

NUMBER	Comments Received	COMMENT/QUESTION
1	meeting	<ul style="list-style-type: none"> • Please design a greener Ludlow/Drexmore intersection that is safer for pedestrians than today not more dangerous. Also look at Buckeye/W. Woodland crosswalk. Losing a protected pedestrian median rest space also here. • N & S Moreland are a significant corridor & connector to the Shaker Square RTA hub. This is a missed opportunity for a well-integrated & robust protected bike lane corridor. This is one of the rare places with surplus unused right-of-way, in the form of the existing center medians, which could be reduced without significantly reducing green space. • Also, what maintenance-of-traffic methods will be provided to maintain safe routes for cyclists during construction when traffic is only single-lane
2	meeting	<ul style="list-style-type: none"> • Will Cormere get curbs? • Will trees be replaced. • Water lines inside the park. • Get more work done inside of the holes. • Leave the median at Ludlow. • Will there be penalties for time overage. • CHALK will be impacted by speeders.
3	meeting	<ul style="list-style-type: none"> • Asphalt repair on Shaker Square – can the adjacent parking spaces be resurfaced concurrently? • What is the estimated construction period for each section/quadrant in the Square? • Please re-design the Drexmore intersection and restore a median – too many lanes to cross. • The design needs to be more pedestrian oriented/friendly. More trees. And irrigation for the plantings.
4	meeting	<ul style="list-style-type: none"> • S. Moreland/Drexmore/Ludlow corner needs the median to be put back into the plan. The situation will become very dangerous crossing the road. • We need clarification on Livingston park area.
5	meeting	Please don't take our trees away. Add more green space to make our neighborhood more oxygen friendly and beautiful.
6	meeting	<ul style="list-style-type: none"> • The green space to widen lanes for bike lanes. The cars speed through and have little regard for pedestrians & bikers. • Give 2-3 weeks advance notice to businesses during change and stop access so we can communicate with 300+ families each time a stage changes on the Square.

7	meeting	<ul style="list-style-type: none"> • Are you replacing any of the impacted trees? • Water main breaks constantly at Larchmere and N. Moreland – how far down is the water project going? • Light signals need improvement @ Larchmere & N. Moreland – especially those side streets (extension of N. Moreland & Kemper coming from Shaker Heights. (Ardoon) • Protection of remaining trees for root exposure.
8	meeting	<ul style="list-style-type: none"> • Given the enhanced westbound turn lane off of S. Moreland at Drexmore, should install a sidewalk on north side of Drexmore between S. Moreland to the driveway entrance at Dave’s Market. Currently pedestrians are forced into the street creating a hazardous situation. There is room for a 4-1/2 foot sidewalk w/o removal of any trees (just pruning lower branches). • Why can’t bike path be installed on N. Moreland in the median? The median is wide enough to accommodate. There is a high volume of traffic on northbound North Moreland from Van Aken, S. Moreland & Shaker Blvd. N. Moreland northbound needs 2 traffic lanes w/o a bike shared lane.
9	meeting	We need contractors that will come to our city for small jobs as well. They only want to be involved on large jobs. We can't even get them to do jobs for the residents. If they can't serve the residents on jobs why are they allowed to get our big city jobs?
10	meeting	<ul style="list-style-type: none"> • Removal of median at intersection of S. Moreland & Drexmore is problematic/unsafe for pedestrians. • Do not use bricks at crosswalks because they deteriorate unevenly (Buckeye & S. Moreland is bad shape).
11	meeting	<ul style="list-style-type: none"> • Don’t change Drexmore-S. Moreland intersection. • Try not to cut down trees. • Make Shaker Square 1 light, not 3 to go through. • Place traffic lights to catch speeders on S. Blvd, Larchmere, and all other major cut-throughs.
12	Meeting	<ul style="list-style-type: none"> • Consider bike lanes inside median. • Enforce traffic laws. • Change out side traffic signals. • Fix water at Helen Simpson Park.
13	Email	<p>North and South Moreland are a critical neighborhood artery connecting the Ludlow, Buckeye, CHALK, and Larchmere neighborhoods with Shaker Square retail and public transit hub. I want to more fully communicate my concerns about the current design:</p> <ol style="list-style-type: none"> 1. A complete design was not presented. The intersection plans did not show any of the bike lanes, on-street parking areas, tree and green space changes, or bus stop areas that were described verbally. The designers said the materials they were presenting were not up to date. Community input cannot be as meaningful if the community cannot see what is proposed. 2. Pedestrian crossings appear to be more dangerous in the new design. As discussed, at the Drexmore intersection to cross S. Moreland a pedestrian currently crosses two lanes, rests at a 30 foot median, then crosses the

