



CITY OF EUCLID
ACTIVE TRANSPORTATION PLAN
COMMUNITY KICKOFF
APRIL 26, 2023

AGENDA

ABOUT COUNTY PLANNING
INTRODUCTION TO PLANS
PLANNING PROCESS REVIEW
ROLES & RESPONSIBILITIES
WHY ACTIVE TRANSPORTATION?
WHAT HAVE WE LEARNED SO FAR?
NEXT STEPS



ABOUT COUNTY PLANNING



OUR TEAM



- **Mary Cierebiej, AICP**, Executive Director
- **James Sonnhalter**, Planning Manager, Design & Implementation
- **Dan Meaney, GISP**, Manager, Information & Research
- **Rachel Novak, AICP**, Senior Planner (Project Lead)
- **Kevin Leeson**, Planner
- **Paul Triolo**, Planner
- **Liam Leveto**, GIS Technician
- **Sean Kidd**, Planning Intern



OUR ORGANIZATION



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



OUR VISION



“Inspiring **all of our communities** to thrive.”



OUR MISSION

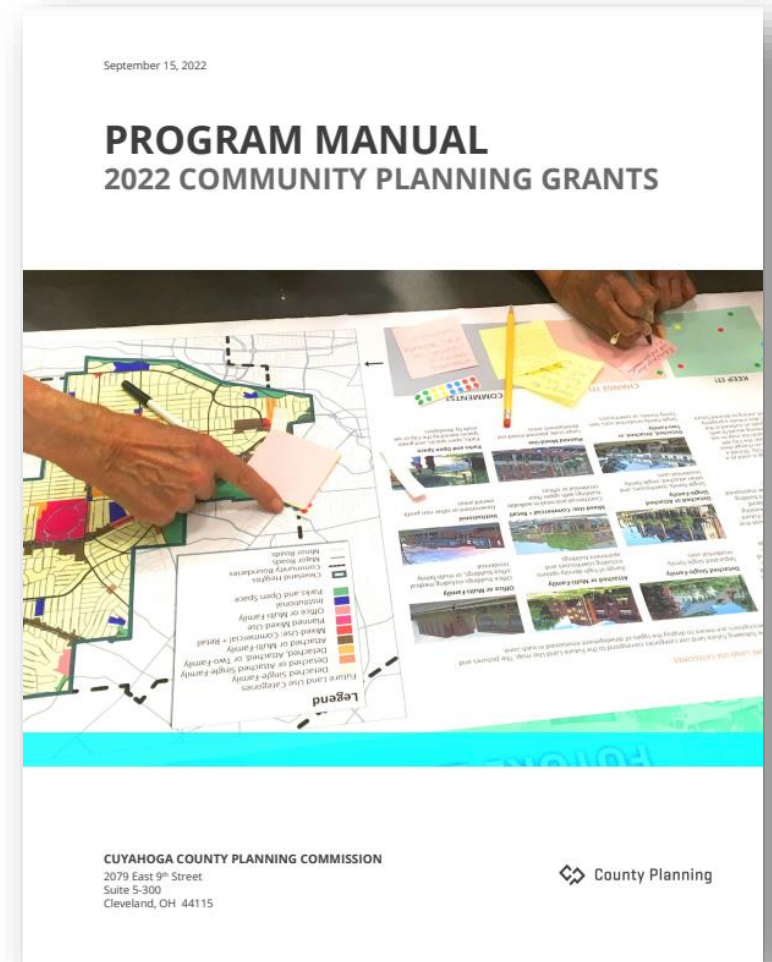


“To advance Cuyahoga County's **social, economic,
and environmental health** through equitable
community planning.”



COMMUNITY PLANNING GRANTS

- Offering in-kind professional planning services to help **strengthen local planning and promote best practices**



INTRODUCTION TO PLANS



THE WHAT

- An Active Transportation Plan is a policy guide that envisions **safe, comfortable, and connected networks** that support **multi-modal trips** and **human-powered mobility** options throughout the community



THE HOW

- Inventories what **exists today** and outlines the community's **vision** for how it wants Active Transportation to **grow and develop** in the future
- Describes concrete **action steps** to achieve that vision



THE WHY

- Provides the opportunity for **community input**
- **Prepares the City**, residents, and businesses for the future
- Shapes the future to **match your priorities**
- Gives a **competitive advantage** when applying for grants and funding



PLANNING & ZONING | THE DIFFERENCE

PLANNING RECOMMENDATIONS

- 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 updated as conditions change

POLICY GUIDE

OR

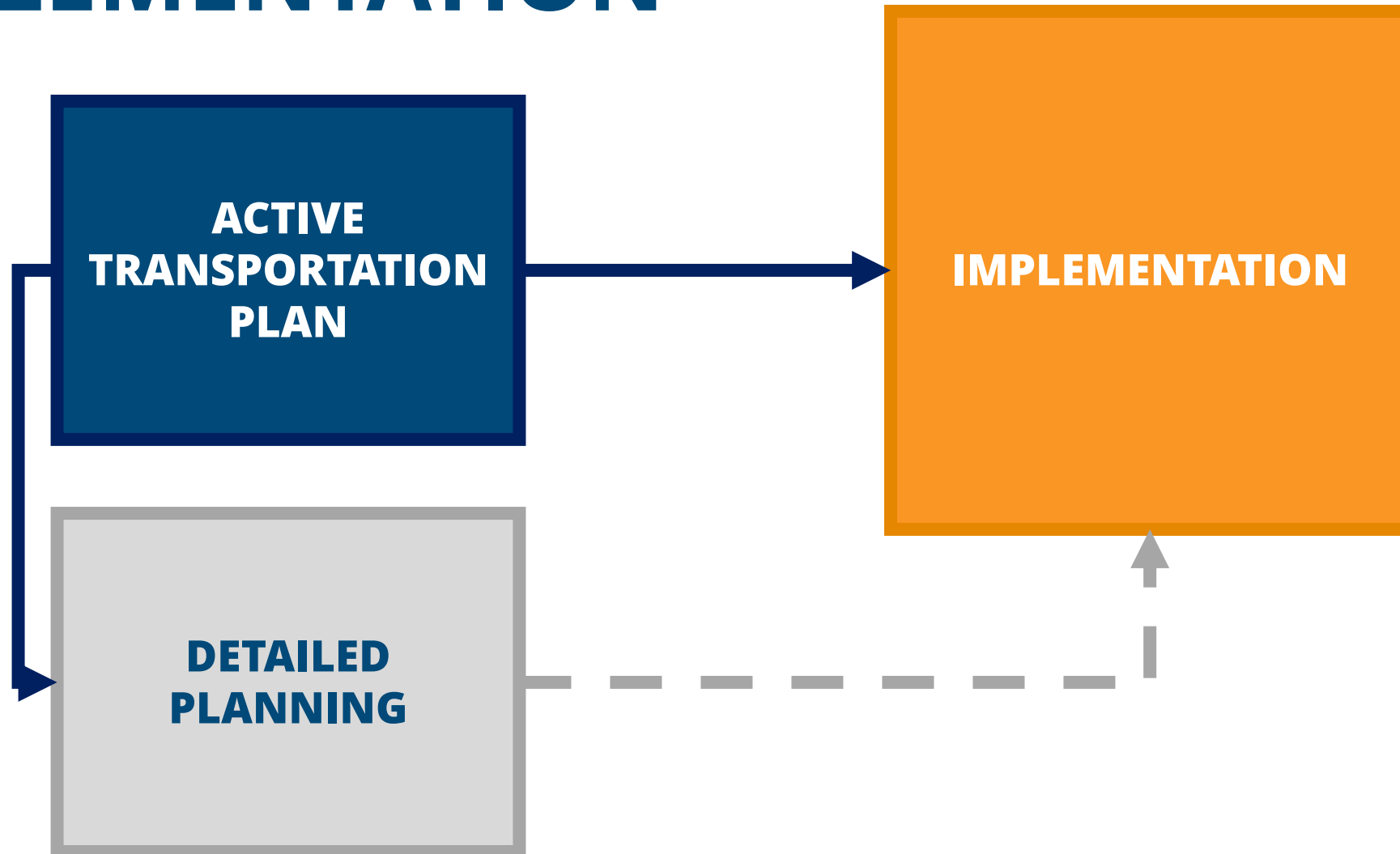
ZONING ORDINANCE

- 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

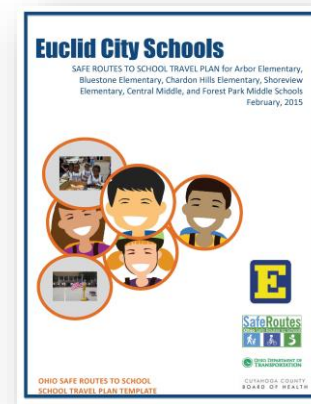
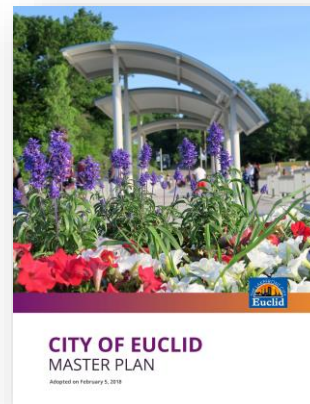
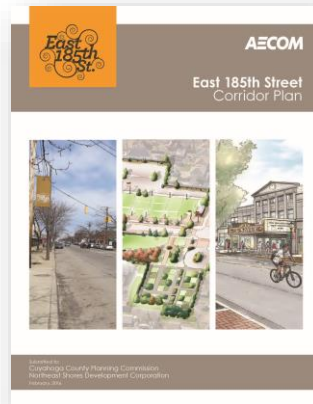
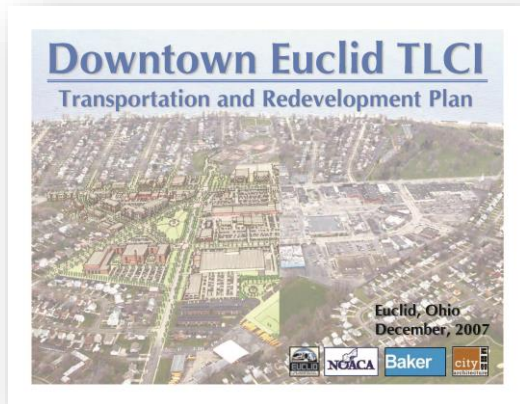
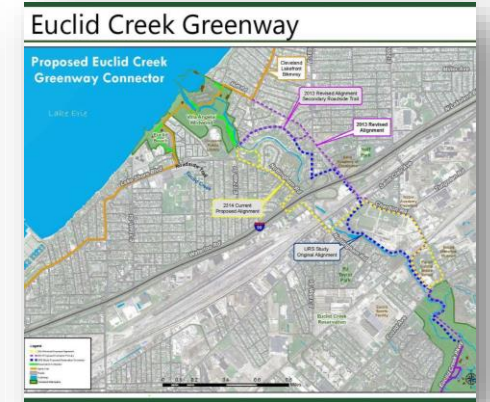
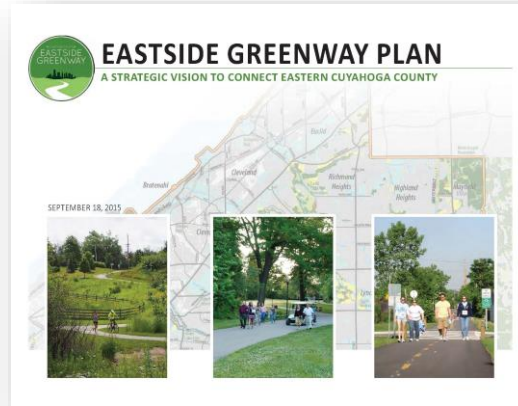
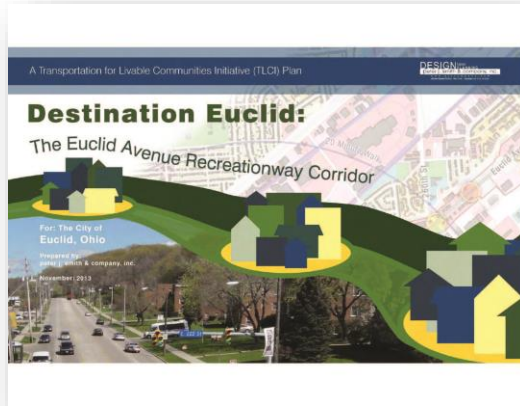
LAW



