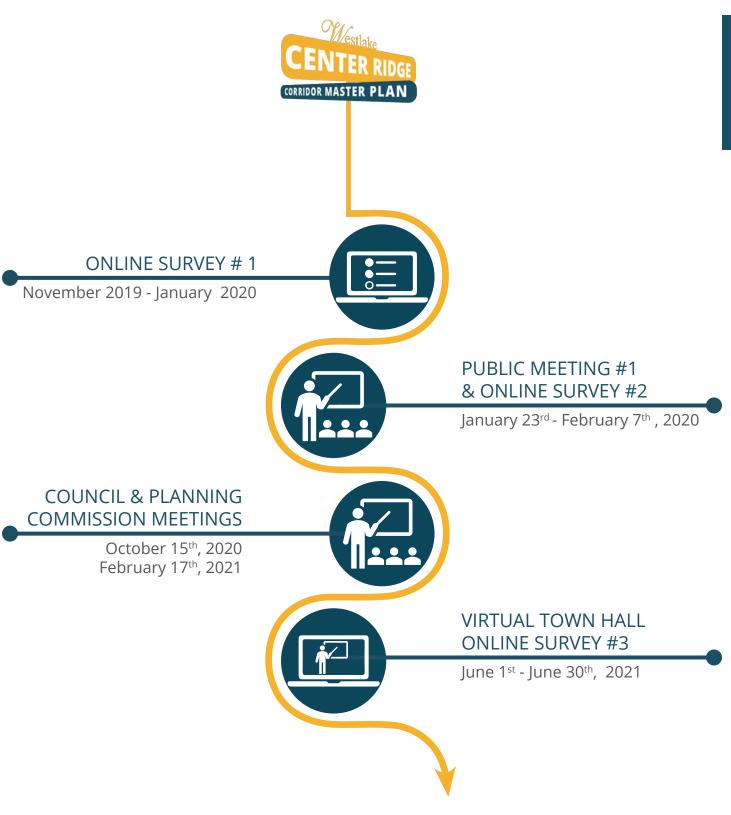
PROJECT WEBSITE

Developing a plan provides the community an opportunity to give input, an integral component of the planning process. Multiple outlets were used to gather input from a diverse group of residents, stakeholders, and employees within the community since this process will affect not only those who live in Westlake, but also those who own a business, work, or play in the city. One of the first and simplest methods to inform and reach residents was the launch of a project specific website. www.countyplanning.us/CenterRidge

This website was updated frequently, featuring information about the plan, documents, links to online surveys, presentation materials, and meeting updates. It was designed to provide the tools necessary for residents to stay informed and provide feedback virtually. This proved to be a critical component since a key section of the Center Ridge Corridor Plan was developed during the Coronavirus pandemic and required as much socially-distant engagement as possible.



The City of Westlake's Center Ridge Corridor Master Plan will seek to build upon the unique history and high-quality assets that exist along this significant six mile stretch of roadway.



PROJECT TEAM & STEERING COMMITTEE

Gathering feedback from local, regional, and community leaders who have 'on-the-ground knowledge' of the challenges and opportunities that exist along Center Ridge Road was a critical part of the planning process. The structure of the planning process included a Project Team (a committee of City Staff) and a Steering Committee (a group a various regional and local stakeholders). The Coronavirus Pandemic did not stop County Planning's efforts to reach these groups effectively and repeatedly throughout the process. One important objective was to give each group opportunities to participate in the plan frequently and virtually due to the Coronavirus Pandemic. The County Planning team used a variety of tools from Zoom meetings, recorded presentations, online surveys, and fillable forms so Project Team and Steering Committee members could view and participate at their convenience.

PUBLIC MEETING & VIRTUAL TOWN HALL

The first Public Meeting was an in-person event at Westlake City Hall that took place January of 2020. This meeting included a variety of engagement activities for residents to share their vision and desired improvements for Center Ridge Road. Residents were given an additional opportunity to provide feedback through an online follow-up survey that was left open for a month.

A few months later, traditional in-person meetings were no longer an option, as there was a need to control the spread of Coronavirus and keep residents and staff safe. With this new normal, the Center Ridge Corridor Master Plan had to find other creative ways to engage the public to ensure everyone had a voice during the process. County Planning worked closely with City staff to host the second Public Meeting as a Virtual Town Hall and used different ways to inform residents of the VirtualTown Hall, such as through the Mayor's newsletter and other online and social media platforms. Additionally, these virtual meetings were recorded and broadcasted on YouTube, where residents could view and make recommendations while staying up-to-date on the plan and its progress. These virtual presentations were combined with online surveys to solicit feedback and comments. In addition to this outreach, County Planning also held several 'Virtual Office Hours', allowing Virtual Town Hall attendees and presentation viewers the opportunity to ask questions at a time and day that best fit their schedule. These adaptive and creative engagement methods allowed the plan to develop recommendations and implementation strategies that were created and supported by city leaders and community stakeholders.

CITY COUNCIL & PLANNING COMMISSION

Developing a plan provides the community an opportunity to give input, an integral component of the planning process. While most of this community input was gathered through public meetings, online surveys, and other engagement activities with residents, additional engagement opportunities with elected and appointed officials were also provided. Throughout the planning process, several presentations and meetings with City Council and the Planning Commission took place. These meetings gave leaders – like residents – opportunities to provide comments and feedback on the plan and the recommendations. Their expertise and local knowledge of the project site helped County Planning acquire valuable positive and negative feedback.















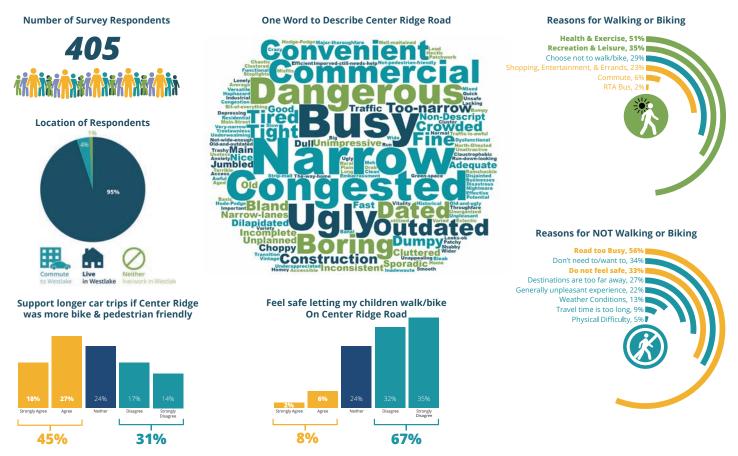


SURVEY RESULTS

Online surveys provided good opportunities for residents to share their feedback on the Center Ridge Corridor Master Plan. Due to Coronavirus concerns and social distancing requirements, these online surveys helped the planning team reach as wide as an audience as possible and gather important comments and concerns from residents throughout the process. Summaries of the survey results are provided on the following pages. All the questions and results of each survey are available in the appendix at end of the document.

SURVEY - 1 SUMMARY

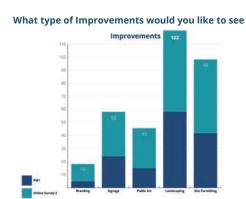
The first survey was launched in November of 2019 and remained open until January 2020, right before the the first Public Meeting took place. It was intended to kick off the plan and get initial thoughts from residents on various topics pertaining to Center Ridge Road, such as transportation, safety, shopping and entertainment.

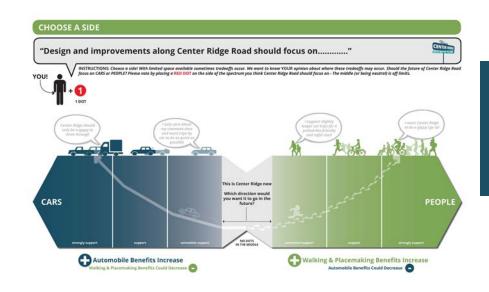


SURVEY - 2 SUMMARY

The second survey was launched after the first Public Meeting in January of 2020. It provided residents who could not attend the first Public Meeting an opportunity to participate in a similar visioning exercise as in the meeting.

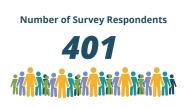


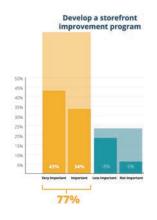


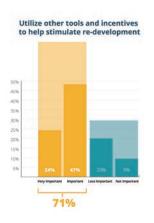


SURVEY - 3 SUMMARY

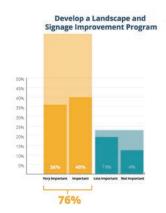
The third survey was launched in June of 2021 after the Virtual Town Hall. This survey was intended to give residents an opportunity to comment on recommendations and to prioritize which options they felt were the most important or valuable.

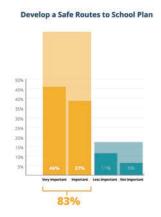












"Add turning lanes"

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

"Lanes and roadway feel narrow and unsafe"

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

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

"Require greenery
And signage
consistency for
permits"

"Make it more walkable for residents"

"Over 100 crashes have been reported in the past 5 years"

"I support longer car trips if Center Ridge was safer and more pedestrian friendly" "Center Ridge Road is utilitarian. Crocker Park is for attractiveness"



Current Conditions

The Center Ridge Corridor Master Plan examines the current conditions along the street through a variety of perspectives and provides a comprehensive analysis that thoroughly examines the City's history and previous plans to better understand how both local and regional efforts might influence, support, or enhance the Center Ridge Road corridor. This analysis also includes a comprehensive look at existing demographics in Westlake and how attributes such as car ownership might affect transportation trends throughout the community. it was also importation to include analyses on existing destinations, land use patterns, and zoning codes as land use trends and transportation trends are linked. Developing this strategic profile of existing site conditions along the corridor is essential to determining what trends have shaped the corridor over time, as well as what elements need to be updated to meet the changing needs or demands of residents.

As expected, Center Ridge Road and the City of Westlake overall are facing similar land use challenges as other suburban community's that saw growth and development trends built strictly around the automobile. The plan analyzes transportation and connectivity through a detailed study of traffic counts, trails, sidewalks, transit routes, and other features. Transportation trends are reshaping communities, and the Center Ridge Corridor Master Plan is one tool to help the community meet these changing demands as it addresses common connectivity issues that many communities are facing, such as how and where to accommodate new bicycle and pedestrian facilities that support users of all ages and abilities. Analysis of these existing features, combined with stakeholder and public input, help outline a vision for the future Center Ridge Road. This vision is uniquely tailored to the City of Westlake and its goals of creating a unique city that is an attractive place to live, work, and play.

HISTORY

EARLY SETTLEMENT

Westlake's beginnings date back to October 10th, 1810, when two families arrived by oxcart to set up homesteads in Township 7, range 15, of the recently platted Connecticut Western Reserve. By 1811, Leverett Johnson began clearing land in what later became Westlake. He is considered Westlake's first settler. On November 14th, 1811, Dover Township was incorporated which is considered the City's official founding. Many of today's streets and buildings are named after the City's early settlers. The area that is now the intersection of Dover Center and Center Ridge Roads was the geographical and historical center of activity. Located in this area was the Dover Blast Furnace, which made pig iron from bog ore and operated for more than 10 years until it burned down in 1844. Toward the latter part of the 19th century, the Township was the second largest shipping point for grapes in the United States. By 1900, Dover Township had a permanent population of 2,233 and an annual influx of people who owned cottages on Lake Erie. These summer residents decided they wanted their own community, and broke away from Dover Township to form the community of Bay Village, taking the railroad with them. In 1908, residents of the southern part of Dover Township also seceded and became part of North Olmsted. Because township residents were concerned that a township form of government was inherently unstable, the remaining 15.9 square mile area was incorporated as Dover Village in 1911.

NEW VILLAGE NAME

In 1940, a committee was organized to rename Dover Village as the Village of Westlake to avoid confusion with another community in Ohio named Dover. Dover was a popular name for communities back then as there were 17 of them according to the 1850 Federal Census, five of those were in Ohio. A November 14th, 1939 Plain Dealer article revealed that the choices from which residents could select a new name had: "Westlake, Clague Park, Claguewood (the first being the same name as that of the telephone exchange and the other two offered in honor of a pioneer family) and Park Ridge." The residents agreed to change the name by a poll, and the Cuyahoga County Common Pleas granted the new name of Westlake Village.







GROWTH

After World War II, Westlake's population grew to 4,912. By 1960, it jumped to 12,906. This growth led to an interest in planning to shape Westlake's future. During the early 1960's, Westlake officials enacted the City's first guide plan and municipal zoning ordinances. These plans separated the industrial areas in the northern part of the city from areas of commercial activity and from residential areas. During this time, the City saw its first winding subdivisions and its first office park. Interstate 90 completed construction in 1976, making downtown Cleveland easily accessible to the City.

CENTER RIDGE ROAD

Center Ridge Road is part of the longest road in the United States (U.S. Route 20). It stretches 3,365 miles from Newport, Oregon to Boston, Massachusetts and runs roughly parallel to Interstate 90. This road passes through Westlake, and it is considered the geographical and historical center of activity in the City. Currently, there are mostly residential land uses along the corridor, and the Cleveland Metroparks Bradley Woods Reservation is a prominent feature in the southeast section. Many office and commercial developments also exist along Center Ridge Road, with commercial land uses being a close second to residential.

CROCKER PARK & THE FUTURE

Since Crocker Park (the largest development in the City's history) opened in 2004, it is now considered the center of activity in town. It is a mixed-use development that includes retail stores, office buildings, restaurants, and a mix of housing options for residents. Crocker Park attracts people from the surrounding communities because of its proximity to Interstate 90. It is also home to the American Greetings Corporate Headquarters which relocated there from the City of Brooklyn in 2016. With over 32,000 current residents, Westlake continues to thrive, having established itself as one of Cleveland's premier suburbs. However, development patterns in Northeast Ohio continue to match those of previous decades as more and more development spreads outward from the central core. Westlake has seen areas to the west in Lorain County expand as resident's demands for amenities, housing, schools, and lower taxes change.







PREVIOUS PLANS

Previous local and regional community planning efforts support the current Center Ridge Corridor Master Plan. It is of critical importance to ensure that this study supports, highlights, and reinforces the efforts undertaken by the City and other partner organizations. Several existing planning documents and policies relevant to the City of Westlake and the Center Ridge Corridor were examined to help in the project's Collection, Analysis, and Discovery Phase. All relevant project recommendations and goals have been analyzed and added to the existing conditions dataset.

BRADLEY WOODS RESERVATION: CLEVELAND METROPARKS - 2018

New proposed improvements to the 828-acre park included better connections to Center Ridge Road and Westlake via a new northern path that would include striping and signage on the service drive, which could be used as an all-purpose trail connecting to Bailus Road via the Management Center. Other highlighted recommendations from the DRAFT plan included adding a crosswalk and trail connection along Bradley Road to the park's main entrance that would also connect to a new trail along the southern edge of Center Ridge Road. Adding a new boardwalk link to the existing trail along Crocker Road to the east was also recommended.

CITY OF WESTLAKE: GUIDE PLAN - 2016

"The purpose of the Westlake Guide Plan (Master Plan or Comprehensive Plan) is to define the community's long-range vision and goals for the physical development and redevelopment of the city and to provide a strategy to achieve them." Westlake's first official Guide Plan was completed in 1963. It was replaced by this plan which was completed in 1980 and amended in 1984, 1991, and 2016. Some key residential recommendations in the Guide Plan include: preserving Hilliard Road as single-family residential street with no commercial intrusion; fostering clusters of alternating commercial and non-commercial uses on Detroit and Center Ridge Roads to build upon existing land use and zoning patterns; reducing the amount of commercially zoned land; and adding more residential land uses to balance retail supply and demand. Other key recommendations from the updated Guide Plan include potential trail connections from Bradley Woods to existing trails on Crocker Road and adding bikeways and walkways to make all school and other recreation facilities accessible to kids with limited mobility options. In the document's thoroughfare recommendations, Center Ridge Road (considered a major street) was identified as one of a few streets that may require widening in the future through the creation of a uniform 80' ROW. This was suggested as part of the 2004 update to the Guide Plan and would have significant impact on recommendations in this Center Ridge Corridor Master Plan.



BRADLEY WOODS RESERVATION: CLEVELAND METROPARKS - 2018



GUIDE PLAN: CITY OF WESTLAKE - 2016



PARKS AND RECREATION MASTER PLAN: BRANDSTETTER CARROLL - 2015

PARKS AND RECREATION MASTER PLAN: BRANDSTETTER CARROLL - 2015

The Parks and Recreation Master Plan shapes a vision for Westlake's recreation future. A robust public engagement strategy and proposed recommendations outline several concepts that apply directly to this project. First, the Recreation Center is the most visited park in the Community. Second, residents support upgrading older parks and recreation facilities. The second finding was further strengthened by the renewal of a recreation levy in 2018. Several proposed projects outlined in this plan and the levy include: New Senior Center at the existing Rec Center; New Aquatics Center at Clague Park; and a Bradley Road Sports Park. Other key recommendations showed the highest support and most need for the development of walking, hiking, and biking trails to connect to existing destinations.

CITYWIDE BIKE PLAN: ENVIRONMENTAL DESIGN GROUP - 2012

Proposed routes through Westlake were evaluated based upon priority assessment criteria. The analysis included reviewing NOACA's Regional Bicycle Transportation Plan (2008) and Maps (2009), Cuyahoga County Planning Commission's Greenprint, GCRTA bus routes, and regional connections to the Cleveland Metroparks Reservations. All potential routes were identified and put into a matrix which were analyzed for conditions such as: connections to destinations; speed; automobile traffic volume; number of curb cuts; right-of-way width; type and number of intersections; and other issues such as traffic volume and bridge constraints. Utilizing this data allowed the recommendation of different route types for various segments. One of the key features of this plan was the designation of a "Westshore Bike Loop," a 13.75 mile regional pathway connecting Westlake, Bay Village, and the Huntington Beach Reservation. Portions of this major route and others are contained within the Center Ridge Corridor Project Area. These proposed improvements to the City's bike network include: the Crocker Park-Bradley Woods Connector, a two mile off-road trail connecting to major destinations north and south of which portion exist today; the Center Ridge Road Connector, 3.5 miles of both trail and road facilities stretching from Westwood Boulevard to the City limits, with recommended on-road facilities for the western portion of Center Ridge Road (requiring a road diet and reduction in lanes from four to three); and the Dover Center & Canterbury Road North/South Loop, 6.2 miles of dedicated bike lanes, with some restrictions, on the east side of Canterbury Road and the west side of Dover Center to accommodate north and south bike traffic, respectively. Other routes for consideration also include the Bradley Road Connector, Clague Road Connector, Westwood Road Connector, Schwartz Road Connector, Porter Road Connector, and Walter Road All-Purpose Trail.

OTHER STUDIES, PLANS, AND POLICIES

Since all current planning efforts should build upon previous proposals, additional studies, plans, and policies have also been reviewed as part of this process. Items that were considered include: the City of Westlake's Elementary School Plan and Traffic Study; the Dover Village Design Guidelines; the Cuyahoga Greenways Regional Bike and Trail Plan; the Mayor's State of the City Speech; the Center Ridge Road Corridor Study; and others.



CITYWIDE BIKE PLAN: ENVIRONMENTAL DESIGN GROUP - 2012



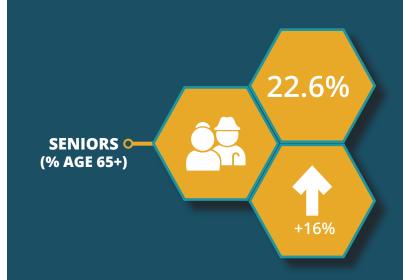
ELEMENTARY SCHOOL PLAN: CITY OF WESTLAKE - 2016



CENTER RIDGE ROAD CORRIDOR STUDY: TMS ENGINEERS - 2014

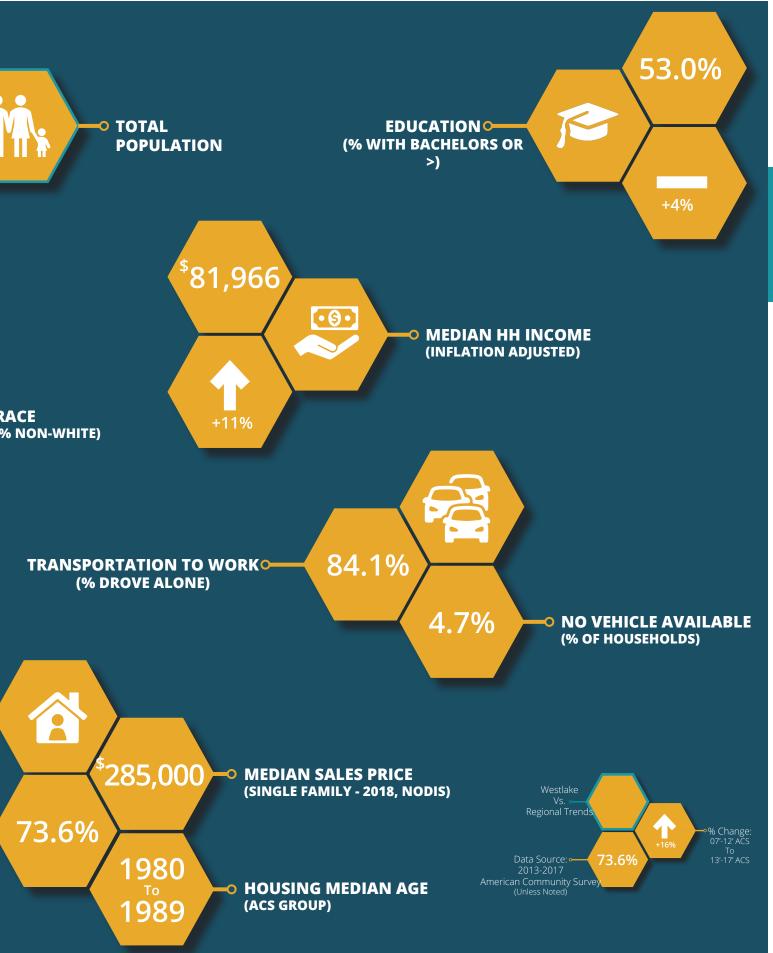


Demographics









Land Use: Key Findings

I. CENTER RIDGE HAS LOTS OF COMMUNITY ASSETS TO BUILD UPON

Center Ridge Road is a key corridor in the City of Westlake, with a diverse array of commercial, social, entertainment, and community services located along the street.

II. TOP LAND USES ON CENTER RIDGE: RESIDENTIAL, COMMERCIAL & INSTITUTIONAL

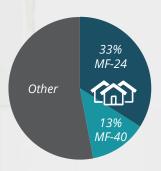
Land use is a broad term describing how land within any given municipality is currently being utilized. Types of uses typically include categories such as industrial, residential, commercial, and open space.

III. 47% OF THE CORRIDOR STREET FRONTAGE IS ZONED MULTI-FAMILY

Zoning Codes determine what uses are permitted or prohibited on a parcel according to existing regulations. It is the primary mechanism used by local governments to regulate the use of land and the manner in which those land uses are distributed throughout the community.









IV. CENTER RIDGE HAS LOTS OF EMPLOYMENT CENTERS INCLUDING TRAVEL CENTERS & UH

The Corridor's highest concentrations of employees are centered around St. Johns Hospital and near the King James Office Park and the Travel Centers of America Corporate Headquarters.



IV. CENTER RIDGE HAS ALMOST ZERO STREET TREES

Street trees provide many aesthetic benefits and help generate a sense of enclosure for roadways making them more appealing to pedestrians by providing a buffer between pedestrians and traffic.



V. CENTER RIDGE PROVIDES GREAT ACCESS TO WESTLAKE PARKS AND RECREATION

The corridor contains access to not only the Cleveland Metroparks' Bradley Woods Reservation, but also several local facilities including the Westlake Recreation Center and Meadowood Golf Course.



VI. DEVELOPMENT INTENSITY TENDS TO DECREASE AS YOU MOVE EAST TO WEST

Larger office buildings, and higher density residential developments are found on the eastern border of the City, while lower density residential and more parks and openspace are found near the western edge.



VII. VACANCIES DO EXIST ALONG THE CORRIDOR INCLUDING IN DOVER VILLAGE

Originally developed around Dover Center Road and Center Ridge Road, Dover Village was long considered the commercial and geographical center of Westlake.

Transportation: Key Findings

I. WESTLAKE HAS LARGE NUMBERS OF DAILY COMMUTERS INTO AND OUT OF THE CITY.

Large amounts of daily traffic can put pressure on local roadway systems to maintain quality traffic flow during rush hour for commuters, which can significantly impact street designs and residents.



II. CENTER RIDGE HAS CREATED PLACES FOR CARS BUT NOT PEDESTRIANS OR CYCLISTS

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



III. 35 MPH SPEED LIMITS CAN BE VERY DANGEROUS FOR PEDESTRIANS

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





IV. CENTER RIDGE HAS GOOD TRANSIT ACCESS WITH ONE GCRTA BUS ROUTE

Having travel options for commuters improves connectivity and helps citizens travel safely, efficiently, and on time – especially those residents without access to a vehicle.



V. WESTLAKE HAS ALMOST 100% SIDEWALK COVERAGE

These sidewalks connect many neighborhoods and destinations along the Center Ridge Corridor and provide a good foundation for building a pedestrian-friendly multi-modal transportation network.



VI. CENTER RIDGE HAS VERY LONG BLOCK LENGTHS WHICH ADD TRAVEL TIME

A limited number of crossings due to block length impacts connectivity and safety, requiring pedestrians or transit users to add time and distance to access a safe and marked crossing at an intersection.



VII. WESTLAKE HAS LIMITED EXISTING BIKE INFRASTRUCTURE

Bikeways have become important as people seek to travel in ways that are safe, environmentally friendly, and healthy. Bikeways can take many forms including off road trails and on-road bike lanes.



VIII. ROAD CAPACITY AND VOLUME MAKE CENTER RIDGE A GOOD CANDIDATE FOR A ROAD DIET

A road diet is a useful tool for improving safety and integrating multi-modal options into an existing street. A road diet reduces the number of travel lanes on a roadway and re-balances this space for other users and travel modes.



BUILDING A CENTER RIDGE FOR ALL USERS | 40

ZONES OF THE STREET | 42

ATTRACTIVE | 47

- STREETSCAPES | 58
- PUBLIC ART | 62
- BRANDING, SIGNAGE, & WAYFINDING | 64
- STOREFRONT IMPROVEMENT PROGRAMS | 66
- LANDSCAPE & SIGNAGE IMPROVEMENT PROGRAMS | 70

CONNECTED | 49

- TRANSIT WAITING ENVIRONMENTS | 72
- BICYCLE NETWORK & FACILITIES | 74
- SIDEWALK NETWORK & FACILITES | 82

SAFE | 51 + 53

- SAFE ROUTES TO SCHOOL PROGRAM | 86
- SPEED LIMITS | 90
- CORRIDOR ACCESS MANAGEMENT | 92
- BUILDING ACCESS MANAGEMENT | 92
- TEMPORARY PROJECTS | 94
- ROAD DIET | 96
- INTERSECTION & CROSSING TREATMENTS | 102
- SIGNAL AND MARKING IMPROVEMENTS | 104
- TRAFFIC CALMING & OTHER SAFETY MEASURES | 106

VIBRANT | 55



- COMPLETE & GREEN STREETS POLICY | 108
- ZONING CODES & CITY ORDINANCES | 110
- OTHER DEVELOPMENT TOOLS & PROGRAMS | 118

Vision & Recommendations

THE VISION OF THE 'CENTER RIDGE CORRIDOR MASTER PLAN' IS SIMPLE: BUILD A SAFE, CONNECTED, ATTRACTIVE, & VIBRANT CENTER RIDGE ROAD FOR ALL USERS REGARDLESS OF AGE, ABILITY, OR MODE OF TRANSPORTATION.

PRINCIPLES

The Center Ridge Corridor Master Plan is a coordinated planning effort that aims to provide a comprehensive set of recommendations for improving Center Ridge Road in Westlake. To achieve this vision, the plan has identified four key principles or approaches to the recommendations outlined herein: Connected; Safe, Attractive; and Vibrant. These principles represent core concepts and philosophies that should guide and influence decisions for proposed changes along the corridor and serve as the foundation for recommendations and next steps. "Connected" outlines a commitment to improving pedestrian and bicycle connections to help foster healthier and equitable access to key amenities and destinations. "Safe" supports efforts that make Center Ridge safer and more inclusive for all users, regardless of transportation choice. "Attractive" aims to build a more appealing and sustainable Center Ridge as the corridor grows and transforms in the future. Finally, "Vibrant" recommends assembling a mix of residences and neighborhood businesses that create a vibrant and unique sense of place. Taken together, each of these principles represent an integrated and all-inclusive methodology for improving Center Ridge Road in Westlake.

RECOMMENDATIONS

The Recommendations section is where the plan describes in significant detail the projects, programs, and best courses of action necessary to achieve each principle and fulfill the community's vision. In this section, each one of the plan's principles are broken down into a series of physical improvements, policies, and/or programs the City can implement through partnerships and collaboration. As one of the most important stages of the planning process, the recommendation section included in the Center Ridge Corridor Plan respond to input gathered from city leaders, steering committee members, and the public. They combine the personal and on-the-ground knowledge with the significant expertise of County Planning staff to generate a series of tangible and comprehensive methods to improve Center Ridge Road. Some of these recommendations can immediately move towards execution, while others may require additional study, funding, or long-term phasing efforts, thus laying the foundation and need for a series of implementation strategies.

ATTRACTIVE



From the streets of Crocker Park to the Community Center, Westlake is known to have outstanding services and amenities throughout the community. High-quality services and appealing facilities are expected when visitors and residents and visitors are shopping, dining, working, playing, and living in Westlake. However, during this process many respondents felt the Center Ridge Corridor did not accurately reflect all that Westlake has to offer. Most felt the street was outdated and lackluster in its appearance and conditions. The "Attractive" recommendations are aimed at addressing these concerns by providing to the greatest extent possible a more welcoming and pleasing street that better reflects the Westlake Community.

ATTRACTIVE aims to build a more appealing and sustainable Center Ridge as the corridor grows and transforms in the future

- Streetscapes
- Public Art
- Branding, Signage, & Wayfinding
- Landscape Improvement Programs
- Storefront Improvement Programs

CONNECTED



Westlake residents choose not to walk or bike to destinations on Center Ridge Road mostly due to automobile traffic and safety concerns. Even with a new elementary school and outstanding community center just steps away, residents overwhelmingly choose to drive rather than walk to their preferred destination. However, many stated they would support longer car trips if Center Ridge was more bike and pedestrian friendly. The recommendations included in the "Connected" section address these challenges by identifying opportunities to expand bike, pedestrian, and transit access to destinations by building more all ages and abilities facilities throughput Westlake.

CONNECTED outlines pedestrian and bicycle improvements to help foster healthier and equitable access to key amenities and destinations

- Transit Waiting Environments
- Bicycle Network & Facilities
- Sidewalk Network & Facilities

SAFE



Creating a safe corridor for roadway users regardless of transportation choice is a key principle in the Center Ridge Corridor Master Plan. During the planning process, residents consistently described the street as congested, narrow, and dangerous for both pedestrians and motorists, with most survey respondents saying they would not feel safe letting their children walk or bike to school. The "Safe" recommendations are focused on improving the well-being of all users of Center Ridge Road by designing and building a better street for residents and visitors who are driving, walking, biking, or using public transit.

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

- · Safe Routes to School
- Speed Limits
- Corridor Access Management
- Building Access Management
- Temporary Projects
- Road Diet
- Intersection & Crossing Improvements
- Signal & Marking Improvements
- Other Safety Measures

VIBRANT



The needs of community residents are constantly changing with technology. Streets and business districts that were once vibrant, filled with stores and entertainment, can become relics of the past with very few visitors or demand for services. Many times, these areas have only a single use and become vacant after work or on the weekends due to the lack of diverse businesses and opportunities. The "Vibrant" recommendations are focused on making Center Ridge Road an eighteen-hour street, one that has places to work, eat, and play regardless of time or day of the week.

VIBRANT recommends assembling a mix of residences and neighborhood businesses that create a vibrant and unique sense of place

- Complete & Green Street Policy
- Zoning Codes Update
- Other Development Tools & Programs

BALANCING NEEDS: BUILDING A CENTER RIDGE FOR ALL USERS

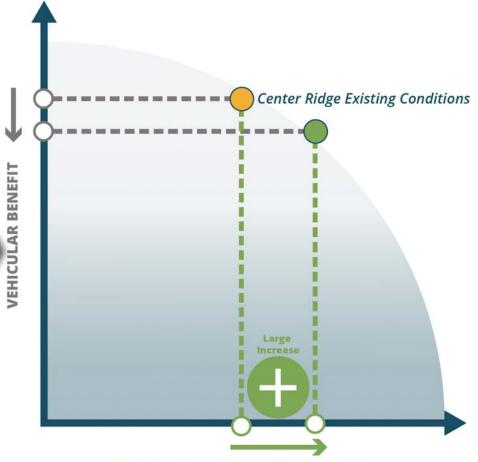
Analysis of the street, combined with public input, highlighted that many residents and users thought the roadway needed improvements that focused more on people and less on car travel. Generally, roadway designs are primarily influenced by efforts to move cars and reduce congestion. Continually building or expanding streets to provide more benefits to vehicles can negatively impact pedestrians and cyclists. However, the inverse to this theory is also true: slight reductions in convenience to those traveling by car can produce large benefits to pedestrians and placemaking efforts. This plan recommends that car needs are balanced with the needs of other users like pedestrians and cyclists. We can then measure the success and quality of improvements on Center Ridge Road based not upon how quickly traffic moves, but rather on how each recommendation creates a safe, attractive, fun, and thriving street for all users.



















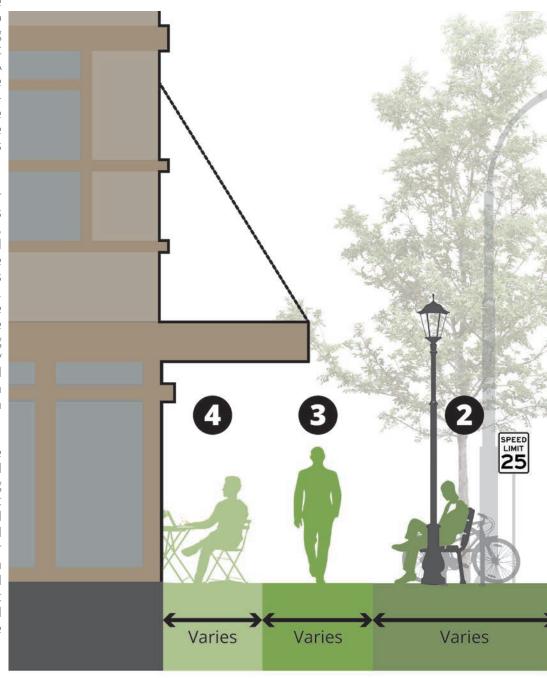


BALANCING NEEDS: ZONES OF THE STREET

The Center Ridge Master Plan aims to better balance car needs with the needs of other users. The desire to do so, considers the spaces along a street and how these different spaces are used and defined. A street typically includes the entire area located within the public right-of-way; however, within this space several different functions take place and require roadway designs to accommodate all users.

To identify the space necessary for each use, the street and sidewalks are divided into different zones. each having preferred spatial requirements. Combining all these zones together is what defines a street's quality and character. When these components favor the automobile, the street can become unappealing and bleak. Expanding roadway can negatively the impact the different elements and requirements of the pedestrian space, limiting what or where certain items can be constructed.

City-owned right-of-way is valuable public space, and when it is designed properly, a street can be an inviting and welcoming environment that provides the amenities needed for cars, pedestrians, bicycles, and transit. Improvements to Center Ridge Road should ensure that a proper amount of space is allocated to pedestrians, cyclists, and transit users, and all elements are located properly to create a comfortable and safe environment.





Roadway & Extension Zone

- Section of the street that extends beyond the curb into the roadway representing the primary space for vehicular travel.

2 Edge & Furnishing Zone

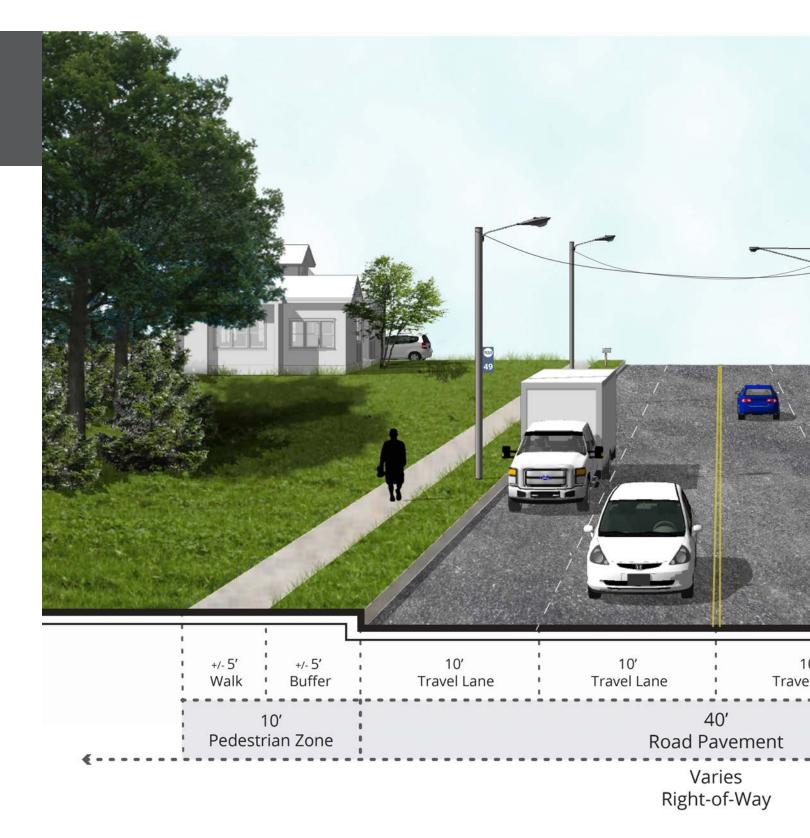
- Section of the street between the curb and the sidewalk, acting as a buffer and transition space between the roadway (vehicular travel) and the sidewalk (pedestrian travel).

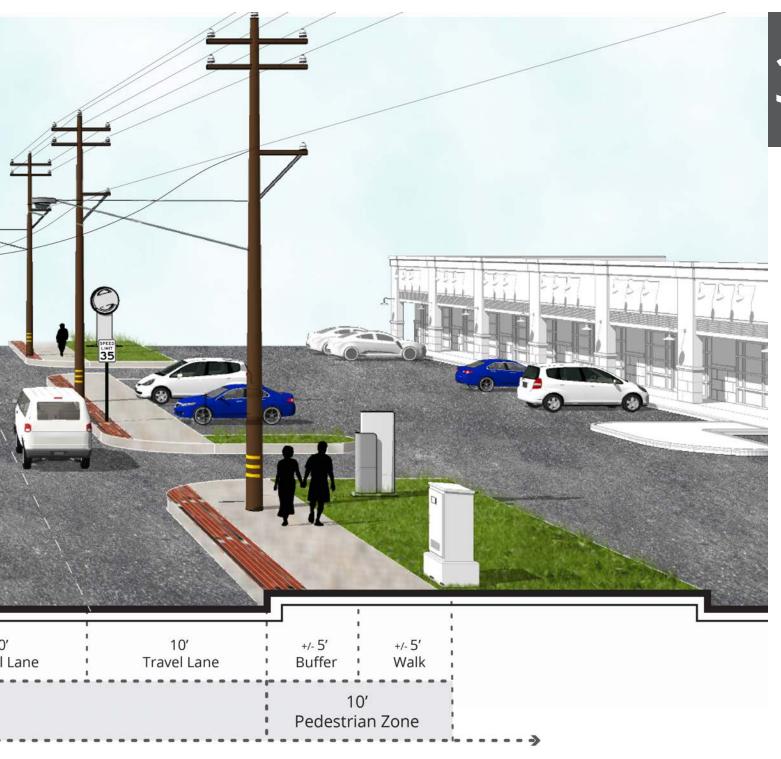
Sidewalk & Pedestrian Through Zone

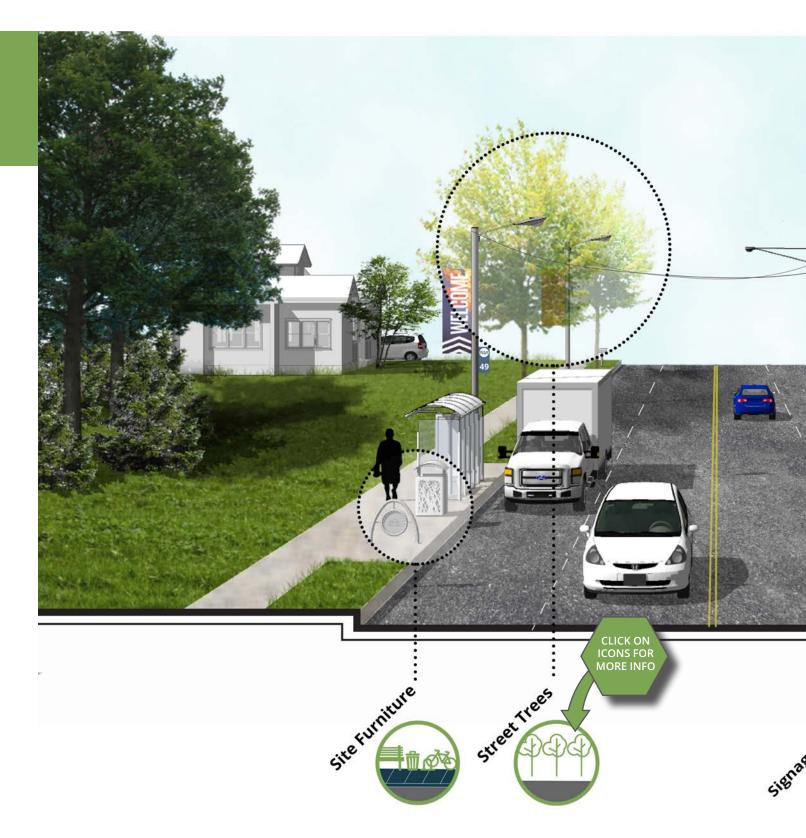
- Section of the street running parallel to the roadway that extends between the Furnishing Zone and the Building & Frontage Zone.
- This zone is the primary pathway for pedestrian travel and ensures that pedestrians always have a safe, adequate, and accessible facility to use.

Building & Frontage Zone

- Section of the street extending between the Sidewalk & Pedestrian Through Zone and building (or property line).
- The Building & Frontage Zone consists of both the structure and of the building and other amenties including parking areas, and is intended to provide adequate space to enter and exit buildings safely.

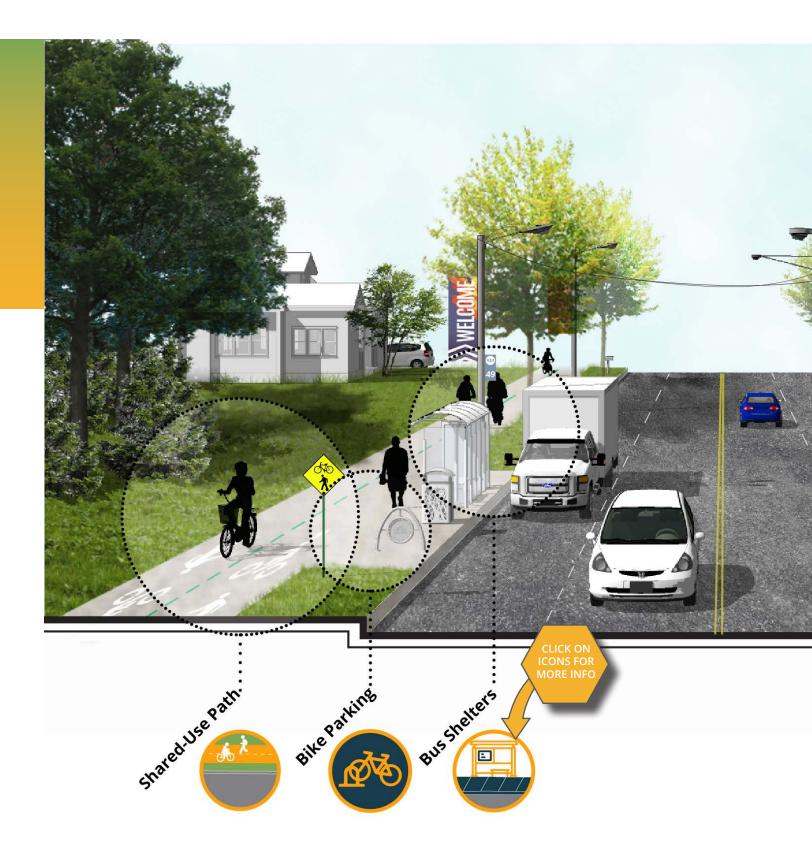




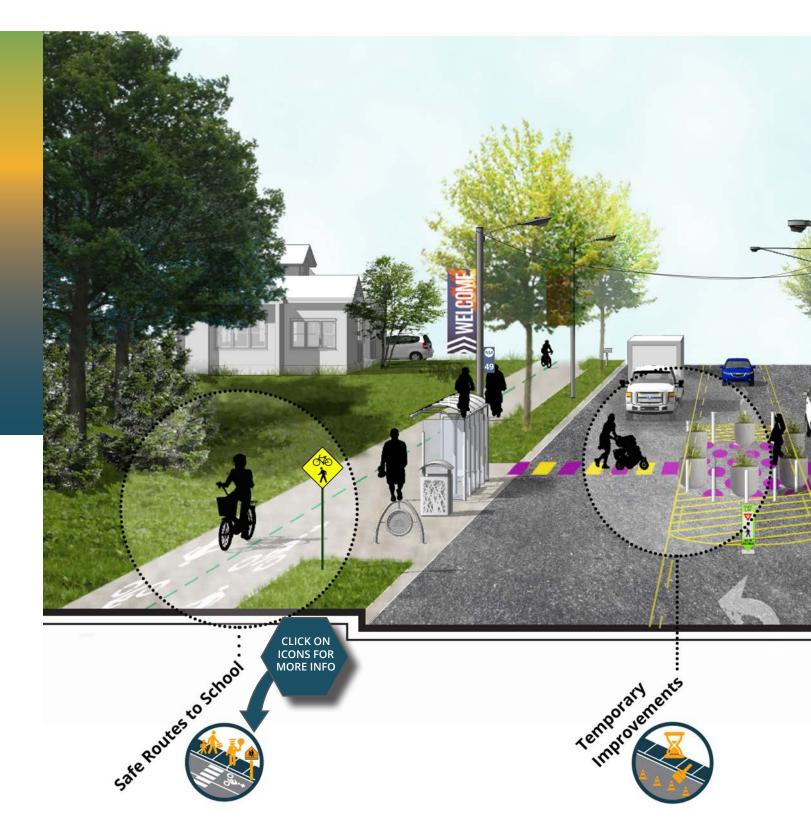




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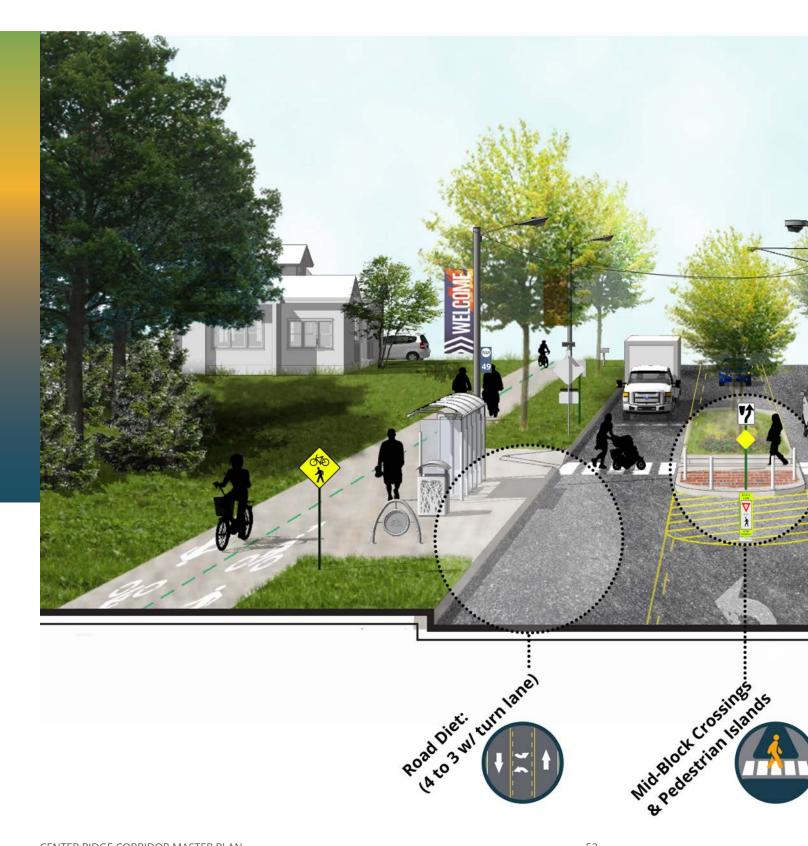






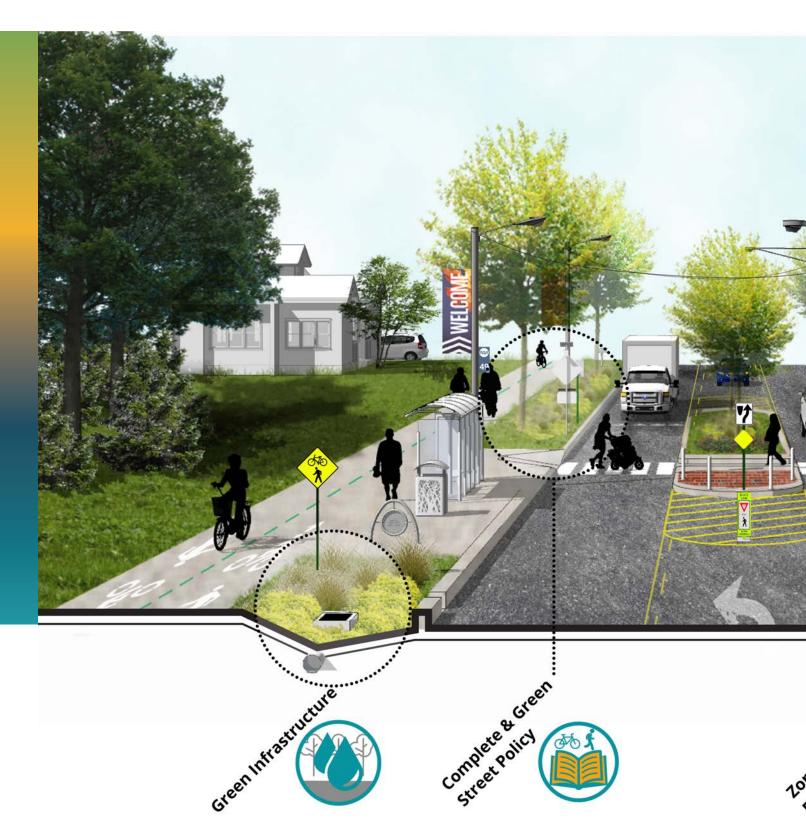


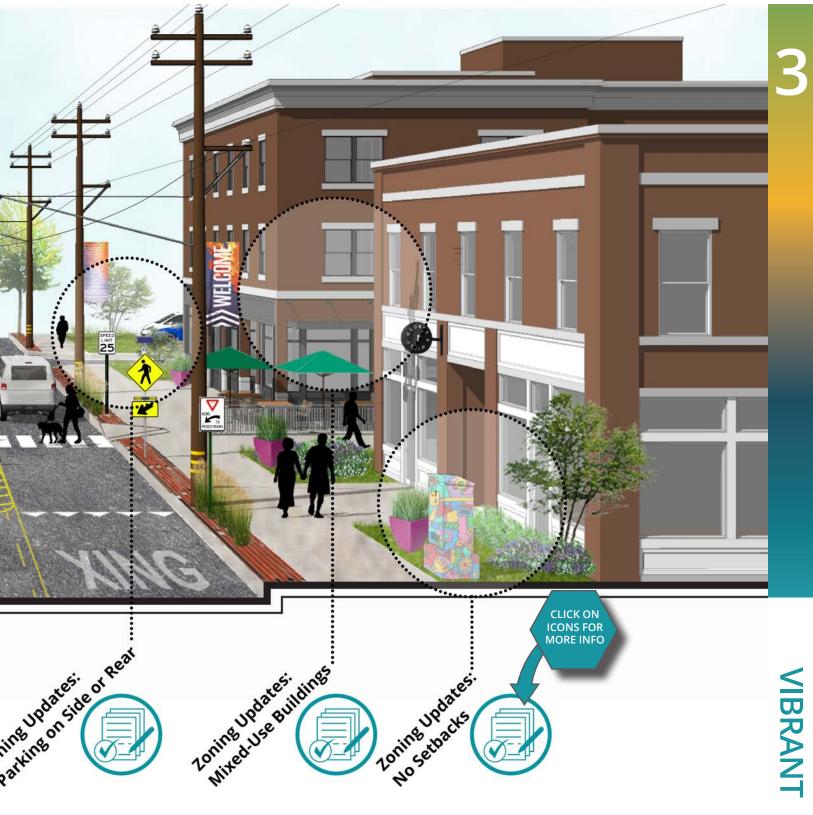
51

















STREETSCAPES

Street amenities such as furniture, trees, lighting, signage, and other similar features are key components of creating an attractive, comfortable, and welcoming environment conducive for walking and biking. City-owned right-of-way is valuable public space and should be filled with comfortable and safe streetscape amenities that support social interaction and equitable access. Adding these types of features promote a sense of identity by proudly displaying a location's heritage and individual character.

