

# The Heights Regional Active Transportation Summit

September 16<sup>th</sup>, 2025



Cuyahoga  
COUNTY PLANNING  
Commission





Source: Lee Reis

# The Heights Regional Active Transportation Plan Summit

September 16, 2025





# Agenda

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

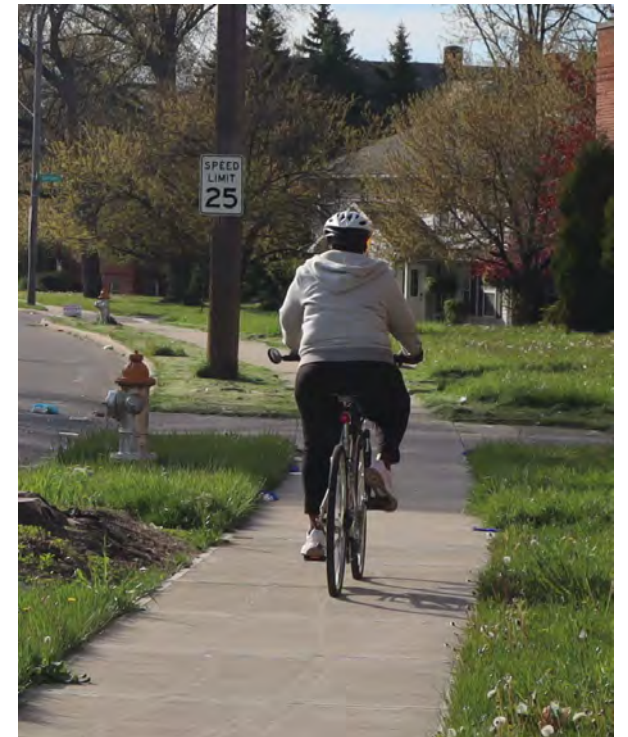


Source: Lee Reis

# Why Build for Active Transportation?



Safety  
Connectivity  
Health  
Environment  
Demand and need  
Economic development



# Active Transportation Saves Ohioans Money

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

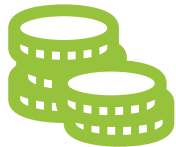
Further, walking and biking to work provides an additional **\$368 million in benefits.**



