



The Heights Regional Neighborhood Greenway- Phase 1

2022 TLCI Program-Implementation Applicant Presentation

November 15, 2022 2:30PM

**Cities of Cleveland Heights, University Heights, and South
Euclid**

Our Combined Profile

The Cities of Cleveland Heights, University Heights, and South Euclid form an area which is dense and diverse in population, history, religious institutions, walkable neighborhoods and commercial districts, local eateries, shopping, regional assets, and nearby cultural amenities.

Combined Population: 80,834 (2020 Census)

Combined Land Area: 14.566 sq mi

Combined Population Density: 5,549.50/sq mi

Urban Core Communities

Collective home of Regional assets such as Notre Dame College, Coventry Village, the Cedar-Lee District, and John Carroll University

- Regional Bikeway/Trail: Full
- Regional Bikeway/Trail: Existing
- Off-Street: Existing *

Our Combined Efforts

- Collaborative efforts between our Cities towards enhancing transportation options began in December of 2021
- Regional approach to jumpstart Cuyahoga Greenways Plan
- Goal was to create better multimodal transportation connectivity by improving existing infrastructure in order to enhance mobility options for residents in our communities through bicycle boulevards.
- Combined efforts aimed at implementing portions of the Cuyahoga Greenways Plan, the Warrensville Center Rd. and Cedar Rd. Multimodal Transportation Plan, and the Mayfield Rd. Corridor Study.

Plan Accomplishments

- To date, much of the Cuyahoga Greenways Plan has yet to be implemented in many of the communities within the County.
- Our efforts are to move the plan forward between our Cities and work collectively with others such as the Cities of Euclid and Shaker Heights in future phases while building on past TLCI plans within our Cities along with the Cuyahoga Greenways Plan.
- Our focus is on regional collaboration and connectivity in order to enhance mobility, public health, and quality of life.

TLCI Implementation

The Heights Regional Neighborhood Greenway- Phase 1

- **Cost: \$281,628.00**
- **NOACA Funding Requested: \$281,628.00**
- **Construction Administered by City Engineers of University Heights, Cleveland Heights, and South Euclid**
- **Anticipated Start Time of Improvements: State Fiscal Year 2023**
- **Project Components include Sharrows, Wayfinding and Signage, enhanced pedestrian crossings along major intersections, and the creation of Neighborhood Greenways utilizing existing infrastructure**

Project Need

The Heights Regional Neighborhood Greenway- Phase 1

- **The Heights Regional Neighborhood Greenway—Phase 1 would create Northeast Ohio’s first Regional Neighborhood Greenway Connectors throughout our communities.**
- **Neighborhood Greenways are a component of the Cuyahoga County Planning Commission’s “Cuyahoga Greenways” network, which is a blueprint for linking neighborhoods, parks, Lake Erie, the Cuyahoga River, and public transit through a comprehensive countywide network of trails that are safe and welcoming for people of all ages and abilities.**

Project Need

The Heights Regional Neighborhood Greenway- Phase 1

- The collaborative grant specifically proposes the creation of "Neighborhood Greenways", including signage and connector pathways.
- These "Neighborhood Greenways" will use signs, and pavement markings, to encourage trips by bicycle and promote safe, convenient bicycle crossings of busy arterial streets, complemented by improved streetscapes at key intersections.
- Our Cities would serve as the first “pilot region” to implement Neighborhood Greenways.
- Limited construction



