

Bridge Avenue Traffic Calming

June 2026

Agenda

- Franklin Blvd Evaluation
- Bridge Ave
 - Data
 - Vision
 - Draft Plan
 - Materials
 - Aesthetics
 - Feedback
 - Timeline



Franklin Boulevard Mini-Roundabout Evaluation

July 2026

**In 2022 and 2023 we
reconstructed Franklin
Boulevard.**

**We aimed to create a street that was
safer for everyone and more comfortable
for people walking and biking.**

**The project replaced 6
signalized intersections
with mini-roundabouts,
and added one additional
mini-roundabout.**

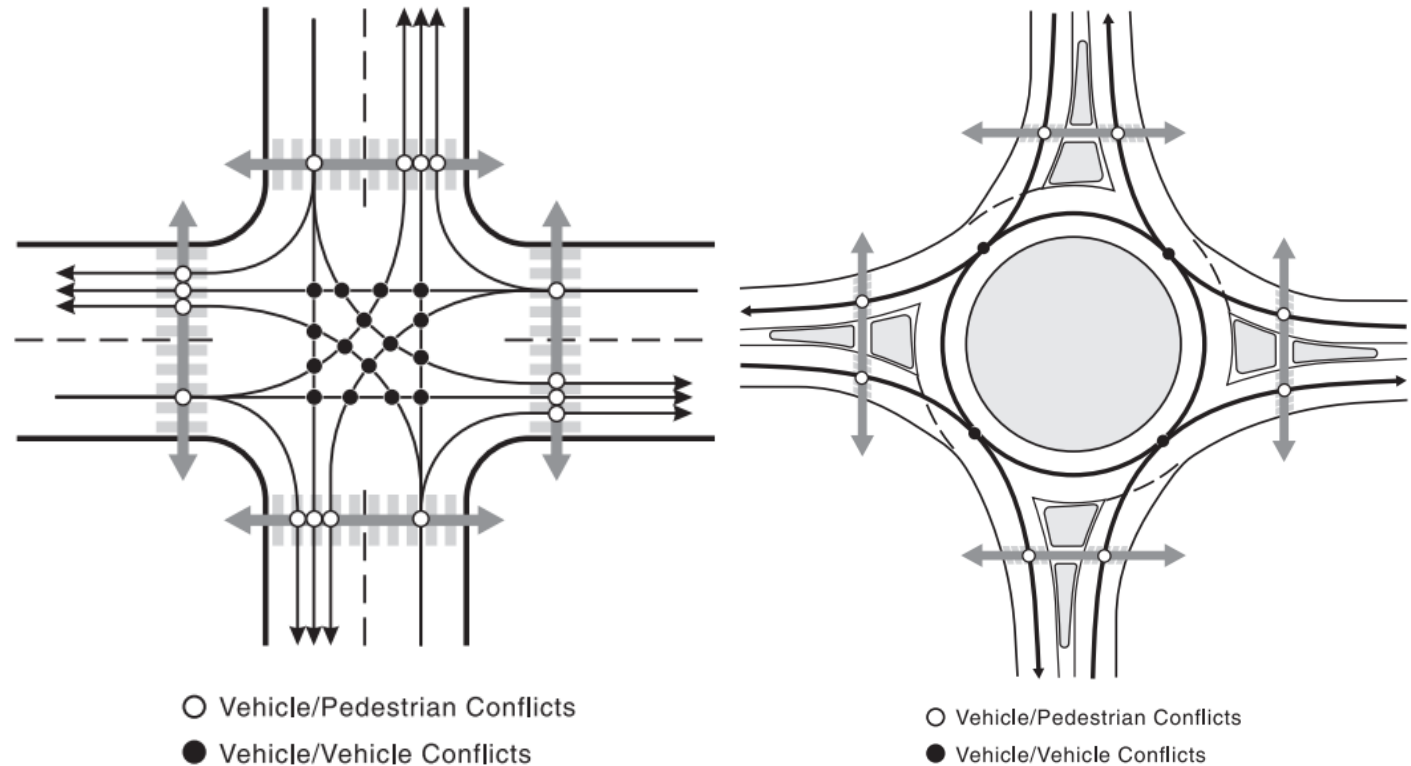
**As part of the project, we were able to work
with the Ohio Department of Transportation to
reduce the speed limit from 35 MPH to 25 MPH.**

Why mini-roundabouts?

Roundabouts reduce the number of potential conflict points at an intersection.

They slow traffic speeds, increase driver awareness, reduce idling, and are **proven in Cleveland to reduce crashes 60-80%.**

Conflict points at standard vs. roundabout intersections



Source: Federal Highway Administration (FHWA, 2010)

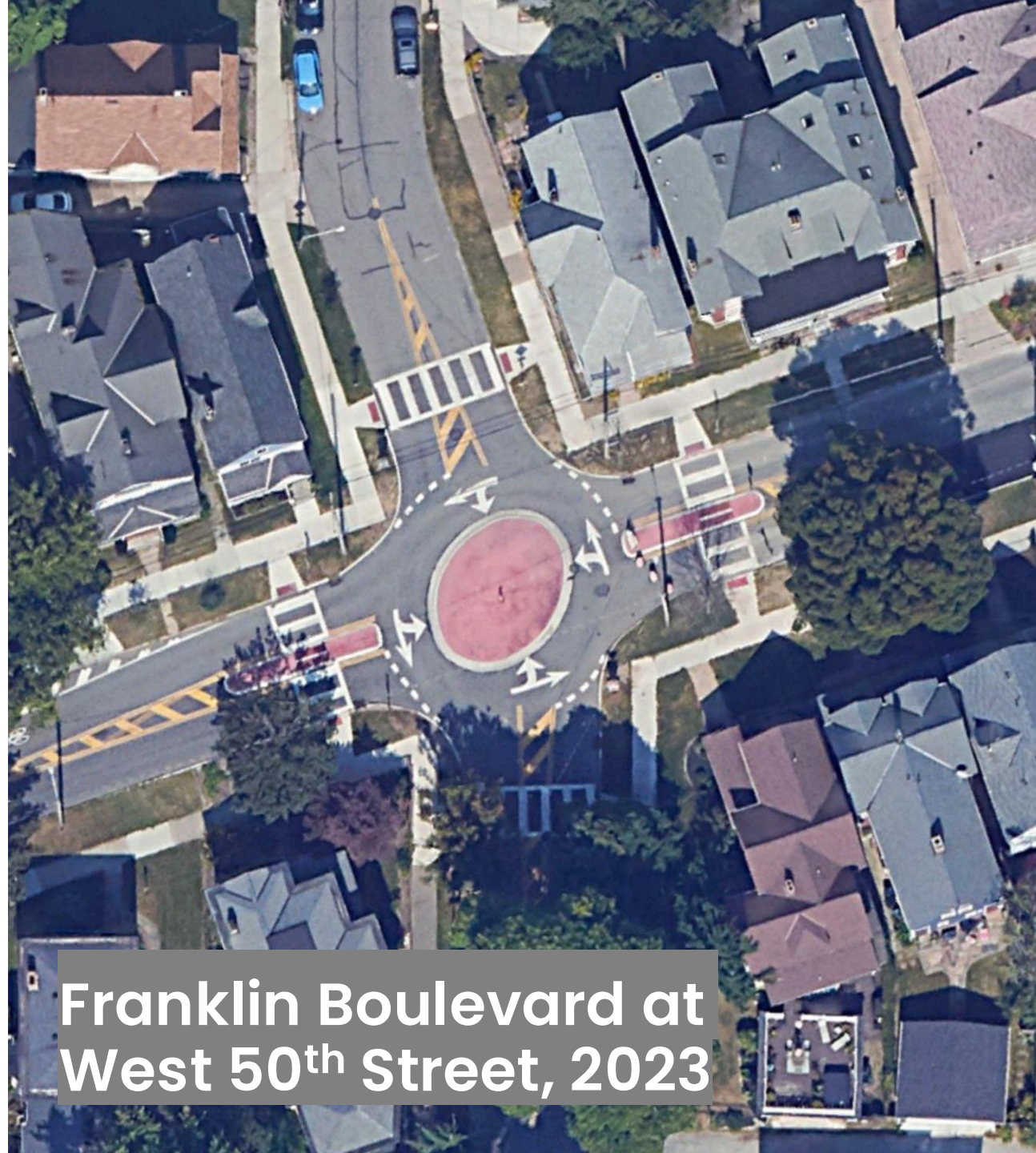
**Franklin Boulevard at
West 54th Street,
Summer 2021**

**Franklin Boulevard at
West 54th Street,
Summer 2024**





Franklin Boulevard at
West 50th Street, 2019



Franklin Boulevard at
West 50th Street, 2023

**We analyzed data from
before and after
construction to
understand project
outcomes.**

Data Collection

- We collected vehicle speed and volume counts using automated radar at multiple points along Franklin Boulevard in 2021 and in 2024.
- The traffic counts used in this report are from weekdays to reflect typical travel patterns.
- You can find traffic counts for Franklin Boulevard on our [traffic count viewer](#).



