

## **SUMMARY OF CAUCUS DISCUSSION AND MINUTES OF THE STRONGSVILLE CITY COUNCIL REGULAR MEETING HELD ON SEPTEMBER 21, 2015.**

The Council of the City of Strongsville met in the Caucus Room at the Mike Kalinich Sr. City Council Chamber, 18688 Royalton Road, on **Monday, September 21, 2015 at 7:30 p.m.**

Present: Council Members: Michael J. Daymut, Joseph C. DeMio, Matthew A. Schonhut, Kenneth M. Dooner, Duke Southworth, and James E. Carbone. Also Present: Clerk of Council Aimee Pientka. Administration: Mayor Thomas P. Perciak, Finance Director Joseph Dubovec, Law Director Kenneth A. Kraus, Communications and Technology Director John Bedford, Economic Development Director Brent Painter, Recreation and Senior Services Director Bryan Bogre, Building Commissioner Tony Biondillo, City Engineer Ken Mikula, Human Resource Director Steve Kilo, Service Director Joe Walker, Public Safety Director Charles Goss, Police Chief James Kobak and Fire Chief Jack Draves.

Absent: Council Member: J. Scott Maloney

Council President Daymut called the caucus to order at 7:32 p.m.

The following Council Committees met to review legislation on the agenda:

Planning, Zoning and Engineering Committee: Mr. Daymut advised Ordinance No. 2015-186 is an ordinance amending the zoning classification of real estate located at 21453 Royalton Road (PPN 392-16-004; 392-16-005; 392-14-004; and part of 392-16-009) from GI classification to PF classification. This will be placed on first reading and referred to the Planning Commission and back to committee. Ordinance No. 2015-187 is an ordinance amending the zoning classification of real estate located at 18256 Drake Road near Pearl Road (Part of PPN: 397-17-006) from GB classification to PF classification. This will be placed on first reading and referred to the Planning Commission and back to committee. Resolution No. 2015-188 is authorizing the Mayor to advertise a request for qualifications and proposals for construction management services in connection with the Pearl Road Repair and Resurface Project 2016. Suspension and adoption was recommended for this resolution. Mayor Perciak stated the city is going to advertise for construction managers, which will be a lengthy process.

Mr. Southworth asked when the city's Comprehensive Plan will be voted on. Mr. Daymut stated that City Planner George Smerigan recently made corrections and once it is completed, Council will receive a copy for their review. A Committee of the Whole meeting will be set up to discuss the changes.

Finance Committee: Chairman Dooner recommended suspension and adoption for Ordinance No. 2015-189. This is an ordinance making appropriations for annual expenses and other expenditures for the City of Strongsville.

Public Safety and Health Committee: Chairman DeMio advised Ordinance No. 2015-190 is an ordinance approving and authorizing the Mayor to enter into a contract for the purchase of self-contained breathing apparatus units and compressed air cylinders to be used by the City's Fire Department and Emergency Services Department. The contract amount is not to exceed \$24,520.00. This is without public bidding so all seven votes of Council will be needed. This Ordinance will be placed on first reading. Ordinance No. 2015-191 is an ordinance authorizing the acceptance of an award of funding from the Director of the Bureau of Justice Assistance under the Bulletproof Vest Partnership Grant Act of 1998. The grant amount is \$12,009.87. Suspension and adoption was recommended for this ordinance.

Public Safety and Health Committee (cont'd): Ordinance No. 2015-192 is an ordinance approving and authorizing an agreement with Cuyahoga County and the Cuyahoga County Juvenile Court in connection with a Community Diversion Program to address juvenile misdemeanor and status offenders for the years 2016 and 2017. Mr. DeMio asked if there is a cost to the city for this program (employee salaries or third party costs). Public Safety Director Goss stated no. The city has attorneys that volunteer to be magistrates that proceed over the Community Diversion Program. In addition, the two Police Department employees who are a part of this track their hours and get reimbursed by the county making this a cost neutral program.

Mr. DeMio stated that several residents spoke with him and thanked the city for the assistance at the crosswalk. The area was illuminated and signs were installed. The presences of patrolmen made a difference. Mr. DeMio thanked the Mayor and the Police Department. Mr. DeMio asked if there have been any recent employee hires. Pertaining to the dispatch center, Mayor Perciak stated interviews are ongoing due to circumstances there. Mr. Southworth asked about Parma and Brook Park and discussions about joint dispatch. Mayor Perciak stated the city is somewhat aware of those discussions. It is a completely different operation there then what our city has. Parma is floating a bond in order to get that done.

Recreation and Community Services Committee: Chairman Southworth advised Ordinance No. 2015-193 is an ordinance authorizing the Mayor and Director of Recreation and Senior Services to enter into a City Marketing Platform Agreement for professional advertising agency, marketing and related consulting services in connection with promotion of recreation department programs, events and bulletins. Over the summer the city sent this out to bid. The city received one bid from Home Team Marketing, LLC; a marketing company that has been around for fifteen years or so. This marketing program has used these marketing opportunities to gain corporate sponsors in schools. This will hopefully translate into dollars for the recreation center. This is a two year contract and if the city does not make money, the marketing agency does not make money. The recommendation is to suspend and adopt this ordinance.

Mr. DeMio thanked Recreation and Senior Services Director Bryan Bogre and his department for their help in connection with the the 8<sup>th</sup> grade Washington D.C. trip. Mr. Bogre and his staff provided rooms and seating for these meetings being held to organize this trip. Mayor Perciak thanked Mr. DeMio for the time he put into the trip.

Economic Development Committee: Mr. Daymut advised Resolution No. 2015-194 is a resolution of appreciation to the Northeast Ohio Area-Wide Coordinating Agency (NOACA) for the undertaking of a study and preparing a report concerning the Strongsville Town Center. All members of Council received a copy of this report. There will be a presentation of the report this evening during the Council meeting. The recommendation is to suspend and adopt this resolution. Mayor Perciak stated that Economic Development Director Brent Painter is going to give a little preamble as to why this is important and why we have to do these things before going into any redevelopment projects here in town.

Committee of the Whole: Mr. Daymut recommended Ordinance No. 2015-195 be placed on first reading and referred back to committee. This is a TIF (Tax Increment Financing) for Westwood Commons. Ordinance No. 2015-196 is approving and authorizing the Mayor to enter into a Project Development Agreement with Cameron-Allie Development Group. This coincides with Ordinance No. 2015-195. The recommendation is to place this ordinance on first reading. Resolution No. 2015-197 is a resolution supporting the passage of tax levy Issue No. 108. It was brought to his attention that there is a Council member absent from tonight's meeting; therefore, not all of Council is present to vote on this.

Committee of the Whole (cont'd): Mr. Daymut asked the council members present if there were any objections with passing this resolution tonight. Mr. Southworth expressed his objection and stated he believed all seven council members should be present to vote on this. Discussion ensued, and it was determined that Council will hold a special meeting on Thursday, September 24, 2015 at 5:00p.m. to vote on this resolution because all members of Council will be present at that time.

Mr. Daymut briefly reviewed the agenda. Under "Appointments, Confirmations, Awards and Recognition", a Mayor's Special Award will be presented to Dr. Glenn W. Goist for his service as a member of the Board of Zoning Appeals. Also, NOACA will give a presentation on the Strongsville Town Center District Redevelopment Plan. Mr. Daymut noted the necessity for an executive session. Due to time constraints, the executive session will be held at the end of the meeting under "Miscellaneous Business". Mr. Kraus stated a motion will be made on the floor to go into executive session.

Mr. Dubovec announced that at the rating call meeting with Moody Investor Services last week the city was reaffirmed with a Aaa bond rating. Mr. Southworth asked how many other cities in Ohio have a Aaa bond rating. Mayor Perciak stated seven other cities have this rating. Mr. Dubovec stated the income tax ordinance should be on the October 5th Council meeting. The city was one of the first communities to get the job done and get the ordinance over to R.I.T.A (Regional Income Tax Agency).

## **MINUTES OF THE STRONGSVILLE CITY COUNCIL ORGANIZATIONAL AND REGULAR MEETING HELD ON SEPTEMBER 21, 2015 IN THE MIKE KALINICH SR. CITY COUNCIL CHAMBERS.**

### **CALL TO ORDER:**

Council President Daymut called the meeting to order at 8:01 p.m. All joined in the Pledge of Allegiance to the Flag.

### **CERTIFICATION OF POSTING:**

The Clerk of Council certified that the meeting had been posted in accordance with Ordinance No. 2004-273.

### **ROLL CALL:**

**Present: Council Members:** Matthew A. Schonhut, Joseph C. DeMio, Duke Southworth, Michael J. Daymut, Kenneth M. Dooner, and James E. Carbone. Also Present: Clerk of Council Aimee Pientka. **Administration:** Mayor Thomas P. Perciak, Law Director Kenneth A. Kraus, Finance Director Joseph Dubovec, Economic Development Director Brent Painter, Communication and Technology Director John Bedford, Recreation and Senior Services Director Bryan Bogre, Building Commissioner Tony Biondillo, City Engineer Ken Mikula, Human Resource Director Steve Kilo, Service Director Joe Walker, Public Safety Director Charles Goss, Police Chief James Kobak and Fire Chief Jack Draves.

Absent: Council Member: J. Scott Maloney

***\*\*Motion made by Mr. Dooner, seconded by Mr. DeMio to excuse Councilman Maloney for just cause. All members present voted aye and the motion carried.\****

**COMMENTS ON MINUTES:**

The Minutes of the Regular Council Meeting held on September 8, 2015 were approved as submitted.

**APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITION:**

***Mayor's Special Award presented to Dr. Glenn W. Goist for his service as a member of the City's Board of Zoning Appeals.***

Mayor Perciak – Thank you Mr. President, I've asked Dr. Goist and his wife Joyce to be here this evening for our special award; but before I get into the actual language of the award, Glenn, I just want to thank you personally for helping us at a time when we had a vacancy on our BZA (Board of Zoning Appeals) and for stepping forward. At the end of the day as most of you know, Dr. Goist had a very successful practice in the City of Berea for well over thirty years. Glenn, in addition to having a successful dental practice, wanted to enhance his career and went to Baldwin Wallace later in life and received an Executive MBA Degree. At that point, we had a vacancy on the Board of Directors for the Emerald Financial Corporation/Strongsville Savings. At that time I turned to Glenn, and that's when I got to know Glenn and Glenn's excellence and Glenn's dedication to our community. Then I had a bigger privilege when Glenn and Joyce got married. I had the opportunity to be with them for their wedding ceremony. Yes, we sang and Debbie played so it was quite an event. This comes from the heart Glenn, I appreciate everything you've done; I appreciate everything that you still can do for us.

***\*At this time, Mayor Perciak presented the Award to Dr. Goist.\****

(Applause)

Mr. Goist – Tom kind of gave me the history, but I couldn't have worked for a better person, both at the bank and as Mayor. I have never served on any kind of Board like the BZA. At first, I didn't know anything, and I could say today that I know a little bit more. We had great Board members. We had super Board people and it was a privilege to work for you.

Mayor Perciak – Thank you Doctor.

***Economic Development Director Brent Painter will introduce NOACA representatives Joshua Naramore and Ryan Noles who will give a presentation of the Strongsville Town Center District Redevelopment Plan.***

Mr. Painter – Thank you Councilman Daymut. Before I turn things over to NOACA (Northeast Ohio Area-wide Coordinating Agency)-as Councilman Daymut mentioned I thought it might be helpful from the city's perspective to give a little bit of background on what this study is all about, and the effort and time that has gone in to it from many very well-intended and hard-working volunteers. As so many of you know, as an administration we continue to focus on continuing to improve our Town Center, the area we sit in today, and I believe Mr. Noles from NOACA will have some maps up for us very soon to better illustrate that. Improvement means many things, and some of that includes redevelopment of under-utilized parcels on Pearl Road and Westwood Drive; we know them well; we've driven by them for many years; as well as ways to better connect the area and also beautify our Town Center where thousands of visitors come each and every year. Understanding the importance of this project to the community, and with the Mayor's instruction, we actively reached out for regional partners to try to help us understand the situation and look for independent viewpoints and new eyes to a problem that we wanted to have addressed. To that end, on August 27, 2013, the city filed an application for grant assistance through NOACA's Transportation for Livable Communities Initiative to further study this area. Instead of receiving the grant, in May of 2014, NOACA and the city entered an agreement for NOACA to actually complete this study in-house where they would do the study for us through their technical assistance and project development program.



**APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITION (cont'd):**

Mr. Painter cont'd) - I'll leave most of the description with Mr. Noles from NOACA, but there are a couple of final points I want to make. One, again I would just like thank our Steering Committee members. We have members from all across the community, all the civic groups-or most of the civic groups, our Superintendent-two Superintendents since there was a change in the time, anyone who has an amenity in this area we try to have them involved and get their input on what they wanted to see at this Town Center. We have public meetings where many of the Councilmen, thank you very much, have attended and supported the project. I can't thank our Steering Committee members enough for the time they put forth. I'd also sincerely like to thank Mr. Naramore who is here with us today from NOACA and Mr. Noles who just spent time and time again on this project. Let's wrap up and introduce Mr. Noles to finalize his...we have a development agreement and a TIF (Tax Increment Financing) agreement that we're reviewing tonight for the center of our town. As many of you know, our ARB (Architectural Review Board) and Planning Commission are also reviewing site plans for that development. The study that you are going to see tonight directly supports the projects and the work that the Mayor and I have been trying to push forward on this front. Again, I can't thank NOACA enough, and look forward to having Ryan come up and show us some more, thank you.

***\*At this time, Mr. Ryan Noles from NOACA gave a presentation for the Town Center District Redevelopment Plan. A copy of this presentation is attached to the back of these minutes.\****

Mr. Daymut – Thank you very much. I know how much we appreciate it, and to Brent, the Mayor, and all of the administration that was involved in it, and also our residents were involved. I know you've been meeting for approximately a year on and off and we appreciate this study. It will help us move forward with the renovation of the center of town.

Mr. Daymut (cont'd) – As it turns out, we're going to have some legislation today, but please take it back and know how much we do appreciate everything you have done for us. Are there any other appointments or confirmations this evening Mayor?

Mayor Perciak – None this evening Mr. President.