STREET TREES

Street trees create a pleasant and dynamic environment. They provide many aesthetic benefits and help generate a sense of enclosure for outdoor spaces and roadways, making them more appealing to pedestrians. Available in a variety of species, sizes, colors, and shapes, street trees are primarily located in the 'Edge & Furnishing Zone' within the public right-of-way. This zone, adjacent to the curb and sidewalk, provides a great buffer separating pedestrians from vehicular traffic. In suburban and rural areas, street trees are usually planted in grass strips adjacent to the curb, while in more urban areas, they are in tree wells with decorative grates. Most street tree plantings are the responsibility of the local government. Therefore, City staff must understand growth, maintenance, and the health of street trees. Salt spray and road salt absorption is a common problem with street trees in Northeastern Ohio. Planting street trees away from curbs or using species that have shown to have some salt tolerance is one way to help prevent this problem. Another health and maintenance issue includes the lack of tree diversity and inclusion of native plants. Diversity of tree species should be promoted to not leave an entire city tresscape vulnerable to pests and disease. Native species should be evaluated for selection over non-native and invasive species. Inadequate growing space, soil compaction, and utility conflicts are all problems that can be prevented. The simple and fundamental solution to most of these problems is to select the proper tree for each location, use better soils, and give each tree more room to grow. The following examples from soil and tree specialist James Urban are strategies to achieve better growing environments and well-landscaped cities:

- Plant Easy Places First (See Map)
- Create Bigger Planting Spaces
- Preserve, Reuse, and Improve Existing Soil
- Improve Drainage and Reduce Soil Compaction
- Select the Right Tree for The Right Location
- Establish Tree and Soil Improvement Budgets
- Utilize Detailed Construction Documents
- Design and Select Trees for Maintenance

HEALTHY URBAN TREE CANOPY PROGRAM

This is an initiative of the Cuyahoga County Executive to promote a healthy tree canopy in Cuyahoga County with grant funds available for tree planting and maintenance projects. The importance of a healthy tree canopy was emphasized in the 2019 Cuyahoga County Climate Change Action Plan and the 2019 Cuyahoga County Urban Tree Canopy Update. This annual competitive grant program is coordinated by the Cuyahoga County Department of Sustainability, the Cuyahoga County Planning Commission, and the Cuyahoga Soil & Water Conservation District, with assistance from the Cuyahoga County Board of Health.



Street Trees List

GENUS

Small - (Under 25')

Acer Buergerianum Quercus prinoides Syringa Reticulate Tilia cordata Zelkova serrata

Medium - (25' - 50')

Acer Campestre Acer Miyabei 'Morton' Carpinus Betulus Koelreuteria Paniculata Quercus Robur x Bicolor 'Nadler' Ulmus Parvifolia Allee Ulmus Propinqua Emerald Sun Zelkoa Serrata 'Mushashino' Zelkova Serrata 'Village Green'

Hedge Maple State Street Miyable Maple European Hornbeam Goldenrain Tree Kindred Spirit Oak Lacebark Elm Elm

SPECIES

Trident Maple

Littleleaf Linden

Dwarf Chinkapin Oak

'Ivory Silk' Japanese Tree Lilac

City Sprite, Japanese zelkova

Columnar Japanese Zelkova Japenese Zelkova

Large - (+50')

Acer x Freemannii 'Autumn Blaze' Betula Nigra Ginko Biloba Gleditsia Triacanthos Var. Inermis Platanus x Acerfolia 'Exclamation Quercus Palustris Quercus Rubra Tilia Cordata Ulmus Americana Zelkova Serrata 'Green Vase'

Fremanii Maple River Birch Ginko (Male Clones Only) Honeylocust London Planetree Pin Oak Red Oak Greenspire, Littleleaf Linden American Elm Cultivars Japanese Zelkova

Source: Cleveland Tree Plan, 2015 - Davey Resource Group



















Source: Landscape Forms



Source: Landscape Forms

SITE FURNITURE

Site furnishings include elements such as benches, tables, signage, bike racks, bus stops, and artwork placed in a streetscape or other public space for accessibility, comfort, information, and enjoyment. Benches and seating make the streetscape and public realm more enjoyable and accessible for all, and provide places for pedestrians and visitors to sit, rest, wait, eat, and socialize. Generally, all benches are fixed to the pavement, building, or built into a wall to avoid theft and/or vandalism; however, temporary, or movable furniture can be provided in public spaces to support events, activities, and community gatherings. Characteristically utilitarian in nature, trash/recycling receptacles are aimed at keeping the public area clean. However, with proper selection and potential utilization of a city logo, they can reinforce the uniform appeal and character of the City's furniture. They should be visible, plentiful, and durable and allow ease of use, maintenance, and cleaning. The proper selection, placement, and design of these features requires special consideration. Style, material, durability, maintenance, and cost are just a few of the factors that should be considered to ensure appropriate design, placement, and installation. It is important for each item to respond to the existing and proposed character of the site, as well as the current and feature needs of users.

STREET LIGHTING

Lighting is an essential element in the overall composition of streetscapes and public spaces. Lighting design and technology has evolved tremendously with the performance of longer lasting LED units, and the acknowledgment of light pollution and its effects on neighborhoods and the environment. Even with the adoption of cut off luminaries, light zones, and legislation aimed at preventing light pollution, the main lighting objectives of safety, security, and aesthetics have not changed. Lighting should provide a clear view of obstacles and pathways and facilitate the safe movement of pedestrians on sidewalks and vehicles in the street. Lighting also helps serve as a deterrent, offering the natural surveillance needed to help create feelings of safety and comfort for inhabitants, while minimizing the potential for trespassing, vandalism, theft, and personal harm. Lastly, lighting helps highlight important areas and features within a city or District, drawing attention to critical buildings, landmarks, and intersections while encouraging nighttime use for activities and social interaction.

The foundation of lighting for the public realm is street lighting; its design can have a major impact on the overall quality of a streetscape and atmosphere of neighborhood. Developing design guidelines for poles, fixtures, and light selection (with the option of relocating overhead wires and connections underground) can dramatically change the appearance a of a street while still providing the desired lighting required for clear and safe movement.

PEDESTRIAN AND OTHER LIGHTING

Pedestrian lighting is placed at a lower height than roadway and parking lot lighting, and is used to highlight those corridors and spaces occupied by pedestrians and cyclists. Correct spacing of pedestrian-scale lighting is very important in achieving uniform light levels along a path to allow object and people recognition without the creation of unnecessary shadows. Adequate light presents the natural surveillance needed to help create a feeling of safety and comfort for pedestrians. A wide range of pole and fixture styles are available, and those selected should be consistent throughout the community or neighborhood. Uniform lighting, along with a signage and wayfinding strategy, helps reinforce the appearance and character of the community or downtown districts. Specialty lighting can be used to illuminate outdoor spaces, plants, buildings, and special objects such as benches, walls, or public art. Used in collaboration with pole mounted street and pedestrian lights, specialty lighting can be installed in bollards, wall mounts, recessed lighting, string lights, and spotlights. Each has its own distinct qualities that contribute to the overall atmosphere and safety of the nighttime environment.



PUBLIC ART

Public art can create attention, enthusiasm, and add individuality to the city of Westlake and Center Ridge Road in places where they do not currently exist. Sculptures, building murals, and painted infrastructure installations can create gateways or a sense of vibrancy, transforming what were previously monotonous buildings or ordinary street features into exciting and distinctive elements that draw people's attention.

Public art can take many forms from permanent to temporary or from abstract to symbolic, providing visual interest for daily commuters or local residents. No matter what form or style the composition takes, public art can help emphasize or unify distinct spaces along the Center Ridge Corridor, emphasizing community participation, investment, and stewardship in the community and street.

The City of Westlake could establish a dedicated fund to create more public art features along Center Ridge Road in Westlake as part of any new infrastructure or major redevelopment project. The City could also create and establish a Public Art Master Plan that envisions what public art in Westlake should look like, while outlining any funding or policy recommendations to help with implementation. The City could partner with existing groups like the Westlake-Westshore Arts Council or establish a new public art committee to help identify potential sites and artists to participate in any public arts program. Traffic signal boxes are one simple and low-cost example of where and how a public art program might take shape. Many cities such as Shaker Heights and Cleveland have converted these necessary infrastructure features into lively murals through high school art classes and programs, calls for artists, or community-wide contests.







Public Art Task Force | Shaker Heights, Ohio

Shaker Heights, typically known for its historic homes and tree lined streets, has also been nurturing over the years a public art program. One method to help achieve this vision for public art in all its forms was the establishment of a Public Art Task Force in 2017. This group, composed of six residents, guides the City's growing collection of public art and ensures that each project further establishes a comprehensive and cohesive representation of the City. Each person on the Task Force represents a broad cross-section of expertise and experience in art, architecture, and urban planning, thus bringing different backgrounds and opinions on what public art means to the community.

The Public Art Task Force helps "facilitate the creation, display, and maintenance of public art within the city. It reviews and approves artworks funded by the City and/or planned for display on City land. It reviews calls for art and requests for proposals, and selects artists or artworks for commission, fabrication, or installation. It also collaborates with artists to bring successful works to fruition, while promoting the City's public art and public art-related programs". This group is a valuable example of what could be utilized in Westlake to create a unified and city-sponsored public art program along Center Ridge Road and throughout the community.





BRANDING, SIGNAGE, & WAYFINDING

Branding, Signage, and Wayfinding materials not only reinforce identity boundaries, but they also provide information that allows travelers to navigate a city without the use of local knowledge, mobile phones, or maps. The information communicated through signage increases the level of comfort for visitors and conveys a positive experience while traveling to one's destination. Increasing accessibility and confidence foor travelers along Center Ridge Road not only improves the user experience, but also boosts the opportunity for return visits and leaves guests with a more favorable view of Center Ridge Road and the City of Westlake.

BRANDING

The City of Westlake, Center Ridge Road, and Dover Village have all undergone changes over the years. A new branding, signage, and/or wayfinding strategy for Center Ridge Road (and the entire city) could help bolster community pride in the corridor, while identifying historic features, destinations, and attracting new businesses. One of first steps of this recommendation is to identify the need or desire to establish a specific brand or messaging campaign for Center Ridge Road (and smaller locations like Dover Village) similar to the brand recognition of Crocker Park, Pinecrest, or the Van Aken District in their respective communities. This new identity would then be utilized in district signage, gateway wayfinding, and other media to help reinforce a coordinated approach and identity to the district, further establishing its position as a distinctive location in Westlake.

SIGNAGE & WAYFINDING

As part of a larger signage and wayfinding strategy, the City could place gateway signage to establish the Center Ridge Corridor boundaries. Gateways can help announce entry into Westlake along Center Ridge Road and upon arrival at a specific district such as Dover Village. Locations for these gateways should be placed at the best arrival points and not just City or district boundaries. Logical locations for gateways include the intersections of Center Ridge and Bradley on the western edge and the intersection on Center Ridge and Clague, near the eastern boundary. Smaller gateways could be added to include entrances to the Dover Village Historic District, if desired. Gateways can be designed in a variety of styles and textures but should reflect the scale of the area (i.e. city, corridor, district) and type of user or entrance point (i.e. vehicular, pedestrian, bicycle). Having accurate, reliable, and easy-to-understand wayfinding programs are an important element for any community, especially for key routes and destinations. Wayfinding components such as signs, markers, kiosks, and maps can help roadway users connect to Crocker Park, Bradley Woods, Dover Village, and other key community assets. This wayfinding system could include a distinct Center Ridge style and brand and be part of a larger community-wide system that provides easy-to-follow and legible directions for motorists, cyclists, and pedestrians. Wayfinding signage can take on a variety of looks and approaches. Applying the same colors, design, style, and typeface throughout each feature can help unify different parts of this six-mile street by creating a consistent visual language and character.

This Plan recommends that the City develops a wayfinding package that incorporates either a corridor-specific (Center Ridge or Dover Village) or city-wide brand that enables all users to actively navigate Center Ridge Road and its surroundings. This system should be clear, concise, and integrate both vehicular and pedestrian scaled signage within the local street and sidewalk network. This system should also work to incorporate any regional and statewide signage systems, including the US Bike Route Signage program, since a portion US Bike Route 30 runs directly along Center Ridge Road. Developing a system that provides visual cues, labels, amenities, and directions will improve the overall perception and visual appeal of Center Ridge Road.



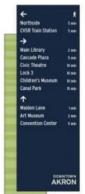












Source: Guide Studio









STOREFRONT IMPROVEMENT PROGRAMS

A storefront refers to the exterior of a commercial building along its façade which includes the façade material and paint, windows and awnings, entryways, store signage, and adjacent landscaping. Maintaining storefronts is important to enhancing the appeal and identity of a commercial district or corridor. Having a cohesive appearance provides interest, attracts more pedestrian traffic, and allows for a more comfortable and welcoming environment.

A storefront improvement program can be helpful in incentivizing existing businesses to upgrade the exterior of their properties to fit the desired character of a corridor or commercial district. It is also great for supporting and attracting new small and local businesses as it provides financial and technical assistance for exterior renovation projects. Financial assistance may be provided in various ways such as in the form of loans, rebates, and grants. Storefront improvement programs range in the type of improvements considered for financing, but typically these projects must be comprehensive renovations and not just maintenance projects. Funding for these improvement programs varies, and can include the use of private sources or public funds such as Federal Community Development Block Grants (CDBG) that are administered by the County.

Similar to other communities in Cuyahoga County, the City of Westlake should consider creating a storefront improvement program to incentivize commercial renovation in the Community. This program could be applied city-wide, or focused exclusively in areas like Center Ridge Road, or Dover Village. Dover Village — Westlake's first commercial center and once the center of Westlake — requires additional Design Guidelines intended to uphold desired neighborhood characteristics.

The Guidelines promote the retention of existing 1940s and 1950s era buildings in the district, and the incorporation of architectural details and signage styles characteristic of this period for new construction. The goal, however, is not to impose a uniform character on the district, but to allow for variations that occur as the area develops, and continues to develop, incrementally over time. Businesses in this district tend to be smaller, locally-owned operations with separate and unique storefronts. The Guidelines aim to preserve and promote the differentiation of individual businesses, while providing the means for them to combine as a vital, appealing local retail district.

The Dover Village Design Review District is considered an overlay zoning district and includes sections of Cuyahoga County's designated Investment Target Areas (ITAs) (see next page). ITA designation allows property and business owners to receive small grants and low interest loans as assistance to for property improvements. However, since the establishment of these guidelines, redevelopment and implementation of recommendations has been limited. These additional guidlines may make it more difficult and expensive for a business to relocate or expand in this area. Any additional requirements can sometimes create unnecessary hurdles or barriers to entry for smaller local business. Therefore, the City of Westlake's Economic Development Department and/or Community Improvement Corporation should look to establish new or similar storefront renovation programs to provide financial or technical assistance to Dover Village and other areas along the corridor. A storefront improvement program might lessen the cost burden to make such improvements by assisting existing business renovations in an manner consistent with the designated guidlines, and thus increase the attractiveness and character of the street and district.

Storefront Renovation Program | Cleveland Heights, Ohio

The City of Cleveland Heights established its Storefront Renovation Program to spur economic development and attract visitors to its commercial districts. The program provides financial assistance and free design assistance to help commercial property owners make comprehensive improvements to their buildings' façades. The program provides funding in the form of rebates and loan on a competitive basis. Commercial property owners in Special Improvement Districts (SIDS) such as Coventry, Cedar Lee, Cedar Fairmount, are eligible for rebates up to 35% of renovation project costs, whereas commercial property owners in other commercial districts are eligible for rebates up to 50%. The total amount rebated shall not exceed \$40,000 in any of the commercial districts. These rebates can be used in conjunction with the City loans. City loans can cover up to 60% of renovation project costs, not to exceed \$100,000.

Projects must be transformative and comprehensive. Eligible exterior improvements can include: brick repointing and cleaning; bulkhead replacement; roof repair and replacement; masonry repairs; door and window replacement; awning installation and replacement; landscaping and signage. Some improvements such as signage cannot be standalone projects and must be part of a more comprehensive renovation.

For more information visit: www.clevelandheights.com/394/Storefront-Renovation-Program

IMAGE: BEFORE AND AFTER STOREFRONT IMPROVEMENTS



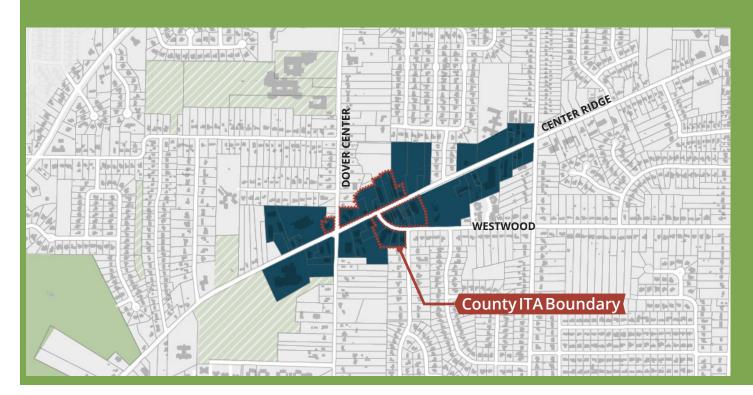


Dover Village Overlay Zoning District

Dover Village, an area originally developed around Dover Center Road and Center Ridge Road in the 1840s, was long considered the commercial and geographical center of Westlake. In 1940s and 50s the development in this area ramped up significantly with buildings composed of simple brick facades and a strong pedestrian scale. However, very few of the original buildings and character remain today. In 2005 with the help of the Cleveland Urban Design Collaborative (CUDC) the City of Westlake developed the 'Dover Village Commercial Guidelines' as a method to promote, celebrate, and establish this unique space as a special district within the City of Westlake. The guidelines, as outlined by CUDC, do not attempt to preserve the area - since many original structures do not exist. Instead they are intended to promote the retention of the existing 40s and 50s era building and styles and to acknowledge this unique chapter and area in the City's history. This provides the City a method to allow each business and building to develop in an appealing and unique fashion, and creates a sense of place without imposing strict uniformity across the project site.

LOCATION

The Dover Village Regulations apply to the following properties fronting onto Center Ridge zoned Office Building District and General Business District.



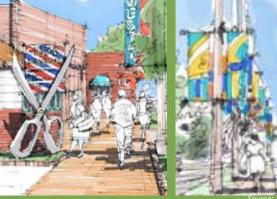
ZONING OVERLAY REGULATIONS

The recommendations found in the Dover Village Design Guidelines were intended to supplement the information in Chapter 1237 (Design Review Guidelines), and to provide more specific guidance based upon the unique qualities and desired character of the district. If there is a conflict between other parts of the Westlake Zoning Code, it is intended that the recommendations and regulations in section 1216.15 (Dover Village Overlay Regulations) would take precedence over previous land use regulations. The full list of regulations for the Overlay District can be found in the Westlake Codified Ordinances. A few features from the guidelines inlcuding those that relate to building facades and improvements are highlighted below:

- Buildings should be designed with details and materials to evoke the streamlined look of 1940s and 1950s.
- Blonde or red brick are the preferred exterior cladding materials. Artificial cladding materials, such
 as obviously faux stone and synthetic stucco (i.e. Dryvit) are discouraged.
- Canvas or metal awnings are encouraged; it is not necessary for adjacent businesses to have matching awnings, but a coordinated scheme for all awnings within a retail strip is encouraged.
- Sign bands/sign freezes should be used on primary façades to establish a clear location for signage.
- Monument signs are preferable to pole signs, and should have a landscaped base. Existing pole signs are considered non-conforming.
- Businesses within a retail strip are not required to have matching signs, but some degree of
 continuity in terms of color palette, sign type, sign placement, and method of illumination is
 encouraged. Business owners are encouraged to collaborate on a signage plan that addresses the
 entire retail strip in which they are located.
- Building details (particulary front facade) should be designed for maximum visual interest
- Standardized corporate buildings should be discouraged; buildings should respond to the context of the community and area







Source: The City of Westla



LANDSCAPE & SIGNAGE IMPROVEMENT PROGRAMS

In lieu of a comprehensive program such as a storefront improvement program, some communities may choose to focus funding on specific elements such as landscaping and signage. Updating signage and enhancing landscapes can be relatively low-cost options to make a corridor more cohesive and attractive, as they do not require large scale construction and may include areas already within the public right-of-way. This type of program can also help with introducing small-scale green infrastructure for better storm water management. A Landscape & Signage Improvement Program can complement Overlay Districts. It is a targeted strategy that can assist and incentivize property and business owners to update their properties to fit the desired character. Landscape & Signage improvement programs work similarly to storefront improvement programs in that the City typically provides technical design assistance and financial assistance in the form of loans, rebates, or grants. Since these are smaller scale projects, these programs may apply to both individual business owners or property owners.

The City of Westlake should consider a Landscape & Signage Improvement Program to encourage more consistency of signage and landscaping along the Center Ridge Road Corridor. The current Dover Village Overlay holds a similar goal but has not seen many changes since its inception. Providing a program that incentivizes and assists property owners can help implement those recommendations and ensure a more cohesive corridor.

The inconsistency along Center Ridge Road is evident in the image below, where the left side of the street is landscaped with signage at the ground level, while on the right side, there are signs on poles with no landscaping by the roadway or sidewalk



Landscape & Signage Assistance | Council Bluffs, Iowa

The goal of the Community Development department in the City of Council Bluffs, lowa is to enhance the vibrancy of the community through various programs, including those that provide financial assistance. Two examples include the West Broadway Landscaping Assistance Program & the West Broadway Detached Signage Assistance Program. Each program is designed to help private property owners make improvements to landscaping and signage components on private properties. Eligible applicants may seek assistance in one or both categories -- landscaping and/ or signage.

The West Broadway Landscaping Assistance Program was created to assist in the transformation of the West Broadway corridor. Using a variety of funding sources, the program was created to help implement landscape plans consistent with a new Corridor Design Overlay District. Private property owners can receive 50% matching funds up to \$50,000 for landscaping design and installation along the street frontage(s) to enhance the aesthetics of their property.

The West Broadway Detached Signage Assistance Program is also intended to enhance the character and sense of place along the West Broadway Corridor. Like the Landscape Program, the signage program will help implement signage consistent with the new Corridor Overlay District. The Signage Assistance Program provides private property owners with financial assistance to replace non-conforming pole signs with ground monument or wall signs. Property owners can receive 50% matching funds of up to \$15,000 for the replacement of non-conforming signage.

Both recommendations are intended to enhance the aesthetics of the corridor while encouraging new retail and commercial activity and are the direct result of the West Broadway Corridor Plan. All work is subject to City of Council Bluffs codes and regulations and is subject to permitting, where applicable.



WEST BROADW AY STREETSCAPE

CITY OF COUNCIL BLUFFS PRIVATE PROPERTY ASSISTANCE PROGRAM



As part of the
West Broadway
Reconstruction
Project, eligible
property owners can
receive financial
assistance for
enhancements to
landscaping
and signage.

Source: City of Council Bluf



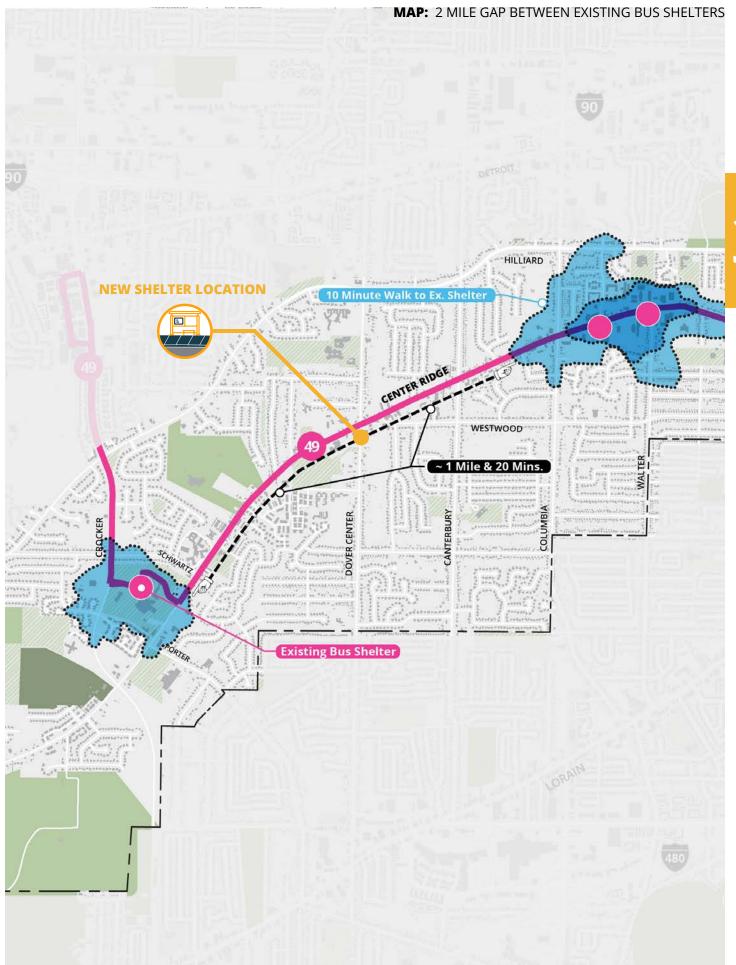
TRANSIT WAITING ENVIRONMENTS

The City of Westlake and Center Ridge Road is currently served by Bus Route 22 (formerly 49) as part of the Greater Cleveland Regional Transit Authority (GCRTA) system. This route provides direct access to some major job centers and destinations along the corridor including UH St. John Westshore Hospital and Tri-C Corporate College West. In addition, this route provides access to Crocker Park to the northwest and the Westgate Transit Center to the east. With only 4% of Westlake residents not having access to a car, many do not use transit for work but instead choose to drive, and often times alone. Many residents of the larger Northeast Ohio region, however, do not have access to a private vehicle and need this route to access amenities or their places of employment.

With good sidewalk coverage throughout Westlake, all the stops on the GCRTA line are accessible. Only 2 stops, however, along this six-mile stretch of road provide riders with a shelter. This can create some very uncomfortable waiting environments for transit users. In fact, the distance between these stops is almost 2 miles, requiring riders to walk anywhere from 5 to 20 minutes to reach a safe location that is protected from the elements. To increase user comfort at along this route, the Center Ridge plan recommends adding shelters and other streetscape improvements at key stops along the corridor. The most logical location for a new stop in the short term is near the library and post office at the intersection of Center Ridge and Dover Center. More stops should be added in the future to increase rider comfort and access to a safer and more comfortable waiting environment.









BICYCLE NETWORK & FACILITIES

Expanding and enhancing bicycle infrastructure is a key element in making Center Ridge Road a place for all users. The consensus within the field of transportation is that having more people use non-motorized transportation more often is critical to sustainability, economic development, and good public health. Over 45% percent of all vehicle trips in the United States are 3 miles or less, and due to the size of Westlake and the length of Center Ridge Road, a 10 to 15-minute walk drastically limits the number of destinations someone might be able to reach comfortably before ultimately choosing to drive to their destination. However, a 10 to 15-minute bike ride covers a larger distance (as much as 2 miles) and can bring more destinations within a resident's reach.

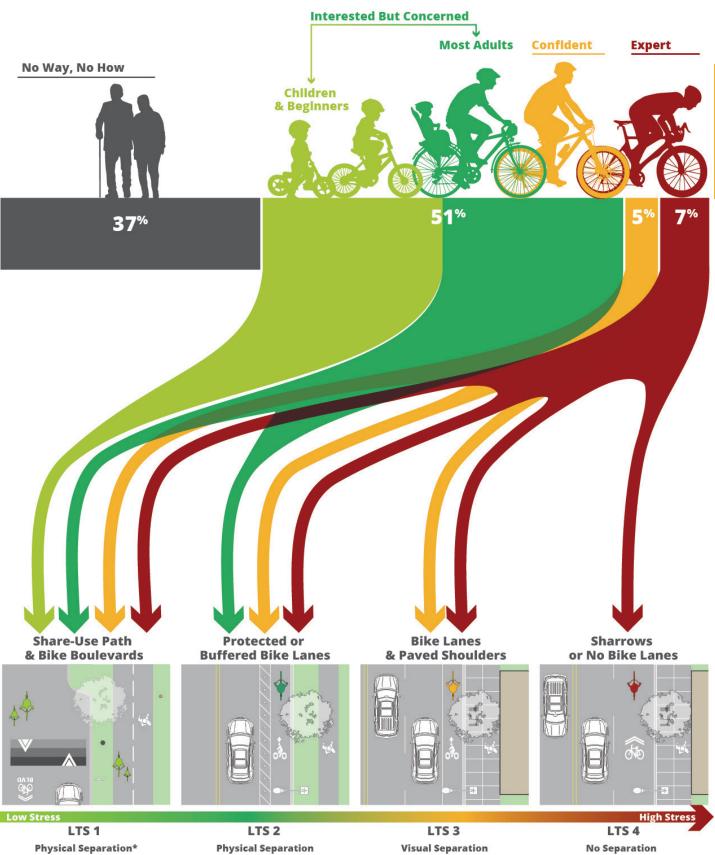
While Westlake does have some bicycle infrastructure in place, very few residents (including those adjacent to Center Ridge Road) do not have direct access to such facilities, or the facilities they do have access to, do not reach important destinations. In addition, many bike facilities, including the bike lanes on Hilliard Road (US Bike Route 30), are located on 35mph streets. This creates an uncomfortable environment for most people, except for the most experienced riders. Therefore, it is important that recommendations for any new bicycle facilities work to provide greater and safer access to more destinations.

BUILDING AN ALL AGES AND ABILITIES NETWORK

A bike rider's comfort on any route is directly related to the level of stress they feel on the bike from cars or traffic during their trip. As part of a national survey of cyclists conducted in 2015, the graphic on the adjacent page shows that most users (51%) including adults, children, and beginners, would all like to bike more but choose not to ride because the existing facilities available, are deemed too stressful and do not make them feel comfortable enough to ride.

The chief deterrent to riding a bike in the U.S. is the stress it may cause when cycling without any protection from cars and traffic. This route-defining attribute can now be accurately quantified and displayed using a measurement labeled Level of Traffic Stress (LTS). Level of Traffic Stress is a rating given to a road segment that more clearly defines how much stress a bike rider will experience while use that route. LTS is a key factor in determining which type of bike facility should be installed. A higher LTS number means less physical separation from traffic, high speed limits, more cars, and generally fewer cyclists who would feel comfortable using the facility. In comparison, a low LTS number means more physical separation from traffic, lower speed limits, and generally more users, including families and children. In general, an all ages and abilities network needs to consider a wider spectrum of users including those 'Interested But Concerned' riders and should strive to build a network where the most desired routes achieve the lowest LTS rating possible (1 or 2). A network of this type will help capture more users and ensure they feel safe and comfortable using a bicycle to reach their destination.

Many current routes in Westlake and elsewhere only support advanced riders with a high stress tolerance. However, we also know what type of network to build that will capture the 'Interested but Concerned' group of cyclists and reduce their Level of Traffic Stress: one that is safe and comfortable with more physical separation between riders and vehicles. The types of facilities that should be considered include trails, side paths, separated or buffered bike lanes, and bike boulevards. The Center Ridge Plan recommends building more of these all ages and abilities facilities throughout the City to provide more residents and riders with safe and comfortable ways to reach destinations that might be only a few miles or minutes away.



Source: Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey,"

TRAIL | SIDEPATH | SHARED-USE PATH

Now that the factors that can influence a rider's comfort and safety are better understood, the Center Ridge Corridor Master Plan can help identify the appropriate bicycle facility for Center Ridge Road and other adjacent streets based on roadway context and costs. Based on recommendations previously completed in the Bike Master Plan for the City, this Center Ridge Corridor Master Plan recommends building a Trail or Multi-Use Path along Center Ridge and Westwood to make stronger and safer east/west connections and to build an 'all ages and abilities' network.

The Bike Facilities Matrix on page 78, based on posted speed and possible traffic volumes, demonstrates why a 'Shared Use-Path' is the preferred method to create and an 'all ages and abilities" network on Center Ridge Road. Additional variables that should also be considered include the number of driveways and curb cuts that exist along Center Ridge. Curb cuts or driveways need additional safety counter measures (see image) to reduce potential conflicts between drivers and pedestrians or cyclists on the 'Shared-Use Path'. Therefore, it is important to locate the path on the side of the street (north or south) with the fewest curb cuts, which may require a shifting of the path at various intersections or a larger access management strategy for the street (See page ___)

IMAGE: SHARED-USE PATH INTERSECTION & CROSSING TREATMENTS

HIGHLIGHTS

Designers may reduce crash risk for bicyclists by raising the visibility of bicyclists going in both directions, establishing priority, and reducing speed. Following are some examples of how this can be achieved through treatments such as signs, truck aprons, and raised crossings.

STANDARD SIGNS

Providing clear signs and pavement markings warns motorists of a bicycle contraflow conflict. The guide shows applicable regulatory, STOP signal, and warning signs related to sidepaths and provides suggestions

HERE ON TO X









There are many designs for roads and sidepaths that improve safety for bicyclists. This example intersection graphic shows several treatments that designers may employ.

MDOT's Sidepath Intersection and Crossing Treatment Guide contains information on the latest state-of-

the-practice principles for designing sidepath crossings. This handout highlights just some of the guidance. Refer to the full guide for more information on these designs and their application. The process in the guide is designed to help practitioners evaluate the appropriateness of elements such as those shown here.

- In this example, the stop sign for drivers gives bicyclists the priority through the intersection. At signalized intersections, this can be achieved using a dedicated bicycle signal phase or leading interval, depending on vehicle volumes.
- A sign warns motorists to look for sidepath users ahead*.
- The curb radii entering and exiting the intersection are reduced to slow vehicles and increase motorist yielding. The truck apron shown allows for truck movements. The offset distance between the sidepath and the motorist travel lane is increased to slow vehicles.
- The raised crossing is designed to slow motorists by requiring them to ramp up to the sidepath. This design also provides a level crossing for the sidepath users.
- White intersection pavement markings are provided to alert drivers of the potential for crossing bicyclists.
- * The use of the R10-15b as portrayed in the figure above is not consistent with current MUTCD standards and will require FHWA approval.

See more information: www.michigan.gov/ mdot-SidepathResearch



NON-STANDARD SIGNS

on when they should be

An option for warning motorists of contraflow bicycle conflict is the R10-15b sign, which is usually found at signalized locations. Use of this sign at unsignalized intersections will require FHWA



RAISED CROSSINGS

Creating a raised crossing encourages drivers to slow down and pay more attention to the crossing, helping to achieve the desired vehicle speed and driver awareness.

Source: Michigan Department of Transportation

BICYCLE BOULEVARDS | NEIGHBORHOOD GREENWAYS | QUIET STREETS

In addition to building a Shared-Use Path along Center Ridge Road, Bicycle Boulevards offer another unique opportunity for improving access and connectivity to destinations and neighborhoods adjacent to the corridor. As seen in the image showing various rider types, many cyclists are less willing to ride with traffic on the higher-speed arterials like Center Ridge Road and other streets that exist throughout Westlake, supporting the need for a Shared-Use Path. However, many local and residential streets throughout Westlake, including many north and south routes that connect to Center Ridge Road, already offer some of the basic components of a safe cycling environment. These streets only need to be retrofitted with a variety of speed and volume treatments, such as speed humps or mini roundabouts to create a Bicycle Boulevard, a comfortable and convenient facility for all users. Cyclists using Bike Boulevards typically share the road with motorists; however, Bike Boulevards are built on local streets with much lower speeds and traffic volumes, and use enhanced features to create a more comfortable biking experience. In addition to the proposed Shared-Use Path, Bike Boulevards can provide quick, direct, and safe access to destinations along Center Ridge, thus giving all residents healthier,multi-modal options to reach destinations like the Community Center. Bike Boulevards are an integral part of improving connectivity throughout Westlake by bringing connections and awareness for other users along the various roadways.

IMAGE: BIKE FACILITIES MATRIX

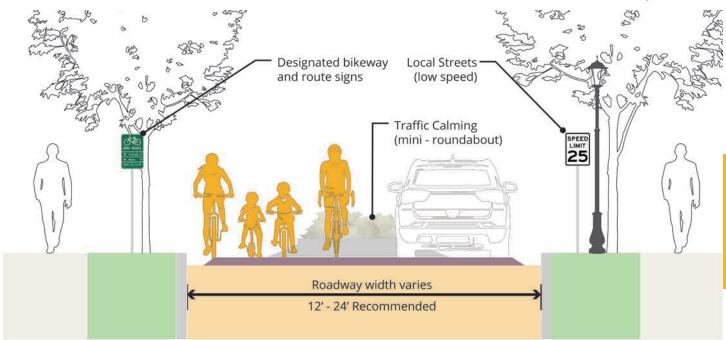


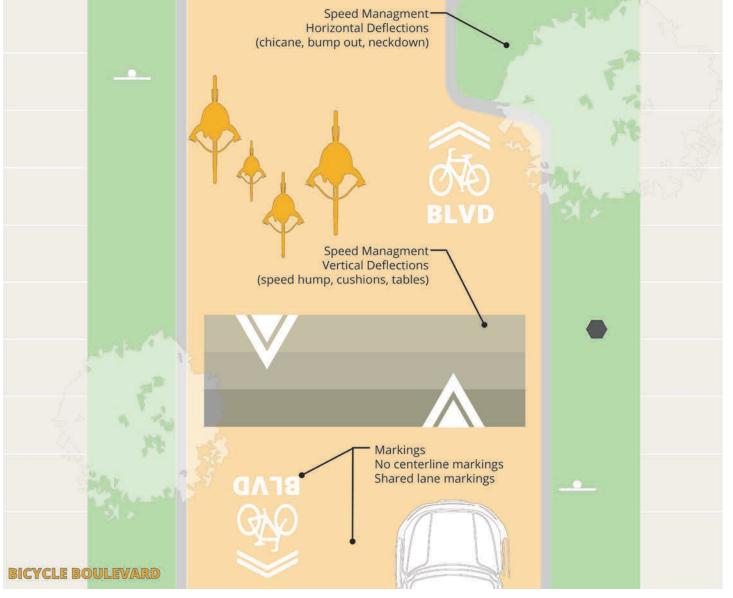






Source: AASHTO Guide for the Development of Bicycle Facilities, 2020





BICYCLE PARKING PROGRAM

Convenient and safe bicycling facilities reinforce a high quality of life for residents. However, there needs to be a thoughtful approach to the moment cyclists become pedestrians and how key destinations along Center Ridge Road handle bicycle parking. Bicycle parking can generally take on two forms: 1) short term parking, which is usually uncovered and exposed to the elements; and 2) long term parking, which is typically covered or fully enclosed. Either way, the location of such facilities needs to be safe, highly visible, close to destinations, and away from moving traffic. A dedicated bike parking program will help support a growing bike infrastructure network along Center Ridge and in Westlake by providing more parking in new areas along with updated racks in existing locations. A bike parking program would provide the necessary guidelines, support, and opportunities for potentially City-supplied bike racks to be placed on private property and within the public right-of-way when needed. In addition to establishing a bike parking program with Center Ridge, Dover Village or Westlake branded racks, this Plan recommends that the City update any necessary policies or codes to create a unified bicycle parking standard, including materials, location, and style. This will allow implementation to remain consistent across all of Center Ridge Road and the community. This recommendation also includes creating simple and clear processes for business owners to apply for bike racks and/or the potential removal (or reduction) of parking spaces in lieu of additional of bike racks.





Bicycle Parking | Lakewood, Ohio

Many communities have embraced a bike parking program or have established branded racks through the community. In Pittsburgh, the City installed sidewalk bike racks and does not charge any fees. Willing applicants can apply for a rack permit whereby the City installs the rack through their rack installation program. All applications are evaluated to ensure they meet spatial or other regulatory requirements. In Minneapolis, the City provides guidelines for where bike parking can be located, and the applicant and City share the cost of the rack and installation equally. The City maintains ownership of the rack with the applicant responsible for upkeep and maintenance. In Seattle, racks can be installed at the request of citizens and businesses, and remain the property of the Seattle Department of Transportation. Locally, the City of Lakewood established the Bike Racks for Business Program in 2014 and relaunched it in 2017. Similar to the earlier examples, the City of Lakewood made a onetime purchase of racks in 2017, and accepted the first 25 qualifying applicants into the program. Each applicant was required to schedule a site visit with city staff to ensure the location met City Codes and received City approval before installation. All racks for this program were to be installed in the public right-of-way and made available for public use. Each rack cost the applicant \$200 dollars, with the purchases supporting Bike Lakewood (a local Bike Cleveland Chapter). In addition Lakewood has been installing bike corrals on public streets in key locations throughout the community using existing public right-of-way.





SIDEWALK NETWORK & FACILITIES

ACCESSIBILITY & COMFORT

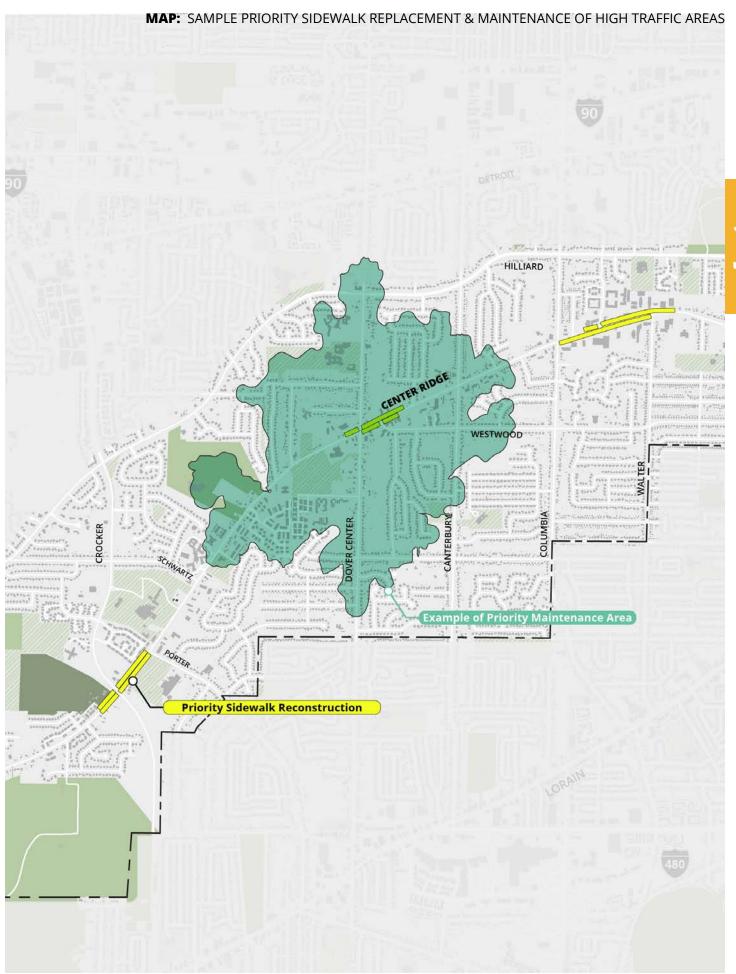
User-friendliness, comfort, and quality are key when trying to encourage walking and biking. Sidewalks (and bike lanes) are designed to specific standards; however, in many areas the width, or actual usable space, is much smaller due to obstructions within the 'Sidewalk Zone'. Due to many factors such as apathy to pedestrians, roadway expansion leading to constrained rights-of-way, too much parking for businesses, or poor coordination, many common features (signs & poles) end up being located within the 'Sidewalk Zone', creating spaces that might be impassable for pedestrians, cyclists, and strollers. No matter how permanent or temporary the obstruction might be, it is extremely important to consider all modes of transportation when working to maintain comfort and safety on Center Ridge Road. Sidewalk closures and/ or obstructions could force re-routing, which may require users to walk in the street or on private property. All facilities must also consider ADA requirements and ensure that every route has convenient and well-maintained access for those with disabilities. Plans to identify and address all fixed and temporary objects within the 'Sidewalk Zone' on Center Ridge, should be undertaken. In addition, no new construction or sidewalk improvement on Center Ridge should result in the placement of an obstacle or barrier. Minimum standards should also be established to require space for a 'Furnishing Zone' allowing room for all fixed and temporary objects to be located outside of the sidewalks usable space.

CONDITION

To better understand where investments need to be made to improve existing sidewalk facilities, it is important for the City of Westlake to inventory what currently exists along Center Ridge today. This inventory should include all sidewalks that are in poor condition, too narrow, have obstructions, or are not ADA compliant. The City should also target areas along the corridor where the sidewalk is directly adjacent to the 'back of curb', resulting in no buffer between the pedestrian and traffic. This is typical of many sections along Center Ridge where cars traveling 35mph (or faster) create very unsafe and uncomfortable environments. No new sidewalk on Center Ridge should be built that results in this type of condition. Minimum standards for sidewalk widths should be increased including the additional requirement of a 'Furnishing Zone' to buffer traffic and increase comfort. Repairs of existing facilities can be identified and ranked either by condition (areas in most need of repairs) or by location (higher traffic areas, 10-minute walks to parks, schools, and bus stops etc.). An online portal or app could be used to identify issues and allow members of the public to actively take part in identifying places where problems exist, and where repairs or replacements are needed. This would allow City staff to better assess, plan, and coordinate maintenance with any upcoming infrastructure projects.





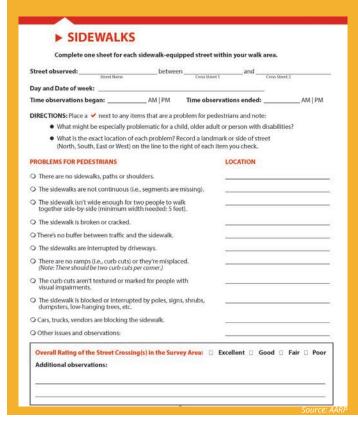


AARP Walk Audit Guides & Toolkits

The AARP Livable Communities initiative supports efforts to make all communities great places for people of all ages and abilities by providing safe and walkable streets, age-friendly housing, and various transportation options. Walkable communities promote increased health and help make a neighborhood livable for people at all life stages. This is critical, because by 2030 one in five Americans will be age 65 or older. One method to ensure access and comfort is preserved, and all barriers to mobility for seniors are properly identified and corrected, is to routinely conduct Walk & Bike Audits or Walkability Workshops.

Walkability Workshops and Walk Audits provide ways for local leaders, community groups, and concerned citizens to assess an area's connectivity by observing streets, intersections, and various infrastructure components and recording information about those facilities. If needed, advocates can make a case to the community and local leaders for change

The AARP Walk Audit Leader Guide & Walk Audit Tool Kit can help provide a step-by-step tool for assessing walking conditions along Center Ridge Road and in the City of Westlake. The guides help communities conduct walkability audits consisting of on-the-ground events in which teams of City staff or volunteers observe and document the safety of local streets. The goal of any Walk and/or Bike Audit Program is to identify obstruction issues, safety issues, maintenance issues, or other concerns and to use these walk/bike audit experiences to create positive change on Center Ridge Road.



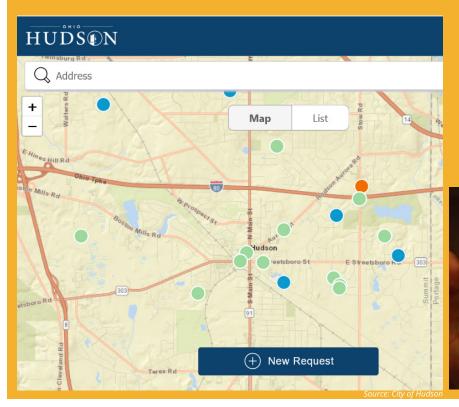


Engage Hudson | Hudson, Ohio

In 2015 the City of Hudson launched "Engage Hudson," a mobile app designed to allow users greater access to Hudson's services through iPhone and Android platforms. Users of the app can identify and submit issues and submit service requests directly to the City. This allows requests for service to be responded to quickly and efficiently. Once the request is in the system, users are notified as problems are addressed and completed. Anyone can visit the City's website and view submitted, reviewed, and completed requests in real time.

Through Engage Hudson, residents can report a pothole, report problems with streets or sidewalks and notify the City of other service-related issues. If residents don't have a smartphone or don't want to download the app, they can create the same convenient work request through the City's website.

The Engage Hudson phone app also offers quick access to City news, key seasonal service programs, social media pages and other information. "Smartphones have transformed the way we live our lives, so it is imperative that Hudson use the latest technologies to make it easier to engage our citizens and solve problems," said City Manager Jane Howington. "This is all part of our ongoing effort to make information, data and services transparent and available to all our citizens. It is just one of a number of future technologies we hope to add that will encourage citizen engagement in our local government."







