



Broadway/Slavic Village Morgana Run Trail Community Assessment



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Broadway/Slavic Village — Morgana Run Trail Community Assessment

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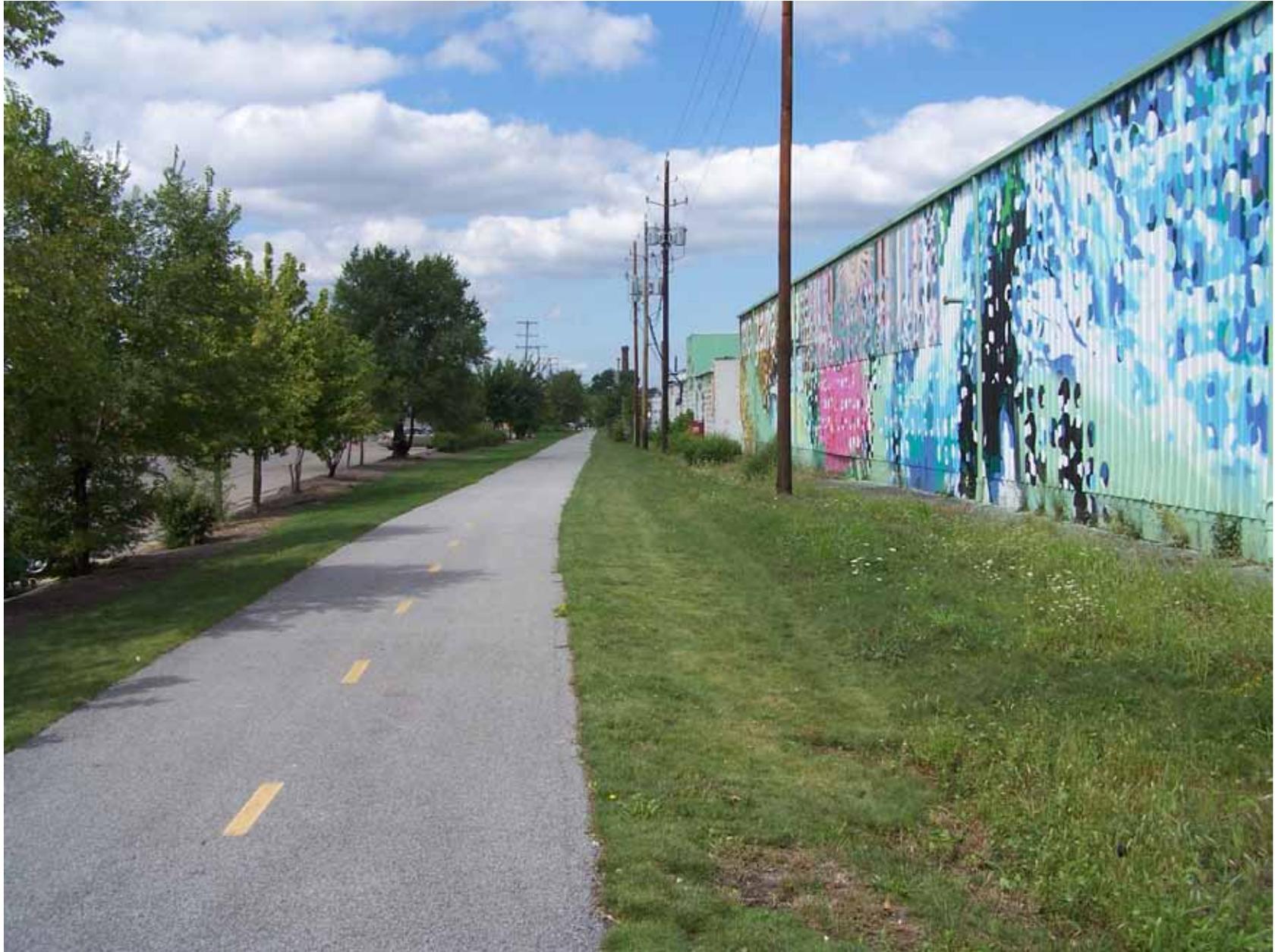
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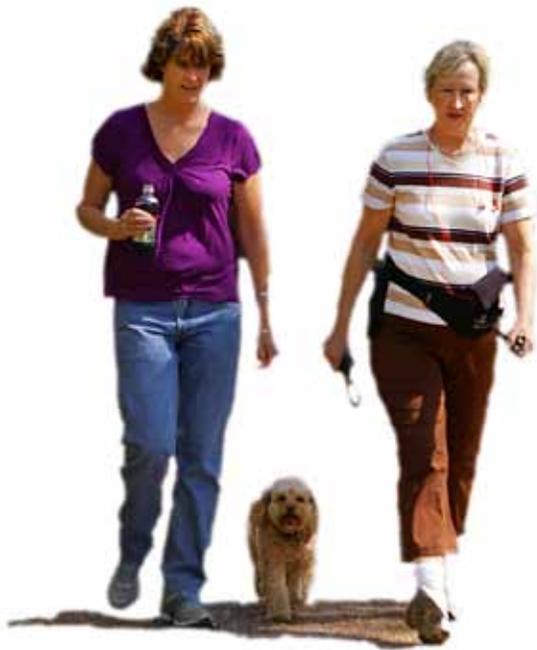
I. INTRODUCTION

Rails-to-Trails Conservancy (RTC) entered into a partnership with Slavic Village Development Corporation (SVD) in 2009 to further awareness and use of the Morgana Run Trail. This effort is part of RTC's Urban Pathways Initiative, made possible through the support of the Kresge Foundation, and is one of four such projects nationwide. RTC has been able to do in-depth research and analysis of existing conditions in Cleveland's Broadway/Slavic Village neighborhood relative to the use of the trail, as well as boundaries to such use. Empowered with this information, and paired with the institutional knowledge at SVD, RTC has developed this assessment and action plan to further efforts to connect and engage the community with the Morgana Run Trail.



II. EXECUTIVE SUMMARY

With the completion of the Morgana Run Trail in 2007 (Cleveland's first rail-trail project), Slavic Village found itself with a great new community asset to assist in the rebirth of the neighborhood. With the long-term engagement of SVD and support of the greater city and county planning and transportation agencies, the neighborhood began to transform itself through the prism of becoming a healthier, more active community. This work moved forward through a Robert Wood Johnson Foundation Active Living by Design support grant to SVD. Using the trail as a venue, SVD increased community outreach through many different programmatic approaches. As themes and use patterns began to emerge, neighborhood advocates were aided by the publication of the Transportation for Livable Communities Initiative (TLCI) plan. This plan was a collaboration between SVD and the Northeast Ohio Areawide Coordinating Agency, the local municipal planning agency. The TLCI plan provided focus for the future expansion of the trail and the community at large. With its detailed description for trail connections throughout the neighborhood and to downtown, it catalyzed support for trail expansion. It also called for broader community enhancements, such as the Broadway Avenue streetscape project and the East 55th Street rapid transit station, both of which are currently under way.



With the TLCI plan as a framework and through the generous support of the Kresge Foundation, Rails-to-Trails Conservancy partnered with SVD in 2008 in our Urban Pathways Initiative. This assessment stands as a progress report as well as a call to action. The recommendations in this report are designed to work in synergy with the projects called for in the TLCI plan, as well as other planning documents creating the vision for the area. As the trail and greater active living efforts continue to reach further into the neighborhood, we believe that residents will increasingly use the facilities and fulfill the vision for the community that is laid out here.

THE TRAIL AND COMMUNITY

The Morgana Run Trail cuts a 3.5-mile ribbon through the heart of the Slavic Village neighborhood in Cleveland. Starting at East 49th Street, the trail heads east, passing through a myriad of dense residential streets, robust retail centers and schools. It then takes a hard bend to the south past large industrial factories to its current terminus at the end of Jones Road. (top photo)

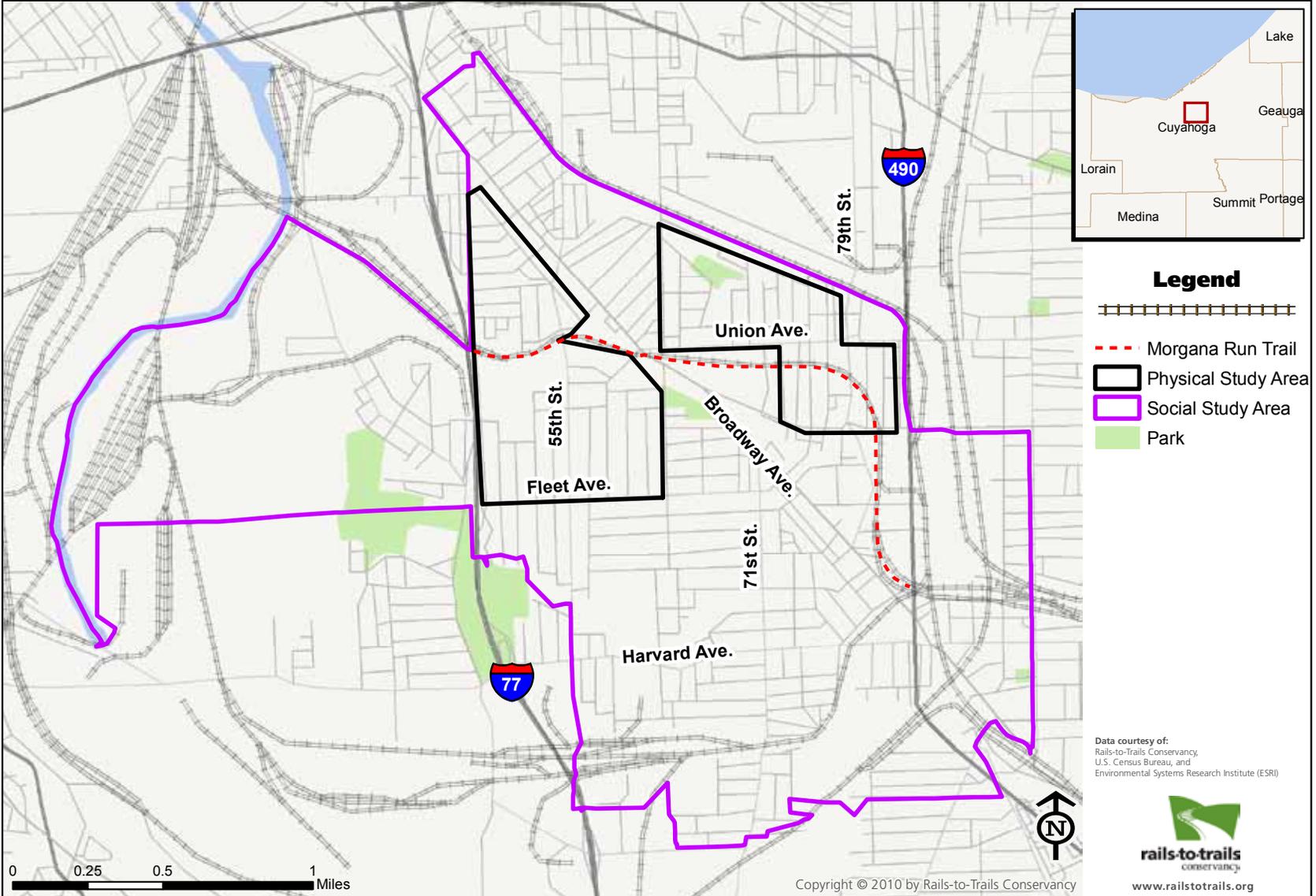
The area this study concentrates on is entirely within the Broadway/Slavic Village neighborhood. The borders consist of Interstate 77 on the west (with a small exception of the Washington Park Reservation and the neighborhood to its north along Independence Road); the Norfolk Southern (NS) Railroad tracks with 74th Avenue and Mill Creek Falls to the south; the NS tracks behind East 82nd Avenue to the east; and then the NS tracks between Morgan and Bessemer to the north. The northern and western boundaries of the study area are brought together along Pershing Avenue.

The Slavic Village neighborhood has a long and rich history. Serving as the home community to waves of immigrants who came to Cleveland in the 19th century to work in the nearby steel mills, the area boasts a deep ethnic heritage. This cultural history is evident in the numerous churches, national halls, restaurants and markets that service the community to this day. The neighborhood has always featured a concentration of single-family homes nestled along its streets; they remain the predominant type of housing found today. With Broadway Avenue and I-77 along with regular Regional Transit Authority (RTA) bus service, Slavic Village residents have quick, convenient access to downtown Cleveland and beyond. The soon-to-be-built RTA light rail station along 55th Street will exponentially increase easy, safe and economical access to and from the neighborhood.



UPI Slavic Village Basemap

Cleveland, OH



PHYSICAL AND SOCIAL CONDITIONS

Broadway/Slavic Village has seen hard times in the past 20 years with the departure of large industrial factories as core employment centers. The population of the neighborhood was 31,061 according to the 2000 census. Interestingly, that is a small increase over the 1990 data, while Cleveland at large has lost large portions of its population. With the economic recession and concurrent foreclosure crisis, the neighborhood has suffered a glut of abandoned homes. While this downturn has created problems, it has also created opportunity. Slavic Village is beginning to be viewed as an affordable, eclectic and accessible neighborhood for people wanting to live closer to the downtown business area. An aggressive demolition and rehabilitation process is under way to create the type of homes that can be marketed to this new vision.



The neighborhood remains a predominantly white area, with 72 percent of residents identifying as Caucasian, while also having a robust African-American population at 26 percent. The often-paired problems of unemployment and poverty are not absent in the area. The latest numbers show overall unemployment at 12 percent, higher than the surrounding area, and a poverty rate of 29 percent. The 2000 census numbers also showed 4.5 percent of community members walking or biking to work, much higher than the national average of 3.3 percent, prior to the development of Morgana Run Trail.

CONCLUSION

Slavic Village is seeing a fledgling rebirth through the work of SVD, RTC and the greater Cleveland community. As more projects like the Broadway Streetscape and E. 55th transit station come to fruition, successes will snowball, making all the recommendations within this plan even easier to complete. Slavic Village has experienced incremental successes in the past few years. Based on our 25 years of trail development experience, RTC expects that implementation of the action plan and associated recommendations presented in this assessment will continue to move Slavic Village toward a more vibrant, healthy and active future.



III. LITERATURE REVIEW AND PLAN REVIEW



While the Broadway/Slavic Village neighborhood has suffered economically and experienced dramatic changes in the past couple decades, there has not been a lack of effort to plan for a local renaissance. Most of these plans have been undertaken in the past five years, making it an exciting time of possibility. The anchor plan that helps drive much of this progress is the Transportation for Livable Communities Initiative (TLCI), published in March 2008. This plan touches almost every aspect of our UPI efforts. The plan calls for increased connections to the Morgana Run Trail, as well as connecting farther into Cleveland proper and beyond. It also advocates improvements like the Broadway streetscape project, enhancing the bike/ped experience along the main traffic artery through the area. This plan also calls for increased bike/ped access to the soon-to-come RTA train transit station being built on the north side of the neighborhood.



Other planning documents include the city of Cleveland's Campaign for Active Transportation Case Statement, Cleveland Bikeway Master Plan and the Cuyahoga County Greenspace Plan. All of these include important reference to Broadway/Slavic Village and specifically the Morgana Run Trail. Through a wealth of ideas, the neighborhood and trail are seen as an important connection to and from regional assets, including downtown Cleveland, University Circle and the greater regional and state trail system. The Case Statement and Bikeway Master Plan detail many ways to make these connections through both off-road trail as well as on-street projects. The County Greenspace plan is unique in that it only details off-road trail facilities to make the connections. Planning document summaries are provided in Appendix A, a comprehensive Plan Review for the study area.

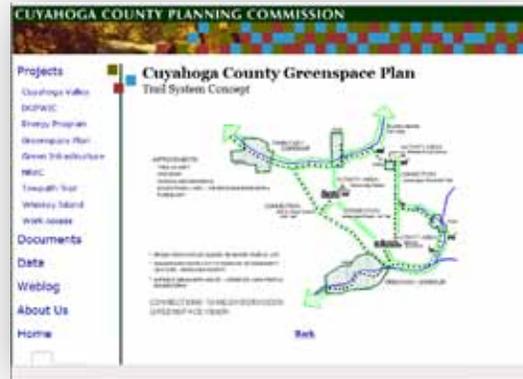


2010 Active Transportation Campaign Cleveland, Ohio



June

2008



IV. CURRENT CONDITIONS



* Footnote, these numbers are from Case Western Reserves' Center on Urban Poverty and Community Development website, <http://neocando.case.edu/cando/index.jsp?page=p>

SOCIAL CONDITIONS

Demographics

In 2000, the latest data available, the population of the study area was 31,061. This figure reflects an increase of nearly 700 residents since the 1990 census count, significant when compared to the fact that the city of Cleveland overall has been losing population for some time.

Broadway/Slavic Village has a predominantly white population (72 percent) while also a sizeable African-American community (26 percent). The gender distribution in the area is almost even, with females making up about 51 percent of the community. Seniors over the age of 65 make up 11 percent of the population, comparable to the national average. Children under the age of 17 make up a sizeable portion of the neighborhood at 32 percent.