**REPORTS OF COUNCIL COMMITTEES:**

**SOUTHWEST GENERAL HEALTH SYSTEM – Mr. Southworth:** Thank you, Mr. Daymut. We have not have had a board meeting; however, I was able to interview one of the candidates to replace Tom Selden. I wish I could say stuff, but I've got a gag order. I am supposed to interview the other candidate shortly, but if that person is anything like the first one, I think we will be in good shape. If there are any questions, I'd be more than happy answer them.

Mr. Daymut – Thank you Mr. Southworth, any questions for Mr. Southworth this evening?

(None)

**REPORTS OF COUNCIL COMMITTEES (cont'd):**

**SCHOOL BOARD – Mr. Carbone:** Yes Mr. Daymut, at the September 17<sup>th</sup> School board meeting there was a construction update with multiple photos. I believe you can go online now and check out the current status of the middle school. There is going to be a walk through the middle school. It is going to be before one of the Strongsville home football games on October 23<sup>rd</sup> from 4:00p.m. to 6:00p.m. Lastly, they had a finance meeting for the five year forecast for the schools. There is going to be a work session...and they are going to talk about that more at the work session, on October 1<sup>st</sup>. That ends my report.

Mr. Daymut – Thank you Mr. Carbone, any other questions for Mr. Carbone this evening?

(None)

**BUILDING AND UTILITIES – Mr. Schonhut:**

\* See Communications and Technology Committee below \*

**COMMUNICATIONS AND TECHNOLOGY – Mr. Schonhut:** Thank you Mr. Daymut, I have nothing to report for either committee tonight, but I will happily take any questions.

Mr. Daymut – Thank you Mr. Schonhut, any questions for Mr. Schonhut this evening?

(None)

**ECONOMIC DEVELOPMENT – Mr. Daymut:** We have Resolution No. 2015-194. It did receive a favorable recommendation. It is a resolution in appreciation of NOACA's undertaking the study and report for our Town Center. I will give a brief report - we did have our breakfast meeting on Thursday, September 17<sup>th</sup>. It was extremely well attended and we'd like to thank Southwest General Health Center for sponsoring that particular breakfast. At that breakfast we had innovation awards that were presented to IMARC Research and Sparton Medical. The featured speaker was Dr. Susan Tout, Medical Director of Emergency Services at Southwest. Quite enlightening about the health care system and we learned an awful lot that morning about how the billing takes place; how the financing takes place and what a wonderful facility that we have here with Southwest Hospital and the new emergency room that they have installed. Also, I'd like to mention that we...we have scheduled our Business Expo for Thursday, October 29<sup>th</sup> from 5:00p.m. to 7:30p.m. It is free to the public. There will be business to business networking, 4:00p.m. to 5:00p.m. Anyone who is interested in having a table, one of business partners, please contact Brent Painter. You can sign up for that; a great event. The rec center will be closed because it is so well attended by not only our residents here but residents in surrounding communities.

Mayor Perciak – Not the whole day though.

Mr. Daymut – Not the whole day, I'm sorry.

Mayor Perciak – Four or five o'clock.

Mr. Daymut – For the event, we will be closed, around 4:00p.m. Our next meeting will be Monday, September 28<sup>th</sup> at 7:00p.m. at the Senior Center. That's all I have under Economic Development, any questions for myself?

**ECONOMIC DEVELOPMENT – Mr. Daymut (cont'd):**

Mayor Perciak – I just have a comment, Mr. President, about Dr. Tout. Dr. Tout, her credentials are absolutely outstanding. When the doctor spoke, she spoke with authority. Nobody in that room walked away, saying “I don’t understand what the doctor said.” She was genuinely concerned about health care, genuinely concerned about the patients at Southwest General, genuinely concerned about wellness. Her enthusiasm, her dedication and her commitment to Southwest General just came through with every word she spoke. In this day and age, she also helped us have a better understanding of the effects of Obama Care and what it meant for them and what they have to do; additional forms, additional questionnaires and everything they have to file in order to get paid for their services. She was very clear and very specific because they are a non-profit hospital, they turn no one away. That is the message we want to send tonight. Not only do we have a person like Dr. Tout, but a person who is committed to helping and healing people. She did an outstanding job. She had some of her staff there with her who stayed and answered questions well into, about ten o’clock. Chief Draves, did I miss anything?

Chief Draves – You covered everything Mayor, thanks.

Mayor Perciak – Thank you. That’s it Mr. President.

Mr. Daymut – Thank you Mayor. Also I’ll mention the great partnership with our EMS and Fire Department. It’s outstanding, according to her, and we know that for sure. Are there any other questions for myself under Economic Development?

(None)

**FINANCE – Mr. Dooner:** Thank you Mr. Daymut. We have Ordinance No. 2015-189 this evening. It’s making appropriations for our annual expenses and other expenditures of the City of Strongsville for the year 2015. Recommendation is to suspend and adopt.

Mr. Daymut – Thank you Mr. Dooner, any questions for Mr. Dooner this evening?

(None)

**PLANNING, ZONING AND ENGINEERING – Mr. Daymut:** I will give Mr. Maloney’s report in his absence. We have Ordinance No. 2015-186. That will be placed on first reading. This is a rezoning on Royalton Road. We also have Ordinance No. 2015-187. That will also be placed on first reading. That is for a rezoning on Drake Road. Finally, we have Resolution No. 2015-188. This is for proposals for construction management for the Pearl Road repair. That did receive a favorable recommendation this evening. That’s all I have under Planning, Zoning and Engineering. Any questions for myself?

(None)

**REPORTS OF COUNCIL COMMITTEES (cont'd):**

**PUBLIC SAFETY AND HEALTH – Mr. DeMio:** Thank you Mr. Daymut. We have three ordinances tonight, Ordinance Nos. 2015-190, 2015-191 and 2015-192. The first one we can't vote on. We need full complement of Council. The other two, I'll go right to Ordinance No. 192, is the juvenile magistrate...I call it magistrate, excuse me, Juvenile Misdemeanor Diversion Program. It's a great program. It helps families to work out juvenile issues here rather than going downtown; saving our resident's time and dollars. Again, I do want to tip my hat to then Chief Goss, who is now our Public Safety Director and Chief Kobak who, even in the days of the infancy with the YMCA...that is where it first started with the program. It blossomed into this great, very effective program. So, I want to thank you both because I know you work with your DARE program as well through that, indirectly and directly. Mayor, thank you for allowing this to continue because not every community does this. That is number one of the issues. The other thing is I call these rollups that the Administration keeps on getting. With the new apparatuses and new items that we need, we get another award for \$12,000.00 for our Safety...for our Fire Department. I know our Chief can probably go into the details of the importance. This is a long meeting tonight. If the Mayor would allow the Chief to say anything, absolutely up to him...I think it's great that we keep on getting these items that continuously rolled up to hundreds of thousands of dollars through the years. Mayor, maybe your Chief could say a short version of how important this \$12,000.00 is.

Mayor Perciak – (inaudible: microphone was off)

Mr. DeMio – Bulletproof, I'm sorry I said Draves, I meant Kobak. I apologize.

Mayor Perciak – (inaudible: microphone was off)

Chief Kobak – Yes, it is very important that bulletproof vest grant that we get because that pays for fifty percent of the cost of those bulletproof vests for our officers and keep them safe. Any dollar from Washington D.C. is greatly appreciated.

Mr. DeMio – Thank you. I know that there is another note I need to go out. It doesn't seem like a very important big issue, but again it raised its head during our football season. The Chief with our...the Chief of Police with the direction of the Mayor and Public Safety Director now has a police officer in the walkway/crosswalk of Lunn Road. Our favorite school board lady, I should call her member, Mrs. Ludwig, Jane was there and Chief, again thank you for allowing your officers to be there. They had an aggressive driver, which was slowed down and Chief, thank you. You stopped a possible accident and Jane thanks for letting us know, as well as a resident thanking us. Thanks again and I appreciate it very much to all. I'm going to close it. No questions Mike. We have a long meeting.

Mr. Daymut – Okay. Thank you Mr. DeMio, any questions for Mr. DeMio this evening?

**PUBLIC SERVICE AND CONSERVATION – Mr. Carbone:** Yes I have no ordinances or resolutions this evening.

Mr. Daymut – Thank you Mr. Carbone, any questions for Mr. Carbone?

(None)

**REPORTS OF COUNCIL COMMITTEES (cont'd):**

**RECREATION AND COMMUNITY SERVICES – Mr. Southworth:** Thank you Mr. Daymut. I have one ordinance on this evening's agenda, it's Ordinance No. 2015-193. This is authorizing the Mayor to enter into a contract with the company Home Team Marketing regarding the rec center and trying to come up with ways to solicit corporate sponsorships to increase the profitability of the rec center. Home Team Marketing has been around close to fifteen years. I think I remember reading Crain's article when they started up. They've been successful in marketing school districts, naming rights for football fields and so forth. This is a two year contract. In essence, if they don't produce, we don't pay. So it is a win-win and the recommendation on this is to suspend and adopt. If there are any questions, I'd be more than happy to answer.

Mr. Daymut – Thank you Mr. Southworth, any questions for Mr. Southworth this evening?

(None)

**COMMITTEE OF THE WHOLE – Mr. Daymut:** We do have Ordinance No. 2015-195. That will be placed on first reading and that is for a TIF fund for Westwood Commons. Also, Ordinance No. 2015-196 will be placed on first reading and that is for a Project Development Agreement with Cameron-Allie Development Group. Also we have Resolution No. 2015-197. That is supporting the levy, Issue 108 for our street levy for the November election. We will place this on first reading. We want to have a full complement of Council there to have it voted on. That is all I have under Committee of the Whole, any questions for myself?

(None)

**REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS AND OTHER OFFICERS:**

**Mayor Perciak:** Thank you Mr. President. Good evening everybody, once again, just a special thank you to everybody who participated in this weekend's festivities here in our community. Special thank you goes out to all the City Club Members and their spouses and anybody who helped with Breakfast on the Bridge. I could safely say we served well over 1,200 people. We whipped up about three hundred dozen eggs...I can't begin to tell you, over a 1,000 pieces of Danish and towards the end we even were running out of Danish and bacon. It goes to show you the community support and the commitment of the City Club to give back to our community. There is no place that you can go and have the camaraderie that you have there and have an entire breakfast for \$7.00 and not have to leave a tip. To the City Club, thank you for all you do and thank you for all your support and all you continue to do, to make Strongsville a better place to live and work. When we were done over at the bridge, we all kind of went over to The Chalet where our Arts in Strongsville put on a fantastic event, again, under the leadership Cindy Baldin. The time and the commitment that the group spends to have a free event for anyone who wanted to attend. As our police officers informed me, when I got there, they said, "Mayor, I don't know where we're going to park you." The place was just...you couldn't move. The people that stepped forward there, all the sponsors there, all of the volunteers, I can't thank you enough.

**REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS  
AND OTHER OFFICERS (cont'd):**

**Mayor Perciak (cont'd):** Again, it just goes to show the effort by people who live in our community that want to make Strongsville a better place to live and work. Truly these were true community events; from the young to the old and there was a place for everybody to do something that they enjoy in the park. I want to thank you for all you continue to do. This coming weekend, we have our Harvest Festival Days here in our Historical Village. That will begin Saturday and also on Sunday. Please take the time. It's free entrance. Take the time to go through there and understand the history of Strongsville as you go through there. The people involved, again, in this case under the leadership of Ruth Brickley, they have done a magnificent job there and her team. After that, I mean you can spend a day out there and then there is a special chicken dinner. I want to thank in advance Pastor Dave Scavuzzo from the United Methodist Church for allowing us to use his facility to bring over about two hundred and fifty people for dinner. To all the members of his parish that allows us to come in there and kind of take over their kitchen and do what we have to...another great community event. As far as the dinners are concerned, at a very affordable price, \$10.00. Again, it involves everyone from the young to the old and there is something there for all of us to see. Next week is Harvest Festival Weekend here in Strongsville. Put it on your calendars. We look forward to seeing you there on Saturday or Sunday. That ends my report.

Mr. Daymut – Thank you Mayor, any questions for Mayor Perciak this evening?

(None)

**FINANCE DEPARTMENT – Mr. Dubovec:** Thank you Mr. President, I would merely state that funds will be made available for all ordinances and resolutions on this evening's agenda requiring certification of funding. That ends my report, thank you.

Mr. Daymut – Thank you Mr. Dubovec...

Mayor Perciak – Just...Mr. President, I think, Mr. Dubovec would you just briefly inform the Council and the public as to what is going to happen tomorrow, please.

Mr. Dubovec – Yes. Last week, Mayor...we...and everyone, we were reaffirmed with our Aaa bond rating from Moody's Investors Services. We will be selling or refunding a bond tomorrow...or several bonds and the savings will approximately \$650,000.00 that we will be saving the city in future interest cost. That ends my report.

(Applause)

Mr. Daymut – Thank you again Mr. Dubovec, any other questions for Mr. Dubovec this evening?

(None)

**LAW DEPARTMENT – Mr. Kraus:** Yes Mr. President, I would merely report that all ordinances and resolutions before City Council this evening are in proper legal form.

Mr. Daymut – Thank you Mr. Kraus, any questions for Mr. Kraus this evening?

Mr. Walker – Mr. President.

Mr. Daymut – Yes Mr. Walker.

**REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS AND OTHER OFFICERS (cont'd):**

Mr. Walker – One question for our Finance Director, can I have that money for some trucks?

(Laughter)

Mayor Perciak – Joe...only Joe.

Mr. Daymut – You had your chance. You've missed your opportunity.

**AUDIENCE PARTICIPATION:**

Mr. Daymut – We've reached that portion of our agenda for audience participation. Comments from members of the audience shall be limited to five minutes. We do have a sign-in sheet. Charles McDonald would like to address Council at this time.

Mr. McDonald – Inaudible.

Mr. Daymut – Okay thank you. Rachel Rudiger.

Ms. Rudiger – Inaudible.

Mr. Daymut – Okay thank you. That ends our sign-in sheet. Is there anyone else in the audience that would like to address Council at this time? Please step to the podium and state your name and address for the record.

