

Project Questions and Comments	Project Question Number
<p>This is super exciting! One question/area of improvement on the website would be to be more nuanced in what the mini-roundabouts will look like. I'm not a city planner or expert, but it would be nifty to better understand if there will be the opportunity for rumble strips or the like to encourage vehicular traffic to stay in the roundabout lane (please tell me those hideous plastic tubular pieces won't be added though!). Or something that will discourage wonky drivers (especially those not used to roundabouts) from just driving straight since they could easily transverse the concrete island. Other than that, super excited to see this come to fruition! Great work!</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Hello, I wanted to first say thanks to Calley Mersmann at the City of Cleveland and Councilperson Spencer for providing this project information to residents in a timely matter. I am definitely in favor of the project and appreciate all of the traffic calming features being proposed. I do have a couple concerns, however. The first one is the proposed plan at the intersection of West 44th street. The lack of proposed active and passive traffic control at that intersection is surprising considering the high volume of pedestrian traffic as well as car traffic that routes through this intersection either coming from or heading to I-90. Would more control be warranted at that intersection? My second concern is in regards to the possibility of flush islands being used in the proposed mini traffic circles. I am concerned that flush islands will be ignored on a regular basis and wonder if raised islands would be a better option. I assume there is a tradeoff between how high the raised islands can be and how difficult it would be for trucks to traverse these intersections, but if truck traffic can handle the raised islands, I am in favor of that option. Anyway, thanks for providing the opportunity to give feedback on the design process. Great job and good luck with final design and construction!</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Seriously? Changing the side of the street for parking for 7 blocks? What on earth could be the purpose of that. Zigzagging lanes back and forth around parking is not an improvement.</p>	<p>The side of the street parking is shifted from north to south between West 80th and West 77th based on TLCI recommendations</p>
<p>There should be curb extensions with each shift of on street parking as well as raised crosswalks (speed tables) installed as a part of this project. Those were recommended in every version of the traffic calming study and were very popular at public meetings. Why were these items not included in the project?</p>	<p>See response #3,4,9</p>
<p>Thank you for moving so quickly to implement change on the street. Speed continues to be an issue on this residential roadway. I'm hoping that the City can advocate in advance with the State to lower the speed limit on Franklin Blvd, as that only enhances the dangers with speeding cars.</p> <p>Without that, and the removal of the traffic lights, I'm not convinced that the concrete roundabouts will be enough to slow traffic and prevent accidents. I think this is especially a concern at night when it will be harder to see the lower concrete lumps in the roadway for a speeding car as they will be relatively flat without any landscaping or public art giving them a vertical presence. The traffic lights do little to prevent this today, and the lights are highly visible to fast-moving cars.</p> <p>I'm hoping that the possibility of reducing the speed limit is being explored in earnest and isn't being glossed over as an impossibility. There is a strong case to be made for this, much like there was for the West Shoreway. (Also the same speed limit as a semi-highway whereas Franklin Boulevard is a residential street) I would hate for the City to procrastinate on this and miss the opportunity to make meaningful and lasting change on our neighborhood street, and for the outcomes to be hindered by having to design to a higher travel speed than is necessary or appropriate.</p> <p>Will these changes be enough to bring vehicle speeds and driver attention to safe levels?</p>	<p>See Speed Reduction in the Response Letter</p>
<p>Overall, I like the plan.</p> <p>I'm looking forward to the traffic circles in lieu of traffic lights, though care must be made so that the "pavement striping and a transversable concrete island" really deters drivers from simply ignoring the circles and driving straight over them.</p> <p>Similarly, are the crosswalks to be raised as in the NOACA design?</p> <p>If people can drive straight through the circles and there are no other calming devices such as raised crosswalks, this is just a drag strip that will increase speeds and deaths.</p> <p>At the end of this, when a traffic speed study is conducted, if the 85th percentile speed is not less than 25 mph, this will have been a huge waste of money and will need to be re-done.</p> <p>(Just curious: why is this the "West Franklin Boulevard" project? There is no West Franklin Boulevard in Cleveland.)</p>	<p>See response #3,4,21</p>
<p>I'm thankful for the \$3 million that the city has allocated for this project. The city has done a robust public engagement process around this project, and I'm embarrassed and ashamed that some of my neighbors, who have been involved in the process all along, are publicly trashing this substantial investment because they didn't get speed bumps every 1/4 mile or because they lost a few street parking spaces that were rarely used anyways.</p> <p>I commend traffic engineering, NOACA, and city planning for making thoughtful and deliberate design choices that balance the needs of all road users. So often all project feedback is provided by a small, tactless, and ungrateful minority, who would not be satisfied even with a \$30 million dollar investment. I wanted to take the time to let the design team for their hard work that has brought that has brought this project to fruition.</p>	<p>No response required</p>

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<p>I realize this is my second comment, and apologize, right after I hit "send" I remembered something I wanted to add.</p> <p>I consider the current Franklin Traffic circle a huge success. As a paramedic working in that area, prior to implementation we would occasionally respond to minor-to moderate injury crashes at that intersection (although I never recall a fatality). Since the circle has opened, I only know of one crash. In that case an intoxicated male drove into the middle of the circle and got his van stuck in the mud. I consider this a success story, because had this been a traffic light, the individual would probably have blown the light and possibly injured others. As it was, the engineering safely disabled his vehicle without causing harm to him or anyone else.</p> <p>The closing of West 38th street at Fulton, however, has not gone as smoothly, and now appears to be an outdoor showroom of all the different types of "Road Closed" signs currently on the market. Despite the bollards, red octagons, arrows, orange cones on top of the bollards, and Do Not Enter signs, motorists still continue to mount the low curb and/or drive through the park.</p> <p>My takeaway is that low curbs seem to do little to deter local drivers. Consequently, it might be wise to make the neighborhood traffic circles on the rest of Franklin less-mountable. Neighborhood traffic circles in Seattle use large planters to achieve this. Another method could be to leave the middle filled with sand, so drivers get stuck. Another way would be to simply raise the curb height from 3" to 6" (still mountable, but would damage most cars who hit it at-speed). Under the current plan, its quite possible that people might drive right over the traffic circles without slowing at all.</p> <p>In a separate issue, I noticed that the West 44th Street intersection is slated to have a traffic light removed and be replaced by a single stop sign heading northbound. This intersection sees some of the highest traffic volume on Franklin because of motorists using it to access I 90. Given the high volume, it might be wise to re-consider traffic light removal, or at least make this a 3-way stop. While I know its not scientific or data-based, I do commute down this route daily, and it seems that motorists are the rather impatient at this particular intersection; I could easily see it becoming a re-occurring conflict point if continuous cross-traffic is allowed on Franklin at this point.</p> <p>Again I appreciate all the feedback</p>	<p>See Mini Roundabout Design Detail in the Response Letter & response #18</p>
<p>I'm sorry I really feel like Columbo ("Just one more thing?") but I forgot to ask about the West 32nd street intersection. I see that the signal is being removed, and from the graphic it appears that there are stopping lines at all 4 points of the intersection. Does this mean that this intersection will be a 4-way stop?</p>	<p>See response #10</p>
<p>1. ISSUE: The parking lane was shifted from the north side to the south side of Franklin Blvd. between W. 80th St. and W. 77th St. COMMENT: As a homeowner on this stretch, I anticipate more foot traffic and litter on my lawn coming from the vehicle owners parked on Franklin. The north side will see reduced foot traffic. I can't appreciate this change.</p> <p>2. ISSUE: Several businesses will have closure of their business entrance from Franklin Blvd. COMMENT: This should also be the case for Kan Zaman, on the corner of W. 25th and Franklin. I didn't see it labeled as a recommendation.</p>	<p>Parking on the south side of West Franklin from W. 80th St to W. 77th St will be unchanged. It follows the TLCI study recommendations</p>
<p>I recognize the need for traffic calming on Franklin, as a resident on W47 for over 5 years. But my issue with many aspects of this project is the lack of attention it demonstrates towards how changes on Franklin affect the more narrow, more residential surrounding streets like W47. In one of the images the NOACA page shows, it doesn't even indicate it understands the traffic calming needs of streets like W47, which will increase with traffic circles on W45 and W48. We also have an incredibly unsafe intersection at Bridge and W47 that will only get worse with this current plan. I support traffic calming, I support making Cleveland more bike friendly for those who choose to bike, but I am also really hoping Cleveland community leaders think bigger, better, and more comprehensive.</p>	<p>The mini roundabouts at W 45th St and W. 48th St will increase safety and calm traffic, including West 47th St. by slowing the speed of the drivers.</p>
<p>I think this would be fantastic. The existing lights on Franklin are absolutely worthless. There are rarely times where the lights make sense; mostly, we just sit at lights with no other traffic crossing through. I am in full support of this, even though it would make life really inconvenient for a while. Please proceed - and thank you from a W. 50th street resident.</p>	<p>No response required</p>
<p>1. This street has many multi-family residential units, some lacking sufficient amounts of off-street parking spaces for residents and guests. The approaches to the intersections with roundabouts remove too many on-street parking spaces for a street that is usually full of cars parking on the street. Consider lessening the taper/approach to these intersections to maintain 1-3 more parking spaces on street, if possible.</p> <p>2. This area has many pedestrians who are seniors, have disabilities, or are in recovery from substance abuse, traversing it. Within a block of the corridor, from west to east, many institutions which support these populations include St. Augustine Health Campus, Cogswell Hall, St. Herman's House of Hospitality, Franklin Plaza, Fairview Gardens, the Malachi House, Lutheran Hospital, and Riverview Towers. The intersections with mini-roundabouts (signal removal) have crosswalks which are pushed back from the intersections. This puts the traffic safety burden, which is a car problem, onto pedestrians. It increases their travel distance and forces them to weave at intersections, as opposed to the current configuration with standard crosswalks aligned with the existing sidewalks. This design also provides lower site distance of pedestrians by vehicles, since many of these crosswalks are behind adjacent building faces. Pedestrians are probably safer if vehicles can see them as they approach intersections, instead of after they've engaged the intersection. Please consider retaining the crosswalk alignment with the sidewalks along Franklin, and include signage for drivers to yield to pedestrians. The purpose of the vehicular yield sign keeps vehicles from entering intersection when there is someone traversing it already. Allowing a vehicle to enter and stack in front of a crosswalk in use doesn't make sense. This project was intended to support pedestrians, not further burden them.</p>	<p>1. The tapers of no parking area at the crosswalks have been kept at a minimum for pedestrian safety. 2. The crosswalks at the mini roundabout locations are set at a minimum distance from the mini roundabout as per design standards. The mini roundabout design provides safety for drivers and pedestrians.</p>
<p>The implementation of traffic circles instead of lights would be outstanding.</p>	<p>No response required</p>
<p>Not a local resident, just passing through, I wanted to check out your PI website for this project. I think it looks really good, that's just my personal opinion, not an "official" opinion of my employer. Great job also including resources on educating road users on roundabouts and rapid flashing beacons, those are great safety measures, and they work even better when everyone knows what they're supposed to do! Many in NE Ohio are still on the "steep part" on the learning curve.</p>	<p>No response required</p>
<p>It's odd to me that traffic circles were chosen as a traffic calming measure, when the speed limit on Franklin is 35 miles per hour. It seems like it should really be changed to 25 miles per hour since it is a residential street along with added 4 way stop signs at each intersection.</p>	<p>See Speed Reduction in the Response Letter</p>
<p>I'd love to see Franklin and Bridge converted into one-way streets going in the opposite directions. This would push more of the traffic onto Detroit and Lorain, which should be changed to 35 vs. the current 25 miles per hour speed limit. The traffic circles just seem like a lot of money for no reason, when we could just convert the current road structure. One way streets would also allow room for a protected bike lane!</p>	<p>See Speed Reduction in the Response Letter</p>
<p>Can we please put in some bike lanes (the proper way - separated by barricades)?</p>	<p>See response #10</p>
<p>This is an amazing improvement to our neighborhood. I have a 2 year old and we are always so nervous to take him on walks on Franklin Ave, despite its beauty, because of reckless driving. I am so happy that traffic circles will be included. My only concern is that traffic on Bridge will be adversely affected, as angry drivers will start using that street more often. Please consider beefing up traffic enforcement on Bridge during construction and after the calming measures are put in place.</p>	<p>No response required</p>
<p>Will on street parking be maintained during construction?</p>	<p>See response #19</p>

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<p>How exactly are the mini-roundabouts serving as a traffic calming?</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Bike lanes, protected from traffic</p>	<p>See response #10</p>
<p>Better mini roundabouts as the ones described do not seem to be safe Design is perfect. Bid as proposed.</p>	<p>No response required</p>
<p>Awesome! Please figure out the financing gap with the Lorain Avenue bike track ASAP. It will be huge for the neighborhood and further extending rehabilitation west past W 50th.</p>	<p>No response required</p>
<p>I'm a former resident of and regular worker in Detroit-Shoreway. As a frequent cyclist, motorist and pedestrian I think the Franklin plan is great. The stop-and-go of the traffic signals wasn't good for anyone. The one thing I hope is that the roundabouts will not be just gentle little white domes. Even something as simple as a little landscaped area with a significant curb will help calm traffic without presenting a major danger to distracted drivers. Crashing over a curb into a bush isn't great, but neither is inviting people to ignore the roundabout. Clevelanders can certainly handle roundabouts. I've seen virtually no problems at the one between Tremont and Steelyard. Meanwhile, in one little quarter mile of Lakeshore, we've had three major accidents with significant damage to nearby properties (an ice cream shop, an auto shop, and an apartment building), because motorists feel comfortable opening up and the curve there combined with the oblique intersection create dangerous situations. Novel traffic patterns without calming measures is asking for disaster, so please consider taking measures to ensure those roundabouts are taken seriously</p> <p>Yours, James</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>I am appreciative of the work being done and planning by my neighbors and experts. However, I do not think that a mini roundabout that can be driven over is going to function very well for people that consistently break traffic laws . I understand that it's likely needed for trucks and ambulances. But people FLY down this street, often disregarding stop lights...I see these roundabouts being used as jumps and sling shots to gain even more speed. I love the idea of a well done roundabout...but one that is basically a bump in the road that will crumble under ambulance and truck traffic over time....it seems ineffective. Not being an expert, I hope I am wrong but the number of ambulances, trucks and paratransit buses that use the section between W 74th and W. 69 seem like they would dominate and crush the roundabout planned for W.74th. Also, again, trusting the experts....but how does a mini roundabout like this get plowed in the winter? Does the middle get plowed or not? If it gets plowed, will the snowplow eat it alive?</p> <p>Also, I would like to see more at W. 69th and Franklin.....I think there should be at least a stop sign...the length of uninterrupted road from W. 74th to W.65th is too long and encourages high speeds despite being a school zone/drop off zone/full of kids and pedestrians.</p> <p>Last question - why are there so many roundabouts on the eastern section but not the far western section? Is it based on traffic counts? Is there less traffic at the far western section? All for now...thank you.</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>I'm a city planner by training and I like a lot of this. I would consider pinching the non-roundabout intersections more to slow down drivers when they make turns.</p>	<p>See response #10</p>
<p>My only real issue is that this seems like a major missed opportunity to create a great piece of bike infrastructure. Detroit is clearly the car road and it's just a block north. Why not get rid of the street parking and create a two-way protected cycle track? It's easy enough to get around by car here. I don't like biking at night in Cleveland, and I'm a lot less risk averse than many others.</p> <p>Looks great! Excited to bring more human-friendly features to our streets.</p>	<p>No response required</p>
<p>Appreciate incorporating elements from the Franklin TLCI study and the addition of traffic circles on Cleveland streets as a traffic calming measure. With the removal of traffic signals and the addition of traffic circles it important to know what it means to "utilize pavement striping and a transversable concrete" for the traffic circles. Will there also be vertical elements incorporated to ensure vehicles can't just drive through the circle. Can more details on the design of he traffic circles be shared?</p> <p>Also, in the original TLCI plan it called for a number of raised crosswalks. Can these be included in the final design at strategic locations (around schools, along long stretches where there are not traffic circles (i.e. W. 77th, W. 69th, W. 57th, W 32nd, W. 29th, and by Lutheran Hospital)?</p>	<p>See response #3, 4 & Mini Roundabout Design Detail in the Response Letter</p>
<p>I live on the corner of West 57th and Franklin on the Southwest corner and think the plan collected is so needed...my only comment with the proposed flashing light crosswalk is how to work with contractors and landscaping that is in place...look forward to this becoming a reality! Thank you</p>	<p>See response #2</p>
<p>Love the project which includes the area near my child's school. I would like to see high visibility crosswalks on both sides of every street (including W31st Place). To protect pedestrians I don't think signals should be removed where there will not be mini-roundabout treatments. I'm also concerned that the central islands for the mini roundabouts will not be big enough to result in the desired traffic calming goal. As drawn, they look too small. I would like to see additional detail on the mini-roundabout design. What is the design speed and design vehicle?</p> <p>More detail on these thoughts - as drawn I don't think the central islands will actually work to slow or deflect traffic very much as someone can scoot just about straight across in a vehicle only having to swerve 5 feet to get around a (mountable) curb. The amount of deflection the car has to do determines how much it has to slow down /how effective the traffic calming is. They look like they are drawn to allow for a 16 foot circulatory travel lane which is what ODOT says it should be. But that only leaves room for a 20 ft wide circle, which is problematic for slow design speeds. The design speed should be around 15 mph. ODOT says it should be 15-20mph. Also you could totally see someone turning left on the wrong side of the circle island because it is so small and there is only pavement striping, no raised curbs on the approaches.</p> <p>I can think of a few ways to rethink the design:</p> <ol style="list-style-type: none"> 1) make the approach s curved with painted bumpouts on the side of the road so that cars have to go 5 ft towards the middle of the road at the intersection then 10 ft back to the right around the circle island to increase the deflection 2) reduce the 16 foot travel lane around the circle island to 11 feet so that the circle island can be 10 ft wider 3) make the circle island an angled potato to match the angle of the intersection <p>I think if signals are going to be removed we have to be sure that the mini-roundabout design is actually the best design for pedestrians as it can be, which means s-l-o-w car speeds. Trucks can just go over the middle island, we don't have to worry about designing for them right? Otherwise we could put some landscaping in!</p> <p>Thanks in advance for your consideration of my comments.</p>	<p>See response # 5, 20 & Mini Roundabout Design Detail in the Response Letter</p>
<p>This is HORRIBLE! The yellow lines do not invite boulevard nor historic characteristics. The parking being removed at 50th and to 48th and north and. South of both is a nightmare waiting to happen. With this plan doing, nothing would be better. It's a historic district. The crosswalks belong up on Detroit or Lorain. This is an absolute travesty</p>	<p>No response required</p>