IMPLEMENTATION



CURRENT PLANNING



PLANNING PROCESS REVIEW



OUR PROCESS | OVERVIEW



ANALYSIS

Collect and analyze data, trends, and information to establish current snapshot



VISION

Collect feedback to establish vision for how the community wants to improve active transportation



ACTION STEPS

Outline specific recommendations to achieve the desired vision



IMPLEMENTATION

Outline responsibilities, partners, and priorities for accomplishing recommendations



FINAL PLAN

Finalize document and present Plan to Planning Commission/City Council



OUR PROCESS | OVERVIEW



ANALYSIS



VISION



ACTION STEPS



IMPLEMENTATION



FINAL PLAN

START:
FEBRUARY
2023

~9 MONTHS

FINISH:
OCTOBER
2023



OUR PROCESS | OVERVIEW



ROLES & RESPONSIBILITIES



COUNTY PLANNING



- **Staff of the Cuyahoga County Planning Commission**
 - **Translates concerns** and suggestions into plan documents
 - Offers **planning expertise** and innovative ideas
 - **Consolidates various plans** into a single, comprehensive document



PROJECT TEAM



- **Public officials and City staff**
 - **Shares expertise** and on-the-ground knowledge
 - Assists in the **collection of data**, images, and other City resources



OTHER INVOLVED GROUPS

- **Focus Groups & Stakeholders**

- Invested business owners, residents, City council, boards, commission representatives, partner agency representatives with **on the ground knowledge of the community**

- **Public**

- **All interested members** of the community



MEET THE PUBLIC HALFWAY



This is the Community's Plan

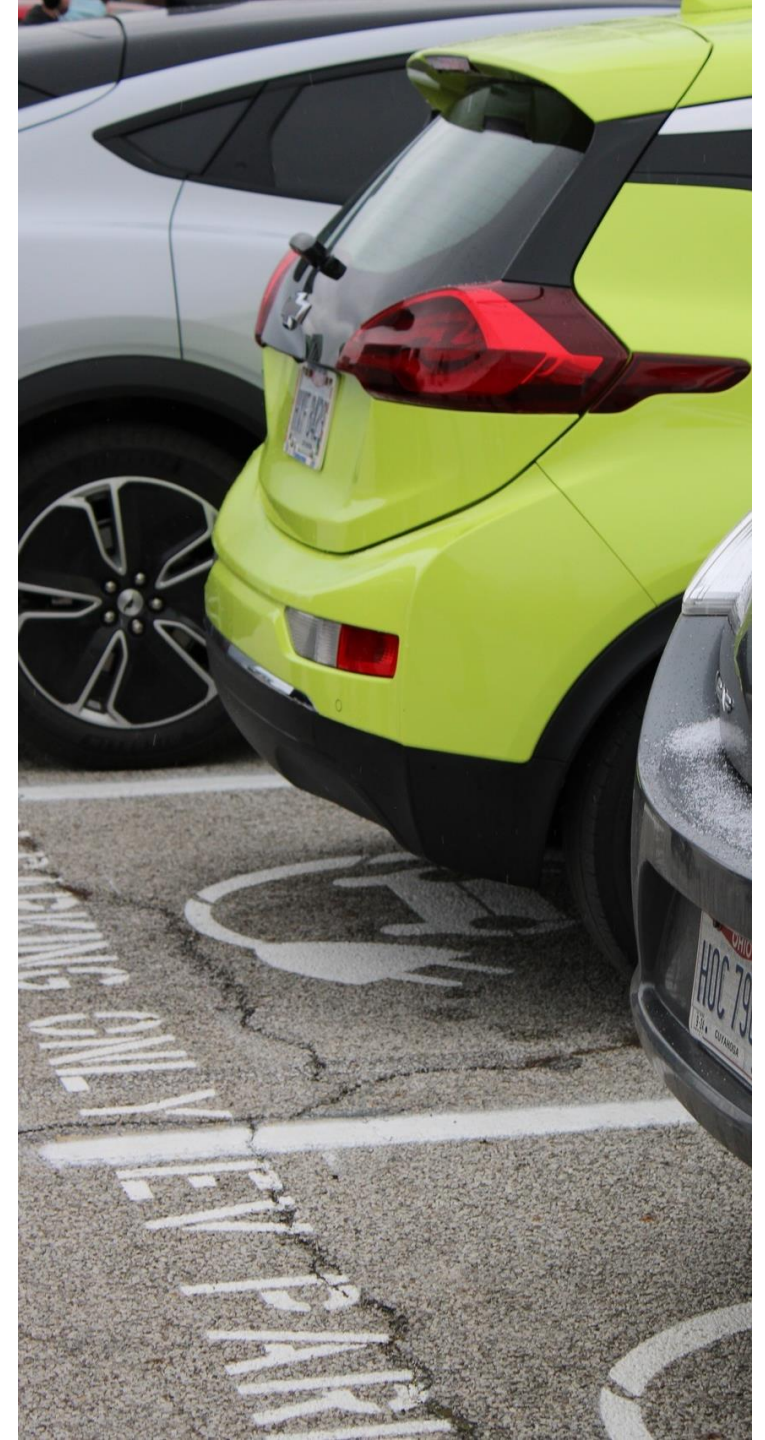


WHY ACTIVE TRANSPORTATION?



CURRENT TRENDS DRIVING ACTIVE TRANSPORTATION

- From 1983 to 2014, the share of 16-year-olds in the U.S. with a driver's license dropped 47% (46.2% to 24.5%)
- The share of Ohio's population over the age of 65 is expected to increase from 15.9% in 2015 to 20.8% in 2045



CURRENT TRENDS DRIVING ACTIVE TRANSPORTATION

- As a result of the COVID-19 pandemic, there was a 12% increase in the number of trips made by bicycle in the United States between July 2019 and July 2020
- As a result of the COVID-19 pandemic, there was a 15.3% increase in the number of pedestrian deaths in major American cities not accustomed to heavy foot-traffic



CURRENT TRENDS DRIVING ACTIVE TRANSPORTATION

- From 2000 to 2021, the share of employees in Ohio working from home has increased from 2.8% to 14.9%
- As of 2019, only 49.4% of adults in Cleveland report participating in regular physical activity, compared to 75.5% in the State of Ohio as a whole



CURRENT TRENDS DRIVING ACTIVE TRANSPORTATION

- 1) Fewer teens are getting their driver license
- 2) Ohio's population is growing older
- 3) More people are walking and biking as a result of the pandemic
- 4) Employees working from home have increased 5x in Ohio (2000-2021)
- 5) Adults in Cleveland are more inactive compared to the State of Ohio as a whole



BENEFITS OF ACTIVE TRANSPORTATION



BENEFITS OF ACTIVE TRANSPORTATION

MORE MOBILITY OPTIONS



Active transportation trips typically require less infrastructure than motorized vehicles and are among the most affordable options, providing many benefits to communities with socioeconomic barriers.



BENEFITS OF ACTIVE TRANSPORTATION

ATTRACTS JOBS & DEVELOPMENT



Active transportation drives economies by creating jobs through new infrastructure investments, helps attract and retain a talented workforce by providing a robust connectivity network, and can increase tourism, property values, and development.



BENEFITS OF ACTIVE TRANSPORTATION

**SUPPORTS
HEALTHIER CHOICES**



Active transportation provides the infrastructure necessary to bring meaningful change to residents by giving them a healthier choice in travel options.



BENEFITS OF ACTIVE TRANSPORTATION



Active transportation provides an alternative to traditional vehicular travel and can reduce roadway congestion, air pollution, and green house gas emissions.



BENEFITS OF ACTIVE TRANSPORTATION



**IMPROVES
QUALITY OF LIFE**



Active transportation not only addresses the growing demand and cultural shift towards human-powered mobility, it also addresses opportunity and access to facilities within historically disenfranchised neighborhoods where more homes without vehicles might be concentrated.



BENEFITS OF ACTIVE TRANSPORTATION

**MORE MOBILITY
OPTIONS**



**ATTRACTS JOBS &
DEVELOPMENT**



**SUPPORTS
HEALTHIER CHOICES**



**REDUCES
EMISSIONS**



**IMPROVES
QUALITY OF LIFE**



WHAT HAVE WE LEARNED SO FAR?



