Cleveland **MOVES**

Citywide Transportation Plan

2025

Cleveland Moves was adopted by the City of Cleveland Planning Commission on April 4, 2025.

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In memory of all the lives lost to
crashes on the streets of Cleveland.

CITY OF CLEVELAND
Mayor Justin M. Bibb

A Note from Mayor Justin M. Bibb

Since taking office in 2022, improving the experience of people walking and biking around Cleveland has been a key priority. Under my Administration, we've grown our cross-disciplinary Mobility Team within City Hall, installed over 100 speed tables to make neighborhood streets safer, won millions of dollars in Federal and State funding to improve our streets, advanced designs for the Superior and Lorain Midway segments, and created Cleveland Moves – our guiding multimodal transportation strategy for the next five years. This plan, the culmination of months of community engagement and internal coordination, paves the way for us to construct 50 miles of high-comfort bikeways (defined on page VIII) and make significant progress towards our goal of putting every Clevelander within a 5-minute walk of a high-comfort bikeway.

Cleveland Moves responds to a significant increase in dangerous driving and serious crashes on our streets, proven best practices for street design nationwide, and feedback from our residents. It prioritizes changes where they are most needed: on high-crash streets, at high-stress crosswalks, and in areas with high pedestrian use. It shifts our approach to safety and multimodal improvements from full reconstruction of corridors to quick-build changes: using the existing space between curbs, roadway striping, and low-cost materials to reallocate space and encourage safer, slower speeds from drivers.

Investing in walking, rolling, biking, scooting, and transit is key to Cleveland's success. Putting people over cars allows us to build a city that is safer, healthier, and more accessible to all residents; where businesses want to invest and grow; and where people want to visit. Treating our roadways differently than we have for the past 75 years is also a matter of climate justice and is imperative for a vibrant future.

To Cleveland residents, thank you for the time and effort you've put into sharing your voices to guide the creation of this plan – we hear loud and clear that Clevelanders can't wait for safe streets. To our dedicated City staff, thank you for your commitment and work to make the changes discussed in this document happen. To prospective employees, we're excited to continue expanding our mobility work and enthusiastically invite you to apply for our open positions. To private sector partners in transportation engineering and construction, we urge you to invest in Cleveland, hire our residents, operate in our great city, and expand our capacity to make streets for people.

Sincerely yours,

Mayor Justin M. Bibb
City of Cleveland

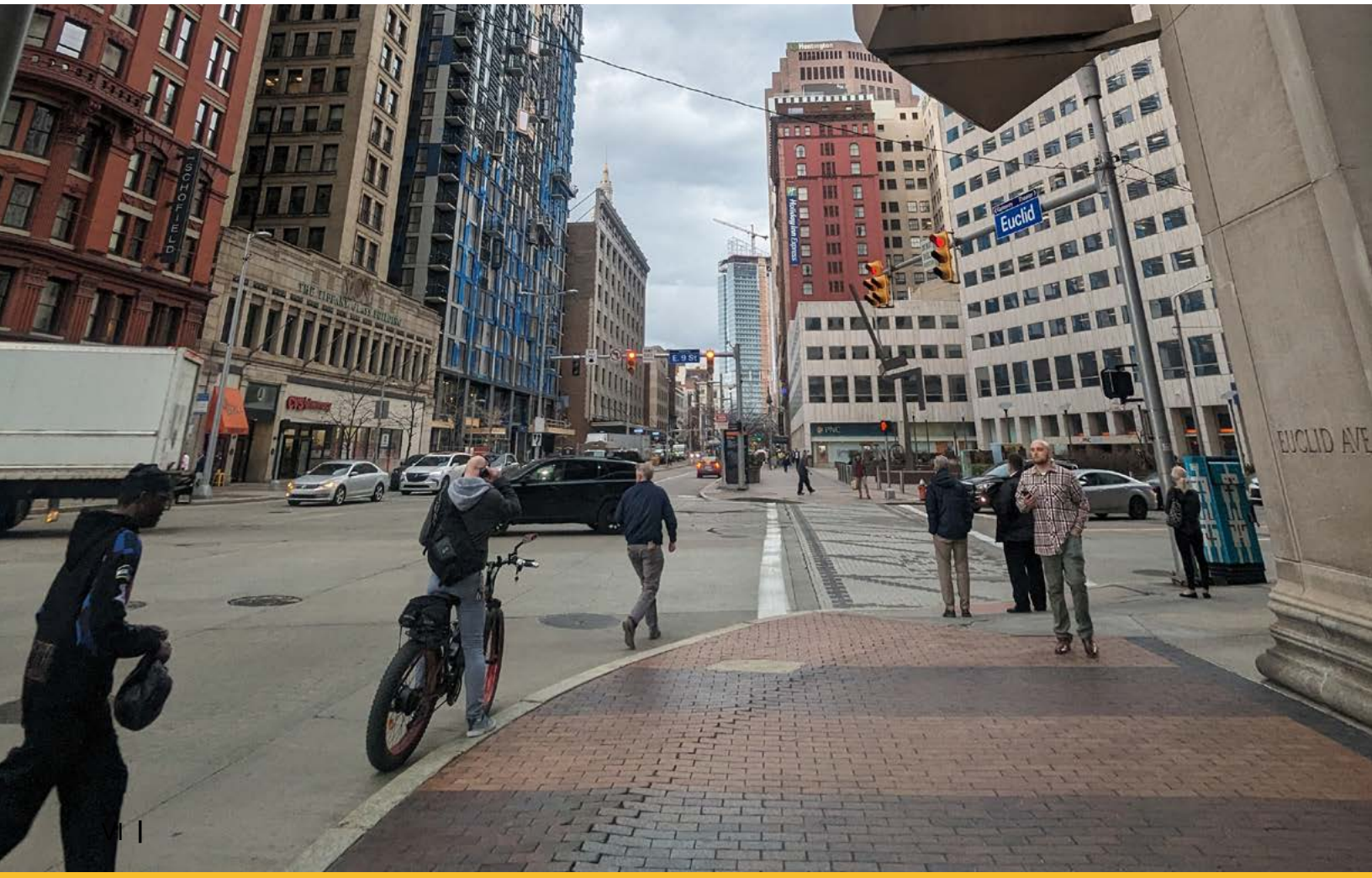
Executive Summary

Cleveland Moves guides how programs, policies, and projects will make streets safer for everyone, no matter if they are walking, biking, taking transit, or driving. The first citywide multimodal transportation plan since the 2007 master bikeway plan, this document is a plan of action and strategy for transportation over the next five years.

Our Goals:

1. **Create safe and comfortable streets.**
2. **Make it convenient to get around.**
3. **Center the community in street design.**

FIGURE 1 Clevelanders deserve safe streets, and they deserve them now.



Cleveland **MOVES**

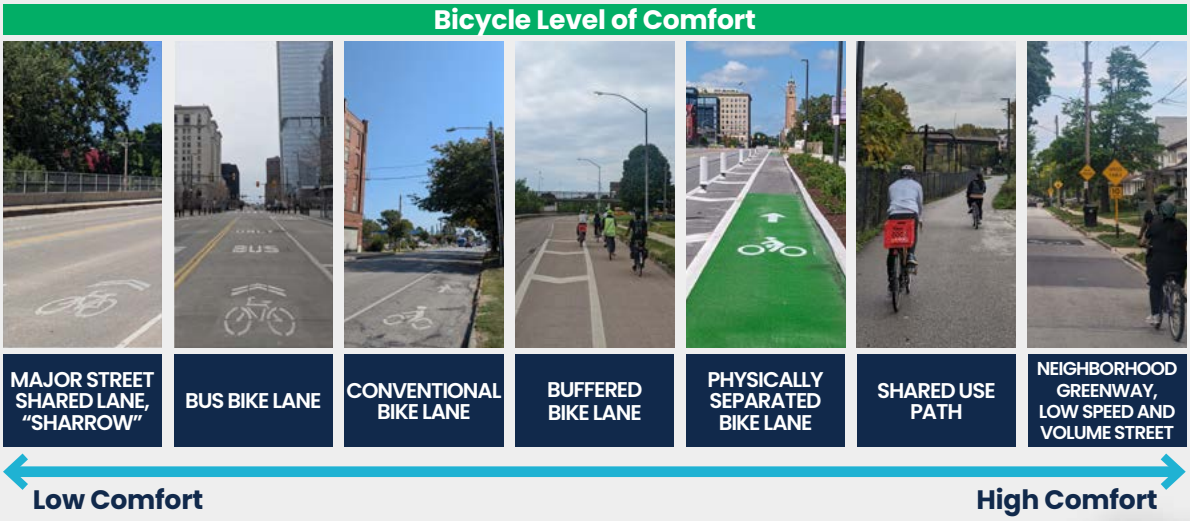
Our Vision:

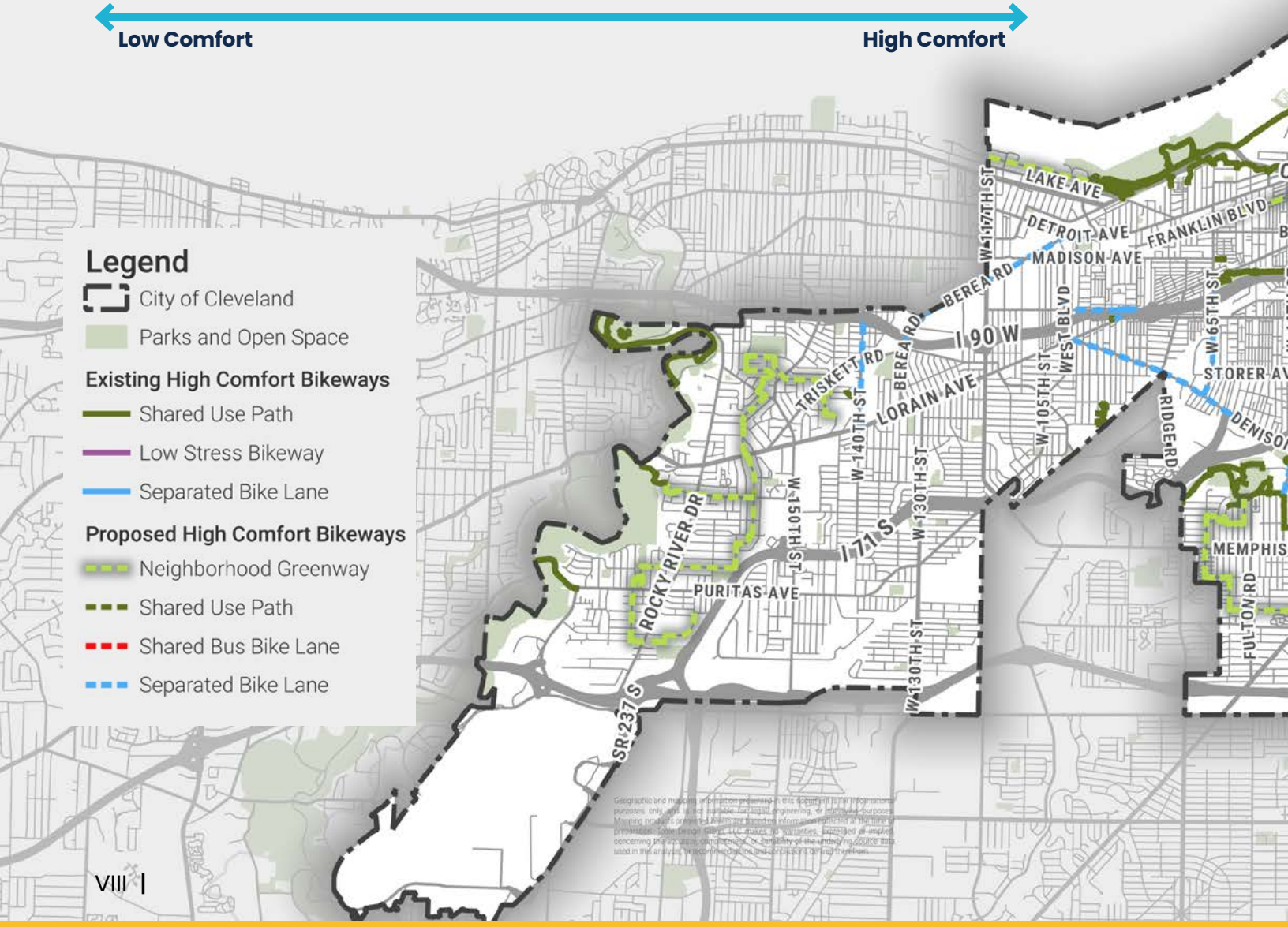
Clevelanders deserve safe streets.

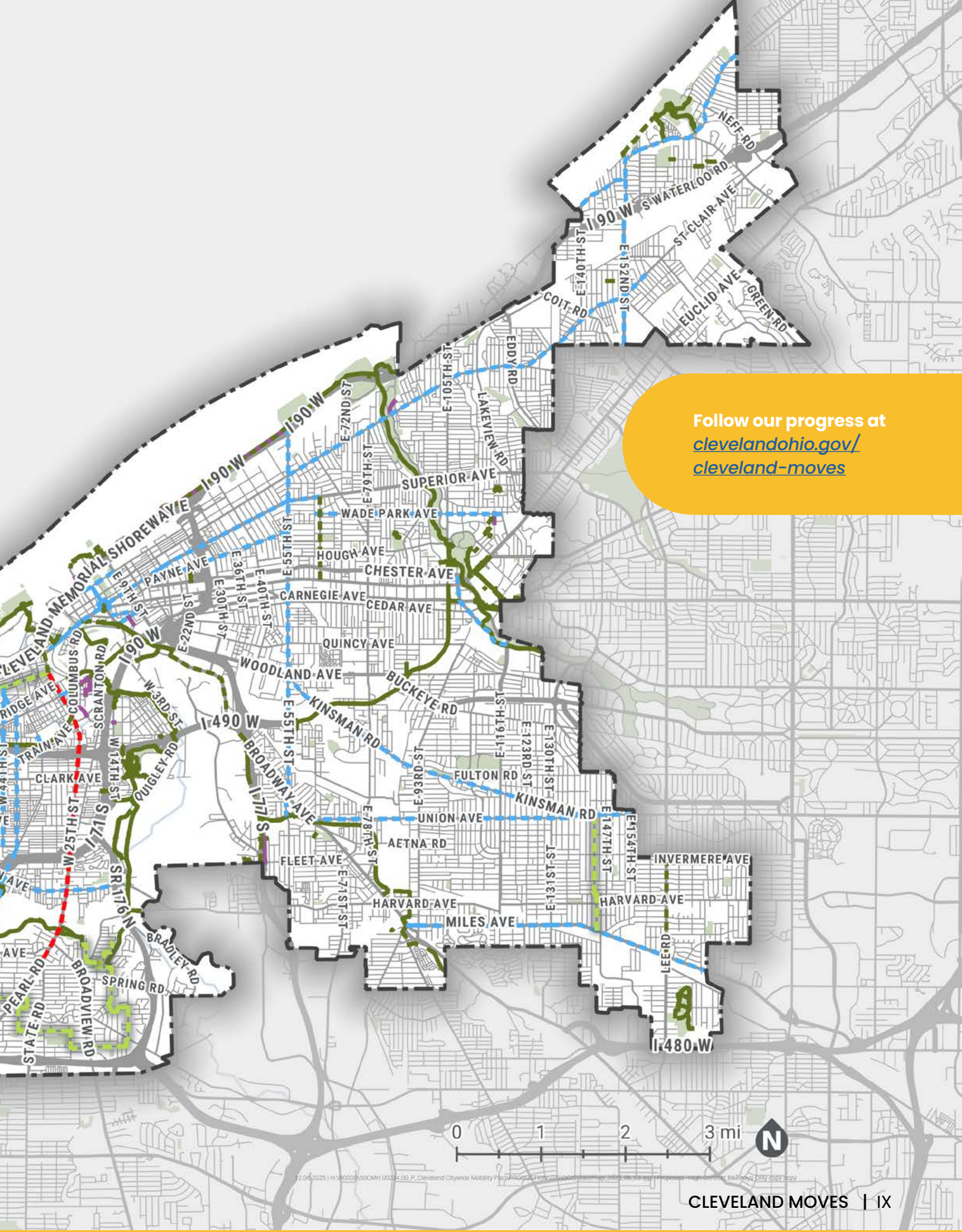
High Comfort Bikeways

50 miles over 3 years

High comfort bikeways feel comfortable for most people to ride in or on, regardless of their age or physical ability. These include separated bike lanes, trails, shared use paths, and traffic-calmed neighborhood streets (also known as neighborhood greenways).






