

## COMMUNITY ENGAGEMENT

# FEBRUARY 1 VIRTUAL PUBLIC MEETING COMMENTS

On Wednesday, February 1, the project team hosted a virtual public meeting to talk to Shaker Heights residents about the Van Aken Bikeway Plan. The virtual meeting was held on Zoom from 7:00-8:30 PM. Excluding representatives from the City of Shaker Heights, Toole Design, and WSP, there were 46 attendees (based on the Zoom attendance report). The first 30 minutes of the meeting included a presentation from the project team about the project goals, the existing conditions on Van Aken Boulevard, and some of the bike facility design options. After the presentation, participants were divided into 6 breakout rooms, each hosted by a member of the project team. In the breakout rooms, participants were asked to respond to four specific questions on jamboards:

1. Where do you feel there are issues for walking and biking along or across Van Aken Boulevard?
2. If you park on Van Aken Boulevard, where do you park?
3. What type of bicycle facility would you be comfortable using?
4. It's 5 years from now, 2028. How are you using the new bicycle facility?

After the small-group discussions in the breakout rooms, the larger group reconvened, and the hosts shared some of the main discussion points from their groups. This memo is a record of the jamboard notes taken by project team members during the virtual meeting.

## Issues for Walking and Biking

The first jamboard question asked participants, "Where do you feel there are issues for walking and biking along or across Van Aken Boulevard?" Below are the notes recorded by hosts from each breakout group:

### *Group 1 (Recorded by Drew)*

1. Lee Road intersection: high volume of vehicles coming from a lot of different directions.
2. Briefly on Van Aken at Lee Road there are 6 lanes with the turns.
3. On Shaker Blvd people give the whole lane, but this doesn't happen on Van Aken Blvd
4. Could the bike lane go underneath Lee Road along the RTA alignment
5. Changing from 2 lanes to 1 lane. West of Van Aken Blvd going north there is off-peak parking in the outside lane. Creates issues with people cutting people off. Would be better if it were 1 lane
6. Bikes May Use Full Lane signs may have been out longer on Shaker than Van Aken
7. People drive faster on Van Aken than on Shaker Blvd. Protected lanes.
8. Angled RTA parking. Pulling out is backing into traffic - discomfort when biking
9. People riding on Shaker Blvd to get to the countryside. When you turn at Farnsleigh crossing Van Aken Blvd - the big wide lanes and tracks make it tricky to traverse on a bike
10. Farnsleigh: there is the new stop going from Farnsleigh to Van Aken. No Turn on Red

### *Group 2 (Recorded by Mariam)*

1. Lee Rd intersection - uncomfortable crossing w/ parents (wide + busy, inattentive drivers)
2. needs traffic calming
3. Shaker is in the middle of a lot of communities, without a lot of cross streets (ways in/out) -- limited E/W options (Chagrin, S Woodland, others) -- difficulties w/ commuting
4. interested in taking VA down to 1 lane in each direction -- is it sustainable? what if we reduced speeds, could that deter traffic?
5. worried about reducing speeds/closing lanes (ex: Eaton Collection -- one lane, 25 mph, makes it discouraging to visit businesses sometimes)
6. sparse RTA parking west of Parkland?

7. VAD/Avalon - walking dog; crazy traffic speeds make walking intimidating (esp. with pet); never bikes WB on Van Aken except between VAD and Parkland because aggressive traffic

*Group 3 (Recorded by Nancy)*

1. The group specifically called out the intersections at Lee Road, Farnsleigh road, and Parkland Drive/Lynnfield Road
2. High exposure walking eastbound at Parkland
3. Intersections are more pedestrian friendly than bike friendly
4. Eastbound walk for pedestrians is harder than westbound
5. People/drivers encroach onto cyclists
6. Signal timing doesn't consider bikes

*Group 4 (Recorded by Nora)*

1. At Farnsleigh
2. The whole length – biking
3. Left turns are difficult (at Lee Road intersection)
4. Stick with the sidewalk
5. Multi-purpose path is too busy and slow for bikes
6. Don't ride west of Parkland during peak times
7. Travel lanes are heavily used
8. Don't want to give up curbside parking
9. Need to make it safe for all ages and abilities
10. Riding is more of a challenge than walking
11. Approaching VAD, feel more confident with e-bike making left turn
12. Only way to get to the district safely is to stick to the sidewalk, biking on VA is only for experienced cyclists
  - a. Eb to Farnsleigh, Van Aken acts like three lanes
13. The group never uses the multiple purpose path along Farnsleigh
  - a. General speed and conflict with pedestrians limits ability to bike
  - b. Like multiuse path, maybe add more paints to distinguish that there are bikes and walkers
14. Intersection concerns with turning left
  - a. Likes parking protected lane options, but how do you address left turns

*Group 5 (Recorded by Joyce/Anna)*

1. Avalon Intersection
2. concerns about the speed limit along Van Aken
3. Crossing rapid tracks to Sussex Courts is hard and feels unsafe

*Group 6 (Recorded by Dan)*

1. Lynnfield and Lee intersections
2. train crossing confuses vehicles
3. everywhere on van aken
4. 6-way intersections
5. ped signals don't change unless activated
6. at Farnsleigh

## Parking

The second jamboard question asked participants, "If you park on Van Aken Boulevard, where do you park?" Below are the notes recorded by hosts from each breakout group:

### *Group 1 (Recorded by Drew)*

1. Most of the condos in the area don't have visitor parking, with limited spaces in the garage for parking. If you have more than 1 car you park the other car(s) in RTA spaces
2. Park near Lee Road occasionally at the corner to get coffee.
3. Not once in my 69 years on this earth have I parked on Van Aken
4. Institutional uses along the way: Van Aken and Eaton - RTA parking and some on-street parking is used. Just east of Lee there is a little on-street parking near the dry cleaner's.
5. Lots of on-street parking and RTA parking by St. Dominic's during service
6. When visiting the Van Aken District - park in the RTA or on-street just west of Farnsleigh. Right in front of Shaker Villas
7. Occasionally park at St Dominic's, and occasionally near Lee Road for the shops. Maybe 6 times per year
8. Used to use on-street and RTA on Van Aken quite a bit when visiting condos (only so many visitor spaces)
9. Snow removal. Where do you put the snow if you have a parking lane. Currently a large snow event will mound snow on the RTA side and trap cars in
10. Two new buildings at Van Aken District, will likely be more on-street parking use with new tenants

### *Group 2 (Recorded by Mariam)*

1. parks in garage mostly, some garages don't have a parking spot for each resident, small lot in front of apt. building, parks on street (esp. for quick in-n-out)
2. parking protected bike lane seems feasible and seems great + safe; not worried about sideswipes
3. RTA parking area doesn't get plowed well in winter
4. can feel difficult/dangerous backing out of RTA parking/perpendicular parking (WB b/w Farnsleigh and Parkland)
5. usually on foot or bike, park in garage (live off of VA)
6. street parking for events/parties
7. Friday (Saturday?) night Mass at St. Dominic's!!

### *Group 3 (Recorded by Nancy)*

1. RTA parking
2. Between Parkland and VA
3. VAD parking
4. Near Motiv – on Lee and VA EB

### *Group 4 (Recorded by Nora)*

1. worse W of Lee
2. intermittent parking w of Avalon can cause issues
3. retaining wall conflict?
4. would not mind parking turning into space for bikes
5. potentially residents who don't want to pay for apartment parking - as long as there is free parking, people will use it
6. RTA parking is being used by VA residents - used a lot by visitors
7. Intermittent parking causes issues (west of parkland)

8. Raised concerns about political issues with parking
9. If we build it, will they come? Have to make sure it is worth it to remove parking

*Group 5 (Recorded by Joyce/Anna)*

1. Diplomat has inside parking - guests park across the street in RTA parking
2. More on street parking past Lee Rd.
3. Getting out of parking/apartments can be dangerous for cyclists

*Group 6 (Recorded by Dan)*

1. on street parking in a drive lane is dangerous
2. RTA parking is good for guests

## Bike Facility Types

The third jamboard question asked participants, "What type of bicycle facility would you be comfortable using?" The jamboard included photos and illustrative cross sections of a painted bike lane, a buffered bike lane, a separated bike lane with flexible delineator posts, a separated bike lane with a concrete raised island, a two-way separated bike lane with flexible delineators, and a painted bike lane next to curbside parking. Below are the notes recorded by hosts from each breakout group:

*Group 1 (Recorded by Drew)*

1. Like the green bike lane with the plastic flex posts. If it looks safe you'll get more people using the facility
2. Like the flex posts - but they will have to be replaced when they get knocked down
3. Favorite is the concrete raised island, followed by the delineator posts x4
4. Two-way separated bike lane: do not like this type - nervous even if there were no cars. Would not ride on this bike facility. Do not want to ride contraflow into traffic. Speed differential high

*Group 2 (Recorded by Mariam)*

1. traditional bike lanes are not worth much at all -- feels more safe to take the lane than ride in conventional bike lane
2. prefers green paint to not green paint
3. Akron has concrete bollards separating a bike lane -- never felt so safe!!!!
4. prefers separated bike lanes/concrete medians
5. easy to run over flex posts :/
6. open to two-way cycle track -- sounds interesting!! feels fluid
  - a. can see people face to face -- sense of community!
7. all seem fine except for bike lane b/w parking and travel lane

*Group 3 (Recorded by Nancy)*

1. Prefer fully separated/raised
2. Concern w/ clearing w/ bad weather
  - a. Prefers painted lanes
3. Important to make sure lanes are clean
4. Can concrete barrier be removable?
  - a. Bollards area by Motiv
  - b. Car drive thru/into Gimme Java
5. Would like removable feature
6. Convert EB to cars only, convert WB to bikes only
  - a. Challenge – driveway access, parking access

7. Maybe bike boulevard treatment?
  - a. Block through movements
8. Painted only solution would be ignored

#### *Group 4 (Recorded by Nora)*

1. parking is a political issue
2. can we remove a travel lane?
3. flexible bollards would be a huge upgrade for the Cleveland area
4. concrete over flexible bollards
5. maintenance concerns? lack of maintenance support
6. snow and street sweeping
7. like parking protected but concerns about cleaning

#### *Group 5 (Recorded by Joyce/Anna)*

1. 6 votes for separated bike lane with concrete raised island
2. 4 votes for parking-protected bike lane (second choice for 3 people)
3. 1 vote for two-way separated bike lane with flexible delineators
4. 0 votes for painted bike lanes, buffered bike lanes, separated bike lane with flexible delineator posts, and painted bike lane next to curbside parking
5. Traffic counts are too high for first three options for all ages and abilities
6. Like this option (separated bike lane with concrete raised island) if space is available. Concerns about passenger doors.
7. Concerns about turning at intersections (for two-way separated bike lane option)
8. Concerns about cars entering the roadway from parking (for bike lane next to curbside parking option)
9. Concerns about car doors (for bike lane next to curbside parking option)

#### *Group 6 (Recorded by Dan)*

1. Painted bike lane: 5/6
2. Buffered bike lane: 5/8
3. Separated bike lane with flexible delineator posts: 8/8
4. Separated bike lane with concrete raised island: 6/8
5. Two-way separated bike lane: 1/8
6. Painted bike lane next to curbside parking: 1/8
7. Parking-protected bike lane: 5/8
8. don't want to have unintended consequence of neighborhood cut through
9. look at turn lanes at intersections
10. snow removal in bike lanes

## **Future Uses**

The final jamboard question asked participants, "It's five years from now, 2028. How are you using the new bicycle facility?" Below are the notes recorded by hosts from each breakout group:

#### *Group 1 (Recorded by Drew)*

No notes (ran out of time to discuss this question)

#### *Group 2 (Recorded by Mariam)*

1. ideally would cycle more if there are bike lanes -- biking on sidewalk is hard (navigating pedestrians, uneven sidewalks (tree roots))

2. could make Lee more valuable (connector). wants to see Lee have a positive impact on your life, making Lee accessible by bike would be amazing
3. would use VA more and feel more comfy. avoids sometimes for safety reasons. would also be better for walking w/ traffic calming!

#### *Group 3 (Recorded by Nancy)*

1. Kids take corridor to Warrensville trail to middle school
2. Two way to/from VAD
3. More biking in Shaker, in general
4. What comes next? Rest of Van Aken?

#### *Group 4 (Recorded by Nora)*

1. would like to see newer riders and young families with kids using the facility
2. ride to VAD all the time (like now but more comfortable)
3. would use van aken to lee to get to shaker lakes parks
4. connectivity with Lee and Van Aken
5. want to be able to ride to VAD with a cargo carrier and grandparents

#### *Group 5 (Recorded by Joyce/Anna)*

1. Biking to the pool
2. Biking to the Van Aken District for ice cream!
3. Bike to the new Lee Rd. development

#### *Group 6 (Recorded by Dan)*

1. go Lynnfield and go right onto the wide Van Aken sidewalk. Crossing Chagrin near Walgreens is not good. So much easier to go Lynnfield to VAD
2. how do residents make their way to the VA infrastructure?
3. lots of kids riding on sidewalk to school. this could enable more of that
4. would use it to ride with their child; go to grocery; go to VAD
5. ride Willoughby to VAD; make me feel much safer
6. Shaker has lots of side streets to safely ride on
7. good for inexperienced cyclists, raise property values
8. experienced cyclists can feel safer but the buffer helps. Cycling community in Shaker use cycle as primary means of transportation. This is a safe commute for cyclist, esp. inexperienced
9. city takes it from Lee to Cleveland border due to its immense success
10. cut through from Onoway, Fernway, take Fernway, Parkland, pick up the new bikeway to VAD
11. easier introduction to cycling for inexperienced
12. think about Scottsdale/Fernway as bicycle blvds to connect; safer ways for families to get from neighborhoods to commercial districts
13. go for coffee, beer on bike. Feels wasteful to drive there, rather bike which he doesn't now
14. divided road + two-way bikeway seems confusing

## **Key Takeaways**

Most breakout room hosts summarized their key takeaways verbally, but Groups 5 and 6 also wrote down their takeaways. Those are listed below:

#### *Group 5 (Recorded by Joyce/Anna)*

1. Prefers protected bike lane protected by cars or concrete
2. Reducing speed on Van Aken

3. Concerns about intersections and moving in & out of intersections & lanes

*Group 6 (Recorded by Dan)*

1. protected one-way bike infrastructure (flex posts & curb adjacent with cars with sufficient buffer)
2. not two-way takeaway
3. decreased auto trips; increased cycling for short trips (grocery, beer, coffee)
4. concern--right turns crossing over the bike lanes--clear and visible signage for riders and drivers
5. pedestrian signals (should NOT have to push button to get the walk signal); leading ped signal
6. bump outs or raised crosswalks

After each group provided their key takeaways, there was some general discussion in the larger group. The notes from this discussion are listed below:

1. Amazon/delivery trucks -- worried about how they will stop and make deliveries if a parking lane or travel lane is removed
2. question about a bike lane in the median area (obstacles: RTA parking and stations, utility poles, trees)
3. Kirt likes concept of bike lane from Farnsleigh to Lee. worried about politics surrounding taking away parking or taking away a travel lane
  - a. Kirt (Blair House) has an e-bike and it's the only way he can keep up with Nancy and Dan. LOL!
4. if you build it, will they come? is it part of the education?
5. possibility of bike lane between apartments and golf course (some linear grass space?)
6. Tammie asked about intersections -- two stage turn boxes, bike boxes, bike detection (basically asked about signals and how signals would turn in favor of bicyclists)
7. someone asked about how to educate public. talked about a "traffic calmer with raised concrete" on Avalon -- has giant reflector signs but people run into the signs a lot
8. suggested signing leading up to the corridor
9. feasibility of finishing the Van Aken bike route all the way to Shaker Square??

# FEBRUARY 8 IN-PERSON OPEN HOUSE COMMENTS

On Wednesday, February 8, Toole Design hosted an in-person open house to talk to Shaker Heights residents about the Van Aken Bikeway Plan. The open house was held in Van Aken Market Hall from 5-7 PM. There were 57 attendees (based on sign-in sheets). Attendees were greeted by a welcome board and two additional boards with information about the existing conditions on Van Aken Boulevard. There were four boards where participants could share their feedback: two identical boards about bike facility types, one board about intersection safety concerns, and one board about how residents would use a new bike facility. Additionally, some attendees filled out comment cards to share more ideas about the project. This memo is a record of all the written comments received (on comment cards and sticky notes) during the open house.

## Bike Facility Types

Two identical boards asked attendees, “What type of bike facility would you be comfortable using?” The boards included photos and illustrative cross-sections of a painted bike lane, a painted buffered bike lane, a separated bike lane with flexible delineator posts, a separated bike lane with a concrete raised island, a two-way separated bike lane with flexible delineator posts, and a painted bike lane next to curbside parking. Participants placed green stickers on bike facilities they would feel comfortable using and orange stickers on bike facilities they would not feel comfortable using. The photos in **Figure 1** and **Figure 2** show both boards after the open house. The dot stickers were counted, and a graph in **Figure 3** summarizes the number of orange and green stickers placed for each facility type. Many people also placed sticky notes on the boards to elaborate on certain design options. The sticky note comments are listed below the graph.

# What type of bike facility would you be comfortable using?

Please place a dot next to the bicycle facilities you would be comfortable using if it existed on Van Aken Boulevard.  
(You can place a dot on none, some, or all of the options depending on your preference.)

Painted bike lane	Painted buffered bike lane	Separated bike lane with flexible delineator posts	Separated bike lane with concrete raised island	Two-Way Separated bike lane with flexible delineators	Painted bike lane next to curbside parking
<p><b>Considerations:</b> Most people will only feel comfortable using a conventional bike lane if traffic volume is &lt;3,000 vehicles per day and speeds are &lt;25mph</p>	<p><b>Considerations:</b> Most people will only feel comfortable using a buffered bike lane if traffic volume is &lt;6,000 vehicles per day and speeds are &lt;25mph</p>	<p><b>Considerations:</b> Most people will feel comfortable using a separated bike lane</p>	<p><b>Considerations:</b> Most people will feel comfortable using a separated bike lane; concrete raised island adds additional level of comfort</p>	<p><b>Considerations:</b> Most people will feel comfortable using a separated bike lane; two-way operation can be less intuitive for riders and makes intersection crossings more complex</p>	<p><b>Considerations:</b> Most people will only feel comfortable using a conventional bike lane if traffic volume is &lt;3,000 vehicles per day and speeds are &lt;25mph. Placing the bike lane immediately adjacent to the parking lane increases the likelihood of "dooring" conflicts where someone opens their car door and the bicyclist crashes into the open door.</p>

SHAKER HEIGHTS

Figure 1: A board asking open house attendees to place stickers on bike facility types they would or would not feel comfortable using.

# What type of bike facility would you be comfortable using?

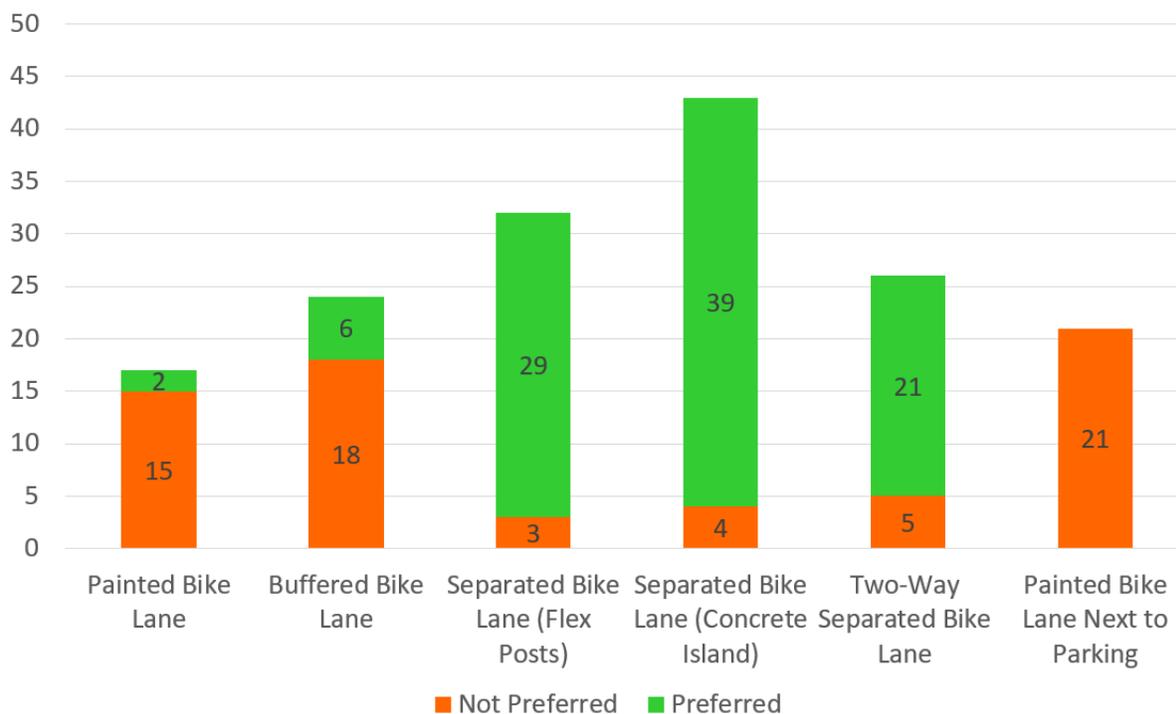
Please place a dot next to the bicycle facilities you would be comfortable using if it existed on Van Aken Boulevard.  
(You can place a dot on none, some, or all of the options depending on your preference.)

