

CROWDSOURCED CONVERSATIONS 2023



TOPIC #2: TRAVELING AROUND TOWN SURVEY DATA REPORT



Learn more at futureheights.org/cc23-travelingaroundtown

Some topline stats

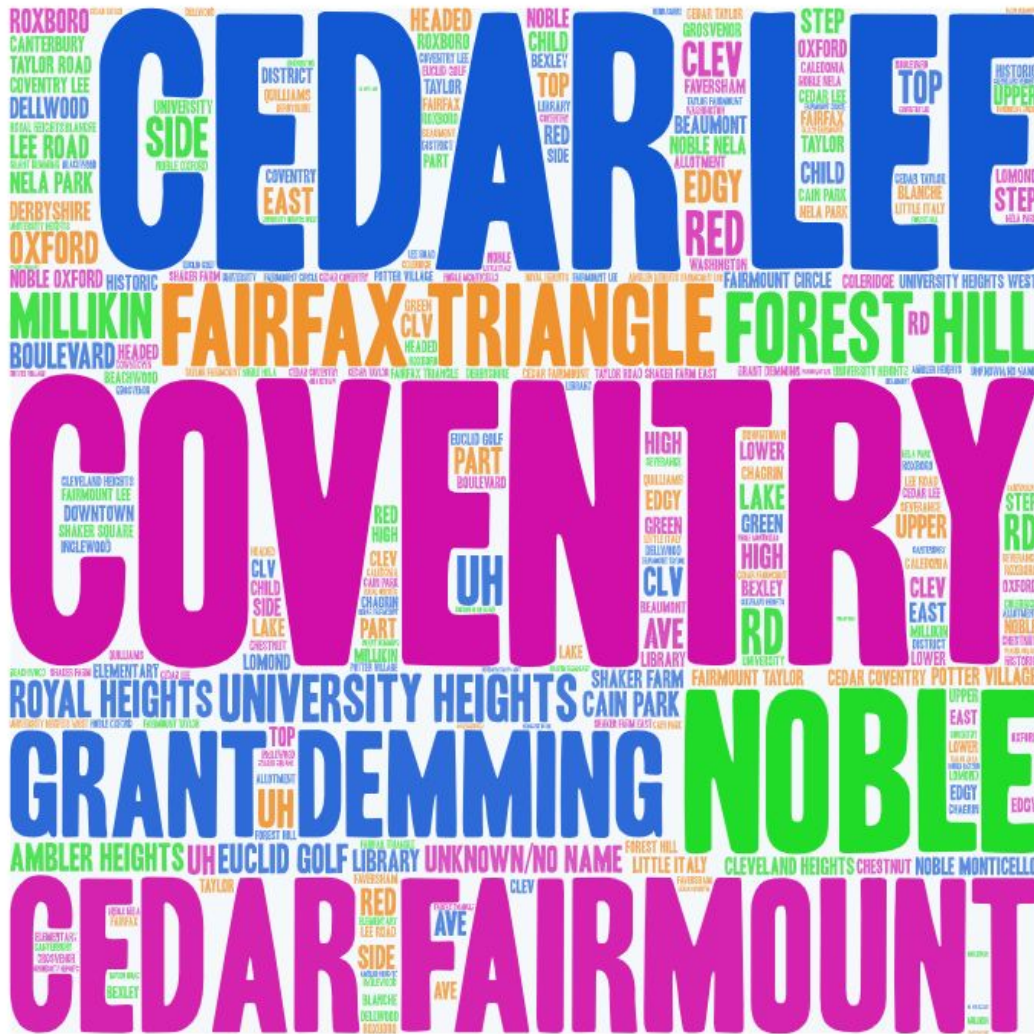
- There were a total of **366 responses**:
 - **88% CH residents**; 7.4% UH; 3.9% former/elsewhere
 - **86.1% homeowners**; 12.8% renters; 1.1% other
 - **35.5% have lived in their homes +20 years**; 23.5% 1-5 yrs; 17.5% 5-10 yrs; 17% 10-20 yrs; 0-1% 6.6%
 - **62.9% identified as a woman**; 30.7% as a man; 3.6% preferred not to say; 2.8% as trans*/nonbinary/genderqueer
 - **55.9% identified as under the age of 60**; 42% as over the age of 60; 2.5% preferred not to say
 - **80.8% identified as White**; 6.9% as Black; 6.4% preferred not to say; 2.7% as multi-racial; 1.6% as Hispanic; 1.4% as Asian

What do you call the neighborhood where you live?

Respondents identified 102 different neighborhoods.

Top 10 Answers:

1. Coventry (55)
2. Cedar Lee (46)
3. Cedar Fairmount (24)
4. Noble (23)
5. Grant Deming (19)
6. Fairfax Triangle (15)
7. University Heights (15)
8. Forest Hill (12)
9. Royal Heights (10)
10. Euclid Golf (8)



MODES OF

TRANSPORTATION

Actual vs. Preferred Modes of Transportation:

Mode of transportation actually used most frequently by respondents:

- **321 (85.1%) car/vehicle**; 27 (7.4%) walk/roll; 21 (5.7%) bike/e-bike; 5 (1.4%) public transportation; 1 (.3%) reported using none of these methods; and 0 selected ride-share.

Ranking these options by Top 3 modes of transportation preferred by respondents:

- **FIRST CHOICE: 147 (40%) walk/roll**; 100 (27%) car/vehicle; 89 (24%) bike/e-bike
- **SECOND CHOICE: 129 (35%) walk/roll**; 104 (28%) bike/e-bike; 64 (17%) public transportation
- **THIRD CHOICE: 134 (37%) car/vehicle**; 80 (22%) public transportation; 76 (21%) bike/e-bike

Top 15 Comments About Preferred Modes of Transportation:

1. Better public transportation options would make not having a car easier (19)
2. I need a car to transport groceries/other goods (9)
3. Weather is a deciding factor for my selected mode of transportation (8)
4. What I need isn't close by so I have to drive (7)
5. I'm afraid to bike/biking doesn't feel safe (7)
6. Cleveland Heights infrastructure does not support safe biking (6)
7. I have to drive to get to work (6)
8. I intentionally live close to the places I work & play so I can walk/roll/bike instead of drive (6)
9. My answer depends on the distance I'm going (6)
10. Snow/ice removal is an issue that may prevent me from walking/rolling/biking (6)
11. It's not practical to walk everywhere (5)
12. We live in a walkable city – so I walk (4)
13. I walk when my destination is within a mile or two and drive otherwise (4)
14. A Heights shuttle bus would be great to get around town easier (4)
15. I walk/bike more for environmental & health reasons than as my standard mode of travel (4)

How often do you travel by...

