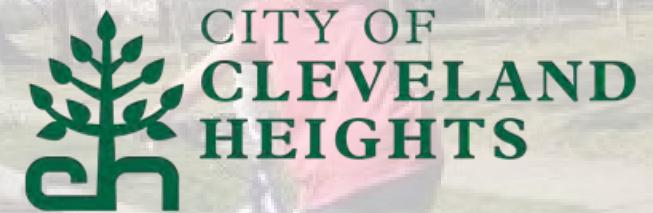


The Heights Regional Active Transportation Summit

September 16th, 2025



Cuyahoga
COUNTY PLANNING
Commission





Source: Lee Reis

The Heights Regional Active Transportation Plan Summit

September 16, 2025



COME TOGETHER & THRIVE



Burton Planning Services

Agenda

- Active Transportation Benefits
- Overview of Heights Regional ATP
- Local Questions on Active Transportation Infrastructure

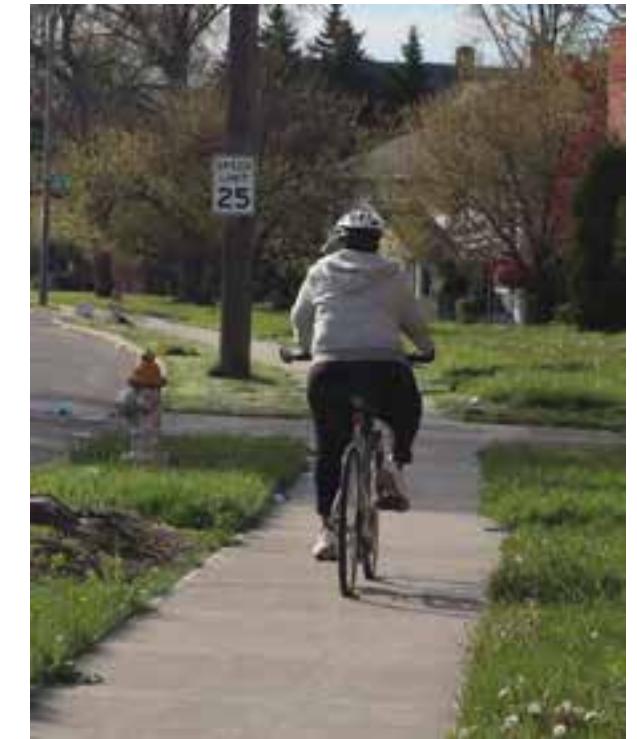


Source: Lee Reis

Why Build for Active Transportation?



Safety
Connectivity
Health
Environment
Demand and need
Economic development



Active Transportation Saves Ohioans Money

Walking and biking infrastructure saves Ohioans **\$1.3 billion every year.**

Further, walking and biking to work provides an additional **\$368 million in benefits.**



Reduced operating costs



Reduced fuel consumption



Reduced fares



Reduced congestion, noise, delay



Reduced mortality risk



Reduced pollution

Active Transportation Improves Safety

- Improvements reduce crashes that result in injuries and fatalities
 - **40% fewer crashes** with reflective materials on crosswalks
 - **47% fewer crashes** with flashing pedestrian signs
 - **50% fewer crashes** when converting traditional bike lanes into separated bike lanes with flexible posts

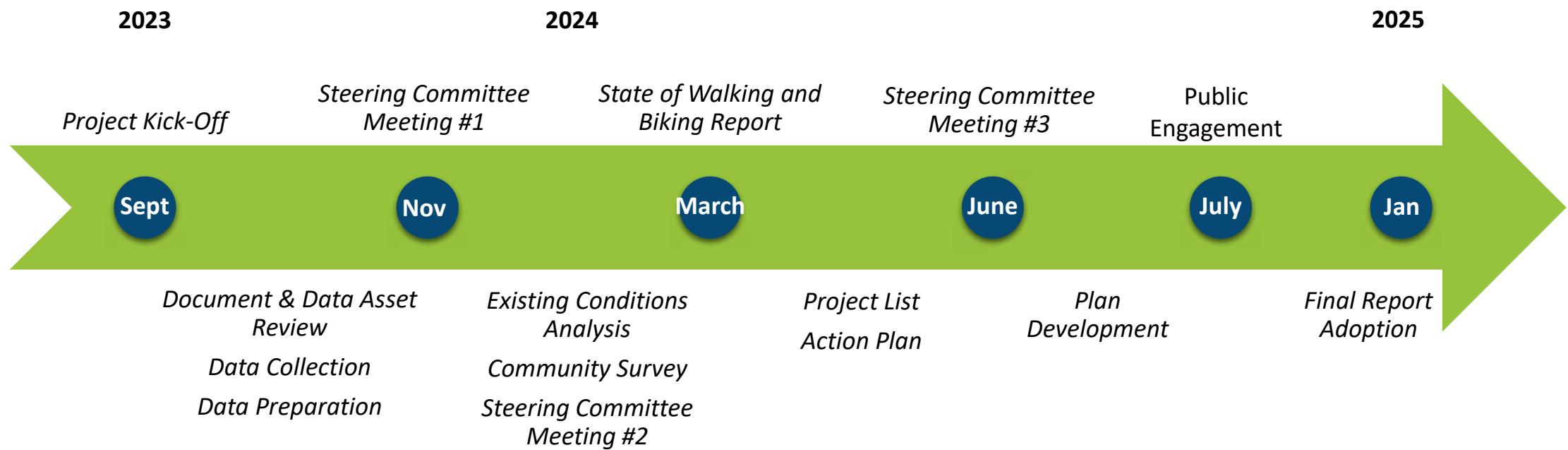


Above: City of Hilliard, OH
Left/Below: City of Xenia, OH



Overview of Heights Regional ATP

Timeline



Vision

The Heights Regional Active Transportation Plan will provide a framework to **increase transportation equity** and allow residents to safely travel in and between Cleveland Heights, University Heights, and South Euclid. The Plan strives to create a **safe, convenient, and accessible** transportation system for those walking, biking, and rolling, **regardless of wealth, ability, or disability**.

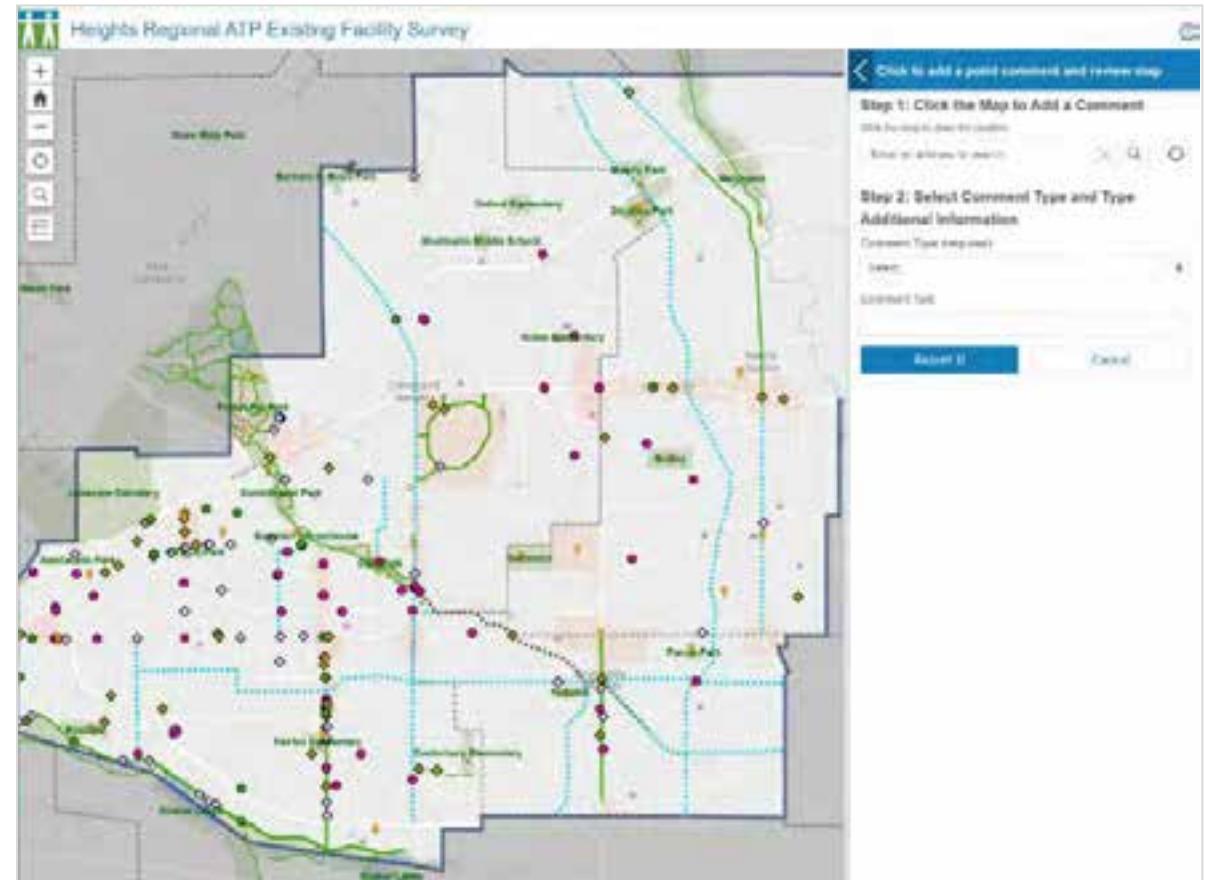
Community Engagement Overview

- Engagement by the numbers:
 - 1 Open House
 - 2 Online Surveys
 - 3 Steering Committee Meetings
 - 575+ engagements online and in-person



Public Input Highlights

- Better maintenance of sidewalks, trails, and bicycle facilities were a top priority among survey respondents.
- People also wanted more separation between motor vehicles and people on foot or bike.