Painted bike lane	Painted buffered bike lane	Separated bike lane with flexible delineator posts	Separated bike lane with concrete raised island	Two-Way Separated bike lane with flexible delineators	Painted bike lane next to curbside parking
<p><b>Considerations:</b> Most people will only feel comfortable using a conventional bike lane if traffic volume is &lt;3,000 vehicles per day and speeds are &lt;25mph</p>	<p><b>Considerations:</b> Most people will only feel comfortable using a buffered bike lane if traffic volume is &lt;6,000 vehicles per day and speeds are &lt;25mph</p>	<p><b>Considerations:</b> Most people will feel comfortable using a separated bike lane</p>	<p><b>Considerations:</b> Most people will feel comfortable using a separated bike lane; concrete raised island adds additional level of comfort</p>	<p><b>Considerations:</b> Most people will feel comfortable using a separated bike lane; two-way operation can be less intuitive for riders and makes intersection crossings more complex</p>	<p><b>Considerations:</b> Most people will only feel comfortable using a conventional bike lane if traffic volume is &lt;3,000 vehicles per day and speeds are &lt;25mph. Placing the bike lane immediately adjacent to the parking lane increases the likelihood of "dooring" conflicts where someone opens their car door and the bicyclist crashes into the open door.</p>

SHAKER HEIGHTS

Figure 2: An identical board asking open house attendees to place stickers on bike facility types they would or would not feel comfortable using.

## What type of bike facility would you be comfortable using?



**Figure 3: Most people who placed stickers agreed that the separated bike lane with a concrete raised island looked the most comfortable for bicyclists.**

### *Separated Bike Lane with Flexible Delineator Posts*

1. "Can there be plants between bike lane and road?"
2. "Add plants instead of delineator posts! :)"
3. One sticker was placed between the two separated bike lane options (flex posts and concrete island) and read "Both Together." This respondent was interested in seeing an option with flex posts on top of a raised concrete island. (The sticker was counted twice in the graph, once for each option.)

### *Separated Bike Lane with Concrete Raised Island*

1. "Would the curb be visible to drivers?"
2. "Lower the speed limit on Lee, Van Aken, AND S. Woodland" (partially legible text appears to read "enforce 25.")
3. "Where is the planter/more decorative version?"
4. "Where are parked cars? "
5. "Add bushes and planters to cement island (safer falls and better visibility)"

### *Two-Way Separated Bike Lane*

1. "Pillars should be able to come out for snowplows and street sweepers"

### *Painted Bike Lane Next to Curbside Parking*

1. "This doesn't feel like it is safe for kids!"

## Intersection Safety Concerns

One board at the open house asked participants, “What intersections feel uncomfortable to cross when walking or bicycling?” The board included a map of the Van Aken Boulevard corridor, with the intersections at Lee Road, Avalon Road, Kenmore Road, Parkland Drive, and Farnsleigh Road numbered from 1-5. Respondents put dot stickers on intersections that felt unsafe, and they also wrote more detailed responses on sticky notes. **Figure 4** below shows the board. All sticky note comments are typed and listed below.



**Figure 4:** A board asking open house attendees to comment on intersections that feel uncomfortable to cross on foot or on bike.

### Uncategorized Comments

Several sticky notes were associated with multiple intersections or not associated with any specific corridor intersection. These comments are listed below:

1. “Please create protected intersections all along the Van Aken bikeway, in the Dutch style, with protective islands. Please calculate maintenance savings from dedicating a lane to featherweight users and spend that on sweeping and plowing!”
2. “I bike Van Aken often Lee and Farnsleigh are the spots that require high alertness and could use help.”
3. “All ped crossing signals must change with traffic signals automatically NOT on demand”
4. “Would be nice to have a pedestrian crossing from Gentlemen’s Cave across Chagrin Blvd”

### *Lee Road Intersection*

There were 5 dot stickers placed under the “Lee Road Intersection” heading. The comments are as follows:

1. “All of them – cars drive way too fast on Van Aken. Lee is the most important crossing though. I use it all the time and it’s the most dangerous”
2. “This intersection (#1 Lee Rd) is terrible for humans – we need to eliminate the push button to get the walk signal. Not good for kids or cyclists.”
3. “I don’t like one because there is only one crosswalk and it is more dangerous because there isn’t cross walks for other direction crossing :)”
4. “Very hard to cross here. Very dangerous.”
5. “Pedestrian leading light needed.”
6. “Terrible. I cross every day by bike or walking. Often cars cross my path”
7. “Need bike box at Lee Rd – Ben O”
8. “Second suggestion for a bike box”
9. “Cars (southbound on Lee) trying to turn left onto eastbound V.A. do not look for pedestrian and go fast bc northbound Lee cars are coming”

Two sticky notes were written by the project team, summarizing conversations with people at the open house. These notes are listed below:

1. Left-turn calming? Getting rid of interior crosswalks made intersection worse”
2. “Separate phases for each approach (north and south go together currently)”

### *Avalon Road Intersection*

There were 2 dot stickers placed under the “Avalon Road Intersection” heading. The comments are as follows:

1. “Too blind”
2. “Avalon @ Winslow west bound is really dangerous”

### *Kenmore Road Intersection*

There were no dot stickers placed under the “Avalon Road Intersection” heading. The comments are as follows:

1. “‘Chromosome’ intersections (like at Kenmore) need to be made less complicated to cross. Consider riders with children on back or cargo – or older kids on their own bikes, or older riders with creaky joints. Bike-signal buttons must be easily reachable. Cross intervals need good timing. Convert to one-way legs?”
2. “Agree! ↑”

### *Parkland Drive Intersection*

There was 1 dot sticker placed under the “Parkland Drive Intersection” heading. The comments are as follows:

1. “Too wide”
2. “Clean, safe connection from Lynnfield to Van Aken is needed. Possibly bike path thru Lynnfield grass median? Or bike lane on Lynnfield from Newell to Parkland. No more sharrows!”

## Farnsleigh Road Intersection

There were 3 dot stickers placed under the “Farnsleigh Road Intersection” heading. The comments are as follows:

1. “We need easy, direct, safe connectors to and from VAD, from all approaches. My particular pet peeve is having to cross Chagrin from Lomond and choose from bad options to get to VAD, but it’s super cumbersome from all directions.”
2. “I bike on the northside sidewalk between Parkland + Farnsleigh to avoid needing to cross Van Aken @ Farnsleigh which has multiple crossings and takes forever. The sidewalk is not ideal though.”
3. “Complicated. Need better pedestrian crossing and driving lanes. Drive in and out to Taqueria Cilantro Plaza needs a light”
4. “There doesn’t need to be 2 right turn lanes at Farnsleigh and Van Aken.”

One sticky note was written by the project team, summarizing a conversation with someone at the open house. The note reads as follows:

1. “Need a connection TO VAD. May require bike lane segment on Farnsleigh. Current crossing (east side of intersection) is very inconvenient (switchbacks)”

## Future Use

The final board at the open house invited respondents to think ahead to the year 2027 and asked them, “How will you use the new Van Aken Bike Connection?” **Figure 5** below shows the sticky note responses, which have also been typed below for readability.

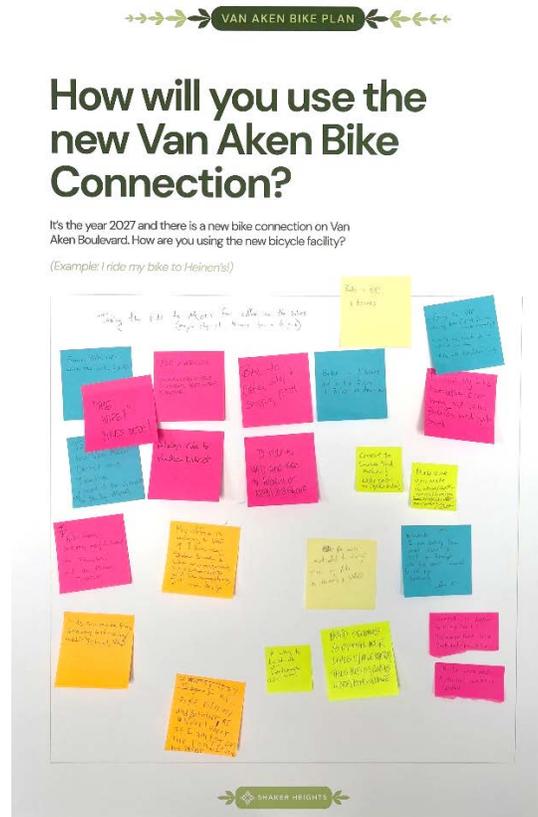


Figure 5: A board asking open house attendees to imagine how they would like to use the bike facility in the future.

The sticky notes read as follows:

1. "Taking the kids to Motiv for coffee on the bikes (maybe stop at Heinen's for a 6 pack)"
2. "Family bike ride with the wife and kids."
3. "To get to the Van Aken District and Thornton. I want it to connect Lee to Shaker Square ASAP."
4. "Bike from Onaway neighborhood to Thornton and Van Aken District"
5. "Kids commute from Onaway to Thornton/middle school, VAD"
6. "For exercise. Occasionally for groceries, hardware, shopping"
7. "Always ride to Van Aken District"
8. "My office is moving to VAD and I live near Shaker Square. I bike commute now, so new facilities will be something I'll use daily."
9. "I will use it by using I will bike with my dad and brother. I will feel safer if I am not on the road. It would be safer."
10. "Bike to coffee shop and shopping plaza"
11. "To ride to VAD and then to Heinen's or NUFM @ Shaker Square"
12. "A way to Larchmere or Lee/Chagrin (I live in Sussex)"
13. "Rides to VAD + Heinen's"
14. "Bike to library and in the future to bike to downtown"
15. "Connect to Shaker Blvd Median! Ride east to Gates Mills!"
16. "Be more motivated to always ride my bike to Heinen's + VAD"
17. "Brand sidewalks as official walk lanes w/ mile markers, trees, bushes, benches, library book exchange"
18. "Going to VAD on my bike (RTA blue line runs too infrequently). Visiting my parents who live off of Van Aken. Riding with kids/whole family"
19. "I ride my bike here (VAD) so I can hang out with friends and get food."
20. "Make sure you make a north/south connection along Warrensville Center Road from Farnsleigh to Shaker"
21. "Whenever I am coming home and need to visit my family who live near Lomond I use it regularly – Ben O"
22. "Connect to Lakes and Lake trail + Horseshoe Park via Parkland/Van Aken"
23. "Ride with kids. A physical barrier is needed."

## Written Comments

In addition to leaving comments on boards, six open house attendees filled out comment cards with written comments. Their full comments are listed below.

1. "New and wider trees on Van Aken like on Shaker. Main Street that defines city."
2. "Would love something designed for kids → would make biking to high school much easier + safer."
3. "Please add a north/south connector from Farnsleigh to Shaker Boulevard to connect the Van Aken bike lane to the Shaker Median Trail."
4. "Buffered painted lanes provide the most security and still allow snow removal :)"
5. "Van Aken speed limit needs lowered and enforced. I would like to see the bikeway extend all the way to Shaker Square. \*Ciclovía should occur on Van Aken once a month – first years' summer months then maybe Spring-Fall, etc."

*Note: "Ciclovía" is a Spanish term referring to the temporary closing of certain streets to automobiles for cyclists and pedestrians.*

6. "I think this is a wonderful concept and we look forward to seeing this come to life."

# APRIL 13 OPEN HOUSE COMMENTS

On Thursday, April 13, Toole Design hosted a second in-person open house to talk to Shaker Heights residents about the Van Aken Bikeway Plan. The open house was held in a meeting room at St. Dominic School from 5-7 PM. There were 26 attendees (based on sign-in sheets). Attendees were greeted by a welcome board showing the project timeline. Two boards showed cross-sections of the proposed Van Aken bikeway, with a board dedicated to explaining how the proposed design was reached. Two more boards focused on intersections, displaying two configuration options for the Avalon, Kenmore, and Parkland/Lynnfield intersections. The final board asked residents to rate how comfortable they would be biking the facility. There was space for additional comments on sticky notes. Many residents also used sticky notes to comment on the roll plot, which showed the proposed design throughout the entire corridor (from Lee Road to Farnsleigh Road).

## Biking Comfort

The last board displayed at the open house asked attendees, “How comfortable would you be biking on this facility?” Attendees were able to place stickers under five options: very uncomfortable, somewhat uncomfortable, neither comfortable nor uncomfortable, somewhat comfortable, and very comfortable. The photo in **Figure 1** shows the board after the open house. A graph in **Figure 2** summarizes the number stickers placed for each option.

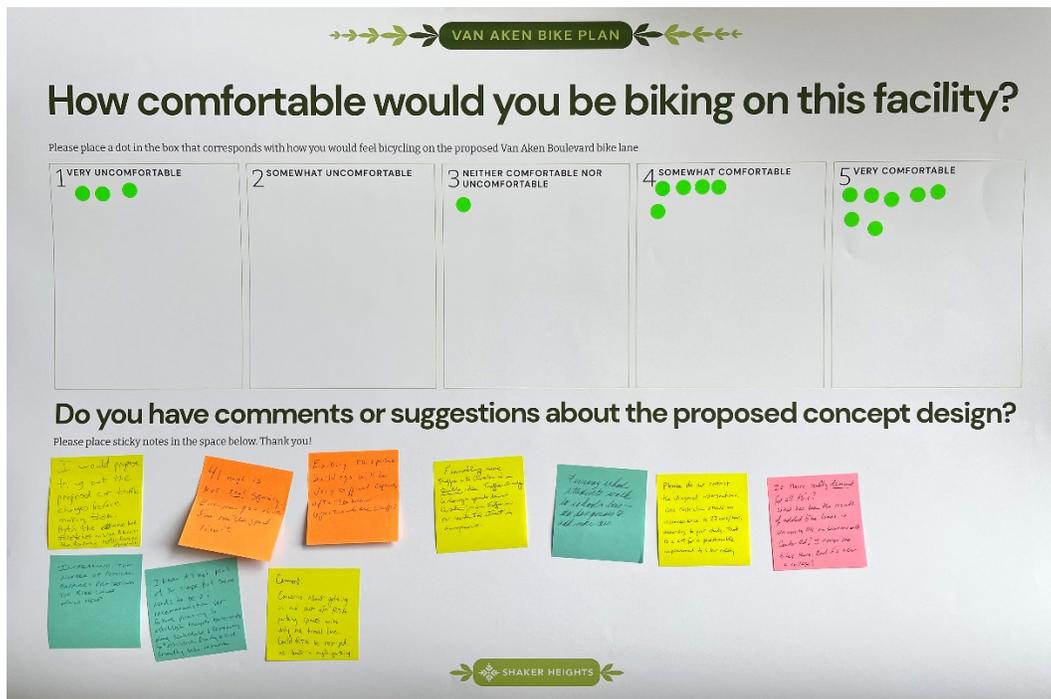
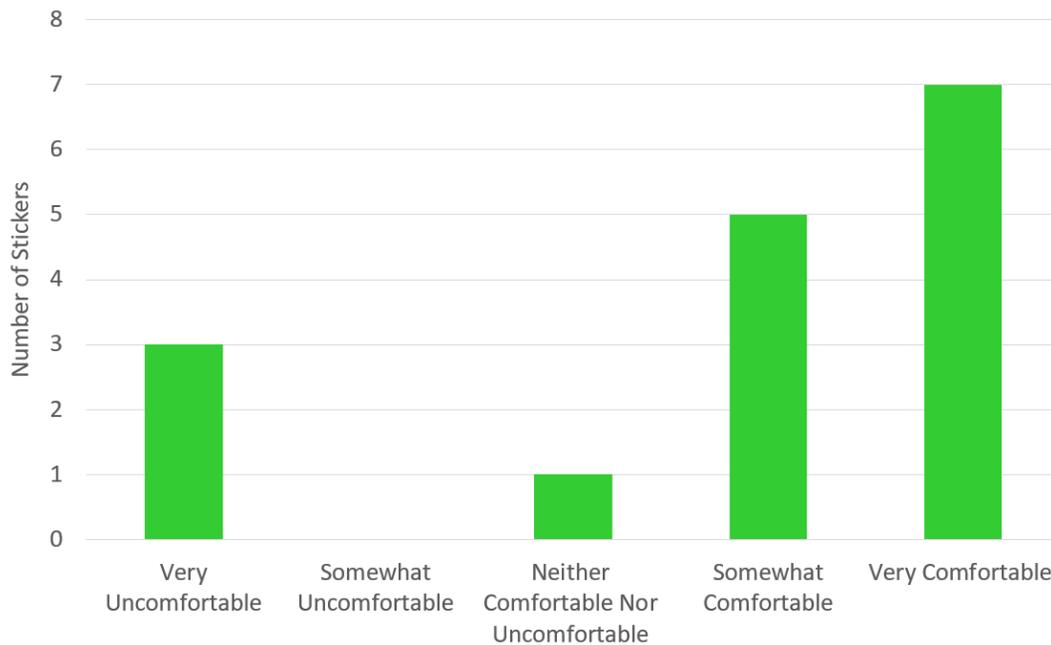


Figure 6: A board asking open house attendees how comfortable they would be while biking the proposed facility. The bottom half of the board includes a space for comments and suggestions.

## How comfortable would you be biking on this facility?



**Figure 7: Sixteen attendees placed stickers on the board asking them their comfort level; 75% of those attendees agreed that they would feel very comfortable or somewhat comfortable biking the proposed facility.**

## Open-Ended Comments

As shown in **Figure 1**, the bottom half of the last board asked attendees, “Do you have comments or suggestions about the proposed concept design?” Attendees placed 9 sticky notes with comments on this board; an additional sticky note was placed by a project team member, summarizing a conversation with a resident. There was also a sticky note placed on the board showing possible intersection configurations. **Figure 4** and **Figure 9** show close-up images of all 11 sticky notes that were placed on boards. All comments are also typed below:

1. “Too much traffic will be directed onto Fernway!!” (regarding turn restrictions at Avalon, Kenmore, and Parkland/Lynnfield intersections)
2. “I would propose trying out the proposed car traffic changes before making them. Both the one lane stretches on Van Aken & the turning restrictions on diagonals.”
3. “41 mph is not real speeding. Everyone goes about 5 mph over the speed limit.”
4. “Exiting the apartment buildings will be very difficult especially after the new apartments are occupied.”
5. “Increasing the number of physical barriers protecting the bike lane would help.”
6. “I know it’s not part of the scope but there needs to be a recommendation for future planning to establish bicycle boulevards along Scottsdale + Fernway to establish family + kid friendly bike network”
7. “Comment: Concerns about getting in and out of RTA parking spaces with only one travel lane. Could RTA be restriped as back-in angle parking” (sticky note left by project team, summarizing a conversation with a resident)
8. “Funneling more traffic onto Avalon is a terrible idea. Traffic already is heavy + speeds down Avalon; more traffic on our residential street is dangerous.”
9. “Fernway school students walk to school bus – too dangerous to add more cars.”

10. "Please do not restrict the diagonal intersections. One restriction shows an inconvenience to 27 cars/hour, according to your study. That is a LOT for a questionable improvement to biker safety."
11. "Is there really demand for all this? What has been the result of added bike lanes in University Heights on Warrensville Center Rd? I never see bikes there. And it's near a college!"

