



CITY OF EUCLID
PEDESTRIAN & BICYCLE SAFETY ACTION PLAN
FEBRUARY 13, 2024

OUR TEAM



County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE

- **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
- **Maureen Riley**, Planner
- **Liam Leveto**, GIS Technician
- **Luke Ols**, Planning Intern



PROJECT TEAM



- **Kirsten Holzheimer Gail**, Mayor
- **Patrick Grogan-Myers, EDFP**, Planning & Development Director
- **Christine McIntosh**, Planning & Development Coordinator
- **Daniel Knecht**, Public Service Director
- **Mac Stephens**, Recreation Director
- **Anthony Pellegrino**, Fire Prevention Captain
- **Kristian Jarosz**, Ward 4 Council Member
- **Kate McLaughlin**, Community Policing Coordinator
- **Patrick Higley**, Director of Business Operations, ECSD
- **Christopher Papouras**, Superintendent, ECSD



AGENDA

PLANNING PROCESS REVIEW
RECOMMENDED ACTIONS
IMPLEMENTATION
QUESTIONS & DISCUSSION



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

WE ARE HERE



OUR PROCESS | OVERVIEW



ANALYSIS



VISION



ACTION STEPS



IMPLEMENTATION



FINAL PLAN

WE ARE HERE

START:
FEBRUARY
2023

~12 MONTHS

FINISH:
February
2024



COMMUNITY ENGAGEMENT

#	Engagement Type
4	Project Team meetings
2	Public meetings/open houses
2	Online surveys (results reports)
1	Senior Center presentation
1	Chardon Hills HOA Presentation
1	Virtual Focus Group meeting
1	Focus Group walking tour
1	E. 200 th Street Stroll table
1	Bike With a Mayor Event
1	League of American Bicyclists Workshop



RECOMMENDED ACTIONS



ACTIVE TRANSPORTATION OBJECTIVES

The City of Euclid will have an active transportation network that:

- 1) Is **inclusive** of all ages and abilities
- 2) Supports creating **informed** citizens and education opportunities
- 3) Is **welcoming** to all users
- 4) Is **coordinated** by prioritizing active transportation projects
- 5) Is **prepared** for creating safe and convenient connections

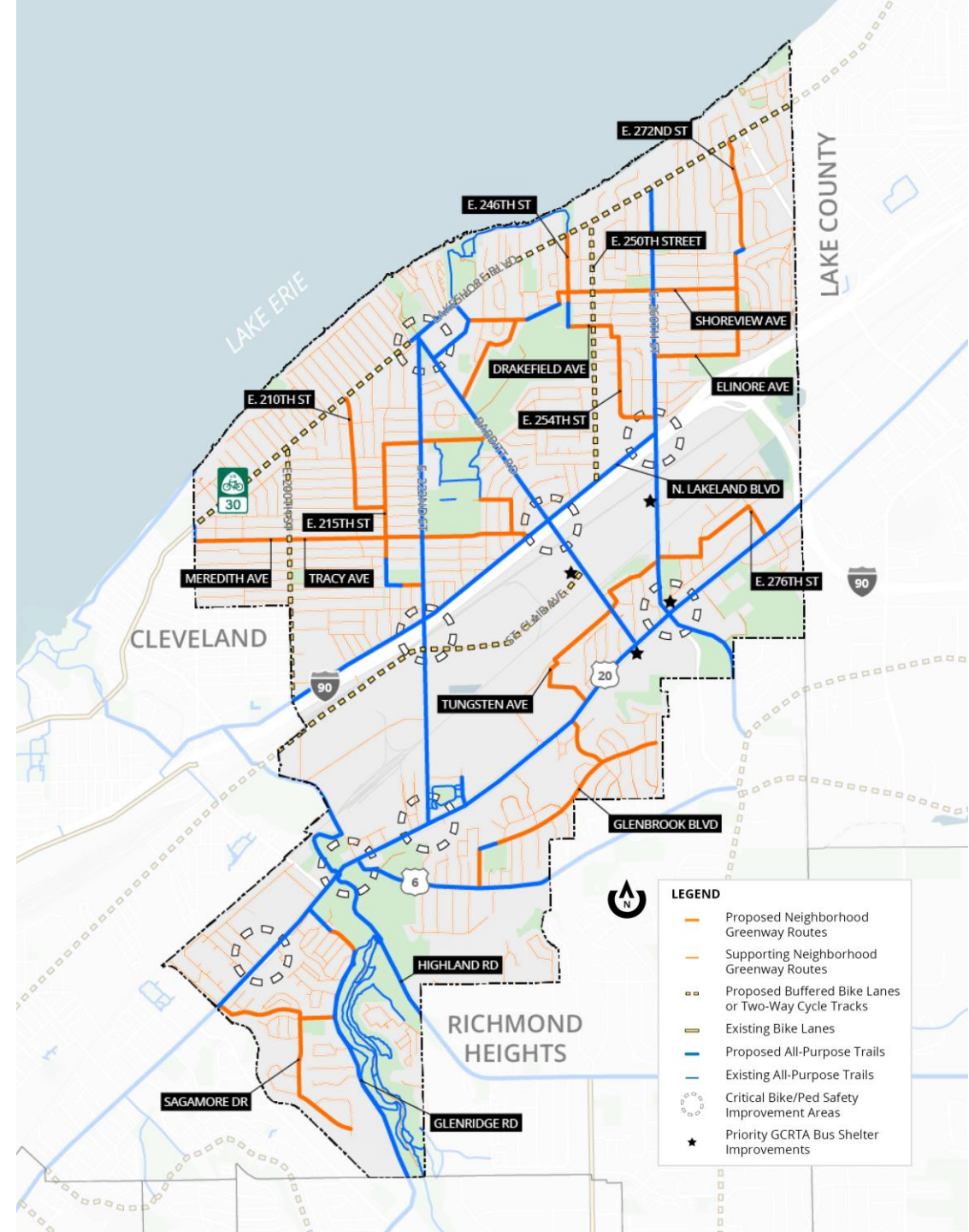
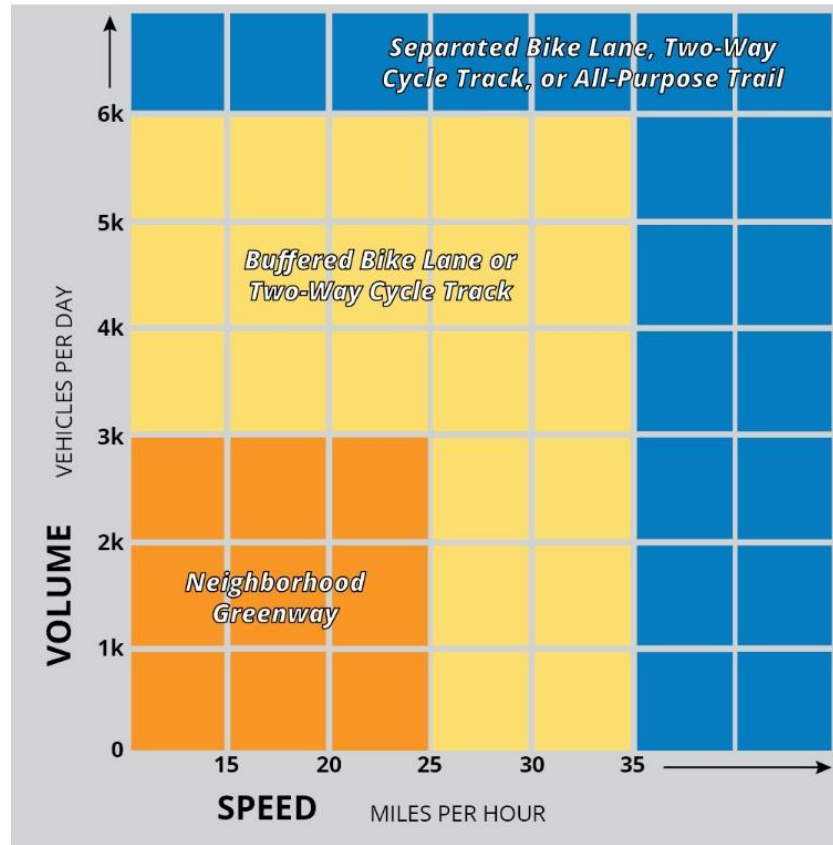


