



Bedford Historic Downtown Connectivity Plan

A NOACA Transportation for Livable Communities Initiative (TLCI) Plan

Public Meeting 2

November 29th, 2023



Agenda

- Review TLCI Plan Goals
- Review Plan Schedule
- Review Connectivity Survey Results
- Alternatives Analysis
 - Trail Improvements
 - Traffic Calming
 - Sidewalk Improvements
- Group Questions
- Open House/Activity Boards



TLCI Plan Goals

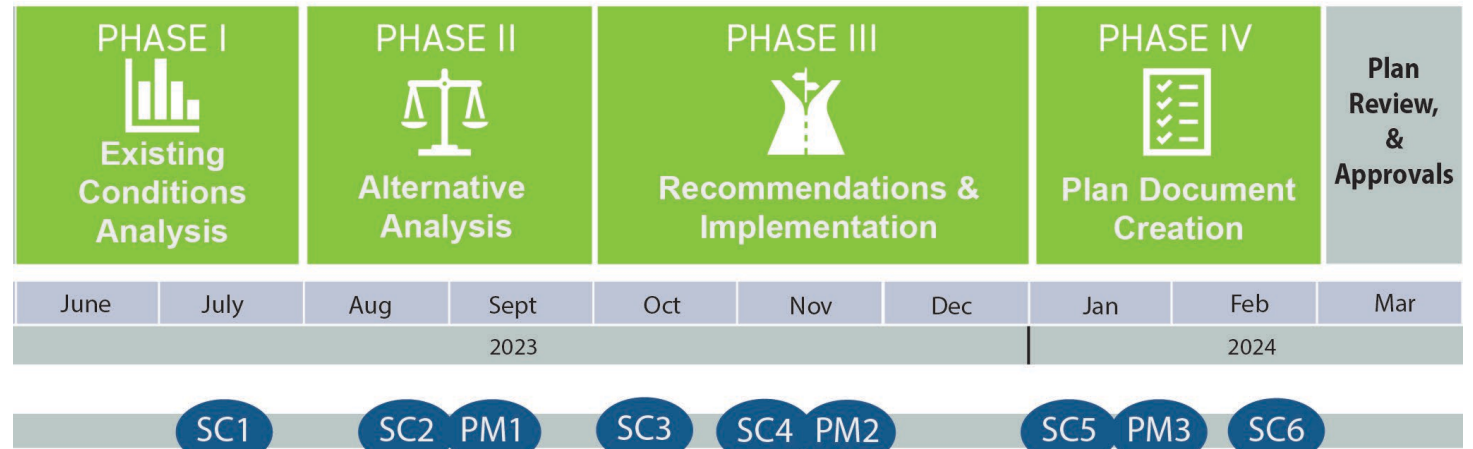
- Improve accessibility and mobility for all modes of travel in the study area
- Improve non-motorized connectivity between origins and destinations
- Create a safer environment for cyclists and pedestrians
- Create accessible and inviting transit connections
- Encourage equitable economic development and investment



TLCI Plan Schedule

- 9-month planning process
- Plan complete – February 2024
- 6 steering committee meetings
- 3 public meetings

