

Cleveland Moves and CMAQ

May 2026

We've heard so *much* about speeding and dangerous driving

- Vision Zero – 2022
- Cleveland Moves – 2025
- Polling: 75% of Clevelanders agree that the City should invest more resources in improving biking, walking, and public transit
- Speed tables!



The Vision:

Clevelanders deserve safe streets.

The Goals

We will:

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



Community Engagement

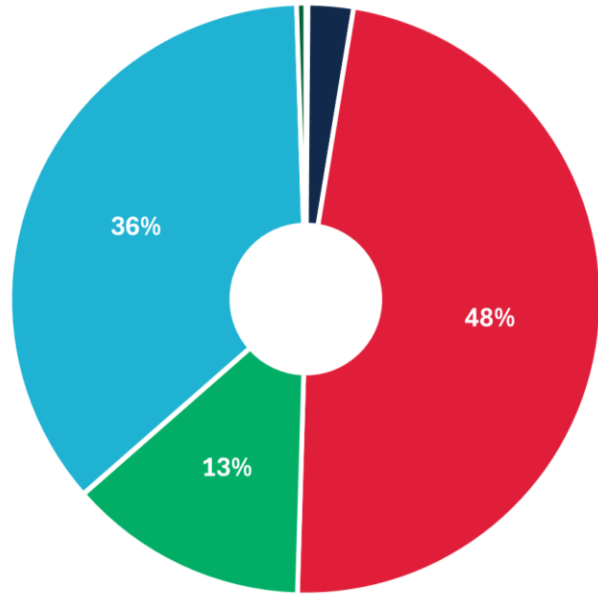
- Project webpage on City website
- Pop-ups/tabling
- Focus groups/community conversations (2 rounds)
- Online map
- Virtual office hours
- Occasional email updates to subscribers
- Media interviews (radio, print, TV)
- Storymap
- Better Streets Committees