RECOMMENDED ACTIONS OVERVIEW

RECOMMENDED ACTIONS FOR A MORE PEDESTRIAN & BICYCLE FRIENDLY EUCLID	
Goal A: Sidewalk Availability	Goal H: Shared Transportation & Micromobility
Goal B: Road & Lane Diet Conversions	Goal I: Wayfinding, Signage & Mobile Apps
Goal C: Buffered Bike Lanes & Two-Way Cycle Tracks	Goal J: Bike/Ped Advisory Committee & Policing
Goal D: All-Purpose Trails & Sidepaths	Goal K: Safe Routes to School
Goal E: Neighborhood Greenways & Traffic Calming	Goal L: Complete & Green Streets Policy
Goal F: Temporary Installations	Goal M: Zoning & Codified Ordinances
Goal G: Streetscaping & Amenities	Goal N: Project Coordination & Collaboration



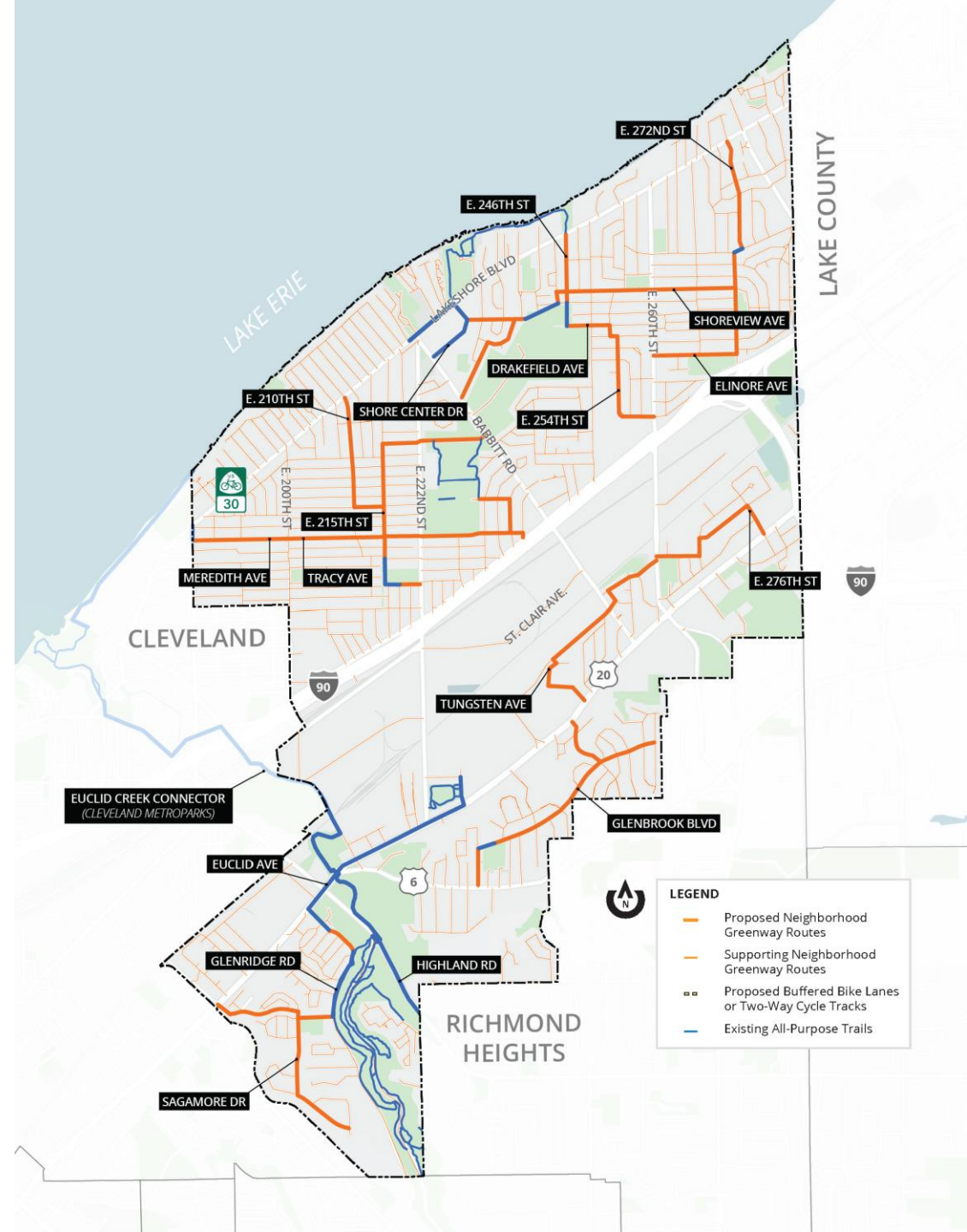
CONNECTIVITY NETWORK



CONNECTIVITY NETWORK

NEAR-TERM FACILITY IMPROVEMENTS (1-3 YEARS)

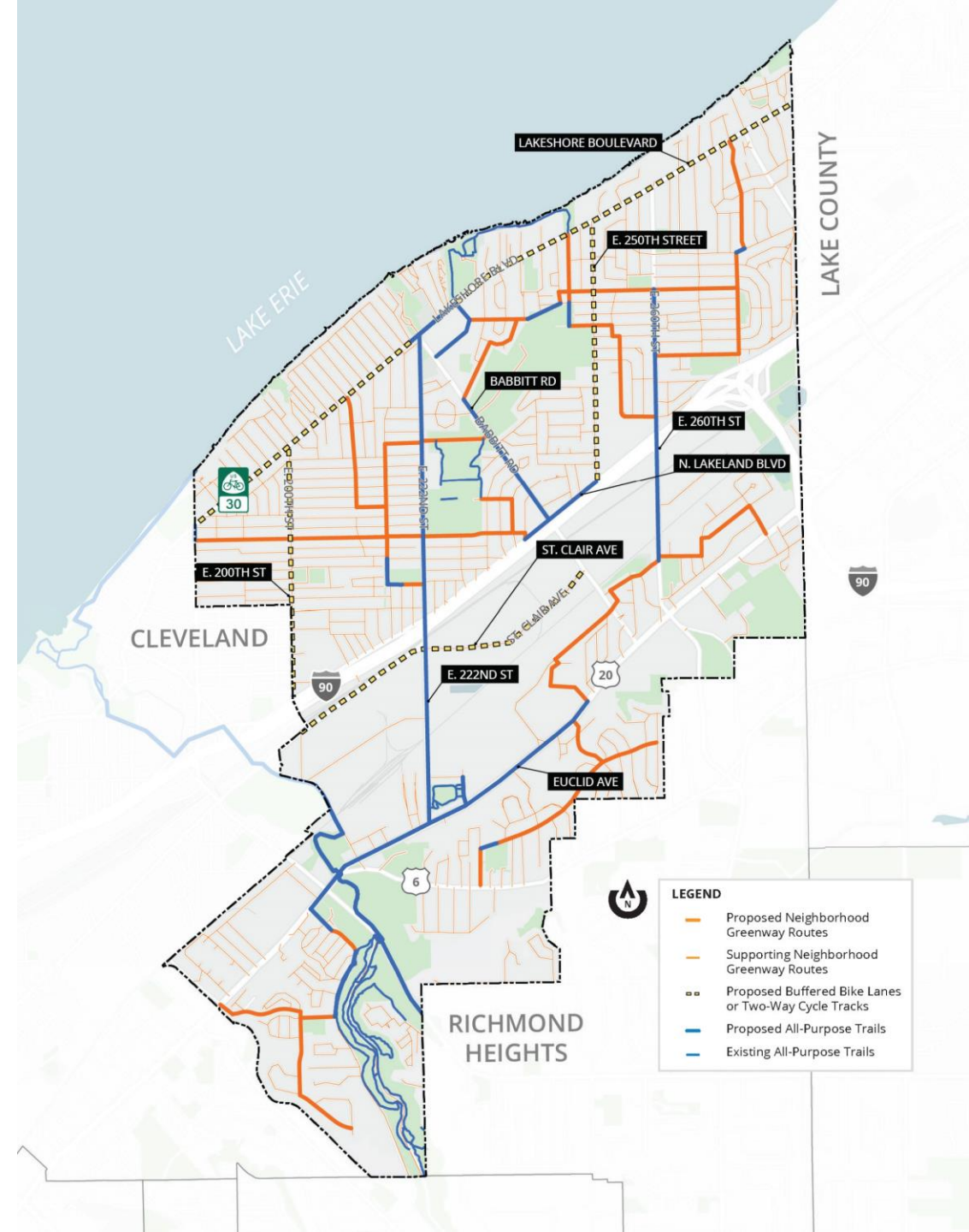
TARGET IMPLEMENTATION:
Sidewalks & Neighborhood Greenways



CONNECTIVITY NETWORK

MID-TERM FACILITY IMPROVEMENTS (3-7 YEARS)