APPLICATION | KEY POINTS

- Interstate and railroad **divide the city** with limited underpasses
- City has seen **consistent growth** in the percentage of people who commute by public transportation or walking
- Of the 34 block groups located in the City, 28 block groups are in recognized **County Equity Zones**
- Connecting numerous assets with **neighboring communities** makes them more meaningful for residents and the region



APPLICATION | KEY POINTS

- Master Plan calls for **expansion of safe, non-motorized connections** throughout the city
- Development of an active transportation plan is a **top priority**
- Vital to the city's commitment to addressing racism as a public health crisis and creating an **equitable quality of life** for all residents



COMMUNITY CHARACTERISTICS

- **7% of Euclid workers (18% of total households)** do not have access to a motor vehicle—compared to 5% of workers (13% of total households) in Cuyahoga County.
- **6% of all Euclid residents commute via public transportation—**compared to 4% of all residents in Cuyahoga County.



COMMUNITY CHARACTERISTICS

- **64% of Euclid's Population identify as black or African American** alone—compared to 29% in Cuyahoga County as a whole.
- **38% loss in Euclid's population** has occurred from 1970 to 2010. However, between **2010 and 2020 the City has gained 8,296 residents** (2%)—compared to Cuyahoga County, which continues to see population loss (31% decline between 1970 and 2020, a loss of 456,018 residents).

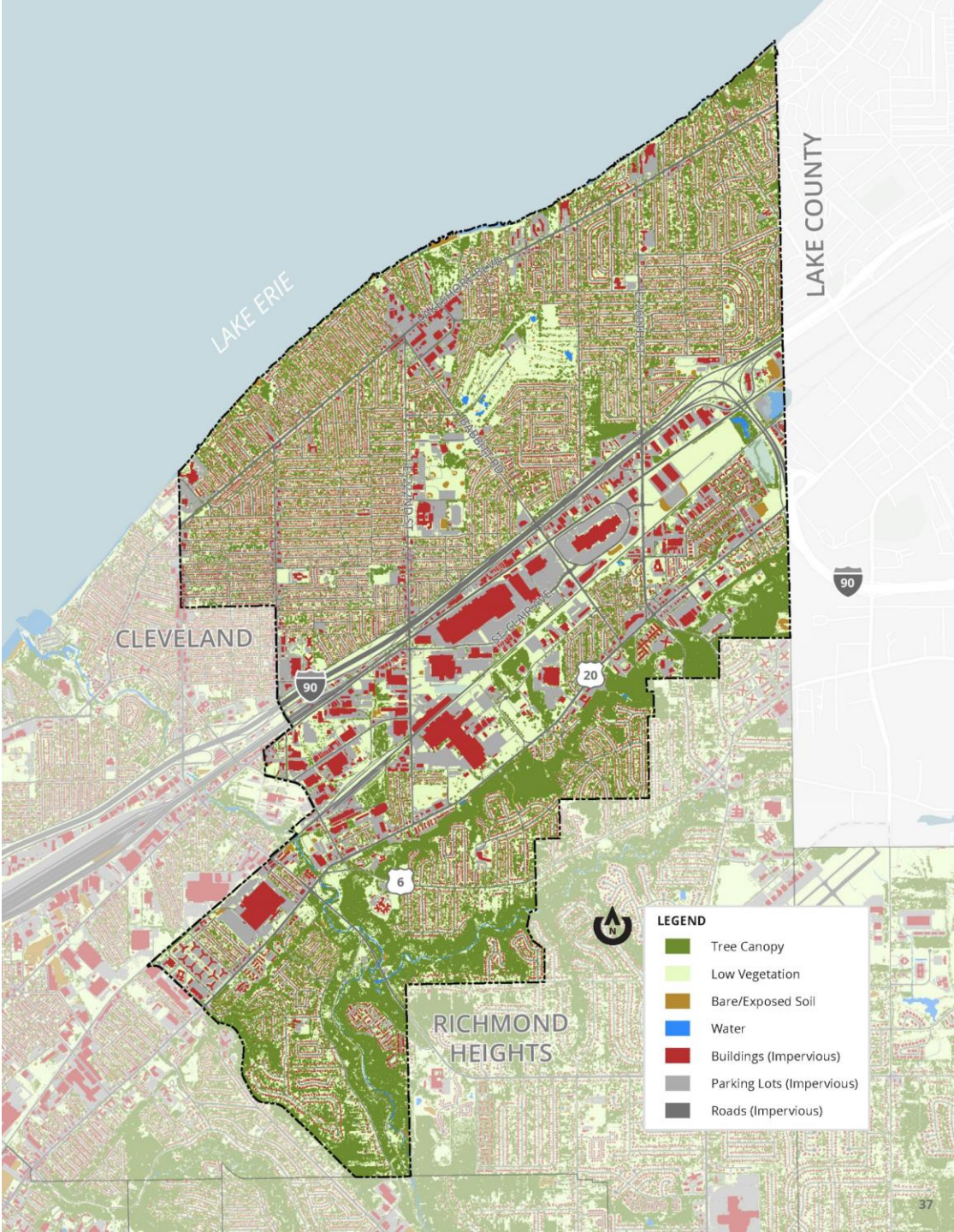
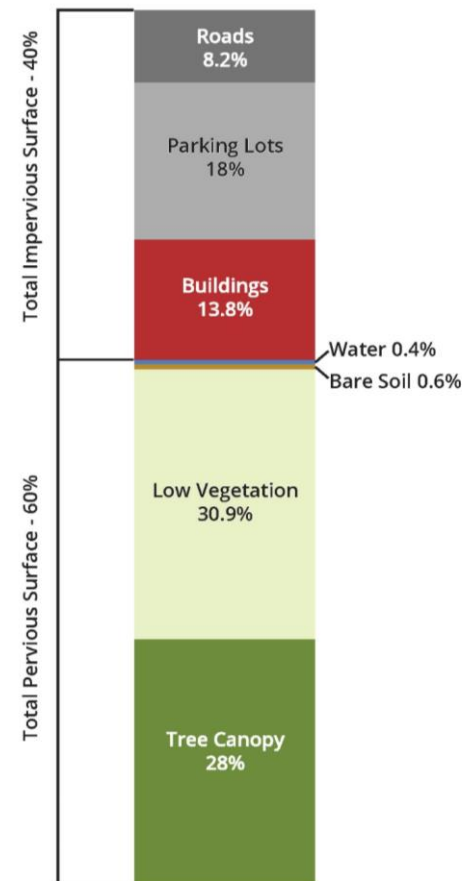
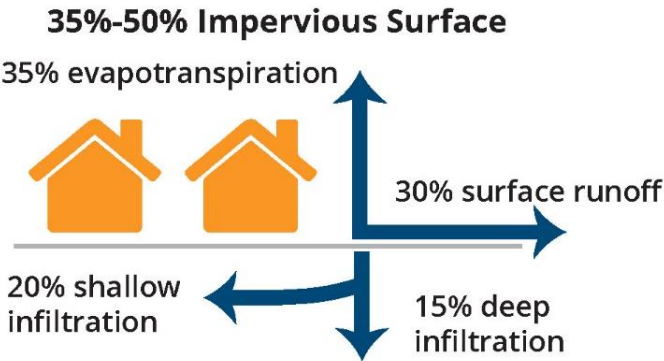


COMMUNITY CHARACTERISTICS

- **12% increase has occurred in Euclid's senior population (over 65)** between the years 2016 and 2021. This is slightly higher than Cuyahoga County's 9% increase during that same time. This indicates that the City's senior population is **growing at a faster rate than the County**.
- **56% of Euclid's housing stock is comprised of renter occupied dwellings**—compared to 42% in Cuyahoga County as a whole. This indicates that the majority of Euclid residents rent instead of own their homes.

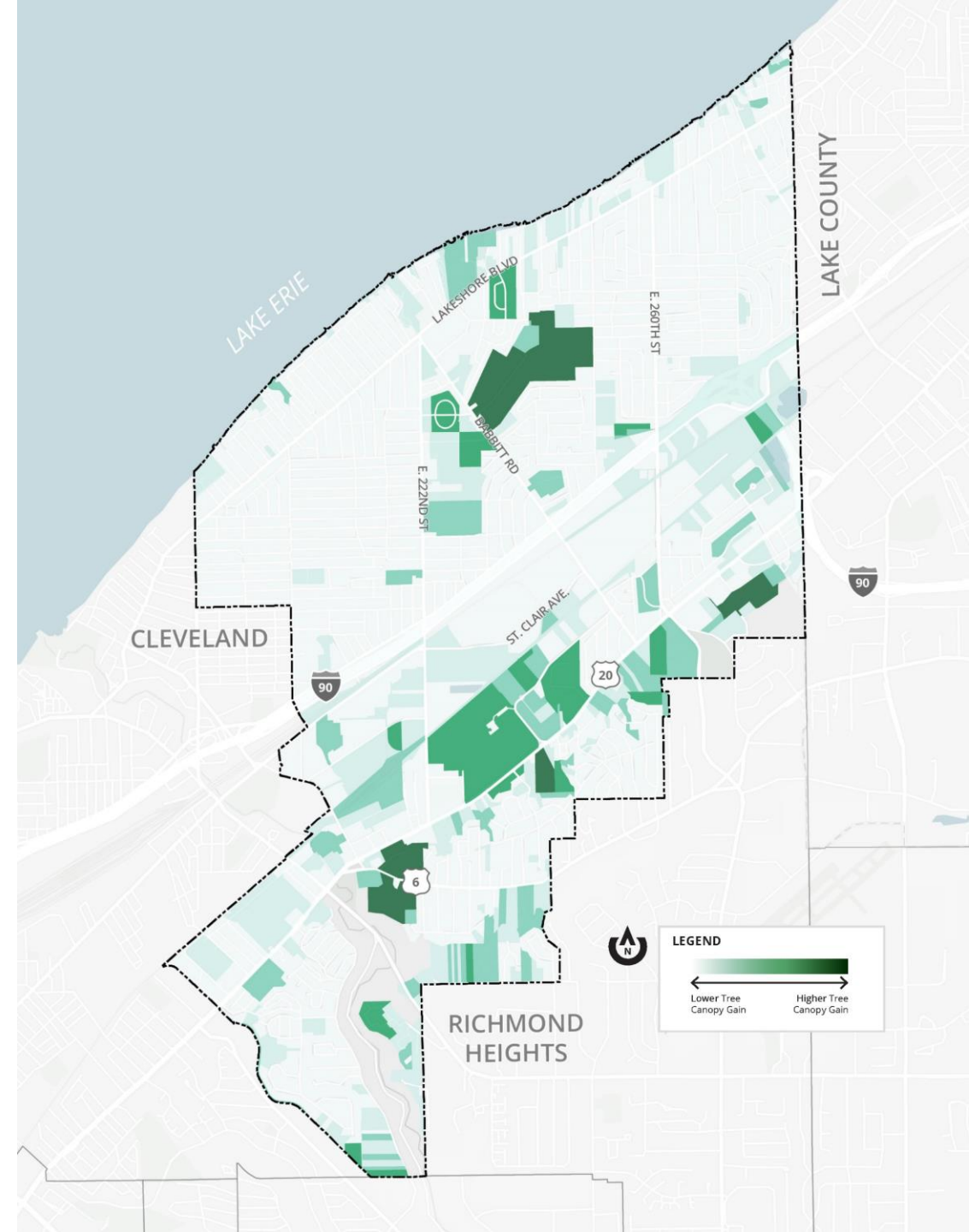
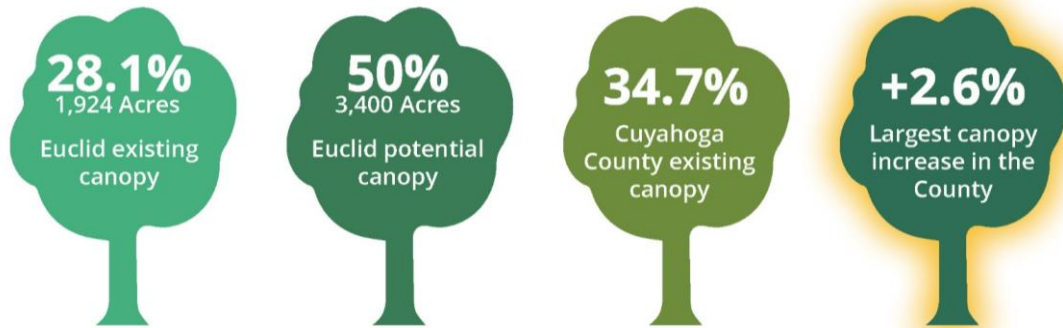


