

CUY-East 185th Street - Part 1 & 2 (PID 113123 & 114131) [Nottingham Road to Lake Erie]

Public Feedback Received from Project Website (6/1/21 to 7/1/21)

Date: 8/23/2021

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|--|
| 1 | 1-Jun-21 | <p>My law office is next to the Fifth Third Bank; the traffic southbound travels at a very high rate of speed; they fly going towards I-90; the road slopes downward from Neff Road to I-90; since the traffic lane has been moved closer to the sidewalk (to allow for a turning lane) the incredibly fast traffic has made it more dangerous to even walk on the sidewalk; the fast moving traffic is only a foot or two away. Something needs to be done to slow this traffic and/or move the traffic back to the center of the road so it is safe to walk on the sidewalks; many large trucks and busses make it unsafe to use the sidewalk with traffic so close; and I don't want a cop with a radar gun sitting in my driveway...that is not the answer. and that happened many times. I look forward to the improvements you envision. Who will maintain the new trees and flower beds? and will there be regular trash pick up? The amount of trash I have to pick up nearly everyday is crazy. And will property owners have to maintain their property? some do not do so.</p> | <p>The existing use along this section, Villaview Road to Neff Road will remain the same. At the end of this project, the final lane use will include one travel lane in each direction, a center two-way left turn lane (TWLTL) and a parking lane on the east side of the street. The TWLTL improves safety as stopped or slow turning vehicles are removed from the through lanes. Safety is a main component of the overall corridor improvements. At a number of intersections, the curb will be bumped out further into the roadway to promote a reduction in car speeds. These bumpouts also provide a safety benefit for pedestrians by reducing the distance to cross E. 185th Street.</p> <p>The new streetscape elements, (bike racks, garbage cans, park benches), will be maintained by either the City of Cleveland or City of Euclid depending on the location.</p> <p>Yes, there will be regularly scheduled trash pick up. Property owners are responsible to maintain the frontage of their properties, including planter boxes, planter beds and tree beds, unless there is a SID developed for the street.</p> |
| 2 | 1-Jun-21 | <p>We should emulate the Short North in Columbus as much as possible; the lights and arches over the street would be a huge improvement. https://shortnorth.org/see-experience/</p> | <p>The corridor streetscape improvements are focused on pedestrian safety, connectivity, branding and increased pedestrian size. These improvements include tree planting and new streetscape amenities such as benches, bike racks, brick pavers, decorative crosswalks, gateway placemaking elements and rigid pole mounted banners. The improvements along the corridor also include new curb bumpouts at branded key intersections to provide benefits for pedestrians, the business community and transit riders.</p> <p>We view the current scope of resurfacing, signage and identity strengthening to be the beginning of what is hopefully a long-term improvement strategy involving residents and the business community. New ideas such as overhead lighting, gateway arches, or other recurring elements are in no way prohibited as future design components. Our hope is to further the corridor's evolution in the time following the completion of streetscape construction.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|--|---|
| 3 | 2-Jun-21 | <p>I'm not a big fan of sharrows, especially when coupled with street parking. The combination is asking drivers to accidentally hit cyclists when opening doors or pulling out of their spot. Besides, much of 185th St has unused parking. If this project is going to make 185th more pedestrian friendly, then I think we should encourage people to park and walk as opposed to offering spots in front of the business they'd like to frequent. Causing people to walk to their destination would also be a boon to neighboring businesses. Passers-by likely check out business more often than drivers do, particularly when those drivers can part directly in front of their business of choice. Moreover, the project's portion of 185th is only about a 30-minute walk long, perhaps a central parking structure would be more appropriate and business-friendly, while also motivating more pedestrian traffic.</p> | <p>The design plans closely follow the recommendations from the TLCI study. There is limited space within the right of way and incorporating properly designed dedicated bike lanes requires at least ten additional feet. This would either expand the roadway limits, reduce the amount of pedestrian space behind the curb, or eliminate on-street parking.</p> <p>Dedicated bike lanes are a good design element in the right context. A bike lane directly next to a parking lane can result in more bicycle/car door crashes. A buffer lane would be needed to separate the bike lane from the parking lane. The use of sharrows does not change the way the road functions but rather notifies drivers that the travel lanes are shared with bicyclists. Shared lanes generally keep bicyclists further from parked cars and reduce the likelihood of car door conflicts.</p> <p>The corridor streetscape improvements are focused on pedestrian safety, connectivity, branding and an increased pedestrian realm. The improvements along the corridor also include new curb bumpouts and branded key intersections to provide benefits for pedestrians, the business community and transit riders. The use of bumpouts will maximize the preservation of on-street parking, while also creating new social spaces with unique neighborhood character. The goal of this project is to balance the preservation of on-street parking to support the local businesses while also improving pedestrian safety and experience.</p> <p>Understanding safe, visible bicycle infrastructure is of critical importance to thriving business districts, we certainly understand your concern. When the original planning process began for the corridor, many of those highly engaged in the process voiced very strong opposition to including bike lanes in the new plan. Our hope is that through alternate plans (such as an offroad trail alongside Euclid Creek currently being strategized with Cleveland MetroParks), another North-South option will be available which is fully off road, to help fill this gap in E. 185th's vicinity.</p> |
| 4 | 2-Jun-21 | <p>Very glad to see the cul de sac being implemented and adding some streetscape features. I fin E 185th street to be a bit neglected looking. Hopefully this will address that.</p> | <p>We appreciate your feedback and agree, it looks to be a positive improvement!</p> |
