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City Council

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Noticed 09/03/25

**PUBLIC NOTICE – HOUSING, PLANNING, & DEVELOPMENT COMMITTEE**

The Housing Planning & Development Committee will meet Monday September 8, 2025 at 6:30 p.m. in the Auditorium at Lakewood City Hall, 12650 Detroit Ave. The meeting is open to the public.

The meeting will be livestreamed on the City's website at the following link:

[www.lakewoodoh.gov/councilvideos](http://www.lakewoodoh.gov/councilvideos)

**PUBLIC COMMENT PROTOCOL (Updated 4/2025)**

The public is invited to comment on agenda items by submitting a written comment in advance of the meeting using the eComment platform available [HERE](#). New users must create an eComment account. Committee Chairs may also accommodate in person public comment.

***The agenda is as follows:***

Approval of the minutes of the June 23, 2025 Housing, Planning & Development Committee.

Communication from Planning Director Byington regarding Transit Feasibility Study. (*referred to HPD 7/21/25*)

Communication from Building Commissioner Parmelee regarding Addition to LCO 1775. (*referred to HPD 5/19/25*)

**ORDINANCE 18-2025** - AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, to amend Chapter 1775, Weeds, of the Codified Ordinances of the City of Lakewood for the purpose of establishing regulations for front yard plantings. (*1<sup>st</sup> read & referred to HPD 5/19/25*)

Kyle Baker, Chair  
Tom Bullock, Bryan Evans; Members  
**HOUSING, PLANNING, & DEVELOPMENT COMMITTEE**

*Individuals with disabilities who require accommodations for participation in meetings must request accommodations at least 3 business days ahead of the scheduled meeting. Contact Michelle Nochta at (216) 529-5906 [michelle.nochta@lakewoodoh.net](mailto:michelle.nochta@lakewoodoh.net).*



MEGHAN F. GEORGE  
MAYOR

12650 DETROIT AVENUE • 44107 • 216-521-7580

July 21, 2025

City Council  
City of Lakewood  
12650 Detroit Avenue  
Lakewood, Ohio 44107

***RE: TRANSIT FEASIBILITY STUDY***

Dear Council President Kepple & Members of City Council:

Please find attached our third-party consultant Iteris's *Transit Feasibility Study Report*, dated October 1, 2024. Recently, questions have been asked about this report by Councilmembers. We ask that you please refer this Report to a Committee of your choosing for such public discussion.

Sincerely,

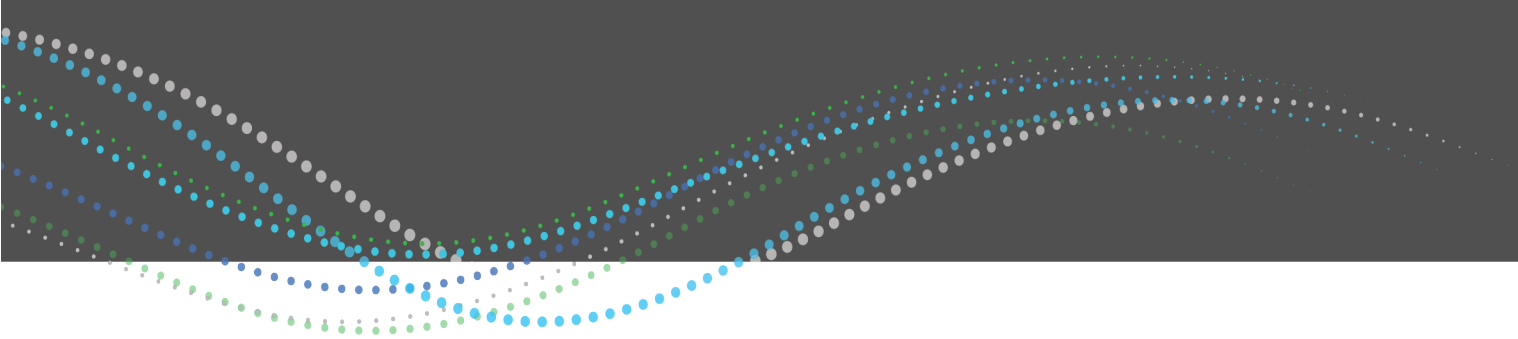
***Angela Byington***

Angela Byington  
Director





# Lakewood, Ohio Transit Feasibility Study Report



October 1, 2024

Submitted to:



J# 12016 | Prepared by Iteris, Inc.

Innovating Through Informatics™

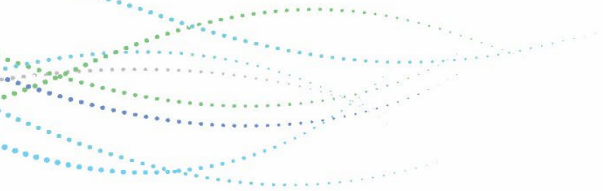


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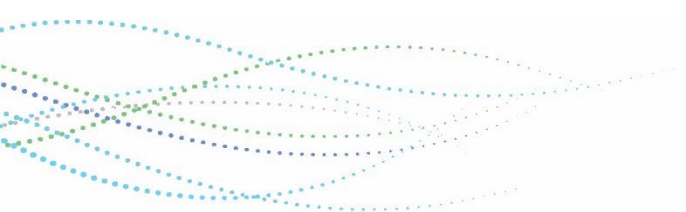


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## Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Travel (Weekday)
CBD	Central Business District
City	City of Lakewood, OH
HCM	Highway Capacity Manual
ITS	Intelligent Transportation Systems
LOS	Level-of-Service
MUTCD	Manual on Uniform Traffic Control Devices
TSP	Transportation Strategic Plan
TWLTL	Two-way-left-turn-lane
US-##	United States Highway ##
V/C	Volume to Capacity Ratio (Volume/Capacity)



## EXECUTIVE SUMMARY

The feasibility of operating a community circulating transit service within the City of Lakewood was assessed by reviewing existing transit services and use, demographics, public input, ridership potential, and financial cost of various service models.

Transit services are expensive endeavors and generally do not generate a net increase in revenue, but rather a service or an amenity to support broader community goals. Therefore ‘feasibility’ is judged by balancing the cost of a transit service by the non-financial benefits.

Based on anticipated daily ridership of a potential additional service option, as well as estimated cost and revenues from fares, the most feasible option indicates Greater Cleveland Regional Transit Authority (RTA) as the most feasible operator of a circulator transit service in the City of Lakewood. This conclusion is primarily due to their expertise in running transit systems, ability to hire and train staff, and provide a sustainable model for a transit operation.

## 1 INTRODUCTION

There is a public need and benefit of providing a public transportation system throughout the Lakewood community. The evaluation documented in this study evaluates the existing ridership on RTA buses in Lakewood, popular locations to be considered as stops along a fixed route, and the need for everyday transportation to places such as the grocery store or post office and the cost of providing different transit service models.

After discussion of public needs, the features of potential transit services will be described. Variables among the scenarios include type of routing, service models and operators. Six scenarios which were found to be feasible for application in the City of Lakewood are further described and compared for cost feasibility:

- Alternative 1 – Fixed-Route Operated by City
- Alternative 2 – Fixed-Route Operated by a Contractor
- Alternative 3 – Fixed Route Operated by RTA
- Alternative 4 - On-Demand – Senior (Existing)
- Alternative 5 – On-Demand – Operated by a Contractor
- Alternative 6 – On-Demand Hybrid – Operated by a Contractor

The service which is forecasted to provide the most benefits for its cost is an on-demand service operated by a contractor . This is due to limited capital costs as the contractor would provide vehicles for the service. Given RTA has experience with other agencies in utilizing grant funding for on-demand services, it is recommended the City work RTA to develop a service which could be implemented in partnership between the City and RTA. It is also recommended Senior Transportation Connection be contacted to better understand circulator transit services they provide in other area municipalities.

## 1.1 Need and Benefit

The discontinuation of the Lakewood Community Circulator in 2009 left the City's population without a low-cost, circulator transit line for mobility within the city. Following the discontinuation of Lakewood's Community Circulator, the City worked with RTA to run a pilot Shopper Shuttle from March 2010 to April 2011. This program was intended as a service similar to the circulator service for the Lakewood Community Circulator but was discontinued in April 2011 due to low ridership (averaging approximately 12 riders a day). In this study, the City plans to analyze and assess different options and alternatives to address the lack in transit service left behind by the Lakewood Community Circulator's discontinuation.

### **Mobility Needs of the Community**

Currently, RTA operates six bus lines (RTA routes 25, 26, 43, 55, 78, and 83) and two rapid rail stations (W. 117th and Triskett) that serve the City. However, these services provide inadequate circulation access among local destinations within the city, causing the public's need for smaller scale community mobility. A community-focused route could provide advantages connecting residents to regional bus and train routes to access destinations outside of Lakewood, as well as within the city. Attractors to consider in the greater Lakewood area include:

- Downtown Cleveland, to the east of Lakewood
- Cleveland Hopkins International Airport, to the southwest
- NASA employment center
- Cleveland Clinic Fairview Hospital
- Lakewood Park
- Lakewood Public Library
- Lakewood Civic Auditorium
- Beck Center for the Arts

Within the city there are large offices, schools, family centers, medical office buildings, emergency medical care, and grocery stores that are inconvenient to get to for residents who do not drive personal vehicles. From public feedback, elderly community members experience difficulty getting to grocery stores and doctor's appointments. Additionally, the school district is a walking district, so there are no school bus routes provided to students. A successful community-focused service in Lakewood would provide direct access to locations within the city while providing opportunities to easily transfer to regional transit services offered by RTA routes to access the Airport, residential areas, and Downtown Cleveland, and provide stronger transportation connections and independence for City residents.

### **City of Lakewood Transit Needs Survey**

In April 2024 a transit needs survey was posted on the City's website for the month of April 2024. There were 550 responses to the survey, which requested information about how residents travel and how residents would prefer to travel in the City.

The first survey question asked respondents how they travel for trips within Lakewood, allowing for multiple selections. The results showed over 80 percent of responding residents walk and drive their own cars in the City, about 40 percent of respondents ride bicycles, more than 30 percent carpool, 25

percent use a rideshare service, more than 20 percent ride the bus, and two percent use a wheelchair or other mobility device as summarized in **Table 1.1**.

**Table 1.1: Survey Question 1: How do you travel for trips within Lakewood? (Select All That Apply)**

How	Percent Who Travel*
Walking	86%
In your own car	83%
On a bike (or e-bike, e-scooter, etc.)	42%
In a carpool with family/friends	32%
Using a rideshare service (lyft, uber, etc.)	25%
Riding the bus (GCRTA)	22%
Using existing local transit (i.e. Senior Transportation Connection)	4%
In a wheelchair or other mobility assistance device	2%

*\*Note: As responders were directed to select all that apply, this column will not sum up to 100%.*

Approximately 35 percent of respondents utilized two or fewer modes, with 70 percent utilizing three or fewer modes and 90 percent using four or fewer modes. For respondents only taking indicating one mode of travel, 75 percent said in a car or carpooling, nine percent said existing local transit (i.e. Senior Transportation Connection), with three percent saying RTA transit. This indicates a portion of the community reliant on current localized transit services for mobility.

The second survey question asked how respondents would like to travel within Lakewood—with a preference scale of 1 for highest and 10 for lowest preference. As summarized in **Table 1.2**, the most favored transportation mode is walking closely followed by riding in a car then bicycling, riding the bus, and in a mobility device being the least favored.

**Table 1.2: Survey Question 2: How do you want to travel for trips within Lakewood? Please select your preference on a scale of 1 (highest preference) to 10 (lowest preference)**

How	Average Preference (in order)	% of Preference 1, 2, and 3
<b>Walking</b>	4.2	57%
<b>In a car</b>	4.2	50%
<b>On a bike</b>	4.4	46%
<b>Riding the bus</b>	4.6	44%
<b>In a wheelchair or other mobility assistance device</b>	5.7	37%

The percent a mode of travel was listed in the top three of the preferred modes is also shown in **Table 1.2**.

The third question asked respondents what challenges they experience when using public transportation in Lakewood. The most common response was a lack of bus frequency and connections to destinations of where the respondents wanted to go. The next most common responses were worrying busses



would not have a schedule duration for riders needs, the length of time transit is expected to take for a trip, and a lack of understanding where the bus system runs.

**Table 1.3: Survey Question 3: What are your challenges for using public transportation in Lakewood?**  
(Select all that apply)

Challenge for Using Public Transportation	Number of Respondents	% of Respondents
Buses do not come frequently enough.	329	60%
Buses do not go where I want/need to go.	255	46%
I am worried buses will not run early or late enough for my needs.	213	39%
Transit takes too long.	216	39%
I do not know where the buses go.	180	33%
Buses do not connect me to Rapid/Red Line Stations.	135	25%
I do not feel safe taking the bus.	92	17%
I have mobility issues preventing me from boarding vehicles.	24	4%

The fourth survey question asked about preferred destinations in Lakewood. The list included destinations derived from current transit data of high-demand locations stops but allowed respondents to also add locations not in the list. The preferred destinations identified in the survey were Lakewood Park and the Lakewood Public Library. In addition to these locations, other groceries, parks, restaurants, schools, residences, and community centers were reported.

