

STREETS COMMITTEE MINUTES OCTOBER 6, 2015

The Streets Committee meeting was held on October 6, 2015 at North Royalton City Hall, 14600 State Road. The meeting was called to order at 6:31 p.m.

PRESENT: Committee Members: Chair Paul Marnecheck, Vice Chair Larry Antoskiewicz, John Nickell; Council: Dan Kasaris, Dan Langshaw, Steve Muller, Gary Petrusky; Administration: Service Dept. Foreman John Fielding, City Engineer Mark Schmitzer, Other: Louis Krzepina, Don Keehn.

UNFINISHED BUSINESS

1. Issue 1 Funding

Mr. Schmitzer said that applications were submitted on September 18, 2015 to DOPWIC for Tilby Road and Edgerton Road between Bennett and Ridge, and it is anticipated that the preliminary rankings will be out sometime around November 6, 2015. He said that we were aggressive in what we submitted and did a combination grant/loan along with our own matching funds. He felt this made us more competitive than we have been in the past. Mr. Kasaris said that we have tried many times and failed to get money for south of Rt. 82 and said that he is not hopeful that will change, but asked what our chances are of getting money for Tilby. Mr. Schmitzer said that we have received money for work South of Rt. 82 in the past; \$2.8 million for Bennett Road. Regarding Tilby, Mr. Schmitzer said it is hard to gauge. Every year it depends on the needs that other communities have. He said that there is more money available this year than there has been in the history of the program. He felt that the chances of our projects being awarded funding are higher than before. Mr. Kasaris asked if the chances are better if we ask for loan money vs. grant money. Mr. Schmitzer said yes, and if it comes down to a scoring issue, DOPWIC contacts the municipality and asks them if they would be willing to increase their loan amount. Mr. Nickell asked where the Issue 1 funding comes from. Mr. Schmitzer said it comes from the state fuel tax.

2. North Royalton Alternative Transportation Study

Reference was made to questions about the study that were sent to Mr. Jordan by email. A copy of those questions and Mr. Jordan's response are attached to these minutes. Mr. Kasaris asked what the next step is now that the study is complete. Mr. Jordan said that some policy decisions need to be made. He said that some of the suggested funding sources for the project are NOACCA funded projects. He said that he could meet with them to see which of the 17 recommended priority projects they feel would most likely be funded. He said there are congestion mitigation funds and safety funds. He said that some of these recommended projects might fall under these grant programs. Mr. Kasaris asked which of the 17 projects would qualify for a NOACCA grant. Mr. Jordan said that he would have to look through them in more detail. When he spoke with NOACCA staff he found that the intersections of Royalwood Road at both State Road and Ridge Road had a higher number of accidents at these locations, so sidewalks in these areas may be eligible for safety funds. Mr. Antoskiewicz asked if NOACCA gives grants exclusively for sidewalks or does it have to be tied into a street project. Mr. Jordan said that this study was funded under the Transportation for a Living Community Initiative (TLCI). He said that TLCI has been in existence for 10 years and this is the first year that implementation grants have been available. He said they are for very small amounts like \$50,000 and were typically for things such as bike racks, way finding signs for bikes, advertising of bike routes on the internet, etc. He said that to his knowledge he is unaware of any grants specifically available for sidewalks. He said the other thing that the plan mentions is if we are doing a street improvement project in one of the recommended areas, we should try to include the sidewalk improvements into the project in order to reduce the cost of constructing the sidewalk.

Mr. Langshaw provided a copy of legislation from Broadview Hts. that requires sidewalks or bike paths to be installed whenever a roadway was approved in certain areas of the city based on a map that was prepared. He felt that something similar to this could help us in prioritizing our sidewalk needs in key areas such as the Town Center and access to parks. Mr. Jordan said that there is a city ordinance requiring any new commercial or industrial development to install sidewalks as a part of the project. Mr. Jordan said that when the Town Center was originally conceived in 2004 it was thought that there would be one

developer who would do the entire project and would install sidewalks as a part of the project. He said that this is no longer the concept and it is being done in pieces over a period of time.

Mr. Nickell agreed that it does not always have to be a sidewalk; it can be a bike path or pedestrian walkway next to the road. He said that we don't need to do the outlying areas, but we should target some areas such as connecting to our Metroparks system. Mr. Jordan said that there is a gap in the Metroparks Emerald Necklace between Rt. 21 and Ridge Road. He said a study was done and the first phase from Rt. 21 to Broadview Road has been fully funded and the I-77 portion is already completed. The phase that includes Broadview Road to Ridge Road is about 80% funded and the Metroparks is looking for the additional 20% through a state grant. He said that they did not receive the money in the last funding cycle but they fully anticipate that they will be awarded funding in the next cycle. The City of North Royalton has pledged a small amount of about \$50,000 but it will help with the point system. He said that we will know this spring if they have received the money. Mr. Jordan said that the Master Plan and the Alternative Transportation Plan both indicated that we should prioritize completing the sidewalks gaps in the Town Center area. Mr. Petrusky said that there are areas in the city that are unsafe for pedestrians and cited the area on the corner of Royalton Road and State Road. He said that it is dangerous and we as a city need to do something to protect our residents.

Mr. Marnecheck ask if we know how many parcels are in each section of the recommended areas in the study. Mr. Jordan said the important part of the study is that it gives you a general idea of the cost per linear foot, and asked if Mr. Marnecheck was trying to arrive at a cost for a particular area. Mr. Marnecheck said yes. Mr. Antoskiewicz said that the cost will depend on which area we are talking about. He said he went out and viewed all 17 recommended areas to get a better idea of what would be involved. He said to him the number one priority that he doesn't hear anyone addressing is how are we going to fund these sidewalks; is it going to be a residential assessment as it has always been in the past. He said that the majority of the recommendations pertain to the Town Center District and according to the survey this is based on the fact that there is a destination to get to. He said right now our Town Center really doesn't have this type of destination. He said that if we put in sidewalks, he feels that we are putting in sidewalks to nowhere at this point. If we get a Town Center then the sidewalks would be the responsibility of the developer similar to what Gross Builders will be doing at Rt. 82 and York Road. He said that the city needs to be more cognizant of this when a developer comes before the Planning Commission and let the developer know what we need them to do. He felt that this is how we will start developing the sidewalks and bike trails throughout the city and then we can see where some of the gaps are as we move forward. He said that the only way to fund most of these sidewalks right now is through a resident assessment. He said unless we take money out of street repair or storm water, both of which still have a lot of work to be done, he doesn't know where else we would come up with a funding source for these projects. Mr. Petrusky said he thought that we could not use public dollars for private use. Mr. Antoskiewicz said that it has been brought up in the past by this Council to do certain projects and to add sidewalks to the project. He said it was also suggested that city funds be used to install sidewalks from City Hall to Rt. 82. Mr. Nickell said that it was suggested to use Recreation Funds. Mr. Jordan said that General Fund money can be used for public sidewalks. Mr. Petrusky said that every sidewalk would be a public sidewalk. Mr. Jordan said that the sidewalk in front of your home is in the public right of way and it is permissible to use General Fund money for this purpose. Mr. Schmitzer said generally speaking sidewalks are in the public right of way and public funds can be used for this with an assessment being placed on the private property owners to pay their portions. Mr. Antoskiewicz said that from what he saw while riding around is that in most developments, such as Royal Valley, the residents walk through the development but he does not believe that they will be walking on the main roads if sidewalks were available unless there is a destination to walk to. Mr. Kasaris said that there are destinations such as the YMCA, the Library and Hearsley Field. These are the areas he has been advocating for sidewalks. He said that if Gross Builders is going to install sidewalks at Rt. 82 and York, it just makes sense that we do the rest and take it down to the York Road Fields and maybe even the parkway. Mr. Antoskiewicz asked if he is advocating that the city pay for this. Mr. Kasaris said no, we would assess the property owners. He said another destination is the new City Hall and we need to provide residents with the means to be able to walk here. Mr. Petrusky said that there are

residents in Royal Valley who have asked for sidewalks from Royal Valley to Ridgeline, or from Royal Valley to Bunker so that they can make bigger loops when they are walking. Mr. Kasaris said that if there was a sidewalk on Boston Road between Lytle and Queensbridge, residents in his subdivision would use it. Mr. Antoskiewicz said that if there are areas in each ward that the Councilman feels should warrant a sidewalk, then they need to go out there and start communicating with the residents that will be affected and let's see where that takes us and what they have to say about it. Mr. Nickell said that he has spoken with a most of the residents between City Hall and Rt. 82 and the only concern was where to put the sidewalk with the ditch that is there and he asked if we should start with this section. Mr. Marnecheck said that the issue is still how do we pay for it. Are we going to access the property owners. Mr. Nickell said yes.

Mr. Muller said that more locations were added based on public input provided at the final public meeting and asked if there was any data to support these recommendations. He said they are items K through P on Page 10 of the study. He said that when the study was being done initially, he thought that a lot of data was being looked at and when we got to that final meeting, he thought it was more of a presentation to the public. He said that when the study was being done, he looked at it as they were utilizing a lot of data that the average person might not have their hands on and he said it is somewhat concerning to him that one comment at one meeting was able to change the study and, using Item M as an example, added a \$370,000 or \$740,000 project. He said when they did the whole study, he thought there was a lot of data being used to determine the locations where sidewalks were warranted based on this data, but then when we get the study back there are almost twice as many data points for sidewalk placement. He asked where did the data come from to all of a sudden add on these projects. Mr. Nickell said a lot of the data came from the residents at the meeting. Mr. Nickell said he specifically brought up York Road from Rt. 82 to the Industrial Park. He said other residents brought up York Road to Timber Ridge. He said Mr. Kasaris brought up the York Road fields. Mr. Nickell said that there is nothing nefarious about adding these locations. He said Mr. Muller is implying that there was some secret data that was mysteriously added. Mr. Nickell said that it is common sense. He drives York Road every day and watches people get off the bus and there is no sidewalk on York Road for them to walk on. He said the same problem exists on State Road to Rt. 82. Mr. Nickell said everyone doesn't have a car and they have to walk. Mr. Muller said that he is not implying this at all or saying that there was anything nefarious going on. His comment was that he was surprised that after we had the final public meeting where there were a couple of comments here and there that all of these projects were simply added to the study and he was asking if there was any data behind the scenes that we had not looked at. He said that it is odd that the study was virtually done with data points A through I and now we have A through P. Mr. Jordan said that he too asked this question of those who did the study and the reply was it was based on the public input in part. He said that the report does not rank these projects based on priority, that is why they used letters instead of numbers. They are indicating that there are some data points that would drive a recommendation to add those to the study. Mr. Jordan said that there are two overriding things about the study. First, what he found most important was that most of the residents of the city wanted sidewalks for recreation, leisure, exercise. Second, they wanted sidewalks added to the Town Center area as it is developed. Mr. Jordan said that sidewalks for recreation, leisure, etc. would be contained mostly within the first 10 recommendations in the study. The added recommendations deal more with work related issues such as access to the industrial park. He said that Item O on the list of recommendations was left out of the first draft in error and was added when the error was discovered. It should have been in the top 10 recommendations, not the bottom 7. Mr. Jordan said he could go back to NOACA and see if they have any supporting data for these added recommendations. Mr. Muller said that he was just curious as to how much actual input was needed in order to be included as a recommendation. He said that the cost of the projects are rather sizable. He said that he attended all the meetings and thought that when the final plan was presented that they were simply looking for input on what was presented. He found it odd that after the whole study was essentially completed that all of a sudden we have this long string of additional, rather costly, projects. He said that he remembers certain residents requesting these certain areas and questioned if one or two requests was enough to be included as a data point. Mr. Nickell asked what the right number would be? Mr. Nickell said that he was at the meetings as well and the survey was presented and the residents who were there voiced

their opinions. He said that Mr. Muller brought a lot of people who were against sidewalks because he doesn't want to have any sidewalks or spend any city money. He said he remembers the discussion about Item A and said it made sense to bring it down one side if money was no issue because on Sprague Road there are sidewalks that go all the way down that connect York to Timber Ridge. He said Item K was a compromise. Why bring it all the way down to the park, why don't we bring it down to Bennett Road, across Akins and then connect to the ball fields. Mr. Nickell said that he didn't think that those preparing the study would include suggested projects unless they felt they were warranted and not just because one person asked. He said that these are only suggestions; no one said we are spending this money tonight. He said you can't know how much something will cost unless you get an estimate and then Council can determine the necessity and priorities. He said no one here wants to overburden the tax payers with sidewalks to nowhere but we are a growing city and the need for sidewalks grows with it.

Mr. Langshaw asked Mr. Jordan if sidewalks would make a difference when attracting new business to the city, particularly the Town Center District. Mr. Jordan said that most studies will tell you that sidewalks make a community more livable and would in general boost retail sales. He said most development trends currently incorporate sidewalks into the plans. He said we have legislation that requires all new developments to incorporate sidewalks in their plans as well. He said the question now is what do we do about those parts of the Town Center area or the heavily residential areas that don't have sidewalks. He said that there are many communities in a similar situation here and nationally. The city needs to make a policy decision if they want to use General Fund money annually at this stage in the city's development or do we wait for development to occur and incorporate sidewalks in at that time. If the city does not want to wait and wants to do assessments on certain projects, we have that option as well. He said that he would agree that in general sidewalks relative to development make a community more livable. He wouldn't say that it is an economic development tool that would drive more business to the city. It's more about livability. Mr. Langshaw said that he feels that there may be an consensus on Council to do an assessment to at least connect City Hall and Memorial Park to Rt. 82. He said that would connect to a major investment that the taxpayers have paid for. He said it makes sense to him. Mr. Langshaw asked if this is something small that Council would like to start with. Mr. Kasaris asked if we are going to go down to Akins Road. Mr. Langshaw said that he is just proposing from the corner of Rt. 82 and State Road south to City Hall. Mr. Kasaris said that there are 7 houses between City Hall and Akins Road. Why not just take it down to Akins. Mr. Antoskiewicz asked what the purpose would be to take it to Akins. Mr. Kasaris said that this would provide more foot traffic for people who live in these house to get here. He said he feels that it is illogical to stop at the City Hall and we should take the sidewalks down to the next street, which is Akins Road. He said we did the same thing on Bennett Road by not continuing the path down to the Metroparks. Mr. Nickell said that 50-100 cross country runners from the schools run down State Road. Mr. Manecheck said he is leery of assessing residents for the cross country team's practice. Mr. Antoskiewicz said that it is up to the coach to make sure the team practices in a safe environment; they don't have to run on State Road. Mr. Langshaw said that it will eventually make sense to connect to the Metroparks once the All Purpose Trail is built, but until then we have to start somewhere and make a decision. Mr. Nickell suggested adding asphalt to the side of the road to enlarge the lane.

Don Keehn, 5611 Goodman Drive, addressed the committee. He felt that if there were sidewalks available more people would walk for exercise. He said that we need to get more amenities in the community in order to attract the kind of quality residents we would like to have. He said that we might want to consider a tax levy to find out if the residents are interested in having sidewalks installed. This would let us know what the residents think one way or the other. He also suggested finding out how other communities, such as Parma, handled this situation.

Mr. Antoskiewicz said that if the interest is to do this stretch of State Road, he suggested that we contact the homeowners, invite them to the next Streets Committee meeting to let them know that this is an area of interest for sidewalk installation, get their input and then we can move on from there. Mr. Kasaris said that he would put together a letter to the residents on the west side of State Road from Rt. 82 to Akins Road and send it to the Council Office for distribution.

3. **Service Department Report**

Mr. Petrusky said that in front of the YMCA we finally got the turn lane in and on the other side of the turning lane we put in 4 reflectors. He said one of the reflectors was removed and he asked who did it and why. A resident in the audience stated that he complained about it because it was impossible to make a 90 degree turn right onto State Road without going into the south bound lane. Mr. Petrusky said that he begs to differ because he has a 20 foot pick up truck and had no trouble making that turn and he thinks it should be put back. Mr. Marnecheck said that he received a number of complaints so he asked the Service Department and the Police Department to remove it. Mr. Petrusky said that he received no complaints from anyone in his ward. Mr. Fielding said there was another issue with a gentleman in a wheelchair that as he was going down State Road he could not maneuver in between them so he had to go out into the road to go around them. Mr. Petrusky said that this is a much better reason for the removal. Mr. Fielding said that there was a conversation with the Traffic Control Officer and given all the factors it was decided to remove one of the reflectors.

4. **Outstanding punch list items**

Mr. Schmitzer said that he met with the contractor for Julia Drive, et.al. today and their crews will be out tomorrow to perform crack sealing on all the roads, and the concrete overlay program at the Pinebrook area as well. He said there is one small repair that needs to be done up the hill on the "s" curve on Julia that is alligator cracking. He said that this is a base failure and will be corrected at no cost to the city. He said that they will also be looking at the issue of ponding water in the intersections of Julia and Hi-View where it meets Ridge Road. Mr. Schmitzer said that this ponding occurred even prior to doing these road projects, but the project work stopped at the gutter line on Ridge Road and it was never intended to do anymore. The contractor is going to look at this and see what he can do to rework the pavement to help take care of some of this. He said that this work will be done over the next two weeks. He said that next week the contractor plans to have the curb crew come out, cut out the curbs that are bad and replace them. After all the curb work is done, all the streets will have everything backfilled behind the curbs again and have grass seed and straw placed in there.

At this point, the Streets Committee meeting was recessed so that the City Council meeting could be held. The Streets Committee meeting will be reconvened following the completion of the City Council meeting.

Moved by Mr. Nickell, seconded by Mr. Antoskiewicz to **recess the Streets Committee meeting**. Yeas: 3. Nays: 0. **Motion carried. Meeting recessed at 7:30.**

Moved by Mr. Marnecheck, seconded by Mr. Nickell to **reconvene the Streets Committee meeting**. Yeas: 3. Nays: 0. **Motion carried. Meeting reconvened at 7:59 p.m.**

Mr. Schmitzer said that we should be done with the punch list items before the next meeting and there is still another year remaining on the guarantee for this road program.

Mr. Petrusky asked what was being done currently on Sprague Road. Mr. Schmitzer said that the road was cracking so we had them saw cut it out. This is being done at no cost to us.

5. **Bennett Road**

Mr. Schmitzer said that this project is nearing completion. The anticipated completion date is November 1, 2015. He said they are finishing cutting out the aprons this week and are finishing the ADA curb ramps that were part of the project. Next week they will begin the apron replacement work. He said the contractor will work with the residents and are going to replace every other apron so that the neighbors can park at their neighbors house and vice versa. He said the week of October 26th they will start putting on the final surface course and then do the fine grading work. Mr. Kasaris said that Mr. Schmitzer has done a great job with this but unfortunately we don't control the project, the county does. He said one thing he noticed with this contractor is that the communication is pathetic. He read an email into the record from a resident

regarding Bennett Road, a copy of which is attached to these minutes. Mr. Kasaris asked if there is a way that we can get the contractor to communicate better with the city and the residents. Mr. Kasaris said that when he pulls onto Lytle Road there is a sign that says "one way north", but he knows that he can turn left. Mr. Schmitzer said legally, you cannot. He said that people can't just do what they want to do. This is a construction zone owned and operated by the contractor. Mr. Kasaris asked who the contractor is. Mr. Schmitzer said it is Chagrin Valley Paving. Mr. Kasaris said that if Chagrin Valley Paving ever bids on a city job, he doesn't care how low they are, he is voting no. What he has seen from this contractor from a communication standpoint is pathetic and he is speaking on behalf of the residents who live in Greenbriar and the residents who live on the Ward 6 side of Bennett Road. Mr. Kasaris again said that our Engineering Department has done a great job on this project; he is displeased only with the contractor. Mr. Schmitzer said that we only have a few more weeks of construction and all traffic is north bound from W. 130th to Edgerton. This is how it has been since the second week into the project. He agrees that the signage is very confusing and he has spoken with the contractor about this. He agrees with Mr. Kasaris that this should have had better planning and notification to the residents and city.