- **CAR/VEHICLE: 180 (49%) daily;** 164 (45%) 2-5 times per week; 14 (4%) 1-3 times per month; 4 (1%) weekends only; 3 (1%) weekdays only; 0 never
- **WALK/ROLL: 127 (35%) 2-5 times per week;** 110 (30%) daily; 81 (22%) 1-3 times per month; 23 (6%) never; 22 (6%) weekends only; 3 (1%) weekdays only
- **BIKE/E-BIKE: 178 (49%) never;** 80 (22%) 1-3 times per month; 50 (14%) 2-5 times per week; 42 (11%) weekends only; 12 (3%) daily; 4 (1%) weekdays only
- **RIDESHARE: 270 (74%) never;** 61 (17%) 1-3 times per month; 26 (7%) weekends only; 5 (1%) weekdays only; 3 (1%) 2-5 times per week; 0 daily
- **PUBLIC TRANSPORTATION: 272 (75%) never;** 58 (16%) 1-3 times per month; 20 (5%) weekends only; 13 (4%) 2-5 times per week; 0 daily

DAILY:

1. Car/Vehicle (180)
2. Walk/Roll (110)
3. Bike/E-bike (12)
4. Rideshare/Public Transportation (0)

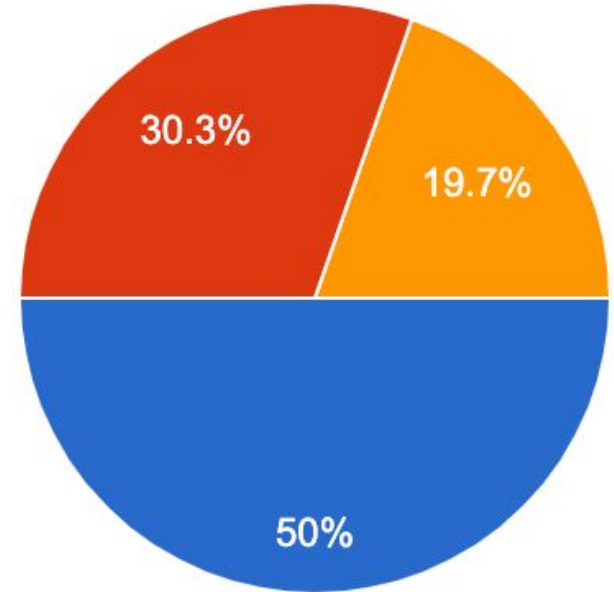
NEVER:

1. Public Transportation (272)
2. Rideshare (270)
3. Bike/E-Bike (178)
4. Walk/Roll (23)
5. Car/Vehicle (0)

Top 15 changes that would get respondents to walk/roll more:

1. Traffic calming/less speeding/reckless drivers (56)
2. Better/safer crosswalks (42)
3. Fix upheaved sidewalks (35)
4. Making pathways safer/fix pavement (26)
5. Give me places to go in my neighborhood (26)
6. Improved snow removal (22)
7. Protected bike lanes (19)
8. Nothing specific comes to mind (11)
9. I've been seriously injured/fallen on the sidewalks so walking makes me nervous (9)
10. More consequences needed for reckless drivers (9)
11. The city should prioritize pedestrians (9)
12. More buffers between sidewalks and traffic (7)
13. Replace the slippery slate sidewalk spots (6)
14. Sidewalks get flooded in the rain (6)
15. Wider sidewalks (6)

If changes were made to improve pedestrian infrastructure (sidewalks, crosswalks, etc.), would you walk/roll more?

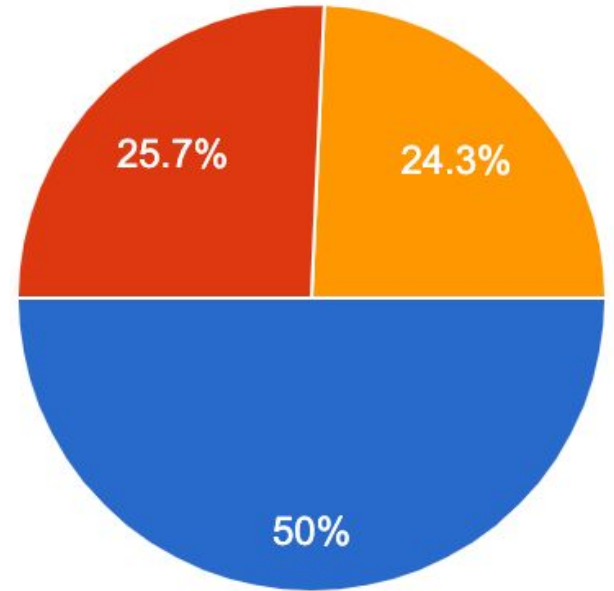


- YES - 50%
- NO - 19.7%
- MAYBE - 30.3%

Top 15 changes that would get respondents to bike more:

1. Dedicated bike lanes (134)
2. Major safety upgrades (36)
3. Less aggressive drivers/less speeding cars (29)
4. Enforcement of traffic laws/parking restrictions (21)
5. More bike/multipurpose pathways (20)
6. Road repairs/no potholes (18)
7. Bike lanes clear of debris (16)
8. More places to park/lock up a bike (16)
9. More bike traffic law awareness and education (15)
10. Side roads feel safer than main roads (13)
11. Connected network of bike lanes/paths (12)
12. Sharrows are useless/unsafe (11)
13. Traffic calming (10)
14. Nothing, I wouldn't bike (6)
15. I'd need to get a bike first (5)

If changes were made to improve biking infrastructure (protected bike lanes, separated cycling paths, sharrows, etc.), would you bike more?



- YES - 50%
- NO - 24.3%
- MAYBE - 25.7%

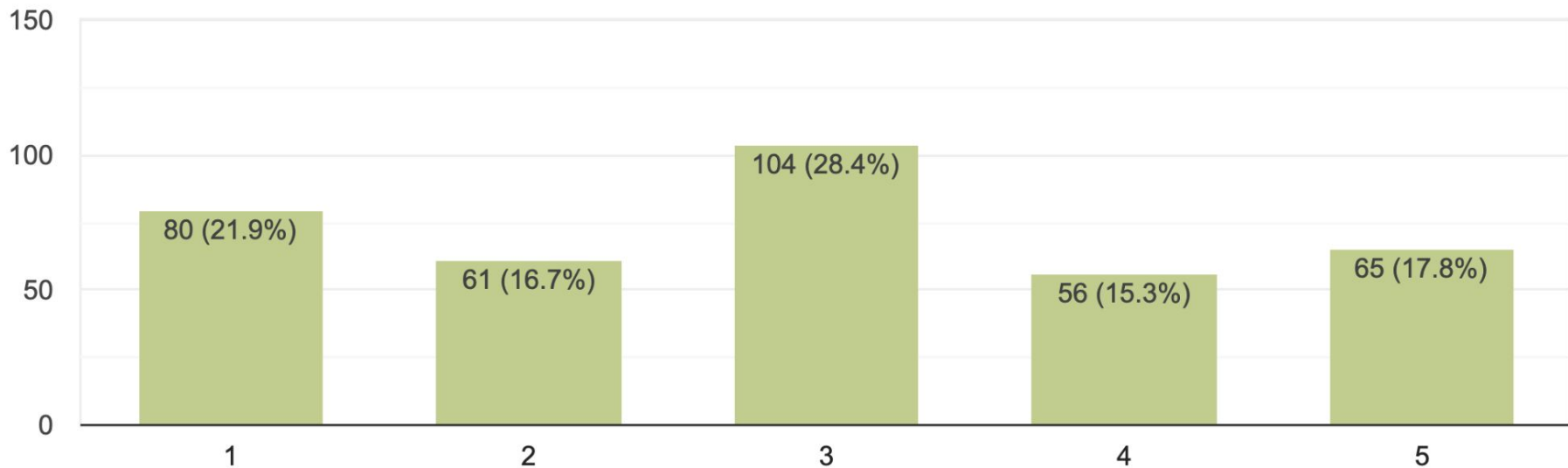
Cyclist-specific respondents would use...

