Safe Streets 4 Cleveland Heights

Cleveland Heights Comprehensive & Equitable Safety Action Plan

CITY OF CLEVELAND HEIGHTS

2024

Acknowledgments

This Comprehensive & Equitable Safety Action Plan is funded in part through a Safe Streets and Roads for All grant from the U.S. Department of Transportation and the Federal Highway Administration.

A special thank you to the participants in our Technical Advisory Committee, who met regularly throughout the development of this Comprehensive and Equitable Safety Action Plan, contributed meaningful feedback and new ideas, provided insight about local priorities, and helped promote engagement opportunities with the Cleveland Heights community.

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Contributions from the Technical Advisory Committee were numerous and were invaluable. Their advocacy and passion for safety on the Cleveland Heights transportation network have played a tremendous role in developing a Safety Action Plan that is not only comprehensive and equitable, but also reflects the character of Cleveland Heights.

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Letter from Mayor Seren

THE CITY OF
CLEVELAND HEIGHTS
KAHLIL SEREN, MAYOR

February 24, 2025

Making Cleveland Heights' streets safe for everyone has been one of my top priorities when I entered office as the City's first elected Mayor in 2022. Cleveland Heights' Complete and Green Streets Policy is recognized nationally as one of the best and we were an early leader in Ohio on adopting a Vision Zero Policy. However, policies and ordinances are not enough; action is necessary. In the past 10 years, there were 20 fatal crashes, 98 serious injury crashes, as well as many minor injury crashes on Cleveland Heights' streets. These crashes have permanent and, often, devastating impacts on families, friends, and neighbors, so it is imperative that we eliminate them.

We were fortunate to be selected in the first round of the United States Department of Transportation's Safe Streets and Roadways for All (SS4A) grant program to, for the first time in the City's history, prepare a safety action plan that outlines how we will reach our goal of eliminating traffic fatalities and serious injuries in Cleveland Heights.

I am proud to present that plan – the City of Cleveland Heights Comprehensive & Equitable Safety Action Plan or "CESAP". This plan follows the Safe Systems Approach and involved significant staff coordination and input, guidance by a Technical Advisory Committee (TAC) that represents a cross-section of the key stakeholders in our community along with members of the public, as well integrates input from our residents, through the various engagement opportunities that were provided.

"Safe Streets 4 Cleveland Heights" has not just been a planning process for us nor is it a plan that we intend to "sit on a shelf". We are actively implementing elements of it already, including setting appropriate speed limits, enhancing crosswalk visibility, and installing traffic calming measures. Continued participation in the SS4A grant program through our awarded Demonstration Grant and, hopefully in the future, Implementation Grants, will help enable Cleveland Heights to continue to capitalize on this momentum.

The projects and initiatives we are proposing in this CESAP are designed to impact many areas of the City, with a focus on ensuring the safety for people walking, biking, driving, rolling, and accessing our transit routes. In conversations on traffic safety and mobility we heard from our residents about the importance of safe walking routes and the safety and accessibility of intersections along our transit routes and near our schools. I know that all these projects, whether large or small in scale, will make a positive impact in our community.

Ensuring our streets are safe for everyone inclusive of age, ability, and how they travel, and eliminating traffic fatalities and serious injuries is an ambitious goal. It is also imperative to the health and well-being of our City. I am convinced that this plan helps us meet that goal and encourages every resident, property owner, and business owner to join us into making it reality.

Mayor Kahlil Seren

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Key Terms

Crash – A collision of a motor vehicle with another roadway user or fixed object. It may result in death, injury, or property damage.

Safe System Approach – The USDOT adopted approach to prevent death and serious injuries through proactive, safer transportation planning practices.

Serious Injury – A severe injury that is incapacitating or disabling that typically requires hospitalization and transport to a medical facility.

Vulnerable Road Users – A person utilizing the transportation network not traveling in a vehicle, and therefore at greater risk of fatality or serious injury in a crash. This includes, but not limited to, bicyclists, pedestrians, people on scooters, and wheelchairs users.

Abbreviations

ADA: Americans with Disabilities Act
ATIIP: Active Transportation Infrastructure Investment Program
ATP: Active Transportation Plan
CESAP: Comprehensive & Equitable Safety Action Plan
COTF: Clean Ohio Trail Fund
FHWA: Federal Highway Administration
GCRTA: Greater Cleveland Regional Transit Authority
HSIP: Highway Safety Improvement Program
NOACA: Northeast Ohio Areawide Coordinating Agency
ODNR: Ohio Department of Natural Resources
ODOT: Ohio Department of Transportation
OPWC: Ohio Public Works Commission
PDO: Property Damage Only
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
SMART: Strengthening Mobility and Revolutionizing Transportation
SRTS: Safe Routes to School
SS4A: Safe Streets and Roads for All
TAC: Technical Advisory Committee
TAP: Transportation Alternatives Program
TLCI: Transportation for Livable Communities Initiative
USDOT: United States Department of Transportation
VMT: Vehicle Miles Traveled
VRU: Vulnerable Road Users

I. Introduction

I. INTRODUCTION

The City of Cleveland Heights has long been on the forefront of planning and developing inclusive, accessible, and equitable transportation infrastructure. The City has undertaken significant efforts to engage with the community about transportation needs and to dedicate ample resources to improvements to all modes of travels within the City's roadway network. In an effort to further these initiatives, the City of Cleveland Heights sought to capitalize on the United States Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) grant program to prepare a comprehensive and Citywide analysis of the transportation infrastructure of Cleveland Heights and identify areas where investments could be directed to improve safety and limit the occurrence of fatal and serious injury crashes within the network. The City was awarded with a SS4A grant in FY 2022.

In parallel with this Comprehensive & Equitable Safety Action Plan (CESAP), the City of Cleveland Heights is involved in the preparation of two other plans with themes and objectives that overlap with this Plan to some degree: *The Heights Active Transportation Plan* (ATP) and *Cleveland Heights Climate Forward: An Action & Resilience Plan (Climate Forward)*.

The Heights Active Transportation Plan—a collaborative effort between the Cities of Cleveland Heights, South Euclid, and University Heights—is an Ohio Department of Transportation (ODOT) funded plan that looks to provide a framework to increase transportation equity and allow residents to safely travel in and between the three cities. The plan strives to create a safe, convenient, and accessible transportation system for those walking, biking, and rolling, regardless of wealth, ability, or disability. All three cities have adopted the ATP, and each will look to implement the programs, policies, and infrastructure recommendations found in the plan.

Cleveland Heights Climate Forward: An Action & Resilience Plan is a blueprint for reducing greenhouse gas emissions in Cleveland Heights by 30 percent (30%) by 2030. It is a plan that provides a framework to reduce carbon emissions from City operations and community-wide, assess how climate change and related events affect the community, and explores strategies and actions to improve the City's adaptation and resilience in an equitable manner. One part of *Climate Forward* is reducing vehicle miles traveled (VMT) in the city by 10 percent (10%) by 2030. In pursuit of this goal, *Climate Forward* recommends implementing many of the countermeasures recommended in the CESAP, particularly those related to installing more bicycle infrastructure and traffic calming measures that may encourage biking and walking.

The City of Cleveland Heights has prepared this CESAP in accordance with the FHWA's SS4A grant program. The chapters, data, engagement, and performance metrics outlined herein were developed to adhere to the requirements of a Comprehensive Safety Action Plan, as defined by the SS4A Notice of Funding Opportunity.

I.1. LEADERSHIP COMMITMENT AND GOAL SETTING

In August of 2021, the City of Cleveland Heights adopted Resolution 051-2025, adopting and supporting the ideals, principles, and concepts of Vision Zero and affirming that the acceptable number of annual traffic deaths within the City is zero. Through passing this resolution, the City committed itself to coordinating amongst City agencies to prioritize the elimination of fatal crashes in the planning, designing, and operation of the City's roadway network. Resolution 051-2025 is provided in **Appendix A**.

The Vision Zero resolution is specifically noted as being compatible with the City's award-winning *Complete and Green Streets Policy* (2018). The *Complete and Green Streets Policy* considers the environmental impact of the transportation systems within Cleveland Heights, as well as the ability for people to utilize walking, biking, and public transit as methods of transportation throughout the community. It was recognized by Smart Growth America and the National Complete Streets Coalition as one of 'The Best Complete Streets Policies of 2018.'

The Vision Zero resolution was intended to complement the *Complete and Green Streets Policy* to prioritize designs and practices that will create safer conditions for vulnerable roadway users throughout the City of Cleveland Heights. The City is also designated a Bronze Level Bicycle-Friendly Community by the League of American Bicyclists, further reiterating the level of commitment that the City has made to creating a safe transportation network for vulnerable road users in pursuit of Vision Zero.

Through the development and adoption of this CESAP and future efforts to implement its recommendations, the City of Cleveland Heights is **emphatically reaffirming its commitment to Vision Zero.**

I.2. LITERATURE REVIEW

Foundational to the preparation of this CESAP was a review of dozens of previously prepared studies, plans, policies, and programs with themes that overlap the objectives of the CESAP. The documents were sorted into four categories and reviewed for existing conditions data, background on historical safety concerns, and recommendations or findings that could be built upon or reiterated in the CESAP. The categories and documents reviewed are summarized below.

I.2.A. City Plans and Policies

- Cleveland Heights Master Plan (2017)
- Complete and Green Streets Policy (2018)
- Neighborhood Traffic Calming Program (2022)
- Shared Spaces Program Manual (2022)

I.2.B. District Plans and Policies

- Cedar Taylor District Visioning (2013)
- Cedar-Fairmount Commercial District Parking Study (2018)
- Top-of-the-Hill Project Park & Traffic Assessment (2018)
- South of Cedar Neighborhood Traffic & Parking Management Plan (2020)
- Compton Road Greenway Study: A Neighborhood Implementation Guidebook (2019)
- Cedar-Lee Business District Parking Study (2022)
- Cedar-Lee Meadowbrook Traffic Study (2022)

I.2.C. Transportation for Livable Communities Initiative (TLCI) Plans

- Cedar-Fairmount Transportation and Streetscape Plan (2009)
- Facilitating Bicycle and Transit Travel in University Circle and Cleveland Heights (2013)
- Mayfield Road Multimodal Corridor Study (2018)
- Cuyahoga Greenways Plan (2019)
- Taylor Road Corridor Study (2021)
- The Heights Regional Neighborhood Greenway Program – Phase 1 (2022)

I.2.D. Documents, Plans, and Policies from Neighboring Communities

- The Circle-Heights Bike Network: Creating a Bicycle Friendly Business District (2003)
- Eastside Greenway Plan (2015)
- Moving Greater University Circle (2015)
- Cleveland-Cuyahoga County Micro-Mobility Network Expansion Initiative (2022)
- Cuyahoga County Greenprint (2023)
- Ohio Vulnerable Road User Assessment (2023)

A breakdown of each document, including its adoption date, the agency responsible for developing the document, its purpose, and a brief overview of the findings and recommendations, is provided in the Literature Review provided in **Appendix B.**

I.3. PLANNING STRUCTURE

To provide a wide range of local perspectives in the development of the CESAP, a Technical Advisory Committee (TAC) was established to assist with review, advocacy, and accountability of the City of Cleveland Heights CESAP. The City sees tremendous value in partnering with advocates throughout the community with a passion for street safety when developing plans and programs, since insights provided from a wide variety or perspectives tend to lead to more comprehensive and equitable range of recommendations. The Stakeholder Engagement Plan devised to guide public and stakeholder engagement efforts is provided in **Appendix C**.

Members of the TAC were invited from a variety of organizations within and around the City of Cleveland Heights, including City Departments, the Police Department, the Fire Department, Cuyahoga County, the Greater Cleveland Regional Transit Authority (GCRTA), the School Board, and several pedestrian and bicyclist advocacy groups. The invitation requested individuals who would like to help develop and champion the CESAP through a number of responsibilities, including:

- provide guidance in identifying community outreach opportunities
- review technical deliverables for consistency
- provide input relating to safety concerns and equity concerns within the City's multimodal transportation network
- spread information about and participate in outreach activities
- review the draft project prioritization
- review the draft CESAP
- monitor the Key Performance Indicators established in the CESAP

The TAC met virtually on a monthly basis to discuss the CESAP at every stage of its development. Three individual meetings were conducted with specific groups of stakeholders from which the City sought additional input. **Table 1** summarizes the TAC meeting dates and the primary agenda items discussed at each meeting. Meeting summaries from the TAC meetings are provided in **Appendix D**. Two of the TAC meetings overlapped with other community engagement events and did not include meeting notes.

TABLE 1: TAC MEETINGS

Date	Agenda
March 27, 2024	1. Outline of the SS4A Program 2. City's Vision for the CESAP 3. Role of the TAC 4. Project Schedule
April 24, 2024	1. Input Received from April 3 Open House 2. Project/Activities Being Considered for an SS4A Planning and Demonstration Grant 3. Preliminary Crash Analysis Results
May 22, 2024	1. Introduction of New Members 2. TAC Role and Responsibilities 3. Public Engagement Opportunities 4. High Crash Location Walk-Throughs
June 25, 2024	Stakeholder Meeting with Public Works, Police Department, and Fire Department. 1. CESAP Review 2. Stakeholder Input 3. Next Steps
June 27, 2024	TAC Meeting incorporated into Mobility Tour (see **Section III.6**)
July 24, 2024	1. Public Engagement 2. Potential SS4A Planning and Demonstration Grant Projects 3. Future TAC Roles and Responsibilities
August 8, 2024	Stakeholder Meeting with Greater Cleveland Regional Transit Authority
August 21, 2024	TAC Meeting held in advance of Open House (see **Section III.7**)
September 24, 2024	Stakeholder Meeting with Cleveland Heights-University Heights City School District and Heights Libraries
September 25, 2024	1. Public Engagement 2. Project Prioritization 3. Future TAC Roles Responsibilities
October 23, 2024	Discussion of Project Prioritization Lists (see **Section VI.8** and **Section VI.9**)

I.3.A. Stakeholder Meetings

The Stakeholders Meeting with Public Works, the Police Department, and the Fire Department on June 25, 2024, provided insight about several areas within the City of existing concern (Noble Road, Cedar-Fairmount District, Taylor Road and Mayfield Road intersection, Taylor Road and Fairmount Boulevard intersection, Euclid Heights Boulevard, Harcourt Drive at Euclid Heights Boulevard, Monticello Boulevard and Mayfield Road intersections and crosswalks along Euclid Heights Boulevard). The Fire Department also requested that all traffic calming measures be developed with consideration for the length of their fire engines and associated equipment.

The Stakeholder Meeting with the GCRTA on August 8, 2024, involved several drivers of GCRTA buses and discussion revolved around the routes that travel to and through Cleveland Heights (35, 40, 11, 9 ,41), specific intersections of concern (Mayfield Road and Lee Road, Mayfield Road and Warrensville Center Road, Cedar Road and Lee Road), and other issues that create potential safety hazards for buses and bus drivers (trees/debris in roadways, narrow lanes or blocked shoulders due to construction, traffic congestion, utility poles and other fixed objects that are too close to roads near bus stops, and cars parked in bus stop locations). The GCRTA stakeholders requested consideration for improvements such as:

- Increased enforcement to prohibit parking in bus stops
- Better pavement markings to prohibit parking in bus stops
- More clearly defined pedestrian areas
- Appropriate spacing between bus stops and intersections
- Wider crosswalks and ADA ramps

The Stakeholder Meeting with staff from the Cleveland Heights-University Heights City School District and the Heights Libraries on September 24, 2024, centered primarily on the safety of especially vulnerable road users such as students walking and biking to and from school. It was noted that many students who bike to school use the sidewalks, which creates a conflict between pedestrians and bicyclists, but they do not have separate facilities and do not feel safe enough to bike on streets. The stakeholders also noted that students and parents alike are often seen walking in streets when it snows, since the roads get plowed but sidewalks are often left covered in snow, making it too difficult to walk. Several of the stakeholder mentioned high speeds on roads such as Lee Road and Euclid Heights Boulevard, noting that they would support the installation of speed tables or raised crosswalks to introduce more traffic calming elements.

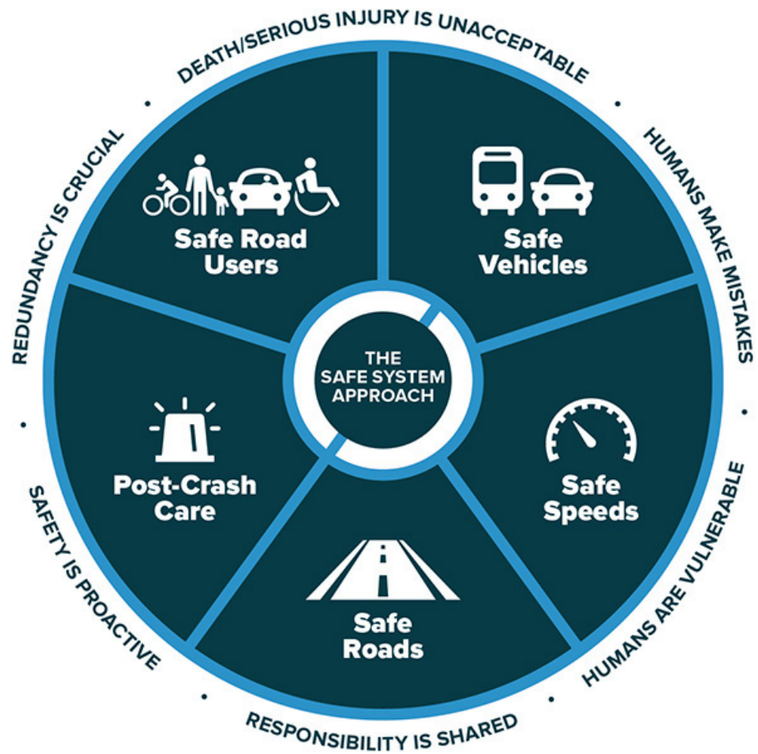
I.4. THE SAFE SYSTEM APPROACH

The Safe Systems Approach is built on the idea that humans make mistakes on roadways, but that these mistakes should not result in death or serious injury. This approach champions the philosophy that road infrastructure should be managed to account for human error. There are six principles that form the basis of the Safe System Approach:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

These principles are utilized to create programming that considers human error, ultimately resulting in programs that are better poised to achieve zero roadway deaths and serious injuries. Additionally, this approach is heavily focuses on five complementary objectives:

- Safer People
- Safer Roads
- Safer Vehicles
- Safer Speeds
- Post-Crash Care



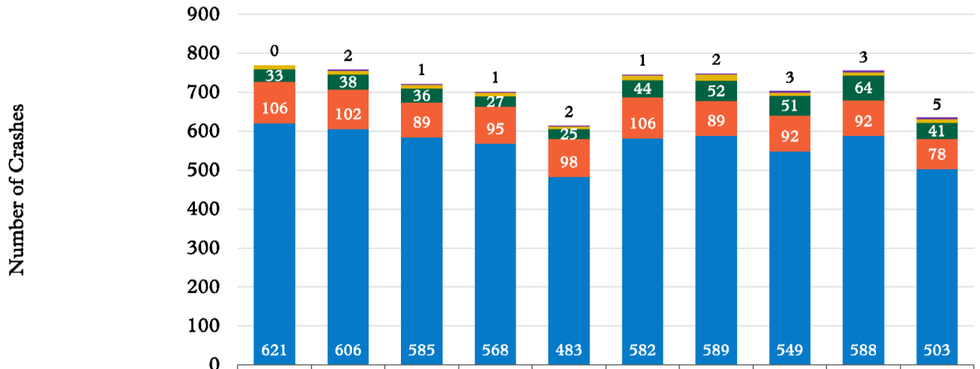
Source: FHWA.

II. Safety Analysis

II. SAFETY ANALYSIS

This CESAP is first and foremost intended to be data-driven. The crash history within the City of Cleveland Heights has led to concerns with the safety of the roadway network, and ultimately will drive the expenditures of safety improvement funds. The historical crash data utilized in this analysis was obtained from the Ohio Department of Transportation's (ODOT's) GIS Crash Analysis Tool.

A total of 7,172 crashes were recorded within the City of Cleveland Heights during the 10-year analysis period from January 1, 2014, through December 31, 2023. The crashes included 20 fatal crashes, 98 serious injury crashes, 414 minor injury crashes, 953 possible injury crashes, and 5,687 property damage only (PDO) crashes. The frequency and severity of crashes that occurred fluctuated throughout the 10-year period. Significantly, 11 (55%) of the fatal crashes occurred in the last three years of the 10-year analysis period.



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal	0	2	1	1	2	1	2	3	3	5
Serious Injury	9	10	10	10	6	12	16	8	8	9
Minor Injury	33	38	36	27	25	44	52	51	64	41
Possible Injury	106	102	89	95	98	106	89	92	92	78
Property Damage Only	621	606	585	568	483	582	589	549	588	503

FIGURE 1: CRASH SEVERITY BY YEAR, 2014-2023

This Chapter delves deeper into the fatal crashes and crashes that involved bicyclists or pedestrians. In pursuit of Vision Zero, it is essential that patterns in these crashes be addressed through infrastructure or policy improvements. In particular, several geographical clusters of fatal crashes and clusters of bicycle and pedestrian crashes were identified for further exploration. Note that safety countermeasures identified for these clusters may be appropriate elsewhere in the City as well, but the priority of the CESAP is addressing areas with established safety concerns.

The City of Cleveland Heights will update the historical crash analysis summarized in this CESAP on a regular basis so that new crash patterns and trends can be identified and addressed. The City was awarded a Planning and Demonstration grant through the SS4A program in Fiscal Year 2024, which will in part be utilized to fund an update to the historical crash analysis to incorporate 2023 and 2024 crash data into the CESAP.

II.1. FATAL CRASHES

Crash reports from the 20 crashes that resulted in one or more fatalities were reviewed in detail to document circumstances around each:

- May 5, 2015: daylight, wet surface, resulted in one fatality. A single vehicle crash occurred when a vehicle travelling southbound on S. Taylor Road approaching the intersection of Fairmount Boulevard ran the red light at the intersection. The vehicle continued southbound across Fairmount Boulevard, ran off the road, and struck the front of a house on Fairmount Boulevard. The elderly driver (65+) had an illness at the time and expired at the scene due to injuries sustained.

- September 27, 2015: dusk, dry surface, resulted in one fatality. A left turn crash occurred when a vehicle headed eastbound on Caledonia Avenue attempted to turn left onto Ravine Drive and struck a motorcycle travelling westbound on Caledonia Avenue at a high rate of speed. The driver of the motorcycle expired at the scene.

- July 15, 2016: daylight, dry surface, resulted in one fatality. A head-on crash occurred when a vehicle travelling westbound on Noble Road at a high rate of speed was straddling both westbound lanes approaching the Greyton Road intersection. The vehicle struck other vehicles stopped at the traffic light at Greyton Road, and then continued through the intersection, ran off the road, and struck a brick column. The driver of the vehicle expired at the scene.

- August 17, 2017: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred when a pedestrian who was standing on the traffic triangle at the intersection of Euclid Heights Boulevard with Overlook Road and Edgehill Road ran out onto the eastbound lanes of Euclid Heights Boulevard in front of a vehicle travelling eastbound on the roadway. The pedestrian expired due to injuries sustained.

- March 3, 2018: dark – lighted roadway, dry surface, resulted in one fatality. A single vehicle crash occurred when a vehicle travelling at high rate of speed southbound on Belvoir Boulevard ran off the road into an embankment and struck a tree. The driver expired at the scene due to injuries sustained.

- September 4, 2018: daylight, dry surface, resulted in one fatality. A head-on crash occurred when a vehicle travelling eastbound on Mayfield Road from Ivydale Road veered left across the two-way-left-turn-lane into oncoming traffic and struck a vehicle travelling Westbound on Mayfield Road. The elderly driver (65+) travelling eastbound expired due to injuries sustained.

- August 15, 2019: dark – lighted roadway, dry surface, resulted in one fatality. An angle crash occurred when a vehicle travelling west on Mayfield Road at a high rate of speed, approached the intersection of Taylor Road, ran the red light, and struck a vehicle travelling southbound on Taylor Road with the flow of traffic. The driver travelling southbound expired due to injuries sustained. Toxicology reports indicate that the driver travelling westbound tested positive for drug and alcohol impairment.

- October 27, 2020: dark – lighted roadway, wet surface, resulted in one fatality. A single vehicle crash occurred when a vehicle was travelling westbound on Nelaview Road and began to enter N. Taylor Road at the signalized intersection. The driver lost control and ran off the roadway, striking a pole. The driver expired due to injuries sustained.

- December 28, 2020: dawn, wet surface, resulted in one fatality. A bicycle crash occurred when a vehicle travelling southbound on Lee Road approaching Coleridge Road, attempted to pass a bicycle traveling on the right side of the southbound lane of traffic (near the curb). The bicycle moved into the middle of the lane in front of the vehicle, and the vehicle struck the bicycle. The cyclist expired due to injuries sustained.

- January 1, 2021: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred when a pedestrian at the curb in front of 2945 Euclid Heights Boulevard was talking to the driver of a stopped car through the passenger window. The pedestrian fell to the ground as the vehicle pulled away. The pedestrian was struck by the right rear tire of the vehicle. The pedestrian expired due to injuries sustained. Toxicology reports indicate that the driver of the vehicle and the pedestrian were both under the influence of drugs and alcohol.

- May 25, 2021: daylight, dry surface, resulted in one fatality. A left turn crash occurred when a vehicle headed southbound on S. Taylor Road was waiting to turn left onto eastbound Mayfield Road. The driver failed to yield to oncoming traffic and crashed into a vehicle headed northbound on Taylor Road. The elderly driver (65+) turning left expired due to injuries sustained.

- October 5, 2021: daylight, dry surface, resulted in one fatality. A pedestrian crash occurred when a vehicle travelling southbound on Noble Road struck a pedestrian who was walking westbound across Noble Road at an unmarked location. The pedestrian expired due to injuries sustained.

- February 17, 2022: dark – lighted roadway, wet surface, resulted in one fatality. A single vehicle crash occurred when a vehicle travelling westbound on Nelaview Road ran off the roadway near 937 Nelaview Road, striking multiple trees. The driver expired due to injuries sustained. Toxicology reports indicated the that the driver was under the influence of drugs and alcohol.

- March 26, 2022: dark – lighted roadway, wet surface, resulted in one fatality. A single vehicle crash occurred when a vehicle travelling eastbound on Superior Road ran off the roadway to the left and struck a tree. The driver expired at the scene due to injuries sustained. Toxicology reports indicated the that the driver was under the influence of drugs and alcohol.

- July 14, 2022: dark – lighted roadway, dry surface, resulted in one fatality. A single vehicle crash occurred when a motorcycle travelling west on Monticello Boulevard struck a curb on Monticello Boulevard near Thorne Road and ran into a tree. The driver expired at the scene due to injuries sustained. Toxicology reports indicated the that the driver was under the influence of drugs and alcohol.

- January 19, 2023: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred when a vehicle travelling northbound on Lee Road failed to yield to a pedestrian walking eastbound across Lee Road in a marked crosswalk. The pedestrian expired due to injuries sustained.

- February 5, 2023: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred at the intersection of Lee Road and Cedar Road, when a vehicle travelling northbound on Lee Road ran a red light, struck a vehicle headed westbound on Cedar Road, causing the northbound vehicle to strike a pedestrian in the north crosswalk. The pedestrian expired due to injuries sustained.

- August 27, 2023: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred when a vehicle travelling westbound on Monticello Boulevard approaching Roanoke Road struck a pedestrian who had fallen in the travel lane while walking northbound across Monticello Boulevard. The pedestrian expired due to injuries sustained.

- October 4, 2023: daylight, dry surface, resulted in one fatality. A left turn crash occurred when a moped travelling eastbound on Cedar Road was approaching the intersection with Goodnor Road when another vehicle was making a westbound-left turn from Cedar Road onto Southbound Goodnor Road. The moped attempted to brake but could not in time and caused the vehicle to run over the fallen moped driver. The moped operator expired due to injuries sustained.

- October 13, 2023: daylight, dry surface, resulted in one fatality. A single vehicle crash occurred when a vehicle travelling northbound on Superior Road struck the curb in the northbound lane, causing the vehicle to run off the road on the right, running into a utility pole. The driver expired due to injuries sustained. Toxicology reports indicated the that the driver was under the influence of drugs.

II.2. FATAL CRASH CLUSTERS

Three areas within the City of Cleveland Heights were isolated and further analyzed due to the geographical clustering of fatal crashes recorded within the 10-year analysis period. The overall crash history of each fatal crash cluster area was further investigated, and the areas were reviewed in an effort to identify characteristics of the roadway network that could be subject to safety countermeasures. A brief summary of each of the fatal crash clusters follows. More thorough analyses of each cluster are provided in **Appendix E**.

Fatal Crash Clusters

A Taylor Road and Mayfield Road Intersection

B North of Monticello

C Cedar-Lee District

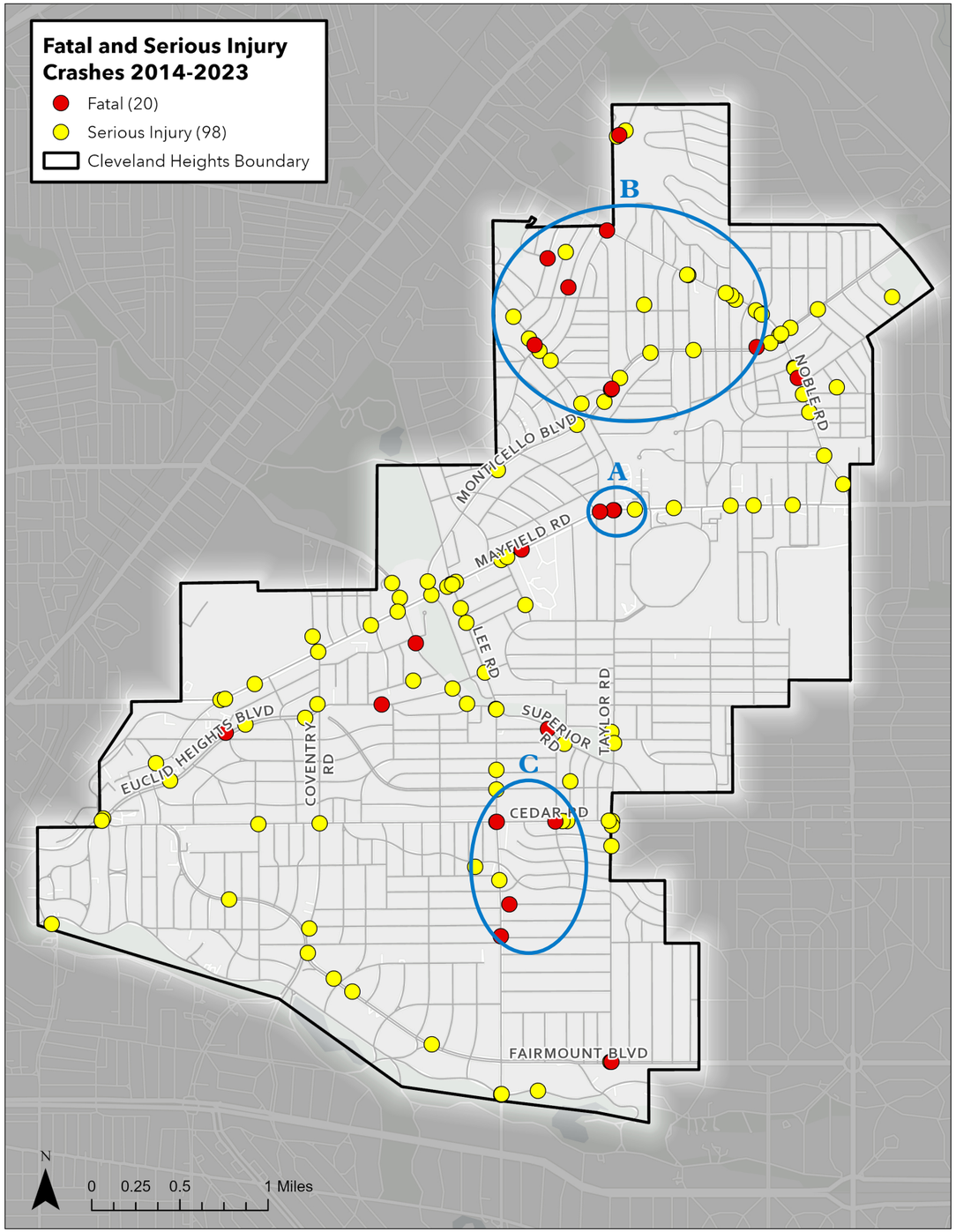


FIGURE 2: MAP OF FATAL AND INCAPACITATING CRASHES

II.2.A. Taylor Road and Mayfield Road Intersection

FIGURE 3: FATAL AND SERIOUS INJURY CRASH LOCATIONS, TAYLOR ROAD AND MAYFIELD ROAD INTERSECTIONS

The intersection of Taylor Road and Mayfield Road is a four-leg signalized intersection. There were 104 reported crashes at this intersection during the analysis period from 2014 to 2023, including two (2) fatal crashes. Rear end crashes were the most common crash type with 41 percent (41%) of the overall crashes. 34 percent (34%) of crashes occurred under dark conditions (including dusk and dawn), 17 percent (17%) with wet surface conditions, and 5 percent (5%) with snowy surface conditions. 25 percent (25%) of crashes at the intersection were coded as speeding-related and 6.7 percent (6.7%) were coded as alcohol-related. The detailed report of the fatal and serious injury crash analysis for this intersection can be found in **Appendix E**.

II.2.B. North of Monticello

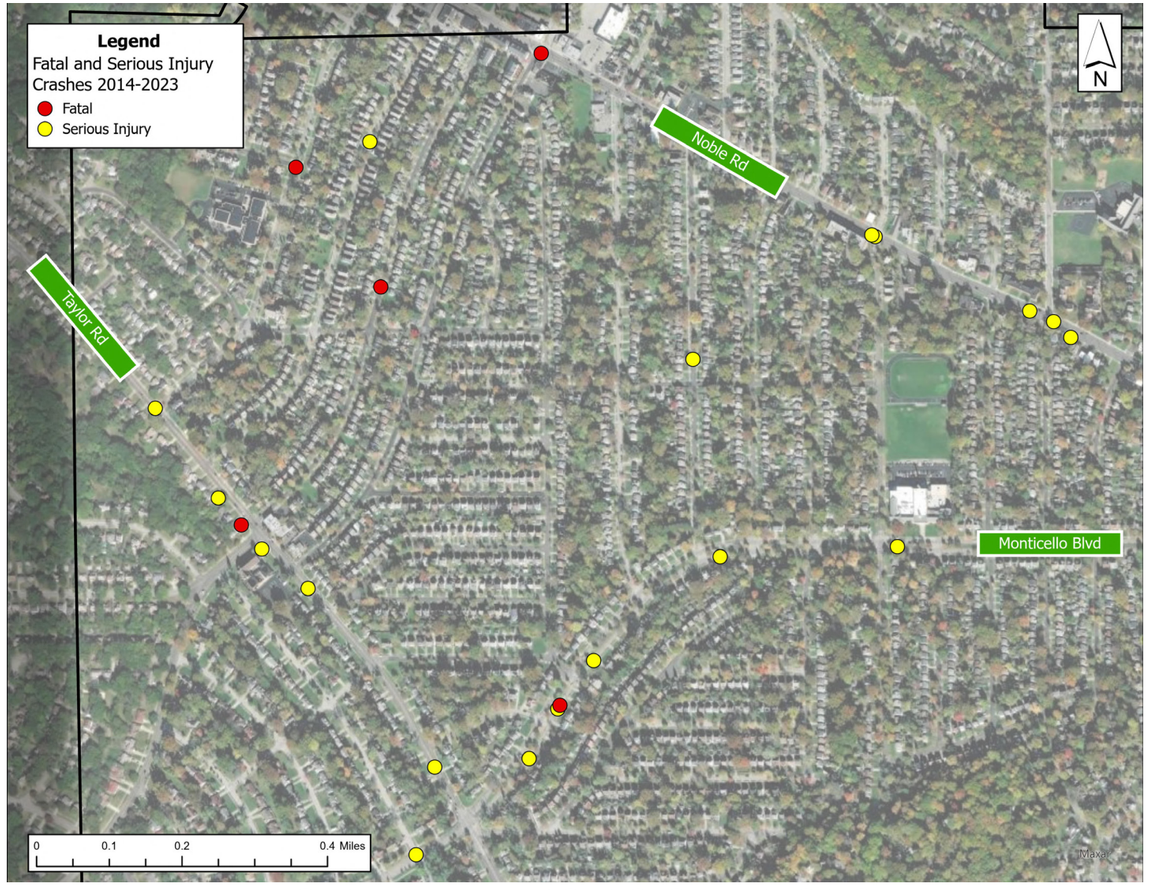


FIGURE 4: FATAL AND SERIOUS INJURY CRASH LOCATIONS, NORTH OF MONTICELLO BOULEVARD

This 'North of Monticello' cluster is near the northern City boundary, bounded by Monticello Blvd to the south, Noble Road to the east, and Taylor Road to the west. There were 201 crashes recorded in this general area from 2014 to 2023, with five (5) of those crashes being fatal. Angle crashes were the most prevalent crash type, representing of 23 percent (23%) of the crashes. 44 percent (44%) of crashes occurred under dark conditions (including dusk and dawn), 23 percent (23%) with wet surface conditions, and 8 percent (8%) with snowy surface conditions. Approximately 16 percent (16%) of crashes were coded as speeding-related and 9 percent (9%) of crashes were coded as alcohol-related. The detailed report of the fatal and serious injury crash analysis for this study area can be found in **Appendix E**.

II.2.C. Cedar-Lee District

All four (4) of the fatal crashes recorded in the Cedar-Lee District involved vulnerable road users, so the Cedar-Lee District crash analysis breakdown is included in the following section regarding Pedestrian and Bicycle Crashes Clusters.

II.3. PEDESTRIAN AND BICYCLE CRASH CLUSTERS

As with the geographical clusters of fatal crashes, four areas within the City of Cleveland Heights were isolated and further analyzed due to the geographical clustering of pedestrian and bicycle crashes recorded within the 10-year analysis period. Note that there is overlap between the fatal and serious injury crash data and the pedestrian and bicycle crash data. Approximately 17 percent (17%) of pedestrian crashes resulted in fatality or serious injury and approximately 5 percent (5%) of bicycle crashes resulted in fatality or serious injury. In contrast, less than 0.5 percent (0.5%) of overall crashes resulted in fatality and less than 1.5 percent (1.5%) of overall crashes resulted in serious injury during the 10-year analysis period.

The overall crash history of each pedestrian and bicycle crash cluster area was further investigated, and the areas were reviewed in an effort to identify characteristics of the roadway network that could be subject to safety countermeasures, especially countermeasures focused on vulnerable road users. A brief summary of each of the four pedestrian and bicycle crash clusters follows. More thorough analyses of each cluster are provided in **Appendix E**.

Pedestrian and Bicycle Crash Clusters

- **A** Cedar-Lee District
- **B** Noble Road
- **C** Coventry Buisiness District
- **D** Cedar-Fairmount Buisiness District

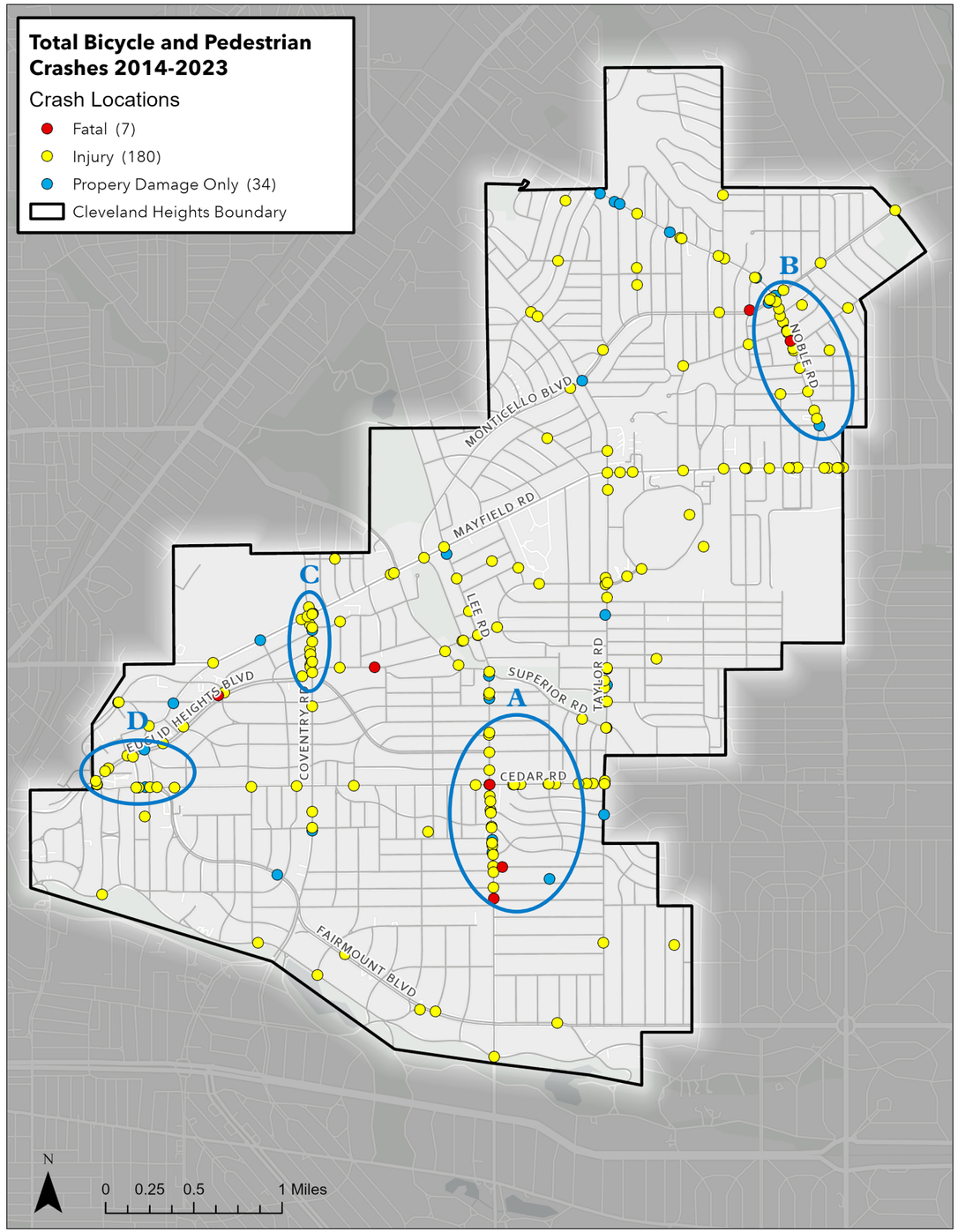


FIGURE 5: MAP OF PEDESTRIAN AND BICYCLE CRASHES

II.3.A. Cedar-Lee District

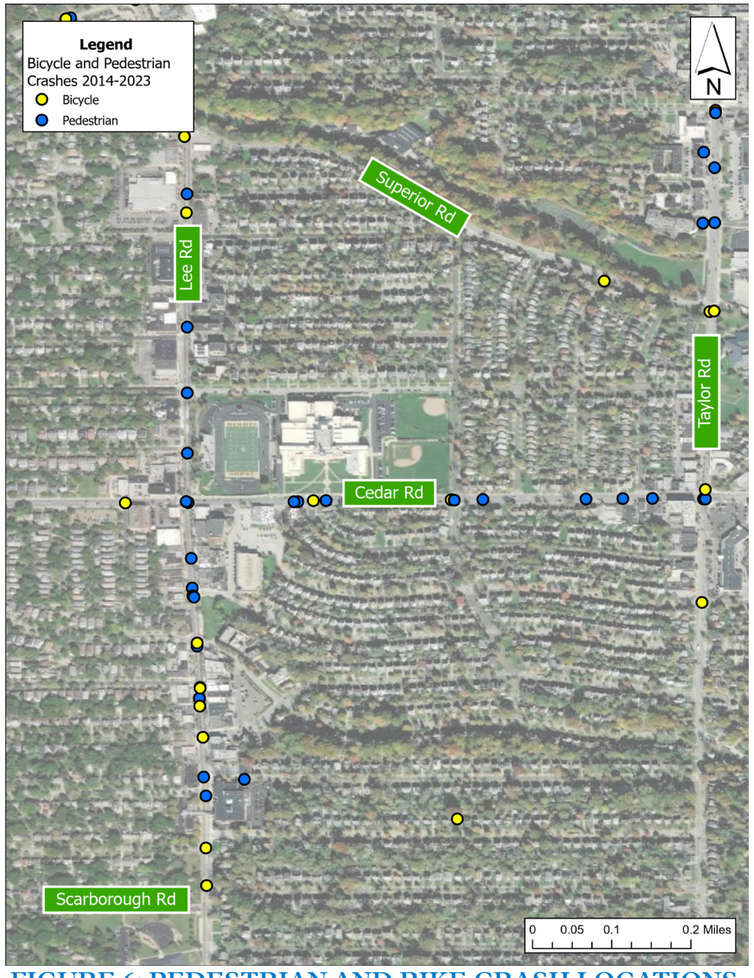


FIGURE 6: PEDESTRIAN AND BIKE CRASH LOCATIONS, CEDAR-LEE CORRIDOR

The Cedar-Lee District was defined for this analysis as Cedar Road from Lee Road to Taylor Road and Lee Road from Scarborough Road to Superior Road. There were 811 crashes reported on these two corridors during the 10-year analysis period, including four (4) fatal crashes. Of the four fatal crashes, two (2) involved pedestrians, one (1) involved a cyclist, and one (1) involved a moped. Pedestrian and bicycle crashes combined for 5 percent (5%) of the overall crashes in this district, and rear end crashes were the most common, accounting for 33 percent (33%) of crashes within the corridor. 29 percent (29%) of crashes occurred under dark conditions (including dusk and dawn), 19 percent (19%) with wet surface conditions, and 8 percent (8%) with snowy surface conditions. Approximately 7 percent (7%) of crashes were coded as speeding-related and 3.1 percent (3.1%) of crashes were coded as alcohol-related. The detailed report of the pedestrian and bicycle crash analysis for this corridor can be found in **Appendix E**.

II.3.B. Noble Road

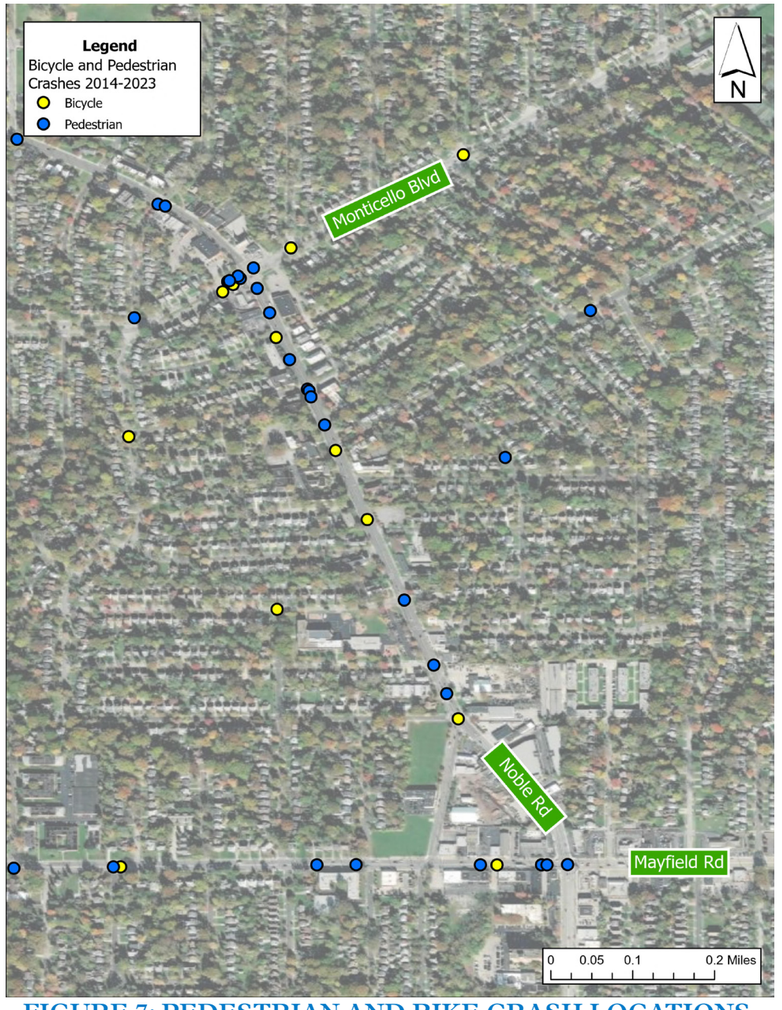


FIGURE 7: PEDESTRIAN AND BIKE CRASH LOCATIONS, NOBLE ROAD

This cluster includes the portion of Noble Road from Mayfield Road to Monticello Boulevard, which provides access to Noble Elementary School, the Noble Neighborhood Branch of the Heights Libraries, and Church on the Heights. There were 435 crashes along this stretch of roadway from 2014 through 2023. Two (2) fatal crashes reported, both involving pedestrians. Pedestrian and bicycle crashes accounted for 6 percent (6%) of all crashes, with rear ends being the most common crash type at 30 percent (30%). 36 percent (36%) of crashes occurred under dark conditions (including dusk and dawn), 17 percent (17%) with wet surface conditions, and 8 percent (8%) with snowy surface conditions. Approximately 8 percent (8%) of crashes were coded as speeding-related and 3.9 percent (3.9%) of crashes were coded as alcohol-related. The detailed report of the pedestrian and bicycle crash analysis for Noble Road can be found in **Appendix E**.

II.3.C. Coventry Business District

FIGURE 8: PEDESTRIAN AND BIKE CRASH LOCATIONS, COVENTRY BUSINESS DISTRICT

The Coventry Business District is generally bounded by Euclid Heights Boulevard to the south and Mayfield Road to the north. There were 322 crashes reported within this cluster from 2014 through 2023, with bicycle and pedestrian crashes comprising 7 percent (7%) of the total crashes. Rear end crashes were the most frequent crash type along this stretch of road with 31 percent (31%) of the overall crashes. 35 percent (35%) of the crashes in the Coventry Business District occurred under dark conditions (including dusk and dawn), 20 percent (20%) occurred with wet surface conditions, and 7 percent (7%) with snowy surface conditions. Approximately 8 percent (8%) of crashes were coded as speeding-related, and 5.3 percent (5.3%) were coded as alcohol-related. The detailed report of the pedestrian and bicycle crash analysis within the Coventry Business District can be found in **Appendix E**.

II.3.D. Cedar-Fairmount Business District

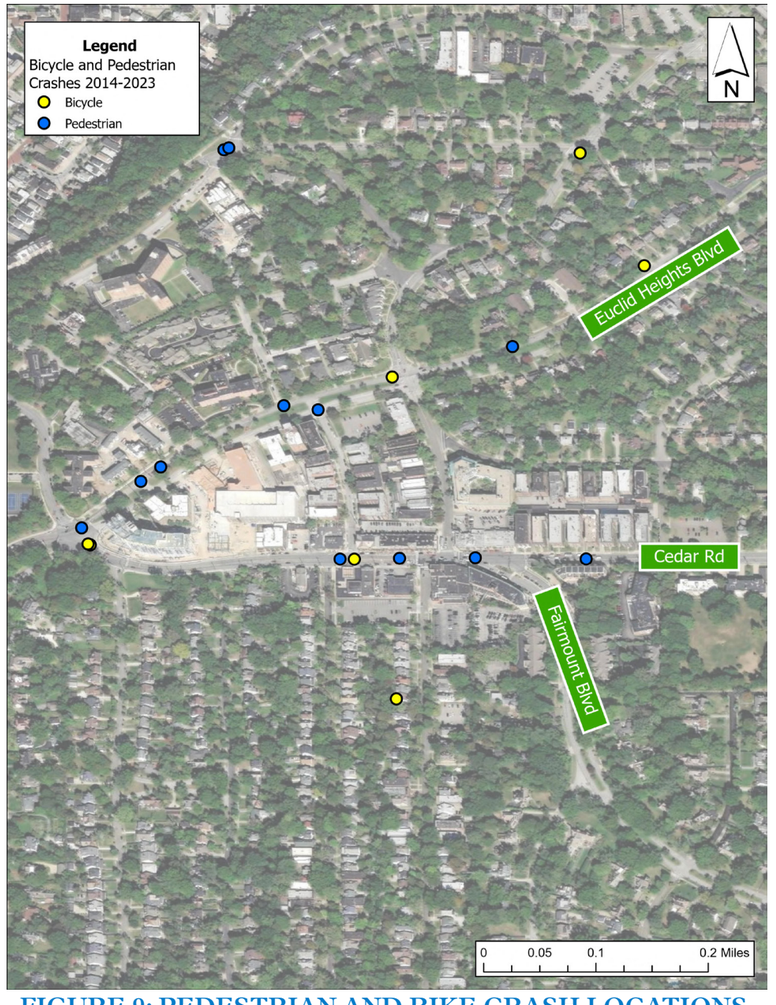


FIGURE 9: PEDESTRIAN AND BIKE CRASH LOCATIONS, CEDAR-FAIRMOUNT BUSINESS DISTRICT

For the cluster analysis, the Cedar-Fairmount Business District is considered Cedar Road from Euclid Heights Boulevard to Fairmount Boulevard and Euclid Heights Boulevard from Cedar Road to Derbyshire Road. There were 462 crashes within this cluster during the 10-year analysis period. Pedestrian and bicycle crashes combined to comprise 2 percent (2%) of the overall crashes, and sideswipes were the most common crash type with 37 percent (37%) of the crashes. 22 percent (22%) of crashes within the Cedar-Fairmount Business District occurred under dark conditions (including dusk and dawn), 20 percent (20%) occurred with wet surface conditions, and 7 percent (7%) with snowy surface conditions. Approximately 6 percent (6%) of crashes were corded as speeding-related and 2.6 percent (2.6%) were coded as alcohol-related. The detailed report for the pedestrian and bicycle crash analysis within the Cedar Fairmount Business District can be found in **Appendix E**.

III. Engagement and Collaboration

III. ENGAGEMENT AND COLLABORATION

In addition to the historical crash analysis aimed at identifying locations within the City of Cleveland Heights transportation network where safety improvements are imperative in pursuit of Vision Zero, the project team preparing this CESAP recognized the benefit of elaborate community engagement to identify opportunities for proactive safety improvements to areas where road users may feel unsafe, even if there have not (yet) been crashes at those locations. One of the primary ways that the public can help identify these opportunities for proactive safety countermeasures is through sharing locations of *near-miss* incidents. Although many of the countermeasures recommended in the CESAP are focused on locations with an established history of crashes, the City recognizes that a near-miss incident may have been a harmful incident if any of a number of factors were only slightly varied. Thus, near-miss locations are taken seriously as potential locations where countermeasures could prevent the future incident of a fatal or serious injury crash.

Near-Miss:

An incident in which no property was damaged and no personal injury was sustained, but where, given a slight shift in time or position, damage or injury easily could have occurred.

The project team sought input from a wide variety of opinions and perspectives through the Technical Advisory Committee, but even more so through the Public Open House events and pop-up events that were conducted during the development of this CESAP.

The citizens of Cleveland Heights proved to be a thoughtful and insightful source throughout the development of the CESAP. Their persistent willingness to provide feedback and innovative thoughts about safety on the City's transportation network guided the development of the CESAP from the individual countermeasures contemplated to the overarching policy recommendations included herein. Input from the public made clear from the start that the appetite for roadway safety countermeasures was high, especially those that would serve vulnerable road users such as wheelchair users, pedestrians, and bicyclists. The participants from the public were quick to suggest new or improved sections of sidewalks, bike lanes, and multi-use paths. They were also by and large supportive of proposals to introduce traffic calming measures such as raised crosswalks, chicanes, and roundabouts.

Perhaps the most persistent of the themes reiterated by the public whenever they were engaged was the immediacy of the need for safety improvements. Residents of all stripes were emphatic that the City should be implementing safety countermeasures as quickly as possible. The City responded to this insistence by not only acknowledging that many of the short term/low cost improvements could (and would) be considered a priority in the CESAP, but also by applying for an SS4A Planning and Demonstration grant in the Fiscal Year 2024 cycle to leverage City funds with additional federal funding to implement demonstration projects for some of the more involved projects, such as traffic signal improvements and road diets. More specific information about the projects that will be undertaken through the Planning and Demonstration grant is provided in **Section VII.2**.

III.1. PROJECT WEBSITE

The design of the Safe Streets 4 Cleveland Heights website, located at www.safestreets4CH.com, was guided by a vision to create a user-friendly platform for informing and engaging community members in the effort to improve street safety in Cleveland Heights. The website is structured with clear navigation that reflects the project's goals and stages: a homepage introducing the initiative, a "Project Overview" section explaining key objectives, an "Engage" section detailing outreach efforts, and a "Resources" area providing downloadable materials and updates on recommendations. The bright, accessible design following the City's and the project's brand identity, complemented by interactive elements like contact forms and feedback submission tools, ensures that all community members feel welcome to participate.

A website like this is crucial for effective public engagement because it centralizes accurate and timely information, making it easy for residents to stay informed and involved, even if they cannot attend in-person events. By acting as a "one-stop shop," it eliminates the barriers of misinformation or missed updates, fostering transparency and trust in the process. The "Engage" section, in particular, highlights the importance of inclusivity by summarizing outreach events for those unable to attend. These summaries include vivid descriptions of outreach methods, such as pop-up surveys and workshops, engaging photographs of the events, and concise summaries of the public feedback collected.

Notably, the website's analytics reflect its success in reaching and engaging the community. With over 3,000 page views and 1,400 unique visitors, it is clear that residents found the site a valuable resource through the development of this CESAP. The event recaps proved to be the most visited content, underlining the community's interest in staying informed about engagement efforts and learning from the feedback shared. These recaps offered meaningful insights for residents and showed how public input shaped the project's direction.

The Safe Streets 4 Cleveland Heights website played a pivotal role in the engagement process, serving as a reliable hub for information and updates. By featuring event summaries, public input details, and final recommendations, it empowered the community with knowledge and encouraged sustained participation. The website will be maintained after the CESAP is adopted as a central source for information about the City's pursuits through SS4A and other safety programs.

III.2. INTENTIONAL BRANDING

A strong and consistent project brand identity is essential for successful public engagement initiatives like this CESAP. A well-designed brand identity creates a cohesive and recognizable visual language that resonates with the community, fostering trust and engagement. By extending the color and design elements from the City of Cleveland Heights logo, the Safe Streets brand identity seamlessly ties into the city's broader identity while introducing a unique logomark that symbolizes the project's goals. The petal forms from the city's logo were creatively adapted to evoke a sense of movement and diversity, visually reinforcing the themes of mobility, inclusion, and collaboration central to the CESAP's objectives.

This consistent brand identity was used across all communication materials, including the website, printed outreach items, and presentation slides, ensuring that every touchpoint with the community felt familiar and approachable. The use of friendly and harmonious colors, paired with the dynamic forms, made the brand inviting while establishing a sense of unity across the engagement process. This design strategy not only enhanced the visual appeal of the project but also strengthened its impact by building recognition and trust among residents. A unified brand identity helps connect every interaction—whether online, in print, or in person—creating a stronger and more effective public engagement experience.

Safe Streets 4 Cleveland Heights

Safe Streets 4 Cleveland Heights Logo

III.3. STREET TEAM

Employing a Street Team leader in the public engagement process adds immense value by fostering stronger connections between the consultant team and the community. A Street Team leader not only participates in planning meetings but also plays a pivotal role in distributing information about upcoming events and acting as a trusted conduit for dialogue. For the Safe Streets for Cleveland Heights project, we were fortunate to have Grace Geiger, a Cleveland Heights resident, as a paid member of our engagement team. Grace's deep ties to the community and personal commitment to its wellbeing made her an invaluable asset. Thanks to local partners who referred her to the project, Grace brought essential local knowledge, networks, and a genuine passion for neighborhood improvement to the process.

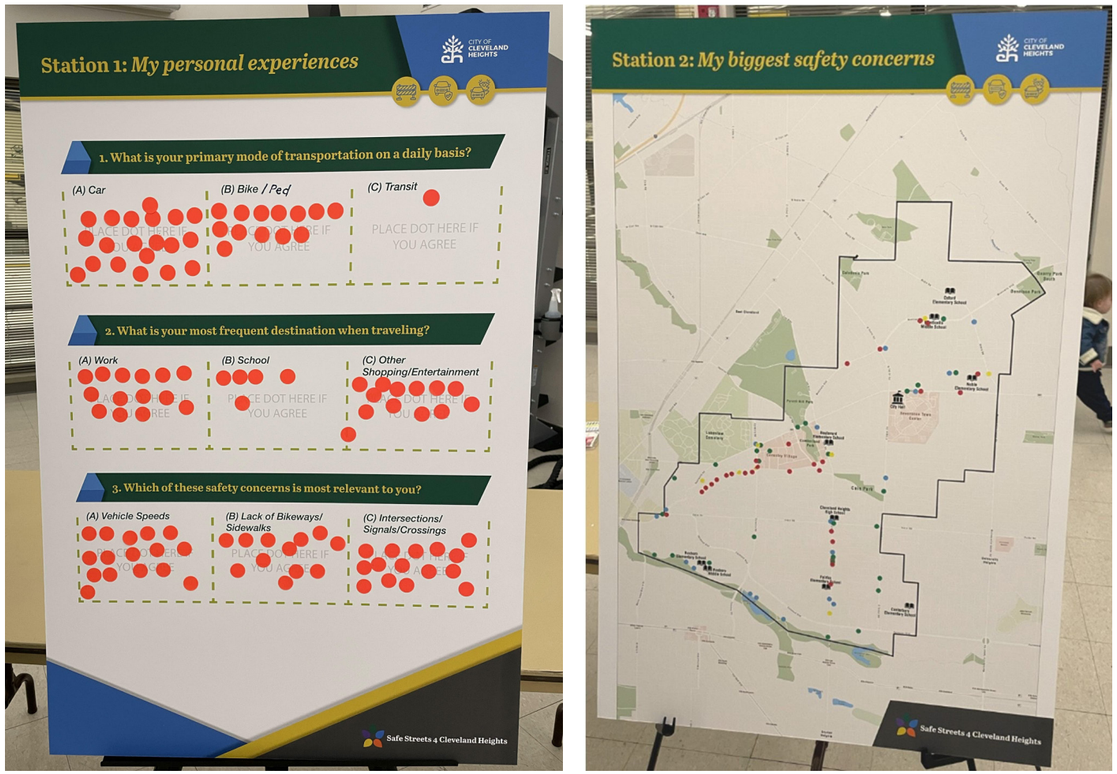
Grace's contributions exemplified the importance of having a local voice on the team. She recommended key events for outreach based on her knowledge of the area and helped extend invitations to parents for a highly successful youth-focused conversation at the Noble Public Library (see **Section III.8**). Her ability to connect authentically with residents, particularly in the Noble neighborhood, ensured that a critical part of the community was actively engaged and heard. Having a Street Team leader like Grace helped embed the unique perspectives, concerns, and aspirations of local residents into the project's process and final recommendations, ensuring that the outcomes truly reflected the needs of Cleveland Heights. By bridging the gap between the consultant team and the community, Street Team leaders are instrumental in building trust and fostering meaningful engagement.

III.4. OPEN HOUSE

On April 3, 2024, the City of Cleveland Heights hosted an Open House event at the Cleveland Heights Community Center, where community members were asked to provide input to City staff and consultant partners from Kimley-Horn and Seventh Hill. During the event, the project team had stations set up where community members could submit concerns they had about the existing transportation network.

The stations all had a facilitator that explained the station's activity and helped members through the exercises. The exercises at the stations consisted of interactive maps, survey questions, and comment cards.

The first event station consisted of community members indicating their personal experiences to three questions, by adding a sticker to the box with their preferred answer. The questions sought information about primary modes of travel and most prevalent safety concerns. The second station had a map of Cleveland Heights where attendees would indicate locations where they had safety concerns with stickers.



Open House Station 1 and Station 2

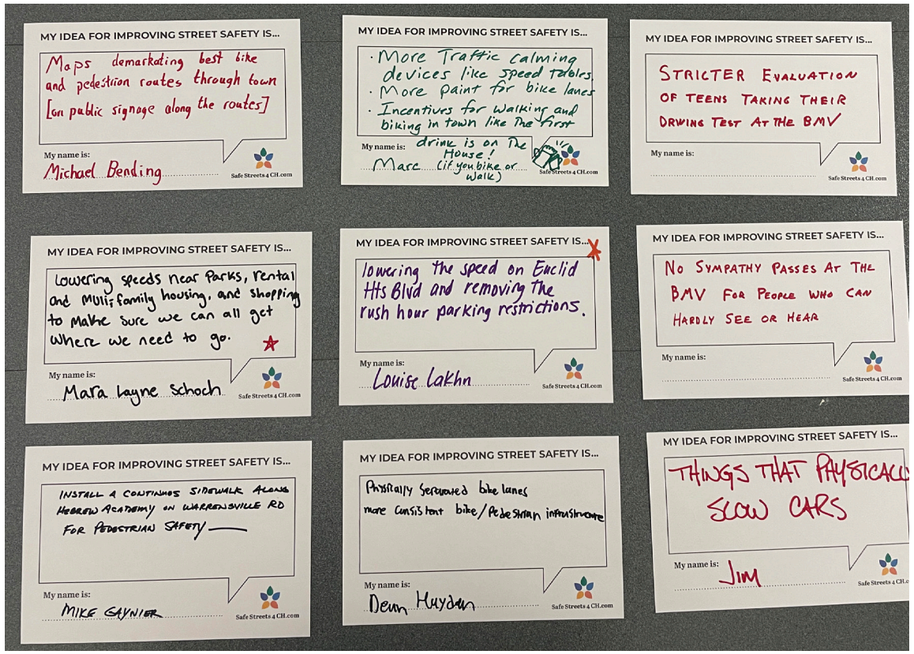
The third station had a board for attendees to write their ideas for improving safety on sticky notes. Over 55 unique ideas for improvement were added; bicycles were the most common mode of transportation mentioned in the improvement suggestions and infrastructure improvements were recommended more often than enforcement or education improvements. The fourth station consisted of comment cards with lead in prompts of, "My street safety concern is …," "My idea for improving safety is …," and "I want safe streets for …" Input from all station was reviewed and compared to identify consistent themes for safety or locations of concern. Some of the most consistent themes expressed in the Open House feedback were:

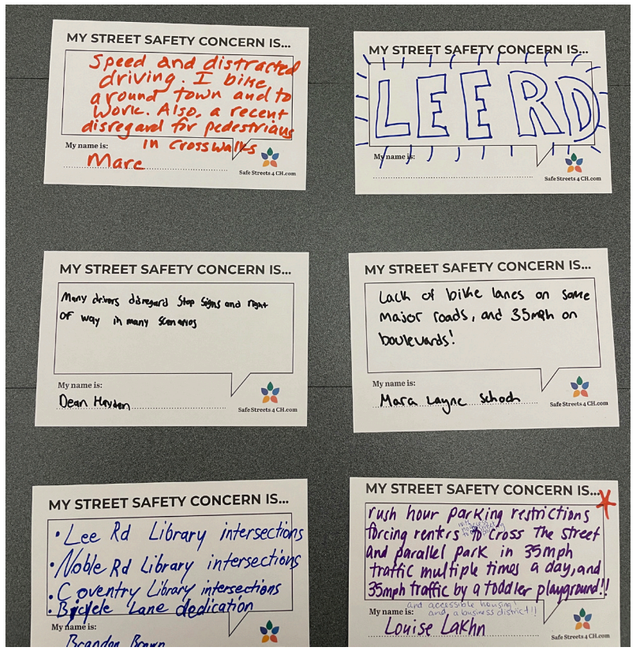
Open House Station 3

- Provide more bicycle facilities
- Improve visibility and physical barriers between pedestrians and vehicles
- Speeding vehicles and higher than appropriate speed limits make walking and biking feel unsafe
- Crosswalks need improved, such as with raised crosswalks that force vehicles to slow
- Consider roundabouts and other traffic calming measures along neighborhood roads

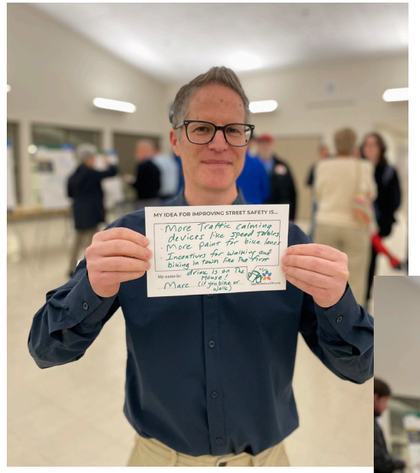
A link to the project's PublicCoordinate page was shared during the Open House as well, where participants could provide specific safety concerns or comments on an interactive GIS database. The PublicCoordinate page is discussed in more detail later in **Section III.10**.

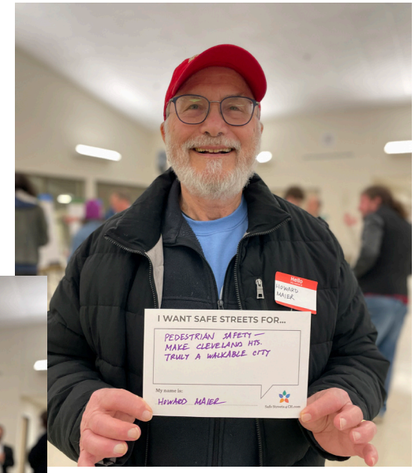
> **"My idea for improving street safety is… lowering speed limits near parks, rental and multifamily housing, and shopping to make sure we can all get where we need to go."**

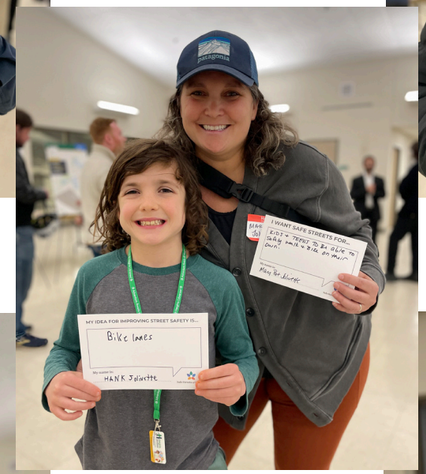


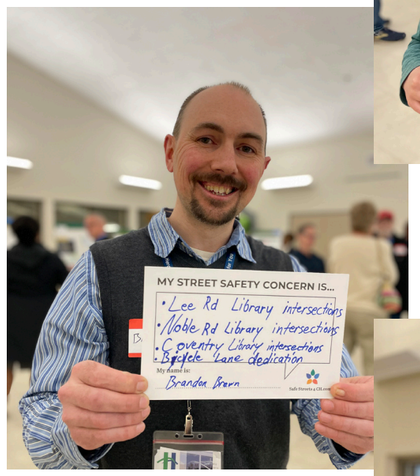


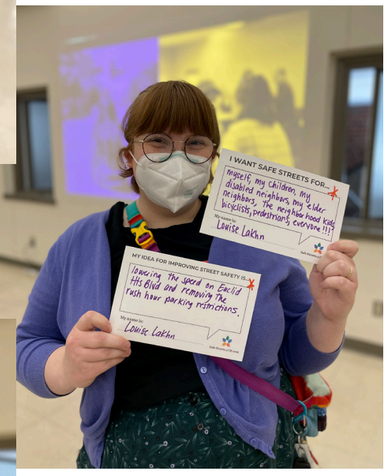
Open House Station 4 Feedback

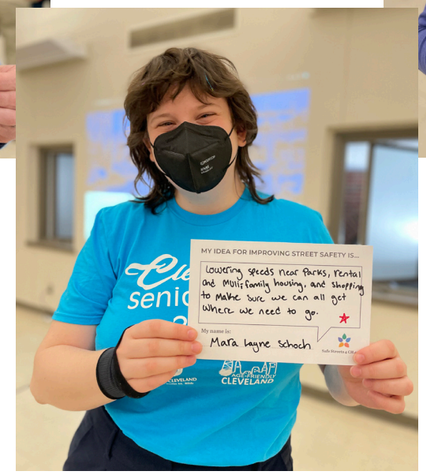








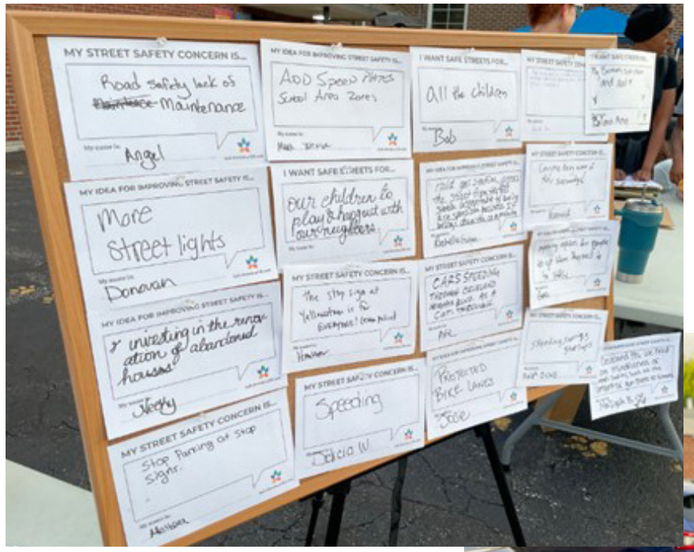




Open House Station 4 Feedback

III.5. NOBLEFEST POP-UP

On May 17, 2023, consultant team members attended the annual NobleFest event hosted at Noble Elementary School. Members of the consultant team set up engagement stations at the event for attendees to provide input that would be integrated into the CESAP.



NobleFest Pop-Up Event Station 1

The pop-up included two interactive stations. At the first station, participants were asked to write on one of three versions of comment cards that had the leading statements "My street safety concern is …", "My idea for improving street safety is…", and "I want safe streets for …"

> **"My street safety concern is… on side streets, cars speed and coming up or down the hill on Oxford (Road) you can't see if a car is coming."**

At the second NobleFest pop-up station, participants were asked to mark specific locations within Cleveland Heights where they had transportation safety concerns and indicate what concerns they have. Dot stickers were added to locations of concerns and some sticky notes were added to detail the concerns expressed by the participants. Most additions to this map during this event were concentrated in the Noble area, since many of the participants were residents of the Noble Road corridor.

These activities were both used in the Public Open House event on April 3, 2024, and the responses from both events were combined. The combined public engagement data was reviewed to observe trends between responses at both events. Locations of safety concerns marked on the printed maps were added to the online PublicCoordinate map.

Some of the locations most commonly cited for safety improvements included:

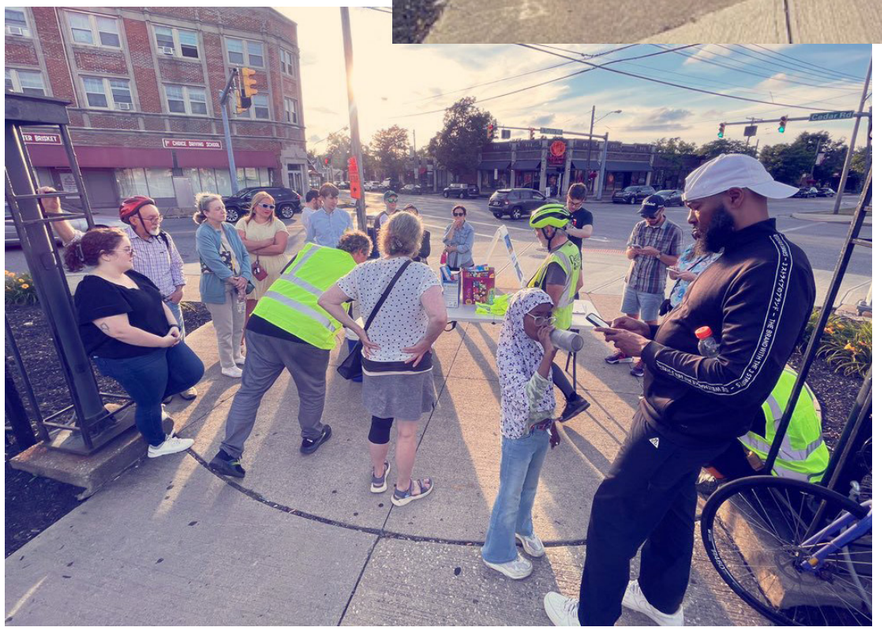
- Cedar Road from Bellfield Avenue to Fairmount Boulevard
- Lee Road from Fairmount Boulevard to Taylor Road
- Fairmount Boulevard from Lee Road to Queenston Road
- Mayfield Road and Maple Road intersection
- N Park Boulevard and Harcourt Drive intersection
- Cedar Road and Euclid Heights Boulevard and Harcourt Drive intersection

NobleFest Pop-Up Event Station 2

NobleFest Pop-Up Event

III.6. MOBILITY TOUR

On June 27, 2024, the City of Cleveland Heights project team hosted a Mobility Tour to engage with the community 'on the ground' in one of the areas of safety concern—based on both historical crash data and public feedback received prior to that date. Two route options were facilitated, with a longer bike route and a shorter walking/rolling route. Both tours began at the intersection of Cedar Road and Taylor Road. The tours were guided by project team members and allowed attendees to experience the area as a pedestrian or bicyclist and to share comments and concerns they have for pedestrian and bicyclist safety issues and brainstorm potential solutions. Attendees were able to share the comments by responding to surveys concerning five stop locations, which were customized for the two routes. At each stop location, participants selected one or more of nine different conditions related to street safety they observed and were provided the chance to give an open-ended response about the location as well.



Starting Point for Mobility Tours

The walking/rolling route went north along Taylor Road from the intersection of Taylor Road and Cedar Road until the intersection of Taylor Road and Superior Park Drive. The group made a left to continue onto Superior Park Drive before making another left onto a path that traveled through Cain Park. After traveling through Cain Park, the group continued south along Rossmoor Road until reaching Cedar Road. The group then made a left to travel east on Cedar Road until returning to the starting point of the intersection of Taylor Road and Cedar Road.

The walking/rolling tour participants made comments about sidewalks being uneven and the resulting difficulties for individuals using wheelchairs or pushing strollers, small sidewalks that are very close to fast moving traffic, some pedestrian facilities not being very visible, poles and signs restricting mobility area on sidewalks, intersections with wider curb radii that allowed for faster vehicular turns, and a desire to see the implementation of natural elements and signage that incorporate community elements along pedestrian facilities to improve aesthetics.

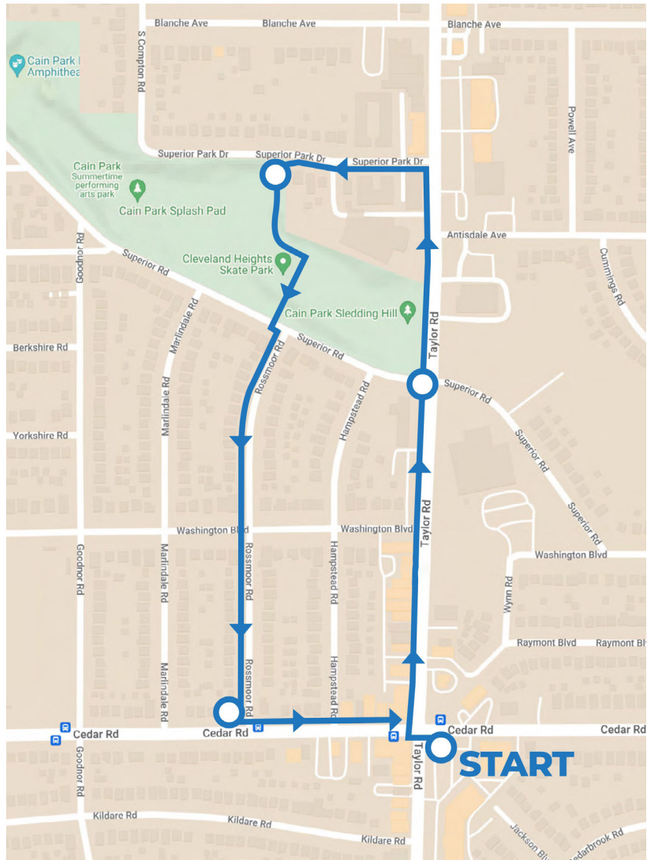
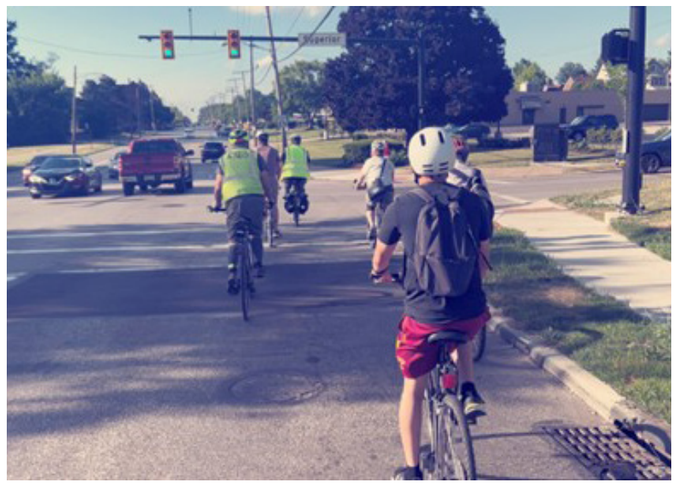


FIGURE 10: WALKING TOUR ROUTE

Participants in the Walking Tour Traveling along Rossmoor Road

The bike route also began traveling north along Cedar Road from the intersection of Cedar Road and Taylor Road. The group continued along Taylor Road until making a left turn onto Northvale Boulevard. The group then made a left onto Rutherford Road, followed by a quick right and left across Monticello Boulevard to travel along Forest Hills Boulevard. Forest Hills Boulevard changed to Rydalmount Road before making another quick right and left across Euclid Heights Boulevard to end up on Compton Road. The group continued south until making a right onto Berkeley Road, then a quick left onto Minor Park Road. The group then made a left to get onto Hyde Park Avenue and another left onto Blanche Avenue where the group traveled east. The group then made a right to travel south on Taylor Road to return to the starting point at the intersection of Cedar Road and Taylor Road.