Source: City of Hudson



SAFE ROUTES TO SCHOOL PROGRAM

One way to work towards building a safe, connected, and active network is to start with children. In an earlier online survey, 67% of respondents said they would not feel safe letting their children walk or bike on Center Ridge Road. This is an important development, because the City has closed all neighborhood elementary schools, consolidating all classrooms into a brand new facility on Center Ridge Road. The Ohio Department of Transportation (ODOT) Safe Routes to School (SRTS) program provides resources, assistance, and funding as part of a comprehensive approach to promote walking and biking to school through both infrastructure and non-infrastructure projects. SRTS provides \$4M annually to fund projects in 5 categories (the "5 Es"): Engineering, Encouragement, Education, Enforcement and Evaluation. The program will fund a variety of infrastructure projects within two miles of a school (including engineering, right-of-way acquisition, and construction). It also funds non-infrastructure activities including Education, Encouragement, Enforcement, or Evaluation programs. The adjacent map illustrates how much of the adjacent neighborhoods are within a 20 minute walk (~ 1 mile) to school. This area only represents a fraction of the streets, sidewalks, and intersections that could be eligible for improvements through the SRTS funding program. Many of these could benefit from a SRTS program in Westlake. This Plan strongly recommends Westlake develop a SRTS program so that the entire community becomes a better place for everyone to walk and bike.

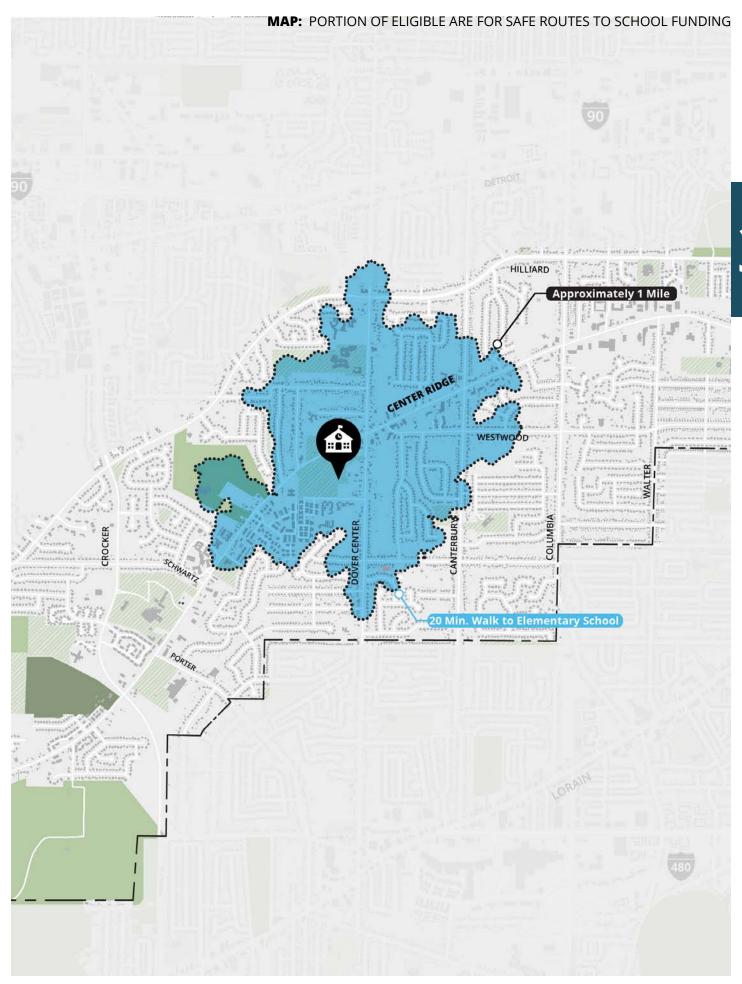




Ohio Safe Routes to School

Source: NOACA



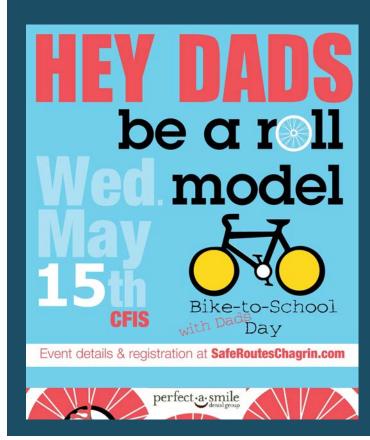


Safe Routes Chagrin | Chagrin Falls, Ohio

Safe Routes Chagrin is one of the most recognizable, established, and award-winning Safe Routes to School Programs in Ohio. Safe Routes Chagrin works to promote healthy and active lifestyles for school age children, with a mission to encourage and support habits that incorporate walking and biking to and from school and around town as part of daily physical activity, while boosting personal responsibility, safety, and independence.

Established in 2007, the Safe Routes to School Program has helped Chagrin Falls develop many programs, while funding infrastructure improvements that encourage alternative transportation for students in grades 4-8. These changes have also made the community a more pedestrian-friendly environment for residents and visitors of all ages and abilities.

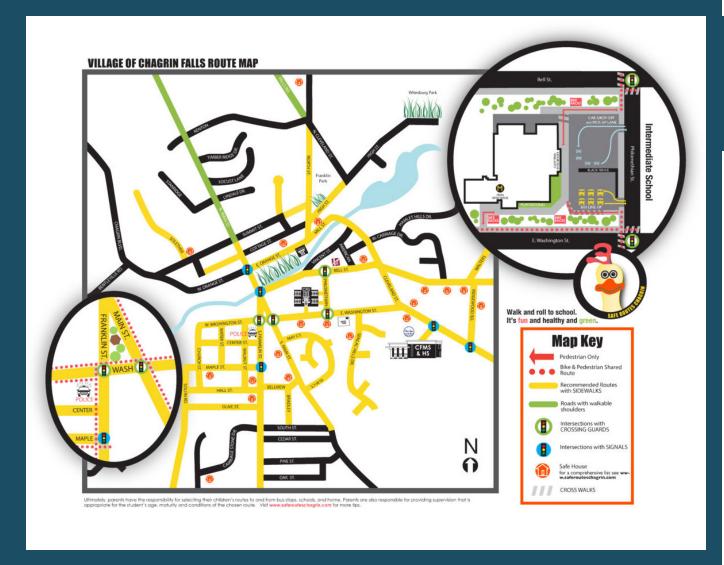
Safe Routes Chagrin is sponsored by various local merchants and the planning of programs and events is led by a variety of representatives and volunteers from the school district, police force, Village Council, library, local business owners, community organizers, and many parents and grandparents. Many successful events include Bike-a-Palooza (Bike Rodeo), Bike to School Day, July 4th Bike Parade, and Walk to School Day.







Source: All Pictures - Safe Routes Chagr







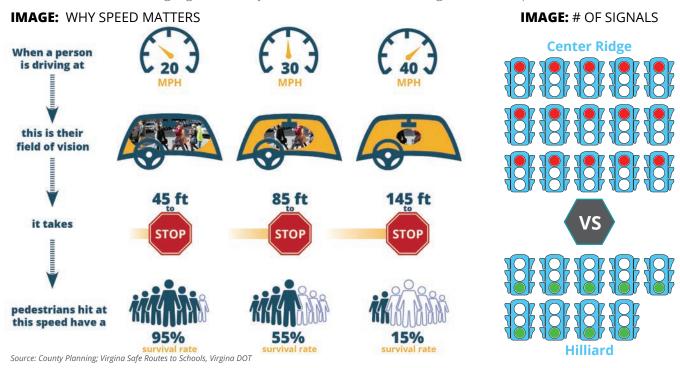


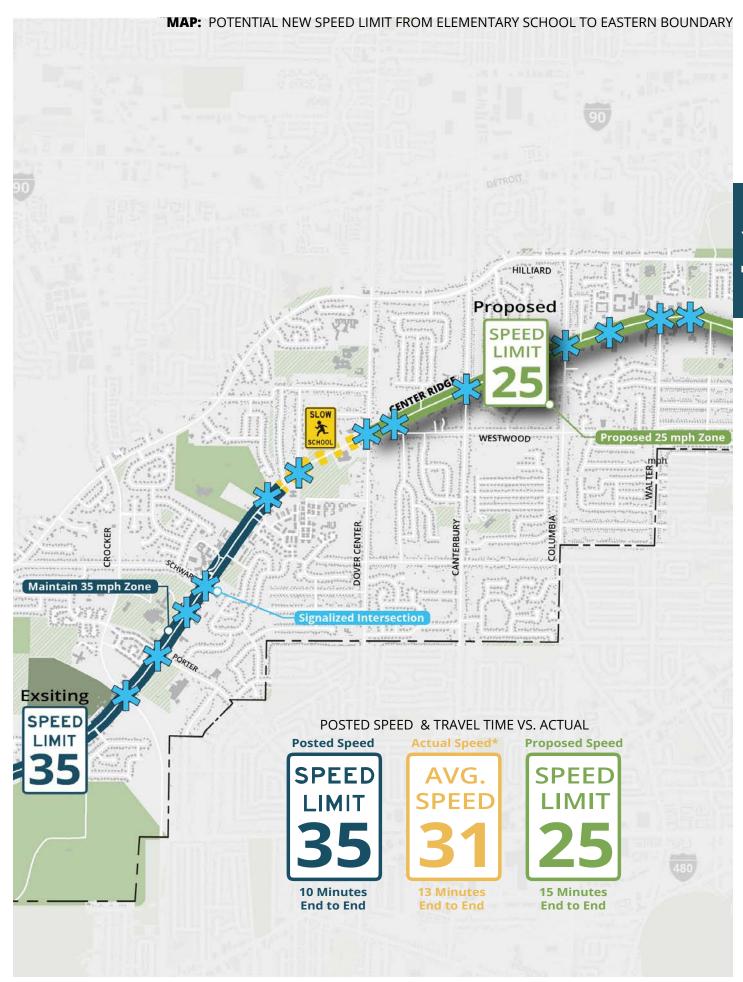


SPEED LIMITS

Designing roads for high speeds dramatically increases the likelihood that a person struck will be killed. In fact, the actual likelihood of surviving a crash at any speed is declining due to the increase in sizes of vehicles on the road. Therefore it is extremely important to consider lowering speed limits on Center Ridge Road to help reduce the frequency and severity of crashes while improving safety for all roadway users. Current mobility data for Center Ridge Road (CRR) shows that most drivers only maintain an average speed of 31-mph throughout the corridor, below the signed speed of 35-mph. This reduction in travel speed could be the result of a variety of factors: CRR has fifteen (15) signalized intersections compared to only nine (9) over the same distance on Hilliard. There are over 200 curb cuts and driveways, which in addition to signalized intersections, can increase slowing or stopping for cars pulling in and out of businesses on both sides of the street. CRR has two (2) school zones in the project area, further reducing speed limits to 20-mph or less.

Current conditions provide an opportunity to potentially reduce the posted limit to 25-mph, a speed that is safer and more consistent with current travel patterns. Reducing the speed limit, while having a very limited impact on travel time, would greatly increase safety on the roadway in the following ways. It would help limit the large speed differentials that can exist between cars on CRR. Large differentials between travel speeds lead to more vehicular accidents. Cars traveling at lower speeds give drivers more time to react and shorten stopping distances. Slower speeds significantly reduce the severity of a crash between automobiles and pedestrians/cyclists (see image). CRR is currently a 25-mph zone east of the project area in Rocky River. This plan recommends connecting to this 25-mph zone east of the elementary school property to maintain one consistent speed limit for a large portion of the corridor. Portions of CRR west of the school in Westlake would remain 35-mph. In addition to safety, lower speeds can also benefit businesses. Drivers moving slower have more time to read signage or identify business locations and change their travel plans or destinations accordingly.



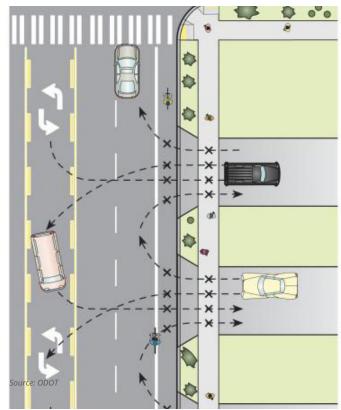




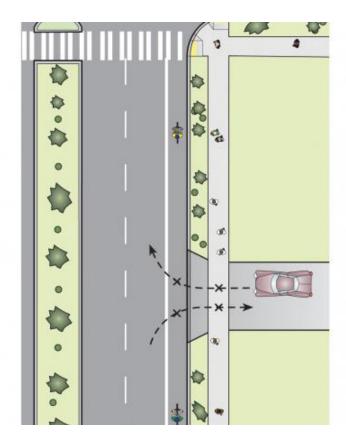
CORRIDOR ACCESS MANAGEMENT

Corridor Access Management addresses the number of entry and exit points along Center Ridge Road. This includes the location and design of street intersections and driveways that serve all properties along the corridor including residential, commercial, and office land uses. A proven safety countermeasure from the Federal Highway Administration (FHWA), Corridor Access Management can enhance safety for all modes of travel along Center Ridge Road including bike, pedestrian, automobile travel. Center Ridge Road currently has over 200 curb cuts and driveways — two times more than the adjacent road, Hilliard Road — which can increase slowing and stopping for cars trying to navigate in and out of businesses along the street. In addition to increasing safety and helping to prevent common rear- end collisions, Corridor Access Management can also reduce driving delays and congestion along Center Ridge Road. Recommendations to improve access along Center Ridge Road can include some combination of driveway closure, consolidation, or relocation to adjacent side streets. Limited turning designs for driveways (such as right-in/right out only), raised medians (such as on Hilliard Road) that limit access in some locations, and intersection designs such as roundabouts. Successful Corridor Accesss Management involves balancing overall safety and mobility for all users with the access needs of adjacent land uses.

IMAGE: BENEFITS OF ACCESS MANAGEMENT



UNCONTROLLED ACCESS CREATES SEVERAL CONFLICT POINTS AT EVERY DRIVEWAY



SHARED OR CONSOLIDATION OF DRIVEWAYS REDUCES CONFLICT POINTS



BUILDING ACCESS MANAGEMENT

Urban form - where buildings are placed on a site - is an often-overlooked element of improving connectivity, safety, and accessibility. Buildings that are oriented towards the street, with easily accessible primary entrances, are an important element to a more connected experience and safer experience for all users. The City of Westlake could invest large amounts on infrastructure improvements along Center Ridge Road in an effort to create a well-connected and safe walking and biking experience only to find out that the final 50 to 200 feet, from the sidewalk to the front door, is the most dangerous, uncomfortable, or least accessible part of the journey for kids, families, or employees. Good urban form would not require the user to traverse large parking lots with no accessible path to the building entrance. If residents are constantly faced with this situation, they might think twice about continuing to use any sidewalk, trail, or bike path to reach their destination on Center Ridge. To prevent this scenario from happening, the City of Westlake should require all new developments to be placed directly adjacent to the sidewalk when possible. It would be a waste of resources were the City to spend significant energy on connectivity improvements like a shared-use path only to have the urban form work against the vision for Center Ridge Road. One method to help implement these recommendations consistently, is for the City of Westlake to modify various zoning codes to support walkable developments.

IMAGES: EXAMPLE OF VARIOUS LEVELS OF BUILDING ACCESS









TEMPORARY PROJECTS

Temporary infrastructure, "Pop-up" demonstrations, pilot projects, or tactical urbanism are all terms used to describe low-cost alternatives to permanent design solutions. They are all considered methods for displaying, testing, or evaluating new pedestrian, biking, streetscape, or traffic calming projects cheaply and quickly. Temporary projects can be designed to meet all safety and engineering standards but are implemented using low-cost materials and resources (including volunteer labor) and are mainly carried out over a short period of time (days, weeks, or months) with the support and approval of local governments. These projects have the potential to help generate excitement around recommendations since they allow residents to envision and test various improvements in a quick and temporary manner. By allowing residents to test these potential new features, the community will gain a better understating of how certain roadway modifications will impact drivers, pedestrians, and bicyclists. They also provide significant low-cost opportunities to harvest traffic data and community feedback on any project, helping to determine if all the desired goals and/or safety metrics have been achieved

One potential temporary option for Center Ridge Road and Westlake is testing out a 'Road Diet' on Center Ridge Road, based on previous traffic studies and current mobility data and traffic volumes along the corridor. There is not a one-size-fits-all approach for implementing recommendations along the corridor, which makes temporary improvements a valuable option to test different ideas and methodologies. The existing widths (approximately 40' curb to curb) allow The City of Westlake to test this recommendation without any major infrastructure changes. Many stakeholders stated they would like to see a center turn lane to make driving along the street safer. They referred to Center Ridge Road as being very narrow, and they mentioned that cars seem to cross travel lanes frequently, creating an unsafe driving environment. Temporary measures could be valuable in assessing the feasibility and community support for a Road Diet at various locations, since this would only require a re-striping of the street from four 10' wide lanes into two 13' travel lanes in each direction and one 14' center turn lane. Since these solutions are temporary, any modifications and adjustments to the design can be made before investing significant capital improvement funds for permanent construction.

IMAGE: FROM TEMPORARY TO PERMANENT

Project Type (time interval - relative cost)	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month- 1 year • \$\$)	INTERIM DESIGN (1 year - 5 years · \$\$\$)	LONG-TERM/CAPITAL (5 years - 50 years · \$\$\$\$)
Project Leaders	Can be led by anyone (city, citizen group, or both!)	Government / organizational leadership + involvement required	Government / organizational leadership + involvernent required	Government / organizational leadership + involvernent required
Permission Status	Sanctioned or unsanctioned	Always sanctioned	Always sanctioned	Always sanctioned
Materials	Low-cost, typically low- durability. Can be borrowed or easily made	Relatively low-cost, but semi- durable materials	Low-moderate cost materials, designed to balance flexibility with maintenance needs	High-cost permanent materials that cannot easily be adjusted
Public Involvement	Public input + public action	Public input, champion engagment, government / organizational stewardship	Public input, government / organizational stewardship	Public input, government / organizational stewardship
Flexibility of Design	High: organizers expect project to be adjusted and removed.	High: organizers expect project to be adjusted; it <i>may</i> be re- moved if it does not meet goals	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted signifi- cantly once installed
Collect data to refine approach for current or future projects?	Recommended	Always	Always	Always - project performance can inform future investments

Source: Street Plans Collaborative

NOACA Street Supplies | Euclid, Ohio

Street Supplies is a program by NOACA that grants to communities a free library of resources such as paint, tape, cones, signs, bike racks, and planters to use for temporary infrastructure projects. Funded by a grant from the Ohio Department of Transportation and the Ohio Department of Health, the purpose of the program is to allow communities to see the benefits of potential infrastructure projects before they are permanent. In the fall of 2018, volunteers came together with brooms, brushes, rollers and cans of paint to transform a stretch of Lake Shore Boulevard. The goal was to help slow traffic and make the city's downtown safer and more inviting for pedestrians and cyclists. The project, called "Pop-up Parkway," was a 30-day experiment that involved roughly 750 feet of the boulevard from East 218th to East 220th Streets. The design removed two of four travel lanes and reapportioned the space with a parklet and on-street parking on the north and south sides of the street, plus dedicated bike lanes and a center median with turn lanes at intersections.

The Lakeshore Boulevard Project represents a great example for Center Ridge Road and Westlake. Like Center Ridge Road, Lakeshore Boulevard contains a section of US Bike Route 30 while also passing through the City's historic downtown shopping area. The section of Lakeshore that was reconfigured also has approximately 15,000 to 17,000 average annual daily traffic (AADT), making it fairly similar in size and scope to parts of Center Ridge Road.









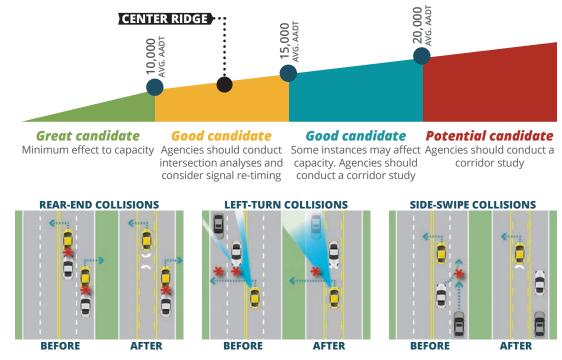
ROAD DIET

WHAT IS A ROAD DIET?

A Road Diet is a useful tool for improving safety and integrating multi-modal options into an existing street. A Road Diet reduces the number of travel lanes and re-balances this space for other users and travel modes. The most common reconfiguration is the conversion of a four-lane road into a three-lane road (two through lanes and a center turn lane). The reallocated space can be used for bicycle or pedestrian infrastructure, green infrastructure, or transit infrastructure. Road Diets can be a low-cost option and planned in conjunction with repaving or re-striping projects if — like Center Ridge Road — no curb adjustments are required. As an FHWA-approved safety measure, road diets have grown in popularity as more case studies are able quantify and measure increases in safety, livability, and comfort.

EVALUATING FEASIBILITY & BENEFITS

Each community has developed its own standards for applicability, but roads with an Average Annual Daily Traffic (AADT) of 15,000 or less have shown good results in safety, operations, and livability after implementation. However, in addition to AADT many additional factors need to be considered when exploring a Road Diet, including: peak hour volumes and direction; vehicular speed; collision type, severity and frequency; transit, pedestrian, and bicycle uses; cost; and community support. Road Diets also provide many benefits including a reduction of the most common crash types that occur on Center Ridge Road, reducing rear-end and left-turn crashes due to the dedicated left-turn lane and a reduction in side-swipe collisions from cars continually changing lanes for stopped vehicles.



Source: Federal Highway Administration (FHWA) Road Diet Informational Guide, Road Diet FAQ, Road Diet Myth Busters 2014,



IMPROVES QUALITY OF LIFE

A Road Diet increases overall comfortability for all users: pedestrians, bicyclists, transit riders, adjacent residents, businesses, and motorists.



RELATIVELY LOW COST

Road diets can be done by remarking the existing roadway and without requiring full infrastructure makeovers.



ACCOMMODATES OTHER PROJECTS

Reducing the number of lanes or lane widths can free up space to accommodate other uses and projects and increase comfort and livability.



IMPROVES TRAFFIC FLOW

A dedicated center turn lane can alleviate congestion caused by left turning vehicles. It also keeps speeds uniform thus making traffic flow smoother.



REDUCES SPEEDS

A road diet cues motorists to drive slower and pay more attention to their surroundings, as Road Diets also encourage other modes of transportation.



IMPROVES SAFETY

The Federal Highway Administration (FHWA) has identified road diets as a proven safety countermeasure and an every day counts initiative.



REDUCES COLLISIONS

The FHWA found that four- to three-lane Road Diets can reduce the total number of crashes by 19% to 47%. Road Diets reduce the amount of rear-end, left-turn, and sideswipe crashes.



INCREASES WALKABILITY

Provides opportunities for pedestrian refuge, decreasing pedestrian crossing distances, and decreasing the likelihood of a pedestrian/vehicle crash.



ENCOURAGES ECONOMIC ACTIVITY

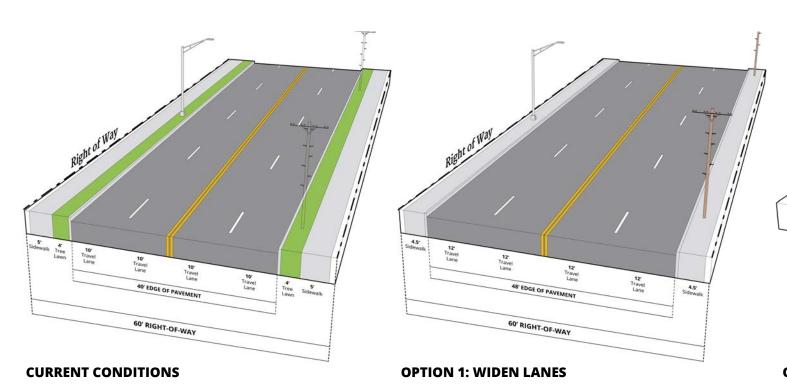
A Road Diet can help make a community change from a place people "travel-through" to one that they "travel-to."

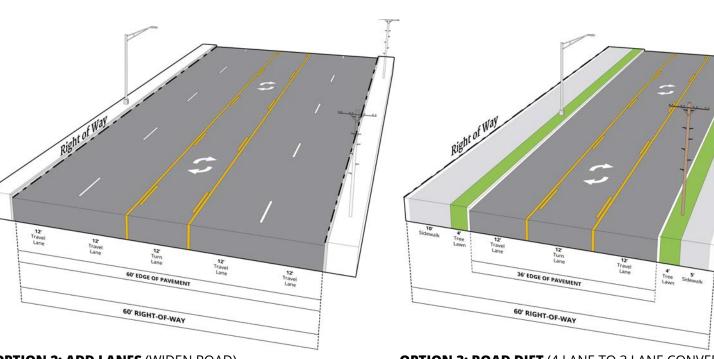
EVALUATING ALTERNATIVES

A Road Diet has been included based upon the previous traffic study conducted and current mobility data for traffic volumes along the corridor. There is not a one-size-fits-all approach to improvements along the roadway. Therefore, the Plan has looked at several reconfiguration options weighing how each might address common issues, themes, or goals highlighted during the planning process.

The Road Diet option (or other options) can be applied incrementally or in specific sections as desired. Some locations may initially work better than others. Stakeholders have mentioned Dover Village or the area west of Crocker as potential locations for Road Diets. The existing widths of Center Ridge (approximately 40' curb to curb) allow implementation without any major infrastructure changes. One option available to evaluate a potential Road Diet is to use low-cost temporary installations. These 'pop-up' measures could be valuable in assessing the feasibility and community support of a Road Diet at various locations.

In support of a Road Diet, many stakeholders stated they would like to see a center turn lane to make driving along the street safer. They said Center Ridge Road was very narrow, and cars seem to cross travel lanes frequently, creating an unsafe driving environment. A Road Diet conversion would alleviate a lot of these issues and create a center turn lane at all non-signalized intersections along the street. In areas where left turn access is not required, the center turn lane could be converted into planted medians or pedestrian islands. These pedestrian islands, combined with implementation of mid-block crossings, can help create the safest possible environment for pedestrians. One of the drawbacks commonly referenced when considering a Road Diet is a possible reduction to the roadway carrying capacity. Another issue is that in some jurisdictions, maintenance funding is tied to the number of lane-miles, so reducing the number of lanes can have a negative impact on maintenance budgets. However, the benefits outlined in the table have been heavily studied and analyzed, and generally the safety and livability benefits to pedestrians and motorists have been generally considered a greater benefit than any perceived or actual setbacks from the implementation of a Road Diet.





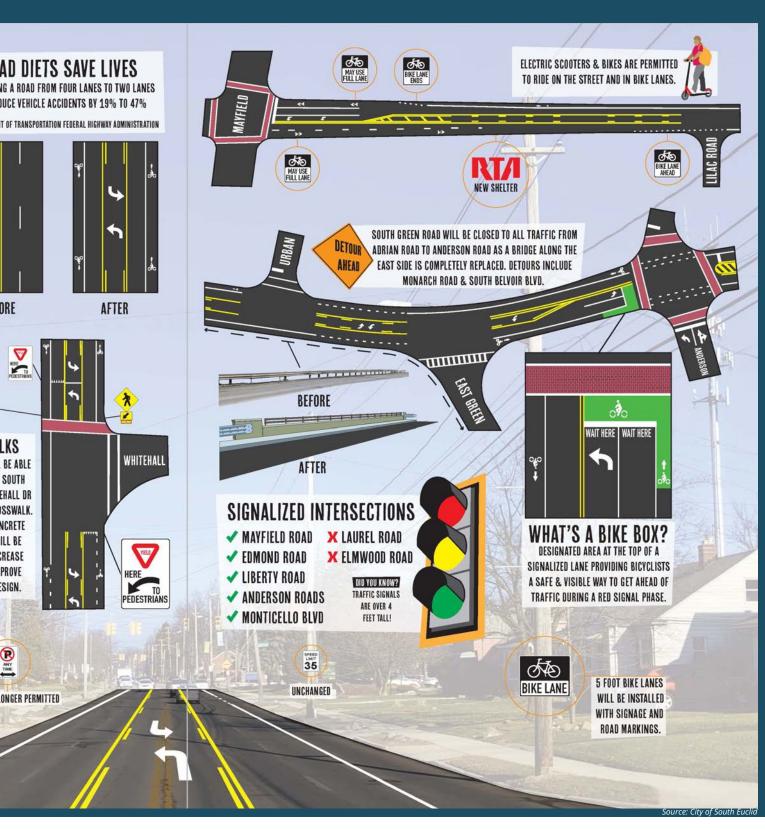
OPTION 2: ADD LANES (WIDEN ROAD)

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

Road Diet | South Euclid, Ohio

Between Spring 2021 and Fall 2022, the City of South Euclid will be implementing a Road Diet on South Green Road from Monticello Boulevard and Cedar Road. The project costs \$5.7 million will optimize street space to benefit all users, including pedestrians, bicyclists and transit riders. Reducing the number of lanes on South Green will improve crossing distances and exposure for pedestrians, while also reducing the potential for various vehicular 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 turning lanes at major intersections (i.e., Mayfield Road), a Road Diet creates minimal impacts to automobile drivers and travel times. The South Green Road Improvements will make it easier for people to safely walk, bike, bus or drive along this important corridor. This will improve the quality of life and livability for residents and visitors to the area which includes direct access to jobs, shopping, parks, housing, medical and educational institutions.







INTERSECTION & CROSSING TREATMENTS

INTERSECTION DESIGN

The inclusion of slip lanes and large corner radii directly influence vehicle turning speeds and compromise pedestrian safety. Removing slip lanes and minimizing the size of a curb radius is critical to creating compact and safer intersections. The size of the corner can directly relate to the length of a crosswalk. Larger radii equal longer crosswalks which take more time to cross, increasing pedestrian exposure. Radii exceeding 15' should be the exception rather than the rule. In some cases, a reduction in curb radius can be as simple as using interim materials such as paint, planters, and bollards (pg.94) until funding becomes available for more permanent reconstruction. "Sneckdowns" resulting from large snowfalls and are a natural form of traffic calming. They can be helpful in identifying intersections where smaller curb radii can be implemented.

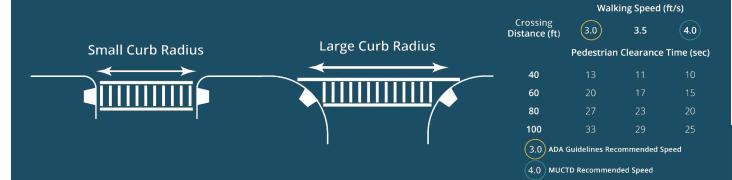
CROSSINGS

Improving safety at all crossings for pedestrians is critical. One the best outcomes of a Road Diet is the ability to add safer mid-block crossings. These crossings, installed at locations between intersections, can improve connectivity and safety for pedestrians. Block lengths on Center Ridge Road are almost six (6) times longer than blocks built in 'walkable' neighborhoods such as Crocker Park. Long block lengths can impact pedestrian travel in many ways, including adding unnecessary travel time for people walking or using GCRTA -- requiring a person to travel anywhere from 10-15 additional minutes to reach a safe, marked, and signalized crosswalk. Most pedestrians, instead of adding this time to their journey, will instead just dart across the street at the most direct and/or convenient location to access their destination. This movement called a 'Mid-block Dart/Dash' is considered the number one pedestrian crash type in Ohio and our region. This type of crossing is even more dangerous on a four-lane street like Center Ridge Road, because the added travel lanes in each direction create an environment where drivers and pedestrians may not be able to safely assess the situation. A pedestrian who enters the road at an unmarked crossing may cause the vehicle in the curbside lane to slow down or stop. However, a vehicle traveling in the same direction in the adjacent lane may be blocked from the seeing the pedestrian as the reason the car is stopping or slowing down. The pedestrian is also blocked from seeing this 'second' car and continues to cross the street creating a severe or potentially fatal conflict point.

The intersections on Center Ridge Road also support the need to build mid-block crossings, as many of them have been widened to include turn lanes to maintain traffic flow during peak hours. For example, the Crocker Road intersection requires a pedestrian to cross anywhere from six (6) to seven (7) lanes of traffic at one time when presented with a walk signal. Intersections such as these require properly calibrated signal times to ensure safe crossings for people of all ages and abilities. In some cases, mid-block crossings can make this situation easier and safer for all pedestrians including seniors and families by requiring them to only cross a few lanes of traffic at a time, thus reducing crossing distances and time required.

Mid-block crossings can help provide a more direct and safer route to key destinations, like parks, schools, and bus stops. With the addition of a Road Diet, these mid-block crossings can now be combined with pedestrian refuge islands for maximum comfort and safety. Pedestrian Refuge Islands are located at the mid-point of any crossing and increase safety by permitting pedestrians to cross one direction of traffic at a time, thus helping to limit pedestrian exposure. Preferred applications for pedestrian islands include roadways with center turn lanes or existing medians that are at least 6' wide. These features should be included as part of a Road Diet on Center Ridge Road.

IMAGE: IMPACTS OF CURB RADIUS ON CROSSING DISTANCES AND CROSSING TIMES



IMAGES: CROSSING & INTERSECTION TREATMENTS













SIGNAL & MARKING IMPROVEMENTS

It is extremely important to slow down motorists to help improve reaction times, stopping distances, and safety. It is also very important to include additional features that can help increase driver awareness of pedestrians and bicyclists, and ultimately lead to fewer mistakes, or mistakes with less deadly outcomes. Improved pavement markings and signals such as high-visibility crosswalks, Bike Boxes, HAWK Signals, and Rectangular Rapid Flashing Beacons (RRFB) can help make drivers more aware of pedestrians and cyclists at intersections and mid-block crossings along Center Ridge Road.

The design and materials used to identify pedestrian and bicyclist zones should provide as much visibility, comfort, and protection as possible. Many locations only provide the bare minimums required, with only narrow striping that does not reinforce awareness or yielding requirements. Crosswalks should be striped as wide as possible, using high visibility ladder, zebra, and/or continental markings which have been shown to improve yielding behavior. High visibility crosswalks might not be necessary at every intersection, however, they might be useful regardless of traffic circumstances at schools, parks, and transit stop. For example, only one crosswalk at the school entrance on Glenmore Drive has Zebra markings, while none are used at the Weston Boulevard or Dover intersections. In addition to improving the pedestrian space, colored pavement, as part of any recommended bicycle facility, also helps increase visibility and potential conflict points, while reinforcing a cyclist right to safe travel space within the roadway. Colored pavement, or "Green Lanes", can be can be applied along the entire length of bike lane, or used as a spot treatment (i.e. bike box) at intersections and potential conflict points like driveways.

Equally important to pavement markings are signalization and allotment of time required to traverse the street. High-intensity Activated Crosswalk (HAWK) Signals and Rectangular Rapid Flashing Beacons (RRFB) are both used to improve crossings on major streets. RRFBs are pedestrian activated lights at that use a high visibility strobe effect at unsignalized intersections or mid-block crossings. The RRFB system will flash when a pedestrian is present and requires motorists to yield and stop until all pedestrians (or cyclists) have cleared the intersection. A HAWK signal has two red lights over a single yellow light to alert drivers to stop at unsignalized intersections or mid-block crossings when pedestrians are present. Unlike ordinary traffic signals, HAWK and RRFB's are dark until activated by push buttons, unless they are triggered by other detectors. All of the intersections on Center Ridge Road require residents to cross several lanes of traffic. For example, a student walking to school would need to cross six (6) lanes at the intersection of Dover Center, due to the constant widening of the street to help maintain easier car travel during peak hours. Additionally, research has found that nearly 2/3 of older pedestrians and 1/3 of younger pedestrians do not have adequate time to cross the street based upon current designs. A Leading Pedestrian Interval (LPI) located at key signalized intersections can help give all pedestrians more time to cross the street by providing a 3–7 second head start. LPIs help enhance the visibility of pedestrians in the intersection and have been shown to reduce pedestrian-vehicle collisions by as much as 60%.



















TRAFFIC CALMING & OTHER SAFETY MEASURES

While it is extremely important to consider lowering the speed limit on Center Ridge Road from 35 to 25 mph, additional design treatments can also be utilized in various location along adjacent side streets to help reduce traffic speeds and improve safety for all users. One issue mentioned during the planning process was cut-through and speeding traffic on north and south streets such as Clark Parkway. Traffic calming can be used to mitigate the effects of speeding and cut-through traffic in residential neighborhoods. The goal of traffic calming is to create an environment that improves safety for pedestrians, cyclists, and residents who travel along these neighborhood streets. The use of vertical speed controls (speed humps and raised crosswalks) and horizontal speed controls (min-roundabouts, medians, and curb bump-outs) forces motorists to slow down while improving reaction times and awareness of their surroundings. These improvements can also help convert ordinary City streets into bicycle boulevards. This approach is strengthened through community education and appropriate signage indicating that every street including Center Ridge is built for all users, and that any expanded bicycle and pedestrian network should reach out to the neighborhoods adjacent to Center Ridge. Traffic calming approaches will be different for these neighborhood streets versus Center Ridge Road, however, residents, block groups, and community leaders should be encouraged to have their street evaluated and tested using temporary features (pg. ___) for applicable traffic calming devices.

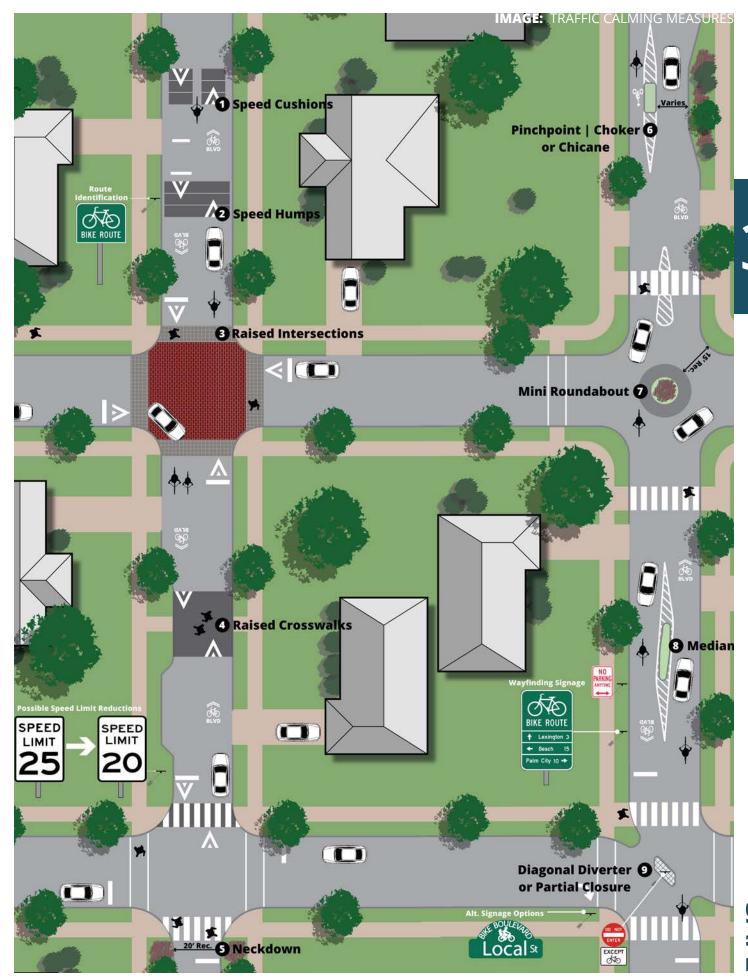
OTHER POTENTIAL SAFETY MEASURES

Plan recommendations so far have focused on various engineering or infrastructure improvements to improve safety. However there are plenty of other policies and programs that the City of Westlake can pursue or implement to help increase safety and awareness for all users of Center Ridge Road and streets in Westlake. The city should also invest resources in these areas to help make active transportation a safe travel option as part of Westlake residents' daily lives. These options could be accomplished in partnership with a Safe Routes to School Program, or include expanded partnerships with local law enforcement, senior facilities, and child care centers to make this a true community-led effort. These recommendations include: Making cell phone use a primary traffic offense, conducting walk audits of Center Ridge Road and other adjacent streets, using roundabouts or other FHWA proven safety counter measures, and developing a 'West Safe' campaign that is focused on educating residents and improving pedestrian and cyclist safety.











COMPLETE & GREEN STREETS POLICY

At their core, roadways are designed to move people from one location to another, whether by car, bike, bus, or walking. Many of the previous recommendations identified way to change or modify Center Ridge Road to include more active transportation amenities and options into current and future infrastructure projects. One method to ensure those efforts become the rule along Center Ridge Road and the City of Westlake not the exception is to adopt a 'complete and green streets' policy in Westlake. With a complete and green streets policy in place, all road and infrastructure projects will be designed and constructed with the safety, mobility, and accessibility needs of all users in mind. Further stormwater management features will capture and allow stormwater to runoff to soak into the ground in a more natural manner. Complete and Green Streets provide a wealth of benefits, such as reduced infrastructure costs and improved stormwater management, and help beautify streetscapes as well. A Complete and Green Streets policy will help Westlake create a better Center Ridge Road, one that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable multi-modal options to all popular destinations along the corridor.

SMART GROWTH AMERICA

Smart Growth America advocates and provides technical assistance in the hope that each person can live in a neighborhood that is beautiful, affordable, and easy to get around. They perform research and develop strategies to create healthy communities with strong local businesses, schools, and shops nearby, transportation options, and jobs that pay well. "Smart Growth America envisions a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient. They empower communities through thought leadership to help them realize their vision of livable places, healthy people, and shared prosperity."

One subset of Smart Growth America is the 'National Complete Streets Coalition'. The National Complete Streets Coalition is a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks. This group provides E-learning workshops, technical assistance, and webinar series, and resources that help establish best practices in complete streets policies and implementation. This includes the recently developed 'Benefits of Complete Streets Tool' a free online tool that is designed to quantify the benefits of complete streets projects in communities through the US. https://benefits.completestreets.org/ Smart Growth America and the Complete Streets Coalition can provide Westlake and its leaders a wealth of information on how to create and implement a Complete and Green Streets Policy.





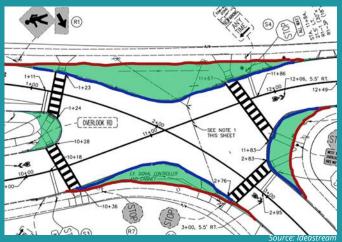
Complete & Green Streets | Cleveland Heights, Ohio

In May 2018, Cleveland Heights City Council approved a Complete and Green Streets Policy for the Community. The policy codifies the City's commitment to the comfort and safety of all users of streets with special attention to the least mobile and most vulnerable. Of 66 Complete Streets policies submitted in 2018, the National Complete Streets Coalition of Smart Growth America chose Cleveland Heights' policy as #1 in their Best Complete Streets Policies of 2018 report (receiving 91 points).

The policy focuses on equity, attention to detail, and binding language to spur implementation. The formation of a Complete and Green Streets Policy demonstrates that the City of Cleveland Heights is "committed to improving the economic, environmental, and social well-being of its residents; and providing safe and desirable travel for users of all ages and abilities."

The Complete and Green Streets program includes additional features like bike parking, repair stations, and amenities at Cedar-Lee, Cedar-Fairmount, Coventry, Cedar-Taylor, North Park, Edgehill at Overlook, and Noble Road. Many current projects in the city are already incorporating the Complete and Green Streets recommendations.









ZONING CODES & CITY ORDINANCES

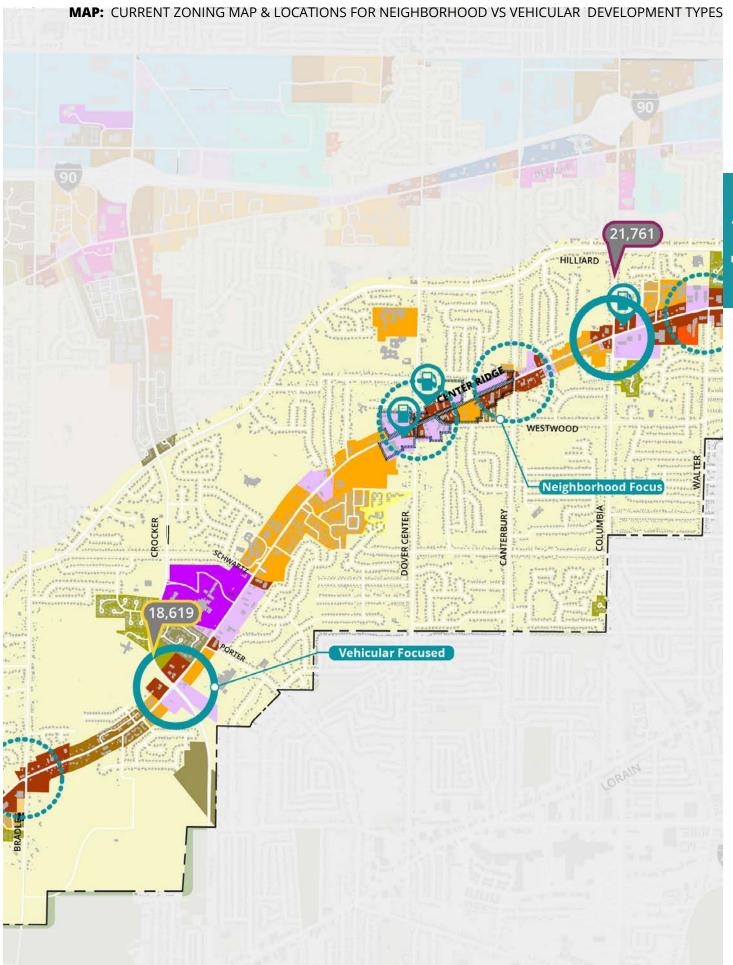
OVERVIEW

The City of Westlake Zoning Code outlines specific regulations for how property along Center Ridge Road can be developed. Primarily, the Zoning Code regulates private land uses through established minimum area, setback, and design requirements. These are enforced by the City, unless specifically waived by the Planning Commission, and can only be changed by a legal process. Unfortunately, as technology changes are made and mobility improvements are implemented, these regulations can still lag the demands and needs of the community. Westlake's land use policies for Center Ridge Road must work with any transportation and infrastructure recommendations if the City is going to achieve its desired goals for a safe, connected, vibrant, and attractive corridor. Therefore, it is important for the City to update its Zoning Code to accurately correspond with and support the community's vision for the Center Ridge Road Corridor.

Similar to roadway design, conventional Zoning Codes, like those that exist in Westlake, typically favor automobile circulation, designing streets for cars and designating large areas for parking. An updated code — with a green and complete streets policy — could focus more on the pedestrian and other users by reducing parking requirements and designing buildings that create more walkable environments. Another fundamental rule of Zoning Codes is typically the separation of uses. Cities have been consistently divided into single-use districts (i.e. Residential, Commercial, and Industrial) that have segregated activities and functions. Current best practices encourage more mixed-use zones where complimentary uses can coexist, creating a vibrant and active street at all times of the day and week.

In addition to physical improvements along the Corridor to improve safety and connectivity, the Center Ridge Road Corridor Master Plan also recommends policy changes to the City's current Zoning Code. For example, Center Ridge Road has multiple Zoning Districts, each with its own land use and design requirements that are exactly the same throughout the entire corridor. However, the style, character, and layout of the corridor changes dramatically from east to west. How do these districts change with the corridor? As the map shows, should all land zoned as general business have the same land uses and design standards along the corridor? Or should the Zoning Code be adjusted to maintain vehicular-focused zones near streets with heavy traffic, and allowing more neighborhood-scale, walkable buildings in locations with less traffic and more existing assets?

In addition to where likely zoning code updates might make sense, the second step is to determine what these zoning code changes might look like in practice. Some existing ordinances – like general business - would not permit the types of walkable and mixed-use development discussed within this Plan. Each District should be reviewed for relevance and applicability to better meet the current and future character of Center Ridge Road and the needs of the community. These updates should include guidance to promote more walkable developments at these key locations along with integrating best practices from prominent transportation resources such as FHWA, ODOT, and NACTO into bike and pedestrian planning and design. All combined updates to Zoning Codes and Design Guidelines will create a more vibrant Center Ridge Road in key locations throughout Westlake.



EVALUATING ALTERNATIVES

Zoning Code updates can take on a variety of forms; described below are three different options for the City of Westlake to consider for Center Ridge Road and the larger community. These options range from more comprehensive changes to those more limited in scope. Included are potential applications to Zoning Districts along Center Ridge Road.

COMPLETE ZONING CODE RE-WRITE

This option requires a complete re-write of the Westlake Zoning Code to increase walkability and bikeability while allowing mixed-use developments in a variety of zones and locations along Center Ridge Road and elsewhere within the city. A Zoning Code re-write could include a form-based code approach or a more graphic code that is based upon the Community's Vision for improving walkability and neighborhood retail. The case study on the next page is a good example from Columbus, Ohio about how a form-based code can create districts and streets that focus more on style and character than land use.

TABLE: CONVENTIONAL ZONING CODE VS. UPDATED CODE

AUTOMOBILE DEPENDANT

· Streets & Buildings Designed for Car

EXCESS PARKING

• Parking Minimums Per Square Foot

SINGLE USE ZONES

• Land Use is Primary Factor, Results in Segregation of Uses and Activities

REACTIVE TO DEVELOPMENT PROPOSALS

Proscriptive (What City Doesn't Want)

COMPACT PRINCIPLES

Streets & Buildings Designed for Walking

REDUCED PARKING

• Parking Maximums & Shared-Use Spaces

MIXED - USE ZONES

- Form & Character are Primary Factors
- Land Use is a Secondary Concern

PROACTIVE COMMUNITY VISIONING

Prescriptive (Identify What City Wants)

Source: Form Based Codes: Guide for Planners, Urban Designers, & Municipalities Crawford & Parolek

IMAGE: CONVENTIONAL ZONING CODE VS. FORM BASED CODE

Conventional Zoning

parking requirements, maximum building heights specified

Zoning Design Guidelines

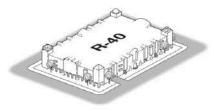
Density use, FAR (floor area ratio), setbacks, Conventional zoning requirements, plus frequency of openings and surface articulation specified

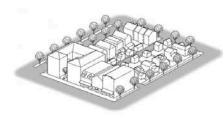
Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



Source: Smart Growth America





Bridge Street District | Dublin, Ohio

The City of Dublin, Ohio introduced their first form-based code in 2017 in the Bridge Street District. Bridge Street is a major commercial corridor that runs through this Columbus suburb known for its high quality of life. Bridge Street is a mix of various uses including low-density office parks adjacent to Dublin's historic town center. City leaders and planners worked to position this area of the City as one ripe for new development that could attract residents and employers. The City envisioned transforming the district into a more walkable neighborhood that would maintain Dublin's high quality of life while positioning the City to remain competitive well into the future. One recommendation that arose from this visioning process was to create a form-based district for this area.

Form based codes are an alternative to traditional, single-use zoning codes. Form-based codes emphasize urban form rather than a prescribed use of the land. This type of zoning code allows for more flexibility in terms of use while maintaining specific design standards for buildings, streets, sidewalks, and public space. Rather than taking the typical bird's eye view and separating uses, form-based codes get down to the human level and focus on how the height, neighborhood character and connectivity by addressing the style, location, and materials used on the buildings as opposed to just the uses (commercial, residential, or office) contained inside. Form based codes can allow places like Bridge District and the Center Ridge Road Corridor — locations without any historic main streets or buildings — to grow and change overtime without losing any of its human-scale, style, or character.