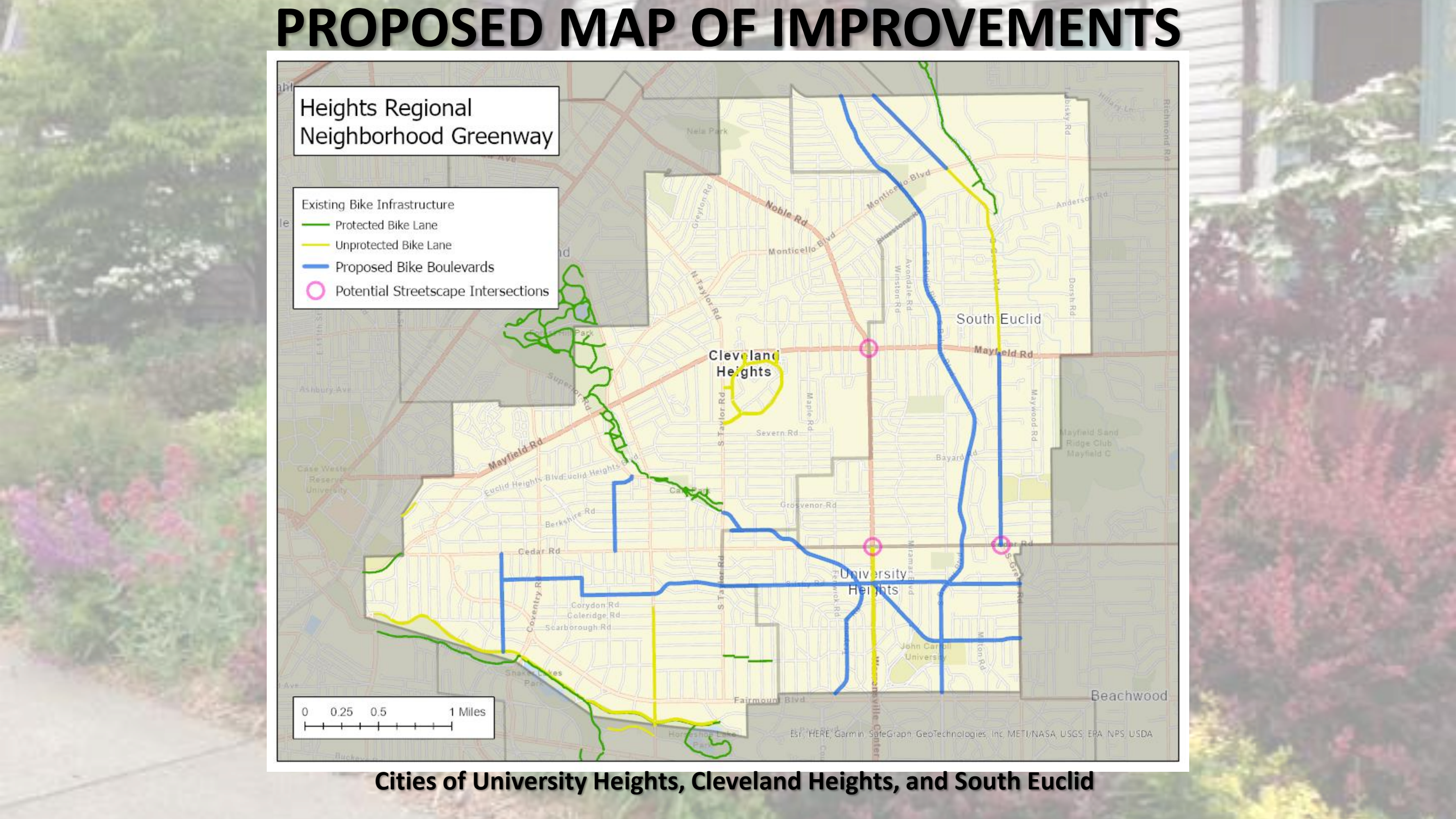
PROPOSED MAP OF IMPROVEMENTS

Heights Regional Neighborhood Greenway

Existing Bike Infrastructure

- Protected Bike Lane
- Unprotected Bike Lane
- Proposed Bike Boulevards
- Potential Streetscape Intersections

Cities of University Heights, Cleveland Heights, and South Euclid



PROPOSED MAP OF IMPROVEMENTS

Heights Regional Neighborhood Greenway

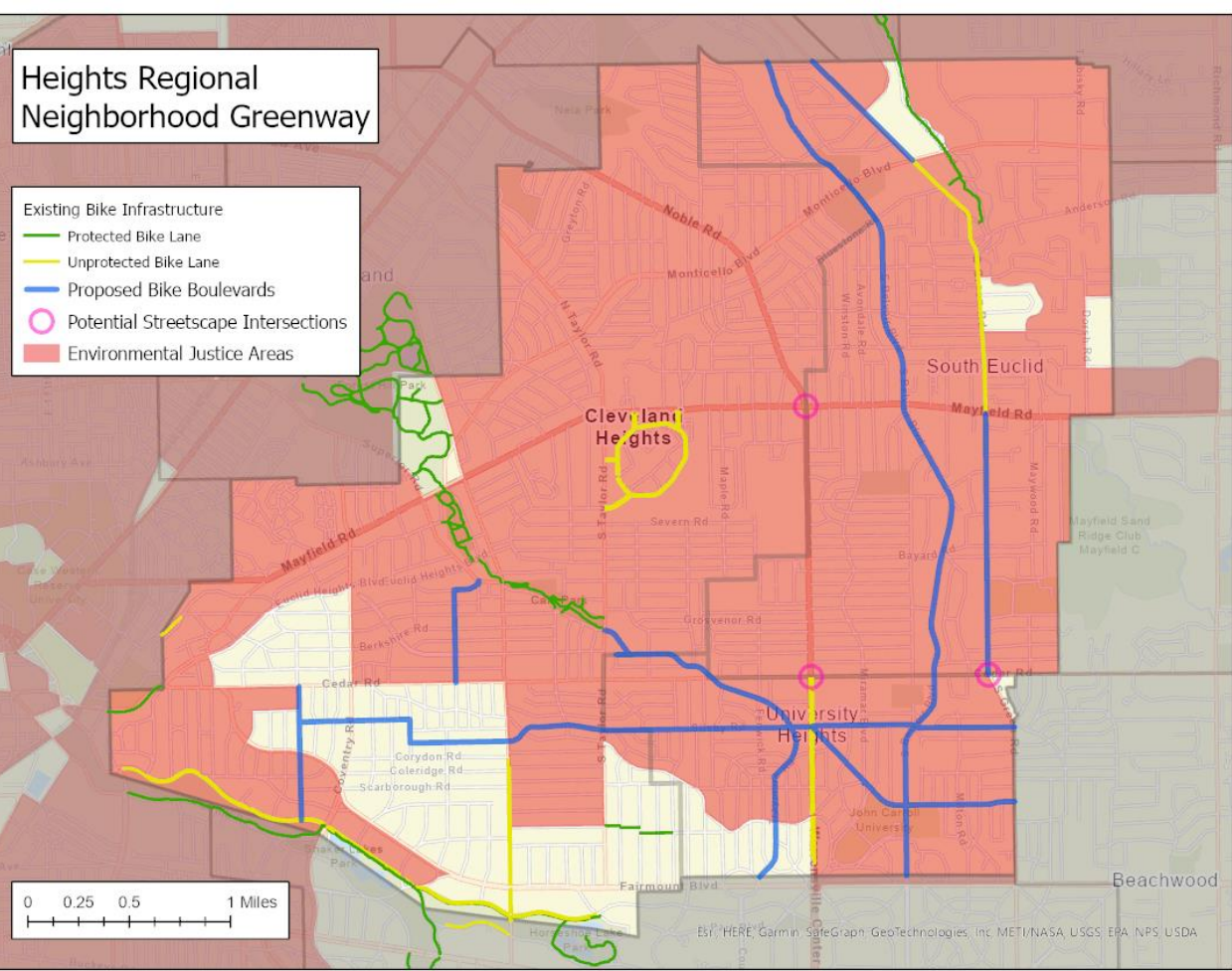
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Cities of University Heights, Cleveland Heights, and South Euclid