Reduced operating costs



Reduced fuel consumption



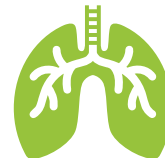
Reduced fares



Reduced congestion, noise, delay



Reduced mortality risk

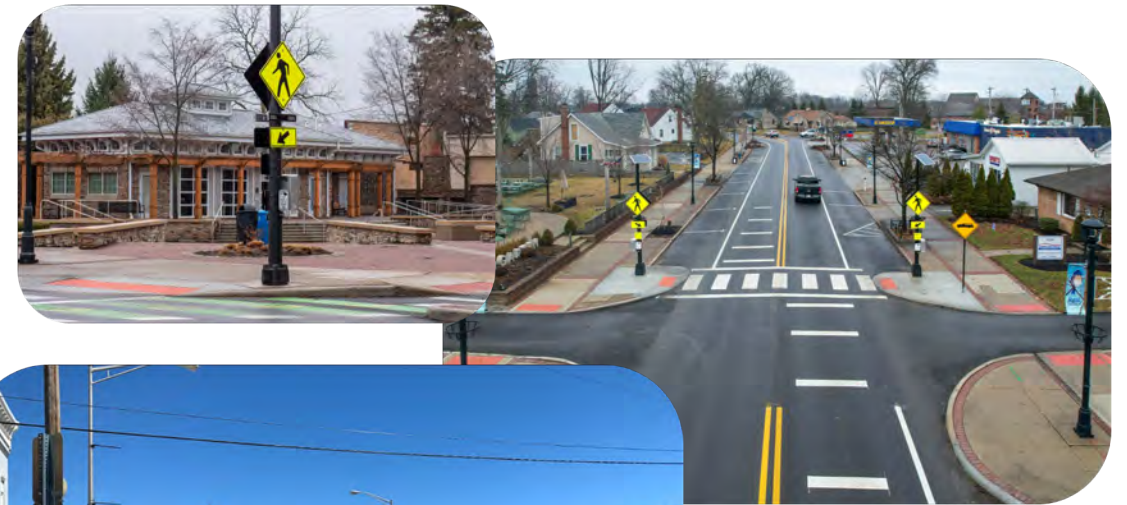


Reduced pollution

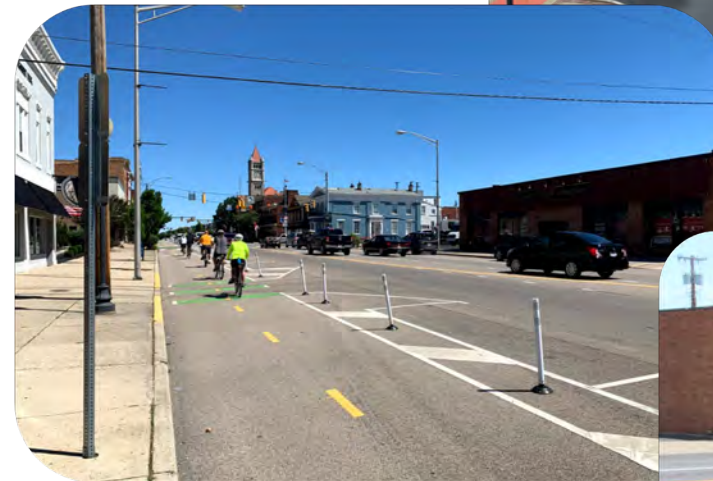


# Active Transportation Improves Safety

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



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





# Overview of Heights Regional ATP

# Timeline





# Vision

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

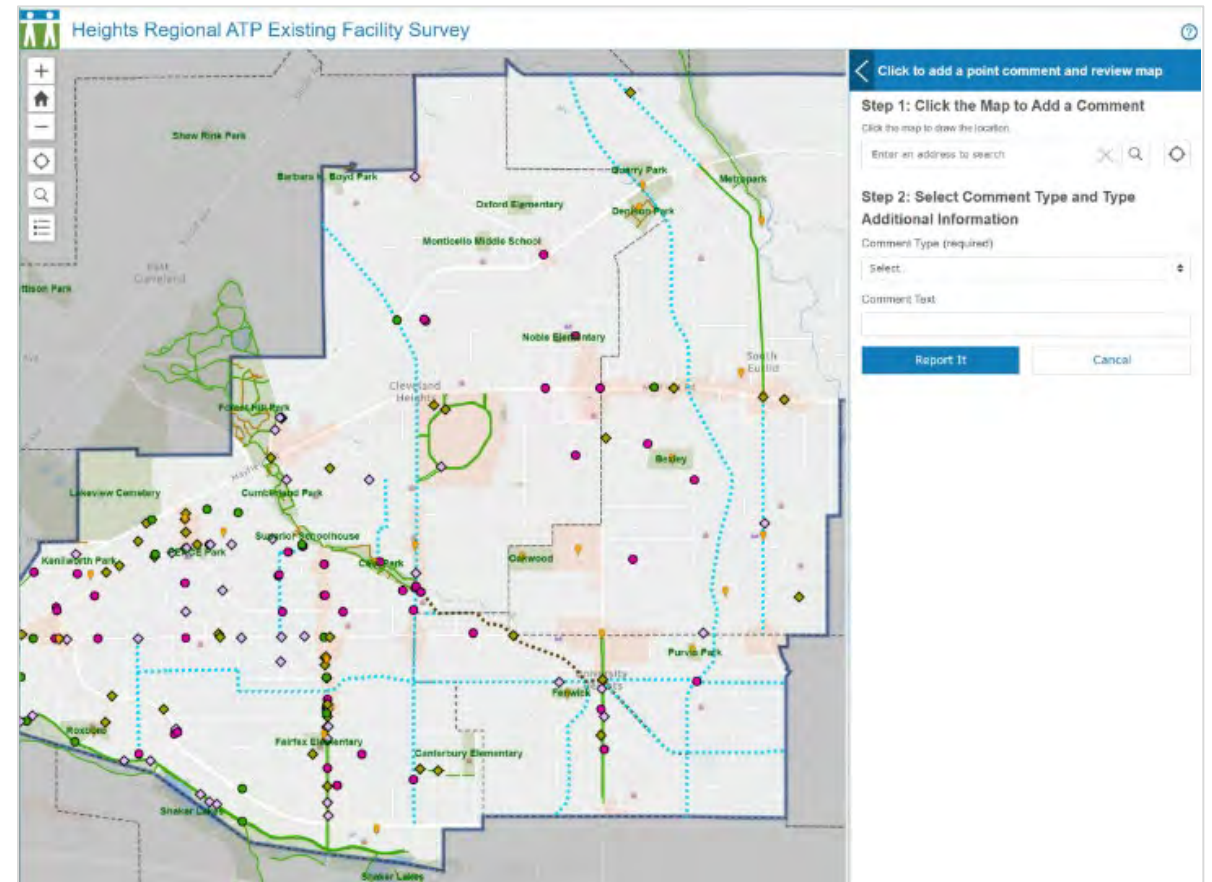
# Community Engagement Overview

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



# Public Input Highlights

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





# Public Input Highlights on Projects

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



# Bicycle Facility Category Examples

**Bicycle  
Lane**



**Buffered  
Bicycle Lane**



**Bicycle  
Boulevard**



**Separated  
Bicycle Lane**





# The Heights Regional Active Transportation Plan



UNIVERSITY  
HEIGHTS

south euclid  
COME TOGETHER & THRIVE

## Proposed Active Transportation Improvements

### Proposed Project Type

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

### Proposed Intersection Improvements

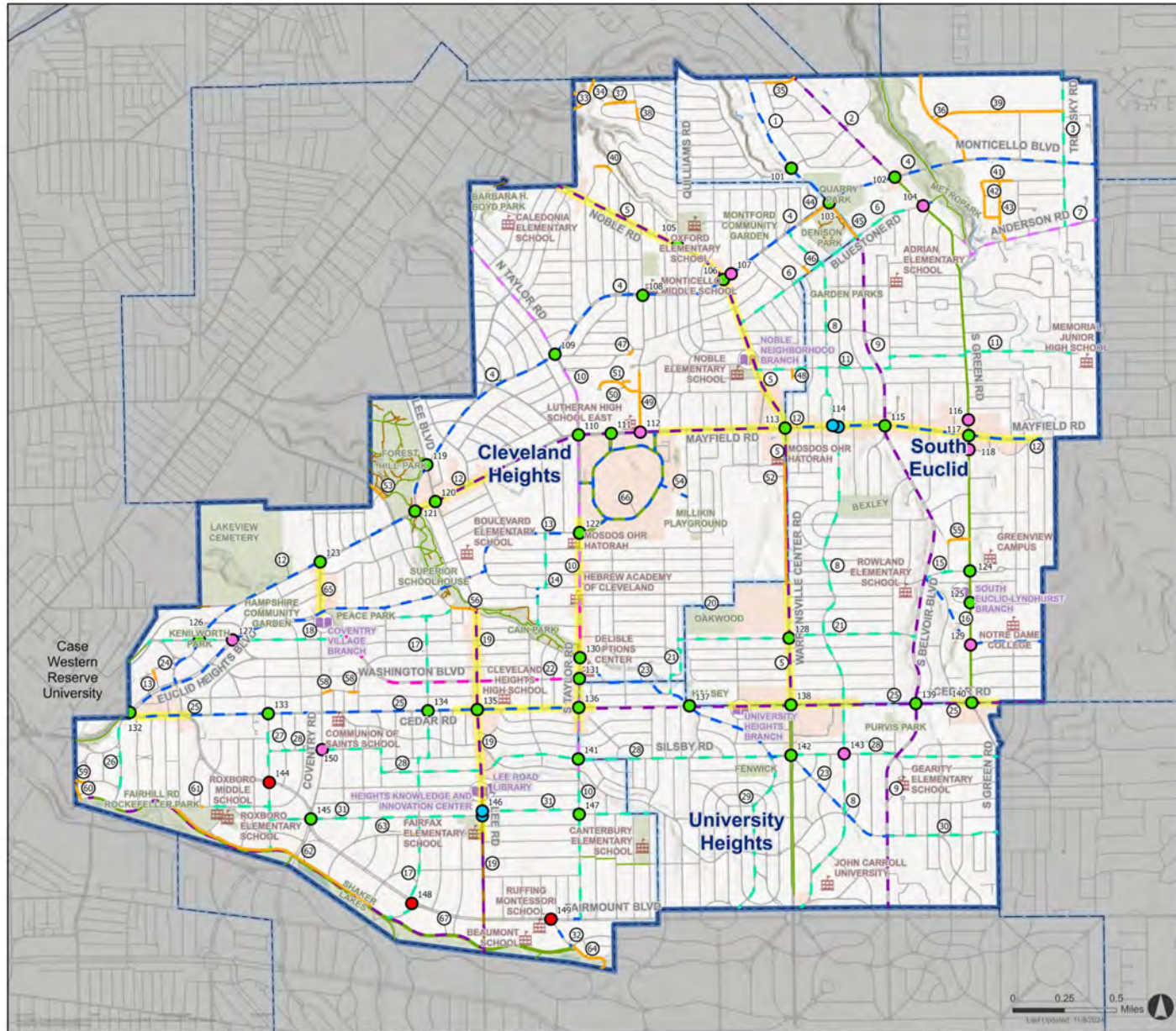
- Offset Intersection Treatment
- RRFB
- Signalized Intersection
- Unsignalized Intersection

### Reference Layers

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

### Existing Infrastructure

- Trails
- Bicycle Infrastructure







## Local Questions on Active Transportation Infrastructure

# How does active transportation infrastructure affect property values?

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



Source: City of Loveland, OH

# How safe are shared use paths for pedestrians?

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



Source: Burton Planning Services





Thank you!

Source: Lee Reis

# The Heights Regional Active Transportation Plan Summit

September 16, 2025



# REGIONAL DATA, STRATEGIES, AND SUCCESSES

Heights Regional Active Transportation Summit September 16,  
2025

# ABOUT NOACA

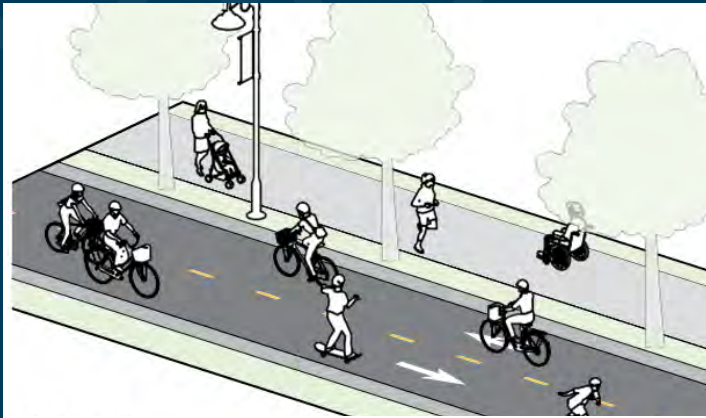
## Metropolitan Planning Organization (MPO) for Greater Cleveland, representing:

