



**CITY OF CLEVELAND**  
Mayor Frank G. Jackson

## 2012 Complete & Green Streets Report Card

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*City of Cleveland Performance Measurement System for  
Multi-Modal Transportation and Green Infrastructure in Public Right-of-Way*

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Prepared by the Mayor's Offices of Capital Projects and Sustainability

April 16, 2013



## [Introduction](#)

The purpose of this annual Complete and Green Streets Report Card is to track the impact of the City of Cleveland’s Complete and Green Streets initiative. The Mayor’s Office of Capital Projects uses these performance metrics to provide accurate information to the public about the City’s progress in implementing a network of Complete and Green Streets. Each indicator in the report card measures some aspect of complete or green streets that is related to the goals and objectives of the Complete and Green Streets initiative. Each indicator provides a baseline value and a current year. This report card also provide inputs (resources dedicated to complete and green streets), outputs (infrastructure created due to these investments) and outcomes (the results of the outputs).

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## Vision Statement

The City of Cleveland is committed to the creation of a network of Complete and Green Streets that will improve the economic, environmental and social well-being of its citizens. Cleveland's network of Complete and Green Streets will provide safe and desirable travel for users of all ages and abilities and accommodate pedestrians, cyclists, motorists and transit while also incorporating best management practices in green infrastructure.

## 2012 Overview

In 2012, the Complete and Green Streets Taskforce initiated several projects to advance Complete and Green Streets focused mainly on training, capacity building and systems for effective implementation of the new policy. New infrastructure projects were also completed in 2012 to enhance cycling and pedestrian experience as well as to improve the environment.

With support from the YMCA, the taskforce hosted a Complete and Green Streets Roundtable with Dan Austin from 88 Bikes and a two-day training on Complete and Green Streets Typology with Gary Toth from The Project for Public Spaces.

In late 2012, the City issued a Request for Proposals to create a Complete and Green Streets Typology for City Streets which was funded by a grant from the YMCA's Active Living program. The typology project will be complete in Spring 2013. The final deliverable will be a classification system of 10 street types, a framework for prioritizing vehicles, pedestrians, cyclists and green infrastructure within the right of way and a map showing how each street in Cleveland is classified.

Projects completed in 2012 include the Lake to Lakes Bike Trail; the Lorain Carnegie Bridge multi-purpose path; the bicycle lanes on Abbey Avenue and the use of recycled pavement on Martin Luther King Blvd. Projects started in 2012 include the groundbreaking for the Downtown extension of the Towpath Trail and the LED street light project led by Cleveland Public Power. City Council also passed a Bicycle Safety Ordinance in 2012.

Planning for several upcoming projects was also underway in 2012, including bicycle lanes on West 41<sup>st</sup> and West 44<sup>th</sup> Streets, a Complete and Green Street design for Fleet Avenue and Cedar Avenue, and bicycle lanes on Detroit Avenue.

## Goals and Objectives

### **Goal #1: Safety: Provide transportation system with maximum safety**

**Objective:** Reduce the number of pedestrian and bicycle injuries and fatalities with the goal of having the lowest rates per capita in the state.

#### **Indicators of Progress**

- % decrease in pedestrian injury and fatality
- % decrease in bicycle injury and fatality
- % decrease in motorist injury and fatality

### **Goal #2: Maximize Mobility**

**Objective:** All road construction projects are designed to increase mobility for non-motorized users in accordance with Complete Streets principles, aiming to link up to a larger community bicycle, transit and pedestrian network where possible.

#### **Indicators of Progress**

- % Increase in bicycle trips
- % Increase in pedestrian trips
- % Increase in RTA transit use

### **Goal #3: Environmental, Economic & Social Benefit with Green Infrastructure**

**Objective:** Increase total mileage of right-of-way designed to minimize negative environmental impacts in accordance with Green Streets principles.

#### **Indicators of Progress:**

- Reduction in Greenhouse Gas Emissions
- Amount of CSO areas positively impacted through green infrastructure

### **Goal #4: Train Personnel in Complete and Green Streets Principles**

**Objective:** Annually increase the number of management, design and maintenance personnel trained regarding Complete and Green Streets Principles with the goal of 100% of relevant workforce trained.

#### **Indicators of Progress:**

- Hours of training provided in Complete Streets principles.
- Hours of training provided in Green Streets principles.

## Inputs, Outputs & Outcomes

### Definitions

**Input:** The resources dedicated to complete and green streets

**Output:** infrastructure and programs created due to these investments

**Outcomes:** The progress toward Complete and Green Streets Goals as a result of the outputs

### Pedestrian Inputs & Outputs

**2012 Pedestrian Inputs:** Total Capital Investments in Pedestrian Infrastructure = \$1,329,823.57

#### **2012 Pedestrian Outputs:**

- # of bump-outs installed = 0
- # of pedestrian refuge islands installed = 3
- # of enhanced crosswalks installed = 0
- # of intersection countdown signals installed = 42
- Miles of multi-purpose paths installed = 1.3
- # of ADA-compliant ramps installed = 752
- # of installed yield to pedestrian signage = 0