(No Comments)

**ORDINANCES AND RESOLUTIONS:**

**Ordinance No. 2015-186** by Mr. Maloney. AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF STRONGSVILLE ADOPTED BY SECTION 1250.03 OF TITLE SIX, PART TWELVE OF THE CODIFIED ORDINANCES OF STRONGSVILLE TO CHANGE THE ZONING CLASSIFICATION OF CERTAIN REAL ESTATE LOCATED AT 21453 ROYALTON ROAD, IN THE CITY OF STRONGSVILLE, FROM GI (GENERAL INDUSTRIAL) CLASSIFICATION TO PF (PUBLIC FACILITIES) CLASSIFICATION (PPNs 392-16-004; 392-16-005; 392-14-004; AND PART OF 392-16-009).

***Placed on first reading; referred to Planning Commission and back to committee.***

**Ordinance No. 2015-187** by Mr. Maloney. AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF STRONGSVILLE ADOPTED BY SECTION 1250.03 OF TITLE SIX, PART TWELVE OF THE CODIFIED ORDINANCES OF STRONGSVILLE TO CHANGE THE ZONING CLASSIFICATION OF CERTAIN VACANT REAL ESTATE, PART OF LAND LOCATED AT 18256 DRAKE ROAD NEAR PEARL ROAD, IN THE CITY OF STRONGSVILLE FROM GB (GENERAL BUSINESS) CLASSIFICATION TO PF (PUBLIC FACILITIES) CLASSIFICATION (PART OF PPN 397-17-006).

***Placed on first reading; referred to Planning Commission and back to committee.***

**ORDINANCES AND RESOLUTIONS (cont'd):**

**Resolution No. 2015-188** by Mayor Perciak and Mr. Maloney. A RESOLUTION AUTHORIZING THE MAYOR TO ADVERTISE A REQUEST FOR QUALIFICATIONS AND PROPOSALS FOR CONSTRUCTION MANAGEMENT SERVICES IN CONNECTION WITH THE PEARL ROAD REPAIR AND RESURFACE PROJECT 2016 (Cuy.-42-1.98) (PID No. 100240), IN THE CITY OF STRONGSVILLE.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Mr. Dooner, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Resolution No. 2015-188 ADOPTED.**

**Ordinance No. 2015-189** by Mayor Perciak. AN ORDINANCE MAKING APPROPRIATIONS FOR ANNUAL EXPENSES AND OTHER EXPENDITURES OF THE CITY OF STRONGSVILLE FOR THE YEAR 2015 AND REPEALING ORDINANCE NO. 2015-145.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Mr. Dooner, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2015-189 ADOPTED.**

**Ordinance No. 2015-190** by Mr. DeMio. AN ORDINANCE APPROVING AND AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT FOR THE PURCHASE OF SELF-CONTAINED BREATHING APPARATUS UNITS AND COMPRESSED AIR CYLINDERS TO BE USED BY THE CITY'S FIRE AND EMERGENCY SERVICES DEPARTMENT; AUTHORIZING FUTURE REPAIRS AND MAINTENANCE TO THE FIRE DEPARTMENT'S INVENTORY OF APPARATUS UNITS AND AIR CYLINDERS, ALL WITHOUT PUBLIC BIDDING, AND DECLARING AN EMERGENCY.

***Placed on first reading and referred back to committee.***

**Ordinance No. 2015-191** by Mayor Perciak and Mr. DeMio. AN ORDINANCE AUTHORIZING THE ACCEPTANCE OF AN AWARD OF FUNDING FROM THE DIRECTOR OF THE BUREAU OF JUSTICE ASSISTANCE UNDER THE BULLETPROOF VEST PARTNERSHIP GRANT ACT OF 1998, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Mr. Dooner, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2015-191 ADOPTED.**



**ORDINANCES AND RESOLUTIONS (cont'd):**

**Ordinance No. 2015-192** by Mayor Perciak and Mr. DeMio. AN ORDINANCE APPROVING AND AUTHORIZING AN AGREEMENT WITH CUYAHOGA COUNTY AND THE CUYAHOGA COUNTY JUVENILE COURT IN CONNECTION WITH A COMMUNITY DIVERSION PROGRAM TO ADDRESS JUVENILE MISDEMEANOR AND STATUS OFFENDERS IN THE CITY OF STRONGSVILLE FOR THE YEARS 2016 AND 2017, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Mr. Dooner, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2015-192 ADOPTED.**

**Ordinance No. 2015-193** by Mayor Perciak and Mr. Southworth. AN ORDINANCE AUTHORIZING THE MAYOR AND DIRECTOR OF RECREATION & SENIOR SERVICES TO ENTER INTO A CITY MARKETING PLATFORM AGREEMENT FOR PROFESSIONAL ADVERTISING AGENCY, MARKETING AND RELATED CONSULTING SERVICES IN CONNECTION WITH PROMOTION OF RECREATION DEPARTMENT PROGRAMS, EVENTS AND BULLETINS, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Mr. Dooner, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2015-193 ADOPTED.**

**Resolution No. 2015-194** by Mayor Perciak and All Members of Council. A RESOLUTION OF APPRECIATION TO THE NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY (NOACA) FOR UNDERTAKING A STUDY AND PREPARING A REPORT CONCERNING THE STRONGSVILLE TOWN CENTER WHICH WILL FACILITATE FURTHER ECONOMIC DEVELOPMENT IN THE CITY OF STRONGSVILLE.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Mr. Dooner, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Resolution No. 2015-194 ADOPTED.**

**ORDINANCES AND RESOLUTIONS (cont'd):**

**Ordinance No. 2015-195** by Mayor Perciak and All Members of Council. AN ORDINANCE DECLARING IMPROVEMENTS TO CERTAIN PARCELS OF REAL PROPERTY TO BE A PUBLIC PURPOSE, DESCRIBING THE PUBLIC IMPROVEMENTS TO BE MADE TO DIRECTLY BENEFIT SUCH PARCELS, REQUIRING THE OWNERS OF THE IMPROVEMENTS ON SUCH PARCELS TO MAKE SERVICE PAYMENTS IN LIEU OF TAXES, ESTABLISHING WESTWOOD COMMONS PUBLIC IMPROVEMENT TAX INCREMENT FINANCING (TIF) FUND FOR THE DEPOSIT OF SUCH SERVICE PAYMENTS PURSUANT TO OHIO REVISED CODE SECTIONS 5709.40, 5709.42 AND 5709.43, AND DECLARING AN EMERGENCY.

***Placed on first reading and referred back to committee.***

**Ordinance No. 2015-196** by Mayor Perciak and All Members of Council. AN ORDINANCE APPROVING AND AUTHORIZING THE MAYOR TO ENTER INTO A PROJECT DEVELOPMENT AGREEMENT AND A CONSTRUCTION AGENCY AGREEMENT WITH CAMERON-ALLIE DEVELOPMENT GROUP LLC, AND DECLARING AN EMERGENCY.

***Placed on first reading and referred back to committee.***

**Resolution No. 2015-197** by Mayor Perciak and All Members of Council. A RESOLUTION SUPPORTING THE PASSAGE OF TAX LEVY ISSUE NO. 108, AT THE REGULAR MUNICIPAL ELECTION OF NOVEMBER 3, 2015, IN CONNECTION WITH RE-CONSTRUCTION, RESURFACING AND REPAIR OF VARIOUS STREETS IN THE CITY OF STRONGSVILLE.

***Placed on first reading and referred back to committee.***

**COMMUNICATIONS, PETITIONS AND CLAIMS:**

(None)

**MISCELLANEOUS BUSINESS:**

Mr. Daymut – Is there any miscellaneous business?

(No Comments)

***President Daymut noted the necessity for an executive session for the purpose of discussing pending litigation and the appointment, and/or promotion of public employees. It was so moved by Mr. Dooner and seconded by Mr. DeMio to adjourn from open session into executive session [Article XI, Section 9, City Charter]. All members present voted aye and the motion carried. Council adjourned into executive session at 8:55 p.m. Also present were Mayor Perciak and Law Director Ken Kraus. The executive session concluded at 9:33 p.m. and reconvened in open session.***

**ADJOURNMENT:**

There being no further business to come before this Council, President Daymut adjourned the meeting at 9:34p.m.

Signature on File  
Aimee Pientka, CMC  
Clerk of Council

October 5, 2015  
Date of Approval

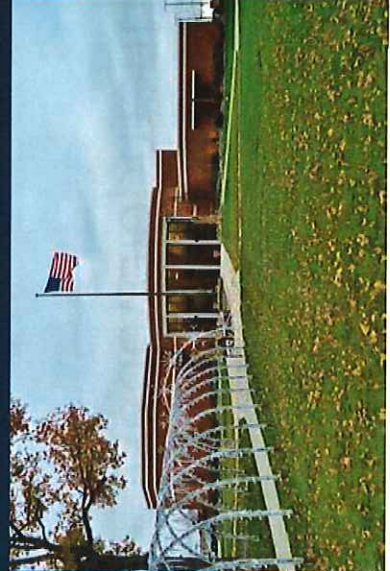
# Strongsville Town Center District Redevelopment Plan



Prepared By



August 2015





# Strongsville Town Center District Redevelopment Plan

City of Strongsville, Ohio

August 2015

Prepared by:

NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY

TED KALO  
BOARD PRESIDENT

GRACE GALLUCCI  
EXECUTIVE DIRECTOR

Preparation of this publication was financed by appropriations from the counties of and municipalities within Cuyahoga, Geauga, Lake, Lorain and Medina; the U.S. Environmental Protection Agency; and the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration, in conjunction with the Ohio Department of Transportation.

The Northeast Ohio Areawide Coordinating Agency (NOACA) is a public organization serving the counties of and municipalities and townships within Cuyahoga, Geauga, Lake, Lorain, and Medina (covering an area with 2.1 million people). NOACA is the agency designated or recognized to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive, cooperative and continuous planning for highways, public transit, and bikeways, as defined in the current transportation law.
- Perform continuous water quality, transportation-related air quality and other environmental planning functions.
- 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.
- At NOACA Governing Board direction, provide transportation and environmental planning assistance to the 172 units of local, general purpose government.

The NOACA Governing Board is composed of 44 local public officials. The Board convenes monthly to provide a forum for members to present, discuss and develop solutions to local and areawide issues and make recommendations regarding implementation strategies. As the area clearinghouse for the region, the Board makes comments and recommendations on applications for state and federal grants, with the purpose of enhancing the region's social, physical, environmental and land use/transportation fabric. NOACA invites you to take part in its planning process. Feel free to participate, to ask questions and to learn more about areawide planning.

For more information, call (216)-241-2414 or log on at <http://www.noaca.org>





**BOARD OFFICERS**

**President:** Ted Kalo, Lorain County Commissioner  
**Secretary:** Armond Budish, Cuyahoga County Executive  
**First Vice President:** Daniel P. Troy, Lake County Commissioner  
**Assistant Secretary:** Michael P. Summers, Mayor of Lakewood, Cuyahoga County  
**Second Vice President:** Adam Friedrich, Medina County Commissioner  
**Assistant Secretary:** Richard Heidecker, Columbia Township Trustee, Lorain County  
**Treasurer:** Valarie J. McCall, Chief of Government and International Affairs, City of Cleveland  
**Assistant Treasurer:** Julius Cicaccia Jr., Chief Executive Officer, Northeast Ohio Regional Sewer District  
**Assistant Treasurer:** Susan K. Infeld, Mayor of University Heights, Cuyahoga County

**BOARD MEMBERS**

**CUYAHOGA COUNTY**  
 Armond Budish, Cuyahoga County Executive  
 Michael Dever, Interim Director of Public Works  
 Glenn Coyne, Executive Director, Cuyahoga County Planning Commission  
 Anthony T. Hairston, Councilman District 10  
 Deborah L. Sutherland, Mayor, City of Bay Village  
 Ann Marie Donegan, Mayor, City of Olmstead Falls  
 Robert A. Stefanik, Mayor, City of North Royalton  
 Samuel J. Alai, Mayor, City of Broadview Heights  
 Charles E. Smith, Mayor, Village of Woodmere Heights  
 Susan K. Infeld, Mayor, City of University Heights  
 Scott E. Coleman, Mayor, City of Highland Heights

**REGIONAL AND STATE**

Myron S. Pakush, Deputy Director, District 12, Ohio Department of Transportation  
 Kurt Princic, District Chief, Ohio Environmental Protection Agency, Northeast District Office  
 Julius Ciaccia, Jr., Chief Executive Officer, Northeast Ohio Regional Sewer District  
 Joseph A. Calabrese, CEO and General Manager, Greater Cleveland Regional Transit Authority  
 William D. Friedman, President and CEO, Cleveland-Cuyahoga County Port Authority

**LAKE COUNTY**

Blake A. Rear, County Commissioner  
 Ralph Spidalieri, County Commissioner

Kevin Malecek, County Commissioner  
 Judy Moran, County Commissioner  
 Daniel P. Troy, County Commissioner  
 James R. Gills, County Engineer  
 Ray Jurkowski, General Manager, Laketran

**LORAIN COUNTY**

Kenneth P. Carney, Sr., County Commissioner  
 Ted Kalo, County Commissioner  
 Matt Lundy, County Commissioner  
 Chase M. Ritenauer, Mayor, City of Lorain

**GEAUGA COUNTY**

Walter Claypool, County Commissioner

**NOACA DIRECTORS**

Grace Gallucci, Executive Director  
 Marvin Hayes, Director of Communications & Public Affairs  
 Cheryl A. Kurkowski, Director of Finance & Operations  
 Randy Lane, Director of Programming  
 Kathy Sari, Director of Planning  
 Mark Zannoni, Director of Research, Analysis, & Policy  
 William Davis, Associate Director of Operations Management  
 Jonathan Giblin, Associate Director of Compliance

## TABLE OF CONTENTS

INTRODUCTION .....	1
EXISTING CONDITIONS.....	3
OPPORTUNITIES.....	4
CONSTRAINTS .....	6
BICYCLE AND PEDESTRIAN CONNECTIONS .....	8
CONNECTIVITY ANALYSIS.....	10
SAFETY ANALYSIS .....	12
REDEVELOPMENT .....	13
RECOMMENDATIONS .....	14
IMPLEMENTATION STRATEGIES .....	26
NEXT STEPS.....	28
COST ESTIMATE.....	29
APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT EXCERPT .....	33
APPENDIX 2: TRAFFIC ANALYSIS .....	38



## STUDY NEED

The Strongsville Town Center District Redevelopment Plan looks to improve multimodal transportation accommodations as well as redevelopment strategies within the area known as the Town Center District (TCD). The TCD is located near the center of the City of Strongsville, and is home to numerous civic, recreational, and commercial destinations. As a result, the area experiences tens of thousands of visitors every year, overwhelming the available parking supply and creating congestion on the two main roads that border the TCD, Pearl Road and Royalton Road. Additionally, the TCD lacks safe crossings and sidewalks. Students at the middle school located adjacent to the TCD are driven by their parents as opposed to walking the short distance because there is no safe pedestrian route. This also exacerbates congestion on Pearl and Royalton Roads. The school is currently being reconstructed, adding an additional 400 students to the area. The goal of the study was to address the TCD's congestion issues and incomplete multimodal transportation network.