LAND COVER & IMPERVIOUS SURFACES



TREE CANOPY COVERAGE CHANGE

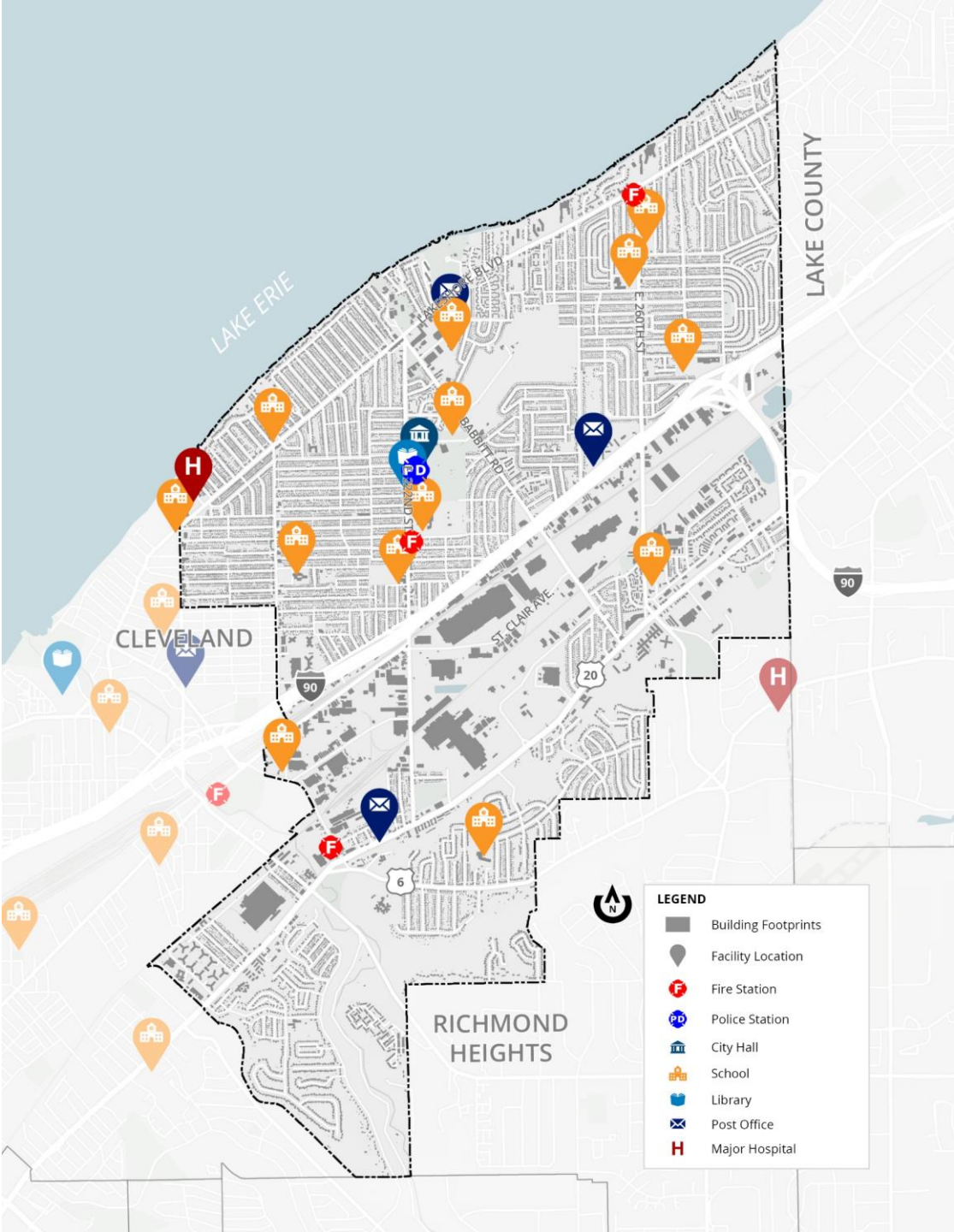
- Euclid is 1 of 5 communities that saw tree canopy increase from 2011 to 2017 and saw the largest percent increase in the county
- Most increases happened in the industrial corridor which has the highest impervious surface percentage



COMMUNITY FACILITIES



SafeRoutes



ROADWAY CHARACTERISTICS

- Euclid has over **143 miles of roads** within its network
- Over 71% of Euclid's roads have **sidewalks on both sides** of the street
- Euclid has **eight (8) miles of existing all-purpose trails**
- 14,307 workers **travel daily into Euclid** for their jobs
- Residents and workers have access to **eight (8) GCRTA bus lines**

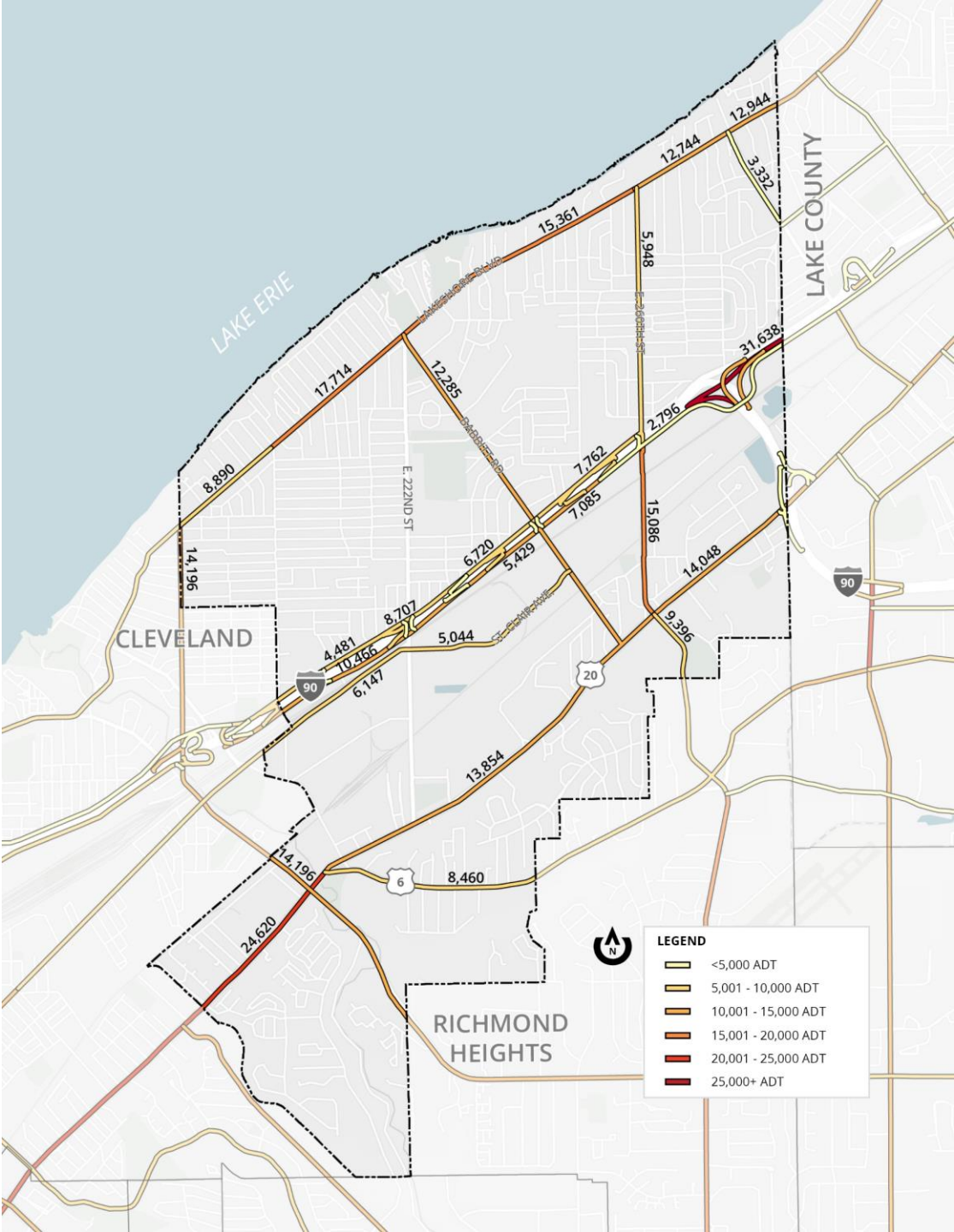
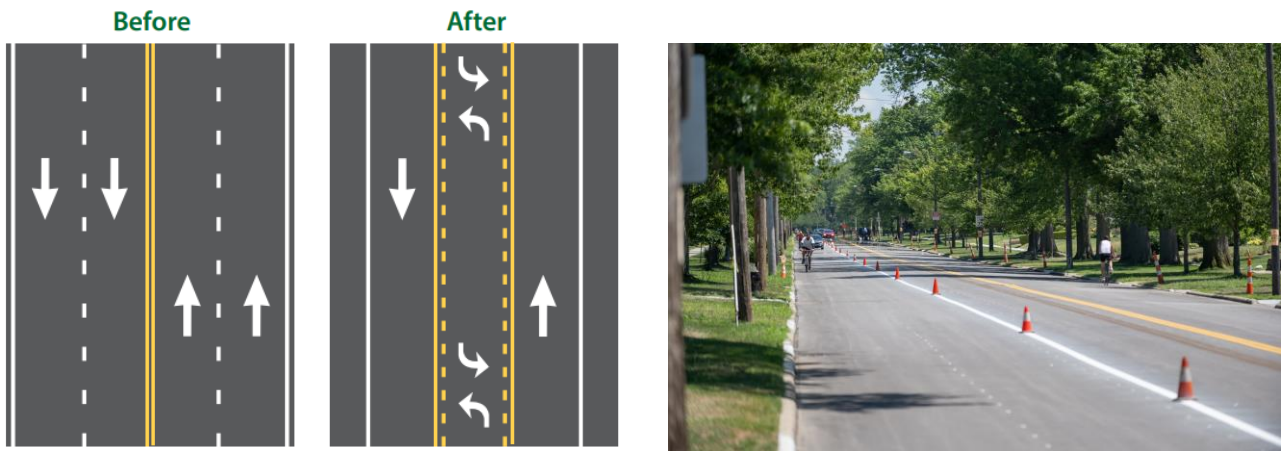