Key Takeaways

Vehicle speeds are down

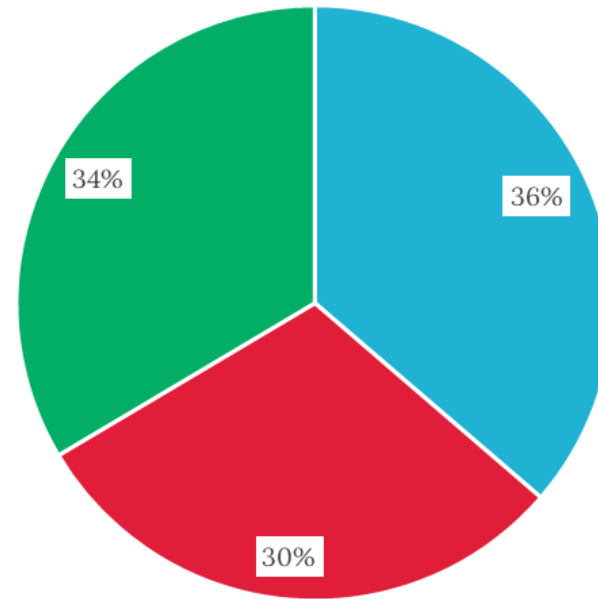
Fewer people are driving down Franklin as a cut-through

Vehicle volumes have declined by around 30%

There's been over a 40% reduction in vehicles traveling over 26 MPH

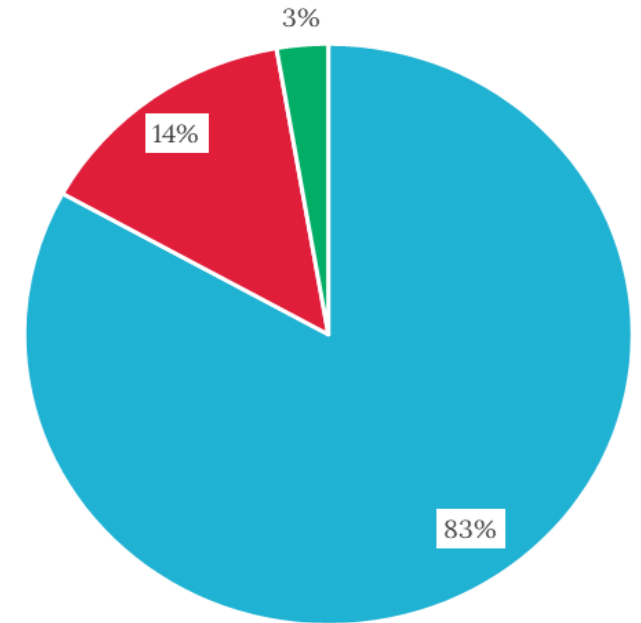
- Before, over 60% of vehicles were traveling over 26 MPH. Now, just 17% of vehicles are traveling over 26 MPH.
- Vehicle volumes are lower. **Average daily traffic volumes are about 1,665 now compared to 2,391 before the project.**

Vehicle Speeds on Franklin Blvd
2021



■ 1-26 MPH ■ >26-30 MPH ■ >30 MPH

Vehicle Speeds on Franklin Blvd
2024



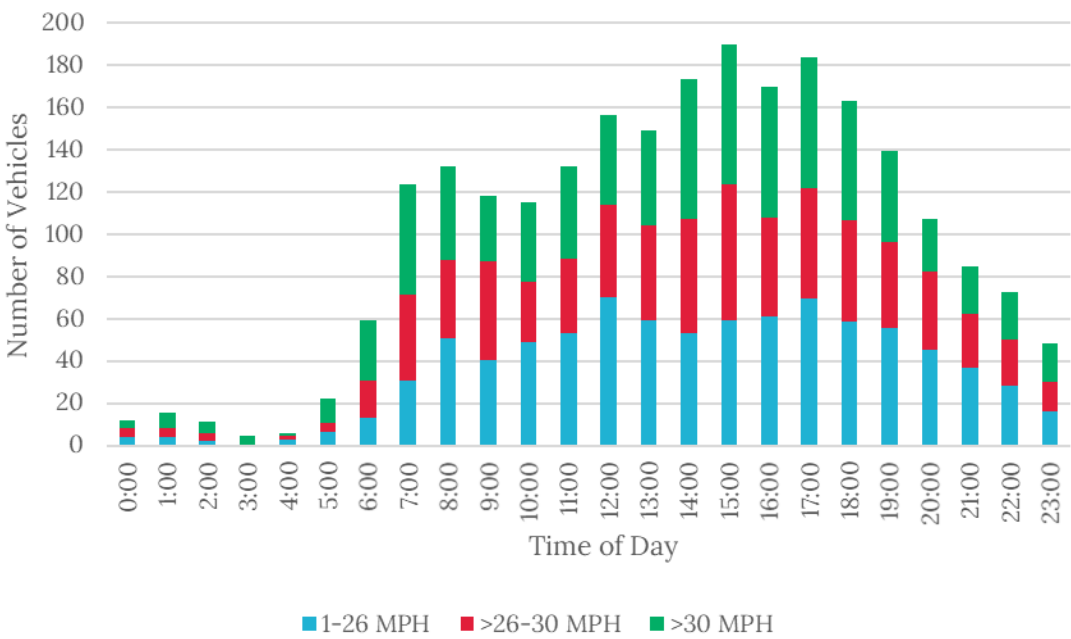
■ 1-26 MPH ■ >26-30 MPH ■ >30 MPH

Red and green indicate vehicles traveling over 26 MPH

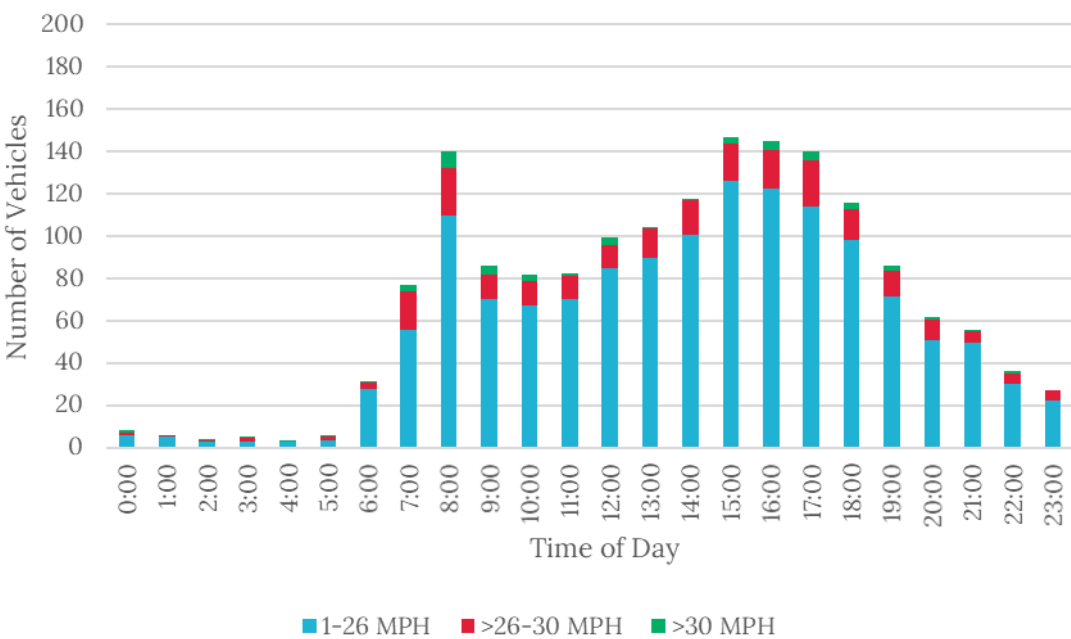
Vehicle speeds and volumes are down along the entire corridor



