



# Shaker Heights On-Road Bicycle Route Network

June 2008

Prepared By  
Northeast Ohio Areawide Coordinating Agency  
1299 Superior Avenue  
Cleveland Ohio 44114





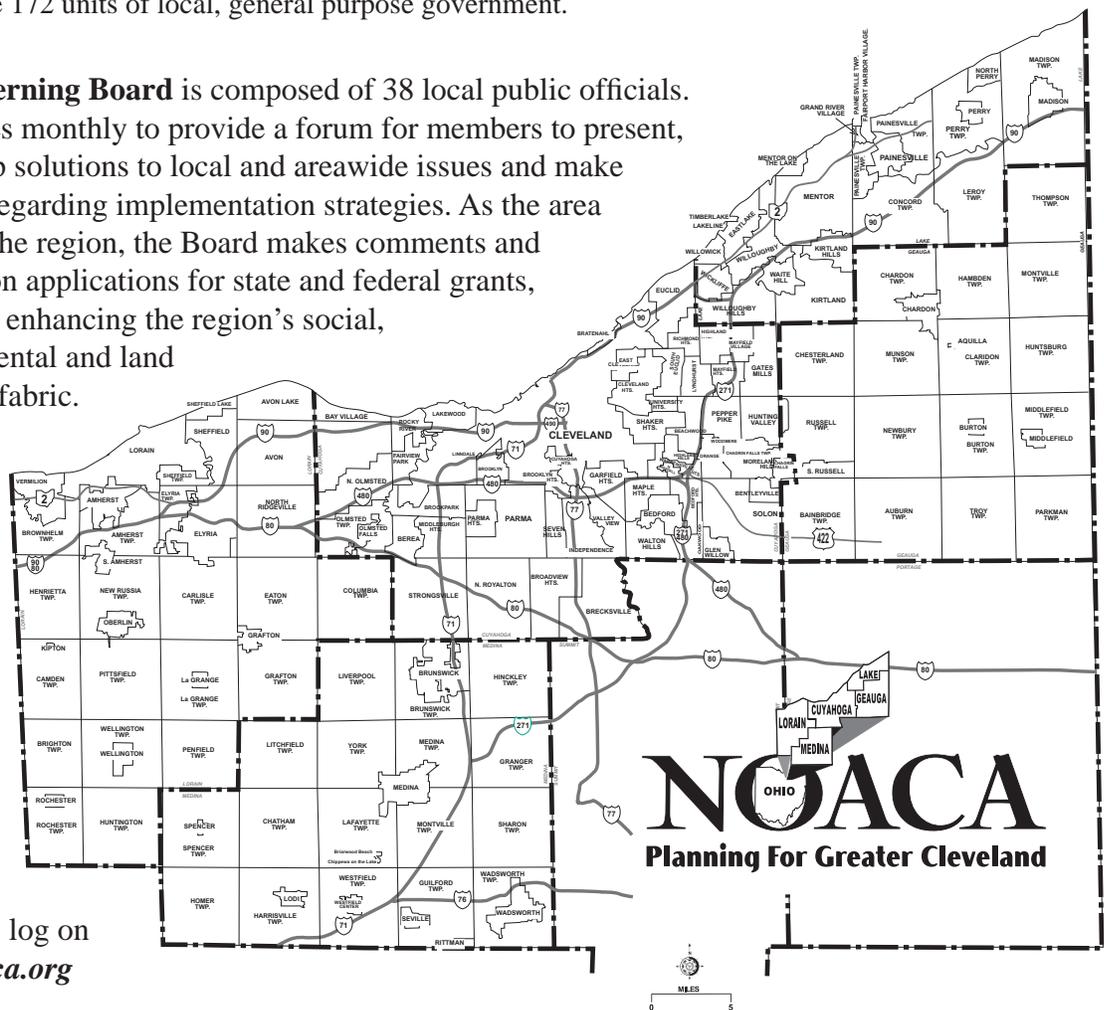
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- Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive, cooperative and continuous planning for highways, public transit, and bikeways, as defined in the current transportation law.
- Perform continuous water 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 38 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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| <b>1) Title &amp; Subtitle:</b><br><br><b>Shaker Heights On-Road Bicycle Route Network</b>  | <b>2) Report No. :</b><br><b>TR-08-13</b>  |
| <b>3) Author(s):</b><br><b>Maher Holozadah, Senior Transportation Engineer</b>  | <b>4) Report Date:</b><br><b>June 2008</b>   |
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|   | <b>7) Contract/Grant No. :</b><br><b>ODOT/FHWA</b>   |
| <b>8) Sponsoring Agency Name &amp; Address:</b><br><br><b>Ohio Department of Transportation</b><br><b>1980 W. Broad St., Box 899</b><br><b>Columbus, OH 43216-0899</b>  | <b>9) Type of Report &amp; Period Covered:</b><br><b>Technical study</b><br><b>July 2007-June 2008</b> |
|   | <b>10) Sponsoring Agency Code:</b>   |
| <b>11) Supplementary Notes:</b><br><br><b>Federal funding for this project was provided by the Federal Highway Administration and administered by the Ohio Department of Transportation.</b>  |  |
| <b>12) Abstracts:</b><br><b>Reconnaissance of existing conditions and prevailing environment. Select roadways suitable for designating as on-road bicycle routes throughout the City of Shaker Heights. Establish a suggested on-road bicycle route network and provide a suggested or typical signage and pavement markings plan.</b>  |  |
| <b>13) Key Words &amp; Document Analysis:</b><br><br><b>A. Descriptors:</b><br><b>Shaker Heights on-road bicycle route network, suggested signage and pavement markings plan; NOACA regional priority bicycle routes; treatment at key locations and bicycle crossings; Shared lane markings (sharrow); and community points of interest.</b><br><br><b>B. Identifiers/Open Ended Terms:</b><br><b>Shaker Heights on-road bicycle route network, NOACA regional priority bicycle routes, Typical bicycle route signage and pavement markings, and community points of interest.</b> |  |
| <b>14) Availability Statement:</b><br><b>Available in print and on the NOACA Web site</b>   | <b>15) No. Pages:</b><br><b>40</b>   |
|   | <b>16) Price:</b>  |

