

NOACA Report

Summary of Bicycle Planning Activities in Fiscal Year 2010



August 2010

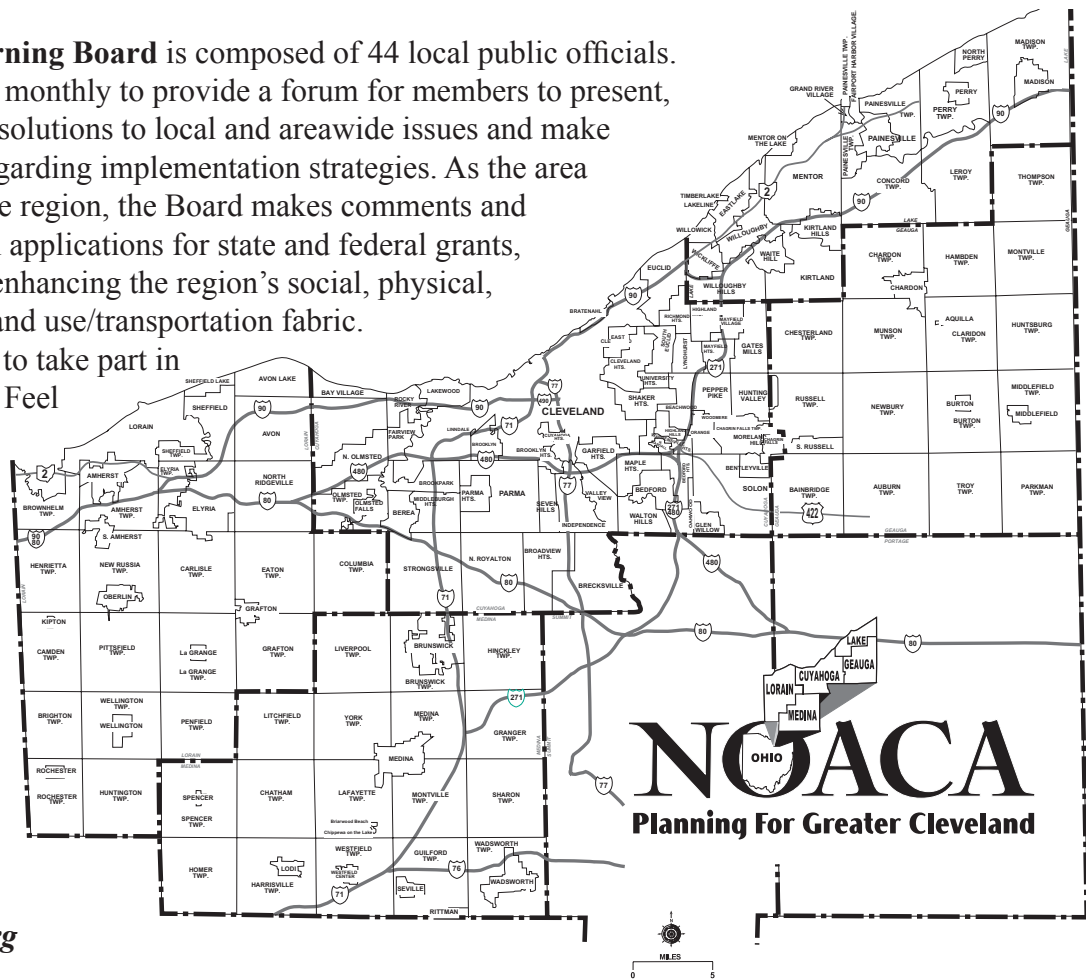
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- Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive, cooperative and continuous planning for highways, public transit, and bikeways, as defined in the current transportation law.
- Perform continuous water quality, transportation-related air quality and other environmental planning functions.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Conduct transportation and environmental planning and related demographic, economic and land use research.
- Serve as an information center for transportation and environmental and related planning.
- At NOACA Governing Board direction, provide transportation and environmental planning assistance to the 172 units of local, general purpose government.

