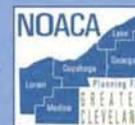


North Royalton Alternative Transportation Plan

Prepared By



August 2015

ROYALTON

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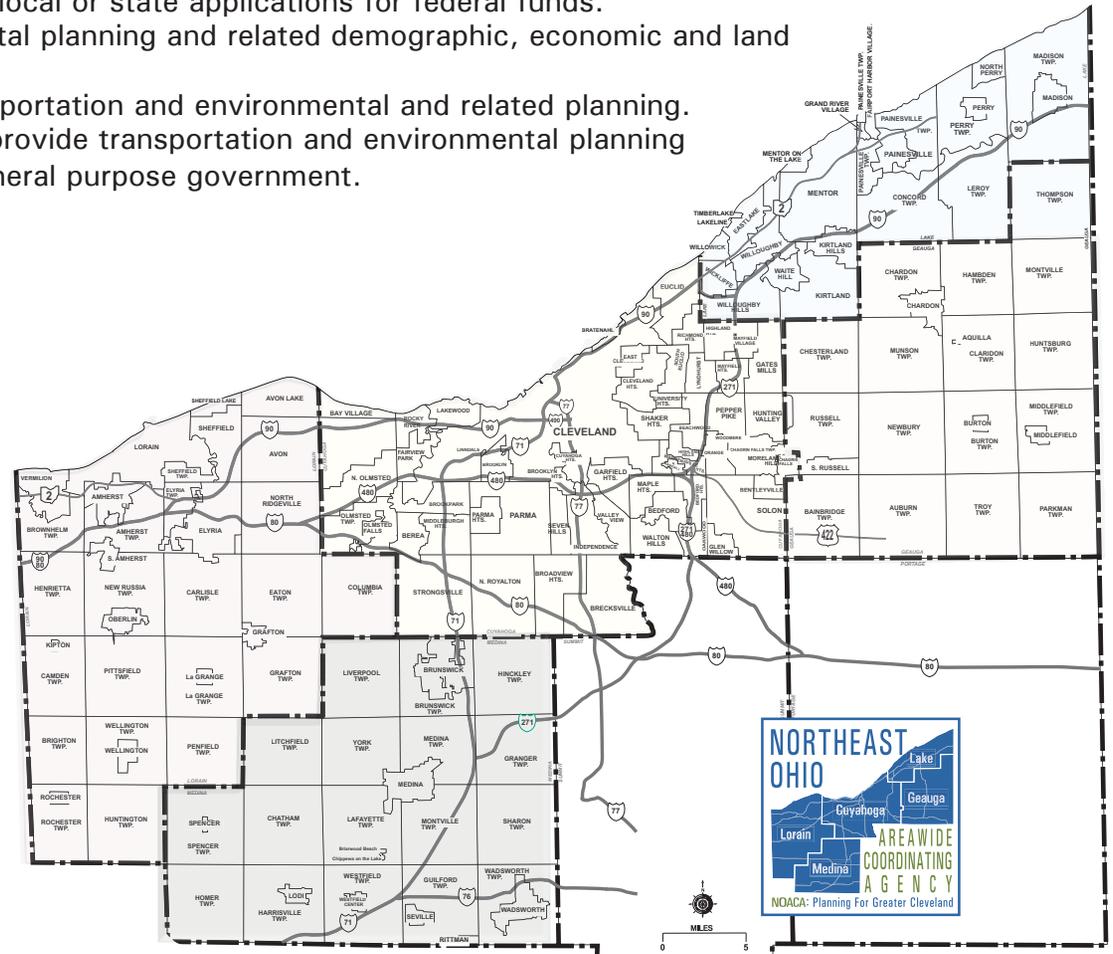
VALLEY PKWY

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- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Conduct transportation and environmental planning and related demographic, economic and land use research.
- Serve as an information center for transportation and environmental and related planning.
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North Royalton Alternative Transportation Plan

City of North Royalton, Ohio

August 2015



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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

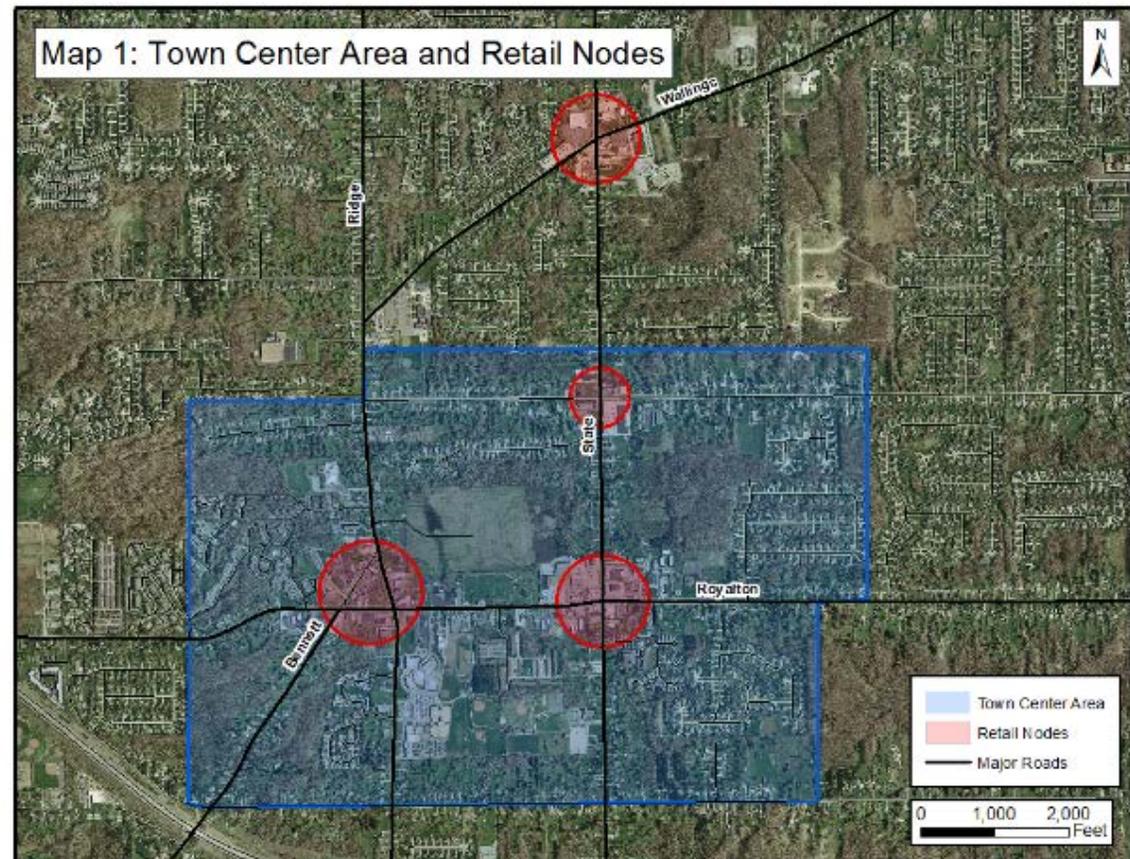
North Royalton is an outer-ring suburb in southern Cuyahoga County. It is one of the fastest growing municipalities in the county, with a 6.3% increase in population between 2000 and 2010. Over the same time period, the share of residents 65 years and older grew 34%, which has implications for transportation 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