Employment

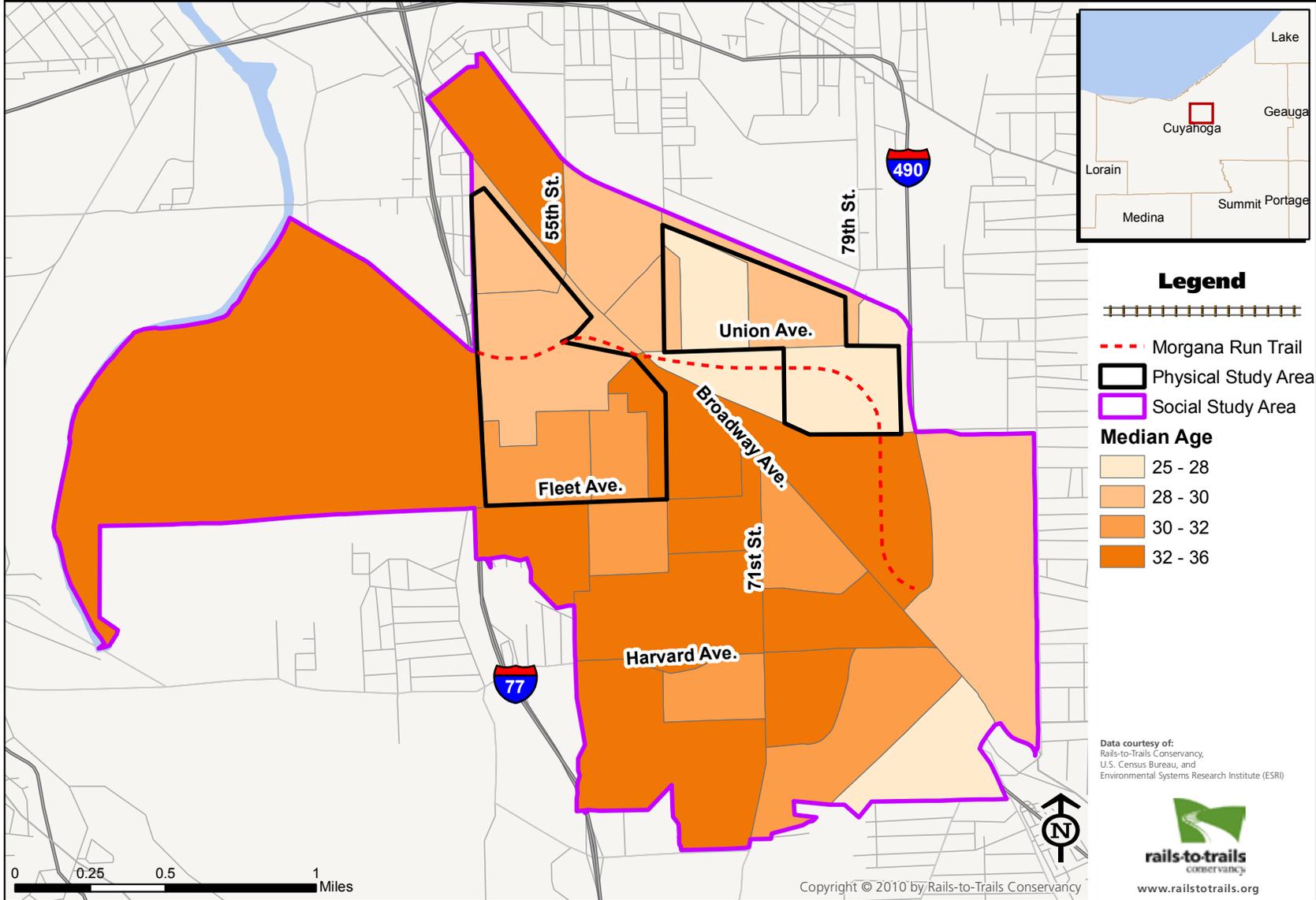
The unemployment rate in Slavic Village stood at just above 12 percent according to the 2000 census, more than double the rate in Cuyahoga County overall. The dominant sector in employment is still manufacturing, with 21 percent of the jobs, more than double the 9 percent that retail has in the next spot.

Poverty Rates

The poverty rate in Broadway/Slavic Village has been unfortunately high for many years. The latest census data reflect an overall rate in the neighborhood of 27 percent. This rate fluctuates from a low of 18 percent to a high of 45 percent. Diving further into these numbers, it is particularly disturbing to find that 45 percent of children under 4 years old in the area are living below the poverty line, as well as 39 percent of children between the ages of 5–17. At the lower end of the spectrum, seniors over the age of 65 show 18 percent living under the poverty level.*

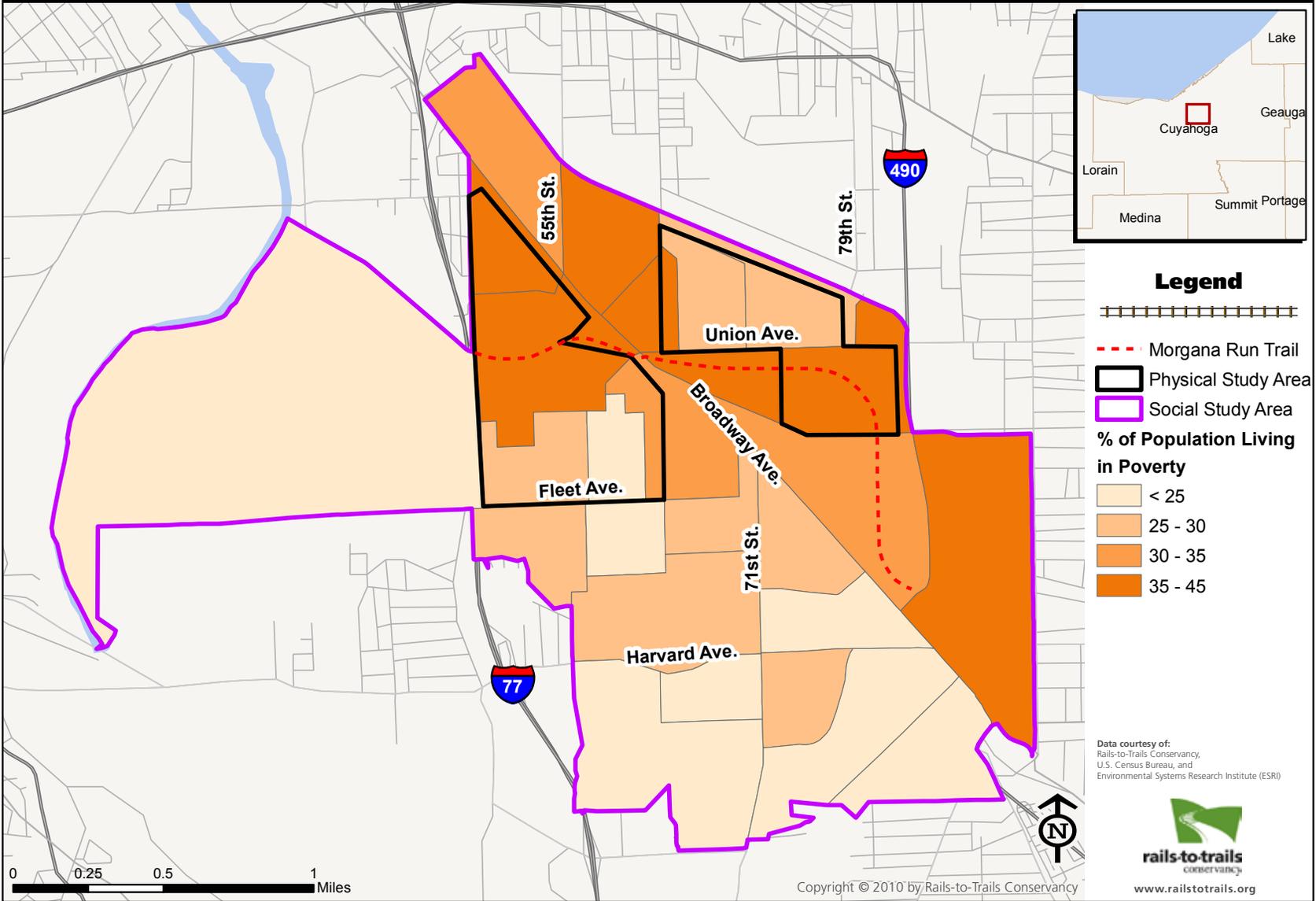
Median Age by Block Group, 2000

Cleveland, OH

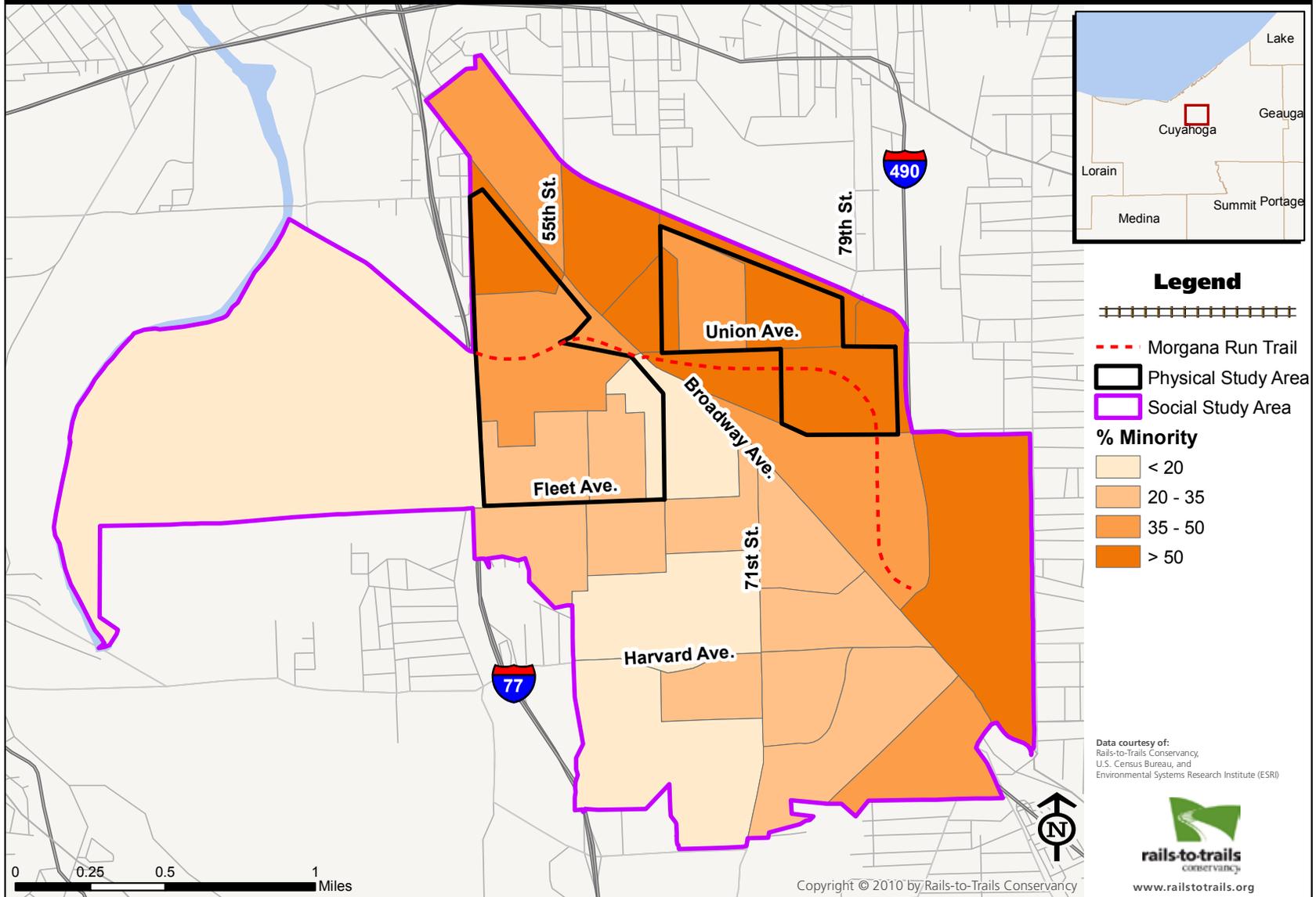


% of Population Living in Poverty by Block Group, 2000

Cleveland, OH



% of Population that is a Minority Race/Ethnicity by Block Group, 2000 Cleveland, OH





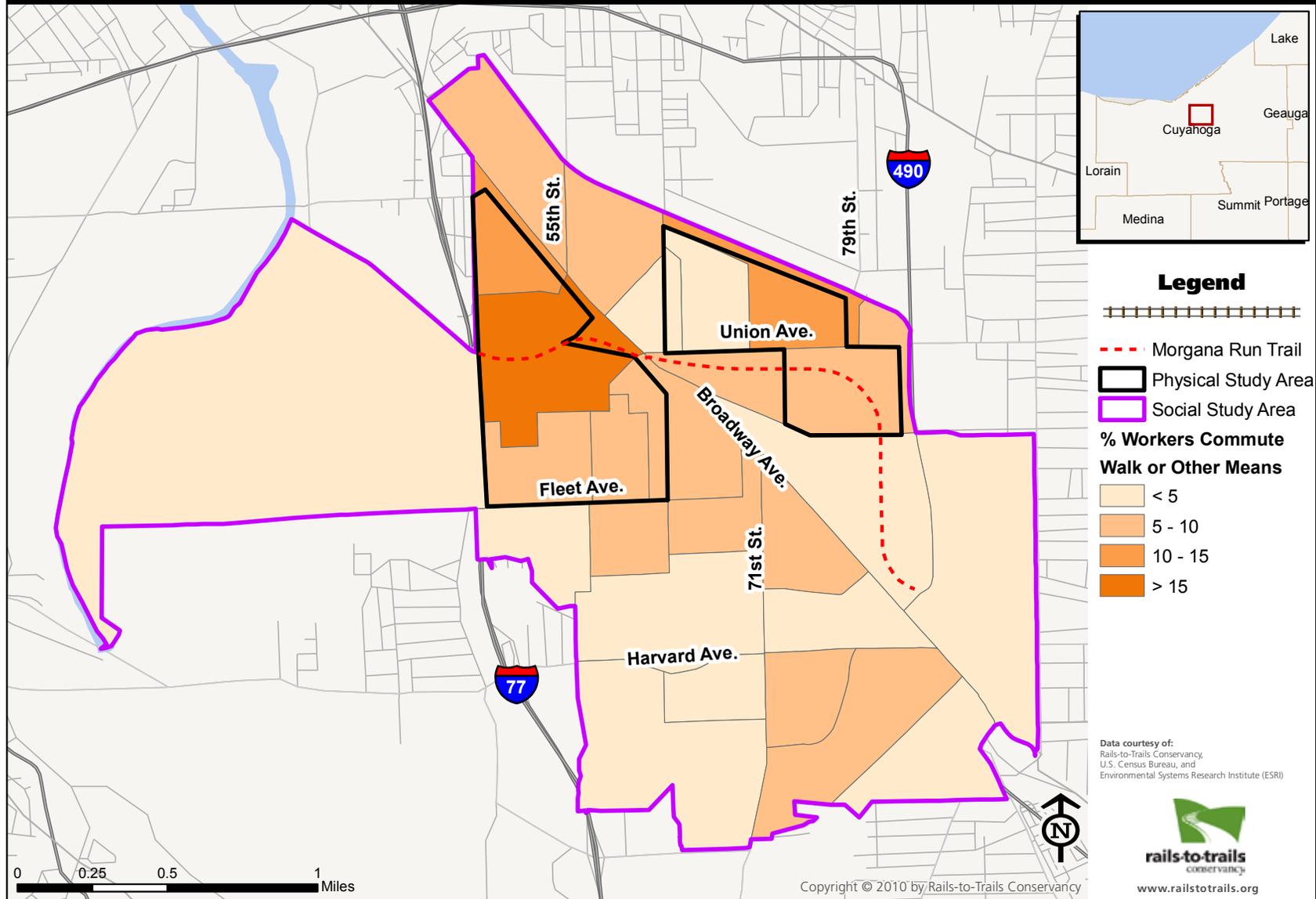
Non-Motorized Transportation Usage

The 2000 census reports that 4.5 percent of the population in the neighborhood walked or biked to work, greater than the national average of 3.3 percent. Continuing education in the neighborhood about the existence of the trail, coupled with the efforts for extending and connecting the trail to downtown and other large employment centers, will no doubt allow for an increase in this rate.

Public Safety/Crime

The Cleveland Police Department records crimes in categories based on the FBI's Uniform Crime Reports crime definitions. Part I crimes include violent crimes (homicide, rape, robbery and aggravated assaults) and property crimes (burglary, larceny-theft, auto theft and arson). In 2008 the police department reported 7,818 arrests per 100,000 residents for part I crimes in Slavic Village. This rate is significantly higher than the 6,866 per 100,000 for the city of Cleveland proper. Those numbers do however show quite an improvement over the 9,256 per 100,000 arrests in 2004.

% Workers Commute: Walking or Other Means than Driving/Public Transit by Block Group, 2000 Cleveland, OH



COMMUNITY FACILITIES AND RESOURCES

Schools

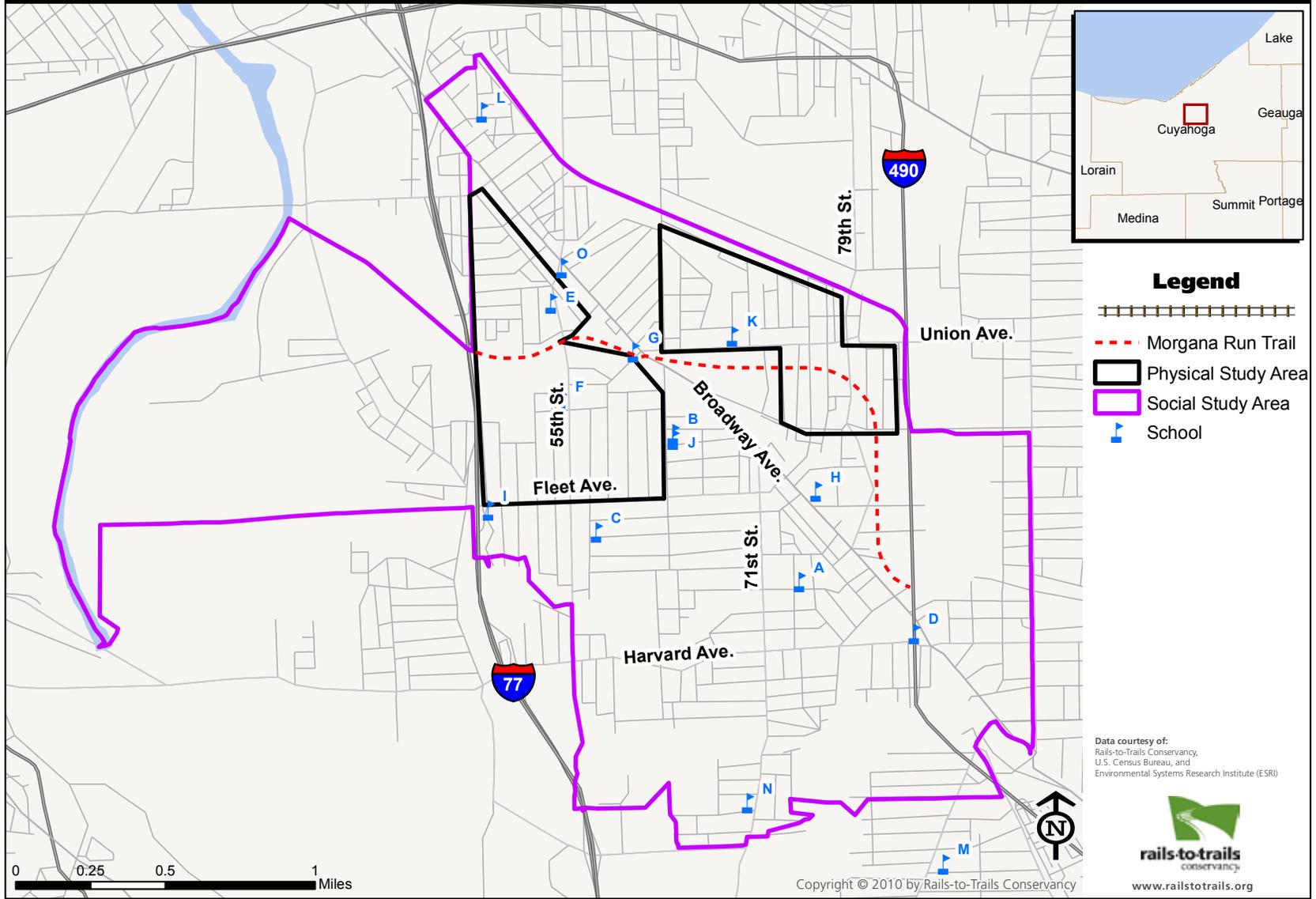
Schools are often the anchor of a community, and that is no different in this neighborhood. Schools are also perhaps the best available conduit for education on the existence of local facilities like the trail. This education often flows to the adults in the children's lives as well, so getting the schools involved with the local trail and active transportation efforts is paramount. The importance of building this infrastructure to allow connections from the neighborhoods to the schools cannot be overlooked. The soon-to-be-constructed Mound Elementary, situated directly adjacent to the Morgana Run Trail, provides tremendous opportunity for the trail to be used for curriculum in science, physical education and other classes. The education facilities in the neighborhood are shown in the table and map following.

