



CLEVELAND HEIGHTS

Municipal Services and Environmental Sustainability Committee

December 16, 2025

6:00 PM

City Hall – Executive Conference Room

Forestry; Refuse, Recycling & Leaf Collection/Disposal; Streets; Sewers; Lighting;
Environmental Sustainability & Regeneration and Climate Action

Council members

Chair: Gail Larson | Vice Chair: Jim Posch | Member: Davida Russell

Agenda

- 1) **Call to Order/Roll Call**
- 2) **Complete and Green Streets Revised Legislation**
As recommended by the Transportation and Mobility Committee
 - a. C&GS Policy (Rev. 1.4)
- 3) **Other**
- 4) **Adjourn**

RESOLUTION NO. (NUMBER)

Introduced by Council Member (NAME)

A Resolution Updating and Re-Adopting a Complete and Green Streets Policy for the City of Cleveland Heights.

WHEREAS, a Complete and Green Streets approach enhances livability and sustainability through street design that safely, conveniently, and comfortably accommodates users of all ages and abilities, including pedestrians, cyclists, transit riders, and motorists; and

WHEREAS, the City of Cleveland Heights remains committed to developing an integrated network of Complete and Green Streets to promote the economic vitality, environmental sustainability, and social well-being of all residents; and

WHEREAS, implementing Complete and Green Streets principles on our roadways will improve safety, convenience, accessibility, and comfort for all road users; and

WHEREAS, the City recognizes the importance of establishing a formal Complete and Green Streets Policy to manage stormwater effectively, reduce waste, lower energy consumption, and provide measurable environmental and health benefits;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Cleveland Heights, Ohio:

SECTION 1. Council hereby adopts the updated Complete and Green Streets Policy set forth in **Exhibit A** attached hereto and incorporated as if fully set forth herein.

SECTION 2. Notice of the passage of this Resolution shall be given by publishing the title and abstract of its contents, prepared by the Director of Law, once in one newspaper or newsletter of general circulation in the City of Cleveland Heights.

SECTION 3. This Resolution shall take effect and be in force from and after the earliest time allowed by law.

PASSED: (DATE OF PASSAGE)

(NAME), Mayor
President of Council

(NAME)
Clerk of Council

Exhibit A

Complete and Green Streets Policy

Definition

"**Complete and Green Streets**" are networks of roadways, streets, trails, sidewalks, and pathways thoughtfully designed to safely, comfortably, and conveniently accommodate all users, including pedestrians, cyclists, transit riders, motorists, individuals with disabilities, seniors, delivery and service personnel, and emergency responders. Additionally, these roadways integrate effective stormwater management practices aimed at reducing, absorbing, and / or slowing stormwater runoff.

1. Vision and Intent

1.1. The routine creation of Complete and Green Streets will generate significant long-term community benefits, including improved public health, enhanced environmental sustainability, and reduced transportation-related costs. Residents will realize a "Green Dividend" wherein decreased transportation expenditures free up income for discretionary spending within the local economy. Local businesses, institutions, and the City itself will benefit financially and environmentally from reduced reliance on oversized parking facilities, allowing increased space for green areas, productive development, and vibrant public spaces. Moreover, Complete and Green Streets promote equitable economic and functional benefits for all road users and residents, regardless of income, location, neighborhood, transit mode, or other factors.

1.2. The City ~~shall~~ should plan, build, and maintain a comprehensive, interconnected, multimodal transportation network that prioritizes safety, comfort, reliability, efficiency, and accessibility for all users. Progress on the Complete and Green Streets network ~~shall~~ should be documented and regularly updated on the City's official website.

1.3. The City ~~shall~~ should proactively coordinate improvements to sanitary sewer infrastructure alongside roadway projects whenever feasible. Street designs ~~shall~~ should minimize unnecessary pavement by carefully evaluating lane widths, curb radii, viability of traffic islands, and on-street parking layout, identifying opportunities to reduce impervious surfaces and improve stormwater management practices.

