

CITY OF CLEVELAND

Complete & Green Streets

2023 Progress Report



CITY OF CLEVELAND
Mayor Justin M. Bibb

Prepared by the Mayor's Office of Capital Projects, Mayor's Office of Sustainability,
City Planning, & Department of Public Works



COMPLETE & GREEN STREETS

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PURPOSE

The City of Cleveland is committed to the creation of a network of Complete and Green Streets (CGS) that will improve the economic, environmental, and social well-being of its citizens. Cleveland's network of Complete and Green Streets will provide safe and desirable travel for users of all ages and abilities, accommodate pedestrians, cyclists, motorists, and transit while also incorporating best management practices in green infrastructure.

KEY GOALS

Complete and Green Streets help Cleveland achieve the triple goal of economic, environmental, and social well-being for citizens while increasing health, sustainability, and transportation equity across the city. Reflecting these values, the City of Cleveland strives to achieve the following through Complete and Green Streets implementation, in coordination with related initiatives:

- ✓ **Goal #1: Maximize safety for all transportation system users**
Reduce the number of transportation-related injuries and fatalities to zero, consistent with Cleveland's developing Vision Zero movement.
- ✓ **Goal #2: Maximize mobility**
Increase mobility for non-motorized users through road construction projects in accordance with Complete Streets principles, aiming to connect bicycle, transit and pedestrian networks to the broader community.
- ✓ **Goal #3: Implement green infrastructure**
Increase the total mileage of public right-of-way that is designed to minimize negative environmental impacts in accordance with Green Streets principles.
- ✓ **Goal #4: Train personnel in Complete and Green Streets principles**
Expand training resources and processes to increase the number of management, design, and maintenance personnel trained regarding Complete and Green Streets Principles, with the goal of 100% of relevant workforce trained.

“What is the TIAC?”

Cleveland's Complete & Green Streets (CGS) program is governed by a 10-member committee known as the Transportation Infrastructure Advisory Committee (TIAC). It consists of representatives from City Council, City Administration, ODOT, GCRTA, NOACA, NEORS, Bike Cleveland, an organization serving people with disabilities, and two residents with experience related to CGS principles. For more information about Cleveland's CGS program, contact manager Phil Kidd at pkidd@clevelandohio.gov or (216) 664-4731.

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2022 KEY PROJECTS & OUTCOMES



Bike Infrastructure: In 2022, the Mayor's Office of Capital Projects (MOCAP) installed another **17.02 miles** of bicycle infrastructure as part of the 2014 Bikeway Implementation Plan. This brings the eight-year (2014-2022) total to **119.88 miles**.

- Spring Road (Broadview to W. 11th) - **0.6 mi** (bike lanes & sharrows)
- W. 65th Street (Denison to Herman) - **3.7 mi** (bike lanes & sharrows)
- Buckeye Road (Shaker to S. Moreland) - **2.72 mi** (bike lanes & sharrows)
- E. 105th Street (Greenlawn to North Corp. Line) - **1.0 mi** (bike lanes & sharrows)
- Union (Broadway to Kinsman) - **7.0 mi** (bike lanes & sharrows)
- E. 18th (Carnegie to Lakeside) - **2.0 mi** (bike lanes & sharrows)

MOCAP plans another **12.88 miles** in 2023 on the following projects:

1. Lorain Avenue (West Park)
2. West Franklin (West 85th to West 25th)
3. Buckeye Road Pavement Rehab (Shaker Blvd to S. Moreland)
4. East 185th St (Nottingham to Lakeside Dr.)
5. East 79th Street Rehabilitation (Woodland Ave to Chester Ave)



Green Infrastructure: Over **35,700** square feet of greenspace was restored to city corridors in 2022. This resulted in an additional stormwater capture rate of at least **178,500** gallons and the creation of over **118** new street trees planting spaces. **60** street trees were planted on various roadway projects with **200** street plantings overall, **45** street trees planted as part of the Tree Damaged Sidewalk program; **330** in City parks and; **17** on City-owned properties. Approximately **2,650** trees were planted citywide between the City and its community partners.



Additional CGS Elements: **13** enhanced crosswalks - **4** yield to pedestrian signs - **618** ADA compliant ramps - **887, 945** square feet of new sidewalk



Community Engagement: There were **32** public/community meetings for CGS-related projects in 2022. An e-newsletter and online public comment form will also be launched in 2023.

17.02

Miles of bike lanes
added in 2022

35,789

Square feet of corridor
green space restored

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2022 KEY PROJECTS & OUTCOMES (CONT)



West 65th Street (Denison to Herman): Improvements included installation of a new water main and connections, repair and resurfacing of existing roadway pavement, replacement of damaged curbs, drive aprons, and sidewalks where needed, ADA-compliant curb ramps, upgrades to traffic signals, new pavement markings, and separated bicycle facilities. Over 35,700 square feet of greenspace was restored and 60 street trees were planted.