Map ID	Name	Location
A	AB Hart Elementary	3901 E. 74th Street
B	Cleveland Central Catholic	6550 Baxter Avenue
C	Fullerton Elementary	5920 Fullerton Avenue
D	Holy Name Elementary	8328 Broadway Avenue
E	Hope Academy Broadway Campus	3398 E. 55th Street
F	Mound Elementary (Under Construction) (old school still open) 5405 Mound Avenue (old)	5939 Ackley (new)
G	St. Stanislaus Elementary	6521 Baxter Avenue
H	Union Elementary	6701 Union Avenue
I	Willow Elementary	5004 Glazier Avenue
J	Warner Girls Leadership Academy	8315 Jeffries Avenue
K	Hope Academy North Coast Campus	6916 Krakow Avenue
L	Villa Montessori Center	5620 Broadway Avenue



Schools

Cleveland, OH



Parks and Green Space

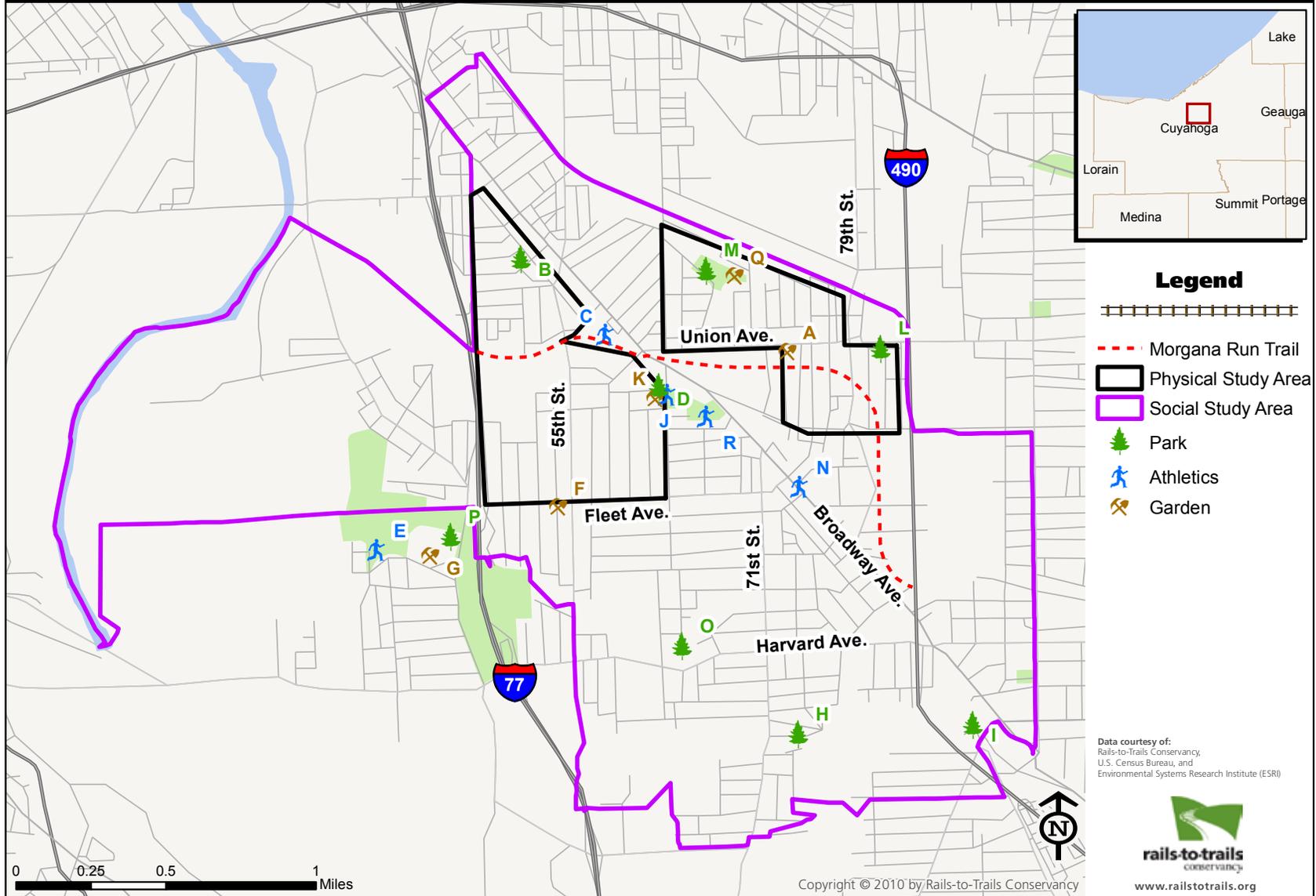
Parks, green space and recreational facilities are places where people can congregate to learn about and enjoy their physical activity of choice. Broadway-Slavic Village is really fortunate in the number of diverse facilities available to its residents. The Morgana Run Trail has given people a place to walk, bike or run in a safe and aesthetically pleasing atmosphere. The array of community gardens springing up in the area offers residents a place to be physically active and a chance to grow healthy foods for their families. The assortment of parks, recreational facilities and sports complexes offers residents many first-class venues for recreation. Connecting this wide array of facilities with a transportation network that allows people to walk or ride to them should be a goal for the area. (Please see map and table for additional information)



Map ID	Name	Location
A	Union Community Garden	7308 Union Avenue
B	Barkwill Park	5129 Barkwill Avenue
C	Boys & Girls Club	6000 Broadway Avenue
D	Dan Kane Park	Kenyon Ave. and E. 65th Street
E	First Tee Golf Course	3851 Washington Park Boulevard
F	Green Corp Garden	5406 Fleet Avenue
G	Washington Park Horticulture Center	3875 Washington Park Boulevard
H	Irma Park	E. 74th St. and Irma Avenue
I	Mill Creek Falls	8416 Webb Terrace
J	Morgana Ball Park	6610 Broadway Avenue
K	Morganic Gardens	Kenyon Ave. and E. 65th Street
L	Oman Park	8101 Mansfield Avenue
M	Regent Park	3351 Regent Road
N	Stella Walsh Recreation Center	7345 Broadway Avenue
O	Warsaw Park	4021 E. 64th Street
P	Washington Reservation	3841 Washington Park Boulevard
Q	Regent Community Garden	Temple Avenue and E. 70th Street
R	Cleveland Central Catholic Athletic Complex	6801 Broadway Avenue

Parks and Greenspace

Cleveland, OH



Grocery and Retail

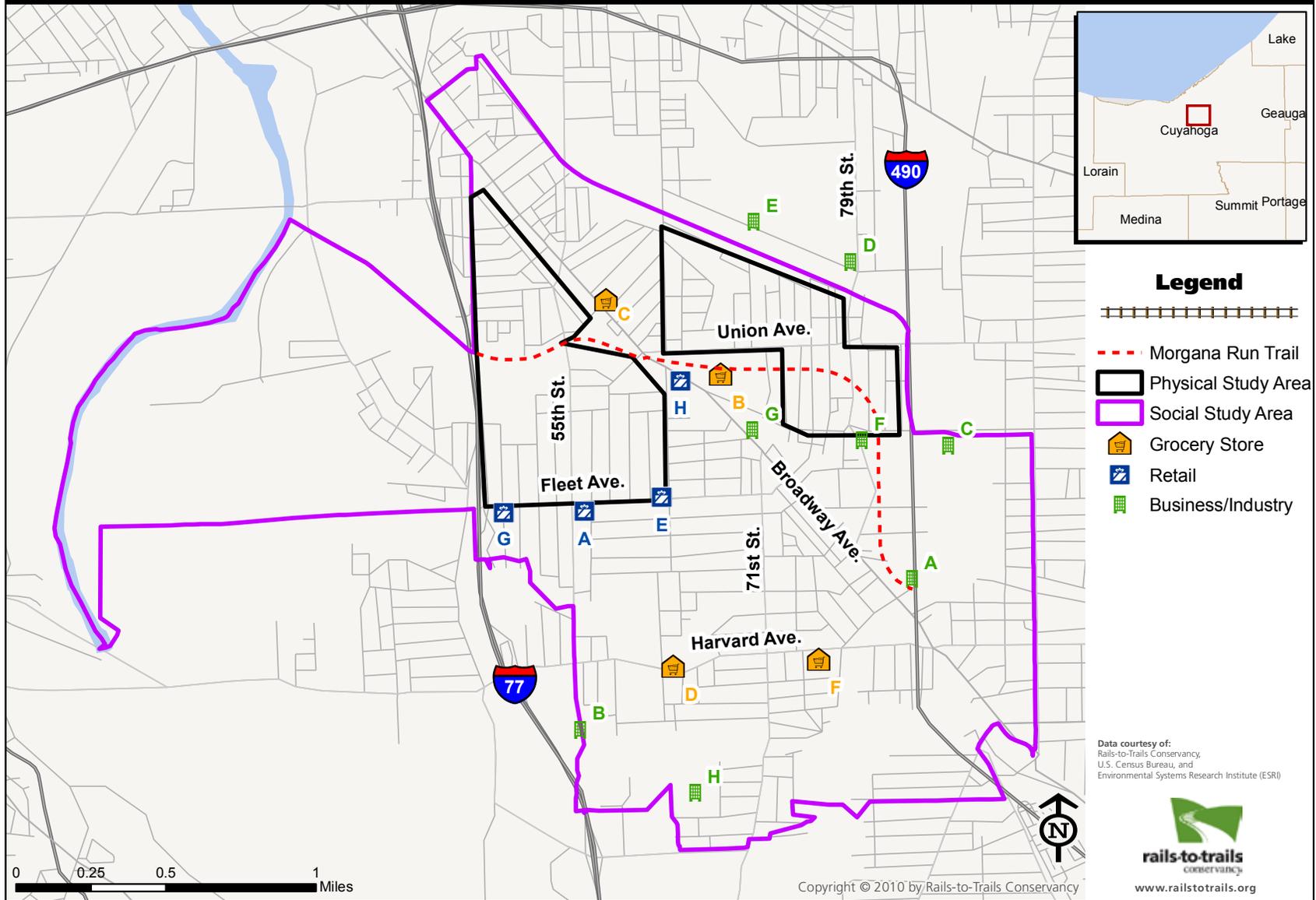
Grocery stores and other retail markets are important to any neighborhood, as they allow residents access to healthy food and other necessities. The area supports a wide variety of choices, represented in the table and map below. Further integration of the biking and walking network to these locations will be an asset for both the residents as well as the businesses. The Aldi location on Broadway is adjacent to the trail and consistently shows the highest trail traffic in our annual counts. The parking area in front of the Aldi store is also frequently used as a staging ground and trailhead for activities along the trail.

Map ID	Name	Location
A	Fleet Street Retail	
B	Aldi	6711 Broadway Avenue
C	Save-a-lot (Broadway)	5841 Broadway Avenue
D	Save-a-lot (Harvard)	6501 Harvard Avenue
E	Slavic Village Bi-rite	6405 Fleet Avenue
F	Daves Market	7422 Harvard Avenue
G	Fleet Bike Shop	5002 Fleet Avenue
H	Broadway Retail District	



Grocery Stores, Retail, Business/Industry

Cleveland, OH



Business and Industry

Just as grocery and retail stores provide many necessities for area residents, the robust business and industrial sector employs many of those same residents. While the traditional large steel mills of the nearby industrial valley do not employ nearly as many residents as they used to, many other small and large industries still call Broadway-Slavic Village home. The emerging active transportation network around the neighborhood offers employers great benefits as well. Easy, accessible and healthy access to work for employees, as well as a venue for workplace wellness campaigns, are just a couple of these benefits. The wide array of these important places may be seen on the table and map. The largest employers are designated with a map icon.



Map ID	Business	Address
	A.H. Marty	6900 Union Avenue
	Aetna Welding Company	4613 Broadway Avenue
	All Terrain Tire	3732 Broadway Avenue
A	Allied Waste Service	8123 Jones Road
	Anderson International Corp	6200 Harvard Avenue
	Appian Freight Systems, LTD	6707 Bessemer Avenue
	Architectural Fiberglass Inc	8300 Bessemer Avenue
	Arrow Fabricating Co Inc	7300 Bessemer Avenue
	Brite-Metal Treating Co Inc	8640 Bessemer Avenue
	Chromium Corp	8701 Union Avenue
	Clark Oil & Chemical — CoChem Products	7555 Bessemer Avenue
	Coventry Steel Services Inc	4200 E. 71st Street
	Dedicated Transport	6551 Grant Avenue
	Electro-Plating & Fabricating	4008 E. 89th Street
	Empire Plow Co Inc	3140 E. 65th Street
	Ensign Products	3528 E. 76th Street
B	Ferro Corp.	4150 E. 56th Street
C	Ferrous Process & Trading	8550 Aetna Road
D	G&S Metal Products	3330 E.79th Street
	General Steel Corp	3344 E. 80th Street
	Gorman Lavelle Co.	3459 E. 52nd Place
	H & L Manufacturing Inc	2959 E. 55th Street
	Hedalloy Die Corp	3266 E. 49th Street
	Heidtmann Steel Products	4600 Heidtmann Parkway
	Interior Products Co.	8740 Broadway Avenue
	J.J. White Products Inc	7012 Union Avenue
	J.J. White Products	7012 Union Avenue
	Kaplan Trucking	6600 Bessemer Avenue
	Lake City Scrap	8202 Broadway Avenue

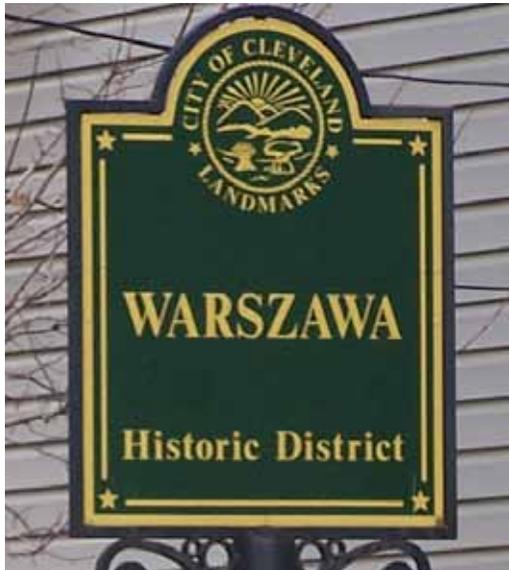
CURRENT CONDITIONS

	Lakeside Scrap Metals, Inc	8202 Broadway Avenue
	LexTech	6800 Union Avenue
	Marcus Hanna Dougherty Lumber Co Inc	6000 Harvard Avenue
	MCM Industries, Inc.	7800 Finney Avenue
	Mineral Met	7700 Bessemer Avenue
	Minneapolis Flour	6000 Park Avenue
	National Plating Corp	6701 Hubbard Avenue
	North American Manufacturing	4455 E. 71st Street
	OmniTrax	4200 E. 71st Street
	Ornamental Window Co Inc	4171 E. 71st Street
	P L M Corp	7424 Bessemer Avenue
	Pneudraulic Power Inc	3319 Regent Road
E	Presrite Corp.	7105 Bessemer Avenue
F	Presrite Corp.	3665 E. 78th Street
	PSC Metals	4250 E. 68th Street
	R & R Mechanical	3519 E. 75th Street
	South End Printing Co	3558 E. 80th Street
	Standard Signs Inc	3190 E. 65th Street, Suite 1
G	Third Federal Savings	7007 Broadway Avenue
	Tremco Inc	3361 E. 80th Street
	Undercover Kids Inc	5900 Maurice Avenue
H	United Parcel Service	4300 E. 68th Street
	Universal Steel Co	6600 Grant Avenue
	Utility Wire Products Inc	3302 E. 87th Street
	WAB Fabricating Company	7835 Broadway Avenue
	Warren Castings Inc	2934 E. 55th Street
	Westshore Mat Service	5808 Maurice Avenue
	Wyman-Gordon Co	3097 E. 61st Street
	Yates Co., Inc., R.M.	4452 Warner Road
	Zaclon	2981 Independence Road

Cultural and Historical

One of the unique aspects of Broadway-Slavic Village is its cultural history. With many authentic ethnic markets and eateries, along with designated historical areas, the community has especially strong ties to its roots. The neighborhood's dedication to creating and displaying public art has also added to the flavor of the area. From the largest mural in greater Cleveland to the nationally recognized Rotoflora sculpture at the intersection of 49th Street on the Morgana Run Trail, the community is becoming known for its eclectic array of artwork. (Please see map and table for additional information)

