

Submission Time	Your comment or question about the proposed project:
2022-09-16T20:16:55Z	Why not have dedicated bicycle lanes on North Moreland to connect to Lake to Lake trail?
2022-09-16T20:29:19Z	<p>It is disappointing to see the proposed dedicated left turn lane at Drexmore that cuts into the median. The medians in this section of the neighborhood are assets with potential for future use and should not be reduced in size.</p> <p>Sharrows are unacceptable bike lane options for this area. The North/South Moreland corridor is a key connection from the Buckeye neighborhood to the Lake-to-Lakes trail and greater regional bike network. Residents deserve dedicated and/or protected bike lanes to support this non-motorized connection.</p>
2022-09-16T20:55:09Z	<p>We are pleased to see bump-outs and realigned intersections to improve pedestrian safety, as well as bike lanes on South Moreland. These are commonplace improvements to overall road safety in the City's commitment to Vision Zero.</p> <p>There are two areas of deep concern:</p> <p>The designed dedicated left turn lane at Drexmore that cuts through the existing median. This drastic change to the look and feel of the neighborhood as a solution to reducing the traffic light cycle time for automobiles does not appear to improve or make this intersection safer. In addition, this would result in the loss of at least 5 mature trees.</p> <p>The North Moreland section of the project (Shaker Square to Larchmere). The City intends to break the potential connectivity to Larchmere and the Lake-to-Lakes Trail by using shared lanes (sharrows) in place of dedicated bicycle infrastructure (bicycle lanes or protected bicycle lanes). With the same street width as South Moreland to work with, and only mildly higher traffic counts – we see no reason for the emerging bicycle network to be disrupted here. With the ample roadway width involved, there is also the potential for the City to advance non-vehicle mobility by installing separated facilities within the roadway, by potentially using parking protected lanes – or even separated lanes along the center median. These would be new types of facilities for our area, but they have been utilized in other cities that are increasing the safety and comfort of vulnerable road users.</p> <p>The plans presented on the project website do not address the striping plan around Shaker Square and how accommodations will be improved for the most vulnerable road users navigating the Square.</p>
2022-09-18T00:14:40Z	I am very grateful for the infrastructure investment in our neighborhood and I thank you for the public meeting you have added to the process. I provided feedback after attending the August meeting subsequently spoke with Andrew Cross (Traffic Engineer). Andrew was prompt in

	<p>contacting me via email and setting up a time to talk. My primary concern is loss of the median strip along S Moreland to accommodate the left turns. I walk the intersections of S Moreland at Drexmore and Buckeye nearly daily. My secondary concern is the bike lane. I bicycle throughout the neighborhood and am glad to see bike lanes being added, but I understand why we are not considering the median strip for a bike line that would provide safe pathway from Buckeye are to Doan Creek bikeways. Please consider presenting an alternative to the extra left turn lanes and adding the bike path down the median strip. Thank you.</p>
<p>2022-09-18T16:01:37Z</p>	<p>I agree with concerns expressed by Bike Cleveland:</p> <p>The designed dedicated left turn lane at Drexmore that cuts through the existing median. This drastic change to the look and feel of the neighborhood as a solution to reducing the traffic light cycle time for automobiles does not appear to improve or make this intersection safer. In addition, this would result in the loss of at least 5 mature trees.</p> <p>The North Moreland section of the project (Shaker Square to Larchmere). The City intends to break the potential connectivity to Larchmere and the Lake-to-Lakes Trail by using shared lanes (sharrows) in place of dedicated bicycle infrastructure (bicycle lanes or protected bicycle lanes). With the same street width as South Moreland to work with, and only mildly higher traffic counts – we see no reason for the emerging bicycle network to be disrupted here. With the ample roadway width involved, there is also the potential for the City to advance non-vehicle mobility by installing separated facilities within the roadway, by potentially using parking protected lanes – or even separated lanes (both depicted below) along the center median. These would be new types of facilities for our area, but they have been utilized in other cities that are increasing the safety and comfort of vulnerable road users.</p> <p>The plans presented on the project website (https://www.northandsouthmoreland.com/) do not address the striping plan around Shaker Square and how accommodations will be improved for the most vulnerable road users navigating the Square.</p>
<p>2022-09-19T14:28:02Z</p>	<p>Declaring "people over cars" is meaningless if the administration's actions don't back it up. Sharrows are not bicycle infrastructure. Buffered curbs are dumb. I also enjoy a good rhetorical flourish, but people will quickly get tired of hearing the administration talk while they dodge speeding cars on their bikes or their feet.</p>
<p>2022-09-19T15:42:10Z</p>	<p>South Moreland BLVD - Griffing Ave to Shaker Square: bike lane should be implemented, though a protected bike lane should be placed along the curb with street parking between traffic and bike lane</p> <p>North Moreland BLVD - Shaker Square to Larchmere BLVD: protected bike lane should be implemented, not a just sharrow.</p> <p>Construction Phase #3: Shaker BLVD through the center of Shaker Square should be removed and traffic diverted around the parameter of the square for more intuitive traffic flow, i.e. traditional traffic circle, and better pedestrian navigation. Would create 2 larger, contiguous green</p>