The NOACA Governing Board is composed of 44 local public officials. The Board convenes monthly to provide a forum for members to present, discuss and develop solutions to local and areawide issues and make recommendations regarding implementation strategies. As the area clearinghouse for the region, the Board makes comments and recommendations on applications for state and federal grants, with the purpose of enhancing the region’s social, physical, environmental and land use/transportation fabric.

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SUMMARY OF BICYCLE PLANNING ACTIVITIES IN
FISCAL YEAR 2010

August 2010

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EXECUTIVE SUMMARY

This report summarizes the work accomplished on Project 610.3, Bicycle Transportation Planning, by NOACA staff pursuant to the fiscal year 2010 Work Program. The planning and activities were for the purpose of meeting Goal 4 of NOACA's ten Transportation Plan goals, which is to "establish a more balanced transportation system which enhances modal choices by prioritizing goods movement, transit, pedestrian and bicycle travel instead of just single occupancy vehicle movement and highways."

The work included the following activities:

- Worked with other organizations to plan and implement a Cleveland Bicycle Week, with many activities, including a Bicycle to Work day, a number of tours, and a Ride of Silence (a nationwide event that commemorates people who died while bicycling);
- Produced an annual update of NOACA's regional bikeway inventory, including existing, planned, and proposed bikeways;
- Conducted bicycle counts at various intersections throughout the five counties;
- Began the conversion of the Cuyahoga County and Lorain County Bicycle Transportation Maps to a GIS format and distributed all five of NOACA's county maps to bicycle shops, park gift shops, and other locations, as well as sold them through NOACA and at special events;
- Participated in bicycle planning activities with other agencies;
- Provided staff for the NOACA Bicycle Advisory Council (BAC);
- Performed quarterly Project Planning Reviews (PPRs) of projects proposed for adoption to NOACA's Transportation Plan (TP) and/or Transportation Improvement Program (TIP);
- Completed a draft of a Bicycle Lane/Bicycle Route project which would assist local communities to provide low-cost bikeways; and
- Tracked in a spreadsheet project recommendations and comments of the staff and BAC on all projects reviewed during the year.

BICYCLE PLANNING IN FISCAL YEAR 2010

Cleveland Bicycle Week (CBW)

NOACA worked with other organizations¹ to plan bicycle-related activities as part of National Bicycle Safety Month. The events took place from May 15, 2010 through May 22, 2010, and included:

- Bicycle to Work Day, May 21, with a morning breakfast at the City Side Garden at the corner of Ontario and Huron in Cleveland, and a celebration on East 4th Street in Downtown Cleveland after work
- Several bicycle tours including tours of Slavic Village, a pajama party night ride on the Towpath Trail, and a downtown public art tour
- Walk + Roll in Kamm's Corners
- Ride of Silence, a nationwide event that commemorates people who died while bicycling
- Numerous training sessions for proper bicycle riding and bicycle maintenance

NOACA Regional Transportation System (RTS) Team staff participated on the organizing committee for CBW, beginning in March, and took the lead in organizing Bicycle to Work Day (BTW) as well as other tasks such as creating, printing, and distributing posters, brochures, flyers, and other promotional materials (with the assistance of the NOACA Support Team). NOACA's Air Quality program was a major financial sponsor of the events, encouraging the connection between clean air and transportation-related behavior change.

While there is not a definitive count of BTW participants, it appeared that Bicycle to Work Day this year was bigger than in previous years. This is based on the amount of people who attended the morning and evening events. However, many people who bike to work do not attend these events.

At least one participating employer had its own morning event. Some employers had an employee who was a serious cyclist and acted as a "champion". They put more effort into encouraging fellow employees to participate and had many more participants than those that did not.

Last year was the first year that large downtown employers were approached to participate in Bicycle to Work Day by encouraging their employees to bike to work that day. Thirteen employers agreed to participate. This year, 27 employers participated. (See Appendix A for a list of the employers.) A few of the employer participants reported to NOACA how many of their employees participated, but most did not. Plans for next year's Bicycle to Work Day will include better ways to estimate the number of people who bike to work that day.