### PREVIOUS PLANNING EFFORTS

2009 Strongsville Walkability Community Workshop Report	NOACA 2013 Regional Bicycle Plan
NOACA conducted numerous walkability community workshops in 2008 with the assistance of the National Center for Bicycling and Walking (NCBW). The workshop focused on Pearl Road and Royalton Road along the TCD. National experts along with local officials held working groups and conducted a walk audit before working as a team on recommendations for a more walkable community. Recommendations from the workshop included increased pedestrian crossing times, painting high-visibility crosswalks, narrowing lanes and installing bicycle lanes on Royalton Road, as well as others.	Pearl Road throughout the City of Strongsville is included in the 2013 Regional Priority Bikeway network. This indicates that the road serves as an important potential connection as part of a regional bikeway network and would be considered a priority for NOACA funding.



## STUDY AREA

The TCD is located at the intersection of Royalton Road (SR 82) and Pearl Road (US 42) near the center of the City. For the purposes of this plan, it extends north on Pearl Road to the Strongsville cemetery north of Zverina Lane and east on Royalton Road to the Greens of Strongsville shopping center entrance. There is a large concentration of civic, recreational, and commercial destinations located inside the TCD. Map 1 shows the boundary of the TCD, as well as the names and locations of the destinations.

Map 1 | Study Area and Destinations





## EXISTING CONDITIONS

### POTENTIAL REDEVELOPMENT PARCELS

Amongst the numerous destinations inside the TCD are several parcels that are either vacant or underutilized. The City is pursuing redevelopment of these sites, which will increase trips to the district and create more demand for connectivity between TCD destinations. Map 2 shows the location of these potential redevelopment parcels. The details of the proposals are listed below.

#### 1. New Multitenant Building

- PPNs: 396-10-003; 004; 005
- Proposed 10,841 SF facility
- Proposed tenants:
  - 4,525 SF Restaurant
  - 1,546 SF Restaurant
  - 2,538 SF Laser Spa
  - 2,232 SF Fast Service Eatery

#### 2. Stand-Alone Mitchell's Ice Cream

- PPN: 396-10-016
- Proposed 2,600 SF facility
- Rezoning Passed to allow Mitchell's Ice Cream
- City awaiting Planning Commission Submission

#### 3. Existing Building Redevelopment

- PPNs: 396-10-001; 002
- 12,580 SF facility
- Existing structure would stay, storefront would be revitalized
- New tenants (not yet announced)

#### 4. Commercial Development

- PPN: 396-10-006
- Future design center/showroom for Architectural Justice

Map 2 | Potential Redevelopment Parcels





## OPPORTUNITIES

### Proximity of Destinations

Typically in suburban communities such as Strongsville, destinations are spaced out to an extent that it is not feasible to consider walking as a preferred mode of transportation. However, a multitude of destinations are located within the TCD, which is approximately 125 acres. Additionally, multiple residential developments are nearby or adjacent to the district.

### Pedestrian Amenities

The TCD is located in close proximity to the major institutions and commercial centers in Strongsville. Sidewalks exist along major routes, and crosswalks exist at major intersections. Signalized intersections include pedestrian beacons indicating walk phases for pedestrians. However, there can be conflicts between pedestrians and vehicles due to the length of crosswalks and vehicular turning movements.

Gazebo on Strongsville's Freedom Trail



Northwest corner of Pearl and Royalton Roads intersection



### On-Campus Senior Housing

The TCD is fortunate to have senior housing located in close proximity to the numerous destinations. Some seniors are limited in their mobility, so the more mode options made available to them, the better. A location in which seniors do not have to drive in order to complete daily tasks, such as shopping, can be highly attractive.

Parking for Seniors at Greens of Strongsville





### Freedom Trail

The Freedom Trail is a shared use path that travels throughout the TCD. Although there are gaps in the path that need to be completed, it has the potential to serve as the backbone of the multimodal transportation system throughout the district. The path is wide enough so that it can be comfortably used by pedestrians and bicyclists at the same time, compared to the sidewalks in the area, which are narrower.

### Programming

Another key ingredient in creating a place where people want to walk and bike is the activation of space through programming. The City of Strongsville, as well as other entities, hosts a variety of events at several of the locations within the TCD. These events are well attended and can generate a higher demand for parking than what is currently available, making walking or biking a more attractive mode. Because the TCD is near

residential neighborhoods and other destinations, the City can promote walking as the preferred way to access the district, and encourage visitors to park once rather than driving for each trip within and around the district.

Signage for the Freedom Trail



Walking connections around the TCD



## CONSTRAINTS

### Large, Busy Adjacent Streets and Intersections

Where they intersect at the southwest corner of the TCD, Pearl Road and Royalton Road range from five to seven lanes wide. Even with extended time allowed to cross, roads this wide can be unwelcoming to pedestrians and bicyclists. Both roads serve as major corridors for motorized traffic, so it is unlikely that either road will be narrowed to allow for shorter, less dangerous pedestrian crossings.

Intersection of Pearl and Royalton Roads



### Missing Sidewalks and Crosswalks

The roadways along the boundaries of the TCD have complete sidewalks and crosswalks. However, there are several gaps in the sidewalk network within the district, and some intersections do not have marked crosswalks. Although vehicles typically drive slowly in the district, these gaps can still be dangerous and may deter some from walking to a location as opposed to driving.

Missing sidewalk at Westwood Drive



### Parking-to-Door Accommodations

Many destinations in the TCD include onsite parking for visitors and drop-off zones adjacent to their front entrance. Many approaches to TCD buildings feel unsafe and unwelcoming to pedestrians and bicyclists because there is no clear and safe right-of-way for a pedestrian to navigate to the entrance of the building.

Parking lot in front of recreation center





Walls and Fences Limiting Mobility

Although destinations may be in close proximity to each other within the TCD, the distances between can be much longer due to walls or fences blocking the shortest path. While the removal or interruption of some barriers would provide more feasible walking distances, property owners may choose to keep them in place due to privacy preferences.

Wall separating destinations inside TCD



Car Culture

People living in suburban communities are accustomed to having to drive where they need to go. This is because destinations tend to be spaced far apart, and sidewalks and bikeways are less prevalent than they are in more urban areas. If the built environment encourages people to drive without considering other means of travel, then

Parking lot at Senior Center



conditions must be ideal in order to make walking or bicycling a consideration. While it is unrealistic in the short or medium term to redevelop properties to be spaced closer and more accessible by walking and biking, there are countermeasures that can improve safety and help promote walking and biking as additional transportation options.



## BICYCLE AND PEDESTRIAN CONNECTIONS

In order for someone to consider walking or bicycling to a destination as opposed to driving, the two main factors to consider are the existence of multimodal accommodations like sidewalks, crosswalks, shared use paths, bicycle lanes, etc., and the distance of the trip. An analysis was done on both the existing multimodal transportation network and the walkability inside the TCD in order to determine overall connectivity.

### POTENTIAL REDEVELOPMENT PARCELS

Map 3 shows the existing multimodal transportation network as well as the gaps in the network inside the TCD. Notable gaps include the lack of sidewalks along Zverina Lane and continuing along Roe Lane all the way east towards the Recreation and Senior Center, as well as a large section of the Freedom Trail behind the recreation center in the top right area of the district. Sidewalk gaps also exist at the entrance to the Greens of Strongsville Shopping Center at Royalton Road, and throughout the shopping center.

Map 3 | Connections





WALKABILITY ANALYSIS

The other main factor in deciding whether to drive or use a different mode is the distance of the trip. This is examined in Table 1, which shows the distance between major destinations located within the TCD. The full table can be found in the appendix of this report. Cells are

colored based on their distance from one destination to the other. Green cells indicate a distance of a quarter mile or less, which is typically considered walkable. Yellow cells indicate a distance between a quarter of a mile and a half mile, which is considered walkable by

some and not walkable by others, or moderately walkable. Red cells indicate a distance over a half mile, which is considered walkable by the smallest percentage of people. The furthest distance between any two destinations in the TCD is .64 miles, just under three quarters of a mile.

Table 1 | Origin and Destination Distances

	Strongsville Commons	Recreation Center	Middle School	Library	Playground & Tennis Courts	Senior Apartments	Heinen's
Strongsville Commons		0.61	0.27	0.17	0.27	0.14	0.34
Recreation Center	0.61		0.61	0.47	0.31	0.48	0.33
Middle School	0.27	0.61		0.41	0.27	0.35	0.64
Library	0.17	0.47	0.41		0.10	0.10	0.44
Playground and Tennis Courts	0.27	0.31	0.27	0.10		0.15	0.55
Senior Apartments	0.14	0.48	0.35	0.10	0.15		0.41
Heinen's	0.34	0.33	0.64	0.44	0.55	0.41	



CONNECTIVITY ANALYSIS

Using the data from both Map 3 and Table 1, this analysis of overall connectivity determines which destination pairs are connected by the existing multimodal transportation network, as well as whether or not they have walkable distances. Table 2 below groups destination pairs into three categories: completely connected, partially connected, and minimally connected. The category for each pair was determined by

whether the most convenient path taken between the two involved many, few, or none of the gaps indicated on Map 3, and incorporates the distance categorization from Table 1 showing which pairs are very walkable, moderately walkable, or least walkable. The coloring in Table 2 corresponds to that in Table 1, where green represents distances less than a quarter mile, yellow is for distances between a quarter and half mile, and red

is for distances over half a mile. This table directly informs the recommendations because it highlights the pairs most in need of improvements. Those pairs that are highly walkable and had partial connections are a high priority, as well as pairs that are moderately walkable and have minimal connections.

Table 2 | Connectivity Analysis

COMPLETE CONNECTION
Commons/Middle School
Commons/Police HQ & Council Chambers
Commons/Redevelopment Area
Commons/Chamber of Commerce
Commons/Senior Apartments
Rec Center/Senior Center
Historic Village/Library
Historic Village/Baseball Fields
Historic Village/Playground & Tennis Courts
Middle School/Police HQ & Council Chambers
Middle School/Redevelopment Area
Middle School/Chamber of Commerce
Middle School/Senior Apartments
Library/Baseball Fields

PARTIAL CONNECTION
Commons/Historic Village
Commons/Library
Commons/Playground & Tennis Courts
Commons/Comm. & Tech Center
Commons/Heinen's
Rec Center/Baseball Fields
Rec Center/Safety Town
Senior Center/Historic Village
Senior Center/Library
Senior Center/Baseball Fields
Senior Center/Playground and Tennis Courts
Senior Center/Safety Town
Historic Village/Middle School
Historic Village/Police HQ & Council Chambers

MINIMAL CONNECTION
Commons/Rec Center
Commons/Senior Center
Commons/Baseball Fields
Commons/Safety Town
Rec Center/Historic Village
Rec Center/Middle School
Rec Center/Library
Rec Center/Police HQ & Council Chambers
Rec Center/Redevelopment Area
Rec Center/Playground & Tennis Courts
Rec Center/Chamber of Commerce
Rec Center/Senior Apartments
Rec Center/Comm. & Tech Center
Rec Center/Heinen's



# BICYCLE AND PEDESTRIAN CONNECTIONS

COMPLETE CONNECTION
Library/Playground & Tennis Courts
Library/Senior Apartments
Police HQ & Council Chambers/Redevelopment Area
Police HQ & Council Chambers/Chamber of Commerce
Police HQ & Council Chambers/Senior Apartments
Redevelopment Area/Chamber of Commerce
Redevelopment Area/Senior Apartments
Playground & Tennis Courts/Senior Apartments
Chamber of Commerce/Senior Apartments

PARTIAL CONNECTION
Historic Village/Redevelopment Area
Historic Village/Safety Town
Historic Village/Chamber of Commerce
Historic Village/Senior Apartments
Historic Village/Comm. & Tech. Center
Middle School/Library
Middle School/Playground & Tennis Courts
Middle School/Comm. & Tech Center
Middle School/Heinen's
Library/Police HQ & Council Chambers
Library/Redevelopment Area
Library/Safety Town
Library/Chamber of Commerce
Library/Comm. & Tech Center
Police HQ & Council Chambers/Baseball Fields
Police HQ & Council Chambers/Playground & Tennis Courts
Police HQ & Council Chambers/Heinen's
Redevelopment Area/Comm. & Tech Center
Redevelopment Area/Heinen's
Baseball Fields/Playground & Tennis Courts
Baseball Fields/Safety Town
Baseball Fields/Senior Apartments
Playground & Tennis Courts/Safety Town
Playground & Tennis Courts/Chamber of Commerce
Playground & Tennis Courts/Comm. & Tech Center
Safety Town/Senior Apartments
Chamber of Commerce/Comm. & Tech Center
Chamber of Commerce/Heinen's
Senior Apartments/Comm. & Tech Center
Senior Apartments/Heinen's

MINIMAL CONNECTION
Senior Center/Middle School
Senior Center/Police HQ & Council Chambers
Senior Center/Redevelopment Area
Senior Center/Chamber of Commerce
Senior Center/Senior Apartments
Senior Center/Comm. & Tech Center
Senior Center/Heinen's
Historic Village/Heinen's
Middle School/Baseball Fields
Middle School/Safety Town
Library/Heinen's
Police HQ & Council Chambers/Safety Town
Police HQ & Council Chambers/Comm. & Tech Center
Redevelopment Area/Baseball Fields
Redevelopment Area/Playground & Tennis Courts
Redevelopment Area/Safety Town
Baseball Fields/Chamber of Commerce
Baseball Fields/Comm. & Tech. Center
Baseball Fields/Heinen's
Playground & Tennis Courts/Heinen's
Safety Town/Chamber of Commerce
Safety Town/Comm. & Tech Center
Safety Town/Heinen's
Comm. & Tech Center/Heinen's



SAFETY ANALYSIS

Safety is the most important factor for all modes of transportation used in and around the TCD. Safety concerns exist in regard to the gaps in the multimodal transportation network. Existing conditions in terms of safety can be explained by crash data. Table 3 below shows the number of crashes occurring within and around the TCD from 2009 through 2013, the most recent available five year time frame. Crashes are listed by type of severity.

