

Project Questions and Comments (Share Your Feedback Below!)	Project Question Number
I am the owner of McNamara's Public House located at West 87th and Lake, we rely on parking on Lake Avenue. This is unacceptable, the original drawing had parking on one side and we objected to that. there is also a home owner across the street with no driveway. Please contact me at 216-789-1503.	1. Where and how will parking be changed from the current locations?
As a cyclist and transit rider who uses the Lake Avenue corridor quite a bit in both modes, I think the improvements suggested here are great. The pedestrian islands will make the road much safer, and the bike lanes will tame a rather wide and unruly section of Lake Ave. It will also improve the road aesthetically, in my opinion.	N/A
I've lived in the area the last 3 years and use Lake Ave. all the time. The street is definitely in need of a complete resurfacing. Adding safe bike lanes would only make the area better. It would connect Gordon square to Edgewater park at a different location and would make the community better. Fully support this project next summer! Excited to see it improve.	3. Will separated bike lanes be considered for this project?
Please consider a separate, protected bike lane! Our city is behind in providing safe areas for bike transportation. Paint on the road to separate cars from bikes isn't enough to make families feel safe traveling via bike on our streets. This will also help keep bikes off of the sidewalks.	3. Will separated bike lanes be considered for this project?
Why even bother with feedback once the project is at such an advanced stage? Since it is already scoped and most likely bid out, very little can be changed. People will submit feedback, then be angry when it is not implemented. It almost seems like it would be better to collect feedback at an earlier stage, and just make an announcement at this late date.	N/A
Has there been any consideration to removing the slip lane from lake onto Clifton near dons lighthouse? Every time I am running or walking there, cars go flying by without consideration for non-vehicular users.	8. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project?
I ride my bike on this route daily as a part of my commute. Please make the bike lanes protected for the length of Lake St., from 117th to Detroit.	3. Will separated bike lanes be considered for this project?
I think the bike lanes need to be protected either by having the cars park and the bike lanes in between the parked car and the sidewalk. Or putting up some sort of protection between the bike lane and the driving cars. Otherwise, this is a much needed plan!!	3. Will separated bike lanes be considered for this project?
green painted bike lanes and pedestrian safety features separating bike lanes for cars	3. Will separated bike lanes be considered for this project?
Looks great! Thank you for sharing this website with all of us residents. Please do not sacrifice pedestrian access and space, or bike lanes for parking. Thanks again.	1. Where and how will parking be changed from the current locations?
I think the design looks great and the bike lanes appreciated where added. Is there a bike lane along Clifton or elsewhere forthcoming to continue the Lakewood bike Lanes on Lake Ave ? My other concern is traffic diversion away from Edgewater Dr. during construction. It will undoubtedly become a detour for people wishing to avoid Clifton - is there any way to stop this from happening ?  Nice job overall - It's a tough job to make everyone happy and even more difficult to keep them happy during the project - Thank You in advance.  Tom	2. Why are there no bicycle facilities in the plans from W. 117 <sup>th</sup> Street to Clifton Blvd.?
I live at 11520 lake ave. Currently you do not address how the single lake ave lane at west116th street opens to accommodate two cars to 117th and then narrows to one lane in Lakewood. Currently this causes dangerous driving as cars try pass other cars before 117th creating traffic issues, loud honking and road rage. How are you addressing this stretch? Where is the medium at 117th that was talked about. Please respond.	5. What improvements are planned for the intersection of W. 117 <sup>th</sup> Street and Lake Avenue?
We need barriers for bicycles and other alternative modes of transportation. Revised markings on the street are neither enough to deter car traffic from entering the lanes, nor to the protect the travelers in any way. Countless other metropolitan areas use their resources to protect their citizens. This would be a major step in the right direction.	3. Will separated bike lanes be considered for this project?
The 7' bike lanes need to have a 2-3' hashed buffer against the drive lane. I bike down Madison's 7' bike lanes regularly and there are always cars parked in them forcing riders out into the drive lane. At 7' they look and can function as parking lanes. In fact right over on Franklin the parking lane is marked exactly as the bike lane is on Madison. I can't hardly even blame the people parking in them, they look identical. Can you please just buy some extra paint and mark the bike likes to actually look like bike lanes?	12. What is the width of the bike lane and location of the bike lanes? Will green paint be used with the bike lanes?
I am a homeowner on the south side of Lake Avenue. We cannot pull out of our driveway safely due to the combination of two factors: parked cars and the speed of moving cars. The parked cars limit our view but if the moving cars were going slower, it would not be the problem that it is.  Lower the speed limit. It makes no sense at all that the speed limit on our densely populated residential street is the same as the Shoreway.  Provide striping for parking spaces to indicate how close people can park to our driveways. Our neighbors in the apartment buildings are desperate for parking spaces and will try to squeeze in where they don't fit. Their cars extend over our driveway aprons making it difficult and dangerous for us to get in and out. We have had many close calls, trying to get around a parked car and nearly getting hit by a car speeding down the street.  My fear is that once the street is improved, drivers will go even faster because there won't be any bumps to slow them down. Lower the speed limit to 25mph.  Thank you.	1. Where and how will parking be changed from the current locations?
I live right next to the Lake Avenue Commons. This looks good so far, I thoroughly appreciate there not being a median for me navigate around in order to turn left onto Lake and travel east (towards Lakewood and to enter the Shoreway). Broadly speaking, I am in support of as much green space (plants bushes trees) that can be maintained as possible. I think those plants would be an amazing addition to the street and broader neighborhood.  Thanks	N/A
I am grateful that this road is being improved. I think the pedestrian islands will be a great addition. It's a shame that we can't to do more to protect cyclists from car traffic... painted lines are proven to do little to improve safety without physical barriers. I suppose that is a battle for another day though.	3. Will separated bike lanes be considered for this project?
I'm really happy to see the bike lane from Detroit to Clifton! I live off Clifton so I use this route a lot but I sometimes bike out of the way to avoid Lake. It would be really cool if bike lanes could be included from Clifton to W117 too, especially with the new lanes in Lakewood; that would create a very useful continuous path!	2. Why are there no bicycle facilities in the plans from W. 117 <sup>th</sup> Street to Clifton Blvd.?
I live on the corner of Lake avenue and West Blvd. (my house is pictured in your cover photo). It appears no bike lanes will be installed from CliftonBlvd to w117. I assume this is due to the need for on street parking for the numerous apartment buildings. While not having a dedicated bike lane down this part of Lake Ave will upset some. I whole heartedly agree with the decision to keep the parking.	1. Where and how will parking be changed from the current locations?

<p>For continuity and safety, I'd like to see better accommodations for cyclists between Clifton and w.117 on Lake Ave. Ave. I understand the constraints due to a narrowing of Lake Ave just north of Clifton, but what of an off-road path on the north side of Lake? Lake? There is adequate space on the tree lawn. lawn.</p> <p>Doing so creates a continuous accommodation for cyclists from Detroit Ave in CLE all the way through the city of Lakewood. Lakewood.</p> <p>Also, the pedestrian crossing signal on the SW corner of West Blvd and Lake is very short. short. The last time I timed it, which was about two years ago, the pedestrian signal appeared for less than 10 seconds. seconds. I believe there to be a relatively recent law in Ohio that makes pedestrians vulnerable (liable) when initiating a walk when the hand is blinking. blinking.</p> <p>Can the walk signal be extended to allow slower walkers to make it across while the pedestrian symbol is still illuminated? illuminated?</p> <p>Appreciate the improvements to these public input form btw. btw. Thanks! Thanks!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Where are the biking recommendations? The medians are a terrible idea as they squeeze cars and bikes together, increasing risk of collisions. Your planners should go out and ride bikes and see if these pedestrian areas are a good idea. I don't think so. A separated two-way bike path with a median is what's needed. Lake Ave. NEEDS to be a through bike route from downtown through the far west suburban areas.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>I am happy this project is moving forward. My feedback is the following:</p> <p>- Please add additional medians between W. 85th and W. 78th Street. This span is about 1,500 feet and could greatly benefit pedestrians if more crossings were available at W. 83rd and W.80th, especially since the library is located at W 80th.</p> <p>- Also if possible, a dedicated bike lane rather than shared bike lanes are significantly safer especially since this is a 35 mph road.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Please make protected bike lanes. I would happily give up one side of street parking to create a safe, fast, and efficient bike route to edgewater from Detroit Shoreway.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Please consider infill planting of trees for any vacant portions of tree lawn along this project (including unused concrete aprons that may be returned to grass).</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>NO,NO,NO. stop it already, cars have enough problems traveling Lake Ave. There is a lack of parking for all the apartments on Lake Ave. Did you forget this is Ohio, we do not have enough good weather to support this. Have them use the metro parks, there is plenty of room for their bikes. I pay too much in taxes to keep losing my streets to irresponsible bicyclists who refuse to obey traffic laws. Bicyclists need to be forced to get license plates and pay the same taxes that cars have to pay as they are taking away our roads. This is another waste of tax payer money spent for a tiny irresponsible group of snowflakes.</p>	<p>N/A</p>
<p>Consider sharrows and "share the road" signs along section one since bike lanes aren't included.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>This project should include a bike line on Lake Ave between Clifton and W. 117th. I think providing a safer place for people to bike should be prioritized over street parking.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I rode the western 1/3 of Section 1 on December 7th, and I ride that section from time to time. The pavement resurface will be a huge improvement. I'm quite disappointed to see that bike lanes are not planned for Section 1. I encourage you to consider the addition of bike lanes wherever possible within Section 1 and Section 2, extending the great work of the City of Lakewood. Even if they're not continuous, it would be a big improvement for the growing number of cyclists that use the corridor, as well as the residents. Thanks for your efforts on this! Improving pedestrian and bike access in this part of town is a big win for Cleveland.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I live on W. 89th St between Desmond and Detroit.</p> <p>I bike as my main mode of non-work transit, using Lake Ave as my main road to go to Edgewater or Gordon Square. I have to deal with drivers who do not care about bike traffic and have been harassed by cars that are aggressively against bikers being on the road. Other times Lake Ave drivers (between Clifton and Detroit) use two lanes of traffic, bleeding into the side of the road I'm biking on. I do not bike west of Clifton on Lake because of the lack of bike infrastructure or space.</p> <p>I would like to see dedicate physical bike infrastructure, not just a sharrows or a marked bike lane. Even plastic bollards or a slightly graded elevated curb.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Make it very safe for pedestrians and bikers. My friend was robbed walking home. I've also seen someone get hit by a car.</p>	<p>N/A</p>
<p>I am a long time resident on Lake Avenue. I am hoping that your plan includes replacing the dated blue EDGEWATER Premier Neighborhood signs. Please inform me if this is a possibility.</p>	<p>13. Do the plans include replacing the blue EDGEWATER Premier Neighborhood signs?</p>
<p>Do not approve. Please keep bicycles off of Lake Ave. Too much traffic, the people that live on Lake deserve a place to park. Bicyclists do not obey the traffic laws, nor do they pay road taxes.</p>	<p>N/A</p>
<p>Please provide bike infrastructure West of Clinton. My family rides this route often and there's no good connector for bikes going into Lakewood after the Clinton intersection.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>While I am happy to see Lake Ave receiving attention and that thought has been given to pedestrian safety, I have a few other major concerns.</p> <p>1. There is no dedicated bike infrastructure in Section I (W117 to Clifton). This approximately one mile of Lake Ave would be the only section of the entire road between the Rocky River Reservation and Edgewater Park that lacks bike lanes. That is a massive oversight and leaves our increasing numbers of bike riders in a needlessly dangerous situation. I believe that the center turning lane should be eliminated, the driving lanes relocated, and dedicated bike lanes added. Additionally, if this change encourages non-local commuters to switch their commute routes to Clifton Blvd that is an additional win for local residents.</p> <p>2. The center turning lane between Clifton and W85 is unnecessary and should be eliminated, with at least one lane of parking restored for the local businesses in the area. I understand that this arrangement is of particular concern for these property owners. Ideally, I would love for the parking lane to be used as a physical barrier between the traffic lane and the bike lane.</p> <p>These are my initial, strongest reactions to the proposed work. I will submit further comments should I have any.</p> <p>Regards, Jon</p>	<p>1. Where and how will parking be changed from the current locations? and 2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I noticed that there is no place in the plan for bike lane infrastructure from W.117th to Edgewater Park along Lake Ave. With all the work being put it with the trail connectors at Edgewater and along the lake front &amp; the connector to the tow path I think this is something that should be addressed. This would allow the connection of the west side safely to all that the city park system has to offer. Additionally having no pedestrian centered crossings along this same stretch in this concentrated area with tons of rental units and home owners I think becomes a safety issue. Lake Ave is a chosen pedestrian pathway from folks who live just South of the street and people use that path to walk to and from the grocery store. To leave these two things out of the development seems like a missed opportunity and honestly a safety issue.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? and 11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115th Street?</p>