1.4. This policy aligns with recommendations outlined in the **Cleveland Heights Master Plan**, adopted by City Council on March 20, 2017, which identifies the adoption of a Complete and Green Streets Policy as a priority implementation action (Master Plan, p.146: "ACTION 1: Adopt a Complete and Green Streets Policy."). It is further designed to align with the federal **Safe Systems Approach** adopted via the **Safe Streets and Roadways for All (SS4A)** program, and to provide a mechanism to effectuate the city's **Vision Zero** policy revised April 7, 2025, thereby

contributing to our goal of zero traffic deaths by 2030. Additionally, this revised policy incorporates recommendations from the City's **Comprehensive and Equitable Safety Action Plan (CESAP)**, adopted by City Council on April 7, 2025, to strengthen process ~~and accountability~~ **and accountability**, thereby supporting effective implementation of both the Complete and Green Streets Policy and the CESAP. It further incorporates recommendations from the Heights Regional **Active Transportation Plan (ATP)**, adopted by the Cities of South Euclid, University Heights, and Cleveland Heights in December 2024, to consider active transportation in city infrastructure projects.

2. Diverse Users

2.1. Roadway projects ~~shall~~ **should** be designed, planned, and executed to safely, comfortably, and conveniently accommodate all road users, including motorists and truck operators, pedestrians, cyclists, transit riders, emergency responders, seniors, children, people with pets, and individuals with disabilities, while respecting access requirements of adjacent properties.

2.2. Priority consideration ~~shall~~ **should** be given to vulnerable users, especially older adults, children, and persons with disabilities, to ensure improvements enhance their safety, comfort, and convenience. Transportation options must be safe, reliable, affordable, accessible, and timely for all individuals, regardless of race, ethnicity, religion, income, gender identity, immigration status, age, ability, language spoken, or access to private vehicles.

2.3. Infrastructure investments ~~shall~~ **should** be mapped, quantified, and routinely evaluated to ensure equitable distribution of Complete and Green Streets projects across all neighborhoods, explicitly addressing and actively preventing pockets of disinvestment or underinvestment.

3. Commitment in All Projects and Phases

3.1. All transportation projects within public rights-of-way — including new construction, reconstruction, resurfacing, repaving, restriping, retrofitting, and rehabilitation — ~~shall~~ **should** be planned, designed, constructed, operated, and maintained to ensure safe, convenient, comfortable, and independent mobility for all users across all transportation modes.

3.2. The city ~~shall~~ **should** ensure that all privately developed streets, sidewalks, and parking facilities fully comply with this Complete and Green Streets policy to the greatest extent allowed by law.

3.3. The City ~~shall~~ **should** actively partner and coordinate with the State of Ohio, the Northeast Ohio Areawide Coordinating Agency (NOACA), Cuyahoga County, adjacent municipalities, local businesses, the CH-UH School District, and adjacent school districts to promote and implement

projects enhancing regional connectivity consistent with the Complete and Green Streets principles in this policy.

3.4. Every transportation project, at each stage — planning, programming, design, right-of-way acquisition, construction, reconstruction, operation, maintenance, and major capital improvement — ~~shall~~ **should** be treated as an opportunity to improve multimodal mobility, stormwater management, tree canopy, and water quality through safe and green infrastructure.

3.5. During construction or repairs impacting streets, sidewalks, or public rights-of-way, the City ~~shall~~ **should** ensure safe, efficient, convenient, and accessible accommodations for all transportation modes and users throughout the duration of the project. This obligation ~~shall~~ **should** extend to any city contractors or subcontractors performing such work.

4. Exceptions

4.1. While all projects **should** be considered as opportunities for Complete and Green Streets improvements, only **major** projects require design coordination and consensus between the Departments of Planning & Development, Public Works, and the Transportation and Mobility Committee.

4.2. Major projects, for the purposes of this policy, are defined as path, trail, street, or roadway construction and / or resurfacing projects with an expected cost greater than \$100,000.

4.3. Coordination on minor projects is encouraged but is at the discretion of the departments involved,

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~~4.4.~~ Exceptions to the ~~Complete and Green Streets Policy in specific projects~~ forementioned coordination and consensus requirement may be authorized **only** under the following circumstances, and ~~shall~~ **should** be coordinated with the ~~Departments of Planning & Development, Public Works, and the Transportation and Mobility Committee~~ forementioned departments and committee.

4.4.1. Limited Use Roadways: The roadway intentionally and legally prohibits certain road users (e.g., pedestrian-only streets or malls). In such cases, the City ~~shall~~ **should** designate and implement a reasonable and equivalent alternative project accommodating excluded users along nearby roadways that provide comparable connectivity. Authority to approve these exceptions is delegated to the Mayor of Cleveland Heights or his/her/their designee.