Follow our progress at clevelandohio.gov/cleveland-moves
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I-490 W
I-71 S
I-77 S
I-480 W
SR 176 N
CLEVELAND MEMORIAL SHORWAY E
NEFF RD
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ST CLAIR AVE
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E 152ND ST
COIT RD
EUCLID AVE
GREEN RD
EDDY RD
E 105TH ST
LAKEVIEW RD
E 72ND ST
E 79TH ST
SUPERIOR AVE
WADE PARK AVE
HOUGH AVE
CHESTER AVE
CARNEGIE AVE
CEDAR AVE
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Priority Actions

We will:

- Expand our high comfort bike network by 50 miles in the next three years. We will also work towards a longer-term vision of over 250 miles of high comfort bikeways - putting every Cleveland household within a five-minute walk of a high comfort bikeway.
- Upgrade intersections, signals, crosswalks, and more to meet the latest best practices for safety. We will focus on making changes on high-crash and high-speed corridors, high volume pedestrian corridors, and integrated into other projects - including our quick-build bikeway projects.
- Invest beyond infrastructure by making other changes to support street safety and mobility for everyone. This includes supportive infrastructure like secure bike parking, collaboration between partners and departments, robust maintenance strategies, and updated plans, policies, and codes.

How we heard from you

1,350+
Touchpoints

570+
Materials Distributed

355
Story Card Submissions
(Community Priorities Survey)

699
Online Surveys

35+
In-Person Events

What will the next five years look like?

Over the next five years, the City is committed to:

- Building 50 miles of high comfort bikeways in the first three years, including:
  - » adding protection to existing wide bike lanes, which reduces reckless driving and protects people biking,
  - » restriping and adding new separated bike lanes, and
  - » installing neighborhood greenway signage and markings, strategically complemented with speed tables and other traffic calming.
- Modifying traffic signal timing and auditing improvements for crosswalks on 5 corridors or zones a year.
- Installing centerline hardening at 10 intersections in 2025.
- Continuing with speed table installation citywide, adding to the 100 installed in 2024 with over 100 more in 2025.
- Including systemic safety improvements in bikeways and street projects.

FIGURE 2 High visibility crosswalk, an example of a systemic safety improvement.

Chapters

1

Introduction

What is a citywide transportation plan?

Cleveland Moves is our first citywide transportation plan of any type since our 2007 master bikeway plan. Our updated Complete and Green Streets ordinance, adopted by Cleveland City Council in 2022, requires that we update our transportation plan every five years. This plan is a plan of action for transportation over the next five years. Cleveland Moves will guide how programs, policies, and projects can make streets safer for everyone, no matter how they are traveling.

Why is Cleveland Moves important?

Clevelanders deserve safe streets, and they deserve them now. In 2020, traffic crashes and fatalities across the City and the country spiked. In 2022, we committed to Vision Zero – vowing to end fatal and serious injury crashes on Cleveland Streets. In 2024, 75 people were killed in traffic crashes on Cleveland Streets s – up from 59 in 2023. Residents feel and see these impacts every day – dangerous driving was a recurring complaint during community engagement.

Cleveland Moves prioritizes changes that we can make quickly citywide, with an emphasis on high crash corridors, high stress crossings, high pedestrian areas, and key mobility corridors that connect you to community destinations like grocery stores, jobs, parks, and more. Typically, change takes time and reconstructing a single street can take years, from planning to design to construction. As an alternative, cities across the country and around the world are embracing quick-build changes on their streets.

Cleveland Moves is a vision and commitment to transforming transportation in the city with a five-year implementation plan. Cleveland Moves will:

1. **Create safe and comfortable streets.** Beyond just safety, it's not often comfortable to walk, bike, or roll in Cleveland. Cleveland Moves prioritizes bikeways that are comfortable for most people, such as low-volume neighborhood streets and physically separated bike lanes. It prioritizes pedestrian safety improvements where they are most needed and changes that slow vehicle speeds, resulting in less serious crashes when they happen.

2. **Make it convenient to get around.** In Cleveland, around 23% of households don't have access to a vehicle and 45% of households have only one car. Our goal is that 100% of Cleveland households will be within a 5-minute walk of a high comfort bikeway.

3. **Center the community in street design.** Research shows us that many more people will ride a bike if there are connected, separated facilities. Statistically significant polling and community engagement indicate that Clevelanders want to walk and bike more than they currently do. Our engagement for this plan prioritized talking to all types of Cleveland residents, but especially those who live near high-crash corridors or in high-need areas.

Who is Cleveland Moves for?

This Plan is for **all Clevelanders**, with a focus on High-Need Areas where transportation investments are most impactful, as defined by the Ohio Department of Transportation. High-need areas have more people of color, youth, older adults, poverty, residents with no high school diploma, limited English proficiency, and less access to a car. If it's convenient, safe, and comfortable to bike, walk, scoot, or bus, our access to opportunity and community is not limited if we do not or cannot use a car. Today in Cleveland, people who do not or cannot afford to drive have less access to jobs, recreation, social activities than those that do. All Clevelanders, regardless of how they move through the City, deserve safe streets.

- **Race**: People of color are more likely to be seriously injured or killed in a crash.
- **Age**: Children and Seniors can have different mobility ability and independence.
- **Gender**: Women are disproportionately caregivers who travel with children.
- **Ability**: People with physical and intellectual differences often face additional transportation challenges.
- **Income**: Lower income households are less likely to have access to a vehicle. In some east side neighborhoods, less than half of households have access to a vehicle.

Cleveland Moves sets a goal of building 50 miles of high comfort bikeways in three years, with a longer term vision of over 250 miles of high comfort bikeways. High comfort bikeways are context specific facilities that feel comfortable for most people to ride in or on, regardless of their age or physical ability. These include separated bike lanes, trails, shared use paths, and traffic-calmed neighborhood streets (also known as neighborhood greenways). When planning for high-comfort bikeways, the context of the street matters—corridors with fast, high-volume traffic need physically-separated bike lanes, while shared space in the roadway is comfortable on quiet, low-volume neighborhood greenways.

FIGURE 3 Level of comfort by bikeway type in Cleveland.

Project Timeline

Cleveland Moves was created throughout 2024 and early 2025 with direction from the Steering Committee, which included representation from City staff, NOACA, GCRTA, advocates, and multiple other organizations. There were two major rounds of public engagement. The first round focused on what Cleveland's mobility looks like today and the second round presented recommendations to gain feedback on projects and priorities. The timeline describes the overall process.

Summer 2024

Existing Conditions

- Initial community engagement
- Interactive online map
- Data analysis

Fall 2024

Network Development

- Draft mobility recommendations
- Community feedback on recommendations

Spring 2025

Finalize and Adopt

- Finalize mobility network
- Adoption by City of Cleveland Planning Commision

2025 to 2030

Implementation

How will we measure and track our progress?

This Plan started by measuring today's pedestrian and bike network in a series of performance measures, like the number of miles of high comfort bikeways, the number of high stress crossings for pedestrians and more. In five years, the performance measures will improve because of the projects in this Plan.

See Chapter 2: Existing Conditions for more details.

What steps have we taken to get here?

Complete & Green Streets Policy

This policy provides a framework and guide to develop multimodal and sustainable streets in Cleveland that are more bicycle and pedestrian friendly. The policy requires that the City create and update a transportation plan every 5 years. It establishes that the City's network of streets should be safe and desirable to users of all ages and abilities by accommodating pedestrians, bicyclists, drivers and transit, which aligns with the goals of Cleveland Moves. This policy also created the Transportation and Infrastructure Advisory Committee (TIAC), which reviews and gives recommendations on certain City transportation projects.

Vision Zero

Vision Zero set a goal of eliminating serious injuries and deaths from Cleveland's streets by 2040. Cleveland Moves details how the City will do its part to achieve that goal while also increasing multimodal mobility through infrastructure, with targeted investments in life-saving street improvements. As part of this planning process, the project team reviewed the Vision Zero High Injury Network and Traffic Safety Priority Index, which includes crash data, context, and social factors. The City's most dangerous roads tend to be in High Need areas, which tells us we should prioritize safety improvements in High Need areas to have the greatest impact on saving lives.

Climate Action Plan

This plan outlines a bold vision for a sustainable future, focusing on six key areas: built environment, clean energy, clean transportation, nature-based solutions, resilient people, and circular industry.

The transportation component aligns with Cleveland Moves and recommends actions focused on investing in public transit and active transportation infrastructure. Focused internally, the Municipal Action Plan will ensure the City is a leader in this work.

Prenatal to Three Agenda

Mayor Bibb's Prenatal to Three (PN3) Agenda is a plan of action focused on supporting our youngest Clevelanders. Created in collaboration with the National League of Cities and rooted in survey responses from Cleveland parents and caregivers, this agenda prioritizes accessible and safe transportation options for PN3 families.

Age-Friendly Cleveland Plan

Our Department of Aging renewed their Age-Friendly Cleveland Plan in 2025, designed to create an accessible and livable City for our disabled and aging residents. We attended Senior Walks as part of our community engagement to make sure we captured the perspective of aging Clevelanders. We'll work closely with the Department of Aging as we implement Cleveland Moves.

GCRTA Strategic Plan

Through an extensive evaluation and public engagement process, the GCRTA Strategic Plan identified several transit priority corridors throughout the city. This Plan considered those corridors when making bike network recommendations. We know many people who walk and bike rely on transit, and many people who rely on transit also walk and bike. We'll continue to coordinate closely with GCRTA as we work to change our streets.

Chapters

2

Existing Conditions

Engagement and Outreach

Community engagement was a top priority throughout this planning process to make sure that recommendations in Cleveland Moves reflect Clevelander's needs. The outreach team engaged residents citywide and in high need neighborhoods that have the most crashes and most limited transportation options.

Who We Heard From

Over 1,350 people helped to create this Plan! Overall, we heard from a wide range of Clevelanders from around the city (Figure 4). The project team conducted both online and in-person engagement. While online engagement reached majority white community members, in-person engagement was more closely reflective of the City's racial demographics (Figure 5). In-person engagement resulted in:

- 56.5% identifying as Black or African American,
- 31% as White,
- 8.4% as Hispanic or Latino/a/x, and
- 5.4% Asian

Additionally, nearly 40% of in-person participants either sometimes or never have access to a vehicle.

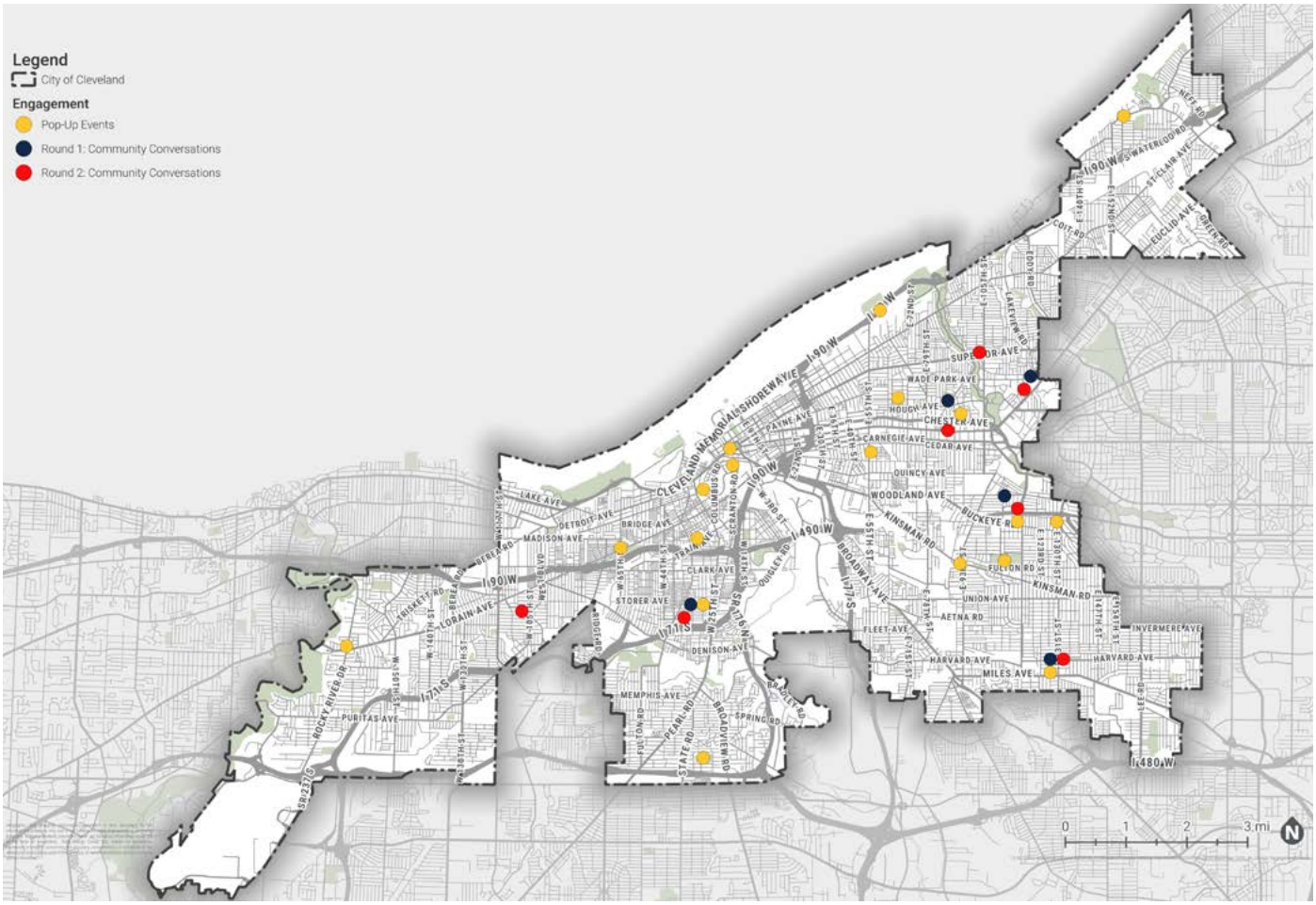


FIGURE 4 In-Person Event Locations.