Map ID	Name	Location
A	Broadway Branch Cleveland Public Library	5417 Broadway Avenue
B	City Year Mural	Morgana Run Trail
C	Fleet Branch Cleveland Public Library	7224 Broadway Avenue
D	Morgana Run Trail Mural (Pixelating Morgana)	Morgana Run Trail
E	Warszawa Historic District	E. 65th, between Fleet Avenue and Broadway
F	Broadway School of Music and the Arts	5415 Broadway Avenue
G	Polish American Cultural Center	6501 Lansing Avenue
H	Mill Creek History Center	8416 Webb Terrace
I	Bohemian National Hall (Home of Sokol Cleveland)	4939 Broadway Avenue
J	Rotoflora Sculpture	49th Street Trailhead



Churches

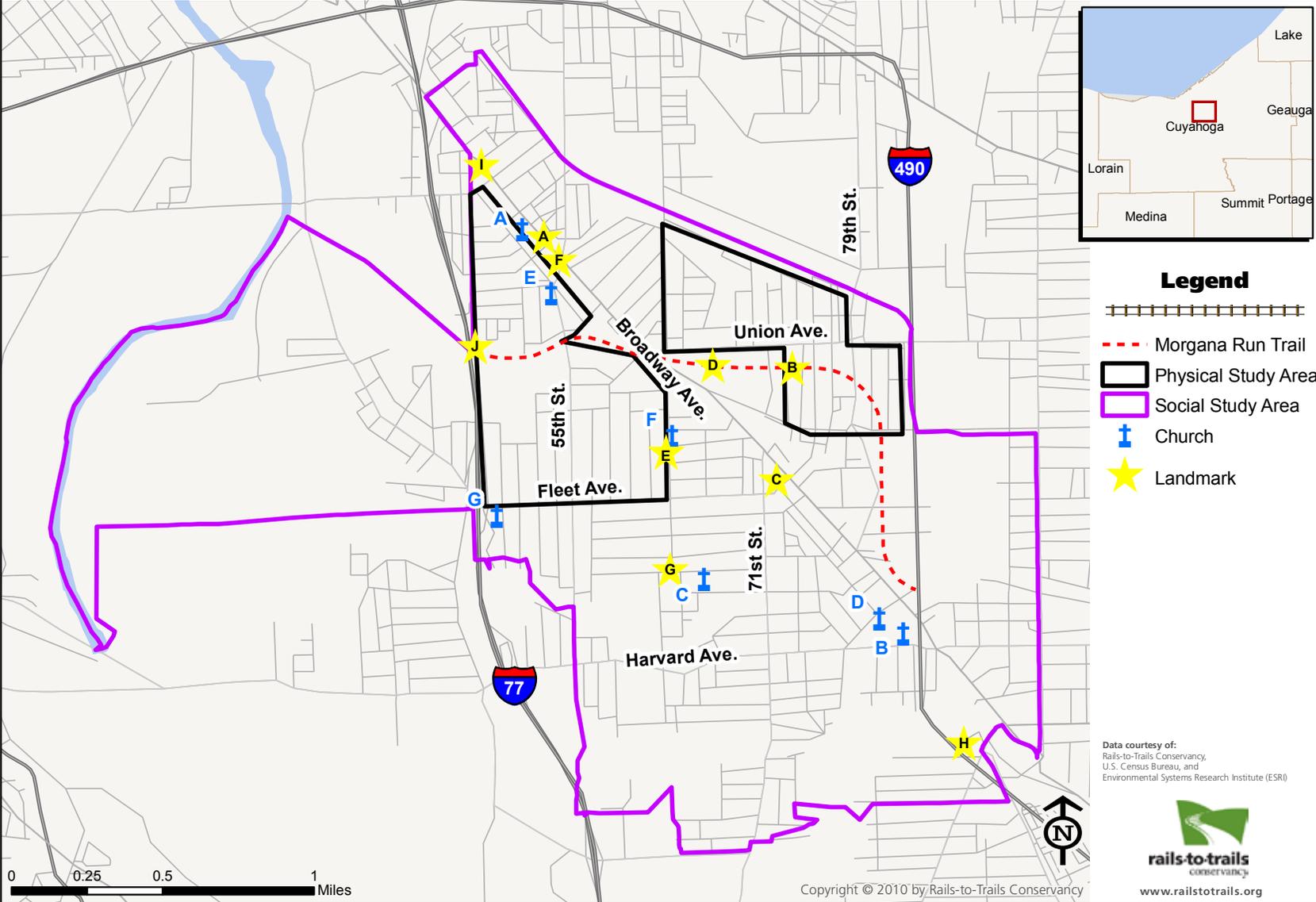
The sheer number of churches located in and around the neighborhood is a testament to how important they are to the social fabric of the area. Community leaders need to be openly engaged with parochial leaders, getting them involved with the planning and development processes bringing about these new opportunities for physical activity in their neighborhoods. Churches can effect positive change by encouraging open discussions about why it is important for congregants to be active, and leading group activities demonstrating how active habits can be achieved locally, and easily, on the trail. The 20 churches in the neighborhood are listed and located in the table and map below. The largest congregations have a map ID.



Map ID	Church	Address
	Broadway Christian Church	5920 Engal Avenue
A	Broadway United Methodist Church	5246 Broadway Avenue
	Church of God	5005 Dolloff Road
	Crystal Church of God	7205 Avenue
	Cuyahoga Faith Center Church	3240 E. 55th Street
	Faith Freewill Baptist	3560 Independence Road
	Harvest Temple	7135 Broadway Avenue
	Harvest Time Evangelical	7146 Broadway Avenue
B	Holy Name Parish	8328 Broadway Avenue
C	Immaculate Heart of Mary Parish	6700 Lansing Avenue
D	Jones Rd Congregational Church	8000 Jones Road
	Korean-American UMC	5246 Broadway Avenue
	New Hope Chapel	3734 E. 59th Street
E	Our Lady of Lourdes Parish	3395 E. 53rd Street
	People of Praise Church	6325 Broadway Avenue
F	St. John Nepomucene Parish	3785 Independence Road
	St. Lawrence Parish	3547 E. 80th Street
G	St. Stanislaus Parish	3649 E. 65th Street
	The Village Chapel	PO Box 94081
	Village Grace Mission Center	3561 Independence Road

Churches, Cultural and Historic Landmarks

Cleveland, OH



PHYSICAL CONDITIONS

A person's willingness and ability to build physical activity into their daily routines is directly affected by the built environment in which they live. This section of the assessment takes a comprehensive look at current conditions of bicycle and pedestrian facilities in the Broadway-Slavic Village neighborhood. This assessment highlights opportunities for improvement as well as identifies obstacles to creating a well-integrated system. It focuses on creating interconnected facilities throughout the study area, assessing the condition and availability of sidewalks, crosswalk and intersection facilities, for their ability to create safe crossing for people through traffic, and looking at existing and potential access points for the Morgana Run Trail.

When applicable, the Ohio Department of Transportation (ODOT) Location and Design Manual will be cited. This manual dictates standards for any construction of all roadway facilities in the state. ODOT is also responsible for all public pedestrian facilities within their rights-of-way. Design standards for pedestrian facilities are included in the manual. Where the manual does not specify a facility, it references the Ohio Manual of Uniform Traffic Control Devices (OMUTCD), the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administrations Designing Sidewalks and Trails for Access (FHWA), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Current Conditions: Sidewalks

Sidewalks are the main conveyance through most neighborhoods for walkers and bikers. The sidewalk system in Broadway/Slavic Village is mainly intact and fairly comprehensive. The problems arise from the age of the infrastructure and lack of maintenance. Many of the sidewalks are narrower than what is recommended for current street designs. Although ODOT standards recommend 8 feet for sidewalk width and place minimum width at 5 feet (306.2.2), many existing sidewalks in the neighborhood are less than 4-feet wide. With the intrusion of tree roots, landscaping hedges and various sign and utility posts, this already narrow sidewalk system becomes nearly impassable in many places. In addition, sidewalk facilities should be in compliance with design standards set by the U.S. Department of Justice for the Americans with Disabilities Act (ADA). The 2010 ADA Standards address sidewalk design standards and guidance in Chapter 4, "Accessible Routes." The standards provide guidance for several sidewalk elements, including curb ramps. But first and foremost, the standards specify a 36-inch minimum clearance width for accessible routes, with a 60-inch minimum clearance space needed for the route to be considered



RESOURCES

The complete ODOT manual:

www.dot.state.oh.us/Divisions/ProdMgt/Roadway/roadwaystandards/Pages/location-anddesignmanuals.aspx

Ohio Manual of Uniform Traffic Control Devices:

www.dot.state.oh.us/Divisions/HighwayOps/Traffic/publications2/OhioMUTCD/Pages/default.aspx

FHWA Designing Sidewalks and Trails for Access:

www.fhwa.dot.gov/environment/sidewalk2/contents.htm

ADAAG: www.access-board.gov/adaag/html/adaag.htm

a passable space. Complete guidelines can be referenced at: www.access-board.gov/ada-aba/ada-standards-doj.pdf

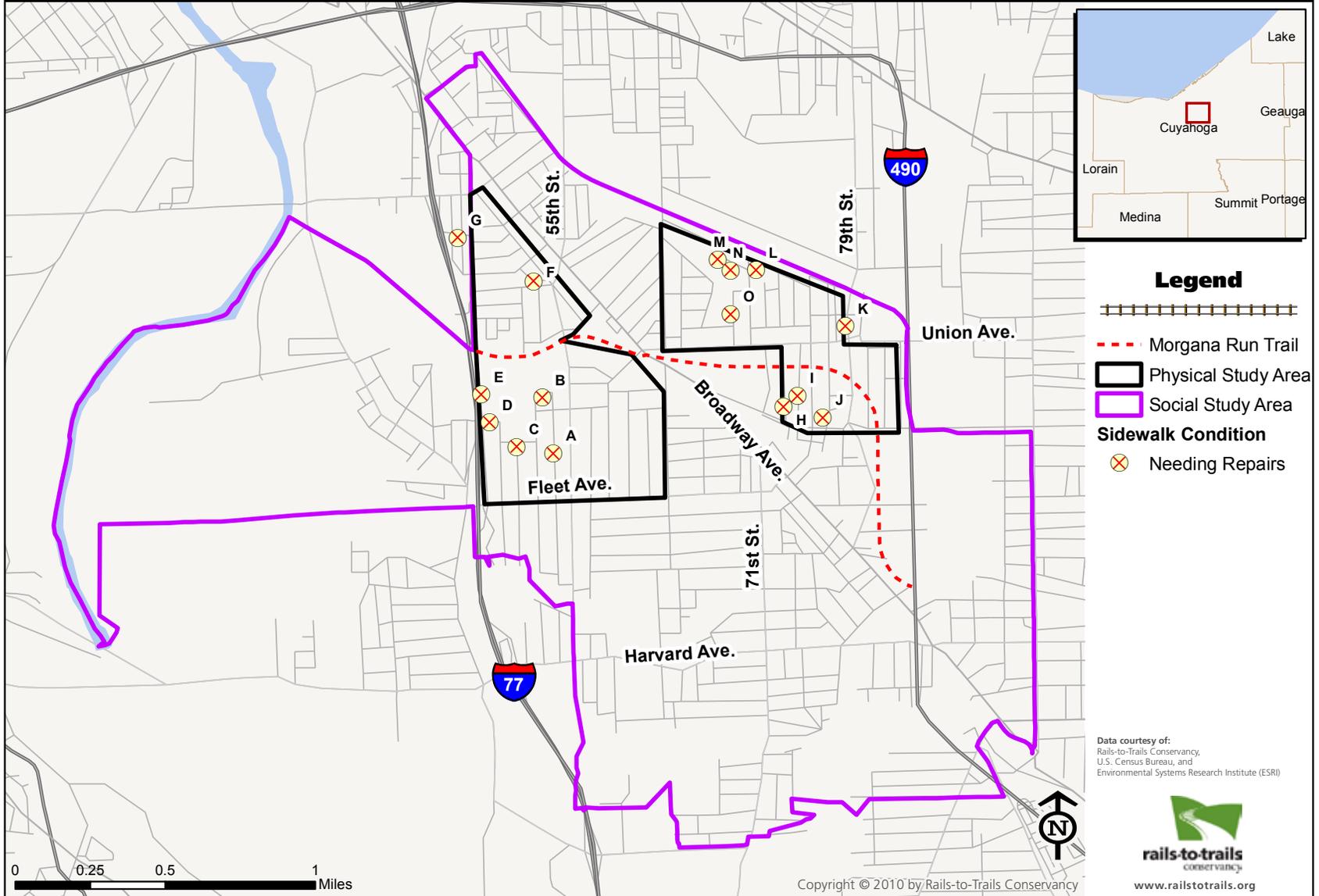
Another unique and unfortunate problem arises around the many neighborhood sites where dilapidated homes have been demolished. The heavy equipment used to tear down and then carry away the houses was driven right over the sidewalks in front of the homes. These sidewalks were not constructed to allow for such heavy loads and

have crumbled to create unusable and unsafe sections throughout the neighborhood. The table below shows the location of sidewalks which have deteriorated to the point they are creating obstacles to accessing the trail. SVD staff in coordination with transportation officials can reference this table and corresponding map locations to prioritize maintenance and reconstruction of those places that will help with direct access to the trail.

Map ID	Location	Description
A	54th Street between Fleet Avenue and Mound Avenue	Sidewalk is in very poor condition with entire sections heaved by tree roots and crumbled concrete
B	Eliza Avenue	Sidewalks are so narrow and unkept that they are a danger to users
C	Kirkham Avenue	Sidewalks are crumbling and unsafe
D	Chard Avenue	Sidewalk is very narrow and shifted to an angle that makes it unusable
E	49th Street from Chard Avenue to Dalton Avenue	Sidewalk is crumbling and unsafe
F	Caleb Court	Sidewalk abruptly ends in the middle of this street
G	Vivian Avenue	Sidewalk does not exist on the north side of the street
H	72nd Avenue between Aetna Road and Union Avenue	Sidewalk has been crushed beyond use in numerous places by heavy equipment doing demolition work.
I	74th Avenue between Aetna Rd. and Union Avenue	Sidewalk has been crushed beyond use in numerous places by heavy equipment doing demolition work.
J	76th Avenue between Aetna Rd. and Union Avenue	Sidewalk has been crushed beyond use in numerous places by heavy equipment doing demolition work.
K	78th Avenue between Union Ave. and Bates Avenue	Sidewalk has been crushed beyond use in numerous places by heavy equipment doing demolition work.
L	Morgan Avenue from 72nd Street to 68th Street	North side of Morgan has almost no sidewalk at all; south side is heavily damaged from upheaval.
M	East 68th Street	Sidewalks are missing or in poor repair
N	Temple Avenue	Sidewalks are missing or in poor repair
O	East 69th Street	Sidewalks in very poor condition from heaves, breaks and poor repair

Current Sidewalk Locations Needing Repairs

Cleveland, OH



Current Conditions: Intersections and Crossings

Assessment of this study area includes a comprehensive look and documentation of street and pedestrian crossings and the infrastructure relating to them. All the information mentioned in the categories below was cataloged in the matrix available in Appendix C. A general condition assessment for each category is below.

STOP, TRAFFIC AND PEDESTRIAN INDICATORS AT INTERSECTIONS

Vehicle traffic stop indicators include stop lights and stop signs. Pedestrian indicators may be lit signals, timed lit signals and various pedestrian crossing signage. All of these tools are used to provide visual clues to both drivers and pedestrians at intersections to ensure a safe, efficient flow of traffic with minimal conflict between users.

Ohio guidelines require pedestrian signals at any designated school crossing where traffic lights are installed, where pedestrians cannot reasonably use traffic signals alone as a cue for crossing, and anywhere that an engineering study has justified their use (OMUTCD 4E.03). The vast majorities of the intersections included in the study area are along residential neighborhood streets and thus are low-traffic roads. Most of these low-volume intersections therefore have stop signs as the means of control. The major arterials in the area, such as Aetna, Union, Fleet and 49th streets, include more traffic lights and heavier pedestrian facilities.

In the comprehensive assessment, charted in the aforementioned matrix, the exact number of stops per intersection was analyzed. For example, an intersection of two streets may include four stops (a four-way stop) or only two (one direction of traffic has the right-of-way while the other must stop.) This system was used to suggest where additional stop indicators may improve safety conditions for pedestrians and bicyclists.

The overwhelming majority of the neighborhood has a well-intact stop indicator system, with little need for additional facilities. Areas where improvements can be made include the intersection of 76th Street and

Union Avenue, where no signal exists at all. A stop sign on 76th seems prudent at this location. Stop signs and school crossing caution signs are suggested at the 66th Street and Consul Avenue intersection because of its proximity to a school. Currently, there are no traffic stops at this intersection. A stop sign on Consul as well as a school area caution sign would let motorists know to be alert for children.

Pedestrian indicators are not as well-deployed in the area as vehicle facilities. The busy intersection of 75th Street and Union Avenue has a four-way traffic light with no pedestrian signals; at least two lit signals should be installed here. Likewise, at 70th Street and Union Avenue, the existing stop light should be equipped with a pedestrian signal. At 78th Street and Union Avenue, the four-way traffic light does have pedestrian signals; adding two signals here may improve safety at the crossing. Dolloff Road at Barkwill Avenue, adjacent to a neighborhood park, is also missing pedestrian signals at its four-way light. Two indicators would greatly enhance the safety of park users at this intersection. 65th Street and Fleet Avenue is a busy intersection with a four-way light, in need of at least two pedestrian signals. The intersection of Fleet Avenue and 59th Street needs one pedestrian indicator to get people across Fleet Avenue. 55th Street at Fleet Avenue needs two pedestrian crossing indicators to complement the busy four-way intersections. Likewise, 55th Street needs two indicators at Mound Avenue where the current Mound School is located.

MARKED CROSSWALKS

Crosswalks are mainly used as a visible indicator to motorists that they should yield to pedestrians, even though the absence of marked crosswalks does not negate the fact that pedestrians always have the right-of-way at stopped intersections. To serve this purpose, crosswalks need to be properly positioned and kept in good repair to ensure visibility to both motorists and pedestrians. Ohio standards call for crosswalk markings to be white lines no less than 6 inches and no more than 24 inches wide, with the overall width of the walk to be 6 feet (OMUTCD 3B.17). There are two basic designs used for crosswalks. The two-stripe design

is used where motorists maintain slower speeds, since the two-stripe has a visibility of about 100 feet. For higher-volume, higher-speed roadways, the “zebra-striped” design is more appropriate. With a much higher visibility, this design creates a safer environment in areas where the danger is highest.