¹ Other participants include ClevelandBikes, the City of Cleveland, the Ohio City Bicycle Co-op, Slavic Village Development, Earth Day Coalition, Walk + Roll, the Downtown Cleveland YMCA, GCRTA, and University Circle, Inc.

NOACA prepared a survey that was available at the morning and evening events and sent to the participating employers the following week to be distributed to their participating employees. Forty-four surveys were returned. The survey and results are included as Appendix B. In addition to surveys from “official” employer participants, (those who signed up to encourage their employees to participate), 20 other downtown firms, one high school and one university were represented. Participants came from as far away as Stow and Sagamore Hills. Other questions were asked, such as how many times per week the person commuted and how many months per year. These will be analyzed to provide more insight into the regional bicyclist culture.

One indication that this year’s Bicycle to Work Day was a success is that of the 44 survey respondents, nine stated that this was the first time they had ridden their bikes to work, and eight of these said they would do it again (one said “maybe”). The most important goal of Bicycle to Work Day events is to encourage new riders to try it, and the survey results, while not statistically significant, suggest that this did occur. For the 2011 Bicycle to Work Day, staff will check various sources to see if other organizations are successful in getting reliable participant counts. Additionally, a way to get better survey returns should be sought.

NOACA 2009 Regional Bikeway Inventory

“Bikeway” is a generic term for several types of bicycle facilities. Multipurpose paths are separated from the roadway and are used by bicyclists, walkers, joggers, roller bladers, and other types of non-motorized transportation and recreational modes. They are usually ten to twelve feet wide. Bicycle lanes are striped lanes, usually on the right side of the road, for the exclusive use of bicyclists. They should be at least five feet wide on curbed streets and four feet wide on non-curbed streets and are marked with bicycle symbols. Bicycle routes are shared roadways² with signage denoting that they are useful for reaching a specific destination.

There were not a lot of new bikeways added to the region in 2009. However, quite a few projects are planned to be built in the next couple of years and some have advanced to the planning stage this year.

The following are the new bikeways installed in 2009:

- Bicycle lane on Walker Road in Avon Lake
- Multipurpose path on Crocker Road in Westlake
- Bicycle lanes on Bainbridge Road in Solon
- Multipurpose path along Pettibone Road in Solon
- Multipurpose path in Black River Landing in Lorain

These projects are expected to be built in 2010 – 2012:

² Almost all roadways are “shared roadways.” Except where specifically prohibited, as on most limited access interstates, bicyclists are legal users of the roadways and can share them with motorized vehicles.

- Multipurpose path along US-6 from W. 65th to W. 28th Street (part of Lakefront bikeway)
- Sections of the Towpath Trail connecting from Harvard to Steelyard Commons and from Steelyard Commons to a trailhead at the Quigley/W. 3rd Street intersection
- New sections of the Magic Mile in Willoughby
- Extension of Lorain County Metroparks' Black River Trail
- Bicycle lanes on Canterbury and extension of bike lanes on Hilliard Boulevard in Westlake
- Bicycle lane extension on Front Street in Berea
- Multipurpose path along SOM Center Road in Willoughby and Willoughby Hills
- Multipurpose path providing connection between existing parts of Lake County Greenway path in Concord Township
- Multipurpose path in Independence going west from Brecksville Road to the Towpath Trail
- Phases II and III of the Mill Creek Connector Trail in Garfield Heights

Table 1 summarizes the mileage of existing bicycle lanes, multipurpose paths, and bicycle routes in the NOACA region. There are about 263 miles of multipurpose paths, 49 miles of bicycle lanes, and 272 miles of signed bicycle routes, for a total of approximately 584 miles of bikeways.