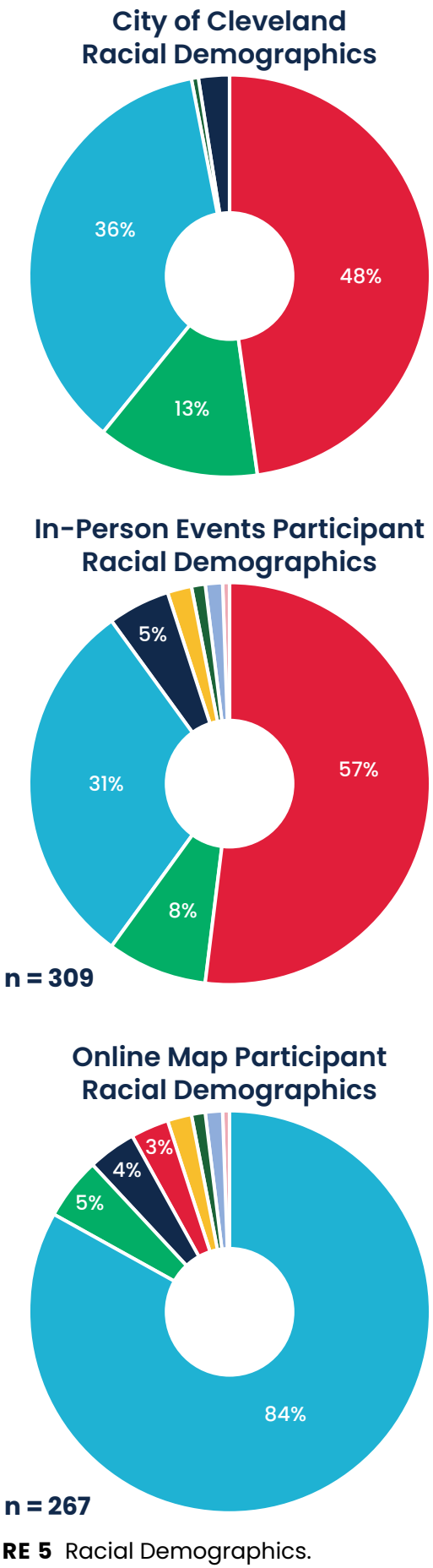


FIGURE 5 Racial Demographics.

FIGURE 6 Community Conversation at Las Dos Fronteras.

FIGURE 7 Community Conversation at MaxHousing.

Legend

- American Indian or Alaskan Native
- Asian
- Black or African American
- Hispanic or Latino/a/x
- Native Hawaiian or Other Pacific Islander
- White
- Some Other Race
- Prefer to self-describe

Before the Cleveland Moves planning process began, the Baldwin Wallace University Community Research Institute conducted a public opinion survey on biking, walking, and public transit in Cleveland. The findings revealed broad community support for investing in active transportation infrastructure. Key takeaways included:

- 75% of residents agree Cleveland should invest more resources in improving biking, walking, and public transit.
- 65% of residents expressed interest in riding a bicycle more often.
- 66% of residents who ride a bike are concerned about getting hit by a car while biking.
- 74% of respondents agree that both people driving and people riding bikes share responsibility for ensuring safety on the roads.

How We Reached Clevelanders

1,350+ Touchpoints

570+ Materials Distributed

355 Story Card Submissions
(Community Priorities Survey)

699 Online Surveys

35+ In-Person Events

FIGURE 8 Community Conversation at Boys and Girls Club.

Round 1

The first round of engagement introduced the project to the public and collected feedback on a broad range of mobility concerns. This phase included:

- A project webpage on the City's website
- 17 citywide pop-up events, where we tabled at senior walks, free concerts, community festivals, farmers' markets, neighborhood corner stores, and more
- 5 community conversations, which allowed for longer and more in-depth conversations, including:
  - » youth at the Boys & Girls Club
  - » Southeast side residents at NuPOINT Community Development Corporation
  - » individuals with visual impairments at Cleveland Sight Center
  - » those with physical disabilities at Max Housing's Cotman Vistas
  - » Spanish-speaking residents at Las Dos Fronteras.
- Truth / Myth safety education interactive activity
- Story Card community priorities survey
- An online mapping survey
- Virtual office hours
- Media interviews
- Email updates

Round 2

The second round of engagement built on Round 1 by extending outreach to additional neighborhoods. This phase included:

- Community conversations, adding two new locations near 117th Street & Lorain Avenue at the Cleveland Public Library's Eastman Branch and at the Cleveland Public Library's Langston Hughes Branch in Glenville.
- An online map of recommendations for comment
- Online survey
- In-person meetings, including City Council's Transportation and Mobility Committee, Bike Cleveland's Better Streets Committees, and Cleveland City Planning Commission.

For all engagement efforts and results see Appendix C. Community Engagement Summaries.

FIGURE 9 Pop-up at Paul's Serv-Rite in Central neighborhood.

Network Assessment

Cleveland Moves makes decisions about where, when, and how to construct mobility improvements. These decisions are based in part on resident input and in part on data that shows where improvements are most needed. This data analysis is called the "Network Assessment" because it analyzes how well today's network of biking and walking infrastructure meets the needs of residents.

The Network Assessment looks at crash and traffic stress patterns in high need areas; pedestrian, bicycle, and motorcycle crash data; the comfort levels of various streets and intersections for bicyclists and pedestrians; and access to bikeways based on how many residents live nearby. The Network Assessment gives this Plan a data-based approach to prioritizing new projects to meet the most critical needs across the City. For more information on the Network Assessment methodology and results see Appendix A and B.

The Ohio Department of Transportation defines high need areas as areas that have more people of color, youth, older adults, residents living in poverty, residents with no high school diploma, limited English proficiency, and less access to a car.

TABLE 1 What is in the Network Assessment?

Analysis	Purpose and Relevance to Cleveland Moves
Active Tansportation Needs / Equity Analysis	We compared the percentage of crashes and high-stress streets that are in high need areas to the rest of the city.
Bicycle and Pedestrian Crash Analysis	We reviewed motorcycle, pedestrian, and bicycle crashes to understand underlying crash factors of these crash types. This included reviewing the High Injury Network (one-mile priority segments) and reviewing Traffic Safety Priority Index.
Bicycle Level of Traffic Stress (LTS) Analysis	This analysis allows us to measure how comfortable it is for someone to ride a bike on a segment of road. It ranges from 1 (low stress, comfortable for most people) to 4 (high stress, not tolerable for most people).
Pedestrian Crossing Level of Traffic Stress	We assigned intersection crossing legs a score based on how comfortable they are for pedestrians crossing the street.
Routing Analysis	We calculated the population within a quarter mile (5-minute walk) of a bikeway.

FIGURE 10 Existing Conditions Assessment.

In Cleveland today ...

38% of the population lives **in a High Need area.**

63 miles of **all ages and abilities bikeways exist** in the City.

19% of the City's all ages and abilities bikeways **are in High Need areas.**

All ages and abilities bikeways include separated bike lanes, trails, shared use paths, and neighborhood greenways on low volume and low speed streets.

48% of people live **within a quarter-mile of a bikeway.**

4% of people **in a High Need area live within a quarter-mile of all ages and abilities bikeways.**

6% of people live **within a quarter-mile of all ages and abilities bikeways.**

53% of people in a High Need area live **within a quarter-mile of a bikeway.**

15% of the City's **crossings are high stress** and found mostly in High Need areas.

Neighborhoods with more than 10 reported crashes resulting in a FSI involving people walking, biking, scooting, skating, or rolling in Cleveland over the past five years are shown below.

112 fatal or serious injury (**FSI**) crashes involving people walking or biking in High Need areas happened in the **past five years.**

22 FSI crashes involving people walking or biking was the **average per year** from 2019-2023.

24 FSI crashes involving people walking or biking **in High Need areas happened in 2023 alone.**

Neighborhood	Crashes
Downtown	28
Glenville	25
Old Brooklyn	16
Mount Pleasant	15
West Boulevard	14
Central	13
Union-Miles	13
Stockyards	12
Tremont	12
University	12
Bellaire-Puritas	11
Clark-Fulton	11
Goodrich-Kirtland Pk	11
St.Clair-Superior	11

What We Learned

1 Clevelanders want streets to be safer for walking and biking.

During engagement, we heard more safe and high comfort infrastructure is needed, particularly in neighborhoods with high transportation needs, such as Clark-Fulton, Brooklyn Centre, and Stockyards. Clevelanders want more protected bike lanes, better sidewalks and crossings for individuals using wheelchairs and individuals with visual impairment, and for people to drive slower and more safely. The network assessment reinforced these priorities and found that high-stress streets need active transportation infrastructure, like Denison Avenue, West 25th Street, Lorain Avenue, and Kinsman Road. These streets, and others like them, have more serious and fatal crashes than streets with lower speeds and fewer lanes.

"I was hit on Euclid and Mayfield and got pushed over in my wheelchair, twice."

- Max Housing Community Conversation Participant

2 Clevelanders want to see improvements around dangerous intersections and community destinations.

Participants want improved conditions around high-traffic areas such as schools, hospitals, shopping centers, housing for seniors and those with physical disabilities, and pedestrian-heavy neighborhoods.

"I know several library patrons who have been hit by cars while crossing the street at Superior Ave. & E. 105th."

- Cleveland Public Library Langston Hughes Branch Community Conversation Participant

3 Clevelanders want better access to well-maintained sidewalks, protected bike lanes, and transit.

The network assessment identified that 48% of Cleveland's population lives within a quarter mile of a bikeway, but only 6% have the same proximity to high comfort bikeways. Research – and statistically significant polling of Clevelanders – show us that more people will ride bikes if safe and high comfort infrastructure exists. Clevelanders identified issues such as uneven sidewalks, poor pedestrian lighting, reckless driver behavior, and a lack of bike lanes and secure bike parking.

These findings highlight the urgent need to prioritize safety improvements in high-crash, high need areas to address the barriers to walking, biking, and using public transportation. The insights from community engagement and the network assessment guided the recommendations in the next chapter.

"I think sidewalks are the biggest problem because some sidewalks are really old and broken. So people can get into an accident really fast from there. I was riding my bike and I fell."

- Boys & Girls Club Youth Conversation Participant

FIGURE 11 Pop-up at 55th Marina.

Chapters

3

Action Plan

Action Plan

Over the next 5 years, we will:

- Expand our **high comfort bike network** by 50 miles in the next three years. We will also work towards a longer-term vision of over 250 miles of high comfort bikeways - putting every Cleveland household within a five-minute walk of a high comfort bikeway.
- **Upgrade intersections, signals, crosswalks, and more**, to incorporate best practices for safety. We will focus on making changes where they are needed most: on high crash and high-speed corridors, high pedestrian corridors, near key destinations like parks and schools, and as part of other projects - including our quick-build bikeway projects. For more about information on systemic safety practices see Appendix D. Systemic Practices Memo.
- **Invest beyond infrastructure** by making other changes to support street safety and mobility for everyone. This includes supportive infrastructure like secure bike parking, collaboration between partners and departments, robust maintenance strategies, updated plans, policies, and codes.

Systemic Safety Practices are citywide approaches to planning, engineering, construction, and maintenance. These are not tied to a specific street project. Because resources will always be limited, we want to be strategic about where we deploy these practices – installing them where they are needed most. We will prioritize systemic changes on high crash and high-speed corridors, high pedestrian corridors, near key destinations like parks and schools, and as part of other projects - including our quick-build bikeway projects.

Throughout this chapter are maps showing specific locations for new projects and guidance on where safety upgrades will be prioritized. All new and resurfacing or repaving construction projects will install bike improvements if the project is located on the high comfort bike network. Construction projects will also include relevant safety upgrades (for the full list of options, see Appendix D).

FIGURE 12 Existing high comfort bikeway.

FIGURE 13 Existing mini-roundabout.

FIGURE 14 Existing bikeshare in Cleveland.

Priority Corridor

East 55th Safety Action Plan

East 55th Street is an important street in Cleveland. It connects multiple neighborhoods to the lakefront, is home to multiple schools and a recreation center, and consistently appears on our high crash network – ranking as one of our most dangerous streets in Cleveland. The street is wider than needed for the number of vehicles using it. There are few crosswalks for pedestrians, despite low car ownership in many of the adjacent neighborhoods.

Between September 2024 and Spring 2025, we worked with project partners to:

- Develop a plan for separated bike lanes to be implemented by quick-build strategies;
- Identify specific pedestrian safety problems and enhancements;
- Determine safety focused intersection treatments;
- Identify challenge areas for more detailed design work; and
- Build community support.

We've applied for funding to design and install safety interventions on East 55th Street between Doloff Road and North Marginal Road. With Cleveland Moves, we're committing to begin construction on this project in the next three years.

FIGURE 15 Project Location.

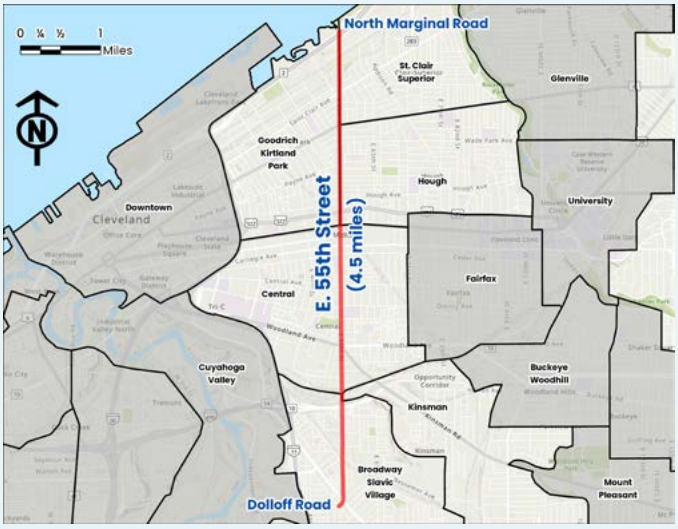
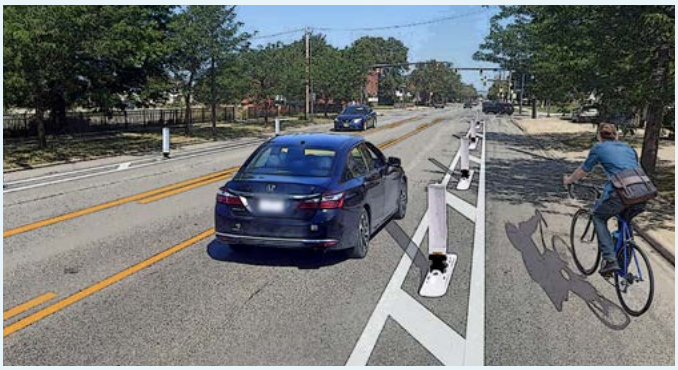


FIGURE 16 Project Rendering.