| 5 | 2-Jun-21 | <p>I would like to see signage represent more of a unique neighborhood. I would like to see signage and placemaking use "Old World Plaza". I think it would really help make us seem less "default" than "E 185th". Even other successful neighborhoods in Cleveland don't use such a boring name. Ohio City is branded as Ohio City (not West 25th), Detroit Shoreway really succeeds more in its Gordon Square name. Little Italy is not called Mayfield. I just think we have an opportunity to reinvent the neighborhood in a way that makes sense, by recalling a bit from our history. Add some intrigue to the area. I never knew anything about this spot until I bought my house here.</p> | <p>Thank you for your comment. There is an existing logo that has been well received and the intent was to continue with it for consistency and branding purposes. The challenge with a neighborhood name for this corridor is that there are so many unique neighborhoods, conditions, and land uses along it that make it so different depending where you are. The idea of an overarching corridor name does not preclude the development of individual neighborhood identities as they are identified in the future.</p> <p>While the branding currently on its way to the corridor was a long-time in the making via the 2016 TLCI planning committee, there will certainly be future opportunities for additional placemaking improvements and installations. We hope you remain in the corridor and are a part of these discussions. All new ideas are welcome for when the corridor is reopened from a new foundation.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|---|
| 6 | 2-Jun-21 | The logo "East 185th Street" just also looks very dated, kinda 80s/90s. I believe it should be redone. | <p>Thank you for your comment. The intent of the logo was to work with the existing logo that was previously established. The design motif for the overall element draws inspiration from the Art Deco architecture of the LaSalle Theater.</p> <p>Your input on future rebranding and design choices is certainly welcome! Ideally the streetscape refresh will serve as a means to engage the public in long term identity cultivation well into the future.</p> |
| 7 | 18-Jun-21 | Re: Asphalt Resurfacing - In the past years there has been (on 185th) construction of new pipe and other areas of concern which are not known to most residents. However, the resurfacing has been badly done and the street has been something of a disaster. One would think you were on a roller coaster. My hope that in the final analysis or decision the roadway will be done in a manner that does not require spotty and continuous digging for various reasons. | The previous project was a sewer project and focused on the areas where the sewer manholes were located. For this project, a new 12" water main will be replaced between Mozina and Pawnee. The pavement resurfacing for this project extends from Nottingham Road to Lake Erie, approximately 1.6 miles, which includes the areas where the sewer project took place. The entire road will be resurfaced to provide a smooth riding surface. |
| 8.1 | 18-Jun-21 | All the beautification in the world will be fruitless without the enrollment of the business owners and the citizenry on both sides of E185th. With regards to the road resurfacing, I am hoping the final decision will be of such that once it is completed , the city department responsible will not turn around and tear it up for some other reason not addressed in the rehab early stages. At present E185th is a roller coaster ride. | <p>In 2016 a Tlci study was performed which involved the community. Based on community input, many of the features included are implemented with the plans.</p> <p>The sewer project was complete in 2020. We have checked with Dominion Energy and they confirmed that the gas mains are in good condition and there are no plans to upgrade the gas lines. This project will replace the water main between Mozina and Pawnee.</p> <p>With the strong business presence directly on the corridor, and significant residential areas directly behind - we agree that strong communication channels between these groups will only assist in future placemaking, economic vitality and identity cultivation for the entire corridor. The planned resurfacing should address the current challenges in road surface.</p> |
| 8.2 | 18-Jun-21 | In the presentations it was stated that the public was notified. As a resident and a member of the public - Where was my notification? I was emailed a copy from our beach club on the north side of Lakeshore. I lives practically at the corner of 185th and Cornwall. My neighbors knew nothing. It would be worthwhile to ensure that all citizens along the corridor between Lakeshore Blvd and E200th st be notified. Thanks | We are glad you were able to hear about the important project, and invite members of the public stay engaged throughout construction using the website (http://east185streetscape.com). While mass mailings are not typically within the scope of resurfacing projects, physical signs will be installed closer to the time of construction to guide detours and other updates.. Please be sure to follow the website for the most currently available information. |
| 9 | 18-Jun-21 | I am in the building at 536 E185 St. There is a garage door that faces Rosecliff and it looks like in the drawing that there will be no driveway bib included for that garage door or the fenced in area behind the building. Additionally, the commercial sidewalk extends down rosecliff past the building to the first residence. This section should be updated as well. It appears that the updated sidewalk stops short of the first residence down Rosecliff. | In general, the roadway and sidewalk work on all side streets will be minimal with the focus on improving E. 185th Street. The sidewalk work along Rosecliff extends only to the face of the buildings on E. 185th Street. |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|--|--|
