



CITY OF CLEVELAND
Mayor Justin M. Bibb

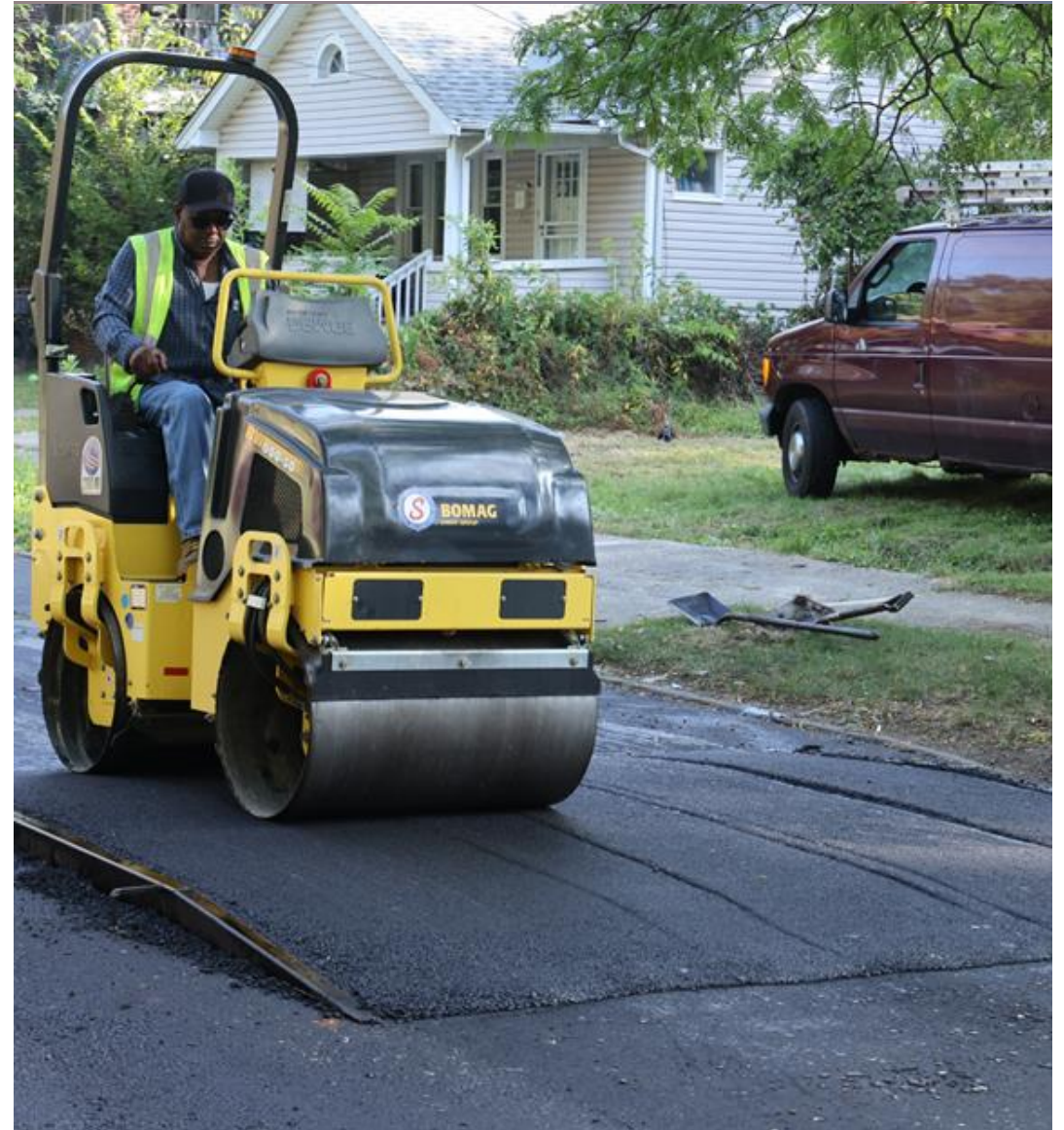
Speed Tables Briefing

May 2026



Speed Tables Recap

- First 10 speed tables piloted in 2022
- City developed program criteria and requested feedback to conduct planning
- In 2024, first 100 speed tables were installed by Division of Streets.
- City seeks to build at least 100 annually for qualified locations.
- Expansions to program for resurfacing-integrated and Council discretionary fund uses