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The preparation of this publication was financed through grants received from the Federal Highway Administration and the Ohio Department of Transportation and appropriations from the counties of and municipalities within Cuyahoga, Geauga, Lake, Lorain and Medina. The contents do not necessarily reflect official views or policies of the U.S. Department of Transportation or the Ohio Department of Transportation. This report does not constitute a standard or regulation.

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## Executive Summary

The City of Shaker Heights requested NOACA to help select an on-road bicycle route network for Shaker Heights. NOACA staff, in concert with staff from the City of Shaker Heights, studied the area and selected a network based on the rationale described in this study report. The network serves the entire City of Shaker Heights and provides reasonably adequate service to the east-west and north-south directions. It also provides access to many points of interest in the community.

The City of Shaker Heights has been studying and pursuing the introduction of bicycle routes in the city to enhance its community appeal and to provide a safe alternative mode of transportation. The city has

introduced and built some off-road, multipurpose paths and trails but felt it also needed to complement such trails with on-road bicycle routes to facilitate access to the off-road trails and to provide safer routes for bicycle travel as a means to reach local destinations and points of interest.

The city applied for and received an assistance grant from NOACA through NOACA's Transportation for Livable Communities Initiative (TLCI) program. The request for funding was approved in Fiscal Year (FY) 2005. The study was undertaken by NOACA through its Neighborhood Planning Assistance element of the FY 2008 Overall Work Program.



## Introduction

**B**icycle facilities in various forms, such as dedicated bike lanes on existing roadways, designated bike routes sharing the road with the general vehicular traffic, exclusive single-purpose off-road bikeways, and bikeways within paved multipurpose paths, have become an important part in any integrated transportation system. While the primary use of bicycle facilities is for recreational purposes, there is a growing interest in using them for general and commuter travel needs.

The City of Shaker Heights is home to many community activity centers and other points of interest. The city, therefore, requested this study be undertaken to integrate bicycle travel with the existing roadway network and enable residents to reach destinations by bicycle on safe, well defined, and clearly marked bicycle routes.