	<p>spaces instead of 3 smaller ones, creating a more flexible space for events.</p>
<p>2022-09-19T15:42:29Z</p>	<p>I respectfully ask that the further construction prioritizing cars be reversed.</p> <p>That any construction that places an emphases on car use should not continue.</p> <p>Cities not be continuing car centric design.</p> <p>Cities should be prioritizing protected bike lanes, pedestrianism, and fortified public transit.</p> <p>Please reconsider your projects with this in mind.</p>
<p>2022-09-19T16:35:39Z</p>	<p>Please include bike lanes in this project! They are so critical for transportation, help more folks access areas of the city safely and slow down dangerous car traffic. In a city that sees so many car accidents and deaths, we absolutely need to invest in other means of transportation.</p> <p>Please also plant at least as many trees as you remove in order to provide shade and better air quality.</p>
<p>2022-09-19T18:13:35Z</p>	<p>You're buffering the wrong street user. You have a buffer in between parked cars and bicycles. What you need is a buffer and physical separation between moving cars and bikes. Adding a strip of paint on the road or adding a few sharrows will do very little to prevent a car from smashing into a bike. The proposed lane usage is very disappointing in this plan.</p>
<p>2022-09-19T18:46:26Z</p>	<p>Please make the most pedestrian- and bike-friendly version of the road design possible. I frequently bike on Moreland. My safety and the safety of others will be improved with a safe streetscape. Thank you for the opportunity to provide this feedback.</p>
<p>2022-09-19T18:57:51Z</p>	<p>I recently sold my house in Shaker Heights after living there for almost 30 years. I am looking to downsize and my son has recommended the condos along Larchmere Blvd. I am interested in a bikeable / walkable community that is close to my children. This area fits the bill for the last criteria, but in terms of bikeability / walkability, I've noticed that just having a bike lane that is not separated from car traffic does not feel safe. Similarly, a painted walk lane without traffic signals is not heeded by motorists. This area should not be optimized for motorists as it is a shopping and entertainment destination where I would think we'd want to encourage people to stop and spend time - - not whiz through on their way to somewhere else.</p> <p>Thank you.</p>

2022-09-19T19:24:15Z	<p>Removing 11 trees and not having a plan to replace them is criminal. We need trees, not removals. Be careful about coordinating ADA sidewalks and trees/roots. Often the place where the city wants to put sidewalk entrances could be moved to protect old trees rather than endangering them for years. This happened at 127th and Mt. Overlook.</p> <p>Bump-outs are ugly and do not seem to be protective of people. Do not just remove stop lights because that seems to be the activity of the current administration. See Larchmere and the difficulty it is to cross the street or pull out of side streets with the bump-outs. Having stop lights was much safer.</p> <p>Please look at the whole picture before digging.</p>
2022-09-19T20:00:21Z	<p>The PDF link above that is supposed to describe comments does not work: To view a record of the actual comments received, please click the PDF link below:</p>
2022-09-19T20:19:40Z	<ol style="list-style-type: none"> 1. Make the project more pedestrian friendly. Add some benches along both N & S Moreland, preferably shaded; maybe even a water fountain or two - at bus stops? 2. I am very worried about bicyclists' safety along the N Moreland corridor., given the volume and speed of cars/trucks. Need to seriously banning parking - there is plenty of unused parking space in the lot behind CVS, admittedly an inconvenience to some residents but I think necessary if you truly want to encourage bicycle use in the area.
2022-09-19T20:55:05Z	<p>We cannot continue to build sub-par streets. Full bike-lanes throughout this redesign section are a must. Shared lanes are not truly shared, but a hazard to both drivers and cyclists. Shared lanes are the "let them eat cake" of streets, a near complete farce. It is well known that protected/separated bike lanes open up cycling to a huge number of people, whereas gutter bike lanes and especially sharrows, do not.</p> <p>Every effort to have protected bike lanes, including floating parking spaces (they are utilized in NYC, I think Cleveland can handle them) should be explored and implemented. Not installing *at least* bike lanes the full length of this project, or preferably installing protect lanes, is kicking the can down the road and keeping Cleveland behind. No more streets should be built that don't incorporate the safest transportation option for *all* users, anything less is a failure for Cleveland and for Cleveland's Vision Zero policy. Don't fail us anymore.</p> <p>The left turn lane at Drexmore is costly and absurd.</p> <p>I appreciate greatly the curb bumpouts/shortened pedestrian crossings.</p>
2022-09-20T01:46:38Z	<p>Hi, I live in a nearby part of Shaker and I frequently bike along Moreland (going north and south) to get to Shaker Square to eat and shop at the farmers market. I was almost killed by an SUV while biking south on Moreland over the summer. I'm a (reasonably) young adult man, confident on my bike, and I never feel particularly safe riding on Moreland--sharrows are completely unsafe. My wife and I are planning to</p>

