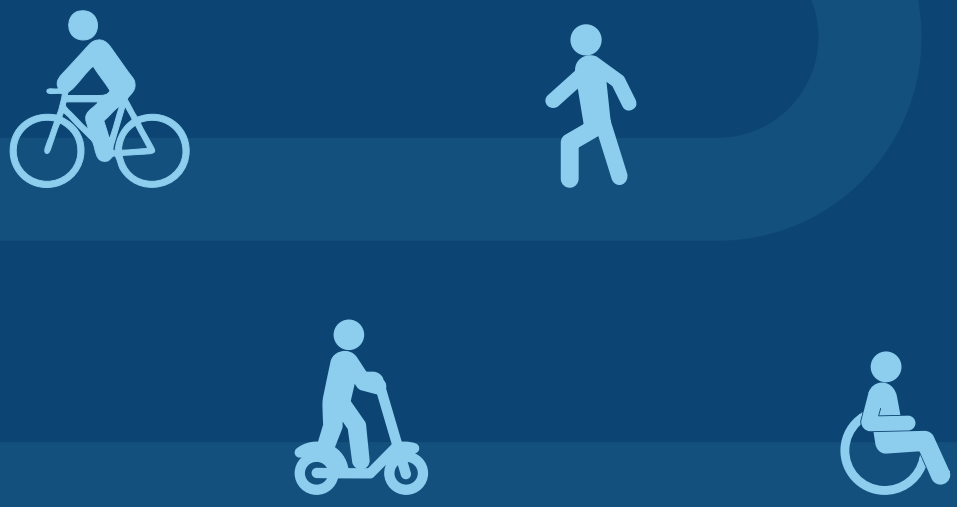
SHEFFIELD LAKE & VILLAGE

MOBILITY PLAN



January 2026- DRAFT

ACKNOWLEDGMENTS

Thank you to everyone who contributed their time, insight, and lived experience to inform and strengthen this Active Transportation Plan.

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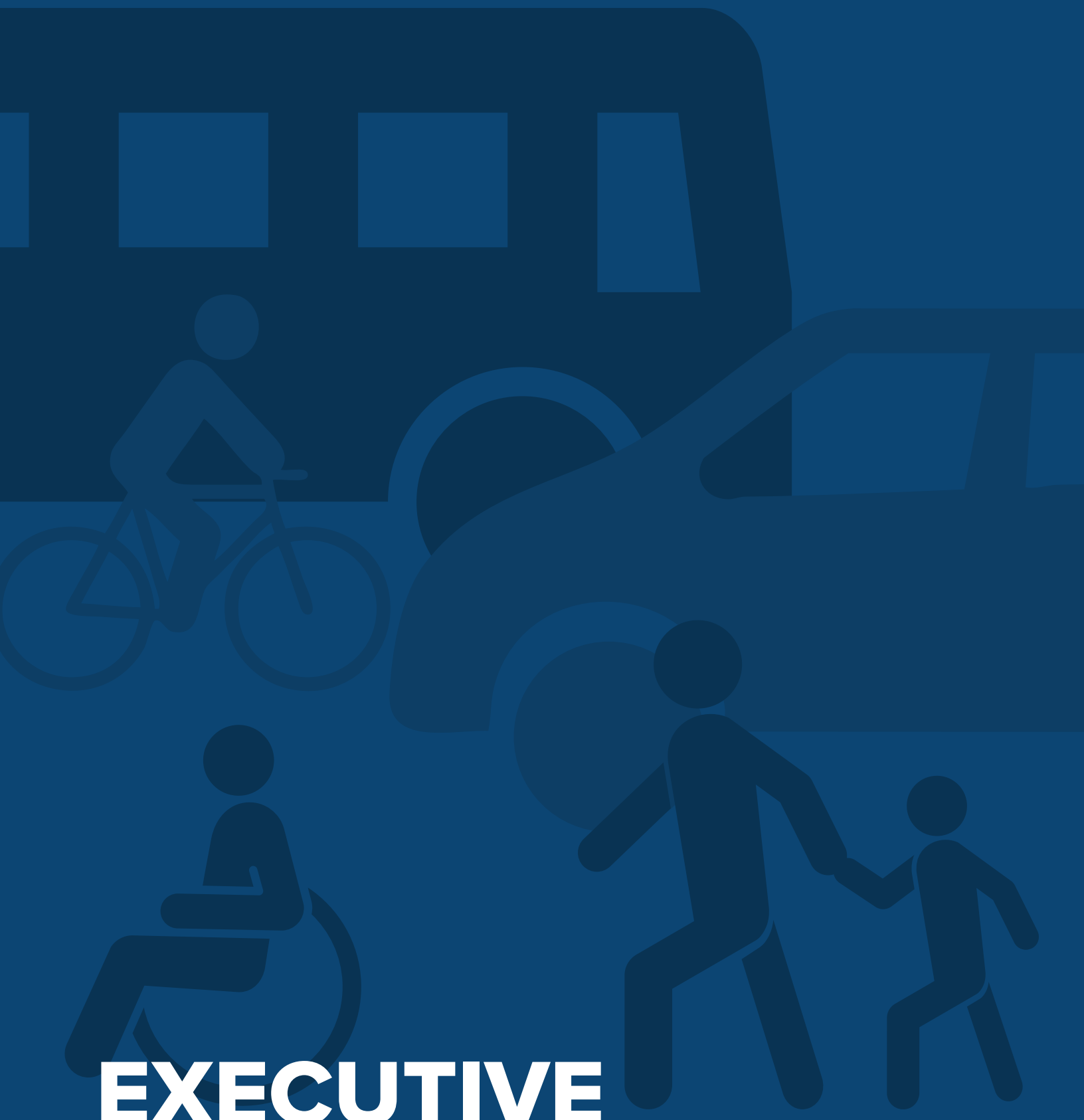


EXECUTIVE SUMMARY

Introduction

In 2025, the City of Sheffield Lake and Sheffield Village received funding from the Ohio Department of Transportation to complete an Active Transportation Plan (ATP) for both municipalities. The goal of this ATP is to contribute to a future where walking, bicycling, and rolling are safe and convenient transportation options for everyone in Sheffield Lake and Sheffield Village. This will be achieved through infrastructure improvements that build an active transportation network for all users and policy recommendations that encourage walking, bicycling, and rolling in the City and Village. The ATP also functions as a School Travel Plan by making recommendations for improving safety for kids walking and biking to school.

Project Timeline

The ATP was created under the leadership of a core project team, which met monthly to guide the plan's development. The planning process began with an assessment of existing conditions and a review of other relevant plans and studies. Next, public input and a technical analysis were used to create a proposed project list. Once the recommendation list was finalized, it was prioritized using a data-driven methodology. The executive summary includes highlights from each chapter in the plan document. The chapters are listed below:

- Introduction
- Active Transportation in Sheffield Today
- Community Engagement
- Proposed Projects and Programs
- Implementation

What Is Active Transportation?

"Active Transportation" is an umbrella term for all the ways people get around without using a motor vehicle, including walking, biking, using mobility assistance devices (such as wheelchairs and scooters), e-biking, skating, skateboarding, and more. In short, active transportation is human-powered travel. Active transportation is a key way many Ohioans access work, school, healthcare, retail stores, parks, or any number of destinations in urban, suburban, and rural settings.

What Is a School Travel Plan?

This plan is also a School Travel Plan (STP) because it outlines the needs of students in grades K-12 that walk and bike to school. Communities with updated STPs are eligible for funding through the Ohio Department of Transportation's Safe Routes To School (SRTS) Program.

Safe Routes to School (SRTS) is an international movement that uses policies, programs, and infrastructure to encourage youth K-12 to walk and bike to school. SRTS seeks to improve safety conditions near schools and encourage more walking and bicycling when safe to do so.

FIGURE A Vision and Goals of the Plan

Vision

Walking, bicycling, and rolling will be safe, convenient, and accessible transportation options for everyone in Sheffield Lake and Sheffield Village

Goals

Network Connectivity

Expand the City and Village's active transportation network to provide continuous routes to community destinations.

Safety

Provide recommendations aimed at reducing bicyclist and pedestrian injuries and fatalities.

Equity

Ensure that residents of all ages and abilities have access to safe and connected sidewalks and trails.

Economic Development

Leverage active transportation infrastructure as a benefit that can attract new residents, employees, and businesses.

Active Transportation in Sheffield Today

Existing Transportation System

During the process of developing this Plan, the project team created maps based on available data related to active transportation. The mapping trends cover existing infrastructure, equity, safety, connectivity and information on where it may feel stressful to walk or bike in the community today. More detail is available in Chapter Two.

Field Work Observations

The project team conducted in-person field work to get first-hand knowledge about what it is like to walk and bike in Sheffield Lake and Sheffield Village today. See pictures and descriptions in Chapter Two.

School Travel Needs

There are five schools in the Sheffield-Sheffield Lake City School District: Forestlawn Early Learning Center, Knowllwood Elementary School, Brookside Intermediate School, Brookside Middle School, and Brookside High School. They serve students from kindergarten through twelfth grade across Sheffield Village and Sheffield Lake. There are students currently walking and biking to all the schools. In many places, there are sidewalk gaps and crossings that could be updated for improved safety.

Community Engagement

The project team engaged with the public through a wide range of activities, including an online survey and interactive web-map, steering committee meetings, and three pop up events. This engagement had a meaningful impact on the recommendations of the plan. The community's input helped determine popular destinations that people want to walk or bike to, key streets that people currently use to walk or bike, and barriers that keep people from walking and biking more. A timeline of engagement is included in Figure B.

Top Barriers to Walking and Biking

- Lack of bicycle lanes, sidewalks, or trails
- Lack of maintenance of sidewalks and trails
- Dangerous Intersections
- Lack of lighting

FIGURE B Engagment Timeline

Event and Date (All events took place in 2025.)	
Stakeholder Meeting 1	**July 8th**
Community Survey	**July 16th - September 17th**
Community Days	**July 16th - 17th**
Outreach to School Principals	**Month of September**
Stakeholder Meeting 2	**September 22nd**
City of Sheffield Lake Tree Lighting	**December 6th**
Sheffield Lake Monday Morning Coffee	**December 8th**
Stakeholder Meeting 3	**December 12th**

Proposed Projects and Programs

Infrastructure Projects

The recommended infrastructure projects form a network of connected biking and walking facilities across the community. These projects are based on the existing conditions analysis, steering committee meetings, and public input. The network includes critical connections to destinations like parks, schools, and job centers. The network also identifies multiple intersections that should be improved to make walking and biking safer along major roads and at key trail connections, like at Colorado Avenue and East River Road. See Figure D for a map of network recommendations and Chapter Four for a complete list of all proposed projects with descriptions.

A primary goal of this plan is to increase the safety and convenience of walking and biking and to that end, recommendations include a variety of route options and facility types to accommodate everyone. The recommendations in this plan add over 4.7 miles of sidewalks, 9.7 miles of on-street bikeways, 11.7 miles of trails, and 13 crossing improvements.

Priority Projects

Project prioritization uses measurable data to determine which projects are both feasible, given real-world constraints, and align with stakeholders' priorities. To prioritize the recommendations, the project team developed a data-driven method to assess and compare each recommendation's strengths. Table A shows the top priorities based on the outcome of the methodology detailed in Chapter Five.

Implementation will require working with a larger number of partners, as well as building public support for priority projects. Whenever possible, recommendations in this plan should be incorporated into other roadway projects. Every year, the community should re-evaluate the priority list to track which projects have been implemented and to adjust as needed.