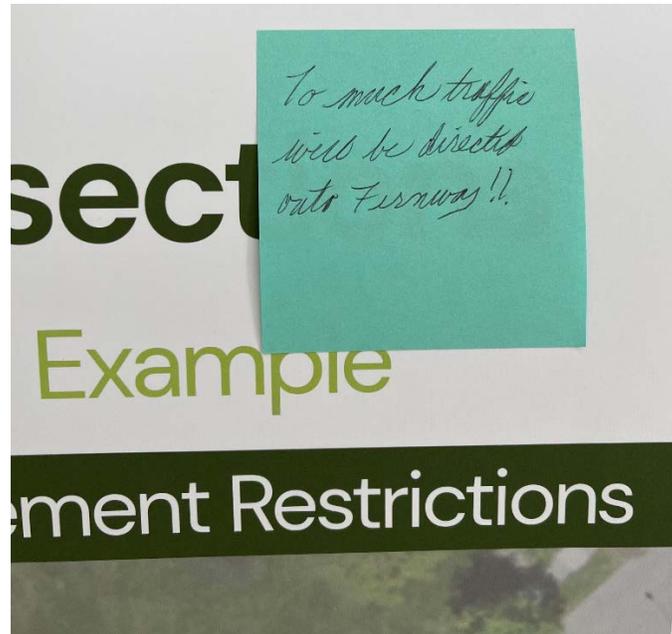
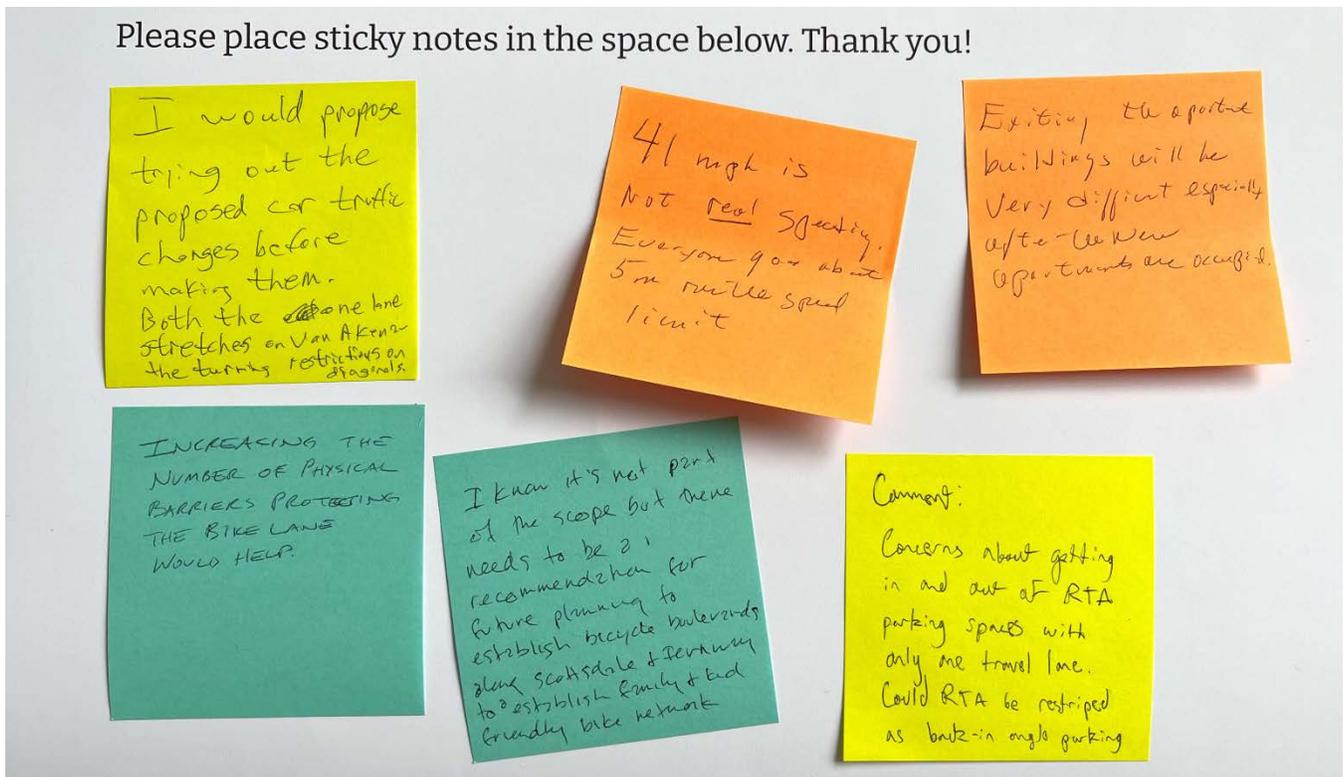


Figure 8: One resident placed a comment on the board showing potential intersection configurations.



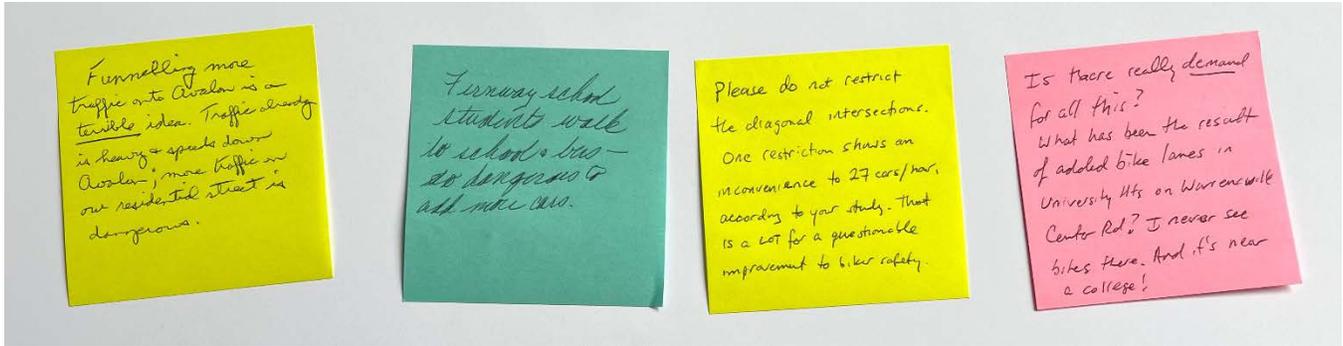


Figure 9: Several attendees used sticky notes to add their comments and suggestions regarding the concept plan.

## Roll Plot Comments

In addition to the boards, a roll plot of the concept design (from Lee Road to Farnsleigh Road) was displayed so that attendees could use sticky notes to make comments at specific locations. Comments were generally grouped around the Lee Road intersection, the Avalon Road intersection, the Parkland Drive/Lynnfield Road intersection, and the Farnsleigh Road intersection. A total of 15 sticky notes were placed on the roll plot. **Figure 10**, **Figure 11**, **Figure 12**, and **Figure 13** are photographs of the sticky notes. All sticky note comments are also typed below:

### Lee Road

1. "Signage here to motorists: watch for merging bikes" (on the west side of the Lee Road intersection, where westbound cyclists merge into a travel lane)
2. "Make Lee Road South & Lee Road North separate lights so no one is going both north + south @ same time"
3. "There is a terrible depression in the road that makes a big puddle every time it rains – every car splashes the entire sidewalk + all on it" (pointing to a spot on the pavement near the northbound stop bar between Van Aken eastbound and Van Aken westbound)
4. "It is very dangerous to be a pedestrian or biker here. When southbound (on Lee) traffic is trying to turn left quickly across oncoming northbound traffic" (pointing to the crosswalk that goes from Motiv to the median)

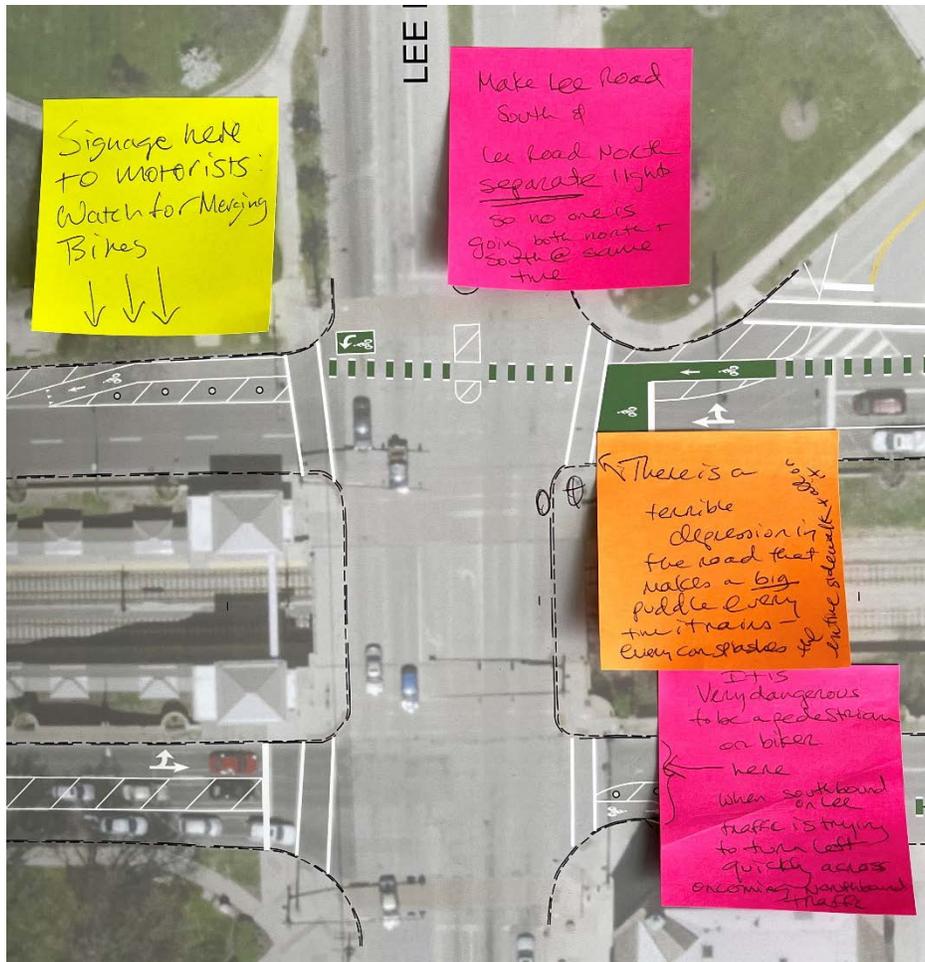


Figure 10: Several attendees left comments specific to the Lee Road intersection.

### Avalon Road

1. "Strongly object to eliminating crossing options for cars here. Will concentrate traffic on Avalon. Will make all traffic increase on Fernway"
2. "Bike traffic lights! Signals that blink & stop traffic"
3. "Add delineators @ all painted buffers at all diagonal intersections! Make it more than just paint"
4. "Not sure of delineators before the intersection"

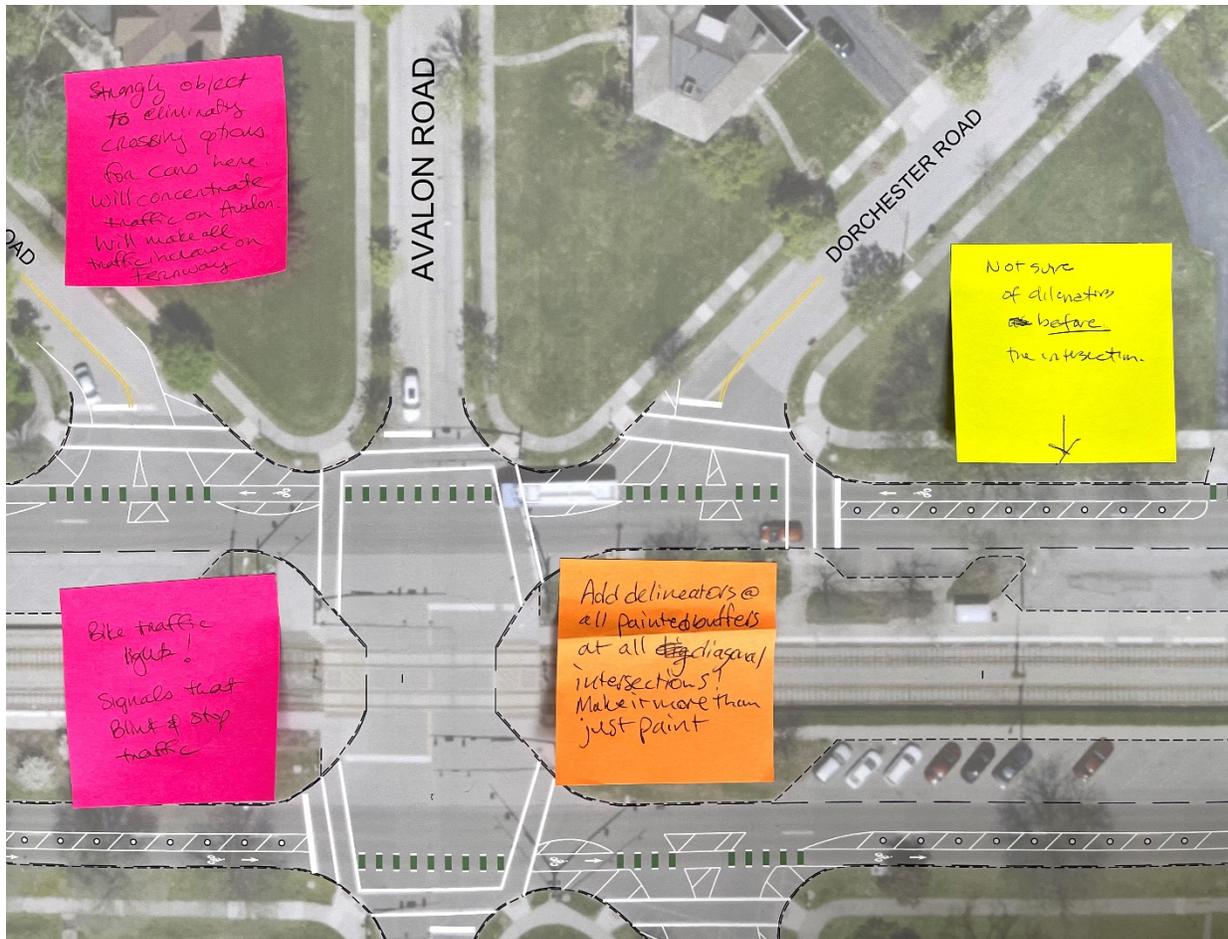


Figure 11: Attendees left comments related to delineators, turn restrictions, and bicycle signals at Avalon Road.

**Parkland Drive/Lynnfield Road**

1. "For RTA – repave and put diagonal stripes in the west end of both sides of Van Aken"
2. "The development would provide incentive to open a business here" (pointing to structure adjacent to Lynnfield RTA station)



Figure 12: A couple of attendees left comments at the Parkland Drive/Lynnfield Road intersection.

*Farnsleigh Road*

1. "Add a few delineators" (pointing to Van Aken westbound, between driveway and beginning of on-street parking)
2. "Add delineators – help organize traffic?" (pointing to area east of proposed bicycle ramp)
3. "Opportunity for a bike box for left turns at this intersection? Also, with only one lane of auto traffic on Van Aken, are two turn lanes needed?"
4. "Signage here to inform + encourage folks on Farnsleigh path to V. A. bike lane" (another attendee wrote "Agree" on the sticky note)
5. "Why not put a path/bridge for peds + bikes thru here?" (pointing to grassy area adjacent to Suburban Pediatrics, between sidewalk and parking deck ramp)



Figure 13: Several attendees had comments about delineators, signage, bike boxes, and bicycle/pedestrian access to the Van Aken District.

2/8/2023

Van Aken Bikeway Plan- Open House

Please Share Any Comments You May Have About This Project:

Would love something designed for  
kids → would make biking to HS  
much easier & safer



2/8/2023

Van Aken Bikeway Plan- Open House

Please Share Any Comments You May Have About This Project:

Van Aken speed limit  
needs lowered and enforced.  
I would like to see the  
bikeway extend all the  
way to Sh. Square.

\*Ciclovia should occur  
on Van Aken once/month -  
first years summer months  
then maybe Spring - Fall, etc.



2/8/2023

Van Aken Bikeway Plan- Open House

Please Share Any Comments You May Have About This Project:

BUFFERED PAINTED  
LANES. PROVIDE THE  
MOST SECURITY &  
STILL ALLOW SNOW  
REMOVAL ✓



2/8/2023

Van Aken Bikeway Plan- Open House

Please Share Any Comments You May Have About This Project:

I think this is a  
wonderful concept and we  
look forward to seeing this  
come to life.



2/8/2023

Van Aken Bikeway Plan- Open House

Please Share Any Comments You May Have About This Project:

New + wider trees  
on VA. like  
on Shaker

Main street  
that defines  
city



2/8/2023

Van Aken Bikeway Plan- Open House

Please Share Any Comments You May Have About This Project:

Please add a North/South  
connector from Farnsleigh  
to Shaker Blvd.

to connect the V.A.  
bike lane to the  
Shaker median trail



4/18/2023

Van Aken Bikeway Plan- Walk/Bike Audit

Please Share Any Comments You May Have About This Project:

1) VAN AKEN Apartments - #228 new

means approx 350 additional cars

Feeding into VAN AKEN with only one

lane; Traffic from Farnsleigh is

already backing up.

2.) RTA parking along Van Aken -

cars back in blocking South lane;

cars backing out also block South

lane

3.) Cars turning left @ Lynnfield  
will block lane when Rapid is at that

 SHAKER HEIGHTS stop, same @

all stops along line.

4/18/2023

Van Aken Bikeway Plan- Walk/Bike Audit

Please Share Any Comments You May Have About This Project:

William S. Carter

Hampshire House

19425 Van Aken Apt 209

please provide survey

indicating number of

commuters - each direction

Number of off street parkers

number of bikers that might

use

This is a plan to please the  
few to inconvenience the



SHAKER HEIGHTS

residents

## SHAKER HEIGHTS VAN AKEN BIKEWAY BIKE/WALK AUDIT WORKSHEET

Tuesday, April 18, 2023

### Overview

The City of Shaker Heights is currently studying the best way to make it safer and more comfortable to bicycle on Van Aken Boulevard between Lee Road and Farnsleigh Road (the Van Aken District). Our goal is to create a bicycling connection between the Van Aken District and the Lee Road Corridor that is comfortable for people of all ages and abilities.

During the walking or bicycling audit, we will discuss the proposed bike lane improvements and how it feels to walk or bicycle on Van Aken Boulevard.

### Walking Experience

Do you feel safe walking? Would people of different ages, mobilities and abilities feel safe while biking?

How did it feel to walk through the major intersections?

Does vehicle traffic move at a speed that feels safe while walking? *No. Many drivers exceeding speed limit*

On a scale of 1 to 10, how would you rate the "walkability" of this route?

How would you describe the sidewalk surface?

Please describe driver behavior along the route.

How comfortable would you be bicycling in the Van Aken Boulevard bike lane shown in the proposed concepts? (mark one)

- Very uncomfortable
- Somewhat uncomfortable
- Neither comfortable nor uncomfortable
- Somewhat comfortable
- Very comfortable

Notes

Crosswalk timing is designed for traffic, not people.

Very short walk signals before it ~~has~~ switches to flashing

# SHAKER HEIGHTS VAN AKEN BIKEWAY BIKE/WALK AUDIT WORKSHEET

Tuesday, April 18, 2023

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## Biking Experience

Do you feel safe biking? Would bicyclists of different ages, mobilities and abilities feel safe while biking?

Will kids follow the rules? Go first on side walks  
CARS do go first down Aken  
Different speeds hard to Accomodate All levels

How did it feel to bike through the major intersections?

green light timing

Does vehicle traffic move at a speed that feels safe while biking?

OVER 35 MPH Speed Limit

On a scale of 1 to 10, how would you rate the "bikeability" of this route?

8 due to intersections

How would you describe the road surface? Are there potholes? Is the road's surface uneven?

