

City of Medina Multi-Use Path Plan



January 22, 2024



City of Medina

Multi-Use Path Plan

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Acknowledgements

Steering Committee

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Consultant Team



01 Executive Summary

Background & Goals

The impetus for this planning process was born from multiple strategies identified within the City of Medina's 2022 Comprehensive Plan Update. Goals for this planning process include:

1. To serve as a guide for future trail development within the City and connect to trails in the region.
2. To create an interconnected multi-use trail system that links to people to places of interest.
3. To provide residential neighborhoods with convenient access to the trail system.
4. To develop an implementation strategy that prioritizes trail segments, details preliminary costs, highlights constraints, and identifies funding sources.

Existing Conditions

The City of Medina has the foundation for a robust and interconnected trail network but currently lacks a congruent, interconnected trail system that links neighborhoods and community assets together. Roadway corridors Level of Stress were analyzed throughout the City as well as parcel ownership to help identify potential off-road trail routes that would avoid private right-of-way acquisition.

Engagement

There was continuous public and stakeholder engagement throughout the planning process. Three public forums were held to gather public feedback on existing constraints and future trail priorities. Two surveys, a connectivity and recommendations survey, were distributed online and in print throughout the City. Business interviews were also conducted to discuss alternatives for the Industrial Trail connection. The consultant team met with an 11-member steering committee throughout the planning process to provide feedback and guide recommendations.

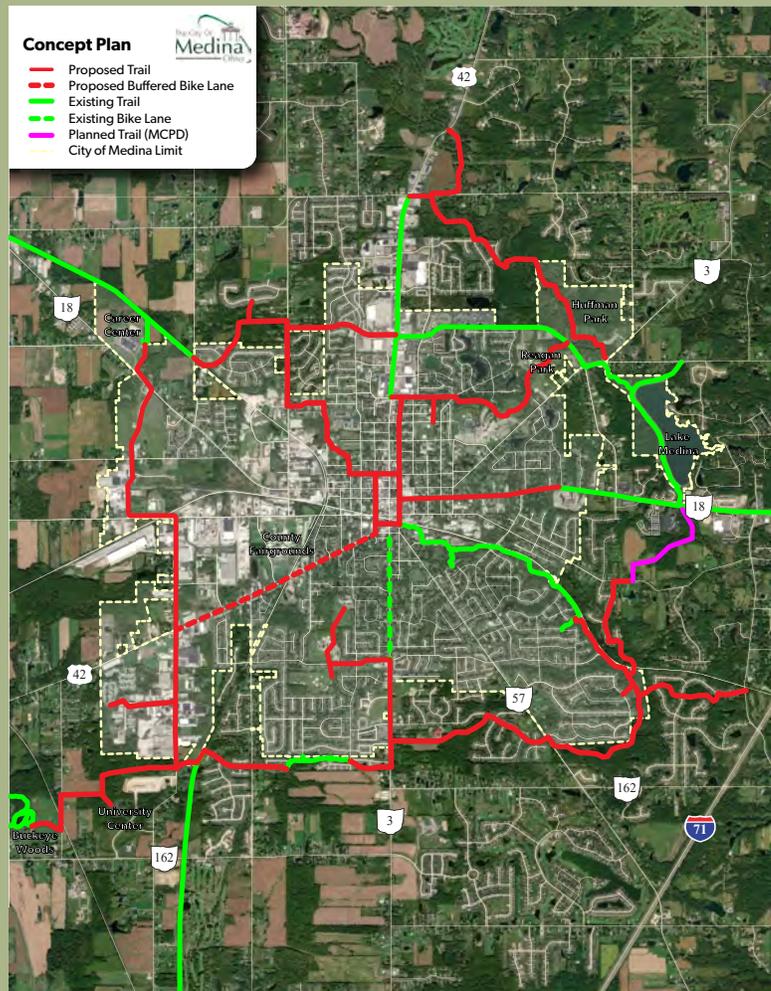


The consultant team met with an 11-member steering committee throughout the planning process to provide feedback and guide recommendations.

01 Executive Summary

Concept Plan

The concept plan provides a framework to guide multi-modal development throughout the City over the coming decades. In total, over 25 miles of multi-modal connections are proposed within this plan. The vast majority of the proposed multi-modal connections are off-road trails, as only the Southwest Connector is proposed as buffered bike lanes. The goals of this concept were to link residents to desired community assets, connect the existing trail network, and to provide multi-modal access to all Medina residents within a half mile of their homes.



Prioritization & Implementation

To determine priority trail segments, six criterion (Asset Linkages, Neighborhood Connections, Private Right-of-Way, Ease to Construct, Public/Stakeholder Support, and Funding Competitiveness & Partnerships) were defined to objectively rank trail segments. Trail segments that had an average score over 3 were considered “high priority” segments and had a preliminary cost estimate developed. A funding strategy was developed to pair high priority trail segments with appropriate funding sources.

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02 Background & Goals



Background

The impetus for this planning process was born from multiple strategies identified within the City of Medina’s 2022 Comprehensive Plan Update. This plan seeks to implement the City’s vision to create connectivity “through multiple modes of transportation”.

Vision Statement: A community that is connected through multiple modes of transportation creating an accessible, attractive, and economically resilient community.

Objective 3.1: Promote best practices in transportation planning.

Strategy	Responsible Parties	Timeframe
3.1.1 Prepare and adopt an Active Transportation Plan that prioritizes future projects to improve non-motorized transportation, as well as connections to destinations, public spaces, transit, and the regional trail network.		Short
3.1.2 Accommodate bicycle traffic along residential streets using signage, marked bicycle lanes, and sharrowes.		Medium
3.1.3 Incorporate standards which promote bike facilities (i.e. racks or shelters) for new commercial, mixed use, and public developments.		Short

Plan Framework - 2022 City of Medina Comprehensive Plan.

This plan also builds on interest from Lake Road industrial businesses who identified a need for improved multi-modal connectivity along Lake Road during business retention and expansion interviews with the City. Lake Road industrial businesses see a future multi-modal connection as both a mode of transportation to and from work and a quality of life amenity that will help attract talent to their businesses.

Plan Goals

1. To serve as a guide for future trail development within the City and connect to trails in the region.
2. To create an interconnected multi-use trail system that links to people to places of interest.
3. To provide residential neighborhoods with convenient access to the trail system.
4. To develop an implementation strategy that prioritizes trail segments, details preliminary costs, highlights constraints, and identifies funding sources.

03 Existing Conditions Analysis





Existing Multi-Modal Network

The City of Medina has the foundation for a robust and interconnected trail network but currently lacks a congruent, interconnected trail system that links neighborhoods and community assets together.

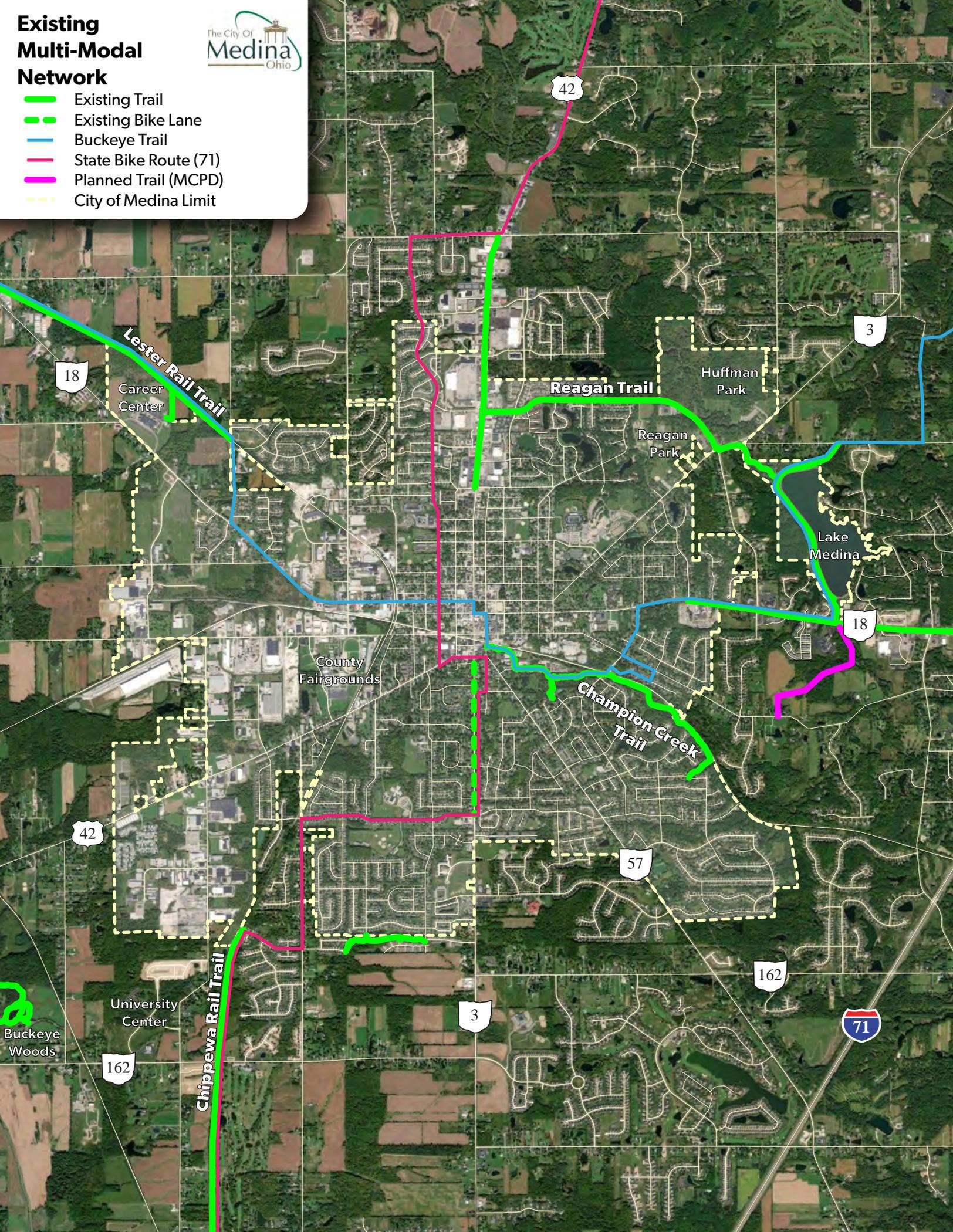
The northeastern corner of the City has the most multi-modal infrastructure in place with paved trails that link Lake Medina to Reagan Parkway and the commercial district along North Court Street. This area is also seeing an expansion of its multi-modal infrastructure. The Ohio Department of Transportation (ODOT) is currently constructing a 10-foot-wide multi-purpose path along the south side of SR 18 from Medina Hospital to I-71. This connection will link Township residents to Lake Medina. In addition, Medina County Park District is currently planning for the construction of a trail that will run from Lake Medina south to East Smith Road through the Chandler Preserve. Once these paths are complete a trail user could ride from East Smith Road, north to the North Court Street and Fenn Roads intersection on a trail network.

The Champion Creek Trail is a beautiful, 1.92-mile trail that runs southeast along the Champion Creek and the existing Wheeling and Erie Railroad. This pathway links multiple neighborhoods to the South End District, stopping short of creating a direct connection with Uptown.

Existing Multi-Modal Network



- Existing Trail
- Existing Bike Lane
- Buckeye Trail
- State Bike Route (71)
- Planned Trail (MCPD)
- City of Medina Limit





Buckeye Trail marker within Uptown.

The Buckeye Trail Association has been working to promote trail usage and tourism within the towns along the trail. Some towns, including Chardon and Mentor, Ohio have been designated as “Buckeye Trail Towns” to help promote these towns as destinations for trail users. Medina should consider becoming a Buckeye Trail Town to help promote local motels, bed and breakfasts, restaurants, shops, and other outdoor activities in the area to trail users.



Contact:
trailtown@buckeyetrail.org for more information.

The western side of the City has two rail trails that run in opposite directions:

- Lester Rail Trail - running northwest for 3.2 miles from Abbeyville Road to Lester Road
- Chippewa Rail Trail - running southwest for 2.75 miles from Wycliffe Road to Chippewa Road

Though these trails are on the edge of the City they provide the foundation for regional trail connections.

Bike lanes exist along South Court Street (SR 3) from Lafayette Road to Sturbridge Drive. The bike lanes are used infrequently as the lane widths are substandard at only 3-feet-wide and the corridor experiences a high volume of truck traffic.

The City is also bisected by the 1,444-mile Buckeye Trail. The Buckeye Trail is primarily a walking and hiking trail that winds across the state in a large loop linking Lake Erie to the Ohio River. The trail runs right through the heart of Uptown.

ODOT has designated State Bike Route 71 through the City. The route is signed and runs north to south, paralleling existing bike facilities.



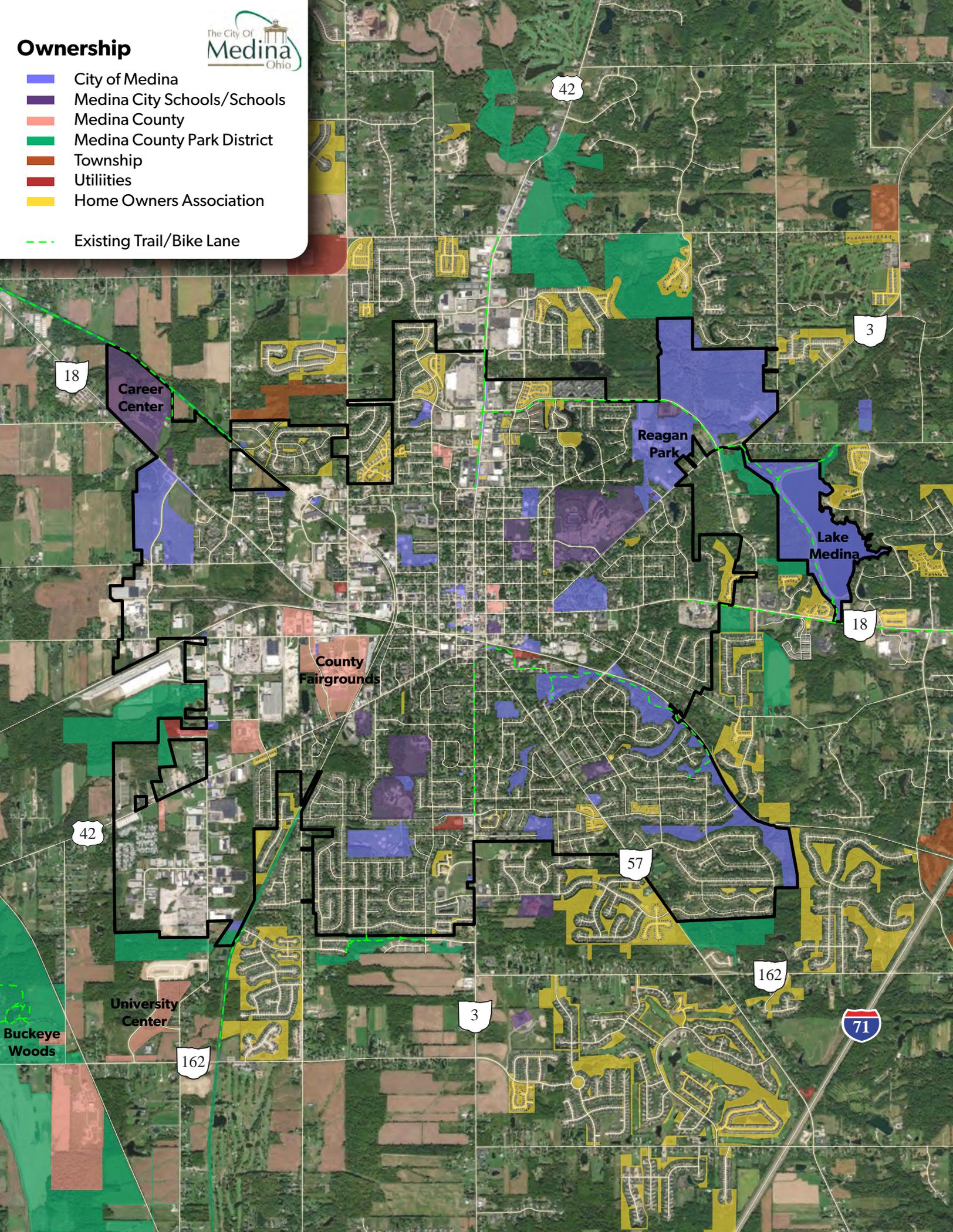
Ownership

When considering the expansion of a multi-modal trail network, it is important to understand land ownership throughout the area. A focus of this plan was to minimize the need for private right-of-way easements to construct the trail network. Private right-of-way acquisition can be controversial and delay a potential project. The map on the following page summarizes the ownership of land by various public entities and Home Owner's Associations in the area. The City is fortunate to have a lot of interconnected public land as well as wide roadway right-of-ways and utility corridors (power and rail) to accommodate potential trail connections. Existing land ownership influenced proposed trail routes recommended within this plan.

Ownership



- City of Medina
- Medina City Schools/Schools
- Medina County
- Medina County Park District
- Township
- Utilities
- Home Owners Association
- Existing Trail/Bike Lane



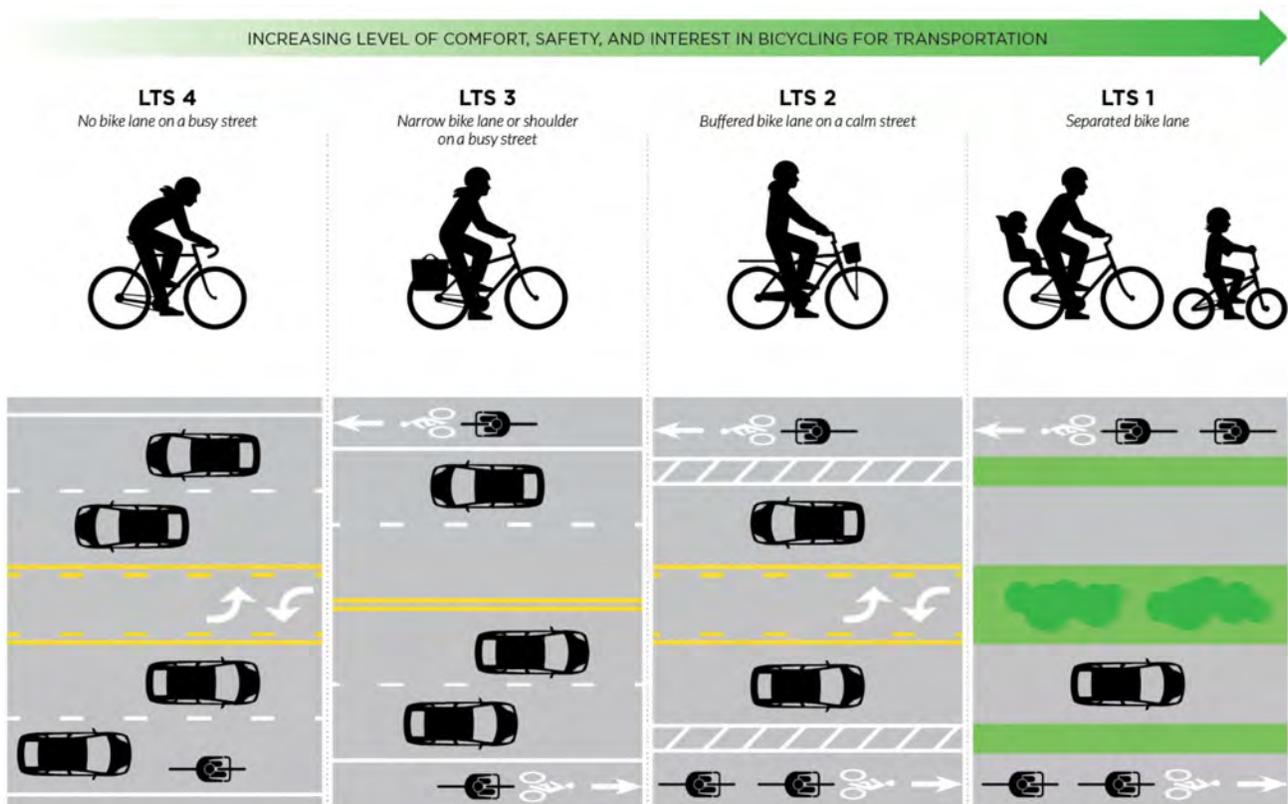
Level of Stress

Level of traffic stress (LTS) is an approach that quantifies the amount of discomfort that people feel when they bicycle close to vehicular traffic.