6. **2015 Infrastructure Program**

Mr. Schmitzer said that this program is moving along. He said the biggest holdup has been Abbey Road. Nothing has been done there because of items that were discovered in the field that we did not anticipate and this led to having to change our design. He said that we knew we would run into slag under the road, but we did not anticipate it at the depth that we encountered. This caused us to change our design methodology. We had originally anticipated to mill off 3 inches of asphalt and then full depth recycle and stabilize up to 12 inches for the rest of the road to reprofile it, get us to a good base and then build off of that. He said that Geotech and the subcontractor said that if you start mixing the slag in it will react with the cement and actually cause the road to swell up. Mr. Marnecheck asked what is slag? Mr. Schmitzer said that it is the leftovers from the steel industry from blast furnaces. Most cities don't use it anymore but it was readily available and inexpensive and was used as a road base. He said that we don't do this anymore. Mr. Langshaw asked if this was only on certain areas of the road. Mr. Schmitzer said no, it is underneath the entire road, and there are a lot of other roads in our city that have this as well. Akins Road is an example. He said that it is a good, solid material but when you try to rehab it with newer methods it doesn't work very well. He said that they went through this with the consultant and the contractor and came up with a new design that works and that is within our budget with the same, or better, results. This is planned to begin Monday and to make up time, the contractor would like to do Abbey Road full width at one time. We have asked them to submit a complete maintenance of traffic plan. Mr. Schmitzer said that it is anticipated to take 2-3 days maximum and said that traffic will be maintained in some manner. He said that the contractor will personally deliver a letter to each resident involved notifying them of the detour routes, etc. Mr. Marnecheck asked if this was the same contractor as Bennett Road. Mr. Schmitzer said no, it is Karvo Paving Co. Mr. Marnecheck asked if the contractor still has until November 25th to complete the work. Mr. Schmitzer said yes. Mr. Marnecheck asked what is next after Abbey Road. Mr. Schmitzer said that they only need a certain amount of people at one time to use the machine on Abbey Road, so they will have another crew at the same time finishing out saw cutting the full depth repairs that need to be done at Hawley and Goodman. Once this is done, they will pull out the repair areas and place the 301 asphalt in per specifications to fill in the hole. They will also be working on cutting out the bad curbs on both of these roads, as well as on Akins Road. All three of these roads still need catch basin adjustments and monument box adjustments so that they can prepare to pave all of the streets. Mr. Nickell said that he has been getting phone calls from residents on Hawley and Goodman stating that the contractor came in, did some work, and then disappeared several times. He said that they haven't been there in 6 days and he asked Mr. Schmitzer for an explanation. Mr. Schmitzer said that he received notice from the contractor on 9/21/15 stating that they felt that they were being forced to work out of specification and that they were going on force account. This basically means they are saying that they are being asked to do work that they don't believe is part of the contract. They will do the work but they will track it separately as force account time and material. Mr. Schmitzer said that he met with the Law Department and drafted a letter to the contractor on 9/24/15 saying that they can track all the time they want, they are not being asked to work out of specification and they are to perform the work as instructed in the documents. He said that he

clarified exactly where in the documents it says to do the work they are supposed to do and they are to do it expeditiously. He said that he has not received a formal response back from the contractor but he has spoken with them and they said that they agree. They said there was confusion in the specification and they are getting the proper tools assembled. He said that he expressed his displeasure with the contractor for treating us basically as a side job. He said however that we are still within the contract limits so he is not yet concerned. He said he will be concerned next week if he doesn't see anything happening. He said that he will stay on this and make sure everything gets done.

7. **Lytle Road berm**

Remove from agenda.

MISCELLANEOUS

Moved by Mr. Nickell, seconded by Mr. Marnecheck **to adjourn the October 6, 2015 meeting**. Yeas: 3.

Nays: 0. **Motion carried.**

Meeting adjourned at 8:27 p.m.

Street Department Monthly Report – September 2015

9/1/15-TUES.

Concrete-rip out bad concrete at the end of Gabriella dr. set up for Wednesday pour.
Crack Seal-Akins rd. finish out to the line. Start the other side heading west from the Broadview line.
Signs-put up new delineators on State rd. just past the Y.M.C.A. exit. Put the rest of the flags up for Memorial Day weekend.
Rec. Dept.-sent one guy down to help out.

9/2/15-WEDS.

Concrete-pour one side of Gabriella dr.
Crack Seal- finish Akins rd. went back to Boston rd.
Catch Basin-9353 Ridge rd. [the basin collapsed in front of Babbitt funeral home, emergency fix needed].

9/3/15-THUR.

Concrete-pour the intersection of River Oaks and Gabriella dr.
Catch Basin-finish rebuilding catch basin and set up to pour concrete.
Rec. Dept.-sent one guy down to help out.
Signs-fix delineators on State rd. [per N.R.P.D.].

9/4/15-FRI.

Concrete- poured apron and catch basin at Babbitt Funeral Home. Also poured the last spot on River Oaks.
Asphalt-Ridge rd. Babbitt Funeral Home then went to Gabriella rd. asphalted up to new concrete.
Rec. Dept.-sent one guy down to help out.
Signs-fix traffic lights per N.R.P.D.

9/8/15-TUES.

Culvert Pipe- 7239 Cady rd. remove bad pipe, install new pipe backfill and put down asphalt apron.
Concrete- rip out last section of Gabriella and set up for Weds. Pour.

9/9/15-WEDS.

Landscape- 7239 Cady rd. add dirt, seed, and straw around new pipe and apron.
Concrete- pour last section of Gabriella dr. we will need to do an 8 foot section of asphalt to meet the new concrete. Go over to 13890 Stoney Creek, saw cut and rip out the road and catch basin for repairs.
Catch Basins -Chesapeake dr. and Potomac dr. two catch basins need ripped out and rebuild, we completed one basin [a total rebuild] and started the second one
Signs-pull flags down from city center. [Holiday weekend is over].

9/10/15-THUR.

Concrete- rip out the corner of Eagle Chase & Royalwood sidewalk and pour new concrete. Sent the crew back over to 13890 Stoney Creek dr. to finish saw cutting and ripping out for a Friday pour.
Catch Basins- finish second basin on Potomac dr.sent crew over to 13890 Stoney Creek to repair catch basin.

9/11/15-FRI.

Concrete-pour Stoney Creek, Chesapeake.
Asphalt-installed asphalt strip on Maple Ln. and finished Gabriella Dr where the asphalt meets the concrete.
Saw Cutting-did the other side of Stoney Creek and Sir John.

9/14/15-MON.

Concrete-sidewalks on Catherine Ct.
Asphalt-Cady Rd berms.
Mowing-South side of city mowing berms.

9/15/15-TUES.

Concrete-Pour Sir John.

Asphalt-rip out and installed asphalt strip by Cemetery on Royalton Rd.

Mowing-start retention basins in South side of the City.

9/16/15-WEDS.

Concrete-repair the catch basin on the other side of Stoney Creek and pour new concrete. Sent crew over to Jamestown to start catch basins.

Catch Basins-start ripping out on Jamestown.

Landscaping-all previous concrete pours.

Rec. Dept.-sent 1 guy down to help out.

9/17/15-THUR

Concrete-pour one side of the driveway leading to the recycle yard.

Catch Basins-start Jamestown basins [complete rebuilds bad shape].

Crack Seal-seal all new concrete [hillside, beechwood, river oaks, Gabriella, Chesapeake].

Rec. Dept.-sent one guy down to help out.

Mowing-retention basins start mowing in the northeast corner of the city.

9/18/15-FRI.

Concrete-start work on the other driveway just west of recycle yard driveway.

Crack Seal-return to Boston rd. [had to pull the crew off of Boston to clean up a major oil spill on RT.82 from W130 to York rd. worked on RT82 the rest of the day].

Rec. Dept.-sent one guy down to help out.

9/21/15-MON.

Concrete-pour 30 yards by the gas pumps and barn. Rip out other side of recycle driveway.

Joint Repair-Sir Robert start cleaning joints so we can put in new asphalt.

Catch Basins-Jamestown, continue repairing basins.

Rec. Dept.-sent one guy down to help out.

9/22/15-TUES.

Concrete-pour the other side of recycle yard driveway. Move over to the other driveway to the west and continue to rip out.

Joint Repair-Sir Robert fill joints with new asphalt.

Rec. Dept.-sent one guy down help out.

9/23/15-WEDS.

Crack Seal-Boston rd.

Concrete-pour 50 yards of new driveway. Rip out more for Thursday pour.

9/24/15-THUR.

Crack Seal-finish Boston rd.

Concrete-pour 30 yards of new driveway.

Asphalt-grind out around gas pumps and new driveway for Friday install.

9/25/15-Fri.

Asphalt-install 25 ton of asphalt around gas pumps and along the side of new driveway.

Catch Basins-Sir Robert and Sir John rip out two catch basins for repair.

Crack Seal-last 2 hrs. Of the day, sent the men over to start on Drake rd.

9/28/15-MON.

Catch Basins-rebuild two catch basins in Prince Charles get ready for pour Tuesday.

Concrete-rip out more of the driveway entering the service dept.

Joint Repair-sir Robert and sir john.

9/29/15-TUES.

Concrete-pour 30 yards on the driveway entering the service dept.

Catch Basins-pour new concrete around 2 catch basins and a section of sidewalk [from storm sewer repair].

Landscaping-old city hall, seed and straw all the damaged areas from the community festival and harvest fest.

9/30/15-WEDS.

Concrete-pour rest of the driveway to the street at the service garage.

Joint Repair-Sir John and Sir Robert.

Signs-replace old signs with new high intensity signs.

10/1/15-THUR.

Concrete-continue ripping out the service entrance driveway [setting it up for a Monday pour].

Joint Repair-fix a small section of Cedarwood dr. by Hickory ln.

Signs-sent two guys up with the boom truck to the N.R.P.D. to fix all the parking lot lighting

10/2/15-FRI.

Concrete-continue setting up service entrance driveway for Monday morning pour

Crack Seal-Cedarwood Dr and Prince Charles development

Signs-take computers down to recycling center and make up new high intensity signs

Laura Haller

From: Thomas Jordan
Sent: Monday, October 05, 2015 3:42 PM
To: Dan Kasaris; Dan Langshaw; Gary Petrusky; John Nickell; Larry Antoskiewicz; Paul Marnecheck; Steve Muller
Cc: Robert Stefanik; Laura Haller
Subject: NR Alternative Transportation Plan Questions/Answers

1) When will the study be posted on the city website for residents to see?

The link to the study is on the community/economic development page. It was not prominently posted. We are going to provide a link in Fridays e-newsletter.

2) What is the status of the Metroparks all purpose trail project? Was it considered as part of the study?

It was considered as part of the study and the Metroparks was contacted. The Metroparks has great record applying for funds. Surprisingly they were turned down in 2014-15 state grant round. They are reapplying for the grant. We will know by spring if they received the funds. The Brecksville/Broadview Hts sections is fully funded and design/ construction is underway. Also the most costly aspect of the gap in the all purpose trail is the I-77 overpass was completed.

3) Based on the recommendations from the study. How much and how long could it take to completely connect the Town Center District with sidewalks?

Completely dependent upon how much resources the city applies and how much new development occurs.

3) As a result of doing this study could a city wide sidewalk/bike lane ranking system be created similar to our current street ratings?

The current plan recommends less than twenty sections of street. It would take a very detailed plan to do every street in the 20 sq. mile city. Also there needs to be some more policy decisions to guide future plans.

4) Does the study give a better chance for the city and school district to apply for grant funds to increase connectivity with sidewalks? Yes many grant applications give a lot of weight to a vetted and approved plan.

6) Is there any current city ordinance that requires property owners doing new construction to have a sidewalk in any of North Royalton in the following zoning districts: TCD, PF, GB, R1-A, R1-B, SCD, or RM-D? Below is the section that applies regardless of zoning.

1480.01 CONSTRUCTION REQUIRED; WAIVER.

(a) Requirement Incident to New Construction.

(1) A person signing the application for a permit to build a building on any lot or land in the City is hereby required to place steel reinforced concrete sidewalks on such lot or land in accordance with requirements of the Department of Engineering. The Building Commissioner is hereby directed to refuse final approval of any building or

structure and to withhold the issuance of an occupancy permit until such sidewalks have been installed to the satisfaction of the Building Commissioner, or until a cash bond has been submitted therefor.

(2) No newly constructed sidewalk shall be built so as to obstruct the right of way of any public utility.

(3) No newly constructed sidewalk shall contain any opening, whether covered or uncovered, including, but not limited to, manholes, cellar or trap doors, coal chutes, elevators or lifts, unless approved by the City Engineer.

(Ord. 1984-55. Passed 3-21-84.)

(b) Exception. If in the opinion of the Building Commissioner, the requirement set forth in subsection (a) hereof is unreasonable, based upon the character and likely future development of the surrounding neighborhood, the Building Commissioner may waive such requirement. A refusal to issue this waiver is appealable to the Board of Zoning Appeals.

(Ord. 1985-11. Passed 2-20-85.)

5. An explanation for all the recommended sidewalk locations?

There are 17 prioritized recommendations. Each of these are a combination of safety, priority because of TCD, public input, and proximity to recreational site. There isn't a specific reason for each.

5. There were more locations added after public meeting. Why?

Because of the input provided at the meeting or online.

Hopefully this helps.

Tom Jordan

Community Development Director

City of North Royalton

tjordan@northroyalton.org

O: 440-237-5484 | F: 440-582-3089

State Road Sidewalk

North Royalton, Ohio

RLBA #6902.02

West Side of State Road from 14900 State Road to Aikens Road

Proposed Sidewalks are 5 feet in Width

<u>Address</u>	<u>Proposed Length (ft)</u>	<u>Sidewalk Area Per Property</u>	<u>Cost Per Property</u>
14900 State Rd.	120	600	\$4,140.00
14924 State Rd.	118	590	\$4,071.00
15026 State Rd.	118	590	\$4,071.00
15032 State Rd.	59	295	\$2,035.50
15034 State Rd.	59	295	\$2,035.50
15040 State Rd.	118	590	\$4,071.00
15080 State Rd.	131	655	\$4,519.50
TOTALS	723.00	3615.00	\$24,943.50

\$ 6.90/SF

State Road Sidewalk

North Royalton, Ohio

RLBA #6902.02

West Side of State Road from 14244 State Road to End of City Property (No Sewer)

Proposed Sidewalks are 5 feet in Width

<u>Address</u>	<u>Proposed Length (ft)</u>	<u>Sidewalk Area Per Property</u>	<u>Cost Per Property</u>
14244 State Rd.	14	70	\$457.10
PPN: 487-06-014	100	500	\$3,265.00
14290 State Rd.	103	515	\$3,362.95
14306 State Rd.	100	500	\$3,265.00
14318 State Rd.	79	395	\$2,579.35
14426 State Rd.	156	780	\$5,093.40
14436 State Rd.	57	285	\$1,861.05
14466 State Rd.	70	350	\$2,285.50
14506 State Rd.	70	350	\$2,285.50
14518 State Rd.	150	750	\$4,897.50
14600 State Rd.	40	200	\$1,306.00
PPN: 487-08-002	120	600	\$3,918.00
14788 State Rd.	120	600	\$3,918.00
50' R/W	50	250	\$1,632.50
TOTALS	1229.00	6145.00	\$40,126.85

\$6.53 / SF

State Road Sidewalk

North Royalton, Ohio

RLBA #6902.02

West Side of State Road from 14244 State Road to End of City Property (With Sewer)

Proposed Sidewalks are 5 feet in Width

<u>Address</u>	<u>Proposed Length (ft)</u>	<u>Sidewalk Area Per Property</u>	<u>Cost Per Property</u>
14244 State Rd.	14	70	\$567.00
PPN: 487-06-014	100	500	\$4,050.00
14290 State Rd.	103	515	\$4,171.50
14306 State Rd.	100	500	\$4,050.00
14318 State Rd.	79	395	\$3,199.50
14426 State Rd.	156	780	\$6,318.00
14436 State Rd.	57	285	\$2,308.50
14466 State Rd.	70	350	\$2,835.00
14506 State Rd.	70	350	\$2,835.00
14518 State Rd.	150	750	\$6,075.00
14600 State Rd.	40	200	\$1,620.00
PPN: 487-08-002	120	600	\$4,860.00
14788 State Rd.	120	600	\$4,860.00
50' R/W	50	250	\$2,025.00
TOTALS	1229.00	6145.00	\$49,774.50

\$ 8.10 / SF

State Rd Sidewalk (West side from 14244 State Rd. to End of City Property)
Preliminary Construction Cost Estimate

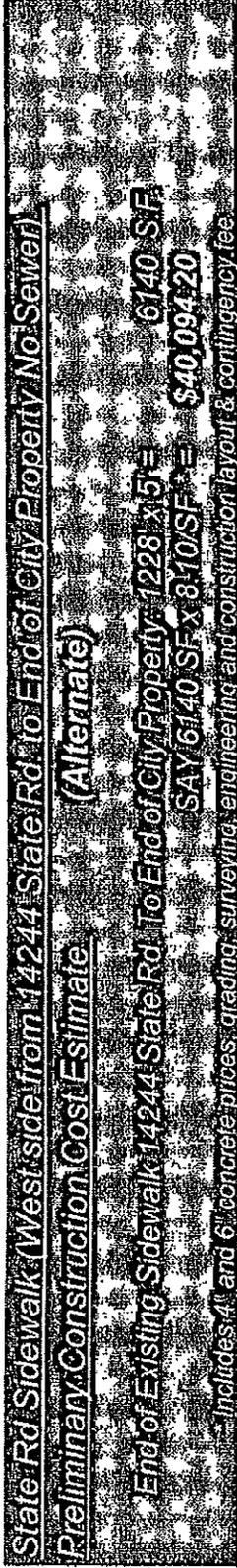
RECEIVED

MAY 23 2008

MAYOR'S OFFICE
CITY OF NORTH ROYALTON

End of Existing Sidewalk 14244 State Rd. To End of City Property: 1228' x 5' = 6140 S.F.
SAY 6140 SF x 8.10/SF * = \$49,734.00

* Includes 4" and 6" concrete prices, grading, and drainage, surveying, engineering and construction layout & contingency fee



State Rd Sidewalk (West side from 14900 State Rd. to Aikins Rd.)
Preliminary Construction Cost Estimate

14900 State Rd. To Aikins Rd: 725' x 5' = 3625 S.F.
SAY 3625 SF x 6.90/SF * = \$25,012.50

* Includes 4" and 6" concrete prices, grading, and drainage, surveying, engineering and construction layout & contingency fee

State Rd Sidewalk (West side from 14244 State Rd. to Aikins Rd)
Preliminary Construction Cost Estimate

End of Existing Sidewalk 14244 State Rd. To Aikins Rd.: 1953' x 5' = 9765 S.F.
SAY 9765 SF x 7.66/SF * = \$74,799.90

* Includes 4" and 6" concrete prices, grading, and drainage, surveying, engineering and construction layout & contingency fee

State Rd. Probable Cost Worksheet - 5' Concrete Sidewalk

Date: Wednesday, April 16, 2008
 Location: North End to End of City Property
 RLBA Project Number: 6902.02
 RLBA Estimator: M. Joos

Item No.	Description	Material	Quantity	Square Feet	Cubic Yards	Unit Price	Units	Actual Cost
1	Topsoil-Removal Loaded on to Truck. Incl. Equip. & Lab	4" Topsoil Strip			60.00	\$ 8.03	CY	\$ 481.80
2	Tree Removal	Tree Removal	5			\$ 750.00	EA	\$ 3,750.00
3	Demo Concrete Pavement Loaded on to Truck. Incl. Equip. & Lab	Conc./Asph. Drive Demo		725.00		\$ 1.40	SF	\$ 1,015.00
4	Hauling 12cy Truck @ 8mi.	Conc./Asph. Demo Haul			15.00	\$ 16.06	CY	\$ 240.90
5	Earthwork (Cut/Fill)	Earthwork			200.00	\$ 4.78	CY	\$ 956.00
6	12" HDPE Storm Culvert	12" Storm Culvert	185			\$ 28.00	LF	\$ 5,180.00
7	Storm Inlet Basin	Storm Inlet Basin	4			\$ 760.00	EA	\$ 3,040.00
8	4" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab	4" Concrete Sidewalk		4903.00		\$ 3.96	SF	\$ 19,415.88
9	6" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab	6" Concrete Sidewalk		1237.00		\$ 4.62	SF	\$ 5,714.94
10	Grading and Seeding Backfill add: Topsoil, Seed and Mulch Incl. Equip. & Lab	Tree lawn Repair		2000.00		\$ 0.25	SF	\$ 500.00
11	Existing Survey	Survey	1			\$ 1,000.00	LS	\$ 1,000.00
12	Construction Stakeout	Survey	1			\$ 1,000.00	LS	\$ 1,000.00
<p style="text-align: right;">Sub-Total \$ 42,294.52</p> <p style="text-align: right;">Contingency (5%) \$ 2,114.73</p> <p style="text-align: right;">Design Fees \$ 5,329.11</p> <p style="text-align: right;">Estimated Probable Cost Total \$ 49,738.36</p> <p style="text-align: right;">Estimated Probable Cost Per S.F. \$ 8.10</p>								

Note: Quantities are approximate.