- **Separated bike lane with hard barrier (posts, curbs, etc): 99 often; 62 daily; 54 sometime; 41 never**
- **In the traffic lane with sharrows: 117 sometimes; 96 never; 31 often; 11 daily**
- **Separate marked bike route on quiet streets with sharrows: 100 sometimes; 86 often; 40 never; 30 daily**
- **Separated bike lane with paint barrier: 93 sometimes; 87 often; 52 never; 29 daily**
- **Separated bike lane on streets: 86 sometimes; 80 often; 53 never; 43 daily**
- **In traffic lane without sharrows: 145 never; 80 sometimes; 18 often; 13 daily**

Frequency with which respondents would bike more often with safety-minded bike routes: 39% of respondents rated a 1 or a 2 (never/rarely); 33% rated a 4 or a 5 (often/daily); and 28% rated a 3 (neutral/not applicable).

If there were more safety-minded bike routes that made it efficient to travel from one neighborhood or business district to another, how often would you opt to bike? (1 being "never" to 5 being "daily")

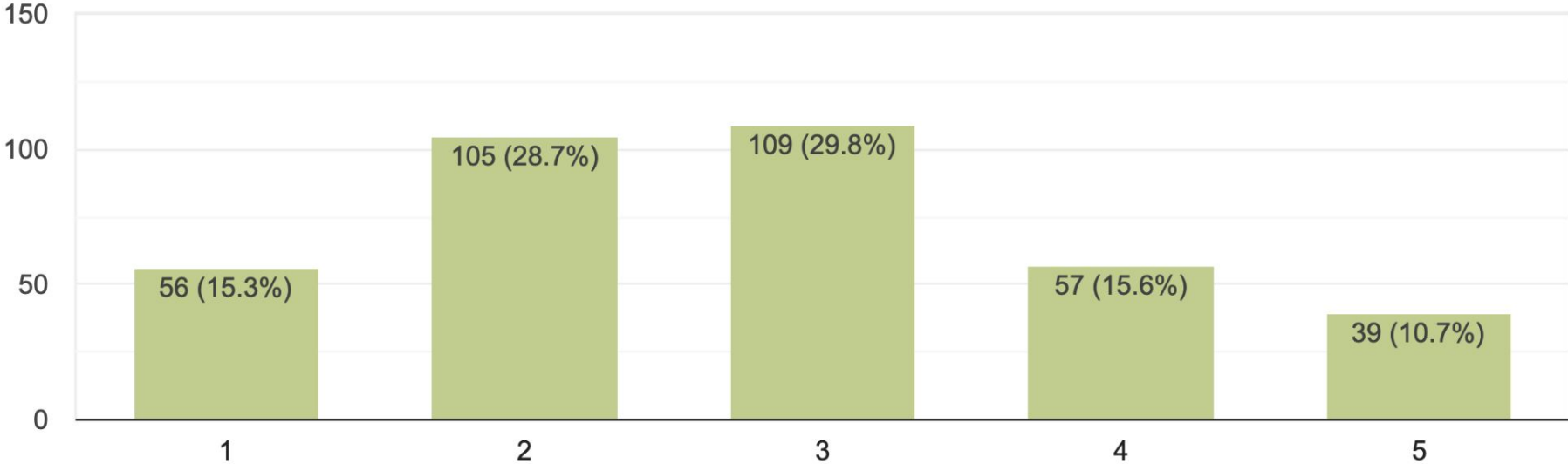
366 responses



Frequency with which respondents would utilize more frequent public transportation options: 44% of respondents rated a 1 or a 2 (never/rarely); 30% rated a 3 (neutral/not applicable); and 26% rated a 4 or a 5 (often/daily).

If there was a more frequent/convenient public transportation option, how often would you use it (1 being "never" to 5 being "daily")