Public Input Highlights on Projects

- Popular project corridors for the public were Cedar Road, Lee Road, and Mayfield Road.
- Based on public input, some facilities proposed with more separation or wider.



Bicycle Facility Category Examples

**Bicycle
Lane**



**Buffered
Bicycle Lane**



**Bicycle
Boulevard**



**Separated
Bicycle Lane**





Proposed Active Transportation Improvements

Proposed Project Type

- - - Bicycle Boulevard
- - - Bicycle Lane
- - - Buffered Bicycle Lane
- - - Separated Bicycle Lane
- - - Shared Use Path
- - - New Sidewalk
- - - Crossing Improvement Zone

Reference Layers

- Schools
- Libraries
- Water
- Parks
- Business Districts
- City Boundaries
- Plan Area Boundary

Proposed Intersection Improvements

- Offset Intersection Treatment
- RRB
- Signalized Intersection
- Unsignalized Intersection

- Existing Infrastructure
- Trails
- Bicycle Infrastructure





Local Questions on Active Transportation Infrastructure

How does active transportation infrastructure affect property values?

- Research has consistently found **increased** property values from shared use paths and bike lanes
- This includes one research project in Ohio



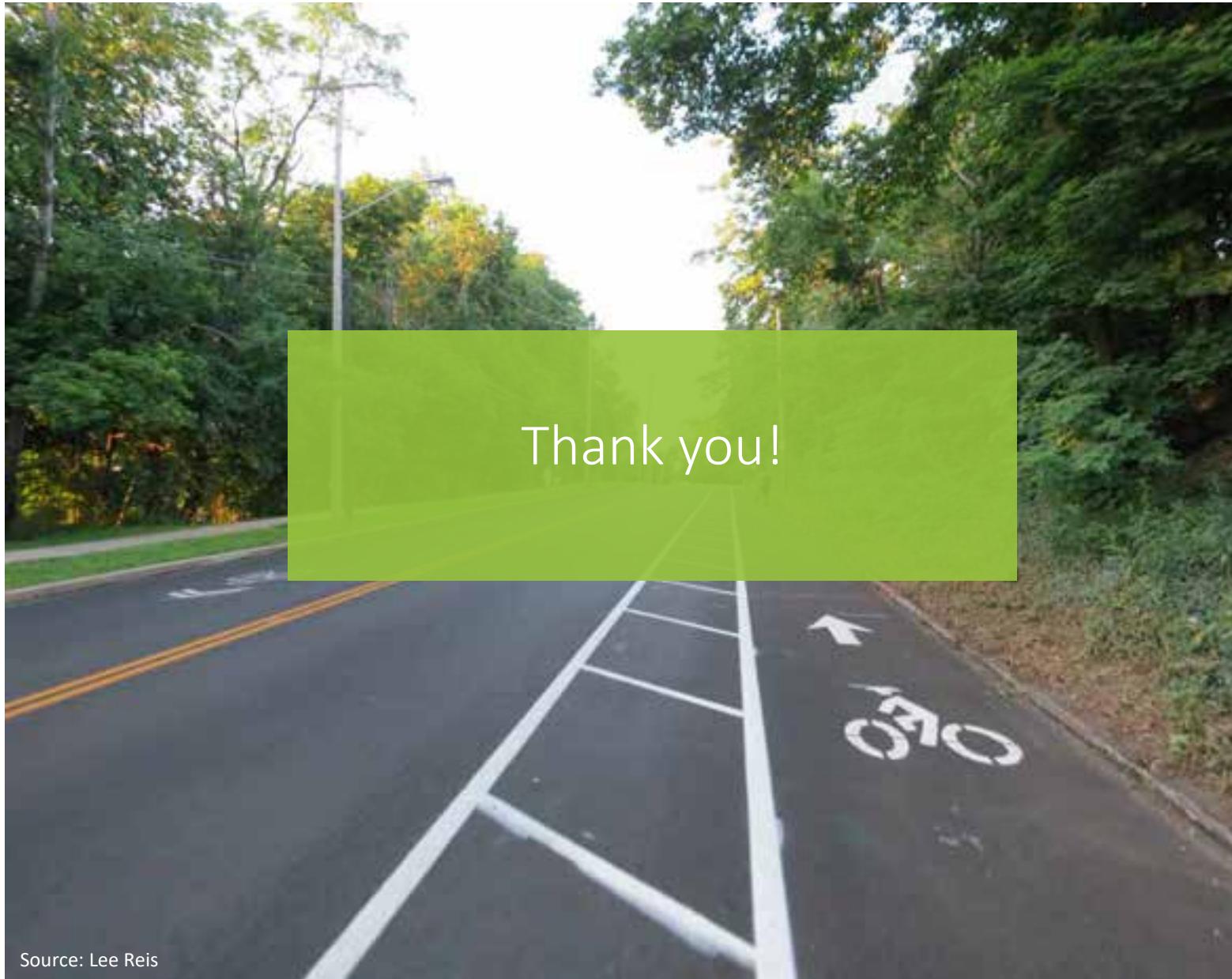
Source: City of Loveland, OH

How safe are shared use paths for pedestrians?

- Design standards are intended to provide enough space for mixed traffic with room for passing.
- Separate designated space for walking and biking could increase comfort, where space allows
- One paper found reduced crashes between pedestrians and cyclists in the US, not specific to paths
- Crashes between people walking and driving are much more common



Source: Burton Planning Services



Source: Lee Reis

The Heights Regional Active Transportation Plan Summit

September 16, 2025



UNIVERSITY
HEIGHTS



south *Euclid*
COME TOGETHER & THRIVE



Burton Planning Services

REGIONAL DATA, STRATEGIES, AND SUCCESSES

Heights Regional Active Transportation Summit September 16,
2025

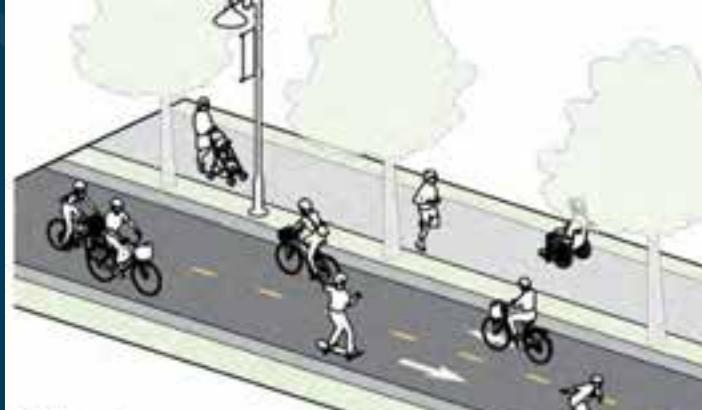
ABOUT NOACA

**Metropolitan Planning Organization (MPO) for
Greater Cleveland, representing:**

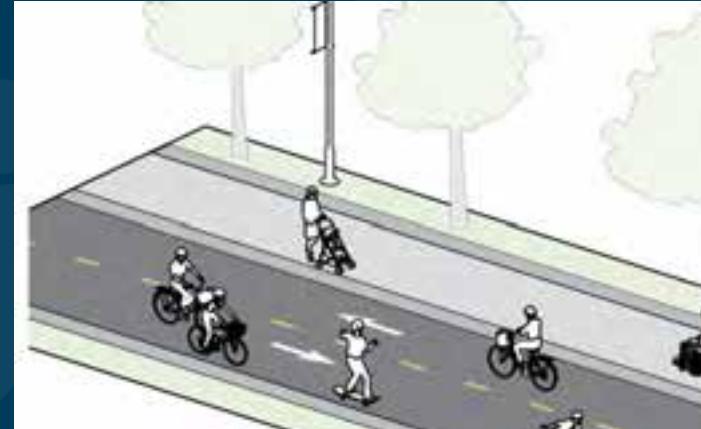
- 2.1 million population
- 5 counties: 166 cities, villages & towns
- Governed by a 48-member Board of local elected officials
- Works with many planning partners, including FHWA, FTA, US EPA, ODOT, Ohio EPA, county engineers, transit agencies, and local governments