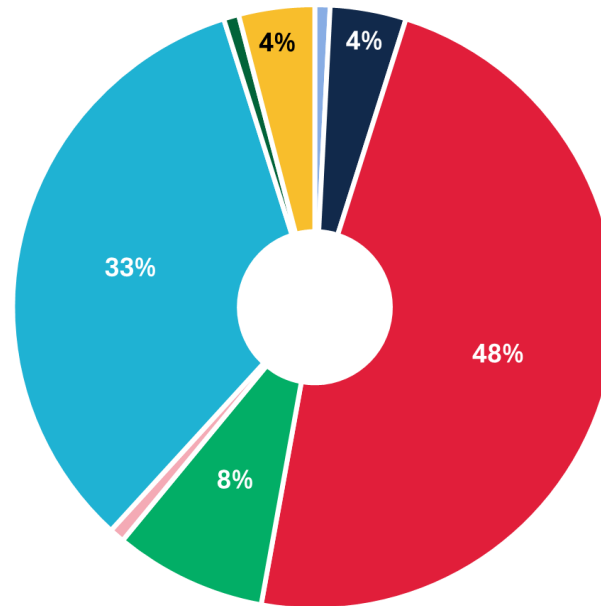
Demographics – Race



City of Cleveland

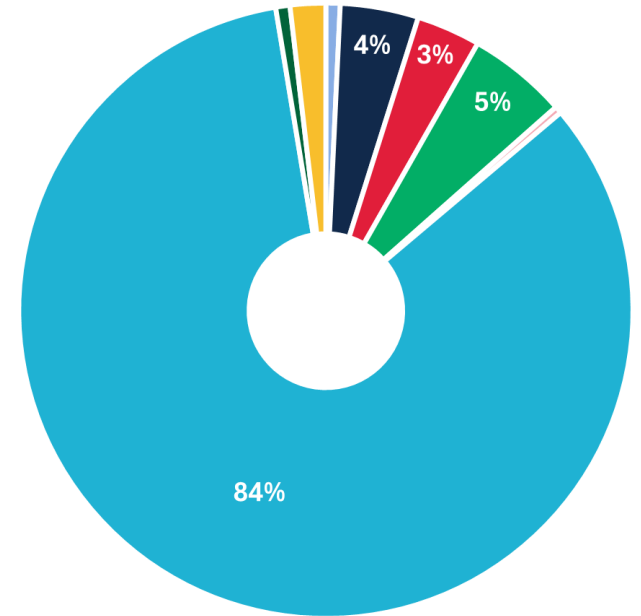


In Person



n = 144

Online Map



n = 267

- American Indian or Alaskan Native
- Black or African American
- Native Hawaiian or Other Pacific Islander
- Some Other Race

- Asian
- Hispanic or Latino/a/x
- White
- Prefer to self-describe

How we engaged

Story Card



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 _____ to move around my _____ neighborhood
(walk, bike, scoot, ride RTA, drive) (neighborhood name)

and get where I need to go. I would like to _____ more often,
(walk, bike, scoot, ride RTA, drive)

but I don't because _____
(mobility challenge or reason)

I believe the most dangerous street in my neighborhood is _____
(street name or intersection)

because _____ One thing to change to make my
(safety concern or reason)

neighborhood easier for everyone to get around is _____
(accessibility or mobility idea)

Myth or Truth





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

Key Community Engagement Themes

- More protected and high comfort infrastructure
- Sidewalks are in poor condition
- Driver behavior and vehicle speed
- Concerns around personal safety

- People want:
 - More speed tables and raised crossings
 - Traffic calming
 - Trees and shade
 - Better ADA accessibility
 - Better street maintenance
 - Streetlights that work
 - Secure bike parking



We have two types of infrastructure recommendations



■ Network:

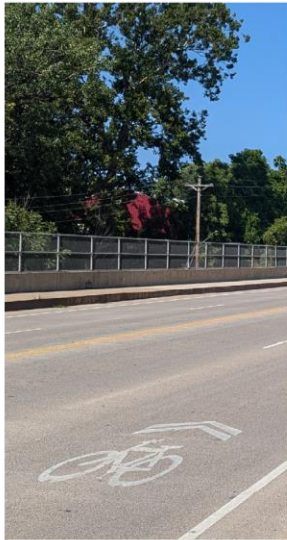
- 3-year rapid implementation (short-term)
- Vision (long-term)
- **Focus: Mobility and safety benefits for all users** (e.g. slower speeds of vehicles, shorter crossing distances for pedestrians)
- Street specific

■ Systemic Practices:

- Citywide approaches to planning, engineering, construction, and maintenance. These are not tied to a specific street project.
- **Focus:** Varies by practice
- **Examples:** Crosswalk improvements such as refuge islands or curb extensions, traffic signal timing changes, road diets

Our focus is on high comfort bikeways

BICYCLE LEVEL OF COMFORT



MAJOR STREET
SHARED LANE.
"SHARROW"