The bicycle tour participants made comments about feeling unsafe on sections without dedicated bicycle infrastructure (particularly in area with higher speed limits), cars parked in the roadway created less space for bicyclists and forcing bicyclists closer to fast-moving traffic, recommendations for changes to intersections to improve safety, and recommendations for the creation of elements that are accessible to bicycle users of all abilities.



Participants in the Bicycle Tour Cross an Intersection

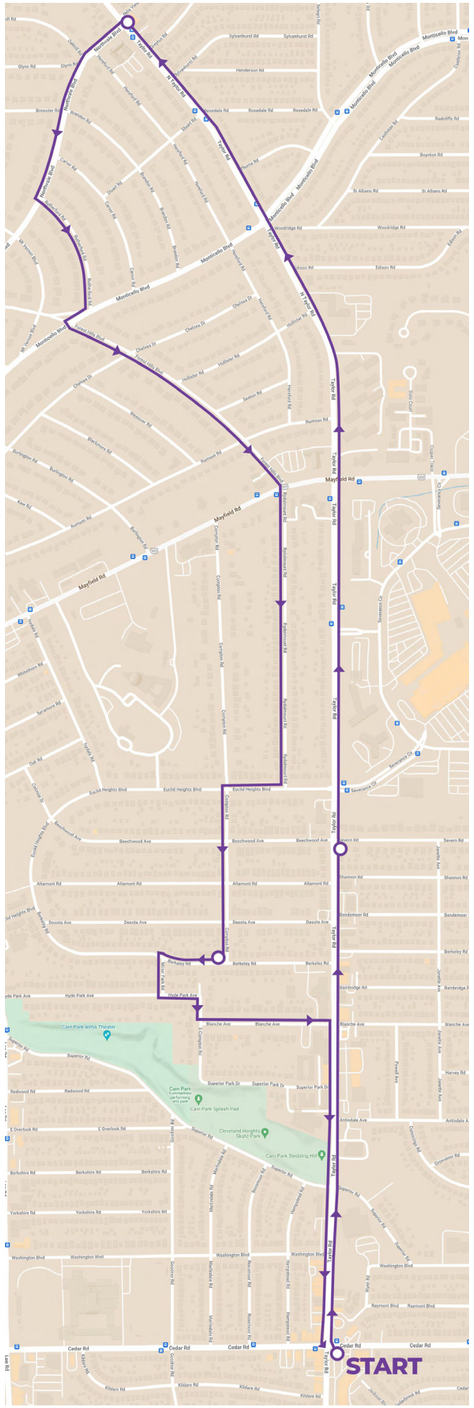


FIGURE 11: BICYCLE TOUR ROUTE

III.7. OPEN HOUSE 2

On August 21, the City of Cleveland Heights hosted a second Open House event at the Heights Libraries – Lee Road Branch. Similar to the fist open house event, several stations were set up with facilitators to explain the exercises to the attendees. This event gave attendees the opportunity to view a 'menu' of potential safety improvements at the identified crash cluster locations and to show support or ask questions about the improvements being contemplated at different locations.

Open House 2

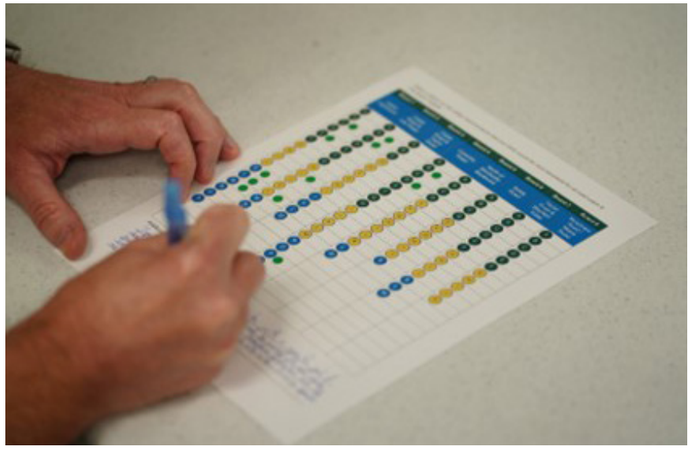
During the event, boards were set up around the room that displayed the different segments and intersections where safety countermeasures were being contemplated based on the historical crash patterns and previously provided public input. On the individual boards, the specific safety countermeasures were listed to give participants the ability to review these suggestions with the projects categorized into three implementation timeframes: short-term, medium-term, and long-term.

Open House 2 Boards

The primary form of feedback for Open House 2 was a voting card provided to each attendee, which included numbers associated with the safety countermeasures that were posted on the exhibits. Attendees were asked to use stickers to vote for the projects that they supported; attendees were also able to provide written comments about their selections. The votes of support for recommended projects were collected and reviewed to help determine what countermeasures the attendees felt would be most necessary. The safety countermeasures that received the most individual votes were:

- Dedicated bicycle lanes to replace sharrows in the Cedar-Taylor District (23 votes)
- High-visibility crosswalks in the Cedar-Lee District (17 votes)
- Dedicated bicycle lanes to replace sharrows in the Cedar-Lee District (16 votes)
- Road Diet / Roadway Reconfiguration in the area surrounding the Taylor Road and Mayfield Road intersection (16 votes)

Attendees were also given space to provide comments that were not specifically related to the countermeasures presented on the exhibits at Open House 2.0. Generally speaking, the comments revolved around themes of bicycle safety, road maintenance, pedestrian safety, reduced vehicle speeds, and communication and enforcement.



Open House Participant Comment Cards

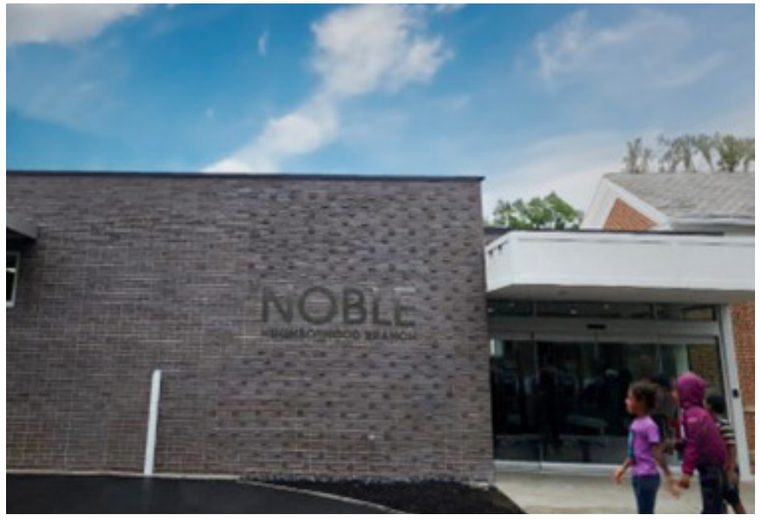
> **"I recommend quick changes, like Leading Pedestrian Intervals (LPIs) and no turn on red, be done short-term either city-wide or in all commercial districts and school zones. These are inexpensive and probably have greater compliance when they are standardized."**

> **"Aim towards eventual cultural shift that teaches people to slow down and obey the letter of the law in CH when it comes to pedestrians. As in, "If you're going to CH, watch out, they are really strict on pedestrian rights-of-way, etc."**

III.8. YOUTH WORKSHOP

On Monday, September 16, 2024, members of the project team held a collaborative discussion with students who ranged from elementary to middle school age. The facilitated conversation involved 10 students that attended Noble Elementary School, Roxboro Middle School, Monticello Middle School, or were home schooled.

Participants voiced numerous concerns, including excessive vehicle speeds, poor pedestrian facilities at intersection and sidewalks, narrow bike lanes, and litter and trash being common on some roadways. Some of the solutions suggested involved improving pedestrian and bicycle facilities, introducing traffic calming measures, and improved lighting. Participants were particularly interested in seeing improvements near schools, libraries, parks, and other community areas.



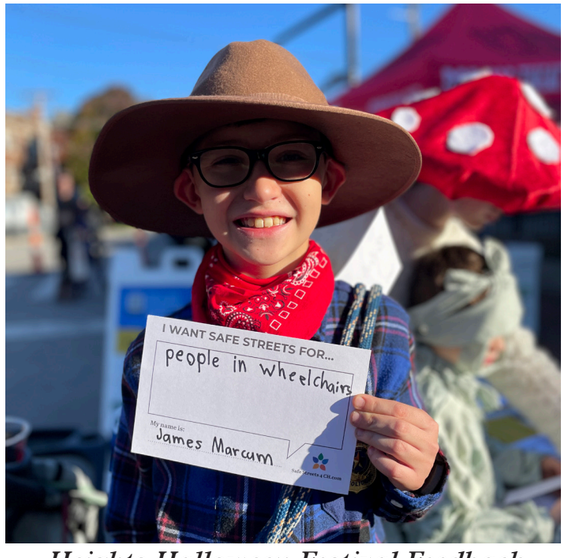
Location for Youth Workshop

III.9. HEIGHTS HALLOWEEN FESTIVAL

On Thursday October 19, members of the project team hosted a pop-up engagement event as a part of the Heights Halloween Festival in the Cedar Lee Business District. Members of the consultant team set up a booth to discuss their project and provide community members another opportunity to provide comments and feedback. The event, presented by the Dobama Theatre, attracted lots of families from around the City, reaching numerous residents who had not previously contributed comments to the CESAP.

Heights Halloween Festival

During the event, community members were provided the QR code to the project website to allow them to keep up with CESAP and comment their specific concerns to the project team through PublicCoordinate. Community members were also provided comment cards to fill out with prompts such as "My street safety concern is …", "My idea for improving street safety is …", and "I want safe streets for…" Most of the comments provided at the Heights Halloween Festival revolved around making the transportation network safer for pedestrians and wheelchair users.



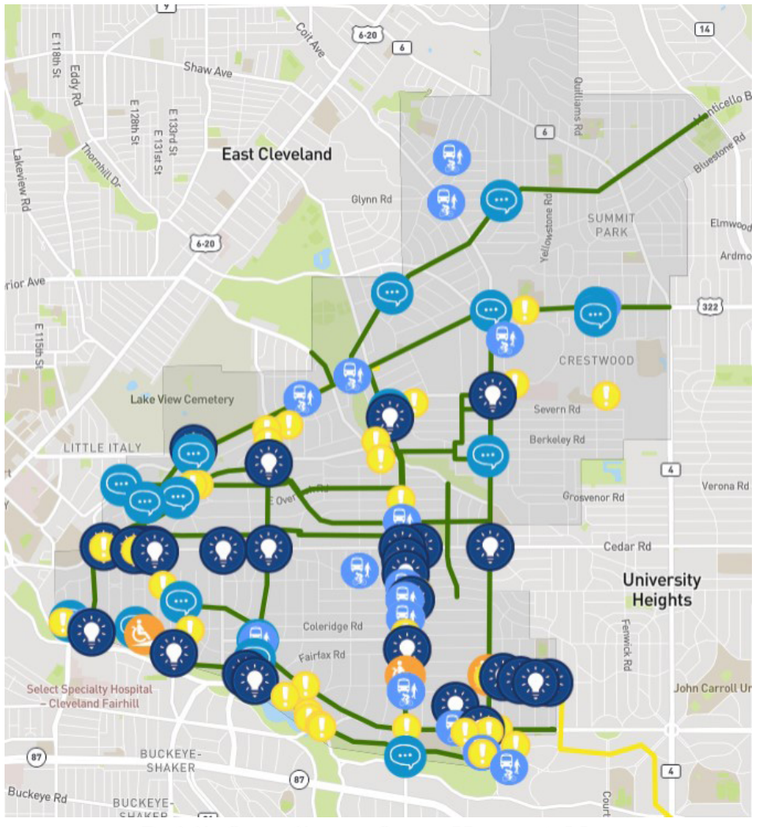
Heights Halloween Festival Feedback

III.10. PUBLICCOORDINATE MAP

As an additional mechanism for soliciting public feedback on safety concerns within the City of Cleveland Heights, the project team developed an interactive GIS map of the City on the PublicCoordinate platform. Throughout the engagement process for the CESAP, a link to the project's PublicCoordinate page was shared with residents and commuters around Cleveland Heights and advertised as an additional way to make one's voice heard.

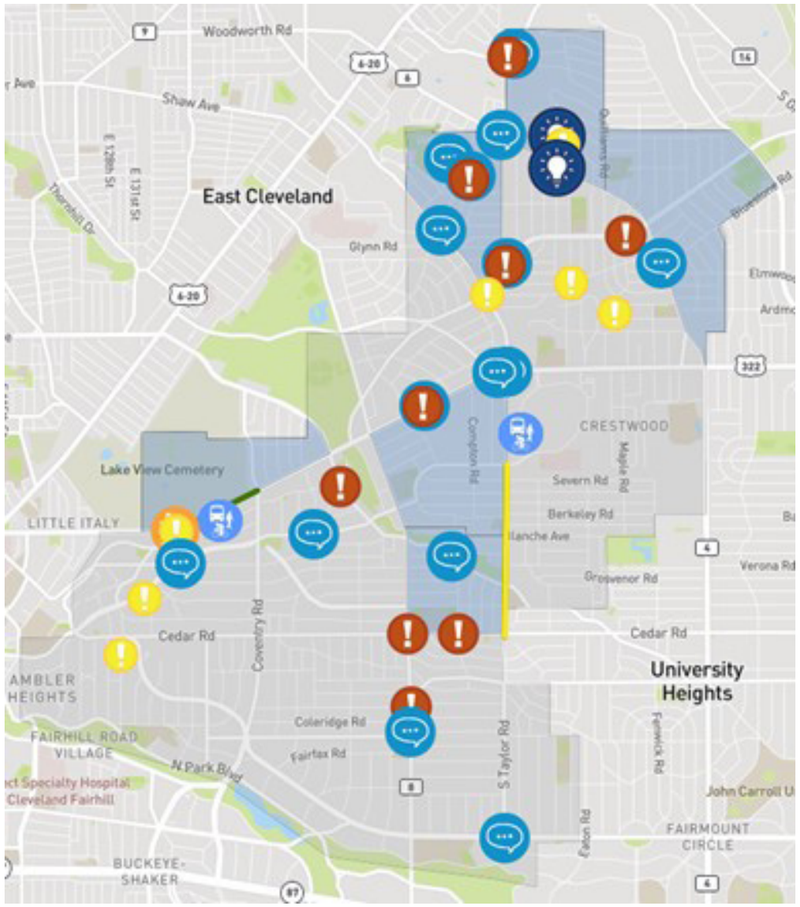
Participants viewing the project's PublicCoordinate page can see where others have suggested safety improvements or have concerns. Users can also hover over or click on icons to learn more about the comment that was provided. These maps were created as another way to engage the public throughout the process, allowing them to indicate locations where they have comments on safety and had ideas for improvement. This allows members of Cleveland Heights to give their input and view the input of others in the community. Several iterations of the PublicCoordinate map were shared, to avoid overcrowding the platform when comments became numerous.

The maps allow members of the public to identify segments for bicycle route improvements, segments for pedestrian route/sidewalk improvements, spot locations of safety concerns, spot locations of near miss experiences, spot locations with accessibility concerns, and spot locations where attendees have specific ideas or general comments about the transportation network.



PublicCoordinate Open House 1 Map

The first map was introduced at the Open House event on April 3, 2024, where attendees were directed to PublicCoordinate via a QR code posted and printed on the meeting advertisement materials. In this map, common feedback themes include the desire to improved pedestrian facilities (including larger median storage spaces for pedestrians and more visible crosswalk elements), traffic calming measures (raised speed tables and reduced speed limits), and road diets to limit vehicular traffic speeds and volumes in certain areas.

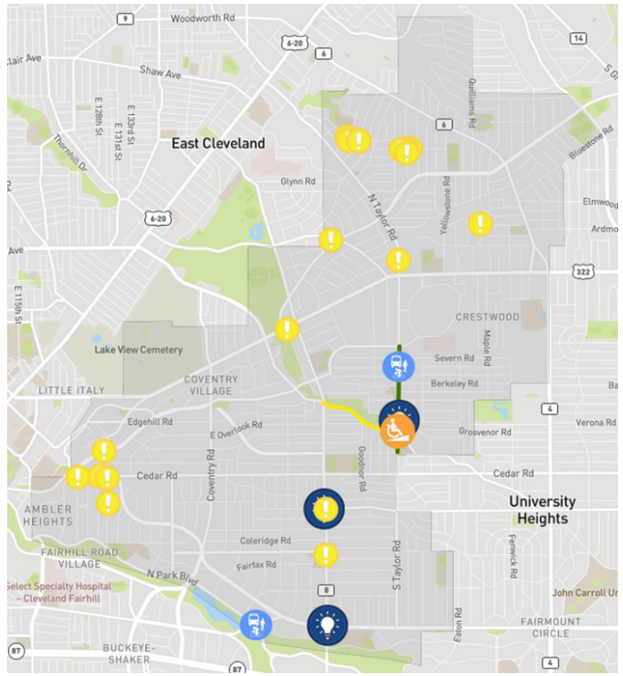


PublicCoordinate Safety Concerns Map

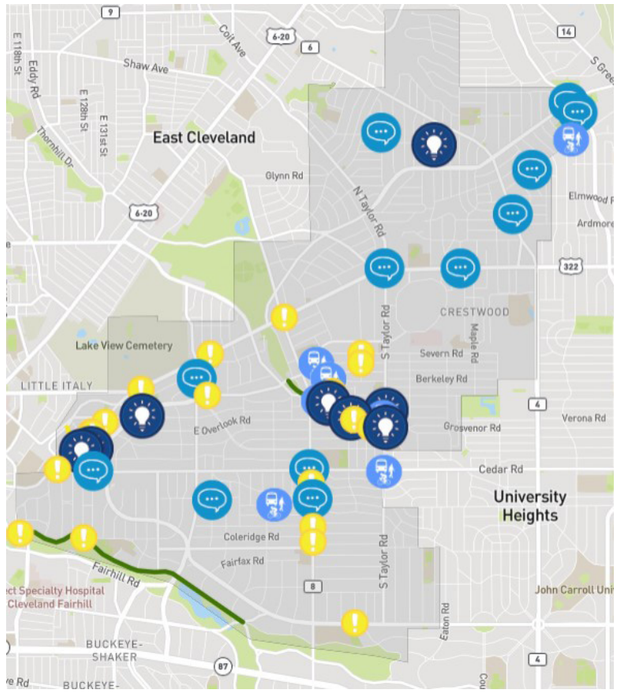
The second map, labeled 'Safety Concerns' includes the same opportunities for public input, but the project team utilized this map to display the fatal crash locations from the historical crash analysis, as well as the census tracts classified as Disadvantaged, according to Justice40.

Input received on the 'Safety Concerns' map include additional comments worried about the speeds of vehicles on the roadway and suggestions to implement traffic calming measures as a way of reducing speeds.

Two map layers (June/July 2024 and August/September 2024) were provided for public input when the first layers became overcrowded with comments. Some commonly reported themes for the June/July 2024 map layer included concerns on the speed limit and pedestrian accommodations on Cedar Road from S Overlook Road to Fairmount Boulevard as well as suggestions to reconfigure Taylor Road from Washington Boulevard to Euclid Heights Boulevard to provide more space for pedestrians and bicyclists while creating safer roadway conditions.



PublicCoordinate June/July 2024 Map



PublicCoordinate August/September 2024 Map

The September/August 2024 map illustrated a desire for the implementation of traffic calming elements, particularly along Superior Road, as a result of speeding and aggressive driving. Examples of elements that participants specifically requested include speed humps and chicanes. Multiple residents also expressed that they would prefer greater enforcement of speeding and parking regulations in addition to the infrastructure recommendations. Many comments on the map also expressed the desire for more pedestrian and bicycle facilities or improvements to existing pedestrian and bicycle facilities, especially in the southwest portion of Cleveland Heights.

IV. Equity Considerations

IV. EQUITY CONSIDERATIONS

A central tenet of the SS4A program is that Safety Action Plans should be developed using an inclusive and representative process that identifies underserved communities and considers equity in the development and prioritization of safety improvement projects. The City of Cleveland Heights has included Equitable in the title of this document to further signify the City's commitment to incorporating equity into the CESAP in a direct and meaningful way. The intent to equitably direct future infrastructure investment into previously underserved areas within the City is consistent with the City's award-winning *Complete and Green Streets Policy (2018)*.

According to the Justice40 Initiative, the City of Cleveland Heights as a whole can be classified as historically transportation disadvantaged or undeserved by several metrics. According to the Environmental Protection Agency's (EPA's) Environmental Justice Screening and Mapping (EJScreen) Tool, approximately one-third (34%) of households in Cleveland Heights qualify as 'low-income households,' more than one-half (52%) of the population of Cleveland Heights is comprised of persons of color, the and nearly one-fifth (19%) of the population in Cleveland Heights is 65 years of age or older. **Table 2** summarizes the City's status for several additional socioeconomic indicators according to the EPA EJScreen Tool and the USDOT's Equitable Transportation Community (ETC) Explorer.

TABLE 2: CITYWIDE SOCIOECONOMIC INDICATORS SUMMARY

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	67	--	EPA EJ Screen
Supplemental Demographic Index	53	--	EPA EJ Screen
Climate & Disaster Risk Burden	64	No	USDOT ETC
Environmental Burden	74	Yes	USDOT ETC
Health Vulnerability	65	Yes	USDOT ETC
Social Vulnerability	51	No	USDOT ETC
Transportation Insecurity	28	No	USDOT ETC
Overall Census Equity Score	41	No	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

The Cleveland Heights community is identified as disadvantaged in two of the five components listed within the USDOT Equitable Transportation Community (ETC) Explorer: Environmental Burden and Health Vulnerability. Cleveland Heights ranks in the 74th percentile nationally in Environmental Burden due to a high volume of pre-1980's housing (91st percentile) and the population's proximity to high-volume roadways (77th percentile). Cleveland Heights ranks in the 65th percentile national in Health Vulnerability due in part to the prevalence of health conditions such as asthma (66th percentile) and diabetes (67th percentile) within the City.

IV.1. HIGHLY DISADVANTAGED TRACTS

A number of specific census tracts within the City of Cleveland Heights were identified as disadvantaged or underserved according to the EJScreen Tool and the ETC Explorer. Throughout the development of the CESAP, efforts were undertaken to seek input from residents and stakeholders of these census tracts. These disadvantaged census tracts were also taken into consideration during the project prioritization process. Summary reports from the EJScreen Tool and the ETC Explorer are provided in **Appendix F**. **Figure 12** is a map of the census tracts identified as disadvantaged or underserved.

The following tables summarize the census tracts within Cleveland Heights that are documented as disadvantaged or underserved according to the EJScreen Tool and the ETC Explorer. A brief summary of contributing factors is provided for each.

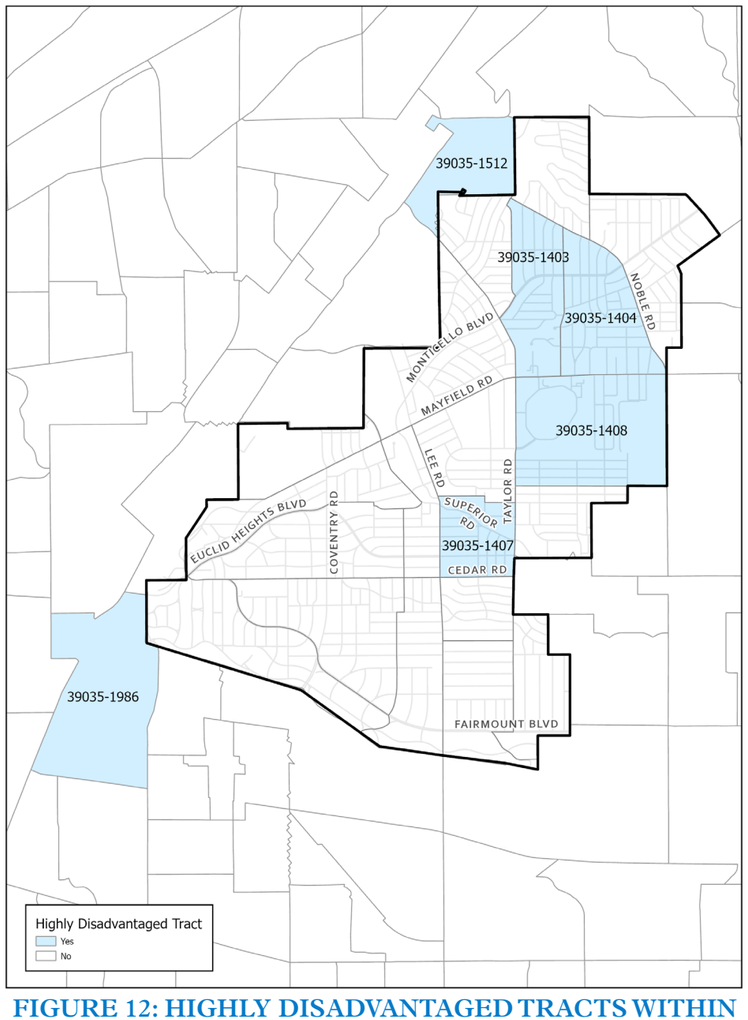


FIGURE 12: HIGHLY DISADVANTAGED TRACTS WITHIN THE CITY OF CLEVELAND HEIGHTS

TABLE 3: CENSUS TRACT 39035-1408, SOCIOECONOMIC INDICATORS

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	77	--	EPA EJ Screen
Supplemental Demographic Index	69	--	EPA EJ Screen
Climate & Disaster Risk Burden	73	Yes	USDOT ETC
Environmental Burden	71	Yes	USDOT ETC
Health Vulnerability	93	Yes	USDOT ETC
Social Vulnerability	80	Yes	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	Yes	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

Census tract 39035-1408 is located southeast of the intersection of Mayfield Road and Taylor Road. Based on the ETC Explorer, this tract is classified as disadvantaged in four of the five scoring components: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Contributing to these components are the following characteristics of this census tract:

- Climate & Disaster Risk Burden - impervious land cover (72nd percentile)
- Environmental Burden - proximity to high-volume roads (86th percentile), toxic release sites (76th percentile), Particulate Matter (PM) 2.5 level (80th percentile), ozone levels (79th percentile)
- Health Vulnerability - prevalence of cancer (96th percentile), diabetes (94th percentile), high blood pressure (93rd percentile), and asthma (93rd percentile)
- Social Vulnerability - endemic inequality (94th percentile), unemployment (88th percentile), house tenure (88th percentile), housing cost burden (86th percentile)

TABLE 4: CENSUS TRACT 39035-1407, SOCIOECONOMIC INDICATORS

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	84	--	EPA EJ Screen
Supplemental Demographic Index	57	--	EPA EJ Screen
Climate & Disaster Risk Burden	76	Yes	USDOT ETC
Environmental Burden	67	Yes	USDOT ETC
Health Vulnerability	94	Yes	USDOT ETC
Social Vulnerability	86	Yes	USDOT ETC
Transportation Insecurity	13	No	USDOT ETC
Overall Census Equity Score	--	Yes	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

Census tract 39035-1407 is located northeast of the intersection of Cedar Road and Lee Road. Based on the ETC Explorer, this tract is classified as disadvantaged in four of the five scoring components: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Contributing to these components are the following characteristics of this census tract:

- Climate & Disaster Risk Burden - impervious land cover (76th percentile)
- Environmental Burden - pre-1980's housing (99th percentile), proximity to high-volume roads (86th percentile), hazardous sites (87th percentile)
- Health Vulnerability - prevalence of asthma (96th percentile), diabetes (95th percentile), low mental health (93rd percentile), and high blood pressure (91st percentile)
- Social Vulnerability - unemployment (98th percentile), population 17 or younger (98th percentile), endemic inequality (93rd percentile), households below the 200% poverty line (91st percentile)

TABLE 5: CENSUS TRACT 39035-1512, SOCIOECONOMIC INDICATORS

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	93	--	EPA EJ Screen
Supplemental Demographic Index	87	--	EPA EJ Screen
Climate & Disaster Risk Burden	75	Yes	USDOT ETC
Environmental Burden	89	Yes	USDOT ETC
Health Vulnerability	99	Yes	USDOT ETC
Social Vulnerability	95	Yes	USDOT ETC
Transportation Insecurity	17	No	USDOT ETC
Overall Census Equity Score	--	Yes	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

Census tract 39035-1512 is located along Noble Road, west of Greyton Road in northern Cleveland Heights. Based on the ETC Explorer, this tract is classified as disadvantaged in four of the five scoring components: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Contributing to these components are the following characteristics of this census tract:

- Climate & Disaster Risk Burden - anticipated changes in extreme weather (76th percentile)
- Environmental Burden - proximity to hazardous sites (87th percentile), proximity to toxic release sites (93rd percentile), ozone level (81st percentile), PM 2.5 level (78th percentile), pre-1980's housing (83rd percentile), proximity to high-volume roads (86th percentile)
- Health Vulnerability - prevalence of asthma (99th percentile), high blood pressure (99th percentile), and diabetes (99th percentile)
- Social Vulnerability - unemployment (99th percentile), lack internet access (98th percentile), persons with disabilities (99th percentile)

TABLE 6: CENSUS TRACT 39035-1404, SOCIOECONOMIC INDICATORS

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	90	--	EPA EJ Screen
Supplemental Demographic Index	92	--	EPA EJ Screen
Climate & Disaster Risk Burden	75	Yes	USDOT ETC
Environmental Burden	80	Yes	USDOT ETC
Health Vulnerability	91	Yes	USDOT ETC
Social Vulnerability	45	No	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	Yes	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

Census tract 39035-1404 is located northwest of the intersection of Mayfield Road and Noble Road. Based on the ETC Explorer, this tract is classified as disadvantaged in three of the five scoring components: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. Contributing to these components are the following characteristics of this census tract:

- Climate & Disaster Risk Burden - anticipated changes in extreme weather (81st percentile), impervious land cover (67th percentile)
- Environmental Burden - pre-1980s housing (98th percentile), proximity to hazardous sites (87th percentile), proximity to high-volume roads (86th percentile)
- Health Vulnerability - prevalence of asthma (93rd percentile), high blood pressure (89th percentile), and diabetes (92nd percentile)

TABLE 7: CENSUS TRACT 39035-1403, SOCIOECONOMIC INDICATORS

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	71	--	EPA EJ Screen
Supplemental Demographic Index	56	--	EPA EJ Screen
Climate & Disaster Risk Burden	76	Yes	USDOT ETC
Environmental Burden	73	Yes	USDOT ETC
Health Vulnerability	91	Yes	USDOT ETC
Social Vulnerability	46	No	USDOT ETC
Transportation Insecurity	21	No	USDOT ETC
Overall Census Equity Score	--	Yes	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

Census tract 39035-1403 is located northeast of the intersection of Mayfield Road and Taylor Road. Based on the ETC Explorer, this tract is classified as disadvantaged in three of the five scoring components: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. Contributing to these components are the following characteristics of this census tract:

- Climate & Disaster Risk Burden - anticipated changes in extreme weather (81st percentile)
- Environmental Burden - pre-1980's housing (92nd percentile), ozone level (80th percentile), PM 2.5 level (79th percentile), proximity to high-volume roads (86th percentile)
- Health Vulnerability - prevalence of asthma (88th percentile), cancer (88th percentile), high blood pressure (93rd percentile), and diabetes (93rd percentile)

TABLE 8: CENSUS TRACT 39035-1986, SOCIOECONOMIC INDICATORS

Socioeconomic Indicator	National Percentile	Disadvantaged	Source
Demographic Index	92	--	EPA EJ Screen
Supplemental Demographic Index	90	--	EPA EJ Screen
Climate & Disaster Risk Burden	75	Yes	USDOT ETC
Environmental Burden	97	Yes	USDOT ETC
Health Vulnerability	79	Yes	USDOT ETC
Social Vulnerability	96	No	USDOT ETC
Transportation Insecurity	54	No	USDOT ETC
Overall Census Equity Score	--	Yes	USDOT ETC
Justice40 (CEJST)	--	Yes	EPA EJ Screen
EPA IRA	--	Yes	EPA EJ Screen

Census tract 39035-1986 is located in the southwestern most portion of the City of Cleveland Heights. Based on the ETC Explorer, this tract is classified as disadvantaged in four of the five scoring components: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Contributing to these components are the following characteristics of this census tract:

- Climate & Disaster Risk Burden - impervious land cover (80th percentile)
- Environmental Burden - proximity to ports (96th percentile), proximity to railways (89th percentile), proximity to risk management sites (98th percentile)
- Health Vulnerability - prevalence of diabetes (96th percentile) and high blood pressure (86th percentile)
- Social Vulnerability - population with disabilities (99th percentile), lack of internet access (97th percentile), endemic inequality (97th percentile), housing tenure (94th percentile)

V. Policy and Process Changes

V. POLICY AND PROCESS CHANGES

In addition to site-specific infrastructure improvements considered throughout this CESAP, an assessment of Cleveland Heights' policies, guidelines, and standards was undertaken to identify opportunities to emphasize transportation safety in future endeavors within the City. A thorough Literature Review was prepared to review City plans and policies; district plans and policies; Transportation for Livable Communities Initiative (TLCI) plans; and documents, plans, and policies from neighboring communities. The full Literature Review is provided in **Appendix B**.

V.1. CITYWIDE IMPROVEMENT RECOMMENDATIONS

Some safety countermeasures were identified during the development of the CESAP which are not site-specific or have merit as potential improvements broadly throughout Cleveland Heights.

- **Evaluate and potentially lower speed limits**

  Vehicle speeds were noted by many of the community engagement participants as a concern for pedestrians and other vulnerable road users. Although speed limits should not be lowered without further analysis, it is recommended that speed studies be conducted throughout the City to determine if a lower speed limit could be appropriate, particularly in business districts and areas near schools and libraries.

- **Pedestrian pushbutton accessibility and maintenance**

  Several comments were provided through the development of the CESAP noting that crosswalk pushbuttons were either too high for a wheelchair user to reach or were obstructed by curbs, vegetation, or other infrastructure near crosswalks. It is recommended that a Citywide initiative be undertaken to ensure all crosswalk pushbuttons are functioning and are compliant with standards outlined in the Americans with Disabilities Act (ADA) standards, especially pushbutton height.

- **Restrict on-street parking**

  On-street parking was noted in many locations throughout the City as potentially obstructing the view of vulnerable road users and vehicle drivers near mid-block crossings, making navigating these crosswalks unsafe for users of both travel modes. It is recommended that all crosswalk locations be considered for 'daylighting' to limit on-street parking locations in close proximity to crosswalks, to provide better sightlines for vehicle drivers, bicyclists, and pedestrians.

- **Add/improve lighting**

  The historical crash analyses found that the percentage of overall crashes that occurred under dark conditions during the 10-year analysis period (approximately 31%) was consistent with the typical nationwide averages. However, fatal crashes (65%) and serious injury crashes (49%) occurred more often under dark conditions. It is recommended that continued efforts be made to provide Citywide lighting on the transportation network to improve safety for all road users during nighttime conditions. Where lighting improvements are recommended to address a history of crashes under dark conditions, the "color temperature" of the light fixtures should be selected based on the context of the area. Lights greater than 3,000 K should only be utilized along arterial roadways. Residential lighting should be limited to 2,200 - 2,700 K. If lighting is to be implemented near any sensitive habitats, the fixtures should be even lower temperatures (1,800 K).

- **Refresh pavement markings**

  Feedback submitted through PublicCoordinate throughout the City indicated locations where pavement markings were dull or missing due to natural fading. It is recommended that the City continue to monitor pavement markings and respond to citizen requests to replace or refresh pavement markings. Where appropriate, especially when delineating pedestrian or bicyclist facilities, high visibility pavement markings are recommended.

  All painted pavement markings should be maintained and should include retroreflective glass beads. It is critical that pavement markings universally be applied as specified. Misapplied markings should be removed by water jet blasting or pavement grinding, as opposed to repainting in black, which can be deemed ineffective and potentially dangerous.

- **Pursue overlapping projects with *The Heights ATP* and *Climate Forward***

  As noted in the Introduction (**Section I**), the City is involved in the preparation of both *The Heights ATP* and *Climate Forward* documents, which have overlapping objectives with this CESAP. The project recommendations from these two documents in some cases overlap with the recommended safety improvements in this CESAP as well, particularly as they relate to sidewalks and multi-use paths. The provision of good, well-maintained sidewalks and multi-use paths improves safety for the most vulnerable road users on the City's transportation network. Maintaining existing sidewalks and multi-use paths and constructing new sidewalks and multi-use paths should be considered a priority of the City as they continue to strive for Vision Zero.

V.2. EDUCATIONAL INITIATIVES AND POLICY RECOMMENDATIONS

Beyond the safety countermeasures applicable to infrastructure improvements in Cleveland Heights, several educational initiative and policy recommendations were devised during the development of the CESAP and via review of national best practices to improve safety outcomes in Cleveland Heights.

- **Consider multimodal in all infrastructure improvement projects**

  One of the most cost-effective way to implement safety improvements into the City's transportation network is to integrate safety review into all improvement projects that are being constructed, regardless of funding source. If a roadway is being resurfaced, the City should review if the pavement markings that are being replaced are up to the latest standards. If a new traffic signal is being installed, the City should consider whether Leading Pedestrian Intervals, protected-only left turns, or no-turn-on-red restrictions are reasonable to limit the most dangerous conflict points. Such considerations are consistent with the requirements outlined in the City's award-winning *Complete and Green Streets Policy (2018)*.

- **Adherence to the City of Cleveland Heights *Complete and Green Streets Policy (2018)***

  The City's acclaimed *Complete and Green Street Policy (2018)* was discussed with the TAC throughout the development of the CESAP as a tremendous source of policies and guidance, but one that lacked proverbial 'teeth.' It is recommended that the City Council adopt a more fortified Resolution clarifying that the *Complete and Green Street Policy* is to be reviewed for all transportation improvement projects constructed within the City. It is recommended that any construction project impacting a road, trail, or sidewalk be required to complete a one-page form certifying that the design components were considered against the guidelines established in the *Complete and Green Streets Policy* document, including such aspects as lane widths, turning radii, traffic islands, and on-street parking.

  Furthermore, it is recommended that the City consult with stakeholders, especially utility providers, whenever repairs or improvements are being implemented which could include undergrounding of utilities.

- **Adopt NACTO Urban Bikeway Design Guide recommendations**

  The National Association of City Transportation Officials (NACTO) publishes the Urban Bikeway Design Guide to provide contextual guidance for bikeway design that encompasses the needs of a wide swath of potential riders, across ages, abilities, and level of comfort. According to NACTO, it is "a blueprint for implementing safe, connected, and equitable bike networks." Consistent with the Design requirements outlined in the City's award-winning *Complete and Green Streets Policy*, City should work to integrate recommendations for bike lane and shared use paths from the *Urban Bikeway Design Guide* into its Code of Ordinances and consider such recommendations in all design projects.

- **Update Zoning Code to require sidewalks**

  The City's Code of Ordinances does not currently require pedestrian accommodations be provided with all new development. In order to better facilitate a complete street network accessible for users of all travel modes, it is recommended that the Zoning Code be updated to include language requiring that all new developments and redevelopments include the design and construction of ADA-accessible curb ramps and sidewalks or multi-use paths.

- **DUI education campaign**

  Alcohol was reported to be involved in approximately 4 percent (4%) of overall crashes within the City but was reported to be involved in approximately 30 percent (30%) of fatal crashes and 15 percent (15%) of serious injury crashes. In the pursuit of Vision Zero, it is recommended that educational campaigns aimed at all drivers, but especially young adults, be carried out to increase awareness of the dangers of driving under the influence of drugs or alcohol.

- **DUI enforcement initiatives**

  In addition to educational campaigns, enhanced enforcement initiatives could also be undertaken to reduce the frequency of alcohol-involved crashes.

  ### PUBLICIZED SOBRIETY CHECKPOINTS

  Publicized sobriety checkpoints are predetermined locations where law enforcement officers stop vehicles to determine if motorists are alcohol impaired. Sobriety checkpoints can involve stopping every vehicle in the checkpoint or checking vehicles at a regular interval. Sobriety checkpoints both remove impaired motorists from the road and dissuade alcohol impaired driving by increasing drivers' perceived risk of being caught.

  ### HIGH-VISIBILITY SATURATION PATROLS

  Saturation patrols involve a large number of law enforcement officers patrolling a specific area for alcohol impaired drivers, especially during times where drunk driving is likely to occur. Like publicized sobriety checkpoints, the main goal of saturation patrols is to deter the general public from impaired driving, but a secondary benefit of saturation patrols is the removal of impaired drivers from the roadway.

- **Universal Helmet Law for motorcyclists**

  Motorcycle drivers and passengers are inherently vulnerable whenever a motorcycle is involved in a crash with another motor vehicle or loses control otherwise. In pursuit of the Safe Road Users component of the Safe System Approach, instituting a universal helmet law would be expected to meaningfully lower the chances that a motorcycle driver or passenger suffers serious injuries or dies in the instance a motorcycle is involved in a crash by protecting the riders' heads.

- **Consult with GCRTA on bike lane improvements**

  Road diet or bike lane improvements were recommended on numerous roadways throughout the City to better accommodate bicycle traffic and reduce conflicts with vehicles. Thanks to participants from the Greater Cleveland Regional Transit Authority (GCRTA) attending the TAC meetings, it was noted that these improvements should be coordinated with GCRTA to most safely accommodate bicycle facilities in conjunction with transit stops along City roads. Furthermore, it is recommended that GCRTA be consulted on and roadway reconfiguration or streetscape design projects on roadways where their buses operate.

- **Continued Investment in Neighborhood Traffic Calming**

  The City established a Neighborhood Traffic Calming program in 2022 that was immediately met with such popularity that the applications had to be paused because the City received so many applications that they could not conduct the neighborhood traffic calming studies at a pace to match the influx of applications. Given the immense support for reduction in vehicle speeds and improved mobility for vulnerable road users expressed by the TAC and the general public through this CESAP, it is recommended that the City assign more budget to the Neighborhood Traffic Calming program so that more locations can be studied and more traffic calming measures can be implemented each calendar year. If applications continue to exceed the resources of the City to conduct studies and construct improvements, the City may consider outsourcing the process to Consultant partners experienced in transportation safety and traffic calming.

- **Snow removal in bike lanes and sidewalks**

  Several TAC members cited concerns about the perceived lack of efforts to remove snow from critical pedestrian and bicycle facilities in a timely manner. Especially around schools and in areas where the population is more dependent on walking or bicycling for travel, the Public Works department should work toward prioritizing snow removal not only on streets, but in bike lanes and on sidewalks as well. It is recommended that the City develop a prioritization plan for snow removal, in partnership with representatives from GCRTA, the Cleveland Heights-University Heights City School District, and the Heights Bicycle Coalition.

- **Cuyahoga County Senior Transportation Connection**

  The City should participate in the Cuyahoga County Senior Transportation Connection, which partners with local municipalities and transit agencies to provide reliable disability transportation services, assisting individuals with mobility challenges to get to essential medical appointments, including dialysis, rehabilitation, and treatment. The Cuyahoga County Senior Transportation Connection service also covers trips to senior centers for meals and programs, grocery shopping, personal service appointments, and social opportunities.

- **Safe Routes to School**

  The Safe Routes to School (SRTS) program encourages a holistic approach to facilitating a safer culture of walking and bicycling for students. In addition to engineering recommendations, there are a range of programmatic recommendations regarding students safety when walking and bicycling to school that focus on education and enforcement.

  ### EDUCATION INITIATIVES

  Roadway safety education can inform students on the risks of unsafe transportation practices, such as jaywalking, participating in distracting activities (including texting) while biking or walking, or not wearing proper safety gear such as helmets. Community education and involvement can garner community support regarding students walking and biking and reinforce good driving behavior. Neighborhoods near schools can form watch programs to keep an eye on students walking and biking, and sign campaigns can be used to remind drivers that students frequent the area and that drivers should comply with the posted speed limit.

  Local law enforcement can also facilitate a safer walking and biking culture by hosting educational events at local schools that aim to inform students of proper safety protocols. Bicyclist and pedestrian safety education can encourage students to explore alternative modes of transportation by helping them feel more confident and prepared.

  ### ENFORCEMENT INITIATIVES

  Schools that experience frequent unsafe behavior by student walking and biking may benefit from having high visibility police officers or School Resource Officers on-site during student arrival and dismissal to assist with safety compliance and enforcement. Parents, crossing guards, teachers, and students can also work together to promote safe behavior or mitigate unsafe behavior.

VI. Strategy and Project Selections

VI. STRATEGY AND PROJECT SELECTIONS

Safety improvement projects were developed to address the crash patterns identified in the fatal crash clusters and in the pedestrian and bicycle crash clusters that were previously analyzed in **Section II**. Countermeasures that would address specific crash types and would create a safer environment for all road users were identified. The initial list of countermeasures was presented to the Technical Advisory Committee and to the public at Open House 2 for feedback.

VI.1. TAYLOR ROAD AND MAYFIELD ROAD INTERSECTION

At the signalized intersection of Taylor Road and Mayfield Road, contributing factors to the historical crash trends included vehicle speeds, red light running, drug and alcohol use, and left-turning vehicles failing to yield to oncoming traffic. The following series of short term, medium term, and long term safety countermeasures were developed for consideration:

Short Term

- High-Visibility Crosswalks
- Implement 'No Right Turn on Red' at signal
- Update/Modify Traffic Signal Coordination
- Convert Left Turns to Protected-Only
- 'Signal Ahead' Warning Sign (southbound approach)
- DUI Education Campaign

Medium Term

- Introduce Leading Pedestrian Intervals
- Evaluate and Consider Modifying Yellow Times
- Install Speed Feedback Signs
- Evaluate and Consider Modifying Speed Limits

Long Term

- Road Diet / Roadway Reconfiguration
- Speed Safety Cameras
- Relocate Transit Stops

'Signal Ahead Warning' Sign

Speed Safety Camera

VI.2. NORTH OF MONTICELLO

In the residential areas north of Monticello Boulevard between Taylor Road and Noble Road, contributing factors to the historical crash trends included lack of visibility, vulnerable road users, speeding, drug and alcohol use, and lane departure. The following series of short term, medium term, and long term safety countermeasures were developed for consideration:

Short Term

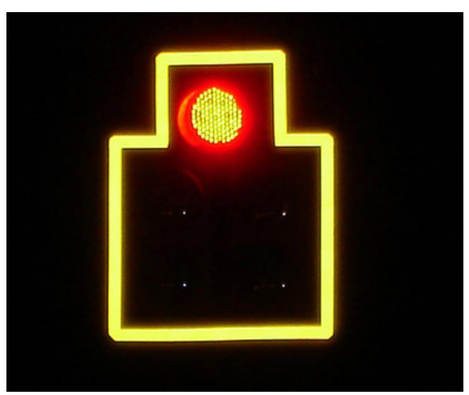
- Install Retroreflective Signal Backplates
- High-Visibility Crosswalks
- Update Stop Bar Markings
- DUI Education Campaign
- In-Street Supplemental Crosswalk Signs

Medium Term

- Evaluate and Consider Modifying Speed Limits
- Install Traffic Calming Treatments (Pavement Markings, Speed Feedback Signs, Speed Tables)
- Add/Improve Lighting
- Remove/Relocate Roadside Hazards
- Rectangular Rapid Flashing Beacons at Crossings
- Intersection Geometry Improvements (Advanced Stop Bars, Curb Extensions, Refuge Islands, Push Buttons)

Long Term

- Road Diet / Roadway Reconfiguration



Retroreflective Signal Backplate

High Visibility Crosswalk

VI.3. CEDAR-LEE DISTRICT

In the Cedar-Lee District, there were four fatal crashes within the past five years involving vulnerable road users (bicyclists, pedestrian, moped). Rear end, angle, and sideswipe crashes the most commonly reported crash types. Contributing factors to the historical crash trends included vehicle speeds, access management, left-turning vehicles failing to yield to oncoming traffic, and inadequate pedestrian facilities. The following series of short term, medium term, and long term safety countermeasures were developed for consideration:

Short Term

- Convert Left Turns to Protected-Only
- Implement 'No Right Turn on Red' at Signals
- High-Visibility Crosswalks
- 'Use Crosswalk' Signs
- In-Street Supplemental Crosswalk Signs
- Sidewalk Maintenance
- Exclusive Pedestrian Phases During Peak School Periods

'Use Crosswalk' Sign

Medium Term

- Restrict On-Street Parking (for daylighting)
- Introduce Leading Pedestrian Intervals
- Rectangular Rapid Flashing Beacons at Crossings
- Pedestrian Hybrid Beacons with Illuminated Crosswalks
- Raised Crosswalks
- Remove/Relocate Roadside Hazards

Long Term

- Dedicated Bicycle Lanes or Install Multi-Use Trail to Replace Sharrows
- Perform Operational Analysis to Consider Dedicated Eastbound/Westbound Left Turn Lanes

Recommendations to restrict on-street parking for daylighting, while inexpensive, would require site-specific analyses to ensure that adequate business parking is provided elsewhere within the vicinity.

The intent of this countermeasure is to provide better visibility for pedestrians, bicyclists, and vehicles at intersection and mid-block crosswalk locations.

VI.4. NOBLE ROAD

In the Noble Road corridor between Mayfield Road and Monticello Boulevard, the presence of a school, church, and library warrant special scrutiny, particularly in light of the frequency with which pedestrian and bicycle crashes were recorded during the analysis period. Contributing factors to the historical crash trends included lack of lighting, vulnerable road users, speeding, and lack of adequate signage. The following series of short term, medium term, and long term safety countermeasures were developed for consideration:

Short Term

- Upgrade School Zone Signage
- Implement 'No Right Turn on Red' at Signals
- Install/Update Pavement Markings

Medium Term

- Introduce Leading Pedestrian Intervals
- Add/Improve Lighting
- Add Dedicated Bike Lanes
- Increase RTA Route Frequency**
- Install High-Visibility Crosswalks
- Remove/Relocate Roadside Hazards
- Install Raised Pavement Markings along Centerline

Long Term

- Road Diet / Roadway Reconfiguration

**RTA Route 41 frequency was updated from 30-minute headways to 15-minute headways as of December 22, 2024.

'No Turn on Red' Sign

Dedicated Bike Lanes

Road Diet

VI.5. COVENTRY BUSINESS DISTRICT

In the Coventry Business District, contributing factors to the historical crash trends included vulnerable road users, on-street parking, and access management. The following series of short term, medium term, and long term safety countermeasures were developed for consideration

Short Term

- Increase Pedestrian Signal Timings
- Install/Update Pavement Markings
- Implement 'No Right Turn on Red' at Signals
- Convert Left Turns to Protected-Only
- Add 'Be Prepared to Stop' Signs
- Add 'Stop for Pedestrians' Signs
- Rectangular Rapid Flashing Beacons
- High-Visibility Crosswalks
- In-Street Supplemental Crosswalk Signs

Rectangular Rapid Flashing Beacons

Medium Term

- Evaluate and Consider Modifying Speed Limits
- Add/Improve Lighting
- Add Bicycle and Scooter Parking Areas
- Speed Feedback Signs
- Restrict On-Street Parking (for daylighting)

Long Term

- Add Dedicated Bicycle Lanes or Install Multi-Use Trail
- Widen Sidewalks
- Install Mid-Block Raised Crosswalks
- Convert the Intersection of Coventry Road and Euclid Heights Boulevard to a Roundabout

Speed Feedback Sign

VI.6. CEDAR-FAIRMOUNT BUSINESS DISTRICT

In the Cedar-Fairmount Business District, contributing factors to the historical crash trends included vulnerable road users, on-street parking, and access management. The following series of short term, medium term, and long term safety countermeasures were developed for consideration

Short Term

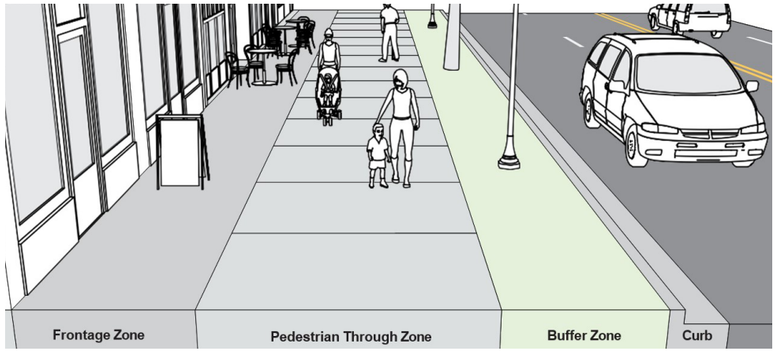
- Rectangular Rapid Flashing Beacons
- High-Visibility Crosswalks
- Evaluate and Consider Modifying Speed Limits
- 'Warning' / 'Slow Down' Signs on Hill on Cedar Road
- Implement 'No Right Turn on Red' at Signals
- In-Street Supplemental Crosswalk Signs

Medium Term

- Corner Bump Outs
- Restrict On-Street Parking (for daylighting)
- Install Raised Pavement Markings Along Centerline
- Speed Feedback Signs
- Remove/Relocate Roadside Hazards

Long Term

- Widen Sidewalks and Add Buffer from Travel Lanes
- Convert Cedar Road and Euclid Heights Boulevard Intersection to Roundabout
- Road Diet / Roadway Reconfiguration
- Begin Connection of Shared Use Path from Harcourt Drive to Lake-to-Lakes Bike Trail
- Install Multi-Use Trail



Buffered Pedestrian Facilities

VI.7. PROJECT PRIORITIZATION

The prioritization criteria was developed by the project team and reviewed by the Technical Action Committee. Five categories were created to assess the countermeasures under consideration: Safety, Equity, Public Feedback, Connectivity/Mobility, and Climate. These categories align with many of the priorities outlined in the City's award-winning *Complete and Green Streets Policy (2018)*. Each of these categories had sub-categories that were allotted a specific number of points to a countermeasure if it met the criteria of that sub-category. The more points a countermeasure received, the higher it was placed on the prioritization list. **Table 9** indicates the criteria scoring that was applied to the countermeasures. Given the centrality of safety to the CESAP, the Safety categories relating to fatal crashes, serious injury crashes, and vulnerable road user crashes were assigned the most weight in the prioritization criteria.

TABLE 9: PRIORITIZATION CRITERIA

Category	Sub-Category	Measure	Points
Safety	Crash History - Fatal	Occurrence of fatal crash within the last 5 years	4 ea
	Crash History - Fatal	Occurrence of fatal crash within the last 10 years	3 ea
	Crash History - Serious Injury	Occurrence of serious injury crash within the last 5 years	2 ea
	Crash History - Serious Injury	Occurrence of serious injury crash within the last 10 years	1 ea
	Crash History - Bike/Ped	Occurrence of bicycle or pedestrian crash within the last 5 years	2 ea
	Crash History - Bike/Ped	Occurrence of bicycle or pedestrian crash within the last 10 years	1 ea
Equity	Justice40	Census Tract identified as Disadvantaged	2
	USDOT ETC Explorer - Disadvantaged Census Tract	Number of Component Scores >65%	0-5
Public Feedback	PublicCoordinate Feedback	Community Identified Specific Concern(s)	0-2
	Open House Feedback	Project in top 10% of those receiving votes	2
	Open House Feedback	Project in top 20% of those receiving votes	1
Connectivity/ Mobility	Planning Consistency	Project previously identified in another plan/program	1
	Network Connectivity	Project connects to an existing or planned multi-modal project	1
	Transit Accessibility	Project improves accessibility to transit services	1
	PublicCoordinate/Open House Feedback	Specific link identified in Open House or PublicCoordinate feedback	1
Climate	EPA Environmental and Climate Justice Program	Census Tract identified as Disadvantaged	0-1

To determine the Safety points for each project, each of the countermeasures under consideration was mapped in GIS along with the crashes recorded within the 10-year study period. A geospatial buffer was assigned to each project, and the number of fatal, serious injury, or bicycle/pedestrian crashes within that buffer was counted for each project. This methodology does not necessarily distinguish crash types that would specifically be susceptible to correction by the recommended countermeasure.

Segment Projects:

Projects that apply along a certain length, such as a multi-use trail or road diet.

Point Projects:

Projects that apply specifically at one location, such as mid-block crosswalk markings or traffic signal improvements.

Since 'Segment Projects' such as sidewalks, road diets, lighting, and removal of on-street parking inherently cover a larger geographical area than 'Point Projects', they were found to be disproportionately represented in the Safety criteria scoring of the project prioritization process outlined in **Table 9**.

VI.7.A. Project Tiers

The countermeasures developed were separated into three tiers based on how quickly they could be implemented and how they could be funded. The project tiers were short-term, medium-term, and long-term. In the following project lists, those identified as short-term projects are in **GREEN** medium-term projects are in **YELLOW**, and long-term projects are in **BLUE**.

Projects in the short-term tier could be implemented almost immediately and supported with existing funds. An example of a short-term project would be refreshing/installing high-visibility crosswalks, which can be done by City staff with existing supplies.

Projects in the medium-term tier could be implemented within 6–18 months, but may require a new budget line item and may require the acquisition of certain approvals and/or materials. An example of a medium term project would be adding lighting, which would certainly have significant benefit, especially in reducing crashes occurring under nighttime conditions, but may require a new budget line item to acquire the materials and construct lighting improvements.

Projects in the long-term tier would require larger funding allotments and may require additional planning, design, and collaboration with stakeholders. Most long-term projects involve significant infrastructure improvements such as multi-use trails, sidewalks, road diets, or bike lanes. Although more expensive and time-consuming, many of the long-term projects are those that would be expected to yield the most impactful safety benefits for the City.

VI.8. SEGMENT PROJECTS

Table 10 summarizes the Segment Project prioritization. The list of projects considered in this table includes all of the countermeasures that were developed to address concerns in the fatal crash clusters and the bicycle/pedestrian crash clusters, as well as many of the recommended improvements provided by the TAC and the Cleveland Heights community via the PublicCoordinate site.

The highest ranked Segment Project is the introduction of a bike lane or path along Lee Road from Cedar Road to Mayfield Road. This project was one of the countermeasures developed to address the crash history in the Cedar-Lee District, and received a significant amount of support from the public at the August 21 Open House.

The next highest ranked projects included restricting on-street parking on Lee Road from beyond Overlook Road to beyond Kensington Road and the installation of a multi-use trail along Lee Road from beyond Overlook Road to beyond Kensington Road. Both of these projects would apply to the section of Lee Road that falls within the pedestrian and bicycle crash cluster in Cedar-Lee District (detailed in **Section II.3.A.**).

Many of the other highly ranked projects were derived from suggested pedestrian or bicycle facility improvements recommended via PublicCoordinate to improve mobility and access for vulnerable road users within Cleveland Heights.

TABLE 10: SEGMENT PROJECT PRIORITIZATION

PROJECT	TOTAL
Bike Lane or Path - Lee Rd from Cedar Rd to Mayfield Rd	70
Restrict On-Street Parking - Lee Rd from beyond Overlook Rd to beyond Kensington Rd	65
Install Multi-Use Trail - Lee Rd from beyond Overlook Rd to beyond Kensington Rd	65
Bike Lane or Path - Mayfield Rd from Taylor Rd to Kenilworth Rd Eastbound	63
Bike Lane or Path - Mayfield Rd from Taylor Rd to Kenilworth Rd Westbound	63
Bike Lane or Path - Taylor Rd from Fairmount Blvd to Mayfield Rd	63
Bike Lane or Path - Lee Rd from Cedar Rd to N Park Blvd	62
Bike Lane or Path - Monticello Blvd from Mayfield Rd to Belvoir Blvd	62
Sidewalk or Path - Lee Rd from Cedar Rd to Monmouth Rd	58
Sidewalk or Path - Mayfield Rd from Kenilworth Rd to Lee Rd Eastbound	56
Sidewalk or Path - Mayfield Rd from Kenilworth Rd to Lee Rd Westbound	56

PROJECT	TOTAL
Bike Lane or Path - Mayfield Rd from Forest Hills Blvd to Noble Rd Eastbound	55
Bike Lane or Path - Mayfield Rd from Forest Hills Blvd to Noble Rd Westbound	55
Install Raised Pavement Markings along Centerline - Noble Rd from Mayfield Rd to Monticello Blvd	54
Add Dedicated Bike Lanes - Noble Rd from Mayfield Rd to Monticello Blvd	53
Install Concrete Landing Pads at Bus Stops - Noble Rd south of Monticello Blvd	51
Dedicated Bicycle Lanes to Replace Sharrows - Cedar Rd from beyond Briarwood Rd to beyond Rossmoor Rd	51
Road Diet / Roadway Reconfiguration - Noble Rd from Mayfield Rd to Monticello Blvd	51
Install / Update Pavement Markings - Noble Rd from Mayfield Rd to Monticello Blvd	50
Sidewalk Maintenance - Cedar Rd from beyond Briarwood Rd to beyond Rossmoor Rd	49
Dedicated Bicycle Lanes to Replace Sharrows - Cedar Rd from beyond Goodnor Rd to beyond Thayne Rd	49
Add Dedicated Bicycle Lanes - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	47
Install / Update Pavement Markings - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	45
Add / Improve Lighting - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	44
Complete Streets / Streetscaping - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	44
Widen Sidewalks - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	44
Sidewalk or Path - Coventry Rd from Mayfield Rd to Euclid Heights Blvd Southbound	44
Install Concrete Landing Pads at Bus Stops - Noble Rd north of Monticello Blvd	42
Bike Lane or Path - Coventry Rd from Euclid Heights Blvd to Mayfield Rd Northbound	42
Sidewalk or Path - Coventry Rd from Mayfield Rd to Euclid Heights Blvd Northbound	42
Sidewalk or Path - Cedar Rd from Euclid Heights Blvd to Norfolk Rd	41
Install Raised Pavement Markings Along Centerline - Cedar Rd and Fairmount Blvd	36

PROJECT	TOTAL
Buffered and Wider Pedestrian Facilities - Cedar Rd From Euclid Heights Blvd to Norfolk	36
Road Diet / Roadway Reconfiguration - Monticello Blvd from Taylor Rd to Noble Rd	35
Sidewalk or Path - Taylor Rd from Washington Blvd to Euclid Heights Blvd Southbound	35
Road Diet / Roadway Reconfiguration - Cedar Rd from Euclid Heights Blvd to beyond Fairmount Blvd	34
Begin Connection of Shared Use Path from Harcourt Dr to Lake to Lakes Bike Trail - Cedar Rd and Fairmount Blvd from Euclid Heights Blvd to Ardleigh Dr	34
Bike Lane or Path - Taylor Rd from Washington Blvd to Euclid Heights Blvd Southbound	34
Bike Lane or Path - Mayfield Rd from Coventry Rd to Kenilworth Rd Westbound	34
Bike Lane or Path - Mayfield Rd from Coventry Rd to Kenilworth Rd Eastbound	34
Bike Lane or Path - Taylor Rd from Cedar Rd to Euclid Heights Blvd Southbound	34
Bike Lane or Path - Cedar Rd from Harcourt Dr to Norfolk Rd	33
Bike Lane or Path - Fairmount Blvd from Cedar Rd to Canterbury Rd (City Limit) Westbound	33
Install Multi-Use Trail - Cedar Rd from Fairmount Blvd beyond Berkshire Rd	30
Road Diet / Roadway Reconfiguration - Taylor Rd from beyond Washington Blvd to beyond Tullamore Rd	29
Bike Lane or Path - Derbyshire Rd from Euclid Heights Blvd to Lee Rd to Cedar Rd	29
Restrict On-street parking / Public Parking Improvements -Taylor Rd from beyond Washington Blvd to beyond Tullamore Rd	28
Road Diet / Roadway Reconfiguration - Mayfield Rd from beyond Severance Cir to beyond Compton Rd	28
Bike Lane or Path - Euclid Heights Blvd from Cedar Rd to Coventry Rd	28
Bike Lane or Path - Taylor Rd from Washington Blvd to Euclid Heights Blvd Northbound	28
Bike Lane or Path - Taylor Rd from Cedar Rd to Euclid Heights Blvd Northbound	28
Sidewalk or Path - Taylor Rd from Washington Blvd to Euclid Heights Blvd Northbound	28
Install Dedicated Bike Lanes - Severance Cir	25

PROJECT	TOTAL
Speed Limit Evaluation - Mayfield Rd from beyond Severance Cir to beyond Compton Rd	25
Traffic calming and other improvements - Yellowstone Rd from Noble Rd to Monticello Blvd	24
Traffic calming with lane narrowing on Superior Road near Cain Park	24
Geometry evaluation and ped/bike infrastructure improvements at S Taylor Rd from Superior Rd to Blanche Ave	22
Bike Lane or Path - Fairmount Blvd from Cedar Rd to Canterbury Rd (City Limit) Eastbound	22
Bike Lane or Path - Edgehill Rd (from Coventry Rd) to Washington Blvd to Overlook Rd to Lee Rd to Hyde Park Ave to Blanche Ave to Taylor Rd	22
Bike Lane or Path - Washington Blvd from Euclid Heights Blvd to Lee Rd Eastbound	22
Bike Lane or Path - Washington Blvd from Euclid Heights Blvd to Lee Rd Westbound	22
School zone traffic calming and enforcement - All Elementary, Middle, and High Schools	21
Sidewalk or Path - Superior Rd from Lee Rd to Taylor Rd	21
Speed Limit Evaluation - Taylor Rd from Monticello Blvd to Terrace Rd	20
Bike Lane or Path - Coventry Rd from Fairhill Rd to Cedar Rd	20
Bike Lane or Path - From Hyde Park Ave to Euclid Heights Blvd to Severance Town Cir	18
Bike Lane or Path - N Park Blvd from MLK Dr to W Woodland Rd	17
Bike Lane or Path - Kenilworth Rd from Euclid Heights Blvd to Mayfield Rd	17
Bike Lane or Path - Goodnor Rd from Cain Park to Meadowbrook Blvd	17
Restrict On-Street Parking - Maple Rd from Mayfield Rd to South Terminus	15
Remove Foliage to Improve Sight Distance - Maple Rd from Mayfield Rd to South Terminus	15
Install Rumble Strips - Maple Rd between Mayfield Rd and Parkhill Rd	15
Bike Lane or Path - From Cain Park to Cumberland and Forest Hill Park	15
Install Multi-Use Trail - Euclid Heights Blvd from Coventry Road to beyond Overlook Rd	14

PROJECT	TOTAL
Install Speed Feedback Signs - Maple Rd from Mayfield Rd to South Terminus	14
Implement No-Turn-On-Reds (NB) - Woodview Rd and Mayfield Rd	14
WB Right Turn Lane from Monticello Blvd to Woodview Rd - Woodview Rd and Mayfield Rd	14
Bike Lane or Path - N Park Blvd W Woodland Rd to Shelburne Rd	13
Sidewalk or Path - Superior Rd from Lee Rd on south side of Cain Park	12
Restrict On-Street Parking - Woodview Rd from Monticello Blvd to Noble Rd	11
Bike Lane or Path - Connects Cain Park to Cumberland Park	11
Bike Lane or Path - Edgehill Rd from Overlook Rd to Coventry Rd	11
Bike Lane or Path - Beechwood Ave from Compton Rd to Taylor Rd	11
Traffic calming - Oxford Rd from Noble Rd to Cleveland Heights Blvd	10
Bike Lane or Path - Harcourt Dr from N Park Blvd to Cedar Rd	10
Bike Lane or Path - Superior Rd from Mayfield Rd to Hillcrest Rd (City Limit)	10
Install Rumble Strips - Woodview Rd from Monticello Blvd to Noble Rd	8
Speed limit evaluation of Fairmount Blvd near Shaker Rd intersection	8
Sidewalk or Path - Kenilworth Ln from Euclid Heights Blvd to Overlook Rd	7
Sidewalk or Path - Crosswalks at N Park Blvd and N Woodland Rd	7
Sidewalk or Path - Bradford Rd Cinder Path Trail	6
Sidewalk or Path - Euclid Heights Crossing by Lennox Rd	6
Traffic Signal Coordination - Taylor Rd and Mayfield Rd	1

VI.9. POINT PROJECTS

Table 11 summarizes the Point Project prioritization. The list of projects considered in this table includes all of the countermeasures that were developed to address concerns in the fatal crash clusters and the bicycle/pedestrian crash clusters, as well as many of the recommended improvements provided by the TAC and the Cleveland Heights community via the PublicCoordinate site.

The highest ranked Point Project is the introduction of leading pedestrian intervals at the signalized intersection of Cedar Road and Lee Road. This project was one of the countermeasures developed to address the crash history in the Cedar-Lee District, and would immediately make it safer for pedestrians to cross at the intersection.

The second and third highest ranked Point Projects are the installation of high-visibility crosswalks north of Monticello Boulevard from Taylor Road to Noble Road and the installation of retroreflective signal backplates at the signalized intersections in the same area. This area was identified in the fatal crash clusters detailed in **Section II.2.B.**

There are numerous other low-cost, short-term improvements that scored highly among the Point Projects criteria. These improvements would be expected to have a meaningful, positive impact on reducing crashes within the City of Cleveland Heights without a significant burden of additional design or investment. It is recommended that the City pursue as many of these low-cost, short-term improvements as possible in pursuit of Vision Zero.

TABLE 11: POINT PROJECT PRIORITIZATION

PROJECT	TOTAL
Leading Pedestrian Interval - Cedar Rd and Lee Rd	43
High-Visibility Crosswalks - North of Monticello Blvd from Taylor Rd to Noble Rd	41
Retroreflective Signal Backplates - North of Monticello Blvd from Taylor Rd to Noble Rd	39
Implement No-Turn-On-Reds - Cedar Rd and Lee Rd	36
Pushbutton assessment and improvements - Lee Rd Signalized Intersections near Cedar Rd	35
High-Visibility Crosswalks - Cedar Rd and Lee Rd	35
High-Visibility Crosswalks - Cedar Rd and Taylor Rd	35
High-Visibility Crosswalks - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	35
Exclusive Pedestrian Phases During Peak School Times - Cedar Rd and Lee Rd	33
Intersection Geometry Improvements - North of Monticello Blvd from Taylor Rd to Noble Rd	33
Add Bicycle and Scooter Parking Sites - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	28
Convert to Roundabout - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	28
Retroreflective Signal Backplates - Cedar Rd and Taylor Rd	27
Leading Pedestrian Interval - Cedar Rd and Taylor Rd	27
Protected Left-Turn Phase - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	27
Rectangular Rapid Flashing Beacons - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	27
Protected Left-Turn Phase - Cedar Rd and Lee Rd	25
Operational Analysis to Consider Dedicated EB / WB Left-Turn Lanes - Cedar Rd and Lee Rd	25
“Use Crosswalk” Signs - Cedar Rd and Lee Rd	24
Operational Analysis to Consider Dedicated Left-Turn Lanes - Cedar Rd and Taylor Rd	22
Yellow Time Evaluation - Cedar Rd and Taylor Rd	21
High-Visibility Crosswalks - Taylor Rd and Mayfield Rd	18
In-Street Supplemental Crosswalk Signs - Cedar Rd and Lee Rd	17
Leading Pedestrian Intervals - Noble Rd from Mayfield Rd to Monticello Blvd	17
Install High-Visibility Crosswalks - Noble Rd from Mayfield Rd to Monticello Blvd	17
Leading Pedestrian Interval - Taylor Rd and Mayfield Rd	17
Implement No-Turn-On-Reds (WB, EB, SB) - Taylor Rd and Mayfield Rd	16
From Protected / Permitted to Protected Only - Taylor Rd and Mayfield Rd	16
Yellow Time Evaluation - Taylor Rd and Mayfield Rd	16
Speed Safety Cameras - Taylor Rd and Mayfield Rd	16

PROJECT	TOTAL
Bike Boxes at S Taylor Rd and Euclid Heights Blvd/Severance Ctr	15
Evaluate and Revise Lane Geometry - Taylor Rd and Severance Cir	15
Raised Crosswalks - Cedar Rd and Lee Rd	14
Exclusive Pedestrian Phases During Peak School Times - Cedar Rd and Goodnor Rd	14
Install / Update Pavement Markings - Maple Rd from Mayfield Rd to South Terminus	14
Install High-Visibility Crosswalks - Cedar Rd and Fairmount Blvd	13
Rectangular Rapid Flashing Beacons - Cedar Rd and Taylor Rd	13
Increased RTA Route Frequency - Noble Rd from Mayfield Rd to Monticello Blvd	13
Remove Right-Turn Slip Lanes - Severance Cir and Mayfield Rd	13
Install Roundabout - Taylor Rd and Fairmount Blvd	11
Convert to Roundabout - Cedar Rd and Euclid Heights Blvd	11
Add “Stop for Pedestrian” Signs - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	11
Supplemental In-Street Crosswalk Signs - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	11
Speed Feedback Signs - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	11
Rectangular Rapid Flashing Beacons - Cedar Rd and Lee Rd	10
Pedestrian Hybrid Beacons - Cedar Rd and Lee Rd	10
Crosswalk enhancements - Lee Road and Kensington Road	10
Speed Feedback Signs - Cedar Rd and Taylor Rd	10
Implement No-Turn-On-Reds - Noble Rd from Mayfield Rd to Monticello Blvd	10
Relocate Transit Stops - Taylor Rd and Mayfield Rd	10

PROJECT	TOTAL
Implement No-Turn-On-Reds - Cedar Rd and Euclid Heights Blvd	9
Upgrade School Zone Signage - Noble Rd from Mayfield Rd to Monticello Blvd	9
Improve Crosswalk Features - Overlook Road and Edgehill Road	8
Corner Bump Outs - Cedar Rd and Fairmount Blvd	8
Increase Pedestrian Signal Timings - Coventry Rd and Euclid Heights Blvd	8
Implement No-Turn-On-Reds - Coventry Rd and Euclid Heights Blvd	8
Add “Be Prepared to Stop” Signs - Coventry Rd and Euclid Heights Blvd	8
Remove Foliage to Improve Sight Distance - Woodview Rd from Monticello Blvd to Noble Rd	8
Implement No-Turn-On-Reds (NB) - Woodview Rd and Noble Rd	8
Intersection crossing improvements - Fairmount Blvd and Demington Dr	7
Install Midblock Raised Crosswalks - Coventry Rd from Euclid Heights Blvd to Mayfield Rd	7
Supplemental In-Street Crosswalk Signs - Cedar Rd and Fairmount Blvd	6
Add Bicycle Racks - Roxboro Middle School	5
Rectangular Rapid Flashing Beacons - Monticello Blvd between Yellowstone Rd and Pennfield Rd	5
Install Speed Feedback Signs - Taylor Rd and Mayfield Rd	5
Install Speed Tables - Maple Rd from Mayfield Rd to South Terminus	5
Install Chicanes - Maple Rd from Mayfield Rd to South Terminus	5
Crosswalk improvements at ~0.34 mi trail on the SE part of the city	5
Warning / Slow Down Signs at Hill on Cedar Road - Cedar Rd in between Norfolk and Overlook Ln	4
Install Speed Feedback Signs - Cedar Rd and Fairmount Blvd	4

PROJECT	TOTAL
In-Street Supplemental Crosswalk Signs - Monticello Blvd between Yellowstone Rd and Pennfield Rd	4
Rectangular Rapid Flashing Beacons - Cedar Rd in between Bellfield Ave and Delaware Dr	3
Signal Ahead Warning Sign (SB) - Taylor Rd between Rumson Rd and Hollister Rd	3
Install Speed Feedback Signs - Monticello Blvd between Woodview Rd and Elbon Rd	3
Install Speed Tables - Woodview Rd from Monticello Blvd to Noble Rd	3
WB Right Turn Lane from Monticello Blvd to Woodview Rd -Monticello Blvd between Woodview Rd and Elbon Rd	3
Install Chicanes - Woodview Rd from Monticello Blvd to Noble Rd	3

VII. Progress and Transparency

VII. PROGRESS AND TRANSPARENCY

The City of Cleveland Heights has committed to improving its transportation network with the goal of eliminating fatal and serious injury crashes via the Vision Zero resolution adopted in 2025. This CESAP outlines many actionable steps that would help navigate toward that goal, but the CESAP is only useful insofar as it is utilized. Consistent with the requirements of the federal SS4A program, the CESAP will be posted publicly, and progress toward the goals outlined herein will be monitored annually to document safety outcomes in Cleveland Heights.

VII.1. TRANSPARENCY

The CESAP will be posted on (or linked from) the City of Cleveland Heights website for public consumption and transparency. The website should be updated with information regarding projects from the CESAP that are funded, planned, under design, under construction, or constructed.

VII.2. CESAP UPDATES

The CESAP should in some ways be a 'living document' that reflects the safety of the City's transportation network as the City continues to strive toward Vision Zero. To this end, the City of Cleveland Heights was awarded a Planning and Demonstration Grant from the SS4A program in Fiscal Year 2024, which will go toward the following efforts:

- CESAP Data Update: The historical crash analysis in the CESAP will be updated to include crash data from January 1, 2023, through December 31, 2024. The CESAP will be updated to include new, site-specific safety countermeasures to address the updated historical crash analysis.

- Pilot Road Diets: Temporary road diet demonstrations will be conducted on several corridors that were identified in the CESAP development:
  - Noble Road from Nelaview Road to Warrensville Center Road (1.7 miles)
  - Monticello Boulevard from Noble Road to N Taylor Road (1 mile)
  - Mayfield Road from Ivydale Road to Cleveland Heights Blvd (1 mile)
  - S Taylor Road from Superior Road to Silsby Road (0.5 miles)
- Daylighting Crosswalks: Temporary visibility enhancements will be implemented at midblock crosswalk locations, with a particular focus on Business Districts with more pedestrian traffic. The demonstrations will include expanded parking restrictions to improve sight distance for both pedestrians and vehicles.

- Signal Improvements: Temporary re-phasing and re-timing of signals will be designed and implemented at intersections with a documented history of pedestrian and vehicle crashes. This demonstration will allow for an evaluation of the potential impact of signal improvements, including proven countermeasures such as leading pedestrian intervals and protected-only left turn phases.

- Neighborhood Traffic Calming: Additional funding will be dedicated to the Neighborhood Traffic Calming Program whereby residents submit petitions for streets or neighborhoods to be evaluated for traffic calming or speed reduction measures such as chicanes or speed tables. At least four neighborhoods will be targeted with the Planning and Demonstration grant funds.

Pre-demonstration and post-demonstration safety analyses will be conducted for each of the demonstration activities that are planned to be undertaken as part of the Planning and Demonstration grant. These analyses will help support the City's decision-making process regarding whether the road diets, crosswalk daylighting, and signal improvements can and should be made permanent.

VII.3. ANNUAL MONITORING REPORT

An Annual Monitoring Report will be prepared each year once crash data from the prior year is finalized in the ODOT GCAT database. Generally speaking, crash data is available in GCAT within approximately six weeks, so it is recommended that the Annual Monitoring Report be completed in March of each year. A draft CESAP Annual Monitoring Report is provided opposite this page, which would be posted publicly alongside the CESAP once completed each year.

The TAC that assisted with the development of this CESAP is also expected to be involved in the monitoring of CESAP implementation and progress. The City has acknowledged the significant contributions of the TAC to the successful preparation of this CESAP, and will remain open to their continued input and feedback as the recommended countermeasures highlighted in the Plan are pursued in future years. It is recommended that the TAC be given the opportunity to review the Annual Monitoring Report upon completion each year.

Furthermore, it would be an efficient use of City resources to combine annual monitoring efforts for the CESAP with those established in the *Complete and Green Streets Policy (2018)*.

Cleveland Heights Comprehensive & Equitable Safety Action Plan

Safe Streets 4 Cleveland Heights

Annual Monitoring Report

Reporting Year: _____

Performance Measure	Source	Previous Year	Reporting Year	% Increase / Decrease
Number of Fatal Crashes	ODOT GCAT			
Number of Serious Injury Crashes	ODOT GCAT			
Number of Fatal/Serious Injury Crashes within Disadvantaged Census Tracts[1]	ODOT GCAT/ EJScreen			
Number of Pedestrian Crashes	ODOT GCAT			
Number of Bicycle Crashes	ODOT GCAT			
Number of Pedestrian/Bicycle Crashes within Disadvantaged Census Tracts[1]	ODOT GCAT/ EJScreen			
Short-Term Safety Improvement Projects Implemented	City Records			
Short-Term Safety Improvement Projects within Disadvantaged Census Tracts[1]	City Records/ EJScreen			
Medium-Term Safety Improvement Projects Implemented	City Records			
Medium-Term Safety Improvement Projects within Disadvantaged Census Tracts[1]	City Records/ EJScreen			
Long-Term Safety Improvement Projects Begun	City Records			
Long-Term Safety Improvement Projects Completed	City Records			
Long-Term Safety Improvement Projects within Disadvantaged Census Tracts[1]	City Records/ EJScreen			
Traffic Calming Projects Implemented	City Records			
Traffic Calming Projects within Disadvantaged Census Tracts[1]	City Records/ EJScreen			
Active Transportation Projects Implemented[2]	City Records			
Active Transportation Projects within Disadvantaged Census Tracts[1,2]	City Records/ EJScreen			

[1] Disadvantaged communities identified in Chapter 3, per the EJScreen Tool.

[2] Projects identified in The Heights Regional Active Transportation Plan.

Safety improvement projects begun or completed in Reporting Year: _____

_____

_____

Projects (resurfacing, capacity) that incorporated safety improvements in Reporting Year: _____

_____

_____

VII.4. FUNDING

Several local, state, and federal funding resources are available in the pursuit of safety improvements on the City's roadway network. First and foremost, the completion and adoption of this CESAP makes the City of Cleveland Heights eligible for an Implementation Grant through the FHWA SS4A program. A total of $5,000,000,000 was appropriated in the Bipartisan Infrastructure Law for the SS4A program over a five-year period, half of which is intended to go toward the planning, design, and construction of safety improvement projects. Only communities with a Safety Action Plan that meets the minimum requirements established by FHWA are eligible for Implementation grant funding. The FHWA checklist certifying this CESAP as a qualifying Safety Action Plan is provided in **Appendix G**.

