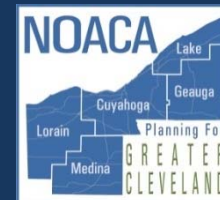


# Olmsted Township Complete Streets Plan



Prepared By



December 2015

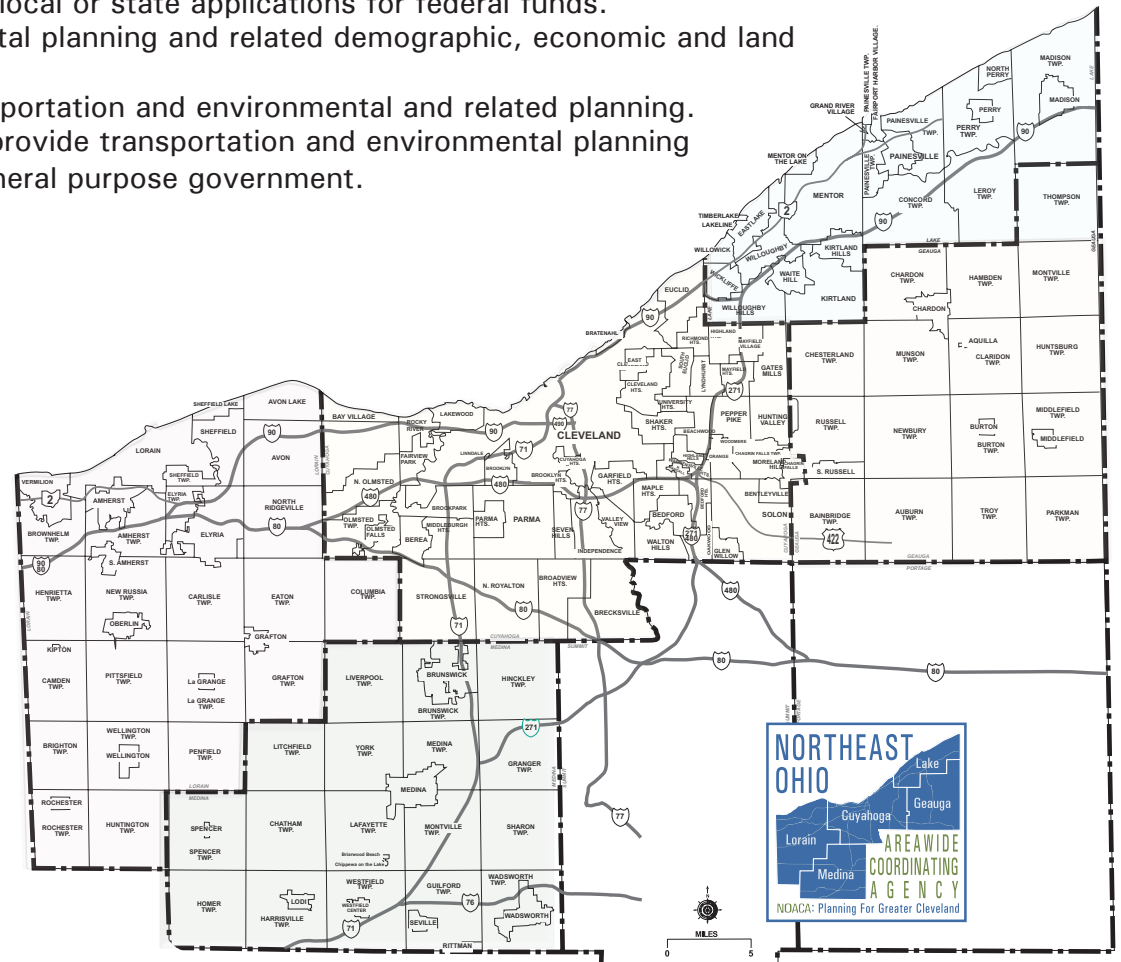


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- Perform continuous water quality, transportation-related air quality and other environmental planning functions.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Conduct transportation and environmental planning and related demographic, economic and land use research.
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# Olmsted Township Complete Streets Plan

## Olmsted Township, Ohio

December 2015



**NORTHEAST  
OHIO  
AREAWIDE  
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## Executive Summary

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### Introduction

#### Study Need

The Olmsted Township Complete Streets Plan is an addendum to the Township's 2012 Comprehensive Land Use Plan and Zoning Update. This plan outlines a strategy for making transportation improvements to the township, including adding sidewalks, paths, and facilities to improve safety for pedestrians and bicyclists.

#### Study Area

Olmsted Township is located in the southwestern corner of Cuyahoga County. The study area includes the entire township.

### Existing Conditions

#### Sidewalk Coverage

While sidewalks exist on many of the residential streets in the township, many of the major routes are missing sidewalks. Assuming that existing sidewalks are five feet in width, there are roughly 1.2 million square feet of existing sidewalks in the township and

roughly 1.9 million square feet of "missing" sidewalks.

#### Crash History

Pedestrian and bicycle crashes resulting in an injury are of particular concern in the township; two fatal pedestrian crashes occurred between 2009 and 2013. There were 19 bicycle/pedestrian-related injury crashes during that time period on Stearns Road near the Bagley Road intersection, and several bicycle crashes on Stearns Road south of the Ohio Turnpike/I-80 overpass. Many of these crashes occurred on streets that have little or no sidewalk coverage.

#### Bicycle Infrastructure

Olmsted Township does not have existing bicycle infrastructure aside from a small portion of the multiuse path in the Rocky River Reservation. There is a multiuse path planned in the area, which will run diagonally northwest to southeast through the township, and along the Rocky River in the northeast section of the township.

### Community Outreach

Participants at the public meeting ranked the central part of the township as a high-priority area for sidewalk connections. Participants ranked the segment of Stearns Road between Bagley and Schady Roads as the "most important" missing sidewalk link in the township.

Responses from the online survey on Olmsted Township's website indicated that the northwest and central portions of the township should be prioritized first for filling in missing sidewalk links.

### Recommendations

Based on analyses of existing sidewalks, areas where sidewalks do not presently exist, reported crashes, and community feedback, 11 projects were recommended for development in this plan.

### Recommendation 1: Bagley Road East of the Bagley and Stearns Road Intersection

Complete the sidewalk east of the Stearns and Bagley Roads intersection to connect the town center and the middle and high schools. A sidewalk here will increase safety for non-motorists as this is one of the higher crash locations. The total cost is \$164,437.

### Recommendation 2: Columbia Road (State Route 252) between John and Cook Roads

Complete the sidewalk connection on Columbia Road between John and Cook Roads. This sidewalk would improve access north to North Olmsted, south and west to Olmsted Falls, and could reach commercial destinations and the Donauschwaben German American Cultural Center. This area had a significant number of crashes, so a sidewalk here will make the road safer for nonmotorists. The total cost is \$509,410.

### Recommendation 3: Cook Road between Stearns Road and Timber Lane

Complete a sidewalk connection on Cook Road between Stearns Road and Timber Lane. This low-density area has high speed limits, encouraging speeding. A sidewalk here will protect pedestrians from unsafe walking conditions. Right off of this segment are two residential neighborhoods that have a complete sidewalk network internally, so adding a sidewalk here will connect the neighborhoods to the rest of the township. The total cost is \$998,371.

### Recommendation 4: Cook Road West of Fitch Road

Create a sidewalk connection east of Timber Lane on Cook Road, just west of Fitch Road in front of Town Hall and the adjacent shopping center. This area has a high number of crashes because it has a high volume of traffic. The total cost is \$300,080.

### Recommendation 5: Cook Road West of Stearns Road

Make a sidewalk connection between some of the higher-density residential developments adjacent to Cook Road, and to the commercial area just west of the Cuyahoga County border in North Ridgeville. The feedback from the public meetings and surveys showed that this segment is a priority for sidewalks because people drive fast on this road, and it is the location of a fatal hit-and-run crash involving a child in 2011. The total cost is \$1,534,280.

### Recommendation 6: Fitch Road (South of Cook Intersection) to Railroad Overpass

Complete two segments of sidewalks, first between the intersection of Fitch and Cook Roads and the railroad overpass on Fitch Road where there is an existing sidewalk, and second on a section of Cook Road on the south side of the street that will connect to an existing sidewalk in Olmsted Falls. A fatal accident involving a pedestrian occurred at this intersection in 2010,

so the safety benefits of a sidewalk for pedestrians is especially important here. The total cost is \$465,245.

### **Recommendation 7: Fitch Road North of Cook Road**

Complete the sidewalk on Fitch Road north of Cook Road. Sidewalks already exist on one side of the street on Fitch Road, posing a safety issue for pedestrians crossing the street. Filling in the sidewalks on this segment of Fitch Road would connect the township to North Olmsted, which would open up additional transportation and recreational opportunities. The total cost is \$842,160.

### **Recommendation 8: FirstEnergy Corporation Right-of-Way between Stearns Road and Fitch Road**

Add a multiuse path between Stearns and Fitch Roads in the right-of-way owned by FirstEnergy Corporation. This path would connect across Olmsted Township and would link many existing sidewalks and neighborhoods. The total cost is

\$1,642,200 without including possible costs for rights-of-way or property acquisition.

### **Recommendation 9: Schady Road between Stearns Road and Evergreen Trail**

Add sidewalk connections on Schady Road, linking Stearns Road with the Evergreen Trail development. Stakeholder committee members and the public indicated that connecting the neighborhoods in this area is important. The total cost is \$704,220.

### **Recommendation 10: Stearns Road between Bagley and Schady Roads**

Build a sidewalk on Stearns Road between Bagley and Schady Roads, which is in the town center. This segment, if paired with Recommendation 1, would provide a connection between Olmsted Falls High School and Middle School, Swings-N-Things, and the Olmsted Falls soccer fields. It would also provide direct pedestrian access between the town center and developments south of the Schady

and Stearns Road intersection. The total cost is \$716,320.

### **Recommendation 11: Stearns Road between Cook Road and Bagley Road**

Complete sidewalks on Stearns Road between Bagley Road and the existing sidewalks south of Cook Road. This is included in the Stearns Railroad Grade Separation Project, which is scheduled to begin construction in the near future.

### **Funding**

Funding is available from both NOACA and Cuyahoga County. NOACA's Surface Transportation and Transportation Alternatives programs can fund the construction of sidewalks, while the Congestion Mitigation Air Quality Program is appropriate for multiuse paths. Cuyahoga County has a number of funding sources detailed in its Complete Streets Toolkit, located in Appendix 1 of this report.

The township trustees can also request that the county or ODOT include new sidewalk facilities as part of roadway rehabilitation projects, as is the case with the Bagley Road project in Recommendation 1.

### Next Steps

The first step toward implementing the recommendations is the programming of the recommended sidewalk projects by the township trustees. Because the Stearns Road Railroad Grade Separation project and the Bagley Road project will install sidewalks around the town center, we recommend completing sidewalks on Stearns Road (Recommendation 10) first to create continuous connectivity between destinations and to and from the town center. The other segments that should be prioritized first are those on Fitch Road and Cook Road.