| 10 | 20-Jun-21 | I like what I am seeing, however, I wish that something could be done about the intersection of Neff Road and E. 185th. This seems like the perfect time to address this problem intersection. Because of the way it intersects, so many people don't know how to handle this intersection. If they are taking a right turn from Neff onto Lakeshore heading north, some people stop at the light (which is meant for the drivers on 185th Street-not those turning from Neff). That, combined with the bank traffic on Fridays, make this a problem and very dangerous intersection. There also used to be a turning arrow for drivers heading north on 185th turning left on to Neff. I would guess there is not enough room for a roundabout but something like that would be better. This intersection really needs attention and I am not seeing it in this plan. | <p>The E. 185th Street project includes roadway resurfacing and streetscape type improvements. A signal warrant analysis was completed for the signals along E. 185th Street to confirm if a traffic signal is warranted/required. A signal was warranted at the E. 185th Street/Neff Road intersection. The existing span wire signal will be removed and replaced with an upgraded mast arm type signal.</p> <p>The traffic calming features completed in the plans should mitigate the issue identified. Upon completion of the project, the City can revisit the issues noted at this intersection.</p> |
| 11 | 20-Jun-21 | Oh, I forgot to add that I hope that they 185th logo is updated. The present one is nice but lets make everything new. | <p>There is an existing logo that has been well received and the intent was to continue with it for consistency and branding purposes. The challenge with a neighborhood name for this corridor is that there are so many unique neighborhoods, conditions, and land uses along it that make it so different depending where you are. The idea of an overarching corridor name does not preclude the development of individual neighborhood identities as they are identified in the future.</p> <p>Thank you for your feedback. New ideas for logos, branding and identify are certainly welcome well into the future.</p> |
| 12 | 24-Jun-21 | I believe all electric poles and wiring should be underground or moved to the rear of the business district buildings. | Unfortunately the budgetary scope for the streetscape resurfacing does not include utility management at this time. |
| 13.1 | 24-Jun-21 | I am deeply concerned of the loss of the entrance and parking for the new "Baby D's" restaurant at Locherie and Lakeshore. Perhaps yo can explain why all the property for the cut-de-sac comes from the Baby D site and not any from Rite Aid? | Thank you for your concern. The spacial conditions of the intersection, traffic flow analysis and safety concerns required adjustments be made to the land surrounding Locherie and Lake Shore. |
| 13.2 | 24-Jun-21 | Also again, just a cursory examination of images of E185 show the aesthetically displeasing power poles and overhead wiring. This transmission of heavy power on tall poles has been ugly for a long time. If you are spending money for water and sewer projects all along the street what about these poles and wiring. lets go the expense to move them underground at this time or to the rear of the business lots all along the street. | <p>Unfortunately the budgetary scope for the streetscape resurfacing does not include utility management at this time.</p> <p>The burying of underground utilities is a very expensive undertaking and is not scoped nor is there funding for the burying of utilities for this project. Typically, the burying of underground utilities costs are roughly \$1M per mile per utility.</p> <p>Street lighting still is required which necessitates light poles throughout.</p> |
| 14.1 | 25-Jun-21 | Preserves too much space for cars - should include a protected bike lane especially at south end - no one street parks there. | <p>The project as designed was generated from the TLCI study. Sharrows will be included for biking along E. 185th Street.</p> <p>Thank you for your input - Understanding safe, visible bicycle infrastructure is of critical importance to thriving business districts, we certainly understand your concern. When the original planning process began for the corridor, many of those highly engaged in the process voiced very strong opposition to include bike lanes in the new plan. Our hope is that through alternate plans (such as an offroad trail alongside Euclid Creek currently being strategized with Cleveland MetroParks), another North-South option will be available which is fully off road, to help fill this gap in E. 185th's vicinity.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|---|
| 14.2 | 25-Jun-21 | Locherie cul-de-sac is a half-baked solution that will most likely never be realized. Was a traffic circle considered here? | <p>The spacial conditions of Locherie and Lake Shore, traffic flow analysis and safety concerns required adjustments be made, and with the support of local property owners the cul-de-sac was determined the best course of action for an improvement in timing with the Streetscape.</p> <p>The cul-de-sac at Locherie is an acceptable design for both Cleveland and Euclid. The City of Euclid has made the decision to close the street and add the cul-de-sac. This will eliminate the fifth leg at Lakeshore Boulevard and confusion for drivers at Locherie. A roundabout was considered during the TLCI Study Phase. It was eliminated due to acquisition of Right-of Way required to install the roundabout and cost.</p> |
| 14.3 | 25-Jun-21 | Also no mention of burying overhead power lines to eliminate the unsightly bramble of poles. Cute lights and banners won't fix that. If this were on the west side people would be up in arms about this half-hearted improvement.. | <p>Unfortunately the budgetary scope for the streetscape resurfacing does not include utility management at this time.</p> <p>The burying of underground utilities is a very expensive undertaking and is not scoped nor is there funding for the burying of utilities for this project. Typically, the burying of underground utilities costs are roughly \$1M per mile per utility.</p> <p>Street lighting still is required which necessitates light poles throughout.</p> |
| 15 | 26-Jun-21 | I am very happy to be included in the review of the plans for the East 185th Streetscape Improvement. Our stake is the Beachland US Post Office. Relative to this project I am most familiar with the Fleet Avenue streetscape improvements that have been completed in the last few years. I hope that the East 185th Street project will include environmental improvements, including rain water retention areas, as have also been Incorporated in the Fleet Avenue project . | Thank you for your engagement! The project incorporates streetscape amenities developed during the TLCI study. Since we are not acquiring additional right-of-way along E. 185th Street, there are limited opportunities to include green infrastructure like on Fleet Avenue, where additional right of way was acquired. We are placing a high priority on the preservation of the existing trees along East 185th Street which will provide significant stormwater capture and reduce the urban heat-island effect. The preserved and new trees are an important part of making the street comfortable and safe for pedestrians and cars. |