RE-WRITE OF SELECT ZONING DISTRICTS OR CREATION OF AN OVERLAY DISTRICT

This option describes a complete re-write of select Districts in the Zoning Code, addition of new base districts, or the establishment of an Overlay District to allow development types that better fit the community vision and the desired character of the Corridor. For example, one option would be to re-write (or establish a second) general business district. This code re-write, or establishment of a new district, could limit automobile-focused development types to specific intersections along the corridor while also allowing for more walkable mixed-use developments that better fit into those neighborhood nodes already identified along Center Ridge Road.

A second option would be to create an Overlay District for Center Ridge Road that incorporates many of the ideas and concepts that currently exist within the Dover Village Overlay. The Center Ridge Corridor Design Overlay (CRDO) District would be developed 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. This district would focus on locating buildings at the sidewalk edge to encourage the development of a more walkable mixed-use street, which would also include a reduction in parking requirements, a requirement to move parking to side or rear of buildings, and the approval of mixed-use buildings (commercial, retail, office). The Overlay District would run parallel with the current code; however, the Overlay regulations would control and supersede any areas that may be inconsistent with the current Zoning Code. It is also recommended that any Overlay District contain development incentives like increased density and faster permitting. Without such incentives, the City may never realize the desired outcomes identified in any Overlay District.

CENTER RIDGE CORRIDOR DESIGN OVERLAY (CRDO)

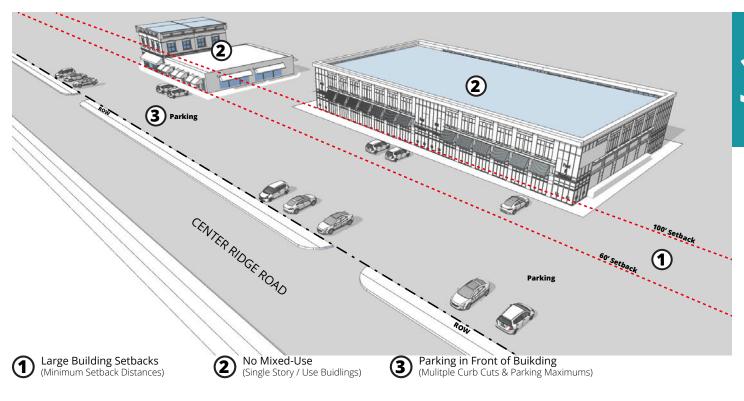
The first step in establishing a Center Ridge Corridor Overlay, is to define the area to which it applies. This could include the entire Center Ridge Corridor or, like Dover Village, have eastern and western boundaries. CRDO could allow all similar uses as the existing zoning district, but limit automotive uses such as gas stations and allow mixed-use buildings. Under a proposed CRDO Overlay, new buildings on Center Ridge Road would be located adjacent to existing sidewalks to promote pedestrian interest and access. Siting of buildings near the side in a 'Build-to Zone' would also improve street aesthetics by creating a consistent street wall and building frontage in various locations. Unlike the current zoning code which has minimum setback requirements, the 'Build-to Zone' would have a maximum setback and minimum setback of 25' and 5' respectively, superseding any existing front yard setback established. In addition to the setback requirements, the CRDO could also include a required Landscape Ribbon measured from the back of sidewalk or property line. In conjunction with a Landscape and Signage Improvement Program (pg. 70) this strip would help buffer parking lots and soften building appearance while providing strong visual appeal and consistency along the corridor regardless of current and future useS. These recommendations, combined with other elements such as reductions in parking, could help revitalize and reinvigorate the character and development along Center Ridge Road.

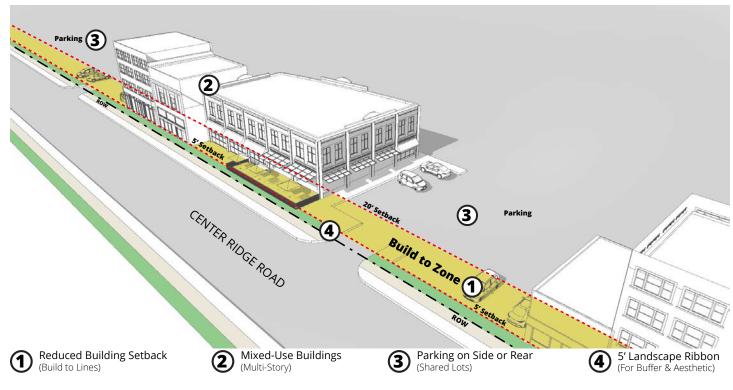
IMAGES: EXAMPLE OF A LANDSCAPE RIBBON BEING APPLIED





Source: Google Maps





UPDATE ITEMS WITHIN ZONING CODE

A final option would be to change specific elements within the code that do not result in the desired form of development (see table for examples from Westlake's Zoning Code for Business Districts). These updates could be included as part of new Base Districts, Overlay Districts, or could be included as modifications of existing text within the Zoning Code. Changes could incorporate reductions in setbacks, increases in building height, expansion and/or reduction in approved uses, and a reduction in parking requirements. Please note that the items outlined here are examples only. Final recommendations and regulations implemented in Westlake should only be approved after the community has gone through the required legal process and identified the specific character, vision, and development goals it is trying to achieve along Center Ridge Road. Design standards should also encourage innovation, by acknowledging the need for flexibility in response to the desires of businesses and residents.

TABLE: SAMPLE ZONING RECOMMENDATIONS

Chaper 1216 - Business Districts

Current	Revised
Lan	d-Use
1216.02 USE REGULATIONS	MIXED-USE
(f) Dwellings of all types shall be prohibited in all Executive Office Park, Shopping Center, Interchange Services, Recreation Business and General Business Districts	Make Residential a Main (M) or Conditional (C) Use
Building	Placement
1216.06 YARD REGULATIONS	MINIMUM YARD SETBACK
Front yard (Major Street)	
Office Bldg - 60' Executive Park Office - 80' Shopping Center - 100' General Business - 60' 1216.15 DOVER VILLAGE OVERLAY REGULATIONS (a) The minimum front building setback for new buildings and additions shall be not less than twenty (20) feet from the planned right-of-way provided no parking shall be located between the front or side face of a building and the street sidewalk and not less than fifteen (15) feet from a side street planned right-of-way.	Front 0' to 20' maximum OR Or Use Build to Zones
Parking Re	quirements
1221.05 SCHEDULE OF PARKING REQUIREMENTS	PARKING
Parking for Single and Mixed Uses. A building or group of buildings, occupied by two or more uses, operating normally during the same hours, shall provide spaces for not less than the sum of the spacess if required for each use. (c) Business and Office Uses. Parking facilities shall be located on the same lot as the main use served in all business districts.	Allow Shared Parking and/or Off-Site Parking
General Business - 60' 1216.15 DOVER VILLAGE OVERLAY REGULATIONS (a) The minimum front building setback for new buildings and additions shall be not less than twenty (20) feet from the planned right-of-way provided no parking shall be located between the front or side face of a building and the street sidewalk and not less than fifteen (15) feet from a side street planned right-of-way. Parking Re 1221.05 SCHEDULE OF PARKING REQUIREMENTS Parking for Single and Mixed Uses. A building or group of buildings, occupied by two or more uses, operating normally during the same hours, shall provide spaces for not less than the sum of the spacess if required for each use. (c) Business and Office Uses. Parking facilities shall be located on	OR Or Use Build to Zones equirements PARKING

EXPAND OR DEVELOP NEW DESIGN STANDARDS

In addition to new Zoning Codes, updated Design Standards and Guidelines can be implemented to improve the quality and character of the built environment along Center Ridge Road. These regulations are intended to improve the layout and architectural features of new construction and rehabilitation of existing buildings along the corridor, and serve to maintain consistency as the needs and desires of residents change. Design Standards generally reinforce or complement the existing character of an area and can be utilized by preservation groups to help maintain the style and scale of specific Districts. For example, Design Guidelines have been established in the Dover Village Overlay District to help foster a unique style, quality, and character for this local retail district. The Design Standards used in Dover Village range from regulating architectural styles, materials, and façade treatments to building patterns, parking lot locations and pedestrian enhancements. These could be expanded to the entire Center Ridge Road Corridor. These recommendations could vary, allowing some flexibility to match the distinct nature and feature of various locations while still maintaining consistency along the entire Center Ridge Road Corridor. The examples below provide a good starting point, and show how simple design standards can help reinforce the community's development objectives.

TABLE: SAMPLE DESIGN STANDARDS AND OBJECTIVES

BUILDING ORIENTATION

- Create a continuous building edge to the street and/or public open space. This helps define a sense of place and focuses pedestrian activity on street.
- Locate front facades along (on) or near the street right-of-way except in areas where setbacks may be
- The majority of the building facade should be parallel to the street on which it fronts.
- Facades which face the street or public realm should receive the highest levels of design, window
- · Side or rear facades should receive enough attention and quality materials to not adversely affect adjacent properties and their values.

PEDESTRIAN & VEHICLE ORIENTATION

- Ground floor entrances and spaces shall have a public pedestrian entry connected directly to the public sidewalk along the street.

 • Sidewalks shall be uninterrupted by curb cuts and driveways as much as possible in order to support
- The number and overall width of driveways (curb cuts) should be minimized to reduce impact of vehicular
- · Sharing of vehicle entry between two adjacent parking lots is encouraged.

PEDESTRIAN & VEHICLE ORIENTATION

- · Place parking lots to the rear (or side) of buildings, rather than between the front of buildings and the street
- Where visible from street, minimize the visibility of vehicles within parking lots or garages.



OTHER DEVELOPMENT TOOLS & PROGRAMS

LOCAL & SMALL BUSINESS ASSISTANCE PROGRAMS

Small businesses are important to a city, as they provide a unique local experience that helps attract visitors and support residents. Small businesses are also the most vulnerable, having limited resources to withstand external forces, such as new technology, recessions, and most recently pandemics. Local and Small Business Assistance Programs are essential to making sure these ventures are successful and are able to compete with more established national chains. These types of programs often provide technical assistance, educational materials, and/or financial assistance in the forms of grants or low interest loans. The City of Westlake could consider setting aside part of its budget or partnering with the County and federal entities such as the U.S Small Business Administration (SBA). This would provide more opportunities to foster new businesses and entrepreneurs in Westlake and the Center Ridge Corridor, creating an environment that helps offset the higher rents and chain stores located in Crocker Park with more unique locally-owned establishments.

PINK ZONING

Pink Zoning is another targeted economic tool that can help the City of Westlake develop small properties by applying overlays or other tools over specific project areas or sites along the corridor where certain regulations are relaxed, approval and permitting processes are reduced or expedited, and financial obstacles are eliminated. Pink-zoned areas often offer by-right use of certain materials or pre-approved development designs that can be the results of design charettes or other processes to help smaller local developers avoid lengthy and costly review processes. Lean Urbanism provides a manual for setting up Pink Zones, which can be accessed here: https://leanurbanism.org/wp-content/uploads/2021/04/Pink_Zone_Manual.pdf

SPECIAL IMPROVEMENT DISTRICT (SID)

Once specific districts along Center Ridge Road are redeveloped or new business and buildings are added, a Special Improvement District (SID) could be applied to continue implementation of plan recommendations. A SID is a business district where property owners pay an additional assessment to fund public improvements and services such as: business assistance and recruitment; branding and wayfinding; cleaning and maintenance; landscaping and street furniture. SIDs can be initiated by the City, Community Development Corporations, merchants' associations, or other organizations, but must have buy-in from property owners within the SID boundary. Some aspects that make a SID successful include: an existing relationship among property owners; low vacancy rates; a density of commercial activity; and strong city support. For more information about SIDs, visit: https://www.countyplanning.us/resources/guidebooks/special-improvement-districts-guidebook/

TRANSFORMATIONAL MIXED-USE DEVELOPMENT TAX CREDIT

Signed into law in December of 2020 and extending through 2023, the Transformational Mixed-Use Development (TMUD) Tax Credit is a competitive program administered by the Ohio Development ServiceS Agency that awards tax credits for large-scale mixed-used developments in Ohio with an expected "transformative" economic impact backed by an economic study. A counterpart to a local business program, this tool could be used for large mixed-use developments along the corridor similar to an expansion or relocation of a corporate headquarters like American Greeting's relocation to Brooklyn or Sherwin William's headquarter expansion in Brecksville.

Local & Small Business Assistance Programs

MUNICIPAL SMALL BUSINESS INITIATIVE PILOT PROGRAM

The U.S Small Business Administration (SBA) and Cuyahoga County have partnered with several municipalities to leverage different financing mechanisms to address funding gaps on difficult projects and better assist small businesses. Participating municipalities include Cleveland, Maple Heights, Lakewood, Fairview Park, Shaker Heights, Cleveland Heights. Qualifying businesses receive a performance grant that can cover up to 15% of total project costs, but cannot exceed \$50,000. This grant supplements a SBA-backed loan that the business must have secured beforehand. Their required equity contribution is then reduced from the typical requirement of 25% to 10%. Each municipality outlines their eligibility requirements and what they will fund, but in general, grants can be used towards property acquisition, new construction or renovations, and equipment acquisition. Often, in order to receive funding, projects must lead to job creation.

Below are examples of participating municipalities' programs:

- Cleveland | https://makeitincleveland.org/incentives/municipal-small-business-initiative
- Maple Heights | https://citymapleheights.com/government/departments/economic-development/small-business-partnership-program/
- Lakewood | https://www.lakewoodoh.gov/accordions/lakewood-small-business-grant-program/

NEIGHBORHOOD RETAIL ASSISTANCE PROGRAM | CLEVELAND, OHIO

The City of Cleveland established the Neighborhood Retail Assistance Program with the goal of assisting locally-owned, non-chain restaurants and retail. Ultimately, this program helps create and retain local jobs and reduce financial barriers for start-ups and entrepreneurs. This assistance program provides up to \$50,000 of financial assistance towards equipment, construction and renovations, exterior improvements, design costs, and IT installations. In order to receive funding, the project must lead to job creation.

For more information, visit: https://makeitincleveland.org/incentives/neighborhood-retail-assistance-program

ECONOMIC DEVELOPMENT TOOLBOX | CLEVELAND HEIGHTS, OHIO

The City of Cleveland Heights established the Economic Development Toolbox to "support the City's existing small businesses and remain a premiere location for new entrepreneurs to locate". The Economic Development Toolbox is a webpage dedicated to small and local businesses which includes various financial assistance programs either fully funded by the City or in partnership with the County or federal entities. The financial assistance programs include the Job Creation Grant Program, the Commercial Loan Program, the Microenterprise Loan Fund, the SBA Grant Program and the Economic Development Fund.

For more information, visit: https://www.clevelandheights.com/968/Incentive



LOCATION | 122

PARTNERS | 130

ACTIONS | 132

FUNDING | 144



Implementation

The City of Westlake's Center Ridge Road Corridor Master Plan is a collection of community aspirations that aim to inspire and guide city officials' and residents' vision for this corridor both today and into the future. By writing down these aspirations, we memorialize the hopes of the Westlake Community and, more importantly, we outline the steps necessary to achieve our goals. The intent of the Center Ridge Corridor Master Plan is to create a unified vision for the corridor that integrates transportation and land use needs, while also addressing changing community needs and challenges.

This Master Plan marks only the beginning of this transformation and is intended to serve as a guide for changes over many years. Finishing the planning process and developing the Center Ridge Master Plan is just the first step in a much longer, and in many cases, a more challenging process for improving Center Ridge Road and the neighborhoods in Westlake. The Implementation section is designed to inform city leaders and the public about how they can successfully transition from plan to implementation using public input, partnerships, and available funding resources.

Moving from Vision to Implementation is much more of a marathon than a sprint and requires commitments of time and resources. The Plan includes recommendations to meet Center Ridge's challenges and opportunities. It is up to the City, its partners, and the larger community to act on these recommendations during the Implementation phase. Only with the help of dedicated residents, business owners, City staff, and elected officials will the Master Plan's goals be achieved. Together, they can work to realize a greater Westlake.

OVERVIEW

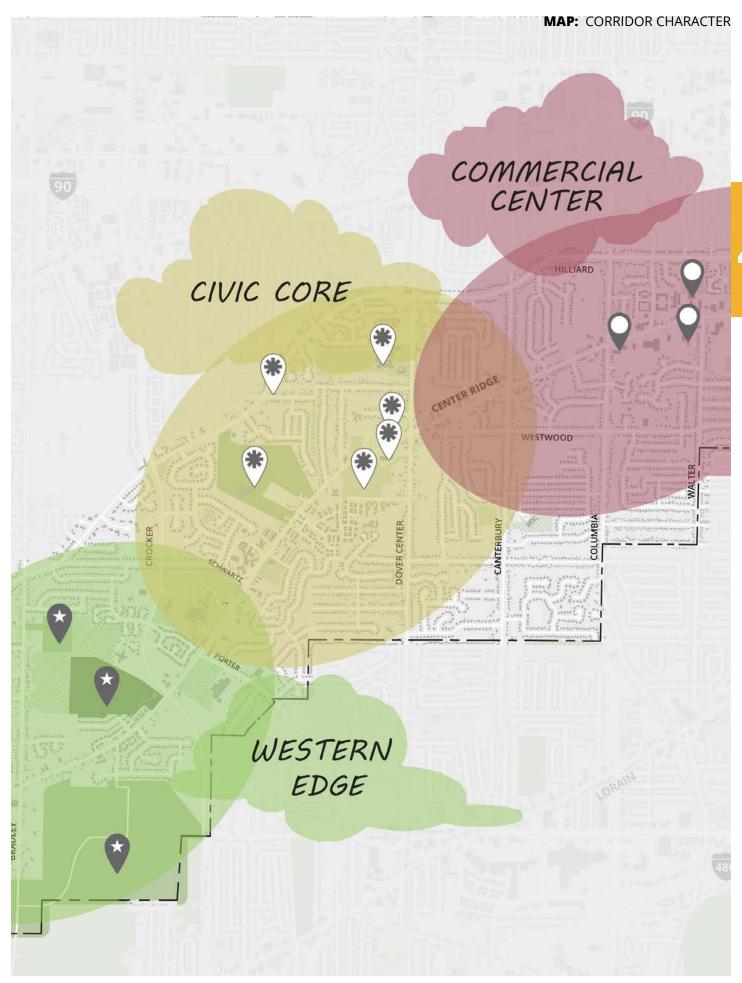
The first step to Implementation is often the most overwhelming, such as figuring out where to start and who to involve. While every community's path to implementation is different, some strategies remain the same regardless of the project or recommendation. The following pages cover some key strategies that should be considered:

- LOCATION Where should recommendations be implemented along the six-mile stretch of Center Ridge?
- PARTNERS Who can Westlake partner with to aid in implementation?
- ACTIONS What are the next steps to implementation: priorities, timelines, cost estimates?
- **FUNDING** <u>How</u> can Westlake pay for this?

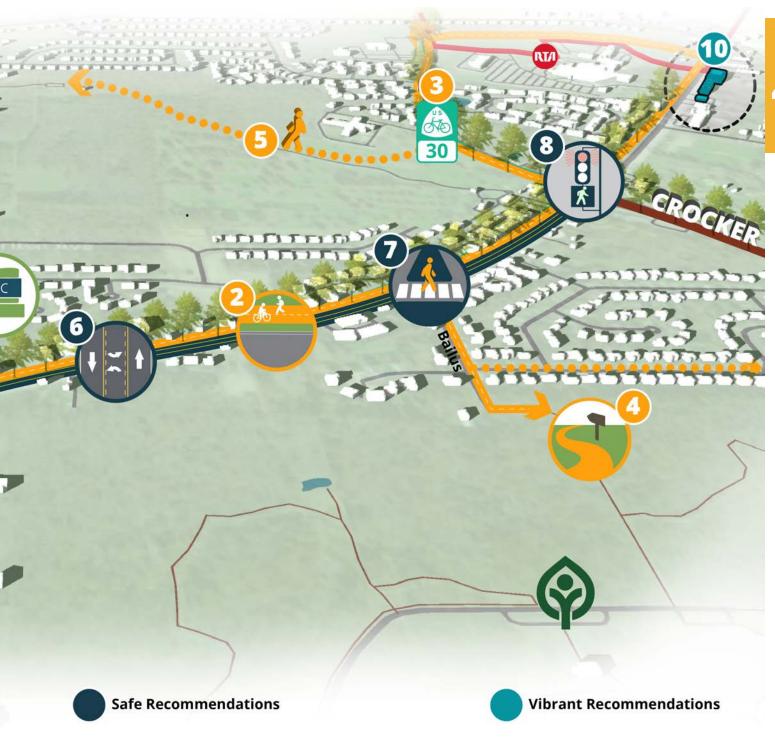
While all of these various implementation components have been summarized for the Center Ridge Road Corridor Master Plan, it is important to recognize that they only serve as a guide and are intended to be updated as circumstances change. The Plan is intended to be flexible when it comes to recommendations and implementation. It is designed to provide Westlake a menu of options to choose from to help achieve its goals for Center Ridge Road. Changes in the economy, technology, community support, and available resources should be constantly reevaluated against the recommendations. This flexibility will allow the community to take advantage of opportunities and potential cost savings when constructing projects or when evaluating new policies and programs. Results are the goal of any planning process and the steps to get there can vary. The Center Ridge Corridor Master Plan is intended to be a valuable tool, resource, and reference for the City of Westlake — as well as property owners and developers — when deciding where, when, and how to make investments and act upon recommendations.

LOCATION

Now that the recommendations have been defined, the first step towards implementation is to locate where each of these recommendations can be placed along the corridor. The six-mile corridor is divided into three distinct zones, each representing different development styles and needs: the corridor changes from more pastoral and residential on the Western Edge (comprising of single-family housing, parks, and open space) to more urban and commercial in the Commercial Center (comprising of higher densities of retail and building heights), and the central portion of the corridor, the Civic Core, consists of a school, library, community center, and post office. The maps on the following pages highlight how the plan has adapted and adjusted various recommendations to better fit within the existing character and context of the three zones, helping the City of Westlake identify where they can and should start implementation. For example, construction of the new school, may increase demand for improvements within the Civic Core, or new development adjacent to the Bradley Woods Reservation may place a stronger emphasis on development and connectivity recommendations near the Western Edge. There is no one-size-fits-all approach to the plan and its recommendations, thus tailoring recommendations to the various zones is an important step in the implementation process.







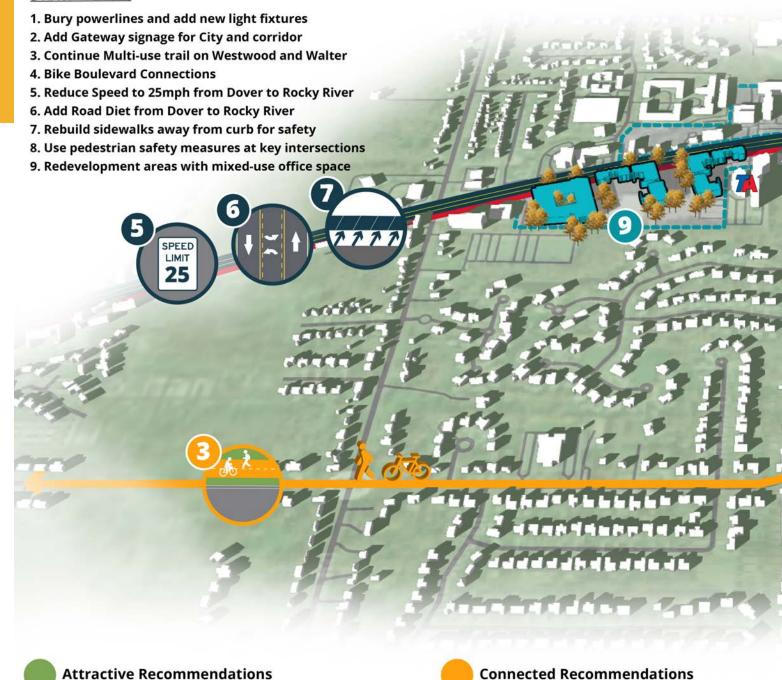


- 1. Add street trees for comfort and safety
- 2. New multi-use trail on Center Ridge & Westwood
- 3. New bus shelters
- 4. Bike Boulevard Connections
- 5. Reduce Speed to 25mph from Dover to Rocky River
- 6. Add Road Diet from Dover to Rocky River
- 7. Use pedestrian safety measures at key intersections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











PARTNERS

Successful implementation is made possible through hard work and collaboration among a variety of departments, agencies, staff members, and groups. It is critical to recognize that some factors that impact Westlake and Center Ridge Road are beyond the City's control, making it more important to forge and maintain supportive partnerships with those who can provide assistance. The Center Ridge Corridor Master Plan identifies potential opportunities for engaging and coordinating with local and regional entities. In many cases, the construction of projects or the establishment of programs cannot be completed by the City alone. These efforts might require aid or support from other communities or organizations.

In a region facing declining populations, collaboration is a must. This assistance can come in many different forms from technical support to funding for construction. The City of Westlake has the legal authority and jurisdiction to implement many of the recommendations in the Plan, and will in many cases act as the lead agency responsible. With this in mind, the City needs to serve as the project champion and leverage its local knowledge and resources when communicating and/or collaborating with other internal and external groups during the development of plans and projects. Working in partnership will help maximize the knowledge, experience, and resources necessary to support infrastructure, zoning codes, and other improvements along Center Ridge Road.











0	Danish the Albus and a	Additional News
Organization/Group	Departments/Programs	Additional Notes
City of Westlake	Planning & Economic Development, Engineering, Building, Recreation, & Service Departments	Legal jurisdiction and local authority to incorporate recommendations into zoning codes, infrastructure projects, and other city sponsored programs on Center Ridge
Ohio Department of Transportation (ODOT)	Safe Routes to School, Walk & Bike Ohio, State and US Bike Routes	ODOT has legal authority over state routes and highways, and works to implement walk and bike elements into projects. They can also provide a variety of technical assistance and resources through various programs including Safe Routes to School and Walk. Bike.Ohio.
Northeast Ohio Areawide Coordinating Agency (NOACA)	Transportation For Livable Communities (TLCI) Program, Congestion Mitigation and Air Quality Improvement Program	NOACA is the region's metropolitan transportation agency (MPO) and does not own any roadways, but supports various types of infrastructure projects and provides a variety of other technical assistance and federal funding programs including (CMAQ, TLCI, etc.).
Cuyahoga County Public Works	Road & Bridge Program, 50/50 Program, Preventative Maintenance Program	Responsibility for County Road and Bridge improvements in Cuyahoga County. It allows for the inclusion of various street improvements (bike, ped, & others) on bridge reconstruction or other roadway improvement programs
Cuyahoga County Planning Commission	Master Planning Grant Program, Healthy Urban Tree Canopy Program, DOPWIC, SCIP	Provides technical planning and zoning code assistance including the administration of the County's healthy urban tree canopy grant program
Greater Cleveland Regional Transit Authority (GCRTA)	Disadvantaged Business Enterprise (DBE) Program, Commuter Advantage Program, U-Pass Program	Regional Transit Agency responsible for RTA access and expansion in Westlake including the potential location and maintenance of shelters
Cleveland Metroparks	Planning & Real Estate	Regional Park Agency Responsible for Bradley Woods Reservation Westlake and any improvements to park access and facilities for adjacent residents and businesses
Ohio Department of Natural Resources (ODNR)	Clean Ohio Trails Fund	This Ohio program works to improve outdoor recreational opportunities by funding trails for outdoor pursuits including land acquisition of all kinds.
Bike Cleveland	Community events, education, advocacy, and bike parking programs	Bike Advocacy Group working to support safer and more inclusive transportation
State Representatives	Ohio Trails Caucus	Funding for improvements through the State Capital Budget and other programs
Federal Representatives	RAISE Program Funding, Earmarks	Funding through the RAISE Program or advocacy to federal representatives for project earmarks from the federal budget
Other Groups & Organizations	Westlake Chamber of Commerce, Travel Centers of America, UH Hospital, Cuyahoga Community College	













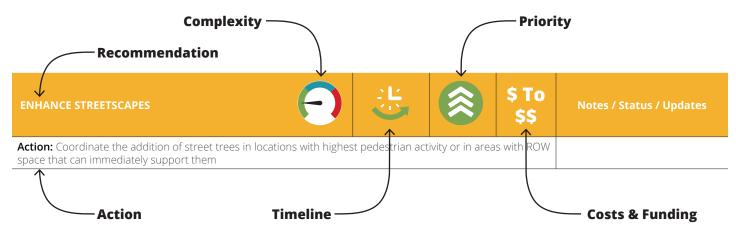
ACTIONS

It is intended that this Master Plan will be used by the City of Westlake — as well as property owners, business owners, and developers — when deciding where, when, and how to make investments for the betterment of Center Ridge Road. A viable implementation program — one that sets forth specific action items—is a valuable tool to ensure that recommendations can be easily acted upon. Actions included in this document can generally be categorized in three different ways: Proactive; Responsive; and Ongoing. Proactive Actions include recommendations for revising, expanding, promoting, or developing new programs or services. These are actions that would not otherwise occur unless undertaken by residents, supportive groups, or the City. Responsive Actions are to be undertaken when certain conditions are met. Finally, Ongoing Actions are meant to underscore positive steps that may already be happening or recommendations that should be continually executed.

It is important to recognize that there are factors that impact the City that are beyond its control, including economic instability or regulatory changes. In such cases, it is critical to forge and maintain supportive partnerships with those agencies listed earlier who can provide technical assistance or funding. In addition, because cities across the County and State are facing declining resources, it is becoming more important to engage firms, institutions, and citizens to collaborate in the work of local government. With this in mind, the City of Westlake still must serve as a champion and supporter of the recommendations and subsequent actions to help spur collaboration and implementation.

READING THE TABLES

The Implementation tables on the following pages link directly the Recommendations outlined in the document. Each recommendation will include overall details such as complexity or difficulty of the project, potential timelines, priorities, and cost estimates. While each one is listed for the overall recommendation, changing circumstances, priorities, and funding streams may require this Implementation tables to change. The last column - Notes, Status, & Updates - provides the opportunity to track any changes in the implementation of an action and to provide a record of when a project or action is completed. It is important to recognize that the tables serve as rough guides, and do not represent every available action or opportunity. They are only intended to provide a starting point and reference for implementation.









COMPLEXITY:

LOW

MEDIUM

HIGH

Complexity references how difficult or simple each recommendation is based upon a variety of factors including items like property ownership (public vs private) and impacts to the corridor. For example, adding street trees would be considered low complexity since the recommendations take place within the City-owned right-of-way and have very little costs or impacts to the street. In addition, Zoning Code Updates would be considered Low to Medium since this is something the City has control over. A road diet, however, would be a Medium to High complexity due to its impacts to overall roadway travel and possible adjustments to the street. It is important to recognize that these definitions are just guides, and Low complexity recommendations might require some difficult actions, while High complexity recommendations may also include simple action steps to get started.







TIMELINE:

NEAR-TERM MID-TERM LONG-TERM

Timeline refers to how quickly projects could be started and/or completed. It is important to estimate time frames based upon local information, support, and resources. Placing recommendations into Near-Term, Medium-Term, and Long-Term time frames helps maximize resources and manage expectations. Near-Term recommendation include those recommendations that are simple to execute because they can be completed in-house with existing resources, have low costs of construction, or lack significant challenges to execution. Long-term projects can sometimes be the most dramatic and iconic of recommendations, resulting in high-cost projects with significant phasing and timelines. It is important, however, to maintain flexibility when estimating time frames. In many cases unexpected challenges (recession) or opportunities (grant awards) may require the City to shuffle Long-Term and Near-Term projects to better capitalize on those opportunities. Having a project phasing strategy will allow the City to be flexible and accomplish goals early.







PRIORITY

HIGH

MEDIUM

LOW

Priorities for recommendations are defined as Low, Medium, or High. Prioritizing recommendations establishes a potential order for the construction of projects. This order can be based on variety of inputs either determined through the planning process or established by the agency responsible for implementation. Cities have limited funding streams that may be limited to specific project types or to competitive application processes. Prioritization can help the City of Westlake determine which projects provide the greatest benefits to the largest number of residents, or which recommendations have gathered the most support through stakeholder engagement activities. Prioritization can help the City determine which projects they should immediately allocate capital improvement dollars towards or match with existing funding sources to efficiently execute recommendations included in the Plan. Priorities are balanced against project team and steering committee input, public comment, and the technical analysis and expertise of County Planning staff.

COSTS & FUNDING

\$ LOW \$\$

\$\$\$ uicu

LOW MEDIU

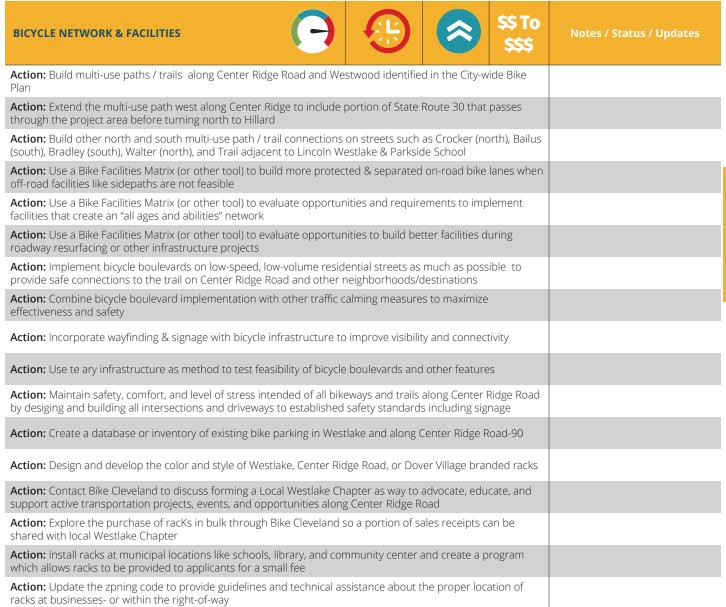
HIGH

Costs will vary depending on the type of Recommendation described. Some recommendations may be more administrative and can be addressed internally, while other recommendations my require infrastructure improvements and outside professional services. The Implementation tables provide a range of costs to give a general understanding of the scope of a project. The estimated costs are categorized in three levels: High, Medium, and Low. Importantly, estimated costs are only supplied for the overall Recommendation as described, and do not take into account every task that may be required. For instance, the recommendation 'Safe Routes to School' only considers the cost of developing a Safe Routes to School plan. The estimate does not include the potential costs associated with constructing streetscape improvements proposed as any part of the process.

Action: Perform an inventory of trees and other features to identify condition, issues, and gaps in coverage Action: Coordinate the addition of street trees in locations with highest pedestrian activity or in areas with under-utilized ROW space that can immediately support them Action: Develop a Streetscape/Tree Budget and designate potential funding streams and capital needed to install improvements in high trafficked areas or those in most need Action: Evaluate the potential need for an arborist or other specialist(s) to help with species designation and other design specifications Action: Create a city-wide tree plan to expand Center Ridge Road's tree canopy Action: Use the Healthy Urban Tree Canopy Program and identify other funding sources to increase street tree plantings along Center Ridge Road and adjacent streets Action: Develop a tree maintenance schedule, including annual trimming, planting, and removal of trees on Center Ridge Road Action: Develop a pattern book identifying the style and type of all features to be utilized, creating a well-balanced system that condisters costs and coordination with existing features Action: Develop a pattern book identifying the style and type of all features to be utilized, creating a well-balanced system that condisters costs and coordination with existing features Action: Develop a pattern book identifying the style and type of all features to be utilized, creating a well-balanced system that condisters costs and coordination with existing features Action: Develop a pattern book identifying the style and type of all features to be utilized, creating a well-balanced system that condisters costs and coordination with existing features Action: Sprate system and condisters of the provide community, including areas near job and transit access to improve righttime visibility Action: Focus Streetscape elements to create a "Main Street" feel in Dover Village along Center Ridge Road Action: Create a Public Art Master Plan that identifies project sites and env	ENHANCE STREETSCAPES	(-)			\$ To \$\$	Notes / Status / Updates
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Action: Research best practices from other communities that can be applied to the City of Westlake (e.g. painting ordinary street items such traffic signal boxes) Action: Work to establish a dedicated fund to help create more public art features along Center Ridge Road	Action: Partner with existing groups like Wes					
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	Action: Research best practices from other communities that can be applied to the City of Westlake (e.g. painting ordinary street items such traffic signal boxes)					
Action: Encourage the use and development of temporary or pop-up public art installations in partnership with	Action: Work to establish a dedicated fund to help create more public art features along Center Ridge Road					
schools and other organizations		nership with				

BRANDING + SIGNAGE + WAYFINDING \$\$\$	Notes / Status / Updates
Action: Explore the development of a comprehensive Logo and/or Branding Strategy that will help people identify the City of Westlake, Center Ridge Road, or Dover Village	
Action: Using the City logo, develop a comprehensive wayfinding system with local branding for all users and routes	
Action: Using existing resources to develop signs that not only reflect locality (Westlake + Center Ridge) but also work with any future regional networks and groups (Cleveland Metroparks + Cuyahoga Greenways)	
Action: Use signs to convey important information, like key destinations and amenities, plus time and/or distance to locations	
Action: Add gateways in addition to branded wayfinding signage to further identify city (Westlake), street (Center Ridge), or district (Dover Village) boundaries	
Action: Establish a signage/ wayfinding budget, designate funding streams and form public/private partnerships to begin construction of wayfinding signage and gateways at major and minor entrances	
Action: Survey and analyze potential gateway locations to identify all Right-of-Way or City-owned land that is available. Identify prospective physical or property ownership barriers to installation or visibility	
Action: Survey and analyze potential Gateway locations to identify all Right-of-Way or City-owned land that is available. Identify prospective physical or property ownership barriers to installation or visibility	
Action: Continue to improve streetscapes by implementing branded signs and banners on existing utility poles	
Action: Work with other departments (e.g. Engineering) to Coordinate signage installation with area improvements such as infrastructure, streetscape or site development plans	
Action: Refer to all current and future standards (NACTO & MUCTD) for the development of signage types	
Action: Refer to all current and future standards for incorporation of State & US Bike Route signs for current Route 30 that pass through the project area	
LANDSCAPE & SIGNAGE IMPROVEMENT PROGRAMS	Notes / Status / Updates
Action: Perform an inventory of landscaping & signage along the corridor	
Action: Research best practices from other communities to identify potential solutions or programs that can be applied in Westlake or along Center Ridge Road	
Action: Develop a Landscape/Signage Program Budget and what yearly amounts (maximum and minimums) wiil be available to help fund projects	
Action: Develop a process for applications including applicable features or phases to be funded (design, implementation, etc.) and information required from applicant (matching funds, design drawings, or materials)	
Action: Identify Sign Companies, Landscape Architects, Landscape Contractors and others to create a list of approved companies for technical assistance	
Action: Identify pilot projects to test and implement signage and landscape programs	
Action: Conduct community outreach to educate business owners about program and collect information on what additional items or aide might be benefical udring future rounds of funding	

STOREFRONT IMPROVEMENT PROGRAMS		\$\$\$	Notes / Status / Updates
Action: Research best practices from other communities to identify potential solutions applied in Westlake or along Center Ridge Road	or programs	that can be	
Action: Develop a Storefront Improvement Budget and what yearly amounts (maximun available to help fund projects	n and minimu	ıms) wiil be	
Action: Develop a process for applications including applicable features or phases to b implementation, etc.) and information required from applicant (matching funds, design			
Action: Create a pattern book or other resource identifying materials, design style, light be acheived as part of any storefront improvement	ting, and othe	er goals to	
Action: Identify Sign Companies, Architects, Contractors and others to create a list of a technical assistance inlcuding 3d visualization, design drawings, cost estimates, and cor		panies for	
Action: Identify pilot projects to test and implement storefront improvements			
Action: Conduct community outreach to educate business owners about program and what additional items or aide might be benefical udring future rounds of funding	collect inforr	nation on	
TRANSIT WAITING ENVIRONMENTS	\$	\$ To \$\$	Notes / Status / Updates
	- 19	nost office	
Action: Prioritize addition of new shelters at the mid-point of the current route near the	e library and	post office	
Action: Prioritize addition of new shelters at the mid-point of the current route near the Action: Utilize mid-block crossings and other elements to create convenient and safe a avoid long travel times and dart/dash crossing patterns	,		
Action: Utilize mid-block crossings and other elements to create convenient and safe a avoid long travel times and dart/dash crossing patterns Action: Add amenities to new shelters and other stops including benches, trash cans, s	ccess to shel	cers to help	
Action: Utilize mid-block crossings and other elements to create convenient and safe a avoid long travel times and dart/dash crossing patterns Action: Add amenities to new shelters and other stops including benches, trash cans, slighting Action: Continually add shelters along Center Ridge Road to ensure only a 10-15 minut	ccess to shelt	ers to help	
Action: Utilize mid-block crossings and other elements to create convenient and safe a avoid long travel times and dart/dash crossing patterns Action: Add amenities to new shelters and other stops including benches, trash cans, s lighting Action: Continually add shelters along Center Ridge Road to ensure only a 10-15 minut destinations to a shelter Action: Collaborate with RTA on the potential expansion of GCRTA service (locations an	ccess to shel street trees, s se walk from a	gnage, and	
Action: Utilize mid-block crossings and other elements to create convenient and safe a	ccess to shel street trees, s se walk from a ad/or frequen	gnage, and ill key cy) along	



SIDEWALK NETWORK & FACILITIES				\$\$	Notes / Status / Updates
Action: Conduct a walk audit to clearly identify on-thalong Center Ridge Road	ne-ground issues v	vith mobility and	access on side	ewalks	
Action: Ensure ADA accessibility is achieved in all loc utility poles, signage, hydrants etc.) to maintain clear		e and/or limit fix	ked obstruction	ns (e.g.	
Action: Ensure ADA accessibility is achieved at all int	ersections				
Action: In addition to obstructions, inventory constructions for repair or replacement	ained sidewalks o	r those adjacent	to the curb an	d prioritize	
Action: Use a classification system to focus on high	traffic areas and/c	r areas in most	need of repair:	s	
Action: Prioritize rebuilding sidewalks for first-mile / (schools, parks, etc.)	last mile connecti	ons to transit or	to key destina	tions	
Action: Implement specific city ordinances or a mon un-permitted closures of sidewalks or bike lanes	itoring and enforc	ement program	with penalties	for	
Action: Increase minimum standards for sidewalk cocomfort and safety	onstruction (i.e. wi	dth, location, & f	urnishings) to	increase	
Action: Dedicate funding to purchase necessary equipment trails and bike lanes	chedule to				
Action: Partner with existing agencies, businesses,	nup or fund				
Action: Explore the creation of a web-based app or (cracks, pot holes, & missing paint etc.)					
SAFE ROUTES TO SCHOOL PROGRAM (SRTS)	(-)	:		\$	Notes / Status / Updates
Action: Utilize outreach methods like school surveys and safety needs to the new Elementary School on C	s to better unders Center Ridge Road	tand student and	d teacher trave	el patterns	
Action: Develop a School Travel Plan (STP), which is needed to apply for SRST funding					
Action: Apply for funding of projects and programs and ensure all applications meet the necessary eligibility requirements including a review by ODOT					
Action: Evaluate and update the School Travel Plan (STP) as required					
Action: In conjunction with SRTS programs, develop other education and events programs to maximize outreach that supports safe active transportation options for all Westlake students and residents					
Action: In conjunction with SRTS programs, partner with police, fire, and other groups (e.g. seniors) to help target events, programs, and educational opportunities					
Action: Research events and programs from other or Walk to School days		could be be appl	lied in Westlak	e, like Bike	

SPEED LIMITS				\$	Notes / Status / Updates
Action: Reasearch and discuss the feasibility of char Route	nging the speed limi	t on Center Rid	lge Road, as it	is a State	
Action: After determining feasibility, engage with Ro existing 25 Mph zone from Rocky River to Westlake I		e their desire to	o potentially ex	ktend the	
Action: Conduct a traffic study, and utilizie existing r reduction	nobility data, to eval	luate current s	peeds and pot	ential for	
Action: Use the USLIMITS21 web-based tool to help speed limits for Center Ridge Road	assess and establis	sh safe, reasona	able, and cons	istent	
Action: Potentially test a new speed limit and monit	or the qualitative an	d quantitative	effects on traff	fic	
Action: Use a Safe Routes to School Program and or benefits and safety improvements a speed limit redu				s on the	
CORRIDOR ACCESS MANAGMENT	9			\$\$	Notes / Status / Updates
Action: Reasearch and analyze driveways and prope consolidation opportunities	rty ownership on C	enter Ridge Ro	ad to identify a	any	
Action: Review zoning codes to determine if design relocating entrances to side streets or creating share		eduction of ent	rance points b	У	
Action: Update zoning codes and design standards access drives through site plan design approval or a				shared	
Action: Evaluate opportunities for medians, "right or curb cuts or driveway access	nly" exits, and other	procedures th	at can help in (eliminating	
BUILDING ACCESS MANAGMENT	(-)			\$\$	Notes / Status / Updates
Action: Ensure that all buildings have a safe accessible route to the entrance from the sidewalk					
Action: For buildings with no access, determine proper steps to help create access either with new construction or possible change in ownership					
Action: Require new buildings to be placed adjacent to the sidewalk to make them more walkable					
Action: Review zoning codes for setback deficiencies buildings in all or some locations on Center Ridge Ro	s and propose upda oad	ates to the code	e to require wa	alkable	

TEMPORARY PROJECTS	\$ Notes / Status / Updates
Action: Identify Pilot Projects (Road Diet, Intersections, Bike & Ped Facilites) to implement temporary proj	jects
Action: Monitor outcomes of temporary projects and engage the public on results to determine if desired have been achieved	d goals
Action: Adjust, revise, redesign, and retest, if needed, to proceed towards desired long-term and perman implementation measures	nent
Action: Dedicate funding to pilot projects and utilize existing groups and resources (e.g. NOACA Street Supplies)	
Action: Partner with local groups, residents, or City departments to identify and test projects in various locations along Center Ridge Road and throughout the City of Westlake	
ROAD DIET S	Notes / Status / Updates
Action: Conduct a traffic study or other analyses to further determine Road Diet feasibility	
Action: Use low- cost temporary improvements (e.g. re-striping lanes) as a method to test or implement Diet Recommendations in various locations	Road
Action: Conduct a public outreach and survey program to help educate residents on Road Diet options, benefits and the desire to test recommendations quickly and inexpensively	
Action: Monitor outcomes of temporary improvements (e.g. re-striping lanes) and engage the public on r to determine if desired goals have been achieved	results
Action: Adjust, revise, redesign, and retest if needed and proceed towards long-term implementation of a Diet if desired	a Road
Action: Adjust curbs as needed after implementation to gain more room for streetscape enhancements trees, amenities, bus shelters, and trails)	(e.g.
Action: Use the center turn lane in various locations to create mid-block crossing and pedestrian islands increase safety	to
Action: Use the center turn lane in various locations to create landscaped medians to improve attractive stormwater management, and congestion through corridor access management	ness,

		ı			
INTERSECTION & CROSSING TREATMENTS		24	\$	\$ To \$\$	Notes / Status / Updates
Action: Use low-cost temporary improvements to test Extensions (Bulb-Outs), mid-block crossings and medi				rb	
Action: Review and update the zoning code to reduce egress points for businesses to reduce crossing times	curb radii at all			and	
Action: Review and update the zoning code to reduce of Center Ridge Raod at intersections which increases	the need/dema	nd to continual es, times, and	ly expand widtl exposure for re	n and lanes esidents	
Action: Monitor outcomes of temporary projects and have been achieved for intersection and crossing trea	engage public o				
Action: Adjust, revise, redesign, and retest if needed a implementation measures if desired as part of future	and proceed tow		and permaner	nt	
Action: Prioritize recommendations and improvemen areas along the corridor including potential new north	ts around transi	stops, schools	, and other high	h activity ds on Bailus	
Action: Using upcoming TIP and other infrastructure intersection and crossing improvements					
SIGNAL & MARKING IMPROVEMENTS	9	::	\$	\$ To \$\$	Notes / Status / Updates
Action: Use low-cost temporary installments like colorful to test or implement marking and visibility improvements					
Action: Increase visibility and safety for pedestrians and cyclists by using high visibility markings and signals at intersections				signals at	
Action: Upgrade crosswalk markings (e.g. ladder, zebra, colorful) at key locations including all entrances to schools, the recreation center, library etc.					
Action: Upgrade markings (e.g. green paint) for proposed bike lanes and trails, including markings at entrances and intersections of shared use path along Center Ridge Road to increase visibility at key conflict points					
Action: Use HAWK Signals and Rapid Flashing Beacon structed as part of a Road Diet	s at any new mid	d-block crossing	that has been	con-	
Action: Limit the widening of roadways at intersection Intervals (LPI) at all key intersections/crosswalks included					
Action: Using upcoming TIP an other infrastructure pasignal and marking improvements	rograms, identify	upcoming pro	ects that could	support	
TRAFFIC CALMING & OTHER SAEFTY MEASURES	(-)			\$\$ To \$\$\$	Notes / Status / Updates
Action: With resident input, identify possible pilot pro especially on any proposed bicycle boulevards	jects for implem	entation of traf	fic calming mea	isures,	
Action: Use temporary infrastructure as a way to test the feasibility and outcomes of various traffic calming measures on pilot projects				calming	
Action: Implement permanent features from successful pilot projects and update all signage accordingly				ingly	
Action: Identify and evaluate other key permanent infrastructure improvements that could be applied on Center Ridge Road or in Westlake (e.g. roundabouts)				ed on	
Action: Using upcoming TIP an other infrastructure programs, identify upcoming projects that could support traffic calming recommendations				support	
Action: Identify any funding sources available for implementation of traffic calming features					

COMPLETE & GREEN STREETS POLICY \$	Notes / Status / Updates
Action: Research Complete and Green Street Policies in Cleveland Heights, Cleveland, & NOACA for examples of best practices	
Action: Evaluate existing zoning code to determine what current regulations do not support Complete and Green Street goals	
Action: Engage City departments and regional organizations (e.g. GCRTA, NEORSD) to identify feasibility, cost, or implementation concerns	
Action: Create a draft policy for review to ensure goals are met and concerns are addressed	
Action: Create a public campaign before and during implementation to explain the benefits and outcomes	
ZONING CODES S	Notes / Status / Updates
Action: Form a team comprised of City Staff and other stakeholders to possibly identify areas of the zoing code or zonign map that might considered deficent or outdated	
Action: Research and identify examples of Corridor Overlays Design Standards, Zoning Districts and other best practices that would be appropriate for the City of Westlake and the Center Ridge Corridor Project Area	
Action: Consult City staff to determine the feasibility and complexity of making any necessary updates in-house.	
Action: Consult City staff to determine the feasibility and complexity of making any necessary updates in-house. Action: Solicit proposals through a Request for Proposal (RFP) or contact County Planning as a future consultant for Zoning Codes amendments, updates, and re-writes.	
Action: Solicit proposals through a Request for Proposal (RFP) or contact County Planning as a future consul-	
Action: Solicit proposals through a Request for Proposal (RFP) or contact County Planning as a future consultant for Zoning Codes amendments, updates, and re-writes. Action: Coordinate with City staff and a consultant to identify most appropriate option for Zoning Code	
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4

FUNDING

Funding projects is one of the most critical and most challenging aspects of Implementation. Many organizations and Cities are facing budget constraints and very competitive grant application processes. This requires Westlake to get creative and explore local, regional, state, federal, and private funding opportunities outside of their traditional capital improvement program. Matching projects with the appropriate funding programs and timelines provides more opportunities for cost savings through coordination and collaboration. In addition to identifying these opportunities, it is also important to explore adding recommendations to any new infrastructure or development proposal.