The crosswalks in the study area are overwhelmingly of the two-stripe variety. However, most of these could use some repainting, and some places are missing them altogether. Heading north along 49th Street, two-stripe crosswalks are missing at the intersections with Dalton, Guy and Hamm. Also, many of the feeder streets onto busy Fleet Avenue are lacking simple crosswalks, including 52nd, 54th, 57th, 59th, 61st and 63rd streets.

With the increased emphasis on walking and biking in the neighborhood, the importance of installation and upkeep of crosswalks will be vital for the safety of users.



CURB RAMPS

The ODOT design manual (306.3.1) is explicit in its requirement that all urban streets, which every street in the study area is classified as, must be constructed in accordance with Ohio Revised Code section 729.12. This section includes the provision that all streets built with curbs must include accessible curb ramps at every pedestrian crosswalk, and resurfacing work where only one part of an intersection is being improved. If the other points of the intersection need curb ramps, they are to become part of the resurfacing work. The neighborhood is fitted with a decent array of existing curb ramps; however, there is room for improvement. Numerous curb cuts throughout the area are not properly oriented to the crossings and need repositioning. The intersection at 78th Street and Aetna Road has one two-stripe crosswalk with no curb cuts in either sidewalk leading to it. 70th Street and Union Avenue also have existing sidewalk and crosswalk facilities with missing curb cuts. These needs are represented in the technical appendix at the end of this report.



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Let me know if you would rather see the whole
image.

PHYSICAL OBSTRUCTIONS

Major physical obstructions of sidewalk or crosswalk facilities are not only undesirable but also create an unsafe situation. Overall, sidewalk obstructions are not a problem in the study area, but a couple exceptions are noted. The utility poles along Aetna Avenue from 82nd Street to Broadway are all placed in the sidewalk, leaving too narrow of a space to keep them in the 5-foot recommendation of ODOT. There are other examples of this same problem around the area. On the northeast corner of 75th Street and Union Avenue, the public transit bus stop creates a large barrier for sidewalk users as well as acts as a visibility hazard to pedestrians and motorists at the intersection. FHWA recommends that in any area where the objects create a space 36 inches wide or less, appropriate action should be taken to create a safer sidewalk (4.1.4).

REFUGE ISLAND/RAISED MEDIAN

Refuge islands or raised medians are simply small areas of pavement between lanes of traffic on busy streets. They give pedestrians a place to stop safely while crossing multiple lanes of traffic. These facilities are typically built where there are numerous lanes of traffic in busy areas, so pedestrians may not be able to cross all lanes at once.

ODOT documents specifically state that refuge islands, while sometimes required, should be avoided whenever possible (401.7.1). However, guidelines indicate that a refuge should be considered anywhere that a crossing cannot be designed to safely get pedestrians across the traffic in a timely manner (401.8.3). The intersection of 49th Street and Fleet Avenue is the only location in the study area where a refuge island exists. Between 49th Street and the I-77 exit ramp, there is an island on both sides of the intersection, one of which is a busy entrance ramp into the area off I-77. The Broadway Avenue corridor, in conjunction with the slated streetscape improvement project, also presents opportunities for the installation of refuge islands.

SCHOOL CROSSINGS

With multiple schools located in the study area, crossings near schools were an important part of the assessment. Crossing guards were posted at 50th Street and Fleet Avenue, the main crossing for St. John Nepomucene School, and well-marked zebra-striped crosswalk and school crossing traffic signs are present, yet no pedestrian signal is in place with the traffic light, which is required by state regulations (OMUTCD 4E.03). The intersection of Mound Avenue and 55th Street, where Mound Elementary is located, was equipped with crossing guards as well as signage for motorists but again lacked a signal. This school is in its final year of service, and the new Mound School will be constructed nearby on 55th Street. Traffic facilities for pedestrians are to be included in the construction of that new facility. 66th Street, 69th Street and Regent Road intersect Consul Avenue and are all intersections used to access Union Elementary. Due to the time of day this area was surveyed, no crossing guards were observed, although school crossing signage is present on the roadways. The crossing of 66th Street contains a zebra-striped crosswalk, although the others do not.



LANES OF TRAFFIC CROSSED

Detailing the number of traffic lanes allows a better understanding of the context of the intersection study. The vast majority of the study area consists of two-lane neighborhood roads with on-street parking allowed on both sides. The major arterials such as Fleet and Union Avenue have four lanes of faster-moving traffic. Planning for trail and sidewalk connections using the calmer interior neighborhood streets may be preferable to the busier options.

SPEED OF TRAFFIC

The neighborhood's two-way streets, which dominate the area, are all posted with 25 mph limits. Many streets that border schools post traffic signs that restrict speed to 15 mph when children are present. The major arterials, as well as some of the more heavily used through-streets like 65th Street and Blanche Avenue, have posted limits of 35 mph. Motorists on the internal neighborhood streets seemed to keep to the speed limit fairly well; however, those through-streets could use some additional speed enforcement as cars and trucks were routinely witnessed exceeding the limits.

VISIBILITY OF TRAFFIC AND PEDESTRIANS

Another important safety aspect included in the study was the perceived visibility at intersections, both of motorists by pedestrians as well as of pedestrians by motorists. For the most part, these lines of sight were very well cleared and made this aspect of the system not a safety issue at all. A couple notable exceptions were found. At the intersection of 75th Street and Union Avenue on the northeast corner, there is a transit bus stop shelter that blocks the vision of any pedestrians on the sidewalk at the crossing for motorists. At 78th Street and Aetna Road, there is a large utility pole on the northwest corner of the intersection, making it hard for pedestrians and motorists to see each other.



LIGHTING

Although the assessment was completed during daylight hours, the street lighting network appears to be fairly comprehensive in the area. The main thoroughfares were heavily lit, intersections especially, while the interior neighborhood streets all had lighting in place.

Current Conditions: Trail Access Points

Access points are those places along a trail where the public can enter or exit the facility. These points can take on a myriad of looks, from formal trailheads to simple street crossings. Access points are the key ingredient to creating a well used, and thus well cared for, trail project. Access to the Morgana Run Trail in Slavic Village is divided unevenly: while east of Broadway Avenue there are many points of access, to the west the access is much more limited.

ACCESS POINT AT EAST 49TH STREET

The trail currently ends on the west side at East 49th Street, between Dalton Avenue and Chard Avenue. There are currently temporary 'share the road' signs up along East 49th Street to assist in connecting to Washington Park Reservation to the south. There is a current effort to create a trail along East 49th Street from Fleet Avenue to the south all the way to downtown. Currently, there are no parking opportunities at this access point. This is the trailhead where the public artwork Roto-flora is now installed.

PROPOSED ACCESS POINT AT EAST 52ND AVENUE

To help meet the need for an additional access point for the residents north of the trail in this area, we propose exploring the property at the end of East 52nd Avenue, which abuts the trail. This undeveloped, overgrown property already is being used to access the trail, as evidenced by the substantially trodden 'social trail' on the property. Further research is being done, though initial efforts seem to show this ground is already publicly owned, thus making an access point a possibility in the near future.

**MORGANA BLUFF ACCESS POINT**

The newest access point to the trail was opened in the fall of 2009 along Blanche Avenue. This piece of the trail is important as it creates the only access between Broadway and the East 49th Street terminus. With the construction of the new Mound Elementary School just to the east along the trail, this access point will be vital in creating a safe trail route to school for the children in this part of the neighborhood. Parking is not available at this access point.



BROADWAY/ACKLEY/UNION ACCESS POINT

The trail crosses Ackley Road and Broadway Avenue at the intersection with Union Avenue here. While this is a point at which the trail can be accessed, it is also the busiest street crossing along the entire trail. The local McDonalds restaurant at this intersection has built a very nice rest stop with benches along the trail, but public parking for trail use is not permitted at this location.

BROADWAY/AETNA RETAIL ACCESS POINT

The trail runs alongside the parking area for the strip mall development at the intersection of Broadway Avenue and Aetna Road. The very large parking lot, asphalt access ramp and beautiful mural along the trail here make this the de-facto public trailhead for the Morgana Run Trail. This access allows neighborhood residents convenient trailside accessibility to the diverse retail options in the area; it also allows a parking area to accommodate trail users who choose to drive to get to the trail.

PROPOSED NORTH SIDE BROADWAY/AETNA ACCESS POINT

While the Broadway/Aetna retail district is readily accessible from the trail along the south side, it is effectively cut off from the residents who live to the north of Union Avenue—as well as Union Elementary School, which sits just across Union Avenue. There is a noticeable social trail already being used by residents. It runs alongside a vacant building on property owned by J.J. White Products, which has been supportive of trail efforts in the past. Approaching J.J. White Products to discuss a possible easement or other accommodation to create and formalize this access point is highly recommended.

EAST 71ST STREET ACCESS

The trail crossing at East 71st Street is currently the closest access for those residing in the area north of the trail to the Broadway/Aetna retail center. The sidewalks leading up to the crossing are in poor condition due to heavy equipment crushing them at the many sites where vacant homes have been demolished. This access is important due to the

future construction of an entire new housing development between the trail crossing and Aetna Road to the south. There is a well-marked, zebra-striped crosswalk at the crossing.

EAST 72ND STREET ACCESS

The East 72nd Street crossing carries the same treatments as the 71st Street crossing, including the well-marked, zebra-striped crosswalk. The sidewalks leading up to the access also suffer from the same demolition-related poor condition and need attention.

EAST 74TH, 75TH, 76TH, 78TH AND 80TH STREET ACCESS POINTS

All of these neighborhood residential street access points carry similar features. They all have well-marked, zebra-striped crosswalks. 74th, 76th and 78th streets all have sidewalks that are in poor conditions and need upgrading. 75th Street has a serviceable sidewalk, while 80th Street boasts sidewalks in excellent condition. All of these streets are heavily residential with notable exceptions being direct access to the Cleveland Cloth Wire Company factory off 78th Street and St. Lawrence Catholic Church off 80th Street.



AETNA ROAD ACCESS POINT

The access point at Aetna Road is at a transition point for the trail between residential streets and heavy industrial factories. The crossing itself is marked with a zebra-striped crosswalk, although it is in need of re-striping. The sidewalks along Aetna Road leading to the access are in fine condition, although the placement of power poles right in the sidewalk make for an obstruction issue.

KRUEGER, BURKE AND WIRE AVENUE ACCESS POINTS

All three of these road crossing/access points share the same characteristics. They are all dead-end, two-lane roads used to access the large industrial properties the trail runs alongside. Each crossing has a well-marked, zebra-striped crosswalk.

JONES ROAD ACCESS POINT

Jones Road marks the eastern terminus of the Morgana Run Trail. There are no parking facilities or sidewalks servicing this dead-end road, although a very short distance takes Jones Road to Broadway Avenue, where temporary 'share the road' signs have been erected to connect to Mill Creek Falls and the Metro Parks trail there. There are proposals exploring a continuation of the trail from Jones Road into the adjoining Miles Park neighborhood, as well as across Broadway Avenue.

LARGE PARCELS

Large parcels, as can be seen on maps of the study area, are few and far between in the area. Large open space parcels are even scarcer. The vast majority of large parcels in the neighborhood are occupied by the major manufacturing facilities and retail developments. The notable exceptions, which are in fact large green space parcels, are Washington Park Reservation, Harvard Grove Cemetery and Mill Creek Falls. While large parcels are often a hindrance to mobility and trail access, the experience in Broadway/Slavic Village has not been negative. The park, retail and industrial facilities have all been cooperative and willing neighbors to the existing Morgana Run Trail.



Current Conditions: Bicycle Infrastructure

The current bicycle infrastructure in the Broadway/Slavic Village is in its infancy. The bulk of it consists of the 3.2-mile Morgana Run Trail, which anchors this entire study. SVD has taken strides to branch the system out through temporary 'share the road' signage in two places. At the western terminus of the Morgana Run Trail, the temporary signage is posted south along 49th Street to Fleet Avenue, which allows crossing over to the Washington Park Reservation. At the eastern terminus of the trail, the signage is posted along Broadway Avenue from Jones Road south to Warner Road and connects to Mill Creek Falls. There are many exciting proposals in different stages that will extend and enhance the bicycling infrastructure in the neighborhood; they are documented in the plan review found in Appendix A.

COMMUNITY ENGAGEMENT

Since the Morgana Run Trail is an established neighborhood facility, RTC and SVD felt it was necessary to collect baseline data about the trail and its relationship to the community before any effective course of action concerning the trail could be undertaken. The collection of this data took a two-pronged approach. First, a comprehensive trail count was conducted during two-month periods in 2009 and 2010 to assess the current use of the trail. The complete details of the trail counts are included in Appendix D. In addition, a survey was created and distributed throughout the neighborhood to determine trail use patterns and determine barriers to use.

TRAIL COUNT

In partnership with the National Park Service Rivers, Trails and Conservation Assistance program, RTC and SVD undertook the first-ever comprehensive trail user count on the Morgana Run Trail, using three state-of-the-art TrafX infrared trail counters deployed at strategic locations along the trail from September through October of 2009 and 2010. The locations were carefully chosen to show usage along different parts of the trail, from the busy access close to the retail district to the area near the Boys & Girls Club and future elementary school campus. The counters were in place for two months at a time.



This data showed fairly consistent counts, with the busy retail area getting an average daily count of 51, while the two counters deployed farther away coming in at 25 and 22 users per day. With this data we are able to estimate annual use at 24,000. This data, for the first time, gives neighborhood, city and county planners a starting point to show use in the area. It also allows RTC and SVD to establish a baseline against which to compare the counts year to year. The project will deploy the counters at the same locations the exact same time next year to create useful tracking data.

COMMUNITY SURVEY

While the trail user count gave an accurate number for people actually on the trail, it was determined that more information was needed to understand who those people were and why they used the trail. Just as important was to find those in the community who were not using the trail and determine the barriers preventing their use. A simple 17-question survey was developed and distributed three ways. First, SVD staff coordinated with youth volunteers to conduct intercept surveys along the trail in the fall of 2009. Additionally, 250 copies of the survey were sent out to community members in SVD's quarterly mailing. Copies were also distributed at a number of neighborhood meetings throughout the fall of 2009 and winter of 2010. The results of this study should help guide many manage-

ment and planning decisions concerning the trail in the years to come.

Survey results revealed that more than 50 percent of respondents use the trail, with 24 percent using it at least weekly. Forty-one percent reported that the existence of the trail has increased the type and frequency of activity they have in their life, validating the trail's positive influence on people's healthy lifestyle choices. While there was a significant amount of feedback stating resident's safety concerns in the neighborhood and on the trail, 62 percent of trail users still thought safety and security were either good or excellent. When asked about possible extensions to the trail, a whopping 95 percent expressed wanting to see the trail expanded. The survey results seem to indicate that trail improvements could improve perception and feeling of safety on the trail, while also showing that respondents overwhelmingly appreciate the trail and want to see more trail facilities.

V. RECOMMENDATIONS AND ACTION PLAN

When the desired outcome of a project is largely dependant on altering the public's actions and perceptions, one must be careful in making recommendations toward that end. Through our engagement with the people in the neighborhood, it became apparent that the main barriers to trail use were: 1) a general lack of knowledge about its location and route, and 2) insecurities related to safety along the trail. Many of the actions already taken and planned for year three are based around addressing these two issues. We feel that with the strong presence of SVD in the neighborhood, these actions can be implemented very successfully, with help and cooperation of county and city officials where necessary.

1. INFRASTRUCTURE AND AMENITIES

Neighborhood Signage Program

With a lack of knowledge about the location and route of the trail among many residents, we decided a prudent step would be to erect signage throughout the neighborhood. More



than 20 signs with the trail logo and arrows pointing to access points have been erected along the streets of Slavic Village, building familiarity and awareness for residents.

There are also now 10 larger trail logo signs to be erected along the trail itself to help brand the trail and make the logo something people immediately recognize as a marker for their trail. As the trail expands and connects to the Ohio-Erie Canal Towpath and other regional networks, we recommend a more robust trailhead kiosk-type facility. This facility would include maps showing the greater trail network, as well as show community amenities trail users can enjoy. These information sources will also allow space for trail-related programming to be advertised. Central Ohio Greenways, a collaboration of trail managers and advocates in nearby Columbus, Ohio, has created mapping and signage which may serve as a great model for the greater Cleveland area to look into. www.centralohiogreenways.com

Pet Refuse Stations

Through successful programming efforts along the Morgana Run Trail, taking pets out for a walk was observed to be a popular activity. To help facilitate and hopefully grow this activity, RTC purchased two pet refuse stations equipped with bag dispensers and trash receptacles. These two stations were placed along the trail at popular access areas and are now being enjoyed by trail users.



Neighborhood Street Crossings

In the course of our neighborhood walkability study, we observed that the street crossings of the trail itself have been very well marked. But we noted that some of the crossings leading to the trail need improvement.

Missing Pedestrian Signals

According to Ohio regulations, all school crossings require a pedestrian signal where a street light is in place (OMUTCD 4E.03). At the corner of Fleet Ave and 50th Street, all pedestrian infrastructure is properly installed except crossing signals; we strongly recommend that these be installed. There are also signals missing from the area around Mound Elementary, but with the new school being built up the street, we recommend that all pedestrian facilities be included in the new school's construction.

There are multiple four-way traffic lights throughout the study area that also do not have pedestrian signals. These locations are specified in the detailed physical condition section earlier in the assessment. We recommend that the City Street Department install these vitally important signals.

Sidewalk Improvements

With many sections of sidewalk throughout the area needing reconstruction, we recommend a two-pronged approach. As mandated by law, all street improvements or reconstruction must also rebuild the sidewalk infrastructure. We also recommend that where sidewalks were damaged in the demolition of abandoned homes, a requirement be placed on new developers to rebuild those sidewalks.





2. CONNECTIONS AND ACCESS

Downtown Connector

In the spirit of the recommendation within the TLCI plan, we also call for a robust effort to connect Morgana Run and Slavic Village to downtown Cleveland. With the soon-to-be-released engineering preliminary report, RTC stands ready to conduct the GIS property research to move the project forward. This work will be conducted in year three of our UPI project.

Southern Connection

Further exploration and movement to expand the trail south from Jones Road under the Norfolk Southern Railroad to Booth Road should be undertaken. With the existing tunnel in place under the tracks, the hard infrastructure task is already done. We recommend taking the next step and talking to Norfolk Southern about easement issues.