About forty percent (40%) of vehicular trips nationally are general-purpose trips to destinations within two

miles from place of residence. It is believed that promoting or encouraging bicycling can be achieved by providing safe and convenient bicycle facilities. Using bicycles as a mode of transportation would reduce the use of motor vehicles for short distance trips and also reduce reliance on motor vehicles as the only means of transportation. This reduction directly benefits the public through the associated reduction in pollutants emitted.

According to NOACA's transportation model, approximately 15 percent of all two-way, single-occupancy passenger vehicle trips are three miles or less, nine percent are two miles or less and four percent are one mile or less. Not included in these percentages are trips to high schools, colleges, and universities; trips in and out of NOACA's five counties; and trips made from somewhere other than home, such as driving to a restaurant from work for lunch.

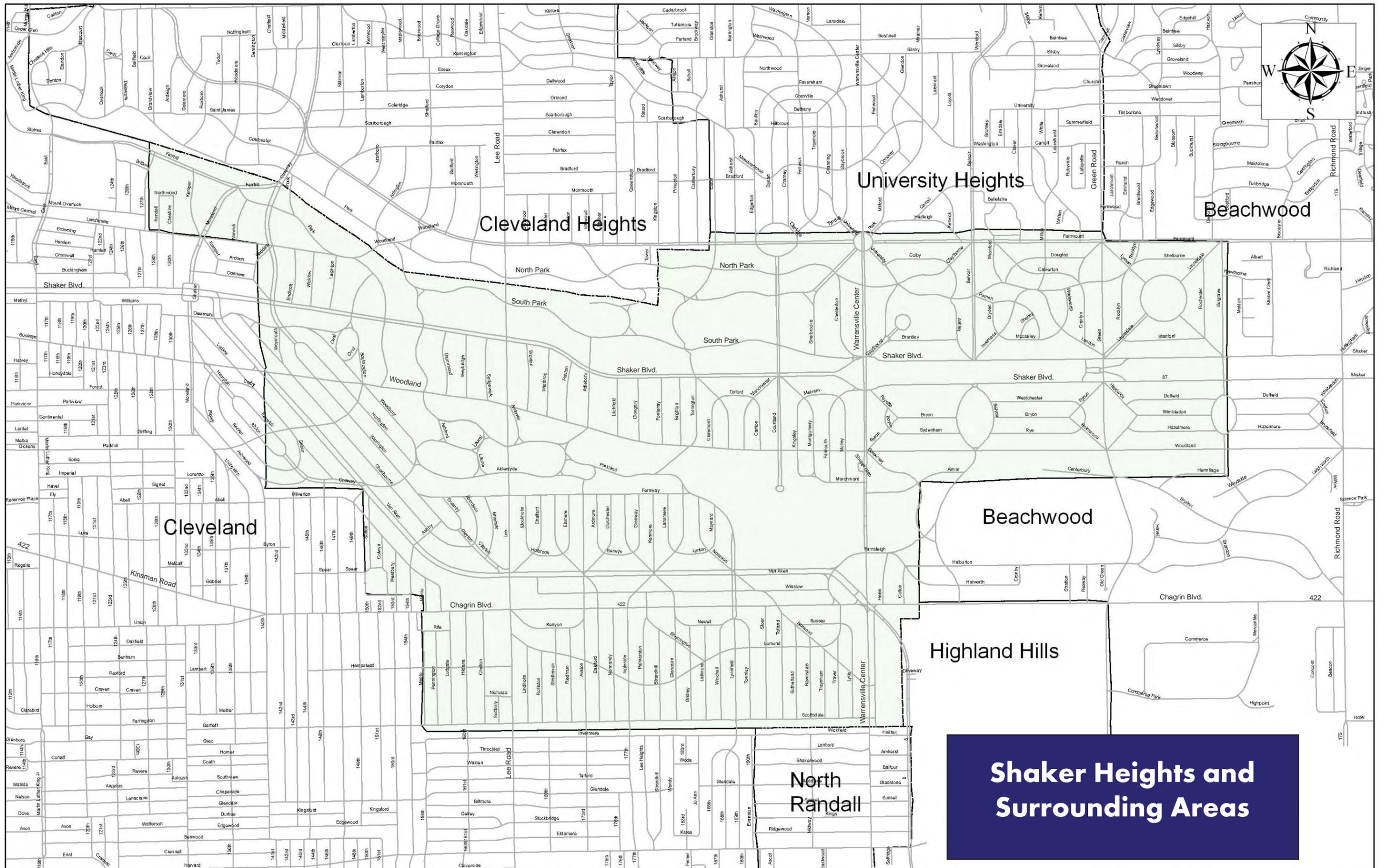
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## Study Area