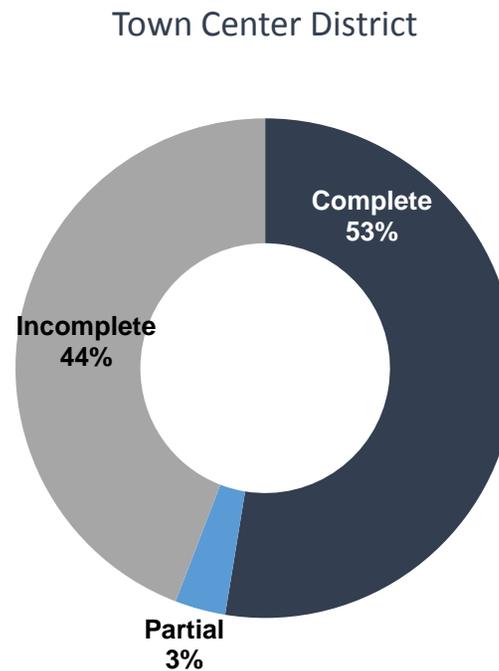
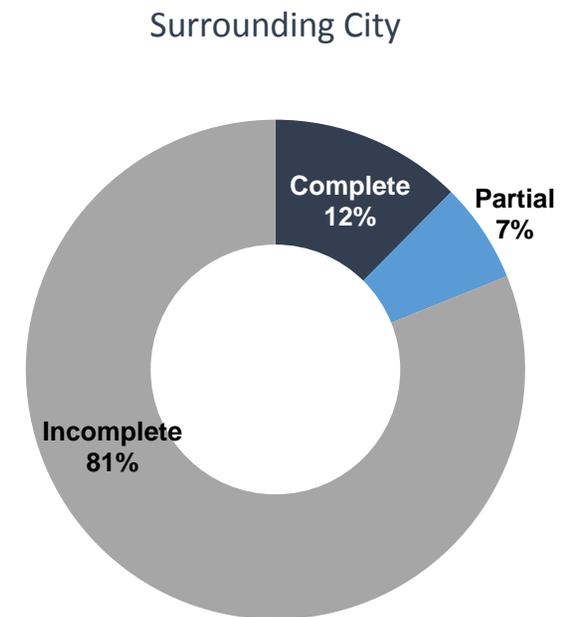
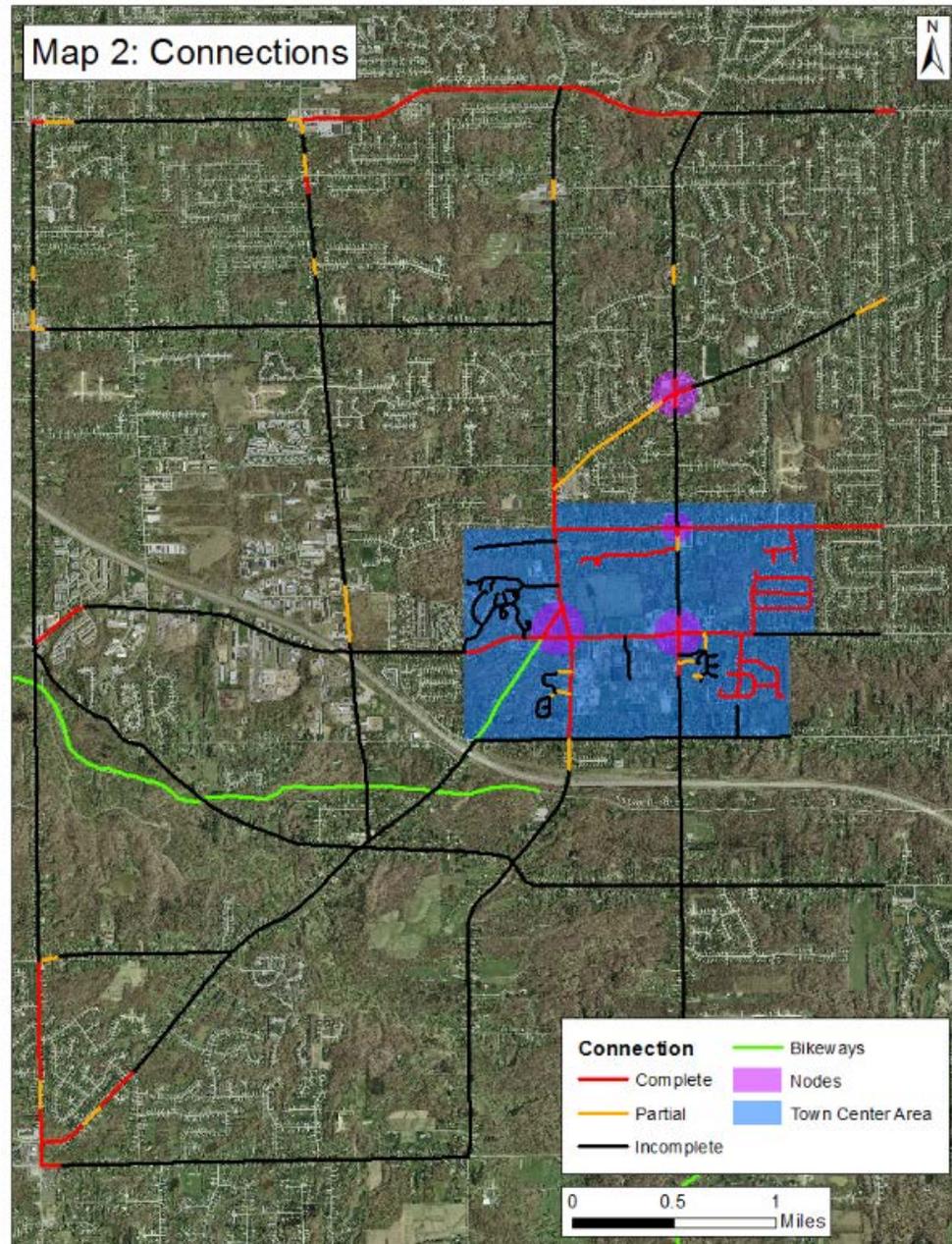


Figure 2: Surrounding City Sidewalk Coverage



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

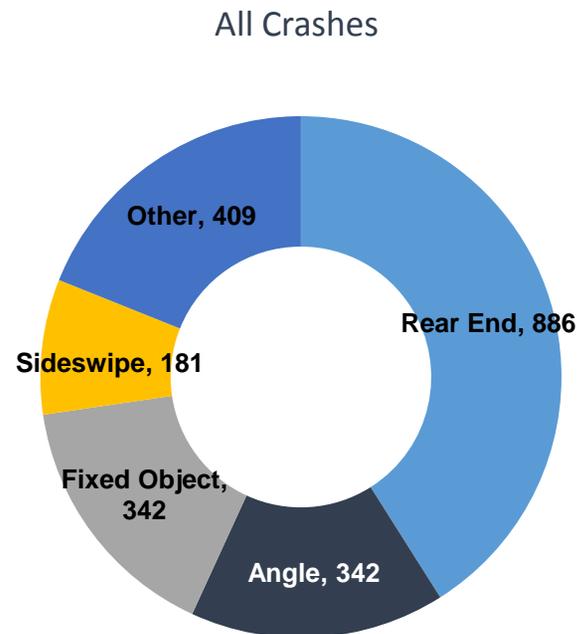
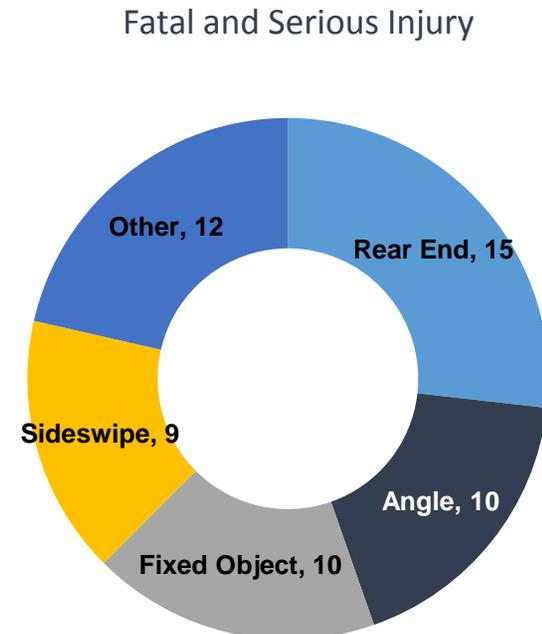
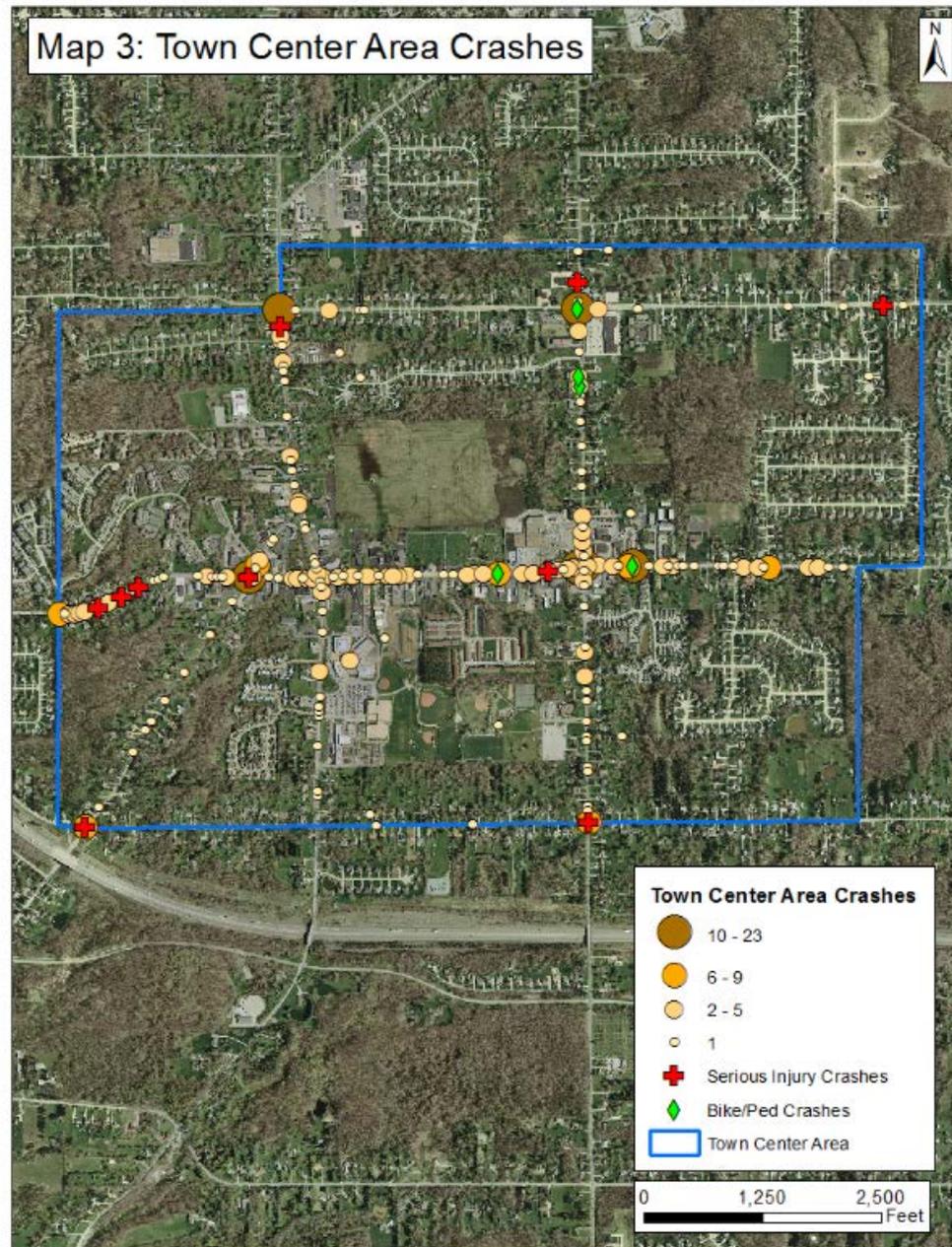


