



Honorable Mayor Justin Bibb,

At the close of 2022, Bike Cleveland is celebrating the progress that the City of Cleveland made this past year: a new Complete & Green Streets ordinance was passed, the first round of traffic calming tools were installed across the city, a Vision Zero Action Plan was approved, the first resident-installed pop-up complete streets projects appeared on our streets, Cleveland was one of five cities selected for the national City Thread program, and more. Bike Cleveland is excited to see these critical policies & projects come to fruition and commends the city staff & elected officials that ushered those wins through.

Bike Cleveland believes that 2023 is the year to rapidly implement low-cost bicycle network improvements and city-wide traffic calming. We believe that now is the time to fix past wrongs and fundamentally change our built environment for the better. Cleveland has an opportunity to learn from other cities like Pittsburgh, Austin, Denver, Boston, and others that have rapidly built out bicycle networks through bold investment and vision.

High-quality, safe, and well-connected bike facilities will make Cleveland a destination to live, work, & play while also improving the safety & quality of life of Clevelanders who are already here.

In 2023, Bike Cleveland is calling on the city to:

- **Expand the speed table pilot program across the city and integrate other traffic-calming tools including chicanes, raised crosswalks, curb extensions, and other interventions.**
- **Allocate \$500,000 to maintenance equipment to ensure our current & future bike network can be maintained.**
- **Incorporate short-term goals into the forthcoming Mobility Plan to ensure Cleveland's all-ages & abilities bike network grows & improves in the year 2023.**
- **Hire an active transportation engineer and fill the Bike & Pedestrian Coordinator position to support staff capacity and the growth of our bike network.**
- **Address the missed opportunities shared with the administration in January of 2022 and attached below.**

Through our research, community engagement, and consultation with a traffic engineer, we have identified and reimagined 27 miles of new or improved bike facilities that could be addressed in 2023. Attached is the list of opportunities for change that the city missed under the past administration as well as some examples from peer cities to provide inspiration.

At the beginning of 2023, Bike Cleveland will launch our *"27 Miles in 2023"* campaign to collect public support for these requests. We look forward to working with the City and engaging with bicycle riders, pedestrians, and everyone impacted by unsafe roads to demonstrate the critical importance of these initiatives. While the city works to create a new mobility plan that will provide a framework for future development and the City Thread program provides recommendations for how to implement a bike network rapidly, the city should continue to make our roads safer by prioritizing the missed opportunities, maintenance, and traffic calming.

We hope that, under your leadership, we can see these 27 miles realized in 2023.

Sincerely,

Jacob VanSickle, Executive Director

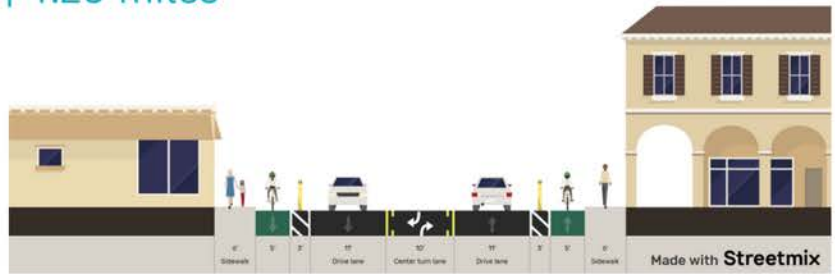
Missed Opportunities

East 55th Street

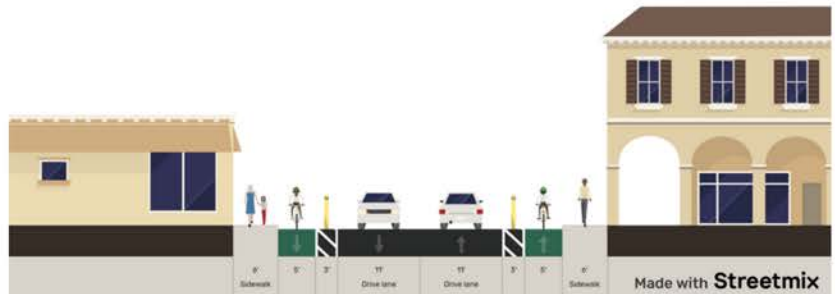
Broadway-North Marginal | 4.29 miles

East 55th, a corridor on Cleveland's high fatality & serious injury network, has been the site of over 150 crashes since 2016. The road has been the subject of numerous studies, all of which call for safety & mobility improvements. A vital north-south connector across four neighborhoods, E. 55th must be a top priority for a new facility using simple restriping & plastic bollards.