**T**he study area encompasses all of the City of Shaker Heights. The on-road bicycle route network is intended to serve the entire city as practically as possible. The network was chosen in a manner to ensure that it passes through or near population areas to encourage residents to use bicycles

not only for pleasure and recreational purposes, but also as an alternative means of transportation, at least for short trips.

See map of the City of Shaker Heights and surrounding areas.



**Shaker Heights and Surrounding Areas**



# Rationale for the Selection of the On-Road Bicycle Route Network

Staff from NOACA and the City of Shaker Heights toured the suburb together by car and on bicycles to gain a more intimate understanding of the prevailing environment. In addition, NOACA staff made several field visits and stops at many locations along the preliminary

candidate roadways to gain direct physical experience with the prevailing conditions. NOACA staff selected the suggested bicycle routes that form the bicycle route network based on the following rationale as well as judgments generated from scouting the field:

1. Bicycle routes were selected to be on roads that are primarily parallel and in close proximity to major roadways;
2. Roads that carry less traffic volumes than others;
3. Roads that provide more scenic or pleasant surroundings for a more enjoyable ride;
4. Roads that connect or lead to major activity centers and other points of interest such as schools, recreation centers, public parks, public libraries, City Hall, and public transit stations;
5. Roadways that have fewer or safer intersections to minimize the number of crossing locations and any risks associated with crossing;
6. Roadways with minimum crossings at major intersections that are heavily travelled by vehicular traffic;
7. Ensure that the bicycle network is fully connected and continuous;
8. Roadways that provide adequate directional access to serve the north-south as well as the east-west directions;
9. Roadways that are conducive to being connected to further additions of more bicycle routes and spurs;
10. Roadways that connect with or are close to existing off-road bicycle routes and trails;
11. Roadways that pass through residential areas to encourage more use of bicycles by the resident population; and
12. Roads that are consistent with, close, or connect to NOACA's regional bicycle priority routes.