**Table 1.4: Estimated Daily Trips by Destination**

Preferred Destination	Number of Respondents
Lakewood Park	451
Lakewood Public Library	359
Marc’s Plaza (Grocery)	281
Giant Eagle Grocery Store	268
Blackbird Baking Company	234
Madison Park	215
Beck Center for the Arts	200
Lakewood Civic Auditorium / High School	158
Breadsmith	139
Dinerbar	116
Rood, Food and Pie	108
Brewellas Coffee	104
Cozumel Restaurant	103
Barocco Restaurant	103
Malley’s Chocolates	99
Winking Lizard Restaurant	95
Place to Be Diner	94
Westerly Apts	30
Lakeshore Towers (12506 Edgewater Dr)	26
Fedor Manor (12400 Madison Ave)	22

Preferred Destination	Number of Respondents
Castlewood Apt (17600 Detroit Ave)	21
Cleveland Clinic - Lakewood Family Health Center	18
Park	14
School	13
YMCA	10
Aldi	10
Cove Community Center	8

The fifth survey questioned whether respondents preferred a fixed-route, scheduled service, or a reservation-based service for a community transit service. Eighty percent of respondents preferred a fixed-route, scheduled service. This is not unexpected. From the consumer perspective, consistent and ample transit serve with little pre-planning by users is preferable.

**Table 1.5: Transit Service Preference**

Service Type	Percent Preference
A schedule service at fixed stops	80.3%
A service I can reserve with my phone (app or via telephone) to pick me up and drop me off at locations I select (reservations made at least one day in advance)	19.7%

Similar to question five, question six asked if respondents would want to have transit service on Saturdays, which received overwhelming support at 90 percent of responses.

Survey respondents were able to include open comments at the end of the survey. Those comments are contained in Appendix A of this report in their entirety. The most common comments were:

- Support for a circulator service (45 comments)
- Calls for better transit services – safer, better routes, longer hours, more frequency or streetcar service (26 comments)
- Better use of transit for students to access school and their travel needs (14 comments)
- Better regional and connections to the rail system (13 comments)
- Better bicycle lanes and infrastructure (12 comments)
- Better walkability (7 comments)
- Scooters (6 comments)
- Positive reactions to the survey (5 comments)
- Better transit advertising to improve understanding of services (4 comments)
- Access to parks (4 comments)

## 2 DESTINATIONS

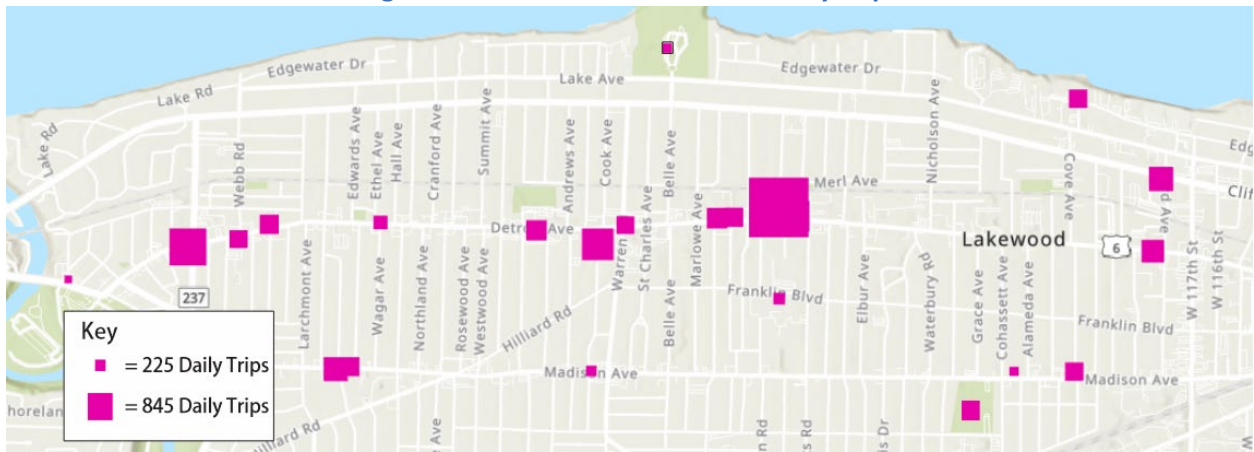
The existing land use, densities of uses and major destinations along with existing RTA data was analyzed to inform the development of potential route options. **Table 2.1** summarizes daily trip data for major destinations in the City of Lakewood. Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition was used on the major destinations throughout Lakewood to estimate the daily trips generated from different land uses throughout the city. The Giant Eagle grocery store is the most significant attractor based on generated trips and the surrounding area should be considered for a potential stop. The survey responses for destinations was also included to help inform areas of transit demand. There is the most activity around the Detroit Avenue corridor, which supports the estimated existing bus stop data that showed similar in **Figure 2.2**.

**Table 2.1: Estimated Daily Trips by Destination and Survey Destinations**

Location	Daily Trip Generation (ITE 11 <sup>th</sup> Edition)	Number of Survey Responses
Giant Eagle Grocery Store	5,355	268
Breadsmith	1,812	139
Marc's Plaza (Grocery)	1,507	281
Rood, Food and Pie	1,324	108
Winking Lizard Restaurant	1,249	95
Westerly Apts (14312 Detroit Ave)	974	30
Lakewood Public Library	958	359
Westerly Apts (14300 Detroit Ave)	870	30
Castlewood Apt (17600 Detroit Ave)	849	21
Dinerbar	790	116
Fedor Manor (12400 Madison Ave)	789	22
Lakeshore Towers (12506 Edgewater Dr)	789	26
Beck Center for the Arts	756	200
Southern Café	671	-
Madison Park	578	215
Brewellas Coffee	479	104
Place to Be Diner	410	94
Lakewood Civic Auditorium / High School	310	158
Cozumel Restaurant	257	103
Malleys Chocolates	257	99
Lakewood Park	228	451
Barocco Restaurant	111	103
Blackbird Baking Company	81	234

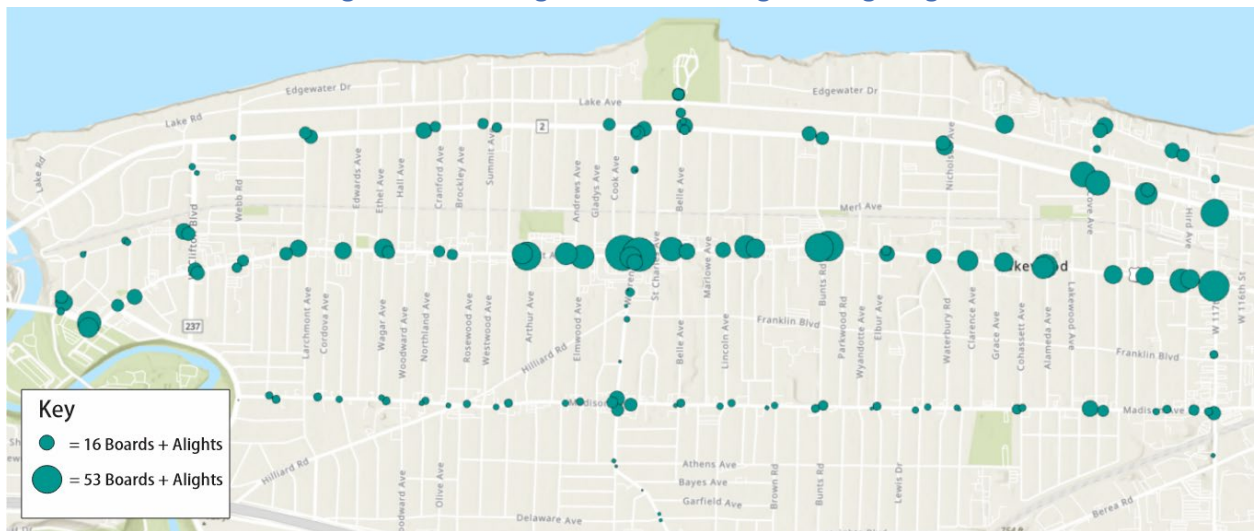
The trip generation estimates for major destinations in the City is illustrated in **Figure 2.1**. Concentrations of activity along the Detroit Avenue Corridor indicates strong demand, while trip generators between the Detroit Avenue corridor and the Gold Coast residential area and other north/south connections indicate potential demand for transit service which is currently not in operation.

Figure 2.2: Estimated Destination Daily Trips



The existing ridership data for RTA services within the City of Lakewood borders as provided by RTA shows the average daily boardings (on’s) and alightings (off’s) at each bus stop in the RTA system. As shown, most RTA service in the city is east/west service. While the areas of concentration for transit riders largely mirrors the potential trip demand analysis in **Figure 2.1**, there is potential to provide better community linkage among areas such as Lakewood Park, the Gold Coast residential area, the subway station on W. 117th, and several areas along Detroit Avenue and Madison Avenue.

Figure 2.2: Existing RTA Bus Boarding and Alighting



In comparing the existing ridership and the major trip generators the following observations informed feasibility scenario development:

- Major generators and existing ridership are concentrated on the Detroit Avenue corridor.
- Ridership on the east-west RTA routes could be augmented by north-south connections through a community connector.

## 3 TRANSPORTATION SERVICES

### 3.1 Shared Mobility Definitions

The following definitions are used in the Federal Transit Administration (FTA) Shared Mobility frequently asked questions (FAQs)<sup>1</sup>. Many are based on TCRP Research Report #188: Shared Mobility and the Transformation of Public Transit.<sup>2</sup>

#### **Public Transportation**

Regular, continuing shared-ride surface transportation services open to the general public or open to a segment of the general public defined by age, disability, or low income. Public transportation does not include intercity passenger rail transportation; intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intra-terminal or intra-facility shuttle services. [US Code reference: 49 USC 5302]

- Example: RTA

#### **Demand Responsive System**

A system of transporting individuals, including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specified transportation service, which is not a fixed route system. [US Code reference: 49 CFR 37.3]

Despite the increased efficiencies made possible by technology, general public DRT/microtransit is still far less productive and efficient than fixed route transit operating in more dense areas. General public DRT tends to carry an average of between three and five passengers per hour, though some flex zones with more trip generators or attractors experience higher ridership numbers.

#### **Fixed-Route System**

A system of transporting individuals, including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specific public transportation service, on which a vehicle is operated along a prescribed route according to a fixed schedule. [US Code reference: 49 CFR 37.3]

#### **Paratransit**

Comparable transit service required by the Americans with Disabilities Act for individuals with disabilities who are unable to use fixed route transportation systems. [US Code reference: 49 CFR 37.3]

- Example: RTA's Paratransit system is contracted to the operator Senior Transportation Connection and runs as an on-demand service

<sup>1</sup> <https://www.transit.dot.gov/regulations-and-guidance/shared-mobility-frequently-asked-questions>

<sup>2</sup> <https://www.trb.org/Publications/Blurbs/174653.aspx>

### Microtransit

IT-enabled private multi-passenger transportation services, such as Bridj, Chariot, Split, and Via, which serve passengers using dynamically generated routes, and may expect passengers to make their way to and from common pick-up or drop-off points. Vehicles can range from large SUVs to vans to shuttle buses. Because they provide transit-like service but on a smaller, more flexible scale, these new services have been referred to as microtransit.<sup>3</sup>

Public microtransit is emerging as an on-demand service that aims to fill in gaps between traditional fixed route services, ride-hailing, and other point-to-point options, to efficiently serve areas or times of lower demand for service. On-demand transit is capable of connecting riders directly, thus reducing investment in fixed route transportation infrastructure, particularly on routes with lower demand. Microtransit can help people faced with bus commutes with multiple transfers to provide a more direct service.

### Ridesourcing

Use of online platforms to connect passengers with drivers<sup>4</sup> and automate reservations, payments, and customer feedback. Riders can choose from a variety of service classes, including drivers who use personal, non-commercial, vehicles; traditional taxicabs dispatched via the providers' apps, and premium services with professional livery drivers and vehicles. Ridesourcing has become one of the most ubiquitous forms of shared mobility.

- Example: Transportation network company (TNC), ridesharing, e-hailing

### Contracted Services

Studies indicate several potential reasons transit agencies contract out services, including:

- Improved cost efficiency,
- Increased flexibility,
- Access to contractor expertise, and
- Historical, political, or legal reasons<sup>5</sup>

A Government Accountability Office report<sup>6</sup> surveyed 463 transit agencies and cites “reducing costs and improving efficiency” as the most frequently cited consideration for agencies deciding to contract out services. However, in the same report managers at agencies that did not outsource their services reported they insourced because contracting out did not or would not result in cost savings. The lower cost of outsourced service is typically made possible by the lower wages and benefits of the contractor’s

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<sup>3</sup> Transit Cooperative Research Program Research Report 188, <https://nap.nationalacademies.org/download/23578>

<sup>4</sup> Ibid

<sup>5</sup> Third-Party Contracts for Fixed-Route Bus Operations and Maintenance: Performance Metrics (2023), Transportation Research Board, <https://nap.nationalacademies.org/catalog/27074/third-party-contracts-for-fixed-route-bus-operations-and-maintenance-performance-metrics>

<sup>6</sup> United States Government Accountability Office (GAO). (2013). Transit Agencies' Use of Contracting to Provide Service. Report to Congressional Committees, GAO-13-782. <https://www.gao.gov/products/gao-13-782>.

employees—especially operators.<sup>78</sup> Although lower wages and benefits can help reduce costs, there is a risk of higher employee turnover, more difficulty filling open positions, and decreased customer service.