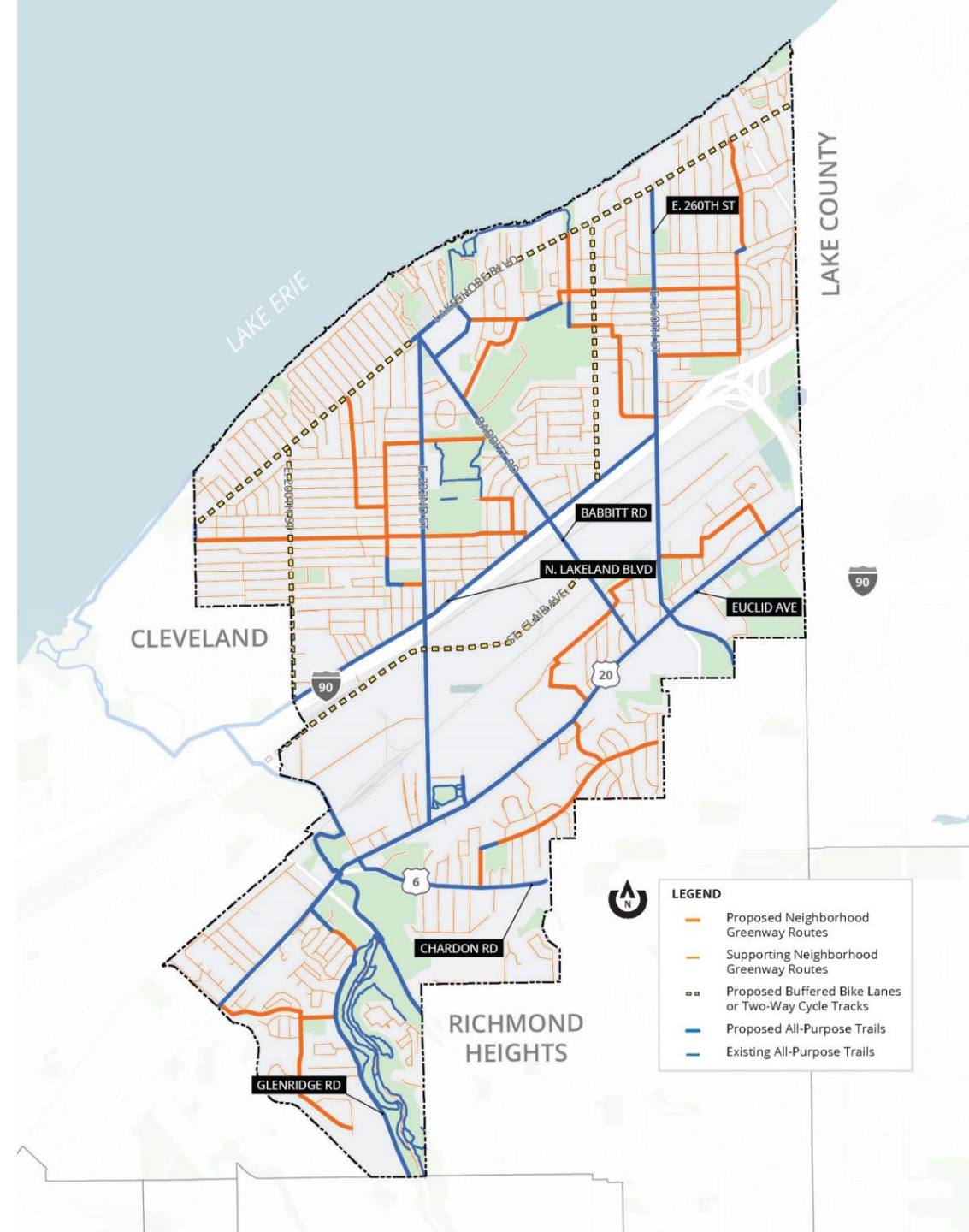
TARGET IMPLEMENTATION:
Bike lanes & All-Purpose Trails



CONNECTIVITY NETWORK

LONG-TERM FACILITY IMPROVEMENTS (7+ YEARS)

TARGET IMPLEMENTATION:
Challenging All-Purpose Trail Connections



IMPLEMENTATION



IMPLEMENTATION OVERVIEW

- Early Win Goals
- First Step Actions
- Catalyst Projects
- Funding Opportunities
- Implementation Matrix
 - Estimated Timelines
 - Estimated Costs
 - Priority Levels
 - Potential Partners



EARLY WIN GOALS

HIGH PRIORITY & LOW-COSTS

EARLY WIN <u>INFRASTRUCTURE</u> GOALS	EARLY WIN <u>POLICY</u> GOALS
Goal A: Complete Sidewalk Inventory	Goal J: Safety Review Committee & Policing
Goal E: Neighborhood Greenways & Traffic Calming	Goal K: Safe Routes to School Program
Goal F: Temporary Installations	Goal L: Complete and Green Streets Policy
	Goal M: Zoning and Codified Ordinances
	Goal N: Project Coordination & Collaboration