Over this time period, 99 percent of crashes were property damage crashes,

with the other one percent injury crashes and zero fatal crashes. To provide context, this accounts for roughly 8% of the number of crashes that occurred throughout the City of Strongsville over the same time period, and roughly 5% of the serious injury and fatal crashes.

Very few crashes were reported within the TCD. This may be a result of a wide variety of factors, including lower vehicle speeds, less traffic, crashes not being reported, as well as others. Therefore, data for crashes occurring along Pearl Road and Royalton Road will be more

informative. Table 4 shows the crashes occurring on just these two road segments by type.

Nearly half of the crashes occurring along these two busy roads were rear end crashes. The common cause for rear end crashes is congestion, which has been stated as an issue by the project sponsor and is partially attributed to the lack of multimodal transportation options. For the northeast Ohio as a whole, rear end crashes account for 32% of all crashes and 14% of serious injury and fatal crashes.

Table 3 | Crashes by Severity

Crash Type	Amount
Property Damage	236
Injury	3
Fatal	0
Total	239

Table 4 | Crashes by Collision Type on Royalton and Pearl Roads

Crash Type	Amount
Rear End	118
Angle	51
Left Turn	26
Sideswipe/Passing	23
Other	17

## POTENTIAL REDEVELOPMENT ANALYSIS

Included in the TCD are a number of parcels that the City of Strongsville has identified for potential redevelopment opportunities. It is important that any redevelopment of these parcels be supportive of multimodal transportation, both in use and in design. This can include limiting onsite parking spaces, lower building setbacks, and promoting mixed uses. Table 5 shows the size of each parcel, its existing land use, as well as its zoning. The City of Strongsville is currently working with developers on design plans for some of these parcels, so opportunities for recommendations may be limited.

Table 5 | Potential Sites for Redevelopment

Parcel Number	Square Feet	Current Land Use	Zoning
396-10-016	15,684	Vacant	Commercial-General
396-10-006	13,200	Business/Commercial	Commercial-General
396-10-001	32,702	Business/Commercial	Commercial-General
396-10-003	20,436	Business/Commercial	Commercial-General
396-10-005	9,237	Vacant	Commercial-General
396-10-004	22,119	Vacant	Commercial-General
396-10-002	18,343	Business/Commercial	Commercial-General



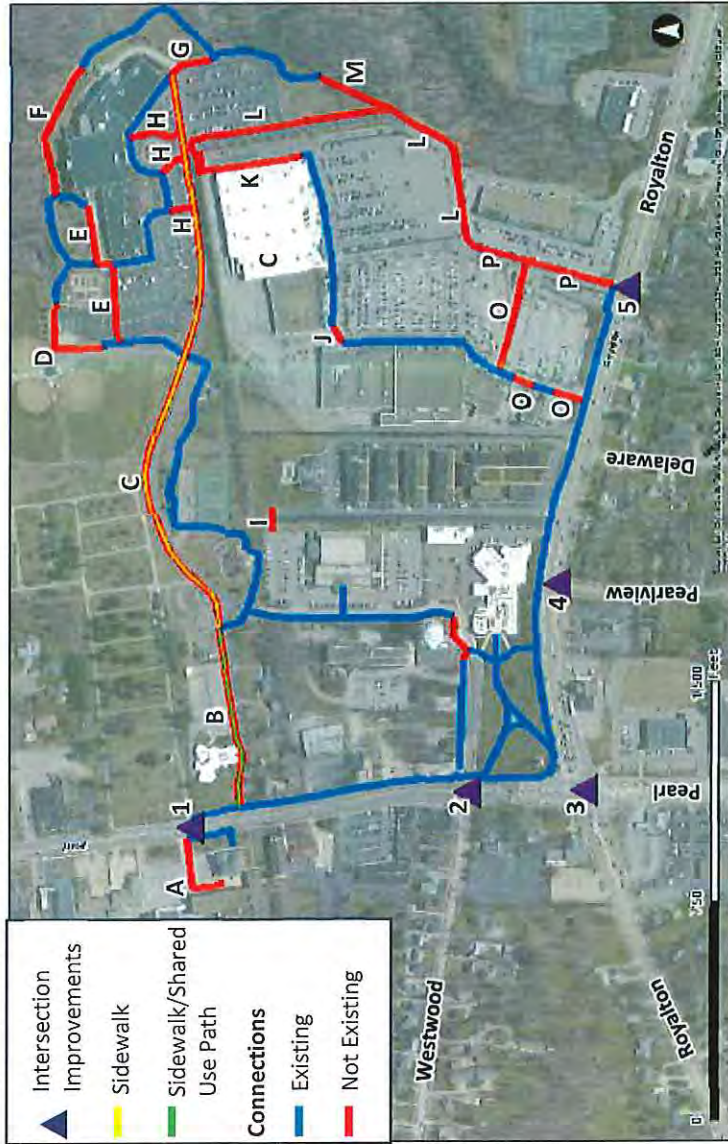
ALL RECOMMENDATIONS

1. Pearl Road and Middle School Driveway
  - ADA Curb Ramps
  - Countdown Pedestrian Signals
  - Pedestrian Refuge Island
  - Ladder-Style Crosswalk
  - Optimize Signal Timing for Pedestrians

2. Pearl Road and Westwood Drive
  - ADA Curb Ramps
  - Countdown Pedestrian Signals
  - Optimize Signal Timing for Pedestrians

3. Pearl Road and Royalton Road
  - ADA Curb Ramps
  - Countdown Pedestrian Signals
  - Pedestrian Refuge Island
  - Extend Pedestrian Walk Times When Push Buttons are Activated

Map 4 | All Recommendations



Note: Lettered Segments Correspond to Lettered Line Items in the Cost Estimate Section on Page 29

4. Royalton Road and Pearlview Drive
  - ADA Curb Ramps
  - Countdown Pedestrian Signals
  - Pedestrian Refuge Island
  - Ladder-Style Crosswalk
  - Optimize Signal Timing for Pedestrians
5. Royalton Road and Greens of Strongsville Drive
  - ADA Curb Ramps
  - Reallocate 2<sup>nd</sup> Right Turn Lane and Excessive Entry Width as Sidewalk
  - Countdown Pedestrian Signals
  - Optimize Signal Timing for Pedestrians



## BICYCLE AND PEDESTRIAN CONNECTIONS

### SIDEWALK AND SHARED USE PATH

As shown in the map below in blue, a multimodal transportation network exists within the TCD, but is has several gaps. We recommend filling in the gaps that exist throughout the network. The red lines in the map below show where we believe connections must be made in order to have a complete, safe network that encourages multimodal transportation. The line in yellow and green below (Zvernia Lane starting from the intersection at Pearl Road all the way east to where it ends in front of the Recreation and Senior Center) highlights a critically needed connection, particularly for students makes trips between the middle school and the recreation center. We recommend adding a sidewalk and a shared use path here as the first step in creating a more complete multimodal transportation network. The green segment should be pursued first, followed by the yellow segment. In the short term, signage and wayfinding could be beneficial.

Map 5 | Sidewalk and Shared Use Path Recommendations

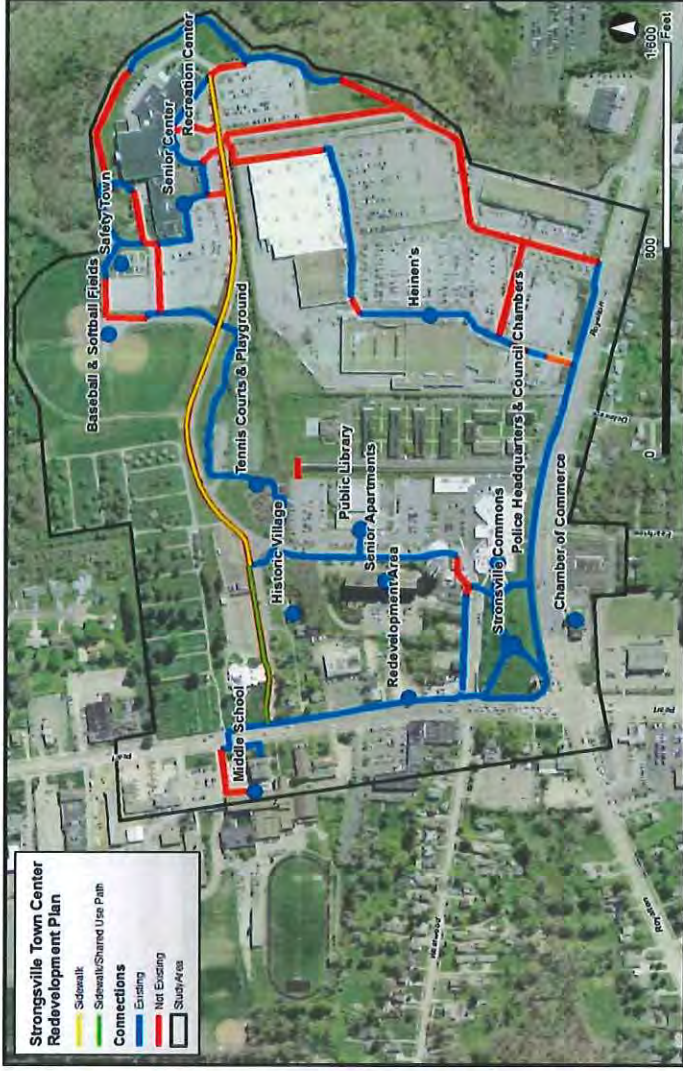
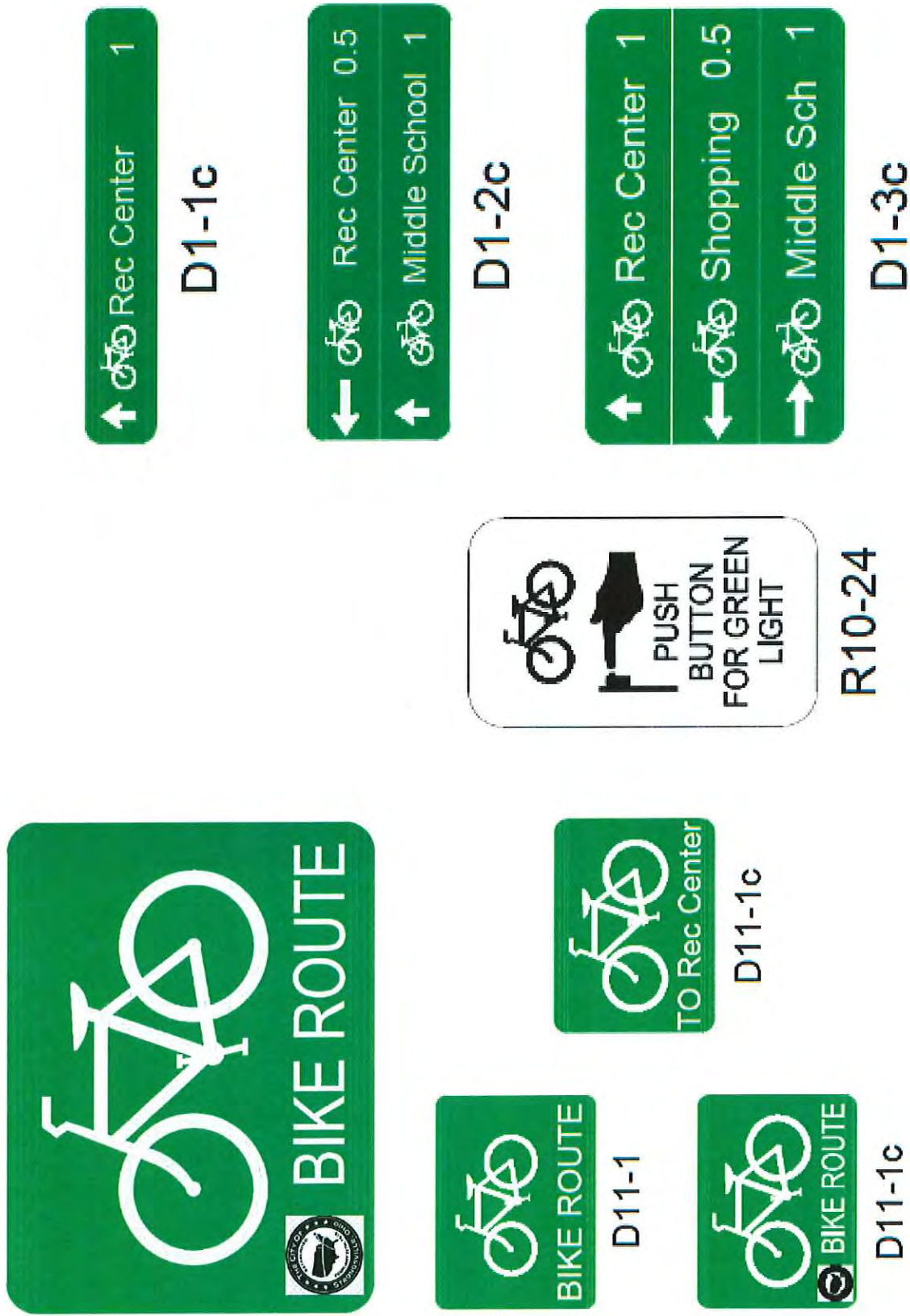


Figure 1 | Bike Route Wayfinding





## PEDESTRIAN INTERSECTION IMPROVEMENTS

### ROYALTON ROAD AND GREENS OF STRONGSVILLE ENTRANCE

The existing intersection of Royalton Road and the Greens of Strongsville entrance does not include sidewalk accommodations for pedestrians. Once pedestrians use the crosswalks at this intersection, there is no safe way to access the shopping center.

To address this problem, a traffic analysis of the intersection was performed to examine current traffic movements. The analysis found that the southbound approach of this intersection is very wide. Space could be reallocated from travel lanes to create room for sidewalks. Providing two northbound entry lanes is unnecessary, since there is only 1 lane feeding the entrance at any given time. This is an easy way to reallocate space and provide room for a sidewalk without impacting traffic operations.