When transit agencies outsource bus service, they can more easily start up new services<sup>9</sup> and minimize the agency’s risk associated with trying out new or special services<sup>10</sup> by avoiding the costs associated with service start-up and discontinuation.

## 3.2 Public Transportation Operators Analyzed for a Lakewood Community Service

Public transportation in the City of Lakewood is operated by RTA, with additional services for paratransit operated by Senior Transportation Connection (contracted by RTA) and by the City of Lakewood (also operated by Senior Transportation Connection) limited to elderly (60+) non-emergency medical and daily needs trips. The primary gap in services within the city is community-focused transit for all types of users to allow the sizeable population of those that either do not have access to or a desire not to use an automobile for trips within the city. Two private contractors, SHARE Mobility and Via, provide community transit operations services in other similar sized communities within the State of Ohio.

### 3.2.1 Greater Cleveland Regional Transit Authority

The Greater Cleveland Regional Transit Authority (RTA) provides transportation services for 150,000-200,000 customers on a typical weekday, or about 45 million rides annually, through a variety of services. In 2016, RTA provided 18.1 million vehicle-miles of service on all modes -- HealthLine, bus, Paratransit, light rail, heavy rail, and vanpools. Services provided in the City of Lakewood include:

- Local Bus Services have 154 stops in the city and serve 2,200 boardings and deboardings per weekday within the City.
- The Red Line, heavy-rail service operates 7 days a week, with a frequency of 7-15 minutes for 20 hours a day. Typical daily weekday Red Line ridership at the Trisket Station is 293 and at W. 117<sup>th</sup> is 659 riders.

Paratransit services designed specifically to meet the needs of the disabled customers who are unable to use regular RTA buses and trains provides door-to-door service, with 80 vehicles owned and operated by RTA, as well as an additional 80 vehicles operated by three private subcontractors. Users must pre-register and pre-qualify. Reservations are taken by phone, e-mail or on-line from 1-7 days in advance.

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7 Songju, K. (2005). The Effects of Fixed-Route Transit Service Contracting on Labor. Ph.D. dissertation, University of California, Berkeley.

8 Frick, K.T., B. Taylor, and M. Wachs. (2008). Contracting for Public Transit Services: Evaluating the Tradeoffs. California Policy Research Center, University of California Transportation Center, and the Center for Labor and Employment, Berkeley, California. <https://escholarship.org/uc/item/3v9449jg>.

<sup>9</sup> Watson, L., and S. Freeman. (2019). Outsourcing in a Rapidly Changing Transportation Industry. Busied. <https://busride.com/outsourcing-in-a-rapidly-changing-transportation-industry/>.

<sup>10</sup> Reich, S., and J. Davis. (2011). Analysis of Contracting for Fixed Route Bus Service. Prepared for the Florida Department of Transportation by the National Center for Transit Research. <https://www.nctr.usf.edu/wp-content/uploads/2011/08/77923.pdf>.

### 3.2.2 Senior Transportation Connection

The non-profit Senior Transportation Connection (STC) provides seniors and adults with disabilities with on-demand service throughout Cuyahoga County. Since 2005, STC has collaborated with communities and organizations that choose our expertise and experience so constituents can access activities essential to independent living, personal fulfillment, self-sufficiency and community connectivity.

STC contracts with 26 municipalities, including the City of Cleveland; Cuyahoga County Division of Senior & Adult Services (DSAS) Options; Benjamin Rose Institute; and GCRTA Paratransit. About 12,000 Cuyahoga County residents are registered STC riders, with mobility challenges due to age, lack of access, disability, frailty or inability to drive. Only one third of passengers are ambulatory. Most use a wheelchair, walker, or other aid to mobility; or are too frail to walk distances or enter/exit a vehicle without help. Last year, STC delivered nearly 145,000 trips and traveled 1.3 million miles.

STC was founded after Mt. Sinai Health Care Foundation commissioned a transportation study from Cuyahoga County to analyze the impact of transportation for seniors. The resulting report guided the collaborative STC model that tailors each public-private partnership to reflect the needs and budgets of the contracting municipality or agency. Today, STC employs 85 individuals, manages a fleet of 60 accessible vehicles, and operates a dynamic, centralized Call Center.<sup>11</sup>

### 3.2.3 City of Lakewood

The City of Lakewood currently has a free transportation service for seniors (60+) in the community to allow elderly residents to attend medical appointments, grocery stores, and miscellaneous activities. The service is operated by Senior Transportation Connection, a local contractor that specializes in serving the elderly community in Cuyahoga County. The service in Lakewood operates five days a week with Senior Transportation Connection providing the drivers.

The City of Lakewood owns four 18-passenger vans and employs one full-time and two part-time commercial drivers, licensed drivers.

The 2022 ridership totaled 11,730 one-way trips. The city pays Senior Transportation Connection \$35 per trip. Of the total trips, 30 percent were estimated to be for the congregate meal program, 30 percent estimated for activities, 15 percent for grocery trips, and 25 percent estimated for other trips. The combination of short trips and low ridership for the existing program leads to drivers only being in the van for 1.5 to 2 hours daily. The program is also running at capacity for current services based on current staff.

### 3.2.4 SHARE Mobility

SHARE Mobility is a software platform and logistics transit services company that works with third party operators to provide private and public transportation services. These include commuter vanpools as well as community-based on-demand and fixed route services. They currently work with nine municipalities in various formats as operator, dispatcher or software provider. RTA uses their software platform in Brook Park and Solon.

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<sup>11</sup> <https://www.riderta.com/paratransit/using>

One of the main features of the SHARE web-based rider app is called “Destination Profiles” which are linked to different businesses so a rider can choose the best mode of transportation to get to the business. Destination Profiles will tell the passenger what the commute times are, where they should go to get dropped off and picked up and ADA accessibility information.

SHARE generally operates with the support of Ohio Department of Transportation funds for workforce development and federal public transportation funds such as federal 5307 and 5310 funding categories. Each community served with SHARE services in Ohio have different types of services offered:

- SHARE operates the SHARE Connector in Dublin, a free transportation service for Dublin residents over the age of 55, residents with disabilities or anyone who works in Dublin. The Dublin Connector provides necessary transportation options for Dublin’s workforce, eliminating a barrier for many jobseekers looking to work in the community. The program is sponsored by the City of Dublin and operated by SHARE Mobility. To use the Dublin Connector, create a SHARE Mobility account. Trips must be booked at least two hours in advance and can be booked through the SHARE Mobility app, the Dublin Connector website or by calling a phone number. The Dublin Connector will pick up and drop off at any address in Dublin. In Dublin, services operate Monday to Saturday from 5:30AM to 12:30 AM. The contract is invoiced every thirty days.
- In Wayne County, SHARE operates an on-demand service for 14 hours of service with 1,085 riders per day in 14-passenger vans.
- In Chillicothe, SHARE operates an on-demand system with a dedicated staff person for dispatching.

The most common vehicles operated by SHARE mobility are 18-passenger vans leased from rental car companies. This is the largest vehicle that can be operated without a commercial driver’s license.

### 3.2.5 Via

Via Transportation Inc. provides software as a service (SaaS) and mobility as a service to operators of public transportation, multimodal transport, paratransit operations in compliance with laws such as the Americans with Disabilities Act of 1990, non-emergency medical transportation, logistics and deliveries, school bus fleets, commercial ridesharing and corporate shuttles, and autonomous vehicles. Via provides technology, but organizations provide vehicle fleets, drivers, and their live service staff.

VIA transit operates services in the Columbus area and in Toledo. Under contract with the Central Ohio Transit Authority (COTA), Via operates an on-demand shared transit network in Grove City. Using the COTA Plus app, riders are able to hail a shuttle from their smartphone. Via’s algorithms enable multiple riders to share the vehicle. The technology directs passengers to a nearby virtual bus stop within walking distance for pick up and drop off, allowing for shared trips without fixed routes and schedules.

Under contract with the Toledo Area Regional Transit Authority (TARTA), Via operates TARTA Flex, an on-demand public transit service. Users in the TARTA Flex service zones to order a pre-booked or on-demand shared ride through the TARTA Flex app. Via’s algorithms match multiple riders going in the same direction into one vehicle. TARTA Flex is designed to fill in “transit deserts” by providing coverage in areas where TARTA’s 30 fixed-route lines do not reach.

## 4 PUBLIC TRANSPORTATION OPTIONS REVIEWED FOR LAKEWOOD

A range of fixed route and on-demand options were investigated for their level of service provided and administrative and operating costs as well as revenue potential. Options for fixed route service were developed to serve key destinations in the city, have reasonable route lengths, and collocated stops with existing RTA stops. For both fixed route and on-demand service options, practical service operators which currently offer community transit services in Ohio were assessed as potential community connector operators.

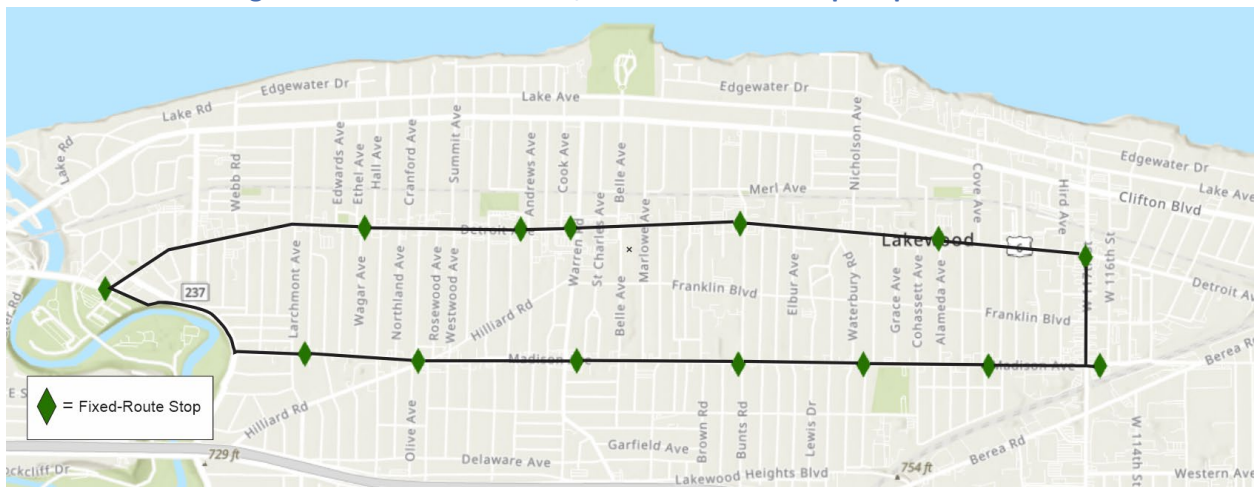
### 4.1.1 Fixed Route Service Options

To assess feasible route options, three fixed routes were assessed for potential ridership and cost. Initial route development in coordination with City staff included recommendations to include residential areas of the Gold Coast in the northeast portion of Lakewood as well as Lakewood Park found in the northern area of Lakewood. Using the Land Use trip generation data, the recommendations from the city and existing estimated bus stop board and alights data, three potential fixed routes were created using existing bus stops:

#### Madison Avenue / Detroit Avenue Loop

The Madison Avenue /Detroit Avenue Loop route was designed to supplement RTA east-west service on Madison Avenue and Detroit Avenue while providing a connection between the two corridors on the eastern and western sides of the city. These two corridors directly serve many of the significant destinations in the city. The stops used in this scenario are frequent on this route, occurring once every quarter to half mile, but exclude the City’s recommended locations (Gold Coast and Lakewood Park), as illustrated in **Figure 4.1**, and detailed in **Table 4.1**.