The LTS methodology assigns a numeric stress level to streets and trails based on attributes such as traffic speed, traffic volume, number of lanes, frequency of parking turnover, ease of intersection crossings, and others.

When people bicycle on roadways, they encounter varying levels of stress from traffic. A quiet residential street with a 25-mile-per-hour speed limit is considered a very low-stress environment for cyclists. But a six-lane suburban highway with a 40-mile-per-hour speed limit represents a high-stress environment for cyclists who must share the roadway with traffic. As a result, fewer people are likely to bicycle on the highway.

When a street has a moderate or high level of stress, it may be a sign that bicycle infrastructure, like separated bike lanes or shared use paths, is needed to make it a place where more people will feel comfortable riding



Level of Stress Diagram - Alta Planning + Design

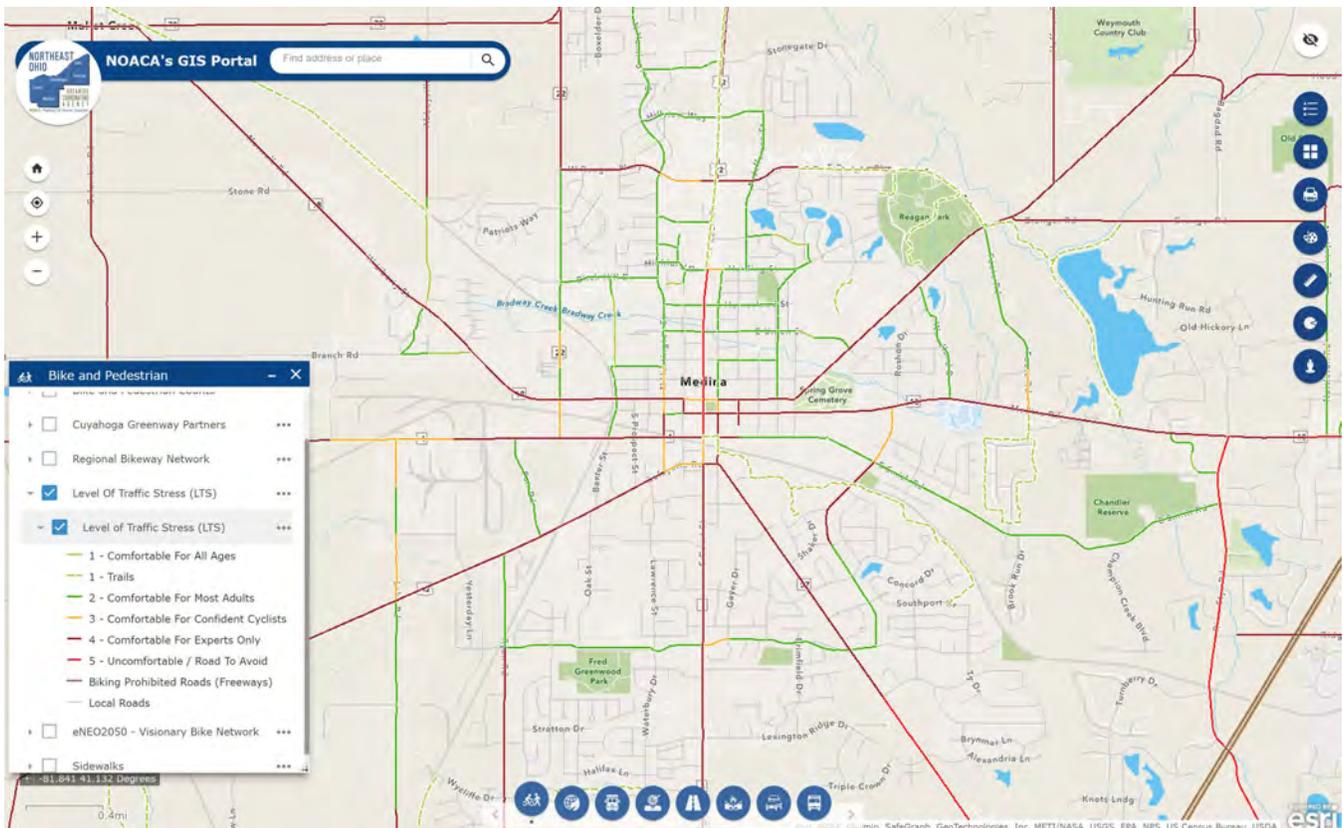
Level of Stress

The analysis applies a “weakest link” logic, wherein the stress level is assigned based on the lowest-performing attribute of the street. For example, even if a segment has mostly low-stress characteristics, the occurrence of one higher-stress attribute (e.g., frequent bike lane blockage) dictates the stress level for the segment.

The Level of Traffic Stress methodology identifies four stress levels:

- LTS 4 – High stress, suitable for few adults (about 4 percent of adults).
- LTS 3 – Moderate traffic stress, for some adults (about 10 percent of adults).
- LTS 2 – Low traffic stress, suitable for most adults (about 50 percent of adults).
- LTS 1 – Very low traffic stress, suitable for most children

The Northeast Ohio Areawide Coordinating Agency (NOACA) assesses the LTS along roadway corridors throughout the five-county region. Below is a LTS map for central Medina County. Corridors highlighted in green represent Low Stress (LTS 1) roadways while red highlighted corridors represent High Stress (LTS 4) roadways. While most residential streets are LTS 1, all major roadways into Uptown have a LTS of 3 or 4. The only exception is East Smith Road in southeastern Medina. This analysis helped to inform route alignments and facility type (i.e., buffered bike lanes or trails) recommendations.

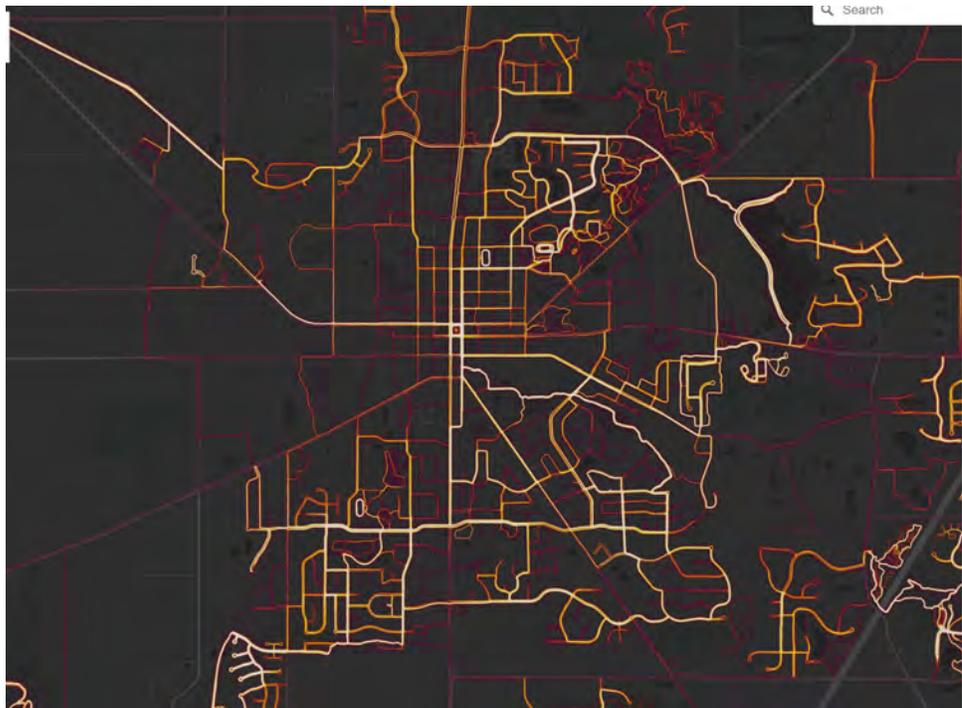


NOACA Level of Stress Map - Medina

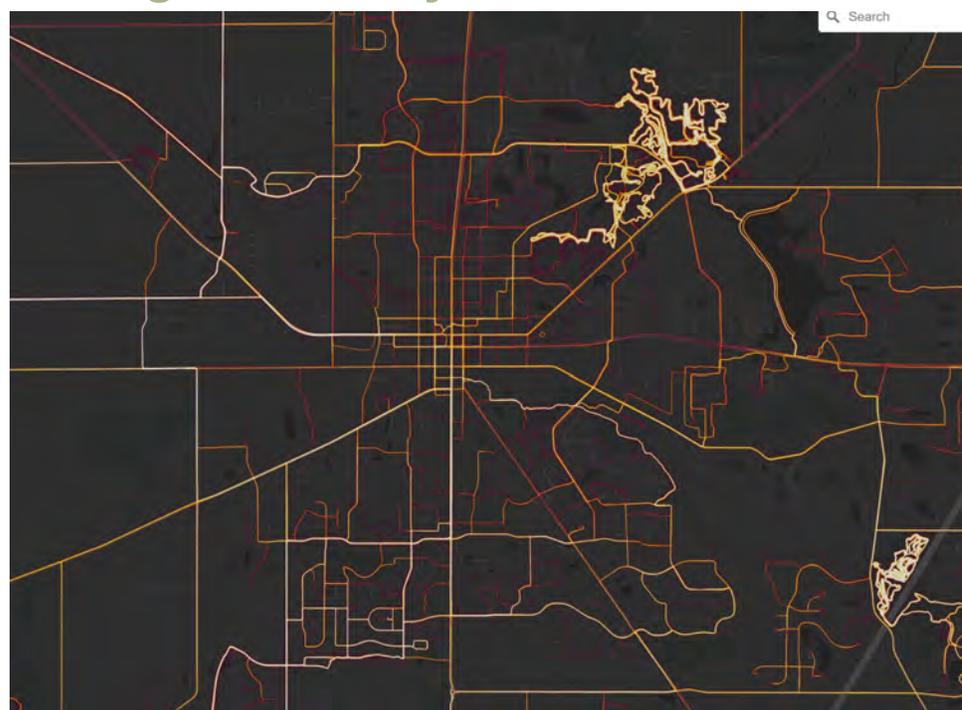
+ Strava Data

The Strava app is a social network that is extremely popular among athletes with hundreds of thousands of clubs utilizing the app across the world. Strava uses the recreational activities recorded by their users to create heat maps of the routes traveled both while walking/running and cycling. This information is created for users to gain an idea of where heavily traveled routes are located within their area. Bright white areas are heavily traveled, while dark reds are lightly traveled by users. This is one tool to identify where people are traveling by foot and bike.

Walking Data - City of Medina

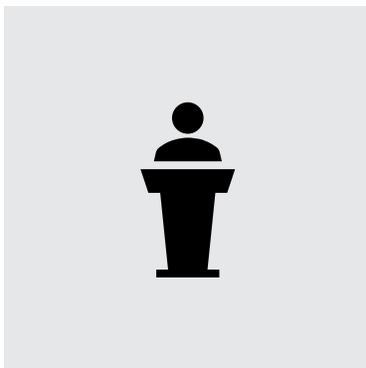


Biking Data - City of Medina



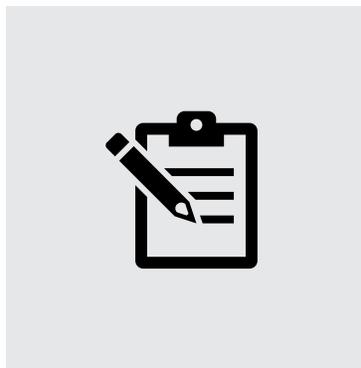
Engagement

Below and on the following pages are a summary of the public and stakeholder engagement that was conducted as part of this planning process. Detailed results from all public engagement conducted throughout this planning process can be found in Appendix B.



Public Forums

Three public forums were conducted throughout the planning process (May, August, and November) to identify assets, refine proposed alignments, and prioritize segments.



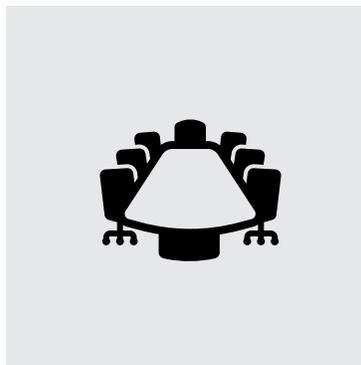
Connectivity Survey

The survey ran from throughout May and June 2023 and received 619 responses. The survey asked general questions about desired connectivity assets and challenges traveling throughout the City.



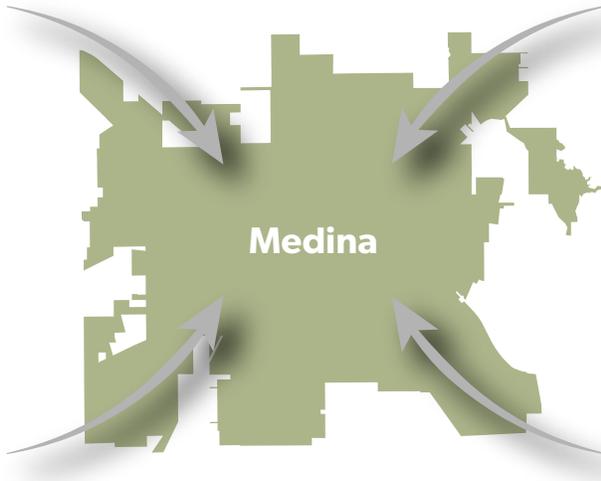
Recommendations Survey

This survey ran throughout August 2023 and received 185 responses. This survey focused on proposed trail segments and prioritization.



Steering Committee

The 11-member committee met bi-monthly (once every two months) to identify asset connections, provide critical feedback, and prioritize trail segments.



Connectivity Survey

The connections survey was posted online throughout May and June 2023 and received 619 responses. The survey was open to residents throughout Medina County. 55% of all respondents were from the City of Medina. The survey asked for feedback on locations respondents most desired to link to/from and improvements to the existing bicycle and pedestrian infrastructure.

Respondents were most concerned with fast-moving vehicles, not enough trails, and unsafe driver behavior when walking and bike in the City.

To make walking and biking more comfortable, respondents suggested building more sidewalks, trails, and bikeways.

Asset Connections

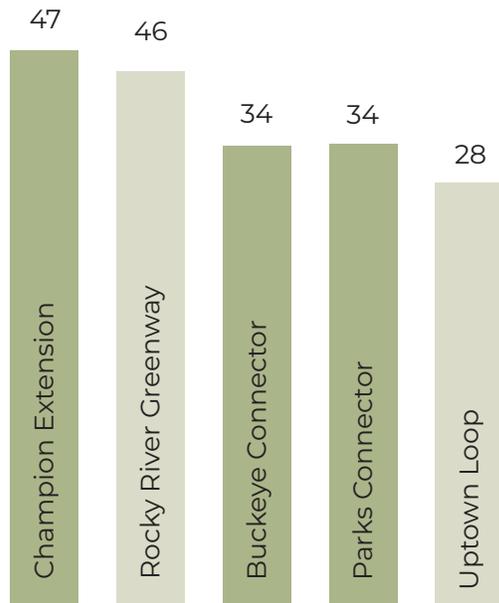
Respondents were asked which assets inside and outside of the City of Medina they would most like improved bicycle and pedestrian connections to/from.

Inside City (Top 3)

1. Lake Medina
2. Uptown
3. Reagan Park

Outside City (Top 3)

1. Buckeye Woods Park
2. Chippewa Lake
3. Austin Badger Park



Implementation Priorities

The public was asked to choose two trail segments they would most like to see implemented. The top five responses are illustrated above. This feedback helped the consultant team prioritize future trail improvements.

Uptown Loop Facility Type

Facility Proposed	Support	Opposed
Buffered Bike Lanes	24%	76%
Multi-Purpose Trail	84%	16%

Recommendations Survey

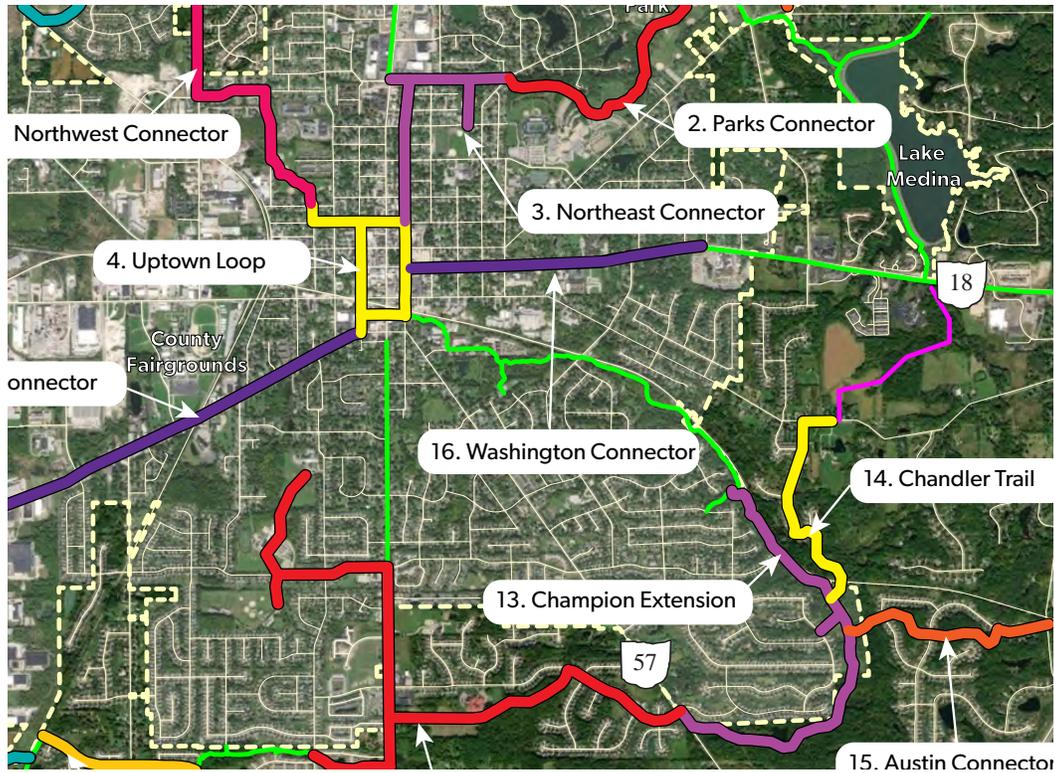
The recommendations survey was posted online throughout August 2023 and received 185 responses. The survey asked for feedback on the proposed alignments of trail facilities throughout the City. In general, the overall idea of creating improved bicycle facilities throughout the City was greeted with enthusiasm. Trails proposed in the southeastern portion of the City (i.e., Champion Extension, Chandler Trail, and Austin Connector) were opposed by residents within the area that shared concerns about safety and proximity to private properties. If these trails are developed further extensive outreach will be needed within these neighborhoods to explain potential impacts and mitigation.

Questions were also asked regarding the proposed Uptown Loop. In general, there was support and enthusiasm for the development of this trail. Some respondents were concerned about vehicular/bicycle interaction at intersection crossings.

Respondents were also asked to select a preferred type of facility (buffered bike lanes or multi-purpose trail) within the Uptown Loop. A multi-purpose trail was overwhelming preferred.