State Rd. Probable Cost Worksheet - 5' Concrete Sidewalk

Date: Wednesday, April 16, 2008
 Location: End of City Property to Aikins Road
 RLBA Project Number: 6902.02
 RLBA Estimator: M. Joos

Item No.	Description	Material	Quantity	Square Feet	Cubic Yards	Unit Price	Units	Actual Cost
1	Topsoil Removal Loaded on to Truck Incl. Equip. & Lab.	4" Topsoil Strip			40.00	\$ 8.03	CY	\$ 321.20
2	Tree Removal	Tree Removal	5			\$ 750.00	EA	\$ 3,750.00
3	Demo Concrete Pavement Loaded on to Truck Incl. Equip. & Lab.	Conc./Asph. Drive Demo		387.00		\$ 1.40	SF	\$ 541.80
4	Hauling 12cy Truck @ 8mi.	Conc./Asph. Demo Haul			10.00	\$ 16.06	CY	\$ 160.60
5	Earthwork (Cut/Fill)	Earthwork			50.00	\$ 4.78	CY	\$ 239.00
6	12" HDPE Storm Culvert	12" Storm Culvert	0			\$ 28.00	LF	\$
7	Storm Inlet Basin	Storm Inlet Basin	0			\$ 760.00	EA	\$
8	4" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab.	4" Concrete Sidewalk		3238.00		\$ 3.96	SF	\$ 12,822.48
9	6" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab.	6" Concrete Sidewalk		387.00		\$ 4.62	SF	\$ 1,787.94
10	Grading and Seeding Backfill add Topsoil Seed and Mulch Incl. Equip. & Lab.	Tree lawn Repair		1000.00		\$ 0.25	SF	\$ 250.00
11	Existing Survey	Survey				\$ 700.00	LS	\$ 700.00
12	Construction Stakeout	Survey				\$ 700.00	LS	\$ 700.00

Sub-Total \$ 21,273.02
 Contingency (5%) \$ 1,063.65
 Design Fees \$ 2,680.40
Estimated Probable Cost Total \$ 25,017.07
Estimated Probable Cost Per S.F. \$ 6.90

Note: Quantities are approximate.

State Rd. Probable Cost Worksheet - 5' Concrete Sidewalk

Date: Wednesday, April 16, 2008
 Location: North End to End of City Property No Sewers
 RLBA Project Number: 6902.02
 RLBA Estimator: M. Joos

Item No.	Description	Material	Quantity	Square Feet	Cubic Yards	Unit Price	Units	Actual Cost
1	Topsoil Removal Loaded on to Truck; Incl. Equip. & Lab.	4" Topsoil Strip			60.00	\$ 8.03	CY	\$ 481.80
2	Tree Removal	Tree Removal	5			\$ 750.00	EA	\$ 3,750.00
3	Demo Concrete Pavement Loaded on to Truck; Incl. Equip. & Lab.	Conc./Asph: Drive Demo		725.00		\$ 1.40	SF	\$ 1,015.00
4	Hauling 12cy Truck @ 8mi.	Conc./Asph: Demo Haul			15.00	\$ 16.06	CY	\$ 240.90
5	Earthwork (Cut/Fill)	Earthwork			200.00	\$ 4.78	CY	\$ 956.00
6	12" HDPE Storm Culvert	12" Storm Culvert	0			\$ 28.00	LF	\$
7	Storm Inlet Basin	Storm Inlet Basin	0			\$ 760.00	EA	\$
8	4" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab.	4" Concrete Sidewalk		4903.00		\$ 3.96	SF	\$ 19,415.88
9	6" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab.	6" Concrete Sidewalk		1237.00		\$ 4.62	SF	\$ 5,714.94
10	Grading and Seeding Backfill; add Topsoil; Seed and Mulch Incl. Equip. & Lab.	Tree Lawn Repair		2000.00		\$ 0.25	SF	\$ 500.00
11	Existing Survey	Survey	1			\$ 1,000.00	LS	\$ 1,000.00
12	Construction Stakeout	Survey	1			\$ 1,000.00	LS	\$ 1,000.00

Sub-Total \$ 34,074.52
 Contingency (5%) \$ 1,703.73
 Design Fees \$ 4,293.39
Estimated Probable Cost Total \$ 40,071.64
Estimated Probable Cost Per S.F. \$ 6.53

Note: Quantities are approximate.

State Rd. Probable Cost Worksheet - 5' Concrete Sidewalk

Date: Wednesday, April 16, 2008
 Location: North End to Atkins Road
 RLBA Project Number: 6902.02
 RLBA Estimator: M. Joos

Item No.	Description	Material	Quantity	Square Feet	Cubic Yards	Unit Price	Units	Actual Cost
1	Topsoil Removal Loaded on-to Truck, Incl. Equip. & Lab.	4" Topsoil Strip			100.00	\$ 8.03	CY	\$ 803.00
2	Tree Removal	Tree Removal	10			\$ 750.00	EA	\$ 7,500.00
3	Demo Concrete Pavement Loaded on-to Truck, Incl. Equip. & Lab.	Conc./Asph. Drive Demo		1112.00		\$ 1.40	SF	\$ 1,556.80
4	Hauling 12cy Truck @ 8mi.	Conc./Asph. Demo Haul			25.00	\$ 16.06	CY	\$ 401.50
5	Earthwork (Cut/Fill)	Earthwork			250.00	\$ 4.78	CY	\$ 1,195.00
6	12" HDPE Storm Culvert	12" Storm Culvert	185			\$ 28.00	LF	\$ 5,180.00
7	Storm Inlet Basin	Storm Inlet Basin	4			\$ 780.00	EA	\$ 3,040.00
8	4" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab.	4" Concrete Sidewalk		8141.00		\$ 3.96	SF	\$ 32,238.36
9	6" Reinforced Conc. Sidewalk & Base Incl. Equip. & Lab.	6" Concrete Sidewalk		1624.00		\$ 4.62	SF	\$ 7,502.88
10	Grading and Seeding Backfill add Topsoil, Seed and Mulch Incl. Equip. & Lab.	Tree lawn Repair		3000.00		\$ -0.25	SF	\$ 750.00
11	Existing Survey	Survey	1			\$ 1,700.00	LF	\$ 1,700.00
12	Construction Stakeout	Survey	1			\$ 1,700.00	LF	\$ 1,700.00

Sub-Total \$ 63,567.54
 Contingency (5%) \$ 3,178.38
 Design Fees \$ 8,009.51
 Estimated Probable Cost Total \$ 74,755.43
 Estimated Probable Cost Per S.F. \$ 7.66

Note: Quantities are approximate.

CITY OF BROADVIEW HEIGHTS, OHIO

ORDINANCE NO. 146-08

INTRODUCED BY MAYOR AND ENTIRE COUNCIL

AN ORDINANCE PROVIDING THAT BIKE PATHS
BE INSTALLED ON VARIOUS STREETS
IN THE CITY OF BROADVIEW HEIGHTS AND
DECLARING AN EMERGENCY

WHEREAS, Council has determined that it is in the best interests of the City to provide for bike paths on various City streets.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BROADVIEW HEIGHTS, COUNTY OF CUYAHOGA AND STATE OF OHIO:

SECTION 1. Bike paths shall be added to all City streets as delineated in Exhibit "A" attached hereto and made a part hereof as if fully written.

SECTION 2. Said bike paths shall be added at such time that the delineated streets are paved or improved.

SECTION 3. This Ordinance is declared to be an emergency measure necessary for the immediate preservation of the public health, peace, safety and welfare and for the further reason stated in the preamble, and provided it receives the affirmative vote of five (5) or more of the members of Council and the signature of the Mayor; otherwise it shall take effect and be in force from and after the earliest period allowed by law.

PASSED: October 20, 2008

Don S. [Signature]
PRESIDENT OF COUNCIL

DATE FILED
WITH MAYOR: Oct. 21-08

APPROVED: Samuel J. Alai
SAMUEL J. ALAI, MAYOR

ATTEST: Sandra Hudock
CLERK OF COUNCIL

DATE APPROVED: 10-21-08

AMENDMENT: Only Those Highlighted in Yellow
are Optional.

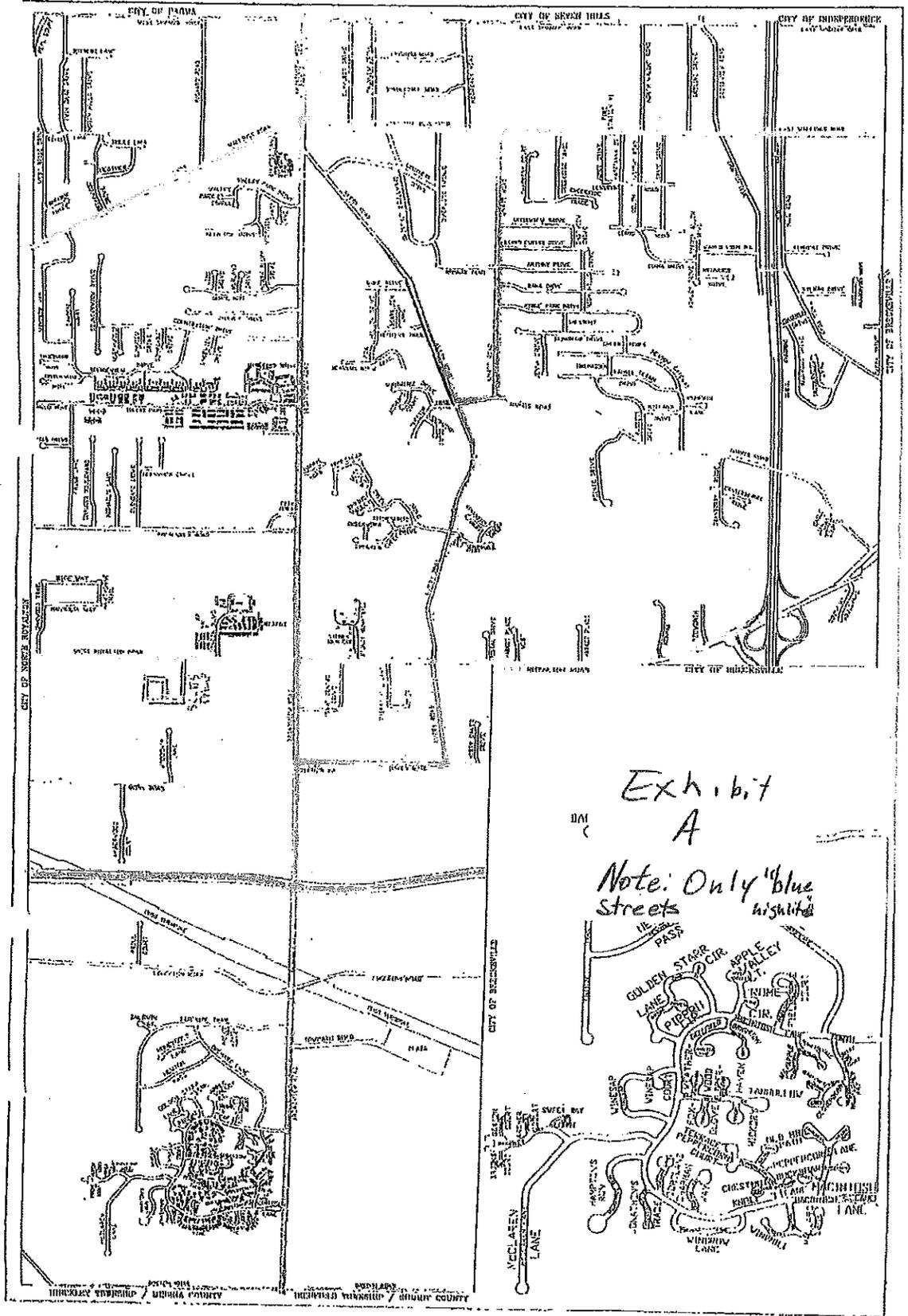


Exhibit A Only those highlighted in blue

Streets 10-6-15

Laura Haller

From: Paul Marnecheck
Sent: Monday, October 12, 2015 1:21 PM
To: Laura Haller
Subject: FW: Road work today

Greetings,

Below is the email Dan K. read into the Streets record,

Paul

Paul F. Marnecheck
Councilman
North Royalton-Ward 4
440-539-4636
ward4@northroyalton.org

-----Original Message-----

From: Dan Kasaris
Sent: Tuesday, October 6, 2015 8:16 PM
To: Paul Marnecheck <Ward4@northroyalton.org>
Subject: FW: Road work today

-----Original Message-----

From: Mary Lou Melchior [<mailto:marylou831@live.com>]
Sent: Sunday, October 4, 2015 9:08 AM
To: Dan Kasaris <Ward6@northroyalton.org>
Subject: Re: Road work today

On West 130, the road is closed going north, when you go to Drake the sign tells you that Bennett is closed going south. The traffic is going both ways in front of my house, but I'm sure this is just residents trying to get to their homes. What a mess!

Mary Lou

Sent from my iPhone

> On Oct 4, 2015, at 8:31 AM, "Dan Kasaris" <Ward6@northroyalton.org> wrote:

>

> There is a one way sign when you pull out of Lytle rd on to Bennett pointing north but cars traveling both ways..what does that mean?

> I agree.

> dan

>

> -----Original Message-----

> From: Mary Lou Melchior [<mailto:marylou831@live.com>]

> Sent: Saturday, October 3, 2015 8:54 AM

> To: Dan Kasaris <Ward6@northroyalton.org>

> Subject: Re: Road work today

>

> Thank you for your reply. It is very difficult to pull out of our driveway, we never know if the street is open going south or north. This project can't be finished soon enough.

> Mary Lou Melchior

>

> Sent from my iPhone

>

>> On Oct 3, 2015, at 7:44 AM, "Dan Kasaris" <Ward6@northroyalton.org> wrote:

>>

>> Thank you for your email

>> I agree, this contractor picked by the county is pathetic when it comes to communication. It started with lane closures, and continues to what you just described.

>>

>> I have informed the contractor as to what happened and asked them to get their act together.

>> I am waiting for an update as to when the road will be finished. I was supposed to be done this week, but that didn't happen. By contract the contractor has to be done by the third week of this month. It can't get done soon enough.

>>

>> Please keep me informed as to what you see. All of the issues with the contractor will be remembered when and if they ever bid on a city administered project.

>>

>> Thank you

>> dan

>>

>> -----Original Message-----

>> From: Mary Lou Melchior [mailto:marylou831@live.com]

>> Sent: Thursday, October 1, 2015 2:52 PM

>> To: Dan Kasaris <Ward6@northroyalton.org>

>> Subject: Road work today

>>

>> Dan,

>> Don't like to complain, but there is a definite lack of communication amongst the work crew on Bennett. Left my home at 11:00 tried to return around 1:30 using the usual traffic pattern. Could not go north any longer from West 130, so drive up to Drake, could not go North there either. So drove up to Edgerton road was blocked by equipment, drove back to Drake, there is a barricade preventing Northbound traffic. Now my dilemma, can't go south from Edgerton & can't go north from Drake, unfortunately my house is between Edgerton & Drake. I tried again driving back up to Edgerton a workman was putting the barricade back up southbound I told him about my problem & he let me through the barricade. It only took me an hour to get home and a lot of wasted gas. Will we have to contend with this problem every day, not knowing which way to travel on our street?

>> Mary Lou Melchior

>> 16881 Bennett Road

>> Sent from my iPhone

North Royalton Alternative Transportation Plan

Prepared By



August 2015

ROYALTON

BENNETT

VALLEY PKWY

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Trustee, Columbia Township

Ted Kalo,
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Engineer, Medina County

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North Royalton Alternative Transportation Plan

City of North Royalton, Ohio

August 2015



**NORTHEAST
OHIO
AREAWIDE
COORDINATING
AGENCY**

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North Royalton Alternative Transportation Plan

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Executive Summary

Introduction

Study Need

North Royalton is one of the largest municipalities in Cuyahoga County and has numerous destinations spread throughout the city. Many of these destinations are accessible only by car. This study recommends infrastructure and other improvements that facilitate transportation in and around North Royalton by modes other than single-occupancy vehicles.

Study Area

The study area for this report is the City of North Royalton. The Town Center District is a focus area for the report because of its concentration of destinations, so many of the recommendations pertain to it specifically.

Existing Conditions

Connections

To identify missing connections within the district, sidewalks were inventoried for all roads located within the Town Center District, as well as major roads throughout the city. The major missing gaps in the Town Center District were on State Road, and in the surrounding parts of the more than 80% of roadways had no sidewalks at the time this report was written.

Safety Analysis

Crash data was analyzed for all crashes in the city between 2009 and 2013. Areas of concern inside the Town Center District include Royalton Road between Ridge and State Roads, and the intersections of Ridge and State Roads with Royalwood Road. Outside the Town Center District, crashes were most prevalent along the major routes of Royalton, Ridge, and State Roads, as well as York Road to the west, and the intersection of concern was Royalton Road and W. 130th Street.

Recommendations

Sidewalks

This report identifies a total of 64 segments on roads throughout the city that are missing sidewalks, and indicates how long the missing sidewalk segment is. Based on the existing conditions analysis and public input, a list of 17 prioritized sidewalk connections was developed.

Sidewalks are estimated to cost \$121 per foot for a five foot-wide sidewalk, and \$138 per foot for a ten foot-wide path. The total cost for all 17 prioritized sidewalks would be \$7.2 million if done on one side of the road, and \$12.2 million if done on both sides of the road.

Public Transportation

Data from the Greater Cleveland Regional Transit Authority (GCRTA) indicate that bus ridership for North Royalton is low. Recommendations to increase ridership include working with GCTRA to consider rerouting bus service to begin and end at the North Royalton Loop on Royalton Road. The second recommendation to enhance service is to

evaluate whether a formal Park and Ride can be established in the city. One potential location for a Park and Ride is the old City Hall facility at the corner of Bennett and Ridge Roads. Further recommendations for transit enhancements include bus-stop consolidations, particularly on the 135 route, and transit waiting environments at high-ridership stops.

Bicycling

North Royalton has few bicycle facilities: the multiuse paths along Bennett Road and Valley Parkway, and wide shoulders on State Road. North Royalton does not currently score highly on bicycle level of service, a measurement for bikeability. To fix this, bicycle facilities are recommended on Bennett, Royalton, and Ridge Roads. Additionally, a bicycle boulevard is recommended along Bunker and Tilby Roads.

On Bennett Road, the recommendation is to connect the path between the existing multiuse path and the Valley Parkway Multiuse Path. On Ridge Road, the recommendation is for bicycle lanes on both sides of the road from the Parma border to Royalton Road, where travel

lanes are currently 15 feet wide. This would narrow the travel lanes, which will likely decrease speeding. Cuyahoga County is proposing to widen Royalton Road between West 130th Street and York Road in the next few years. Both sidewalks and bicycle lanes should be added on either side of this street. This will calm traffic and make for safer biking on the roadway.

Implementation

The city could finance this report's recommendations by prioritizing projects in its capital program, or working with public and private partners. For sidewalks, assessing properties over the long term can service debt on near-term sidewalk projects. This can be an option for the city if it has the support of the property owners. It is important for the city to demonstrate that the implementation of this report's recommendations can support economic development, especially in the Town Center District, and will benefit property owners in North Royalton.

Additional funding sources may be available through the Northeast Ohio Areawide Coordinating Agency (NOACA)

and Cuyahoga County. The NOACA Transportation for Livable Communities Initiative (TLCI) Implementation Grant program can help fund up to 80% of lower cost bicycle infrastructure items, such as those recommended in this report. For higher-cost projects such as the sidewalks and multiuse paths recommended in the report, NOACA funding is available through the Surface Transportation, Congestion Mitigation and Air Quality, and Transportation Alternatives programs. Details on receiving funding from Cuyahoga County are available in the Complete Streets Toolkit, located in Appendix 1 of the report.

Study Need

The North Royalton Alternative Transportation Plan includes recommendations for infrastructure and other improvements to facilitate safe and convenient transportation in and around North Royalton by modes other than single-occupancy vehicles. North Royalton is one of the largest municipalities within Cuyahoga County, with numerous destinations including shopping centers, schools, parks, new civic buildings (YMCA, library, city government), as well as others that are not easily accessed without driving. Recently adopted policies, backed by public input, emphasize the importance of creating a more multimodal transportation network to serve all residents.

[Previous Planning Efforts](#)

North Royalton 2014 Master Plan Update

In partnership with the Cuyahoga County Planning Commission, the City of North Royalton recently completed an update to its Master Plan. This document includes seven chapters that focus on various factors, including one specifically on transportation. That chapter includes goals, objectives and recommendations for roadways and destinations that should be prioritized for multimodal accommodations. Many aspects of this alternative transportation plan will build off of this recent analysis.