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<p>The concept of "transversible" traffic circles seems like a really bad idea. Absent physical barriers, I don't think the objective of traffic calming will be achieved. If there are limitations that prevent installing actual traffic circles (such as the one at Franklin Circle), then we must install speed tables in the roadway or other mechanisms to actually slow down the traffic. Otherwise, the combination of removal of traffic signals and the addition of mere window dressing like transversible circles will result in a worse situation than we already have. What a shameful wasted opportunity that would be.</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Please give more information on the "transversible"</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Please give more information on the "transversible"</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>I have lived on or within a block of Franklin for my entire life and it is crazy in those 34 plus years instead of actual traffic calming features, or a slower speed limit, or real bike lanes we get "mini roundabouts" that won't actually stop traffic or save lives. The community has been clear repeatedly about what is needed and we continue to prioritize folks who do not live in the neighborhood or city's ability to mow down pedestrians so they can quickly travel through my neighborhood instead of the people that actually live here. I would love to say this plan was an improvement but honestly replacing traffic lights with something that won't slow people down is worse. Why were actual traffic calming measures implemented? Why do we continue to prioritize car speed over actual residents? I wish this was unique to this project but continues to be the status quo in Cleveland and it is disgusting that our community has been advocating for improvements for over a decade only to be ignored yet again.</p>	<p>The traffic calming measures were implemented based on the NOACA study recommendations. See response #14</p>
<p>The roundabout designs are extremely unfriendly to pedestrians, encouraging drivers to keep moving without consideration for their surroundings. The design also inconveniences pedestrians by pushing back crosswalks away from the intersections. Stoplights or stop signs.</p>	<p>The crosswalks at mini roundabouts are located at a minimum distance from the inscribed circle as per design standards</p>
<p>I think we need to hear more on the mini roundabouts. Will these have raised middles to prevent drivers from speeding through? We need to keep the speeds down and safe for the vehicles as well as the protect pedestrians and cyclists. Will there be signage, posts, etc for low light visibility?</p>	<p>See response #11 & Mini Roundabout Design Detail in the Response Letter</p>
<p>Please consider how pedestrians who are blind will navigate the mini roundabouts. Will the RRFs be audible? Over time, motorists will get used to simply slowing at the roundabouts. Will they notice a cane or guide dog, which requires them to yield?</p>	<p>See response #12</p>
<p>Having been in a major accident on neighboring street, Bridge and also raising children here. It seems like this will just push higher traffic onto our street which also has an issue with speeding. There has been no enforcement efforts in the 5 years I have been in the neighborhood. After a brief look at top intersections and streets with accidents it seems like Franklin is getting the assistance because of advocacy. However, this can be seen as an equity issue as there are much more dangerous streets in need of assistance in less affluent neighborhoods and even in other parts of our own neighborhood.</p>	<p>No response required</p>
<p>Love this project. Roundabout's are so much more efficient and the clear future of traffic management. They can be much more visually appealing as well if designed as such. The Ohio City neighborhood is a wonderful, growing area full of potential and this project is a welcome addition.</p>	<p>No response required</p>
<p>At the roundabout intersections, will there be signage indicating that cars must yield to pedestrians in crosswalks? My concern is that the continuous flow of traffic will make crossing difficult or hazardous, especially for older people and people with disabilities.</p>	<p>See response #12</p>
<p>it seems like this makes using franklin more inconvenient for vehicles, pedestrians and bicyclists. Narrower lanes and stop signs work well to stop people from speeding. who is this benefitting?</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>I don't see a tree preservation plan or any indication that the overhead utility wires will be buried. Are there any provisions in the plan to limit the destruction of the existing tree canopy?</p>	<p>See response #1</p>
<p>The intersection of W. 58th and Franklin is a site of multiple accidents every month. Having a traffic circle without physical barriers will do nothing to slow down drivers at that intersection. Removing the traffic light will cause even more accidents in my opinion.</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>This feels like a half baked solution, and I am disappointed that the city of Cleveland does not take a more progressive attitude towards improving the lives of its citizens.</p> <p>I would love to see:</p> <ul style="list-style-type: none"> - The speed reduced to 25 mph permanently. - The center of the roundabouts landscaped...and not at surface level. - The crosswalks raised above surface level. - Curb bump outs to increase pedestrian visibility. - Reduction of lane widths - Alternating parking on each side. 	<p>See response # 3,4,9, speed reduction & Mini Roundabout Design Detail in the Response Letter</p>
<p>I'm pro-roundabout but I have serious concerns that transversable roundabouts with no strong vertical modification in the center will not solve the speeding issues seen on Franklin. It feels like a treatment that keeps honest people honest while giving bad actors a free license to drive on/over things that are literally stated to be "transversible." I would like a more thorough explanation of how the City expects this design to prevent speeding vehicles from driving over these roundabouts. I would also like the City to consider installing bollards in the center of the roundabout or large raised landscaping or other vertical features to prevent the possibility of speeding vehicles driving over them.</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>

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<p>The proposed improvements badly miss the clear message from the TLCI Plan that call for "raised crosswalks", "curb extensions and bumpouts", and "neighborhood traffic circles" that include visible barriers in the center of the circles that prevent the circles from being transversable. All of these items received 18+ dots during Public Meeting #1 (page 21 of the Franklin Boulevard Traffic Calming Study) while "rectangular rapid flashing beacon (RRFB)" received 2 total dots.</p> <p>However, the proposed improvements do not include the three most popular traffic calming measures and includes the least popular measure. RRFBs simply do not work anywhere except for streets where traffic is already slowed to 15 mph or less (such as on W. 25th north of Lorain). On all other streets, drivers ignore the RRFBs.</p> <p>Nowhere on the Traffic Calming Study was there any image or description that characterized the Neighborhood Traffic Circles as "transversable". Each image shows signage, landscaping, and hard infrastructure that clearly prevents the Traffic Circles from having vehicles move over them.</p> <p>Taken together, all of the proposed "traffic calming measures" (with the removal of parallel parking near the intersections with the transversable traffic circles) will likely encourage additional vehicular traffic along Franklin Boulevard at higher rates of speed. Honestly, the current situation of having signals and abundant parallel parking would be preferable to what is being proposed.</p>	<p>See response #3,4,9 & Mini Roundabout Design Detail in the Response Letter</p>
<p>I live near Franklin and am so glad to see traffic calming techniques. However, I would prefer the traffic circles to be neighborhood style islands with greenery in the middle rather than slightly raised concrete circles. The concrete circles are easy to drive over and could encourage cars to ignore/speed through the traffic circles. Also, the pedestrian walkways should be raised to encourage caution and safety at the crosswalks.</p>	<p>See response #3,4 & Mini Roundabout Design Detail in the Response Letter</p>
<p>The 'improvements' along W 38th and Fulton, thus far, are laughable. I worry every time the driver gets out of my car that they will be hit by someone speeding down our street, often going the wrong way! People drive right around our new 'dead end' at Fulton, and I am aware of crashes there due to people speeding. W 38th is treated as a main thoroughfare and it's incredibly hazardous for what is effectively a residential side street. We were hoping the traffic circle at Franklin would be effectively traffic-calming, but painting with no physical barrier is simply asking people to risk infractions by continuing to speed. Which they will. Please do more!</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Although the plan ignores many of the desires expressed by residents during the TLCI study, I am cautiously optimistic that the mini RABs will help reduce some of the insanity on Franklin. Having lived on the corner of 45th and Franklin and seen the aftermath of several severe crashes, this should help. I've lived in places where mini RABs exist, and they work well when properly designed.</p> <p>I would encourage the City to put out some more renderings or schematic designs that show additional detail for the mini RABs. There is a lot of bad info getting out on social media that they are simply paint and not raised slightly in the center.</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>Needs curb bump-outs, raised crosswalks, and the roundabouts really need to be substantial and landscaped.</p>	<p>See response #3,4 & Mini Roundabout Design Detail in the Response Letter</p>
<p>I am concerned with the lack of detail associated with what the circles actually consist of and whether they will actually calm traffic or be traversable? Also, why no raised crossing areas?</p>	<p>See response #3,4 & Mini Roundabout Design Detail in the Response Letter</p>
<p>I walk, drive, and bicycle and live off a side-street from Franklin. I don't want this to be a blown opportunity for safety like that leg of the Fulton project from Lorain to Clark. Trees are critical to calming traffic and pedestrian safety. Franklin is lucky to have large street trees in good condition.</p>	
<p>NO street trees in good condition should be removed for this project. ALL trees should be protected with chainlink fencing. The city should follow up with contractor damage when it does occur (and it will occur because it always does) and fine the contractor appropriately as the city ordinance states. It will be disappointing if trees come down without advance notice for residents and it will be disgraceful if Perk is allowed to damage healthy trees without consequence again.</p>	<p>See response #1</p>
<p>The majority funding is coming from Federal money. How will this project impact city tax for residents? I would be in strong favor of preserving the streets natural landscape, providing more law enforcement for speeding along with better signage before spending \$3million+ This money can be used in a much more efficient way for Detroit Shoreway and that's a fact. I am against this.</p>	<p>See response #22</p>
<p>1) transversable traffic circles will be transversed. They must be solid, raised curbs or bollards that are taller than passenger vehicle mandatory clearances, in order to absolutely prevent vehicles from defeating the circles. trim the corners of the intersection to allow school buses to successfully navigate the circles.</p> <p>2) there HAS to be a way to change the speed limit to 25. If it is a legislative restriction. get the legislation changed. Then randomly and periodically enforce the limit. in 23 years of residence on Franklin Blvd, I don't believe I have ever seen a speed trap.</p> <p>3) changes in marking for parking will not work unless there is a physical component to ensure that traffic must follow the markings.</p> <p>4) Cars lined up to pick up students at Gallagher school are always double-parked. There is plenty of space with the huge sidewalk on franklin to increase the cutout area to allow cars making a pickup to park there instead of double-parking.</p>	<p>See response Speed Reduction & Mini Roundabout Design Detail in the Response Letter</p>
<p>I like the addition of traffic circles. I hope they slow down traffic. Id also like to see raised pedestrian crosswalks and speed bumps throughout. I live off Franklin near Franklin circle, and people drive too fast. Slowing them down with a mix of street calming infrastructure will be good for pedestrians, bicyclists, and everyone else using the street.</p>	<p>No response required</p>
<p>1) Residents were presented with a "roundabout" option during the study phase, not a mini-roundabout. There needs to be some kind of barrier built in to the roundabout design to expect there to be any real traffic calming with the proposed installation. Perhaps the painted bump can have landscaping or planters in the middle. Perhaps there can be 18 in tall bollards ringing the bump in the middle so as to create damage to a vehicle trying to drive through instead of around it. Suggesting it is transversible for some vehicles but not all vehicles creates more havoc than already exists on the street. Also the paint around the edge of the roundabout on any new ones AS WELL AS THE FULTON ONE ALREADY IN PLACE. It needs to be brighter and more distinct. The current curb edge is indistinguishable in the dark and wet weather conditions. Paint the edges a bright green or day glo yellow to give visual signals to drivers where the middle of the roundabout begins.</p> <p>2) I have a concern that removing both the lights at W 45 and W 44 will create difficult sight lines for traffic on W 44th trying to enter on to Franklin, especially turning left to go westbound. There does not seem to be enough distance on that short block for a driver to be able to pull out into Franklin from W 44th, accounting for a car coming eastbound through the roundabout. Impaired visual sight lines as well as the unknown rate of acceleration of a vehicle clearing the W 45 roundabout going eastbound seem to create high risk scenarios along that stretch. I would advocate for a light to remain at one of these two intersections but I can see the value in removing one of them for traffic flow.</p>	<p>See response #11,17 & Mini Roundabout Design Detail in the Response Letter</p>
<p>There have been a lot of studies showing that traffic circles make for a much safer traffic flow then traditional intersections</p>	<p>No response required</p>

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<p>I believe this to be a smart, solid investment for the city. The property value of Franklin's large, beautiful homes (old and new) will increase, traffic will move more smoothly, and the neighborhood will become more safe and desirable as a result of this project.</p>	No response required
<p>Traffic Calming devices need to be installed, not just 'white paint'. Must have raised concrete items to go around in these mini roundabouts and/or lane minimizes leaving these roundabouts OR you will turn this project into an even faster racetrack. Please make it ACTUALLY safer, stop believing in focus pocus white paint magic.</p>	See response #3,4
<p>Thank you I am a frequent walker and bike rider (as well as driver) down this stretch of Franklin. I am concerned about roundabouts being the only traffic calming device on this stretch (other than the signal at W65.) Can raised cross walks be reconsidered? Will the roundabouts have a high enough profile to discourage people from driving right over them?</p>	See response 1,3,4,7
<p>Traffic Calming devices need to be installed, not just 'white paint'. Must have raised concrete items to go around in these mini roundabouts and/or lane width minimizers leaving these roundabouts OR you will turn this project into an even faster racetrack. Please make it ACTUALLY safer, stop believing in hocus pocus white paint magic. Please think like this is YOUR neighborhood with your children and grandchildren using daily.</p>	See response 1,3,4
<p>Thank you This has been much needed and a long time coming. Very excited for this project especially the raised cross walks and bump outs.</p>	No response required
<p>Hi please make the roundabouts on Franklin ave raised and dimensional enough to discourage drivers from simply driving though/over them without slowing down. I write on behalf of all Cleveland cyclists.</p>	See Mini Roundabout Design Detail in the Response Letter
<p>I am concerned about the design of the roundabouts... if they are not substantial, then I expect Franklin to be less calm and more dangerous for everyone once these changes are implemented. I am very disappointed to see the lack of speed bumps or elevated crosswalks anywhere in the design. As we have seen with the increase in crashes on Fulton after its long and expensive re-do... these details matter.</p>	See response #3,4 & Mini Roundabout Design Detail in the Response Letter
<p>It's great that there will be a rehab of Franklin for such a long stretch of it, and I think replacing lights with mini traffic circles is probably a smart idea overall. But, as someone who lives, drives, bikes, and walks in this neighborhood, I'm concerned about the plan's lack of clear design details on the traffic-calming measures. The safety of pedestrians and cyclists should be paramount, and the current plan appears to be missing some key components (raised crosswalks, etc) that would help ensure that motor vehicles drive at safe speeds and pay attention to folks on foot/on bikes. Also, it'd be great if you could beautify the intersections by "greening" the concrete islands with low-lying (to not block visibility) plants/shrubs/flowers. Thanks!</p>	See response #3,4 & Mini Roundabout Design Detail in the Response Letter
<p>What is the results/experience of other locations where mini-roundabouts have been installed? Was traffic calmer? Did accidents decline?</p>	Similar roundabouts were installed at intersections of Fulton & Franklin, East 116th & MLK Dr and the roundabout at Edgewater Park. The City has performed traffic and speed counts in these areas and found that the speed has been reduced. There is no data of any fatal or serious injury crashes.
<p>The Franklin Ave. project seems like a cost-efficient step towards improving infrastructure and transportation in Cleveland.</p>	
<p>My concern is that without further traffic calming measures such as speed bumps, speed humps, and traffic tables, Franklin ave. will turn into the "Franklin Speedway." The benefits and cost-saving measures will prove null in just a few years due to increased accidents -- vehicular and pedestrian. The safety of the people of Cleveland should be considered when pursuing this proposal. Without additional speed mitigating factors, I fear that this improvement may prove to be bane to the people of Cleveland.</p>	See response #3,4 & Mini Roundabout Design Detail in the Response Letter
<p>I use Franklin Avenue frequently to get from West Side Market to Lake Ave. It definitely needs resurfacing!!! I think the roundabouts will only work if they are raised or have some way of being clearly marked so drivers know where they are going. Also, the lane needs to be wide enough to accommodate a car and a bike at the same time.</p>	See Mini Roundabout Design Detail in the Response Letter
<p>As an avid bicyclist, I am concerned that the proposed roundabouts may not adequately slow traffic, leading to more injuries for cyclists and pedestrians. I would be in favor of additional vertical elements, such as raised crosswalks and vertical posts.</p>	See response #3,4 & Mini Roundabout Design Detail in the Response Letter
<p>I really like the idea of roundabouts and I think they are a good tool. But I am worried that them being "traversable" will not be effective in getting people to slow down and actually navigating the circle. People struggle enough with bigger roundabouts; I think drivers will just plow right through. I also wonder if there is actually enough truck traffic to warrant the need for the roundabouts to be traversable?</p>	See response#13 & Mini Roundabout Design Detail in the Response Letter
<p>I would love to see these roundabouts enhanced with either: higher curb height to deter plowing through... OR some decorative plantings that would draw attention to the intersection, beautify the intersection, and make people feel like they need to slow down.</p>	
<p>I applaud the Cleveland plan of removing traffic lights and introducing traffic circles for traffic calming as well as energy efficiency though I have some reservations with the lack of detail of how the traffic circles will be built. And encourage the city to have a raised center area that cannot be traversed by reckless drivers.</p>	See Mini Roundabout Design Detail in the Response Letter
<p>This is total garbage. Can't wait to have people plowing through half-assed, poorly planned traffic calming measures at both the Lorain and Franklin ends of my street. The loss of parking to rental units on Franklin is a disaster. The concerns of people living on side streets, not Franklin, appear not to have even been considered. And the damage to the tree canopy that inevitably happens with any project in OHC will be devastating on Franklin.</p>	See response #1, Design Process & Mini Roundabout Design Detail in the Response Letter