E. 55th (Woodland)



E. 55th (Bessemer)

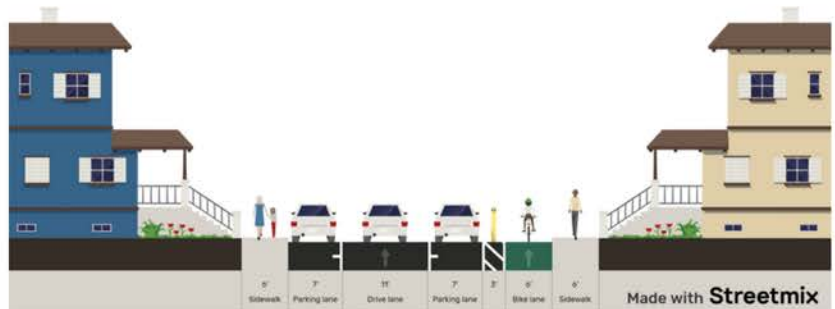


W. 41st & W. 44th St.

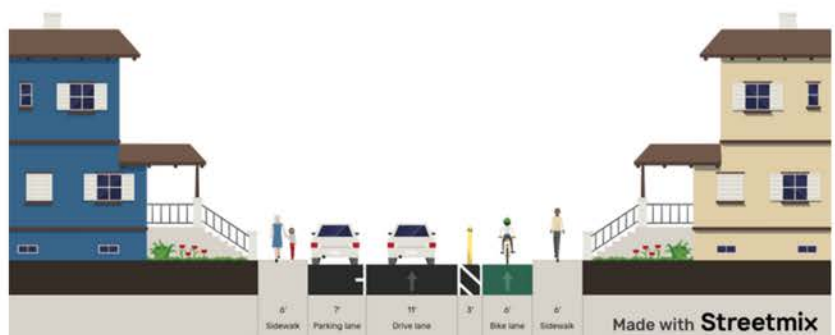
Bush-Lorain | 1.53 miles

These two north-south connectors offer important connections to the Red Line Greenway but are high-stress due to the highway exits and cars driving in the bike lanes. Protected bikeways between Bush & Lorain would improve safety for bicycle riders and motorists alike by calming traffic.

W. 41st



W. 44th



Detroit-Superior Bridge

W. 25th-W. 9th | .6 miles

In 2017, Cleveland bicycle advocates celebrated the addition of an eastbound protected bike lane across the Detroit-Superior Bridge. Still, the westbound bike lane remains unprotected despite this being a high-speed, high-traffic, and high-stress bridge. In 2023, Cleveland should protect cyclists going westbound on the Detroit Superior Bridge.

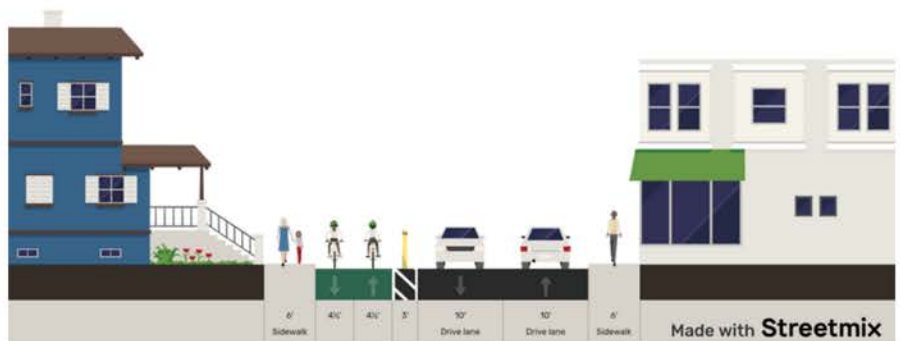


Abbey Avenue

Gehring-W. 11th | .6 miles

This connection between the Ohio City and Tremont neighborhoods see chronic use of a the bike lane for parking. Installing a cycletrack from I-90 overpass to Gehring to prevent parking will also facilitate easy connections to the Towpath Trail, Redline Greenway, and future Lorain Midway.

Abbey Avenue



E. 72nd Street

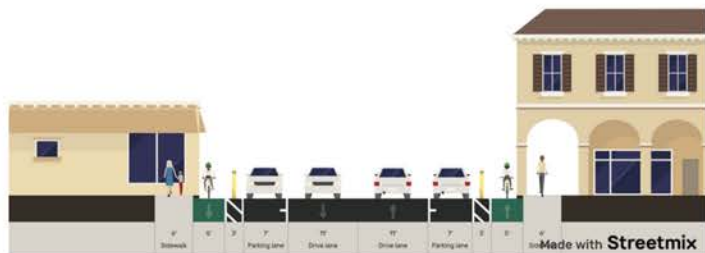
St. Clair-North Marginal | .76 miles

In alignment with the CHEERS study, a protected bike lane would provide important connections to Cleveland's lakefront. The existing facility is already buffered, but would be greatly improved by adding flexible posts. Existing conditions would even accommodate a parking protected bike lane.

E. 72nd



E. 72nd (w/Parking)

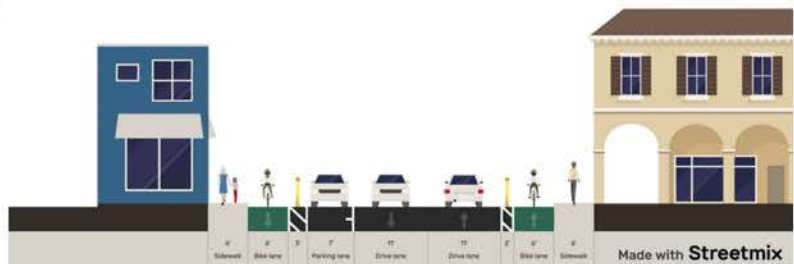


Detroit Avenue

W. 25th-W. 117th | 3.3 miles

Detroit Avenue is one of the most widely used bike lanes in the city and should be restriped to allow protected bike lanes. One option for the corridor maintains one lane of parking which would be switched with the bike lane.