Separating Bikes and Peds



Physical separation (not traversable)



Separation by traversable surface



Separation by pavement markings

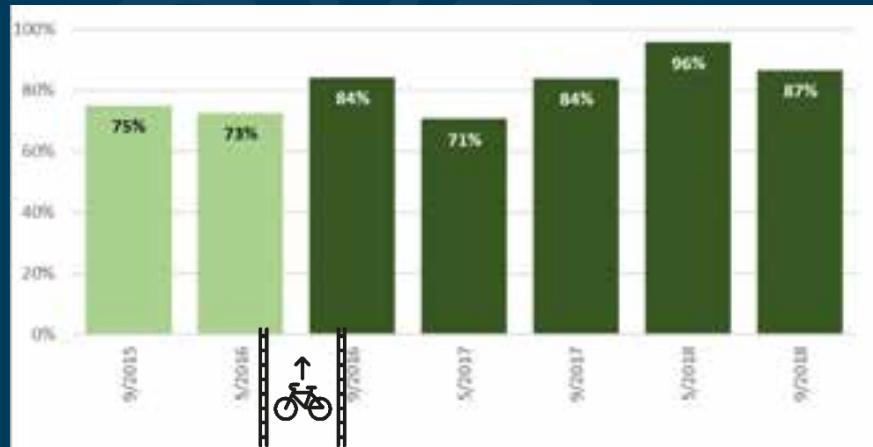
*Wheelchair users count as pedestrians

Safer Facilities

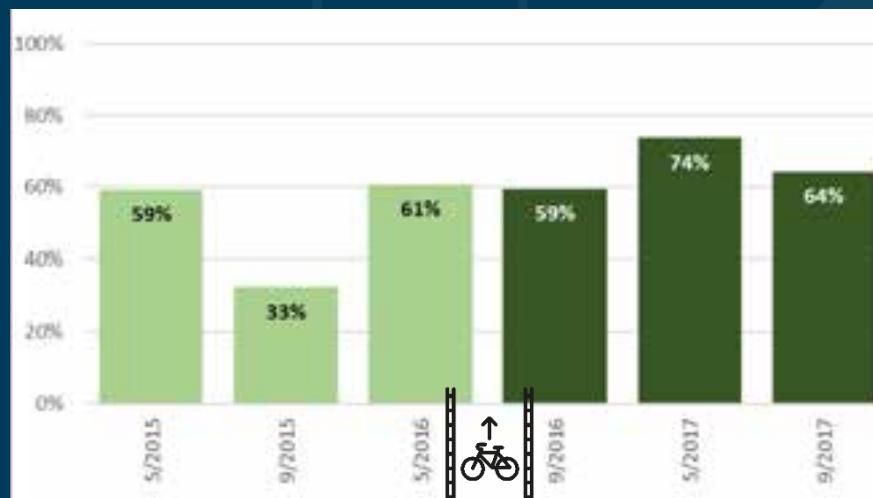


Physically separated bike lanes make the greatest number of people feel safest

Pedestrian-Bike Conflicts

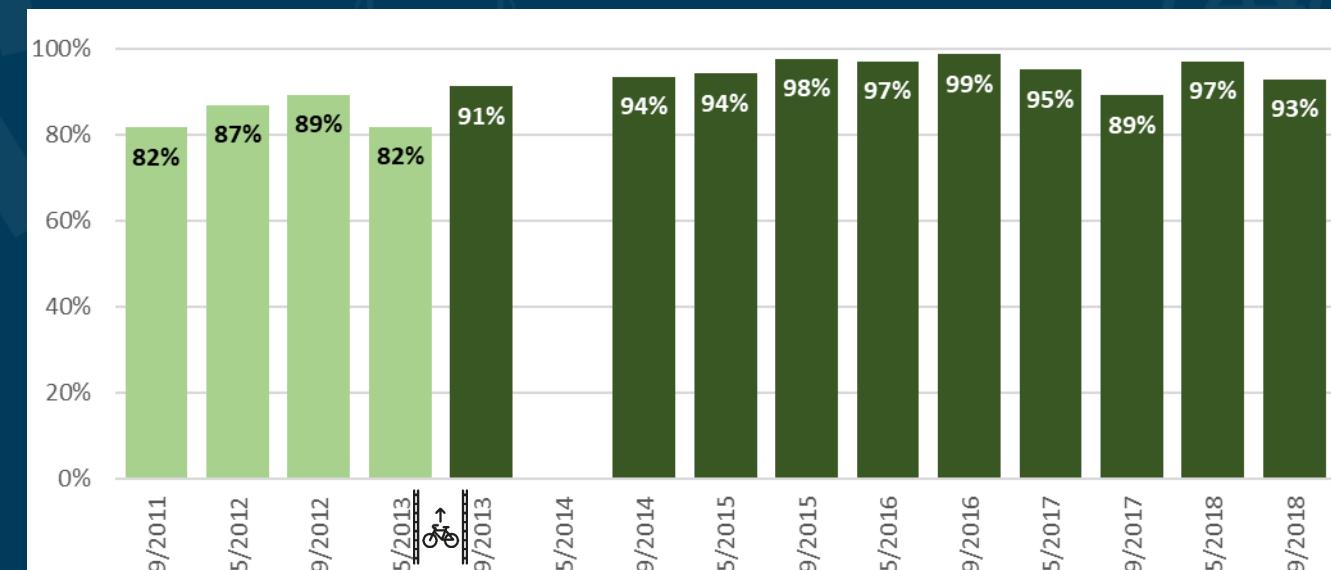


Madison Avenue (Lakewood), non-buffered



W 14th Street (Cleveland), non-buffered

- Regional data shows that when bike lanes are installed, cyclists are more likely to ride on the road vs. the sidewalk.
- **Madison Road: 74% to 86% cyclists in-road**
- **W 14th Street: 51% to 66% cyclists in-road**
- **Edgehill Road: 85% to 95% cyclists in-road**



Edgehill Road (Cleveland Heights), buffered

PEDESTRIAN-BIKE SHARED USE PATHS

Minimum (ft)	Peak Hour Volumes	Constrained* (ft)	Peak Hour Volumes
11	150-300	8	50
12 - 15	300-500	11	400
16 - \geq 20**	500 - \geq 600	15	600

A min of 11' allows people to walk or bike side-by-side

*Constrained widths are only for special cases & short distances

**When paths $>$ 15', separate wheeled users from pedestrians



- “Library” of items that communities can use for free to temporarily demonstrate how a project might work before its permanently installed
 - Projects should relate to **improving safety, encouraging multimodal transportation, and enlivening public spaces**
- Allows time for data collection and community feedback, which helps lead to a more informed permanent installation
- Opportunity to educate local residents in a fun way



LIBRARY CONTENTS

Paint/Tape



Signs



Street Furniture



Traffic Safety Devices



PROJECT IDEAS



Parklet / Open Street



Buffered Bike Lane



Curb Extension



Enhanced Crosswalk



Separated Bike Lane



Chicanes



Refuge Island



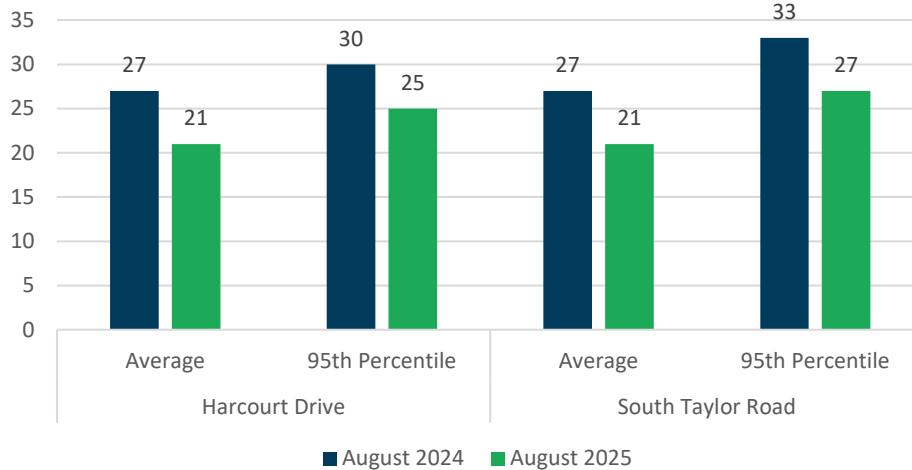
Roundabout



Speed Table

Street Supplies Successes

Before/After Speed Hump Installation (MPH)



- Speed Humps installed in Cleveland Heights
- Both streets have 25 mph speed limits



Funding Resources

NOACA works with communities in the five-county region (Cuyahoga, Geauga, Lake, Lorain, and Medina) to identify and coordinate funding for transportation, infrastructure, environment, climate, and economic development projects.