| 16 | 26-Jun-21 | I want to thank Laura Bala for including me in this discussion. I want to commend Councilman Polensek, Mayor Jackson and the city of Cleveland, as well as the city of Euclid, for their leadership in planning for the improvement of the East 185th Street corridor. East 185th is a great location, close to I-90 and to Lake Erie, and it's a wonderful neighborhood with great commercial assets. Thank you very much, Robert Rybka | Thank you for your engagement! |
| 17 | 28-Jun-21 | The travel lane in Section 2 should be moved to the middle of the street; eliminate the turning lane; traffic flies thru this section; from Neff to the highway it is sloped downhill which may cause the traffic to go faster; nonetheless, it is dangerous to walk on the sidewalk with large trucks, busses and other traffic going 40 mph 2 or 3 feet away; move the traffic to the center of the street please and away from the sidewalk. | The travel lanes in Section 2 (Villaview to Neff) remains unchanged from its current layout; one NB and one SB lane, seperated by a two-way left turn lane (TWLTL). A parking lane will remain on the east side of the street. The TWLTL improves safety as stopped or slow turning vehicles are removed from the through lanes. Safety is a main component of the overall corridor improvements. |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|--|
| 18.1 | 28-Jun-21 | <p>I have reviewed the documentation associated with the East 185th Street Rehabilitation Project. I am excited about the overall project and the positive impact that it will have for the community, including residents, businesses, and institutions. I can't wait for shovels in the ground with an eye on completion.</p> <p>That being said, I see some items that confuse and concern me that I wish to share with Project Committee.</p> <p>1.PROJECT FEATURES TAB, Page 5/9: "Installation of curb bump-ins at the GCRTA bus layover area in front of Villa Angela St. Joseph High School." 2.LANE CONFIGURATION, Page 7/8; "The existing use along this section, Lakeshore Boulevard to Lake Erie will be modified by adding a parking lane along the east side of the street. At the end of the project, the final lane use will include one travel lane in each direction and a parking lane on the east side. The typical section, shown below, depicts the final lane use along this section of the East 185th Street corridor."</p> <p>There seems to be a conflict between the two statements, i.e. bump-ins versus parking lane. I can appreciate that the pole line right of way may make it difficult to create bump-ins long enough to accommodate a layover for two or more buses. Maybe a hybrid of bump-in and bump-out may accommodate the buses. Also the layover buses block the line of sight of vehicles exiting from the VASJ parking lot. It would be helpful if the layover area could be moved further north on East 185th Street.</p> <p>There is no need for parking on the eastside of the street, given the institutional parking along this section of the corridor. If anything it will become a speed trap. If anything the institutions would be better served with south bound left hand turn lane from the VASJ parking lot entrance/exit to the LSB intersection. Oftentimes a bus will be blocking traffic as it sits at Bus Stop #1.</p> | <p>The confusion appears to be about the terminology of Bump-in vs. Bump-outs. A bump-out shifts the curb line out into the roadway so that it can better define a parking lane. The bump-outs are either at the beginning, end or both beginning and end of parking lanes. North of Lakeshore there will be a parking lane on the east side of the street.</p> <p>A bump-in shifts the curb line toward the property, creating an off-street slot for parking. The installation of Bump-ins will be placed in front of VASJ north of their drive access. The bump-ins (off the street) should not block the line of sight for vehicles exiting the VASJ parking lot. The design engineer will check the line of sight for drivers exiting the VASJ parking lot.</p> <p>The project is not widening the pavement north of Lakeshore Boulevard and there is currently not an exclusive SB turn lane from E. 185th Street onto Lakeshore Boulevard. The project is mimicking the existing conditions on this leg of the intersection. In addition, the volume of traffic coming from north of Lakeshore Boulevard would not warrant/require an exclusive left turn lane.</p> |
| 18.2 | 28-Jun-21 | <p>3.MAINTAINING TRAFFIC, Pages 8&9/12: "During Stage 2 – Phase 1 of construction, the contractor will build on the west side of the road while maintaining northbound traffic on the east side of the road."</p> <p>What accommodations can be made in order to maintain ingress and egress for the VASJ parking lot during construction?</p> | <p>3. Access to residences and businesses will be maintained throughout construction. The contractor will be required to coordinate with the schools and hospitals.</p> |
| 18.3 | 28-Jun-21 | <p>4. STREETSCAPE, Amenity Palette, Pages 4-15: Total description</p> <p>Will the amenities described be extended on both side of East 185th Street, north of LSB? Currently there is no sidewalk on the west side of the street north of the VASJ driveway. With the bus layover this area is an area of clutter and neglect. Extending the streetscape would certainly improve to gateway to all of the institutions in this section.</p> | <p>4. North of the VASJ driveway, along the west side of E. 185th Street, a proposed sidewalk will not be added but new trees will be planted. Between Lakeshore Boulevard and the VASJ driveway (west side) new concrete walk, grass, trees, benches, and trash receptacles are included. Along the east side of E. 185th Street, north of Lakeshore Boulevard, the recently replaced curb, walk and grass will remain until Northline Circle (Euclid Hospital's Drive). North of this drive new concrete walk, grass, trees, benches, and trash receptacles are included.</p> <p>Additionally the 4 institutional partners north of Lakeshore are working independently from the Streetscape project to revision portions of their campuses. While unfinalized, it is anticipated these reconfigurations will increase access to Lake Erie from E. 185th and allow for a more pedestrian friendly environment.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|--|--|