Before
Vehicle Speeds and Volumes by Hour
W 29th Street and W 52nd Street, Averaged
2021



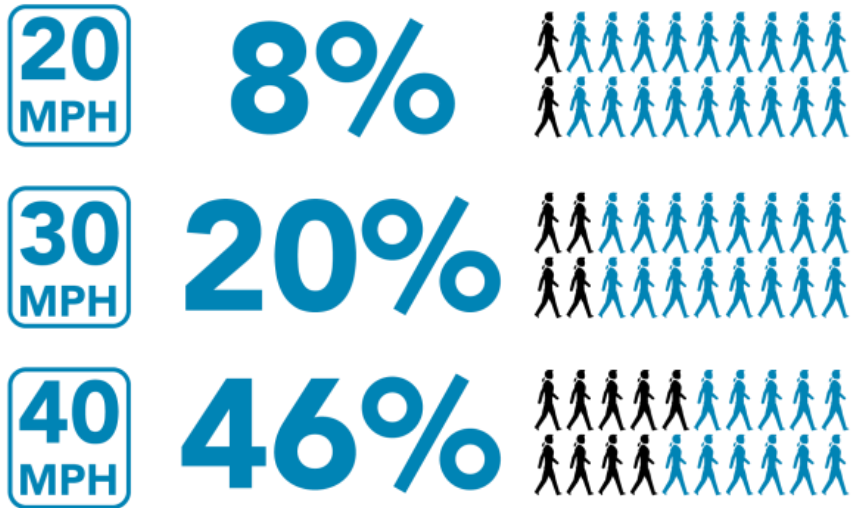
After
Vehicle Speeds and Volumes by Hour
W 29th Street and W 52nd Street, Averaged
2024



Red and green bars indicate vehicles traveling over 26 miles per hour

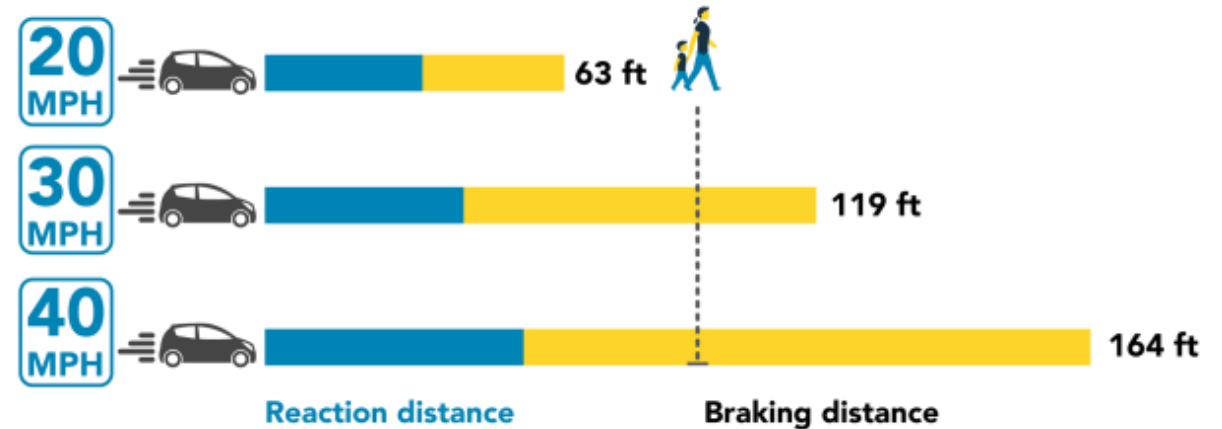
Speeding and crash severity are interconnected

The likelihood of death for a person hit by a vehicle increases significantly with speed



Source: AAA Foundation, Tefft, B.C. (2011)

Higher speeds increase a driver's reaction time & braking distance



Source: National Highway Traffic Safety Administration (2015)

**There are fewer
injury-related crashes
corridor-wide**

Crash data

- We compared reported crashes from 2020-2021 and 2024-2025. Since the project's completion, injury related crashes have decreased by 69%
- We saw a significant reduction in all types of crashes, including 64% less injury-related crashes at intersections

CRASH SEVERITY COMPARISON			
Crash Severity	Before Construction (2020-2021)	After Construction (2024-2025)	Percent Change
Fatal	0	0	0%
Serious Injury (Suspected)	0	0	0%
Minor Injury (Suspected)	9	1	-89%
Possible Injury	7	4	-43%
Injury Crashes	16	5	-69%

Live on or near Franklin?

We want to hear from you! Share your feedback using our [online survey](https://clevelandohio.gov/franklin-blvd) at clevelandohio.gov/franklin-blvd or by scanning the QR code



Bridge Avenue Traffic Calming

June 2026

Data – Crash History (2021–2025)

Crash Severity	Count (105 total)
Fatal	0 (0%)
Serious Injury	3 (3%)
Injury	5 (5%)
Possible Injury	13 (12%)
Property Damage Only	84 (80%)

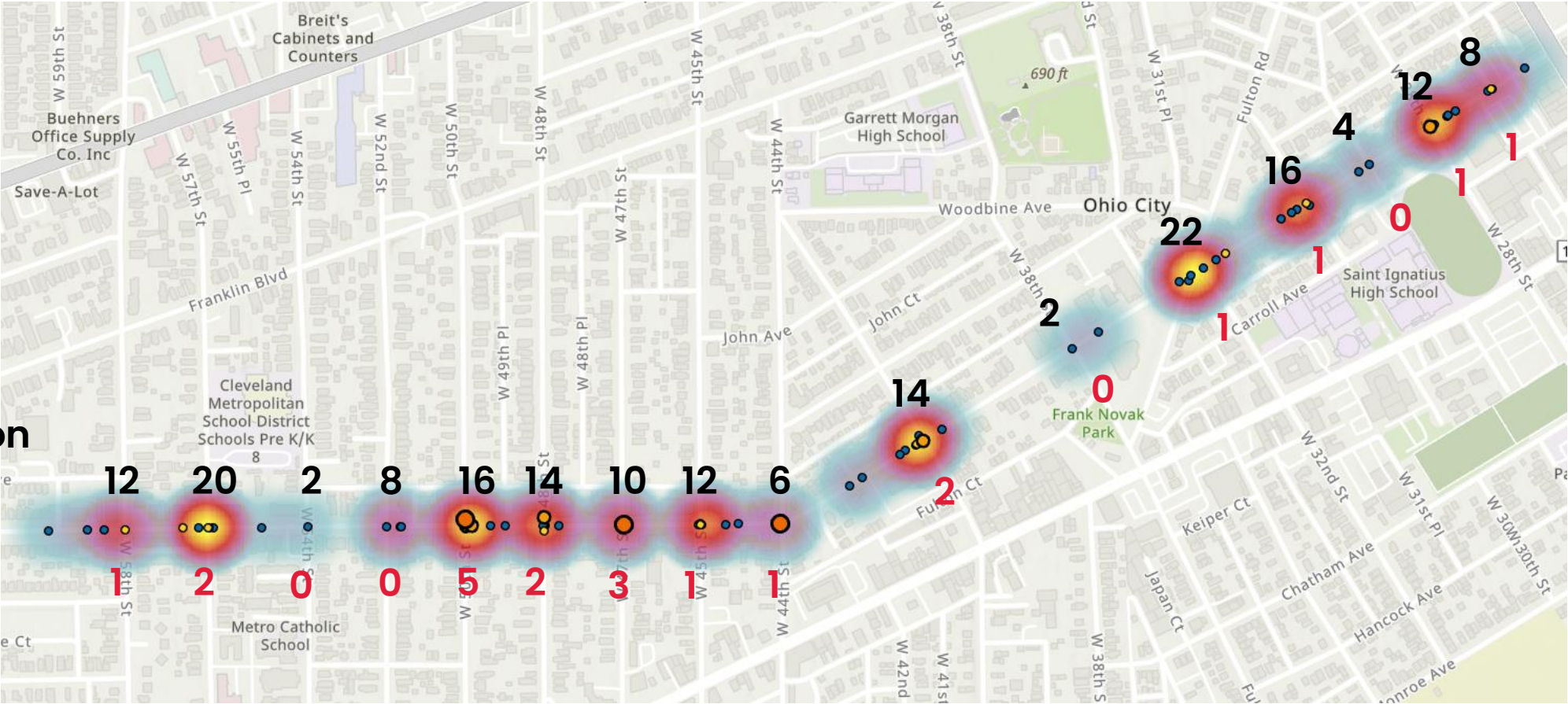
Crash Type	Count (105 total)
Angle	38 (37%)
Parked Vehicle	26 (25%)
Sideswipe Passing	19 (18%)
Rear End	6 (6%)
Others	16 (15%)