Low Comfort



BUS BIKE
LANE



CONVENTIONAL
BIKE LANE



BUFFERED
BIKE LANE



PHYSICALLY
SEPARATED
BIKE LANE



SHARED USE PATH

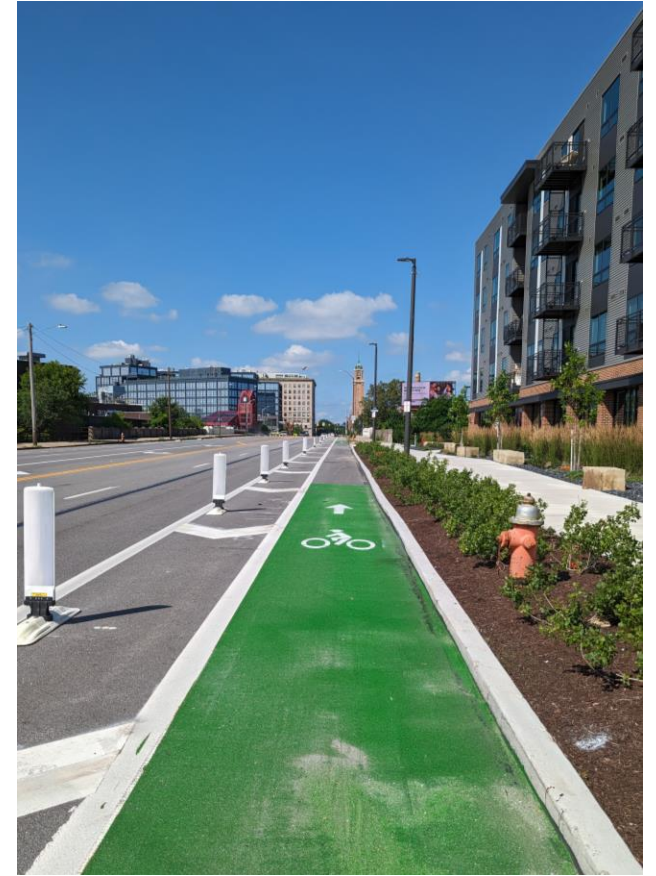
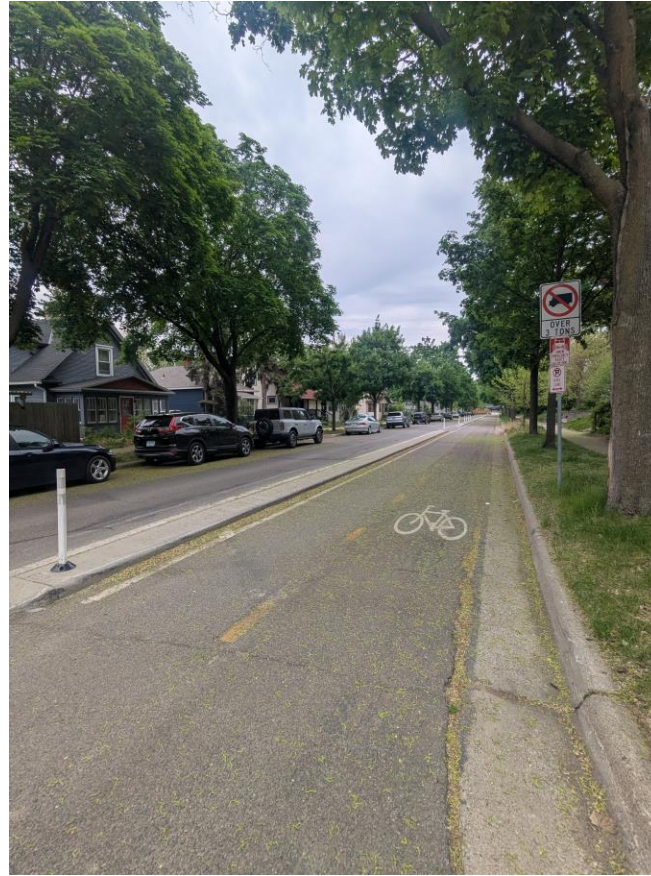


NEIGHBORHOOD
GREENWAY,
LOW SPEED AND
VOLUME STREET

High Comfort

What is a separated bike lane?

- Uses striping and vertical separation to organize the street
- Separated bike lanes:
 - Reduce average maximum vehicle speed by 28%
 - Reduce crashes for all modes by 30-50%
 - Reduce crossing distances for pedestrians

