A Strong & Healthy Community

Prioritizing the safety of bicyclists and pedestrians gets to the heart of what we value most in Brecksville:

- **A great place for people of all ages**
  - Safe
  - Access to parks and nature
  - Family friendly
  - Option to age in place
  - Independence

- **Fiscal health and stability**
  - Strong property values
  - Thriving small business sector
Why a Bicycle & Pedestrian Plan?

1. Eliminate pedestrian and bicycle crashes.

2. Enhance economic development opportunities by providing residents and visitors with safer bicycle and pedestrian access to local businesses and parks.

3. Create shared goals around access and connectivity for residents, thereby bringing the community together in a shared purpose.
We’ve Already Done A Lot of Work

- **2018 League of American Bicyclists Bicycle Friendly Community Report Card**
  - We are a few steps away from earning a Bronze.

- **2019 Cuyahoga County Planning Commission City of Brecksville Master Plan**
  - Uncertainty due to many projects, but a lot of research and suggestions to consider in the plan worked on by the county & city.

- **2020 Ohio Department of Transportation Safe Routes to School Travel Plan**
  - The plan submitted by BBHCSD is good until 2025
  - Infrastructure grants up to $400k per year. The City can use it in 2022 to submit for a 2025 construction project.
  - Non-Infrastructure grants up to $20k beginning in 2022.
Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.

Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

Adopt a bike parking ordinance for new and existing buildings (including transit stations and bus stops) that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity.

Brecksville has a limited bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. Ensure that there is a plan for continual improvement with the goal of creating a safe and comfortable bicycle network for people of all ages and abilities. A complete streets policy can help your community take advantage of low-cost opportunities to improve your bicycle network during repaving or other road maintenance activities.

KEY STEPS TO BRONZE CONTINUED ON PAGE 2...
Your reported roadway network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and destinations.

Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools, including in-school bike education and an annual Bike to School Day. Appoint a Safe Routes to School Coordinator to oversee bicycle education and encouragement programs, as well as bicycle infrastructure improvements near schools.

Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.

Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

Your application indicated that your community is currently in the process of creating a new Bicycle Master Plan to update your 1980 Bikeway Plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:


» Building Blocks of a Bicycle Friendly Community: http://bikeleague.org/content/building-blocks-bicycle-friendly-communities

» The Five E’s: http://bikeleague.org/content/5-es

» Community FAQs & Resources: http://bikeleague.org/content/community-faq-resources

» Smart Cycling Program: http://bikeleague.org/ridesmart

» Advocacy Reports and Resources: http://bikeleague.org/reports
Goal: Achieve Bronze in 2022

Recommendations for consideration:

- Create a Bicycle & Pedestrian Advisory Committee.
  - Make sure committee reflects variety of ability levels in community.
- Develop a plan for continual improvement with goal of creating safe and comfortable bicycle network for people of all ages and abilities.
- Adopt a bike parking ordinance for new and existing buildings.
- Implement a complete streets policy.
- Develop some low speed street corridors into bikeways.
- Develop a bike patrol unit and offer law enforcement education on bicycling in our community.
  - Patrolman Frank Faulhaber participated in the Bike Cleveland enforcement training program in 2016
- Adopt a road safety plan or Vision Zero Policy.
  - Consider road diets, lane diets, traffic calming treatments.
- Spend 7% of transportation budget on bicycling.
Priority Infrastructure
Should Sidewalks Be A Priority? Yes!

*Highest priority level for transportation enhancements:

- Connect more residential areas with sidewalks
  - 67.5% Strongly Agree/Agree
- Spend City resources to improve the ease and safety of getting around by walking
  - 53.3% Very High/High Priority

- Connect more main streets with sidewalks
  - 67.1% Strongly Agree/Agree
- Spend City resources to improve the ease and safety of getting around by bike
  - 36.4% Very High/High Priority

**Public Input Process: Presented at PSO meeting

Date: Thursday April 4, 2019

Target Audience: PSO Council Leadership, Parents and School Building Leadership

Key Input Received:
- Expressed concerns regarding the lack of sidewalks
- Provided a general overview of the SRTS/STP program
- PSO members expressed an interest in participating in their school walk/bike audits

*The City of Brecksville Master Plan Survey

**Brecksville-Broadview Hts. SRTS Travel Plan
Respondents were asked to select how often they utilize various park and recreation amenities in and around the City as well as about trail and sidewalk usage. The top three most frequented facilities were the “Brecksville Community Center,” the “Brecksville Reservation,” and the “Cuyahoga Valley National Park.”