Study Area

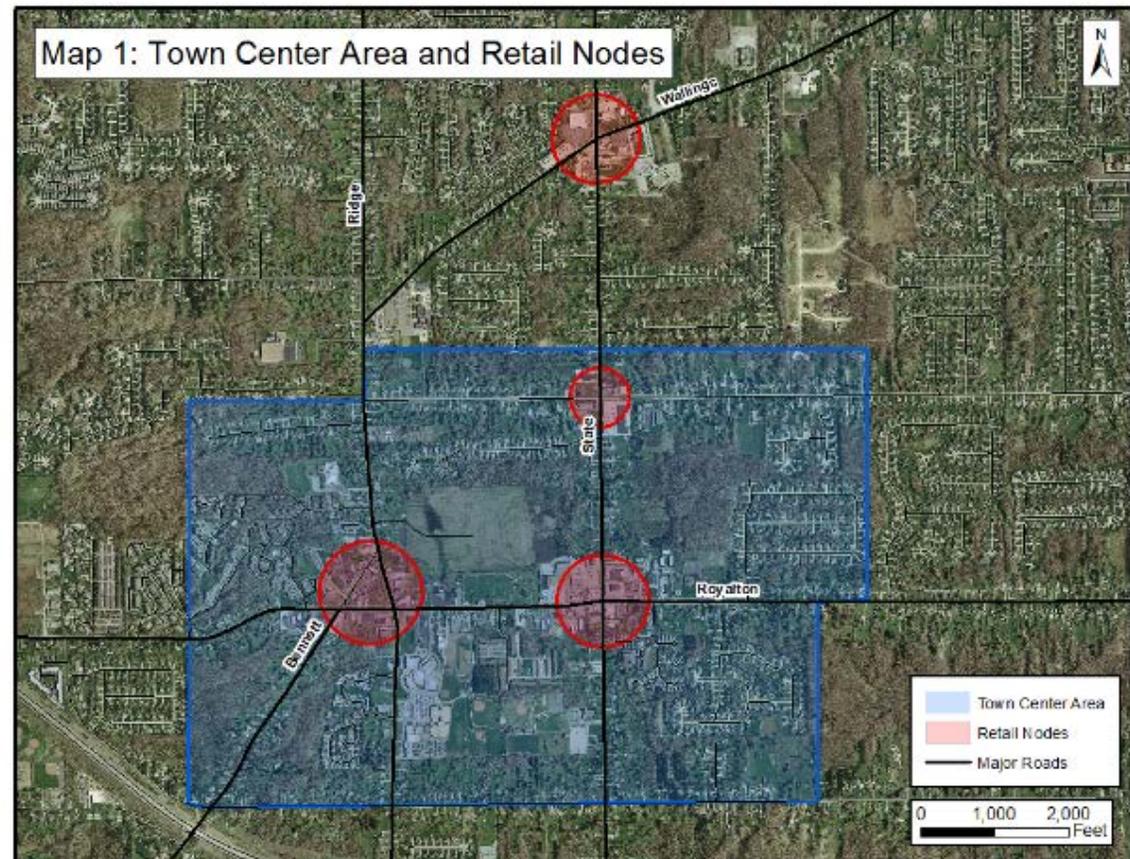
North Royalton is an outer-ring suburb in southern Cuyahoga County. It is one of the fastest growing municipalities in the county, with a 6.3% increase in population between 2000 and 2010. Over the same time period, the share of residents 65 years and older grew 34%, which has implications for transportation needs within the city. Additionally, roughly two-thirds of the developed land in the city is residential, and much of this is single-family detached housing.

Major roads in North Royalton include Royalton, Wallings and Akins Roads running east to west and York, Ridge, and State Roads running north to south. The civic center of North Royalton, known as the Town Center District in the 2014 Master Plan Update, includes the intersections of Royalton Road and Ridge Road as well as Royalton Road and State Road. This area includes many of the civic and commercial destinations in the city, and it also accommodates much of the traffic that travels to and through North Royalton. Map 1 shows the Town Center District and surrounding commercial

nodes identified in the Master Plan Update.

The Master Plan Update states that the Town Center District will be a priority for implementing complete streets projects.

Therefore, recommendations in this report focus on this area. Important connections throughout the city will also be considered, however.



Connections

One of the two goals listed in the transportation chapter of the recent Master Plan Update is to provide options for alternative transportation modes. In the Town Center District, this goal is particularly relevant in order to foster a traditional “Main Street” atmosphere with destinations for people to shop, dine and pursue recreational opportunities. The critical step to achieving this vision is to provide the infrastructure to ensure the safety of these alternative modes, such as walking, bicycling, and public transit. Map 2 shows the existing pieces of these networks, as well as the gaps.

Sidewalks were inventoried for all roads located within the Town Center District, as well as all major roads throughout the city. Areas with partial connections are those that have sidewalks only on one side of the street. Figures 1 and 2 depict the breakdown of miles of each type of connection.

Figure 1: Town Center District Sidewalk Coverage

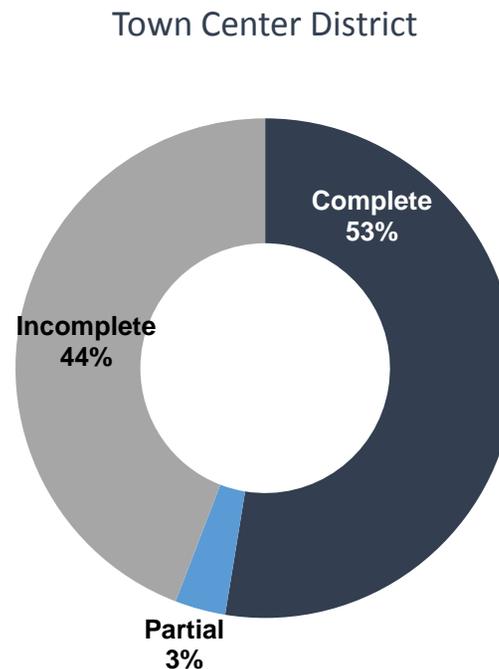
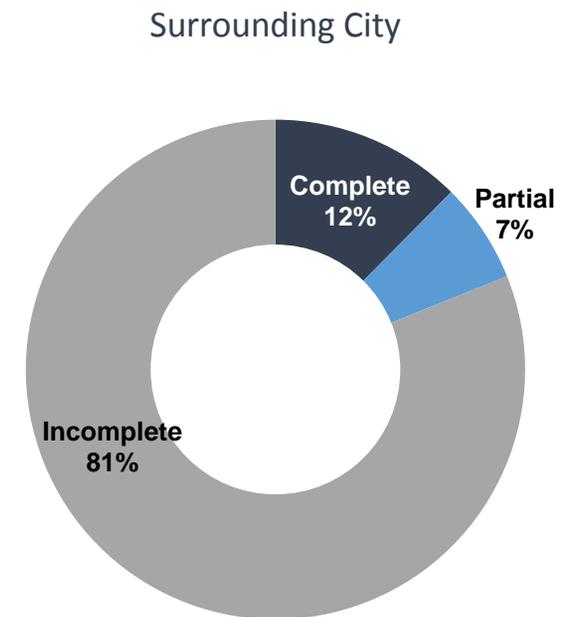
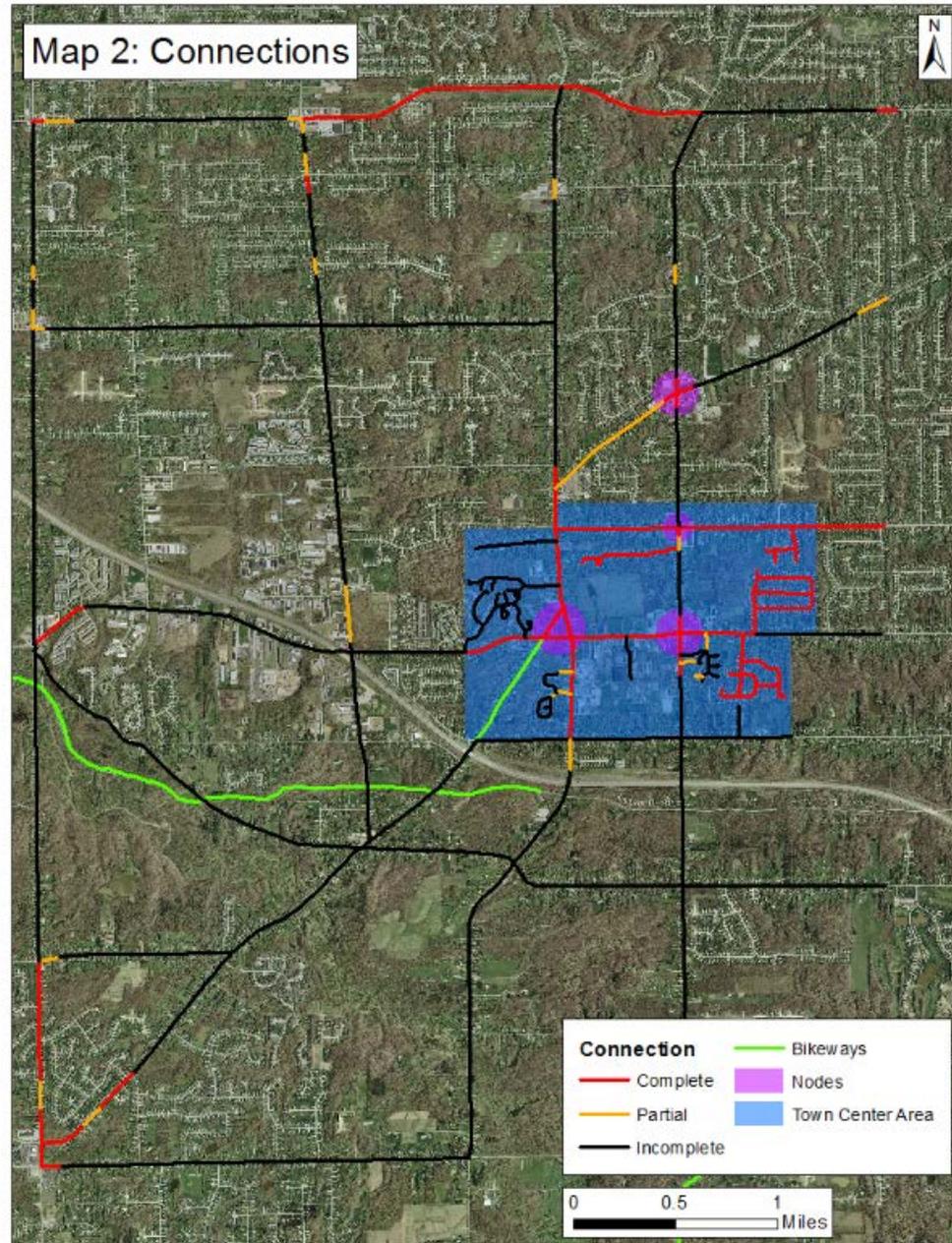


Figure 2: Surrounding City Sidewalk Coverage



EXISTING CONDITIONS

A little more than half of the roadways in the Town Center District include full sidewalks, in addition to the shared use path located along Bennett Road. Major gaps include segments of State Road, which were also identified as priorities for complete street treatments in the Master Plan Update. The major roads in the surrounding city have much fewer multimodal connections, with over 80% of roadways having no sidewalks.



Safety Analysis

A major consideration in the assessment of a transportation network is safety. All crashes occurring in North Royalton between 2009 and 2013 are shown in Figures 3 and 4. This analysis includes all crashes as well as fatal and serious injury crashes by type.

Crash types that account for the highest percentage of total crashes also account for the highest percentage of fatal and serious-injury crashes. Rear-end crashes account for roughly 41% of total crashes and roughly 27% of fatal and serious injury crashes, which is higher than the regional shares of 32% and 14%, respectively. Pedestrian and bicycle crash types are not prevalent in North Royalton. At the same time, 18 crashes involved bicyclists and pedestrians, with one resulting in a serious injury.

Figure 3: All Crashes by Type

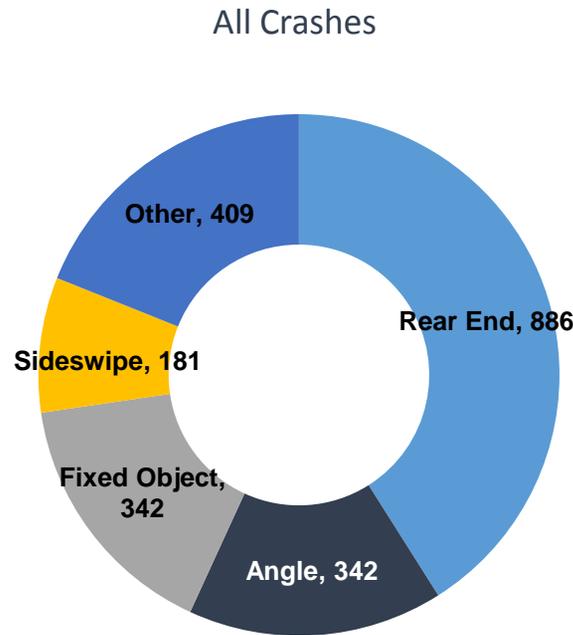
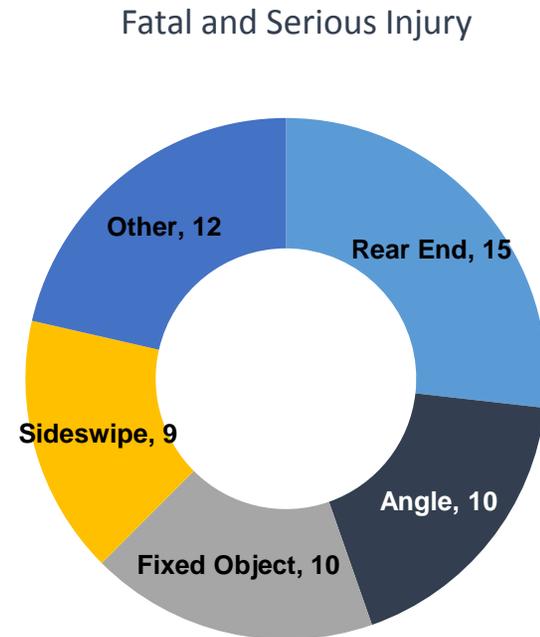
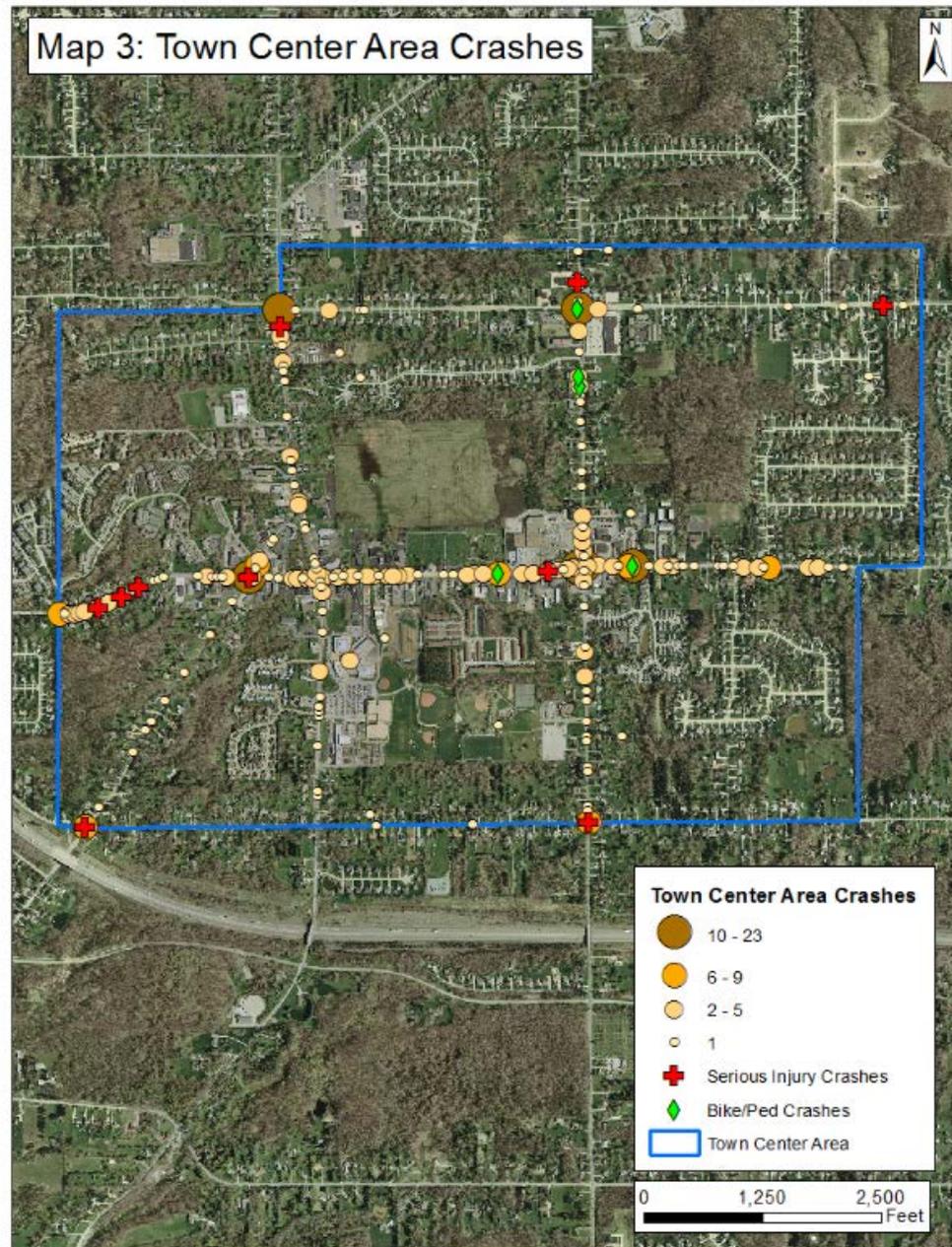


Figure 4: Fatal and Serious Injury Crashes by Type



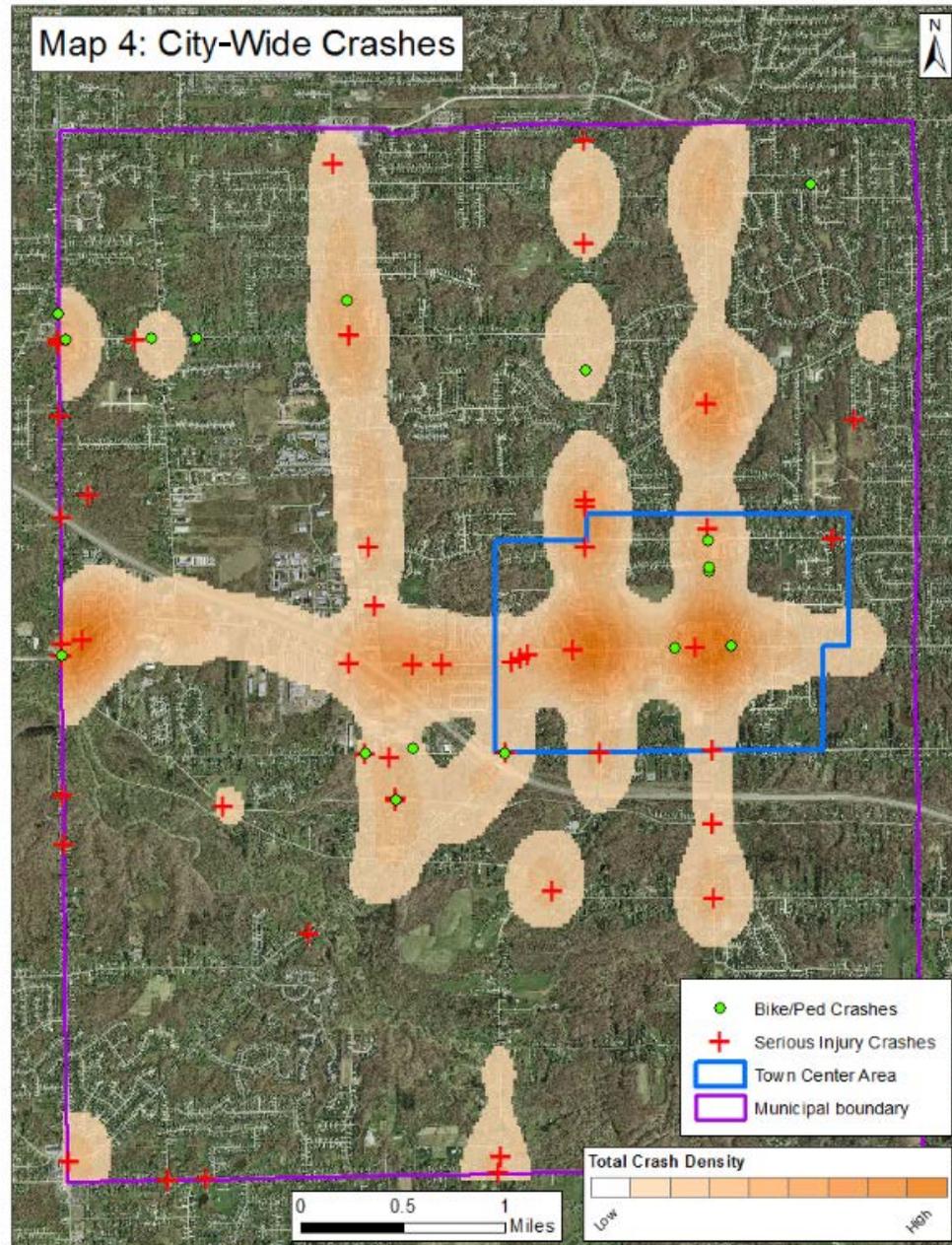
EXISTING CONDITIONS

Map 3 shows clusters of all crashes that occurred within the Town Center District, as well as all serious injury crashes and crashes that involved bicyclists or pedestrians. Areas of concern include Royalton Road between Ridge and State Roads, and the intersections of Ridge and State Roads with Royalwood Road. Serious-injury crashes were evenly distributed throughout the area except for the western portion of Royalton Road, which had three serious-injury crashes over the past five years.