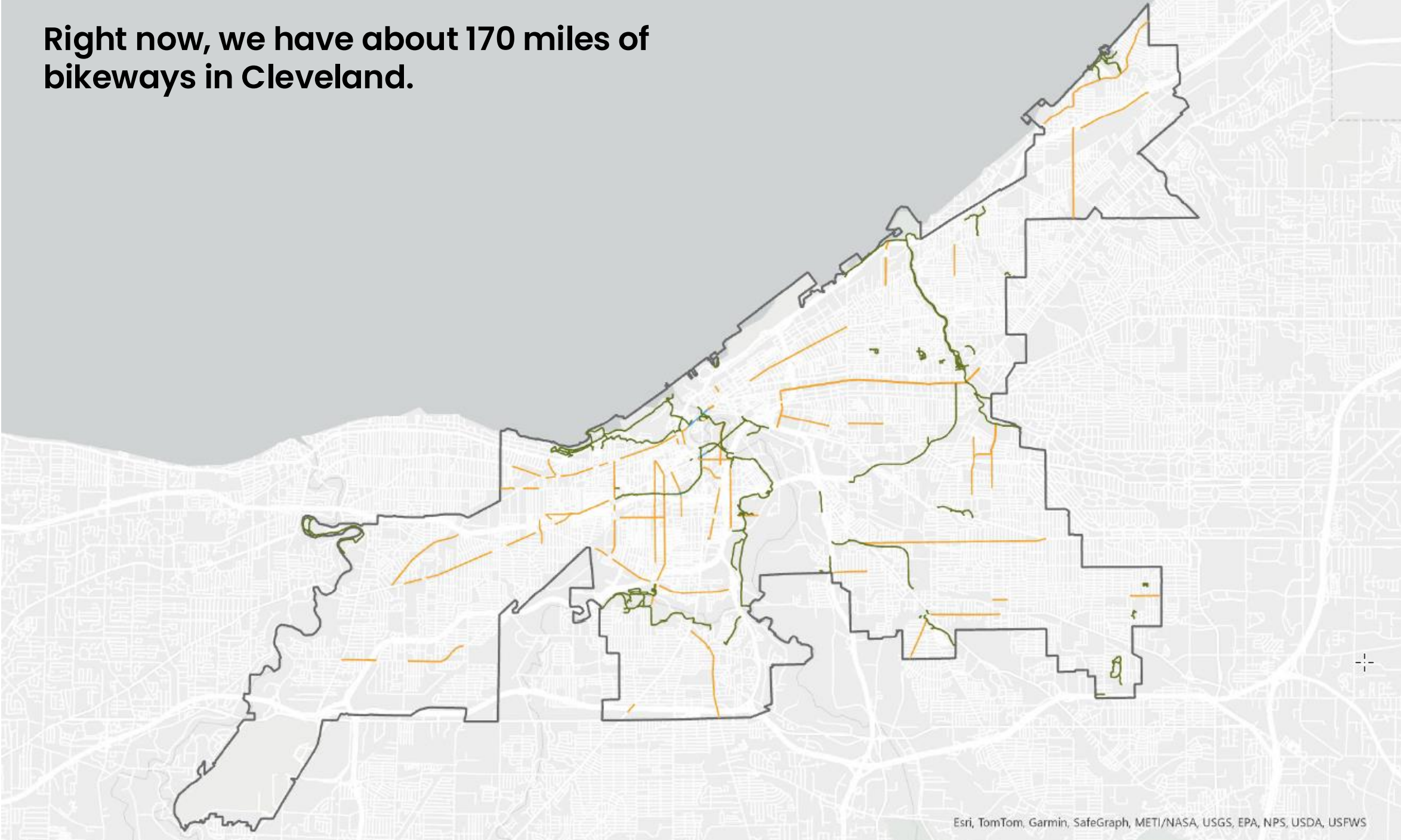


The value of a network

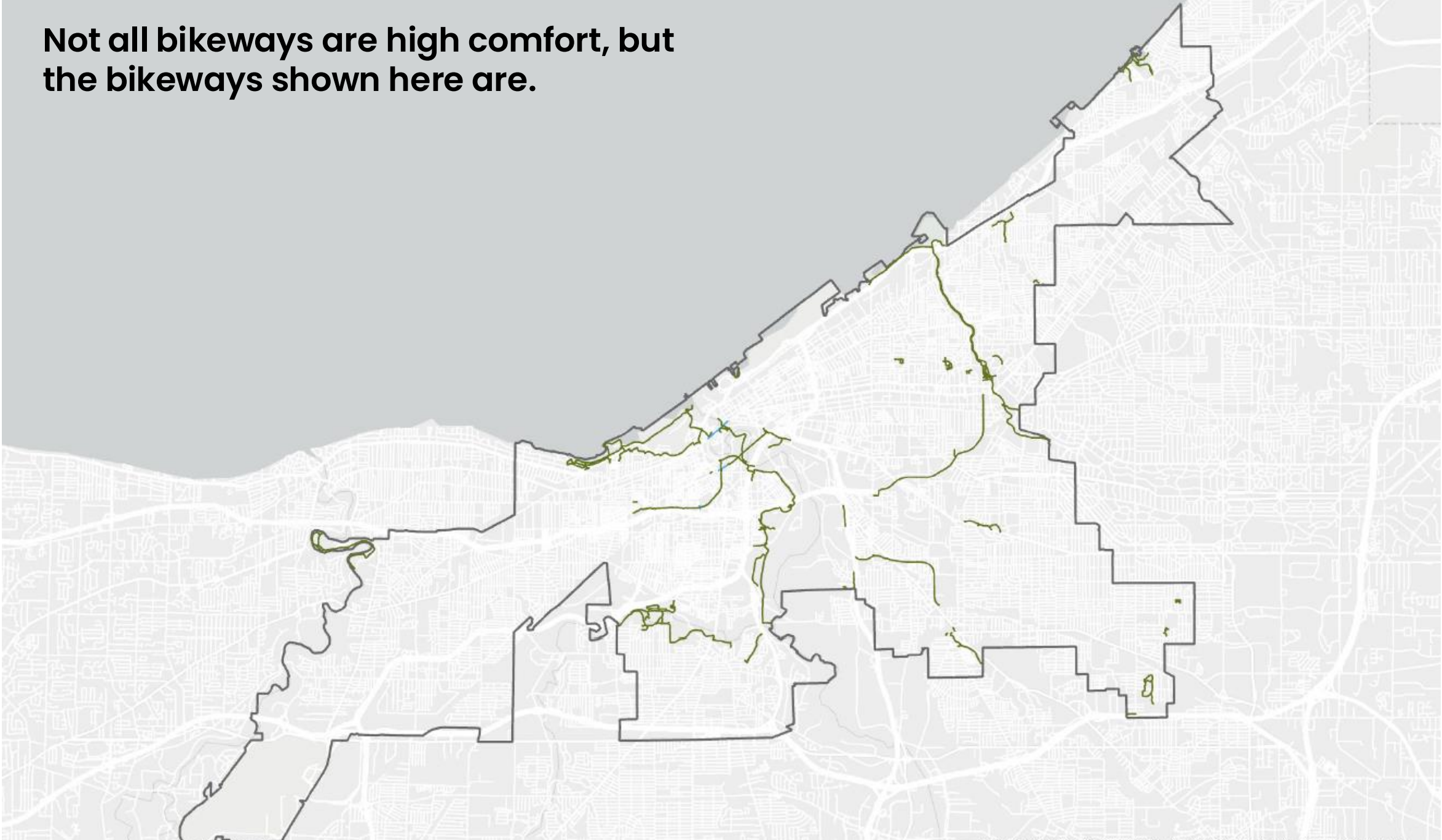
"a well-connected bicycle network – not individual bike lane segments or intersections, but the overall connection between places – is a big factor in people's decision to bike. This is especially true for disadvantaged populations, including females and low income families"

- Multiple research studies show us that a connected, high comfort bike network is meaningful to mobility and access to opportunity for everyone – but especially high need folks