Name	Agency	Location
AARP Community Challenge Grant	AARP	https://www.aarp.org/livable-communities/ community-challenge/
Clean Ohio Green Space Conservation Program	Ohio Public Works Commission/ Administered by Cuyahoga County Planning Commission	www.countyplanning.us/services/ grant-programs/clean-ohio-conservation- greenspace-program/
Clean Ohio Trails Fund	Ohio Department of Natural Resources	https://ohiodnr.gov/wps/portal/gov/odnr/ buy-and-apply/apply-for-grants/grants/ clean-ohio-trails-fund
Cleveland Foundation Grants	Cleveland Foundation	https://www.clevelandfoundation.org/grants/ impact-areas/
Congestion Mitigation and Air Quality Improvement (CMAQ) Program in Ohio	Northeast Ohio Areawide Coordinating Agency (NOACA)	https://www.noaca.org/community- assistance-center/funding-programs/ congestion-mitigation-air-quality-program
Conservation Loan Program	The Conservation Fund	www.conservationfund.org/what-we-do/ land-conservation-loans
Dominion Energy Charitable Foundation	Dominion Energy	https://sustainability.dominionenergy.com/ community-development/philanthropy/
George Gund Foundation Grants	George Gund Foundation	https://gundfoundation.org/grantmaking/ what-we-believe

For example, stormwater and gas line work provides great opportunities to incorporate features during design phases. In many cases, some of the highest priority projects are not realistic given the funding required. It is therefore important for the City of Westlake to maintain flexibility by developing projects in phases, or exploring additional funding resources. The tables on the following pages will help the City of Westlake identify available funding opportunities and the type of projects they support to help with the implementation of recommendations included the Plan.

IIICIU	ded the Flan.	
	Description	Project Types
	The AARP Community Challenge provides small grants to fund "quick-action" projects that can help communities become more livable for people of all ages. Applications arere accepted for projects to improve housing, transportation, public space, technology ("smart cities"), civic engagement and more. Areas of focus include: creating vibrant public spaces; delivering a range of transportation and mobility options; and other community improvements.	Sidewalks, Streetscapes, Transit, Trails, Bikes, Inclusiveness, Placemaking
	The Clean Ohio Green Space Conservation Program funds the preservation of open spaces, sensitive ecological areas, and stream corridors. Special emphasis is given to projects that provide pedestrian or bicycle passageways between natural areas and preserves; enhance eco-tourism and economic development related to outdoor recreation in economically challenged areas.	Sidewalks, Streetscapes, Trails, Bikes, Environment
	The Clean Ohio Trails Fund provides funding for trails to improve outdoor recreational opportunities for Ohioans.	Nature, Environment, Health
	The Cleveland Foundation invests in projects that invigorate Metropolitan Cleveland's neighborhoods through supportive collaborations. It supports economic and racial inclusion for residents and the provision of quality schools, transportation, and employment.	Planning, Road Safety Analysis, Safety Education, Streetscapes, Transit, Trails, Bikes
	The CMAQ program supports transportation projects that to contribute to air quality improvements and provide congestion relief. The Ohio Department of Transportation (ODOT) sub-allocates a portion of available CMAQ funds to Metropolitan Planning Organizations (MPO) in Ohio in EPA-designated air quality areas through the Metropolitan Planning Organizations (MPO) and Large Cities Program. Bicycling and walking projects can be funded through this program because of their link to air quality improvements.	Mapping, Sidewalks, Transit, Trails, Bikes
	The Conservation Loan Program offers versatile, low-interest loans to help conservation efforts of all sizes and protect land, water, and wildlife while generating jobs and balancing human demand with the responsible use of natural resources.	Land, Conservation Easement, Trail/Park Acquisitions/ Construction, Nature Centers, Arboretums, Historic Lands
	The Dominion Foundation is dedicated to improving the physical, social and economic well-being of the communities served by Dominion companies. The Foundation annually awards \$20 million to causes that protect the environment, promote education and help meet basic human needs. The Environmental Stewardship Grants program is designed to protect and preserve natural habitats, improve open spaces, and make nature accessible.	Planning, Road Safety Analysis, Safety Education, Streetscapes, Trails
	The George Gund Foundation funds projects that: contribute to the fight against climate change; promote a vibrant and diverse arts community in Cleveland; support schools, primarily the Cleveland Municipal School District and partners, to produce engaged citizens; invest in development opportunities for historically marginalized people at critical life junctures; and that work to achieve inclusive growth and opportunity for all of Cleveland's neighborhoods and residents.	Community Revitalization, Economic Development, Arts, Education, Environment

	Name	Agency	Location
	Highway Safety Improvement Program (HSIP)	Ohio Department of Transportation (ODOT)	https://www.transportation.ohio.gov/wps/ portal/gov/odot/programs/highway+safety/ highway-safety-improvement- program#page=1
	Kresge Foundation	Kresge Foundation	https://kresge.org/opportunities
	Land and Water Conservation Fund	Ohio Department of Natural Resources	https://ohiodnr.gov/wps/portal/gov/odnr/ buy-and-apply/apply-for-grants/grants/ lwcf_olpp
	Municipal Grant Program	Cuyahoga County Department of Development	https://cuyahogacounty.us/development/ municipalities/municipal-grant-program
	National Recreation and Park Association (NRPA) Grants	National Recreation and Park Association (NRPA)	www.nrpa.org/grant-fundraising-resources
	Nature Works	Ohio Department of Natural Resources	https://ohiodnr.gov/odnr/buy-and-apply/ apply-for-grants/grants/natureworks
	People for Bikes Grant	People for Bikes	https://www.peopleforbikes.org/grants
	Pilot Program for Transit-Oriented Development Planning – Section 20005(b)	Federal Transportation Administration	https://www.transit.dot.gov/TODPilot
	RAISE Discretionary Grants	U.S. Department of Transportation	https://www.transportation.gov/RAISEgrants
	Recreational Trails Program	Ohio Department of Natural Resources	https://ohiodnr.gov/wps/portal/gov/odnr/ buy-and-apply/apply-for-grants/grants/ recreational-trails-program
	Rivers, Trails, and Conservation Assistance Program	National Park Service (NPS)	www.nps.gov/orgs/rtca/index.htm
	Robert Wood Johnson Foundation Grants	Robert Wood Johnson Foundation	www.rwjf.org/en/how-we-work/grants/ funding-opportunities.html

Description	Project Types
HSIP funds are available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses and signs are examples of eligible projects. Projects in high-crash locations are most likely to receive funding. States that have identified bicycle safety and pedestrian safety as Emphasis Areas are more likely to fund bicycle and pedestrian safety projects.	Road Safety Analysis, Sidewalks, Trails, On Road Bike Facilities, Transportation
The Kresge Foundation provides grants to non-profit organizations and government agencies seeking financial assistance for projects that contribute to improving health at the community level, including those that promote the use of new financial models to achieve cost-effective solutions. The goal of these grants is to create a comprehensive system that improves health outcomes, promotes health equity, reduces per-capita health costs, removes barriers to health and offers the greatest promise for adoption on a larger scale.	Community, Health, Education,Planning, Road Safety Analysis, Safety Education, Sidewalks, Streetscapes, Transit, Bikes
Provides reimbursement assistance for state and local government subdivisions (townships, villages, cities, counties, park districts, joint recreation districts) for the acquisition, development, and rehabilitation of recreational areas.	Nature, Environment, Health, Planning, Trails
Cuyahoga County's Municipal Grant Program awards grants up to \$150,000 to municipal governments for projects that improve their community. The Municipal Grant Program makes awards to urban county communities to help strengthen cities, encourage regional collaboration, and improve quality of life for County residents.	Community Master Plans, Housing & Commercial Demolition, Infrastructure, Public Safety, Streetscapes
NRPA routinely partners with foundations to provide grants for projects in parks, such as the Walk With Ease Grant, which is a partnership between the NRPA and the Centers for Disease Control, and the NFL Play 60 After-School Kick Off Grant, a partnership with the NFL Network to fund fields, equipment and staff.	Road Safety Analysis, Safety Education, Sidewalks, Transit, Trails, Bikes
The Nature Works grant funds the acquisition, development, and rehabilitation of recreational areas.	Nature, environment, health
People for Bikes Grants support bicycle infrastructure projects and advocacy initiatives that make it easier and safer for all people to ride bikes. Most grant funds are awarded towards infrastructure projects such as bike paths, lanes, trails, and bridges, and end-of-trip facilitie such as bike parking and storage.	Transit, Trails, Bikes
The Pilot Program for Transit-Oriented Development provides funding to local communities to integrate land use and transportation planning with a new fixed gateway or core capacity transit capital investment.	Transportation
RAISE Grants provide funding based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.	Transportation, Planning, Infrastructure
The Recreational Trails Program provides funding for: development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usage; improvement of access for people with disabilities; acquisition of easements and property; development and construction of new trails; and development of environment and safety education programs.	Nature, Environment, Health, Transportation, Sidewalks, Trails, Bikes
This program, administered by the National Park Service, helps to connect Americans to their parks, trails, rivers, and other places. When a community asks for assistance with a project, NPS staff provides free, on-location facilitation and planning expertise from conception to completion. Assistance can include visioning and planning, developing concept plans for trails, parks and natural areas, setting priorities and identifying funding sources.	Planning, Road Safety Analysis, Safety Education,Nature, environment, health
The Robert Wood Johnson Foundation provides grants for projects that improve community health and the health care system with a focus on non-infrastructure projects. Most grants are awarded through calls for proposals available on their website. Brief proposals for projects that suggest new and creative approaches to solving health and health care problems can be submitted at any time. Most active transport funding would come through the Healthy Communities section.	Planning, Road Safety Analysis, Safety Education

Name	Agency	Location
Rockefeller Foundation Grants	Rockefeller Foundation	https://www.rockefellerfoundation.org/
Safe Routes to Schools (SRTS)	Ohio Department of Transportation (ODOT)	https://www.transportation.ohio. gov/wps/portal/gov/odot/programs/ safe-routes-srts#page=1
Section 402 State and Community Highway Safety Grant Program	Ohio Traffic Safety Office	http://ohiohighwaysafetyoffice.ohio.gov/
State Capital Improvement Program	Ohio Public Works Commission/ Administered by Cuyahoga County Planning Commission	http://www.countyplanning.us/services/ grant-programs/infrastructure-programs/
State Infrastructure Bank	Ohio Department of Transportation (ODOT)	https://www.transportation.ohio.gov/wps/ portal/gov/odot/working/funding/resources/ state-infrastructure-bank
Street Supplies for Temporary or "Pilot" Transportation Projects	Northeast Ohio Areawide Coordinating Agency (NOACA)	https://www.noaca.org/community- assistance-center/planning-assistance/ street-supplies
Supplemental Grant Program	Cuyahoga County Department of Development	https://cuyahogacounty.us/development/ municipalities/supplemental-grant-program
Transportation Alternatives Program	Ohio Department of Transportation (ODOT)	https://www.transportation.ohio. gov/wps/portal/gov/odot/programs/ local-funding-opportunities/resources/ transportation-alternatives-program
Transportation for Livable Communities Initiative (TLCI)	Northeast Ohio Areawide Coordinating Agency (NOACA)	https://www.noaca.org/community-assistance-center/funding-programs/transportation-for-livable-communities-initiative-tlci
The Trust for Public Land	The Trust for Public Land	https://www.tpl.org/how-we-work

Description	Project Types
The Rockefeller Foundation works to spread the benefits of globalization to more people in more places around the world. Funding inquiries must fit within four core issue areas: Advance Health; Revalue Ecosystems; Secure Livelihoods & Transform Cities. Transform Cities focuses on pushing the U.S. toward transportation planning and infrastructure policy that serves the needs of 21st century America.	Planning, Road Safety Analysis, Safety Education, Transit, Trails, Bikes
The Safe Routes to School program provides funds for safety projects that encourage or enable children in grades K-8, including those with disabilities, to walk or ride their bikes to school. Ohio sets aside \$4 million yearly to continue the Safe Routes to School program.	Planning, Safety Education, Mapping, Sidewalks, Trails, Bikes
The Section 402 program provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. The program is jointly administered by the National Highway Traffic Safety Administration and the Federal Highway Administration at the federal level and by State Highway Safety Offices at the state level.	Road Safety Analysis, Safety Education, Sidewalks, Bikes
This program funds local public infrastructure improvement projects such as roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, solid waste disposal facilities.	Roads, bridges, water, sewer
The State Infrastructure Bank provides a direct loan and bond financing program, authorized under the Ohio Revised Code, Chapter 5531, for the purpose of developing transportation facilities throughout Ohio. The State Infrastructure Bank (SIB) is used as a method of funding highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system.	Transportation, Highway/ Transit, Aviation, Rail, Inter- modal Facilities
NOACA's program provides a free library of borrow and return roadway materials, available to communities to evaluate the potential benefits of a temporary transportation project before its permanent installation.	Transportation, community planning
The Supplemental Grant Program is a competitive grant that makes awards to cities, villages, townships, and non-profit organizations that help strengthen communities and neighborhoods, encourage regional collaboration, and improve the quality of life for Cuyahoga County residents.	Safety, Streetscape, Lighting & Landscaping, Road Maintenance, Parks
The Transportation Alternatives Program funds projects that advance bicycle, pedestrian, and recreational trail facilities. ODOT encourages adding alternatives to planned transportation projects rather than stand-alone projects. Eligible activities include separated bike lanes, new sidewalks, bicycle parking racks, bicycle lockers, safety lighting, and adjustments for meeting ADA requirements. Projects that connect activity centers such as businesses, schools, libraries, shopping areas, or recreational areas will receive higher priority.	Sidewalks, Streetscapes, Transit, Trails, Bikes
NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability.	Planning, Road Safety Analysis, Safety Education, Mapping, Sidewalks, Streetscapes, Transit,Trails, Bikes
The Trust for Public Land works with cities, states, counties, and communities to pass ballot measures and to create and unlock public funding for parks and open space.	Planning, Land Acquisition, Land Protection, Parks, Playgrounds, Trails, Gardens

PART S

CONTEXT | 152

LAND USE | 154

ZONING | 156

EMPLOYMENT | 160

POPULATION | 162

VACANCY | 164

DEVELOPMENT INTENSITY | 166

OPENSPACE & PARKS | 168

ROADWAY NETWORK | 170

TRAFFIC COUNTS | 176

SPEED | 178

CRASHES | 180

TRANSIT | 184

SIDEWALKS | 186

BIKE NETWORK | 188

CONNECTIVITY | 192

STREETSCAPES | 194

ENVIRONMENTAL FEATURES | 196

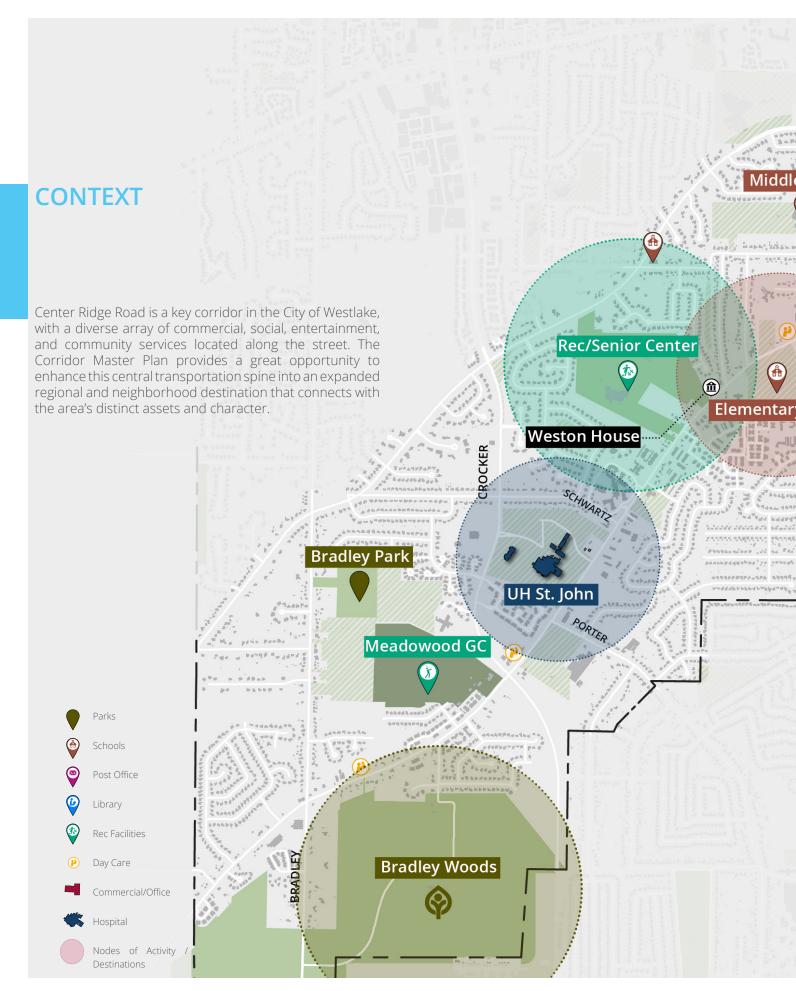


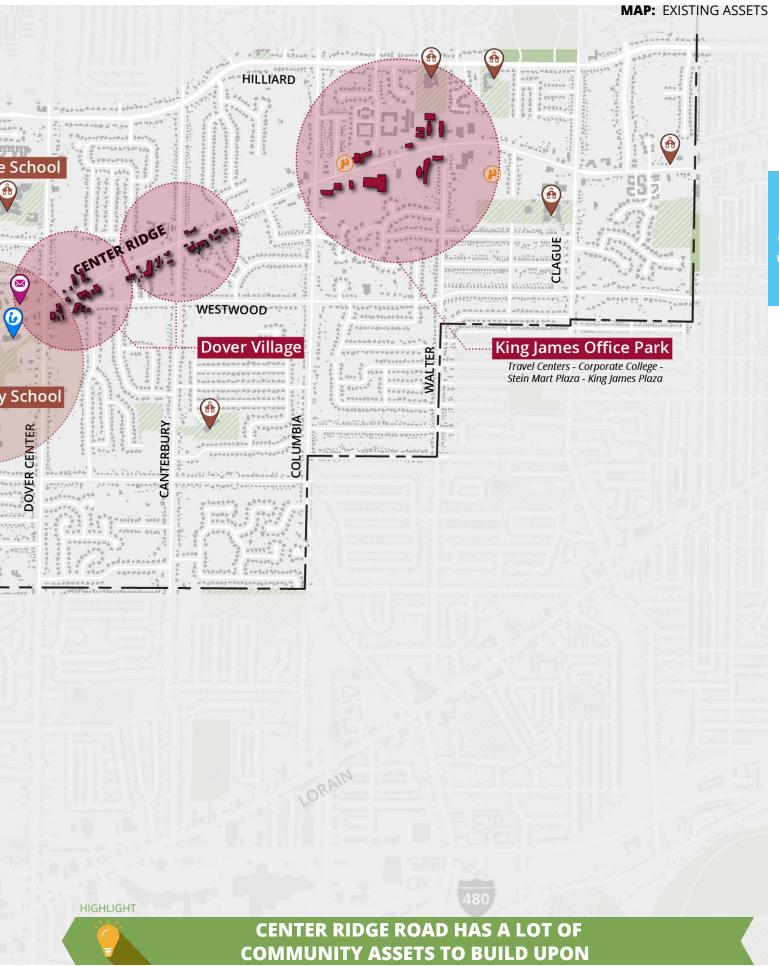
SURVEY - 1 RESULTS | 198

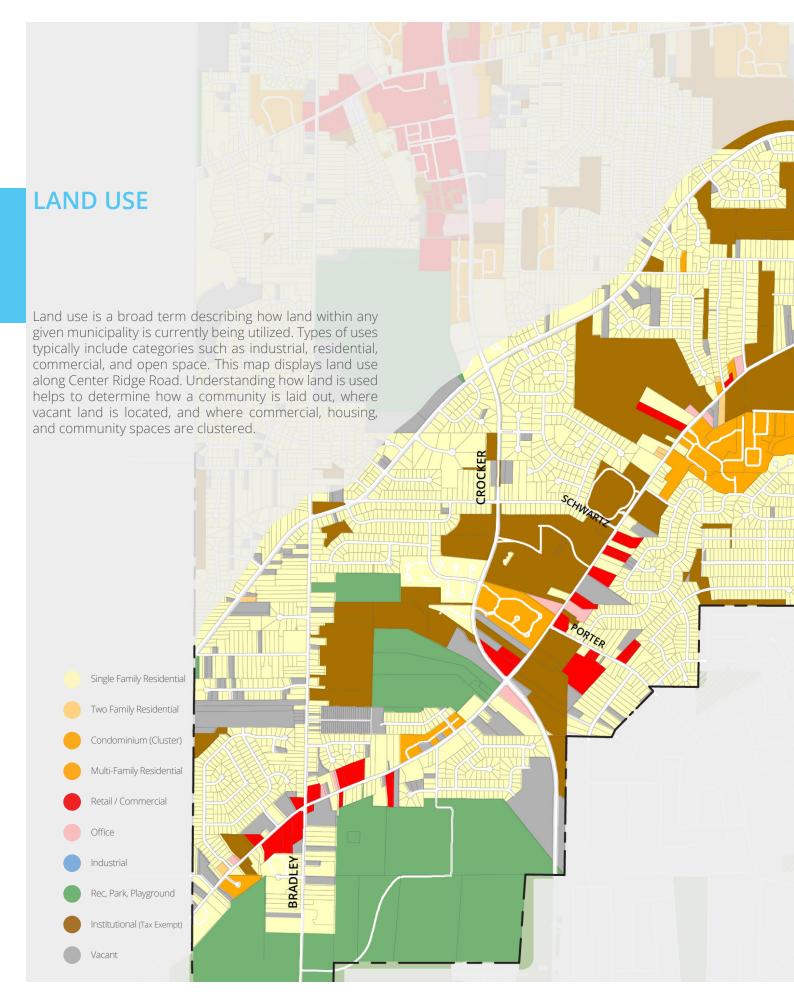
MEETING: 1 & SURVEY - 2 RESULTS | 212

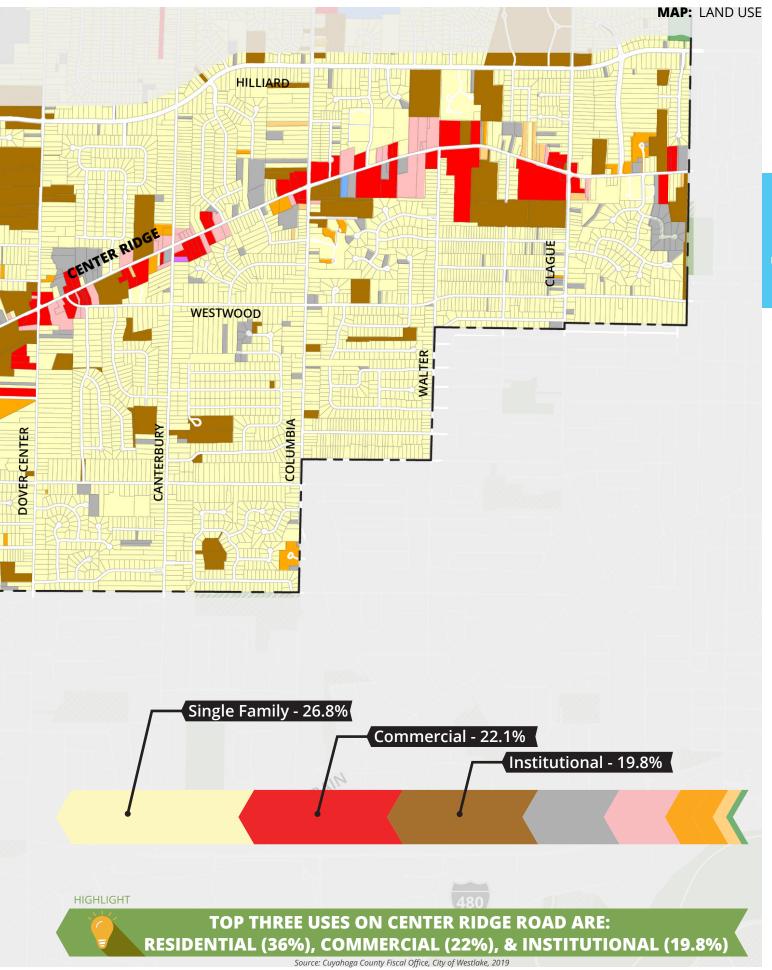
MEETING: 2 & SURVEY - 3 RESULTS | 222

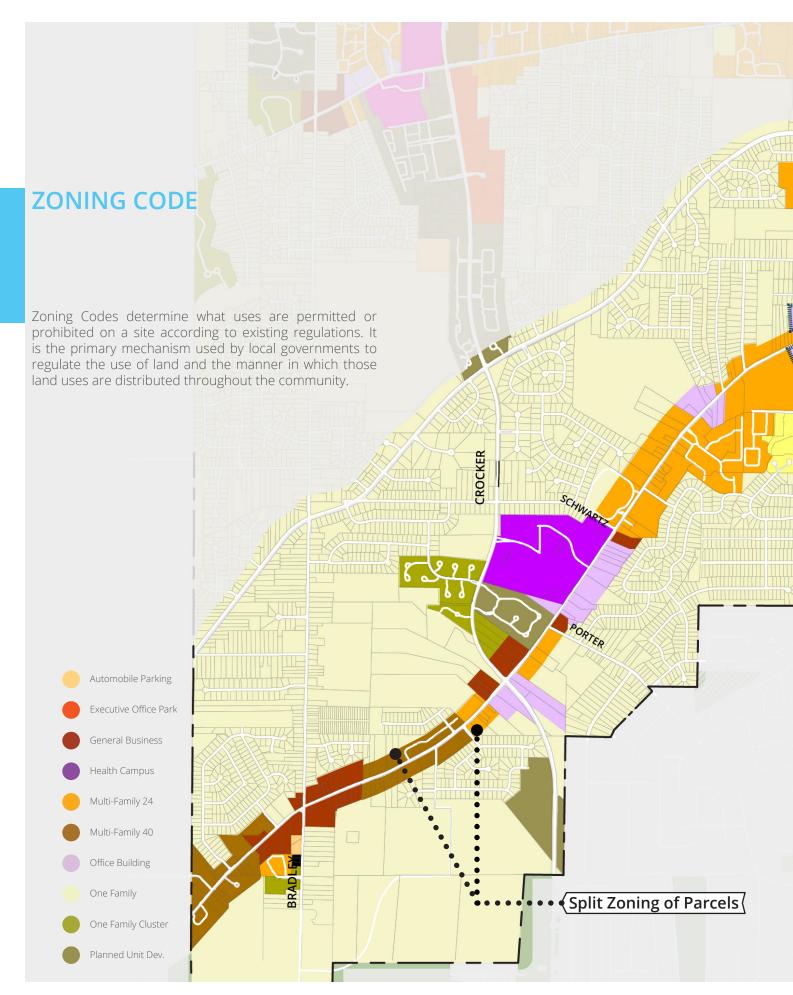
Appendix

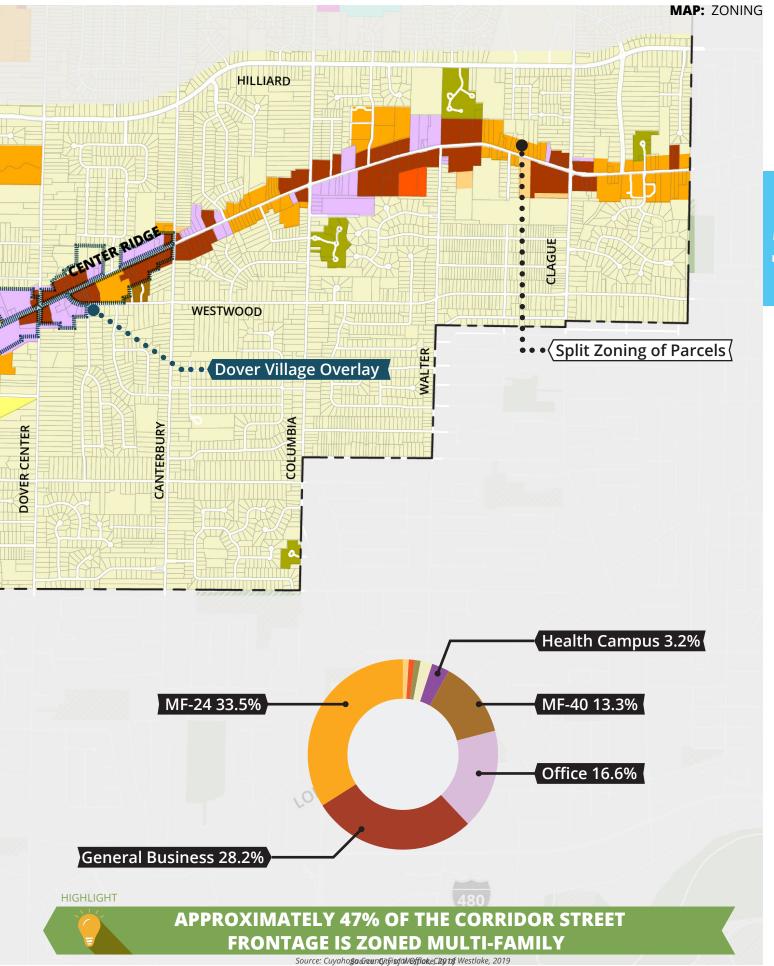












ONE FAMILY DISTRICT

R-1F-80 – The City of Westlake has several residential zoning districts and land designations, with Single Family (R-1F) being the most common. The main goals of this district are to regulate lot sizes and building locations throughout the community, to maintain desired residential density, preserve natural elements, limit buildings and uses, and protect or establish a desired residential neighborhood character. The R-1F-80 (and Cluster District) require a minimum lot area of 20,000 sqft with a minimum building setback of 50' from the property line.

MULTI-FAMILY - 40 DISTRICT

R-MF-40 – still refers to a residential district, however unlike the one-family R-1F-80 district, this zone allows a larger range of dwelling types. For example, one-family detached cluster, two-family, and townhouses are all permitted building types in this district. This usually results in smaller minimum lot areas (7,000 to 15,000 sqft), reduced setbacks (15 feet or less), and building types which result in higher population densities.

MULTI-FAMILY - 24 DISTRICT

R-MF-24 at 33.5%, is the most frequently zoned district within the Center Ridge Corridor. Like the R-MF-40 district this zoning code still promotes residential uses. However, the R-MF-24 not only allows one-family detached cluster, two-family, and townhouses, it also permits the construction of apartment buildings of three stories or less.

OFFICE BUILDING DISTRICT

As a subset of Business Districts, the Office Building District is established to provide appropriate and convenient locations and zoning districts of sufficient size to serve and promote the economic development of the community, positioning and providing sufficient Office Building Districts for both local and regional offices adjacent to business areas and accessible to residents and in which such uses are compatible with adjoining residential districts. Protecting adjacent residential properties by restricting the type of uses along common boundaries, which would create hazards, noise, odors or other objectionable influences such as traffic congestion and off-street parking.

GENERAL BUSINESS DISTRICT

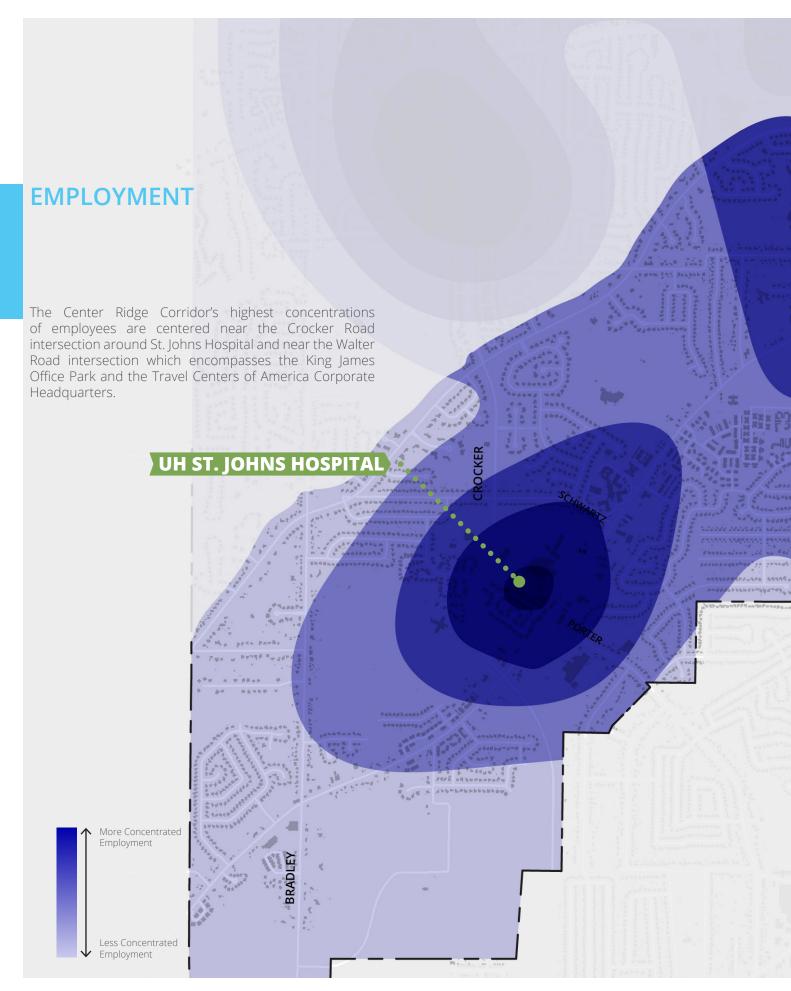
As a subset of Business Districts, the General Business District is established to achieve appropriate and convenient locations and zoning districts of sufficient size to serve and promote the economic development of the community. General Business Districts promote the most desirable and beneficial use of the land based upon the previously established Guide Plan for the City of Westlake, and provide areas in which individual businesses which supply convenience and shopping goods and services.

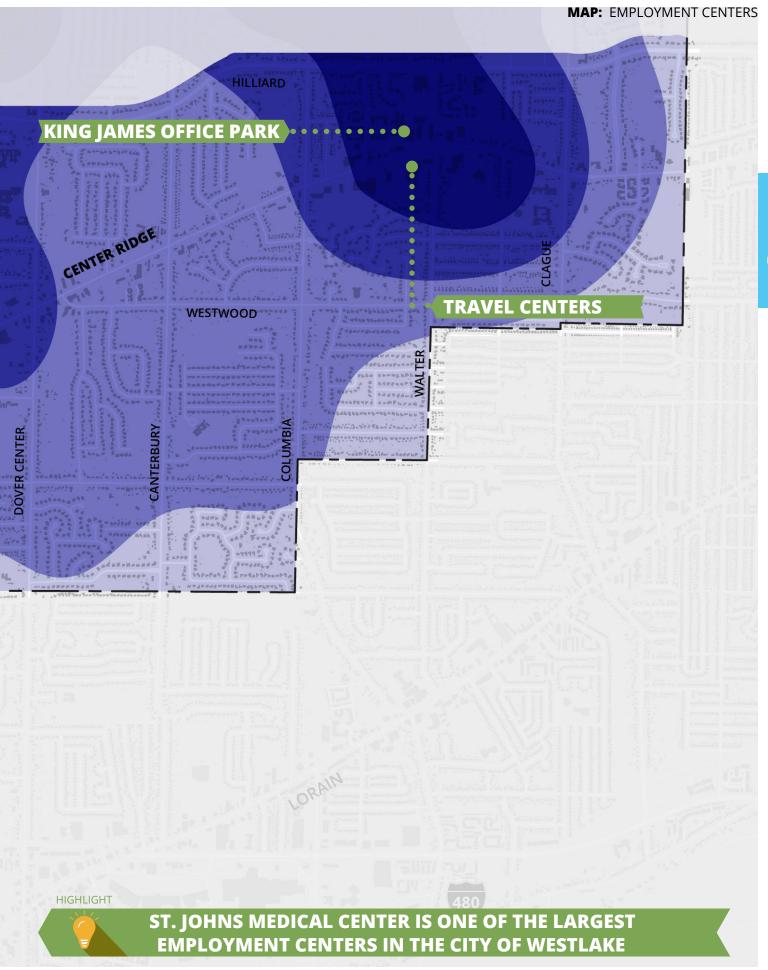
HEALTH CAMPUS DISTRICT

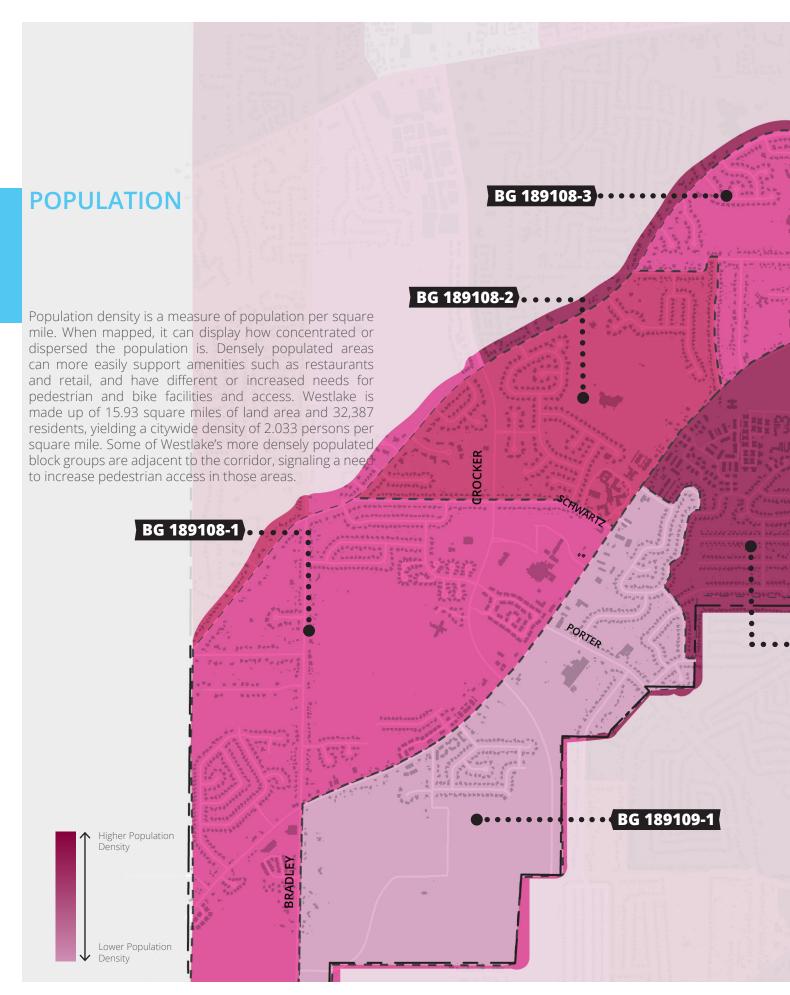
The Health Campus District, not surprisingly, includes the UH-St. Johns facility, and has been established to provide districts of sufficient size for appropriate and convenient locations of medical facilities and buildings that enhance the health care and health maintenance needs of the Westlake Community.

PLANNED UNIT DEVELOPMENT DISTRICT

The Planned Unit Development (PUD) District and regulations are established to encourage skillful planning of residential developments by allowing flexibility in type and placement of buildings while promoting coordinated architectural design within a unified development area. This includes a Residential PUD, an Infill Development/Redevelopment PUD, and a Town Center PUD. To expand the scope of planning and development from individual parcels to a coordinated vision and development, the PUD requires a specific scope and minimum areas for each development to occur. It also includes required open space, design standards, planning guidelines, and use regulations.









BG 189109-2

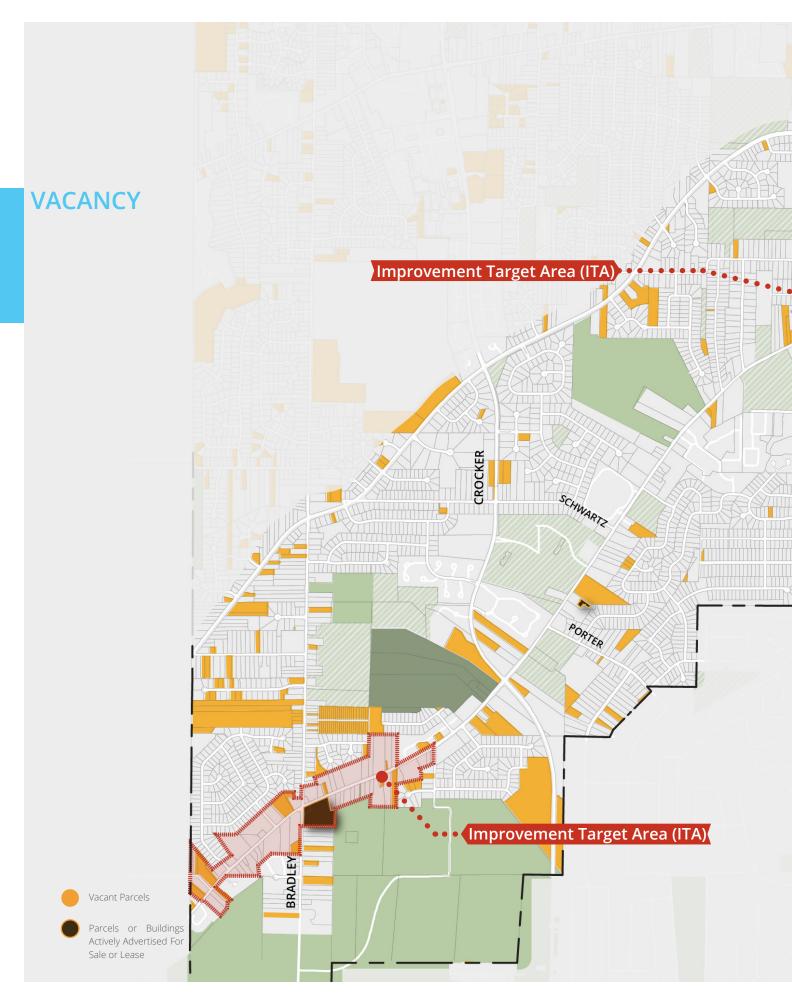
FIGURE: HIGHER DENSITY BLOCK GROUPS

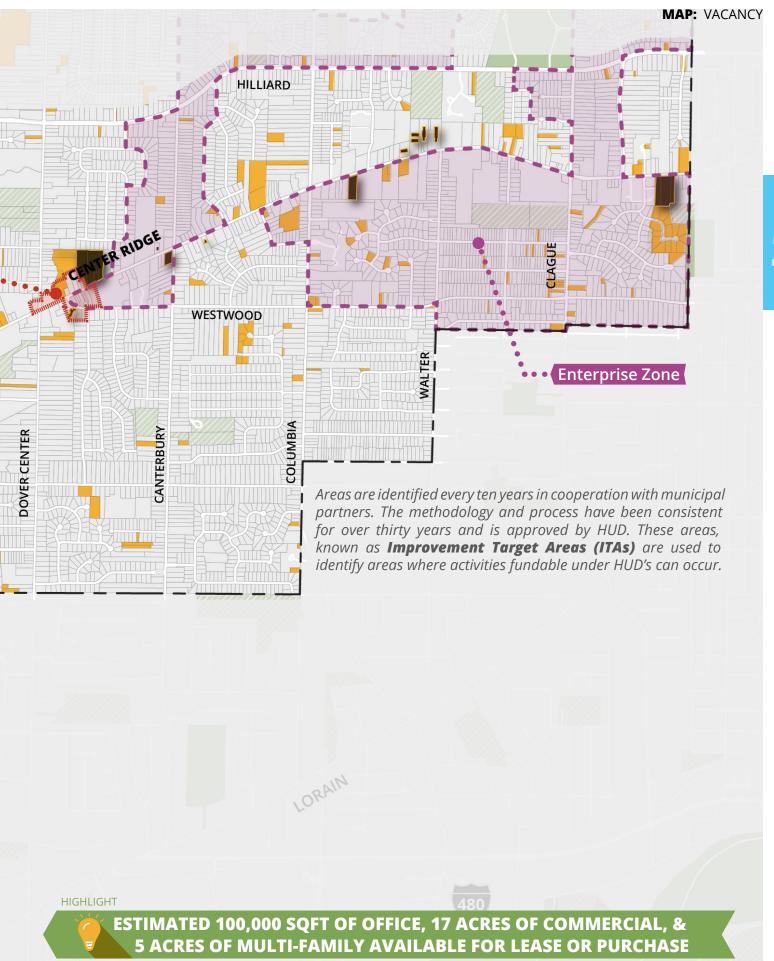
	POPULATION	SQUARE MILES	DENSITY
Block Group 189107-1	914		
Block Group 189107-3	2,594	And the second second second second	
Block Group 189109-2	2,158	man by branchis familia	
Block Group 189112-1	1,759	Action and the second s	
Block Group 189112-2	1,084		mil 12"
Block Group 189112-3	936		The state of the s

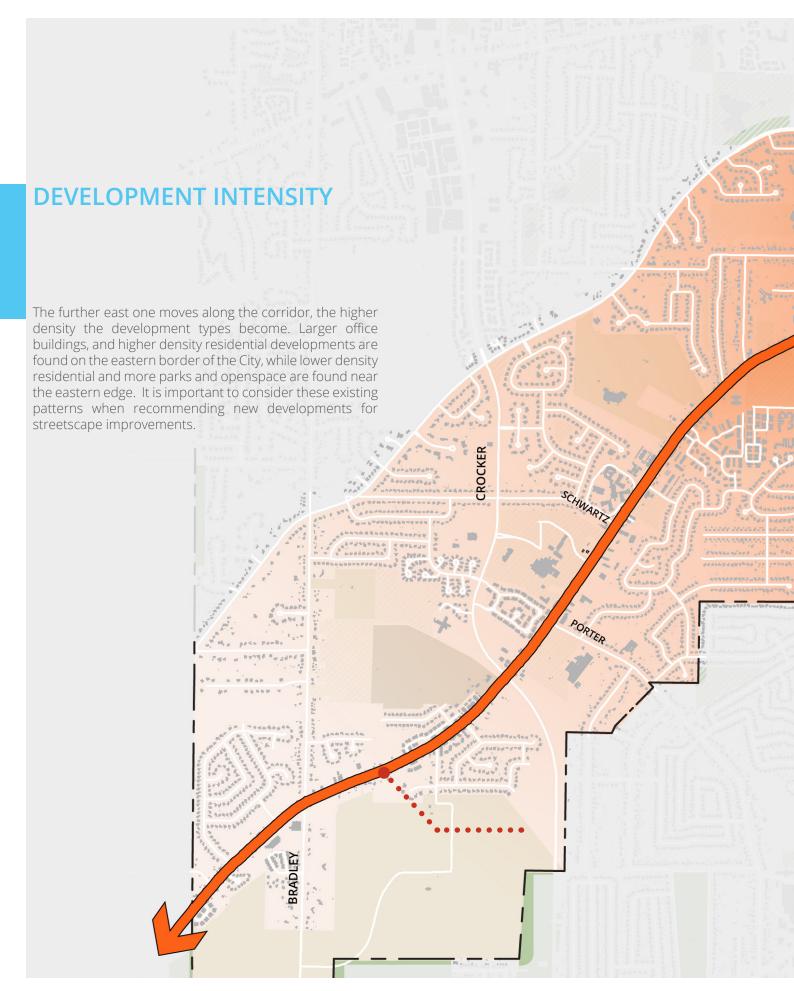
HIGHLIGHT

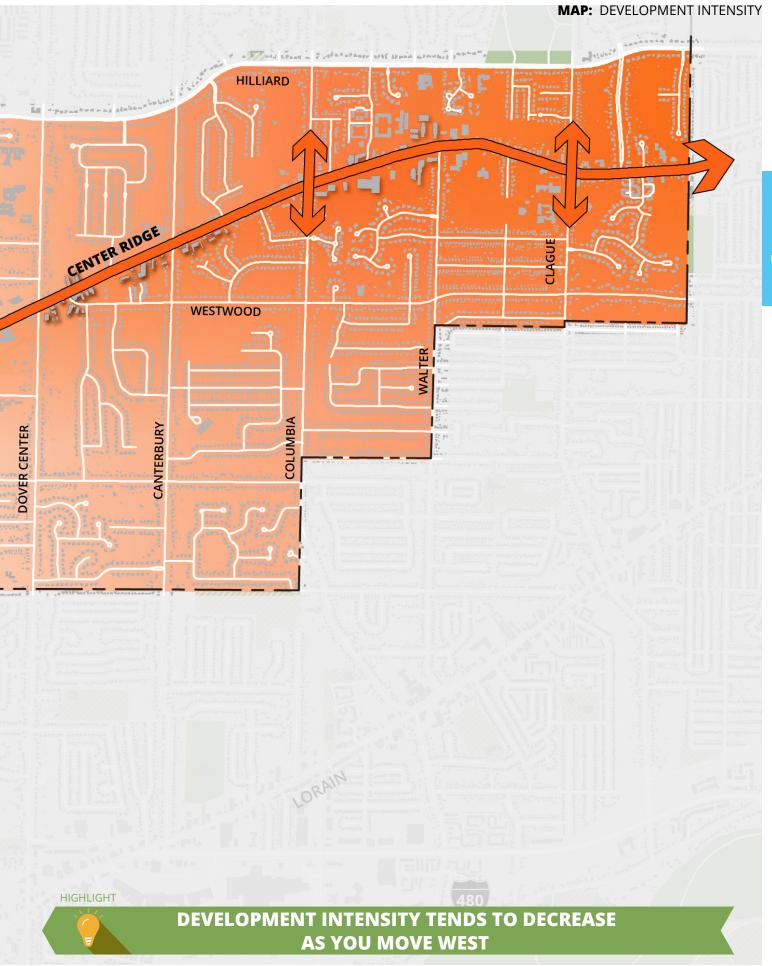


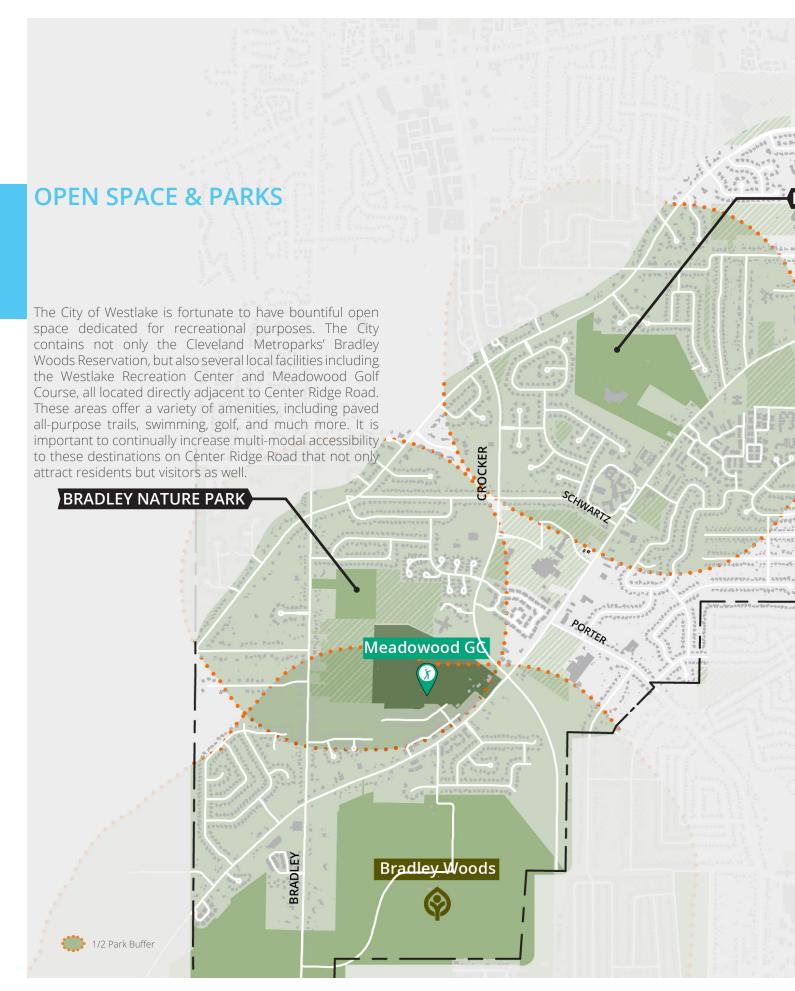
SOME OF WESTLAKE'S MORE DENSELY POPULATED AREAS ARE DIRECTLY ADJACENT TO CENTER RIDGE

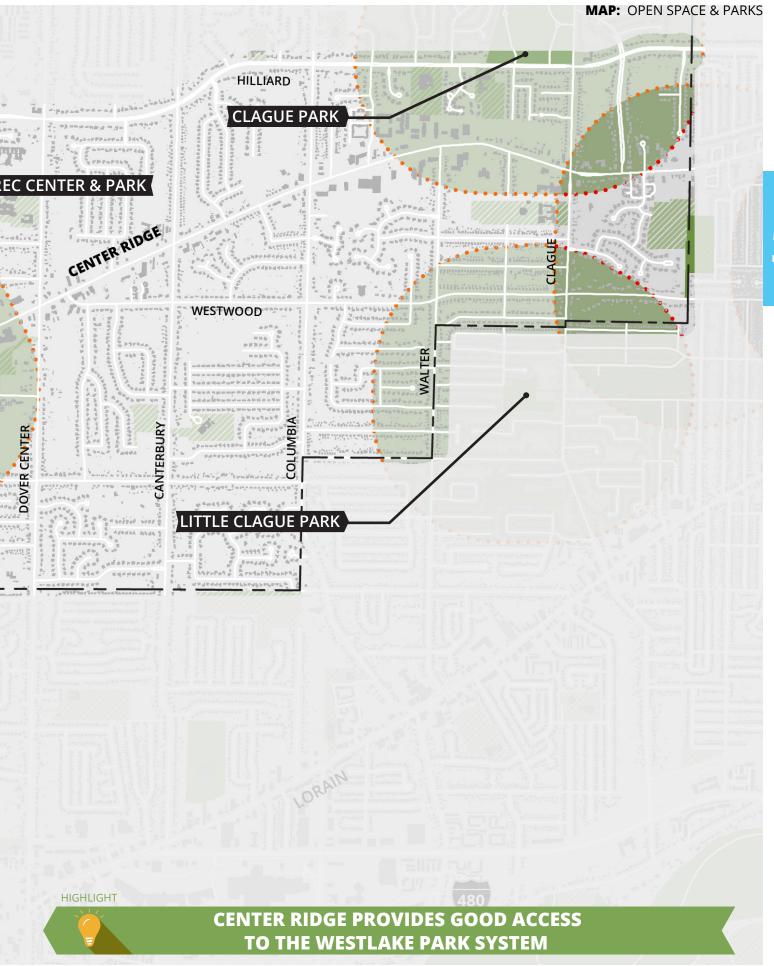












ROADWAY NETWORK

The Northeast Ohio Areawide Coordinating Agency (NOACA) classifies streets throughout our local five-county region into seven Functional Classes from FC1 Interstate Highways to FC7 Local Roads. Functional Classes are used as a management tool in transportation planning in the following ways:

- Measures a route's transportation importance and efficiency
- Determines maintenance allocations and data collection needs
- Sets design criteria for various roadway features such as lane and shoulder widths, horizontal and vertical clearances, and design speeds
- Identifies roads, streets, and highways that are eligible for federal funds

Given the use of cars and trucks to transport goods, link to services, and commute to jobs in Westlake, access to highways is important for users. Westlake is well-positioned in terms of highway access. The City has three full highway interchanges located on Interstate 90 at Crocker, Columbia, and Clague Roads. Because of the tremendous highway access in Westlake, the City is close to various regional amenities and is only 22 minutes (16.8 miles) from Downtown Cleveland from the Crocker Road Interchange.



