

Bicyclist & Pedestrian

CRASH REPORT

2023



Introduction

In 2023, 550 people were hit by cars while biking or walking in the City of Cleveland. This is unacceptable and there is a critical need for enhanced safety measures and infrastructure improvements. As part of a broader commitment to safety, Cleveland, like many other cities worldwide, has adopted the Vision Zero initiative—a comprehensive strategy aimed at eliminating all traffic fatalities and severe injuries by 2032, while promoting equitable, safe, and accessible transportation for all road users. Central to the Vision Zero philosophy is the recognition of the value of human life and the need to prioritize safety over convenience or expediency.

With a growing emphasis on walkability and bikeability, cities like Cleveland must reimagine our urban landscapes to accommodate diverse modes of transportation, reduce reliance on motor vehicles, and foster healthier, more sustainable communities. However, the realization of these goals hinges upon the implementation of robust policies, infrastructure enhancements, public awareness campaigns, and more to make our streets safer for people walking, biking, rolling, and driving.

Achieving the Vision Zero goal will require all hands on deck: elected & public officials, neighborhood organizations, organizers & advocates. With an updated Mobility Plan in 2024, paired with the Vision Zero Action Plan, we will have a roadmap to guide us.



This report aims to examine the crashes involving bicyclists and pedestrians in Cleveland throughout 2023, providing insights into the opportunities for improving safety and sharing stories of the victims. Crashes are broken down by ward and include short & long term recommendations. These recommendations are not comprehensive and only take into account 2023 crash data. Offering opportunities for residents to shed light on the full scope of safety concerns is essential to improving our streets.

If you have questions related to the following report, you can contact Jenna Thomas, Advocacy & Policy Manager, at jenna@bikecleveland.org.

Data Sources

This information comes from the City of Cleveland's [GIS system](#), which reports all 911 calls, and Ohio's GCAT system which stores OH-1 reports. OH-1s are crash reports outlining the details of the incident. While the emergency dispatch notes might tell us the basics of the incident, like where and when it happened, OH-1s tell us who was involved and how the crash occurred.

Our data analysis found that **some crashes involving bicyclists and pedestrians do not receive an OH-1 report** submitted to the Ohio Department of Public Safety (ODPS). There are several reasons a crash may not receive an OH-1 from Cleveland Police (i.e. both parties left before police arrived) but these reasons alone could not account for the significant disparity between the number of crashes called into the emergency dispatchers and the OH-1s matching those crashes. Moreover, **Cleveland lags well behind other cities, submitting OH-1s to the state an average of 45-60 days after crashes occur**. According to ODPS, other cities like Cincinnati, Columbus, Toledo and Youngstown submit their OH-1 reports within 1-5 days on average.



Data Sources continued

OH-1s are crucial for many reasons:

1. Victims of a traffic crash will rely on these reports to take legal action, file insurance claims, and more.
2. The City of Cleveland uses data from these reports to decide how our streets will be designed. Cleveland recently created a Vision Zero Action Plan, striving to eliminate traffic deaths by 2032. Given the number of crashes without an OH-1 report, the data analysis for this plan is incomplete.
3. The Ohio Department of Transportation (ODOT) and the Northeast Ohio Area Coordinating Agency (NOACA), both major funding sources for local transportation projects, rely on OH-1s to identify their safety priorities.

The biggest fault in this data source is the number of crashes that go entirely unreported. Studies have found that as many as **44-75% of pedestrian crashes and 7-46% percent of bicyclist crashes may be missing from police-reported crash data.**¹

The 550 bicycle and pedestrian crashes reported in 2023 only represent a fraction of all crashes that occurred in the city.



I didn't contact the police because I wasn't seriously injured, my bike was in one piece, and the driver left the scene. I was angry, but I was shaken up and I mostly wanted to be home. What are the chances that the police are going to follow up on a collision with no one in the hospital and no property damage?

-Geoff, Cleveland Resident & Bike Commuter



I was shocked after getting hit, and my head hit the car so I wasn't thinking super clearly. The adrenaline and confusion of being hit, mixed with seeing other cars flying past the intersection I was laying in, made me get back on the bike and ride away to avoid any other conflict.

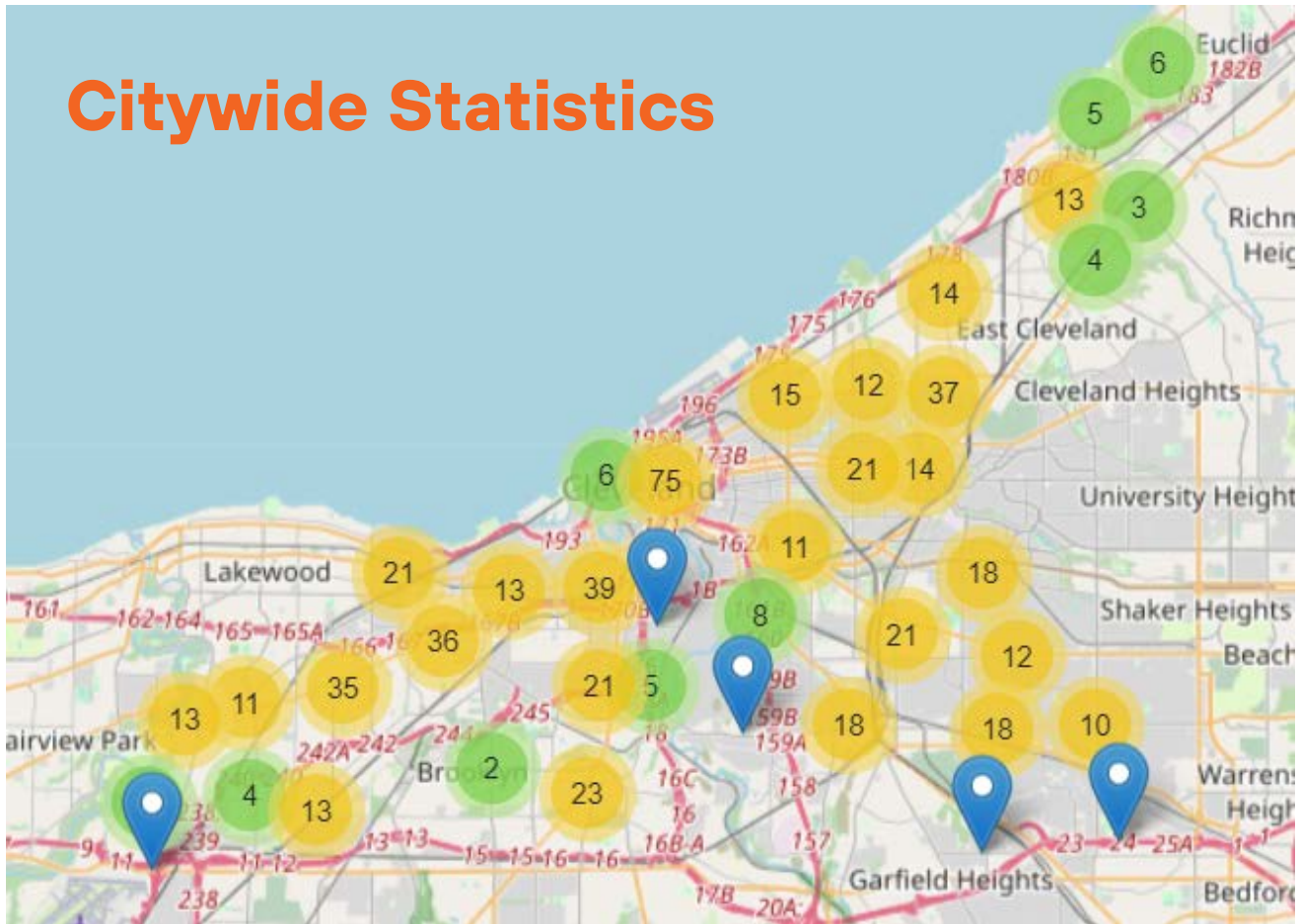
-Maggie, Cleveland Resident & Bike Commuter



¹ Evaluating Research on Data Linkage to Assess Underreporting of Pedestrian and Bicyclist Injury in Police Crash Data, 2018

<https://escholarship.org/uc/item/0jq5h6f5>

Citywide Statistics



PEOPLE HIT (reported)

BICYCLISTS
133

PEDESTRIANS
382

WHEELCHAIR USERS
13

SCOOTERS
22

KIDS BIKING
39

KIDS WALKING
40

FATAL
9

TOTAL
550



Citywide Recommendations

These recommendations are largely pulled from the existing Vision Zero Action Plan. To view the full 27-page list of strategies and actions recommended to accomplish Vision Zero, visit www.visionzerocle.org/pages/action-plan

1. Rapidly and significantly expand the existing speed table program. Install at least 150 additional speed tables in 2024 in addition to other quick-build traffic calming devices.
2. Lower speed limits citywide and advocate with ODOT for additional local jurisdiction over speed limits.
3. Develop standardized means of reporting crashes through first-responder trainings and establishing qualified crash response teams.
4. Work with state agencies to implement changes to the OH-1 report form to improve the accuracy and usefulness of crash data.
5. Connect with frontline police officers to discuss fault, bias, and the importance of consistency in OH-1 crash reports.
6. Conduct a speed limit review of streets signed at 35 mph or higher, beginning with those with the highest rates of fatal & serious injury crashes and streets with upcoming construction.
7. Expand data collection strategies to proactively identify safety risks.
8. Identify a reliable and long-term funding source to allocate towards Vision Zero annually.
9. Create a system for reporting crashes without calling the police or EMS to promote accurate data collection.
10. Adopt modern engineering and road design practices, following the evolving national standards for street design.
11. Develop a standard for maximum spacing between pedestrian crossings.
12. Create a menu of safety enhancements that councilmembers may fund to make supplemental funds easier to allocate towards roadway projects.
13. Work with GCRTA to (1) identify safety improvements around active bus stops and stations and (2) improve operator training to eliminate bike & pedestrian crashes with RTA buses.

