



City of Cleveland

Justin M. Bibb, Mayor

2022 City of Cleveland Complete & Green Streets Ordinance Summary & FAQ

Summary

The 2022 Complete & Green Streets Ordinance updates the City's 2011 ordinance to create a new process to incorporate design elements in roadway projects that expand opportunities for travel via modes like walking, biking, and transit and minimize environmental harm within the City of Cleveland. A key component of this ordinance is the opportunity for expanded community engagement in the design of road projects through the establishment of a 10-person Transportation Infrastructure Advisory Committee (TIAC). In general, the road project review process will be augmented as follows:

- An inter-departmental City staff team will meet regularly to review upcoming City-sponsored transportation projects and make recommendations for Complete & Green Streets project elements.
- City staff will present recommendations to the TIAC for feedback and additions at the earliest stage of project planning.
- Staff recommendations, along with TIAC input, will become the Complete and Green Streets List which will be provided to the Director of the Mayor's Office of Capital Projects to inform project decisions.
- Any differences between recommendations in the Complete and Green Streets List and the final project scope will be documented as exceptions and posted publicly.
- The TIAC will assist the City in evaluating the aforementioned City-sponsored roadway projects. The City will prepare an annual Complete and Green Streets progress report that evaluates the effectiveness of the policy.

To help advance a connected multimodal infrastructure network, the Complete & Green Streets Ordinance also requires the Cleveland City Planning Commission to undertake an Active Transportation Plan process to update the 2007 Bikeway Master Plan and the 2014 Bikeway Implementation Plan.

1. What are Complete and Green Streets?

A Complete Street is a street "designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders."¹ Complete Street elements can include sidewalks, bicycle lanes and paths, enhanced bus stops, landscaping, and safety improvements for people walking, biking, and driving vehicles. Green Street elements include street trees and other landscaping, use of recycled materials, and incorporation of sustainable storm water management techniques.

¹ U.S. Department of Transportation, Complete Streets.
<https://www.transportation.gov/mission/health/complete-streets>

2. How is this ordinance different than the 2011 Complete & Green Streets Ordinance?

The 2022 Complete & Green Streets ordinance establishes a committee (the TIAC) to advise Complete & Green Streets design elements before projects are fully scoped and before funding is sought. This increases the City's ability to effectively plan, design, and secure funding for Complete & Green Streets elements and transparently communicate the project details. The new ordinance also establishes a new procedure for City staff to achieve a more robust inter-departmental collaboration and identify where roadway projects may help advance citywide priorities.

3. What is the Complete and Green Streets Policy that is referred to in the ordinance?

The Complete and Green Streets Policy is the administrative guidance and procedures that will be developed by the Mayor's Office of Capital Projects, in collaboration with City Planning, Public Works, and other City departments, to implement the Complete and Green Streets ordinance and integrate its intent into the City's infrastructure projects. The Policy will include process diagrams for different transportation project types, associated timing and funding opportunities, and how different project types will be evaluated for Complete and Green Streets elements and shared with the TIAC and City Council. (Examples of different project types include Residential Resurfacing, Concrete Streets, and Leverage-Financed Projects). The Policy will also detail the City's planned community engagement process for transportation projects.

4. What does multimodal mean?

Multimodal is a term that refers to a variety of ways, or modes, of travel. This includes walking, biking, riding the bus or train, or using another personal mobility device like a scooter. The term can also include autonomous vehicles of different types and sizes designed to provide individualized and convenient transit. Typically, the default mode is a personal automobile, which has been the preferred transportation mode for decades. The promotion and utilization of modes besides the personal automobile are a priority for the City of Cleveland in reaching its safety and Climate Action Plan goals.

5. How will the ordinance be implemented?

Within 60 days of the effective day of the ordinance, the Director of the Mayor's Office of Capital Projects and the Director of City Planning will develop a procedure to convene City staff from different departments to regularly review upcoming City-sponsored transportation projects. Within 90 days, representatives will be appointed to the TIAC. Within 6 months, the TIAC will have its first meeting. City staff will present City-sponsored projects to the TIAC for advisory input to create a list of desired Complete and Green Street elements by project, which will be called the "Complete and Green Streets List." Project elements that cannot be included in the roadway project will be documented publicly as an exception.

6. Who appoints representatives to the TIAC?

The Mayor has the authority to appoint four representatives to the TIAC, and City Council has the authority to appoint six representatives to the TIAC. The ordinance details specific membership categories for the ten members, including the co-chairs of the Vision Zero

Taskforce; representatives from agencies such as the Ohio Department of Transportation, the Northeast Ohio Areawide Coordinating Agency, Greater Cleveland Regional Transit Authority, and the Northeast Ohio Regional Sewer District; and community representatives including residents with relevant experience, a multimodal advocate, and an representative from an organization serving people with disabilities.

7. How frequently will the TIAC meet?

The TIAC will convene on a quarterly basis.

8. What types of projects are included in “City-sponsored transportation projects”?

Primarily, these will be roadway projects that require state or federal grants to construct. Small-scale road projects like those included in the City’s Residential Resurfacing, Gap Street, and Concrete Street programs will not be elevated to TIAC review unless they have been prioritized for multimodal enhancements in a planning effort. The City of Cleveland performs a large number of roadway maintenance and resurfacing projects annually on smaller streets with Complete and Green Streets elements incorporated, such as recycled asphalt, ADA ramps, sewer inspection and cleaning, sidewalk repairs through the Tree-Damaged Sidewalk program, and tree trimming. The Complete and Green Streets Policy will also include guidance for City partners to communicate the City’s desires for Complete and Green Streets elements in non-City-sponsored Transportation Projects.

9. What accountability metrics are built into the Complete & Green Streets policy?

Input from the TIAC will be documented and posted publicly. Any TIAC input that cannot be incorporated into project design will be posted publicly in advance of City Council’s review of project legislation. An annual report for Complete & Green Streets projects will be posted publicly to communicate the previous year’s outcomes.

10. What is an Active Transportation Plan?

Active Transportation refers to human-powered transportation like walking and bicycling. A city-wide planning effort focused on connecting Cleveland’s bike and pedestrian infrastructure with strong input from the community will culminate in the Active Transportation Plan. The Plan will identify gaps in Cleveland’s pedestrian and bikeway network and equitably guide future investments. The ordinance requires the Active Transportation Plan be updated at least every five years.

11. What is the difference between roadway design standards and roadway design guidelines?

Roadway design standards and design guidelines are similar in that they both can influence the design of a road transportation facility. They differ in that standards are a mandatory set of criteria, often regulated by the federal government. Guidelines are recommendations that can be applied within the thresholds established by the standards. Decisions based on guidelines rely on engineering judgment and knowledge of transportation facility design supported by available data.