| 19 | 28-Jun-21 | I would really like to see dedicated, protected bike lanes on this street. | <p>The design plans closely follow the recommendations from the TLCI study. There is limited space within the right of way and incorporating properly designed dedicated bike lanes requires at least ten additional feet. This would either expand the roadway limits, reduce the amount of pedestrian space behind the curb, or eliminate on-street parking.</p> <p>Dedicated bike lanes are a good design element in the right context. A bike lane directly next to a parking lane can result in more bicycle/car door crashes. A buffer lane would be needed to separate the bike lane from the parking lane. The use of sharrows does not change the way the road functions but rather notifies drivers that the travel lanes are shared with bicyclists. Shared lanes generally keep bicyclists further from parked cars and reduce the likelihood of car door conflicts.</p> <p>Understanding safe, visible bicycle infrastructure is of critical importance to thriving business districts, we certainly understand your concern. When the original planning process began for the corridor, many of those highly engaged in the process voiced very strong opposition to including bike lanes in the new plan. Our hope is that through alternate plans (such as an offroad trail alongside Euclid Creek currently being strategized with Cleveland MetroParks), another North-South option will be available which is fully off road, to help fill this gap in E. 185th's vicinity.</p> |
| 20 | 28-Jun-21 | Love these ideas and think this would be great for 185th! | We appreciate your feedback and continue to support the corridor! |
| 21.1 | 29-Jun-21 | Need to have multiple traffic rerouting locations and do not dump it all on E200th, which is already very congested, dangerous, and gridlocked at times. | Please note the official re-routing on E. 200th Street is stated primarily for Ambulances, Fire and other Safety traffic who require a direct North-South route in proximity to area hospitals. Local traffic is welcome to utilize alternate routes which may be more convenient during the period of construction. |
| 21.2 | 29-Jun-21 | Notify hospital employees of freeway Lakeshore Blvd or E152nd to Lakeshore Blvd for alternate exits for getting to hospital. | The detour was set for NB traffic along E. 185th Street. The detour will not affect hospital employees getting to the hospital. A traffic advisory will be sent out prior to the start of construction. |
| 22.1 | 29-Jun-21 | <p>The Commercial Stakeholder Group is a small working group of key stakeholders on E. 185th Street in Cleveland who have convened to discuss, strategize and advocate for the interests of the E. 185th Street commercial community, with the support and assistance of Councilman Michael D. Polensek, Greater Collinwood Development Corporation, and LMB Consulting.</p> <p>Two meetings were held with the Commercial Stakeholder Group to review the E. 185th Streetscape Renovation Project since the posting of the website on June 1st. The following is a compilation of the comments made by members of the Commercial Stakeholder Group during those meetings:</p> <p>Parking Design Issues:</p> <p>There is considerable concern about the reduction of parking in areas in greatest need of parking:</p> <p>1. Shawnee Avenue to Kewanee Avenue: The Post Office and Scotti's Italian Eatery are very busy and have great need for on-street parking, which is eliminated in the plan by striping to accommodate lane transitions from three to two lanes.</p> | Pavement marking in this stretch closely mimics the existing condition for turn lanes at Neff. The City will look into reducing the left turn lane storage lane to Neff to maximize the amount of parking between Shawnee Avenue and Kewanee Avenue |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|---|
| 22.2 | 29-Jun-21 | <p>2. SE corner of E. 185th at Kildeer/LaSalle. The curb bump-out in front of the LaSalle Theater interferes with valet parking and drop off for this large event venue. The RTA stop should be moved so a large portion of the bump out can be eliminated here. In addition, more on-street parking would be created to serve Sweet Bean Chocolates at 819 E. 185th and Pretty Things Salon at 825-827 E. 185th which both recently opened within the LaSalle Theater storefronts.</p> | <p>Parking spaces closely follows the recommendations as identified in the TLCI Study. Bumpout, bus stop and pedestrian crossing locations were considered holistically to minimize impacts to parking, provide access to businesses, improve safety, and enhance the public realm.</p> <p>In the TLCI study, bumpout locations were located strategically where there are already parking limitations due to drives, intersection requirements, and crosswalks. Equal consideration was given to providing safe transit access to businesses in addition to on-street parking.</p> <p>We revisited moving the bus stop from this location. However, RTA prefers to place bus stops in close vicinity to Traffic Signals and crosswalks. The bump-out will remain in front of the LaSalle theatre. We are looking at possibilities to reduce the bumpout to add more parking.</p> |
| 22.3 | 29-Jun-21 | <p>3. Pawnee Avenue T- Intersection: The entire block from Hiller to Windward has more than a dozen active businesses that have no off-street parking. In fact, a 14,000 sf retail business is opening on the corner of E. 185th Street and Hiller in just a few weeks. Buettner's Bakery, Martin's Men's Wear, Hoffman's TV, Hookes African Market, Just For Today Club and Vince's Barbershop are all busy businesses that have no public parking lot and need the maximum amount of on-street parking possible. Reduction of the curb bump out on the west side of E. 185th would help these businesses immensely, and with a bus stop located less than one block south, at Schenely Avenue, this proposed bus stop could be eliminated entirely.</p> | <p>Parking spaces closely follows the recommendations as identified in the TLCI Study. Bumpout, bus stop and pedestrian crossing locations were considered holistically to minimize impacts to parking, provide access to businesses, improve safety, and enhance the public realm.</p> <p>Additionally, bumpout locations have been located strategically where there are already parking limitations due to drives, intersection requirements, and crosswalks. Relocating bus stops from their current locations would reduce the amount of on-street parking within the vicinity of these businesses and it should be noted that equal consideration was given to providing safe transit access to businesses in addition to on-street parking.</p> <p>We revisited moving the bus stop from this location. Another agreeable location was not found to satisfy RTA requirements. We are looking at possibilities to reduce the bumpout to add additional parking.</p> |