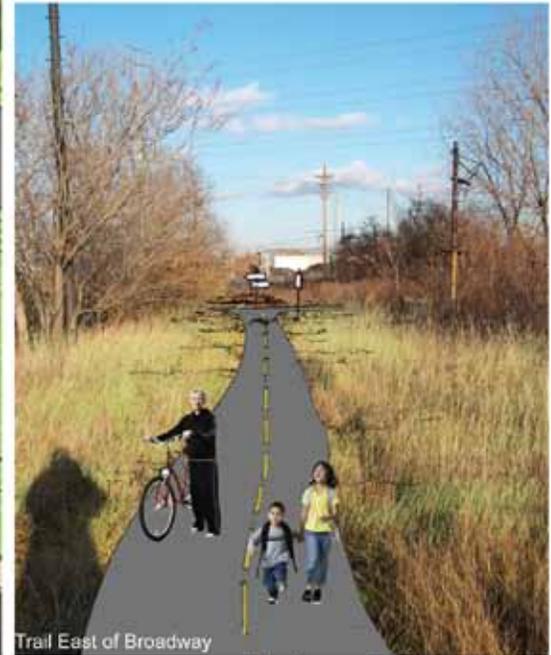
New Trail Access

We strongly recommend that discussions take place with J.J. White Company about obtaining an easement alongside their building to create access from north of the trail along Union Avenue to the trail itself near the Aldi shopping center. This is the most heavily trafficked area along the trail, and a noticeable social trail already exists here. Formalizing and improving this pathway would be a great asset to the entire neighborhood.

It is also imperative that the new, under-construction Mound Elementary, which borders the trail all along its eastern edge, have a fully developed trail access point.



Proposed Booth Underpass



Trail East of Broadway

East Link Alternate #2 - Miles Park Loop

Morgana Run Neighborhood Connections

Transportation for Livable Communities Initiative

Slavic Village Development / NOACA / City of Cleveland


CLEVELAND METROPOLITAN HOUSING AND COMMUNITY DEVELOPMENT AUTHORITY
10000 Lorain Road, Cleveland, OH 44122-4000
216.421.1000
www.cmhcad.org

3. SAFETY CONSIDERATIONS

Graffiti and Litter

The perception of the trail being an unsafe place is perpetuated when graffiti and litter, and particularly broken glass, are not removed. A well-cared-for trail, kept clean and in good repair, is paramount for the public to feel it is a safe place to be. To assist SVD staff and volunteers in being able to swiftly clean up these issues, UPI funds were used to purchase a bicycle and pull-behind trailer. This trail “rapid response” vehicle is equipped with a trash can, brooms, dustpans, paint and other tools to make cleaning up the trail a faster, more efficient operation.

Trail Patrol

With the increased focus and use along the trail, we recommend the rebirth of a Morgana Run trail patrol program. Through the UPI program, RTC will invest in rebuilding the volunteer corps and getting proper training and equipment for these volunteers to act as the eyes and ears on the trail.

4. EDUCATION AND PROGRAMMING

Perhaps the most important way to bridge the gap between fear and trail use is education and programming to get people introduced to the trail. Through interesting and enjoyable structured programs on the trail, people can discover fun, safe and healthy activities on the pathway for their families and friends. We believe that targeting neighborhood children, in particular, gets this message across most effectively. By introducing children to the trail, you create lifelong advocates and users, and that enthusiasm is taken home and permeates the entire family.

School Engagement

With the knowledge that building an appreciation for healthy lifestyles at an early age carries exponential benefits throughout a lifetime, engaging school children with the trail is of utmost importance. With Mound Elementary being moved into a new facility in 2011—one that borders the trail—there is a wonderful opportunity for partnership. The new school is building a curriculum around the STEM (science, technology, engineering and math) model. With this change in emphasis, we have become engaged with the school administration to help incorporate the trail as an extension of the classroom. Meetings will be held regularly with the admin-

istration and teachers to find the best ways to utilize the trail for many different school-related purposes.

Trail Programming

With the strong programmatic work by SVD already in place along the trail, RTC supports and expands programmatic efforts through the UPI for these activities. Whether it is through bike helmets for the children's bike rodeo or assistance with event promotion, RTC will continue to support this important work. Innovative programming such as "Walk a Hound Lose a Pound" has also created opportunities for RTC to share with other urban trail projects throughout the country. The National Learning Network and its multiple new media platforms have allowed for communication and promotion of this work.

<http://community.railstotrails.org/blogs/trailblog/archive/2010/06/10/national-trails-day-kicks-off-weekend-of-events-around-cleveland.aspx>





5. MARKETING

Locally

UPI has helped SVD market the trail both in Slavic Village as well as in greater Cleveland by promoting the successes and noticeable improvements in the neighborhood and on the trail. These successes, and the growing popularity of the trail as a community resource and destination, have made approaching local businesses for support of trail initiatives much easier. There has also been a keen eye on Morgana Run and UPI activities by the city and other players in the metropolitan region. Their interest has boosted the profile of the trail as well as the UPI program in general. We propose that SVD staff, as well as RTC staff, continue to present information about the trail and the program throughout the greater Cleveland area. As connections are finished, we also recommend updating the very successful trail maps.

Regionally/Nationally

SVD and RTC staff have given presentations throughout the state of Ohio concerning Morgana Run and the UPI program. The strength of the partnership and the program has made an impression, and we are now getting requests from other cities to engage in similar work. RTC is also collaborating with its local partners to plan the national UPI conference in Cleveland in May 2011. This gathering will be a key event for our project to showcase the elements that have worked so well during the first two years. Another great marketing opportunity came about this year. RTC nominated SVD, Cleveland Public Art, and ParkWorks for the National Trails Arts award for the new Rotoflora installation on the Morgana Run Trail. The newest public art piece on the trail, Rotoflora is a 35-foot-tall sculpture placed at the 49th Street trailhead. This flower sculpture was designed and manufactured locally, with the flower petals made out of recycled bicycle wheels. The project was selected for the prestigious national award and was recognized at the National Trails Symposium in November. Morgana Run Trail is a bastion for wonderful art, including the largest mural in the city of Cleveland.

VI. CONCLUSION

The first year of UPI work along the Morgana Run focused on information gathering, including the community survey and trail counts that highlighted needs surrounding the trail. We made great strides in the second year, installing trail amenities and implementing programs that were identified as priorities to encouraging trail use. These improvements include the rapid response trail vehicle for graffiti and glass clean-up, as well as the neighborhood signage. The final year of UPI work in Slavic Village will greatly focus on encouraging more people to use the trail. The exciting work with Mound Elementary to include the trail as an outdoor laboratory and classroom in their new curriculum will create lifelong users and advocates for the trail. We intend to work with SVD to reorganize and train a bigger and better community trail patrol, increasing the number of trained ambassadors on the trail. Hosting the UPI conference in Cleveland will provide a national stage to demonstrate the amazing work done in the first two years. We also plan to leverage this great opportunity with other community partners to help get additional infrastructure and maintenance issues finished on the trail and throughout the neighborhood.

Work to implement additional plans for expansion of and access to the trail will also be a focus in 2011. The long-sought downtown connector project will move into its design phase with RTC playing a key role in identifying property issues and working with SVD and city officials to make the project happen. Through SVD, we hope to see additional access points such as the J.J. White property start to move toward construction this year. By addressing these needs, which came from the residents of Slavic Village themselves, we feel the UPI program is poised to deliver on its promise of connecting people to the Morgana Run Trail, and thus to a healthier, happier community.



APPENDIX A — PLAN REVIEW

As referenced earlier in this document, significant planning work has been done in the past decade for Slavic Village. Pertinent plans are explored below and highlighted for their ideas which, when implemented, will help further the work that RTC is undertaking in the neighborhood.

I. Transportation for Livable Communities Initiative: Slavic Village Greenway, Bike/Pedestrian/Transit Connections

LEAD ORGANIZATIONS: SLAVIC VILLAGE DEVELOPMENT (SVD)/NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY (NOACA)

COMPLETION DATE: MARCH 2008

Description: The general purpose for the TLCI plan is to create an overarching vision for the Slavic Village-Broadway neighborhood, integrating the plan elements into the existing fabric of the area. This vision was broken down into four key areas, which were further dissected in the body of the document. Those four areas include: a) connectivity around the neighborhood into the Morgana Run Trail, b) streetscape plan for Broadway Avenue from East 49th Street to Aetna Road, c) a Land Use Study for the East 55th Street Rapid Transit Station to identify access and aesthetic issues, and d) design and planning for the Kingsbury Run Trail connection to downtown.

Relationship to Trail/Study Area: This study deals with the Morgana Run Trail specifically, and the surrounding Broadway/Slavic Village neighborhood in general. This area dovetails exactly into the study area RTC has engaged with the Urban Pathways Initiative. While certain aspects of this TLCI study extend beyond the boundaries of the UPI project, the effects of the proposed projects and improvements will have a profound impact on the entire area.

1) Morgana Run Connections

Description: The TLCI plan looked at numerous possible connections to and expansion from the existing Morgana Run Trail. The process was broken down into looking at projects on the east and west end of the existing trail. At the west end, there have been some early successes, including the trail connection from Blanche Avenue down to the trail, finished in fall 2009 and now being heavily used and called the Morgana Bluff. Also called for were improvements to the 55th Street underpass, which has seen the addition of an excellent mural. The on-street section along East 49th Street was looked at for enhancements to make it more bike friendly. What is happening is much more ambitious. The first public meeting to look at a proposal to build a multi-use trail along East 49th from Fleet all the way to downtown took place on January 13, 2010. Other

projects from the plan still under consideration on the west side are improvements to the existing I-77 pedestrian bridge, Fleet Avenue bridge connector and signed routed through neighborhoods and park areas. The plan also studied recommended improvements on the east end of the trail, all of which remain on the table. They include using the unused Newburgh & South Shore Rail Line from Jones Road over Broadway Avenue and all the way to East 71st Avenue. The same abandonment was looked at to connect the Miles Park neighborhood to the trail through the abandoned Booth underpass, as well as to sign the neighborhood, creating an alternative to the busy Broadway Avenue connection to Mill Creek Falls.

2) Broadway Streetscape

Description: The idea of the Broadway streetscape enhancements will improve the neighborhood in multiple ways. It will greatly improve the pedestrian experience, as well as create a much more scenic corridor. The widening of sidewalks, as well as the addition of trees and decorative lighting, will benefit residents and the many businesses along the corridor. The proposed improvements include a) a gateway icon and pocket park at the north end on 49th and Broadway, b) an improved transit waiting environment at East 55th Street as well as at Baxter, and c) improved transit waiting environment and green space at the intersection with Morgana Run Trail near Union and Aetna. The first phase of these streetscape improvements will begin in spring 2010.

3) East 55th Street Rapid Station

Description: The new East 55th Street Rapid Transit station has received federal stimulus funding and construction will begin in 2010. The TLCI plan recommended improved bike/pedestrian crossing facilities at East 55th Street to connect to the new station. An on-street, signed bike route was also recommended through the neighborhood to connect to the Morgana Run Trail at Union Avenue.

4) Kingsbury Run Trail

Description: The plan for the Kingsbury Run Trail is to utilize an old rail corridor. It is also predicated on the use of an abandoned road bridge to access downtown Cleveland. The Rockefeller Bridge has since been deemed unsound by the Ohio Department of Transportation and is slated to be demolished, thus negating the necessary access over the numerous active rail tracks and into downtown. Many other aspects of the Kingsbury Run plan—including the remainder of the corridor, a proposed adventure park/canoe stop on the Cuyahoga River and on-street connections to the Morgana Run Trail—remain worthy of community attention.

For More Information:

Slavic Village Development

5620 Broadway Avenue

Cleveland, Ohio 44127

Phone: 216.429.1182

www.noaca.org/slavicvillage.pdf

II. Campaign for Active Transportation: Cleveland Case Statement

LEAD ORGANIZATION: CLEVELAND CITY PLANNING COMMISSION

COMPLETION DATE: JUNE 2008

Description: Cleveland makes its case how it would invest \$50 million in active transportation funding in the forthcoming federal transportation bill. Cleveland's ambitious goal of putting every resident within a 10-minute bike ride to a major employment center made this plan very exciting. The innovative system of "spokes & wheels," which the planning department illustrates for the trail network, is reminiscent of how the interstate system was devised. The proposal highlights the \$275 million invested in the bike/ped network during the previous five years, and how the increased investment would exponentially add to that infrastructure. The plan details everything from major trail extensions, like the six-mile finish of the Ohio & Erie Canal Towpath, to major policy initiatives, including complete streets.

Relationship to Trail/Study Area: The case statement calls for a number of trail projects that will connect to and enhance the Morgana Run Trail, and Slavic Village in the process. The City Trail Loop would pass through Washington Park and connect to the towpath, both with connections to Morgana Run. The call for increased multi-modal transportation planning and infrastructure will have a profound impact citywide, including in Broadway/Slavic Village.

For More Information:

Cleveland City Planning Commission
601 Lakeside Ave.
City Hall Room 501
Cleveland, Ohio 44114
Phone: 216.664.2210
<http://planning.city.cleveland.oh.us/bike/assets/2010ActiveTransportationCampaign.pdf>

III. Cleveland Bikeway Master Plan

LEAD ORGANIZATION: CLEVELAND CITY PLANNING COMMISSION

COMPLETION DATE: OCTOBER 2008

Description: The Cleveland Bikeway Master Plan is essentially a comprehensive map intended to show planners and citizens where existing bike/ped and transit facilities are, and where future facilities are intended to go. This plan includes existing trails, bike lanes, transit stations, schools, recreation centers and parks and open space. Proposed elements included on the map include trail extensions, neighborhood connectors and additional on-street bike lanes. Also indicated is the soon-to-be-operational downtown bicycle station, a fully equipped indoor commuter station for cyclists.

Relationship to Trail/Study Area: This plan includes the City Loop Trail proposal, which would connect to the Morgana Run Trail on both the east and west side of the current trail. The addition of this connection, in concert with the Towpath Trail extension into downtown and the development of the downtown bike commuter station, opens up the real possibility for Broadway/Slavic Village residents to have a truly exceptional option for active transportation commuting into downtown and other major employment centers.

For More Information:

Cleveland City Planning Commission
601 Lakeside Ave.
City Hall Room 501
Cleveland, Ohio 44114
Phone: 216.664.2210
<http://planning.city.cleveland.oh.us/bike/index.php>

IV. Cuyahoga County Greenspace Plan

LEAD ORGANIZATION: CUYAHOGA COUNTY PLANNING COMMISSION

COMPLETION DATE: 2002

Description: Cuyahoga County is soon to become the first county in the state of Ohio to be completely “built-out.” In 1948, 26 percent of the county’s land was developed; by 2002, 90 percent had been developed. The planning commission recognized the historical significance of this development and initiated this Greenspace Plan. The basic elements of the plan were to create a system of natural corridors, a countywide trail system, the preservation of scenic views and the protection and restoration of critical natural areas. Specific recommendations for trail connections and open space protection were included in the “Greenprint,” intended to be a document used for creating a framework for planners and developers. More general countywide “goals” were enumerated through the Greenspace Initiative.

Relationship to Trail/Study Area: The Greenspace plan discusses many of the same elements included in the previous plans this study reviews. The development of the City Loop Trail, again directly connected to Morgana Run on both sides of the existing trail, is a major component. The extension of the Towpath Trail into downtown is also documented in the plan, and the many benefits that connection will bring to Slavic Village have been discussed earlier. One important difference between this plan and the other plans reviewed here is that the Greenspace plan only deals with off-road trails, and not any on-road bike lanes or sharrows.

For More Information:

Cuyahoga County Planning Commission
323 Lakeside Avenue West, Suite 400
Cleveland, Ohio 44113
Phone: 216.443.3700
<http://planning.co.cuyahoga.oh.us/green/>

APPENDIX B — SURVEY RESULTS

The full results from the 2009–2010 community survey conducted throughout the neighborhood are below.

MORGANA RUN TRAIL

In order to provide you with a high quality trail experience, we are conducting a survey of users of the Morgana Run Trail. Your cooperation in completing this survey is greatly appreciated. One user per survey form please!

1) How often do you use the trail? (circle one response)

Daily	3
Between 3 and 5 times a week	2
1 or 2 times a week	4
Once a week	3
A couple of times a month	1
Once a month	7
A few times a year	1
First time	10

If you never use the trail, please explain why?

Have difficulty walking.
Busy with everything else
Scared!
I question the safety in regard to crime
Never knew where it was
DARK
Use the canal trail

I don't usually run/walk for exercise but I am considering it
Not aware of it; safety in neighborhood not conducive to walking
Do not know where it is

2) When you use the trail do you use it alone?

Yes	7
No	14
I don't use the trail	10

If no, please indicate the number of people in each of the following age groups you use the trail with?

Under 5	8
5–9	2
10–15	5

3) When you use the trail, what is your primary activity?

Walking	11
Biking	9
Jogging/Running	1
Rollerblading	0
Walking Pet	5
I don't use the trail	11
Other:	Shopping / Skateboarding

5) What time of day do you usually use the trail?

Morning	1
Afternoon	6
Evening	6
Anytime	7
Never	11

6) How much time do you generally spend on the trail each visit?

<30 Minutes	5
30 Min- 1 Hour	13
1-2 Hours	2
>2 Hours	0
I don't use the trail	10

7) Would you consider your use of the trail to be for...

Recreation	8
Health/Exercise	13
Commuting	4
Fitness Training	0
I don't use the trail	10
Other:	Safe Place to get there fast Block Walk

8) Has having the trail in the neighborhood had an influence on the type or frequency of the activity you participate in?

Yes	15
No	13

9) Do you use the trail to reach other destinations?

Yes	12
No	8
I don't use the trail	10

10) In your opinion the maintenance of the trail is...

Excellent	6
Good	13
Fair	3
Poor	0

11) In your opinion the safety and security along the trail is..

Excellent	3
Good	9
Fair	5
Poor	1

12) In your opinion the cleanliness of the trail is...

Excellent	5
Good	11
Fair	6
Poor	0

13) Would you like to see your community trail extended further?

Yes	23
No	0

14) What destination would you like to have your trail connect to?

Mill Creek Falls	8
Library	5
Grocery Store	2
RTA Transit	3
Downtown	11
Park/Playground	9
Other:	To Canal Rd over the rr bridge near H.N Flats-Cuyahoga River My House

15) Would you like your trail to be part of a regional bike path system...?