## Study Area

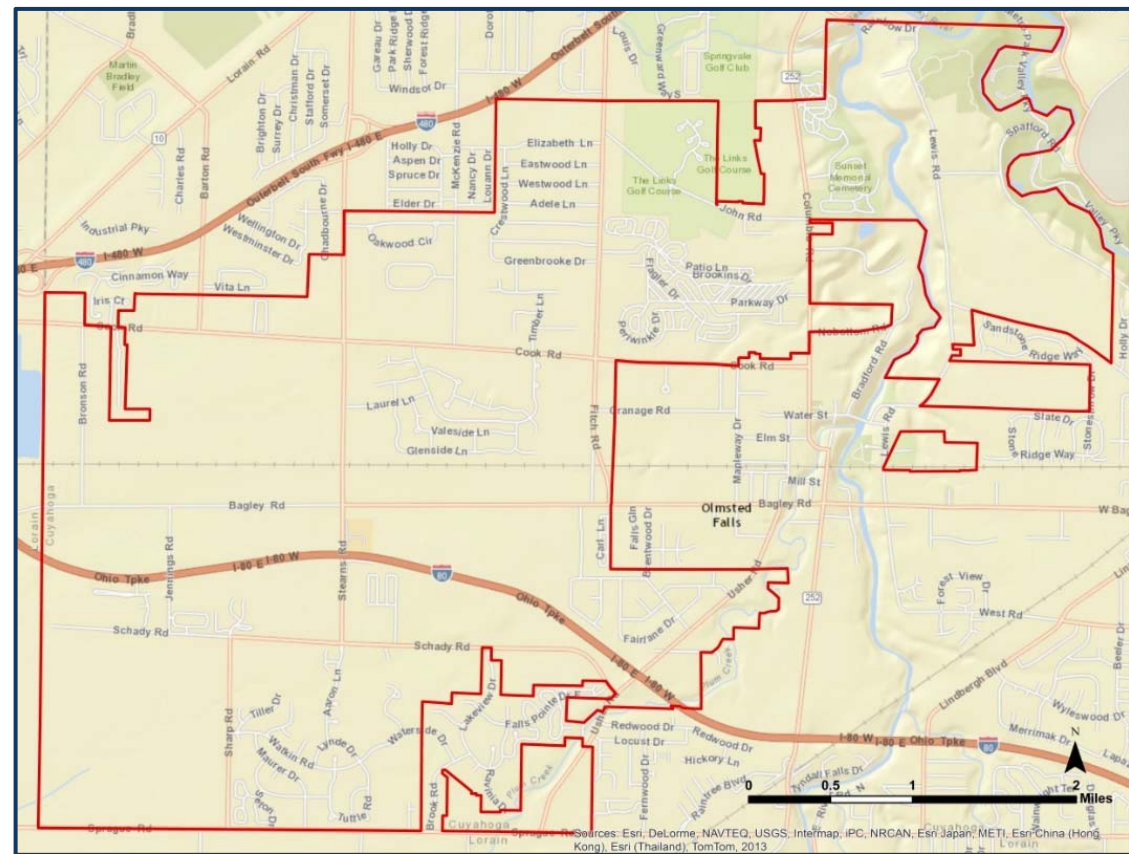
The Olmsted Township Complete Streets Plan is an addendum to the Township’s 2012 Comprehensive Land Use Plan and Zoning Update. The purpose of this addendum is to provide a transportation component to the comprehensive plan that strategizes the implementation of sidewalks, paths, and facilities to improve safety for pedestrians and bicyclists. The goals of this planning process are to:

- Identify transportation improvements for cyclists and pedestrians;
- Plan for sidewalks where they do not exist between destinations on Cook, Stearns, and Bagley Roads;
- Support the recommendations of the Comprehensive Plan Update and Safe Routes to School Plan; and
- Prioritize safety and a constrained budget through cost analysis and an implementation strategy.

Olmsted Township is located in the southwestern corner of Cuyahoga County, bordering Cleveland Metroparks’ Rocky River Reservation and the cities of Olmsted Falls, North

Olmsted, and Berea in Cuyahoga County and Columbia Station and North Ridgeville in Lorain County. The study area includes the entire township.

Map 1: Olmsted Township Complete Streets Plan Study Area

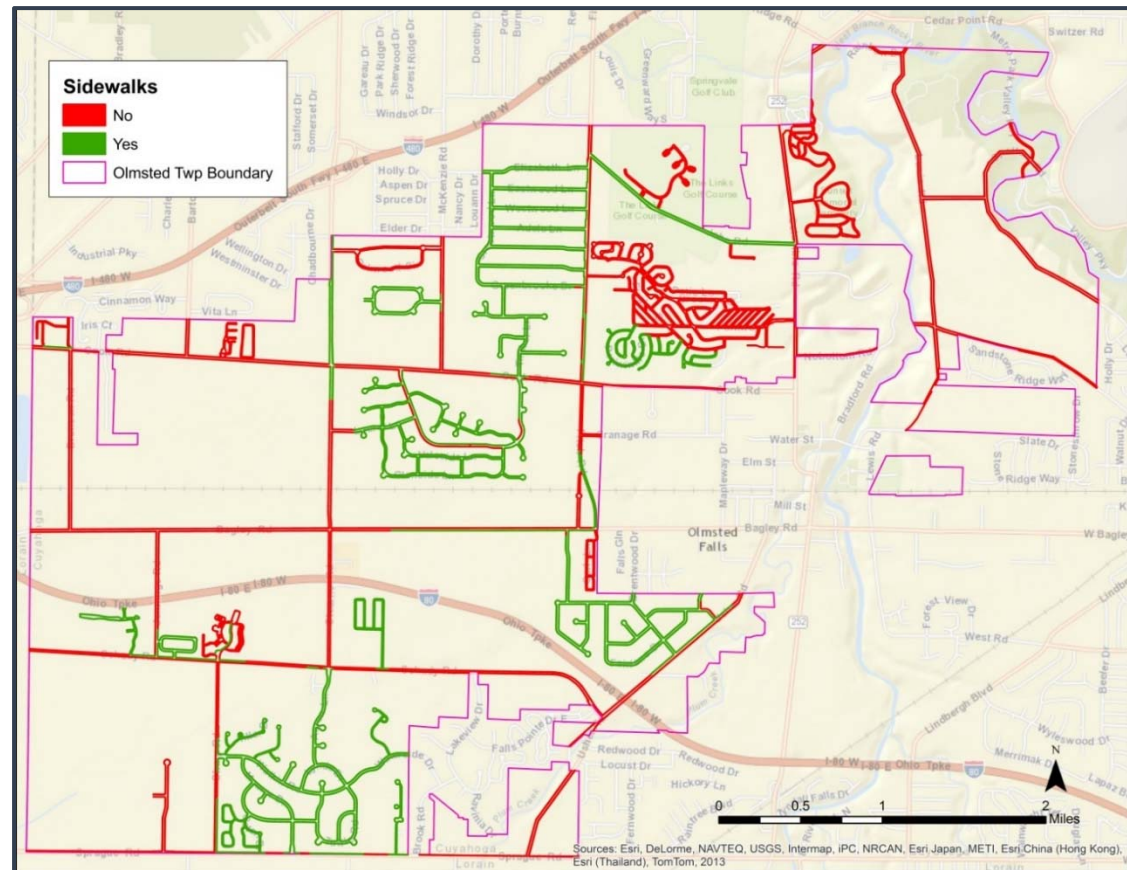


## Existing Conditions

### Sidewalk Coverage

Sidewalk coverage in Olmsted Township is concentrated in isolated subdivisions and residential neighborhoods, with major routes largely lacking facilities. Assuming that existing sidewalks are about five feet in width, there are roughly 1,421,752 square feet of existing sidewalks in the township. Analysis shows that there are roughly 1,901,488 square feet of “missing” sidewalks, assuming five-foot facilities would be built on both sides of the street. Map 2 shows sidewalk coverage for the study area.

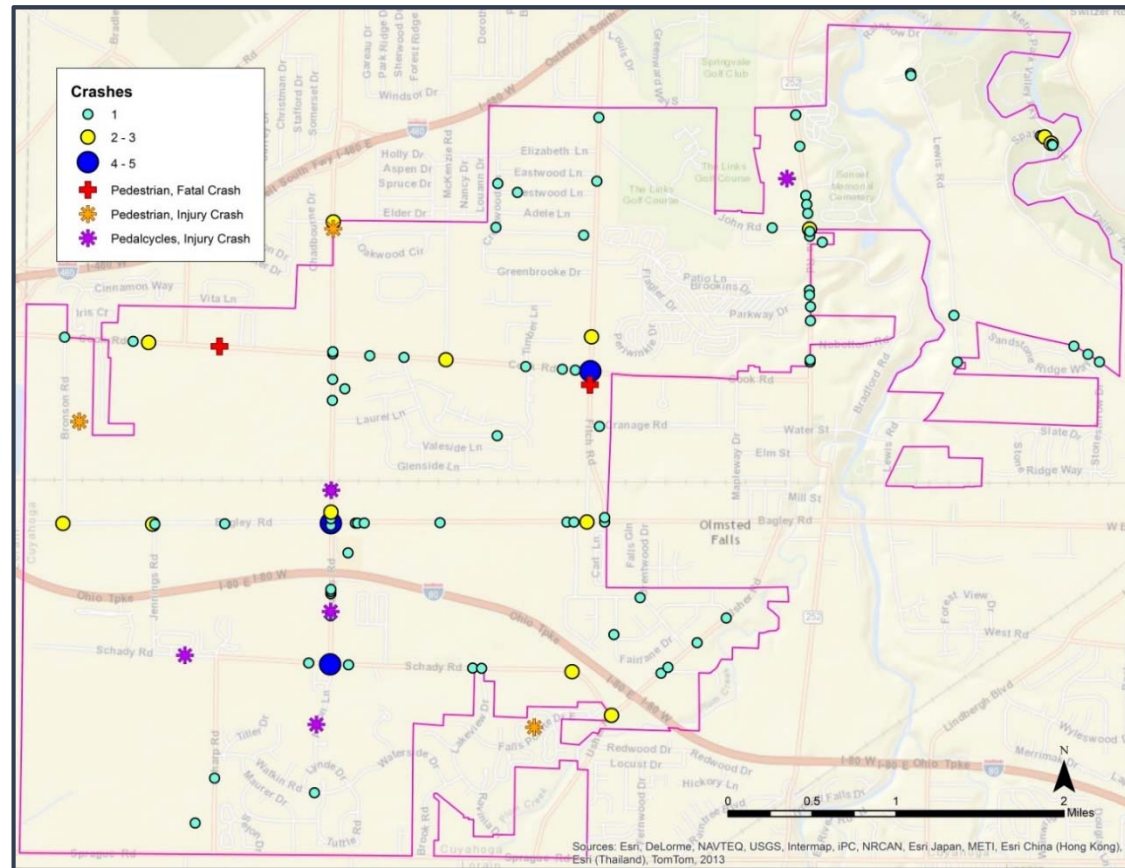
Map 2: Sidewalk Coverage in the Study Area



### Crash History

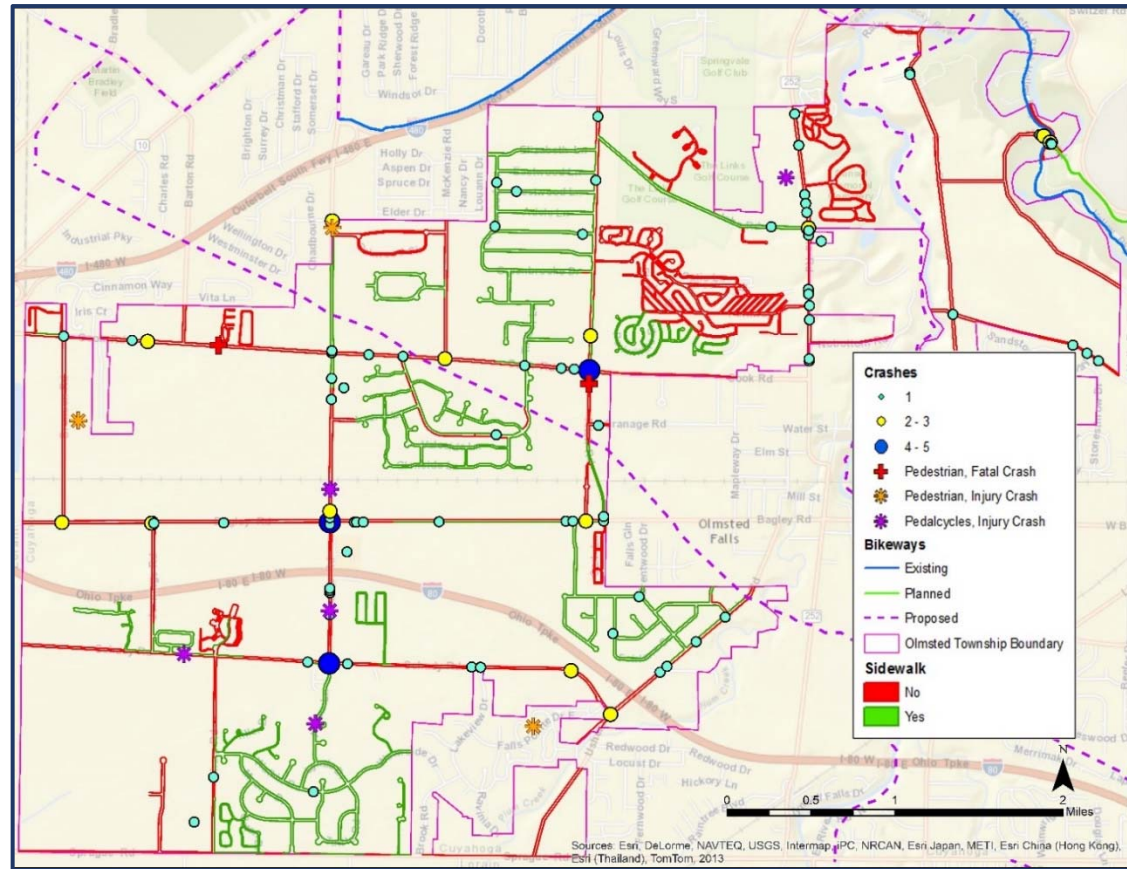
Crashes resulting in injury are a concern in Olmsted Township, particularly for pedestrian and bicycle crashes. While Map 3 shows that between 2009 and 2013 there were two fatal pedestrian crashes, one involved a child on Cook Road near a neighborhood west of the Cook and Stearns Roads intersection. The other fatal pedestrian crash occurred on Fitch Road, south of the Cook and Fitch Roads intersection.