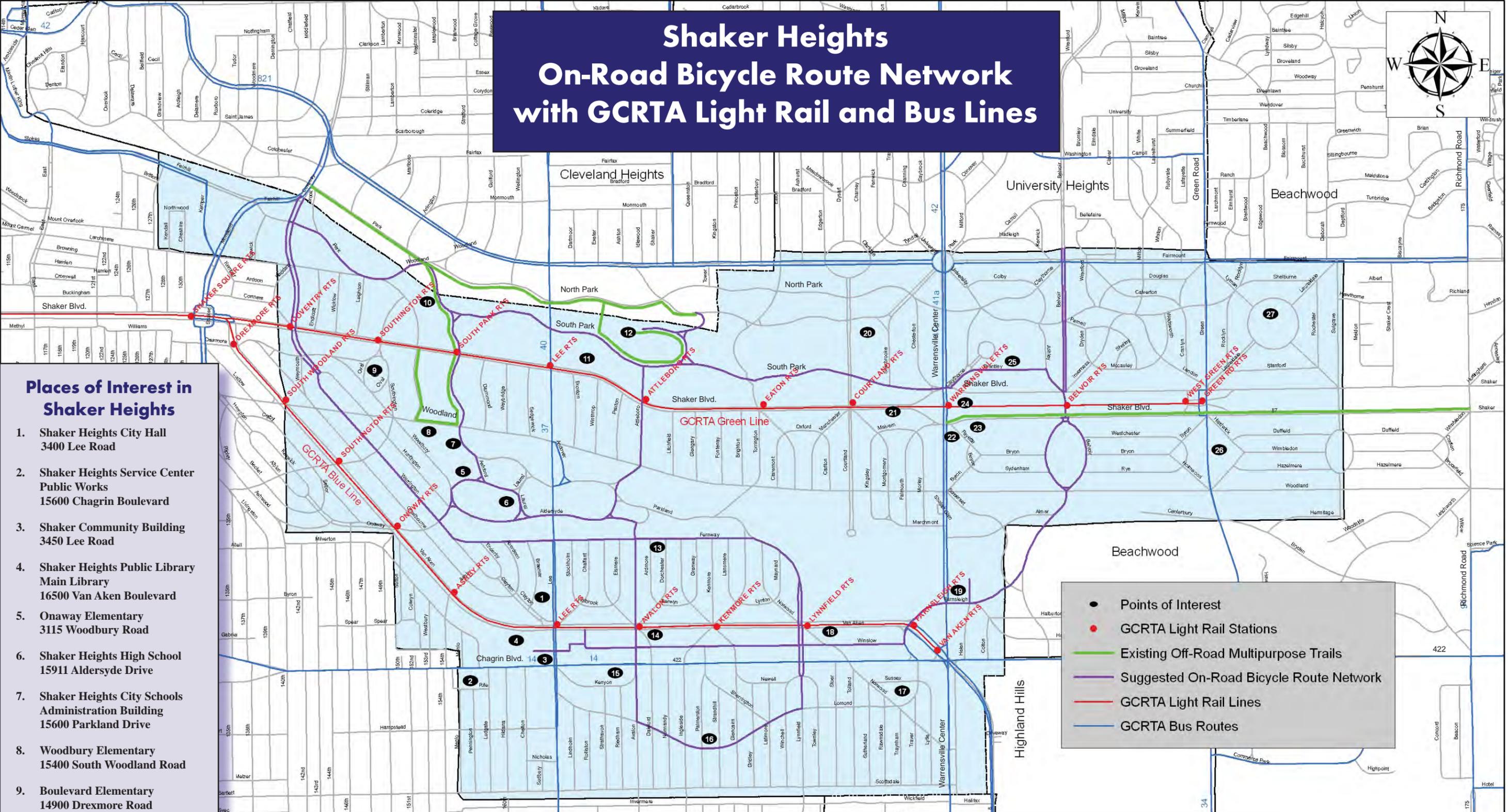
# Suggested On-Road Bicycle Route Network

The suggested on-road bicycle route network is shown on the following two maps. The first map shows the suggested on-road bicycle route network and how it closely passes by various attractions and destinations in the city. It also shows the bicycle routes relative to the mass transit system, including light rail stations and bus routes and stops. The second map shows the location of the on-road bicycle route network relative to various landmarks in Shaker Heights, such as lakes, parks, and schools.

In some instances, bicycle routes are designated on roads that pass through multiple jurisdictional boundaries or corporation lines. Neighboring communities are urged to cooperate and coordinate their planning efforts and activities to integrate their bicycle route networks. They are encouraged to work together to help make bicycle route connections outside their municipal boundaries possible.