Yes	24
No	0

16) Please identify your age group

<15	1
16-25	1
26-35	3
36-45	3
46-55	4
56-65	12
66+	6

17) What is your gender?

Male	13
Female	18

Additional Comments.....

I think the trail is one of the best features to brag about in Slavic Village.

More People

It would really be nice if seating was available (Benches?) at intervals.

I would like to feel safe in my neighborhood, but I'm even leery about walking around the block now.

Trail needs to be under camera.

Trail has brought activity to the Slavic Village area.

I'm now more curious to investigate the trail.

The trail is one of the best things to happen to SV. The best improvement would be a bridge over Broadway Ave. at McDonalds (canal rd & 71st St.) since that is the hardest intersection to cross. This would be expensive, but a signature element to the trail

I would use the trail more but this is still Slavic Village and some people are questionable.

I would use it but I am a touch scared and athletic impaired.

Clean the glass

APPENDIX C: WALKABILITY INDEXES

MORGAN-UNION NEIGHBORHOOD INDEX

Neighborhood Intersection	Neighborhood Intersection	Sidewalks		Stop, Traffic, and Pedestrian Indicators at Intersection					Marked Crosswalks and Curb Ramps			School crossing				Other		Comments					
		sidewalk condition	existing sidewalk up to intersection	# of stops/points of intersection	stoplight	pedestrian signal	pedestrian sign	pedestrian timer	Basic 2-stripe	Zebra stripe	Curb Ramps	school crossing	crossing guard	lanes of traffic crossed	designated traffic speed	pedestrians visible to traffic	crossing traffic visible		lighting	Bike lane	large parcels	physical obstruction	refuge island/raised median
78th +	Union	1	y	4/4	y	2/4	n	n	4/4	n	y 0/4	n	n	2/4	25	y	y	y	n	y	y	n	Power poles in way heading north on 78th.
78th	Coral		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
76th	Coral +	2	y	2/3	n	n	n	n	n	n	n	n	n	2	25	y	y	y	n	n	n	n	
76th +	Union	2	y	0/3	n	n	n	n	n	n	y	n	n	1	25	y	y	y	n	y	n	n	76th is a one way north so there are no stops @ intersection.
75th +	Union	3	y	4/4	y	n 2/4	n	n	y 4/4	n	y	n	n	2/4	25	n	y	y	n	y	y	n	Bus stop on Union east of 75th hides ped's trying to cross Union.
75th	Ivy +	2	y	1/3	n	n	n	n	n*1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
75th	Coral		y	1/3	n	n	n	n	n	n	y	n	n		25	y	y	y	n	n	n	n	
75th	Morgan +	3/1	y	1/2	n	n	n	n	n*1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	Morgan is a 3 up to 72nd and a 1 from 72nd to 68th.
73rd +	Morgan	3	y	1/3	n	n	n	n	n	n	n 1/2	n	n	2	25	y	y	y	n	y	y	n	East side of intersection on 73rd has no curb ramp. Hedges on same side are overgrown.
73rd	Ivy		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
72nd +	Ivy	3	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
72nd	Hand +	2	y	1/3	n	n	n	n	n	n	n 1/2	n	n	2	25	y	y	y	n	n	n	n	NW corner has no curb cut.
72nd	Morgan		y	3/3	n	n	n	n	y 2/2	n	n 1/3	n	n	2	25	y	y	y	n	y	n	n	Crossing of Morgan from west side of 72nd goes to no curb cut or sidewalk.

WALKABILITY INDEXES

70th +	Morgan	2	y	3/3	n	n	n	n	y 2/2	n	n 2/4	n	n	2	25	y	y	y	n	y	n	n	Morgan has a cross-walk on the west side that goes to nothing!
68th +	Morgan	1	y	1/3	n	n	n	n	n 1/1	n	n 2/2	n	n	2	25	y	y	y	n	y	n	n	No curb cuts at all
68th	Temple+	1	y	0/2	n	n	n	n	n 1/1	n	n 2/2	n	n	2	25	y	y	y	n	y	n	n	
Temple	70th		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
70th	Salem +	2	y	1/3	n	n	n	n	n 1/1	n	y 3/3	n	n	2	25	y	y	y	n	y	n	n	
70th	Ivy		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
70th	Union		y	3/3	y	n 2/2	n	n	y 3/3	n	y 3/4	n	n	2/4	25	y	y	y	n	n	n	n	Crosswalk over Union on west side has no curb cuts. Curb cuts are wrong on NE corner.
69th +	Salem	1	y	0/2	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
69th	Consul +	3	y	1/2	n	n	n	n	y	n	y	y	?	1	25	y	y	y	n	y	n	n	
69th	Union		y	1/3	n	n	n	n	y 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
66th +	Union	2	y	1/3	n	n	n	n	y 1/1	n	y	y	?	2	25	y	y	y	n	y	n	n	
Consul	66th		y	0/2	n	n	y	n	y 1/2	y 1/2	y	y	?	2	20	y	y	y	n	y	n	n	Zebra stripe across 66th, 2-stripe across Consul.
Consul	Regent +	2	y	2/2	n	n	y	n	y 2/2	n	y	y	?	2	20	y	y	y	n	y	n	n	
Regent	Charter +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
Charter	66th		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Regent	Ovington +	2	y	2/2	n	n	n	n	n	n	y 3/3	n	n	2	25	y	y	y	n	y	n	n	
Ovington	66th		y	1/2	n	n	n	n	n	n	y 4/4	n	n	2	25	y	y	y	n	y	n	n	
66th	Boston +	2	y	1/2	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
66th	Regent		y	1/2	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Regent	65th +	2	y	1/3	n	n	n	n	y 2/2	n	y 4/4	n	n	2/4	25	y	y	y	n	y	n	n	
65th	Union		y	1/3	n	n	n	n	y 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
Boston	Regent		y	1/2	n	n	n	n	n	n	y 3/3	n	n	2	25	y	y	y	n	y	n	n	
65th	Morgan		y	1/3	n	n	n	n	n	n	y 1/2	n	n	2	25	y	y	y	n	y	n	n	Curb cut on south side of Morgan is wrong.
																							SIDEWALK ENDS ON East side of 75th at the last house before Morgan!!!!

49TH TO 65TH STREET NEIGHBORHOOD INDEX

Neighborhood Intersection	Neighborhood Intersection	Sidewalks		Stop, Traffic, and Pedestrian Indicators at Intersection					Marked Crosswalks and Curb Ramps		School crossing						Other				Comments		
		sidewalk condition	existing sidewalk up to intersection	# of stops/points of intersection	stoplight	pedestrian signal	pedestrian sign	pedestrian timer	Basic 2-stripe	Zebra stripe	Curb Ramps	school crossing	crossing guard	lanes of traffic crossed	designated traffic speed	pedestrians visible to traffic	crossing traffic visible	lighting	Bike lane	large parcels		physical obstruction	refuge island/raised median
65th +	Fleet	3	y	4/4	y	n	n	n	y	n	y	n	n	2	35	y	y	y	n	y	n	n	Parochial Elementary School near here.
65th	Heisley +	3	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
65th	Kenyon +	3	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	Community gardens/Park at intersection.
Kenyon	61st +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	Hedge along Kenyon growing over sidewalk.
Kenyon	59th		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Heisley	61st		y	1/3	n	n	n	n	n	n	y 3/4	n	n	2	25	y	y	y	n	n	n	n	
Heisley	63rd +	3	y	1/3	n	n	n	n	n	n	y 2/2	n	n	2	25	y	y	y	n	n	n	n	Overgrown hedges along 63rd.
Fleet	63rd		y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
Fleet	61st		y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	n	n	n	Ivy overgrowing sidewalk on 61st.
59th/Ackley	Linton +	3	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	New school being built around here.
Linton	55th +	3	y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	Curb ramps at wrong angle. One school ped sign on 55th.
Huss +	55th	3	y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	Curb ramps at wrong angle. Hedge overgrowth on Huss.
Huss	59th +	3	y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
59th	Mound	3	y	3/3	n	n	n	n	y 2/2	n	y	n	n	2	25	y	y	y	n	n	n	n	

WALKABILITY INDEXES

59th	Fleet +	3	y	3/3	y	n	n	n	y 2/2	n	y	n	n	2	25	y	y	y	n	y	n	n	
Fleet	57th +	2	y	1/3	n	n	n	n	y 1/2	n	y	n	n	2	25	y	y	y	n	y	n	n	Could use crosswalk across 57th.
57th	Mound		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
55th +	Mound	3	y	4/4	y	n	n	n	y 4/4	n	y	y	y	2	25	y	y	y	n	n	n	n	
55th	Fleet		y	4/4	y	n	n	n	y 4/4	n	y	n	n	2	25	y	y	y	n	n	n	n	
Fleet	54th +	1	y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	n	n	n	
54th	Mound +	2	y	4/4	n	n	n	n	y 4/4	n	y	n	n	2	25	y	y	y	n	y	n	n	
54th	Eliza +	1	y	0	n	n	n	n	n	n	y	n	n	1	25	y	y	y	n	n	n	n	
53rd	Eliza		y	0	n	n	n	n	n	n	n	n	n	0	25	y	y	y	n	y	n	n	
53rd +	Mound	2	y	1/3	n	n	y	n	y 2/1	n	n	n	n	2	25	y	y	y	n	n	n	n	Both sides of 53rd have sidewalks after Mound.
53rd	Kirkham		y	1/3	n	n	n	n	n	n	y 1/2	n	n	2	25	y	y	y	n	n	n	n	
53rd	Fleet		y	4/4	n	n	n	n	y 4/4	n	y 4/4	n	n	2	25	y	y	y	n	y	n	n	
52nd +	Fleet	2	y	1/3	n	n	n	n	n 1/1	n	y 2/2	n	n	2	25	y	y	y	n	n	n	n	
52nd	Kirkham +	1	y	1/3	n	n	n	n	n	n	n 1/1	n	n	2	25	y	y	y	n	n	n	n	Need crosswalk stripe on 53rd.
50th +	Kirkham	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	y	n	Power poles in middle of sidewalk.
50th	Chard +	1	y	2/2	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
49th +	Chard	2	y	1/2	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	y	n	49th is a 1 condition north of Chard
49th	Fleet		y	4/4	y	y	y	n	y 3/3	n	y	n	n	4	25	y	y	y	n	n	n	y 2/3	No refuge on Fleet.
50th	Fleet		y	2/4	n	n	y	n	y 1/1	y 1/1	y	y	y	4	25	y	y	y	n	n	n	n	

49TH TO DOLOFF NEIGHBORHOOD INDEX

Neighborhood Intersection	Neighborhood Intersection	Sidewalks		Stop, Traffic, and Pedestrian Indicators at Intersection					Marked Crosswalks and Curb Ramps			School crossing		Other					Comments				
		sidewalk condition	existing sidewalk up to intersection	# of stops/points of intersection	stoplight	pedestrian signal	pedestrian sign	pedestrian timer	Basic 2-stripe	Zebra stripe	Curb Ramps	school crossing	crossing guard	lanes of traffic crossed	designated traffic speed	pedestrians visible to traffic	crossing traffic visible	lighting		Bike lane	large parcels	physical obstruction	refuge island/raised median
Blanche +	55th	1/3	y	4/4	n	n	n	n	y 3/4	n	y	n	n	2/4	35	y	y	y	n	y	n	n	North side of Blanche is a 1, south side is a 3 by the bluff access point. It is a 2 from 55th to 52nd.
Blanche	Doloff +	3	y	1/3	n	n	n	n	y 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
Doloff	55th +	3	y	3/3	y 2/2	y 2/2	n	n	y 2/2	n	y	y	y	2	25	y	y	y	n	y	n	n	
Blanche	53rd +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Ham +	53rd	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Ham	52nd +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
52nd	Guy +	2	y	0/3	n	n	n	n	n	n	y	n	n	1	25	y	y	y	n	y	n	n	
52nd	Dalton +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Blanche	52nd		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Dalton	52nd Place +	3	y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
Dalton	51st +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
Dalton	50th +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
Dalton	49th +	3	y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	n	n	n	
49th	Guy		y	1/3	n	n	n	n	n 1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	
49th	Ham		y	1/3	n	n	n	n	y 1/2	n	y	n	n	2/4	25	y	y	y	n	y	n	n	
49th	Barkwill +	2	y	4/4	n	n	n	n	y 4/4	n	y	n	n	2	25	y	y	y	n	y	n	n	
Barkwill	Caleb Ct. +	1	y	0/3	n	n	n	n	n 1/2	n	y	n	n	2	25	y	y	y	n	y	n	n	Sidewalks end on Caleb at the curve to Doloff.
Doloff	Caleb Ct.		y	1/3	n	n	n	n	n	n	y	n	n	1	25	y	y	y	n	y	n	n	
Doloff	Barkwill		y	4/4	y	n 1/4	n	n	y 4/4	n	y	n	n	2	25	y	y	y	n	y	n	n	

WALKABILITY INDEXES

Doloff	Anson +	2	y	1/3	n	n	n	n	n 1/1	n	y 1/4	n	n	2	25	y	y	y	n	y	n	n	
49th	Anson		y	1/3	n	n	n	n	n	n	y	n	n	1	25	y	y	y	n	y	n	n	
49th	Fraze +	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
Doloff	Fraze		y	1/3	n	n	n	n	n	n	y 2/2	n	n	2	25	y	y	y	n	y	n	n	
Doloff	McBride +	2	y	4/4	n	n	n	n	y 4/4	n	y 4/4	n	n	2	25	y	y	y	n	y	n	n	
McBride	49th		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
49th	Pershing		y	4/4	y 4/4	y 4/4	n	n	y 4/4	n	y 4/4	n	n	2	25	y	y	y	n	y	n	n	
Doloff	Pershing		y	1/3	n	n	y	n	y 1/1	n	y 1/1	y	n	2	25	y	y	y	n	y	n	n	Sidewalk on north side of Pershing cutting across corner through lawn needs to be demolished. It encourages unsafe crossing of Pershing.
55th/Ham	Doloff		y	4/4	y 4/4	y 3/3	y	n	y 3/3	n	y 2/3	y	n	2	25	y	y	y	n	y	n	n	NE corner curb cut only points south.
E. 48th +	Barkwill	2	y	0/2	n	n	n	n	n	n	n	n	n	0	25	y	y	y	n	y	n	n	Sidewalk is only on south side of 48th.
48th	Vivian +	1	y	2/3	n	n	n	n	n	n	y 2/2	n	n	2	25	y	y	y	n	y	n	n	
48th	Pershing		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	

AETNA-UNION NEIGHBORHOOD INDEX

Neighborhood Intersection	Neighborhood Intersection	Sidewalks		Stop, Traffic, and Pedestrian Indicators at Intersection					Marked Crosswalks and Curb Ramps			School crossing						Other				Comments				
		sidewalk condition	existing sidewalk up to intersection	# of stops/points of intersection	stoplight	pedestrian signal	pedestrian sign	pedestrian timer	Basic 2-stripe	Zebra stripe	Curb Ramps	school crossing	crossing guard	lanes of traffic crossed	designated traffic speed	pedestrians visible to traffic	crossing traffic visible	lighting	Bike lane	large parcels	physical obstruction		refuge island/raised median			
Aetna	72nd +	1	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n				
72nd	Union +	3	y	1/3	n	n	n	n	n	1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	Curb ramps are at the wrong angle and storm drain is in middle of ramp entrance.		
74th +	Union	1	y	1/3	n	n	n	n	n	1/1	n	y	n	n	2	25	y	y	y	n	y	n	n	Curb on south side of 74th is wrong angle.		
74th	Aetna		y	1/3	n	n	n	n	n	1/1	n	y	n	n	2	25	y	y	y	n	y	n	n			
75th +	Aetna	2	y	4/4	y	4/4	y	n	n	y	4/4	n	y	3/4	n	n	2	25	y	y	y	n	y	n	SE corner curb ramp is only to the west.	
75th	Union		y	4/4	y	4/4	n*	n	n	y	4/4	n	y	4/4	n	n	2	25	y	y	y	n	y	n		
76th +	Union	1	y	1/3	n	n	n	n	n	n	n	y	1/2	n	n	2	25	y	y	y	n	y	n	n	East side curb ramp is wrong angle.	
76th	Aetna		y	1/3	n	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n			
78th +	Aetna	1	y	4/4	y	y	3/4	n	n	y	4/4	n	y	3/4	n	n	2	25	n	n	y	n	n	y	n	Power pole in way on NW side. East side of Aetna has no curb cuts but 2-stripe crosswalk!
78th	Union		y	4/4	y	n*	4/4	n	n	y	4/4	n	y	0/4	n	n	2	25	y	y	y	n	y	y	n	Power pole in way on NW side. No curb cuts are correct all are at wrong angle.
80th +	Union	3	y	1/3	n	n	y	n	y	2/2	n	y	n	n	2	25	y	y	y	n	y	n	n			
80th	Mansfield		y	1/3	n	n	n	n	n	1/1	n	y	n	n	2	25	y	y	y	n	y	y	n		Power pole is in middle of sidewalk on both sides of Mansfield.	