Map 3: Injury and Fatal Crashes in the Study Area



Over the five-year period, there were several injury crashes that involved pedestrians and cyclists. Stearns Road near the Bagley Road intersection is an area of particular concern for these types of crashes, with 19 crashes occurring during the five-year period. The area of Stearns Road south of the Ohio Turnpike/I-80 overpass also recorded several bicyclist crashes during the five-year period. In most cases, crash locations for pedestrians and cyclists appear to coincide with areas that have little or no sidewalk coverage, as shown in Map 4. Schady and Columbia Roads are good examples of this, as several injury crashes occurred on these roads where there are long stretches with no sidewalks.

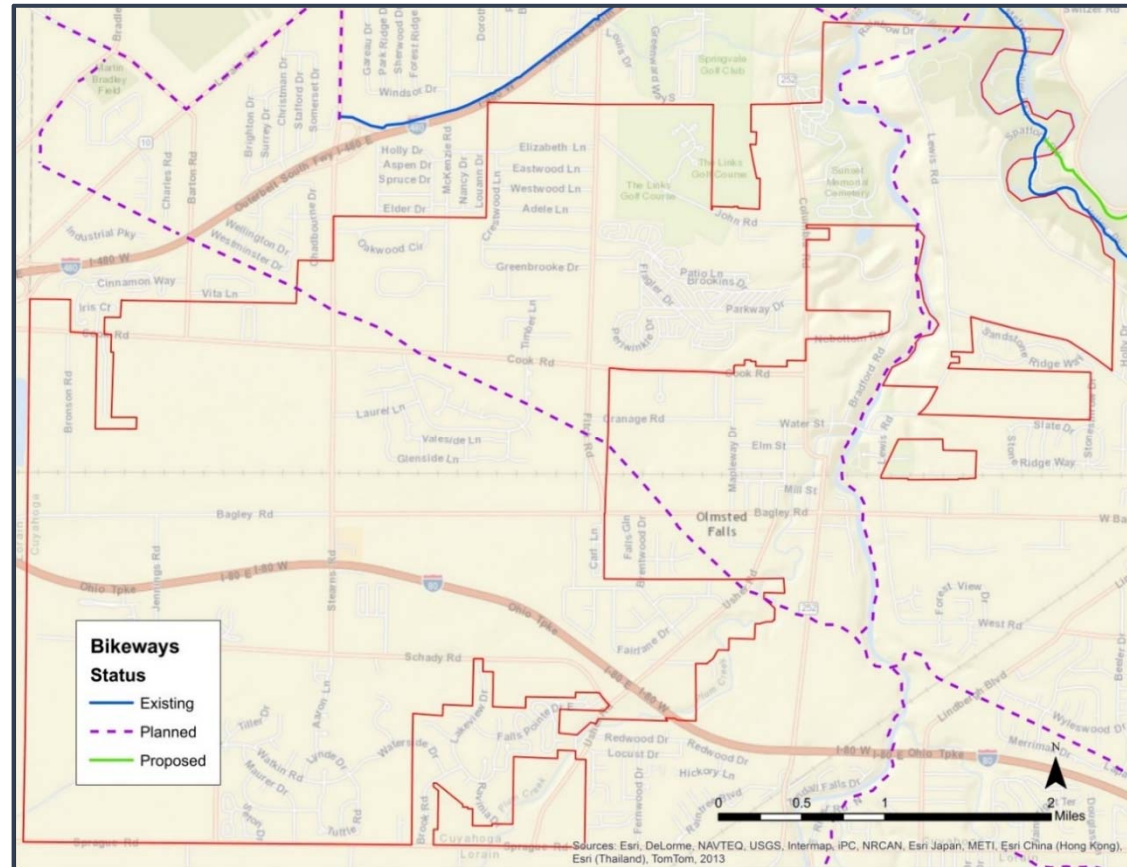
Map 4: Sidewalk Coverage, Multiuse Paths, and Crashes in the Study Area



### Bicycle Infrastructure

Olmsted Township does not have existing bicycle infrastructure aside from a small portion of the multiuse path in the Rocky River Reservation. There is an existing multiuse path nearby in North Olmsted on the northern side of I-480, which can be accessed from Stearns Road via sidewalks north of the Stearns and Cook intersection. There is a multiuse path being planned through the FirstEnergy high-tension wire property (included as Recommendation 8), which runs diagonally northwest to southeast through the study area, and along the Rocky River in the northeast section of the township. Map 5 shows bikeways in Olmsted Township.

Map 5: Existing and Planned Bikeways in Olmsted Township

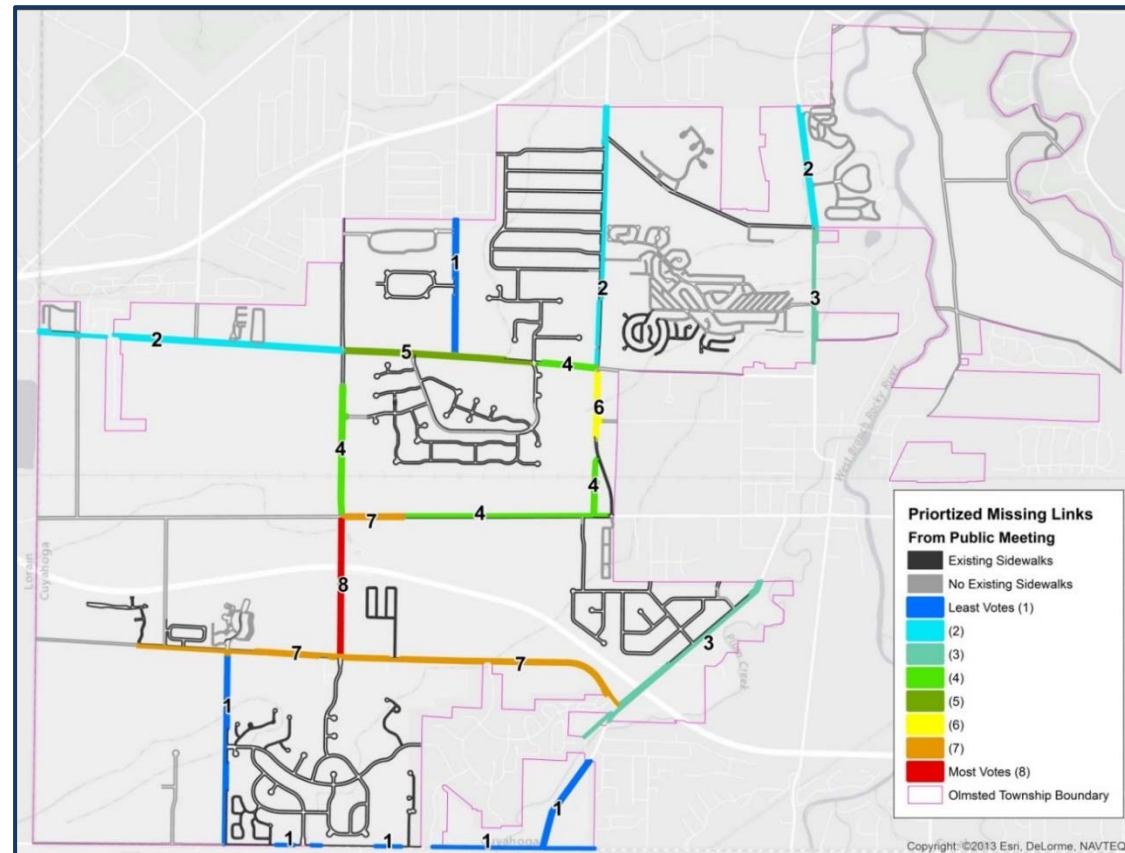


## Public Meeting and Online Surveys

At the public meeting held on October 15, 2014, participants were asked to identify and rank missing sidewalk links in the township according to their importance. Map 6 shows the missing links prioritized by public meeting participants based on aggregate votes from compiled surveys. The map legend refers to the total number of votes each section received in survey ranking by public meeting participants, not a list of projects prioritized for implementation.

From the feedback gathered at the public meeting, it appears that the central part of the township is a high priority for sidewalk connections.

Map 6: Prioritized Missing Sidewalk Links from Public Meeting Participants



An additional survey conducted online via the Olmsted Township website supported this finding. Respondents from the online survey were asked to identify which areas of the township were the highest priorities for sidewalk connections. A majority of respondents indicated that areas A and B in Map 7, which includes the town center area, Swings-N-Things, and the middle and high schools, were of the highest priority. Respondents indicated that area C, which includes the Donauschawben German American Cultural Center and Columbia Road (State Route 252), should be prioritized for sidewalk connections after areas A and B. Map 7 shows these priority areas, and Figure 1 shows ranking percentages by responses.

