



**Bike Cleveland Mobility Priorities:
Bold Steps to Advance Safe, Equitable Transportation in Cleveland**

Prepared for Mayor-Elect Bibb and Cleveland City Council

This document outlines concise action for Cleveland’s new Mayor and City Council to act upon to eliminate the life-threatening challenges facing vulnerable road users and build out compelling bike infrastructure for existing and potential cyclists. It provides initial steps the administration and city council need to take to transform Cleveland into a less car-dependent, healthier, greener, and more equitable city. The following seven short-term but high impact steps can be completed within one year:

1. **Upgrade our existing bike network immediately by addressing missed opportunities in current facilities.** Within the first 100 days, hire a traffic engineering firm to evaluate existing bike lanes following NACTO and ODOT Multimodal Design Guide guidelines. Following the evaluation, make improvements through additional striping and posts/planters to 15 corridors to build out the beginning of a protected bike lane network. We have outlined a number of initial projects that Bike Cleveland and community groups have advocated for over the years that are ripe for implementation. [These projects can be found attached to this document, as well as here.](#)

Resources: Consulting Firms - [Toole Design Group](#)
[WSP](#)
[Nelson Nygaard](#)
[Alta Planning and Design](#)

2. **Change policies and procedures for street design.** Within the first 100 days, publicly support Cleveland City Council’s updated Complete and Green Streets Ordinance. Based on our 2019 evaluation, since 2012 sixty-six repaving projects were completed on 78 miles of major streets. 19 projects totaling nearly 23 miles, or 29.5% of completed projects, received minimal or subpar Complete and Green Street improvements. The updated Complete and Green Streets Ordinance would codify a “vulnerable user first” design ethic; require the use of modern design guides from NACTO and ODOT’s forthcoming Multi-Modal Design Guide; and establish a city-staffed and regularly scheduled Transportation Infrastructure Advisory Committee consisting of key city departments, Bike Cleveland, RTA, NOACA, Clevelanders for Public Transit, community development organizations, pedestrian advocacy groups, and interested citizens at-large, including youth.

Resources: [Cleveland.com “...Cleveland Can Do Better on Complete Streets:](#)
[National Complete Streets Coalition](#)
[National Association of City Transportation Officials](#)

3. **Advance transformative, partially funded active transportation projects in the pipeline.** Prioritize the design and implementation of transformative active transportation projects that have been planned and have secured funding for design and/or implementation. These projects include:
 - a. **The Superior Midway Proof of Concept Corridor** - Plan dating back to 2016, has dedicated CMAQ funding and city capital dollars.
 - b. **Lorain Avenue Cycletrack** - Plan dating back to 2011, has dedicated CMAQ Funding and city capital dollars.
 - c. **Lake Avenue Sidewalk Enhancement** - Proposed in 2021 to complete a bike/ped network gap in the Cuyahoga Greenways plan. Funding secured from Cuyahoga County but needs to be expended in early 2022. Within the first 100 days, City Planning needs to engage with stakeholders to advance the project.

Resources: [Cleveland Midway TLCI Plan](#)
[Living Lorain Corridor Improvement Plan](#)
[Lake Avenue Sidewalk Enhancement Project](#)

4. **Commit to Vision Zero.** Within the first 100 days, commit dedicated funding from the City budget to advance Vision Zero priorities. Continue to support city staff and council engagement on the Vision Zero Task Force, follow through with the finalization of the City's Vision Zero Action Plan, and make a public commitment to eliminate serious injury and fatal crashes on Cleveland's roadways by a set year.

Resources: [Vision Zero Cleveland](#)
[Vision Zero Network](#)

5. **Establish the Mayor's Office of Transportation and Mobility.** Integrate the functions within city government that involve planning, funding, and project management/implementation as it relates to transportation and public transit, including hiring active transportation engineers and additional bicycle and pedestrian planners, into a unified Mayor's Office of Transportation and Mobility. Initial projects of this new department should include:
 1. Utilizing [Bike-Able](#), a connectivity analysis tool developed in partnership with Rails-to-Trails Conservancy, to complete a connectivity analysis of all existing trails and bike lanes that prioritizes investment in new segments which will produce increased neighborhood linkages and equity within our city's transportation network. This can be completed within 100 days.
 2. Develop a mobility plan that will guide future investments to improve safety, accessibility and equity in our transportation network.
 3. Develop a city-wide traffic calming program modeled after peer cities that is responsive to crash data and resident input.