Figure 4: Fatal and Serious Injury Crashes by Type

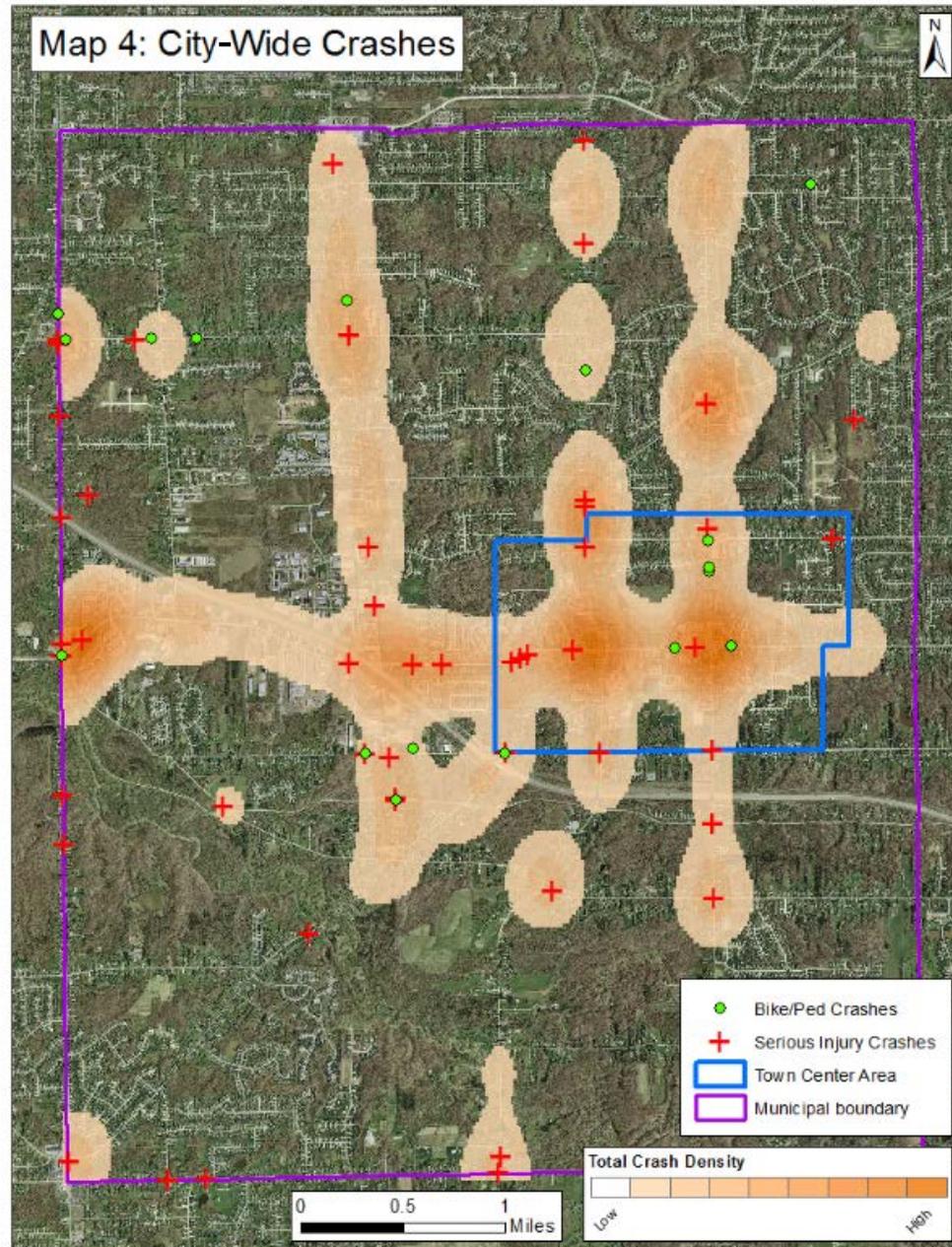


Map 3 shows clusters of all crashes that occurred within the Town Center District, as well as all serious injury crashes and crashes that involved bicyclists or pedestrians. Areas of concern include Royalton Road between Ridge and State Roads, and the intersections of Ridge and State Roads with Royalwood 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

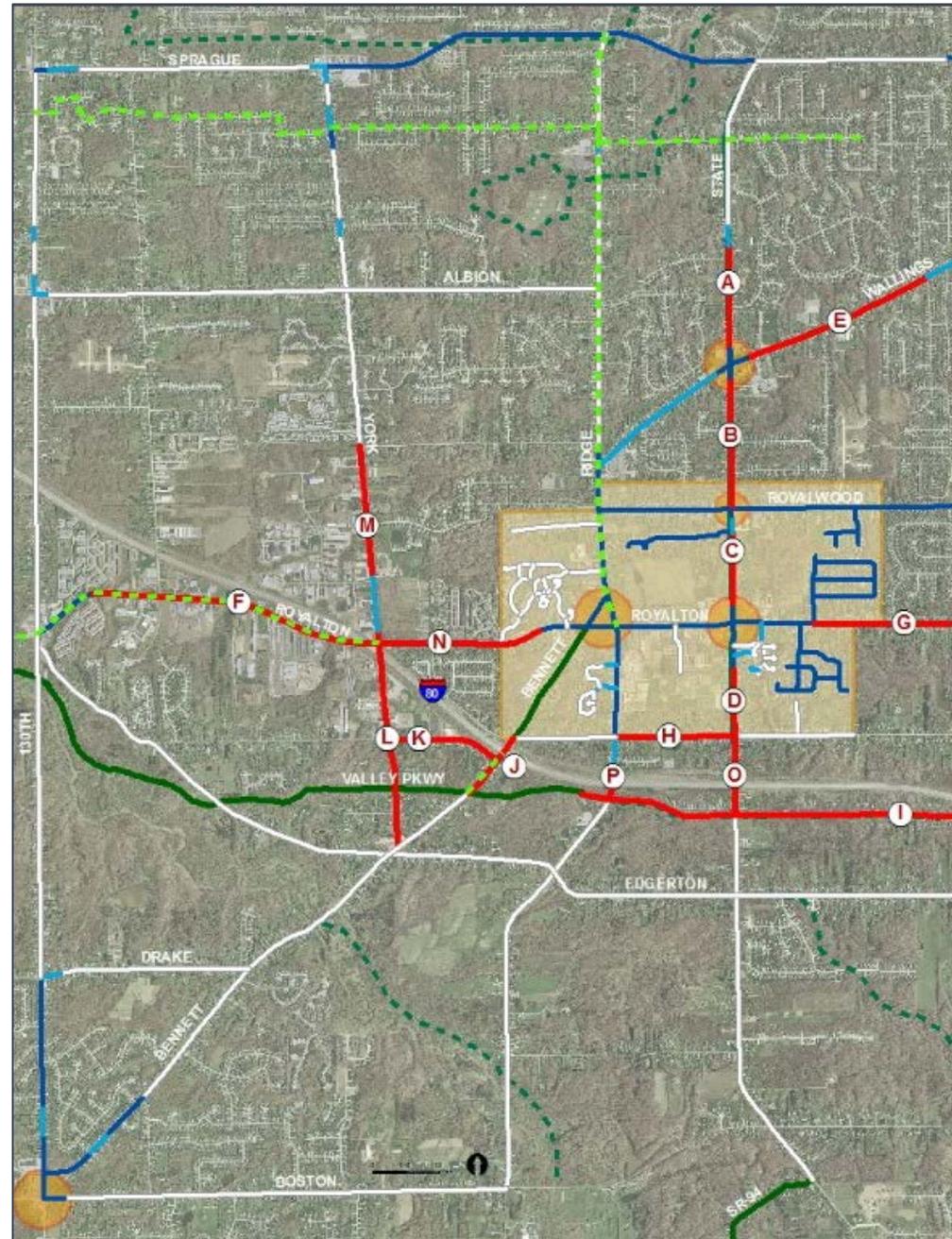
All Recommendations

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.