	<p>start a family soon and once there's a child in the picture, there's no way I'll be biking to Shaker Square anymore, let alone with young kids in tow; it's too risky when the cars are put above pedestrians and bikers. It's too far to walk and it doesn't make sense for me to drive and have to park, so I probably will not go to Shaker Square or Larchmere if I can avoid it. We need protected bike lanes there. Signs and paint will always be ignored by drivers...concrete and steel cannot be. This needs to be a priority, even if it means taking away parking on one side. It's a vicious cycle...if people don't always have to drive, then they won't need as much parking. But people only walk, scoot, and bike when they're given a safe option.</p>
2022-09-20T01:48:58Z	<p>Many residents rely on BOTH sides of N and S Moreland for parking. Seems that some apartment buildings have limited on-site parking or none. Are provisions being made for where they can park during construction?</p>
2022-09-20T01:49:43Z	<p>Many residents rely on BOTH sides of N and S Moreland for parking. Seems that some apartment buildings have limited on-site parking or none. Are provisions being made for where they can park during construction?</p>
2022-09-20T12:49:58Z	<p>I agree with the recommendations and concerns submitted by The Morelands Group in a letter dated 23-Aug-22. - A very high priority should be to replace lead lines during this project.- Green space and mature trees should be preserved as best as possible.- Please provide more details about the plans for bicycle lanes. Dedicated bicycle infrastructure should be used throughout the North Moreland section. More details should be provided about the plan for bike lanes at Shaker Square. Thank you.</p>
2022-09-20T13:02:49Z	<p>Intersection changes are logical and should improve pedestrian safety. Please commit the required time to project supervision and closeout. Contractors generally seem to take advantage of lower income areas by not following up on punch list items and warranties. Especially tree warranties. Thanks,</p>
2022-09-20T15:54:29Z	<p>I don't believe \$7 million should be spent on this project until a neighborhood master plan is created to address all elements of the future of this area. With the city's recent financial investment in the Shaker Square commercial district, investment (and disinvestment) happening in the north and south Morelands residential corridor, climate change concerns, and increased reliance on local resources during these trying times, our residents have a right to help shape the future, and, to date, we have not been given this opportunity in a meaningful way. Please put a hold on this plan until we can propose to the City devising a larger plan.</p>
2022-09-20T20:03:42Z	<p>Please created PROTECTED bike lanes from Shaker Square to University Circle - best way to inexpensively save the Square, by providing a good connection to the 100+ jobs in UC. Protected bike lanes improve safety for all road users (including cars!) by reducing speeds, with minimal impact to</p>