Data - Crash History (2021-2025)



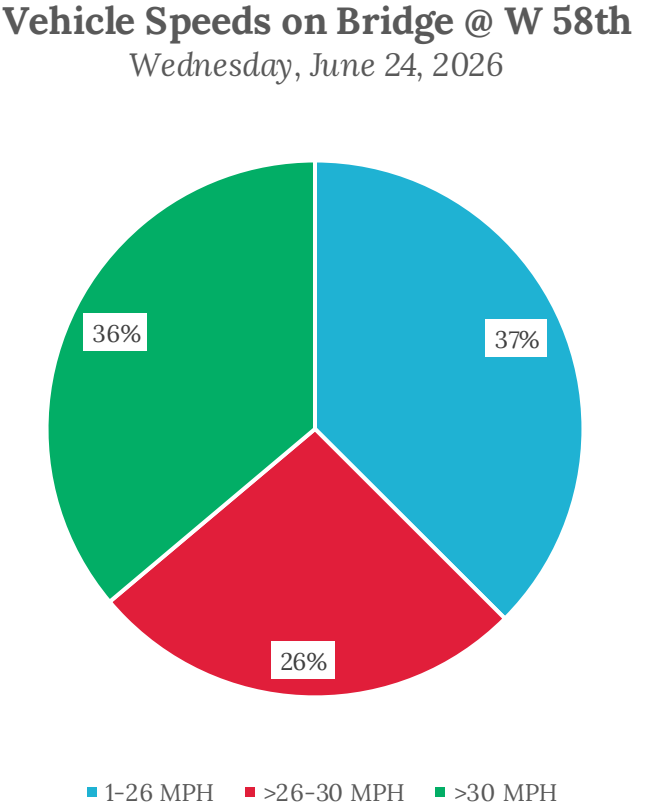
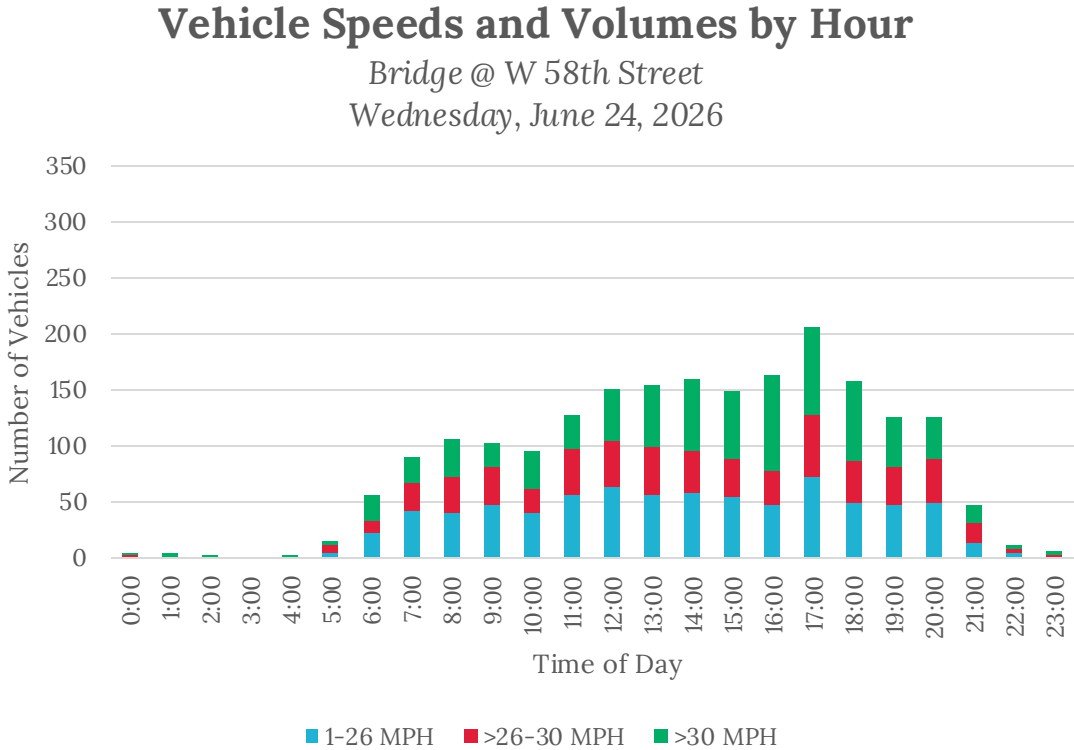
**Intersection
Crashes**