Terms referenced in this report



Bump-Out or Curb Extensions: Sidewalk extensions into the roadway at intersections, reducing crossing distance and improving pedestrian visibility.



Bus Rapid Transit (BRT): High-quality bus systems with dedicated lanes, level boarding stations, and traffic signal priority for faster and more efficient service.



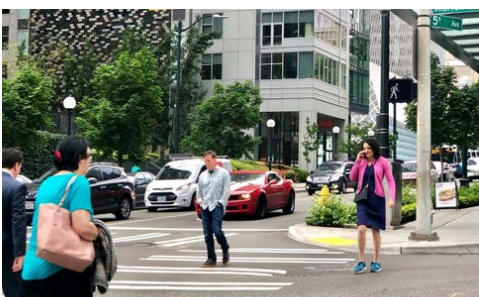
Centerline Hardening: Flexible delineator posts or raised speed humps placed along the yellow centerline at an intersection to block the diagonal path through the intersection and encourage drivers to turn left at a slower speed.



Two-Way Cycletrack: Separated bike lanes at street or sidewalk level, offering dedicated space for cyclists to travel safely in both directions.



HAWK Signal: Pedestrian-activated traffic signals controlling mid-block crossings, stopping vehicular traffic to allow safe pedestrian crossing using red light indicators.



Leading Pedestrian Interval (LPI): A signal timing strategy that lets pedestrians start crossing before vehicles.

Terms continued



Neighborhood Greenway or Bike Boulevard: Residential streets prioritizing walking and cycling through traffic calming measures, signage, and design enhancements.



Pedestrian Refuge Island: Raised or protected areas in the middle of streets, allowing pedestrians to cross multi-lane roads one section at a time.



Raised Crosswalk: Elevated crosswalks with raised platforms, improving pedestrian visibility and safety at intersections and slowing cars down.



Road Diet: Technique in street design whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve slower speeds or to reallocate space for other modes.



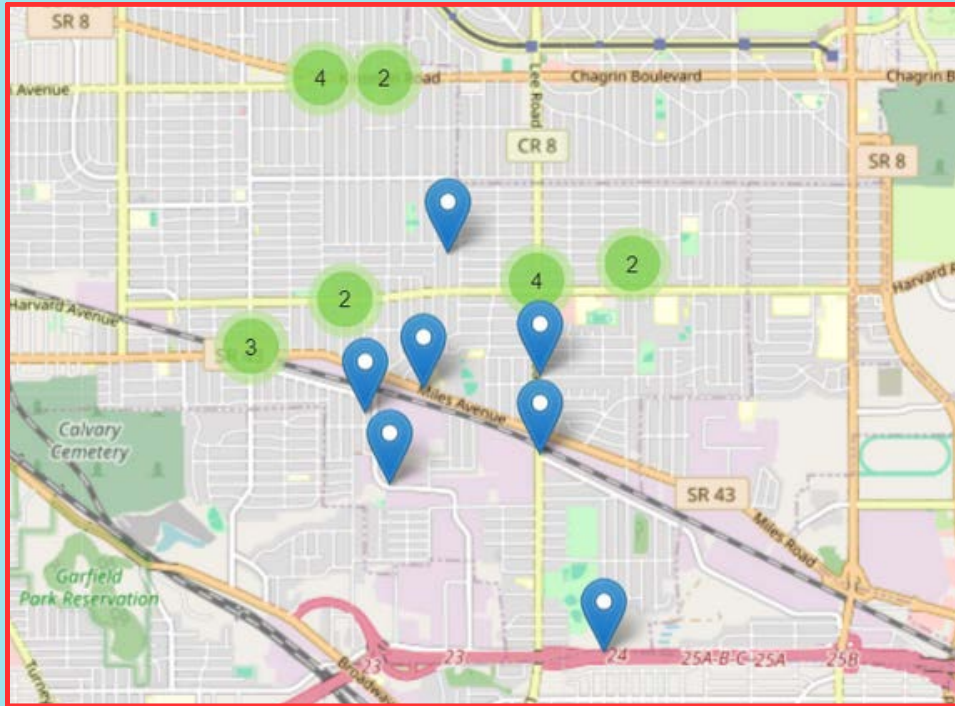
Separated Bike Lane: Designated lanes for bicycles physically separated from vehicular traffic.



Speed Table: Flat raised sections across roadways to slow down vehicles while allowing smoother passage for larger vehicles.

Ward 1

Lee-Harvard, Lee-Seville, Union-Miles, Mt. Pleasant.



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
7

**PEDESTRIANS &
WHEELCHAIR USERS**
17

KIDS
3

TOTAL
24

Fleeing from Cleveland Police, an unknown driver drove a stolen Jeep through the Keratin Barber College, injuring four people including a 14-year-old. The driver was traveling over 50 miles per hour when they struck through the wall and the people inside had to be taken to the hospital.

Recommendations

Short term:

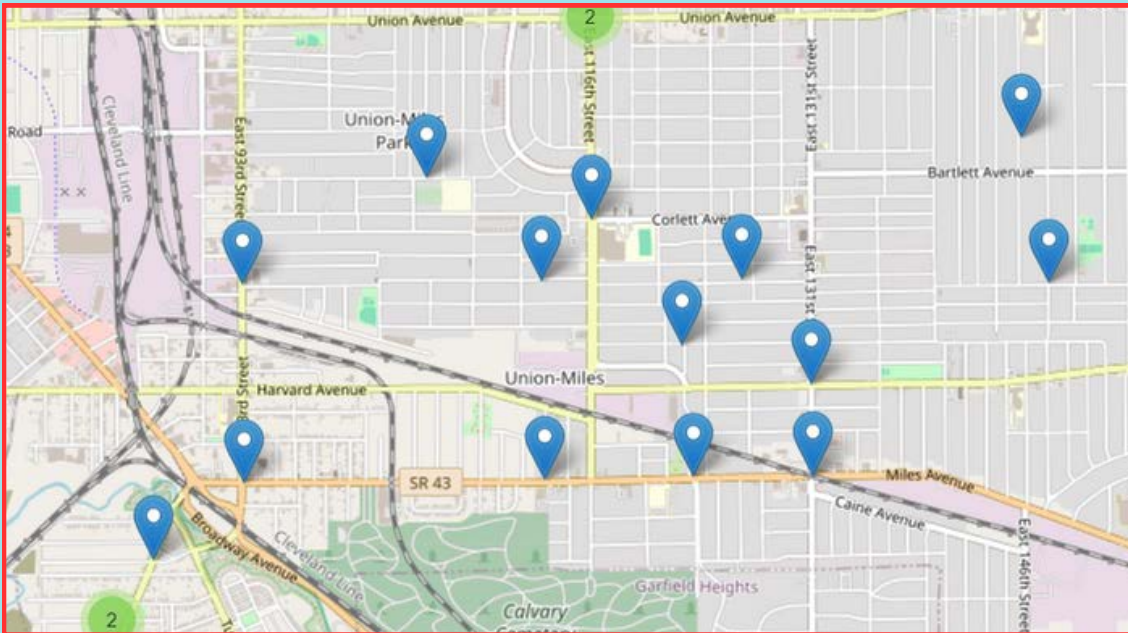
- Implement traffic calming & signal improvements including leading pedestrian intervals, centerline hardening, high-visibility crosswalks, and more at the intersection of E. 140th/Kinsman/Union.
- Fund short-term safety improvements along Lee including upgrading unsignalized crosswalks to HAWK signals, restricting right turns on red, and centerline hardening at intersections.

Long term:

- Support a road diet on Kinsman to reduce speeding.
- Corridor-wide interventions on Lee Rd to reduce speeding, mirroring designs planned in Shaker Heights.

Ward 2

Mt. Pleasant, Union-Miles and Mill Creek Fall



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
4

**PEDESTRIANS &
WHEELCHAIR USERS**
13

KIDS
3

TOTAL
17

8-year-old Mingo was trying to cross the street on E. 146th near his home when he was hit by a car. The driver fled the scene, leaving a bystander to call 911. Mingo was taken to UH for treatment and CPD was not able to locate the driver.

Recommendations

Short term:

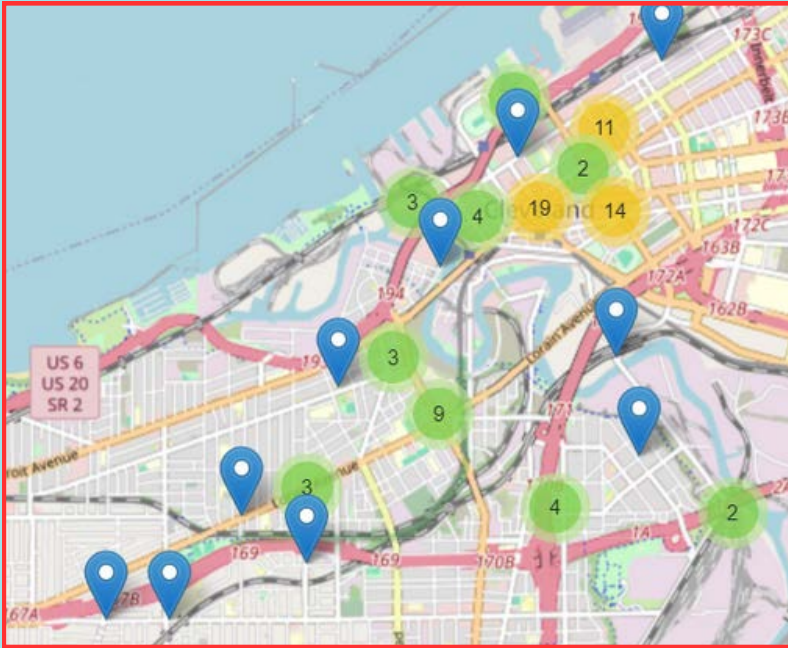
- Ward 2 saw a significant number of crashes on residential streets. Conduct thorough speed data collection to identify locations for speed tables.
- Upgrade crosswalk at Miles/E. 112th, Miles/Elmarge and Miles/E. 95th with HAWK signals.
- Upgrade unsignalized crossings along Warner with HAWK signals.