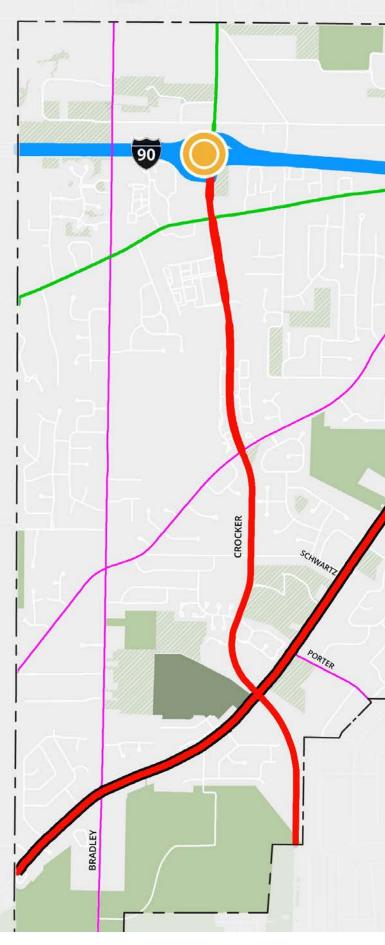
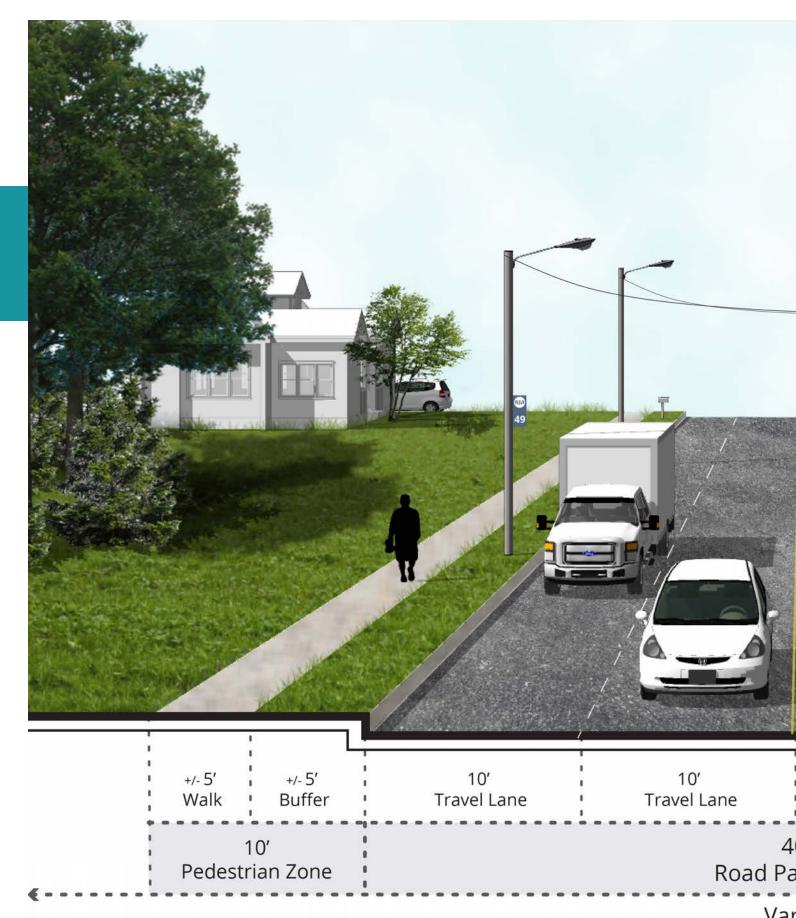




FIGURE: ROADWAY CHARACTERISTICS

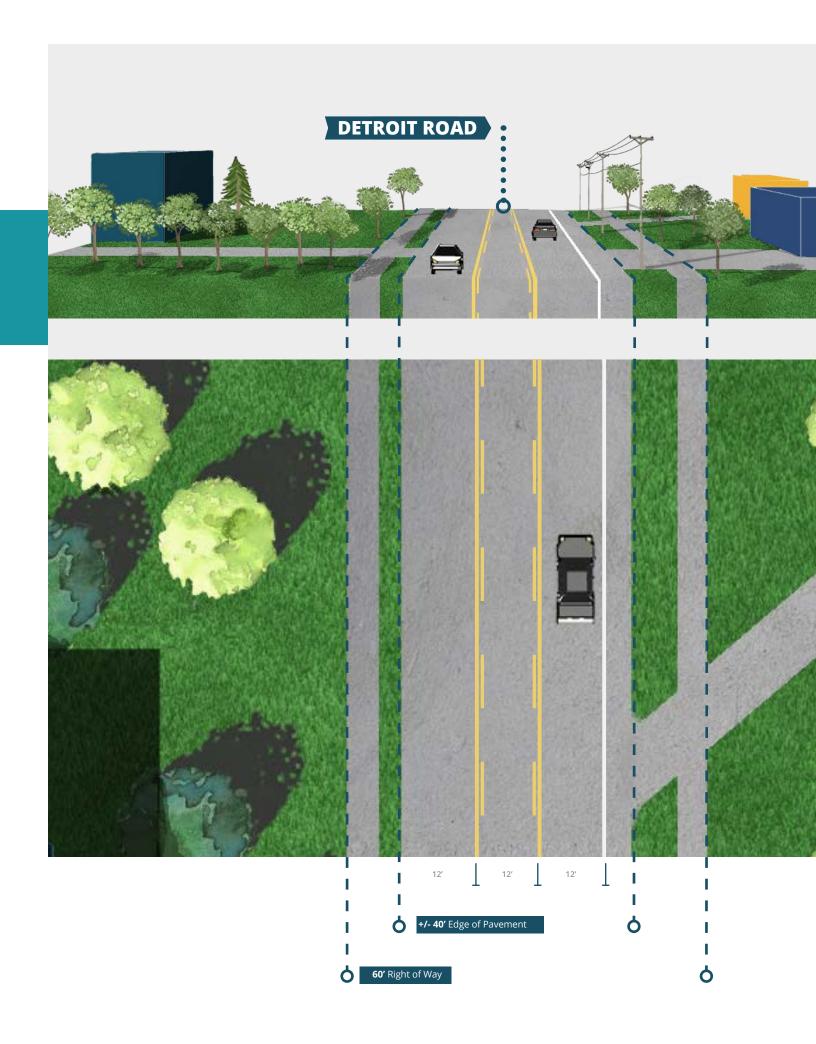
		LANI	ES		Pavement	Pavement
	TOTAL	Drive AIN	Turn	Bike	Rating	Width
CENTER RIDGE	4	4	0	No		-
HILLIARD	4	4	0*	Yes (Both)		
DETROIT	3	2	1	No		T -
LORAIN	5	4	11	480 No		

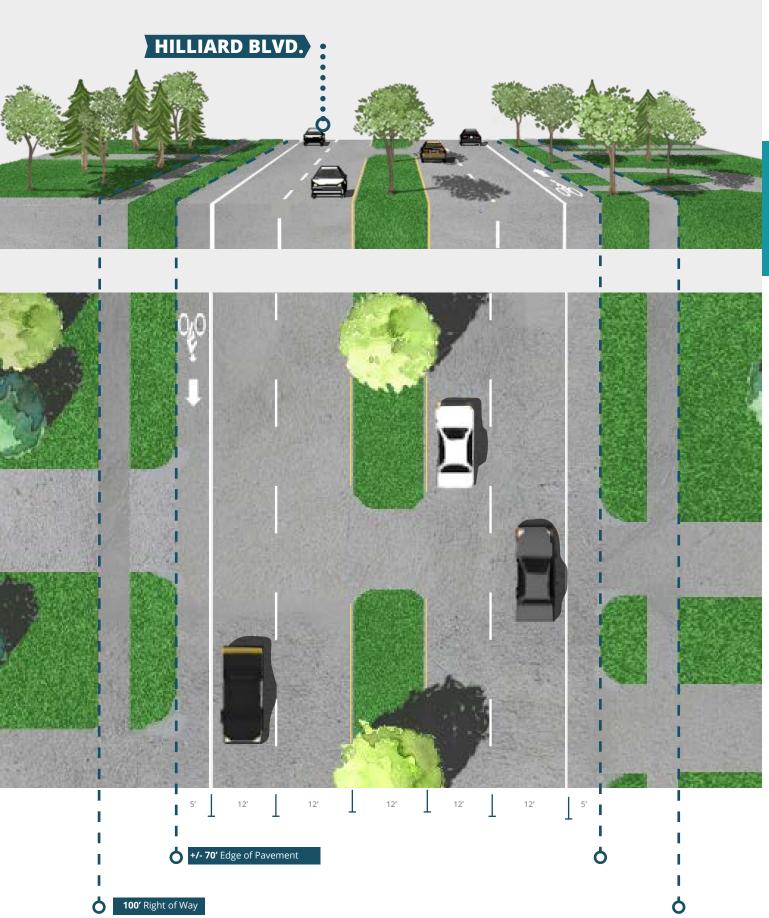
^{*}Landscaped median prevents continuous left hand tuns, but turning lanes do exist at intersections.



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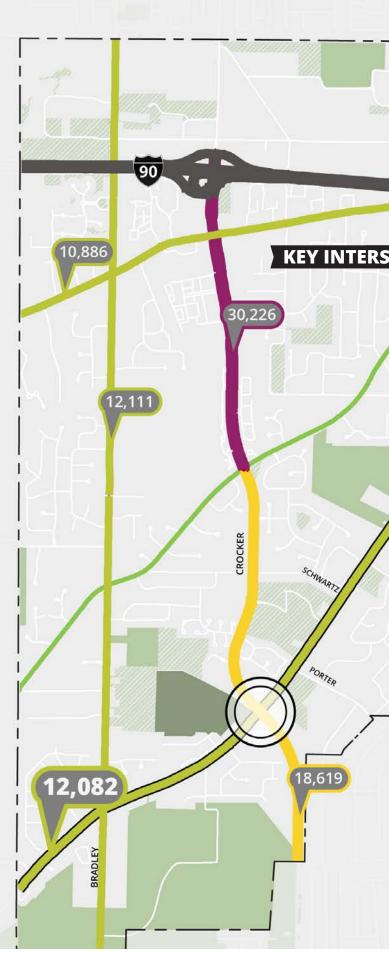
TRAFFIC COUNTS

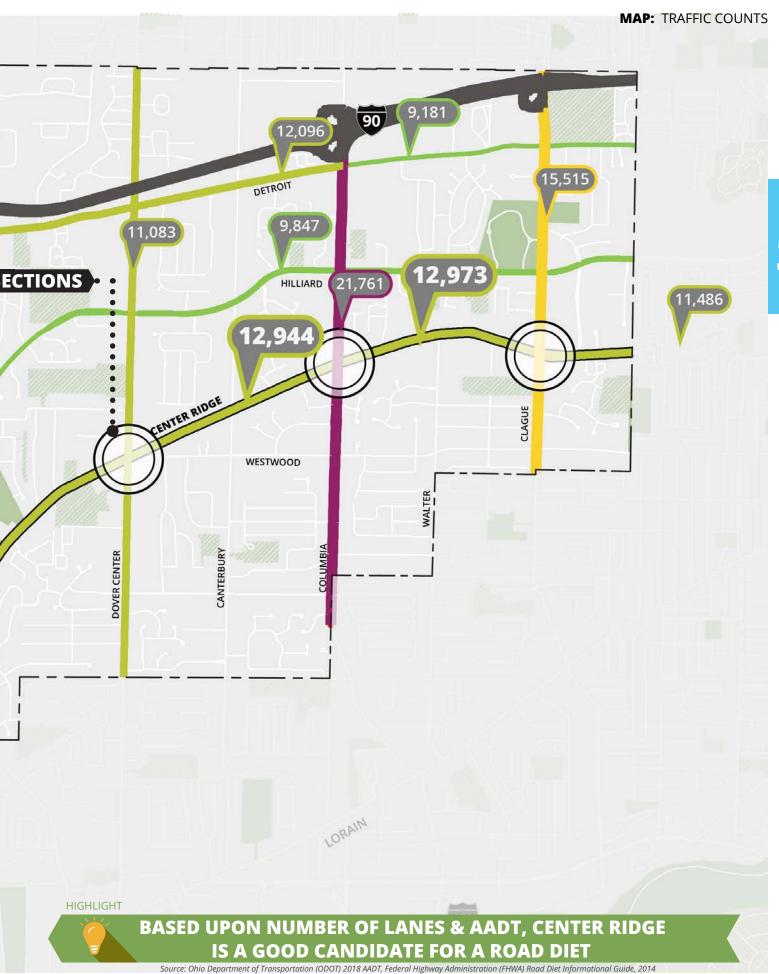
Traffic counts are helpful in understanding the need for future infrastructure improvements. Heavily traveled roads may require turn lanes, signal coordination, or even expansion to handle current and future vehicular traffic. Traffic counts should be understood within the entire city context because higher traffic counts do not necessarily indicate congestion or the need for roadway expansion.

The traffic counts listed—Annual Average Daily Traffic (AADT)—were collected by the Ohio Department of Transportation and accessed via its Transportation Information Mapping System (TIMS). The counts provide insights on the demands placed on various roads and on the system as a whole. Center Ridge Road sees fewer than 13,000 cars daily. Based on the roadway's current configuration, (four lanes with no turn lane) and the relatively low traffic volume, Center Ridge Road by many community standards is a good candidate for a road diet.

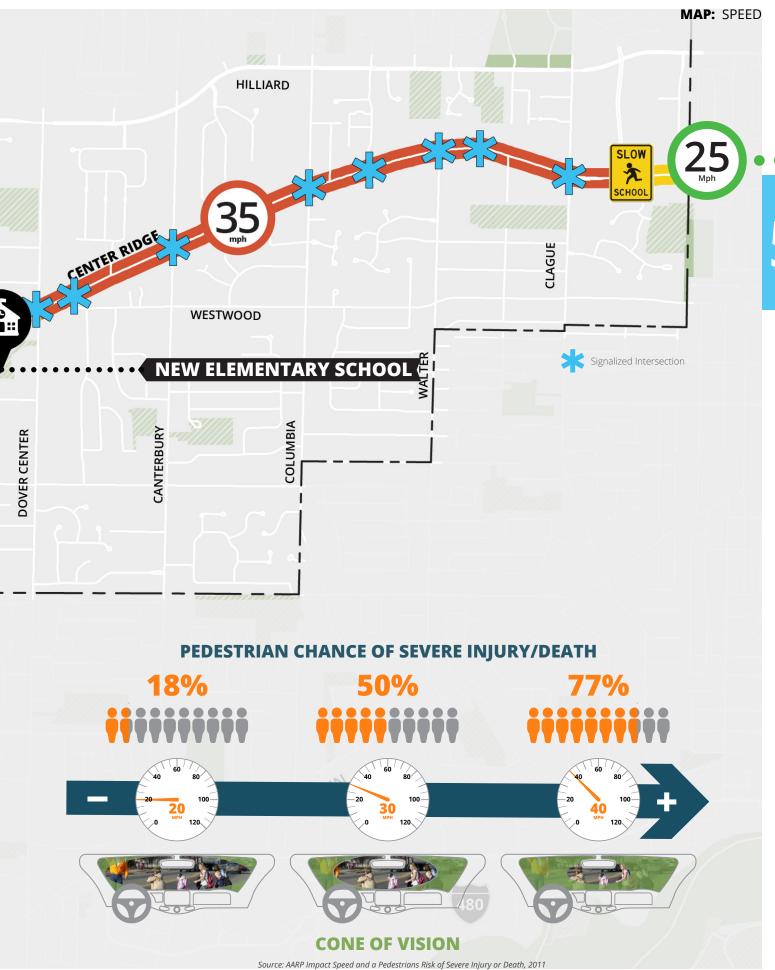
The road diet concept is described in greater detail on the following pages

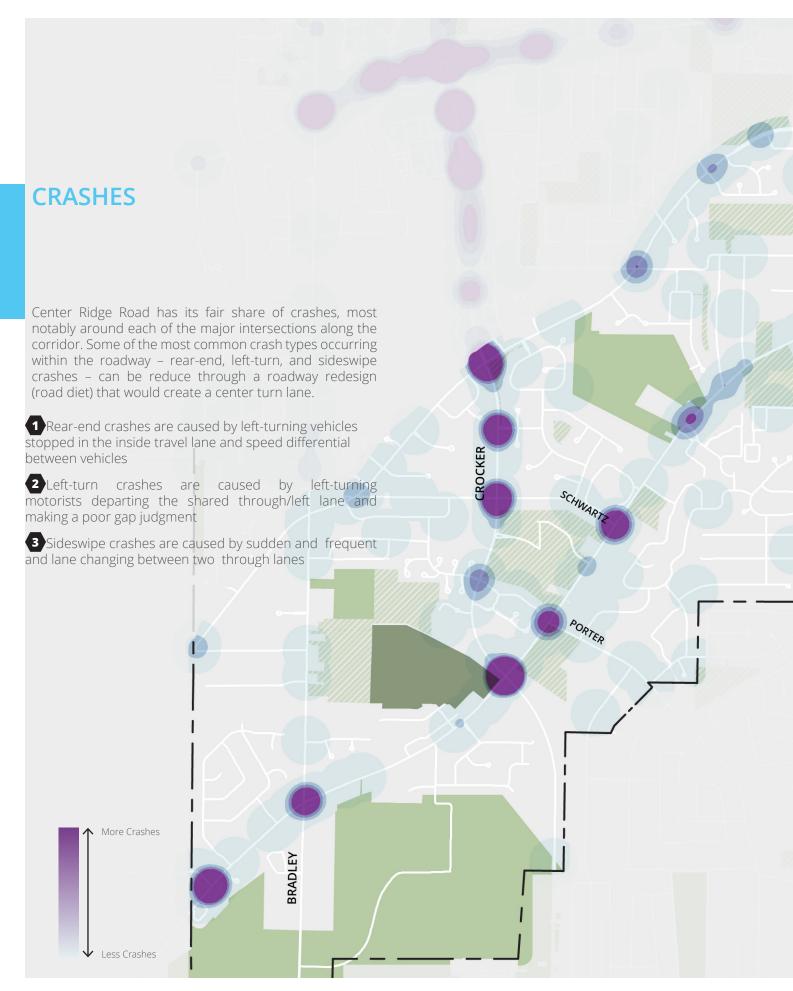


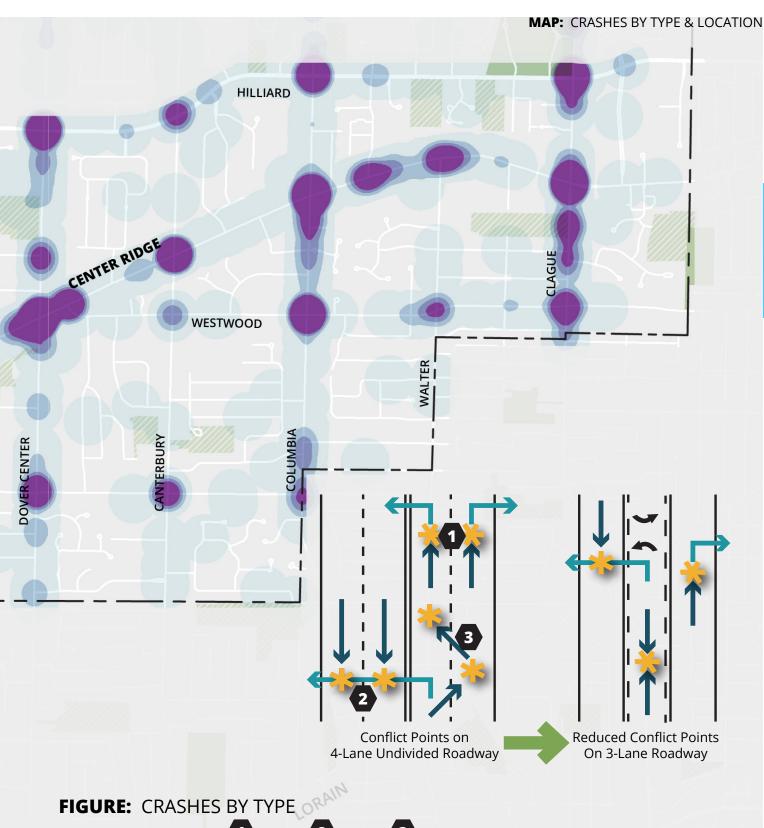




SPEED Car crashes remain one of the leading causes of death in the United States. One key factor in crashes and the potential damage caused is vehicular speed. Results show that risk of severe injury for pedestrians increases as speed increases, with older and younger groups being the most vulnerable. This information can potentially be used to improve pedestrian safety by limiting traffic speeds to levels that are unlikely to result in severe injury or death. Currently, Center Ridge Road has a posted speed limit of 35 mph with two school zones. Speed on Center Ridge also varies by community, with posted speed limits of 25 mph in Rocky River to the east and 45 mph in Lorain County to the west.







	1	2	3 CR/	ASH TYPE		
	Rear End	Left-Turn	Side-Swipe	Angle	Fixed Object	Other
CENTER RIDGE	148	98	44	41	20	37
HILLIARD	39	20	7	16	14	12
DETROIT	191	62	53	4843	17	33

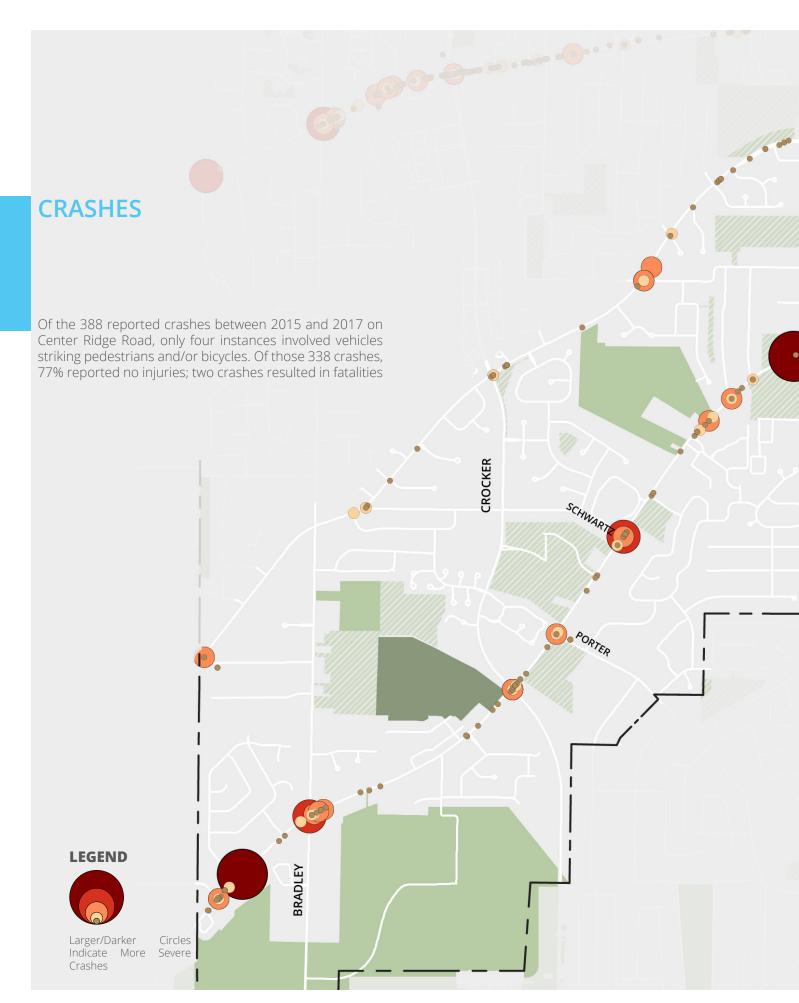
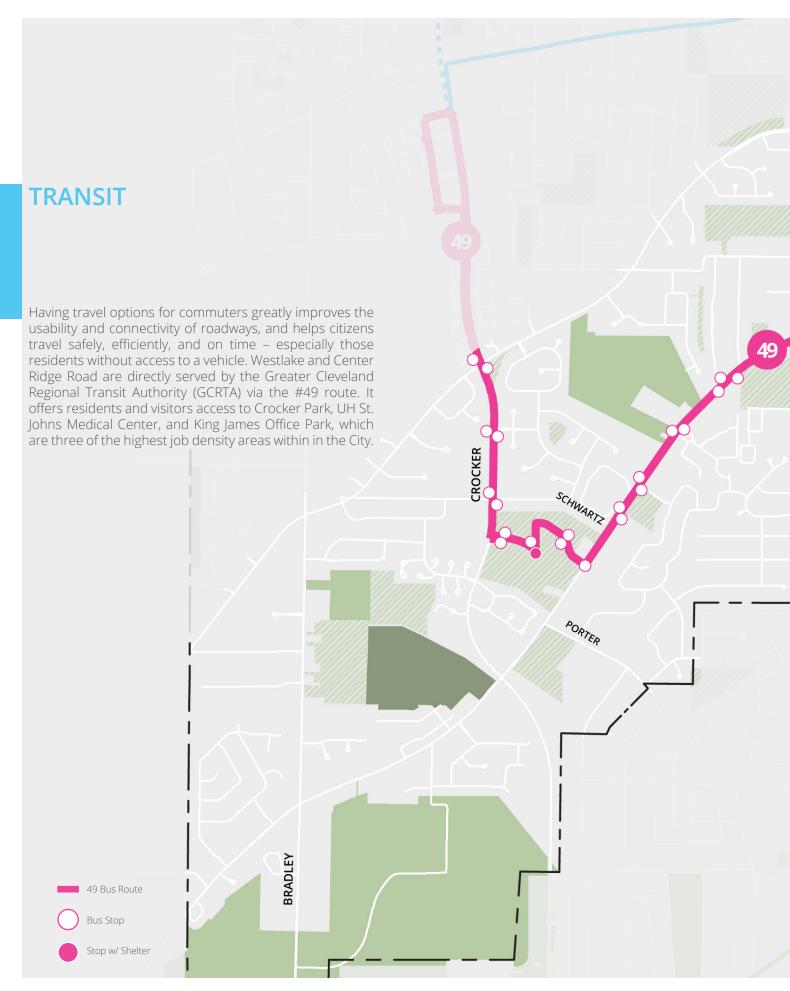


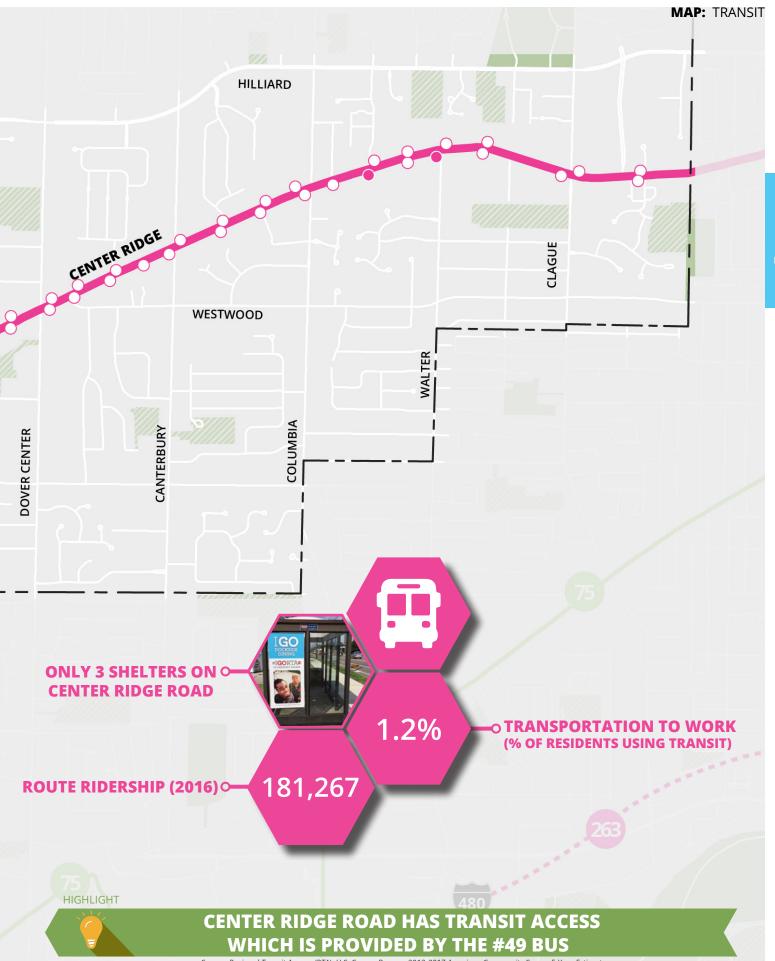


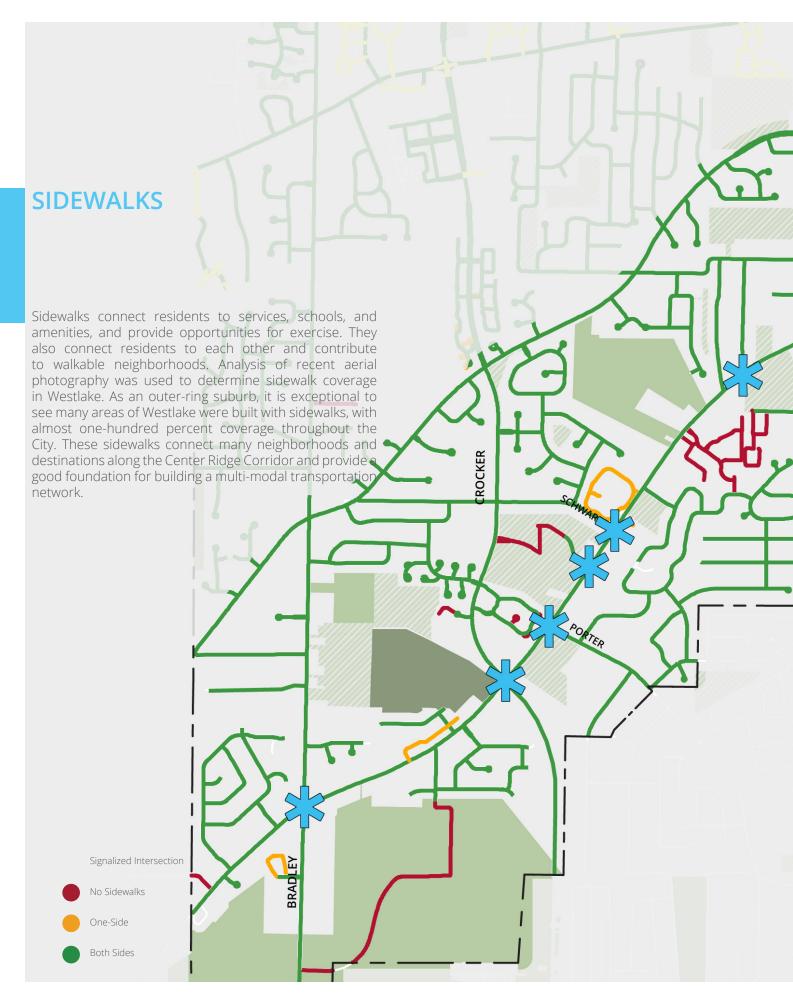
FIGURE: CRASHES BY SEVERITY

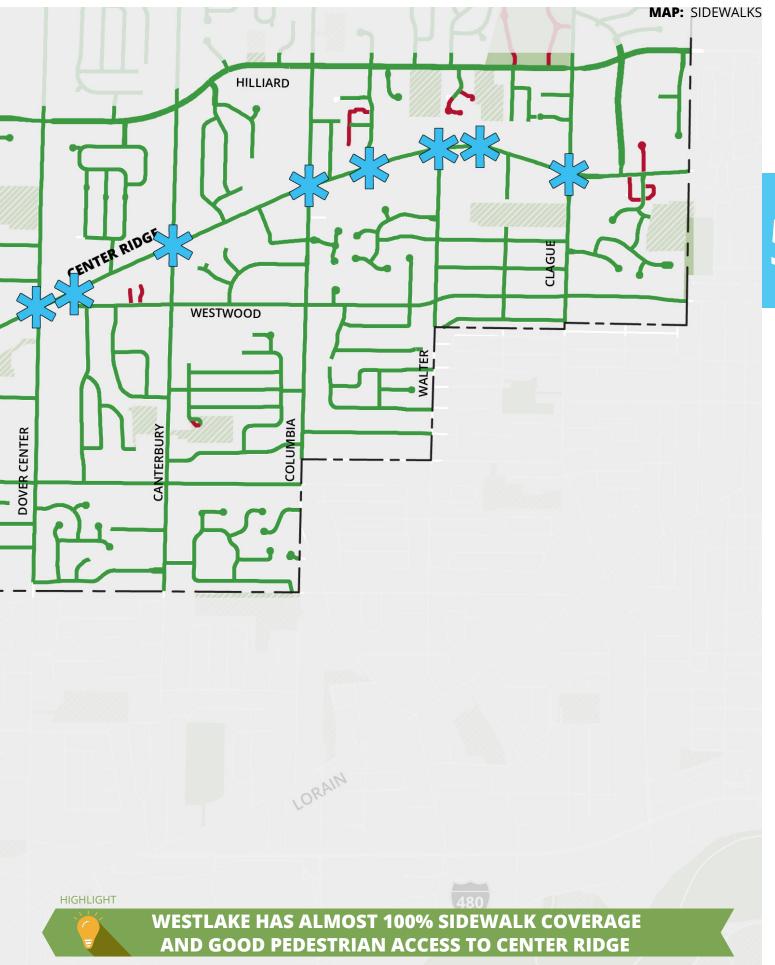
CRASH TYPE

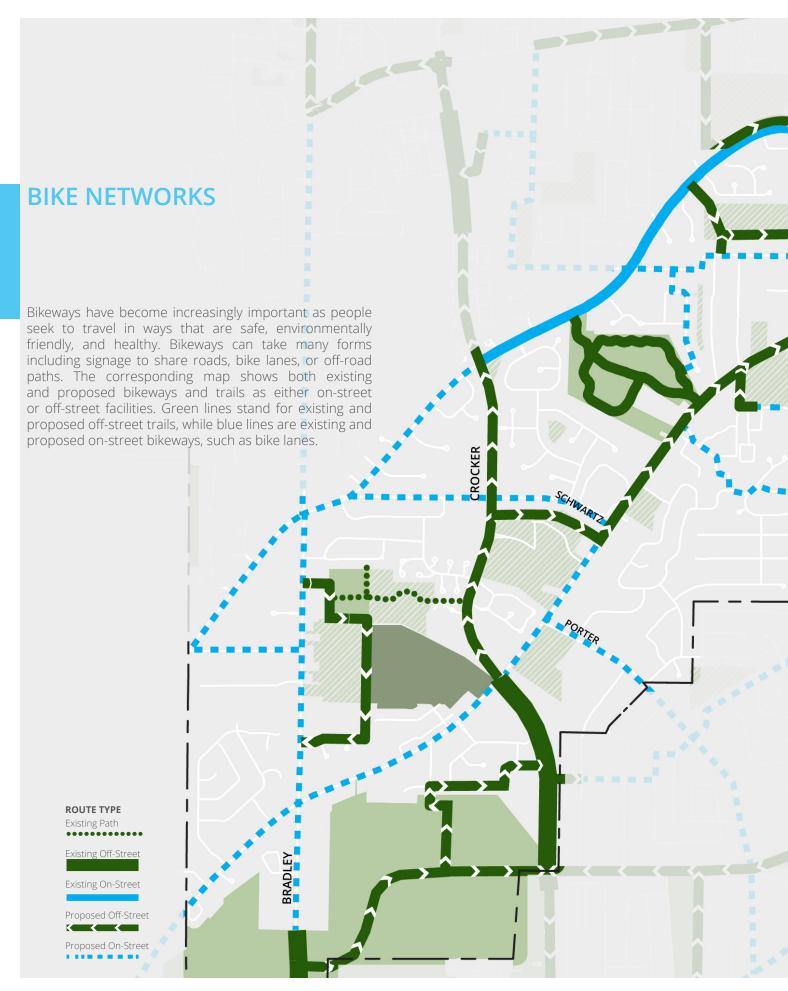
	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	TOTAL
CENTER RIDGE	300	47	33	6	2	388
HILLIARD	75	18	11	4	0	108
DETROIT	331	41	23 480	4	0	399