Map 7: Priority Areas for Missing Sidewalk Links from Online Survey

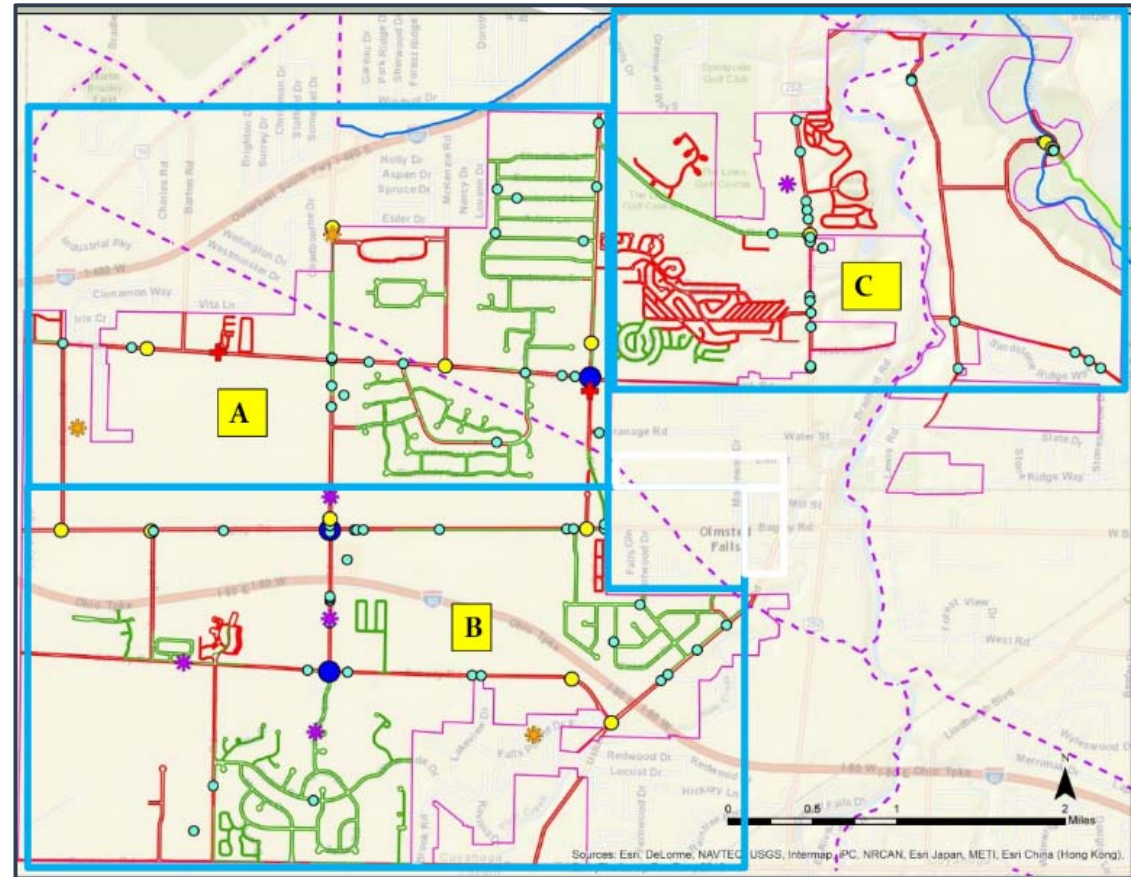
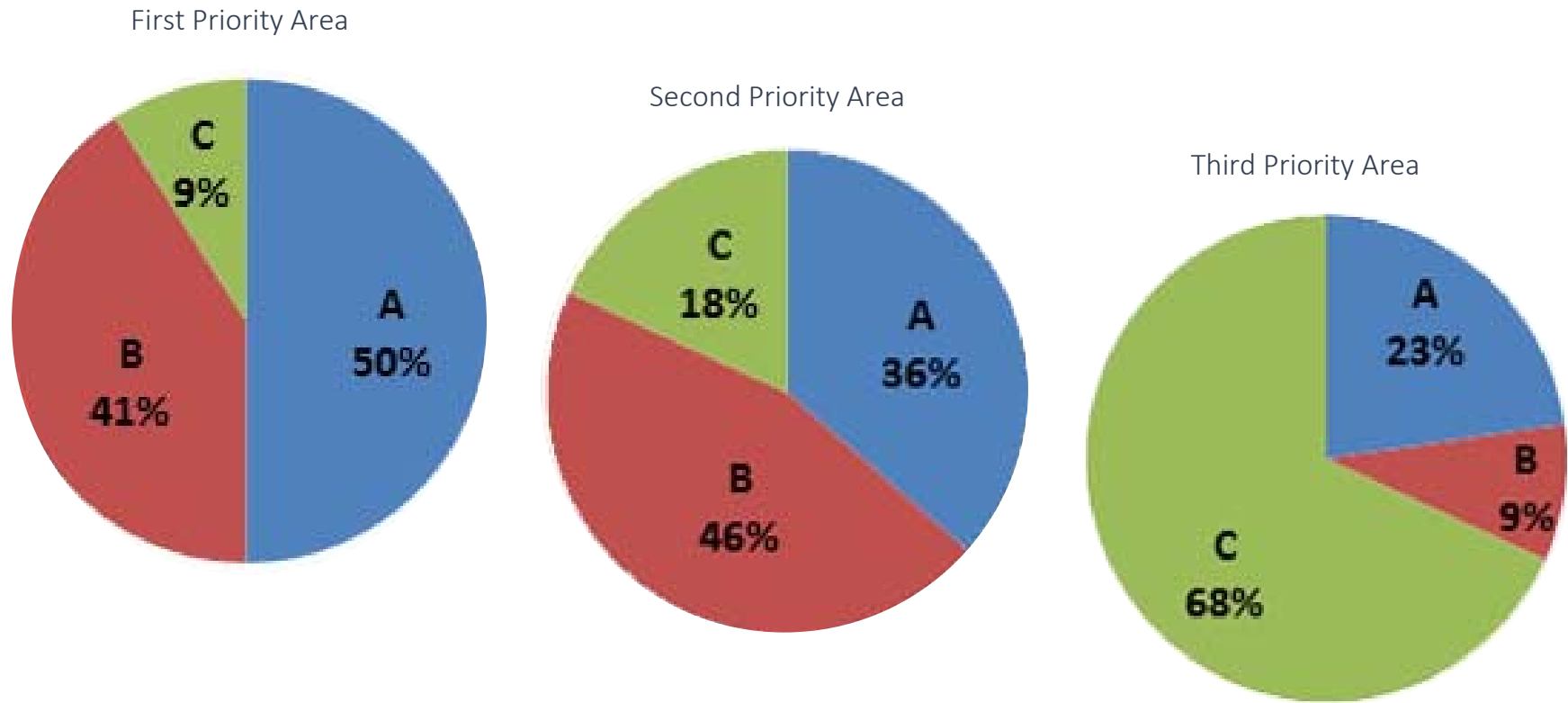


Figure 1: Priority Areas by Response from Online Survey

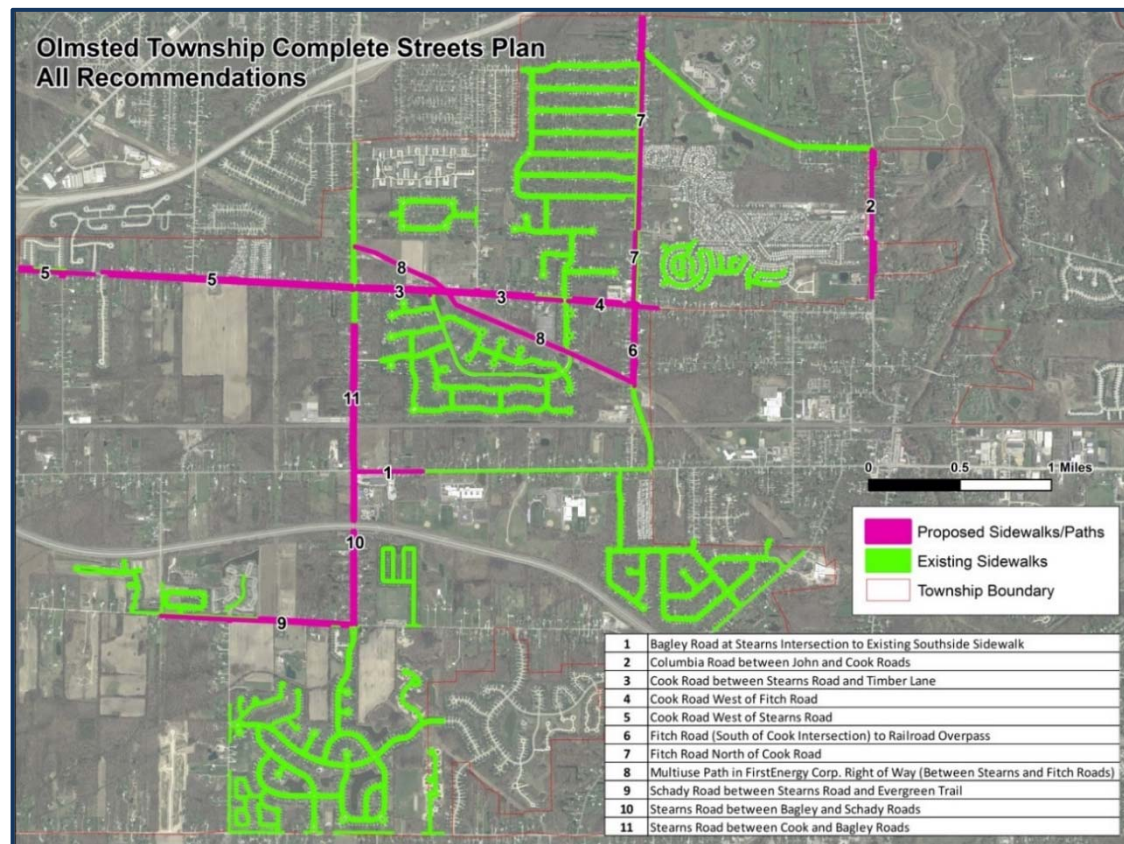


## Overview

Based on analyses of existing sidewalks, areas where sidewalks do not presently exist, reported crashes, and community feedback, 11 projects were recommended for development in this plan. The recommendations are not prioritized or ranked; for the purpose of the plan, they are considered part of a larger vision of connectivity within Olmsted Township. Included with each recommendation is a preliminary planning-level cost estimate, assuming that the cost per linear foot for installing sidewalks is \$121. This figure includes estimating for potential earthwork, surveying and contingencies, and was developed in partnership with the Cuyahoga County Department of Public Works (CCPW). These estimates are intended to give the township trustees an idea of potential costs for the purposes of

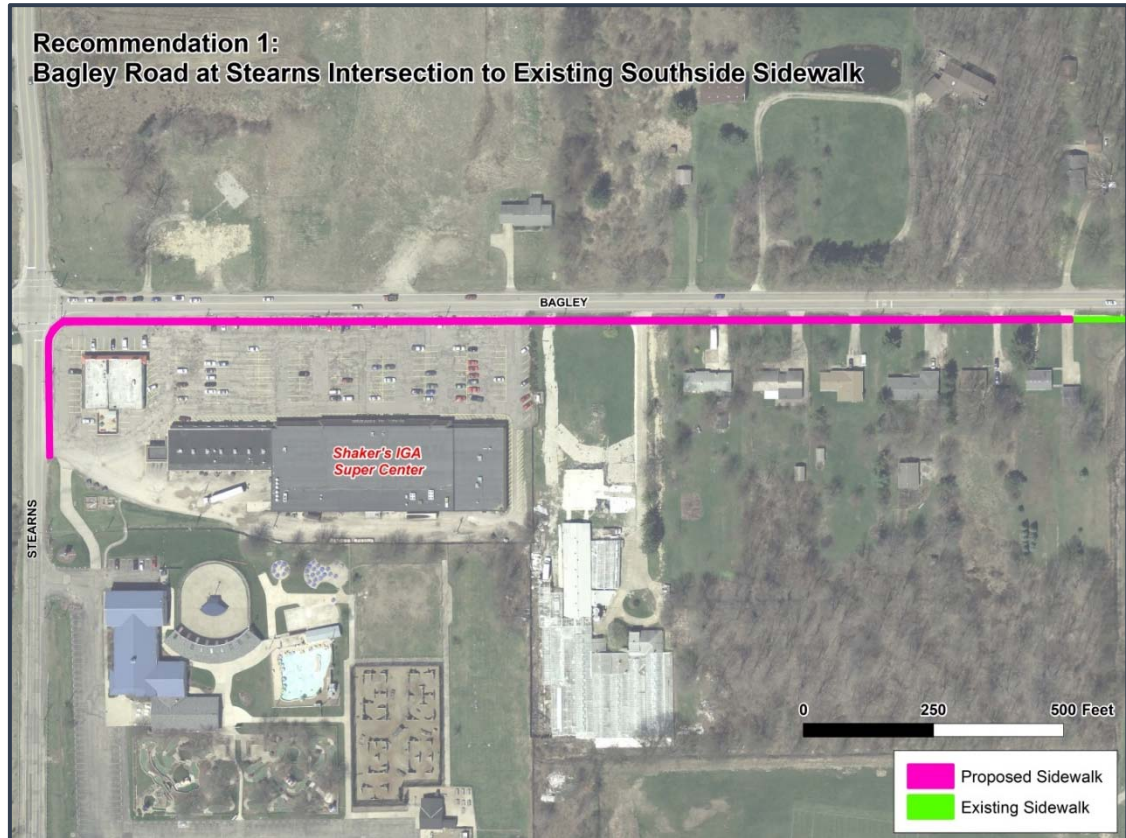
planning, and actual costs may be different. Additionally, some recommendations are already funded and are included here for consideration as part of the larger network. The map below shows

existing sidewalks and the proposed sidewalk network for Olmsted Township.