05 Path Planning & Improvements





Concept Plan & Sections

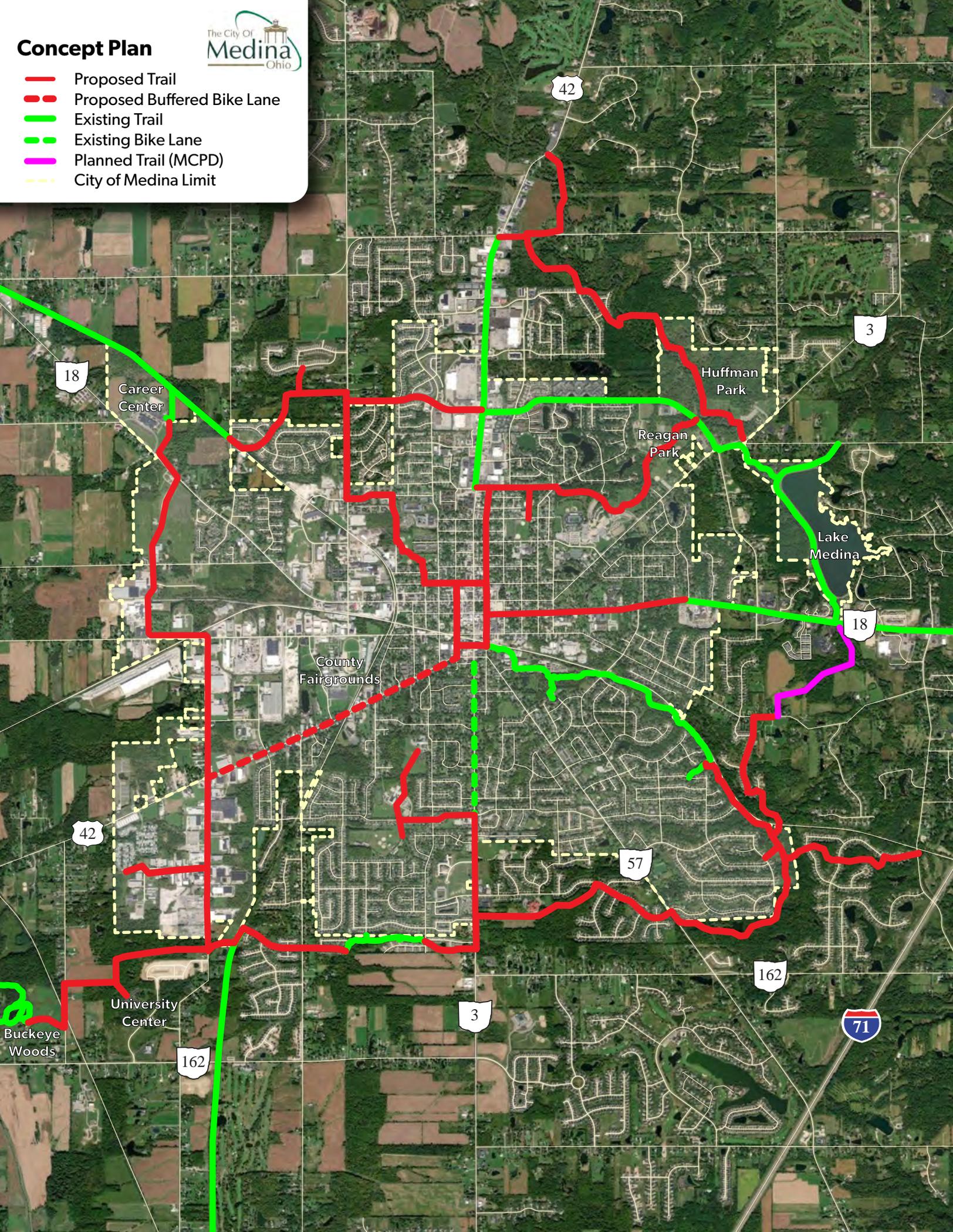
The concept plan provides a framework to guide multi-modal development throughout the City over the coming decades. In total, over 25 miles of multi-modal connections are proposed within this plan. The vast majority of the proposed multi-modal connections are off-road trails, as only the Southwest Connector is proposed as buffered bike lanes. The goals of this concept were to link residents to desired community assets, connect the existing trail network, and to provide multi-modal access to all Medina residents within a half mile of their homes. The proposed routes develop a series of loops and links to provide users with various options while traveling through the City. An exterior loop was developed around the edge of the City to provide a bypass for regional users and to connect with existing trail segments. Multiple multi-modal connections were proposed from all sides of the City to directly link trail facilities through residential neighborhoods to Uptown. Each connection is designed to link community assets including parks and schools. Uptown was one of the most desired places residents and stakeholders desired to connect with during the public engagement process. As such, a loop around Uptown was also proposed to provide options when traveling through Uptown.

To better digest the proposed multi-modal connections, the concept plan was divided into 17 themed sections. These sections were used to streamline implementation priorities for the City.

Concept Plan



- Proposed Trail
- Proposed Buffered Bike Lane
- Existing Trail
- Existing Bike Lane
- Planned Trail (MCPD)
- City of Medina Limit

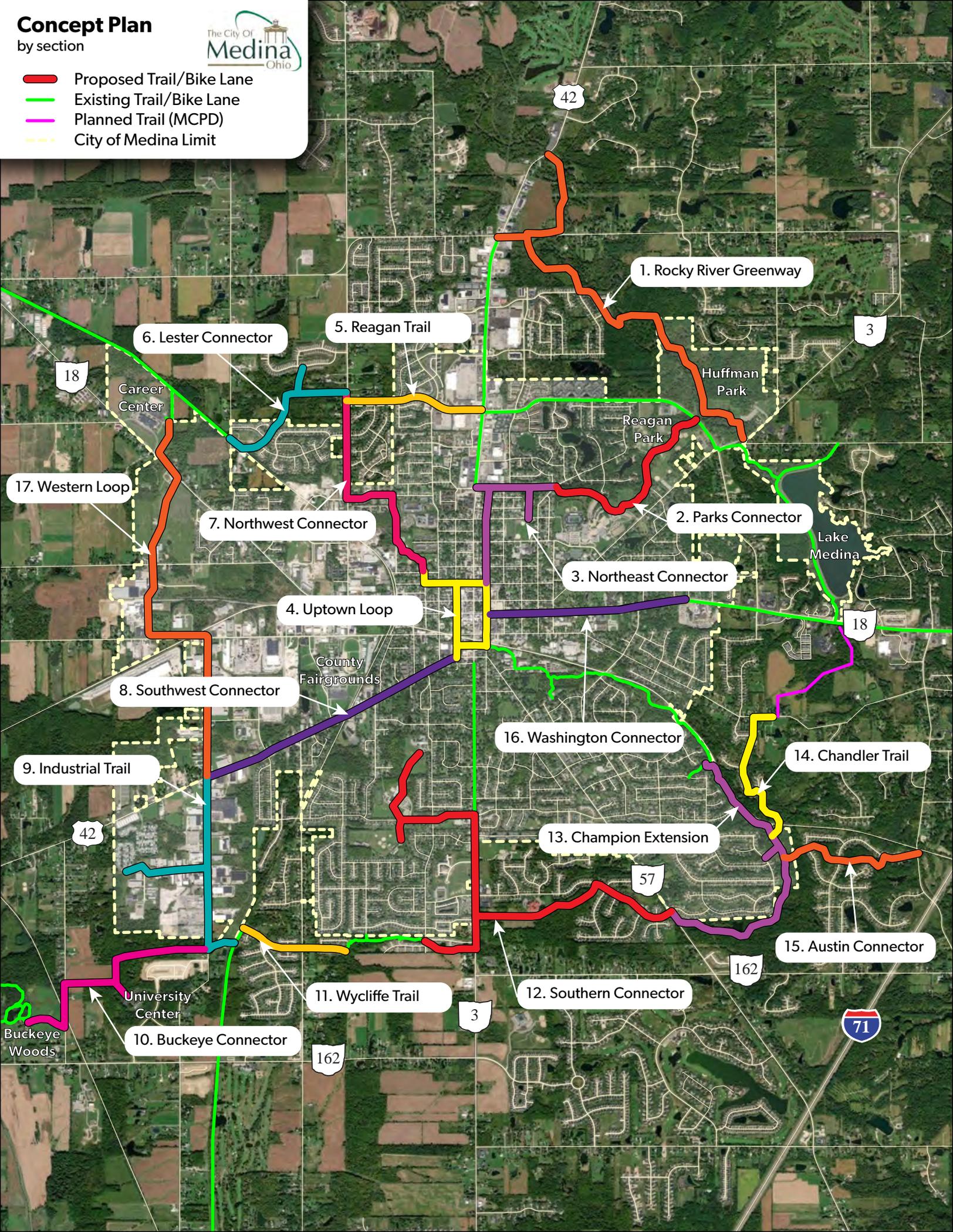


Concept Plan

by section



- Proposed Trail/Bike Lane
- Existing Trail/Bike Lane
- Planned Trail (MCPD)
- City of Medina Limit



1. Rocky River Greenway

5. Reagan Trail

6. Lester Connector

2. Parks Connector

7. Northwest Connector

17. Western Loop

3. Northeast Connector

4. Uptown Loop

8. Southwest Connector

16. Washington Connector

14. Chandler Trail

9. Industrial Trail

13. Champion Extension

15. Austin Connector

10. Buckeye Connector

11. Wycliffe Trail

12. Southern Connector

Buckeye Woods

Career Center

County Fairgrounds

University Center

Huffman Park

Reagan Park

Lake Medina

Though there is a need for a more connected and integrated multimodal network within the area, building linear connections alone will not breed a more connected community. The City and surrounding Townships need to consider participating in encouragement activities that promote the benefits of multimodal travel and make it easier for residents to navigate around the community. Below are some strategies that could be implemented to help encourage bicycle and pedestrian travel.

Pedestrian Wayfinding Systems

Pedestrian wayfinding systems are navigational systems that help pedestrians determine where they are and where they need to go to reach a destination. Traditionally consisting of signs, wayfinding systems can now also involve GPS systems and mobile technology. Wayfinding systems can be designed for entire cities or specific districts within a city. The Uptown and South Town Districts could benefit from this type of system.



Install Temporary Street Improvements

To help visualize potential multimodal improvements and test their viability before making a large capital investment, temporary, one-day demonstrations can be organized by the City in collaboration with the Better Block Project. Better Block is a national group of pedestrian and bicycle advocates that aid with organizing and installing temporary pedestrian and



bicycle oriented streetscape improvements within a small area. Typical demonstrations set up temporary pedestrian plazas, street trees, plantings, bike lanes, small street lighting and benches/tables. Not only does this demonstration aid with assessing an improvement's viability, it also allows residents to experience what an inclusive, multimodal corridor could feel like.

While creating quality multi-modal connections to desired destinations is most critical to enhancing an area's walkability and bikability, supporting infrastructure also needs to be considered. Detailed below are improvements that should be considered when constructing the multi-modal recommendations detailed within this plan.

Bicycle Parking

Installing bike racks at key intersections and adjacent to desired destinations allow a cyclist the ability to take extended trips. Bike parking can generally be accommodated within the sidewalk or treelawn. In some cases, where sidewalk width is limited, bicycle parking can be placed on the street, typically within on-street parking lanes.



Bicycle Repair Stands

A bike repair stand includes all the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes. The tools and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments.



Benches

At locations where other support infrastructure exists, benches and trash facilities should be provided.

Street crossings are points of conflict between vehicular, bicycle, and pedestrian traffic. To ensure that cyclists and pedestrians are visible and safe at intersections, several proposed treatments are recommended:

Median Refuge Island

A pedestrian refuge island is one that creates a protected space in the median or center of a street to assist bicycle and pedestrian crossings. Two-way streets with more than two lanes can be difficult for both bicyclists and pedestrians to cross. The construction of a pedestrian refuge island allows people to wait for vehicle traffic to dissipate from a protected gap in the median.



High Visibility Crosswalks

Crosswalks that have a high level of visibility help pedestrians feel more comfortable and improve safety for both pedestrians and drivers. The installation of highly visible crosswalks increases the likelihood that drivers will see pedestrians crossing. Examples of high-visibility crosswalks include those with a ladder design or diagonal markings. Additionally, crosswalks become more visible as their width increases.



Bike Boxes

Bike boxes create a space for bicycles to stop ahead of cars at intersections with traffic signals. Awareness campaigns are necessary for their use as many cyclists are hesitant to take the space provided. However, cyclists are more visible to cars and transport trucks in this location. They are less likely to be missed by right-turning vehicles. Research has showed that bike boxes reduced conflict between cyclists and cars, increased yielding behavior, and made both drivers and cyclists feel safer.



In some areas of the City, intersection crossings are great distances apart. Mid-block crossing treatments can be used in select locations to help cyclists and pedestrians safely cross the roadway.

Rectangular Rapid Flashing Beacons

A rectangular rapid flash beacon (RRFB) is used primarily to reduce incidents between vehicles and pedestrians. RRFBs have user-activated lights to warn drivers of crossing pedestrians at non-signalized intersections and mid-block crosswalks.

They can also be activated by pedestrian movement through video or infrared detection.



HAWK Signals

A High Intensity Activated Crosswalk (HAWK) signal is a pedestrian-activated warning device specifically used at mid-block crossings. The beacon, mounted above or beside the road, consists of two red lenses above a single yellow lens. The beacon head is unlit until a pedestrian activates the signal, which causes the beacon to illuminate.

The pedestrian signal then indicates it is safe for the pedestrian to cross. HAWKs are typically more expensive than RRFBs and require power but are ideal to provide a safe crossing at heavily traveled pedestrian areas.



06 Prioritization & Implementation



WHAT'S A PRIORITY?

To determine priority trail segments, six criterion (Asset Linkages, Neighborhood Connections, Private Right-of-Way, Ease to Construct, Public/Stakeholder Support, and Funding Competitiveness & Partnerships) were defined to objectively rank trail segments. Criteria definitions are detailed on the following page. Each trail segment's score from the six criteria was averaged on a scale from 4 (highest priority) to 1 (lowest priority). Trail segments that had an average score over 3 were considered "high priority" segments and had a preliminary cost estimate developed. Segments that averaged between 2.75 and 3 were considered "moderate priority" segments. All trail segments that averaged under 2.75 were considered "low priority". The results for every trail segment are summarized within the Prioritization Matrix on pages 34-35.



Anything over 3

Is considered a HIGH PRIORITY trail segment, is highlighted in **bold** within the Prioritization Matrix, and is accompanied with a preliminary cost estimate detailed within Appendix B to pursue future grant funding.



Anything under 2.75

Is considered a LOW PRIORITY trail segment and should be considered only after high priority trail segments are implemented.

Criteria Definitions



Asset Linkages

Does the proposed trail segment link desired assets to the broader trail network?

4 Points: Links 3 or more assets

3 Points: Links 2 assets or 1 highly desired asset

2 Points: Links 1 asset

1 Point: Links to no assets



Neighborhood Connections

Does the proposed trail segment link neighborhoods or residential streets to the broader trail network?

4 Points: Connects multiple neighborhoods or multiple residential streets to system

3 Points: Connects one neighborhood to system

2 Points: Connects one residential street to system

1 Point: Connects no residences to system



Private Right-of-Way

Does the proposed trail segment require private right-of-way easements or cooperation from a Home-Owner's Association or School Board to implement?

4 Points: No private right of way needed

3 Points: 1 to 2 easements needed from private property owner or approval from school board or HOA needed

2 Points: 3 to 5 easements needed from different private property owners

1 Point: Over 5 easements needed from different private property owners



Ease to Construct

Does the proposed trail segment have environmental impacts, large utility relocations, or proposed structures that may inhibit design and construction?

4 Points: No environmental impacts anticipated, trail alignment already defined in many areas, no large structures required

3 Points: Minimal environmental impacts, limited structure work, limited impacts to existing roadways

2 Points: Moderate environmental impacts and/or large grading, utility relocations, large structure needed

1 Point: Large environmental impacts, large structure needed with utility impacts



Public/Stakeholder Support

From public and stakeholder outreach, is the proposed trail segment well received and a priority to implement?

4 Points: Ranked highly for implementation on public survey and/or significant stakeholder support

3 Points: Ranked favorably for implementation on public survey and/or stakeholder support

2 Points: General indifference from public and stakeholders

1 Point: Generally negative feedback from public



Funding Competitiveness & Partnerships

Will the proposed trail segment be competitive for various grant funds?

4 Points: Segment would compete well for multiple funding sources and has many partners

3 Points: Segment would compete well for single funding source and has partners

2 Points: Segment would compete well but has no logical partners

1 Point: Segment would be difficult to fund and has no partners

Prioritization Matrix

Trail Segment	 Asset Linkages	 Neighborhood Connections	 Private Right of Way	 Ease to Construct	 Public/Stakeholder Support	 Funding Competitiveness & Partnerships	Avg Score	Project Lead	Partners	Estimated Costs	Comments
1) Rocky River Greenway	3	3	3	2	4	4	3.17				
Phase 1								City of Medina	Park District	\$790,000	
Phase 2								Park District	County Sanitary	\$2,200,000	
Phase 3								Park District	County Sanitary	\$640,000	
2) Parks Connector	4	1	4	3	4	4	3.33				
Phase 3								City of Medina	Medina Schools	\$260,000	
Phase 4								City of Medina	Medina Schools	\$680,000	
3) Northeast Connector	3	4	4	4	3	3	3.50				
Phase 1								City of Medina		\$760,000	
Phase 2								City of Medina		\$560,000	
4) Uptown Loop	3	3	4	3	3	4	3.33				
Phase 1								City of Medina	Main Street	\$480,000	
Phase 2								City of Medina	Main Street	\$220,000	
Phase 3								City of Medina	Main Street	\$480,000	
5) Reagan Trail	1	2	4	3	2	1	2.17				
6) Lester Connector	2	3	3	3	2	3	2.67				
7) Northwest Connector	3	4	4	3	2	2	3.00				
8) Southwest Connector	3	2	4	4	2	4	3.17				
Phase 1								City of Medina	ODOT	\$110,000	
Phase 2								City of Medina	ODOT	\$960,000	
9) Industrial Trail	1	3	3	3	3	3	2.67				
Phase 1								City of Medina	Businesses	\$1,090,000	
Phase 2								City of Medina	Businesses	\$420,000	

Prioritization Matrix

Trail Segment	 Asset Linkages	 Neighborhood Connections	 Private Right of Way	 Ease to Construct	 Public/Stakeholder Support	 Funding Competitiveness & Partnerships	Avg Score	Project Lead	Partners	Estimated Costs	Comments
10) Buckeye Connector	4	1	2	3	4	4	3.00				
11) Wycliffe Trail	1	3	4	4	2	1	2.50				
12) Southern Connector	4	4	2	2	2	2	2.67				
13) Champion Extension	3	4	4	2	2	3	3.00				
Phase 1								City of Medina	County Sanitary	\$720,000	
Phase 2								City of Medina	County Sanitary	\$760,000	
14) Chandler Trail	2	3	3	1	1	2	2.00				
15) Austin Connector	2	3	3	2	1	2	2.17				
16) Guilford Connector	1	3	4	4	2	1	2.50				
17) Western Loop	2	1	2	2	2	2	1.83				

Trail Segment Details

Priority trail segments and City priorities identified within the Prioritization Matrix are detailed further on the following pages. Trail details include schematic plans, typical sections, trail phasing, and preliminary costs. This information is meant to provide the City with all of the detail necessary to apply for various grant funding opportunities in the future. Each trail segment also lists grant funding sources for which that segment would be most competitive. Further detail on grant funding sources are described on pages 68-73.

The trail listed below are detailed within this chapter. Each trail has a preliminary cost estimate within Appendix A.

- 1) Rocky River Greenway**
- 2&3) Parks & Northeast Connectors**
- 4) Uptown Loop**
- 8) Southwest Connector**
- 9) Industrial Trail**
- 13) Champion Extension**

1) Rocky River Greenway



Total Length: 2.4 miles
Total Phases: 3
Right of Way Needs: Limited
Comments: Large bridge over Rocky River needed, boardwalks needed in sections, floodplain considerations



Total Cost: \$3,630,000
Phase 1: \$790,000
Phase 2: \$2,200,000
Phase 3: \$640,000



Project Lead:
Medina Park District
Key Partner:
City of Medina, Medina County Sanitary, Medina Township



Best Grant Source(s):
ODNR Clean Ohio Trails
ODNR Recreational Trails
ODNR Land & Water Conservation

Trail Profile

The Rocky River Greenway will unlock miles of beautiful, untouched park land along the West Branch of the Rocky River. The Greenway starts at the Granger/Weymouth Road intersection along the existing Lake Medina Trail and heads north into Huffman Park. The Greenway will run along existing primitive pathways by the soccer fields and continue northward along the cleared path for the existing sanitary sewer line that bisects the park. Though cleared of large trees (see picture to the right), the path spans some existing wetland areas and is within the Rocky River's 100-Year Floodplain. Boardwalks and a detailed hydraulic analysis will be needed to ensure that the Greenway does not impact existing wetlands or the 100-Year Floodplain.