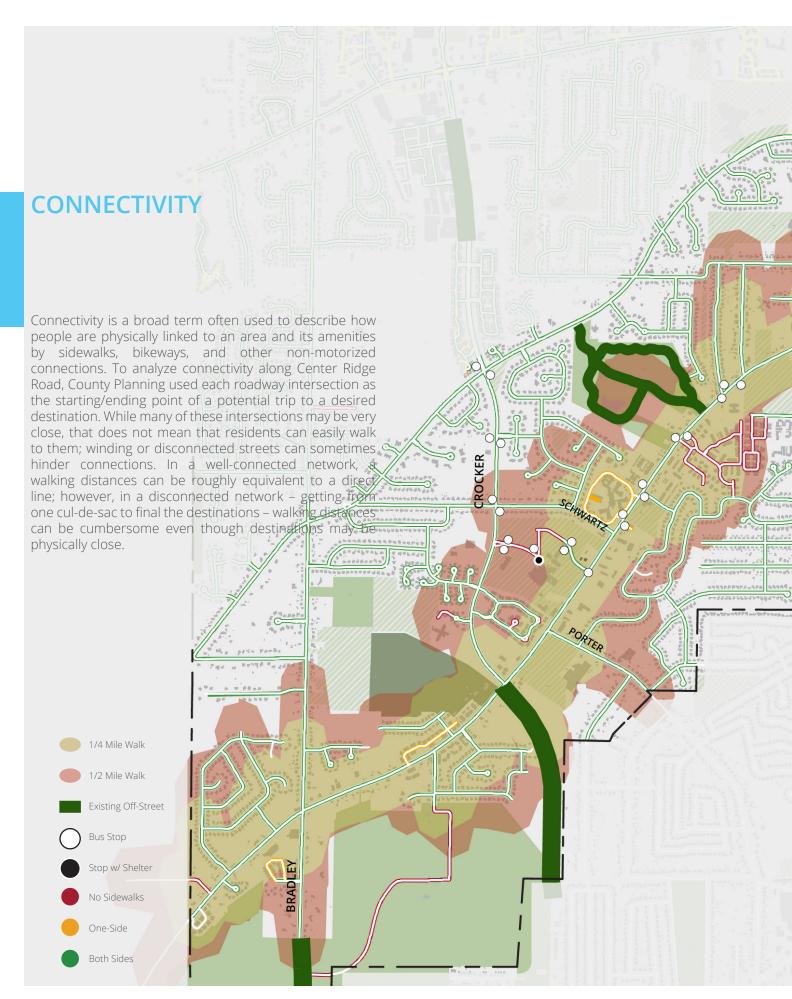


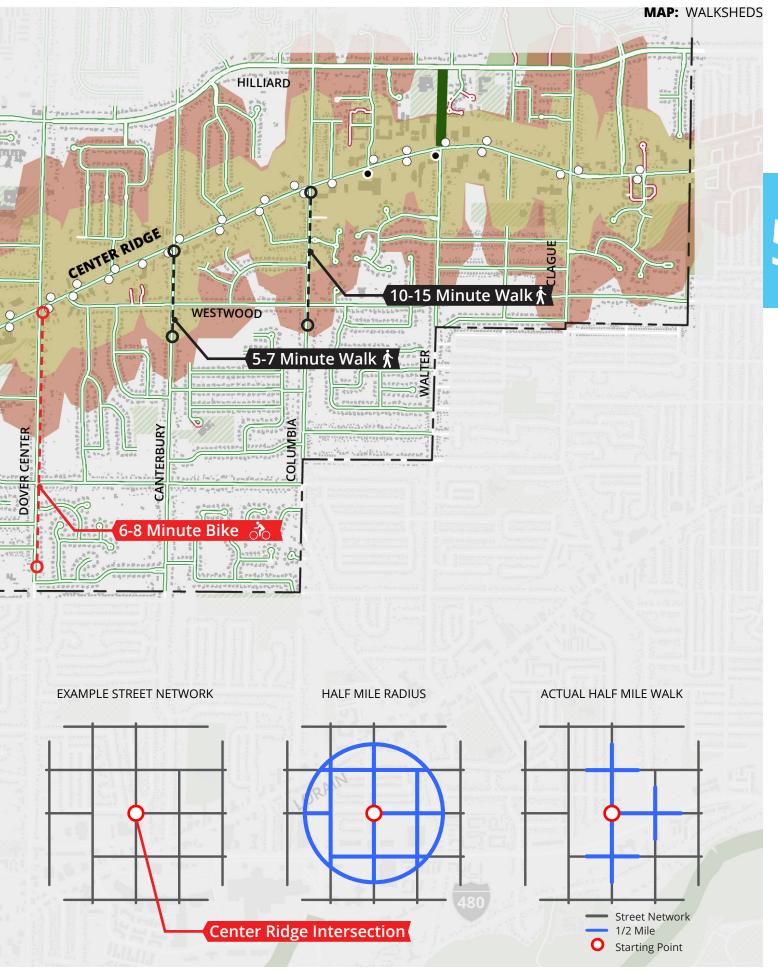




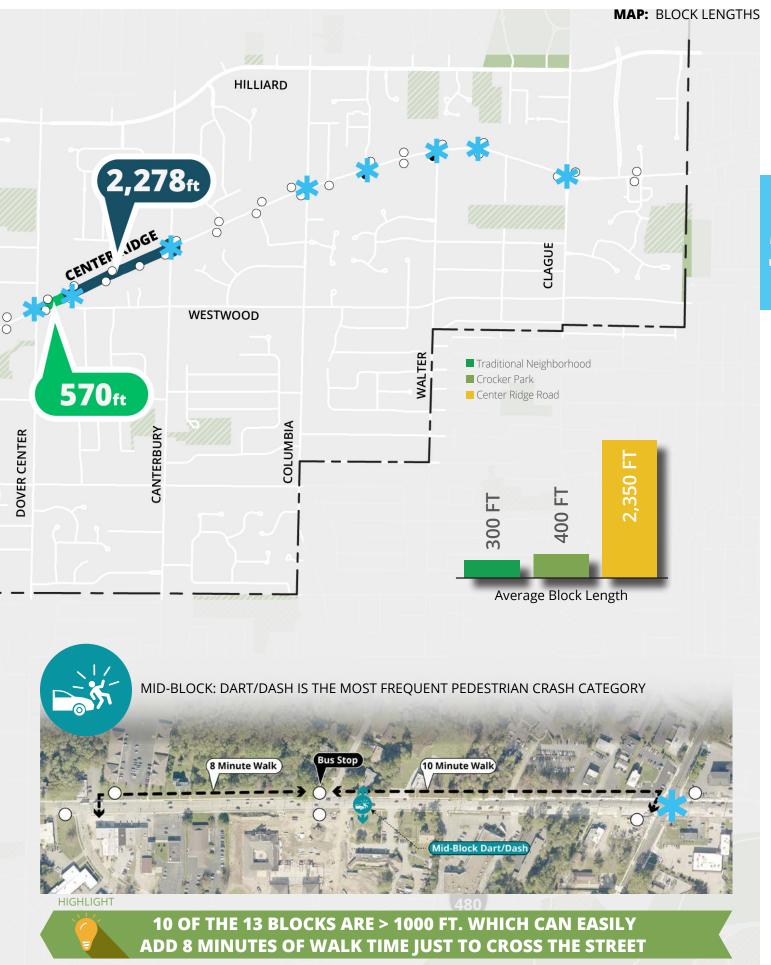


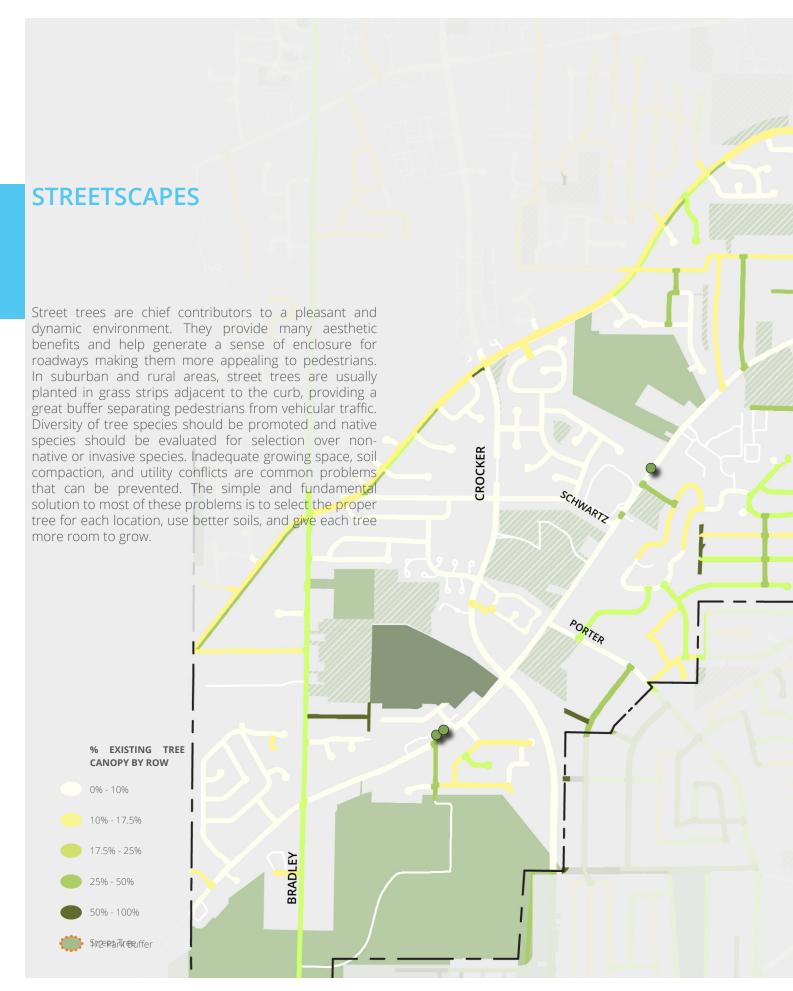


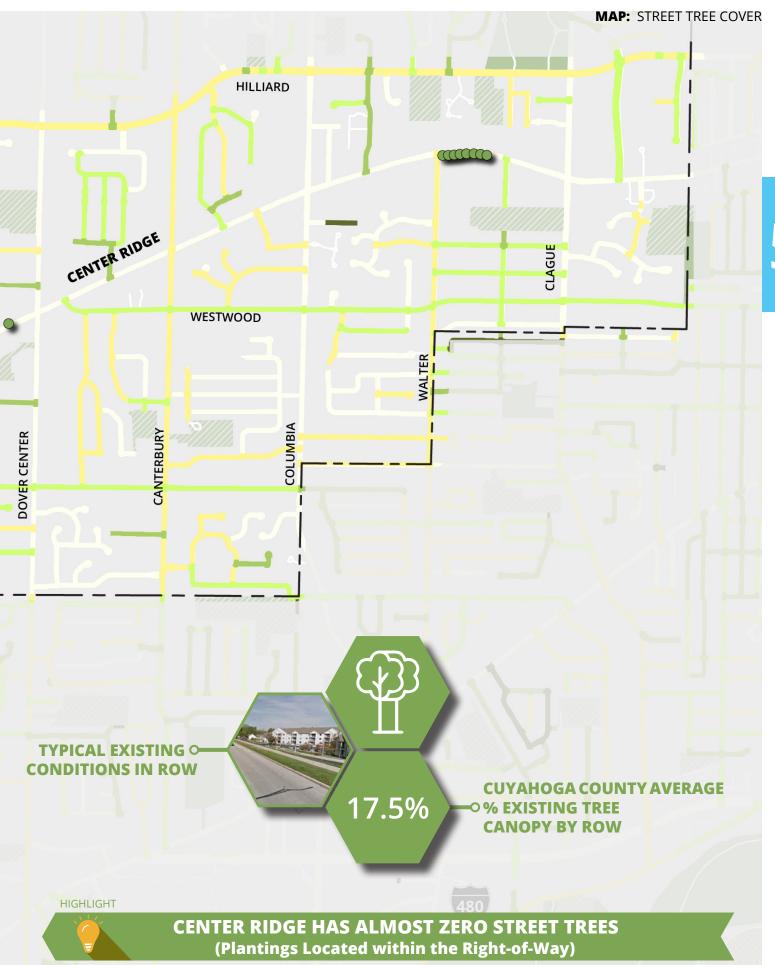


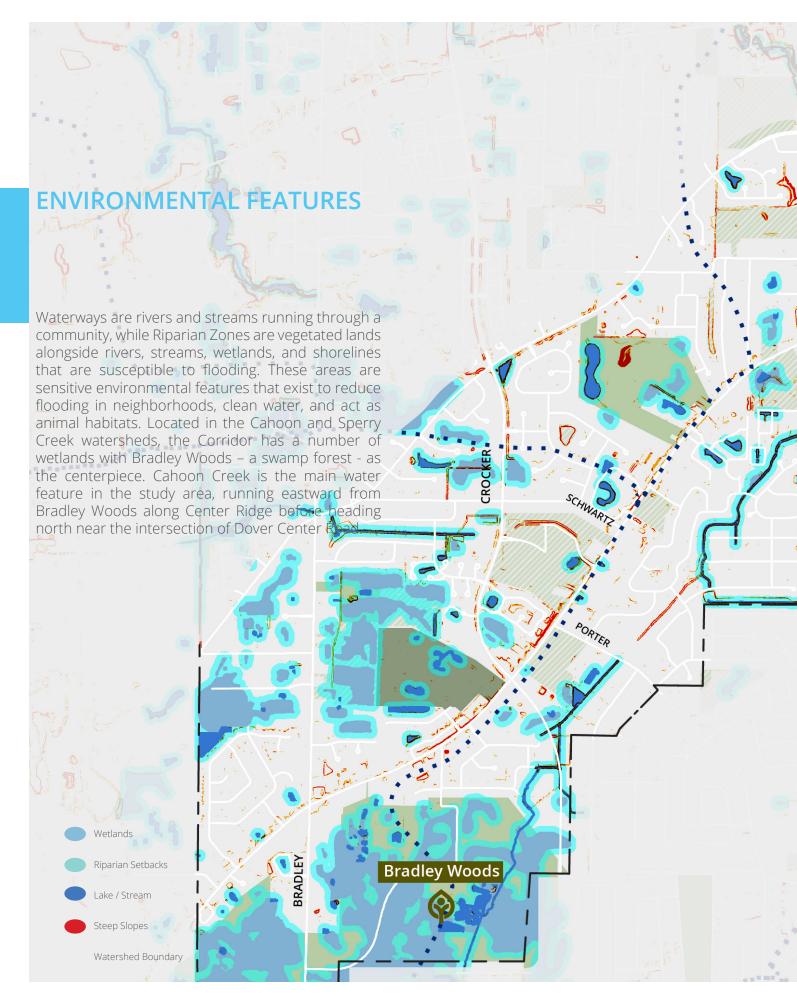


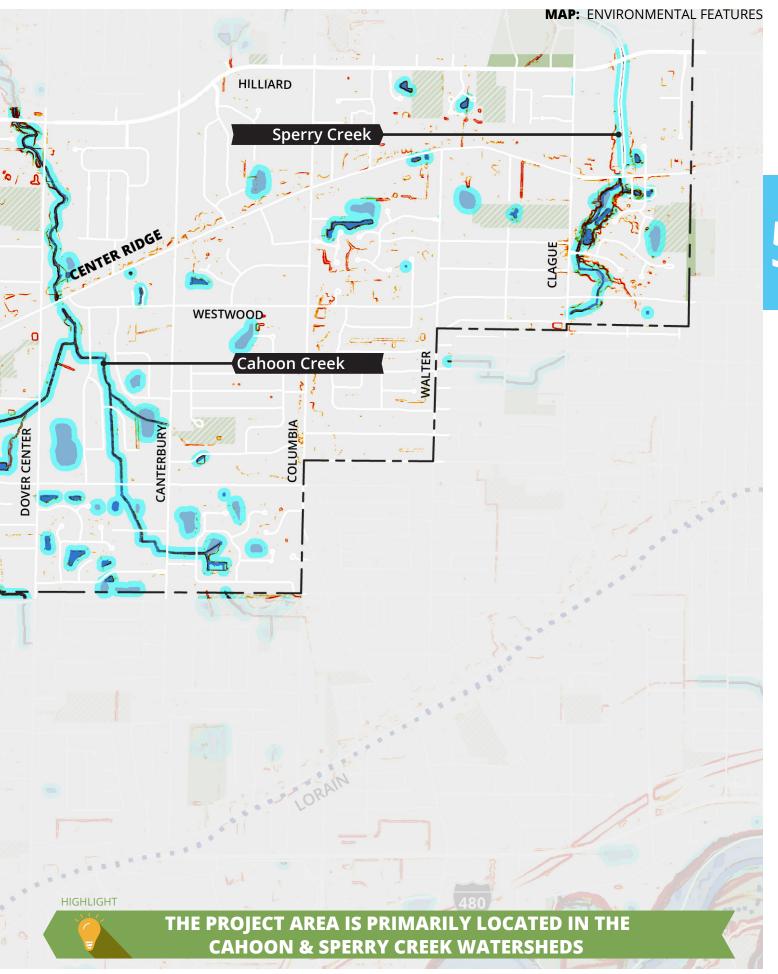
CONNECTIVITY Safe pedestrian crossings at intersections are a key component in connectivity and accessibility. Poorly marked crossings are less visible and unsafe for pedestrians. In addition, a limited number of crossings due to block length also impacts connectivity and access, requiring pedestrians or transit users to add time and distance to their commute to access a safe crossing at an intersection. Along the corridor the block lengths are long (averaging 00 more than 2,000 feet) whereas traditional neighborhood CROCKER designs or walkable urban spaces like Crocker Park utilize 300 to 400 foot block lengths for maximum permeability. Longer blocks mean more people will cross at unsafe and unmarked areas, a key point considering that mid-block dart/dashes are the most frequent pedestrian crash category. Interventions such mid-block crossing and pedestrian islands can help alleviate some of these safety and accessibility issues. **4,860**ft BRADLEY Bus Stop Signalized Intersection









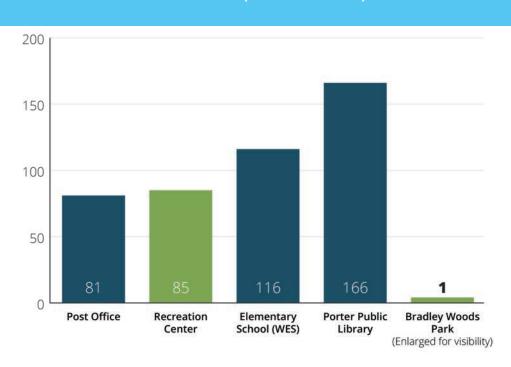


Survey - 1 Results

DO YOU LIVE OR WORK IN WESTLAKE?

Answer Choices	Respons	ses
Live in Westlake	70.62%	286
Work in Westlake	3.95%	16
Live and work in Westlake	24.44%	99
None of the above	0.99%	4
	Answered	405

WHAT ARE IMPORTANT DESTINATIONS THAT YOU (OR YOUR FAMILY) VISIT ALONG CENTER RIDGE ROAD?









PLEASE INDICATE IF YOU AGREE OR DISAG

	Strongly	agree	Agree
Access to destinations on Center Ridge Road is convenient and easy	9.05%	36	43.22%
I sometimes avoid destinations on Center Ridge Road because of traffic or other concerns	17.09%	68	39.95%
I am satisfied with the destinations that exist on Center Ridge Road	5.33%	21	23.35%

PLEASE INDICATE YOUR PRIORITY FOR THE FOLLO

	Very hig	gh	High
Improving efficiency and ease of getting around by car	31.23%	124	32.24%
Improving the ease and safety of getting around by walking	20.20%	80	25.25%
Improving the ease and safety of getting around by bicycle	21.72%	86	24.75%

PLEASE INDICATE IF YOU AGREE OR DISAGREE WITI

	Strongly	/ agree	Agree
I would support slightly longer car trips if Center Ridge Road was safer and more bike & pedestrian friendly	17.91%	67	27.01%
I would feel safe letting my children walk/bike on Center Ridge Road	2.67%	10	6.95%
I would like to travel easily and safely to destinations on Center Ridge Road without the need for a car	17.11%	64	28.88%
It is important that Westlake focus on becoming a more pedestrian and bicycle friendly community	25.27%	95	32.18%

REE WITH THE FOLLOWING STATEMENTS?

	Neither agree	nor disagree	Disag	ree	Strongly o	disagree	Total
172	22.86%	91	22.36%	89	2.51%	10	398
159	13.57%	54	23.62%	94	5.78%	23	398
92	35.28%	139	31.98%	126	4.06%	16	394

Answered 398

Skipped 7

WING IMPROVEMENTS ON CENTER RIDGE ROAD?

	Aver	age	Lov	V	Very l	OW	Total
128	25.94%	103	7.05%	28	3.53%	14	397
100	32.07%	127	14.14%	56	8.33%	33	396
98	23.23%	92	15.91%	63	14.39%	57	396

Answered 398

Skipped 7

H FOLLOWING STATEMENTS ON TRANSPORTATION

	Neither agree nor disagree		Disag	ree	Strongly c	lisagree	Total
101	23.80%	89	17.38%	65	13.90%	52	374
26	24.33%	91	30.48%	114	35.56%	133	374
108	28.61%	107	15.24%	57	10.16%	38	374
121	22.07%	83	9.57%	36	10.90%	41	376
						Answered	377

Skipped 28

DO YOU EVER WALK OR BIKE TO DESTINATIONS ALONG CENTER RIDGE ROAD?

Answer Choices	Response	S
Yes	49.34%	186
No	50.66%	191
	Answered	377
	Skipped	28

HOW OFTEN DO YOU WALK OR RIDE A BIKE ON CENTER RIDGE ROAD?

Answer Choices	Respon	ses
Always (daily)	2.13%	8
Often (weekly)	12.50%	47
Sometimes (monthly)	25.80%	97
Rarely (yearly)	23.94%	90
Never	35.64%	134
	Answered	376
	Skipped	29

PREFERRED INFRASTRUCTURE IMPROVEMENTS FOR CENTER RIDGE ROAD? (PLEASE SELECT ALL THAT APPLY)

Answer Choices	Respor	nses
Add bike lanes	29.53%	106
Add all-purpose paths or trails	38.44%	138
Add or improve crosswalks to increase pedestrian	42.90%	154
Add more trees and landscaping	62.12%	223
Add more travel lanes to increase traffic flow	34.26%	123
Reduce Center Ridge from 4 lanes to 3 lanes	9.75%	35
Add green infrastructure to manage storm water	31.75%	114
Add uniform signage and wayfinding	27.02%	97
	Answered	359
	Skipped	46

HOW OFTEN DO YOU WALK OR RIDE A BIKE ON CENTER RIDGE ROAD?

Answer Choices	Respoi	nses
I choose not to walk or ride a bike	29.41%	95
Physically unable to walk or bike	0.62%	2
Health and exercise	50.15%	162
Shopping and entertainment or personal errands	20.12%	65
Commute to work or school	4.95%	16
Access RTA bus	2.17%	7
For recreation and leisure (includes visiting friends)	33.75%	109
Other (please specify)	12.38%	40
	Answered	323
	Skipped	82

OTHER

Escorting Dover Elem students during "walk to school" days

Kids sometime ride bike to school or rec.

walking the dog

Library

St. John art show

Walk the dog.

Would like to have kids walk or ride bike safely to school

I rarely walk or ride due to traffic conditions

There is not much to walk too in this area. Can't run many errands as there

is not much development on Center Ridge.

Used to walk my dog up to Center Ridge, but felt it was too close to the street

to safely walk where I happen to be

To get to parks off center ridge

walking dog

Commuting to destination ok is that are not work/school/shopping

Get to the library or rec, pick up little things at Rite Aid...

Commuting to Library, Post Office.

library and post office

Walking my dog

Have walked to Hail Mary's bar for food

When car is getting worked on

Post office or library

Not safe to do so, sidewalks are too close to the street. Street is too narrow to be a state route with commercial and bus traffic.

For gas

Walk to Claudettes for breakfast

post office

My daughters actually walk to Speedway & the library weekly from DIS &

Would like to bike to library but too dangerous!

Kids walk from school to library

Library

Library. Post office

I don't. Barber

Library

Post Office, Rec. Center, Visit nursing homes.

Ride to visit Porter Library

People drive extremely fast on center, ridge.

No bike lanes Post Office

Walk to Walgreens with kids

Live to far to walk or bike. Too much traffic It's too dangerous for bikes or walking!

PRIMARY REASONS FOR NOT WALKING OR NOT RIDING A BIKE ON CENTER RIDGE ROAD? (PLEASE SELECT ALL THAT APPLY)

Answer Choices	Responses	
Don't need to/want to (prefer to drive)	33.61%	121
Weather conditions	13.06%	47
Destinations are too far away	27.22%	98
Travel time is too long (not enough time)	11.39%	41
Road is too busy (traffic)	55.56%	200
Do not feel safe	35.28%	127
Generally unpleasant experience	22.78%	82
Physical difficulty (health or age)	4.17%	15
Other (please specify)	10.56%	38
	Answered	360
	Skipped	45
	OTHER	

Loud

No crosswalks at rec center and sidewalks stop at certain locations

No cross walk at the Rec Center

Road to narrow.

Construction

Nothing worth visiting

Prefer parks

Sidewalks and obstructing tree limbs could be improved

Too many cars with pollution

Unsafe traffic situation

No bike lanes!

Avoid-traffic lights do not provide sufficient time to cross

Those trucks are a menace!

sidewalks are very uneven in places; takes a long time to cross the street

please do not add bike lanes to Center Ridge Road

No continuity, most places spaced far apart

Debris on sidewalks makes it difficult to ride bike safely, sidewalk is too close

to street

Noise and high speed traffic

Use RTA #49 bus route

There are no destinations I would like to go to. We live off of center ridge, and

I'd love to see an ice cream store and casual restaurants and shops my kids and I could bike to.

sidewalks are in disrepair

Too hectic

the road is insanely narrow

Sidewalks are always filled with road debris

Not a walker or biker just love to drive

Lazy

not clean - this year construction

Sidewalks very close to road

Road/ sidewalk conditions are poor

Nothing Close

I prefer biking and walking in parks.

There is no dedicated bike lane/path; some cross walks are missing

Kids with us

Some sidewalks are a disaster (I have kids so no street riding for us.)

Condition of sidewalk, sidewalk so close to road

Westlake is not a walking/biking community. Too much suburban sprawl

and too great of a distance between home and any destination.

It's fine the way it is

People treat Center Ridge like a speedway. Need more speed enforcement.

ARE THERE ANY NEW DESTINATIONS YOU WOULD LIKE? WHAT COULD MAKE CENTER RIDGE ROAD BETTER?

None

Drive-thru coffee place

Resturants Nothing

Restaurants - try to have some options where you don't have to go to Crocker

Starbucks and high end dining

Coffee Shops, more restaurants, more small business shopping, bagel shops It's very commercialized with lots of non descriptive places. It would be nice to

have more green space maybe some good restaurants

Update existing bldg facades. Add entertainment and food. Demolish old

strip centers

Bunns Lake Wildlife Area/Bradley Woods A crosswalk at the rec center! Please!

New restaurants Fast food and coffe

Would be happy to support local businesses. No more chain stores or

restaurants. Restaurants

parks

It should be slightly wider.

more restaurants (including fast food)

Local small businesses- cafes, coffee shops, small retail locally owned.

Some type of uniformity. At least clean up some of the exterior buildings on

the outside

Wide bicycle path; Restaurants

A place like Cedar point fields at Meadowood and Bradley- a Multipurpose

I would like to see the older buildings updated

No more construction!

Coffee shop

Removing some of the less than aesthetically pleasing buildings. There is

quite a variety of businesses already there.

Turning lanes

Starbucks, easy running/biking paths to Rec center and parks

More retail, restaurants.

Target or heinens

NOT another drug store! Widen the road!

We have enough of everything

No

No!!

Better flow for the amount of traffic Ni er looking shopping plazas, restaurants

New development on vacant lots Greenery, trees, less commercial

PNC Bank

Non-commercial (parks, community destinations)

A wider Center Ridge would be better and safer the way it now is in front of

the elementary school. Multi dwelling housing Widening the road Restaurants

No, nothing Chick-fil-A Better restaurants

Drive through coffee shop, grab & go food option, clean up Baluk shopping strip as it is an eyesore.

Small Businesses such as Butcher, More family restaurants, tax-accountants, professionals

Walking trail

Greenspace (small parks), restaurants, small local shopping businesses,

greenspace widen the road

A family Restaurant where Friendly ice cream use to be

The area between Westwood and Columbia

A simple doughnut shop (not bakery), maybe an antique store section and

preserve those old buildings but make them nice on outside. Fresh coats of white paint on the brick, some flowerboxes and trees planted between sidewalk and street would boost curb appeal

Cleaned up old shopping areas

More restaurants

More continuity on lanes ie, turning lanes and clearer notification of narrowing lane endings

Other / better restaurants; area of boutique shops; park / gardens; Heinen's; bagel / bakery

not really

Synchronized traffic lights

It's too narrow for four lanes of traffic. Dangerous if trucks are on it. Newer retail and restaurant options. All of the best options are located at Crocker while most of the options on CRR are outdated. It would be nice to have good options other than just Crocker which is incredibly congested. Restaurants

Center Ridge at Prestwick and Mills is extremely dangerous

bus stop benches.

Gas stations near Crocker

Not sure...but mom and pop businesses- more

Shops and restaurants

N/A

Wider lanes, turn lanes Winding the roadl

Well planned patio home development

Widening the road.

None

Widen the road and teach drivers how to use the left turn lane

Parks

4 lanes whole road instead if briefly changing to two.

New condos (55 and over, but affordable), new retail or restaurants.

No Aldi No Trees

> More food spots, coffee shops. An improved Meadowood Golf Course More local restaurants - no chains!!

Local coffee shop

More green space. Less congestion.

Intersection by Westwood could be improved. Needs a bike lane like hillard.

Some spots are narrower- west of Dover.

Widen the road - the lanes are small and I notice many drivers vear outside

their lane while driving Better Restaurants More restaurants

Fantasyland where everyone's dream shops come true

Smaller Cluster Home Housing and Condos like Rocky River has built off of

Center Ridge No! It's busy enough.

Starbucks

No. Please do NOT add any shopping centers.

NO! That's enough! We all came to this area to enjoy a wooded environment not a sea of strip malls. Westlake is appealing because of the balance between housing, green space, and business. It makes us unique. PLEASE stop ripping out wooded areas!!

NO! We have everything we need there or very close by. Further commercial expansion is UNNECESSARY & UNWANTED

More green space, a park, no more development

Bike Lanes, Center Median with trees

more restaurants? Widening/divided boulevard coffee or doughnut shop

Less traffic Restaurants

None. New destinations would ruin the area just like the Crocker Rd area. I always avoid the Crocker Rd area. Adding new destinations on Center Ridge Rd would make me avoid my home area.

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Updated store fronts that do not look dilapidated.

Modern Stores and Restaurants - I avoid the street because it is old and tired and boring. Street seems very narrow compared to other streets.

More retail

More business, grocery store, real time activities like main event in Avon

No

fast food

turning lanes

More attractive dining options

More walking trails closer to Porter Rd Get rid of the old building across from St John and the buildings at Westwood and Center Ridge.

deli, restaurants (not fast food)

Many empty businesses, ie; north west corner of Dover/Center Ridge, empty lot on opposite corner, old Friendlies Restaurant, many closed businesses in the building on the corner of Westwood and Center Ridge. I would like to see some new restaurants, maybe a fast food restaurant, too coffee shop

Improvement in the Westwood/Center Ridge area

Restaurants, redevelop the old recreation center area into a park area, business offices, healthcare offices

Make it visually more appealing

none

Late night coffee shop with entertainment for young adults (not a bar) *More restaurant/coffee shop type destinations*

Center Ridge Road is a part of my daily commute to work. I also frequent gas stations and a couple of other places like nail salon and spa. I sometimes opt for taking Center Ridege to neighboring suburbs rather than the highway because I think it's easy to access different places. However, certain parts of Center Ridge lack luster and seem incomplete. The businesss lack cohesiveness in certain aspects. There is a variety of businesses but in my opinion the little plazas along Center Ridge need some sprucing up. I would LOVE to see a Dunkin Donuts, Einstein's Bagels or a local coffee place on Center Ridge. I take 190-East to work and it feels like there is no coffee place close by that has a drive through and is easily accessible. There's the gas stations but it's just not the same.

Modern contemporary businesses, everything there seems to be out of the

1950's. Widen the road, repave

Restaurants and bars

A marathon gas station since the Circle K isn't a Marathon anymore, restau-

Clean up and/or modernize strip mall areas near Dover Rd

Make it more attractive like Crocker

Perhaps a coffee shop or drive thru fast food restaurant

More shopping and restaurants. Right now, there are a lot of medical offices and not places I would actually choose to visit

More dining and retail locations

Dining, shopping, return Center Ridge to original downtown feel. Get rid of duplex homes and decrepit/slum/ignored feel. Sorry the entire city does not have to revolve around Crocker Park. Widen the road. Use Old Detroit Rd in Rocky River as an example, use Lakewood, Kamm's Corners..., anywhere but embarrassing Center Ridge Rd. We tell people to come to our home using Hilliard to avoid Center Ridge Rd.

Small Upscale boutiques, parks

a bike lane

Local artisan businesses and restaurants

Chick Fil A. Liquor store closer to Dover/Canterbury and Center Ridge, Nice Restaurants

don't know

It's just a hodgepodge of random retail and office buildings. No cohesive plan for the entire corridor. I think transforming the road similar to Hilliard with the greenery median would make it more of an important thoroughfare. I think modeling Center Ridge after some of the roads in newer up and coming suburbs of California.

Kids park

Additional restaurants, known retail chains to draw to small owner businesses, bakery (bread, bagels),

Adding any sort of in-demand stores where un-used or under-utilitized stores are. Center Ridge and Dover should not have an empty corner, as it does

the lanes could be wider

I don't want new destinations, just left turn lanes

Wider roadway, less lights

Cafés, more restaurants, less gas stations.

It's too narrow. I have been almost hit straight on by cats that don't stay In

More retail and restaurants...perhaps a grocery store

Butcher shop. More restaurants

Restaurants

Smarter drivers

Coffee place and food

Coffee shop, specialty grocer

I would love it to look like an old time shopping area but with Crocker Park, I'm afraid that they would fail. So I guess just a more cohesive look to the more ordinary and necessary businesses.

None

Unified streetscape and signage

More shopping and restaurants

Pedestrian friendly

Wider lanes, bike lanes,

Widen with turn lanes to areas like the rev center. Slow down traffic. Only flash school sign when kids are coming to or exiting the school.

We need some updating for sure, but I'm not sure what we need.

More independent restaurants

More trees

Restaurants

Widen

Widen the lanes

More Fast Food (virtually none today); Small Specialty Grocery;

Do ANYTHING with south west corner of Canterbury and CR

Fast Food Option

old fashion pizza joint - more attractive landscaping-repurpose visible

More quality restaurant destinations. Coffee shops/Quick breakfast. Town center look. New and updated. Possible walking trail

Dunkin Donuts

Target!!! ; An indoor children's playground; finding a tenant or redeveloping the NW corner at Dover Center

Build a business district with a downtown or Main St. feel

Chick-fil-a

Nothing I can think of right now.

Restaurants on the West end

N/A

No

No. It's a cluster.

Nothing specific other than updating outdated retail spaces between Dover center and Columbia, eg

Tough question

More green space, pedestrian and bike friendly corridors, and coffee shops. Widening Center Ridge Rd by Clague road would be better

Fast food restaurants. I'm midway between Detroit Road and Lorain Road. Options ON Center Ridge would be very convenient. It's a major road without such choices.

A drive-thru restaurant

Greenway, better restaurants and shops

Widening and better lanes

Free public GREENSPACE. Walking paths, dirt trails, benches to read, informal playing fields (frisbee, bocce ball, kite flying, tossing a football) an Ice Rink New restaurants

Restaurants

restaurants

Center Ridge is narrow with few to no turn lanes - don't agree with adding addition destinations.

More commercial/office, employment opportunities

Coffee shop

Bike Lane

A bit wider

More restuarants

Nope all good!

Less or no auto traffic between Center Ridge Rd. and the Rec. Centerunplanned

Better Night illumination,

Restaurants, non-corporate shopping destinations

Fill, update, or get rid of the strip malls.

Park/green space

Anything pretty-- park space, green space, soomething that doesn't look like a building from the 70s-- especially near Dover Center where the medical store

and the beauty salon are Starbucks/reastaurants

Like? I can't make companies come to westlake. We need a dollar tree, pet valu. Will that make it "better" this open to interpretation.

Tim Hortons in the old Friendly's

Coffee Shop

Trees, green space, parks. There is too much concrete in the city of Westlake, especially down Center Ridge

Restaurants, exercise facility, grocery store

Coffee shop or cafe

There are too many vacant and dilapidated properties. I moved here 5 and a half years ago. The Friendly's closed almost exactly 5 years ago and has been sitting there vacant and falling apart ever since. Why is nothing being done with that space? Additionally there is the vacant property across from St. John's that looks like it was a gym. Why not turn it into a new recreation facility? It would be nice if Westlake had a better pool to host swimming competitions and hold more water aerobic classes. These things seem to be in high demand but our area is sorely lacking in facilities. There is not enough space or parking at the rec center to hold a large size meet. It would be nice to see more investment in filling these properties. Another is the former Schueneman appliance repair building. That whole building is very dated and is sitting empty, probably because it needs much work.

Heinen's Grocery Store

Get rid of the old get go at intersection

More turn lanes for people turning left. If I don't have a destination ON Center Ridge I avoid the road entirely

Wider lanes. They are so narrow that cars frequently cross the dotted lines. More food options

A new restaurant where Friendly's was

Smaller, local businesses

We could use a coffee shop! Something that is open in the evening for people to visit at that IS NOT a bar.

Center turn lane

Heinen's, Old Navy, Kohl's

Good restaurant

Promote small local businesses, restaurants with patios, shops. Less gas stations and drug stores.

Green space, trees Restaurants and coffee

I would like our city to have historical landmarks more prominent. Don't gentrify CR anymore.

Dog park across from St. John Westshore More restaurants or walkable areas

Good food option with drive through

Better timed lights, more retail on the east side of center ridge

Green space Food Outlet

A dedicated bike lane so people can commute by bicycle without fear of

getting run over A grocery store

New restaurants, Friendly's, just a facelift since it was developed early

Get rid of dollar bank plaza

Dunkin Donuts Quick restaurant

Coffee shops/restaurants

Coffee shop

More restaurants/ bars.

None at this time.

Chick fil a, Walmart, red box closer to Columbia/Clague

No Dunkin

No bike lanes

Dunkin Donuts

Not sure

Coffee shop or sandwich shop

Better synchronization of traffic lights Fix the road, some unique stores

More stores; coffee shop; restaurants; shopping area, park

Up to property owners and businesses Updated shops, coffee shops, etc

Without widening the street, leave it alone.

A crosswalk somewhere near the entrance to the Rec Center.

Prefer to not see it become a Lorain Ave

Coffee shop near central Center Ridge area (near Columbia)

Coffee shop

Higher end restaurants

restaurants, shops -

microbrewery

additional fine dining choices

More food options. More attractive sidewalks and tree lawns

Dunkin donuts

ARE THERE ANY ADDITIONAL INFRASTRUCTURE IMPROVEMENTS YOU WOULD LIKE TO SEE?

Fewer empty strip malls, you travel long distances between different shopping areas with only a few store

Make it look like Hilliard with some green space parks and great location Improve lane width. Fill and update empty and outdated buildings.

Try to rehab current buildings between Dover and Columbia, do something with Friendly's building

Plantscaping. Less eyesores

Need a middle turn lane and wider lanes

Definitely a running/Walking path with trees and lights

Bike lanes, two-way-left-turn-lanes

The whole road should have a turn lane and a cross walk at the Rec Center. It's dated. Just an ugly and busy street.

A center turning lane all the way down center ridge

snow removal on the sidewalks - and if using a salt-type product, then only use a pet-safe one

Install intelligent traffic light at King James, Stein Mart. Turns red to often on Center Ridge.

Less telephone poles. Underground wires. Optimized traffic signals for traffic flow

No. Leave the damn road alone. Do NOT add bike lanes.

Improve business and plaza appeal on Westwood and Centerridge road Traffic light at recreation center

Stoplight by the rec for bike crossing

Improve snow/water on side of road&make lanes wider

Make it wider

Better zoning regarding business signage, there's too much and it looks too messy

Wider lanes and more turning lanes.

Road widening between Columbia and Crocker

More multi dwelling housing

Keep it 4 lanes

Updating the appearance of the businesses at dover center and center ridge. They are in terrible shape.

Wider lanes

Storefront improvement

No but I'm worried by the tailored questions on this survey it's just about the road conditions/widening and access. There's nothing to access that's desirable- it's all weird businesses in run down buildings

work to remove abandoned gas stations, improve run down shopping centers, gas stations etc.

Widen lanes from porter to Rec center as curb lane cars tend to drift turning lanes

The county line crossing into Lorain County. Very dangerous set up and barriers are knocked down weekly.

Reflective paint for night driving

Travelling west on Center Ridge at Prestwick and mills is extremely dangerous going from 2 lanes to one

bus shelters or benches

No

Removal of curbs and widening. Correction of traffic routing problem near

Prestwick Crossing and Mill Road. *Elimination of rundown structure eyesores*

Widen existing lanes. Very narrow in some sections dedicated right turn lanes at crocker/center ridge

Wider lanes

I would like you clowns to do nothing. It takes a year to redo an intersectionsee Center Ridge and Dover Center. See disaster in North Ridgeville.

Add shoulders. Add berming. Move the storm sewer inlets away from the traveled lanes. Add landscaping. Make it a boulevard.

Unification of signage and exteriors of businesses

Stop cramming houses and businesses and leave mature trees. Leaving wetlands will only help improve water issues.

Widen the road so the lanes aren't so tight

Divider. Oncoming traffic tends to cross over occasionally.

Did I mention more green space?

Yes, a street sign for my street (Bay Landing Dr). Currently there is none and it's a real headache trying to give visitors directions without a sign.

Widen existing lanes

No turning lane for Porter Public Library (also PPL sign is not very visible) If it stays 4 lanes, the lanes need to be wider.

Honestly it is fine as it is. I am in favor of more green space in Westlake; not in favor of widening more roads

Reduce speed limit to 25

1 gigabyte or higher wifi

Light and crosswalk at Rec Center entrance. Improved safety for school kids at Dover Center crossings.

Include turn lanes so that cars don't block traffic. Make the road lanes wider. Anything that would help achieve a cohesive blending of everything that would then be a real center ridge road corridor

Right turn lane only going west at Crocker. Going south on Crocker right turn only at Center Ridge.

Keeping green space

Please, no more bike lanes. THEY ARE A HAZARD Please keep bike lanes to side roads where bikers and car drivers will all be safer..

Adding a bike lane doesn't mean subtracting driving lane. I don't think th ebike lane on Hilliard is really safe.

A crosswalk closer to Bay Landing to allow access to the rec center by bikes or walking

Benchs

I think it's ridiculous to reduce from 4 lanes to 3, it is a major thoroughfare, the 4 lanes need to be widened

As a major road make it attractive like Crocker and Hillard

Widen the road and mimic Hilliard Blvd. Move the telephone poles further away from the curbs. Enforce some modest zoning regulations. Homes and businesses look like a ghetto and not what Westlake should be.

some traffic lights that don't suck would be nice, but that's a general "Westlake" problem...

grass/flower/tree center strip

Speed humps on side streets around new school

clean up property at the northwest corner of Center Ridge and Dover Center. It is an eyesore.

an all-purpose trail would be great! it could extend from the rec center and prompt more walking, running, biking in the heart of westlake.

Turn lanes

Less traffic lights

More turning lanes. Curbs are super high in some areas

Just widen the lanes to what the new section are.

Empty or dilapidated store fronts addressed

Intersection of Bradley and Center Ridge for pedestrians.

MANY more walking paths to get from neighborhood to neighborhood Keep the four lanes but make them wider with additional space near the curbs.

Wider lanes

Widen the road!!!! Buses almost kill me daily. They are too wide for center ridge!!

Update storefronts built in the 1950's.

widen to adequate 5-lane section

Sometimes long wait for lights to turn green esp. Westwood and center ridge Better side walks and curbs. Some form of noise abatement, ie landscape,

Lanes too narrow

Sidewalk not so close to the curb.

Widen between Dover center and Clague

Widen to 5 lanes with center turn lane especially West of Schwartz

NONE. THERESA A SCHOOL, REC CENTER, AND POST OFFICE ALL WITHIN A

MILE OF EACH OTHER

Updated retail/commercial properties along the road

Widen it. It's too narrow

Create more green space/monuments along the route

Widen Center Ridge Road by Clague

the roadway wider

Completely rethink the intersection of Dover Center and Center Ridge; it's better but still pretty messed up.

New small single family housing

GREEN SPACE. Walking trails, bike paths, informal playing fields for frisbee, playing catch, bocce, kickball, flying a kite, etc And a City Ice Rink

Take a freshn look at new road "improvements" fagcilitation the new school at ther expens of area residents.

More trees!!!!!!!!!!!! Please stop tearing them down for housing develop-

Better lighting throughout the city not just center ridge.

Nothing concrete. This city has lost its hometown feel. It's overdeveloped. Get rid of old get go

Not have construction ongoing like school entrance blocked while parents trying to get kids to school

Wider tree lawns so when walking don't feel traffic buzzing by you Additional lighting at crosswalks\intersections. Columbia and center ridge is

Widening further down Center Ridge by Hail Marys and St Johns. Also a cross-

walk to the RecCenter by Bay Landing

Green space

I suggested this to the Mayor years ago, but there needs to be a crossing light for pedestrians and bikers to cross Center Ridge to the Rec Center immediately. Kids and adults run across dodging traffic often.

Repaving eastern end

Maybe a more consistent turn lane, or something like the median on Hilliard Not sure more lanes are needed but existing lanes seem tight / narrow Widen the lanes

General widening. I feel as if it is dangerous as it stands.

Widen narrow lanes

Bring in new attractions to vacant lots (Friendly's, ice rink by hospital) change curb lanes at columbia and clague to rt turn only, too many cars race across CRR and almost cause crashes

None it's good the way it is

No, Center Ridge is just fine the way it is.

Ease of entry/exit for businesses that do not have traffic signals Improve the lights on Center Ridge. They are out of sync.

DO NOT waste money on bike and transit lanes

No one

Smooth roads are always a plus.

Widen the lanes

Speed limit cameras

Improvement for pedestrians/runners

if bike lanes are coming, not at the expense of full traffic lanes

ANY ADDITIONAL COMMENTS OR ANY ITEMS THAT WE MISSED, PLEASE LET US KNOW

Center Ridge feels like a highway, especially west of Dover Center. It's hazardous if you have to slow to make turn. Cars speed aggressively on that stretch and you can't always count on people seeing that you are slowing to turn. I avoid it because of that. It's always my last choice for East-West travel. Hilliard is wonderful.

Lanes need to be widened on all of Center Ridge. I use Hilliard just to avoid it. Bike lanes would be nice but the overall car driver mentality in this country against bikes makes it dangerous no matter what. The spread of small shopping centers means any type of shopping is inconvenient because the store are typical run in and out types but are spread out over long distances and popular ones tend to have poor parking options. Traffic moves easily enough, it's just a long road and there isn't much that will fix that. For biking and walking there nothing that would compel anyone to really want to walk along it unless you were close to a store. The distances are just too far no matter how nice you make it. Even with Hilliard being nice it is still too far between anything that it makes it impractical to walk.

In general I think it's important we persevere westlake green space and not just make it into a community full of strip retail. Stop cutting down trees and land and putting up more building with pointless retail. Did we really need a new marcs building and all those additional retail spots. In the last 5 years so many Unnecessary buildings have been put up at the expense of taking away what has made westlake feel like a community. removing the green space and all the special touches that make it feel line a modern day town. Sidewalks bike lanes park, trees natural decor.

There is nothing, besides the library, post office and elementary school that warrant facilitating a major road overhaul. Updating existing old, unappealing buildings and adding attractice signage and landscaping would a lot for curb appeal and value

I feel of you reduce the lanes but add round abouts to keep traffic flowing it can be a more peaceful bike/runner/walker friendly

Center Ridge Road is in need of bike lanes. Pedaling from the east end of Westlake to Bradley Woods, Porter Library and the Elementary school is very difficult now. I believe a TWLTL with simple painted bike lanes would improve mobility and safety for all.

I think Westlake should be more pedestrian friendly. I wish is was more bike friendly for the kids- to ride to the rec center, to ride to crocker park, to ride to the pool or speedway. What I don't want is "bike friendly" for adult bike riders who want to be on the road, yet, don't feel the need to follow traffic laws. If Westlake being "bike friendly" encourages more of them, then it becomes just as unsafe. This summer when Center Ridge/Dover Center was under construction, I watched one of these expert bicyclists hinder traffic in the construction zone and then ride right into the construction zone (separated by cones and inaccessible to cars) heading east on Center Ridge to make a left onto Dover Center. We live south of Center Ridge, I have never felt safe (like I would on Hilliard) for my children to ride their bikes to school.

The stores and restaurants would do better if center ridge was more of a destination than a busy, ugly road

Be sure to keep road smooth by paving, filling potholes.

When plans are presented - follow through.

Bike lanes don't always make it safer for bikers and cars. They tend to frustrate drivers. With respect to crosswalks, bike riders seldom follow correct traffic laws. Bike lanes are not necessary on busy toads. If exercise is an issue, the CLE Metropark system is close by.

Would like to see modern or updated structures along Center Ridge. There are many very old building that make parts of the roadway very unattractive. Mixture of business and residential. Don't understand why new rental housing was allowed north side between Canterbury and Columbia? Doesn't fit in my opinion

Look, Westlake chose to put a school on Center Ridge which impedes traffic flow. Don't muck it up further with bike lanes. My bet is accidents will increase and the bikes will continue to use the sidewalks. I'm not particularly happy always being moved off the sidewalk while walking dogs when the bikes move through and expect me, the WALKING party, to move for them. I don't believe bike lanes are the answer. Bikers don't choose to use them correctly and we have older residents as well as distracted, phoned addicted people driving. It will further slow traffic and add danger. Do NOT add bike lanes. Use our tax money for something productive, not something we'll all regret.

Would be amazing to add a wide bike/walking sidewalk several feet away

from road so to feel safe

3 lanes would be a HUGE mistake. I live off Center Ridge and would consider moving if made smaller to accommodate walkers or bicyclist. That would be a waste of money since there are NO destinations to walk or bike too. Make it a more efficient thoroughfare and keep Hilliard as the quaint boulevard. "Just don't let it become like North Ridgeville". Always was tacky but now it is a disaster!!

They have no green space or tree lined areas.

In bay village everything is accessible by bike. Over a thousand jugs go to WES and if I were a parent I would never let my child ride their bike or walk without me next to them. There's way too much traffic and someone is going to get hurt.

"With the amount of green space disappearing it would be nice to offer other green options.

A crosswalk in front of rec would benefit families, students, and rec"
The significant investment on the new traffic light system hasn't improved traffic flow. I almost always get caught by all the lights from Clague to Porter Road.

Too many undeveloped lots on Center Ridge. There is a need to facilitate development

With Hilliard providing a bike lane, I dont think it needs to be duplicated on Center Ridge.

No

So many of the strip centers are tired and ugly. Need a facelift. The new Vitalia, for example, is a dramatic improvement from the trailer park that once was on that parcel.

Riterating need to clean up and develop area on Center Ridge from Dover to Canterbury.

Biking to Bradley Nature Trail from the east side of town (230/240's) has difficulty crossing at Croker/Sterns and Dover Ctr. intersections. Some how leveraging Meadowood into a bike trail with crossover or cut through to Hilliard Blvd. would provide a bike trail/route within the city with access to Crocker Park, and Schools.

On the Western end heading west, have the right lane be continuous till Mill Rd. Having the right lane end into a housing development only to respawn on the other side causes unnecessary weaving.

We hope that the results of this survey are taken seriously. Despite other survey results saying that residents want more walking and biking options, the city consistently puts all its resources into creating more and more expensive ball fields, which only serve a particular segment of the community and don't contribute to the overall health and quality of life for the general public. Center Ridge road is crowded, busy and very unpleasant in a car let alone with a bike or as a pedestrian (I prefer the biking or walking when possible). Its even unpleasant and not safe sometimes to just cross Center Ridge road. The road needs significant improvement to improve non-motorized transport which would encourage business development in the area.

"can You make a section of little antique places (completely different shopping experience than Crocker) and make the Dover center/center ridge intersection a true "heart" of Westlake.

I think if u start by landscaping it and freshly coating the buildings it would be a major improvement until a bigger plan is in place. Good luck at the meeting! I went to one about elementary school and ppl are crazy but it worked out great as I knew it would. Great work there "

Bike lanes on busy streets are not safe. Wherever there can be a barrier between cars and bikes is the much safer mechanism. Too many distracted drivers on the road.

The destruction of the putting too many commercial and townhouse/apartment structures on Center Ridge that tear into the inviting entry roads to the residential communities is appalling. First off storm drainage becomes a real issue for these developments and a lot of backyards facing Center Ridge are exposed to more noise and personal safety issues that they never had to worry about before. The existing residents living near Center Ridge need to have their points considered not just heard and dismissed.

We live in prestwick crossing off center ridge near the north Ridgeville border. It's very dangerous to turn left heading east bound into our development as traffic on the other side (especially at rush hour) moves to one lane right at our entrance. I often just pray no one crosses the yellow line and slams into

me and my three kids while we wait to turn left to go home. Also, the street is just too narrow to support 4 lanes of cars that are much larger these days. I've had many a close call with someone crossing the yellow line or driving half in my lane next to me. There are not many destinations near Is that I would walk or bike too but with cars so close the sidewalk driving at fast speeds it is a little scary at times. Reduce to three or two lanes and give some extra space for everyone. That would also alleviate the connection with the three lane system in north Ridgeville.

Improving the infrastructure is great, but we need new businesses as well. Too many outdated or empty buildings.

Fix the traffic pattern at Prestwick as it is extremely dangerous when heading west and going from 2 lanes to 1. Mills road is also dangerous now and even more so with the planned Mills Pointe Development coming soon. I do not recommend trying to make C.Ridge road a bike /walking corridor. there are too many unconcerned/ unsafe drivers from Lorain county, N. Ridgeville. People are safer in their cars on this busy road. Especially with a Hospital and several Extended Living facilities in the west side Westlake. It's not always about pedestrians and bikers. Center Ridge Rd is a major road to many businesses and traffic flow and traffic lanes are a priority. Rush hour on Center Ridge is a must for getting to work downtown in I-90. If citizens want to ride bikes they should ride in Hilliard Blvd that is mostly residences lining the street. Center Ridge has more businesses than residences and should not be accommodated for walkers or bikers. They are actually a hazard in high traffic areas.

Yes, can you budget for reflective road paint that can actually be seen in the rain at night.

I feel like center ridge road is the ghetto of westlake. It is rundown and unkept. There are several houses and buildings that are not maintained well. We need to improve the overall appearance and make it a safer driving experience. I try to avoid this road whenever possible because the lanes are so narrow and drivers often are seen creeping into the other lane. I have lived here 30 years. You totally messed up Crocker Stevens as a north south artery. Center Ridge is the spine for east west travel. I am not willing for you to screw this up for a decade to achieve some vision of Portland or Seattle. Our kids and my wife and I used to walk and bicycle over Center Ridge and all over Westlake without incident. Are you willing to put grocery boutiques and other essential shopping outlets every half mile so people can walk there. This is not Europe. Our fearless leaders designed the town to rely on the auto and undoing that is not in the foreseeable future. Try your plans somewhere else

Westlake is far behind other communities with regard to bike lanes. It is dangerous to bike in Westlake.

Not seeing how being bike friendly increases car commute time, unless lanes are reduced. Need to do more than just add bike lanes on center ridge to get people to commute by bike. That will give us center ridge and Hilliard with bike lanes, but no north/south streets. One option could be to widen sidewalks and have a dedicated portion of that be for bikes.

Center Ridge Road is an unsafe, constricted and predominantly ugly roadway lacking adequate setbacks, berming, shoulders, wide sidewalks, and too many street cuts.

There are too many eyesores on Center Ridge, traffic travels at high speed too close to sidewalks. The businesses and buildings that occupy CR are random. Some buildings just need to be knocked down. We do not need any more multi family housing on center ridge or all of westlake for that matter. Do what it takes to make the city a family destination to maintain the integrity of the schools and housing market.

Please leave existing wetlands and mature trees.

Unfortunately the survey seems to indicate an interest in adding bike lanes. I think we need to update and clean the area before people will want to be riding bike/visiting destinations etc. Center Ridge Road has been neglected for years. The city has talked of renovating/updating the Dover Center/Center Ridge area several times in the past with no follow through. The Balluks building has been a subject of these discussions. The corner is an embarrassment to our A+ Upscale Community, even more so with our new school in the area. In trying to improve the area with potential new businesses and new buildings, the property owners have been meet with resistance from the Westlake Planning Commission, Councilmen and neighboring residents. Yet the Real Estate Taxes are for ever increasing. Before Crocker Park came to town, Center Ridge was to be the downtown of Westlake. I look forward to a revitalization of the area first then the biking paths.

We need to keep as many green spaces in Westlake as possible. We are cutting down too many trees for more homes. We need a park or something that all residents can use. It is becoming too commercial.

"Please do not add shopping centers. We have plenty of them.

Keep as much green space as possible. Do not want Westlake overcrowded with traffic from more homes and businesses."

There is no reason for more strip malls or housing in Westlake! Please stop ruining the character of Westlake!

"Repeating an earlier comment ...

Currently, my street (Bay Landing Dr) is completely missing any signage. There is only a single entrance and it's off Center Ridge. We VERY much need a street sign for my street. It's a real headache trying to guide visitors without a sign."

"Please consider this information for the entirety of Westlake. Concerned citizens are saddened and irate that our once treelined beautiful city has become a haven for retail, corporate headquarters and more and more housing developments, cutting down trees in the process.

Crocker Park (which we opposed to begin with) should be a walkable trip for us, but because of the increased traffic and no bike lanes, is unsafe to get to. Also, what is to become of the former elementary school sites? Will residents have a say there? Please create park space and remove the school signs along the streets.

I suggest you read posts on "Next Door" app re. the "Crocker Woods" development and the many resident responses."

Improved walkability is more important near the elementary school/ library than at the East/west ends of town. The lanes between Clague and Columbia are very narrow, it is uncomfortable to drive with someone in the lane next to you.

Town Center and a bike trail to new Pool at Clague Park

People drive too fast on Center Ridge and they often cross over the double yellow line.

Just because there is money and undeveloped space does not necessarily mean you have to build something. Sometimes things are fine the way the are.

Thank you for this opportunity, I live a house away from Center Ridge, many cars often exceeded the sped limits, and the lanes are very narrow, my grand-children attend Westlake Elementary and walk to my home. Would love to see a boulevard like Hilliard, or at least reduce lanes to 3 or 2.

side walk is a tripping hazard in some places

Get rid of Rumpke. They've littered yards for several years, our trash bins laid sideways or in our yard.

Traffic patterns around center ridge and Dover center are Much improved since last years project.

Please do not add bike lanes on Center Ridge Road. Bike lanes add confusion. I can already see that you intend to add bike lanes no matter what anyone wants.

The historic development of Center Ridge Rd. has been haphazard and will be difficult and expensive to correct.

Whatever is decided, please do not refigure traffic as Cleveland did to Euclid Avenue with the Euclid Corridor - absolute disaster.

Encourage more modern businesses and entertainment along this street. Make it more interesting.

Uniform architecture for future building. Not the mishmash we have now!!! Get rid of that abandoned car lot(Westlake Car Care) and the Health Center. What Eyesores!!!!!

Although I like the idea of a bike lane, Center Ridge is already too busy and too narrow.

Need to do something about the unsightly closed businesses mentioned

Priority should be given to maintaining good road conditions year around and timing lights to prevent traffic backups and waste time

The abandoned structures and run-down buildings at Dover and Center Ridge are real black eye to the city.

I would ensure there are good, safe sidewalks along both sides of the street all the way up and down - especially west of Dover where we have the library, SJWS, and the rec area which attract many students and older people. In general, if the street isn't more attractive I wonder if there would be any additional bikers or walkers regardless. The intersections need to be more amenable, too. As for biking, right now I simply use my bike rack and go to Lake Road or the Metropark. There's really no where to ride in Westlake - including Hilliard which is often unsafe even with the bike lane due to traffic, leaves, water, intersections, etc. and the park where the lane is too narrow to accommodate walkers, runners, skaters, strollers, etc..

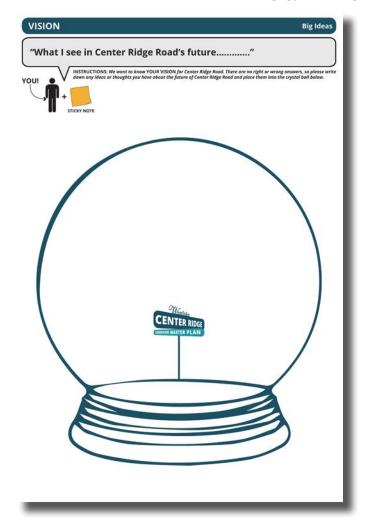
There are sections of Center Ridge that are too narrow. I would consider biking and walking on the road itself to be dangerous.