Downtown Connectivity Planning Process

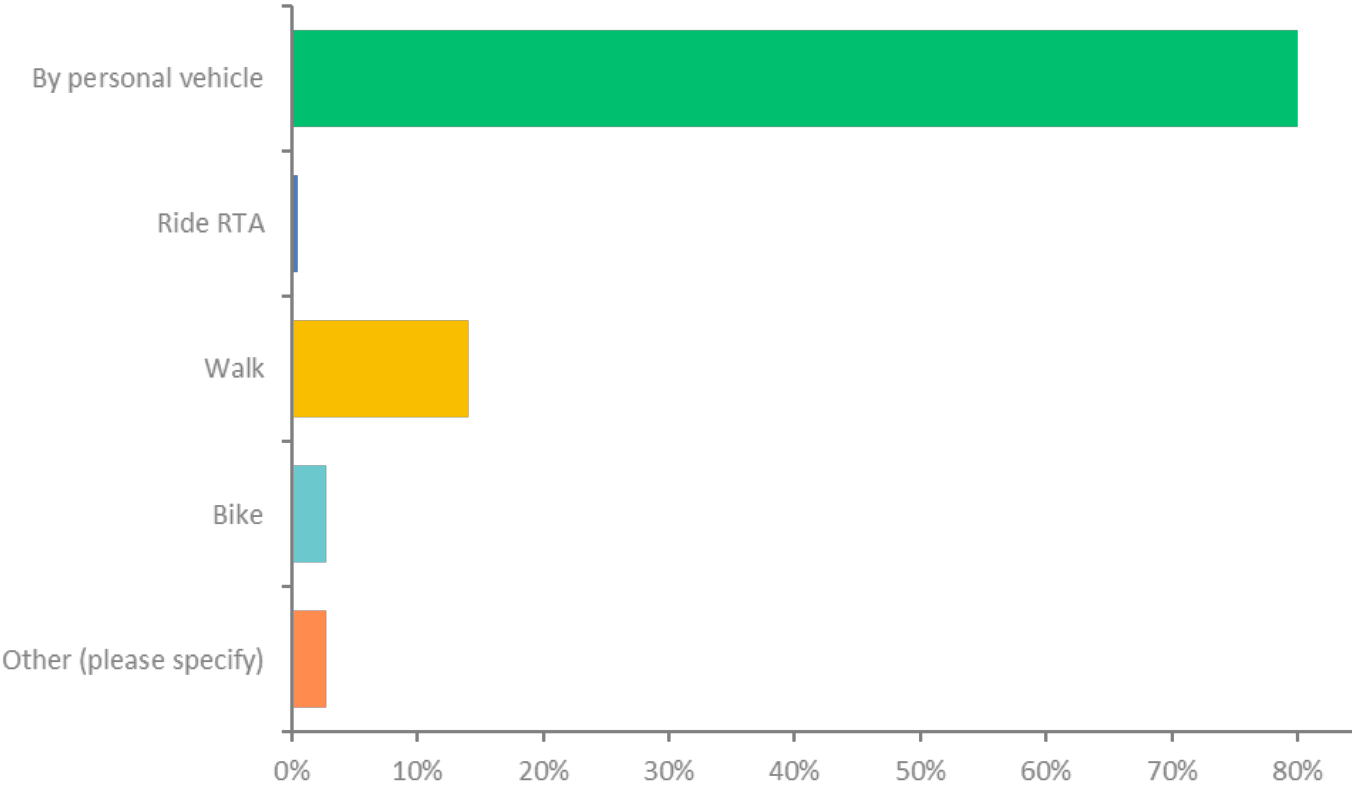


Public Engagement Process



Connectivity Survey & Public Meeting Results

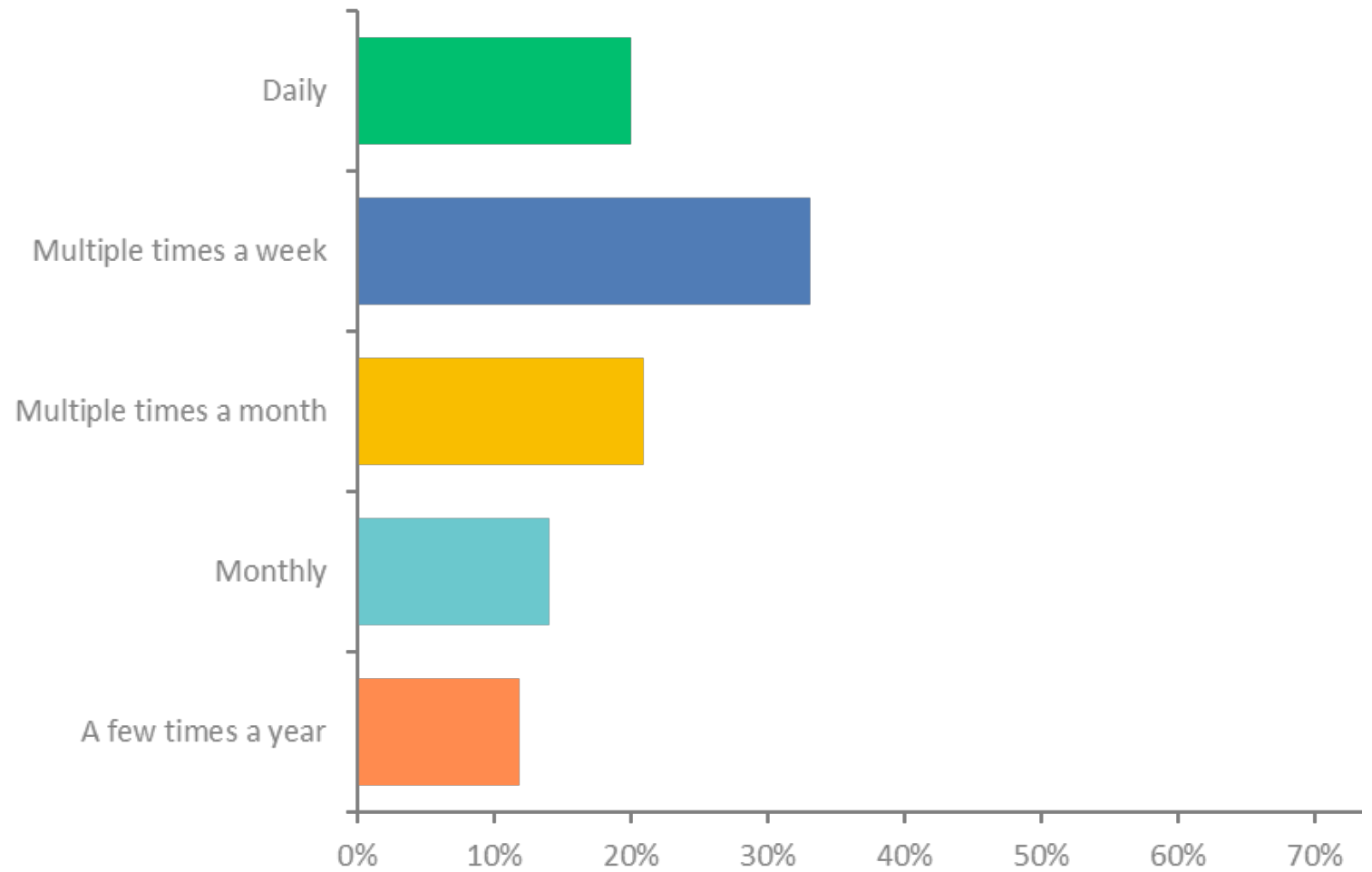
Q3: How do you typically travel to Downtown Bedford?



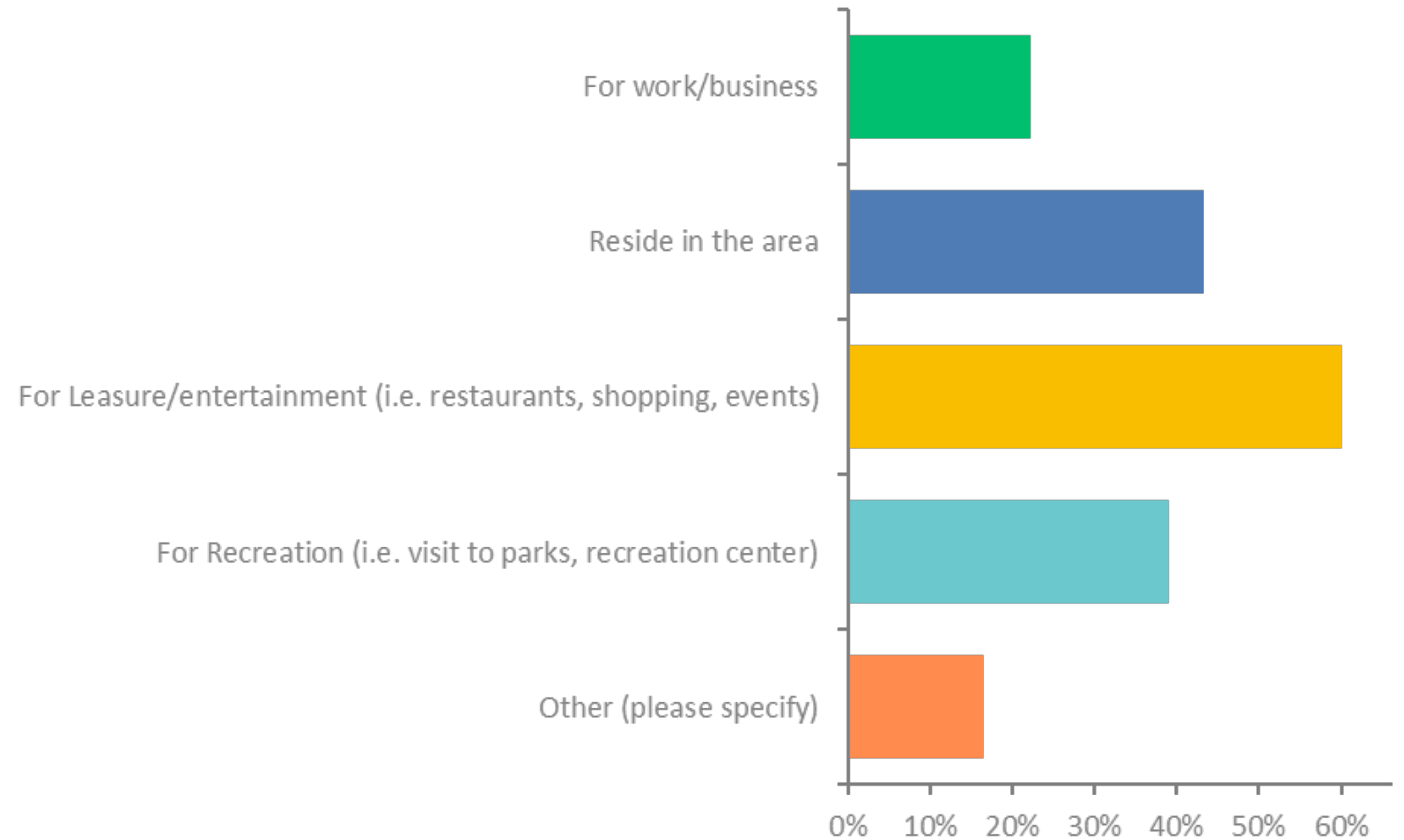
Community Survey

- 220 total responses
- 90% of respondents from Bedford
- Largest response rate by age
 - 56-65 yrs. old – 30%
 - 46-44 yrs. old – 20%
 - 66-75 yrs. old – 18%
 - 36-45 yrs. old – 17%