Qualification Process – Prioritizing Street Safety

Speeding 🚧

- **85th percentile speed of 31 MPH or greater**
- In other words, more than 85% of cars are going at or below 31 MPH.

of Cars 🚗

- **> 1,000 average daily traffic**
- < 8,000 average daily traffic, depending on type of road

Type of Street 🗺️

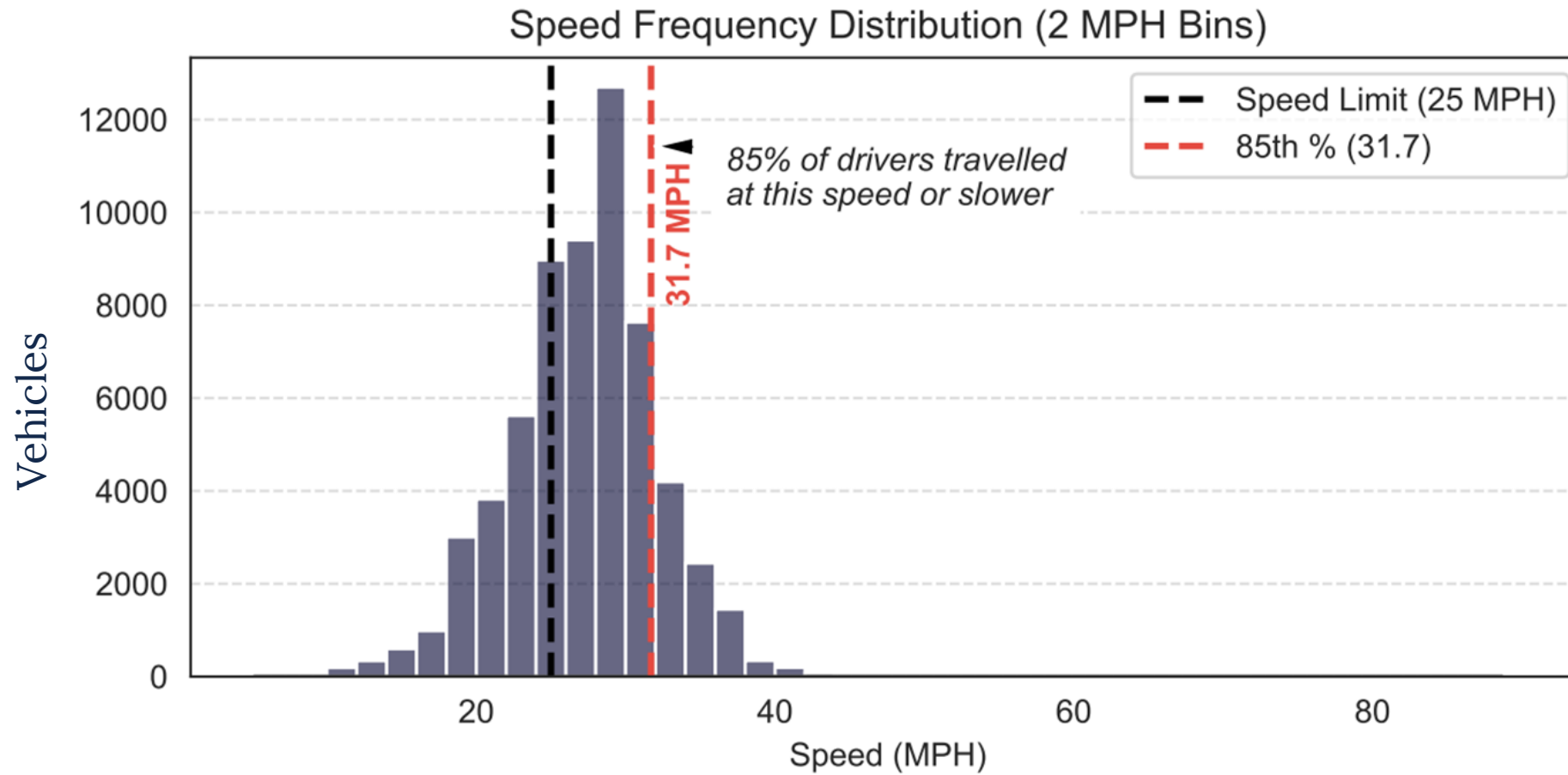
- Local streets, aka residential or mixed-use
 - Not arterial or collectors
 - 2 lanes of traffic
 - 25 MPH limit
- “Neighborhood streets”