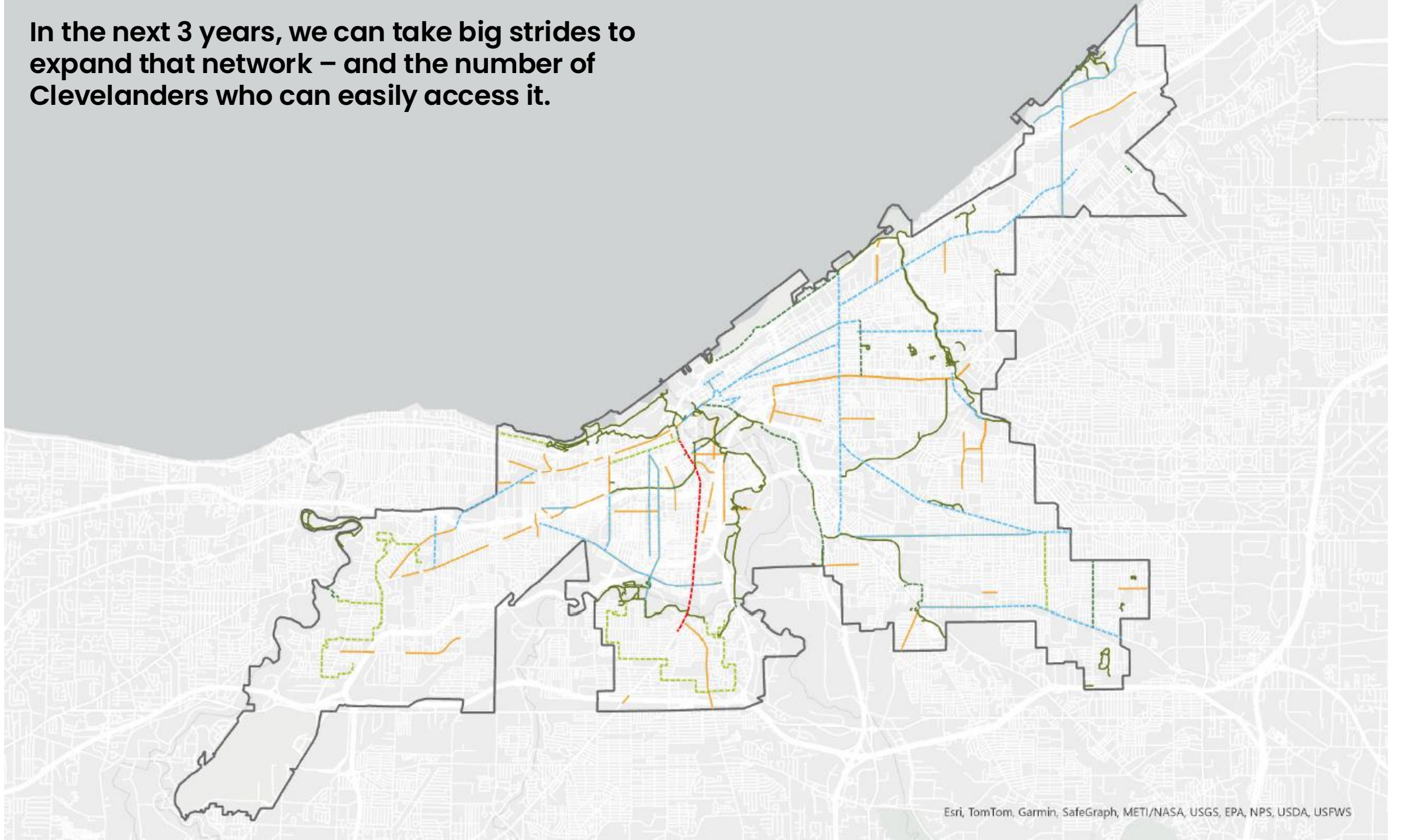
Right now, we have about 170 miles of bikeways in Cleveland.