### Bicycle Inputs & Outputs

**2012 Bicycle Inputs:** Total Capital Investments in Bicycle Infrastructure = \$62,297.13

#### **2012 Bicycle Safety Outputs:**

- Miles of bicycle lanes added = 0.3
- # of share the road signs/Bikes May Use Full Lane Signs = (data pending)
- Miles of sharrows added = (data pending)
- Miles of multi-purpose paths installed = 1.3

### Motorist Inputs & Outputs

**2012 Motorist Inputs:** Total Capital Investments in Motorist Safety = \$291,145.67

#### **2012 Motorist Safety Outputs:**

- # of traffic calming measures installed = 4

### Green Streets Inputs and Outputs

**2012 Green Inputs:** Total Capital Investments in Greening Streets = \$1,204,635.44

#### **2012 Green Infrastructure Outputs:**

- Number of stormwater infrastructure projects installed = 0
- Number of treelawns unpaved = 1,000 Square Feet
- Amount of recycled pavement used:
  - Asphalt = 18,102 tons
  - Concrete = 17,491 tons
- Amount of pervious pavement used = 3,448 tons

- Number of LED streetlights installed: 300
- Amount of recycled iron from castings= 155 tons.

## **Personnel Training Inputs and Outputs**

**2012 Training Inputs:** Capital Investments in Complete and Green Streets Capacity Building = \$40,000

**2012 Training Outputs:**

- 10 personnel trained in Complete Streets principles.
- 10 personnel trained in Green Streets principles.

## **Outcomes**

### **Goal 1: Safety**

<b>Area</b>	<b>2011 Baseline</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Pedestrian Injury Rate:	208 injuries/year <sup>1</sup>	134 injuries/year <sup>6</sup>			
Pedestrian Fatality Rate:	1 Fatal injury/year <sup>1</sup>	10 Fatal injuries/year <sup>6</sup>			
Bicycle Injury Rate:	137 injuries/year <sup>213</sup>	92injuries/year <sup>6</sup>			
Bicycle Fatality Rate:	0 Fatal injuries/year <sup>2</sup>	0 Fatal injuries/year <sup>6</sup>			
Motorist Injury Rate:	6,436 total injuries/year <sup>415</sup>	4,369 total injuries/year <sup>6</sup>			
Motorist Fatality Rate:	25 fatal injuries/year <sup>4</sup>	11 fatal injuries/year <sup>6</sup>			

<sup>1</sup> Ohio Department of Public Safety (ODPS) Drivers, Passengers and Pedestrians Unit Statistics – Table 5.05 of Crash Statistic Book, 2011.

<sup>2</sup> ODPS Bicycle Deaths and Injuries by Age—Table 5.12 of Crash Statistics Book, 2011.

<sup>3</sup> Out of a total of 170 reported crashes; includes injuries listed as *possible*.

<sup>4</sup> ODPS Fatalities and Injuries by Month (Motorist)—Table 2.02 of Crash Statistics Book, 2011.

<sup>5</sup> Includes injuries listed as *possible*; excludes *fatal* injuries.

<sup>6</sup> Ohio Department of Public Safety Annual Crash Report for the City of Cleveland FIPS only (2012)

## Goal 2: Mobility

BASELINE TOPIC	2010 Baseline	2012	2013	2014	2015
RTA ridership Annual % Change	4% increase	4.3 % increase			
Bicycle Commuter rate:	(2010) 0.8% of all workers <sup>1 3</sup>	(2011) 1.2% of all workers			
Pedestrian trips:	4.3% of all workers <sup>1 4</sup>	4.4% of all workers			
WalkScore and Rank <sup>5</sup> :	17 <sup>th</sup> Most Walkable City (Score: 58.3)	17 <sup>th</sup> Most Walkable City (Score: 58.3)			
TransitScore and Rank <sup>5</sup> :	14 <sup>th</sup> Most Accessible Public Transit System (Score: 45)	14 <sup>th</sup> Most Accessible Public Transit System (Score: 45)			

<sup>1</sup> 2011 survey data unavailable. 1-year survey totals from 2010 shown in lieu. U.S. Census Bureau: American Community Survey (ACS) – Chart S0801 Commuting Characteristics by Sex (16 years or older), 2010. Data shown is *commuter* only—not for recreational or other trips.

<sup>2</sup> Compared to 12.0% of all workers (153,060 total) in 5-year survey. U.S. Census Bureau: ACS—Chart S0801, 2006 to 2010.

<sup>3</sup> Compared to 0.5% of all workers (153,060 total) in 5-year survey. U.S. Census Bureau: ACS—Chart S0801, 2006 to 2010.

<sup>4</sup> Compared to 4.5% of all workers (153,060 total) in 5-year survey. U.S. Census Bureau: ACS—Chart S0801, 2006 to 2010.

<sup>5</sup> WalkScore and TransitScore via [www.walkscore.com](http://www.walkscore.com). \*Year of data used to project score is pending a response from the organization.

## Goal 3: Environment

2011 BASELINE TOPIC	2011 Baseline	2012	2013	2014	2015
Electricity Use from Streetlights:	(data pending )	(data pending)			
Amount of recycled pavement used:	No Baseline Available	35,593 tons			
# Street Trees Planted	414	0 (no funding was available)			
Estimated Capture of stormwater in the Right-of-way	-NA-	-NA-			