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

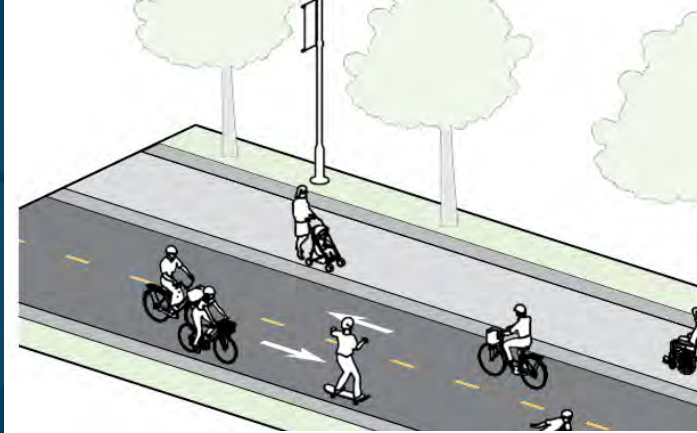




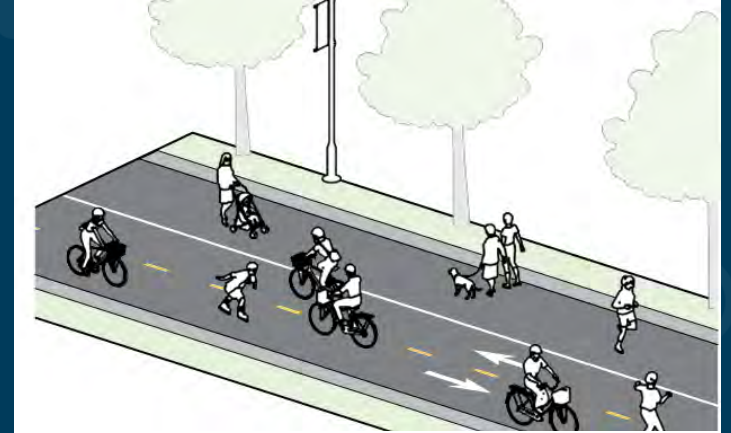
# Separating Bikes and Peds



**Physical separation (not traversable)**



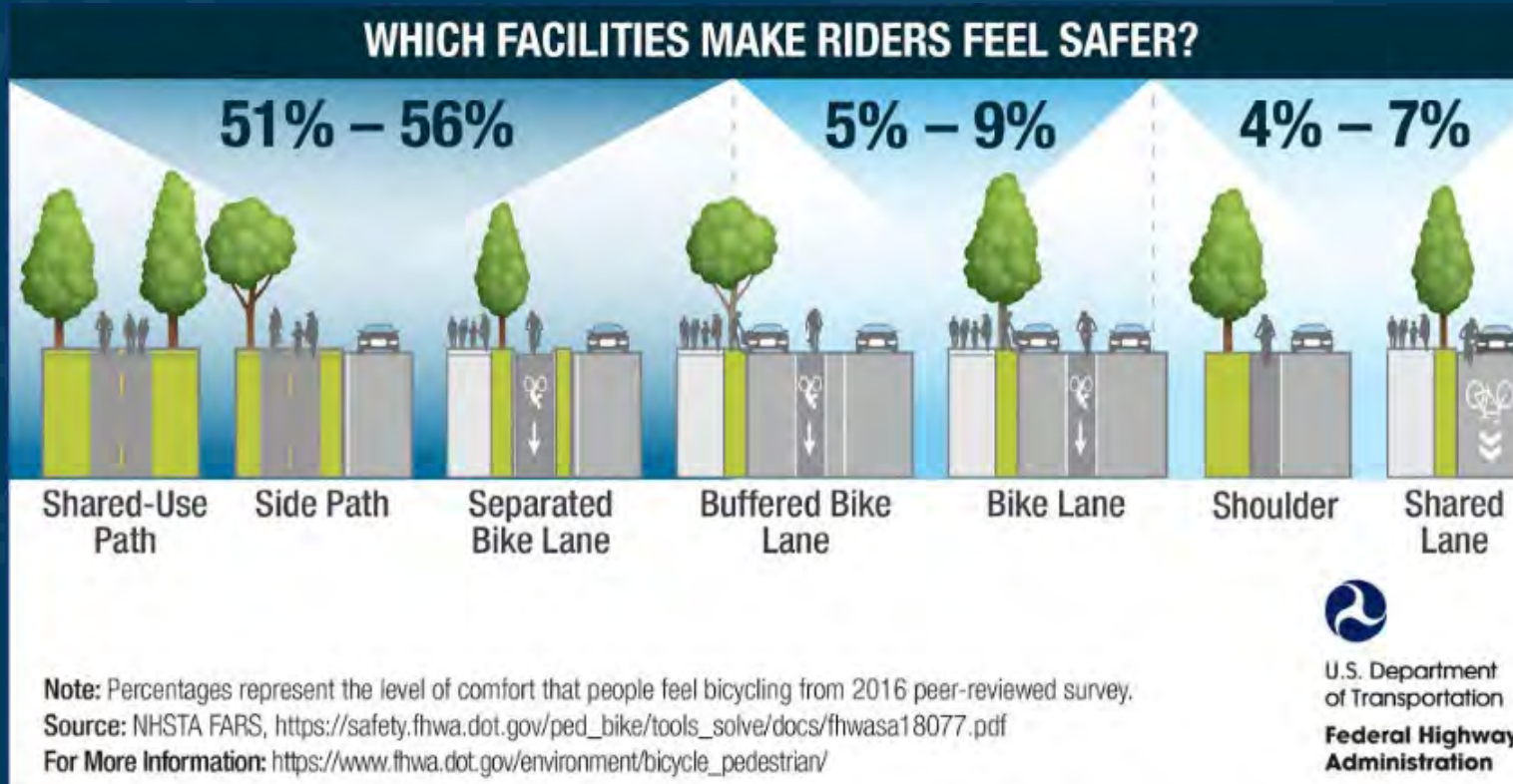
**Separation by traversable surface**



**Separation by pavement markings**

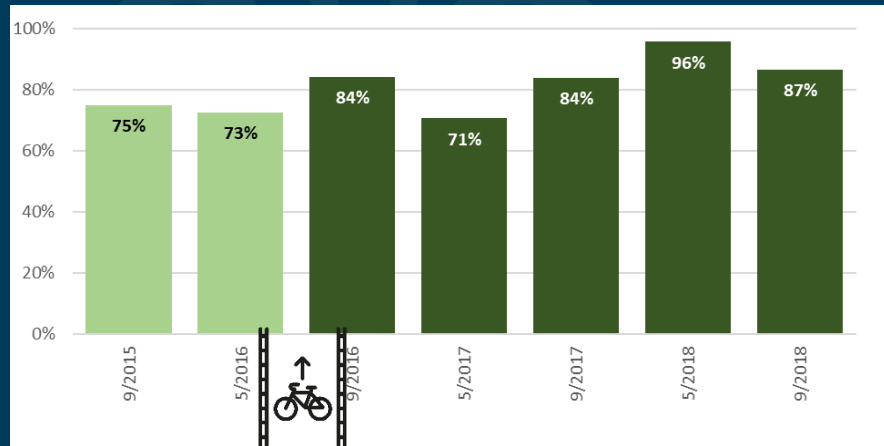
\*Wheelchair users count as pedestrians

# Safer Facilities

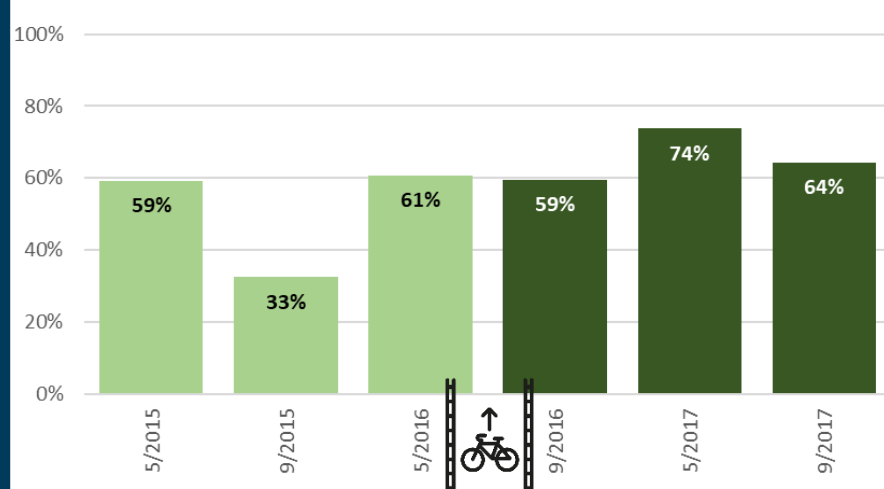


Physically separated bike lanes make the greatest number of people feel safest

# Pedestrian-Bike Conflicts

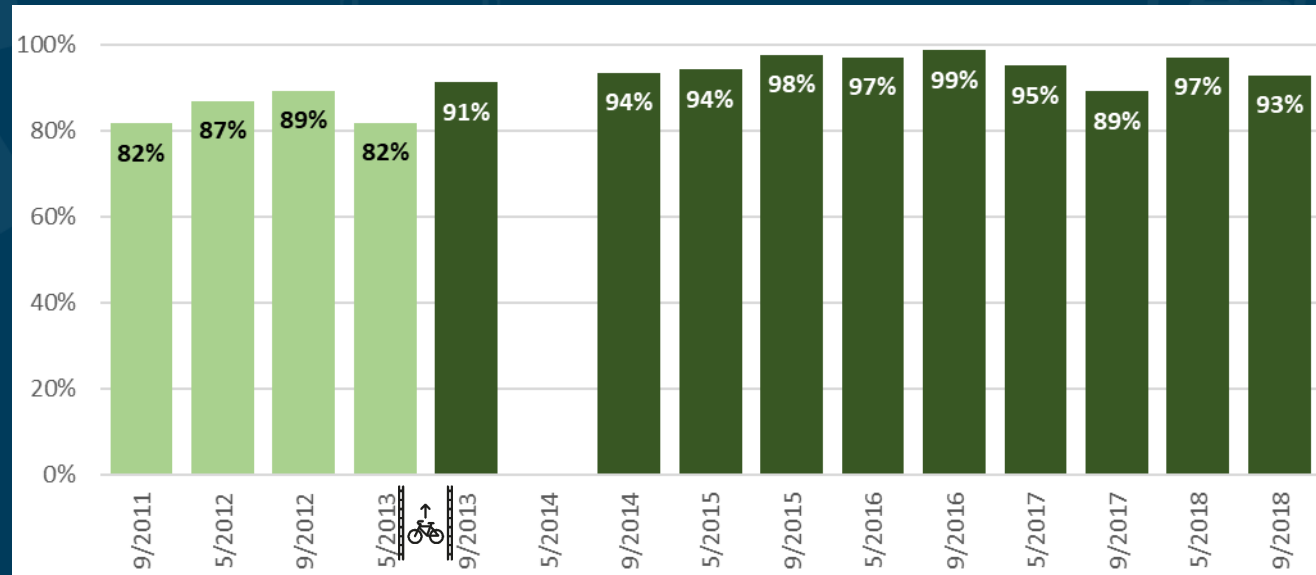


Madison Avenue (Lakewood), non-buffered



W 14<sup>th</sup> Street (Cleveland), non-buffered

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



Edgemoor Road (Cleveland Heights), buffered



# PEDESTRIAN-BIKE SHARED USE PATHS

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

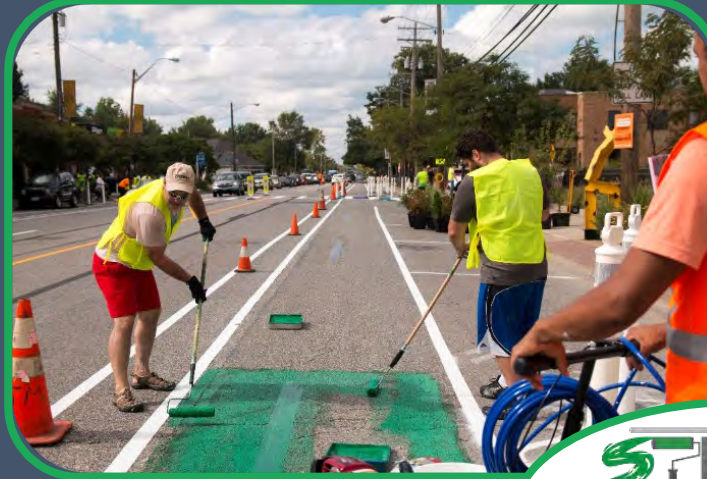
A min of 11' allows people to walk or bike side-by-side

\*Constrained widths are only for special cases & short distances

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



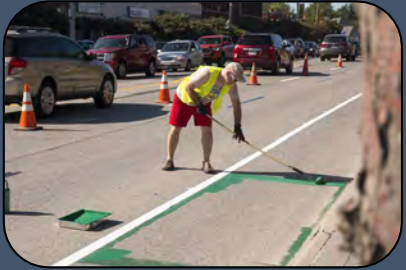
- “Library” of items that communities can use for free to temporarily demonstrate how a project might work before its permanently installed
  - Projects should relate to **improving safety, encouraging multimodal transportation, and enlivening public spaces**
- Allows time for data collection and community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



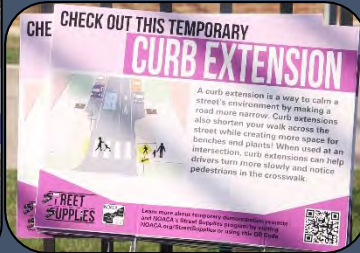
