

Number	Comments Received	NAME	AFFILIATION	COMMENT/QUESTION
1	meeting			Advocate for protected, even if only striping bike lane. Narrow stripe to parking to make it work?
2	meeting			Suggest protected bike lane in rt. Road lane - 5' bike lane, 11' travel lane still allows buffer to parked cars. Or - center bike lane.
3	meeting			N Moreland should have a separated bike lane to Larchmere. Both N & S Moreland would be a good "work route" for biking to jobs in U. Circle. Riders could get to Larchmenre, turn L, then conectith bike lane on MLK down to the trail, then into U. Circle.
4	meeting			First things first. A traffic light Hampton & S Woodland would increase safety and enhance traffic flow. Bicyclists, motorists and pedestrians would be safer.
5	meeting			Better to leave well enough alone rather than to move forward with a plan that is not well-thought out.
6	meeting			Add red light running cameras.
7	meeting			Keep traffic light at S. Moreland & Ashwood. Removal will create a public health hazard. Auto drivers already run stop signs in the area and there have been numerous crashes into houses, fences and trees as a result. The traffic light is a deterrent. Also add speed bumps at stop intersections to prevent cars speeding and dirt bikes.
8	meeting			Try to provide a concrete linkage between the bus stop (on the west side of So. Moreland at Griffing) and the public sidewalk. Residents of Livingston Arms coming from Univ. Circle get off the #48 here. Some have mobility aids. If a tree is in the way, move the bus stop north enough to enable a link from at least the front bus door to the sidewalk.
9	meeting			Connectivity of bike lane fully to Shaker Square and eventual collaboration w/Shaker Heights to connect bike lane to Shaker Lake/Nature Center. Bike lanes should ideally connect key locations and be raised when possible. Drexmore would benefit from one lane so there can be more on street parking. Parking lots behind Dave's and CVS should allow weekend RTA train parking to encourage taking rapid to events.
10	meeting			I really like the Bike Cleveland-proposed bike lane design, as it feels the safest by far. My preference for the buffer zone would be to have physical barriers present that would strongly discourage cars from encroaching on the bike lane. Ideally something concrete, maybe planter
11	meeting			Appreciate the changes. Drexmore intersection: SE corner by gas station - widen grassy area and add tree(s) and/or planting. Question: why changing from head-in to parallel parking (north of Drexmore) which reduces number of spaces and is more difficult/less safe.
12	meeting			I am very pleased with the level of attention you have given to resident comments! One items needs attention: there is a need for sidewalk-side "goose neck" lights between Drexmore (north) and Buckeye (south). This lighting enhancement exists on So. Moreland south of Buckeye but is not north of Buckeye. Due to the tree canopy and Helen Simpson Park - this improvement would be welcome.
13	meeting			1.) Add "no turn on red" restrictions to the Drexmore and to the Buckeye Rd/South Woodland Rd intersections. Proven to reduce cyclist and pedestrian deaths. 2.) Per Bike Cleveland recommendation, in all designs where bike lane is next to parked car lane, move bike lane next to median. As the designs currently stand, cuclists risk getting hit by opening car doors. The separation between the driving lane and the bike lane
14	meeting			Bike lanes need to be physically separated from traffic - cement planters, jersey barriers, etc. Painted lanes will not stop a car from crashing into a kid on a bike. Anything less is a waste of public dollars and an insult.
15	meeting			<ul style="list-style-type: none"> • How do bicyclists turn right from center lanes? • Left turn lanes interaction w/center bike lanes? • North Moreland – no trees in the median – can bike path go in center median? • How will bike lanes get around the Square? • Can bikes be in a center lane around the Square?