AVERAGE DAILY TRAFFIC (ADT)

ROAD DIET TRAFFIC VOLUME GUIDELINES

The average daily traffic volume (ADT) of a corridor helps determine road diet feasibility.

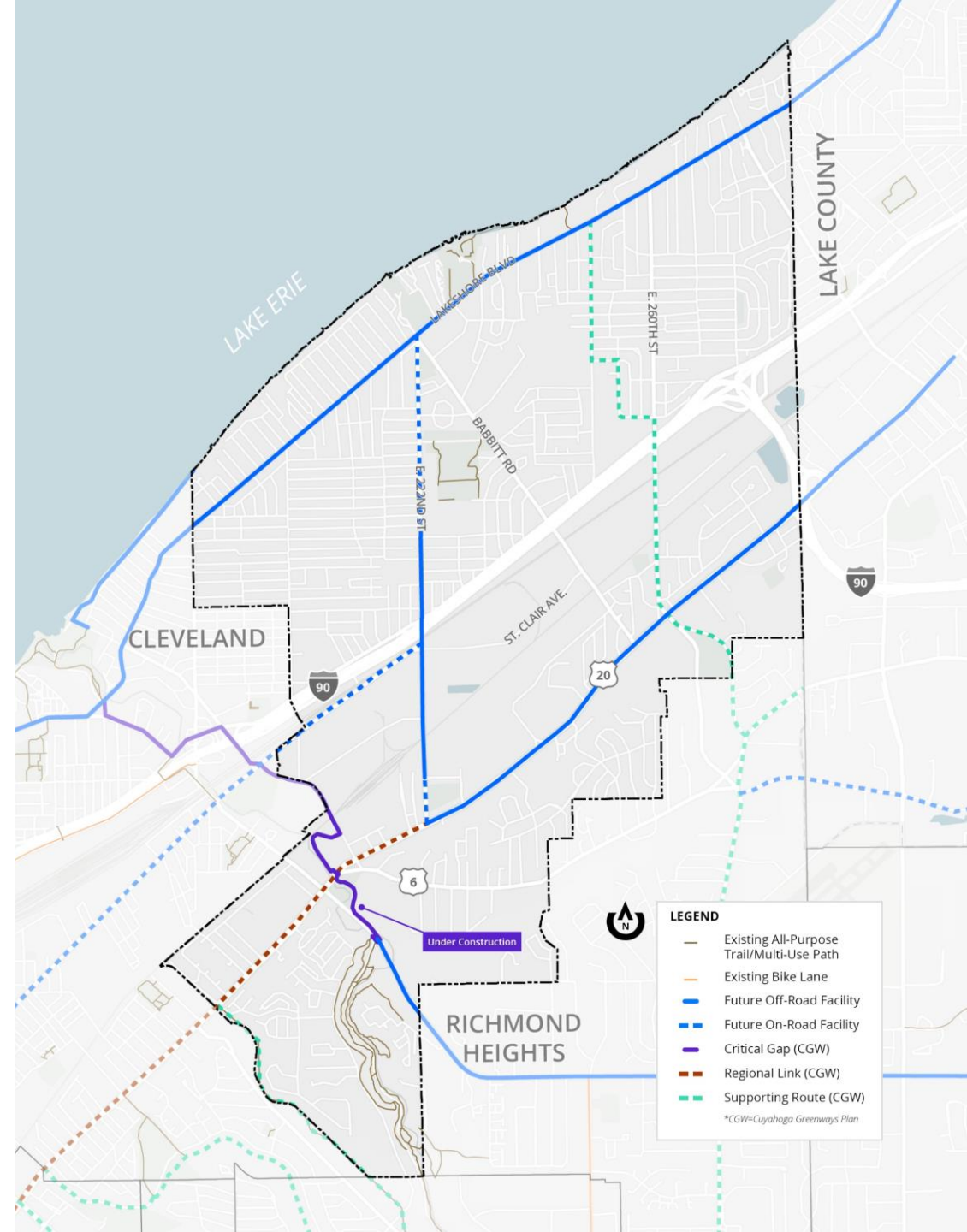
IDEAL	GOOD	UNFAVORABLE
<p>LESS THAN 10,000 ADT</p> <p>Capacity shouldn't be affected.</p>	<p>10,000 – 15,000 ADT</p> <p>An intersection analysis and signal retiming may be needed.</p>	<p>15,000 – 20,000 ADT</p> <p>A corridor analysis is necessary to consider key intersections and other turn lane needs.</p>
		<p>OVER 20,000 ADT</p> <p>A feasibility study should be conducted to determine applicability.</p>



BICYCLE & TRAIL NETWORK

Total Network Statistics

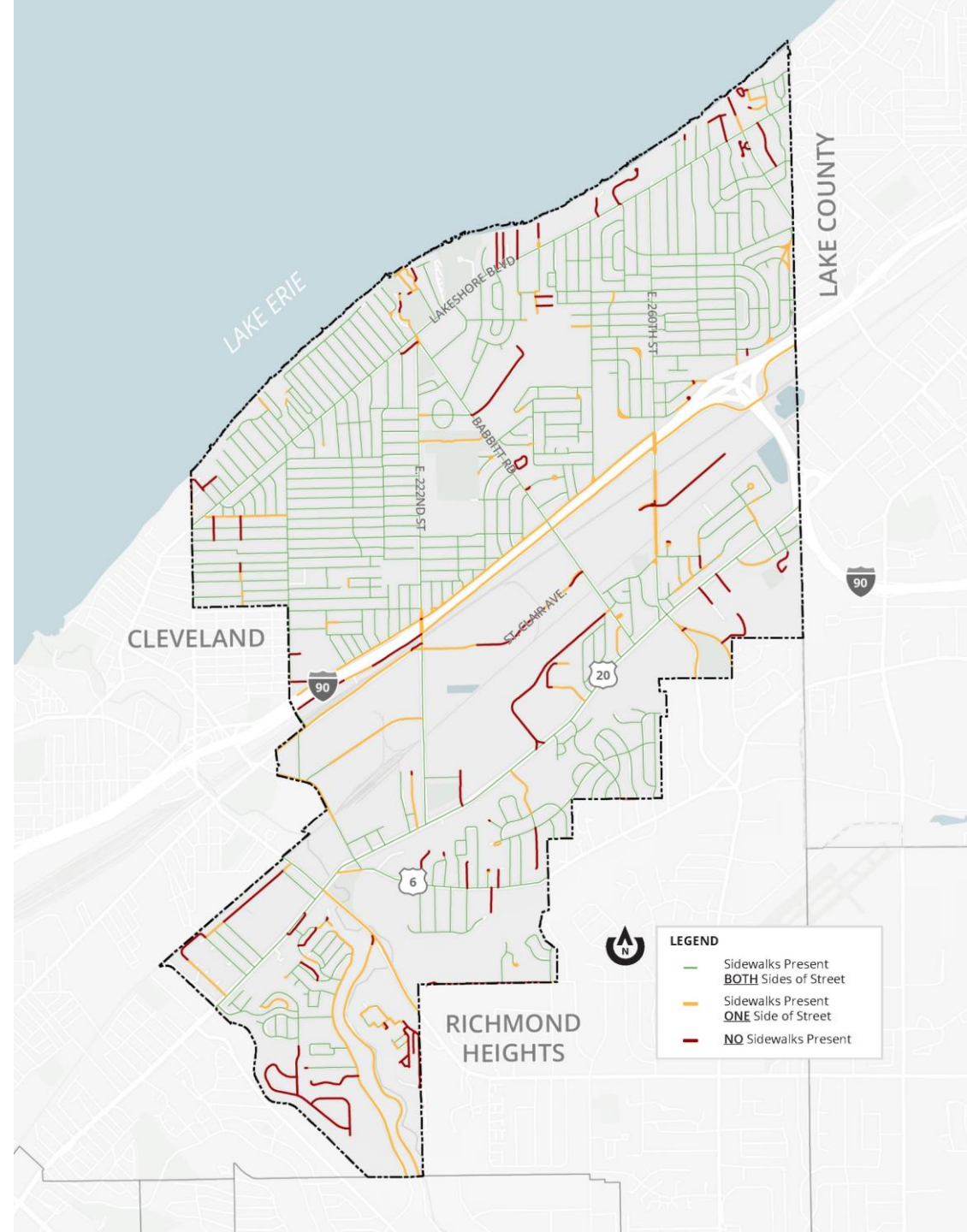
Future Off-Road Facility	20 miles
Existing All-Purpose Trail/Multi-Use Path	8 miles
Supporting Route (CGW)	4 miles
Future On-Road Facility	2 miles
Regional Link (CGW)	2 miles
Critical Gap (CGW, Under Construction)	1 mile