EXISTING CONDITIONS

Map 4 shows crash patterns for the entire city. Similar to the Town Center District, crashes were most prevalent along the major routes of Royalton, Ridge and State Roads, as well as York Road to the west. Two-thirds of the bicycle and pedestrian crashes in North Royalton occurred outside the Town Center District, with four along or near the western section of Albion Road. Only one intersection, Royalton Road and W. 130th Street, appears to have a comparable amount of crashes to the two main intersections inside the Town Center District.



Recommendations

Detailed in the following sections, are the recommendations of this alternative transportation plan, based on the existing conditions analysis and feedback from public surveys and meetings. The recommendations are prioritized but not conclusive, and NOACA staff recommends that pedestrian and bicycle facilities be provided anywhere they are deemed necessary. This is particularly true for the sidewalk recommendations.

The recommendations that follow are designed to connect destinations within the Town Center District and to provide access to the Town Center from the city at large. There are a number of incomplete connections that are not prioritized, however, and the city and property owners should complete these where it makes sense to do so.



Potential Town Center District Crosswalk and Sidewalk
Source: *City of North Royalton Master Plan Update*,
Cuyahoga County Planning Commission 2014

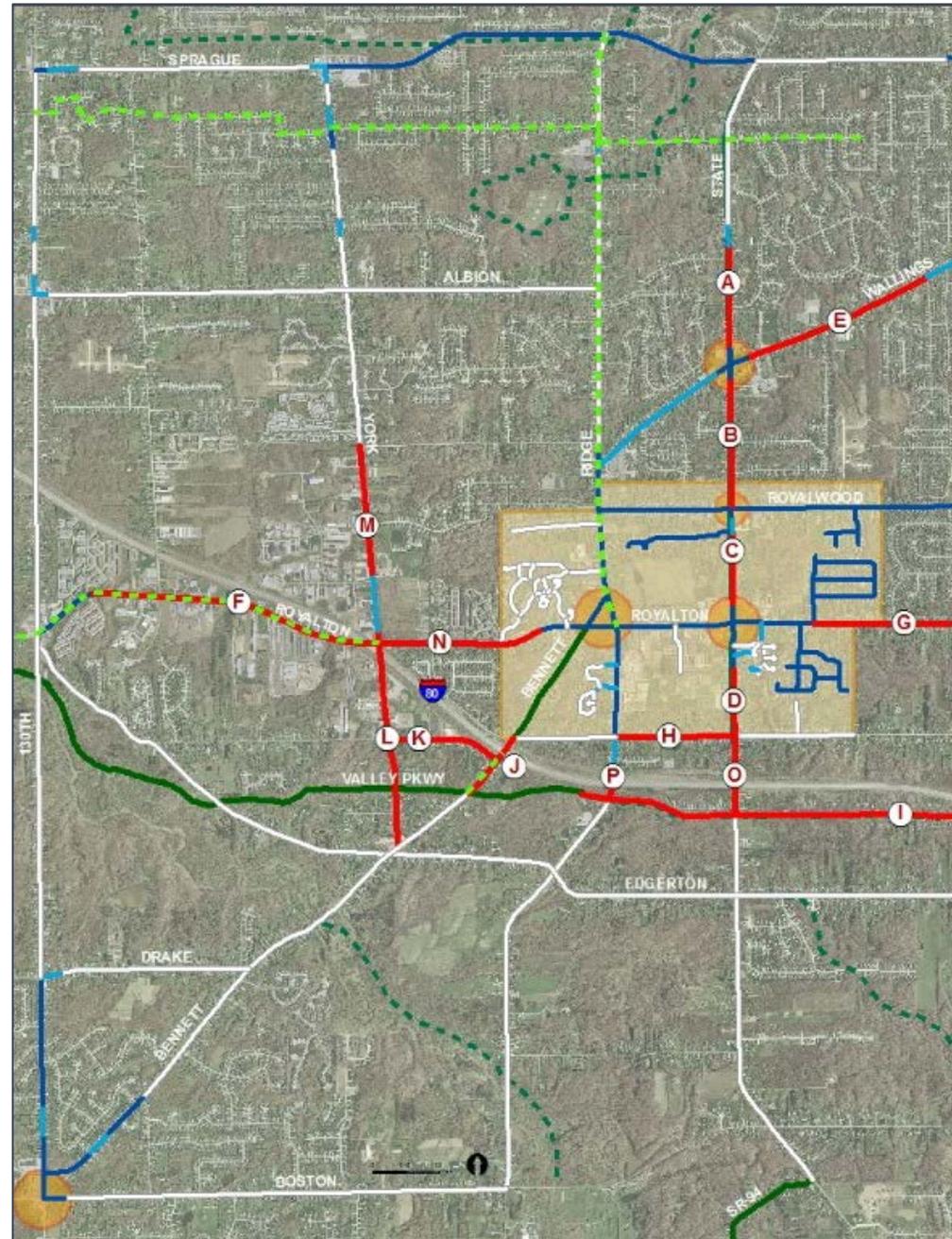
All Recommendations

Bikeways

- TA Plan Bikeways
- Planned Bikeways
- Existing Bikeways
- Complete
- Incomplete
- Partial
- Proposed Priority Connections
- Nodes
- Town Center District

Sidewalks

- Ⓐ State: Wallings to Castle
- Ⓑ State: Royalwood to Wallings
- Ⓒ State: Royalton (82) to Goodman
- Ⓓ State: Akins to Trumpeter
- Ⓔ Wallings: State to Foxwood
- Ⓕ Royalton widening (82)
- Ⓖ Royalton (82): Prince Charles to Stoney Creek
- Ⓗ Royalton (82): Stoney Creek to Broadview
- Ⓐ Akins: Ridge to State
- Ⓘ Valley Parkway Trail Extension
- Ⓙ Bennett: Akins to Valley Parkway
- Ⓚ South Akins: Bennett to York
- Ⓛ York: Royalton (82) to Bennett
- Ⓜ York: York Alpha Drive to W Wallings
- Ⓝ Royalton (82): York to Glenmont Drive
- Ⓞ State: Akins to Valley Parkway
- Ⓟ Ridge: Valley Parkway to Ohio Turnpike



Sidewalks

While slightly more than half of the Town Center District has sidewalks, the remainder of the city lacks adequate sidewalk connections. Table 1 lists all the incomplete sidewalk connections in the city, with the length of each calculated in linear feet. These segments are also shown on Map 5. The table and map do not include the prioritized segments within and connecting to the Town Center District.

To cultivate the town center and increase access to its destinations and amenities, it is important to create a sidewalk network that enables connections in and around the district. A list of prioritized sidewalk connections was developed based on the existing conditions analysis and public input from the survey and public meeting. The connections, taken as a whole, would greatly increase connectivity to and within the town center and between residential areas, and would enhance recreational opportunities near the Valley Parkway multiuse path (sometimes called the Emerald Necklace).

Table 1: Incomplete Connections in the City of North Royalton

ID	Length (Linear Feet)	Segment
1	2,126.17	Hi-View Dr.
2	2,619.12	Creekwood Dr.
3	269.06	Creekwood Ln.
4	334.34	Creekwood Ct.
5	537.47	Creekwood Ct.
6	703.30	Trumpeter Blvd.
7	849.33	Swan Lake Blvd S. of Trumpeter Blvd.
8	405.18	White Swan Ct.
9	386.97	Whooper Ct.
10	399.87	Whistler Ct.
11	476.88	Cygnets Ct.
12	2,078.66	Glenmont Dr and Oakhill Rd.
13	1,000.74	Glenmont Dr and Treetops Ct.
14	949.89	Glenmont Dr and Basswood Ct.
15	426.56	Glenmont Dr and Cranston Ct.
16	789.36	Glenmont Dr and Ashton Ct.
17	1,355.30	Glenmont Dr and Acorn Ct.
18	180.77	Glenmont Dr to Royalton Rd.
19	1,449.80	Royal Ridge Ln.
20	237.47	Royal Ridge Ln.
21	998.84	Cross Creek Ln.
22	803.40	Highland Dr.
23	1,131.55	Pine Forest Dr.

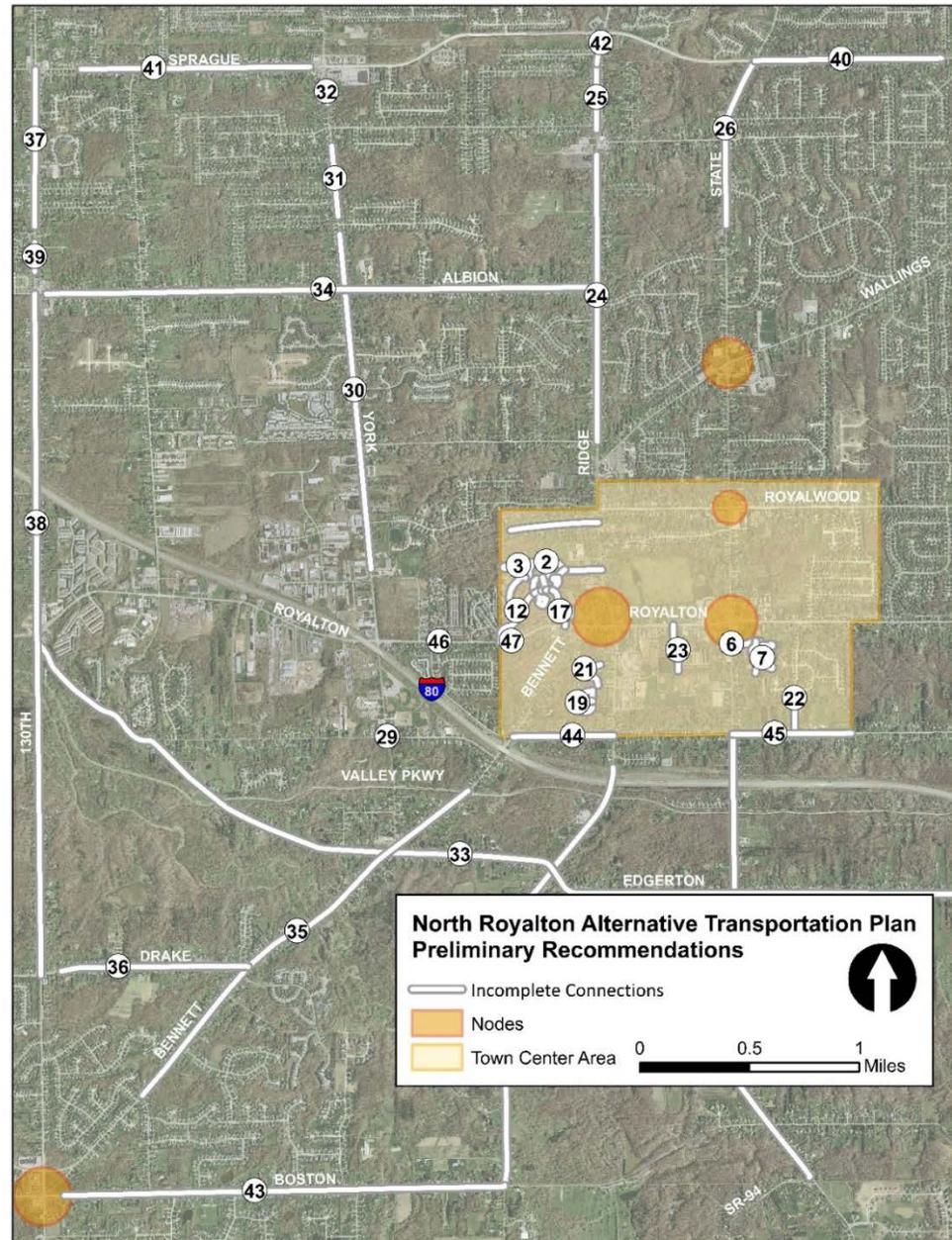
ID	Length (Linear Feet)	Segment
24	6,873.57	Ridge Rd between Wallings Rd and Bunker Rd.
25	1,591.37	Ridge Rd between Tilby Rd. and Craigleigh Dr.
28	11,242.62	State Rd between Akins Rd. and W Boston Rd.
29	5,238.21	York Rd between Royalton Rd. and Bennett Rd.
30	8,066.87	York Rd between Chesapeake Dr. and York Alpha Dr.
31	1,693.91	York Rd between Tilby Rd. and Delsy Dr.
32	519.80	York Rd between W Sprague Rd. and Tilby Rd.
33	24,262.27	Valley Pkwy. Multiuse Path
34	13,244.11	Albion Rd between Ridge Rd. and W 130th St.
35	10,810.47	Bennett Rd between Valley Pkwy. and Lytle Rd.
36	4,506.21	Drake Rd between Bennett Rd. and W 130th St.
37	3,765.38	W 130th St. between W Sprague Rd. and Jacque Rd.
38	16,364.72	W 130th between Albion Rd. and Drake Rd.
39	698.96	W 130th between Jacque Rd. and Albion Rd.
40	4,488.15	W Sprague Rd. between Parmaview Ln. and State Rd.
41	5,507.60	W Sprague Rd. between Joyce Rd. and York Rd.
42	759.31	Ridge Rd. south of W Sprague Rd.
43	10,609.65	W Boston Rd. between W 130th St. and Ridge Rd.
44	2,415.79	Akins Rd between Bennett Rd. and Ridge Rd.
45	2,855.77	Akins Rd between State Rd. and East Corp.
46	2,968.35	Royalton Rd between York Rd. and Glenmont Dr.
47	957.07	Royalton Rd east of Glenmont Dr.

Additionally, with a complete network, residents and visitors might be able to make more multimodal trips, where more than one kind of trip is made. For example, if there are complete sidewalks and comfortable crosswalks, people may be more likely to park their car once and walk to multiple destinations, rather than drive to each one separately. The city can foster this travel behavior by requiring future development to have greater street frontages and smaller setbacks. Doing so would also help create the feel of a more traditional town center, which is a goal of the city’s master plan.

The recommendations also took into account existing and proposed land uses and zoning. Noting that most land uses south of the I-80 corridor are single-family residential, agricultural or vacant land, and the zoning is largely rural residential, it did not appear that prioritizing sidewalks in this section of the city would be a good idea.

With lower population densities, fewer destinations and longer segments of roadway with no existing sidewalk (thus bigger sidewalk projects), sidewalks would

Map 5: Incomplete Connections in the City of North



be more expensive in this section of the city and not well used. Therefore, the recommendations focus on areas where there is a greater mix of land uses (residential, commercial, institutional, and recreational), and zoning will support future development where sidewalks will be used. This is particularly true of the town center, where the master plan recommends fewer subdistricts to encourage greater density, which will likely generate demand for more non-motorized trips and therefore the need for a complete sidewalk network. The recommended connections in this plan will support that goal.

These connections are not ranked, but are prioritized above all the other missing connections in the city. This is not to say that the other connections should not be built, but that by focusing on the proposed network, the city can support the master plan goals of providing more transportation options and building an attractive town center. It is necessary to prioritize connections because, even though a single sidewalk or multiuse project may not be very expensive,

building every missing connection in the city would be cost prohibitive. To demonstrate the costs of the sidewalk recommendations, Table 2 details planning-level estimates for sidewalks on one or both sides of each prioritized segment. The estimates are based on the assumption of a cost of \$121 per foot for a five foot-wide sidewalk, which was developed in partnership with the Cuyahoga County Department of Public Works. This cost includes assumptions for the cost of concrete, erosion control, drainage, surveying and engineering, and contingency, and may be lower or higher

based on site characteristics and engineering development.

For the Valley Parkway Extension (recommendation “I” on Map 6), a cost estimate was developed with the assumption of \$138 per foot for a ten foot-wide path, using the same methodology except for the substitution of asphalt for concrete. The total costs for building all the recommendations for sidewalks and the Valley Parkway Trail Extension are detailed in Table 2, and Map 6 shows the recommended locations.

Example of an Asphalt Path in a Neighborhood Setting

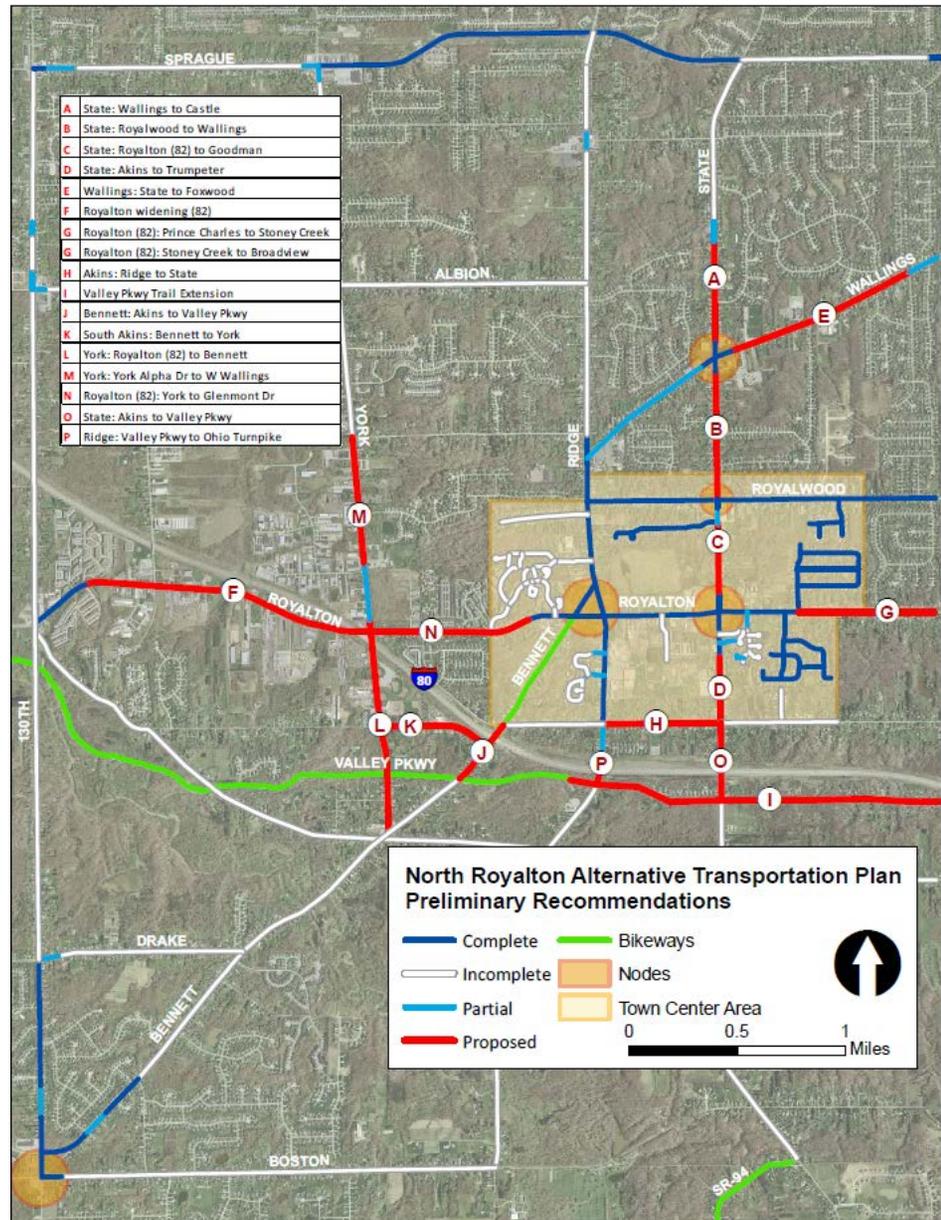


Table 2: Sidewalk and Multiuse Path Recommendations Cost Estimates

Recommendation	Linear Feet	5' Sidewalk Cost (One Side) at \$121/ft	5' Sidewalk Cost (Both Sides) at \$121/ft
A State: Wallings to Castle	2467.40	\$298,556	\$597,111
B State: Royalwood to Wallings	2256.84	\$273,078	\$546,155
C State: Royalton (82) to Goodman	1657.60	\$200,569	\$401,138
D State: Akins to Trumpeter	1586.22	\$191,932	\$383,865
E Wallings: State to Foxwood	4720.11	\$571,133	\$1,142,267
F Royalton widening (82)	7125.58	\$862,195	\$1,724,390
G Royalton (82): Prince Charles to Stoney Creek	1372.37	\$166,057	\$332,113
G Royalton (82): Stoney Creek to Broadview	1907.43	\$230,799	\$461,598
H Akins: Ridge to State	2867.08	\$346,916	\$693,832
K South Akins: Bennett to York	1188.36	\$143,792	\$287,583
L York: Royalton (82) to Bennett	5238.21	\$633,823	\$1,267,647
M York: York Alpha Dr to W Wallings	3060.81	\$370,358	\$740,716
N Royalton (82): York to Glenmont Dr	2968.35	\$359,170	\$718,341
O State: Akins to Valley Pkwy	1894.56	\$229,242	\$458,484
P Ridge: Valley Pkwy to Ohio Turnpike	725.68	\$87,807	\$175,615
Recommendation	Linear Feet	10' Multiuse Path Cost (One Side) at \$138/ft	
I Valley Parkway Trail Extension	14704.84	\$2,029,268	
J Bennett: Akins to Valley Parkway	1685.52	\$232,602	

Total Sidewalks	\$4,965,428	\$9,930,855
Total Multiuse Paths	\$2,261,870	
Total Sidewalks + Total Multiuse Paths	\$7,227,298	\$12,192,725

Map 6: Sidewalk and Multiuse Path Recommendations



Public Transportation

There are two primary bus routes that serve North Royalton: the 45A and 135 buses, shown on Map 7. Both routes begin and end at the North Royalton Loop, south of Royalton Road off of York Road, and both primarily serve Downtown Cleveland commuters. The 45A has three departures northbound in the morning and three southbound trips arriving in the evening, during traditional commuting hours. The 135 is similar, except that there are five departures in the morning and six arrivals in the evening. Ridership on these lines is relatively low; according to the 2012 RTA On-Board Survey, average weekday ridership was 1,523 people on the 45/45A bus (the 45A becomes the 45 at Cuyahoga Community College's Western Campus in Parma) and 298 on the 135 bus. Of the riders on the 45/45A bus, 41 reported that they live in North Royalton; 85 weekday riders on the 135 bus reported that they live in North Royalton. Annually there are 405,013 riders on the 45/45A, and 82,541 on 135 bus, based on a 2014 survey.