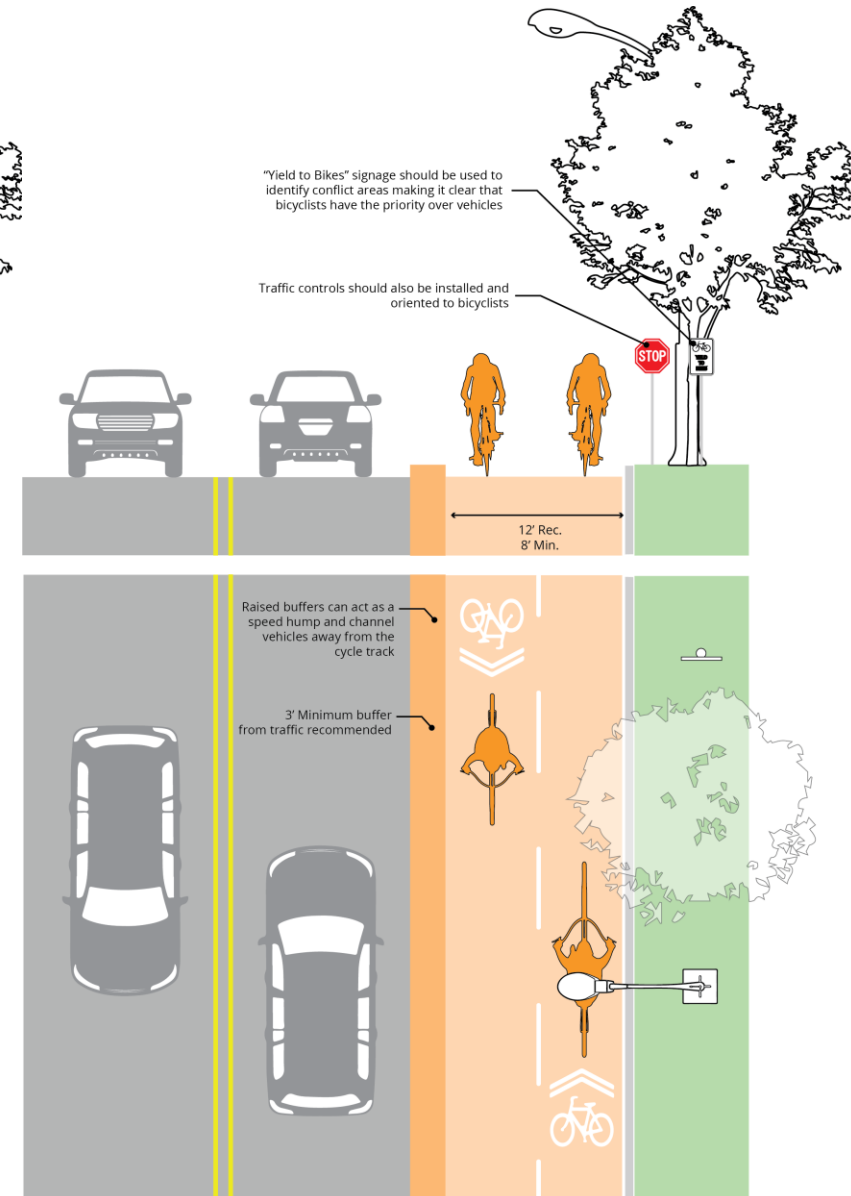
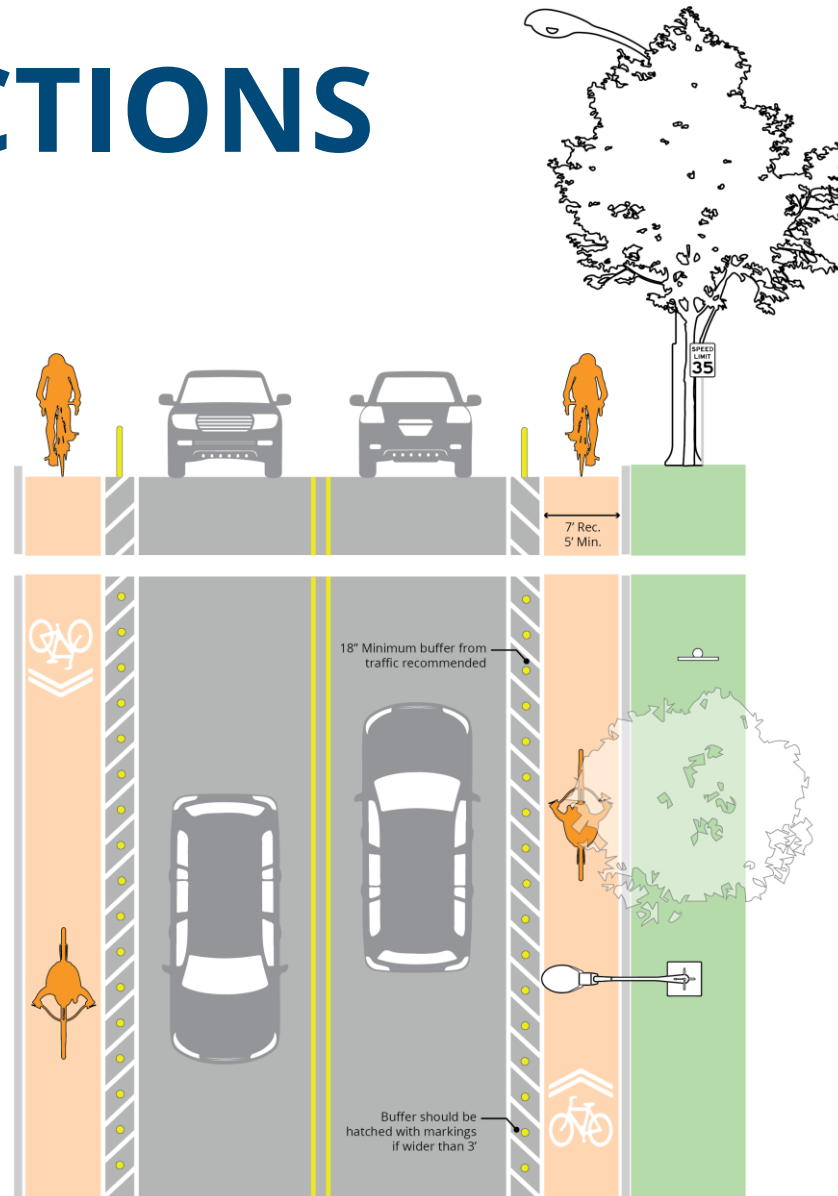
FIRST STEP ACTIONS