SIDEWALK CONNECTIONS

Total Network Statistics

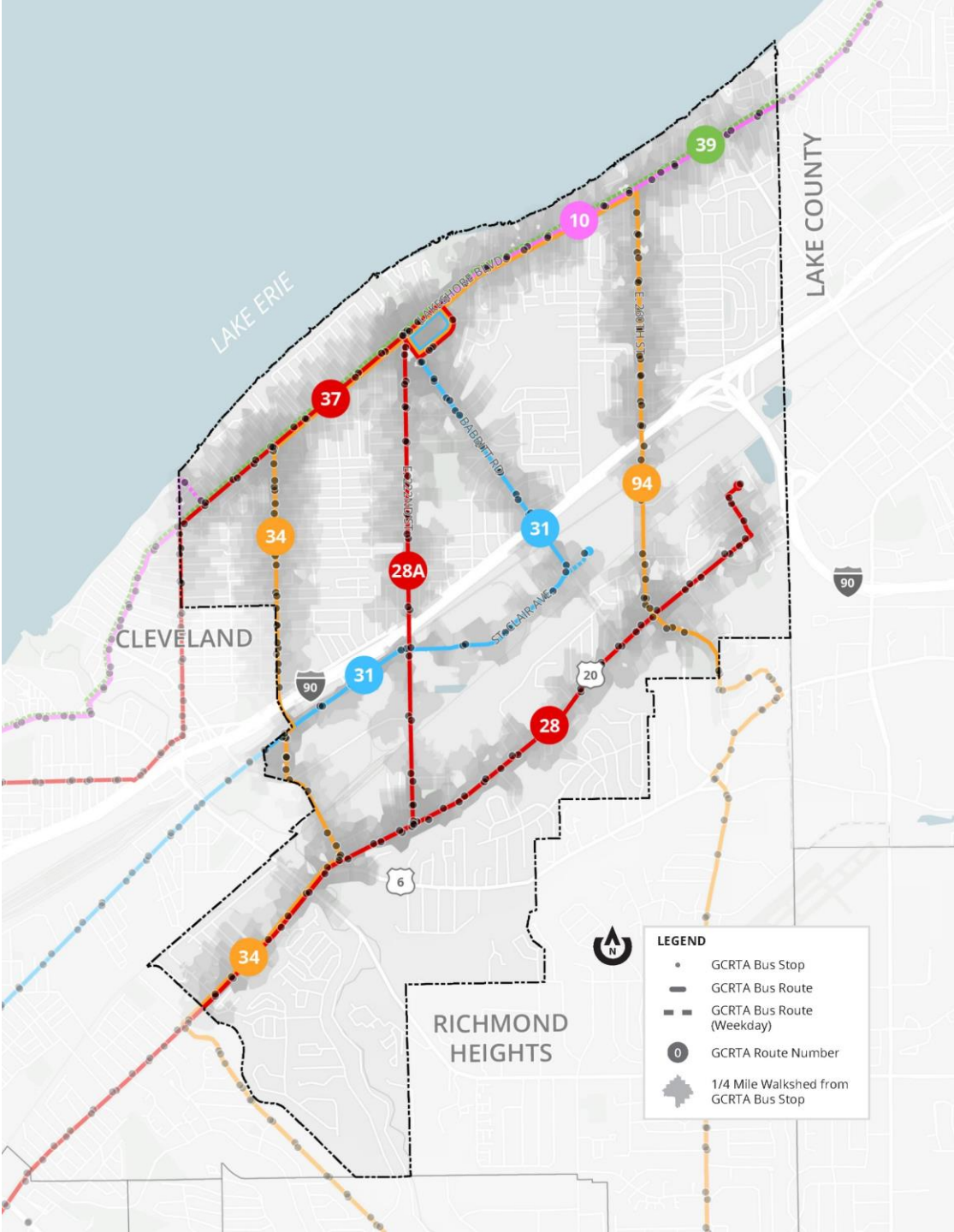
Sidewalks on <u>BOTH</u> Sides	113 miles
Sidewalks on <u>ONE</u> Side	30 miles
<u>NO</u> Sidewalks Present	16 miles



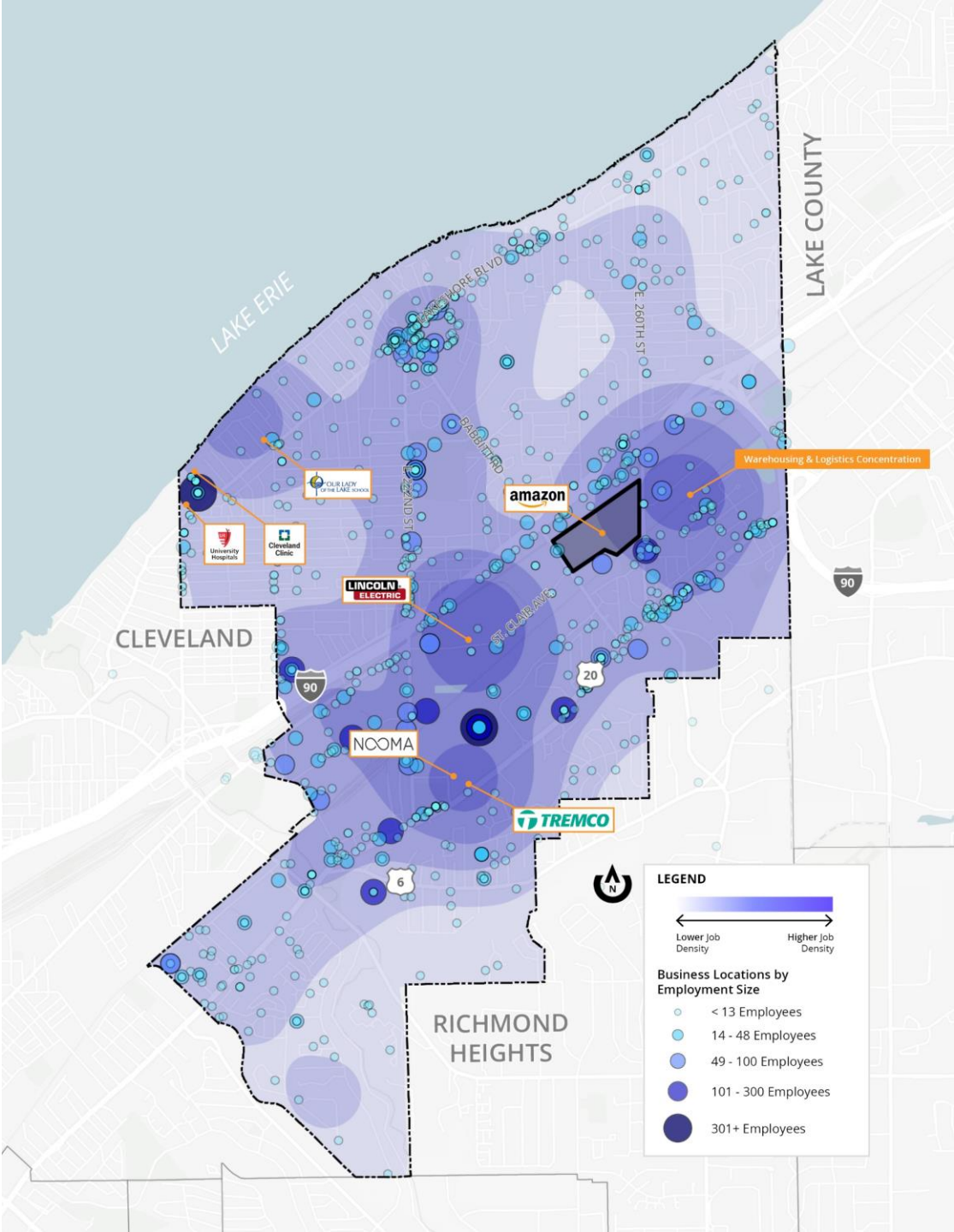
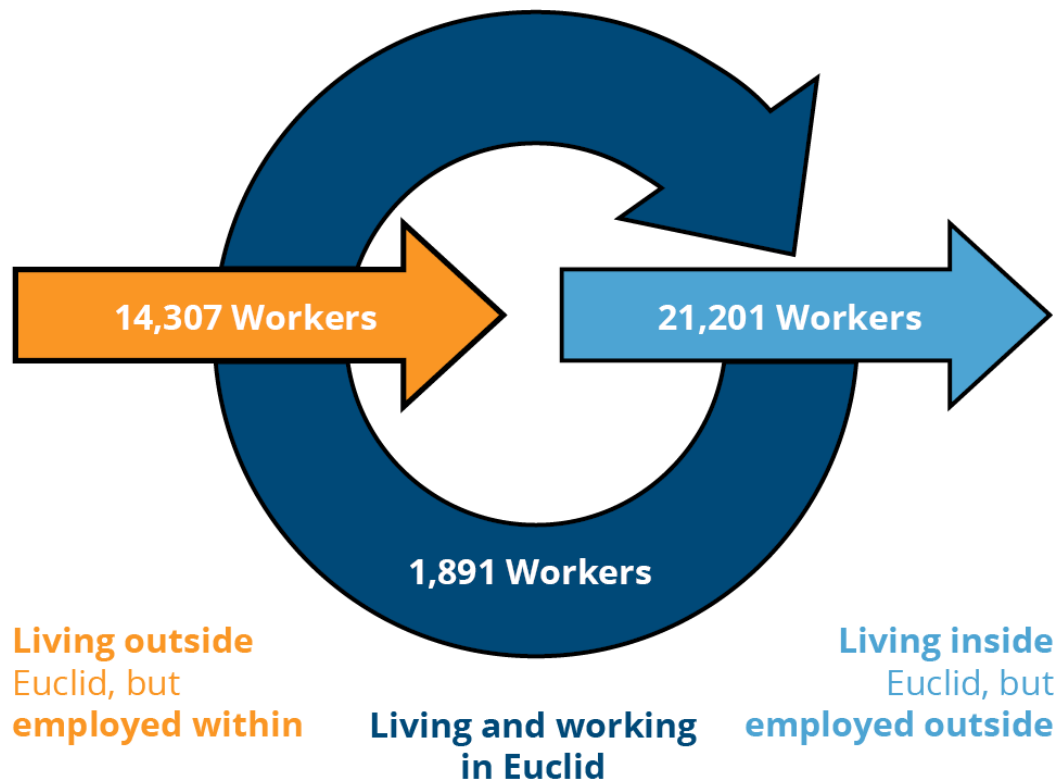
TRANSIT NETWORK

Total GCRTA Statistics

10	30 minutes (15 minutes in Cleveland)
28 – 28A	30 minutes (15 minutes in Cleveland)
31	30 minutes
34	60 minutes
37	30 minutes
39	30 minutes (M-F, no midday)
94	60 minutes