VII.4.A. Funding Short Term Projects

Projects identified as short term projects are anticipated to be able to be implemented at little or no cost to the City and with few barriers related to right-of-way or design requirements. These projects may be funded through existing City operational budgets and be completed by City staff or with volunteers from the TAC or other safety advocacy groups in Cleveland Heights.

VII.4.A.1. Street Supplies

The Northeast Ohio Areawide Coordinating Agency (NOACA) provides assistance to municipalities through staff and supplies that can be utilized to study or implement safety improvements. The Street Supplies program provides a library of free roadway materials including paint, cones, signs, bike racks, and planters that can be used to implement temporary safety countermeasures, during which time municipalities can observe changes to travel patterns, document safety impacts, and engage with the public about how the improvements might be received if implemented permanently.

TABLE 12: SHORT TERM SEGMENT PROJECTS

Priority	Project	Location	Performance Metric
S-S-1	Install Concrete Landing Pads at Bus Stops	Noble Rd south of Monticello Blvd	Installation of concrete pads at bus stops
S-S-2	Install / Update Pavement Markings	Noble Rd from Mayfield Rd to Monticello Blvd	Installation and updates to Pavement Markings
S-S-3	Sidewalk Maintenance	Cedar Rd from beyond Briarwood Rd to beyond Rossmoor Rd	Percent of sidewalk maintained/replaced
S-S-4	Install / Update Pavement Markings	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Installation and updates to Pavement Markings
S-S-5	Install Concrete Landing Pads at Bus Stops	Noble Rd north of Monticello Blvd	Installation of concrete pads at bus stops
S-S-6	Restrict On-Street Parking	Maple Rd from Mayfield Rd to South Terminus	Percent of curb space where parking is prohibited
S-S-7	Remove Foliage to Improve Sight Distance	Maple Rd from Mayfield Rd to South Terminus	Removal of foliage
S-S-8	Install Rumble Strips	Maple Rd between Mayfield Rd and Parkhill Rd	Installation of rumble strips on stop-controlled northbound approach
S-S-9	Install Speed Feedback Signs	Maple Rd from Mayfield Rd to South Terminus	Installation of speed feedback signs
S-S-10	Restrict On-Street Parking	Woodview Rd from Monticello Blvd to Noble Rd	Percent of curb space where parking is prohibited

TABLE 13: SHORT TERM POINT PROJECTS

Priority	Project	Location	Performance Metric
P-S-1	High-Visibility Crosswalks	North of Monticello Blvd from Taylor Rd to Noble Rd	Installation of high-visibility crosswalks
P-S-2	Retroreflective Signal Backplates	North of Monticello Blvd from Taylor Rd to Noble Rd	Installation of retroreflective signal backplates
P-S-3	Implement No-Right-Turn-on-Red	Cedar Rd and Lee Rd	Prohibition of right-turn-on-red
P-S-4	Pushbutton assessment and improvements	Lee Rd Signalized Intersections near Cedar Rd	Number of pushbuttons replaced
P-S-5	High-Visibility Crosswalks	Cedar Rd and Lee Rd	Installation of high-visibility crosswalks
P-S-6	High-Visibility Crosswalks	Cedar Rd and Taylor Rd	Installation of high-visibility crosswalks
P-S-7	High-Visibility Crosswalks	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Installation of high-visibility crosswalks
P-S-8	Exclusive Pedestrian Phases During Peak School Times	Cedar Rd and Lee Rd	Implementation of exclusive pedestrian phase during arrival/dismissal
P-S-9	Retroreflective Signal Backplates	Cedar Rd and Taylor Rd	Installation of retroreflective signal backplates
P-S-10	Protected Left-Turn Phase	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Implementation of protected-only left-turn phase(s)

VII.4.B. Funding Medium Term Projects

Projects identified as medium term projects are anticipated to potentially require additional funding to be allocated, but generally can be completed within 6-18 months and would not require a significant design effort. Generally speaking, medium term projects may require the City to identify a new budget line item or acquire a local or state grant to complete the work.

VII.4.B.1. NOACA Traffic Safety and Operational Technical Assistance

The NOACA offers Traffic Safety and Operational Technical Assistance to member communities to evaluate and implement simple safety and operational improvements via NOACA planning and engineering staff. Per the NOACA website, "the assistance provided may include performing walk audits, pavement marking or signing plan development, speed zone analysis, road diet feasibility, ODOT Crash Analysis for projects, access management reviews, signal warrant or removal studies, abbreviated safety funding applications, development of School Travel Plans, and Safe Routes To School funding applications." Project sponsors are not required to provide any financial contribution or local match.

VII.4.B.2. ODOT Grants

At the state level, the Ohio Department of Transportation issues grants that can be utilized to fund safety countermeasures through the Transportation Alternatives Program (TAP), the Safe Routes to School (SRTS) program, and the Highway Safety Improvement Program (HSIP), among others. The Ohio Traffic Safety Office provides a bevy of Grant Resources for municipalities seeking grant funding to assist with safety improvements to their local transportation networks.

Special Solicitations are also issued by ODOT which may provide opportunities to apply for grants to help fund some of the medium term projects in **Table 14** and **Table 15**. For example, ODOT is currently (January 2025) hosting a Pedestrian & Bicycle Special Solicitation for "projects that make walking and biking a safe, convenient, and accessible transportation option for all Ohioans." These funds are available for short-term infrastructure projects that do not require right-of-way or major utility relocation as well as for traditional infrastructure projects for standalone pedestrian and bicycle projects of statewide significance.

TABLE 14: MEDIUM TERM SEGMENT PROJECTS

Priority	Project	Location	Performance Metric
S-M-1	Restrict On-Street Parking	Lee Rd from beyond Overlook Rd to beyond Kensington Rd	Percent of curb space where parking is prohibited
S-M-2	Install Raised Pavement Markings along Centerline	Noble Rd from Mayfield Rd to Monticello Blvd	Installation of Raised Pavement Markings along Centerline
S-M-3	Add Dedicated Bike Lanes	Noble Rd from Mayfield Rd to Monticello Blvd	Construction of Dedicated Bike Lanes
S-M-4	Add / Improve Lighting	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Installation of Lighting Improvements
S-M-5	Install Raised Pavement Markings Along Centerline	Cedar Rd and Fairmount Blvd	Installation of Raised Pavement Markings along Centerline
S-M-6	Restrict On-street parking / Public Parking Improvements	Taylor Rd from beyond Washington Blvd to beyond Tullamore Rd	Percent of curb space where parking is prohibited
S-M-7	Install dedicated bike lanes	Severance Cir	Installation of dedicated bike lanes
S-M-8	Speed Limit Evaluation	Mayfield Rd from beyond Severance Cir to beyond Compton Rd	Completion of a speed limit evaluation
S-M-9	Traffic calming and other improvements	Yellowstone Rd from Noble Rd to Monticello Blvd	Installation of traffic calming improvements
S-M-10	Traffic calming with lane narrowing	Superior Road adjacent to Cain Park	Reduction in lane width

TABLE 15: MEDIUM TERM POINT PROJECTS

Priority	Project	Location	Performance Metric
P-M-1	Leading Pedestrian Interval	Cedar Rd and Lee Rd	Implementation of leading pedestrian intervals
P-M-2	Intersection Geometry Improvements	North of Monticello Blvd from Taylor Rd to Noble Rd	Modifications to intersection geometry
P-M-3	Add Bicycle and Scooter Parking Sites	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Number of new bicycle/scooter parking stalls/racks
P-M-4	Leading Pedestrian Interval	Cedar Rd and Taylor Rd	Implementation of leading pedestrian intervals
P-M-5	Yellow Time Evaluation	Cedar Rd and Taylor Rd	Performance of yellow time evaluation
P-M-6	Leading Pedestrian Interval	Taylor Rd and Mayfield Rd	Implementation of leading pedestrian intervals
P-M-7	Yellow Time Evaluation	Taylor Rd and Mayfield Rd	Performance of yellow time evaluation
P-M-8	Bike boxes	S Taylor Rd and Euclid Heights Blvd/Severance Ctr	Installation of bike boxes
P-M-9	Raised Crosswalks	Cedar Rd and Lee Rd	Installation of raised crosswalk(s)
P-M-10	Rectangular Rapid Flashing Beacons	Cedar Rd and Taylor Rd	Installation of RRFBs

VII.4.C. Funding Long Term Projects

The City of Cleveland Heights plans to pursue SS4A Implementation grant funding for one of more of the long-term safety improvement projects identified herein. By virtue of preparing this CESAP in the outline identified by the SS4A program, the City of Cleveland Heights will be eligible for an Implementation grant. Any of the safety countermeasures identified in this CESAP may be suitable for Implementation grant funding, but those with the highest prioritization scores would adhere most closely to the criteria established by FHWA as projects for which SS4A funding is best applied.

VII.4.C.1. Ohio Department of Natural Resources, Ohio Public Works Commission

Many of the long term segment projects identified in **Table 16** involve the installation of a multi-use path along the roadway segments within Cleveland Heights that have historically been deemed the least safe for pedestrians and bicyclists. Two potential funding opportunities through the Ohio Department of Natural Resources (ODNR) could provide supplemental funding for the City to design and construct multi-use paths: the Recreational Trails Program and the Clean Ohio Trail Fund (COTF).

The Recreational Trails Program is funded through partnership with FHWA and provides funding for maintenance of existing trails, improving access for people with disabilities, and development and construction of new trails. The COTF "seeks to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds," and will provide funding for engineering, design, and construction of trails or connector-trails.

The Ohio Public Works Commission (OPWC) also provides funding through the Clean Ohio Green Space Conservation Program, which can be dedicated toward right-of-way and construction funding for trails if the project is shown to contribute to the Clean Ohio goals of preservation, protection, or restoration of the natural environment, natural ecosystems, vegetation and wildlife.

VII.4.C.2. Federal Grants

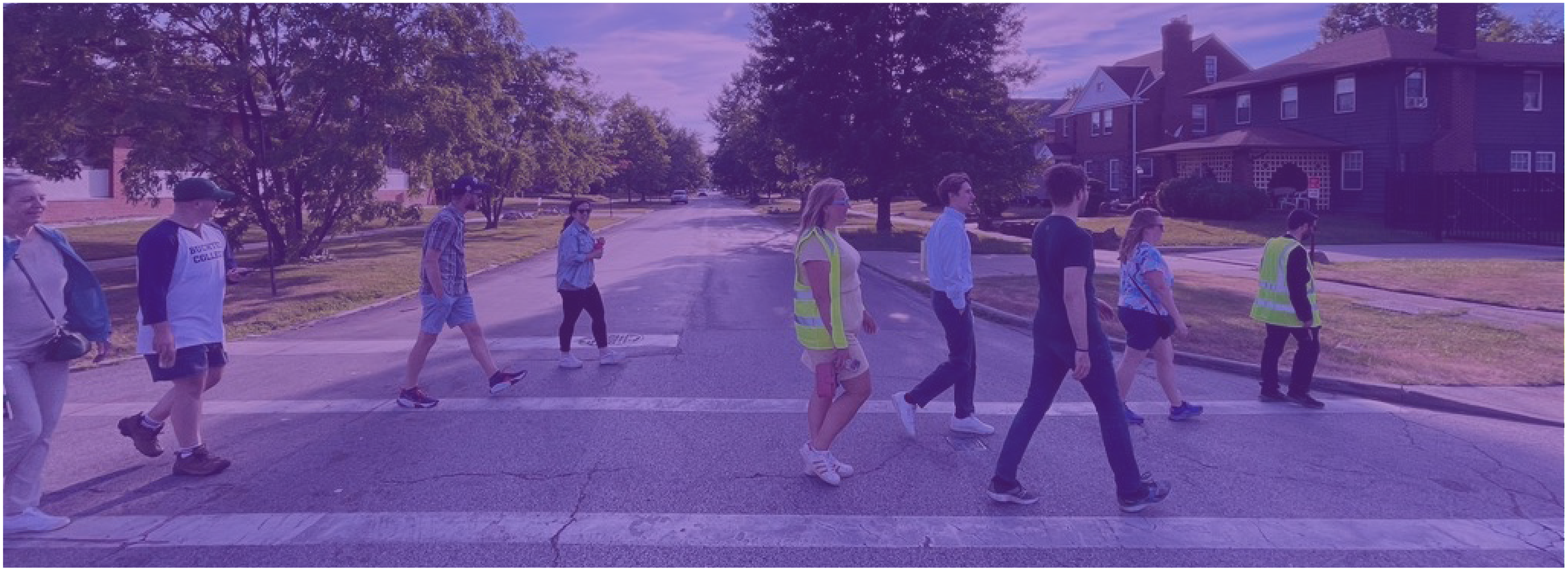
Other federal grants that can be utilized to procure funding for safety improvements include the Strengthening Mobility and Revolutionizing Transportation (SMART) grant, the Active Transportation Infrastructure Investment Program (ATIIP), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, and the Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation (PROTECT) grant. Each of these grant programs references safety as one of its primary qualifying criteria and could potentially be a resource for funding some of the more expensive, long term safety improvements identified in the CESAP.

TABLE 16: LONG TERM SEGMENT PROJECTS

Priority	Project	Location	Performance Metric
S-L-1	Bike Lane or Path	Lee Rd from Cedar Rd to Mayfield Rd	Construction of Bike Lane or Path
S-L-2	Install Multi-Use Trail	Lee Rd from beyond Overlook Rd to beyond Kensington Rd	Construction of Multi-Use Trail
S-L-3	Bike Lane or Path	Mayfield Rd from Taylor Rd to Kenilworth Rd Eastbound	Construction of Bike Lane or Path
S-L-4	Bike Lane or Path	Mayfield Rd from Taylor Rd to Kenilworth Rd Westbound	Construction of Bike Lane or Path
S-L-5	Bike Lane or Path	Taylor Rd from Fairmount Blvd to Mayfield Rd	Construction of Bike Lane or Path
S-L-6	Bike Lane or Path	Lee Rd from Cedar Rd to N Park Blvd	Construction of Bike Lane or Path
S-L-7	Bike Lane or Path	Monticello Blvd from Mayfield Rd to Belvoir Blvd	Construction of Bike Lane or Path
S-L-8	Sidewalk or Path	Lee Rd from Cedar Rd to Monmouth Rd	Construction of Sidewalk or Path
S-L-9	Sidewalk or Path	Mayfield Rd from Kenilworth Rd to Lee Rd Eastbound	Construction of Sidewalk or Path
S-L-10	Sidewalk or Path	Mayfield Rd from Kenilworth Rd to Lee Rd Westbound	Construction of Sidewalk or Path

TABLE 17: LONG TERM POINT PROJECTS

Priority	Project	Location	Performance Metric
P-L-1	Convert to Roundabout	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Construction of roundabout
P-L-2	Operational Analysis to Consider Dedicated EB / WB Left-Turn Lanes	Cedar Rd and Lee Rd	Construction of dedicated left-turn lanes
P-L-3	Operational Analysis to Consider Dedicated Left-Turn Lanes	Cedar Rd and Taylor Rd	Construction of dedicated left-turn lanes
P-L-4	Speed Safety Cameras	Taylor Rd and Mayfield Rd	Installation of speed safety cameras
P-L-5	Evaluate and Revise Lane Geometry	Taylor Rd and Severance Cir	Revision of lane geometry
P-L-6	Remove Right-Turn Slip Lanes	Severance Cir and Mayfield Rd	Removal of right-turn slip lanes
P-L-7	Install Roundabout	Taylor Rd and Fairmount Blvd	Installation of roundabout
P-L-8	Convert to Roundabout	Cedar Rd and Euclid Heights Blvd	Construction of roundabout
P-L-9	Relocate Transit Stops	Taylor Rd and Mayfield Rd	Relocation of transit stops
P-L-10	Install Midblock Raised Crosswalks	Coventry Rd from Euclid Heights Blvd to Mayfield Rd	Installation of raised crosswalk(s)



Safe Streets 4 Cleveland Heights

Cleveland Heights Comprehensive & Equitable Safety Action Plan

Self-Certification Eligibility Checklist

ELIGIBILITY

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions 3, 7, and 9 in this worksheet; and
- You can answer "YES" to at least four of the six remaining Questions, 1, 2, 4, 5, 6, and 8.

ACTION PLAN DOCUMENTS

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

DOCUMENT TITLE	LINK	DATE OF MOST RECENT UPDATE
Cleveland Heights Comprehensive & Equitable Safety Action Plan		

ACTION PLAN COMPONENTS	YES/NO	PAGE NUMBER
1. Leadership Commitment and Goal Setting Are **BOTH** of the following true? • A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and • The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.	☑ YES ☐ NO	2 & Appendix A
2. Planning Structure • To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	☑ YES ☐ NO	4 - 6
3. Safety Analysis Does the Action Plan include **ALL** of the following? • Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and, • A geospatial identification (geographic or locational data using maps) of higher risk locations.	☑ YES ☐ NO	9 - 21
4. Engagement and Collaboration Did the Action Plan development include **ALL** of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter-and intra-governmental cooperation and collaboration, as appropriate.	☑ YES ☐ NO	23 - 41
5. Equity Consideration Did the Action Plan development include **ALL** of the following? • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.	☑ YES ☐ NO	43 - 50
6. Policy and Process Changes Are **BOTH** of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	☑ YES ☐ NO	53 - 57
7. Strategy and Project Selections • Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?	☑ YES ☐ NO	59 - 76
8. Progress and Transparency Does the plan include **BOTH** of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	☑ YES ☐ NO	79 - 89
9. Action Plan Date • Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?	☑ YES ☐ NO	

Appendix A: Vision Zero Resolution 051-2025

RESOLUTION NO. 051-2025(MSES), *First Reading*

By Mayor Seren

A Resolution amending and adopting the City of Cleveland Heights' support for the ideals, principles, and concepts of Vision Zero, affirming that the acceptable number of annual traffic deaths is zero, and establishing the goal of achieving zero annual traffic fatalities in the City by 2030; and declaring the necessity that this legislation become immediately effective as an emergency measure.

WHEREAS, Cleveland Heights prides itself on being a walkable city with sidewalks on almost all City streets; and

WHEREAS, Cleveland Heights is also a Bicycle Friendly Community with many sharrows and bike lanes around the City; and

WHEREAS, Cleveland Heights also has transit service provided by the Greater Cleveland Regional Transit Authority ("RTA") and University Circle ("UCI"); and

WHEREAS, all users of Cleveland Heights roadways are vulnerable to accidents; and

WHEREAS, "roadway" includes streets, roads, lanes, courts, alleys, trails, bikeways, sidewalks, multipurpose paths, bicycle lanes, pedestrian crossings, or other improvements, structures, infrastructures, appurtenances, or improvements within or adjacent to the public right of way; and

WHEREAS, the overarching goal of the Vision Zero movement is that the acceptable number of annual traffic deaths is zero, and this Council believes that such a goal is appropriate and attainable, as has been demonstrated in other cities around the globe; and

WHEREAS, Cleveland Heights's award-winning Complete and Green Streets Policy is compatible with Vision Zero; and

WHEREAS, studies and history show that traffic crashes and collisions are often the result of human error and that many such traffic crashes and collisions might be avoided, mitigated, or ameliorated by the application of roadway design and engineering practices recognizing human error as such a cause; and

WHEREAS, the City, through its various Departments, can prioritize the goal of zero traffic fatalities in the planning of future projects, facilities, or operations where there is a foreseeable potential of one or more traffic-related fatalities by implementing the roadway design plans and engineering practices that underlie Vision Zero; and

WHEREAS, the City initially adopted a Vision Zero Policy in 2021 via Resolution No. 96-2021; and

WHEREAS, the City now wishes to amend that Vision Zero Policy to set a target date for achievement of zero traffic deaths.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Cleveland Heights, Ohio, that:

SECTION 1. This Council hereby amends and adopts Vision Zero for the City of Cleveland Heights, with the goal of achieving zero annual traffic fatalities in the City by 2030.

SECTION 2. This Council authorizes and directs the Mayor to have City Departments cooperate and coordinate to prioritize the goal of zero traffic fatalities in the planning of future projects, facilities, or operations where there is a foreseeable potential of one or more traffic-related fatalities by using the roadway design and engineering practices underlying Vision Zero.

SECTION 3. Nothing in this Resolution shall be so interpreted or construed as to create any liability or strict liability upon the City where none has previously existed, nor shall any person be entitled to pursue any case in law or equity seeking to impose such a liability where none has heretofore existed.

SECTION 4. It is found and determined that all formal actions of the Council relating to the adoption of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements.

SECTION 5. Notice of the passage of this Resolution shall be given by publishing the title and abstract of its contents, prepared by the Director of Law, once in one newspaper of general circulation in the City of Cleveland Heights or by posting the full text of this Resolution to the City of Cleveland Heights website.

SECTION 6. It is necessary that this Resolution become immediately effective as an emergency measure necessary for the preservation of the public peace, health and safety of the inhabitants of the City of Cleveland Heights, such emergency being the need to be compliant with the requirements of the Safe Streets and Roadways for All (SS4A) Program. Wherefore, provided it receives the affirmative vote of five (5) or more of the members elected or appointed to this Council, this Resolution shall take effect and be in force immediately upon its passage; otherwise, it shall take effect and be in force from and after the earliest time allowed by law.

RESOLUTION NO. 051-2025(MSES)

TONY CUDA
President of Council

ADDIE BALESTER
Clerk of Council

PASSED: April 7,2025

Presented to Mayor: 04/11/2025 Approved: 04/17/2025

KAHLIL SEREN
Mayor

Appendix B: Literature Review Memorandum

MEMORANDUM

To: Ken Bernard; Eric Zamft, AICP
City of Cleveland Heights

From: Perry Morgan, P.E.; Vincent Spahr, P.E., RSP$_1$
Kimley-Horn and Associates, Inc.

Date: April 24, 2024

Subject: Cleveland Heights Comprehensive and Equitable Safety Action Plan
Literature Review

The City of Cleveland Heights provided historical documentation of traffic studies, plans, policies, safety materials, and other relevant information to provide context for the establishment of a Comprehensive and Equitable Safety Action Plan (CESAP). This memorandum summarizes the literature review and the findings of prior studies.

The documents reviewed are summarized chronologically within four categories: City Plans and Policies; District Plans and Policies; Transportation for Livable Communities Initiative (TLCI) Plans; and Documents, Plans, and Policies from Neighboring Communities.

CITY PLANS AND POLICIES

The following documents were produced and/or adopted by the City of Cleveland Heights.

CLEVELAND HEIGHTS MASTER PLAN (2017)

Published/Adopted: March 20, 2017
Responsible Agency: City of Cleveland Heights
Number of Pages: 259
Purpose of Document: To outline the City of Cleveland Heights' vision for growth and change and to describe specific action steps that can be taken to accomplish them.

The *Cleveland Heights Master Plan* is comprised of six major sections: Community Vision, Current Conditions, Core Strategy, Future Land Use, Goals and Actions, and Implementation. The *Master Plan* was developed over the course of more than a year and included input from numerous residents and business owners. Public involvement was conducted via a Steering Committee, three public workshops, and online surveys posted to the City's website.

Community Vision

The Community Vision outlined in the *Master Plan* includes broad descriptions of how the community would like to look and function in the next decade. The Vision statements cover a range of topics that were developed through coordination with City staff, the Steering Committee, and the public. The statements focus on 10 priorities that emerged as part of the *Master Plan* development:

- Vibrant Neighborhoods
- Complete Transportation Network
- Environmentally Sustainable Community
- Business Friendly
- Strong Business Districts
- High-Quality Infrastructure
- Hub for Arts and Culture
- A Diverse and Open Community
- A Safe and Engaged Community
- A Healthy Community

The vision statements form the basis of the goals and actions described in the *Master Plan*.

Current Conditions

The Current Conditions section of the *Master Plan* outlines an overall assessment of the baseline conditions in the City of Cleveland Heights at the time the *Master Plan* was developed. Such topics as population demographics, education, business districts, community facilities, infrastructure, and zoning within the City are described in detail in the Current Conditions section.

Core Strategy

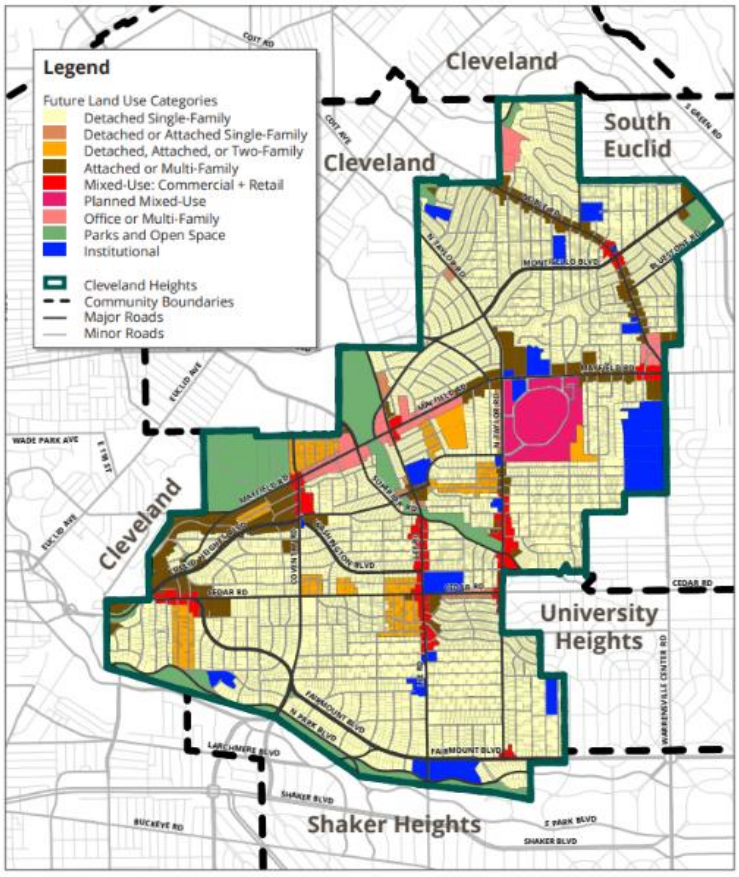
The Core Strategy in the *Master Plan* was developed to address the desire expressed by the Steering Committee and the public to strengthen the existing City neighborhoods and business districts. The four areas of focus that form the Core Strategy are:

- Residential Target Areas (center of the City and the Noble Monticello area)
- Commercial Target Areas (Cedar Lee, the Mayfield Road Corridor, the Noble Monticello area, and Cedar Fairmount)
- Transit Connections (Cedar Road, Mayfield Road, and Noble Road)
- Trail Connections (spine along Mayfield Road from University Circle to Mayfield Road, branches to Monticello Boulevard and Cain Park)

Future Land Use

The *Master Plan* developed a future land use map to guide future land use and zoning decisions that would contribute to the Community Vision. The Future Land Use section also outlines seven actions for the City to undertake in conjunction with the Future Land Use Map, including updating certain zoning districts to allow different residential densities and promoting the development of walkable infrastructure within and immediately around the City's primary business districts.

Map 21 **Future Land Use**



Goals and Actions

The Goals and Actions section of the *Master Plan* outlines specific steps that can be taken by the City and its partners to accomplish the many goals that were identified in the Community Vision section. The Goals and Actions section includes details, example initiatives from other municipalities, maps, images, and potential partners to help guide the City in fulfilling the vision statements and promoting the overall Community Vision of the City of Cleveland Heights.

Implementation

The Implementation section of the *Master Plan* aims to demonstrate the levels and kinds of investment and effort that will be required to implement the various goals, strategies, and actions described throughout the *Master Plan*. Potential partners are identified, as well as timeframes, costs, and potential funding opportunities to assist the City in bringing the *Master Plan* priorities to fruition. Implementation tables provided in the *Master Plan* outline that information and provide a guide for documenting progress toward each of the Goals and Actions.

COMPLETE AND GREEN STREETS POLICY

Published/Adopted: 2018
Responsible Agency: City of Cleveland Heights
Number of Pages: 9
Purpose of Document: To address the livability and environmental needs of Cleveland Heights with multipurpose streets that better accommodate walkers, cyclists, and public transportation while reducing the environmental impact of the transportation infrastructure by incorporating green infrastructure strategies to reduce waste, stormwater runoff, and energy consumption.

Part of the 'Vision and Intent' of the *Complete and Green Streets Policy* is to develop a safe, comfortable, reliable, efficient, integrated, and connected multimodal transportation network within the City. The policy notes that the City would evaluate opportunities for pavement reduction and consider lane width, turning radii, traffic islands, and on-street parking.

Implementation steps identified in the *Complete and Green Streets Policy* include 1) a recommendation that the Transportation Advisory Committee make recommendations to City Council on conceptual and construction plans to improve transportation modes other than automobiles, 2) a note that transportation consultants for City work shall be selected based on their expertise and experience in implementing cost-effective and practical Complete and Green Streets projects, and 3) a requirement that every Complete and Green Streets project shall include an educational component to ensure users understand and can safely use the project's elements.

The City of Cleveland Heights *Complete and Green Streets Policy* was recognized by the National Complete Streets Coalition as the highest scoring policy in *The Best Complete Streets Policies of 2018*.

NEIGHBORHOOD TRAFFIC CALMING PROGRAM

Published/Adopted: 2022
Responsible Agency: City of Cleveland Heights
Webpage: https://www.clevelandheights.gov/1535/Neighborhood-Traffic-Calming
Purpose of Document: To reduce excessive speeding and/or traffic volumes on local and collector streets (the streets that connect local roads with arteries). The process for including streets in the program must be initiated by neighborhood residents, not the City. Residents should be advised that a request may not ultimately result in the recommendation of traffic calming or speed reduction measures.

The traffic study request form requires the requester's name, contact information, and the street for the study. A petition for a study needs at least 50% of street residents' signatures. Once selected, the Police Department will measure vehicle volumes and speeds for two

weeks. They will collaborate with the Department of Public Works and a consultant traffic engineer to review the data and current conditions. The study results will be shared in a meeting with residents, and survey cards will be sent afterward. If 50% of households respond and 60% support the measures, funding availability will be assessed for implementation.

SHARED SPACES PROGRAM MANUAL

Published/Adopted: 2022
Responsible Agency: City of Cleveland Heights
Number of Pages: 29
Purpose of Document: To lead applicants through the process for authorization to install a temporary outdoor dining facility, parklet, or pedlet within the public right-of-way or on private property. The Shared Spaces Program is focused on temporary installations between May 1 and November 1 of each calendar year. The City views these outdoor dining facilities, parklets, and pedlets as creative and cost-effective ways to add outdoor seating and spaces, and the City supports the use of public right-of-way to provide additional flexibility for local businesses. The Manual provides an outline of design standards and requirements for businesses to operate and maintain a dining facility, parklet, or pedlet that meets City code.

DISTRICT PLANS, STUDIES, AND POLICIES

The following documents were produced by the City of Cleveland Heights with a focus on a specific district within the City. The various districts within the City have different characteristics and different needs, and these documents reflect historical efforts that have taken place to address those needs in a manner suitable to the district itself and to each district's place within the context of Cleveland Heights.

CEDAR TAYLOR DISTRICT VISIONING

Published/Adopted: 2013
Responsible Agency: Cedar Taylor Development Association, in partnership with the City of Cleveland Heights and the City of University Heights
Number of Pages: 44
Purpose of Document: To identify streetscape and neighborhood identity improvements in the area surrounding the intersection of Cedar Road and South Taylor Road (the 'Cedar Taylor District').

The *Cedar Taylor District Visioning* document outlines analysis conducted via interviews with business owners and review of existing infrastructure; an idea book with infrastructure, development, design, and programming concepts for consideration; and a summary of priority projects for implementation within the district in both the near term and the long-term. Priority near-term projects included the installation of dedicated left-turn lanes on Cedar Road and South Taylor Road, the addition of rear angled on-street parking within the Cedar Taylor District, and improved streetscaping with street trees, benches, and bike racks. Priority longer-term projects included the addition of bike lanes and the consolidation of parking areas within the Cedar Taylor District.

CEDAR-FAIRMOUNT COMMERCIAL DISTRICT PARKING STUDY AND TOP-OF-THE-HILL PROJECT PARKING & TRAFFIC ASSESSMENT

Published/Adopted: 2018
Responsible Agency: City of Cleveland Heights
Number of Pages: 61
Purpose of Document: To examine the existing and future parking and traffic conditions of the Cedar Fairmount Commercial District with particular attention to the site of the Top-of-the-Hill Mixed Use Development Site.

The Top-of-the-Hill development was found to include enough parking to satisfy peak period parking demands, but the study identified a need to be a cap the number of parking spaces for resident permit holders to ensure there is enough parking for trips generated by the project and other existing commercial business in the vicinity of the project. The site was not expected to have negative impacts on the traffic operations and roadway network surrounding the site.

SOUTH OF CEDAR NEIGHBORHOOD TRAFFIC & PARKING MANAGEMENT PLAN

Published/Adopted: April 2020
Responsible Agency: City of Cleveland Heights
Number of Pages: 100
Purpose of Document: To develop a neighborhood traffic and parking management plan that addresses concerns for the Cedar Fairmount residential area located between Cedar Road and North Park Boulevard in the Cleveland Heights' Cedar Fairmount District. The overarching goal was to understand, quantify, and address concerns raised by neighborhood residents, including perceived issues with traffic volume and speed on the neighborhood streets and parking patterns and regulations on each of five streets: Grandview Avenue, Bellfield Avenue, Delaware Drive, South Overlook Road, and Harcourt Drive.

The Plan identified a range of recommendations for parking and for traffic management throughout the South of Cedar Neighborhood in four phases ranging from Immediate Action to Future Improvements that would require consideration in the City's long range planning efforts.

Two resources summarizing improvement alternatives were developed as a product of the South of Cedar Traffic & Parking Management Plan: a Traffic Calming Toolbox and a Parking Toolkit. These resources describe different improvement alternatives, note their benefits, discuss roadway impacts, and in some cases provide cost estimates for the improvement.

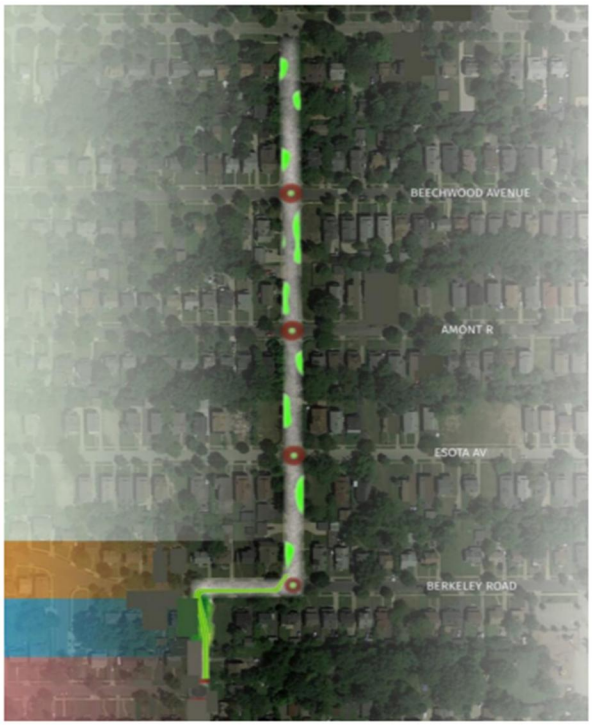
COMPTON ROAD GREENWAY STUDY: A NEIGHBORHOOD IMPLEMENTATION GUIDEBOOK

Published/Adopted: 2019
Responsible Agency: City of Cleveland Heights
Number of Pages: 46
Purpose of Document: To evaluate the Compton Road corridor from Euclid Heights Boulevard to Superior Park Drive and design alternatives that would collectively afford pedestrians and bicyclists more comfortable use of the Compton Road right-of-way using concepts of complete and green streets. The goals of the study were to promote re-investment in the neighborhood surrounding Compton Road; to provide safe and comfortable conditions for walking, running, and bicycling; and to maximize pedestrian and bicyclist access to and from Cain Park.

Various traffic calming elements were identified in the study, including the four key elements of a "Woonerf" which is a Dutch concept that prioritizes multifunctional shared space within the public right-of-way:

1. Visible entrances
2. Physical barriers
3. Shared / paved space
4. Landscaping / street furniture

Five "theme zones" were identified along the Compton Road study corridor, with unique solutions proposed within each zone.



2022 Update

The City of Cleveland Heights secured funding from a Community Development Block Grant (CDBG) and Cuyahoga County's Community Development Supplemental Grant (CDSG) to:

- engineer potential traffic calming elements along north Compton Road from Euclid Heights Boulevard to Berkeley Road
- create a multi-purpose path, known as the Berkeley Connector to connect North Compton Road to South Compton Road

CEDAR-LEE BUSINESS DISTRICT PARKING STUDY

Published/Adopted: May 6, 2022
Responsible Agency: City of Cleveland Heights
Number of Pages: 83
Purpose of Document: This report, commissioned by the City of Cleveland Heights, focuses on the accessibility, usage, and management of the existing on- and off-street parking supply in the Cedar-Lee Business District (CLBD), generally defined as the commercial district along Lee Road between Washington Boulevard to the north and Coleridge Road to the south.

The study was prompted by the Cedar-Lee-Meadowbrook development, a proposed mixed-use development project tin the area that would significantly reduce public parking. The report aims to assess the current parking situation and recommend actions for improvement, both with and without the proposed development. It also examines the specific impacts of the development and proposes actions to mitigate them.

The study that there is a surplus of off-street parking spaces within the CLBD, even during the peak parking demand periods on Friday and Saturday evening. With consideration for the proposed Cedar-Lee-Meadowbrook mixed-use project, it was anticipated that there may be a parking deficit upon buildout of the project, and the report identifies viable physical and programmatic initiatives to provide additional parking spaces across the CLBD.

The report also includes a set of recommendations to improve the level of service, operation, and performance of municipal parking resources in the CLBD and throughout the City. These recommendations focus on the following initiatives:

- Enhancing parking signage and wayfinding
- Implementing smart parking technology
- Optimizing parking rates and time limits
- Promoting alternative transportation options
- Exploring partnerships with private parking operators

CEDAR-LEE-MEADOWBROOK TRAFFIC STUDY

Published/Adopted: May 2022
Responsible Agency: WSP USA
Number of Pages: 61
Purpose of Document: The Cedar-Lee-Meadowbrook Traffic Study assesses the impact of a proposed mixed-use development in the CLBD on traffic operations and transportation in the area. The study found that the proposed development, which would include 206 residential units and approximately 10,000 square feet of commercial uses, would not significantly affect traffic volumes and operations.

The project included various recommendations for improvements within the CLBD, including the installation of raised crosswalks and pedestrian hybrid beacons along Lee Road at strategic locations to improve pedestrian safety.

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE

Per the Northeast Ohio Areawide Coordinating Agency (NOACA) website, the Transportation for Livable Communities Initiative (TLCI) "provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by focusing on the following objectives:

- Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems
- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments
- Ensuring that the benefits of growth and change are available to all members of a community by integrating principles of accessibility and environmental justice into projects
- Enhance regional cohesion by supporting collaboration between regional and community partners
- Provide people with safe and reliable transportation choices that enhance their quality of life"

The TLCI program funds local community planning studies to evaluate the transportation systems in Northeast Ohio and the communities and neighborhoods they support. The TLCI also provides implementation funds to support the installation of infrastructure improvements identified in those planning studies.

Several TLCI planning studies have been undertaken within the City of Cleveland Heights over the past 15 years.

CEDAR-FAIRMOUNT TRANSPORTATION AND STREETSCAPE PLAN

Published/Adopted: November 2009
Responsible Agency: City of Cleveland Heights
Number of Pages: 63
Purpose of Document: To invest in the creation of a multi-modal district in the region surrounding Cedar Road and Fairmount Boulevard (the 'Cedar-Fairmount District') to allow for growth, flexibility, and redevelopment, consistent with the goals of the TLCI.

The Cedar-Fairmount Transportation & Streetscape Plan evaluated how the district could promote business by providing various modes of transportation options, and how doing so would contribute to expanding the role of the City of Cleveland Heights within Northeast Ohio.

Short-Term Recommendations:

- Re-stripe Cedar Road with sharrows for bicycle traffic
- Incorporate of improved signage and wayfinding devices to make the district more accessible and more easily understood by visitors.
- Construct median/gateway elements at the intersection of Euclid Heights Boulevard and Cedar Road
- Remove raised tree pits and reorganize sidewalk components (newspaper boxes, etc.) to mitigate the most cramped portions of narrow sidewalks in the district

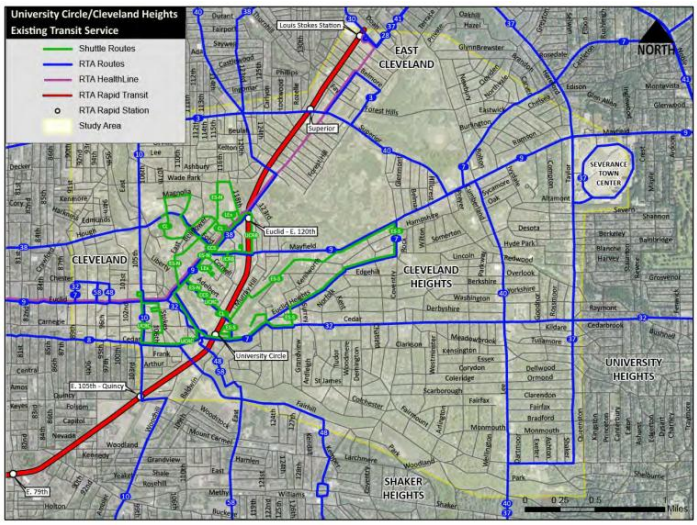
Long-Term Recommendations:

- Reconstruct Cedar Road and its sidewalk to accommodate streetscaping and wider sidewalks.
- Bury overhead utility lines and eliminate redundant utility poles.
- Organize and declutter the streetscape to maximize the useable space of the reconfigured public realm and provide ample flexibility that promotes spontaneous activity along the sidewalk.

FACILITATING BICYCLE AND TRANSIT TRAVEL IN UNIVERSITY CIRCLE AND CLEVELAND HEIGHTS

Published/Adopted: November 2013
Responsible Agency: NOACA
Number of Pages: 271
Purpose of Document: To assess transportation needs in the University Circle neighborhood and the City of Cleveland Heights and to develop infrastructure and programs to encourage people who live in Cleveland Heights and work in University Circle to make the short trip by bicycle or transit, rather than by single-occupant auto trips.

City officials in Cleveland Heights and University Circle recognized the need for a transportation study to encourage residents to commute using alternative methods. Funding for two studies, a Missing Links Study and a Bicycle Network Study, was obtained through the TLCI program.



The missing links study focused on improving transit service and also examined two intersections connecting the two areas for complete street accommodations.

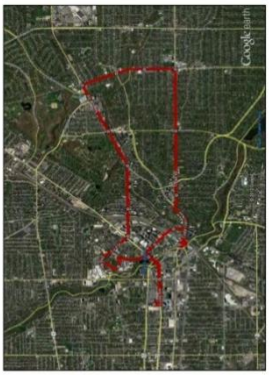
The bicycle network study aimed to create a plan for better bicycle travel between University Circle and Cleveland Heights through improved facilities.

Vision and Intent

The Missing Link Study was conducted with the intent of finding opportunities to mode shift to transit, paying particular attention to the needs and input of University Circle and Cleveland Heights employees, students, and residents. The project aimed to enhance connections and improve access between University Circle and Cleveland Heights. The study noted that the transit system should be easily understandable and convenient with minimal transfers.

The Bicycle Network Study set out to integrate and connect desired destinations with safe and convenient bicycle facilities to accommodate both commuters and recreational bicyclists of all skill levels. The study set out to create safer conditions for those currently using bicycle facilities and to encourage drivers to make some of their trips by other means. As an added benefit, the Bicycle Network Study hoped to enhance accessibility for low-income neighborhoods in the area.

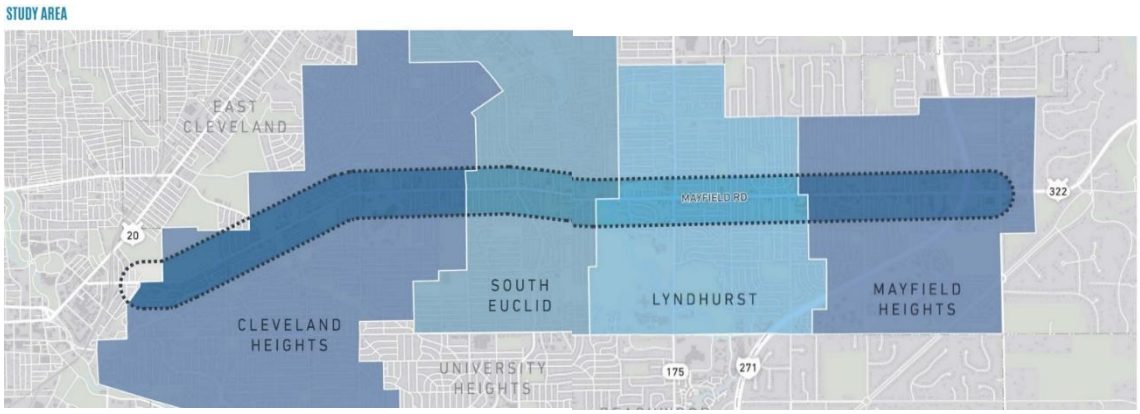
Recommendations


Bus Route Option 2

- Branded shuttle bus service connecting Cleveland Heights and University Circle with the following characteristics:
  - 21 operating hours on Friday and Saturday, 18 operating hours on all other days
  - 15-minute headways during peak times
  - 30-minute headways during off-peak times
  - Fewer stops to improve travel speed and allow for more improvements to remaining stops
  - Distinctive branding of buses and stops
  - Real-time information, schedules, and maps
- Incorporate complete street enhancements at the intersection of Mayfield Road and Kenilworth Road and at the intersection of Edgehill Road and Overlook Road
- Support ongoing development by reducing transportation costs for individuals and parking infrastructure costs for organizations
- Reduce parking footprint

MAYFIELD ROAD MULTIMODAL CORRIDOR STUDY

Published/Adopted: October 2018
Responsible Agency: NOACA
Number of Pages: 113
Purpose of Document: To create a unified vision for the Mayfield Road corridor that appropriately integrates transportation and land use, while addressing the individual needs and character of each community that resides along the corridor.



This Multimodal Corridor Study considered all of Mayfield Road from 126th Street to SOM Center Road, an approximately eight-mile segment that travels through the cities of Cleveland Heights, South Euclid, Lyndhurst, and Mayfield Heights.

The Mayfield Road Multimodal Corridor Study established eight main objectives, which included measures to support walking, bicycling, and transit; strategies to promote traffic safety and efficiency; connecting existing non-motorized segments; supporting enhanced public transit; and establishing a multimodal network to support desired growth patterns in the area.

The Study identified near-term strategies intended for implementation in one to three years, mid-term strategies intended for implementation within five years, and long-term strategies that would take more than five years to implement. Some strategies applied to the whole Mayfield Road corridor and others were identified for the specific municipalities along the study corridor, including Cleveland Heights. Corridor-wide strategies included conducting a comprehensive traffic analysis to determine the impacts of a full corridor road diet, installing new crosswalk markings where current marking have faded, evaluating locations for new marked pedestrian crossings, assessing, and coordinating signal timings across jurisdictional boundaries, and coordinating the burial of overhead utility lines. Strategies specific to Cleveland Heights included installing shared lane markings and bike lane markings on segments near 126th Street, conducting a parking study to determine if on-street parking could be relocated from Mayfield Road, installing gateway elements at City boundaries, and developing streetscape design standards for Mayfield Road within City limits.

CUYAHOGA GREENWAYS PLAN

Published/Adopted: 2019
Responsible Agency: Cuyahoga County
Number of Pages: 154
Purpose of Document: To envision, plan, and implement greenways and urban trails throughout Cuyahoga County. Facilities will connect public transportation and parks to offer recreational opportunities and options for getting around the County, improving the community's mobility options, health, well-being, and economic vitality. Cuyahoga Greenways seeks to build an interconnected network that is safe and welcoming for people of all ages, abilities, and demographics, changing the way people think about and move around the County.

Cuyahoga Greenways is a County-wide initiative to implement a network of greenways that encompasses all 59 municipalities within Cuyahoga County. The plan was funded through the TLCI program and was intended to address the fluctuating conditions and residual challenges of improving mobility, spatial disparities, and geographic inequalities in the County. The document notes that providing residents with greater connectivity to parks, open space, schools, and job centers will promote future growth that is more inclusive and sustainable and will lead to healthier and more equitable outcomes for larger segments of the community.

The Cuyahoga Greenways Plan was developed through extensive community engagement and stakeholder feedback in addition to and enriched with Geographical Information System (GIS) data analysis and expert input from more than 29 local organizations. Ultimately, more than 800 miles of potential greenways and urban trails were identified through the course of the project, which the project team refined to a network of more than 240 miles of named projects for a comprehensive framework throughout Cuyahoga County. The value of the Cuyahoga Greenways Plan is that regional and local governments, agencies, non-profit groups, and other organizations now have a shared blueprint for building routes that complement one another while growing the overall network.

Two priority projects are identified partially within the City of Cleveland Heights: a 4.4-mile Regional Link along S Belvoir Boulevard and a 1.9-mile Key Supporting Route along Washington Boulevard.

TAYLOR ROAD CORRIDOR STUDY

Published/Adopted: 2021
Responsible Agency: Cities of Cleveland Heights and University Heights
Number of Pages: 180
Purpose of Document: To enhance the livability and safety of Taylor Road and the communities it connects through Cleveland Heights, University Heights, and East Cleveland. The result of the study addresses motorist frustrations, reduces the perception of congestion, increase safety, and encourage the use of multimodal transportation on the Taylor Road corridor between Euclid Heights Boulevard and Cedarbrook Road.

Recommendations include a road diet along Taylor Road from Euclid Heights Boulevard to Cedar Road, enhanced crosswalks at intersections along the corridor, removal of on-street parking along the southbound side of Taylor Road, the addition of a center turn lane, new sidewalks, new curb extensions, new curb ramps, and bike lanes south of Blanche Avenue.

A summary of High-Priority Action Items from the study included the following improvements within the City of Cleveland Heights:

- Move the traffic signal from the intersection with Desota Avenue and Bendemeer Road to the intersection with Berkeley Road to improve crossing safety and traffic flow for Hebrew Academy. Alternatively, a High-intensity Activated Crosswalk Beacon (HAWK) signal could be considered at the intersection with Berkeley Road
- Install new crosswalks at Altamont Avenue, Berkeley Road, Bainbridge Road, and Superior Park Drive, including enhancements such as curb extensions, median islands, Rectangular Rapid-Flashing Beacons (RRFBs), and high-visibility striping
- Revise striping to more clearly define the existing parking on the west side and to include bike lanes
- Install new crosswalks in the Cedar-Taylor Business District near Heights Laundry, Kildare Road, and Cedarbrook Road, including enhancements such as curb extensions, median islands, RRFBs, and high-visibility striping
- Develop a collaborative parking management approach to improve the efficiency, safety, and aesthetics of the existing on-street parking and surface lots

THE HEIGHTS REGIONAL NEIGHBORHOOD GREENWAY PROGRAM – PHASE 1

Published/Adopted: 2022
Responsible Agency: Cities of Cleveland Heights, University Heights, and South Euclid
Number of Pages: 33
Purpose of Document: To create Northeast Ohio's first Regional Neighborhood Greenway Connectors (as identified in the Cuyahoga Greenways project) throughout the Heights communities. The project aims to use signs, pavement markings, and connector pathways to encourage trips by bicycle and promote safe, convenient bicycle crossings of busy arterial streets, complemented by improved streetscapes at key intersections.

Specifically within Cleveland Heights, this Phase proposes the installation of:

- Wayfinding sign-toppers to serve as a visual aid to both automobile drivers and bicycle riders along Silsby Road, Cottage Grove Drive, Lincoln Boulevard, Demington Drive, Clarkson Road, Essex Road, Superior Road, Washington Boulevard, and Westminster Road
- Safer connections to Cedar-Lee and Cedar-Taylor Business Districts; safety connections to University Heights; and safer connections to the bike path "spine" that connects Forest Hill, Cumberland, and Cain Parks

DOCUMENTS, PLANS, AND POLICIES FROM LOCAL AND NEIGHBORING COMMUNITIES

THE CIRCLE-HEIGHTS BIKE NETWORK: CREATING A BICYCLE FRIENDLY BUSINESS DISTRICT

Published/Adopted: 2003
Webpage:
https://www.ecocitycleveland.org/transportation/bicycles/circle_heights/circle_heights.html?fbclid=IwAR0I9DC8KjM-c58XrftHVr-nJ5tBnvT1Gg3-NOxd_06X9OG0oAEp3rM8ZlE
Responsible Agency: EcoCity Cleveland
Purpose of Program: To create a network of bike lanes, traffic-calmed streets, designated bike routes, and other facilities that will link major activity centers with safe routes for bicycling.

EcoCity Cleveland is a citizen group that worked to create a Circle-Heights Bike map. The group set out to connect the different portions of the "Circle-Heights" district with bike lanes, traffic-calmed streets, and designated bike routes to allow for cycling to become a more feasible mode of transport within the district.

The plan advised starting out with less expensive actions, such as roadway markings and signage, to show that the district supports and encourage bicycle transportation. Updating missing links with striped bike lanes, off-street trails, pavement widening, or intersection improvements was also a point of focus.

Some long-term areas of focus included north-south routes in Circle-Heights, facilities for Meadowbrook and Washington Boulevard, a study of potential improvements in Cedar Hill and University Circle, and improvements to the path connecting Crest Road to Severance Town Center. EcoCity Cleveland also recommended studying intersections with long crossing distances and confusing traffic patterns to create a safer and more reliable pattern for all roadway users.

EASTSIDE GREENWAY PLAN

Published/Adopted: 2015
Responsible Agency: Cuyahoga County
Number of Pages: 104
Purpose of Document: To assess existing greenways and develop a network of future greenways across eastern Cuyahoga County that can better connect residents to jobs, recreation, services, commercial centers, and natural resources through enhanced multi-modal facilities.

The study provided an opportunity for 20 communities within eastern Cuyahoga County to collaborate on a plan for a system of greenways of regional significance.

Vision and Intent

The Eastside Greenway Plan aimed to create a coordinated system of greenways that provide health and recreational benefits, additional transportation options, and economic benefits to residents. The project addresses missing links in off-street trails and on-road bike facilities and developed a network of future greenways that would improve access to major destinations for non-motorized transportation.

MAP 2.2A - PRELIMINARY GREENWAY ROUTES

Goals for the project included developing a connected non-motorized network that supports economic development, reinvesting in underutilized properties, and integrating community health and green infrastructure. The project also sought to build upon funded projects and to enhance collaboration among regional and community partners.

Recommendations

To implement the Eastside Greenway vision, the Cuyahoga County Board of Health suggested forming a multi-agency Eastside Greenway Coalition, recognizing that building relationships and collaboration among agencies would be crucial for this project. The Greater Cleveland Trails Leadership Network was identified for guidance and support at the county level.

Once the organizational structure is established, a strategy for construction priorities and protections should be developed. Safety should be a priority, including maintenance procedures, lighting, and sight lines. Signage and wayfinding techniques can be implemented to help users navigate the trails, and trail information should be easily accessible. A single symbol for the Eastside Greenway would aid in navigation.

Funding can be pursued from federal, state, and local sources, such as the Congestion Mitigation and Air Quality Improvement (CMAQ) and the Surface Transportation Program (STP).

A Health Impact Assessment was conducted for the Eastside Greenway project, emphasizing the need for a comprehensive management plan, stakeholder involvement, and community engagement. Safety, equitable access, and public engagement are key priorities for the project.

MOVING GREATER UNIVERSITY CIRCLE

Published/Adopted: October 2015
Responsible Agency: University Circle, NOACA, City of Cleveland
Number of Pages: 146
Purpose of Document: To assess areas of need and opportunity in University Circle's transportation system. The study identifies short- and long-term strategies for effective transportation management and outlines a path for impactful next steps to address the shared transportation issues between University Circle and the surrounding communities.

Moving Greater University Circle is a comprehensive study and plan that aims to assess and improve the transportation system in University Circle. It consists of three main components:

1. *District Parking Study:* This study examined the current and projected parking supply and demand in the area. The resulting Parking Management Plan focused on collaborative management of parking facilities, improved information systems, and a "park once" scheme for University Circle.

2. *Transportation & Mobility Plan:* This plan analyzed the multi-modal transportation systems and challenges faced by people traveling in the study area. It involved public engagement through surveys, focus groups, and other methods. Feedback from these sessions identified 11 areas for improvement and 10 core mobility strategies.

3. *Transportation Management Implementation Plan:* This phase synthesized recommendations from the previous components and established short and long-term goals, action steps, and responsibilities. It will draw on best practices from other communities and consider local context. This plan is being developed with input from stakeholders and partners.

CLEVELAND – CUYAHOGA COUNTY MICRO-MOBILITY NETWORK EXPANSION INITIATIVE

Published/Adopted: August 2022
Webpage: https://cuyahogacounty.gov/sustainability/initiatives/cleveland-cuyahoga-county-micro-mobility-network-expansion
Responsible Agency: Cuyahoga County, NOACA, Bike Cleveland, and Cities of Cleveland Heights, East Cleveland, Lakewood, South Euclid, and University Heights
Purpose of Program: To provide a shared mobility system that expands the existing network of public bicycles and scooters to reach a broader community of users across the City of Cleveland and Cuyahoga County. These partners are committed to increasing access to opportunity through enhancements to the region's transportation network, leading to improved equity outcomes and a healthier and more prosperous Northeast Ohio region for all.

The webpage for this program features an outline of the project priorities, the typology for the identification of parking locations for shared bikes and scooters, links to provide feedback to the County, safe riding tips, planned educational initiatives, program guidelines, and an interactive mapping application to get information about planned parking locations.

CUYAHOGA COUNTY GREENPRINT

Published/Adopted: December 2023
Responsible Agency: Cuyahoga County
Webpage: https://www.countyplanning.us/projects/cuyahoga-county-greenprint/
Purpose of Program: To provide a collection of web-based tools intended to help planners, environmentalists, and community leaders make good nature- and land-use decisions by visualizing information about their natural and community assets in a map format. Greenprint is intended to support Cuyahoga County's ultimate goal to be a place where humans and nature both thrive in a balanced fashion.

The Cuyahoga County Greenprint includes three components:

- *Greenprint Explorer:* An interactive map displaying the geography and features of Cuyahoga County
- *Greenprint Manual:* Provides instructions on how to use the Greenprint Explorer
- *Greenprint Guidebook:* Offers a brief history and description of the County's natural features

These tools can be utilized by city officials, developers, and landowners to implement best practices that promote a healthier environment, protect against severe weather events, enhance biodiversity, develop a multi-modal transportation system, and create spaces for outdoor recreation.

The Greenprint Explorer includes layers for bike and pedestrian crashes, facilities, transit routes, and roadway classifications. The crashes layer uses heatmaps to identify problem areas and severity of accidents. The facilities layer displays county, state, and federal bike facilities, as well as existing and future routes from the Cuyahoga Greenways Plan. It also includes a traffic stress score for bicyclists. These tools help users locate facilities, identify areas for improvement, and address issues.

OHIO VULNERABLE ROAD USER ASSESSMENT

Adopted/Published: 2023
Responsible Agency: Ohio Department of Transportation (ODOT)
Number of Pages: 33
Purpose of Document: To provide an overview of the fatal and serious injury vulnerable road user (VRU) crashes in the state of Ohio from 2018 to 2022, including an overview of safety performance of the VRUs. The *Ohio VRU Assessment* is intended to help focus

planning and investment meaningfully throughout the state to ensure a safer transportation system for all.

The *Ohio VRU Assessment* includes a quantitative analysis of the fatal and serious injury VRU crashes; incorporates key stakeholder input from local governments, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, State Agencies, and advocacy partners; and establishes a strategy action plan to reduce safety risks to VRUs in areas identified as high-risk.

The following were the main findings of the quantitative analysis:

- From 2018 to 2022, about 11% of all fatal and serious injury crashes in Ohio involved a VRU.
- On average, VRU crashes are 9 times more likely to result in serious injuries or death.
- 38% of VRU crashes occurred where we see the highest demand among pedestrians and bicyclists, despite these areas only accounting for 18% of Ohio's population
- Pedestrians accounted for 76% of all VRU fatal and serious injury crashes
- Midblock crossing (32%), motorist traveling through intersection (17%), walking along road (11%), and motorist turning left at intersection (11%) accounted for 71% of all pedestrian fatal and serious injury crashes from 2018 to 2022. Furthermore, 23.5% of pedestrian fatal and serious injury crashes were hit/skip, where the motorist involved left the scene before law enforcement arrived

The Action Plan developed in the *Ohio VRU Assessment* includes recommendations in six categories: Planning & Policy, Implementation & Funding, Equity, Data, Education, and Collaboration. All six categories have multiple strategies identified, including recommended leaders, action steps, performance measures, and timeframes.

SOURCES

CITY PLANS AND POLICIES

Cleveland Heights Master Plan (2017)
https://www.clevelandheights.gov/1064/Master-Plan

Complete and Green Streets Policy
https://www.clevelandheights.gov/DocumentCenter/View/5394/37-2018-Complete-Streets-APPROVED-VERSION?bidId=

Neighborhood Traffic Calming Program
https://www.clevelandheights.gov/1535/Neighborhood-Traffic-Calming

Shared Spaces Program Manual
https://www.clevelandheights.gov/1522/Shared-Spaces-Program

DISTRICT PLANS, STUDIES, AND POLICIES

Cedar Taylor District Visioning
https://www.clevelandheights.gov/DocumentCenter/View/284

Cedar-Fairmount Commercial District Parking Study and Top-of-the-Hill Project Parking & Traffic Assessment
https://www.clevelandheights.gov/DocumentCenter/View/282/Cedar-Fairmount-Transportation-Plan-November-2009
https://www.clevelandheights.gov/DocumentCenter/View/5053

South of Cedar Neighborhood Traffic & Parking Management Plan
https://www.clevelandheights.gov/1155/South-of-Cedar---Parking-and-Traffic-Stu

Compton Road Greenway Study: A Neighborhood Implementation Guidebook
https://www.clevelandheights.gov/1171/Compton-Road-Greenway-Study

Cedar-Lee Business District Parking Study
https://www.clevelandheights.gov/DocumentCenter/View/11222

Cedar-Lee-Meadowbrook Traffic Study
https://www.clevelandheights.gov/DocumentCenter/View/11223

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE

Cedar-Fairmount Transportation and Streetscape Plan
https://www.clevelandheights.gov/DocumentCenter/View/282/Cedar-Fairmount-Transportation-Plan-November-2009

Facilitating Bicycle and Transit Travel in University Circle and Cleveland Heights
https://www.clevelandheights.gov/DocumentCenter/View/294/Circle-Heights-Bicycle-Network---Missing-Links-Final-Report-PDF

Mayfield Road Multimodal Corridor Study
https://www.clevelandheights.gov/1421/Mayfield-Road-CorridorMultimodal-Plan

Cuyahoga Greenways Plan

https://www.noaca.org/home/showpublisheddocument/24729/637145187883570000

Taylor Road Corridor Study

https://www.clevelandheights.gov/1431/Taylor-Road-Corridor-Study

The Heights Regional Neighborhood Greenway Program – Phase 1

https://www.universityheights.com/wp-content/uploads/2023/02/Heights-Regional-Neighborhood-Greenway-Phase-1.pdf

DOCUMENTS, PLANS, AND POLICIES FROM LOCAL AND NEIGHBORING COMMUNITIES

The Circle-Heights Bike Network: Creating a Bicycle Friendly Business District

https://www.clevelandheights.gov/DocumentCenter/View/294/Circle-Heights-Bicycle-Network---Missing-Links-Final-Report-PDF

Eastside Greenway Plan

https://www.countyplanning.us/projects/eastside-greenway/

Moving Greater University Circle

https://www.ugointhecircle.com/files/assets/mgucphase2mobilityplanfinalreport.pdf

Cleveland – Cuyahoga County Micro-Mobility Network Expansion Initiative

https://cuyahogacounty.gov/sustainability/initiatives/cleveland-cuyahoga-county-micro-mobility-network-expansion

Cuyahoga County Greenprint

https://www.countyplanning.us/projects/cuyahoga-county-greenprint/

Ohio Vulnerable Road User Assessment

https://www.transportation.ohio.gov/wps/wcm/connect/gov/2088a738-096c-48a8-ba43-d327cb6e854b/VRU-Assessment-24024-with-cover-letter.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=ROOTWORKSPACE.Z18_79GCH8013HMOA06A2E16IV2082-2088a738-096c-48a8-ba43-d327cb6e854b-oW6.jSH

Appendix C: Stakeholder Engagement Plan

Comprehensive & Equitable
Safety Action Plan

STAKEHOLDER ENGAGEMENT PLAN (SEP)

All are welcome.

CITY OF
CLEVELAND
HEIGHTS

Engagement Goals

Sampling Plan Targets

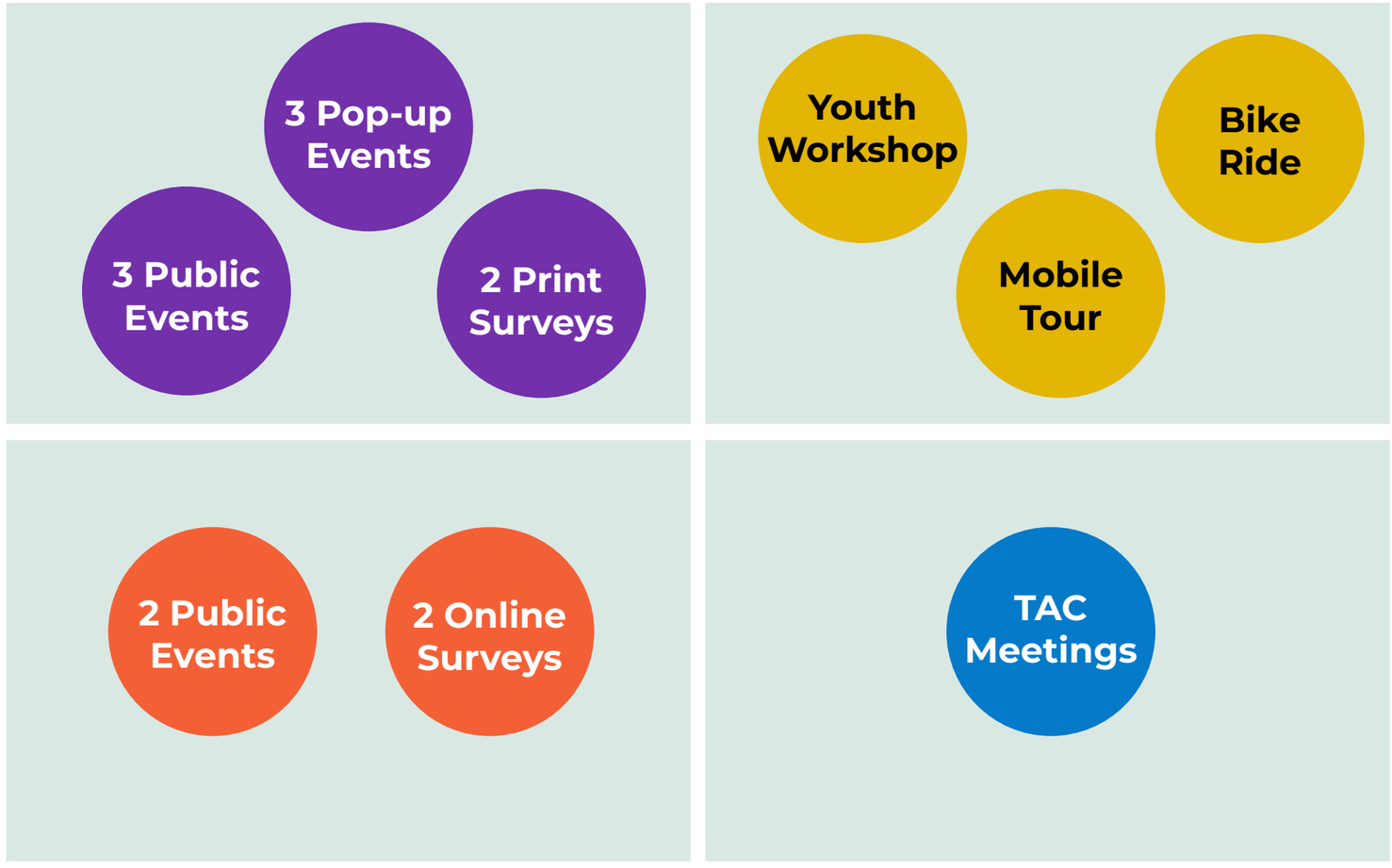
Obtain a sample of stakeholder participation which reflects the diversity of Cleveland Heights based on:

- Age
- Race
- Gender
- Neighborhood
- Mobility uses
- Population numbers

Engagement Strategy

Variety of Engagement Experiences

Maximize ease of participation through a variety of engagement actions. Include both in-person and virtual events with open and targeted outreach to participants.



Demographics

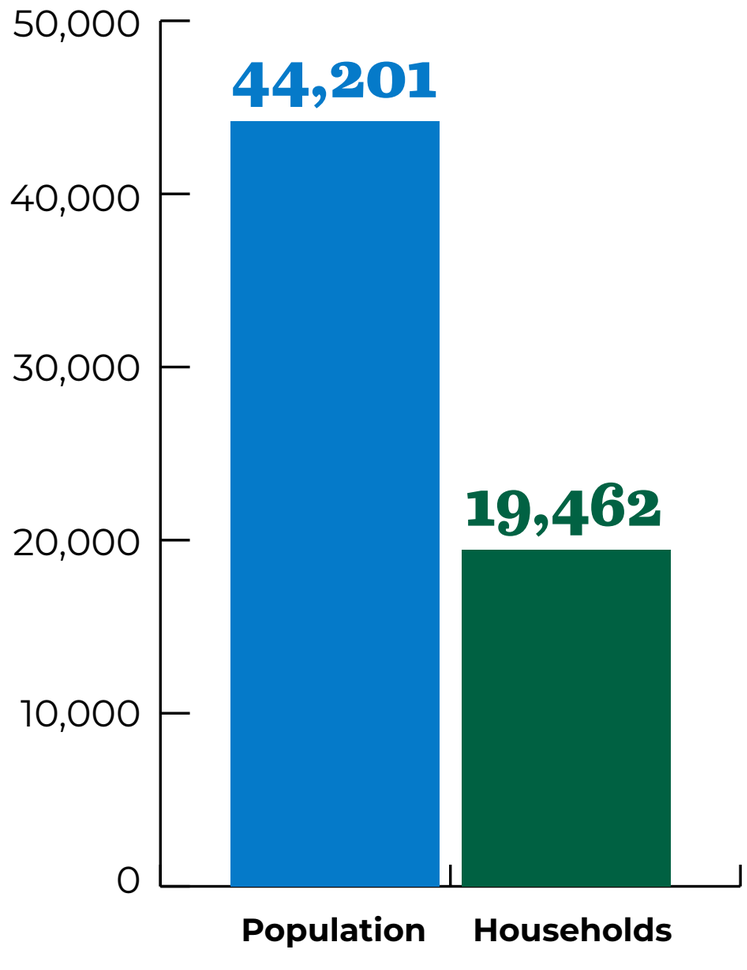
City of Cleveland Heights

20.5%
Persons under 18 years

60.1%
Persons between 18 to 65 years

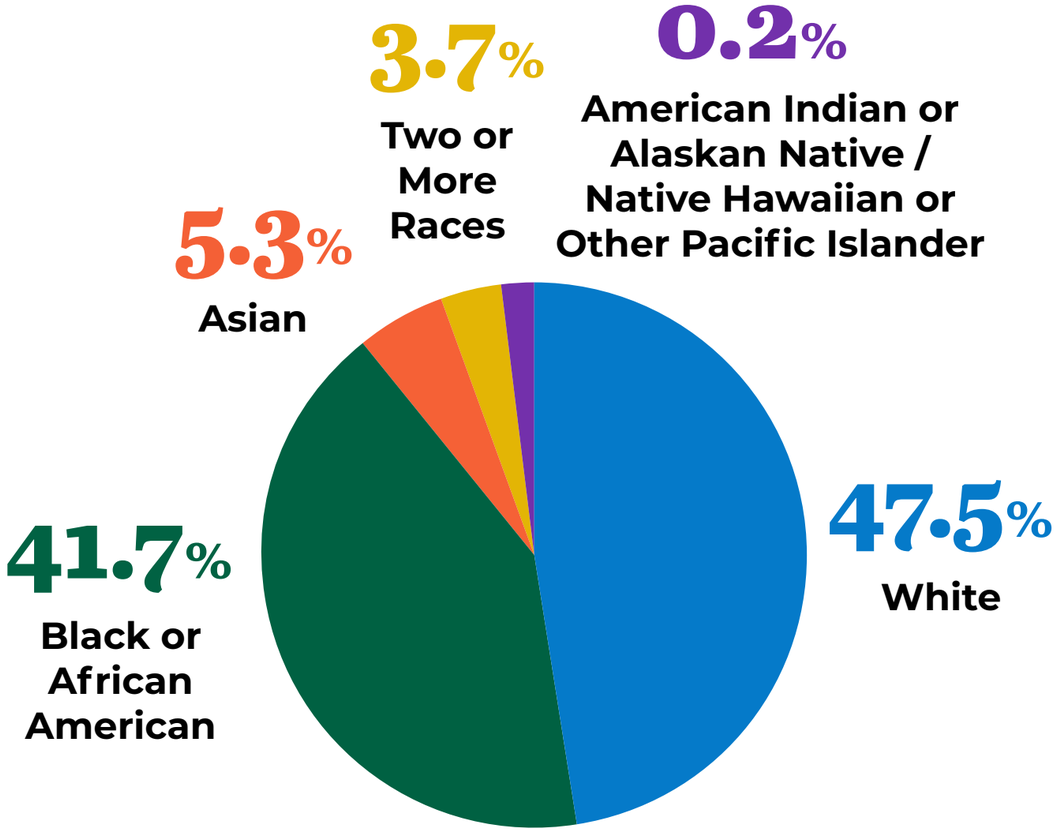
19.4%
Persons 65 years or older

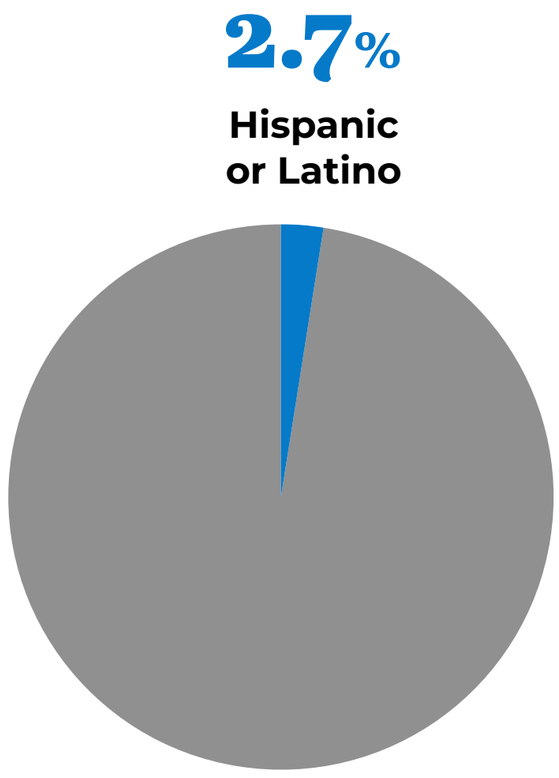
4% = 1,768



Demographics

City of Cleveland Heights





Historic Neighborhoods

Cedar Fairmount Commercial District
The Cedar Fairmount business district is known as the Gateway to Cleveland Heights.

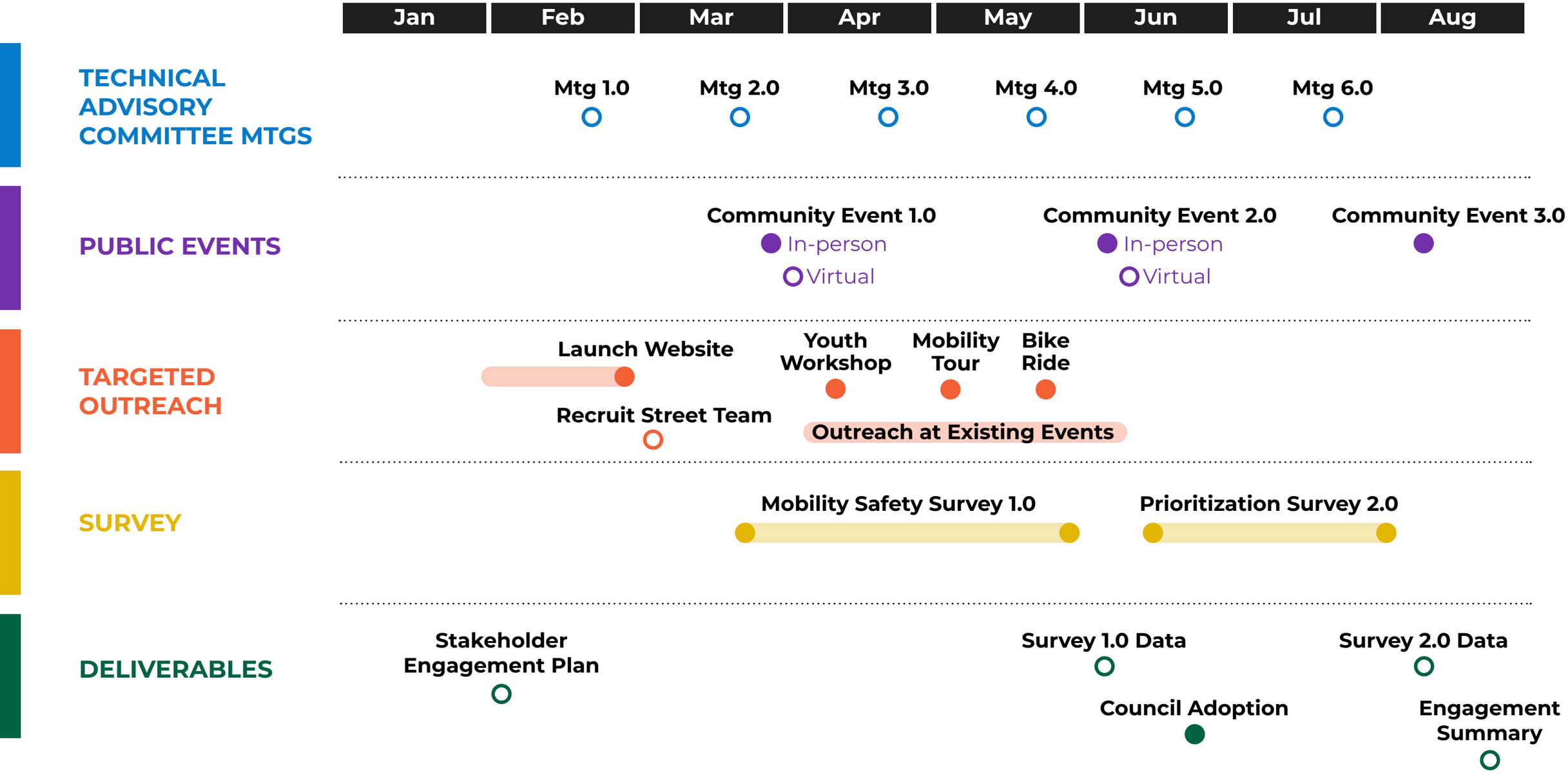
Cedar Lee Commercial District
The Cedar Lee commercial district, which covers a one-mile stretch of Lee Road from Superior to Dellwood, is home to more than 150 businesses operating in the area.

Coventry Village Commercial District
Sometimes called Cleveland's Greenwich Village, Coventry Village, with its eclectic assortment of stores and restaurants, is one of the Cleveland area's most original shopping experiences. It draws residents and tourists alike.

Grant Deming's Forest Hill Neighborhood
Grant Deming's Forest Hill Neighborhood is situated within walking and biking distance to University Circle.

Mayfield Heights
In 1898, real estate developer Marcus M. Brown named his new allotment Mayfield Heights because it was close to the streetcar line running up Mayfield Road from Euclid Avenue.