- **Other factors we consider as needed:**
- Rounding up speeds; plus or minus ~100 vehicles
- Proximity to school, planned low-stress greenways, pedestrian activity
- Clustering effectivity. Adjacent streets are stronger together!

“Smaller streets with the vast majority exceeding the limit by 6 MPH, and steady daily flow of traffic”

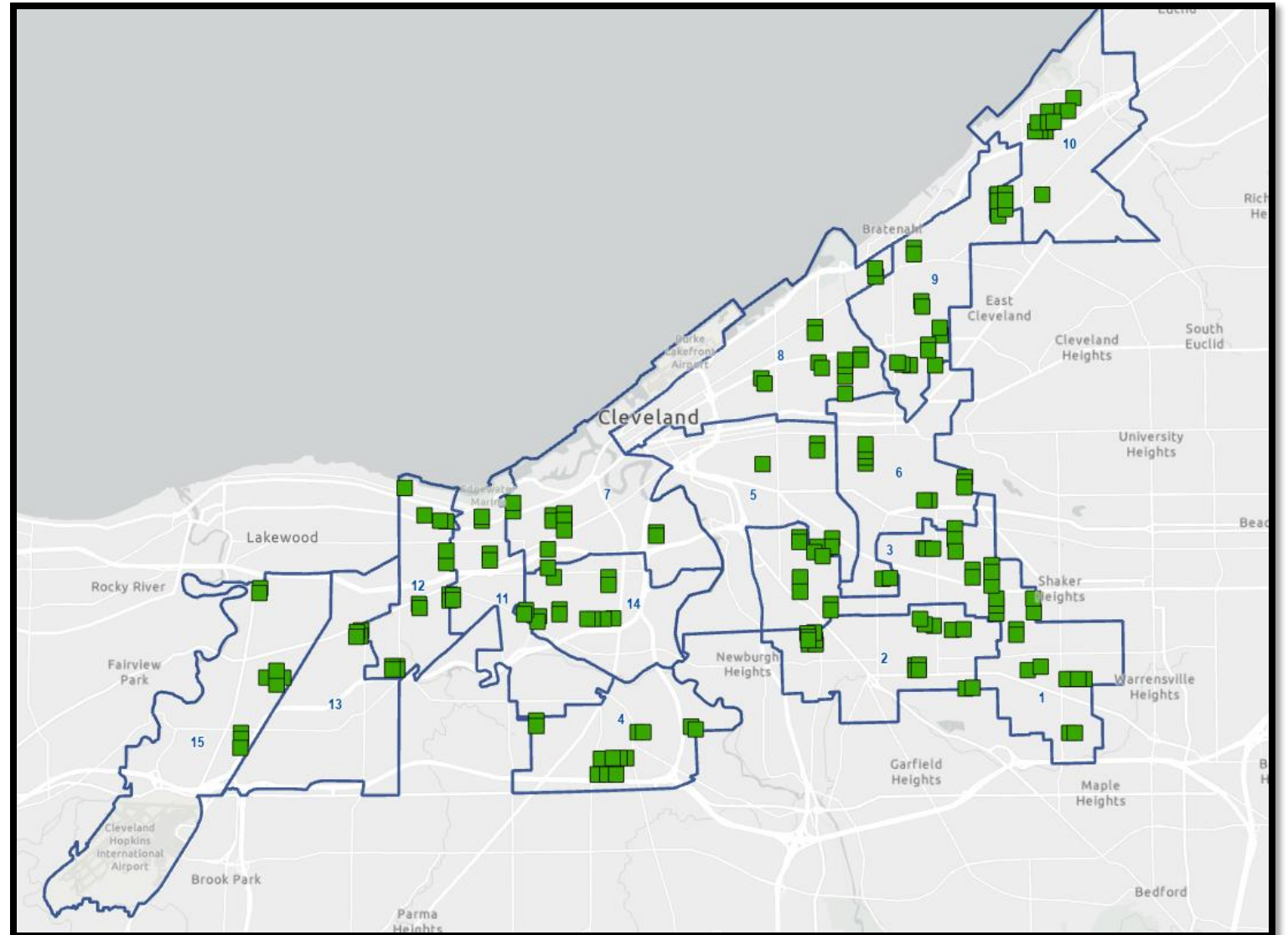


Detail: What is 85th percentile?