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<p>Why are there no raised sidewalks? Why is there zero physical traffic calming? Why do you think that people will respect white paint for roundabouts when they don't respect traffic lights currently? I would like to see physical curb extensions and bump-outs. After reading through the project proposal a few times, I am not in support of it in the current state. The main issue is the removal of the existing traffic lights all together. While speeders/reckless drivers occasionally go through the red lights, they are the only way that cars are forced to halt at intersections.</p> <p>The small round-a-bouts will not slow down traffic enough; at a 35mph limit, I can see (and the video even shows this!) where a vehicle will go *over* the central portion of the roundabout. Unless an additional slowing/calming measure is in place before the round-a-bout, speeding cars in opposite directions will drive straight over them.</p> <p>I'd rather there be a traffic light at the existing intersections, and then add round-a-bouts with a high enough central portion - or other guardrail mechanisms - to achieve a goal of less speeding and accidents.</p> <p>Thank you.</p> <p>The NOACA plan released in 2019 and included feedback from three public meetings, a demonstration project where the community was highly engaged, a survey, and two years of stakeholder meetings. This was a robust planning process that the city has mostly ignored. The NOACA plan was devised by traffic engineers and I don't see a reason why their plan has been so diluted.</p> <p>Major issues: 1) The "traversable concrete islands" I travel down Franklin Blvd. frequently. I also used to live on it. The reason I moved was because of the insane aggressive driving habits of those traversing through the neighborhood.</p> <p>As someone who spends ample time overseas...its time we get used to, and understand the traffic flow and safety benefits of traffic circles.</p> <p>Those used to intersections and who have seen nothing else, do not understand. They need to be properly informed as to the benefits.</p> <p>Additionally, like so many other thoroughfares in this city, Franklin is in dire need of resurfacing attention.</p> <p>It's going to be dangerous to remove the light at 54th and 58th and the slip lane I have lived here on 57th and Franklin this year will be 15 years the kids have cross guards at these corners and that will be dangerous you are not thinking about the kids nor them going to school and especially the school at 65th and Franklin don't screw up the rest of Franklin like you guys did by Lutheran. What use to take me 3 to 5 minutes to get to the er is now taking me 10 minutes. Y'all need to think this through thoroughly. Because you're gonna cause more problems than solutions</p> <p>I have a few questions / comments:</p> <ol style="list-style-type: none"> 1. Will the speed limit on Franklin be reduced from 35 MPH to 25 MPH? Or not change? 2. I have concerns with incorporating mini-roundabouts in what is considered a 'walkable' neighborhood. While roundabouts create efficiency for vehicles, it gives less importance on the pedestrian (crossing Franklin at the mini's will be less safe as vehicles will not be responsible to stop at the intersections). Secondly, are the intersections large enough for mini's? I'm concerned the roundabouts will not be large enough to actually slow vehicles, and Franklin could become a raceway without forcing vehicles to stop. 3. The plan mentions only 1 RRFB at 57th (near Waverly PK-8). If the goal of any roadway improvement is to make conditions more friendly for all users, I highly recommend more of these be incorporated to help slow traffic. (I'm personally not a fan of signs everywhere, but without traffic controls it might be necessary). 4. Franklin tends to be highly used by cyclists. Even though bike lanes are incorporated on Detroit, what is the considerations for cyclists on Franklin? Sharrows?? 5. There seems to be a missed opportunity for a gateway treatment at Franklin and W. 25th. This section of road between the new traffic circle and 25th is overly harsh and it feels there might be an opportunity to increase green space with strategic tree plantings, or a landscape center island in conjunction with the crosswalk to Lutheran. 6. I'd be extremely interested to attend any public engagement meetings as the project is being designed to learn more. <p>Thanks! Jeremy</p>	<p>See response #3,4,9, Design Process & Mini Roundabout Design Detail in the Response Letter</p> <p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p> <p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p> <p>No response required</p> <p>See Speed reduction, Design Process & Mini Roundabout Design Detail in the Response Letter</p> <p>See Speed reduction & Mini Roundabout Design Detail in the Response Letter</p>

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<p>Some background on me. I am 62, I grew up on W. 69th & Bridge. One block south of Franklin. I lived there until 1988. I still travel Franklin when visiting the old neighborhood or going downtown. In 2016 when working for a civil engineering firm I collected data for the City involving the speed of traffic on Franklin. I spent two days in a Cleveland police car with the policeman who took radar readings of traffic. I recorded the speed of the vehicles. As I remember the majority of traffic was traveling under the 35 MPH speed limit. I seem to remember 28 MPH was the most frequent speed. When I first heard of this plan to slow down traffic I was surprised to read there were many accidents on Franklin. I must say I never ever recall seeing one. Of course most of my time in the area was decades ago.</p> <p>Now on to the plan. Overall I am in favor of Alternative 1. I do have some reservations. Mid block are a bad idea. The force traffic to move into the center of the road thus increasing the chance for a head on collision. Woodward Avenue in Lakewood has something similar which squeezes traffic into the center. When two cars coming from opposite directions approach these, who goes first? Also, if they are similar to the ones pictured, they will block the view if the road ahead. Another issue I have with this is they will become giant garbage receptacles. I see bottles, cans and fast food bags collecting there. I doubt the city will be cleaning them out or maintaining the plants. I have no problem with the small traffic circles. However, they must not include the plants you show. Drivers can't see around that. It's a hazard. Keep them simple, low and easy to maintain.</p> <p>Traffic diverters are a dreadful concept. So, instead of traveling the quarter mile west bound straight from W. 58th to W. 65th on Franklin these would send a vehicle about 4 or 5 times more distance to get to W. 65th & Franklin. Stupid! Now a vehicle has to turn onto W. 58th and head north to Detroit or West Clinton (which is 100% residential) and go through those intersections which normally would not have the extra traffic. Same thing if traffic turns left to Bridge Avenue or even narrow residential Ellen Avenue. Crazy! It wastes gas and time. The extra distance and turns required create many more chances for accidents.</p> <p>I like eliminating traffic signals. I sit at lights many times when there is no cross traffic.</p> <p>I'm not the biggest fan of turning road over to bicycles. I find most bicyclists run red lights and don't follow traffic laws. Sorry, that's what I see.</p> <p>As for raised crosswalks keep that height to a minimum.</p> <p>I think that is it. Don't go crazy or overdo this.</p>	<p>No response required</p>
<p>I think this is a great idea and long overdue! The traffic circles especially are a great idea. Fully support.</p>	<p>No response required</p>
<p>I do not support this project as currently presented. As a resident of Franklin Blvd. I know first hand the traffic and speed issues on our road. The current proposal will not make this road safer for pedestrians, bicyclist or other drivers--let alone the residents. Years of develop and community engagement resulted in the plan developed by NOACA, which included plans for raised crosswalked and real roundabouts. The City's proposed plan, does not contain these safety measures as proposed by NOACA. The "roundabouts" proposed will not prevent speeders or reduce the risks of accidents. These raised circles can be driven over and at high speeds could result in serious car accidents. The plan needs to be modified to take into account the proposed measures, and not these budget and highly dangerous measures. As a resident and part of the community engagement, I am disappointed in the City's decision to value motorist more than the residents, pedestrians or bicyclists on this street. If given the option of this plan or nothing, I choose nothing. Repave the streets, but don't make budget attempts at traffic calming that will only result in increased accidents.</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>I strongly disagree with the 2-3" rolled curbs at the "traversable concrete islands." The rolled curbed at the new Franklin traffic circle is visually very difficult to distinguish from the drive lane, even when going at slow speeds of 20-25mph.</p> <p>I also strongly disagree with creating a concrete island; it is stark and depressing looking. I was disappointed at the missed opportunity to add a tree and plantings at Franklin Circle.</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>
<p>The proposed project is not taking into consideration many of NOACA's recommendations. Traversable roundabouts will not improve safety on Franklin. In fact, I fear that it will make it worse. I have lived on Franklin and I have witnessed many accidents and drivers constantly excessively speed, regularly. The only way to truly improve the safety and throughout of vehicles is by installing true Roundabouts as well as crosswalk bumps as NOACCA suggested. The proposed traversable roundabouts will not slow drivers and will most likely increase incidents. This is a great misuse of resources and dollars. Franklin is a neighborhood comprised of children and families, disabled people in wheel chairs. I fear for their safety on Franklin. To install the proposed initiatives would do a great disservice to the neighborhood. I would rather the road just be paved. The calming study put together by NOACCA took all of the people in the neighborhoods input as well as a great deal of time to study the ramifications of traffic in the neighborhood. This is what the neighborhood wants. I encourage you to listen to the people that live here and have to deal with drivers using Franklin as cut thru speedway. The data and suggestions from NOACCA is the only way this works successfully for all.</p>	<p>See response #3,4, & Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>I fully support the idea of roundabouts - I love them when properly implemented. The roundabouts as designed and presented in this proposal will do nothing to calm traffic and will likely make things significantly worse. Please consider actual, curbed, vertical roundabouts with proper designation and internal landscaping.</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>Why is the round-about transversable? Seems to defeat the purpose, no?</p>	
<p>What would stop all traffic from just going over it as shown in the FHWA video?</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>How are the crosswalks made to be highly visible?</p>	
<p>This plan seems like a glorified repaving project. I hope that the traffic circles do have some impact on slowing traffic down, but I think they would be more effective if they could be more physically imposing than 2 or 3 inches. It will take time for drivers to adjust to following the rules of a traffic circle, particularly when there are pedestrians and cyclists also using the road. And if the traffic circles are only 2 inches high, many drivers might not bother taking the circle. I currently run and drive daily on the traffic circle that was recently added at Franklin and Fulton/W 28th and drivers are still having trouble with it. I am also wondering why there is no plan to include protected bike lanes on part or all of the project. I ride my bike less often than I would like to because my street is a scary street to ride on as a cyclist. I also would like to see more frequently alternating sides of the street for on-street parking as well as more defined curb bump outs and raised pavement striping instead of just paint to delineate the parking lanes. For example, on the stretch of Franklin between W 74th and W 65th (where I live) there is no current plan to alternate sides of the street for on street parking. That is a LONG stretch of straight, uninterrupted road for cars and they frequently treat it like it is a speedway because of that. If the only significant change in this plan on that stretch of road is to add flashing lights to the existing crosswalk, I don't think it will have any effect of slowing down traffic. We have a very high rate of car accidents on this stretch of Franklin - just had one on April 19 where a speeding driver lost control and ran into a neighbor's parked car and then hit a tree. This plan should, at the very least, be adjusted to alternate the on-street parking on the stretch from W74 to W65. I would also strongly suggest that additional traffic calming measures are added to this section such as curb bump outs at W 69th where visibility is always challenging. I also would support any additional physical barriers that could be placed between parking lanes, driving lanes and bike lanes. Yes, we really do need bike lanes.</p>	<p>See response #9,10, Design Process & Mini Roundabout Design Detail in the Response Letter</p>

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<p>More switching which side of the street has parking more frequently. I would specifically like to see this between w74 and w65 due to multiple accidents occurring each year. RRFBs at all crosswalks over Franklin that aren't part of a traffic circle or light and adding more crosswalks over Franklin in general. There is a general lack of crosswalks currently from w65-w85 when compared to w25-w65.</p>	See respnse #6,5
<p>I'm happy the city is making some traffic calming on Franklin Blvd. Please let me share why I stopped riding home at night in the street. Two nights in a row I was nearly hit by a driver who didn't care to stop at a stop sign. There were going quite fast and had to lock up the wheels to stop. The next week I saw them again and they didn't even slow down. Please take this into consideration when designing the mini roundabouts. Make them so you cannot just drive right over them if your vehicle is large enough. Thank you</p>	See Mini Roundabout Design Detail in the Response Letter
<p>I generally like roundabouts. However, they are not great tools for calming traffic, especially if the circle is so small that vehicles barely have to adjust to navigate around the circle. If the goal is to calm traffic, why not install the most cost effective measure, a top sign. I do not support this design for Franklin Avenue. It's awesome. We need more roundabouts and less lights all around Cleveland</p>	See Mini Roundabout Design Detail in the Response Letter No response required
<p>I have worked at 4410 Franklin Blvd for approximately 2.5 years. I have observed on many occasions cars traveling at excessive speeds, and am strongly in favor of measures that make the intersection of 45th and Franklin safer. I am seriously concerned about the proposed traversable traffic circle at that intersection. I think a traffic circle at that intersection needs to be raised and have something in the middle (grass, foliage) that prevents traffic from driving through it. To put a traversable circle at that intersection will only make it much more dangerous than it currently is. I urge the City to reconsider the current drawings for that intersection.</p>	See Mini Roundabout Design Detail in the Response Letter
<p>I have several concerns with the City's proposal for the modifications to Franklin Boulevard. First, this proposal utilizes traversable traffic circles which, by definition, can and WILL be driven over. If people continue to drive through the new curbed/vegetative traffic circle at Fulton and Franklin, they will certainly drive over a traversable circle.</p> <p>Second, this proposal fails to integrate raised crosswalks while eliminating traffic lights. This corridor is already vehicular-focused, with aggressive drivers who are hostile to pedestrians and bikers on the roadway. Drivers continuously run the traffic lights that are already in place. Eliminating traffic lights while not providing adequate and frequent traffic calming measures would be disastrous for public safety.</p> <p>Third, I oppose the elimination of ANY cross walks along this corridor. This neighborhood is supposedly the most walkable in the City, yet here we're presenting intersections without 4-way cross walks. This is a step backwards in walkability and every intersection should provide direct access for pedestrians along their path of travel.</p> <p>All of these issues favor the vehicle (personal cars, specifically, as busses do not traverse Franklin) over the MANY many pedestrians in this neighborhood, many of whom rely on walking or biking as modes of transit. While traveling on Franklin Avenue, I've personally been subjected to harassment and aggressive driving while biking, have had to pull my children and dogs out of the way of vehicles not abiding traffic laws, and have witnessed neighbors with mobility issues struggle to safely navigate this corridor.</p> <p>I urge the City to learn from the errors it made on the Fulton corridor project (and many others) and actually do what's best for the PEOPLE, not cars, who utilize this RESIDENTIAL corridor.</p>	See response #3,4 & Mini Roundabout Design Detail in the Response Letter
<p>Hello,</p> <p>I am writing as resident who lives on one of the intersections for a proposed 'traversable concrete islands', one who gave feedback in 2018 for the NOACA recommendations as well as board member for St. Paul's Community Church Outreach (located on the corner of W.45th and Franklin Blvd).</p> <p>I have reviewed the proposed plans in depth and am deeply concerned and curious as to why two key provisions of the NOACA plans are not being implemented? That of the installation of the neighborhood traffic circles (that cannot be easily driven through/over and have curb with a visual interest in the center). Also as to why there are no raised crosswalks included?</p> <p>I would cordially invite anyone to spend a day in our yard from where you will hear, see and experience not only the constant high speed traffic along Franklin Blvd, but also many neighbors jogging, walking dogs, children playing, cyclists, people frequenting St. Paul's and St. Herman's for meals and fellowship among others. The current proposed plans are insufficient to keep all of these individuals adequately and reasonably safe. The traversable concrete islands would essentially turn Franklin Blvd a high speed freeway. I would honestly be even more terrified to walk my children to school without adequate traffic controls and raised crosswalks. This currently proposed plan would actively detract from the quality of life for all who live, work, play and visit the institutions on Franklin Blvd.</p> <p>A few years ago the traffic light at the intersection of W.45th and Franklin would flash yellow and red on each respective side of the intersection after 9pm. Weekly, and at times daily, I would be awoken to severe car accidents, crashes into poles and screeching with near misses. This was somewhat mitigated by the light now being 24/7 and no longer flashing, but still, especially in the evenings the light is routinely ran and there are still at least monthly unsafe incidents at that corner. Given if there was to be a 2-3 inch round and flat piece of flat cement with no traffic light at all I believe we would revert to daily incidents that would inevitably lead to dangerous and frequent tragedies for many.</p> <p>As a neighbor, mother and one who generally cares about the safety and wellbeing of others I plead that this proposal be reconsidered and the actual suggestions brought forward by NOACA be properly and fully implemented. I eagerly await your response and the next collaborative steps in this process that will soon make such a large and lasting impact on the lives and homes of thousands of Clevelanders</p> <p>With care and consideration, Bridget Kent Marquez</p>	See response #3,4 & Mini Roundabout Design Detail in the Response Letter

