

LAKEWOOD LIFE

Spring 2025



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A Note From Mayor George

For well over a century, The City of Lakewood has been a dense, bustling community filled with homes, schools, parks, and businesses. Throughout the 20th century, as our city grew, we also adjusted in response to changes in transportation. Lakewood was first developed as a "streetcar suburb," but over time cars came to be the most common mode of transportation both here and across the US. Yet even as cars came to dominate other communities, Lakewood embraced the importance of continuing to offer its people many ways to get around town easily, safely, and affordably. We are proud to be a city that serves those who want a more pedestrian, bike, and transit-friendly community.

To continue implementing our city's tradition of multimodal transportation, the City of Lakewood has engaged the community over time to develop plans and policies intended to enhance safety and opportunities for those who do not use cars. This effort has resulted in the creation of our

Active Transportation Plan and our Safe Streets For All Plan, which lay out a road map for updating Lakewood's travel corridors to better serve all forms of transportation and all users at all stages of life. That means our walkers, bike-riders, transit users, drivers, or even our stroller-users. This work is also important because it positively impacts our tradition of socio-economic diversity – many in Lakewood can't afford a car, but still want to enjoy a community that offers a high quality of life.

With all this in mind, this issue of Lakewood Life is dedicated to highlighting some of the extensive work that has gone into this process of keeping Lakewood's tradition of being a highly walkable, bikeable, and transit-friendly community. I hope you enjoy learning more about Lakewood's efforts to make our community safe and easy to traverse for everyone.



LKWD



Road Maps for Safety

Lakewood's Active Transportation Plan and Safety Action Plan

On April 15, 2024, Lakewood City Council adopted the Active Transportation Plan and the Safety Action Plan—two documents that work together to map out the future of street, bike, and pedestrian infrastructure. These plans were developed through a years-long collaboration between City officials, City Council, safety forces, community organizations, professional consultants, and the general public.

The overarching motivation of the two plans is to reach the goal of zero traffic deaths and serious injuries.

Active Transportation Plan

The Active Transportation Plan for Lakewood focuses on creating a safe, connected environment for walking, biking, and motorists while emphasizing community engagement and inclusivity. The primary goals include eliminating serious injuries and fatalities involving pedestrians and cyclists, ensuring equity in the transportation system for all users, enhancing connectivity to local destinations, and improving the overall livability by fostering respect among all roadway users.

Key recommendations include increasing the quantity of on-street bikeways and shared-use paths and implementing crossing improvements

throughout Lakewood to facilitate safer travel. The plan also suggests implementing programs that promote active transportation, such as a Walking School Bus and Bike to School Day, to encourage participation among residents, especially youth.

Additionally, it aims to shift community mindsets, build support for active transportation, and maintain momentum through ongoing education and engagement.

Safety Action Plan

While the Active Transportation Plan focuses primarily on pedestrian and bike safety through infrastructure, the Safety Action Plan addresses all forms of transportation and safety measures using the Safe System Approach, which is a method that layers multiple safety measures to prevent crashes from happening in the first place, and minimizing the harm caused when crashes do occur. This system uses five methods to achieve this reduction:

1. **Separating users in space:** Providing designated space and barriers for different transportation modes.
2. **Separating users in time:** Reducing instances where travelers compete for the same space by using left turn phases or bike phases at

intersections.

3. **Increasing visibility:** Installing curb bump-outs and enhanced lighting.
4. **Increasing attentiveness:** Attention-grabbing lighting systems like crossing beacons, as well as public education and awareness.
5. **Reducing speeds:** Crash survivability decreases as speeds rise, so lowering speeds helps to protect vulnerable users.

The Safety Action Plan also establishes Lakewood's High Risk Network, which identifies the roadways where crashes are most likely to occur and prioritizes them on the list of safety measures to be implemented.

These aspects of the plan allow the City of Lakewood to apply for and receive funding for projects and improvements through the USDOT's Safe Streets And Roads For All (SS4A) Grant Program, easing the financial burden on our residents while providing vital safety enhancements.

Public Engagement

The public engagement process for Lakewood's Active Transportation Plan involved multiple phases to gather community input. It included online surveys, interactive web maps, and community pop-up events at popular locations to reach a diverse sampling of residents.

A Stakeholder Committee met regularly to discuss existing conditions and safety analyses, guiding the development of recommendations. Additionally, the Lakewood Youth Council provided feedback on the plan, ensuring young voices were included. Final presentations to the City Council and community solicited additional comments before the plan's adoption on April 15, 2024.

What Happens Next?

Now that the plans have passed, projects are already being designed in line with the recommendations of the Project Team. One example is the Bunts Road Rehabilitation Project, which is scheduled to start construction in 2026 and includes water and sewer replacements and a newly configured roadway design.

Identified as one of the highest-risk corridors in the city, Bunts Road will feature improved and shortened crosswalks with curb bump-outs; Rectangular Rapid Flashing Beacons (RRFBs) for pedestrian crossings near Merl-Bunts Park; possible Leading Pedestrian Intervals (LPIs) to allow pedestrians to establish their presence in crosswalks before vehicles are given the green light; and a shared-use path spanning from Lakewood Heights Blvd. to Clifton Blvd. on the west side of the street.



Rendering of the Bunts Rd. Rehabilitation Project.

Also on the horizon is the Lake-Clifton Connector that spans the Rocky River Valley between the cities of Lakewood and Rocky River, where measures will be installed including lane reduction across the bridge, RRFB crosswalks, a roundabout intersection, and a shared-use path that will replace the buffered bike lanes that are currently present.