From w. 117 to Clifton there is currently street parking on only one side. Not two.	1. Where and how will parking be changed from the current locations?
This is a great website and video explaining the website and plans. I had a few questions about the intent of the medians, but my questions were quickly answered when I saw the plans on the Bike/Ped tab. Great job on public education for this project! I look forward to seeing more detailed plans as this moves along.	N/A
<p>More thoughts:  Native plants in all medians.  Expand sidewalk by 4" on either side of road to create a multi-use path between w.117 and Clifton. When was the sidewalk last replaced? And, Whose responsibility is it to mow the grass on the tree lawns? Convert grass to natives and expand sidewalk to be multi use path. Pay for it by floating a bond based on the savings from no more mowing. ODOT is doing something similar in a partnership with US Fish and Wildlife.</p>	2. Why are there no bicycle facilities in the plans from W. 117 <sup>th</sup> Street to Clifton Blvd.? and 6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?
<p>More protected bike + pedestrian infrastructure on Lake Avenue. There are many cyclists who use Lake because it feels safer to bike than Clifton Boulevard. However, with the amount of cars parked on Lake Avenue, it still feels treacherous in some areas. Additionally, I walk my dog along Lake and speeding cars have nearly killed us. It would be great to have more traffic calming measures so that drivers don't treat Lake like a Route 2/Shoreway freeway extension.</p> <p>From W. 85th to Detroit Avenue, it would be great to have the parking lane and bike lane flipped. This way, parked cars would protect bikers from traffic. When riding my bike on Lake Avenue, I have almost been doored ON NUMEROUS OCCASIONS by drivers who parked and didn't look over their shoulder when opening their car door. Additionally, having a car drive across a bike lane to park means that cars will just use the bike lane as another driving lane. I've seen it across the city - unless we have truly protected bike lanes, drivers will just use the bike lane as another driving lane.</p> <p>Finally, I would like to know more about the maintenance of medians. On Clifton, drivers routinely crash into our medians and down new trees that have been planted. How will medians be protected and how will traffic calming/reduction of speeding be prioritized so that fewer drivers run over the median and destroy it?</p>	3. Will separated bike lanes be considered for this project? and 6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?
lower the speed limit!!	7. Will the speed limit for Lake Avenue be reduced from 35 mph to 25 mph?
The failure to include bike lanes between Clifton and West 117th St. within this plan is a huge missed opportunity. I hope this can be rectified, and cannot support the plan without this crucial component. Please amend the plan!	2. Why are there no bicycle facilities in the plans from W. 117 <sup>th</sup> Street to Clifton Blvd.?
Where can I review the feedback of other posters?	N/A
<p>I support this.</p> <p>I am a regular bicycle commuter from my office at 78th Street Studios to my home in Lakewood.</p> <p>Reduction of hard surfaces by removal of unused aprons is a plus.</p> <p>Bike/ pedestrian infrastructure is a plus.</p> <p>Planted median islands will make the area nicer, and will help calm traffic.</p> <p>THREE NOTES:</p> <p>I hope the railroad can be persuaded to significantly improve its overpass, at the very least maintaining the abutments and painting the steel bridge.</p> <p>I hope that bike amenities continue west from Clifton, connecting to bicycle lanes along Lake Avenue in Lakewood.</p> <p>Anything you can do to ease bike/pedestrian traffic from Lake across the shoreway/Clifton to Lake Road west, and also from Lake making the left turn across the broad intersection to Clifton West would be a plus. This could include striping lanes across the intersection, somehow managing the timing of the light, perhaps painted bike boxes on pavement for the left turn, etc. It is a long way across the intersection. Westbound traffic from Lake making the left onto Clifton rarely holds its line across that expanse, and often rushes to make it through before the light changes for the crossing traffic from the Shoreway (which despite recent changes often still moves at highway speed).</p>	3. Will separated bike lanes be considered for this project? and 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?
As a resident of Gordon Square neighborhood and an artist at 78th Street Studios I am looking forward to these wonderful improvements in terms of safety and aesthetic value. Thank you.	N/A
Super excited for this project especially the 2nd phase. Detroit and lake going west needs this the most! Hope this can include some necessary maintenance to the lake ave bridge as well! Lighted crosswalk near Desmond would be very helpful as it is a dangerous part to cross the road	N/A
<p>This is so exciting! The plans look much safer than existing conditions. Right now Lake Ave. between Detroit and Rt2 is a raceway and can be very difficult to safely cross on foot. I am huge fan of the dedicated bike lanes.</p> <p>However, I also sympathize with Gary MacNamara and the corner store owner in their concerns about their customers' parking being stripped. Not sure what the best solution is, but it does seem unfair to them. Also, I fear that customers of the two establishments might end up disregarding the bike lanes and parking over top of them.</p>	1. Where and how will parking be changed from the current locations?
<p>How many comments can I leave?  This street is in my backyard so I use it with my kids weekly.</p> <p>What about removing the center turn lane? Is it justified given the relatively low ADT on Lake Ave?</p> <p>If removed, there is space for a bi-directional bike lane protected by a row of parked cars. Have used these types of protected bike lanes in Detroit and felt very safe. The design fits on the narrowest part of Lake Ave so ought be suitable for the entirety of Lake Ave. Only major difficulty in transition at Detroit and W. 117.</p> <p>Quickie mock up here &gt; <a href="https://streetmix.net/johnmmcgovern/2/lake-ave#">https://streetmix.net/johnmmcgovern/2/lake-ave#</a></p> <p>Thank you!</p>	5. What improvements are planned for the intersection of W. 117 <sup>th</sup> Street and Lake Avenue?

<p>What will the bike signage be on Lake east of 117th before the separate bike lane starts? Cleveland has several bike lanes that just end with no explanation of where bikes are to go. I am absolutely fine riding in the road, but would like cars to know I have a right to share the road.</p> <p>I'd like also to point out that the new Fulton bike lane has issues in the section over the tracks south of Lorain. In that area, white posts separating the bike lane from the car lane were installed. The result is snow plowing can not happen with regular snow plows. I think finally several days after this most recent snow storm a small plow must have gone through. However, the lane is still filled with trash, junk, rock salt. (The lane is regularly littered with all sorts of junk and glass since the installation of the white posts.) After the snow, the overpass was impassable by bike and very difficult by foot. Fulton can actually be less safe for cyclists now than it was prior to all the work. If the bike lane is unrideable, the car lane is not a great place to ride because it's narrow.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I am property owner of 8100 Lake Ave. I have a four unit apartment building. I don't think it's fair that my tenants cannot park on the north side of the road in front of their building. This was mentioned at the meeting. I feel parking should be available on both sides of the road. I feel parking should be available On both sides of the road. There are many multi family properties between Detroit and Clifton. I do not feel parking will be adequate. This is supposed to be an improvement. If parking on only one side of the road, it will not be an improvement for the residents along the Lake Avenue corridor. Please address. Thank you.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>This plan looks amazing and will connect Lakewood with the Detroit Shoreway in a very inviting way. This will help the Detroit Shoreway to flourish more than it already has!!</p>	<p>N/A</p>
<p>This comment is my second submission.</p> <p>While I appreciate the roomy, 7-ft bike lanes, a bike lane of this width without physical protection/barriers is somewhat useless because people continue to just park cars in the bike lanes. The City does not have any meaningful intention to prevent this practice, and therefore the bike lanes become unusable. This scenario occurs regularly with the new bike lanes on Madison Ave which are wide but seemingly always have a few cars, trucks, and vans parked in them.</p> <p>I would like to see these bike lanes be truly protected bike lanes or narrower bike lanes with parking used as a physical barrier (a suggestion I included in my previous comments). Additionally, narrower bike lanes enable the center lane to be eliminated and replaced with a bi-directional cycle track or just some basic, simple bike lanes.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.</p> <p>Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).</p> <p>Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.</p> <p>Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)</p> <p>Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>3. Will separated bike lanes be considered for this project? and 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Would love to see bike lanes along lake that mimic what Lakewood has done with their section of lake road.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Bike lanes from 117th to Clifton and then on to Detroit along Lake avenue are a must have. I ride from Jackson Ave in Lakewood along Lake all the way to Detroit and into downtown every day. The lack of dedicated bicycle space means it's just a matter of time before there's an inattentive driver sending me and my bike flying.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.</p> <p>Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).</p> <p>Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.</p> <p>Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)</p> <p>Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>3. Will separated bike lanes be considered for this project? and 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>What a shame not to continue the Bike Lanes that are on Lake Avenue in Lakewood all the way to at least Edgewater Park. I thought the City of Cleveland had a "Complete and Green Streets" plan. I don't see anything remotely complete about what is being proposed between W117 and Clifton. Doesn't the City own the tree lawn right of way? Why not partner with the Metroparks and put in a bike path from the Lakewood border all the way to the park? Something like the path down Big Creek Parkway in Middleburg Hts.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I am concerned about the lack of bicycle infrastructure between Clifton and 117th street. This is a prominent bike route for many people, with a major grocery store at 117th street and Clifton. There is currently no safe bicycle infrastructure closing this gap.</p> <p>As an Ohio city resident who does not own a car, I frequently use Lake Avenue by bicycle, and have had many close calls and difficult interactions with motor vehicles. Recently, I got caught in a heavy rain and hail storm while trying to get home on Lake Ave. There was heavy traffic at the time, and the lack of visibility and dangerous conditions put me at increased risk. An out of town police officer rolled down his window to tell me and a friend I was riding with that we needed to use another road and that our use of the road was not safe. We had no other options, and needed to get home to seek shelter. This problem could be solved by fixing the dedicated bike lane gap on Lake ave. Please revise your plans to include a solution for this problem.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.</p> <p>Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).</p> <p>Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.</p> <p>Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)</p> <p>Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p> <p>These improvements to the design will make the corridor safer for people biking and walking. We need to connect our bike network.</p>	<p>3. Will separated bike lanes be considered for this project? and 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>