		<p>remaining two lanes. With the median being eliminated, the new design proposes a 112 foot long crosswalk of uninterrupted pavement. This is equivalent to crossing nine lanes of traffic at a standard 12 foot widths. I'm sure you agree that the City's road projects should always be enhancing pedestrian safety, not significantly worsening it. The Buckeye intersection appears to also have some safety degradation due to removal of the median.</p> <p>3. Bike lanes do not appear to meet national best practices for safe design. The bike lanes were described in street sections as being right next to moving traffic with no protection or separation. The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide suggests safer alternatives (see below). Ideally the bike lane can be next to the curb and protected from traffic by physical barriers and the on-street parking areas, but at minimum the painted buffer can be between the moving traffic and the bike lane. The bike lane configuration plans were not shown, and it doesn't appear alternatives were studied. It's also unclear how conflicts between bus stops and the bike lanes will be safely navigated.</p> <p>4. Green space and trees appear to be significantly reduced in some areas. In a project such as this, of course there will be a need to remove some trees and adjust the median areas. However, no assessment of how trees and green spaces will be replaced or enhanced elsewhere was presented. The Drexmore/Ludlow intersection is of particular concern, since there is already a 'pork chop' island that is nearly fully concrete. Eliminating the 30 foot green median here will leave a vast expanse of uninterrupted hard pavement 155 feet wide from east to west tree lawns. Removing concrete from the 'pork chop' and replacing with green space and trees would help.</p> <p>5. There is no systematic method for community input. At last night's meeting, public comment forms quickly ran out leaving many attendees without them. The meeting invitation listed no contact emails or phones. If a resident was unaware of last night's meeting or unable to attend, there appears to be no structure available for them to see the presentation or provide comment. More proactive outreach is needed.</p> <p>I believe more time is needed to resolve these issues and gain community input on the design. The schedule presented indicated that the design will be completed next month and bid in October. Given that this will be a spring 2023 project, it appears there is time to step back, study the community concerns, and re-engage with the neighborhoods before finalizing and bidding the design.</p>
<p>14</p>	<p>Email</p>	<p>In short, and with all due respect, I beg you and your team to present an alternative plan to what what presented this evening. This is not just another city neighborhood. We are high density with a strong dependence on pedestrian accessibility and public transit. The plan seems to prioritize traffic patterns and ease of flow for cars, not pedestrians. Very specifically, my concern is the removal of pedestrian islands and the proposed expanse of paved and painted surface at the intersection of Drexmore and S. Moreland and the unnecessary new cut-ins at Hampton, Livingston, and Ashwood Road - especially at Hampton Road and the reduction of footprint for Helen Simpson Park, in order to accomodate the proposed new intersection.</p> <p>Our neighborhood has a unique pedestrian scale, not just in the historic apartment buildings which line North and</p>

		<p>South Moreland, but also in the historic street pattern and pedestrian accommodations which calm traffic and slow cars down. Yes, the traffic islands are dated. But they work. We don't want cars to find it easier to move through our neighborhood. We want the traffic pattern to slow them down.</p> <p>Also important to our neighborhood is the connectivity between Buckeye and Shaker Square. We are all working so hard to break down the barriers between our neighborhoods and bring us all together. Enhancing the pedestrian connections between Shaker Blvd and Buckeye is key to promoting integration of our residents and promoting foot traffic to the renewed investments being made on Buckeye with the upcoming improvements to Shaker Square. Please help us retain and improve the walkability of our unique neighborhood.</p> <p>Please consider my request of an alternative plan. Again, thank you for your work and for coming to me with your card and contact information. I have shared this with the Morelands Group and will post in my building and ask neighbors to contact you to request an alternative plan, with a focus on the Drexmore intersection.</p>
15	Email	Kindly forward the PowerPoint presentation so we can provide thoughtful comments for your consideration.
16	Email	<p>"Intersections: Please consider removing blind spot on South Moreland and Drexmore when turning East.</p> <p>Intersection not discussed: Shaker Blvd East bound at traffic light that intersects with Shaker Square. Having business here for 9 years there have been up to 3-4 accidents a week at this intersection. Please consider making traffic light more visible on left side and perhaps signage for approaching traffic that a light is ahead. It has been sad to see the amount of accidents there.</p> <p>Overall safety of surrounding streets currently during construction: We have a kids park at 2919 East 130th (near Buckeye), opening a daycare this winter on Larchmere and 130th as well as having a home on Ardoon ave with 3 children. The amount of cars that currently speed on all these streets is dangerous and I am asking that safety be considered for the surrounding neighborhoods in the form of speed bumps or increased monitoring by Cleveland Police traffic and safety.</p>
17	Email	Most of us who attended the meeting on Monday at the Shaker Square Theater to learn more about the plans for the rehabilitation of North Moreland, Shaker Square and South Moreland Blvd left wondering why the team was so ill prepared when it came to the incomplete illustration and unable to answer a number of critical questions from the audience who were attentive and inquisitive. I was struck by the fact that the presenters had no one recording all of the comments and suggestions made during the course of the meeting. Instead, they assumed that everyone hand be given comment sheets at the entry door, which was not the case, nor did I remember being given a pen or