Heights Regional Neighborhood Greenway

- Existing Bike Infrastructure
 - Protected Bike Lane
 - Unprotected Bike Lane
- Proposed Bike Boulevards
- Potential Streetscape Intersections
- Environmental Justice Areas



Environmental Justice Areas

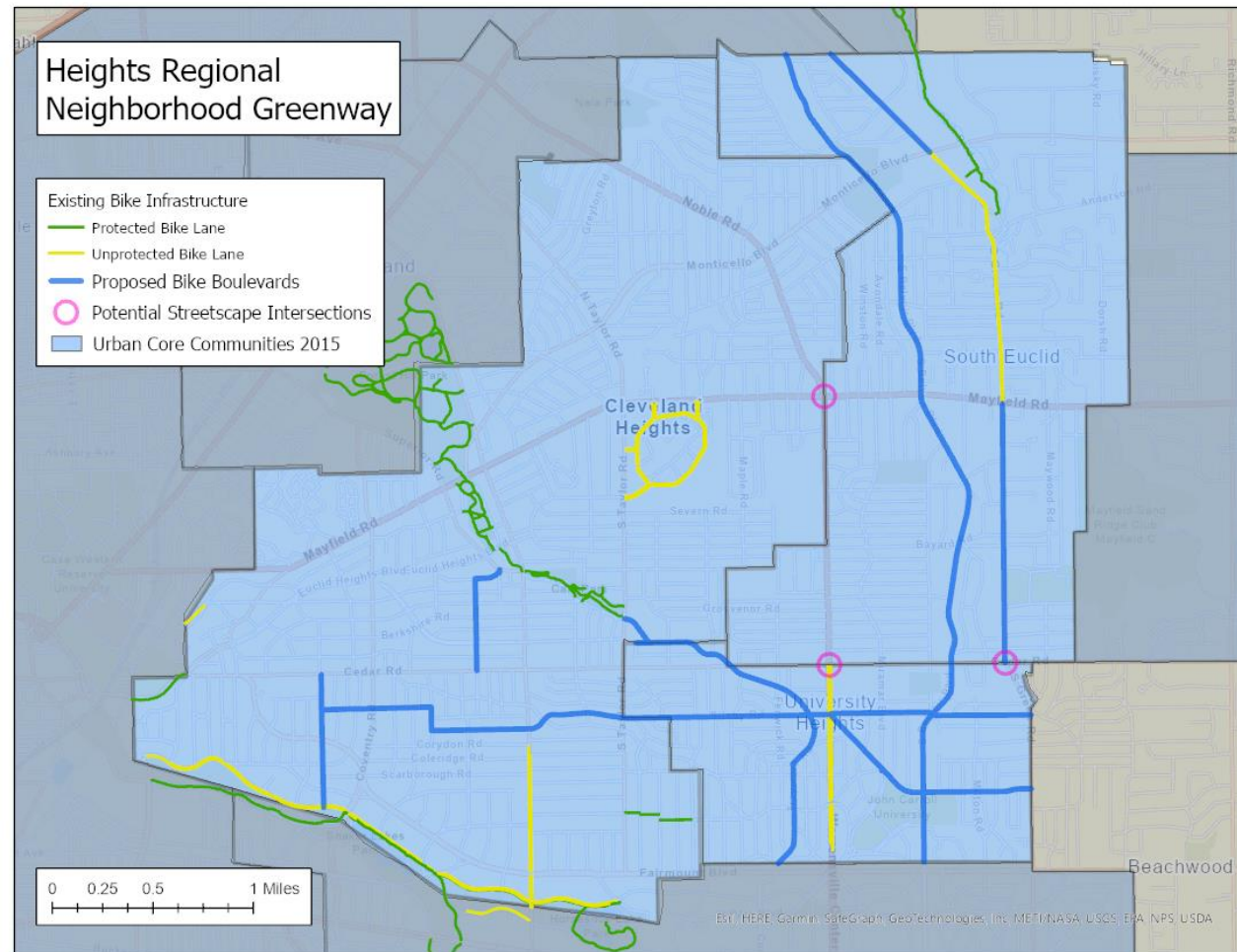


Urban Core Communities



Heights Regional Neighborhood Greenway

- Existing Bike Infrastructure
 - Protected Bike Lane
 - Unprotected Bike Lane
- Proposed Bike Boulevards
- Potential Streetscape Intersections
- Urban Core Communities 2015