Based on the public survey, there doesn't appear to be a high demand for public

transit service; 74% of survey respondents indicated that they never use public transportation. When asked what the barriers are to taking transit, 26% of respondents said that they were not interested in taking transit. That said, more than half of those surveyed felt that transit service influences their decision not to ride, citing destinations, frequency, access, and travel times as issues. While current service is limited, there may be opportunities to enhance existing routes to retain and attract ridership.

One strategy to improve ridership is to evaluate whether service should begin and end at the North Royalton Loop on York Road. With a concentration of light industrial uses on York Road north of Royalton Road, rerouting service to this area rather than the existing loop might increase the number of riders. The Greater Cleveland Regional Transit Agency (GCRTA) will need to evaluate this proposed change in service. If this change were made, demand might rise for reverse commuting, in which commuters would travel southbound to this employment

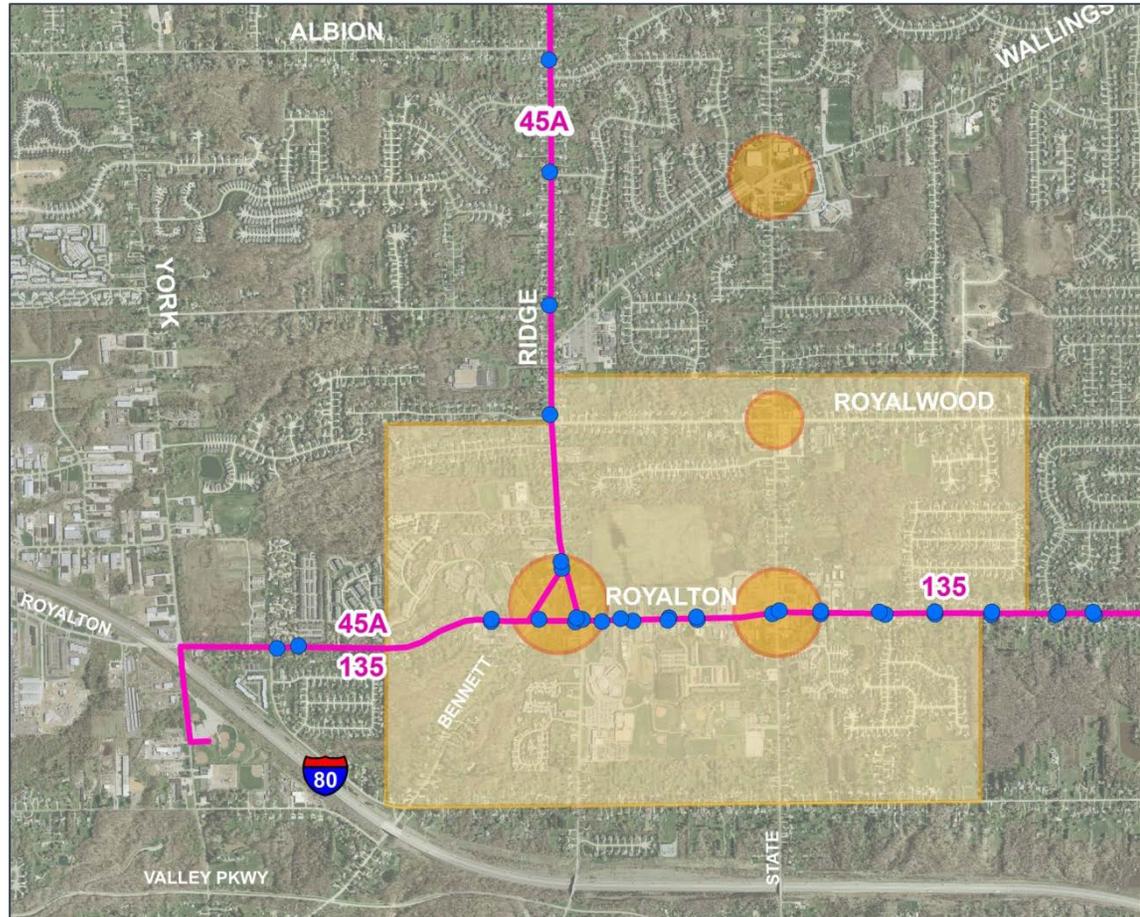
area rather than northbound toward Cleveland, which is the traditional commuting pattern. A consequence of this potential change would be that southbound trips would need to be added during the morning peak travel time and northbound trips during the evening commute, which could pose an extra expense to GCRTA. The City of North Royalton should work with GCRTA to evaluate if this reroute and subsequent service addition is feasible.

Another option to enhance service is to evaluate if a formal Park and Ride can be established in the city. There are currently two Park and Ride facilities in neighboring communities, Strongsville to the west and Brecksville to the east. Both the 45/45A and 135 lines may be suitable for a Park and Ride facility, though with lower ridership on the 135 route, there may be more potential for growth on the 45/45A. One potential location for a Park and Ride is the old City Hall facility at the corner of Bennett and Ridge Roads. With ample parking and room for a transit waiting environment, this location could be

convenient to residents who would use transit if they felt it were easier to access.

Further transit enhancements could include bus stop consolidations, particularly on the 135 route, and transit waiting environments at high ridership stops. The City should work with GCRTA to determine where stop consolidations and enhanced stops are feasible.

Map 7: Transit Service in North Royalton



Bicycling

There are a few existing bicycle facilities in North Royalton: multiuse paths along Bennett Road and Valley Parkway, and wide shoulders on State Road. Citywide, bicycling is challenging given topography, development patterns and an auto-centric transportation network. Bicycle level of service (BLOS), which evaluates facilities for bikeability through an analysis of roadway geometries, speed limits, and traffic counts, is generally poor in the city as shown in Map 8. A BLOS ranking of A or B is desirable and provide adequate facilities for bicyclists to feel comfortable riding and to encourage new riders. The majority of roads in North Royalton are currently ranked BLOS E or F, indicating that they are insufficient for comfortable and safe bicycling.

To improve the bicycling experience in North Royalton, bicycle facilities are recommended on Bennett, Royalton, and Ridge Roads. Additionally, a bicycle boulevard is recommended along Bunker and Tilby Roads in the northern section of the city. A bicycle boulevard is a signed and marked route (with sharrows on the

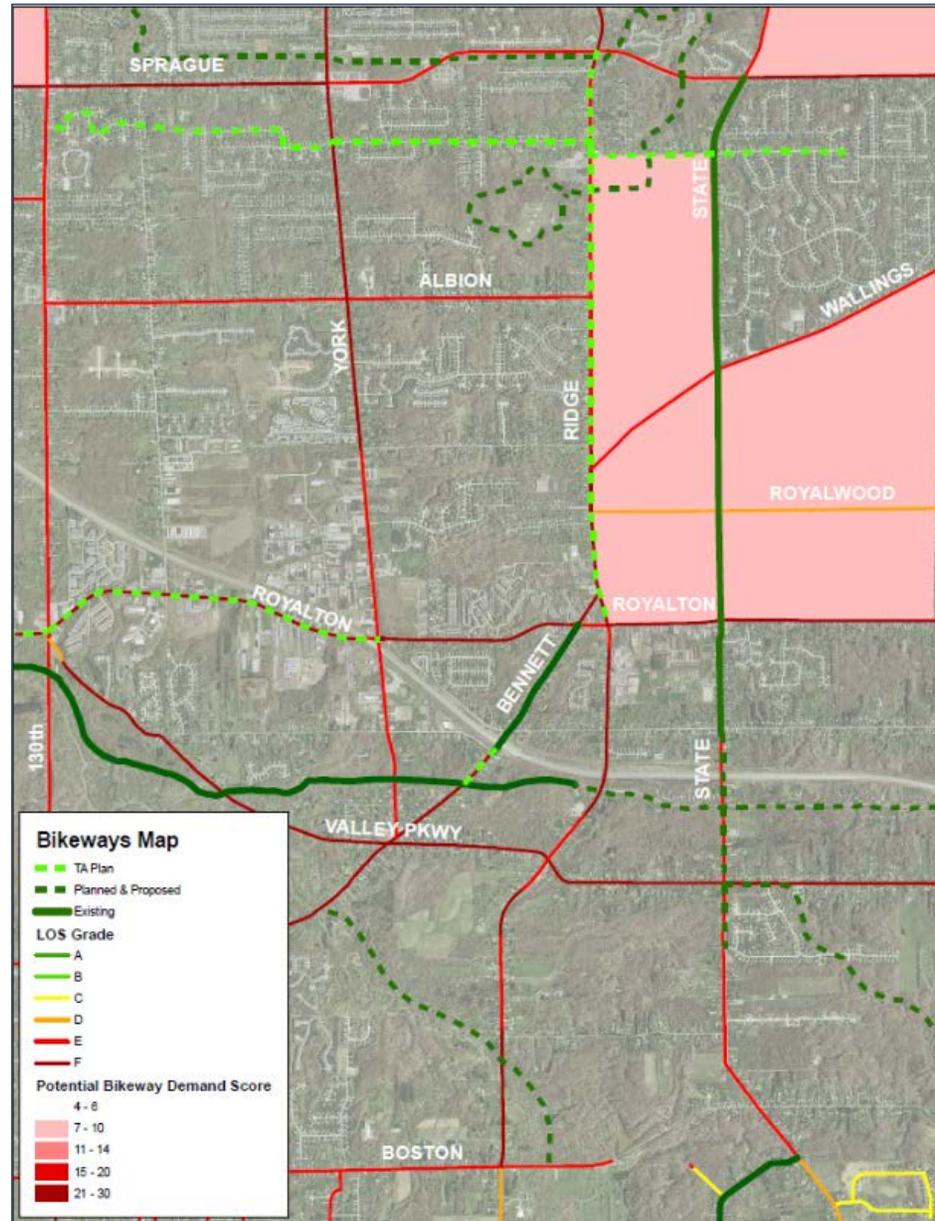
pavement) that emphasizes bicycling and discourages through automobile traffic. Because these are neighborhood streets, automobiles would be traveling at low speeds and will not be using these roads for cross-city travel, but rather for access to and from homes only. This proposal creates a northern east-west bike facility between State Road and West 130th Street (a multiuse path would need to be built at the end of Applewood Road or Wildwood Drive to West 130th Street and would require property easements to enable access). This would complement a southern east-west route that will be completed with the Valley Parkway Multiuse Path extension.

On Bennett Road, there is a gap between the existing multiuse path and the Valley Parkway Multiuse Path that should be completed. This is listed as recommendation “J” in Table 2 and Map 6. Because this is a costly recommendation, in the short term the city should consider painting sharrows on Bennett Road in this location to raise awareness for bicycling safety among drivers.

On Ridge Road, from the Parma border to Royalton Road, travel lanes are currently fifteen feet wide, which encourages higher speed driving even though the posted speed limit is 35 miles per hour. To calm speeds and provide a safer environment for bicyclists, the city should restripe the roadway to include two eleven-foot travel lanes and four-foot bike lanes on each side. This is essentially the configuration on State Road, where a wide shoulder functions as a de facto bike lane. Making this change should result in a decrease in speeding, which would ease safety concerns and lighten police enforcement.

Finally, Royalton Road will be widened between West 130th Street and York Road in the next few years. Sidewalks are recommended for this segment (“F” in Table 2 and Map 6), and bike lanes should be included as part of the project. Like Ridge and State Roads, including bike lanes on the Royalton Road project will have the benefit of calming traffic and making biking safer on the roadway. Doing so will prime the rest of Royalton Road for bike lanes that would extend from the eastern to the western borders of the city.

Map 8: Bicycle Facilities and Level of Service



Implementation

The recommendations in this study can be financed through a few options; the City can prioritize projects in its capital program or work with public and private partners to implement the recommendations. One option to generate funding for sidewalks is to assess properties over the long term, which can service debt on near-term sidewalk projects. This might be an attractive option to the City and stakeholders if it has the support of property owners, but the City would need to demonstrate a typical household cost to residents. The implementation of recommendations, especially in the town center, might help the city generate economic development interest, as recent trends show increasing interest in walkable commercial and residential districts.

Additional funding sources may be available through NOACA and Cuyahoga County. The NOACA Transportation for Livable Communities Initiative (TLCI) Implementation Grant program can help fund up to 80% of lower-cost bicycle infrastructure items, such as bike lanes,

sharrows, and signage. The intent of the program is to help implement lower cost (typically less than \$100,000) projects from completed studies and plans in order to help communities improve safety and build a multimodal transportation system. The bicycle recommendations in this plan are appropriate and recommended for the TLCI Implementation Grant program.

For higher-cost projects such as sidewalks or multiuse paths, NOACA funding is available through the Surface Transportation, Congestion Mitigation and Air Quality, and Transportation Alternatives programs. Funding availability through these programs is extremely competitive, however, and the implementation of recommendations with these sources is best achieved through larger-scale road improvement projects. For example, the cost of funding a stand-alone sidewalk project with federal aid funding would be much higher due to the costs of compliance with federal and state regulations than it would as a component of a road rehabilitation project, because efficiencies in the project

development process can consolidate tasks and thus project costs. Therefore, for higher-cost projects the City should strive to package improvements as part of larger-scale projects, or find alternative, local funding so that costs are not inflated.

Information on additional funding sources is available in Cuyahoga County's Complete Streets Toolkit, which is attached as Appendix 1. Many of these sources can help cover the costs of both stand-alone projects and larger-scale road improvement projects.

5.5.4 Funding for Pedestrian and Bicycle Facilities in Ohio⁵⁴

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Transportation Alternatives (TA) http://www.noaca.org/	NOACA	20%	Bicycle lanes on roadway • Bicycle parking facilities • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Paved Shoulders • Signed bike route • Traffic calming • Shared Use Path Construction that can include recreational trails provided they also have transportation component	Quarterly Application Period	County, City, Village, Township, and park districts
Safe Routes to School Program (SRTS) http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TransportationAlternatives.aspx www.dot.state.oh.us/saferoutes	ODOT	0%	• Bicycle lanes on roadway • Bike racks on buses • Bicycle parking facilities • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Paved Shoulders • Signed bike route • Traffic calming • Shared Use Path Construction that can include recreational trails provided they also serve a transportation component • Safe Routes to School projects that are within a designated radius of a K-8 school	Application cycles vary based on fund availability.	County, City, Village, Township
Safety Program http://www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning/Pages/FundingGuidelines.aspx	ODOT District Office	10-20%	• Bike and Pedestrian Facilities in Bike/Ped. High Crash Areas • Bike and Pedestrian Facilities that are appurtenances to the roadway project itself • Environment and safety education programs	Biannual Application Period: due by April 30 and September 30	County, City, Village, Township
Surface Transportation Program (STP) http://www.noaca.org/	NOACA	20%	• Bicycle lanes on roadway • Paved Shoulders • Signed bike route • Shared use path/trail • Spot improvement program • Bike racks on buses • Bicycle parking facilities • Trail/highway intersection • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming	Applications due on a quarterly basis	County, City, Village, Township
County Surface Transportation Program (CSTP) http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx	County Engineers Association	20%	• Bicycle lanes on roadway • Paved Shoulders • Signed bike route • Shared use path/trail • Spot improvement program • Bike racks on buses • Bicycle parking facilities • Trail/highway intersection • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming	Annual application period	County

⁵⁴ Compiled 01/25/2013. Information deemed reliable but not guaranteed. MAP-21 eligibility components have been incorporated into this document. Heather Bowden, ODOT Bicycle and Pedestrian Planner. Revised by Cuyahoga County Planning Commission. Information deemed reliable but not guaranteed. MAP-21 eligibility components have been incorporated into this document. (Ohio Department of Transportation, 2012)

APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE (Source: Cuyahoga County)

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Congestion Mitigation Air Quality (CMAQ) http://www.noaca.org/	NOACA designated air quality areas	20%	• Bicycle lanes on roadway • Signed bike route • Shared use path/trail • Spot improvement program • Bike racks on buses • Bicycle parking facilities • Trail/highway intersection • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Non-construction outreach related to safe bicycle use	Application Cycles To Be Determined	County, City, Village, Township
State Capital Improvement Program (SCIP) http://planning.co.cuyahoga.oh.us/dopwic/	Ohio Public Works Commission (OPWC)	10%	• Bicycle lanes on roadway • Paved Shoulders • Trail/highway intersection • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming • All improvements must be made in conjunction with roadway improvement project	Annual Application Period. Usually Due in the late summer for District One	County, Township, Village, or City. Sanitary Districts, and Regional Water and Sewer Districts
County Permissive License Plate Fees http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx	County	0% - 50%	• Bicycle lanes on roadway • Paved Shoulders • Trail/highway intersection • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming • All improvements must be made in conjunction with roadway and is included in the original project scope	Varies	County, City, Village, Township
Local Permissive Licenses Plate Fees http://codes.ohio.gov/orc/4504	City or Village		• Bicycle lanes on roadway • Paved Shoulders • Trail/highway intersection • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming • All improvements must be made in conjunction with roadway and is included in the original project scope	Annual per Local Budget	City, Village
Recreational Trails Program http://ohiodnr.com/tabid/21369/default.aspx	FHWA & ODNR	20% ⁵⁵	• Urban trail linkages • Trail head and trailside facilities • Maintenance of existing trails • Restoration of trail areas damaged by usage • Improving access for people with disabilities • Acquisition of easements and property • Development and construction of new trails • Purchase and lease of recreational trail construction and maintenance equipment • Environment and safety education programs related to trails	Annual Application Period: Due in February	Cities, Villages, Counties, Townships, Park and Joint Recreation boards and Conservancy Districts, Jointly Sponsored Projects between Political Subdivisions, State Government Agencies, Federal Government Agencies, and Non - profit organizations
Clean Ohio Trails Fund http://clean.ohio.gov/RecreationalTrails/Default.htm	OPWC & ODNR	25% ⁵⁶	• Land acquisition for a linear trail • Trail development • Trailhead facilities • Engineering and design	Application cycles vary based on fund availability. Due in February when funding is available	Cities, Villages, Townships, Park and Joint Recreation Districts, Conservancy Districts, Soil and Water Conservation districts, and Non-profit Organizations

⁵⁵ This program can be used as a local match for the TA, SRTS, STP and CMAQ programs provided they meet both programs, however 5% of the match must be local

APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE (Source: Cuyahoga County)

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
County Bridge Program http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx	County Engineers Association	20%	Bike and Pedestrian Facilities that are appurtenances to the bridge project itself. Funds the replacement of county bridges	Annual Application Period:	Counties
Municipal Bridge Program http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/MunicipalBridge.aspx	ODOT	20%	Bike and Pedestrian Facilities that are appurtenances to the bridge project itself. Funds the replacement of local bridges	Annual Application Period: Due in March	City, Village
Section 402 Federal, State, and Community Highway Safety Funds http://publicsafety.ohio.gov/grants.stm	ODPS	0%	• Maps • Safety/education position • Police patrol • Helmet promotion • Safety brochure/book • Training	Annual Application Period: Due in July	County, city, township, village, law enforcement agency, board of education, health department, NOACA, state agency; or non-profit organization, church, hospital, educational service center, college or university
Federal Transit Administration (FTA) http://www.fta.dot.gov/grants/12305.html	FTA/ODOT	Varies	Bike and Pedestrian Facilities that are appurtenances to the transit project itself	Varies by program	Designated recipients
Community Development Block Grant (CDBG) http://development.cuyahogacounty.us/en-US/municipal-grants.aspx	HUD	Varies by program ⁵⁷	• Public facilities • Street Surface, repair or replacement • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Street Lights, repair or retrofit, Traffic/Pedestrian Signals, repair or retrofit • Barrier removal for handicap accessibility (e.g., sidewalks, curb ramps) • Street Furniture	Annual Application Period: Due in Fall	Urban County Community areas that meet HUD Objectives, and Entitlement Communities
Cuyahoga County Sanitary District Funds http://codes.ohio.gov/orc/6117	County	Up to 100 % based on account Balance	Storm or Sanitary Sewer Related Components	Varies based on availabilities of funds	City, Village
Ohio EPA Surface Water Improvement Fund www.epa.ohio.gov/dsw/nps/index.aspx	Ohio EPA	0%	Implementation of projects that address nonpoint source pollution (NPS) and/or stormwater runoff and result in water quality improvements in Ohio's streams, rivers and lakes	Application cycles vary based on fund availability. Deadlines vary	Local governments, park districts, conservation organizations and others

⁵⁶ This program can be used as a local match for the TA, SRTS, STP and CMAQ programs provided they meet both.