1 Bagley Road East of the Bagley and Stearns Road Intersection

Recommendation 1 is to complete the sidewalk east of the Stearns and Bagley Roads intersection. This would provide connectivity between the emerging town center and the middle and high schools. If paired with Recommendation 10 (sidewalk completion on Stearns Road between Bagley Road and Schady Road), completing these sidewalks would provide connectivity between the schools, Swings-N-Things and the soccer fields. This intersection is also one of the higher-crash locations, and providing non-motorists safe, separated facilities will protect against nonmotorized vehicle crashes in the long term. Recommendation 1 illustrates the total programmed cost by the Cuyahoga County Department of Public Works. At the time this report is being written, Cuyahoga County is currently planning the construction of this recommendation.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (Planned by CCPW)
Planned Facility	7,835	1,567	\$164,437.33

2 Columbia Road (State Route 252) between John and Cook Roads

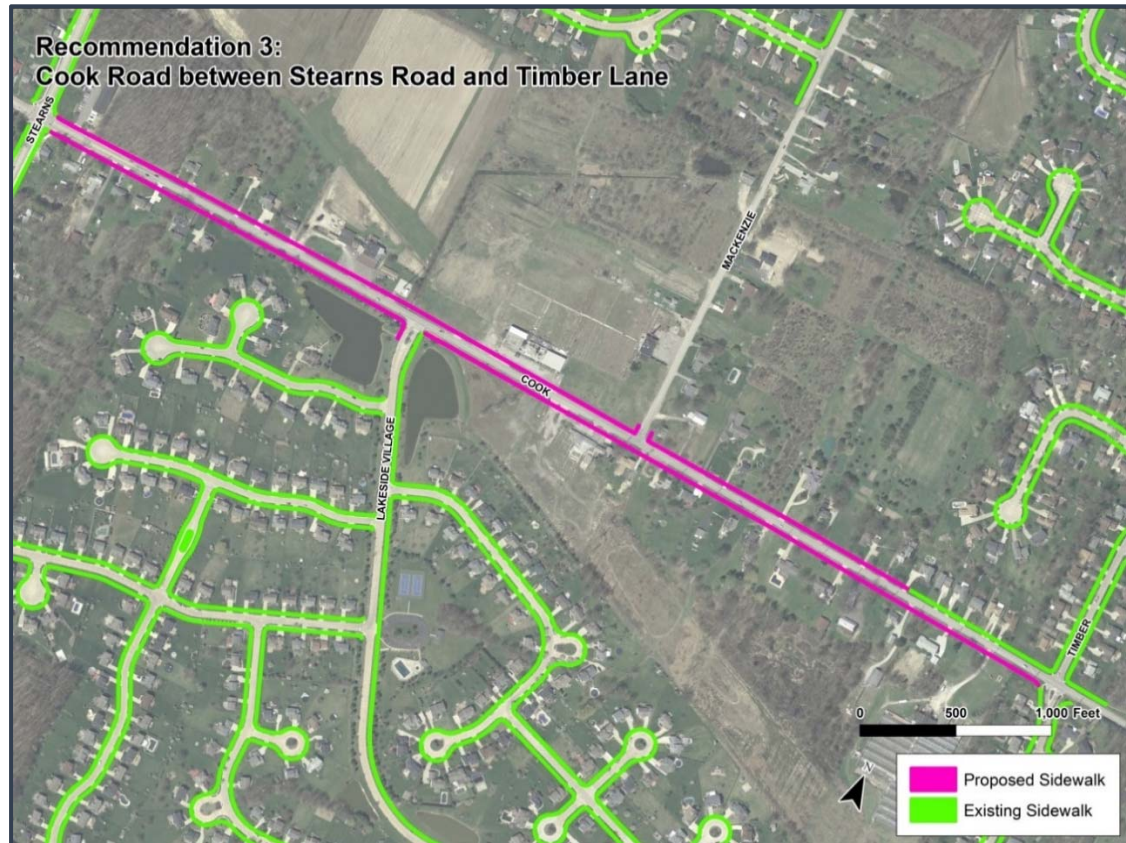
Recommendation 2 is to complete a sidewalk connection on Columbia Road (State Route 252) between John and Cook Roads. With this connection, residents would have improved access north to North Olmsted and south and west to Olmsted Falls, and they could reach commercial destinations and the Donauschwaben German-American Cultural Center. Additionally, with the existing sidewalks on John Road and Cook Road in Olmsted Falls, a greater number of residents would be able to access this corridor. There were also a significant number of crashes in this area, particularly around the German-American Cultural Center and Nobottom Road where there is some elevation change. Sidewalks in this area will help protect nonmotorists against drivers that may have compromised vision when navigating this hill. The recommendation 2 map shows the proposed project area, and the table details planning-level cost estimates for sidewalks on one or both sides of the street, based on the \$121 per linear-foot cost estimate.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	21,050	4,210	\$509,410
West Side Only	16,400	3,280	\$396,880
East Side Only	4,650	930	\$112,530

3 Cook Road between Stearns Road and Timber Lane

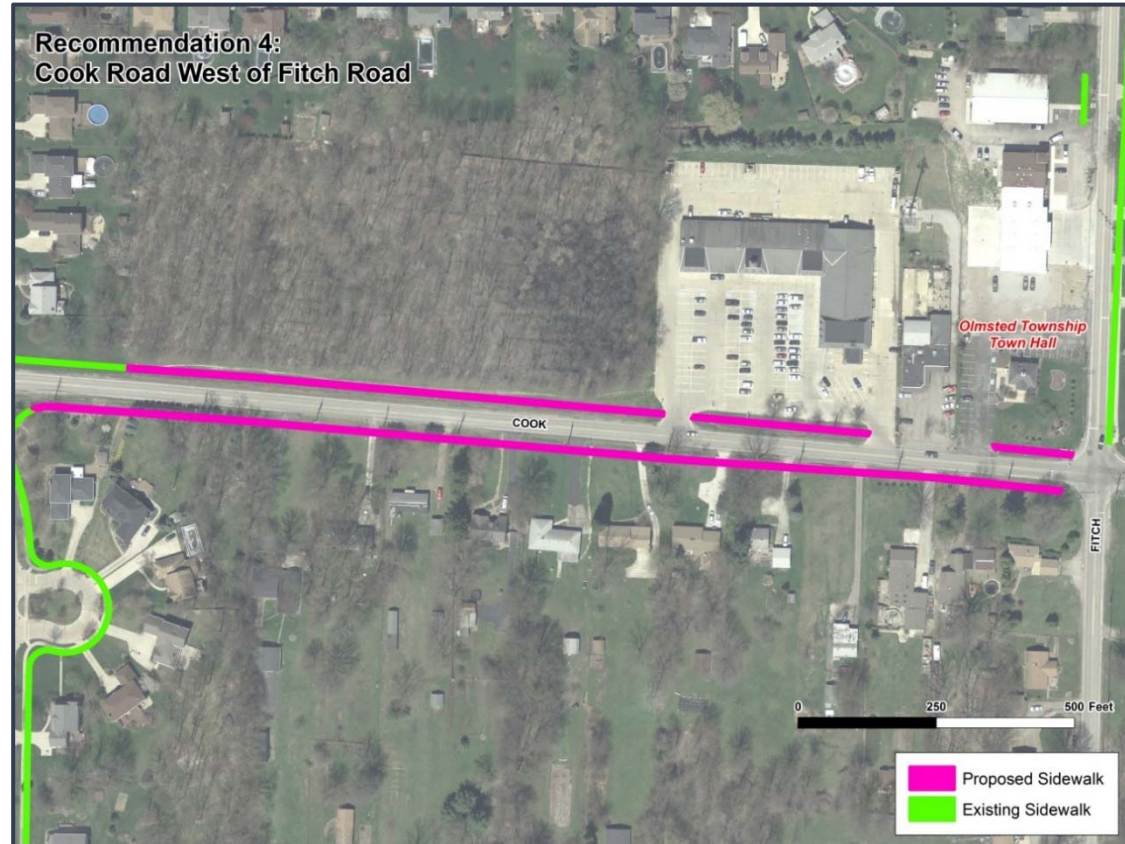
Recommendation 3 focuses on completing a connection on Cook Road between Stearns Road and Timber Lane. Because many of the adjacent land uses on this road are low density in nature or completely undeveloped, speed limits tend to be higher and there are fewer visual elements along the corridor that encourage drivers to slow down. It is important to provide a connection that protects pedestrians and cyclists from faster-moving automobile traffic. The corridor has two residential developments, one at Lakeside Village and the other at Timber Lane. Both of these neighborhoods have sidewalks internally, but are disconnected from each other and the township at large. A complete sidewalk between these two neighborhoods could also connect to a future multiuse path in the FirstEnergy right-of-way (see Recommendation 8), which would provide greater access to other parts of the township and more recreational opportunities. The map shows Recommendation 3, and the table outlines potential costs.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	41,259	8,251	\$998,371
North Side Only	19,147	3,829	\$463,309
South Side Only	22,112	4,422	\$535,062

4 Cook Road West of Fitch Road

Recommendation 4 is to create sidewalk connections east of Timber Lane on Cook Road. This area is just west of Fitch Road, in front of the township’s Town Hall and adjacent shopping center. On the north side of Cook Road there is a path worn into the grass (between the shopping center and existing sidewalk), which is a good indication that a sidewalk here may be well used. Providing a connection in this area is important due to a high number of crashes; the intersection of Cook and Fitch Roads is one of three high-crash intersections in the township, most likely due to its high volume of traffic. This recommendation is illustrated in the map, and costs are detailed in the table.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	12,401	2,480	\$300,080
North Side Only	5,393	1,079	\$130,559
South Side Only	7,008	1,402	\$169,642

5 Cook Road West of Stearns Road

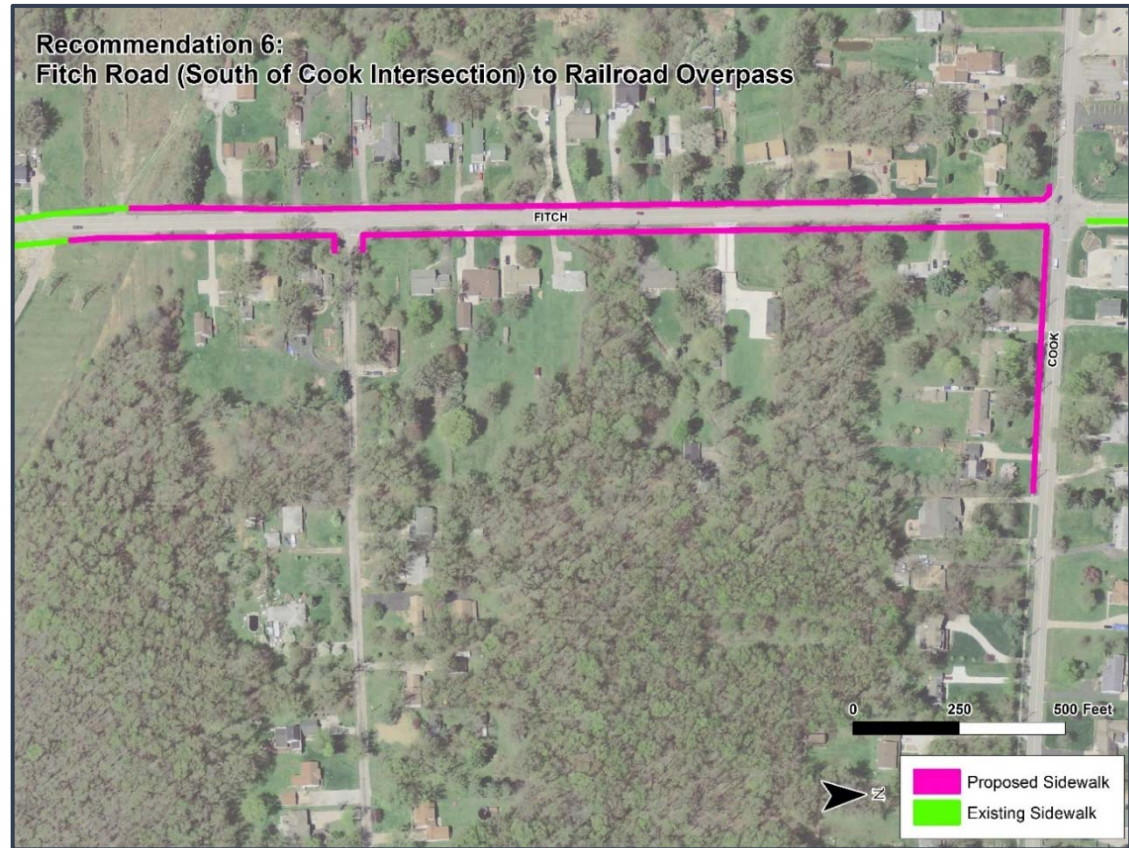
Recommendation 5 focuses on the western part of Cook Road. The recommendation is based on feedback from the steering committee and the public and prioritizes sidewalks. While this is the longest and most costly of the recommendations, as shown in Recommendation 5’s map and table, it is important because there are some higher-density residential developments adjacent to the road. Additionally, there is a commercial area just west of the Cuyahoga County border in North Ridgeville, which includes a number of restaurants, gas stations/convenience stores, and a branch of Lorain Community College. While traffic volumes are lower on this section of Cook Road, members of the public pointed out that people tend to drive fast on this portion of the road. There was a fatal hit-and-run accident involving a child in 2011, which stresses the need for safe pedestrian facilities on this road and throughout the township.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	63,400	12,680	\$1,534,280
North Side Only	28,400	5,680	\$687,280
South Side Only	35,000	7,000	\$847,000