FIGURE C Recommendations by the numbers

This Plan Recommends:

4.7 MILES OF SIDEWALKS

9.7 MILES OF ON-STREET BIKEWAYS

11.7 MILES OF TRAILS

13 CROSSING IMPROVEMENTS

FIGURE D Infrastructure Recommendations

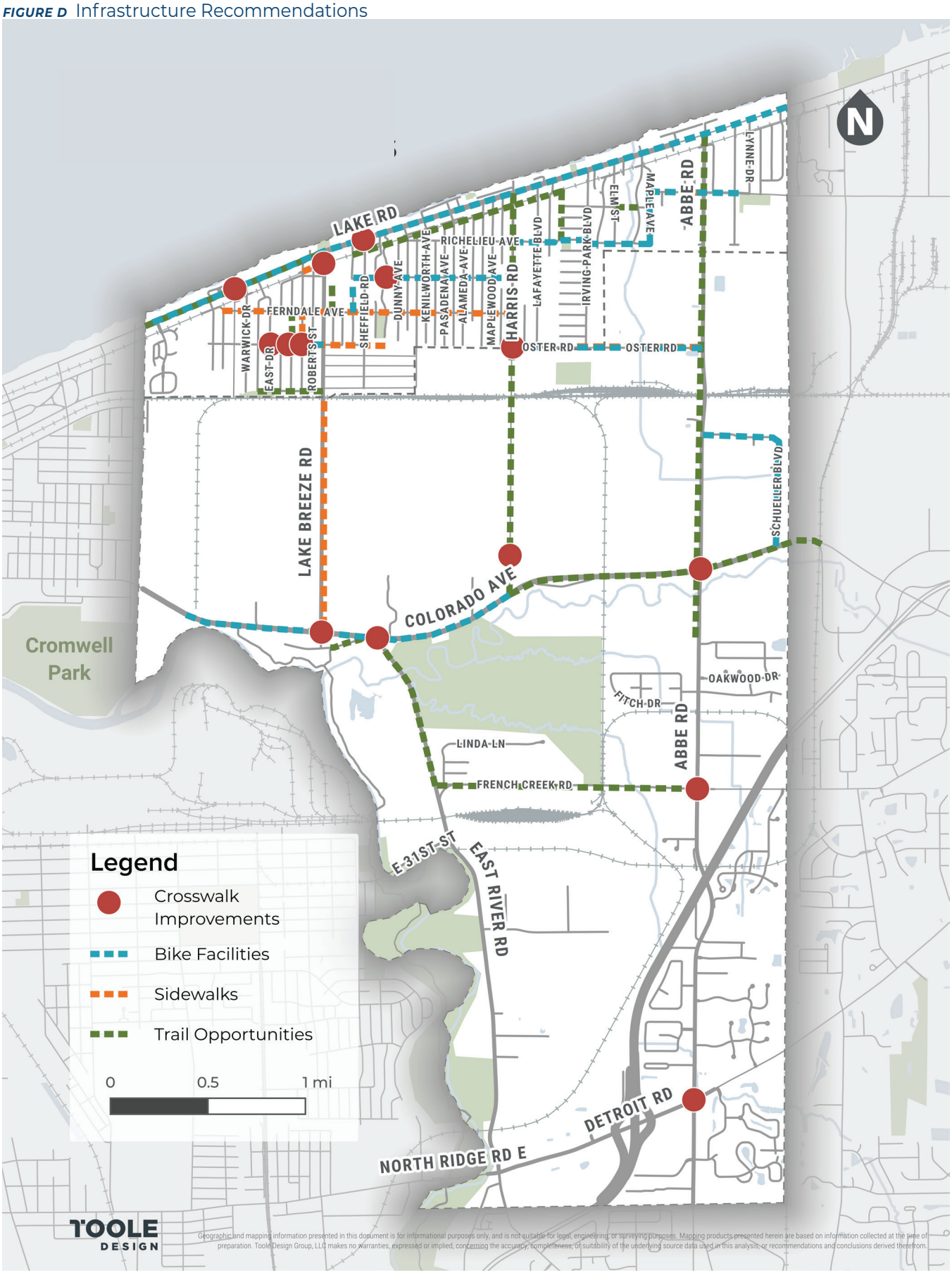


TABLE A Highest Priority Projects

Location	Type	Description
Lake Road, City of Sheffield Lake	Bike Lane Improvement	Install quick-build bike lane upgrades at intersections like Walker Road, to prevent drivers from queuing in the bike lane. Upgrades could include flexible delineator posts at conflict points, a transverse painted buffer, and two-stage turn boxes. As a long term vision, the bike lanes could be reconfigured to add physical separation between motor vehicles and bicyclists.
Ferndale Avenue	Sidewalk	Evaluate existing sidewalks and proactively fix damaged areas, fill missing gaps, and widen existing narrow walkways.
Brookside Boulevard and Ivanhoe Avenue	Crosswalk	Install a new crosswalk, with an RRFB, at the trail crossing to increase safety and visibility for trail users crossing Ivanhoe Avenue. Additional work to calm speeds with speed humps or cushions is also suggested given the downward hill near this location.
Lake Road and Sheffield Road	Crosswalk	Anytime improvements are made on Lake Road, crossings should be packaged into the corridor improvements, especially at Lakewood Beach Drive and Sheffield Road. Improvements can include RRFBs, and also pedestrian refuge islands if there is an existing turn lane.
Tennyson Avenue and Lake Breeze Road	Crosswalk	Improve the uncontrolled crossing at Tennyson and Lake Breeze road to increase access to destination on the east side of Lake Breeze Road.
Harris Road and Oster Road	Crosswalk	Improve the crossing and trail head at the intersection of Oster Road and Harris Road to reduce vehicle speeds, improve visibility, and shorten the crossing distance.
Colorado Avenue in Sheffield Village	Bike Lane/Trail	This plan recommends a trail or other safe biking accommodation along the full extent of Colorado Avenue within Sheffield Village. Extend the existing trail west of Lake Breeze Road to create new connectivity. The section from Harris Road to Miller Road also needs a comfortable bike facility. This would increase safety and provide connections to parks and to destinations like the YMCA. Improve the intersections along Colorado Avenue, especially at Lake Breeze Road, East River Road, and Abbe Road.
Forestlawn Avenue	Sidewalk	Proactively replace sidewalks, and install traffic calming measures like speed tables, pavement markings, or neighborhood traffic circles. Add high visibility striping and curb ramps to the crosswalks nearest the school: at East Drive, the school entrance, and Howell Street. This would improve safety for kids walking to and from school.
Harris Road	Trail	Install an on-street or off-street bike facility to help encourage safer biking to school.

01

INTRODUCTION

What Is Active Transportation?

"Active Transportation" is an umbrella term for all the ways people get around without using a motor vehicle, including walking, biking, using mobility assistance devices (such as wheelchairs and scooters), e-biking, skating, skateboarding, and more. In short, active transportation is human-powered travel. Active transportation is a key way many Ohioans access work, school, healthcare, retail stores, parks, or any number of destinations in urban, suburban, and rural settings.

The City of Sheffield Lake and Sheffield Village's Mobility Plan is an Active Transportation Plan. Creating this plan involved engaging people who already walk and bike — or wish to — in the community. This Plan outlines the vision, goals, and strategies needed to support safe, convenient, and accessible active transportation options. This Plan lays the foundation for future investments into infrastructure and programs that support active transportation.

Why Invest in Active Transportation?

Some of the benefits of active transportation include:

- **Physical Health-** Increasing access to active transportation can increase a person's daily physical activity. This in turn is known to improve academic performance and reduce the risk for developing preventable, chronic diseases.
- **Mental Health-** Physical activity reduces depression, can improve the quality of sleep, and has been shown to improve cognitive function for older adults. Active transportation can also improve social connectedness and interaction.
- **Economic Development-** There is broad consensus across the country, and in Ohio, that investing in active transportation produces a positive return on investment for host communities. This is especially true when it comes to trails, which can be a source of tourism.
- **Quality of Life-** Active transportation increases the options people have to travel and can lead to greater independence for seniors, youth, and others who cannot or choose not to drive. Active transportation is especially important for those who do not have full access to a vehicle.
- **Environmental Quality-** Shifting to bicycling and walking trips and concentrating development in dense walkable and bikeable communities can reduce transportation-based emissions and sprawling land use that impacts the natural environment.

What Is a School Travel Plan?

This plan is also a School Travel Plan (STP) because it outlines the needs of students in grades K-12 that walk and bike to school. Communities with updated STPs are eligible for funding through the Ohio Department of Transportation's Safe Routes To School (SRTS) Program. Figure 1 shows a map of the target schools.

Safe Routes to School (SRTS) is an international movement that uses policies, programs, and infrastructure to encourage youth K-12 to walk and bike to school. SRTS seeks to improve safety conditions near schools and encourage more walking and bicycling when safe to do so.

FIGURE 1 Community Context

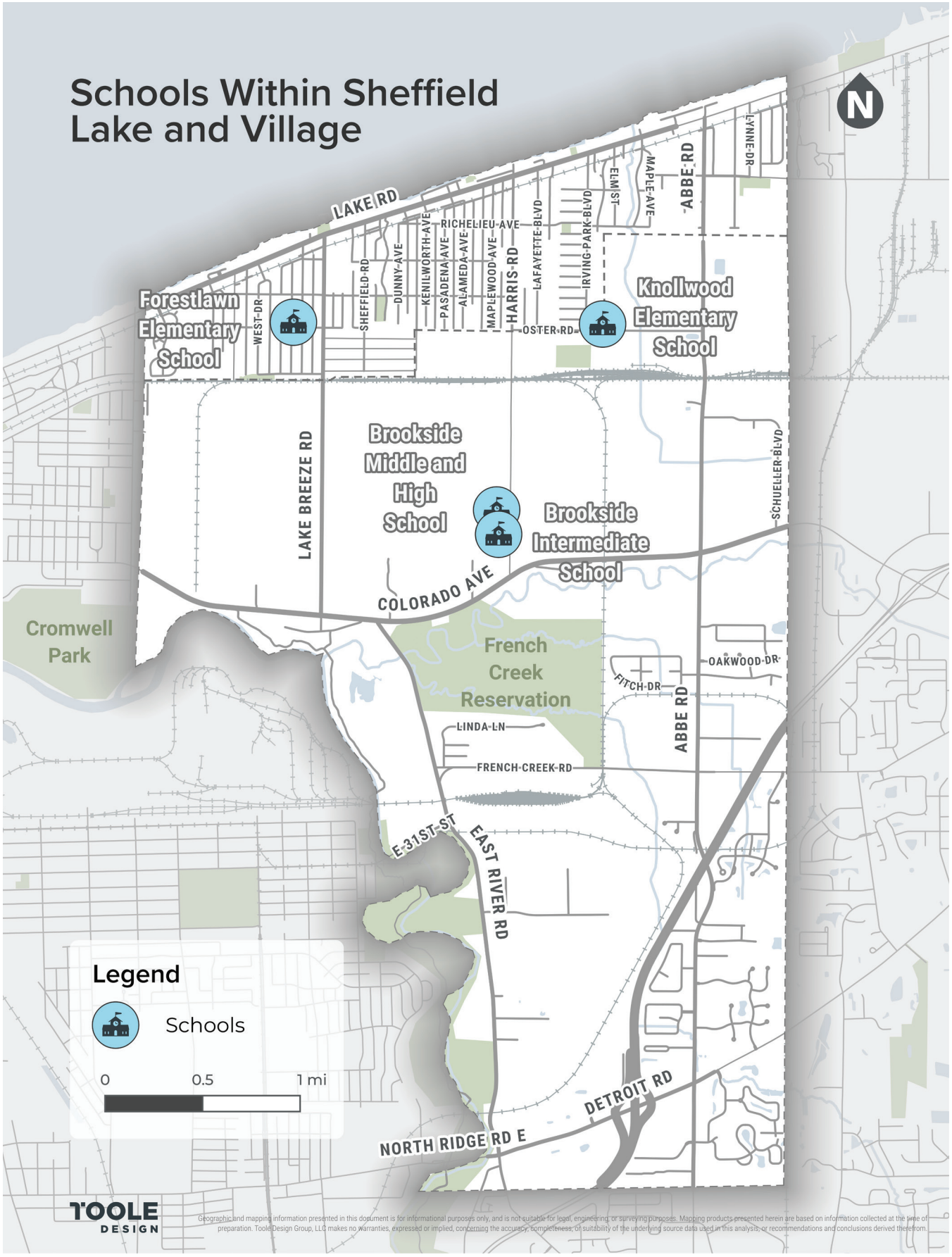


FIGURE 2 Vision and Goals of the Plan

Vision

Walking, bicycling, and rolling will be safe, convenient, and accessible transportation options for everyone in Sheffield Lake and Sheffield Village

Goals

Network Connectivity
Expand the City and Village's active transportation network to provide continuous routes to community destinations.

Safety
Provide recommendations aimed at reducing bicyclist and pedestrian injuries and fatalities.

Equity
Ensure that residents of all ages and abilities have access to safe and connected sidewalks and trails.

Economic Development
Leverage active transportation infrastructure as a benefit that can attract new residents, employees, and businesses.

Recent Plans and Initiatives

This plan builds upon recent plans and initiatives that Sheffield Lake and Sheffield Village have developed. It looks for previous data, issue identification, and recommendations to support the Plan's efforts. Table 1 summarizes the existing plans, policies, and supportive plans within Sheffield Lake and Sheffield Village.