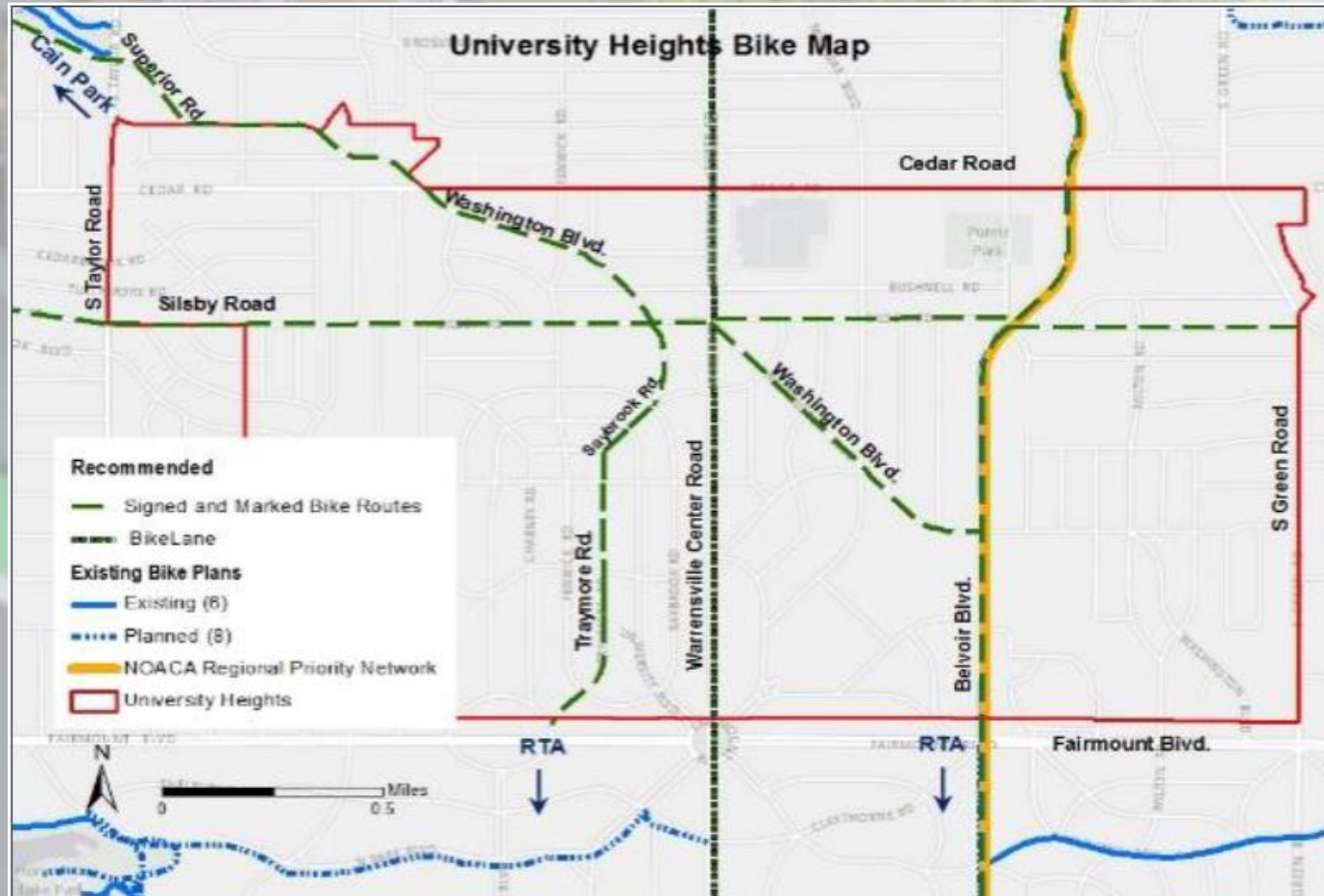
Disadvantaged Communities

The map displays the Heights Regional Neighborhood Greenway, highlighting existing and proposed bike infrastructure and disadvantaged communities. The legend indicates:

- Existing Bike Infrastructure
 - Protected Bike Lane (Green line)
 - Unprotected Bike Lane (Yellow line)
- Proposed Bike Boulevards (Blue line)
- Potential Streetscape Intersections (Pink circle)
- Urban Core Communities 2015 - Disadvantaged Communities (Red hatched area)

The map shows the greenway network across the Heights region, including areas like Cleveland Heights, University Heights, and South Euclid. A scale bar indicates distances from 0 to 1 mile. The map is credited to HERE, Garmin, DeLorme, GeoTechnology, Inc., METI, NASA, USGS, EPA, NPS, USDA.