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.

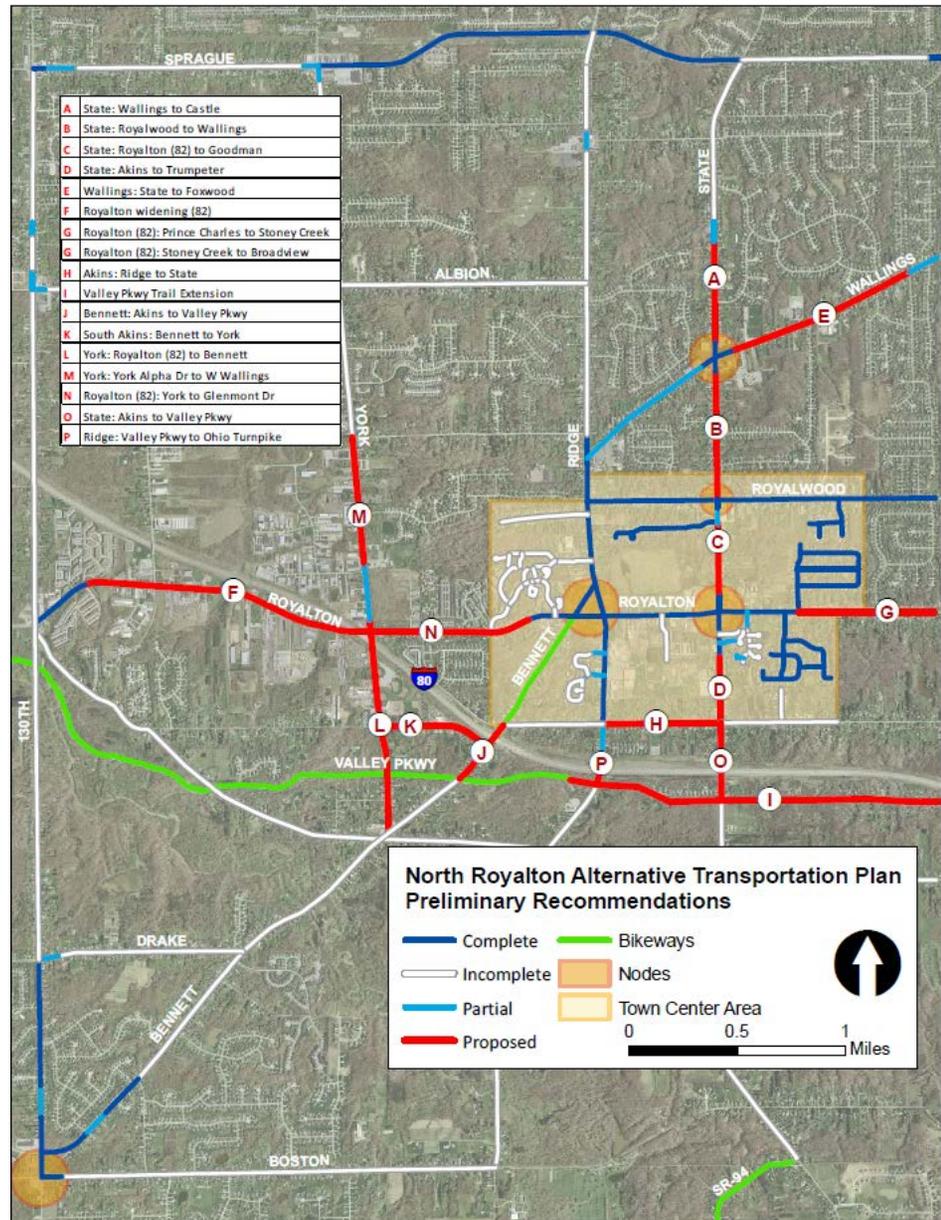
Example of an Asphalt Path in a Neighborhood Setting



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

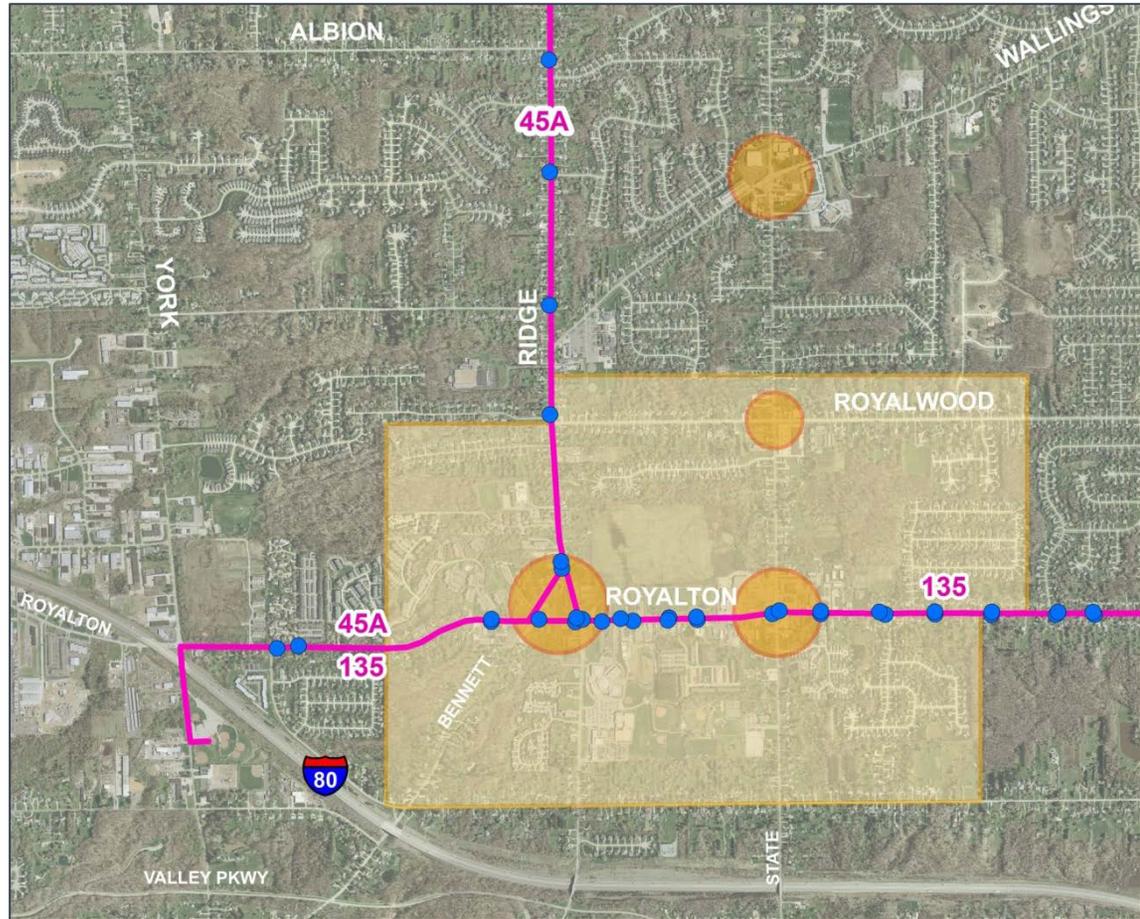
area rather than northbound toward Cleveland, which is the traditional commuting pattern. A consequence of this potential change would be that southbound trips would need to be added during the morning peak travel time and northbound trips during the evening commute, which could pose an extra expense 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