TABLE 1 Recent Plans

	Plan or Policy	Plan Lead	Year	Key Takeaways
Local	City of Sheffield Lake Master Plan	City of Sheffield Lake	2024	The plan documented tremendous support for lakefront development, access, and walkability from a community survey. Key high-level recommendations are to make public parks accessible to people with disabilities and add bike trail access to Erie Shores Park and Community Park. Bike lane recommendations include connecting the bike lanes on Lake Road to destinations like schools and parks. The City is also implementing the Lakefront Connectivity Plan and Trails project in phases through 2026.
	City of Avon and Sheffield Village Bicycle and Pedestrian Plan	City of Avon and Sheffield Lake	2019	The purpose of this plan is to identify needed infrastructure and policy improvements so more people will walk and bike in Avon and Sheffield Village. The plan includes bicycle, pedestrian, and subdivision code recommendations. Key recommendations include improvements to the pedestrian crossings around Interstate 90, improved requirements for new subdivision construction, and the French Creek Greenway.
	Safe Routes to School Plan	City of Sheffield Lake and Sheffield Village	2010	In 2010, a $475,000 federal Safe Routes to School award funded the sidewalk on Harris Road from the Brookside School campus to Oster Road.
County	Lorain County Comprehensive Safety Action Plan	Lorain County Public Health	2025	The plan identifies Colorado Avenue, from Henderson Drive to Detroit Road, as a priority safety corridor, with potential for new walkways or bicycle facilities. It also identifies Abbe Road, from Lake Road to French Creek Road, as a priority corridor for new walkways based on safety analysis. The plan recommends new policies such as adopting ODOT's Multimodal Design Guide and prioritizing maintenance funding on the High Injury and High Risk Networks.

	Plan or Policy	Plan Lead	Year	Key Takeaways
County	Lorain County Lakefront Connectivity TLCI Plan	Lorain County	2024	The plan recommends bike lanes and wider sidewalks on Lake Road in the City of Sheffield Lake.
	Lorain County Metroparks 10-Year Plan	Lorain County Metroparks	2014	In this 10-year plan for the future, Lorain County MetroParks recommends the development of the Sheffield Lake Reservation, which is in progress today.
Regional	Transportation Improvement Program	Northeast Ohio Areawide Coordinating Agency	2026-2029	The TIP documents projects that are scheduled to receive transportation funding through state or federal programs. Several phases of the sidewalk widening project on Lake Road and a new pedestrian crossing on Abbe Road and the Norfolk Southern railway crossing are listed on the TIP. A third project to support new sidewalks near the intersection of Lake and Abbe Road is also listed.
	Regional Metroparks Trails Connectivity Study*	Northeast Ohio Areawide Coordinating Agency	2025	The Plan prioritizes a new trail connection from Black River Reservation Days Dam to French Creek Road which would include a rail-to-trail conversion, a shared-use trail, and a separated bike facility running east-west.
	Lake Erie Connect	Northeast Ohio Areawide Coordinating Agency	2024	This plan examined the region's lakefront parks and identified routes that should be improved to better connect people to the lakefront. Lake Breeze Road is prioritized as an important corridor that needs upgrades. The plan also supports improvements at the intersections on Lake Road.
	Bicycle & Pedestrian Count Program	Northeast Ohio Areawide Coordinating Agency	2018	As part of a case study on rural bike lanes, daily cyclist counts for Lake Road (east of Lake Breeze Road) were recorded from September 2016 to September 2017, with an average of 21 cyclists daily.

02

ACTIVE TRANSPORTATION IN SHEFFIELD TODAY

FIGURE 3 Existing crosswalk on Harris Road

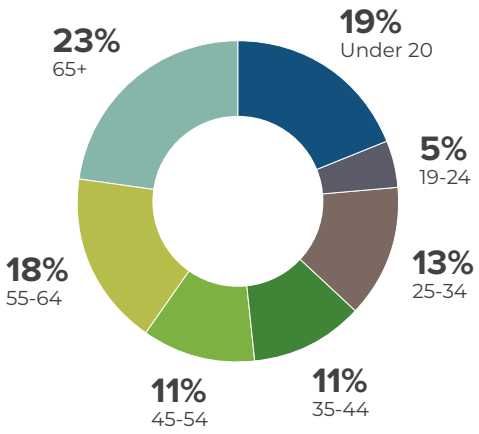
Introduction

During the process of developing this Plan, the project team created maps based on available data related to active transportation. The mapping trends cover existing infrastructure, equity, safety, connectivity and information on where it may feel stressful to walk or bike in the community today. More detail is available in the Appendix.

Demographic Profile

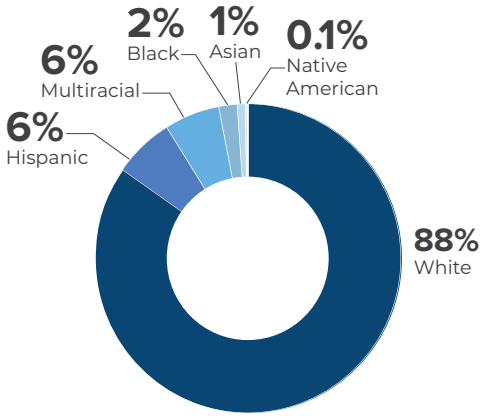
Sheffield Lake and Sheffield Village are in Lorain County and part of the larger six-county Cleveland Metropolitan Statistical Area (MSA). The City covers 2.48 square miles with 8,946 residents, while the Village covers 10.74 square miles with a population of 4,287 residents.[1] Overall, the City and Village's populations have remained largely consistent since 2010. Figures 4 through 7 highlight key demographic information like age and car ownership. These charts reflect the City of Sheffield Lake and Sheffield Village combined.

FIGURE 4 Age, 2019-2023



Source: American Community Survey 5-year Estimates, 2019-2023. See Appendix for details.

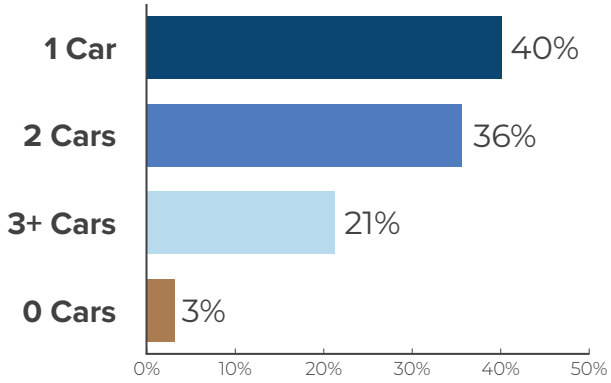
FIGURE 5 Race, 2019-2023



Source: American Community Survey 5-year Estimates, 2019-2023. See Appendix for details.

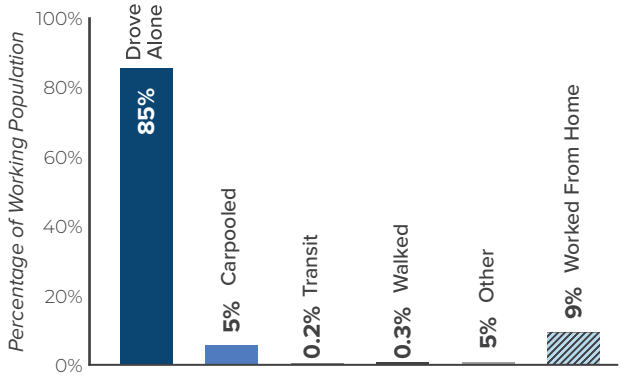
1 U.S. Census Bureau, U.S. Department of Commerce. "Sex by Age." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B01001, https://data.census.gov/table/ACSDT5Y2023.B01001?g=060XX00US3909372060,3909372088&y=2023&d=ACS+5-Year+Estimates+Detailed+Tables. Accessed on 24 Jun 2025.

FIGURE 6 Cars Owned per Household, 2019-2023



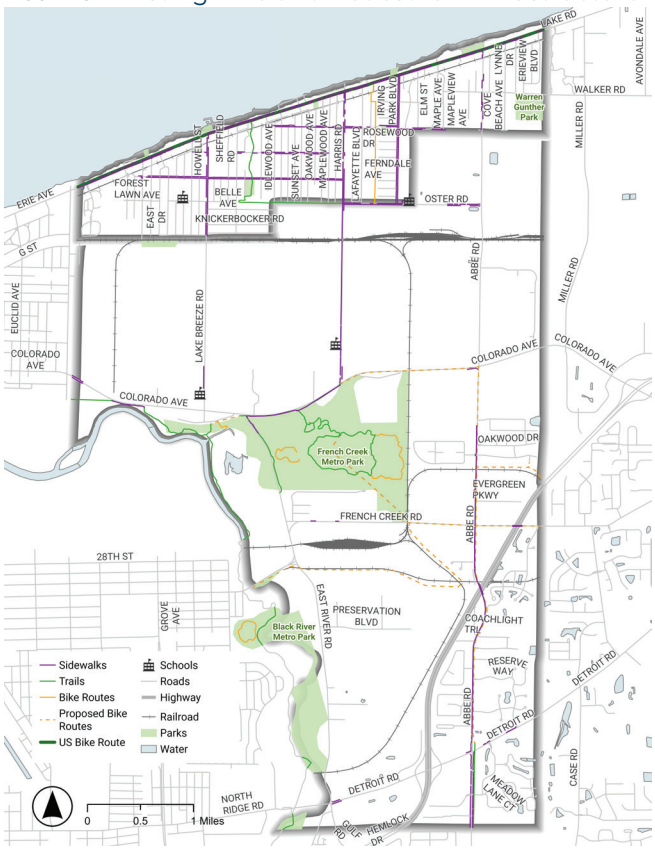
Source: American Community Survey 5-year Estimates, 2019-2023. See Appendix for details.

FIGURE 7 Commutes by Mode, 2019-2023



Source: American Community Survey 5-year Estimates, 2019-2023. See Appendix for details.

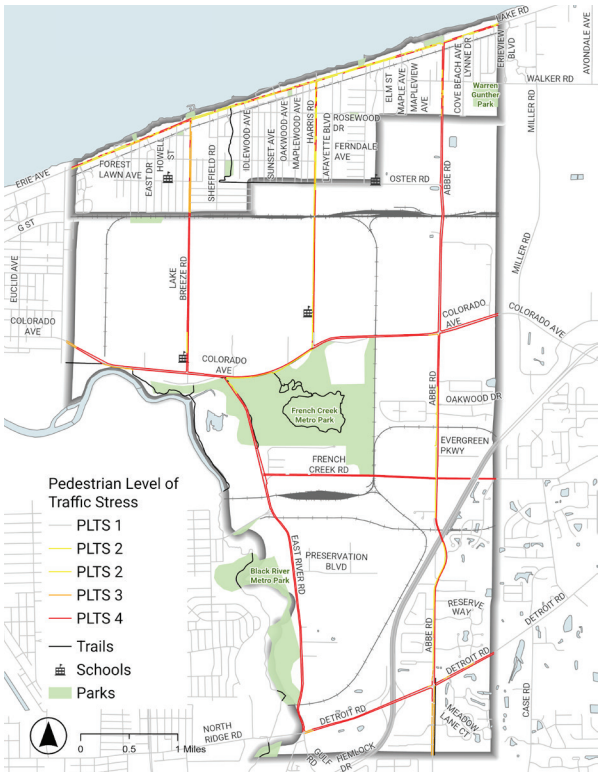
FIGURE 8 Existing Bike and Pedestrian Infrastructure



Existing Transportation System

Figure 8 summarizes the existing active transportation facilities in the study area, like sidewalks, trails, and bike lanes. While there are gaps in the current infrastructure, there are also opportunities for enhancing connectivity within and between Sheffield Lake and Sheffield Village.

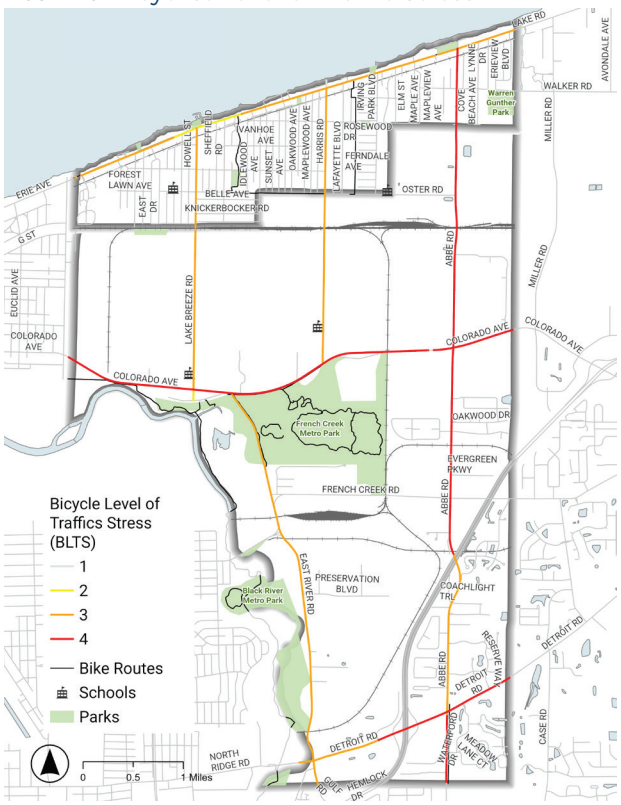
FIGURE 9 Pedestrian Level of Traffic Stress



Existing Active Transportation Infrastructure

Figure 9 shows pedestrian level of traffic stress, from Level 1 with the lowest stress to Level 5 with the highest stress. Stress level is determined by sidewalk condition and width, size of the buffer separating pedestrians from traffic, number of travel lanes, and land use.