<https://www.noaca.org/tools-resources/resources/funding-resources-7843>



The screenshot shows the NOACA website's 'Tools & Resources' section. The 'Funding Resources' page is displayed, featuring a sidebar with links to 'Getting Around the Region', 'Street Design Flexibility Guidelines', 'Trail Crossing Typology', 'Traffic Counts', 'Facts & Data on Northeast Ohio', 'Major Employment Hubs in the Cleveland Region', and 'Vibrant NEO 2040 County Reports'. The main content area is titled 'Funding Resources' and includes sections for 'Funding Sources', 'NOACA programs for Northeast Ohio Communities', 'Federal Economic Development Assistance - continuously available', 'State Funding Programs', and 'Currently Available Funding Opportunities'. A navigation bar at the top includes links for 'About', 'Regional Planning', 'Tools & Resources' (which is highlighted in green), 'Community Assistance Center', and 'Board & Committees'. The top right corner features a search bar and social media links for Facebook, Twitter, and LinkedIn.



NOACA

Northeast Ohio Areawide Coordinating Agency

NOACA will **strengthen** regional cohesion, **preserve** existing infrastructure, and **build** a sustainable multimodal transportation system to **support** economic development and **enhance** quality of life in Northeast Ohio.



Cuyahoga County

CUYAHOGA COUNTY TRANSPORTATION & MOBILITY

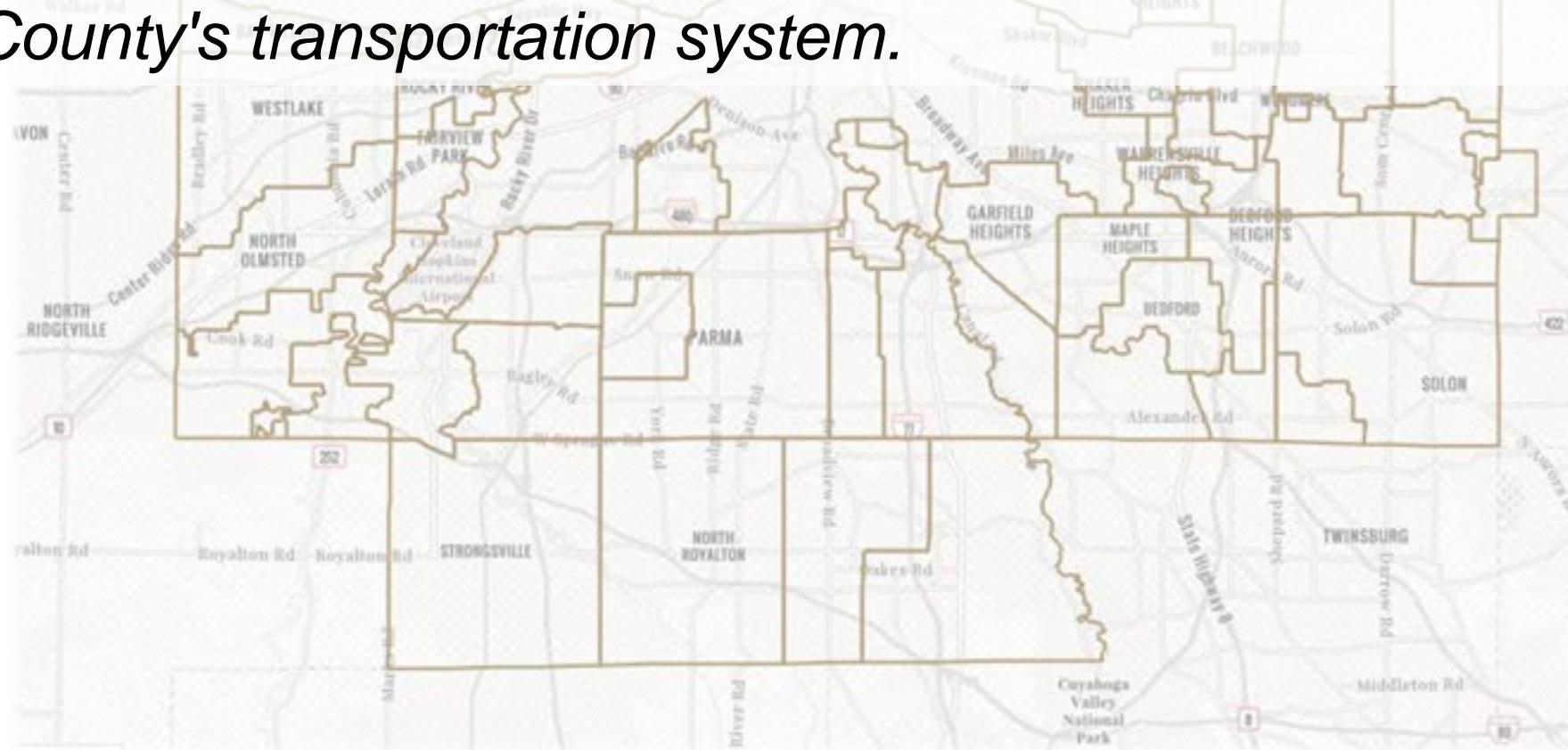
Prepared by:
Annie Pease,
Senior Advisor on Transportation

Prepared for:
Heights Regional Active Transportation
Summit - September 16, 2025



THE VISION

Cuyahoga County increases safe access for all people to the region's rich assets and prioritizes health throughout the County's transportation system.