Near-term actions that build momentum toward longer-term goals

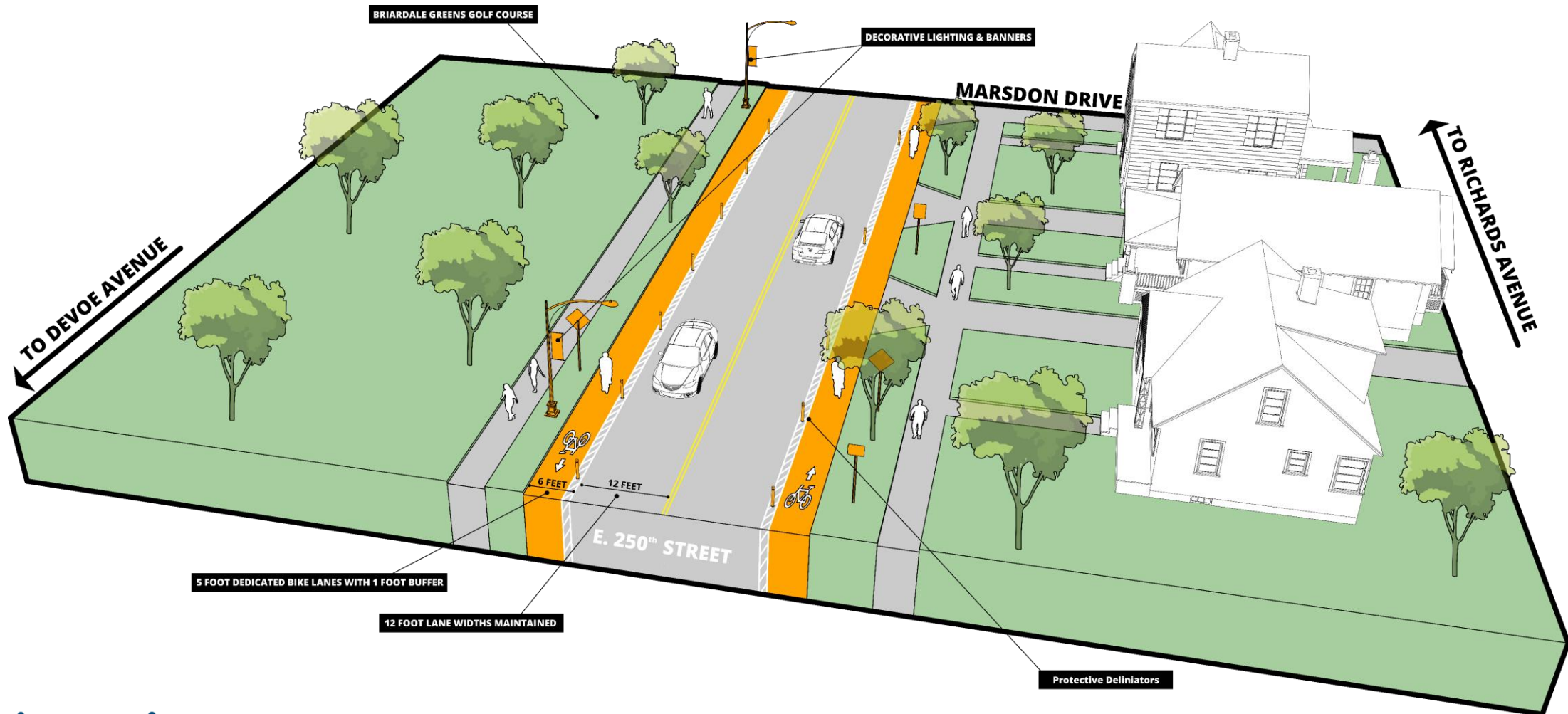
EXAMPLE

Goal C: Buffered Bike Lanes & Two-Way Cycle Tracks

FIRST STEP: Evaluate identified roads for preferred on-road facility type



FIRST STEP ACTIONS | IMPLEMENTATION



CATALYST PROJECTS

Infrastructure enhancements that have a significant impact on pedestrian and bicycle safety—regardless of cost or timeline

STREETSCAPING & AMENITIES



Downtown Euclid



Lakeshore Boulevard



ON-STREET FACILITIES



Lakeshore Boulevard



E. 250th Street



OFF-STREET FACILITIES



Euclid Avenue



E. 222nd Street



INTERSECTION IMPROVEMENTS



Euclid Avenue & E. 260th Street



Lakeshore Boulevard & E. 222nd Street



CATALYST PROJECTS

Infrastructure enhancements that have a significant impact on pedestrian and bicycle safety—regardless of cost or timeline

STREETSCAPING & AMENITIES



Downtown Euclid



Lakeshore Boulevard



CATALYST PROJECTS

Infrastructure enhancements that have a significant impact on pedestrian and bicycle safety—regardless of cost or timeline

ON-STREET FACILITIES



Lakeshore Boulevard



E. 250th Street



CATALYST PROJECTS

Infrastructure enhancements that have a significant impact on pedestrian and bicycle safety—regardless of cost or timeline

OFF-STREET FACILITIES



Euclid Avenue



E. 222nd Street



CATALYST PROJECTS

Infrastructure enhancements that have a significant impact on pedestrian and bicycle safety—regardless of cost or timeline