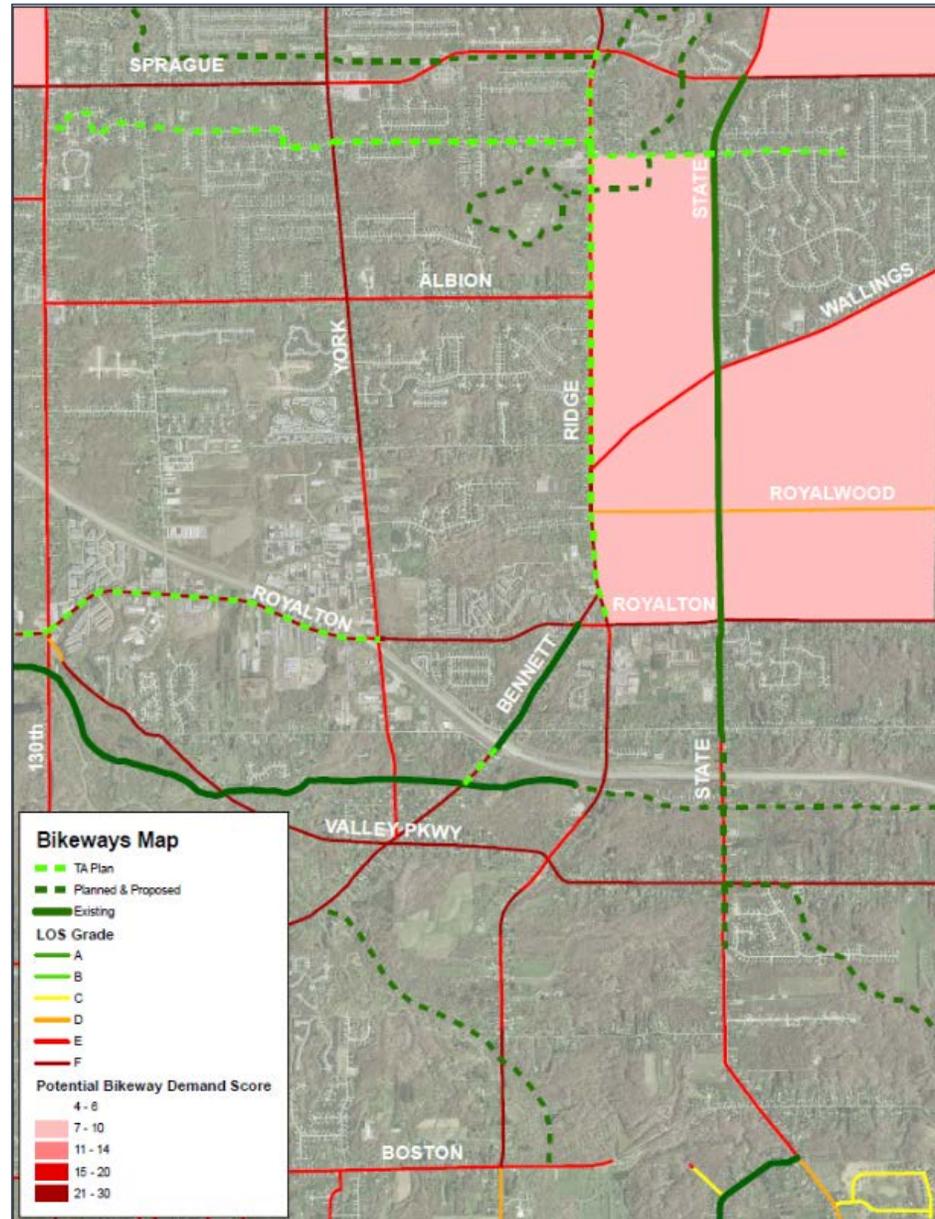
pavement) that emphasizes bicycling and discourages through automobile traffic. Because these are neighborhood streets, automobiles would be traveling at low speeds and will not be using these roads for cross-city travel, but rather for access to and from homes only. This proposal creates a northern 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%	<ul style="list-style-type: none"> 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%	<ul style="list-style-type: none"> 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%	<ul style="list-style-type: none"> 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		<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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)

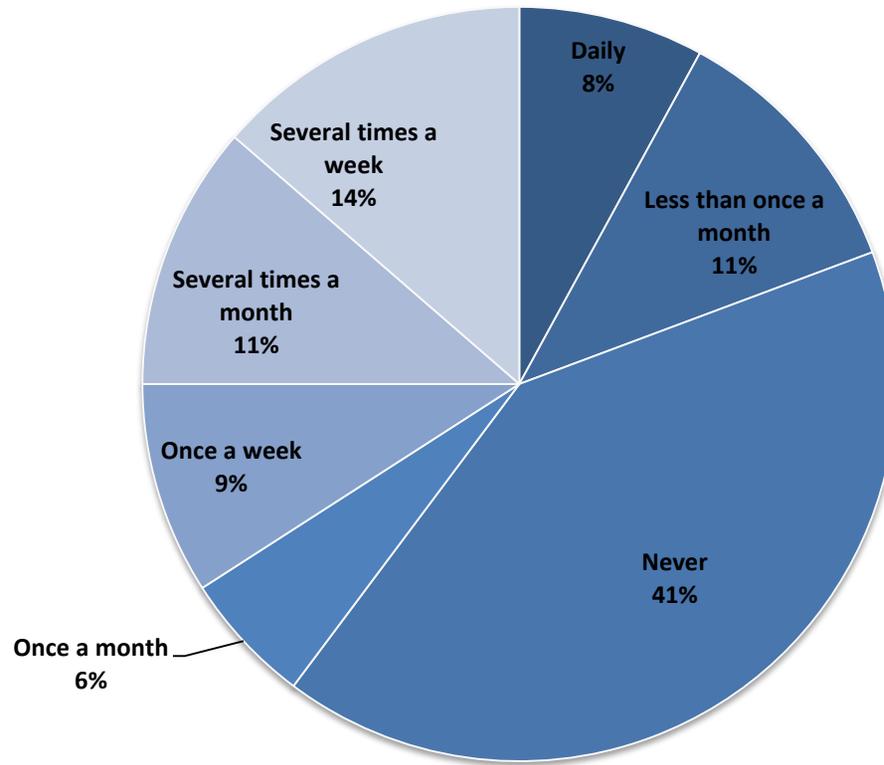
Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Ohio EPA 319 Grants www.epa.ohio.gov/dsw/nps/index.aspx	Ohio EPA	40% ⁵⁸	Correct NPS caused water quality impairment to Ohio's surface water resources. Section 319(h) implementation grant funding is targeted 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)

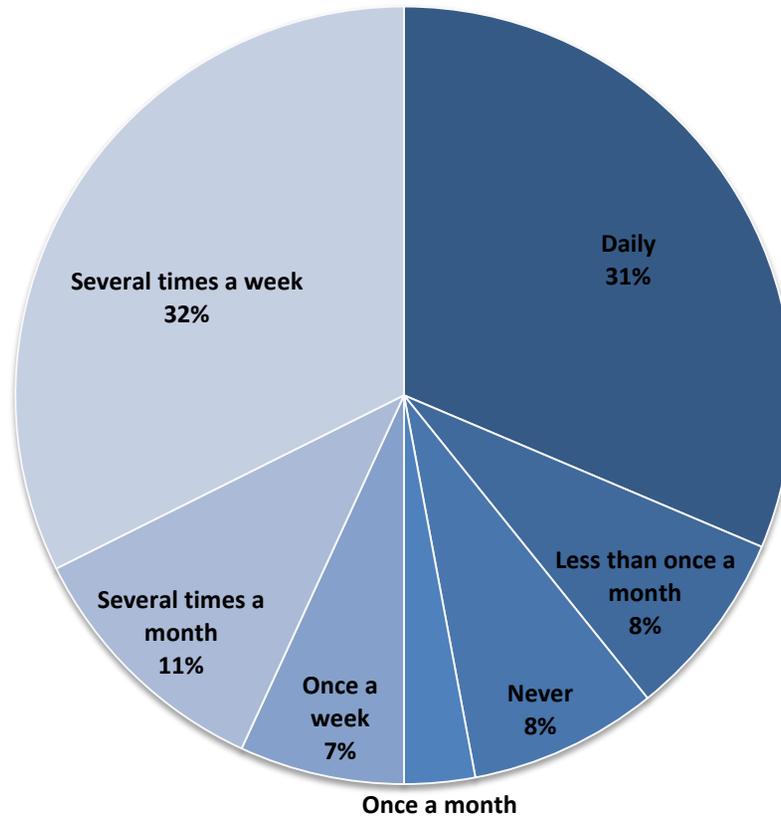
Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
<p>Rockefeller Foundation Grants http://www.rockefellerfoundation.org/</p>	<p>Rockefeller Foundation</p>		<p>The Rockefeller Foundation works to spread the benefits of globalization to more people in more 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</p>	<p>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.</p>	
<p>Ohio State Infrastructure Bank (SIB) http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</p>	<p>ODOT</p>		<p>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</p>	<p>Transportation Infrastructure Bond Fund Program and Revolving loan program</p>	<p>Any public entity such as political subdivisions, state agencies, boards, or commissions, regional transit boards, and port authorities</p>