THE VISION

HEALTH

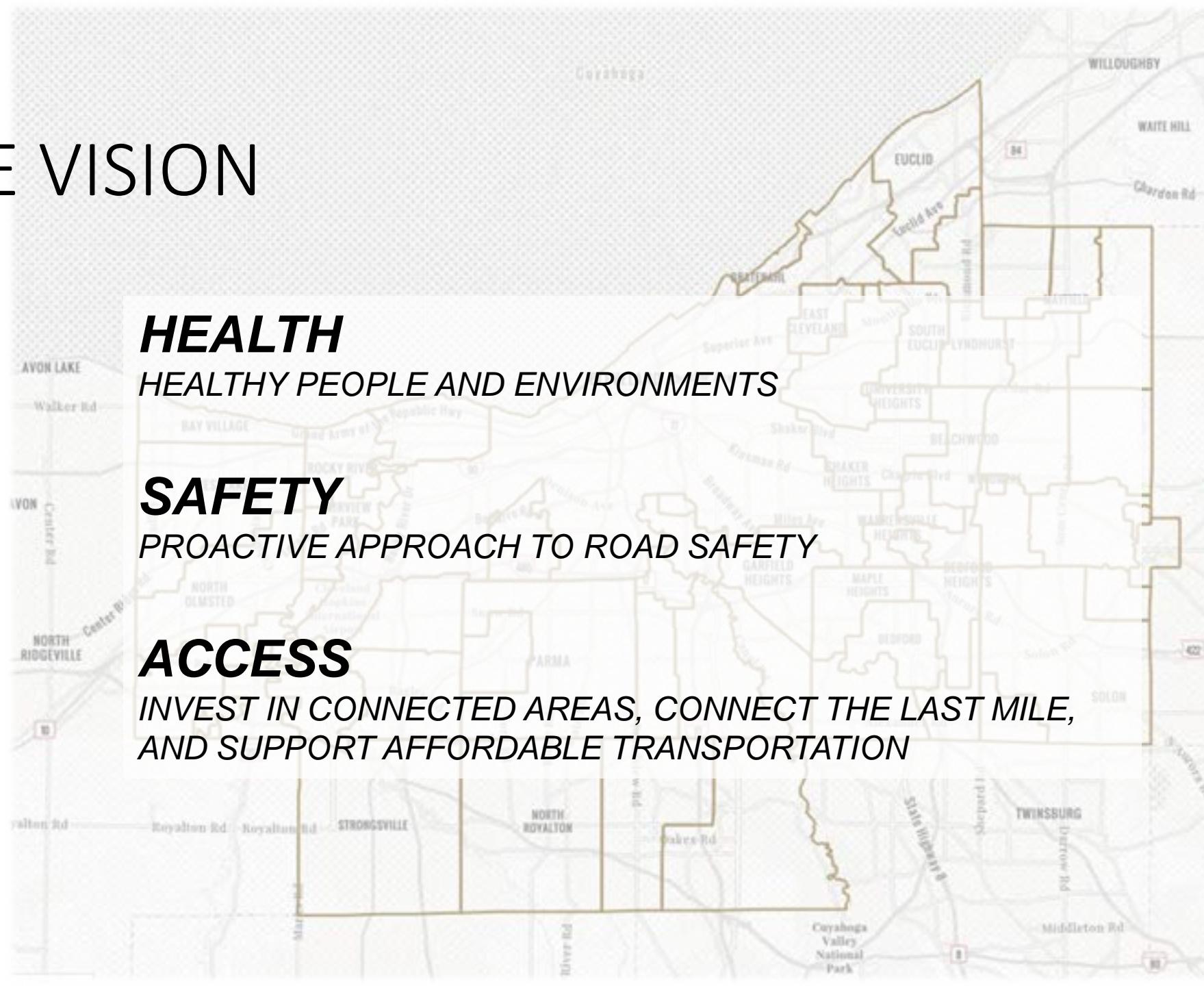
HEALTHY PEOPLE AND ENVIRONMENTS

SAFETY

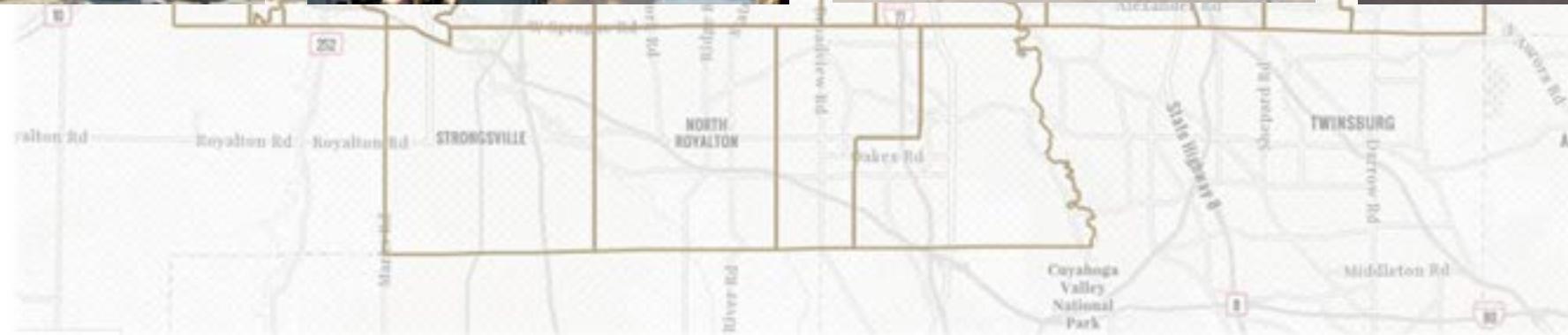
PROACTIVE APPROACH TO ROAD SAFETY

ACCESS

INVEST IN CONNECTED AREAS, CONNECT THE LAST MILE, AND SUPPORT AFFORDABLE TRANSPORTATION



THE TRANSPORTATION SYSTEM



Cuyahoga Greenways



- 800 mile network for all ages and abilities trails throughout the County
- 600 miles not yet built