To read the full Active Transportation and Safety Action Plans, scan the QR code to the right or visit www.lakewoodoh.gov/SafeStreetsForLakewood.





From Canvas To Crosswalk

The Intersection Of Art And Urban Safety

Painted curb bump-outs were installed in the Baltimore neighborhood of Johnston Square as a beautification and safety measure.

Crosswalk design provided by The Neighborhood Design Center with Glenn Dellon, Ryan Cosgrove, and Zachary Robertson. Photo courtesy of Bloomberg Philanthropies.

Crosswalks on the western end of Delaware Avenue are slated to receive a colorful makeover in the coming months as a part of Lakewood's Spectacular Vernacular program. But unlike other public art initiatives, this project will serve a dual purpose of both beautification and safety enhancement.

"The goal of [the program] is to illustrate where pedestrians are, making it more clear for cars to see that this is a pedestrian space, and also reducing the crosswalk width and reducing crossing times," said Amanda Cramer, City Planner and project manager of Lakewood's public art initiative, Spectacular Vernacular.

David Baas, Assistant Planning Director, added that these particular crossings will serve as a live test of changed street conditions before potential installation of more permanent structures. "It's a cost-efficient way to test out the functions of these bump-outs before going through the engineering work of pouring new curbs and rerouting storm water, and allows us to identify any unforeseen issues that may arise," said Baas.

Residents may remember a similar art installation

at the intersection of Detroit and Sloane (pictured below), where painted corners, bollards, and a sculpture were placed prior to a permanent reconfiguration. The area now features larger curbs and a shared use path along the south side of Detroit.



For the current project, intersections on Delaware were prioritized because of the proximity to Hayes Elementary School and the relatively long crossing distances due to Delaware Avenue's width.

Artists were chosen this past June by Lakewood's Public Art Advisory Board following an RFP process in the spring of 2024, and the installation is planned for the second half of 2025.

Refresher On Pedestrian Crossings

Lakewood is home to many different types of intersections, signals, and crosswalks. This section offers a brief reminder on how drivers and pedestrians should proceed at each type of crossing. All parties should remember that, no matter the crossing type, **pedestrians have the right-of-way when crossing the road**.

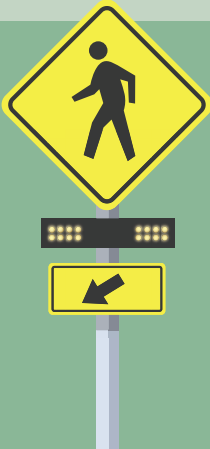
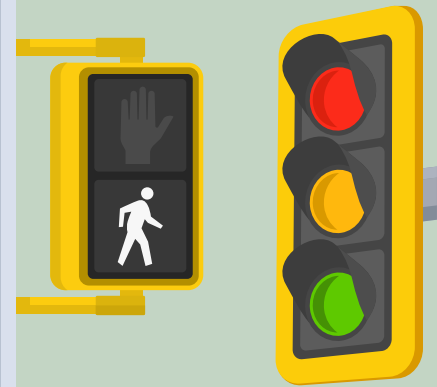


Stop Sign

- Drivers **MUST** stop at marked stop line and yield to pedestrians crossing at stop signs.
- Even with the right of way, pedestrians should make eye contact with drivers to make sure that they are safe to cross.

Standard Traffic Signal/Crossing

- Drivers **MUST** yield to pedestrians crossing at red lights - especially when turning right on red.
- Pedestrians must wait for “walk” signal to cross. Press button to activate the crossing if present.

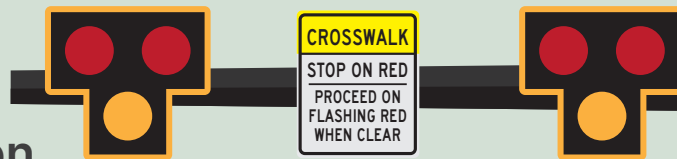


Rapid Rectangular Flashing Beacon (RRFB)

- Lights activated when pedestrian presses button.
- Pedestrians should wait for a gap in traffic or for vehicles to yield in both directions before crossing.
- Vehicles **MUST** yield to pedestrians in crosswalk whether or not flashing lights are activated.

Pedestrian Hybrid Beacon

- Pedestrians activate signal by pressing button; cross with caution when pedestrian-facing signal indicates to walk.
- Traffic-facing lights flash yellow (prepare to stop), then solid yellow (stop if it is safe), then solid red.
- Vehicles **MUST** stop at red light; proceed on flashing red only if crosswalk is clear.





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Report A Problem To The City Of Lakewood

Is there an issue around town that you need to report to City staff? No need to go searching for the right department; just use our Report A Problem page on the Lakewood website.

Visit lakewoodoh.gov/report-a-problem-concern, and choose the issue from the drop-down menu. Your concern will get sent to the appropriate team that can address the situation.

Report-A-Problem options include:

- ADA Accessibility Issue on Public Property
- Animal Concerns
- Exterior Housing Complaint
- Graffiti
- Illegal Dumping in Sewers, Rivers, or Lakes
- Park Conditions (Trash, Litter, Graffiti, etc.)
- Pothole, Street Obstruction, Sidewalk or Traffic Signal Problem
- Refuse/Recycling Missed Pickup, New Bin Request, or Information
- Sidewalk Not Cleared of Snow and Ice
- Snow/Ice Removal (Roads)
- Tall Grass and/or Weeds
- Traffic Calming
- Water Pressure/Leak
- Other Problems/Concerns