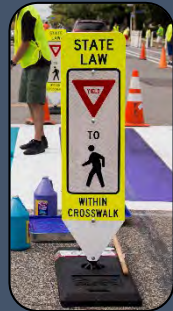


# LIBRARY CONTENTS

## Paint/Tape



## Signs



## Street Furniture



## Traffic Safety Devices





# PROJECT IDEAS



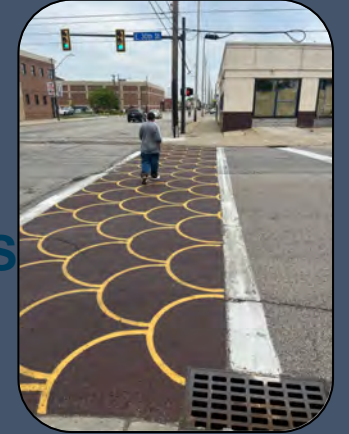
Parklet / Open Street



Buffered Bike Lane



Curb Extension



Enhanced Crosswalk



Separated Bike Lane



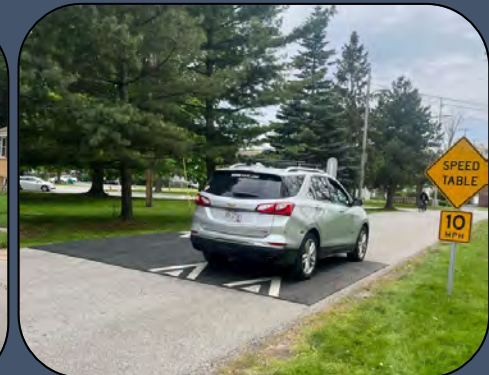
Chicanes



Refuge Island



Roundabout

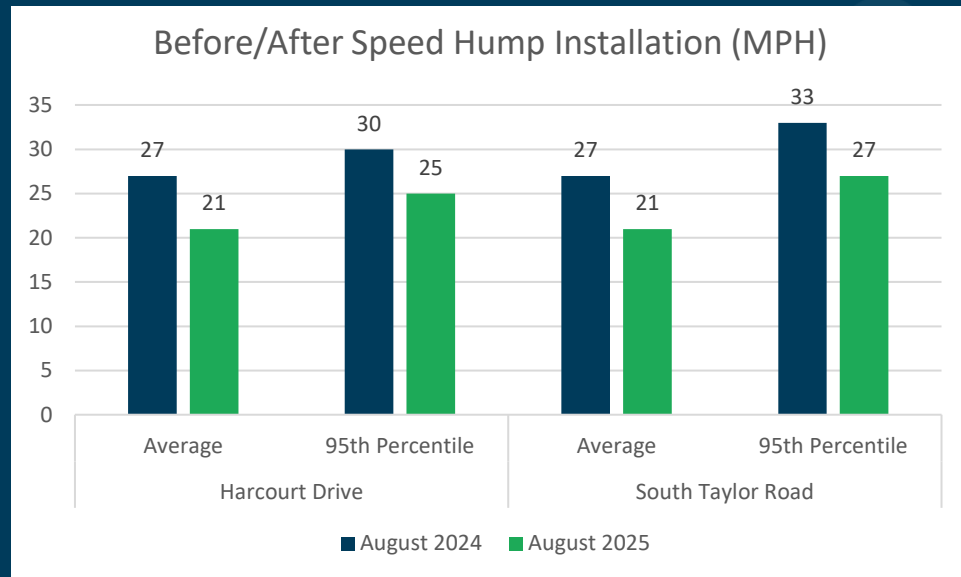


Speed Table



# Street Supplies Successes

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



# Funding Resources

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

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



The screenshot shows the NOACA website's "Funding Resources" page. The header includes the NOACA logo, navigation links (Calendar, Jobs, Contact Us, Nondiscrimination, Translate), and social media icons. A search bar is located in the top right. The main navigation bar highlights "Tools & Resources". The left sidebar lists various resources, with "Funding Resources" selected. The main content area is titled "Funding Resources" and includes a list of funding programs available to entities within the NOACA region. The text explains that NOACA is not the main contact for some programs and provides contact information for questions. The page also features a "Funding Sources" section with links to "NOACA programs for Northeast Ohio Communities", "Federal Economic Development Assistance - continuously available", "State Funding Programs", and "Currently Available Funding Opportunities".