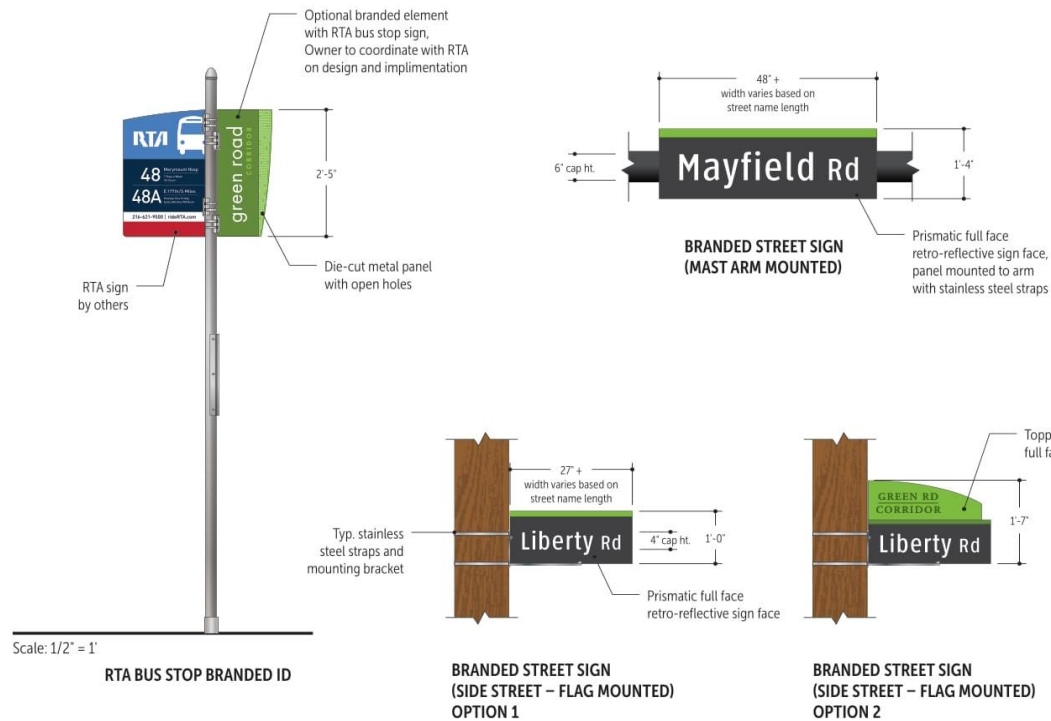




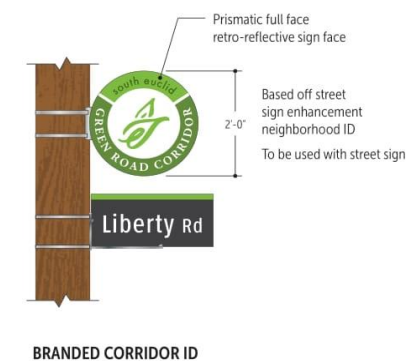


Sharrows and Sign-Toppers along Silsby, Traymore, Saybrook Roads, Washington and South Belvoir Boulevards

- Will involve the painting of sharrows along the routes as an enhanced visual for automobile riders.**
- Installation of Sign-toppers along selected routes as a visual to both automobile drivers and bicycle riders.**
- Safer connections for bicycle riders along both Silsby Rd. and Washington Blvd., creating connections between Cain Park and John Carroll University.**
- Safer connections for bicycle riders along Traymore and Saybrook Roads, creating safer connections to Walter Stinson Community Park from Cleveland Heights to the north and Shaker Heights to the South.**
- Connections into South Euclid along South Belvoir Blvd., connecting University Heights to the Euclid-Green neighborhood of Cleveland and to within less than ½ a mile from the Euclid Creek Reservation.**

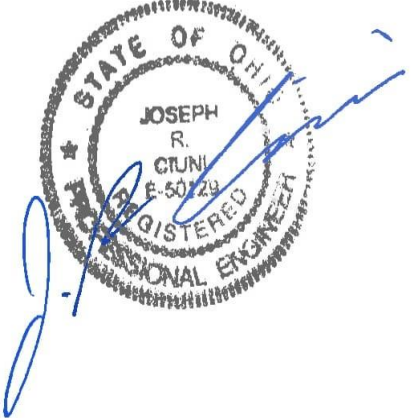


BUDGET COSTS – Fabrication and Installation (unit cost)	
Bus Stop Branded ID (existing post)	\$330–\$500
Branded street sign <i>mast arm</i>	\$560–\$600
Branded street sign <i>option 1</i>	\$480–\$500
Branded street sign <i>option 2</i>	\$560–\$600
Branded corridor ID	\$560–\$600