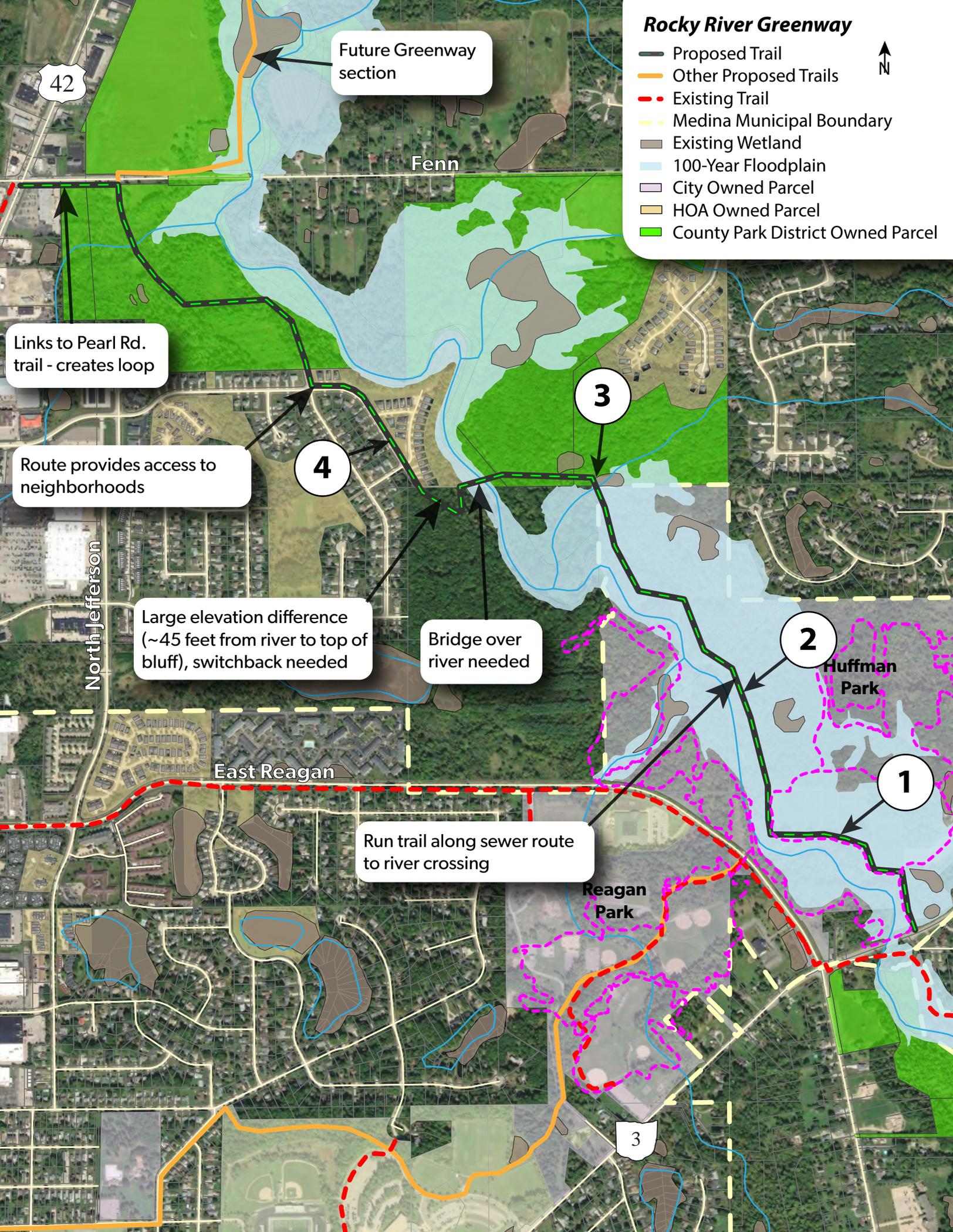
To link the Greenway with the northern end of Medina, the Greenway must cross the Rocky River and a bridge will be needed. The proposed crossing location is at a point where the existing sanitary sewer is close to the river and the river channel is relatively thin so the length of a proposed structure is minimized. Once to the west side of the river, the Greenway will ascend to the top of the river bluff (approximately 45 feet). To maintain ADA accessibility a 5% maximum vertical grade needs to be maintained. A switchback may be needed. This section of the Greenway is the only location that will require a private right-of-way easement. The parcel is currently being considered for a subdivision within Medina Township. It should be a goal of the Township to establish an easement for a future greenway facility within the development.

The Greenway will then run along east side of Stonegate Drive within the existing right-of-way (see typical section on page 39) to the end of Sacramento Boulevard. The trail will run within Medina County Park District land for the remainder of the route and continue north to Fenn Road running along the southern shoulder until ultimately intersecting with the Pearl Road multi-use path.



Rocky River Greenway

- Proposed Trail
- Other Proposed Trails
- Existing Trail
- Medina Municipal Boundary
- Existing Wetland
- 100-Year Floodplain
- City Owned Parcel
- HOA Owned Parcel
- County Park District Owned Parcel



Future Greenway section

42

Fenn

Links to Pearl Rd. trail - creates loop

Route provides access to neighborhoods

4

3

Large elevation difference (~45 feet from river to top of bluff), switchback needed

Bridge over river needed

2

Huffman Park

1

North Jefferson

East Reagan

Run trail along sewer route to river crossing

Reagan Park

3

Rocky River Greenway



1 Upgrade existing trail: ~0.25 miles, widen to 10 feet and pave



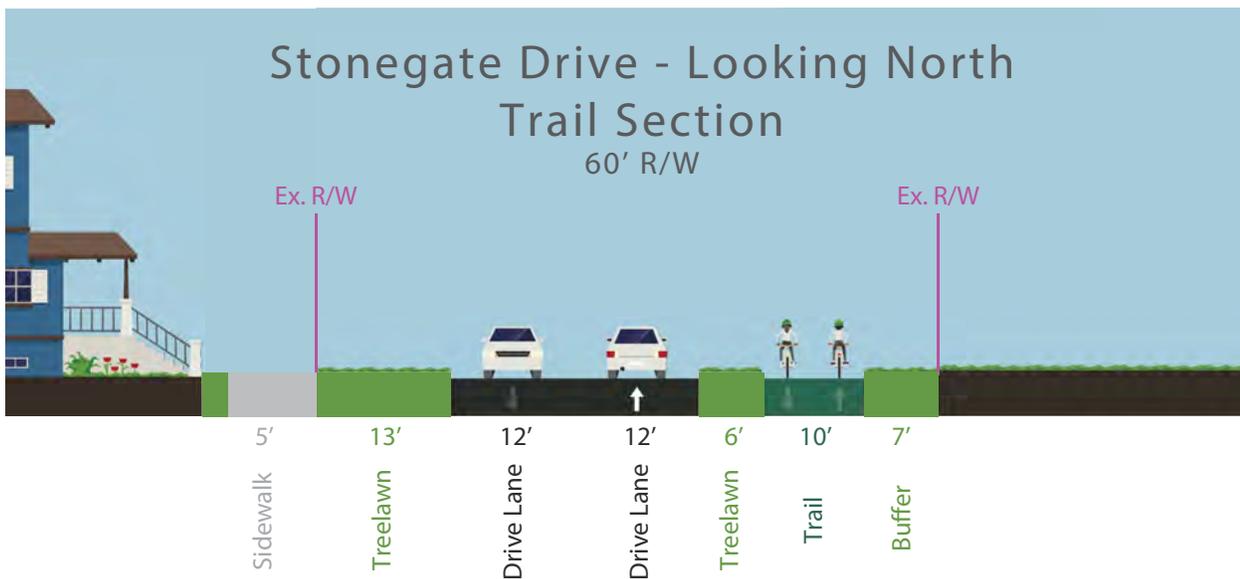
2 Run along sewer line: Sewer line is cleared through forest ~0.85 miles



3 Boardwalks needed: Some wet spots and wetlands will need boardwalks



4 Link to Subdivisions: Run along Stonegate Drive to avoid multiple river crossings and link residents



Rocky River Greenway - Phasing

- Phase 1 - 0.80 Miles
- Phase 2 - 0.95 Miles
- Phase 3 - 0.66 Miles
- Other Proposed Trails
- Existing Trail
- Medina Municipal Boundary
- Existing Wetland
- 100-Year Floodplain
- City Owned Parcel
- HOA Owned Parcel
- County Park District Owned Parcel



42

Future Greenway section

Fenn

Phase 3

Trail developed within County Park District property
Small culvert anticipated
No Utility Relocations North anticipated
No Private Right-of-Way anticipated
Link to existing trail along Pearl Road

East Reagan

Phase 2

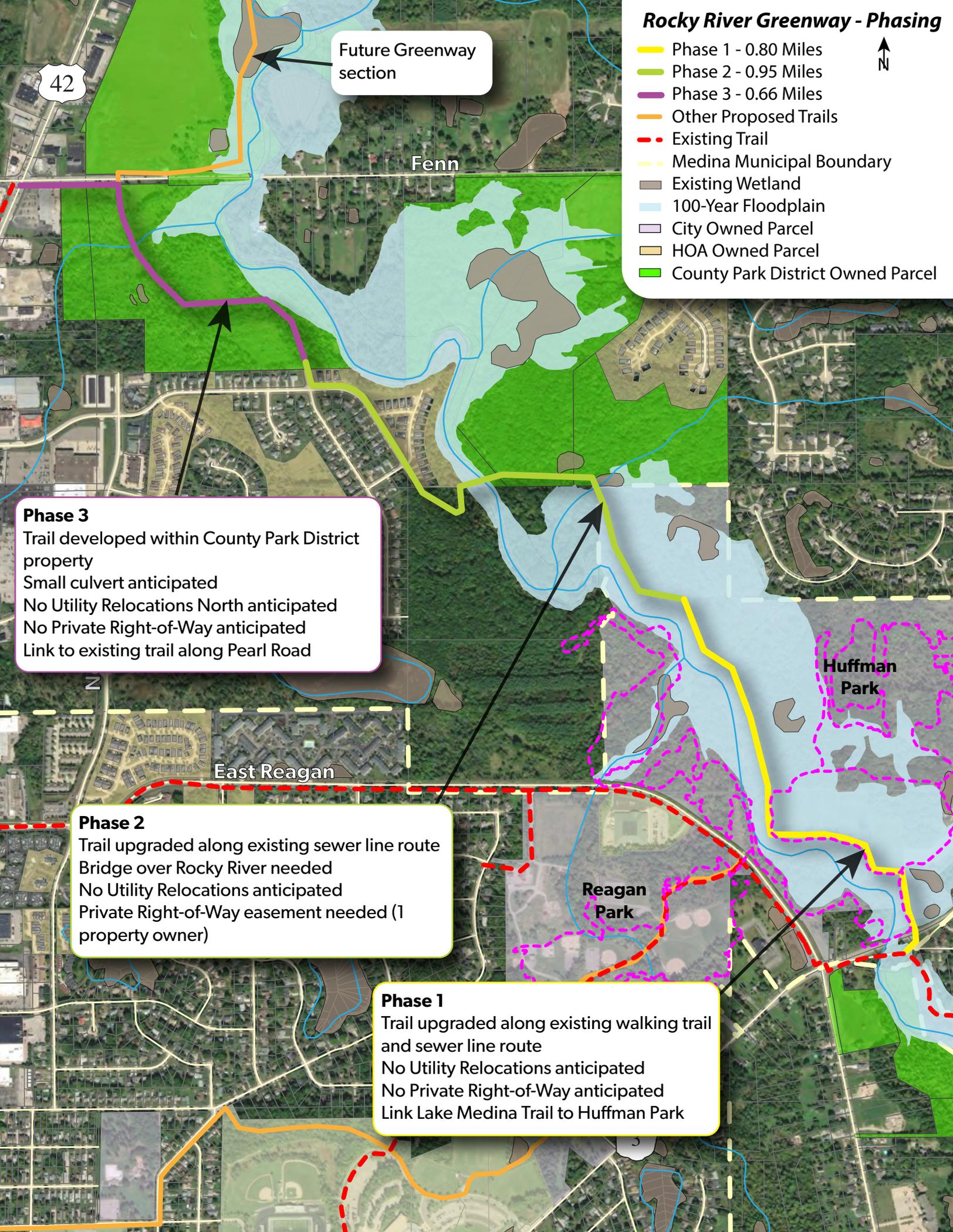
Trail upgraded along existing sewer line route
Bridge over Rocky River needed
No Utility Relocations anticipated
Private Right-of-Way easement needed (1 property owner)

Reagan Park

Phase 1

Trail upgraded along existing walking trail and sewer line route
No Utility Relocations anticipated
No Private Right-of-Way anticipated
Link Lake Medina Trail to Huffman Park

Huffman Park



2 & 3) Northeast & Parks Connector



Total Length: 2.5 miles
Total Phases: 4
Right of Way Needs: None
Comments: Minimal impediments to link a multitude of assets. Small bridge needed in park, much of trail route established but needs upgrades



Total Cost: \$2,260,000
Phase 1: \$760,000
Phase 2: \$560,000
Phase 3: \$260,000
Phase 4: \$680,000



Project Lead:
City of Medina
Key Partner:
Medina City Schools



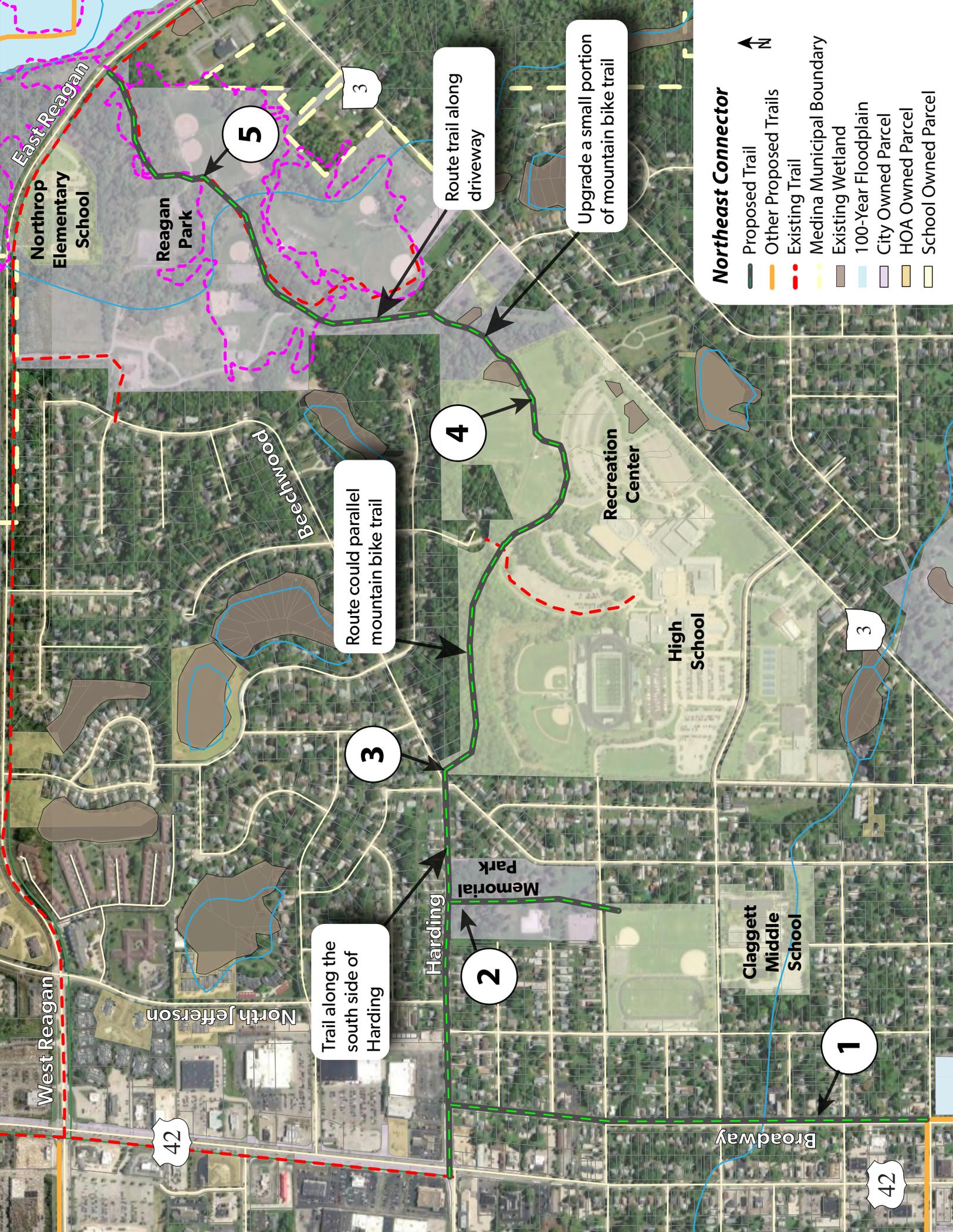
Best Grant Source(s):
ODNR Clean Ohio Trails
ODNR Recreational Trails
OEPA Recycling Grant
ODOT Safe Routes to Schools
NOACA TAP Funds

Trail Profile

The Northeast and Parks Connectors will complete a critical north-south linkage through the center of Medina. The trail will utilize Broadway Avenue's 99-foot-wide right-of-way, running within the wide, eastern treelawn (see typical section on page 44). Using the eastern treelawn is consistent with the proposed trail location within the Uptown Loop along Broadway and removes the need to cross Broadway Avenue. North of Homestead Avenue the existing right-of-way reduces to 60 feet, but is still sufficiently wide enough to accommodate the trail without the need for easements. The trail will then run within the northern treelawn of Harding Street linking to the Pearl Road multi-use trail to the west. A small spur trail is proposed along Harding to link Memorial Park and Claggett Middle School to the trail network.

The trail continues east along Harding to the Beechwood/Harding intersection where the trail will run along Medina City Schools owned property. The trail will parallel the existing mountain bike trail in the area. The City will need to work with the mountain biking community to minimize the impact to the existing trail. The remainder of the trail will follow various trail and walking path segments around the Recreation Center and within Reagan Park. A short segment of the proposed trail route between callout "4" on the Northeast Connector Map and the Reagan Park driveway will need to be established. There is a small creek crossing that the trail will need a culvert and/or small bridge to cross. The proposed trail route within the remainder of Reagan Park will upgrade existing asphalt and crushed limestone paths. The trail will ultimately create a direct connection to the multi-use trail along Reagan Parkway.