East 55th Street Quick Facts

There were **894 crashes**, including 31 serious injuries and 9 deaths, on East. 55th Street between Broadway Avenue and North Marginal Road (~4.5 miles) from 2021-2024.

Over **40% of cars** travel above the 35 mph speed limit.

The current traffic volume of East 55th is only about **half** of what the road was designed to handle.

High Comfort Bike Network

Using a quick build approach (page 22), we will expand our **high comfort bike network by 50 miles in the next three years**. Cleveland Moves also establishes a longer-term bikeway vision network that includes over **250 miles of high comfort bikeways** - putting every Cleveland household within a five-minute walk of a high comfort bikeway. The high comfort bikeways are designed for people of all ages and comfort level to be able to safely use. The high comfort bike network is mostly made up of physically separated bike lanes and neighborhood greenways - two things that are cheaper, faster, and easier to deploy. Bus bike lanes and our existing conventional bike lanes still serve a role in the network, but we know that fewer people feel comfortable biking on these facilities.

Physically Separated Bike Lane

Only a small percentage of people feel safe riding a bicycle next to or in front of fast-moving vehicle traffic on major streets. Yet these same streets are often where our schools, jobs, stores, and other important destinations are located. On our multi-lane arterials, we need to use different tools to make riding a bike comfortable for everyone. We can physically separate people biking from vehicle traffic using plastic delineators, concrete curbs, or jersey barriers.

Separated bike lanes make streets safer for everyone – no matter how they are traveling. They slow dangerous vehicle speeds, reduce the number of vehicle lanes pedestrians must cross, create space between people on the sidewalk and moving vehicles, and more. Initially, we will use plastic delineators to provide separation – we know we can deploy them quickly. As we advance our network, we will explore and consider other separation treatments, including cast in place concrete curb, jersey barriers, and other options.

FIGURE 17 Level of comfort by bikeway type in Cleveland.

Shared Use Path

Shared use paths are off-road paths designed for people walking and biking. Shared use paths - like the Opportunity Corridor Trail, the Harrison Dilliard Greenway, and the Red Line Greenway - are a key part of our high comfort bike network. This plan focuses our work on in-street bikeways that are faster and lower cost to implement, but can include enhancements to trail crossings. You'll see the Mandel Community Trail along the lakefront and some key east side trail connections completed over the next five years.

Neighborhood Greenways

Neighborhood greenways are calm, low-traffic residential streets designated as safe spaces for people walking, biking, and enjoying their neighborhood. With a little support in the form of traffic calming in strategic locations, diverters to discourage cut-through traffic, enhancements at some major street crossings, and directional signage and roadway markings, our network of calm neighborhood streets can make it more convenient and comfortable to bike for transportation.

> **"I like the separated bike lanes. You would feel so much safer walking on a main street. Or even driving. Because they [drivers] just whip around you and go in a bike lane."**
>
> - Killingsworth Meeting Place Community Conversation Participant

FIGURE 18 Neighborhood Greenway in West Park.

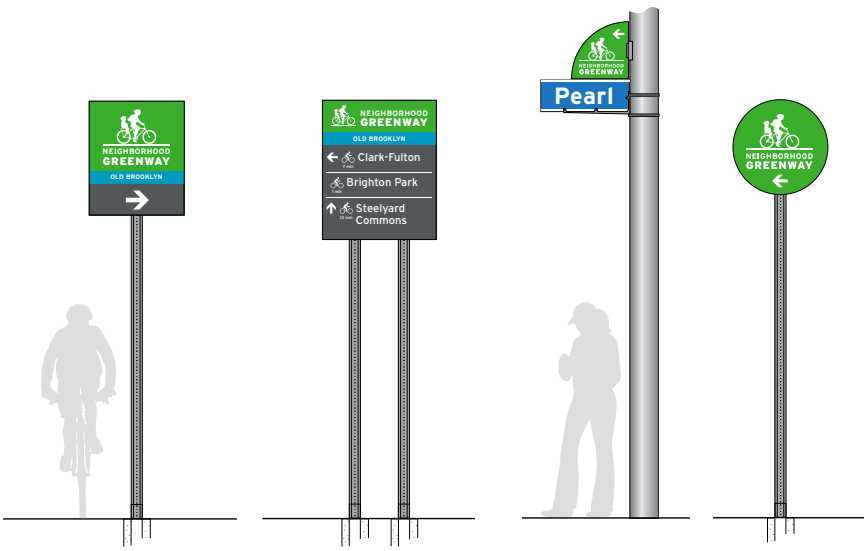


FIGURE 19 Sign family for Neighborhood Greenways. See Appendix F for Sign Standards.

Quick Build

Quick build projects install mobility features without waiting for a repaving or reconstruction project on a street. These projects use the existing space between curbs, striping, and materials such as plastic flexible delineators or concrete dividers to quickly and inexpensively improve safety (Figures 18-22). We already have experience and success using plastic delineators, so many of our separated bike lanes will include delineators as separation. Quick build projects also make it easier to adjust projects after installation if needed. Quick build projects have been widely proven to be effective across North America - even in other cities with snowy winters.

These images highlight various materials commonly used in quick-build bikeways, including flexible delineators and precast concrete curbs.

FIGURE 20

FIGURE 21

FIGURE 22

FIGURE 23

FIGURE 24

Why we need it

During Community Conversations:

- We talked to over 1,350 Clevelanders to develop this plan. Installing mobility infrastructure was the #1 requested change, and people especially wanted to see physically separated bike lanes to enhance safety and cut down on reckless driving. An overwhelming majority of residents want Cleveland to improve biking, walking, and public transit (polling from Clevelanders).
- Most residents wish they could bike to more places than they can today and would only feel safe biking on high comfort bikeways. 62% of respondents agree that if there was a separated bike lane (a bike lane separated from traffic with concrete curb, bollards, or something else) running between my home and my workplace, school, favorite restaurant, or store – I would sometimes ride a bicycle, instead of driving (polling from Clevelanders).

Based on the Data:

- Many streets in Cleveland are uncomfortable for most people to bike. The most stressful or most uncomfortable streets are in the areas with the most need for active transportation infrastructure (Network Assessment Bike LTS).
- Just 6% of people live within a quarter mile (5-minute walk) of a high comfort bikeway. 4% of people that live within a high need area are within a quarter mile (5-minute walk) of a high comfort bikeway.

How to get it done

- The city will start with quick build projects and neighborhood greenways. This includes upgrading wide traditional bikeways to add separation to the existing striping. Existing bike lanes must be wide enough for bike lane specific maintenance equipment like plows and sweepers to fit between the curb and the physical separation, as maintenance was a top theme in community engagement.
- In 2026 we'll build our first parking protected bike lane on Payne Avenue and add separated bike lanes on a portion of Prospect Avenue and Huron Road Downtown. Existing lanes eligible for separation in the first three years include Lakeshore Boulevard, West 65th Street south of Lorain, and Miles Avenue. For other locations next to parking or not yet striped, we will have to restripe the road before adding physical separation. Examples include West 41st Street and West 44th Street, Berea Road, Kinsman Road, and East 55th Street.

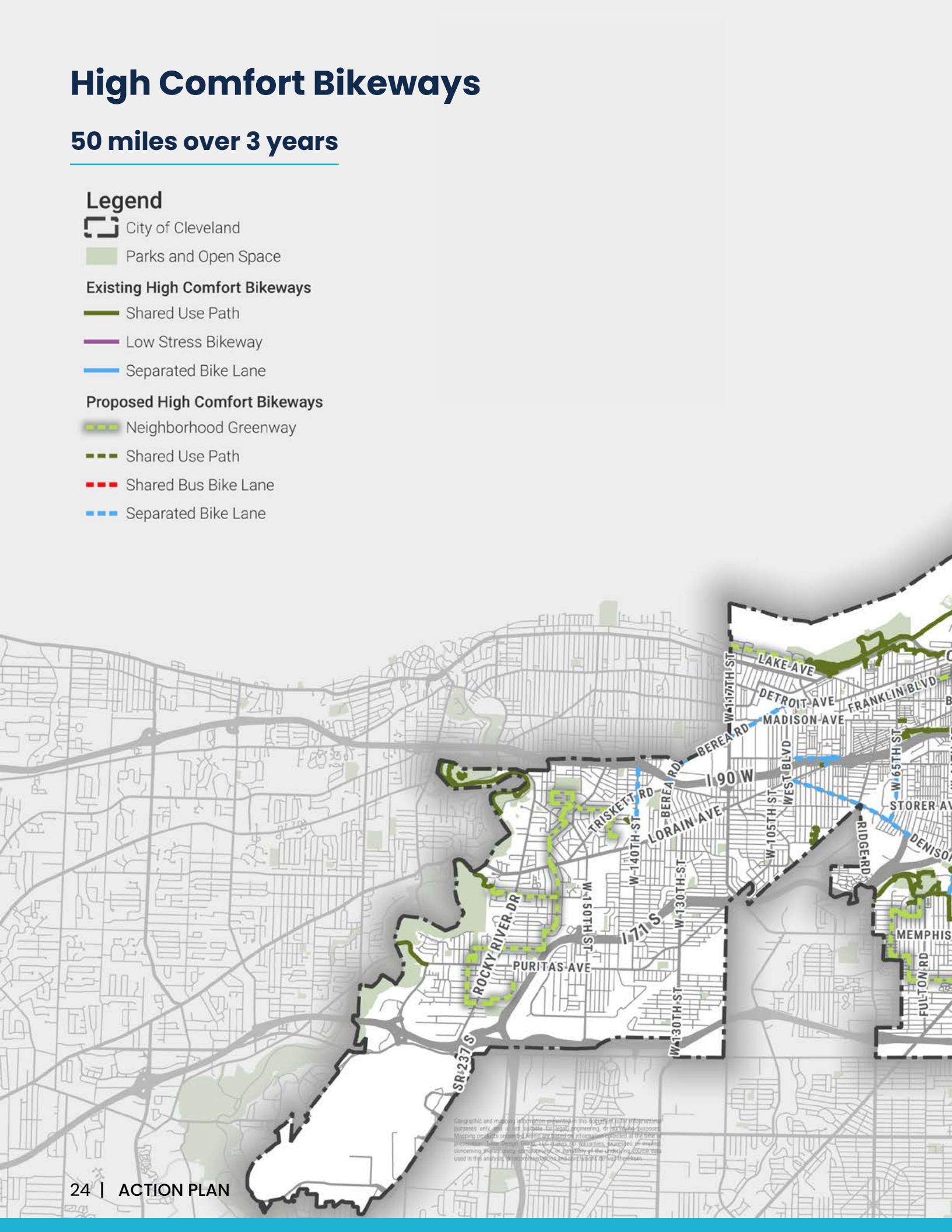
What you can expect

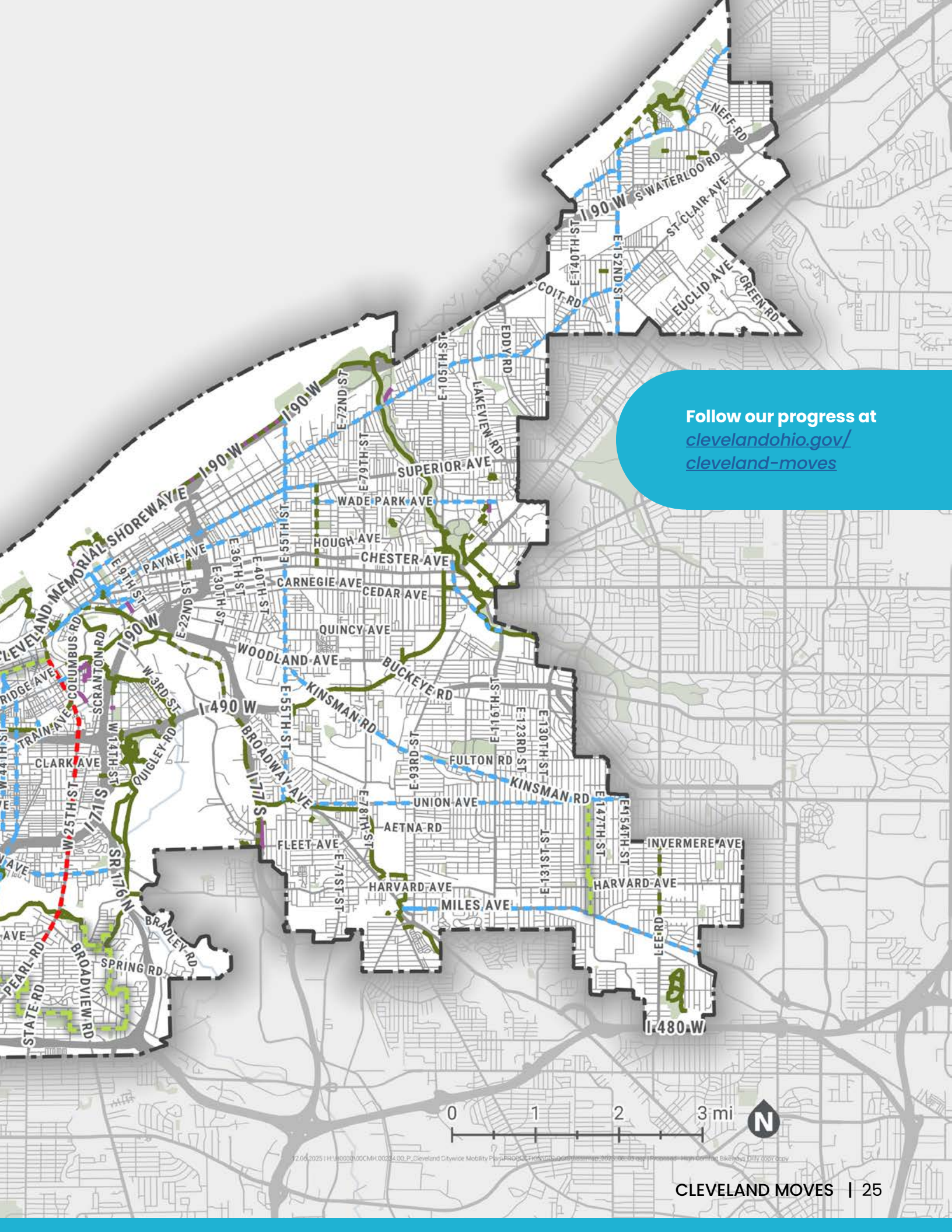
We will:

- Build 50 miles of high comfort bike network in next 3 years.
- Increase the percentage of population that lives within a quarter-mile (5-minute walk) of a high comfort bikeway (currently 6%).
- Increase the percentage of high comfort bikeways in areas of high need (currently 4%).