Long term:

- Separate the bike lanes on Miles and Union with plastic bollards and parking stops.

Ward 3

Downtown, Ohio City, Tremont



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
19

**PEDESTRIANS &
WHEELCHAIR USERS**
65

KIDS
7

FATAL
2

TOTAL
84

75-year-old Cleveland resident Mike was walking along W. 14th street when a driver turned left off of Kenilworth, hitting Mike. The driver did not look for anyone in the crosswalk before turning and was ticketed. Mike suffered serious injuries including a broken collarbone and lacerations on the back of his head.

Recommendations

Short term:

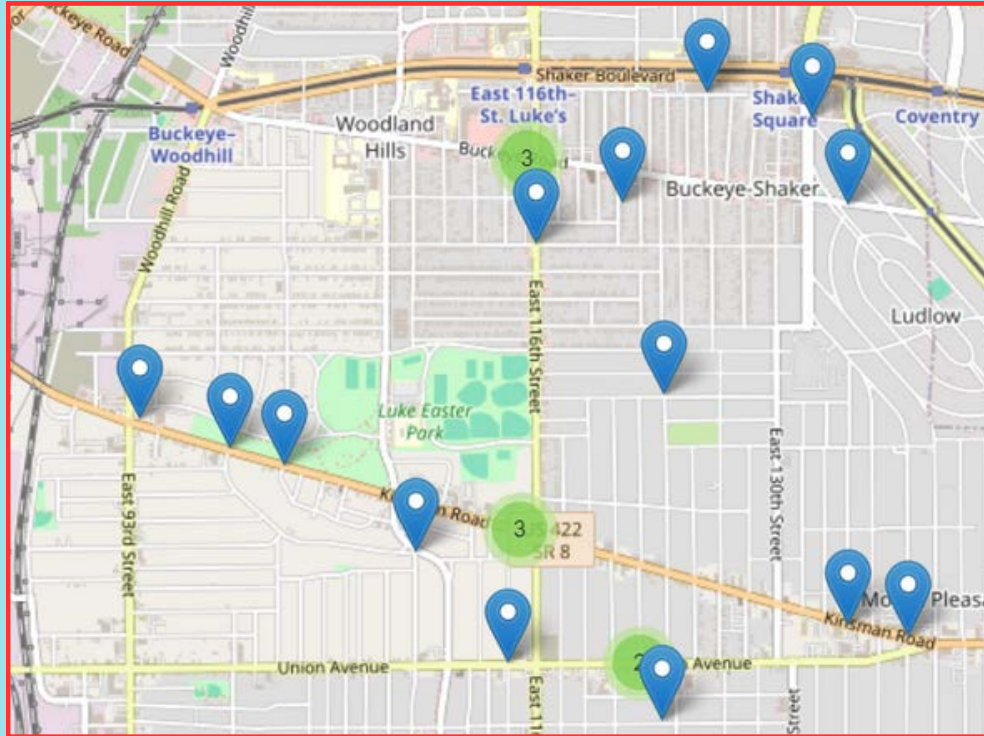
- Implement intersection improvements throughout the ward including restricting right turns on red, leading pedestrian intervals, bump-outs, and more with special attention to streets like E. 9th and W. 14th.
- Install a separated bike lane on W. 44th. & W. 41st
- Support grant proposals for the final funding needed for the Lorain Midway.

Long term:

- Support separated bike infrastructure downtown to fill critical gaps.
- Help implement the 25Connects plan with special attention paid to safety improvements along the corridor.

Ward 4

Shaker Square and portions of the Buckeye-Shaker, Woodland Hills, and Mount Pleasant.



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
5

**PEDESTRIANS &
WHEELCHAIR USERS**
15

KIDS
3

TOTAL
20

10-year-old Mason was attempting to cross the street on South Woodland road when a driver hit him at 35 miles per hour. Mason was taken to Cleveland Clinic and treated for his injuries.

Recommendations

Short term:

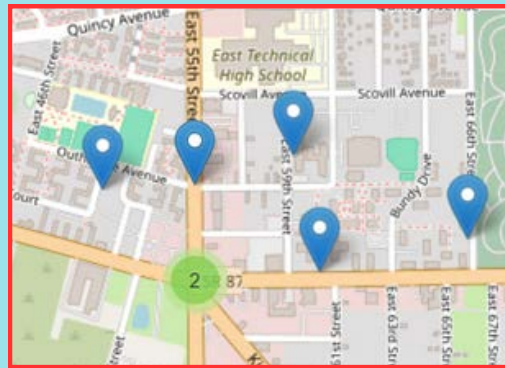
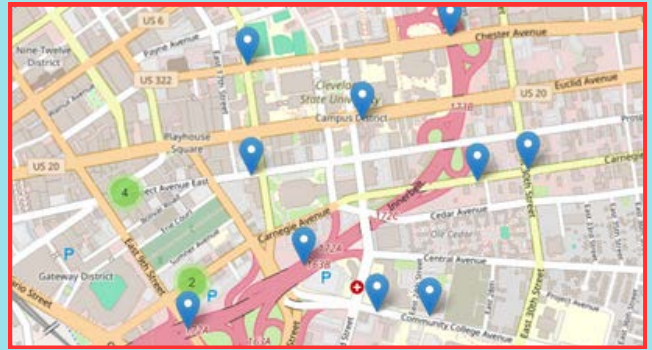
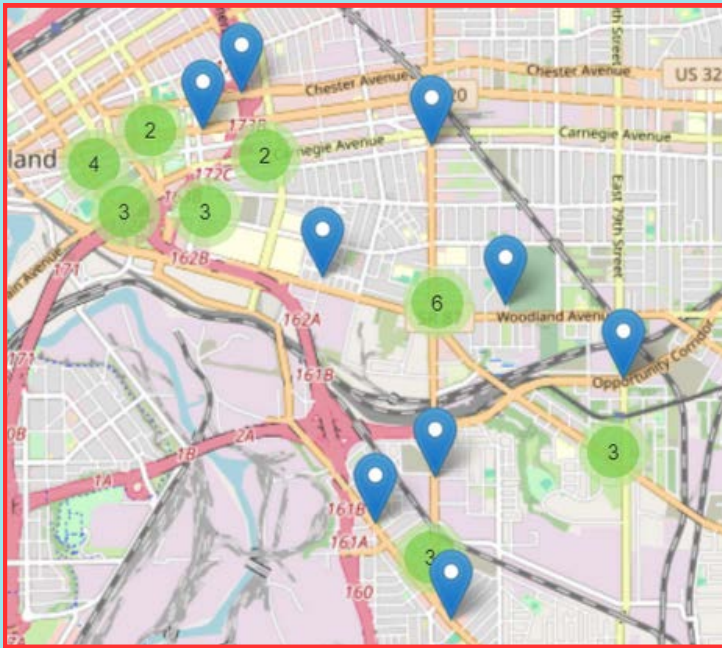
- Restrict right turns on red along E 116th at Buckeye and Kinsman
- Reduce speed limit on South Woodland Rd to 25 mph.
- Collect speed data on residential cut-throughs to identify locations for speed tables.
- Install HAWK signals on Kinsman between E. 93rd & MLK and E. 116th & Union.
- Upgrade unsignalized crossings along Union to HAWK signals.

Long term:

- Install a road diet on Kinsman in addition to other safety measures.

Ward 5

Central, Kinsman, Midtown, Downtown and North Broadway/Slavic Village



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
10

**PEDESTRIANS &
WHEELCHAIR USERS**
26

KIDS
6

FATAL
2

TOTAL
36

14-year-old Slavic Village resident Markese was riding his bike on Broadway when a driver, whose license had been suspended, hit Markese.

Markese was unconscious, unresponsive, and had to be intubated.

Fortunately, he survived his injuries.