WOLF ROAD

Before



After



GREEN ROAD

Before



After

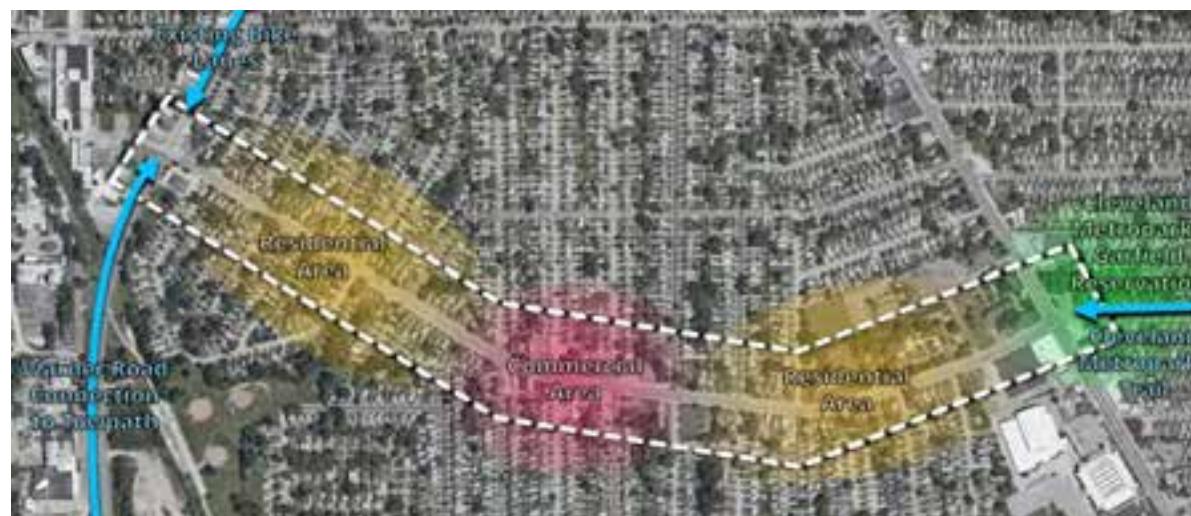


GARFIELD BOULEVARD

Existing Conditions



Concept under construction



BIKE WITH A MAYOR



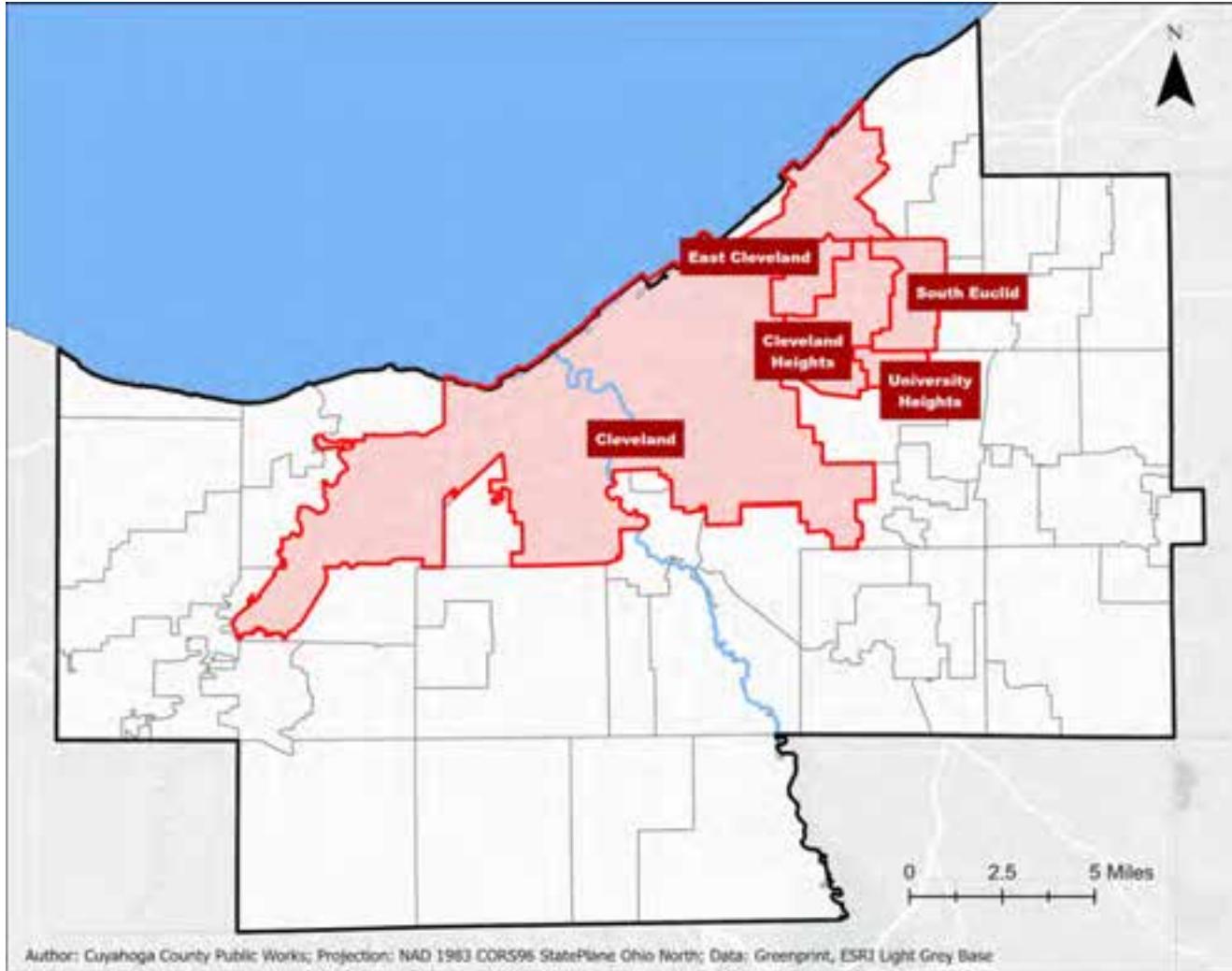
BIKE WITH A MAYOR
greenways

2025 Schedule

Community	Date
Garfield Heights	May 10, 9:30 a.m.
Garfield Heights	June 7, 9:30 a.m.
Shaker Heights	June 24, 6:30 p.m.
Euclid	June 28, 10:00 a.m.
Cleveland Heights, South Euclid & University Heights	June 29, 1:30-4:00 p.m.
Richmond Heights	July 5, 10:00-11:30 a.m.
Garfield Heights	July 12, 9:30 a.m.
Garfield Heights	August 9, 9:30 a.m.
Solon	August 17, 8:30 a.m.
Garfield Heights	September 6 Ride canceled
Richmond Heights	September 6, 10:00-11:30 a.m.
Highland Heights	September 13, 9:00 a.m.
Pepper Pike	October 5, 10:00 a.m.
Lakewood	October 7, 6:00 p.m.



Regional Shared Mobility Program



Author: Cuyahoga County Public Works; Projection: NAD 1983 CORS96 StatePlane Ohio North; Data: Greenprint, ESRI Light Grey Base

Bird



Veo

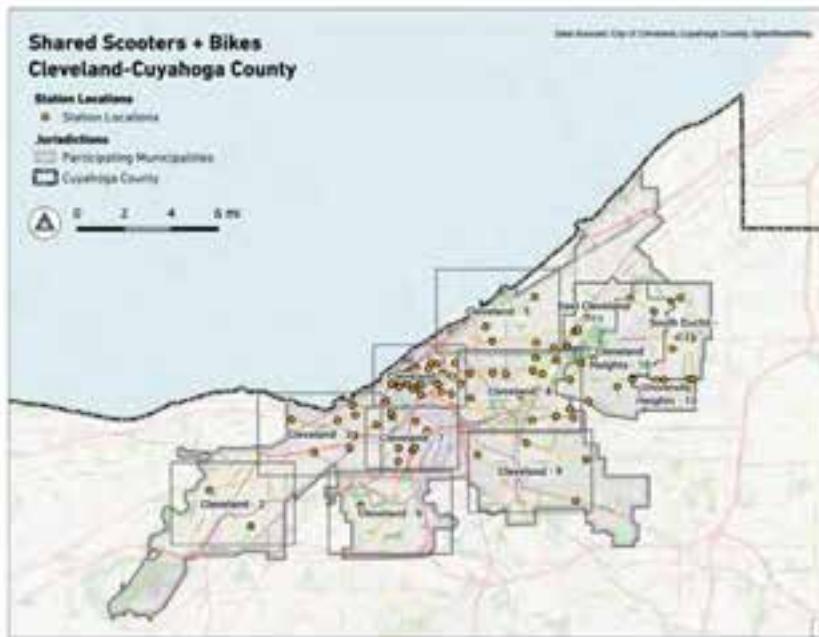


- E-bikes are available 24/7
- E-scooters are available 24/7 (except midnight – 3 a.m.)
- \$1 start-up fee plus per-minute rate varies by vendor



Cuyahoga County
TogetherWeThrive

NEW PARKING HUBS



CUY Bikeshare Stations | PID: 117707

Station CH8 | **Cleveland Heights, OH** | **12401 Cedar Road**

STATION DETAILS:

- Address: 12401 Cedar Road
- Municipality: Cleveland Heights
- Location Details: NW Corner of Cedar & Heights Center Building
- Leases:
- Public Bikes: 10
- Bus Stop: 0
- On-Street Parking: 0

ADJACENT PARKING:

- Adjacent Historic Site: Y (in Euclid Heights District)
- Placement Notes: 1' from curb to box, flush with paving east of fire lane

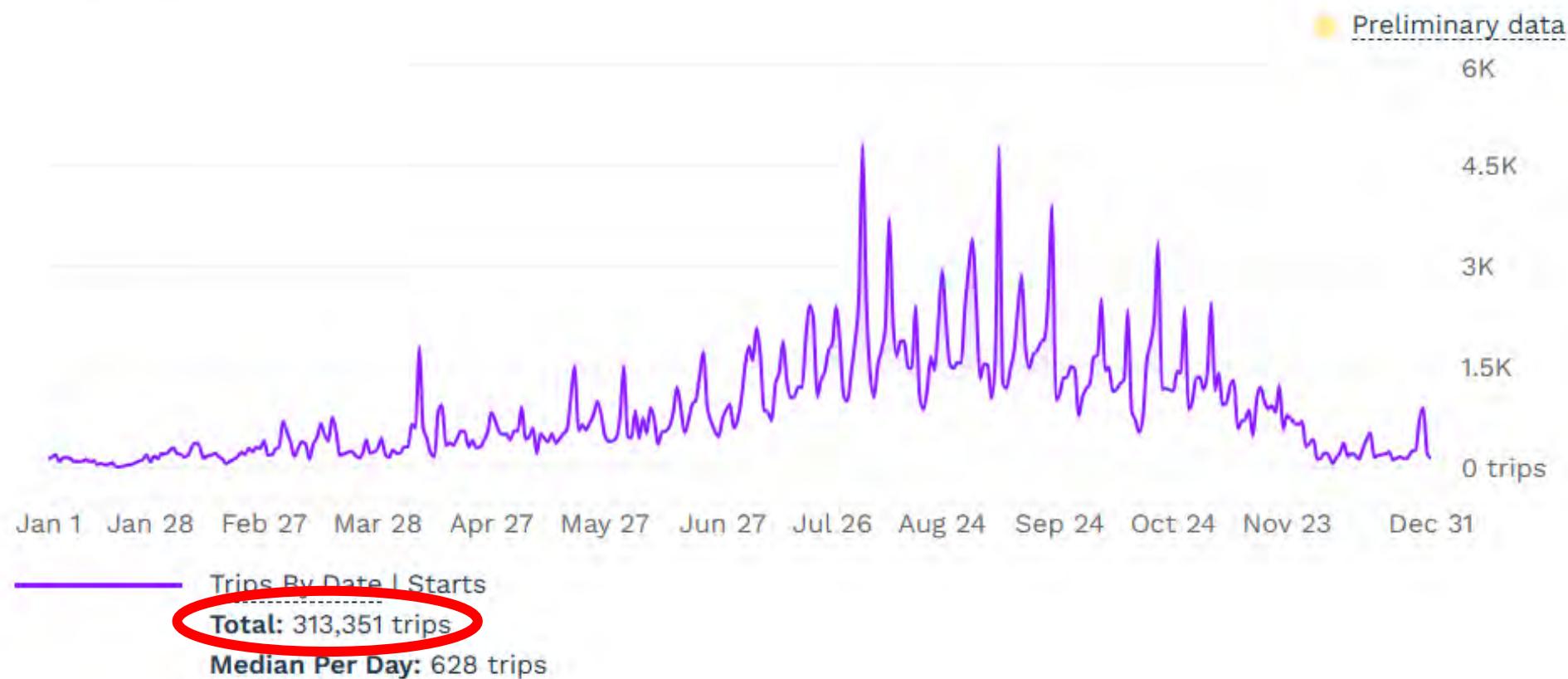
STATION EQUIPMENT:

- Vehicle Capacity: 10
- Number of Racks: 5
- Sign Type: CDF
- Sign Post: low T-post in the lawn
- Pole Height (ft needed): 10