High Comfort Bikeways

50 miles over 3 years




Follow our progress at clevelandohio.gov/cleveland-moves
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E 152ND ST
COIT RD
EUCLID AVE
GREEN RD
EDDY RD
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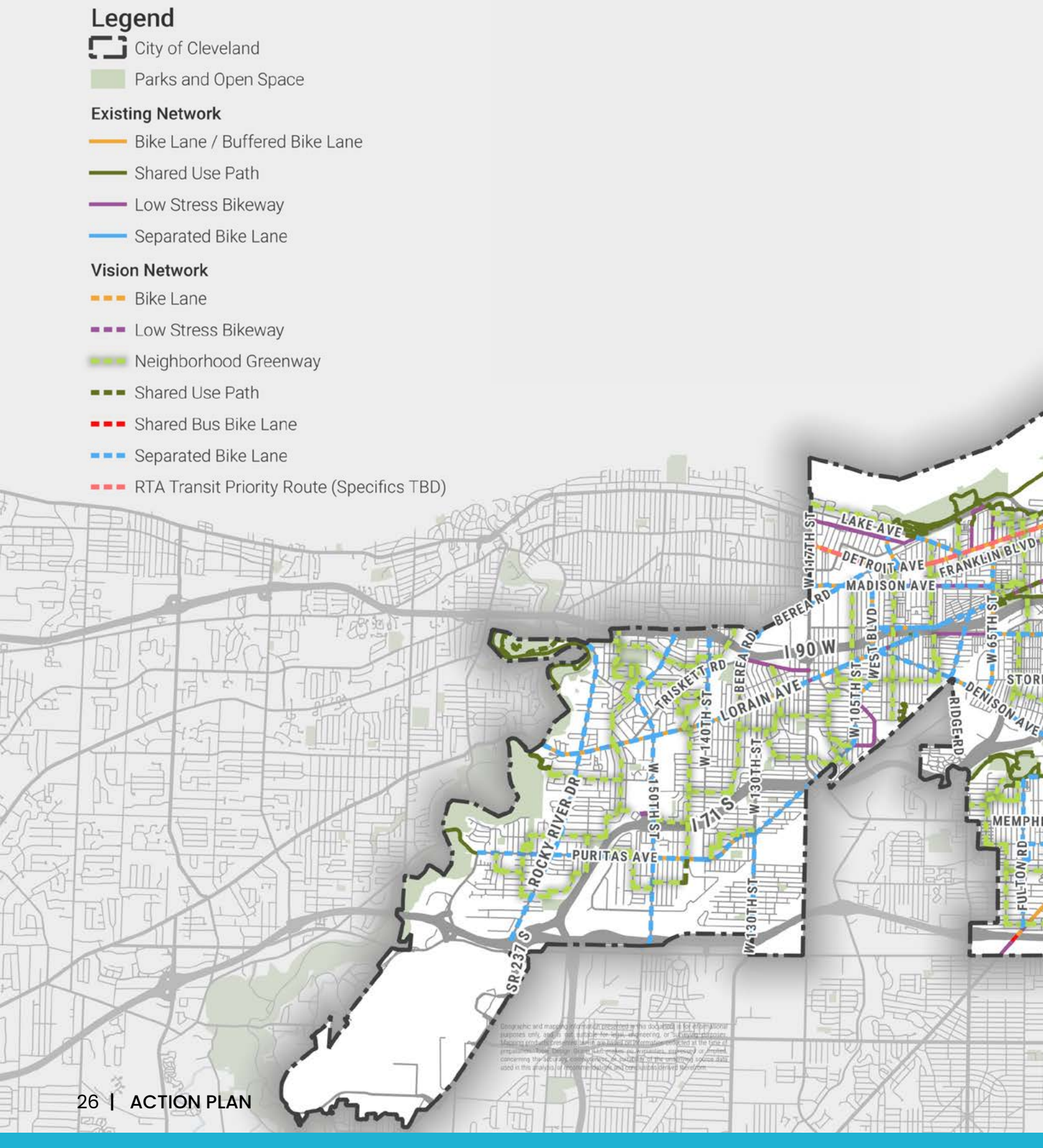
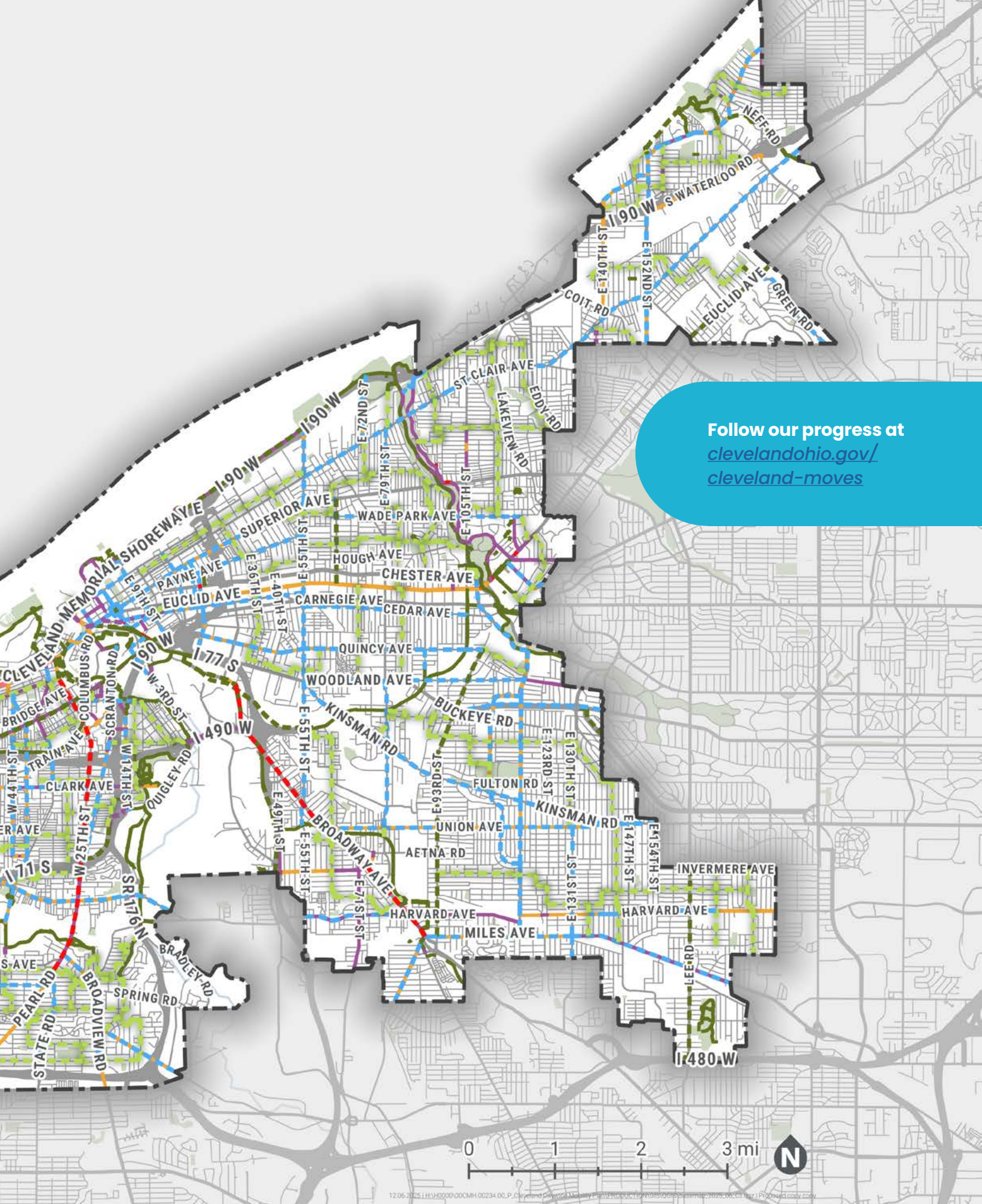
Vision Network

250+ miles




Follow our progress at
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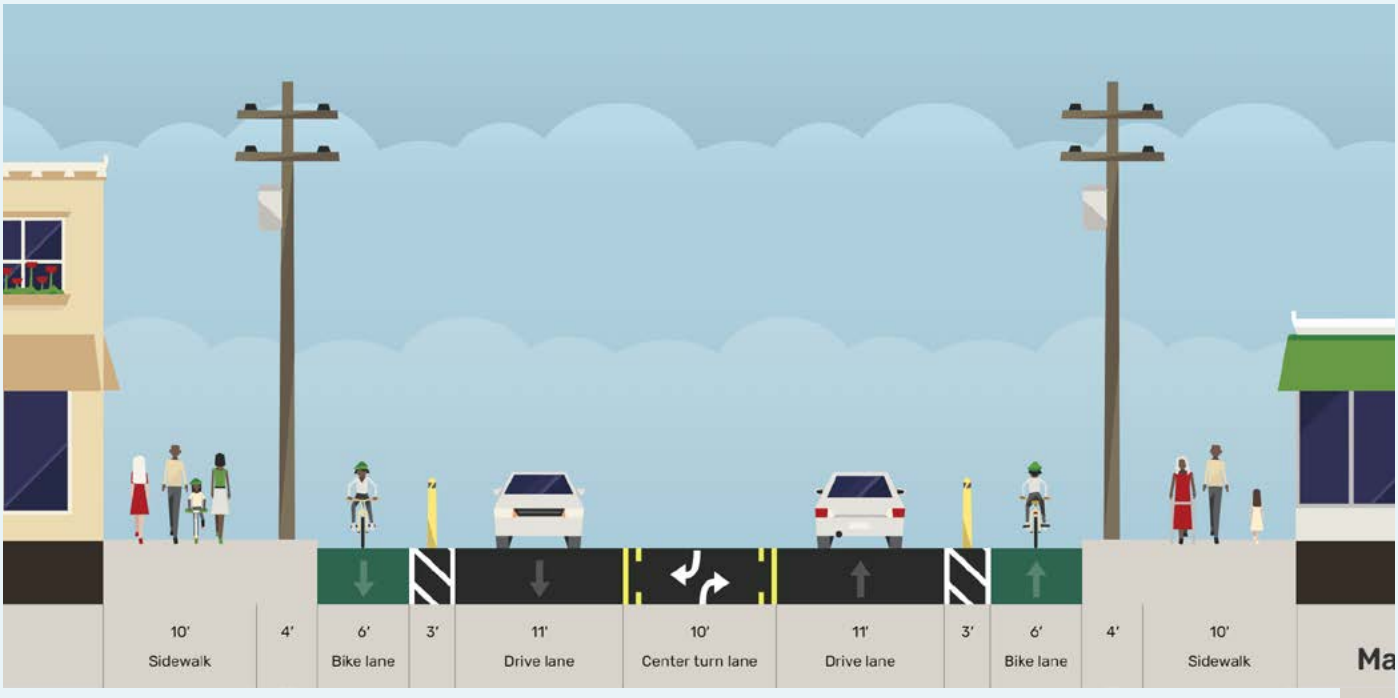
Priority Corridor

St. Clair

St. Clair is a key connection between the northeast side of Cleveland and Downtown. Home to multiple high crash corridors, we completed a safety study with the Ohio Department of Transportation (ODOT) to identify interventions for the section between East 101st Street and East 156th Street. In 2023, we applied for and were awarded $2.3 million from the U.S. DOT to fund the demonstration of those interventions. We secured an additional $5 million from ODOT focused on reducing unsafe speeds through their Target Speed Pilot Program.

We are currently designing the corridor and will work with the community over the coming years. Construction is anticipated to start in 2027. Our bikeway vision network shows how this will eventually connect into the rest of the citywide bike network.

FIGURE 25 St. Clair Avenue - E 100th Street to E 120th Street cross section.



Priority Corridor

West Park Neighborhood Greenway

Community groups, including the West Park Better Streets group and the Kamm's Corners Community Development Corporation, have advocated for the installation of neighborhood greenways in West Park. The West Park neighborhood greenway route prioritizes access to schools, parks, libraries, recreation centers, and transit stops. In Summer 2024, community partners led bike rides on the route, held an informational public meeting, and hung flyers in the neighborhood. As part of Cleveland Moves, we're installing a network of neighborhood greenways citywide – including the West Park Greenway, which will be installed in the first three years after adoption.

FIGURE 26 West Park Neighborhood Greenway.

FIGURE 27 West Park neighborhood engagement.

Pedestrian Network

Sidewalks are an important piece of the City's transportation network. Many Cleveland streets were originally built with sidewalks, and some sidewalks are in poor condition or feel unsafe.

> **"I think sidewalks are the biggest problem because some sidewalks are really old and broken. So, people can get into an accident really fast from there."**
>
> - Boys & Girls Club Community Conversation Participant

Sidewalk Condition

Sidewalk conditions vary widely across the City, but almost everyone relies on sidewalks at some point in each trip. Sidewalks can be damaged or shifted out of alignment by tree roots. Without a smooth surface, it makes it difficult for people with mobility challenges, people on wheels, and people pushing strollers to navigate the sidewalk.

FIGURE 28 Poor Sidewalk Condition.

FIGURE 29 Story Card.

Cleveland MOVES

We want to hear from you! Your input will help us improve street safety and prioritize projects in Cleveland.
Please fill out both sides of this card to share your personal story.

I typically Drive (walk, bike, scoot, ride RTA, drive) to move around my Lee-Harvard (neighborhood name) neighborhood and get where I need to go. I would like to Walk (walk, bike, scoot, ride RTA, drive) more often, but I don't because Not feeling Safe (mobility challenge or reason).

I believe the most dangerous street in my neighborhood is Lee Rd. (street name or intersection) because High Traffic; Speeding (safety concern or reason). One thing to change to make my neighborhood easier for everyone to get around is Intentional Walk-Ways (accessibility or mobility idea)

Why we need it

During Community Conversations:

- Many participants in Community Conversations and pop-up events identified issues related to sidewalks such as uneven sidewalks, inconsistent snow removal, and overgrown vegetation on sidewalks.

Based on the Data:

- The majority of people who filled out story card surveys desired to walk more often.

How to get it done

- We know that addressing sidewalk conditions around the City will take time. We're committed to continue working to better maintain sidewalks and to fill gaps in the network. We'll continue to work across departments at City Hall to make our sidewalk maintenance, repair, and replacement programs as clear and effective as possible.
- The City already has a 50-50 sidewalk repair program, where the City and property owners split the cost of the sidewalk repair. Our sidewalk inventory will inform future improvements.
- You can also call or access 311 online to report blocked sidewalks or needed tree or plant trimming along a sidewalk.

What you can expect

We will:

- Complete a sidewalk inventory to capture locations where the sidewalk is missing or inaccessible. This inventory can be used to track sidewalk condition moving forward and will allow us to target critical gaps in the network, such as those near schools.
- Continue to explore car-free street opportunities, similar to Market Avenue near the West Side Market and the pop-up street closure on West 29th street in Summer 2024.