⁵⁷ This program can be used as a local match for the TA, SRTS, STP and CMAQ programs provided they meet both program eligibility categories.

APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE (Source: Cuyahoga County)

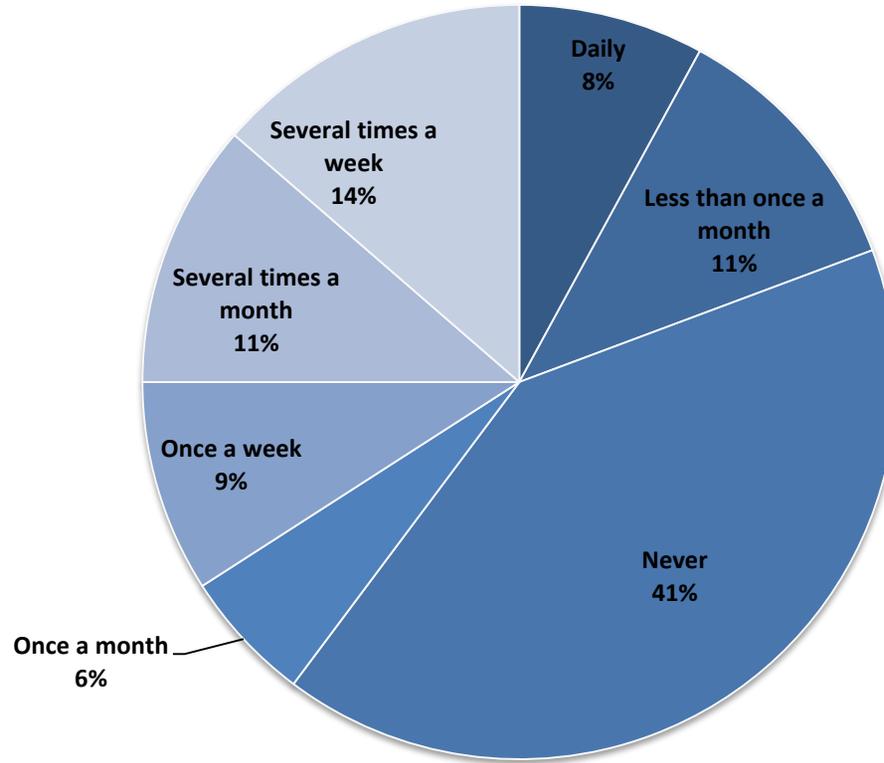
Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Ohio EPA 319 Grants www.epa.ohio.gov/dsw/nps/index.aspx	Ohio EPA	40% ⁵⁸	Correct NPS caused water quality impairment to Ohio's surface water resources. Section 319(h) implementation grant funding is targeted to Ohio waters where NPS pollution is a significant cause of aquatic life use impairments	Annual Application Period: Usually due in May	Watershed groups and others who are implementing locally developed watershed management plans and restoring surface waters impaired by NPS pollution
The Mobilization for Health: National Prevention Partnership Awards (NPPA) Program http://www.hhs.gov/ash/index.html	Dept. of Health and Human Services, Office of the Assistant Secretary for Health (OAS)	0%	Promote and accelerate partnerships, catalyzing collaborations in improving health through access to, and use of, preventive services across the United States. The program is designed to establish integrated, collaborative local, state, regional, or tribal partnerships to increase community awareness and action on preventive health services, promote health and wellness, educate and train, and establish communication programs to all community populations, regardless of social and economic barriers, and race and ethnicity	Application cycles vary based on fund availability.	Any public or private entity located in a State
The People For Bikes Community Grant Program http://www.peopleforbikes.org/pages/grant-guidelines	People for Bikes and Bike Industry Partners		People For Bikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride	Biannual Application Period: Online Letters of Interest Due January & August	Non-profit organizations and local governments
Robert Wood Johnson Foundation Grants http://www.rwjf.org/en/grants/what-we-fund.html	Robert Wood Johnson Foundation		The Robert Wood Johnson Foundation provides grants for projects in the United States and U.S. territories that advance our mission to improve the health and health care of all Americans	RWJF awards most grants through calls for proposals (CFPs) from time to time. The Pioneer Portfolio accepts unsolicited proposals at any time and issues awards throughout the year.	Public agencies, universities, and public charities that are tax-exempt under section 501 (c)(3)

⁵⁸ A match commitment form must be completed for EACH organization that is committing any match contributions

APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE (Source: Cuyahoga County)

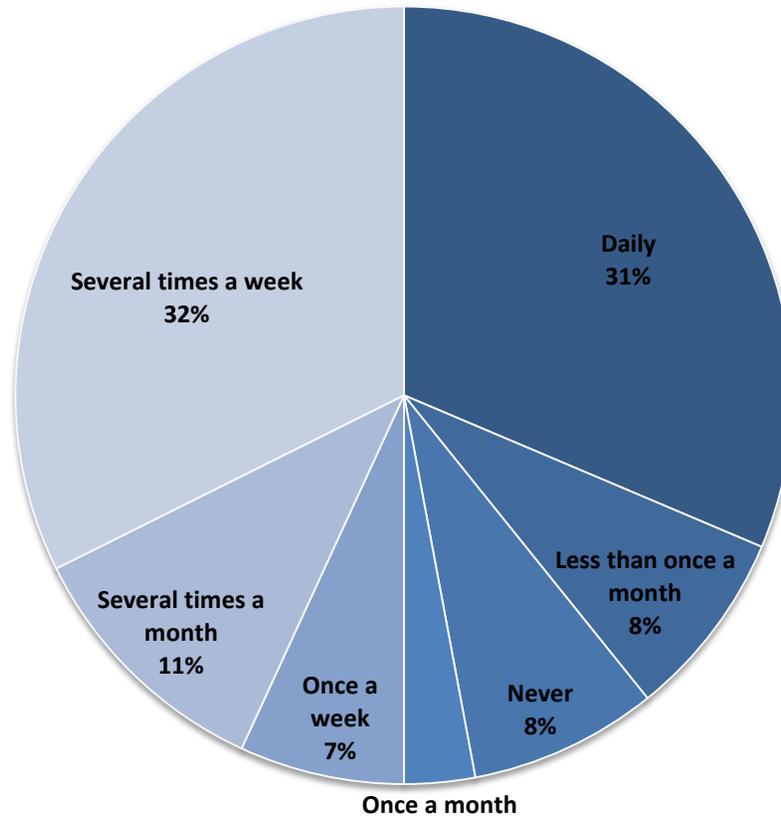
Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Rockefeller Foundation Grants http://www.rockefellerfoundation.org/	Rockefeller Foundation		The Rockefeller Foundation works to spread the benefits of globalization to more people in more places around the world. Funding inquiries must fit within four core issue areas: Advance Health, Revalue Ecosystems, Secure Livelihoods & Transform Cities. Within the Transform Cities issue is a focus on pushing the U.S. over the tipping point toward transportation planning and infrastructure policy that serves the needs of 21st century America	The Rockefeller Foundation will consider on line inquiries for funding projects that must fit within four core issue areas and one or more of their initiatives.	
Ohio State Infrastructure Bank (SIB) http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx	ODOT		THE SIB funds 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 and further the goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life	Transportation Infrastructure Bond Fund Program and Revolving loan program	Any public entity such as political subdivisions, state agencies, boards, or commissions, regional transit boards, and port authorities

How Often Do You Walk for 5 Minutes or Longer for Transportation?

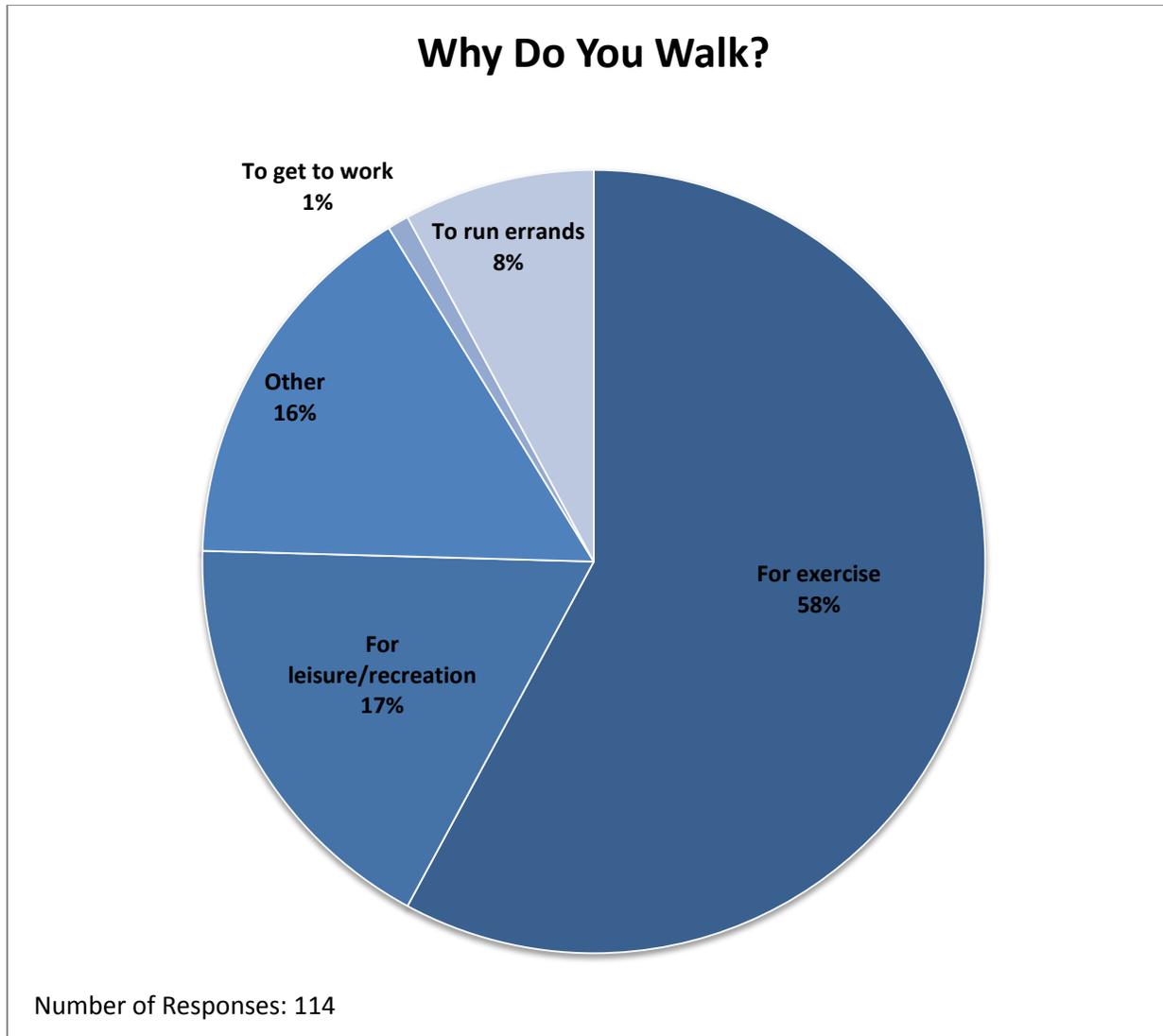


Number of Responses: 88

How Often Do You Walk for 5 Minutes or Longer for Recreation or Exercise?



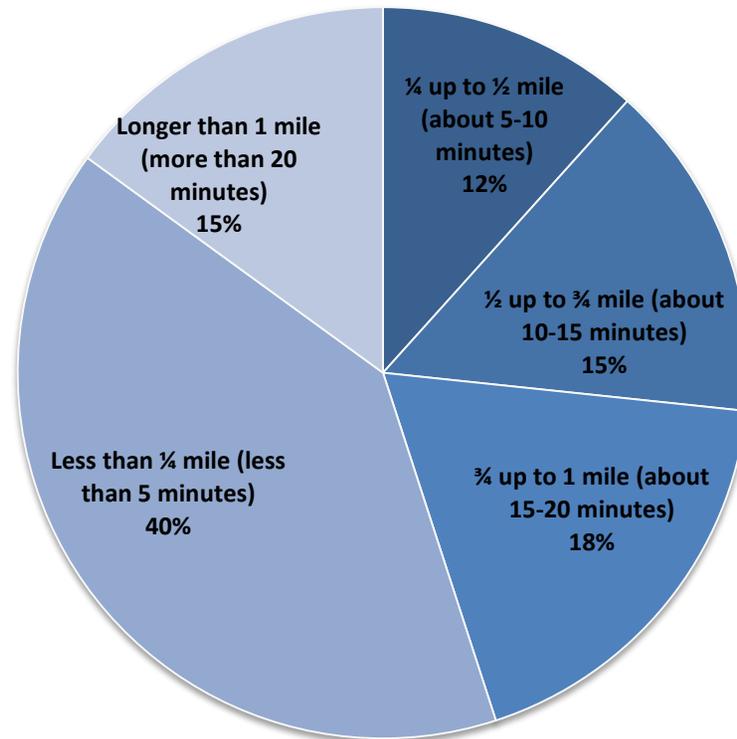
Number of Responses: 102



Other (please specify):

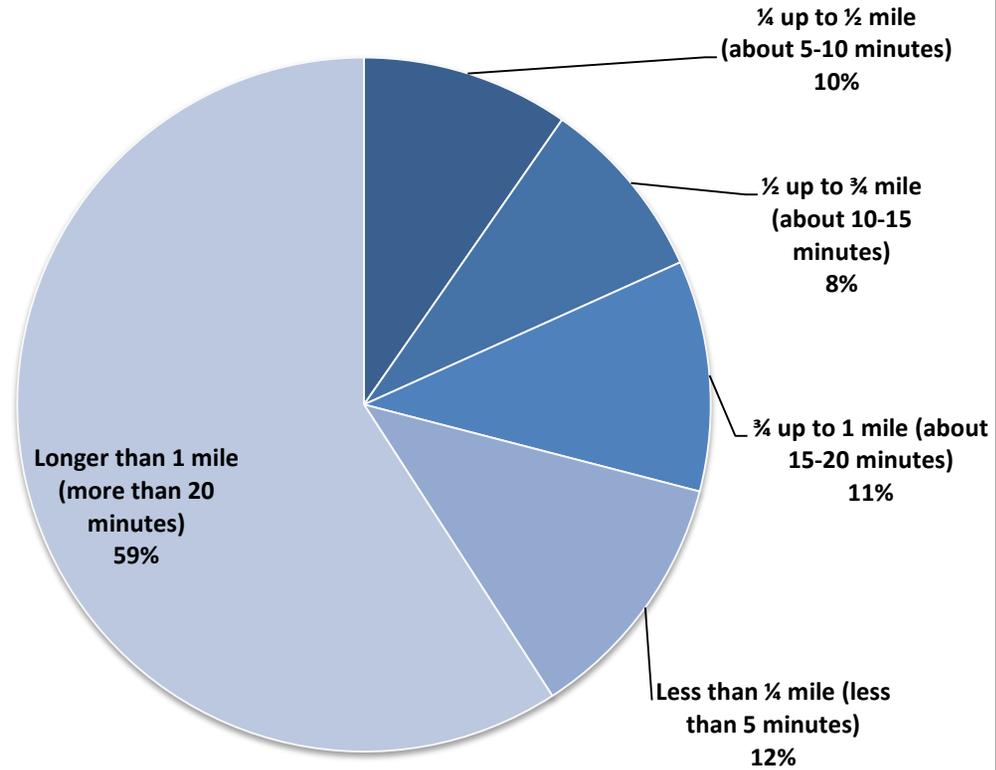
- To walk the dog
- Terrain is not conducive to sidewalks.
- Also for leisure and recreation
- Hiking on a nature trail
- It says "Choose all that apply" but I cannot choose more than one. My answers are: leisure, exercise, errands
- And to do shopping
- Work
- This would only allow me to select one, but I walk for exercise, recreation and to get to church and local stores
- Take my dog for a daily walk.
- Use auto
- Not able to choose "all that apply" above....
- This screen does not let you choose more than one. Add leisure/recreation
- I prefer walking in my own yard instead of sidewalks
- Also exercise; to transit stop; to run errands

When Walking for Transportation, What Is Your Average Trip Distance?



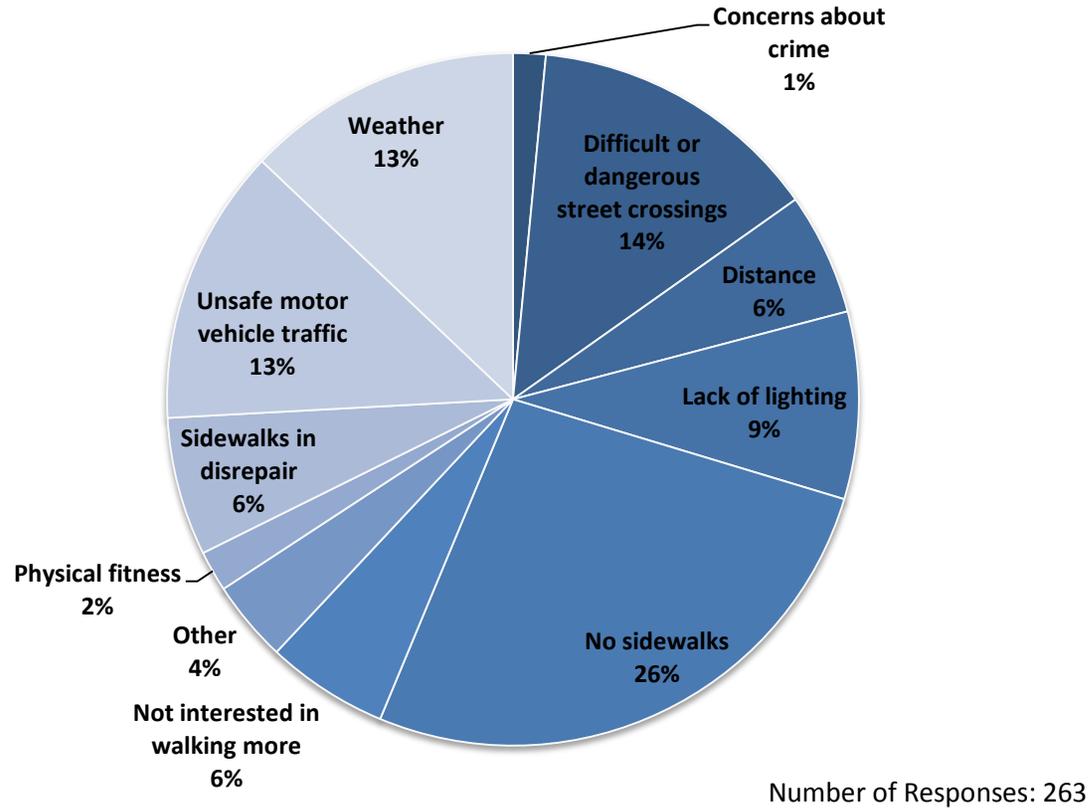
Number of Responses: 60

When Walking for Recreation or Exercise, What Is Your Average Trip Distance?