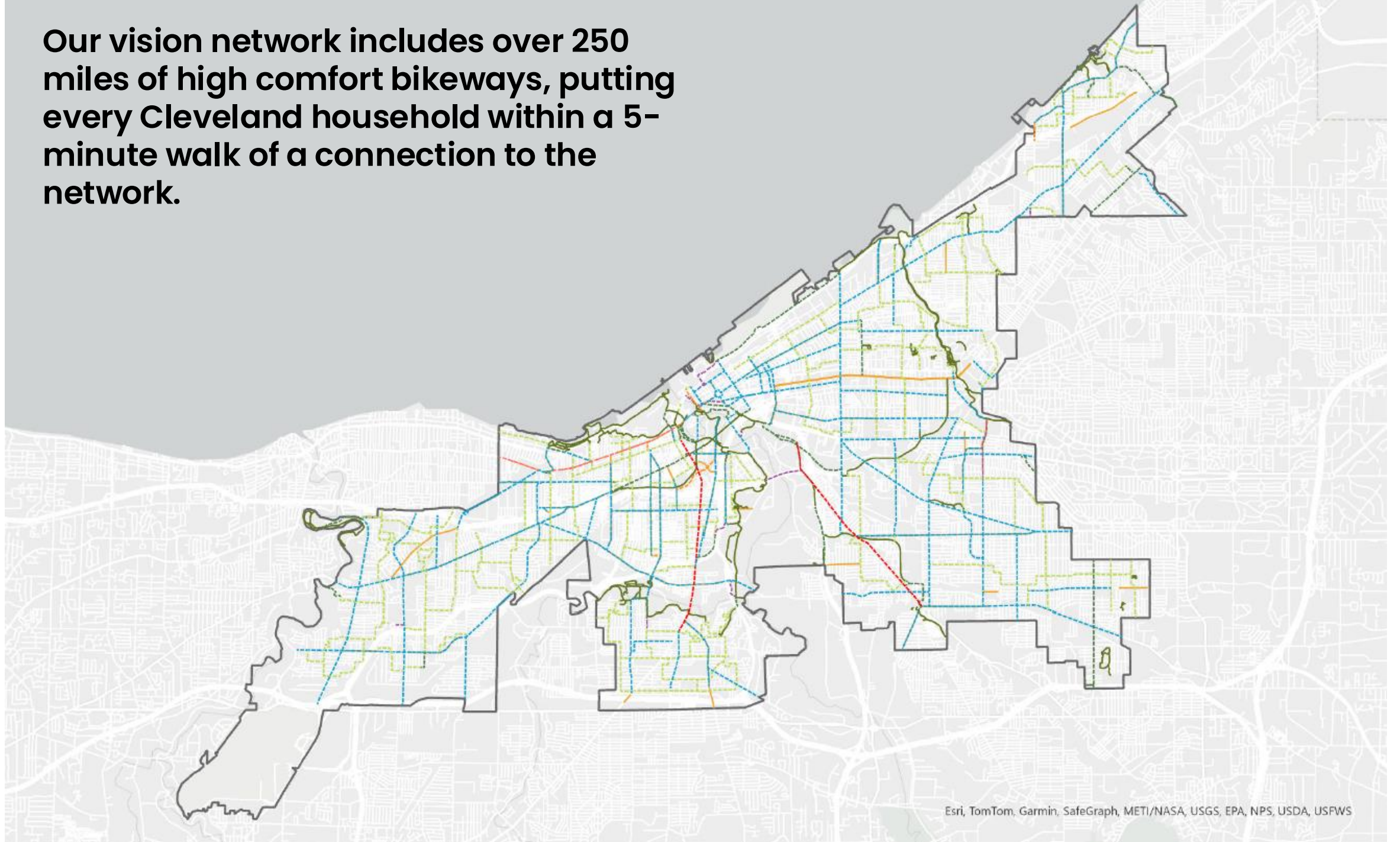
**Not all bikeways are high comfort, but
the bikeways shown here are.**



In the next 3 years, we can take big strides to expand that network – and the number of Clevelanders who can easily access it.