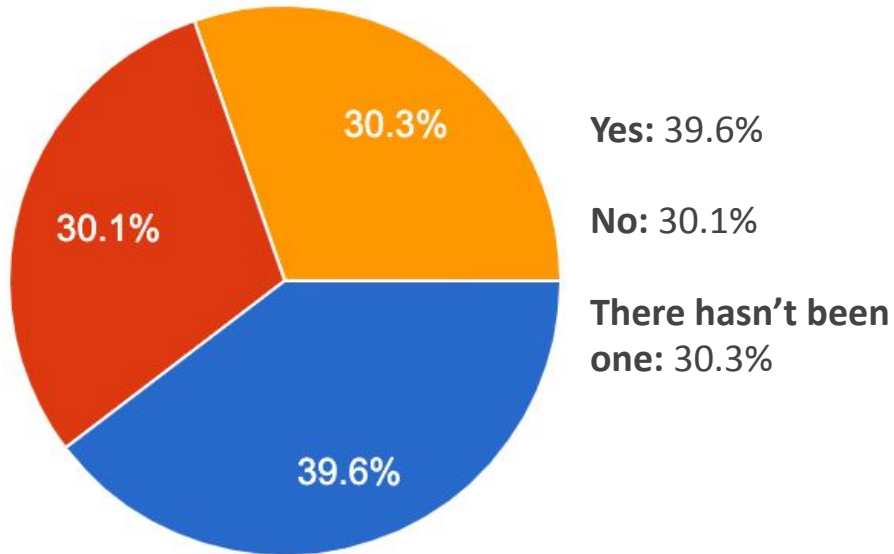
366 responses



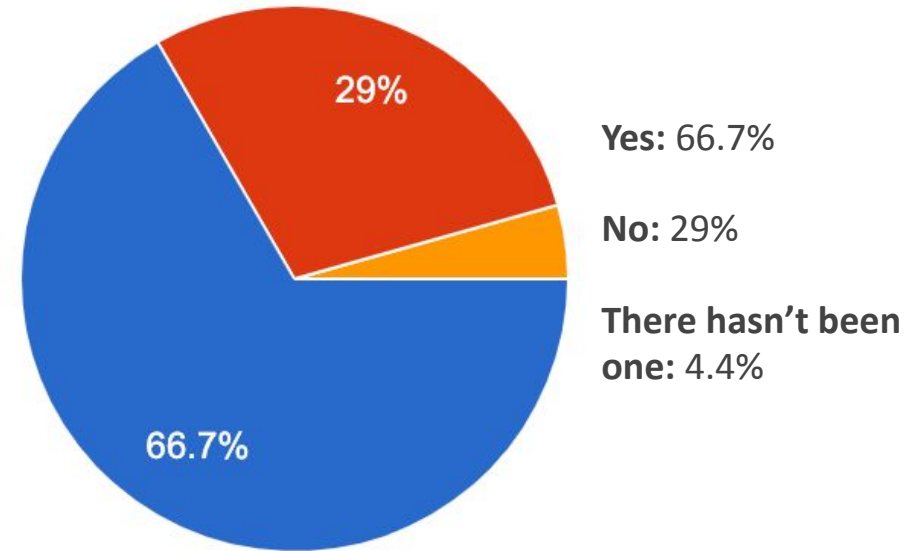
**Outdoor
Community
Gatherings**

Community Event Attendance

Respondents' attendance at neighborhood block parties in the past 12 months



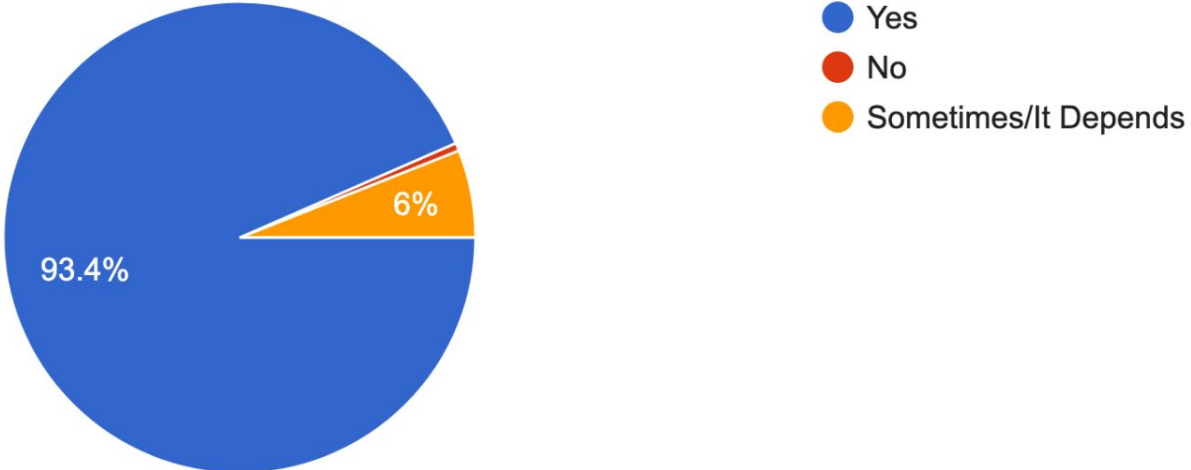
Respondents' attendance at street fair/outdoor event in one of our business districts in the past 12 months



High support for community event street closures!

In general, do you support temporarily closing down a road for a community event, like a block party or a street fair?

366 responses



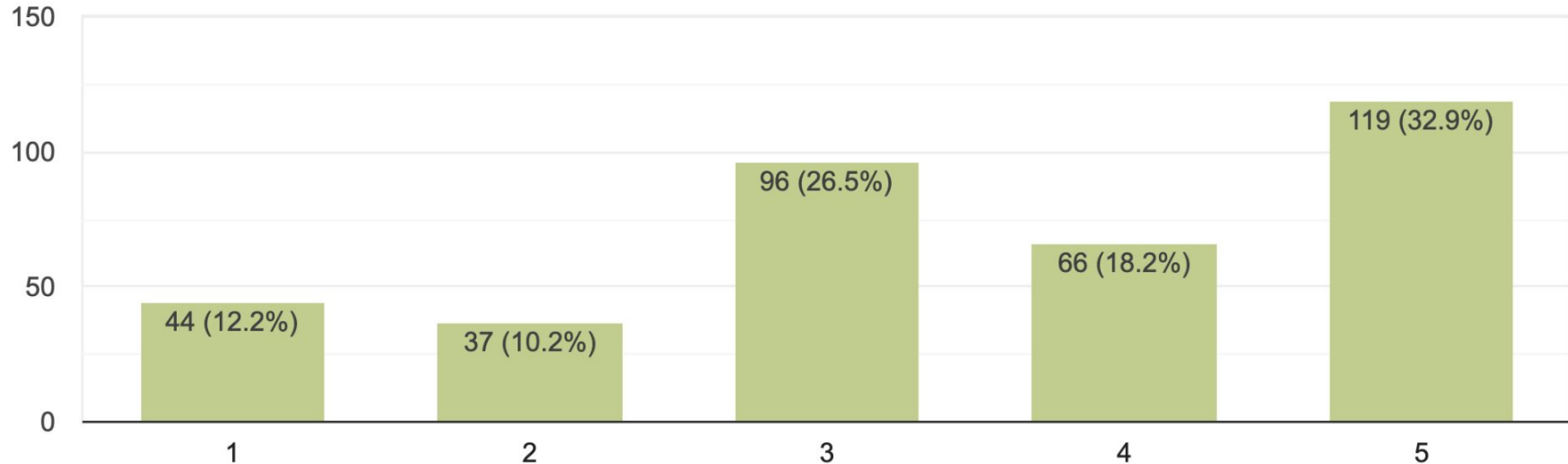
How respondents feel about outdoor community events:

- Block parties/street festivals build community (31)
- More frequent community events welcome (30)
- Street closures improve event safety (17)
- Think less car-centric, more pedestrian-centric (11)
- Block parties/street festivals are fun (9)
- Streets are community space/made for people (8)
- Drivers can find other routes when streets are closed (6)
- I love the idea but can't often attend (3)
- Some streets should be permanently closed to create more community space (3)
- Street closure allows for more privacy/more quiet (3)
- Close less-busy streets for community events (3)
- Advance notice of street closure appreciated (3)
- More clarity about how to close roads for block party (2)
- Some streets better to close than others (2)
- Prefer no street closure on a weekday (1)
- Accommodations should be made for those with mobility issues (1)
- More music festivals, please (1)
- More open pedestrian-friendly access to streets on weekends (1)
- Broaden block parties to neighborhood parties to make everyone feel included (1)
- I have a hard time even knowing an event is happening - better advertising needed (1)
- Still avoiding crowds because of COVID-19 (1)

Respondents largely in favor of reducing parking spaces to make room for additional community gathering spots: 51% rated a 4 or a 5 (in favor/very in favor); 27% rated a 3 (neutral/not applicable); and 22% rated it 1 or a 2 (not at all/a little in favor).