Debris

Please describe driver behavior along the route.

not bike friendly - Buses

How comfortable would you be bicycling in the Van Aken Boulevard bike lane shown in the proposed concepts? (mark one)

- Very uncomfortable
- Somewhat uncomfortable
- Neither comfortable nor uncomfortable
- Somewhat comfortable
- Very comfortable



# Notes

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# SHAKER HEIGHTS VAN AKEN BIKEWAY

## BIKE/WALK AUDIT WORKSHEET

Tuesday, April 18, 2023

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### Biking Experience

Do you feel safe biking? Would bicyclists of different ages, mobilities and abilities feel safe while biking?	I felt kind of ok, but only because I was in a large, visible bike group. Normally I don't feel safe enough to bike down Van Aken at all, and use Fernway!
How did it feel to bike through the major intersections? I really want to bike through the intersections.	The huge, oblique intersections are nuts! Parkland instead. Designated, striped or bright green bike lanes
Does vehicle traffic move at a speed that feels safe while biking? On a scale of 1 to 10, how would you rate the "bikeability" of this route?	No, absolutely not, if the speed limit is set at 35 mph, then people drive <del>30</del> <del>35</del> 40-45 mph. Let's copy Cleveland Heights and recognize Van Aken as a connection to Shaker's downtown - the VAD, and set a speed limit of 25 mph.
How would you describe the road surface? Are there potholes? Is the road's surface uneven?	I would rate it a 2 or 3, depending on the time of day. And I'm physically fit in my early 30s, so I imagine it's worse for others. Actually the road surface isn't too bad. The biggest potholes are right around the sewers/drains which makes sense as water is constantly flowing into them.
Please describe driver behavior along the route.	Drivers get resentful that they have to watch for bikers on the road - they typically gun it and speed up dramatically as soon as they pass me when I'm biking. I think drivers will be happier when cyclists have their own lane!
How comfortable would you be bicycling in the Van Aken Boulevard bike lane shown in the proposed concepts? (mark one)	

- Very uncomfortable
- Somewhat uncomfortable
- Neither comfortable nor uncomfortable
- Somewhat comfortable
- Very comfortable

## Notes

What would make me "Very Comfortable"? More solid barriers, if possible, instead of just flex poles.

Future phase: try "split median" ~~at sections~~ <sup>roundabouts</sup> for some of the huge oblique intersections. A roundabout could eliminate the need for traffic lights and stop signs, reduce waiting time for drivers, cyclists, and pedestrians alike. The "split median" would allow the RTA to still pass through the middle.

To get rid of RTA ~~pro~~ side-angle parking: New, aesthetic parking garage near where Van Aken terminates at Farnsleigh. Then, bike lane could go in the median/middle lane where it would be safer. And drivers could back out of their drive ways without having to cross over the bike lane.

The street parking barriers and the flex poles will make those sections safer. For the sections without parked cars and <sup>should be</sup> flex poles, some sort of gritty/low curb/rumble strips placed in the barrier—otherwise that bike lane is going to be awfully tempting to cars!

# SHAKER HEIGHTS VAN AKEN BIKEWAY BIKE/WALK AUDIT WORKSHEET

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## Biking Experience

Do you feel safe biking? Would bicyclists of different ages, mobilities and abilities feel safe while biking? *I personally feel safe but I am a confident rider + ride VA very frequently - often w/ my son in his ride along trailer. I do not think this is a particularly safe route for all ages/mobilities/abilities*

How did it feel to bike through the major intersections? *I feel fine thru intersections*

Does vehicle traffic move at a speed that feels safe while biking? *Not really, but I'm used to it*

On a scale of 1 to 10, how would you rate the "bikeability" of this route? *7*

How would you describe the road surface? Are there potholes? Is the road's surface uneven? *It's mostly fine w/ some significant holes here + there*

Please describe driver behavior along the route. *Mixed - some folks slow down + give space many folks drive super fast right up to you before changing lanes*

How comfortable would you be bicycling in the Van Aken Boulevard bike lane shown in the proposed concepts? (mark one)

- Very uncomfortable
- Somewhat uncomfortable
- Neither comfortable nor uncomfortable
- Somewhat comfortable
- Very comfortable

## Notes

I strongly prefer hardened vertical elements as part of the buffer ~~is~~ instead of flexiposts, especially at ~~the~~ key intersections - Farnleigh, Lee, Diagonals  
Paint + flexiposts will not stop a car from hitting a cyclist  
~~The~~ The fact that the flex posts don't even run the whole length of the lane is super disappointing

# SHAKER HEIGHTS VAN AKEN BIKEWAY BIKE/WALK AUDIT WORKSHEET

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## Overview

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During the walking or bicycling audit, we will discuss the proposed bike lane improvements and how it feels to walk or bicycle on Van Aken Boulevard.

## Biking Experience

Do you feel safe biking? Would bicyclists of different ages, mobilities and abilities feel safe while biking?	Sometimes I feel safe. Most would not.
How did it feel to bike through the major intersections?	Normal for me. But, I'm a very confident biker.
Does vehicle traffic move at a speed that feels safe while biking?	No
On a scale of 1 to 10, how would you rate the "bikeability" of this route?	currently, okay.
How would you describe the road surface? Are there potholes? Is the road's surface uneven?	it's mediocre. it's not covered in heights, but it's sure as shit not east chereband, but it's so/so
Please describe driver behavior along the route.	Fast,

How comfortable would you be bicycling in the Van Aken Boulevard bike lane shown in the proposed concepts? (mark one)

- Very uncomfortable
- Somewhat uncomfortable
- Neither comfortable nor uncomfortable
- Somewhat comfortable
- Very comfortable

depends on company!

## Notes

I feel as though folk who aren't cycle-centric have to be engaged. I'd ride here, but not going to let my kids ride alone in double darts. BUT I want to!!! Hardened infrastructure! Protected bike lanes! 100% concrete blockades!

This needs to go further.

# SHAKER HEIGHTS VAN AKEN BIKEWAY

## BIKE/WALK AUDIT WORKSHEET

Tuesday, April 18, 2023

### Overview

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During the walking or bicycling audit, we will discuss the proposed bike lane improvements and how it feels to walk or bicycle on Van Aken Boulevard.

### Biking Experience

Do you feel safe biking? Would bicyclists of different ages, mobilities and abilities feel safe while biking?	Not currently. Cars were zooming by at 40+mph and I'm only alive because the drivers chose not to hit me. I'd never take a kid on Van Aken.
How did it feel to bike through the major intersections?	<del>Not horrible</del> Not horrible, but they're big. It felt okay being stopped there with 10 people, but being a single bike would feel intimidating.
Does vehicle traffic move at a speed that feels safe while biking?	Not even remotely safe
On a scale of 1 to 10, how would you rate the "bikeability" of this route?	2
How would you describe the road surface? Are there potholes? Is the road's surface uneven?	It was okay, generally, but could be smoother.
Please describe driver behavior along the route.	<u>Way</u> too fast.

How comfortable would you be bicycling in the Van Aken Boulevard bike lane shown in the proposed concepts? (mark one)

- Very uncomfortable
- Somewhat uncomfortable
- Neither comfortable nor uncomfortable
- Somewhat comfortable
- Very comfortable

## Notes

- If there is any way to add durable barriers to the buffers, this would be much more comfortable for everybody (of all ages & abilities).
- I'd also really like to see this go all the way to Staker Square. It kind of leaves the people west of Lee high and dry.
- Quick/~~like~~ responsive bike/ped signals are vital for making non-car trips faster & more worth it.

# Welcome!

## Thanks for joining us today.

The City of Shaker Heights is currently studying the best way to make it safer and more comfortable to bicycle on Van Aken Boulevard between Lee Road and Farnsleigh Road (the Van Aken District). Our goal is to create a bicycling connection between the Van Aken District and the Lee Road Corridor that is **comfortable for people of all ages and abilities**.

### PROVIDE YOUR INPUT!

The first couple of boards around the space have background information about Van Aken Boulevard and the rest are an opportunity for us to hear from you. Thank you for taking the time to provide us valuable feedback!

### WHAT IS THE TIMELINE FOR THIS STUDY?

The current study started in November 2022 and will be completed in May 2023. The recommended bike facility will be designed and constructed as part of a separate project in 2024.

#### PROJECT TEAM EFFORTS



#### FUTURE PROJECT

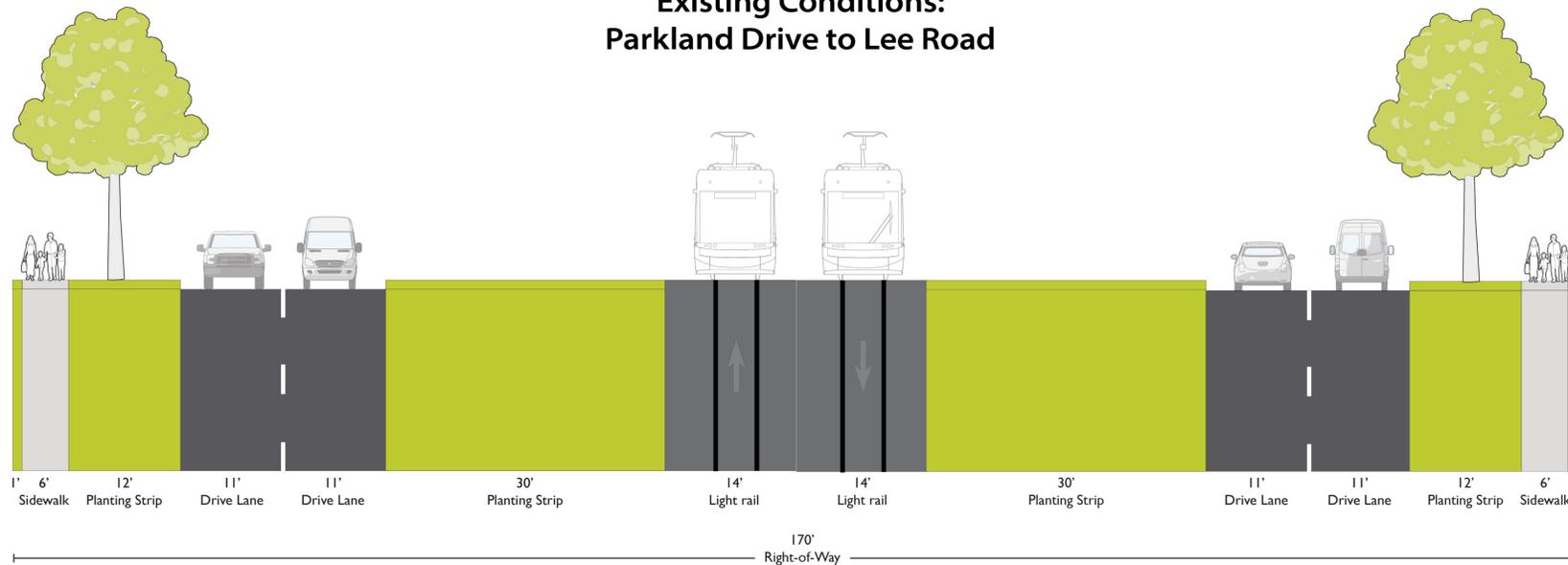
#### COMMUNITY ENGAGEMENT EFFORTS



# What is Van Aken Boulevard like today?

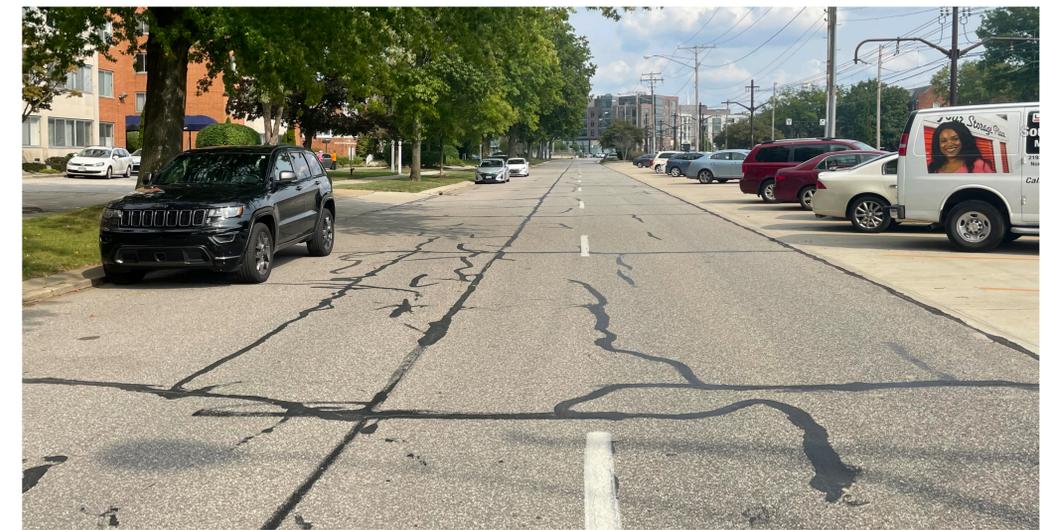
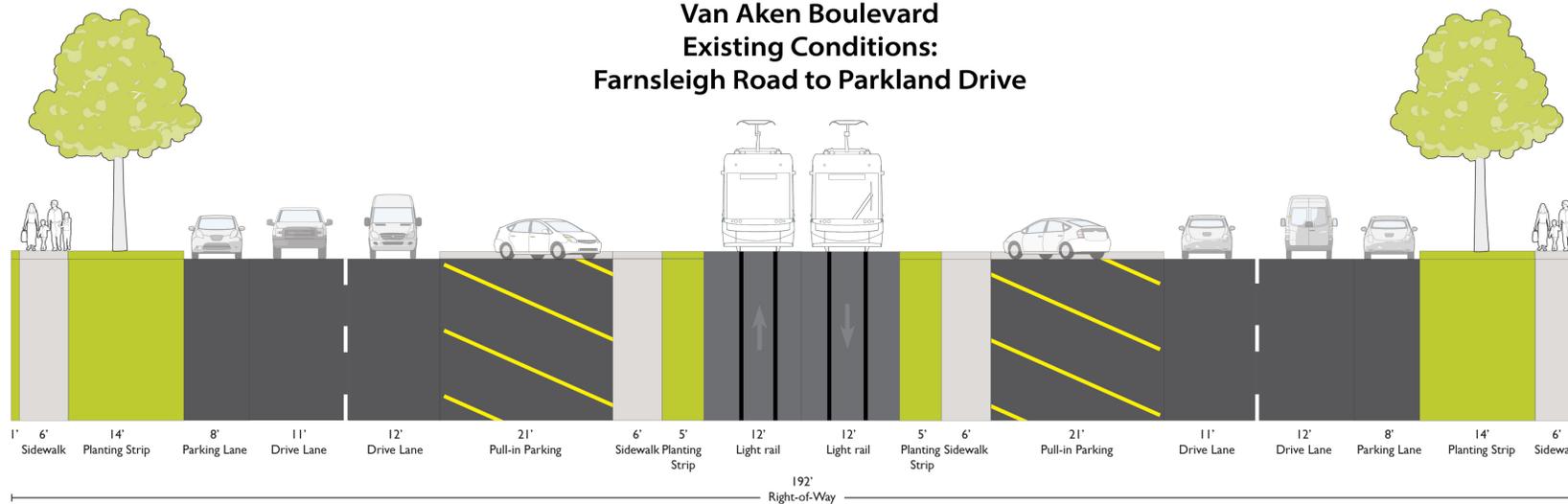
## From Lee Road to Parkland Drive/Lynnfield Road

Van Aken Boulevard  
Existing Conditions:  
Parkland Drive to Lee Road



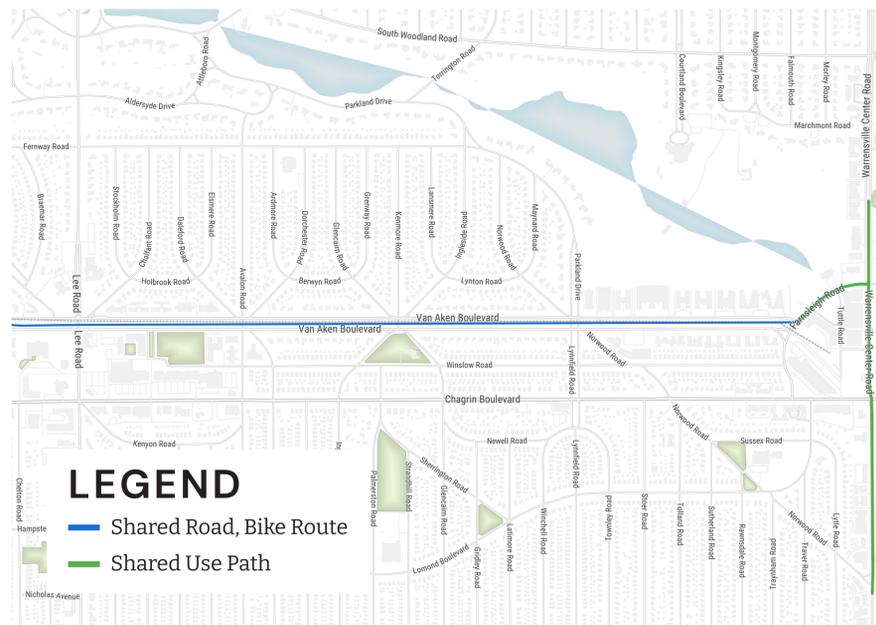
## From Parkland Drive/Lynnfield Road to Farnsleigh Road

Van Aken Boulevard  
Existing Conditions:  
Farnsleigh Road to Parkland Drive



# What is Van Aken Boulevard like today?

## Existing Bike Network



The Van Aken Boulevard Bike Connection can connect the existing shared use paths on Farnsleigh Road and Warrensville Center Road to the Lee Road Corridor which is planned to include a new two-way cycle track as proposed in the Lee Road Action Plan.

## Crashes Involving Bicyclists or Pedestrians, 2017-2021



The past five full years (2017-2021) of bicycle and pedestrian crash data were reviewed to understand existing safety issues. There were crashes at the Lee Road and Farnsleigh Road intersections within the project area. At the Lee Road intersection, there were two pedestrian-involved crashes and one bicyclist-involved crash, both of which did not result in injuries or fatalities. At the Farnsleigh Road intersection there was one bicyclist-involved crash with a minor injury reported for the bicyclist.

## Speeds

VAN AKEN BOULEVARD SPEED LIMIT:

**35 MPH**

TRAFFIC COUNTS FROM 2022 SHOWED AN 85TH PERCENTILE SPEED OF:

**41 MPH**

At these speeds most people will only feel comfortable bicycling if there is a separated bike lane with a physical barrier between them and motor vehicle traffic or on a shared use path or trail next to the street.

## Volumes

Motor vehicle traffic volumes on Van Aken Boulevard between Lee Road and Farnsleigh Road range between approximately 9,000 and 13,000 vehicles per day.

# What type of bike facility would you be comfortable using?

Please place a dot next to the bicycle facilities you would be comfortable using if it existed on Van Aken Boulevard.

(You can place a dot on none, some, or all of the options depending on your preference.)