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

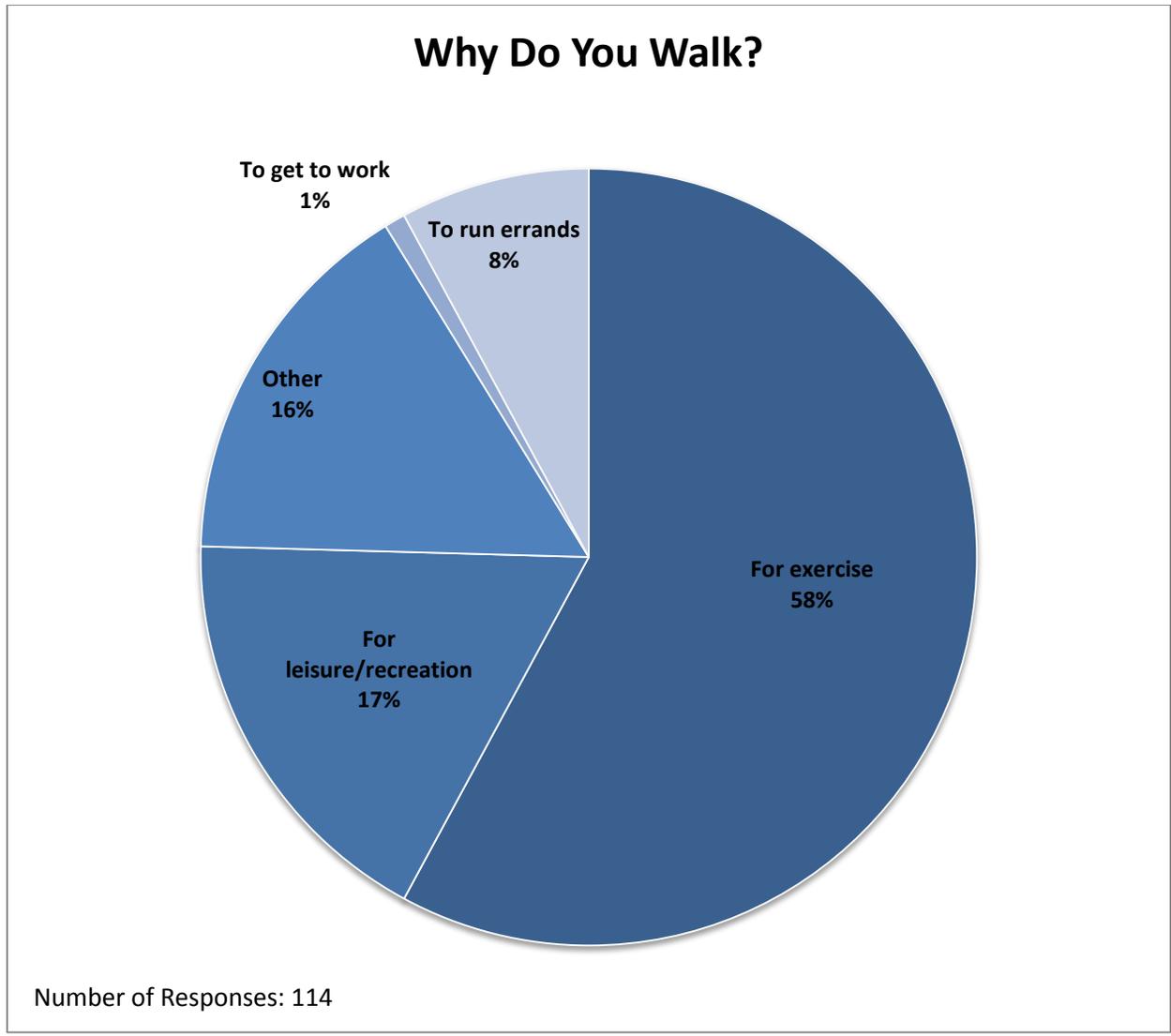


Number of Responses: 88

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



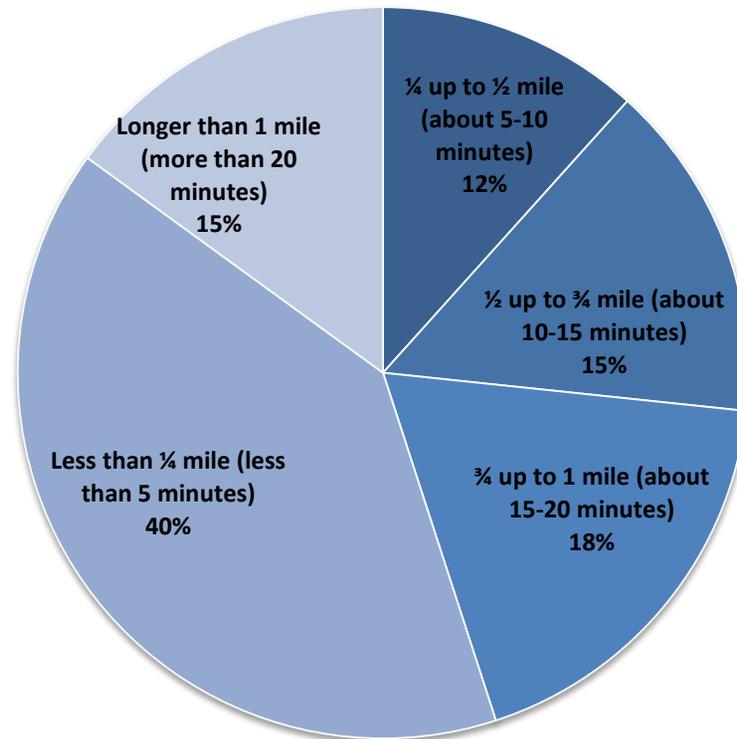
Number of Responses: 102



Other (please specify):

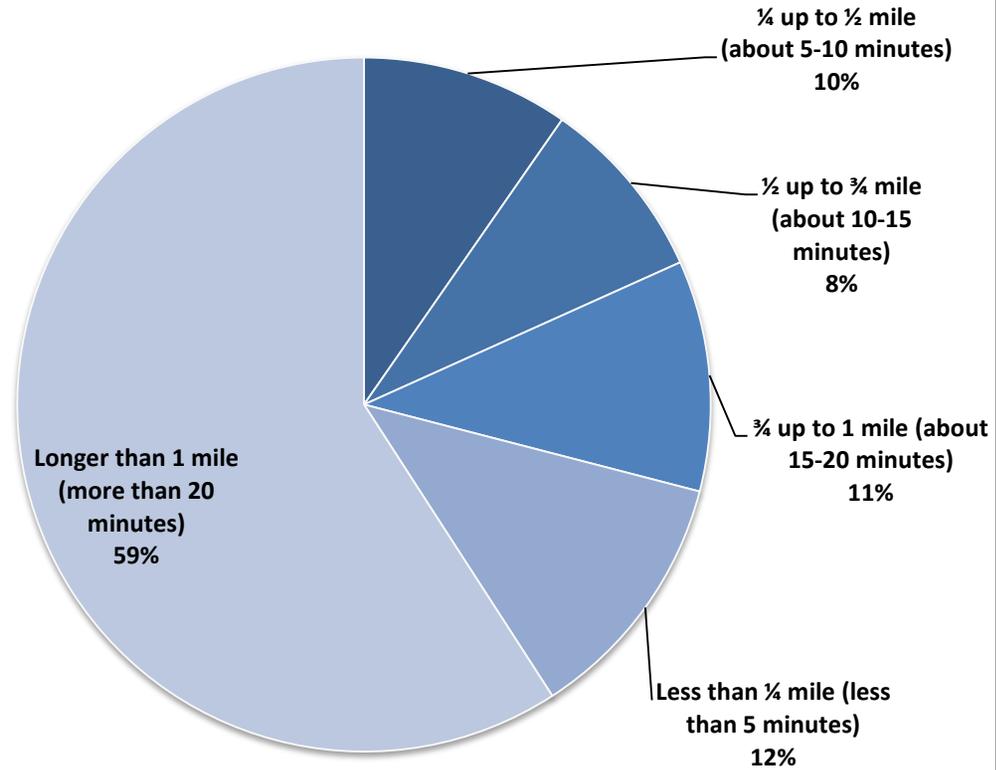
- To walk the dog
- Terrain is not conducive to sidewalks.
- Also for leisure and recreation
- Hiking on a nature trail
- It says "Choose all that apply" but I cannot choose more than one. My answers are: leisure, exercise, errands
- And to do shopping
- Work
- This would only allow me to select one, 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?