**Figure 4.1: Madison Avenue / Detroit Avenue Loop Stop Locations**



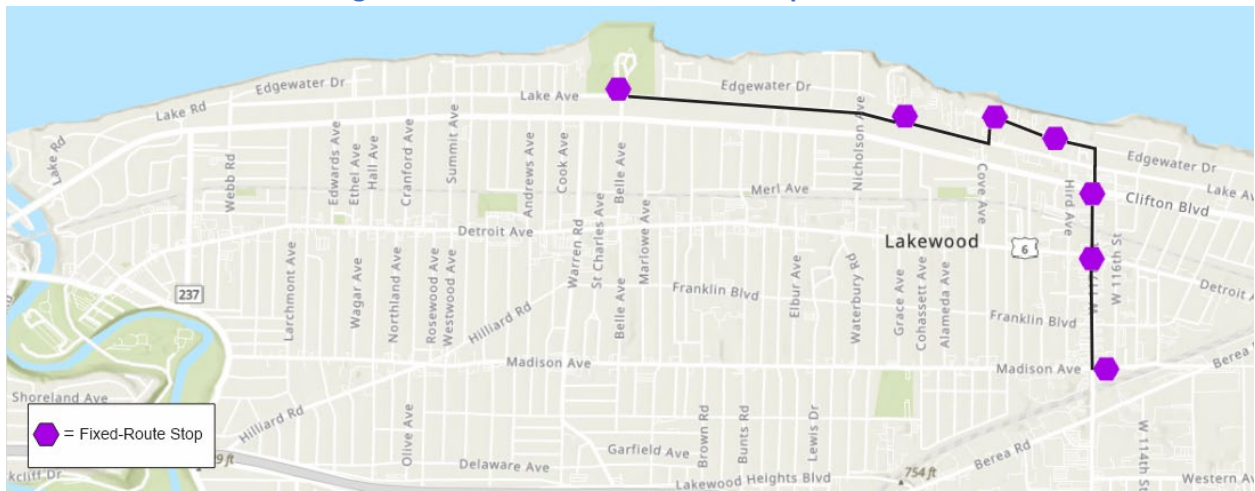
**Table 4.2: Madison Avenue / Detroit Avenue Loop Daily Ridership Forecast**

Stop Name	Boardings	Alighting	Total Ridership
W 117th Street @ Madison Avenue	7.9	28.1	36.0
W 117th Street @ Detroit Avenue	23.8	8.6	32.4
Almeda Avenue @ Detroit Avenue	15.8	7.1	22.9
Bunts Road @ Detroit Avenue	36.2	7.8	44.0
Warren Road @ Detroit Avenue	11.8	30.6	42.4
Andrews Avenue @ Detroit Avenue	17.4	20.4	37.8
Ethel Avenue @ Detroit Avenue	6.9	4.2	11.1
Sloane Avenue @ Detroit Avenue	22.2	14.9	37.1
Ethel Avenue @ Detroit Avenue	9.8	12.7	22.5
Hilliard Road @ Madison Avenue	23.4	14.1	37.6
Warren Road @ Madison Avenue	5.3	3.8	9.1
Bunts Road @ Madison Avenue	3.3	2.5	5.7
Madison Avenue @ Clarence Avenue	2.4	5.3	7.7
Lark Street @ Madison Avenue	4.7	4.7	9.5
<b>Total Daily Ridership</b>	<b>190.9</b>	<b>164.8</b>	<b>355.8</b>

### Gold Coast Connection

The Gold Coast Connection route was designed to provide an option for the residents of the Gold Coast to have easy access to the RTA Red Line W. 117 – Madison Station. There is overlap between this route and the Madison Avenue / Detroit Avenue Loop route for potential for both routes to run simultaneously to allow residents to disembark one route and board the other, depending on where they need to end up. The simultaneous routes could cover more major destinations in the city. However, due to low forecasted trips of this limited route, it was not used further in the assessment of service options. The Gold Coast Connection is illustrated in **Figure 4.2** and detailed in **Table 4.2**.

**Figure 4.2: Gold Coast Connection Stop Locations**



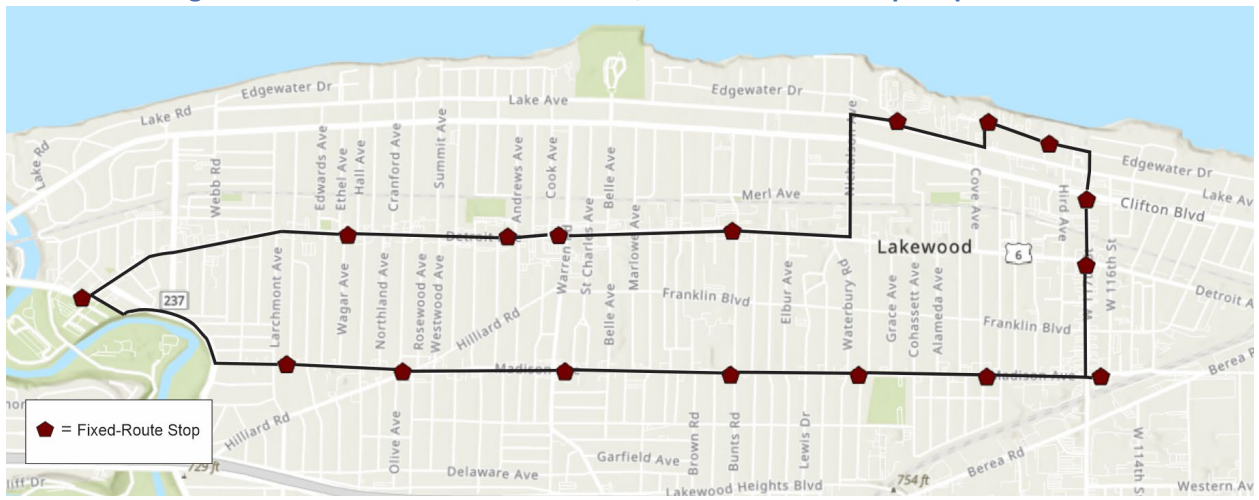
**Table 4.2: Gold Coast Connection Daily Ridership Forecast**

Stop Name	Boardings	Alighting	Total Ridership
W 117 <sup>th</sup> St @ Madison Avenue	4.1	0.4	4.5
W 117 <sup>th</sup> St @ Detroit Avenue	11.7	5.9	17.6
W 117 <sup>th</sup> @ Clifton Boulevard	12.7	1.4	14.1
11720 Edgewater Drive	1.2	5.0	6.2
Edgewater Drive and Cove Drive	2.2	8.1	10.3
Gold Coast @ Lake Avenue	7.6	8.7	16.2
Lakewood Park	3.2	7.7	10.9
<b>Total Daily Ridership</b>	<b>42.7</b>	<b>37.2</b>	<b>79.8</b>

**Extended Madison Avenue / Detroit Avenue Loop**

The Extended Loop was designed to cover almost every major destination and location recommended by City staff, while still being in a closed loop which can run non-stop. While there is the potential to connect to Lakewood Park, it would make connections to other major destinations, such as the Giant Eagle grocery store, more circuitous. Giant Eagle’s location is east of Lakewood Park; therefore, coverage of Lakewood Park would likely mean not covering a Giant Eagle stop. Given the large coverage of this route its ridership analysis was used in on-demand scenarios as well. The Extended Madison Avenue/Detroit Avenue Loop route is illustrated in **Figure 4.3** and detailed in **Table 4.3**.

Figure 4.3: Extended Madison Avenue / Detroit Avenue Loop Stop Locations



**Table 4.3: Extended Madison Avenue / Detroit Avenue Loop Daily Ridership Forecast**

Stop Name	Boardings	Alighting	Total Ridership
W 117 <sup>th</sup> Avenue @ Madison Avenue	5.9	9.1	15.0
Lark Street @ Madison Avenue	3.2	1.6	4.8
Madison Avenue @ Clarence Avenue	21.2	0.4	21.6
Bunts Road @ Madison Avenue	2.5	2.4	4.9
Warren Road @ Madison Avenue	15.1	2.6	17.7
Hilliard Road @ Madison Avenue	13.9	2.6	16.5
Cordova Avenue @ Madison Avenue	12.1	9.5	21.7
Sloane Avenue @ Detroit Avenue	20.1	34.7	54.8
Ethel Avenue @ Detroit Avenue	20.0	11.0	30.9
Andrews Avenue @ Detroit Avenue	14.5	34.1	48.6
Warren Road @ Detroit Avenue	9.2	26.0	35.2
Bunts Road @ Detroit Avenue	17.8	14.4	32.2
Gold Coast @ Lake Avenue	11.6	10.9	22.5
Edgewater Drive @ Cove Drive	25.2	9.9	35.1
11720 Edgewater Drive	0.5	7.7	8.2
W 117 <sup>th</sup> Street @ Clifton Boulevard	19.5	4.6	24.0
W 117 <sup>th</sup> Street @ Detroit Avenue	20.0	27.8	47.7
<b>Total Daily Ridership</b>	<b>232.3</b>	<b>209.3</b>	<b>441.4</b>

#### 4.1.2 On-Demand Service Option

On-demand service can provide Citywide coverage for door-to-door or near door-to-door service. Recent developments in technology allow for more economic scheduling options for on-demand

services as well as the parsing of individualized trip needs for different classes or riders such as youth, seniors and accessible vehicle needs. This can also provide the potential for hybrid services which are funded through several types of programs to expand the population served by on-demand transit while not violating the terms of funding intended for the provision of transportation for specific groups. The Senior Connection services in the City of Lakewood are an on-demand service funded for only seniors 60 and older and their caregivers. Services are also available for adults 18-59 with permanent disabilities. The vehicles may also be used for youth services, however expansion to the general population is complicated by the funding requirement of the programs as well as the potential for significant mission creep and the degradation of services for the target populations. For purposes of the feasibility analysis, the ridership estimates for on-demand service was assumed to be the same as the Extended Madison Avenue / Detroit Avenue Loop fixed route scenario.

#### 4.1.3 Service Hours and Frequency

The service hour scenarios analyzed were:

- 8-hour service: 8AM to 4PM
- 12-hour service: 7AM to 7PM
- 14-hour service: 6AM to 8PM

These scenarios included weekday-only service as well as six-day weekday and Saturday service.

## 4.2 Other Critical Factors for the Feasibility of a New Transit Service

The basic components of a transit service—the vehicles, drivers, schedules and stop locations—are often not enough to ensure a well-used and regarded public transportation option for a community. Other factors both within and outside the control of a city are important to consider when determining the feasibility of a transit service.

General community size, walkability and connectivity along with the density of residences and employment are factors in the level of ridership potential for transit services. In the long-term, transit services can also enable population and employment growth at a rate higher than the addition of vehicles to the roadways.

Stop area conditions, amenities and branding can both inform the public of the service, while also providing a more comfortable waiting experience. Promotion of services through sustained advertising campaign(s) are also important in ensuring awareness of a transportation service.

Pricing of transit services are important determining factors for riders. Pricing is often compared to the cost of auto travel, therefore the price of gasoline can be a major external factor for transit usage. Other external factors such as pandemics or special events also have the potential to increase and decrease ridership demand.

While costs are ultimately the limiting factor in the level of operations, a city can provide supportive programs to help ensure the investment in transit services has the maximum benefit to the community.

## 4.3 Scenario Analysis Assumptions

Scenario alternatives were developed and analyzed using the following assumptions.

### 4.3.1 Routes

The Madison Avenue / Detroit Avenue Loop and the Extended Loop route were used in the analysis. The number of service vehicles required is based on the route run time and headway values. The Gold Coast Connection route option was not included in the scenario alternative analysis.

### 4.3.2 Ridership

Ridership forecasting was provided by the Federal Transit Administration's STOPS model of the potential routes. A ridership elasticity for hours of service was 0.2 which would result in a change in ridership from a standard 14 hour service operation.

### 4.3.3 Service

Headways analyzed were 20 minutes, 30 minutes, and 40 minutes. A 40-minute headway assumption was used when forecasting potential on-demand ridership demand. Where ranges of costs were shown, a high level of transit service was the extended loop routing operating at 20-minute headways with the low range of values based on a Madison Avenue / Detroit Avenue Loop route with 40-minute headways.

### 4.3.4 Fares

Fares range from \$1.25 (RTA senior rate) to \$2.50 (RTA standard rate). An elasticity of fare rates of 0.2 was used to apply a 20 percent decrease in ridership for every doubling of fares.

### 4.3.5 Costs

Operating Cost per Vehicle Revenue Hour was assumed to be \$140 per hour for City operation of transit service. Contractors' costs were assumed to be a start-up cost of \$20,000 with an annual management cost of \$50,000, a \$1,200 per day cost per vehicle and a \$1,500 per month cost of the use of schedule software based on discussions with private providers. Vehicle purchases were assumed to be \$400k for the cost of the vehicle and its procurement.

### 4.3.6 Rider Behavior

The amount of diversion from auto trip usage was assumed to be 25 percent of riders of the service. The number of owned automobiles no longer needed was assumed to be of the auto trip diversion (12.5 percent of the ridership). This value was multiplied by the average annual savings vehicle operating cost of \$10,729 as reported by the Bureau of Transportation Statistics to obtain a qualified user benefit.<sup>12</sup>

### 4.3.7 External Cost Saving

The external cost savings due to reduced automobile trips was calculated by the auto trip diversion

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<sup>12</sup> <https://www.bts.gov/content/average-cost-owning-and-operating-automobilea-assuming-15000-vehicle-miles-year>

multiplied by an assumed average of four miles per trip to obtain an annual vehicle miles traveled (VMT) value. The VMT was multiplied by External Highway Use Costs as assumed by USDOT in its Benefit/Cost Analysis Guidance.<sup>13</sup> The costs are presented as cost savings to congestion, noise, safety and CO<sub>2</sub> emissions on a per mile basis. The value for light-duty vehicles in an urban area was used. These costs totaled \$0.2639 per vehicle mile traveled.