6 Fitch Road (South of Cook Intersection) to Railroad Overpass

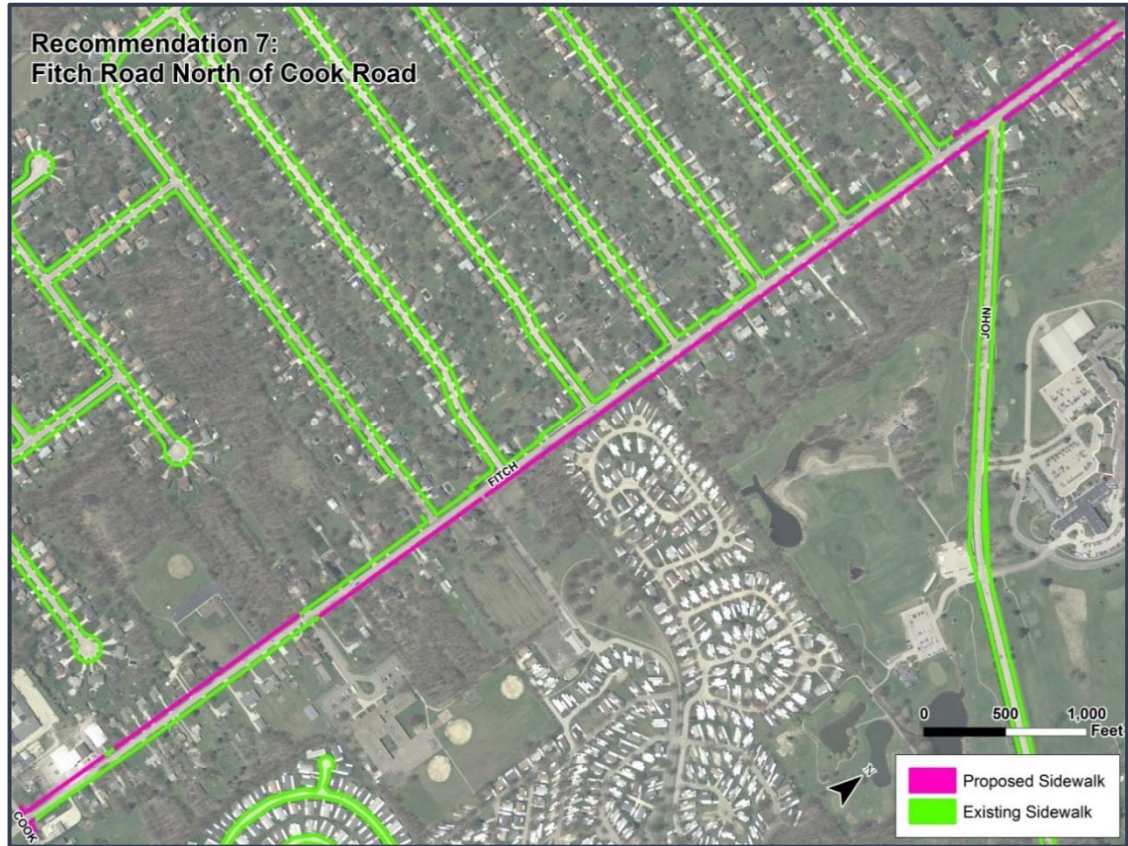
Recommendation 6 is to complete the sidewalk between the intersection of Fitch and Cook Roads and the railroad overpass on Fitch Road, where there is an existing sidewalk. This recommendation also includes a section of Cook Road on the south side of the street, which would connect to an existing sidewalk in Olmsted Falls. This segment is especially important because there was a fatal accident involving a pedestrian in 2010 just south of the Cook and Fitch Roads intersection. Because visibility was a factor in the accident, improved sidewalks would help protect pedestrians from traffic in low-visibility conditions and in the dark. The Recommendation 6 map and table detail this recommendation.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	19,225	3,845	\$465,245
West Side Only	8,198	1,640	\$198,440
East Side Only	11,027	2,205	\$266,805

7 Fitch Road North of Cook Road

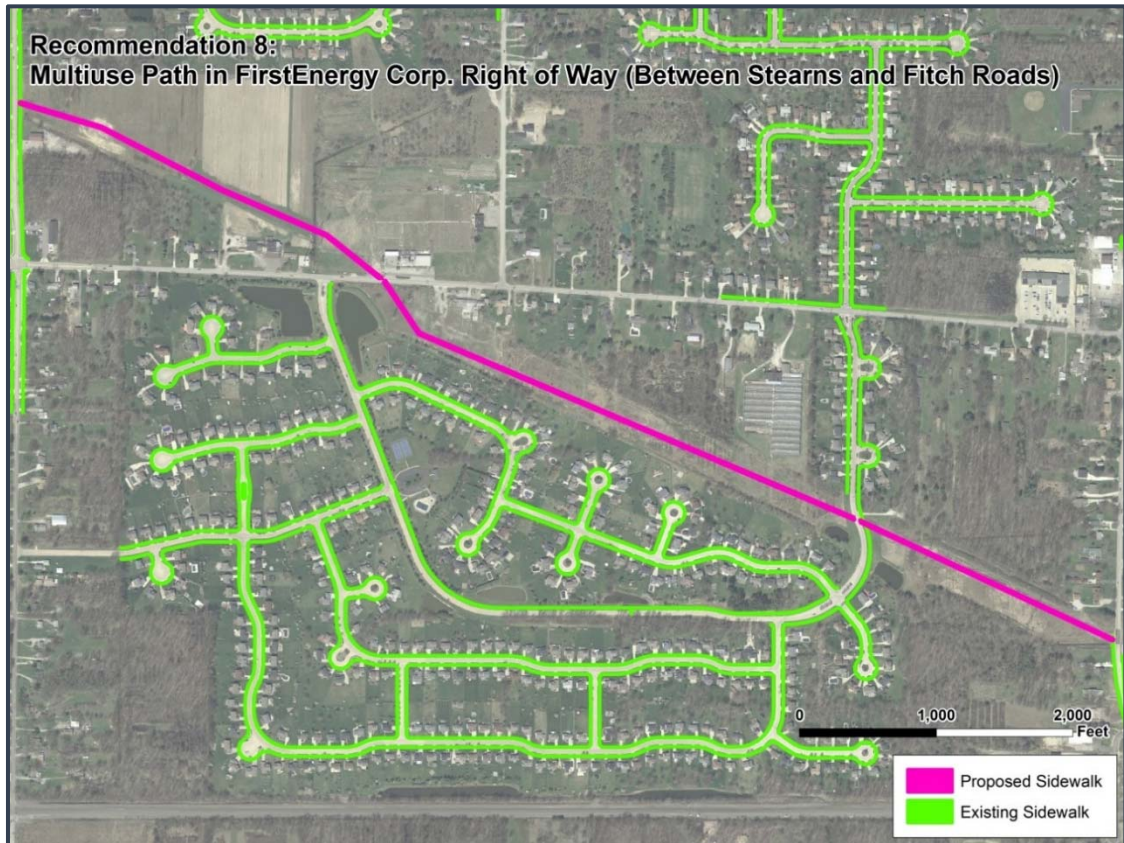
Recommendation 7 is to complete the sidewalk on Fitch Road north of Cook Road. Sidewalks currently exist north of the Cook and Fitch Roads intersection, but are not continuous on either side of the street. To make a complete trip from Cook Road to John Road, a pedestrian would need to cross the street twice. North of John Road there are no existing sidewalks in Olmsted Township, though there are sidewalks on Fitch Road in North Olmsted. Connecting to North Olmsted from Cook Road would open up additional transportation and recreational opportunities for township residents, and a more complete, continuous sidewalk would be safer in this area that has a number of residential, suburban-style streets. The Recommendation 7 map and table illustrate the extent and possible costs of completing sidewalks on Fitch Road.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	34,800	6,960	\$842,160
West Side Only	12,100	2,420	\$292,820
East Side Only	22,700	4,540	\$549,340

8 FirstEnergy Corporation Right-of-Way between Stearns Road and Fitch Road

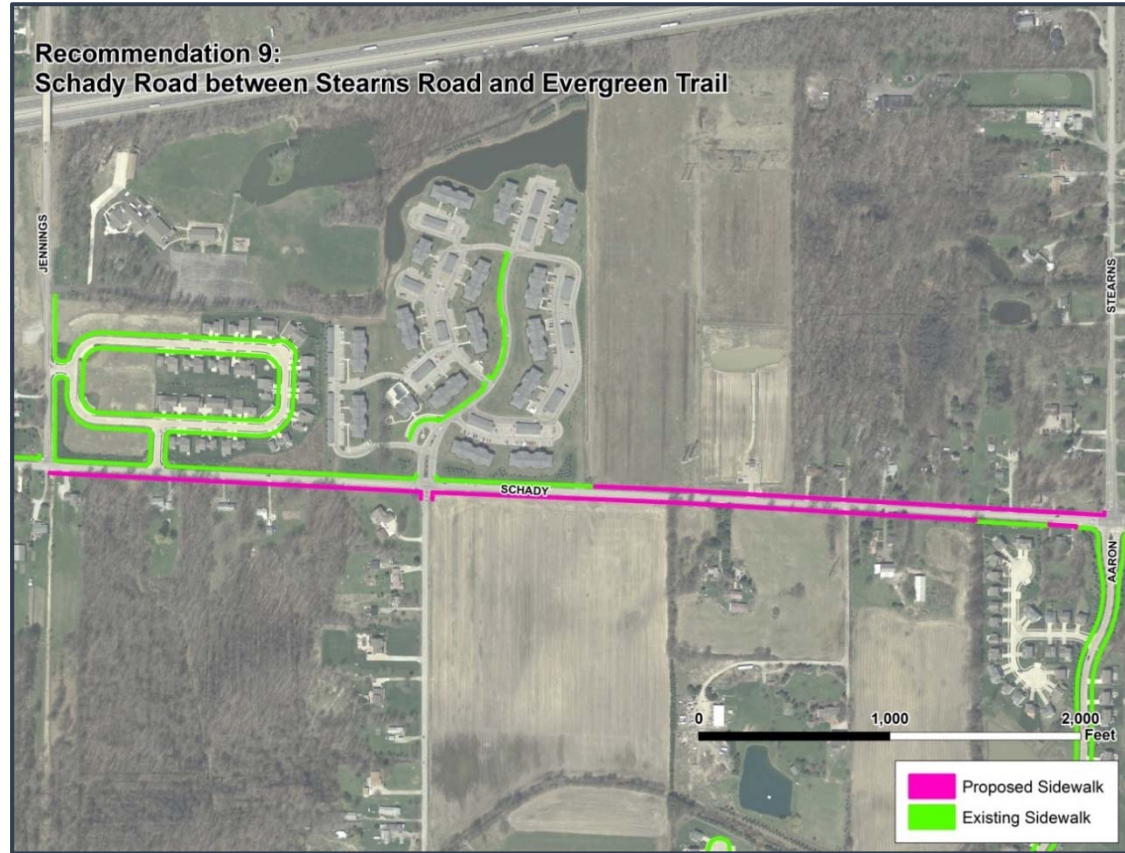
Recommendation 8 is to add a multiuse path between Stearns and Fitch Roads in the right-of-way owned by FirstEnergy Corporation, as shown on the map. This path could function as a connector across the township and would link sidewalks and neighborhoods that already exist with new sidewalks and development (including the recommended sidewalks on Cook Road). Furthermore, if this path were expanded at the regional level, it could ultimately connect to paths in North Olmsted and the Rocky River Reservation, which would enhance recreational opportunities for residents. The cost estimate in the table assumes a cost of \$138 per linear foot for a 10-foot-wide path, but does not include possible costs for rights-of-way or property acquisition. If the Olmsted Township trustees pursue the construction of this path, negotiations with FirstEnergy Corp. regarding easements would need to take place.