RIDERSHIP

Trips By Date | Starts



Transit Oriented Development

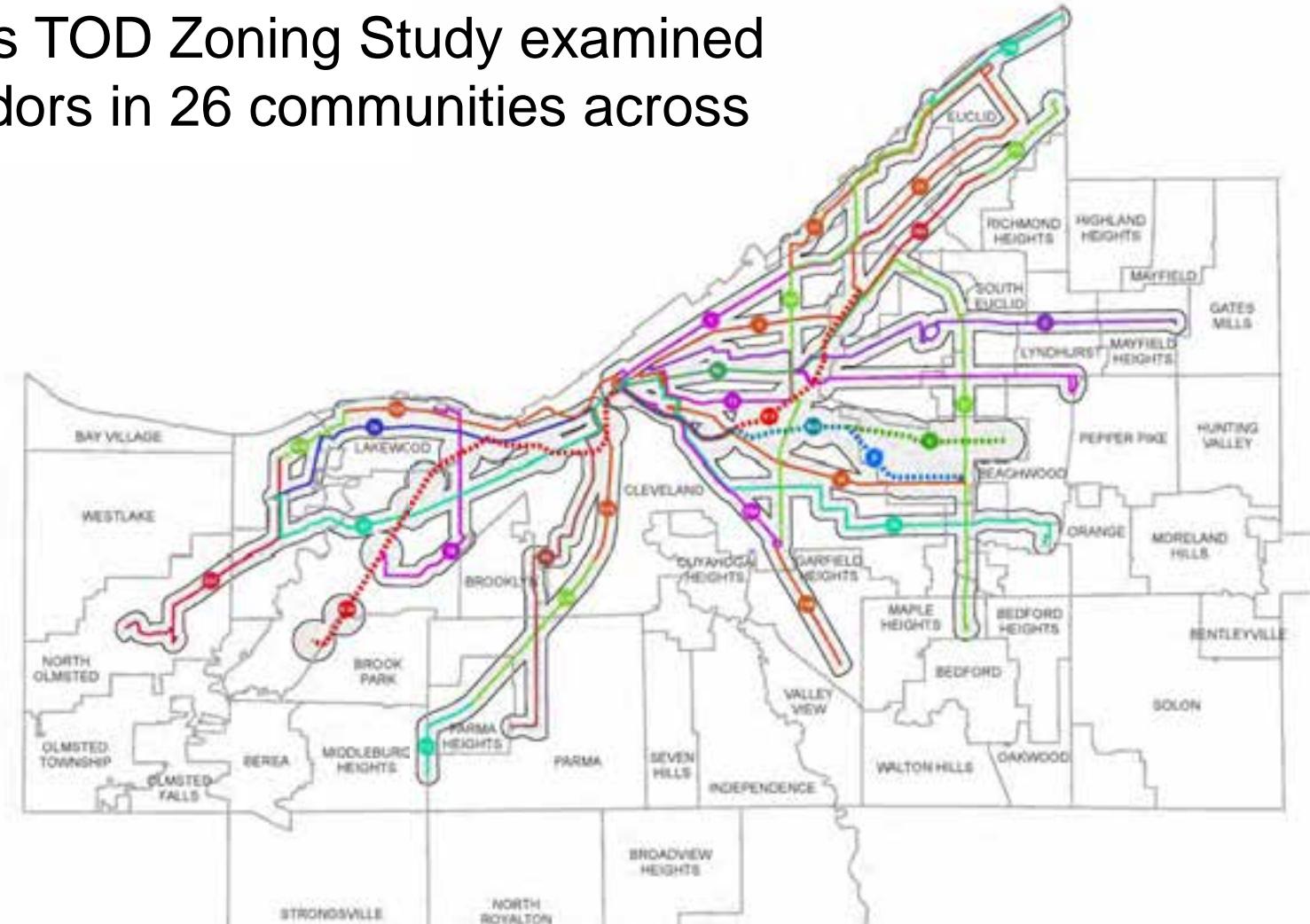


County Planning Commission's TOD Zoning Study examined 22 high frequency transit corridors in 26 communities across the County.

Key Takeaways

Only 5% of land in corridor walksheds is zoned to support TOD

More land in these corridors is used for pavement than for buildings



NEW TOD LOAN PROGRAM



The image shows the header of the Cuyahoga County, Ohio Department of Development website. It features the county's logo (a circular graphic with red, blue, and green segments), the text "CUYAHOGA COUNTY, Ohio" with "Ohio" in script, and "Department of Development". To the right is a search bar with placeholder text "I'm looking for..." and a magnifying glass icon. Below the header is a blue navigation bar with links: HOME, ABOUT, BUSINESSES, RESIDENTS, MUNICIPALITIES, HOW DO I, and a yellow "Contact Us" button.

Transit-Oriented Development Loan Program



The Transit-Oriented Development (TOD) Loan Program is designed to catalyze mixed-use, high-density development projects located near high-frequency public transit. These projects support walkable communities, reduce vehicle miles traveled (VMT), promote increased mobility, and deliver long-term environmental, economic, and social returns. The County offers subordinated long-term, fixed-rate gap financing at below-market rates to developers and businesses that may have difficulty securing all capital necessary for such urban redevelopment projects.

What is Transit-Oriented Development

Transit-Oriented Development, or TOD, includes a mix of commercial, residential, office, and/or entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities. TOD can take many forms based on location, land use composition, community character, and architectural style; however, there are common elements that are typically included with TOD developments, including density, a mix of uses, walkability, and a focus on transit.

Local Examples of TOD projects

Questions?

Vaughn Johnson, Deputy Director
Cuyahoga County Department of Development
216-638-3877
TODProgram@cuyahogacounty.gov

TOD Resources

- TOD Best Practices Guide
- Cuyahoga County Sustainability Strategy
- City of Cleveland TOD Strategy
- Cuyahoga County Economic Development Plan



Cuyahoga County

Administrative Headquarters
2079 East Ninth Street
Cleveland, Ohio 44115
216-443-7178
www.cuyahogacounty.us

Heights Bicycle Coalition



Mission:

To build communities that are safe and accessible for bicycling through education, advocacy, and community events.

Goal:

To work with community members and public officials to increase bicycle use, improve safety, and advocate for advancements in infrastructure and policies.



The Heights Bicycle Coalition is a chapter of Bike Cleveland serving Cleveland Heights, Shaker Heights, South Euclid, and University Heights.