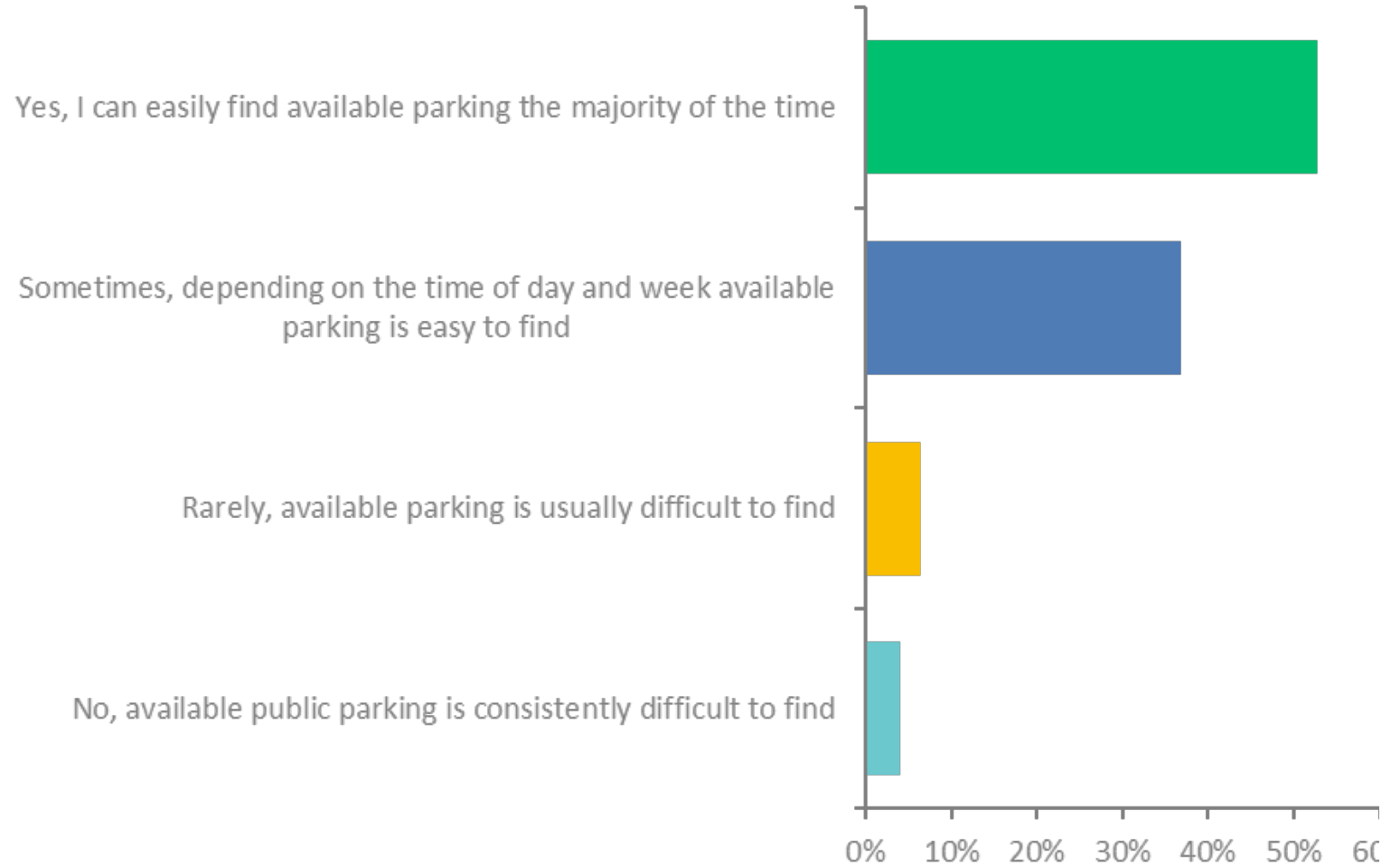
How often
do you travel
to
Downtown
Bedford?



Why do you travel to Downtown Bedford?
(Choose all that apply)

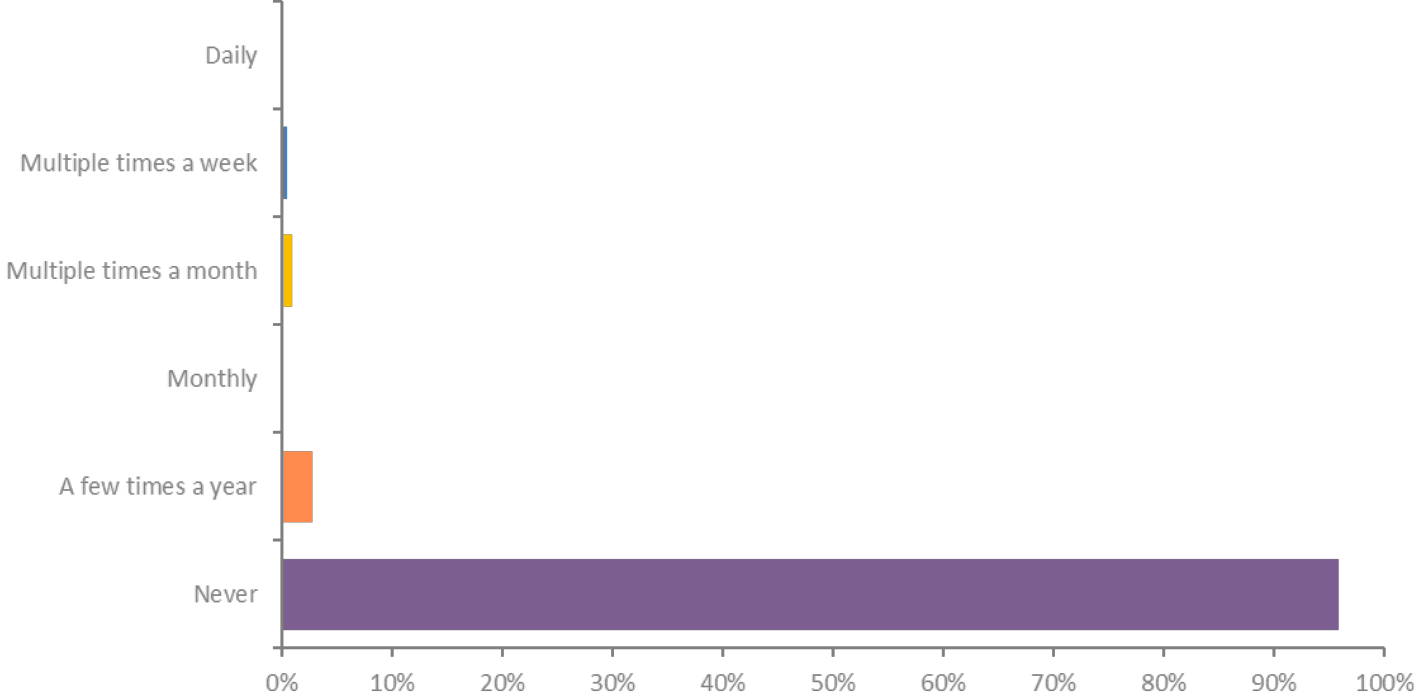


Is sufficient public parking typically available within Downtown Bedford when you visit?)