<p>Hi, I own 8008 Lake. Overall the project looks great for the area.</p> <p>However, I have some concerns as a home owner. It appears I'll be losing my on street parking? It would seem to make more sense to keep parking on my side (north side instead of south) of the street between 85th and Detroit. It feels like a really big loss to lose parking directly in front of my house, and there aren't even houses on the other side. I'm hopeful the area continues to pick up, but considering even my neighbor has had a vehicle stolen in their driveway, keeping parking close to the few houses in this stretch is something we value. Is there a practical design reason for north a south parking? I'd like for you to reconsider this decision if possible.</p> <p>Additionally, I don't see any comments about lighting. The lighting in this area is poor. So I am concerned of more bikers and pedestrians and the visibility of them. I have seen proposals in the past of smart LED lighting. How will the city address the visibility in this area?</p> <p>Lastly, there are cars that go pretty fast on these rough roads as is. I predict with smoother roads, to see faster moving vehicles. What will the speed limit be for this stretch?</p> <p>Thanks for providing a venue for feedback. I hope to hear back from you soon.</p> <p>Steve</p>	<p>1. Where and how will parking be changed from the current locations? And 7. Will the speed limit for Lake Avenue be reduced from 35 mph to 25 mph?</p>
<p>Great news! Now west 117th between 90 and edgewater needs repaving. The yearly patches routinely fail.</p>	<p>N/A</p>
<p>I'm looking forward to lake ave being repaired it's been a bumpy mess for ever! I'm an avid bike commuter and support sharerows and bike lanes but think divided bikelanes with posts don't work in the winter due to unplowable snow in them and bike lanes make left turns unsafe because cars don't expect you to cross over to turn.</p>	<p>N/A</p>
<p>Hello!</p> <p>As a cyclist who lives nearby it is sad to see this project proposed in a way that still creates a large gap in cycling infrastructure.</p> <p>I support adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan.</p> <p>Thank you</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Please add safe bicycle facilities! It is so important for Lake ave to have all-agesand-abilities bike infrastructure. Cuyahoga greenways are important. Please work an integrated plan with Lakewood.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I live at11526 Lake ave. I do not see the calming island at 117th and lake and that was in the proposed plans originally. Currently, you have a stretch of road from 115th to 117th that allows cars to dangerously pass each other on what should be one lane. The proposed island was supposed to keep this traffic at one lane. Currently the width of the lane from 115th to 117th has created numerous road rage situations where cars are trying to pass slower cars because the lane is just wide enough to allow that to happen. Also, with the increased traffic caused by Lucky's market, you need a turning lane at 116th and Lake ave. Please review these concerns. It appears all of your changes are centered on Clifton to Detroit and yiu have a huge concern at117th. Thank you!</p>	<p>5. What improvements are planned for the intersection of W. 117<sup>th</sup> Street and Lake Avenue? And 11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115th Street?</p>
<p>I'm regular bicycle commuter that travels from Lakewood to the West Bank of the Flats for work. I'm glad that Lake Ave is getting resurfaced, however, I'm terribly disappointed that no facility for bicycles is being planned on Lake Ave from W. 117th to Clifton. This leaves a major gap in the city's bicycle network.</p> <p>From my experience, the section of Lake Ave from W. 117th to Clifton is extremely dangerous for cyclists. Cars use this section of Lake Ave. recklessly to get to the shoreway as fast as possible. The fact that the city is proposing a turn lane instead of protection for cyclists is very discouraging and is going to result in somebody getting injured. Lakewood has done their part to make Lake Ave. safer for cyclists, now please do yours.</p> <p>Thank you, Ethan</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I think there should be bike lanes and consideration on this whole stretch and not just a portion of it. This is exactly the mistake that has been made in the past where roads start and stop with accomodations for bikes and it becomes dangerous for all....Connect the whole city!!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Hi, I would love it if you could do something about the signal change at Lake and West Blvd for cyclists. Heading west bound at that intersection, the signal does not change unless a car is present to trigger the magnetic actuator. I've had to wait there for like 3 light cycles before and it is a dangerous intersection to try to cross without having the right of way due to the traffic signal.</p> <p>Thanks!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Being someone who lives on the Near West Side and frequently uses Lake Ave for recreation (both running and biking) I hope the redesign includes more safety features for cyclists and pedestrians. A complete street including buffers for different modalities would be ideal.</p>	<p>N/A</p>
<p>Please do the following:</p> <p>Add a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Include green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.</p> <p>Continue bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).</p> <p>Include bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.</p> <p>Install a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)</p> <p>Include traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>3. Will separated bike lanes be considered for this project? and 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>

<p>I like the plan the way it is. No bicycle facility is needed between Clifton-W.117. Edgewater is a great alternative for Lake Rd and is currently the designated lakefront bicycle route. Please enhance Edgewater to maintain a smooth accesspoint for cyclists.</p> <p>Parking is needed on Lake for the apartments and density that should be on the Transit Corridor - Clifton.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>Why leave a Gap in the bike lane network? Please follow the area plan to INCLUDE a bike lane to connect the existing bike lane in Lakewood with the bike lanes on Detroit. It is pointless to only construct a bike lane to Clifton - where will the bicycles travel between that intersection and Lakewood?</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>To miss the chance to provide a bike lane from Clifton all the way to w117 means cyclists are directed to ride on Clifton with its confusing bus lane, sharrow mix with a denser amount of traffic. Please consider adding bike lanes in this area. As a user of the street parking in this area, I am very sensitive to needing to maintain a parking lane.</p> <p>How do we better restrict the delivery trucks and landscaping trucks that want to take up an entire lane.</p> <p>Whether or not there are bike lanes between Clifton and W 117th, the section between West Blvd and w 117th has become somewhat of a speedway with motorcycles and fast cars often exceeding 45mph. It might be worth considering reducing the speed on Lake to 30 mph or less especially if no bike lanes can be accommodated and sharrows are used, hopefully forcing traffic that needs to go 35 mph over to Clifton which has the capacity with sightlines and space to allow for these faster cars. Clifton is not a good bikeway because people really do treat it like a highway.</p> <p>The intersection at Clifton and Lake can use some improvements for cyclists and pedestrians. Entering or leaving the shoreway tends to lead to excessive car speeds through this intersection.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? And 7. Will the speed limit for Lake Avenue be reduced from 35 mph to 25 mph?</p>
<p>Please follow existing plans and make all of Lake Avenue a safe street for biking by: [1] Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit); [2] Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane; [3]; Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood) [4] Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan; [5] Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019); [6] Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>I live in the Baltic Road area and use Lake Avenue a lot. I bike around there with my kids a lot as well. I would really love to see a bike lane on Lake Avenue between Clifton and W. 117th, especially since Lakewood just put a bike lane on Lake Avenue!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>To whom it may concern,</p> <p>Please consider adding bicycle lanes to your Lake Avenue project, and other future road projects in and around Cleveland, Ohio. Just last week five bicyclists were killed and several others were injured while on a group ride in Nevada. Biking has always been a dangerous hobby, and blessedly Ohio has improved and added a good number of new trails in the last several years that have made riding safer and less frightening. However, sometimes getting on a no-bike lane road is unavoidable. In these cases, I have personally been run off the road multiple times, almost hit by cars countless times, and actually hit by a car once.</p> <p>2020 has seen a huge increase in bicycle sales and riding habits. Bike lanes promote the safety of both new and long term cyclists, as well as the well being and best interests of drivers who may or may not be looking for slower moving vehicles on the roads.</p> <p>Further, having bicycle and pedestrian safe roads in and around Cleveland will continue to attract people to the area, especially tourists who may be looking to hit up the Tow Path or Ohio to Erie Trail.</p> <p>Please consider adding bike lanes to the project to protect the safety and benefit of all of our citizens.</p> <p>-Karen</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I would encourage liberal use of Sharrow (shared lane) markings and Bike May Use Full Lane (BMUFL) signage.</p> <p>Continuing to separate bicycle and motor vehicle traffic will only encourage the thinking that these road users need to be separated. Bike Lanes might make some bicyclist *feel* safer but they are not actually safer. Planner ought to be putting in facilities that promote increased *actual* safety. Using sharrows and BMUFL signage tells motorists to expect to see bicyclists here and tells bicyclists that motorists are to expect bicyclists here. That will foster mutual respect and improved safety while coexisting on shared road resources.</p> <p>Bike lanes reduce safety in a number of ways: (1) door zones, (2) parked cars, (3) increased risk associated with controlled intersections (right hooks, oncoming traffic left turns, right turns from lane to left of bike lane), (4) blocked bike lane (treated as less important than main roadway lanes), (5) not cleared of snow or other obstructions (leaves, debris, standing and/or parked vehicles), (6) unmarked intersection conflicts (driveways)---increased risk both from vehicles entering and leaving driveways. Motorists are looking for traffic in regular travel lanes---not bike lanes. So, using bike lanes just worsens the problem, increasing conflicts.</p> <p>Bike lanes also reduce liability protection for cyclists. Bike lanes are not defined in the Ohio Revised Code. Bicyclists do not explicitly have the right-of-way when going forward on a green light at an intersection when entering the intersection from a bike lane. A vehicle turning right and crossing where the bike lane might be extended into the intersection may have the right of way. This puts cyclists and their families at a reduced level of liability protection. Public entities ought not be creating infrastructure to do this.</p> <p>Continuing to segregate bicyclists and motorists will promote disrespect, conflict, and decreased safety. Using Sharrows and BMUFL signs everywhere will increase awareness and expectations and thereby increase safety. Sharrows do not add conflicts problematic with bike lanes and large side paths.</p>	<p>N/A</p>