# Shaker Heights On-Road Bicycle Route Network with GCRTA Light Rail and Bus Lines

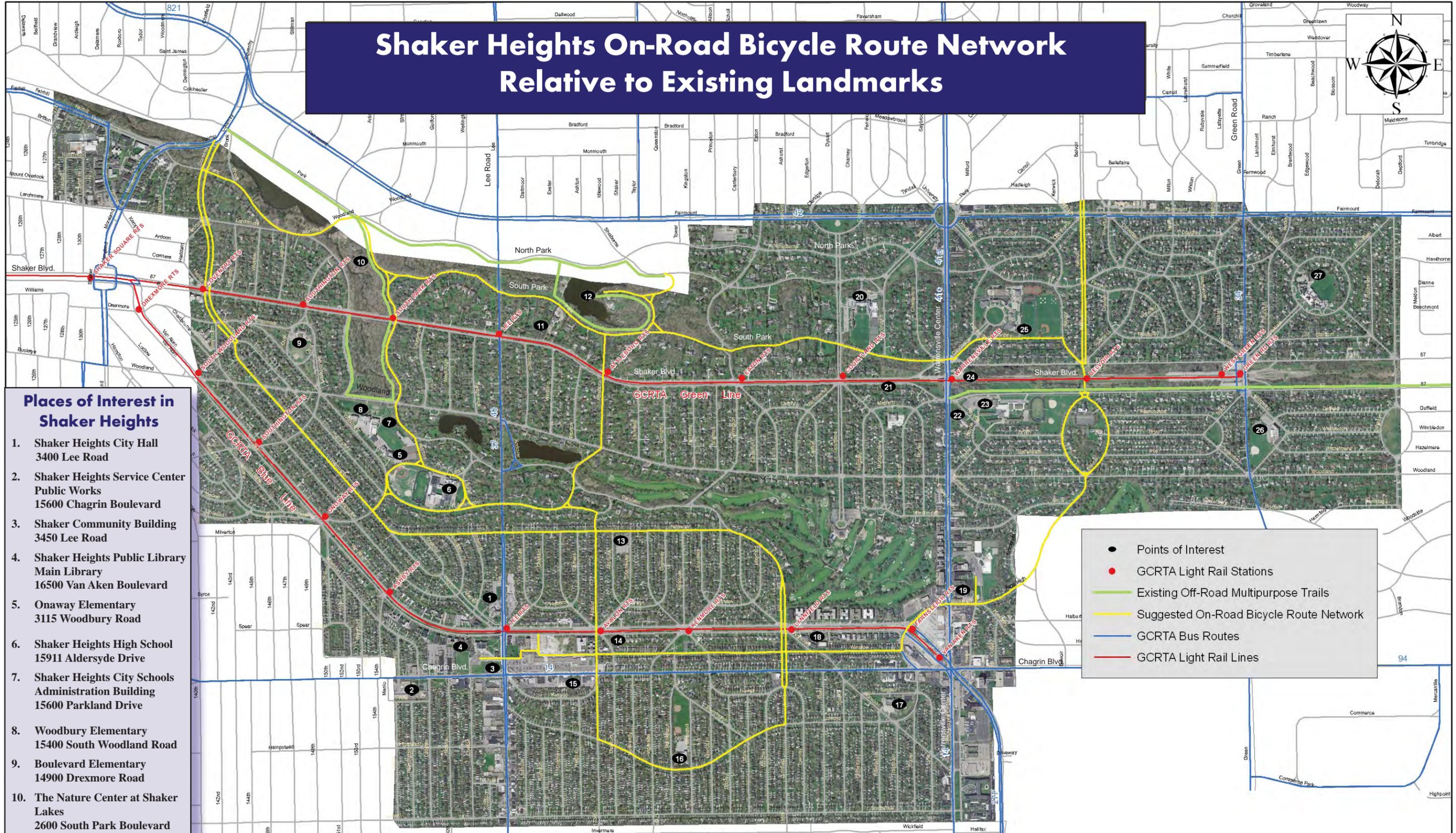
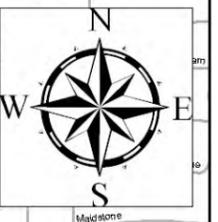