## Painted bike lane

**Considerations:** Most people will only feel comfortable using a conventional bike lane if: **traffic volume is <3,000 vehicles per day and speeds are ≤25mph**

## Painted buffered bike lane

**Considerations:** Most people will only feel comfortable using a buffered bike lane if: **traffic volume is <6,000 vehicles per day and speeds are ≤25mph**

## Separated bike lane with flexible delineator posts

**Considerations:** Most people will feel comfortable using a separated bike lane

## Separated bike lane with concrete raised island

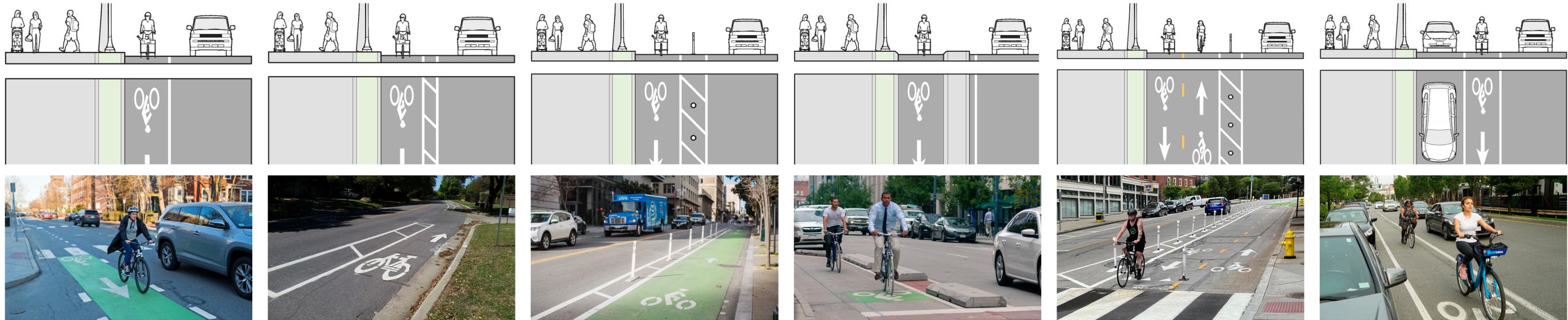
**Considerations:** Most people will feel comfortable using a separated bike lane, **concrete raised island adds additional level of comfort**

## Two-Way Separated bike lane with flexible delineators

**Considerations:** Most people will feel comfortable using a separated bike lane, **two-way operation can be less intuitive for riders and makes intersection crossings more complex**

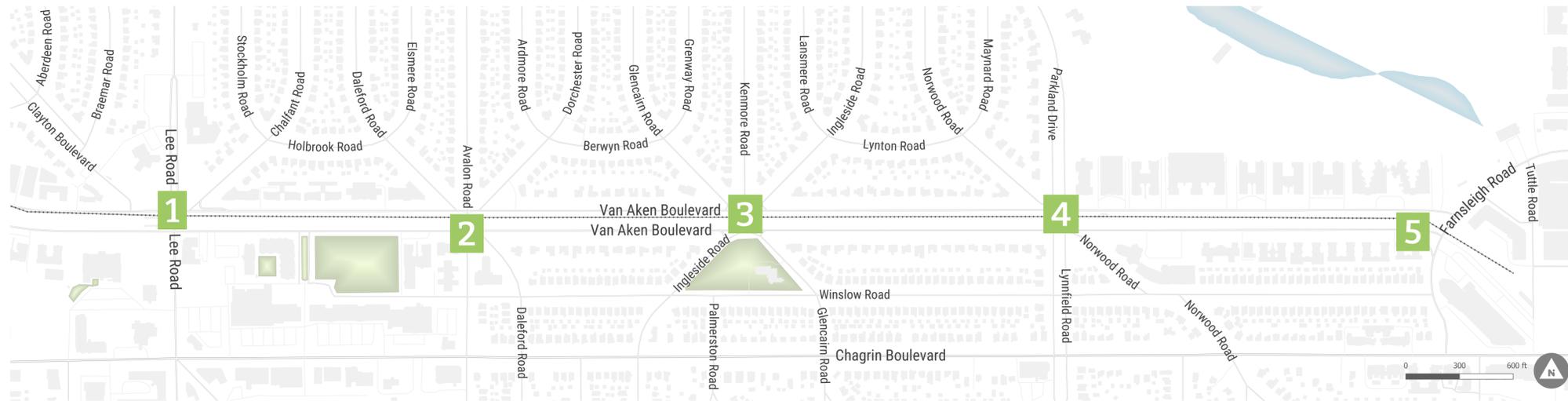
## Painted bike lane next to curbside parking

**Considerations:** Most people will only feel comfortable using a conventional bike lane if: **traffic volume is <3,000 vehicles per day and speeds are ≤25mph**  
Placing the bike lane immediately adjacent to the parking lane increases the likelihood of “dooring” conflicts where someone opens their car door and the bicyclist crashes into the open door.



Empty rectangular boxes for marking preferences.

# What intersections feel uncomfortable to cross when walking or bicycling?



Please place sticky notes with any more detailed comments under each intersection name:

<p><b>1 LEE ROAD INTERSECTION</b></p>	<p><b>2 AVALON ROAD INTERSECTION</b></p>	<p><b>3 KENMORE ROAD INTERSECTION</b></p>	<p><b>4 PARKLAND DRIVE INTERSECTION</b></p>	<p><b>5 FARNSEIGH ROAD INTERSECTION</b></p>
---------------------------------------	--	---	---	---

# How will you use the new Van Aken Bike Connection?

It's the year 2027 and there is a new bike connection on Van Aken Boulevard. How are you using the new bicycle facility?

*(Example: I ride my bike to Heinen's!)*

# Welcome!

## Thanks for joining us today.

The City of Shaker Heights is currently studying the best way to make it safer and more comfortable to bicycle on Van Aken Boulevard between Lee Road and Farnsleigh Road (the Van Aken District). Our goal is to create a bicycling connection between the Van Aken District and the Lee Road Corridor that is **comfortable for people of all ages and abilities**.

### LET US KNOW WHAT YOU THINK!

The first few boards show the proposed concept design with some explanation. The last board is an opportunity for us to hear from you. Thank you for taking the time to provide us valuable feedback!

### WHAT IS THE TIMELINE FOR THIS PROJECT?

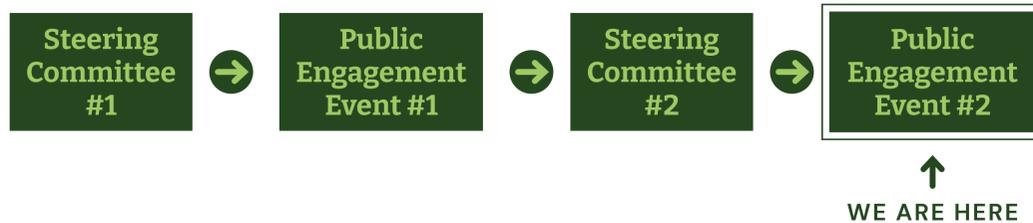
**Current Study:** November 2022 - May 2023

**Design and Construction:** 2024

#### PROJECT TEAM EFFORTS

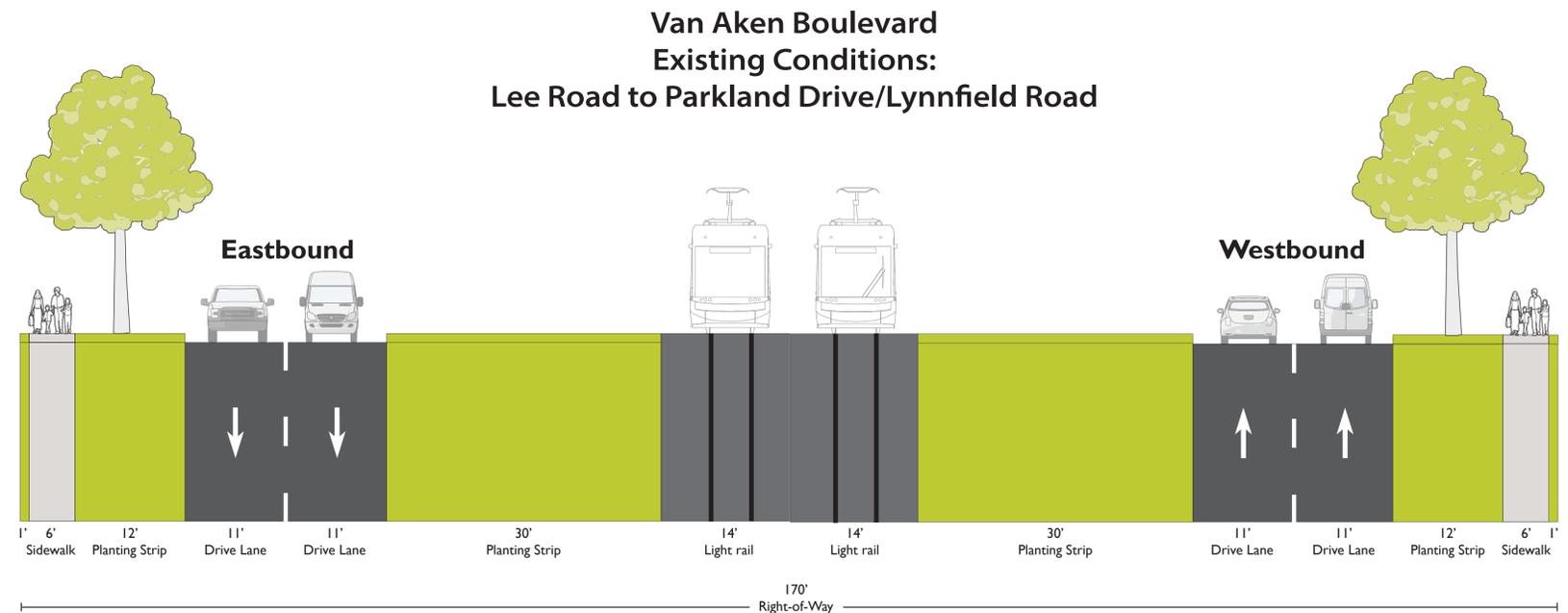


#### COMMUNITY ENGAGEMENT EFFORTS

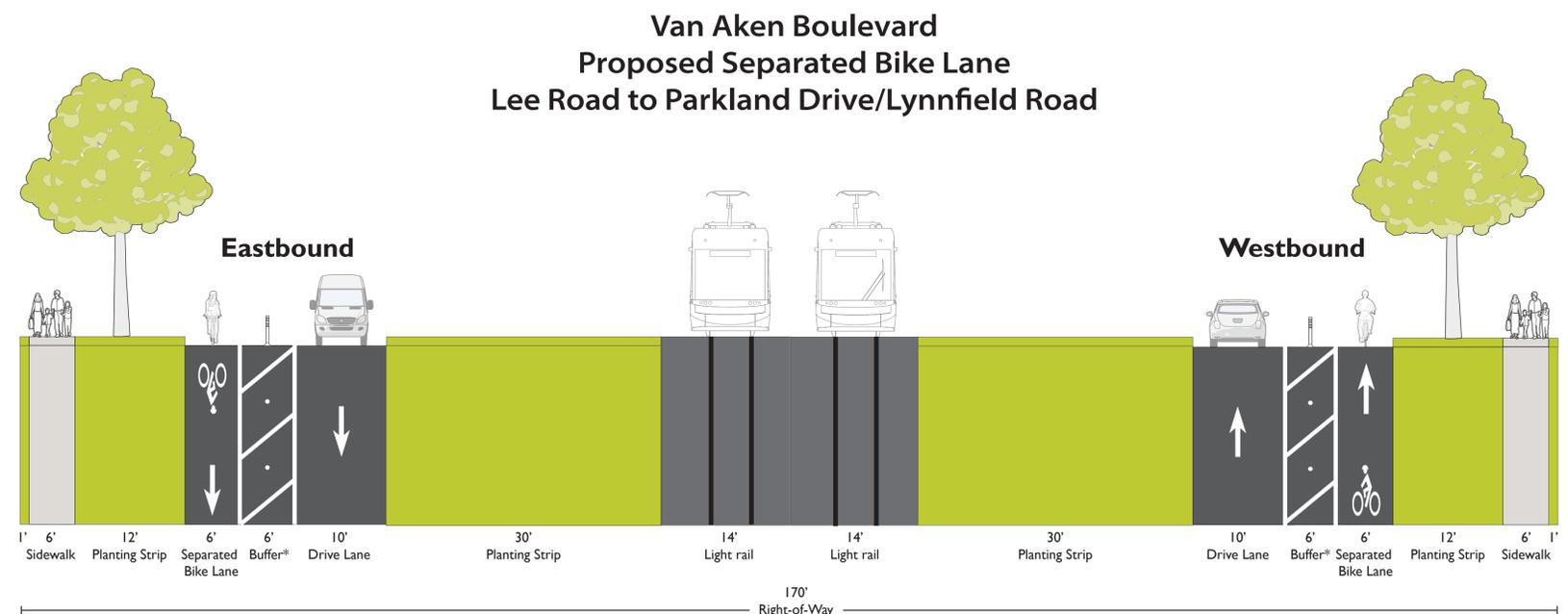


# What will the bike lane look like?

## EXISTING From Lee Road to Parkland Drive/Lynnfield Road



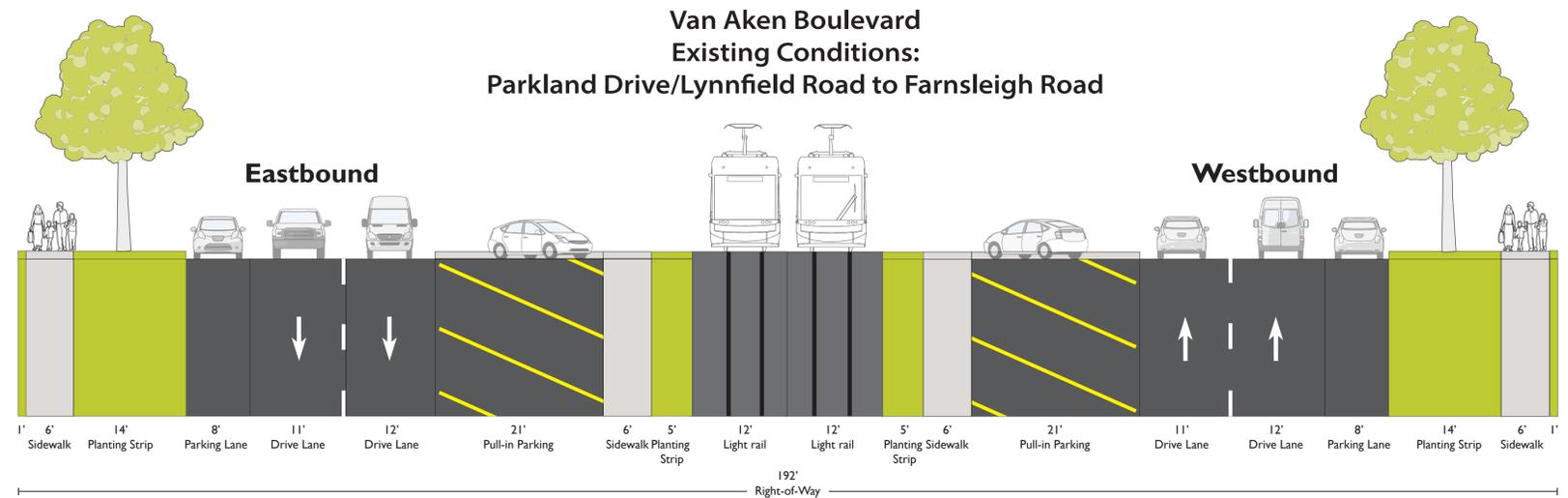
## PROPOSED From Lee Road to Parkland Drive/Lynnfield Road



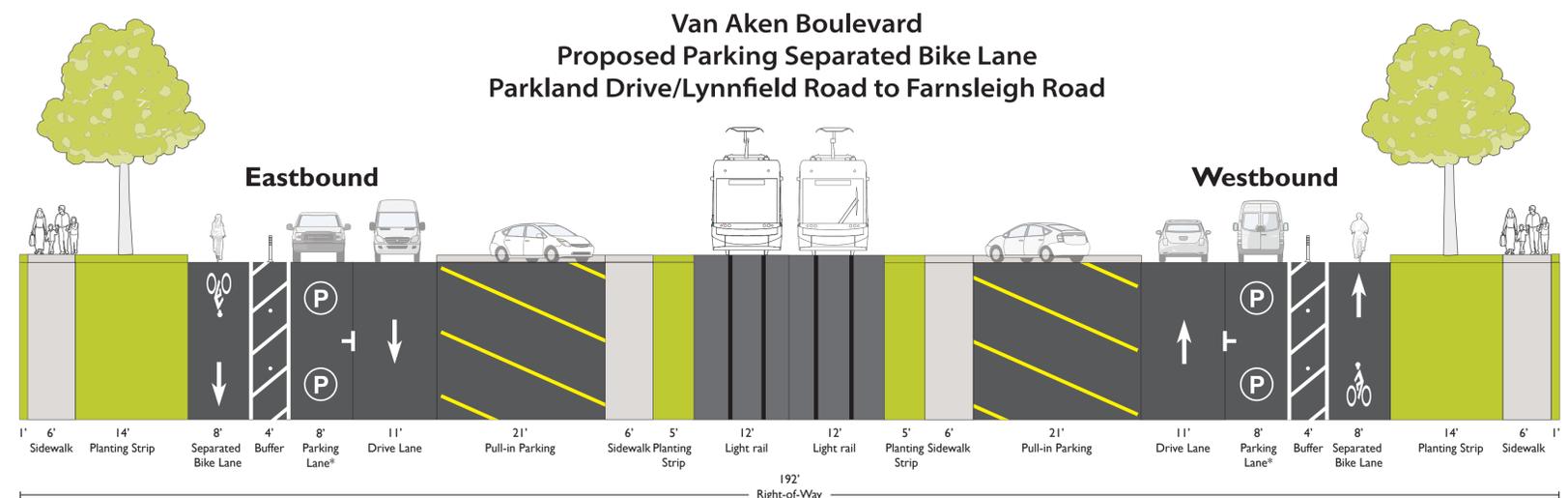
\*The buffer spaces on Eastbound and Westbound Van Aken Boulevard are proposed to include some pick-up and drop-off areas to permit vehicle access to adjacent properties.

# What will the bike lane look like?

## EXISTING From Parkland Drive/Lynnfield Road to Farnsleigh Road



## PROPOSED From Parkland Drive/Lynnfield Road to Farnsleigh Road



\*Some of the parking lane spaces are proposed to include areas signed for pick-up and drop-off / passenger loading/unloading.

# How did we arrive at this design?

## Traffic Speeds

VAN AKEN BOULEVARD SPEED LIMIT:

**35 MPH**

TRAFFIC COUNTS FROM 2022 SHOWED AN 85TH PERCENTILE SPEED\* OF:

**41 MPH**

At these speeds most people will only feel comfortable bicycling if there is a separated bike lane with a physical barrier between them and motor vehicle traffic or on a shared use path or trail next to the street.

\*The 85th percentile speed is the speed value where 85% of vehicles measured are traveling below that speed and 15% are traveling above that speed. It is a value commonly used by traffic engineers to set speed limits.

## Traffic Volumes

Motor vehicle traffic volumes on Van Aken Boulevard between Lee Road and Farnsleigh Road range between approximately

**9,000 – 13,000 VEHICLES PER DAY**

A road diet feasibility study completed in February 2023 showed that acceptable traffic operations could be maintained after removing one motor vehicle travel lane in either direction of travel on Van Aken Boulevard. This study and the traffic counts collected were reviewed by the city engineer.

## Choosing a Bicycle Facility

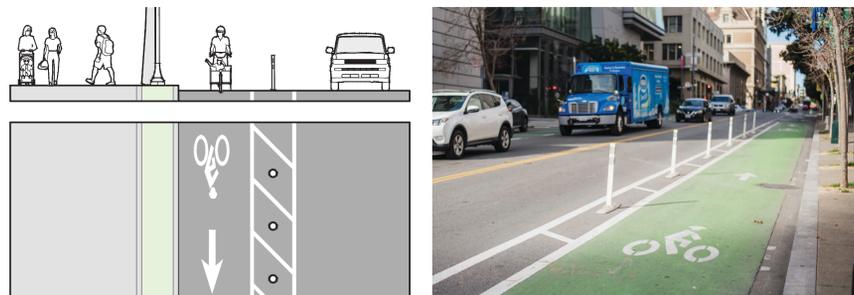
The National Association of City Transportation Officials (NACTO) provides guidance for selecting a bicycle facility based on measured motor vehicle speeds, motor vehicle traffic volumes, the number of motor vehicle lanes, and operational characteristics.

The data for Van Aken Boulevard is highlighted, along with the recommended All Ages & Abilities Bicycle Facility, which is a protected bicycle lane.