## 4.4 Scenarios

Based on the information collected, six scenarios were assessed to include the range of feasible service and operational structure structures. The potential variables among the scenarios were the operator, service format/routing, frequency of service, hours of operation and days of service.

- **Operator:** Potential operators reviewed were the City of Lakewood, RTA (likely through a contractor), and the contractors of Senior Transportation Connection or other contractors such as VIA or Share.
- **Service format/routing:** On-demand citywide service or fixed route options were included. Only the Inner Loop and Extended Loop routes were included in the scenarios given the low ridership potential of the “L” route.
- **Frequency:** The frequency of service ranged from 20 to 40 minutes for fixed route service. On-demand service is booked a minimum of four hours in advance.
- **Hours of operations** were analyzed for 8AM to 4PM (eight hour) and 6AM to 8PM (14 hour) durations for Monday to Saturday (six day) service.
- To assess operating costs, a low and high range of service was analyzed with the low being 40-minute headways and high being 20-minute headways for fixed route service. All on-demand scenarios were analyzed as 40-minute headways for six-day service.
- **Benefits:** The benefit of avoided auto trips in terms of reduced user costs and reduced external costs were quantified. While there are quantified benefits of community support, increased mobility and community character and pride are not included in this calculation—those benefits can be assumed to be proportional to the quantifiable benefits for purposes of determining distinguishing among alternative services.
  - Benefits to user were estimated from the reduction in auto ownership multiplied by the annual operating cost of an automobile.
- Benefits to City were estimated by multiplying the External Highway Use Costs as the vehicle miles traveled reduction of each scenario **Cost/Benefit ratio** was calculated by adding the quantified benefits and dividing by the annual operating and capital costs of each scenario.

Scenarios not analyzed included:

- The City independently operating an on-demand citywide service directly – due to the high cost of logistics and hiring scheduling staff
- Multiple fixed routes of service
- Weekday-only service

<sup>13</sup> <https://www.transportation.gov/sites/dot.gov/files/2023-12/Benefit%20Cost%20Analysis%20Guidance%202024%20Update.pdf> Table A-14

The alternative scenarios compared for assessment of feasibility are:

#### 4.4.1 Alternative 1 – Fixed Route Operated by City

The fixed route operated by the City would require two to six City-owned vehicles operated by City employed drivers. Any fares collected could be used to offset operational costs. This alternative scenario has the most expensive capital and operational cost forecast but would provide the most operational control for the City.

#### 4.4.2 Alternative 2 – Fixed Route Operated by a Contractor

The fixed route operated by a contractor would have its terms decided through negotiation with a private contractor. Generally, a flat fee per day is paid to the contractor to operate a service with leased vehicles from a 3<sup>rd</sup> party vendor.

#### 4.4.3 Alternative 3 – Fixed Route Operated by RTA

The fixed route operated by RTA could potentially be directly operated or through a contractor. RTA could fund the route itself or fund it through formula or discretionary grant funding through ODOT or the United State Department of Transportation. Benefits to the City would be RTA has more capacity to prove the administrative and financial expertise along with current contractual relationship with potential private contractors. It is possible the City could provide partial funding to an RTA-operated connector service.

#### 4.4.4 Alternative 4 – On-Demand – Senior (Existing)

A van service operated by the Senior Transportation Connection is used by elderly residents to help them get to medical appointments and go grocery shopping. This service could potentially be expanded to provide service to other population groups—however services may need to continue to be separated due to funding requirements.

#### 4.4.5 Alternative 5 – On-Demand – Contracted

A potential on-demand service run by a contractor would allow residents to call for a ride using the web-based app, or a phone call at least 4 hours in advance to take them anywhere within the city using leased vehicles. The Senior Transportation Connection could be a potential contractor.

#### 4.4.6 Alternative 6 – On-Demand Hybrid - Contracted

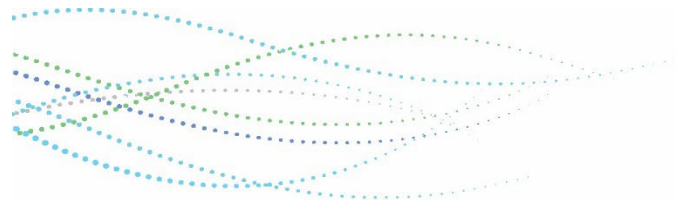
A potential on-demand service run by a contractor would allow residents to call for a ride using the web-based app, or a phone call at least 4 hours in advance to take them anywhere within the city using a mixture of leased and city-owned vehicles.

Each scenario is compared in **Table 4.4** to summarize its costs and benefits.



Table 4.4: Alternative Scenario Comparison

		Fixed Route			On-Demand		
		Alt 1 – City Fixed Route	Alt 2 – Contractor	Alt 3 – RTA	Alt 4 – STC	Alt 5 – Contractor	Alt 6 – Hybrid
User Experience	Schedule needed?	Yes	Yes	Yes	No	No	No
	Reserve in advance?	No	No	No	Yes	Yes	Yes
	Coverage	Fixed Stops	Fixed Stops	Fixed Stops	Select locations	Citywide	Citywide
Administrative Responsibility	Insurance	City	Contractor	RTA	STC	Contractor	City
	Hiring Drivers	City	Contractor	RTA	STC	Contractor	City/Contractor
	Need employee for schedule	City	Contractor	RTA	STC	Contractor	Hybrid
	Vehicles owned	City	Contractor	RTA	City	Contractor	Hybrid
	Maintenance	City	Contractor	RTA	City	Contractor	Hybrid
Ridership	Daily Boardings	327-477	327-477	327-477	312	312	312
	Annual Ridership	47k – 68k	47k – 68k	47k – 68k	43.5k	43.5k	43.5k
	Annual Passenger Miles	93k – 136k	93k – 136k	93k – 136k	87k	87k	87k
	Auto Trips Reduced per Day	82-119	82-119	82-119	78	78	78
Costs and Revenue	Capital (every 10 years)	\$1.3M-\$2.5M	\$70k	Varies*	\$870k-\$1.3M	\$70k	\$470k - \$670k
	Operations (annual)	\$1.1M-\$3.7 M	\$1M-\$1.9 M	\$1M-\$1.9 M*	\$740k - \$1.4M	\$740k - \$1.4M	\$740k - \$1.4M
	Fare Revenue	\$107k - \$187k	\$107k - \$187k	\$107k - \$187k	\$108k	\$108k	\$108k
	Annual Auto Cost Reduction (User Benefit of Cost Savings)	\$418k - \$697k	\$418k - \$697k	\$418k - \$697k	\$418k	\$418k	\$418k
	External Benefits to City	\$26k - \$43k	\$26k - \$43k	\$26k - \$43k	\$26k	\$26k	\$26k
	Cost/Benefit (fixed route range based on level of service—low to high)	0.45 - 0.24	0.48 – 0.55	0.48 – 0.55	0.67	0.74	0.70



## 5 CONCLUSIONS

The service which is forecasted to provide the most benefits for its cost is a contracted on-demand service. This is due to limited capital costs as the contractor would provide vehicles for the service. Given RTA has experience with other agencies in utilizing grant funding for on-demand services, it is recommended the City work RTA to develop a service which could be implemented in partnership between the City and RTA as a first step. Concurrently Senior Transportation Connection can be contacted and understand the service options they can provide and the costs associated with those service offerings.

## APPENDIX A – SURVEY COMMENTS

Comment Category	Comment
<b>Benches</b>	Please add more benches around the city for people walking. I have mobility issues and need to sit frequently but still enjoy going for walks when I can but it's hard to do without places to sit.
<b>Better connection to Cleveland</b>	this is more Cleveland transportation, but would love if 55 would stop in Ohio city/hing town or a 26 that ran on Clifton and stopped in west Cleveland instead of going straight to Public square
<b>Better crosswalk visibility</b>	Better and visible cross walks on madison. By Brewellas, Rood. Also add cross walk by Barrio with flashing lights. Thank you!
<b>Better services for those with disabilities</b>	Adults with disabilities 18-59 cannot access senior transportation in Lakewood. However they need those services. Unless you have a wheelchair van it is difficult to travel around lakewood if you use a wheelchair or cannot walk very far. It is not an equitable situation for services available to adults with disabilities between 18-59 in our city who need hot meals and similar services as seniors are offered. Thanks for hearing these needs for our community.
<b>Better transit advertising</b>	better publication of the available rides/rules. for example, the senior transportation website does not say what is the age to use it. it just lists "senior citizens". Is that 55, 60, 65....
<b>Better transit advertising</b>	Easier, more clear and simple way to find schedules and routes. I get lost in there some times.
<b>Better transit advertising</b>	I'd be interested in taking public transit if I knew more about it!
<b>Better transit advertising</b>	It would be nice if the bus routes W/ cross streets noted, were posted on the bus stop signs
<b>Better transit service</b>	Bus drivers or aides to help getting on or off
<b>Better transit service</b>	Consider opportunities to improve the transit along Clifton - either emulating the Healthline design or something on par with this - in an effort to reduce overall boulevard width and to encourage natural traffic calming design techniques
<b>Better transit service</b>	Current RTA schedule makes it almost impossible to live near Madison and attend functions in Cleveland, especially near Univ. Circle in the evening, as there is no way to get home after 8 pm.
<b>Better transit service</b>	Frequency helps solve some of the on-time problems, but fast frequent service is critical for getting me to shelve my car and take the bus.
<b>Better transit service</b>	Frequency is freedom. Lakewood most of all needs more frequency on the 25 on Madison which only runs every half hour but connects Lakewoodites to Cleveland and the W.117TH transit station. It will be optimal to also increase service on the 26 during off peak times. Which leaves us late night workers waiting half an hour for a bus ride home.
<b>Better transit service</b>	I feel like an immediate improvement to the personal economies of a alot of people could easily be brought about by converting the 25 and 26 schedules to a 2 or 3 busses an hour route and making it 24 hours.

<b>Better transit service</b>	I want an easy loop of Lakewood from the far west to the far east side that travels on a regular basis. That would make my life so much simpler.
<b>Better transit service</b>	I wish busses ran more often on madison
<b>Better transit service</b>	I wish there were more North/South buslines since it's a 15 minute walk to my nearest East/West station, so at that point I'm more inclined to drive. I am also hesitant to take the bus because it's slower than driving - a dedicated, faster bus lane would encourage me to use it more. And I know it's impossible, but having a rapid station in Lakewood like near Lakewood Park or Downtown Lakewood would be tremendous.
<b>Better transit service</b>	I wish there were shuttles that just went up and down our main streets all day - Madison, Detroit, Clifton, Lake
<b>Better transit service</b>	I would like to see a loop that could take me to destinations other than near Detroit Avenue on the western end of Lakewood
<b>Better transit service</b>	I would love more public transportation in Lakewood! I love how walkable the city is, but I could explore even more with better public transit
<b>Better transit service</b>	I'd be very willing to use public transit to move east/west on Detroit and Madison if there was a quick and efficient service. I'm often going to bars and uber-ing, but a reliable bus schedule would be ideal
<b>Better transit service</b>	I'd love to have more frequent buses up and down Madison and Detroit!
<b>Better transit service</b>	It's easy to use the 26 or 55 to get to any location along Detroit or Cove Community Center on Clifton. But it's near impossible to easily get to locations on Madison. And a route that goes down Riverside/Rocky River Dr is desperately needed to get to Fairview Hospital
<b>Better transit service</b>	Lakewood, while extremely walkable, needs public transit that occurs more frequently, and has more flexibility.
<b>Better transit service</b>	Late night service to help people return safely from restaurants and bars.
<b>Better transit service</b>	Make public transit safer. Crack down on "druggies" abusing the system as well as cracking down on assaults on regular customers
<b>Better transit service</b>	More frequent bus service, utilize railroad through Lakewood as public transit.
<b>Better transit service</b>	regular or on demand service that corresponds with RTA rail schedule would be great to get rides to and from Madison station
<b>Better transit service</b>	The biggest issues would be more frequent transit (preferably light rail) and protected bike lanes.
<b>Bicycle lanes</b>	Adding dedicated transit and bike infrastructure would be a dream! Clifton's 7 lanes definitely has room for a road diet. Also would love to see more cross-walk to cross Clifton for better pedestrian safety/accessibility
<b>Bicycle lanes</b>	Bike lanes!
<b>Bicycle lanes</b>	More bike infrastructure and it would be cool to bring back trollies on Detroit
<b>Bicycle lanes</b>	Much rather prefer safe cycling options. Dedicated/protected bike lanes. Everyone (all ages) in Lakewood should be able to safely cycle to Lakewood park.
<b>Bicycle lanes</b>	The trolley that would go up and down Detroit and Madison was ideal for students going to LHS as well as the middle schools. Bringing that back would make a huge impact in the community