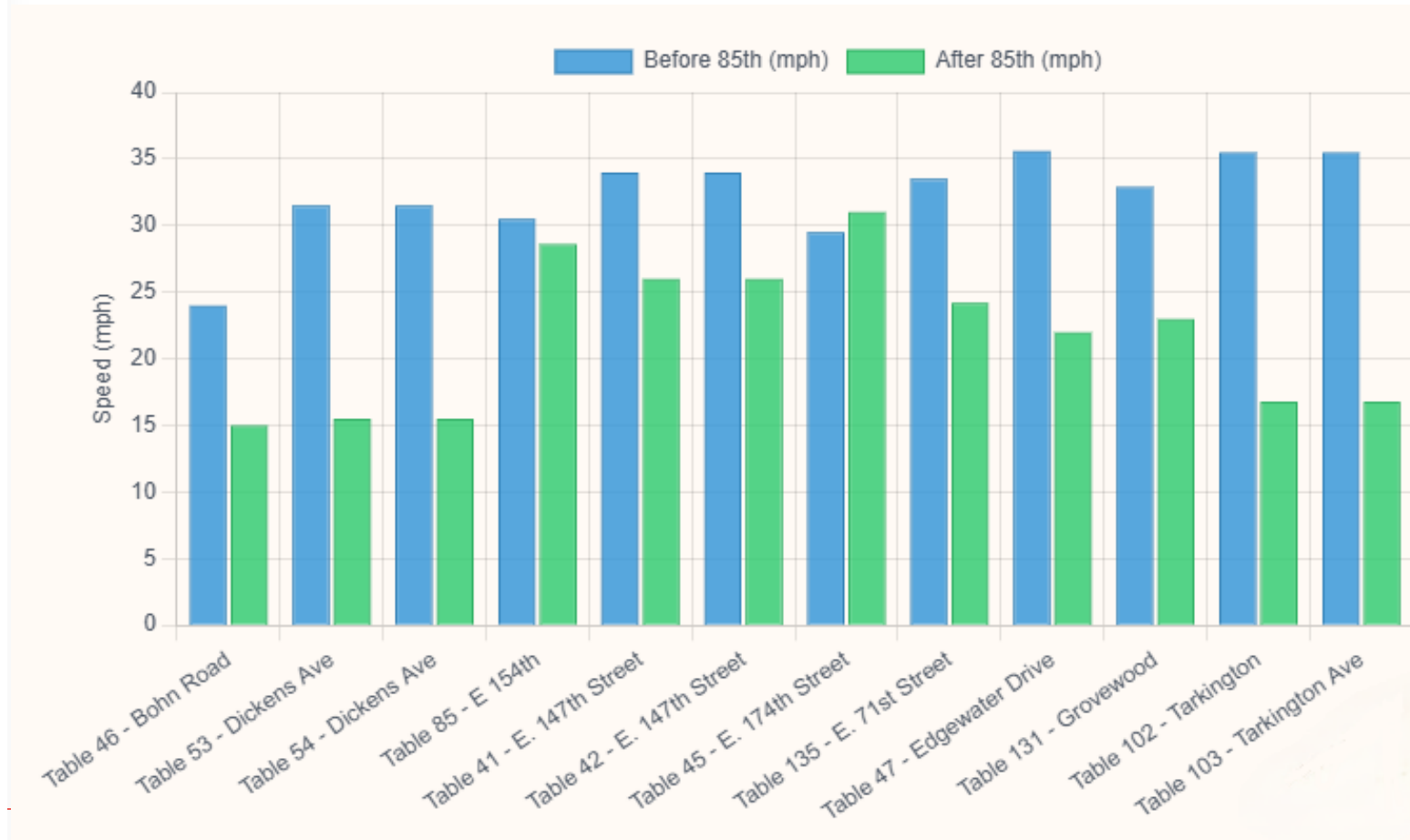
Existing Speed Tables

- **187 tables** as of 2025
- Average of 12 tables per ward