**Injury
Crashes**



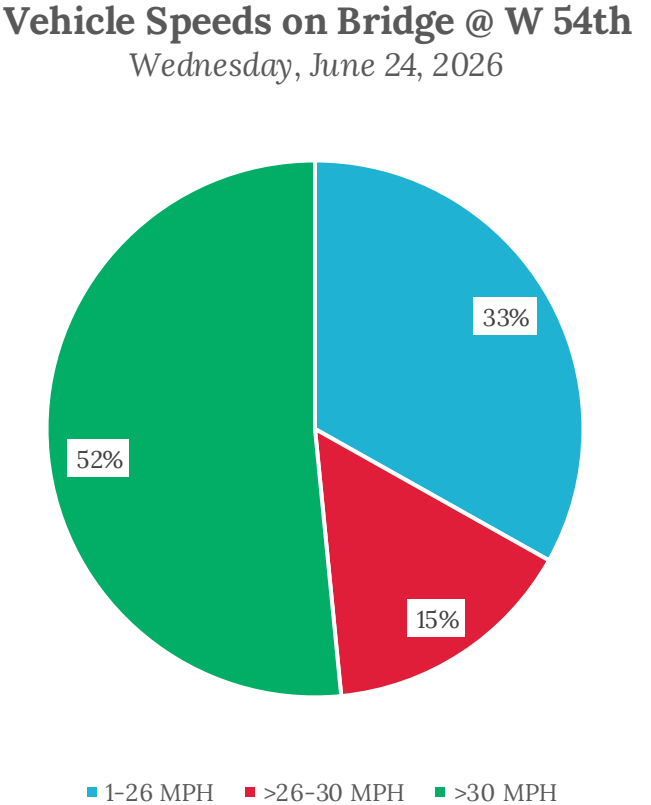
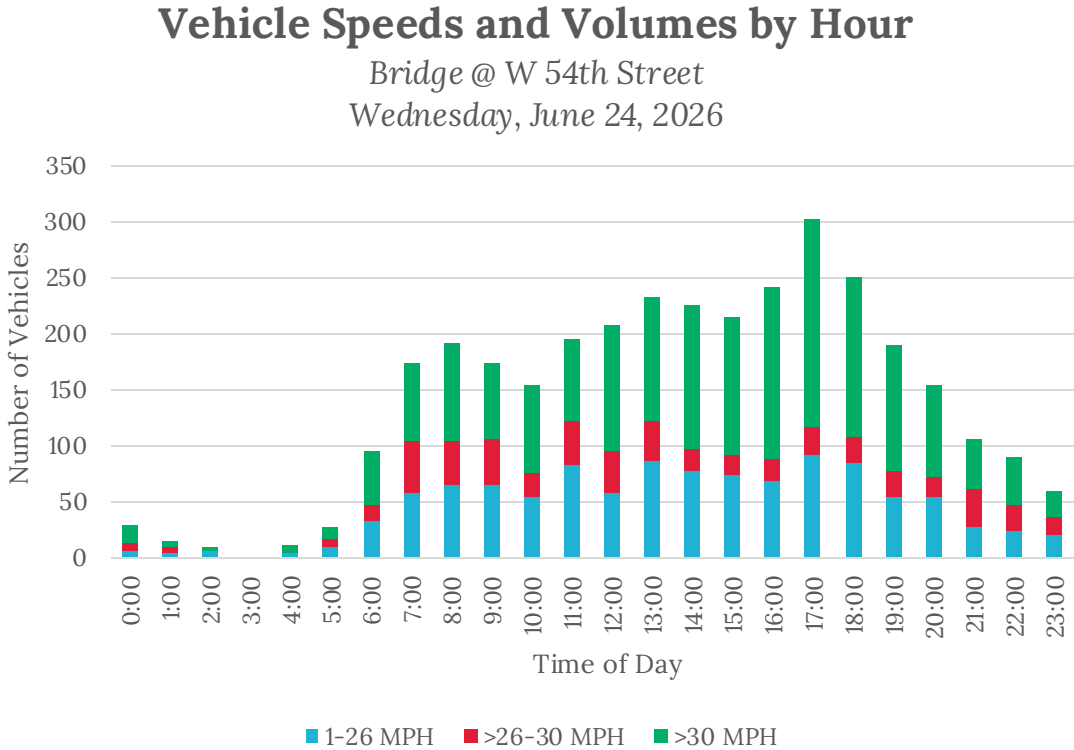
Data – Speeds (W 58th)

Speed Summary	mph
15th Percentile	15
50th Percentile	28
85th Percentile	34
95th Percentile	38
Mean	26
Min	2
Max	56



Data – Speeds (W 54th)

Speed Summary	mph
15th Percentile	18
50th Percentile	31
85th Percentile	37
95th Percentile	41
Mean	28
Min	1
Max	83

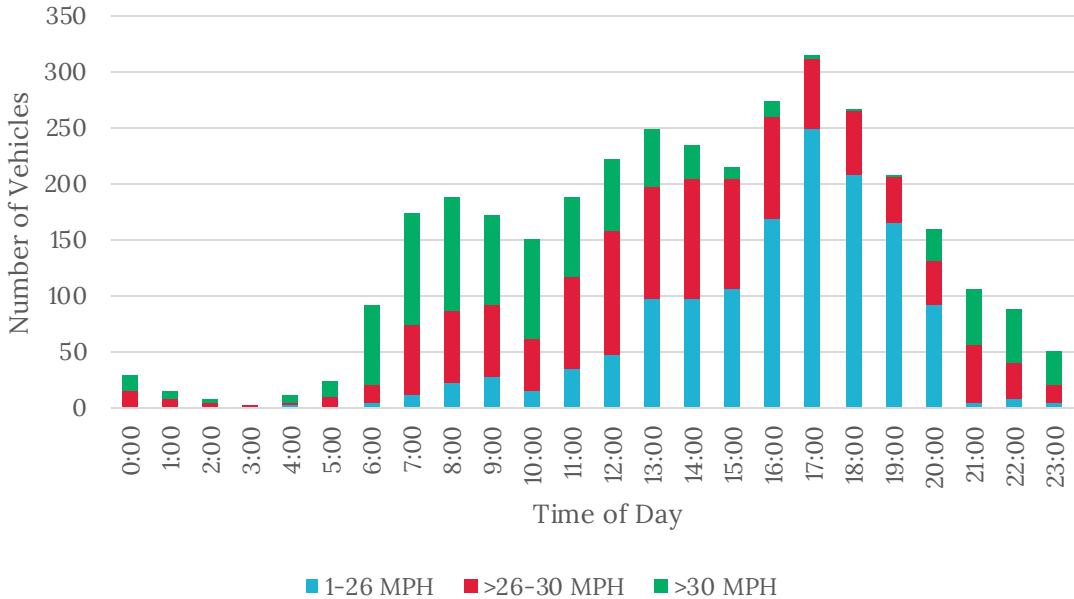


Data – Speeds (W 52nd)

Speed Summary	mph
15th Percentile	22
50th Percentile	27
85th Percentile	33
95th Percentile	37
Mean	27
Min	5
Max	51