Northeast Connector

-  Proposed Trail
-  Other Proposed Trails
-  Existing Trail
-  Medina Municipal Boundary
-  Existing Wetland
-  100-Year Floodplain
-  City Owned Parcel
-  HOA Owned Parcel
-  School Owned Parcel



5

4

3

2

1

Northrop Elementary School

Reagan Park

Recreation Center

High School

Claggett Middle School

Memorial Park

North Jefferson

Beechwood

Harding

West Reagan

East Reagan

Broadway

42

42

3

3

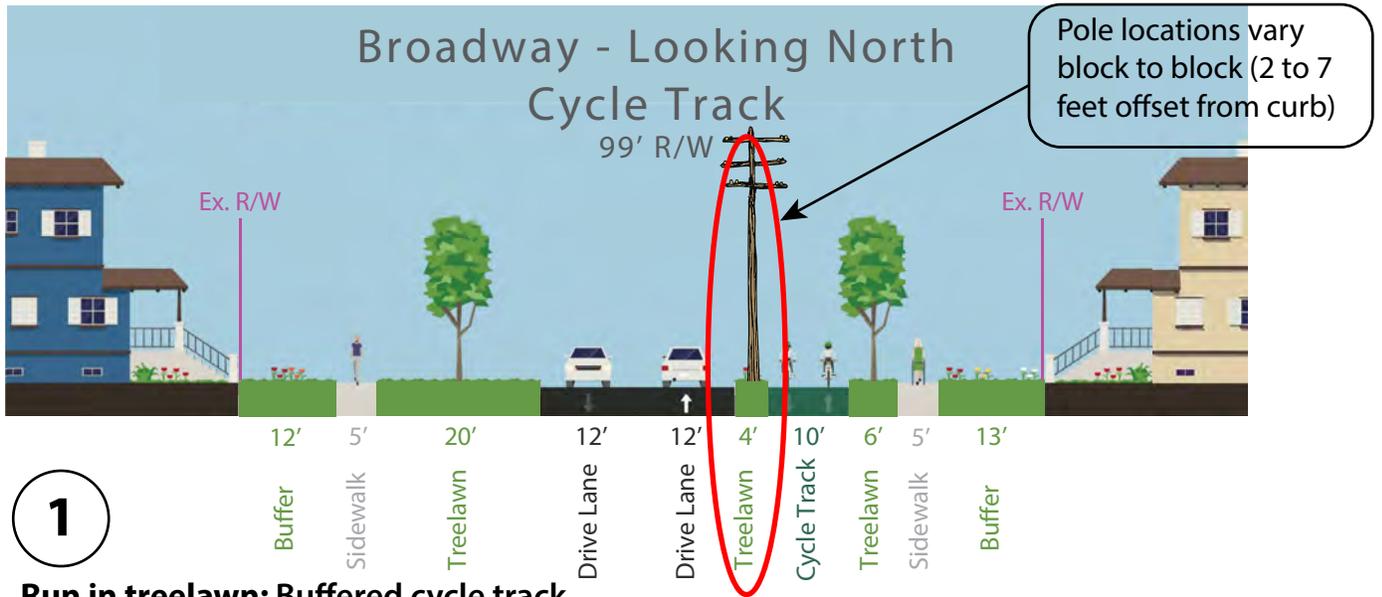
Route trail along driveway

Upgrade a small portion of mountain bike trail

Route could parallel mountain bike trail

Trail along the south side of Harding

Northeast Connector Trail



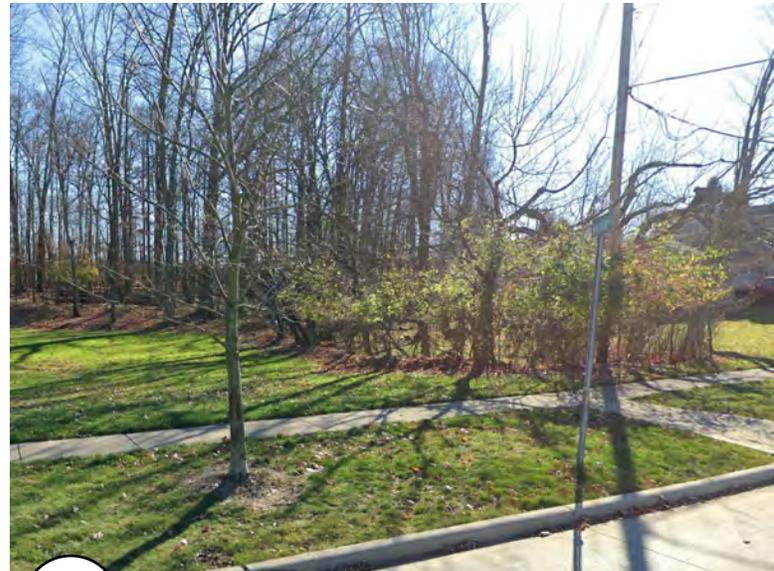
1

Run in treelawn: Buffered cycle track can run along eastern treelawn



2

Upgrade existing trail: Widen walking trail in Memorial Park to link to Harding



3

Link to Schools: Utilize school-owned property along Harmony



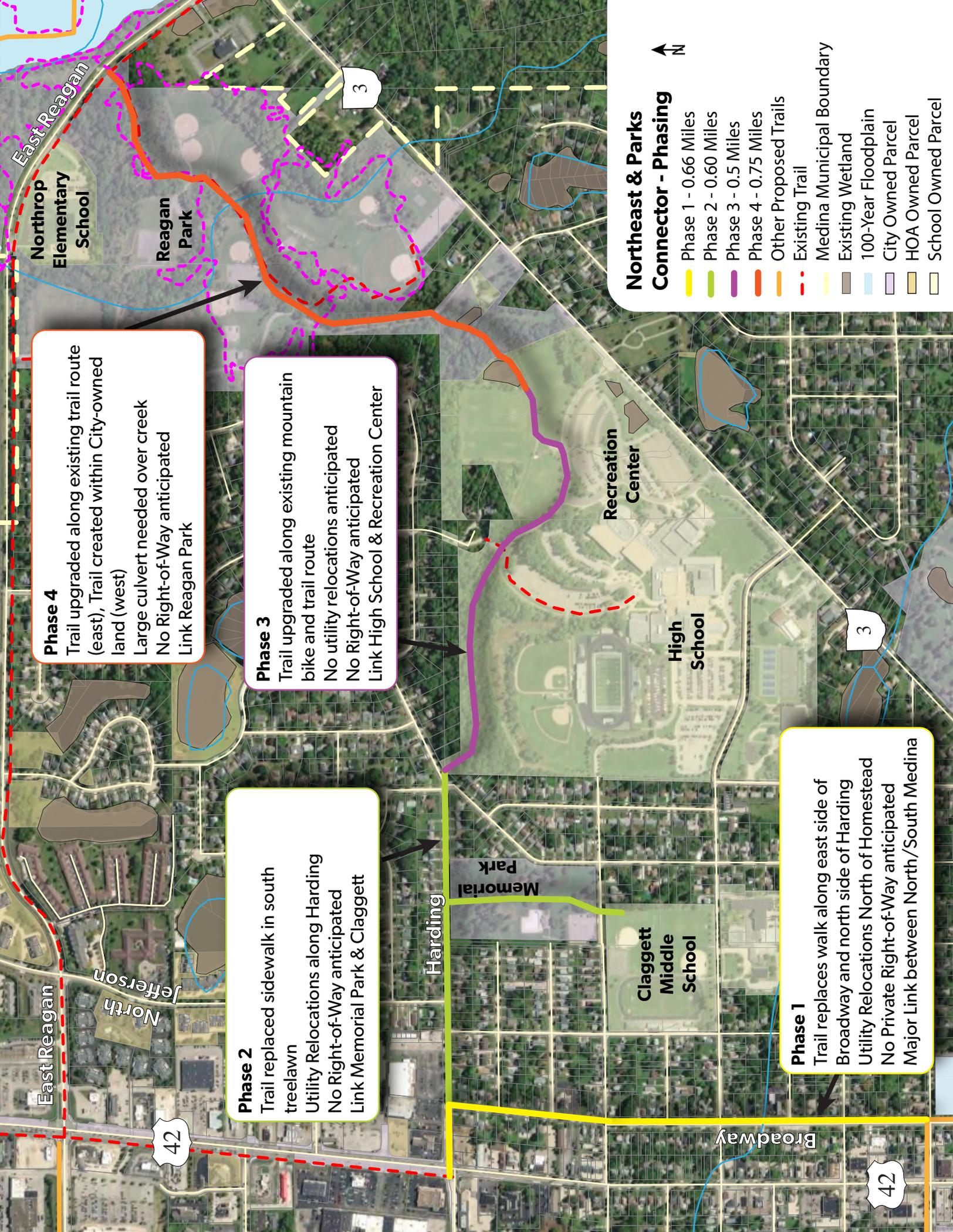
4

Extend Trail: Trail ends at soccer field, extend through woods into Reagan Park



5

Upgrade existing trail: The existing trail varies in width and surface type but could easily be upgraded to 10-foot-wide trail



Northeast & Parks Connector - Phasing

- Phase 1 - 0.66 Miles
- Phase 2 - 0.60 Miles
- Phase 3 - 0.5 Miles
- Phase 4 - 0.75 Miles
- Other Proposed Trails
- Existing Trail
- Medina Municipal Boundary
- Existing Wetland
- 100-Year Floodplain
- City Owned Parcel
- HOA Owned Parcel
- School Owned Parcel



Phase 4
 Trail upgraded along existing trail route (east), Trail created within City-owned land (west)
 Large culvert needed over creek
 No Right-of-Way anticipated
 Link Reagan Park

Phase 3
 Trail upgraded along existing mountain bike and trail route
 No utility relocations anticipated
 No Right-of-Way anticipated
 Link High School & Recreation Center

Phase 2
 Trail replaced sidewalk in south treelawn
 Utility Relocations along Harding
 No Right-of-Way anticipated
 Link Memorial Park & Claggett

Phase 1
 Trail replaces walk along east side of Broadway and north side of Harding
 Utility Relocations North of Homestead
 No Private Right-of-Way anticipated
 Major Link between North/South Medina

Northrop Elementary School

Reagan Park

Recreation Center

High School

Claggett Middle School

Memorial Park

Harding

North Jefferson

East Reagan

Broadway

42

42

3

3

4) Uptown Loop



Total Length: 1.45 miles
Total Phases: 4
Right of Way Needs: Limited
Comments: Utilized wide existing right of ways, no impacts to vehicular traffic or on-street parking, utility and treelawn impacts



Total Cost: \$1,180,000
Phase 1: \$480,000
Phase 2: \$220,000
Phase 3: \$480,000
Phase 4: Future Phase



Project Lead:
City of Medina
Key Partner:
Medina City Schools,
Main Street Medina,
Medina County



Best Grant Source(s):
TLCI Implementation Funds
NOACA TAP Funds
OEPA Recycling Grant

Trail Profile

The Uptown Loop will act as the hub of the trail network, linking multiple trails from various directions into the center of Medina. Directly linking multi-modal connections to Uptown was a priority of this planning process and a desire of the community. The Uptown Loop will link to the existing Champion Creek Trail and the proposed Northeast, Northwest, Southwest, and Washington Connectors.

An additional priority was to balance the desire to link to Uptown while also minimally impacting local businesses, Uptown Park, and on-street parking within Uptown. Uptown is a thriving downtown with a vibrant local business scene, heavy traffic, lots of events, and limited space to accommodate multi-modal improvements. Routing the trail along the eastern side of Broadway Avenue strikes the desired balance as there are no businesses along the eastern side of the square, no impacts to Uptown Park, and no impacts to on-street parking. Installing bicycle support infrastructure (i.e., bike racks, bike repair stations, benches, etc.) is extremely important within Uptown as this portion of the trail network will be heavily traveled. It should be noted that the City currently has an ordinance banning bicycles from Uptown. Revising this ordinance would have to be completed before trail development could occur.

The creation of a loop was proposed to provide flexibility for multi-modal access to the area as well. When events occur within Uptown, portions of the loop can be closed and still provide trail users with a path through the center of town.

As illustrated on the following page, the proposed Loop route will run within the existing right-of-way's of Broadway, Friendship, and Elmwood Avenues as a 10-foot-wide trail. Each of these corridors have wide existing right-of-way footprints to allow for this improvement without the need for private right-of-way acquisition. In some cases, as described and illustrated within the typical sections, sidewalks will be replaced by a 10-foot-wide trail. The southern portion of the Loop is proposed to be a pedestrian promenade that will run along Mill Street and through the existing parking lot south of the Farmer's Exchange Building. To implement this section, private right-of-way easements would be needed between South Court and South Broadway. A further description and example of a pedestrian promenade is detailed on the following page.



What is a Pedestrian Promenade?

A Pedestrian Promenade is a corridor developed and designed for pedestrian use only. They are generally themed to highlight the place's unique history and to provide interactive experiences. Street games, tables, benches, decorative lighting, music, and public spaces are generally elements of a Pedestrian Promenade. Promenades foster community by building a place for social connections, conversation, dining and entertainment.

Where its Worked: Louisville, Ohio

As part of the process of rejuvenating the downtown and creating an artistic and welcoming location, nearly 200 umbrellas were installed in the heart of Louisville. Umbrella Alley has become a favorite photo-op destination attracting people from all over the Tri-State area.

Chairs and benches line the alley so patrons can enjoy to-go lunches from any one of the amazing local restaurants, or they can simply enjoy gathering with loved ones. Umbrella Alley was created through partnerships with citizens, local businesses, the City of Louisville, and ArtsinStark.



Umbrella Alley - Louisville, Ohio

To Proposed Northwest Connector

See Typical Section C-C

Proposed Northeast Connector

W Friendship St

Uptown Loop Trail Options

▲ N

- Proposed Trail
- Other Proposed Trails
- Pedestrian Promenade
- - Existing Trail
- Existing Wetland
- City Owned Parcel
- County Owned Parcel

City Hall

W Liberty

Uptown Park

County Courthouse

See Typical Section D-D

See Typical Section B-B

S Elmwood Ave

S Broadway

E Washington

Public Library

Garfield Elementary School

W Smith

Constricted Area at Railroad Crossings:
Add Signage to Indicate Cyclists Shall Walk Bike Across Tracks

See Typical Section A-A

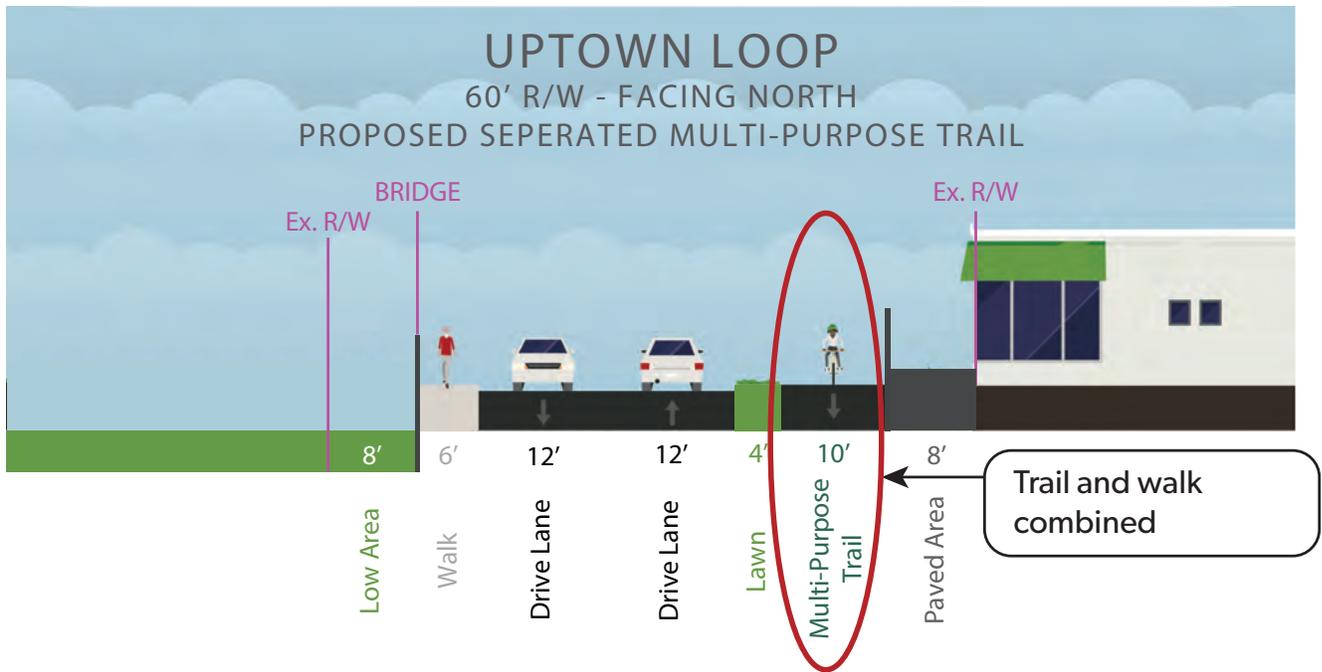
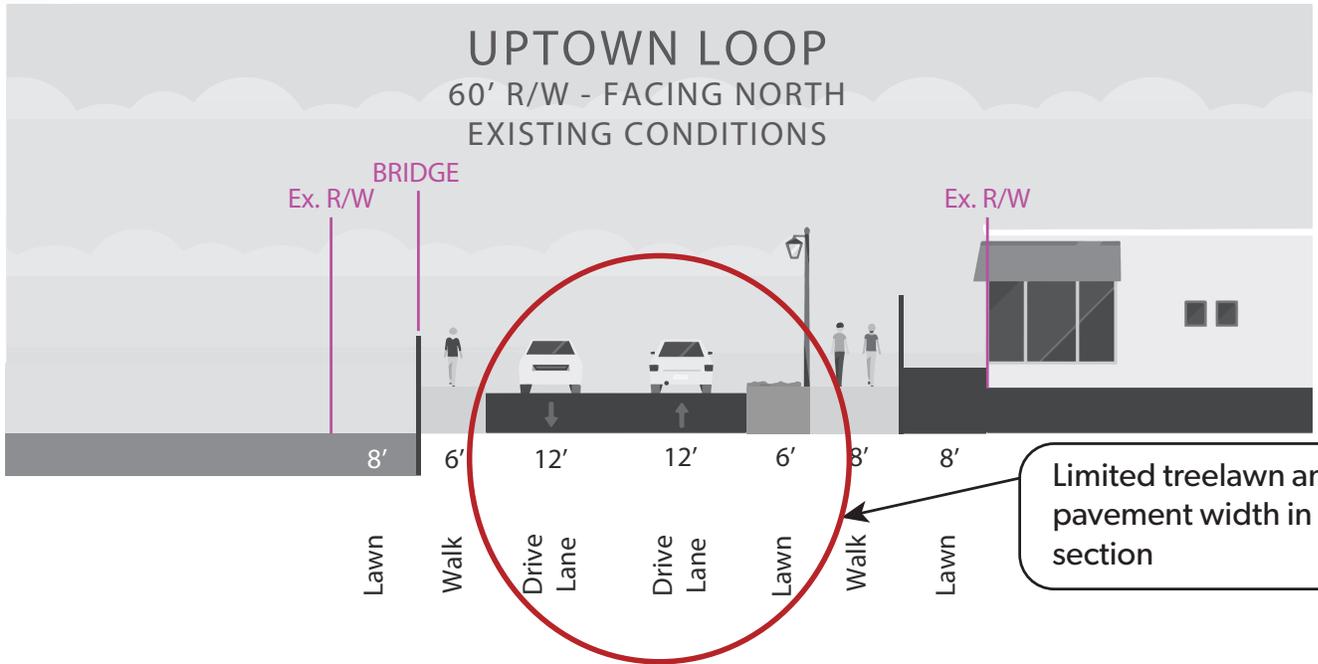
To Proposed Southwest Connector

Easement Needed - Coordinate with Property Owner

Champion Creek Trail

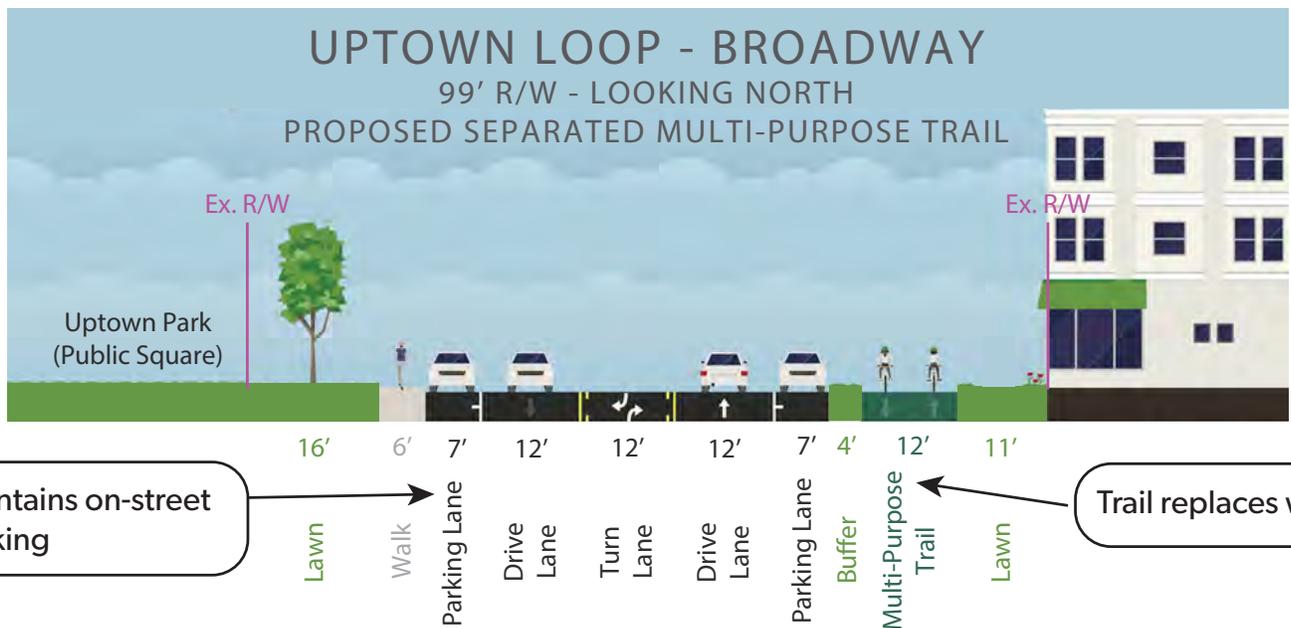
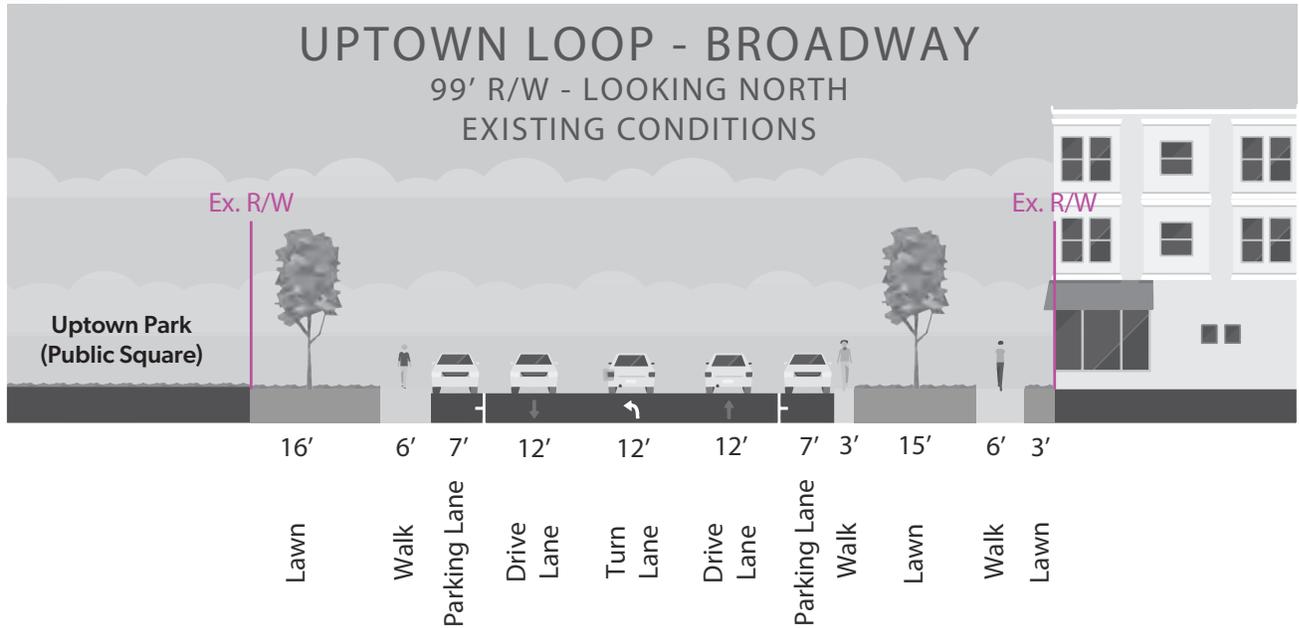
Mill St

Broadway South of East Smith (A-A)



This section of Broadway consists of a relatively tight, two-lane roadway with adjacent sidewalk to the west and a widened 8-foot-wide sidewalk along the east side of the roadway. The trail would replace the eastern sidewalk and widen the existing sidewalk to 10 feet, reducing the tree lawn width and allowing for a multi-modal trail connection. This section would run from Champion Creek to East Smith Road.