INTERSECTION IMPROVEMENTS



Euclid Avenue & E. 260th Street



Lakeshore Boulevard & E. 222nd Street



SAMPLE IMPLEMENTATION MATRIX



Recommended Actions	Priority	Timeline	Potential Partners	Cost	Notes
Goal A: Complete Sidewalk Availability (page 88)					
Strategy 1: Prioritize streets that provide access to key destinations (schools, parks, etc.)	★★	Ongoing	ODOT, NOACA, CDPW, BO, EPSD, PO, RES	\$	
Strategy 2: Prioritize first-mile/last mile connections that provide access to transit stops and job centers.	★★	Ongoing	ODOT, NOACA, GCRTA, ME, EPSD	\$\$	
Strategy 3: Prioritize new or rebuilt sidewalks on streets with higher speeds, crashes, and volumes.	★★★	Ongoing	ODOT, NOACA, CDPW, EPSD	\$	
Strategy 4: Increase minimum standards for sidewalk construction (width, location, furnishings, etc.) to increase comfort and safety.	★★★	6 Months	ODOT, NOACA, CDPW, EPSD	\$	
Goal B: Road & Lane Diet Conversions (page 90)					
Strategy 1: Evaluate road diet and lane width reduction guidelines.	★★★★	6 Months	ODOT, NOACA, DP, PBAC	\$	
Strategy 2: Integrate road diet considerations into Capital Improvements Program (CIP), pavement resurfacing, or similar construction schedules.	★★	Ongoing	CCPW, GCRTA, ODOT, NOACA	\$	
Strategy 3: Conduct corridor and/or targeted intersection analyses on roadways where road or lane reductions are being considered.	★★	1 Year	ECSD, BE, BC, PBAC	\$\$	
Goal C: Buffered Bike Lanes & Two-Way Cycle Tracks (page 94)					
Strategy 1: Evaluate identified roads for preferred on-road facility configuration and type.	★★★★	6 Months	ODOT, CCPW, NOACA, GCRTA	\$	
Strategy 2: Create school and community education/awareness campaigns for responsible road sharing of all users.	★★	1 Year	ECSD, BE, BC, NG, PBAC	\$	
Strategy 3: Integrate strong wayfinding/signage, and road marking programs on streets where on-road facilities are implemented.	★★★★	Ongoing	NOACA, CCPW, NG, BE, BC, DP	\$\$	
Strategy 4: Utilize continuous barriers to separate vehicles and bicyclists when possible and/or elevated facilities with intermittent barriers and delineators.	★★	Ongoing	ODOT, NOACA, GCRTA, BC, BE, DP	\$\$	



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Priority Level

★★★

Highest Priority

★★

Medium Priority

★

Lowest Priority



SAMPLE IMPLEMENTATION MATRIX



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Goal B: Road & Lane Diet Conversions (page 90)					
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Strategy 4: Utilize continuous barriers to separate vehicles and bicyclists when possible and/or elevated facilities with intermittent barriers and delineators.	★★	Ongoing	ODOT, NOACA, GCRTA, BC, BE, DP	\$\$	

Estimated Timelines

Ongoing

6 months

1 Year

1-2 Years

3-5 Years



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Goal C: Buffered Bike Lanes & Two-Way Cycle Tracks (page 94)					
Strategy 1: Evaluate identified roads for preferred on-road facility configuration and type.	★★★	6 Months	ODOT, CCPW, NOACA, GCRTA	\$	
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Strategy 3: Integrate strong wayfinding/signage, and road marking programs on streets where on-road facilities are implemented.	★★★	Ongoing	NOACA, CCPW, NG, BE, BC, DP	\$\$	
Strategy 4: Utilize continuous barriers to separate vehicles and bicyclists when possible and/or elevated facilities with intermittent barriers and delineators.	★★	Ongoing	ODOT, NOACA, GCRTA, BC, BE, DP	\$\$	

Estimated Cost

\$\$\$

High Cost (Over \$500,000)

\$\$

Medium Cost (\$100,000-\$500,000)

\$

Low Cost (Up to \$100,000)



SAMPLE IMPLEMENTATION MATRIX



Recommended Actions	Priority	Timeline	Potential Partners	Unit	Estimated Cost**
Goal A: Complete Sidewalk Availability (page 88)					
Strategy 1: Prioritize streets that provide access to key destinations (schools, parks, etc.)	Improvement Type			Mile	\$120,000
	Street Painting (Bikelanes, pavement marking)			Each	\$200
	Delineators			Square Foot	\$12
	Sidewalk (Remove and Replace)			Square Foot	\$10
Strategy 2: Prioritize first-mile/last-mile streets that provide access to transit stops	Sidewalk (New)			Mile	\$1,500,000
	Multi-Use Path/ Trail (Simple)			Mile	\$2,500,000
Strategy 3: Prioritize new or rebuilt streets with higher speeds, crashes, etc.)	Multi-Use Path/Trail (Average)			Mile	\$5,000,000
	Multi-Use Path/Trail (Complex)			Mile	\$8,000-\$50,000
Strategy 4: Increase minimum standard sidewalk construction (width, location, etc.) to increase comfort and safety.	Monument Signs			Each	\$400
	Wayfinding Signs			Each	\$50-\$100
	Streetscape Minor Enhancements			Varies	\$275-\$1,000
	Streetscape Major Enhancements			Varies	\$500
Goal B: Road & Lane Diet Conversion	Bike Racks			Each	\$500-\$1,000
	Streetlights			Each	\$300-\$700
	Street Trees			Each	\$1,800
	Benches			Each	\$150
Strategy 1: Evaluate road diet and lane reduction guidelines.	Bump Out Traffic Calming			Square Foot	\$150
	Raised Crosswalk			Square Foot	\$150
	Ladder Crosswalk			Intersection	\$12,000
	ADA Curb Ramps			Intersection	\$15,000
Strategy 2: Integrate road diet considerations into Capital Improvements Program (CIP), paving, resurfacing, or similar construction schedules.	Pedestrian Refuge Island			Each	\$25,000
	Pedestrian Signals - RRFB			Per Crossing	\$120,000
	Pedestrian Signals - HAWK			Intersection	\$250,000
	Pedestrian Signals - HAWK			Intersection	\$250,000
Goal C: Buffered Bike Lanes & Two-Way Streets					
Strategy 1: Evaluate identified roads for on-road facility configuration and type.	Bump Out Traffic Calming			Intersection	\$12,000
	Raised Crosswalk			Intersection	\$15,000
	Ladder Crosswalk			Each	\$25,000
	ADA Curb Ramps			Per Crossing	\$120,000
Strategy 2: Create school and community education/awareness campaigns for responsible road sharing of all users.	Pedestrian Refuge Island			Intersection	\$250,000
	Pedestrian Signals - RRFB			Intersection	\$250,000
	Pedestrian Signals - HAWK			Intersection	\$250,000
	Pedestrian Signals - HAWK			Intersection	\$250,000
Goal D: Pedestrian & Bicycle Safety					
Strategy 3: Integrate strong wayfinding/signage into road marking programs on streets where facilities are implemented.	Bump Out Traffic Calming			Intersection	\$12,000
	Raised Crosswalk			Intersection	\$15,000
	Ladder Crosswalk			Each	\$25,000
	ADA Curb Ramps			Per Crossing	\$120,000
Strategy 4: Utilize continuous barriers to separate vehicles and bicyclists when possible and/or elevated facilities with intermittent barriers and delineators.	Pedestrian Refuge Island			Intersection	\$250,000
	Pedestrian Signals - RRFB			Intersection	\$250,000
	Pedestrian Signals - HAWK			Intersection	\$250,000
	Pedestrian Signals - HAWK			Intersection	\$250,000