Engagement Schedule



Engagement Metrics

Engagement Actions and Quantified Outcomes

Engagement Actions

Engagement Numbers

		Items	Events	Active Participants	Views
Materials	Bilingual postcards	xxx			
	Online / paper survey 1.0			xxx	
	Online / paper survey 2.0			xxx	
	Neighborhood flyers	xxx			
	Bus shelter handouts	xxx			
In-person	Public Event 1.0		1	xxx	
	Public Event 2.0		1	xxx	
	Youth Workshop		1	xxx	
	Mobile Tour		1	xxx	
	Neighborhood Bike Ride		1	xxx	
	Pop Up Events		3	xxx	
Online	Engagement list			xxx	
	TAC Virtual Meetings		6	xx	
	Public Events - Virtual		2	xx	
	Website				xxxx
	Social media ads				xxxx
		XXX	XXX	XXX	XXX

Engagement Partners

Council Members
- Tony Cuda, President
- Davida Russell, Vice President
- Jim Posch
- Craig Cobb
- Gail Larson
- Anthony Mattox, Jr
- Jim Petras

Community Development Corporations
- FutureHeights

Advocacy Organizations
- Transportation & Mobility Committee of Council
- Climate & Environmental Sustainability Committee of Council
- Heights Bicycle Coalition (a chapter of Bike Cleveland)
- Clevelanders for Public Transit

Institutions
- City - Planning & Traffic
- NOACA
- ODOT

Community Organizations
-
-
-

Resident Groups
- Neighborhood Street Clubs
-
-

Local Businesses
-
-
-

Local Schools
- Cleveland Heights High School
-
-

Engagement Partners

City of Cleveland Heights

Transportation & Mobility Committee

- Sam Bell
- Fern Haught
- Kemp Jaycox
- Gayle Lewin
- Charlie Mosbrook
- Howard Maier
- Cole Ware
- Aaron Huges-Ware

HEADLINES - SERIF FONT

Abril text

bold italic font

extrabold font

BODY TEXT - SANS SERIF FONT

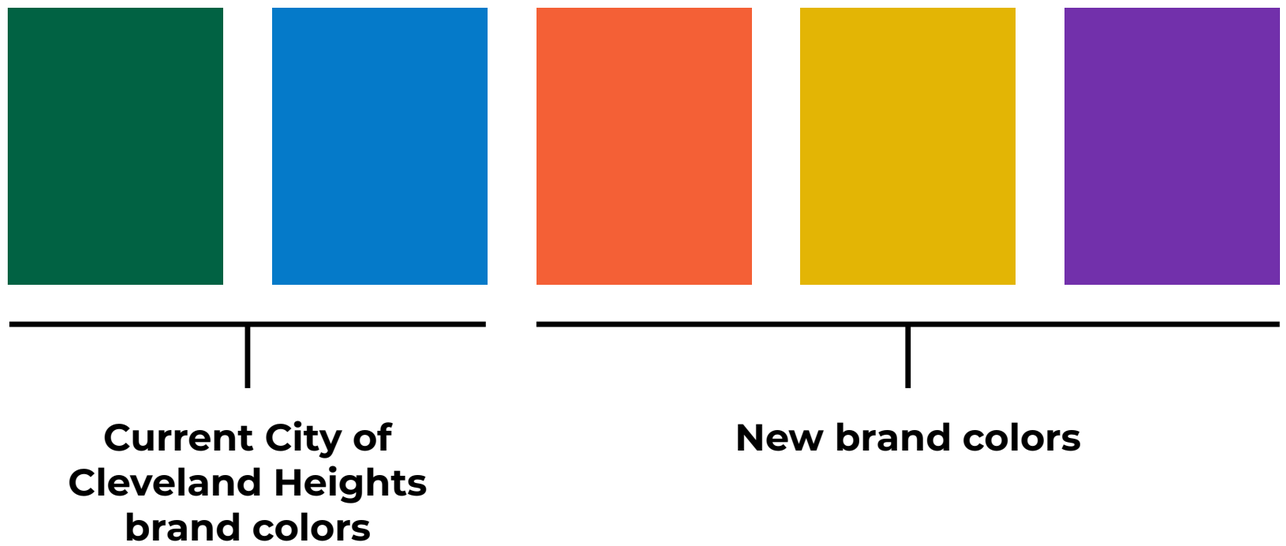
Montserrat

Semibold font

Italic font

Extralight font

Thin font *Thin italic font*



Website Map


PROJECT WEBSITE URL
Home
Project Overview
City Map
Project Goals
Project Timeline
Mailing List Sign-up
Engage
Take the Online Survey
Join an Event
Public Meetings
Workshops
Pop-up Events
View Presentations
Follow on Social Media
Mailing List Sign-up
Resources
Benefits of Public Transit
What is T.O.D.?
What is Vision Zero?
About
Project Background
Technical Advisory Committee Members
Consultant Team
Press
Contact
FAQs
How is this project funded?
How does this project differ from other planning projects?
How will the public engagement activities respond to COVID-19?
How was the consultant team selected?
How can I get involved?
Main Navigation
Form

User Email	Created On	Description
cameron.roberts@universitycircle.org	4/24/2024	The westbound bike lane on North Park ends right before Harcourt Drives and leaves bicyclists feeling stranded and unsafe. It'd be great to see Harcourt as a more formal connector between the North Park bike lanes and the off-road trail along Cedar Glen Parkway.
csb.brace@gmail.com	4/25/2024	While the sidewalks are narrow here, the greater issue is the crossings. The current road is straight and wide, which pedestrian crossings are lengthened by the double-sided parking, and hidden due to lack of daylighting. This area is desperately in need of some of the first emergency measures, including daylighting of all ped crossings, daylighting of all side streets/driveways, "curb extensions" with paint and flexiposts for crossings, and other measures to reduce vehicle speeds to ~20mph.
jasonzhanglunjie@gmail.com	4/25/2024	Wider sidewalks with pedestrian-level lighting. Area has too many curb cuts and does not feel safe with the amount of vehicle lanes/vehicle speeds. Would love to see street trees separating pedestrians and vehicles and a streetscape similar to what's along Coventry
jasonzhanglunjie@gmail.com	4/25/2024	High speed vehicle traffic and elevation changes make a shared vehicle bike lanes dangerous. Needs to be protected bike lanes along this corridor
Henrywvoro@gmail.com	4/25/2024	This section of Edgehill is very wide, a raised bike lane could be put in with little difficulty. Parking might have to be limited to one side of the street, but I have never seen it anywhere close to that full. Something would have to be done about the intersection with Euclid Heights, but that's more complicated.
Henrywvoro@gmail.com	4/25/2024	A bike lane here strikes me as a no-brainer. Wide right-of-way with low traffic. Connects from Coventry to the highschool and nearly to Cedar-Lee. It could also connect to my other suggestion of a bike lane on Edgehill. Providing a continuous route from University Circle to multiple highly trafficked areas. The intersection with Coventry Rd would probably need some kind of signalization.
csb.brace@gmail.com	4/25/2024	This intersection (Grandview, Surrey, Fairmount, and Cedar) is all controlled together. When a crossing is requested anywhere on Cedar, all lights go red, including side street signal heads. Since this is already in effect a "pedestrian scramble" type intersection, all it would take to make that the de-jure implementation would be markings on the road, and additional pedestrian signal head or two, and minor changes to the pedestrian light cycle. It would be a free pedestrian win with no impact on the traffic flow.
csb.brace@gmail.com	4/25/2024	Traffic on Fairmount Blvd is fairly low even at peak, never exceeding the capacity of a two-lane road. Given the desire for more public space in this district, I would love to see the southbound lanes of Fairmount Blvd removed for increased park/ped/bike space, and the northbound lanes change from two lanes, one-way, to two lanes, two-ways. This should have no impact on traffic flow, would provide more holding space at the Cedar-Fairmount light, and would reclaim a large area for a pedestrian plaza. For a local design precedent, see the corner of Van Aken and Clayton Blvd, which this was done on successfully some years ago.
csb.brace@gmail.com	4/25/2024	This district is choked by several factors: -Cedar east had been identified repeatedly for a road diet, which has not been implemented. -Fairmount Blvd has been identified for a potential road diet, which has not been implemented -Insistence on enabling left turns into and out of Grandview and Surrey force signalization of the intersection, which could be avoided if these turns were simply prohibited. Almost all left turns into and out of these roads are for rat-running on residential streets, and local residents have other options. If these projects were undertaken a road which is currently 4-6 lanes wide could be reduced to 2 lanes, with continuously flowing traffic and no reduction in capacity. The Cedar-Grandview and Cedar-Surrey lights would be eliminated, and the Cedar-Fairmount intersection could be made a simple traffic light, or a mini-roundabout. A traffic study would be required, but this could actually increase the peak throughput of the intersection. Extra space could be allocated to much needed bike lanes, skip lanes for transit, pedestrian space, green space, etc, and would knit back together this fractured public square.
csb.brace@gmail.com	4/25/2024	Fairmount Blvd has 4 lanes, when traffic volumes suggest it only needs two. Long-term, we should consider a road diet that would lateralize the road onto either the northern or southern side of the road, and convert the other side into a one-way, local access street, or possibly a bike boulevard/bike street.
csb.brace@gmail.com	4/25/2024	Euclid Heights Blvd carriers only ~2 lanes of traffic at peak times, while having 4 lanes. This leads to excess speeding and is unnecessary. Meanwhile, it is the shortest and most obvious route for Cyclists between Coventry and CWRU, University Circle/Red Line, and Cedar-Fairmount. Lateralizing the road to the northern or southern section, and using the remaining side as a local access, one-way bike street (with the direction for cars alternating at intersections to prevent rat running) would open up a key corridor for cyclists in a part of the city that sees some of the highest proportions of cycling trips already.
csb.brace@gmail.com	4/25/2024	This intersection represents the defacto bike connection between University Circle, CWRU, the Red Line, and Cleveland Heights. Unfortunately, it's hemmed in by LTS 3 streets, making our best access point inaccessible to most riders. Opening this area up to LTS 2 comfort level riders on the University Circle and Cleveland Heights side should be a priority for cyclist safety in the Heights.
csb.brace@gmail.com	4/25/2024	This space has always struck me as the world's most obvious location for a peanut roundabout. With the number of folks confused by this intersection daily, and with the substantial safety improvements that roundabouts offer, I would love to at least see peanut roundabouts mentioned in the final report as a potential long-term solution for this space.
Henrywvoro@gmail.com	4/25/2024	This "roundabout" thing is a mess. I think the section between Derbyshire and Kenilworth should be closed and turned into green space, with a cut through for bikes. Make Derbyshire and Kenilworth have their own T-intersections. If those are too close together, close the southern section and make it green space. Have traffic for Kenilworth loop around the north end and have one T-intersection. At the very least, there need to be better crosswalks in this whole area. Navigating it on foot is confusing.
csb.brace@gmail.com	4/25/2024	3 times in 8 months, I ran outside to a crash, and a car high-centered within arms reach of my front window. It appears that in wet weather and/or dark conditions, vehicles coming over the hill from the east can crest the hill at 35-40, see a line of stopped cars below, and swerve off the road into yard with pedestrians and residents. At one time a car nearly hit my 90yr old neighbor Betty in this way. This district desperately needs traffic calming, ideally lane narrowing and chicanes, to the east BEFORE the crest of the hill to prevent these crashes.
csb.brace@gmail.com	4/25/2024	This space sees high pedestrian crossing traffic, but because of the short-turn parking and often overflowing drive-thru traffic from the Chipotle, it's often jammed with cars 2-3 lanes wide, blocking traffic and messing up sightlines. This area is deeply over-trafficked for a neighborhood street.
csb.brace@gmail.com	4/25/2024	The new corner store across the street has encouraged large amounts of jaywalking across this road. Future consideration should be given to a crosswalk at this location, post-road diet.
csb.brace@gmail.com	4/25/2024	Street parking on this ~35mph road results in cars regularly slamming on their brakes in thick traffic, and reversing into oncoming vehicles. This is awful for traffic flow, and painfully and obviously dangerous. Street parking on this section of Cedar must be eliminated for safety reasons.
csb.brace@gmail.com	4/25/2024	Coventry sees the highest proportion of cyclist traffic of any of Cleveland heights' business district. This despite the road being at Level of Traffic Stress 3. Reigning in through-traffic on this local street, and bringing this street down to at least LTS 2, must be a priority in the CESAP.

User Email	Created On	Description
csb.brace@gmail.com	4/25/2024	Look, I get it. We can't give him back his guardrail, nor would it make a difference. But it's our job to make cars not appear in his yard, and we can do it pretty easily. South Taylor is long, straight, and wide coming up here, and it's no surprise that people occasionally come blasting into this dude's lawn. I would beg that we consider painted chicanes on the stretch of S Taylor leading up to the intersection, first with paint and flexiposts, and eventually with concrete curb extensions. I've heard that the city spokesperson offered to buy the house from him, which is the most "we've tried nothing, and we're all out of ideas" take I've ever heard. Traffic calming is not a mystic art, and we can do it here where it's clearly badly needed. Let's stop being the County laughingstock, please?
Henrywvoro@gmail.com	4/25/2024	This intersection is too big and chaotic. Between this intersection and the intersection with fairmount, Cedar does not need to be 3 lanes. Westbound traffic was fine when it was operating with 2 lanes during construction and the outdoor dining. The sidewalk on the southern edge of the intersection between Harcourt and S Overlook, does not feel safe to walk on. Between the Cars passing at speed and lots of people on bikes connecting to the bike path it needs to be wider and needs more buffer from the cars. If cedar is reduced to 2 lanes that extra lane can be used for a better sidewalk. The right lane coming up the hill can then feed into what is currently the middle lane of Cedar, the middle lane can split between the center lane on Cedar and the right lane on Euclid Heights and the left lane can continue as it currently is. The crossing distance on the eastbound lanes of Euclid Heights is way to big. I think technically it's also 3 lanes wide but it functions as 2 lanes + a parking lane. Right turns from Cedar to Euclid Heights are uncommon. I understand that trucks need to get around that corner, but I think the curb in front of the new building should be extended into the no longer a 3rd lane on Cedar and west to reduce the crossing distance. The little pedestrian island in the middle of Euclid Heights is nerve wracking to get stuck at. Because there is no protection and cars coming up the hill pass with only a foot or two of separation.
akrubin@gmail.com	4/26/2024	The Cedar-Overlook-Euclid Heights-Harcourt intersection should be fully signalized and have crosswalks for every leg. Right now, the recommended path for pedestrians and cyclists to get from Harcourt to Euclid Heights or Overlook (and vice versa) is slow, tedious, and dangerous. Cyclists ride on the Cedar sidewalk because it feels so unsafe. And there's not enough room to share on the sidewalk for biking and walking. It takes >5 minutes to effectively get from one side of Cedar Glen to the other.
akrubin@gmail.com	4/26/2024	Parking spots in front of Starbucks should be removed for daylighting. Making a right turn from Lenox onto Cedar (the only legal move though lots of people try to turn left) is treacherous because of terrible visibility of westbound traffic on Cedar. When cars are parked here, to adequately see oncoming traffic, you have to effectively pull all the into the travel lane of Cedar.
akrubin@gmail.com	4/26/2024	Cedar should have dedicated left turn lanes, especially at Coventry, Lee, and Taylor. No one respects the rush hour left turn ban. And even outside of rush hour, the confusion of whether cars are going straight or turning, people trying to switch lanes, and the left turn backup pressure makes these intersections dangerous and confusing.
akrubin@gmail.com	4/26/2024	Cedar should have dedicated left turn lanes, especially at Coventry, Lee, and Taylor. No one respects the rush hour left turn ban. And even outside of rush hour, the confusion of whether cars are going straight or turning, people trying to switch lanes, and the left turn backup pressure makes these intersections dangerous and confusing.
akrubin@gmail.com	4/26/2024	Cedar should have dedicated left turn lanes, especially at Coventry, Lee, and Taylor. No one respects the rush hour left turn ban. And even outside of rush hour, the confusion of whether cars are going straight or turning, people trying to switch lanes, and the left turn backup pressure makes these intersections dangerous and confusing.
ericoghill@gmail.com	4/26/2024	Monticello between Mayfield and Noble Rd carries light traffic and is extremely wide. This makes it a great candidate for a road diet, including traffic calming measures, dedicated bike lanes, and improved green space. This would improve bike access to Coventry and Lee from housing in the north and east.
ericoghill@gmail.com	4/26/2024	Lee road is wide throughout this area, encouraging excessive speed and making a hazardous environment for cyclists. Consider traffic calming measures.
akrubin@gmail.com	4/26/2024	I like biking on W St James, since it connect to the bike lane on N Park and is a quiet low speed street. But try to make the turn off of N Park, out of the eastbound bike lane and then across 2 lanes of car traffic is difficult. Often I'd rather salmon in the westbound bike lane so the turn onto W St James is safer (for me, but not for cyclists trying to go westbound).
akrubin@gmail.com	4/26/2024	The shift from 2 lanes in either direction to 1 lane on Lee at the city line causes some chaotic movements, but it's for the best. Is there any way to get the traffic pattern changed in Shaker Heights? Lee Rd south of here is a mess.
akrubin@gmail.com	4/26/2024	A driver on Fairmount blew the red light at high speed
akrubin@gmail.com	4/26/2024	The number of tire tracks across this island, or in the grass, or hub caps that accumulate in front yards, or hedges run over attests to all the reckless driving happening here. There needs to be a major reduction in speed for drivers on MLK.
akrubin@gmail.com	4/29/2024	Mayfield is absurdly wide between Forest Hills and Cleveland Heights (3 lanes in either direction + a turn lane). It's not justified by traffic levels. And the excess space encourages speeding and makes crossing the street longer and more dangerous.
akrubin@gmail.com	4/29/2024	Going westbound on Edgehill, sitting at the stop sign in the median, it's really difficult to see and judge oncoming traffic going westbound on Euclid Heights. The angle is too sharp.
csb.brace@gmail.com	5/1/2024	Euclid Heights is a low-traffic boulevard connecting Coventry to Cedar Fairmount, and to University Circle, the Red Line, and Downtown via the bike path on Cedar Hill road. However, the street is high-speed and dangerous due to its width and excess lanes. I would love to see the street lateralized with a road diet, making the north side two-way, and making the south side a local access street (ideally, one-way, alternating directions at cross-streets) to make a clear path for cyclists between these key destinations. As a bonus, this should calm traffic for residents too, and the local access street could even feature parking without compromising safety for cyclists.
csb.brace@gmail.com	5/1/2024	Washington is already a great bike route to the Southeast. If improvements are made to the Euclid Heights/Coventry intersection, this would be a major bike route to the eastern side of the city.
csb.brace@gmail.com	5/1/2024	This intersection is far too wide and fast for the entrance to a business district. I would love to see the city experiment with a mini-roundabout here, as it is appropriate for the (relatively low) traffic loads, and would serve and important traffic calming role for this neighborhood. In future, consideration should also be given to how the bike network connects across here. If Euclid Heights can see a road diet creating a Bike Street, connecting that street North to Coventry, and Southeast to Washington though an Utrecht style roundabout could be an excellent use of grants or substantial funds.
kbernard@clevelandheights.gov	5/1/2024	Car passed me using the center turn lane, nearly hit me me when coming back into lane to avoid hitting that was already in the turn lane. Occurred on 4/26 at approximately 9:40 AM
kbernard@clevelandheights.gov	5/1/2024	While biking, nearly struck by car that was parallel parked. The driver, when exiting spot, attempted a u-turn from parked position without seeing me coming. Was able to brake before hitting the vehicle. Occurred on 4/26 at approximately 9:45 AM.
csb.brace@gmail.com	5/1/2024	This triangle island is terrible. Lots of these exist across the city, and they create blind corners for drivers, cyclists, and pedestrians. The design is awkward and ugly, and both both inconvenient and unsafe for all road users. Please, kill one of the legs of this road, preferably the Edgehill leg, and straighten the other at least a little.

**Note that comments are transcribed directly from PublicCoordinate entries by members of the community. Comments have not been edited for spelling or grammar.*

User Email	Created On	Description
csb.brace@gmail.com	5/2/2024	This whole section of North Park has "bike lanes," but they're unprotected bike lanes on a 35mph+ road. They also fade out and become turn lanes at intersections. The location is a good one for serious bike lanes, but what exists today is dangerous and underused. Also, many pedestrians use the "bike lanes" because there is no sidewalk for much of this length as well. Desperately needs road diet to 2 lanes, ~10', with a lateralized mixed use path of some sort.
csb.brace@gmail.com	5/2/2024	As discussed elsewhere, Fairmount blvd is oversized for car traffic. A road diet that lateralizes traffic to one side would open up an excellent route from University Circle/Cedar Fairmount to Shaker Square, S Taylor business district, as well as local schools and parks while acting as traffic calming for this entire residential corridor.
csb.brace@gmail.com	5/2/2024	Bike Facilities on Cedar are currently nonexistent, despite high in-traffic ridership. Dense housing and proximity to work, school, and recreation in University circle makes this a desperately needed corridor for cyclists, but a total lack of infrastructure on this urban highway make it a dangerous proposition.
csb.brace@gmail.com	5/2/2024	High traffic speed (40mph+ 95th percentile speeds) badly mar this business district. To improve safety and encourage sustainable development, design speed for this entire segment must be reduced to 25mph or less. As-is, crossing the street is hard, unpleasant, and annoying in one of the nicest business districts in the city.
csb.brace@gmail.com	5/2/2024	This route most directly connects University Circle, Cedar Fairmount, and Downtown to Cedar Lee on quiet neighborhood streets. Consideration should be given to turning this route into a "bike street' following CROW manual guidelines.
csb.brace@gmail.com	5/2/2024	Coventry road is overly wide for the traffic it serves, and a road diet could be combined with better bike lanes to create a clear link to Shaker Square from Cedar Fairmount and Coventry, two of our most bike-forward neighborhoods.
csb.brace@gmail.com	5/2/2024	Lee road is desperately in need of a road diet, and connects business districts on Mayfield-Lee, Cedar-Lee, and south in Shaker Heights. The road needs traffic calming/narrowing, and the lack of parallel roads means there are no other direct routes for cyclists to take in this area. The road needs to be given a diet, and modern, LTS 2 or better bike lanes added throughout to connect our many key Lee Road business districts together.
csb.brace@gmail.com	5/2/2024	S Taylor is for some reason 4 lanes, when it sees traffic barely appropriate for 2-3. It needs a road diet, and given the lack of clear parallel routes for cyclists a set of continuous LTS 2 or better bike lanes should be given strong consideration on this route. An existing plan has been prepared for this corridor, but that plan fails to account for the corridor's role in connecting Cedar Taylor, Severance, Fairmount-Taylor as a bike route. This plan should be updated or modified to include full-length bike lanes.
csb.brace@gmail.com	5/2/2024	Kenilworth is 3 lanes for some reason when it should be 2. A road diet and bidirectional bike path would serve as traffic calming for residents, and create a much needed connection between Cedar Fairmount, University Circle, Little Italy, and Coventry.
csb.brace@gmail.com	5/5/2024	Coventry has some of the highest bike modeshare and percent of car-free households in the city (and possibly the state), yet has no bike lanes and a fast, wide road through it. Making this street safe for bikes by lowering speed and/or adding bike lanes should be a priority.
csb.brace@gmail.com	5/5/2024	A marked bike street here would help connect Cedar Taylor and Cedar Lee by bike, and allow access to Cedar Taylor from further to the west.
csb.brace@gmail.com	5/5/2024	Monticello is absurdly wide for its whole length. As with other former streetcar boulevards, it would be very feasible to lateralize the traffic to one side of the boulevard, and turn the other side into a local bike street. This would calm traffic on this notoriously fast road, and provide bike access between the northern section of the Heights and business/employment in the south and west. It could also help spur redevelopment in the Noble neighborhoods.
csb.brace@gmail.com	5/5/2024	Mayfield is super wide here, and a road diet even to 3 lanes would still leave enough room for a protected, sidewalk-height bike lane with grass and trees between it and the road. Serving the connection to our neighbors in South Euclid, and connecting Severance better to the east would be excellent goals.
csb.brace@gmail.com	5/5/2024	This intersection isn't great because it's a key intersection of the pedestrian, cycling, transit and automotive networks, all in a small footprint. No idea how we fix that long term, but better traffic calming on all sides of the intersection would be a good start.
jhubbard1@gmail.com	5/7/2024	This is a walk-to-school route and elementary school students are walking in the street in the winter because the law is not enforced and the city only plows the sidewalks in certain neighborhoods (looking at you Severance/Taylor). The "safe route" program is a joke until fundamental issues like student safety are addressed.
ajeresko@icloud.com	5/7/2024	Bradford Rd Cinder Path Trail is a no-traffic cut-thru to get to Shelburne which is recently repaved and smooth. Its a relatively stress-free way to get to the walking/biking parkway along Shaker Blvd East. Crossings at Warrensville and Shaker a little awkward.
ajeresko@icloud.com	5/7/2024	Safety Concern is also Accessibility Concern. Crosswalk button difficult for wheelchair users to reach.
ajeresko@icloud.com	5/7/2024	Lakeview Cemetery is wonderful for walking and a good option for people in wheelchairs to get out and enjoy miles of paved surfaces (some hills). Might Lakeview Cemetery consider allowing Bicycles?
ajeresko@icloud.com	5/7/2024	This is an awkward convergence of streets and sidewalks for bicyclists wanting to get onto Fairmount East from Coventry North.
elizabethlarkin2@gmail.com	5/7/2024	Both my kids and I have been nearly hit in the crosswalk at this intersection (and several others on Lee). The problem is people turning right on red, without stopping/looking for pedestrians. A “no turn on red” policy along Lee would hopefully help!!
elizabethlarkin2@gmail.com	5/7/2024	My 9-year-old was nearly hit in the crosswalk at this intersection (and others on Lee). The problem is people turning right on red, without stopping/looking for pedestrians. A “no turn on red” policy along Lee would hopefully help!!
kbernard@clevelandheights.gov	5/7/2024	Riding west at edge of lane (marked with sharrows but has car parking) and was nearly doored. Swerved into lane to miss the door and was fortunate there was enough of a gap to not be hit by traffic. 5/6 at approximately 6 pm
fairvis@gmail.com	5/7/2024	Drivers on Lee often block the intersection in the northbound lane preventing east-west traffic on North Park to cross. The traffic light either needs to be timed better to synchronize with northerly bound traffic with the light at Fairmount and Lee, or in addition or alternatively, a checkerboard box should be painted with reminders to not block the intersection. Cyclists are often forced to navigate between cars in the middle of the intersection as well, leading to dangerous encounters as the light on Fairmount turns green.
ajeresko@icloud.com	5/7/2024	Traffic signal button at NW corner of Bradford-Taylor Intersection is not accessible to wheelchair resident on Bradford.
ajeresko@icloud.com	5/7/2024	Shrubs and utilities obstruct view of Bradford drivers headed East at S Taylor. Difficult to see if pedestrians, bicyclists or traffic are coming Northbound on Taylor without creeping beyond crosswalk.
ajeresko@icloud.com	5/7/2024	Fairmount from Coventry to Lee is a relatively pleasant stretch of road but there are signficant potholes along the curbsides and frequent tree debris. Its generally wide enough for biking to be safe and comfortable, but if you have to veer to avoid an obstacle, 35mph traffic coming up behind you is dangerous.
drewherzig@yahoo.com	5/8/2024	City has been aware of this issue for two months. People in wheelchairs can not reach the button to trigger the crosswalk light. This is on the NW corner of the intersection. Why is it so hard to get this fixed?

User Email	Created On	Description
drewherzig@yahoo.com	5/8/2024	The closest traffic lights are blocks away to the north and south. How can anyone with impaired mobility safely cross the street here?
ware.cole@gmail.com	5/8/2024	The crossing times are too short for many folks, especially those who walk slowly or use mobility devices. The rounded curbs also encourage fast turns. Allowing for longer crossing intervals - and ideally leading crossing intervals - would help address this issue and cost very little. This intersection is an example of where this change could be useful, but it is not the only one - LPIs and longer intervals should be considered at all intersections by commercial districts, parks, and schools.
aklompus@gmail.com	5/8/2024	I want to reiterate the comment about the faded bike lanes from another commenter. Also, after a storm, in the fall, and any other time there are things falling into the roads, they block the bike lanes and they don't get swept by the city. I have opted for a car ride instead of a bike ride on several occasions because the bike lanes were so full of debris that I could not use them, and did not feel safe riding in the road. Protected, maintained bike lanes, plus actual sidewalks or paths on both sides of North Park is my fantasy. What exists currently is not safe for pedestrians or cyclists, and cars speed like crazy going up and down the hill. Additionally the potholes have gotten out of control. Thanks.
aklompus@gmail.com	5/8/2024	A place to cross the street at some points between S Overlook and Surrey would be helpful to allow pedestrian access to the shops and restaurants on the north side of Cedar. Thanks.
aklompus@gmail.com	5/8/2024	I'm not sure how to draw the green line like some other commenters to suggest a bike lane. There are sharrows all along Cedar but I almost never see cyclists using the street (more frequently I see them on the sidewalks) because it isn't safe to cycle alongside cars going 40+ mph. Cedar needs a road diet alongside left turn lanes at key intersections, and ideally protected bike lanes if the city is going to continue to recommend Cedar as a path for cyclists. Thank you.
ware.cole@gmail.com	5/8/2024	At some signalized intersections, where a pressure plate or other device is used to actuate the signal, those who are biking are stuck waiting for a car to come by in order to get a green light. This is generally an issue in the evenings, when signals don't change automatically. Adjusting the sensitivity of the plate, showing where bikes need to be to actuate it, or installing improved technology over time should be considered, particularly along whatever bike routes are developed.
ml_delfino@yahoo.com	5/8/2024	There are very few marked crosswalks on this part of Monticello, and as a pedestrian, I don't like just hanging out in the medians while I wait to cross. Traffic also consistently exceeds the posted speed limit of 30 mph. It can be hard to judge when it is safe to cross.
aklompus@gmail.com	5/8/2024	This whole intersection/these roads need to be rethought. The woman who lives in the house facing the triangle has had her yard run into by cars on a number of occasions. There is no pedestrian cross anywhere and yet I see lots of people wanting to cross here (myself included). There are signs for the bike trail (lake to lake) but the bike lane disappears from Stokes to partway up the North Park hill. I personally would like to see at least a stop sign, with pedestrian crossing here. Thank you.
csb.brace@gmail.com	5/8/2024	It really frustrates me how inefficient this intersection is for drivers and pedestrians. Would the city ever consider a low-cost mini-roundabout for this location, to improve safety and pedestrian access to the cemetery & Little Italy?
cliffordberns@gmail.com	5/8/2024	I live on the north end of Maple Rd. More and more motorists (including CHUH school buses and city service vehicles) are going up and down the street well beyond the 25 mph speed limit. More are more motorists are not observing stop signs or stop lights. It's really discouraging.
aklompus@gmail.com	5/8/2024	Myself and many neighbors have had near miss experiences here. Cars come flying down North Park and can't make as tight a turn as intended onto Harcourt. The current state of this intersection is dangerous for drivers, pedestrians, and cyclists alike. Thanks.
mayakirk99@gmail.com	5/8/2024	There is only sidewalk on part of the street, it is very commonly walked down (as well as driven down) to get into surrounding neighborhood from bus stop. I've almost been hit by a car more than once who turns around the corner too fast since I had to walk in road
drewherzig@yahoo.com	5/8/2024	The 'sharrows' on Lee are a joke. It is incredibly dangerous to ride a bicycle on Lee. Drivers attempt to pass on the left, and nearly run the cyclist off the road. And the shoulder is filled with litter, broken glass, and plant debris. Really unsafe to bike on Lee, which is a main connector. And S. Taylor is even worse!
aklompus@gmail.com	5/8/2024	Everything about this intersection is terrible and chaotic. The sidewalk rounding the corner from Cedar to Harcourt is tiny and feels scary to walk on because there is virtually no separation from the cars going 40 mph up the hill. Bikers don't feel safe using the road because of said drivers and so they often ride on the sidewalk. Crossing from Harcourt to Euclid Heights is a pain and the traffic from Cedar never seems to slow or stop. To the city person who receives these comments, if you are unswayed by this and the other comments posted to this corner, I recommend you come here and try to walk around. It's a mess! Cedar does not need to be this many lanes across. Pedestrians need more infrastructure. The bike lane up Cedar hill needs to continue along Cedar. Thank you.
ware.cole@gmail.com	5/8/2024	There are two unsignalized, mid-block crossings in the Coventry commercial district. One of these is at the intersection with Hampshire and the other at Lancashire. The yield rate to pedestrians is low and vehicles are regularly parked on top of the crosswalk. When trying to turn onto Coventry, many vehicles pull up onto the crosswalk as well. These issues could likely be mitigated if the intersections were daylighted, so visibility was better for everyone involved.
lodowski@gmail.com	5/8/2024	This is a dangerous intersection -- cars going wesbound in teh inside lan regularly drive to the outside lane when crossing the intersection. I have almost been hit more than once here-- this could be remedied easily with some paint and overhead signs. The inherent crookedness of the intersection could also be tweaked, but that is a more difficult fix.
csb.brace@gmail.com	5/9/2024	This is my best stab at a quality link between Coventry and Taylor/Cain Park Village. Constraints: Hampshire is too steep, Euclid Heights is too busy and narrow to add bike lanes, superior sees heavy traffic as well, Cain Park is in a valley and annoying to enter and exit. This is the most direct route between these areas given those constraints.
csb.brace@gmail.com	5/9/2024	Route of the current Compton greenway, plus necessary extensions to Severance to improve access for that car-dependent hellhole.
csb.brace@gmail.com	5/9/2024	A better route between the Compton Greenway and South Taylor that avoids busy Euclid Heights. That street still needs traffic calming though.
x@lakeandsky.com	5/9/2024	There should be a crosswalk and light here. Pedestrian traffic coming out of Maple, which is a principal outlet for the entire Millikin neighborhood including the Orthodox community, has almost no options for crossing Mayfield without going up to Ardoon. Moreover, turning left out of Maple on a bike or in a car is quite dangerous. The only safe way to leave the Millikin neighborhood going west is out of Severn which is not sensible most of the time.
csb.brace@gmail.com	5/9/2024	Taylor Road has lots of great businesses, and is a place I'd love to bike more often, but the access is just awful. The road itself is crazy wide and fast for no reason, and the side streets are windy and confusing and end abruptly. It's also a super important piece of the link to Severance further north, which is also awful. I really wish there were proper, consistent, LTS 2 bike lanes here, and a better connection to Coventry in the west.
jaime@wwillc.org	5/9/2024	Nearly had a car crash into me on my bike.
jdb158@live.com	5/10/2024	There should be crosswalk across North Park here. Many residents of the Cedar Fairmount neighborhood cross here anyway and will continue to do so.
mwymer@wxzinc.com	5/10/2024	Need bike lanes as outlined in TLCI study and Cain Park Village Proposal.

User Email	Created On	Description
mwymer@wxzinc.com	5/10/2024	Generally, need to overhaul this portion of S. Taylor Road in the interest of pedestrian, cyclist, and motorist safety. Streetscape improvements, medians, improved crosswalks, bike lanes, and placemaking interventions as outlined in TLCI Study and Cain Park Village Proposal.
jdb158@live.com	5/10/2024	I recommend a multipurpose path wide enough for walking and cycling along Lee Rd. all the way between the southern city limits at North Park to Monticello. This could be combined with a road diet on Lee (and possible Monticello) to provide a safe and comfortable cross-city connection for all residents whether in a car or not.
jdb158@live.com	5/10/2024	I love that Lee, Taylor, Euclid Heights, etc. are designated as "not a through street". Now let's narrow them and close them to traffic once a week or so for "Neighborhood Nights" or whatever you wanna call hanging out with your neighbors in the street.
jdb158@live.com	5/10/2024	Let's close Lee Rd between Scarborough and E Fairfax before and after school so that students can safely walk or ride home. This will also enforce the mentality that Lee Rd is "not a through street"
jdb158@live.com	5/10/2024	Let's close Lee Rd between Euclid Heights and Oak before and after school so that students can safely walk or ride home. This will also enforce the mentality that Lee Rd is "not a through street"
jdb158@live.com	5/10/2024	Many people cross here basically between the SW corner of the parking lot and the walkway up to Si'l Vous Play. This could use some signage, as pedestrians will continue to do it.
jdb158@live.com	5/10/2024	There is a painted crosswalk here at E Monmouth and Lee, but no lights or other interactive signaling. Drivers do not stop for pedestrians. This is a route to school for some children.
jdb158@live.com	5/10/2024	This signaled crosswalk is dangerous. drivers drive fast and pedestrians are not comfortable crossing here. This crossing needs something more: perhaps a more aggressive traffic signal, a speed table, or narrow lanes with a concrete traffic island in the middle.
jdb158@live.com	5/10/2024	There need to be signaled crosswalks across North Park at Arlington and Fairfax. Often pedestrians use those roads to access the park and choose to cross at unmarked crossings.
jdb158@live.com	5/10/2024	North Park is a local road next to a recreational facility. It needs a road diet and a lower speed limit to force drivers to use it as such.
jdb158@live.com	5/10/2024	Nobody stops at this stop sign (seriously, go watch for 5 minutes). IDK if there's a solution to this, just that it's indicative of a problem.
jdb158@live.com	5/10/2024	This intersection is too wide and is missing a crosswalk across North Park. If we shrink this intersection, we get more park on the south side.
audrey.hudak.11@gmail.com	5/16/2024	We all enjoy the bakery and restaurant at this location, but the public ignore traffic laws to park all over this neighborhood and jaywalk across the street without looking. I've experienced people stopping traffic to pick up their bakery order. Neighbors put out cones so that people do not block their driveways. If driving from Queenston and making a right or left onto Fairmount, it's almost impossible to see on coming traffic.
kbernard@clevelandheights.gov	5/20/2024	Car pulled out of apartment driveway into Severance Cir lane I was riding in nearly hitting me. Has to brake/stop to avoid collision. Occurred on 5/20 at approximately 6:50 AM.
cameron.roberts@universitycircle.org	5/22/2024	This intersection would benefit greatly from a bike box to help cyclists transition from the westbound bike lane on North Park to making a left-hand turn to access the Lake-to-Lakes Trail.
klayman96@gmail.com	5/28/2024	There is no at-grade pedestrian crossing at the entrance into the cemetery. I often see electric wheelchair users dangerously enter the street in order to cross on the north side of Mayfield, as the curbs won't allow them to simply continue on in a safe manner.
klayman96@gmail.com	5/29/2024	There is no at-grade pedestrian crossing at the entrance into the cemetery going east-west on the sidewalk. I often see electric wheelchair users dangerously enter the street in order to cross on the north side of Mayfield, as the curbs won't allow them to simply continue on in a safe manner.
klayman96@gmail.com	5/29/2024	This section encourages very high speeds, while also being a popular daily commute route for cyclists. Which a shared lane for both, it's simply not safe. Either put traffic calming measures in place, or add a buffered cycling lane please.
klayman96@gmail.com	5/29/2024	Drivers come up to this intersection from the west side, they see the open 4 lane straight away, and they often floor it. They do this so often, every day, that it's become a noise issue for residents living next to it. In late evenings, it is not uncommon for drivers to literally race from this intersection down to Coventry. This section could really use some traffic calming measures.
klayman96@gmail.com	5/29/2024	Drivers come up to this intersection from the west side, they see the open 4 lane straight away, and they often floor it. They do this so often, every day, that it's become a noise issue for residents living next to it. In late evenings, it is not uncommon for drivers to literally race from this intersection down to Coventry. This section could really use some traffic calming measures.
joedewittfoy@gmail.com	5/31/2024	A small stretch of Fairmount directly in front of the Taylor / Fairmount businesses is posted at 25, then quickly shifts back to 35 on either side. There are multiple schools and churches with day care programs on either side of the 25 mph section. All of this pedestrian activity would be much safer if the 25mph zone was extended from Lee road to the eastern city border, with appropriate design changes to encourage compliance.
joedewittfoy@gmail.com	5/31/2024	Bike lanes exist in both directions but are often used for parking (with street signs indicating parking is both allowed and forbidden!) Would highly recommend changing the road configuration along all of North Park to include a 2 way protected bike lane along the southern side of the road to make the most of important connections (Lower Shaker Lake, Lake to Lakes Trail) and the continuous stretches of roadway along doan brook. The bike lanes on the north side are constantly blocked by yard maintenance and construction crews servicing the homes on the north side, forcing bikers to swerve dangerously into high speed traffic.
joedewittfoy@gmail.com	5/31/2024	This is a busy crosswalk with children and families around school and day care drop-off / pick-up times. Cars do not stop for pedestrians trying to cross and I have multiple times had cars swerve into the middle lane while I'm in the crosswalk instead of yielding. I was also almost hit on my bike while waiting in the south bound left turn lane by a car traveling northbound using the middle turn lane to overtake another car. Incredibly dangerous stretch of road and intersection. At minimum RRFBs are needed at the crosswalk. I would also like to see a center median with pedestrian refuge islands and lane narrowing along this stretch of Lee.
joedewittfoy@gmail.com	5/31/2024	Multiple near misses when trying to use this crossing (while in the crosswalk, RRFBs activated, pushing a stroller, etc.). Cars do not yield. Especially when traveling northbound at high speeds due to the wide open road design south of here. Concrete center island/refuge and raised crosswalk would significantly improve this crossing, and notify drivers they are entering a busy business corridor with high pedestrian traffic.
joedewittfoy@gmail.com	5/31/2024	No turn on red needed all along Lee road (and other business districts / citywide). It makes for a hazardous pedestrian experience as cars routinely pull up and through the crosswalk while looking left, then frequently sit and block the crosswalk while waiting to turn. This intersection southbound is particularly dangerous as drivers often turn right on Essex then quickly left into the Shell station in disorganized and dangerous ways.
joedewittfoy@gmail.com	5/31/2024	Cars very seldom yield at this crossing despite marked crosswalk and RRFBs. Absolutely need to slow cars through this central stretch to improve safety.

User Email	Created On	Description
joedewittfoy@gmail.com	5/31/2024	Nearly hit 3 times in 1 cross (northbound, northbound turning left into parking lot, southbound) while using this crosswalk with RRFBs activated and pushing 2 kids in a stroller. Raised crosswalks along this stretch would help tremendously.
joedewittfoy@gmail.com	5/31/2024	This is a busy crossing for kids and families traveling to/from Ruffing and Beaumont. Cars are often traveling in excess of posted 35mph during 20mph times. I have nearly been hit several times and seen cars fly through this crosswalk within feet of children while crossing guards wave stop signs with no impact. Really terrible and dangerous behavior in this area.
joedewittfoy@gmail.com	5/31/2024	Dangerous to cross North park here because of the high speeds cars are traveling downhill and around the curve. Dangerous to cross Harcourt here because of cars turning right onto Harcourt from westbound North park at high speeds because of the exceptionally wide turning radius. This is a well used pedestrian and bike route because it connects directly to the Cedar Glen trail at the other end of Harcourt.
joedewittfoy@gmail.com	5/31/2024	Terribly designed and confusing intersections for all users, especially pedestrians. Most ridiculous are the pedestrian lights with no corresponding marked crossing across N Woodland and N Park roads, leaving pedestrians to hope for the best and scramble across 35 mph traffic. All of these roads should be reduced to 25 mph as well.
joedewittfoy@gmail.com	5/31/2024	Dangerous and confusing intersection directly in front of 2 schools. Traffic lights on St James and Colchester are simultaneously green while traffic on colchester has a confusing and often misunderstood yield sign. Remove the slip lane along the school border and direct all traffic on colchester to the existing T intersection into St James.
joedewittfoy@gmail.com	5/31/2024	Horrific design all around. Please change ASAP. Perhaps this would be a good time to start a conversation with Cleveland about reverting MLK to 2 way traffic and just have a normal signalized intersection or even a roundabout here.
joedewittfoy@gmail.com	6/4/2024	This could be a nice connection from Cain Park to Cumberland and Forest Hill Park, but the existing trail is deteriorating, unmarked and poorly maintained.
joedewittfoy@gmail.com	6/4/2024	This stretch could be an important connector for several neighborhoods and could serve as a southern gateway to Cain park (similar to how the Compton Greenway will be on the north side). When combined with Compton road this stretch is a pretty decent north - south alternative to Lee and Taylor. These neighborhood intersections would benefit from mini round abouts and improved crosswalk markings.
joedewittfoy@gmail.com	6/4/2024	Southbound traffic exiting from this service access should be limited to right turns only, as is the case to the similar parking access on the eastern side of the high school. Unprotected left turn across Cedar is very dangerous here.
joedewittfoy@gmail.com	6/4/2024	Lots of rat-running on these north-south streets by drivers on Fairmount turning on either Taylor or Lee (or vice versa) to avoid the lights at those intersections. At a minimum, consider making the median more continuous (less permeable) except for major intersections with dedicated left turn lanes.
joedewittfoy@gmail.com	6/4/2024	Crossing Euclid Heights from Overlook Rd here is dangerous and confusing. There are pedestrian indicators at the crossings but once you make it to the median island, the next phase never seems to activate. Leaving walkers vulnerable as cars speed by in multiple directions.
joedewittfoy@gmail.com	6/4/2024	Speed limits in this area absolutely need to be reduced to 25 with designs and road diet to match. The wide lanes and high speeds make for a dangerous and unpleasant pedestrian experience. Truly feels like trying to cross a highway getting across these 6 lanes safely.
joedewittfoy@gmail.com	6/4/2024	Seems like Lee road would benefit from a leading protected left turn light at this intersection. Cars often get backed up when trying to turn left, then complete the turn through a red light because of continuous through traffic north and south.
joedewittfoy@gmail.com	6/4/2024	Many of these corner radii are far too wide leading to high speed turns and creating a dangerous pedestrian environment. Also need no turn on red throughout this high foot-traffic district.
joedewittfoy@gmail.com	6/4/2024	The turn from eastbound Fairmount onto Shelburne is much too wide and leads to high speed turns onto a narrow residential street, often with families loading / unloading from nearby schools. Curb bump-out would help here.
david@seventhhilldesign.com	6/7/2024	Concerned about speeding during pick-up and drop-off near the school
david@seventhhilldesign.com	6/7/2024	Cars speed around turns and drive into front lawns
david@seventhhilldesign.com	6/7/2024	Cars speeding through Cleveland Heights Blvd as a cut-through.
david@seventhhilldesign.com	6/7/2024	Cars drive through the stop signs on Yellowstone Rd.
wmannies@bw.edu	6/10/2024	I am writing to request that Cleveland Heights add a flashing pedestrian beacon at the existing crosswalk that crosses Lee Rd at Berkshire Rd. On the southeast corner of Lee and Berkshire, there is a daycare, Heights One World. As a result, there is a steady stream of parents with little kids crossing Lee Rd. to go from the neighborhood to the daycare. Daycare workers also frequently take children in buggies for walks in the neighborhood across Lee Rd when the weather is nice. High schoolers also often use the crosswalk because Cleveland Heights High School is very close. A flashing pedestrian beacon is necessary because motorists on Lee do an extremely poor job of yielding to pedestrians in the crosswalk, even when those pedestrians include babies in strollers. The Federal Highway Administration reports that Rectangular Rapid Flashing Beacons (RRFBs) "can result in motorist yielding rates as high at 98 percent at marked crosswalks".3" Please let me know if I've directed this email to the wrong person or department. Thank you for your time, and I look forward to working with Cleveland Heights to ensure pedestrian safety! Best, Whitney
marclefkowitz1@gmail.com	6/11/2024	I just witnessed a near miss incident at this intersection. A woman operating a wheel chair was crossing Severance Circle Drive, in a marked crosswalk, heading toward the shopping center, as a large vehicle (an SUV) turned into the crosswalk, nearly striking her. If she didn't scream, he would have hit her. Instead, he swerved and narrowly avoided her.
karimoore55@gmail.com	6/15/2024	Intersection is dangerous and congested. Pedestrian was struck and injured. Crosswalks need to be marked better with lighting or other safety enhancements. Traffic calming needed. Too many lanes of traffic.
karimoore55@gmail.com	6/15/2024	Grandview Ave. Traffic calming is needed on this residential street. Poor visibility. Speed limits are not observed or enforced. Bicyclist fatality has occurred.
karimoore55@gmail.com	6/15/2024	Speed limit of 35 mph on this section of Cedar should be lowered to 25.
karimoore55@gmail.com	6/15/2024	Intersection of Cedar & Lennox. Too congested, poor visibility turning from Lennox onto Cedar and from Chipotle parking lot onto Cedar. Collisions and near misses all the time.
sjkenney@sbcglobal.net	6/15/2024	Need a sign at this intersection stating that cross traffic does not stop. Accident at that intersection 2 days ago.
kaallen55@aol.com	6/15/2024	Cars turning right onto Mayfield from Monticello frequently do not give pedestrians the right of way. It can be very dangerous to cross there. Twice cars have come close to hitting me. They don't really stop at the light and look before turning.
michaeledwards.edwards@gmail.com	6/20/2024	speeding cars on Woodview and running stop signs at Woodview and Hartwood. This occurs on adjacent streets along Hartwood as well.

User Email	Created On	Description
deveredeborah@gmail.com	6/20/2024	Speeding cars all the time. Most run the stop sign. I know because I walk our dog at least three times a day, and it's VERY DANGEROUS. Peak times are (7-9am) (4-6pm) for an officer is to hide either on Hartwood, or Woodview to catch both ways. Been complaining about this for a couple of years. Some is gonna get hit or killed.
deveredeborah@gmail.com	6/20/2024	Speeding cars all the time. Most run the stop sign. I know because I walk our dog at least three times a day, and it's VERY DANGEROUS. Peak times are (7-9am) (4-6pm) for an officer is to hide either on Hartwood, or Woodview to catch both ways. Been complaining about this for a couple of years. Some is gonna get hit or killed.
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gaillee49@yahoo.com	6/21/2024	Four way stop that is not stopping traffic from either of the 4 directions. Especially concerning when the children are walking back and forth to school. People speed on Montevista and on Cleveland Heights Blvd and then sale right on through the stop signs.
jonesbrooks@gmail.com	6/26/2024	Truck traffic is frequent though truck traffic is prohibited on Grandview Ave. Trucks frequently speed down the street, posing risks to walkers, runners and bikers.
jonesbrooks@gmail.com	6/26/2024	Truck traffic is prohibited but not enforced. Trucks often speed up & down the street threatening safety of walkers/runners/bikers
lustywrench@gmail.com	6/29/2024	Was hit on my bicycle in center of southbound curb lane by motorist who was turning northbound from Rumson onto Taylor. Motorist had focused only on northbound traffic from the Mayfield intersection and simply never saw me because he NEVER LOOKED LEFT: the direction he was turning! What to do? It was broad daylight, I had my lights on and was wearing a reflective safety vest. Fortunately only my bike was hurt. Perhaps there should be no left turn? Mostly I think there should be much more done to raise drivers' awareness.
jwh1019@gmail.com	6/30/2024	Reduce Noble from EC border to Roanoke Rd to two-lane road while adding a center turn lane. This would not only help to reduce speeds and calm traffic overall, but could also allow space for proper bike lanes - encouraging alternate modes of transportation.
jwh1019@gmail.com	6/30/2024	Speed tables (currently in use to calm traffic in Cleveland and Akron) could be a meaningful way to help calm traffic and reduce speeding in residential neighborhoods throughout Cleveland Heights.
lbr73@hotmail.com	6/30/2024	Cars are speeding on Lee Rd. from library going south, up to 45 mph in the 25 mph zone (also sometimes 20 mph school zone), and recklessly using left turn lane for passing. Safety concern generally and especially for cars attempting to get into or already in the turning lane to actually turn left onto side streets.
jwh1019@gmail.com	6/30/2024	At Medford and Randolph Rd stop sign, cars often go right through stops signs on Randolph.
jwh1019@gmail.com	6/30/2024	Speeding cars on Randolph Rd. Dangerous for kids in the area, pedestrians, cyclists, and other motorist.
mel@stylingmel.com	7/1/2024	The traffic making a right on red from Derbyshire onto Euclid Hts poses a safety concern for pedestrians. This is especially concerning because the traffic is very often exceeding the 25 mph speed limit. In addition the traffic on Euclid Hts Blvd itself is allowed to travel at 35 mph. Decreasing it to 25 for the entire length of the boulevard would make pedestrian travel safer
kbernard@clevelandheights.gov	7/2/2024	Riding North in right lane. Red van turned right onto Shannon from left lane in front of me, had to slam on brakes to avoid collision. I know the driver saw me because they sped up to pass me to assume they'd make the turn before I was at intersection. Occurred around 7:00 AM, 7/2/2024
joedewittfoy@gmail.com	7/7/2024	This turn from east bound N Park right onto Arlington is incredibly wide and encourages high speed turns from N Park (35 mph) onto Arlington in an area with high foot and bike traffic. This section of road is also entirely redundant and could be removed or used as parking access instead of through traffic. This entire area should be studied to determine how roadways can be rationalized and space repurposed better.
joedewittfoy@gmail.com	7/8/2024	This slip lane is completely unnecessary and should be removed. This area would be much better repurposed as a bio swale with native plantings. This slip lane functions only to allow cars to make a high speed turn from North Park into the school grounds. The gateways to schools should be designed to force cars to slow down in areas where kids are expected to be. There are also no sidewalks in this area, forcing anyone walking or biking from this direction to use the street along with cars. Speed on North Park should also lowered with a design speed to match.
nd.davis16@gmail.com	7/9/2024	Need better pedestrian cross walks to access shaker lakes trails. Feels like a maze trying to get from north woodland to the trail, and I always end up jaywalking across.
nd.davis16@gmail.com	7/9/2024	Remove street parking on Kensington from Lee to the alley behind Anatolia Cafe
nd.davis16@gmail.com	7/9/2024	dedicated left turn light at all times
nd.davis16@gmail.com	7/9/2024	Vehicle and pedestrian near miss
nd.davis16@gmail.com	7/9/2024	Street parking here creates unnecessary congestion and visibility issues for drivers, cyclists, and pedestrians.
aaronware12@gmail.com	7/15/2024	Speeding cars doing burnouts at this intersection continuously throughout the day
aaronware12@gmail.com	7/15/2024	Speeding cars run stop signs at this intersection regularly
aaronware12@gmail.com	7/15/2024	Speeding car, silver two-door doing burnouts in the middle of the intersection. Screeching tires and "donut" burnouts in the morning time. Loud, tuned exhaust on vehicle
aaronware12@gmail.com	7/15/2024	Multiple gunshots during spring this year. Brief police presence, no info for community safety
mwymer@wxzinc.com	7/17/2024	Need new sidewalks throughout the commercial district, ideally in concert with overhauling the road itself.
mwymer@wxzinc.com	7/17/2024	Bi-directional dedicated bike lanes as part of overhaul of the road itself.
mwymer@wxzinc.com	7/17/2024	For nearly the entire stretch of Superior Road from S. Taylor Road to Lee Road, the sidewalk is either too narrow or nonexistent. This forces pedestrians, many of who are young children and adolescents, to use a portion of the street. Motorists routinely speed on Superior, so simple traffic calming measures would go a long way.
mwymer@wxzinc.com	7/17/2024	Need to ensure Cain Park is accessible to all.
joedewittfoy@gmail.com	7/17/2024	This is a confusing stretch of road. East Cleveland has new wide bike lanes which then turn into what kind of look like bike lanes in the Cleveland heights side but are actually parking lanes? This would be a perfect stretch for a continuous multi-use trail on the north side, along the park. The wide road and multiple lanes on Superior encourage speeding.
joedewittfoy@gmail.com	7/17/2024	Unclear road markings and signage - is this a continuation of the bike lanes or are the painted lines lane markings indicating the shoulder? Cars are often parked in this space making it dangerous for bikes, especially with the 35+ traffic.
joedewittfoy@gmail.com	7/17/2024	Raised crosswalks or speed tables on either side of this crossing need to calm traffic and make this high-use unsignalized mid-block crossing near a school safer.

User Email	Created On	Description
joedewittfoy@gmail.com	7/17/2024	Raised crosswalks or speed tables on either side of this crossing need to calm traffic and make this high-use unsignalized mid-block crossing near a school safer.
joedewittfoy@gmail.com	7/17/2024	Raised crosswalks or speed tables on either side of this crossing need to calm traffic and make this high-use unsignalized mid-block crossing near a school safer.
joedewittfoy@gmail.com	7/17/2024	Raised crosswalks or speed tables on either side of this crossing need to calm traffic and make this high-use unsignalized mid-block crossing near a school safer.
mwymer@wxzinc.com	7/17/2024	Implement major overhaul of South Taylor Road through the Cain Park Village commercial district including but not limited to the following: Road diet. Dedicated bike lanes. Landscaped medians. Improved and additional pedestrian crossings. Improved streetscape including better lighting, public furniture, waste+recycling receptacles, bike infrastructure (i.e. air pumps, toolkit, etc.), EV charging, accessible crossings, and cohesive district-wide identity including wayfinding.
joedewittfoy@gmail.com	7/17/2024	Cars use this as a cut through to avoid the Cedar-Lee intersection, often speeding through and running the stop sign. I have nearly been hit several times trying to cross the street or biking along Cottage Grove near Meadowbrook.
joedewittfoy@gmail.com	7/17/2024	Mayfield is always terrifying to cross here. With an active walk signal, pedestrians need to watch for cars turning left from NB Cumberland, turning right from SB Monticello, and turning right from EB Mayfield onto Cumberland, which frequently run the red light while making that right turn. The turning radii at this intersection are much too wide encouraging high speed turns and the lights are programmed to promote driving over vulnerable road users.
joedewittfoy@gmail.com	7/17/2024	Multiple near misses walking / biking / pushing a stroller around this blind turn with no sidewalk. Cars use this route as a cut-through and drive dangerously through this section. Please add a sidewalk / multi-use trail and traffic calming to discourage high-speed cut-through traffic.
joedewittfoy@gmail.com	7/17/2024	Hampshire and Cadwell are used as cut-throughs to avoid Coventry and Euclid Heights intersection / traffic lights. There are no stop signs on Hampshire at this intersection, and the wide turns allow cars to turn at dangerously high speeds. Stop signs, mini traffic signals and / or traffic diverters preventing certain car movements to discourage cut-throughs should be considered.
joedewittfoy@gmail.com	7/17/2024	This is a busy bike route continuing north from Cottage Grove connecting to the parklands and either Cain Park or Cumberland / Forest Hill Park. There is a decent trail through the park system but no safe way to access it from this location. Cars on Superior drive much too fast with curves obscuring sight lines. There should be a crosswalk with RRFBs at minimum to get across Superior. On the north side of Superior, a sidewalk or multi-use trail is needed to connect to Lee road near the Cain Park entrance and the small multi-use trail that continues near Cumberland Road.
mwymer@wxzinc.com	7/17/2024	Motorists drive as though they are on a highway with no concern for the safety of pedestrians, bicyclists, or other motorists. Especially alarming is the number of young children crossing South Taylor each day.
joedewittfoy@gmail.com	7/19/2024	This intersection needs to have "No Turn on Red" signs in all directions. Cars stopped at red lights frequently encroach into the crosswalk while waiting for a chance to turn. With long lines of traffic they can end up waiting for long stretches, all while blocking important bike and pedestrian crossings, forcing those trying to cross into a travel lane.
jposch@clevelandheights.gov	7/23/2024	The morning of July 17, 2024, a 16 year old resident was struck in the crosswalk outside the Stone Oven restaurant by a speeding hit and run driver. We were fortunate a pediatric ER doctor (while getting her coffee) was able to assist and our safety forces performed their duties outstandingly. The boy was badly banged up, initially unconscious, and bleeding - but looked as if there was no permanent damage. But regarding this incident today - are there sensible things (physical and enforcement wise) you believe we could address immediately? In the Dora conversations my peers called for some traffic tables. This weekend at a neighborhood event residents asked for more of those portable "Your Speed is X" devices your strap to street poles. Can we park some patrol cars on either end of Lee Road business district. Maybe deploy some automated ticketing devices (but for this item that would take too long for us to deploy). As experts, you would have better suggestions. But as someone that patronizes Lee Road daily, and crosses that street - I see a lot of bad driving behavior. I don't have any data - but it seems like the road is more busy with speeding drivers during rush hour. While the city has already deployed many traffic calming strategies - more are needed.
joedewittfoy@gmail.com	7/24/2024	This is an outrageous intersection design for any residential area, more so because it borders an elementary school property. The wide turning angles and slip lanes are completely unnecessary and should be closed with temporary materials immediately. Longer term, these sections should be depaved or converted to bio swales.
joedewittfoy@gmail.com	7/25/2024	Cars use Shelburne to North Park as a cut through to avoid Fairmount. Excessive speeding and dangerous driving is common, especially during commute times. I was almost hit this morning by a driver who blew straight through this stop sign. This intersection is absurdly oversized with wide swooping turns, contributing to a dangerous situation given there are no sidewalks on several of the adjoining street sections. I believe a traffic circle with re-designed geometry of the intersection would improve the situation dramatically.
joedewittfoy@gmail.com	7/25/2024	This is a tough intersection when trying to turn left from the bike lane on the far right side as you need to cross a traffic lanes with multiple permitted movements to get into the left turn lane. Bike boxes would help.
joedewittfoy@gmail.com	7/25/2024	Constant excessive speeding on this road by people trying to avoid traffic on Fairmount. Speed tables and other calming is needed.
joedewittfoy@gmail.com	7/29/2024	This slip lane is completely unnecessary and only exists to allow high speed turns from Fairmount onto a small neighborhood street. This slip lane should be eliminated and combined with the existing green space / mini traffic circle to create a neighborhood mini park / bio swale, with all traffic routed to the existing 2 way section immediately adjacent.
joedewittfoy@gmail.com	8/2/2024	This turning radius is way to large and encourages high speed turns from Euclid Heights onto Edgehill, which is an important and high volume bike route.
elliotaposner@gmail.com	8/21/2024	Need crosswalk across Euclid Heights Blvd, perhaps at Lennox. Because existing crosswalks are too far apart and not very pedestrian friendly, most residence jaywalk -- including Benjamin Rose residents, many of whom have physical challenges and kids walking to Roxboro schools. The neighborhood petitioned years ago for a crosswalk. The outside consultants' traffic study for Top of the Hill recommended one. Also, the traffic on this part of Euclid Heights Blvd is too fast.
lvoros@hotmail.com	8/21/2024	We should make this a community garden or something usable by the community vs an empty corner
mrosem14@gmail.com	8/21/2024	Monticello & Belvoir feels very hazardous as a pedestrian. Traffic moves very quickly as the medians on Belvoir and Monticello end a block away. It's very wide, people run red lights and don't check before turning right on red, etc.
mrosem14@gmail.com	8/21/2024	There is no sidewalk along Denison Park on Belvoir or Monticello. The only spot this park is accessible to pedestrians is from Quarry road. A lack of sidewalk means residents who live north of the park would have to walk a half mile all the way around to get to it and stay on sidewalks/crosswalks
sarahlynnezin@yahoo.com	8/21/2024	People regularly use Bluestone as a cut through between Noble and Belvoir/Green, and in the last few years cars have been driving very, very fast down Bluestone. In the past, police used to sometimes sit on the sidestreets and pull over speeders on Bluestone, but I haven't seen that happen in a long time. The number of cars that speed through the neighborhood now is concerning, and presents a safety issue for residents and other motorists.
frantwomey22@gmail.com	8/21/2024	I would love to see speed humps on side streets that are used as cut-throughs between major thoroughfares: Streets such as Coleridge, Essex, Scarborough, Fairfax. Thank you!

User Email	Created On	Description
mrosem14@gmail.com	8/21/2024	People routinely cut down Bluestone to avoid lights on Noble, Belvoir, and Monticello. They also run thr stop here on Quarry at Bluestone. I wish we'd work with SE on this. My neighbor (CH resident) was hit by a car on Bluestone and Avondale a couple years ago and was in a coma for a month. I think to get a picture of what's happening in this border area it will require data sharing and collaboration between SE and CH.
amay@hasenstabinc.com	8/21/2024	It is absolutely imperative that we make this a 4-way stop intersection. It is currently only a 2-way stop with cars typically parked all the way to the curb creating terrible blind spots. PLEASE make this a 4-way stop.
amay@hasenstabinc.com	8/21/2024	It is absolutely imperative that we make this a 4-way stop intersection. It is currently only a 2-way stop with cars typically parked all the way to the curb creating terrible blind spots. PLEASE make this a 4-way stop.
amay@hasenstabinc.com	8/21/2024	PLEASE consider eliminating ANY and ALL street parking on our major corridors. These pinch points consistently cause aggressive driving, bottlenecks, and near misses. It's not worth it for the handful of spots. Patrons of these small business and residents of these rentals can and should park on side streets.
amay@hasenstabinc.com	8/21/2024	PLEASE consider eliminating ANY and ALL street parking on our major corridors. These pinch points consistently cause aggressive driving, bottlenecks, and near misses. It's not worth it for the handful of spots. Patrons of these small business and residents of these rentals can and should park on side streets.
amay@hasenstabinc.com	8/21/2024	PLEASE consider eliminating ANY and ALL street parking on our major corridors. These pinch points consistently cause aggressive driving, bottlenecks, and near misses. It's not worth it for the handful of spots. Patrons of these small business and residents of these rentals can and should park on side streets.
s.a.marcum@gmail.com	8/21/2024	Use parked vehicles (permitted parking signage) to enable parked vehicles to form passive traffic chicanes. Citizens should have a process to request these interventions be added to their streets where cut thru speeding is pervasive.
alex@cityarch.com	8/22/2024	Consider an off-road bike trail that connects Cain Park to Cumberland Park
eap26@case.edu	8/22/2024	A pathway to Kenilworth Lane. Because of the development of Kenilworth Mews, those walking from Herrick Mews and Overlook Rd. no longer have a path to Kenilworth Lane and the commercial district. We recommend the City broker an easement that would create a walkway from Herrick Mews, through the back yard of the Waldorf apartments, to Kenilworth Lane.
alex@cityarch.com	8/22/2024	Consider adding traffic calming along this portion of Superior - with Cain Park on one side, we observe cars speeding along this section, which translates to cars speeding through the neighborhood (especially east-bound traffic).
alex@cityarch.com	8/22/2024	Narrow pavement here by expanding the landscaped island.
alex@cityarch.com	8/22/2024	Calm S. Taylor traffic here by eliminating the unwarranted right turn lane (southbound Taylor to Superior) with protected/unrestricted on-street parking that could better support the Park, notably the sledding hill in the winter.
eap26@case.edu	8/22/2024	A pedestrian crossing at Euclid Heights Blvd. and Lennox Rd. The existence of a sidewalk across the island suggests there used to be a crossing at this location. It is an obvious place for one. All day long residents can be observed crossing Euclid Heights at that location to and from the commercial district. The presence of the Benjamin Rose Institute at the corner of Kenilworth Lane and Euclid Heights Boulevard makes a pedestrian crossing at Lennox and Euclid Heights a priority. We note that the "Top of the Hill" traffic study, conducted by an independent consulting company, recommended a crosswalk (not far from Lennox).
eap26@case.edu	8/22/2024	Enhancements for the pedestrian crossings at Derbyshire Rd. and Euclid Heights Blvd. The current set up is not pedestrian friendly. One can only cross Euclid Heights on the east side of the street, and the green lights do not stay illuminated long enough for many pedestrians (especially those with children or with physical challenges) to cross.
lmagrail@yahoo.com	8/22/2024	Can we have police enforce parking on our streets? People park on both sides constantly, use of hazard lights isn't a permission to park wherever they want.
alex@cityarch.com	8/22/2024	Driver behavior is out of control along Superior. I often witness cars crossing the double-yellow, pulling into oncoming traffic, to accelerate and pass other vehicles. I am deeply concerned this is going to cause a major crash due to site lines and adjacency to Cain Park.
alex@cityarch.com	8/22/2024	West-bound traffic speeds along Superior corridor and often misjudges this bend in the road. Our steps/fence have been struck multiple times due to cars not making the turn. Please consider adding signage and/or a flashing beacon warning drivers of the turn as they approach from the east.
eap26@case.edu	8/22/2024	The intersection of Kenilworth Rd. and Derbyshire Rd. This is another location where residents frequently cross busy streets without crosswalks. In conjunction with fixing the current traffic problems surrounding the insufficiently marked intersection of Kenilworth Rd. and Derbyshire Rd. (see below), we recommend adding pedestrian crossings on all streets surrounding the island. Especially urgent is a crosswalk from the west to the east side of Kenilworth Rd., near the island.
eap26@case.edu	8/22/2024	Traffic flows on Kenilworth Rd between Mayfield Rd. and Euclid Heights Blvd. Despite substantial police efforts to enforce 25 MPH speed limits, the traffic tends to move too quickly for a residential neighborhood. We recommend reducing the number of lanes from three to two, narrowing the remaining two lanes and adding a bike lane or islands with the leftover space.
eap26@case.edu	8/22/2024	The intersection of Kenilworth Rd. and Derbyshire Rd. It is a dangerous intersection for pedestrians, cyclists and motorists. Drivers are uncertain how to maneuver around the island, particularly since there are multiple yield signs that seem to conflict. Lots of pedestrians and cyclists use these roads, and it is difficult to know where the motor vehicles are headed and where people and bikes should cross streets and make turns. In addition to adding crosswalks and slowing traffic (mentioned above), we recommend clarifying the flow of traffic around the circle. Specifically, we would suggest that this be treated as a true traffic circle, with signs to direct traffic in a counterclockwise flow, and clear indication as to which vehicles have the right-of-way (those on the circle, or those entering it).
eap26@case.edu	8/22/2024	There should be a traffic light somewhere between Silsby and Clarendon – its such a long stretch that people gain a lot of speed.
eap26@case.edu	8/22/2024	The RRFBs are not effective to alert drivers
margaret.medford@uhhospitals.org	8/23/2024	Speeding vehicles have come frightenly near to children accidentally coming onto edge of roadway when playing on sidewalk or in yards.
margaret.medford@uhhospitals.org	8/23/2024	Drivers use Berkeley Rd as cut-through from Lee Rd (via Euclid Hts. Blvd) to S. Taylor Rd. By the time they come around the curve to the straight section of Berkeley(heading East), speeds are up to 40 mph or more. The traffic heading West from Minor Park Rd intersection, also get up to > 40mph as they get to the beginning of the curve toward Euclid Hts. Blvd. There are many children playing, riding bikes, skate boards, etc. on sidewalks and sometimes coming onto Berkeley if they roll down a driveway. There needs to be "speed bumps" or whatever the rubber ridges placed across the roadway to slow down vehicles are called, before a child to seriously injured or worse.
kelly.humrichouser@gmail.com	8/26/2024	There should be a sidewalk on both sides of the street on Superior. That may require some changes to the park itself, but the accessibility to the park is hampered by a lack of pedestrian access and a continuation of the sidewalk.

*Note that comments are transcribed directly from PublicCoordinate entries by members of the community. Comments have not been edited for spelling or grammar.

User Email	Created On	Description
kelly.humrichouser@gmail.com	8/26/2024	I once saw children on scooters coming down Superior with an SUV trailing them slowly and respectfully. Another SUV behind tried to pass on the left aggressively and almost hit the kids.
kelly.humrichouser@gmail.com	8/26/2024	The high speeds at which cars come through Superior, and the number of visitors the park sees, are in conflict to safety needs. Consider adding speed tables and/or reevaluate the role of parking along Superior. A lack of street parking is an enabling factor to the traffic and speeds.
kelly.humrichouser@gmail.com	8/26/2024	When I drive north on Lee, I often cannot see the safety lights on the crosswalk because other signage covers the lights until you are very close. This is a very simple fix but involves taking into account the user experience.
pencilmusic@yahoo.com	8/27/2024	Current construction on Lee makes travel times and number of crossings for pedestrians significantly higher, as the sidewalk is closed for long stretches
Gayle.Lewin@gmail.com	9/5/2024	Yellowstone Road - Monticello to Noble City repairing/replacing storm sewer, sanitary sewer, and water main. Involves reconstruction of road. "Yellowstone is one of those streets many people use as a cut-through to get from Taylor to Belvoir, so I'm sure many, many people speed down that road. Has there been any thought to including traffic calming elements in the reconstruction?"
jkobypicker@gmail.com	9/18/2024	While a car is turning left from Kensington to Cottage Grove, it's very dangerous for a cyclist that is turning right from Cottage Grove onto Kensington road. The situation is made worse by the fact that there's a lot of street parking here so cars are typically driving along the left side already. With high hedges near the street corner, it's near impossible for a car to see an oncoming traveler (or vice versa) until you're nearly touching.
joedewittfoy@gmail.com	9/18/2024	There is a decent buffered bike lane along both sides of this stretch of North Park, and then for some reason it disappears right in the middle of this terrible intersection where it would be most useful. The road is plenty wide to accommodate continuation of this busy bike lane. This is a very busy and confusing 5 way irregular intersection that needs to be redesigned with traffic calming throughout this area a priority.
joedewittfoy@gmail.com	9/18/2024	Dangerous unsignalized crossing at an All Purpose Trail connection between parks. Traffic calming needed to slow high speed traffic from both directions.
jkobypicker@gmail.com	9/18/2024	cyclists headings west on Cedar must cross the street in order to use the multipurpose path
jkobypicker@gmail.com	9/18/2024	MLK rapidly becomes unsafe for cyclists west of Chestnut Hills Drive. Heights could cut a bike path through the island here that allows bikers direct access to Chestnut Hills and then on to Cedar Hill through the multipurpose path
jkobypicker@gmail.com	9/18/2024	Heading east bound all along this section of N Park Blvd, biking in the unprotected bike lane is unsafe. There's often debris strewn along the unprotected bike lane. Cars will swerve into the unprotected bikelane to pass cars that are yielding before taking left turns.
stevepec1@gmail.com	9/21/2024	This bike lane is not protected and cars will swerve into it when passing turning cars. Please consider adding posts or a curb.
nancylevin@clevelandheights.org	9/24/2024	With the improvements being implemented at Peace Park, mid-block crossings from the surface lot and parking garage will increase. Visibility from the west is difficult from the intersection/grade. Mid-block crossing and/or warning signs would be beneficial.
kbernard@clevelandheights.gov	10/1/2024	Riding west on Euclid Heights Boulevard. Truck ran stop sign and nearly hit me. Had to hit brakes and ride to the curb to avoid hitting him. Occurred on 10/1/2024 at approximately 11 AM
kbernard@clevelandheights.gov	10/1/2024	Riding north on N Taylor in the right lane. Car swerved into right lane from the left to avoid waiting for turning traffic. Occurred on 10/1 at approximately 11:55 AM.

Appendix D: Technical Advisory Committee Meeting Summaries

CLEVELAND HEIGHTS SS4A COMPREHENSIVE & EQUITABLE SAFETY ACTION PLAN (CESAP)

Technical Advisory Committee – Kickoff Meeting

March 27, 2024, 3:30 PM EST

Microsoft Teams Meeting

Attendees

Name	Organization/Role
Ken Bernard	City of Cleveland Heights Project Manager
Eric Zamft	City of Cleveland Heights
Andy Boateng	Sustainability and Resiliency Coordinator, City of Cleveland Heights
Brooke Siggers	City Planner, City of Cleveland Heights
Marc Lefkowitz	Public Relations, City of Cleveland Heights
Perry Morgan	Kimley-Horn Project Manager
Vincent Spahr	Kimley-Horn
Paul Vernon	Kimley-Horn
Bonnie Von Ohlsen	Kimley-Horn
David Jurca	Seventh Hill
Sam Bell	Former Transportation Committee member
Christopher Brace	Data Engineer, lives in Cedar-Fairmount District
Eli Dessler	Finance Director, Hebrew Academy of Cleveland
Joe DeWitt-Foy	Heights Bicycle Coalition
Melanie Knowles	Sustainability Manager at Kent State
Nancy Levin	Public Library
James Liou	Service Planner at RTA (standing in for Matthew Moore)
Howard Maier	Former Planning Director of Cleveland Heights, instructor
Samantha Metcalf	Senior Planner at RTA
Charlie Mosbrook	Resident, local musician, Transportation Advisory Committee member
Annie Pease	Senior Advisor on Transportation for Cuyahoga County
Andrew Prusinski	Principal at Lutheran High School
Cameron Roberts	Associate Director of Transportation, University Circle Inc
Josh Tang	Runs a small software company focused on mobility
Geoff Zevnik	Case Western Reserve University, Lieutenant to Special Operations

Introductions

I. Outline of the SS4A Program

Vincent Spahr outlined the Safe Streets and Roads for All Program as it relates to this Comprehensive and Equitable Safety Action Plan for Cleveland Heights.

- The project team will evaluate crash data over the last 5-10 years, look for patterns.

- Reactive approach- look at past crash problems, address these things, prioritize projects to reduce current crashes, using a Vision Zero lens.
    - Identify policies, programs, educational opportunities, as well as infrastructure improvements to improve the safety within the city.
- Proactive approach- where would you walk, bike, etc if you felt safer - community feedback is critical because statistics won't tell us this.
- There will be an intentional extra focus on providing equity in this analysis to ensure priority projects are distributed in an equitable manner through historically underserved parts of the community.

The SS4A Program has a second pool of funding (Implementation Grants) for design and construction, to implement Action Plan recommendations.

II. The Cleveland Heights CESAP Vision

Eric Zamft summarized the City's vision for the CESAP.

- This TAC will look at transportation and safety comprehensively through the lens of all the different stakeholders, businesses, and residents.
- The TAC will tie all of the individual studies from different stakeholders together into a single comprehensive plan.

III. The Role of the Technical Advisory Committee

Vincent Spahr elaborated on the role of the TAC.

- The TAC is another voice in the room, to solicit feedback so we can guide our recommendations and become champions in the community.
- The project team is developing a website (SafeStreets4CH.com) which will be used to share project info throughout the life of the project.
- TAC will be a source of accountability with a set of monitoring tasks, and to see if implemented changes are reducing crashes, particularly fatal and serious injury crashes, over time.

IV. Project Schedule

- Open House- next Wednesday, April 3. Kickoff to solicit input and spread awareness about the project amongst the community
- Next few months:
    - Crash data analysis
    - Literature review
    - Other opportunities for public engagement:
        - May – Youth Workshop - partner with local school students to get their feedback
        - May – Mobility Tour - identify a geographic location in the city as a clear priority
        - May/June - Neighborhood Bike Ride- talk while riding, stop, discuss emerging themes
    - Surveys- online and paper surveys
    - Looking for Street Team Leaders to distribute surveys, get word out, and give feedback on most effective locations and actions to focus on.
- June-July: By mid-summer the project team expects to have more of a feel for project priorities based on crash data, public feedback, and input from the TAC
- August-October: Finalize Action Plan for adoption by the city.

After completion of the CESAP, the project team will also develop a Vision Zero Toolkit- a shortcut pairing potential safety improvements to specific concerns that a community member may raise.

The project schedule has us ending in Fall of this year around October, but allows for flexibility to ensure meaningful engagement and plenty of opportunities to communicate to the public to solicit feedback extensively.

V. General Discussion

Christopher Brace: Is there a plan to make this report bifurcated into 'this is the ideal state', 'these are road plans', and is there a plan to have a section for an emergency action plan, and what are the things that we can do today and tomorrow with paint and plastic?"

> Vincent: The quick-build, short-term improvements that can drive towards the Vision Zero have been identified as some of the most impactful improvements, for example in Hoboken, NJ. The City of Hoboken, NJ has eliminated fatal crashes on their roadway network since 2018.
>
> In this, the 3rd year of the SS4A Program, USDOT has broadened the scope of what can be included in the first "bucket" of Planning and Demonstration Grant funds; there is a possibility to use some of that money towards quick-build projects.
>
> The project team is working with the City to apply by May 16th for some of the quick-build improvements that we can then monitor (i.e. 'Does green bike lane paint make this bike lane safer?') and use results to supplement the CESAP.

Joe DeWitt-Foy: Could we try to work that into some sort of public engagement? Position someone at a new paint/ improvement and get the public's feedback on this improvement. Something like this where you can actually interact with people in their daily activities would be more beneficial than just pointing people to the website.

> Vincent: Absolutely, reviewing potential quick-build projects in the field could be part of Demonstration activities for which the City applies for an SS4A grant in this cycle.

Howard Maier: Is this committee going to meet in person at any time?

> Eric: May be beneficial to have a TAC meeting the same day as a public engagement since everyone is already there.
>
> Vincent: Teams is meant to make as accessible as possible for as many people as possible, but in-person work is valuable.

Sam Bell: A little while ago, for a while we had a bunch of bollards on Lee Rd, and I don't know anyone who thought that was a good idea. But if they are a good idea, I'd like to hear why. And if they aren't, could we please pledge that we will never do that again? What I observed was that it took an area which was potentially bikeable and rendered it entirely inaccessible to anyone on a bicycle.

> Joe DeWitt-Foy: One positive: it prevents cars from passing in the center lane
>
> Christopher Brace: That treatment is usually a sign of a three-lane road that should be a two-lane road.
>
> Sam: The bollards made the area virtually inaccessible to bicyclists.

Nancy Levin: Watches Lee Road crosswalk everyday from the library window. Remembers someone killed in crosswalk in front of library. She would vote for speed tables and as an immediate attention area.

The library would be happy to engage or host events for the CESAP activities. To advertise in their newsletter that goes to 30,000 households, we'd need to schedule anything for the fall by the end of June. The newsletter for the summer is already planned and in the printer. Even if just a "save the date" this could help reach a large audience.

There will also be a new library off of Noble Road opening which will have lots of meeting space.

The library has done a lot with bicyclists, including bike repairs, a “bike rodeo,” among other things.

Annie Pease: Happy to see Cleveland Heights focusing on this effort! The City should also consider possible implementation funds from ODOT through their safety funding cycles that regularly occur throughout the year. Oftentimes communities struggle with these because it requires that the projects are strictly safety projects as opposed to roadway maintenance projects.

Eric Zamft: Someone brought up near miss incidences in the chat. Can we speak to how near misses will be represented and addressed in the CESAP?

> Vincent: The more ideas the better. It is difficult. For the most part, this information has to be anecdotal through public and TAC participation. We are aware that they happen and will treat them as safety concerns just like we do crash locations, because they easily could have been a crash.

VI. April 3 Open House – Community Center, Room 7, 5:30 PM – Spread the Word!

Other notes from the Chat:

Recommend connecting with a rep from Metroparks to discuss possibility of trail partnership in Cleveland Heights and potential connections in neighboring cities.

This effort will likely overlap to some extent with Cleveland's Citywide Mobility Plan. Recommend connecting with them to explore synergies in terms of considering safer and more accessible connections between the two communities.

Suggest we look also for data on close calls. Crashes are the tip of the iceberg. I'd like to see this integrated into the website, where anyone can report close calls and a description of the incident.

Project Yield, an initiative of University Circle Inc., is a community-driven pedestrian safety initiative that includes enhanced data collection, increased public awareness, and infrastructure improvements.