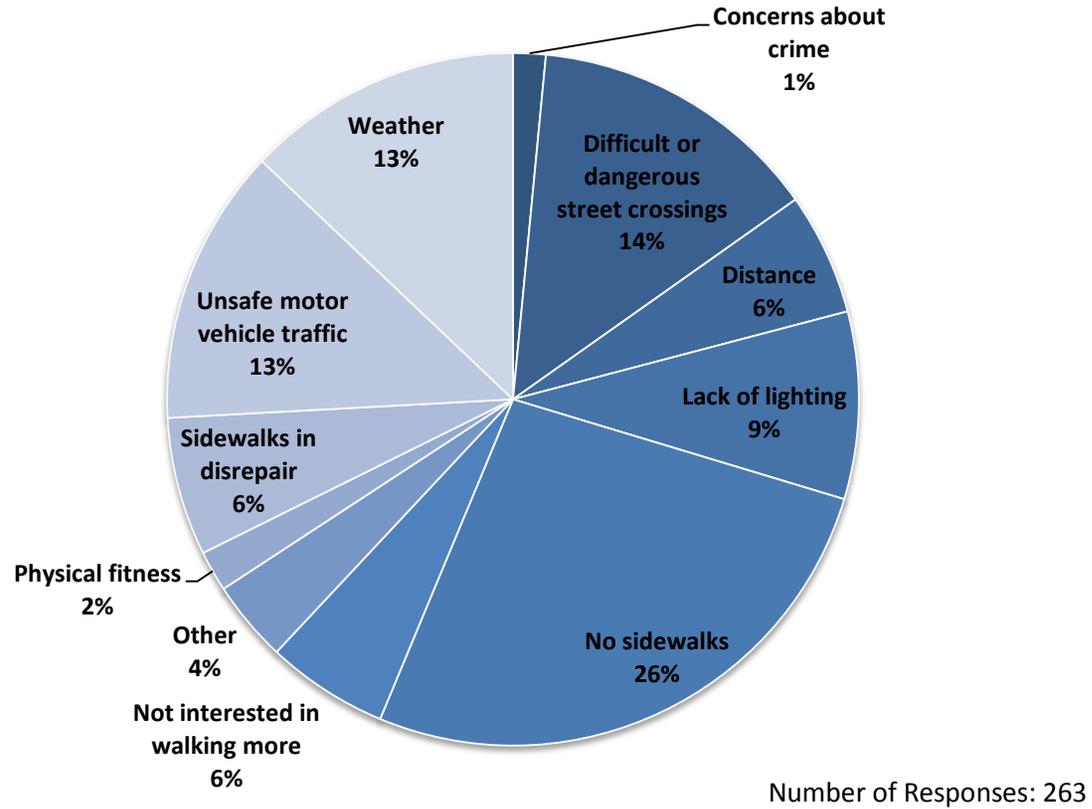
Number of Responses: 60

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



Number of Responses: 93

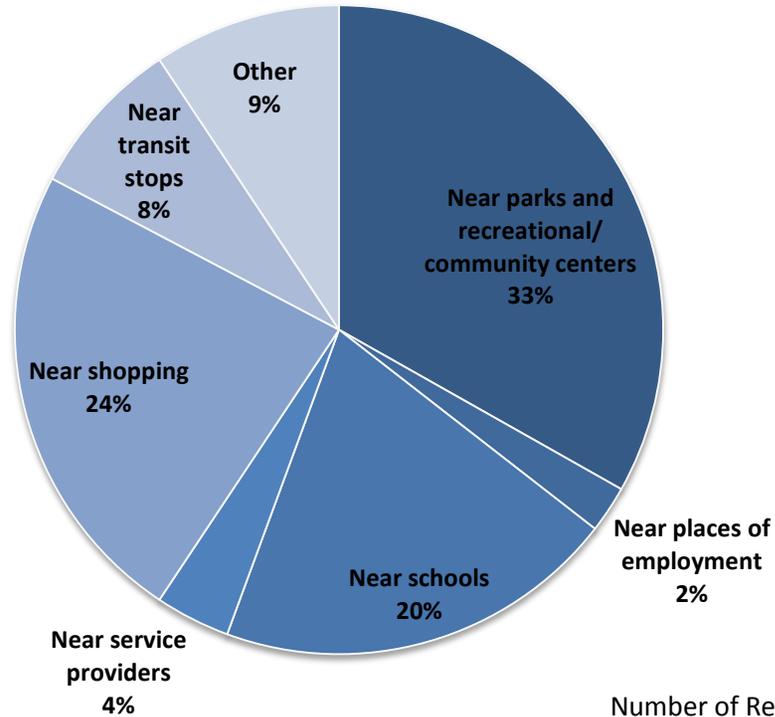
What Are The Barriers to Walking More?



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?

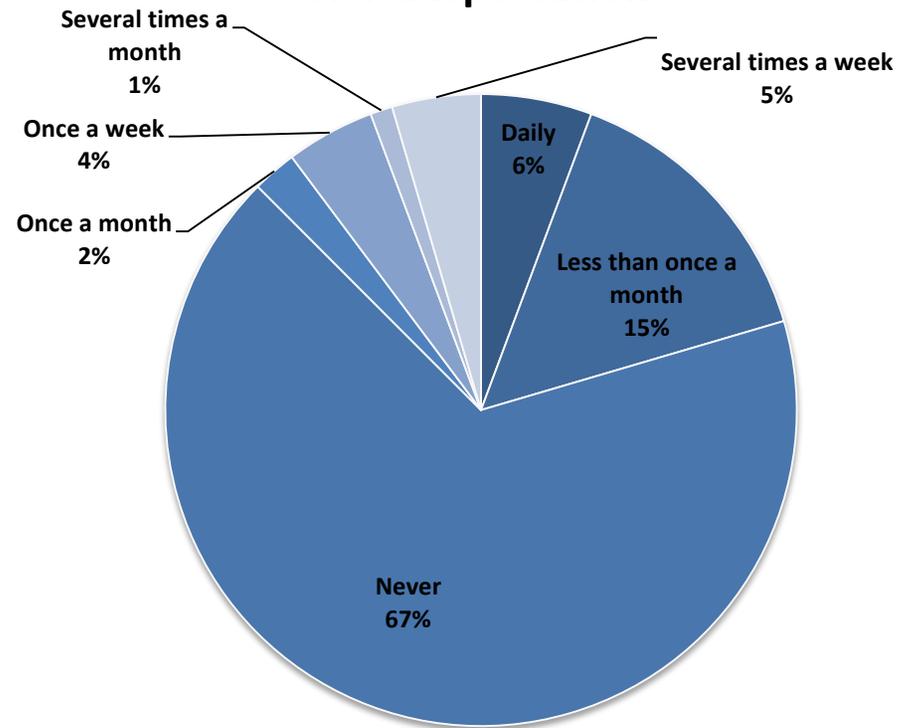


Number of Responses: 214

Other (please specify)

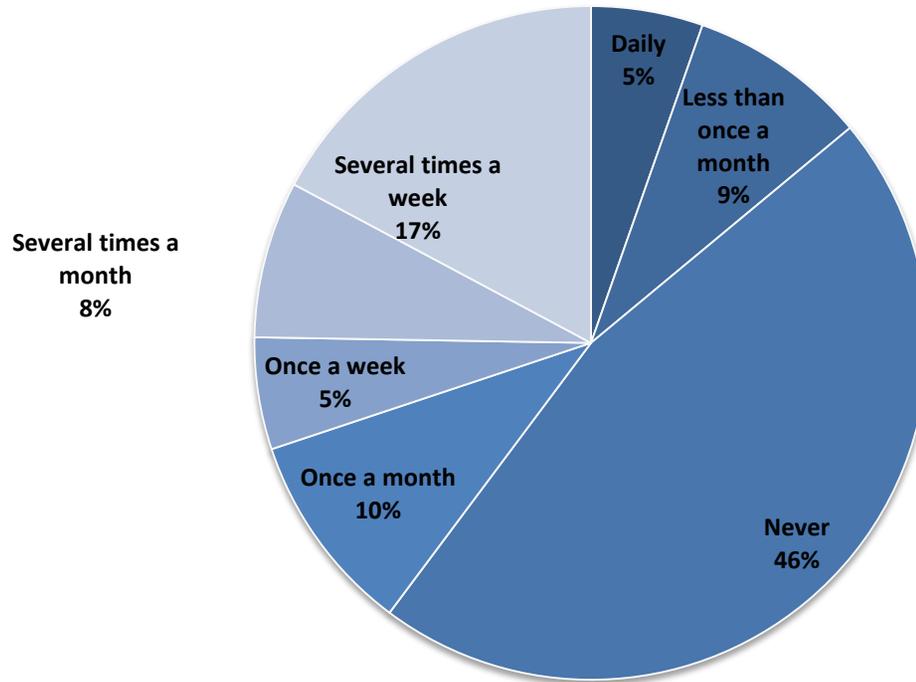
- None. Period.
- All-purpose walks or lanes need to be added as funds can be found along all of the major roads within the city. Begin at the core of the city & work outward to connect the neighborhoods to the city center & also connect up with the Metro parks trails which are highly used.
- Re-pave 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?



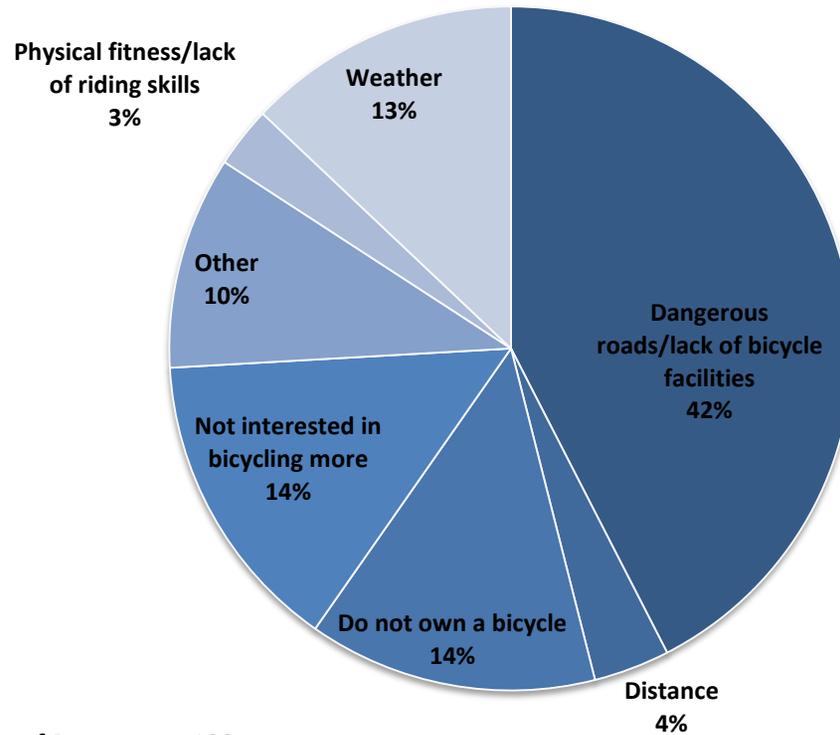
Number of Responses: 88

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?