*Cuyahoga County Public Works, 2024 estimated costs derived by applying 20% multiplier to reflect noted increases in labor and materials costs since 2018

^ All costs are estimates only; actual costs of labor, materials, and project can vary

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Estimated Cost

High Cost (Over \$500,000)

Medium Cost (\$100,000-\$500,000)

Low Cost (Up to \$100,000)



FUNDING OPPORTUNITIES

RELEVANT SECTIONS IN THE FUNDING & RESOURCES FOR COMMUNITIES GUIDEBOOK

Natural Environment: Recreation pg. 55

Natural Environment: Trees pg. 55

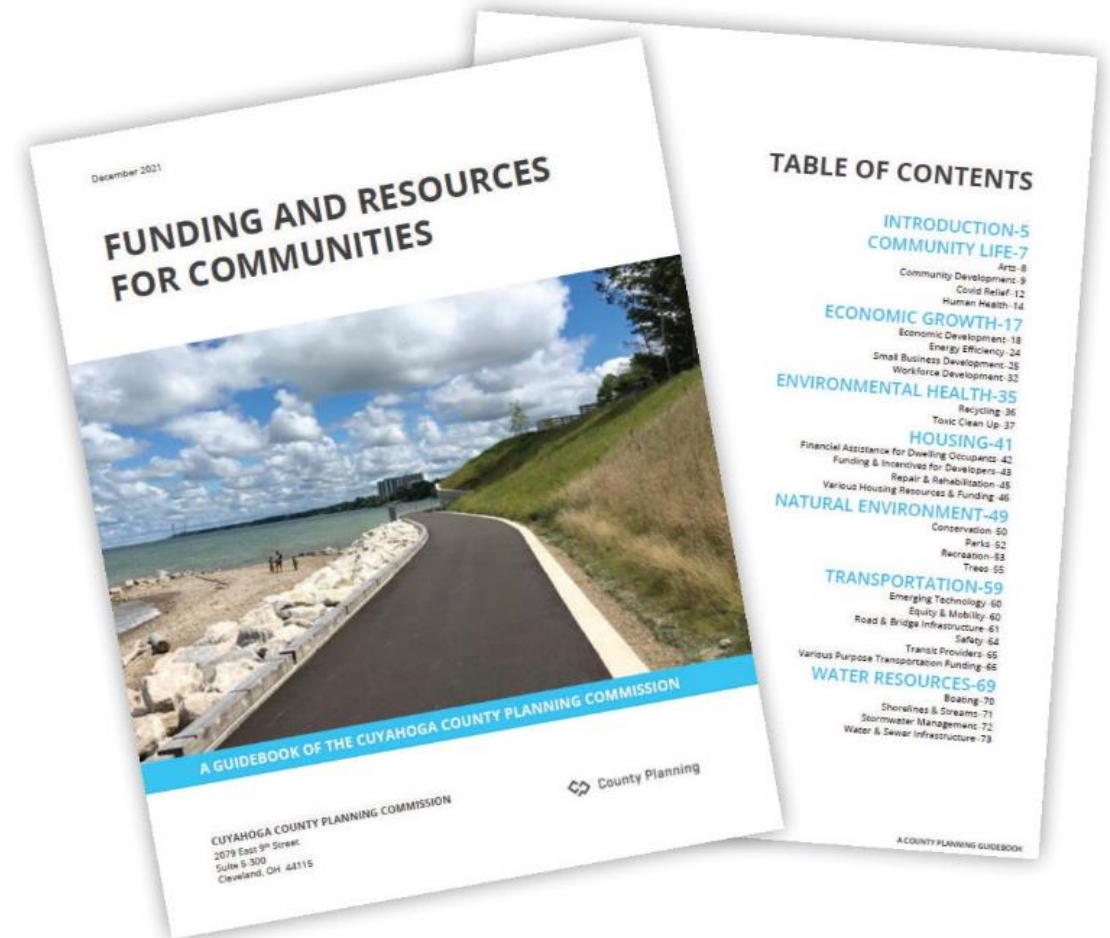
Transportation: Equity & Mobility pg. 60

Transportation: Safety pg. 64

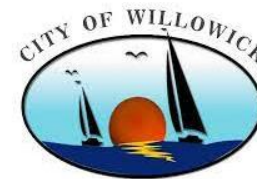
Transportation: Various Transportation Funding pg. 66

Water Resources: Shorelines & Streams pg. 70

Water Resources: Stormwater Management pg. 72



POTENTIAL PARTNERS



QUESTIONS & DISCUSSION



THANK YOU

- **Rachel Novak**, AICP, Senior Planner
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- **Paul Triolo**, Planner
ptriolo@cuyahogacounty.us
- **Project Website**
countyplanning.us/euclid