- Southeast Cleveland has most qualified speeding locations.



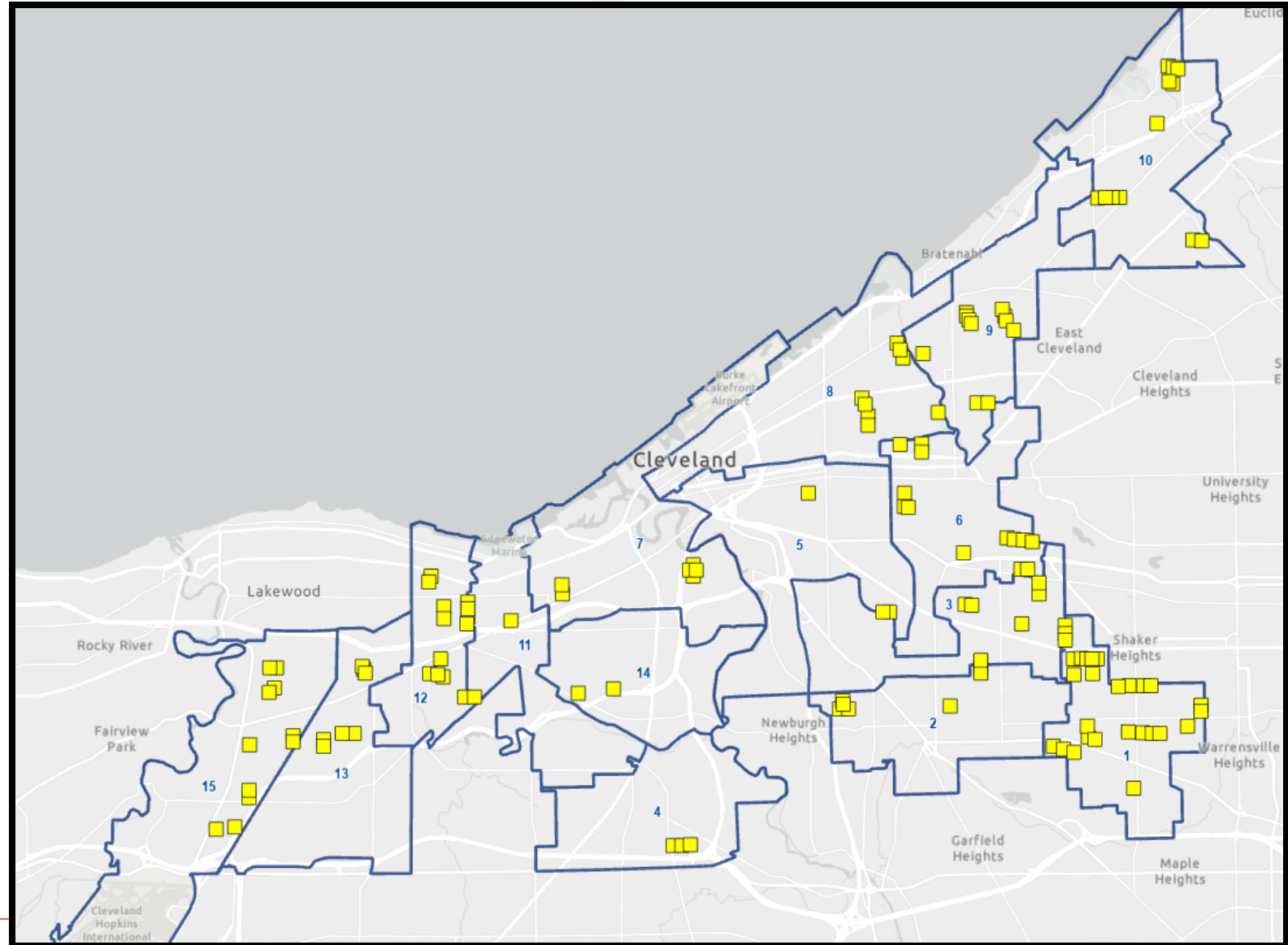
How Well is it Working So Far?