## Places of Interest in Shaker Heights

1. Shaker Heights City Hall  
3400 Lee Road
2. Shaker Heights Service Center  
Public Works  
15600 Chagrin Boulevard
3. Shaker Community Building  
3450 Lee Road
4. Shaker Heights Public Library  
Main Library  
16500 Van Aken Boulevard
5. Onaway Elementary  
3115 Woodbury Road
6. Shaker Heights High School  
15911 Aldersyde Drive
7. Shaker Heights City Schools  
Administration Building  
15600 Parkland Drive
8. Woodbury Elementary  
15400 South Woodland Road
9. Boulevard Elementary  
14900 Drexmore Road
10. The Nature Center at Shaker  
Lakes  
2600 South Park Boulevard
11. The Shaker Historical Museum  
16740 South Park Boulevard
12. Horseshoe Lake Park
13. Fernway Elementary  
16740 Fernway Road
14. Shaker Heights Youth Center  
17300 Van Aken Boulevard
15. Fire Station #1  
17000 Chagrin Boulevard
16. Lomond Elementary  
17917 Lomond Boulevard
17. Shaker Family Center  
19824 Sussex Road
18. St. Dominic School  
3455 Norwood Road
19. Thornton Park  
20710 Farnsleigh Road
20. Hathaway Brown School  
19600 North Park Boulevard
21. Hanna Perkins Center  
19910 Malvern Road
22. Shaker Heights Public Library  
Bertram Woods Branch  
20600 Fayette Road
23. Shaker Heights Middle School  
20600 Shaker Boulevard
24. Fire Station #2  
2801 Warrensville Center Road
25. University School  
29791 Brantley Road
26. Mercer Elementary  
23325 Wimbledon Road
27. Laurel School  
1 Lyman Circle



# Shaker Heights On-Road Bicycle Route Network Relative to Existing Landmarks



## Places of Interest in Shaker Heights

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2. Shaker Heights Service Center  
Public Works  
15600 Chagrin Boulevard
3. Shaker Community Building  
3450 Lee Road
4. Shaker Heights Public Library  
Main Library  
16500 Van Aken Boulevard
5. Oway Elementary  
3115 Woodbury Road
6. Shaker Heights High School  
15911 Aldersyde Drive
7. Shaker Heights City Schools  
Administration Building  
15600 Parkland Drive
8. Woodbury Elementary  
15400 South Woodland Road
9. Boulevard Elementary  
14900 Drexmore Road
10. The Nature Center at Shaker  
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24. Fire Station #2  
2801 Warrensville Center Road
25. University School  
29791 Brantley Road
26. Mercer Elementary  
23325 Wimbledon Road
27. Laurel School  
1 Lyman Circle

- Points of Interest
- GCRTA Light Rail Stations
- Existing Off-Road Multipurpose Trails
- Suggested On-Road Bicycle Route Network
- GCRTA Bus Routes
- GCRTA Light Rail Lines



## Regional Priority Bicycle Routes

**N**OACA's Regional Bicycle Transportation Plan, published in March 2008, addresses the subject of project reconstruction priorities for roads considered as candidates for regional bicycle facilities. It "reflects NOACA's priorities for roads that should accommodate bicyclists." The plan states, "Road reconstruction, major rehabilitation, and widening projects on these routes using NOACA-attributable dollars shall include bicycle facilities unless it is demonstrated pursuant to NOACA's Bicycle and Pedestrian Policy that bicycle facilities are not feasible. In this case, that route shall be removed from the Bicycle Priority Plan and an alternative will be designated if possible." The following map shows the regional bicycle routes within the City of Shaker Heights.