Broadway North of East Smith (B-B)

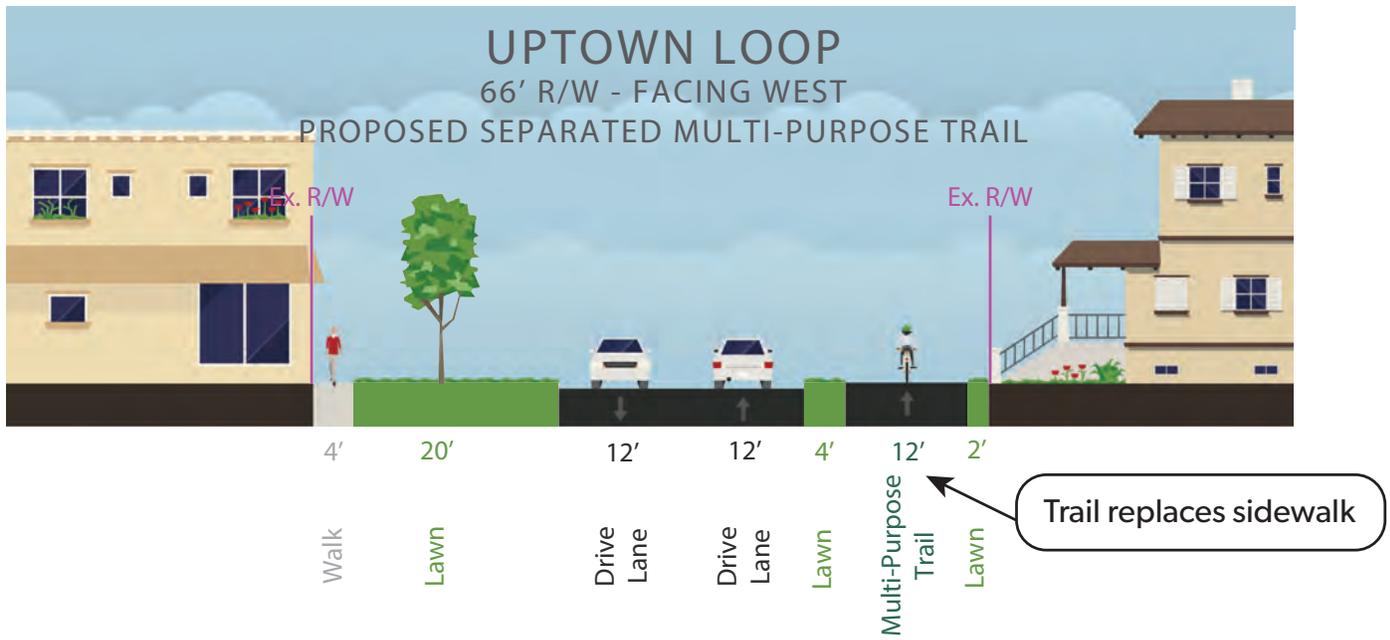
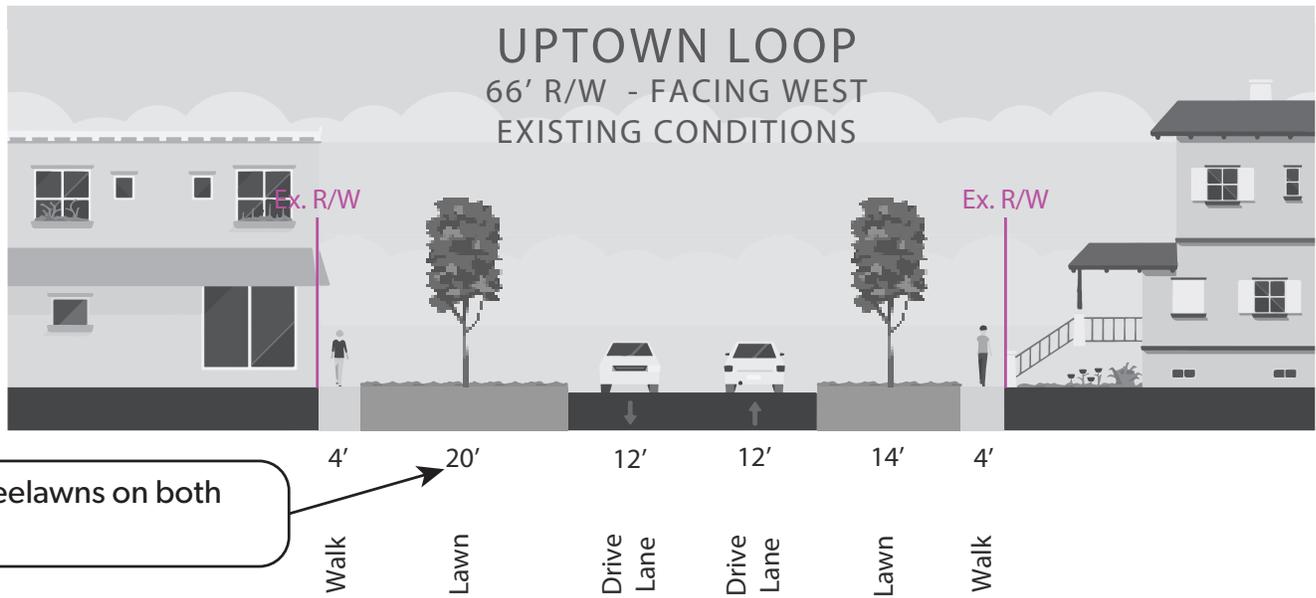


Maintains on-street parking

Trail replaces walk

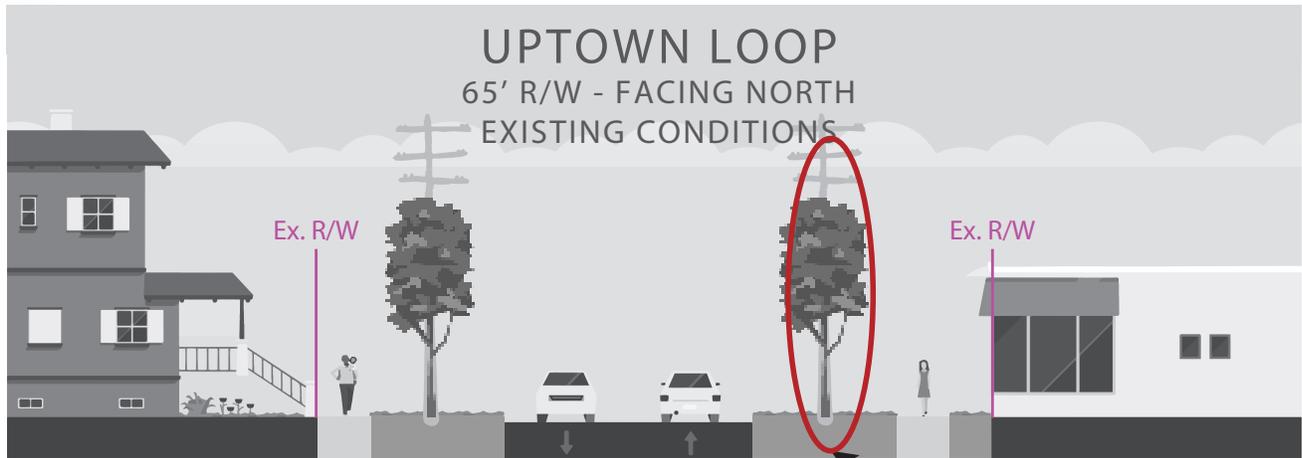
Broadway Avenue, north of East Smith Road, has an extremely wide existing right-of-way (99 feet). This width allows for a trail to be constructed without impacting on-street parking or the need for private right-of-way. The trail will have impacts to the eastern treelawn and in some locations will require the removal of street trees and/or the relocation of utility poles. As shown above, the existing sidewalk will be replaced with a 12-foot-wide trail. The trail is proposed to be 12 feet as it is anticipated that this area will have high volumes of pedestrian and bicycle traffic. This section runs from East Smith Road to Friendship Street.

Friendship (C-C)



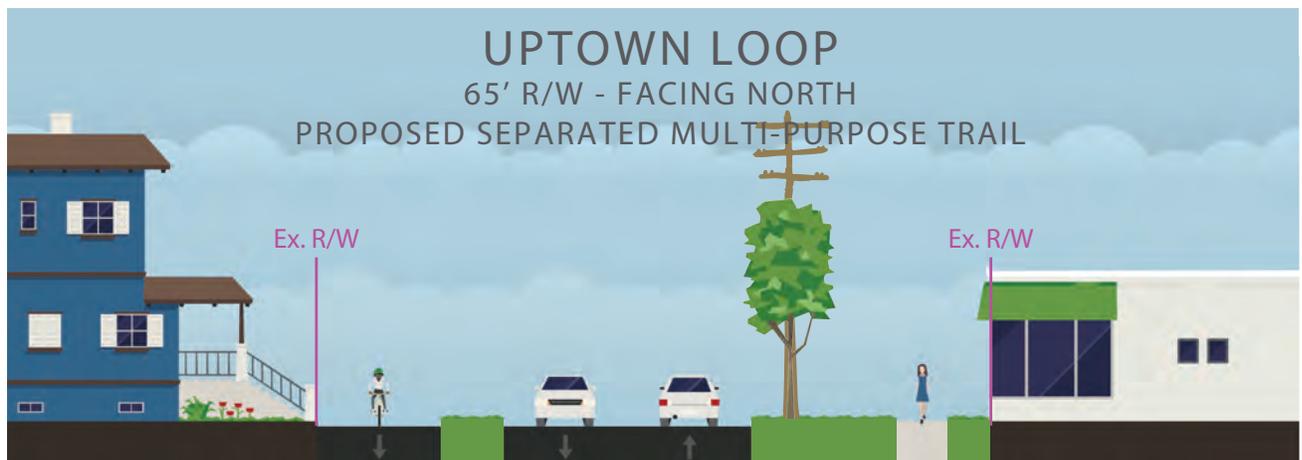
Along Friendship Street the trail will run within the northern treelawn replacing the existing sidewalk. The trail in this area will impact the northern treelawn and will require the removal of some street trees. The north side had smaller trees and less treelawn impacts than the southside. The trail is proposed to be 12 feet wide as it is anticipated that this area will have high volumes of pedestrian and bicycle traffic. The section runs from Broadway Avenue to Elmwood Avenue.

Elmwood (D-D)



Wide treelawns on both sides

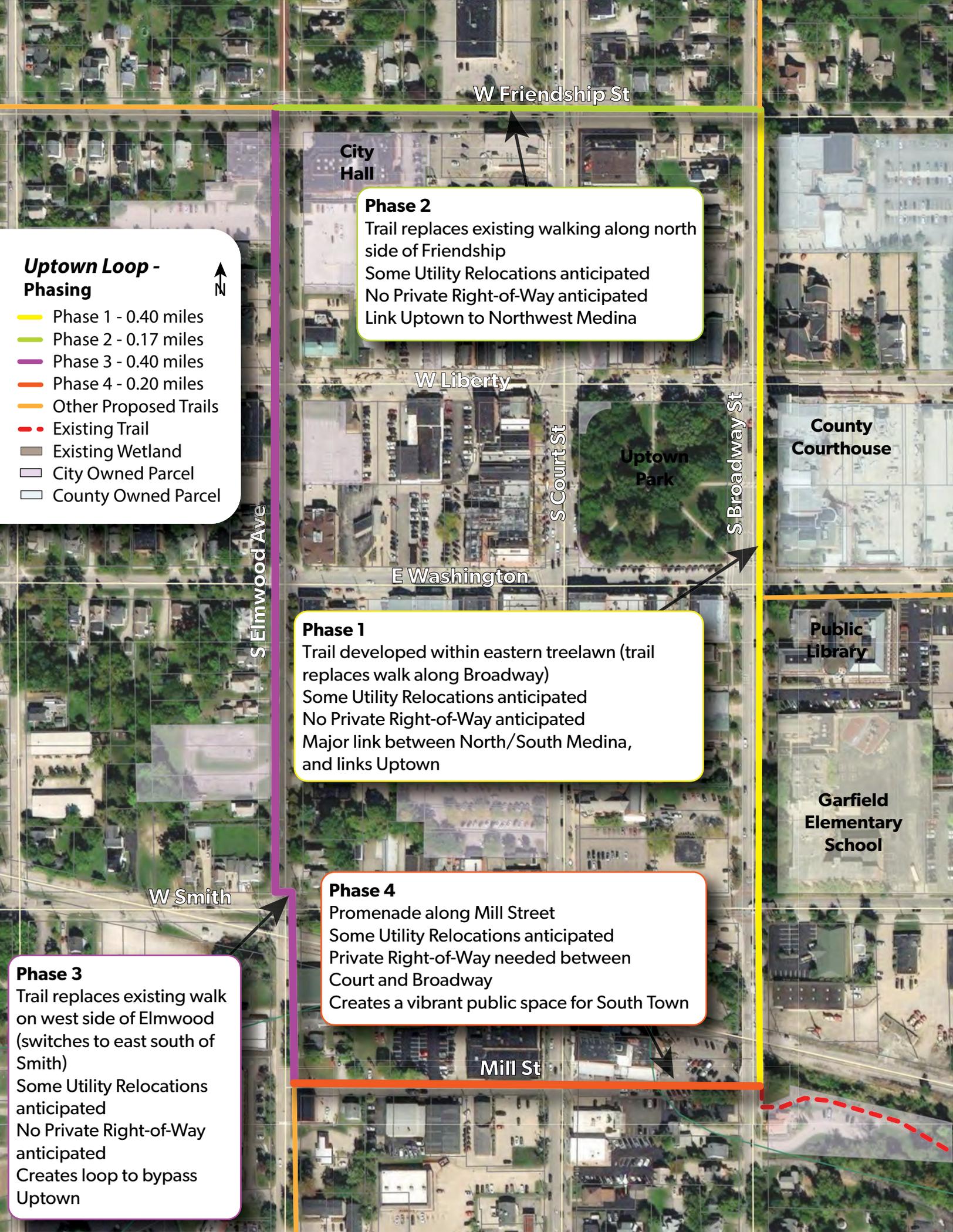
Large utilities along east side treelawn



Trail replaces sidewalk



Elmwood has wide treelawns along both sides of the roadway. The eastern side of the roadway has large utilities that run within the treelawn and a series of commercial driveways. For those reasons, the trail is proposed to replace the existing sidewalk along the western side of Elmwood. The trail will impact the western treelawn and require some street tree removals and small utility pole relocations. The trail is proposed to be 12 feet wide as it is anticipated that this area will have high volumes of pedestrian and bicycle traffic. The trail shifts to the eastern treelawn at West Smith Road to cross the railroad and creek. The existing pedestrian facilities along the eastern side of the rail crossing will need to be widened to accommodate the trail.



W Friendship St

City Hall

Phase 2
Trail replaces existing walking along north side of Friendship
Some Utility Relocations anticipated
No Private Right-of-Way anticipated
Link Uptown to Northwest Medina

W Liberty

Uptown Park

County Courthouse

E Washington

Phase 1
Trail developed within eastern treelawn (trail replaces walk along Broadway)
Some Utility Relocations anticipated
No Private Right-of-Way anticipated
Major link between North/South Medina, and links Uptown

Public Library

Garfield Elementary School

W Smith

Phase 4
Promenade along Mill Street
Some Utility Relocations anticipated
Private Right-of-Way needed between Court and Broadway
Creates a vibrant public space for South Town

Mill St

Uptown Loop - Phasing

- Phase 1 - 0.40 miles
- Phase 2 - 0.17 miles
- Phase 3 - 0.40 miles
- Phase 4 - 0.20 miles
- Other Proposed Trails
- Existing Trail
- Existing Wetland
- City Owned Parcel
- County Owned Parcel

Phase 3
Trail replaces existing walk on west side of Elmwood (switches to east south of Smith)
Some Utility Relocations anticipated
No Private Right-of-Way anticipated
Creates loop to bypass Uptown

8) Southwest Connector



Total Length: 1.5 miles
Total Phases: 2
Right of Way Needs: None
Comments: Buffered bike lanes will replace paved shoulder (Phase 1), shoulder widening (Phase 2). If raised curb is buffer, drainage and maintenance need to be addressed



Total Cost: \$1,070,000
 Phase 1: \$110,000
 Phase 2: \$960,000



Project Lead:
 City of Medina
Key Partner:
 ODOT, Medina County



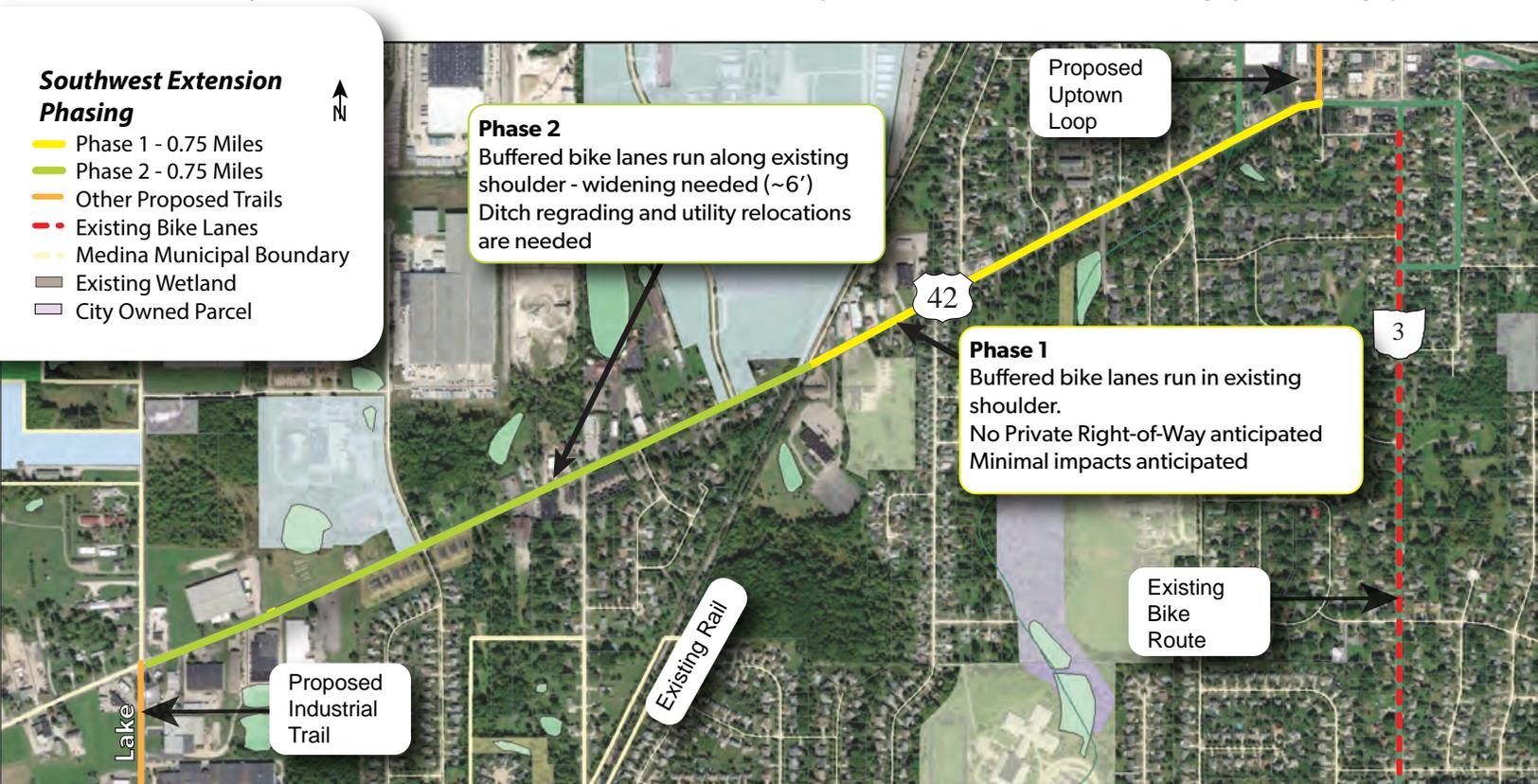
Best Grant Source(s):
 ODOT Pedestrian Safety Funds
 NOACA TAP Funds