<b>Bicycle lanes</b>	Transit updates should also come with updates to pedestrian and bicycling infrastructure. Protected bike lines on major thoroughfares would be appreciated. Clifton, Detroit, and Madison should be easily traversed by bike.
<b>Bicycle lanes</b>	We want safer bike lanes!
<b>Bikeability</b>	I don't feel safe taking my bike around town. Please consider more bike lanes.
<b>Bikeability</b>	I want to go many places on Detroit but cycling there is not safe.
<b>Busses for special events</b>	Austin tx has buses for special events to the parks for say 4th of July. Allows those we can't walk to enjoy, and eliminates cars / parking
<b>Circulator</b>	A free trolley bus that circulates within Lakewood to encourage dining, shopping, and entertainment spending in the neighborhood. Covered bus stops to protect from weather, people don't want to wait 15 minutes in the rain.
<b>Circulator</b>	A regular community circulator would be great. There could be 3 or 4 defined routes and if there were enough vehicles, I think it would be widely used if you did not have to wait more than 10 minutes or so to hop on
<b>Circulator</b>	A regular, frequent (every 20-30 minutes) local community circulator service that goes down Detroit and Madison for the entire length of Lakewood, and connects north to south on 237 and 117th would cover 90% of my needs. Get me to the RTA Red Line and that goes up to probably 95%.
<b>Circulator</b>	A smaller circulator bus service, running continuously on Madison and Detroit (and perhaps Clifton) would be a good start, perhaps timing it so that it could have stops at Madison/Bunts or Detroit/Bunts soon after the high school lets out so that students could ride the bus back to their homes.
<b>Circulator</b>	A trolley would be great!!
<b>Circulator</b>	Although it was not perfect, the concept of the old Circulator worked. I think some minor changes to that system could work again.
<b>Circulator</b>	Bring back the circulator
<b>Circulator</b>	Bring back the circulator, teach us about it! Make one way streets if you have to in order to make Lakewood more walkable and fine bus lanes!
<b>Circulator</b>	Bring back the Circulators
<b>Circulator</b>	Bring back the community circulators. Make weather protected bus/transit stops.
<b>Circulator</b>	BRING BACK THE DETROIT AND MADISON AVENUE CIRCULATORS AND OPERATE 24/7/365!
<b>Circulator</b>	Cost - taking a local circulator should not cost as much as taking the bus downtown. Ease of paying fare - RTA's app (apps?) are not user friendly
<b>Circulator</b>	Four or Five Trolleys that only service Lakewood (separate of RTA) would be great. Being able to hop on the trolley at a fixed location and taking it down to the other side of town without spending on gas would be helpful
<b>Circulator</b>	I have a disabled sibling who cannot drive. The circulator was very helpful for her. The current RTA service for disabled people is often late and sometimes doesn't show and requires calling to schedule.
<b>Circulator</b>	I know it's pie in the sky thinking. But Lakewood, while being a walkable community, still needs access to big-box stores, Whole Foods, the Metroparks, etc., and currently that would be difficult for people without a car available.

<b>Circulator</b>	I live on Bonnieview near Clifton and the walk to Madison Ave is unfortunately too long for me. I am a semi-retired senior.
<b>Circulator</b>	I love all the small shops, restaurants & cafes in Lakewood. I want to park & hop on & off bus as I go down the street from shop to shop.
<b>Circulator</b>	I miss the old lakewood transit loop that circled around on Detroit Franklin and madison. Also I'd like to be able to take a bus to the West Side Market. It's annoying and not always safe to take the rapid to w.25th. That stop is so desolate. We need more busses to ferry people to bars in the evening. A simple loop around Detroit and Madison in the evening would be great for the businesses and the community. Hop on, hop off. No driving needed. It seems like a no brainer. Obviously all the uber drivers have figured it out.
<b>Circulator</b>	I so enjoyed the bus that made a circle in Lakewood. I would get on it with my kids at Northland and Hilliard and ride it to W 117th to Gold Coast up to Detroit and get off at main library. When it was Tim. To leave the library, we could either backtrack that route or take it West on Detroit send ride it back to Madison and Northland.
<b>Circulator</b>	I used to ride the Lakewood only "bus" in the early 2000's. I can't remember what it was called, but it was safe, affordable, and reliable when I was a teenager. I always preferred taking that transit instead of the RTA.
<b>Circulator</b>	I would like to see the circulator come back !!
<b>Circulator</b>	I would love a circular that you could hop on and off as needed to reduce the amount of cars all over the place! I would happily ride this instead of driving my car everywhere.
<b>Circulator</b>	It seems to me prioritizing some sort of circulator would be very helpful, especially considering the Gold Coast is very densely populated, and it is difficult to get to places in Lakewood including the library, Marc's Plaza, Lakewood Family Health Center etc.
<b>Circulator</b>	It would be really nice if there was a free or inexpensive circulator bus/tram/streetcar that would go around town to locations such as parks and libraries. Something that would be easy enough for families to use. I like to walk or ride my bike, but if I'm going to an event (e.g., Shakespeare in the Park), I have too many things to carry. Parking is tight at Lakewood Park. This could be one part of a solution. I would love to use my car less when traveling within our community. Also, I want to ride my bike around town more, but I don't feel safe riding on Madison or Detroit.
<b>Circulator</b>	Just a bus or rail line that went from the Rocky River side of Lakewood to the RTA at 117th (one on the north side of Lakewood and one on the south side) would probably suffice. Stops every ~1mile
<b>Circulator</b>	Lakewood has a phenomenal restaurant/bar scene...transportation options other than driving a good thing for business and community
<b>Circulator</b>	Lakewood is blessed to have maintained the vast majority of its urban fabric and bolstering public transit options would help ensure that our city thrives in the years to come. Reviving a circulator bus, not unlike the former system or akin to downtown Cleveland's trolley-bus, would help all of our residents travel with ease for daily, intracity needs. Lakewood is the very best place to raise a family in Ohio and helping all of our residents, especially students, the

	disabled, and elderly meet their needs without a car will further our city's commitment to accessibility and connectivity at all stages of life. Additionally, the city should be proactive regarding the former Nickel Plate, now Norfolk Southern, railroad tracks. As Cuyahoga County and our greater region begins to see a rise in population again, Lakewood could serve as a catalyst for restoring commuter rail service along this critical western corridor in the event that NS vacates the right-of-way. While this may not prove necessary at this point in time, the corridor is not safe for a bike path due to the numerous grade crossings; a study for future rail service would benefit the residents of Lakewood to ensure that all options are on the table.
<b>Circulator</b>	Local transit options would be great and would reduce the need for ride shares when people are out drinking or dining. I've lived in cities that have strictly local shuttles and they were widely used.
<b>Circulator</b>	My wife and I lived downtown for many years. The free RTA trolleys were perfect for the "last mile" trips. Places that were just a bit too far to walk to but annoying to have to drive to. Lakewood is set up very similarly. Something like the trolleys would be very helpful.
<b>Circulator</b>	Please add a circulator bus. It doesn't have to be a full-size bus.
<b>Circulator</b>	Please add a get on get off bus that circles Lakewood (Madison and Detroit)
<b>Circulator</b>	Reviving the circulator is an excellent idea.
<b>Circulator</b>	Something hyper local is fine and good and I have nothing against it. AND...GCRTA having much better funding and better service would connect us even more. Both outside and inside Lakewood. Maybe our resources are better spent lobbying for increased state funding or an additional levy for RTA?
<b>Circulator</b>	The circulator was a great asset! Would be awesome to have again and even better if it was pet friendly!
<b>Circulator</b>	The circulator was great when it existed. Something similar that goes in a rectangular circuit: 117th, Detroit, Rocky River Drive and Madison
<b>Circulator</b>	The Circulator was such a good asset!
<b>Circulator</b>	The community circulator was an amazing asset. Would be nice to see that again with a fixed schedule that people could rely on.
<b>Circulator</b>	The community circulator was great because it's awfully far to walk from my area south of Hilliard down to Detroit or heaven forbid to Clifton or Lake, would love that option as we have a family car but I personally don't drive due to visual impairment. Thanks!
<b>Circulator</b>	The old Lakewood circular was great - ran every fifteen minutes or so and stopped as needed.
<b>Circulator</b>	Transit that connects Madison to Detroit and/or Detroit to Lake Ave. It takes a good 20 minutes to walk from Madison to Detroit just to hop on the 26
<b>Circulator</b>	We already had the Lakewood Circulator. We know it works. Bring that back if you want. Otherwise you can shove the NOACA, 15 minute city, ban privately owned vehicles, BS.
<b>Circulator</b>	We need to bring back the Lakewood Community Circulator and acquire the Norfolk Southern track to convert it as a branch of the Red Line.

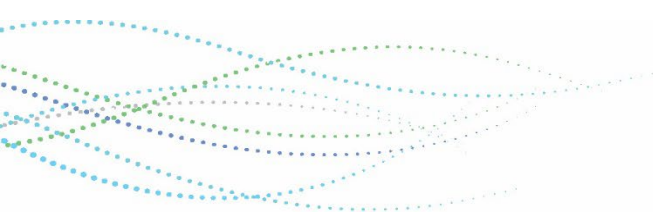


<b>Circulator</b>	With how limited parking is getting in Lakewood, esp on Madison, it would be nice to have a local transit service that's cheaper and more reliable than Lyft (there are less drivers so it can sometimes take forever to get matched)
<b>Circulator</b>	With popularity of Lakewood Park esp in summer a circulator at various intervals would be helpful.
<b>Circulator</b>	Would like it ran through the city and not through RTA or any other company. Would prefer Lakewood to hire drivers and purchase/lease the buses
<b>Commuter rail</b>	Restart the Westshore commuter rail plane
<b>Costs</b>	How to pay for it
<b>Costs</b>	This has been done before and is not sustainable. Please don't raise our taxes even more. The tax burden in Lakewood is already off the charts
<b>Don't force electric vehicles</b>	Aldi's. Georgetown, Around the Corner, Senior Center/Cove, Imigrant Son/Dollar tree. Hair studios. Service dogs only animal and dogs under 25 lbs as RTA permits. Don't be forced into electric vehicles
<b>Don't need</b>	We don't need this
<b>Events</b>	Event-based transit used a few times per year for major events when parking is constrained is more likely to be used by me than for routine trips to the grocery store. Examples: Solstice celebration, July 4, high school football games, Taste of Lakewood, etc.
<b>GCRTA Coordination</b>	A transit service that is complementary to the GCRTA is preferred. There are gaps in the RTA service that does not adequately connect Lakewood in a north/south direction and a Lakewood-specific service could help cover those gaps. Membership that is free to Lakewood residents would be great, but if that isn't possible a service that accepts RTA passes would be great. I take the 26 bus four days a week to downtown Cleveland for work, and I would be great if I could utilize that pass for greater Lakewood travel. I do use the 26 to travel through Lakewood along Detroit, but it does not accommodate travel to other areas of Lakewood.
<b>Implement</b>	This whole conversation shouldn't be happening via survey. The city shouldn't be surveying things that will objectively include the quality of life of its citizens. This is on par with hosting a survey of if we should remove lead from water pipes. ALL data shows that expanding access to transit and upzoning / removing absurd restrictions on development is quite literally printing money. It's your job to LEAD, it's your job to help your citizens achieve a better life. Doing a survey like this is insulting. The data is there. This is science. Opinions on this will never be in line with the data until people have had an experience for a better life. This is settled science. This isn't ambiguous. There is no QUESTION here other than the question if city council is capable of being leaders that can get their citizens onboard with settled, unambiguous, easy science around expanding transit and upzoning. This is really sad.
<b>Invest in current system</b>	This survey presumes there aren't a lot of people who take the bus and isn't focused on the working class of Lakewood at all who do take the bus daily/weekly and who do take what they need to take to get on the bus. How many lower-income individuals live in proximity to the bus line, and how can Lakewood respect its majority renters' population in which the good chunk of the working class of Lakewood is apart of? I'm all for transit equity.

<b>Light Rail</b>	Lakewood needs light rail/rail car service
<b>Lower speed limits</b>	As long as we're on the subject of transportation in Lakewood, let's bring the speed limit down from 35 to 25 on Franklin/Hilliard and Lake - there's no good reason for residential roads to be 35 mph. And a long term goal of narrowing / unstraightening / slowing and rezoning Clifton would be amazing.
<b>Medical care</b>	Transportation for good shopping and medical care(primary care, specialist, mental health counseling, & dental care are essential needs we are missing providing residents. They are glaringly missing from this list, too.
<b>Medical care</b>	We simply need a service to get us around the city to get what we need or medical appointments, for those that can't walk as far or with limitations ...
<b>Need to implement</b>	Poorly designed survey. How much money did the city pay for this. All admin and council have heard these concerns for years, it's another form of optics , when in fact you are doing nothing about the viability of convenient transportation in the area.
<b>Need transit</b>	We need public transit
<b>North-south connections</b>	It feels like there is a real lack of north-south service away from the center of town. I live on Clifton and if I want to get to anywhere on Madison, it requires tons of walking or several transfers with long waits.
<b>Not a priority</b>	Lakewood has so many other issues that should be addressed first.
<b>Park Access</b>	i live north of Lake by lakewood park - so happy to walk to detroit but I frequent Madison Ave stores less often. A simple loop connection from lakewood park to madison may be helpful - maybe it exists and its just not advertised
<b>Park Access</b>	I would love to be able to take the bus to Lakewood Park since the parking there is so limited. Also, I would love for my kids to be able to take the bus to the high school for school.
<b>Park Access</b>	Please consider adding a stop by or at Lakewood Park to help eliminate parking. I think a regular circulator type option is probably the best for our community needs.
<b>Park Access</b>	So many events at the parks, usually on weekends, that would be mad
<b>Pedestrian infrastructure</b>	Curb bump outs, remove parking on the streets especially ones that reduce visibility when turning onto Madison/detroit, raised crosswalks, protected bike lanes - city support that makes it easier and encouraged to get around in ways other than polluting, dangerous vehicles!!!
<b>Positive</b>	Good luck!
<b>Positive</b>	I am in awe of all the folks that do you use the RTA. I have never needed to, or chose not to. But, would welcome something just to get around Lakewood.
<b>Positive</b>	I do support public transportation, even though I do not use it. Plus, it's cold most of the year in Lakewood so a car is much easier/warmer. Often times I choose within the hour when I want to go somewhere, so a pre-scheduled option would not work for me. I would prefer something quick, almost trolley-like to hop on and off.
<b>Positive</b>	So excited for this possibility.
<b>Positive</b>	So glad you are looking into this issue. It would be so helpful. 
<b>Rail connections</b>	Bring back the rail cars!!