<p>Please follow existing planning documents. Why do these plans and then ignore them?</p> <p>Specifically, I advocate for the following:</p> <p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.</p> <p>Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).</p> <p>Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.</p> <p>Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)</p> <p>Including traffic calming measures at the Lake/Clifton intersection. While I understand that this intersection is not part of the project, there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed. These improvements to the design will make the corridor safer for people biking and walking. We need to connect our bike network!</p> <p>Thank you for considering these amenities. As an avid cyclist, they are important to rider safety.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>The re-vamp of Lake Ave must absolutely include bike infrastructure. How can a plan proposed in this day and age NOT include such a vital aspect of transportation?! I ride my bike from Ohio City to Lakewood A LOT. Please consider dedicated bike lanes along the entire 1.7 mile route, green paint to highlight the lanes, and buffers between the cars and the bikes, not between the bikes and the curb. (The curb is not that scary, but Karen on her cell phone is.) Traffic calming measures are needed at Lake and Clifton (by Don's Lighthouse). That intersection is terrifying. The lack of bike infrastructure coupled with the Wild West mentality of many of the drivers on that stretch of road is a recipe for disaster.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? And 8. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project?</p>
<p>with the street getting ripped up, can we please consider some electric vehicle charging locations?</p> <p>Lakewood has provided charging locations, one on the street, I believe with some NOPEC support. Visitors to upper Edgewater and residents of the area would likely appreciate this amenity that is severely lacking on the west side of Cleveland near destinations or dense popalations.</p>	<p>1. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project?</p>
<p>Hope fixing water lines and repaving are included. Great place to shake your bike to see if anything is loose-from Detroit - Clifton - W117.</p>	<p>N/A</p>
<p>I appreciate that Lake ave has a lot of apartment towers and needs lots of on street parking but Lake is a popular route for bikers/joggers to get to Edgewater. Through traffic to Lakewood should be discourage with traffic calming measures. Commuter traffic should stick to Clifton. There is limited room for two bikelanes and parking so I think Cleveland at the very least needs to include bike sharrows every block and curb signage reminding people who park and drivers to watch for and yield to bikes. Cleveland would be well served if there were signs on Lake encouraging bikes to take advantage of attractive low traffic Edgewater drive north of Lake ave.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>The current proposal to have bicyclists use Lake Ave between W 117<sup>th</sup> and West Ave. is not a good one. As a cyclist living in Lakewood I like to travel by bike to Edgewater Park and back. This is great recreation and adds heavily to the quality of life of this area.</p> <p>Having no dedicated bike lanes on that narrow street with parking means that traffic is forced to travel behind me at my slower pedaling pace than what travel typically moves at and this causes dangerous pressures as impatient drivers try passing. Since this is a high apartment residency street with demands for street parking, Lake avenue is barely able to handle two lanes of traffic and parking on one side. In its current width, it is a bad road to add regular cyclist traffic. Perhaps the solution is to route bicyclists to pass through the neighborhood using Edgewater Dr up to Cove then provide bike lanes on Lake Ave further west through Lakewood. The speeds are more reasonable and the road is more accommodating with lessened car traffic and width in general.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>During good weather. I ride through the area. My route "begins" at W70 and Fr Caruso, takes the deadly sidewalk to W73, goes through Battery Park to W76, Lake to W Blvd, over to Edgewater to Harborview, back on Edgewater to the park or up W110 to Baltic to Clifton and Lake and back. I agree with all of Bike Cleveland's recommendations except I would add the bike accommodations to Edgewater, from W Blvd to W115. Edgewater is a much quieter street than Lake in that stretch and inherently much more bike friendly. Someone on an errand or commuting would have to go a bit out of their way but the reduced traffic is more than worth it. I believe connecting W70 and W73 is already planned. You can put accommodations on Detroit forever and it won't be as safe as the side streets. Filling the bike paths with green is really important.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>As a frequent Cleveland bicyclist, I applaud the decision to create two-sided bike lanes on Lake Ave. from Detroit to Clifton. Lake Ave. is an incredibly beautiful East/West throughway which can take cyclists across the northwest part of the city. However, the bike lanes should be extended along Lake Ave. all the way to West 117th. This reflects the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan, and would connect to existing bike lanes on Lake Ave. in Lakewood. Connected bike lanes along the entirety of Lake Ave. would increase safety for bicyclists and pedestrians all along the way. Breaks in connected bike lanes unfortunately lead to breaks in safety for bicyclists. Motorists seem to approach cyclists more closely on routes without painted bike lanes, and if they approach too closely, well, that could result in a crash. If Lake Ave. is to be re-paved all the way to W. 117th, that is the time to add bike lanes, too.</p> <p>Other safety measures which should be added would include painting the bike lanes green (indicating to motorists that they are bike lanes and not for parking/passing), and extending bike lane striping through each intersection. Traffic calming measures need to be taken at the Lake/Clifton intersection because there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p> <p>These improvements to the design will make the corridor safer for people biking and walking. At a time when more people consider active transportation for health, commuting to work, or simply for recreation, connecting the route along Lake Ave. makes so much sense.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 8. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project?</p>
<p>Please prioritize bikes and a complete streets concept in this design!!! This is so important to the quality of life in the area. Please don't allow for a gap in the Lake Street bike lane!!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>

<p>I am asking decision makers to follow existing plans and make all of Lake Avenue a safe street by:</p> <p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed. These improvements to the design will make the corridor safer for people biking and walking. We need to connect our bike network.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>I'm very excited about this project. It will improve the beauty of my neighborhood and make it more accessible.</p> <p>Please, please, please do not put any kind of landscaping in the medians. For the past two years I have watched, with disappointment, the city and ODOT fail to maintain the median landscaping on the shoreway and on E22nd St. I have sent emails and made phone call to ODOT and city and community leaders about both of these location so this is something I feel strongly about.</p> <p>The project on E 22nd St, where I work, is particularly distressing. The project was completed in 2016 and the city has done NOTHING to maintain it. The minimal work that had been done was completed by Campus District inc. with financial support of the local businesses, especially The Sisters of Charity Health System.</p> <p>It is so obvious the city doesn't have the money or interest to maintain it so it would be irresponsible to start another project when they aren't maintaining the landscaping they have now.</p> <p>I live in Lake Edge condominiums at 10301 Lake. We've been having regular Zoom meetings since the start of the pandemic. If you are scheduling public meetings I'm sure the residents of my building would love one and would call in. I will be sharing the website with my neighbors to review and hopefully they will share their thoughts too.</p> <p>Thank you for listening to my concerns.</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>The City of Lakewood recently completed a renovation of Lakewood from Cove Ave to Webb Ave and made significant strides in making it bike friendly.</p> <p>A bike commuter travelling downtown and back from Lakewood on Clifton and Detroit finds a significant gap on W 77th Street where there are no bike friendly improvements. One of the major frustrations of biking in Cleveland and the suburbs is to be travelling in a bike lane that abruptly ends and being forced to take a significantly riskier ride to reach the next bike friendly road on your journey.</p> <p>For that reason I support bike improvements on W 77th Street and Including traffic calming measures at the Lake/Clifton intersection. I understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p> <p>Thank you.</p>	<p>8. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project?</p>
<p>There is a serious need for a complete and dedicated bike lanes on the entire Lake Avenue rehabilitation project.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I believe that for the purpose of encouraging more bicycle riders instead of cars, the bike line should be continuous, without interruption, from Detroit and Lake, west, all the way to W. 117th. I am a cyclist, and I frequent bike lanes that go without interruption, to and from Lakewood to downtown Cleveland. Thank you.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I would like to see bike lanes along Lake Rd from Detroit through W. 117th St. This is part of my regular riding route and I am very excited to see it will be paved. However, I believe this is an integral route for riders to connect to lanes in Lakewood going west and Detroit heading east. It is a lower traffic street than Clifton and significantly more comfortable for bicycle travel. Thank you for your consideration.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Please amend these plans to provide bike lane support and better pedestrian access, particularly on Lake between 117th and Clifton. While I understand this is a car-traffic heavy area, this is at least partially because the bike lane support within the city is so underdeveloped. Dedicated, well-marked bike lanes would encourage people to spend less time in their cars; lowering pollution, increasing public health, and cutting down on traffic.</p> <p>Unless there are other plans to create meaningful bike accessibility through these neighborhoods, it is crucial that we ensure safe and continuous access for the bikers and pedestrians that live and shop within the neighborhood.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Hello Lake Ave project leaders and decision makers - I beg you to please further consider the welfare of pedestrians and cyclists as well as the safety, integrity and approachability of our city by making all of Lake Avenue a safe street by:</p> <p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. I understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p> <p>Thank you for considering. These improvements are an investment in the present and future value of Cleveland.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Bike lane is a must! Anything to promote, provide and influence more bicycles for better future.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>

<p>Please follow existing plans and make all of Lake Avenue a safe street by:</p> <p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Could we please put a protected bike lane somewhere in this city?</p>	<p>1. Will separated bike lanes be considered for this project?</p>
<p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Lake avenue needs a bike name!</p>	<p>N/A</p>
<p>I avoid riding my bike on Lake Ave. due to current road conditions coupled with the narrowness of the lanes. Widening the road to accommodate a bike lane is the safest option. There are still way too many drivers who do not respect the three feet of clearance around bikers to ever make a shared bike and car lane safe on Lake Ave.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>Plan seems adequate. Excessive bike lanes are making driving more hazardous for all. Cyclists, the low numbers that are using these roads, need to navigate traffic safely, without excessive designated lanes.</p>	<p>N/A</p>
<p>Thank you for all the work that has gone into this - I am very excited to see the project happen!</p> <p>Mainly I'm writing to vote "yes" on the landscaping in traffic islands. The difference between Lake Ave. on either side of West Blvd. is striking, and I think that having greenery on the road is a huge part of that. It help give people the impression that this is a neighborhood people care about and want to look nice, and I think a little landscaping would have an outsized effect between Clifton and Detroit since there are so few trees / so little greenery left around there.</p> <p>On that note, please do what you can to protect the trees that are left! On so many streets around here, once they go, they never seem to come back, and the boxes can't replace them.</p> <p>One more thing that may not be part of this project - if you are not in a car, crossing Clifton / the shoreway can be rough! If you are riding a bike, you need to wait for a car to activate the signal, or blow the light. I don't like turning left onto Clifton, so I ride up lake and have to do the same thing again to turn left on West. Blowing the light isn't always a good look for bikers, and people wind up thinking we don't care about traffic laws.</p> <p>Thank you and have a great holiday!</p> <p>Matt</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>Why aren't you including a bike lane through the entire stretch? It leaves a gap between 117th and Clifton. Right now, when biking from Cleveland to Lakewood, I have to ride on Clifton instead of lake in the city of Cleveland because of how bad Lake Road is. Fixing the potholes is great, but without a bike lane I will still ride on Clifton. You don't need Lake Road is be quick moving. Offload the bikes from Clifton to Lake. Traffic will run smoother and it will be safer for everyone.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I am submitting this feedback as a resident of the Clifton-Baltic neighborhood. Pedestrian and bike safety are a top priority to me - I want to live in a safe, walkable and bike-friendly neighborhood that is connected to adjacent communities. For this reason, I am advocating for the improvements to this plan laid out by Bike Cleveland and asking for the following changes:</p> <p>1) Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). 2) Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. 3) Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). 4) Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. 5) Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) 6) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>