On a scale of 1-5 (1 being "not at all" to 5 being "very") how supportive would you be about reducing the number of parking spaces in one of our businesses...space (like an outdoor dining or gathering space)?

362 responses



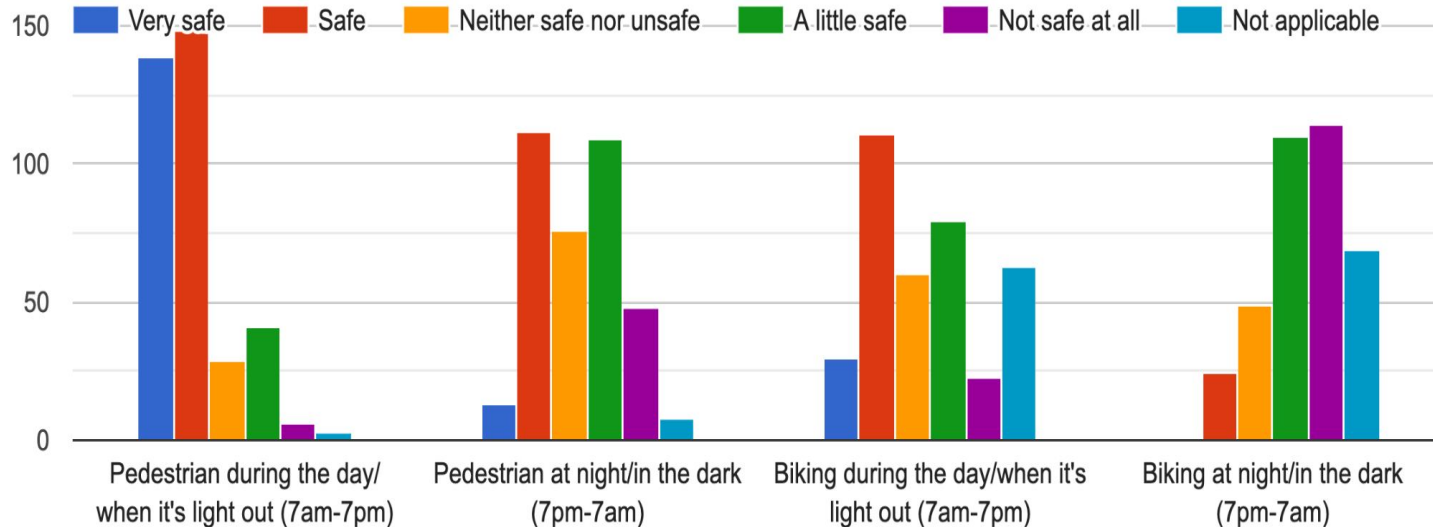
Top reasons respondents chose their rating on whether or not to convert parking spaces into community gathering spaces:

- Depends on the location (29)
- Parking is already too limited (18)
- Area business needs should be taken into consideration (14)
- Limiting parking may discourage people from coming here (14)
- Gathering space adds value to a neighborhood (12)
- More public transit/shuttles to our business districts would reduce need for cars (10)
- More outdoor dining spots wanted (10)
- Need to be strategic with these concepts and built into neighborhood/district development plans (10)
- There is plenty of parking available already (10)
- We should be more pedestrian-centric instead of car-centric (7)
- Would need to be done alongside biking infrastructure improvements (7)
- Make cars unnecessary and I won't drive as much (6)
- I'm torn/there must be a creative solution (6)
- Elderly/physically impaired individuals need accessible parking (6)
- Reducing parking encourages people to walk (5)
- Not everyone lives close to a business district (4)
- The weather isn't good enough year-round for outdoor space to be prioritized (4)
- Green space/gathering space needs a purpose or it won't be used wisely (3)
- Safety is something to consider (3)
- Remove car parking, add bicycle parking (2)

Perception of Safety

Pedestrian & cyclist perception of safety:

Choose the rating that most accurately describes your perception of safety while traveling as a biker or pedestrian in your neighborhood (including the nearest business district):



Top ratings per time of day:

148 pedestrians feel "SAFE" during the day.

112 pedestrians feel "SAFE" at night.

111 cyclists feel "SAFE" during the day.

114 cyclists feel "NOT SAFE AT ALL" at night.

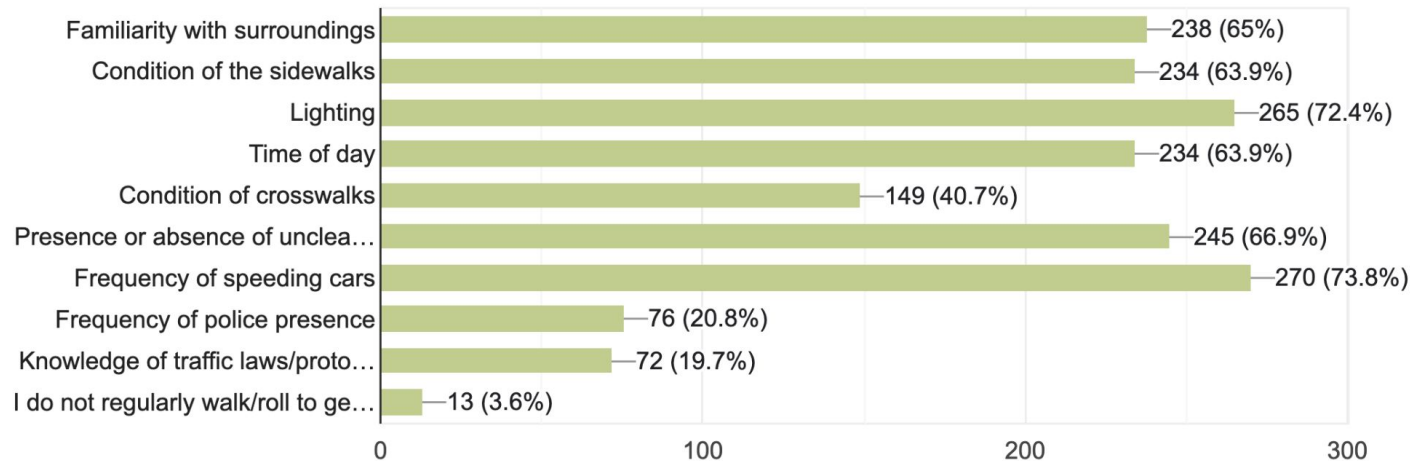
Top reasons respondents chose their rating on their perception of safety as a pedestrian and/or cyclist:

- Drivers speed/are too reckless (30)
- Speeding/traffic law enforcement is needed (18)
- Area too car-centric which makes it feel unsafe for pedestrians/cyclists (17)
- More/better lighting needed at night (10)
- Safety depends on where I am (8)
- I have witnessed/have knowledge of pedestrians/cyclists being hit by cars (8)
- Crime an issue/concern at night (6)
- Women face different safety concerns than men (5)
- Cyclists need proper gear for biking at night (4)
- Better traffic signage needed (4)
- Nowhere is safe (3)
- Different hazards day vs night (3)
- Driver visibility is an issue (3)
- Lack of bike lanes makes it feel less safe (3)
- I don't bike because of my age (2)
- Pedestrians should wear something reflective/noticeable at night (2)
- I feel safer as a pedestrian than as a biker (2)
- Drivers more aware of pedestrians than bikers (2)
- Traffic calming measures needed (2)
- Sidewalks in need of repair (2)

Pedestrian-specific perception of safety:

What strongly impacts your sense of safety as a pedestrian in your neighborhood? (Select all that apply)

366 responses



Top 5 safety indicators:

1. Frequency of speeding cars (73.8%)
2. Lighting (72.4%)
3. Presence or absence of ice & snow (66.9%)
4. Familiarity with surroundings (65%)
5. Condition of sidewalks TIED WITH Time of day (63.9%)

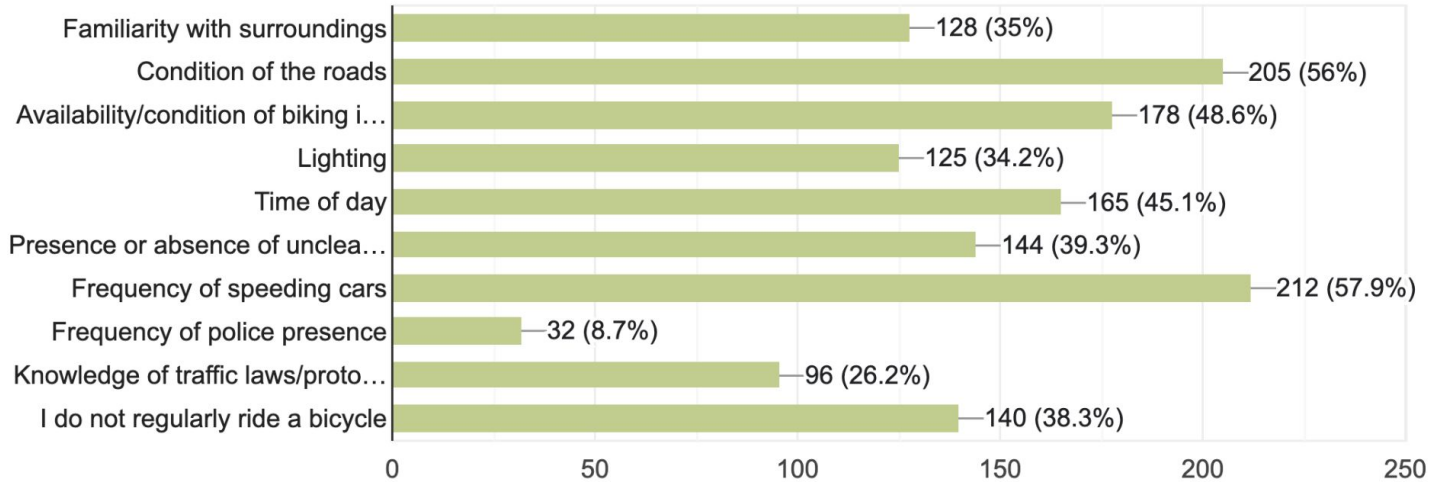
Top 20 reasons respondents chose their rating on their perception of safety specifically as a pedestrian (walk/roll):

- Speeding/reckless drivers make me feel unsafe (28)
- We need better enforcement of traffic laws (20)
- We should be more pedestrian-centric in cityscape design (11)
- Sidewalk condition/lack of sidewalks (9)
- More police presence would be a help (9)
- I feel safer in busy/populated areas (8)
- More traffic calming measures would help (7)
- Snow/ice removal is an issue (7)
- Prefer stoplight crossing to crosswalk (6)
- Crossing streets feels dangerous on main roads (6)
- Guns/crime make me feel unsafe (4)
- Police presence makes me feel unsafe (3)
- More/better signage for safe street crossing would help (3)
- Trash & litter makes a place feel less safe (3)
- Well-kept areas make me feel safer (3)
- I require a mobility device to get around (2)
- Catcalling makes me feel unsafe (2)
- Greater buffer between traffic & sidewalk (tree lawn) would be welcome (2)
- I already feel very safe (2)
- Bicycles should be on streets, not sidewalks (2)

Cyclist-specific perception of safety:

What strongly impacts your sense of safety while biking in your neighborhood? (Select all that apply)

366 responses



Top 5 safety indicators:

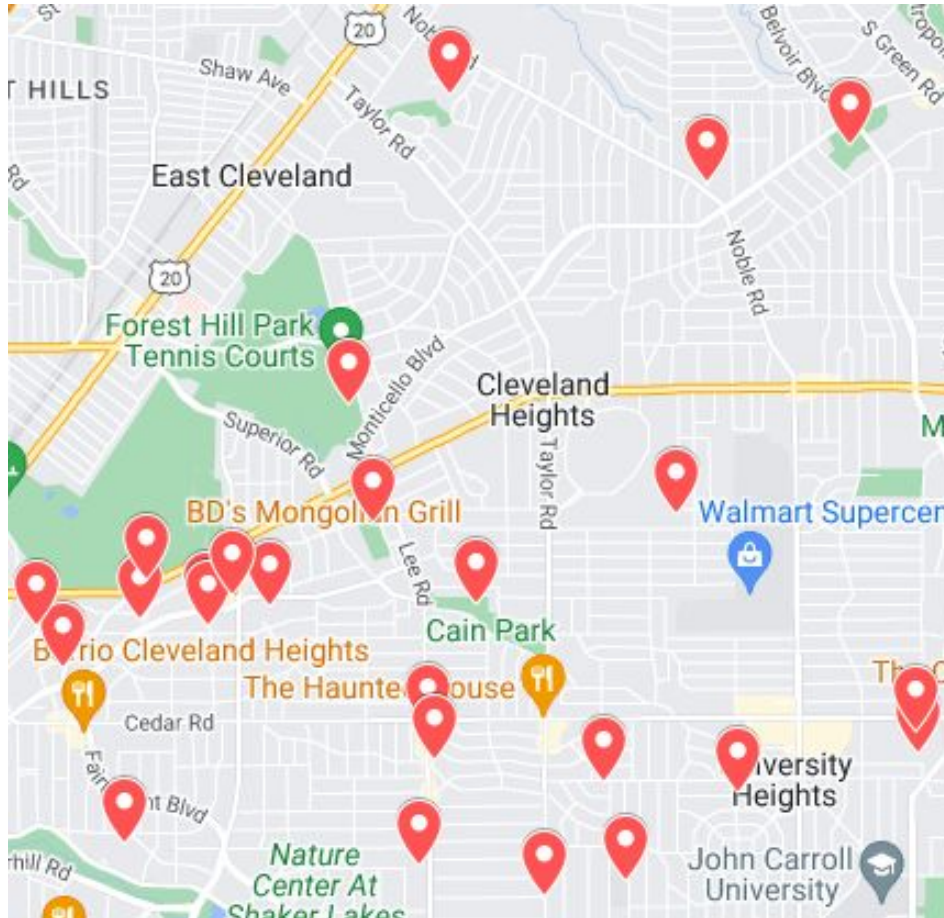
1. Frequency of speeding cars (57.9%)
2. Condition of the roads (56%)
3. Availability/condition of biking infrastructure (48.6%)
4. Time of day (45.1%)
5. Presence or absence of ice & snow (39.3%)