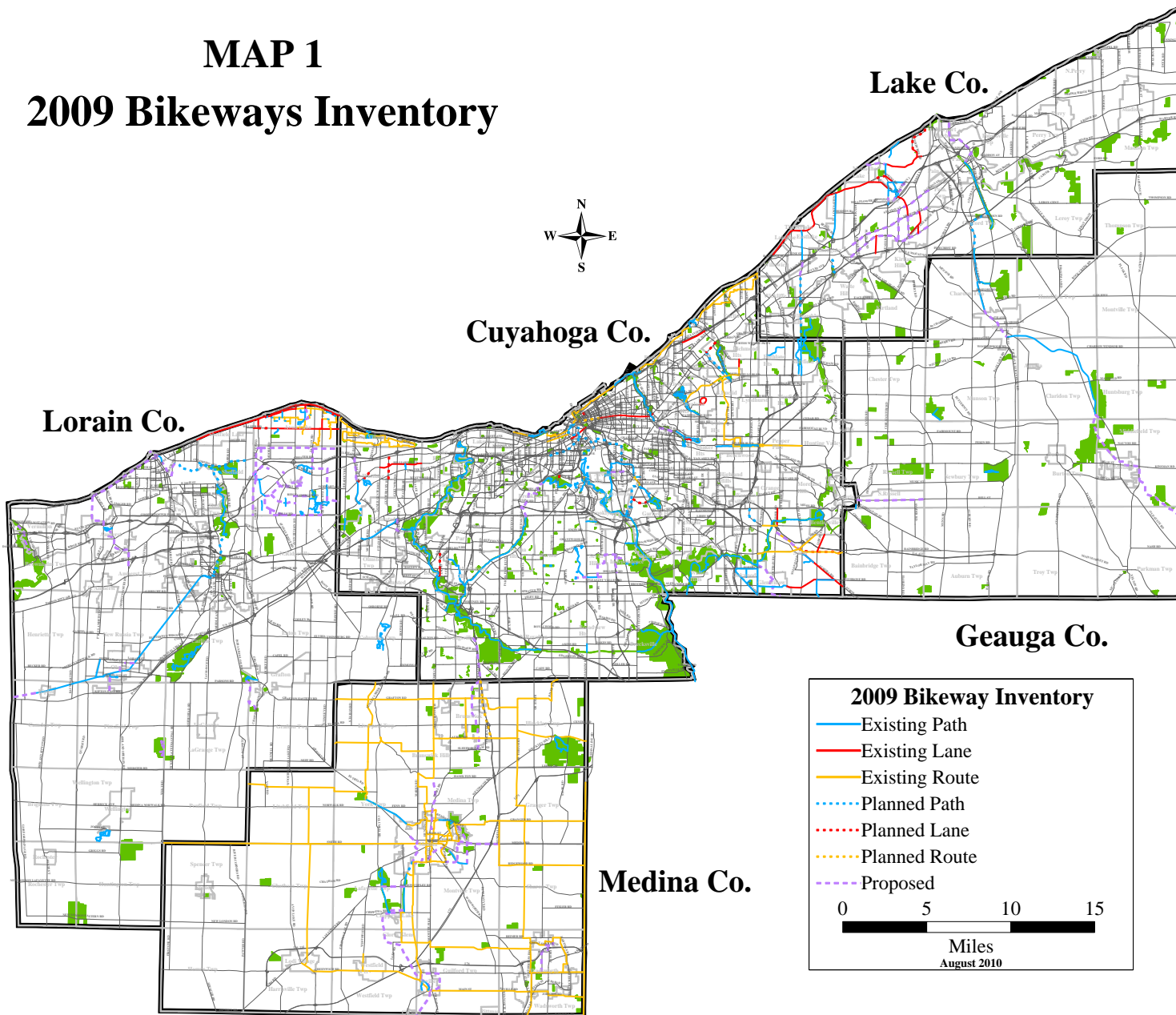
Table 1

Summary of Miles of Bikeways in NOACA Region

| Type of Facility | Cuyahoga | Geauga | Lake | Lorain | Medina | Total |
|--------------------------|-----------------|---------------|--------------|---------------|---------------|---------------|
| Multipurpose Path | 158.38 | 15.55 | 17.15 | 55.11 | 16.96 | 263.15 |
| Bicycle Lane | 19.08 | 0 | 17.38 | 12.61 | 0 | 49.07 |
| Signed Route | 61.39 | 0 | 0 | 11.22 | 199.31 | 271.92 |
| Total Existing | 238.85 | 15.55 | 34.53 | 78.94 | 219.74 | 584.14 |