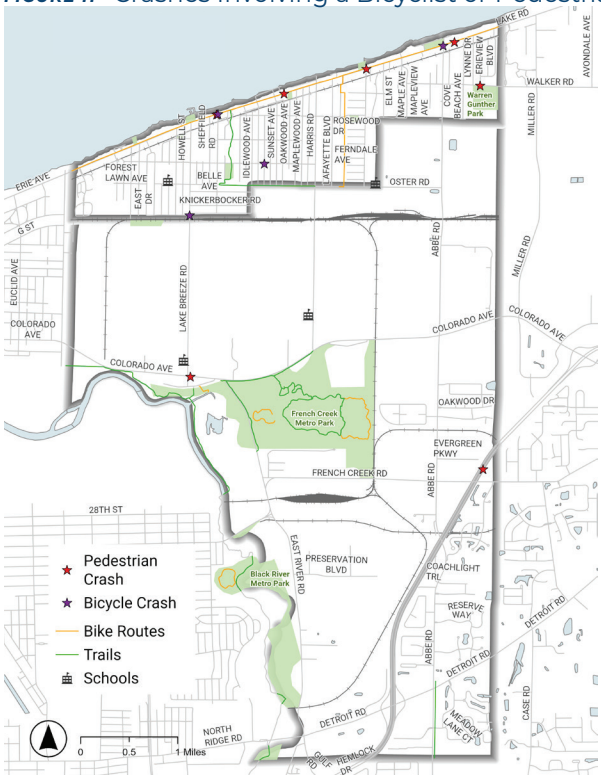
FIGURE 10 Bicyclist Level of Traffic Stress



Pedestrian and Bicyclist Level of Traffic Stress

Figure 10 shows the Bicycle Level of Traffic Stress, which categorizes roads into four levels from a Level 1 low stress facility to a Level 4 high-stress facility. Stress level is determined by road characteristics such as posted speed limit, volume of traffic, and presence (or lack of) bicycle facilities.

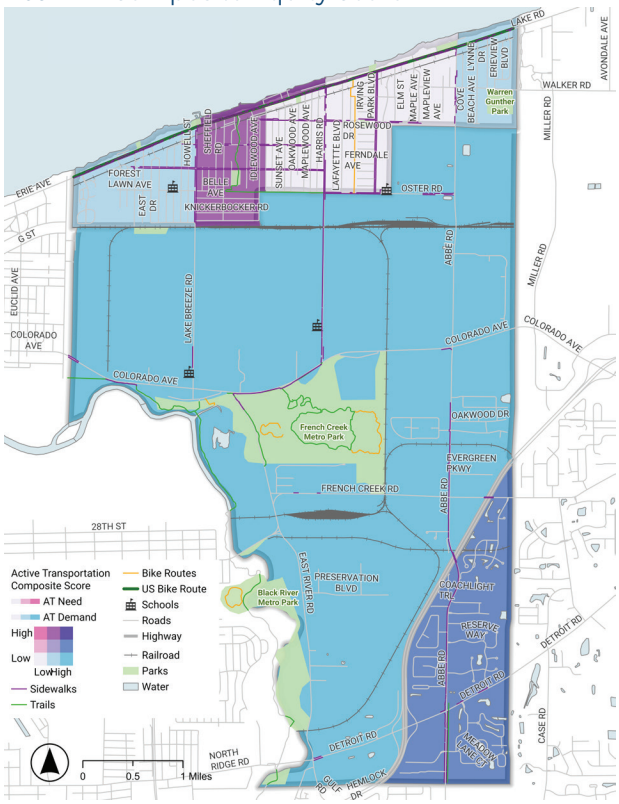
FIGURE 11 Crashes Involving a Bicyclist or Pedestrian



Pedestrian and Bicycle Crashes

Figure 11 shows the crashes involving a bicyclist or pedestrian that occurred between 2019 and 2023. Of the ten crashes, five occurred on Lake Road.

FIGURE 12 Composite Equity Score



Active Transportation Composite Equity Score

Figure 12 shows areas where active transportation need overlaps with demand. It highlights key areas where investment in bicycle and pedestrian infrastructure would have the most impact according to this analysis from the Ohio Department of Transportation.

Field Work Observations

At several points during the planning process, the project team conducted in-person field work to get first-hand knowledge about what it is like to walk and bike in Sheffield Lake and Sheffield Village today.

Sidewalks

FIGURE 13 Many streets have incomplete or narrow sidewalks that do not connect well to intersections with crosswalks. This example is of the intersection of Forestlawn Avenue and East Drive.

FIGURE 14 Large driveways, like this driveway entrance to Shell Cove Park, interrupt the sidewalk and make it unclear to drivers where to enter the park.

FIGURE 15 Newer sidewalks, like the ones on Harris Road, are separated from the curb by a buffer of grass to increase comfort.

Crosswalks

FIGURE 16 It is good that many crosswalks are marked, but the markings are not always uniform and in the correct style. This crosswalk, at the intersection of Howell Street and Ferndale Avenue has two stop bars for drivers, a narrow crosswalk, and no curb ramps. Some of these issues will be addressed over time as streets are resurfaced and brought into compliance with today's standards.

FIGURE 17 Many major street crossings have a signal to stop traffic and a pedestrian countdown timer, like this intersection of Harris Road and Colorado Avenue. Still, many crossings feel uncomfortable, either because of factors like poor sidewalk connectivity on either end, water pooling on curb ramp, and standard placement markings (instead of high-visibility).

FIGURE 18 Marked crossings are spaces far apart at unreasonable distances, and many people, especially kids, cross where it is convenient. Parks, especially at the lakefront and near Lake Road, are a large draw for people and should have clear crossings nearby.

Bike Lanes

FIGURE 19 The existing bike lanes on Lake Road have many benefits, but many people reported feeling uncomfortable using them despite interventions like the green paint markings at the intersection of Abbe Road.

FIGURE 20 Kids were seen walking, biking, and scootering throughout Sheffield on many of the more minor streets like Richelieu Avenue.

Trails

FIGURE 21 Many people are out enjoying the recreational trails, like the above trail in Ferndale Park. People appear to be using the trails for a mix of transportation (getting to work or school) and recreation (for fun).

FIGURE 22 At the time of this planning process, the trail section between Forestlawn Avenue and Oster Road was not complete but still showed evidence of use. The intersection of the proposed trail with Oster Road will be a new trail head and already is used as a crosswalk.

FIGURE 23 Recreational parks in both communities attract a range of people to walk and bike for recreation.

School Travel Needs

There are five schools in the Sheffield-Sheffield Lake City School District (SSLCS). They are Forestlawn Early Learning Center, Knollwood Elementary School, Brookside Intermediate School, Brookside Middle School, and Brookside High School. They serve students from kindergarten through twelfth grade across Sheffield Village and Sheffield Lake.

Forestlawn Early Learning Center (Kindergarten)

Forestlawn Early Learning Center is in a residential area on the west side of Sheffield Lake. There are narrow sidewalks on many of the streets leading to the school, but some are in poor condition and there are also gaps in the sidewalk network within a mile of the school. For example, Howell Street, which is a north-south running street directly east of the school, has gaps in the blocks closest to the school. There are not any policies in place to support kids walking and biking to/from school currently. The school administration reports that there are up to a dozen students that walk regularly to Forestlawn Early Learning Center. During fieldwork, two students were seen biking as well.

Knollwood Elementary School (Grades 1-2)

Knollwood Elementary School is located on Oster Road, on the edge of a residential area, and on the border between Sheffield Lake and Sheffield Village. Oster Road does not have a continuous sidewalk west of the school, and there is a significant gap east of the school. Irving Park Blvd is the main approach from the north and does have complete sidewalks on both sides. There is no direct approach from the south. The school administration reports that there are up to a dozen kids that walk regularly to Knollwood Elementary School.

Brookside Campus (Grades 3-12)

The Brookside Middle, High, and Intermediate schools share a campus on Harris Road, just north of Colorado Avenue. The Brookside Stadium, track, baseball field, and athletic parking lot are across the street from the campus. Surrounding the campus is undeveloped land, including a large area of wetlands. Harris Road has a continuous sidewalk from Sheffield Lake, past the Brookside schools, to Colorado Ave, funded by a previous Safe Routes to School grant. Even with sidewalks on most of Harris Road, the schools are still relatively hard to reach by foot, as most students live farther than a mile. During public engagement for this plan, several students reported they like to walk or bike for various reasons including after school activities, lengthy bus commutes, and for fun. Some students noted that they cut across the wetlands to reach the school from the west side of Sheffield Lake, and cross over multiple active railroad tracks to do so.

The school administration reports:

- Fifteen students currently bike to Brookside Intermediate School (Grade 3-6)
- Twenty-three students bike (including three e-bike riders); ten students walk, and two students ride e-scooters to Brookside Middle School (Grades 7-8)
- Ten students bike and roughly twelve to fifteen students walk to Brookside High School (Grades 9-12)

Nearly 700 students live within two miles of the Brookside campus. Around 50 students live within one mile of campus. For many students, biking or using an electric scooter is a good option.

The Brookside Intermediate School has policies to support students that bike to school. The current school policy allows students in 2nd grade or higher to bike to school. The Brookside Middle School handbook directs students to lock their bikes to racks outside of the school building.

FIGURE 24 There is a rectangular rapid flashing beacon and marked crosswalk on Harris Road today between the campus and the athletic fields.

FIGURE 25 The Brookside Campus has marked crosswalks and ADA curb ramps. The campus is used for community events, like food drives, shown above.

03

COMMUNITY ENGAGEMENT

Community Engagement

Community engagement was an essential tool in the plan development process. Involving the public builds trust in the Plan and improves the overall quality of the findings. The project team engaged with the public through a wide range of activities, including an online survey and interactive web-map, steering committee meetings, and three pop up events. The engagement timeline is in Table 2.

TABLE 2 Engagement Timeline

Event and Date (All events took place in 2025.)	
Stakeholder Meeting 1	**July 8th**
Community Survey	**July 16th - September 17th**
Community Days	**July 16th - 17th**
Outreach to School Principals	**Month of September**
Stakeholder Meeting 2	**September 22th**
City of Sheffield Lake Tree Lighting	**December 6th**
Sheffield Lake Monday Morning Coffee	**December 8th**
Stakeholder Meeting 3	**December 12th**

Steering Committee Meetings

The Steering Committee served as an advisory group for the Plan development, consisting of city and village staff, school administrators, Metroparks staff, Lorain County staff, and other community members. The Committee met three times throughout the duration of the project with a common goal of making active transportation safer and more accessible in Sheffield Lake and Sheffield Village. A complete list of Committee members are listed under the Acknowledgments of the Plan.

The Steering Committee held their first meeting in July 2025. The meeting focused on a project overview, reviewing the vision and goals, demographics, public engagement brainstorming, and next steps. Committee members were supportive of the plan and felt that the plan's recommendations should focus on providing access to schools, community destinations, and businesses. They also highlighted a need for active transportation infrastructure that addresses rising transportation costs, connects the community to the lakefront, and attracts new residents and businesses.

The second Steering Committee Meeting took place in September 2025 and focused on reviewing the existing conditions analyses and completed a mapping exercise. The mapping exercise identified existing and upcoming projects, highlighted gaps and barriers where improvements need to be made, and identified key needed connections.

The third Steering Committee Meeting took place in December 2025 and included a review of the plan's priority projects. The committee discussed ways to move the plan forward including potential partnerships for transit, telehealth, park improvements, and more.

Online Survey

An interactive map and online survey were conducted from July to September 2025 to gather input on travel and safety concerns, focusing on active transportation. The survey was advertised online and in-person at the Sheffield Lake Community Days and through various local organizations. Additionally, the school district encouraged students to take the survey and advertised the survey through newsletters and during homeroom. Overall, 170 people took the survey. Most survey respondents lived in Sheffield Lake and were over the age of 45 with near universal access to a motor vehicle, reflecting the demographics of the Lake and Village. Overall, the survey showed that there is significant need and demand for safer active transportation options in the communities. A detailed summary of the survey results is available in the Appendix.