*We understand this initiative may be a long term action that happens as part of a larger departmental restructuring. To ensure timely improved project development and delivery within the first 100 days, the new administration needs to hire an integrated staff person and develop an advisory committee, similar to the one outlined in the updated Complete and Green Streets Ordinance, to improve communication across departments that handle transportation related projects

Resources: [Cleveland BikeAble Connectivity Analysis](#)
[Bike Cleveland: Connecting Communities Data](#)
[Pittsburgh Traffic Calming Program](#)
[FHWA: Achieving Multimodal Networks](#)
[City of Lakewood Traffic Calming Program](#)
Department of Mobility/Transportation Examples
[City of Oakland California](#)
[City of Pittsburgh](#)

- 6. Maintain existing bike facilities and sidewalks.** Faded bike lanes and bike lanes filled with debris are unsafe for all road users. Include in the 2022 capital budget funding to purchase updated street painting equipment and equipment to sweep protected bike lanes and plow sidewalks. Develop a mobility infrastructure maintenance plan that outlines expectations and processes for maintaining bicycle facilities and sidewalks city-wide. Bike Cleveland is available to assist with development of this plan. Direct the department of public works to prioritize bike facilities in sweeping plans given the disparate impact debris has on bicycle riders compared to motorists.

Resources: [FHWA Bicycle Facility Maintenance](#)
[City of Madison Bicycle Facility Maintenance Program](#)

- 7. Aggressively pursue all available federal, state and other funding resources.** Direct city staff to pursue federal, state and other available funding sources to implement existing planned projects, and advance new projects that produce an all ages and abilities bike network, and engage independent grant writing consultants as necessary. It is crucial to have shovel ready projects for expanded funding for active transportation projects [authorized by the Infrastructure and Jobs Act](#) and additional anticipated revenue streams

Resources: [Walk.Bike.Ohio Funding Overview](#)
[USDOT Pedestrian and Bicycle Funding Opportunities](#)

These above initiatives will require strong community partnerships and meaningful local engagement that goes beyond top-down decision making. Conversations around the use of our street space have long been divisive, and community engagement around equitable reallocation of street space needs to be centered on a goal of healing. For certain components of this proposal, having a committed, dedicated, and enthusiastic community partner can be essential to the successful implementation and ongoing success of the improvement. Bike Cleveland is prepared to be that partner with you, as we have been with Community Development Corporations and many community groups over the years.

Bike Cleveland envisions a city where biking and walking, whether by choice or necessity, is easily accessible to all Clevelanders. With a network initially designed for a much larger population, Cleveland has a rare opportunity to demonstrate leadership among legacy cities in reimagining our road network to do less harm to Clevelanders' health and safety, and more good for Cleveland's economy and environment. By enacting the changes outlined in this document, our City leaders will be laying the groundwork for safer, more equitable mobility in Cleveland - not only for the near-term, but for generations to come.

City of Cleveland
Street - Missed Opportunities
 Prepared by Bike Cleveland

Roadway Project	Roadway Limits	Year	Scope of Missed Opportunity	Suggested Action(s)	Action Alert/Public Meeting
Abbey Avenue	W. 11th-Gehring	N/A	Chronic parking of cars/buses in bike lane for access to CLE Script sign	Protect lane from I-90 overpass to Gehring to prevent parking	
Buckeye Road	Woodhill-South Moreland	2022	Advocated for buffer and posts, only buffer was adopted.	Add posts to buffer	Link
Detroit Ave.	W. 25th-W. 117th	2013	Bike lanes in sections, sharrows in others. Issues of motorists parking or driving in the bike lane and busses driving in the bike lanes. This is the highest used bike lane in the City.	OCI and area businesses are planning to begin a streetscape study for the section between W. 25th-W. 45th in 2022, this study should be led by the City or the City's engineering firm. Along the entire corridor explore opportunities for protected bike lanes.	
Detroit Superior Bridge	W. 25th-W. 9th	2017	An eastbound protected bike lane was added to the bridge and a traditional bike lane added on the westbound side.	Add posts to westbound side of bridge to create protected bike lane	
E. 55th St.	Broadway-North Marginal	2016	Repaved without bike facilities despite multiple plans calling for improvements.	Review existing plans including the newest CHEERS Study to determine best facility for E. 55th to connect neighborhoods to Lakefront Reservation.	
E. 72nd St	St. Clair-North Marginal	2014	Buffered bike lane installed needs to be updated.	Add posts to buffer to create protected bike lane to be in better alignment with the Cleveland Metroparks CHEERS Study	
E. 131st	Union-Miles	2018	Despite having a community developed TLCI plan the roadway was repaved and majority of the planned elements not implemented	Review existing TLCI and incorporate elements that were excluded from the project, including curb bump outs to calm traffic.	Link
Franklin Boulevard	W. 25th-W. 85th	2022	Residents want more traffic calming elements implemented as related in original NOACA proposals.	Review resident desires and concerns from public input process - reintroduce traffic calming elements including raised crosswalks, vertical elements within the roundabouts and curb extensions.	Link and NOACA Franklin TLCI Plan
Fulton Road	Clark-Franklin	2020	Public showed concern for stoplight removal. 7 foot bike lanes induce parking problems. An improvement came in the addition of posts in the buffer over bridge.	Evaluate opportunities to reconfigure with a parking protected bike lane or reconfigure 7' bike lanes to 5' with a 2' buffer and posts for protection. Between Lorain and Clark identify traffic calming improvements to intersections.	
Kinsman Road	E. 68th-E. 83rd	2013	Burten, Bell, Carr Development and the City secured NOACA TLCI Funding to implement a road diet on this section of Kinsman. ODOT requested the work not be complete until Opportunity Corridor opened. This is one of the most dangerous corridors in Cleveland.	Contract out and construct the road diet with medians utilizing the NOACA TLCI Implementation Funds.	Kinsman Road Corridor Multi-Modal Study