		pencil or clipboard to write on. A phone number and email address should have be displayed on the screen for persons who wanted give some more thought to what was said before submitting a reply.
18	Email	<p>"The design presented this week has focused almost exclusively on the alignment of drive lanes for cars at the expense of heat island effect, aesthetics and pedestrian safety and comfort. If this were a school project, the Consultants would be given a D.</p> <p>The worst example of the design is the South Moreland-Drexmore intersection: The pullout of the northbound lane below Drexmore achieves alignment with the existing drive lane north on Drexmore. However, the design proposes a massive concrete paved 'tree lawn' (with no trees) south of Drexmore, which serves no functional purpose, increases the heat island effect, and diminishes the aesthetic quality of the neighborhood. Why not plant this area and add a few trees to make up for a few of the 13 mature trees you are eliminating for the merge elements to northbound South Moreland below Drexmore? The left turn lane on South Moreland to enable traffic to turn west on to Drexmore could also benefit from a green space instead of painted off asphalt as well as the painted area separating the northbound lanes. This green feature should also extend into the crosswalk area to give pedestrians a safe zone across this wide intersection. Bike Lane Planning Errors: The approach to bicycle lanes is flagrantly inappropriate. To go from a dedicated bike lane on South Moreland south of Drexmore to a shared car-bike lane north of Drexmore and then no bike lanes at all at Shaker Square is inverted from the standard and is simply incorrect and foolish. Logic says that volume increases as one nears the destination, which in this case would be Shaker Square. Consequently, The design forces the bikes at Shaker Square either on to the sidewalk or to sharing with cars – both options that are fundamentally unsafe.</p>
19	Email	<p>Thanks for being so generous with your time in our call on Thursday. I understand from our conversation that the current version of the road design varies in significant ways from the graphics that were shown during the community meeting. From your verbal description it sounds like there are certainly features that much better serve our mutual goal of enhancing pedestrian and bicycle safety along the Moreland corridor.</p> <p>I do want to reiterate my concerns about the reduction of median widths, and especially the significant elimination of the mediation at the south side of the Drexmore median. While I appreciate the City's goal to reduce the length of the traffic signal cycle time, I believe providing a safe haven at the midpoint of the street is more critical to avoiding pedestrian injury. There currently are not significant traffic back-ups due to signal delays. While you indicated that the new curb bumpouts will reduce the crossing length somewhat, 80-90 feet is still a significant distance to cross for some residents, particularly our neighbors who are seniors and/or have mobility challenges.</p> <p>I always see pedestrians waiting on the median while traffic passes, and I do not think that need will go away. The broader width of open pavement also encourages vehicles to travel at greater speeds. Since we've talked, I've</p>