E 105th Street (Greenlawn to North Corp. Line): Improvements included pavement repairs, drainage, asphalt resurfacing, and installation of ADA-compliant ramps, curb, sidewalk repairs & driveway aprons; new pavement markings; traffic and pedestrian crossing signal upgrades; water main replacement and; sewer replacement.



Union Avenue (Broadway to Kinsman): Improvements included resurfacing; pavement repairs; curb & walk replacements; ADA-complaint curb ramps; pavement base repair. New thermoplastic pavement markings were also installed to support a road diet which will improve safety by channeling traffic into one lane in each direction, with center left turn slots at signalized intersections. Bike lanes and crosswalks were also added. High Visibility (Ladder-Style) crosswalks were installed at Safe Route to School locations.



Buckeye Road (Shaker to South Moreland): Improvements include repair and complete resurfacing of the existing roadway pavement; replacement of curbs, driveway aprons, and sidewalks as needed; installation of ADA-compliant curb ramps; streetscaping that includes decorative crosswalks and street trees; and new traffic control consisting of pavement markings and signs.



East 18th Street (Carnegie Ave to Lakeside Ave): The project included milling and replacement of the existing asphalt, base repairs, utility casting adjustments, ADA compliant ramps, and pavement markings throughout the project length. New water mains were installed from Central Ave to Carnegie Ave and from Payne Ave to Superior Ave with new connections. Bike lanes were also installed from Euclid Ave to Lakeside Ave.

618

New ADA-compliant curb ramps

887,945

Square feet of new sidewalk

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GUIDING PLANS & OBJECTIVES



Cleveland Tree Plan: Adopted by City Council in 2016 and updated in 2020, the plan seeks to achieve a 30% citywide tree canopy rate by 2040. In 2022, there were a total of 2,650 trees planted in Cleveland between the City of Cleveland and community partners. According to the Cleveland Tree Coalition, a total of 23,486 have been planted between 2015-2022. (clevelandtrees.org)



Cleveland Climate Action Plan: The 2018 Climate Action Plan (CAP) focuses on five areas: 1.) Energy Efficiency and Green Building 2.) Clean Energy 3.) Sustainable Transportation 4.) Clean Water and Vibrant Green Space 5.) More Local Food, Less Waste. The CAP is updated on a 5-year cycle. An update is expected in 2023. (sustainablecleveland.org/climate_action)



Bikeway Implementation Plan: In 2014, the Bikeway Implementation Plan established a strategy to increase the bikeway network by 250% by building on Cleveland's existing bike infrastructure and leveraging the City's five year Capital Improvement Program (CIP). In 2023, the city will begin work on a new Citywide Mobility Plan to guide improvements for people walking, biking, and taking transit over the next five years (2024-2028), including a 3-year strategy for rapid bikeway buildout.



Midway Cycle Track: The Midway is a vision for connected bikeways across the City of Cleveland that physically separate bicycle riders from vehicles using treatments such as landscaping or other amenities. The first Midway segment, the Superior Midway, will provide a safe, convenient, and comfortable link along Superior Avenue between E. 55th Street and Public Square. In 2022, the City of Cleveland identified the remaining funding needed for the project. Final project engineering and design will begin in 2023. Construction is anticipated to begin in summer 2025. Also in 2023, preliminary design will begin on the \$30+ million Lorain Ave Midway. The project will included a sidewalk-level multi-purpose path from W. 20th to W. 65th Street as well as a host of other roadway and streetscape improvements. (bikecleveland.org/midway)

2,650

Total trees planted in
Cleveland in 2022

\$25M

Funding raised for Superior
Midway Cycletrack

GUIDING PLANS & OBJECTIVES (CONT)



Franklin Blvd Transportation for Livable Communities (TLCI) Study: This study identifies ways to make Franklin Boulevard safer for all types of traffic, and to make it a more desirable corridor for pedestrians and bicyclists. The project will include the city's first incorporation of contiguous mini-roundabouts. Design was completed in August 2021 and construction began in May 2022. Anticipated completion is end of 2023. (westfranklincl.com)



Carnegie Ave Master Plan & Corridor Study (TLCI): The Carnegie Avenue Plan aims to capitalize on the history and potential of Carnegie Avenue through the Midtown neighborhood. The areas along Carnegie Avenue between E. 65th Street and E. 69th Street, and E. 74th Street and E. 99th Street are identified as primary focus areas for targeted interventions. Construction on Phase I from E. 55th to E. 79nd is scheduled to begin in Spring 2024. (midtowncleveland.org/reincarnegie)



Buckeye TLCI: Buckeye Road Refresh is a \$110,000 study that focuses on Buckeye Road from the Woodhill Rapid Station to the west to South Moreland Boulevard to the east, as well as vital connections to nearby key destinations. Design was finished fall of 2021 and construction began in April 2022. Anticipated completion is Spring 2023. (buckeyeroadrefresh.com)



Payne Ave (E. 13 to E. 30): This rehabilitation project compliments the planning efforts of the People's Street Initiative (asiatowncleveland.org/peoples-streets) and Cleveland State's Master Plan (csuohio.edu/architect/csu-master-plan). Design is anticipated to be completed in Fall 2023 with construction expected to begin in Spring 2024.