Roadway Context				
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	All Ages & Abilities Bicycle Facility
≤ 25 mph	≤ 500 – 1,500	No centerline, or single lane one-way	< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 – 6,000			Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Any	Multiple lanes per direction			
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High Pedestrian Volume	Bike Path with Separated Walkway or Protected Bicycle Lane
			Low Pedestrian Volume	Shared -Use Path or Protected Bicycle Lane

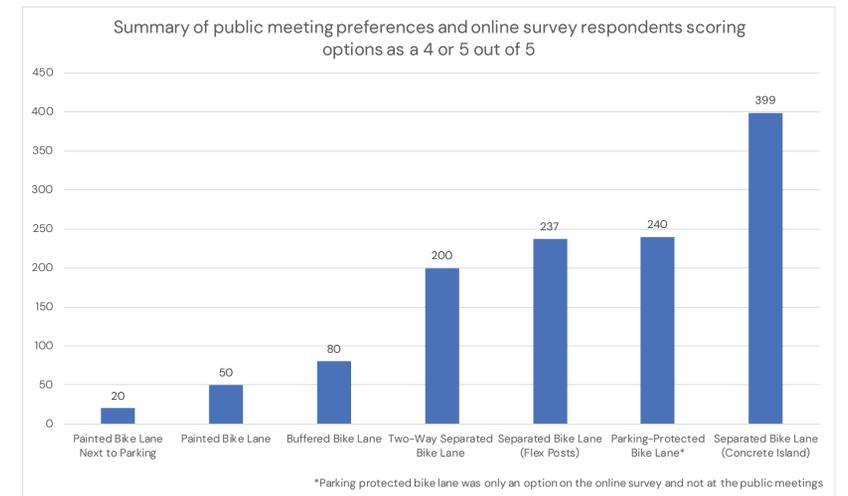
NOTES:  
 \* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.  
 † Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30-mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

An example of a protected bicycle lane is shown to the right:



## Public Input

In February 2023, the project team hosted an in-person meeting, a virtual meeting, and an online survey. Results of this outreach showed an overwhelming preference for separated bike lanes as the preferred bicycle facility type.



## Maintaining Curbside Operations

In some portions of Van Aken Boulevard, curbside access for emergency vehicles and maintenance operations is needed. To accommodate these needs there are portions of the bicycle lane that are proposed to include striped buffers but not vertical elements such as bollards or concrete islands.

Vertical elements such as bollards and concrete islands are included on the approach to intersections where additional separation between people driving motor vehicles and people bicycling is needed most.

# Proposed Concept Design Options at Intersections

## Diagonal Intersections

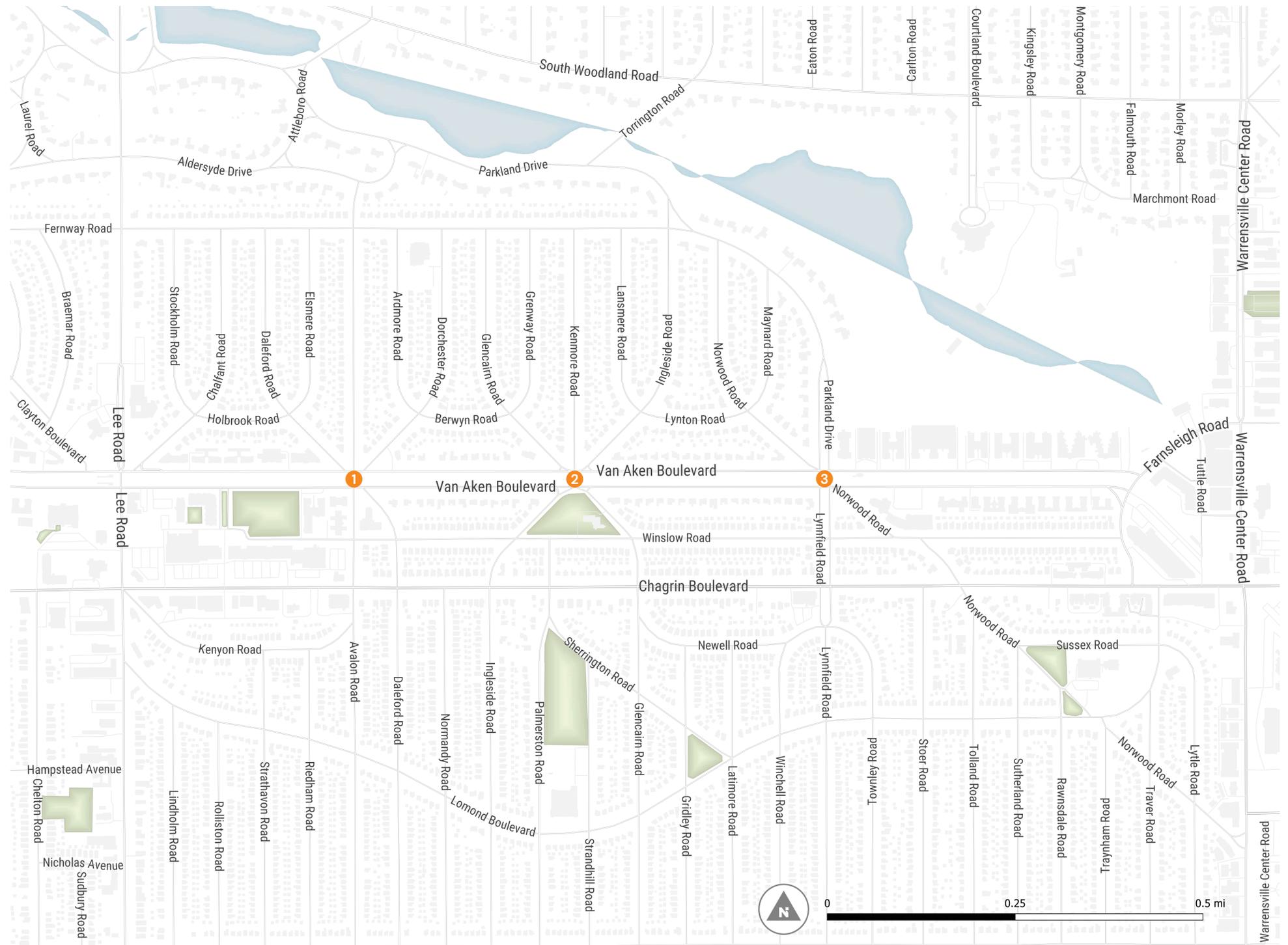
There are multiple intersections along Van Aken Boulevard where two perpendicular streets cross along with one or more diagonal streets.

This condition exists at:

1. Avalon Road/Daleford Road/Dorchester Road
2. Kenmore Road/Glencairn Road/Ingleside Road
3. Parkland Drive/Lynnfield Road/Norwood Road

In each of these locations, all turning movements are currently allowed at the intersection. We are proposing to provide more bicycle buffer space through the intersection by restricting some turning movements.

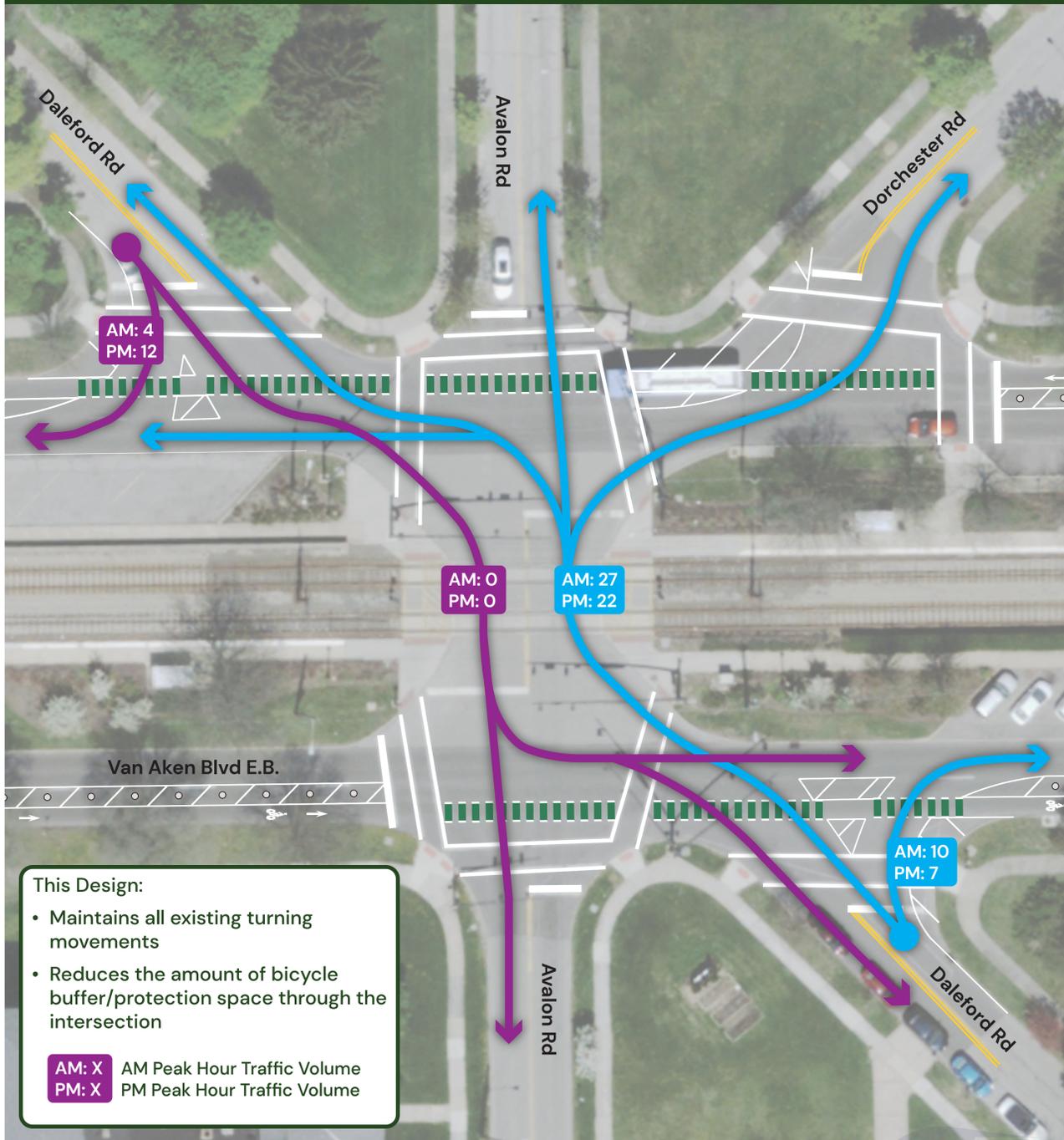
A detailed example intersection diagram is shown on the next board.



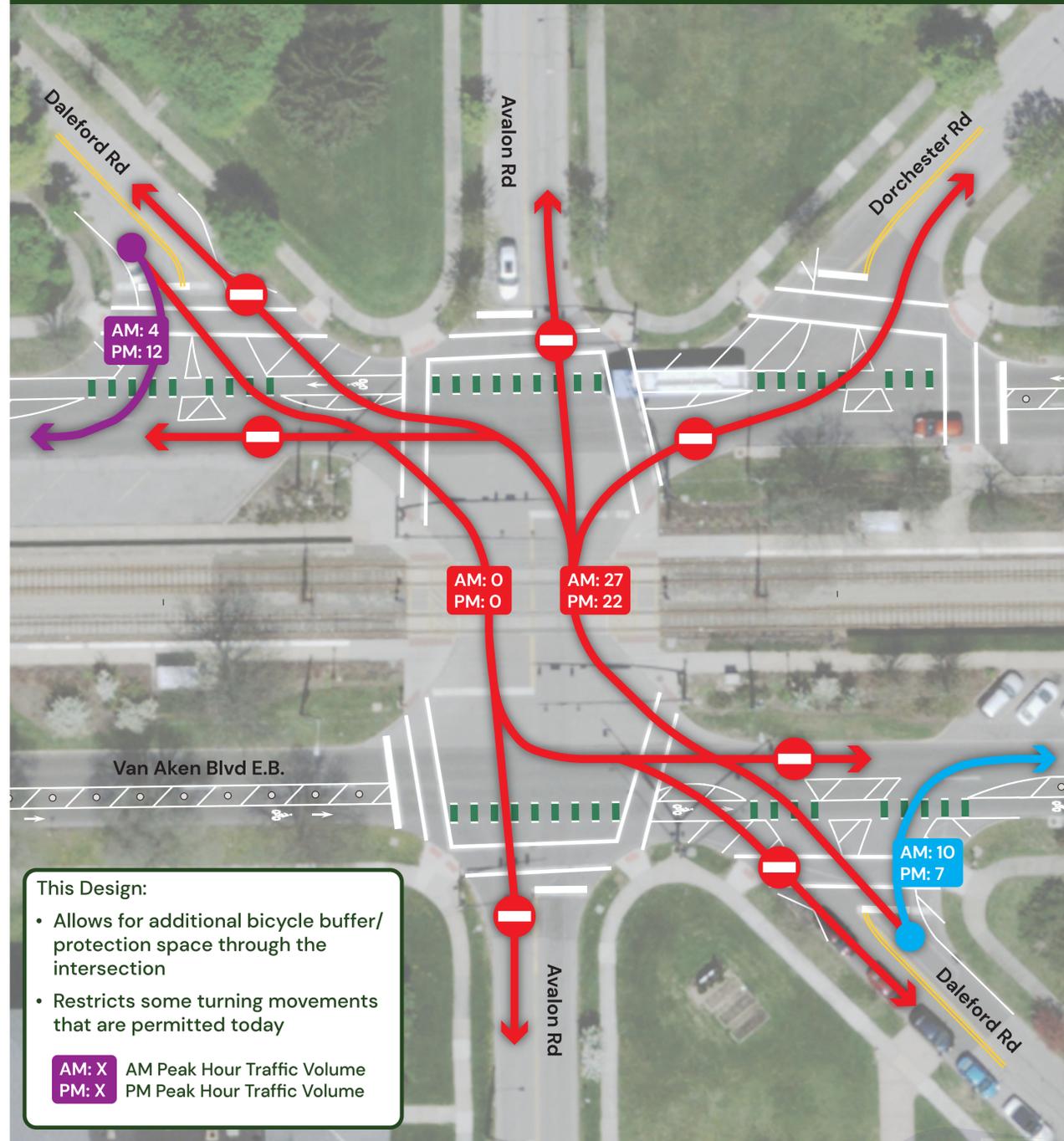
# Proposed Concept Design Options at Intersections

## Diagonal Intersections: Avalon Road/Daleford Road/Dorchester Road Example

With All Movements Permitted (same as today)



With Some Turning Movement Restrictions



# How comfortable would you be biking on this facility?

Please place a dot in the box that corresponds with how you would feel bicycling on the proposed Van Aken Boulevard bike lane

1 VERY UNCOMFORTABLE	2 SOMEWHAT UNCOMFORTABLE	3 NEITHER COMFORTABLE NOR UNCOMFORTABLE	4 SOMEWHAT COMFORTABLE	5 VERY COMFORTABLE
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## Do you have comments or suggestions about the proposed concept design?

Please place sticky notes in the space below. Thank you!

## **Van Aken Bikeway: MetroQuest Survey Final Results Report**

Survey Response Period: February 1, 2023 – March 1, 2023

Total Responses: 617

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## Demographic Breakdown of Survey Respondents

### Overall Demographic Breakdown

All demographic information was provided by survey respondents willingly and was not a requirement in order to submit the survey. The following information was captured by those participants willing to provide the requested information at the end of the survey.

Respondent Age		
Age Range	Count	% of Total Participants
Under 18	2	1%
18 – 24	30	6%
25 – 34	148	31%
35 – 44	143	30%
45 – 54	82	17%
55 – 64	47	10%
65 or over	21	5%

Respondent Area of Residence		
Area Location	Count	% of Total Participants
On Van Aken Blvd	18	4%
Fernway Neighborhood	67	14%
Lomond Neighborhood	39	8%
Van Aken District	22	5%
Sussex Neighborhood	38	8%
Other Shaker Heights Neighborhood Not Listed	148	32%
Outside of Shaker Heights	136	29%

Respondent Gender Self-Identifier		
Gender	Count	% of Total Participants
Male	278	60%
Female	171	37%
Non-binary	10	2%
Other	3	1%

Respondent Race		
Race	Count	% of Total Participants
Asian	9	2%
Black/African American	13	3%
Latinx	6	1%
Native American	1	0%
White/Caucasian	396	87%
Two or More	9	2%
Other	20	5%

Demographic Breakdown by Area of Residence  
On Van Aken Blvd.

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	0	0%
18 – 24	0	0%
25 – 34	6	33%
35 – 44	7	39%
45 – 54	2	11%
55 – 64	1	6%
65 or over	2	11%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	8	44%
Female	9	50%
Non-binary	1	6%
Other	0	0%
No Response	0	0%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	1	5%
Black/African American	0	0%
Latinx	0	0%
Native American	0	0%
White/Caucasian	13	72%
Two or More	1	6%
Other	2	11%
No Response	1	6%

Fernway Neighborhood

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	0	0%
18 – 24	1	2%
25 – 34	14	21%
35 – 44	24	36%
45 – 54	19	28%
55 – 64	7	10%
65 or over	2	3%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	35	52%
Female	28	42%
Non-binary	1	2%
Other	0	0%
No Response	3	4%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	1	1%
Black/African American	1	1%
Latinx	1	1%
Native American	0	0%
White/Caucasian	58	94%
Two or More	0	0%
Other	2	3%

Lomond Neighborhood

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	0	0%
18 – 24	1	3%
25 – 34	14	37%
35 – 44	16	42%
45 – 54	0	0%
55 – 64	4	10%
65 or over	3	8%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	20	52%
Female	17	45%
Non-binary	0	0%
Other	0	0%
No Response	1	1%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	0	0%
Black/African American	3	8%
Latinx	1	3%
Native American	0	0%
White/Caucasian	31	86%
Two or More	0	0%
Other	0	0%
No Response	1	3%

Van Aken District

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	0	0%
18 – 24	3	14%
25 – 34	12	55%
35 – 44	1	4%
45 – 54	2	9%
55 – 64	3	14%
65 or over	1	4%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	13	59%
Female	7	32%
Non-binary	1	4%
Other	1	5%
No Response	0	0%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	1	4%
Black/African American	1	4%
Latinx	0	0%
Native American	1	5%
White/Caucasian	18	82%
Two or More	0	0%
Other	1	5%
No Response	0	0%

Sussex Neighborhood

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	0	0%
18 – 24	2	5%
25 – 34	8	21%
35 – 44	14	37%
45 – 54	8	21%
55 – 64	4	11%
65 or over	2	5%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	24	63%
Female	13	34%
Non-binary	1	3%
Other	0	0%
No Response	0	0%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	2	5%
Black/African American	0	0%
Latinx	0	0%
Native American	0	0%
White/Caucasian	35	92%
Two or More	1	3%
Other	0	0%
No Response	0	0%

Other Shaker Heights Neighborhoods

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	0	0%
18 – 24	3	2%
25 – 34	36	24%
35 – 44	46	31%
45 – 54	35	24%
55 – 64	19	13%
65 or over	9	6%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	73	49%
Female	71	48%
Non-binary	1	1%
Other	1	1%
No Response	2	1%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	3	2%
Black/African American	5	3%
Latinx	2	1%
Native American	0	0%
White/Caucasian	122	83%
Two or More	4	3%
Other	5	3%
No Response	7	5%