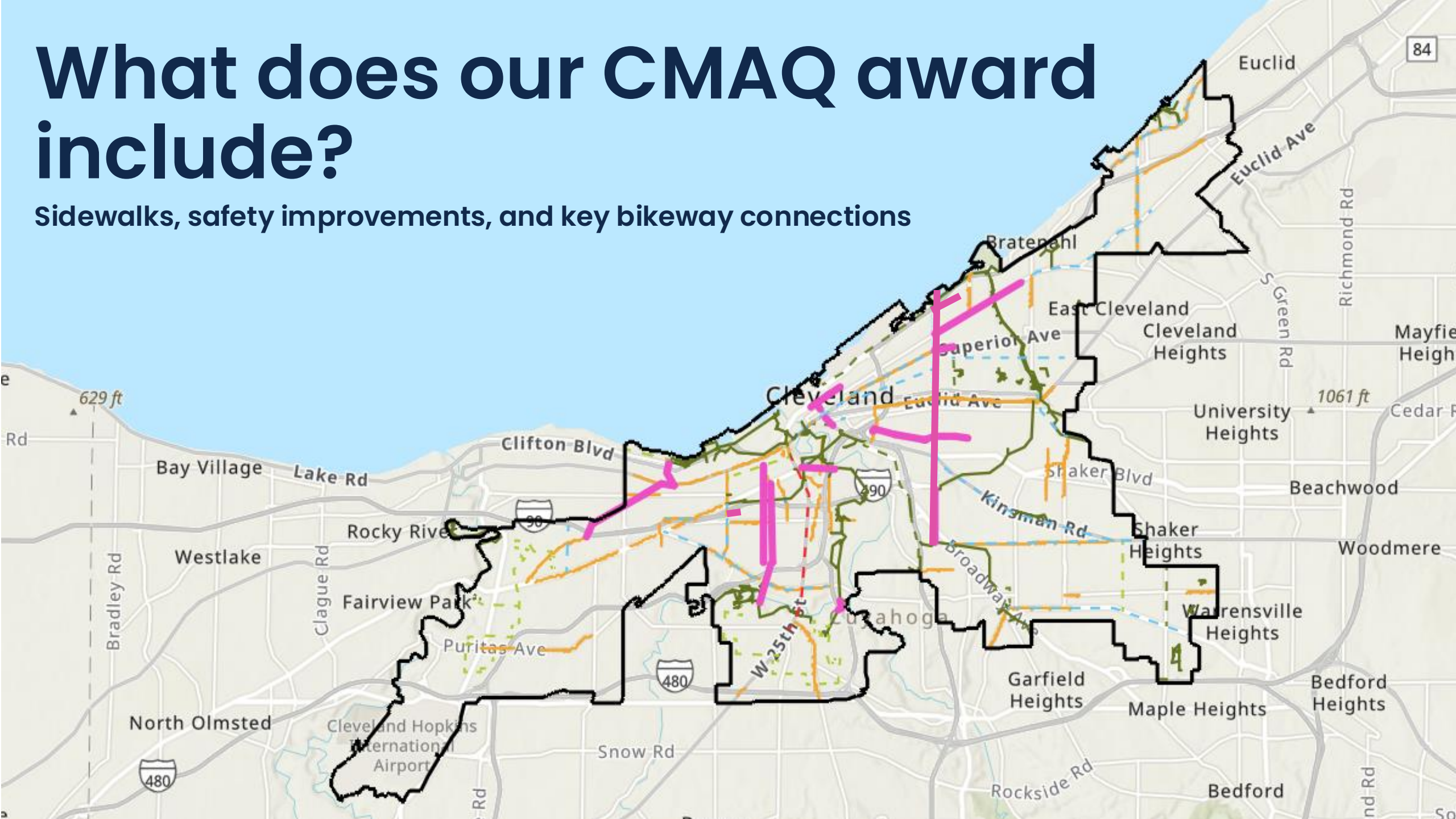


Our vision network includes over 250 miles of high comfort bikeways, putting every Cleveland household within a 5-minute walk of a connection to the network.



What does our CMAQ award include?

Sidewalks, safety improvements, and key bikeway connections





Thank you



www.clevelandohio.gov/transportation-mobility