<p>I commented earlier this week but thought of something I would like to add.</p> <p>I've attempted to contact people in the city about this in the past but have been largely unsuccessful at even finding out who to tell/ask.</p> <p>One of the beautiful aspects of Lake Ave are the mature locust trees that line the street. In the summer when I walk in the neighborhood it is very obvious that the trees are in need of some TLC. Almost every tree has a significant number of dead branches. I'm not a tree expert, but even I know that you need to trim dead branches to keep the rest of the tree healthy.</p> <p>I hope that as part of this project some attention can be made to the trees on the street. The city has made it a priority to plant new trees to improve our canopy. I think that some of that money should go to maintaining the trees that we have.</p> <p>Thank you for reading my comments (again!)</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>Between West Boulevard and Clifton section of Lake avenue the street car parking should be on the North side.</p> <p>Why? Safety , safety, safety! First of all, there is danger pulling out of the driveways with obstructed street vision due to cars and vans parked on the South side of the street. Second there is always issues with proximity parking to the driveway entrances and there have been numerous arguments over this leading to anxiety and frustration of blocked driveways. Last, parking on the North side of this section of Lake avenue creates safer space and ease of service for weekly waste disposal and garbage pick up. In a addition, there are no houses or driveways on the North side of this section of Lake avenue and this option offers safer and many more available parking spaces for cars.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>Why were so many of the Vision Zero features approved in the master plan removed from this design.</p>	<p>9. Is Vision Zero Cleveland a part of the Lake Avenue project scope?</p>
<p>Hello, I'm excited about the Lake Avenue project as I live on W. 104th St between Baltic and Clifton and I walk, ride and drive along that corridor often.</p> <p>I would love to see bike lanes along the full length of the project. I love to bike, however sometimes biking in Cleveland feels unsafe because of traffic. I feel more comfortable biking when there are dedicated lanes. This would also help to make more contiguous options for bikers to get to Edgewater Park.</p> <p>I'm glad there are bike lanes included on the eastern portion the project. Please consider bike lanes along the full length of the project.</p> <p>I appreciate y'all's work making Cleveland stronger.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>I own 8105 8107 8109 8312 8314 8316 Lake Ave, a total of 20 suites in the Lake Ave improvement area. We currently have 2 off street spaces for all 20 suites and totally rely on street parking for our tenants. With more than half being eliminated if this goes through it would make it next to impossible to rent our suites. It is currently already a problem to get quality tenants to locate to our apartments with only street parking. We attempted to get a lot from the land bank for off street parking but were told it was being reserved for new construction to further congest the already parking challenged neighborhood. Only 1 tenant out of 33 uses a bike, the rest rely on cars to get back and forth to work, with a notable percentage of them being Cleveland Clinic, Universal Hospital and Metro employees who have no choice but to use their cars. I thought the whole role of neighborhood and city groups was to improve the quality of life for those living in the neighborhoods, not to destroy the quality of their lives and the property owners for the small minority of bike riders passing through on bikes. This is coming from a person with multiple bikes who is an avid biker. More study needs to be done to realize how devastating this change would be to the street and the neighborhood residents who rely on the street parking which is already challenged. If this goes through we would loose half our tenant base, rents would be slashed as well as maintenance.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>As an Edgewater resident, please install a bike lane along the entire length of lake Avenue starting at Detroit all the way to 117th St. If you're going to create a bike network - make sure it connects! Mirror what Lakewood has done and use green paint that stands out and make sure it goes through the intersections. I also fully support any traffic calming measures along this road to protect cyclists and pedestrians - including bump outs near Desmond Ave and West 78th St.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>Please include bike lanes or other bike infrastrure along Lake Avenue!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>At first I was really excited about this for many reasons...new street, new look, new bike lanes and of course the higher property values to follow. It seemed perfect. Then I started to think more and more about it and one burning question kept coming up; where will the people that live on this street, without access to off street parking park?</p> <p>Being a property owner on lake without the ability to offer off-street parking to my tenants, I know how hard it is to convince them that parking on the street is ok and that they should live here. Now that off street parking seems to be going away to accomodate bicycles (of which I almost never see) I'm starting to get worried.</p> <p>All of my tenants drive to work despite owning bicycles, mainly because its more convenient, Cleveland is frozen more than half of the year and the ever-present pot holes present the risk of certain death to a bicyclist without a moments notice. My question is, if we know people live on this street and we know they drive cars to work in order to make a living, at what point does street parking become important? After it becomes a problem? After the side streets fill up and tenants have to walk several blocks to get to their home? After seeing car beak-ins and auto-thefts skyrocket? After side street property owners start complaining that they no longer can park on their street?</p> <p>The parking situation is concerning and I feel it's a growing problem getting little attention on this project.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>I live on Lake Avenue and I am concerned that the street parking I utilize will be evaporated. Will there be street parking factored into the plans?</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>This will eliminate a bunch of parking that is regularly used by me, my neighbors and my tenants through the years. I'm excited about the rehabilitation, as I finally have a great tenant lined up for my storefront. Eliminating all the parking on the north side of the street between W 85th and Detroit seems unfair to property owners on the North side of the street. It will probably keep my storefront from ever getting any meaningful business. At a minimum consider alternating N &amp; S side parking through the section between 85th and Detroit.</p>	<p>1. Where and how will parking be changed from the current locations?</p>

<p>I agree that the enhanced original plan should be followed. When riding my bike home from work this would alleviate some of the difficult transitions in particular when going westbound from lake at the intersection of Clifton near Victory Court. By building the median it will make drivers aware of that section and cognizant of vehicles and cyclists turning left on to Clifton as well as moving through to Lake. The updates to the other sections of Lake would be appreciated as well as I have to ride on the sidewalk since the street is unsafe to ride on. I'm not sure whether this will be affected but when riding from Edgewater Park towards Lakewood on either Clifton or Lake it is unsafe- hopefully some of these improvements will address this.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>As a bicycle commuter I implore you to please consider the following for safety: Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. I know this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed. Thanks for your consideration on making this safer for bicyclists and pedestrians.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Please provide better cycling infrastructure. Clifton is terrifying to bike on, especially with speeding traffic, large buses and trucks, and parked cars to avoid. Lake Avenue is usually my alternative, but even that can be uncomfortable because motorists do not always drive safely around bicyclists. A designated bike lane would be ideal, especially something that can connect to Lakewood's beautiful bike lanes.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>It would be ideal to have cycling access/a lane on Lave Ave. between Edgewater and 117th. It also seems obvious, since it would connect the lake front bike path from Cleveland to Lakewood which is a common route.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>I strongly recommend that the City adopt the recommendations thoughtfully laid out by Bike Cleveland. These recommendations include components that are already in existing plans for the area, would protect the City from needless accidents and near-accidents, and would prevent the City from squandering a huge bike connectivity opportunity that is the standard in big cities that attract population growth.</p> <p>follow existing plans and make all of Lake Avenue a safe street by: Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed. These improvements to the design will make the corridor safer for people biking and walking. We need to connect our bike network.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Please follow existing plans and make all of Lake Avenue a safe street by: Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>I really wish we'd put lanes in for bikers separate to cars. As a women who'd love to bike to luckys to grocery shop I will continue to drive because the biking lanes are not separate from the cars. I also worry for those in the apartment and condos there with limited parking to begin with</p> <p>Also the intersection would be nice with trees similar to what is there when you enter lake Ave off of route 2 plus it'll help with water from the streets ect. We got to figure out away for us to distinguish ourselves from Lakewood because Lakewood and Cleveland now have the same bricked cross walks.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 15. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115th Street?</p>
<p>I would like to encourage the decision makers for the Lake Avenue project to consider: -Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). -Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. -Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). -Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. -Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) -Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p> <p>The above items will make the corridor safer for people biking and walking and will help to connect Cleveland's bike network.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Project is too car-centric. A plan for bicycle traffic between W117 and West Blvd is needed. An option is to divert bicycles to Edgwater, but then a bike lane on West Blvd to Clifton is needed (or a Sharrow). Cars really should be encouraged to use Clifton, which can easily handle additional volume.). Traffic islands make little sense - Lake is not a wide street and the islands will simply increase visual clutter and require maintenance (which wont get done).</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>regularly ride my bike on this road from Detroit shore way to Lucky's grocery store</p>	<p>N/A</p>