**NOACA**  
Northeast Ohio Areawide Coordinating Agency

Calendar Jobs Contact Us Nondiscrimination Translate

Search...

About Regional Planning **Tools & Resources** Community Assistance Center Board & Committees

**Resources**

- Getting Around the Region
- Street Design Flexibility Guidelines
- Trail Crossing Typology
- Traffic Counts
- Facts & Data on Northeast Ohio
- Major Employment Hubs in the Cleveland Region
- Vibrant NEO 2040 County Reports
- Funding Resources**
- + Maps
- + Recent Studies

**Funding Resources**

Font Size: [Share & Bookmark](#) [Feedback](#) [Print](#)

Below is a list of funding programs available to entities within the NOACA region that are related to NOACA's core planning areas – transportation, infrastructure, environment, climate, and economic development. Please note that NOACA is not the main contact for some of these programs, and questions should be directed to the agency who is responsible for managing each program. If you see errors or know of additional programs, please contact us at [govaffairs@mpo.noaca.org](mailto:govaffairs@mpo.noaca.org) or 216-241-2414 ext. 275.

**Funding Sources**

- NOACA programs for Northeast Ohio Communities** >
- Federal Economic Development Assistance - continuously available** >
- State Funding Programs** >
- Currently Available Funding Opportunities** >





# NOACA

Northeast Ohio Areawide Coordinating Agency

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



Cuyahoga County

# CUYAHOGA COUNTY TRANSPORTATION & MOBILITY

Prepared by:  
Annie Pease,  
Senior Advisor on Transportation

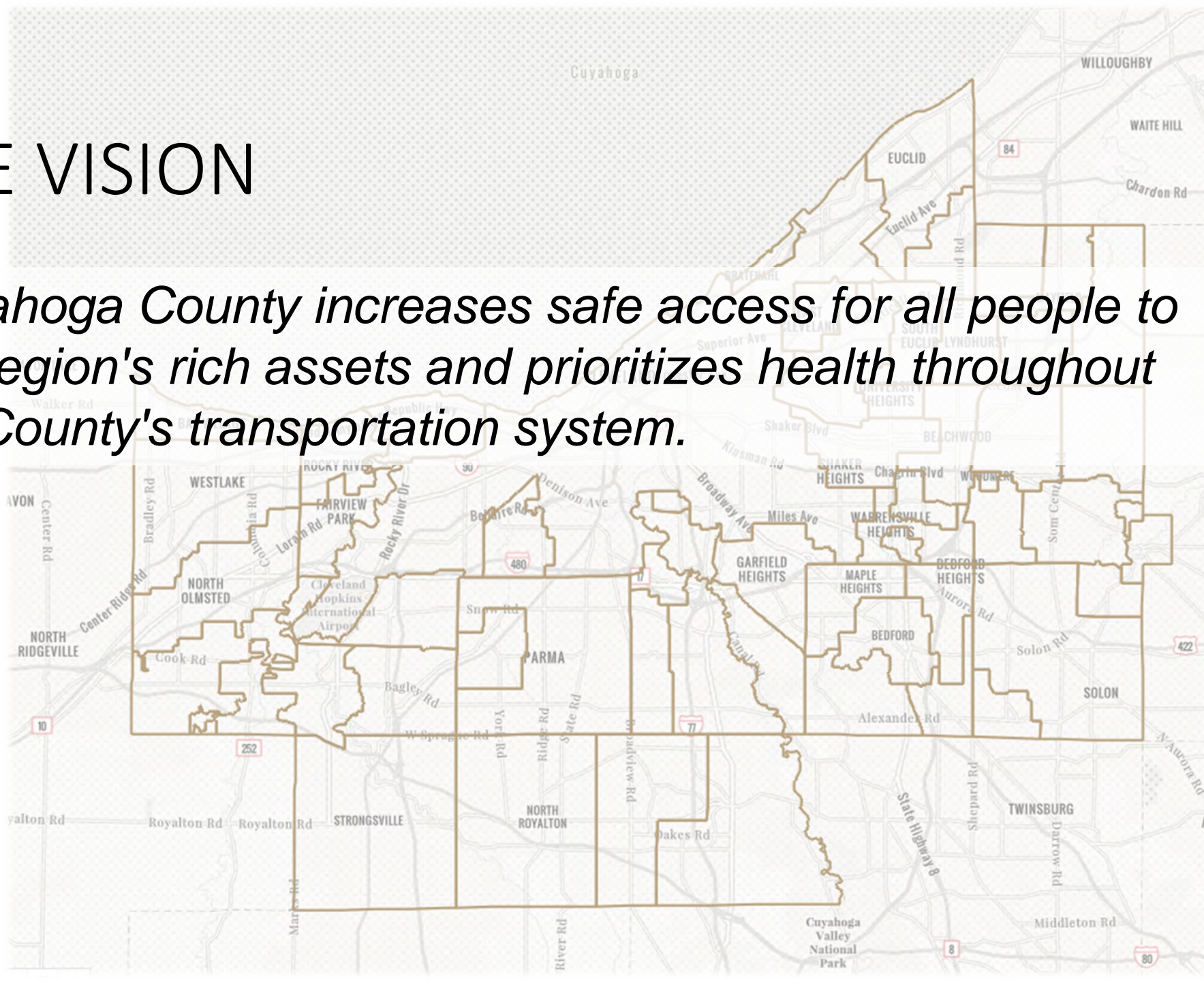
Prepared for:  
Heights Regional Active Transportation  
Summit - September 16, 2025