Respondents were also asked about how often they ride a bike or walk within the City. More residents said that they tended to walk more than bike, but those that do bike tend to do so for exercise or enjoyment. Additionally, nearly 70.0% of all respondents say that they would walk or bike more throughout the community if the City added more sidewalks and trails.
Install crosswalks and signalized intersection at intersection of Oakes Rd. & Glenwood Trail as part of the Elementary school project.

sources: Brecksville-Broadview Hts. SRTS Travel, City of Brecksville Master Plan
Support for Prioritization

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Location</th>
<th>Issue</th>
<th>Countermeasure</th>
<th>Timeframe</th>
<th>Priority</th>
<th>Jurisdiction Responsible</th>
<th>Estimated Cost</th>
<th>Possible Funding Source</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Intersection of Oakes Road and Glenwood Trail</td>
<td>Intersection is not currently served by sidewalks or crosswalks</td>
<td>Install crosswalks and signalized intersection as part of the Elementary school project</td>
<td>Short Term</td>
<td>High</td>
<td>BBHSCD / City of Brecksville</td>
<td>High</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Glenwood Trail</td>
<td>Roadway is not served by sidewalks on either side of the roadway. Grading of areas would be a challenge with current roadside ditches in place</td>
<td>Install sidewalks along one side of the roadway as part of a City project in order to connect S.R. 82 and Oakes Road / Proposed Elementary School</td>
<td>Medium Term</td>
<td>Low</td>
<td>City of Brecksville</td>
<td>Medium</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>Mill Road between Hilton Elementary School and Brecksville Road (S.R. 82)</td>
<td>Sidewalk does not travel continuously along on both sides of the roadway connecting the school campus to the center of town</td>
<td>Install sidewalk along the south side of the roadway between Hilton Elementary and Winding Creek condominiums in order to have continuous sidewalk on both sides of roadway</td>
<td>Long Term</td>
<td>Low</td>
<td>City of Brecksville</td>
<td>Medium</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>Oakes Road between proposed Elementary School and Brecksville Road</td>
<td>Roadway is not served by sidewalks on either side of the roadway. Grading of areas would be a challenge with current roadside ditches in place.</td>
<td>Install sidewalks along the south side of the roadway</td>
<td>Long Term</td>
<td>Low</td>
<td>City of Brecksville</td>
<td>High</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

source: Brecksville-Broadview Hts. SRTS Travel Plan
Goal: Adopt a Master Plan that Includes a Bicycle and Pedestrian Plan

- Utilize Bicycle & Pedestrian Committee to set priorities
- Bring into discussion local businesses, such as Sherwin Williams and Lubrizol.
- Incorporate connectivity into Valor Acres, Central School and new Elementary School projects
- Look into opportunities to improve existing infrastructure
Safe Routes to School
II. FUNDING

The SRTS Program can provide up to 100 percent reimbursement for eligible costs through an annual, competitive application process.

Infrastructure. Eligible infrastructure projects include the planning, design, and construction phases of projects that will improve the built environment for students to walk and bike to school.
- Construction Fiscal Year: 2024
- Project limit: up to $400,000
- Funds are available for all phases of project implementation (preliminary engineering, design, right of way, construction, and construction engineering).
- Applicants are encouraged to begin working on design as soon as possible. Designed projects may be constructed sooner if funds are available.

Non-Infrastructure. Funding is intended to develop and implement plans, programs, policies, and environments that are sustainable past the availability of SRTS funding.
- Fiscal Year: 2022. Non-Infrastructure projects must be completed within 24 months
- Project limit:
  - 1-10 schools: Up to $20,000
  - 11-25 schools: Up to $40,000
  - 26+ schools: Up to $60,000

School Travel Plan Development Assistance is available in the form of ODOT consultant assistance or reimbursed funding for a locally selected consultant.
- Fiscal Year 2022. School Travel Plans must be completed within 18 months.

Ineligible Costs or Activities
Any action or work acted on prior to FHWA project authorization will make the entire project phase ineligible for compensation.

For details, see Section IV. Overview of Eligible and Ineligible Costs or Activities.

III. 2021 APPLICATION PROCESS

Electronic applications will be available on January 4, 2021 on the SRTS Apply for Funds Page.
Application information and scoring criteria can be found on the following pages of this guidance document. The application deadline is March 5, 2021 (5:00 PM).