We have seen a lot of value from close call reporting in University Circle and install this signage at priority intersections/crosswalks to encourage reporting:

CLEVELAND HEIGHTS SS4A COMPREHENSIVE & EQUITABLE SAFETY ACTION PLAN (CESAP)

Technical Advisory Committee – Meeting 2

April 24, 2024, 3:30 PM EST

Microsoft Teams Meeting

Attendees

Name	Organization/Role
Ken Bernard	City of Cleveland Heights Project Manager
Karen Knittel	Assistant Planning Director, City of Cleveland Heights
Marc Lefkowitz	Public Relations, City of Cleveland Heights
Tony Ferrone	Utilities Commissioner, City of Cleveland Heights
Perry Morgan	Kimley-Horn Project Manager
Vincent Spahr	Kimley-Horn
Paul Vernon	Kimley-Horn
Bonnie Von Ohlsen	Kimley-Horn
Andrew Schneider	Kimley-Horn
Jonathan Crosby	Kimley-Horn
Jordan Mobley	Kimley-Horn
David Jurca	Seventh Hill
Sam Bell	Former Transportation Committee member
Christopher Brace	Data Engineer, lives in Cedar-Fairmount District
Joe DeWitt-Foy	Heights Bicycle Coalition
James Liou	Service Planner at RTA
Howard Maier	Former Planning Director of Cleveland Heights, instructor
Samantha Metcalf	Senior Planner at RTA
Charlie Mosbrook	Resident, local musician, Transportation Advisory Committee member
Annie Pease	Senior Advisor on Transportation for Cuyahoga County
Cameron Roberts	Associate Director of Transportation, University Circle Inc
Josh Tang	Runs a small software company focused on mobility
Brandon Brown	Heights Libraries

I. Input Received from April 3 Open House

David Jurca started the meeting off by going over the Open House presentation, noting there was a turnout of about 30 participants. He further went into the data collected from each station that was set up at the open house that encouraged citizen participation.

- Station 1: My Personal Experiences
    - This station revealed that the primary mode of transportation for participants was a car. Second most frequent mode was bike/ped. Only one participant noted Transit is their primary mode of transportation.

        - Howard Maier noted that the location of the Open House was not near a public transit route, therefore limiting opportunity for those who primarily utilize transit to travel to the event.

    - Next, participants were asked to note their most frequent destination when traveling. There was an almost perfect split between work and other (shopping/entertainment) being the most traveled destination. School was least traveled.

    - Lastly, relevant safety concerns were identified. There was a fair response across the board between vehicle speeds, lack of bikeways/sidewalks, and intersections/signal crossings, all of which raised nearly equal concern.

- Station 2: My Biggest Safety Concern

    - Participants placed dots on a map of the City, noting their areas of concern. Main areas of concern include Euclid Heights Boulevard and Lee Road.

- Station 3: My Idea for Improving Safety is….

    - Because Station 3 was an open-ended prompt, allowing participants to write their idea on a sticky note, responses were categorized as follows:

      Mode: contained mostly bicycle and pedestrian focused ideas

      Infrastructure: equal improvement opportunities between crosswalks, roundabouts, and bike lanes

      Enforcement: ideas revolving most frequently around speeding and parking improvements

      Education: lower participation, some ideas involving driver's ed and signage

- Station 4: Multi-Faceted Station

    - My Street Safety Concern is…

        - Following the same format as Station 3:

          Mode: Pedestrians are the biggest safety concern for most participants

          Infrastructure: crosswalks at certain intersections were mentioned by many, Lee Road being a major area of concerns

          Enforcement: Speeding seems to raise the most concern for citizens

          Education: lower participation, concern regarding crosswalk education

    - My Idea for Improving Street Safety is…

        - Following same format as Station 3:

          Mode: ideas circulated most commonly around pedestrians and bicyclists

          Infrastructure: Most citizens desire more crosswalks and bike lanes

          Enforcement: ideas/requests to lower speeds

Education: Driver's ed is of importance to some in the community

- I want Safe Streets for…
  - Following the same format as Station 3:

    Mode: majority of citizens would like safe streets for pedestrians and bicyclist community members

    Infrastructure: no participation

    Enforcement: no participation

    Education: no participation

- *Joe Dewitt-Foy commented on these results, emphasizing that speeding is the biggest issue and is related to all major concerns noted in the above results. He gave the example of Lee Road, stating that the flashing beacons and crosswalks don't work, resulting in vehicles speeding through pedestrian/bike crossing areas.*

- *Christopher Brace agreed with the previous comment made by Mr. Maier, stating poor transit availability results in poor participation from those that utilize transit daily. Separately, he encourages those involved in this project to consider design speed over speed limits, noting that roadways should determine the speed because speed limit signs are more of a police focus for enforcement purposes than for everyday drivers.*

- *Howard Maier contributed further, complimenting the event and appreciating that the topics hit major concerns for citizens. He did raise concern, though, stating that the City is advertised as a "walking city", with little to support that claim.*

- *Sam Bell raised a question regarding advertisement for the event. It was explained that the Open House was primarily advertised via social media and word of mouth.*

II. <u>Projects/Activities Being Considered for an SS4A Planning and Demonstration Grant</u>

- Vincent Spahr discussed the Grant application, noting May 16 is the deadline for submission. He also let the team know there was a meeting planned the following week with NOAC "Street Supplies" Program.

- Vincent went over the supplemental planning activities under construction, which include the Vision Zero data dashboard, Complete Streets design guide, and a wheelchair assessment plan.

- In addition, he mentioned multiple demonstration activities that are under consideration. These include quick-build strategies with temporary materials, daylighting intersections/crosswalks, signal timing upgrades/optimization (including LPIs), and data analytics using artificial intelligence.

  - *Christopher Brace emphasized that signal timing upgrades are important. He also highlighted the importance of having equipment ready to go upon approval to guarantee the upgrades/infrastructure changes are implemented as soon as possible.*

  - *Howard Maier noted there is a City Transportation Committee in process of being formed again that can assist in grant application.*

  - *Samantha Metcalf highlighted that the bus likes to have the curb brought out to it. She noted the need for potential quick build, temporary bike lanes. She suggested further*

research into a bus platform called Zicla, a temporary rubber bus platform, that can be moved around as needed, and have the potential to have bike ramps go up and over it.

- *Secondly, she discussed transit signal priority, noting that we should be thinking about our next generation transit signal priority. An example was provided, stating the health line has infrastructure both in the signal and on the bus. Considering this, a suggestion was made to utilize GTFS speed that real time information uses to determine where the bus is through the system, so the bus does not require internal technology. This would allow any bus to utilize the signal priority.*

- *Joe Dewitt-Foy raised concern regarding the number of intersections where crosswalk imaging does not work and urged those get repaired/reformatted early, possibly before grant funding is awarded, to allow for pedestrians and bikes to cross safely.*

  - *On a separate note, Joe suggested using bike racks in the last parking spots to assist in daylighting intersections, provided bike racks for cyclists, and also provides a barrier to the space. He expressed the City's desire to provide more bike parking, and this would address that need at the same time.*

- *Cameron Roberts spoke to the fact that many areas in the City do not have adequate bicycle detection and suggested looking into incorporating detection devices or push button for cyclists to have the opportunity to pass through the intersection safely.*

- *Joe Dewitt-Foy asked if there was an interactive map that allowed citizens to record close calls or problem areas on an ongoing basis was available, to which the website was provided that allows for exactly that.*

III. Preliminary Crash Analysis Results

- Crash data analysis from 2013-2022 was provided. Studies show that overall, the most common types of crashes are rear-end collisions, followed by angle and sideswipes.

  - Once 2023 data is available, it will be uploaded accordingly. Fatal and serious injury crashes that occur in 2024 will also be included in the narratives of the CESAP.

- The locations for potential safety improvements in which crash data was collected are:

  - Mayfield Road at Taylor Road
  - North of Monticello between Taylor Road and Noble Road
  - Cedar-Lee Corridor
  - Noble Road between Mayfield Road and Monticello Boulevard
  - Coventry Road between Euclid Heights Boulevard and Mayfield Road
  - Cedar-Fairmount Corridor

  Each location's crash study includes:

  - Light conditions
  - Surface conditions

- Weather conditions
- Alcohol involvements
- Distracted driving involvement
- Work zone related involvement
- Intersection crash data
- Non-intersection crash data
- Driveway crash data

- It was noted that Noble Road's lighting should be investigated further due to the number of crashes that happened in the dark.
    - *Christopher Brace noted that speeding on newly emptied roads is prevalent and suggested the roads surrounding Noble Road allow for speeding, resulting in crashes.*
- The Cedar-Fairmont corridor was highlighted as an area that has a much higher sideswipe rate than usual. It was noted that there is street parking on that road that could very well contribute to that statistic.
    - *James Liou mentioned the bike infrastructure at the top of the hill at Euclid Heights and Cedar should be improved, as it is a dangerous cross section for cyclists.*

IV. Closing Thoughts

- *Christopher Brace suggested a comprehensive proactive plan that sets out the next 30 years of street policy, and a reactive (emergency) portion of the plan as well – temporary paint, plastic, things that make roads safe today (6-12 months).*
    - *Cleveland Height's reported crashes compared to the data from the National Safety Council for Costs of Fatality in Pedestrian Crashes based on the data equals over $130 million in damages – life, pedestrian, and property – in 2023 alone. For reference, this is greater than the entire City budget in 2023.*

V. Next TAC Meeting – May 22, 2024, 3:30 PM

CLEVELAND HEIGHTS SS4A COMPREHENSIVE & EQUITABLE SAFETY ACTION PLAN (CESAP)

Technical Advisory Committee – Meeting 3

May 22, 2024, 3:30 PM EST

Microsoft Teams Meeting

Attendees

Name	Organization/Role
Ken Bernard	City of Cleveland Heights Project Manager
Eric Zamft	City of Cleveland Heights
Karen Knittel	Assistant Planning Director, City of Cleveland Heights
Marc Lefkowitz	Public Relations, City of Cleveland Heights
Perry Morgan	Kimley-Horn Project Manager
Vincent Spahr	Kimley-Horn
Paul Vernon	Kimley-Horn
Jordan Mobley	Kimley-Horn
David Jurca	Seventh Hill
Grace Weaver Geiger	Street Team Leader
Christopher Brace	Data Engineer, lives in Cedar-Fairmount District
Joe DeWitt-Foy	Heights Bicycle Coalition
Samantha Metcalf	Senior Planner at RTA
James Liou	Service Planner at RTA
Howard Maier	Former Planning Director of Cleveland Heights, instructor
Andrew Prusinski	Principal at Lutheran High School
Melanie Knowles	Sustainability Manager at Kent State
Cameron Roberts	Associate Director of Transportation, University Circle Inc
Josh Tang	Runs a small software company focused on mobility
Brandon Brown	Heights Libraries
Ricky Waters	Coordinator For Safety And Security, Cleveland Heights Schools
Brooke Siggers	City Planner

I. <u>New Member Introductions</u>

A. Grace Weaver Geiger is a Street Team Leader on this project. She is a resident of the Noble Road community and former teacher.

B. Ricky Waters is the coordinator for safety and security for the school district.

II. <u>TAC Role and Responsibilities</u>

A. Provide site-specific input

B. Expand outreach efforts

C. Review project and priority lists

III. Public Engagement Opportunities

Aiming to get more representation that represents the demographic of the City and different neighborhoods.

A. NobleFest on May 15

1) Very high turnout – a lot kids and families in attendance. It was noted that there was high participation from community members who had the opportunity to engage in some of the same activities that were presented at open house earlier in the year. There was a more diverse turnout in not only demographic but also age.

B. Mobility/Bike Tour on June 4

1) Free concert at Cain Park that people could be encouraged to bike to.

C. Other engagement opportunities to consider in June

1) Pride Celebration/Parade

2) Juneteenth Celebration

D. Youth Workshop

1) With assistance from Grace and Jamal

E. Heights Bicycle Coalition (HBC)

1) Participating in the bike tour on June 4

F. Noble Road Library Opening Event (June 2, 2:00 PM – 4:00 PM)

1) Brandon Brown mentioned City public figures (Mayor, police, etc) will be present

2) Opportunity to provide brochures and contact info from community members who are interested in learning more.

G. General note/request from Brandon was that there is more education in signage/more signage in general to educate community more broadly.

IV. High Crash Locations Walk-through

PublicCoordinate Comments were collected for each location (attached).

At each location, equity considerations included some, if not all, of the following:

- Unemployment rate
- Percent of low-income households
- Identified as persons of colors
- Percent of individuals who reported as speaking limited English
- Population over 64

A. Taylor Rd at Mayfield Dr

1. Andrew highlighted a comment stating the intersection is "absurdly wide", which he agreed to and encouraged we lean into that data to support improvements.

B. North of Monticello Blvd

1. Howard noted concern for poor lighting in this area at night, while noting speeding and *alcohol use may not be as easy to address but lighting should be of importance. Vincent assured Howard that speeding and alcohol use provide opportunities for federal funding for educational courses, etc. to remedy those issues more effectively.*

2. Christopher brought up the fact that Mayfield is a 7-lane road and Taylor is a 6-lane road, neither sees more traffic than a 2-lane road, and that shou the investigated further as to a possible reason for the increased risk at that intersection.

3. Howard brought up a previous Cloverleaf Interchange Concept Study for this area that had been previously contemplated, as a reference to how vehicle-centric previous studies have been.

C. Cedar-Lee District

1. Eric questioned if we could get some insight from the transit agency regarding issues they may be having in the corridor. Mandy assured they can get some reports together and form a focus group to compile data. As an example, Eric noted that one bus "hangs out" before traveling to the bus stop if it is early, causing backups.

2. Christopher asked if there are plans in the CESAP to separate the 4 modes of transportation out to individually address concerns. Vincent said that may happen somewhat inherently, but it is not a main goal or priority of the CESAP. Christopher followed up stating it should get done eventually.

D. Noble Road Corridor

1. It is noted that there were no PublicCoordinate comments for this area.

2. Joe noted that there is an ongoing Master Planning Process for the corridor and suggested that should be connected to. July's focus is transportation.

E. Coventry

F. Cedar-Fairmount District

V. <u>Open Forum</u>

A. David Jurca mentioned the goal of getting a second Team Street Leader.

B. Brandon asked the success of pedestrian refuge islands in the past with these types of plans, to which Vincent answered they have a lot of upside but sometimes give pedestrians false hope as to how safe an area is so they should be used with additional signage or lighting, but overall seem to improve safety conditions.

C. Brandon brought up a space in front of the library is 2-lane but has a middle open space that is double yellowed, mentioned it may be beneficial in this area.

D. *Josh questioned if Lee needs a turn lane for the bulk of the road, suggesting the middle lane be eliminated and add protected bike lanes with the extra space, data depending.*

E. *Christopher followed up and mentioned that center turn lane is to allow thru traveling vehicles to not have to stop/slow down, agreeing that middle lane should be looked into further.*

F. *Joe suggested a design guide is created detailing the various roadway typologies in CH and ensure the guide is followed when streets are redesigned, restriped, resurfaced, etc. Mentioned it is in the Complete and Green Streets legislation policy but is not being followed.*

G. *Christopher asked if there has been any thought into an emergency action plan, to which Vincent assured there will be a short term, mid-term, and long-term solutions, where the short term are those more immediate improvements. Ken followed up stating they have been working with NOACA and are looking to go after some demonstration funds to assist in these immediate needs. Christopher highlighted the 3 most important opportunities include daylighting at intersections, curb extensions or refuge islands, and entryway calming to business districts.*

VI. Next TAC Meeting – June 19, 2024, 3:30 PM

CLEVELAND HEIGHTS SS4A COMPREHENSIVE & EQUITABLE SAFETY ACTION PLAN (CESAP)

Stakeholder Meeting – Public Works, Police, Fire

June 25, 2024, 1:00 PM EST

Microsoft Teams Meeting

Attendees

Name	Organization/Role
Ken Bernard	City of Cleveland Heights Project Manager
Eric Zamft	City of Cleveland Heights
Chief James Harry	City of Cleveland Heights Fire Chief
Chief Chris Britton	City of Cleveland Heights Police Chief
Collette Clinkscale	City of Cleveland Heights Public Works Director
Perry Morgan	Kimley-Horn Project Manager
Vincent Spahr	Kimley-Horn
Jordan Mobley	Kimley-Horn

I. Introductions and CESAP Review

A. Eric began discussions by relaying to the attendees that recommendations will be made for improvements based on data, as well as conversations with Stakeholders and the public. He informed the group that the City is planning to apply for Implementation grants based on those recommendations, with hopes to bring in additional funding.

II. Stakeholder Input

A. Chief Harry said that he feels the overall issues he sees most frequently are excessive speeding and ignoring lights. He did recommend that the intersection at Noble Road south near Warrensville, noting that there is some congestion.

B. Chief Britton stated that Cedar-Fairmount, up Cedar Hill, is a high accident area. He also agreed about Warrensville area, noting rush hour in particular contributing to the congestion.

C. Collette relayed that she has no major concerns, outside of the intersections/corridors that are already getting investigated. She brought up that, at Taylor and Mayfield, the turn signal arrow does not turn red, and instead allows for cars to turn while the main light is green. Suggested looking into adjusting that light to have only a green and red arrow to reduce issues due to poor visibility.

D. Collette also raised concern at Taylor-Fairmount area, noting there are issues with speed. She let the group know about a house in that location that has been hit repeatedly by speeding cars.

E. Chief Harry informed the group of a controlled traffic signal at Fire Station 1. He said there is limited visibility of cars, so that light is heavily relied on. Asked to keep that in mind if and when new infrastructure gets introduced. Suggested a possible roundabout in front of the station.

F. Chief Harry also stated that the fire trucks used by the department are now smaller, but to keep in mind adequate space for turning onto roads, and allowing ample space for tools, hoses, ladders, etc. to be utilized at their fullest potential.

G. Collette relayed that Euclid Heights Blvd is currently separated by a median that makes t difficult for bikers to use the road. Suggested a fix could be to narrow the median to allow for a more spacious/ridable bike lanes in both directions.

H. Collette also brought to the group's attention that vehicles exiting Harcourt Drive, which is supposed to be right turn only, tend to travel through the intersection onto Euclid Heights. It was discussed that some traffic calming demonstration activities could be run to see if that helps.

I. Cedar-Hill and Cedar Glenn was brought up, stating that it is currently a 3-lane road, but the desire is to reduce it to 2 lanes with a turning lane and the top and bottom of the hill. The lanes are too thin for federal funding, but there have been talks with the City to address that concern.

J. At Monticello and Mayfield, the road curves and the signal cabinet has been taken out multiple times.

K. Complaints have been made regarding the crosswalk at Euclid Heights Blvd.

L. Near the Home Depot in South Taylor, there is a curb that gets consistently run over by drivers.

III. Next Steps

A. Collette let the team know she will ask her crews if there are any additional areas of concern that should be brought to out attention.

B. Eric recommends meeting again after the recommendations are made.

CLEVELAND HEIGHTS SS4A COMPREHENSIVE & EQUITABLE SAFETY ACTION PLAN (CESAP)

Technical Advisory Committee – Meeting 5

July 24, 2024, 3:30 PM EST

Microsoft Teams Meeting

Attendees

Name	Organization/Role
Ken Bernard	City of Cleveland Heights Project Manager
Eric Zamft	City of Cleveland Heights
Karen Knittel	Assistant Planning Director, City of Cleveland Heights
Xavier Yozwaik	Planner, City of Cleveland Heights
Brooke Siggers	Planner, City of Cleveland Heights
Marc Lefkowitz	Public Relations, City of Cleveland Heights
Andy Boateng	Sustainability and Resiliency Coordinator, City of Cleveland Heights
Perry Morgan	Kimley-Horn Project Manager
Vincent Spahr	Kimley-Horn
Paul Vernon	Kimley-Horn
Jordan Mobley	Kimley-Horn
David Jurca	Seventh Hill
James Harry	Fire Chief, Cleveland Heights Fire Department
Samantha Metcalf	Senior Planner at RTA
James Liou	Service Planner at RTA
Christopher Brace	Data Engineer, lives in Cedar-Fairmount District
Joe DeWitt-Foy	Heights Bicycle Coalition
Howard Maier	Former Planning Director of Cleveland Heights, instructor
Andrew Prusinski	Former Principal at Lutheran High School
Melanie Knowles	Sustainability Manager at Kent State
Sam Bell	Former Transportation Committee member
Tony Ferrone	Utilities Commissioner, City of Cleveland Heights

I. Public Engagement

A. June 27 Mobility Tour: There was a good turnout for the event, both from cyclists and walkers. A mobile survey was provided for feedback, and a vlog style recording was produced from the event. There will be a blog post available on the website Friday, July 26, that will include both a summary and photos from the event.

   a. The website will also feature a link to a 'Self-Guided Tour' so that individuals who could not attend the June 27 event can provide additional input. TAC members are encouraged to complete the survey and distribute it within their networks as well.

      i. https://www.safestreets4ch.com/engage/mobility-tour

B. July 23 Noble Road Transportation Open House: Feedback prior to this event requested more "zoomed in" visuals of the Noble Road area for a more detailed look at the areas of concern, and the increased ability to note more specific high-stress points. That was provided at this meeting and received great feedback. Input was recorded and documented for the team's use.

   a. *Residents noted that they will sometimes travel out of their way from the surrounding neighborhoods to avoid conditions on Noble Road that are perceived as unsafe (i.e. utilize neighborhood roads to travel west to Monticello Boulevard before traveling east to their destination).*

   b. *Sam Bell suggested that future outreach efforts include more information about what the CESAP is proposing to improve to illicit more meaningful community engagement and feedback.*

C. Upcoming August 21 CESAP Open House #2 at Lee Road Library

   a. *Transit users have been difficult to reach for participation. Mandy Metcalf and James Liou suggested having a QR graphic posted at transit shelters (i.e. Severance Town Center) to the project website and advertising the Open House.*

   b. *Howard Maier relayed the need to connect with elders, as they tend not to travel to events. Suggestions for connecting included senior centers, senior transportation, office of aging, and local AARP chapter (Eric has a contact).*

II. Potential SS4A Planning & Demonstration Grant

A. Daylighting and/or curb bumpouts near crosswalks

   a. *Favored by group – Christopher highly suggests for business districts with heavy frequent pedestrian crossings*

B. Speed feedback signs

   a. *Christopher noted that he does not believe these to be an effective traffic calming measure.*

C. Trial Road Diet(s)

   1. Cedar-Fairmount
   2. Lee Road
   3. Noble Road
   4. *General support for Road Diet projects.*

D. Signal modifications – No RTOR, Leading Pedestrian Intervals, Protected-only left turn phases, blank out signs for certain times of day

E. Enforcement/education trials

F. Use Demonstration funds to supplement/revitalize Neighborhood Traffic Calming Program

G. Christopher mentioned the need for Business District comprehensive traffic calming (Lee, Cedar-Fairmount, Coventry, Noble); suggested the use of chicanes and raised crosswalks, for example.

The Mayor just announced an updated Traffic Calming Program. Partially in response to the Designated Outdoor Refreshment Area (DORA) that was approved by Council for the Cedar-Lee district. The original Traffic Calming was based on resident requests, and it is encouraged that the City be more proactive identifying potential trouble locations.

Joe asked if funding from the SS4A Planning and Demonstration Grant being discussed would be seen in 2024, to which the answer is no. Eric encouraged the idea of partnering with the City to administer the funds it currently does have, and suggested Noble area be targeted.

Mandy inquired about the scope of demonstration projects, asking what exactly can qualify. Vincent gave examples of cones, bollards, and other temporary fixtures. Assured Mandy that these areas would be monitored and have data collected that would influence more permanent decisions made, whether they were deemed "successful" or not. She circled back to a previously discussed product, Zicla bus platforms, that offer temporary curb bumpouts and asked these be considered if budget allows.

Ken informed the group that NOACA provided 2 speed humps – one that will be deployed on Harcourt and the other on S. Taylor.

Christopher acknowledged the good that the grant will do for the City in the future, but emphasized the needs for improvements to Noble & Lee in the immediate term. Eric and Ken responded and said that the traffic calming budget is available and some things an get addressed this year. Additionally, The City is currently going after bids for safety improvement supplies using that budget.

III. Future TAC Role & Responsibilities

In continuation of the comments regarding the budget use, Eric encouraged the TAC to be a voice in the City that encourages Council and other officials to allocate funds to the appropriate areas of need.

Vincent emphasized the importance of making a line-item yearly policy recommendation to implement safety budget, in addition to all of the safety measures that will be incorporated in the plan.

Eric asked the group's thoughts on the role of the TAC as the project continues to develop over the coming months. He noted there are some people on the TAC that are also a part of the Transportation and the Mobility Committee and offered the idea of rolling the TAC into that committee, particularly for monitoring progress and ensuring transparency after the CESAP is adopted.

IV. Open Forum

Sam asked if there are provisions for coordinating with other committees, such as Sustainability, to which the answer was yes with a caveat. Eric explained while they are a part of the conversation, there has to be some space between the groups to ensure there is no bleed from other Committee's priorities taking over ours.

Joe relayed that the City has just replaced some curbs, which was helpful, but did not address the radius while doing so. He encouraged the City incorporate modifications to the improvements/replacements to address the problems in their entirety. Eric followed up by stating the City does have a Complete & Green Streets policy, which should be addressing that from the beginning. The project team will evaluate opportunities to give the Complete and Green Streets Policy more teeth and/or to more directly require projects within City limits to follow the Policy.

Howard left us with the suggestion to follow what residents are saying via Facebook and NextDoor. While not always helpful, there is input amongst those platforms that can be used as it relates to this project. Once comment made on the platform noted that Coventry and Fairmount/Scarborough is confusing.

V. Next TAC Meeting – August 21, 2024, 4:00 PM prior to Open House #2 at Lee Road Library

CLEVELAND HEIGHTS SS4A COMPREHENSIVE & EQUITABLE SAFETY ACTION PLAN (CESAP)

Technical Advisory Committee – Meeting 7

September 25, 2024, 3:30 PM EST

Microsoft Teams Meeting

Attendees

Name	Organization/Role
Ken Bernard	City of Cleveland Heights Project Manager
Eric Zamft	City of Cleveland Heights
Brooke Siggers	Planner, City of Cleveland Heights
Marc Lefkowitz	Public Relations, City of Cleveland Heights
Andy Boateng	Sustainability, City of Cleveland Heights
Vincent Spahr	Kimley-Horn
Jordan Mobley	Kimley-Horn
Andrew Prusinski	Resident, Former Principal at Lutheran High School East
Melanie Knowles	Sustainability Manager at Kent State
Josh Tang	Resident, Sustainability Advocate
Annie Pease	Cuyahoga County
Chris Brace	Resident, Multimodal Advocate
Howard Maier	Resident, Former Planning Director
Cameron Roberts	University Circle Inc
Joe DeWitt-Foy	Heights Bicycle Coalition

I. Public Engagement

A. Recap – August 21 Open House

1. The open house blog was reviewed with the team, summarizing input from the community.

2. Noted that vote getters that that receive the most stickers and votes were relative to high visibility crosswalks.

3. Silsby Road, which a board was not provided for, was highlighted as an area of concern.

4. David Jurca met with a group of students from schools in the community to get insight into what would make them feel safer. That will be posted when complete.

B. Kerry from Dobamba Theater is working with the project group to get a table set up at the Heights Halloween Festival on October 19th.

II. Project Prioritization

A. Review Proposed Criteria / Weighting

1. Reviewed how categories (safety, equity, public feedback, connectivity/mobility, and climate) will be weighted based on high focus crash concerns and the time frame in which they've happened previously, as well as how they are measured.

2. The team was shown the Justice 40 database highlight, which provides census tract data for areas within the city (and country) to see if the area is considered disadvantaged. FHWA recommends this resource be used for this study to help identify equity components.

3. The team was shown the Equitable Transportation Community (ETC) Explorer, which shows similar data as the source above to determine transportation disadvantaged or historically underserved areas within the project area.

4. Joe confirmed the 0-5 year category was weighted separately from the 6-10 year bucket regarding crash history, versus being double weighted.

III. Future TAC Role and Responsibilities

A. Review projects and priority lists

1. Project list should be provided in the next 3 weeks for feedback from TAC. Approximately October 15.

B. Ongoing monitoring efforts post-adoption

1. The Planning & Demonstration Grant from FHWA that was applied for at the end of August would allow implementation of several pilot projects (evaluate safety conditions, traffic analyses, daylighting of crosswalks, signal improvements, and others)

IV. Open Forum

A. City Transportation and Mobility Committee had a meeting 9/24 – would like to see findings and recommendations found by this team so far.

1. Next meeting – October 22, 7:00 PM

2. Eric suggested a joint meeting.

B. How will projects be quickly pursued by the City instead of waiting for SS4A funding, where possible?

1. Projects will be noted as short/mid/long term projects, have some sort of performance metrics, identify funding sources, any needed supplies, etc. in the report.

2. The City needs the be encouraged by the TAC, community, etc. as to what projects are most important to the residents.

C. Eric would like to make sure there are recommendations in the CESAP to push the Council to include safety funding in annual budgets.

1. Chris recommends budget should be allocated to planning.

2. Joe recommends administration proposes a department level budget request to line item Clean Streets or Vision Zero program.

V. <u>Next TAC Meeting – October 23, 2024, 3:30 PM</u>

Proposed Prioritization Criteria, Cleveland Heights Comprehensive & Equitable Safety Action Plan

Category	Sub-Category	Measure	Points
Safety	Crash History - Fatal	Occurrence of fatal crash within the last 5 years	4 ea
	Crash History - Fatal	Occurrence of fatal crash within the last 10 years	3 ea
	Crash History - Serious Injury	Occurrence of serious injury crash within the last 5 years	2 ea
	Crash History - Serious Injury	Occurrence of serious injury crash within the last 10 years	1 ea
	Crash History - Bike/Ped	Occurrence of bicycle or pedestrian crash within the last 5 years	2 ea
	Crash History - Bike/Ped	Occurrence of bicycle or pedestrian crash within the last 10 years	1 ea
Equity	Justice40	Census Tract identified as Disadvantaged	2
	USDOT ETC Explorer - Disadvantaged Census Tract	Number of Component Scores >65%	0-5
Public Feedback	PublicCoordinate Feedback	Community Identified Specific Concern(s)	0-2
	Open House Feedback	Project in top 10% of those receiving votes	2
	Open House Feedback	Project in top 20% of those receiving votes	1
Connectivity/Mobility	Planning Consistency	Project previously identified in another plan/program	1
	Network Connectivity	Project connects to an existing or planned multi-modal project	1
	Transit Accessibility	Project improves accessibility to transit services	1
	PublicCoordinate/Open House Feedback	Specific link identified in PublicCoordinate or Open House feedback	1
Climate	EPA Environmental and Climate Justice Program	Census Tract identified as Disadvantaged	0-1

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Project		Safety						Equity		Public Input			Connectivity/Mobility				Climate
		Crash History - Fatal (5 years)	Crash History - Fatal (10 years)	Crash History - Serious Injury (5 years)	Crash History - Serious Injury (10 years)	Crash History - Bike/Ped (5 years)	Crash History - Bike/Ped (10 years)	Justice40	USDOT ETC Explorer - Disadvantaged Census Tract	PublicCoordinate Feedback	Open House Feedback (top 10%)	Open House Feedback (top 20%)	Planning Consistency	Network Connectivity	Transit Accessibility	PublicCoordinate/Open House Feedback	EPA Environmental and Climate Justice Program
Maximum Points	**TOTAL**	***4***	***3***	***2***	***1***	***2***	***1***	***2***	***5***	***2***	***2***	***1***	***1***	***1***	***1***	***1***	***1***
Bike Lane or Path - Lee Rd from Cedar Rd to Mayfield Rd	70	0	0	18	5	24	13	2	4	2	0	0	0	0	0	1	1
Restrict On-Street Parking - Lee Rd from beyond Overlook Rd to beyond Kensington Rd	65	0	0	12	3	26	12	2	4	2	0	0	1	1	0	1	1
Install Multi-Use Trail - Lee Rd from beyond Overlook Rd to beyond Kensington Rd	65	0	0	12	3	26	12	2	4	2	0	1	0	1	0	1	1
Bike Lane or Path - Mayfield Rd from Taylor Rd to Kenilworth Rd Eastbound	63	4	0	12	9	20	8	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Mayfield Rd from Taylor Rd to Kenilworth Rd Westbound	63	4	0	12	9	20	8	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Taylor Rd from Fairmount Blvd to Mayfield Rd	63	4	3	8	4	22	11	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Lee Rd from Cedar Rd to N Park Blvd	62	4	0	8	3	22	14	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Monticello Blvd from Mayfield Rd to Belvon Blvd	62	4	0	20	5	14	9	2	3	2	0	0	0	1	0	1	1
Sidewalk or Path - Lee Rd from Cedar Rd to Monmouth Rd	58	4	0	4	3	22	14	2	4	2	0	0	0	1	0	1	1
Sidewalk or Path - Mayfield Rd from Kenilworth Rd to Lee Rd Eastbound	56	0	0	10	8	20	8	2	3	2	0	0	0	1	0	1	1
Sidewalk or Path - Mayfield Rd from Kenilworth Rd to Lee Rd Westbound	56	0	0	10	8	20	8	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Mayfield Rd from Forst Hills Blvd to Noble Rd Eastbound	55	8	0	8	2	16	10	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Mayfield Rd from Forst Hills Blvd to Noble Rd Westbound	55	8	0	8	2	16	10	2	4	2	0	0	0	1	0	1	1
Add Dedicated Bike Lanes - Noble Rd from Mayfield Rd to Monticello Blvd	53	4	0	10	2	14	10	2	4	1	2	0	1	1	0	1	1
Dedicated Bicycle Lanes to Replace Sharrows - Cedar Rd from beyond Briarwood Rd to beyond Rossmoor Rd	51	0	0	4	6	14	14	2	4	1	2	0	1	1	0	1	1
Road Diet / Roadway Reconfiguration - Noble Rd from Mayfield Rd to Monticello Blvd	51	4	0	10	2	14	10	2	4	1	0	1	0	1	0	1	1
Install / Update Pavement Markings - Noble Rd from Mayfield Rd to Monticello Blvd	50	4	0	10	2	14	10	2	4	1	0	0	0	1	0	1	1
Sidewalk Maintenance - Cedar Rd from beyond Briarwood Rd to beyond Rossmoor Rd	49	0	0	4	6	14	14	2	4	1	0	0	1	1	0	1	1
Dedicated Bicycle Lanes to Replace Sharrows - Cedar Rd from beyond Goodnor Rd to beyond Thayne Rd	49	0	0	4	6	14	12	2	4	1	2	0	1	1	0	1	1
Add Dedicated Bicycle Lanes - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	47	0	0	2	2	20	10	2	3	2	2	0	1	1	0	1	1
Install / Update Pavement Markings - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	45	0	0	2	2	20	10	2	3	2	0	0	1	1	0	1	1
Add / Improve Lighting - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	44	0	0	2	2	20	10	2	3	2	0	0	0	1	0	1	1
Complete Streets / Streetscaping - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	44	0	0	2	2	20	10	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Coventry Rd from Euclid Heights Blvd to Mayfield Rd Northbound	44	0	0	2	2	20	10	2	3	2	0	0	0	1	0	1	1
Sidewalk or Path - Coventry Rd from Mayfield Rd to Euclid Heights Blvd Southbound	44	0	0	2	2	20	10	2	3	2	0	0	0	1	0	1	1
Leading Pedestrian Interval - Cedar Rd and Lee Rd	43	0	0	8	2	14	9	2	4	2	0	0	0	0	0	1	1
Bike Lane or Path - Coventry Rd from Euclid Heights Blvd to Mayfield Rd Northbound	42	0	0	2	2	20	8	2	3	2	0	0	0	1	0	1	1
Sidewalk or Path - Coventry Rd from Mayfield Rd to Euclid Heights Blvd Northbound	42	0	0	2	2	20	8	2	3	2	0	0	0	1	0	1	1
High-Visibility Crosswalks - North of Monticello Blvd from Taylor Rd to Noble Rd	41	0	3	4	5	8	10	2	3	2	0	1	1	0	0	1	1
Sidewalk or Path - Cedar Rd from Euclid Heights Blvd to Norfolk Rd	41	0	0	8	0	16	10	0	3	2	0	0	0	1	0	1	0
Retroreflective Signal Backplates - North of Monticello Blvd from Taylor Rd to Noble Rd	39	0	3	4	5	8	10	2	3	2	0	0	0	0	0	1	1
Buffered and Wider Pedestrian Facilities - Cedar Rd From Euclid Heights Blvd to Norfolk	36	0	0	4	0	12	10	0	3	2	2	0	1	1	0	1	0
Implement No-Turn-On-Reds - Cedar Rd and Lee Rd	36	0	0	8	2	10	5	2	4	2	0	0	1	0	0	1	1
High-Visibility Crosswalks - Cedar Rd and Lee Rd	35	0	0	4	2	8	8	2	4	2	2	0	1	0	0	1	1
High-Visibility Crosswalks - Cedar Rd and Taylor Rd	35	0	0	0	2	14	7	2	4	1	2	0	1	0	0	1	1
High-Visibility Crosswalks - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	35	0	0	0	2	16	6	2	3	2	0	1	1	0	0	1	1
Road Diet / Roadway Reconfiguration - Monticello Blvd from Taylor Rd to Noble Rd	35	4	0	6	4	4	8	2	3	1	0	0	0	1	0	1	1
Pushbutton assessment and improvements - Lee Rd Signalized Intersections near Cedar Rd	35	0	0	8	2	10	5	2	4	2	0	0	0	0	0	1	1
Sidewalk or Path - Taylor Rd from Washington blvd to Euclid Heights Blvd Southbound	35	0	0	2	1	16	5	2	4	2	0	0	0	1	0	1	1
Sidewalk or Path - Taylor Rd from Washington blvd to Euclid Heights Blvd Southbound	35	0	0	2	1	16	5	2	4	2	0	0	0	1	0	1	1
Road Diet / Roadway Reconfiguration - Cedar Rd from Euclid Hieghts Blvd to beyond Fairmount Blvd	34	0	0	4	0	12	8	0	3	2	2	0	1	1	0	1	0
Begin Connection of Shared Use Path from Harcourt Dr to Lake to Lakes Bike Trail - Cedar Rd and Fairmount Blvd from Euclid Heights Blvd to Ardleigh Dr	34	0	0	4	0	12	8	0	3	2	2	0	1	1	0	1	0
Bike Lane or Path - Taylor Rd from Washington Blvd to Euclid Heights Blvd Southbound	34	0	0	2	0	16	5	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Mayfield Rd from Coventry Rd to Kenilworth Rd Westbound	34	0	0	0	5	14	5	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Mayfield Rd from Coventry Rd to Kenilworth Rd Eastbound	34	0	0	0	5	14	5	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Taylor Rd from Cedar Rd to Euclid Heights Blvd Southbound	34	0	0	2	0	16	5	2	4	2	0	0	0	1	0	1	1
Exclusive Pedestrian Phases During Peak School Times - Cedar Rd and Lee Rd	33	0	0	4	2	8	8	2	4	2	0	1	0	0	0	1	1
Intersection Geometry Improvements - North of Monticello Blvd from Taylor Rd to Noble Rd	33	0	3	2	4	6	8	2	3	2	0	0	1	0	0	1	1
Bike Lane or Path - Cedar Rd from Haircourt Dr to Norfolk Rd	33	0	0	4	0	12	10	0	3	2	0	0	0	1	0	1	0
Bike Lane or Path - Cedar Rd from Haircourt Dr to Norfolk Rd	33	0	0	4	0	12	10	0	3	2	0	0	0	1	0	1	0
Bike Lane or Path - Fairmount Blvd from Cedar Rd to Canterbury Rd (City Limit) Westbound	33	0	3	10	6	0	7	0	3	2	0	0	0	1	0	1	0
Install Multi-Use Trail - Cedar Rd from Fairmount Blvd beyond Berkshire Rd	30	0	0	8	0	10	2	0	2	2	2	0	1	1	0	1	1
Road Diet / Roadway Reconfiguration - Taylor Rd from beyond Washington Blvd to beyond Tullamore Rd	29	0	0	2	4	6	5	2	4	1	0	1	1	1	0	1	1
Bike Lane or Path - Derbyshire Rd from Euclid Heights Blvd to Lee Rd to Cedar Rd	29	0	0	4	2	8	4	2	4	2	0	0	0	1	0	1	1
Restrict On-street parking / Public Parking Improvements -Taylor Rd from beyond Washington Blvd to beyond Tullamore Rd	28	0	0	2	4	6	5	2	4	1	0	0	1	1	0	1	1
Add Bicycle and Scooter Parking Sites - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	28	0	0	0	2	12	4	2	3	2	0	0	1	0	0	1	1
Convert to Roundabout - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	28	0	0	0	2	12	4	2	3	2	0	1	0	0	0	1	1

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Project		Safety						Equity		Public Input			Connectivity/Mobility				Climate
		Crash History - Fatal (5 years)	Crash History - Fatal (10 years)	Crash History - Serious Injury (5 years)	Crash History - Serious Injury (10 years)	Crash History - Bike/Ped (5 years)	Crash History - Bike/Ped (10 years)	Justice40	USDOT ETC Explorer - Disadvantaged Census Tract	PublicCoordinate Feedback	Open House Feedback (top 10%)	Open House Feedback (top 20%)	Planning Consistency	Network Connectivity	Transit Accessibility	PublicCoordinate/Open House Feedback	EPA Environmental and Climate Justice Program
Maximum Points	**TOTAL**	***4***	***3***	***2***	***1***	***2***	***1***	***2***	***5***	***2***	***2***	***1***	***1***	***1***	***1***	***1***	***1***
Road Diet / Roadway Reconfiguration - Mayfield Rd from beyond Severance Cir to beyond Compton Rd	28	8	0	4	1	0	2	2	4	1	2	0	1	1	0	1	1
Bike Lane or Path - Taylor Rd from Washington Blvd to Euclid Heights Blvd Northbound	28	0	0	2	0	14	1	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Taylor Rd from Cedar Rd to Euclid Heights Blvd Northbound	28	0	0	2	0	14	1	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Euclid Heights Blvd from Cedar Rd to Coventry Rd	28	0	0	10	0	10	1	0	2	2	0	0	0	1	0	1	1
Sidewalk or Path - Taylor Rd from Washington blvd to Euclid Heights Blvd Northbound	28	0	0	2	0	14	1	2	4	2	0	0	0	1	0	1	1
Sidewalk or Path - Taylor Rd from Washington blvd to Euclid Heights Blvd Northbound	28	0	0	2	0	14	1	2	4	2	0	0	0	1	0	1	1
Retroreflective Signal Backplates - Cedar Rd and Taylor Rd	27	0	0	0	2	10	6	2	4	1	0	0	0	0	0	1	1
Leading Pedestrian Interval - Cedar Rd and Taylor Rd	27	0	0	0	2	10	6	2	4	1	0	0	0	0	0	1	1
Protected Left-Turn Phase - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	27	0	0	0	2	12	4	2	3	2	0	0	0	0	0	1	1
Rectangular Rapid Flashing Beacons - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	27	0	0	0	2	12	4	2	3	2	0	0	0	0	0	1	1
Protected Left-Turn Phase - Cedar Rd and Lee Rd	25	0	0	4	2	4	4	2	4	2	0	0	1	0	0	1	1
Operational Analysis to Consider Dedicated EB / WB Left-Turn Lanes - Cedar Rd and Lee Rd	25	0	0	4	2	4	4	2	4	2	0	0	1	0	0	1	1
Speed Limit Evaluation - Mayfield Rd from beyond Severance Cir to beyond Compton Rd	25	8	0	4	1	0	2	2	4	1	0	0	0	1	0	1	1
"Use Crosswalk" Signs - Cedar Rd and Lee Rd	24	0	0	4	2	4	4	2	4	2	0	0	0	0	0	1	1
Traffic calming and other improvements - Yellowstone Rd from Noble Rd to Monticello Blvd	24	8	0	2	3	0	0	2	4	2	0	0	0	1	0	1	1
Traffic calming with lane narrowing on Superior Road near Cain Park	24	8	0	2	2	0	1	2	4	2	0	0	0	1	0	1	1
Operational Analysis to Consider Dedicated Left-Turn Lanes - Cedar Rd and Taylor Rd	22	0	0	0	2	6	4	2	4	1	0	0	1	0	0	1	1
Geometry evaluation and ped/bike infrastructure improvements at S Taylor Rd from Superior Rd to Blanche Ave	22	0	0	10	1	0	0	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Fairmount Blvd from Cedar Rd to Canterbury Rd (City Limit) Eastbound	22	0	3	6	3	0	3	0	3	2	0	0	0	1	0	1	0
Bike Lane or Path - Edgehill Rd (from Coventry Rd) to Washington blvd to Overlook Rd to Lee Rd to Hyde Park Ave to Blanche Ave to Taylor Rd	22	0	0	0	1	8	2	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Washington blvd from Euclid Heights Blvd to Lee Rd Eastbound	22	0	0	4	0	6	1	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Washington blvd from Euclid Heights Blvd to Lee Rd Westbound	22	0	0	4	0	6	1	2	4	2	0	0	0	1	0	1	1
Yellow Time Evaluation - Cedar Rd and Taylor Rd	21	0	0	0	2	6	4	2	4	1	0	0	0	0	0	1	1
School zone traffic calming and enforcement - All Elementary, Middle, and High Schools	21	4	0	4	2	0	0	2	3	2	0	0	1	1	0	1	1
Sidewalk or Path - Superior Rd from Lee Rd to Taylor Rd	21	4	0	0	2	2	2	2	4	2	0	0	0	1	0	1	1
Speed Limit Evaluation - Taylor Rd from Monticello Blvd to Terrace Rd	20	4	0	4	2	2	1	2	2	1	0	0	0	1	0	0	1
Bike Lane or Path - Coventry Rd from Fairhill Rd to Cedar Rd	20	0	0	0	0	8	5	0	3	2	0	0	0	1	0	1	0
High-Visibility Crosswalks - Taylor Rd and Mayfield Rd	18	4	0	2	0	0	0	2	4	2	0	1	1	0	0	1	1
Bike Lane or Path - From Hyde Park Ave to Eculid Heights Blvd to Severance Town Cir	18	0	0	0	0	6	1	2	4	2	0	0	0	1	0	1	1
In-Street Supplemental Crosswalk Signs - Cedar Rd and Lee Rd	17	0	0	0	0	2	5	2	4	2	0	0	0	0	0	1	1
Leading Pedestrian Intervals - Noble Rd from Mayfield Rd to Monticello Blvd	17	0	0	2	1	4	2	2	4	0	0	0	0	0	0	1	1
Install High-Visibility Crosswalks - Noble Rd from Mayfield Rd to Monticello Blvd	17	0	0	2	1	4	2	2	4	0	0	0	0	0	0	1	1
Leading Pedestrian Interval - Taylor Rd and Mayfield Rd	17	4	0	2	0	0	0	2	4	2	0	0	1	0	0	1	1
Bike Lane or Path - N Park Blvd from MLK Dr to W Woodland Rd	17	0	0	0	0	8	2	0	3	2	0	0	0	1	0	1	0
Bike Lane or Path - N Park Blvd from MLK Dr to W Woodland Rd	17	0	0	0	0	8	2	0	3	2	0	0	0	1	0	1	0
Bike Lane or Path - Kenilworth Rd from Euclid Heights Blvd to Mayfield Rd	17	0	0	0	2	2	3	2	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Goodnor Rd from Cain Park to Meadowbrook Blvd	17	0	0	0	0	4	2	2	4	2	0	0	0	1	0	1	1
Implement No-Turn-On-Reds (WB, EB, SB) - Taylor Rd and Mayfield Rd	16	4	0	2	0	0	0	2	4	2	0	0	0	0	0	1	1
From Protected / Permitted to Protected Only - Taylor Rd and Mayfield Rd	16	4	0	2	0	0	0	2	4	2	0	0	0	0	0	1	1
Yellow Time Evaluation - Taylor Rd and Mayfield Rd	16	4	0	2	0	0	0	2	4	2	0	0	0	0	0	1	1
Speed Safety Cameras - Taylor Rd and Mayfield Rd	16	4	0	2	0	0	0	2	4	2	0	0	0	0	0	1	1
Restrict On-Street Parking - Maple Rd from Mayfield Rd to South Terminus	15	0	0	0	1	4	2	0	4	1	0	0	0	1	0	1	1
Bike boxes at S Taylor Rd and Euclid Heights Blvd/Severence Ctr	15	0	0	0	0	2	2	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - From Cain Park to Cumberland and Forest Hill Park	15	0	0	0	0	2	2	2	4	2	0	0	0	1	0	1	1
Raised Crosswalks - Cedar Rd and Lee Rd	14	0	0	0	0	2	3	0	3	1	2	0	1	0	0	1	1
Exclusive Pedestrian Phases During Peak School Times - Cedar Rd and Goodnor Rd	14	0	0	0	0	4	2	2	4	0	0	0	0	0	0	1	1
Install Multi-Use Trail - Euclid Heights Blvd from Coventry Road to beyond Overlook Rd	14	0	0	2	1	2	2	0	2	1	0	1	0	1	0	1	1
Install / Update Pavement Markings - Maple Rd from Mayfield Rd to South Terminus	14	0	0	0	1	4	2	0	4	1	0	0	0	0	0	1	1
Install High-Visibility Crosswalks - Cedar Rd and Fairmount Blvd	13	0	0	4	0	0	0	0	3	2	2	0	1	0	0	1	0
Rectangular Rapid Flashing Beacons - Cedar Rd and Taylor Rd	13	0	0	0	0	4	1	2	4	0	0	0	0	0	0	1	1
Increased RTA Route Frequency - Noble Rd from Mayfield Rd to Monticello Blvd	13	0	0	0	0	2	1	2	3	0	2	0	0	0	1	1	1
Bike Lane or Path - N Park Blvd W Woodland Rd to Shelburne Rd	13	0	0	6	0	0	0	0	3	2	0	0	0	1	0	1	0
Sidewalk or Path - Superior Rd from Lee Rd on south side of Cain Park	12	0	0	0	1	0	0	2	4	2	0	0	0	1	0	1	1
Convert to Roundabout - Cedar Rd and Euclid Heights Blvd	11	0	0	4	0	0	0	0	2	2	0	1	1	0	0	1	0
Add "Stop for Pedestrian" Signs - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	11	0	0	0	0	4	2	0	2	2	0	0	0	0	0	1	0
Supplemental In-Street Crosswalk Signs - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	11	0	0	0	0	4	2	0	2	2	0	0	0	0	0	1	0
Speed Feedback Signs - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	11	0	0	0	0	4	2	0	2	2	0	0	0	0	0	1	0

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Project		Safety						Equity		Public Input			Connectivity/Mobility				Climate
		Crash History - Fatal (5 years)	Crash History - Fatal (10 years)	Crash History - Serious Injury (5 years)	Crash History - Serious Injury (10 years)	Crash History - Bike/Ped (5 years)	Crash History - Bike/Ped (10 years)	Justice40	USDOT ETC Explorer - Disadvantaged Census Tract	PublicCoordinate Feedback	Open House Feedback (top 10%)	Open House Feedback (top 20%)	Planning Consistency	Network Connectivity	Transit Accessibility	PublicCoordinate/Open House Feedback	EPA Environmental and Climate Justice Program
Maximum Points	**TOTAL**	***4***	***3***	***2***	***1***	***2***	***1***	***2***	***5***	***2***	***2***	***1***	***1***	***1***	***1***	***1***	***1***
Restrict On-Street Parking - Woodview Rd from Monticello Blvd to Noble Rd	11	0	0	0	0	2	0	2	3	1	0	0	0	1	0	1	1
Bike Lane or Path - Connects Cain Park to Cumberland Park	11	0	0	0	0	0	0	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Edgehill Rd from Overlook Rd to Coventry Rd	11	0	0	0	0	4	0	0	2	2	0	0	0	1	0	1	1
Bike Lane or Path - Beechwood Ave from Compton Rd to Taylor Rd	11	0	0	0	0	0	0	2	4	2	0	0	0	1	0	1	1
Bike Lane or Path - Beechwood Ave from Compton Rd to Taylor Rd	11	0	0	0	0	0	0	2	4	2	0	0	0	1	0	1	1
Rectangular Rapid Flashing Beacons - Cedar Rd and Lee Rd	10	0	0	0	0	0	2	2	4	0	0	0	1	0	0	0	1
Pedestrian Hybrid Beacons - Cedar Rd and Lee Rd	10	0	0	0	0	0	0	2	4	1	0	0	1	0	0	1	1
Speed Feedback Signs - Cedar Rd and Taylor Rd	10	0	0	0	2	0	0	2	4	0	0	0	0	0	0	1	1
Implement No-Turn-On-Reds - Noble Rd from Mayfield Rd to Monticello Blvd	10	0	0	0	1	0	1	2	4	0	0	0	0	0	0	1	1
Relocate Transit Stops - Taylor Rd and Mayfield Rd	10	0	0	0	0	0	0	2	4	0	0	0	1	0	1	1	1
Traffic calming - Oxford Rd from Noble Rd to Cleveland Heights Blvd	10	0	0	0	0	0	0	2	3	2	0	0	0	1	0	1	1
Crosswalk enhancements - Lee Road and Kensington Road	10	0	0	0	0	0	2	0	3	2	0	0	0	1	0	1	1
Bike Lane or Path - Haircourt Dr from N Park Blvd to Cedar Rd	10	0	0	4	0	0	0	0	2	2	0	0	0	1	0	1	0
Bike Lane or Path - Superior Rd from Mayfield Rd to Hillcrest Rd (City Limit)	10	0	0	0	0	0	0	2	3	2	0	0	0	1	0	1	1
Implement No-Turn-On-Reds - Cedar Rd and Euclid Heights Blvd	9	0	0	4	0	0	0	0	2	2	0	0	0	0	0	1	0
Upgrade School Zone Signage - Noble Rd from Mayfield Rd to Monticello Blvd	9	0	0	0	0	2	1	2	3	0	0	0	0	0	0	0	1
Corner Bump Outs - Cedar Rd and Fairmount Blvd	8	0	0	0	0	0	2	0	2	2	0	0	1	0	0	1	0
Increase Pedestrian Signal Timings - Conventry Rd and Euclid Heights Blvd	8	0	0	0	0	2	1	0	2	2	0	0	0	0	0	1	0
Implement No-Turn-On-Reds - Conventry Rd and Euclid Heights Blvd	8	0	0	0	0	2	1	0	2	2	0	0	0	0	0	1	0
Add "Be Prepared to Stop" Signs - Conventry Rd and Euclid Heights Blvd	8	0	0	0	0	2	1	0	2	2	0	0	0	0	0	1	0
Remove Foliage to Improve Sight Distance - Woodview Rd from Monticello Blvd to Noble Rd	8	0	0	0	0	2	0	2	3	0	0	0	0	0	0	0	1
Implement No-Turn-On-Reds (NB) - Woodview Rd and Noble Rd	8	0	0	0	0	2	0	2	3	0	0	0	0	0	0	0	1
Speed limit evaluation of Fairmount Blvd near Shaker Rd intersection	8	0	0	0	0	2	0	0	2	2	0	0	0	1	0	1	0
Install Midblock Raised Crosswalks - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	7	0	0	0	0	2	0	0	2	1	0	1	0	0	0	1	0
Intersection crossing improvements - Fairmount Blvd and Demington Dr	7	0	0	0	0	0	0	0	3	2	0	0	0	1	0	1	0
Sidewalk or Path - Kenilworth Ln from Euclid Heights Blvd to Overlook Rd	7	0	0	0	0	0	1	0	2	2	0	0	0	1	0	1	0
Sidewalk or Path - Crosswalks at N Park Blvd and N Woodland Rd	7	0	0	0	0	0	0	0	3	2	0	0	0	1	0	1	0
Supplemental In-Street Crosswalk Signs - Cedar Rd and Fairmount Blvd	6	0	0	0	0	0	0	0	3	2	0	0	0	0	0	1	0
Sidewalk or Path - Euclid Heights Crossing by Lennox Rd	6	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	0
Sidewalk or Path - Bradford Rd Cinder Path Trail	6	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	0
Rectangular Rapid Flashing Beacons - Monticello Blvd between Yellowstone Rd and Pennfield Rd	5	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1
Install Speed Feedback Signs - Taylor Rd and Mayfield Rd	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0
Install Speed Tables - Maple Rd from Mayfield Rd to South Terminus	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1
Install Chicanes - Maple Rd from Mayfield Rd to South Terminus	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1
Add Bicycle Racks - Roxboro Middle School	5	0	0	0	0	0	0	0	1	2	0	0	0	1	0	1	0
Crosswalk improvements at ~0.34 mi trail on the SE part of the city	5	0	0	0	0	0	0	0	1	2	0	0	0	1	0	1	0
Warning / Slow Down Signs at Hill on Cedar Road - Cedar Rd in between Norfolk and Overlook Ln	4	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
Install Speed Feedback Signs - Cedar Rd and Fairmount Blvd	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0
In-Street Supplemental Crosswalk Signs - Monticello Blvd between Yellowstone Rd and Pennfield Rd	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
Rectangular Rapid Flashing Beacons - Cedar Rd in between Bellfield Ave and Delaware Dr	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0
Signal Ahead Warning Sign (SB) - Taylor Rd between Rumson Rd and Hollister Rd	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Install Speed Feedback Signs - Monticello Blvd between Woodview Rd and Elbon Rd	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Install Speed Tables - Woodview Rd from Monticello Blvd to Noble Rd	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
WB Right Turn Lane from Monticello Blvd to Woodview Rd -Monticello Blvd between Woodview Rd and Elbon Rd	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Install Chicanes - Woodview Rd from Monticello Blvd to Noble Rd	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Speed Limit Evaluation - Cedar Rd and Fairmount Blvd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Restrict On-Street Parking - Cedar Rd and Fairmount Blvd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Add / Improve Lighting - Cedar Rd and Taylor Rd	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Update Stop Bar Markings - North of Monticello Blvd from Taylor Rd to Noble Rd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Install Traffic Calming Treatments - North of Monticello Blvd from Taylor Rd to Noble Rd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Add / Improve Lighting - North of Monticello Blvd from Taylor Rd to Noble Rd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Traffic Signal Coordination - Taylor Rd and Mayfield Rd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Install Raised Pavement Markings Along Centerline - Cedar Rd and Fairmount Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove / Relocate Roadside Hazards - Cedar Rd and Fairmount Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove / Relocate Roadside Hazards - Cedar Rd and Taylor Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit Evaluation - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restrict On-Street Parking - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Widen Sidewalks - Conventry Rd from Euclid Heights Blvd to Mayfield Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove / Relocate Roadside Hazards - North of Monticello Blvd from Taylor Rd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DUI Education Campaign - North of Monticello Blvd from Taylor Rd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Universal Helmet Law for Motorcyclists - North of Monticello Blvd from Taylor Rd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add / Improve Lighting - Noble Rd from Mayfield Rd to Monticello Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove or Relocate Objects from Clear Zone - Noble Rd from Mayfield Rd to Monticello Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Install Raised Pavement Markings along Centerline - Noble Rd from Mayfield Rd to Monticello Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DUI Education Campaign - Taylor Rd and Mayfield Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Install / Update Pavement Markings - Woodview Rd from Monticello Blvd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

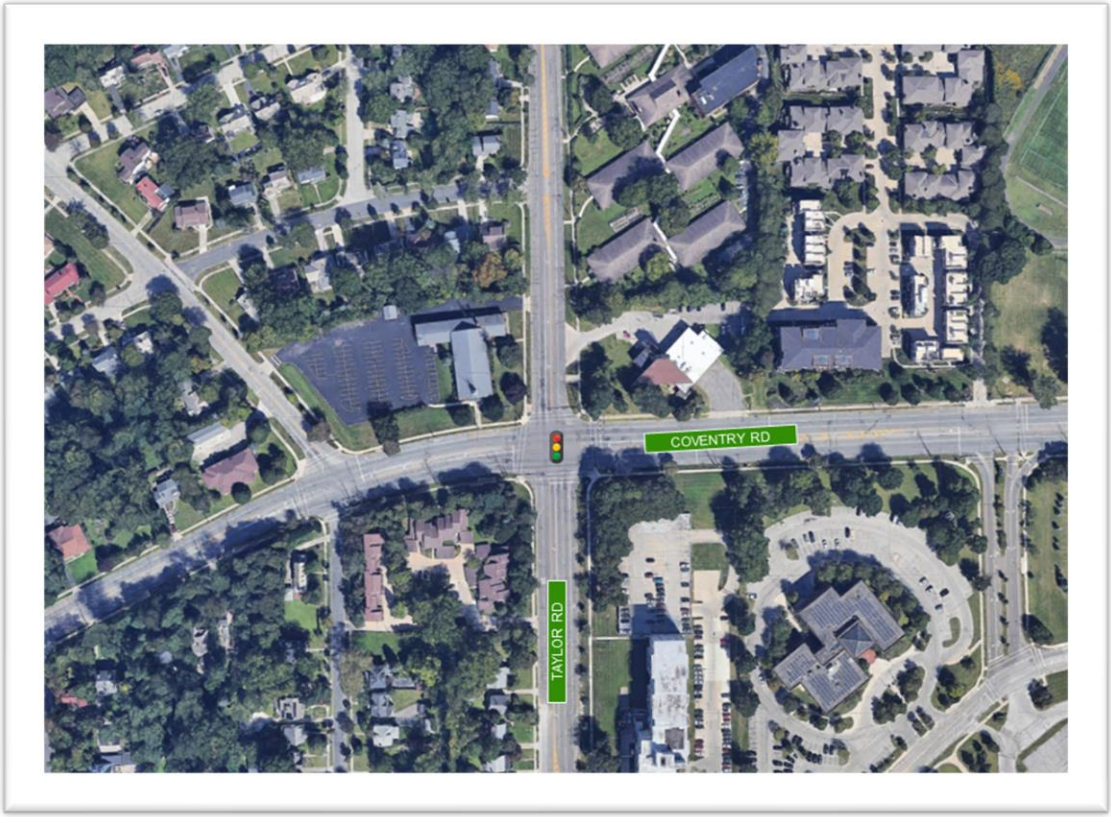
DRAFT

Project		Safety						Equity		Public Input			Connectivity/Mobility				Climate
		Crash History - Fatal (5 years)	Crash History - Fatal (10 years)	Crash History - Serious Injury (5 years)	Crash History - Serious Injury (10 years)	Crash History - Bike/Ped (5 years)	Crash History - Bike/Ped (10 years)	Justice40	USDOT ETC Explorer - Disadvantaged Census Tract	PublicCoordinate Feedback	Open House Feedback (top 10%)	Open House Feedback (top 20%)	Planning Consistency	Network Connectivity	Transit Accessibility	PublicCoordinate/Open House Feedback	EPA Environmental and Climate Justice Program
Maximum Points	**TOTAL**	***4***	***3***	***2***	***1***	***2***	***1***	***2***	***5***	***2***	***2***	***1***	***1***	***1***	***1***	***1***	***1***
Install Rumble Strips - Woodview Rd from Monticello Blvd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove or Relocate Objects from Clear Zone - Woodview Rd from Monticello Blvd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add / Improve Lighting - Woodview Rd from Monticello Blvd to Noble Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Install Speed Feedback Signs - Maple Rd from Mayfield Rd to South Terminus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Foliage to Improve Sight Distance - Maple Rd from Mayfield Rd to South Terminus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E: Crash Cluster Analyses

TAYLOR ROAD AND MAYFIELD ROAD

Signalized Intersection



Area Characteristics

This intersection is abutted by both residential and commercial land uses. An apartment complex is located along the corridor on the southeast corner of the intersection. Cleveland Heights City Hall and the Cleveland Heights Fire Department are located along the corridor at the northeast and southeast corners of the intersection, respectively.

Intersection Characteristics

This intersection is a four-way signalized intersection in the heart of Cleveland Heights, Ohio. Taylor Road is a four-lane roadway with a two-way-left-turn-lane (TWLTL). Mayfield Road (US 322) travels east and west and is a six-lane arterial at this intersection, with a TWLTL. All four approaches have a posted speed limit of 35 mph. All four approaches also have protected-permitted left turn signals. Sidewalk facilities and crosswalks are provided on all four legs of the intersection.

Equity Considerations

The area surrounding the intersection of Taylor Road and Mayfield Road was identified as historically transportation disadvantaged or underserved by several metrics. According to the EPA's environmental justice screening and mapping tool, the following equity identifiers were identified on census blockgroups 390351403022, 390351960002, 390351408002, and 390351407011.

Census Blockgroup 390351403022 Location: Northeast Corner of the Intersection of Mayfield Rd and Taylor Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	68	--	EPA EJ Screen
Supplemental Demographic Index [2]	39	--	EPA EJ Screen
Climate & Disaster Risk Burden	76	**Yes**	USDOT ETC
Environmental Burden	73	**Yes**	USDOT ETC
Health Vulnerability	91	**Yes**	USDOT ETC
Social Vulnerability	46	No	USDOT ETC
Transportation Insecurity	21	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351403022 is located along the northeast corner of the intersection of Mayfield Rd and Taylor Rd. Based on the USDOT ETC, the blockgroup is classified as disadvantaged in three of the five component scores: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. The blockgroup is prone to anticipated changes in extreme weather (81st percentile) regarding the Climate & Disaster Risk Burden. With reference to the blockgroup's Environmental Burden, there is a high volume of pre-1980's housing (92nd percentile), high concentrations of ozone, PM 2.5, and diesel particulates, as well as proximity to high-volume roads. In terms of Health Vulnerability, there is a high prevalence of asthma (88th percentile), cancer (88th percentile), high blood pressure (93rd percentile), and diabetes (93rd percentile) within the blockgroup.

Census Blockgroup 390351960002 Location: Northwest Corner of the Intersection of Mayfield Rd and Taylor Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	57	--	EPA EJ Screen
Supplemental Demographic Index [2]	67	--	EPA EJ Screen
Climate & Disaster Risk Burden	36	No	USDOT ETC
Environmental Burden	55	No	USDOT ETC
Health Vulnerability	23	No	USDOT ETC
Social Vulnerability	47	No	USDOT ETC
Transportation Insecurity	46	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351960002 is located on the northwest corner of the intersection of Mayfield Rd and Taylor Rd. Based on the USDOT ETC, zero out of the five component scores are classified as disadvantaged.

Census Blockgroup 390351408002 Location: Southeast Corner of the Intersection of Mayfield Rd and Taylor Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	82	--	EPA EJ Screen
Supplemental Demographic Index [2]	60	--	EPA EJ Screen
Climate & Disaster Risk Burden	73	**Yes**	USDOT ETC
Environmental Burden	71	**Yes**	USDOT ETC
Health Vulnerability	93	**Yes**	USDOT ETC
Social Vulnerability	80	**Yes**	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351408002 is located on the southeast corner of the intersection of Mayfield Rd and Taylor Rd. Based on the USDOT ETC, four out of the five component scores are classified as disadvantaged: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The blockgroup contains many impervious surfaces (72nd percentile), making it a climate burden. Proximity to high-volume roads (86th percentile) and toxic release sites (76th percentile), as well as concentrations in PM 2.5 (80th percentile) and ozone levels (79th percentile) that make the blockgroup a significant environmental burden. In addition, conditions such as cancer (96th percentile), diabetes (94th percentile), high blood pressure (93rd percentile), and asthma (93rd percentile) are prevalent in the area. Unequal wealth distribution, also known as endemic equality (94th percentile) is highly prevalent in the blockgroup. Additionally, high unemployment (88th percentile), house tenure (88th percentile), and housing cost burden (86th percentile) puts the blockgroup at a disadvantage socially.

Census Blockgroup 390351407011 Location: Southwest Corner of the Intersection of Mayfield Rd and Taylor Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	65	--	EPA EJ Screen
Supplemental Demographic Index [2]	21	--	EPA EJ Screen
Climate & Disaster Risk Burden	68	**Yes**	USDOT ETC
Environmental Burden	62	No	USDOT ETC
Health Vulnerability	95	**Yes**	USDOT ETC
Social Vulnerability	66	**Yes**	USDOT ETC
Transportation Insecurity	16	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351407011 is located on the southwest corner of the intersection of Mayfield Rd and Taylor Rd. Based on the USDOT ETC, the blockgroup is classified as disadvantaged in three of the five component scores: Climate & Disaster Risk Burden, Health Vulnerability, and Social Vulnerability. The blockgroup contains a significant percentage of impervious land cover, making it prone to extreme weather events. Conditions such as asthma (97th percentile), high blood pressure (92nd percentile), diabetes (95th percentile), and low mental health (93rd percentile) are prevalent within the blockgroup. In addition, unequal wealth distribution (98th percentile), unemployment (97th percentile), and the housing cost burden (90th percentile), are significant social vulnerabilities present within the blockgroup.

SUMMARY			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	71	--	EPA EJ Screen
Supplemental Demographic Index [2]	50	--	EPA EJ Screen
Climate & Disaster Risk Burden	63	No	USDOT ETC
Environmental Burden	65	**Yes**	USDOT ETC
Health Vulnerability	76	**Yes**	USDOT ETC
Social Vulnerability	60	No	USDOT ETC
Transportation Insecurity	25	No	USDOT ETC
Overall Census Equity Score	75	--	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

[1] The demographic index is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. Demographic Index = (% people of color + % low-income) / 2.

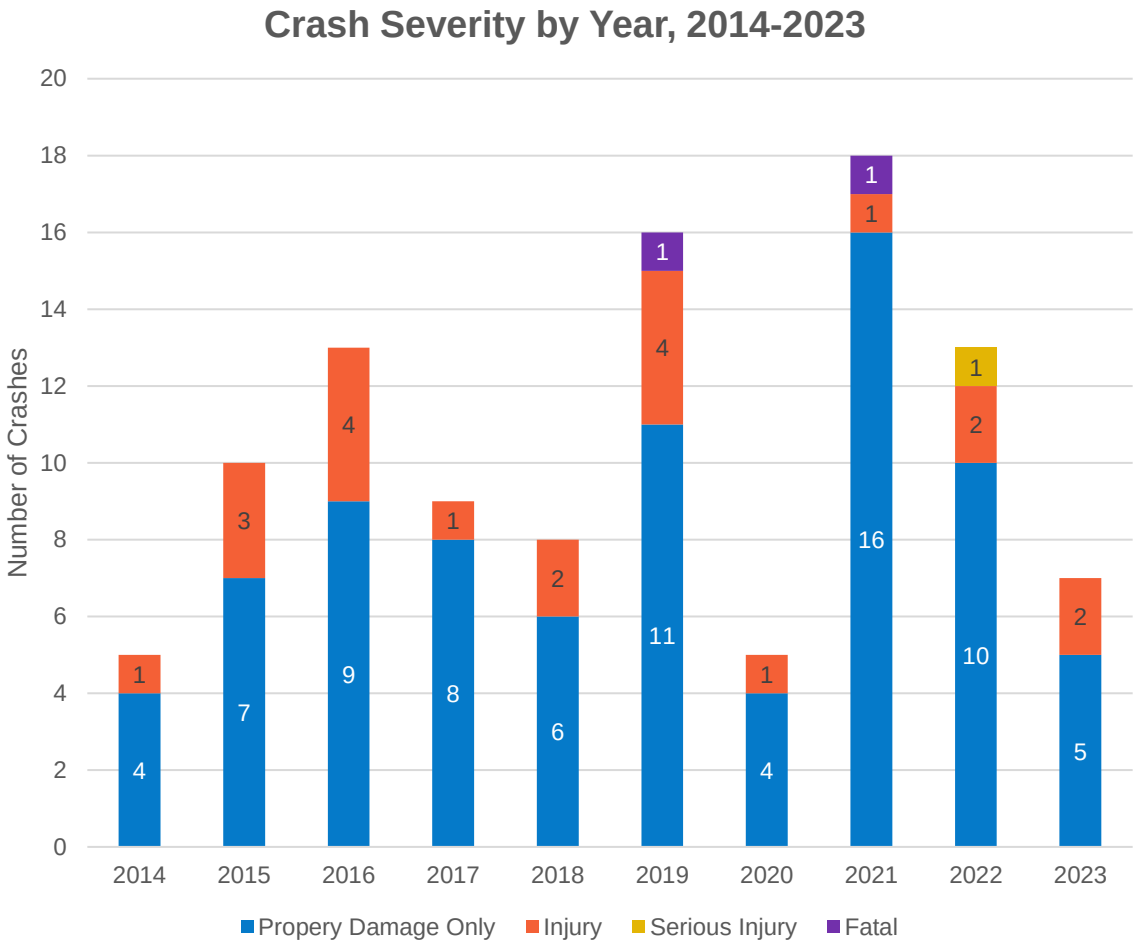
[2] Supplemental Demographic Index = (% low-income + % unemployed + % less than high school education + % limited English speaking + low life expectancy) / 5.

[3] The Justice40 initiative works to ensure 40% of the benefits of federal efforts in sustainability and resilience are shared communities that are marginalized and burdened by pollution.

[4] The Inflation Reduction Act (IRA) provides funding and assistance for environmental justice activities in disadvantaged communities.

Crash Data Review

From 2014 to 2023, a total of 104 crashes were recorded in the study region, including two (2) fatal crashes. No other intersection in Cleveland Heights has had over one fatal crash within the study period.



Fatal Crashes

Fatal crash reports from 2014 through 2023 within the subject region were reviewed in full. The fatal crash reports were obtained from ODOT's Crash Analysis Module (CAM) Tool and were reviewed to supplement the validated crash data in the CAM System.

- August 15, 2019: dark – lighted roadway, dry surface, resulted in one fatality. An angle crash occurred when a vehicle travelling west on Mayfield Road at a high rate of speed, approached the intersection of Taylor Road, ran the red light, and struck a vehicle travelling southbound on Taylor Road with the flow of traffic. The driver travelling southbound expired due to injuries sustained. Toxicology reports indicate that the driver travelling westbound tested positive for drug and alcohol impairment.

- May 25, 2021: daylight, dry surface, resulted in one fatality. A left turn crash occurred when a vehicle headed southbound on S. Taylor Road was waiting to turn left onto eastbound Mayfield Road. The driver failed to yield to oncoming traffic and crashed into a vehicle headed northbound on Taylor Road. The driver turning left (82 years old) expired due to injuries sustained.

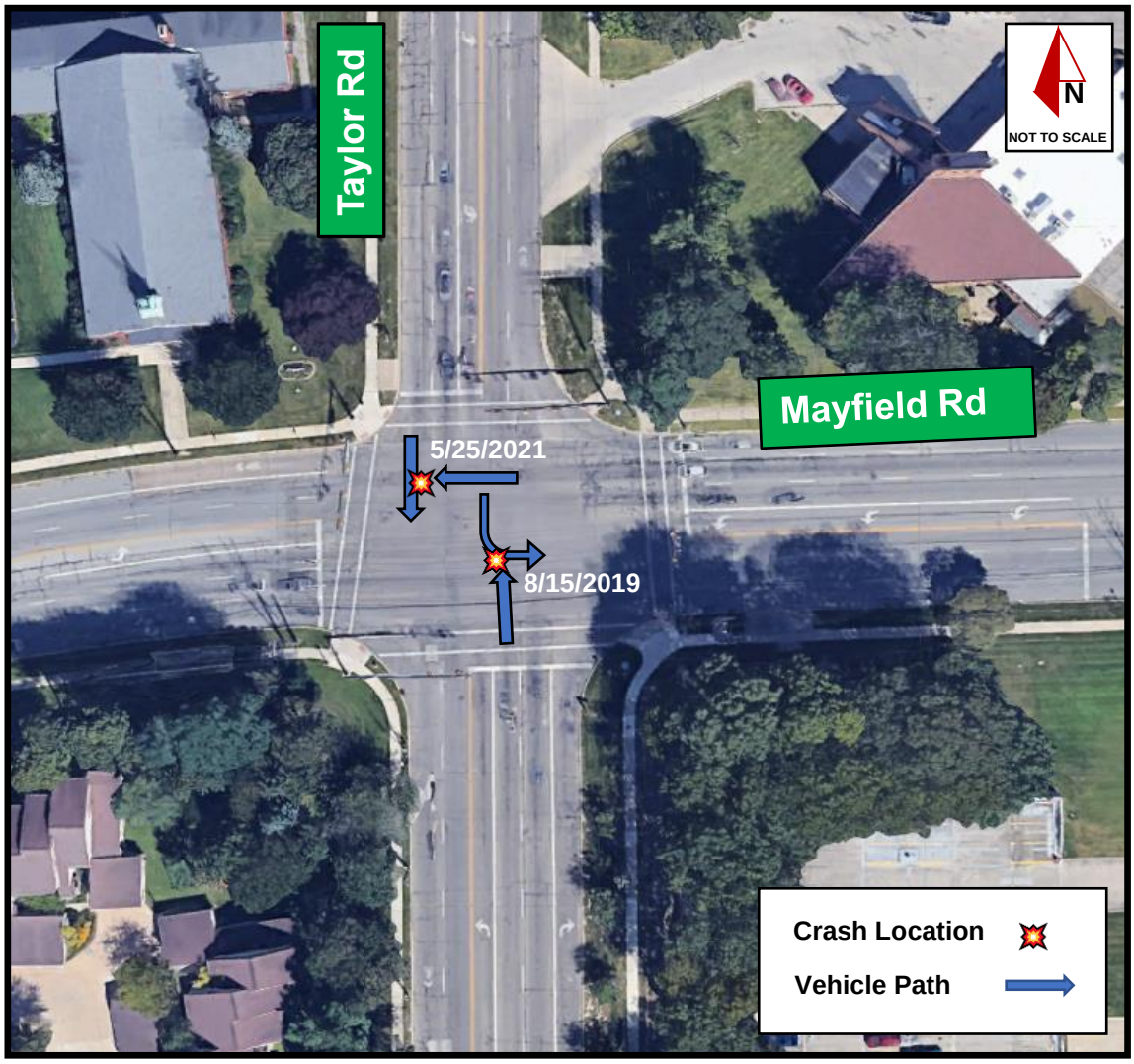
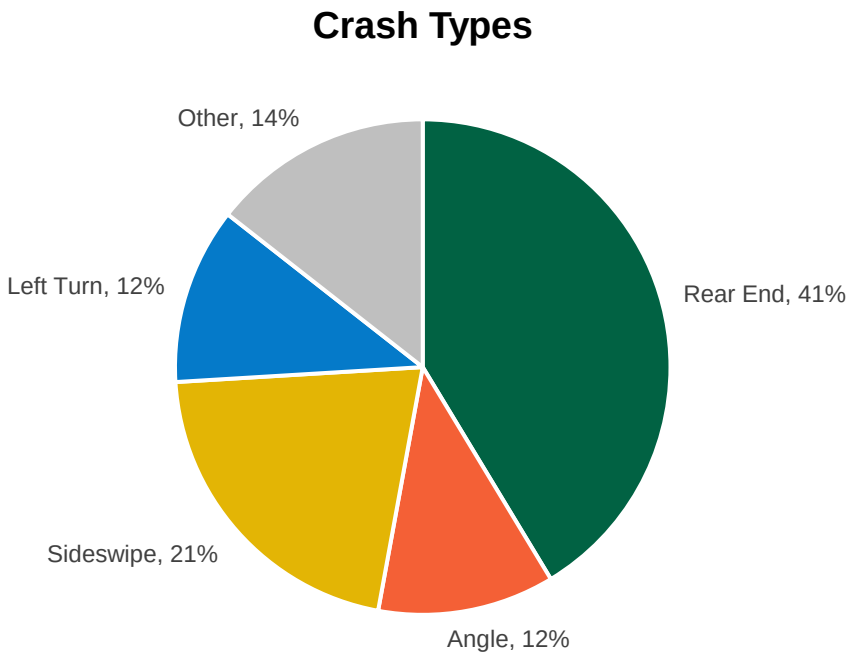


FIGURE 1: FATAL CRASHES, TAYLOR AT MAYFIELD

Crash Types

Rear end crashes were the most common from 2014 to 2023 at this study intersection, accounting for approximately 41% of all crashes. Sideswipe crashes made up of another 21% of crashes. Left turn and angle crashes each made up of another 12% of the crashes at the intersection. *No other crash type accounted for more than 10% of the overall crashes.*

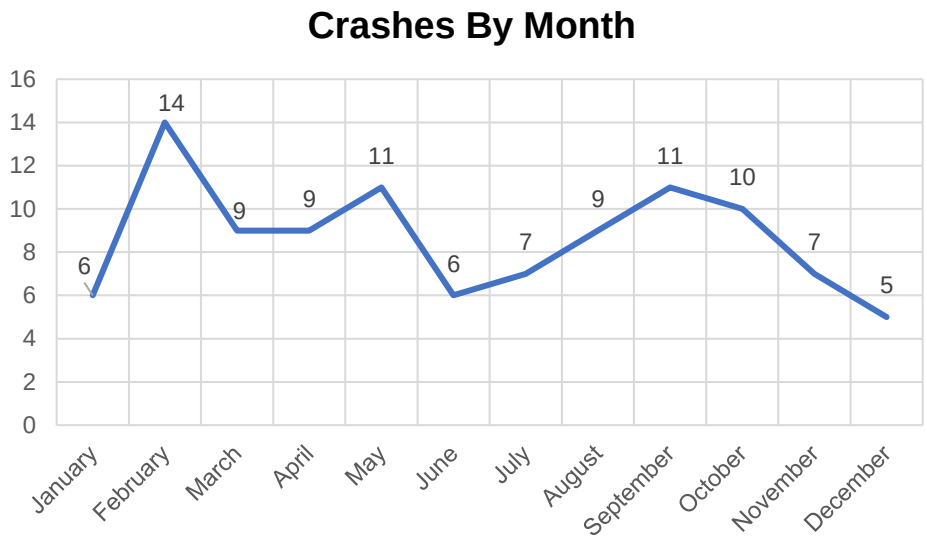


Temporal Trends

Crash data was reviewed for trends pertaining to months, days of the week, and times of day when crashes occurred over the period of 2014 to 2023.

