

**Minutes of the Transportation Advisory Committee Meeting
In the Executive Conference Room of Cleveland Heights City Hall
On February 20, 2019, at 7 p.m.**

Attendees: Marc Lefkowitz, Sam Bell, Gayle Lewin, and Mary Dunbar

Attendees discussed Vision Zero and 25-mile speed limits on “not through highways”. It was determined that a first step on working on these possibilities was to have data on crashes and information on crash survivability for pedestrians, bicyclists and motorists at various speeds. It would also be helpful to have data on bicycle and pedestrian traffic in our parks, schools, trails and roadways. Gayle (?) asserted that the Ohio Department of Public Safety, NOACA and others should have this data. Attendees also discussed the need not just to reduce speed limits but also to use other means to slow traffic (i.e., elimination of parking restrictions on streets with reduced speeds because motorists naturally slow when cars are parked on a roadway, and use of chicanes, mini-circles and roundabouts). Attendees discussed low-cost means to have motorists slow down, such as the flexible, plastic bollards Cleveland has installed in Little Italy at crosswalk. It was asserted that we should be able to achieve a 60% acceptance rate for mid-crosswalk signs, and that we should recommend flexible plastic bollards and mid-crosswalk signs to enhance pedestrian safety; these are durable and motorists are more apt to pay attention to them.

Sam (?) suggested that we have a street classification plan that took into account such factors as housing density, turn radius, tree lawn depth, residential neighborhood and more. Sam also suggested putting up signage saying the speed limit in Cleveland Heights is 25 miles unless marked otherwise (i.e., have a Citywide speed limit 25 miles per hour unless a stretch of road is posted otherwise). It was noted that the chance of survivability was better if bicyclists or others were hit by a car travelling 25 miles per hour or less.

It was suggested that we aim to have a survey during Bike Month on the desirability of having a 25 mph speed limit in our City or on select City roads, using the *Heights Observer* and other means to get word of the survey out.

Sam suggested we form a working group to organize what we can do for Vision Zero and speed reduction. Members would be from the TAC and Heights Bicycle Coalition.

Marc suggesting identify high priority roads to slow down and determining the best speed reduction devices to use.

The group also suggested using native plants at the Edgehill/East Overlook/South Overlook “complete streets” repaving and depaving projects that will be under way this summer. Gayle suggested hardy plants that are resistant to climate change. Attendees wanted to recommend that native plants be used for planting the increased green space at Overlook and Edgehill, to support environmental sustainability. Gayle expressed concerns about whether the Cleveland Heights portion of the Overlook repaving in front of Nottingham Spirk and adjacent buildings is being done (or not) in coordination with the Cleveland repaving of their share of that roadway. Gayle promised to provide Mary with the right words to inquire about this concern.

The meeting ended shortly before 9 p.m.