

Complete and Green Streets (CGS) High Level Overview 5.16.22

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Purpose: To establish policy for planning, designing, and implementing streets that allow for safe, healthy, sustainable and equitable mobility for all road users.

What we mean by:

- **Complete:** built to accommodate all road users (pedestrians, cyclists, motorists, etc.)
- **Green:** built to mitigate environmental concerns (use of sustainable materials, stormwater management, improved tree canopy, etc.)

Main Components:

1. Policy and Planning
 - Requires City Planning and MOCAP to create a guide for CGS elements to be included in projects in the right-of-way.
 - Integrates elements benefiting all road users into early consideration.
 - Aligns processes so design decisions occur early in the process to limit costs.
2. Community Engagement
 - Creates a Transportation Infrastructure Advisory Committee (TIAC) tasked with identifying candidates for CGS elements. The TIAC will also provide input/recommendations on design. The TIAC is composed of partner agencies, advocacy organizations, and community partners.
 - Requires City Planning and MOCAP to create a standard engagement process to inform residents on upcoming changes and incorporate resident feedback.
3. Evaluation and Transparency
 - Requires an annual review of projects and a report to City Council.
 - Requires public reporting of projects receiving exemptions.

Key Understandings:

1. Not every street is a CGS street. Streets are selected based on various criteria and upcoming City plans. Interventions fall on a spectrum based on context sensitivity. Some streets may get a complete overhaul (bike lanes, bioswales, painted crosswalks, flashing beacons, etc.) while others may get a few treatments (striping, signage).
2. CGS streets will not affect residential street repaving budgets. This is a “both/and” scenario, not an “either/ or” scenario. Actually, since the CGS policy better aligns process and design, costs are considered in original scoping and do not become costlier.
3. CGS streets are for everyone, not just bicyclists and pedestrians. The interventions are designed to make streets safer and more comfortable whether you are walking, biking, rolling, riding the bus, or driving.

Examples of Interventions:

1. Smaller: signage, paint, striping, sidewalks, trees/ plants, lighting
2. Larger: bike lanes, bus lanes, comfortable transit waiting stops, crosswalk islands, roundabouts, curb extensions, bioswales, speed humps, permeable surfaces