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<p>I am glad to see the City taking some first steps at introducing novel (for Cleveland) approaches to traffic calming in residential areas.</p> <p>I use Franklin Boulevard on a near-daily basis and my commute usually involves traveling the full length of the project area (i.e., from W 85th to 25th) via bicycle. I think that existing conditions on Franklin are generally favorable for cyclists and pedestrians, especially when compared to other West-East routes like Detroit or Lorain.</p> <p>I am in favor of neighborhood traffic circles, but I have some concerns that transversable circles may not have the desired effect, especially if they are not paired with some sort of vertical element that both increases visibility and creates potential for motor-vehicle damage if a motorist decides to disregard the proper flow of traffic. In other cities, neighborhood traffic circles are landscaped and the circle seems to be a curb rather than a grade (apologies if I am misreading the diagrams, but the circles as proposed look more like round aprons than round curbs). I am extremely glad to see that the slip lane at W 85 and Franklin will be eliminated. This alone will go a long way to increase pedestrian safety and lower speed as cars enter Franklin. I am also glad to see that the City is willing to sacrifice some on-street parking in favor of bike-ped safety.</p> <p>Specific changes I would like to see:</p> <ol style="list-style-type: none"> 1)Change the neighborhood traffic circle design to non-transversable AND/OR add a vertical element like a high visibility concrete bollard to the center of the circle. I have major concerns that transversable circles and the removal of traffic signals may only make speeding worse. 2)Consider some kind of traffic calming element targeting North-South traffic on W 77th. I have had multiple close calls as a pedestrian while crossing 77th, especially on the north side of Franklin. Not sure what the cause is, but it is concerning. This street is somewhat unusual in that it jogs a bit across Franklin. I think that may be the cause of motorist inattentiveness/low pedestrian visibility. 3)Continue to advocate for a 25 MPH (or lower!) speed limit 4)Consider adding raised crosswalks or speed tables, especially in/near school zones <p>Questions:â€”</p> <ol style="list-style-type: none"> 1)I understand that existing traffic signals will be disabled. Will they be removed entirely or set to flashing yellow? It seems like a flashing yellow may be useful, but I understand that there are operating costs associated with maintaining the signals. 2)How do I get my street W 85th between Lorain and Madison in line for some traffic calming? I think the public outreach and engagement on this project has been truly outstanding. That said, Franklin Blvd is home to some of the most highly-resourced, well-connected, and well-organized residents in the city. While I understand that this makes it a great proving ground for novel approaches, it also raises major red-flags for me in terms of equity if this sort of attention is not given to under-represented streets that may be even more dangerous for drivers, cyclists, pedestrians, and residents. Everyone deserves safe streets. <p>Thank you for your continued work on this project.</p>	<p>See response #3,4,20, Speed Limit, Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>I think that the proposed "roundabouts" that will replace traffic signals will make the streets MORE dangerous instead of less. Traffic will move more quickly, but not safely. The originally proposed and depicted traffic circles that were raised with center features would make it improbably (if not impossible) for cars to blow through them. The street will be used by people to avoid the signals on Detroit and at BEST the roundabouts will be treated as yields. I LOVE the traffic circle at Franklin and Fulton, it allows traffic to move continuously but safely. I am particularly interested in the W 45th St. intersection because I live on 45th just south of Franklin. This is a common entry point for people who do not live in the area. Many people will blow through the "roundabout" without even realizing they are doing anything wrong because they maybe don't come through very often... This is a horrible "compromise and a waste of money to make this change. if I had to choose, I would keep the traffic signals over putting in the ridiculous "roundabouts."</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>The plans that the City of Cleveland is proposing sorely misses the mark on traffic calming for Franklin Boulevard. NOACA and the City's Planning Department worked for 2 years with the community to develop a plan that had overwhelming support. What you are proposing is not traffic calming.</p> <p>Residents were told there would be traffic circles with an actual curb and landscaping in the center, like smaller versions of Franklin Circle. Your concrete island with 2-3" curb a concrete in the center will just be driven over by drivers wanting to get down Franklin quickly. Unless you get the design of the roundabouts right, the removal of traffic signals will further speed up traffic.</p> <p>In fact, the NOACA plan says you shouldn't remove the signals unless there are raised crosswalks, which you have eliminated from your plan. These were a key element in the NOACA plan, and were the most supported of the elements by community members. I strongly suggest you include these in your implementation plan. Do not remove crosswalks at intersections either unless there are raised crosswalks. Also, what happened to the bumpouts? These were also excluded from your plan.</p> <p>Sharrows are not traffic calming. Signage is not traffic calming. Fixing Franklin is an opportunity that will only come along once every few decades. If you're not going to do it right and implement the full plan, don't bother doing anything. You will just make it worse.</p> <p>Please don't ruin/destroy all the trees on Franklin.</p>	<p>See response #3,4, & Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>I am concerned about the removal of so many atop lights. I think it will be difficult fo pedestrians to cross the street where there are only visible crosswalks without the flashing signs.</p>	<p>See response #1</p>
<p>I am most affected by the intersections of West 32 and West 38th and Franklin. I think that both intersections should have the sort of flashing lights that pedestrians can activate when they need to cross the street. West 38th and Franklin is used by children and children going to the Intergenerational School and to Fairview Park. I am not sure that children at that intersection will know how to get cars going around a roundabout to stop for them or that cars in the proposed roundabout will know to yield to pedestrians.</p>	<p>See response #8,18</p>
<p>The mini roundabouts are not enough. You need a stronger visual impact, such as vertical signage or foliage in the roundabout. You can have neighborhood groups sponsor the plantings at each roundabout if itâ€™s a maintenance concern. Also speed humps installed in the longer stretches on roadway, and/or cross walk curb bump outs.</p>	<p>See response #3,4, & Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>I'm afraid any changes disregarding a reduction to a safer speed-limit will not improve the safety of Franklin Blvd. In addition, adding so many mini-round-a-bouts without reducing speed seems more experimental than much else -- are there successful, real-world examples of this type of traffic solution, with this density and rate of speed? I'm trying to be optimistic thinking that it will help, but seeing the way the road is used today, I think they'll just be inconsequential blips to a flow of inattentive, speeding drivers.</p>	<p>See Speed Limit in the Response Letter</p>
<p>The proposed design, if implemented, for the mini-roundabouts will likely diminish the desired result. The design reduces the opportunity to slow traffic for safe passage of cross traffic, bike traffic and pedestrians. Its low profile and short radius may make it better for testing steering and suspensions of thru traffic vehicles at the listed speed limit or faster rather than calm traffic to increase the safe continuous flow of all travel modes.</p>	<p>See Speed Limit & Mini Roundabout Design Detail in the Response Letter</p>

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<p>I am pleased to see a plan that increases a pedestrian and bicycle friendly focus. Also, Franklin Blvd. where I live has a lot of high speed traffic which is a safety issue. Speed calming measures will be appreciated.</p> <p>Two big concerns:</p> <ol style="list-style-type: none"> 1. Our house sits on the north side of the street and has one of the most beautiful old oak trees on Franklin Blvd. It is the defining element of this home providing shade and beauty. It was one of the main factors in why this property was purchased and it has already suffered from the gas line replacement and sidewalk project which tore into the root system. Any incursion on the tree lawn as a result of the redevelopment will damage the root structure and imperil the health and longevity of this tree. 2. Our house, a 3 unit rental property on the north side of the street, has very limited off-street parking for the tenants and their significant others. The existing on-street parking is limited and barely sufficient in its current state. A street no-parking sign currently prohibits a good 2-3 car area just east of the corner on the north side at 75th and Franklin for no apparent reason. The no parking sign should be moved closer to the corner at 75th. If the redevelopment takes away parking on the north side of the street tenants will have nowhere to park by the home or will be required to park down the street at great inconvenience. 	<p>See response #1. Parking will shift to the south side from W. 80th to W. 74th.</p>
<p>I have been a resident of the Gordon Square/Detroit Shoreway area for 20 years. In the past 2 years, I have been a victim of 1 hit and run accident on Franklin Blvd @ W. 65th that left my right hand broken in several places, other injuries, and significant damage to my car (December, 2020). I was the victim of an accident just two years before on Franklin Blvd @ 57th St. by an uninsured motorist that resulted in personal injuries and left my car totaled. The other drivers were found to be at fault in both instances - both were driving at excessive speeds and ignored traffic rules. I suffered physical injury, loss of work, and significant financial loss.</p> <p>My family and I have seriously considered moving from this area, which I love, because of the unsafe driving conditions. I have witnessed countless accidents - both auto and pedestrian - and I am asking that you add speed bumps to your proposal. I do not believe that roundabouts, pavement striping, etc. are adequate to improve safety. Drivers ignore stop signs coming onto Franklin from neighboring streets at a high rate of speed - roundabouts will not eliminate that safety concern. Speed bumps will/ can cause damage to an owners car and are uncomfortable at a higher rate of speed. That is the only thing that will slow people down - if they are personally impacted by safety features.</p> <p>I urge you to reconsider adding speed bumps to our plan. I am outraged to have experienced 2 horrible accidents in 2 years because of unsafe - an uninsured - motorists and lack of safety measures. Please protect our neighborhood and add these measures.</p> <p>Many oversights from significant community participation including:</p> <ol style="list-style-type: none"> 1.) Absense of neighborhood traffic circles with a curb and visual interest in the center. 2) Raised crosswalks are not included in the current proposal. 3.) Missing traffic circle at W. 50th (a high crash / low visibility intersection) 4.) Missing bump outs at W. 32nd, W. 44th and W. 52nd 5.) Signal removal at W. 32nd and W. 44th. 	<p>See response # 3,4, Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>Hi I live off of 58th and drive, ride my bike, and walk my dog on Franklin every day. It's a busy, dangerous street with parking, pedestrians, and a 35 mph speed limit. I want to second concerns with the plan sent by other citizens.</p> <p>Major issues: 1) The traversable concrete islands the City of Cleveland is proposing with a 2-3 inch rolled curb and flat surface in the center versus the neighborhood traffic circles recommended by NOACA with a curb and visual interest in the center. 2) The raised crosswalks recommended by NOACA are not included in the current proposal.</p> <p>Other things: The City is not showing the recommended Leading Pedestrian Interval at W. 25th Street; Missing traffic circle at W. 50th (highlighted as high crash / low visibility intersection during planning process); Missing bump outs at W. 32nd, W. 44th and W. 52nd; Signal removal at W. 32nd and W. 44th. Per the NOACA plan, signal removal should only proceed with raised crosswalk installation, to slow uncontrolled traffic along Franklin Blvd. They are also consolidating crosswalks at certain intersections which they tried to do on Fulton until we got them to come back out and add the crosswalks back in. If they are not doing raised crosswalks, we should NOT be consolidating crosswalks at intersections this was only recommended by NOACA due to raised crosswalks.</p>	<p>See response #3,4,9, Design Process & Mini Roundabout Design Detail in the Response Letter. A mini roundabout is being installed at West 50th.</p>
<p>I am very disappointed in the watered down final proposal. I live at the corner of Franklin and 58th, and the immense amount of traffic is not only noisy and dirty, it's unsafe. I sit here day after day watching people go well over the 35MPH posted speed limit. This "mini roundabout" will do little to curb that. We need something much more substantial...there needs to be trees or plantings or curbs to ensure people don't just drive over it. Additionally, still do NOT understand WHY the speed limit cannot be reduced to 25mph like Detroit to the north is...we are way more residential than Detroit. It's nonsensical.</p>	<p>See Speed Limit & Mini Roundabout Design Detail in the Response Letter</p>
<p>I am very disappointed with where this project has landed. I believe the design is wholly antithetical to the original purpose of actually calming traffic and making the street safer for residents. Roundabouts can be highly functional if they are done the right way, with actual curbs. As presented, the design has curbless roundabouts that rely on street markings and will have no actual effect to drivers that will simply drive through them. Additionally, the removal of several stop lights will create dangerous intersections and speeds that and I believe actually increase the number of accidents that are already common at intersection such as Franklin/WS0th. Overall, I'm extremely unhappy with how the plan turned out and feel as though the input the community provided during the process was blatantly disregarded.</p> <p>would like to see bike lanes, speed humps, cross-walks, focus on pedestrians over cars</p>	<p>See response #3,4,9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p> <p>See response #3,4,10</p>
<p>Traffic calming is much needed on Franklin Blvd for everyone's safety. As a resident of Franklin Blvd. between W. 44 and W. 38 for the past 7 years I have witnessed many accidents and many times been fearful for mine and my toddler age children's lives with the way people speed down our street trying to beat lights and not paying attention during driving. It appears that these plans are taking the cheap way out and are not even going to be effective. In my opinion, if this much money is going to be spent it better work. Please rethink your plans and make non-traversable roundabouts and raised crosswalks. Thank you!</p> <p>Celine Shenk (mother of 3 young children on Franklin)</p>	<p>See response #3,4 & Mini Roundabout Design Detail in the Response Letter</p>
<p>I am disappointed in two portions of the proposal:</p> <ol style="list-style-type: none"> 1. The lack of raised crosswalks 2. The traversable islands <p>Both of these items will encourage high speeds and reckless driving in neighborhood where kids walk to school and the park. It seems like this "compromise" fails to meet the original goal of the project to reduce speeds and make our neighborhood safer.</p>	<p>See response #3,4, Speed Limit & Mini Roundabout Design Detail in the Response Letter</p>
<p>I know the traffic people like roundabouts but, as a cyclist, they confuse drivers. I have been hit once by a driver who was sure she could turn in front of me. Actually, she did but that did not keep me from running into her. Gotta be a simpler way to slow people down.</p> <p>Chuck</p>	<p>See Mini Roundabout Design Detail in the Response Letter</p>