"I was on the Master Planning Committee for the City of Fairview Park when they did Lorain Rd.

//

Public Meeting #1 & Survey - 2 Results

IMAGES: INTERACTIVE BOARDS CREATED FOR MEETING & ONLINE SURVEY





"WHAT I SEE IN CENTER RIDGE ROAD'S FUTURE..." (VISION)

Trees

Less lights, yes to Roundabouts, and more Bike "trails".

Vibrant street, level retail, and beautiful landscaping. Pedestrian friendly. No roundabouts. Trees, flowers. Feel of Old Rocky River. Walk friendly. Friendly lighting.

Better maintenace of vacant buildings, especially those at intersections. Speed control of thru traffic to and in pedestrian safety.

Trees and better bike access.

Move trees. Walkability. Dover residential.

Would love more street trees but given the service lines above, eletric comp. Trimming would soon make them an eysore.

A big plan needed for the strip mall (westwood intersection to CRR) - that whole thing needs an update and master plan on its own.

Flower boxes, park benches, flowers, trees. NO Roundabouts.

Presentation well done! Informative, concise, user friendly, great vehicles, easy to communicate.

Widen lanes, but maintain the ability to cars to park in the lane disection - this allows people who want to travel. Lower the ability- there in a way to increase place multi-modality without limiting access. I'm a resident mom, a walker, a biker, and a driver - it can be done.

Bike pathes and increased tree canopy.

Safety for school children.

From Dover center to Columbia Road (walking shopping and restaraunts. Bury electric wires in order to add street trees.

Needs more neigborhood shopping - West End.

Technology and entreprenual innovation opportunites.

No roundabouts.

Cool little cafes and eating places, sitting areas, coffee shop, (NOT Starbucks) Wine shop.

Buy more land. Parks and trails. Balance traffic and nice stuff.

Flower pots hanging from telephoe poles.

Mid-block cross walks.

Well lit roadway and walkways. +1

Well lit roadway and walkways.

Roundabout CT Ridge and Mills.

Trees and walkability.

More trees and greenery.

NO BIG BOX STORES. Develop existing vacant storefronts.

More pedestrian and family friendly need more trees.

Traffic design that is safe and efficient, ithout falling for fads - ditto

Traffic design that is safe and efficient, ithout falling for fads

Outside of post office -exit is a concern. A place people want to go and stay is pretty.

Westparks - Rocky River dairy used to be 4 lanes. It was reduced to 3 lanes. I was surpised at how muvh more manageable it became. 3 lanes are smarter and flow easily.

Right turn lane for Mills Rd.

Easier for bikes and walking. Kid friendly. Crosswalks.

Keep dover center residential. Not a feeder to CRR

Better sidewalk and more greenery.

Retail store fronts.

I would like to see a walkable area near Westwood/center Rudge. It is quite dangerous with the cars so close to the sidewalk. We were in detroit suburb of Troy, MI and it looks so nice with parking in back but nice. (2012 W Big Beaver Rd, Troy, MI 48084) May be what they were talking about.

Sidealks more friendly for walkers/bikers.

Intersections more friendly for walkers/bikers.

NOT LIKE LORAIN AVE.

NOT LIKE LORAIN AVE. Less street Outs wider right of way. More landscaping More streetlights better quality.

Make it walkable and attractive.

Trees

Convert all CRR to 3 lanes. 40' insufficient for 4 lanes.

Increase business for businesses on center ridge.

Mixed use parks and trails next to retail and homes like older neighborhoods. DO NOT build a bikepath on ANY city road. Instead, expand sidewalk size, build it there. Bikes on streets, NO! I'm an avid rider who is concerned with safety. - Ve

More city involement with difficult parcels on west end for retail.

More trails. Just balance traffic West side access to rest of Westlake. Not turning it into retail strip as North Olmsted has done with Lorain Road. Visually appealing signage with safety maximized for pedestrians and bicy-

I would like to see less development and more green space. I have been a resident of Westlake for almost 50 years and have seen many changes, not all of them good. It was a beautiful community until all of the development and I feel that Westlake has lost its small town charm.

no orange barrels

"I would like to see buildings of similar style on the fascia.

Wide sidewalks with benches and hanging plants.

Get rid of the phone poles and put all the wiring underground. Small shops. Bulldoze the accucare plaza and rebuild."

The 1950s mid-century modern shopping area around Westwood and Center Ridge as a destination of local restaurants and local retail with the even older remaining historic buildings restored and the creek uncovered as a natural place-making device. The 1980s Dover Village shopping center torn down for parking. I support the "road diet" reducing the travel lanes to 3 lanes with extra lanes at intersections. The whole length of the street enhanced with tree lawn trees and hanging baskets and bus stops with amenities. An off-street APT connecting the Westwood/Center Ridge area with the library, PO, elementary school, Rec Center, hospital and Bradley Woods.

A roadway that safely and quickly moves East - West traffic while maintaining safety required with new new schools.

I would envision something that is pedestrian friendly. I think you need to be attentive to the fact that there are residences along this way, both individual homes and housing developments ie Forest Parkway, Canterbury Estates. Hopefully there will not be a mass of commercial businesses allowed to infiltrate these residential areas.

A well lit corridor for easy commuting across town Safe for pedestrians and drivers.

Wider lanes, more merchants, a dedicated gluten free restaurant

A family restaurant where people who work in Westlake may want to have a quick sit down lunch perhaps located where Friendly's was many years ago. Friendly's should be removed if not used.

Trees, landscaping, housing. Limited small business. Limited to 5 lanes 2 east/2 west and one turn lane. Crocker and Center Ridge Corner area is extremely dangerous if you are on a North property trying to go West. Too many lanes to cross. Do not want it to look like North Olmsted - Lorain rd. from Crocker to Mall. Large number of vacant businesses. Looks terrible. Was way overbuilt for community

Perhaps some smaller retail in the currently empty buildings/lots...nothing too expansive.

I would like Center Ridge Road to be more pedestrian and bike friendly. The sidewalks are quite close to the street. I would also like to see more green-space added through the corridor.

"Property maintenance enforced.

The ""Baluks"" plaza at Ctr. Ridge & Westwood needs a facelift. The former Westlake Library bldg at Ctr, Ridge & Westwood needs better handicap access, its present ramp is dangerous and hardly accessible in snow and ice. The little office bldg on the north side of Ctr. Ridge between Canterbury & ForestPark looks like a WWII bunker. Sidewalks between Canterbury & Dover (on the north side of there road) are often overtaken by weeds and a mammoth privet hedge. The city gets after homeowners for uneven sidewalks, how about the businesses along Center Ridge itself? This ""tree city" is lacking trees along the Center Ridge corridor, a single variety of tree (ginkgo) planted all along this road would help in unifying its visual appeal. Relocate the location site of the overflowing ""planet"" clothes donation bins (in front of Golden Shears), to either next too or behind the buildings, right now it is a nasty eyesore. I am not allowed to place trash out on my tree lawn until 6pm the evening prior to trash pick up, these donation bins are our 24/7, look like crap and simply don't need top be placed there. "

Beautification would be a great idea for center ridge. No more retail, since the city already has so much retail. There is a lot of space with trees along stretches of the road. Those areas can be kept as green space, since Westlake doesn't have much green space remaining. More trees along the side of the road would be lovely. Refacing old buildings to a decided upon standard. Creating a safe environment for the school children by creating walking areas and removing drinking establishments (bars) from the immediate

"I WANT CENTER RIDGE ROAD TO BE..." (PRINCIPLES) Multi-Vibrant & Cohesive Connected Landscaped Efficient Unique **Ecological** & Unified Modal Active **Public Meeting Online Survey Total**

IMAGES: INTERACTIVE BOARDS CREATED FOR MEETING & ONLINE SURVEY



"CENTER RIDGE ROAD NEEDS..." (IMPROVEMENTS) Branding Signage Public Art Landscaping Site Furnishing **Public Meeting** 5 24 58 15 42 **Online Survey** 13 34 30 64 56 Total 98 18 58 45 122

"CENTER RIDGE ROAD NEEDS" (IMPROVEMENTS)					
	Pedestrian Infrastructure	Bicycle Infrastructure	Transit Infrastructure	Car Infrastructure	Traffic Calming
Public Meeting	46	38	13	12	29
Online Survey	55	46	28	32	35
Total	101	84	41	44	64

"CENTER RIDGE ROAD NEEDS" (IMPROVEMENTS)					
	Neighborhood Retail	Convenience Retail	Single-Family Residential	Other Residential	Office
Public Meeting	64	15	27	22	12
Online Survey	67	22	36	32	27
Total	131	37	63	54	39

"DESIGN & IMPROVEMENTS ON CENTR RIDGE RO

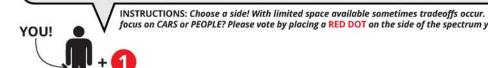
CARS

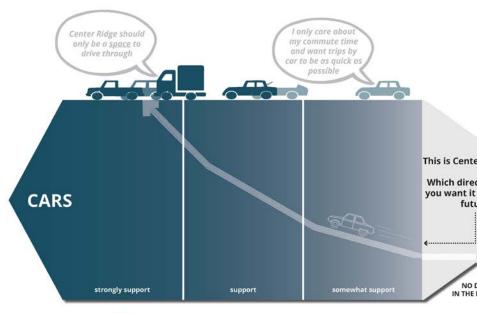
	Strongly Support	Support	Somewhat Support	Somewha
Public Meeting	5	3	4	
Online Survey	9	18	5	
Total	14	21	9	1

CHOOSE A SIDE

1 DOT

"Design and improvements along Center Ridge Roa



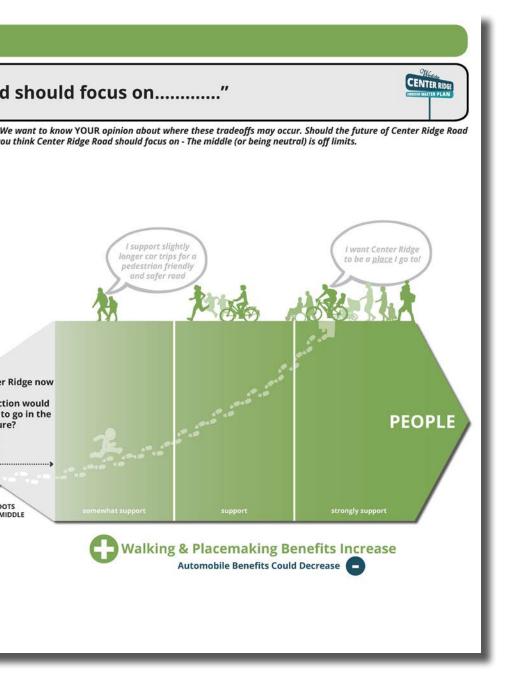




PEOPLE

at Support	Support	Strongly Support	Cars	People
5	13	30	12	48
5	13	30	32	46
16	25	53	44	94

IMAGES: INTERACTIVE BOARDS CREATED FOR MEETING & ONLINE SURVEY









"Where are the outstanding features....."

YOU! INSTRUCTIONS: What is YOUR opinion about ASSETS on Center Ridge.
Please place GREEN PINS on places you like to visit or consider outstanding features.

+ "This place is great"

"Where is there room for im

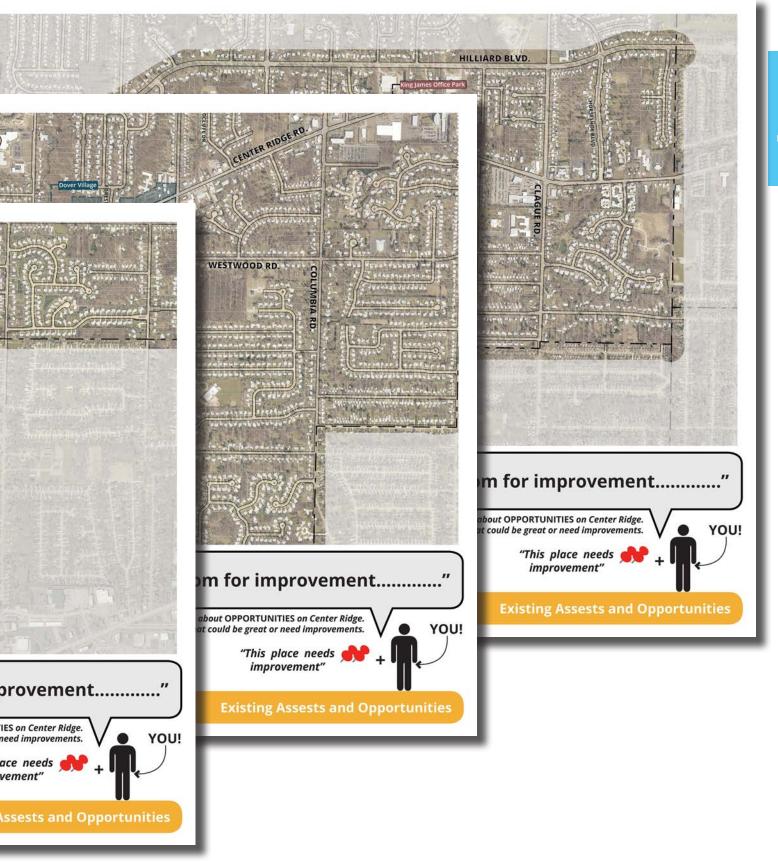
INSTRUCTIONS: What is YOUR opinion about OPPORTUNIT Please place RED PINS on locations that could be great or

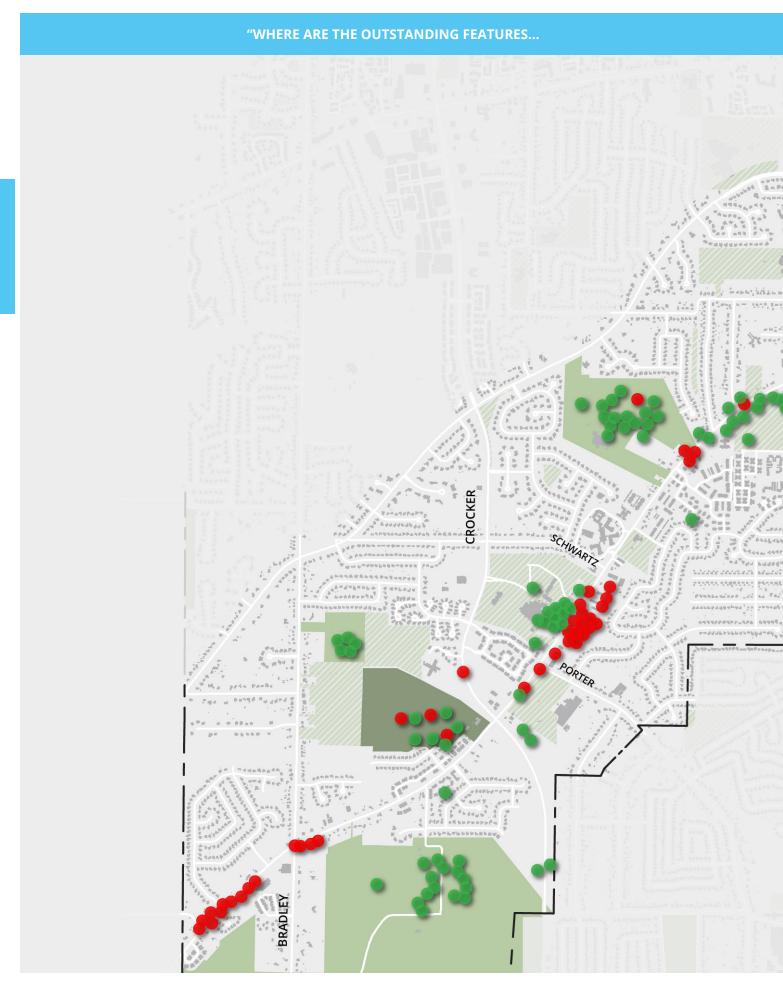
"This pl impro

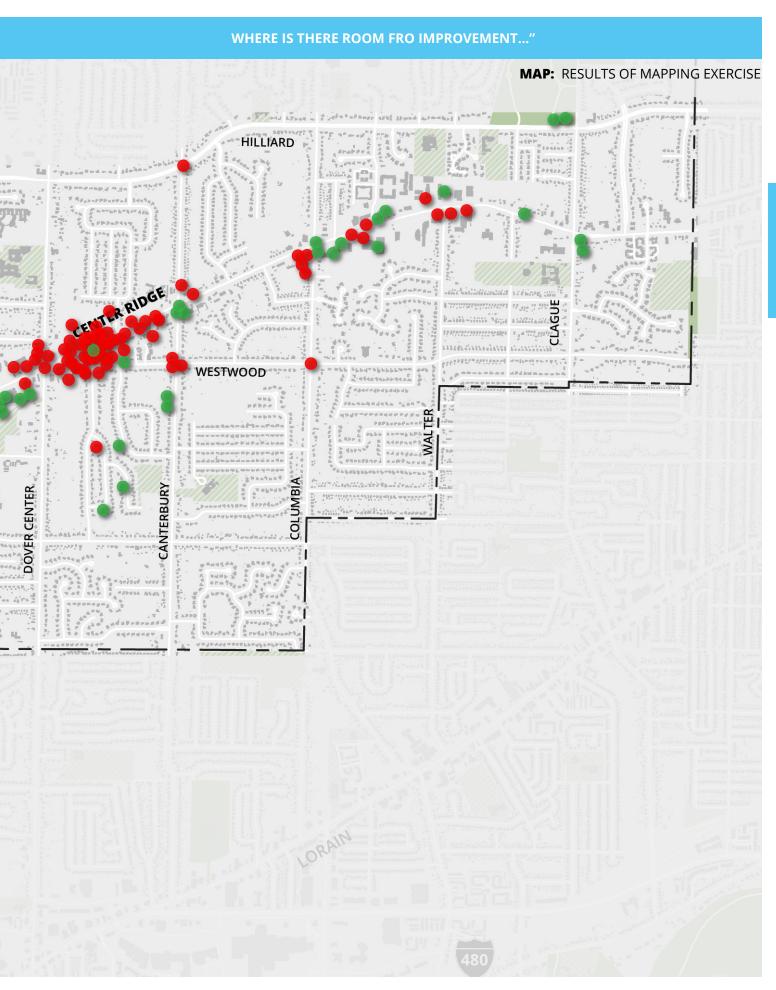
MAPPING

Existing

IMAGES: INTERACTIVE BOARDS CREATED FOR MEETING & ONLINE SURVEY







Public Meeting #2 & Survey - 3 Results

HOW IMPORTANT IS	IT TO IMPLEMEN	IT THE FOLLOWI	NG RECO
	Not at all i	mportant	
Plant more street trees in the Public Right-Of-Way	12.56%	50	18
Add public amenities (bike parking, new street lighting, site furniture, etc.)	10.13%	40	2.
Develop a Storefront Improvement Program	5.29%	21	16
Develop a Landscape and Signage Improvement Program	4.04%	16	19
HOW IMPORTANT IS IT TO I	MPLEMENT THE	FOLLOWING REC	OMMEN
	Not at all i	mportant	
Build multi-use trails	13.26%	50	20
Install bike boulevards on adjacent neighborhood streets	17.02%	64	2
Add additional bus shelters	23.62%	90	40
Create additional pedestrian and bike connections to community amenities such as Bradley Woods Park	11.11%	43	1

MMENDATIONS TO MAKE CENTER RIDGE ROAD ATTRACTIVE?						
Less Impo	Less Important		Important		Very Important	
.09%	72	37.19%	148	32.16%	128	398
.81%	98	35.70%	141	29.37%	116	395
.37%	65	36.27%	144	42.07%	167	397
.70%	78	40.15%	159	36.11%	143	396
					Answered	401
DATIONS TO	O IMPROVE CON	NNECTIVITY ALONG	CENTER RIDGE I	ROAD?		
Less Impo	ortant	Impor	Important		Very Important	
.69%	78	36.87%	139	29.18%	110	377
.13%	102	36.44%	137	19.41%	73	376
.94%	156	29.13%	111	6.30%	24	381
.31%	67	40.05%	155	31.52%	122	387
					Answered	389

WHICH RECOMMENDATION DO YOU THINK IS THE MOST IMPORTANT IN MAKING CENTER RIDGE ROAD ATTRACTIVE?

Answer Choices	Respo	nses
Plant more street trees in the Public Right-Of-Way	19.30%	77
Add public amenities	15.29%	61
Develop a Storefront Improvement Program	36.09%	144
Develop a Landscape and Signage Improvement Program	20.80%	83
Other (please specify)	8.52%	34
	Answered	399
	Skipped	5
OTHER		

Bike Lanes

Widen several portions

Underground utilities, and new modern street lights and posts. Let's start with the outdated telephone poles, cables, and wire, and street lights. street is already so narrow

No bike lanes like on Hilliard folks who use them do NOT obey traffic laws and respect motor vehicles on the road don't want to see this anywhere else in Westlake

Westlake in general and center ridge in particular is not very pedestrian or bike friendly city. Sidewalks that are right against a busy street is not safe and looks terrible. Yes it should have more trees also

Widen the road

Improve the road conditions. Right lane floods in heavy rain. Less crime. Wasn't too long ago police had the area locked down for a search.

Better bike trail

Make it more walkable for residents.

Get rid of used car lot/garage at Schwartz n quit storing cars at Bradley Clean up the area between Bradley and Lorain County Line. We live at the most western part of road. Abandon house, fields with junk thrown out. For what we pay in taxes, I feel like we live in a bad part of town. Take a walk from county line going east and see what I see every morning when I walk. 3 lanes that are wider (turning lane), bigger tree lawn area, slow the traffic down.

Pedestrian and bike lanes

A mix off adding more trees and adding landscape throughout. Westlake was

known for its tree and woods. Now they're all being torn down for developments.

Storefront improvement without trees reduces impact. Need both! Nothing, stop wasting money doing dumb superficial construction Make it two lanes wide with a turn lane in the middle, like Lake Rd in Rocky River

Bike trail

Better signage, better land usage, I.e. turning lanes at intersections Maintaining 4 lanes and keeping speed limit at 35mph.

Maintaining 4 lanes and speed limit of 35 to prevent traffic congrstion Fine the way it is

Widen the street so there are a full four lanes

Nothing

Must be a combination of trees and new, wider sidewalks/bike paths Require greenery/trees and signage consistency for permits. like to see more

over 100 crashes have been reported in the past 5 years, most "mature related". Improve safety for road users of all ages, all modes and abilities. synchronize traffic signals to move Center Ridge traffic

Center Ridge Road is utilitarian. Crocker Park is for attractiveness. Don't detract from that.

Safe bike paths and parks or bike/walking trails

All four recommendations should be considered as one unifying recommendation

i

WHICH RECOMMENDATION IS MOST IMPORTANT IN MAKING CENTER RIDGE ROAD CONNECTED?

Answer Choices	Responses	
Build a multi-use trail	32.55%	125
Install bike boulevards	12.50%	48
Add bus shelters	7.81%	30
Create pedestrian and bike connections to amenities	39.32%	151
Other (please specify)	7.81%	30
	Answered	384
	Skipped	20

OTHER

Add a dog park that Westlake residents could use instead of having to go to other communities. Center Ridge is centrally located and well suited for this. Priority is to widen road for safer vehicle travel.

Clean up the store fronts. The only decent lot on Center Ridge is the SE corner of Columbia & Center Ridge

None of the above fix up store fronts pave the road and leave well enough

Widen the road to make it safer for vehicles to travel, as the current lanes are not to code

Improve turning lanes

Park Settings

Enforcing the speed limit so people feel save using it.

Connected to what

I've never seen a bus go down Center Ridge at our end.

maintain enough traffic lanes to avoid traffic congestion

Don't care

None of the above

None of the above. Bus service in Westlake is not used by Westlake residents and adding bus shelters won't change that.

Making a trail would make it easier for community members and kids to get to and from places safely. Avon lake has several wooded trails that connect throughout the city

Make the lanes wider

Please stop doing frivolous construction that does not benefit anyone Making the parks nicer

More useful retail like

We need a bike lane on the toad divided from the cars. It is difficult to ride a bike on the sidewalk when there are roller blazers, strollers dogs etc

None of these

Keep traffic moving by maintains 4 lanes of traffic

Center ridge is connected. Stop wasting money.

Landscape

like to see walking trails

ped and bike connections to retail and dining options.

Speed.

N/A

Has to be able to handle traffic much better then now it's fine as is

HOW IMPORTANT IS IT TO IMPLEMENT THE FOLLOWING RECOMMENDA

	Not at all important		
Add mid-block crossings	12.80%	48	25
Apply intersection improvements (high visibility markings and signage, etc.)	4.46%	17	11
Develop a Safe Routes to School Plan	5.80%	22	11

	HOW IMPORTANT IS IT TO IMPLEMENT	THE FOLLOWIN	IG RECOMMEN	DΑ
	N	Not at all importar	nt	
Implement a Road Diet	21.3′	1%	78	19
Reduce the speed limit to 25 mph	46.38	8% 1	173	33
Reduce the number of driveways and use s	hared entrances/exits 20.49	9%	76	30

HOW IMPORTAN	IT IS IT TO IMPLEME	NT THE FOLLO	WING RE
	Not at all ir	nportant	
Guide development to better align with the distinct areas	9.14%	33	2
Update the zoning code to allow more walkable mixed-use developments	8.22%	30	20
Create an Overlay District to help implement the vision of the Plan	11.61%	41	27
Utilize other tools and incentives to help stimulate re-development	8.99%	32	19

TIONS TO ENSURE THE SAFETY OF ALL USERS ON CENTER RIDGE ROAD?

Less Importar	nt	Important		Very Importar	nt	Total
5.60%	96	38.13%	143	23.47%	88	375
.55%	44	45.93%	175	38.06%	145	381
.61%	44	35.62%	135	46.97%	178	379

Answered 385

TIONS TO ENSURE THE SAFETY OF ALL USERS ON CENTER RIDGE ROAD?

Less Importar	nt	Important		Very Importan	t	Total
9.95%	73	36.07%	132	22.68%	83	366
8.51%	125	16.35%	61	3.75%	14	373
).46%	113	34.77%	129	14.29%	53	371

Answered 374

COMMENDATIONS TO MAKE CENTER RIDGE ROAD VIBRANT?

Less Impo	ortant	Import	ant	Very Imp	oortant	Total
7.70%	100	47.09%	170	16.07%	58	361
).82%	76	41.92%	153	29.04%	106	365
7.48%	97	46.74%	165	14.16%	50	353
9.66%	70	47.47%	169	23.88%	85	356
					Answered	366

WHICH OF THESE RECOMMENDATIONS DO YOU THINK IS THE MOST IMPORTANT IN MAKING CENTER **RIDGE ROAD SAFER?**

Answer Choices	Responses		
Add mid-block crossings	9.70%	36	
Apply intersection improvements	22.10%	82	
Develop a Safe Routes to School Program	18.06%	67	
Implement a Road Diet	25.34%	94	
Reduce the speed limit	4.31%	16	
Reduce the number of driveways	12.40%	46	
Other (please specify)	8.09%	30	
	Answered	371	
	Skipped	33	
OTHER			

widen widen widen

The city made the intersections wider. They weren't that wide in the 1980's. The city is creating their own road problems with intersection sizes. The city has zoned all of those businesses on Center Ridge.

Enforce current speed limit at all times

enforce speed limits, high majority of traffic is at least 10 mph over the speed limit now.

enforce the speed limit

Widen the road

You want to drop the speed limit to 25 but you increase the speed on Canterbury from 25 to 35 and now it's a drag strip. You make no sense. Would like to see some traffic enforcement by the police

Don't care

At some points the sidewalk is right next to the road, move the sidewalk so there is grass in between the sidewalk and the road

One of the most beneficial recent improvements in Westlake was the widening of the intersect Dover and Center Ridge. This improved traffic flow and pedestrian crossing safety. I'd hate to see this revert back to what it was before. I also think reducing the speed limit is not necessary. Is there evidence of a high rate if safety issues and crashes on Center Ridge? Widen the road

It's already pretty safe, so looking for problems

Make sure lights are functional and timed well

Reducing it to a two lane would help. People innately have the idea that they can drive faster when there is a 4 lane rd. I live on center ridge it is mainly motorcycles that speed by loudly. Also living on center ridge and knowing that my kids will go to school on center ridge is also a sad. There's so many major intersections that I would need a safer route to school planned for

I swear to God please don't reduce the speed limit

If it is 2 lanes you still have to stop behind people turning right. I think this will drive more and faster traffic to Hilliard where the bike lane is unprotected from cars. I have seen distracted drivers many times veering into the bike lane. This should also be considered

Stop more developments from tearing down trees and cramming more crap

A road diet without the bike lane

Maintain 4 lanes and keep the speed limit at 35 mph

Maintaining a 35 mph and 4 lanes of traffic to prevent congestion. This is a horrible idea.

None

Widen the road to four full lanes and stop with this road diet/complete street boondoggle.

Visible police presence. When people know that police are monitoring a road (speed trap, unsafe driving etc.) the users of that road are more careful. no changes needed

Proactive analysis of near misses to complement crash history pattern identification and implement countermeasures.

Speed limit is 35 MPH now and people drive in excess of 50 MPH at times, crash lights etc. Maybe we just need to police the road like it used to be. Red Light on Glenmore is entirely tool long, then when we get the green light, drivers crash to the on Center Ridge Road anyway. too

Make sure that the smooth of commute movement by auto Reduce the waiting for red lights when no crossing traffic is present few students live near elementary school; most are bused

WHICH RECOMMENDATION IS MOST IMPORTANT IN MAKING CENTER RIDGE ROAD CONNECTED?

Answer Choices	Responses	
Guide development to better align with the distinct areas	20.33%	74
Update zoning code to allow more walkable mixed-use developments	31.04%	113
Create a Center Ridge Road Corridor Overlay District	12.91%	47
Utilize other tools and incentives help stimulate re-development	28.30%	103
Other (please specify)	7.42%	27
	Answered	364
	Skipped	40

OTHER

Westlake has every amenity, except a dog park. Don't make your residents to go other cities for something we should have in our own.

I'm not sure which of these would be most important.

Safely widen or in some sections return to three lanes with a center turn lane. The office buildings on the east end of center ridge cause numerous traffic delays because of the lack of a middle turning lane. There is a high concentration of commuter traffic there. Very few people walk or bike there. People will not walk there with the way the area is zoned. No one wants to walk in high traffic areas or unattractive areas. The city zoning failed this area in regards to pedestrian traffic. Leave the area as is & quit wasting our tax dollars. The city designed it that way. Now we have to live with it. You do not even see people walking on the west end of Westlake where there is a more residential feel & parks. I drive Center Ridge 6 - 8 times per day. Quit wasting our tax dollars.

Do not widen Center Ridge Rd. anymore.

Update only for Safety with mid-block crossings and visual appeal with landscape, trees, and clear easy to see signage and pedestrian/traffic markings signage.

City should purchase the available corner at Dover Center and Center Ridge and develop a small park area that maybe could highlight the history of Westlake (Dover) with trees, gardens and pictures (plaques) of the original buildings since that corner was supposed to be the town center. better sidewalks

Does the city have so much money stashed away that it needs to waste it on revamping Center Ridge Road? If our tax dollars are burning a hole in the city's pocket then give us a refund instead of wasting more money on this like

when you fixed only certain small sections of concrete on the sidewalks that was a joke

Widen the road to allow two vehicles to safely drive side by side Hanging Pots of Flowers by the city as Fairview does on Lorain Road If you really want to make the city "vibrant" make the street lighting better throughout the whole city. Not just a road. Cleveland put LED lighting everywhere. Even the side streets and it's much better lighting. Some streets are so dark at night in westlake. Focus on the city as a whole. Not just a part. Tie between updating zoning code and corridor overlay

There is enough houses and businesses here

I don't care about the road being vibrant, please stop looking for ways to spend money

Please specify what an overlay district is

I think a mixed use pedestrian path needs to span the entire street, not just in civic and western areas, but also in the commercial area. The commercial area gets too much traffic as it is, it needs to be made more pedestrian friendly. As it is, it feels like you're walking next to a highway. Leave it aline

Maintaining 4 lanes of traffic and 35 mph; spend \$ to beautify without altering or impeding traffic flow. If you make this one lane, no one will take center ridge and it will affect businesses negatively.

None

Private parcels are developed privately.

Incentives for consistent and attractive development, such as financial incentives for businesses to have seasonal planters; condition permits on consistent signage and appropriate business development that maintains an

OF THE THEMES OUTLINED IN THE COMMUNITY VISION BELOW, WHICH ONE DO YOU THINK IS MOST I

1

Attractive	25.00%	87	28
Connected	12.99%	46	29
Safe	49.44%	177	24

ANY ADDITIONAL COMMENTS OR ANY ITE

The needs to be more store fronts. On King james that whole plaza is basically empty get some stores in there. I either shop in fairview or avon becasue westlake does not offer any shopping but crocker which is too hard to use in the winter.

I agree that the current design is too narrow and people drive too fast. Thank you for asking our opinion.

"The strip near Westwood with Accucare is a real eyesore. The tenants should be required to make improvements."

I live just off of CR close to the rec center. It is like a quiet oasis in a great suburb. Please keep that small town flavor that attracts many people. The vision I saw was a great start and hopefully can help avoid the mess that CR has become in Parts of Rocky River and North Ridgeville.

Overall I'd love to see more greenery and more public art (sculptures, projects) along Center Ridge. I'd prefer not to see more multi use housing as it doesn't add to the lush vision for the area.

widen beginning at Rocky River and work west.

The nature of businesses the city has zoned for Center Ridge Road is the issue. So is all this multi family housing recently being built. The city is creating the traffic issues by their zoning designs. Their mega size North - South roadways have created mega intersections where you need to be a sprinter to cross the street. Very few ride bikes or walk to the store on Center Ridge & that is because of the nature of businesses on that road & the distances involved. The United States is a commuter country based on the auto. This is not Europe where little neighborhood stores dot the city in close proximity. I am not getting on my bike to pickup a pizza at Sweet Basil Pizzeria. I'm not walking to Rite Aid on the corner of Center Ridge & Clague. Cut it out with the bikes & walking. I only have a certain amount of time in the day to get what I need done & I am definitely not chasing things down on a bike or walking. Quit wasting our tax dollars on these trivial projects. All of this should have been accounted for in the original city zoning. If the zoning is that incorrect fire the people that did it, because nothing has changed in the city since the 1990's.

It's important that keep green space and stop cutting down trees to further develop the Center Ridge corridor when there are so many vacant businesses, which are eye sores! I'm embarrassed by the stretch of Center Ridge that I live off of - the eastern to middle part. It in no way reflects Westlake's vision.

The city does not care about the safety of it's residents on Center Ridge Rd. The proof is the number of YEARS it took to place a traffic light where the Rec Ctr exits on Center Ridge. I'll be curious what safety measures it takes and when.

Let's attract premium services and shops for our local residents that don't want to leave the city for a simple cup of coffee or a higher end grocer. Crocker park is not always an option for all of us along Center Ridge. Thx

Make it two lanes with a turning lane in the middle - slow it down.

If a bike lane is added to Center Ridge, it is important that there be a way to get to those lanes from all areas of Westlake. Don't lower the auto speed limit from 35mph. If we pursue a road diet, could the extra lane be given over to a protected bike lane (l.e., one separated by a median that perhaps has trees, flowers, etc planted in it)? This seems preferable to using adjacent streets as the bike route, gets bikes of the sidewalk, and makes it much safer for kids and adults to bike center ridge. Tear down old structures and redevelop. No more nursing/old age homes.

Great concepts. Center Ridge is challenging to drive. The sidewalks are in terrible shape and embarrassment to the city - shows lack of concern for public safety. The Masonic Lodge is depressing - there are so many buildings that need help. Hoping to see wonderful improvements - and hopefully not take 10 years to develop. Get some quick wins please!

"DO NOT drop the speed to 25 mph

East-West travel is already painfully slow - killing speed and lanes would be death for us the current residents"

Definitely need expansion of middle turn lanes throughout Center Ridge. Make it more like Hilliard but with nice commercial areas.

My opinion is that bicycles DO NOT belong in the street! There are too many distracted drivers and bicycles accidents are up in many cities that have dedicated bike lanes! Further, most bicycle riders often do not stay in the lanes, causing an extreme slow down of traffic. Bicycles should ride on dedicated paths or safely on the sidewalk. NOT on a busy street, riding in a tiny 2-3 foot lane.

Putting the new school on a busy street seems to have created more problems.

Increase police presence around high traffic intersections and high impaired driving times.

I commute on bicycle often on Center Ridge. Please add bike lanes.

I honestly feel that whatever Center Ridge Rd. does not need to be widened anymore. Widening this road will only lead to more problems and my wife and I will probably move to another location or another city.

Prefer twlt lanes with bike lanes along the curb all the way from Clague to Bradley connecting the City's two biggest parks.

Any "improvement" by definition would not and should not develop any land/green space with trees/woods/fields to accomplish updating and "redeveloping" any area

MPORTANT? PLEASE ORDER THE THEMES IN ORDER OF MOST IMPORTANT (1) TO LEAST IMPORTANT (4)

2		3		4		
3.74%	100	29.02%	101	17.24%	60	348
9.66%	105	29.38%	104	27.97%	99	354
1.58%	88	13.41%	48	12.57%	45	358
7.28%	61	28.05%	99	41.36%	146	353
					Answered	358

MS THAT WE MISSED, PLEASE LET US KNOW

of Center Ridge Road. Part of what makes Westlake desirable are the tall mature trees, parks, woods, etc AND the wildlife easily spotted in our community. If we wanted to live in a "concrete jungle" we can move closer to the inner city. People move to Westlake to get away from all the development. Please keep our city feeling RURAL. Otherwise we will be no different than the Eastside. PLEASE do not get rid of any more treed/field areas in Westlake!! This IS a main factor making us different than the Eastside of Cleveland. Thank you!!!

Need to lease or sell vacant commercial properties. They are an eyesore.

Keep green space. Stop building!

Center Ridge definitely needs a face lift. Should include added trees and ways to improve the look of existing buildings. Not modern style, but a more pleasant small town style in appearance. It needs to look more inviting, not a place you just want to drive by. Maybe something more cohesive.

it is a narrow road

Unless you add a bike line, having a left hand turn lane would make traffic worse, combining 2 lanes into one. Center Ridge is not Crocker Park, they should not be compared. 35mph is a good speed, 25 mph would be too slow for the type of road.

To keep traffic moving, building address numbers should be visible. Even with GPS assistance, this can cause drivers to hesitate while looking for a specific building address.

No bike paths bike riders along Hilliard do not obey the laws and respect motor vehicles don't want our tax dollars wasted on bike lanes anywhere in the city To utilize or update empty buildings, remove that unused gas station at Dover and center ridge.

Need to identify potential businesses for the "oppurtunity" sites that are currently vacant, e.g. Steinmart Plaza, old training facility across from Health Campus Dr, Friendly's, etc. Also need to prioritize refresh the area by Westwood (Rusty Barrel, AccuCare) and the SW corner of Canterbury interestion. Bringing in Vitalia in place of the trailer park was the best thing to happen to Westlake / Center Ridge since we moved here in 1995!

Lanes too narrow. Cars drift when there is oncoming traffic

Widening the road

Westlake needs more trees planted on our roads

Attract private investment into the properties along the corridor. Focus government efforts on street maintenance, lighting and safety.

Bikes should be prioritized

"Hanging LOVELY POTTED PLANTS as Fairview Park does each year on Lorain Rd.

Most of center ridge is business, except far west portion. Concentrate on improving the traffic to the businesses.

on columbia and clague make the curb lanes approaching center ridge right turn only. allowing these lanes to go straight causes drivers to race forward and nearly cause crashes as they force their way to merge when the streets become one lane further up the street.

These are great ways to improve and update this road. I live off of and work on Center Ridge and taken my kids to WES. I spend a lot of time on this road and always thought it could use more restaurants and other businesses. We look forward to seeing the progress and utilizing the new improvements!

Anything the city can do to make the street safer for drivers and pedestrians is a win. With having the elementary school and library on Center Ridge they way it currently is, it's not conducive for walking to either. Let's make the area more usable and family friendly.

"Are you going to take as long as North Ridgeville did in "improving" their part of Center Ridge and point fingers when the project isn't done on time?

Why focus on improving one part of the city?

The whole city needs work.

Crime seems like it's getting worse. Break ins hitting too close to home.

Put a Meijer on Center Ridge and call it a day. '

Planned expansion of bike paths shows no bike paths at all between Westwood and the Rocky River border. Hard to connect everybody with safe bicycle and pedestrian connections if half of Center Ridge is not included.

A lot of people I'll out of the post office making left turns into traffic. They think drivers on center ridge should stop in mid traffic. Also the speedway gas station same way. Also the house after Brighton Gardens looks like a pig stye. The grass and landscape is horrible and they got renters in the back with junk all over the place. Bike line would be nice like Hilliard rd

Very excited to see potential for mixed use trail, mixed use spaces, safe school pathways, and updates to the horrible eye sore being referred to as "Dover Village District." As a relatively new Westlake resident (4 years) with a toddler I am so grateful these updates are being explored!

Multi-use trail connection from the golf course to the Bradley Nature Park would be desirable.

Make sure the plane is done to the people expectations

We just moved from North Ridgeville to Westlake. We went through 2+ years of Center Ridge Road widening from 2 lanes +1 middle turn lane to 4 lanes (2 each direction). Reducing the number of lanes would be a mistake and cause more traffic problems- you should really talk to Ridgeville on why they went to the 4 lane model if you are planning on reducing the number of lanes. I am sure that Westlake has much more traffic then North Ridgeville plus you have the schools which add more traffic.

Some of the questions are phrased so that it seems pedestrian accidents with vehicles are primarily with children, is that the case? That would definitely color some of my answers.

Address the center ridge dover intersection with better businesses/restaurants for families. Address store front of Westwood and CR.

Living on Center Ridge Road, I would love to feel safe enough to walk/bike ride to destinations. It isn't necessarily the speed, but rather how close to the street the walkways are.

"Love: underground utility lines, multiuse paths one side of Center Ridge with Pedestrian walks on the other, side and behind store parking (not in front of places), beautification with landscaping and pedestrian features, cohesive storefronts and areas. Unique and interesting retail, a Christian store, coffee shop, wine store, patios, benches, street scapes. Old Rocky River has a few interesting ideas and details as many other places. Planned areas for family enjoyment and senior fun. Large three and four story buildings I don't feel works well with this and takes away from the feel and character of this plan.

You cannot compare Crocker Park to Center Ridge Rd, which is a state truck route. Crocker Park is basically a shopping center. Not comparing apples to apples. Widen the road and get rid of the rusting metal building across from St John Hospital. Get rid of the eyesore buildings on the south side of Westwood and Center Ridge. Limit the height of any future buildings to 2 stories. Please NO 50's architecture.

I like the more trees ideas, and think that should be applied to tree lawns everywhere in the city.

Turning left on Center Ridge from any North/ South direer becomes very difficult if you decrease the number of lanes, esp at peak hours.

Better enforcement of building codes

I don't know what department would come and see the abandon house, the house with all dead trees laying in the yard etc.

Not a fan of road diet on center ridge. It's busy all day long and especially busy at rush hour and for school drop off and pickup times

The opportunity for business development should be a priority along with maintaining good traffic flow. Adding any type of bike route or center median will make Center Ridge Road traffic slow and decrease the safety of pedestrians and other users

"35 mph speed limit should remain

City needs to focus on solving the drag racing and noisy muscle cars speeding through Crocker Park, up and down Crocker and Stearns etc. We see it and hear it almost nightly."

Need to look at the businesses Van Aken and Pinecrest are attracting on the Eastside. Too many national food chains in westlake not enough local, healthy food options and boutique stores. Nothing of this sort exists in the Westside suburbs and Westlake should take advantage.

Try and make it as similar to Hilliard boulevard as possible

Do not reduce the speed limit. Do not add traffic lights. Widen the road to make 4 legal lanes.

Do not lower the speed limit.

Bike lanes bike lanes bike lanes. Slow down speed of traffic in

I think it's interesting that similar response of "no need to" and "destinations are too far" are the main factor driving why pedestrian and bike traffic is low on Center Ridge. Westlake has so much suburban sprawl, I just don't see how this Corridor plan will stimulate bike and pedestrian traffic. As a resident, I'm not interested in a multi year construction project, reducing number of traffic lanes, or reducing the speed limit.

The lanes are way too narrow

"A ""road diet"" will just create a traffic nightmare in the area populated by core services such as school, library, post office, etc. This town already experiences traffic jams. Please don't make them worse out of sime misguided attempt to improve the looks of the area. Looks aren't everything. Convenience and versitality mean much more in a suburban area.

The only idea I really like here is providing access to Bradley Woods from Center Ridge. "

Please stop looking for solutions that need problems.

25 is a ridiculous speed limit for Center Ridge. Do not change from 35. Seems like this company is misleading the public

Don't add any housing!

Do not add a bike lane- it will slow down traffic and may cause more accidents for bike and car people

Knock down some of the older stores and buildings- they are eye sores. Enforce some building restrictions for unified appearance

The road between Rocky River boarder to Columbia is narrow and could use a diet. Walking to neighborhood schools would be good. Trees are good idea. Less concerned with pedestrian improvements. Not many needs to walk area.

"The road between Bradley and Crocker seems more narrow at some points where there are also curves involved. The 3 corners at Bradley are eyesores.

If the number of driveways are reduced, there will be less slowdowns for people turning. I think changing the speed limit to 25 is detrimental to using the road. I would prefer using HIlliard which has many of the ""visions" already in place and a speed limit of 35. North Olmsted tried the 25 mph on Lorain Rd. and realized it was a mistake. When N. Olmsted changed to 35 they had a much better traffic flow.

Also, I don't believe bikes have a place on the roadways. They cause slowdowns and are dangerous to both drivers and the bike riders. If biking is important to most people, they should have designated trails, not street access."

The Road diet recommendations would make me move out of Westlake... Center Ridge is a major corridor and conversion to a 25 mph for instance will increase in-

ter-city commutes significantly.

I live by Bretton woods on center ridge and am worried about the building plans to develop the woods east of bretton wood entrance. We already have busy traffic coming off of Crocker sterns, the golf course, and the townhomes west of the golf course. We should be trying to utilize this wooded area as a way to connect people to the metro parks instead of creating "vibrant" new town homes. One of the greatest appeals of a city is its dedication to its parks, community centers, and metroparks. It is was makes a city a home and not just a place to live. Expanding access to these nature areas brings life and community. Having lived in Avon lake and bay I can say that their paths are heavily used throughout the year. It can connect neighborhoods! Yes developments bring added value to the city but that benefits 20 homeowners vs. people from multiple neighborhoods. I think we need to think of what benefits the city as a whole instead of thinking about only benefiting one niche. Let's make this city look a little be more of what it was like when I grew up here!

Really, how many people are going to bike or walk down CRR? This sounds like a NOACA-driven plan to decrease the use of motor vehicles and move to bicycle and/or foot traffic. We already have Crocker Park and I don't understand the need for a six-mile stretch of this sort. Sorry.

I live on Center Ridge and I see two big issues, the first are cyclist. The current 4-lane road is not conducive to cyclists and I think it's very unsafe. Secondly, speeding is an issue. I see way too many drivers far exceeding the speed limit between Crocker & Bradley. On the weekends it sounds like I live on a racetrack. If we can address these two issues, I would be happy.

The road needs better safety and ways to have better traffic control.

Use Hilliard as a guide to bring Center Ridge closer to that standard and less like Lorain/Detroit.

No bike lanes! Drivers don't know how to deal with them properly, and while it's not bad on Hilliard, where turns are more minimal, it's asking for trouble on Center Ridge. A multi-use path would be MUCH better.

I just want Center Ridge to feel less like walking next to I-90 and more like a nice neighborhood road. I love the idea of a street diet (2 lanes and a turn lane with nice wide tree lawns) I do NOT want to add more traffic by adding more residential multi use areas in the commercial district. Crocker park is a nightmare to navigate and has a ton of traffic. I just want a street where people don't fly down (people speed like crazy) and where the sidewalk isn't right next to the road. The tree lawn needs to be bigger and nicer (think Hilliard Blvd). I don't use the western area of center ridge so I'm not sure there. The civic area needs better access to the school, library, and post office. It can get crazy at Dover and center ridge.

Widen the road especially at the Rocky River border to Clague Road.

"Center Ridge Road is a main retail road in Rocky River. Westlake needs a bustling retail

Boulevard. Crocker Park is too inaccessible and Detroit Road is not really doing the job, either."

I feel not only do we need safety for kids to ride or walk to school but a more bike friendly community in general. Bike lanes should be protected from cars with a barrier. You should be able to ride your bike from Clague Rd to the west end and feel safe doing so. I don't think we need more businesses in Westlake but make the area more attractive for mixed use development. I would like to see less commercial zoning and more mixed use zoning. I think we need to encourage more independent and local businesses.

"Please, no more developments and buildings.

Save some green space !!!!!"

Do whatever it takes to do right by the businesses that currently exist on center ridge.

Just fix ip the store fronts and pit on more trees, flower boxes. Beautify the city, stop new building and overdevelopment. Every corner doesn't need to have a building on it. Let's not become avon who sold their soles to the devil and is taking away the very reason it was nice to move out there.....nature undeveloped space.

Desperately need more green space and less development.

Move the sidewalk away from the road. It is right on top of the curb between Westwood and Dover Center. Scary for kids walking to school or library.

Please don't reduce the speed limit on Center Ridge.

Please consider more trees!

This is a total waste of taxpayer money Take a good look at how messed up Euclid Avenue Is now also we live in Northeast Ohio which you can only walk or bike half the year., The more important aspect of this is traffic. The average speed on Center Ridge is not 31 I get past constantly when I'm going 35, The person doing the presentation is very misinformed

Should be wider, and be more recognized for the important road it is, part of, US 20, a coast to coast road way. An very important road before the interstate highway system

The corner of Canterbury and Center Ridge is....blah. I work at one of the businesses there and it's just not pretty. Big empty parking lot on one corner too. Also, The GO2ITGroup has 2 driveways and drivers constantly cut through the lot at high speeds. I think multi use trails would be great throughout the city. East down center ridge there are dated buildings that I am sure the owners would love help with updating. Also, the old Friendlys is dilapidated and needs to go. Keep center ridge 4 lanes and 35mph

I live in Bay Landing. The thought of the construction for all of the years this would take is alarming. But the final product will be great. PLEASE don't lower the speed limit. You've already added two additional stop lights - it takes twice as long to get home now. Please consider turning off traffic lights, like by the school and rec center, after hours. What's the point of having them on 24/7?

Widen the street if keeping 4 lanes. Very narrow.

I live on Seneca Drive and would like for the properties behind me on Center Ridge to have a green belt between them and me. Also, I think it would be more attractive if the parking for businesses would be behind them so the buildings would be closer to the street. Have a cohesive architectural style for those businesses. Thank you. I live on Center Ridge and I am happy to see that there will be improvements made

I think it is terrific that the community is looking to improve and enhance Center Ridge. It would be interesting to see how the historic society could help integrate the old history, e.g. the intersection of Center Ridge and Dover Center into these community plans. History blended with the current features of our community will add charm and vibrancy.