Options	Square Feet of Multiuse Path (10 Ft)	Linear Feet of Multiuse Path (10 Ft Wide)	Total Multiuse Path (\$138/Ft)
Between Stearns and Fitch Roads	119,000	11,900	\$1,642,200

9 Schady Road between Stearns Road and Evergreen Trail

Recommendation 9 is to add sidewalk connections on Schady Road. The connections would link Stearns Road (Recommendation 10) with the Evergreen Trail development, just south of the Westside Irish American Club grounds. While the adjacent land uses in this area are largely undeveloped and are very low density, stakeholder committee members and the public indicated that connecting neighborhoods in this area is an important goal. The Recommendation 9 map shows the area recommended for sidewalks, and the table details potential costs.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	29,100	5,820	\$704,220
North Side Only	10,100	2,020	\$244,420
South Side Only	19,000	3,800	\$459,800

10 Stearns Road between Bagley and Schady Roads

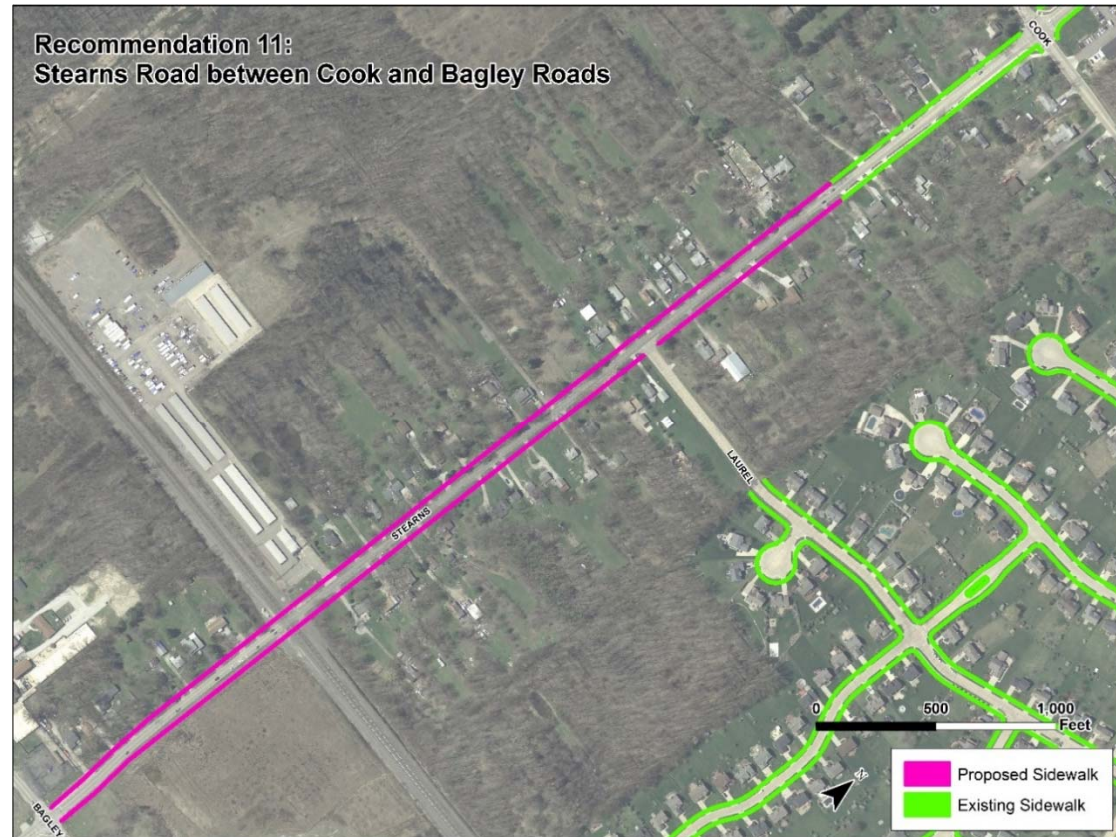
To the north, there is no existing sidewalk between the Schady and Stearns Roads intersection and the Bagley and Schady Roads intersection, which is the town center. Recommendation 10 is to complete this missing link, which, if paired with Recommendation 1, would provide a connection between Olmsted Falls High School and Middle School, Swings-N-Things, and the Olmsted Falls soccer fields. This proposed project would also provide direct pedestrian access between the town center and developments south of the Schady and Stearns Roads intersection. This would improve access for students walking to school or Swing-N-Things, and for future development in the town center. The map and table show the proposed project and possible costs.



Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk (\$121/Foot)
Both Sides	29,600	5,920	\$716,320
West Side Only	15,400	3,080	\$372,680
East Side Only	14,200	2,840	\$343,640

**11 Stearns Road between Cook Road and Bagley Road**

Recommendation 11, which would complete sidewalks on Stearns Road between Bagley Road and the existing sidewalks south of Cook Road, is included in the Stearns Railroad Grade Separation Project. At the time this plan was written, the project had begun construction. This recommendation will complete a significant part of the proposed network recommended in this plan for the township. The Recommendation 11 map shows the project area (sidewalks only), though the actual configuration may look different from an aerial perspective due to roadway realignment. Costs are not included here because the project is included as part of the larger, soon-to-be-under-construction grade separation project.



# RECOMMENDATIONS

Recommendations Summary				
Recommendation	Options	Square Feet of Sidewalk (5 Feet)	Linear Feet of Sidewalk (5 Feet Wide)	Total Sidewalk
1: Bagley Road East of the Bagley and Stearns Road Intersection	Planned Facility	7,835	1,567	\$164,437.33
2: Columbia Road (State Route 252) between John and Cook Roads	Both Sides	21,050	4,210	\$509,410
	West Side Only	16,400	3,280	\$396,880
	East Side Only	4,650	930	\$112,530
3: Cook Road between Stearns Road and Timber Lane	Both Sides	41,259	8,251	\$998,371
	North Side Only	19,147	3,829	\$463,309
	South Side Only	22,112	4,422	\$535,062
4: Cook Road West of Fitch Road	Both Sides	12,401	2,480	\$300,080
	North Side Only	5,393	1,079	\$130,559
	South Side Only	7,008	1,402	\$169,642
5: Cook Road West of Stearns Road	Both Sides	63,400	12,680	\$1,534,280
	North Side Only	28,400	5,680	\$687,280
	South Side Only	35,000	7,000	\$847,000
6: Fitch Road (South of Cook Intersection) to Railroad Overpass	Both Sides	19,225	3,845	\$465,245
	West Side Only	8,198	1,640	\$198,440
	East Side Only	11,027	2,205	\$266,805
7: Fitch Road North of Cook Road	Both Sides	34,800	6,960	\$842,160
	West Side Only	12,100	2,420	\$292,820
	East Side Only	22,700	4,540	\$549,340
8: FirstEnergy Corporation Right-of-Way between Stearns Road and Fitch Road (Multiuse Path)	Between Stearns and Fitch Roads	119,000	11,900	\$1,642,200
9: Schady Road between Stearns Road and Evergreen Trail	Both Sides	29,100	5,820	\$704,220
	North Side Only	10,100	2,020	\$244,420
	South Side Only	19,000	3,800	\$459,800
10: Stearns Road between Bagley and Schady Roads	Both Sides	29,600	5,920	\$716,320
	West Side Only	15,400	3,080	\$372,680
	East Side Only	14,200	2,840	\$343,640
11: Stearns Road between Cook Road and Bagley Road	Under Construction			

While this plan did not specifically recommend new bikeways, the proposed multiuse trail (Recommendation 8) would implement an identified regional priority linkage (shown in Map 5). Multiuse paths could also be implemented in the recommended locations instead of sidewalks, but in general, the cost per linear foot is higher and right-of-way constraints may be a concern.

Lastly, crosswalks should be marked at major intersections and where proposed sidewalk projects create connections across roadways. A crosswalk, per Ohio Revised Code (ORC) 4511.01 (LL), is defined as:

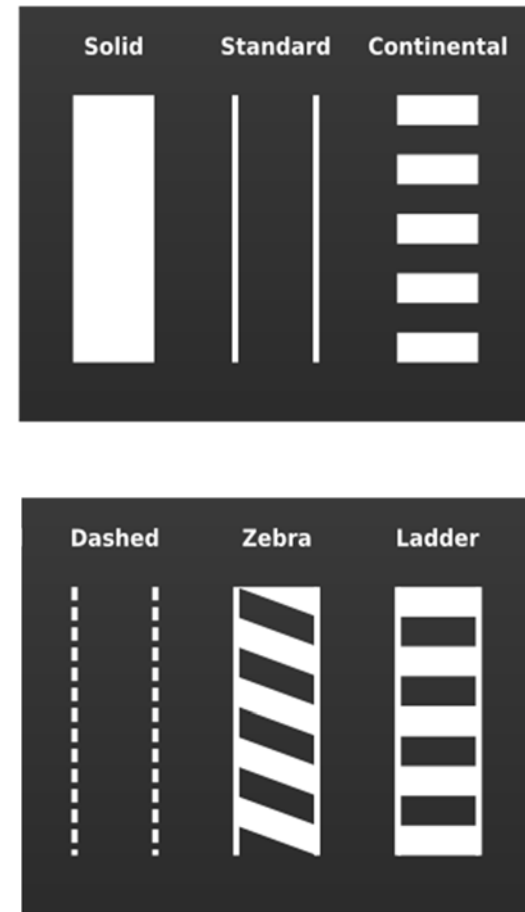
(1) That part of a roadway at intersections ordinarily included within the real or projected prolongation of property lines and curb lines or, in the absence of curbs, the edges of the traversable roadway;

(2) Any portion of a roadway at an intersection or elsewhere, distinctly indicated for pedestrian crossing by lines or other markings on the surface;

(3) Notwithstanding divisions (LL) (1) and (2) of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

While a crosswalk without markings can exist at an intersection, high-visibility crosswalk markings should be installed where implemented recommendations create connections. Installing high-visibility crosswalk markings would raise awareness of crossings and can improve safety for pedestrians. Figure 2 shows commonly used high-visibility crosswalk markings. Additionally, areas where it is unsafe for pedestrians to cross should be labeled “no crossing,” per the ORC.

Figure 2: High-Visibility Crosswalk Markings



## Funding

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Funding is very often a challenge in developing and installing pedestrian and bicycle infrastructure. In Olmsted Township, new developments are required to install pedestrian and bicycle amenities where needed, but funding the retrofit of sidewalks and paths along existing corridors can quickly strain the township budget. Assessments of abutting property owners is allowable by a vote of the township trustees per the ORC.