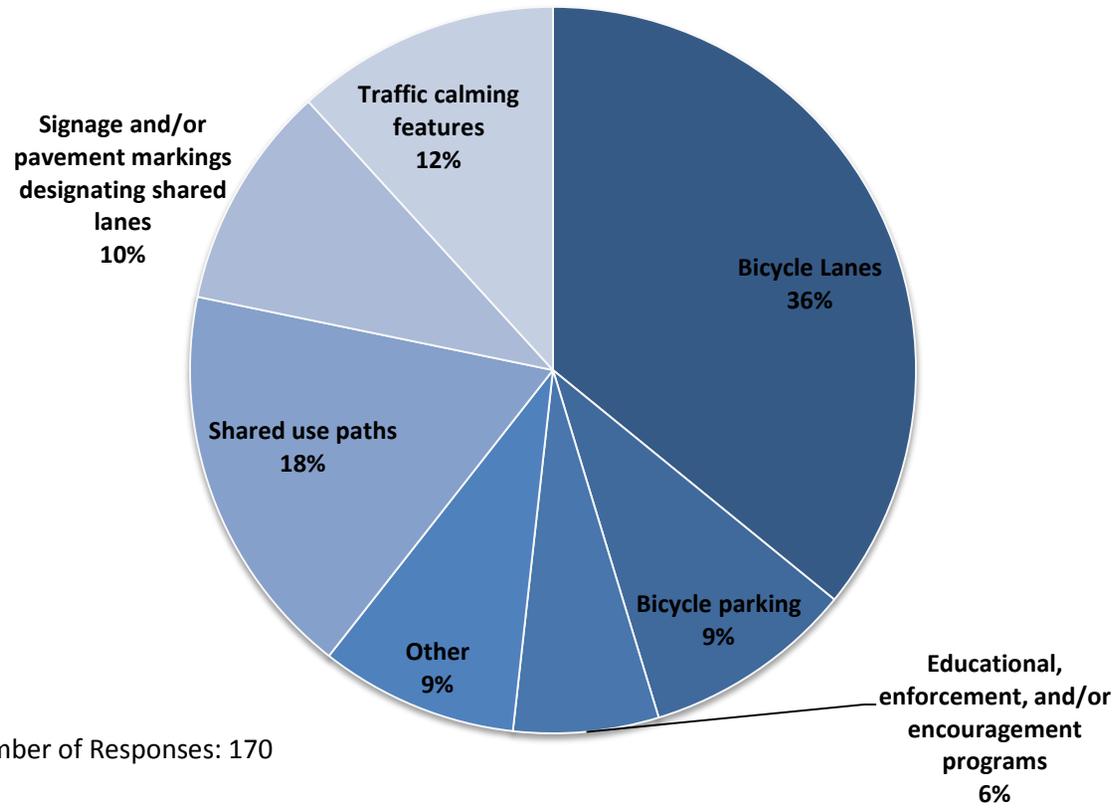


Number of Responses: 139

Other (please specify)

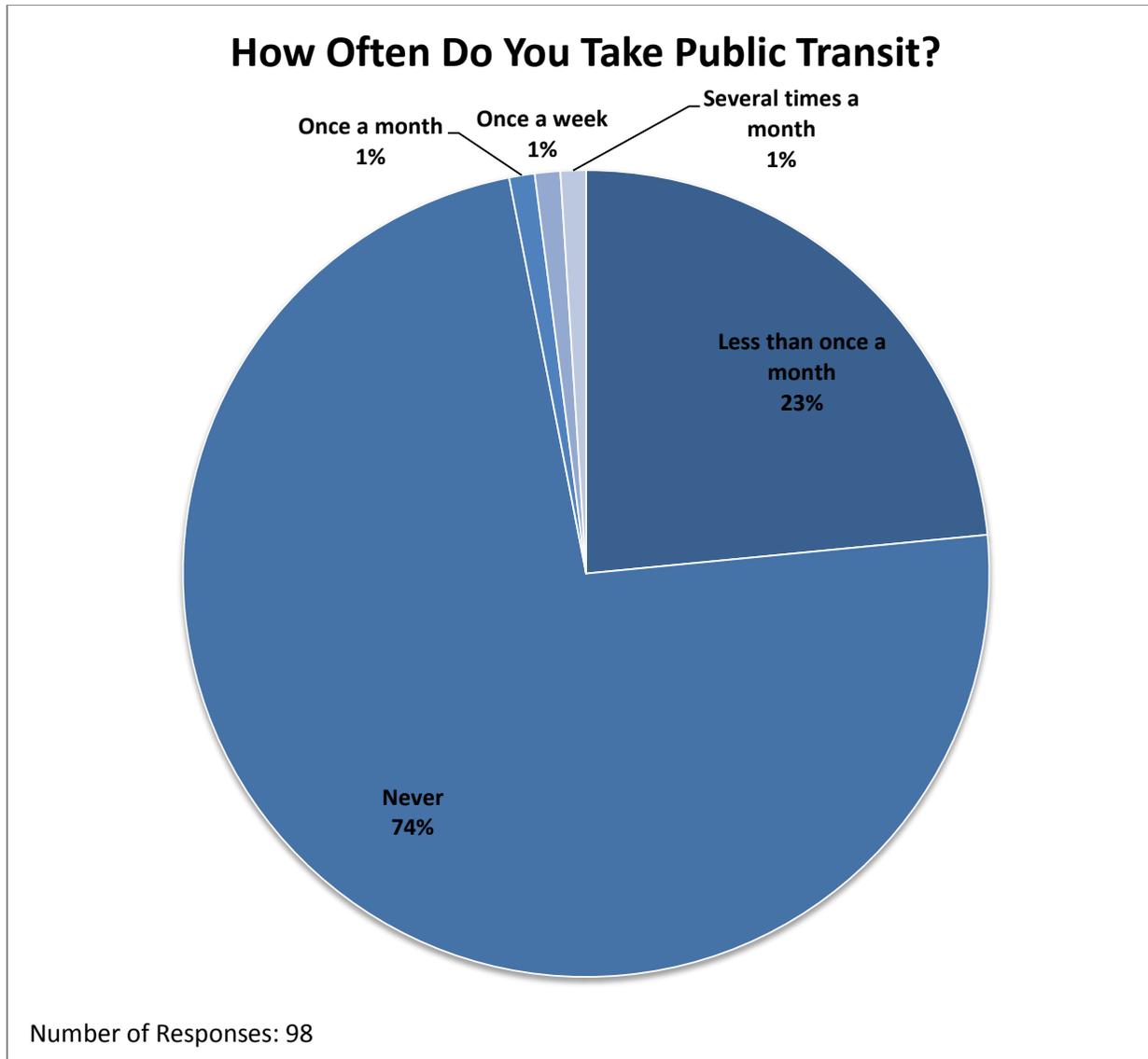
- Not interested in gov't making citizens choose alternate transportation methods.
- Have to drive to Metroparks no sidewalks
- Roads are too narrow, and full of potholes.
- Road conditions not conducive, road surfaces generally poor, and unpaved shoulders. generally speaking, no sidewalks either
- It's 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?

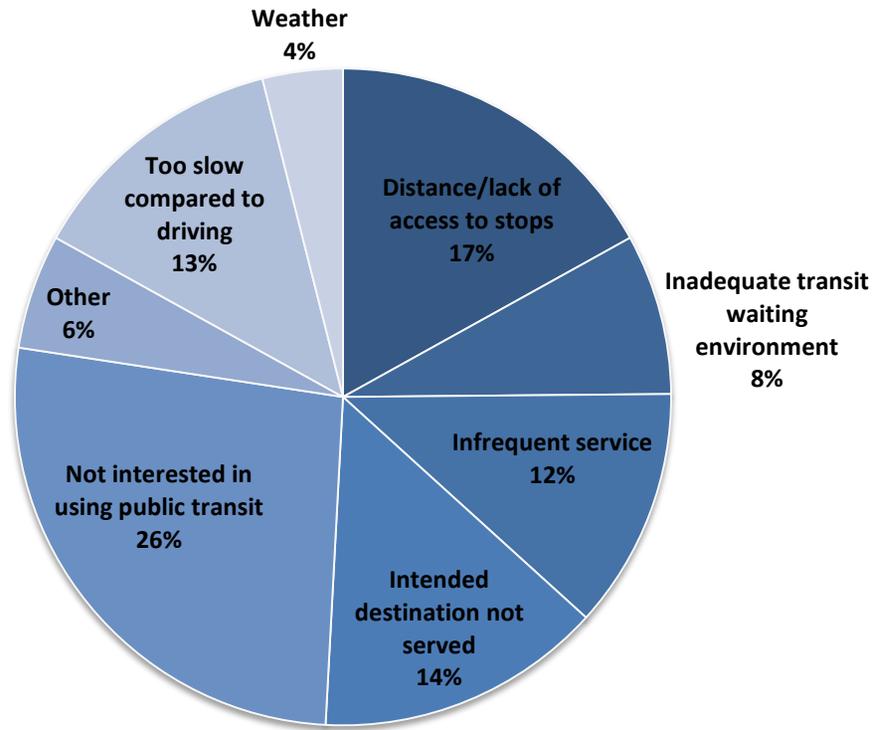


Other (please specify)

- 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