4.4.2. Minor Repairs: The proposed work consists solely of ordinary minor maintenance activities designed to preserve existing infrastructure in safe, good operating condition (e.g., mowing, sweeping, cleaning, crack repair, spot repairs, chip sealing, temporary surface treatments). These ordinary maintenance activities **do not require special authorization.**

However, **the Minor Repairs category exception explicitly excludes** routine resurfacing or repaving ~~projects of streets or full width street segments longer than 30 feet exceeding the dollar threshold established in 4.2,~~ including resurfacing coinciding with water, sewer, gas, or other utility work. Such resurfacing or repaving projects do **not** qualify for automatic exception under this section and must fully adhere to the Complete and Green Streets design, review, ~~and public notification~~coordination, and consensus requirements outlined in this policy.

4.41.3. Executive Fiat: ~~The~~ Mayor of Cleveland Heights or his/her/their designee determines — after consultation with the Director of Public Works, Director of Planning and Development, Manager of Capital Projects, and the Transportation and Mobility Committee — that strict application of Complete and Green Streets principles would be significantly disproportionate relative to the project's demonstrated need or expected use. All such exceptions must be fully documented and explained clearly. Notices explaining the rationale for exceptions, including contact information to submit public comments to City administration and the Transportation and Mobility Committee, ~~shall~~should be conspicuously displayed at City Hall and published on the City's public website.

5. Jurisdiction

5.1. All transportation infrastructure and street projects requiring City of Cleveland Heights approval, funding, or taking place within city limits ~~shall~~should adhere to this policy to the greatest extent allowed by law. The Mayor ~~shall~~should direct the Departments of Public Works, Planning, Police, and Capital Projects to collaboratively implement Complete and Green Streets improvements, incorporating discussions of these principles into senior staff meetings and providing regular progress reports to the Mayor and City Council.

5.2. Projects funded or administered by external governmental agencies — including federal, state, and county entities (e.g., Section 108 Loan Guarantees, Community Development Block Grants, Transportation for Livable Communities Initiative Grants, City of Cleveland Division of Water, Ohio EPA, Ohio Department of Natural Resources, Cuyahoga County Department of Public Works) — ~~shall~~should be strongly encouraged to adhere to this policy to the greatest extent ~~allowed by law possible without jeopardizing funding.~~ Coordination between City departments and external agencies responsible for planning, design, and engineering ~~shall~~should be actively pursued to ~~ensure~~encourage policy compliance and effectiveness.

5.3. Projects funded or sponsored by non-municipal agencies or organizations, such as Special Improvement Districts, the Greater Cleveland Regional Transit Authority (GCRTA), and the Northeast Ohio Regional Sewer District (NEORS), ~~shall~~should be coordinated to adhere strongly encourage adherence to this policy ~~to the greatest possible extent.~~

5.4. Private development projects involving street design and construction ~~shall~~should fully adhere to this policy to the greatest extent allowed by law. The Director of Planning, or their designated representative, ~~shall~~should clearly establish compliance expectations in

collaboration with private developers early in the approval process. Compliance with this policy **shall-should** be verified by the City prior to public use of such improvements, and no Certificate of Business Occupancy **shall-should** be issued for any private development or portion thereof for which such verification has not been completed.

5.5. Streets under State of Ohio jurisdiction, including those designated as part of the Federal Primary System, **shall-should** follow Complete and Green Streets principles for their design, construction, reconstruction, and maintenance to the greatest extent allowed by law.

5.6. For streets and trails connecting Cleveland Heights with neighboring communities, the City **shall-should** proactively encourage and coordinate cross-jurisdictional collaboration to ensure seamless application of Complete and Green Streets principles, thereby maintaining continuous accommodations and connectivity.

5.7. Streets and trails within the City identified as components of regional networks **shall-should** be given priority for best-practice maintenance and enhancements in alignment with Complete and Green Streets standards, serving as regional models for connectivity and accessibility.