Traffic counts were obtained for this intersection during the AM and PM peak periods to determine the feasibility of

reallocating the southbound exit travel lanes. Per ODOT's roadway design manual (L&D Volume 1, section 401.6.4), double right-turn lanes are almost never recommended. The picture below, taken during a Thursday PM rush hour in February, shows that the 2<sup>nd</sup> right-turn lane is not being used. Per section 401.6.2,

a double left-turn lane should be considered when hourly left-turn volumes are greater than 300. The southbound left volume is 252, which is less than 300. Therefore, the southbound (SB) approach could potentially be reduced even further from 4 lanes to 2 lanes.

Figure 2 | Greens of Strongsville Exit, Thursday February 19<sup>th</sup>, 2015 at 5pm



## RECOMMENDATIONS

Synchro (Version 8.0) traffic analysis software was used to analyze the operations of the intersection, and verify the applicability of the ODOT L&D manual guidance with regard to changing the southbound approach. Three scenarios were analyzed:

- Existing (2 SB right-turn lanes, and 2 SB left-turn lanes),
- Alternative 1 (1 SB right-turn lane, and 1 SB left-turn lane),
- Alternative 2 (1 SB right-turn lane, and 2 SB left-turn lanes).

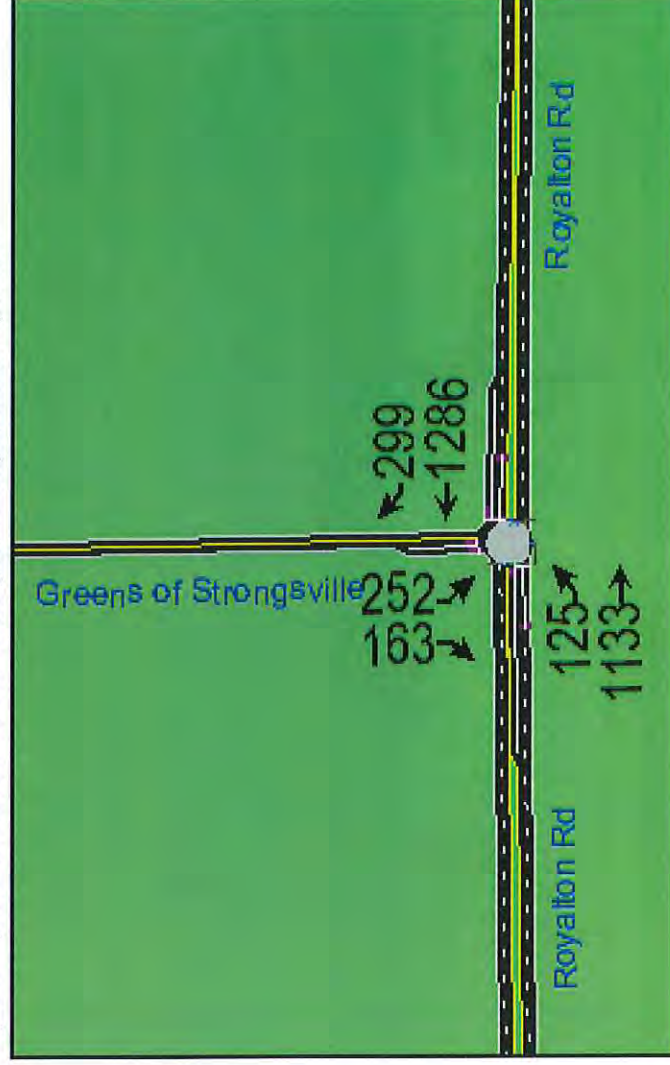
While both Alternatives are feasible, implementing Alternative 1 would require allocating additional time (~6 seconds) to the southbound signal phase to avoid long queues during the PM peak period. Alternative 2 shows a reduction in exit lanes from 4 to 3. This reduction is adequate for providing sidewalks, and doesn't require signal timing adjustments. See Appendix 2 for traffic analysis details.

Based on traffic counts and ODOT L&D design guidance, it is recommended that the SB approach at the intersection of Royalton Rd and Greens of Strongsville be

reduced from 4 lanes to 3 lanes and that the NB entrance be reduced from 2 lanes to 1 lane. These reductions would allow for addition of a sidewalk on both sides. Alternative 2 recommendations could be implemented successfully without changes to the traffic signal timing, and is the City's preferred alternative. Because

the Greens of Strongsville is a private drive, the City will need to coordinate implementation of this recommendation with the property owner.

Figure 3 | 2014 Traffic Counts during the PM peak hour period





## RECOMMENDATIONS

### PEARL ROAD AND ROYALTON ROAD INTERSECTION

The intersection of these two very busy roads is not currently an inviting place for pedestrians. As these two roads are the major borders of the TCD, it is important that they not act as barriers to entry but instead be designed to encourage use of alternative modes of transportation. We recommend several small changes be made to this intersection in order to make it a better place for pedestrians.

Pedestrians crossing at this intersection are forced to wait long periods of time before they can cross, and have a limited time to get across the busy street. Reprogramming the existing controller to extend signal walking times would allow pedestrians to cross at a more comfortable pace when the pedestrian push button is pushed. Vehicle travel would be minimally impacted, because pushbuttons are not likely to be activated many times during the AM and PM peak traffic hours. We also recommend installing a pedestrian refuge on Pearl Road at the south side of the intersection, and another on Royalton Road on the west side of the intersection. Pedestrian

Figure 4 | Pedestrian refuge example



refuges give pedestrians a place to stop if they do not have time to make it to the other side (refuges can be designed to incorporate a supplemental pushbutton in case this occurs). Pedestrian refuges also tend to slow traffic, which is especially important at this very busy intersection. With vehicles turning right from Royalton Road onto Pearl Road travel at higher

speeds due to a wide turning radius, the current pedestrian crossing design does not encourage these vehicles to slow down. We recommend the addition of a “pork chop island” on this corner of the intersection, in the shape of the existing hatched white area. Similar to a regular pedestrian island, a pork chop island slows down traffic and gives pedestrians a safe



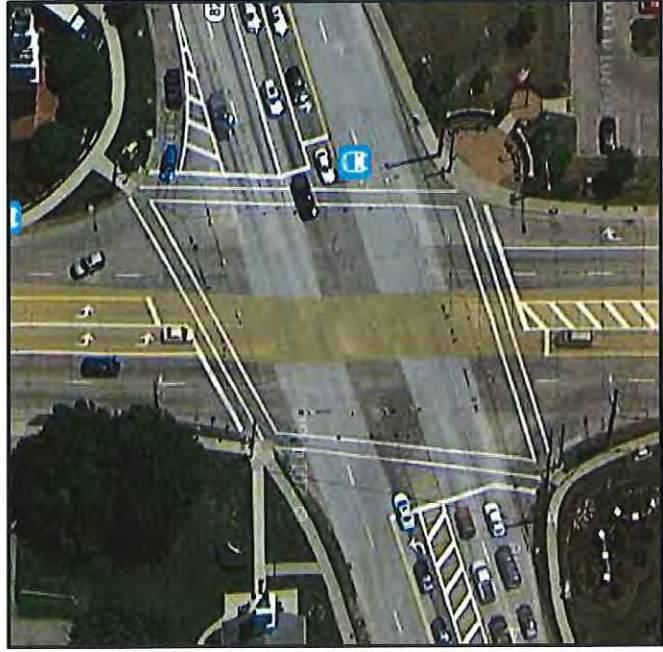
## RECOMMENDATIONS

place to stop if they get caught crossing without time to make it to the other side. Pedestrian islands are recommended as a pedestrian safety countermeasure by FHWA. More information can be found here:

<http://safety.fhwa.dot.gov/provencountermasures/>

Certain accommodations should be added to the four corners of the intersection in order to comply with the Americans with Disabilities Act (ADA). Installing curb ramps and truncated domes alerts the visually impaired of sidewalk/intersection transition, and helps the mobility impaired transition on and off of the sidewalk.

Figure 5 | Pearl and Royalton Roads Intersection with and without pedestrian refuges and porkchop island recommendations





## RECOMMENDATIONS

### PEARL ROAD AND MIDDLE SCHOOL

#### EXIT

The intersection of Pearl Rd and the Strongsville Middle School exit is signalized, and provides the only crosswalk across Pearl Rd to the school. Moving the crosswalk to the north side of this intersection (or having an additional crosswalk) would allow the underutilized southbound left-turn pocket to be repurposed as a pedestrian refuge. Using a high-visibility striping pattern (such as the Continental, Zebra, or Ladder styles shown in Figure 6) to mark the crosswalks is recommended. The crosswalk is along the south side of the intersection, where the center-turn lane is not being used. This space could be repurposed as a pedestrian refuge to calm traffic near the school, and break up the long crossing.

In addition, the signal provides a green light for Pearl Rd at all times unless a vehicle is detected, or a pedestrian uses the pushbutton. Once the pushbutton is activated, pedestrians are stuck waiting a long time for a walk signal. If pedestrians are forced to wait more than 30 seconds, they could become frustrated and

Figure 6 | Crosswalk markings

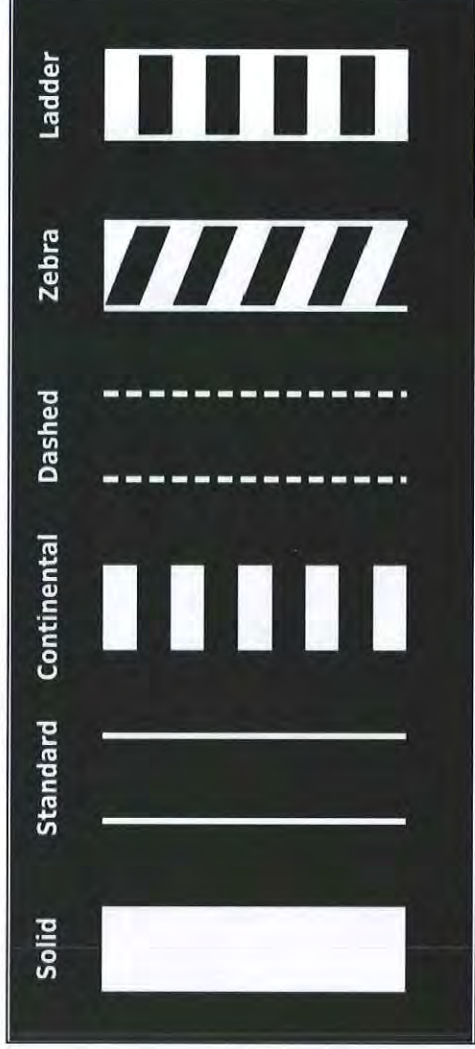
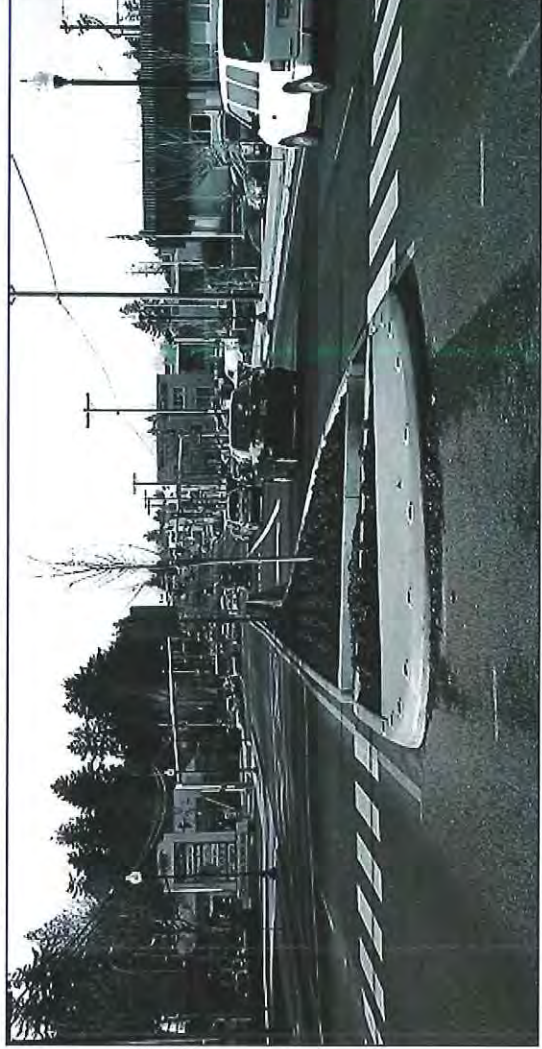