	<p>overall travel times. SS cannot compete with the suburbs on car access, but it can provide a differentiated experience by taking advantage of its relative proximity to UC. People who prefer to bike will move to SS if they are provided proper infrastructure.</p>
2022-09-20T20:08:31Z	<p>I support the addition of a dedicated bike lane on S. Moreland, and request that the shadows on N. Moreland be replaced with a dedicated bike lane. It is very difficult to bike to or from Shaker Square and I feel this would improve the situation.</p> <p>I am not able to attend the meeting due to family obligations. I support efforts to improve the built environment for pedestrians, bicyclists, and public transit riders. This is important to the health of Shaker Square and my business.</p>
2022-09-20T21:32:47Z	<p>I would like to see the same treatment proposed for S. Moreland carried through to N. Moreland (ie single driving lane, dedicated bike lane, buffer). Similar street widths would appear to enable this, and it's a key link between the bike lane on Fairhill to Shaker Square. As both a biker and driver on N. Moreland this would be a desirable improvement.</p>
2022-09-21T13:00:16Z	<ol style="list-style-type: none"> 1. As noted in my 9/19 comments, I am concerned with cyclists' safety tho not a cyclist myself. The 9/20 maps are not clear as to extent cyclists have a dedicated lane along S Moreland vs shared lanes. 2. 9/16 NBC News program reported on Bloomberg Philanthropies Road Safety Initiative with a Kansas City example of grant-funded traffic calming artwork at an intersection. Too late for this project, but Cleveland should seek funding for future projects. 3. Charts on the traffic routing when work commences on the 4 ShSq quadrants omitted what happens when Shaker Blvd itself is closed off for water main and road paving work.
2022-09-21T16:27:30Z	<p>I was unable to attend the Tuesday meeting, but want to share thoughts as I grew up in ward 4 (Cormere Ave, north of Shaker Square), though now live in ward 7. I ride my bike for transportation and think this revision is important for safety and connectivity, ultimately capable of linking Buckeye to Clinic and UH health resources and University Circle employment opportunities. In reading the summary, you seem to trade a bike lane for pedestrian island/ rest stop for South Moreland and regularize traffic flow with more signals. I share the view that there is little hope in getting rid of parked cars on South Moreland, but road sharrows are weak without adequate signs that bikes can use full lane. Even if you add sharrows, cyclists are on their own. You offer no guidance about going through/around the Shaker Square at this point and that is the traffic movement of most concern. I favor ease of links N/S to link to Larchmere and Fairhill to University Circle. This should be a useful, continuous route north from Buckeye. I may have more thoughts later. Thank you for your time and consideration.</p>
2022-09-21T21:33:51Z	<p>Thank you for your efforts at the meeting last night. I appreciate it. But I left with disgust in my mouth because these plans presented destroyed the intersections of Moreland w/ Buckeye, Ashwood and Drexmore. I've</p>

	<p>lived in my apartment for 30 years on S Moreland, and I am DISGUSTED by these plans. There is no way the medians should be reduced, cut up or moved at all. That is why I live here - my apartment looks out across the boulevard with trees. I am a crossing guard now and our intersections work. It is madness what is going on and I pray that the LORD stops this foolishness!!!! Repave what we have, stop trying to gentrify us!!!!</p>
<p>2022-09-21T23:04:53Z</p>	<p>shared use bike/car lane and lack of protection on bike lanes is very disappointing and an unnecessary disruption on the cities emerging bicycle network.</p>
<p>2022-09-26T18:00:20Z</p>	<p>Sharrows on N. Moreland is a bad idea. N. Moreland is much busier than S. Moreland because of the multiple sources of traffic. Sharrows should be used ONLY when there is no other alternative. Use the median for a bike path. With the trees along the edges, the center is clear for a bike path. Yes, it would be much more expensive; but foundation support should be available. Enlist bike organizations to seek the foundation support. The path could continue all the way to the Doan Creek path along N. Moreland, if the foundations got on board.</p>
<p>2022-09-28T01:28:53Z</p>	<p>August 15th city officials unveiled a proposed alteration of South Moreland Blvd. that has left Buckeye community residents wondering how to balance the right mix of traffic safety and efficiency, with pedestrian safety and enjoyment, along with being respectful of the city's expertise and professionalism.</p> <p>The proposed plan sets forth altered roadway redesign, new traffic light patterns, signage, designated areas for cycling, pedestrian crossing, turning operations, and road intersections. An initial timeline proposed gathering community reaction and "tweaking" the proposal within six weeks before letting construction contracts in October. However, many community residents are pushing back, feeling like the rush is on and the outcome is not going to be good. More frequently, people are questioning, "It's not broke What are they trying to fix?"</p> <p>Below I would like to use my opportunity for input to make these observations:</p> <ol style="list-style-type: none"> 1. First two stipulations: a) On plans for bicycle mobility, I defer to Bike Cleveland comments - https://www.bikecleveland.org/bike-cle/news/action-needed-north-south-moreland/2022/09/); b) North Moreland has no intersecting streets, and the replacement design focuses on much needed repairs to the road condition and the design does not call for any alterations to the existing one block section of North Moreland. I concur with the proposal and the public reaction. 2. MERGE vs. "T". There are three intersections where the current merge of secondary streets (Livingston, Ashwood and Hampton) is proposed to be replaced with a

"T." Two of the mergers are controlled by "Yield" signs allowing traffic to enter South Moreland continuing northbound. The city proposal is to alter the sloping merge with a perpendicular "T" controlled by a "Stop" sign. Without any traffic data, it's alleged that the merge is less safe and that northbound drivers have to crook their neck to watch for on-coming traffic. To angle the secondary street into the "T," significant alteration to homeowner tree lawns and driveways is proposed. This proposed alteration will eliminate numerous parking spaces that currently exist. The movement of curbs, enlargement of tree lawns and driveways has been proposed without any direct discussion with the property owners who will be affected. Also, there has been less than straight forward answers as to who becomes responsible for the shift of maintenance and up-keep (replacement and cleaning) of this new infrastructure.