Detroit Avenue (parking x1)



Detroit Avenue (w/ No parking)

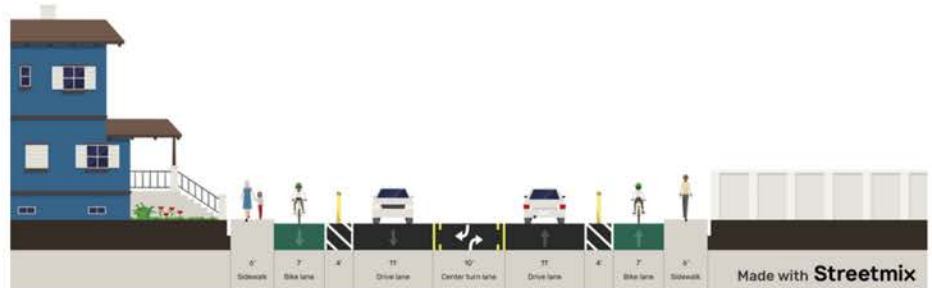


Lakeshore Blvd

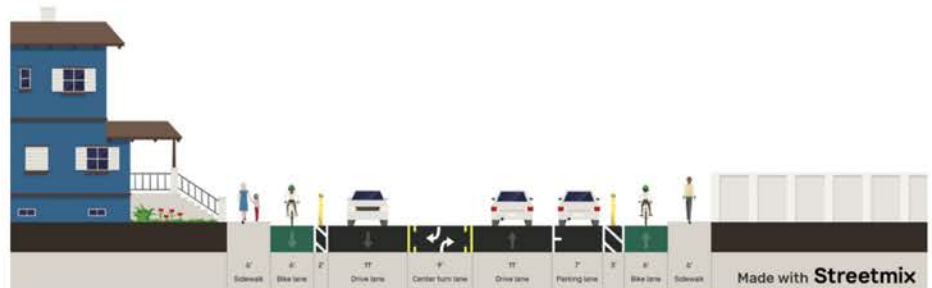
E. 140th-E. 185th | 2.87 miles

A wide bike lane was installed on this road in 2016, providing a great opportunity to improve this road. As a part of Cleveland's Lakefront Bikeway, Lakeshore should be an all ages and abilities bike facility.

Lakeshore Blvd



Lakeshore Blvd (W/Parking)



Fulton Road

Clark-Franklin | 1.29 miles

This connection between the Ohio City and Tremont neighborhoods see chronic use of a the bike lane for parking. Protecting a cycletrack from I-90 overpass to Gehring to prevent parking will also facilitate easy connections to the future Lorain Midway.

Fulton Rd.



Valentine-Fairfield | 1.37 miles

Scranton Rd.

Made with **Streetmix**

Broadway-E. 147th | 2.7 miles

Miles Avenue (Broadway to E.131st)

Made with **Streetmix**

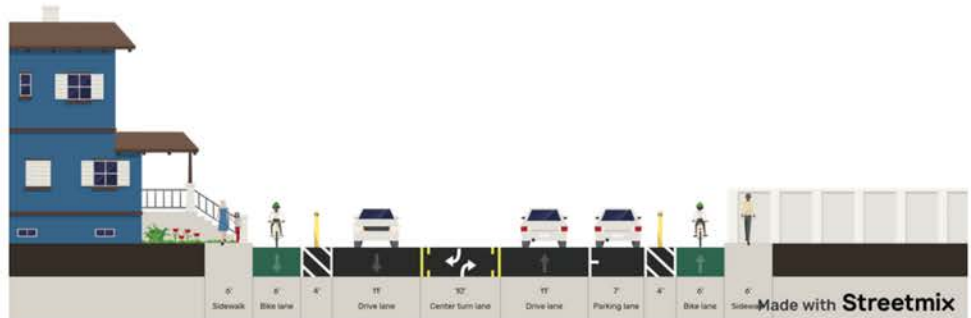
Made with **Streetmix**

St. Clair Avenue

E. 13th-E. 55th | 2.11 miles

When St. Clair Avenue was repaved in 2018, the city administration at the time committed to stripe bike lanes but they were never implemented. A road on the high injury network, a protected bike lane could help lower speeds and improve bike network connections.

St. Clair Ave.



Union Avenue

Broadway-Kinsman | 3.19 miles

Bike Cleveland advocated for a buffered and protected bike lane in 2020, but a standard 6ft bike lane was installed. There is still room for a protected lane with simple restriping and posts.

Union Avenue



Peer City Examples

Kansas City, Missouri



Pittsburgh, Pennsylvania



Peer City Examples

Minneapolis, Minnesota



Boston, Massachusetts