In addition to using aerial photos to draw the bikeways on the inventory map, NOACA has begun a partnership with the Cuyahoga County Planning Commission to coordinate mapping of data on bikeways within Cuyahoga. This includes Cleveland Metroparks data. NOACA has also received GIS data from the Lorain County Metroparks that has been incorporated into NOACA's regional bikeway inventory

MAP 1 2009 Bikeways Inventory



MAP 1 2009 Bikeways Inventory



Bicycle Counts

Bicycle counts were taken by NOACA interns during July and August of 2009. The purpose of the bike counts is to evaluate growth in ridership throughout the region. NOACA now has counts for 90 locations in the region, mostly intersections. When it is known that a bikeway is planned for a certain location, counts are taken to get “before” data so that it can be evaluated later to see if the installation/construction of the bikeway has led to an increase in ridership at that location.

The counts are taken Tuesday through Thursday on days there is no, or only a small, chance of rain. They are taken from 7:00 am to 10:00 am in the morning and 2:00 pm through 6:00 pm in the afternoon. These hours include the morning and afternoon peak hours³ plus several non-peak hours. It is the intent to redo counts every four years to see if ridership is growing. However, of the counts taken in 2009, only three were recounts because no bike counts were done in 2005 and the rest were first time counts. The repeated counts were ones first done in 2004 but that were not able to be counted in 2008.

The following is a list of all the locations done in 2009 along with a total of the bikes counted:

- Cochran/Pettibone Rd., Glenwillow – 13
- Dover Center/Butternut Ridge Rd., North Olmsted –59
- East 222nd/Lakeshore Boulevard, Euclid – 86
- Ontario/Carnegie Avenue, Cleveland – 88
- Ontario/Superior Avenue, Cleveland – 125
- Overlook/Edgehill Road, Cleveland Heights – 348
- Richmond/Fairmont Road, Beachwood – 65
- Scranton/Train Road, Cleveland – 3
- South Broadway/East Washington, Brunswick – 33
- SOM Center/ Euclid Avenue, Willoughby Hills and Eastlake –21
- Ridge/Bennett Road, North Royalton – 4
- SR 306/Bell Street, South Russell – 10
- SR 306/Mayfield Road, Chester Township – 2
- Taylor/Cedar Road, Cleveland Heights - 63

These counts will be redone in 2013.

In addition to gathering data on ridership numbers, the bicycle count interns also collect data about several other issues: gender, age, riding on a sidewalk instead of the road, and helmet usage. Several conclusions have become clear from the data collected to this point:

- The bicyclists counted are overwhelmingly male. (78%)
- A majority of the bicyclists were not wearing helmets. (60%)

³ The morning peak is defined as 7:00AM to 9:00AM, and the afternoon peak is 4:00PM to 6:00PM. These are the hours of peak traffic due to work commutes.

- Many cyclists ride on sidewalks when available. (30% of those counted, including children)

This data suggests there is a need for programs aimed at increasing female ridership and at all bicyclists to increase helmet usage. More analysis should be done regarding the bicyclists riding on sidewalks. Locations with high numbers of adult bicyclists using sidewalks would be indicative of a priority location for a bikeway.

There will be many more recounts done in 2010 because many first-time counts were done in 2006, allowing a much better assessment of whether bicycling for transportation is growing in the region.

County Bicycle Transportation Maps

No county bicycle maps were republished in fiscal year 2010. However, a decision was made that the maps would be redone in a GIS format, and substantial progress has been made on the Cuyahoga and Geauga maps, with the Lake, Lorain, and Medina to be redone in fiscal year 2011.