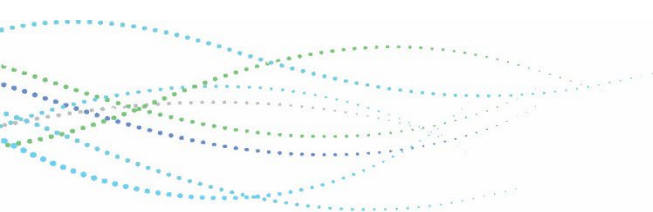
<b>Rail connections</b>	extend the red line to rocky River. It'd connect downtown to all Clifton and Detroit locations.
<b>Rail connections</b>	I love trains
<b>Rail connections</b>	Is it possible for the RTA to expand its rail service along the Norfolk Southern rail line and enhancing the RTA service.
<b>Rail connections</b>	Not the intention of this study I'm sure, but in an ideal scenario an RTA rail line would run through lakewood.
<b>Reduce emissions</b>	Would love to see electric or hybrid vehicles used for this service, anything better than more gasoline emissions in our neighborhoods
<b>Regional connections</b>	Destinations beyond lakewood, such as the airport or Tremont, Rocky River
<b>Regional connections</b>	I always wanted to go to the Fest, its a religious event. I don't remember where it is, but no buses go there. Is there anyway that buses can go down to the Fest? (Added by Recorder: The Feast...is a four-day Catholic street festival centered on Holy Rosary Church on Mayfield Road near its intersection with Murray Hill Road in Cleveland's Little Italy neighborhood.)
<b>Regional connections</b>	I think that the transit services here are good in general. I have noticed that while going east down Detroit towards downtown there is never a problem finding a bus seat in Lakewood, but while traveling back west in Lakewood it's a struggle sometimes. It seems like there are twice as many people going to the west side of Lakewood towards the next transit center. I typically travel between W Clifton to Clarence and back multiple times a week, and this seems to be an every day issue. On the days I take the bus further west towards downtown or to the zoo, as soon as I get outside of Lakewood seats are always full, and doubled up with people standing. There needs to be a greater availability of buses going in that direction in order to fit passengers regularly. This isn't a weekend issue, this happens even on a Monday afternoon.
<b>Routes</b>	A loop along the smaller thoroughfares like Athens and Franklin would be very helpful for those farther from Madison or Detroit.
<b>RTA discount</b>	Instead of creating a new service to compete with RTA, how about a discount on RTA existing services. The more people use our public transit, the better it becomes.
<b>Safe bicycle lanes</b>	The reason so few people ride bikes is because it's not safe. White paint is not protection. Nobody wants to share the same pavement as a lifted Ford F250 while they are on their flimsy bicycle. This is common sense. We need actual physically protected bike lanes, at minimum along all of Madison and Detroit. This can be as simple as concrete curbs, or simply swap the parking lanes with the bike lanes to use the parked cars as protection. This is long overdue. We also need more crosswalks to make walking safer. Most people jaywalk because there aren't enough crosswalks and HAWKs along Madison and Detroit. That is easily preventable. Franklin also needs way more crosswalks and HAWKs. In terms of transit, there should be a loop system that goes around all of Lakewood on Madison and Detroit. Ideally it really should be a streetcar on tracks, but short term this could just be a bus. It should go in both directions (clockwise and counterclockwise) and operate every 15 minutes. Another easy thing that would make it much safer to be a pedestrian in

	Lakewood is to implement speed bumps along every residential street. They shouldn't be scattered around to random streets that request them... it should simply be everywhere.
<b>Safer bicycling</b>	Make biking safer in Lakewood!
<b>Safer bicycling</b>	Make it safer for bikes and pedestrians; more parking enforcement to discourage dangerous and illegal parking; make crosswalks safe for kids, have bike and walk busses for kids going to school
<b>Same Day Reservation</b>	Service you can reserve with your phone sounds nice, but same day would be better. unless transit is running on Clifton, there is no room for a bus system in Lakewood
<b>School Access</b>	I just wish there was a bus my kid could take to the high school. We live 3 miles away and it's just too far to walk with his heavy backpack.
<b>School Access</b>	I think a bus or other transport that runs down Hilliard/Franklin would help those kids whose parents do not have a vehicle get to school. There used to be a bus back in the 80's and 90's that ran on Hilliard/Franklin at least once an hour.
<b>School Access</b>	I think it would be a great service for middle school and high school students as well.
<b>School Access</b>	It would be nice to have a scheduled service at the far east and west sides of the city to Lakewood High School at times that work with the school schedule.
<b>School Access</b>	Just reiterating the value of service that can get students to and from school in a reasonable way. Our low income and EL families would really benefit.
<b>School Access</b>	Kids should be able to take public transportation to school instead of risking their lives walking and crossing streets with distracted, agitated drivers
<b>School Access</b>	Middle school & high school transportation
<b>School Access</b>	My student and I filled this out together. They would like bus routes to the high school.
<b>School Access</b>	Needs to be kid friendly
<b>School Access</b>	Please get this survey out to families via our school communications - I think our middle & high school youth might have input worth considering in this conversation.
<b>School Access</b>	Please include our teens. The city is large. I love living in Lakewood because even though there are several schools, they are all friends. It is hard for working parents to get there pre-teens from one end to other.
<b>School Access</b>	Stops near schools would be great. Like, if my Garfield teen wants to go see her friends softball team play at Hayes, she could get there and back with transit. Or parents without transportation can get to school meetings without considering the weather (a reality in my Harrison cachment).
<b>School Access</b>	Thank you for providing this survey. Our family would greatly appreciate a service that young people (ages 12-18) could use to get around Lakewood during the week - especially in the afternoons and throughout the summer.
<b>School Access</b>	The hours should sync up so high schoolers and middle schoolers could use it
<b>Scooters</b>	Bring back the scooter program! :)

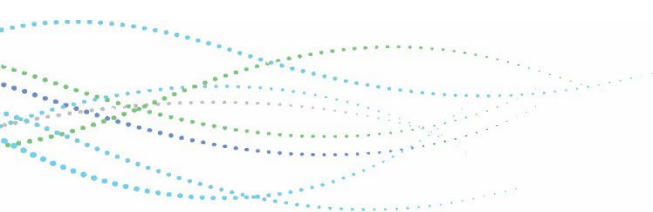


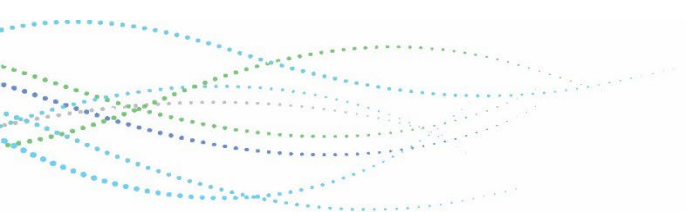


<b>Scooters</b>	Bring back the electric scooters. They are perfect for people that need to improve mobility but don't have a car, especially popular with younger people like my kids.
<b>Scooters</b>	Honestly more bus stops and bring the scooters back
<b>Scooters</b>	It's unfortunate the scooters pilot was not a success. A lot of these questions are centered around specific locations which I would agree most everybody wants exact these days. A bus traditionally does not fit these needs. More self serve vehicles like scooters or a bike share I think would be more heavily utilized by Lakewood citizens
<b>Scooters</b>	Keep those rental scooters out of town!
<b>Scooters</b>	Would love to also bring back rental scooters/bikes!!!
<b>Signal Priority</b>	Public transit vehicles must have active signal priority.
<b>Streetcar</b>	In addition to buses I would love to see Lakewood consider a streetcar, similar to what Cincinnati has done in OTR, that goes in a loop around the city. Obviously a lot of infrastructure challenges but I think it would be a great means of transportation as well as a commitment to sustainability by cutting the city's reliance on individual cars.
<b>Streetcar</b>	Please bring back street cars on Clifton to downtown
<b>Streetcar</b>	Probably completely out of range, but it would be so cool to have light rail, like a street care, running on madison and detroit. Anyways, a community bus that would take anyone in lakewood around lakewood, would be very good.
<b>Subscription Service</b>	I would be willing to be part of a subscription service where you get so many rides a month
<b>Survey concerns</b>	I don't think this is a well-designed survey. I am allowed to leave Lakewood, and well over half my family's trips are outside city limits
<b>Survey concerns</b>	I'm happy to fill this survey out. However, the structure of the survey is a little bit confusing and may result in Low participation or skewed results. The second question asking you to rank your preferences is a little confusing as one being the highest, and being the lowest preference is not survey or commonly structured. I did realize that it wanted you to basically set a priority, not a preference. Structuring it as a priority was a good idea except There were only five options, Leaving numbers five through 10 not necessary. Also asking what our "challenges" are with Lakewood transit was confusing because it does not exist yet.
<b>TOD</b>	Transit would only fully improve if we develop as much land near transit corridors with dense housing. Improving frequency on the #25 would be great for Lakewoodites on the south side since it's the only bus in Lakewood that only runs every half an hour instead of 15 like the 26 and the Cleveland State Line.
<b>Transit and bike infrastructure</b>	All of the problems that Lakewood has in regards to public transportation and active transportation options stem from the fact that we have allowed drivers to own the roads free and clear. Start breaking ground on the active transportation infrastructure, start enforcing the existing laws, and then public transportation can thrive. Until then you're putting a band aid on a much bigger issue, which is defeating entitled and reckless car culture.
<b>Transit orientation</b>	Please make Lakewood more transit oriented



<b>Transportation for Seniors</b>	While transit is not currently an issue for me, I am losing my eye sight and it is increasingly difficult for me to walk. At 77 years of age, things can only get worse.
<b>Walkability</b>	First and foremost, I LOVE Lakewood’s walkability! I think offering more protected bike lanes would be great. I would also love a transit system with an app that tracks a bus in real time so you can plan your transportation accordingly. As an Ohio Master’s swimmer, we swim at Lakewood Park in the summer after the pool is closed (evening) and the park is usually busy with people watching the sunset. Parking ends up being very limited and frustrating to navigate (especially since we pay to swim at the pool and often struggle to find parking for practice!). I would bike, but it’s difficult to bike with all my swimming gear and by the time my practice ends (around 9pm) it’s dark and not very safe to ride my bike home. It would be great to have more bus routes connecting LHS/Madison Ave neighborhood to Lakewood Park, at least during the summer months when Lakewood Park is busy and parking is limited. :) Thanks for offering this survey! Happy to share more if interested— abigailgmillar@gmail.com
<b>Walkability</b>	I would prefer to walk or bike. The walkability is what brought me to Lakewood. That's one thing I really like about Lakewood. I can walk to the library or the Marcs. The bike lanes don't feel safe enough. I'm afraid of being hit in the unprotected bike lane. So I walk. It gives me exercise so that's a bonus! I'm leery of the bus. Last year when I ran the marathon I parked at the triscuit station and took the RTA. That was scary for a woman by herself. It was empty but there were a few homeless people sleeping, people asking for money, and people that were in poor shape were on the RTA itself. For instance a lady that kept falling asleep and falling off of her seat. She was dressed so that her body was exposed. There was a guy muttering to himself. I can't feel safe in the RTA I'm not going to use it. The same with the bus. It needs to be safe. I used to use the bus daily when I lived in Pittsburgh, but it was used by so many people it was safer. Transit here seems to be just used by people with no other option. The people I see by the CVS near the main waiting for the bus are often in poor shape.
<b>Walkability</b>	Walkability would be better if people better adhered to traffic signals and stop signs. The roads are very busy and frequently congested during certain hours of the day and that can lead to safety concerns for pedestrians. I am lucky that my location allows me to get to where I need to be by mostly walking, but safety concerns make me wary some days.
<b>Walkability</b>	Walking is far and away my highest priority for Lakewood. But I would like everyone to have as much access to public transit as possible, even if I never use it. Expand ease of use, times of operation, and access generally wherever possible please.
<b>Water Taxi</b>	A boat launch that could accommodate a water taxi service would be pretty cool.
<b>Western connections</b>	Connections to other west suburbs are lacking! I pick up groceries in Rocky River, and I can’t get there on a bus. I sometimes go to Crocker or Avon, and bus transit there is sparse or none.