Reaction to current operation and proposed change at Livingston and Hampton merge into South Moreland. Take a look at a neighboring community. I looked at a similar operation at the termination of North Woodland at Fairmount Blvd in Cleveland Heights. For traffic wishing to continue east bound on Fairmount, the roadway merges into Fairmount with a stop sign (not a yield). The merging operation is similar in Cleveland Heights and in Cleveland. The difference between North Woodland at Fairmount and the two South Moreland (Livingston and Hampton) merging streets is that the lane is more contained, and the traffic sign is at the connecting point of the "entering street" with the continuing street. By bringing the Livingston Island north along Livingston and bringing HSP north along Hampton more definition will be given to the intersecting point and the stop sign will work as it does in Cleveland Heights. I suggest doing the same thing where Livingston and Hampton enter with northbound South Moreland.

Ashwood entering northbound South Moreland could be treated the same as Livingston and Hampton. However, there is the added complication of southbound South Moreland traffic is permitted to cross over and drive eastbound on

Ashwood. This added maneuver requires different control methods than are needed at Livingston and Hampton. The city plan includes pedestrian cross walks that are greatly needed. In a public meeting, a resident suggested a pedestrian activated warning signal which is a good idea. Personally, I would be hesitant to exchange the traffic light for stop signs. I think that there are too many different moves and turns to be safely managed with stop signs. Needs more discussion and thought.

Slight addition to HSP and Livingston Island would improve merge. Earlier reference to North Woodland merging into Fairmount is controlled by a stop sign and the lane of merging traffic is "fitted" into a lane with green space on both sides. (Traffic island on one side and tree lawn on the other side) This could (and I suggest should) be done at Livingston and Hampton. The current condition has the traffic sign removed from the point of merger and there is too much concrete between the main and secondary roads. By extending the curb and adding a contoured green space north of Livingston Island and north of HSP the entering traffic will be more aware of the point at which the connection occurs.

3. Two major intersections, South Moreland at Drexmore and at Buckeye, should have similar features that emphasize safe interaction between pedestrians, cyclists and vehicles. It was discussed at the September public meeting that the pressed concrete treatment should be utilized at both. Both intersections occur where residential and retail meet. Both have multiple vehicle movements and are controlled by traffic lights. Curb to Curb roadway seem to adequately handle vehicle movements currently. Traffic flow, including multiple movements, should be handled as it is now with designated lanes, traffic lights that correspond to the lanes and manage the traffic. For pedestrians, the designation of a "safe zone" or "refuge" on the median at the crossing is a must. These functions can be achieved without cutting into the median or creating bump-outs at the curbs.

	<p>4. Ashwood merging into South Moreland was partly discussed in third paragraph of number 2. I think that the stamped concrete could enhance the pedestrian focus, the continuity with the rest of South Moreland, etc.</p> <p>5. Sidewalk safety and sidewalk lighting are two features of South Moreland improvements that residents have discussed in local meetings: 1) often residents have discussed the lack of lighting especially between Buckeye and Drexmore. To our surprise we found that the section of South Moreland south of Buckeye to Livingston has sidewalk side lighting off utility posts. There is no question that improved sidewalk side lighting is a safety feature which would be nice to extend to the block between Buckeye and Drexmore. Sidewalk replacement would be a welcome improvement. Mature trees cause havoc to aging Sidewalks. Let's make the neighborhood as safe for pedestrians as we are for motorists.</p> <p>## The End ##</p>
2022-10-03T19:56:32Z	<p>Please reconsider this plan . I am opposed to the reduction of lanes; the loss of mature tree canopy ; cutting away part of Helen Simpson Park to create a new intersection . I have lived on this street for three decades , and I do not see the justification . I would like to point out that HSP recently received a 25k\$ investment ; Hampton Rd is a one- way street adjacent to residential apts.; the trees balance the concrete and brick , clean the air, keep the boulevard shady and cooler in summer . This is also a flyover for migratory birds to the Doan Creek Watershed . There are two ADA crosswalks to HSP at the Sw & SE corners . Also this residential cooridor shares lanes with first responders, school buses , and resident parking . As a pedestrian , I love having the median refuge snd the 3 cycle traffic signal at Drexmore Rd . I have more to say and would like an opportunity to do fo . Thank youb</p>
2022-10-03T23:57:15Z	<p>We do not support the redesign which increases the length of the driveway aprons and treelawns - we will NOT care for it and will NOT be responsible for it. Residents do NOT support it either.</p>