Trail Profile

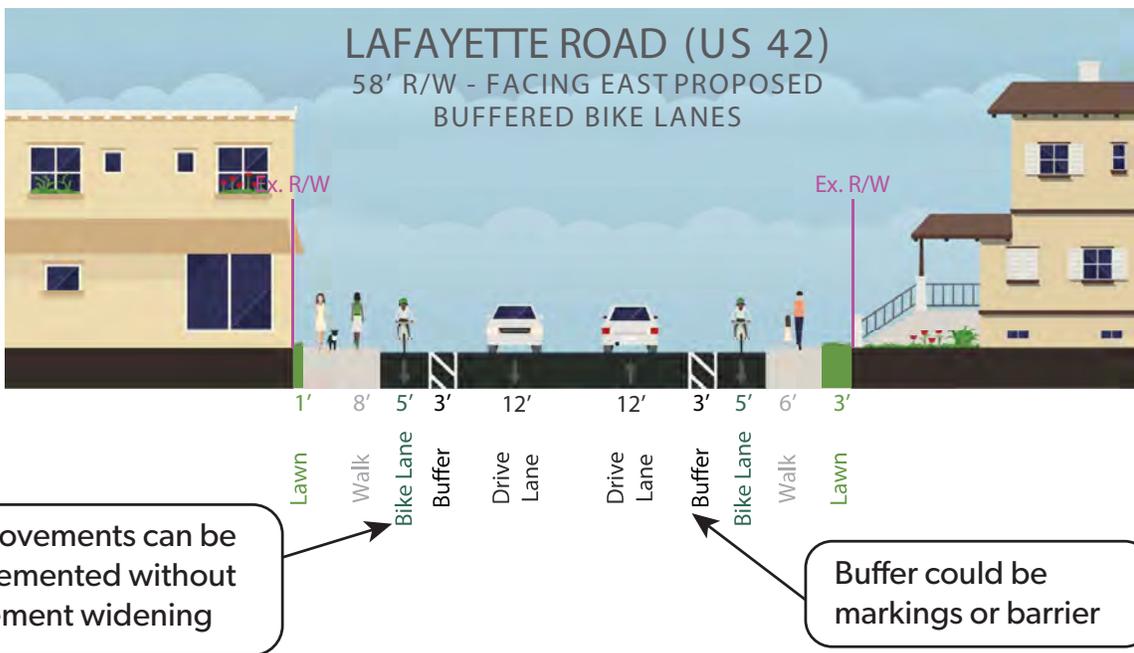
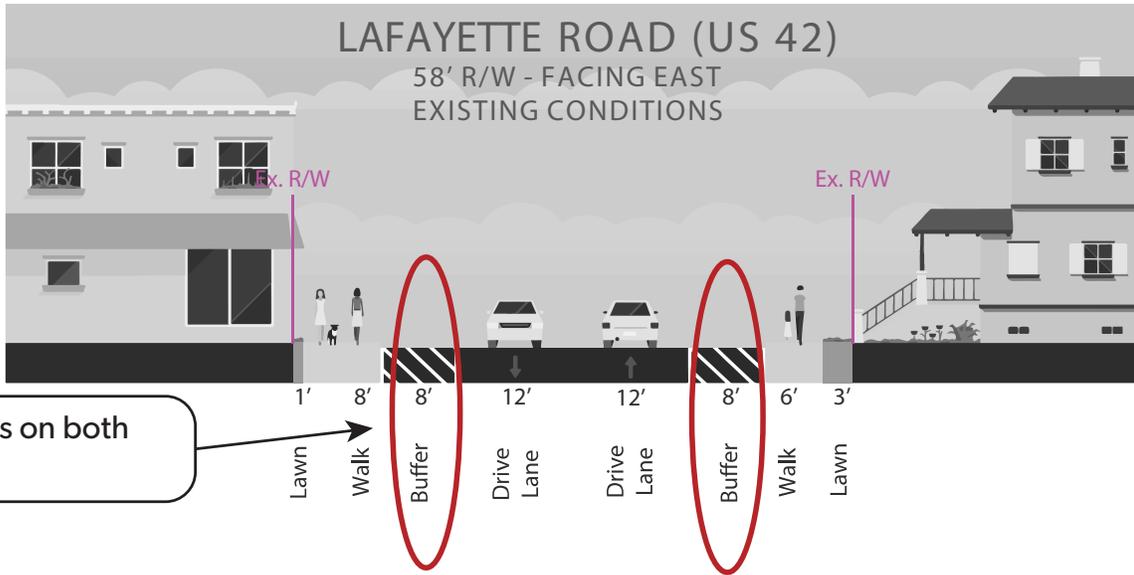
The Southwest Connector runs along Lafayette Road (US 42) from its intersection with the Uptown Loop at Elmwood Drive, southwest to Lake Road. Lafayette is a critical transportation corridor and links many of Medina's southern neighborhoods to Uptown.

The total length of this Connector is roughly 1.50 miles and is divided into two distinct phases. The eastern phase runs from Elmwood Drive to the existing railroad crossing. This phase has a large existing pavement footprint along Lafayette Road of roughly 40 feet. The existing roadway typical section consists of two, 12-foot-wide travel lanes and two, 8-foot-wide, paved shoulders. The Connector will reutilize the existing paved shoulder to create buffered bike lanes. For cost and maintenance considerations, the buffer is proposed as painted buffer with delineators. A raised curb could be constructed in lieu of delineators. This improvement would enhance user comfort and safety but add to project costs and make maintenance more difficult. It is anticipated that this phase would require no pavement widening or private right-of-way.

Phase 2 runs along Lafayette Road from the existing railroad crossing to the proposed Industrial Trail along Lake Road. This phase's existing roadway typical section consists of two, 12-foot-wide travel lanes and two, 4-foot-wide shoulders (on average). In order to provide a safe, buffered multi-modal facility, a 3-foot shoulder widening (on average) will



Southwest Connector (1.50 Miles Long)



be needed to each side of the existing pavement. This widening will require the relocation of hydrants and some utilities, as well as regrading of shallow drainage ditches along the roadway. These impacts make the cost of this phase much higher than Phase 1.

The Southwest Connector is a great opportunity to partner with ODOT and look to leverage ODOT Highway Safety, Transportation Alternatives, or CMAQ funding.

9) Industrial Trail



Total Length: 1.7 miles

Total Phases: 2

Right of Way Needs: 2

Easements from 2 different owners

Comments: Trail will give businesses needed amenity and ability to bike to work.



Total Cost: \$1,510,000

Phase 1: \$1,090,000

Phase 2: \$420,000



Project Lead:

City of Medina

Key Partner:

Business owners,
Medina County Park
District



Best Grant Source(s):

TLCI Implementation Grant
NOACA TAP Funds

Industrial Trail



- Proposed Trail
- Other Proposed Trails
- Existing Trail
- Medina Municipal Boundary
- Existing Wetland
- City Owned Parcel
- County Owned Parcel
- County Park District Owned Parcel

42

Link to Brookdale Park

Run trail along western side of road - see typical sections

Industrial

Trail along south side of road - see typical section

Add mid-block crossing

Lake

Active Rail Line

Chippewa Rail Trail

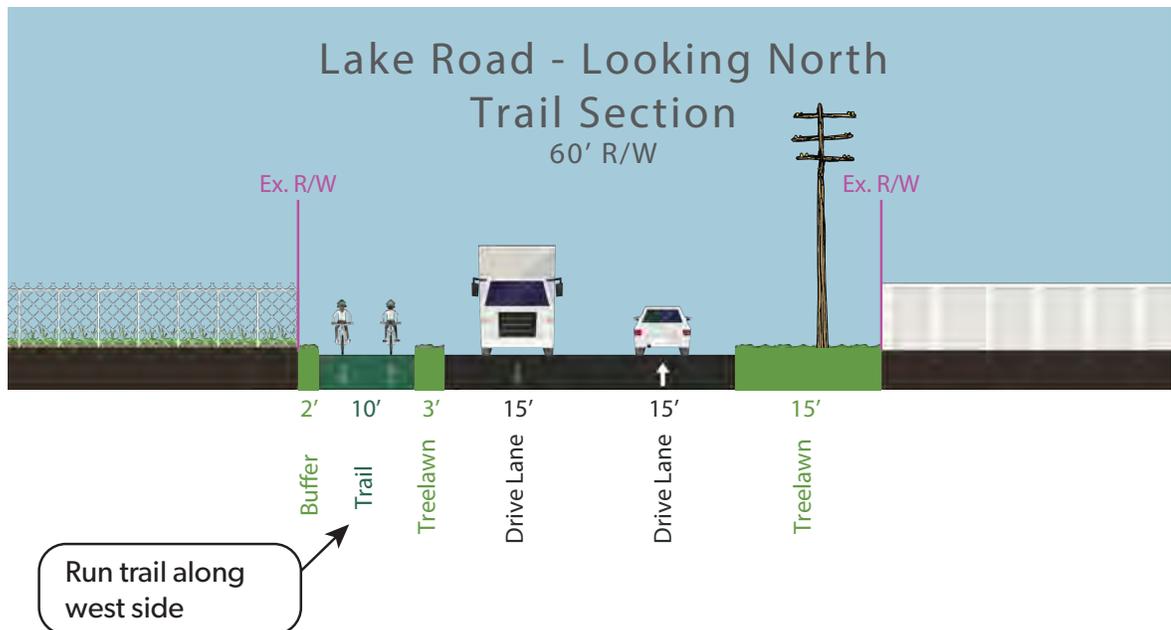
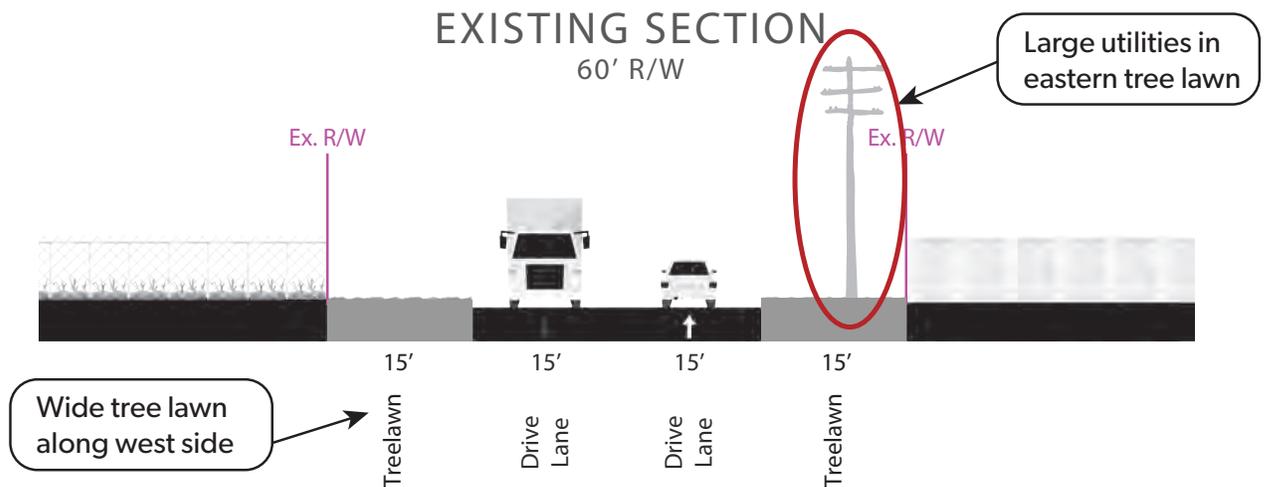


Trail Profile

The goal of the Industrial Trail is to link businesses and workers within those businesses to the broader trail network and to provide an amenity to attract future businesses to the area. A direct connection to the Industrial Park will allow local workers to walk or bike to work while also providing a safe linkage to the Chippewa Rail Trail for workers looking to take a break from the office at lunch.



Lake Road - Looking North (1 Mile Long)

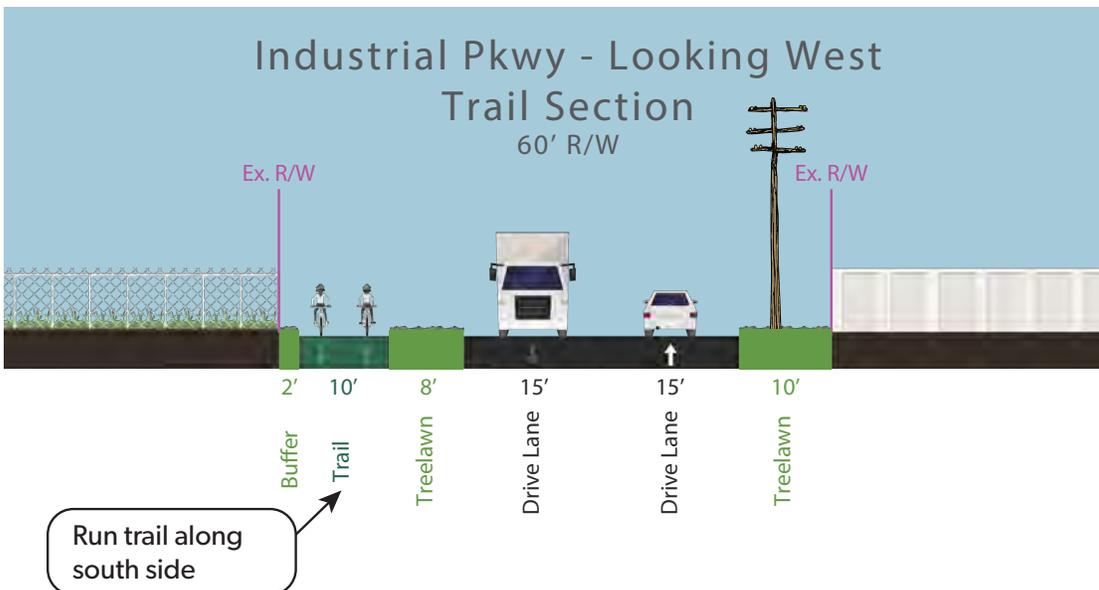
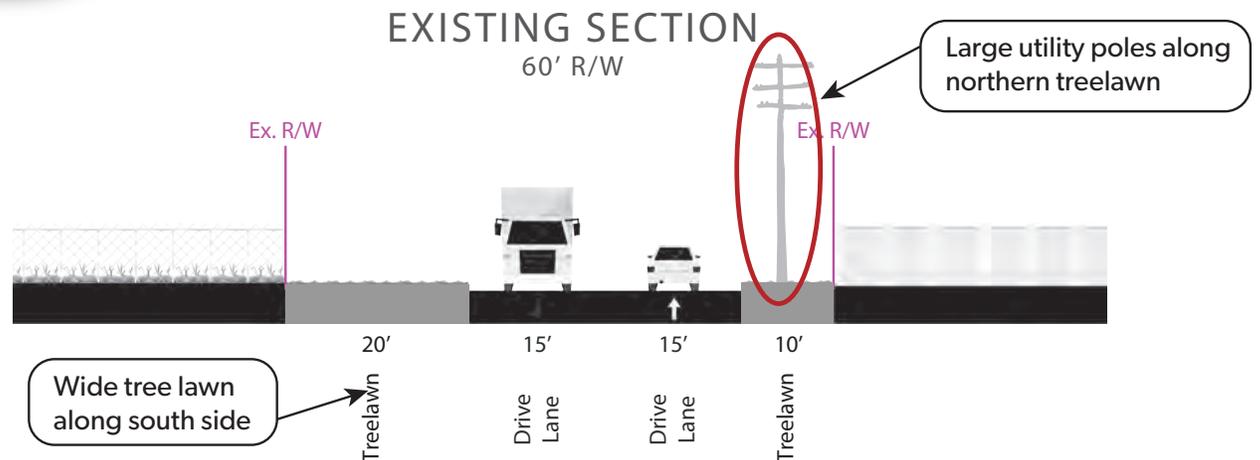


Trail Profile

The proposed trail route will link directly to the Chippewa Rail Trail and run along Medina County Park District's owned land to Lake Road. As shown on the Lake Road typical sections on the following page, the western tree lawn of Lake Road has smaller and fewer utilities and makes an ideal location to route the proposed trail. An actuated mid-block crossing (rectangular rapid flashing beacon RRFB) of Lake Road will be needed. Once within the western tree lawn, the trail will run north to intersect with the proposed Southwest Connector along Lafayette Road. There are small, utility poles within the western tree lawn that may need to be relocated but should not be a deterrent to constructing the trail.

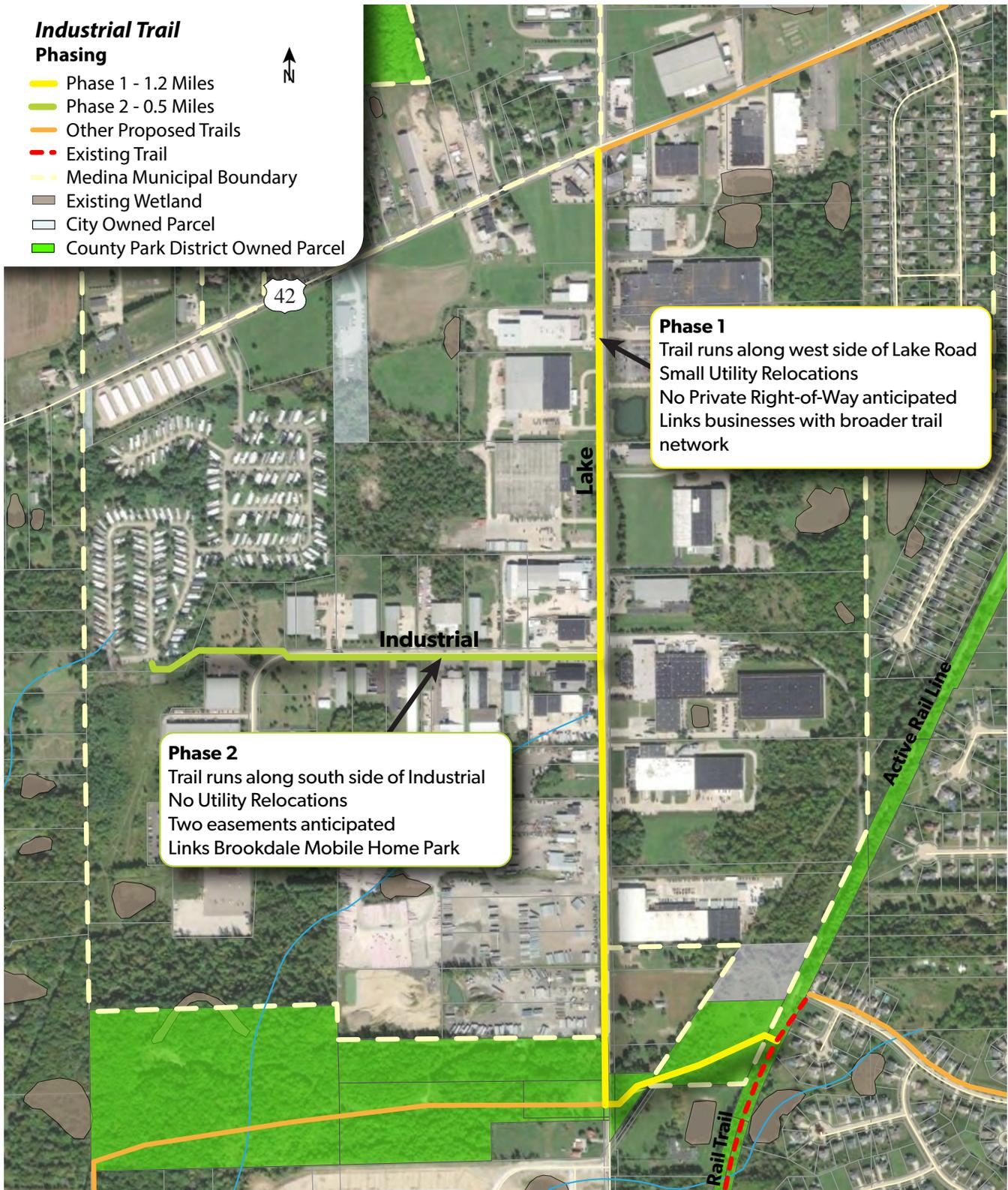


Industrial Parkway - Looking West (0.35 Miles Long)



Trail Profile

Phase 2 of the Industrial Trail will run along the southside of Industrial Drive and ultimately link Brookdale Mobile Home Park to the trail network. There are very few obstructions within the southern treelawn making this phase easy to construct and cost effective. An actuated mid-block crossing of Industrial will be needed. To link Brookdale Mobile Home Park, two easements with two different property owners will be needed.