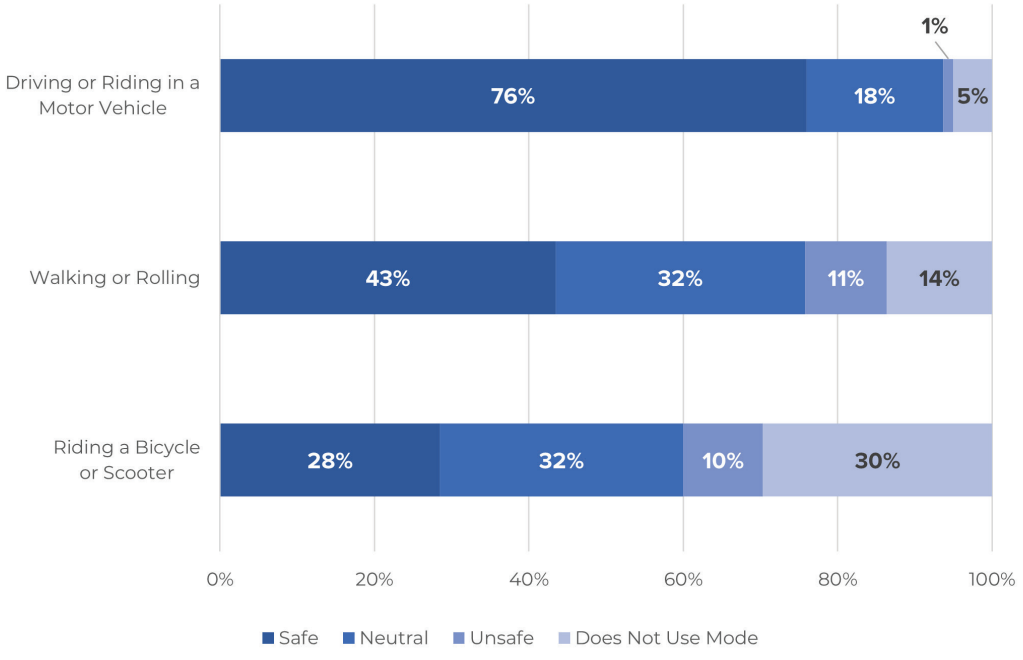
The survey results showed that most people rely on personal vehicles for most trips but do walk and bike for at least some trips. While participants generally felt safe driving or riding in a car, they expressed concerns about the safety of walking, biking, and using mobility devices (Figure 26).

"We rode bikes through East River Road with our kids and drivers treated us badly because they had to go around us." - Survey comment

"My teen needs to get to a part-time job, but the intersection of Abbe Road and Detroit Road is why we have to drive her there." - Survey comment

Interest in bicycling was evident, though barriers like lack of infrastructure and poor maintenance of existing infrastructure limited participation. Respondents suggested improvements like more sidewalks, bike lanes, better lighting, and maintenance to encourage walking and biking. Respondents reported desired bicycle and walking routes on streets like

FIGURE 26 Survey respondents' feelings of safety



Lake Road, Colorado Avenue, and Harris Road, along with better connections for frequent destinations such as the Sheffield Lake Community Center and Ferndale Park.

The survey also asked questions specifically to school children and parents. Overall, approximately 73 students or parents took the survey. Most students commute to and from school using a family motor vehicle or the school bus, with a perceived lack of safety being a barrier to walking and bicycling to school.

> **"Please provide a safe bike lane for children and teenagers to bike to Brookside High School and Middle School."- Survey comment**

Pop-up Events

Pop-up events, where planners set up interactive displays at busy spots or large community events, can have a broader reach than conventional public meetings. The project team reached a wide cross-section of Lake and Village community members, especially those who might not be interested or able to participate in online or traditional forms of engagement.

Community Days

The project team held a pop-up event during Sheffield Lake's Community Days. The pop-up event included a table with display boards explaining the Plan's purpose and vision, handouts, and interactive mapping (Figure 27). The purpose of the pop-up event was to publicize the project and solicit input from community members on active transportation needs and concerns. The project team interacted with many community members, who were highly interested in the Plan and offered a wide range of input on existing walking and bicycling conditions in their communities.

FIGURE 27 Materials used for Community Days 2025

Tree Lighting Event

The City of Sheffield Lake's annual tree lighting and Santa visit at the Community Center was another popular location where community members could share input about the plan. City staff displayed holiday themed engagement boards that showcase draft recommendations and asked for priority locations for improvement (Figure 28). Attendees also had the option to fill out half-sheet comment cards to share additional thoughts.

Senior Coffee Club

The project team attended the regularly scheduled Senior Coffee Club at the Sheffield Lake Community Center in early December 2025. Around forty people were in attendance. After providing an overview of the plan and draft recommendations, the project team answered questions about safety, roundabouts, e-bikes, and other topics of concern. The group provided feedback on the draft plan and identified key locations where sidewalks need repair. Overall, feedback was positive, and attendees expressed the need for improved infrastructure for walking and biking.

> "I love biking on the North Coast Inland Trail. I would love to see more trails." -Public comment

> "It's not safe when there are large cracks in the sidewalk. It would be easy for someone with a walker to fall and get hurt." -Public comment

> "I understand why kids are always biking and walking in the street. Our sidewalks are narrow and missing in some places." -Public comment

FIGURE 28 Materials used for Winter 2025 engagement

Key Engagement Takeaways

The online survey, site visits, and pop-up meetings had a meaningful impact on the recommendations of the plan. The community's input helped determine popular destinations that people want to walk or bike to, key streets that people currently use to walk or bike, and barriers that keep people from walking and biking more.

Community Need

Although active transportation investments benefit everyone (by making roads safer and increasing the number of transportation options), it is important to consider where needs are highest. In other words, active transportation infrastructure helps to support people that cannot or choose not to drive. This may include children, teens, seniors, people with physical or intellectual disabilities that are unable to drive, and others that struggle to afford car ownership or maintenance. Throughout the planning process, people reported many types of need including:

- Seniors living on fixed incomes, that cannot afford to drive to medical appointments or social activities
- People that use wheelchairs and must ride in the street because of damaged or missing sidewalks
- Adults with intellectual disabilities that rely on rides from friends and neighbors or walking to reach community services and social activities in Sheffield Lake
- Teens that have limited activities to participate in or places to go, except for parks and schools near their neighborhoods
- People that cannot afford a personal vehicle, or prioritize their personal vehicle for work trips only, relying on rides from others or active transportation for other trips
- People that need to find work within a walking or biking distance of home (the businesses near Abbe Road and Detroit Road were frequently cited as nearby jobs).

Most Mentioned Destinations

- Sheffield Lake Community Center
- Ferndale Park
- Shoreway Shopping Center
- Lakewood Beach Park
- Apples Market
- Guenther Park
- Brookside School Campus

Streets Currently Serving as Key Routes

- Colorado Avenue (between East River Road and Harris Road, where there is sidewalk)
- Lake Road
- Harris Road
- Ferndale Avenue (calmer neighborhood street, and a good east west connection)

Top Barriers to Walking and Biking

- Lack of bicycle lanes, sidewalks, or trails
- Lack of maintenance of sidewalks and trails
- Dangerous Intersections
- Lack of lighting

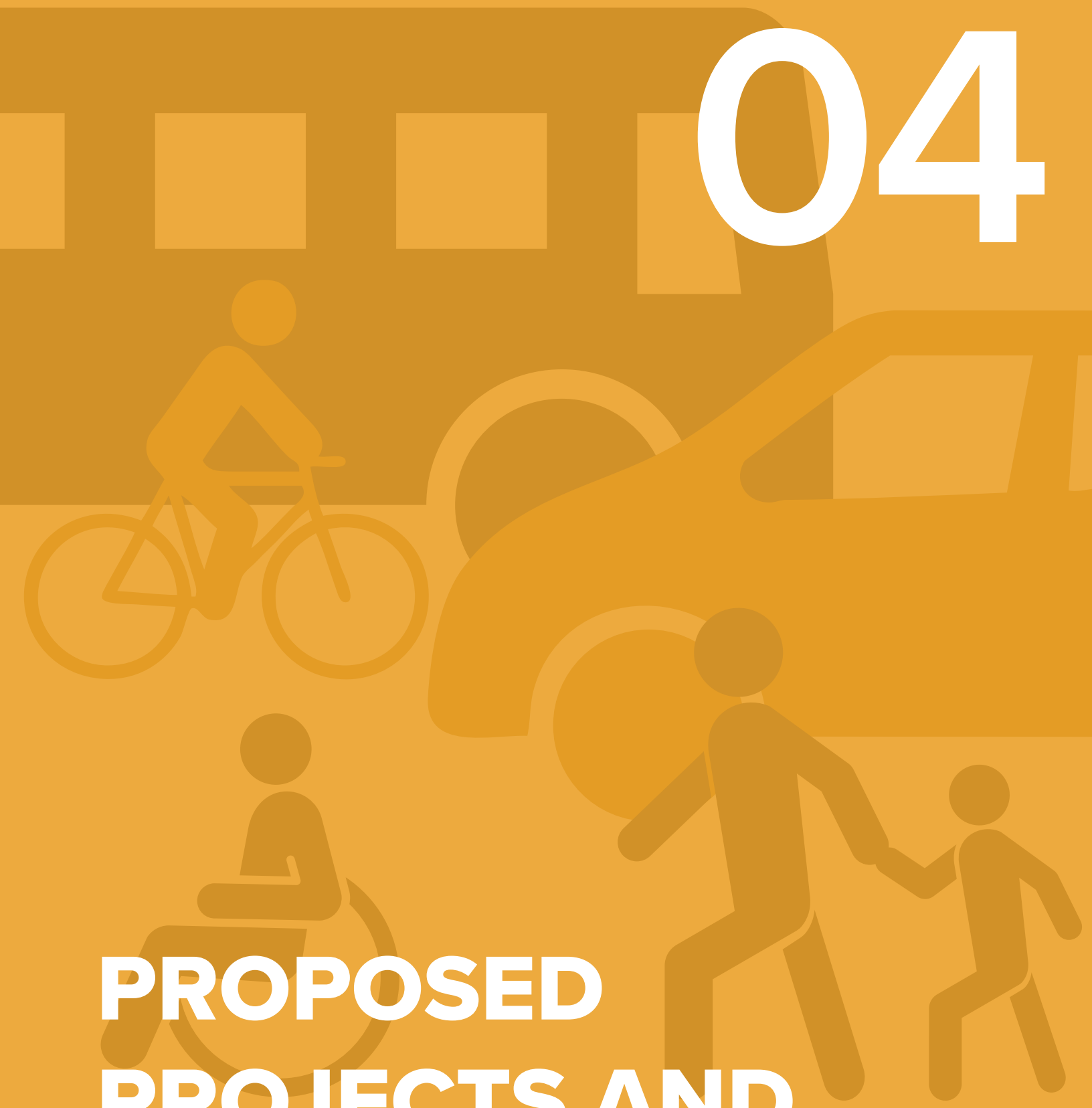
How Did this Feedback Shape the Plan?

The community's input was instrumental in developing the recommendations for this plan. The online survey had a mapping component where respondents could visually indicate the routes that most need improvement, and these lines formed the basis for the project team's discussions about where improvements are needed. Data, including demographic data and safety trends, was another critical resource to help assess where recommendations would have a positive impact and to assist in prioritizing the recommendations. Overall, this information helped to convey the lived experiences of the community and resulted in recommendations like:

- Forming north-south connections in the City to help people access the new widened sidewalks on Lake Road
- Ensuring that school walking routes have adequate, comfortable sidewalks
- Selecting streets that most need contiguous, flat, wide sidewalks that should be proactively constructed through grants or other sources (instead of reactively installing sidewalks as properties sell)
- Strengthening access to the region's existing trail network (French Creek Reservation, Sheffield Lake Reservation, etc.)
- Helping support upcoming investment into Guenther Park with active transportation connections and safety upgrades at nearby intersections
- Supporting neighborhood-to-job connections to the Ford Plant and businesses in Sheffield Village

FIGURE 29 Rides at Community Days 2025

04



PROPOSED PROJECTS AND PROGRAMS

Proposed Projects and Programs

This plan makes recommendations that promote and support active transportation through a combination of infrastructure projects, policies, and programs. Infrastructure recommendations refer to physical, built projects that will change how roadways are configured to provide space for all users. Policy and program recommendations aim to re-prioritize walking and bicycling. The goal is to change the culture around active transportation and help increase its use through engagement, education, encouragement, and evaluation.

Infrastructure Projects

The recommended infrastructure projects help form a network of connected biking and walking facilities across the community. These projects are based on the existing conditions analysis, steering committee meetings, and public input. The network includes critical connections to destinations like parks, schools, and job centers. The network also identifies multiple intersections that should be improved to make walking and biking safer along major roads and at key trail connections, like at Colorado Avenue and East River Road. See Figure 38 for a map of network recommendations and Table 4 for a complete list of all proposed projects with descriptions.

A primary goal of this plan is to increase the safety and convenience of walking and biking and to that end, recommendations include a variety of route options and facility types to accommodate everyone. The recommendations in Figure 38 add over 4.7 miles of sidewalks, 9.7 miles of on-street bikeways, 11.7 miles of trails, and 13 crossing improvements.