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<p>The three biggest things I noticed that would greatly benefit the streets around the Detroit shoreway area are wider lanes for cars, safe biking lanes, and available street parking. While they're usually isn't any issues with basic vehicle traffic that I've noticed, street parking tends to block The Edge of the road where bikers usually travel. A dedicated lane where bikers like myself can feel safe and avoid being a hindrance for traffic would be hugely beneficial for everyone using the street.</p>	See response #10
<p>The "traversable concrete islands" the City of Cleveland is proposing with a 2-3 inch rolled curb and flat surface in the center versus the "neighborhood traffic circles" recommended by NOACA with a curb and visual interest in the center. We need true traffic circles, not just small bumps at intersections for a safer street.</p>	See Design Process & Mini Roundabout Design Detail in the Response Letter.
<p>As all traffic lights (except W. 65) are removed along Franklin, effective traffic calming and safety measures are needed to improve neighborhood safety. While I support roundabouts along the Franklin corridor to provide traffic calming, it's not clear what are the proposed roundabout designs. This is a neighborhood street, with families and kids. The applications here set the standard for streets throughout Cleveland neighborhoods. The city redesign relies heavily on eight new mini roundabouts for calming and check motor vehicle speeds, yet the City's plan do not clearly describe how these mini roundabouts will appear and work as they are referred to only as "pavement striping and a transversable concrete island."</p> <p>I think I would go the extra miles and bury the power and all utilities lines on Franklin</p>	See Design Process & Mini Roundabout Design Detail in the Response Letter.
<p>I would put in security and license plate tracker at west 45th and Franklin because of multiple shooting at the church</p> <p>The side streets need speed bumps and all pedestrians walks ways should be raised to make sure people are slowing down</p> <p>Putting up guard rails to stop people from running into houses (we don't think this will happen but I've almost been hit at Franklin circle or watch someone get hit.</p> <p>Bike lanes need to be thought through so someone doesn't just crash into a bicyclist.</p> <p>Decreased parking on Franklin means there needs to be permit parking so residence who live there can park in front of their house.</p> <p>Doing more out reach is important too before executing and adding more traffic police in the area</p>	See response #3,4,10
<p>I am very concerned that if the roundabouts are not made in a way that does not allow a car to drive over them this project will actually allow drivers to increase speed instead of reduce their speed. Also, as someone who wakes on Franklin Blvd. daily the recessed crosswalk design looks to be less safe for pedestrians. Cars will have a harder time seeing pedestrians in the crosswalk. If this project can't be done with real roundabouts I'd rather just keep the traffic lights!</p>	See Mini Roundabout Design Detail in the Response Letter
<p>I support changes to improve safety for all road users on Franklin Blvd, but this plan is the worst of both worlds. It lowers the usefulness of Franklin for drivers without improving the safety or experience of the roadway for other road users. I worry that the mini-roundabouts will confusing, prone to damage by trucks/snowplows, and will be ignored by enough drivers to result in a more dangerous road than exists currently. I also worry that the roundabout approach signage required by the MUTCD will be excessive and will create sign clutter along Franklin, already a busy street with many crossings and driveways; this visual clutter will compete for drivers' attention and may result in more accidents (in addition to just being ugly).</p> <p>Eliminating signals is not a good solution unless the replacement is a full roundabout. As it does not appear there is sufficient space to build full roundabouts that are of sufficient size for trucks and larger commercial vehicles to maneuver around, roundabouts do not seem appropriate. Franklin should not be a truck route, but there are enough local deliveries and emergency vehicles that use the road that any intersection design must accommodate these larger road users.</p> <p>Positive elements of the plan are the additional crosswalks and ADA ramps at intersections that currently lack them (though a crosswalk should be added at W. 52) and the restriction of parking in the sight lines of intersections without lights/roundabouts. The most dangerous driving, walking, or biking move on Franklin is turning from a crossing street without a light--there is usually no visibility whatsoever of traffic on Franklin, and near misses are common (the same thing happens on Bridge as well).</p> <p>I favor keeping traffic signals in place, upgrading them to include pedestrian countdown crossing signals. Raised crosswalks and curb bump outs should be used at intersections without lights to increase safety and visibility and to slow traffic.</p>	See response #3,4, Design Process & Mini Roundabout Design Detail in the Response Letter.
<p>I appreciate any and all efforts to calm traffic on Franklin Boulevard, which can be dangerous with speeding vehicles at any time of day.</p>	The traffic calming measures implemented with this project consider the safety of drivers, pedestrians and bicyclists as well.
<p>Please make any and all accommodations for bicyclists as well. Just can't wait to see it, this its going to be beautiful!</p>	No response required
<p>I would like further information on how replacing traffic lights with circles will slow traffic - seems to me it will get faster and more dangerous. Please learn from the mistakes done on the Fulton Road reconstruction where traffic accidents have gone up since the rebuild. Also DO NOT remove any trees from the tree lawns as was done on Fulton. Fulton is now hands down the ugliest street in Ohio City</p>	See response # 1, Design Process & Mini Roundabout Design Detail in the Response Letter.
<p>I'd like to see the following considerations included in the final plan for the West Franklin Blvd. project:</p> <p>&gt; I've almost been hit as a pedestrian and a close family member was involved in a serious accident at W. 52nd. It is my understanding that the current plan is missing a traffic circle at W. 50th (highlighted as high crash / low visibility intersection during planning process). I think that a light at W. 54th and and traffic circle at W. 50th would GREATLY slow traffic along this troublesome section of Franklin Blvd. that I have seen cause great injury.</p> <p>&gt; I'm very concerned about the signal removal at W. 44th. Are there other treatments here that will slow traffic at this BUSY intersection Per the NOACA plan, "signal removal should only proceed with raised crosswalk installation, to slow uncontrolled traffic along Franklin Blvd."</p>	Mini roundabout are being installed at West 50th and West 54th which will slow the drivers and make it safer at West 52nd. See response #8,7
<p>This project is crucial to maintaining a safe, vibrant, family centered neighborhood. The shoreway is now a boulevard, this can be done and will only enhance our beautiful city.</p>	No response required

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<p>efforts to calm traffic on Franklin are much appreciated -- this street should have been down from 35 to 25 MPH years ago. the amount of accidents that have happened in the last 10 years i've lived here should be enough to justify. no matter where, bicycle sharrows are the sign that fell over -- a majority of drivers to not respect these -- do you feel comfortable riding through Cleveland on a street w/ sharrows? i know Bike Cle is happy for any visibility and we'll all take what we can get but we all know we can't trust it and it's a major risk. I can wear all the lights and bright vests and still don't feel confident with the car culture here -- it's horrifying. as an advanced biker (city riding here and in the narrow, busy streets of Center City Philadelphia -- in traffic! -- for 20 years) i shudder at the idea of riding down Franklin or any road without bike lanes and avoid at all costs if i can help it, sadly i'd like to be able to do neighborhood rides but even just riding down Bridge Ave from 65th to 25th can be uncomfortable at times. the disrespect for bicycle riders here from how i've experienced it elsewhere is like night and day. As a driver as well, I find 35 MPH to be too aggressive a speed limit and areas of visibility can be tough (and as we all know, drivers speed 5-10 over the limit anyway, you know you do, we've all done it). turning left onto Franklin from say, W. 75th street, is challenging as there are parked cars curb to curb. It will be helpful to block out those last parking spaces at the intersections. The traffic light at W. 54th is often obscured by tree branches driving east on Franklin -- great, no longer a light, but... these mini traffic circles are questionable.</p> <p>I don't think these mini roundabouts are enough... come on.... with the giant monster trucks people drive now they can easily ride right over these. I have lived in areas with roundabouts of various sizes (Rt. 70 in Southern NJ, for instance -- massive roundabouts)... different scenario entirely but with the track record we see here with folks driving over curbs even though there are signs and reflectors, road blocks, etc... i don't think this is right for the community and i don't think the patterns or parking changes will often be adhered to or enforced. i also have concerns with drivers actually stopping at the lighted crosswalks, not only for the many pedestrians/joggers but especially for the school children. anywhere i've experienced these lighted crosswalks it's always a fight -- Coventry, Clifton Ave, doesn't matter -- no one wants to stop, not even for wheelchair bound folks. i kindly ask that we go back to the drawing board and re-consider more community input. thank you.</p> <p>A lot of feedback has been provided and in many cases initiated by members of this community that traffic is unsafe and too fast for a residential street and your proposal will eliminate stoplights. This is the same garbage as the Fulton Road project. Throw away this plan and implement the one recommended by NOACA.</p>	<p>See response #10, Speed Limit & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Please include all the NOACO recommendations that were a part of a community planning process including the roundabouts and curb cuts for traffic calming, better visibility and a better quality pedestrian experience.</p>	<p>See Design Process in the Response Letter.</p>
<p>As a parent whose daughter crosses this street on a daily basis to play and walk to school, I'm extremely disappointed that the most important traffic calming instruments that were included in the community process (raised sidewalks and bump-outs at intersections) were removed by the City afterward. The changes shown by the city make our children less safe with no real benefits conferred to anyone else.</p> <p>I would prefer to see the more substantial measures suggested by the NOACA study. I live in front of a stop sign at W45th and John. It is a daily occurrence to see and hear cars fly straight through the stop sign at speeds over 50 mph. In the summer time at night cars race through at speeds probably approaching 70mph. This is not an exaggeration. I know this is a side street, but it speaks to the larger problem for the whole neighborhood and certainly applies to Franklin. I support speed bumps at every stop sign on side streets and in general anything at all that can slow traffic in the neighborhood. I am a parent of three young children and I will never be able to let them walk the neighborhood and feel remotely safe about it due to traffic alone.</p>	<p>See response #3,4,9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I want to thank everyone who has bene involved in the planning process to help with the traffic calming on Franklin Ave. I understand that the feedback from the stakeholder group was widely considered and am thankful for most of the planned design aspects.</p>	<p>See response #3,4,9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I am a parent of two small children under the age of five and homeowner one block north of Franklin Avenue. I am more than dismayed at the lack of consideration for the design of the proposed mini-roundabouts. The proposed design shows a 2' - 3' on the roundabout. This would be easily traversable in my Jeep. I can only imagine when distracted drivers might not notice the mini-roundabout at go right over it. SUVs, jeeps, pickup trucks would all easily be able to maneuver straight through this without turning.</p>	<p>See response #3,4, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>At two corners in particular, W 38th and W 45th where St. Pauls Community church and the NearWest Intergenerational elementary school are located, families walk every day crossing the street there. Has anyone discussed with these community centers what they think of this design?</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Simple googling of "mini roundabout" will show that well designed roundabouts should consider the following.</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Well raised but not to obstruct entering drivers view of right/left turn indicators on circulating traffic. https://www.mini-roundabout.com/details.html#central%20island</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Shrubs or trees in the roundabout further the traffic calming effect and beautify the street, but need to be properly maintained so they do not hinder visibility. https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/mini-roundabout/</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Even US DOT FHA states "the central island should be domed using 5 to 6 percent cross slope, with a maximum height of 5 in (12 cm)" https://nacto.org/wp-content/uploads/2015/04/fhwas10007_MiniRoundabouts.pdf</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I would live with 5 inches, if planter boxes for flowers or some other type of bollard were placed in the middle there as well.</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>This would be a terrible waste of taxpayer money to implement such a design-flaws. This type of short-sighted design may largely lead to speed jumping of SUVs through roundabouts where children regularly cross and families walk to worship. Anyone who thinks that 3' is well raised is crazy. If there is concern about maintenance of plants, ask Ohio City or the Block Club to do it. If left in this design, I could see children running out and jumping in the middle of them, potentially putting themselves in very dangerous traffic. I feel that if nothing is placed in the center of these mini-roundabouts, drivers will not take these mini-roundabouts into effect and this whole project will have the opposite outcome of its intention.</p>	<p>See response #3,4, 11,8, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>

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<p>The City's current plans for Franklin Blvd DO NOT reflect the community input gathered from the TLCl process. What the City has proposed is a diluted version of the NOACA plan that will not calm traffic but instead will increase speeds and increase traffic accidents (similar to what happened on Fulton Road when the community told City engineers that taking the traffic light out at Chatham would result in increased traffic accidents and accidents, as predicted, did increase by 20%).</p> <p>The NOACA plan proposed traffic calming measures by removing of the majority of traffic lights and replacing those with the addition of mini-roundabouts (INCLUDING A CURB AND PLANTINGS), RAISED crosswalks, and new curb extensions. NOACA only supported the removal of traffic signals where raised crosswalks were being installed. The City's proposal does not include raised crosswalks, the curb extensions, or the traffic circles with a central island and plantings.</p> <p>Mini-roundabouts: the community STRONGLY OPPOSES the city's plan to take out traffic lights at any intersection on Franklin Blvd and add 2-3 inch transversible roundabouts with a flat concrete top. People already drive 50+ miles an hour at W. 38th and Franklin. We've had multiple drivers flip their cars driving at these speeds. Adding a transversible roundabout is going to increase accidents (right near an elementary school and park where children walk every day). Cars will drive at high speeds directly through a transversible mini-roundabout if there isn't something in the middle to stop them and people will flip their cars. Someone is going to be seriously injured or killed by this type of traffic engineering mistake.</p> <p>We understand the need to provide a traffic circle that emergency vehicles/school buses can navigate, however, this can still be achieved with the inclusion of vertical interest and reflective signage in the center of the roundabouts. Cities all over the country (who also have traffic engineers following FHWA standards) promote proper traffic circles for traffic calming. Here's a reference list for Rob Mavec and Andy Cross to USE, maybe they are unfamiliar with what other cities are doing or what NACTO recommends:</p> <ol style="list-style-type: none"> 1. Seattle http://www.seattle.gov/transportation/projects-and-programs/safety-first/traffic-operations/traffic-circles 2. NACTO: https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/mini-roundabout/ 3. Virginia: https://www.alexandriava.gov/tes/info/default.aspx?id=3400 4. Columbus, Ohio: The Circles neighborhood in Victorian Village 5. Boston: https://youtu.be/4ww74DoW9k0 <p>We strongly urge the City to avoid removing any traffic lights unless or until it adds traffic circles that conform to the following: neighborhood traffic circle is approximately 10-feet in diameter with a 1-foot painted shoulder around the outside of the concrete curb (12-foot outside diameter). The traffic circle has a 6-foot diameter landscaping area in the center with small shrubbery that does not inhibit motorists's sight distance in any way. The concrete curbing has 12 reflective strips around its circumference to increase motorists's visibility of the central island at night and four reflective signs that face toward each main approach direction. The signs direct motorists to travel in a counterclockwise flow through the use of directional arrows pointing towards the right.</p> <p>Raised Crosswalks: NOACA recommended removing traffic lights only if raised crosswalks are added. Raised crosswalks force vehicles to slow down before passing over the crosswalk and provide a pedestrian path to travel from curb to curb. Painted crosswalks do not slow traffic down, as we see on Fulton Rd where traffic has sped up significantly since the conclusion of the Fulton project. Again, other cities who are light years ahead of Cleveland in traffic design utilize raised crosswalks in residential areas - see generally Pittsburgh, San Francisco etc. The community STRONGLY opposes removing traffic lights without adding raised crosswalks.</p> <p>Curb extensions: the curb extensions should also be added back into the design. Curb extensions narrow the roadway forcing drivers to slow down. Why would the city remove curb extensions on a traffic calming project?</p> <p>Community members spent considerable time and effort advising on the TLCl study and worked tirelessly to ensure traffic calming measures were developed in heavily pedestrian areas like churches, parks, and schools. The City</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I was on the original committee that worked with NOACA on the Franklin traffic calming study and subsequent redesign of the streetscape. NOACA's recommendations at the end of 2019, made after years of work in both the smaller committee and larger public meetings, were generally accepted by all involved. The plan in its current iteration is not what I envisioned after the presentation of the final NOACA plan. It is disappointing to see some of the enhancements we felt were most important left out of the current plan. Most concerning to me is the lack of raised crosswalks/speed tables and the inclusion of traversable roundabouts.</p> <p>There were a good number of raised crosswalks in the NOACA plan, some of which were strategically placed near school crossings on stretches of Franklin that have been shown to be higher crash areas. Others were placed near intersections with lights that would be removed and not replaced by roundabouts. It was important to the committee to have physical infrastructure to slow traffic in these areas in particular and on the street in general. A rapid flashing beacon is not enough to sufficiently slow traffic consistently, as it only gets activated when someone is crossing the street. The mission of the committee and the NOACA plan was to slow traffic all the time.</p> <p>The traversable roundabouts are most problematic to me. I am very much in favor of the change from lights to roundabouts along the street, but without something more substantial in the center, people will be traversing them as a matter of course. Again, this does not serve the purpose of slowing cars down consistently and my concern is that it could actually make the street more dangerous, especially at night when people may not realize what they are and drive straight through and/or try to make a normal left-hand turn.</p> <p>The committee had advocated for some sort of demonstration/test of both a traffic circle with immovable furniture and a speed table/raised crossing to see how they would function in reality. That never happened. I would strongly encourage some testing of traffic furniture before finalizing this plan to ensure that the design accomplishes the desired traffic calming on the street and is physically feasible in the desired locations. It would be a shame to expend so much time and money to implement a design that does not accomplish the stated goal of calming traffic on the street.</p> <p>Since Franklin is a boulevard that does not allow truck traffic, I don't see the need for slightly raised roundabouts when a more traditional raised roundabout would be more appealing. The flattened roundabout could make speeders airborne.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter. A test was performed by the City Traffic Engineering simulating a 4" curb height at the mini roundabout. The test was performed with a larger and smaller car and it showed that the drivers of larger cars need to slow down at 10-15 mph in order to traverse the middle circle. For the small car drivers, the curb height was high enough to deter them from the middle circle.</p>
<p>Since Franklin is a boulevard that does not allow truck traffic, I don't see the need for slightly raised roundabouts when a more traditional raised roundabout would be more appealing. The flattened roundabout could make speeders airborne.</p>	<p>See Mini Roundabout Design Detail in the Response Letter.</p>
<p>I want traffic on Franklin to actually be slowed and this project, as currently proposed, will not do that. Traffic lights actually force drivers to slow and stop. Mini-roundabouts and high-viz striping do not. On the former, drivers will just drive over the 2"-3" curb. Already at Franklin Circle we've seen similar dangerous driving and that roundabout is large. On the latter, we know high-viz crossings have done nothing, on Fulton Ave., to increase pedestrian safety as cars pay no heed to them at all. Please listen to residents for once instead of maintaining your current head-in-the-sand deference to Traffic Engineering.</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>There should be no obstructions to the free flow of motor vehicle traffic on Franklin Boulevard. Instead, the city should educate residents to teach your children to stay out of the street, and residents should refrain from parking vehicles on the road. If a resident has a driveway, they should park their vehicles there. Also, less than 1% of Cleveland residents use the bike lanes. This is a horrible waste of resources. There are already bike lanes on both sides of most streets, they are called sidewalks. I propose we rename sidewalks to multi purpose trails, and direct the tiny number of cyclists to use those trails. Roads are for cars.</p> <p>There is a school there. A playground. A nursing home with residents who are allowed to be outside and use the sidewalks. There are also many other businesses where a slower speed limit and traffic cameras would benefit. Not to mention, if cameras were installed the crime rate and drug rate would also go down. Sure hope this is not another plan of Cleveland's to cut a budget that we have made available for these exact reasons. let companies bid on the work. and let the direct community have involvement,</p>	<p>The multi purpose trails are not in the scope of this project. The NOACA recommendations in the traffic calming study are being implemented in this project.</p>
<p>There is a school there. A playground. A nursing home with residents who are allowed to be outside and use the sidewalks. There are also many other businesses where a slower speed limit and traffic cameras would benefit. Not to mention, if cameras were installed the crime rate and drug rate would also go down. Sure hope this is not another plan of Cleveland's to cut a budget that we have made available for these exact reasons. let companies bid on the work. and let the direct community have involvement,</p>	<p>See Speed Limit in the Response Letter.</p>
<p>We live on 32nd St. in between Franklin and Clinton and have a 2-year old daughter. Traffic on Franklin typically runs significantly faster than the posted speed limit and enforcement is nonexistent. We constantly see cars running red lights. This would be a great opportunity for the City to double down on Ohio City as a pedestrian neighborhood and follow NOACA's recommendations for traffic calming. We want to see roundabouts, high-visibility crossing elements, traffic light cameras, etc. that have been proven to work in innovative cities around the world. The current proposal prioritizes cars getting from point A to B and simply does not protect pedestrians, cyclists, etc.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>