Recommendations

Short term:

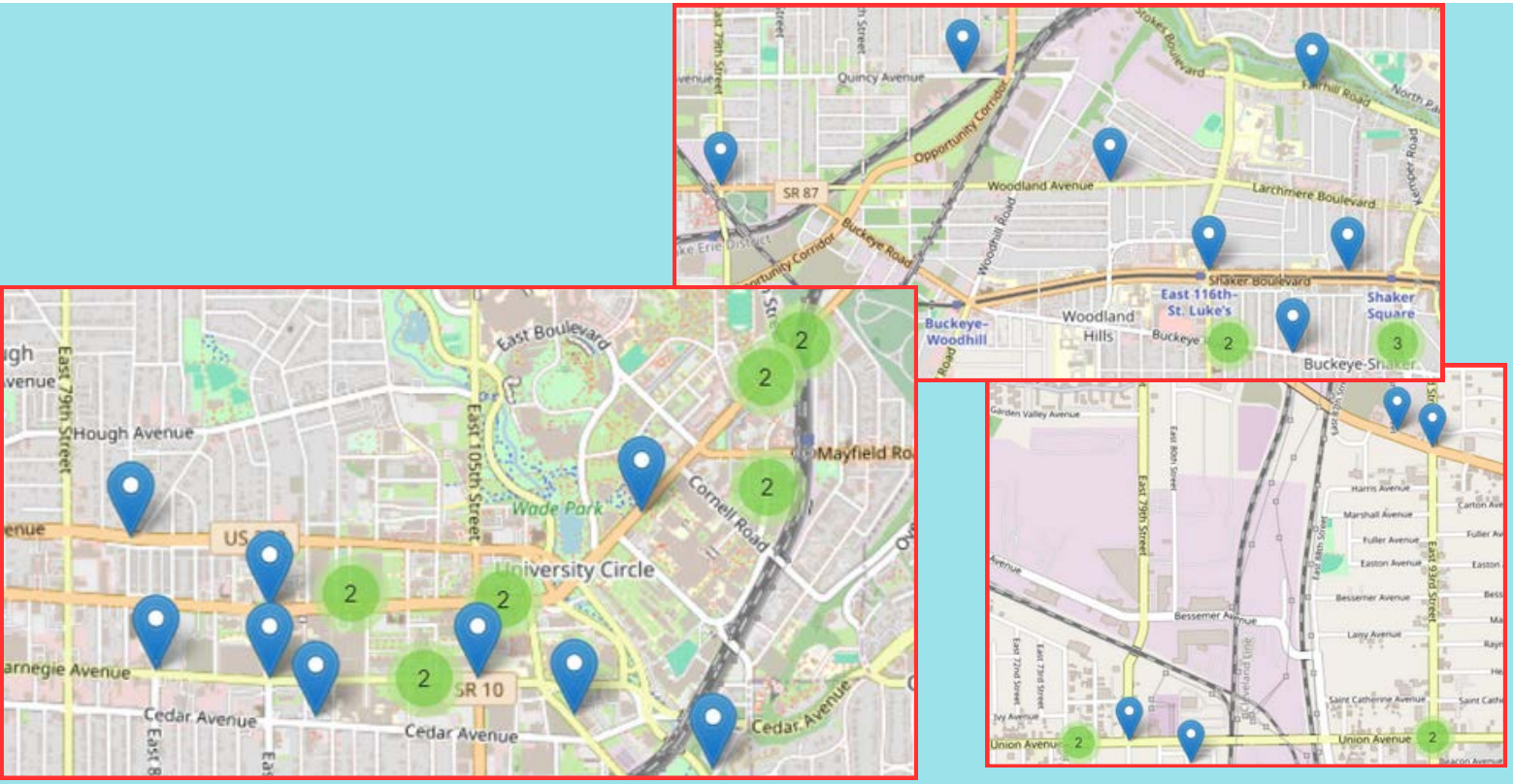
- Implement safety measures at the intersection of Prospect & Huron including leading pedestrian intervals and centerline hardening.
- Restrict right turns on red throughout Downtown.
- Support the E. 55th corridor-wide plan and fund safety recommendations.
- Install centerline hardening at E. 55th/Woodland/Kinsman.

Long term:

- Support a road diet on Kinsman Rd.
- Support a separated bike lane along E. 55th.

Ward 6

Fairfax, Larchmere, Little Italy, Woodland Hills, Buckeye-Shaker, University Circle, North Broadway, Slavic Village and Union-Miles



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
5

**PEDESTRIANS &
WHEELCHAIR USERS**
32

KIDS
4

TOTAL
37

12-year-old resident Christian was riding his bike on the sidewalk and crossing in a marked crosswalk when a driver drove through the crosswalk and hit him. The driver left the scene, but fortunately a bystander called EMS so Christian could be taken to UH for his injuries.

Recommendations

Short term:

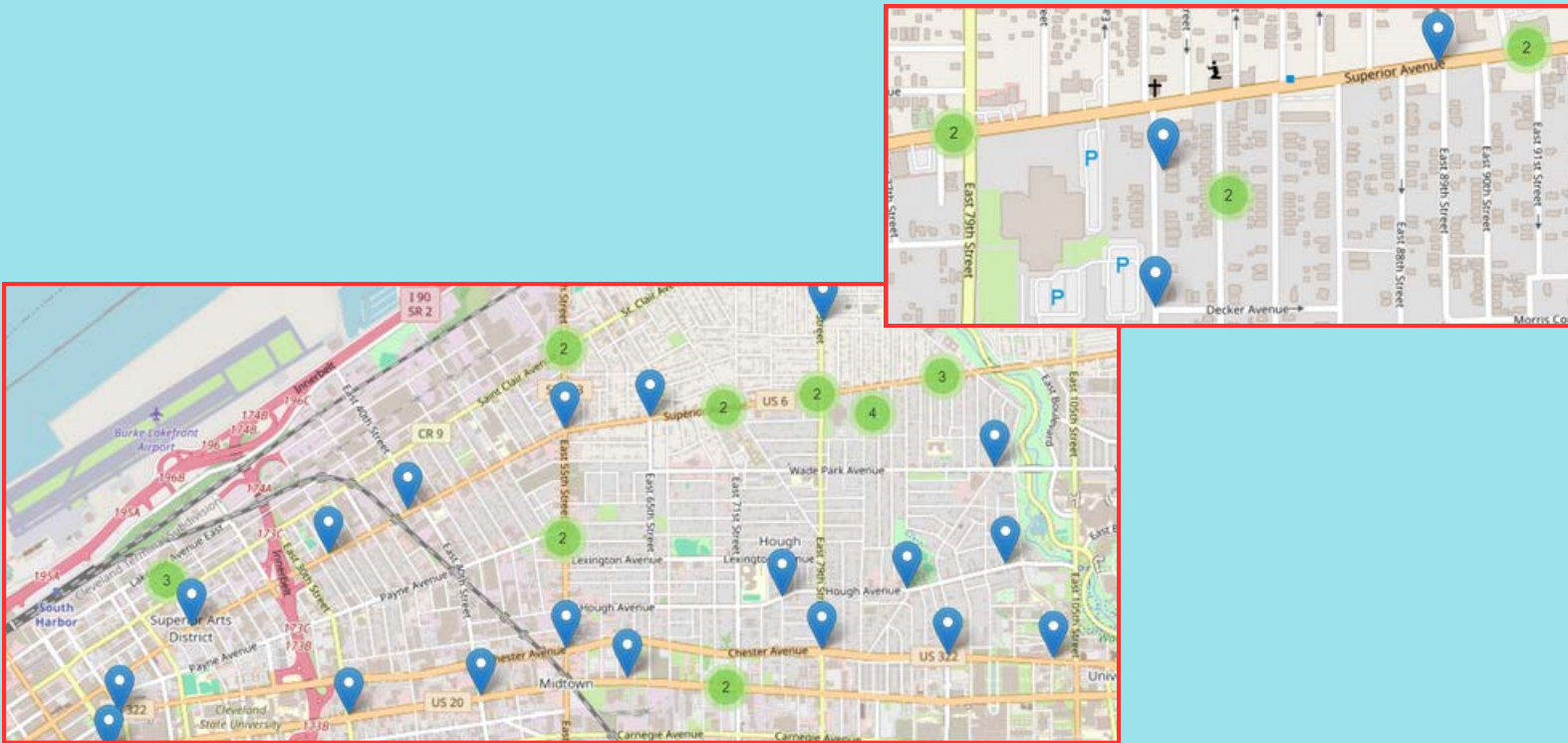
- Implement leading pedestrian intervals & restrict right turns on red around University Circle with special attention paid to Carnegie & Euclid.
- Install speed tables along Circle Dr.
- Add separation to the bike lane along Union Ave and restripe to continue bike lanes through major intersections.

Long term:

- Implement a road diet on Woodland Ave.
- Implement the Thrive105 Plan.

Ward 7

Asiatown, Downtown, Hough, St. Clair-Superior



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
7

**PEDESTRIANS &
WHEELCHAIR USERS**
27

KIDS
3

FATAL
3

TOTAL
34

On March 25th, Ramone was crossing E. 55th at Linwood -- the street he lived on. Ramone was struck by a car speeding down E. 55th. While he was laying in the road, another car ran over him. Ramone died that night at the age of 35. Of the 9 pedestrians that were killed on our roads last year, 3 of them were in Ward 7.

Recommendations

Short term:

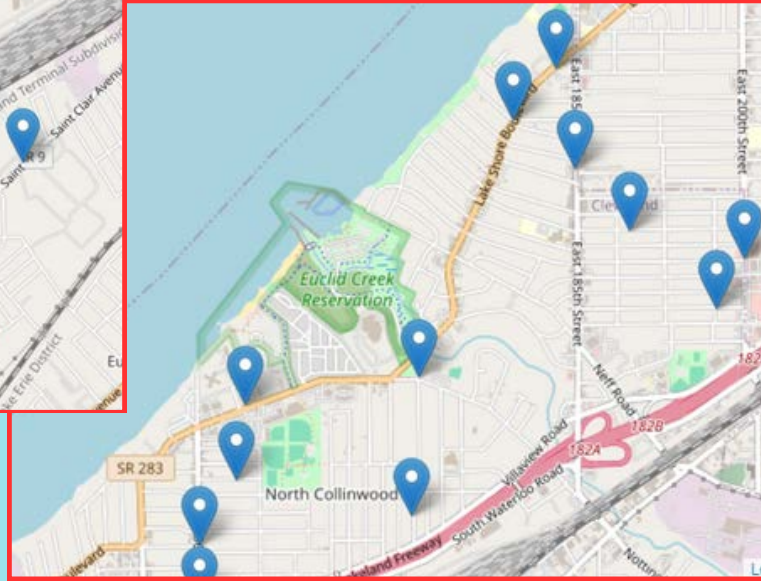
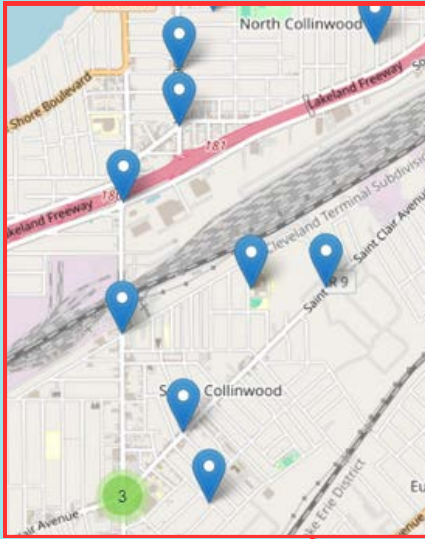
- Fund safety improvements at intersections along E. 55th & E. 79th which could include signal timing, centerline hardening, bump-outs, refuge islands, and more.
- Support the St. Clair-Superior Greenways project to create designated bikeways along residential streets.
- Install speed tables on E. 82nd
- Implement Leading Pedestrian Intervals along Euclid
- Add bike lanes and/or speed tables to Hough
- Upgrade sidewalks along E. 79th

Long term:

- Support the Superior Midway project
- Support a protected bike lane along E. 55th following the city's corridor study.