FIGURE 30 Recommendations by the numbers

Pedestrian Facilities

Sidewalk and crosswalk upgrades are a critical aspect of this plan because of the safety benefits they provide. In fact, the presence of sidewalks along a roadway corresponds to a 65 to 89 percent reduction in 'walking along road' pedestrian crashes.[1] Pedestrians are the most vulnerable road users and 72 percent of pedestrian fatalities occur at non-intersection locations. The recommendations will create a wider network of walking facilities and will support safety by closing sidewalk gaps on key east west routes and where trails currently end. New and upgraded crosswalks are also recommended and will range from high-visibility markings, signage, and curb extensions to additional rectangular rapid flashing beacons (RRFBs).

Bicycle Facilities

There are bike lanes on Lake Road today, but they are relatively high stress because of high vehicle speeds and volume. This plan recommends that the bike lanes be widened and separated from traffic in the future (see Table 3). There are also recommendations for streets without any current bike facilities, which could have bike lanes or bike boulevards in the future depending on their context. Together, all the recommended bike facilities will help riders of all abilities and ages access their daily destinations such as schools, grocery stores, parks, and work. The following section introduces the factors that need to be considered to determine the specific bike facility type.

Design Users

Understanding which types of bicyclists feel comfortable using a given facility is key to building a safe, convenient, and well-used network. Research shows that most adults in the United States fall into one of three categories defined in Table 3. Of course,

TABLE 3 Design User Profiles

DESIGN USER PROFILES

Highly Confident Bicyclists — **4-7% of adults**

- Smallest group.
- Prefer direct routes and will operate in mixed traffic, even on roadways with higher motor vehicle operating speeds and volumes.
- Many also enjoy separated bikeways.
- May avoid bikeways perceived to be less safe, too crowded with slower moving users, or requiring deviation from their preferred route.

Somewhat Confident Bicyclists — **5-9% of adults**

- Comfortable on most types of facilities.
- Lower tolerance for traffic stress, prefer striped or separated bike lanes on major streets and low-volume residential streets.
- Willing to tolerate higher levels of traffic stress for short distances.

Interested But Concerned Bicyclists — **51-56% of adults**

- Largest group.
- Lowest tolerance for traffic stress.
- Avoid bicycling except with access to networks of separated bikeways or very low-volume streets with safe roadway crossings.
- Tend to bicycle for recreation but not transportation.
- Generally, the recommended design user profile to maximize potential for bicycling.

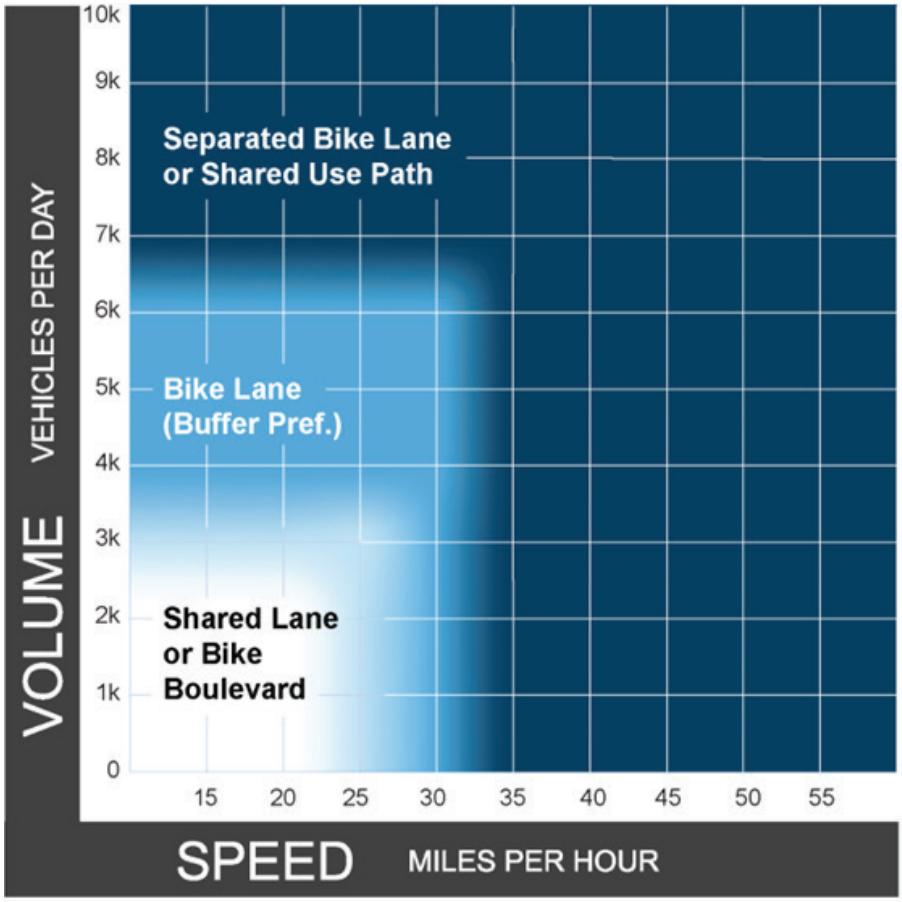
Source: Dill, J., & McNeil, N. (2016). Revisiting the Four Types of Cyclists: Findings from a National Survey. Transportation Research Record: Journal of the Transportation Research Board, 2587(1), 90-99. https://doi.org/10.3141/2587-11 (Original work published 2016)

1 FHWA (2017). Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, Table 11. Referenced in **https://safety.fhwa.dot.gov/provencountermeasures/walkways/**

there are some adults who are unable or unwilling to bike at all, but most adults would like to bike even occasionally for some trips. To accommodate most of the population, the "Interested but Concerned" bicyclists are the priority group to design bike facilities for.

To accommodate as many people as possible, bicycle networks should be continuous, connect seamlessly across jurisdictional boundaries, and provide access to destinations. Anywhere a person would want to drive to for utilitarian purposes, such as commuting or running errands, is a potential destination for bicycling. As such, planning connected low-stress bicycle networks is not achieved by simply avoiding motor vehicle traffic. Rather, planners must identify solutions for lowering stress along higher traffic corridors so that bicycling can be a viable transportation option for the majority of the population. These projects often have benefits for everyone using the street, even people walking or driving, by lowering speeds and reducing the rate of serious or fatal crashes.

FIGURE 31 FHWA Bikeway Facility Matrix: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts (Design User: Interested but Concerned)



Notes

1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

2 Advisory bike lanes may be an option where traffic volume is <3K ADT.

3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

The bike facility recommendations do not have a specific bike facility type assigned to them at this time. As the projects advance toward implementation, the City and Village will need to identify the type of on-street bicycle facility to construct. In general, streets with more traffic, higher speeds, or other challenging conditions will require more separation between bicyclists and vehicles to reduce stress and create a facility that is appropriate for all ages and abilities. For further guidance on bicycle infrastructure design, see the full **ODOT Multimodal Design Guide**, especially Chapters 5, 6, 7, and 9.

The Federal Highway Administration (FHWA)'s **Bikeway Selection Guide**'s facility selection matrix for suburban and urban areas (Figure 31) can be also used to help determine the best facility for the roadway based on context, speed, and volume as well as the relevant design user type. See the full guide for further detail on facility selection.

Facility Toolkit

The Facility Toolkit gives more details about the types of infrastructure this plan recommends. Bicycle infrastructure recommendations include four potential bicycle facility types to accommodate the "Interested but Concerned" bicyclist in variety of contexts. Pedestrian infrastructure is provided in the form of crosswalks, sidewalks, and trails.

Sidewalks

Sidewalks are intended to be used by people walking. They are adjacent to but separated from the roadway by a curb and/or buffer, as a tree lawn. As roadway speeds and volumes increase, more separation is needed to maintain a safe and comfortable walking environment for pedestrians. Common in urban areas, they may also be necessary in rural areas with pedestrian generators, such as schools and businesses. For further guidance on pedestrian design, refer to **ODOT's Multimodal Design Guide, Chapter 4 -Pedestrian Facilities**.

FIGURE 32 Sidewalks

Crossing Improvements

A variety of solutions can make signalized intersections and uncontrolled crossings safer and more convenient for people walking. These treatments range from painted facilities, such as high-visibility crosswalks, to signs, lights, and signals. Painted crosswalks delineate the safest pathway for pedestrians, and rectangular rapid flashing beacons (RRFBs) enhance user safety and convenience at crossing points when full signalization is not feasible. For further guidance on pedestrian design, refer to **ODOT's Multimodal Design Guide (MDG) Chapter 4 -Pedestrian Facilities**, **MDG Chapter 8 – Signals, Beacons, and Signs,** and **FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations**.

FIGURE 33 Crossings

Bike Boulevards

Where traffic volumes and speeds are low, bicyclists can comfortably share lanes with motor vehicles. Shared lane markings and signs are added to inform people driving that bicyclists may operate in the lane and where to expect bicyclists. Wayfinding signage, traffic calming, and intersection treatments need to be incorporated into bicycle boulevards to increase user comfort and prioritize bicycle travel.

FIGURE 34 Bike Boulevards

Painted Bike Lanes

Conventional bike lanes and buffered bike lanes are one-way facilities within the roadway demarcated with painted lane lines. Standard bike lanes provide some improvements to bicyclist safety, and can be enhanced with painted buffers, bike lane extensions through intersections, green colored pavement, and regulatory signs.

FIGURE 35 Bike Lanes

Separated Bike Lanes

A separated bike lane is a one- or two-way facility within the roadway and physically separated from adjacent travel lanes with vertical elements such as a curb, flex posts or on-street parking. Such facilities reduce the risk of injury and can increase bicycle ridership due to increased safety and comfort.

FIGURE 36 Separated Bike Lanes

Trails / Shared Use Paths

Typically designed as two-way facilities physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users, shared use paths provide a low-stress and comfortable travel environment for users of all confidence levels. They are used for recreational opportunities in addition to transportation and can be located along roadways or completely separated from the road network, sometimes along rivers or old railroad corridors.