In April, select applicants will be invited to give a presentation (online or in-person) on the proposed project and address comments or concerns identified during the review process. Presentations will be scheduled once applications have all been received. Applicants will be notified in June 2021.
IV. OVERVIEW OF ELIGIBLE AND INELIGIBLE COSTS OR ACTIVITIES

ELIGIBILITY: The SRTS program provides funding to facilitate the development and implementation of projects and activities that enable and encourage children to walk or bike to school safely.

INFRASTRUCTURE: Eligible infrastructure projects include the planning, design, and construction of projects that will improve the built environment for students to walk and bike to school, including:

- New or improved sidewalk,
- pedestrian and bicycle crossing improvements,
- off-street bicycle and pedestrian facilities,
- on-street separated bicycle facilities,
- traffic calming and speed reduction improvements,
- secure bicycle parking facilities, and
- traffic diversion improvements in the vicinity of schools

This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they meet the objectives of improving pedestrian and bicycle safety and access for students. There are several sources of information available that provide further guidance on infrastructure countermeasures, such as ODOT’s SRTS Infrastructure Toolkit as well as nationally, such as FHWA’s Safe Transportation for Every Pedestrian (STEP) resources, and NACTO’s Designing for All Ages and Abilities resource.

Infrastructure projects must be located within the public right of way. Public property includes lands that are owned by a public entity, including those lands owned by a public school district. This may include projects on private land that have public access easements. Construction and capital improvement projects must be located within approximately two miles of a K-8 school. Schools with grades that extend higher than grade 8, but which include any grades within K-8, are eligible to receive infrastructure improvements.

For projects on private land, there must be a written legal easement or other written legally binding agreement that ensures public access to the project for the lifespan of the facility.

NON-INFRASTRUCTURE: Funding is intended to develop and implement plans, programs, policies, and environments that are sustainable past the availability of SRTS funding. Eligible activities to encourage walking and bicycling to school, include:

- development of school travel plans (STPs),
- development and delivery of SRTS-related programs (walking school bus, bike trains, traffic education, crossing guard, Girls in Gear, safety town, or more)
- public awareness campaigns,
- planning and development of events or materials that promote walking and biking, and
- funding for coordinators of safe routes to school programs.

This list is not intended to be comprehensive. There are several sources of information available that provide further guidance on non-infrastructure activities, such as ODOT’s SRTS Non-Infrastructure Toolkit, as well as nationally, like PBIC’s Safe Routes to School Guide, the National Center for Safe Routes to School, and The Safe Routes Partnership. Additional examples of eligible activities include:
Infrastructure Scoring

Infrastructure Applications will be scored based on:

- **Connectivity**: Demonstration that the project is building a more complete network for walking and biking to school

- **Safety**: Demonstrates that project will improve safety

- **Need**: Demonstrates high need based on economic status as well as reliance on walking and biking for transportation

- **Trips**: Demonstrates that kids are either walking and biking already or that the project could realistically enable/encourage kids to walk and bike in the future (50% within 2 miles)

- **Community Commitment**: Demonstrates capacity to implement the project and other SRTS related activities

Walk.Ohio.Gov
Infrastructure Attachments

Infrastructure Applications will require:

- **STP or AT Action Plan**: Demonstrates that project are identified in a plan
- **Letter of Support**: from MPO or RTPO (if applicable)
- **Project Countermeasures Map**: What’s your project?
- **Certified Cost Estimate**: Include project phases, contingency, and inflation
- **Budget Breakdown**: Amount requested by project phase, fiscal year, and other contributions
- **2-mile Student & Crash Map**: Student address and 5 years of crash data
- **Proof of Progress**: Attachment that indicates progress on SRTS
- **Signed Ordinance**: Example online, under Infrastructure.

Walk.Ohio.Gov
Total Crashes = 925
Number of Fatalities = 2
Number of Serious Injuries = 20
Pedestrian Total Crashes = 3 (1 Fatality and 1 Serious Injury)
Bicycle Total Crashes = 3 (1 Serious Injury)
(2014-2018 Crash Data)

Total Enrollment = 1247
Goal: Apply Yearly For Infrastructure and Non-Infrastructure SRTS Funds

The Safe Routes to School (SRTS) program provides funding to facilitate the development and implementation of projects and activities that enable and encourage children to walk or bike to school safely.