Top reasons respondents chose their rating on their perception of safety specifically as a cyclist:

- Speeding/reckless drivers (10)
- Better biking infrastructure needed (9)
- It's unsafe to bike on the busy streets (6)
- Improved road conditions (5)
- Cleveland Heights is not considered a biker-friendly city (5)
- We should be less car-centric (4)
- Increased knowledge of bike traffic laws would be a help for bikers and drivers (4)
- Ice/snow removal (3)
- Better enforcement of traffic laws desired (3)
- I used to bike but won't bike here (3)
- I already feel safe as a biker (2)
- More police in busy areas would make me feel safer (2)
- Police presence makes me feel less safe (2)
- Connected bike routes would be a help (2)
- Left turn arrows make biking safer (1)
- More dedicated bike paths welcome (1)
- Bikers themselves need to follow bike laws (1)
- Bikers should wear reflective gear (1)
- The city needs leadership support to implement changes (1)
- I don't bike in bad weather/storms (1)

Pocket Parks & Community Gardens

Heights Parks & Pocket Parks



CLEVELAND HEIGHTS

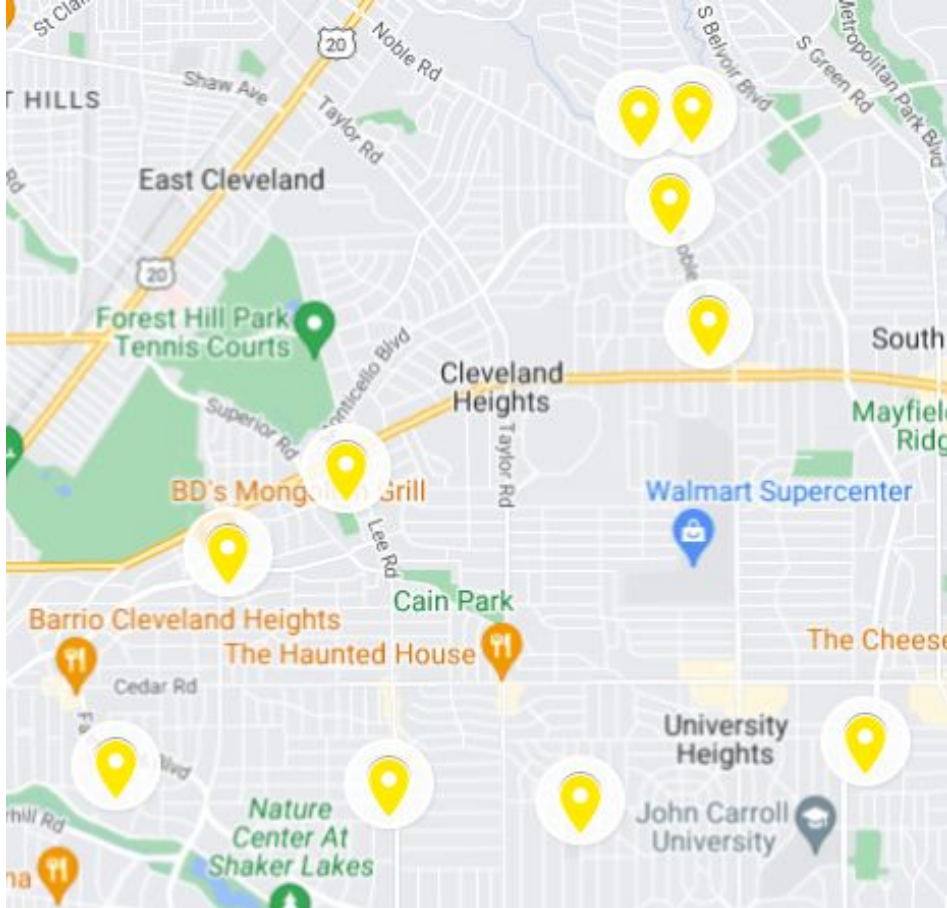
- Barbara H. Boyd Park - 869 Ravine Dr.
- Bradford Cinder Path - extends from Lee Rd. to Edgerton Rd.
- Cain Park - 14591 Superior Rd.
- Canterbury School Playground - 2530 Canterbury Rd.
- Cedar Lee Mini-Park - 2175 Lee Rd.
- Coventry PEACE Park - 2843 Washington Blvd.
- Cumberland Park - 1740 Cumberland Rd.
- Denison Park - 1015 Quarry Dr.
- Edgehill/Euclid Hts Triangle - 2729-2611 Edgehill Rd.
- Euclid Heights Blvd & Derbyshire - 2439 Derbyshire Rd.
- Fairfax Elementary School Playground - 3150 Fairfax Rd.
- Forest Hill Park - 2370 Lee Blvd.
- Kenilworth Park - Kenilworth & Overlook
- Lakeview Cemetery - Mayfield & Kenilworth
- Meadowbrook/Lee - 3205 Meadowbrook Blvd.
- Millikin Playground - 1706-1712 S Wood Rd.
- Noble-Roanoke Mini-Park - Noble & Roanoke
- Pekar Park - 2785 Euclid Heights Blvd.
- Roxboro Elementary Playground - 2405 Roxboro Rd.
- Sunset Park - Overlook & Edgehill
- Spirit Corner - 2859 Hampshire Rd.
- Turtle Park - 2720 Euclid Heights Blvd.

UNIVERSITY HEIGHTS

- Ashurst Rain Garden - 2603 Ashurst Rd.
- Beryl S. Rothchild Municipal Pool - 14260 Cedar Rd.
- Purvis Park - 2198 Wrenford Rd.
- Silsby Pocket Park - 3578 Silsby Rd.
- Walter Stinson - 2311 Fenwick Rd.