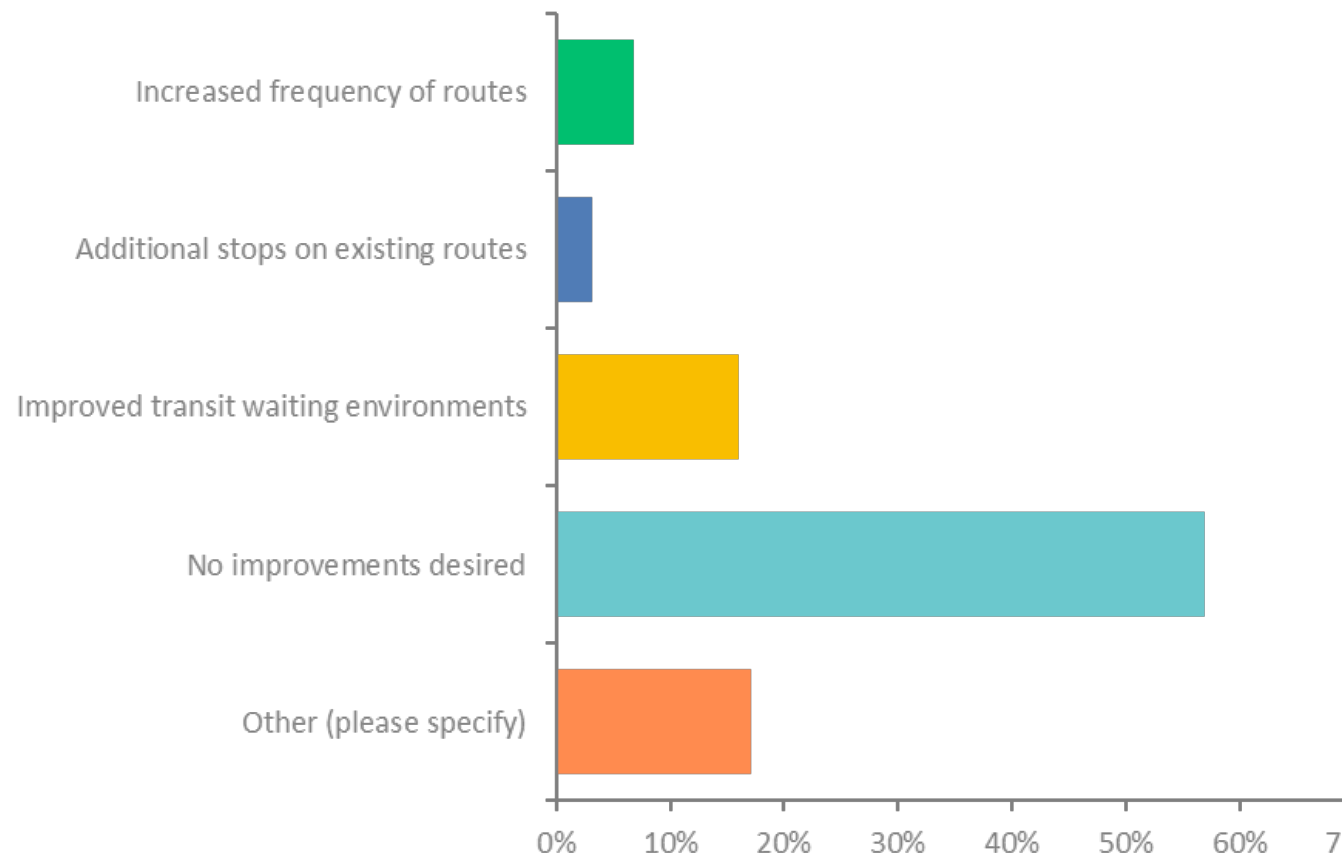


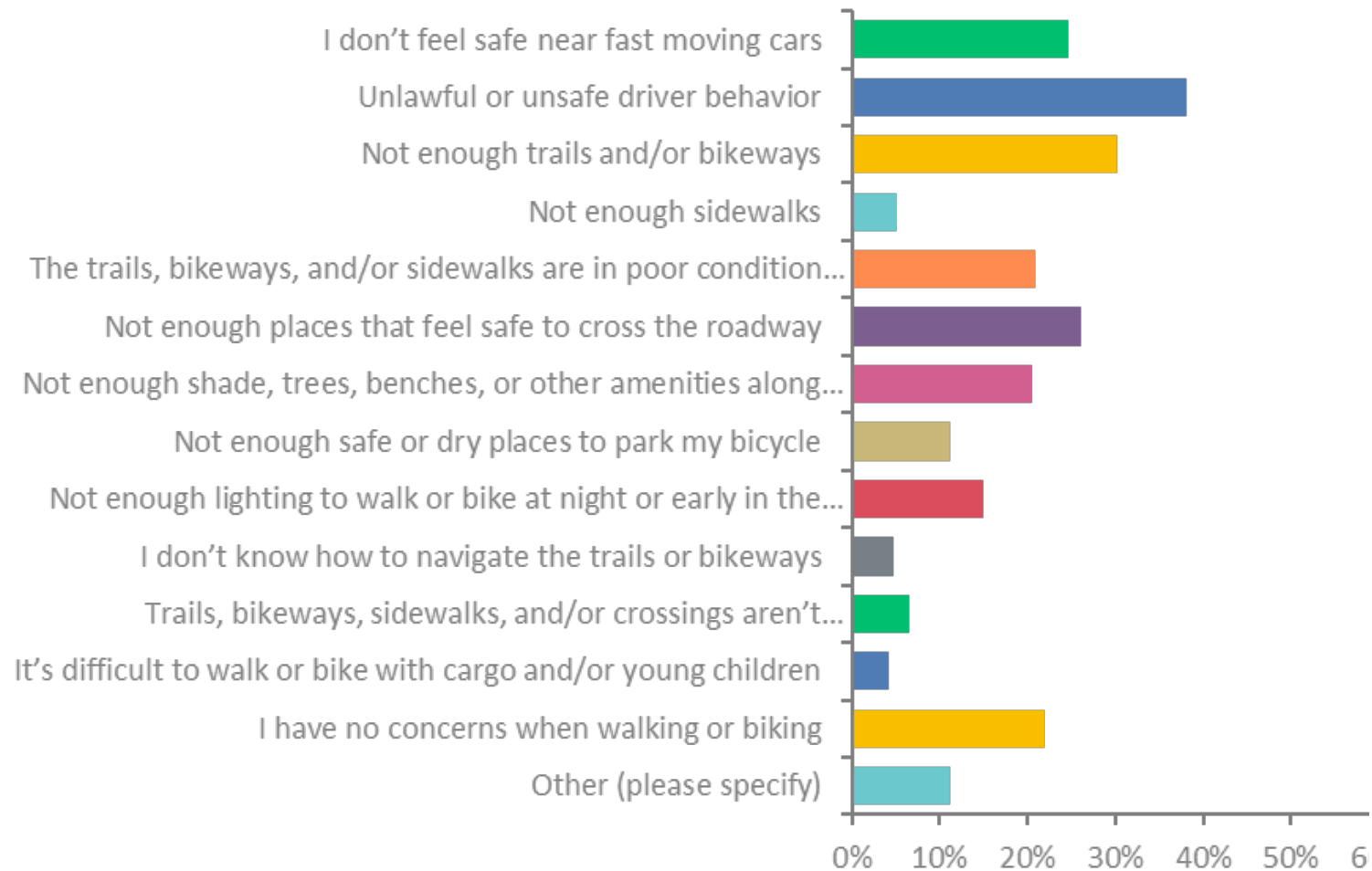
How often do you use public transit (RTA Routes 19A or 90) to get to Downtown Bedford?



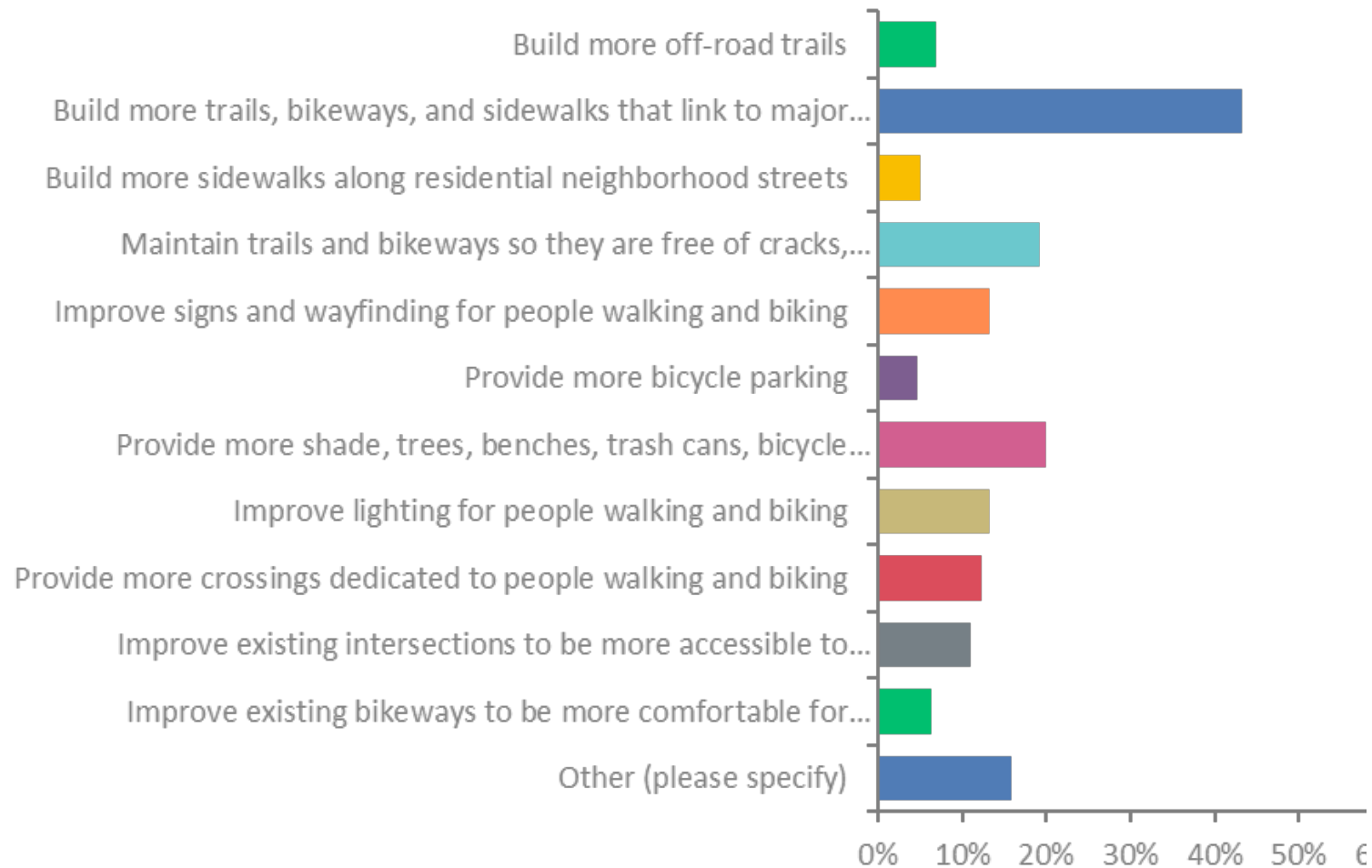


What improvements would you like to see to the public transit system within Downtown Bedford?