6. Design Standards and Guidance

6.1. The City **shall-should** follow current best practices, standards, and guidance when designing and implementing Complete and Green Streets projects. These standards **shall-should** include, but are not limited to, the latest versions of:

- **American Association of State Highway and Transportation Officials (AASHTO):**
 - *Guide for Planning, Designing, and Operating Pedestrian Facilities*
 - *Guide for the Development of Bicycle Facilities*
- **Institute of Transportation Engineers (ITE):**
 - *Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach*
 - *Policy on Geometric Design of Highways and Streets*
- **National Association of City Transportation Officials (NACTO):**
 - *Urban Bikeway Design Guide*
 - *Urban Street Design Guide*

- **Federal Highway Administration (FHWA)** publications, including but not limited to:
 - *Designing for Pedestrian Safety*
- **Ohio Department of Transportation (ODOT):**
 - *Multimodal Design Guide*
- **Greater Cleveland Regional Transit Authority:**
 - *Transit Street & Bus Stop Design Guidelines*

The City ~~shall~~ should regularly review these guides and standards, incorporating updates to ensure ongoing alignment of City transportation projects with industry-leading practices.

7. Land Use and Context Sensitivity

7.1. All new or updated land use policies, plans, zoning ordinances, and similar City planning documents ~~shall~~ should align with and support the City's Complete and Green Streets vision. Projects ~~shall~~ should respect their surrounding context, ~~taking into account~~ considering existing and anticipated buildings, parks, trails, and transportation infrastructure. Land-use policies and zoning ordinances ~~shall~~ should actively encourage walkable, mixed-use, and transit-oriented development consistent with Complete and Green Streets principles.

7.2. All city project designs and solutions ~~shall~~ should respect and reflect the character and context articulated in foundational City planning documents, including the **Cleveland Heights Master Plan**, the **University Circle–Cleveland Heights Bicycle Network Study**, relevant **NOACA Transportation for Livable Communities Initiative (TLCI)** studies, and other applicable forward-thinking plans. Projects ~~shall~~ should work to avoid unintended negative consequences such as involuntary displacement via eminent domain, and when unavoidable, such impacts shall be mitigated through equitable and transparent measures.

7.3. The design process for major roadway, trail, bus stop, and sidewalk projects ~~shall~~ should incorporate meaningful public outreach and community input throughout the planning process. All projects ~~shall~~ should reinforce and embody Cleveland Heights' core values as a walkable, bike-friendly, sustainable, and vibrant community welcoming to all.

7.4. Transportation projects ~~shall~~ should prioritize human-scale design to ensure comfort, safety, and accessibility for all users. Decisions regarding street layouts, lane widths, intended vehicle operating speeds, modal balance, connectivity, and street hierarchy ~~shall~~ should reflect this prioritization.

7.5. Project design criteria **shall-should** integrate sound engineering, architectural excellence, and urban design principles to enhance Cleveland Heights' identity as an appealing, enjoyable, and environmentally sustainable community for residents, visitors, and businesses alike.

7.6. Projects located within districts listed on the National Register of Historic Places **shall-should** incorporate transportation and infrastructural design elements that complement and enhance the district's historic character. Examples of historically appropriate transportation and infrastructure elements include stone curbs, signage consistent with the historical era, street furniture, street trees, and period-appropriate streetlights.

8. Performance Measures

8.1. The Departments of Public Works and Planning & Development **shall-should** annually evaluate the effectiveness of the Complete and Green Streets policy using clearly defined performance measures. These evaluations **shall-should** be reported each year to the Transportation and Mobility Committee, Council, and the general public. Performance measures may include, but are not limited to:

- 8.1.1. Miles of modern (LTS 2 or better) bike lanes installed or improved.
- 8.1.2. ~~Reductions~~ ~~Changes~~ in speeding both citywide and on corridors of interest.
- 8.1.3. Number, type, and locations of crashes.
- 8.1.4. Number, nature, and locations of crosswalk and intersection improvements.
- 8.1.5. Counts of pedestrians, cyclists, and transit riders.
- 8.1.6. Percentage of employees, students, and visitors arriving by foot, bicycle, transit, carpool, bikeshare, carshare, or electric vehicle.
- 8.1.7. Number of newly installed ADA-compliant curb ramps along city streets.
- 8.1.8. Number of bicycle parking spaces newly created or upgraded.
- 8.1.9. Number of new developments choosing to construct the minimum required number of parking spaces instead of the allowable maximum.
- 8.1.10. Square footage of new bioretention and green infrastructure installations.
- 8.1.11. Square footage of pavement removed.
- 8.1.12. Linear feet of sanitary sewer lines newly separated from storm sewer lines.
- 8.1.13. Total Vehicle Miles Traveled (VMT) reductions within the City.
- 8.1.14. Estimated transportation-related carbon emissions.
- 8.1.15. Net change in the number of street trees planted or maintained.
- 8.1.16. Effectiveness of engagement efforts with underrepresented community members, including documentation of community input, responsiveness to suggestions, and resulting project improvements.
- 8.1.17. Evaluation of equitable distribution of improvements across neighborhoods, considering factors such as income, race, vehicle access, and planning district.

