



Cleveland Street



LEGEND	
—	PROPOSED BIKE LANES
—	PROPOSED PARKING
—	PROPOSED ISLANDS
—	POTENTIAL PEDESTRIAN IMPROVEMENT AREA

- 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 wherever 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: Formaking parking where needed, adding bike lanes per our master plan, and adding curb extensions all help calm traffic ✓

- 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.

MUST HAVE THIS

Please more turn lanes by Maridian, Lisbay, including school exits
 All the red bits are grant. - Adam V.
 Why does road go 2 lanes to 4 lanes for 4 blocks only then back to 2?
 TDOT recommends under 25k cars per day to have 3 lanes w/ bike (incl turning) and Cleveland is 9400 cars per day?
 + councilman's sole decision to keep 9th + McFerrin 4 lanes does NOT reflect majority of residents input. (see Easton resident board)
 parking protected bike lanes are GREAT!

Traffic light
 w/ our own
 to the MPD so
 TDOT will do it!

whenever bike lane ends abruptly feels unsafe.

Can we understand where this comes from? Voting last mtg shows clear majority for no stop + two lanes?

Leave Stop Signs In!!!

(x) - Need to extend bike routes down Dickerson - extension of Cleveland
 - Need to better connect this biking plan w/ Downtown (Oldham?)

BLACK

WHY NO BIKE LANES NTH ST + McFERRIN AVE!
 I HATE BIKE LANE ENDS SIGNS!
 I LIKE PARKING PROTECTED BIKE LANES!

Bike lanes over Ellington are especially important. This is the scariest part on a bike.

ALL CROSSWALKS SHOULD BE MARKED - ESPECIALLY WITHIN 2 MILES OF A SCHOOL

Share the road - Concept is working all over town. Why does it not work here. Is it because ETD of W-B-N lives here?

White

SPOTTED AREAS REDUCING LANES AT NTH + Mc (CLEVELAND) SHOULD ALSO BE A PED IMPROVEMENT AREA!

PEOPLE PROUDS ON J CURB