Figure 7 | Pedestrian refuge example

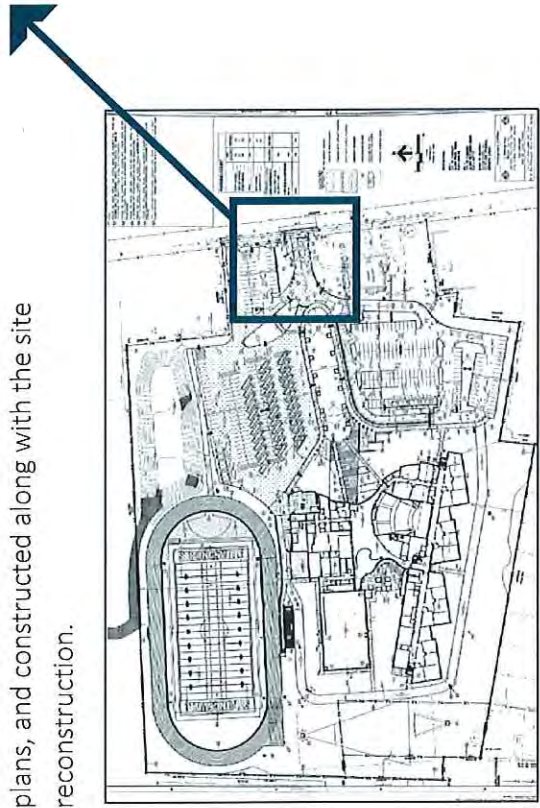
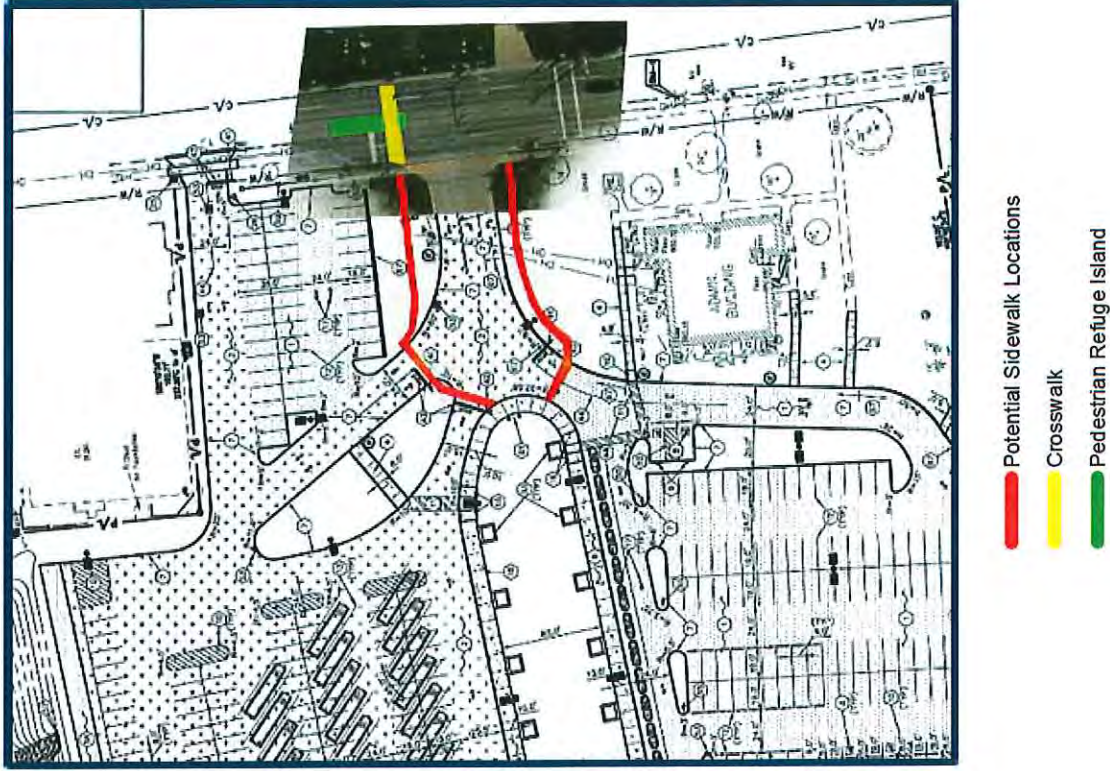




attempt to cross against direction of the signal. This is especially true of youth. This could be improved by providing a more rapid response to pushbutton activation.

Though prioritizing the pushbutton response may slightly impact vehicle travel times, the safety of children crossing a busy street should be the highest priority movement at this intersection. The middle school site plan, shown in Figure 8, does not currently provide a space for pedestrians to access the school along the driveway. A sidewalk should be incorporated into the design plans, and constructed along with the site reconstruction.

Figure 8 | Middle School Site Plan





## RECOMMENDATIONS

### WESTWOOD DRIVE

There are gaps in the striping in some places on Westwood Drive as it bends near the Council Chambers building as shown below. We recommend filling in the striping to make it safer for pedestrians and bicyclists. This will help define pedestrian and public space versus

roadways and parking space. At the corner of Westwood Drive and Pearl Road, we suggest adding certain pedestrian accommodations to make the intersection safer for pedestrians. We recommend optimizing the signal timing for pedestrian crossings, specifically making the light

cycle length shorter for shorter wait times when the pedestrian push button is pushed. We also recommend adding truncated domes at all four corners of the intersection, which alert the visually impaired of sidewalk/intersection transition and are in compliance with ADA.

Figure 9 | Potential landscaping and crosswalk treatments where gaps currently exist



## RECOMMENDATIONS

### PEARLVIEW DRIVE AND ROYALTON ROAD

The current timing at the corner of Pearlview Drive and Royalton Road is not beneficial to pedestrians crossing the street. Because Royalton is a very wide street, we recommend changing the timing of the signals to be more favorable for pedestrians, giving them shorter wait times and more time to safely cross Royalton Road when the push button is pushed. To enhance the crossing, a pedestrian refuge should be installed to give pedestrians a place to stop while crossing the busy road. A pedestrian refuge here can also help calm traffic; the speed limit here is 35 mph, which is a high enough speed to cause serious or fatal injury to a pedestrian if hit by a car. The refuge should be placed where the yellow hatched area exists now on the west side of Pearlview Road. Currently, the crosswalk is on the east side of Pearlview Road, but it should be moved to the west side of the road to coincide with the refuge.

Figure 10 | Pearlview Drive and Royalton Road intersection with proposed crosswalk and pedestrian refuge island





## RECOMMENDATIONS

### ROE LANE AND EHRNFELT RECREATION AND SENIOR CENTER

Behind the Ehrnfelt Recreation and Senior Center are two entrances to the Freedom Trail. On the east side, there is no connection from the Center to the entrance to the Freedom Trail; it requires a walk across the grass from the parking lot. We recommend that a path be built from the Center to the Freedom Trail, directly connecting the two and encouraging pedestrians and bicyclists to go from one to the other.

On the west side, the entrance to the Freedom Trail is off of the recreation center's shipping and receiving drive. This drive, and the adjacent parking lot have no sidewalk or crosswalk, making access to the Freedom Trail inconvenient and confusing. Adding a crosswalk across this road with signage directing users to the trail will facilitate safe and easy access to the path and potentially support increased use.

Additional accommodations should be made for pedestrians accessing the recreation center, including a high visibility crosswalk at the entrance to the

recreation center from Roe Lane. Crosswalks should also be installed in other locations where new sidewalks or multiuse paths create crossings. Bike racks can be installed near the entrance to the recreation center or as a bike corral in a nearby parking space to accommodate cyclists.

Figure 11 | Missing connections around Ehrnfelt Recreation and Senior Center



## IMPLEMENTATION

The recommendations of this study can be financed through a few options; the City can choose to prioritize projects in its capital program, or can work with public and private partners to implement the recommendations. One option to generate funding in the TCD is to create a business improvement district, wherein commercial properties share the costs of improvements and the responsibility of maintenance. This may be an attractive option to the City and stakeholders if redevelopment leads to increased trips to the TCD, which will increase demand for parking. Furthermore, the implementation of recommendations may catalyze investment interest in the TCD, as recent trends show increasing interest in walkable commercial and residential districts.

The cost of the recommendations can vary depending on the quality and quantity of what is installed. For example, a crosswalk can be painted for a relatively low cost, or maybe constructed of brick pavers for a significantly higher cost. For the purposes

of this study, we believe it makes more sense to focus on lower cost improvements, particularly where facilities do not currently exist. In the longer term it may make sense to upgrade infrastructure, but in the shorter term it is more important to implement recommendations without delay. The benefit of doing so can then be assessed and longer term plans can be developed. Table 6 below shows average planning level costs for infrastructure items recommended in this study.

Table 6 | Potential Costs for Recommended Items

INFRASTRUCTURE ITEM	UNIT	UNIT COST ESTIMATE
Restriping	Mile	\$ 40,000
Curb Extension	Pair	\$ 26,000
Ladder Crosswalk	Pair	\$ 5,000
Pork Chop Island	Each	\$ 20,000
Raised Crosswalk	Each	\$ 30,000
Crossing Island	Each	\$ 10,000
Curb Ramp	Intersection	\$ 12,000
5' wide Sidewalk	Linear Foot	\$ 121
10' wide Asphalt Multiuse Path	Linear Foot	\$ 138



Additional funding sources may be available through NOACA and Cuyahoga County. The NOACA TICI Implementation Grant program can help fund up to 80% of lower cost pedestrian and bicycle infrastructure items, such as crosswalks and pedestrian islands. The intent of the program is to help implement lower cost (typically less than \$50,000) projects from completed studies and plans in order to help communities improve safety and build a multimodal transportation system. Many of the recommendations in this plan are appropriate and recommended for the 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 will 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 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 standalone projects and larger scale road improvement projects.

## NEXT STEPS

With the approval of this plan, the City should begin to implement recommendations by starting with “quick wins.” This includes projects that are low cost and relatively easy to implement, like striping crosswalks. Concurrently, the City can focus on seeking grants for pedestrian refuge islands, pork chop islands, and/or ADA compliant curb ramps, through sources like the TLCI Implementation Grant, Community Development Block Grants (CDBG), or county permissive license fees.

Longer term, the City will need to prioritize sidewalk and/or multiuse path projects in its capital program. Funding these projects should be consolidated with roadway work where feasible. The creation of a business improvement district may allow for the City to raise funds to implement these recommendations, especially if they will lead to increased activity and investment in the area. Other strategies for installing sidewalks could include property assessments or tax increment financing,

as well as requiring installation of sidewalks or pedestrian path with redevelopment. The City should cooperatively work with property owners and prospective businesses to determine the best strategy for long term sidewalk installation, as well as identifying future rehabilitation projects where sidewalk or multiuse paths can be incorporated.

Cost estimates for the study recommendations are on the next page. Each line item corresponds with the “All Recommendations” map on Page 14.



**COST ESTIMATE**

Improvements	Low	High
<b>INTERSECTION IMPROVEMENTS</b>	<b>\$219,000</b>	<b>\$419,000</b>
1) Pearl Road (US-42) @ Middle School Driveway	\$48,000	\$88,000
2) Pearl Rd (US-42) @ Westwood Dr	\$32,000	
3) Pearl Rd (US-42) & Royalton Rd (OH-82)	\$62,000	\$182,000
4) Royalton Rd (OH-82) @ Pearlview Dr	\$45,000	\$85,000
5) Royalton Rd (OH-82) @ Greens of Strongsville Dr	\$32,000	
<b>ROADWAY SEGMENT IMPROVEMENTS</b>	<b>\$472,329</b>	<b>\$1,030,186</b>
A) Middle School Driveway	\$47,720	
B) Zverina Lane (Green Segment)	\$1,539	\$86,250
C) Roe Lane (Yellow Segment)	\$4,924	\$276,000
D) Rec Center Parking Lot NW	\$1,416	\$44,886
E) Rec Center Sidewalk West	\$25,410	
F) Rec Center Multiuse Path North	\$62,100	
G) Rec Center Sidewalk East	\$14,520	
H) Rec Center Crosswalks	\$26,730	
I) Library Connector Sidewalk	\$7,260	
J) Shopping Center Crosswalk North	\$6,000	
K) Shopping Center Sidewalk NE	\$34,485	
L) Rec Center Drive Connector	\$9,760	\$168,360
M) Rec Center Multiuse Path South	\$34,500	
N) Westwood Dr, near Water Tower	\$9,800	
O) Shopping Center Sidewalk SW	\$53,165	
P) Shopping Center Sidewalk SE	\$133,000	
<b>SUBTOTAL</b>	<b>\$691,329</b>	<b>\$1,449,186</b>
<i>30% Contingency</i>	<i>\$207,399</i>	<i>\$434,756</i>
<b>CONSTRUCTION TOTAL</b>	<b>\$898,727</b>	<b>\$1,883,941</b>
10% Design Engineering Cost	\$89,873	\$188,394
<b>TOTAL</b>	<b>\$988,600</b>	<b>\$2,072,336</b>

**COST ESTIMATE**

Improvements		Quantity	Unit	Unit Cost	Low	High
<b>INTERSECTION IMPROVEMENTS</b>						
1) Pearl Road (US-42) @ Middle School Driveway					<b>\$219,000</b>	<b>\$419,000</b>
ADA Curb Ramps	1	Intersection		\$48,000		\$88,000
Countdown Pedestrian Signals	1	Intersection		\$12,000		
Pedestrian Refuge Island	1	each		\$20,000		
Ladder-Style Crosswalk	2	each		\$10,000-\$50,000		\$50,000
Optimize Signal Timing for Pedestrians				\$6,000		
2) Pearl Rd (US-42) @ Westwood Dr						
ADA Curb Ramps	1	Intersection			\$32,000	
Countdown Pedestrian Signals	1	Intersection		\$12,000		
Optimize Signal Timing for Pedestrians				\$20,000		
3) Pearl Rd (US-42) & Royalton Rd (OH-82)						
ADA Curb Ramps	1	Intersection			\$62,000	\$182,000
Countdown Pedestrian Signals	1	Intersection		\$12,000		
Pedestrian Refuge Island	3			\$20,000		
Extend Pedestrian Walk Times				\$10,000-\$50,000		\$150,000
4) Royalton Rd (OH-82) @ Pearlview Dr						
ADA Curb Ramps	1	Intersection			\$45,000	\$85,000
Countdown Pedestrian Signals	1	Intersection		\$12,000		
Pedestrian Refuge Island	1	each		\$20,000		
Ladder-Style Crosswalk	1	each		\$10,000-\$50,000		\$50,000
Optimize Signal Timing for Pedestrians				\$3,000		
5) Royalton Rd (OH-82) @ Greens of Strongsville Dr						
ADA Curb Ramps	1	Intersection			\$32,000	
Countdown Pedestrian Signals	1	Intersection		\$12,000		
Optimize Signal Timing for Pedestrians				\$20,000		



**COST ESTIMATE**

Improvements		Quantity	Unit	Unit Cost	Low	High
<b>ROADWAY SEGMENT IMPROVEMENTS</b>					<b>\$472,329</b>	<b>\$1,030,186</b>
A) Middle School Driveway					\$47,720	
Sidewalks from Pearl Rd to School Bldg	320	LFT	\$121	\$38,720		
Striped crosswalks in parking lot	3	each	\$3,000	\$9,000		
B) Zverina Lane (Green Segment)					\$1,539	\$86,250
Multiuse path (optional)	625	LFT	\$138			\$86,250
Signed & Marked Bike Route	0.12	miles	\$13,000	\$1,539		
C) Roe Lane (Yellow Segment)					\$4,924	\$276,000
Multiuse path	2000	LFT	\$138			\$276,000
Signed & Marked Bike Route	0.38	miles	\$13,000	\$4,924		
D) Rec Center Parking Lot NW					\$1,416	\$44,886
Signed & Marked Bike Route	0.11	miles	\$13,000	\$1,416		\$1,416
Multiuse path (optional)	315	LFT	\$138			\$43,470
E) Rec Center Sidewalk West	210	LFT	\$121	\$25,410		
F) Rec Center Multiuse Path North	450	LFT	\$138	\$62,100		
G) Rec Center Sidewalk East	120	LFT	\$121	\$14,520		
H) Rec Center Crosswalks				\$26,730		
Crosswalk	3	each	\$3,000	\$9,000		
Sidewalk (optional)	130		\$121	\$15,730		
Bike racks	10	each	\$200	\$2,000		
I) Library Connector Sidewalk	60	LFT	\$121	\$7,260		
J) Shopping Center Crosswalk North	2	each	\$3,000	\$6,000		
K) Shopping Center Sidewalk NE	285	LFT	\$121	\$34,485		
L) Rec Center Drive Connector				\$9,760		\$168,360
Multiuse path, sidewalk, or striped path	1220	LFT	\$8-\$138	\$9,760		\$168,360
M) Rec Center Multiuse Path South	250	LFT	\$138	\$34,500		
N) Westwood Dr, near Water Tower				\$9,800		
Crosswalk thru parking lot	1	each	\$3,000	\$3,000		
Multiuse Path Wayfinding Signs	6	each	\$300	\$1,800		
Plantings	1	LUMP	\$5,000	\$5,000		