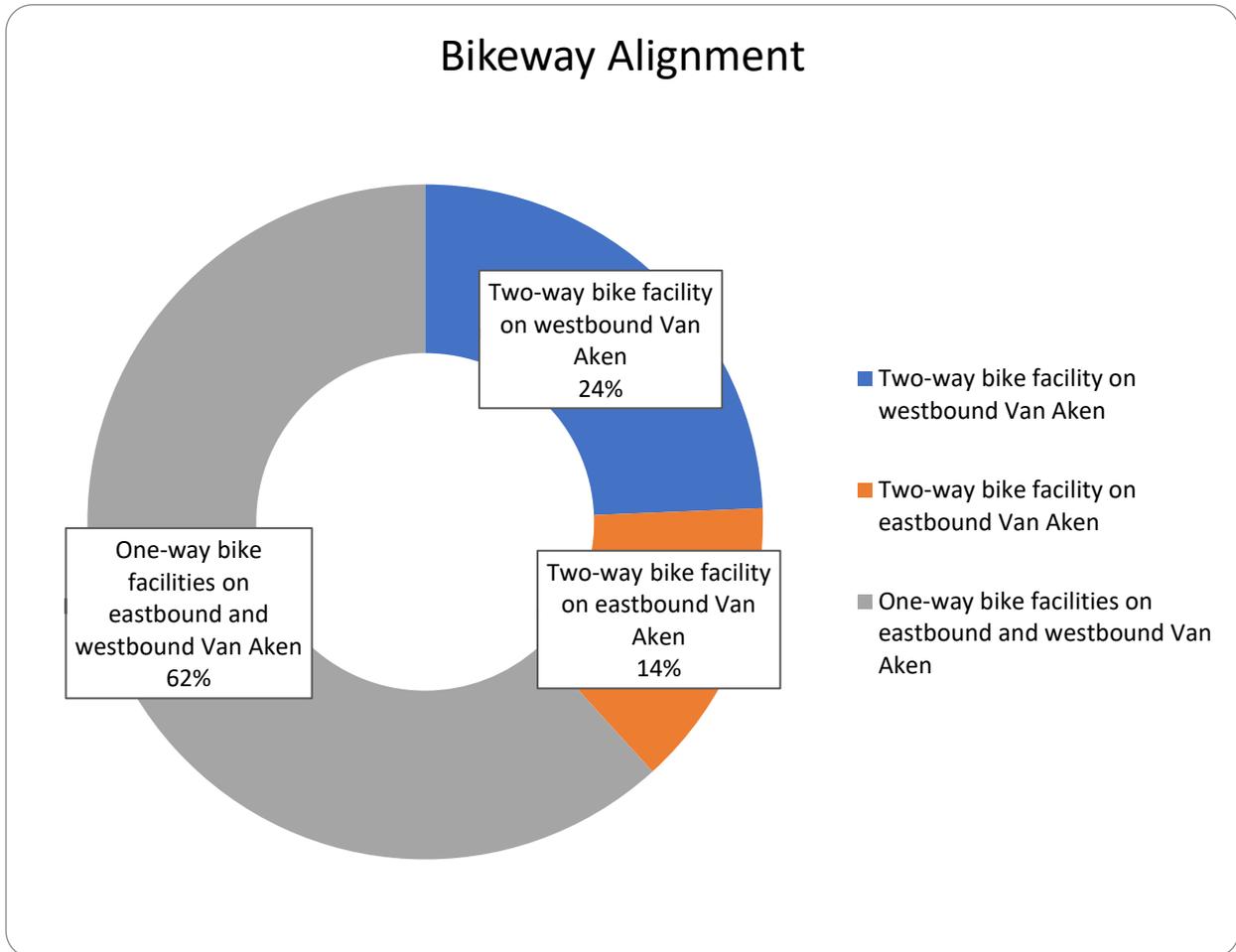
Outside of Shaker Heights

<b>Respondent Age</b>		
Age Range	Count	% of Total Neighborhood Participants
Under 18	2	2%
18 – 24	18	13%
25 – 34	56	41%
35 – 44	34	25%
45 – 54	15	11%
55 – 64	9	7%
65 or over	2	1%

<b>Respondent Gender Self-Identifier</b>		
Gender	Count	% of Total Neighborhood Participants
Male	104	77%
Female	25	15%
Non-binary	5	4%
Other	1	1%
No Response	0	0%

<b>Respondent Race</b>		
Race	Count	% of Total Neighborhood Participants
Asian	1	1%
Black/African American	3	2%
Latinx	2	2%
Native American	0	0%
White/Caucasian	117	86%
Two or More	3	2%
Other	8	6%
No Response	2	1%

## Bikeway Preferences



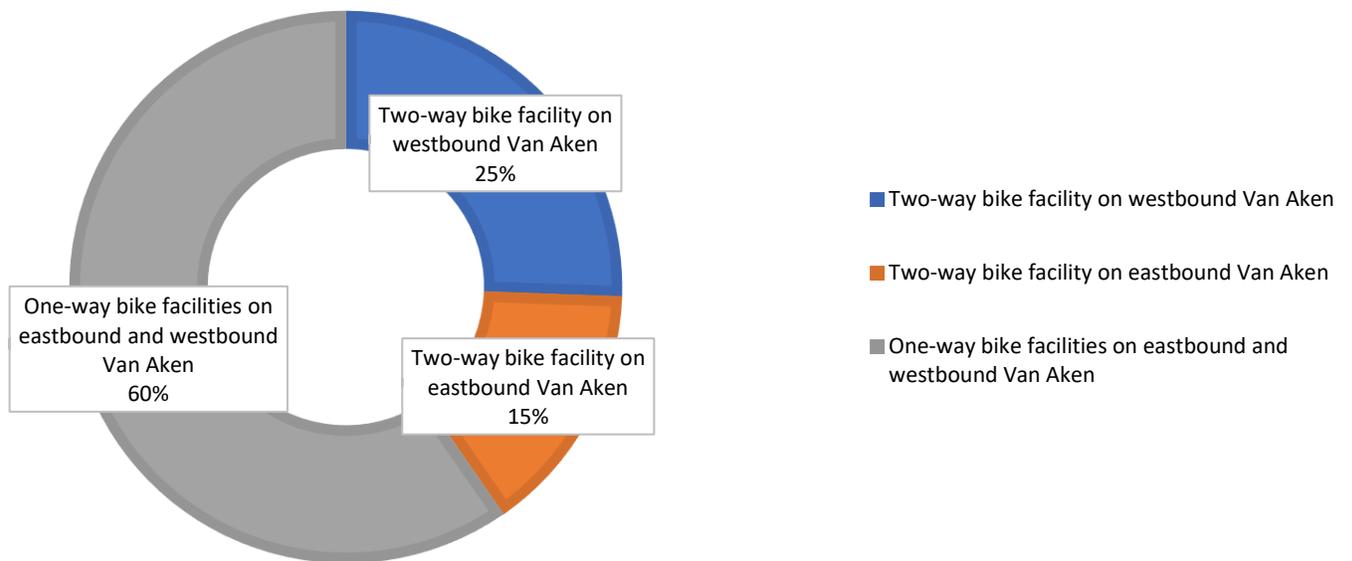
Bikeway Alignment	
Options	# of Responses
Two-way bike facility on westbound Van Aken	142
Two-way bike facility on eastbound Van Aken	81
One-way bike facilities on eastbound and westbound Van Aken	360

### Bikeway Preferences Breakdown

The following information has been broken down to show responses to the survey from the specific neighborhoods and area listed in the MetroQuest survey separate from responses of those who identified themselves living outside of Shaker Heights, its neighborhoods, or Unknown Neighborhoods.

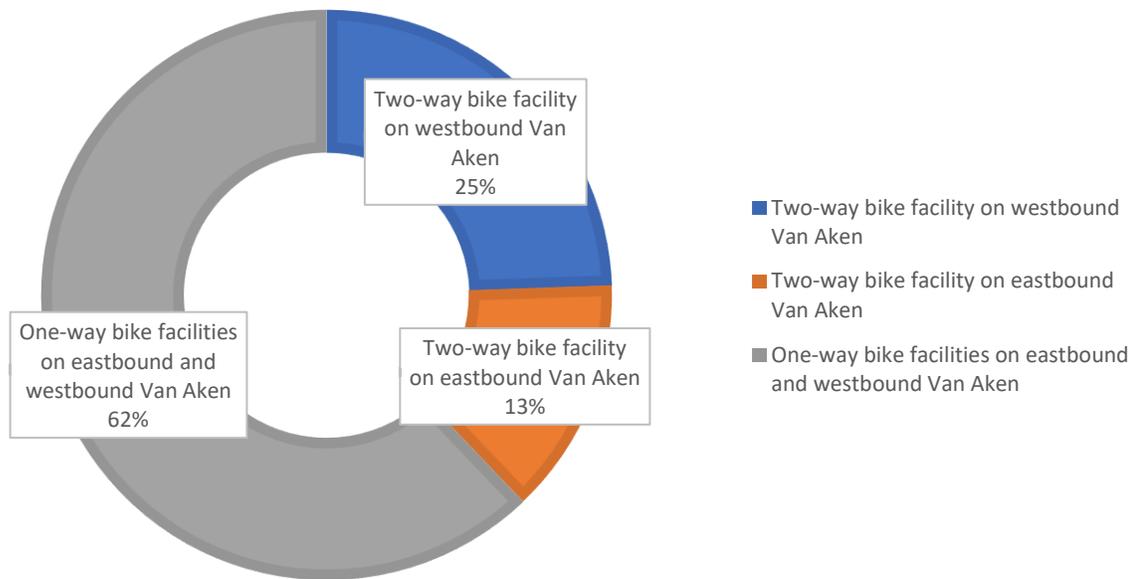
Bikeway Alignment: Identified Neighborhoods & Area	
Options	# of Responses
Two-way bike facility on westbound Van Aken	45
Two-way bike facility on eastbound Van Aken	26
One-way bike facilities on eastbound and westbound Van Aken	105

### BIKE ALIGNMENT: IDENTIFIED NEIGHBORHOODS & AREA RESPONSES



<b>Bikeway Alignment: Outside of Identified Neighborhoods &amp; Area</b>	
Options	# of Responses
Two-way bike facility on westbound Van Aken	100
Two-way bike facility on eastbound Van Aken	55
One-way bike facilities on eastbound and westbound Van Aken	254

### BIKEWAY ALIGNMENT: OUTSIDE OF IDENTIFIED NEIGHBORHOODS & AREA

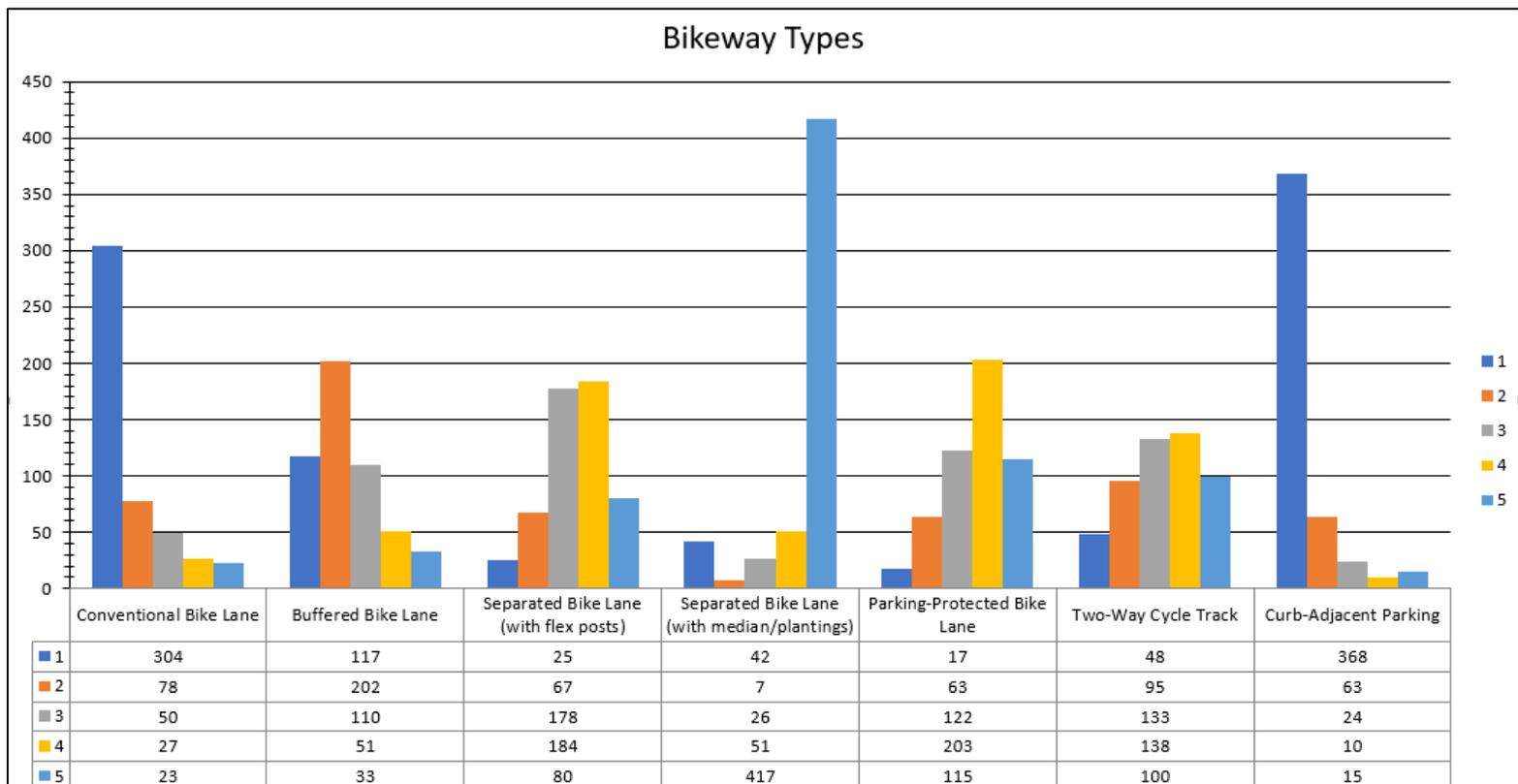


## Section Comments

- Most important is that bike lanes are physically separate from car lanes
- Whichever configuration can offer the fewest car interactions when coming on or off of the bikeway from intersecting streets.
- None at all
- This only works with a separated or semi separated lane.
- Some sort of protected bikeway is strongly preferred.
- I believe two individual one-way paths will allow bikers to access amenities on one side of the street with minimal street crossing.
- I would like to see something in the median.
- Does this mean Van Aken would no longer be divided for cars? So two way car traffic on one side and two way bike and walking traffic on the other? I'm confused.
- I think north vs south van aken isn't as important as making a two-way bike lane. People will choose to ride on the lane that is closest to them, regardless of the direction they are going, so if east and west bound are separated, it will result in more conflict between people going the right direction and wrong direction vs if those lanes were connected.

## Bikeway Types Rating Results

Bikeway Types: All Rating Results					
Bikeway Types	# 1 Ratings	# 2 Ratings	# 3 Ratings	# 4 Ratings	# 5 Ratings
Buffered Bike Lanes	117	202	110	51	33
Conventional Bike Lanes	304	78	50	27	23
Separated Bike Lanes (with Flex Post)	25	67	178	184	80
Separated Bike Lanes (with Median/Plantings)	42	7	26	51	417
Parking-Protected Bike Lane	17	63	122	203	115
Two-Way Cycle Track	48	95	133	138	100
Curb-Adjacent Parking	368	63	24	10	15

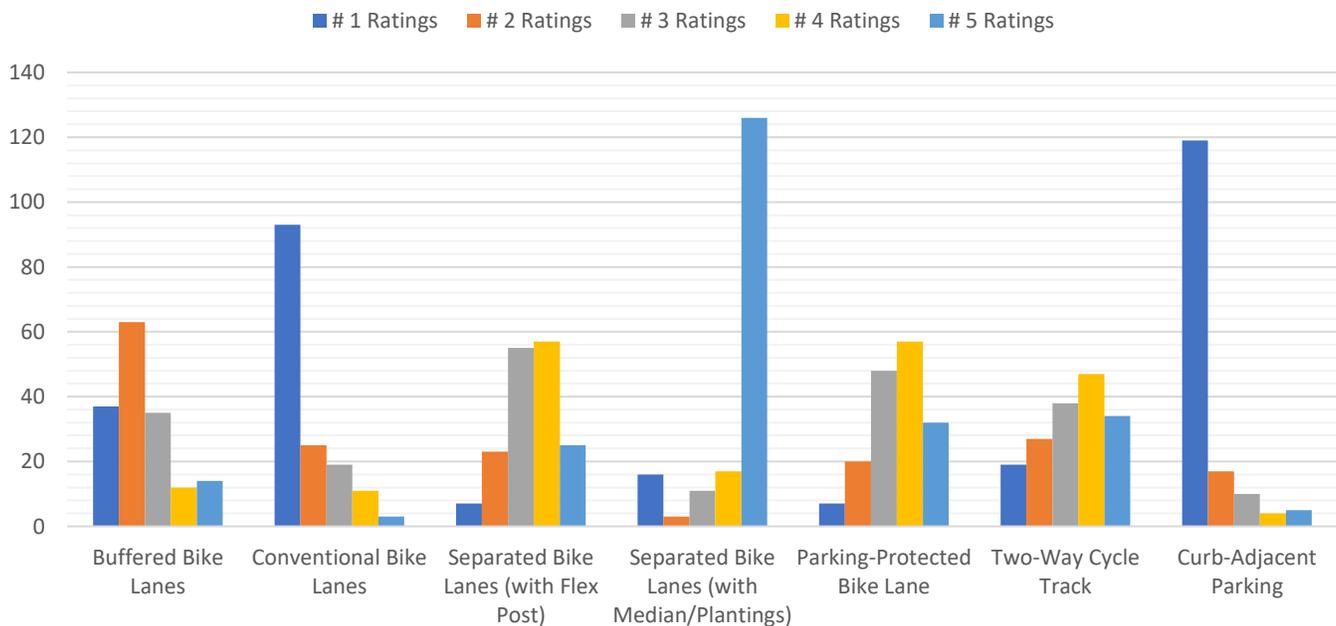


### Bikeway Types Rating Results by Neighborhood

The following information has been broken down to show responses to the survey from the specific neighborhoods and area listed in the MetroQuest survey separate from responses of those who identified themselves living outside of Shaker Heights, its neighborhoods or Unknown Neighborhoods.

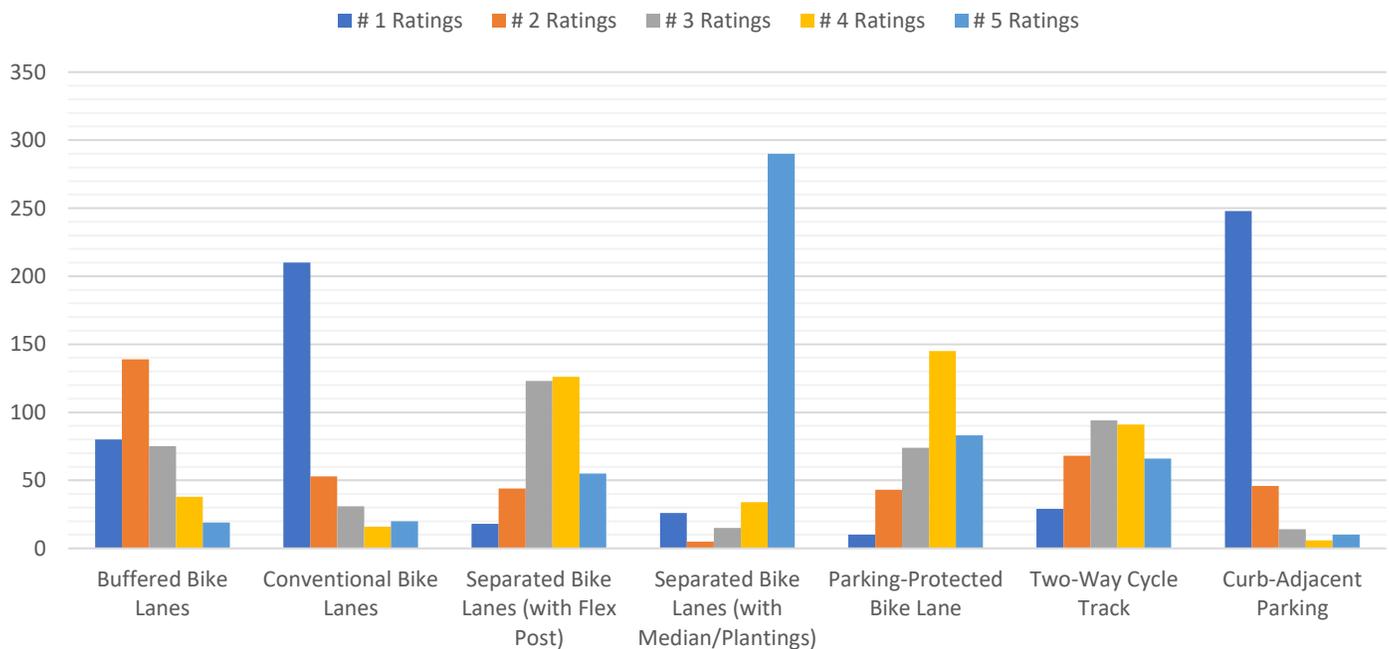
Bikeway Types: Identified Neighborhoods & Area					
Bikeway Types	# 1 Ratings	# 2 Ratings	# 3 Ratings	# 4 Ratings	# 5 Ratings
Buffered Bike Lanes	37	63	35	12	14
Conventional Bike Lanes	93	25	19	11	3
Separated Bike Lanes (with Flex Post)	7	23	55	57	25
Separated Bike Lanes (with Median/Plantings)	16	3	11	17	126
Parking-Protected Bike Lane	7	20	48	57	32
Two-Way Cycle Track	19	27	38	47	34
Curb-Adjacent Parking	119	17	10	4	5

### Bikeway Types: Identified Neighborhoods & Area



Bikeway Types: Outside of Identified Neighborhoods & Area					
Bikeway Types	# 1 Ratings	# 2 Ratings	# 3 Ratings	# 4 Ratings	# 5 Ratings
Buffered Bike Lanes	80	139	75	38	19
Conventional Bike Lanes	210	53	31	16	20
Separated Bike Lanes (with Flex Post)	18	44	123	126	55
Separated Bike Lanes (with Median/Plantings)	26	5	15	34	290
Parking-Protected Bike Lane	10	43	74	145	83
Two-Way Cycle Track	29	68	94	91	66
Curb-Adjacent Parking	248	46	14	6	10

## Bikeway Types: Outside of Identified Neighborhoods & Area



## Section Comments

- An unprotected bike lane is outdated and unsafe. We need safe and protected lanes that are appealing aesthetically for the community. I'm concerned unprotected lanes effectively become illegal parking issues for dwelled cars, as well.
- Separated with poles and parking between bike path and traffic
- I love this idea; I would caution that when vehicles or bikes make turns the fact that this is a two-way track on a one-way street essentially, could be confusing or unexpected to autos and may lead to accidents. I don't have any specific data to back that up. On one hand having a two way bike track would feel extremely protected, but I wonder if, when cars turn into and off of busy Van Aken, if this would be too confusing.
- This is extremely dangerous. Drivers think this is just an extra wide car lane.
- This one is my preferred because it also gives the chance to beautify the area.
- This is worse than no bike lane
- I'd prefer protected bike lanes
- This option is safe and the best way to go about it
- Good, but cars can still go over or into the buffer. Doesn't protect a person from distracted driver or people who don't respect bike lanes.
- This is better than not having a completely separate lane with a curb but still having a something as a mental barrier will help make people feel safe riding and remind drivers they aren't allowed there.
- This is the best. Will make new cyclists want to commute/ride more. Makes both cyclist and pedestrians feel safe. Deters distracted driving and brings awareness to the community about alternative source of transportation and exercise.
- Parked cars are used as barrier but people can still block the lane and people coming from cars to building can pose a threat to moving cyclist.
- Needs a physical barrier due to high traffic due to 2 lane cycling. Also, cyclists that may not know etiquette can pose a threat to oncoming or passing cyclist.
- Cyclist can get doored, can have a car pull in or out on them. Cars can park in bike lane, moving cyclists into traffic/street.
- This is really good, as are the other options that provide a physical barrier between the bike lane and car traffic (separated lane with flex posts, parking-protected lane.) Shaker is an area that can be challenging to drive in already, so without a physical barrier, it's certain that cars will end up driving in the bike lane.