UNIVERSITY HEIGHTS BICYCLE BOULEVARD - ESTIMATE OF PROBABLE COST

MARKINGS	LENGTH (mi)	LENGTH (ft)	SHARROWS	UNIT COST	TOTAL COST
Silsby	2.03	10800	44	\$ 100	\$ 4,400
S. Belvoir	1.06	5600	23	\$ 100	\$ 2,300
Washington	1.16	6200	25	\$ 100	\$ 2,500
Traymore/Saybrook	0.838	4500	18	\$ 100	\$ 1,800
SHARROW SUBTOTAL					\$ 11,000
SIGNS			SIGNS	UNIT COST	TOTAL COST
Signs			55	\$ 600	\$ 33,000
Sign Installation			55	\$ 100	\$ 5,500
SHARROW SUBTOTAL					\$ 38,500
CONSTRUCTION TOTAL					\$ 49,500
INFLATION (10%)					\$ 4,950
CONTINGENCY (10%)					\$ 4,950
TOTAL					\$ 59,400

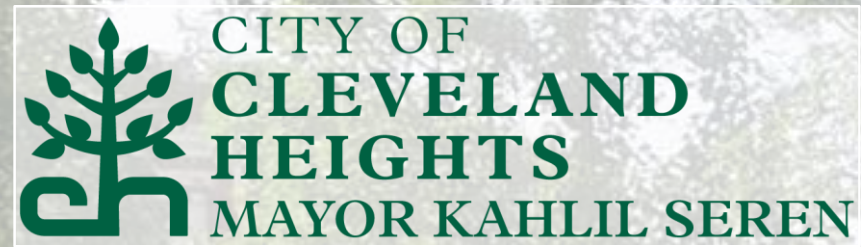


11/1/2022
Date


In providing estimates of probable construction cost, the Client understands that the Consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's estimates of probable construction cost are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost. Please note that the pricing, contingencies and opinion contained or referenced herein anticipates a standard economic environment, and does not account for any uncertainty related to COVID-19 or the current extreme market conditions. As such, Client and Consultant recognize the current market volatility due to such factors including but not limited to COVID-19 restrictions, material and equipment shortages, and rapid price fluctuations. The existence and contents of this document shall not be construed to create responsibility or liability of Client or Consultant for changes related to this estimate of probable cost.

Sign-toppers along Silsby Rd, Cottage Grove Dr, Lincoln Blvd, Demington Dr, Clarkson Rd, Essex Rd, Superior Rd, Washington Blvd and Westminster Rd

- **Installation of Sign-toppers along routes will serve as a visual aid to both automobile drivers and bicycle riders**
- **Safer connections to Cedar Lee and Cedar Taylor Business Districts, safer connection to University Heights, and safer connection to bike path “spine” that connects Forest Hill, Cumberland and Cain Parks.**
- **Sharrows may be added on select streets from CDSG Grant**



Cost adjustment of Sign-Toppers. Now looking at 50 signs instead of 100. Compton pathway not eligible and therefore removed.

CONCEPTUAL OPINION OF PROBABLE COST					
Neighborhood Greenways Project - Phase 1					
City of Cleveland Heights					
10/05/22					
ODOT Item	Project Description	Quantity	Unit	Unit Price	TOTAL COST
General					
624	Mobilization	1	LC	\$10,000.00	\$10,000.00
622	Construction Layout and Stakes	1	LC	\$5,000.00	\$5,000.00
202	Demolition/Clearing	1	LC	\$5,000.00	\$5,000.00
203	8" Earthwork Excavation	38	CY	\$25.00	\$950.00
204	Subgrade Compaction	175	CV	\$2.00	\$350.00
448	2" Asphalt Surface Course	10	GV	\$550.00	\$5,500.00
407	Test Cost	20	GAL	\$3.00	\$60.00
204	6" Aggregate Base	20	CV	\$100.00	\$2,000.00
652	Strip & Re-Spread Stockpiled Topsoil	30	GV	\$10.00	\$300.00
659	Seeding and Mulching	175	SV	\$2.50	\$437.50
SPECIAL	Wayfinding Signage	50	EA	\$700.00	\$35,000.00
SPECIAL	Path Bench	4	EA	\$9,000.00	\$36,000.00
				SUBTOTAL	\$103,677.50
				Contingency 30%	\$30,745.66
				GRAND TOTAL	\$134,423.16
* Engineer and Design fee does not include right of way acquisition. ** In providing opinions of probable cost, the Client understands that the Consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's estimates of probable construction cost are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the work will not vary from the Consultant's estimate of probable construction cost. Please note that the pricing, contingencies and opinion contained or referenced herein anticipates a standard economic environment and does not account for any uncertainty related to COVID-19 or the current extreme market conditions. As such, Client and Consultant recognize the current market volatility due to such factors including but not limited to COVID-19 restrictions, material and equipment shortages, and rapid price fluctuations. The existence and contents of this document shall not be construed to create responsibility or liability of Client or Consultant for changes related to this estimate of probable cost.					