**COST ESTIMATE**

Improvements	Quantity	Unit	Unit Cost	Low	High
<b>ROADWAY SEGMENT IMPROVEMENTS</b>				<b>\$472,329</b>	<b>\$1,030,186</b>
O) Shopping Center Sidewalk SW				\$53,165	
Sidewalk	365	LFT	\$121	\$44,165	
Crosswalk	3	each	\$3,000	\$9,000	
P) Shopping Center Sidewalk SE				\$133,000	
Sidewalk	1,000	LFT	\$121	\$121,000	
Crosswalk	4	each	\$3,000	\$12,000	
<b>SUBTOTAL</b>				<b>\$691,329</b>	<b>\$1,449,186</b>
<b>30% Contingency</b>				<b>\$207,399</b>	<b>\$434,756</b>
<b>CONSTRUCTION TOTAL</b>				<b>\$898,727</b>	<b>\$1,883,941</b>
10% Design Engineering Cost				\$89,873	\$188,394
<b>TOTAL</b>				<b>\$988,600</b>	<b>\$2,072,336</b>



APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE

5.5.4 Funding for Pedestrian and Bicycle Facilities in Ohio<sup>54</sup>

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Transportation Alternatives (TA) <a href="http://www.noaca.org/">http://www.noaca.org/</a>	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) <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TransportationAlternatives.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TransportationAlternatives.aspx</a> <a href="http://www.dot.state.oh.us/saferoutes">www.dot.state.oh.us/saferoutes</a>	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 <a href="http://www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning/Pages/FundingGuidelines.aspx">http://www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning/Pages/FundingGuidelines.aspx</a>	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) <a href="http://www.noaca.org/">http://www.noaca.org/</a>	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) <a href="http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx">http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx</a>	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

<sup>54</sup> 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

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Congestion Mitigation Air Quality (CMAQ) <a href="http://www.noaca.org/">http://www.noaca.org/</a>	NOACA designated air quality areas	20%	<ul style="list-style-type: none"> <li>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</li> </ul>	Application Cycles To Be Determined	County, City, Village, Township
State Capital Improvement Program (SCIP) <a href="http://planning.co.cuyahoga.oh.us/dopwic/">http://planning.co.cuyahoga.oh.us/dopwic/</a>	Ohio Public Works Commission (OPWC)	10%	<ul style="list-style-type: none"> <li>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</li> </ul>	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 <a href="http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx">http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx</a>	County	0% - 50%	<ul style="list-style-type: none"> <li>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</li> </ul>	Varies	County, City, Village, Township
Local Permissive License Plate Fees <a href="http://codes.ohio.gov/orc/4504">http://codes.ohio.gov/orc/4504</a>	City or Village		<ul style="list-style-type: none"> <li>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</li> </ul>	Annual per Local Budget	City, Village
Recreational Trails Program <a href="http://ohiodnr.com/tabid/21369/default.aspx">http://ohiodnr.com/tabid/21369/default.aspx</a>	FHWA & ODNR	20% <sup>25</sup>	<ul style="list-style-type: none"> <li>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</li> </ul>	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 <a href="http://clean.ohio.gov/RecreationalTrails/Default.htm">http://clean.ohio.gov/RecreationalTrails/Default.htm</a>	OPWC & ODNR	25% <sup>26</sup>	<ul style="list-style-type: none"> <li>Land acquisition for a linear trail • Trail development • Trailhead facilities • Engineering and design</li> </ul>	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

<sup>25</sup> 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

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
County Bridge Program <a href="http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx">http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx</a>	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: Due in March	Counties
Municipal Bridge Program <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/MunicipalBridge.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/MunicipalBridge.aspx</a>	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 <a href="http://publicsafety.ohio.gov/grants.stm">http://publicsafety.ohio.gov/grants.stm</a>	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 organization, or non-profit organization, church, hospital, educational service center, college or university
Federal Transit Administration (FTA) <a href="http://www.fta.dot.gov/grants/12305.html">http://www.fta.dot.gov/grants/12305.html</a>	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) <a href="http://development.cuyahogacounty.us/en-US/municipal-grants.aspx">http://development.cuyahogacounty.us/en-US/municipal-grants.aspx</a>	HUD	Varies by program	• 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 <a href="http://codes.ohio.gov/orc/6117">http://codes.ohio.gov/orc/6117</a>	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 <a href="http://www.epa.ohio.gov/dsw/nps/index.aspx">www.epa.ohio.gov/dsw/nps/index.aspx</a>	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

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

<sup>57</sup> 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

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
Ohio EPA 319 Grants <a href="http://www.epa.ohio.gov/dsw/nps/index.aspx">www.epa.ohio.gov/dsw/nps/index.aspx</a>	Ohio EPA	40% <sup>51</sup>	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) <a href="http://www.hhs.gov/ash/index.html">http://www.hhs.gov/ash/index.html</a>	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 <a href="http://www.peopleforbikes.org/pages/grant-guidelines">http://www.peopleforbikes.org/pages/grant-guidelines</a>	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 <a href="http://www.rwjf.org/en/grants/what-we-fund.html">http://www.rwjf.org/en/grants/what-we-fund.html</a>	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)

<sup>51</sup> 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**

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
<p>Rockefeller Foundation Grants  <a href="http://www.rockefellerfoundation.org/">http://www.rockefellerfoundation.org/</a></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 &amp; 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)  <a href="http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx">http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</a></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>





**Study Name Royalton & Greens of Strongsville**

**Start Date 12/04/2014**

**Start Time 7:00 AM**

**Site Code**

Start Time	Royalton Rd. Westbound			Royalton Rd. Eastbound			Greens of Strongsville Drive Southbound		
	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn
7:00 AM	167	5	0	16	231	0	4	8	0
7:15 AM	170	11	0	13	230	0	8	7	0
7:30 AM	218	10	0	26	231	0	8	10	0
7:45 AM	209	29	0	26	223	0	10	17	0
8:00 AM	183	28	0	17	225	0	8	12	0
8:15 AM	163	22	0	21	187	0	16	12	0
8:30 AM	178	29	0	14	183	0	8	10	0
8:45 AM	194	31	0	23	236	0	23	12	0
4:00 PM	338	69	0	24	308	0	63	39	0
4:15 PM	312	67	0	43	272	0	72	36	0
4:30 PM	315	84	0	32	300	0	59	37	0
4:45 PM	321	79	0	26	253	0	58	51	0
5:00 PM	330	71	0	30	278	0	74	47	0
5:15 PM	306	93	0	28	282	0	56	43	0
5:30 PM	271	65	0	40	305	0	79	43	0
5:45 PM	272	78	0	41	283	0	62	28	0
PM Peak	1286	299		125	1133		252	163	
% heavy		4%			4%			1%	

Lanes, Volumes, Timings  
4: Royalton Rd & Greens of Strongsville

3/3/2015

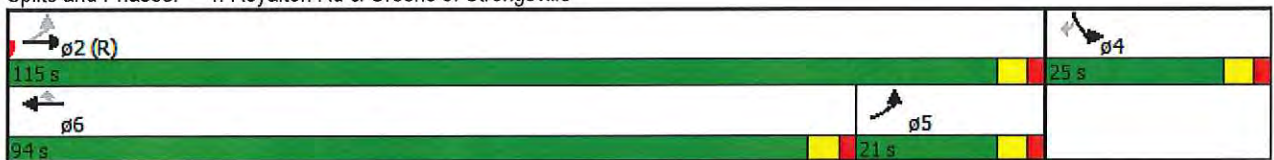


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	125	1133	1286	299	252	163
Satd. Flow (prot)	1736	3471	3471	1553	2323	1599
Flt Permitted	0.131				0.950	
Satd. Flow (perm)	239	3471	3471	1553	2323	1599
Satd. Flow (RTOR)				278		125
Lane Group Flow (vph)	136	1232	1398	325	274	177
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	21.0	115.0	94.0	94.0	25.0	25.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	109.5	109.5	88.5	88.5	19.5	19.5
Actuated g/C Ratio	0.78	0.78	0.63	0.63	0.14	0.14
v/c Ratio	0.39	0.45	0.64	0.30	0.85	0.54
Control Delay	15.0	5.8	17.5	2.7	82.2	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	5.8	17.5	2.7	82.2	24.6
LOS	B	A	B	A	F	C
Approach Delay		6.7	14.7		59.6	
Approach LOS		A	B		E	
Queue Length 50th (ft)	25	171	389	15	190	43
Queue Length 95th (ft)	41	203	460	52	#303	121
Internal Link Dist (ft)		995	1018		832	
Turn Bay Length (ft)	290			200		100
Base Capacity (vph)	352	2714	2194	1083	323	330
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.45	0.64	0.30	0.85	0.54

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 17.3  
 Intersection Capacity Utilization 63.4%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Royalton Rd & Greens of Strongsville





Lanes, Volumes, Timings  
4: Royalton Rd & Greens of Strongsville

3/3/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	125	1133	1286	299	252	163
Satd. Flow (prot)	1736	3471	3471	1553	1787	1599
Flt Permitted	0.131				0.950	
Satd. Flow (perm)	239	3471	3471	1553	1787	1599
Satd. Flow (RTOR)				278		157
Lane Group Flow (vph)	136	1232	1398	325	274	177
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	15.0	109.0	94.0	94.0	31.0	31.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	103.5	103.5	88.5	88.5	25.5	25.5
Actuated g/C Ratio	0.74	0.74	0.63	0.63	0.18	0.18
v/c Ratio	0.49	0.48	0.64	0.30	0.84	0.42
Control Delay	22.0	8.1	17.5	2.7	78.2	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	8.1	17.5	2.7	78.2	13.3
LOS	C	A	B	A	E	B
Approach Delay		9.5	14.7		52.7	
Approach LOS		A	B		D	
Queue Length 50th (ft)	31	213	389	15	244	15
Queue Length 95th (ft)	51	253	460	52	#394	84
Internal Link Dist (ft)		995	1018		832	
Turn Bay Length (ft)	290			200		280
Base Capacity (vph)	278	2566	2194	1083	325	419
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.48	0.64	0.30	0.84	0.42

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 70.2%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Royalton Rd & Greens of Strongsville





Lanes, Volumes, Timings  
 4: Royalton Rd & Greens of Strongsville

3/3/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	125	1133	1286	299	252	163
Satd. Flow (prot)	1736	3471	3471	1553	2323	1599
Flt Permitted	0.131				0.950	
Satd. Flow (perm)	239	3471	3471	1553	2323	1599
Satd. Flow (RTOR)				278		175
Lane Group Flow (vph)	136	1232	1398	325	274	177
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	21.0	115.0	94.0	94.0	25.0	25.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	109.5	109.5	88.5	88.5	19.5	19.5
Actuated g/C Ratio	0.78	0.78	0.63	0.63	0.14	0.14
v/c Ratio	0.39	0.45	0.64	0.30	0.85	0.47
Control Delay	15.0	5.8	17.5	2.7	82.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	5.8	17.5	2.7	82.2	12.1
LOS	B	A	B	A	F	B
Approach Delay		6.7	14.7		54.7	
Approach LOS		A	B		D	
Queue Length 50th (ft)	25	171	389	15	190	2
Queue Length 95th (ft)	41	203	460	52	#303	71
Internal Link Dist (ft)		995	1018		832	
Turn Bay Length (ft)	290			200	150	150
Base Capacity (vph)	352	2714	2194	1083	323	373
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.45	0.64	0.30	0.85	0.47

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 16.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.4%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Royalton Rd & Greens of Strongsville





Intersection: 4: Royalton Rd & Greens of Strongsville

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	R	R
Maximum Queue (ft)	156	185	166	367	388	225	200	212	125	112
Average Queue (ft)	86	114	84	226	214	69	126	106	89	9
95th Queue (ft)	145	174	152	340	354	177	187	201	146	56
Link Distance (ft)		1022	1022	1060	1060		855	855		
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	290					200		100	100	
Storage Blk Time (%)				4	0		4	10	0	
Queuing Penalty (veh)				12	0		7	12	0	

Network Summary

Network wide Queuing Penalty: 32

Queuing and Blocking Report  
 Alt 1 PM

3/3/2015

Intersection: 4: Royalton Rd & Greens of Strongsville

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	200	224	237	412	375	225	296	127
Average Queue (ft)	89	125	97	258	217	90	183	53
95th Queue (ft)	159	203	188	379	345	222	274	97
Link Distance (ft)		1041	1041	1066	1066		854	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	290					200		280
Storage Blk Time (%)					5	0	0	
Queuing Penalty (veh)					14	0	0	

Network Summary

Network wide Queuing Penalty: 15



Queuing and Blocking Report  
 Alternative 2 PM

3/3/2015

Intersection: 4: Royalton Rd & Greens of Strongsville

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	248	177	161	438	416	225	174	233	175
Average Queue (ft)	82	115	82	243	222	110	100	138	73
95th Queue (ft)	165	171	158	375	375	260	184	219	164
Link Distance (ft)		1035	1035	1059	1059			854	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	290					200	150		150
Storage Blk Time (%)					6	0	0	7	0
Queuing Penalty (veh)					17	1	1	19	0

Network Summary

Network wide Queuing Penalty: 38