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<p>Much effort & money was invested in the study to come up with traffic calming measures that will work. The City's proposed watered-down version of the recommended plans will negate all efforts by putting people in harms way, waste taxpayer money and miss opportunities for real solutions here.</p> <p>A recent traffic study was completed on our block confirming a large number of vehicles speed down our street in excess of 40 MPH. The NOACA recommendations would help resolve this issue in part. We have a block mtg with Council members on 5/20 and plan to raise the issue of removing the roundabout at W 50 St in addition to the need for traffic calming measures on our street to prevent the near hit-and-run incident I experienced in 2019 while simply getting into my car in front of my house.</p> <p>PLEASE, fully implement the recommendations outlined in the study! Thank you.</p>	<p>See Design Process in the Response Letter. The mini roundabout at W 50th is being implemented based on NOACA study recommendations</p>
<p>My first concern is with the mini-roundabouts in the city's proposal: roundabouts of any size need to be visually defined so that drivers can see them in all types of weather. It is possible to have a transversable curb and include plantings and signage in the center of the roundabout. Consider the large roundabout installed at Franklin Circle at Fulton and Franklin. Cars have driven through the roundabout as well as on the curbing surrounding the roundabout, even with the plantings and signage on the site. Drivers need to have roundabouts right up in their face so that they understand the traffic pattern. The mini-roundabouts proposed by the city for Franklin Blvd. will increase the risk to pedestrians, bicyclists, and other motorists as instead of slowing traffic, the fully transversable roundabouts will enable drivers to travel through the area at 35 mph (or more) unimpeded with the added risk of losing control of their vehicles as they speed over the minimally raised, fully paved roundabouts. This project is a true opportunity to improve safety by using innovated techniques along a busy roadway. The city should embrace this opportunity, not just "check the boxes" and leave the community with a project that only gets us half way there.</p> <p>The removal of traffic lights along Franklin Blvd. should only occur if raised pedestrian crosswalks are installed at that intersection, as noted in the NOACA report. Based on the city's proposal, Franklin Blvd. will end up a thoroughfare for fast moving traffic with minimal safety enhancements to calm vehicle traffic. Cars will have no impediments to driving at, or greater than, the posted 35 mph as the proposed mini-roundabouts will be fully transversable (so why slow down to navigate the curves?) and no raised crosswalks to call out to drivers the need to consider pedestrian safety. The city's proposal is also missing the curb bump outs recommended in the community approved NOACA report.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I walk down and cross Franklin Blvd everyday. Everyday I walk the neighborhood with my dog and yes I can vouch from my own experience that people drive aggressively through. People ignore lights, stop signs, pedestrians and cyclists however the measures proposed in this will not, AT ALL, prevent those people from continuing what they have been doing. Slightly raised roundabouts will not stop people from speeding, in fact most will just drive over them. Semi-trucks which are not supposed to use Franklin will also drive over them causing them to get worn out and broken to nothing but another eye-sore. Without fully-raised roundabouts there is no need for the "improvements" proposed as they firstly, will not change anything about the behavior of those driving on Franklin and secondly, will only end up being an eye-sore for those who live here. A complete solution is required with increased police enforcement of traffic law violators, increased prevention of semi-trucks not making deliveries and actual traffic modulators like a fully-raised roundabout, raised crosswalks and/or large speedbumps. Without real solutions the "improvements" proposed will only make Franklin look worse in the long term. Thank you for your consideration.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>This plan presents a few innovations to the appearance and function of Franklin Boulevard, but the main intention, as I understand it, was to slow traffic down, while improving the safety of motorists and pedestrians. I am certain that the restored Franklin Boulevard will appear more inviting, yet I am not convinced that it will be safer.</p> <p>One concern is with aggressive drivers, who I have observed blowing through stop signs at 15-20 mph, within the residential core of the neighborhood. "Right on red" with a stoplight usually entails more of a coming to a complete stop than it does at a stop sign, before turning right. Stop signs seem to be taken less seriously than stoplights.</p> <p>And so I am hesitant to see how the intersection of 32nd and Franklin, for example, will be made safer for pedestrians by replacing the stoplights and crosswalks with stop signs.</p> <p>Even more, I am certain that few pedestrians, including children, will cross from one side of the north-south street to the other in order to cross Franklin, because there is a more visible crosswalk on the other side of the street. They will cross Franklin from the point where they are standing, to the other side, whether there is a visible crosswalk or not.</p> <p>This will be the case at W. 29th, 32nd, and 44th Streets, and everywhere where double crosswalks are replaced by single crosswalks. As many as half of the pedestrians crossing Franklin Boulevard at these single crosswalks will be unprotected by anything at all!</p> <p>I suspect that the original intention was to provide special "raised crosswalks" at these locations, but the new single crosswalks provide none of the enhanced safety provided by the raised crosswalks, and they provide LESS SAFETY than the option of leaving the original two-sided crosswalk system in place, with or without stoplights.</p> <p>I appreciate the proposal to use the flashing lights at crosswalks where there is a concentration of children, such as at Waverly and Gallagher Schools. I question why there is no suggestion that these lights might also be of use in protecting the large numbers of children and others in the area of Near West Inter-Generational School, Kentucky Garden, and Fairview Park, at 32nd and 38th Streets...</p> <p>I spoke with Mr. Daryl Scott, the Administrator of Franklin Plaza Nursing Home, who seemed concerned that the proposed changes would eliminate about 1/2 of his employee and visitor parking near 38th and Franklin, as well as the provision for EMS/Fire Rescue access via the front door to the facility, at 3600 Franklin.</p> <p>While the proposed design protects access to the front entrance to the Cleveland Clinic/Lutheran Hospital, the same planning design seems to severely restrict access to the front door of this low-income, and overwhelmingly minority resident and employee health care facility. At a time when achieving equity has become a major value in society, it seems that this minority population has not had representation or an explicit opportunity for consultation.</p> <p>Likewise, the lack of attention to the pedestrian safety of patrons of St. Herman's, at 4410 Franklin, could not have been more obvious, as we consider the changes proposed at 44th and Franklin. Again, does this say something about committee members or planners being aware of or advocating for the low income, mostly minority population of St. Herman's?</p>	<p>See response #3,4,5,9</p>
<p>The roundabouts as shown in this rendering will actually magnify the dominance of cars on the boulevard. Please restore the traffic lights with generous raised crosswalks, narrow the lanes of vehicular traffic, widen sidewalks and add dedicated bike lanes and landscaping to encourage and safeguard pedestrian and bike use of the boulevard.</p>	<p>This project is implementing the NOACA study recommendations</p>
<p>I have concern that the traffic circles will be transversable</p>	<p>See Mini Roundabout Design Detail in the Response Letter.</p>
<p>It seems like there is a much simpler solution to this issue. The speed limit should be reduced to 25 mph. A much larger, more commercial street just north of Franklin, named Detroit, has a speed limit of 25, but for some reason a smaller, residential street has a limit of 35? Why would people drive on Detroit when they can drive much faster on Franklin? It would also be nice to have count down timers on the walk signs, so pedestrians know how much time is left before the light is going to change.</p>	<p>See Speed Limit in the Response Letter.</p>

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<p>I'm in support of raised crosswalks or installing speed bumps.</p> <p>Fulton is a perfect example. We have a new paved road. The city removed the streetlights and PAINTED crosswalks from Lorain to Clark. It's MORE dangerous to cross the street now than ever before!!! A cyclist was hit by a car just last week. I stand at the crosswalk with my dog and dare to step out into the street but cars blow past regardless.</p> <p>It's dangerous for pedestrians and cyclist. Drivers in Cleveland do NOT respect pedestrians or cyclist.</p> <p>Stop waffling and compromising on life and safety. Do something that's going to make a difference, not some expensive and ineffective investment.</p>	<p>See response #3,4</p>
<p>The city's proposal makes the W 38th/Franklin intersection inherently more dangerousâ€”even more so than it already is. Put the obvious, landscaped round about back into the plan. Put the raised crosswalks back into the plan. This intersection and its proximity to Fairview Park make it one of the most used intersections along Franklin. Families, pet owners, but especially children regularly use this intersection and deserve more than what is currently proposed. This is my family's (including our 3 year old) regular route to the park. Taking out the traffic light, putting in a weaker round about, and not including a protected, raised crosswalk puts us in danger. Follow NOACA's recommendations, please!</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Thank you for the opportunity to share our observations.</p> <p>The first and last thing I want to say is that you have a process problem here and there's no indication that you care to fix it.</p> <p>I don't live on Franklin. For the past fourteen years or so I've been by Bridge and 50th. But that entire time I've been painfully aware of the reckless management of Franklin Boulevard and the City's ongoing refusal to engage seriously with it.</p> <p>Bluntly, you have a hell of a nerve asking for feedback right nowâ€”after standing up an entire Stakeholder Committee, putting them through a year of meetings, pretending to pay attention to what they brought to the table, letting NOACA produce an entire damn 140-page report, and then making a mockery of it. Why should people trust THIS webform after the insult of the TLCI debacle?</p> <p>So my main actual recommendation is to quit messing with the people like this. Show some respect.</p> <p>In terms of the content of the plan, I'm 100% on board with what Bike Cleveland shared in their "action alert," URL below. In short, people asked for raised crosswalks and they asked for physical curb extensions and bump-outs. Also, when they requested traffic circles they didn't mean the kind that are trivially easy to drive over. (By "people" I mean the Stakeholder Committee and Bike Cleveland and Ohio City Inc.)</p> <p>https://www.bikecleveland.org/bike-cle/news/action-alert-franklin-blvd/2021/04/</p> <p>â€” People clearly asked for raised crosswalks and I'm asking you for them again. â€” People clearly asked for roundabouts that calm traffic by forcing drivers to slow down and pay attention. I'm asking you for those again. â€” People clearly asked for physical curb extensions and bump-outs and I'm asking you for those again too.</p> <p>Let's get real. This plan of yours looks like it is designed to attack pedestrians and cyclists.</p> <p>Combining tiny little traffic circles with sharrows means that cyclists will have traffic coming at them from multiple directions with no slowing down. The plan also removes signals at 32nd and 44th, leaving in both places a virtually uncontrolled diagonal intersection that will kill people who are biking or walking.</p> <p>This project as planned constitutes an aggression against everyone who walks on Franklin Boulevard, rides a bike on Franklin, uses accessibility devices on Franklin, or even drives on Franklin. It's an aggression against common sense and public safety. It's especially an aggression against public engagement!</p> <p>If you had an actual plan to demoralize the people and discourage us from taking the time to participate in things like TLCI, well, congratulations because this tactic is definitely working. Who the hell wants to commit the energy to developing a comprehensive plan only to have Freddy's people laugh at it?</p> <p>The volunteer members of the Stakeholder Committee studied this concept, spent probably fifty or sixty hours of their own unpaid time in meetings, and developed comprehensive recommendations that reflected their understanding of transportation needs *and* in many cases their deep experience in planning. You blew it off. What part of this process suggests good faith on your part?</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>This is a watered down version of the original and it's not good. Flat traffic circles will be ineffective; removal of lights will lead to the disaster that is occurring on Fulton, south of Lorain; raised sidewalks have disappeared. Need to implement the original. NOT THIS.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I have young children who often play at the park at 38th and Franklin. I am concerned that the city has not taken enough steps to ensure their safety. The NOACA proposal supported removal of traffic signals when raised sidewalks are installed. The city's proposal does not include this provision. Also, there are additional recommendations from NOACA (and approved by the community) that are missing from the city's proposal: an enhanced crosswalk at W. 25th Street; curb bump outs (at W. 32nd, W. 44th, W. 52nd); raised crosswalks where traffic signals where are removed but mini-roundabouts are not installed (W. 32nd and W. 44th). Please revise the city's proposal to be in line with the NOACA proposal.</p> <p>Thanks.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>

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<p>The City of Cleveland should have 3 objectives for traffic calming measures on Franklin Blvd.:</p> <ul style="list-style-type: none"> -Reduce non-residential car traffic on the street. Franklin Blvd. is all too often used as an alternate route to non-residential throughways, Detroit Ave., Lorain Ave. and the Shoreway for downtown work commuters, which creates excessive noise and undesirable levels of traffic on what is foundationally a residential street. -Eliminate the residential neighborhood harming high speed and dangerous driving that is currently prevalent on the street. High rates of accidents, many of which are single vehicle and due to excessive speeding are a current impediment to the establishment of single family home driven neighborhood building on Franklin Blvd similar to what has occurred on Clinton Blvd a single block to the North. -Take advantage of the unreproducible historical housing stock that comprises Franklin Blvd. by turning it into a garden-type residential district that is marketable both to high-income long-term residents seeking unique and significant single-family homes and in/out of town visitors to Cleveland as a tourist attraction. Franklin Blvd is a grand tree lined street filled with historically significant and architecturally interesting homes. It is home to the largest intact collection of Gilded Age Victorian architecture in Ohio and is amongst the last remaining relics of a time when Cleveland was a much more significant city. As evidence of the opportunity that the City of Cleveland has on Franklin Blvd. in 2020 two of the top four homes in Cleveland.com's House of Week Year in Review rankings were located on Franklin Blvd. The Franklin Blvd. homes rated favorably to homes in other more renowned residential showpiece streets in Cleveland and surrounding areas i.e. South Park Road in Shaker Heights, Lake and Edgewater Roads in Cleveland and Lakewood, the Beachcliff neighborhood in Rocky River and Lakeshore Blvd. in Bratenhal. <p>Unfortunately, the unsubstantiated divergence from NOACA recommendations for Franklin Blvd. traffic calming poses the risk of not permitting the City of Cleveland to achieve any of these 3 objectives. The use of traversable roundabouts, lack of curb bump-outs and elimination of raised crosswalks while still eliminating traffic signals has the potential to draw increased non-resident/cut through traffic to a residential street. These reductions to scope also potentially further incentivize high speed traffic that is currently prevalent on the street to continue by providing drivers with unimpeded ability to continue this neighborhood harming activity.</p> <p>Failure to reinstitute these elements to the plan will harm existing residents of the street and disincentivize further investment into the grand historic housing stock on Franklin Blvd. by families looking for long term residences within the City limits. In forgoing these investments in Franklin Blvd. the City of Cleveland will ostensibly be forgoing a potential long term revenue generation opportunity that has the potential to:</p> <ul style="list-style-type: none"> -Further stabilize the Ohio City neighborhood by providing it with additional long-term family residential housing stock that will continue to diversify the economic profile of Ohio City residents -Provide stable income to the City through the promotion of increased long term, high income family residents -Diversify Ohio City's assets to include a garden-type residential district that could serve as a point of tourist interest and that would be a natural complement to the entertainment, commercial and in-development park (i.e. Irish Town Bend) assets that already exist in Ohio City <p>The City of Cleveland has the opportunity to take measures to create one of the premier residential neighborhoods in Northeast Ohio, within the City limits. It would be a shame if minor cost reduction measures and a lack of foresight were to get in the way of doing so.</p>	<p>See Design Process, Speed Limit & Mini Roundabout Design Detail in the Response Letter.</p>
<p>This final plan bears little resemblance to those put forward at the community meetings when the project was first started. Removal of the traffic light and its replacement with a street level roundabout at W. 45th--a location I see quite clearly from my front door--will make that intersection much more dangerous.</p> <p>When I purchased my first home at the corner of that intersection in 2005 (4500 Franklin), I quickly realized that W44th- to-W 45th-to-the shoreway was a "cut through" for traffic transitioning from I-90 to the western reaches of downtown. And I can accept that. But it is all the more reason why effective and realistic traffic controls must be maintained there.</p> <p>As I see it, the only way a roundabout can work as intended there is if it includes a large and easily observed barrier that drivers need to circulate around. A little yellow sign (that will undoubtedly become obscured by tree branches in the summer) and a two inch circular bump will be unnoticed and/or ignored--especially at night.</p> <p>If the city is dedicated to improved traffic flow and safety, stop signs at the intersection might be more effective than the roundabout you are proposing, as drivers at least seem to be more familiar with those. Whether we care to admit it or not, the vast majority of Ohio drivers still don't know how to properly use a roundabout, unless it literally blocks the intersection they intend to drive through (as is the case at Franklin and Fulton, and that roundabout works wonderfully).</p> <p>Another discrepancy--and a very significant flaw--in execution of the original plan is the apparent absence of raised crosswalks or other traffic calming. Removing the traffic lights and leaving the roadway in its current condition is simply creating a two mile long drag racing strip.</p> <p>I try to be positive and supportive of the City, but this is really, really dumb.</p>	<p>See response #3,4, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>As a homeowner situated on Franklin Blvd with a young daughter.... anything we can do to assist in slowing the traffic on Franklin Blvd is appreciated by me. Right now cars fly down the road, and I appreciate the addition of roundabouts because I don't hthink people will be rushing to try to make a light. A bike lane would be appreciated because we bike on Franklin Blvd over to daycare every day. Anything we can do to slow the traffic down.</p>	<p>See response #10</p>
<p>I live one block north of the W45th / Franklin intersection and have witnessed a number of vehicle collisions, likely due to speed. I also walk that intersection daily to take my children to school. Speed on both streets is an issue, so while the study predominantly focused on Franklin, I was relieved to learn that speed/safety was going to be addressed. A significant amount of time (contributed by stakeholders, community members, city officials) and money was spent in developing a plan that would best meet the needs of the community.</p> <p>It was disappointing to see that the final plans diluted much of the community's (and equally important the engineers'), recommendations. I imagine it's a function of trying to reduce the project costs, but that shouldn't be the goal here. Franklin is a premier BLVD in the city and this is a once in a multi-decade opportunity to "get it right". Rather than installing landscaped traffic circles that will both beautify one of our most historic corridors but also reduce traffic speed, the city is proposing circles that are barren bumps in the road that will accomplish neither. If we are going to spend tax payer money, then do it right or don't do it at all. Frankly, the proposed circle will likely be more of a safety hazard, than the current traffic lights. Poor drivers (and there are many of them) will be jumping those circles routinely. The recommended curb bump-outs and raised cross walks were also ignored. Why spend 2+years in planning and engaging with the community if only to deliver a plan that fails to deliver on the recommendations of all those involved. I encourage the city to reconsider their proposal.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>