FIGURE 37 Trails

FIGURE 38 Infrastructure Recommendations

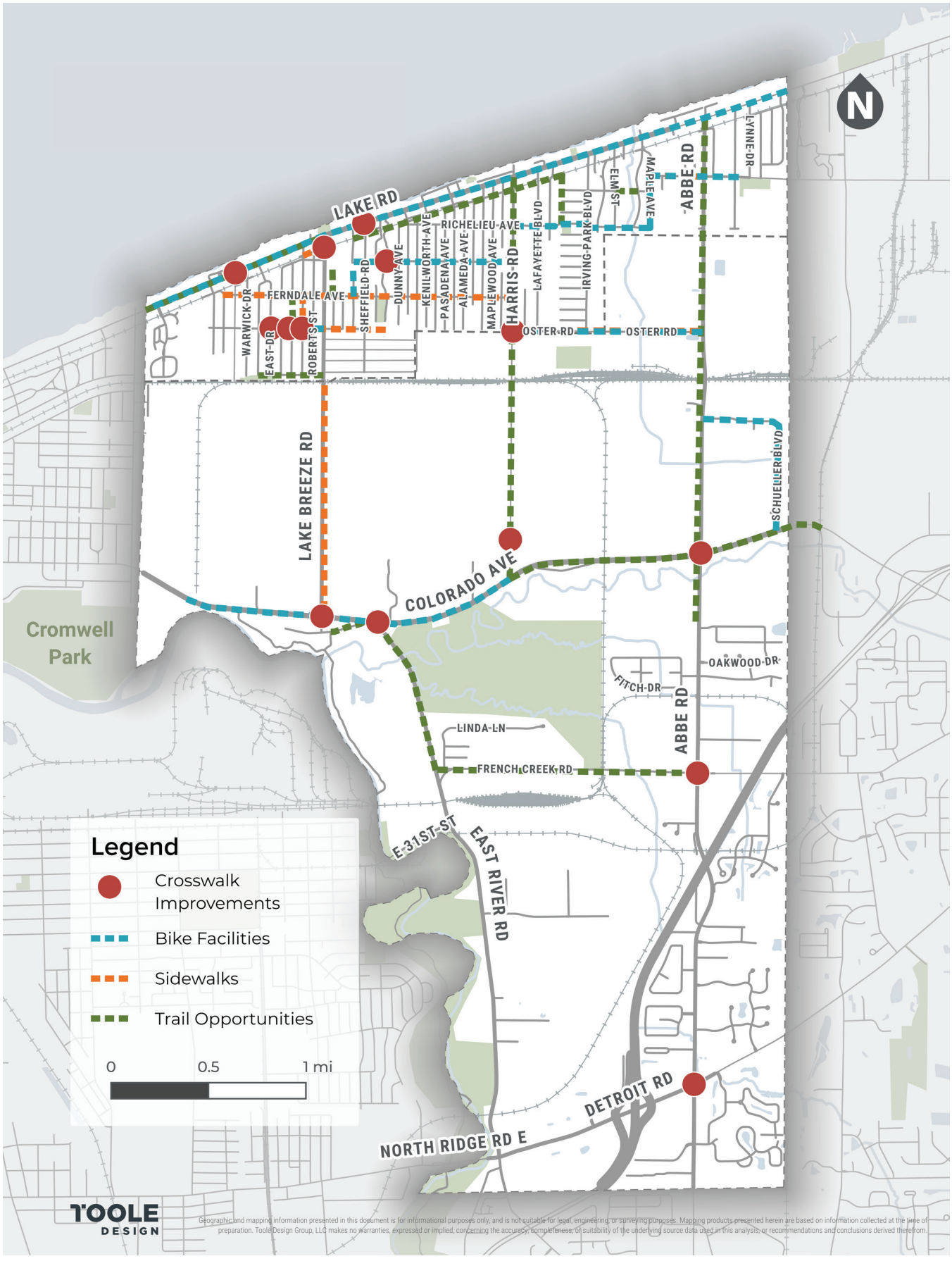


TABLE 4 Infrastructure Recommendations

Location*	Type	Description
Abbe Road, Lake Road to Detroit Road	Trail, Crosswalks	Extend the shared-use path north to Lake Road. This would connect trail users through Sheffield Lake and provide access to the Ford Plant and the widened sidewalks on Lake Road. Implement safety improvements to intersections along Abbe Road at Lake Road, Walker Road, French Creek Road, Colorado Avenue, and Detroit Road. Improvements should include high visibility crosswalks, hardened centerlines, and reduced crossing distances (accomplished with curb extensions or median refuge islands). Consider a single lane roundabout at French Creek Road.
Brookside Boulevard and Ivanhoe Avenue*	Crosswalks	Install a new crosswalk, with an RRFB, at the trail crossing to increase safety and visibility for trail users crossing Ivanhoe Avenue. Additional work to calm speeds with speed humps or cushions is also suggested given the downward hill near this location.
Colorado Avenue in Sheffield Village*	Trail, Bike Facility, Crosswalks	This plan recommends a trail or other safe biking accommodation along the full extent of Colorado Avenue within Sheffield Village. Extend the existing trail west of Lake Breeze Road to create new connectivity. The section from Harris Road to Miller Road also needs a comfortable bike facility. This would increase safety and provide connections to parks and to destinations like the YMCA. Improve the intersections along Colorado Avenue, especially at Lake Breeze Road, East River Road, and Abbe Road. The intersection of East River Road in particular has high need to tighten the turn radius for vehicles, slowing traffic, and making the trail crossing more visible to motorists.
Community Road, Ferndale Avenue to Shoreway Shopping Center	Bike Facility	Restore the bike route with upgraded marking, signs, and traffic calming to prevent speeding to help residents access Shoreway Shopping Center and Apples Grocery Store.
East River Road, Colorado Avenue to French Creek Road	Trail	Build a shared use path on East River Road between Colorado Avenue and French Creek Road. This connection would tie into the existing trails at French Creek Reservation and the Steel Mill Trail/ Bridgeway Trail along the Black River.
Ferndale Avenue, Dilliewood Drive to Harris Road*	Sidewalks	Evaluate existing sidewalks and proactively fix damaged areas, fill missing gaps, and widen existing narrow walkways. Ferndale Avenue is the only east-west route that connects across the City.
Forestlawn Avenue, East Drive to Lake Breeze Road*	Bike Facility, Sidewalks, Crosswalks	Proactively replace sidewalks and install a low stress bike route with signs and traffic calming measures like speed tables, pavement markings, or neighborhood traffic circles. Add high visibility striping and curb ramps to the crosswalks nearest the school: at East Drive, the school entrance, and Howell Street. This would improve safety for kids walking to and from school.

Location*	Type	Description
French Creek Road, East River Road to Abbe Road	Trail	Build a trail on French Creek Road. Include active transportation upgrades to the intersection of Abbe Road and French Creek Road, considering a single-lane roundabout at French Creek Road.
Harris Road, Lake Road to Colorado Avenue*	Bike Facility, Crosswalks	Install an on-street or off-street bike facility to help encourage safer biking to school. Improve the crossing and trail head at the intersection of Oster Road and Harris Road to reduce vehicle speeds, improve visibility, and shorten the crossing distance.
Hawthorne Avenue, the Shoreway Shopping Center to Richelieu Avenue	Trail	Use publicly owned parcels along Hawthorne Avenue to create a comfortable trail connection along the former rail line. As a long term visionary idea, the trail could extend to Richelieu Park.
Howell Street, Ferndale Avenue to Forestlawn Avenue*	Sidewalks	Evaluate for proactive sidewalk upgrades to fill in missing sidewalks and to fix cracked or uneven sidewalks to help kids walking to Forestlawn Elementary.
Ivanhoe Avenue, Community Road to Robinwood Avenue*	Bike Facility, Traffic Calming	Install an on-street bike route, like a bike boulevard.
Lake Breeze Road, Holl Avenue to Colorado Avenue*	Sidewalks	Build sidewalks on Lake Breeze Road. Improve the large railroad crossing just south of Holl Avenue.
Lake Road, City of Sheffield Lake	Sidewalks	Follow the Lakefront Connectivity plan and widen sidewalks for the entire extent of Lake Road in the City. Install quick-build bike lane upgrades at intersections like Walker Road, to prevent drivers from queuing in the bike lane. Upgrades could include flexible delineator posts at conflict points, a transverse painted buffer, and two-stage turn boxes. As a long term vision, the bike lanes could be reconfigured to add physical separation between motor vehicles and bicyclists. Anytime improvements are made on Lake Road, crossings should be packaged into the corridor improvements, especially at Lakewood Beach Drive and Sheffield Road. Improvements can include RRFBs, and also pedestrian refuge islands if there is an existing turn lane.
Madison Avenue, Elm Street to Buckeye Drive*	Trail	Pave a bike/ped only connection on Madison Street between Elm Street and Buckeye Drive. This would create a neighborhood connection and a safe alternative to busier routes.

Location*	Type	Description
Old Colorado Avenue into French Creek Reservation	Trail	Pave Old Colorado Avenue or install a side path to support a regional trail network and build on the recent trail investments on Colorado Ave.
Oliver Street connection into Forestlawn Elementary School*	Trail	There are school-owned parcels that connect from Ferndale Avenue to the rear entrance of Forestlawn Elementary School on what would be Stark Street and Oliver Street. The Oliver Street option is shown in this plan, but either option would be a supportive alternative route for students if signed, paved, and lit. This route would reduce the number of kids that need to take Howell Street or East Drive today, both of which have challenging sidewalks and/or crosswalk conditions.
Oster Road, Harris Road to Abbe Road*	Bike Facility	Install a bike route with signs, pavement markings, and traffic calming measures to help reduce excessive speeding near Knollwood Elementary School. Complete the partial sidewalks, and widen sidewalks where necessary. Upgrade the crosswalk at the intersection on Oster Road and Harris Road, especially as the new trail is completed.
Richelieu/Maple Avenue and Walker Road*	Bike Facility, Traffic Calming	Install an on-street bike route, like a bike boulevard from Irving Park Boulevard to Guenther Park. Traffic calming measures would help reduce vehicle speeds.
Schueller Boulevard, Abbe Road to Colorado Avenue*	Bike Facility, Traffic Calming	Install an on-street bike route, like a bike boulevard. Traffic calming measures would help reduce vehicle speeds.
Ferndale Avenue	Trail	Pave the trail that is currently used to access the water mains to connect into the Shoreway Shopping Center.
South Avenue, Freedom Park to Lake Breeze Road*	Trail	Add a trail or sidewalk on the south side of South Avenue. This route is the only east-west option in this neighborhood.
Tennyson Avenue, Howell Street to Lake Breeze Road	Crosswalk, Sidewalks	Improve the uncontrolled crossing at Tennyson and Lake Breeze road to increase access to destination on the east side of Lake Breeze Road. Fill in sidewalk gaps on Tennyson Avenue.
Walker Road, Maple Avenue to Abbe Roadvt	Sidewalks	Install sidewalks on Walker Road, west of Abbe Road. Add pedestrian safety enhancements to the intersection of Abbe Road and Walker Road. This improvements would help people walk and bike safely to the new splash pad at Guenther Park.

***Recommendations that are especially beneficial to school children are noted.**

Recommended Programs and Policies

Establishing safe and convenient active transportation infrastructure is critical to improving walking and bicycling conditions. But without programs and policies in place to support active transportation, infrastructure projects can only go so far. A variety of non-infrastructure tools can increase pedestrians' and bicyclists' safety by establishing a culture of walking and biking and creating a friendly regulatory and political environment for active transportation.

Programs and policies can typically be implemented relatively quickly and inexpensively. Programs can be easily scaled to a wide audience, such as elementary school students, transit riders, or business owners or they can target specific groups for programming, like speeding motorists in school zones. Individual programs can increase walking and bicycling in specific circumstances and locations but should be coordinated with policy development to ensure lasting change. These proposed programs and policies aim to accomplish the following goals:

- Foster culture change: shift community members' mindset so that walking and bicycling is normal and expected.
- Maintain momentum: help maintain momentum and excitement around active transportation while infrastructure projects are in development.
- Build support: encourage new people to try active transportation and help community partners recognize the value of increased active transportation options.
- Support efficient operations and maintenance: help institutionalize best practices in active transportation operations and maintenance.

The time frames in the following section are defined as follows:

- Short-term: One year
- Medium-term: Two to three years
- Long-term: Three years or more

FIGURE 39 Programs like Walk to School Day (above) help encourage active transportation.

FIGURE 40 Bike parking

FIGURE 41 Bike to school day

FIGURE 42 Demonstration project

BICYCLE-FRIENDLY BUSINESS PROGRAM

Led by: Sheffield Lake, Local Businesses

Timeframe: Long-Term

Establish a Bicycle Friendly Business Program on Lake Road to support the US/State Bike Route and Lakefront Connectivity project. Incentivize business owners to participate by providing bike racks and repair stations, and highlighting Bicycle Friendly Businesses through signage or a website. Businesses participating in the program support bicyclists with restroom and water access, discounts, and special events. These programs are often supported by local chambers of commerce.

WALK / BIKE TO SCHOOL DAY

Led by: Sheffield-Sheffield Lake City Schools, Parent Groups, Volunteers

Timeframe: Medium-Term

Establish an annual Walk/Bike to School Day program with support from the community with giveaways like bike lights, helmets, and other safety equipment. Special events like Walk/Bike to School Day are a way for families to break their routines and try something new. They also highlight school travel issues to local leaders and build political support for Safe Routes to School projects. Volunteers may also be willing to set up ongoing neighborhood walking or biking groups.

DEMONSTRATION PROJECTS

Led by: Sheffield Lake, Sheffield Village

Timeframe: Medium-Term

Consider demonstration projects on the proposed residential bike routes and use demonstration projects to support interim changes to the bike lanes on Lake Road. Short-term, temporary projects can help the public understand what is planned for the future and build support for change.

BIKE AND PEDESTRIAN COUNT DATA

Led by: Sheffield Lake, Sheffield Village

Timeframe: Medium-Term

Build in the price of permanent or temporary count equipment into construction budgets, as the community implements the plan. This data can help support future applications for funding and document how new facilities are used. ODOT can provide support to local governments to process and host automated count data.

FIGURE 43 Bike and pedestrian counter

SIDEWALK WIDTH REQUIREMENTS

Led by: Sheffield Lake, Sheffield Village

Timeframe: Short-Term

Update local ordinances regarding sidewalk width to align with ODOT Multimodal Design Guide's recommendation for sidewalks of 5-7 feet wide in residential areas; 6-8 feet wide in commercial areas, and 8-14 wide in central business districts.

FIGURE 44 Wide sidewalks

SCHOOL POLICY REVIEW

Led by: Sheffield-Sheffield Lake City Schools

Timeframe: Short-Term

Review school policies to ensure they appropriately encourage safe walking and bicycling to school. School arrival and dismissal, health education, and transportation policy are common topics where active transportation can be addressed. One free resource to get started is the Safe Routes to School District Policy Workbook created by the Safe Routes Partnership. This resource gathers research and example policies that support active transportation to and from school.

FIGURE 45 School dismissal

FIGURE 46 Accessibility needs

ADA TRANSITION PLANNING

Led by: Sheffield Lake, Sheffield Village

Timeframe: Medium-Term

Document ADA-compliance needs in both communities with an ADA transition plan or a similar tool. A Transition Plan helps communities remain compliant with the Americans with Disabilities Act and is generally required for municipalities with at least 50 employees in the state of Ohio. While Sheffield Lake and Sheffield Village may not meet this threshold, an ADA transition plan can be a useful tool for prioritizing sidewalk improvements and documenting needs, and could be developed in partnership with other agencies, like Lorain County. ODOT provides a customizable template as a starting point for local agencies.