Number of Responses: 93

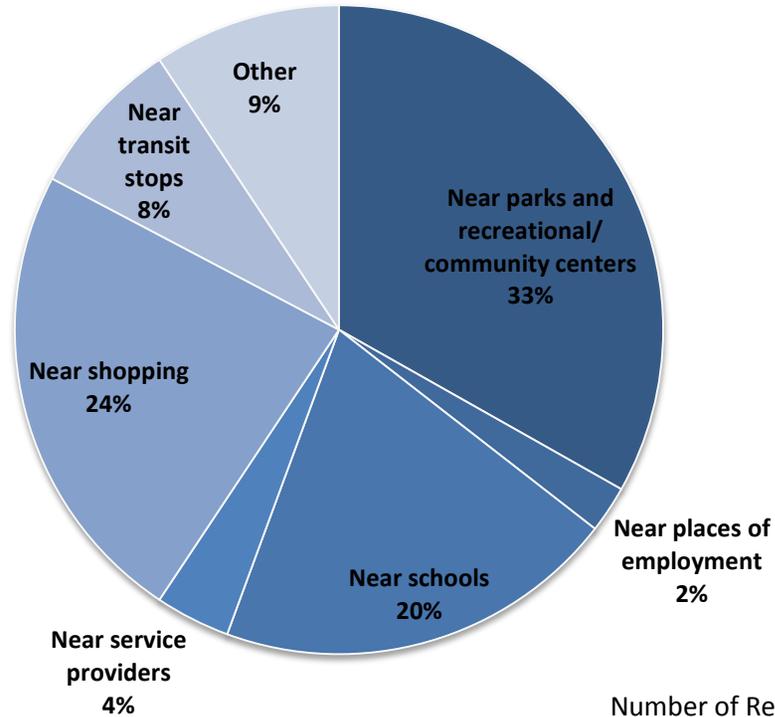
What Are The Barriers to Walking More?



Other (please specify)

- We are too far from shopping to walk.
- Don't waste my tax dollars on sidewalks that no one will use.
- There are no barrels in the woods where walking should be done
- Abbey Road
- Time
- Bad knees
- No berm on road, with unsafe vehicle traffic
- Rt. 82 elevation too hard to walk up/ traffic too close
- Sidewalks have snow and ice, not cleared
- There are no sidewalks by the main roads

What Are Your Priorities for Future Pedestrian Improvements?

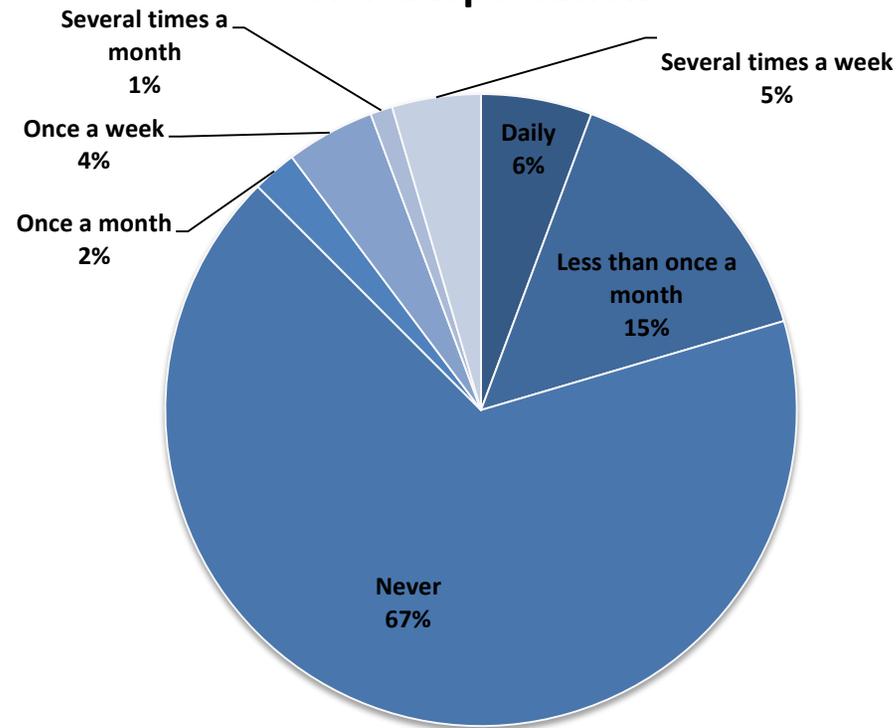


Number of Responses: 214

Other (please specify)

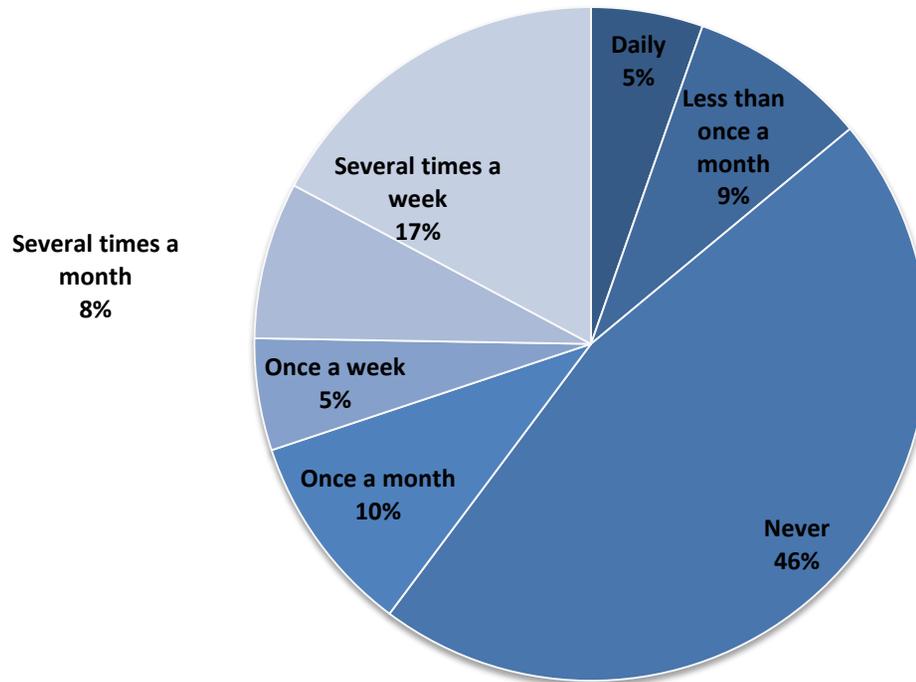
- None. Period.
- All-purpose walks or lanes need to be added as funds can be found along all of the major roads within the city. Begin at the core of the city & work outward to connect the neighborhoods to the city center & also connect up with the Metro parks trails which are highly used.
- Re-pave city roads instead of wasting tax dollars on useless sidewalks.
- Along roads leading to downtown NR
- No sidewalks on Bennett Rd. below Akins.
- We prefer a country environment - no sidewalks.
- Edgerton walkway between Riverwalk and Waterbridge
- This survey is bias against nature walks and does not give an option of no sidewalks
- Library
- Fix Abbey Road
- Extend walking/bike path in Metropark from N Royalton to Brecksville
- YMCA, library, center of town
- None
- On Akins Road to walk my dogs
- Bike lanes
- On main road residential areas
- None
- To library/YMCA and Memorial Park
- Within residential areas

How Often Do You Bike for 5 Minutes or Longer for Transportation?



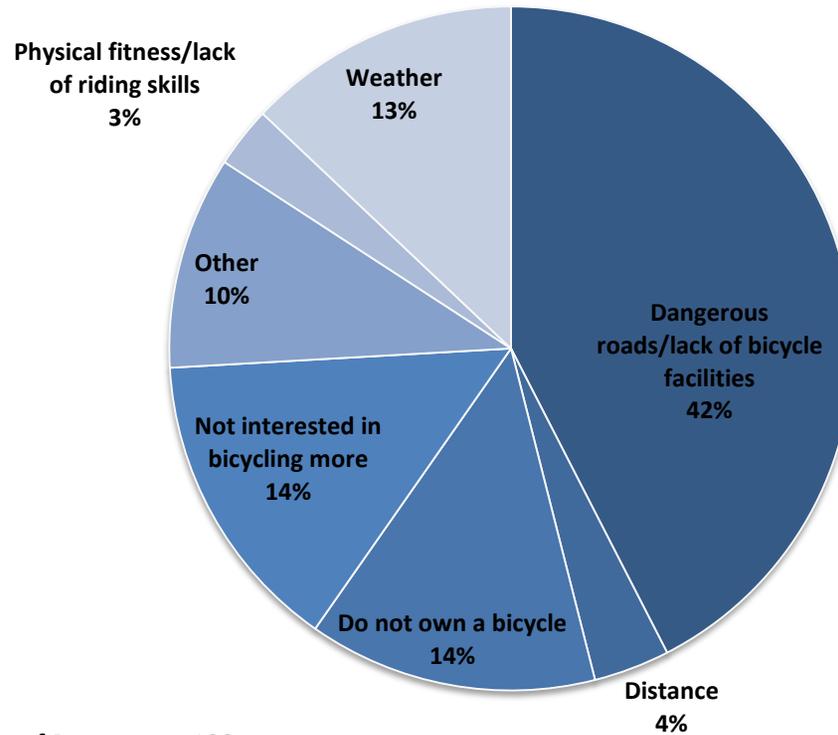
Number of Responses: 88

How Often Do You Bike for 5 Minutes or Longer for Recreation or Exercise?



Number of Responses: 93

What Are The Barriers to Bicycling More?

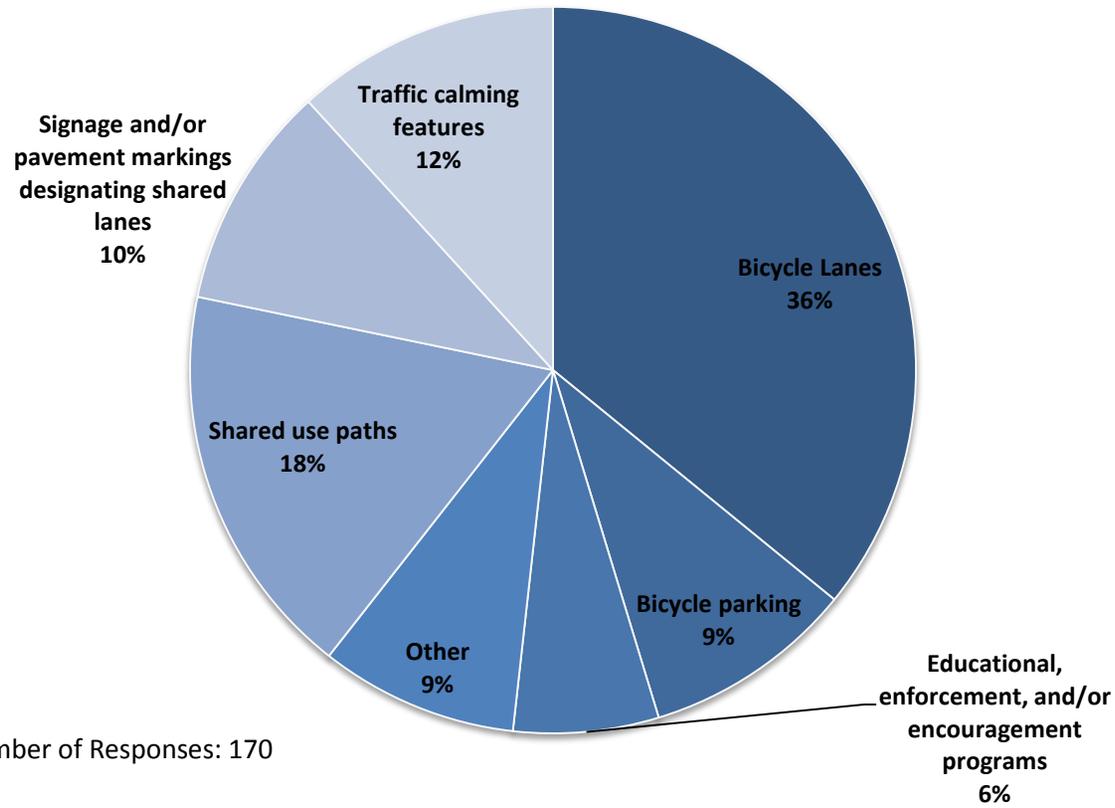


Number of Responses: 139

Other (please specify)

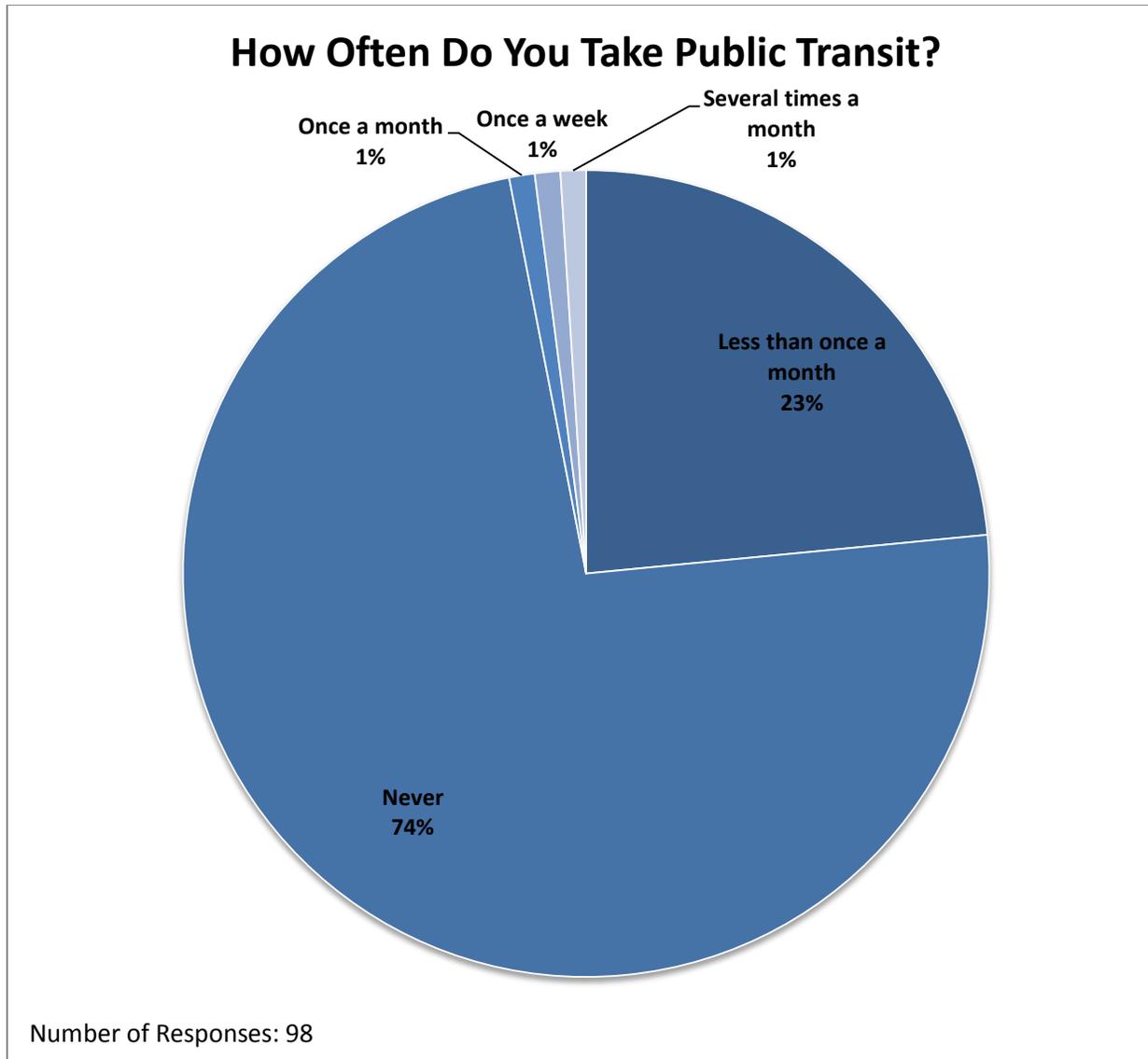
- Not interested in gov't making citizens choose alternate transportation methods.
- Have to drive to Metroparks no sidewalks
- Roads are too narrow, and full of potholes.
- Road conditions not conducive, road surfaces generally poor, and unpaved shoulders. generally speaking, no sidewalks either
- It's extremely difficult to get to Valley Pkwy from where I live on Bennett Rd. -- with small children
- No sidewalks on Edgerton between Riverwalk and Waterbridge
- Lack of bike paths/sidewalks; need more wide sidewalks for shared use
- No bike lanes on streets
- Abbey Road
- Bad knees
- No bike lanes
- Sidewalks and bike lanes
- No longer bicycle - do not want to wear a helmet
- People who ride bikes are #%%#%'s.

What Are Your Priorities for Future Bicycle Improvements?

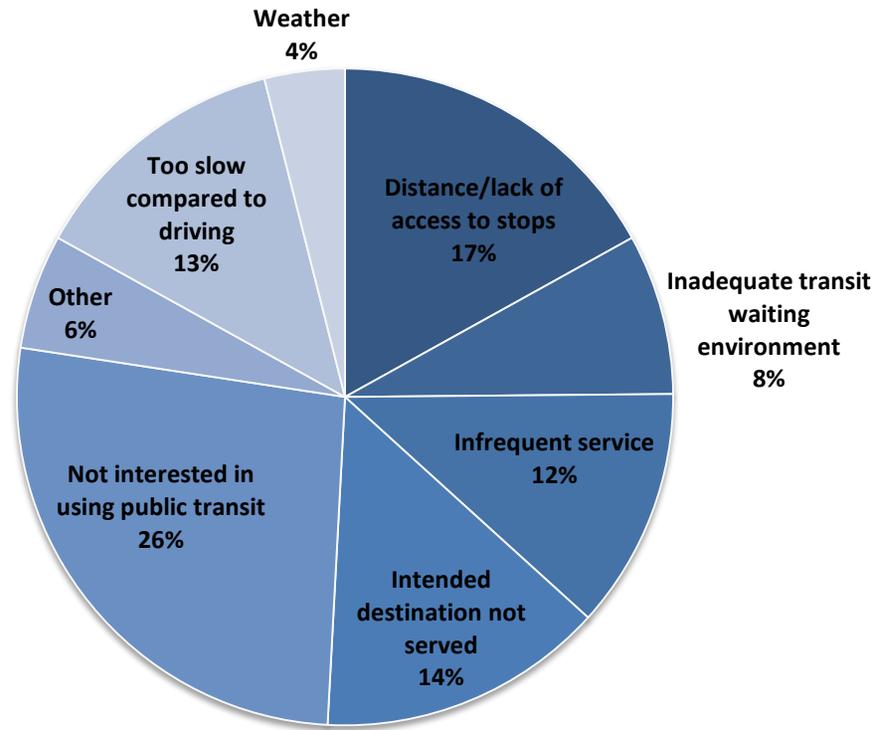


Other (please specify)

- None
- See previous comment on shared all purpose pathways.
- Waste of tax dollars on useless amenities the aging population of this city will never use.
- At bare minimum, start repaving roads extending decent pavement at least a foot to the right of the edge so a rider can at least straddle the right line
- Bike improvements should be kept in the "city" and park sections of the City.
- Still no choice for cross country biking on trails
- All roads should be at least 24 feet wide
- Fix Abbey Road
- Too old to bicycle
- All roads in N.R. are too narrow for just signage
- Metroparks
- I don't think we need bike paths.
- None
- North Royalton is too hilly for bike transportation



What Are The Barriers to Taking Public Transit?



Number of Responses: 177

Other (please specify)

- I have a car.
- North Royalton is too spread out to make local transit affordable. However in the future a local network of local circulating smaller buses or vans along the major roads within the City might be feasible & used by residents to reach the major RTA bus stops.
- No industry or business anywhere close to North Royalton eliminates public transit's feasibility.
- Wheelchair user and buses do not come where we are
- Expense and unreliability of service
- n/a
- Public transportation brings people to our neighborhoods who normally don't belong
- No longer work downtown
- Safety concerns while waiting and riding