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Shared cost at Mayfield Rd & Warrensville Center Rd Enhanced Crosswalk

MAYFIELD RD. & WARRENSVILLE RD. ENHANCED CROSSWALKS				
NON-REINFORCED CONCRETE PAVEMENT, MISC.:				
COLORED AND STAMPED DECORATIVE CROSSWALK	1,134	SF	\$70.00	\$79,380.00
CURB, MISC.: CURB EDGE RESTRAINT	502	FT	\$55.00	\$27,610.00
CURB RAMPS	0	SF	\$32.00	\$0.00
SIGNS & INSTALLATION	4	EACH	\$700.00	\$2,800.00
ENHANCED CROSSWALKS CONSTRUCTION				\$109,790.00
INFLATION (10%)				\$10,979.00
CONTINGENCY (10%)				\$10,979.00
TOTAL				\$131,748.00





COME TOGETHER & THRIVE

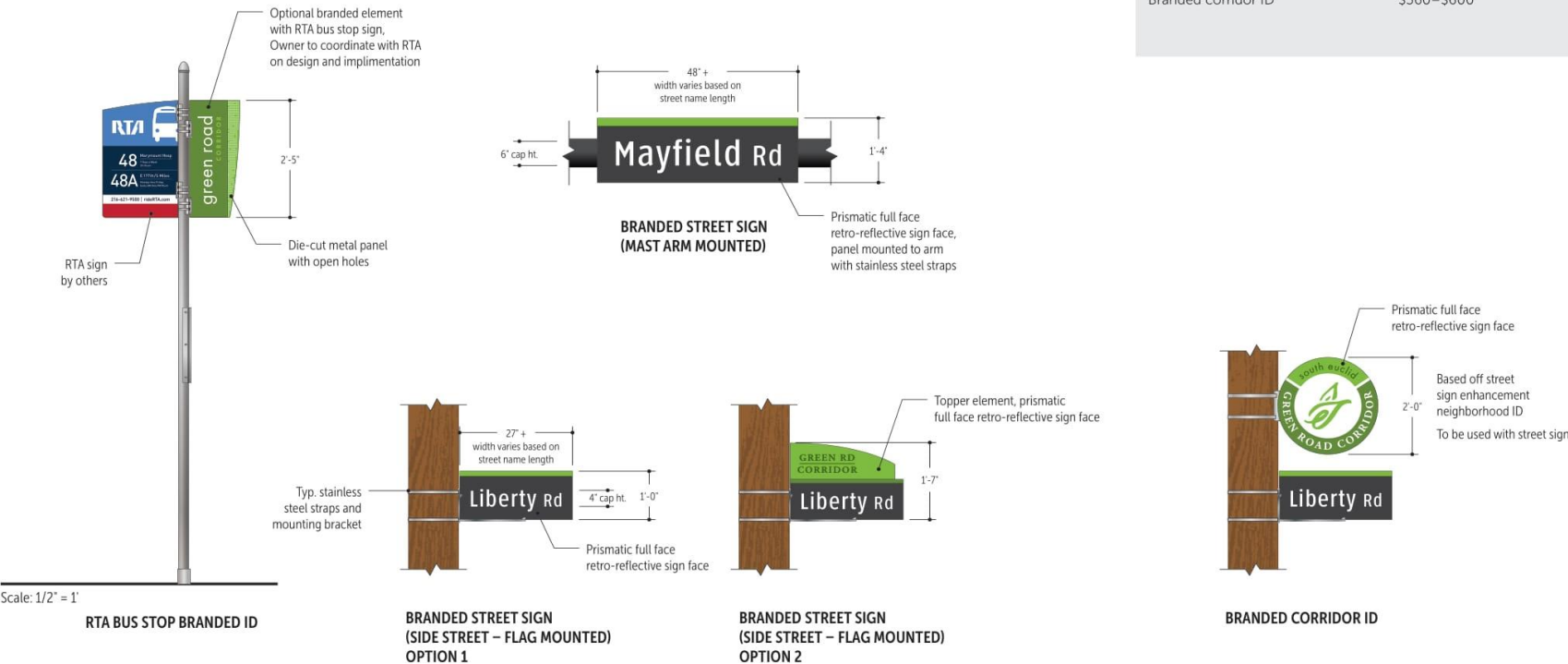
- **Installation of sharrows along South Belvoir Boulevard as an enhanced visual for automobile riders.**
- **Installation of Sign-toppers along selected routes as a visual to both automobile drivers and bicycle riders.**
- **Safer connections for bicycle riders along South Belvoir Boulevards and South Green Roads, creating connections with University Heights.**
- **Installation of enhanced crosswalks and placemaking initiatives at the Mayfield Road and Warrensville Center Road Intersection making it safer for bicyclists, pedestrians, public transit and other non-motorized traffic.**

south euclid

COME TOGETHER & THRIVE

EST COSTS – Fabrication and Installation (unit cost)

Top Branded ID (existing post)	\$330–\$500
Side street sign <i>mast arm</i>	\$560–\$600
Side street sign <i>option 1</i>	\$480–\$500
Branded street sign <i>option 2</i>	\$560–\$600
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B3.1 Confidence Marker
Flag-Mounted



ELEVATION - DOUBLE-SIDED
SCALE: 3/4"=1'

Install standard wing bracket
& hardware to withstand
required windload

1/8" aluminum panel with
full face retroreflective engineer
grade vinyl face

NOTE: Fasteners through
the face of the sign should not
cover any graphics or text



PANEL LAYOUT - WITH ARROW
SCALE: 1 1/2"=1'



PANEL LAYOUT - WITHOUT ARROW
SCALE: 1 1/2"=1'