[Click here to view on Google Maps](#)

Heights Community Gardens



CLEVELAND HEIGHTS

- Canterbury Garden - 2530 Canterbury Rd.
- Coventry Library Raised Garden Beds - 1925 Coventry Rd.
- Cumberland Community Garden - 1740 Cumberland Rd.
- Delmore Orchards - 3822 Delmore Rd.
- Fairfax Community Garden - 3150 Fairfax Rd.
- Hampshire Community Garden - Hampshire Rd.
- Montford Community Garden - 3893 Windsor Rd.
- Noble Library Garden - 2940 Noble Rd
- Oxford Community Garden - 939 Quilliams Rd
- Roxboro Elementary School Learning Garden - 2405 Roxboro Rd.

UNIVERSITY HEIGHTS

- Gearity Elem School Learning Garden - 2323 Wrenford Rd.

[Click here to view on Google Maps](#)

Impact of green space in neighborhoods

Pocket Parks

- Glad it's there/Positive Impact (20)
- Great gathering space (15)
- Family-friendly (15)
- Builds community (15)
- Underused (5)
- No impact (3)
- I don't have kids so the space isn't for me (3)
- Unsure of the legality of pocket parks/what are the rules (1)
- I'd rather infill housing to pocket parks (1)

Community Gardens

- Great for community (17)
- I like that it's there but I don't use it (13)
- I'd love to participate but I don't know how to get involved (5)
- I participate in one of the gardens (5)
- I'm on a waitlist (4)
- I'm not aware of any impact (3)
- No need - I have my own garden (3)
- Not maintained (2)
- Underused (1)
- I forget it's there (1)

ACTION

Respondents are **VERY** interested in advocating for:

- Ensuring safe walk/bike routes for students to get to school (153)
- Improving pedestrian/biking infrastructure to make cars feel less necessary (135)
- Creating safer biking infrastructure (132)

Respondents are **INTERESTED** in advocating for:

- Designating more vacant lots as pocket parks (113)
- Implementing more traffic calming measures in business districts (109)
- Creating more public transportation options (108)
- Creating programming/workshops and increasing awareness of cyclist safety laws (107)
- Implementing more traffic calming measures in residential areas (106)
- Designating more space for community gardens (96)

Respondents are **NEUTRAL** about advocating for:

- Establishing car-sharing options that reduce the need to own a car (117)
- Establishing bike-sharing options that make biking more accessible (111)
- Creating programming/workshops and increasing awareness of pedestrian safety laws (99)

*There were no topics respondents were a **LITTLE** or **NOT** interested in advocating for.*

Additional self-reported advocacy areas:

- Enforcing speed limits/traffic laws (4)
- Enclosed dog parks (2)
- More education on what traffic calming means (2)
- Return to paid parking at meters (2)
- Maintaining existing pocket parks/green spaces (2)
- Add traffic circle to Coventry & Fairmount (1)
- Adhering to Complete Streets ordinance (1)
- Restricting parking in commercial areas (1)
- Ban street parking (1)
- Improve communications with the city/elected officials to implement changes (1)
- More education on bike-sharing options (1)
- More street closures so pedestrians can use that space for community events/connections (1)
- I prefer infill housing to pocket parks (1)
- Outdoor swimming pool for all (1)
- More bike racks (1)
- Food trucks at Severance (1)
- Better ADA access to parks/commercial districts/etc. (1)
- Reduce sound pollution from cars (1)
- Create real bike trails (1)
- Road/sidewalk maintenance (1)

Respondents are **INTERESTED** in participating in:

- Neighborhood block party (141)
- Business district street fair (126)
- An organized neighborhood snow/ice removal system (115)
- Neighborhood community garden (99)
- Creating a neighborhood pocket park (98)

Respondents are **NOT AT ALL** interested in participating in:

- Neighborhood running club (218)
- Neighborhood dog-walking club (203)
- Neighborhood biking club (159)
- Neighborhood walking club (119)
- Creating an organized neighborhood lawn care/landscaping system (97)

There were no topics respondents were VERY INTERESTED, a LITTLE INTERESTED, NEUTRAL or NOT interested in participating in.

Additional self-reported activities participants would participate in:

- Education/workshops on sustainable landscaping/native plants (5)
- Neighborhood safety measures, like installing cameras or more lighting (4)
- Litter reduction (3)
- Mowers/gardening equipment sharing (3)
- Noise reduction/implement "quiet hours" (2)
- Ban gas-run lawn equipment/use electric (2)
- Enforcing the snow removal laws (1)
- Improving communication about development/infrastructure concepts - make sure local residents are aware (1)
- More plant-sharing with community members (1)
- Hiking (1)
- School playground upkeep groups (1)
- Storefront renovation groups (1)
- Mindfulness about impact of wood-burning outdoor fires (1)
- Neighborhood book club (1)
- Neighborhood photography club (1)
- Pedestrian-only spaces (1)

TAKEAWAYS

Topline Takeaways:

- While the overwhelming majority of respondents reported they travel most frequently by car/vehicle, the preference for many was to be less car-dependent and walk, roll, or cycle more.
- Many respondents felt a car-free life wasn't practical or realistic for their current lifestyles.
- Cyclists and pedestrians alike reported speeding cars/reckless drivers to be a persistent concern. Great enforcement of speed limits and other traffic laws is desired to increase sense of safety.
- The condition of neighborhood sidewalks was another major theme. Some wondered if there was a way for the city to support those repairs, even when they are the responsibility of homeowners/landlords.
- Respondents who are cyclists reported a strong desire for the installation of protected bike lanes as well as more bike-specific paths, more designated spaces to park/lock up their bikes, and greater awareness of drivers regarding cycling laws and sharing the road in a safe way.
- Community gathering opportunities are both popular and desirable. Creating more neighborhood events and establishing/upkeeping neighborhood gathering spaces is an asset to building a sense of belonging and camaraderie.
- Respondents are most interested in advocating for safe routes for students to get to school, building safer biking infrastructure, and implementing upgrades to safe biking, walking/rolling, and public transportation that would make owning a car feel less necessary.

What is noteworthy:

- While respondents reported walking/rolling or cycling as their preference over utilizing a car, they lamented that the Heights city infrastructure is designed to be car-centric instead of pedestrian-centric. Imagine the possibilities of changing the frame and looking at our community's design from a car-free perspective.

FACTS ABOUT

Who what when where why how

OUR STATS

About this survey:

This survey was created and distributed as part of the [Crowdsourced Conversations 2023 Forum Series](#), being conducted in partnership with FutureHeights, Reaching Heights, Home Repair Resource Center, City of Cleveland Heights Racial Justice Task Force, Racial Inequity Repair Committee of Forest Hill Church, representatives of Cleveland Heights City Council, and more.

Survey data was collected from May 1 through May 31, 2023. Respondents completed an online-only Google Form that was distributed via email, on social media, through the media, via fliers, and through word of mouth.

This survey data analysis was completed by FutureHeights and shared with forum series partners, including elected officials, and is available for the community to review.

Any questions, please contact Sarah - swolf@futureheights.org.