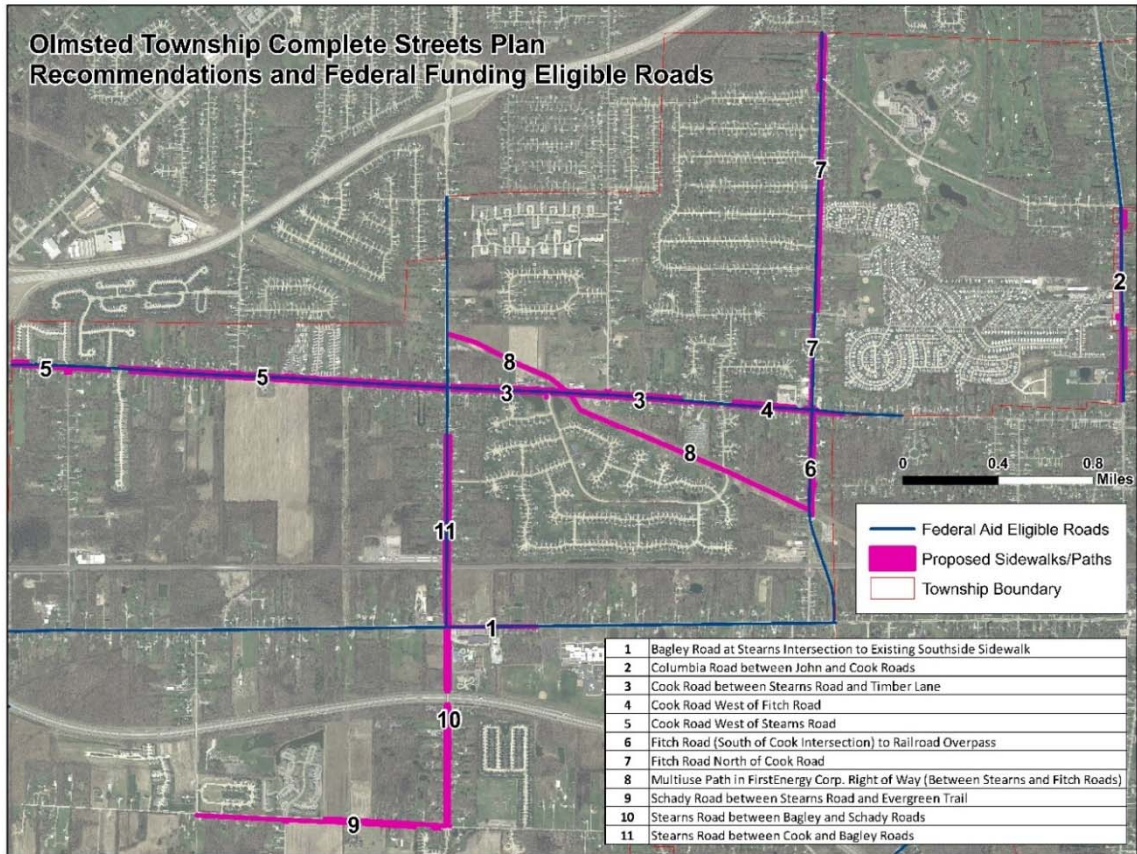
There are additional funding mechanisms available, however. Cuyahoga County, in its Complete Streets Toolkit, has detailed a number of resources, as shown in Appendix 1. While all of the funding sources detailed in the toolkit may be used to implement the recommendations of this plan, some sources are more competitive than others. Furthermore, the township trustees can request that the county or ODOT

include new sidewalk facilities as part of roadway rehabilitation projects, as is the case with the Bagley Road project (Recommendation 1). NOACA funding can help with larger roadway projects that include sidewalks.

The Surface Transportation and Transportation Alternatives programs can fund the construction of sidewalks, and the Congestion Mitigation Air Quality Program is appropriate for multiuse paths (Recommendation 8).



Other sources of funding that can be used are the Safety Program and Safe Routes to Schools construction funds through the Ohio Department of Transportation. Funding availability through these programs is extremely competitive, however, and implementing sidewalks with these sources can be very cumbersome. For example, the cost of funding a stand-alone sidewalk project with federal-aid funding will be much higher due to the costs of compliance with federal and state regulations than it would as a component of a road rehabilitation project, because efficiencies in the project development process can consolidate tasks and thus project costs. The map on the right shows roads eligible for federal-aid funding for roadway improvements.



## Next Steps

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With the approval of this plan, the township trustees should program sidewalk projects to complete the proposed network shown on page 9. Because the Stearns Road Railroad Grade Separation project and the Bagley Road project will install sidewalks around the town center, the trustees should focus on completing sidewalks on Stearns Road (Recommendation 10) first to create continuous connectivity between destinations and to and from the town center. Other areas for early priority include Fitch Road, where there is a higher density of residential land uses and a higher number of crashes, and Cook Road, where there was a fatal pedestrian crash.

Using federal-aid dollars from NOACA for sidewalks should occur only when sidewalks are packaged as part of larger-scale projects, such as roadway rehabilitations and sewer projects. The trustees should focus on

alternative funding sources, such as assessments or county permissive license fees, to build sidewalks in the shorter term. In the longer term, the trustees should work with Cuyahoga County Public Works to include sidewalks in roadway projects. This can include scoping sidewalks with rehabilitation projects in the capital program and finding additional funding in advance of projects if needed.

For the construction of the multiuse path, programs at the Ohio Department of Natural Resources may be useful for funding. Another source may be the Congestion Mitigation Air Quality program, though this funding is awarded at the statewide level annually and is highly competitive. To secure funding, an application for this program needs to demonstrate regional significance, particularly in connectivity with the larger network and a reduction of single occupancy

automobile trips (the project would need to serve commuters). While the multiuse path will serve as an amenity to residents, the trustees should focus on sidewalk connections first, as the development and funding of the path will be more complex.



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

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

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

# APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
<b>Congestion Mitigation Air Quality (CMAQ)</b> <a href="http://www.noaca.org/">http://www.noaca.org/</a>	NOACA designated air quality areas	20%	<ul style="list-style-type: none"> <li>Bicycle lanes on roadway</li> <li>Signed bike route</li> <li>Shared use path/trail</li> <li>Spot improvement program</li> <li>Bike racks on buses</li> <li>Bicycle parking facilities</li> <li>Trail/highway intersection</li> <li>Bicycle storage/service center</li> <li>Sidewalks, new or retrofit</li> <li>Crosswalks, new or retrofit</li> <li>Signal improvements</li> <li>Curb cuts and ramps</li> <li>Non-construction outreach related to safe bicycle use</li> </ul>	Application Cycles To Be Determined	County, City, Village, Township
<b>State Capital Improvement Program (SCIP)</b> <a href="http://planning.co.cuyahoga.oh.us/dopwic/">http://planning.co.cuyahoga.oh.us/dopwic/</a>	Ohio Public Works Commission (OPWC)	10%	<ul style="list-style-type: none"> <li>Bicycle lanes on roadway</li> <li>Paved Shoulders</li> <li>Trail/highway intersection</li> <li>Sidewalks, new or retrofit</li> <li>Crosswalks, new or retrofit</li> <li>Signal improvements</li> <li>Curb cuts and ramps</li> <li>Traffic calming</li> <li>All improvements must be made in conjunction with roadway improvement project</li> </ul>	Annual Application Period. Usually Due in the late summer for District One	County, Township, Village, or City. Sanitary Districts, and Regional Water and Sewer Districts
<b>County Permissive License Plate Fees</b> <a href="http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx">http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx</a>	County	0% - 50%	<ul style="list-style-type: none"> <li>Bicycle lanes on roadway</li> <li>Paved Shoulders</li> <li>Trail/highway intersection</li> <li>Sidewalks, new or retrofit</li> <li>Crosswalks, new or retrofit</li> <li>Signal improvements</li> <li>Curb cuts and ramps</li> <li>Traffic calming</li> <li>All improvements must be made in conjunction with roadway and is included in the original project scope</li> </ul>	Varies	County, City, Village, Township
<b>Local Permissive Licenses Plate Fees</b> <a href="http://codes.ohio.gov/orc/4504">http://codes.ohio.gov/orc/4504</a>	City or Village		<ul style="list-style-type: none"> <li>Bicycle lanes on roadway</li> <li>Paved Shoulders</li> <li>Trail/highway intersection</li> <li>Sidewalks, new or retrofit</li> <li>Crosswalks, new or retrofit</li> <li>Signal improvements</li> <li>Curb cuts and ramps</li> <li>Traffic calming</li> <li>All improvements must be made in conjunction with roadway and is included in the original project scope</li> </ul>	Annual per Local Budget	City, Village
<b>Recreational Trails Program</b> <a href="http://ohiodnr.com/tabid/21369/default.aspx">http://ohiodnr.com/tabid/21369/default.aspx</a>	FHWA & ODNR	20% <sup>55</sup>	<ul style="list-style-type: none"> <li>Urban trail linkages</li> <li>Trail head and trailside facilities</li> <li>Maintenance of existing trails</li> <li>Restoration of trail areas damaged by usage</li> <li>Improving access for people with disabilities</li> <li>Acquisition of easements and property</li> <li>Development and construction of new trails</li> <li>Purchase and lease of recreational trail construction and maintenance equipment</li> <li>Environment and safety education programs related to trails</li> </ul>	Annual Application Period: Due in February	Cities, Villages, Counties, Townships, Park and Joint Recreation boards and Conservancy Districts, Jointly Sponsored Projects between Political Subdivisions, State Government Agencies, Federal Government Agencies, and Non - profit organizations
<b>Clean Ohio Trails Fund</b> <a href="http://clean.ohio.gov/RecreationalTrails/Default.htm">http://clean.ohio.gov/RecreationalTrails/Default.htm</a>	OPWC & ODNR	25% <sup>56</sup>	<ul style="list-style-type: none"> <li>Land acquisition for a linear trail</li> <li>Trail development</li> <li>Trailhead facilities</li> <li>Engineering and design</li> </ul>	Application cycles vary based on fund availability. Due in February when funding is available	Cities, Villages, Townships, Park and Joint Recreation Districts, Conservancy Districts, Soil and Water Conservation Districts, and Non-profit Organizations

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

# APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE

Funding Name	Issuing Agency	Local Match	Eligible Projects	Application Cycles	Eligible Applicants
<b>County Bridge Program</b> <a href="http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx">http://publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx</a>	County Engineers Association	20%	Bike and Pedestrian Facilities that are appurtenances to the bridge project itself. Funds the replacement of county bridges	Annual Application Period:	Counties
<b>Municipal Bridge Program</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/MunicipalBridge.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/MunicipalBridge.aspx</a>	ODOT	20%	Bike and Pedestrian Facilities that are appurtenances to the bridge project itself. Funds the replacement of local bridges	Annual Application Period: Due in March	City, Village
<b>Section 402 Federal, State, and Community Highway Safety Funds</b> <a href="http://publicsafety.ohio.gov/grants.stm">http://publicsafety.ohio.gov/grants.stm</a>	ODPS	0%	<ul style="list-style-type: none"> <li>• Maps</li> <li>• Safety/education position</li> <li>• Police patrol</li> <li>• Helmet promotion</li> <li>• Safety brochure/book</li> <li>• Training</li> </ul>	Annual Application Period: Due in July	County, city, township, village, law enforcement agency, board of education, health department, NOACA, state agency; or non-profit organization, church, hospital, educational service center, college or university
<b>Federal Transit Administration (FTA)</b> <a href="http://www.fta.dot.gov/grants/12305.html">http://www.fta.dot.gov/grants/12305.html</a>	FTA/ODOT	Varies	Bike and Pedestrian Facilities that are appurtenances to the transit project itself	Varies by program	Designated recipients
<b>Community Development Block Grant (CDBG)</b> <a href="http://development.cuyahogacounty.us/en-US/municipal-grants.aspx">http://development.cuyahogacounty.us/en-US/municipal-grants.aspx</a>	HUD	Varies by program <sup>57</sup>	<ul style="list-style-type: none"> <li>• Public facilities</li> <li>• Street Surface, repair or replacement</li> <li>• Sidewalks, new or retrofit</li> <li>• Crosswalks, new or retrofit</li> <li>• Street Lights, repair or retrofit, Traffic/Pedestrian Signals, repair or retrofit</li> <li>• Barrier removal for handicap accessibility (e.g., sidewalks, curb ramps)</li> <li>• Street Furniture</li> </ul>	Annual Application Period: Due in Fall	Urban County Community areas that meet HUD Objectives, and Entitlement Communities
<b>Cuyahoga County Sanitary District Funds</b> <a href="http://codes.ohio.gov/orc/6117">http://codes.ohio.gov/orc/6117</a>	County	Up to 100 % based on account Balance	Storm or Sanitary Sewer Related Components	Varies based on availabilities of funds	City, Village
<b>Ohio EPA Surface Water Improvement Fund</b> <a href="http://www.epa.ohio.gov/dsw/nps/index.aspx">www.epa.ohio.gov/dsw/nps/index.aspx</a>	Ohio EPA	0%	Implementation of projects that address nonpoint source pollution (NPS) and/or stormwater runoff and result in water quality improvements in Ohio's streams, rivers and lakes	Application cycles vary based on fund availability. Deadlines vary	Local governments, park districts, conservation organizations and others

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

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

APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE

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

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

APPENDIX 1: CUYAHOGA COUNTY COMPLETE STREETS TOOLKIT FUNDING TABLE

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