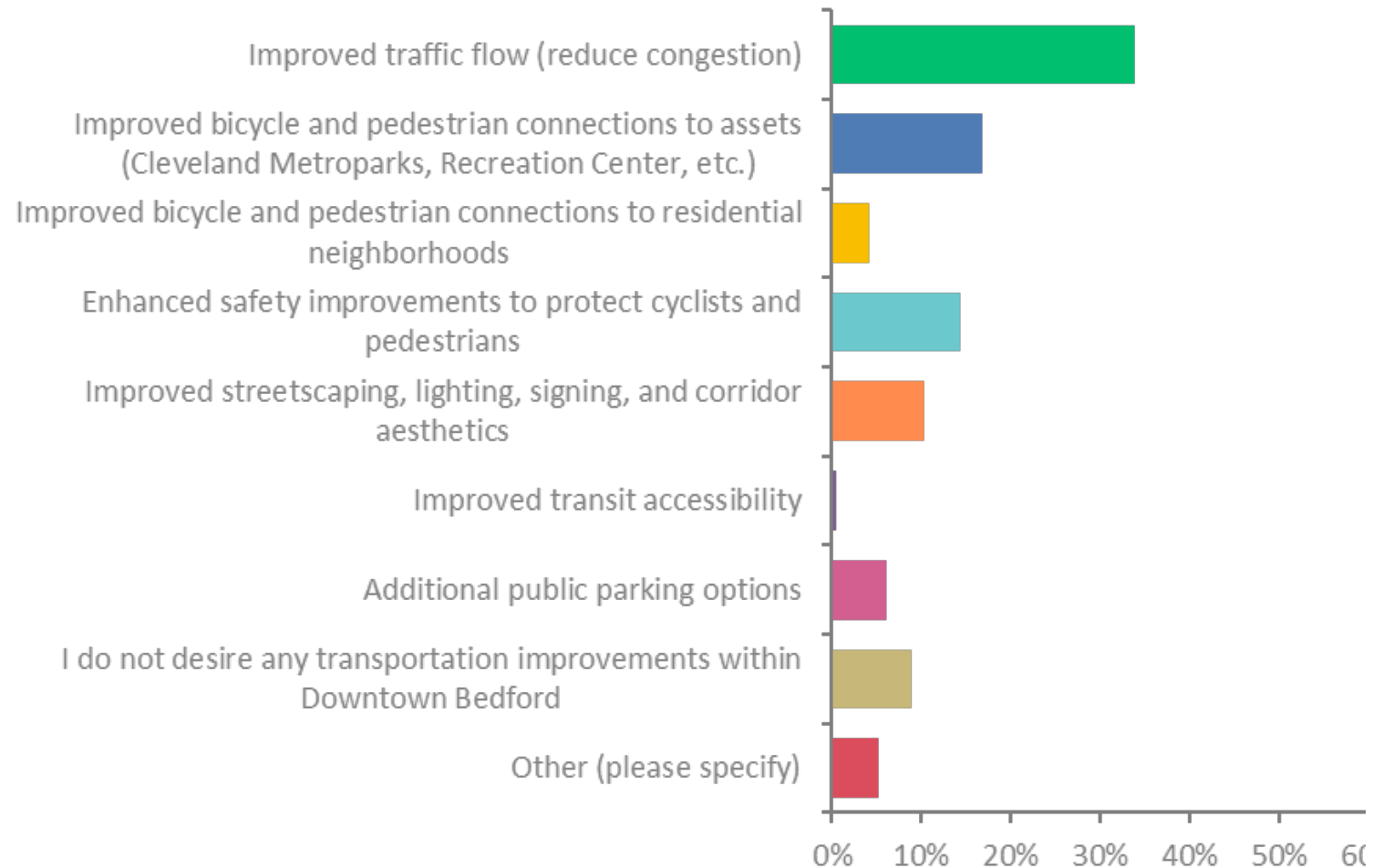


What are your concerns when walking or biking in Downtown Bedford? Choose all that apply.



What should be done to make walking and biking in Downtown Bedford more comfortable? Choose your top two (2) priorities.

What transportation improvements would you most like to see developed within Downtown Bedford?



Public Meeting 1

- 42 attendees

General Themes

- Concerns over speeding and truck traffic along Broadway
- Safety concerns at mid-block crossing along Broadway
- Desire to connect Downtown to Metroparks trail



Alternatives Analysis

Trail Alternatives

- Two alternatives considered
- Objectives
 - To link Viaduct Park with Downtown and Recreation Center
 - Provide safe facility all age groups can use
 - Minimize the need for private right-of-way acquisition





Alternative 1 – Center to Willis

- Advantages
 - Avoids Broadway Avenue
 - No private right-of-way impacts
- Disadvantages
 - Routes through 5 points intersection
 - Impacts on street dining and streetscaping at Willis intersection
 - Impacts parking lots along Willis



Alternative 1

Center to Willis

- Proposed Route
- Temporary Route
- Permanent Route
- Existing Trail
- Bedford Historic District
- Municipal Boundary
- Existing Rail