		<p>come across the following NYC traffic study information that indicates the significant benefits a pedestrian island can contribute to the safety of both pedestrians and motorists. The 29.9 to 50 percent reduction in those killed or seriously injured (KSI) is eye-popping. I believe using both medians and curb bump-outs will multiply safety, this should not have to be an either/or situation since the right-of-way has ample width for both.</p> <p>https://www1.nyc.gov/html/dot/downloads/pdf/safety-treatment-evaluation-2005-2018.pdf</p> <p>I very much appreciate the city's flexibility in considering increases in green space along the west side of the street at Drexmore, both by reducing sidewalk width adjacent to the gas station as well as replacing concrete at the Ludlow traffic island with grass. I'm hopeful the City can look for opportunities to plant new trees at these and other new greenspace created by this project to replace the 13 trees that must be removed.</p> <p>Finally, I would again encourage the City to reach back out to the community for an additional meeting since the design presented to us was out of date. At the least it seems like the City could contact those who signed in and send the accurate, updated design graphics and provide an easy way for residents to submit their input.</p>
20	Email	<p>"First my apologies for not making it to the public meeting on this important infrastructure investment last week. As many of you know, my day job is often also a night job and there was a neighborhood meeting in Ohio City I needed to attend. Secondly I want to thank you for investing in our community, I know well that there are infinitely more needs than the budget allows for, and to see this project coming on the heels of the Buckeye Road investment does not go unnoticed. There are also several elements of this project that I believe are very beneficial for all of us, including the squaring off of slip lanes at Livingston, and particularly Ashwood and Hampton are real improvements that will make for a safer and more friendly feeling environment.</p> <p>However, I am really concerned with the treatment of the dedicated left-hand turn lanes at Buckeye and Drexmore Roads. I have lived along Drexmore Road for the better part of 15 years, carless for almost all of them. Every step of the walk between Van Aken and Moreland Boulevards to East 128th Street is committed to muscle memory. It is the way I go to get my groceries, take my kids to the movies, or begin and end my daily commute. And it is one of the most hostile pedestrian experiences in the City. Sidewalks disappear in front of you where you are forced into the street, driveway aprons and curb cuts extend so long sidewalks may as well not exist, and the crossing of South Moreland is a staggering 110 feet long. The one saving grace of this entire walk is the pseudo pedestrian island in the middle of South Moreland where I have stood with my family on countless occasions. Most of the time I have stood there wishing I had an actual pedestrian island to wait on like the ones at the Buckeye Road intersection, now they are both being removed.</p>

	<p>Shaker Square and its pathways in seem like they should be a pedestrian paradise but in reality, every decision made over the last 60 years has been one that prioritized the movement of cars through this space. I have never understood how Shaker Boulevard which consists of 2 lanes in each direction East and West of the square inexplicably grows to 3 as you approach the square only to shrink back a few blocks later allowing cars to fan out and immediately have to consolidate back creating needless backups. Similarly, the beautiful tree-lined Moreland Boulevards consist of 2 travel lanes in each direction with an additional parking lane. And yet we continuously find ways to erode those medians for more asphalt and driving lanes.</p> <p>Van Aken Boulevard 2 travel lanes in each direction with AM and PM peak traffic counts of 1,600 and 1,818 respectively with very limited left-hand turn only lanes throughout (none at Drexmore) at it functions just fine. Moreland services a fraction of those movements. And in the entirety of my time living here, I have never. And I mean never, seen cars stacked up waiting behind a car waiting to turn at this intersection. I do fully understand and appreciate the safety aspect of having left-hand turn lanes face each other, but maybe the solution here is to simply eliminate the dedicated left-hand turn lanes. at these intersections and include pedestrian islands for the many people on foot moving about this neighborhood. It would seem to me that you can achieve an acceptable level of service for an urban neighborhood with 2 travel lanes in each direction including a straight-left and straight-right at intersections.</p> <p>The Buckeye neighborhood and Shaker Square are extraordinary places. Many of the people who frequent Shaker Square aren't driving in from far-off places. They are people of varying income levels walking in to catch the bus or a train, go to CVS, grab a sandwich, or maybe catch a movie. I am asking that you design our infrastructure to accommodate those people as much as those driving through our neighborhood. I just came across a study the other day (image below) that shows that pedestrian islands were the most effective improvement they made in limiting pedestrian injuries and deaths. This is what people over cars looks like.</p> <p>Lastly, in my opinion, one of the most unheralded ideas that came out of the shaker square planning process a few years ago was the addition of a bike and pedestrian path inside the Moreland median seamlessly and safely connecting Buckeye residents to the Doan Brook and Lake to Lakes trail. Giving people access to parks, trails, and the waterfront is steeped in equity. The installation of these left-hand turn-only lanes eliminates that possibility from ever easily happening. Once you turn pedestrian space over to vehicular space it is infinitely more difficult to take back.</p> <p>Thank you for listening to me rant. I am happy to meet any of you to walk this stretch and show you all the things I am talking about. I sincerely appreciate your time and everything you do for our city.</p>
--	---