Approximately 1,400 bicycle maps for Cuyahoga, Geauga, Lake, and Medina were sold or distributed for sale in fiscal year 2010. The maps are sold in many of the region's bicycle shops and park districts, as well as through the NOACA office and special events such as Walk + Roll and Earthday. Additionally, Lorain County bicycle transportation maps printed by the Lorain County Engineer were distributed for free throughout the region. NOACA Air Quality and support staff also take the maps to many events they attend for NOACA.

About ten requests for maps were received from out-of-state, including from as far away as Seattle, San Francisco, and Tempe, Arizona.

NOACA had a request from the city of Youngstown to use the NOACA bike map format to create bike maps for their areas, and NOACA sent them a CD to use for this.

In addition to periodically updating the maps, tasks associated with the distribution of bicycle maps include filling and mailing orders, keeping track of inventory, and occasional public releases. Bicycle maps can also be downloaded from NOACA's Web site at www.noaca.org/bikemaps.html.

Participation in Projects and Activities Sponsored by Other Agencies

In addition to Cleveland Bicycle Week, discussed above, the NOACA Bicycle/Pedestrian Coordinator participated in a number of community events where information on bicycle and pedestrian issues was disseminated and sometimes bicycle maps were sold. These included Earthfest in May at the Cleveland Metroparks Zoo, a Safety Fair for the Cleveland Job Corps, and a WDOK "Free Lunch" event. Additionally, as mentioned above, NOACA air quality and

support staff often attend community events where they sell bike maps and distribute information about bicycling. These include numerous Earth Day, Walk + Roll, and WDOK “Free Lunch” events.

Staff also is a part of a number of other regional endeavors and participates with various committees, including the Sustainable Transportation Committee, part of Sustainable Cleveland 2019, and the Cleveland Mayor’s Bicycle and Pedestrian Committee. In addition to these, staff has participated in ODOT’s Bicycle Advocacy meetings in Columbus, Ohio.

Staff also assisted Cleveland Heights residents with an application to become a Bicycle Friendly City. Cleveland Heights received an Honorable Mention.

In addition to engaging in projects with other groups, staff also fields numerous requests for information from public officials as well as the general public. These requests regard numerous bicycle-related issues, especially project funding, requests for bike counts, and design guidelines.

Staffing the Bicycle Advisory Council (BAC)

The BAC has quarterly meetings, but sometimes has additional meetings if needed. The major task of the BAC is to review projects seeking federal-aid funding as part of the project planning review (PPR) process. Sponsors sometimes meet with the staff and the BAC to discuss their projects. PPRs often require research and contacting sponsors to obtain more information. The BAC’s recommendations and/or comments are transmitted to the Transportation Advisory Committee (TAC) and NOACA Governing Board. The BAC also advised on Cleveland Bicycle Week, and helped staff produce the Medina and Cuyahoga County Bicycle Transportation Map updates as well as the Bikeway Inventory.

Staffing the BAC requires planning agendas, notifying the BAC about meetings, writing meeting notes, writing reports to the TAC and NOACA Governing Board, preparing materials as appropriate for the agenda, and responding to requests from the BAC for information.

Project Planning Reviews

The RTS team performed quarterly project planning reviews of projects applying for federal-aid funding. These are analyzed from various perspectives, including bicyclist and pedestrian accommodation. As noted above, staff also assists the BAC to perform quarterly project planning reviews.

Staff did an update of the federal-aid application in the second quarter of this fiscal year to better reflect NOACA’s actual review process, to better incorporate NOACA policy regarding bike/pedestrian accommodation on routes on NOACA’s Bikeway Priority Plan, and to obtain better information from project sponsors about their proposed projects.

Bicycle Lane/Bicycle Route Project (BLBR)

Staff completed a draft of a BLBR project. The purpose of this project is to increase the miles of safe bikeways in the region to encourage more bicycle transportation. Another purpose of the project is to provide these bikeways at a low or very low cost. Candidates for the project would be roadways that could include safe bike lanes, or offer safe routes that would require no, or very little, construction in order that they can be developed quickly and inexpensively.