Ward 8

Collinwood, Waterloo, Glenville



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
7

**PEDESTRIANS &
WHEELCHAIR USERS**
14

KIDS
5

TOTAL
19

14-year-old Vauntez was riding his bicycle on the sidewalk along E. 152nd and was crossing in the crosswalk when a car turned right off of Saranac.

The driver failed to look before turning and hit him.

Recommendations

Short term:

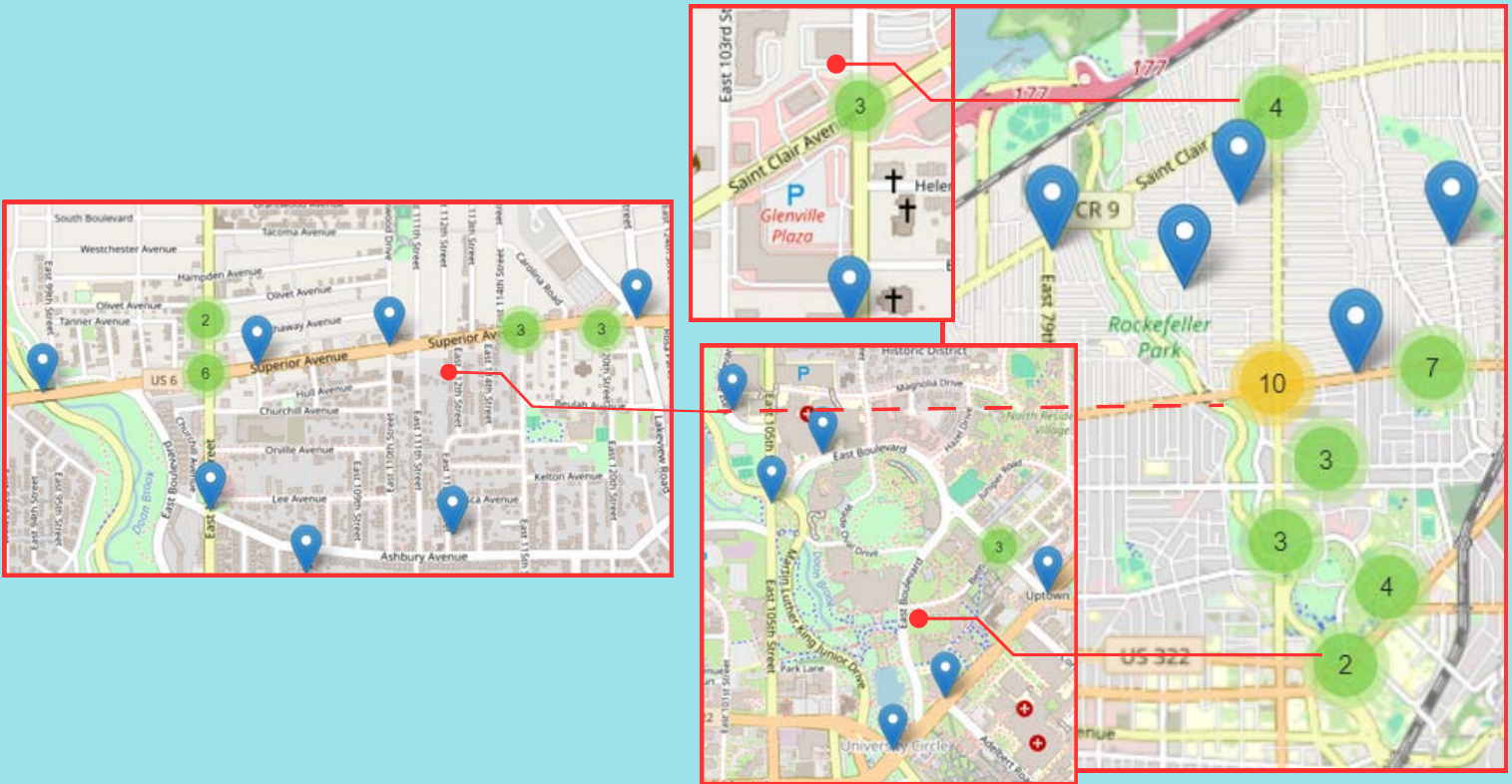
- Install traffic calming at the 5 Points intersection including centerline hardening and restrict right turns on red.
- Install curb extensions at E. 156th & Waterloo.
- Install speed tables along Waterloo.
- Restrict right turns on red at E. 156th & Lake Shore.
- Collect speed data on residential cut-throughs between E. 185th & E. 200th to identify locations for speed tables

Long term:

- Install a protected bike lane on Lake Shore Blvd

Ward 9

Glenville & University Circle



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
10

**PEDESTRIANS &
WHEELCHAIR USERS**
25

KIDS
3

TOTAL
35

15-year-old Sariya stepped off of an RTA bus along Superior and needed to cross the street. She stepped in front of the bus and the driver waved her on, indicating it was safe to cross, when she was hit at 35 miles per hour by a driver with a suspended license. Sariya was taken to UH in critical condition.

Recommendations

Short term:

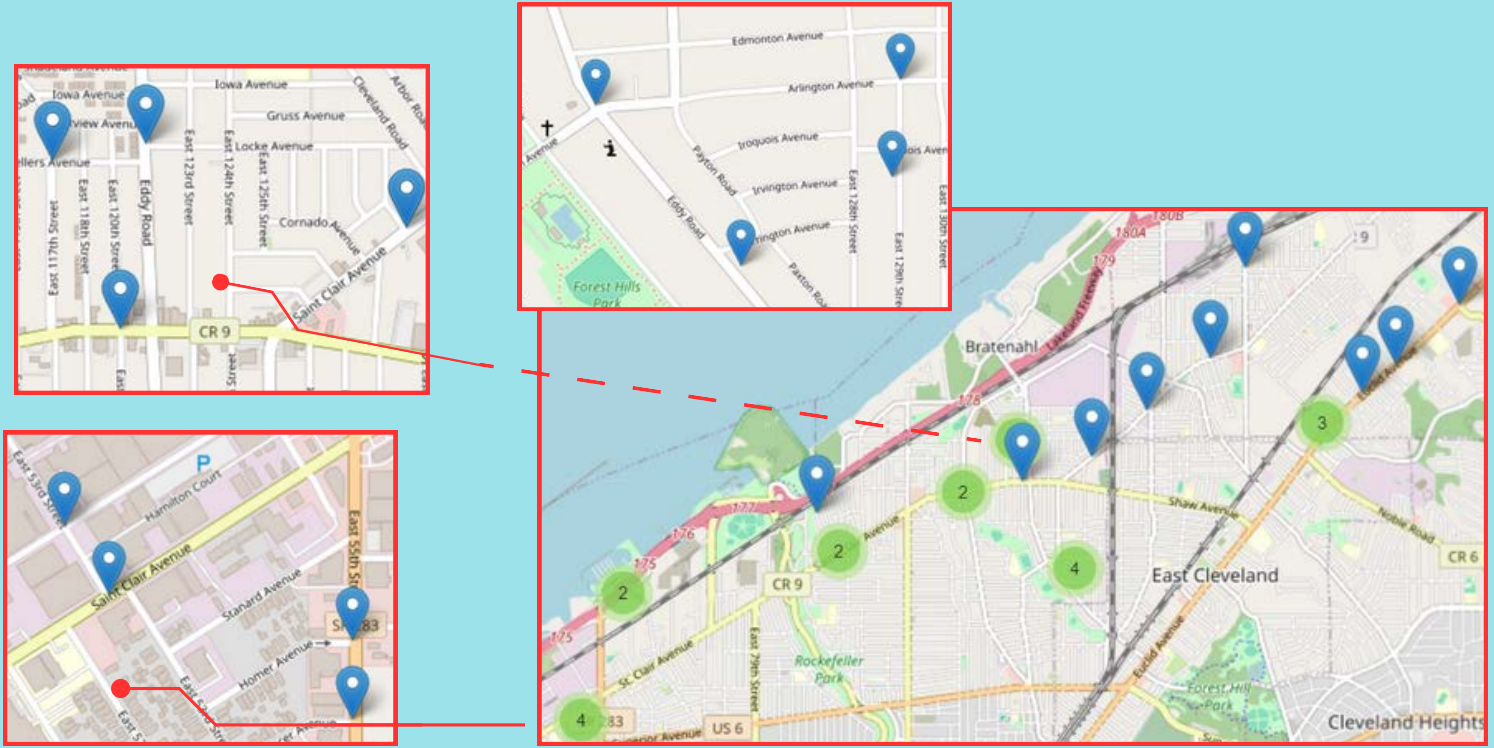
- Implement leading pedestrian intervals and restrict right turns on red at E. 105th/Superior & E.105th/St. Clair.
- Install bump-outs at Ford & Bellflower to eliminate parking in restricted areas & improve visibility of the crosswalks and restrict right turns on red.
- Install centerline hardening & restrict right turns on red at Euclid & Mayfield.
- Collect speed data on residential streets and identify locations for speed tables.