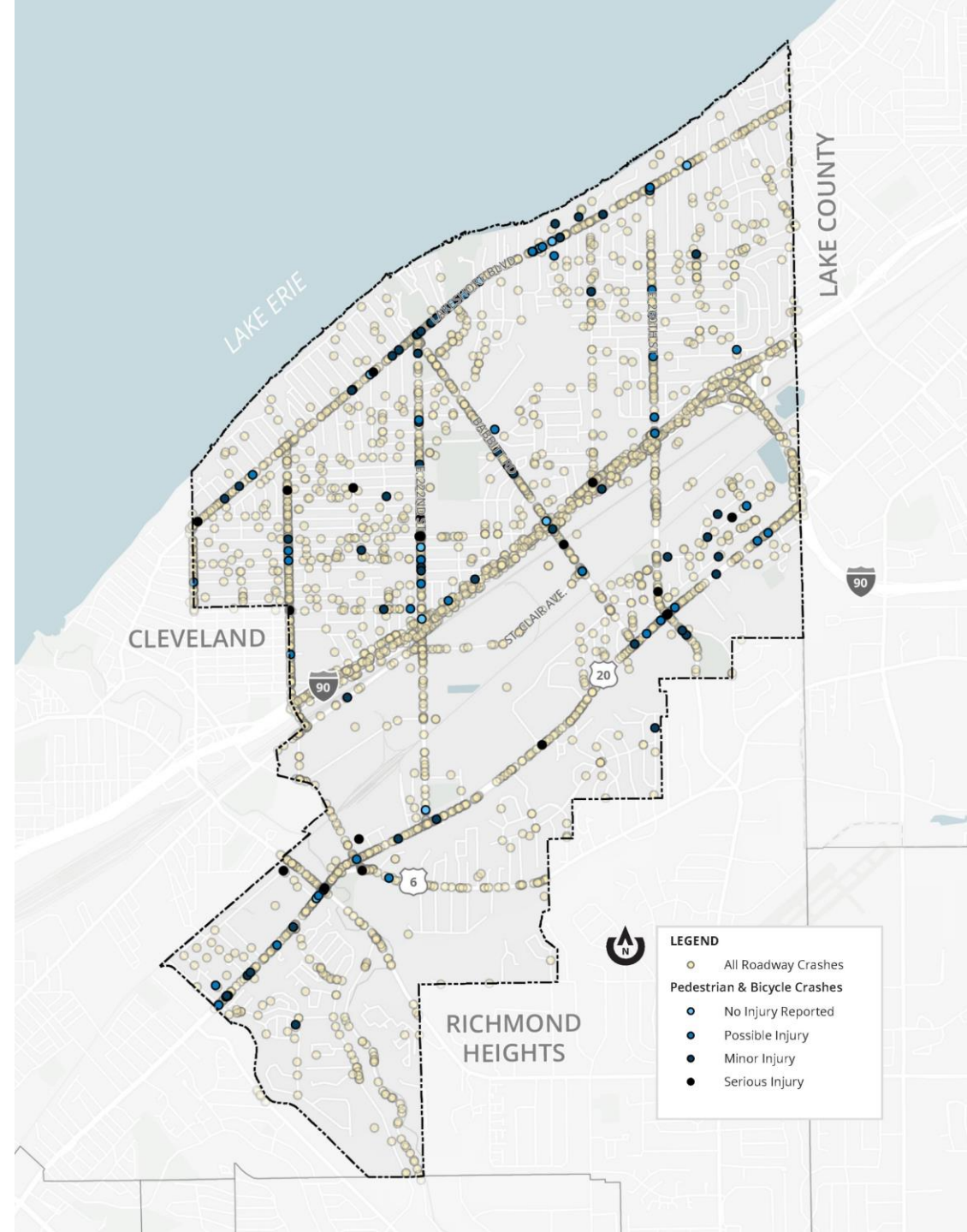
EMPLOYMENT DENSITY



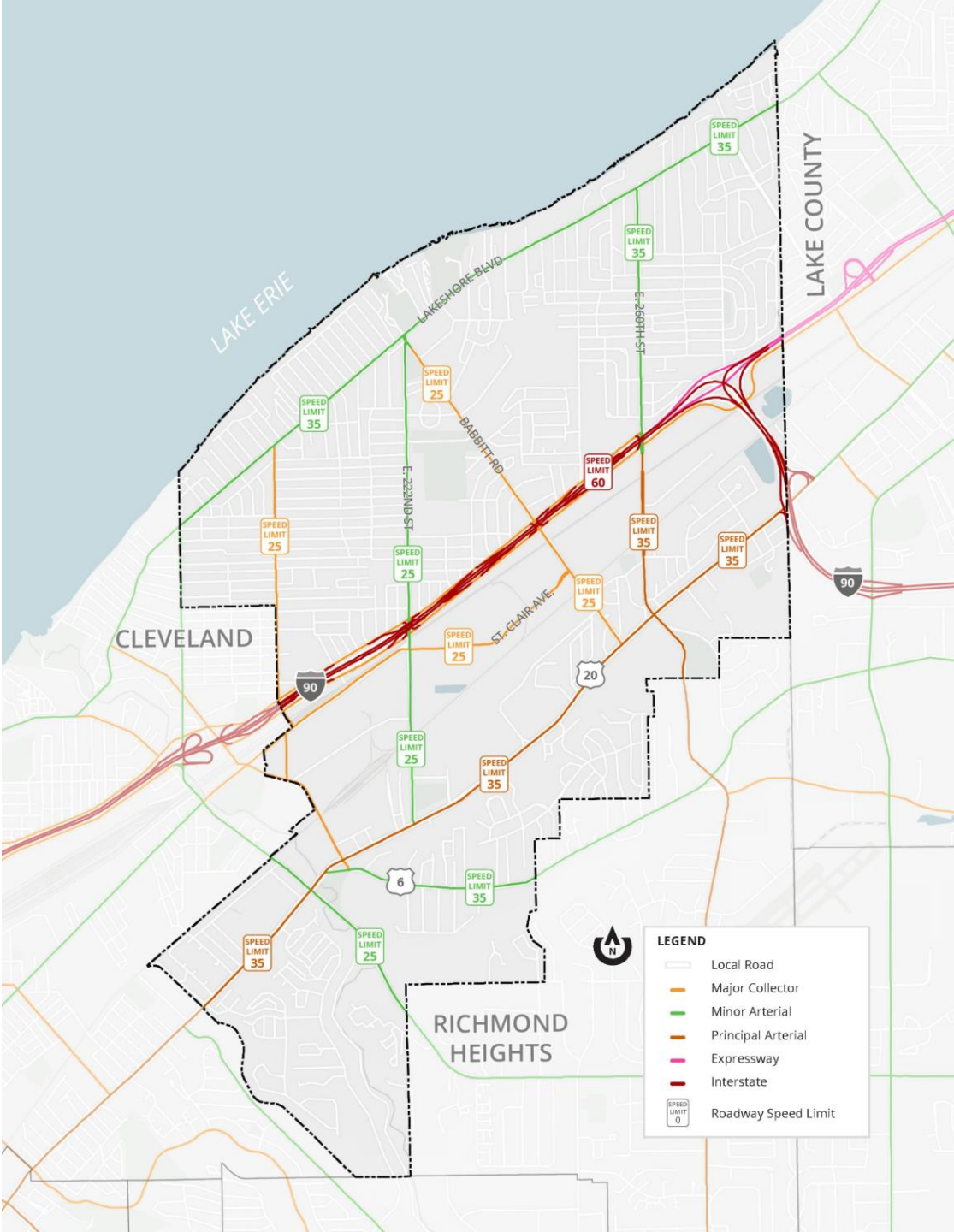
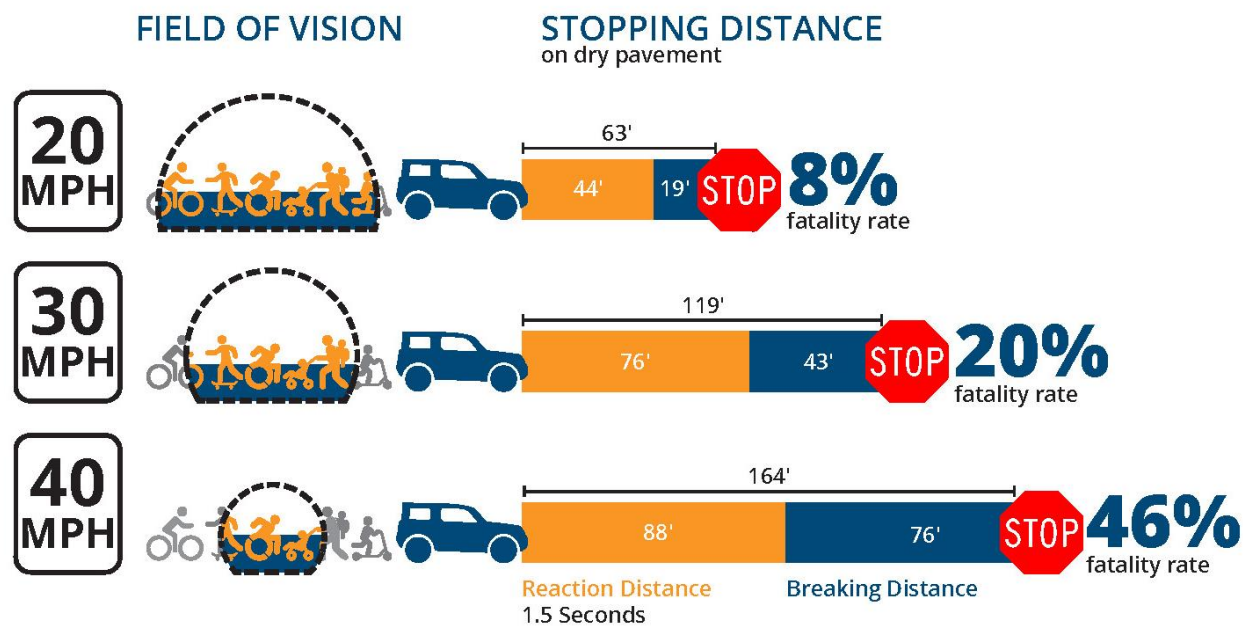
ROADWAY CRASHES

Total Bike/Ped Crash Statistics

Fatal Crashes	0
Serious Injury	29
Minor Injury	59
Possible Injury	51
No Injury/Property Damage Only	16



ROADWAY TYPOLOGIES & SPEED



LEVEL OF TRAFFIC STRESS (LTS)

No Way, No How

Physically unable, unwilling, uncomfortable, or choose not to.



