



**What we heard last time:**

- Residents on the western section of Cleveland Street need street parking
- People don't feel safe biking with traffic on Cleveland Street—especially over the Ellington Parkway bridge
- People don't feel safe walking across the street due to car speeds
- We should find ways to slow cars down whenever possible
- We should KEEP the stop sign at North 9th Street to help slow down cars in that section
- Traffic is heaviest near Ellington Parkway, so we should focus on reducing congestion there
- Development is happening on Cleveland Street and in the surrounding neighborhoods, and we need to be able to respond to changes

**Specific Features:**

- Keep parking, but only where necessary
- Protect the bike lanes over Ellington Parkway because that is the least comfortable currently, and there's no need for street parking there
- Whenever possible, we make it safer for people to cross the street using curb extensions and more visible crosswalks. This also helps to calm traffic
- The best traffic calming is narrowing down inefficient uses of space. Formalizing parking where needed, adding bike lanes per our master plan, and adding curb extensions all help calm traffic

**LEGEND**

- PROPOSED BIKE LANES
- PROPOSED PARKING
- PROPOSED ISLANDS
- POTENTIAL PEDESTRIAN IMPROVEMENT AREA

not from everyone ↓ **Voting from last mtg shows different results.**

- We heard loud and clear to keep this stop sign. However, keeping it means we also need all four lanes. So, we'll direct bicyclists to turn on North 9th Street and get to McFerrin Avenue via parallel routes.
- By changing the bridge section to one through lane and one turn lane in each direction, we actually make it more efficient for turning vehicles, keeping them from congesting neighborhood sections.
- Everything will be done with paint and bollards, so we will be able to easily respond to changes on Cleveland Street, and in the neighborhood, as they happen. Everything here can be changed in the future.

The fact that the plan changes every two blocks is potentially confusing.

2-lanes to 4-lanes (4th-McFerrin) back to 2-lanes DOES NOT align w/ input requested at the last meeting unsafe to remove bike lane for cyclists

Prefer to leave as is (3 people)

Please leave as is - we can share bike lane - Julia Dittman

I like that this plan maintains the neighborhood character & complements the neighborhood

**!!! Leave Cleveland Street ALONE !!!**

A. Ok with bike lanes as proposed like that you all have a plan to ease traffic w/o removing stop signs. Believe alternate routes should still be considered as traffic increases.

B. Leave stop signs in at 9th Street.

**\* WE NEED SAFE STREETS TO WALK, BIKE, RIDE & DRIVE**

- Seems like a really good compromise.

- I like 4-way stop @ 9th St

- Bike lanes over Ellington are key

- I really like red sections/pedestrian improvements at crosswalks!!

- Do not understand why street goes 2 lanes to 4 lanes back to 2

- I would like to follow results from engineering study that recommend 2 lanes & no stop sign. People were upset that they weren't told in advance last time.

- TDOT recommends 3 w/ bike lanes for less than 25K cars per day instead of 4 lanes. We only have 9400 cars per day? Why keep 4 blocks 4 lanes? Study doesn't support, TDOT doesn't support & last voting mtg doesn't support.

This traffic/lane pattern makes sense to me to accomplish the goal of reducing traffic on the section of Cleveland between N 6th & Dickerson & maintain the neighborhood feel while also accommodating and incorporating additional street parking & bike lanes. (Use this street often, but like on Leitchy)