# THE VISION

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





# THE VISION

## **HEALTH**

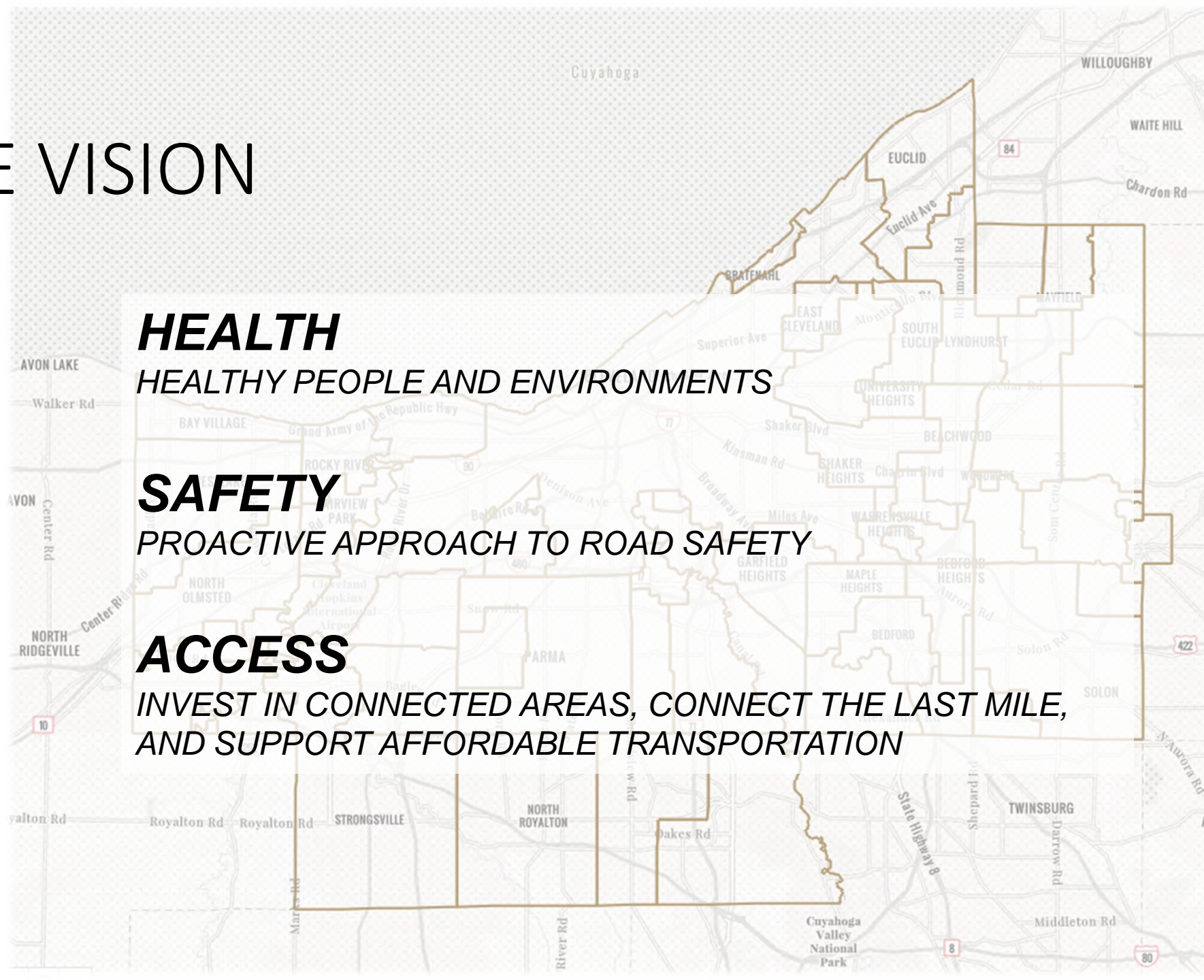
*HEALTHY PEOPLE AND ENVIRONMENTS*

## **SAFETY**

*PROACTIVE APPROACH TO ROAD SAFETY*

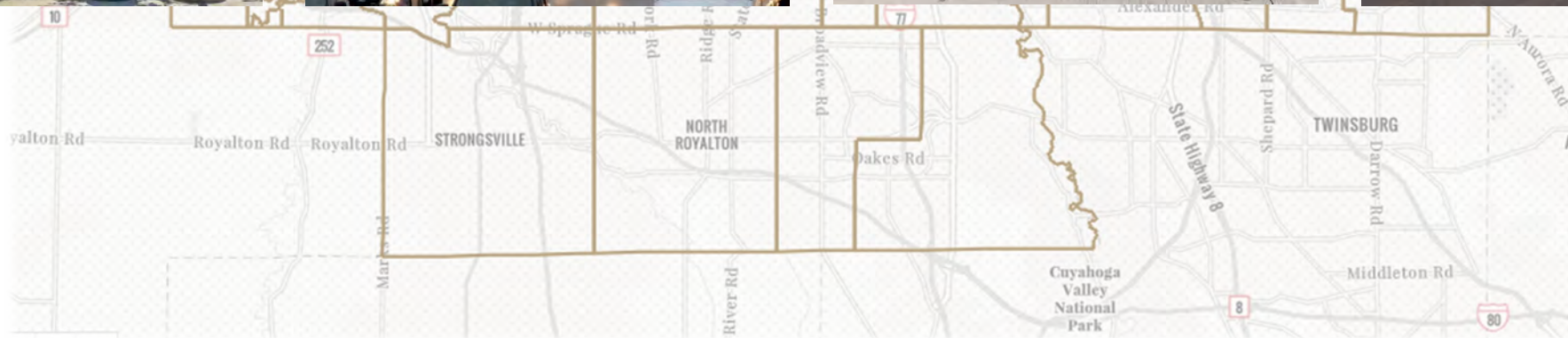
## **ACCESS**

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





# THE TRANSPORTATION SYSTEM





# Cuyahoga Greenways



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



# WOLF ROAD

Before



After





# GREEN ROAD

Before



After





# GARFIELD BOULEVARD

Existing Conditions



Concept under construction





# BIKE WITH A MAYOR

BIKE  
WITH A  
MAYOR

CUYAHOGA greenways

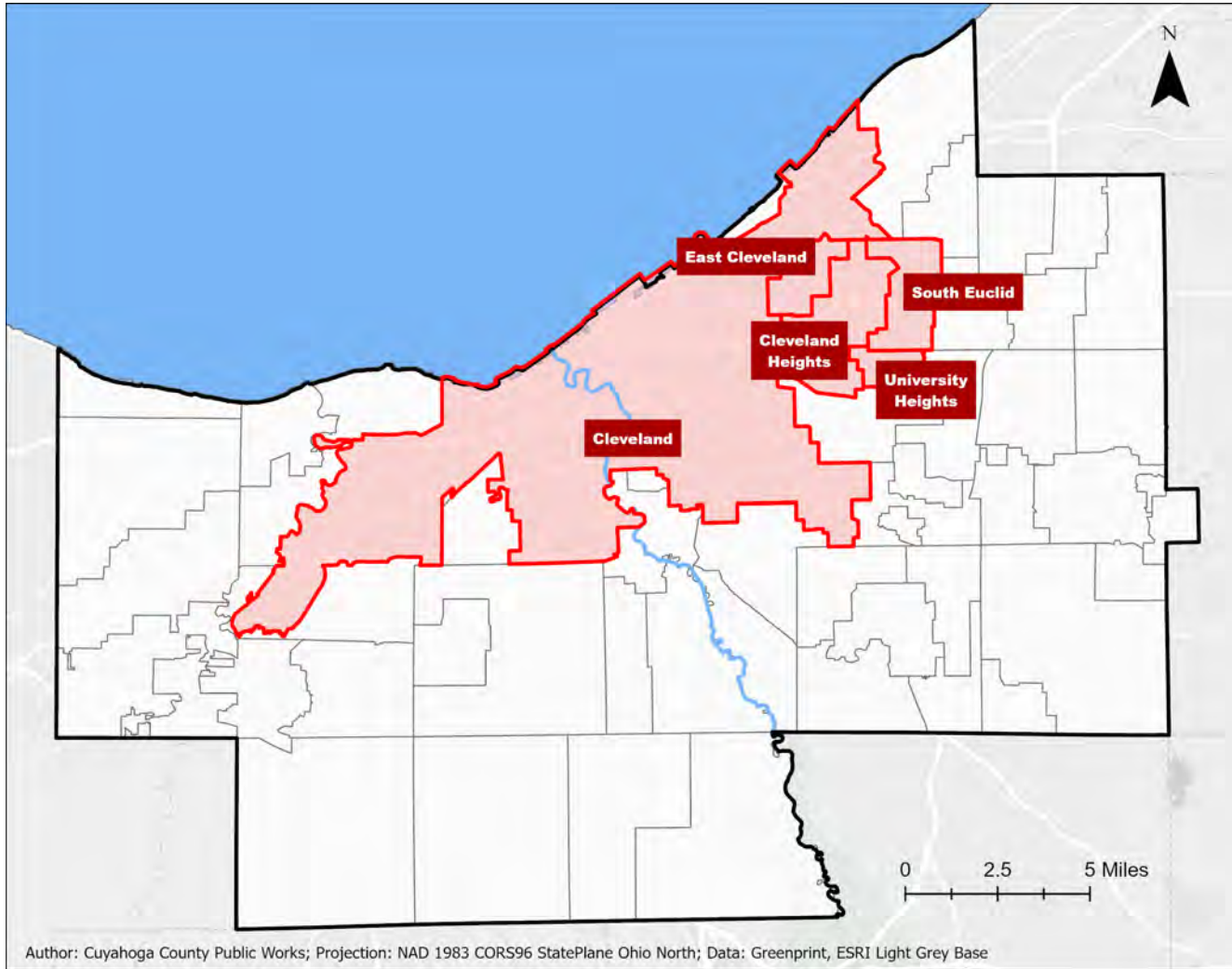
2025 Schedule

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





# Regional Shared Mobility Program



Bird

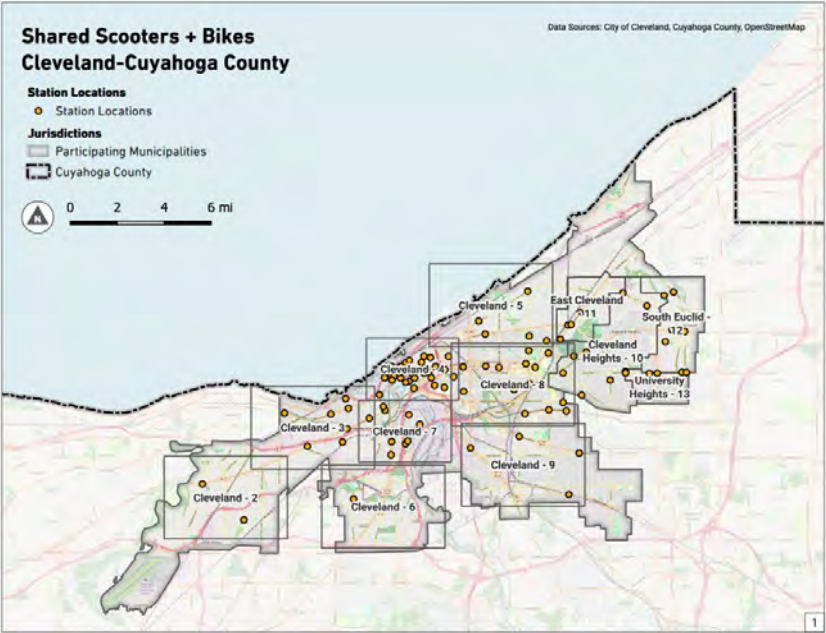


Veo





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

# NEW PARKING HUBS



CUY-Bikeshare Stations | PID: 117707

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