Long term:

- Implement the Thrive105 Plan calling for a cycletrack along E. 105th & other safety improvements.

Ward 10

Euclid Park, Nottingham Village, South Collinwood, St Clair-Superior, and Glenville



PEOPLE HIT (reported)

BIKES & SCOOTERS
4

PEDESTRIANS & WHEELCHAIR USERS
23

KIDS
3

TOTAL
27

Wyatt is a 12-year-old who was hit on Ivanhoe, one block from his home.

Wyatt was crossing the street when a driver hit him, knocking him unconscious, breaking his ankle, and causing other serious injuries. The driver left him and bystanders stepped up to help him.

Recommendations

Short term:

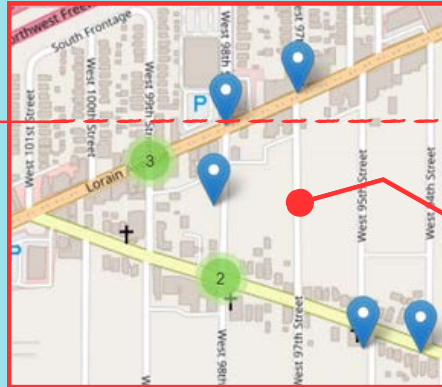
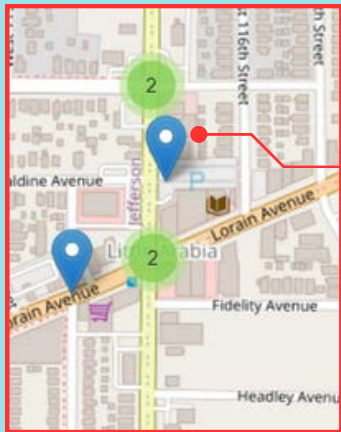
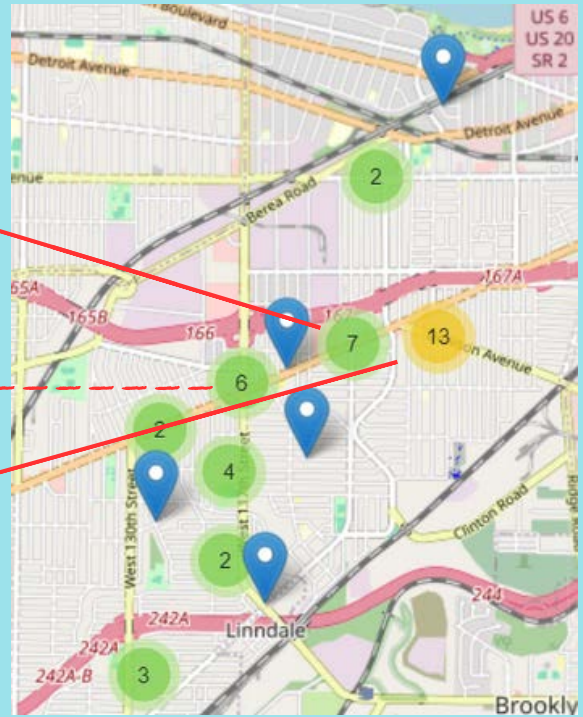
- Install centerline hardening at Arlington & Eddy.
- Install speed tables along Arlington Avenue & explore other residential hotspots for speed tables.
- Fund a corridor study along St. Clair to identify safety improvements.
- Fund short-term safety improvements at intersections along St. Clair & Euclid.
- Support a corridor safety study along E. 55th.
- Install physical separation along the E. 72nd bike lane to facilitate safer lakefront connections.

Long term:

- Implement the Euclid Green TLCI calling for an off-street trail on Euclid.

Ward 11

Edgewater, Cudell, West Boulevard, Jefferson and Bellaire-Puritas



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
15

**PEDESTRIANS &
WHEELCHAIR USERS**
24

KIDS
10

FATAL
1

TOTAL
39

13-year-old Makayla was riding her bike along W. 130th when she was hit by a driver. The driver got out briefly before driving away. Makayla was wearing her helmet, but was still hurt and had to be taken to the hospital.

Recommendations

Short term:

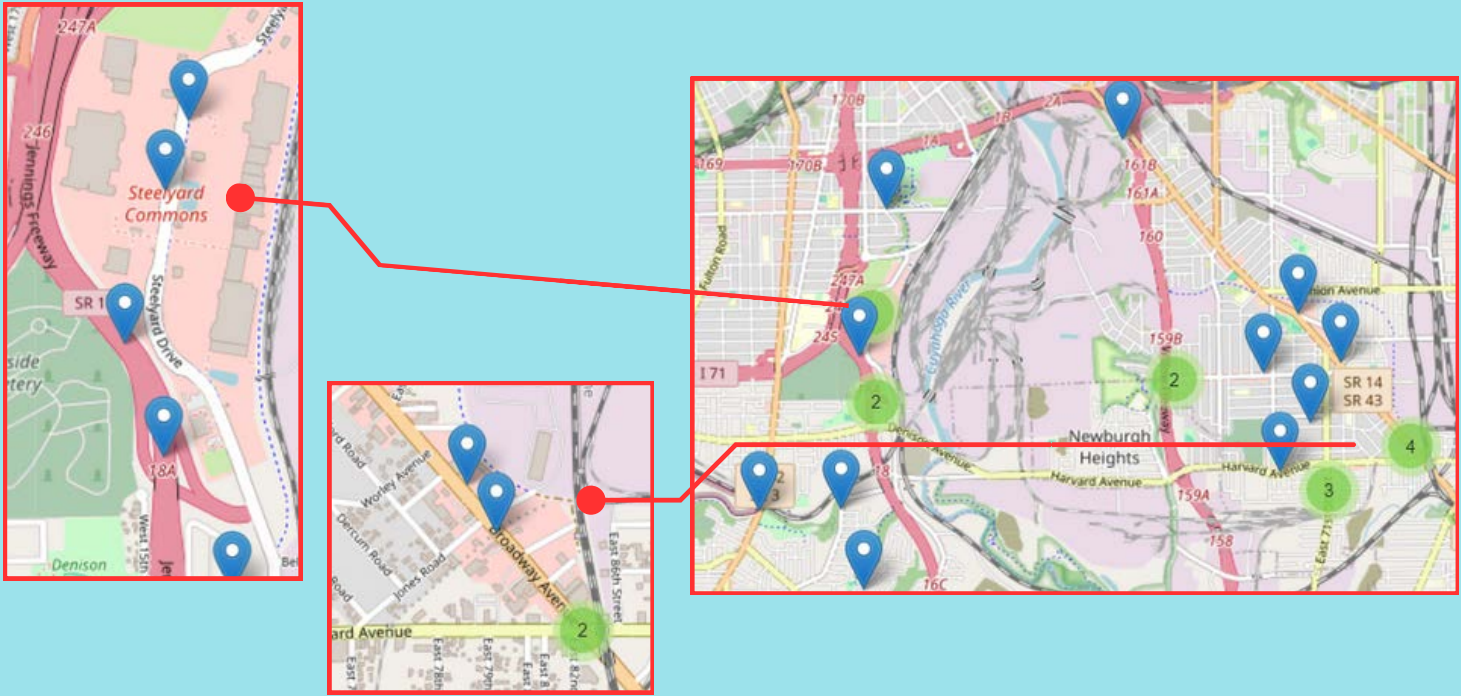
- Implement leading pedestrian intervals along Lorain avenue in peak pedestrian areas such as Westtown Center.
- Install curb extensions at W. 98th & Denison.
- Install speed tables on Linnet.

Long term:

- Fund a corridor study along W. 117th, specifically exploring opportunities to tie it in to the Cleveland Midway.
- Fund a corridor study along Lorain between Denison & W. 117th to explore safety improvements including a parking-protected bike lanes.
- Implement a road diet on Bellaire with the addition of bike lanes.

Ward 12

Slavic Village, Old Brooklyn, Brooklyn Centre and Tremont



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
6

**PEDESTRIANS &
WHEELCHAIR USERS**
16

KIDS
4

TOTAL
22

Brian, a 60 year-old Cleveland resident, was crossing the street on Broadway in front of the Marathon gas station when he was hit. The driver briefly got out of the car before driving away. Bystanders carried Brian out of the street. Brian was treated for his injuries, which were severe.