8.2. The City ~~shall~~ should publish an annual report documenting year-over-year progress against each performance measure. This report ~~shall~~ should be readily accessible online through the city's public website.

9. Project Selection Criteria

9.1. Complete and Green Streets principles ~~shall~~ should be integrated explicitly into the City's Capital Improvement Program (CIP) and project evaluation and selection process, aligning with established City Council goals. Capital projects ~~shall~~ should be mapped, quantified, and evaluated to ensure equitable allocation of resources within the City's capital planning framework. Scoring criteria ~~shall~~ should be reviewed regularly and adjusted as needed to maximize community benefits and equitable distribution of Complete and Green Streets improvements.

9.2. The Departments of Public Works, Planning & Development, and other relevant departments and committees ~~shall~~ should systematically incorporate Complete and Green Streets principles into all relevant existing and future plans, manuals, checklists, decision-making tools, rules, regulations, programs, the annual road program, and the CIP.

10. Implementation Steps

Oversight and Coordination

10.1. Senior staff from the Police, Public Works, Planning & Development, and other relevant departments ~~shall~~ attend meetings of the Transportation and Mobility Committee (TMC) upon timely request of the committee. Senior staff shall provide such data as the Committee may require in a reasonable format and timely fashion, up to and including verbal presentation at scheduled committee meetings. TMC membership shall represent diverse expertise and community perspectives, as established by **Ordinance No. 196-2023(AS)**. The TMC shall provide recommendations to the City Council and the City administration regarding the Capital Improvements Program (CIP) and any relevant individual transportation or infrastructure projects so as to support and enhance multimodal transportation.

10.2. All proposed major roadway projects within Cleveland Heights, as defined in subsection 4.2, that may fall under the scope of this policy — including new construction, reconstruction, retrofitting, resurfacing, or repaving — ~~shall~~ should be coordinated between the Departments of Planning & Development, Public Works, and/or the originating department at the earliest reasonable stage of development. ~~Roadway projects determined to fall under the scope of this policy by the aforementioned departments, or by the Transportation and Mobility Committee, shall be henceforth referred to as "relevant projects."~~

10.3. The Departments of Planning & Development and of Public Works, in collaboration with one another and other relevant ~~City~~ departments and stakeholders, ~~shall-should~~ review each ~~relevant-major~~ project for alignment with this policy, the CIP, and related City policies. For each such ~~relevant-major~~ project, the Departments of Planning & Development and of Public Works, ~~in collaboration with the originating department or agency~~ ~~shall-should~~ develop and agree upon a **written** conceptual plan that adheres to Complete and Green Streets principles. Such plans ~~shall-should~~ be presented to the Transportation and Mobility Committee for comment and discussion as early as possible, and feedback ~~shall-should~~ be integrated into the written conceptual plan and any ~~resultant-subsequent~~ designs. Relevant projects ~~shall-should~~ be clearly ~~presented-to-coordinated between~~ the Departments of Public Works, Planning & Development, and the Transportation and Mobility Committee, in such time that reasonable changes can be discussed and made to the conceptual plan without unduly delaying the project.

10.4 Such conceptual plans may be brief, but should include for each project:

- ~~Acknowledgement of any~~Any city plans relevant to the project ~~area~~, including ~~priority status and~~ recommendations for investment under the ATP, CESAP, or other relevant plan.
- ~~Acknowledgment of a~~Any known existing substandard design elements, especially those that might impact safety or accessibility for vulnerable road users.
- ~~Acknowledgment of a~~Any proposed design improvements ~~that are~~ relevant to the ~~city's complete, green, and safe streets goals~~ success of the project in advancing the city's Complete and Green Streets policy.

Plan Approval and Compliance

10.5. If consensus on a conceptual plan cannot be reached between the Department of Planning & Development, the Department of Public Works, the Transportation and Mobility Committee, and the originating department or agency ~~if any~~, the ~~Mayor~~mayor may issue a documented exception in accordance with Section 4 of this policy. **No relevant-major project** subject to this policy ~~shall-should~~ **begin** construction unless it is ~~determined by the Departments of Public Works and Planning & Development to be~~ in compliance with this policy and has a mutually agreed-upon conceptual plan, unless ~~such~~ an exception is granted.