13) Champion Creek Extension



Total Length: 2.1 miles
Total Phases: 2
Right of Way Needs: None
Comments: Crosses multiple small streams and requires large grading in two locations. Screen trail from private residences



Total Cost: \$1,480,000
Phase 1: \$720,000
Phase 2: \$760,000



Project Lead:
City of Medina
Key Partner:
Medina County Sanitary



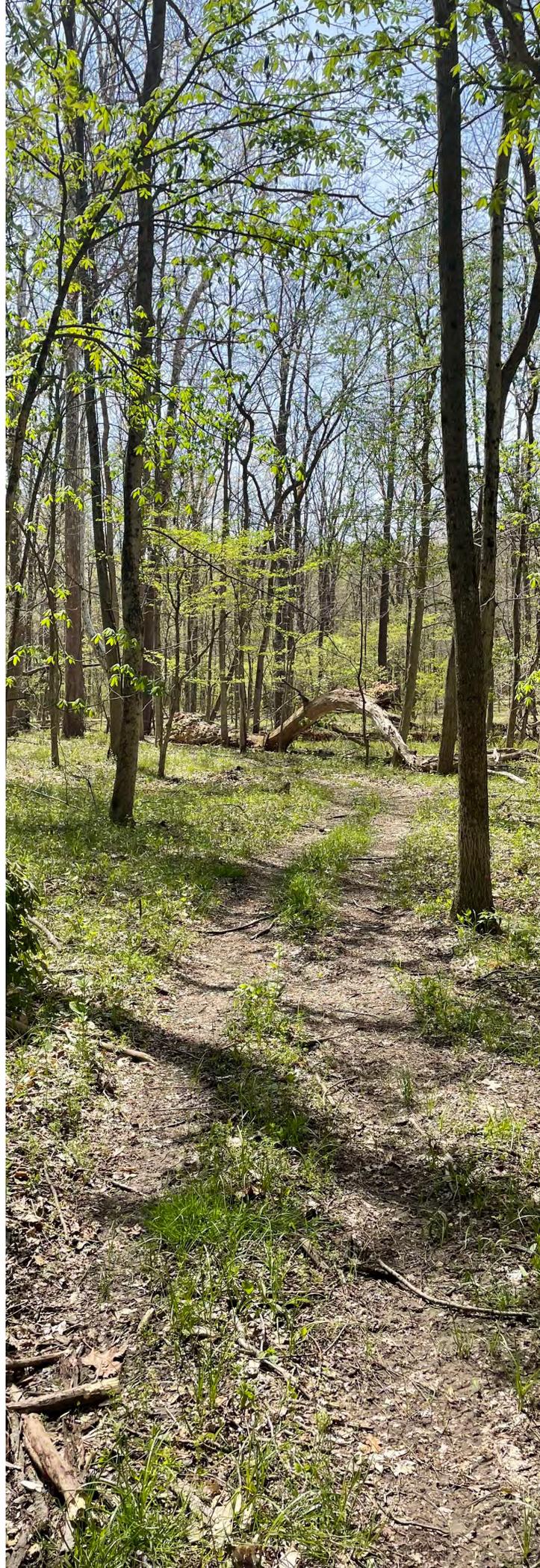
Best Grant Source(s):
ODNR Clean Ohio Trails
ODNR Recreational Trails
ODNR Land & Water Conservation Funds

Trail Profile

The Champion Creek Extension will expand this trail southeastward linking Jaycee Park and additional residential neighborhoods to the South Town District and Uptown. The proposed trail will run along City-owned property adjacent to the Wheeling and Erie Railroad. Some portions of the proposed trail will parallel an existing sanitary sewer line that has a cleared path through the woods. The trail traverses multiple streams and valleys, unlocking the natural beauty of the landscape to the public. Two connections to existing neighborhoods are proposed - one at Jaycee Park and the second along Gold Crest Drive along an existing, city-owned access drive.

During public outreach for this planning effort, residents within the immediate area expressed concerns over extending the trail towards their neighborhoods. Though completely within publicly-owned land, the City should continue to work with the residents to further plan and screen this trail to limit perceived impacts to the adjacent properties.

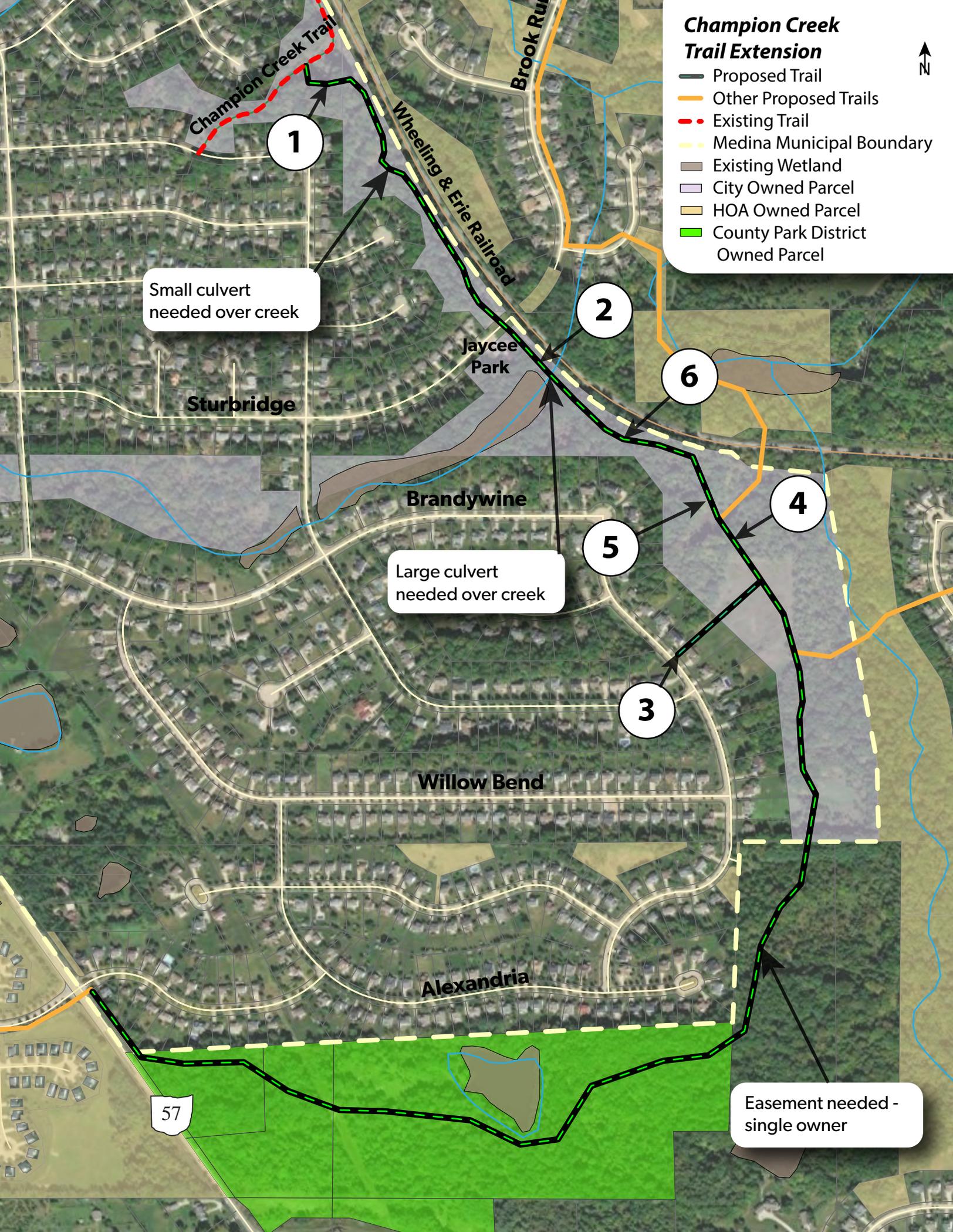
Preliminary costs for Phase 1 and 2 were detailed as part of this planning effort. Future phases of the Champion Creek Extension to the south would require private property easements, cooperation from the Township, and would not be constructed in the near future until Phases 1 and 2 are complete.



Champion Creek Trail Extension



- Proposed Trail
- Other Proposed Trails
- Existing Trail
- Medina Municipal Boundary
- Existing Wetland
- City Owned Parcel
- HOA Owned Parcel
- County Park District Owned Parcel



Small culvert needed over creek

Large culvert needed over creek

Easement needed - single owner

1

2

6

4

5

3

57

Champion Creek Trail

Brook Run

Wheeling & Erie Railroad

Sturbridge

Jaycee Park

Brandywine

Willow Bend

Alexandria

Champion Creek Trail Extension



1 Link to existing trail: ~25 Ft. elevation rise to top of hill, small bridge over creek



2 Run along sewer line: Sewer line runs parallel to rail line, path cleared ~1,200 Ft



3 Link to Fairfax Meadow: Existing access drive (City owned) could link neighborhood



4 Existing 4-Wheel Trails: Trail could mimic 4-wheel trails already established



5 Use Levee: Existing levee could route trail over creek



6 Grading Needed: ~30 Ft. elevation between bottom and top of valley

Champion Creek Phasing



- Phase 1 - 0.4 Miles
- Phase 2 - 0.4 Miles
- Other Proposed Trails
- Existing Trail
- Medina Municipal Boundary
- Existing Wetland
- City Owned Parcel
- HOA Owned Parcel
- County Park District Owned Parcel

Phase 1
Trail runs along City-owned land - some locations along cleared sewer line
Large grading needed at north end
No Private Right-of-Way anticipated
Extends trail network to Jaycee Park

Phase 2
Trail runs along City-owned land - some locations along cleared sewer line
No Private Right-of-Way anticipated
Links to Gold Crest neighborhood



Funding Approach

Primary Grant Funding

While a funding table detailing all potential funding sources is provided on pages 72-73, the City should focus their efforts annually towards a handful of funding sources. These sources are described in detail below.

TLCI Implementation Funding – This is an annual funding source offered by NOACA that does not require a local match (though a local match is encouraged). NOACA is looking for projects that exceed \$100k and typically fund projects within the \$300k to \$500k range. These funds would be ideal to pursue for trail improvements that run along roadway corridors as these trails will be harder to fund with traditional trail funding (ODNR) sources.

ODNR Clean Ohio Trails Funding – This is an annual funding source offered by ODNR that requires a 25% local match. These funds are ideal for off-road trail projects (i.e. Rocky River Greenway, Champion Creek Extension, etc.) that link a new trail network to community assets. These funds will not fund trail upgrades.

ODNR Recreational Trails Funding - This is an annual funding source offered by ODNR that requires a 20% local match. These funds are ideal for smaller (shorter) off-road trail projects that link to community assets. These funds can be used for trail upgrades but have a maximum funding award of \$150k.

ODNR Land & Water Conservation Funding - This is a biannual (every two years) funding source offered through ODNR that requires a 50% local match. While this grant can fund a variety of park improvements they can also fund recreational trails and support facilities, including trail bridges, trailheads and restrooms. These funds can be also used for land acquisition for trail development and have a maximum funding award of \$500k.

Secondary Funding

Some of the funding sources listed are relevant only in specific scenarios. These sources should be considered when those specific scenarios arise, leaving the primary funding sources listed previously for other trail segments.

ODOT Safe Routes to School Funding – This funding source through ODOT provides up to \$400k in design and construction funding with a 20% local match. Improvements need to focus on pedestrian and bicycle safety to and from school buildings and must be within 2 miles of an active school. To be competitive for funding the City must

have an up-to-date Safe Routes to School Plan (completed within the last 5 years) and illustrate how the proposed improvements will improve bicycle and pedestrian safety. In addition, the proposed recommendations must be utilized by school aged children. The Northeast and Parks Connectors could be competitive trail segments for this funding.

OEPA Recycling & Litter Prevention Program – Scrap Tire Grant – This funding source through OEPA provides up to \$300k in construction funding with an 100% local match. This source utilizes recycled scrap tires as the surface course for the trail. There are examples throughout Ohio where recycled scrap tires are used to construct trails. The goal of OEPA with this grant is to provide educational opportunities to users of the benefits and reuse of scrap tires. For a competitive application, OEPA is looking for highly visible trails to promote this program, trails like the Rocky River Greenway, Parks Connector, or Champion Creek.

ODOT Systematic and Abbreviated Pedestrian Safety Funding – These funding sources through ODOT provide up to \$2M and \$500k respectively to address known pedestrian safety issues with proven pedestrian safety improvements. Each source requires a 10% local match. There has to be a documented pedestrian safety issue in the area and high demand for pedestrian traffic. Abbreviated funds are meant for “quick fix” pedestrian improvements that require no private right-of-way and can be constructed within two years of award. Both funding sources should be considered to leverage improvements along the Southwest Connector (US 42) to improve pedestrian signals, markings and signage.

Formula Funding

There are a handful of formula funding programs that are offered through NOACA (Transportation Alternatives Set-Aside (TASA), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG)) that seek to allocate funding in future years within the five-county region for bike and pedestrian improvements. NOACA accepts project applications on a biannual (every two years) basis for these funding sources. Funding requests for these sources typically far exceed the amount of money available in future years. Even once a project is programmed to one of these sources, it will be multiple years until construction funding is available. These are still viable funding sources for the City to pursue, particularly on projects that require time to allocate local match funding, or are reliant on another trail phase to be constructed.

Funding Approach

Partnership Funding

There are a couple of trails proposed (Rocky River Greenway, Champion Creek Extension) that detail a trail route along an existing utility corridor (County Sanitary). In these cases the City should work with the utility owner to see if a financial partnership is possible to allow for improved access to the utility corridor for maintenance purposes (i.e., paving the path).

The Southwest Connector is along an ODOT state route. If future improvement projects are planned by ODOT (i.e., resurfacings, corridor upgrades, pedestrian improvements, etc.) the City should coordinate with ODOT to include the proposed multi-modal improvements.

Public-Private Partnerships

Both the Industrial Trail and the Uptown Loop lend themselves to the possibility of public-private partnerships between the City and local businesses. These partnerships can take many forms including financial contributions, naming rights, easements, or maintenance assistance.

Economic Development Tools

In certain scenarios where development is anticipated and future property tax values are anticipated to increase, either a Downtown Revitalization District (DRD) or a Tax Increment Financing (TIF) District could be created and could fund trail improvements. While these districts are generally not created specifically to fund trail improvements, trail improvements could be part of a public infrastructure improvement. These tools could make sense within the Industrial Park along Lake Road encompassing an existing greenfield location as well as in areas around Uptown where redevelopment of underutilized land (i.e. surface parking lots) is anticipated.

USDOT Discretionary Grants

With the passage of the Bipartisan Infrastructure Law in November of 2021 there has been a vast expansion of funding for federal discretionary grants. These grants are highly competitive, take a significant investment to develop, and require a large project that would connect major regional assets for these funding sources to be considered. A few of the funding sources that could fund future trail projects are listed on the next page.

Safe Streets and Roads for All (SS4A) Program - The primary goal of the SS4A grants is to improve roadway safety by supporting communities in developing comprehensive safety action plans based on a Safe System Approach, and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians, bicyclists, public transportation, and micromobility users.

The SS4A program has two funding opportunities, an Action Plan Grant and an Implementation Grant. The Action Plan Grant is a planning grant designed to create a well-defined strategy to prevent roadway fatalities and serious injuries in a locality. Needed Action Plan components are shown below. The Implementation Grant funds recommendations defined in the Action Plan which improve roadway safety and reduce serious or fatal injuries for pedestrians, cyclists, public transportation, or micromobility users.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - The RAISE program invests in multimodal and multijurisdictional road, rail, transit and port projects that are typically harder to support through traditional U.S. Department of Transportation (USDOT) programs. These competitive grants are intended to make significant investments in projects that achieve national objectives. RAISE grants require a 20% local match and have a maximum funding award of \$25 million.

Funding Table

Source	Agency	Eligible Project Types	Eligible Phase	Max. Award	Local Match	Due Date
TLCI Implementation https://www.noaca.org/community-assistance-center/funding-programs/transportation-for-livable-communities-initiative-tlci	NOACA	Bicycle & Pedestrian Facilities, Traffic Calming	Construction	\$100k Min. - No Max.	0%	Early Fall
Transportation Alternatives Set-Aside Program https://www.noaca.org/community-assistance-center/funding-programs	NOACA	Bicycle & Pedestrian Facilities	Design Construction Right of Way	No Max.	20%	Dates Vary
Congestion Mitigation and Air Quality https://www.noaca.org/community-assistance-center/funding-programs	NOACA	Bicycle & Pedestrian Facilities, Traffic Congestion Mitigation	Design Construction Right of Way	No Max.	20%	Spring
Clean Ohio Greenspace Conservation Program https://www.pwc.ohio.gov/Programs/All-OPWC-Funding-Programs	OPWC	Open Space Acquisition, Trail Development	Design Construction Right of Way	No Max.	50%	August - October
State Capital Improvement Program https://www.pwc.ohio.gov/Programs/All-OPWC-Funding-Programs	OPWC	Sidewalks - if paired with roadway improvement	Design Construction Right of Way	No Max.	10% Repair 50% Expansion	August - October
Safe Routes to School Program http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/Pages/Funds.aspx	ODOT	Bicycle and Pedestrian Facilities, Traffic Calming	Design Construction Right of Way	\$400k	20%	Early March
Nature Works Grant http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants	ODNR	Park land Acquisition, Walking Trails	Design Construction Right of Way	Generally \$75k to \$100k	25%	May 1st
Recreational Trails Program http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants	ODNR	Land Acquisition for Trails, Trail or Trail head Construction	Design Construction Right of Way	\$150k	20%	February 1st
Clean Ohio Trails Program http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants	ODNR	Land Acquisition for Trails, Trail or Trail head Construction	Design Construction Right of Way	\$500k	25%	February 1st
Land & Water Conservation Fund http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants	ODNR	Land Acquisition for Open Space or Trails, Trail Construction	Design Construction Right of Way	\$500k	50%	November (Even Years)
Recycling & Litter Prevention Program - Scrap Tire Grant https://epa.ohio.gov/Portals/41/grants/ROG.pdf	OEPA	Use of Recycled Tires for Trail Development	Construction	\$300k	100%	January
Systematic Safety Funding (Pedestrian) ODOT Systematic Safety Funding	ODOT	Systematic Pedestrian Safety Improvements	Construction	\$2M	10%	January 31st
Abbreviated Safety Funding (Pedestrian) ODOT Abbreviated Safety Funding	ODOT	Quick Fix Pedestrian Safety Improvements	Construction	\$500k	10%	Quarterly
RAISE Grant https://www.transportation.gov/RAISEgrants/about	USDOT	Large Multimodal Improvements	Design Construction Right of Way	\$25M	20%	Spring