Traffic Signal Changes

Traffic signals separate different modes and directions of travel in space and time. The City will look for ways to make traffic signal changes to improve safety, such as Signal Coordination and Progression, Shorter Signal Cycles, Leading Pedestrian Intervals, No Right on Red, Pedestrian Signal Heads, and Audible Pedestrian Signals.

> **"I used to be a school crossing guard, so I get it. I'm like, why do the lights take so long to change?"**
>
> - Killingsworth Meeting Place Community Conversation Participant

Signal Coordination and Progression

We can time multiple signals in a row so that vehicles that move slowly will get multiple green lights. This is referred to as "signal progression", and is a tool to regulate vehicle speeds, making crashes less serious if or when they do happen. Signal progression works well on streets with strong directional traffic (i.e., streets used to commute in/out of downtown). We can also use signal progression on streets on our high comfort bike network so that people traveling between 10 and 15 miles per hour – including people biking – hit more green lights. We can highlight signal progression using signage to inform and incentivize drivers.

Shorter Signal Cycles

We can shorten the length of time it takes for a traffic light to change. This can reduce waiting times and frustration for everyone. We have already started implementing shorter signal cycles at some intersections Downtown.

FIGURE 30 Clifton Avenue Signal Progression: If you are traveling inbound during the morning peak hour, or outbound during the evening peak hour, signals are timed for vehicles moving 26 miles per hour.

Source: NACTO

Leading Pedestrian Intervals

A leading pedestrian interval (LPI) gives people crossing a street a 3-7 second head start before the parallel traffic light turns green. LPIs improve the visibility of people crossing, increase driver compliance, and reduce conflicts between turning vehicles and pedestrians in crosswalks.

No Right on Red

No Right on Red (NROR) signage prohibits vehicles from making right-turns at traffic signals, which can reduce conflicts between people walking and driving. Prior to the 1970s, all intersections in the United States were NROR. Now there is a long-ingrained habit and expectation of turning right on red which may be difficult to change, but education can support behavior change for NROR signs. When right turn on red is allowed, drivers often look left for approaching cars (rather than pedestrians) and encroach on the crossing space, limiting access to curb ramps for people who need them.

FIGURE 31 Lakeside Avenue at East 6th Street: An LPI is already in place for pedestrians crossing Lakeside Avenue. This gives pedestrians a head start at a location with high left turn volumes.

> **"At E. 105th St., there is a 'No Turn on Red' sign. It does make the intersection feel safer to try to cross the street there."**
>
> - Max Housing
> Community Conversation Participant

FIGURE 32 No Right on Red Sign.

Source: City of Hillard

Pedestrian Signal Heads

Pedestrian signal heads flash either a "stop" hand or a walking symbol, so that pedestrians know when it is safest to cross the street. More modern pedestrian signal heads count down the time remaining to cross the street, which can be especially helpful for older or young pedestrians. The state of pedestrian signal heads varies throughout Cleveland. Some older signals in Cleveland do not have pedestrian signal heads, while some that do have a pedestrian signal head you have to push the button to activate the walk sign, and others do not have push buttons and activate automatically. In some locations, there are old push buttons that no longer work.

FIGURE 33 Pedestrian Signal Head.

Audible Pedestrian Signals

Audible signals are push buttons equipped with beeping and speaking so people who cannot see the pedestrian signal head can still find the push button and know when it is safe to cross the street.

FIGURE 34 Audible Pedestrian Signals.

> **"Leading Pedestrian Intervals need to be combined with audible signals. We're trained to wait for the sound of cars moving to know when to start walking."**
>
> - Cleveland Sight Center Community Conversation Participant

Why we need it

During Community Conversations:

- Accessibility and safety emerged as key themes.
- Participants at the Cleveland Sight Center in both rounds called for more accessible signals, particularly audible signals. At the Killingsworth Meeting Place, attendees requested pedestrian call signals along E. 131st St., while participants at Las Dos Fronteras Restaurant advocated for No Turn on Red signs at all times.

Based on the Data:

- The City's most dangerous streets tend to be in high need areas.
- 71% of all fatal or serious injury crashes happened on multilane arterial streets, which make up 14% of the total street network. Top contributing circumstances to fatal or serious vehicle crashes were 'unsafe speed,' 'failure to yield,' and 'ran red light.'.

How to get it done

Many of the practices in this section are most appropriate in areas with high need or higher volumes of pedestrians, in part due to the large number of signals the City operates. We will prioritize:

- Dangerous streets identified in our Vision Zero Action Plan
- Near schools
- High pedestrian areas, including downtown
- Areas with high volumes of turning vehicles
- Corridors in high need areas
- GCRTA Transit Priority Corridors

What you can expect

We will adjust signal timing for five zones/corridors each year, starting with high-pedestrian zones including Downtown. We will also explore retiming signals on high-crash and high-speed corridors and near key destinations like parks and schools. We will continue to explore signal timing changes as part of other corridor projects, and we will add them as part of our quick-build bikeway projects.

Crosswalk Upgrades

Crosswalks help people to cross the street. We can increase visibility and safety at crosswalks in multiple ways. There are several changes that crosswalks can include: High Visibility Crosswalks, Raised Crosswalks, Curb Extensions, Clear Corners (Daylighting), and Pedestrian Refuge Islands.

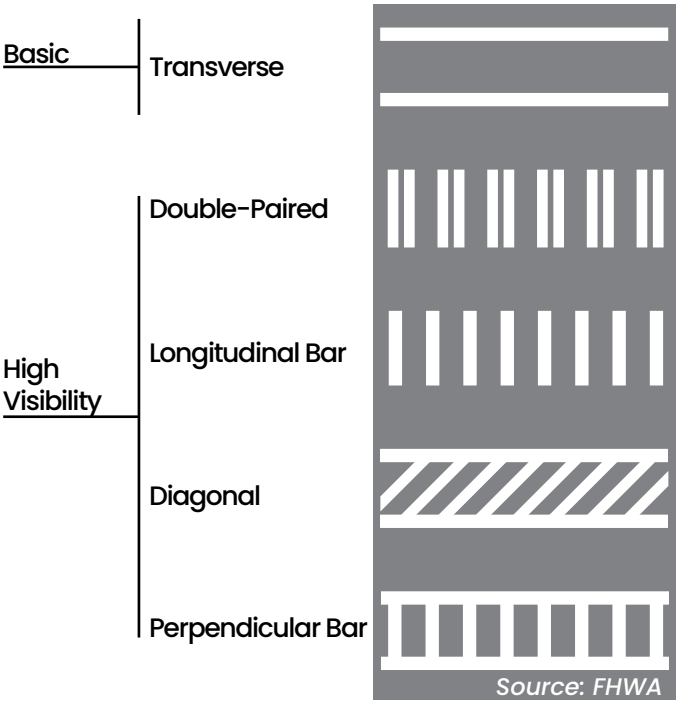
High Visibility Crosswalks

High visibility crosswalks have parallel markings in addition to traditional perpendicular markings, making them more visible to people driving. Studies have shown that they can reduce pedestrian injury crashes by up to 40 percent. The City has already been installing these on major streets as they are repaved. To effectively maintain all of our crosswalks, we need to prioritize locations that receive high visibility striping - in the same time that we can repaint 40 transverse crosswalks, we can only repaint six ladder-style crosswalks.

> **"Raised crosswalks would make me feel more comfortable. We need to force people to go slower at crosswalks. Also, then we wouldn't have to go down into the street from the sidewalk. What's important is saving lives. So, I would like that. Raised crosswalks are needed in this area."**
>
> - Max Housing
> Community Conversation Participant

FIGURE 35 High Visibility Crosswalk in University Circle.

FIGURE 36 Types of High Visibility Crosswalks.



Raised Crosswalks

A raised crossing brings a crosswalk up to sidewalk height, making it easier and more accessible for people to cross. This also means drivers cannot easily speed through a crosswalk and are more likely to yield to people waiting to cross. Raised crosswalks, unlike speed tables, require us to reengineer drainage which can be more costly and time consuming than other systemic solutions.

FIGURE 37 Raised Crosswalk.

Curb Extensions

Curb extensions are an extension of the curb at an intersection, crossing, or bus stop. They can slow vehicle speeds, shorten crossing distances, and improve sight lines for pedestrians and drivers approaching crosswalks.

Curb extensions can be installed as quick-build or permanent. Community members have piloted temporary curb extensions using plastic delineators and paint at locations including West 44th Street and Bridge.

We have pin on curb extensions on Mayfield Road in Little Italy and on Larchmere. Pin on curb extensions require less engineering work, as they don't impact existing drainage, making them faster and less expensive to design and install. We installed permanent curb extensions on East 12th Street.

FIGURE 38 Curb Extension in Little Italy.

Clear Corners (Daylighting)

Parked or stopped vehicles can block the view of other people driving, biking, or waiting to cross the street. When we restrict parking near an intersection, mid-block crosswalk, or driveway, drivers can better see approaching vehicles or people crossing the street. This reduces conflicts and increases yielding. Daylighting can be installed quickly with material like paint and flexible posts.

Pedestrian Refuge Islands

A pedestrian refuge island gives people a place to stop, rest, and look for vehicles coming from the opposite direction before continuing across the street. They can reduce vehicle travel speeds and reduce crossing distance for pedestrians. Pedestrian refuge islands are often faster and easier to install on streets that already have a center turn lane.

> **"If the crosswalk easily fits both a person and car, then cars are going to drive in the crosswalk even when someone is crossing. But as someone who can't see, it is horrifying to have a car pass right next to me. Shorter distances are better to reduce incentive to drive through a crosswalk when another person is in it."**
>
> - Cleveland Sight Center Community Conversation Participant

FIGURE 39 Crosswalks on Franklin Boulevard have striped daylighting hardened with plastic delineators.

FIGURE 40 Pedestrian Refuge Islands on Franklin Boulevard.

Why we need it

During Community Conversations:

- Safer, more accessible crosswalks were a top priority.
- Cleveland Sight Center participants called for more accessible crossings, including textured surfaces to improve navigation.
- At Las Dos Fronteras Restaurant, attendees sought crossing improvements, while those at the Langston Hughes Branch Library advocated for raised crosswalks near schools.
- Among the most popular recommendations were high visibility crosswalks, raised crosswalks, and daylighting to enhance pedestrian safety.

Based on the Data:

- We have over 5,000 high stress pedestrian crossings in Cleveland – that's about 19% of all our crossings.

How to get it done

We will prioritize crossing improvements at high stress crossings and the following locations:

- Midblock priority locations, such as trail crossings
- Near transit stops, on transit priority routes
- Near pedestrian destinations like grocery stores, parks, and schools
- Areas with large gaps between low stress crossings
- On high-crash corridors

What you can expect

We will audit crosswalks for improvements on corridors as we re-time signals (5 zones/ corridors a year). This will set us up to make changes as funds become available and grant application opportunities arise.

Bikeway Intersections

Bikeways including neighborhood greenways and bike lanes make streets safer for everyone – no matter how they are travelling. We can upgrade and improve the visibility, safety, and legibility of our bikeways. We will prioritize these changes on our high comfort bike network and existing bikeways: Bike Signals, Bike Boxes, Protected Intersections, Green Paint, Two Stage Left Turn Boxes, and Directional Signage.

> **"I'd like to bike more often, but I don't because we don't have enough protected bike lanes."**
>
> - Story Card Response

Bike Signals

Bike signals separate bike movements from vehicles to reduce conflicts. Bike signals reduce waiting time for people biking and discourage red light running.

FIGURE 41 Bike Signal, similar to the bike signal at the intersection of the Detroit Superior Bridge and Huron Road for people on bikes going east.

Bike Boxes

Bike boxes provide a designated place for people on bikes to queue at the front of traffic, increasing visibility to drivers. Bike boxes reduce vehicles pulling onto and blocking crosswalks.

FIGURE 42 Bike Box.

Protected Intersections

Protected intersections maintain bicyclist separation in a separated bike lane leading up to an intersection and reduce potential conflicts between people biking and vehicles. They also shorten crossing distances and reduce curb radii, slowing vehicle turning speeds.

Because Cleveland is an industrial city, we have higher numbers of trucks on our streets; we must be strategic about how and where we deploy protected intersections to ensure that that trucks can handle the turns.

FIGURE 43 Protected Intersection.

Green Paint

Green paint can increase the visibility of bike lanes to drivers and is often applied through intersections or driveways to reduce conflicts.

Two Stage Left Turn Boxes

Two stage left turn boxes allow people riding bikes to take a turn in two phases. Rather than using a vehicular left turn lane, a person riding a bike continues straight through the intersection, stopping in a green turn box out of the way of moving traffic. The person rotates their bike to the left and proceeds forward when the light facing them turns green.

Directional Signage

When two bikeways meet, we will work to add signage to help bicyclists navigate the bike network. We have a bike signal at the intersection of the Detroit Superior Bridge and Huron Road for people on bikes going east.

FIGURE 44 Green Paint through intersection.

FIGURE 45 Two stage left turn box, similar to the two stage left turn boxes at either end of the Detroit-Superior Bridge.

Why we need it

During Community Conversations:

- Protected bike lanes, curbs, and separated bike lanes were at top priority at in-person events. As part of the conversation around more separated bike facilities, participants identified other related priorities, such as protected intersections, bike signals, bike boxes, and green paint.

Based on the Data:

- There are only approximately 63 miles of high comfort bikeways currently and most are trails. We know that intersections can be the most uncomfortable part of a ride.
- In Cleveland, our long legacy of industry leads to a high amount of truck traffic, which we must consider to ensure our intersections are safe for all.

How to get it done

We will prioritize installing these systemic safety practices to the high comfort bike network. This infrastructure targets high-stress streets identified in the bicycle level of stress analysis, such as arterial roads with two to five lanes and speed limits of 35 miles per hour, ensuring safer, more accessible routes.

What you can expect

We will integrate bike infrastructure practices into the 50 miles of high comfort bike network built over the next 3 years.

Road Diet

A road diet reduces the number of vehicle lanes on a street to create space for other uses. Many of Cleveland's most dangerous streets are multi-lane roads and have excess capacity. A road diet improves safety for everyone by calming traffic speeds and reducing the likelihood of severe crashes.