- **Bicycle Lanes:** Funds would be made available for the paint and installation of bike lane markings and any necessary signs. To be considered, a roadway needs to have sufficient width to mark a standard five-foot bike lane and still have traffic lanes that meet accepted standards. These projects could be initiated by local communities, or staff could identify good candidates and propose the idea to potential project sponsors. The rest of the process would be similar to that for the bike routes.
- **Bicycle Routes:** Funds would be made available for bicycle route signs for individual routes, or route community systems. Individual routes would need to meet accepted standards for route suitability and have a clear destination. Community route systems would rely mainly on planners at the local government level to submit bike route plans. NOACA staff would provide interested communities with guidelines for planning route systems and may offer some technical assistance.

The BLBR project draft is currently going through peer review within NOACA and was sent to ODOT to find out if it would be eligible for funding. ODOT has indicated that such a project would be eligible for funding. Staff will work on the details of making funds available, providing program guidelines and staff assistance, research on good project candidates, and a process for project selection. The project is to be implemented in fiscal year 2011.

Project Tracking

All projects reviewed by the staff and BAC as part of the project planning review process were entered into the tracking system, which includes the staff's and BAC's recommendations as well as name, PID number, location, etc. The tracking system will be used to follow up with project sponsors to evaluate the rate of compliance with NOACA staff and BAC recommendations that have been approved by the TAC and Governing Board.

APPENDIX A

EMPLOYER PARTICIPANTS IN CLEVELAND BICYCLE TO WORK DAY 2010

- Arcadis
- Chartis
- City Architecture
- City of Cleveland
- Cleveland Downtown YMCA
- Cleveland Metropolitan Bar Association
- Cleveland State University
- Cleveland Urban Design Collaborative
- Cuyahoga County
- Dix & Eaton
- Doner
- Edward Howard
- GCRTA
- Kaiser Permanente
- KPMG LLP
- Liggett Stashower
- Michael Baker Jr.
- NOACA
- PriceWaterhouseCoopers
- Rock & Roll Hall of Fame
- Sherwin Williams
- Skylight Financial Group
- thunder::tech
- Tucker & Ellis
- URS Corp.
- Westlake, Reed, Leskosky
- Willis
- Wyse

APPENDIX B

2010 CLEVELAND BICYCLE TO WORK DAY SURVEY 2010 SUMMARY

1. Employers represented:

8th District Court of Appeals
Allen City Trucking
Business Wire
Case Western Reserve
City Architecture*
City of Cleveland-2*
Cleveland Clinic*
Cleveland Museum of Natural History
Colortone
County Prosecutor
Customs & Border Protection
Cuyahoga County*
Dix & Eaton*
Edward Howard*
Federal Reserve Bank of Cleveland-2
GCRTA*
Great Lakes Science Center
Hahn Weser and Parks
Hohmann, Boukis and Curtis Co., LLP
Jones Day-2
Key Bank
McNair & Fusco
Mercer
Michael Baker, Jr.*
Office of Medicare Hearings and Appeals
Playhouse Square
Rock & Roll Hall*
Schwartzwald
Sherwin Williams-5*
St. Ignatius High School
Towards Employment, Inc.
Towers Watson
Tucker Ellis-3*
Varys, Sater, Seymour, and Pease, LLP
Westlake, Reed, Leskosky*

* Indicates a Participating Employer

2. Starting locations:

Cleveland: E. 12th/ST. Clair
Ohio City
Old Brooklyn (State near Biddulph)
Shaker Square, Cleveland
South side
West Park
W.47th/Clinton
W. 54th/Franklin
W. 130th/Lorain

Bay Village
Brecksville
Brooklyn Heights
Cleveland Heights-6
Fairview Park
Lakewood-5
Newburgh Hts.
N. Olmsted
Olmsted Falls
Rocky River
Sagamore Hills-2
Seven Hills
Shaker Heights-5
Solon
South Euclid-3
Stow

3. Ending Location of Commute

Downtown Cleveland – 29
E. 36th/Euclid
Cleveland Clinic
CWRU
Middleburg Heights
Solon
University Circle
West 25th
West 30th
Windemere Station