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<p>St. Paul's Community Outreach, located at W45th Street and Franklin Boulevard, has been serving the neighborhood seven days per week for decades. Families come in for food assistance, individuals attend AA and NA meetings, community groups use the gym facilities and church members attend services.</p> <p>The proposed removal of the traffic light and replacing it with the proposed transversable traffic circle will make a frequent pedestrian crossing more dangerous. The opening of the Garrett Morgan High School on Detroit has only increased foot and vehicle traffic.</p> <p>Our neighborhood is becoming more densely populated, not less. As the Metroparks continues to improve the biking and walking path accessibility on the edges of our neighborhood, more individuals and families will be using West 45th Street as an access point to reach the lakefront and the Redline Greenway.</p> <p>The Board of St. Paul's Community Outreach recommends that the traffic light remain or that the more protective Neighborhood Traffic Circles be installed with the raised sidewalks.</p> <p>Please consider what changes our neighborhood needs for a safe future in light of the use of West 45th Street and Franklin Boulevard by pedestrians, bikers and vehicles.</p> <p>St. Paul's Community Outreach Board Rev. Eugene Fisher, Interim Pastor Beth Mancuso Rip Noble Faith Noble-Checkett Bridget Kent-Marquez</p>	<p>See response #3,4, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I think this failure has several shortcomings that will overall negatively impact the neighborhood along Franklin Boulevard. I strongly urge project leadership to reconsider the current plan.</p> <p>1) These proposed mini roundabouts, particular the traversible kind here where trucks can drive over them as proposed are not common in the Ohio City/Detroit-Shoreway neighborhoods, let alone in the Cleveland metro area. This alone will cause confusion for drivers, bicyclists, and pedestrians.</p> <p>2) As a resident on Franklin, I can tell you that ambulances frequent the street given the location of the nearby Cleveland Clinic Lutheran Hospital. Do these roundabouts make it safer for ambulances and stopping traffic? Do the traversible roundabouts make their travel easy?</p> <p>3) As a resident who walks my dog through the neighborhood several times a day, I think the biggest flaw in the proposed roundabouts is pedestrian safety. This is a heavily walked neighborhood. Do these roundabouts make pedestrians safer when cars are not being stopped and giving pedestrians the clear right of way? I'll fully admit I've seen cars stop and then run red lights early mornings or late evenings near my home, and the current state of traffic is a legitimate concern. But will a pedestrian be safer with these roundabouts?</p> <p>4) Has any consideration been given to the anesthetic of the traversible roundabouts? By their nature, they can not have planters or visibility friendly landscaping on them to help, as the very guidelines the project sites suggest for mini roundabouts. Will these mar a historic area with an unusual gimmic. Why aren't these more commonplace if they're the superior method of traffic calming?</p> <p>In conclusion, I urge the project team to strongly reconsider other, traditional, effective strategies for traffic calming - ones with proven results that are pedestrian friendly and suitable for the neighborhood they are going in. I truly hope you take the time to read and consider these public comments. To go forward without doing so would be a disservice to this wonderful neighborhood I'm proud to call home. Thank you for your consideration .</p>	<p>See response #16, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Thank you for creating this website and for the opportunity to provide additional comment as plans are finalized.</p> <p>I would like to see a striped crosswalk across Franklin incorporated at 80th, or 81st. This is a frequent crossing for those going to or from the library and daycares on Detroit, and it will only see increased use as the Knez site is developed. Speed is an issue for cars coming from or approaching the 85th intersection and additional cues to drivers to be aware of pedestrians at this intersection would be helpful.</p> <p>I would also like to see formal bumpouts reincorporated, as recommended in the NOACA plan. Understanding additional cost, locations should be prioritizing where the bumpout would shorten the crossing distance at a crosswalk and make pedestrians more visible drivers. Further, raised crosswalks should be incorporated as recommended in the NOACA plan.</p> <p>I also have a concern about whether the proposed center of the roundabout is substantial enough to prevent cars from driving over it. It is difficult to tell in the drawing, but should incorporate vertical elements and plantings.</p>	<p>See response #3,4,5 & Mini Roundabout Design Detail in the Response Letter.</p>
<p>This project in front of Stone Gables Inn is really bad for us. I did not realize this had been planned. We will lose five street parking spaces on the front and the side of our building. We pay a great deal in property tax (41k this year!) and I think traffic calming can be done with just a stop sign without construction of traffic circle. Thank you!</p>	<p>The design intention is to save parking spaces where feasible without compromising the safety of pedestrians</p>
<p>I have strong concerns about the structure of the proposed "mini roundabouts." I truly believe people will drive through the center of these mini roundabouts and not use them correctly. I don't think a 2-3" raised surface will be enough to deter people from driving through them. Is it possible that the raised surface could be more than 2-3" high? Or could some additional treatment be added (like a flexible pole or something) to prevent cars from driving through the mini roundabouts?</p> <p>It seems like lowering the speed limit to 25MPH and enforcing that lower speed limit would be a simple souldtion that would help solve many of the problems. Please lower the speed limit on Franklin Blvd!</p>	<p>See Mini Roundabout Design Detail in the Response Letter.</p>

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<p>In terms of the content of the plan, I'm 100% on board with what Bike Cleveland shared in their "action alert," URL below. In short, people asked for raised crosswalks and they asked for physical curb extensions and bump-outs. Also, when they requested traffic circles they didn't mean the kind that anyone can just drive over if they feel like it. (When I say "people" I mean the Stakeholder Committee and Bike Cleveland and Ohio City Inc.) https://www.bikecleveland.org/.../action-alert.../2021/04/ * People clearly asked for raised crosswalks and I'm asking you for them again. * People clearly asked for roundabouts that calm traffic by forcing drivers to slow down and pay attention. I'm asking you for those again. * People clearly asked for physical curb extensions and bump-outs and I'm asking you for those again too. Let's get real. This plan of yours looks like it is designed to attack pedestrians and cyclists. Combining tiny little traffic circles with sharrows means that cyclists will have traffic coming at them from multiple directions with no slow down. The plan also removes a light at 44th, leaving a virtually uncontrolled diagonal intersection that will kill people who are biking or walking.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>What is calming the traffic? I thought that was the goal? Are splitter islands being constructed with the roundabout as recommended by FHWA guidance? Seems like yâ€™all are picking and choosing the minimal amount of traffic calming ideas! I donâ€™t get it! The peopleâ€™s plan was for raised crosswalks and roundabouts that arenâ€™t mountable. What gives?</p>	<p>Raised Splitter islands are being included in the design</p>
<p>This plan will make speeding and accidents more frequent instead of less. To Whom it may concern,</p>	<p>No response required</p>
<p>I am glad to see that the city is making a concerted effort to make our neighborhood more walkable and bikeable. However, I do not believe this plan goes far enough. RRFBs on their own are inadequate. I live near one of the new ones on Fulton and it might as well not be there for all the good that it does; I am increasingly concerned that the new construction has made everything worse. Cars ignore them and drive through. The crosswalk should be raised as was suggested to ensure pedestrian safety. Also, mini roundabouts are also ignored by suburban drivers/scofflaws who either don't know or don't care about the rules. I lived in a college town for a few years with many concrete mini roundabouts, and they were constantly being driven right over. Greenspace should be inside the roundabouts so they cannot be ignored. I ask that the builders reconsider the many comments of the neighbors in this redesign. Thank you.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I live a block south of Franklin and travel it frequently on bike and foot, especially between W 85th and 65th. Traffic calming is of utmost importance to me. The plans need to go further by including vertical elements in the center of the traffic circles and RAISED crosswalks. I am concerned that dangerous driver behavior will continue otherwise. If proper traffic calming is effective, then I think traffic circles will be an improvement over the lights! And I'm excited to see the W 85th slip lane removed.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>While I agree that improvements need to be made along Franklin Ave, I strongly disagree with many aspects of this project design. Raised cross walks were considered in the design and highly regarded by many in the planning process but were unjustifiably left off the final design. They will provide additional calming measures to traffic and increase safety of pedestrians. Replacement of some traffic signals with small traffic circles may be helpful in few spots, but I expect these circles to lead to an increase in car speeds and consequently crashes. Specifically, the circle designs look too small to actually slow cars down. If circles are made larger (which may or may not be feasible with street width constraints), the design could work and would also allow for a decorative green space in the middle. However, safety should be the highest priority by far, not efficiency of travel. Similarly, the posted speed limit of 35 mph is often not followed and in fact encourages drivers to travel through a highly residential area at fast speeds when they should be directed to Detroit Avenue where there is less pedestrian and residential foot traffic (with the exception of Gordon Square). I am overall very displeased with this project and hope that some of the many comments provided by us residents are actually considered and implemented. Instead, I expect our community will be sadly brushed aside and the project will continue as-is.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I am so so very tired. Iâ€™m tired of emailing about Franklin, of posting about it on social media, of commenting about it on social media, of going to meetings about it, of talking about it, of remembering all the times me or my husband were almost certainly badly injured or killed on it, of taking photos of horrific crashes that ended up on the sidewalk on it, of sweeping up glass & debris from at least 2 to 3 of the 20+ collisions that happened on it RIGHT IN FRONT OF OUR HOUSE while angry, irritated drivers threatened us with the fronts of their cars or trucks even while we were doing them a favor. Iâ€™m tired of shoveling my driveway apron while drivers whip past me with inches to spare, and Iâ€™m tired of the same thing but while I cut my tree lawn grass or bring in my garbage and recycling cans. Iâ€™m just so very very tired. And yet here I am, having to think and remember and write about Franklin yet again, because apparently the 1,674,298 times I did before just wasnâ€™t enough.</p> <p>I think about all that Iâ€™ve said and written and emailed and texted about Franklin, of everything Iâ€™ve seen happen on Franklin, THE STREET I LIVE ON, every right hook, every illegal passing, every car that sped so fast by my house that it was merely a streak of color, every smashed-in tree, every broken telephone pole, I think about all of it and more, and I just cannot imagine why the city of Cleveland wants to make it even worse.</p> <p>Removing every single traffic light from W. 25th to W. 65th is worse. Replacing a handful of those removed traffic lights with traversable roundabouts is worse. Putting RRFBs on a 35 MPH street is worse. Consolidating crosswalks is worse. Refusing to make a single solitary crosswalk on the entire street raised against the wishes of the majority of the community for what I suspect is some ridiculous reason even though every single other city IN THE WORLD has raised crosswalks and also snow plows and fire trucks and ambulances, is worse.</p> <p>And I really think that that last part gets to the heart of my ire for this plan as it currently stands, as well as my utter exhaustion at this entire process: that the city of Cleveland specifically asked for community input, we gave it, NOACA agreed with it, they wrote up a 140-page report specifically recommending the things we asked for, and now itâ€™s just being completely ignored.</p> <p>Why ask for our opinions if youâ€™re not going to listen to them? I know weâ€™re not all traffic engineers or city planners, but so many of us not only live on this street, we bike, walk and yes, even drive on it. We know how actually dangerous Franklin is as well as how inherently dangerous Franklin is. Why make it even more so? Why not listen to the advice and suggestions that you specifically asked for?</p> <p>If you donâ€™t want to listen to our advice and our suggestions, if you want to just completely disregard the recommendations of an organization like NOACA, then save your \$3.2 million dollars and leave Franklin as is. Itâ€™s a devil to be sure but at least itâ€™s the devil we know. I hate to think of the devil weâ€™ll get with this plan.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I'm really happy to see the changes at W 85th; that's a very dangerous intersection for pedestrian crossings. I am, however, very concerned that the size of the traffic circles and removal of traffic lights is going to lead to increased speed. People already speed down Franklin; why can't the city add speed bumps as has been repeatedly requested by residents?</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>EVERYTHING CASSANDRA VASU SAID. 100%</p>	<p>No response required</p>
<p>EVERYTHING CASANDRA VASU SAID IN HER COMMENTS, THANKS!</p>	<p>No response required</p>