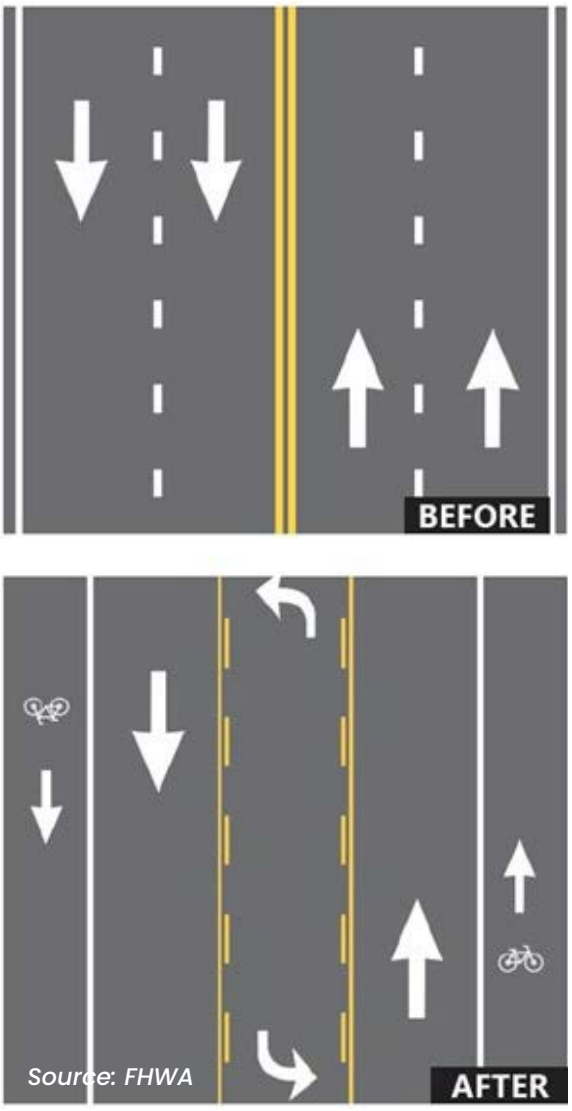
> **"One thing to change to make my neighborhood easier for everyone to get around is pedestrian-friendly streets and road diets."**
> - Story Card Response

Road Diet Outcomes

Road diets have been proven to reduce the total number of crashes on a street by between 19 and 47 percent, according to the Federal Highway Administration. Road diet outcomes can include:

- New dedicated turn lanes that can reduce crashes,
- Reduced number of lanes, creating a less complex road,
- Shorter crossing distances for pedestrians,
- Removal of excess capacity, resulting in safer speeds, and
- Space to install bike lanes, transit lanes, expanded sidewalks, or more trees or plants.

FIGURE 46 Diagram of four lane to two lane with turn lane and bike lanes road diet.



Why we need it

During Community Conversations:

- During in-person engagement there was strong support for traffic calming measures, ranking as the third most requested change.
- Many participants specifically called for road diets and lower speed limits to create safer, more livable streets.

Based on the Data:

- Majority of the streets on the High Injury Network identified in Vision Zero have four lanes, which is one of several criteria for a road diet.
- The Cleveland Vision Zero Action Plan identified road diets as a key strategy to save lives.
- Unsafe speeds are a common contributing factor throughout all crash types in the City.
- There were 760 crashes involving speeding on arterials, collectors, and local streets, the same types of streets where road diets could be considered.

How to get it done

We will implement road diets citywide on streets that are on our bike network. Most of our road diet projects will include bike or transit lanes. This recommendation also applies to streets that are not on the high comfort bike network, like other high crash, multi-lane corridors, or any street with excess capacity that is being resurfaced. On some streets where on-street parking is not well-utilized or there is sufficient off-street parking available, parking lanes will be considered for eventual replacement with transit, bike, or other uses.

To reduce the amount of time and cost to conduct detailed traffic analysis, we will consider roads with four or more lanes road diet candidates based on the thresholds identified by the Ohio Multimodal Design Guide, and will authorize lane removals as roads are resurfaced if traffic volumes are under 25,000 vehicles per day.

What you can expect

Many Cleveland Moves projects will include a road diet.

> **"We need to improve the unsafe street crossings, especially near hospitals, schools, and high-density housing locations. So many people cross the street from the neighborhood who are with children or elderly."**
>
> - Las Dos Fronteras
> Community Conversation Participant

Other Systemic Practices

There are many tools that can make our streets safer including Lighting, Speed Tables and Speed Humps, Centerline Hardening, and Mini-Roundabouts.

Lighting

Street lights can increase visibility of people walking and biking and are especially important during the darker months of the year. The height of lighting can impact how effective it is for people walking or biking compared to people driving. Lighting is associated with a 23 percent reduction in injury crashes (NCHRP 617) and can reduce pedestrian crashes by up to 42 percent, according to the Federal Highway Administration.

Speed Tables and Speed Humps

Speed tables and speed humps are gradual, wider bumps in the street that serve as 24/7 self-enforcing traffic calming. We have seen speed tables reduce speeds an average of 8 miles per hour on neighborhood streets in Cleveland through our existing speed table program. Snowy cities across the US and Canada use speed humps and speed tables successfully, because plow drivers know to lift their plow when they see a sign marking them.

Mini-Roundabouts

Mini-roundabouts are smaller roundabouts that force vehicle and bicycle traffic to travel in a circle in order to cross an intersection. Mini-roundabouts can increase safety at intersections, lower speeds, and make biking more convenient.

Centerline Hardening

We can use centerline hardening to slow left turns, which reduces conflicts with crossing pedestrians and oncoming vehicles.

FIGURE 47 Lighting at The Mall Downtown Cleveland.

FIGURE 48 Speed Table installed as part of Cleveland's existing speed table program.

FIGURE 49 Mini-Roundabout at Franklin Boulevard and West 50th Street.

FIGURE 50 Centerline hardening along E. 156th Street.

Why we need it

During Community Conversations:

- **Lighting**: The Boys & Girls Club highlighted the numerous unsafe locations at night due to a lack of lighting, while participants at Las Dos Fronteras Restaurant pointed out insufficient lighting in key sidewalk and crosswalk areas, specifically requesting brighter LED lighting for pedestrian safety. Lighting emerged as the second most exciting recommendation among participants.
- **Speed Tables / Speed Humps**: Participants at Killingsworth Meeting Place and Max Housing specifically asked for more speed tables. Participants at Las Dos Fronteras Restaurant asked for more speed tables on side streets. Traffic calming measures were the third most requested change, with many participants specifically mentioning speed tables or speed humps.
- **Centerline Hardening**: Centerline hardening was the most popular 'Other Systemic Practice' identified in the survey.
- **Mini-Roundabouts**: A participant stated, "Roundabouts can be more cost-effective safety solution that signalization changes. They can also improve all forms of traffic safety."

Based on the Data:

- Top contributing circumstances to fatal or serious vehicle crashes were 'unsafe speed,' 'failure to yield,' and 'ran red light', which can be addressed with mini-roundabouts.
- Unsafe speeds are a common contributing factor throughout all crash types in the City of Cleveland.
- Most common pre-crash actions in fatal or serious vehicle, motorcycle, and bicycle crashes included a left turn movement.
- Left turns are another contributing factor to crashes in the City of Cleveland.

How to get it done

We will work with Cleveland Public Power to develop a plan for strategic lighting improvements. We will prioritize locations near crosswalks and on high crash corridors.

We will prioritize traffic calming measures such as speed tables and mini-roundabouts on neighborhood streets that are designated as a neighborhood greenway and on other qualifying neighborhood streets according to our existing speed table program, especially where long blocks may encourage speeding or four-way stops are routinely disregarded.

What you can expect

We installed 100 speed tables citywide in 2024 and will install at least 100 more in 2025. We will prioritize installation on neighborhood greenways.

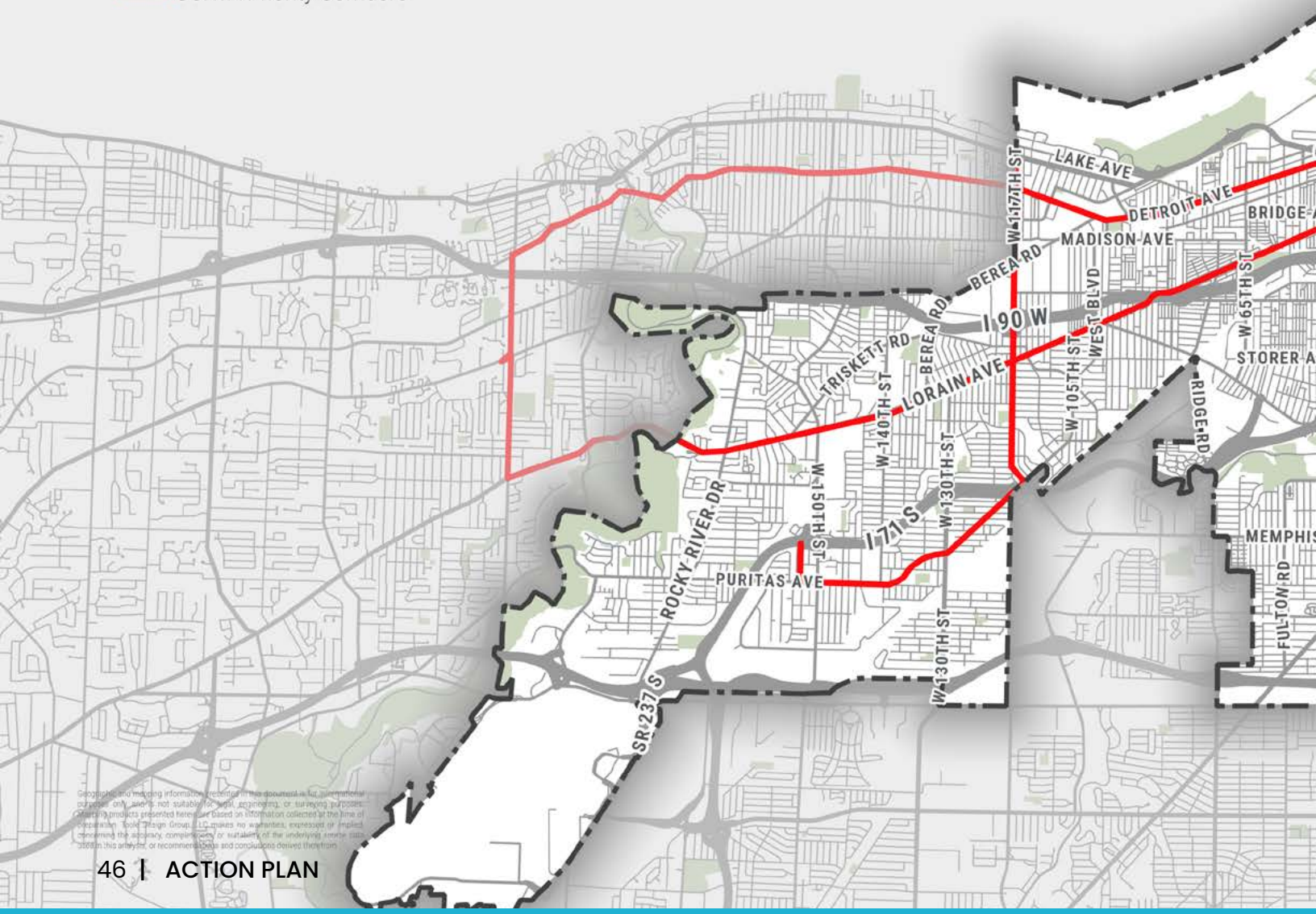
We will implement centerline hardening at 10 intersections in 2025 and evaluate outcomes.

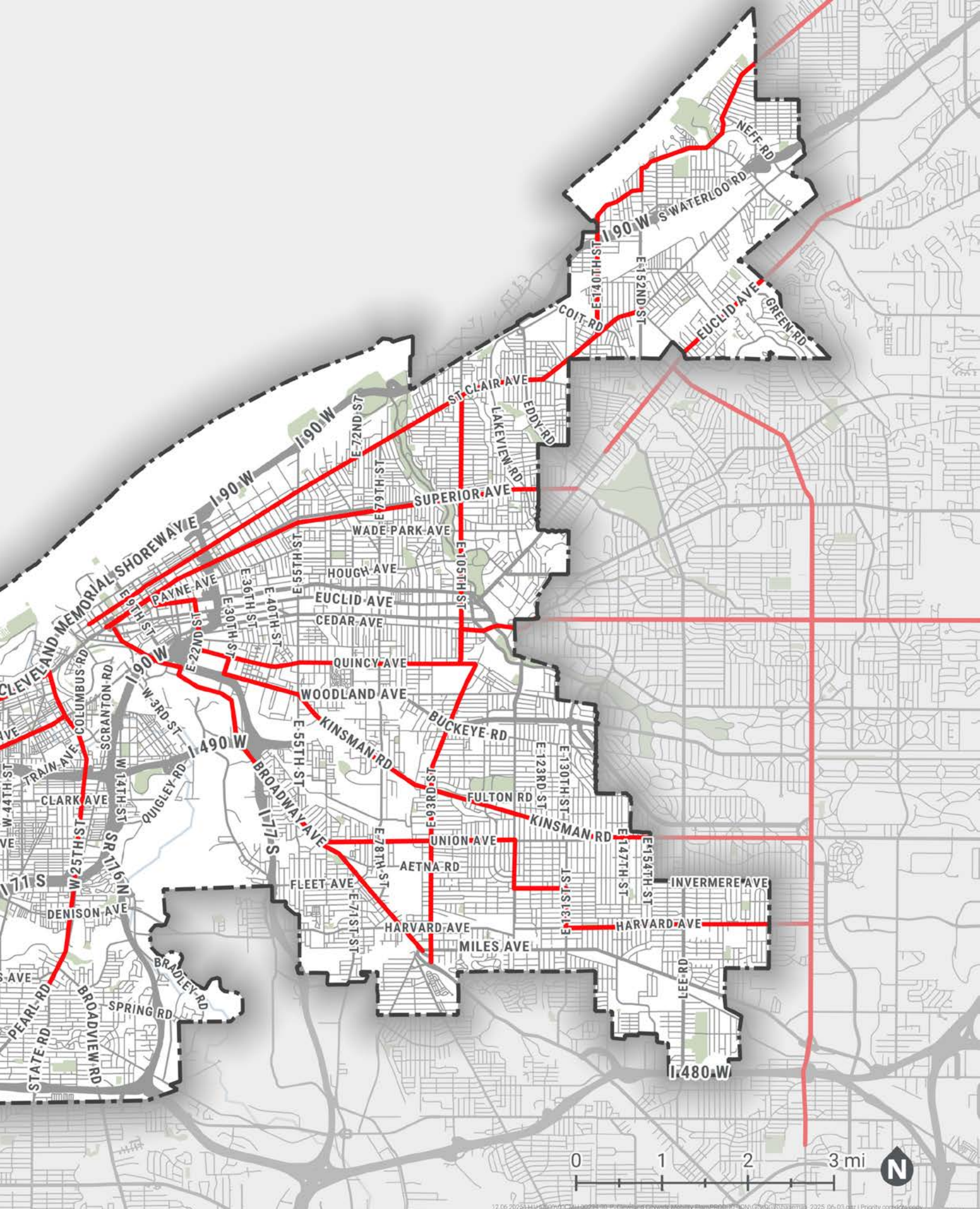
Connecting with Transit

In 2021, the GCRTA completed their NEXT GEN transit network redesign. Cleveland Moves builds on their work, aiming to complement the existing transit network with more comfortable and convenient routes for people walking and biking. Our network considers GCRTA's Transit Priority Corridors, and we will continue to collaborate with GCRTA as we make changes to ensure that safety, comfort, and convenience are considered for people walking, biking, taking transit, and rolling.