**~9 MPH
decrease
of 85th percentile
speed**



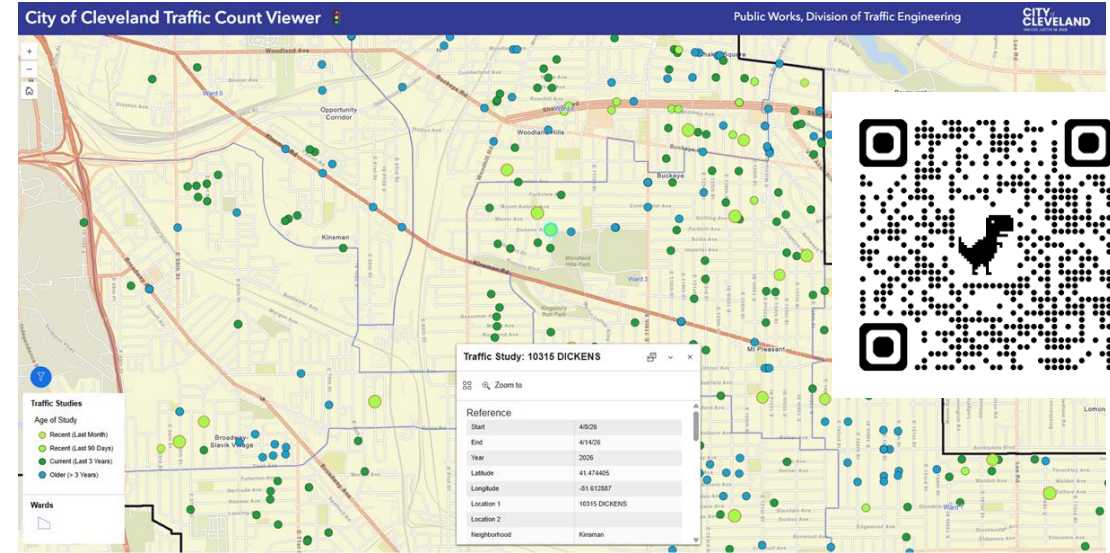
Proposed Locations

- 130 speeding qualified locations (ARPA) approved to build
- These are all based on qualifying studies and technical review for appropriateness.



Traffic Data Collection

- Radar-based counters measure **volume and speed** of each car that passes
- Currently 10 active devices, which are battery-powered
- Studies inform more than speed tables!
- We investigate reported concerns, while also seeking under-reported areas to reduce bias.
- Data is processed in-house and **published to Traffic Count Viewer** weekly on Open Data



TRAFFIC ANALYSIS REPORT

City of Cleveland - Public Works



LOCATION DETAILS

Address:
11902 LARCHMERE

Neighborhood:
Buckeye-Shaker Square

Coordinates:
41.488231, -81.599696

SPEED LIMIT
25

SURVEY PERIOD

Start: March 06, 2026

End: March 13, 2026

Duration: 8 Days

ABOUT THIS REPORT

This report provides information on vehicle speeds and volumes collected by the Division of Traffic Engineering. This data is used to evaluate safety concerns and eligibility for interventions such as the Neighborhood Traffic Calming Program. Eligibility depends on current criteria including volume thresholds, speed percentiles, and street classification. For more information, visit the City's Neighborhood Traffic Calming page.