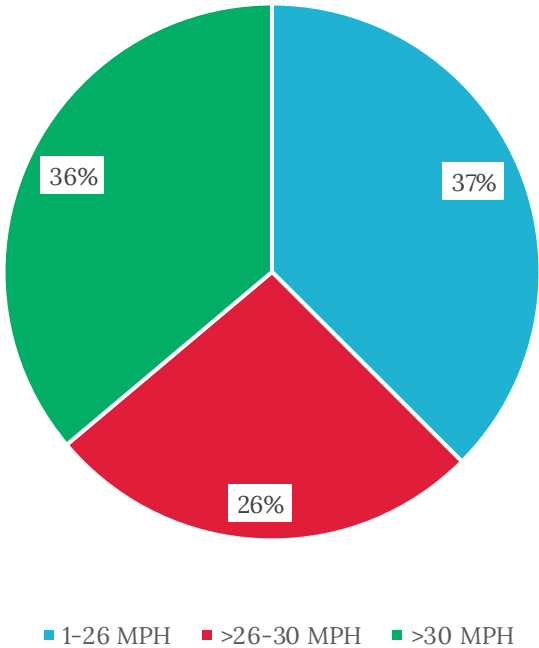
Vehicle Speeds and Volumes by Hour

Bridge @ W 52nd Street
Wednesday, June 24, 2026



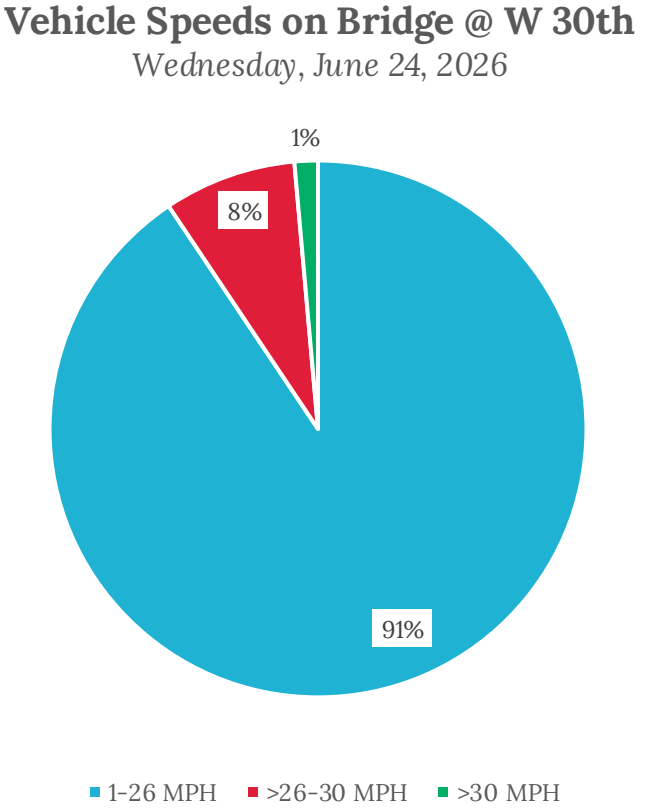
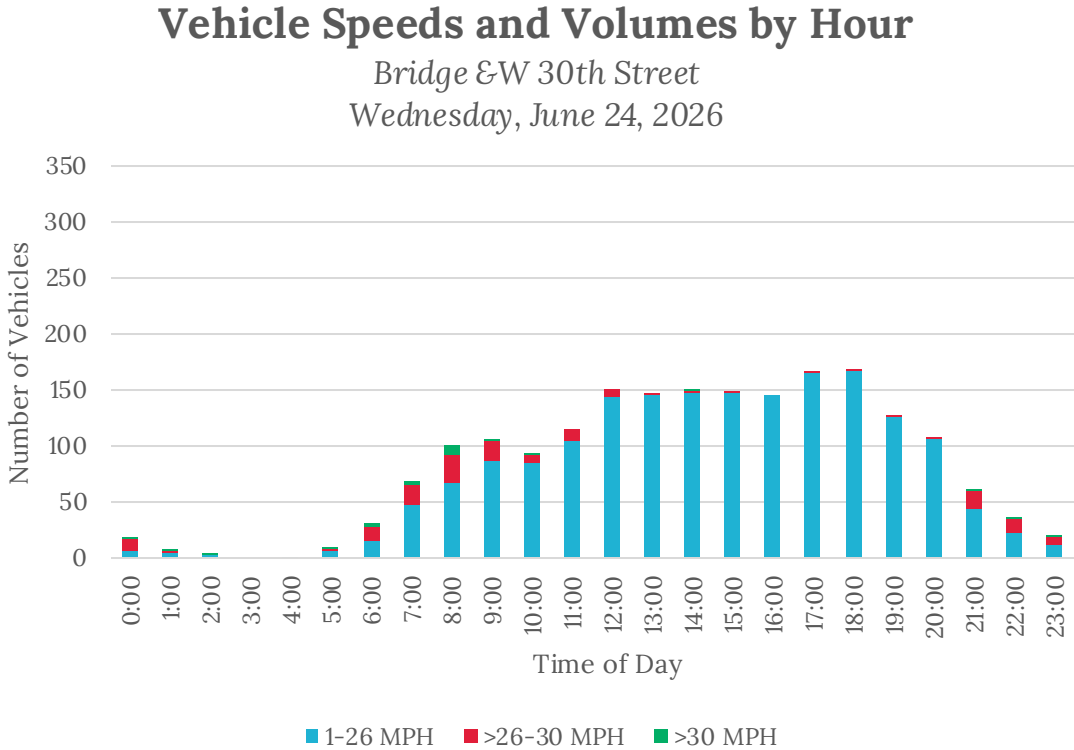
Vehicle Speeds on Bridge @ W 52nd

Wednesday, June 24, 2026



Data – Speeds (W 30th)

Speed Summary	mph
15th Percentile	12
50th Percentile	18
85th Percentile	24
95th Percentile	27
Mean	18
Min	1
Max	46



Data – Traffic Volumes



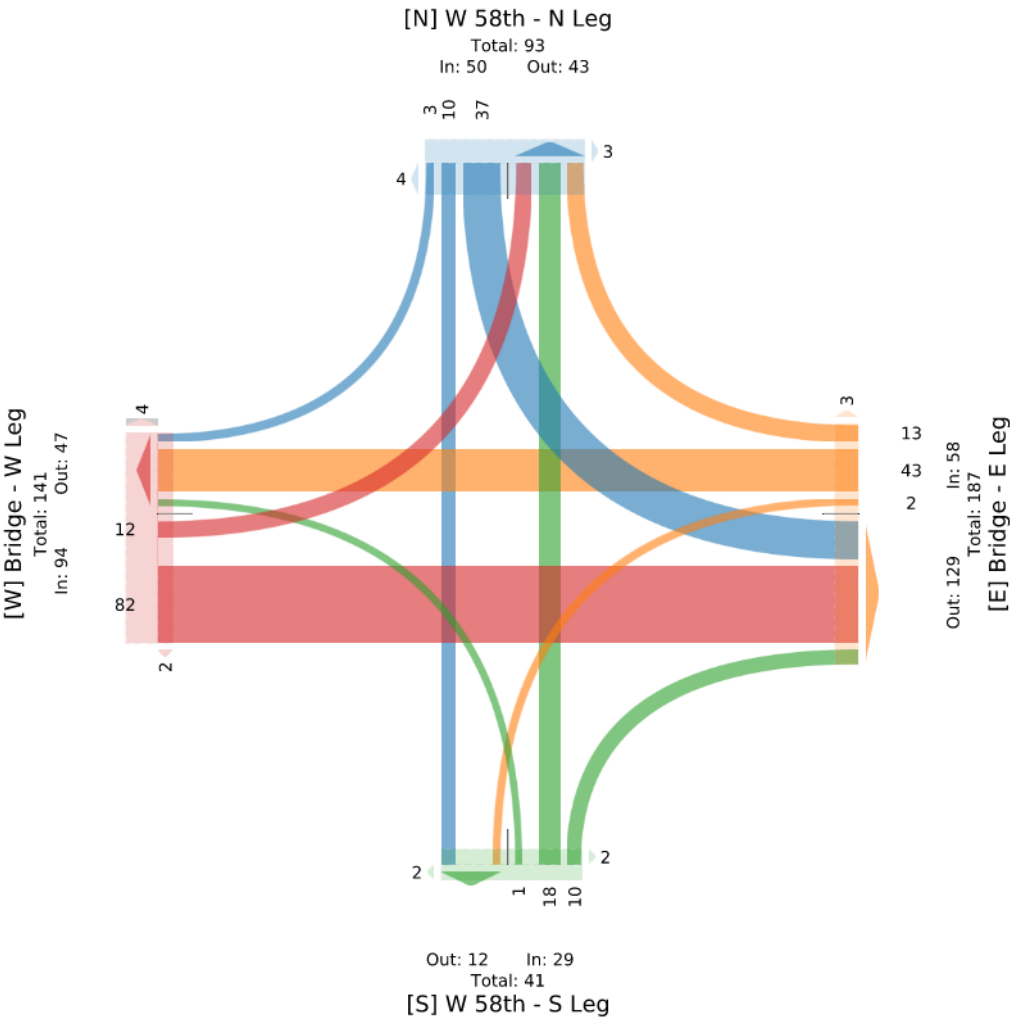
Cross Street	24-hr Count	Westbound	Eastbound
W 58 th	2,070	983 (47%)	1,087 (53%)
W 54 th	3,367	1,526 (45%)	1,841 (55%)
W 52 nd	3,450	1,458 (42%)	1,992 (58%)
W 30 th	1,990	974 (49%)	1,016 (51%)

Note: Counts occurred outside of the school year. Per StreetLight Data, school year volume @ W 30th is ~15% higher (ADT - 2,274)

- Preliminary counts indicate signals are unwarranted based on vehicle volumes

Bridge & W 58th - TMC
Tue Jun 23, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Vehicles, Pedestrians, Bicycles on Road)
All Movements
ID: 1415504, Location: 41.480631, -81.726395

Provided by: City of Cleveland
601 Lakeside Avenue East, Room 501, Cleveland, OH, 44114, US