4. How long is your commute?

| Length of Commute (miles) | Number of Commuters |
|---------------------------|---------------------|
| <5 | 2 |
| 5 – 6.5 | 7 |
| 7 -8.5 | 4 |
| 9 – 10.5 | 4 |
| 11 – 12.5 | 2 |
| 13 – 14.5 | 1 |

| | |
|----------|---|
| 15 -- 18 | 2 |
| 20 | 3 |
| 34 | 1 |

| Length of commute (hours/minutes) | Number of Commuters |
|-----------------------------------|---------------------|
| 15 min – 25 | 4 |
| 30 – 40 | 6 |
| 50 – 60 | 1 |
| 65 – 85 (1hr, 15 min.) | 2 |
| | |
| | |

5. Where did you hear about BTW?

Century Cycles
clevelandbicycleweek.org
Co-worker
Employer - 8
Facebook
Flyer
Friend
Internet-2
Life Start Fitness
Many local and national bike orgs.
media
NOACA-4
OCBC-3
Ohiobike.org
Online-2
radio
Sunday PD-2
TV
Twitter
Walk & Roll
Website

6. First time bike to work?

No-27
Yes-9

7. If the answer to #6 was no, how long have you bike commuted:

| Number of Years | Number of Commuters |
|-----------------|---------------------|
| <1 – 1 | 6 |
| >1 – 3 | 7 |
| >3 – 5 | 5 |
| >5 – 10 | 2 |
| >10 - 15 | 1 |
| >15 | 5 |
| | |

How often?

| How often do you commute by bike? (weekly) | Number of Commuters |
|--|---------------------|
| <1 | 2 |
| 1 - <2x | 7 |
| 2 - <3x | 5 |
| 3 - <4x | 4 |
| 4 - <5 | 2 |
| Every day | 2 |
| | |

How many months of year?

| Number of months per year | Number of Commuters |
|---------------------------|---------------------|
| 3 - 4 | 4 |
| >4 - 5 | 4 |
| >5 - 6 | 5 |
| >6 - 7 | 3 |
| >7 - 8 | 2 |
| >8 - 9 | 2 |
| >9 - 10 | 1 |
| >10-11 | |
| >11 - 12 | 4 |

Other comment: Commuted by bike every day in the late 80s.

8. If the answer to #6 was yes, will you bike to work again?

Yes: 8 (comment: have done it twice since)

Maybe: 1

9. Did you attend the morning event? Yes-23 No-15

If not, why not?

Went to work-4

Wasn't aware-5

Not close to work and start work early

No time-2

Needed to get to office-2

Don't work in area (Mid Hts.)

10. Did you attend the E. 4th Street event? Yes- 5 Maybe- 2 No- 22

If not, why not?

Had plans-7

Wasn't aware-3

Family

Home to sleep

It's Friday

Work

Pedal to the Point next day

Group rode home with was leaving

Weather was threatening

No time
Didn't want to drink and bike

11. Did you have any trouble finding secure parking? No-32 Yes-3

Yes, the bike rack in the Huntington garage is terrible. Standard road bike tires do not fit within the rack. I had to secure the bike to the outside of the rack.

12. Did you take advantage of free shower and bike parking at the Y? all No

Comment: won't today, would like to in future

Any other comments?

- Fun!
- Looking forward to more bike routes and bike parking options
- Great program-3
- The event is good, but I keep wondering how to incentivize commuting as a regular habit for new bikers instead of just a one-time event. For the people I talk to in our office with families and busy schedules, the bike-day events in the morning and evening were less important than just the reminder to try it. Maybe a regular day every month or two in addition to the big splash last week?
- Thanks for organizing-3
- Sandwich was tasty
- Cleveland Hts. Streets are dangerous—pot holes!
- ☺
- Need to increase education on benefits of and mechanics of biking to work.
- Was a great experience and I'm glad I did it. I had no idea until now that there was so much going on with it though. Am now a member of the site and will follow events closer.
- Participated in 3 events and enjoyed them all
- Morning event was great! Needs more press. Thanks for the support! Will there be bike rentals this summer (downtown)?