| 22.4 | 29-Jun-21 | <p>4. Monterey Avenue T- Intersection to Cornwall Avenue: The curb bump out on the east side of E. 185th Street from Cornwall to south of Monterey eliminates all on-street parking for another cluster of businesses that have no public parking lots. In fact, a new business is opening soon in 616-618 E. 185th in the center of this block. Moving the RTA stop to the north side of Cornwall would retain on-street parking to the south, and would not negatively impact N.C. Auto Repair or the E. 185th Street Plaza who both have off-street parking spaces.</p> | <p>Parking spaces closely follows the recommendations as identified in the TLCI Study. Bumpout, bus stop and pedestrian crossing locations were considered holistically to minimize impacts to parking, provide access to businesses, improve safety, and enhance the public realm.</p> <p>Additionally, bumpout locations have been located strategically where there are already parking limitations due to drives, intersection requirements, and crosswalks. Relocating bus stops from their current locations would reduce the amount of on-street parking within the vicinity of these businesses and it should be noted that equal consideration was given to providing safe transit access to businesses in addition to on-street parking.</p> <p>We are studying the possibility of moving this bus stop location with RTA. If it cannot be moved, we are investigating possibilities of reducing the bumpouts to add additional parking spaces.</p> |
| 22.5 | 29-Jun-21 | <p>Traffic Flow Design Issues: 1. Traffic lights should be retained at the Monterey intersection, rather than replacing them with RRFP's.</p> | <p>The existing signal at the Monterey intersection is not warranted. The Cities of Euclid and Cleveland are in agreement to replace the signal with a rectangular rapid flashing beacon (RRFB).</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|--|
| 22.6 | 29-Jun-21 | 2. Further analysis is needed regarding the elimination of the lane from Villaview eastbound, turning south to the I-90 ramp. There is concern that requiring a merge from Villaview into the south bound traffic from E. 185th will create back-ups and accidents. | <p>The existing SB traffic lanes south of Villaview are currently a merge nightmare. EB Villaview drivers incorrectly believe that since there is an additional lane, they can make the right turn on red while the SB travellers have the green arrow. That is incorrect. SB E. 185th traffic has the right-of-way and can either merge to the right or stay in the same lane to continue SB. The EB Villaview drivers not only enter the I-90 ramp but can continue south, so they are merging to the left.</p> <p>It is incorrect to state that this will create a merge. The existing merge will be rectified by the elimination of the SB lane south of Villaview. EB Villaview traffic can make the right on red as long as the SB E. 185th traffic and WB Villaview left turning traffic is clear. This will resemble every other intersection in the City.</p> <p>There are currently a large amount of accidents at this intersection. The improvements should mitigate them.</p> |
| 22.7 | 29-Jun-21 | 3. Trucks often run up onto the pavement at the SE corner of E. 185th at Villaview when heading northbound and turning east onto Villaview. The SE corner should be reconfigured to facilitate this turn and reduce the damage to the pavement that is frequently occurring. | 3. The curb return at the SE corner of E. 185th Street and Villaview Road has been evaluated and reconfigured outward to allow for the truck turns. |
| 22.8 | 29-Jun-21 | <p>Hardscape Design Issues:</p> <p>1. Certain blocks, like Hiller to Windward on the west side, need more garbage cans – 5 instead of 2. The block from Harland to Schenely needs more garbage cans as well.</p> | <p>Hardscape:</p> <p>1. Locations for trash receptacles will be further refined and this feedback will be incorporated.</p> |
| 22.9 | 29-Jun-21 | 2. Drawings do not provide a key, or sufficient detail to identify location of benches, trash receptacles, bike racks, etc. Drawings don't indicate which trees are to be retained and which are to be replaced. Drawings don't indicate areas where understory plantings will be installed, nor what they will look like. More detail should be provided for community input on all of these important elements. | No drawings were provided on the web site as this is early on in the design phase. The Public Involvement process kicks off after the Consultant is complete with Stage 1 Plans which is about a 30% submittal. More information in greater detail is currently being prepared. Streetscape amenities are listed under the streetscape tab on the public website, which shows the signing, benches, bike racks etc. to be used on this project. |
| 22.10 | 29-Jun-21 | 3. There is an extensive use of striping on the roadway to indicate no parking zones. This striping has not held up well in other areas with recent streetscape improvements like Larchmere Ave and Fleet Avenue. Consider alternative methods to indicate no parking zones. | Thermoplastic pavement markings will be used. This type of paint has greater durability and will last much longer. |
| 22.11 | 29-Jun-21 | 4. Some stakeholders who also participated in the TICI study in 2016 feel that the design elements like gateway signs, banner signs, furnishing selections, etc. did not have sufficient community input and involvement in the design. They would like to review the design proposals further with more community input. | During the TICI Study two public meetings were held. The initial meeting, with 140 attendees, was a focus group format which emphasized public input and visioning. The second meeting, with 70 attendees, was an open house format which provided concepts on boards for public viewing. |
| 22.12 | 29-Jun-21 | 5. There was discussion about the placement of the Gateway Sign at the SW corner of E. 185th at Villaview. Some suggested placement in the traffic island to the north. | 5. Adding a Gateway sign to the traffic island would add an obstruction causing a safety concern due to sight distance. |
| 22.13 | 29-Jun-21 | 6. The terminus of E. 185th Street near the Hospice of the Western Reserve has great potential to be redeveloped. The Streetscape project should coordinate with discussions underway at the HWR, Cuyahoga County, City of Euclid and CNP to ensure the plan is compatible with potential redevelopment. | <p>This project will enhance the lake views by removing the ornamental planting bed and shrub vegetation then adding grass trimming the existing. Additional Streetscape elements are not included at the terminus of E. 185th Street.</p> <p>Additionally the 4 institutional partners north of Lakeshore are working independently from the Streetscape project to revision portions of their campuses. While unfinalized, it is anticipated these reconfigurations will increase access to Lake Erie from E. 185th and allow for a more pedestrian friendly environment.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|--|--|