FIGURE 47 Complete streets

COMPLETE STREETS POLICY

Led by: Sheffield Lake, Sheffield Village

Timeframe: Medium-Term

Develop a Complete Streets policy that includes the 10 Elements of a Complete Streets policy as identified by Smart Growth America and establishes a process for selecting and reviewing projects. The policy will ensure that considerations for all types of roadway users – including pedestrians, bicyclists, and motorists – have access to safe, comfortable, and convenient mobility.

05

PRIORITIES AND IMPLEMENTATION

Priority Projects

The infrastructure recommendations in the previous chapter are conceptual routes, meant to show the potential of a comprehensive active transportation system in Sheffield Lake and Sheffield Village. The recommendations are planning-level in scope and are not necessarily constrained by existing challenges. Funding, land use, property rights, terrain, and other project specific factors may make certain recommendations less practicable than others. Project prioritization uses measurable data to determine which projects are both feasible, given real-world constraints, and align with stakeholders' priorities.

Implementing this plan will take time and significant effort. Table 5 shows the top priorities based on the outcome of the methodology in Table 6. All individual projects were assigned scores and are shown in the detailed table in the Appendix.

Implementation will require working with a larger number of partners, as well as building public support for priority projects. Whenever possible, recommendations in this plan should be incorporated into other roadway projects. Every year, the Sheffield community should re-evaluate the priority list to track which projects have been implemented and to adjust as needed.

TABLE 5 Highest Priority Projects

Location	Type
Lake Road	Bike Lane Improvement
Ferndale Avenue	Sidewalk
Brookside Boulevard and Ivanhoe Avenue	Crosswalk
Lake Road and Sheffield Road	Crosswalk
Tennyson Avenue and Lake Breeze Road	Crosswalk
Harris Road and Oster Road	Crosswalk
Colorado Avenue	Bike Lane/ Trail
Forestlawn Avenue	Sidewalk
Harris Road	Trail

Prioritization Methodology

To prioritize the recommendations, the project team developed a data-driven method to assess and compare each recommendation's strengths. Table 6 describes the variables used in the prioritization method and the weight each variable was assigned.

TABLE 6 Prioritization Method

Variable	Description	Maximum Points
School Proximity	Projects within one mile of a school receive full (20) points; projects within two miles receive half (10) points.	20
Synergy with Recent or Planned Projects	Projects intersecting or along recent or planned active transportation projects receive full (20) points; projects within one-quarter mile receive half (10) points.	20
Destination Proximity	Projects receive points based on how many key destinations are within one mile. Key destinations are parks, libraries, community centers, and grocery stores.	15
Safety	If a project is on either the County's High Risk or High Injury network (based on the Lorain County Comprehensive Safety Action Plan), it receives full (15) points. If a project is near the location of a bike or pedestrian crash within the past 10 years, it receives half (7.5) points.	15
Population Proximity	Projects within or intersecting Census Block Groups with the highest quarter of the community's population receive full (10) points; those within the second highest quarter receive half (5) points.	10
Complexity	If a project is highly complex due to anticipated relative cost or needed coordination with agencies or private property owners, it may be more challenging to construct and receives no (0) points. Projects with moderate cost or coordination needs receive half (5) points, and projects with low cost and low coordination receive full (10) points.	10
ODOT AT Demand	Areas with higher demand for active transportation receive full (10) points, based on ODOT's Walk.Bike.Ohio analysis.	10

Implementing the Plan

Collaboration is the first step toward successful implementation of the Active Transportation Plan. Stakeholders involved in the planning process will be collectively responsible for the design, funding, construction, maintenance, monitoring, and/or evaluation of the network. Roles may include:

- **Sheffield Lake and Sheffield Village leadership and staff:** Responsible for locally-owned facilities and the design, construction, maintenance, and evaluation of biking and walking facilities.
- **Lorain County MetroParks:** Responsible for parks like the French Creek Reservation and the Sheffield Lake Reservation, continuing to implement the long-term trail vision for park-to-park connectivity.
- **Lorain County**: Responsible for county-owned roads, offering support to local communities for safety strategies through the County's Safe Streets and Roads for All efforts including the Lorain County Comprehensive Safety Action Plan.
- **Northeast Ohio Areawide Coordinating Agency:** Support with resources and funding opportunities to assist with plan implementation.
- **Ohio Department of Transportation:** Responsible for state-owned and regionally significant roadways under study (such as near the Ford Plant).

Funding Strategies

Active transportation projects are relatively low-cost compared to large-scale interstate and roadway reconstruction projects. However, active transportation projects still require work and coordination to fund, phase, and construct.

Several state and federal funding sources can be used to supplement local funding to build out the active transportation network and fund related programming efforts. Table 7 lists the primary funding sources for active transportation projects in Ohio; click each funding source name to access web pages with more information. As part of the statewide Walk.Bike.Ohio Plan, ODOT published a **Funding Overview Report** that provides more details on types of funding available, schedules, and eligibility requirements. For information on funding for public transit, visit the **ODOT Office of Transit's website**.

TABLE 7 Possible Funding Sources

Funding Source	Eligible Project Examples	Eligible Project Sponsor	Application Timing
Transportation Alternatives (NOACA)	Bicycle & pedestrian facilities, conversion & use of abandoned railroad facilities, overlooks & viewing areas	Local governments	Updated on a two-year cycle; contact NOACA for details.
Transportation for Livable Communities (NOACA)	Lower-cost active transportation improvements that came from a TLCI or TLCI-like plan including bike facilities, crosswalks, sidewalks, way finding, road diets, and intersection reconfigurations	Local or county governments	Next round to open Summer 2027.
Congestion Mitigation Air Quality (NOACA)	Bike & pedestrian facilities, roundabouts, signal timing upgrades, and other capital projects	Local governments	Next round to open early 2027.
Clean Ohio Trail Fund (ODNR)	Trail construction, land acquisition for trails, planning/engineering and design (must also include construction)	Local governments, park/conservancy districts, soil/water districts, non-profits	Typically close in March each year. There is one application for both ODNR programs.
Recreational Trails Program (ODNR)	Recreational trail construction, trail maintenance/restoration, trail heads, purchase/lease of construction & maintenance equipment, acquisition of easements, educational programs	Local governments, state and federal agencies, park/conservancy districts, soil/water districts, non-profits	
Highway Safety Improvement Program (ODOT)	Signals, turn lanes, pavement markings, crosswalks, bike lanes, road diets	Local governments	Systemic and Formal programs typically close in March and August. Abbreviated Safety applications are reviewed quarterly.
Safe Routes to School (ODOT)	Infrastructure, programs/policies, and travel plans	Infrastructure: Local governments; Non-infrastructure: Local governments, school or health district, or non-profit	Typically open in January each year.
Clean Ohio Green Space Conservation Program (Ohio Public Works Commission)	Open space acquisition, bike parking, kiosks, trails, pedestrian bridges, boardwalks	Local governments, park/conservancy districts, soil/ water districts, non-profits	Typically open in March each year.

Maintenance Strategies

The long-term performance of bicycle and pedestrian networks depends on the construction of new facilities and an investment in continued maintenance. Maintaining facilities is critical to ensuring accessibility, safety, and functionality.

Frequency

The first step to approaching maintenance is to understand how often maintenance should be performed. Many activities, such as sign updates or replacements, are performed as needed as shown in Table 8.

Winter Maintenance

Winter maintenance encourages year-round active transportation. One key component of a winter maintenance strategy is to prioritize routes for snow removal. More information on winter maintenance such as types of equipment needed for different facility types and how to consider snow removal in the design of facilities can be found in ODOT's **Pedestrian and Bicycle Snow and Ice Removal Toolkit**.

TABLE 8 Best Practices for Maintenance

Frequency	Facility	Maintenance Activities
As needed	Shared Use Paths	• Tree, brush clearing,mowing • Replace and repair parking lots, benches, restrooms, etc. • Map and sign updates • Trash removal • Repair flood damage, clean silt and culverts • Patch/minor regrading
	Shared Use Paths, Separated Bike Lanes, Paved Shoulders, Bike Lanes	• Sweeping
	Bike Boulevards	• Map and sign updates
	Sidewalks	• Replacing concrete panels
Seasonal	All	• Snow and ice control
	Shared use Paths	• Planting, pruning, beautification • Culvert, drainage, cleaning and repair • Install and remove seasonal signs
Yearly	Shared Use Paths, Sidewalks	• Evaluate patching, regrading, and resurfacing needs
Every 5 years	Shared Use Paths	• Repaint, repair trash receptacles, benches, signs, and other trail features • Seal coat asphalt
Every 10 years	Shared Use Paths	• Resurface, regrade, and re-stripe
Every 20 years	Shared Use Paths, Sidewalks	• Assess and replace/reconstruct

Plan for Maintenance

Creating a strong maintenance program begins in the design phase. The agency that will eventually own the completed project should collaborate with partners to determine the infrastructure placement, final design, and life cycle maintenance cost. Maintenance staff should help identify typical maintenance issues, such as areas with poor drainage or frequent public complaints. They may have suggestions for design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities.

Coordination & Responsibility Between Agencies

Many jurisdictions struggle with confusion around which entity – city, village, township, county, or state – is responsible for the maintenance of trails and other active transportation facilities. Frequently there is no documentation showing who is responsible for maintenance of existing facilities, which can prolong unsafe conditions for trail users. Coordination between the government agencies is key for effective maintenance programs. Intergovernmental agreements (IGAs) are used to codify the roles and responsibilities of each agency regarding ongoing maintenance. For example, a local government may agree to conduct plowing, mowing, and other maintenance activities on trails in its jurisdiction that were built by another agency. Clarifying who is responsible for maintenance costs and operations ensures that maintenance problems are resolved in a timely manner.

Maintenance Activities

Different facility types require different types of strategies to be maintained. Table 9 breaks down maintenance activities and strategies for each by facility type.

FIGURE 48 Snow can be a barrier to active transportation. ODOT's Pedestrian and Bicycle Snow and Ice Removal Toolkit has resources communities can use to remind property owners to remove snow.

TABLE 9 Proactive Maintenance Strategies

Facility	Maintenance Activity	Strategies
Shared Use Paths, Separated Bike Lanes	Pavement Preservation	Develop and implement a comprehensive pavement management system.
	Snow and Ice Control	Design infrastructure to accommodate existing (or easily-obtainable) maintenance vehicles
	Drainage	Clear debris to prevent flooding and erosion, check and repair damage to infrastructure
	Sweeping	Routinely sweep surfaces, provide education and trash receptacles.
	Vegetation	Develop a schedule to manage vegetation, remove or trim diseased/hazardous trees, and to preserve and protect colorful, varied vegetation. Plants should screen adjacent land uses, provide wildlife habitat, and support prairie, wetland, and woodlands.
	ADA Access	Conduct walk and bike audits to identify needs, ensure ADA-compliance is incorporated into the design of new facilities.
Paved Shoulders, Bike Lanes	Pavement	Routinely inspect bicycle infrastructure pavement markings for replacement, consider use of more durable, preformed thermoplastic or polymer tape on priority bikeways identified in this Plan, especially on streets with high traffic volumes.
	Snow and Ice Control	After snowfall, clear signed or marked shoulder bike facilities. On state-owned facilities, local governments should clear snow unless there is a maintenance agreement in place.
	Sweeping	Routinely sweep surfaces.
Bike Boulevards	Signs	Repair or replace signs as needed.
Sidewalks	Pavement Preservation	Routinely inspect high-volume sidewalks and use temporary measure where needed like patching, grinding, and mud jacking. Consider using staff or hiring contractors to repair sidewalks, rather than placing responsibilities on property owners.
	Snow and Ice Control	Educate the public about sidewalk snow removal, and create a program to assist with clearance for select populations as needed. Require sidewalk snow clearance to a width of five feet on all sidewalks, and establish required time frames for snow removal..

Monitoring and Evaluating

Measuring the performance of active transportation networks is essential to ongoing success. As recommendations are implemented, the Sheffield community must be able to measure whether these investments are paying active transportation dividends (i.e. more people walking and bicycling). An affirmative answer reinforces this Plan's legitimacy and provides evidence that future investments will also yield positive results. The performance measures in Table 10 will chart progress towards making walking and bicycling safe, connected, and comfortable.

FIGURE 49 Performance measures will help ensure active transportation infrastructure is used by the community.

TABLE 10 Performance Measures

Performance Measure	Goal	Timeline for Data Collection	Data Collection Lead
Connected Active Transportation Infrastructure	Additional miles of sidewalks.	Annually	Local Government
	Additional miles of bike facilities and trails.		
	Additional crosswalks and intersection improvements.		
	Apply for at least two relevant grant programs.		
Student Safety	Increase the number of students that feel comfortable walking and biking to school, assessed through a repeated survey.		Sheffield-Sheffield Lake School District