Public ROW Line  
Parcel Line

This Station  
Other Stations

NR Local Historic Site  
NR Historic District

**STATION DETAILS:**

**Address:** 12401 Cedar Road  
**Municipality:** Cleveland Heights  
**Location Details:** NW Corner of Cedar & Lennox  
**Public ROW:** Y  
**Bus Stop:** N  
**On-Street Parking:** N

**Adjacent Historic Site:** Y (in Euclid Heights District, Heights Center Building)  
**Placement Notes:** 6' from curb to box, flush with paver east of tree lawn

**STATION TYPOLOGY:**

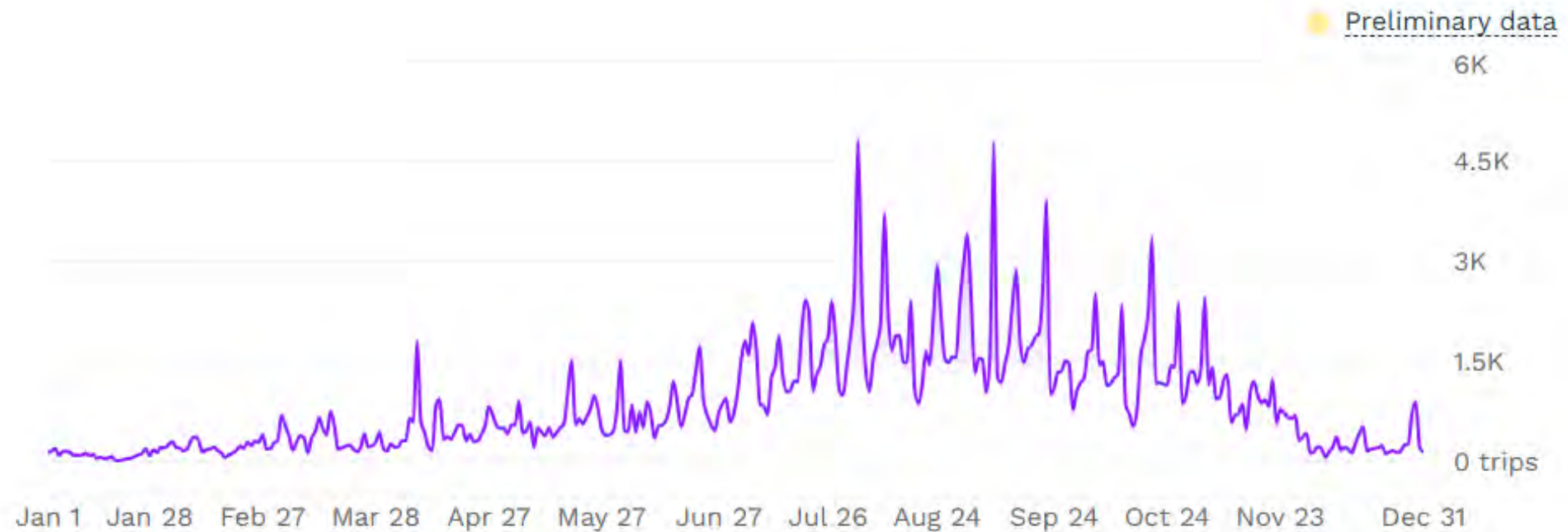
**Vehicle Capacity:** 10  
**Number of Racks:** 5  
**Sign Type:** CUY  
**Sign Post:** New 9' post in tree lawn  
**Post Height (if needed):** 9'





# RIDERSHIP

Trips By Date | Starts



Trips By Date | Starts

**Total: 313,351 trips**

**Median Per Day: 628 trips**

# Transit Oriented Development

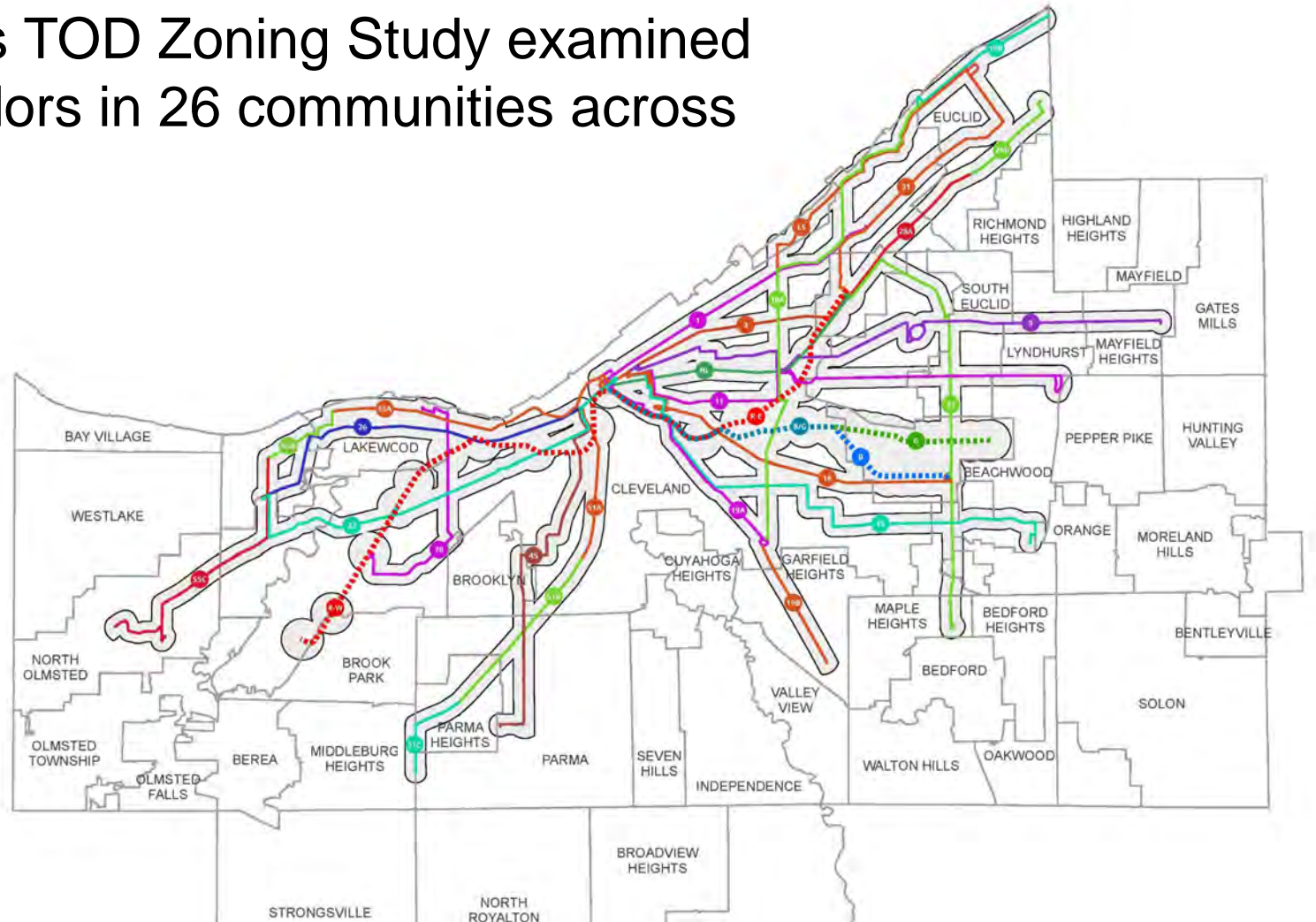


County Planning Commission's TOD Zoning Study examined 22 high frequency transit corridors in 26 communities across the County.

