

**Minutes of the May 23, 2017
Transportation Advisory Committee Meeting**

In Attendance: Kathy Petry, Councilwoman Mary Dunbar, Sam Bell, Jonathan Ciesla, Charlie Mosbrook, Howard Maier, Gayle Lewin, Marc Lefkowitz, Jeff Bendix, Sgt. Robert Butler

The meeting was called to order at 7:05 PM

APPROVAL OF THE APRIL 25, 2017 MINUTES: A motion was made and seconded to approve the minutes, and everyone voted in favor.

NEW BUSINESS:

2A) Mary Dunbar said that it seemed that the agreement with the US EPA and US Justice Department regarding the Cleveland Heights sewer system cleared the way for City Council to pass the Complete and Green Streets Policy that Planning Director Richard Wong had developed and the Transportation Advisory Committee had recommended to Council for passage. The City and federal agencies have just finalized an agreement on a five-year plan to better manage and maintain the Cleveland Heights sewer system, and to study how to fix the system so that storm water will no longer overflow and mix with sewer water, causing untreated sewage to contaminate our streams and lakes. When that study is complete in 2021, major remediation will begin. This arrangement is unusual and was agreed upon because Cleveland Heights sewer system (and those of a few other nearby cities) are unique in United States, so “off the shelf” remediation plans likely cannot solve the problems appropriately. Adoption of the Complete and Green Streets Policy had stalled while this agreement was being worked out. **Dunbar agreed to push for adoption of the policy as soon as possible.**

2B) Marc Lefkowitz suggested a need to set priorities to implement Transportation recommendations in the recently completed Cleveland Heights Master Plan. Howard Maier noted that recommendations on transportation were scattered throughout the Master Plan, not just in the Transportation section. **Maier stated setting priorities would require staff input at an upcoming meeting.**

There was a wide-ranging discussion of land use in Cleveland Heights, the idea of developing Mayfield Road as an Innovation Corridor, the relative merits of Transit Oriented Development in a time of diminishing federal and state funding for transit, and more. Lefkowitz cited Mesa, AZ, as perhaps a model for Severance redevelopment using low-income tax credits to boost funding. Jonathan Ciesla discussed RTA Load Standards and the measures RTA uses to set routes; he stated that routes in the lower quartile for use were vulnerable to being cut or reduced in frequency. TAC members also discussed the variety of shuttles operating to connect Cleveland Heights and University Circle as an alternative to bus service.

Lefkowitz lauded GOHIO, a NOACA program to promote carpooling, vanpooling, bicycle pooling and more; he suggested new Heights residents should be made aware of transportation options, and that car-share and bike-share offerings would be a plus for the city. He said that the Cleveland Museum of Natural History was providing incentives for more environmentally friendly commuting options.

OLD BUSINESS:

3B) Sgt. Robert Butler reported that CH Police were giving Sweet Fix tickets to kids wearing helmets this summer, and showing the tickets to kids without helmets so as to inspire them to start wearing helmets. The tickets entitle children to a treat at the Sweet Fix store on Lee Road. Butler also mentioned police involvement in a recent bike event at Canterbury and the newly installed speed signs at some schools. Gayle Lewin asked for better policing of cars failing to stop for pedestrians in or wishing to use cross walks. Sgt. Butler discussed foot patrols in the business districts and the difficulty of ticketing motorists in those areas. He said he had issued 10 tickets for cross walk violations in the past week. **Lewin praised crosswalk cones and signs that state “Cars must stop for pedestrians in crosswalks” (versus “Cars must yield to pedestrians in crosswalks”) as being effective; Sgt. Butler agreed to bring this to the attention of Chief Mecklenburg for consideration.** An example of a cone and better signage is at Hampshire and Coventry; Sgt. Butler said he would like to place more such, budgets permitting. **Sam Bell and others asked for elimination of the four-way pedestrian stop at the Meadowbrook and Silsby intersections with Lee Road; he and others said the four-way stops needlessly slowed traffic.**

Jonathan Ciesla with RTA informed the committee that the #3, #9, and #25 bus routes were having safety and consolidations performed on them. These are expected to be implemented with the Fall service change in August.

There was also a discussion about the Noble Road project, the importance of the road diet plan and Eastside Greenway, getting detector loops in the right place for turns and stops when/if Noble becomes two lanes with left turn lanes, and the possible need for more study or a second opinion to support the road diet. **Dunbar promised to provide further information on the decision-making process on this project and who at the County might be able to require revisions to the current four-lane plan.**

Lewin showed maps of the various plans for bicycling in Cleveland Heights and then showed a map that integrated the plans. It was clear that the northern part of the city was left out. There was some discussion of how to get a complete plan done. **It was decided that Lewin and Dunbar should meet with Richard Wong on this topic, and that the threesome bring ideas to the TAC. Maier noted that completing a citywide bike plan could be a major 2017 TAC recommendation to City Council.**

Lewin also showed the fall 2016 NOACA Bike Count data, which confirmed that Edgehill-Overlook is the most heavily travelled bike route in Northeast Ohio (unless you count an intersection in Oberlin, which all agreed was irrelevant). Everyone thanked Lewin for compiling a clear report. **Bell and Lefkowitz asked that the sign citing the leadership of the Edgehill-Overlook route be retained in place until the end of Bike Month and beyond, as the sign is inspirational to those pedaling uphill.** Dunbar noted that the reconfiguration of the Edgehill-Overlook intersection to make it more pedestrian friendly and safer has been delayed until 2018.

Lefkowitz said he would be meeting soon with Akshai Singh, who now heads the Heights Bicycle Coalition Engineering Committee; Chris Heitmann who is quite recent new resident and new HBC member with excellent transportation expertise; and Steve Reinhardt, HBC's new president, to discuss what this group could do to enhance CH transportation.

NEXT MEETING & ADJOURNMENT: The next meeting was set for July 18, bypassing June as many said they would be away. The meeting adjourned at 8:45 p.m. as people were eager to watch the CAV's game.

APPROVED: August 29, 2017