City of Lakewood  
Department of Housing  
and Building

Christopher Parmelee,  
Building Commissioner

(216) 529-6270  
Housing.Building@lakewoodoh.gov

May 19, 2025

RE: Subject Matter: Addition to LCO 1775

Members of Council,

I am requesting a revision to LCO 1775 specifically the addition of LCO 1775.03 "Front Yard Plantings". The purpose of this ordinance is to observe the sensitivity of pollinators, and property owners. This ordinance would enable private owners to plant natural landscaping, gardens, wildflowers, and ornamental plants in the front yard, yet give the city the ability to enforce and maintain vehicular and pedestrian sight lines. Interior/corner lot sight lines are described in the attached proposed ordinance, along with visual representation of the proposed sight lines. I appreciate your consideration in modifying ordinance 1775.

Respectfully,

Christopher S. Parmelee

Building Commissioner

ORDINANCE NO. 18-2025

BY:

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, to amend Chapter 1775, Weeds, of the Codified Ordinances of the City of Lakewood for the purpose of establishing regulations for front yard plantings.

WHEREAS, Lakewood has a tall grass and weed ordinance which requires property owners to maintain their lawn at 6" high or lower; and

WHEREAS, residents have requested to have lawns inclusive of wildflowers, ornamental plants and natural landscaping to support the environment; and

WHEREAS, regulation of such plantings in a front yard are necessary to preserve sight lines for pedestrians, bicyclists and motor vehicles; and

WHEREAS, as set forth in Section 2.12 of the Third Amended Charter of the City of Lakewood, this Council by a vote of at least two thirds of its members determines that this ordinance is an emergency measure and that it shall take effect immediately, and that it is necessary for the immediate preservation of the public property, health, and safety and to provide for the usual daily operation of municipal departments; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That Section 1775.01 Weed, Tall Grass, Nuisance Vegetation or Growths over Sidewalks; Removal, of the Codified Ordinances of the City of Lakewood currently reading as follows:

**1775.01 WEED, TALL GRASS, NUISANCE VEGETATION OR GROWTHS OVER SIDEWALKS; REMOVAL.**

(a) The owner, occupant or person having the charge or management of any lot or parcel of land situated within the City, whether the same be improved or unimproved, vacant or occupied, within forty- eight hours of notice to do so, shall cut or destroy, or cause to be cut or destroyed, the following:

- (1) Any tropical or semi-tropical grasses classified as "running bamboo" with monopodial (leptomorph) rhizome (root) systems when the plant has spread from its original premise of planting or is not being maintained.
- (2) Apple of Peru (*Nicandra physalodes*).
- (3) Canada thistle (*Cirsium arvense*).
- (4) Columbus grass (*Sorghum x almum*).
- (5) Cressleaf groundsel (*Senecio glabellus*).
- (6) Field bindweed (*Convolvulus arvensis*).
- (7) Forage Kochia (*Bassia prostrata*).
- (8) Giant Hogweed (*Heracleum mantegazzianum*).
- (9) Grapevines (*Vitis* spp.), when growing in groups of 100 or more and not pruned, sprayed, cultivated, or otherwise maintained for two consecutive years.
- (10) Hairy whitetop or ballcress (*Lepidium appelianum*).
- (11) Heart-podded hoary cress (*Lepidium draba* sub. *draba*).
- (12) Hedge bindweed (*Calystegia sepium*).
- (13) Japanese knotweed (*Polygonum cuspidatum*).

- (14) Johnsongrass (*Sorghum halepense*).
  - (15) Kochia (*Bassia scoparia*).
  - (16) Kudzu (*Pueraria montana* var. *lobata*).
  - (17) Leafy spurge (*Euphorbia esula*).
  - (18) Marestalk (*Conyza canadensis*).
  - (19) Mile-A-Minute Weed (*Polygonum perfoliatum*).
  - (20) Musk thistle (*Carduus nutans*).
  - (21) Palmer amaranth (*Amaranthus palmeri*).
  - (22) Perennial sowthistle (*Sonchus arvensis*).
  - (23) Poison hemlock (*Conium maculatum*).
  - (24) Purple loosestrife (*Lythrum salicaria*).
  - (25) Russian knapweed (*Acroptilon repens*).
  - (26) Russian thistle (*Salsola Kali* var. *tenuifolia*).
  - (27) Serrated tussock (*Nassella trichotoma*).
  - (28) Shatter cane (*Sorghum bicolor*).
  - (29) Water Hemp (*Amaranthus tuberculatus*).
  - (30) Wild carrot (*Daucus carota*).
  - (31) Wild parsnip (*Pastinaca sativa*).
  - (32) Tall grasses or other undesirable vegetation blooming or going to seed, or exceeding a height of six inches (excluding maintained ornamental grasses), or spreading pollen which may be harmful to human health, or creating a fire hazard, or refuge and breeding place for rodents and other vermin.
- ...

is hereby repealed.

Section 2. That new 1775.01 Weed, Tall Grass, Nuisance Vegetation or Growths over Sidewalks; Removal, of the Lakewood Codified Ordinances is hereby enacted to read as follows:

**1775.01 WEED, TALL GRASS, NUISANCE VEGETATION OR GROWTHS OVER SIDEWALKS; REMOVAL.**

(a) The owner, occupant or person having the charge or management of any lot or parcel of land situated within the City, whether the same be improved or unimproved, vacant or occupied, within forty- eight hours of notice to do so, shall cut or destroy, or cause to be cut or destroyed, the following:

- (1) Any tropical or semi-tropical grasses classified as "running bamboo" with monopodial (leptomorph) rhizome (root) systems when the plant has spread from its original premise of planting or is not being maintained.
- (2) Apple of Peru (*Nicandra physalodes*).
- (3) Canada thistle (*Cirsium arvense*).
- (4) Columbus grass (*Sorghum x alnum*).
- (5) Cressleaf groundsel (*Senecio glabellus*).
- (6) Field bindweed (*Convolvulus arvensis*).
- (7) Forage Kochia (*Bassia prostrata*).
- (8) Giant Hogweed (*Heracleum mantegazzianum*).
- (9) Grapevines (*Vitis* spp.), when growing in groups of 100 or more and not pruned, sprayed, cultivated, or otherwise maintained for two consecutive years.
- (10) Hairy whitetop or ballcress (*Lepidium appelianum*).
- (11) Heart-podded hoary cress (*Lepidium draba* sub. *draba*).
- (12) Hedge bindweed (*Calystegia sepium*).
- (13) Japanese knotweed (*Polygonum cuspidatum*).
- (14) Johnsongrass (*Sorghum halepense*).
- (15) Kochia (*Bassia scoparia*).
- (16) Kudzu (*Pueraria montana* var. *lobata*).
- (17) Leafy spurge (*Euphorbia esula*).

- (18) Marestalk (*Coryza canadensis*)
- (19) Mile-A-Minute Weed (*Polygonum perfoliatum*).
- (20) Musk thistle (*Carduus nutans*).
- (21) Palmer amaranth (*Amaranthus palmeri*).
- (22) Perennial sowthistle (*Sonchus arvensis*).
- (23) Poison hemlock (*Conium maculatum*).
- (24) Purple loosestrife (*Lythrum salicaria*).
- (25) Russian knapweed (*Acroptilon repens*).
- (26) Russian thistle (*Salsola Kali* var. *tenuifolia*).
- (27) Serrated tussock (*Nassella trichotoma*).
- (28) Shatter cane (*Sorghum bicolor*).
- (29) Water Hemp (*Amaranthus tuberculatus*).
- (30) Wild carrot (*Daucus carota*).
- (31) Wild parsnip (*Pastinaca sativa*).
- (32) Tall grasses or other undesirable vegetation blooming or going to seed, or exceeding a height of six inches (excluding maintained ornamental grasses **and Managed Natural Landscape as defined in Section 1775.03**), or spreading pollen which may be harmful to human health, or creating a fire hazard, or refuge and breeding place for rodents and other vermin.

...

Section 3. That new Section 1775.03 Front Yard Planting, of the Lakewood Codified Ordinances, is hereby enacted to read as follows:

**1775.03 FRONT YARD PLANTINGS.**

(a) Purpose and Definitions.

The purpose of this section is to encourage the use of vegetation throughout the City to maximize ecological and aesthetic benefits while respecting existing community values regarding landscaping to include well-maintained yards, preservation of sight lines, compatibility with existing structures, and public safety. Ecological benefits of “managed natural landscapes” include enhancement of pollinator support habitat, stormwater management, carbon sequestration, and preservation of biodiversity.

- (1) “Managed natural landscape” means a planned, intentional, and maintained planting of native or non-native grasses, wildflowers, ferns, sedges, shrubs, or trees, including but not limited to rain gardens, meadow vegetation, and ornamental plants.
- (2) “Rain garden” means planting designed not only to aesthetically improve an area, but also to reduce the amount of stormwater and accompanying pollutants from entering the watershed.
- (3) “Meadow vegetation” means herbaceous (non-woody) vegetation of grasses and flowering broad-leaf plants that are commonly found in meadow and prairie plant communities, excluding noxious weeds.
- (4) “Noxious weed” means any plant that has been identified as being harmful to the local natural environment and included in the list promulgated by the Director of Public Safety or his or her designee; or as listed in Section 1775.01(a).
- (5) “Ornamental plant” means grasses, perennials, annuals, and groundcovers purposefully planted for aesthetic reasons.
- (6) “Turf-grass lawn” means a lawn comprised mostly of grasses commonly used in regularly cut lawns, intended to be maintained at a height of no more than five inches.

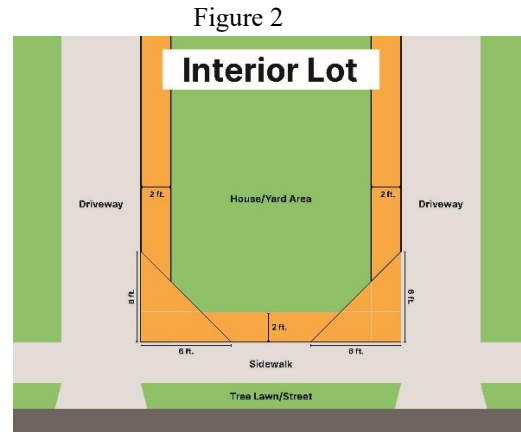
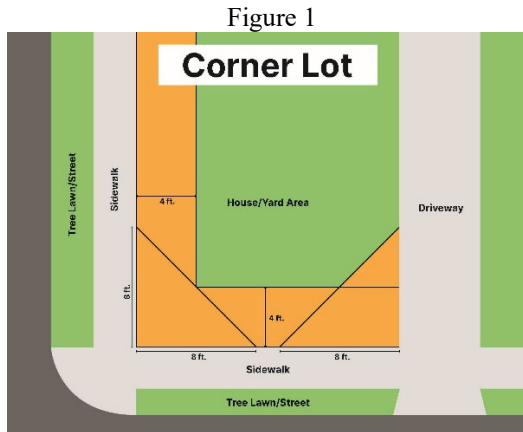
(b) Right to Install and Maintain a Managed Natural Landscape.

- (1) An owner, authorized agent, or authorized occupant of any privately owned lands may, consistent with this subsection and all other applicable laws, statutes, rules, and ordinances, install and maintain a managed natural landscape, free of noxious weeds, in front of the building line as established in the Zoning Code.
- (2) On a corner lot, managed natural landscapes shall have a setback of no less than 4’ from the public right-of-way, 4’ from a side property line and shall maintain a sight triangle at each corner of the lot from the 8’ setbacks. (See Fig. 1, Corner Lot)

(3) On any other lot, managed natural landscapes shall have a setback of no less than 2' from the public right-of-way, 2' from a side property line and maintain a sight triangle at each corner of the lot from the 6' setbacks. (See Fig. 2, Interior Lot)

(4) The setback from the public right-of-way and side property lines are to be comprised of turfgrass lawn or low groundcover vegetation not exceeding five inches in height.

(5) Managed natural landscapes shall not include exclusively turf-grass lawns left unattended for the purpose of returning to a natural state without further management action.



Section 4. It is found and determined that all formal actions of this Council concerning and relating to the passage of this ordinance were adopted in an open meeting of this Council, and that all such deliberations of this Council and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements.

Section 5. This ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, safety and welfare in the City and for the usual daily operation of the City for the reasons set forth and defined in the preamble to this ordinance, and provided it receives the affirmative vote of at least two thirds of the members of Council, this ordinance shall take effect and be in force immediately upon its adoption by the Council and approval by the Mayor, or otherwise it shall take effect and be in force after the earliest period allowed by law.

Adopted: \_\_\_\_\_

\_\_\_\_\_  
Sarah Kepple, President of Council

\_\_\_\_\_  
Maureen M. Bach, Clerk of Council

Approved: \_\_\_\_\_

\_\_\_\_\_  
Meghan F. George, Mayor