Recommendations

Short term:

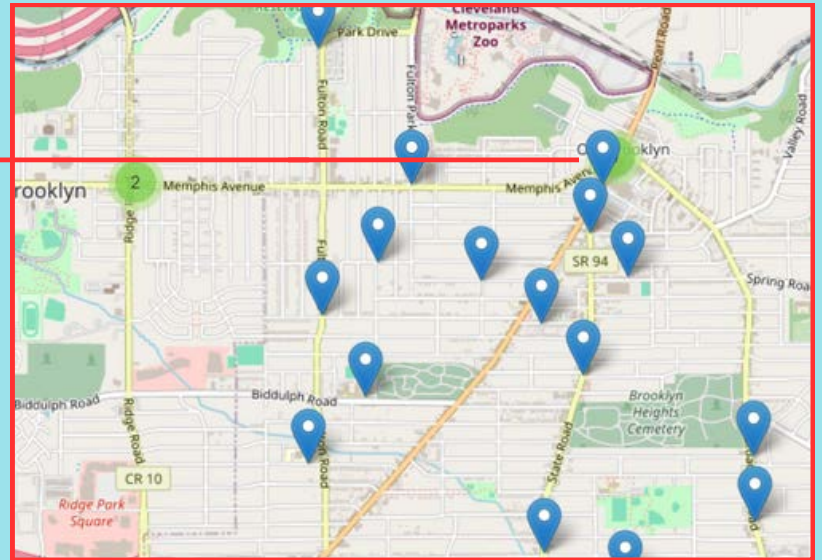
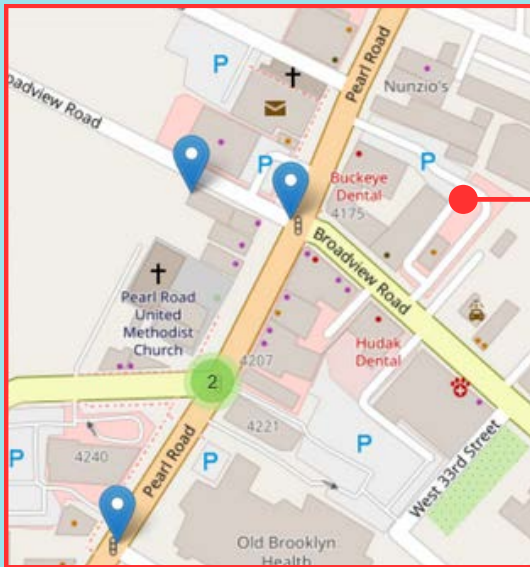
- Leading Pedestrian Intervals at Broadway & Fleet, Broadway & Harvard.
- Leading Pedestrian Intervals at all crosswalks around Steelyard.
- Centerline hardening at intersections around Steelyard.
- Install the Old Brooklyn greenway, improving the crossing at Creston & Valley.

Long term:

- Support RAISE projects including the Downtown Connector and the Morgana Run-Booth Ave Connector.
- Support Bus Rapid Transit (BRT) along Broadway.

Ward 13

Old Brooklyn, Stockyards



PEOPLE HIT (reported)

BIKES &
SCOOTERS
10

PEDESTRIANS &
WHEELCHAIR USERS
15

KIDS
7

TOTAL
25

Andrew, a 14 year-old Cleveland resident, was riding his skateboard in the shoulder of Broadview Rd when he was struck from behind by a driver who then fled the scene. Andrew hit his head and was bleeding. A bystander called 911.

Recommendations

Short term:

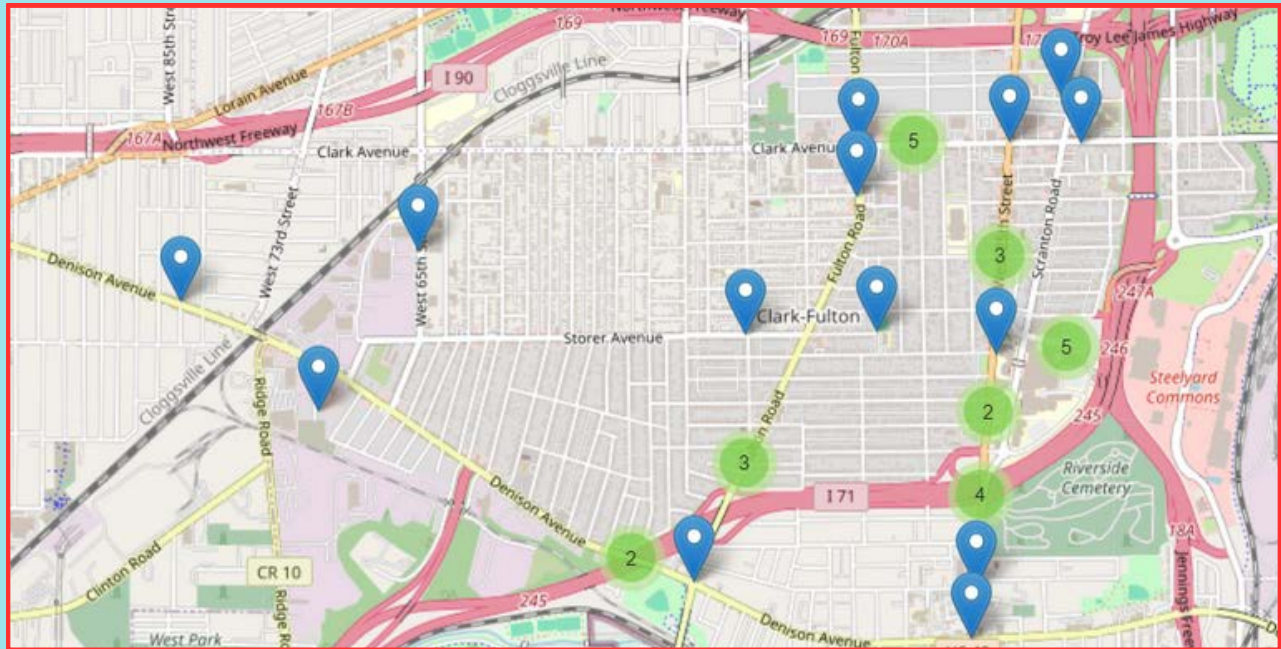
- Curb extensions on Broadview at Pearl.
- Leading Pedestrian Intervals in Downtown Old Brooklyn.
- Leading Pedestrian Interval at Memphis & Ridge.
- Speed tables on Woburn, Gifford, and other neighborhood cut-throughs to address the high number of residential crashes.

Long term:

- Install a separated bike lane on State Road.
- Install a road diet on Fulton.

Ward 14

Clark-Fulton, Stockyards



PEOPLE HIT (reported)

BIKES &
SCOOTERS

9

PEDESTRIANS &
WHEELCHAIR USERS

26

KIDS
5

TOTAL
35

On April 14th, an 11 year-old boy was hit on W. 33rd near Clark while riding his bike. A passerby called 911 for him. He was pinned under the car until EMS arrived.

Recommendations

Short term:

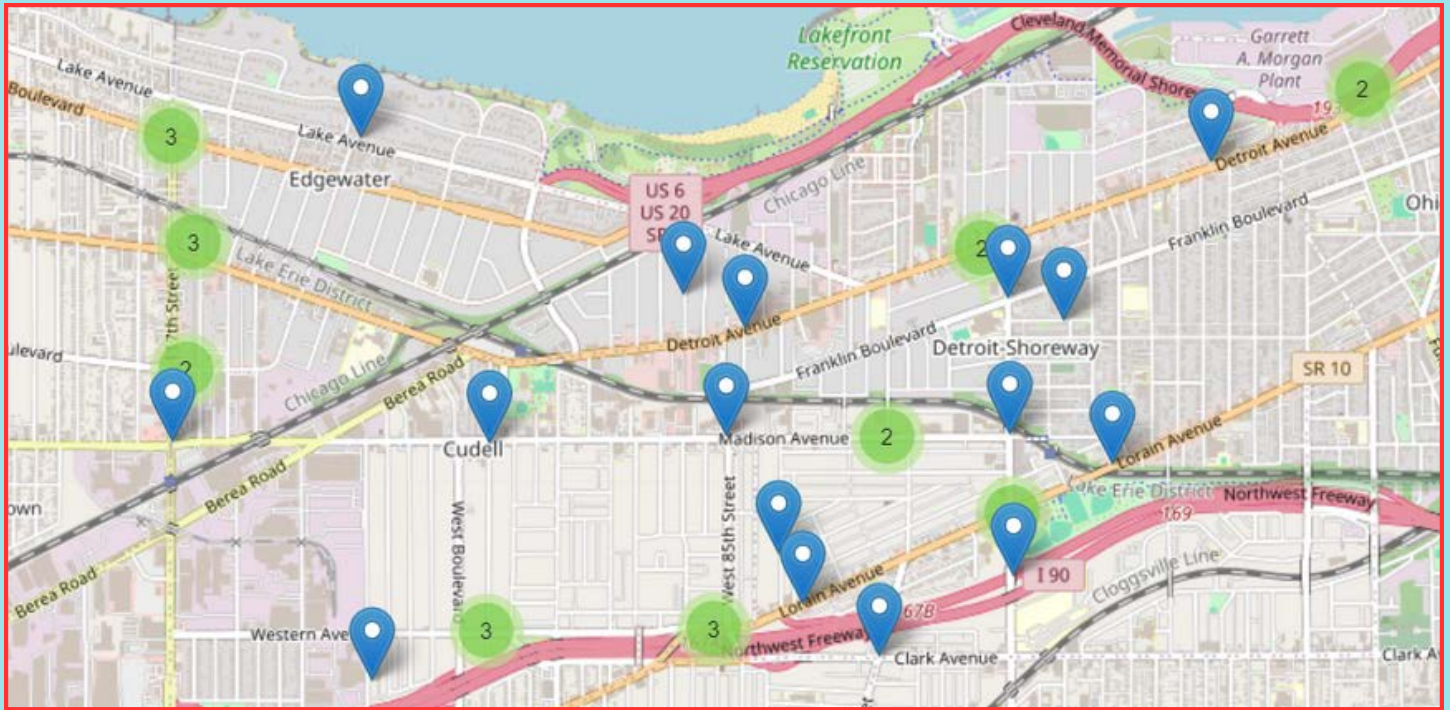
- Install a raised crosswalk across Meyer Avenue near W. 25th where two bicyclists were hit in the crosswalk during the summer.
- Install curb extensions along Clark where possible and upgrade midblock crosswalks with HAWK signals.
- Limit right turns on red throughout the ward with a focus on W. 25th.
- Implement leading pedestrian intervals along W. 25th.