<p>Provide alternatives for bike lanes/bike infrastructure from 117th to Clifton. No bike infrastructure leaves a gap in the network. If bikes aren't considered on Lake, is there an alternative route? Please be conscious of gaps in the system and communicate safe routes for all ages and abilities through this important area of the city. Thank you!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>I am a resident of western Lakewood and I use this section of Lake Ave to access businesses in Edgewater and Cleveland proper. I have commented previously, but just want to state that while I love the rework of the eastern section (Section 2), the lack of bike lanes in Section 1 will solidify a major bike infrastructure gap between Lakewood and downtown for quite a while. I strongly encourage you to try and include bike lanes in Section 1 in this project. Even if it is only on one side, it will be a big improvement access for cyclists between Lakewood, Edgewater, and downtown.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>Thank you for the work on this project. Rehabbing and reimaging Cleveland's streets is one of the best ways to create value and well-being for residents. With that said, the Lake/Clifton intersection is a bit of a mess and wildly dangerous for pedestrians, folks on bikes, and folks with limited mobility. It really serves as a pain point for the neighborhood, especially with regards to accessing Upper Edgewater. A redesign of that intersection (or at least traffic calming measures to make it less aggressive!) would be very welcome!</p> <p>Also, I would like to suggest that protected, buffered bike lanes on Lake between Clifton and W 117th would greatly improve the safety for neighborhood residents to bike. Children and seniors would be very vulnerable without them. Also, curb extensions at Desmond, W 87th, and W 78th would be value-adding safety measures. I believe they were included in the Lake Ave Master Plan. The optional crosswalk at 87th/Desmond &amp; Lake from the Lake Avenue Master Plan would also be great.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>Considering there is immense data that shows people are leaving Cleveland and the people living in and around the city are, for the majority, under or near the poverty line. How exactly is building overpriced condos, apartments, etc going to help? How exactly is building an Asian fusion restaurant going to help? Or expensive retail? People who already live here need jobs that are not food and retail as we have just seen in the pandemic, those jobs will not hold in the event of a crisis. For the moment, the Cleveland clinic and it's jobs are what's holding up most Cleveland residents. As I'm in the 25-35 age range I personally don't know a single person who wants to spend +\$1,200 for a small 1 bedroom apartment or buy a \$400,000 condo to be near oooo ~Asian fusion~ when you could take that money and buy a decent house in a suburbs with land and spend like \$25 on an Uber when you want to go out. sorry but this all sounds terrible and almost everyone I know is planning on moving out of state in the next 4 years because projects like this do nothing. If you are trying to convince post college students to move here you'll be surprised to know college students are poor too and will probably be living with their parents.</p>	<p>N/A</p>
<p>Thanks! As a 20-year resident on W 85th Street, I welcome these changes -- especially those having to do for pedestrian and bike safety and access. A lot of neighbors walk and ride bikes, and crossing Lake is sometimes sketchy. If it's not possible to lower the speed limit and/or install traffic lights, the project's proposed changes seem the best way to go. Cars often speed through Section 2 going far above the 35 MPH speed limit. Designated bike lanes and buffers are critical, as are highly visible crosswalks. As a gardener, I am very happy to see green islands wherever possible, and trust that plantings will take into account durability and benign neglect, choosing perennials that are hardy and can stand up to low maintenance. Planting trees on W 85th's tree lawns earlier this year was also a welcome addition. Thanks again, and I look forward to next year's results.</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees? And 7. Will the speed limit for Lake Avenue be reduced from 35 mph to 25 mph?</p>
<p>I strongly encourage the city to include *protected* bike lanes on *all* sections of Lake Ave included in this project, not only one. Continuous, protected bike lanes should be higher priorities than street parking and a middle turn lane. Plan for people, not for cars. Every street project like this is an opportunity to get that right. Don't miss another one.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Go hang out on Lake between Clifton and W 117th one day. You'll notice that almost all eastbound traffic drives halfway into the turn lane because the parked cars are so close to the travel lane. There are always doors opening etc.</p> <p>Is a dedicated turn lane really needed anymore? This isn't 1955 Cleveland. There is a fraction of the rush hour traffic on Lake. Instead of the turn lane, provide a bike lane so there are bike lanes continuously through Lakewood and Cleveland.</p> <p>Also--something HAS to be done about the cars that park for months on end without moving, allowing trash, leaves and debris to accumulate under them. There needs to be a tow away cleaning day like most big cities, so the expanded "services" under Frank Jackson can be put to use and the street cleaned weekly.</p> <p>Thanks!</p>	<p>5. What improvements are planned for the intersection of W. 117<sup>th</sup> Street and Lake Avenue?</p>
<p>I don't want an island at 110. It's too crowded with people turning at 110 and from the side street between Edgewater and lake. I would also like the traffic lights synchronized so that if you're sitting at the lights, especially in the middle of the night, that the light is triggered when you pull up on a side street. Last - please have the trees in the tree lawn pruned because there are lots of branches that fall in wind. Thank you. FYI You spelled feedback wrong in the heading.</p>	<p>10. What are the dimensions of the proposed W. 110<sup>th</sup> Street median?</p>
<p>West 78th Street is a focal point of the neighborhood thanks to 78th Street Studios and should have additional signage, plantings and attention paid to its median and crosswalks that promote the neighborhood's established art community and help drive attention and traffic to its focal point. There should be an additional street art component such as a roadway mural that extends beyond the center median and helps direct traffic to the studio building. Get the building's artists involved!</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>Really really really do not understand why Lake Ave has no bike route between 117 and Clifton. It would connect Detroit with a bike path route running all the way to Rocky River Reservation. The speeds on that part of Lake are genuinely scary, it's a major part of the neighborhood but people treat it like a highway on-ramp for Rt 2. Would love to see something more inspired, that feels more like a street and less like road. How about removing the turn lane and using that space for a pathway, or a cycle track or something? Shoot, how about making Lake and Edgewater each into a one-way... Some portions of this site mentioned wanting to have an "identity" for Lake, and this is a prime opportunity, who knows when the next time this piece of the city is going to be touched... let's take the opportunity to try for something a little bolder, and provide an palpable identity for Lake as something OTHER than a drag racing strip</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>Please consider planting the medians on Lake Ave with shrubs and trees as an essential component to this project. There are no shortage of interesting and hardy native plants for the job. How about Bayberry, doesn't get too big, salt and drought tolerant, provides food for wildlife. Even the simple grasses planted on Clifton make such a difference. The last thing Lake Ave needs is more wide-open pavement, there are so many great native choices!</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>Can you please consider adding in bike lanes? Speeds are high on that part of the road. Bike infrastructure is disparate, and if we're adding some from Detroit to Clifton, and Lakewood has run some along the entire length of Lake, this is a chance to connect those two pieces This is probably a generational project... we won't be touching this street again until we're dead, so let's go for something that makes sense!</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>
<p>I was disappointed that bike lanes were not included in the W 117th to West Blvd configuration. That stretch of road extends from the bike lanes on the Lakewood side of Lake Ave to the beginning of the Lakefront Bikeway at West Blvd. I feel that it would be a mistake not to connect those two very popular bike corridors. This stretch of Lake Ave is densely populated am I'm sure this would get a lot of use.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.?</p>

<p>How large is the refuge island going to be at W.110th? Will it impede my ability to turn left into my driveway going east on Lake Ave? Is there a schematic drawing detailing the size and exact location? Thank you.</p>	<p>10. What are the dimensions of the proposed W. 110<sup>th</sup> Street median?</p>
<p>I sent an initial response 4 weeks ago and left out some information/suggestions concerning the removal of parking in front of my business, the residents on Lake without a driveway, and the business across the street. None of the 3 mentioned properties have ever had parking lots/driveways. My building was built in 1895 with an antique store on one side and a tailor on the other. It has been a neighborhood bar since 1955 with all patrons using Lake Avenue. The current design will force patrons of the store, the bar, and the residents living on Lake to park on west 87th, which is a narrow one way and one lane street. There is no available parking on 87th as it is, this would further inconvenience the people that rely on those few spaces and create more traffic for the entire street. Where will delivery trucks park due to 87th being one lane? People in that immediate area on Lake Avenue need the parking 100% of the year, however, the bike lanes use is primarily seasonal and limited to the weather and the time of day. I am open 3pm until 3am, 365 days. The proposed crosswalk on 85th covers less than 20% of the residents living between west 80th and West Blvd, and is one of the main reasons that parking is being eliminated for a center turning lane/crosswalk rest area. The crosswalk should be on the SE corner of Desmond, where it would cover 100% of the Cudell residents. The curb/sidewalk should be extended, a good example is on Front Street in Berea between West Center St and Church St. (Google maps- 70 Front St, Berea, OH 44017) This would give the pedestrian a clear line of sight to both lanes of traffic and it would shorten the distance to cross the street. (if done on both sides the distance would be 22ft, the short distance combined with flashing safety lights should be adequate protection) The corner of the west side of Desmond and Lake should be extended to both remove the eastbound turning lane and to curve the entrance to Desmond so that it intersects Lake at 90 degrees (similar to Berea at Trisket going westbound). This would eliminate the dangerous left/right turns to Desmond and slow traffic down. (westbound drivers do not slow down to make the turn and eastbound drivers cut into the other lane to make the sharp turn) There was a concern from someone in design about crosswalks by bridges. I found numerous examples, especially in very crowded/high traffic areas such as downtown New York that had crosswalks and traffic lights under train bridges. The suggestions mentioned above are realistic and very doable. They would remove the burden on both the businesses/residents as well as provide safety/convenience for the entire neighborhood. I like the idea of bike lanes but not if it costs me my livelihood. I have been there since 1998 and there has been 1 bike accident and a bike lane would not have mattered. The extended crosswalks could also be used as a gateway/landmark into the Cudell neighborhood. They would be located directly in front of the new bridge murals that have already been budgeted/approved.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>Hi,</p> <p>As one of the goals of this project is to "IMPROVE SAFETY FOR NON-VEHICULAR USERS ALONG LAKE AVENUE" is there a plan to address the sidewalks? On the majority of the street, the sidewalks are so narrow that a pedestrian can't pass a stroller. There seem to be only a handful of houses that have full width sidewalks. Also, many areas of the sidewalks have large cracks and/or raised sections that make navigation difficult.</p> <p>Thank you, Brian</p>	<p>11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115<sup>th</sup> Street?</p>
<p>SECTION 2 - WEST 85th STREET TO DETROIT AVENUE (Lane Configuration) - I think you should switch the parking lanes and biking lanes. By separating the bike lane from moving traffic, it makes riding a bike safer meaning more people will utilize the infrastructure.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Plant trees in the medians! (eastern redbud, sweetbay magnolia, shadblow serviceberry, pagoda dogwood, etc)</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>I live in the West 80s and walk along Lake Ave daily. The Clifton Lake intersection is very difficult and dangerous to cross, especially for families and those with mobility issues. Given the proximity and access point from my neighborhood to Edgewater, it's essential for safer crossings. Can both crosswalks through Clifton be illuminated simultaneously? Can a no turn arrow illuminate when the walk buttons pushed? Yield to pedestrian signage should be installed as well. Minor changes could have a great impact.</p> <p>A maintenance plan is needed for the Clifton-Lake intersection &amp; Lake Ave bridge underpass. Given the proximity to Edgewater Park, the crosswalks should be made passable in winter. Snowplows pile snow at crosswalks and excessively dump salt/ brine which is painful for dog paws. Can the Metroparks assume maintenance of these crosswalks to insure proper access to the park?</p> <p>Leaves pile up under the Lake Ave railroad bridge. The leaves clog the storm drains causing neighborhood flooding issues and makes and unpleasant and slippery pedestrian experience. City leaf collection is needed under the bridge as are regular street sweepings. ADA curbs are a step, but without proper maintenance, it is irrelevant.</p> <p>Trees: Planting and maintaining the street trees along Lake Ave should also be a top priority to improve canopy coverage. Planting opportunities abound and are much needed. I hope planners will dig deeper and get creative to insure new trees are planted (and adequately maintained) to replace those that have been removed and replenish those that are in decline.</p> <p>Additionally, please incorporate Bike Cleveland's recommendations by:</p> <p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit). Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane. Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood). Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan. Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019) Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>