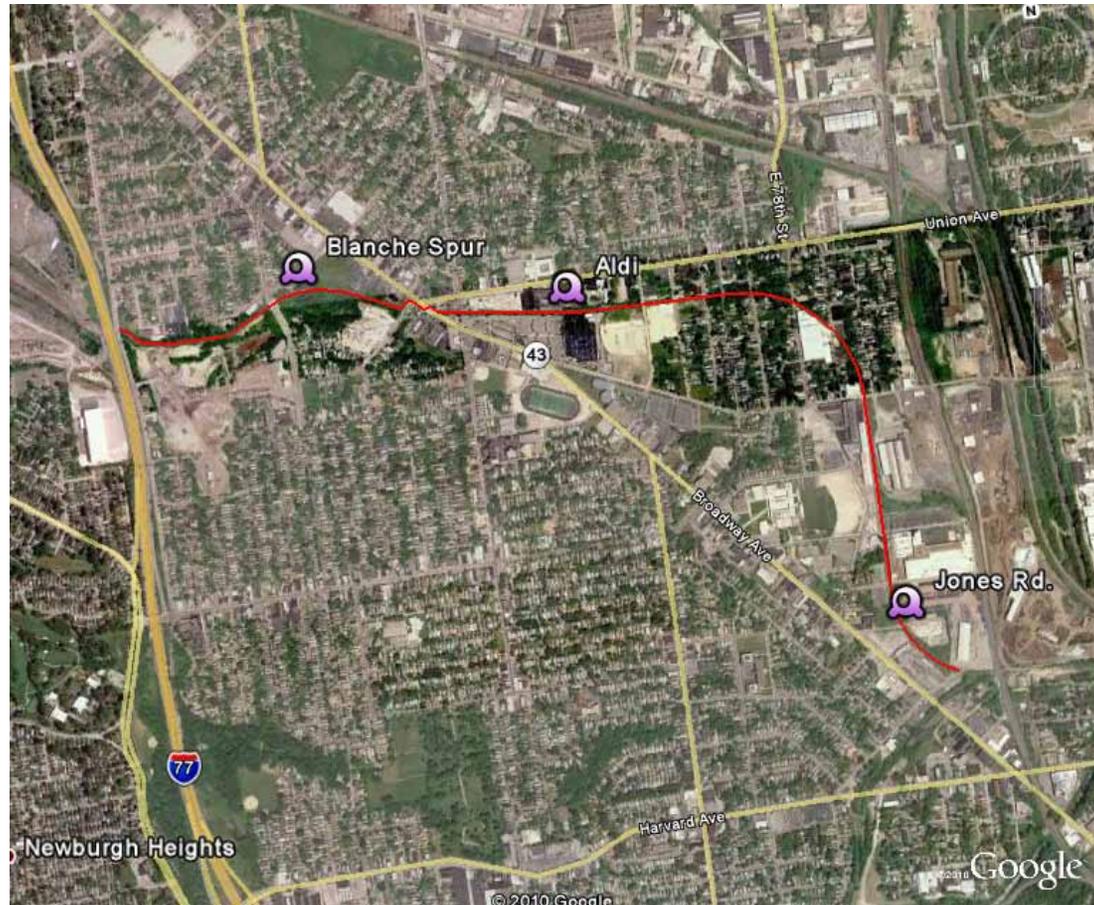
WALKABILITY INDEXES

80th	Aetna		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	Power poles in sidewalk heading east on Union.
81st +	Aetna	2	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	Power pole in sidewalk on west side of intersection.
81st	Crofoot +	3	y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
81st	Mansfield +	3	y	3/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
82nd +	Mansfield	2	y	0/2	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
82nd	Crofoot +		y	3/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	n	n	n	
82nd	Aetna		y	1/3	n	n	n	n	n	n	y	n	n	2	25	y	y	y	n	y	n	n	
																							AETNA at 77TH HAS POWER POLE IN SIDE-WALK!!

APPENDIX D: MORGANA RUN TRAIL USER COUNTS 2009–2010

Rails-to-Trails Conservancy (RTC), with support from the Kresge Foundation through the Urban Pathways Initiative, and in partnership with Slavic Village Development Corporation, has conducted trail user counts along the Morgana Run Trail in both 2009 and 2010. Morgana Run had three counter locations along the trail. The count was performed by the latest generation of Trafx brand infrared trail counters, deployed and maintained by RTC staff. Data was collected from August 31 until November 1, 2009, and repeated in the same locations from August 21 to October 24 giving 120 days of count data. The results of these counts are depicted in the following report. For management purposes these counters were referred to as “Jones Rd.”, “Aldi”, and “Blanche Spur”. Using these numbers, RTC staff also ran the information through a matrix developed in house. This matrix incorporates trail counts from around the country into the equation. Through this process the estimated overall annual use on The Morgana Run Trail is 24,000.

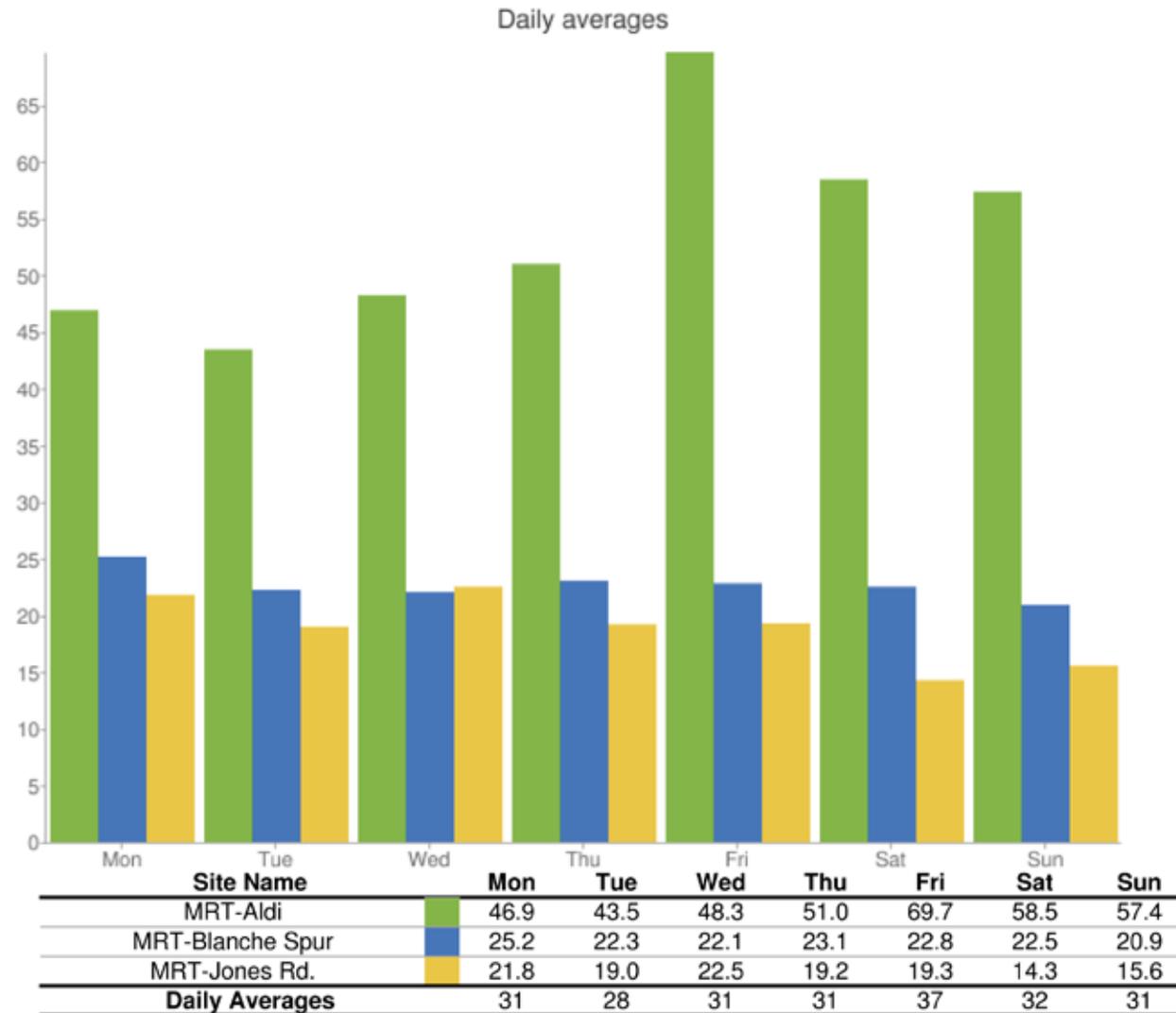
Counter locations along Morgana Run



Days of the Week

From 2009.08.31 to 2010.10.21

Report generated on 2010.11.09 08:11:34 (UTC -07:00) by eric@railstotrails.org
 TRAFx DataNet (<http://www.trafx.net/>)

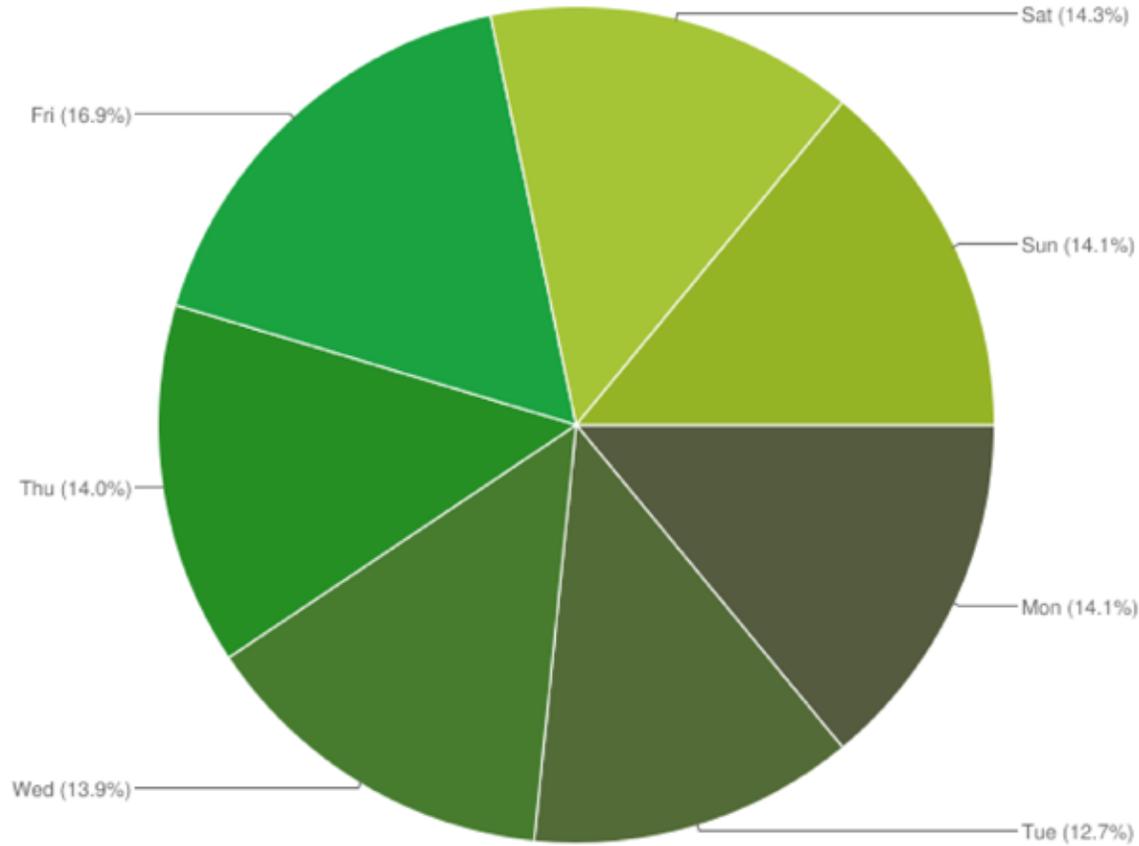


A = adjustment applied, D = divide by 2 applied, F = filtering applied

Days of the Week

Data from 2009.08.31 to 2010.10.21

Report generated on 2010.11.09 08:12:34 (UTC -07:00) by eric@railstotrails.org
 TRAFx DataNet (<http://www.trafx.net/>)



Site Name	Mon	Tue	Wed	Thu	Fri	Sat	Sun
MRT-Aldi	46.9	43.5	48.3	51.0	69.7	58.5	57.4
MRT-Blanche Spur	25.2	22.3	22.1	23.1	23.3	22.5	20.9
MRT-Jones Rd.	21.8	19.0	22.5	19.2	19.9	14.3	15.6
Daily Averages	31	28	31	31	38	32	31

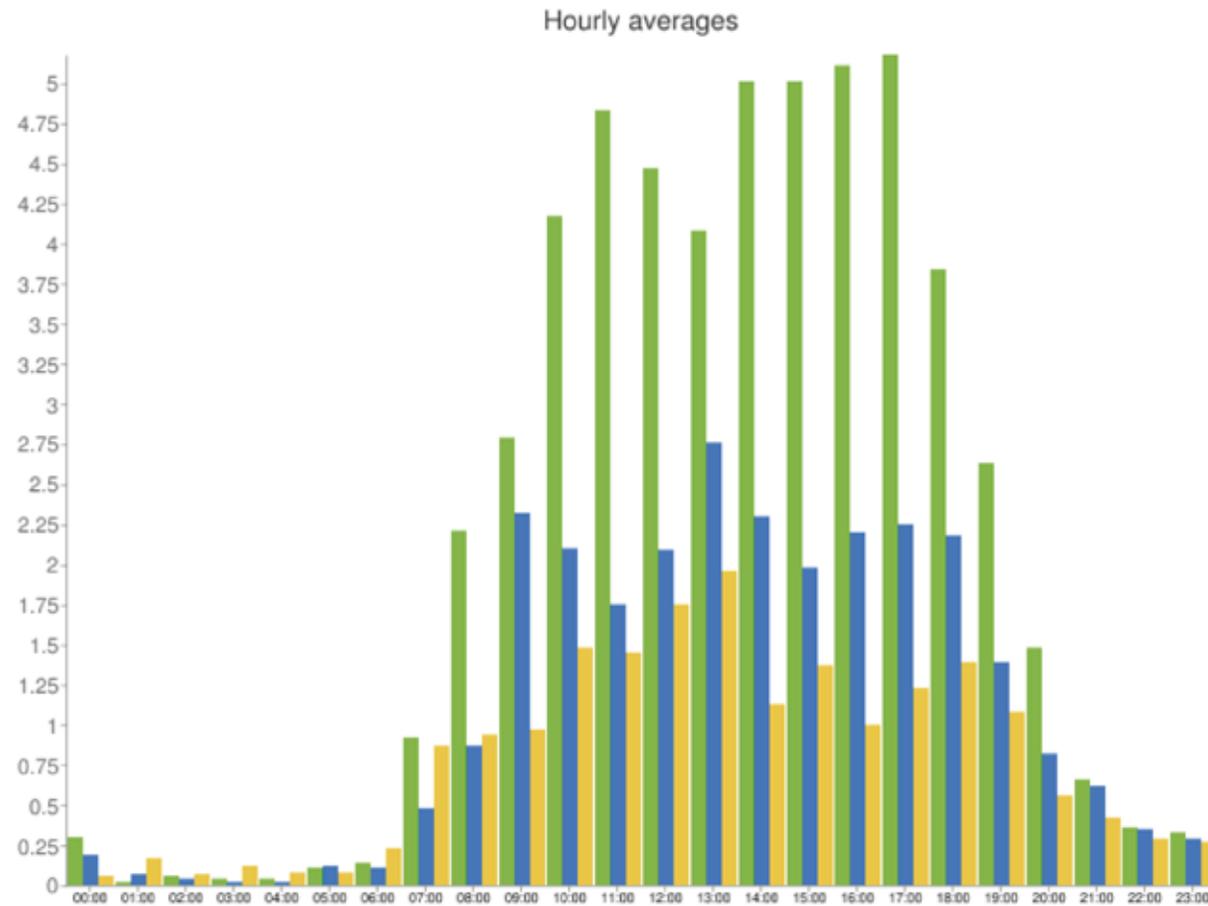
A = adjustment applied, D = divide by 2 applied, F = filtering applied

Hours of the Day

From 2009.08.31 to 2010.10.21

Report generated on 2010.11.09 08:10:41 (UTC -07:00) by eric@railstotrails.org

TRAFx DataNet (<http://www.trafx.net/>)



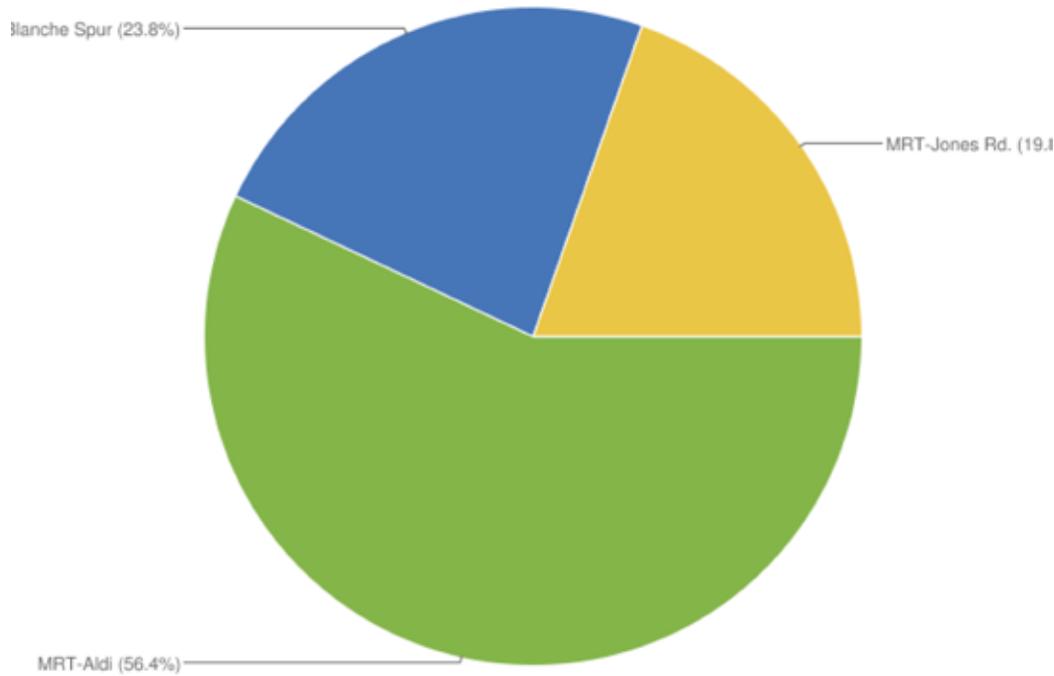
Site Name	Mean	Median	STDV	Min	Max
MRT-Aldi	2.2	1.8	2.0	0.0	5.2
MRT-Blanche Spur	1.1	0.8	1.0	0.0	2.8
MRT-Jones Rd.	0.8	0.9	0.6	0.1	2.0

A = adjustment applied, D = divide by 2 applied, F = filtering applied

Compare Sites

Data from 2009.08.31 to 2010.10.21

Report generated on 2010.11.09 08:12:07 (UTC -07:00) by eric@railstotrails.org
 TRAFx DataNet (<http://www.trafx.net/>)



Site Name	Daily Average
MRT-Aldi	53.8 (56.4%)
MRT-Blanche Spur	22.7 (23.8%)
MRT-Jones Rd.	18.9 (19.8%)

A = adjustment applied, D = divide by 2 applied, F = filtering applied



rails-to-trails
conservancy
25 years

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