REVERSE SIDE
SCALE: 3/4"=1'

Mirror layout on reverse side

CITY OF SOUTH EUCLID
NEIGHBORHOOD GREENWAY'S
11/1/2022
Engineer's Estimate

ESTIMATE OF PROBABLE COST				STEPHEN HOVANCSEK & ASSOCIATES Engineer's Estimate	
DESCRIPTION	LENGTH (mi)	LENGTH (ft)	SHARROWS	UNIT PRICE	TOTAL
PAVEMENT MARKINGS					
SOUTH BELVOIR BLVD.	2.58	13,622	90	\$100.00	\$9,000.00
SHARROW SUBTOTAL			90		\$9,000.00
SIGNS			SIGNS	UNIT PRICE	TOTAL
SIGNS (South Belvoir and South Green Road)			52	\$600.00	\$31,200.00
SIGN INSTALLATION			52	\$100.00	\$31,200.00
SIGNS SUBTOTAL					\$40,200.00
CONSTRUCTION TOTAL					\$49,200.00
INFLATION (10%)					\$3,140.00
CONTINGENCY (10%)					\$3,140.00
TOTAL					\$55,480.00





COME TOGETHER & THRIVE

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NON-REINFORCED CONCRETE PAVEMENT, MISC.:				
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Regional Strategic Plan Goals and TLCI Objectives:

First Objective

- The project fully encapsulates the First, Third, Fourth, Fifth and Sixth TLCI Objectives.
- First Objective: Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts while also advancing NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to ENHANCE the quality of life in Northeast Ohio.

Meeting the First Objective

- Project seeks to enhance the safety of both bicycle riders along Neighborhood Greenways and pedestrians at major intersections as well.
- Project creates the means for use of alternative transportation through Neighborhood Greenways; leads to increase in physical activity, impacting public health.
- Neighborhood Greenways cross major intersections, linking bicyclists to public transit; enhanced pedestrian crossings beautify major intersections.
- Along with past enhancements (bike lanes in South Euclid and University Heights, pedestrian mid-block crossings, enhanced pedestrian crosswalks at Cedar and S. Belvoir intersection) this project continues the trajectory of our Cities towards enhancing transportation options for all people, increasing quality-of-life for all.

Regional Strategic Plan Goals and TLCI Objectives: Third Objective

- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments and advance NOACA's regional goals to PRESERVE existing infrastructure and to SUPPORT economic development.

Meeting the Third Objective

- **Project ties in previous investments- including existing bicycle lanes and enhanced pedestrian crossings.**
- **Project utilizes existing infrastructure, creating safer, more comfortable conditions for bicyclists and pedestrians, including connections to schools, parks, key business districts in support of economic development.**
- **Project creates increased options for pedestrians and residents looking to walk or bike to reach destinations within our three Cities.**
- **Increased options for pedestrians and residents looking to bike or scooter to reach regional assets (Euclid Creek Reservation, Cain Park, John Carroll University, Coventry Village, and Notre Dame College among others).**

Regional Strategic Plan Goals and TLCI Objectives: Fourth Objective

- Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects and advance NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to PRESERVE existing infrastructure.

Meeting the Fourth Objective

- Project utilizes existing infrastructure, creating safer routes for bicyclists and enhancing the sustainability efforts of our Cities.
- Implementation of our proposal will link our communities and act as a new spine that supports the increased use of bicycles, providing a more equitable transportation system for those without automobiles.
- Increased bicycling by providing safe options for the public would increase carbon neutral activities for both recreation and everyday transportation uses.

Regional Strategic Plan Goals and TLCI Objectives: Fifth Objective

- Enhance regional cohesion by supporting collaboration between regional and community partners and advance NOACA's regional goal to STRENGTHEN regional cohesion.

Meeting the Fifth Objective

- **Meetings have included Bike Cleveland Board Member and University Heights Councilman Brian King, Elaine Price of the Cuyahoga Planning Commission, Sam Bell of the Cleveland Heights Transportation and Environmental Sustainability Committee, Cleveland Heights GIS Coordinator Ken Bernard, Community Development Departments from the Cities of Euclid and Shaker Heights**
- **Proposal is just Phase 1- future proposals to include other cities along with further planning efforts for Neighborhood Greenways across municipalities.**
- **True Regional Collaboration.**

Regional Strategic Plan Goals and TLCI Objectives: Sixth Objective

- Provide people with safe and reliable transportation choices that enhance their quality of life while also advancing NOACA's regional goal to ENHANCE the quality of life in Northeast Ohio.



Meeting the Sixth Objective

- Proposal calls for the creation of Neighborhood Greenways between municipalities, creating safer routes for bicyclists, scooters, and other alternative forms of transportation.
- These routes give riders alternative, safer options than riding down major thoroughfares with high automobile traffic counts.
- Enhanced quality of life by providing safer routes for bicyclists and equity to those without automobiles, increasing physical activity and benefitting public health.

Long Term Maintenance Plan

- **Work in University Heights regarding the painting of Sharrows and the installation of Sign-Toppers to be contracted out in partnership with the City of Shaker Heights**
- **Service Departments of South Euclid and Cleveland Heights**





Questions?