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Lake Avenue	W. 117th-West Blvd	2021	Proposed sidewalk expansion project to connect Lake Avenue with existing bike lanes. Project limits would be W. 117th to West Blvd. Residents encouraged current administration to put the project on hold	Work with Cleveland Metroparks, Cuyahoga County and residents to implement the sidewalk expansion project to create a safe bike/ped connection between Edgewater Park and points west.	Lake Avenue Sidewalk Enhancement Project
Lakeshore Blvd	E. 140th-E. 185th	2016	Wide bike lane installed which encourages driving/passing and parking in the bike lane.	Review the stripping and identify areas to buffer/protected the bike lane with paint and posts. This is Cleveland's Lakefront Bikeway and should be an all ages and abilities bike facility.	
Lorain Avenue	W. 20th-W. 65th	2011	Plans for protected bicycle facilities on Lorain Avenue date back to 2011. Since then the city has secured federal CMAQ funds which can be used for design and implementation. The city administration has struggled to raise additional funds to implement the project, including not applying for federal funding opportunities because the project was not "shovel ready."	Fully design and fund Lorain Avenue Cycletrack between W. 20th to W. 65th	Link
Memorial Bridges Loop	Huron/Ontario	N/A	Huron Road was rechecked in 2019. Despite the City's Complete and Green Streets Ordinance requiring the accomodation of pedestrians and bicyclists the road received no design changes. There are ongoing discussions and the city traffic engineering department is developing options for creating dedicated bike/ped facility to connect the Detroit-Superior Bridge to the Lorain Carnegie Bridge utilizing Huron and Ontario.	Track the current internal city study currently undertaken and prioritize Memorial Loop Trail funding for the construction of temporary or permanent bike infrastructure on Huron Road and Ontario Street in 2022. This will leverage coordinated planning efforts in Ohio City and Downtown and provide safe bike and pedestrian infrastructure on what is now a completely unsafe connection through Downtown.	
Miles Avenue	Broadway-E. 175th	2019	Bike lane added between Broadway and E. 131st is 6ft wide with 12ft travel lanes.	Narrow travel lanes to 11ft, create buffer with bike lane and add posts	Link
Public Square	NA	2018	"Temporary condition" of bicycles not being permitted through the heart of downtown	Along with jersey barrier removal, a multi-modal solution for Public Square should emerge	

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Scranton	Valentine-Fairfield	2019	Fragemented bike lane installed. Issues of cars parking in the bike lane	Add posts to prevent parking/driving in the bike lanes. Explore continuing the bike lane north of Barber to connect to the Towpath along Scranton.	Link
St. Clair Ave.	E. 13th-E. 55th	2018	St. Clair Avenue was repaved in 2018. The city administration committed to stripe bike lanes but they were never implemented.	Design striping plan to add protected or buffered bike lanes on St. Clair from E. 13th to E. 55th.	
Superior Avenue	Huron-E. 55th	N/A	Plans for protected bike facilities on Superior Avenue date back to 2013. Since then the city has secured federal CMAQ funds which can be used for design and implementation. The city administration has struggled to raise additional funds to implement the project, including not applying for federal funding opportunities because the project was not "shovel ready." According to city staff the project is fully funded but funding is not available until 2026. This corridor is on the high injury network and needs to be prioritized by the new administration.	Fully fund the design and construction of the proposed Superior Midway from E. 55th Street to East Roadway at Public Square. Design connections through Public Square to the Detroit-Superior Bridge.	Cleveland Midway TLCI Plan
Union Avenue	Broadway-Kinsman	2020	Advocated for buffered, protected lane. A standard 6' wide bike lane was installed.	Use extra width to create buffer, add posts.	Link
W. 41st/W. 44th	Bush-Lorain	2014	Traditional bike lanes on the one-way paired streets. Cars often drive in the bike lanes. Priority should be improving connections for bike/ped users to the Redline Greenway.	Conduct a traffic study to identify opportunities to calm traffic and improve safety. Ohio City Inc. submitted at TLCI application in 2019 that provides a scope for a study. One opportunity could include parking protected bike lanes.	
W. 65th	Denison-Herman	2021	Public and partner support for protected connection between Lakefront Bikeway & Red Line Greenway. Partially buffered bike lanes and sharrows were installed, breaking a safe network connection. 7 foot bike lanes on south end of project induce parking problems.	Review existing project and identify opportunities to create a protected bicycle facility to connect the trail projects.	Link