East 66th Street Implementation Plan: The East 66th Street Implementation Plan, completed in 2021, builds upon the League Park TLCI that was completed in 2012. The Implementation Plan focuses on streetscape improvements along the nearly 1-mile corridor to reflect a new prototype for neighborhood street design in the City of Cleveland. The project is currently in the preliminary design phase. (midtowncleveland.org/east-66th-street-tlci)

9

Major roadway projects in
planning, design or construction

-39%

Decline in total fatal traffic crashes in
Cleveland from 2021 to 2022

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GUIDING PLANS & OBJECTIVES (CONT)



Thrive 105-93: This study examines the East 105th/East 93rd Street corridor with the goal to connect six neighborhoods on Cleveland's southeast side to jobs and economic activity along this 7-mile corridor. Preliminary design is scheduled to be completed in 2024. (thrive105-93.com)



Euclid-Green TLCI The focus of the study is to redevelop a one-mile stretch of Euclid Avenue between Noble Road and Catalpa Road. The goal is to provide valuable pedestrian and cycling options, connect and catalyze amenities, re-utilize vacant and open spaces, and create the conditions for quality retail and economic development. (elevateeuclidgreen.org)

Future reports will include updates on:

- East 79th Street (Woodland Ave to Chester Ave)
- Lee Road (Miles to E. Corp Limit)
- Shaker Boulevard (Buckeye to corp. line)
- SR 283 (E 55th (Superior to St Clair) & St Clair (E 55th to E 72nd)
- Superior & Lorain Midway

OTHER PROGRESS INDICATORS



Walk Score: Cleveland's 2022 overall "Walk Score" is 57. The larger the number, the more walkable the city. The score makes Cleveland the 17th most walkable large city in the US.



Air Quality: Cleveland currently does not meet the federal standards for ground-level ozone pollution.



Transit Ridership: Total ridership for Greater Cleveland RTA was 19.1 million in 2022. This is a 20.1% increase from 2021 (15.9M). Read more about Cleveland's Transportation Oriented Development planning efforts [here](#).



Water Quality: According to NEORSD, there were three fewer water quality advisory notices in 2022 than during 2021.

57/17

Cleveland's walk score & rank among most walkable large cities in the US

20.1%

Increase in public transit ridership from 2021

PROGRAMS & INITIATIVES

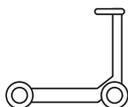


Vision Zero Cleveland: Vision Zero is a systems approach to eliminating serious injuries and deaths caused by traffic crashes on Cleveland's roads by using clear, measurable strategies to provide safe, healthy, and equitable mobility for all. The Vision Zero Action Plan was adopted by the City Planning Commission on September 2, 2022. For more information visit: www.visionzerocle.org

- 2022 Crash Data:
 - 43 fatal (9 pedestrians, 6 motorcyclists, 1 cyclist)
 - 344 seriously injured (50 pedestrians, 44 motorcyclists, 9 cyclists)
- 2021 Crash Data:
 - 71 fatal (11 pedestrians, 10 motorcyclists)
 - 472 seriously injured (38 pedestrian, 53 motorcyclists, 9 cyclists)



25 Connects: The 25 Connects plan is an initiative by RTA and the City of Cleveland to transform West 25th Street into a Bus Rapid Transit Corridor, with pedestrian enhancements and bicycle enhancements where they connect to parallel planning initiatives and capital projects. For more information, visit www.25connects.com



Shared Mobility: 'Shared mobility' refers to individual transportation devices like scooters and bikes that are available to rent from vendors for rides around the city. Since about a quarter of Clevelanders don't have access to a personal vehicle, scooters and bikes are a useful transportation option for accessing jobs, education, and recreational opportunities. In 2022, the program supported over 319,266 rides.



LED Street Lighting: As part of the Safe Smart CLE program, 61,000 existing streetlights will be replaced with new, energy-efficient light-emitting diode (LED) technology. Per the last update provided, the program has converted 53,521 streets lights to date.



Form-Based Code: The Cleveland City Planning Commission is working to realign its zoning regulations into a form-based code approach. A form-based code translates a community's ideals into regulatory language to create the physical "place" envisioned by the community. Learn more at: planning.clevelandohio.gov/fbc

319,266

Shared mobility rides throughout
Cleveland

53,521

Streets lights converted to
LED to date