- Would never feel comfortable biking with my young children on a busy road like Van Aken unless there is a physical barrier between cars and bikes.
- Too much risk of being “doored” by a parked car.
- Full separation with physical protection (not just plastic) is the ONLY option for children, and is more inviting to adults who don't want to share the road as well.
- If you're not comfortable letting your own 10 year old child ride in a bike lane, then it's not a safe bike lane. Physically separated should be the only style considered.
- Would be very excited to see a separated lane and would use it daily. Important to address regular cleaning of debris and snow clearing so it remains useable
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- Would be very excited to see a separated lane and would use it daily. Important to address regular cleaning of debris and snow clearing so it remains useable
- painted buffer gives protection while also making street cleaning painless. Does allow for rogue cars to park there though
- street cleaning/clearing the bike lane may be an issue
- riding in lanes like this can feel claustrophobic in between curb and cars. Also, street cleaning issue
- This is the most dangerous design for a cycle path. Should never be build under any circumstances
- This type of bike path doesn't provide any safety and doesn't deter motor vehicles from parking.
- This type of bike path doesn't provide much safety for bikes from distracted motorists and won't deter parking vehicles.
- This type of bike path still doesn't provide enough protection for bikers from distracted drivers.
- I think this is enough protection for a bike path. The particular bikeway shown in the photo won't stop a car driven by a distracted driver if it swerves into the bike path at high speed, so I believe it is necessary to keep the street's pace at a safer speed.
- In my experience, two-way paths often make it difficult for bikers to reach businesses or amenities on the other side of the road.  
I lived for a decade in a city where the majority of primary streets had two one-way paths on either side, which reduced the number of street crossings I had to make compared to the two-way paths I use in Cleveland.  
Although I notice that these paths are often well-designed, I'm unsure if that's guaranteed.

- This is the worst type of path in my opinion, as it's just a low-effort job of simply painting two lines and bike icons along the side of the street. This type does not provide protection for the bikers whatsoever if a car or truck driver is distracted. Their low visibility also allows them to go unnoticed by drivers.  
If it's positioned on the left side of parked cars on the road, it has a well-known risk of dooring accidents as well.
- This will look amazing and most important keep bikers safe from cars who are texting and not watching how they drive- this is the best option for me
- A parking protected lane would make sense only between farnsleigh and parkland/lynnfield where the lanes are already ridiculously oversized.
- At 35+ mph, a painted lane is unsafe and inappropriate.
- At 35+ mph, a paint only bike lane is unsafe and inappropriate.
- Flex posts don't protect cyclists from 4,000 lb cars, though they are better than paint only.
- A fully separated and protected lane is necessary at 35+ mph speeds, as seen on Van Aken.
- Cyclists take the path of least resistance, including going down the wrong-way of a one-way cycle track, if it is much closer than finding the right path. A two way path will limit wrong-direction bike crashes.
- At 35+ mph, cyclists need to be physically separated from traffic

## Current Experience

### Parking

I regularly park my car on eastbound Van Aken.

Yes	No
25	517

I regularly park my car on westbound Van Aken.

Yes	No
23	519

Where do you currently park between Farnsleigh and Lynnfield/Parkland? (check all that apply)

Option	# of Responses
RTA Parking Overnight	20
RTA Parking Daytime	55
On-street along the curb	75
Garage/assigned building parking	111
Other	37
None	309

**On Street Parking on Eastbound Van Aken:** It is important to keep on-street parking between Lynnfield and Farnsleigh in addition to RTA parking areas.

Option	# of Responses
Strongly Agree	31
Agree	60
Neutral	223
Disagree	105
Strongly Disagree	102

**On-Street Parking on Westbound Van Aken:** It is important to keep on-street parking between Parkland and Farnsleigh in addition to RTA parking areas.

Option	# of Responses
Strongly Agree	35
Agree	53
Neutral	221
Disagree	103
Strongly Disagree	105

## Biking

I currently bike on Van Aken.

Yes	No
185	325

I would bike on Van Aken if a safe, comfortable bike facility is added.

Yes	No	Maybe
451	16	41

If you bike (from the west) to the Van Aken District, what route do you take to get there?

*(Open Response)*

- Eastbound Van Aken, taking the lane. But we don't like it. Cars can be aggressive.
- West on Chagrin; North on Lee Road and East on VanAken to the district
- Van Aken non evening rush hour. Winslow eve rush
- Winslow due to less traffic
- Parkland to van aken
- Fernway , Parkland, Van Aken
- Usually bike on sidewalk from Parkland. Not kosher, I know, but safer than street!
- Fernway to Parkland to Van Aken
- Parkland from the HS and then turn left on to the sidewalk in front of the apartments on the N side of VA. Then to the new multi use segment in front of the forthcoming apartment tower.
- Chagrin to Norwood to van aken
- Side walk because it feels much safer, especially when biking with kids.
- Eastbound on Van Aken going to VAD, Westbound on Van Aken coming home...in the street.
- I ride north on Lee Road from S Woodland, then make a left onto eastbound Van Aken heading east.
- Backstreets
- Warrensville
- I ride on Parkland/Van Aken or on Winslow
- Parkland to Van Aken
- Side streets as much as possible
- Eaton/Torrington to Parkland to Van Aken, OR I cross Warrensville on Woodland to Somerset to Farnsleigh and back across Warrensville.
- Parallel residential streets (Parkland?)
- Sometimes Winslow is much easier vs Van Aken depending on time of day
- Fernway to Parkland to Van Aken.
- Fernway to Parkland to Van Aken
- Typically Parkland to Van Aken, or if Warrensville was safer, I would prefer that since it is most direct.
- Sadly, on Van Aken itself.

- Parkland, Left on Van Aken, Left on Farnsleigh
- Van Aken non evening rush. Winsow evening rush
- Kinsman/Chagrin Blvd
- Parkland to Van Aken
- North Park Boulevard / Harrison Dillard Bikeway (where the pavement is still in good shape) to South Park boulevard and onto Shaker Avenue before cutting through various side streets to get to Van Aiken.
- I have biked along van Aken during select less busy parts of the day, or have taken parallel less busy roads when biking during lots of traffic. Personally, I'm fairly comfortable biking in traffic, but if I was biking with a child or less comfortable person would prefer a more protected route.
- Lee Rd to South Park to Attleboro to Parkland to Van Aken
- Parkland to Van Aken
- Van Aken Blvd or Winslow Rd
- "Haliburton to Farnsleigh.
- I usually come from the Northeast, though."
- Fernway from start to finish, then get on Van Alen for just the final block. I take the full lane and feel nervous hearing cars zoom by me.
- Up Winslow Rd or sidewalk on Van Aken
- I come down Lee Road from Cleveland Heights
- I take Coventry to Van Aken
- I live in Cleveland Heights. I usually take North Park to Parkland Dr to get to the Van Aken District.
- Parkland
- I do not currently bike there as it is not safe.
- Fenway/Parkland
- Sidewalk on westbound side
- I love going to the Van Aken district, but I have to cross all of Shaker Heights to get there. I'll usually try to do as much by the Nature Center and in the neighborhood roads as possible. I only use Van Aken when traffic is very light, but it is much faster and more convenient when I do use it.
- Woodland rd, through residential areas.
- Usually take the lake to lake path up to Eaton, cross across shaker blvd to Torrington, then parkland drive to van aken, just feels safer than being on a main road. Though a protected bike lane would do a LOT to encourage cycling along van aken and alleviate that stress.
- Van Aken, Chagrin, or the residential streets between Van Aken and South Woodland
- Woodland ave
- Through Cleveland Heights suburba
- I do not bike because I don't feel safe in this area biking. However, if there was a bike route on Van Aken, I might use it to get to some of the other bike routes/parks.
- Van Aken blvd
- Jog in and out of the streets north of van aken
- Primarily Parkland, winding through the neighborhood.
- Side streets

- Van Aken, on street. Separate bike lane is very needed, set off from cars
- Van Aken
- North to Fenway
- South woodland to warresville.
- Shaker Blvd to Van Aken
- Unrelated, but I would bike if the bike lane had a barrier from the road. A shared bike lane is too dangerous & many cars will just park there. In Europe many bike lanes will be adjacent to the side walk and separated from the road completely. Hope this helps!
- "West to east I bike Fernway to Parkland to Van Aken EB to VAD - I wont bike in Lee/Van Aken intersection, it is unsafe for bikes (& uncomfortable for cars).
- EB (VAD to Lee) I bike Van Aken WB. Only part I don't like is Farnsleigh-Parkland bcs wide lanes, cars wont give lane, I have to take it."
- I avoid the area all together because the traffic is so fast
- Parkland
- I come from Cleveland Hts by Cedar Fairmount, so I ride along the lakes and then cross over toward shaker blvd around courtland, then head along south woodland before crossing into the neighborhoods to the south and then coming out on the sidewalk near thornton park.
- Fernway > Parkland > Van Aken
- I would start in Fernway, ride down to Van Aken Blvd, and go down the Blvd to the district
- Winslow or Lomond
- I avoid van aken until parkland pushes me onto it (coming from north west of the area)
- Shaker or Park to Lee to Van Aken
- Parkland or Winslow rd.
- Fernway to Norwood on-street to Van Aken WB on the sidewalk (luckily I often have kids with me so I can)
- I arrive on side streets between Lee rd and courtland.
- Parkland to VanAken, VanAken to VanAken District
- I ride either down Van Aken (Eastbound lanes) or Winslow Rd (I live on Winslow). Van Aken isn't terrible during non-peak hours, but still lots of distracted drivers and speeders make it dangerous. The semi-continuous right turn lane from Van Aken to Farnsleigh can feel quite dangerous at times.
- Shaker Blvd to Belvior to Farnsleigh.
- I normally take Parkland Drive to Van Aken
- Winslow Road
- Van Aken all the way up.
- Fernway/Parkland
- Lee to Van Aken
- I typically drive from the east to get home from a ride to Upstairs at Van Aken where I live,
- On street on Van Aken starting at Southington
- Van Aken sidewalk or side streets
- Parkland, than sidewalks along van aken
- Fernway to parkland to van aken
- "South woodland to Warrensville

- Parkland"
- I usually just go on the sidewalk or ride in the street
- I live on Van Aken
- I end up on Fernway because it's much less scary.
- From shaker square
- Sidewalks
- Lomond Blvd.
- I would go up farihill to Coventry, warrington, and fernway and Winslow. If Van Aken is protected, I would take that from its start.
- I cross Van Aken south to Glencairn and take Winslow west in order to avoid Van Aken traffic. Use parking lots south of RTA to cut across to Tuttle Rd.
- Sidewalks or small streets
- I avoid Van Aken as long as I can, so I go through the side neighborhoods (or Winslow) until I have no choice but be on Van Aken. It is a four lane road which has very low traffic. Two lanes each wY are not needed.
- I bike on the side walk between parkland and farnsleigh
- Fernway to Parkland. Left on Van Aken and travel in east bound curb lane.
- Maynard down to Norwood then across tracks then to van Aken. Hellish going across the tracks and navigating with cars. Often I'll just do the east bound sidewalk
- Just bike on van Aken. I haven't had a problem, plus the sidewalks are big if i had kids that wanted to bike. You have to keep atg the parking you ca to support the VAD.
- Via Fernway
- We use the sidewalk. Children under 13 are not supposed to ride in the street, according to city law. While this may be annoying to pedestrians, it is the law, and also incredibly unsafe for children to bike in the road.
- I ride on Fernway until Parkland, then I go on the sidewalk until the VAD
- I currently don't.
- Fernway to parkland to Van aken
- Van Aken is very dangerous to bike along. Cars almost always exceed the speed limit. I typically bike through the Fernway neighborhood since that is less busy. From Fernway, I go up Parkland and bike the remaining distance to the Van Aken District on Van Aken itself.
- Winslow
- We often bike with the kids and deliberately go out of our way to use Fernway to Parkland to Van Aken (instead of Clayton to Van Aken) because riding on Van Aken is unpleasant. Then we use the sidewalk on the north side of Van Aken to reach VAD from Parkland.
- Sidewalk
- Fernway to Lynnfield, cross the street to the east bound VanAken and follow VanAken to get there.
- From fernway neighborhood, between parkland and farnsleigh we ride on the sidewalk on van aken because we are usually with kids
- Currently I take Winslow. Would take Van Aken if it had protected bike lanes.
- I bike on Winslow currently. I would use a bike lane on Van Aken if it was protected from traffic.
- Lee and then cut through to Winslow

- I typically ride on fernway or the sidewalk instead of riding on Van Aken
- Parkland as long as possible then short hop on Van Aken to VAD
- Fernway or winslow
- I usually go up through the fernway neighborhood and then cut up to Van aken - often staying on sidewalk going against traffic rather than crossing all the way across the tracks and lanes
- Parkland
- Fernway to Parkland, left on Van Aken
- Through fernway neighborhood, then sidewalk on van aken, which is not legal but feels like the only safe option with children.
- I am an experienced/strong rider. I NEVER bike on Van Aken west of parkland. It's too tight with blind curves. I would love to have protections on the lanes west of parkland. I normally take Fernway (on which it is dangerously hard to cross Lee) to parkland and then Van Aken to the district.
- From Parkland Drive and turning onto Van Aken
- Sutton Rd to Van Aken Eastbound to Farnsleigh
- I take Parkland to limit my time on Van Aken. It's not fun to ride on Van Aken or Warrensville Center. So that last half mile is the most nerve racking.
- Fernway to parkland to winslow
- I usually take Parkland and Fernway, to avoid Van Aken, but I still have to bike on the segment between the Van Aken District and Parkland, sometimes I go for the sidewalk if there is a lot of traffic.
- Sidewalk
- Fernway to South Park to Van Aken.
- Either eastbound van aken if biking alone. Although getting into the left lane can be tricky or the sidewalk on the westbound side if pulling my children. However, the construction at van aken and the way they closed the sidewalk at Farnsleigh has made that difficult.
- I would like this to be a positive example of a separated, fully-protected bike lane - something we can point other communities to as an example: "build yours like this."
- Daleford to van aken
- Sidewalk from fernway going east
- Sometimes eastbound on Van Aken from west of Lee Rd but more often on Fernway/Parkland to Van Aken and then east on Van Aken the rest of the way.
- Eastbound far right lane and sometimes sidewalk when it's clear of walkers
- Sidewalk on north side of Van Aken from fernway neighborhood to VAD
- Lynnfield to Farnesleigh on the sidewalk westbound side.
- Shaker Blvd
- We take the neighborhood side streets to stay away from the busier Van Aken Blvd. traffic, then we bike on the sidewalk on Van Aken the final part of the journey.
- No clue, there doesn't seem to be a good way to get there, I guess parkland or cut through the golf course.
- Sidewalks
- I don't bike this way often, but I would probably take Winslow or another side street depending on where I was.

- Van Aken eastbound from Norwood to VAD
- Fernway to Van Aken
- The route I will take from my house in Slavic Village to the Van Aken district avoids major roads like Broadway and Union. It initially uses the Morgan Run trail to get to Aetna Road. From there, I go to Scottsdale Bvd. until I turn north to go towards Winslow Rd where I arrive at the area.
- We bike on the sidewalk. The big problem there is the cars coming in/out of the driveways.
- Fernway > Parkland > v.Aken
- Usually I take Fernway to Parkland and then get onto Van Aken for the last stretch to minimize time on Van Aken
- Through neighborhoods
- Through Lomond and Sussex neighborhoods
- sidewalk on north side of Van Aken (westbound side)
- Lomond or Winslow
- Parkland to Van aken
- Parland to Van Aken to VAD
- Winslow Rd.
- End up taking the sidewalk
- I live on Lomond so I want to bike on that road but it is in such horrible condition that I don't bother. I usually will bike on Van Aken. Sometimes on the sidewalk on chagrin. Keep in mind I bike this way at least 5 times a month usually.
- Parkland
- fernway
- I would ride through Fernway or down Lomond.
- Fernway, Parkland, Van Aken East sidewalk
- Van Aiken
- Copenhagen in Denmark has one of the most spike friendly places in the world. I was just there this past fall, and the biking was phenomenal. Lots can be googled and adapted for our community.
- Currently take backroads through neighborhoods since drivers are not always very friendly or aware of bikers.
- I bike on the sidewalk from Kenmore Rd to Van Aken
- Parkland. Or Lomond. Or Scottsdale. Not Winslow- less traffic but too much parking.
- I would take Parkland to Van Aken currently but if there was a bike lane I would probably go through Fernway neighborhood to get on Van Aken earlier.
- Woodland
- Parkland to Van Aken sidewalk
- Fernway to Parkland. Cross WB Van Aken to EB Van Aken and east to VAD.
- If I'm alone and it's not a busy time I will go up Van Aken. If I'm with my kids or it's busy I will take Fernway and other back roads to get there
- I use the sidewalk on the westbound side. I feel it's too dangerous to bike in the street with the high rate of speed drivers use on Van Aken Blvd
- Onaway to Warrington to Fernway to Parkland, cross Van Aken, backroads to Farnsleigh.
- Sidewalks. Car traffic in Shaker is disrespectful to bikers on the road

- South Woodland to Warrensville, the same route that I drive. A good bike lane on Van Aken would be really helpful.
- Parkland. Less traffic; scenic, safer and less vehicles parked along the curb.
- Smaller back roads like Parkland, then short stretch of Van Aken between Parkland and Farnsleigh (on the sidewalk, which I don't like to do, but with small kids it seems much safer than riding on the road).
- we ride on the sidewalk
- I live east of VAD, but when doing routes coming back east from the west, I utilize both Van Aken Blvd eastbound as well as Shaker Blvd eastbound since they're both labeled for bike usage in the right lanes.
- I have an electric scooter that I take from Grenway to Van Aken District along Van Aken. I would feel more comfortable though with a separate bike lane that I could bring my children on.
- Lomond Blvd.
- Ride on sidewalk with my younger kids.
- Parkland to van aken
- Lomond Blvd to the Walgreens parking lot.

End