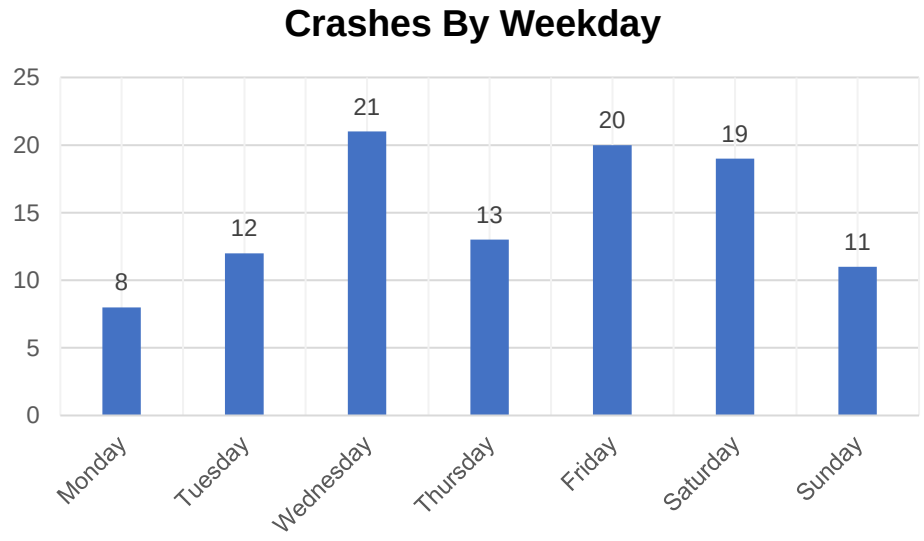
Monthly Distribution

The monthly distribution of crashes indicates that the highest concentration of crashes occurred during the month of February, during which approximately 13% of all crashes occurred based on the 10-year crash period analyzed. December and January saw the least number of crashes, with 5 and 6 within the last 10 years, respectively.



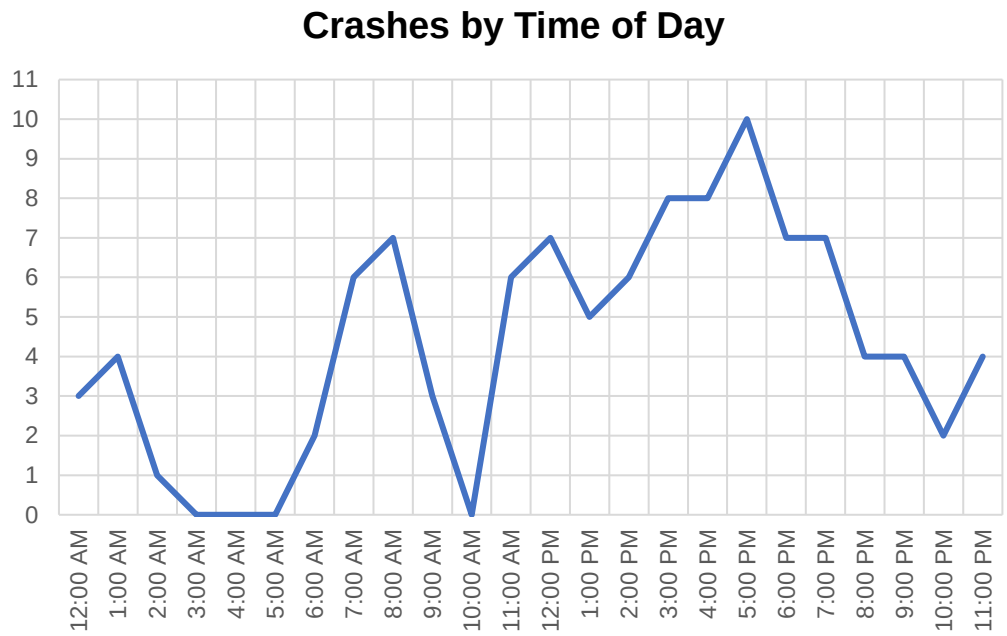
Weekday Distribution

The weekday distribution of crashes indicates that the most common day for crashes is Wednesday, which makes up of 20% of the total crashes. Friday and Saturday saw the second most crashes, each making up of approximately of another 19% of the total crashes. Monday was the least common day of the week for crash occurrences, making up of 8% of the total.



Hourly Distribution

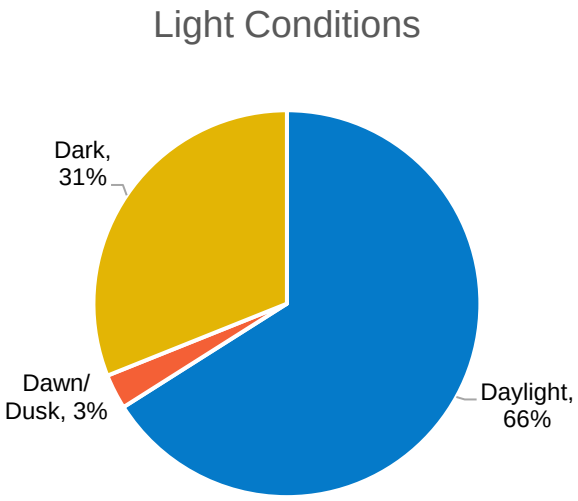
The hourly distribution of recorded crashes indicates that the most common crash times were from 3:00 PM to 8:00 PM, during which 38% of crashes occurred.

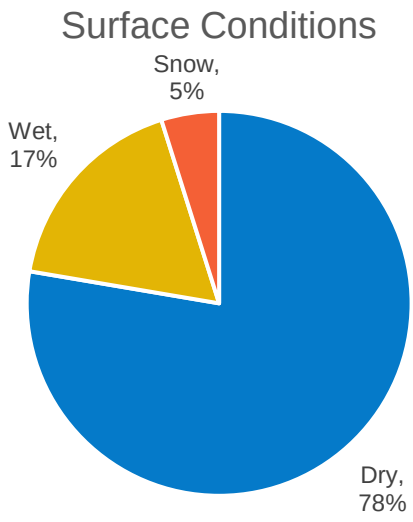


Contributing Causes

The crash data was evaluated to determine the prevalence of contributing causes such as dark conditions, wet surface conditions, alcohol, and speeding involvement. Approximately 34% of crashes occurred under dark conditions (including dusk and dawn) and 22% occurred with wet or snowy surface conditions. Alcohol was reported to be involved in approximately 7% of crashes during this 10-year period.

Speeding was a significant factor contributing to crashes at this intersection, with 25% of crashes reported to involve speeding, including both fatal accidents.





PublicCoordinate Comments

Taylor Road and Mayfield Road Intersection:

Mayfield is absurdly wide between Forest Hills and Cleveland Heights (3 lanes in either direction + a turn lane). It's not justified by traffic levels. And the excess space encourages speeding and makes crossing the street longer and more dangerous.

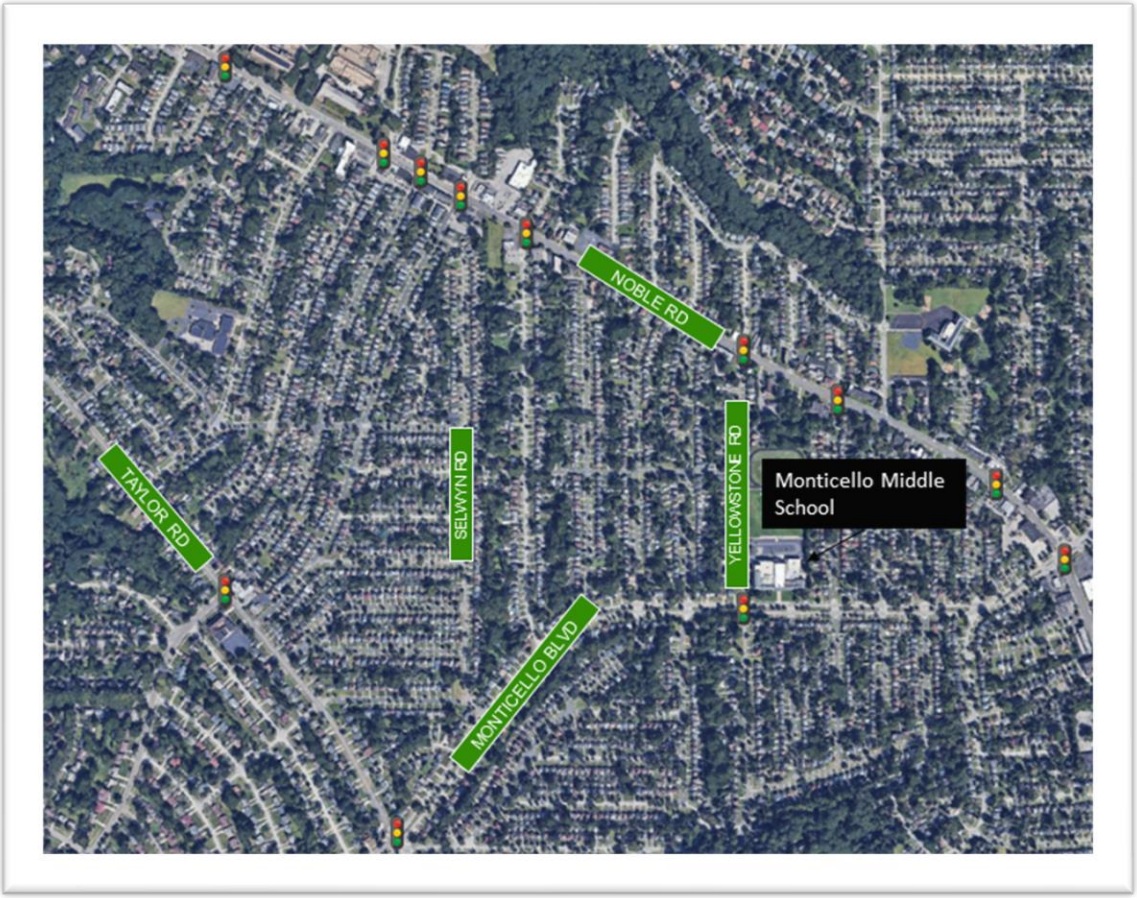
Potential Countermeasures for Consideration

Countermeasure	Scale/Timeframe	Performance Metric	Justification
Pedestrian refuge Island	Medium	Frequency and severity of pedestrian-involved crashes	Land use, pedestrian activity, public comments, public input, 2018 Mayfield Rd Multimodal Corridor Study
Install high-visibility crosswalks	Short	Frequency and severity of pedestrian-involved crashes	Land use, pedestrian activity, public comments, public input, NOACA's street supplies guidance, 2018 Mayfield Rd Multimodal Corridor Study
Road Diet/ Roadway reconfiguration	Long	Frequency and severity of all crashes	Fatal crashes, crash trends, public input
Converting existing traditional bicycle lanes to a separated bicycle lane with flexible delineator posts	Long	Frequency and severity of bicycle-involved crashes	Public input, 2018 Mayfield Rd Multimodal Corridor Study, 2013 Facilitating bicycle and transit travel in University Circle and Cleveland Heights, 2015 Eastside Greenway Plan (secondary missing link)
Prohibit U-turns with signage	Short	Frequency and severity of intersection-related and angle crashes	Crash trends (angle)
Restrict right turn on red on WB, EB, SB	Short	Frequency and severity of VRU-involved crashes	Land use, pedestrian activity
Leading pedestrian interval	Medium	Frequency and severity of pedestrian-involved crashes	Land use, pedestrian activity, public input, 2018 Mayfield Rd Multimodal Corridor Study

Traffic signal coordination to mitigate speeding	Short	Frequency and severity of speeding crashes Average and 85th percentile of operating speeds	Fatal crashes, 2018 Mayfield Rd Multimodal Corridor Study
Yellow time evaluation	Medium	Frequency and severity of intersection-related and rear-end crashes	Crash trends (rear-end)
From protected/permitted to protected only	Short	Frequency and severity of left-turn crashes	Fatal crashes
Install Signal Ahead warning sign or auxiliary signal head on the SB approach	Short	Frequency and severity of intersection-related and rear-end crashes	Fatal crashes, crash trends (rear-end)
Speed safety cameras	Long	Frequency and severity of speeding crashes Average and 85th percentile of operating speeds	Fatal crashes
Install activated speed warning signs	Medium	Frequency and severity of speeding crashes Average and 85th percentile of operating speeds	Fatal crashes, public input
Lower speed limit to 30 mph	Medium	Frequency and severity of speeding crashes Average and 85th percentile of operating speeds	Public input
Education on not driving under the influence	Short	Frequency and severity of alcohol and drug crashes	Public input, Fatal crashes
Relocate transit stops or provide bus bays	Long	Frequency and severity of bus-involved crashes	Context, 2018 Mayfield Rd Multimodal Corridor Study

NORTH OF MONTICELLO

Neighborhood North of Monticello Blvd, bounded by Noble Road to the East and Taylor Road to the West.



Area Characteristics

This region consists of a neighborhood bounded by the northern city boundary, Monticello Blvd to the south, Noble Road to the east, and Taylor Road to the west. The neighborhood bounded by Noble Road to the east, Taylor Road to the west, the northern city boundary, and Monticello Blvd is abutted by residential uses. Monticello Middle School is also located along the northeastern corridor of the intersection of Yellowstone Road and Monticello Blvd.

Roadway Characteristics

Typical characteristics of the roadways within this study region are local neighborhood roadways with a posted speed limit of 25 mph, although speed limit signs are not consistently posted throughout the neighborhood (i.e. none on Nelaview Road). There are no speed control devices such as speed humps on these roadways. These roadways are unstriped, and street parking is common on many of these roadways. Intersections within the neighborhood are all stop controlled, although many are missing stop bars. Sidewalk facilities are provided on both sides of the roadways within this neighborhood region.

Equity Considerations

The area north of Monticello was identified as historically transportation disadvantaged or underserved by several metrics. According to the EPA's environmental justice screening and mapping tool, the following equity identifiers were identified on census blockgroups 390351403012, 390351404001, and 390351403021.

Census Blockgroup 390351403012 Location: Area bound by Noble Rd, N. Taylor Rd, Helmsdale Rd, Selwyn Rd, and Monticello Blvd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	89	--	EPA EJ Screen
Supplemental Demographic Index [2]	52	--	EPA EJ Screen
Climate & Disaster Risk Burden	58	No	USDOT ETC
Environmental Burden	79	**Yes**	USDOT ETC
Health Vulnerability	50	No	USDOT ETC
Social Vulnerability	83	**Yes**	USDOT ETC
Transportation Insecurity	44	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census Blockgroup 309351403012 is located within the area bound by Noble Rd, N. Taylor Rd, Helmsdale Rd, Selwyn Rd, and Monticello Blvd. Based on the USDOT ETC, two out of the five component scores are classified as disadvantaged: Environmental Burden and Social Vulnerability. The blockgroup contains a high volume of pre-1980's housing (98th percentile), as well as proximity to high-volume roads (86th percentile) and hazardous sites (87th percentile). In addition, the blockgroup contains higher levels of ozone (81st percentile) and PM 2.5 (79th percentile), which also contribute to a higher percentile of Environmental Burden. Considered socially vulnerable, the blockgroup has a high rate of unemployment (97th percentile) and a younger population under the age of 18 (97th percentile). Additionally, issues such as poverty (92nd percentile), lack of insurance (84th percentile), and lack of internet access (86th percentile) are also very prevalent.

Census Blockgroup 390351404001 Location: Northwest Corner of the Intersection of Monticello Blvd and Noble Rd, bound by Yellowstone Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	88	--	EPA EJ Screen
Supplemental Demographic Index [2]	78	--	EPA EJ Screen
Climate & Disaster Risk Burden	78	**Yes**	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	91	**Yes**	USDOT ETC
Social Vulnerability	45	No	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351404001 is located at the northwest corner of the intersection of Monticello Rd and Noble Rd, and is bound by Yellowstone Rd. Based on the USDOT ETC, this blockgroup is classified as disadvantaged in three of the five component scores: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. The blockgroup is prone to anticipated changes in extreme weather (81st percentile) as well as having a significant amount of impervious land cover (67th percentile). The neighborhoods within the blockgroup contain many pre-1980's housing units (98th percentile) as well as being proximal to high-volume roads (86th percentile). The blockgroup is also proximal to hazardous (87th percentile) and toxic release sites (84th percentile) and is exposed to disadvantaged levels of ozone (80th percentile) and PM 2.5 levels (79th percentile). Additionally, the blockgroup contains a prevalence of health conditions such as asthma (93rd percentile), diabetes (92nd percentile), high blood pressure (89th percentile), and low mental health (85th percentile).

Census Blockgroup 390351403021 Location: Area bound by Noble Rd, Yellowstone Rd, Monticello Blvd, and Selwyn Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	77	--	EPA EJ Screen
Supplemental Demographic Index [2]	33	--	EPA EJ Screen
Climate & Disaster Risk Burden	76	**Yes**	USDOT ETC
Environmental Burden	73	**Yes**	USDOT ETC
Health Vulnerability	91	**Yes**	USDOT ETC
Social Vulnerability	46	No	USDOT ETC
Transportation Insecurity	21	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351403021 is located within the area bounded by Noble Rd, Yellowstone Rd, Monticello Blvd, and Selwyn Rd. Based on the USDOT ETC, three of the five component scores are classified as disadvantaged: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. The blockgroup is prone to anticipated changes in extreme weather (81st percentile). The blockgroup was identified as having a high environmental burden based on a high volume of 1980's housing (92nd percentile) as well as the tract's proximity to high-volume roads (86th percentile) and exposure to high levels of ozone (80th percentile). Additionally, the blockgroup has a high health vulnerability based on the prevalence of conditions such as high blood pressure (93rd percentile), diabetes (93rd percentile), asthma (88th percentile), and cancer (88th percentile).

SUMMARY			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	85	--	EPA EJ Screen
Supplemental Demographic Index [2]	51	--	EPA EJ Screen
Climate & Disaster Risk Burden	71	**Yes**	USDOT ETC
Environmental Burden	77	**Yes**	USDOT ETC
Health Vulnerability	78	**Yes**	USDOT ETC
Social Vulnerability	58	No	USDOT ETC
Transportation Insecurity	27	No	USDOT ETC
Overall Census Equity Score	100	--	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

[1] The demographic index is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. Demographic Index = (% people of color + % low-income) / 2.

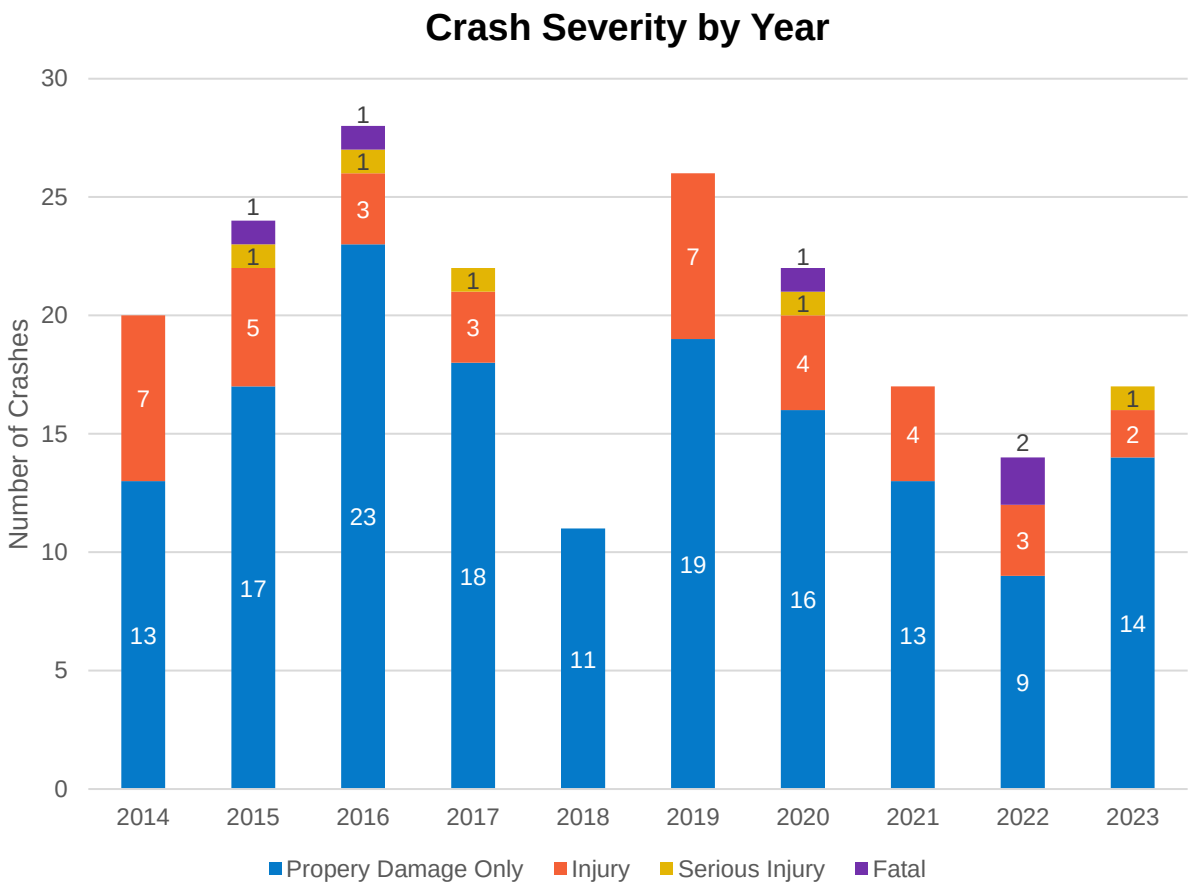
[2] Supplemental Demographic Index = (% low-income + % unemployed + % less than high school education + % limited English speaking + low life expectancy) / 5.

[3] The Justice40 initiative works to ensure 40% of the benefits of federal efforts in sustainability and resilience are shared communities that are marginalized and burdened by pollution.

[4] The Inflation Reduction Act (IRA) provides funding and assistance for environmental justice activities in disadvantaged communities.

Crash Data Review

From 2014 to 2023, a total of 201 crashes were recorded in the study region, including five (5) fatal crashes. This region makes up of 25% of the total fatal crashes within the city boundaries in the past 10 years.



Fatal Crashes

Fatal crash reports from 2014 through 2023 within the subject region were reviewed in full. The fatal crash reports were obtained from ODOT's Crash Analysis Module (CAM) Tool and were reviewed to supplement the validated crash data in the CAM System.

- September 27, 2015: dusk, dry surface, resulted in one fatality. A left turn crash occurred when a vehicle headed northbound on Caledonia Avenue attempted to turn left onto Ravine Drive, and struck a motorcycle travelling southbound on Caledonia Avenue at a high rate of speed. The driver of the motorcycle expired at the scene.

- July 15, 2016: daylight, dry surface, resulted in one fatality. A head-on crash occurred when a vehicle travelling westbound on Noble Road at a high rate of speed was straddling both westbound lanes approaching the Greyton Road intersection. The vehicle struck other vehicles stopped at the traffic light at Greyton Road, and then continued through the intersection, ran off the road, and struck a brick column. The driver of the vehicle expired at the scene.

- October 27, 2020: dark – lighted roadway, wet surface, resulted in one fatality. A single vehicle crash occurred when a vehicle was travelling westbound on Nelaview Road and began to enter N. Taylor Road at the signalized intersection. The driver lost control and ran off the roadway, striking a pole. The driver expired due to injuries sustained.

- February 17, 2022: dark – lighted roadway, wet surface, resulted in one fatality. A single vehicle crash occurred when a vehicle travelling westbound on Nelaview Road ran off the roadway near 937 Nelaview Road, striking multiple trees. The driver expired due to injuries sustained. Toxicology reports indicated the that the driver was under the influence of drugs and alcohol.

- July 14, 2022: dark – lighted roadway, dry surface, resulted in one fatality. A single vehicle crash occurred when a motorcycle travelling west on Monticello Boulevard struck a curb on Monticello Boulevard near Thorne Road and ran into a tree. The driver expired at the scene due to injuries sustained. Toxicology reports indicated the that the driver was under the influence of drugs and alcohol.

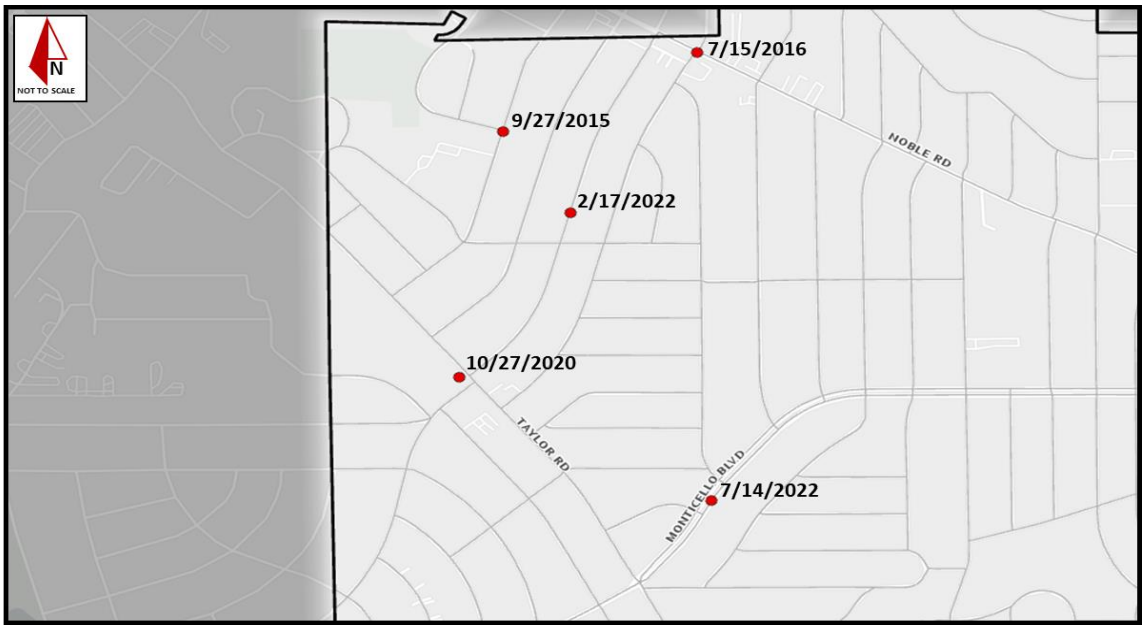
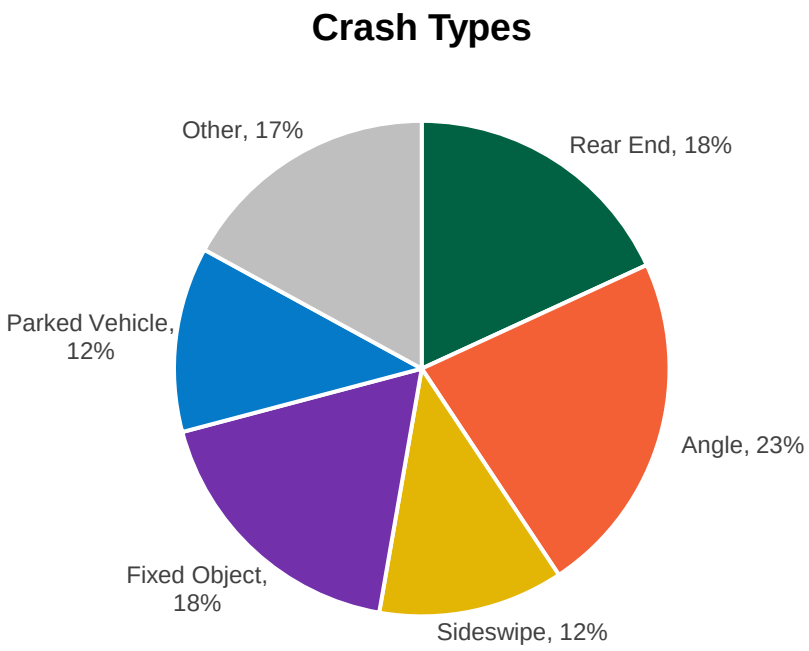


FIGURE 1: FATAL CRASH LOCATIONS, NORTH OF MONTICELLO BLVD

Crash Types

Angle crashes were the most common from 2014 to 2023 along the subject region, accounting for approximately 23% of all crashes. Rear end and fixed object crashes each accounted for approximately 18% of all crashes, and parked vehicle crashes and sideswipes each accounted for another 12% of all crashes. *No other crash type accounted for more than 10% of the overall crashes.*

Of the five fatal crashes, three were fixed object crashes, one was a left turn crash, and one was a head on crash.

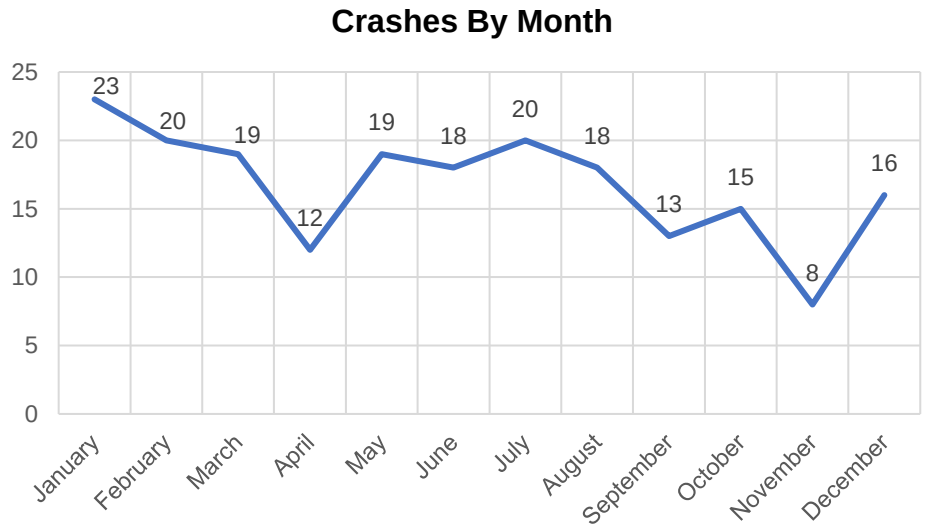


Temporal Trends

Crash data was reviewed for trends pertaining to months, days of the week, and times of day when crashes occurred over the period of 2014 to 2023.

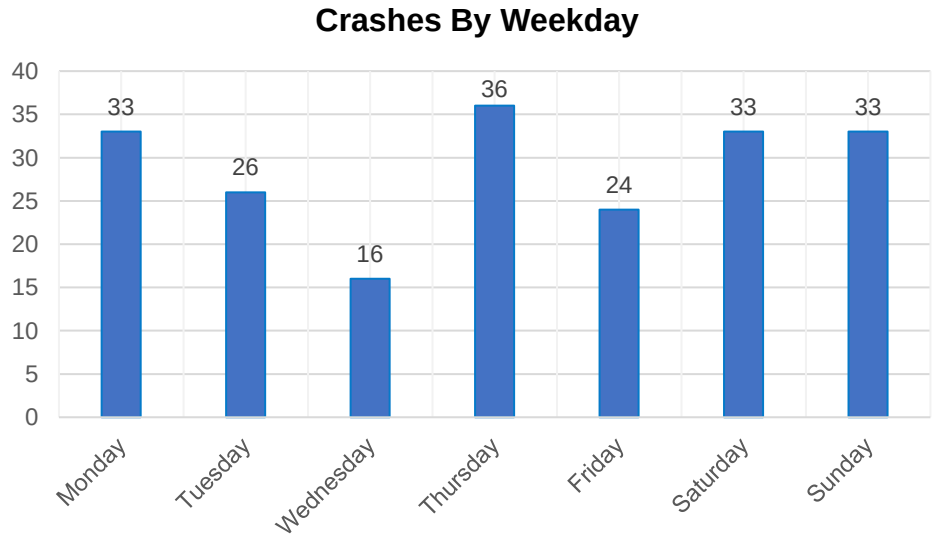
Monthly Distribution

The monthly distribution of crashes indicates that the highest concentration of crashes occurred during the months of January and February, during which approximately 21% of all crashes occurred based on the 10-year crash period analyzed.



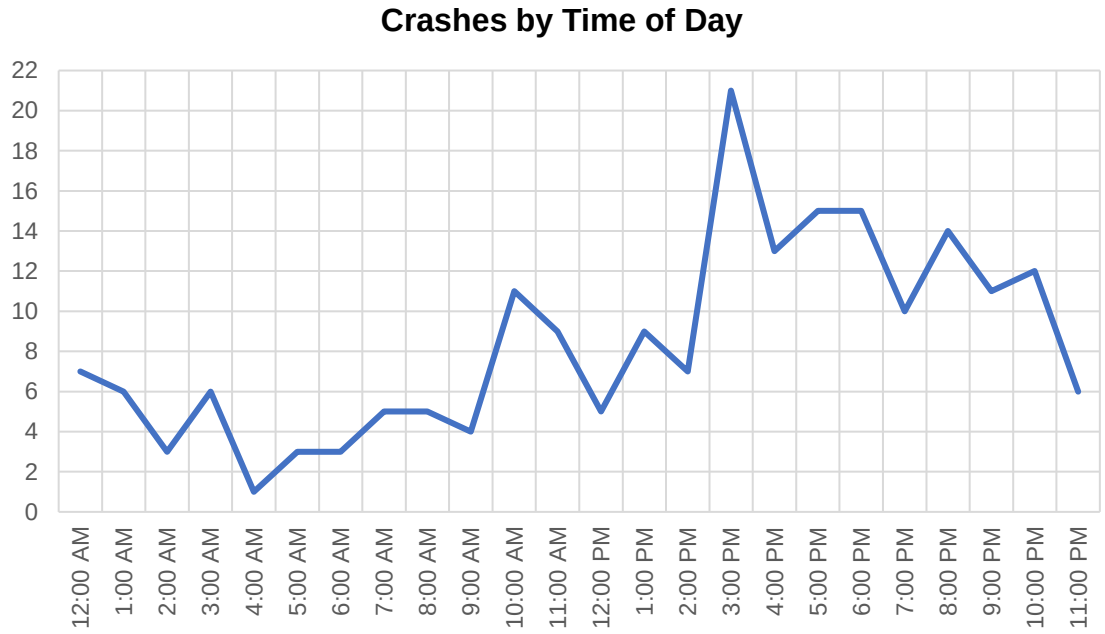
Weekday Distribution

The weekday distribution of crashes indicates that the most common day for crashes is Thursday, which makes up of 18% of the total crashes. Monday, Saturday, and Sunday each make up of approximately 16% of the crashes. The remaining days of the week varied between 8% and 13%, with Wednesday being the least common day of the week for crash occurrences.



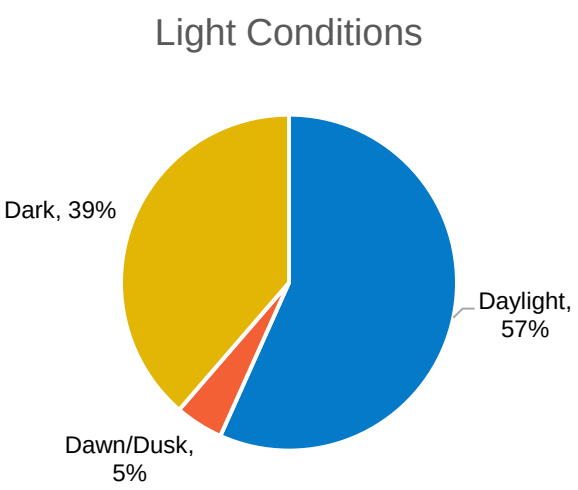
Hourly Distribution

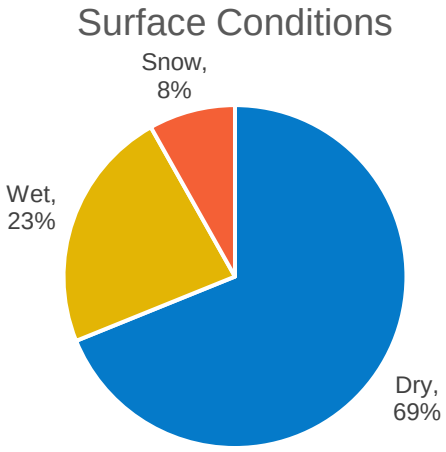
The hourly distribution of recorded crashes indicates that the most common crash times were from 3:00 PM to 7:00 PM, during which 32% of crashes occurred. The surge of crashes at 3:00 PM may be due to school dismissal traffic at Caledonia Elementary school and/or Monticello Middle School.



Contributing Causes

The crash data was evaluated to determine the prevalence of contributing causes such as dark conditions, wet surface conditions, alcohol, and speeding involvement. Approximately 44% of crashes occurred under dark conditions (including dusk and dawn) and 31% occurred with wet or snowy surface conditions. Alcohol was reported to be involved in approximately 9% of crashes during this 10-year period.





PublicCoordinate Comments

Bicycle Route Improvements:

Monticello is absurdly wide for its whole length. As with other former streetcar boulevards, it would be very feasible to lateralize the traffic to one side of the boulevard and turn the other side into a local bike street. This would calm traffic on this notoriously fast road and provide bike access between the northern section of the Heights and business/employment in the south and west. It could also help spur redevelopment in the Noble neighborhoods.

General Area Comment:

There are very few marked crosswalks on this part of Monticello, and as a pedestrian, I don't like just hanging out in the medians while I wait to cross. Traffic also consistently exceeds the posted speed limit of 30 mph. It can be hard to judge when it is safe to cross.

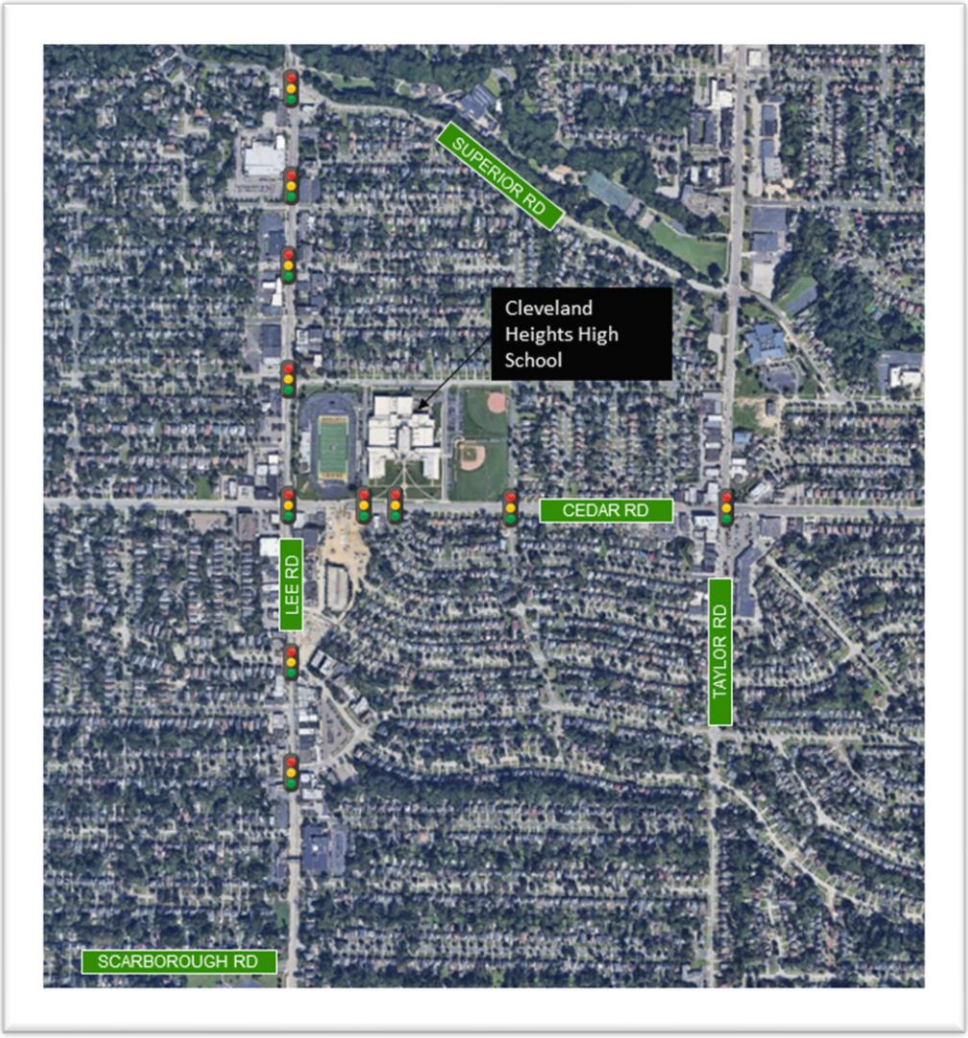
Potential Countermeasures for Consideration

Countermeasure	Scale/Timeframe	Performance Metric	Justification
Install traffic calming treatments such as pavement markings, activated speed warning signs, and speed tables	Medium	Frequency and severity of speeding crashes, Operational speed characteristics (mean, 85th percentile)	Crash trends, public input, Taylor Road Corridor Study, Corridor and Neighborhood Study for Noble Road
Reduce the posted speed limit on Taylor Road from 35 mph to 30 mph	Short	Frequency and severity of speeding crashes, Operational speed characteristics (mean, 85th percentile)	Crash trends, public input
Install retroreflective signal backplates	Short	Frequency and severity of intersection-related crashes	Crash trends
Assess and improve (if needed) the retroreflectivity and visibility of pavement markings	Medium	Pavement markings condition report	Public input, Taylor Road Corridor Study
Road diet on Monticello Boulevard/install separated bicycle lanes	Long	Frequency and severity of crashes	Public Coordinate,
Improve street lighting throughout the neighborhood starting at unsignalized intersections and pedestrian crossings	Medium	Frequency and severity of nighttime crashes	Fatal crashes, Noble Road Corridor and Neighborhood Study
Add in-street supplemental crosswalk signage to all mid-block crossings	Medium	Frequency and severity of pedestrian crashes	Fatal crashes, Pedestrian activity
Universal helmet law for motorcyclists	Long	Frequency and severity of motorcycle crashes Passed policy	Fatal crashes

Roadside hazard assessment and improvements (end treatments, object removal) on Taylor Road and Noble Road	Medium	Frequency and severity of fixed-object crashes	Fatal crashes, crash trends
Campaigns for reducing DUI	Medium	Frequency and severity of alcohol-involved crashes	Fatal crashes
Install high-visibility crosswalks near Monticello Middle School and Oxford Elementary School	Short	Frequency and severity of pedestrian-involved crashes	Land use, pedestrian activity, public comments, public input, Corridor and Neighborhood Study for Noble Road
Assess sidewalk snow removal and encourage best practices (via enforcement)	Short	Frequency and severity of pedestrian involved crashes,	Public input
Install flashing beacons and high-visibility crosswalks on mid-block pedestrian crossings on Monticello Blvd, Noble Rd, and Taylor Rd	Medium	Frequency and severity of pedestrian involved crashes,	Crash trends, public input, Corridor and Neighborhood Study for Noble Road
Install advanced stop bars, curb extensions, median island enhancements, and high-visibility crosswalks on all approaches of the intersection of Monticello Boulevard and Taylor roads. A future study of the intersection may be needed to identify possible geometric changes.	Medium	Frequency and severity of pedestrian involved crashes, pedestrian volume	Taylor Road Corridor Study
Increase push button crossings on Noble Rd, particularly near RTA bus stops/stations	Medium	Frequency and severity of pedestrian involved crashes, RTA ridership	Corridor and Neighborhood Study for Noble Road

CEDAR-LEE CORRIDOR

Cedar Road from Lee Road to Taylor Road; Lee Road from Scarborough Road to Superior Road



Area Characteristics

The segment of Cedar Road bounded by Lee Road and Taylor Road.is abutted by residential land use. Cleveland Heights High School is located to the north of the segment as well. The segment of Lee Road bounded by Superior Road and Scarborough Road is surrounded by residential neighborhoods as well as a select number of commercial properties along both the east and west of the segment. Cleveland Heights High School is in the northeast corner of the intersection of Cedar Road and Lee Road.

Roadway Characteristics

This region consists of the segment of Cedar Road bounded by Lee Road and Taylor Road and the segment of Lee Road bounded by Superior Road and Scarborough Road. Cedar Road is a four-lane, undivided roadway with a posted speed limit of 35 mph. Lee Road is a two-lane roadway with dedicated left turn lanes and/or two-way-left-turn-lanes (TWLTL) with a posted speed limit of 25 mph. There are no speed control devices such as speed humps/ speed tables on these roadways.

The intersection of Cedar Road at Lee Road is a signalized intersection, with crosswalks on all four legs of the intersection. There are no designated bike lanes on either road, but rather, both roadways implement sharrows. Left turns are permitted from Cedar Road onto Lee Road, and left turns are permitted/protected from Lee Road onto Cedar Road. During rush hour, left turns are not permitted at the intersection. There are additional crosswalks to cross Lee Road in several locations. Some locations have push-button activated warning lights; however, most do not.

Equity Considerations

The area surrounding the intersection of Cedar Road and Lee Road was identified as historically transportation disadvantaged or underserved by several metrics. According to the EPA's environmental justice screening and mapping tool, the following equity identifiers were identified on census tracts 39035140702, 39035140600, 39035141500, 39035141602, and 39035141601.

Census Tract 39035140702 Location: Northeast Corner of Cedar & Lee Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	84	--	EPA EJ Screen
Supplemental Demographic Index [2]	59	--	EPA EJ Screen
Climate & Disaster Risk Burden	76	**Yes**	USDOT ETC
Environmental Burden	67	**Yes**	USDOT ETC
Health Vulnerability	94	**Yes**	USDOT ETC
Social Vulnerability	86	**Yes**	USDOT ETC
Transportation Insecurity	13	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census Tract 39035140702 is located in the northeast corner of the intersection of Cedar Rd and Lee Rd. It is recognized as disadvantaged by USDOT, and four out of five of the component scores were classified as disadvantaged: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The tract was identified as having high climate and disaster risk burden based primarily on the impervious surfaces within the tract falling in the 76th percentile nationally. The tract was identified as having a high environmental burden based on a very high percentage of pre-1980s housing (99th percentile) and high proximity to hazardous sites (87th percentile) and high-volume roads (86th percentile). In addition, the tract is identified as having high health vulnerability due to the prevalence of conditions such as asthma (96th percentile), diabetes (95th percentile), low mental health (93rd percentile), and high blood pressure (91st percentile). The tract has a high social vulnerability due to its high rate of unemployment (98th percentile), uneven wealth distribution (endemic inequality) (93rd percentile), and residents under the 200% poverty line (91st percentile).

Census Tract 39035140600 Location: Northwest Corner of Cedar & Lee Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	57	--	EPA EJ Screen
Supplemental Demographic Index [2]	38	--	EPA EJ Screen
Climate & Disaster Risk Burden	72	**Yes**	USDOT ETC
Environmental Burden	67	**Yes**	USDOT ETC
Health Vulnerability	82	**Yes**	USDOT ETC
Social Vulnerability	27	No	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	No	EPA EJ Screen
EPA IRA [4]	--	No	EPA EJ Screen

Census Tract 39035140600 is located in the northwest corner of the intersection of Cedar Rd and Lee Rd There is a significant amount of impervious land cover (70th percentile), making the tract vulnerable to extreme weather events. Much of the tract is exposed to hazardous sites (87th percentile) and high-volume roads (86th percentile).There is a high prevalence of a variety of health conditions, such as asthma (87th percentile), diabetes (84th percentile), and high blood pressure (81st percentile)Manyresidents are housing cost burdened (75th percentile), have a lack of internet access (77th percentile), and are aged 65 or older (70th percentile).

Census Tract 39035141500 Location: Southwest Corner of Cedar & Lee Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	44	--	EPA EJ Screen
Supplemental Demographic Index [2]	35	--	EPA EJ Screen
Climate & Disaster Risk Burden	70	**Yes**	USDOT ETC
Environmental Burden	68	**Yes**	USDOT ETC
Health Vulnerability	67	**Yes**	USDOT ETC
Social Vulnerability	43	No	USDOT ETC
Transportation Insecurity	13	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	No	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census Tract 39035141500 is located in the southwest corner of the intersection of Cedar Rd and Lee Rd. The tract is vulnerable to anticipated changes in extreme weather (84th percentile), making it a climate and disaster risk burden. There is a high volume of pre-1980's housing (97th percentile), and much of the tract is exposed to hazardous sites (71st percentile) and airports (72nd percentile) . In addition, the tract is exposed to higher concentrations of ozone (75th percentile) and PM 2.5 (82nd percentile). There is also high prevalence of a variety of health conditions, including asthma (76th percentile), cancer (76th percentile), and mental health conditions (70th percentile). There is a high rate of unemployment in the tract (87th percentile) as well as endemic inequality and the uneven distribution of wealth (95th percentile).

Census Tract 39035141602 Location: Southeast Corner of Cedar & Lee Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	72	--	EPA EJ Screen
Supplemental Demographic Index [2]	78	--	EPA EJ Screen
Climate & Disaster Risk Burden	86	**Yes**	USDOT ETC
Environmental Burden	67	**Yes**	USDOT ETC
Health Vulnerability	84	**Yes**	USDOT ETC
Social Vulnerability	40	No	USDOT ETC
Transportation Insecurity	8	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	No	EPA EJ Screen
EPA IRA [4]	--	No	EPA EJ Screen

Census Tract 39035141602 is located in the southeast corner of the intersection of Cedar Rd and Lee Rd. There is a significant amount of impervious land cover (76th percentile), making the tract vulnerable to extreme weather events (85th percentile). Much of the tract is exposed to high-volume roadways (86th percentile), hazardous sites (97th percentile), in addition to high levels of ozone (76th percentile) and PM 2.5 (81st percentile). There is a high prevalence of a variety of health conditions, such as asthma (88th percentile), diabetes (87th percentile), and high blood pressure (85th percentile)

Census Tract 39035141601 Location: Southeast Corner of Lee & Ormond Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	16	--	EPA EJ Screen
Supplemental Demographic Index [2]	14	--	EPA EJ Screen
Climate & Disaster Risk Burden	69	**Yes**	USDOT ETC
Environmental Burden	66	**Yes**	USDOT ETC
Health Vulnerability	59	No	USDOT ETC
Social Vulnerability	6	No	USDOT ETC
Transportation Insecurity	21	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	No	EPA EJ Screen
EPA IRA [4]	--	No	EPA EJ Screen

Census Tract 39035141601 is located in the southeast corner of the intersection of Lee Rd and Ormond Rd. The tract is classified as disadvantaged for two of the five component scores based on the USDOT ETC: Climate & Disaster Risk Burden and Environmental Burden. The tract has a high climate and disaster risk burden due to its high anticipation of changes in extreme weather (83rd percentile). Additionally, the tract has a high environmental burden due to its high volume of 1980's housing (99th percentile), as well as high concentrations of ozone (75th percentile) and PM 2.5 (82nd percentile). The tract is proximal to railways (71st percentile) and airports (72nd percentile).

SUMMARY			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	63	--	EPA EJ Screen
Supplemental Demographic Index [2]	49	--	EPA EJ Screen
Climate & Disaster Risk Burden	75	**Yes**	USDOT ETC
Environmental Burden	67	**Yes**	USDOT ETC
Health Vulnerability	77	**Yes**	USDOT ETC
Social Vulnerability	40	No	USDOT ETC
Transportation Insecurity	14	No	USDOT ETC
Overall Census Equity Score	20	--	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

[1] The demographic index is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. Demographic Index = (% people of color + % low-income) / 2.

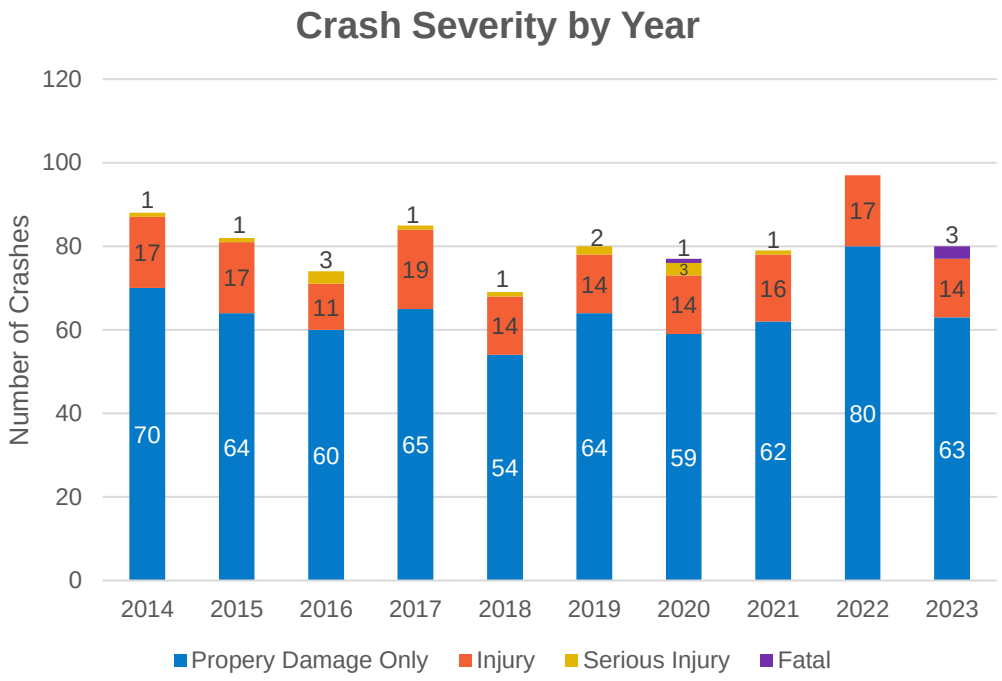
[2] Supplemental Demographic Index = (% low-income + % unemployed + % less than high school education + % limited English speaking + low life expectancy) / 5.

[3] The Justice40 initiative works to ensure 40% of the benefits of federal efforts in sustainability and resilience are shared communities that are marginalized and burdened by pollution.

[4] The Inflation Reduction Act (IRA) provides funding and assistance for environmental justice activities in disadvantaged communities.

Crash Data Review

From 2014 to 2023, a total of 811 crashes were recorded in the study region, including four (4) fatal crashes. Three of the four fatal crashes occurred in the year 2023, and the fourth occurred in 2019.



Fatal Crashes

Fatal crash reports from 2014 through 2023 within the subject region were reviewed in full. The fatal crash reports were obtained from ODOT's Crash Analysis Module (CAM) Tool and were reviewed to supplement the validated crash data in the CAM System.

- December 28, 2020: dawn, wet surface, resulted in one fatality. A bicycle crash occurred when a vehicle travelling southbound on Lee Road approaching Coleridge Road, attempted to pass a bicycle traveling on the right side of the southbound lane of traffic (near the curb). The bicycle moved into the middle of the lane in front of the vehicle, and the vehicle struck the bicycle. The cyclist expired due to injuries sustained.

- January 19, 2023: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred when a vehicle travelling northbound on Lee Road failed to yield to a pedestrian walking eastbound across Lee Road in a marked crosswalk. The pedestrian expired due to injuries sustained.

- February 5, 2023: dark – lighted roadway, dry surface, resulted in one fatality. A pedestrian crash occurred at the intersection of Lee Road and Cedar Road, when a vehicle travelling northbound on Lee Road ran a red light, struck a vehicle headed westbound on Cedar Road, causing the first vehicle to strike a pedestrian in the north crosswalk. The pedestrian expired due to injuries sustained.

- October 4, 2023: daylight, dry surface, resulted in one fatality. A left turn crash occurred when a moped travelling eastbound on Cedar Road was approaching the intersection with Goodnor Road when another vehicle was making a westbound-left turn from Cedar Road onto Southbound Goodnor Road. The moped attempted to brake but could not in time and caused the vehicle to run over the fallen moped driver. The moped operator expired due to injuries sustained.

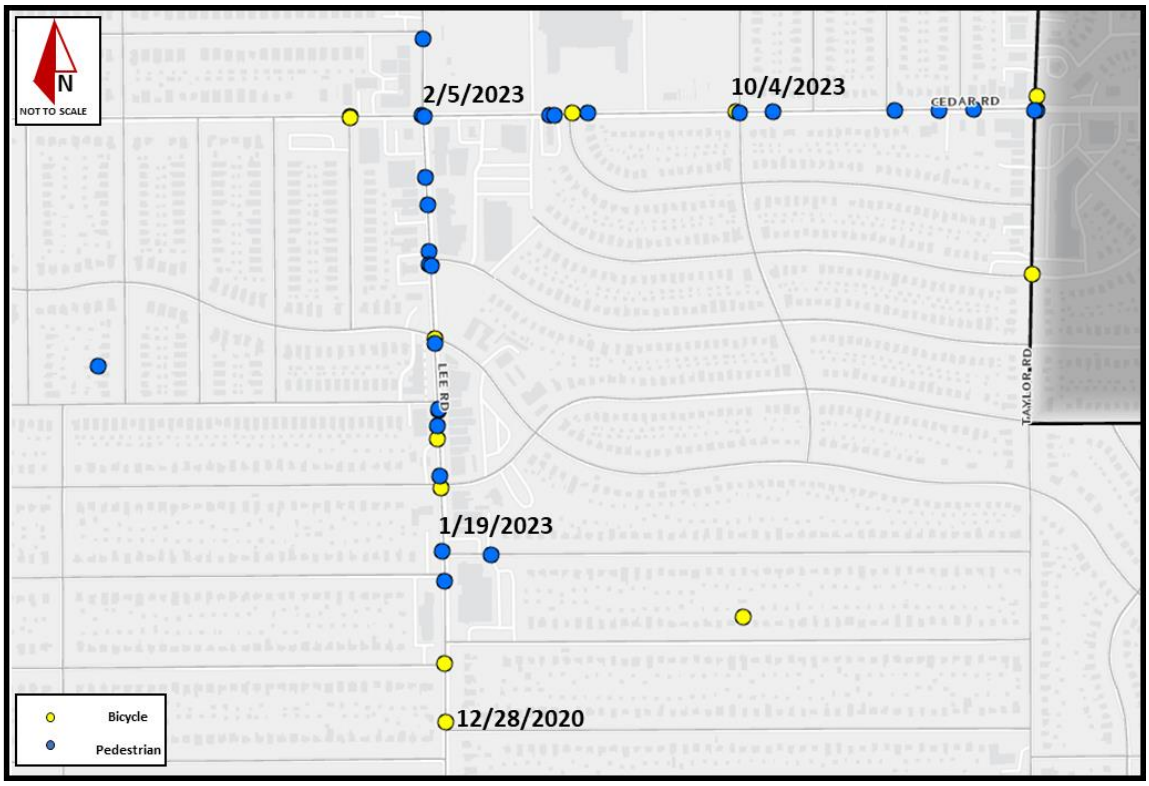
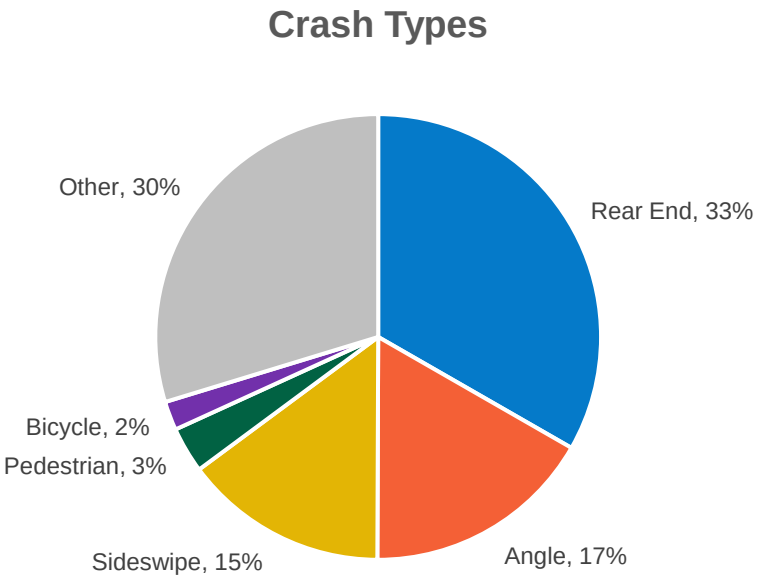


FIGURE 1: CEDAR-LEE FATAL, PEDESTRIAN, AND BIKE CRASH LOCATIONS

Crash Types

Rear-end crashes were the most common from 2014 to 2023 along this region, accounting for approximately one-third of all crashes. Angle and sideswipe crashes each accounted for another 17% and 15% of crashes, respectively. *No other crash type accounted for more than 10% of the overall crashes.*

Of the four fatal crashes, two involved pedestrians, one involved a bicycle, and one involved a moped.

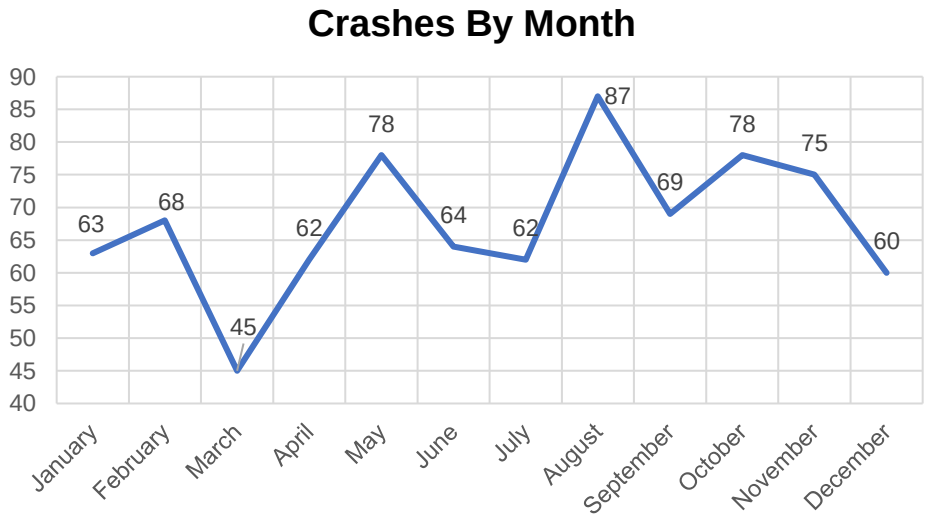


Temporal Trends

Crash data was reviewed for trends pertaining to months, days of the week, and times of day when crashes occurred over the period of 2014 to 2023.

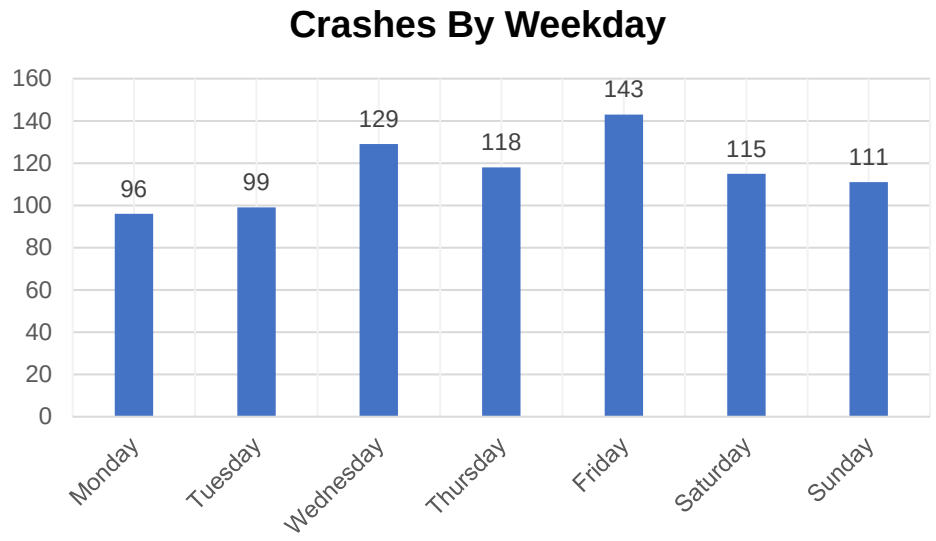
Monthly Distribution

The monthly distribution of crashes indicates that the highest concentration of crashes occurred during the month of August, during which approximately 11% of all crashes occurred based on the 10-year crash period analyzed. March was the least common month for crashes, making up of 6% of the crashes.



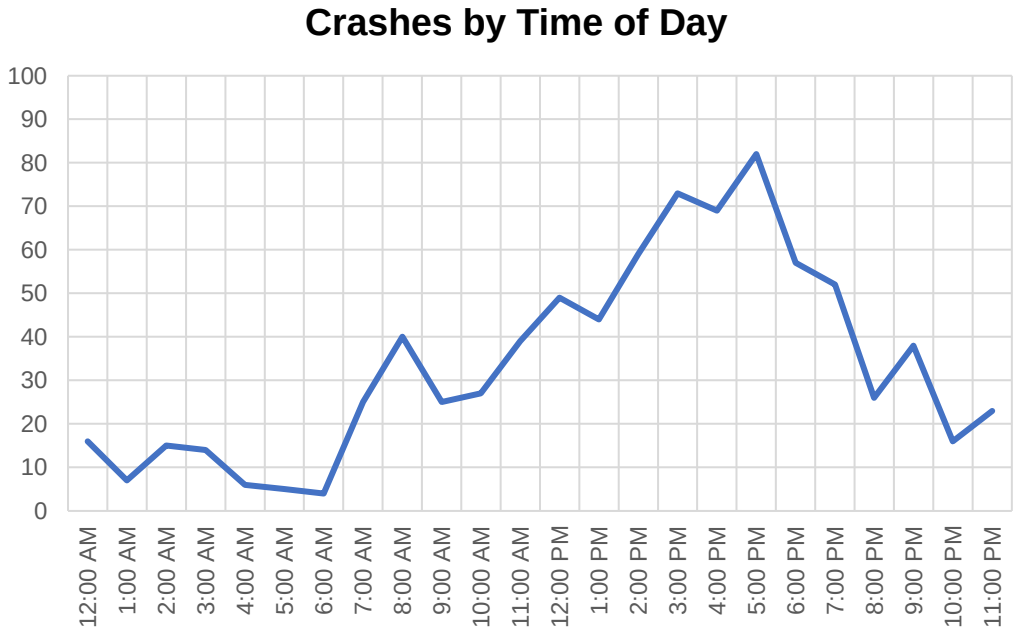
Weekday Distribution

The weekday distribution of crashes indicates that the most common day for crashes is Friday, which makes up of 18% of the total crashes. with Monday and Tuesday were the least common day for crashes, each making up of 12% of the crashes.



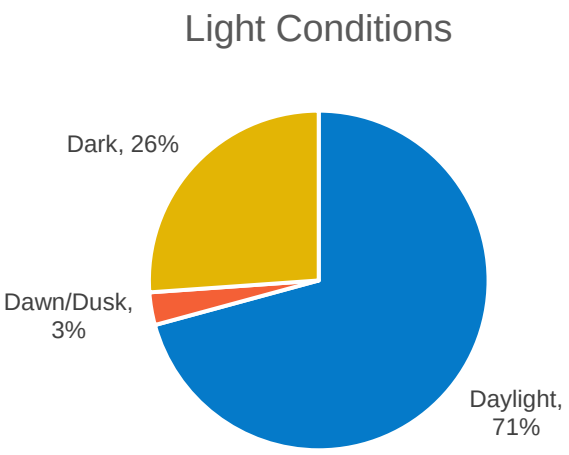
Hourly Distribution

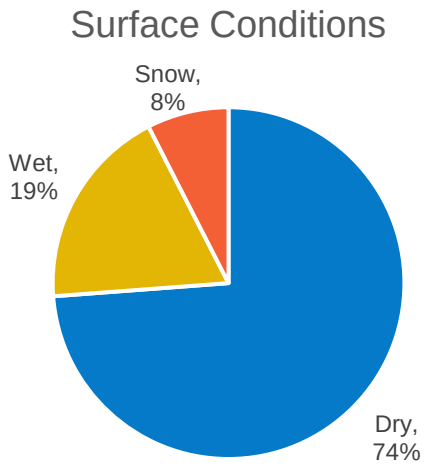
The hourly distribution of recorded crashes indicates that the most common crash times were from 3:00 PM to 6:00 PM, during which 28% of crashes occurred.



Contributing Causes

The crash data was evaluated to determine the prevalence of contributing causes such as dark conditions, wet surface conditions, alcohol, and speeding involvement. Approximately 29% of crashes occurred under dark conditions (including dusk and dawn) and 27% occurred with wet or snowy surface conditions. Alcohol was reported to be involved in approximately 3% of crashes during this 10-year period. Speeding contributed to 7% of crashes.





PublicCoordinate Comments

Cedar Road and Lee Road Intersection:

Cedar should have dedicated left turn lanes, especially at Coventry, Lee, and Taylor. No one respects the rush hour left turn ban. And even outside of rush hour, the confusion of whether cars are going straight or turning, people trying to switch lanes, and the left turn backup pressure makes these intersections dangerous and confusing.

Cedar Road and Lee Road Intersection:

This intersection isn't great because it's a key intersection of the pedestrian, cycling, transit and automotive networks, all in a small footprint. No idea how we fix that long term, but better traffic calming on all sides of the intersection would be a good start.

Lee Road:

Lee Road is desperately in need of a road diet, and connects business districts on Mayfield-Lee, Cedar-Lee, and south in Shaker Heights. The road needs traffic calming/narrowing, and the lack of parallel roads means there are no other direct routes for cyclists to take in this area. The road needs to be given a diet, and modern, LTS 2 or better bike lanes added throughout to connect our many key Lee Road business districts together.

General Area Comment:

I love that Lee, Taylor, Euclid Heights, etc. are designated as "not a through street". Now let's narrow them and close them to traffic once a week or so for "Neighborhood Nights" or whatever you want to call hanging out with your neighbors in the street.

Sidewalk Recommendation:

I recommend a multipurpose path wide enough for walking and cycling along Lee Rd. all the way between the southern city limits at North Park to Monticello. This could be combined with a road diet on Lee (and possible Monticello) to provide a safe and comfortable cross-city connection for all residents whether in a car or not.

Pedestrian and Sidewalk Recommendation:

This is a walk-to-school route and elementary school students are walking in the street in the winter because the law is not enforced, and the city only plows the sidewalks in certain neighborhoods (looking at you Severance/Taylor). The "safe route" program is a joke until fundamental issues like student safety are addressed.

Essex and Lee Road Intersection:

Both my kids and I have been nearly hit in the crosswalk at this intersection (and several others on Lee). The problem is people turning right on red, without stopping/looking for pedestrians. A “no turn on red” policy along Lee would hopefully help!!

Crosswalk Recommendation (Lee Road):

This signaled crosswalk is dangerous. drivers drive fast and pedestrians are not comfortable crossing here. This crossing needs something more: perhaps a more aggressive traffic signal, a speed table, or narrow lanes with a concrete traffic island in the middle.

Safety Concern:

The 'sharrows' on Lee are a joke. It is incredibly dangerous to ride a bicycle on Lee. Drivers attempt to pass on the left, and nearly run the cyclist off the road. And the shoulder is filled with litter, broken glass, and plant debris. Really unsafe to bike on Lee, which is a main connector. And S. Taylor is even worse!

Cedar Road and S Taylor Road Intersection:

Cedar should have dedicated left turn lanes, especially at Coventry, Lee, and Taylor. No one respects the rush hour left turn ban. And even outside of rush hour, the confusion of whether cars are going straight or turning, people trying to switch lanes, and the left turn backup pressure makes these intersections dangerous and confusing.

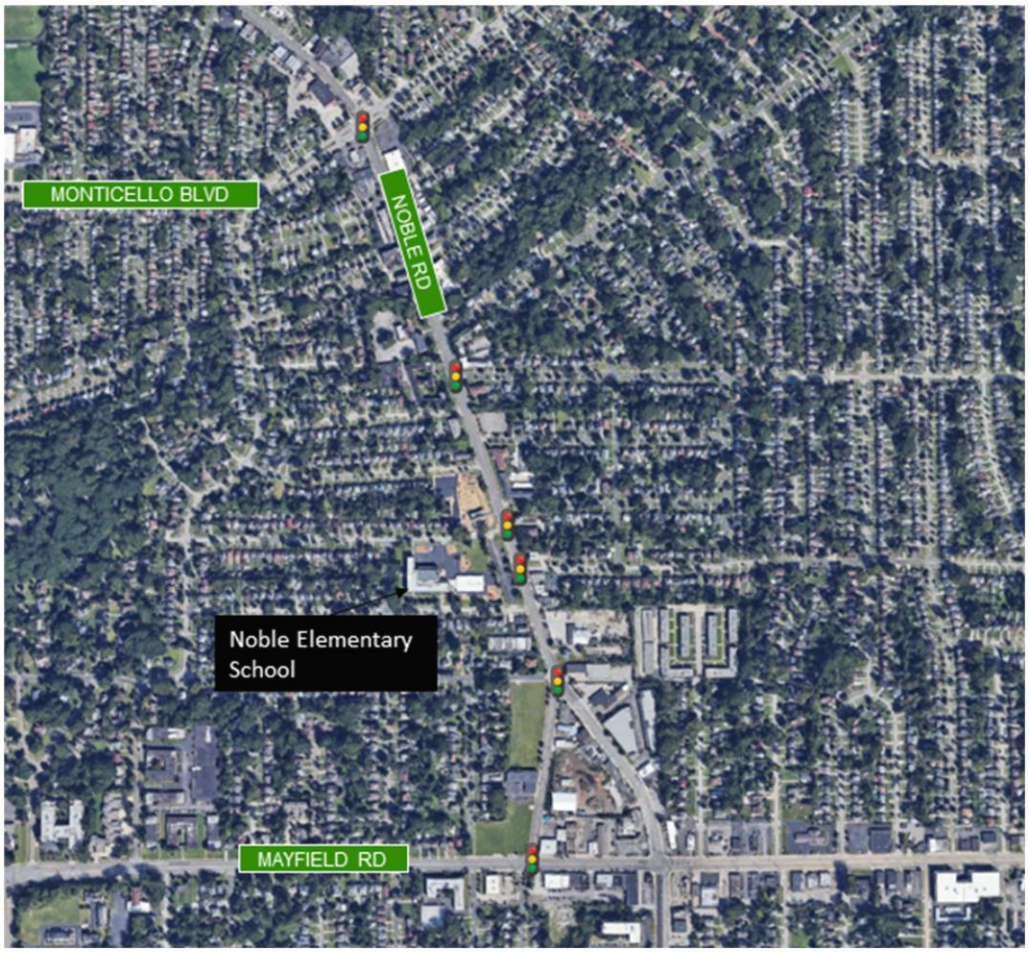
Potential Countermeasures

Countermeasure	Scale/Timeframe	Performance Metric	Justification
Sharrows Restoration along Cedar Rd	Short	Frequency of bicycle crashes	Bicycle crash data
Protected left turn phase at Cedar Rd and Lee Rd intersection	Short	Frequency of rear end and pedestrian crashes	Rear end crash data, PublicCoordinate
No right turns on red (RTOR) along Lee Rd	Short	Frequency of pedestrian crashes	PublicCoordinate
Additional high visibility crosswalks along Cedar Road and Lee Road	Short	Frequency of pedestrian crashes	Pedestrian crash data
“Use crosswalk” MUTCD signage along Cedar Rd	Short	Frequency of pedestrian crashes	Pedestrian crash data
Add in-street supplemental crosswalk signage to all mid-block crossings	Short	Frequency of pedestrian crashes	Pedestrian crash data
Maintain adequate sidewalk width	Short	Frequency of pedestrian crashes. Surveys asking pedestrians how safe they feel/Resident feedback.	Pedestrian crash data
Address sidewalk disrepair and vegetation	Short	Frequency of pedestrian crashes. Surveys asking pedestrians how safe they feel/Resident feedback.	Pedestrian crash data
Restrict on-street parking for the Southbound approach on the Cedar Rd and Lee Rd intersection	Low	Frequency of backing and rear end crashes	Backing and rear end crash data

Prohibit on-street parking along Cedar Road and Lee Road	Low	Frequency and severity of rear-end crashes	Crash trends
Pre-timed signaling at Cedar Rd and Lee Rd intersection	Medium	Frequency of rear end crashes	Rear end crash data
Leading pedestrian intervals along Cedar-Lee corridor	Medium	Frequency of pedestrian crashes	Pedestrian crash data
Replacing RRFBs with Pedestrian Hybrid Beacons	Medium	Frequency of pedestrian crashes	2022 Cedar Lee Traffic Memo
Addition of rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacon at Lee Rd and Berkshire Rd	Medium	Frequency of pedestrian crashes	PublicCoordinate
Median barriers along Cedar Rd	Medium	Frequency of pedestrian crashes	Pedestrian crash data
Raised crosswalks along Lee Rd	Medium	Frequency of pedestrian crashes	PublicCoordinate
Multipurpose path along Lee Rd	Long	Frequency of pedestrian and bicycle crashes	PublicCoordinate
Addition of dedicated left turn lanes at Cedar Rd and South Taylor Rd	Long	Frequency of all crash types	Crash data, PublicCoordinate
Addition of separated bicycle lanes along the Cedar- Lee corridor	Long	Frequency of bicycle crashes	PublicCoordinate
Remove or relocate further from the road objects	Medium	Frequency and severity of object crashes	Crash trends

NOBLE ROAD

Mayfield Road to Monticello Boulevard



Area Characteristics

The northern and southern limits of this segment of Noble Road are abutted by commercial land uses, including retail, office, and restaurant uses. Noble Elementary School and Church on the Heights are on the west side of the segment and the rest of the corridor is abutted by single-family and multi-family residential uses.

Roadway Characteristics

This segment of Noble Road is a four-lane undivided roadway, with a posted speed limit of 35 mph. There are six signalized intersections along the segment at Mayfield Road, Warrensville Center Road/Glenwood Road, Ardmore Road, Montevista Road, Elmwood Road, and Monticello Boulevard. There are no dedicated bike lanes, but the outside lanes in both directions feature sharrows. There are sidewalks along both sides of the roadway.

Equity Considerations

The area surrounding Noble Road was identified as historically transportation disadvantaged or underserved by several metrics. According to the EPA's environmental justice screening and mapping tool, the following equity identifiers were identified on census blockgroups 390351404001, 390351405001, 390351404002, 390351404003, and 390351405003:

- Unemployment rate: up to 16%
- Percent of low-income households: up to 61%
- Identified as persons of color: up to 89%
- Percent of individuals who reported as speaking limited English: up to 12%

Census Blockgroup 390351404001 Location: Northwest corner of the Monticello Blvd and Noble Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	88	--	EPA EJ Screen
Supplemental Demographic Index [2]	78	--	EPA EJ Screen
Climate & Disaster Risk Burden	78	**Yes**	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	91	**Yes**	USDOT ETC
Social Vulnerability	45	No	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351494001 is located on the northwest corner of the Monticello Blvd and Noble Rd intersection. The blockgroup is disadvantaged in three out of the five component scores: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. The blockgroup is disadvantaged in anticipated changes in extreme weather (81st percentile) and contains a significant amount of impervious land cover (67th percentile). In addition, the blockgroup contains a high volume of pre-1980s housing (98th percentile), is proximal to hazardous sites (87th percentile) and high-volume roads (86th percentile). As for health vulnerability, there is a high prevalence of asthma (93rd percentile), high blood pressure (89th percentile), and diabetes (92nd percentile).

Census Blockgroup 390351405001 Location: Southeast corner of the Monticello Blvd and Noble Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	63	--	EPA EJ Screen
Supplemental Demographic Index [2]	29	--	EPA EJ Screen
Climate & Disaster Risk Burden	49	No	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	46	No	USDOT ETC
Social Vulnerability	66	**Yes**	USDOT ETC
Transportation Insecurity	39	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

The census blockgroup 390351405001, located on the southeast corner of the intersection between Monticello Blvd and Noble Rd, is only disadvantaged in 2 out of the 5 component scores in the USDOT ETC: Environmental Burden and Social Vulnerability. It is highlighted as having a high environmental burden, with disadvantages in ozone level (80th percentile), hazardous sites proximity (87th percentile), pre-1980's housing (96th percentile), and high-volume road proximity (86th percentile). Socially, the blockgroup has a high percentage of unemployment (85th percentile) and residents at the 200% poverty line (76th percentile), in addition to a majority under housing tenure (81st percentile)

Census Blockgroup 390351404002 Location: West of Noble Rd between Monticello Blvd and Montevista Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	68	--	EPA EJ Screen
Supplemental Demographic Index [2]	11	--	EPA EJ Screen
Climate & Disaster Risk Burden	78	**Yes**	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	91	**Yes**	USDOT ETC
Social Vulnerability	45	No	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

The census blockgroup 390351404002, located west of Noble Rd between Monticello Blvd and Montevista Rd. Based on the USDOT ETC, the blockgroup is classified as disadvantaged in three of the five component score areas. The blockgroup is disadvantaged in Climate & Disaster Risk Burden due to high anticipated changes in extreme weather (81st percentile) and a significant amount of impervious land cover (67%). For Environmental Burden, the blockgroup has a high volume of pre-1980's housing (98th percentile) and is proximal to hazardous sites (87th percentile), toxics release sites (84th percentile), and high-volume roads (86th percentile). Health Vulnerability has the highest percentile rank at 91st, with high prevalence for asthma (93rd percentile), cancer (77th percentile), high blood pressure (89th percentile), diabetes (92nd percentile), and low mental health (85th percentile).

Census Blockgroup 390351404003 Location: Northwest corner of the Noble Rd and Mayfield Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	36	--	EPA EJ Screen
Supplemental Demographic Index [2]	16	--	EPA EJ Screen
Climate & Disaster Risk Burden	78	**Yes**	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	91	**Yes**	USDOT ETC
Social Vulnerability	45	No	USDOT ETC
Transportation Insecurity	15	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

The census blockgroup 390351404003, located on the northwest corner of the Noble Rd and Mayfield Rd intersection is disadvantaged in 3 out of the 5 disadvantage components according to the USDOT ETC. It is disadvantaged in Climate & Disaster Risk Burden due to high anticipated changes in extreme weather (81st percentile) and impervious surfaces (67%). For Environmental Burden, the blockgroup has higher levels of ozone (80th percentile) and PM2.5 (79th percentile). It is proximal to hazardous sites (87th percentile), toxics release sites (84th percentile), and high-volume roads (86th percentile). The blockgroup also contains high amounts of pre-1980's housing (98th percentile). Health Vulnerability has the highest percentile rank at 91st, with disadvantages in prevalence for asthma (93rd percentile), high blood pressure (89th percentile), and diabetes (92nd percentile).