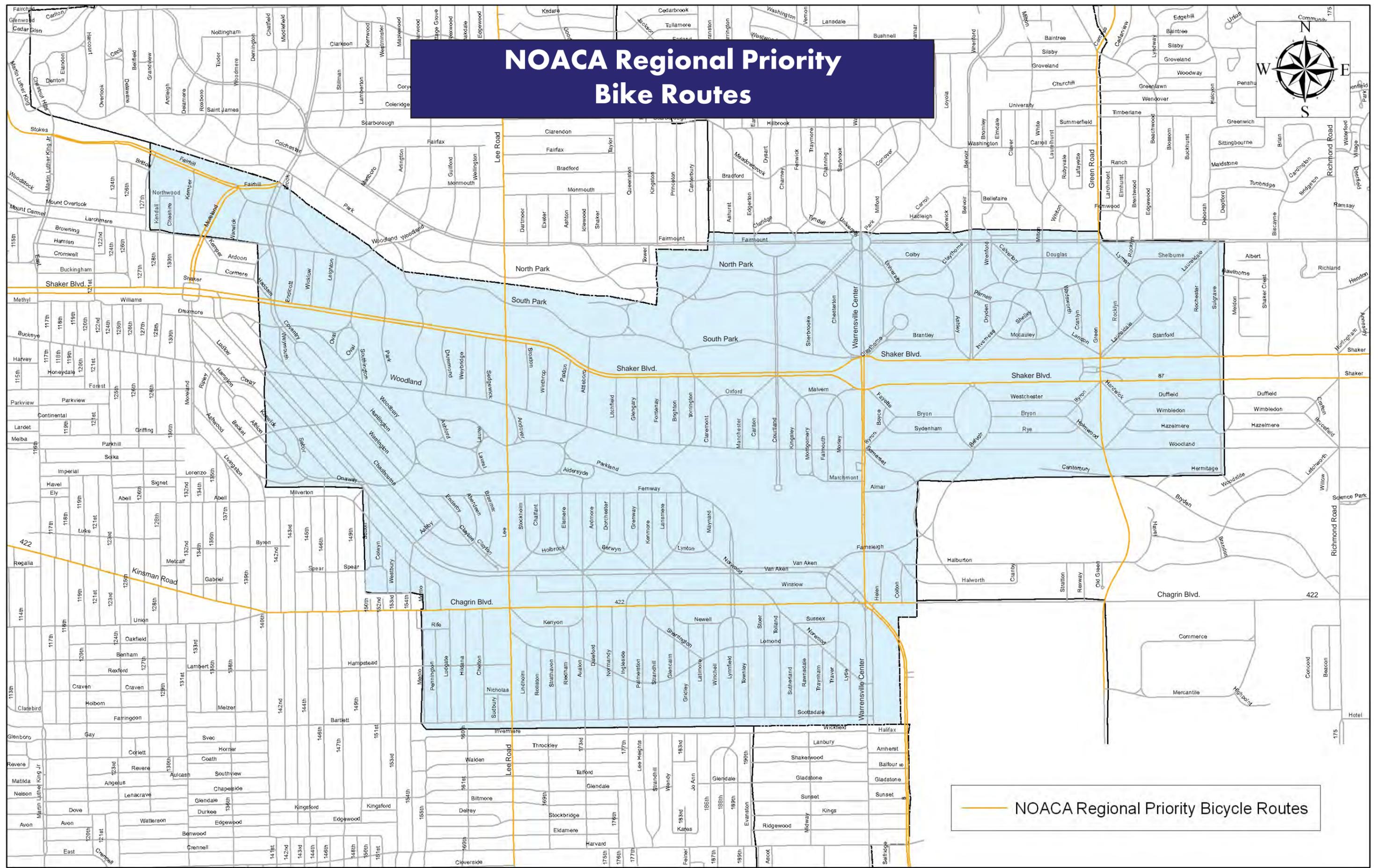
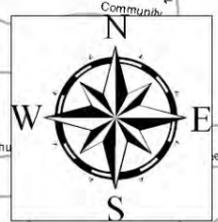
The plan further states that "For these projects, the bicycle accommodation can be part of the project, which is a more cost-effective way of achieving bicycle accommodation." When non-NOACA funds are used, the plan states that "For projects on the Priority Plan using non-NOACA funds, inclusion

of bikeways is strongly encouraged in order to have an effective, interconnecting bikeway system. The appropriate type of bikeway (i.e., bike lane, route, path, paved shoulders, wide curb lanes, etc.) will be determined based on the specific road or bridge conditions."

Joint reconnaissance by and discussions among Shaker Heights and NOACA staff led to the establishment of this suggested on-road local bicycle network. The Shaker Heights On-Road Bicycle Route Network supports and complements NOACA's Regional Bicycle Transportation Plan by providing local residential access to the regional priority routes. The local network is within close proximity of the NOACA Regional Priority network and provides a continuous loop. When the regional priority routes are due for reconstruction, Shaker Heights may evaluate the feasibility of incorporating bicycle routes into the reconstruction plan and whether to add the roadway to its local bicycle route network or substitute it with one of the local bicycle routes. The two networks and their relative relationship are shown on the following map.



# NOACA Regional Priority Bike Routes





# NOACA Regional Priority Bicycle Routes Relative to the Suggested On-Road Bicycle Route Network