<p>While we appreciate that the plan includes a bike lane on Lake Avenue from Detroit to Clifton (incorporating much of the community led Lake Ave Master Plan which was adopted by the City Planning Commission in November 2019), the City proposed plan leaves a gap in the our bike network.</p> <p>The Lake Avenue project is 1.71 miles long. Bike facilities and mid-block crosswalks are only planned for less than a half-mile of the project. The balance of the project, over 70%, has zero bicycle facilities proposed.</p> <p>Lake Avenue is included in the Cuyahoga Greenways Plan, is a priority for Cuyahoga County in their Lakefront Connectivity Study, and is on NOACA's Regional Priority Bike Plan, which says on page 3 "the roads included in the plan will take priority for the development of bicycle facilities that serve riders of all ages with different skill levels."</p> <p>Follow existing plans and make all of Lake Avenue a safe street by:</p> <p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).</p> <p>Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.</p> <p>Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).</p> <p>Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.</p> <p>Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)</p> <p>Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Parking between W.85th and Detroit should be prioritized over bike lanes. I'm an avid cyclist and appreciate the ability to use bike lanes when available, however I don't feel they are a necessity over parking in this section of the road. Nearly every residential property between 85th and Detroit Rd is a multi-family property, most of which have limited or no off-street parking. Removing the parking that is currently available will likely cause parking issues and may potentially dissuade current and potential residents to live in the area.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>Section 2 - Clifton Boulevard to West 85th Street Please add a hard barrier such as a wheel stop barrier between the car travel lanes and the bike lanes. Separated bike lanes offer little to no protection for cyclists from vehicles if there is nothing preventing vehicles from crossing into the bike lane. Wheel stop barriers are thin and can be placed along the outer edge of the bike lane for relatively little cost.</p> <p>Section 2 - West 85th to Detroit Ave Please consider changing the location of the parking lane and bike lane. Put the bike lane closer to the tree lawn and use the parked cars as a buffer from traffic for cyclists.</p> <p>Medians &amp; Crosswalks.</p> <p>All proposed medians should include native plants, not decorative concrete.</p> <p>More medians should include pedestrian crosswalks. If you are providing a median to provide relief to pedestrians crossing the street, a crosswalk should be provided as well.</p> <p>Please consider making all crosswalks raised crosswalks to further improve pedestrian safety.</p>	<p>3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study? And 6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>I am excited to see the plans! The video was very informative and well done. I really like the center median planters that provide pedestrian refuge. I assume that one is not incorporated at the Detroit/Lake intersection because of the need for a center turn lane. There is a decent volume of traffic here but there is also a lot of pedestrian traffic and the width of the street makes it feel unsafe to cross. Could the project include acquisition of part of the gas station parcel? The triangular tip of this parcel is not used and could expand the roadway in order to provide a center median. I hope you will please give this consideration. Thank you.</p>	<p>N/A</p>
<p>Please don't change the street. I live on lake ace with only street parking. To park on w85 and walk home is dangerous in this area especially fir a woman. There 4 seasons here and biker typically ride one season why are we making it worse for the people who live here?</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>Where are the bike and ped improvements between Clifton and Lake? Is there anything being planned even for sidewalk repairs or replacement? Why aren't the sidewalk clearing ordinances enforced? None of these improvements are making it easier for non-drivers to traverse Lake between Clifton and W 117th. Drivers speed to/from the Shoreway and we are still subsidizing free on-street vehicle storage for people who live in dense parts of the city? There is usually ample parking a block away or over on Clifton, especially since the parking restrictions on Clifton never seem to be enforced. Lake should be narrowed and the speed limit reduced as part of being a supposed Vision Zero area.</p> <p>This is supposedly part of the bike network, too and should have bike lanes added to connect between the rest of the lanes that exist in Lakewood or are coming to the other sections of Lake. I am very frustrated by our lack of improvement in bike and ped improvements, but especially by the absence of anything being added to my street while there is still ample free parking being provided to drivers. This doesn't seem to be compatible with the city's mode shift goals. I haven't had a car for over 10 years but the reductions in RTA service, blocked bus and bike lanes and abundance of free parking are all but twisting my arm into getting a car. The sad reality is that as a non-driver I'm essentially a second class citizen who has to deal with abundant services for drivers (like drive through COVID testing, city plowedes and maintained streets and ample free parking) while non-drivers have to contend with blocked bus/bike lanes, unmaintained sidewalks and bike lanes, and minimal dedicated infrastructure. People are literally dying because of bad design that caters to drivers while others aren't even given realistic options. Rebuilding Lake with bike lanes for only a small length of the project area and only minor pedestrian improvements amounts to nothing more than a symbolic gesture.</p>	<p>1. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>

<p>1.The pedestrian medians are great, nice and large. They should most definitely have landscaping of course, preferably trees, to provide the greatest quality of life and environmental benefit. It’s unclear if the stamped concrete area is intended to be a curbed median or treated like the crosswalk. It needs to be curbed or it won’t adequately protect pedestrians.</p> <p>2.The Detroit Avenue intersection needs treatment for pedestrian considerations. Understanding that this intersection may later be reconfigured, it still for the time being needs a pedestrian median and the revised lane configuration needs to be continued to the intersection. More temporary infrastructure such as paint and bollards could be used for the short term.</p> <p>3.All the intersections between Clifton and Detroit should have pedestrian medians or bumpouts, and flashing beacons. Pedestrians should have the right to cross safely at EVERY intersection and not have to walk out of their way to cross. Envision parents with toddlers in tow and seniors in wheelchairs as the design vehicles. If cost for curbed medians or bumpouts is prohibitive use paint and bollards.</p> <p>4.The pedestrian median at Clifton needs to extend a few feet north on the Clifton side of the crosswalk in order to properly protect pedestrians. There is room.</p> <p>5.The pedestrian safety at the eastbound slip lane at Clifton should be addressed. The slip lane needs to be narrowed to slow cars and discourage them from accelerating through the crosswalk.</p> <p>6.The travel lanes and the center turn lane should be narrowed to 10 feet, and a buffer of 1.5 feet with bollards placed between the travel lanes and the bike lanes to provide a protected bike lane. Protected bike lanes are essential to allow neighborhood families to replace some car trips with bicycle trips. If the bike lanes are not protected this will be a significant missed opportunity.</p> <p>7.If this is supposed to be a complete street and green street why isn’t stormwater runoff capture addressed as was done in Slavic Village?</p> <p>8.A silver rating seems embarrassing/pathetic here – why not aim for gold or platinum?</p> <p>9. Lower the speed limit.</p>	<p>3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study? And 7. Will the speed limit for Lake Avenue be reduced from 35 mph to 25 mph? And 8. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project? And 11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115th Street?</p>
<p>You must add bike lanes. Separated from traffic by some sort of barrier. Preferably with green paint as well for extra visibility. Cmon Cleveland, think a little bit bigger than what you have here.</p>	<p>1. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project?</p>
<p>Needs separated bike lanes and less tree lawn space which is useless unless your planning to plant 1000s of new trees</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Is it possible to provide a dedicated and protected bike lane in the tree lawn between the sidewalk and the road along Lake Avenue in project area section 1? This would allow safer access to Edgewater Park, and the dedicated bike lanes that lie within the park. This configuration could also be applied to the project area section 2.</p> <p>Also, at project area section 2 where there is a bike lane with a parking lane for cars, could the parked cars and bike lane be switched to create a protected bike lane?</p>	<p>1. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project?</p>
<p>This looks great! I walk this stretch from Detroit to Lake often and right now it is pretty terrible. Currently, most of the North side ROW from the road to the edge of the normal sidewalk is concrete and there is no tree lawn or trees which makes it a hot walk in the summer and quite grey. In addition to the new crosswalks and the ped. islands, it would be really great if tree lawns and perhaps trees (!) were added back to the currently fully paved ROW. Also anything you can do to make the blind corner better at Desmond and Lake would be appreciated; that corner is bad for pedestrians and cars as it currently is designed.</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>
<p>For the Lake Ave Corridor, please do not limit parking to only the south side of the street. There will not be adequate parking for all of the residents who live on the corridor.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>I think that you need to realize that this street between Clifton and Detroit has commercial and residential development possibilities and that on street parking is critical to businesses. The bike lanes proposed will take a lot of parking away. It seems likely that the lots that are for sale on the north side of the street beyond 85th St. will likely become residential and it would make sense that there would be commercial enterprises on the first floor. There is another large lot between 80th and 83rd where a building was recently razed that will likely be residential. All this seems to argue for more on street parking and adding these bike lanes seems short sighted. Adding two way bike lanes on this stretch when it is headed to a street (Detroit) where there are only going to be sharrow doesn’t accomplish a lot.</p>	<p>1. Where and how will parking be changed from the current locations?</p>
<p>Please consider a mid block crossing at West 115. The crossing at 110 is nice, but there’s already a light there. No light and no safety at 115th.</p>	<p>11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115<sup>th</sup> Street?</p>
<p>Thank you for soliciting feedback on this project. I’m a neighborhood resident/homeowner (Baltic Rd &amp; also West Blvd, near Lake). It’s very important to my family to include safe bicycle paths in the renovation. As research indicates, mere markings are insufficient since motorists ignore them, so true protected bike lanes are needed. This is a great opportunity to help our city advance in this regard! Also, I hope there will be limited parking near the driveways into the apartment buildings. It’s really unsafe to back out in the morning with cars blocking the visibility. Lots of people crash this way. Finally, I hope there will be a low speed limit, addressing safety for cyclists and residents. Thank you!</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Without dimensions on the travel, turning, and parking lane widths it is hard to read the diagrams for W 117th to West or West to Clifton. The turning lane in these two segments should be eliminated and bike lanes provided to provide an additional buffer to car doors in the tight drive lanes and capitalize on recent investments by Lakewood along this same route. Without change the speed limit as part of this project, this will be no safer for bikes or pedestrians. The protection islands must have significant curb height and/or bollards to provide actual pedestrian protection and will likely not hold up well as the travel lane on the first section will be too narrow for a large city snow plow to pass without hitting the curb if a car is in the parking lane. Additional traffic calming could easily be added by bumping out the curb line at the parking lane where those occur.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project?</p>
<p>Lake Avenue is extremely difficult to bike on without a bike lane. Drivers are aggressive and impatient on their way to and from the Shoreway. Leaving a long stretch without a bike lane basically forces cyclists to go over a street to Edgewater drive or onto the sidewalk.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.?</p>
<p>I do not see a need for a center turn lane on Lake Ave between Clifton and W 85th. I think it makes more sense to maintain a parking lane on the full stretch of Lake from Detroit to Clifton and to shift the bike lanes so they are protected from vehicles. I would like to be able to ride my bike in the neighborhood more than I currently do and I would if more streets had bike lanes protected from aggressive drivers.</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Please be advised a complete summary of comments regarding this project will be sent to the project manager from the Edgewater North Homeowners’ Association (ENHA).</p>	<p>N/A</p>