Challenges & Solutions



■ Current Challenges

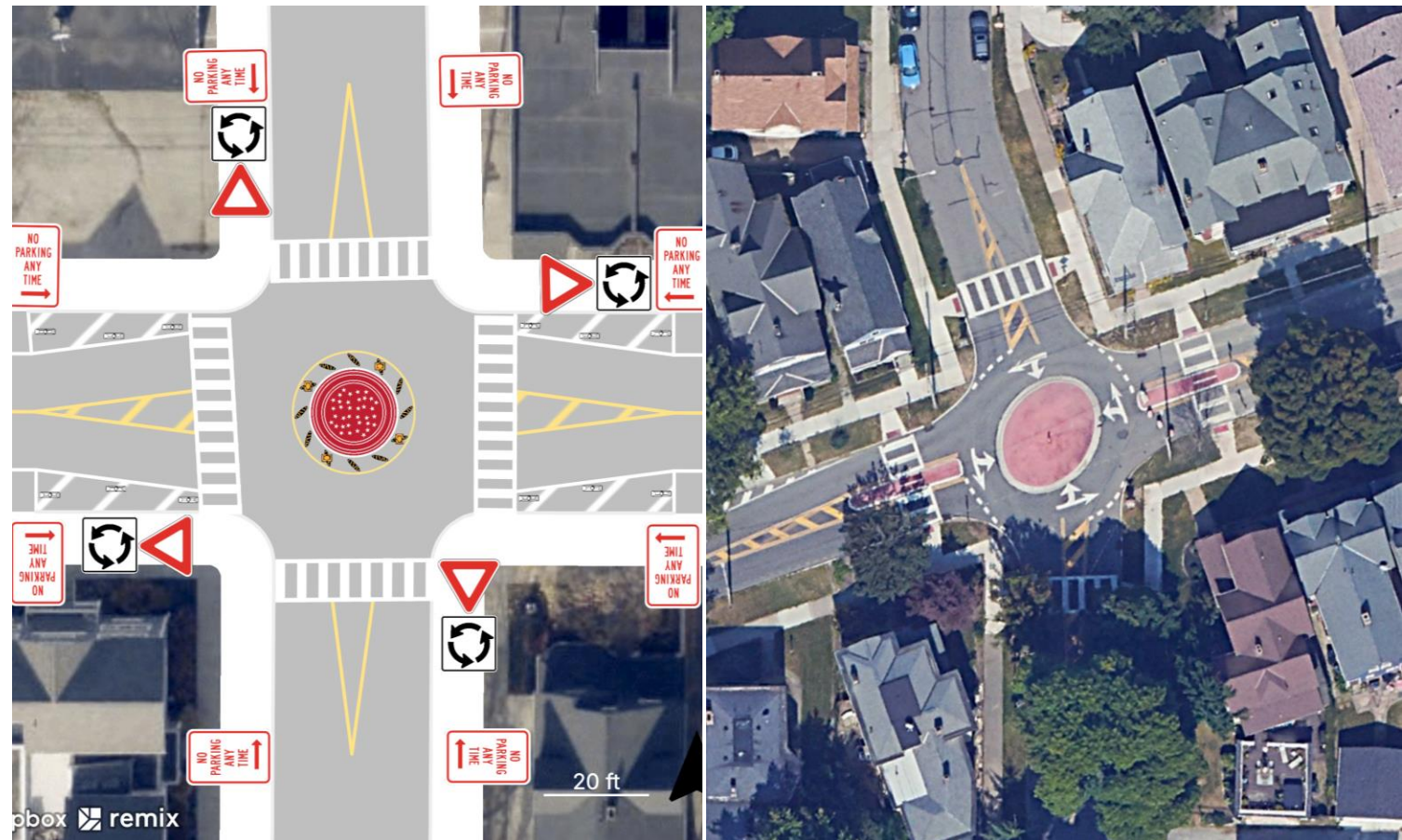
- Prevalent angle crashes
- High vehicle speeds
- Unwarranted signals
 - Unnecessary delay
 - Can encourage speeding
 - Require expensive maintenance

■ Potential Solutions

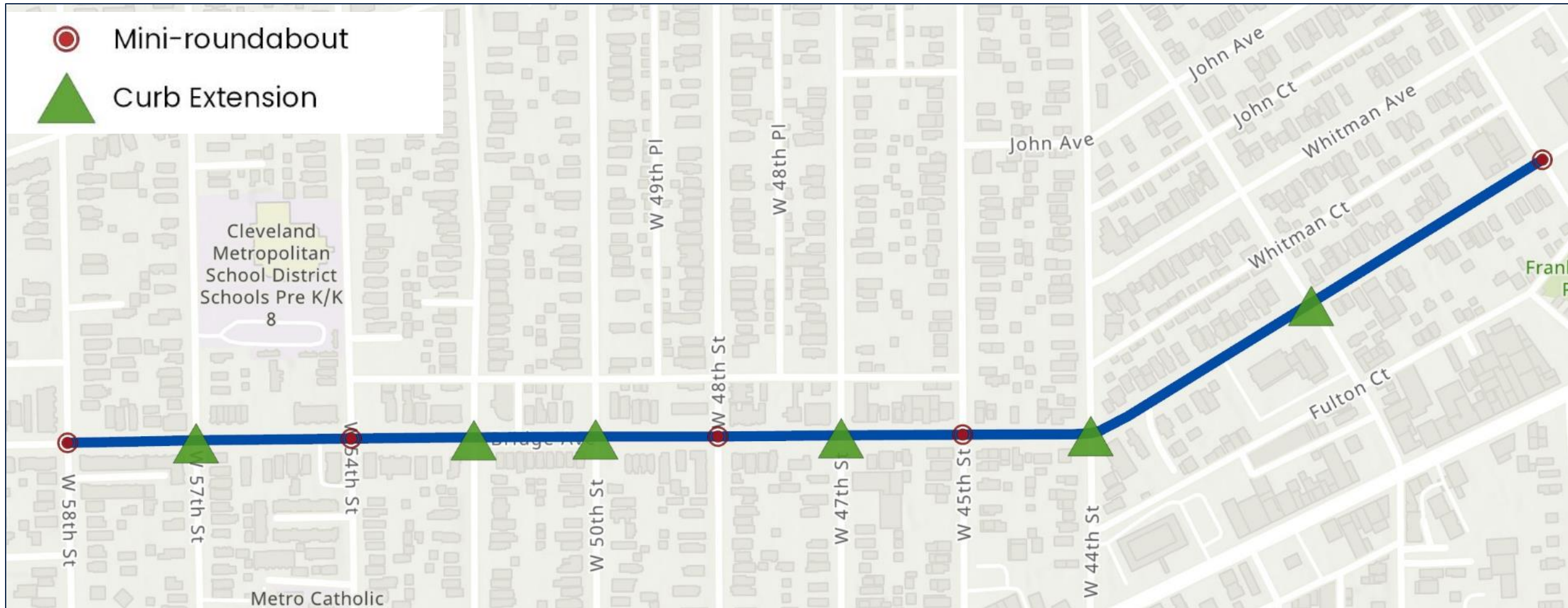
- Quick-build traffic circles
 - Replacing existing signals
- Curb extensions
 - Narrow the road
 - Shorten crossing distance
 - Improve sight distance for drivers approaching from cross street
- New crosswalks
 - Let drivers know where people already cross

Bridge Ave Project Vision

- Calm traffic
- Improve sightlines
- Reduce delay
- Decrease signal maintenance costs
- Evaluate quick-build vs. full-build outcomes



Bridge Ave Draft Plan



Quick-Build Demonstration

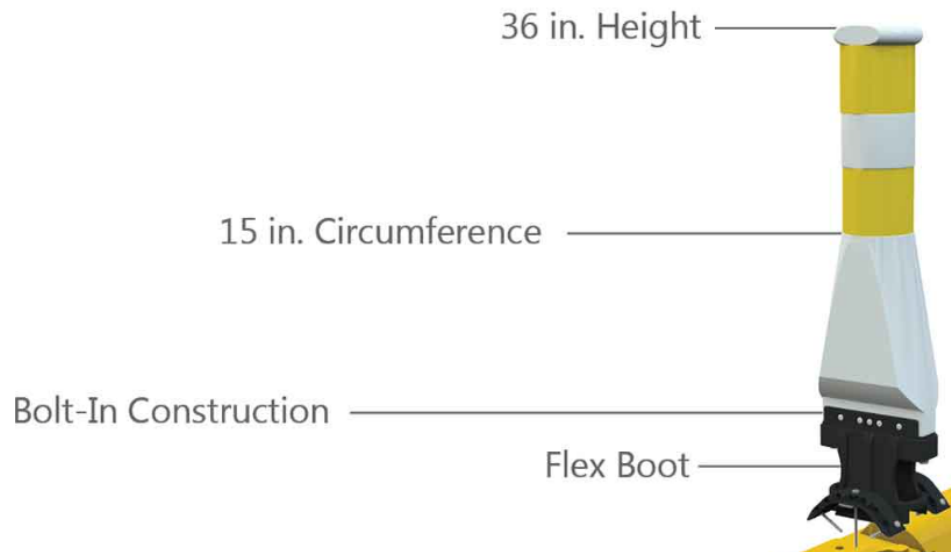
- Paint and flex posts
- Opportunity for public art
- Allows for testing and data collection to inform permanent design
- If it doesn't work, it isn't permanent