10.6. Approval and expenditure of funds for ~~major~~ roadway projects within Cleveland Heights ~~shall-should~~ be explicitly contingent upon adherence to the ~~review-coordination~~ and ~~approval consensus~~ process described in section 10. Expenditures made out of compliance with this policy ~~shall-should~~ **be considered improper** and may be subject to investigation at the discretion of City Council.

Post-Approval Modifications

10.7. If a relevant project's design diverges substantially from its approved conceptual plan prior to construction, the project **must** be re-reviewed, and a new conceptual plan ~~shall-should~~ be agreed upon before construction begins.

10.8. Any involved department or committee may flag a major project that appears to be proceeding without a conceptual plan, or which appears to be diverging substantially from an approved conceptual plan before, during, or after construction. Flagged projects shall-should be reviewed jointly by the Departments of Planning & Development and of Public Works, in collaboration with one another and the Transportation and Mobility Committee. An updated conceptual plan shall-should be developed and a fix implemented to bring any built structures into alignment with the updated plan and this policy. Such fixes shall-should be implemented with due haste, and with support from such city departments or funding bodies as may be necessary.

10.9. Roadway resurfacing projects occurring in the 2026 calendar year or later shall-should be subject to the flagging and rework process described above, regardless of whether they were planned or began construction prior to the adoption of this resolutionpolicy.

Standards, Training, and Capacity Building

10.10. The Departments of Public Works, Planning & Development, other relevant departments, and the Transportation and Mobility Committee shall-should annually review existing transportation design standards to ensure alignment with current best practices.

10.11. The Department of Planning & Development shall-should regularly review the City's Zoning Code and propose amendments as needed with the Planning Commission as part of its Annual Code Review to support and advance the vision of Complete and Green Streets.

10.12. The City shall-should fund and promote professional development opportunities for staff to maintain expertise in Complete and Green Streets principles, including participation in relevant conferences, seminars, workshops, or documented research. Additionally, City staff shall-should provide targeted educational outreach to City boards, committees, commissions, schools, business districts, and community institutions to foster broad community understanding and support.

10.13. Transportation planning and engineering consultants retained by the City shall-should demonstrate proven expertise and experience delivering cost-effective, practical, and well-designed Complete and Green Streets projects consistent with the City's vision and intent.

Funding, Engagement, and Intergovernmental Coordination

10.14. City Staff, including those from Capital Projects, Public Works, and the Planning and Development Department shall-should proactively identify and pursue funding opportunities for Complete and Green Streets improvements. Every transportation-related project shall-should be treated as an opportunity to apply these principles. The Mayor shall-should be responsible for ensuring compliance with this policy, with the assistance of the Office of Capital Projects.

10.15. The Mayor shall-should facilitate strong interdepartmental coordination among all City departments with responsibilities in the public right-of-way to support consistent implementation of this policy.

10.16. For major projects affecting Complete and Green Streets not covered by a prior recent plan, City staff **shall-should** create and execute a community engagement plan detailing strategies for public involvement. Such plans **shall-should** prioritize inclusive participation methods, such as:

- Engaging community-based survey assistants.
- Conducting public meetings at convenient and accessible locations and times.
- Collecting public input at community gathering places (e.g., schools, playgrounds, parks, libraries).
- Hosting engagement activities aligned with residents' daily routines.
- Utilizing accessible online platforms and interactive surveys (e.g., MetroQuest).
- Promoting engagement opportunities via City email newsletters, social media, and neighborhood-based platforms (e.g., Nextdoor).

10.17. City staff **shall-should** actively collaborate with neighboring municipalities to share and promote best practices, strengthening the regional continuity and effectiveness of Complete and Green Streets networks. These efforts **shall-should** improve connectivity and accessibility for Cleveland Heights residents traveling beyond city limits.

10.18. Each major Complete and Green Streets project **shall-should consider** including a public education component to ensure users understand how to safely and effectively navigate the transportation improvements.

10.19. The Departments of Public Works and Planning & Development, the Mayor's Office, and the Transportation and Mobility Committee **shall-should** periodically review this policy — no less than once every five years following its adoption — and submit to City Council any recommended updates, revisions, or modifications for consideration and potential legislative action.