Funding through ODOT’s SRTS program can be used for:

1. Infrastructure Projects -- Operational and physical improvements within 2 miles of schools that establish safer, connected, and accessible crossings, walkways, bike facilities, and trails.

2. Non-Infrastructure Projects – These activities might include establishing and delivering educational programs, planning and hosting events that promote walking and biking, training or establishing enforcement programs such as crossing guard programs, monitoring outcomes and collecting data, or more.
Additional Data Needed: How to Match Financing to Public Desire and Actual Use?

- What funding sources have been identified by the other studies?
  - Need a comprehensive review of what funding sources have already been identified and what is needed to apply for them.

- How do other communities fund these projects?
  - Determine how other communities are funding improvements such as Independence, Orange Village, and Richfield Villages.
Who Can Help Us?

1. **League of American Bicyclists Bicycle Friendly Community Recognition**
   a. **City Officials & Employees**
      i. Creation of Bicycle and Pedestrian Plan within Master Plan
      ii. Enforcement of laws to protect bicyclists and pedestrians
   b. **Bike Brecksville - A Chapter of Bike Cleveland**
      i. Education - Bike Rodeos, Officer training, League Certified Instructor Certifications
      ii. Bike Month Activities - Bike to Work Day, etc.
      iii. Community events - social rides, High School Bike Club

2. **ODOT Safe Routes to School Travel Plan Execution**
   a. **City Officials & City Employees**
      i. Submission of projects for SRTS funding - up to $400k per year
   b. **BBHCSD Chris Coad, Director of Business Services, & PSO**
      i. Bike rodeos, walk to school week, encouragement
      ii. Submission of projects for non-infrastructure funds - up to $20k per year
   c. **Bike Brecksville - A Chapter of Bike Cleveland**
      i. Bike Rodeos, Bike/Walk to school week
      ii. Submission of projects for non-infrastructure funds - up to $20k per year

3. **Master Plan + Bicycle & Pedestrian Plan Research & Funding**
   a. **Federal, State and Local Entities**
      i. ODOT (other than SRTS grants)
         1. Bike.Walk.Ohio
      ii. Cuyahoga County Planning Commission
         1. Greenways Plan
      iii. Cleveland Metroparks
      iv. National Park Service Rivers and Trails Conservation Assistance Program
   b. **Other Nonprofits**
      i. West Creek Conservancy - grant-writing assistance with membership
      ii. Western Reserve Land Conservancy

*All we have to do is ASK!*
Call to Action!

Let’s work together to establish:

1. A Shared Vision
2. Achievable Goals
3. An Actionable Plan with a Realistic Timeline

So what’s our NEXT STEP?

- Small work group within the Streets and Sidewalks Committee or Recreation Committee?
- Formation of a Citizens Advisory Group?
Questions for Mayor & City Council:

- What do you see as the biggest challenges to connectivity?
- Is there a commitment to achieving Bicycle Friendly Community recognition? Bronze is achievable! Hudson, Cleveland Heights, Cleveland, Lakewood are all communities in Northeast Ohio that have achieved Bronze.
- What suggestions in the county Brecksville Master Plan would you recommend for adoption into the official City Master Plan?
- For what projects will you be applying for SRTS funding?
- How is connectivity being addressed in current projects?
  - Valor Acres
  - Central School
  - Blossom Hills Field House
  - Elementary School
Appendix

Bicycle Friendly Community

https://bikeleague.org/bfa/awards?gclid=CjwKCAiAuogABhAsEiwAdSkVVMvrtFkkTAdcyaOYLjRPCFPJGfs2Y-y4wxYN3OJTm2nGZ199zD3ETFhoCd80QAvD_BwE#community

Brecksville Master Plan


Brecksville Master Plan Survey Results


BBHCSD Safe Routes to School Travel Plan

http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/STP%20Examples/D12%20Brecksville%20Broadview%20Heights%20-%20STP.pdf

ODOT 2021 Application Webinar

https://youtu.be/NwV9wIOnQc

Safe Routes To School Hand Out & Application Guidance

Resources

Walk.Bike.Ohio

Pedestrian Infrastructure Frequently Asked Questions

Active Transportation Planning Frequently Asked Questions

Chapter 1 - Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines. September 2005 - FHWA-HRT-04-100

Pedestrian Accommodations at Intersections

The Cuyahoga County Greenways Plan