August 23, 2022
Morelands Infrastructure Project Plan – Community Input



Dear Council President Griffin, Councilwoman Gray, and City of Cleveland Administration,

[Copied: Chief Teeuwen, Directors DeRosa, Huang, O’Keeffe, Commissioner Mavec, Rick Switalski, Angela Sanchez, Andrew Cross, Marka Fields, Calley Mersmann, and Joy Johnson and Bianca Butts of BBC]

On Monday, August 15, 2022, the City of Cleveland, Mayor’s Office of Capital Projects, Division of Engineering & Construction held a Public Information Session regarding the North Moreland, Shaker Square, and South Moreland Rehabilitation Project (Project Plan). Concerned neighbors and businesses joined Council President Griffin and Councilwoman Gray at Atlas Cinemas to learn for the first time about this Project. Due to the overwhelming number of questions and concerns expressed by the community and the inadequate advertisement of the meeting, the Morelands Group, a subsidiary of Shaker Square Alliance, agreed to collect, consolidate, and submit responses back to City representatives. We received over 20 responses from individual residents who live in the neighborhood; volunteer Merle Gordon was kind enough to compile them.

We welcome this \$7 Million investment. The area has experienced multiple water line disruptions, so this infrastructure project is most needed. While we do not suggest delaying the project, there are several concerns about the proposed above ground ‘improvements’ included in the Project Plan. It was designed without adequate resident input, and we respectfully request the City representatives meet again with the neighbors and revise the Project Plan accordingly.

Regarding the August 15, 2022 meeting, it was not well-organized where agendas and public comment forms quickly ran out leaving many attendees without them. Community was confused as to why outdated and incomplete renderings were presented, particularly when the project is slated to be bid soon. The meeting invitation listed no contact emails or phone numbers so residents unaware of the meeting or unable to attend could not view the presentation or provide comment.

We strongly urge you to hold another community meeting with widely distributed notification and updated Project Plan designs that incorporate the concerns and recommendations from the community. The Project Plan should include renderings of all proposed intersections with proposed bike lanes, on-street parking areas, tree and greenspace changes – including exactly which trees are recommended to be removed and RTA bus stop areas.

In addition, hold a separate meeting which focuses on disruptions to businesses and other stakeholders in and around Shaker Square caused by the construction project. This should also include public transit impact and the disruption of parking along North and South Moreland for tenants and residents along the corridor. Detours should accommodate the school, dance school, and businesses in the Square. As for the actual construction period, accommodations need to be made for persons who park on North and South Moreland during construction as surrounding streets have limited availability.

The City of Cleveland should work with the City of Shaker Heights regarding the anticipated increase in traffic at the intersections of Coventry & Shaker Boulevard and North Moreland & Larchmere during construction. The timing of these lights should be altered to accommodate the expected traffic increases during construction and lane lines and arrows should be repainted.

August 23, 2022

Morelands Infrastructure Project Plan – Community Input



Recommendations and Concerns expressed by the community:

There is a general consensus from the community that this Project Plan should align with Mayor Bibb’s comments from August 19, 2022, “I’ve long believed that as a community we should always be prioritizing people over cars.” Additionally, the Project Plan should align with the Cleveland Tree Plan and the Cleveland Climate Action Plan. As an intentionally built community, the neighborhood has a unique pedestrian scale, not just in the historic apartment buildings which line North and South Moreland, but also in the historic street pattern, pedestrian accommodations which calm traffic and slow cars down, and major public transportation access. Residents in this area have worked tirelessly to connect the neighborhoods of Buckeye, Shaker Square, and Larchmere all tied through North and South Moreland Boulevards, so we care desperately about retaining the integrity of this roadway and want to encourage any investment to respect this ultimate goal. The current sale of Shaker Square and development planning has attracted a heightened increase in community engagement and interest in any changes to the neighborhood.

As such, below is a compilation of the comments, recommendations, and questions by and from the residents of the North and South Morelands neighborhoods (Buckeye, Shaker Square and Larchmere).

A. Waterline replacement (Lead line replacement)

- a. The City of Cleveland has some of the highest rates of childhood lead poisoning in the country. The City should identify if any of the lines to the individual residential structures along North & South Moreland contain lead and work with each property owner to both encourage and incentivize – perhaps through Lead Safe Cleveland Coalition – to replace the lead lines during this project. At minimum, the City should talk with each property owner about this opportunity.