Priority Corridor: West 25th Street Bus Rapid Transit

GCRTA is currently designing the West 25th Street Bus Rapid Transit corridor, which will include upgraded bus shelters, designated bus-bike lanes, accessibility improvements, and more, working off the 25Connects plan. While not a high comfort bike connection, it will reduce travel times for buses while also providing a lane shared only between people biking and riding the bus on West 25th Street. This project will begin construction in 2027.

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Supportive Infrastructure

Mobility Hubs

In 2024 alone, there were nearly half a million shared mobility rides in Cleveland. Mobility hubs provide a consistent location to find, and park shared mobility devices. These will reduce sidewalk blockages.

Each shared mobility ride that someone takes in Cleveland pays $0.20 towards our shared mobility fund. We will use this fund to continue to build mobility hubs in the coming years. In Spring 2025, we are installing 71 shared mobility hubs to better organize the rentable shared scooters and bikes citywide.

Bike Parking Policy Update

We will update our bike parking policy to require context-specific parking and create more flexibility for the location of bike racks. APBP's Essentials of Bike Parking can be referenced for bicycle parking guidelines on types of racks and spacing. We are also converting some of our old parking meter posts into bike racks, providing a secure place to park your bike.

During Community Conversations, the Boys & Girls Club emphasized the need for more secure bike racks at schools, highlighting a key gap in bike-friendly infrastructure. In the short term, we will review current bike parking policies and identify areas where context-specific flexibility can be introduced. We will test the new policy in select locations to gather feedback.

Street Amenities Policy

We will create a policy to identify where the city and partners should prioritize benches, bike racks, public art, lighting, waste container, and public restrooms to make walking more enjoyable and convenient. We will prioritize location near schools, transit stops/stations, and other high pedestrian areas. We will also remove barriers, such as permit fees, from the installation process for benches and bike racks provided by city partners.

FIGURE 51 Existing Mobility Hub Downtown Cleveland.

FIGURE 52 Bike Parking in Cleveland.

Collaboration

Collaboration between key partners, advocates of Cleveland Moves, and City departments is essential for the successfully implementation of all recommendations, infrastructure and beyond infrastructure.

Cleveland Streets Coalition

The Cleveland Streets Coalition launched in April 2025. This group, external to the City, is a growing network of residents, businesses, and community organizations that support people-friendly streets throughout Cleveland. Members believe that more transportation choices and safer streets help us improve health, build prosperity, create human connections, and boost quality of life. The City will collaborate with the Cleveland Streets Coalition.

Better Streets Committees

We will continue to collaborate with the Better Streets Committees. We see the Committees as a means of updating passionate advocates and gathering input on proposed plans and projects. We will share regular updates at Better Streets Committee meetings.

FIGURE 53 Cleveland Moves Steering Committee Meeting.

Mobility Roundtable Quarterly Updates

We will hold quarterly transportation updates with Community Development Corporations, Better Streets Committee members, and other safety advocates in the community.
This group could also include continued involvement from the Cleveland Moves stakeholder group. We will organize and schedule quarterly roundtable meetings with key stakeholders. This will provide opportunities for roundtable members to share feedback, propose new initiatives, and discuss ongoing issues in transportation.

Active Transportation Needs Reporting Map

We already have a map where you can report close calls (almost crashes) on our Vision Zero webpage. We will create a user-friendly online map for people to report new active transportation needs similar to the map used during this planning process. We will also:

- promote the map through social media, city newsletters, flyers, and community organizations to drive engagement and reporting.
- use reported issues to inform future transportation planning and prioritize projects based on community feedback.
- regularly update with new issues and solutions and share progress with the public.

FIGURE 54 Online map for Cleveland Moves, which allowed participants to draw lines on the map to show key destinations and routes.

Maintenance

A key theme throughout engagement was better street and sidewalk maintenance. The participants at Las Dos Fronteras Restaurant asked for more maintenance, specifically tree trimming, snow/ice removal, and light repairs. During Community Conversations, participants at the Boys & Girls Club specifically mentioned maintenance being an issue for sidewalks and trails.

311 Transportation Reporting Promotion

We will emphasize the new 311 site as the best place to report transportation related maintenance need. We will continue to promote 311 through billboards and on-street advertising, social media, city newsletters, flyers, and community organizations to drive engagement and reporting. We will regularly assess the number of reports submitted and the types of issues reported to identify areas for improvement.

Bikeway Seasonal Maintenance Strategy

We will continue working to develop a strategy for regularly removing snow, sweeping, and performing other maintenance on bikeways. Because we are rapidly expanding our network, this will require some trial and error as we work to test out what strategies work best for us. We will:

- purchase specific, narrower street sweepers and plows to facilitate bikeway maintenance.
- prioritize key routes by identifying high-traffic bikeways that need priority for snow removal, sweeping, and other maintenance tasks.
- create bike lane designs that are easy to maintain, reducing the complexity and cost of upkeep.
- commit to plowing bike lanes after snow events and sweeping them of debris on a regular basis.
- encourage community members and businesses to remove snow from sidewalks in a timely manner.

FIGURE 55 Sidewalk with snow cleared during winter.

FIGURE 56 Bikeway Seasonal Maintenance.

Updated Codes, Plans, and Policies

There are multiple related initiatives that will also contribute to more safe and comfortable streets in Cleveland (see Chapter 1: Introduction). The following City efforts will support Cleveland in becoming safer, more comfortable, and more walkable and bikeable.

Form-Based Code Expansion and Citywide Plan Update

By focusing on the form of buildings and streets rather than rigid zoning regulations, form-based zoning will allow for a more diverse mix of uses and housing types, making it easier for people to live near jobs, shops, and other amenities that contribute to a higher quality of life. This reduces the need for long car trips and encourages other modes creating more walkable neighborhoods that meet your needs. We will:

- continue to expand form-based code to prioritize pedestrian-friendly block sizes, limiting curb cuts, and considering mobility needs when addressing the built environment through city hall processes.
- collaborate with stakeholders to identify areas in need of zoning code changes that prioritize pedestrian-friendly infrastructure.
- work with urban designers to create clear and accessible guidelines for pedestrian-friendly block sizes, curb cut limits, and mobility needs.
- include provisions in the citywide plan and form-based code for parking management, landscaping, street design (outside the right-of-way), and public spaces, all of which contribute to a more pedestrian-friendly environment.
- allow through code changes for a variety of housing types, from single-family homes to multi-unit apartments and even "missing middle" housing (duplexes, townhouses). This diversity creates more options for residents and reduces the need for long commutes.

ADA Transition Plan Enhancement

ADA Transition Plans evaluate the compliance of transportation infrastructure with ADA Accessibility requirements like curb cuts, slopes, and sidewalk conditions. We will update and track progress on the City's ADA Transition Plan. We will collaborate with the Northeast Ohio Coalition of Disability Organizations, LEAP, and other advocates to gather input on necessary improvements, and set up a system for tracking the completion of improvements.

Safe Fleet Policy and Upgrades

In line with our Vision Zero Action Plan, we will work to ensure that new City vehicles have comprehensive safety features such as speed governors, brake assist, blind spot warning, and side guards on trucks. We will also:

- conduct a review of current city vehicles, identify any gaps in safety features and work with safety experts to define the necessary upgrades, such as speed governors, side guards, or blind spot warnings.
- prioritize upgrades based on safety concerns and the areas of highest need for active transportation.
- regularly assess the effectiveness of the upgrades in improving safety and reducing crashes.

FIGURE 57 ADA-Compliant Sidewalk and Curb Ramp.

Chapters

4

Tracking Progress

What does success look like?

The Next Five Years

Over the next five years, we will:

- Build 50 miles of high comfort bikeways in three years, including
  - » adding protection to existing wide bike lanes,
  - » restriping and adding new separated bike lanes, and
  - » installing neighborhood greenways signage and markings; strategically complement with speed tables or other traffic calming.
- Modify signal timing and prioritize improvements for crosswalks on 5 corridors or zones a year.
- Install centerline hardening at 10 intersections in 2025.
- Continue with speed table installation citywide, starting with over 100 more in 2025.
- Include systemic safety improvements in bikeways and street projects.
- Convert at least 150 parking meter posts to bike racks.
- Install over 70 shared mobility hubs in 2025.

Success Metrics

Success metrics specific for specific recommendations are identified in Chapter 3: Action Steps. There are also overarching metrics around safety, such as eliminating all fatal and serious injury crashes. The following table describes the metric, where we are now, where we strive to be in three years, and where we strive to be beyond five years.

TABLE 2 Success metrics compared between 2025, 2028, and long term.

Success Metric	2025	2028	Long Term Vision
1. Miles of all high comfort bikeways in the City of Cleveland.	64 miles	134 miles	250+ miles
2. Percent of all high comfort bikeways in high need neighborhoods.	21%	25%	31%
3. Number of reported crashes resulting in a fatality or serious injury involving people walking, biking, scooting, skating, or rolling.	64 (2023)	↓	In line with Vision Zero, the goal is zero
4. Number of reported crashes resulting in a fatality or serious injury involving people walking, biking, scooting, skating, or rolling in high need areas.	24 (2023)	↓	In line with Vision Zero, the goal is zero
5. Percentage of population within a quarter-mile (5-minute walk) of a bikeway (including low comfort bikeways).	48%	60%	100%*
6. Percentage of population within a quarter-mile (5-minute walk) of a high comfort bikeway.	7%	35%	100%*
7. Number of high stress crossings in the City of Cleveland.	5,089 (19% of all crossings)	↓	↓

The vision network on page 26-27 achieves 83% of Clevelanders within a 5-minute walk of a bikeway and 77% of Clevelanders within a 5-minute walk of a high comfort bikeway. The long term goal is for **all Cleveland residents to be within a 5-minute walk of a high comfort bikeway. As work progresses and this plan is updated in the future, we will assess adding bikeways to the vision network to achieve this goal.*

How we get it done

The recommendations laid out in Chapter 3: Action Plan are only possible through collaboration between city departments and stakeholders along with a mix of dedicated local funding and grant funding. This plan reflects an ambitious commitment to progress on Cleveland's streets over the next five years, but is also realistic about the available resources and capacity to achieve it. The City will implement the improvements discussed here through a combination of quick-build projects and traditional, more time- and resource-intensive capital roadway projects. Funding for the improvements will come from a variety of sources.

Strategy 1

Integrate Cleveland Moves recommendations into existing City capacity

The City of Cleveland is fortunate to have existing capacity in the form of a relatively robust Public Works department, including a sign and signal shop, and resurfacing crews who can also install speed tables, for example. The City also has existing funding directed toward ongoing on-call and requirements contracts for both design services and construction. By strategically incorporating Cleveland Moves recommendations into this ongoing City work, we will be able to deliver progress on neighborhood greenway implementation, traffic calming, and signal upgrades without requiring large allocations of additional funding.

Strategy 2

Allocate additional local funds to Cleveland Moves implementation

The City of Cleveland will also support plan implementation through the allocation of additional bond funding and/or general fund dollars. These funds can be used to design and construct permanent but lower cost roadway improvements aligned with Cleveland Moves recommendations, such as roadway markings, signage, ADA compliant curb ramps, bicycle lane separation (delineators, curbing), traffic signal equipment including pedestrian signal heads and detection, and traffic calming installations such as speed tables, traffic diverters, mini-roundabouts, and chicanes built from concrete, asphalt, and delineators or curbing bolted to the pavement. These local funds can also be used to leverage, or match, additional grant funding opportunities.

In the 2025 Capital Improvement Plan, the City of Cleveland is proposing $1.5 million of bond funds for Cleveland Moves implementation, including $500,000 for bike lane maintenance equipment such as narrow sweeper and snow plow vehicles. An additional $1.5 million in bond funds is planned for 2026. The City of Cleveland also currently allocates $200,000 annually from the general fund specifically for Vision Zero and multimodal work.

Strategy 3

Aggressively pursue external funding opportunities from state, Federal, and philanthropic sources

Governmental funding opportunities at the regional, state, and federal levels are key for achieving change at the scale envisioned by Cleveland Moves, even when it is comprised mostly of quick-build, low cost project components. To kick-start the implementation of Cleveland Moves, the City has recently submitted grant applications totaling over $29,000,000 to the following funding programs, and will continue to monitor opportunities and alignment with future programs.

Source: Bike Cleveland

- Safe Streets for All (2023 award) + ODOT Target Speed Pilot Program (awarded): $7,100,000 for protected bike lanes and safety improvements on St. Clair Avenue from E. 101st Street to E. 156th Street.
- Bloomberg Asphalt Art (awarded): $100,000 for decorative street painting along Huron Road and Prospect Avenue as part of a roadway reconfiguration establishing protected bike lanes and additional patio/ pocket park space.
- ODOT Safe Routes to School (pending): $1,000,000 for protected bike lanes and pedestrian safety improvements along E. 55th Street.
- ODOT Systemic Safety Fund (pending): $2,000,000 for pedestrian safety improvements on Euclid Avenue between Ivanhoe and Cliffview and W. 140th Street.
- ODOT Active Transportation Special Solicitation (pending): all 3 million requests are from special solicitation.
  - » $3,000,000 for protected bike lanes and pedestrian crossing improvements along Wade Park Avenue.
  - » $3,000,000 for design of over 23 miles of separated bike lanes and construction of over 1 mile of separated bike lane in the Cleveland Moves priority high-comfort network.
  - » $3,000,000 for equipment and materials for protected bike lane installation, including vertical delineators.
- Congestion Mitigation and Air Quality (CMAQ, pending): $10,000,000 for protected bike lane build-out across the Cleveland Moves priority high comfort network.

Chapters

A

Appendices

Appendices

Appendices can be downloaded at www.clevelandohio.gov/cleveland-moves

Appendix A. Methodology

Appendix B. Network Assessment

Appendix C. Community Engagement Summary

Appendix D. Systemic Practices Memo

Appendix E. Safe Routes to School

Appendix F. Sign Standards

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Acknowledgments

Cleveland Moves was adopted by the City of Cleveland Planning Commission on April 5, 2025.

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- Downtown Cleveland Incorporated
- Midtown
- NuPoint
- Ohio City Incorporated
- Old Brooklyn Development Corporation
- University Circle Incorporated
- West Park Kamm's

Cleveland Metroparks
Cuyahoga County
Cuyahoga County Planning Commission
Greater Cleveland Regional Transit Authority
Northeast Ohio Areawide Coordinating Agency
Ohio Department of Transportation

Funders

Cleveland Foundation
Cleveland Taxpayers
Shared Mobility Riders – 20 cents from every shared bike or scooter ride goes back to the City!

Cleveland **MOVES**

"Putting people over cars allows us to build a city that is safer, healthier, and more accessible to all residents; where businesses want to invest and grow; and where people want to visit."

– Mayor Justin M. Bibb

Follow our progress at *clevelandohio.gov/cleveland-moves*

Cleveland **MOVES**