Census Blockgroup 390351405003 Location: Northeast corner of the Mayfield Rd and Noble Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	86	--	EPA EJ Screen
Supplemental Demographic Index [2]	48	--	EPA EJ Screen
Climate & Disaster Risk Burden	49	No	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	46	No	USDOT ETC
Social Vulnerability	66	**Yes**	USDOT ETC
Transportation Insecurity	39	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

The blockgroup 390351405003 is located on the northeast corner of the intersection between Noble Rd and Mayfield Rd. According to the USDOT ETC, 2 out of the 5 component scores are marked as disadvantaged. The blockgroup is environmentally disadvantaged regarding pre-1980s housing (96th percentile), hazardous sites proximity (87th percentile), toxics release sites proximity (83rd percentile), and high-volume road proximity (86th percentile). In addition, the blockgroup is also disadvantaged in under the Social Vulnerability identifier, with significant indicators including the 200% poverty line (76th percentile), unemployment (85th percentile), and house tenure (81st percentile) affecting the area.

SUMMARY			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	68	--	EPA EJ Screen
Supplemental Demographic Index [2]	30	--	EPA EJ Screen
Climate & Disaster Risk Burden	64	No	USDOT ETC
Environmental Burden	80	**Yes**	USDOT ETC
Health Vulnerability	68	**Yes**	USDOT ETC
Social Vulnerability	56	No	USDOT ETC
Transportation Insecurity	27	No	USDOT ETC
Overall Census Equity Score	50	--	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

[1] The demographic index is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. Demographic Index = (% people of color + % low-income) / 2.

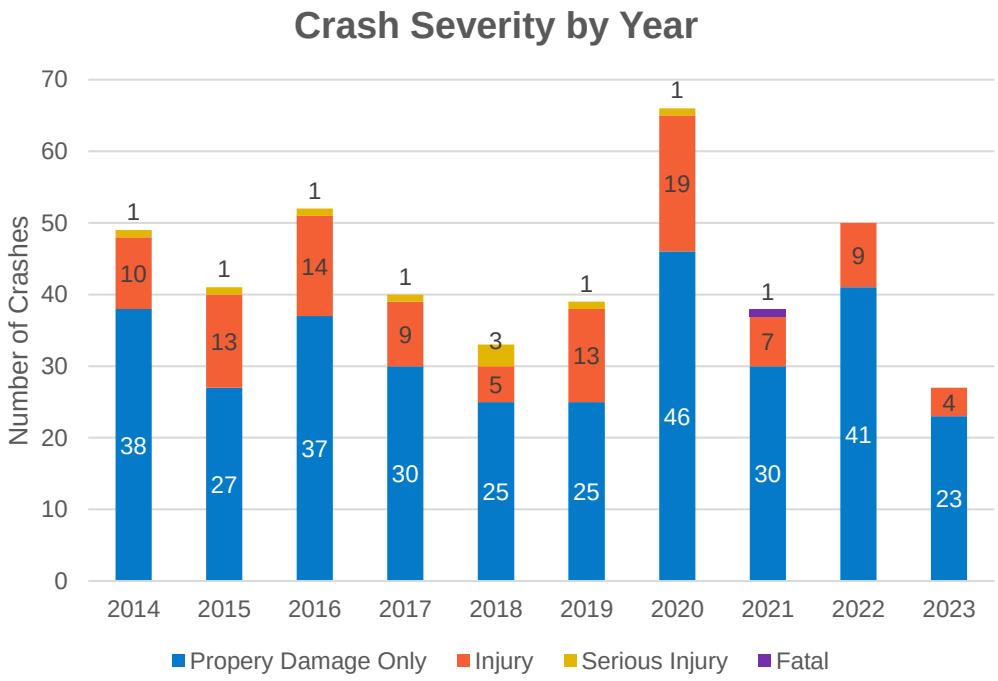
[2] Supplemental Demographic Index = (% low-income + % unemployed + % less than high school education + % limited English speaking + low life expectancy) / 5.

[3] The Justice40 initiative works to ensure 40% of the benefits of federal efforts in sustainability and resilience are shared communities that are marginalized and burdened by pollution.

[4] The Inflation Reduction Act (IRA) provides funding and assistance for environmental justice activities in disadvantaged communities.

Crash Data Review

From 2014 to 2023, a total of 435 crashes were recorded in the study segment of Noble Road, including one (1) fatal crash. Another fatal crash on Monticello Boulevard, nearby the Noble Road intersection, was included in the fatal crash analysis below. Both fatal crashes were pedestrian-involved crashes.



Fatal Crashes

Fatal crash reports from 2014 through 2023 within the subject region were reviewed in full. The fatal crash reports were obtained from ODOT's Crash Analysis Module (CAM) Tool and were reviewed to supplement the validated crash data in the CAM System.

- October 5, 2021: daylight, dry surface conditions. A pedestrian crash occurred when a vehicle travelling southbound on Noble Road struck a pedestrian who was walking westbound across Noble Road at an unmarked location. The pedestrian succumbed to injuries sustained in the crash.

- August 27, 2023: dark – lighted, dry surface conditions. A pedestrian crash occurred when a vehicle travelling westbound on Monticello Boulevard approaching Roanoke Road ran over a pedestrian who had been walking northbound and fell in the travel lane. The pedestrian succumbed due to injuries sustained in the crash.

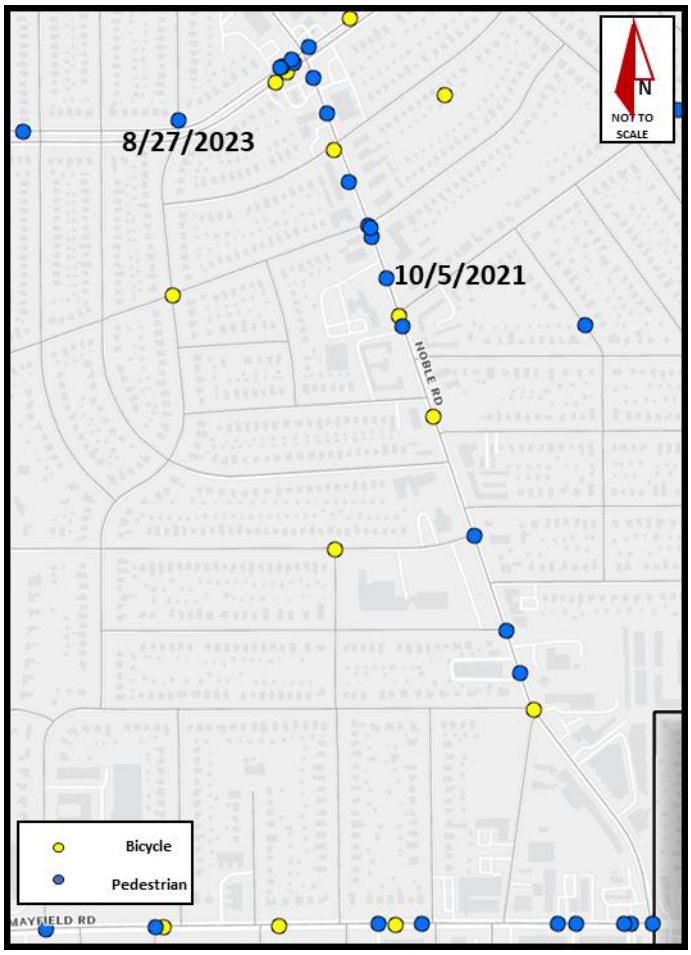
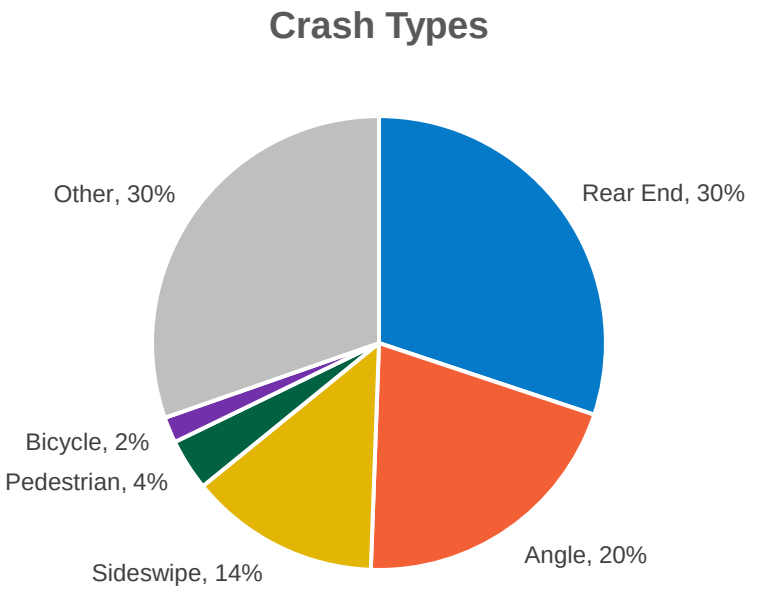


FIGURE 1: PEDESTRIAN AND BIKE CRASH LOCATIONS, NOBLE ROAD

Crash Types

Rear-end crashes were the most common from 2014 to 2023 along the subject corridor, accounting for approximately 30% of all crashes. Angle crashes accounted for 20% of crashes and sideswipes accounted for 14% of crashes. No other crash type accounted for more than 10% of the overall crashes.

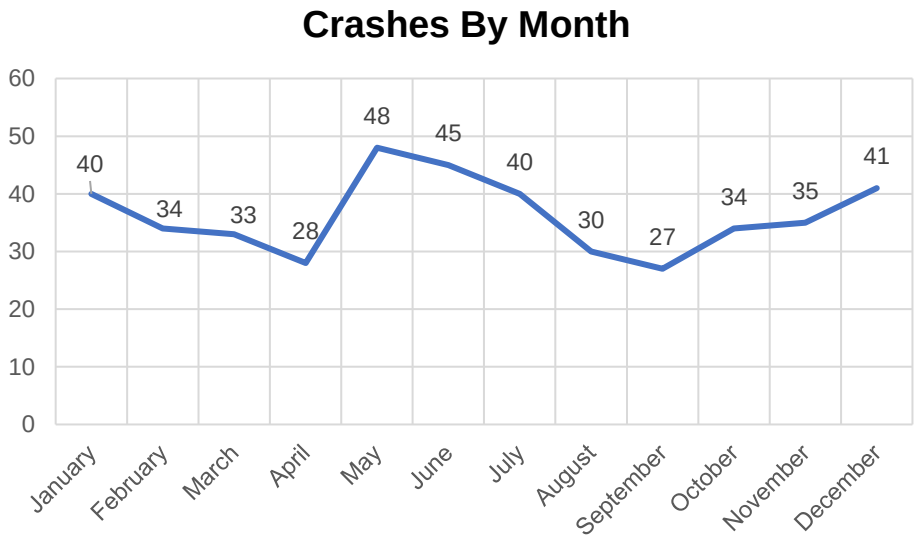


Temporal Trends

Crash data was reviewed for trends pertaining to months, days of the week, and times of day when crashes occurred over the period of 2014 to 2023.

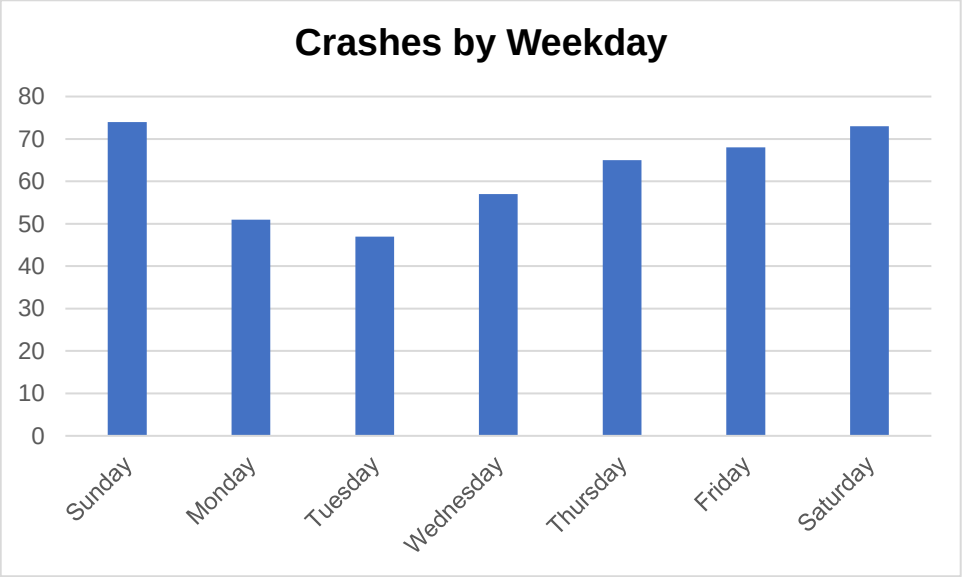
Monthly Distribution

The monthly distribution of crashes indicates that the highest concentration of crashes occurred during the months of May and June, during which approximately 21% of all crashes occurred based on the 10-year crash period analyzed. The fewest crashes (6%) occurred during September.



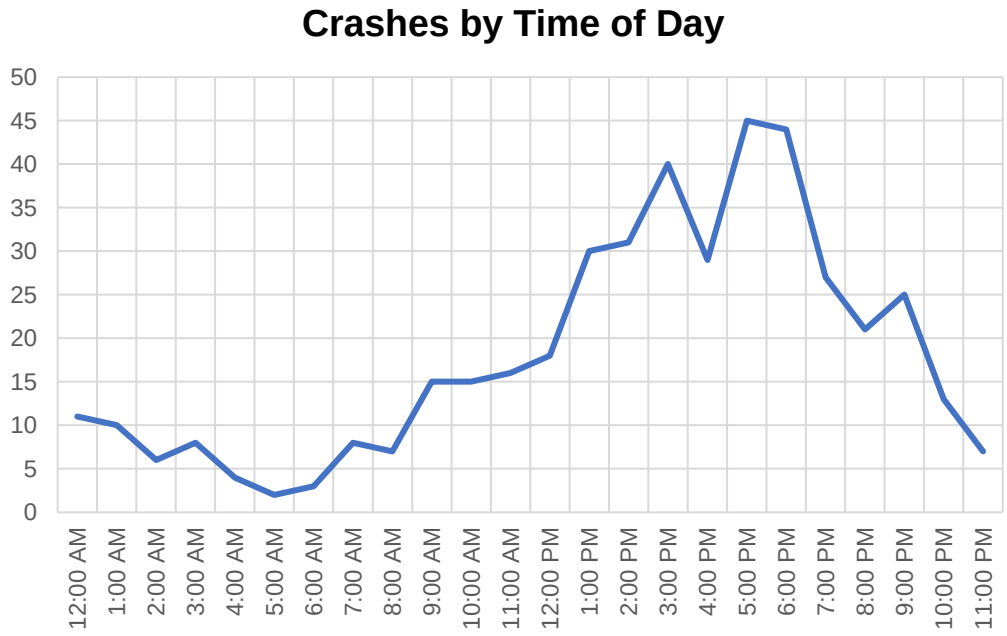
Weekday Distribution

The weekday distribution of crashes indicates that the most common days for crashes are Saturday and Sunday, which comprise approximately 34% of the total crashes. Monday and Tuesday are the least common crash days, each making up of approximately 11-12% of the crashes.



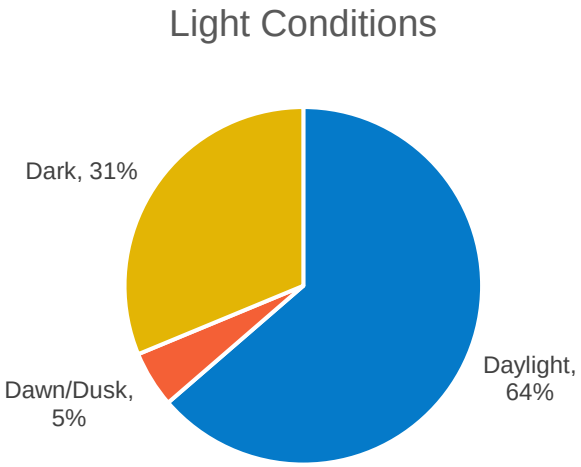
Hourly Distribution

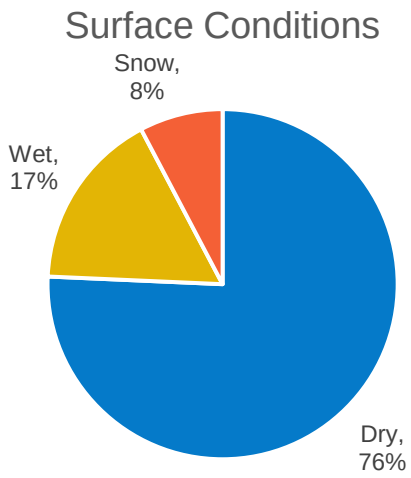
The hourly distribution of recorded crashes indicates that the most common crash times were from 5:00 PM to 7:00 PM, during which 20% of crashes occurred. The 5:00 PM to 7:00 PM window is typically consistent with evening peak hour traffic conditions.



Contributing Causes

The crash data was evaluated to determine the prevalence of contributing causes such as dark conditions, wet surface conditions, alcohol, and speeding involvement. Approximately 36% of crashes occurred under dark conditions (including dusk and dawn) and 25% occurred with wet or snowy surface conditions. Speeding was reported to be involved in 8% of crashes, and distracted driving was reported to be involved in approximately 6% of crashes during the 10-year analysis period.





PublicCoordinate Comments

Noble Road at Clarence Road

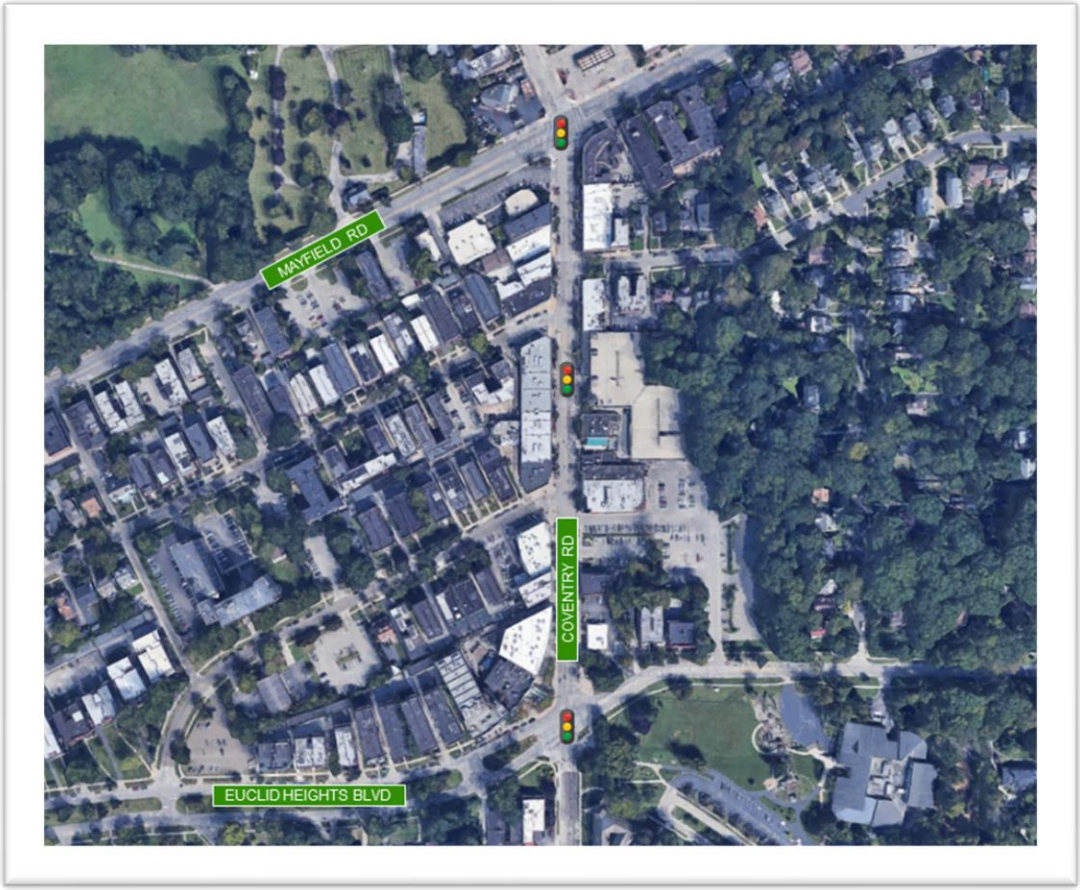
Reduce Noble from EC [East Cleveland] border to Roanoke Rd to two-lane road while adding a center turn lane. This would not only help to reduce speeds and calm traffic overall, but could also allow space for proper bike lanes - encouraging alternate modes of transportation.

Potential Countermeasures for Consideration

Countermeasure	Scale/Timeframe	Performance Metric	Justification
Road Diet/ Roadway Reconfiguration	Long	Frequency and severity of all crashes	TAC recommendation; Pedestrian and bicycle crashes; Presence of school; Land Use
Upgrade school zone signage	Short	Vehicle speeds in school zone	Public input; Presence of school
Add/Improve Street Lighting	Medium	Lighting; Frequency of nighttime crashes	Public input
Dedicated Bike Lanes	Medium	Frequency of bicycle crashes; Increase in bicycle traffic	2017 Cleveland Heights Master Plan; 2015 Eastside Greenway Plan
Restrict right turn on red at traffic signals	Short	Frequency of VRU crashes	Land use; Pedestrian activity
Leading pedestrian interval at traffic signals	Short	Frequency of VRU crashes	Land use; Pedestrian activity
Increased RTA route frequency (currently 30-min)	Medium	Improved Route 41 stop frequency	Land use; TAC recommendation
Provide high-visibility crosswalk markings at all intersections	Medium	Frequency and severity of pedestrian crashes	Crash data, Pedestrian activity
Remove or relocate object further from the road	Medium	Frequency and severity of run-off-road/fixed object crashes	Land use
Install raised pavement markings	Medium	Frequency and severity of run-off-road crashes	Land use, crash data
Improve visibility/retroreflectivity of shoulder pavement markings	Short	Frequency and severity of run-off-road/fixed object crashes	Land use

COVENTRY ROAD

Euclid Heights Boulevard to Mayfield Road



Area Characteristics

This segment of Coventry Road is in a business district, with parallel parking on both sides of the roadway. The segment of Coventry Road is abutted by both commercial land uses, such as retail, as well as residential land uses along both the east and west sides of the segment.

Roadway Characteristics

This segment of Coventry Road is a two-lane undivided roadway with a 25 mph speed limit. There are signals at Coventry Road's intersections with Euclid Heights Boulevard and Mayfield Road, as well as a mid-block signal at the entrance/exit of the Coventry Parking Garage. There are no bicycle lanes, but there are sharrows for both directions of travel along the road. Sidewalks are present on both sides of the roadway.

Equity Considerations

The area surrounding Coventry Road was identified as historically transportation disadvantaged or underserved by several metrics. According to the EPA's environmental justice screening and mapping tool, the following equity identifiers were identified on census block-groups 390351411002, 390351411001, and 390351410001.

Census Blockgroup 390351411002 Location: Northwest Corner of Euclid Heights Blvd and Coventry Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	72	--	EPA EJ Screen
Supplemental Demographic Index [2]	54	--	EPA EJ Screen
Climate & Disaster Risk Burden	78	**Yes**	USDOT ETC
Environmental Burden	70	**Yes**	USDOT ETC
Health Vulnerability	57	No	USDOT ETC
Social Vulnerability	62	No	USDOT ETC
Transportation Insecurity	19	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351411002 is located on the northwest corner of the Euclid Heights Blvd and Coventry Rd intersection. Two out of the five component scores are classified as disadvantaged. The blockgroup is environmentally disadvantaged, with relatively high national percentile ranks in areas such as high-volume road proximity, diesel PM levels, ozone levels, and pre-1980s housing. The blockgroup is also disadvantaged with health vulnerability shown in extremely high levels of asthma (98th percentile) and low mental health prevalence (98th percentile) are present. Social Vulnerability is the blockgroup's most significant indicator of disadvantage, as it carries high percentages of house tenure (98th percentile), housing cost burden (95th percentile), and the 200% poverty line (92nd percentile).

Census Blockgroup 390351411001 Location: Northeast Corner of Euclid Heights Blvd and Coventry Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	31	--	EPA EJ Screen
Supplemental Demographic Index [2]	29	--	EPA EJ Screen
Climate & Disaster Risk Burden	78	**Yes**	USDOT ETC
Environmental Burden	70	**Yes**	USDOT ETC
Health Vulnerability	57	No	USDOT ETC
Social Vulnerability	62	No	USDOT ETC
Transportation Insecurity	19	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351411001 is located on the northwest corner of the Euclid Heights Blvd and Coventry Rd intersection. Two out of the five component scores are classified as disadvantaged. The blockgroup is environmentally disadvantaged, with relatively high national percentile ranks in areas such as high-volume road proximity, diesel PM levels, ozone levels, and pre-1980s housing. The blockgroup is also disadvantaged with health vulnerability shown in extremely high levels of asthma (98th percentile) and low mental health prevalence (98th percentile) are present. Social Vulnerability is the blockgroup's most significant indicator of disadvantage, as it carries high percentages of house tenure (98th percentile), housing cost burden (95th percentile), and the 200% poverty line (92nd percentile).

Census Blockgroup 390351410001 Location: North of Euclid Heights Blvd and Coventry Rd Intersection			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	89	--	EPA EJ Screen
Supplemental Demographic Index [2]	62	--	EPA EJ Screen
Climate & Disaster Risk Burden	64	No	USDOT ETC
Environmental Burden	69	**Yes**	USDOT ETC
Health Vulnerability	85	**Yes**	USDOT ETC
Social Vulnerability	86	**Yes**	USDOT ETC
Transportation Insecurity	19	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351410001 is located North of the Euclid Heights Blvd and Coventry Rd Intersection. Three out of the five USDOT ETC components are classified as disadvantaged. The indicator with the lowest disadvantage is Environmental Burden, with high-percentile characteristics such as PM 2.5 level (81st percentile), diesel level (81st percentile), pre-1980's housing (81st percentile), and high-volume road proximity (86th percentile). Health Vulnerability issues are also present within the blockgroup, with a high prevalence of asthma (98th percentile) and low mental health conditions (98th percentile). Social Vulnerability carries the highest disadvantage, where the blockgroup faces housing cost burdens (98th percentile), housing tenure (95th percentile), and 200% poverty line (92nd percentile).

SUMMARY			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	64	--	EPA EJ Screen
Supplemental Demographic Index [2]	60	--	EPA EJ Screen
Climate & Disaster Risk Burden	71	**Yes**	USDOT ETC
Environmental Burden	70	**Yes**	USDOT ETC
Health Vulnerability	71	**Yes**	USDOT ETC
Social Vulnerability	74	**Yes**	USDOT ETC
Transportation Insecurity	19	No	USDOT ETC
Overall Census Equity Score	50	--	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

[1] The demographic index is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. Demographic Index = (% people of color + % low-income) / 2.

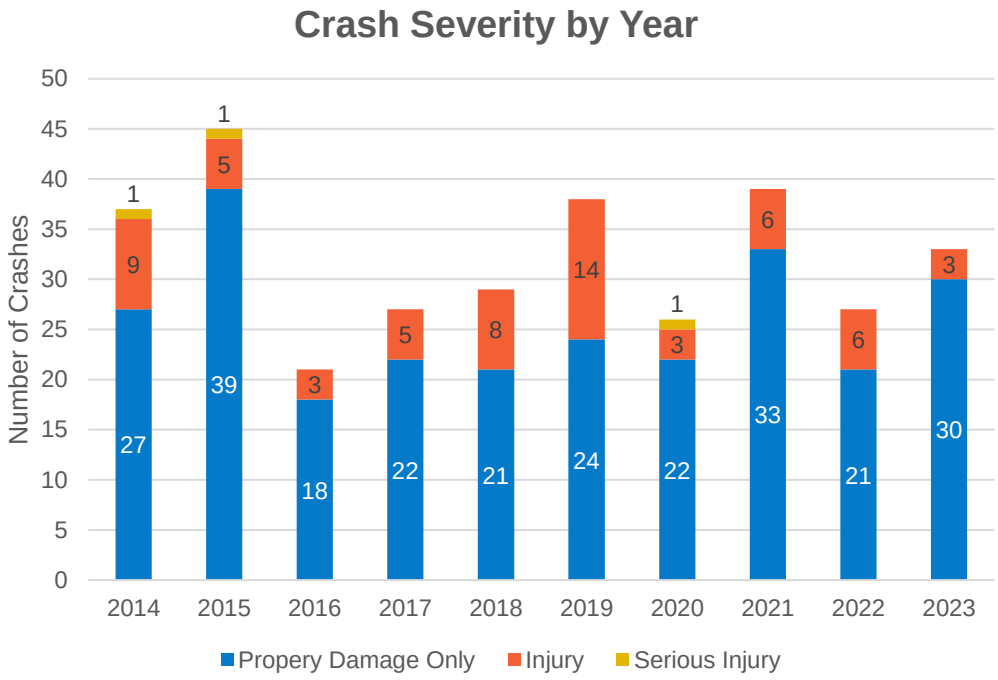
[2] Supplemental Demographic Index = (% low-income + % unemployed + % less than high school education + % limited English speaking + low life expectancy) / 5.

[3] The Justice40 initiative works to ensure 40% of the benefits of federal efforts in sustainability and resilience are shared communities that are marginalized and burdened by pollution.

[4] The Inflation Reduction Act (IRA) provides funding and assistance for environmental justice activities in disadvantaged communities.

Crash Data Review

From 2014 to 2023, a total of 322 crashes were recorded in the study region. Most crashes in this region are property damage only (PDO) crashes.



Fatal Crashes

No fatal crashes were reported on this segment of Coventry Road. There were three serious injury crashes, one involving a pedestrian, and two fixed object crashes.

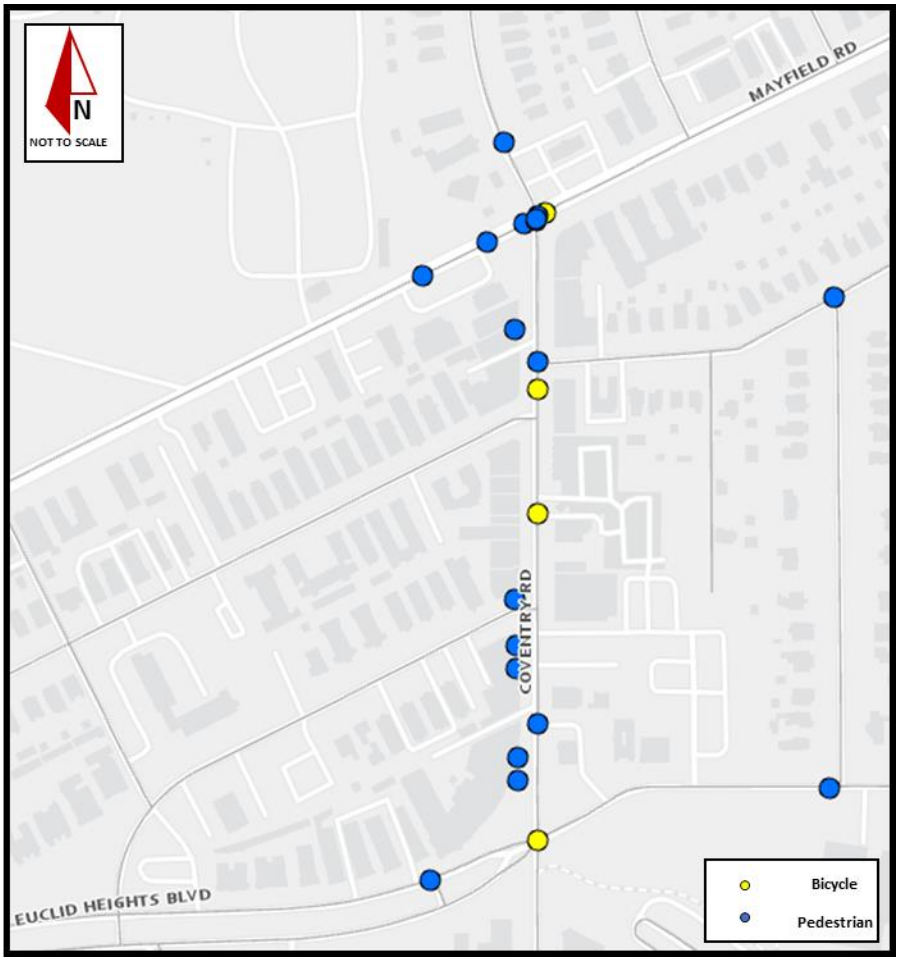
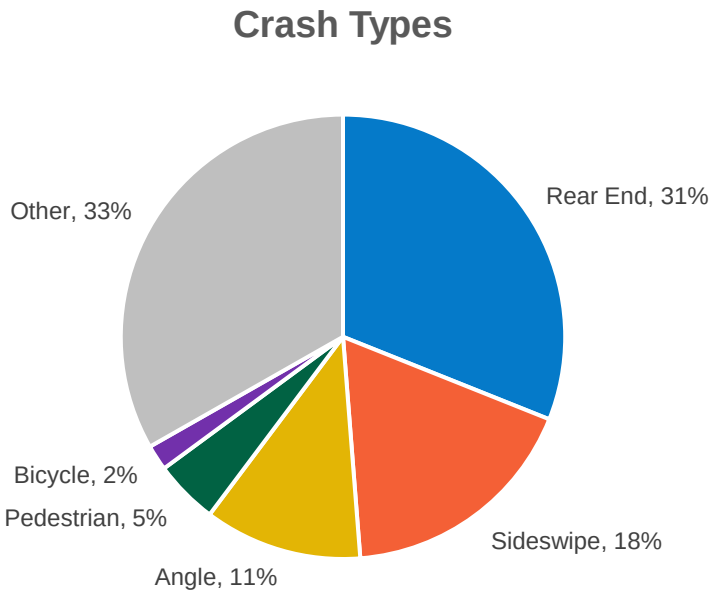


FIGURE 1: PEDESTRIAN AND BIKE CRASH LOCATIONS, COVENTRY ROAD

Crash Types

Rear end crashes were the most common from 2014 to 2023 along the subject region, accounting for approximately 31% of all crashes. Sideswipes made up of 18% of the total crashes, while angle crashes made up of 11%. No other crash type accounted for more than 10% of the overall crashes.

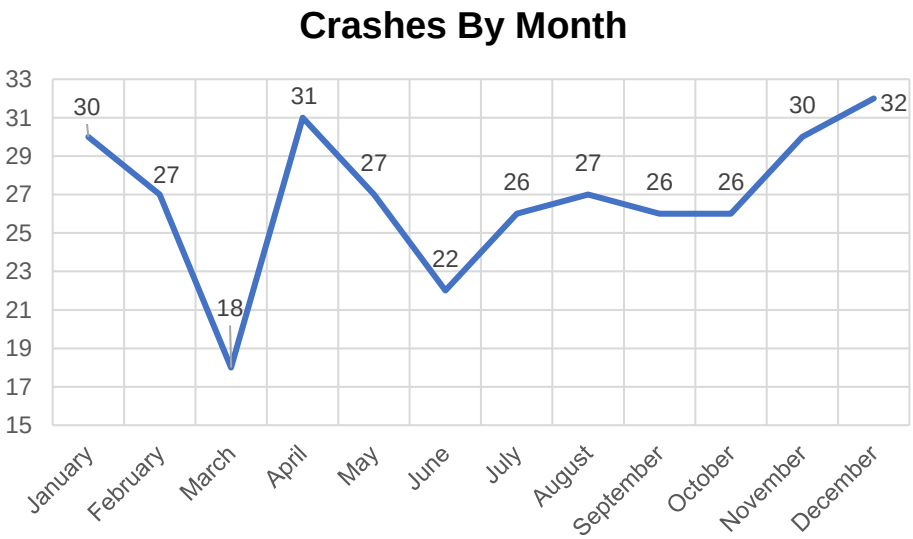


Temporal Trends

Crash data was reviewed for trends pertaining to months, days of the week, and times of day when crashes occurred over the period of 2014 to 2023.

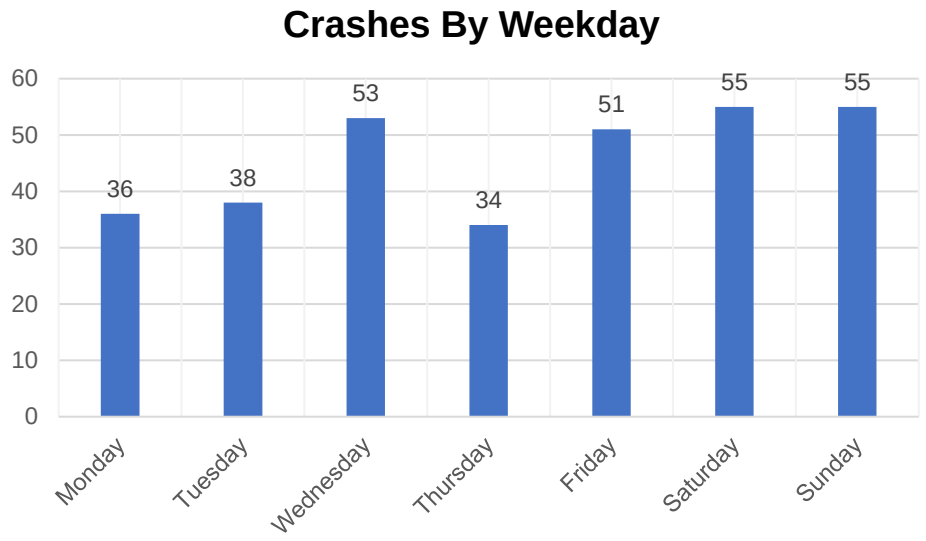
Monthly Distribution

The monthly distribution of crashes indicates that the highest concentration of crashes occurred during the months of January, February, November, and December, with these months making up of approximately 40% of all crashes that occurred based on the 10-year crash period analyzed. March was the least common month for crashes, with 6% of crashes occurring during that month.



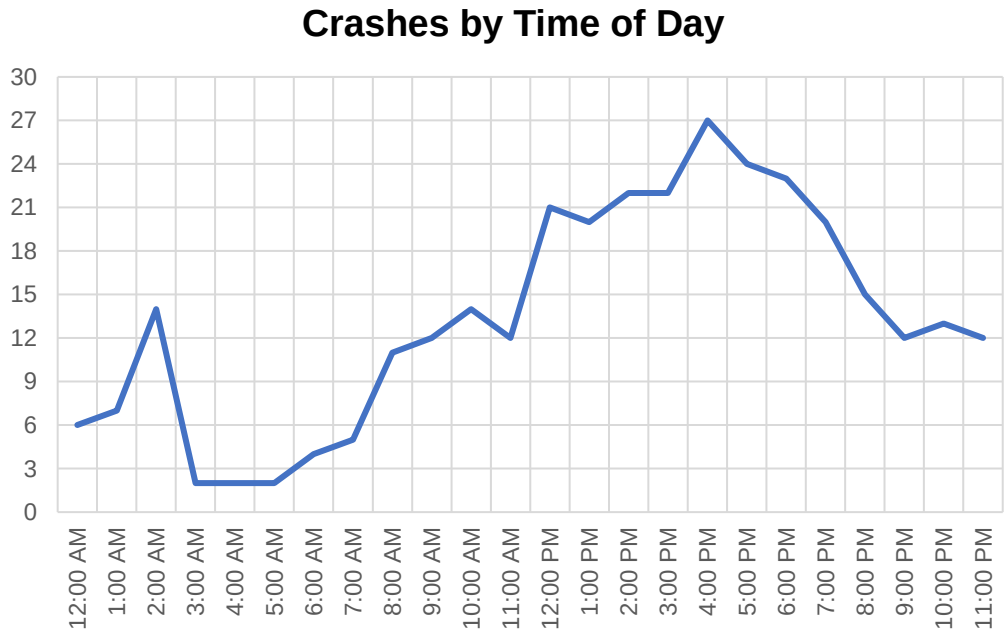
Weekday Distribution

The weekday distribution of crashes indicates that the most common days for crashes are Saturday and Sunday, which make up of 34% of the total crashes. Thursday is the least common day of the week for crash occurrences, making up of 10% of reported crashes.



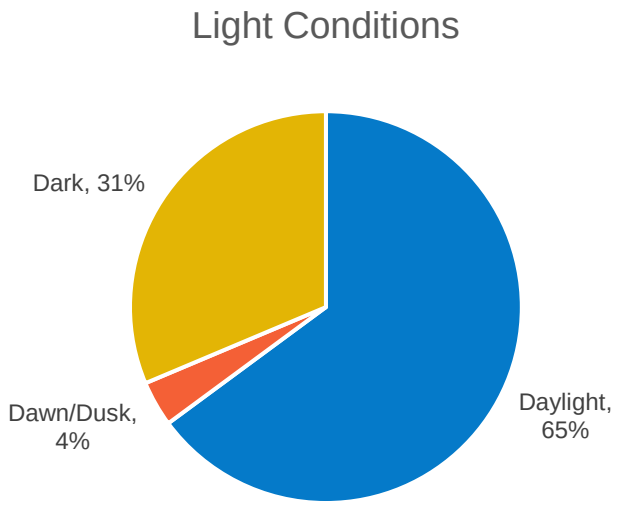
Hourly Distribution

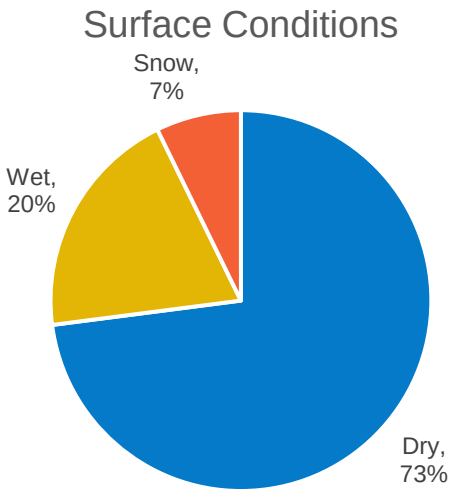
The hourly distribution of recorded crashes indicates that the most common crash times were from 3:00 PM to 7:00 PM, during which 30% of crashes occurred. It was also observed that 20% of crashes occurred between 9:00 PM and 3:00 AM in this region. 17% of the crashes that occurred between 9:00 PM and 3:00 AM involved alcohol.



Contributing Causes

The crash data was evaluated to determine the prevalence of contributing causes such as dark conditions, wet surface conditions, alcohol, and speeding involvement. Approximately 35% of crashes occurred under dark conditions (including dusk and dawn) and 27% occurred with wet or snowy surface conditions. Alcohol was reported to be involved in approximately 5% of crashes during this 10-year period, however, alcohol was involved in 17% of crashes in this region between 9PM and 3AM. Speed was a factor in 8% of the crashes.





PublicCoordinate Comments

Euclid Heights Blvd and Coventry Rd. Intersection:

This intersection is far too wide and fast for the entrance to a business district. I would love to see the city experiment with a mini roundabout here, as it is appropriate for the (relatively low) traffic loads and would serve and important traffic calming role for this neighborhood. In future, consideration should also be given to how the bike network connects across here. If Euclid Heights can see a road diet creating a Bike Street, connecting that street North to Coventry, and Southeast to Washington though an Utrecht style roundabout could be an excellent use of grants or substantial funds.

Accessibility Concern (Euclid Heights and Coventry Rd):

The crossing times are too short for many folks, especially those who walk slowly or use mobility devices. The rounded curbs also encourage fast turns. Allowing for longer crossing intervals - and ideally leading crossing intervals - would help address this issue and cost very little. This intersection is an example of where this change could be useful, but it is not the only one - LPIs and longer intervals should be considered at all intersections by commercial districts, parks, and schools.

Sidewalk Improvements:

While the sidewalks are narrow here, the greater issue is the crossings. The current road is straight and wide, which pedestrian crossings are lengthened by the double-sided parking, and hidden due to lack of daylighting. This area is desperately in need of some of the first emergency measures, including daylighting of all ped crossings, daylighting of all side streets/driveways, "curb extensions" with paint and flex posts for crossings, and other measures to reduce vehicle speeds to ~20mph.

Bicycle Route Improvements:

Coventry has some of the highest bike mode share and percent of car-free households in the city (and possibly the state), yet has no bike lanes and a fast, wide road through it. Making this street safe for bikes by lowering speed and/or adding bike lanes should be a priority.

Safety Concern:

Coventry sees the highest proportion of cyclist traffic of any of Cleveland heights' business district. This despite the road being at Level of Traffic Stress 3. Reigning in through-traffic on this local street, and bringing this street down to at least LTS 2, must be a priority in the CESAP.

Safety Concern:

There are two unsignalized, mid-block crossings in the Coventry commercial district. One of these is at the intersection with Hampshire and the other at Lancashire. The yield rate to pedestrians is low and vehicles are regularly parked on top of the crosswalk. When trying to turn onto Coventry, many vehicles pull up onto the crosswalk as well. These issues could likely be mitigated if the intersections were daylighted, so visibility was better for everyone involved.

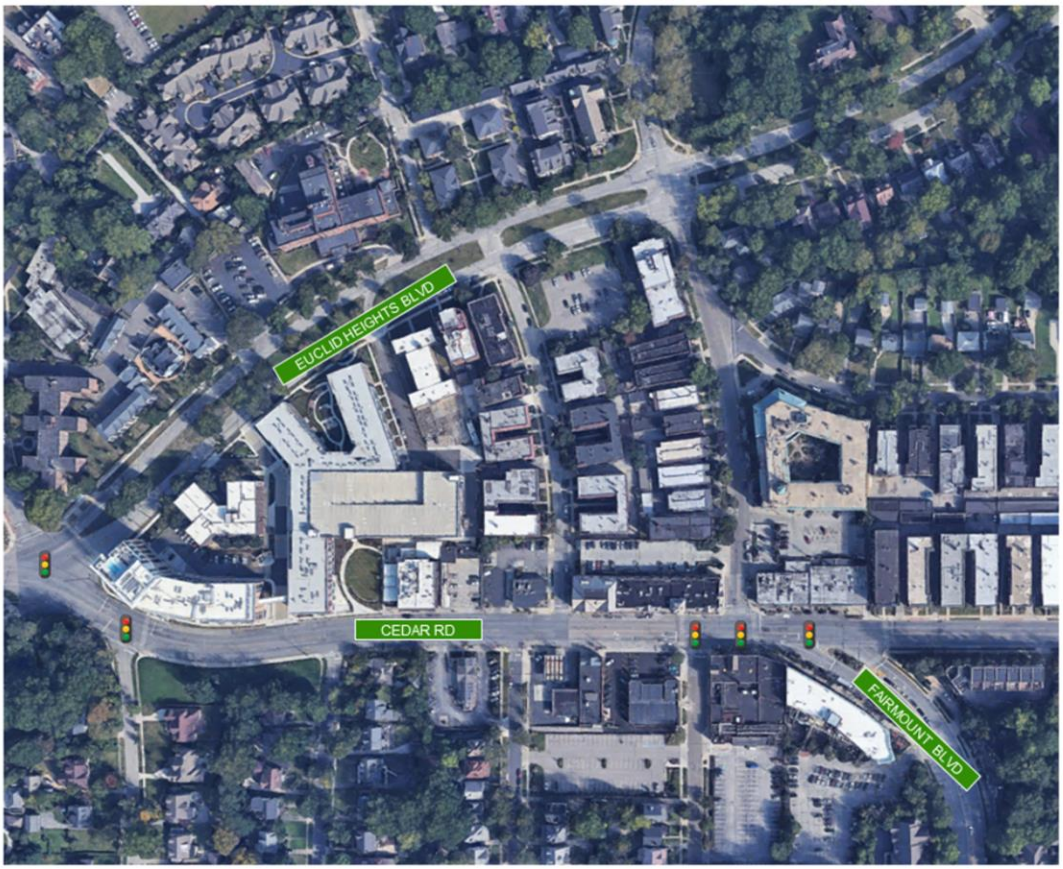
Potential Countermeasures for Consideration

Countermeasure	Scale/Timeframe	Performance Metric	Justification
Increasing pedestrian timing at Euclid Heights Blvd and Coventry Rd intersection	Short	Frequency of pedestrian crashes	PublicCoordinate, Pedestrian Crash Data
Creating new sharrow markings along Coventry Rd; centered in travel lane	Short	Frequency of bicycle crashes	Bicycle crash data, 2013 Missing Links Study
Install high-visibility crosswalks and pedestrian refuge island on signalized intersections	Medium	Frequency and severity of pedestrian crashes	Crash trends, public input
Crosswalk and side street daylighting along Coventry Rd	Short	Frequency of pedestrian crashes	PublicCoordinate, Pedestrian crash data
Adding bike lanes along Coventry Rd	Long	Frequency of bicycle crashes	PublicCoordinate
Reduction in speed limit from 25 mph to 20 mph	Short	Frequency of rear-end accidents	Rear-end crash data, PublicCoordinate
Creating new pavement markings to highlight street parking and through lane along Coventry Rd	Short	Frequency of backing and sideswipe crashes	Backing and sideswipe crash data
Prohibit on-street parking on Coventry Road + Widen sidewalks	Long	Frequency and severity of rear-end and backing crashes	Crash data
Midblock raised crosswalks / speed tables	Long	Frequency of pedestrian crashes	Pedestrian crash data, public input
Add in-street supplemental crosswalk signage to all mid-block crossings	Medium	Frequency of pedestrian crashes	Pedestrian crash data, public input
Placing more consistent lighting along Coventry Rd, especially near driveways and side streets	Medium	Frequency of accidents in dark lighting conditions	Light conditions crash data
No turn on red at Euclid Heights Blvd and Coventry Rd intersection	Short	Frequency of angle crashes	PublicCoordinate

Protected only left turn phase for both Euclid Heights Blvd and Coventry Rd, Mayfield Rd and Coventry Rd intersections	Short	Frequency of angle crashes	Angle crash data
“Be Prepared to Stop” signage on Mayfield Rd at intersection with Coventry Rd	Short	Frequency of rear end crashes	Rear end crash data
“Stop for pedestrian” signage along Coventry Rd at crosswalks	Short	Frequency of pedestrian crashes	Pedestrian crash data, Public Coordinate
Speed radar sign near both “entrances” of Coventry segment	Short	Frequency of rear end and pedestrian crashes	Rear end and pedestrian crash data
Renovate crosswalk markings along Coventry Rd, use continental markings	Short	Frequency of pedestrian crashes	Pedestrian crash data and 2018 Mayfield Road Multimodal Corridor Study
Addition of Type 1 and Type 2 scooter and bicycle parking locations	Medium	Frequency of bicycle and scooter transportation	Cuyahoga county micro-mobility network expansion, PublicCoordinate
Midblock pedestrian flashing beacons with high-visibility crosswalks and upstream pavement markings	Medium	Frequency and severity of pedestrian crashes, yield-to-pedestrian rate at mid-block crossings on Coventry Rd	Public Coordinate
Roundabout on Coventry Rd and Euclid Heights Blvd	Long	Frequency and severity of crashes	Public Coordinate
Mini roundabout on Coventry Rd and Lancashire Rd	Long	Frequency of angle crashes	Angle crash data

CEDAR-FAIRMOUNT

Cedar Road from Euclid Heights Boulevard to Fairmount Boulevard



Area Characteristics

This region consists of Cedar Road bounded by Euclid Heights Boulevard and Fairmount Boulevard. The segment is abutted by both commercial (retail), and residential land uses. The area is a business/ commercial district.

Roadway Characteristics

Cedar Road in this region is a six-lane, undivided roadway with a posted speed limit of 25 mph in the business district and 35 mph outside the business district. The rightmost lane in each direction has sharrows, and there are sidewalks on both sides of Cedar Road. There are no crosswalks to cross Cedar Road at the intersection of Cedar Road at Euclid Heights Blvd/ Harcourt Drive.

Equity Considerations

The area surrounding Cedar Road was identified as historically transportation disadvantaged or underserved by several metrics. According to the EPA's environmental justice screening and mapping tool, the following equity identifiers were identified on census blockgroups 390351412004, 390351413001, 390351413002, and 390351414002.

Census Blockgroup 390351412004 Location: Northeast Corner of the Intersection of Euclid Heights Blvd and Cedar Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	67	--	EPA EJ Screen
Supplemental Demographic Index [2]	21	--	EPA EJ Screen
Climate & Disaster Risk Burden	70	**Yes**	USDOT ETC
Environmental Burden	69	**Yes**	USDOT ETC
Health Vulnerability	55	No	USDOT ETC
Social Vulnerability	26	No	USDOT ETC
Transportation Insecurity	16	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351412004 is located on the Northeast corner of the intersection between Euclid Heights Blvd and Cedar Rd. The blockgroup is disadvantaged in two of the five component areas mentioned by the USDOT ETC. For Climate & Disaster Risk Burden, the blockgroup is disadvantaged in anticipated changes in extreme weather (72nd percentile). The blockgroup also contains a high level of pre-1980's housing (97th percentile), as well as a high-volume road proximity (86th percentile) and high exposure to ozone (77th percentile) and PM 2.5 levels (82nd percentile).

Census Blockgroup 390351413001 Location: South of the Intersection of Euclid Heights Blvd and Cedar Rd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	45	--	EPA EJ Screen
Supplemental Demographic Index [2]	9	--	EPA EJ Screen
Climate & Disaster Risk Burden	64	No	USDOT ETC
Environmental Burden	83	**Yes**	USDOT ETC
Health Vulnerability	59	No	USDOT ETC
Social Vulnerability	27	No	USDOT ETC
Transportation Insecurity	11	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351413001 is located on the south of the intersection of Euclid Heights Blvd and Cedar Rd. Only one out of the five component scores within the USDOT ETC were classified as disadvantaged. The blockgroup has a high Environmental Burden, where high numbers of pre-1980's housing (94th percentile) is prevalent, in addition to its proximity to hazardous (87th percentile) and risk management sites (84th percentile). High levels of PM 2.5 and diesel particulates are also present in the area. The blockgroup is also proximal to railways, airports, and high-volume roadways.

Census Blockgroup 390351413002 Location: West of the Intersection of Cedar Rd and Fairmount Blvd bound by Grandview Ave			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	35	--	EPA EJ Screen
Supplemental Demographic Index [2]	8	--	EPA EJ Screen
Climate & Disaster Risk Burden	64	No	USDOT ETC
Environmental Burden	83	**Yes**	USDOT ETC
Health Vulnerability	59	No	USDOT ETC
Social Vulnerability	27	No	USDOT ETC
Transportation Insecurity	11	No	USDOT ETC
Overall Census Equity Score	--	No	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390251413002 is located west of the intersection between Cedar Rd and Fairmount Blvd, and is bound by Grandview Ave. Only one out of the five component scores within the USDOT ETC were classified as disadvantaged. The blockgroup has a high Environmental Burden, where high numbers of pre-1980's housing (94th percentile) is prevalent, in addition to its proximity to hazardous (87th percentile) and risk management sites (84th percentile). High levels of PM 2.5 and diesel particulates are also present in the area. The blockgroup is also proximal to railways, airports, and high-volume roadways.

Census Blockgroup 390351414002 Location: Southeast of the Intersection of Cedar Rd and Fairmount Blvd			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	23	--	EPA EJ Screen
Supplemental Demographic Index [2]	10	--	EPA EJ Screen
Climate & Disaster Risk Burden	66	**Yes**	USDOT ETC
Environmental Burden	69	**Yes**	USDOT ETC
Health Vulnerability	67	**Yes**	USDOT ETC
Social Vulnerability	6	No	USDOT ETC
Transportation Insecurity	20	No	USDOT ETC
Overall Census Equity Score	--	**Yes**	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

Census blockgroup 390351414002 is located along the southeast corner of the intersection of Cedar Rd and Fairmount Blvd. Three out of the five components listed by the USDOT ETC are classified as disadvantaged: Climate & Disaster Risk Burden, Environmental Burden, and Health Vulnerability. The blockgroup is prone to anticipated changes in extreme weather (76th percentile). In addition, there is a high volume of pre-1980's housing (97th percentile) and high concentrations of ozone, PM 2.5, and diesel particulates. Prevalence to cancer (93rd percentile), high blood pressure (70th percentile), and diabetes (66th percentile) is also observed within this census blockgroup.

SUMMARY			
Socioeconomic Indicator	**Value (National Percentile)**	**Disadvantaged**	**Source**
Demographic Index [1]	35	--	EPA EJ Screen
Supplemental Demographic Index [2]	9	--	EPA EJ Screen
Climate & Disaster Risk Burden	67	**Yes**	USDOT ETC
Environmental Burden	74	**Yes**	USDOT ETC
Health Vulnerability	60	No	USDOT ETC
Social Vulnerability	19	No	USDOT ETC
Transportation Insecurity	16	No	USDOT ETC
Overall Census Equity Score	0	--	USDOT ETC
Justice40 (CEJST) [3]	--	**Yes**	EPA EJ Screen
EPA IRA [4]	--	**Yes**	EPA EJ Screen

[1] The demographic index is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. Demographic Index = (% people of color + % low-income) / 2.

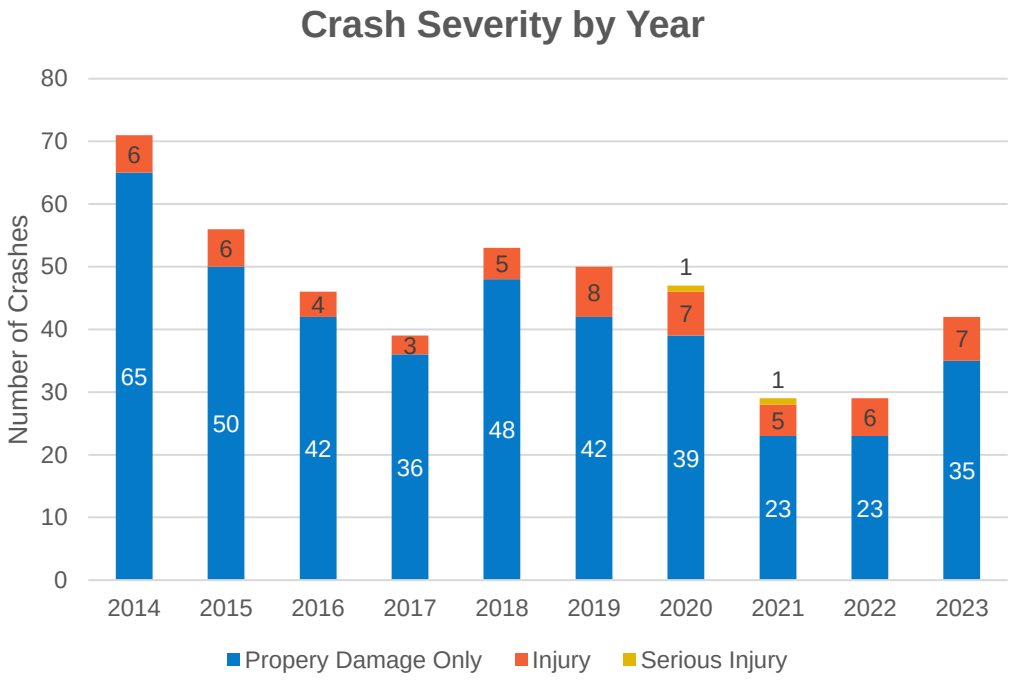
[2] Supplemental Demographic Index = (% low-income + % unemployed + % less than high school education + % limited English speaking + low life expectancy) / 5.

[3] The Justice40 initiative works to ensure 40% of the benefits of federal efforts in sustainability and resilience are shared communities that are marginalized and burdened by pollution.

[4] The Inflation Reduction Act (IRA) provides funding and assistance for environmental justice activities in disadvantaged communities.

Crash Data Review

From 2014 to 2023, a total of 462 crashes were recorded in the study region. No fatal crashes occurred in this region in the last 10 years, however, two serious injuries did occur.



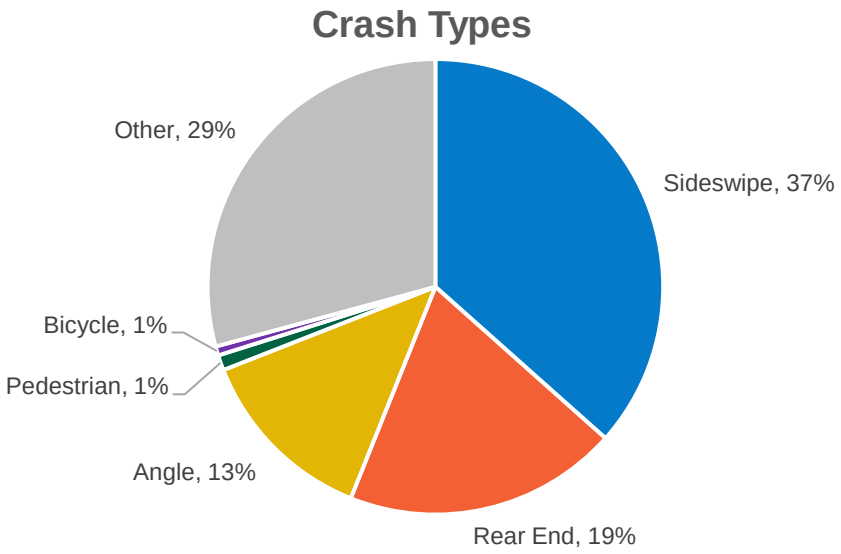
Fatal Crashes

No fatal crashes occurred in this region within the last 10 years, however, two serious injury crashes did occur. One was a pedestrian crash, and the other was a head-on crash.

FIGURE 1: PEDESTRIAN AND BIKE CRASH LOCATIONS, CEDAR-FAIRMOUNT CORRIDOR

Crash Types

Sideswipe crashes were the most common crash type from 2014 to 2023 along the subject region, accounting for approximately 37% of all crashes. This can be attributed to both the on-street parking on Cedar Road, and to the six-lane undivided roadway with significant amounts of horizontal curvature. Rear-ends made up of another 19% of crashes, followed by angle crashes, composing of 13%. *No other crash type accounted for more than 10% of the overall crashes.*

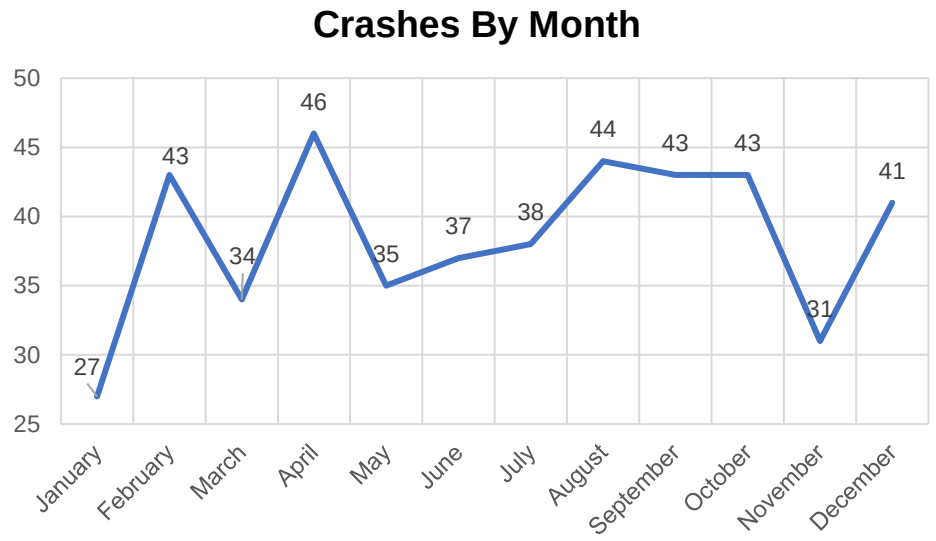


Temporal Trends

Crash data was reviewed for trends pertaining to months, days of the week, and times of day when crashes occurred over the period of 2014 to 2023.

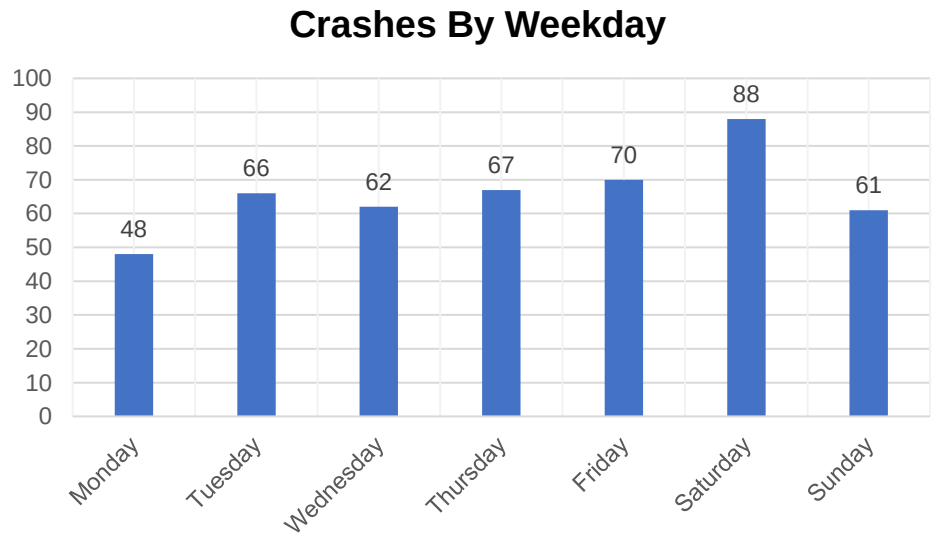
Monthly Distribution

The monthly distribution of crashes indicates that the highest concentration of crashes occurred during the month of April, during which approximately 10% of all crashes occurred based on the 10-year crash period analyzed. January was the least common month for crashes, making up of 6% of the crashes.



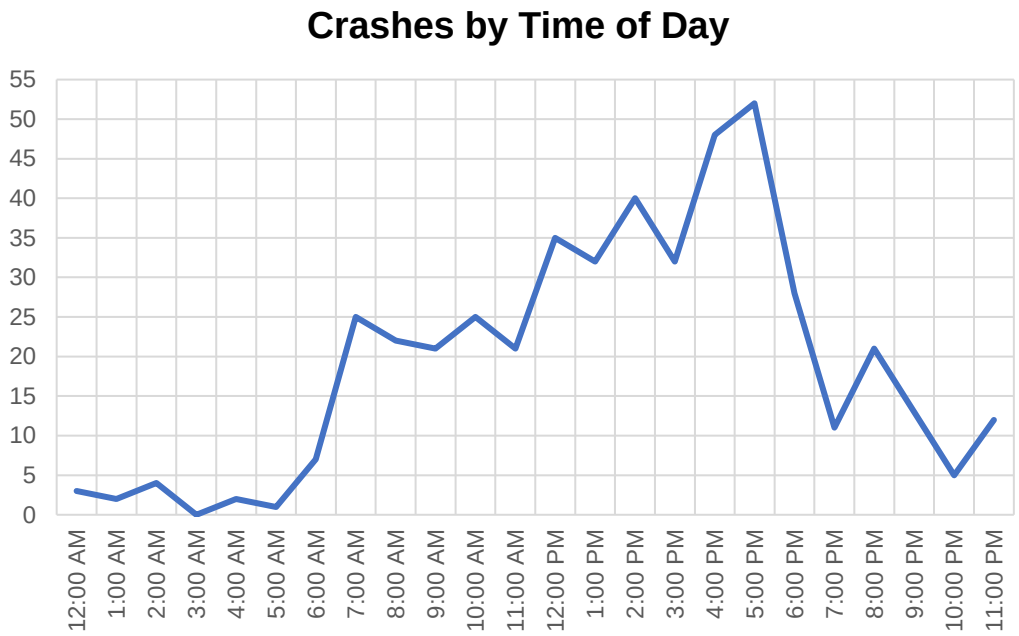
Weekday Distribution

The weekday distribution of crashes indicates that the most common day for crashes is Saturday, which makes up of 19% of the total crashes. Monday was the least common day for crashes, making up of 10% of the total crashes for the region. The remaining days of the week saw a consistent number of crashes, varying between 13% and 15% of the total crashes.



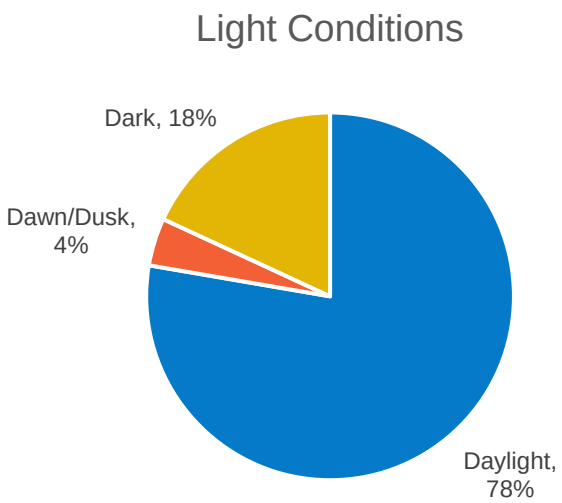
Hourly Distribution

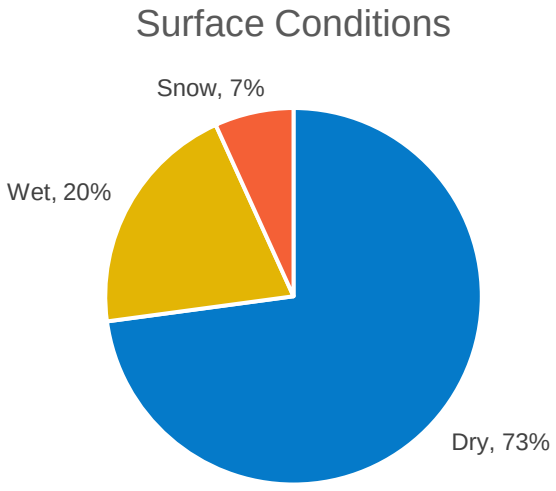
The hourly distribution of recorded crashes indicates that the most common crash times were from 4:00 PM to 6:00 PM, during which 22% of crashes occurred.



Contributing Causes

The crash data was evaluated to determine the prevalence of contributing causes such as dark conditions, wet surface conditions, alcohol, and speeding involvement. Approximately 22% of crashes occurred under dark conditions (including dusk and dawn) and 27% occurred with wet or snowy surface conditions. Alcohol was reported to be involved in approximately 3% of crashes during this 10-year period. Speeding played a role in crashes 6% of the time in this region.





PublicCoordinate Comments

Cedar Road and Euclid Heights Blvd Intersection:

Everything about this intersection is terrible and chaotic. The sidewalk rounding the corner from Cedar to Harcourt is tiny and feels scary to walk on because there is virtually no separation from the cars going 40 mph up the hill. Bikers don't feel safe using the road because of said drivers and so they often ride on the sidewalk. Crossing from Harcourt to Euclid Heights is a pain and the traffic from Cedar never seems to slow or stop. To the city person who receives these comments, if you are un-swayed by this and the other comments posted to this corner, I recommend you come here and try to walk around. It's a mess! Cedar does not need to be this many lanes across. Pedestrians need more infrastructure. The bike lane up Cedar hill needs to continue along Cedar. Thank you.

Cedar Road and Euclid Heights Blvd Intersection:

This intersection is too big and chaotic. Between this intersection and the intersection with Fairmount, Cedar does not need to be 3 lanes. Westbound traffic was fine when it was operating with 2 lanes during construction and the outdoor dining. The sidewalk on the southern edge of the intersection between Harcourt and S Overlook, does not feel safe to walk on. Between the Cars passing at speed and lots of people on bikes connecting to the bike path it needs to be wider and needs more buffer from the cars. If cedar is reduced to 2 lanes that extra lanes can be used for a better sidewalk. The right lane coming up the hill can then feed into what is currently the middle lane of Cedar, the middle lane can split between the center lane on Cedar and the right lane on Euclid Heights and the left lane can continue as it currently is. The crossing distance on the eastbound lanes of Euclid Heights is way too big. I think technically it's also 3 lanes wide, but it functions as 2 lanes + a parking lane. Right turns from Cedar to Euclid Heights are uncommon. I understand that trucks need to get around that corner, but I think the curb in front of the new building should be extended into the no longer a 3rd lane on Cedar and west to reduce the crossing distance. The little pedestrian island in the middle of Euclid Heights is nerve wracking to get stuck at. Because there is no protection and cars coming up the hill pass with only a foot or two of separation.

Cedar Road and Euclid Heights Blvd Intersection:

The Cedar-Overlook-Euclid Heights-Harcourt intersection should be fully signalized and have crosswalks for every leg. Right now, the recommended path for pedestrians and cyclists to get from Harcourt to Euclid Heights or Overlook (and vice versa) is slow, tedious, and dangerous. Cyclists ride on the Cedar sidewalk because it feels so unsafe. And there's not enough room to share on the sidewalk for biking and walking. It takes >5 minutes to effectively get from one side of Cedar Glen to the other.

Pedestrian Route/Sidewalk Improvements:

High traffic speed (40mph+ 95th percentile speeds) badly mar this business district. To improve safety and encourage sustainable development, design speed for this entire segment must be reduced to 25mph or less. As-is, crossing the street is hard, unpleasant, and annoying in one of the nicest business districts in the city.

Bicycle Route Improvements:

Bike Facilities on Cedar are currently nonexistent, despite high in-traffic ridership. Dense housing and proximity to work, school, and recreation in University Circle makes this a desperately needed corridor for cyclists, but a total lack of infrastructure on this urban highway make it a dangerous proposition.

General Area Comment:

A place to cross the street at some points between S Overlook and Surrey would be helpful to allow pedestrian access to the shops and restaurants on the north side of Cedar. Thanks.

General Area Comment:

Parking spots in front of Starbucks should be removed for daylighting. Making a right turn from Lenox onto Cedar (the only legal move though lots of people try to turn left) is treacherous because of terrible visibility of westbound traffic on Cedar. When cars are parked here, to adequately see oncoming traffic, you must effectively pull all the into the travel lane of Cedar.

Cedar Road and Fairmount Blvd Intersection:

This intersection (Grandview, Surrey, Fairmount, and Cedar) is all controlled together. When a crossing is requested anywhere on Cedar, all lights go red, including side street signal heads. Since this is already in effect a "pedestrian scramble" type intersection, all it would take to make that the de-jure implementation would be markings on the road, and additional pedestrian signal head or two, and minor changes to the pedestrian light cycle. It would be a free pedestrian win with no impact on the traffic flow.

Potential Countermeasures for Consideration

Countermeasure	Scale/Timeframe	Performance Metric	Justification
Rectangular Rapid Flashing Beacons (RRFB)	Short	Frequency of pedestrian crashes. Surveys asking pedestrians how safe they feel/Resident feedback.	Many public comments about pedestrian issues crossing Cedar Road.
High Visibility Crosswalks (Improved lighting, updated crosswalk markings, enhanced signing)	Short	Frequency of pedestrian crashes. Surveys asking pedestrians how safe they feel/Resident feedback.	Improve pedestrian visibility.
Corner Bump Outs	Medium	Frequency of pedestrian involved crashes. Distance of visibility of pedestrians.	Improve pedestrian visibility. Cedar Fairmount Transportation & Streetscape Plan.
Buffered and Wider Pedestrian Facilities	Long	Frequency of pedestrian crashes. Surveys asking pedestrians how safe they feel/Resident feedback.	Requested in public comments. Cedar Fairmount is a commercial district with many opportunities for walking and cycling, which buffered pedestrian facilities create a safer experience for.
Adjustments to On-Street Parking (Remove or create dedicated space, limiting near pedestrian crosswalks)	Medium	Frequency of crashes involving a parked vehicle. Number of tickets given for illegal parking.	Avoid crashes with parked vehicles and allow better visibility of pedestrians.
Lower Speed Limits	Short	Frequency of speeding crashes. Measured 85th percentile speeds.	Requested during several public comments. Lanes are smaller and roadway includes parked vehicles, making it more dangerous to operate at faster speeds.

Warning/ Slow Down signals at hill on Cedar Rd East of Norfolk Rd	Short	Frequency of rear-end crashes at the intersection of Cedar Rd and Fairmount Blvd. Frequency of reported near-miss instances.	To encourage safer driving by approaching vehicles with reduced visibility. Public comments note several near-miss opportunities.
Roundabout	Long	Frequency of crashes at intersection. Intersection operation.	Odd intersection alignment at Cedar Road and Euclid Heights Boulevard with large space. Multiple public complaints about intersection in both operation and pedestrian safety. There are also a large number of crashes at the intersection.
Begin connection of shared use path that ends before Harcourt Dr to Lake to Lakes Bike Trail	Long	Frequency of crashes involving pedestrians. Survey of pedestrians and bicyclists for feedback. Number of individuals walking or using bicycles.	Many citizens left comments regarding the lack of pedestrian and bicycle facilities in the district. This will also help with the goal of reducing missing links by connecting this independent shared use oath to the larger trail/ greenway network in Cuyahoga County.