B. Intersection of South Moreland & Drexmore

- a. Multiple residents expressed opposition to removing any portion of the grass median.
- b. Currently the traffic light in this intersection has 3 cycles: East/West; North (with Left turn arrow), and South (with left turn arrow). This particular traffic light cycle works well. There is no need to change it. If the City disagrees, the Community would like to understand the justification and the data supporting it.
- c. Crossing South Moreland at this intersection requires traversing over 6 lanes of traffic (without taking in consideration of the median). The median provides pedestrians a bit of a break should the timing require it to safely wait out another traffic cycle before completing the cross. The proposed removal of the median on the South side of Drexmore (which the Community DOES NOT support) does not provide any safe zones for pedestrians. Concrete bump-outs at the SE and SW corners should not justify removing the median.
- d. The City might consider trimming the tree and scaling back the fencing on the Northern median of South Moreland to remove the blind spot for Southbound traffic turning left.

C. Helen Simpson Park

- a. Concerns were raised about losing parkland to accommodate Hampton Road redesign. Proposed design brings vehicles closer to where individuals congregate to enjoy the park. What is the justification for Hampton Road redesign/reconfiguration?
- b. Recently, \$25,000 was invested in the Park through Project Evergreen for park restoration. Summer Sprout supported a water hookup to the fire hydrant to maintain the plants and flowers that volunteers planted. More information can be found in the Fall 2022 edition of The Connection <https://shad.org/the-connection/>

August 23, 2022

Morelands Infrastructure Project Plan – Community Input



D. Trees & Greenspace

- a. Residents oppose the removal of mature trees proposed in the Project Plan. The current proposal calls for the removal of 13 mature trees (mentioned at the meeting). If they must be removed, residents recommend moving trees to alternative locations within the neighborhood. At the very minimum, replace new trees at a ratio commensurate with lost canopy of mature trees.
- b. Request to include water source access/infrastructure for all the greenspaces including each quadrant within Shaker Square.

E. Bicycle Lanes

- a. General questions of how the proposed bicycle lanes will connect with the 'Lake to Lakes' Master Plan, Buckeye Road/Opportunity Corridor and how the lanes will be indicated through the Shaker Square quadrants (not included at the meeting). Also, the '2019 Shaker Square Traffic Study' proposes a path down the medians of North and South Moreland as a means of connecting the neighborhoods. While this is currently unfunded, we wish to retain the integrity of the entire length of the medians to place-hold this opportunity.
- b. Ideally the bike lane could be next to the curb, protected from traffic by physical barriers and on-street parking, but at minimum the painted buffer could be between the moving traffic and the bike lane.
- c. Community would like to see how the bus stops and the bike lanes especially at the intersections will be safely navigated as they were on view at the meeting.
- d. Are the proposed bike lanes included in the City's Complete & Green Streets Master Plan?

F. Intersection reconfiguration at Livingston, Ashwood, and Hampton Roads.

- a. What is the justification of and data supporting the reconfiguring these intersections?
- b. Concerns were raised about the removal of the traffic signal at Ashwood & South Moreland.
- c. See concerns listed under Helen Simpson Park for Hampton Road.
- d. At minimum, if the intersections must be reconfigured, the proposed 'new' greenspace at these intersections should be thoughtful and planned, not simply extensions of driveways and tree lawns particularly since Project Plan includes removal of mature trees to make way for new roadway.

G. Additional Recommendations

- a. Determine what may be needed for broadband, hi-speed internet access now. If laying cable is still the best option, install underground conduit(s)/pipe infrastructure for future installation of fiber-optic cable to increase much needed internet connectivity.
- b. Currently there is a large puddle after rain/melted snow at the curb on the north/west corner of Drexmore and South Moreland.

We formally request the following:

1. Response back from the City with acknowledgement of these recommendations, answers to the questions, and openness to redesign the Project Plan based on community input. Please direct responses to Meg Weingart, Convener, at morelandsgroup@gmail.com.
2. Another meeting will be scheduled with appropriate, thorough notification (mailings, TV 20, social media, etc.) to all residents in the neighborhoods.
3. Updated/Revised Project Plan

Thank you.

Submitted by The Morelands Group, representing the Shaker Square neighborhoods of the Greater Buckeye Community.