See typical sections

Add actuated pedestrian crossing

Alt 1 Detail



Existing parking lots encroach on right-of-way

Add trail along southside of Taylor for Temporary Route

Add Bike Lanes along Union for Temporary Route

Link to planned Viaduct Park trail

Permanent Route through Viaduct Park via trail and bridge over Tinkers Creek

City of Bedford
City of Walton Hills

Cleveland Metroparks
Bedford Reservation

Tinkers Creek

Viaduct Park

Bedford Cemetery

Egbert

Union

14

14

8

Center

Bedford Recreation Center

Bedford Civic Center

University Hospitals

Public Library

Historic Downtown Bedford

Central Primary School

Broadway

Columbus

Willis

Alternative 1 Detail

- █ Proposed Route
- Existing Railroad
- Parcel Line



Parking lot not impacted by trail

5 parking spots would need to be removed



Upgrade intersection crossings

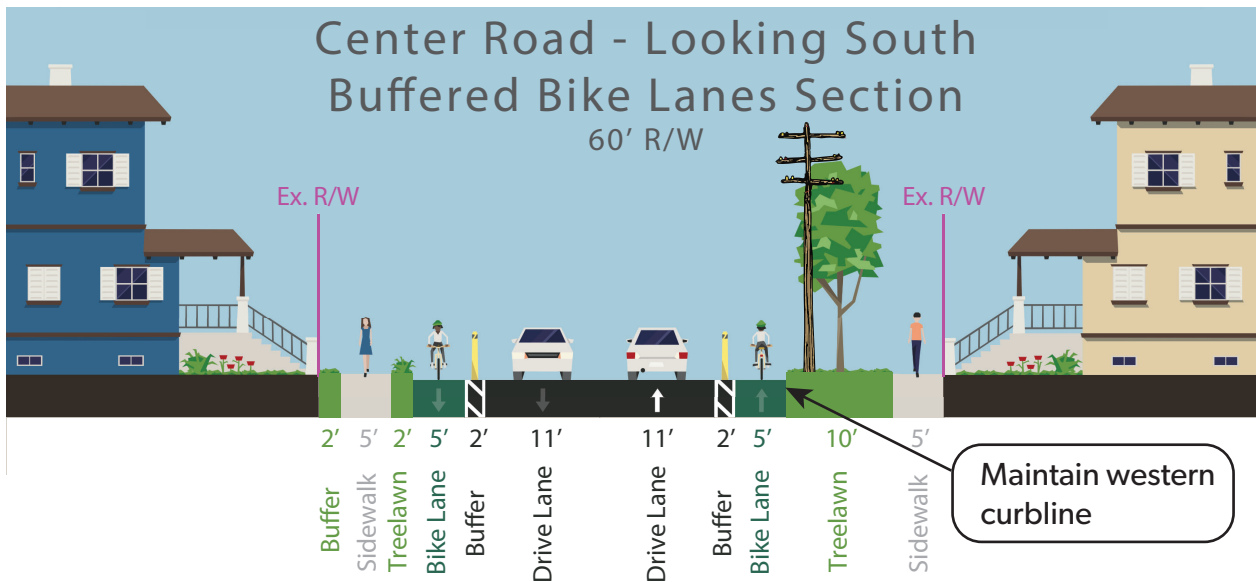
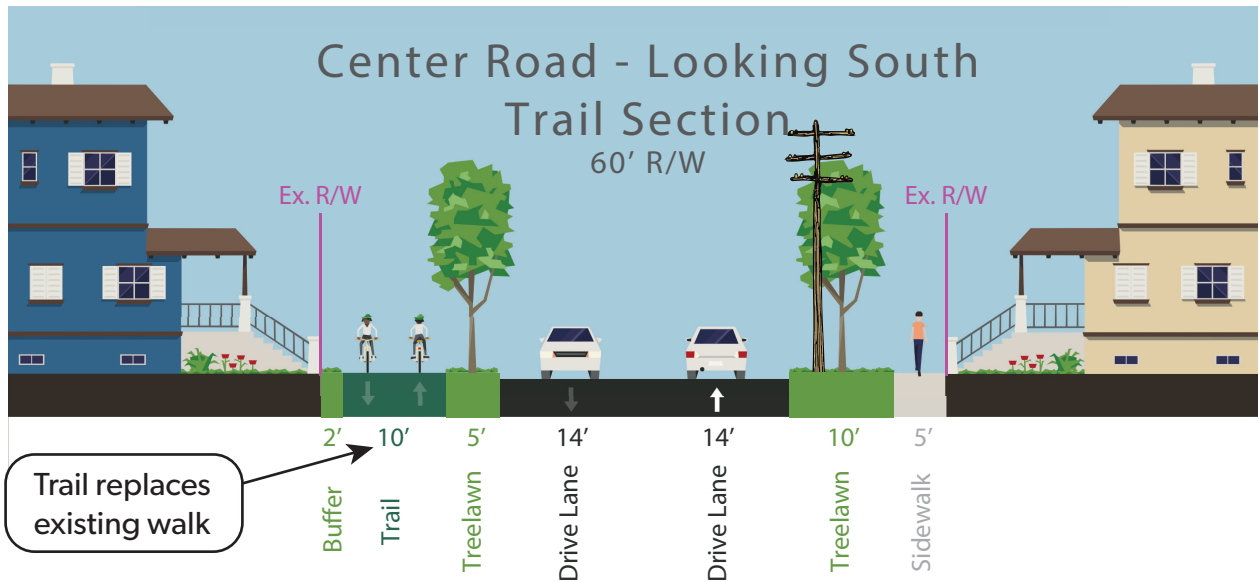
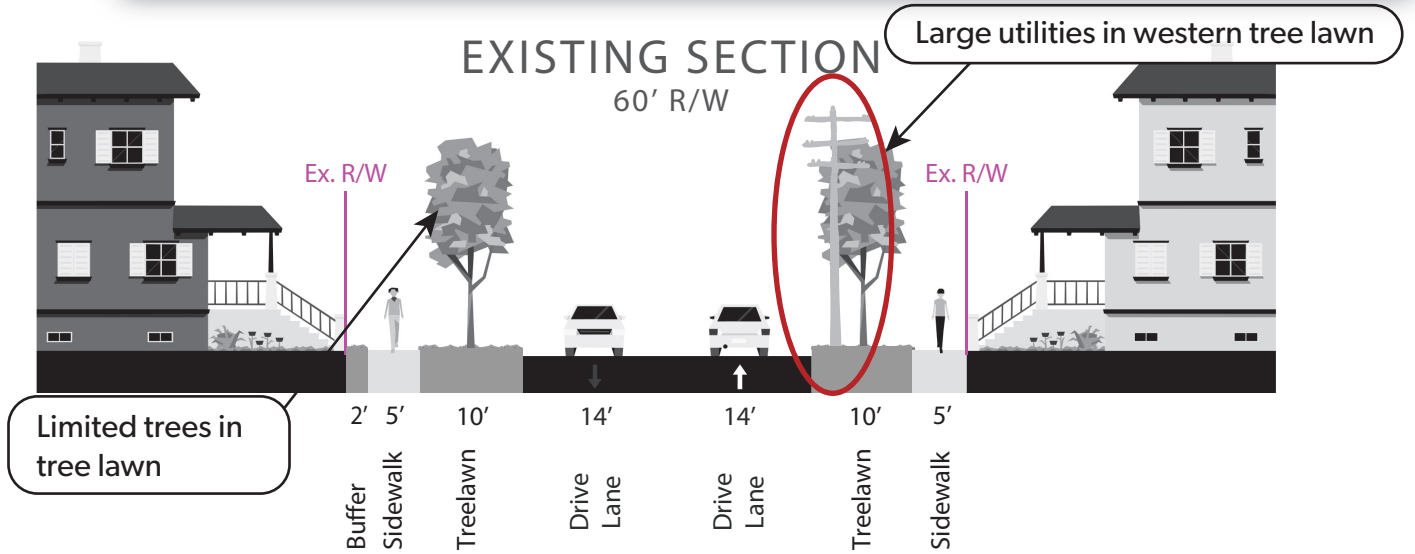
Reduce pavement width from 18 to 14 feet to accommodate trail