37%

Interested But Concerned

Might not be comfortable with just bike lanes, prefer off-street, separated facilities, or quiet residential streets (Bicycle Boulevards). These riders may not bike if facilities do not meet their needs for comfort and reduced stress.



51%

Enthusied & Confident

Prefer more separated facilities, but are comfortable using traditional bike lanes and wide shoulders.

Strong & Fearless

Comfortable riding in all kinds of traffic conditions and will use roads without bike lanes.



5%

7%

Low Stress Tolerance

High Stress Tolerance

Low Stress

High Stress

LTS 1

All ages and abilities network.
Strong separation from all except low speed, low volume traffic.

LTS 2

Comfortable for most adults and those riders classified as 'interested but concerned.'

Physical separation from traffic and cyclists have their own space that keeps them from interacting with traffic except at intersections.

LTS 3

An acceptable level of stress for 'enthusied and confident' riders.

Limited separation from traffic, involves interaction or close proximity to traffic frequently having only traditional bike lanes as a dedicated space.

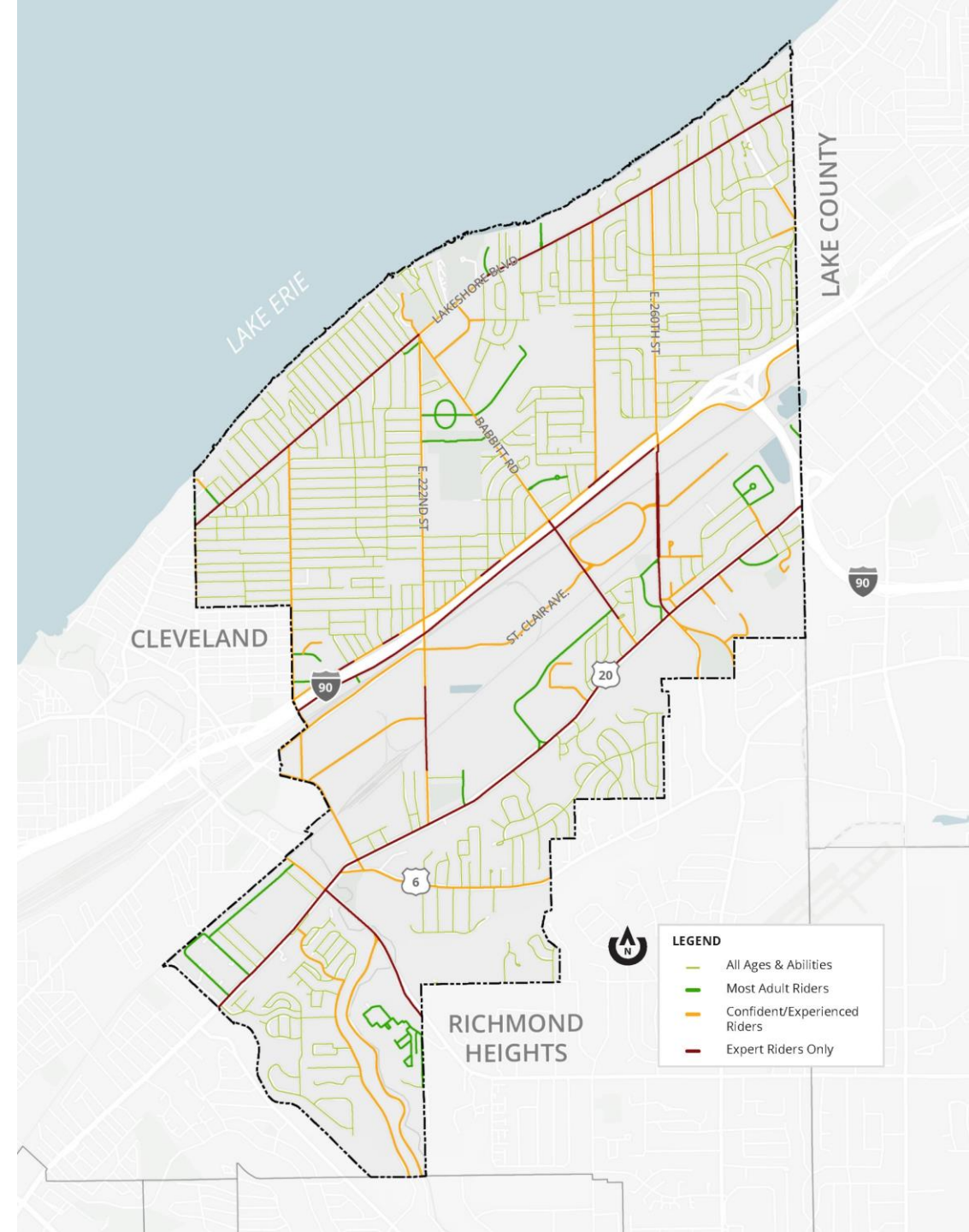
LTS 4

Uncomfortable for most riders and an acceptable level of stress to only those classified and 'strong and fearless.'

No separation from traffic and no existing bike facilities.



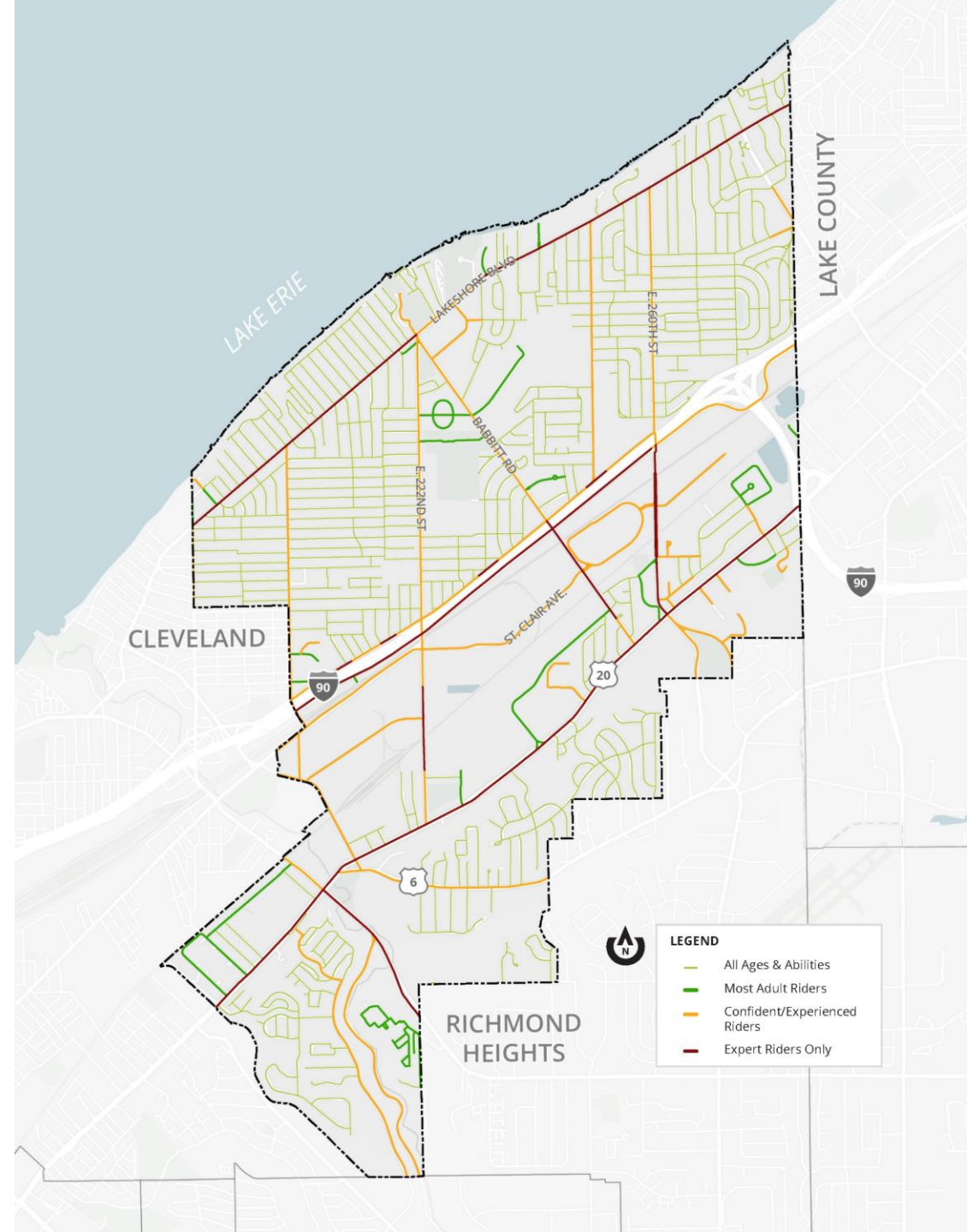
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LEVEL OF TRAFFIC STRESS (LTS)

Total LTS Statistics

All Ages & Abilities	96 miles
Most Adult Riders	9 miles
Confident/Experience Riders	26 miles
Expert Riders Only	14 miles



NEXT STEPS



WE NEED YOUR INPUT!



EUCLID ACTIVE TRANSPORTATION PLAN COMMUNITY SURVEY

Welcome to the kickoff Community Survey for The Euclid Active Transportation Plan. The City of Euclid and the Cuyahoga County Planning Commission are seeking to identify opportunities for better, safer, and stronger bicycle and pedestrian connections within Euclid and to surrounding communities.


This is your community, and the vision for the Euclid Active Transportation Plan is driven by you!

This survey should take around 10 minutes to complete. Thank you for taking the time to share your thoughts by taking this survey!

For more information or to follow along with the plan please visit: www.countyplanning.us/euclid

1. Do you live or work in the City of Euclid? Please select all that apply. 

- ☐ I live in Euclid
- ☐ I own property in Euclid
- ☐ I work in Euclid
- ☐ I own a business in Euclid
- ☐ Other (please specify)
-

2. What is your age? 

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+



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PROJECTS

EUCLID CITYWIDE ACTIVE TRANSPORTATION PLAN

The Euclid Citywide Active Transportation Plan envisions safe, comfortable, and connected networks that support multi-modal trips and human-powered mobility options throughout the city.

PROJECT DETAILS

CATEGORIES:



NEXT STEPS



GETTING TO KNOW THE COMMUNITY

- Research, data gathering, mapping, analyzing trends, and previous plans
- Stakeholder interviews
- Community outreach



THANK YOU

- **Rachel Novak**, AICP, Senior Planner
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- **Paul Triolo**, Planner
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County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE



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