<p>In reviewing the project features described on this site, it appears that a lot of thought was given to pedestrian and bike safety in the portion of Lake Avenue stretching from Clifton Blvd. to Detroit Avenue. Dedicated bike lanes connecting Detroit-Shoreway to Edgewater Park; multiple pedestrian islands to reduce the distance at key crossings and changes to the lane configurations to reduce speeds along the entire stretch.</p> <p>As a resident of Lake Avenue (112th and Lake), it would be appreciated if the same care and consideration was also given to the stretch of road from 117th to West Boulevard. I have four small children, and a trip to Edgewater Park can be harrowing with cars zipping down Lake at 40+ MPH, and additional traffic whipping in and out of apartment buildings' subterranean garages.</p> <p>Replacing the turn lane with a dedicated bike path would provide a safe connection to the city's emerging trail system for residents in the Edgewater neighborhood. It would also decrease speeds along this stretch of Lake Avenue as cars would need to slow for motorists turning off of Lake Avenue.</p> <p>Finally, the opening of Lucky's Market has been incredibly beneficial for the entire neighborhood, but it also increased traffic (and accidents) at W. 116th and Lake and W.115th and Lake. I was surprised to not see a pedestrian island or other traffic-calming feature at this intersection given the volume of traffic.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117<sup>th</sup> Street to Clifton Blvd.? And 11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115th Street?</p>
<p>A disadvantage of stamped brick sidewalks is the problem that seemingly small surface irregularities pose for wheelchair users with spinal injuries. AASHTO Ped. Fac. 3.2.10.</p> <p>Bicycle lanes are often provided on collector streets to create continuous bicycle networks in the community. Green Book 6.3.2.2, para. 1. What design alternatives were considered to allow for bicycle lanes for the entirety of Lake Avenue?</p> <p>Consider removal of the slip lane at Lake/Clifton to prevent high speed right turns, and/or substantial redesign of the Lake/Clifton intersection. There are multiple drinking establishments near Lake/Clifton. Shrink line widths and turn radii to prevent hazardous speeds and vehicle operation here.</p> <p>City doesn't present any of the intersection designs, which is just as important as the street segments plans. Will all of the intersection geometric designs remain the same?</p> <p>Curb radius at Lake/W.116 is too large and should be made smaller to reduce pedestrian crossing distance, reduce vehicle turning speed, and improve safety.</p> <p>No lane dimensions for the section 1 plans. Would have been more helpful for public feedback to include proposed lane marking plan. Will the parking lanes be marked for individual spaces?</p> <p>Concerned about plantings in the traffic islands obstructing visibility.</p> <p>No information about design speeds and target speeds.</p> <p>No information about the frequency/locations of traffic stops or the crash frequency/severity along Lake.</p> <p>Guaranteed replacement of sidewalk hazards along entire lengths of Lake? ADA compliant crossing signals? Does a traffic study justify the two-way turn lane on section 1?</p> <p>From Detroit to W.79 there is very little parking utilization (practically zero). Eliminate parking there for extending the bike lane?</p> <p>Lack of on-street parking occupancy near Lake/Detroit intersection, essentially widens the roadway, inducing motorists to experience a wider roadway and faster design speed, which is dangerous especially after dusk/at night</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study? And 8. Will there be modifications to the slip lane, including signal timing at Lake and Clifton, to improve safety with this project? And 11. Will sidewalks and ADA ramps be replaced with this project? Will a new crossing be installed near W. 115th Street?</p>
<p>That is a hell of a lot of money - over \$3 million! - for what? How does this plan really benefit the neighboring folk? More modest pleasr</p>	<p>N/A</p>
<p>I am thrilled Lake Avenue is being paved. It is one of the bumpiest roads in the neighborhood! This is especially important for riding my bike. Lake is an important through road to head west when riding. During the summer I ride on it 4-5 time per week in each direction. Except over the last few years, I began cutting through Edgewater or using other roads because the condition of the road is so poor.</p> <p>I say all of this to qualify my next piece of feedback: the bike lanes as proposed on Lake between Detroit and Clifton are useless. Bike lanes that wide, without any buffer, are sure to be driven in and parked on by cars. Similar to the bike lanes on Detroit, they are basically useless. A bike lane does not need to be that wide. I'm not riding side by side with 3 other cyclists! Furthermore, a buffer between the traffic and the road is really the only type of bike lane that has any safety value. Cars that present the greatest danger to cyclists, distracted drivers, will not be deterred by a line on the road. The road is plenty wide enough to have protect bike lanes that will save lives.</p> <p>While it's disappointing not to see any bike lanes on the design between Clifton and 117th, I understand the space constraints there. Anything you can do to make drivers aware that bikes will be present can make it a safer stretch of road. This includes special paint, signage and enforcement of traffic laws meant to protect bikers.</p> <p>I don't spend a ton of time on foot on Lake Avenue. However, I like the proposed medians and textured sidewalks. Same goes for the ADA ramps. I think the City does a great job with those ramps and it makes walking down the sidewalk a much more enjoyable experience.</p> <p>Thank you for making this investment. Please do as much as you can to improve the bike infrastructure to make this a project that will have a lasting impact on the west side. Don't let Lakewood show you up for their section of Lake!</p>	<p>3. Will separated bike lanes be considered for this project?</p>
<p>Parking data from Lake Ave that shows poor parking lane utilization near Detroit and near W.117  <a href="https://docs.google.com/spreadsheets/u/0/d/1RplbZdM_fv5OsU3kDcWiM7ITeCk7gLb1bp85OX9R4LA/htmlview">https://docs.google.com/spreadsheets/u/0/d/1RplbZdM_fv5OsU3kDcWiM7ITeCk7gLb1bp85OX9R4LA/htmlview</a></p> <p>Ten years worth of traffic citation data on Lake Avenue. 99 crashes, 782 speeding charges (avg 55mph, max 91mph), 364 drivers were unable to provide proof of insurance. Hope we can see some intersection plans soon.  <a href="https://docs.google.com/spreadsheets/u/0/d/1EDiyMGMDT3lc9kU2L1jWDTxvf7ifPHBoy9IkD-12mM/htmlview">https://docs.google.com/spreadsheets/u/0/d/1EDiyMGMDT3lc9kU2L1jWDTxvf7ifPHBoy9IkD-12mM/htmlview</a></p>	<p>5. What improvements are planned for the intersection of W. 117<sup>th</sup> Street and Lake Avenue?</p>

<p>Adding a safe bicycle &amp; pedestrian facility from Clifton to W. 117th to meet the planned Lakefront Greenway outlined in the Cuyahoga Greenways Plan (this would tie into the bike lanes proposed on Lake Ave from Clifton to Detroit).  Including green paint in the bike lanes to highlight to motorists that it is a bike lane, not a parking/passing lane.  Continuing bike lane striping to and thru the intersections (similar to Lake Avenue in Lakewood).  Including bump-outs in the design at Desmond, W. 87th, and W. 78th as outlined in the Lake Avenue Masterplan.  Installing a crosswalk at W. 87th/Desmond and Lake Avenue (included as an option in the Lake Avenue Master Plan and presented to the City Planning Commission on 11/15/2019)  Including traffic calming measures at the Lake/Clifton intersection. We understand that this intersection is not part of the project, but there have been a number of serious and fatal crashes at Lake/Clifton and safety improvements are needed.  Retaining parking lanes on both sides of the street from Clifton to West 85th street as well as 4' bike lanes.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>Put a crosswalk in at Desmond and Lake so myself and my neighbors that walk Desmond to Edgewater Park have a safe place to cross. We are not going to walk the opposite direction to West 85th and back just to go across the street!   I will jay walk at Desmond instead even though it is dangerous but it is a lot safer doing that than trying to cross at Clifton. People have been struck by cars there.</p>	<p>4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87<sup>th</sup>, and W. 78<sup>th</sup> Street and a crosswalk at W. 78<sup>th</sup> Street. Why were the plans changed from the study?</p>
<p>1. MEDIANS: why are medians necessary? Seems like a lot of \$\$ for little practical use.  Lake Ave is not that wide for there to be a need to stand and wait on them and I wonder if it might be an unsafe place to stand with traffic on each side? Much rather see \$\$ used for other purposes, like a bike lane added between Clifton and West Blvd.</p> <p>2. PARKING: I am NOT in favor of losing parking in order to have a middle turning lane. This seems like it would be really damaging to businesses on Lake Avenue as well as residents who do not have driveways who park there.</p> <p>3. CROSSWALKS: They are lacking. There needs to be one on Desmond to make it safe to cross and one at W87th to serve the residents of W93, W91, W89th and W87th and Detroit Avenue . I walk to the park almost every day, and the crosswalks are very lacking now and I see they still are in this new design, which is frustrating to see. Also...  Why are there 2 crosswalks for W85th and none down closer to where residents would be crossing to head to the park at Desmond or at W87th? Does not seem equitable at all, given residents would have to walk from Desmond to W85th which is in the opposite direction of the park?! This just isn't addressing the very real safety issues at Desmond and W87th and may incentivize people crossing where there aren't designated crosswalks, which I think this rehab initiative is trying to avoid.</p> <p>4. MIDDLE TURNING LANE: seems like a luxury rather than a necessity and as I mentioned above, it is being given priority over parking, which does not seem wise.</p> <p>5. BIKE LANE: I understand that the bike lanes are not extending on all of Lake Avenue between Clifton and West Blvd, due to parking needing to be available to apartment building residents which I understand, but has anyone thought about adding the bike lanes by carving them out of some of the very wide tree lawn area on the north side of the street? Seems like that could be a solution, rather than having either parking OR a bike lane, and with this design, there would still be a decent sized tree lawn as far as I can tell. Perhaps sacrifice the medians and use that \$\$ to extend thee bike lanes. Hope that this might be a solution so residents don't lose parking and bicyclists can use Lake Avenue to get to the park.</p> <p>6. Who designed this comment page?  It seems like a missed opportunity to gather data and assess.... such as asking:  Do you live in the neighborhood &amp; if so, where? How long have you lived in the neighborhood?  How do you use Lake Ave? [by foot or by car or by bicycle, by wheelchair, skateboard etc?]  Do you feel safe walking to the park? If not, why?  What are your main priorities you'd like addressed for this rehab of Lake Ave?</p> <p>7. How will questions be answered?  Ok, that's it for now, thank you.</p>	<p>2. Why are there no bicycle facilities in the plans from W. 117th Street to Clifton Blvd.? And 3. Will separated bike lanes be considered for this project? And 4. The Lake Avenue Planning Study (Dated November 2019) showed bump-outs at Desmond, W. 87th, and W. 78th Street and a crosswalk at W. 78th Street. Why were the plans changed from the study?</p>
<p>This is a long overdue improvement to the Cleveland section of Lake Ave. While the concept tries to make the best of the available space, the Cleveland section of Lake has always seemed narrower than the section going through Lakewood. I realize this is probably not feasible, but it would be great if some of the ample tree lawn could be added to the project. This would allow for parking and bike lanes, with comfortable spacing. Thank you.</p>	<p>6. Will there be plantings in the median islands shown on the website? Are these native plants to the Cleveland area? Are these plantings durable as compared with other local projects? Does the project include new trees?</p>