Long term:

- Support pedestrian & bike safety improvements along W. 25th through the 25Connects plan.
- Convert one southbound lane on Fulton into a 2-way Cycletrack.

Ward 15

Detroit-Shoreway, Edgewater, Cudell



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
13

**PEDESTRIANS &
WHEELCHAIR USERS**
26

KIDS
4

TOTAL
39

Christopher is a 14 y/o Clevelander who was riding his bike near Zone Recreation Center on a June afternoon. He was crossing in the yield-to-pedestrians crosswalks at W. 61st and Lorain when he was hit by a driver.

The driver got out of his car to shout at the child before getting back in his car, running over Christopher's bike, and driving away.

Recommendations

Short term:

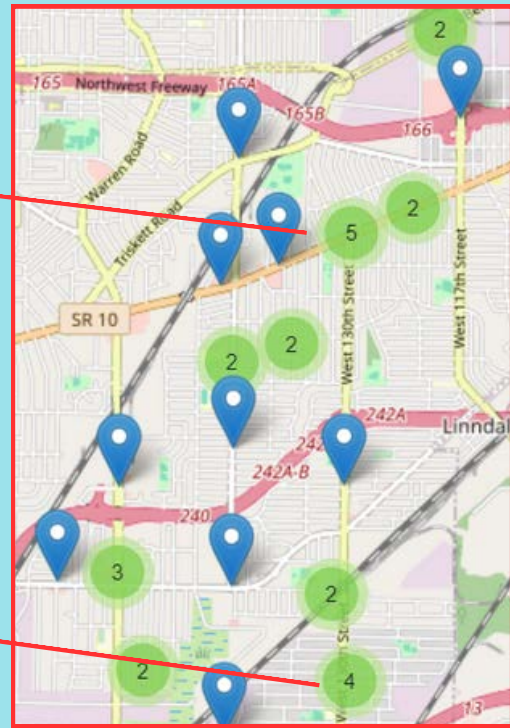
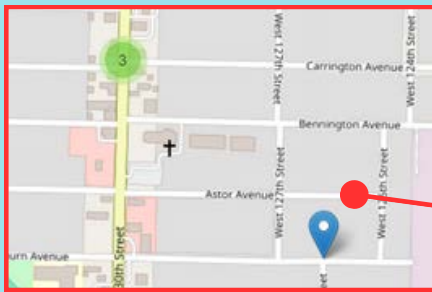
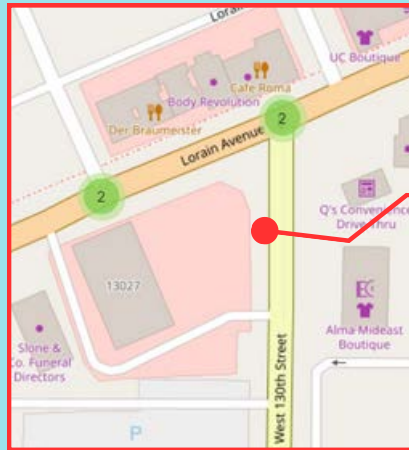
- Implement leading pedestrian intervals at several locations across the ward including W. 65th & Lorain and Clifton Blvd & W. 117th.
- Add HAWK signal at crosswalk near W. 74th & Carrington, where two pedestrian crashes occurred last year.
- Install curb extensions along Western Avenue.
- Limit right turns on red throughout the ward.
- Install centerline hardening at W. 65th & Lorain.

Long term:

- Reconfigure Madison Avenue to accommodate a separated cycletrack between W. 65th & West Blvd or expand the Lorain Avenue Midway through Ward 15 to improve bicycle connectivity.

Ward 16

Bellaire-Puritas, Jefferson, West Park



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
11

**PEDESTRIANS &
WHEELCHAIR USERS**
19

KIDS
5

FATAL
1

TOTAL
30

Edith, a 36 y/o mother and Cleveland resident, was riding her bicycle on W. 130th with her child as a passenger on the bike. They were riding on the sidewalk when a driver hit them in the crosswalk on Carrington. Edith ended up on the hood of the car, she and her kid were both taken to the hospital for their injuries.

Recommendations

Short term:

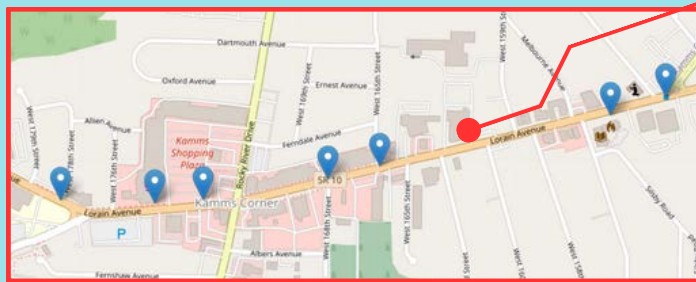
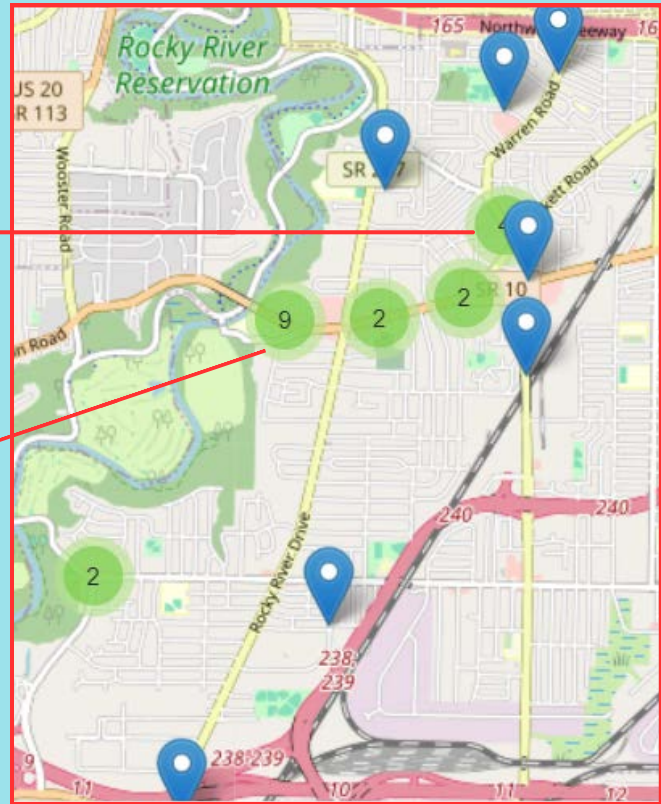
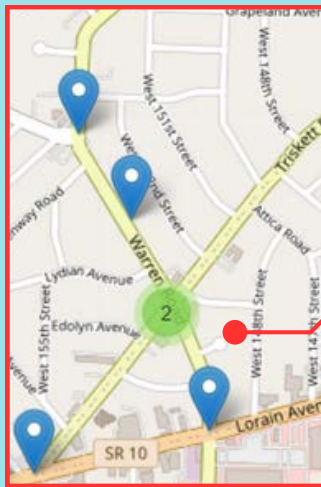
- Implement leading pedestrian intervals at W. 150th & Puritas; W. 130th & Lorain.
- Reduce speed limit on W. 130th to 25mph.
- Add a HAWK signal at Carrington & W. 130th, where three pedestrian crashes took place.
- Add curb extensions or other traffic calming elements along W. 140th near the schools and library.

Long term:

- Road diet on W. 150th with the addition of a separated bike lane.

Ward 17

West Park, Kamm's Corners, Puritas



PEOPLE HIT (reported)

**BIKES &
SCOOTERS**
13

**PEDESTRIANS &
WHEELCHAIR USERS**
11

KIDS
4

TOTAL
24

On May 4th, 11 y/o Calvin was riding his bicycle to school when he was hit by a driver at the corner of Birchwood & Warren. He was riding on the sidewalk and was hit in the crosswalk. The driver left the child, who then called his mother to come pick him up.

Recommendations

Short term:

- Install additional pedestrian refuge islands along Lorain Avenue near Kamm's Corners.
- Implement resident recommendations for a neighborhood greenways network.

Long term:

- Invest in safety improvement along Warren Rd. Consider a road diet to reduce high traffic speeds.
- Continue building the Lorain Midway to connect Kamm's Corners to Downtown.

About Bike Cleveland



Bike Cleveland is the leading 501(c)(3) advocacy non-profit dedicated to representing the interests of people biking and walking across the Greater Cleveland area. With a membership exceeding 1,000 individuals and strong support from over three dozen local businesses, we champion safe and equitable streets.

Mission: Our mission is to create a region that is sustainable, connected, healthy, and vibrant by promoting bicycling as a mode of transportation and advocating for safe and equitable transportation solutions for all residents.

Our Strategic Priority Areas

- Advocacy – We work for safe streets and public spaces through policy change and advocating for best practices in bikeway/walkway design and maintenance, resulting in an equitable transportation network.
- Education – We provide education and training to increase knowledge and skills necessary to walk and bicycle safely, and educate drivers and decision makers on the rights of bicyclists and pedestrians.
- Communication – We communicate effectively with our supporters to inspire engagement and action, and to the general public to build broader support for safe biking, walking, and public transit.
- Organizational Sustainability – We cultivate our resources, both financial and human, efficiently and effectively to ensure long term growth of the organization and its work.
- Equity and Inclusion – We view all our programs and advocacy campaigns through a lens of equity and inclusion to ensure our work addresses the needs of Greater Clevelanders who have historically been marginalized by transportation system decisions.
- Community – We grow diverse, engaged communities by focusing on outreach, fun events, and membership and by building the next generation of advocates.



Learn more about Bike Cleveland's work and upcoming events
at BikeCleveland.org.