## Key Takeaways

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

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



# NEW TOD LOAN PROGRAM



CUYAHOGA COUNTY, *Ohio*  
Department of Development

A+ A-

I'm looking for...



[HOME](#) [ABOUT](#) [BUSINESSES](#) [RESIDENTS](#) [MUNICIPALITIES](#) [HOW DO I](#)

[Connect With Us](#)

## Transit-Oriented Development Loan Program



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

### What is Transit-Oriented Development

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

[Local Examples of TOD projects](#)

### Questions?

**Vaughn Johnson, Deputy Director**  
Cuyahoga County Department of Development  
216-698-3877  
[TODProgram@cuyahogacounty.gov](mailto:TODProgram@cuyahogacounty.gov)

### TOD Resources

- [TOD Best Practices Guide](#)
- [Cuyahoga County Sustainability Strategy](#)
- [City of Cleveland TDM Strategy](#)
- [Cuyahoga County Economic Development Plan](#)





Cuyahoga County

Administrative Headquarters  
2079 East Ninth Street  
Cleveland, Ohio 44115  
216-443-7178  
[www.cuyahogacounty.us](http://www.cuyahogacounty.us)





## Mission:

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

## Goal:

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



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



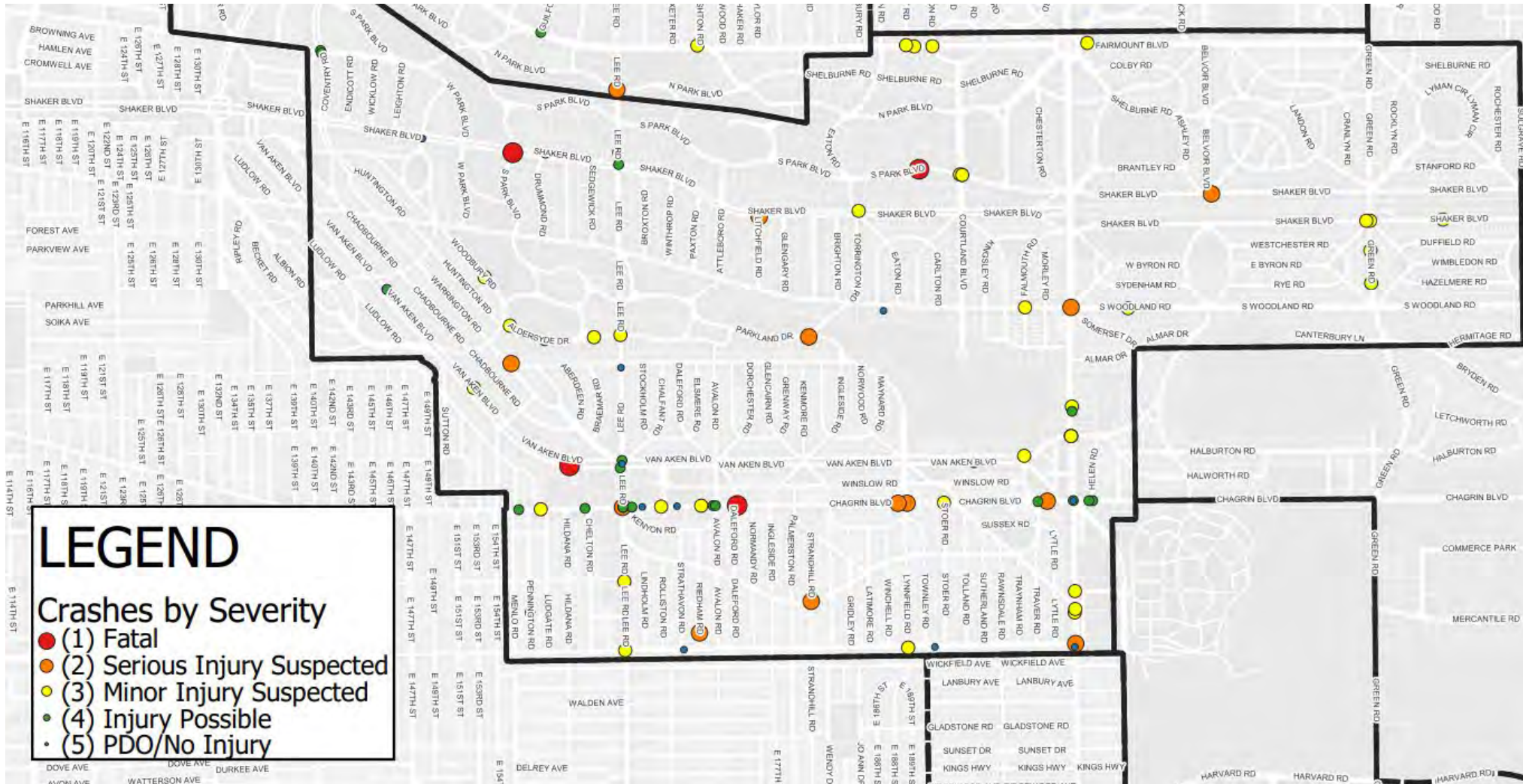
# Advocacy: Participation in Planning Efforts

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





# Advocacy: Crash Data Analysis



# Advocacy: Bicycle Friendly Communities



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





# Education & Outreach: All Geared Up / Ready to Ride





# Education & Outreach: Bike to Work Day





# Education & Outreach: Bike to the Hop



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



# Education & Outreach: Tuesday Bike Rides



**HBC members love Tuesdays!!!**

Every other Tuesday: May - October





# Education & Outreach: Tuesday Bike Rides



Come ride with us!



# Education & Outreach: Roll to the Polls



**Your voice, your vote**

In collaboration with Bike Cleveland and Cleveland VOTES





# Education & Outreach: Events from our Partners

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



**CROWDSOURCED**  
t w e n t y t w e n t y - f o u r  
**CONVERSATIONS**

a forum series by the people, for the people

**TOPIC #1: ACTIVE TRANSPORTATION  
PLANNING: LIVING LESS CAR-  
CENTRIC IN THE HEIGHTS**

Survey LIVE March 1–March 31, 2024

Logos: Home Repair Resource center, CHGT CLEVELAND HEIGHTS GREEN TEAM, Future Heights, Heights Bicycle Coalition, Heights Libraries

[futureheights.org/cc24-less-car-centric/](https://futureheights.org/cc24-less-car-centric/)

# Survey Responses from Crowdsourced Conversations

## **Actual vs. Preferred Modes of Transportation**

- **Actual mode of transportation used most frequently**

- 321 (85.1%) car/vehicle
- 27 (7.4%) walk/roll
- 21 (5.7%) bike/e-bike

- **Preferred mode of Transportation**

- 147 (40%) walk/roll
- 100 (27%) car/vehicle
- 89 (24%) bike/e-bike



# How can cities meet this demand?

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

# Respondent Comments on Biking in the Heights

**Drivers are reckless and aggressive with bikers**

**I don't feel safe biking**

**Biking infrastructure needs to be improved**

**Bike lanes with physical barriers desired**

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



# Join our community



**[www.heightsbicyclecoalition.org](http://www.heightsbicyclecoalition.org)**



[www.facebook.com/bikesintheheights](https://www.facebook.com/bikesintheheights)

Heights Bicycle Coalition Facebook Group  
Instagram @heightsbikec

# Open House

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

Visit tables throughout the room

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

**Thank you for attending**