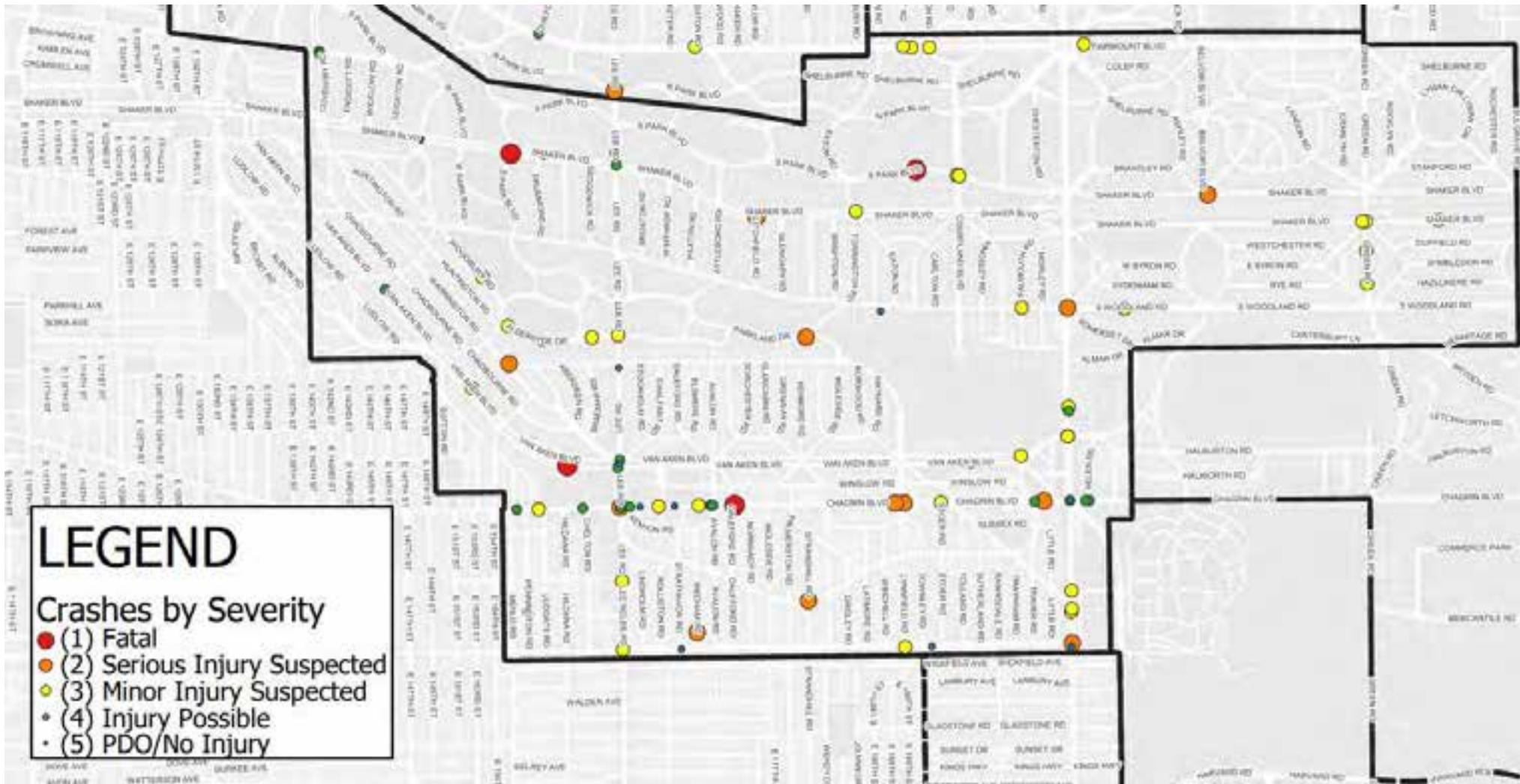


Advocacy: Participation in Planning Efforts

- **Heights Regional Active Transportation Plan**
 - The Cities of Cleveland Heights, South Euclid, and University Heights were awarded a grant from Ohio Department of Transportation (ODOT) for the completion of an Active Transportation Plan.
- **Comprehensive & Equitable Safety Action Plan (CESAP)**
 - Cleveland Heights was awarded the Federal Safe Streets For All (SS4A) Planning grant in 2023. The Plan will focus on improving road safety for all users.



Advocacy: Crash Data Analysis



Advocacy: Bicycle Friendly Communities



10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY		
	<i>Average Silver</i>	<i>Shade Heights</i>
High Speed Roads with Bike Facilities	35%	N/A - NO HIGH SPEED ROADS
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	16%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	5%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 78K	1 PER 90K



Education & Outreach: All Geared Up / Ready to Ride



Education & Outreach: Bike to Work Day



Education & Outreach: Bike to the Hop



Future
Heights



In collaboration with Future Heights and the Ohio City Bicycle Co-Op

Education & Outreach: Tuesday Bike Rides



HBC members love Tuesdays!!!

Every other Tuesday: May - October

Education & Outreach: Tuesday Bike Rides



Come ride with us!

Education & Outreach: Roll to the Polls



Your voice, your vote

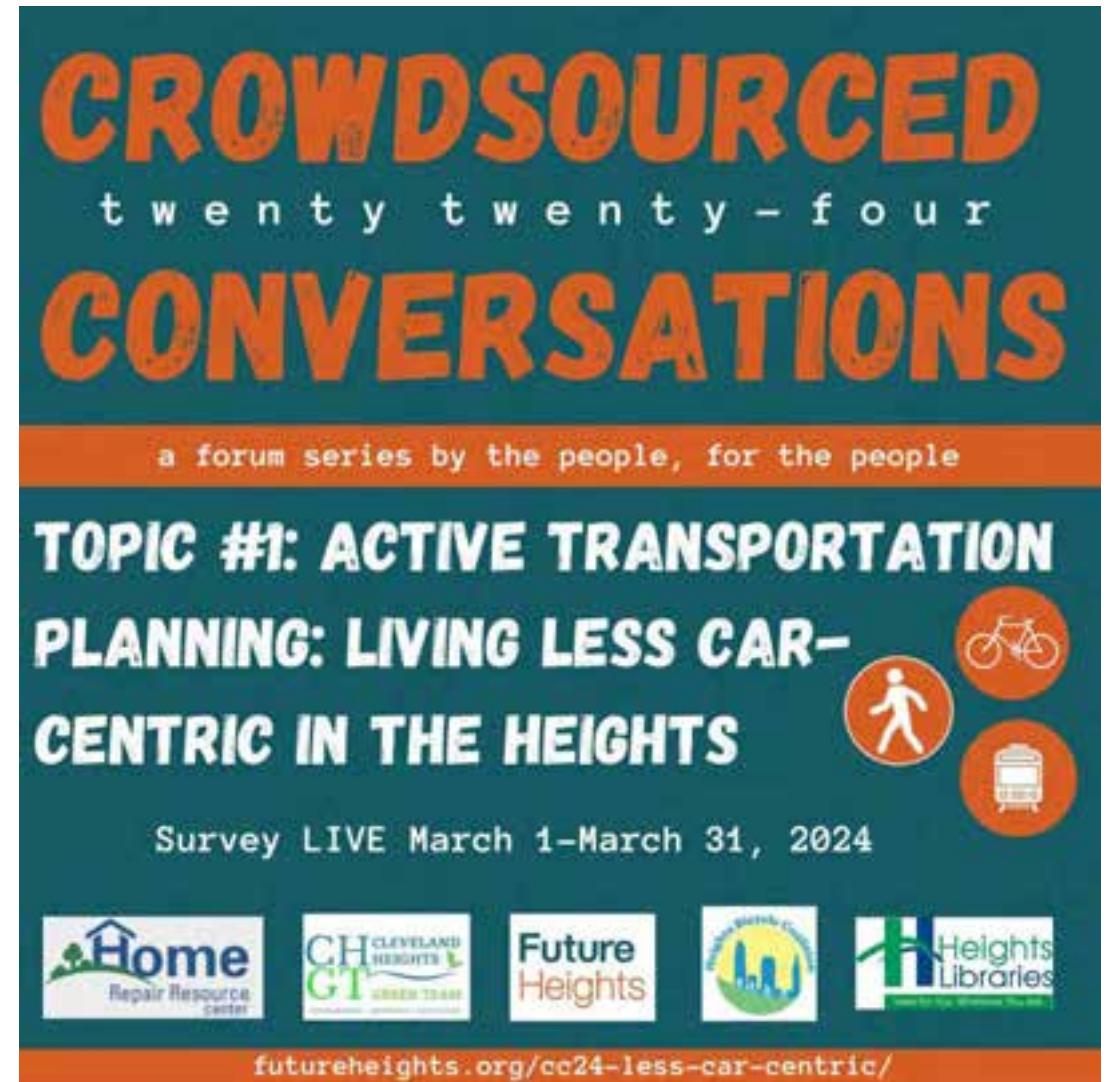
In collaboration with Bike Cleveland and Cleveland VOTES



CLEVELAND
VOTES
EDUCATE CONNECT EMPOWER

Education & Outreach: Events from our Partners

- In partnership with Future Heights
 - Active Transportation Planning: Living Less Car-Centric in the Heights
 - Complete the survey
 - Participate in a discussion that's rooted in action, idea generating, and sharing resources



Survey Responses from Crowdsourced Conversations

Actual vs. Preferred Modes of Transportation

- **Actual mode of transportation used most frequently**
 - 321 (85.1%) car/vehicle
 - 27 (7.4%) walk/roll
 - 21 (5.7%) bike/e-bike
- **Preferred mode of Transportation**
 - 147 (40%) walk/roll
 - 100 (27%) car/vehicle
 - 89 (24%) bike/e-bike

How can cities meet this demand?

- **Top changes that would get respondents to walk/roll more:**
 - Traffic calming/less speeding/reckless drivers (56)
 - Better/safer crosswalks (42)
 - Fix upheaved sidewalks (35)
- **Top changes that would get respondents to bike more:**
 - Dedicated bike lanes (134)
 - Major safety upgrades (36)
 - Less aggressive drivers/less speeding cars (29)

Respondent Comments on Biking in the Heights

Drivers are reckless and aggressive with bikers

I don't feel safe biking

Biking infrastructure needs to be improved

Bike lanes with physical barriers desired

“It's a challenge for putting bicycles and cars in those roads together in the heights. They will just always be dangerous when together- it's like putting a lion and a cat in a cage.”

Join our community



www.heightsbicyclecoalition.org



www.facebook.com/bikesintheheights

Heights Bicycle Coalition Facebook Group
Instagram @heightsbikec

Open House

Regional Bikeway/Trail: Future
Off-Street: Supporting Paths
Regional Bikeway/Trail: Existing
On-Street: Supporting Paths
Off-Street: Existing

Visit tables throughout the room

- Each table is centered around a different topic, organization, project
- Get more detailed information, get answers to your questions, and provide additional input

Thank you for attending