[Cleveland Traffic Calming Program Webpage - clevelandohio.gov](http://clevelandohio.gov)

8,519

vehicles/day

AVERAGE DAILY TRAFFIC

3:45pm-4:45pm

730 avg. vehicles

PEAK HOUR (VOLUME)

31.7

MPH

85TH PERCENTILE SPEED

27.0

MPH

AVERAGE SPEED

3,420 **1,893**

26-30 MPH 31-35 MPH

354 **56**

36-40 MPH >40 MPH

17,544

See FAQ for details

WEIGHTED SPEEDING SCORE

DAILY AVG. VEHICLES BY SPEEDING GROUP

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CITY of CLEVELAND

MAYOR JUSTIN M. BIBB

[View on City Traffic Count Viewer](#)



VISUAL ANALYSIS

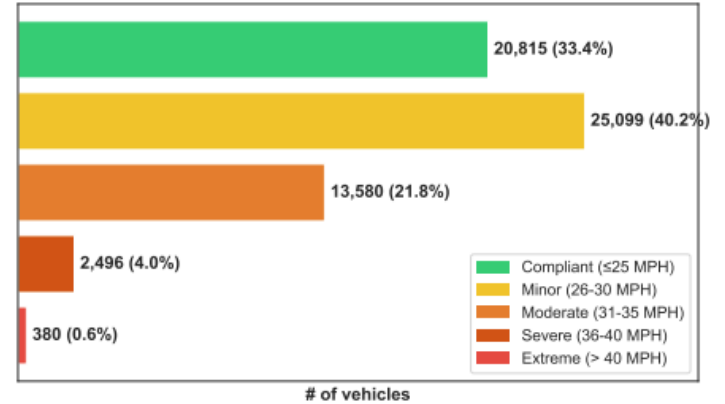
Volume & Severity



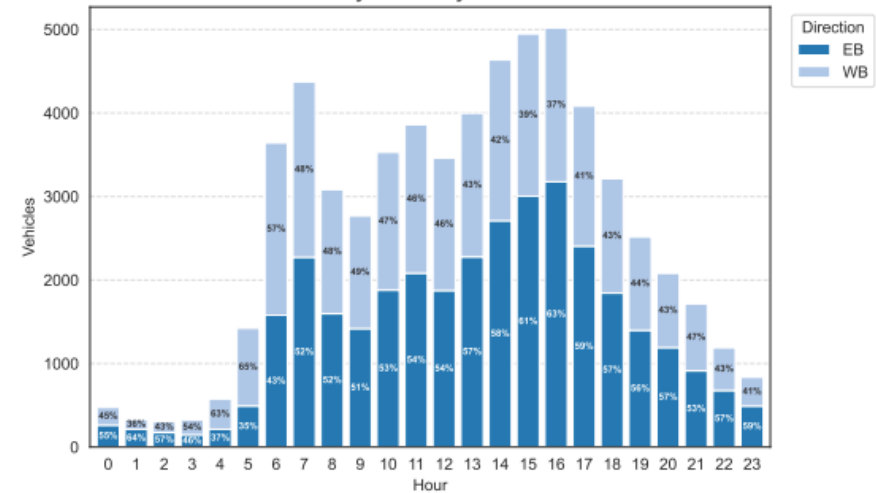
11902 LARCHMERE

Start: March 06, 2026

Speed Severity



Hourly Volume by Direction



[View on City Traffic Count Viewer](#)

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Radar Speed Sign 2026 Overhaul



Background & Updates

- Radar speed signs are interactive traffic calming devices
- Solar-powered LED display shows real-time speed to drivers to improve behavior
- Traffic Engineering is **resetting our deployment**
- 27 radar speed signs in the field currently



Radar Speed Sign Program Overview

City Mobility Team

- Fixed Locations
- Rotating Locations (citywide)

Council Funded

- Fixed Locations
- Rotating Locations (within assigned ward)

Rotations planned, communicated & executed quarterly to start.



Criteria for Fixed & Rotating Radar Signs

Fixed Location Signs

- Schools and parks
- Dense with pedestrian activity
- Vulnerable populations like kids and seniors
- High-injury network streets with long-term crash history
- Try to pair with physical intervention

Rotating Signs

- Not immediately “calmable” streets
- Observed speeding problem but conflict with EMS, major traffic route, transit corridor, etc.
- Quick response to Council request
- Quick response to recent crashes