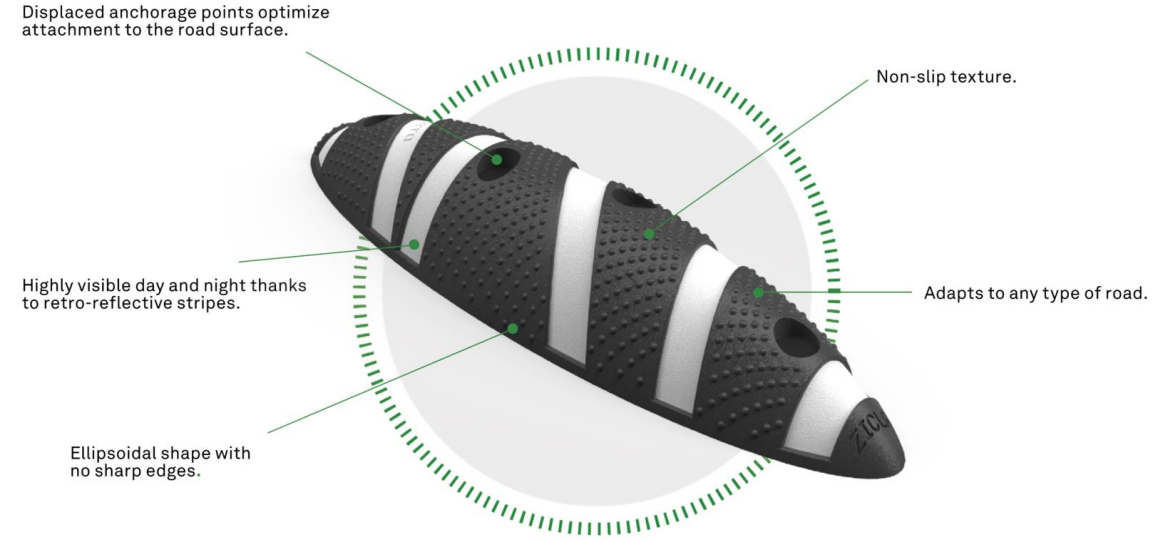
Example from Alexandria, VA

Demonstration Materials

- Road Paint
- Qwick Kurb Big Bollards (yellow marker)



- Decorative paint
- Zicla Zebras (yellow stripes)



Aesthetic Treatments

- We want the demonstration project to look nice
- Opportunity to paint using stencils inside circles



Feedback So Far (Left on Remix Plan)



- Support
 - Majority of comments express desire for traffic calming
 - Existing traffic signals seen as inefficient
 - Existing sightlines are bad for vehicles on side streets
- Concerns
 - Circle at W 28th could cause issue with emergency vehicles accessing Lutheran (removed from plan)
 - Circle at W 30th may cause trouble during school year
 - Appearance – don't want this to look like a construction zone

Requesting Further Input



- Location specific information
 - Problems that should be addressed as part of this project
 - Things we should be aware of while finalizing the design
- Stop signs versus yield signs
- Interest in aesthetic treatments

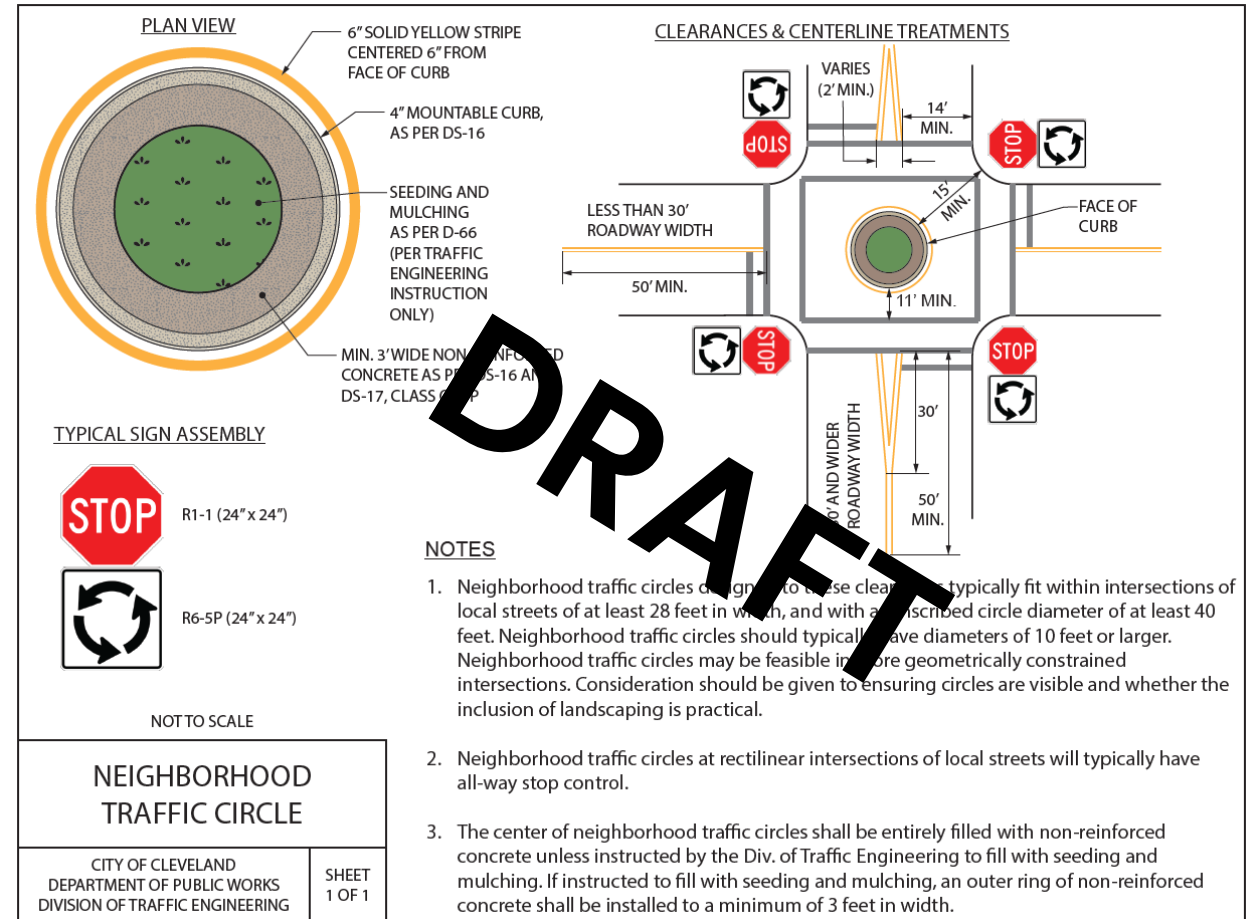
Project Timeline



- **May 19th** – Introduced project at OCI Community Meeting
- **June 30th** – Project specific engagement event
- **Early July** – Respond to feedback, flyer neighborhood, finalize design
- **Late July/Early August** – Implement project if there is support
- **Late August-Spring 2027** – Collect data and feedback, make modifications to installation as needed
- **2027 and beyond** – Based on Community feedback, potential to install permanent circles

Quick-Build Permanent

- Following pilot
 - Engage with community
 - Adjust specs based on findings
 - Install permanent quick(ish)-build circles using concrete



Provide Feedback

- Check out the full concept online!
- Leave your comments, questions, and concerns





Thank you



www.clevelandohio.gov/transportation-mobility