| 22.14 | 29-Jun-21 | <p>Traffic Maintenance During Construction</p> <p>1. The proposal to retain parking on E. 185th during construction, and resumption of two-way traffic from Villaview to Abby Avenue during Stage 2 are welcome changes that the CSG appreciates. CSG encourages the City of Cleveland and Euclid to ensure those accommodations remain in the plan once the contract is bid.</p> | Thank you for your engagement! |
| 22.15 | 29-Jun-21 | <p>2. The Commercial Stakeholder Group would like to have input regarding the signage on the street and surrounding areas throughout construction, and to work with the contractor and City of Cleveland/Euclid Traffic Engineering to add directional signs to assist businesses on E. 185th.</p> | Traffic Engineering will work with the Commercial Stakeholders to provide additional signage needed during construction. |
| 22.16 | 29-Jun-21 | <p>Construction</p> <p>1. CSG appreciates that any work requiring the short-term closure of highway ramps will be conducted overnight, to minimize the negative impact this would have on E. 185th Street businesses.</p> | Thank you for your engagement! |
| 22.17 | 29-Jun-21 | <p>2. The Commercial Stakeholder Group recommends restricting work that impacts the entry to operating businesses to days that those businesses are normally closed, or night time hours. CSG would gladly coordinate with the individual businesses and communicate with the contractor to facilitate that process.</p> | The project will work closely with the businesses to minimize disruption throughout construction. |
| 22.18 | 29-Jun-21 | <p>Miscellaneous</p> <p>1. Many of the electrical poles on the street have the remnants of electric boxes and conduit, which were installed to provide service for the E. 185th Street Festival. All of this defunct equipment should be removed from the poles.</p> | <p>Misc:</p> <p>1. These will be evaluated and coordinated with the respective electrical company.</p> |
| 22.19 | 29-Jun-21 | <p>2. Two electrical poles near the NW corner of E. 185th and Rosecliff are in poor condition, severely warped, and no longer needed. One is currently used only to support a pole across E. 185th Street on the east side. These poles are an eyesore and should be removed.</p> <p>The Commercial Stakeholder Group looks forward to coordinating closely with the Streetscape team now and throughout the project to ensure the best possible outcomes for the project and the community.</p> <p>Sincerely, The Commercial Stakeholder Group: Marlene and Don Allen/Robert Gatewood: Owners of building and Gatewood Home/Share, 532 E. 185 Joe Shafran, Paran Management: Owner of E. 185th Plaza, 562-574 E. 185th Clarissa Foster: Property Manager for 648-688 E. 185th (4 buildings) Rich Fleck: Owner of building and future tenant of 706-712 E. 185th Frank Barresi: Owner of building and Martin's Mens Wear, 690-696 E. 185th Matt Quinn/Said Ouaddaadaa/Michael Kav: Matt is owner of building, Said and Michael own The Standard Restaurant, 781 E.185th Koula and Louie Makris: Owner of building and Gus's Diner, 797 E. 185th Linda Warren/CNP reps: LaSalle Theater Building, 819-837 E. 185th Shonnetta Hill: Owner of building and Learning To Grow Day Care, 842 E. 185th Bill and Maureen Dagg: Owner of building and Muldoons Restaurant, 1020 E. 185th Mike Boyer: Franchisee of 7 Eleven, 1035 E. 185th</p> <p>With support of : Councilman Michael D. Polensek Jamar Doyle, Executive Director of Greater Collinwood Development Corporation Cynthia Brookins, Director of Business Outreach, Greater Collinwood Development Corporation Laura Bala, LMB Consulting LLC</p> | <p>2. These will be evaluated and coordinated with the respective pole owner.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|--|---|
| 23.1 | 29-Jun-21 | <p>Dear Ms Love and Councilman Jarosz,</p> <p>Below you will find a few comments in regards to the 185th Street Project.</p> <p>1. Removing the connection of Locherie Ave into 185th Street is an important piece of this project. While it should have been done years ago, this project presents an opportunity that should not be missed. Hopefully residents near that end of the street do not object.</p> | <p>Thank you for your input and consideration! We appreciate you taking the time to respond and hope you remain engaged in the corridor following construction.</p> |
| 23.2 | 29-Jun-21 | <p>2. I have yet to see paver stones located within a street to work long term and not present maintenance issues. From the drawings it seems some crosswalks are made of a section of pavers. Please revisit this and look at such pavers used in other area projects after 5-10 years.</p> | <p>Pavers are not being proposed in the crosswalks. Crosswalks are proposed to be constructed of an inlaid thermoplastic pavement marking which are recessed below the finished surface of the asphalt pavement.</p> |
| 23.3 | 29-Jun-21 | <p>3. It appears there are sections of pavers along the pedestrian walkways. One good reason for pavers is if underground access is at tree plantings and light posts. This way the sidewalk concrete does not have to be broken up when access is needed. From one of the drawings it seems that there are some much larger paver areas where pedestrians traffic will take place (might be wrong, but believe I see some like in front of the theater). I am of the belief that such areas have long term maintenance issues and become trip hazards for pedestrians. Possibly, stamped colored concrete could be a better option.</p> | <p>Clay brick pavers on a 4" concrete base are proposed within the amenity strip located along the back of the roadway curb. Because we are preserving the existing mature and healthy trees along the corridor, the amenity strip varies in width to align with the existing tree pits which vary in width from 5' to 9'. The paver areas create a "furniture zone" outside the primary path of pedestrians and serve as the location for vertical elements such as trees, benches, bike racks, trash cans, traffic signs, and utility poles. The concrete base under the clay brick pavers is a tried and true method for stabilizing the pavers so they don't settle or heave, reducing long term maintenance concerns. In our experience, clay pavers provide a significantly better color retention and long-term aesthetic quality than stamped colored concrete which tends to fade over time.</p> |