Angled parking to remain

Trail to cross railroad at Willis



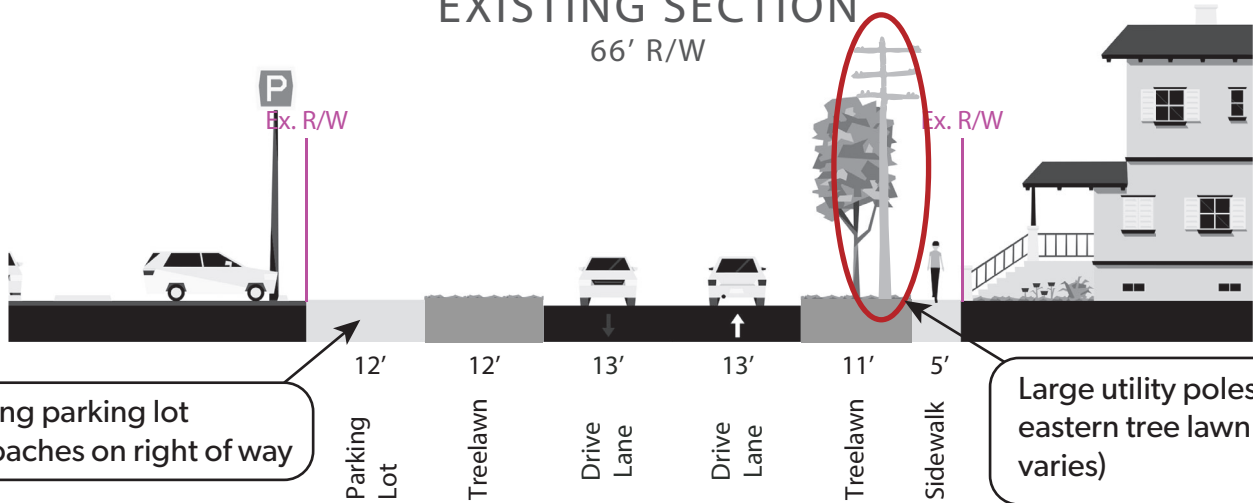
Center Road - Looking South



Willis Street - Looking South

EXISTING SECTION

66' R/W

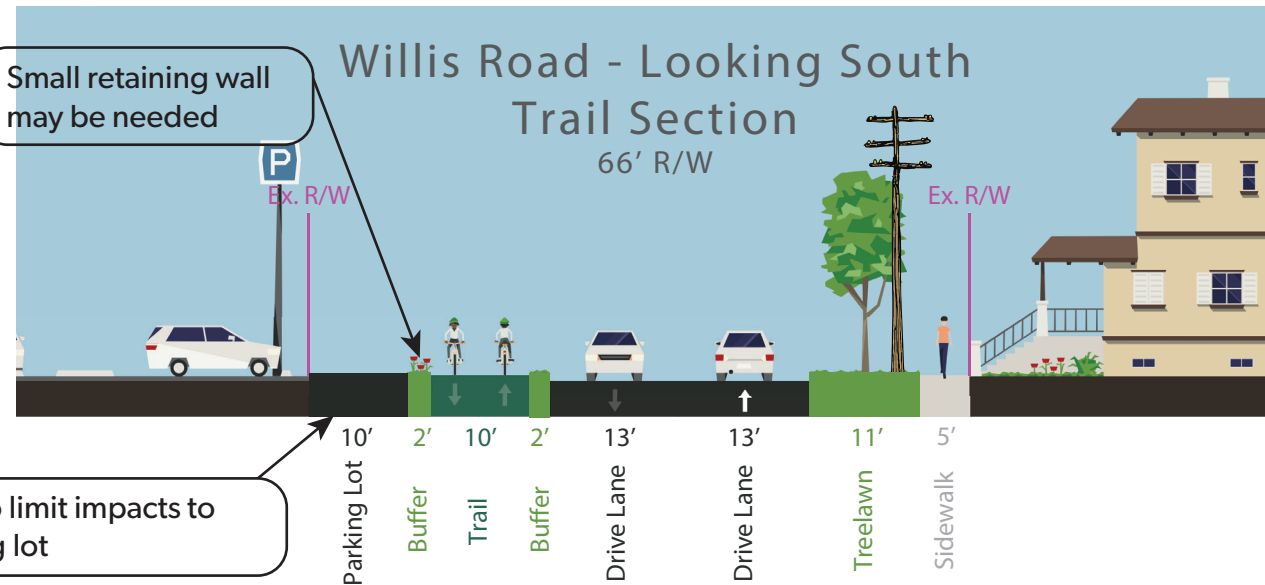


Existing parking lot encroaches on right of way

Large utility poles along eastern tree lawn (location varies)

Willis Road - Looking South Trail Section

66' R/W

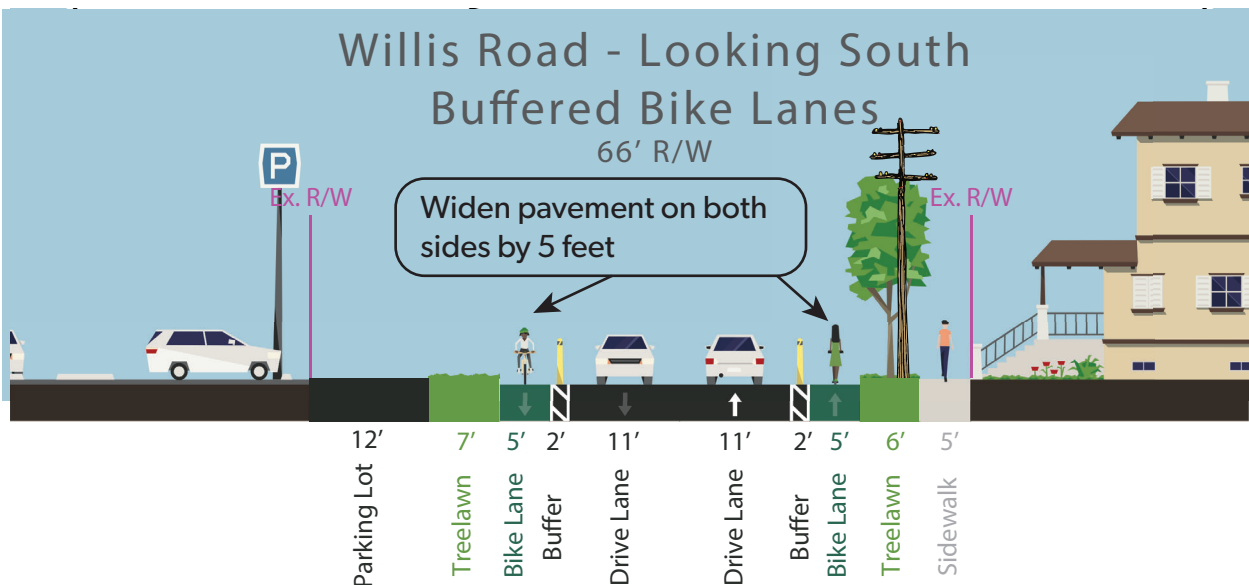


Small retaining wall may be needed

Seek to limit impacts to parking lot

Willis Road - Looking South Buffered Bike Lanes

66' R/W



Widen pavement on both sides by 5 feet



Alternative 2 – Center to Washington to North Park to Willis

- Advantages
 - Avoids 5 points intersection
 - Links library
 - Provides trail facility along entire route
- Disadvantages
 - Easement with University Hospitals needed
 - Impacts parking lots along Willis



Alternative 2

Center to Washington to North Park to Willis

- Proposed Route
- Temporary Route
- Permanent Route
- Existing Trail
- Bedford Historic District
- Municipal Boundary
- Existing Rail