Appendix F: EJScreen Tool and ETC Explorer Reports

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Cleveland Heights, OH

Tract: 39035140800
Population: 3,826
Area in square miles: 0.73

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	82%
German or other West Germanic	5%
Russian, Polish, or Other Slavic	2%
Other Indo-European	5%
Chinese (including Mandarin, Cantonese)	4%
Other Asian and Pacific Island	1%
Other and Unspecified	1%
Total Non-English	18%

COMMUNITY INFORMATION

- Low income: 46 percent
- People of color: 40 percent
- Less than high school education: 3 percent
- Limited English households: 5 percent
- Unemployment: 8 percent
- Persons with disabilities: 15 percent
- Male: 47 percent
- Female: 53 percent
- 80 years — Average life expectancy
- $31,391 — Per capita income
- Number of households: 1,637
- Owner occupied: 41 percent

BREAKDOWN BY RACE

- White: 60%
- Black: 25%
- American Indian: 0%
- Asian: 12%
- Hawaiian/Pacific Islander: 0%
- Other race: 1%
- Two or more races: 1%
- Hispanic: 2%

BREAKDOWN BY AGE

From Ages 1 to 4	9%
From Ages 1 to 18	29%
From Ages 18 and up	71%
From Ages 65 and up	18%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	64%
Speak Asian-Pacific Island Languages	36%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Tract: 39035140800
Report produced December 12, 2024 using EJScreen Version 2.3

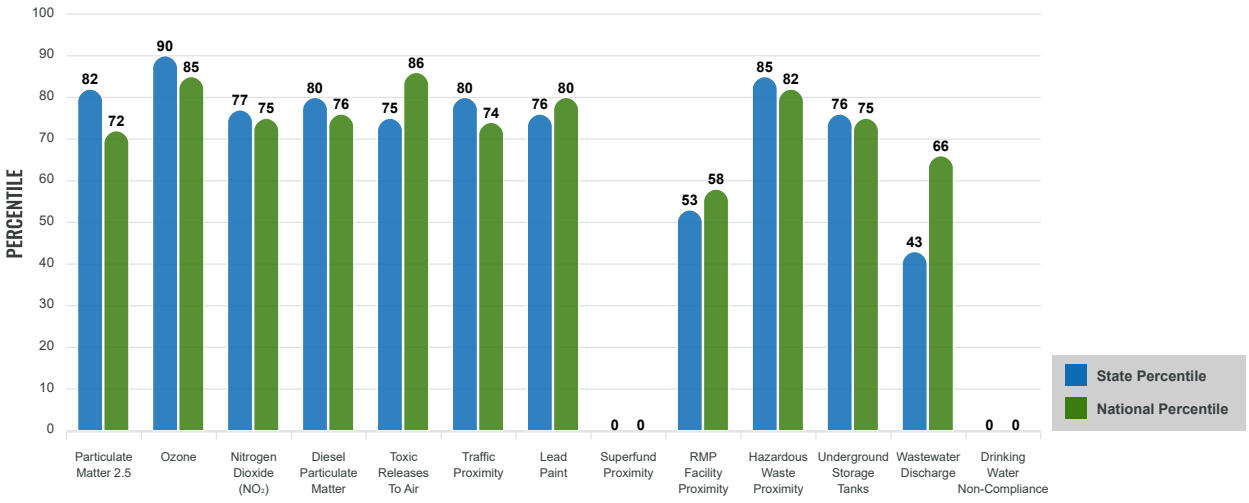
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

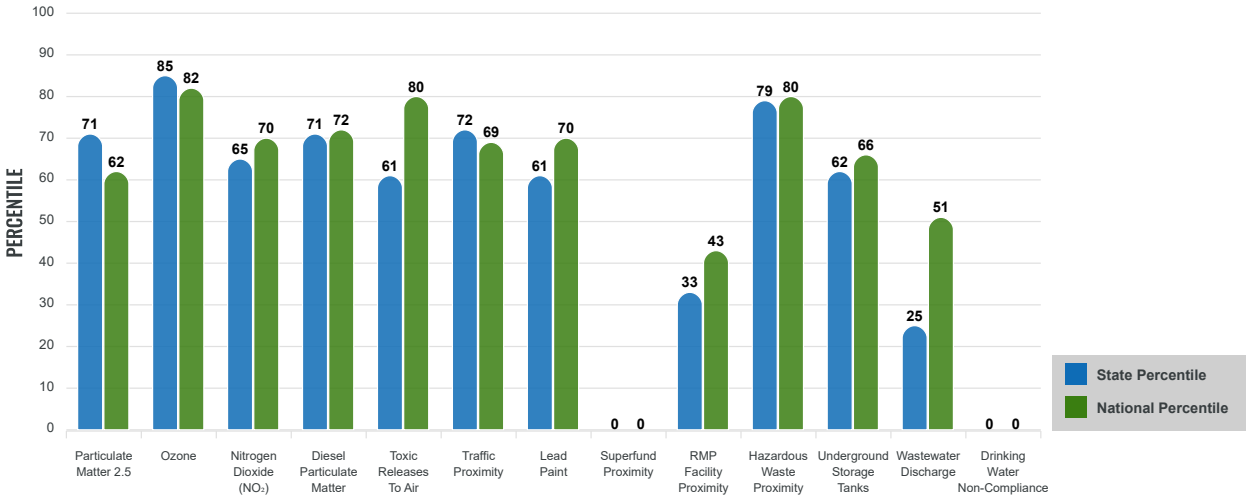
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 39035140800

Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	8.32	8.17	68	8.45	56
Ozone (ppb)	68	63.3	95	61.8	81
Nitrogen Dioxide (NO_2) (ppbv)	9	8.5	59	7.8	65
Diesel Particulate Matter ($\mu g/m^3$)	0.207	0.177	69	0.191	66
Toxic Releases to Air (toxicity-weighted concentration)	3,700	10,000	53	4,600	82
Traffic Proximity (daily traffic count/distance to road)	1,400,000	960,000	71	1,700,000	62
Lead Paint (% Pre-1960 Housing)	0.53	0.44	62	0.3	76
Superfund Proximity (site count/km distance)	0	0.14	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.11	0.7	24	0.57	35
Hazardous Waste Proximity (facility count/km distance)	5.7	2.3	88	3.5	81
Underground Storage Tanks (count/km^2)	2.1	2.8	60	3.6	63
Wastewater Discharge (toxicity-weighted concentration/m distance)	26	2500	18	700000	44
Drinking Water Non-Compliance (points)	0	0.77	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.72	N/A	N/A	1.34	70
Supplemental Demographic Index USA	1.6	N/A	N/A	1.64	53
Demographic Index State	1.82	1.2	78	N/A	N/A
Supplemental Demographic Index State	1.42	1.46	54	N/A	N/A
People of Color	40%	24%	78	40%	58
Low Income	46%	33%	74	30%	77
Unemployment Rate	8%	6%	78	6%	77
Limited English Speaking Households	5%	1%	90	5%	75
Less Than High School Education	3%	9%	24	11%	23
Under Age 5	9%	5%	83	5%	84
Over Age 64	18%	18%	55	18%	58

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 1
Air Pollution 1
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 0
Hospitals 0
Places of Worship 1

Other environmental data:

Air Non-attainment ..... Yes
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... No

Report for Tract: 39035140800
Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	21%	24	20%	38
Heart Disease	8.2	6.9	81	5.8	90
Asthma	10.7	10.8	57	10.3	65
Cancer	8.5	7	88	6.4	90
Persons with Disabilities	15%	15%	54	13.7%	64

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	3%	7%	38	12%	30
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	17%	13%	70	13%	71
Lack of Health Insurance	3%	7%	22	9%	19
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 39035140800

Report produced December 12, 2024 using EJScreen Version 2.3

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results | ETC Explorer- Add Your Data (National and State Results) | Transportation Insecurity Analysis Tool | Understanding the Data

To start use selectors, search, or zoom

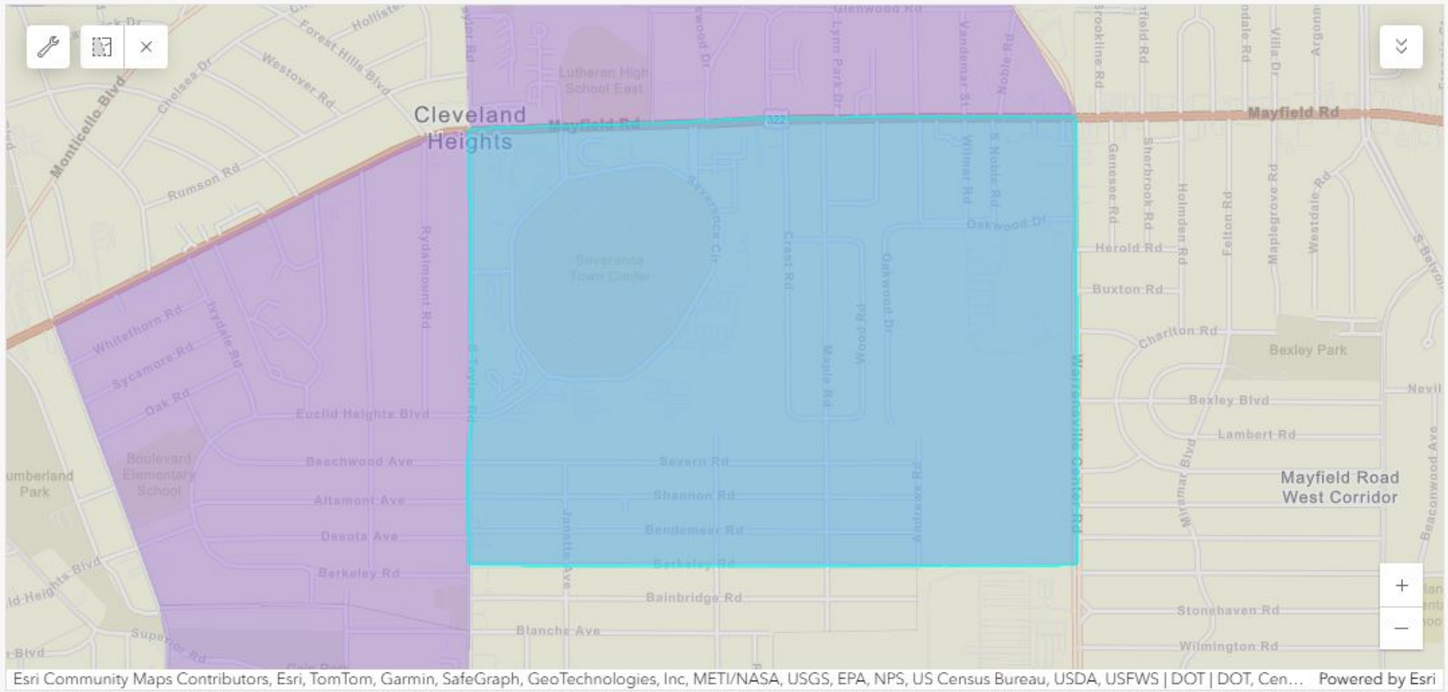
For additional instructions click the arrow on the left side of the page

State Selector: All States

County Selector: Cuyahoga County, Ohio

Community Selector: Select State First

MPO Selector: All MPOs



Total Population Living in the Selected Proiect Area

3.5k

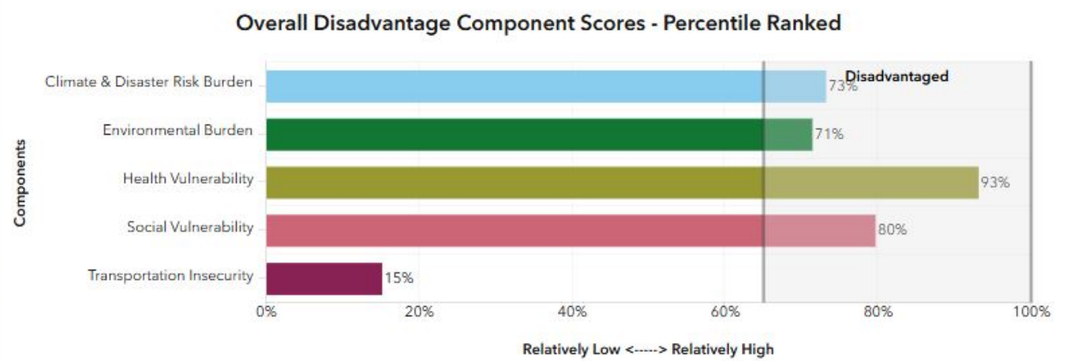
Total Population Living in Disadvantaged Census Tracts in the Selected Proiect Area

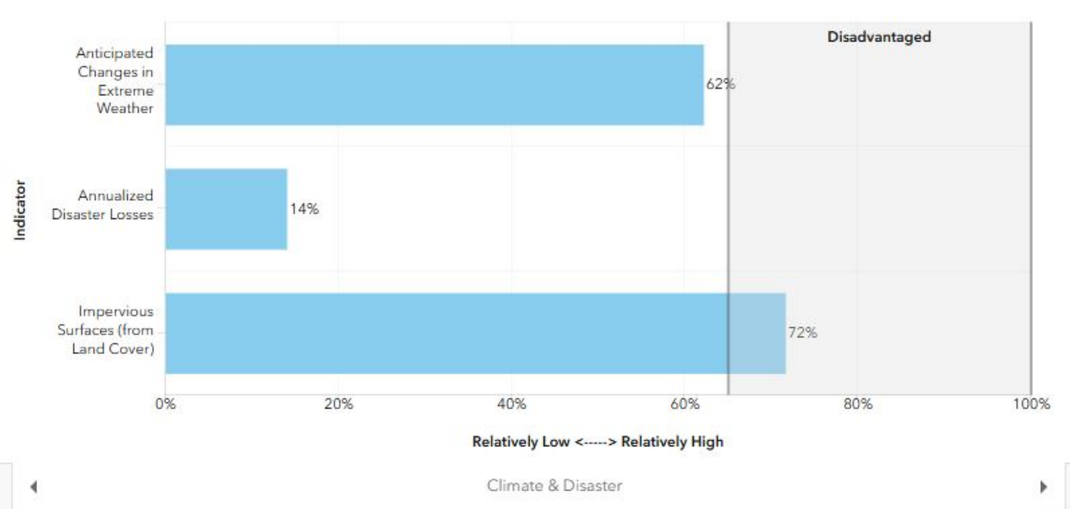
3.5k

% of Disadvantaged Census Tracts in the Selected Proiect Area

100%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%).





Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

Tract 39035-1408

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Cleveland Heights, OH

Tract: 39035140702
Population: 2,186
Area in square miles: 0.26

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	95%
French, Haitian, or Cajun	1%
Russian, Polish, or Other Slavic	1%
Chinese (including Mandarin, Cantonese)	2%
Total Non-English	5%

COMMUNITY INFORMATION

Low income: 43 percent
People of color: 82 percent
Less than high school education: 11 percent
Limited English households: 1 percent
Unemployment: 30 percent
Persons with disabilities: 10 percent
Male: 42 percent
Female: 58 percent
76 years — Average life expectancy
$27,030 — Per capita income
Number of households: 796
Owner occupied: 32 percent

BREAKDOWN BY RACE

White: 18%
Black: 78%
American Indian: 0%
Asian: 2%
Hawaiian/Pacific Islander: 0%
Other race: 0%
Two or more races: 0%
Hispanic: 1%

BREAKDOWN BY AGE

From Ages 1 to 4	3%
From Ages 1 to 18	41%
From Ages 18 and up	59%
From Ages 65 and up	9%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	100%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Tract: 39035140702
Report produced December 12, 2024 using EJScreen Version 2.3

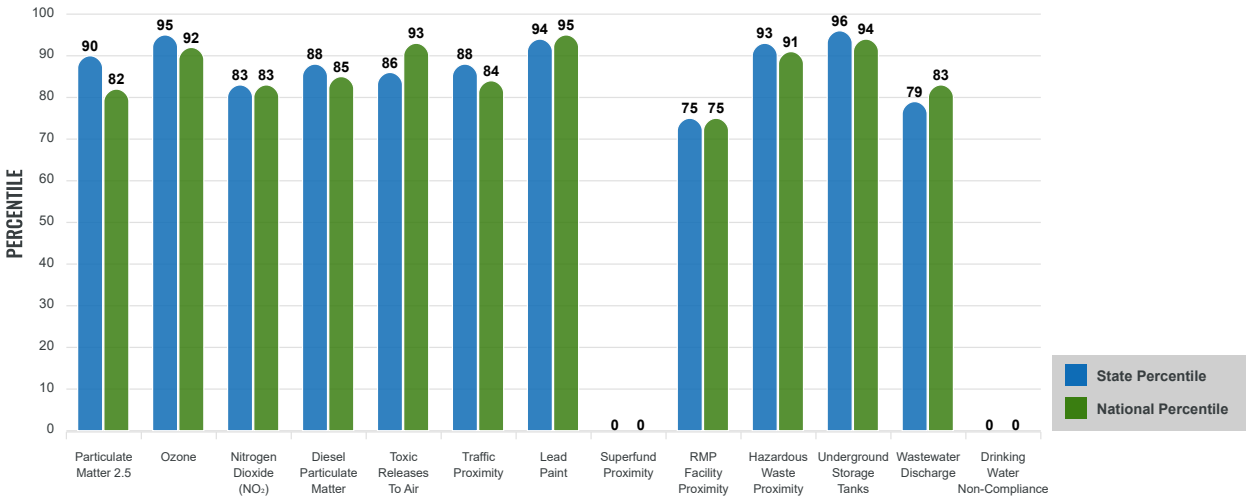
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

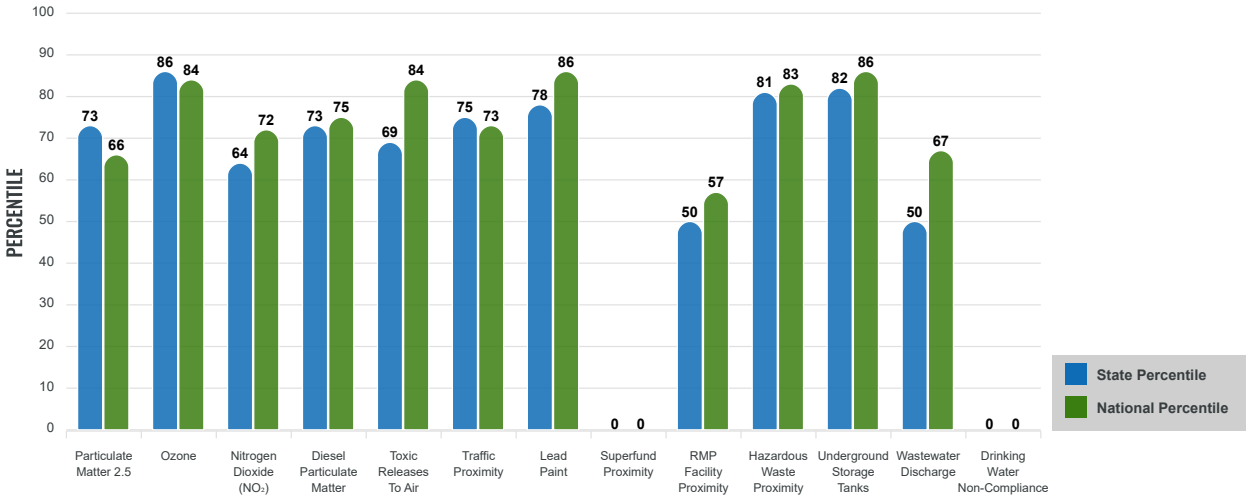
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 39035140702

Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	8.35	8.17	69	8.45	57
Ozone (ppb)	67.8	63.3	95	61.8	80
Nitrogen Dioxide (NO_2) (ppbv)	9	8.5	58	7.8	65
Diesel Particulate Matter ($\mu g/m^3$)	0.21	0.177	71	0.191	67
Toxic Releases to Air (toxicity-weighted concentration)	5,000	10,000	62	4,600	86
Traffic Proximity (daily traffic count/distance to road)	1,500,000	960,000	75	1,700,000	65
Lead Paint (% Pre-1960 Housing)	0.89	0.44	91	0.3	96
Superfund Proximity (site count/km distance)	0	0.14	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.23	0.7	38	0.57	46
Hazardous Waste Proximity (facility count/km distance)	6.6	2.3	90	3.5	84
Underground Storage Tanks (count/km^2)	21	2.8	99	3.6	96
Wastewater Discharge (toxicity-weighted concentration/m distance)	140	2500	42	700000	58
Drinking Water Non-Compliance (points)	0	0.77	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	2.3	N/A	N/A	1.34	84
Supplemental Demographic Index USA	1.69	N/A	N/A	1.64	59
Demographic Index State	2.53	1.2	89	N/A	N/A
Supplemental Demographic Index State	1.45	1.46	55	N/A	N/A
People of Color	82%	24%	93	40%	84
Low Income	43%	33%	70	30%	73
Unemployment Rate	31%	6%	98	6%	98
Limited English Speaking Households	1%	1%	77	5%	58
Less Than High School Education	11%	9%	69	11%	62
Under Age 5	3%	5%	34	5%	34
Over Age 64	9%	18%	18	18%	22

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 2
Brownfields 1
Toxic Release Inventory 0

Other community features within defined area:

Schools 1
Hospitals 0
Places of Worship 0

Other environmental data:

Air Non-attainment ..... Yes
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... Yes
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 39035140702
Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	23%	21%	66	20%	78
Heart Disease	6.5	6.9	37	5.8	67
Asthma	12.6	10.8	88	10.3	93
Cancer	5.5	7	13	6.4	30
Persons with Disabilities	9.6%	15%	18	13.7%	27

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	0%	7%	13	12%	13
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	16%	13%	68	13%	69
Lack of Health Insurance	5%	7%	41	9%	35
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 39035140702

Report produced December 12, 2024 using EJScreen Version 2.3

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results | ETC Explorer- Add Your Data (National and State Results) | Transportation Insecurity Analysis Tool | Understanding the Data

To start use selectors, search, or zoom

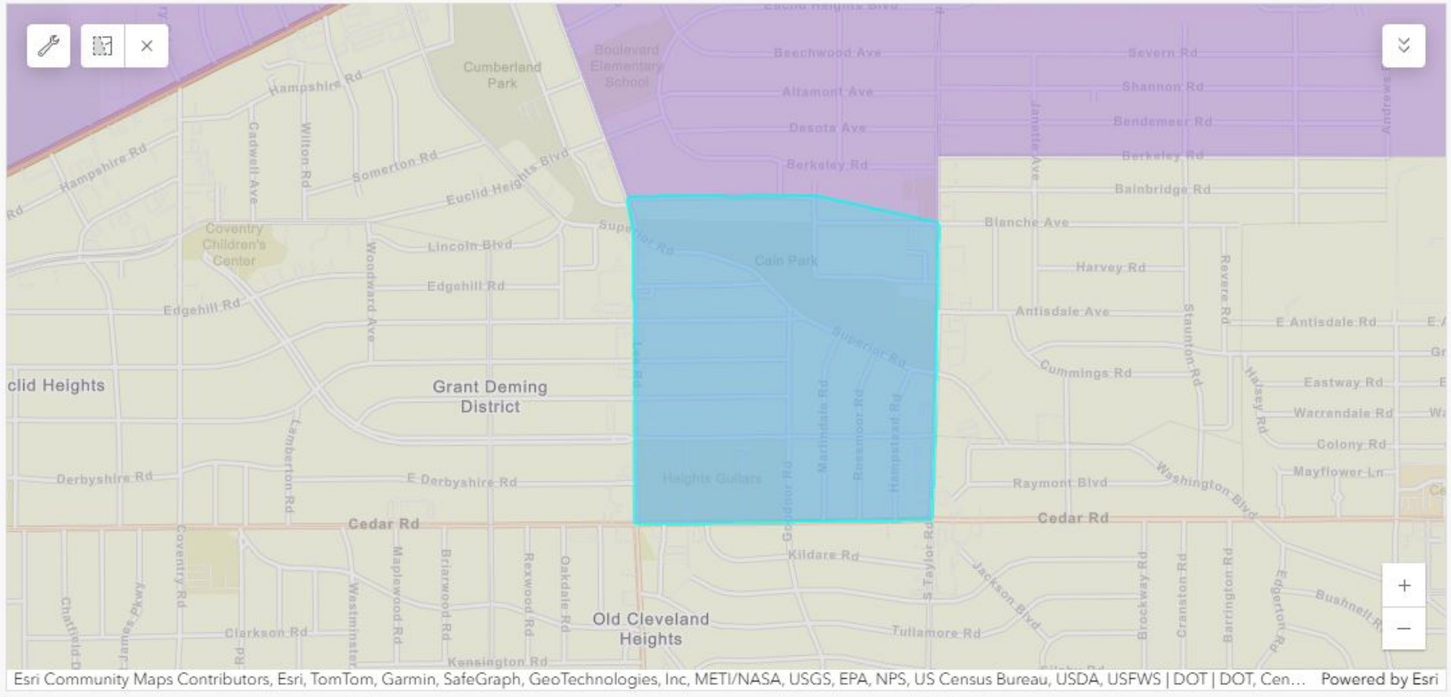
For additional instructions click the arrow on the left side of the page

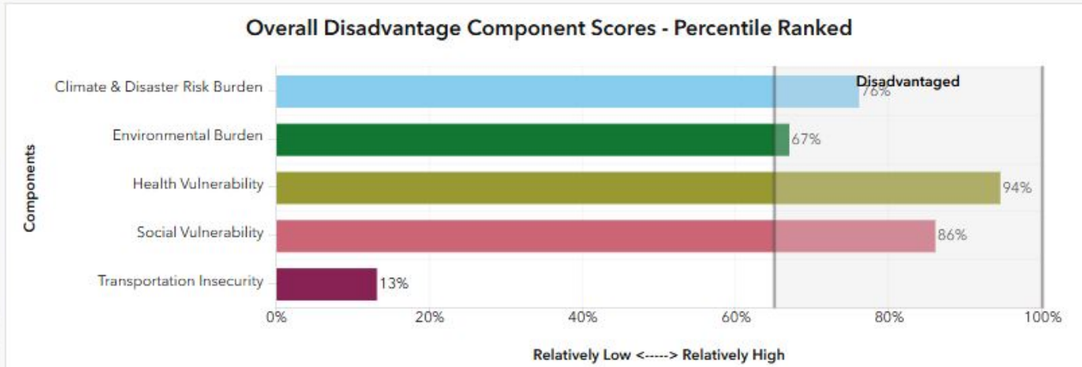
State Selector: All States

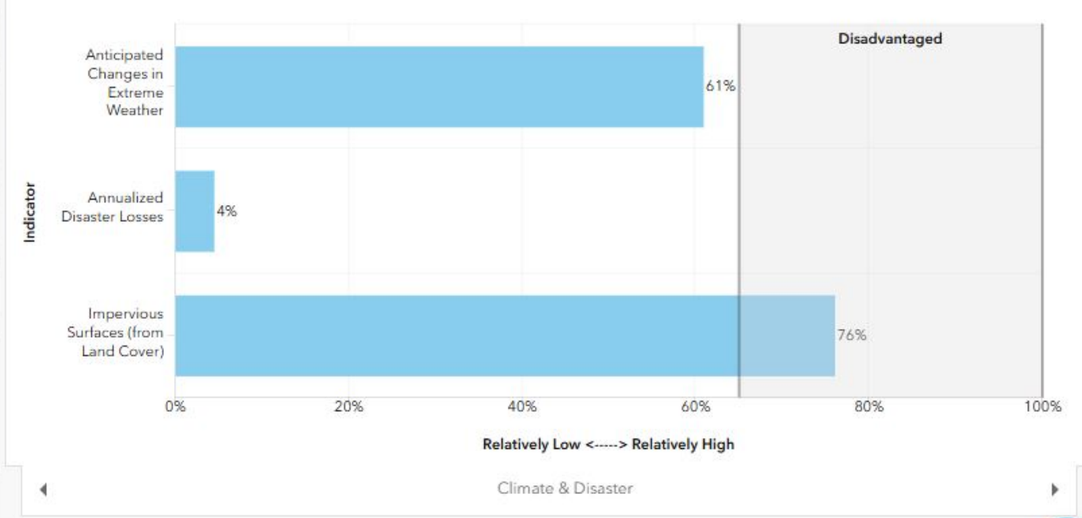
County Selector: Cuyahoga County, Ohio

Community Selector: Select State First

MPO Selector: All MPOs







Total Population Living in the Selected Proiect Area

2.1k

Total Population Living in Disadvantaged Census Tracts in the Selected Proiect Area

2.1k

% of Disadvantaged Census Tracts in the Selected Proiect Area

100%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%).

Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

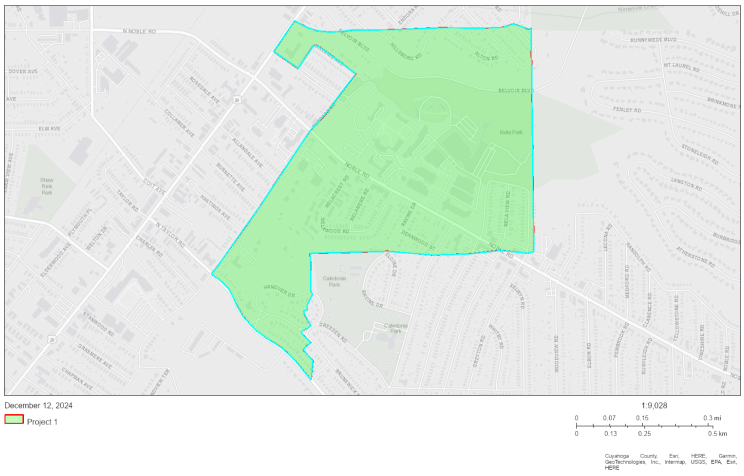
Tract 39035-1407

EJScreen Community Report

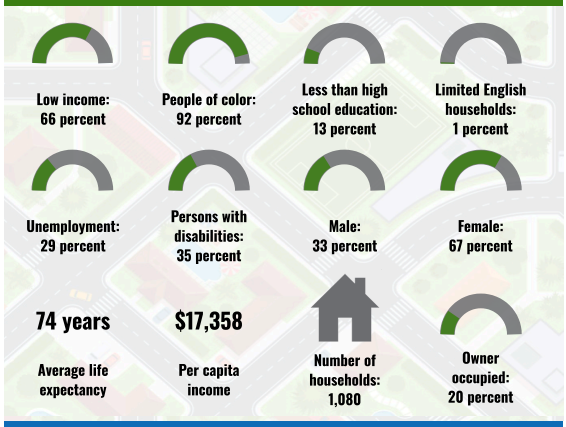
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

East Cleveland, OH

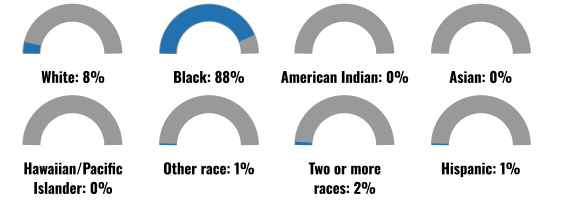
Tract: 39035151200
Population: 1,685
Area in square miles: 0.32



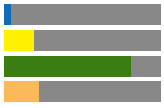
COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



From Ages 1 to 4	4%
From Ages 1 to 18	19%
From Ages 18 and up	81%
From Ages 65 and up	22%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	100%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	89%
Spanish	5%
French, Haitian, or Cajun	5%
Arabic	2%
Total Non-English	11%

Report for Tract: 39035151200
Report produced December 12, 2024 using EJScreen Version 2.3

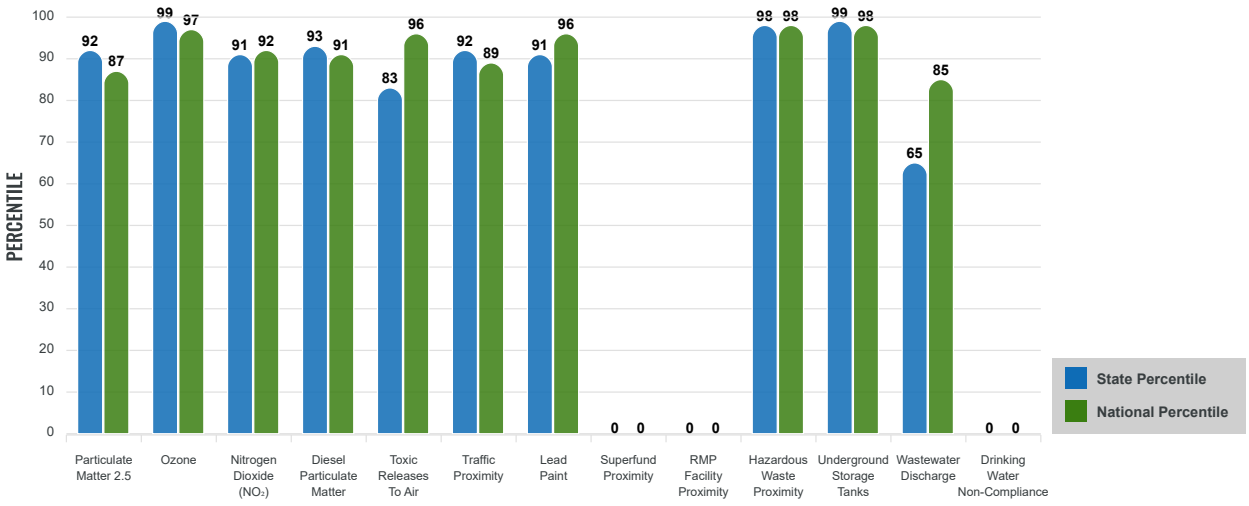
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

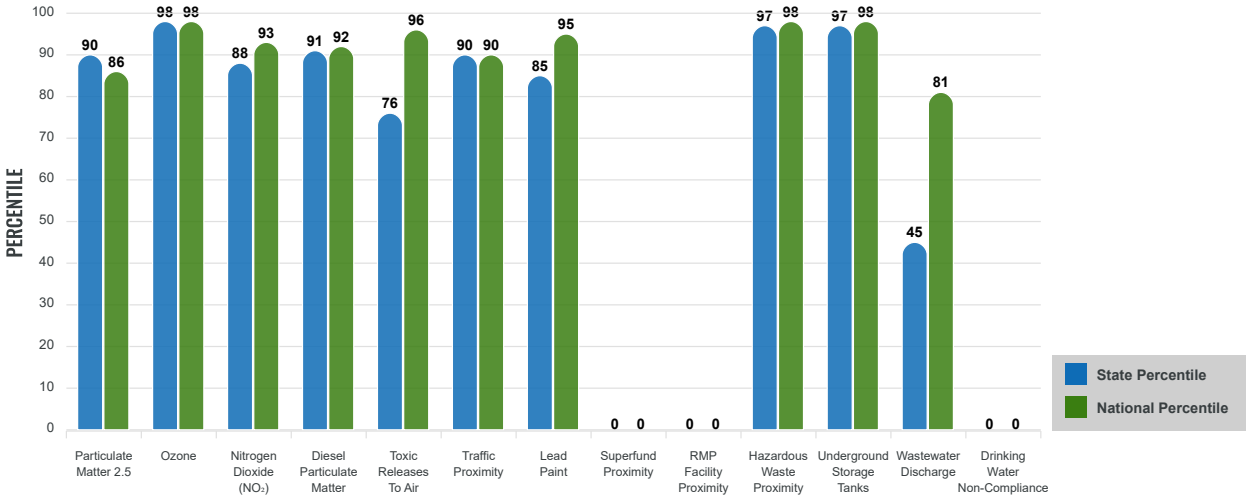
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 39035151200

Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	8.22	8.17	60	8.45	52
Ozone (ppb)	69.1	63.3	97	61.8	83
Nitrogen Dioxide (NO_2) (ppbv)	9.6	8.5	67	7.8	70
Diesel Particulate Matter ($\mu g/m^3$)	0.205	0.177	69	0.191	65
Toxic Releases to Air (toxicity-weighted concentration)	2,800	10,000	42	4,600	78
Traffic Proximity (daily traffic count/distance to road)	1,300,000	960,000	68	1,700,000	60
Lead Paint (% Pre-1960 Housing)	0.51	0.44	60	0.3	75
Superfund Proximity (site count/km distance)	0	0.14	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0	0.7	0	0.57	0
Hazardous Waste Proximity (facility count/km distance)	8.2	2.3	95	3.5	88
Underground Storage Tanks (count/km^2)	16	2.8	98	3.6	94
Wastewater Discharge (toxicity-weighted concentration/m distance)	35	2500	20	700000	47
Drinking Water Non-Compliance (points)	0	0.77	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	3.01	N/A	N/A	1.34	95
Supplemental Demographic Index USA	2.86	N/A	N/A	1.64	94
Demographic Index State	3.26	1.2	96	N/A	N/A
Supplemental Demographic Index State	2.63	1.46	94	N/A	N/A
People of Color	92%	24%	96	40%	90
Low Income	66%	33%	90	30%	92
Unemployment Rate	29%	6%	98	6%	98
Limited English Speaking Households	1%	1%	77	5%	58
Less Than High School Education	13%	9%	75	11%	68
Under Age 5	4%	5%	43	5%	44
Over Age 64	22%	18%	71	18%	72

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 2
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 0
Hospitals 0
Places of Worship 1

Other environmental data:

Air Non-attainment ..... Yes
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... Yes
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 39035151200
Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	25%	21%	80	20%	89
Heart Disease	8.2	6.9	81	5.8	90
Asthma	13.9	10.8	96	10.3	98
Cancer	5.4	7	12	6.4	28
Persons with Disabilities	34.7%	15%	99	13.7%	99

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	5%	7%	55	12%	43
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	34%	13%	94	13%	93
Lack of Health Insurance	9%	7%	78	9%	64
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 39035151200

Report produced December 12, 2024 using EJScreen Version 2.3

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results | ETC Explorer- Add Your Data (National and State Results) | Transportation Insecurity Analysis Tool | Understanding the Data

To start use selectors, search, or zoom

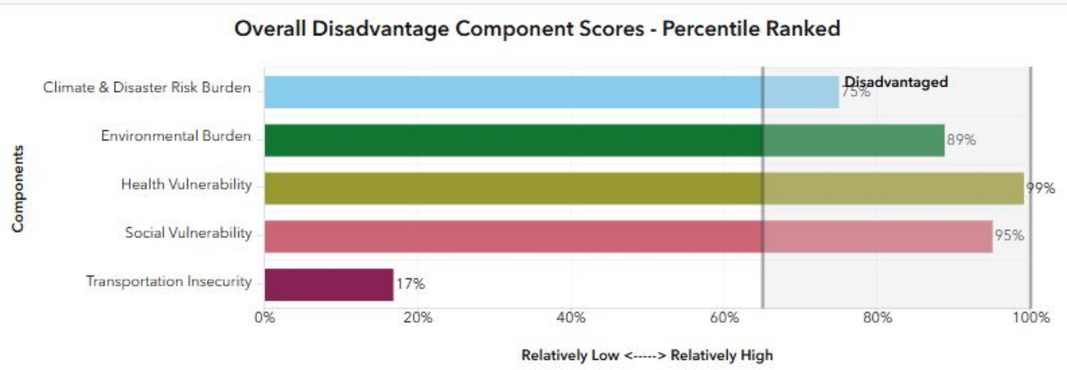
For additional instructions click the arrow on the left side of the page

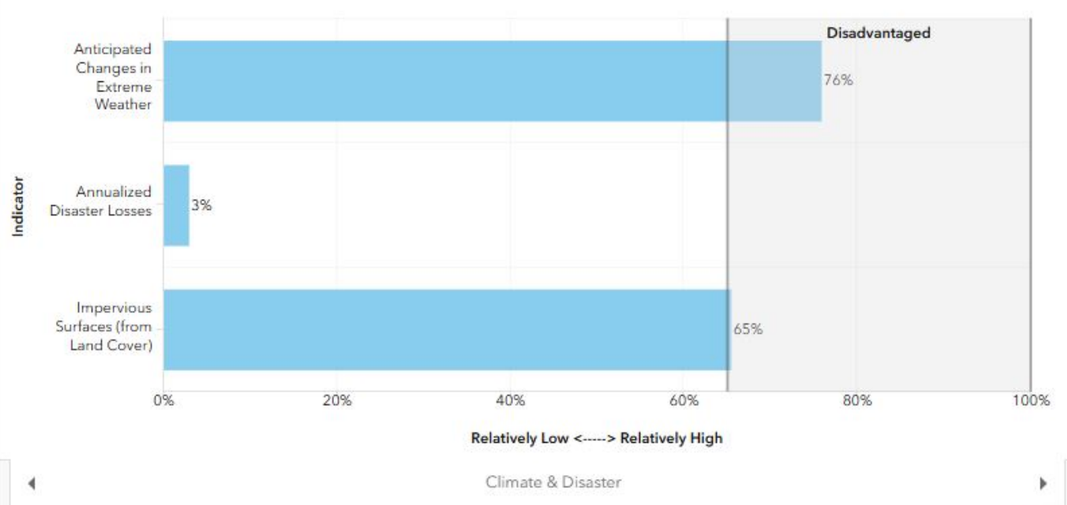
State Selector: All States

County Selector: Cuyahoga County, Ohio

Community Selector: Select State First

MPO Selector: All MPOs





Total Population Living in the Selected Proiect Area

1.8k

Total Population Living in Disadvantaged Census Tracts in the Selected Proiect Area

1.8k

% of Disadvantaged Census Tracts in the Selected Proiect Area

100%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%).

Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

Tract 39035-1512

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

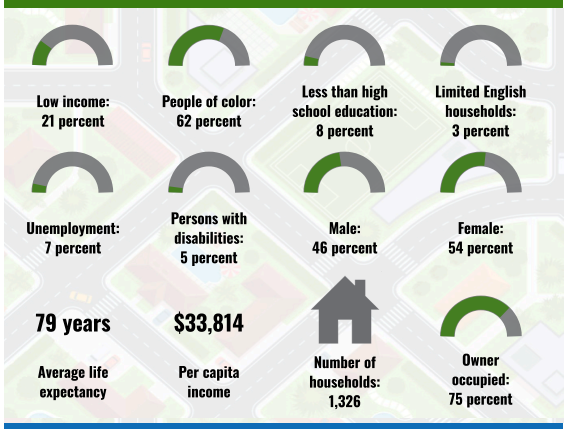
Cleveland Heights, OH

Tract: 39035140400
Population: 3,692
Area in square miles: 0.45

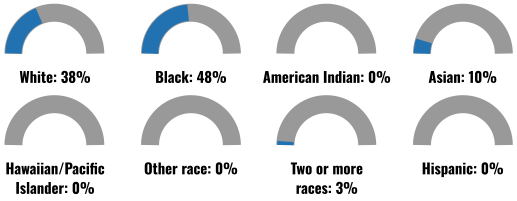
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	88%
Spanish	1%
Other Indo-European	4%
Chinese (including Mandarin, Cantonese)	7%
Total Non-English	12%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE

LIMITED ENGLISH SPEAKING BREAKDOWN

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Tract: 39035140400
Report produced December 12, 2024 using EJScreen Version 2.3

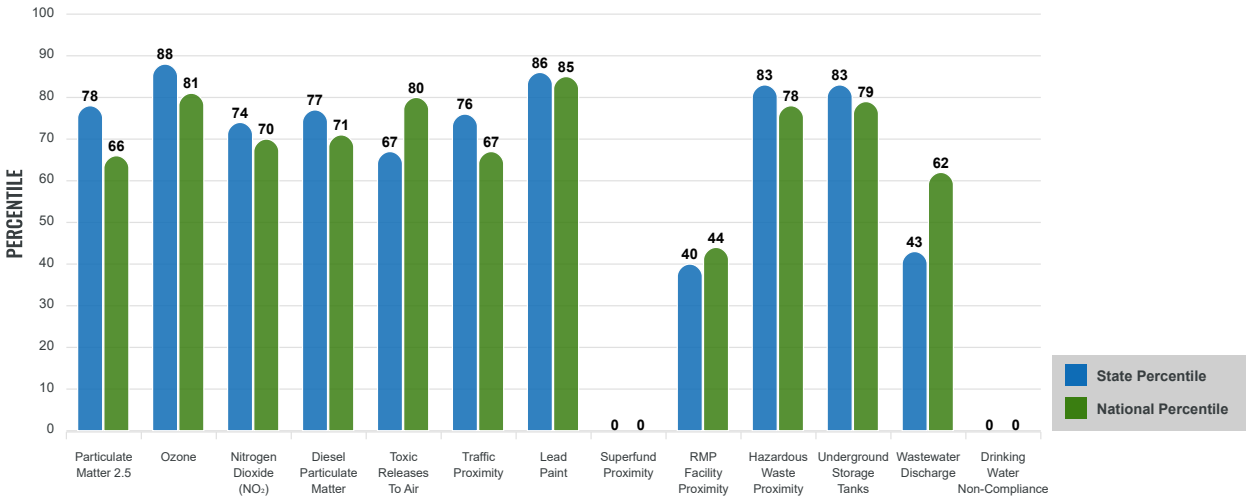
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

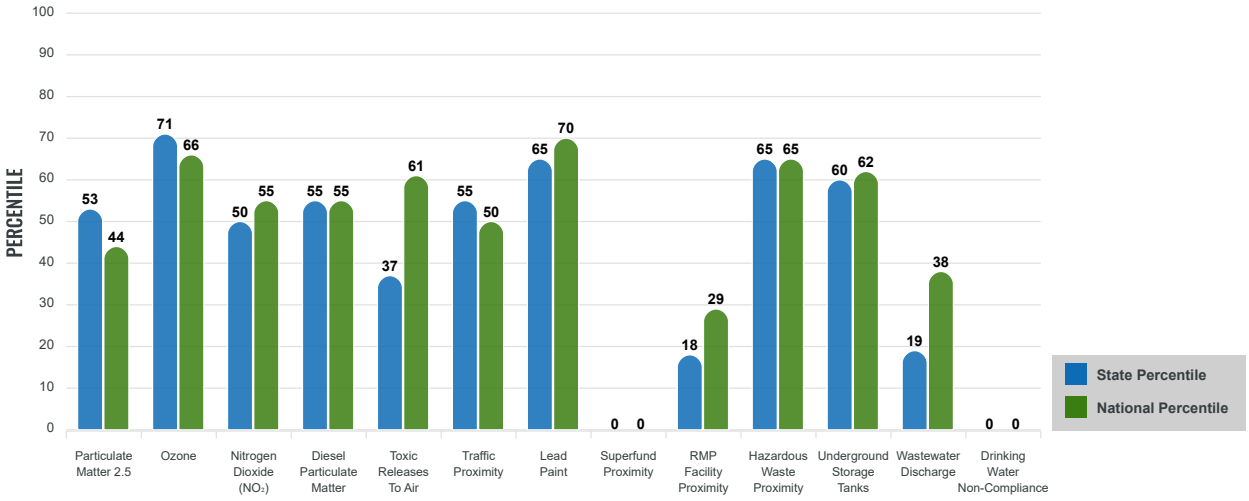
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 39035140400

Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	8.28	8.17	65	8.45	54
Ozone (ppb)	68.3	63.3	96	61.8	82
Nitrogen Dioxide (NO_2) (ppbv)	9.2	8.5	62	7.8	67
Diesel Particulate Matter ($\mu g/m^3$)	0.204	0.177	68	0.191	65
Toxic Releases to Air (toxicity-weighted concentration)	2,700	10,000	41	4,600	77
Traffic Proximity (daily traffic count/distance to road)	1,200,000	960,000	67	1,700,000	59
Lead Paint (% Pre-1960 Housing)	0.88	0.44	91	0.3	95
Superfund Proximity (site count/km distance)	0	0.14	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.085	0.7	18	0.57	30
Hazardous Waste Proximity (facility count/km distance)	5.8	2.3	88	3.5	82
Underground Storage Tanks (count/km^2)	6.7	2.8	87	3.6	84
Wastewater Discharge (toxicity-weighted concentration/m distance)	32	2500	19	700000	46
Drinking Water Non-Compliance (points)	0	0.77	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.47	N/A	N/A	1.34	62
Supplemental Demographic Index USA	1.13	N/A	N/A	1.64	24
Demographic Index State	1.64	1.2	75	N/A	N/A
Supplemental Demographic Index State	0.95	1.46	24	N/A	N/A
People of Color	62%	24%	87	40%	73
Low Income	21%	33%	36	30%	39
Unemployment Rate	7%	6%	74	6%	72
Limited English Speaking Households	3%	1%	86	5%	68
Less Than High School Education	8%	9%	56	11%	51
Under Age 5	4%	5%	44	5%	44
Over Age 64	14%	18%	38	18%	43

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 0
Brownfields 1
Toxic Release Inventory 0

Other community features within defined area:

Schools 2
Hospitals 0
Places of Worship 2

Other environmental data:

Air Non-attainment ..... Yes
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 39035140400
Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	21%	28	20%	42
Heart Disease	6.4	6.9	35	5.8	65
Asthma	11.7	10.8	79	10.3	85
Cancer	6.5	7	31	6.4	50
Persons with Disabilities	5.1%	15%	2	13.7%	4

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	1%	7%	19	12%	16
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	13%	37	13%	42
Lack of Health Insurance	2%	7%	7	9%	7
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 39035140400

Report produced December 12, 2024 using EJScreen Version 2.3

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results | ETC Explorer- Add Your Data (National and State Results) | Transportation Insecurity Analysis Tool | Understanding the Data

To start use selectors, search, or zoom

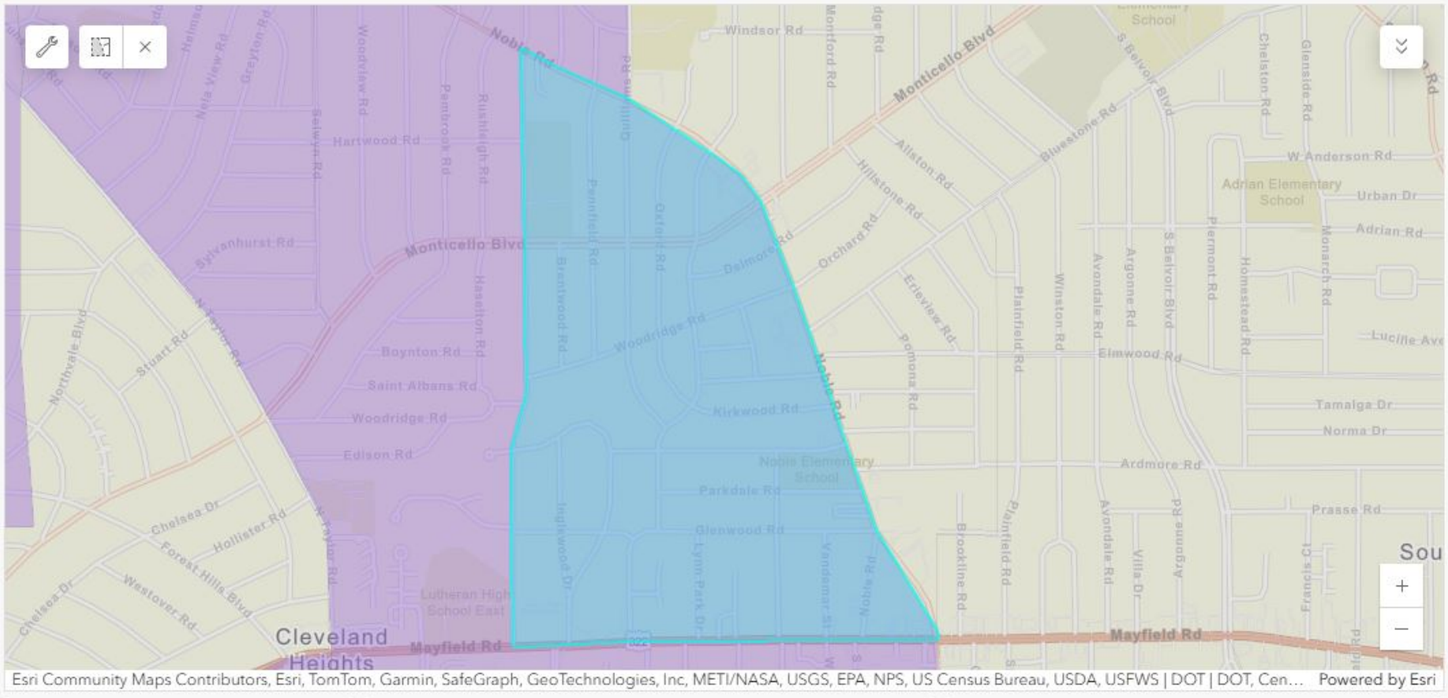
For additional instructions click the arrow on the left side of the page

State Selector: All States

County Selector: Cuyahoga County, Ohio

Community Selector: Select State First

MPO Selector: All MPOs



Total Population Living in the Selected Proiect Area

3.3k

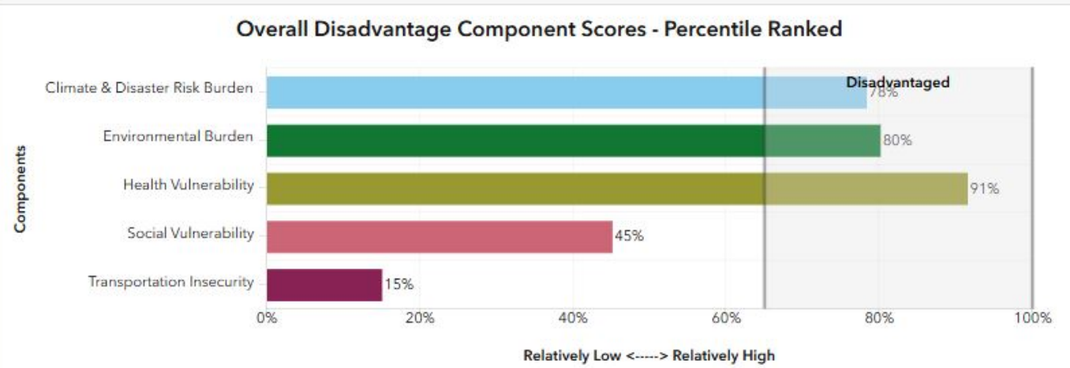
Total Population Living in Disadvantaged Census Tracts in the Selected Proiect Area

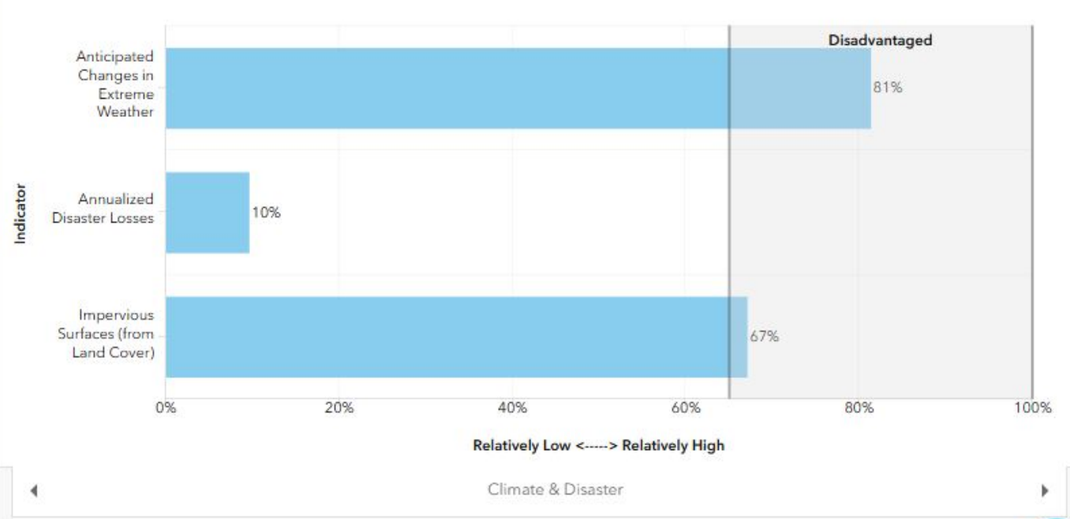
3.3k

% of Disadvantaged Census Tracts in the Selected Proiect Area

100%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%).





Climate & Disaster

Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

Tract 39035-1404

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Cleveland Heights, OH

Tract: 39035140302
Population: 2,287
Area in square miles: 0.37

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	87%
Spanish	7%
Russian, Polish, or Other Slavic	2%
Chinese (including Mandarin, Cantonese)	2%
Other Asian and Pacific Island	2%
Total Non-English	13%

COMMUNITY INFORMATION

- Low income: 28 percent
- People of color: 74 percent
- Less than high school education: 5 percent
- Limited English households: 3 percent
- Unemployment: 4 percent
- Persons with disabilities: 13 percent
- Male: 42 percent
- Female: 58 percent
- 81 years — Average life expectancy
- $30,785 — Per capita income
- Number of households: 1,051
- Owner occupied: 65 percent

BREAKDOWN BY RACE

- White: 26%
- Black: 66%
- American Indian: 0%
- Asian: 2%
- Hawaiian/Pacific Islander: 2%
- Other race: 0%
- Two or more races: 1%
- Hispanic: 3%

BREAKDOWN BY AGE

From Ages 1 to 4	5%
From Ages 1 to 18	23%
From Ages 18 and up	77%
From Ages 65 and up	22%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	100%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Tract: 39035140302
Report produced December 12, 2024 using EJScreen Version 2.3

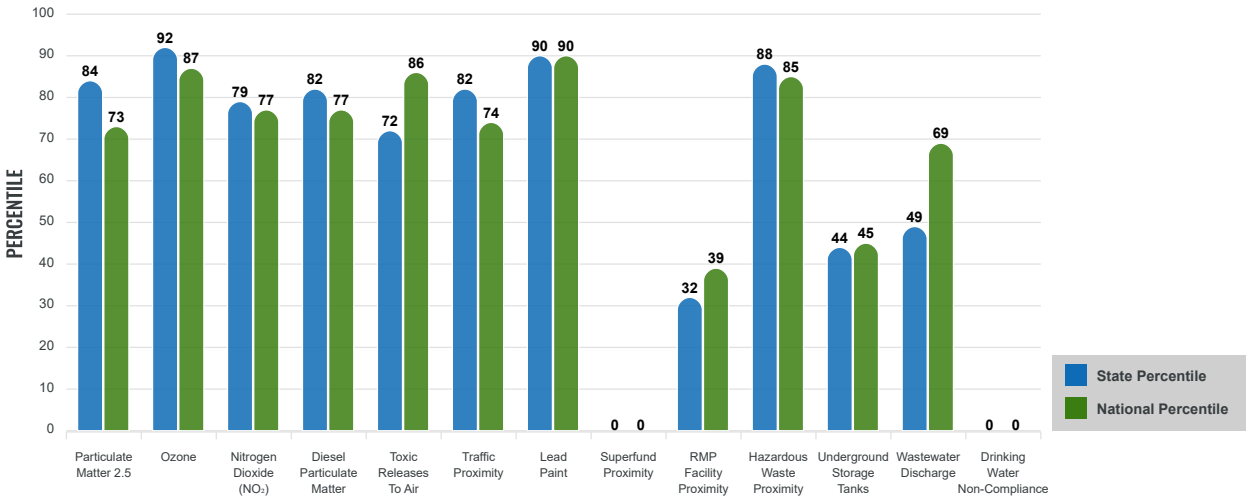
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

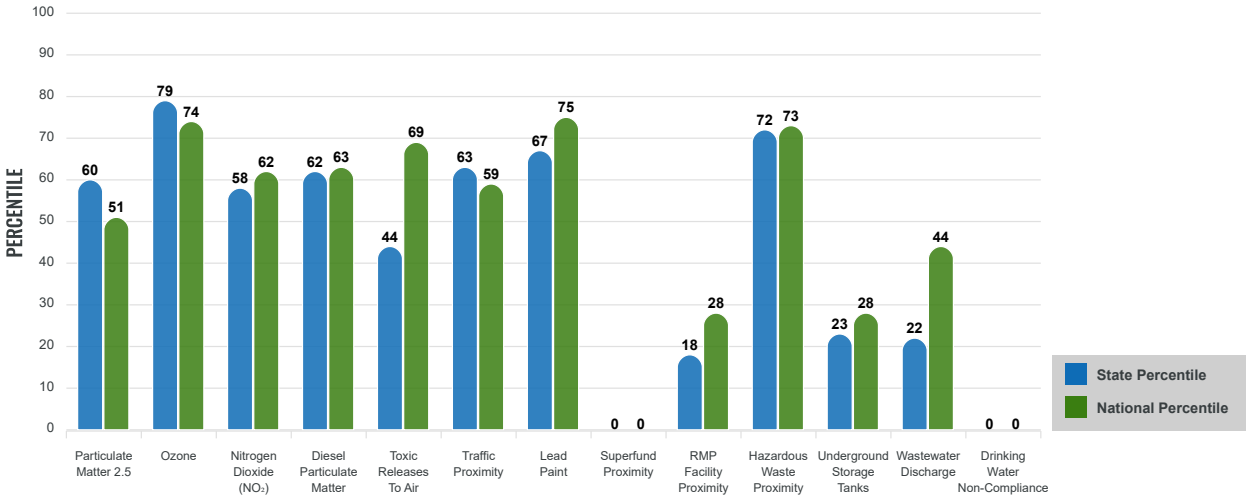
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 39035140302

Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	8.27	8.17	65	8.45	54
Ozone (ppb)	68.5	63.3	96	61.8	82
Nitrogen Dioxide (NO_2) (ppbv)	9.2	8.5	61	7.8	66
Diesel Particulate Matter ($\mu g/m^3$)	0.204	0.177	68	0.191	65
Toxic Releases to Air (toxicity-weighted concentration)	2,700	10,000	41	4,600	77
Traffic Proximity (daily traffic count/distance to road)	1,300,000	960,000	68	1,700,000	60
Lead Paint (% Pre-1960 Housing)	0.84	0.44	87	0.3	94
Superfund Proximity (site count/km distance)	0	0.14	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.05	0.7	17	0.57	28
Hazardous Waste Proximity (facility count/km distance)	6.5	2.3	90	3.5	84
Underground Storage Tanks (count/km^2)	0.19	2.8	27	3.6	37
Wastewater Discharge (toxicity-weighted concentration/m distance)	32	2500	19	700000	46
Drinking Water Non-Compliance (points)	0	0.77	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.83	N/A	N/A	1.34	73
Supplemental Demographic Index USA	1.32	N/A	N/A	1.64	36
Demographic Index State	2.04	1.2	82	N/A	N/A
Supplemental Demographic Index State	1.14	1.46	36	N/A	N/A
People of Color	74%	24%	91	40%	80
Low Income	28%	33%	48	30%	52
Unemployment Rate	4%	6%	52	6%	49
Limited English Speaking Households	3%	1%	87	5%	70
Less Than High School Education	5%	9%	38	11%	36
Under Age 5	5%	5%	48	5%	48
Over Age 64	22%	18%	68	18%	70

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 0
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 0
Hospitals 0
Places of Worship 0

Other environmental data:

Air Non-attainment ..... Yes
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... No

Report for Tract: 39035140302
Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	17%	21%	13	20%	27
Heart Disease	6.7	6.9	42	5.8	71
Asthma	10.9	10.8	63	10.3	70
Cancer	7.5	7	61	6.4	73
Persons with Disabilities	12.6%	15%	38	13.7%	48

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	0%	7%	0	12%	0
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	15%	13%	65	13%	67
Lack of Health Insurance	1%	7%	3	9%	4
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 39035140302

Report produced December 12, 2024 using EJScreen Version 2.3

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results | ETC Explorer- Add Your Data (National and State Results) | Transportation Insecurity Analysis Tool | Understanding the Data

To start use selectors, search, or zoom

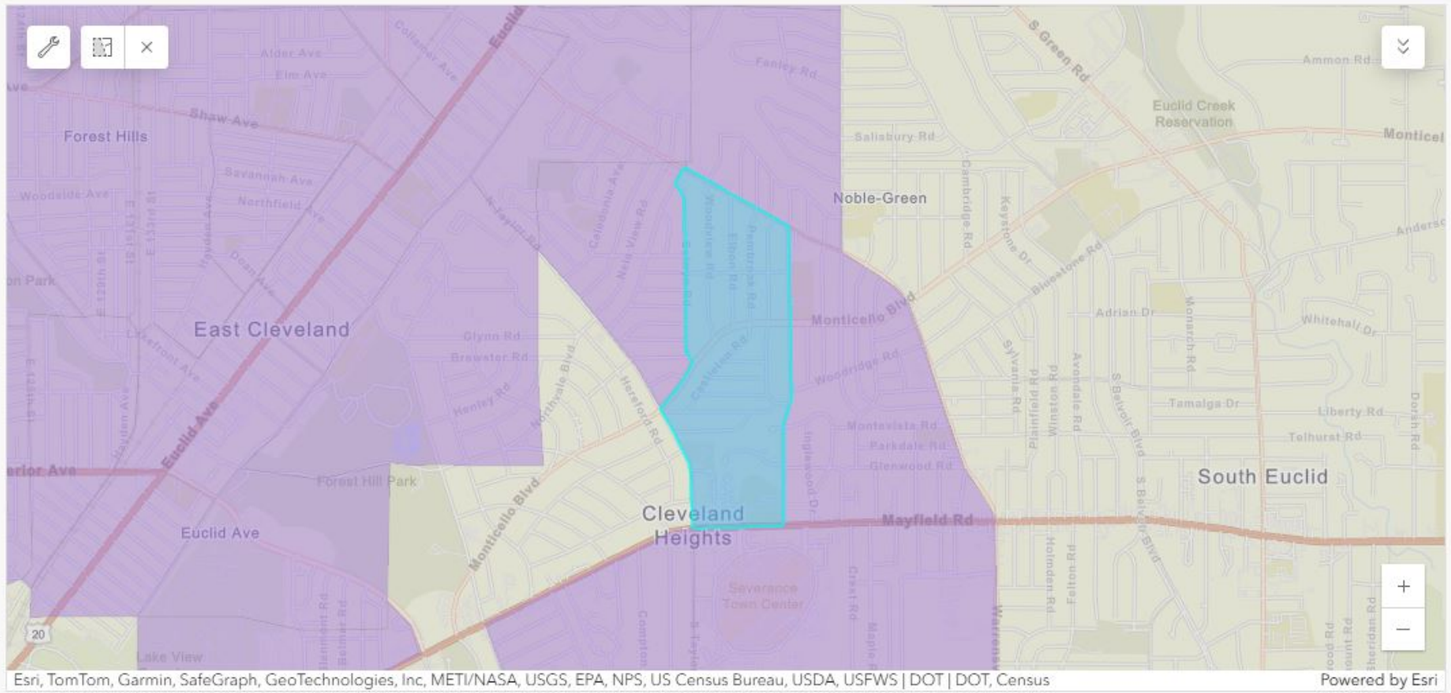
For additional instructions click the arrow on the left side of the page

State Selector: All States

County Selector: Cuyahoga County, Ohio

Community Selector: Select State First

MPO Selector: All MPOs



Total Population Living in the Selected Proiect Area

2.3k

Total Population Living in Disadvantaged Census Tracts in the Selected Proiect Area

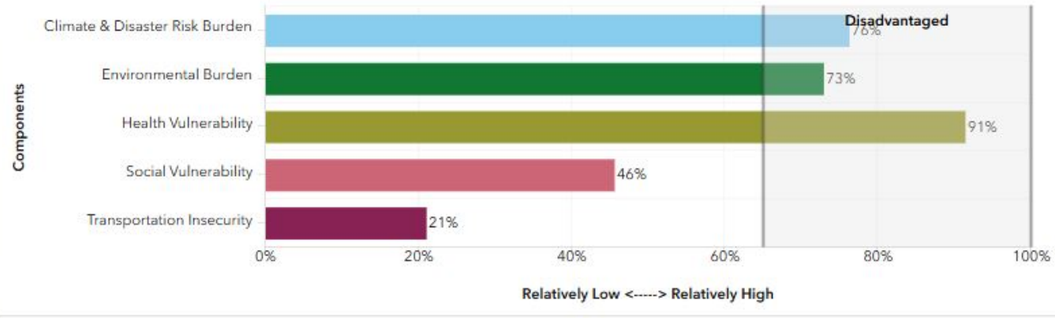
2.3k

% of Disadvantaged Census Tracts in the Selected Proiect Area

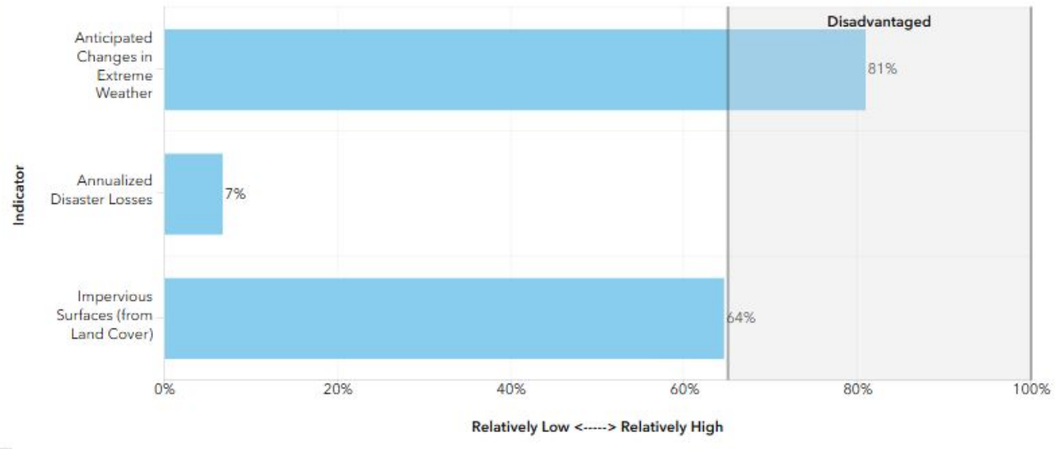
100%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%).

Overall Disadvantage Component Scores - Percentile Ranked



Climate & Disaster Risk Burden - Percentile Rank



Climate & Disaster

Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

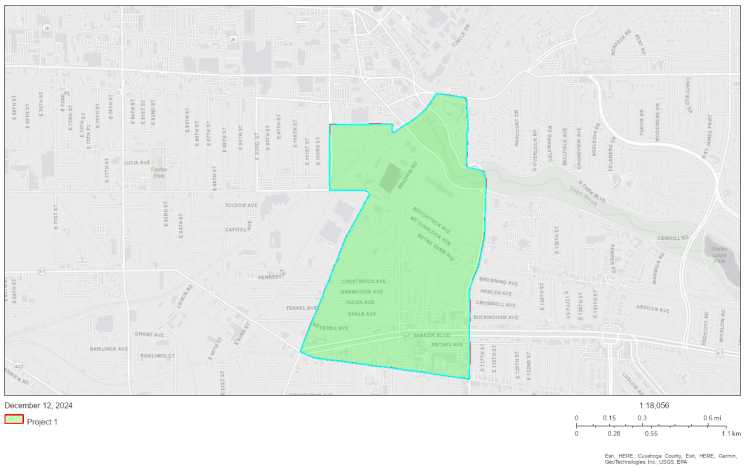
Tract 39035-1403

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Cleveland, OH

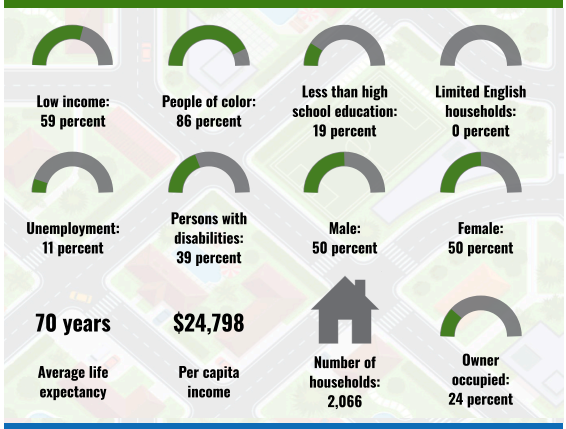
Tract: 39035198600
Population: 4,212
Area in square miles: 0.76



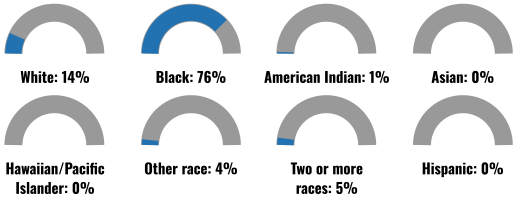
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	95%
Spanish	4%
Other and Unspecified	1%
Total Non-English	5%

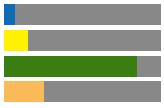
COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



From Ages 1 to 4	7%
From Ages 1 to 18	15%
From Ages 18 and up	85%
From Ages 65 and up	25%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	100%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Tract: 39035198600
Report produced December 12, 2024 using EJScreen Version 2.3

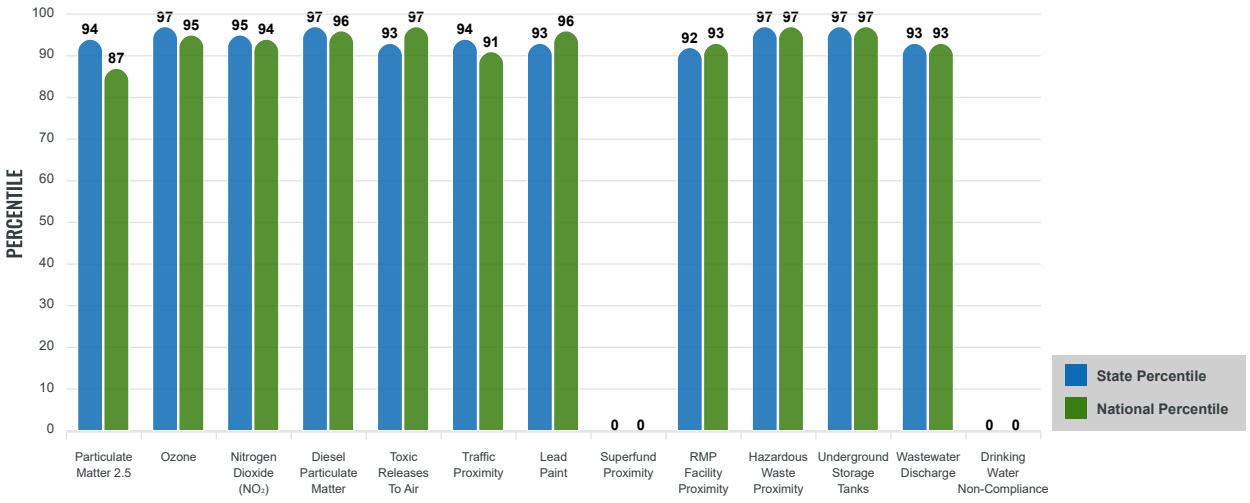
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

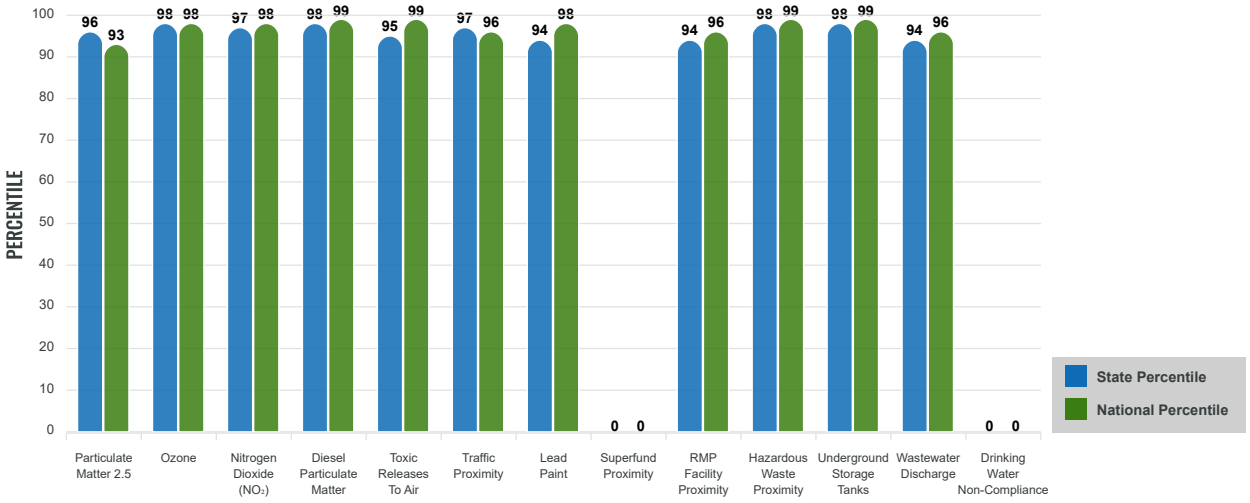
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 39035198600

Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	8.39	8.17	70	8.45	58
Ozone (ppb)	67.5	63.3	92	61.8	79
Nitrogen Dioxide (NO_2) (ppbv)	11	8.5	84	7.8	82
Diesel Particulate Matter ($\mu g/m^3$)	0.337	0.177	96	0.191	87
Toxic Releases to Air (toxicity-weighted concentration)	7,600	10,000	74	4,600	90
Traffic Proximity (daily traffic count/distance to road)	2,000,000	960,000	85	1,700,000	72
Lead Paint (% Pre-1960 Housing)	0.63	0.44	69	0.3	82
Superfund Proximity (site count/km distance)	0	0.14	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.86	0.7	70	0.57	77
Hazardous Waste Proximity (facility count/km distance)	9.8	2.3	97	3.5	90
Underground Storage Tanks (count/km^2)	16	2.8	98	3.6	94
Wastewater Discharge (toxicity-weighted concentration/m distance)	660	2500	68	700000	71
Drinking Water Non-Compliance (points)	0	0.77	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	2.74	N/A	N/A	1.34	91
Supplemental Demographic Index USA	3.21	N/A	N/A	1.64	97
Demographic Index State	2.98	1.2	94	N/A	N/A
Supplemental Demographic Index State	2.99	1.46	97	N/A	N/A
People of Color	86%	24%	94	40%	86
Low Income	59%	33%	86	30%	88
Unemployment Rate	10%	6%	82	6%	83
Limited English Speaking Households	0%	1%	76	5%	57
Less Than High School Education	19%	9%	87	11%	80
Under Age 5	7%	5%	66	5%	67
Over Age 64	25%	18%	78	18%	78

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 1
Air Pollution 5
Brownfields 4
Toxic Release Inventory 0

Other community features within defined area:

Schools 3
Hospitals 2
Places of Worship 7

Other environmental data:

Air Non-attainment ..... Yes
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... Yes
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 39035198600
Report produced December 12, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	28%	21%	94	20%	98
Heart Disease	8.4	6.9	84	5.8	92
Asthma	15.6	10.8	99	10.3	99
Cancer	4.7	7	5	6.4	17
Persons with Disabilities	38.9%	15%	99	13.7%	99

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	2%	7%	26	12%	21
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	35%	13%	94	13%	94
Lack of Health Insurance	8%	7%	68	9%	55
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 39035198600

Report produced December 12, 2024 using EJScreen Version 2.3

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results | ETC Explorer- Add Your Data (National and State Results) | Transportation Insecurity Analysis Tool | Understanding the Data

To start use selectors, search, or zoom

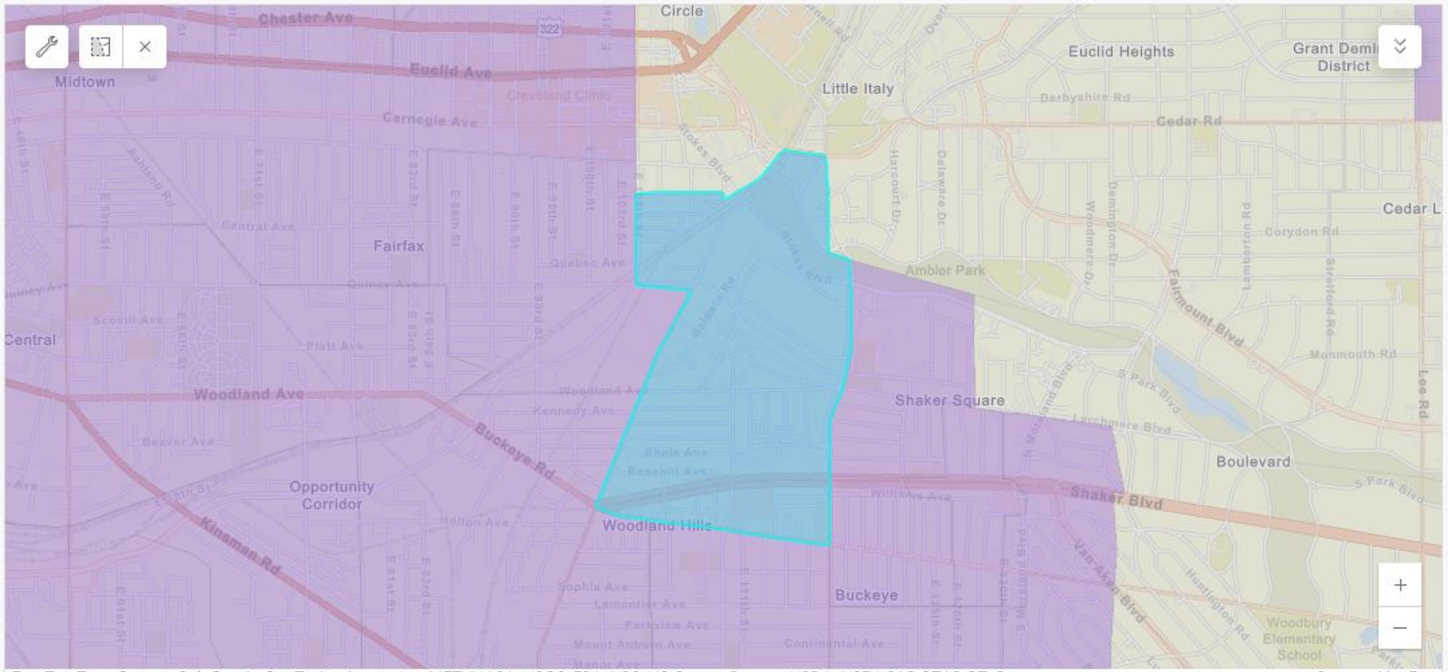
For additional instructions click the arrow on the left side of the page

State Selector: All States

County Selector: Cuyahoga County, Ohio

Community Selector: Select State First

MPO Selector: All MPOs



Total Population Living in the Selected Proiect Area

4.6k

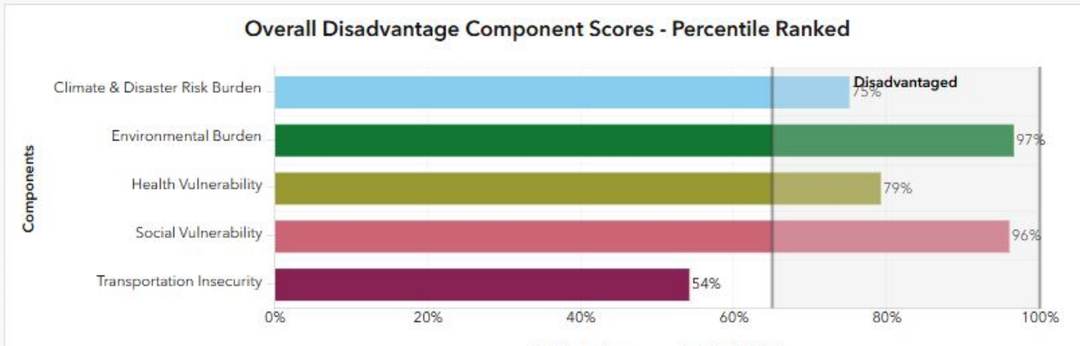
Total Population Living in Disadvantaged Census Tracts in the Selected Proiect Area

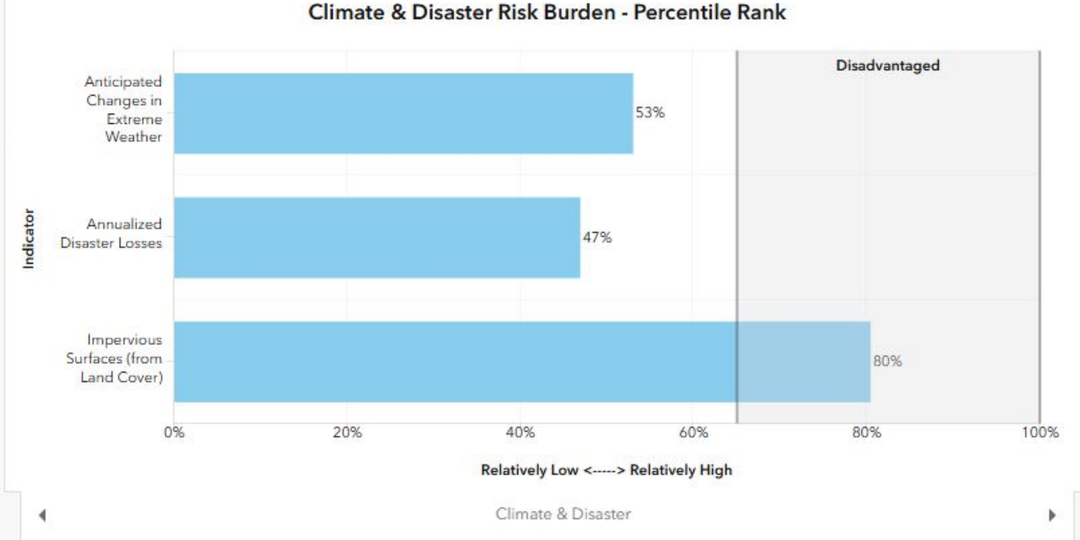
4.6k

% of Disadvantaged Census Tracts in the Selected Proiect Area

100%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%).





Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

Tract 39035-1986

Appendix G: Self-Certification Eligibility Checklist

Safe Streets 4 Cleveland Heights

Cleveland Heights Comprehensive & Equitable Safety Action Plan

Self-Certification Eligibility Checklist

ELIGIBILITY

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions 3, 7, and 9 in this worksheet; and
- You can answer "YES" to at least four of the six remaining Questions, 1, 2, 4, 5, 6, and 8.

ACTION PLAN DOCUMENTS

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

DOCUMENT TITLE	LINK	DATE OF MOST RECENT UPDATE
Cleveland Heights Comprehensive & Equitable Safety Action Plan		

ACTION PLAN COMPONENTS	YES/NO	PAGE NUMBER
1. Leadership Commitment and Goal Setting Are **BOTH** of the following true? • A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and • The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.	☑ YES ☐ NO	2 & Appendix A
2. Planning Structure • To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	☑ YES ☐ NO	4 - 6
3. Safety Analysis Does the Action Plan include **ALL** of the following? • Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and, • A geospatial identification (geographic or locational data using maps) of higher risk locations.	☑ YES ☐ NO	9 - 21
4. Engagement and Collaboration Did the Action Plan development include **ALL** of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter-and intra-governmental cooperation and collaboration, as appropriate.	☑ YES ☐ NO	23 - 41
5. Equity Consideration Did the Action Plan development include **ALL** of the following? • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.	☑ YES ☐ NO	43 - 50
6. Policy and Process Changes Are **BOTH** of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	☑ YES ☐ NO	53 - 57
7. Strategy and Project Selections • Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?	☑ YES ☐ NO	59 - 76
8. Progress and Transparency Does the plan include **BOTH** of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	☑ YES ☐ NO	79 - 89
9. Action Plan Date • Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?	☑ YES ☐ NO	