| 23.4 | 29-Jun-21 | <p>4. One goal should be to retain as much curb side parking as possible. The number of expansions of the pedestrian walkway into what was a parking lane should be reviewed carefully.</p> | <p>Parking spaces closely follows the recommendations as identified in the TLCI Study. Bumpout, bus stop and pedestrian crossing locations were considered holistically to minimize impacts to parking, provide access to businesses, improve safety, and enhance the public realm.</p> <p>Additionally, bumpout locations have been located strategically where there are already parking limitations due to drives, intersection requirements, and crosswalks. Relocating bus stops from their current locations would reduce the amount of on-street parking within the vicinity of these businesses and it should be noted that equal consideration was given to providing safe transit access to businesses in addition to on-street parking.</p> <p>All efforts will be made to try to maximize on-street parking throughout the corridor.</p> |
| 24 | 29-Jun-21 | <p>I am really glad that you all are improving 185th!! I remember how nice it was years ago.</p> | <p>Thank you for your engagement!</p> |
| 25.1 | 30-Jun-21 | <p>Hi, I own 700 e 185 since June 2017, so I have some real life concerns. Thank you for the curb bump into the intersection @Pawnee. Illegal parking in the intersection @Pawnee (accident waiting to happen) in front of my storefront is one of my top concerns for safety from vehicles. I have long wanted (since watching a high speed police chase fly by in August 2017) bollards for my sidewalk for the safety of everyone and everything nearby. ... from speeding cars. Cars speed southbound in front of my place at high speeds all day long I hope to utilize my sidewalk space for future outdoor retail business, it must not put pedestrians at risk of vehicle accidents.</p> | <p>The current layout for bumpouts includes this one at Pawnee. The locations for bumpouts are being reviewed to maximize parking. Bollards are not permitted.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|--|--|
| 25.2 | 30-Jun-21 | <p>After 1, Intersection Parking and 2, Speeding Vehicles, I would list 3, Blowing Litter as another issue that should be addressed by this street rehabilitation. At Pawnee and 700E185, the wind blows in, and the wind blows out. The wind blows north, the wind blows south. Litter comes and goes with it. Unfortunately, litter ends up down the sewer- and in the lake! We need landscaping to help us trap litter.</p> <p>I have an idea for new landscaping in front of 700 E185th to help solve all 3 of my major gripes with the current E185 streetcape.</p> <p>1)Thanks to you and the proposed curb bump out (love it)at the intersection (Pawnee) in front of my storefront, the Intersection Parking problem is solved. That removes one danger.</p> <p>My functioning landscaping request for in front of 700 E185 is a large /long. , tree bed /bioswale ,approximately 5ft x 30ft, positioned close to the street, Four or Five Cherry Trees in the tree bed.and other perennial plants.</p> <p>A Beautification, a Peaceful place, a wind screen, a sun screen, a Litter Trap!, and the trees will act like Bollards making this space a safer space, a more comfortable space, and a cleaner space.</p> <p>Viewing this planted tree bed from the East side of East 185 at Pawnee will be visually pleasing and Symmetrical .</p> | <p>For this project, streetscape amenities are listed under the streetscape tab on the project web site. There will not be any bioswales added.</p> |
| 25.3 | 30-Jun-21 | <p>Request #2- Please install 3 raised crosswalks (or another traffic intervention at the intersection of 185&pawnee to slow down speeding traffic. This intersection is approximate midpoint of 185- good place for slow down.</p> | <p>High visibility, decorative crosswalks are proposed along E. 185th Street north and south of the intersection.</p> |
| 25.4 | 30-Jun-21 | <p>Request #3 please move RTA #7 south (to Hiller?) Bus stop causes bottleneck, cars pass bus using the northbound lane.</p> | <p>The plan as designed will only allow for one northbound and one southbound through lane. With the proposed bumpouts, busses will be picking up and dropping off passengers while waiting in the through lane of traffic. Passing of the busses while they stop is not permitted.</p> |
| 25.5 | 30-Jun-21 | <p>Request #4. Ditch current branding. I love Yorktown Lanes,but. The East185th St.. Curlicue Medallion is THEE BEST STREET LOGO IN CLEVELAND- CLASSIC and open for interpretation TIMELESS. We should take a clue from it.</p> <p>If you made the East 185th St. Curlicue Medallion out of wrought iron, it would look very 1930's style - LaSalle Theatre era! Branding the entire length of East 185th St. to look deco like the theater robs the eclectic residents opportunities to express themselves! Too commercial.How about the Pawnee crosswalks have a historic train track theme? Other crosswalks can be Rainbows , Black Lives Matter, etc to celebrate our streets diversity !</p> <p>Request #5 Keep having this online feedback. 1) We are still in a pandemic 2) It gives everyone equal opportunity to opine.</p> <p>Thanks much- can't wait!</p> | <p>There is an existing logo that has been well received and the intent was to continue with it for consistency and branding purposes. The challenge with a neighborhood name for this corridor is that there are so many unique neighborhoods, conditions, and land uses along it that make it so different depending where you are. The idea of an overarching corridor name does not preclude the development of individual neighborhood identities as they are identified in the future.</p> |

| Comment # | Date of Comment | Public Comment | Joint Euclid- Cleveland Response |
|-----------|-----------------|---|--|
| 26 | 30-Jun-21 | <p>one more thing; snow removal truckspile snow, ice and pieces of the asphalt from the street on the sidewalk; often 2 feet thick; impossible for one person to shovel or remove; or for anyone to walk on the sidewalk. Please move the traffic lane to the middle of the road; maybe this will help or arrange for snow and ice removal;</p> | <p>The existing use along this section, Villaview Road to Neff Road will remain the same. At the end of this project, the final lane use will include one travel lane in each direction, a center two-way left turn lane (TWLTL) and a parking lane on the east side of the street. The TWLTL improves safety as stopped or slow turning vehicles are removed from the through lanes. Safety is a main component of the overall corridor improvements. At a number of intersections, the curb will be bumped out further into the roadway to promote a reduction in car speeds. These bumpouts also provide a safety benefit for pedestrians by reducing the distance to cross E. 185th Street.</p> <p>The new streetscape elements, (bike racks, garbage cans, park benches), will be maintained by either the City of Cleveland or City of Euclid depending on the location.</p> <p>Property owners are responsible to maintain the frontage of their properties, including planter boxes, planter beds and tree beds, unless there is a SID developed for the street.</p> |