Add actuated pedestrian crossing

Easements needed along parking lot

See typical sections

Route avoids 5 points intersection

Route gets to Downtown without impacts

Alt 2 Detail

Add trail along southside of Taylor for Temporary Route

Add Bike Lanes along Union for Temporary Route

Permanent Route through Viaduct Park via trail and bridge over Tinkers Creek

City of Bedford
City of Walton Hills

Cleveland Metroparks
Bedford Reservation

Tinkers Creek

Bedford Cemetery

Viaduct Park

Union

Egbert

14

14

8

Bedford Recreation Center

Bedford Civic Center

University Hospitals

Public Library

Historic Downtown Bedford

Central Primary School

Broadway

Willis

Columbus

Center

Center

C

C

B

B

B

B

Alternative 2 Detail

- Proposed Route
- Existing Railroad
- Parcel Line



Trail would run within existing on-street parking lane

Trail replaces walk and runs along eastern tree lawn

Upgrade intersection crossing



Impacts Public Parking (19 Spots) within right-of-way

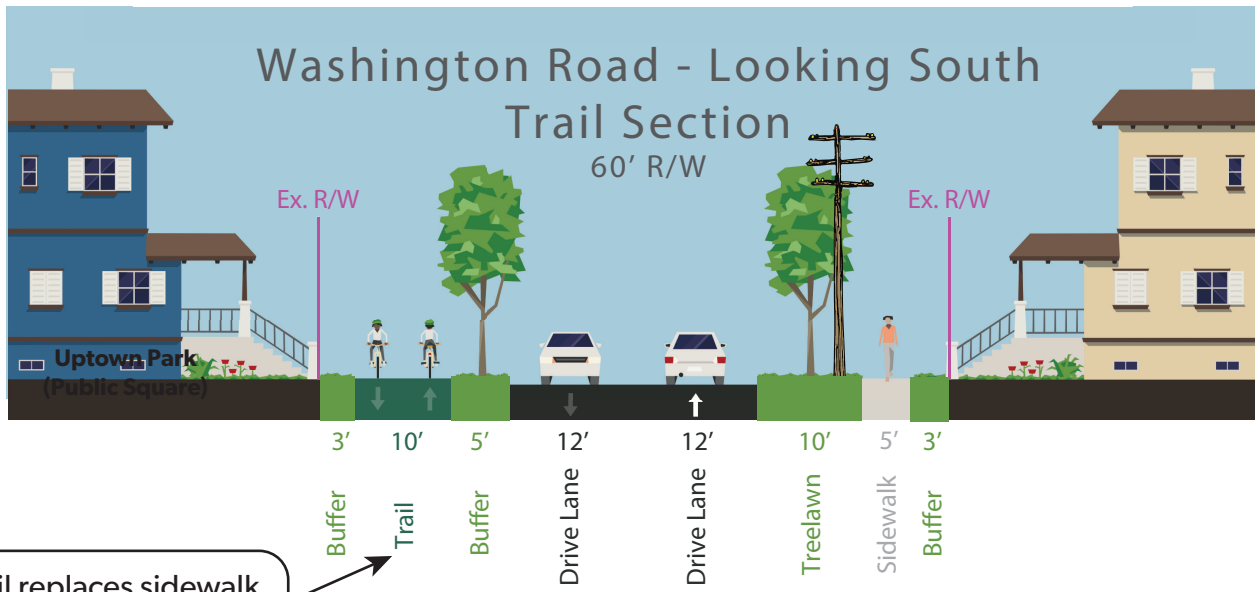
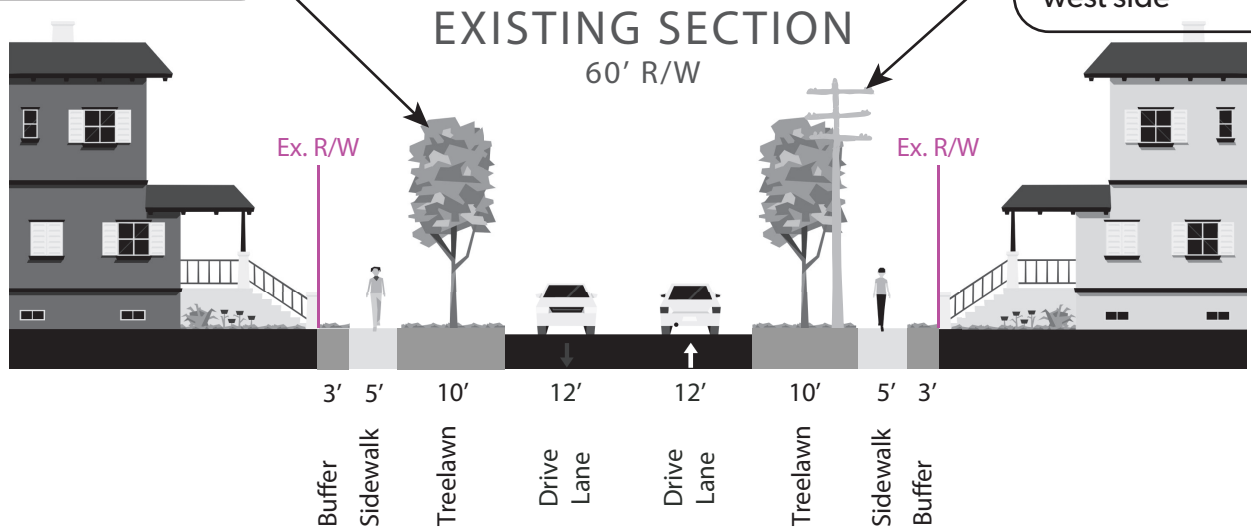


Replace 6' walk with 10' trail. Trail adjacent to curb - no impacts to park trees

Washington Road - Looking South

Small trees exist within tree lawn

Large utilities along west side



Trail replaces sidewalk

Trail Alternatives Comparison Matrix

Factor	Alternative 1 Center to Willis	Alternative 2 Center to Washington to North Park to Willis
Impacts to Parking	Moderate – multiple parking lots along Willis will be impacted	Minimal – one parking lot along Willis will be impacted
Impacts to Downtown	Moderate – On street dining will be removed and streetscape impacts around 5 Points intersection	Minimal – Walk replaced with trail along North Park and Woodrow, on street parking removed on Broadway from North Park to Woodrow
Linkages to Desired Assets	Viaduct Park, Downtown and Rec Center	Viaduct Park, Downtown, Rec Center and Library
User Experience	Satisfactory - All on trail, though navigating 5 Points intersection will be challenging	Comfortable - All on trail (avoids 5 Points intersection)
Right of Way Impacts	None	Easement from UH needed
Preliminary Costs	\$770,000	\$950,000
Length	4,400 Ft.	5,500 Ft.

Broadway Mid-Block Crossing

- Concerns from public/stakeholders about the safety of this crossing
- Currently has
 - Curb bump outs
 - Decorative crosswalk
 - Flashing signage



Broadway Mid-Block Crossing Recommendations

- Recommendations include:
 - Extend curb bump outs
 - Currently drive lanes are 14' wide at crossing could reduce lane width to 12'
 - Provide actuated pedestrian signal (upgrade from existing flashing signal)
 - Install raised pedestrian crossing (see picture)



Traffic Calming Ideas for Broadway

- Create more curb bump outs at intersections (without restricting truck turning movements)
 - Many intersections do not have curb bump outs currently
- Reduce lane widths
 - Existing widths range from 12' to 14' – all could be reduced
- Consider installing speed tables



Speed Table

- Designed to calm traffic by inducing a physical hump (not a speed bump)
- Can be designed for different speed limits
- To calm traffic along a corridor if spaced between 300' and 600'
- Can allow “gap” for cyclists to pass
- Tables are “plowable”
- Can be temporary or permeant
 - NOACA has “Street Supplies” where some traffic calming devices are available to test



Sidewalk Improvements

- Four locations identified
 - 1) Taylor Street – North Side
 - 2) Bedford Glens Drive – One Side
 - 3) Niver Street – North Side
 - 4) Mapledale Road – North Side



Proposed Sidewalk Improvements

Bedford Historic Downtown Connectivity Plan

- Proposed Sidewalk Improvements
- Corridor with Existing Walk
- - Municipal Boundary
- Existing Rail
- Existing Trail



14

#4

#3

#2

#1

14

8

Bedford Recreation Center

Bedford Civic Center

Center

University Hospitals

Public Library

Columbus

Central Primary School

Broadway

Willis

City of Bedford
City of Walton Hills

Cleveland Metroparks
Bedford Reservation

Tinkers Creek

Viaduct Park

Bedford Cemetery

Union

Egbert

Next Steps

- Refine recommendations based on public feedback
- Develop implementation plan that identifies funding sources, partnerships, and preliminary costs
- Public Meeting 3 – Review Draft Plan Document
 - January 2024



Questions??

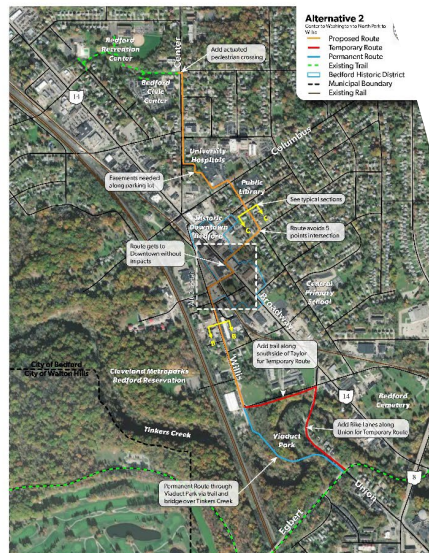


Trail Connections - Preference

Directions: Place a pin below the alternative that you would like to see implemented. Use the Post-It notes to share any comments you have on either alternative.

Alternative 1

Alternative 2



Comparison Matrix

Factor	Alternative 1 Center to Willis	Alternative 2 Center to Washington to North Park to Willis
Impacts to Parking	Moderate – multiple parking lots along Willis will be impacted	Minimal – one parking lot along Willis will be impacted
Impacts to Downtown	Moderate – On street dining will be removed and streetscape impacts around 5 Points intersection	Minimal – Walk replaced with trail along North Park and Woodrow, on street parking removed on Broadway from North Park to Woodrow
Linkages to Desired Assets	Viaduct Park, Downtown and Rec Center	Viaduct Park, Downtown, Rec Center and Library
User Experience	Satisfactory - All on trail, though navigating 5 Points intersection will be challenging	Comfortable - All on trail (avoids 5 Points intersection)
Right of Way Impacts	None	Easement from UH needed
Preliminary Costs	\$770,000	\$950,000
Length	4,400 Ft.	5,500 Ft.

Place Pins Here for Alternative 1

Place Pins Here for Alternative 2

Activity Boards

- Use pins and Post-It notes provided to answer questions on boards
- Feedback will help shape future improvements
- Activity Boards
 - Trail Connections – Alt 1 (Informational)
 - Trail Connections – Alt 2 (Informational)
 - Trail Connections – Preference
 - Sidewalk Improvements

Place Post-It Comments Here!

Place Post-It Comments Here!