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<p>I am very disappointed by the final result of this process. Many of the design elements taht were recommended and pitched to residents are not here. I am greatly concerned that this will actually result in a more dangerous street. We really need raised traffic calming, such as speed tables or elevated crosswalks. The roundabouts at intersections are great except that they are transversable. If drivers on Franklin CAN drive over them, they WILL drive over them. I live at the corner of 74th and Franklin and I am already mentally preparing for cars crashing into my yard several times a year due to drivers attempting crossing the insufficiently built intersections at high speeds. I just hope one of my two young kids don't happen to be standing there when they do.</p>	<p>See response #1,3,4,7,8</p>
<p>I really appreciate the traffic calming elements incorporated into the project design. I primarily travel Franklin on a bike between Gordon Square/Edgewater and Ohio City or cross it on foot heading north and south. I'd love for the rehabilitated Franklin to feel comfortable for my dad to join me on his bike or for my neighbors who take their kids to school to feel more comfortable biking with them on Franklin. I am concerned about the degree of traffic calming included relative to what the TLCI study proposed. There are potholes on Franklin deeper than the height of the proposed curbs for the mini roundabouts! Taller curbs and landscaping and/or reflective materials will improve their effectiveness. I'm disappointed the curb extensions (except at Franklin & 85th which is awesome) and raised crosswalks are not included in this current iteration. The curb extensions would help with visibility on the cross streets - as does striping off the on-street parking away from the cross streets which I'm glad to see included. The raised crosswalks would lower speeds on Franklin and help increase yielding rates at unsignalized crossings.</p> <p>Thank you for the opportunity to comment - the content on this website, and the links to the TLCI plan are very helpful.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>These plans are terribly disappointing and probably dangerous.</p> <p>They're dangerous because they don't REALLY calm traffic. They're also dangerous because it threatens democracy EVERY TIME City Council asks for input from the community and then does something else ENTIRELY from what the community actually needs, and ignores the months of planning and conversation that took place. This makes people figure their voices just don't matter. Is that your plan???</p> <p>These fake roundabouts are worse than what currently exists.</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter. The majority of NOACA study recommendations being implemented in this project, are based on public input</p>
<p>I am extremely concerned about the intersection at 74th and Franklin. I believe the traffic circle as it is configured will make in intersection more dangerous. This light has had several accidents, some with deaths, since I've lived in my house the past 15 years. I am on the corner of 74/W. Clinton and I observe/hear cars speed between Detroit and Franklin. Having a traffic circle, no stoplight, and no way to slow down traffic will increase the danger of the intersection. I just don't understand why speed humps can't be used. I am from the Northeast originally and there are many cities that have speed humps and plows are able to get over them. I was recently in Brooklyn, NY and observed speed humps on a street similar to Franklin. It was a very calm street. I am disappointed that the city is so cheap and uncreative with their response to this problem and clearly did no take into account the views of the community who lives here.</p>	<p>See response #3,4, & Mini Roundabout Design Detail in the Response Letter.</p>
<p>The traffic circle at Franklin and w28th has made me a fan of traffic circles, but the traffic circles proposed to replace several of the stop lights on Franklin are not that kind of traffic circle. I am very concerned that without any speed control, these smaller, completely traversable traffic circles will create serious danger for cars, bicyclists, and pedestrians in two ways: first, speeding cars (of which there are many, many) will not see a red light to stop them and may well head into the traversable intersections without seeing traffic on side streets. second, if a car and a truck meet at the traffic circle, the car does not know which regime the truck will use, i.e., using the circle as a circle or turning left as though there were no circle. additional uncertainty in vehicular behavior is always dangerous. I understand that there is not space for larger traffic circles, but then we need either speed tables before the circles or some other speed control in order to make these circles safe for our neighborhood.</p>	<p>See response #3,4, & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I am concerned about the dangers presented by the transversable roundabouts. As someone who lives on a long (approximately half mile long) street, I'm familiar with how badly traffic calming is needed citywide. I fear that transversable traffic circles, and really, any kind of circle that isn't an extremely visible and insurmountable barrier, will be as effective as the stop sign on my very long street - cars will run through them at high speeds.</p> <p>As someone who bikes Franklin often (and to a lesser extent drives on it), I'm not convinced this plan will make my travel any safer.</p>	<p>See Mini Roundabout Design Detail in the Response Letter.</p>
<p>Traffic moves too fast on Franklin. This is a residential street. The current limit is 35 mph. I have lived here for over 17 years, and drivers speed constantly. The City should take every step possible to lower the speed limit to 25 mph along Franklin from W. 25th to W. 85th. If the City needs to engage the State to lower the speed limit, then the City should do so.</p>	
<p>I am concerned that removing the traffic lights will increase speeding, not lessen it. I do not know whether the mini roundabouts will be enough to slow traffic. The plan must include more traffic-calming measures like raised crosswalks.</p> <p>I also would like to see the signage designed to fit the neighborhood's historic character. We want ADA-compliant sidewalks and high-visibility signage for safety. But it should be done in a way that does not erode the neighborhood's historic character.</p>	<p>See response #3,4, & Speed Limit in the Response Letter.</p>
<p>WHAT CASI SAID!</p>	
<p>Good god, please listen to the residents! No change would be better than this BS proposal.</p>	<p>No response required</p>
<p>This plan should be supported and should not be revised or reconsidered.</p>	<p>No response required</p>

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<p>I live on Franklin and I have lived here for 11 years and I was on the planning committee for this project. I have two children who are 4 and almost 6. They are independent and mobile and move around the neighborhood on their own a little already. I would love it if I could feel safe allowing them to cross the street.</p> <p>It has always been kind of a mess. I do appreciate the city and NOACA investing the time and effort they have. I think a lot of people care a lot about this because it's such an important and beloved corridor. This project is a big opportunity to fix a longstanding neighborhood problem.</p> <p>I urge the city to be bold and enact the vision developed by residents with the generous support from regional NOACA. I share the concerns of my neighbors who object to the removal of raised crosswalks and the transversable traffic circles. I don't mind that the curbs are low for larger vehicles, but I do think they should include some landscaping and signage in order to ensure they function as designed.</p> <p>I have heard the city's objections to speed humps and I believe they can be overcome with a little additional effort and I believe they must be if we're going to reduce crashes and injuries and have better quality of life and more peaceful neighborhoods.</p> <p>Thank you! Respectfully,</p> <p>Angie Schmitt</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I live on west 50th for the last 5 years and have seen first hand the high speeds on both my street and Franklin. I've also had many close calls trying to go south on 50th and Franklin, it is an extremely dangerous intersection. I believe you should make the changes Noacca suggested. A raised roundabout with plantings in the middle, and raised crosswalks at the stop sign at 50th and Bridge, and Duke Ave would be very instrumental in calming traffic, reducing accidents, and increasing safety for kids and residents.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>The plan seems to ignore many of the recommendations of NOACA - the curbs are smaller than initially proposed, roundabouts are missing landscaping and height/signs in the center to force drivers to slow down and navigate around properly. Needs more of the physical recommendations made as part of redesign the street in a way that forces drivers to drive safely and slower. This plan does not have that. Don't waste your money rather than implement this plan, it's worse. What exists is better than this plan.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>This current iteration of traffic calming for Franklin Boulevard does not go far enough. Removing almost all of the traffic lights and replacing with roundabouts is not the traffic calming measure that is needed. And providing extra flashing lights is also not the safety measure that traffic engineers hope it will be. I use the removal of the traffic light at Fulton and Chatham as an example. Going through that intersection as a car driver, a pedestrian and a cyclist, it seems even more dangerous, and drivers often ignore the flashing lights when pedestrians are using the crosswalk.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I'm concerned about the lack of raised crosswalks - which were a specific item requested in the previous study - and are proven traffic calming devices. And unless the roundabouts are raised enough for cars to have to slow down to go through the intersections, they are just a waste of asphalt and paint.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Franklin Boulevard continues to be considered a freeway by drivers - I have personally witnessed people driving at unsafe speeds on multiple occasions. It is a beautiful area filled with families and I hate to see the input provided by residents continue to be ignored.</p>	
<p>I am disappointed to see that these are the efforts to reduce the speed of traffic. This is an extremely pedestrian heavy street and I do not think the number of cross walks or the design of the roundabouts are going to be effective. I walk my dog daily on this street and it is scary to trust that drivers going 50mph are going to stop at red lights let alone speed over a traversable round about. We see people run red lights daily. I think there should be more speed limit signs like those that measure a drivers speed and flash to slow down, or have some flashing yellow signs that indicate an intersection or light ahead. The current design I feel will make matters worse as there really isn't any other street around that has this many roundabouts, and could confuse drivers causing more accidents.</p>	<p>The signage has been properly designed as per design standards for safety</p>
<p>I am disappointed to see that these are the efforts to reduce the speed of traffic. This is an extremely pedestrian heavy street and I do not think the number of cross walks or the design of the roundabouts are going to be effective. I walk my dog daily on this street and it is scary to trust that drivers going 50mph are going to stop at red lights let alone speed over a traversable round about. We see people run red lights daily. I think there should be more speed limit signs like those that measure a drivers speed and flash to slow down, or have some flashing yellow signs that indicate an intersection or light ahead. The current design I feel will make matters worse as there really isn't any other street around that has this many roundabouts, and could confuse drivers causing more accidents.</p>	<p>The signage has been properly designed as per design standards for safety</p>
<p>My grandma, aunt, and uncle own a duplex on Franklin Blvd, with my little 5-year-old cousin. Because there are three adults they often have to park one car on the street across from their house. That is dangerous for a family that includes a senior and a small child, as there are always cars rushing down their residential street. Please implement the smart changes proposed by Bike Cleveland to slow down cars and keep pedestrians safe.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>Love the roundabouts, but I want RAISED crosswalks and narrow streets so that drivers slow down! It does not feel safe to walk across the street or bike in the lanes in my neighborhood and that is sad.</p>	<p>See response #3,4</p>

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<p>amenity along West 25th Street. I've raised children from 2 years through adulthood in that time, and taught my children to cross streets safely and ride bikes and walk those routes on their own and with friends. My partner and I continue to walk the neighborhood, as well as drive all routes in and out of the neighborhood, which include traveling along Franklin and crossing it at multiple intersections. While I sometimes am mildly annoyed at waiting as a driver for a red light when there is no cross traffic, my much higher concern is and it is a very loud concern about this plan is for pedestrian and wheelchair-rider safety. Pedestrians of all ages and in all kinds of groups adults, sometimes with dogs or small children or pushing a stroller or walking with a child on a tricycle. Groups of children on their way to the park or school. Wheelchair riders in all seasons, who often find themselves riding in the street because folks don't shovel sidewalks or trying to maneuver around an ADA-accessible curb cut that has been plowed in with snow. This Franklin Blvd. traffic calming plan needs to plan for keeping all of these folks safe as they go about their daily lives along - and trying to cross - Franklin Blvd.</p> <p>I understand that the 2019 NOACA plan included several traffic calming elements that have not been included in the City's plan. The lack of these elements, in my estimation, greatly increases the potential risk to pedestrians and wheelchair-riders in the neighborhood. The City-recommended alternatives are unacceptable in that they will not slow traffic and can be easily circumvented. Some specifics:</p> <ol style="list-style-type: none"> 1. Removing traffic lights without installing full traffic circles. I am most particularly familiar with the W. 32nd, W 38th, and W 29th street intersections. A mini roundabout, as proposed for W 38th, does not force traffic into a roundabout pattern. It is almost a straight line. And the fact that the center island can be traversed means it will be. The NOACA study also recommends an actual curb extension, not a painted one, as the city plan shows. Vehicles are likely to run right over a painted line to move more quickly, rather than slow down. And NOACA says additional features may be needed for safety, given the school crossing. Instead, the City plan REDUCES safety at this intersection. This is a major school, park, community garden, library, pedestrian and wheelchair crossing in the neighborhood. Please treat it as such and build a true roundabout, with recommended NOACA safety features, or reinstate the traffic signal. 2. West. 32nd and Franklin, like other crossings with removed traffic signals, still has significant pedestrian and wheelchair traffic. The NOACA study recommended raised crosswalks, an actual curb extension, and extended restrictions on parking. The City plan does none of this. Again, bring back these safety features. The City must recognize pedestrian and wheelchair-riders' safety in its planning, not just car traffic. Just because car traffic studies show a traffic signal can be removed does not mean there is no traffic at these intersections. The NOACA safety measures take into account getting slower-moving pedestrians and wheelchair riders across streets safely. The City plan does not. 3. West 29th and Franklin. The NOACA study recommends a raised crosswalk and an extended curb, in addition to extending the parking restriction at this intersection. The extended curb is critical here for car safety as well as pedestrian, given that, currently, cars routinely park on the north side of Franklin in front of 2836 Franklin all the way to West 29th Street. An actual expansion of the curb cut, reducing Franklin to one lane, will prevent this, which will shorten the crossing there and increase vehicle sight lines making a turn onto Franklin. 4. Other comments I have seen about the City's plan make similar remarks along Franklin for intersections with which they are more familiar than me, and I concur with them. 5. One other comment about the already installed traffic circle at West 28th/Franklin/Fulton: I believe it was a mistake to construct both the roadway of the circle and the sidewalk of the circle out of concrete, especially with the low curb-cut for the sidewalk. It is visually difficult to distinguish between the sidewalk and the roadway for anyone approaching. This difficulty is greatly exacerbated by the fact that the road signage is in the planting beds behind the sidewalk! Anyone with a visual impairment, or anyone who is not already familiar with the traffic circle, is very easily confused into thinking the roadway is two lanes and can land on the sidewalk itself. In fact, in the winter with snow, it is easy to land on the sidewalk even if you know the circle, since the curb cut grading is so shallow. Although I frequently walk the neighborhood, I avoid walking the traffic circle at all costs a huge hazard for pedestrians that the City just installed! <p>I strongly urge the City to reconsider its reduction of safety improvements recommended by the NOACA study. Although the traffic studies may have indicated a reduction in vehicle traffic warranting a reduction in traffic signals,</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I've been active in the Franklin Blvd traffic calming discussion ever since we moved to Franklin in 2013 and noticed an unusual high number of car collisions on our block. My concern with the current proposed plan is the complete lack of any traffic calming elements which was after all was the impetus of the NOACA plan. I grew up in a community with both a lot of roundabouts and speed humps and there seems to be a serious misconception here about how amazingly effective roundabouts are. But to only implement roundabouts without any calming elements, like speed humps, can only mean increased traffic on Franklin which would make it an even more inhospitable place for pedestrians and cyclists.</p> <p>With that in mind, if the choice is between the proposed plan or just repaving Franklin, I'd rather we just repave it for now and revisit traffic calming later on.</p> <p>In general, I found this whole process thoroughly demoralizing. I can't believe that the result of the entire TLCI project and all the time we spent at meetings merely turned into the same old luddite policies of the past. If Cleveland indeed ends up surviving as a city it's not because we made sure drivers can travel unimpeded through our neighborhood, but because we actually decided to protect the most vulnerable road users and create a livable community.</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I walk and bike with my 1 and 3 year old children regularly along Franklin ave. The walkability is what we love about Ohio City. There are a number of dangerous intersections throughout this small neighborhood and this corridor deserves a proper plan. Please include landscaped roundabouts, raised crosswalks, physical curb extensions, and bump-outs.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>An extensive process was lead by NOACA that convened many neighbors and stakeholders of Franklin Blvd. in 2019. I was not part of this core group but met with members and submitted my feedback to them during that timeframe. It is very concerning that the majority of those interventions were not included in this plan. I actively work with the City to improve their community interactions - and instances like this are what makes that work so difficult. Residents are engaged, with the guidance of professional planners, and their feedback is disregarded without consideration. This undermines both the City and the community; we have to do better if we are going to work towards the common goal of a healthy, thriving city with active residents.</p> <p>I live at the intersection of W. 75th and Franklin Blvd. While working from home during the pandemic I have witnessed accidents on a monthly basis in my intersection, I know only a fraction of these are reported. I appreciate this plan includes moving the parking to the south side of the street which will help with the line of vision issues at the intersection.</p> <p>However, speeding is rampant on my portion of the street; I watch it happen at all times of a day and the number of near accidents is extremely cringe worthy. Drivers have become increasingly bold. It is imperative that raised crosswalks and curb extensions are included in the final design (as proposed by the NOACA study). More substantial traffic circles with plantings would be ideal. If raised traffic circles prevents emergency vehicles from accessing neighbors then I understand if they cannot be implemented, though I hope the option is fully explored before taking it off the table.</p> <p>Lastly, I plead that as many trees as possible are preserved during this process. Of extreme concern the Giant Maple at 7418 Franklin (located in the front yard and not the tree lawn). I will happily continue to bring this concern to the right department if I can be directed there.</p> <p>Thank you, Kaela Geschke</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>The original NOACA plan included raised crosswalks. If these can't be totally included there should at least be a pilot study where one or two are installed at key crosswalks to see how they work in practice.</p>	<p>See response #3,4</p>

Project Questions and Comments	Project Question Number
<p>The intersection circles need to be re-considered using another method to slow traffic. Narrowing the roadway at the intersections, raised intersections, etc. should be looked at in alternative. As the owner of a property at West 54th and Franklin, and have witnessed accidents at that intersection, I am very concerned with the potential for damage to my building in the event of an accident...and what about the pedestrian side of the issue? If a driver is attempting to avoid an improper merge-based accident, their likely to end up on the sidewalk. What about snow plows and garbage trucks? Seems roundabouts will give the drivers much to contend with. What do cyclists do in these mini roundabouts? Compete with autos? Likewise, having witnessed the driving public's use, or miss-use of the roundabout at Fulton and Franklin and @ W. 14th and Steelyards, this already shows me this is a BAD idea. The fact that you have included information "Do you know the rules of the roundabout?" confirms that most Cleveland drivers do not. Please make the public input extended, and/or have a public meeting. Many of the Franklin residents I have brought this plan up to are unaware of the on-line input deadline. I would like to receive regular updates on this project.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter. An information public meeting will be held on July 29th updating the public about changes being done based on feedbacks received from the public.</p>
<p>The proposed changes to Franklin Avenue between West 85th street in West 25th street seem to ignore some of the most crucial recommend a tions made by the NOACA.</p> <p>The proposal caused me to be confused as the removal of this stoplights seems counter intuitive To decreasing speed traffic accidents and increasing pedestrian safety. What ICR traversable roundabouts with no stop signs or stop lights that will allow drivers to virtually drag race down the street putting any pedestrian trying to cross any street a danger To decreasing speed traffic accidents and increasing pedestrian safety. What ICR traversable roundabouts with no stop signs or stop lights that will allow drivers to virtually drag race down the street putting any pedestrian trying to cross any street in danger.</p> <p>If physical barriers in the roundabouts are not going to be placed and bump outs and curbing sentence are not going to be included to change the traffic flow, I wonder what the purpose of this proposal is entirely. In no way does the proposal make me confident that franklins Avenue will be a safer more welcoming street for residents and pedestrians. And with having a student who goes to the near West Intergenerational School I do sincerely worry for the families and parents of children who walk to school there and at Gallagher.</p> <p>If this is the best the city can do for us, I am extremely disappointed.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>To whom it may concern: I have lived on Clinton Ave near the intersection of West 38th for over 15 years. As a father of 5 children, I am deeply concerned by the fact that the City is proposing to re-engineer Franklin Blvd into a street that greatly increases the level of risk that my children will face each day. As an urban planner, I was genuinely impressed with the improvements originally recommended by NOACA. Collectively, the raised sidewalks, curb extensions and substantial roundabouts would be a forward-thinking improvement. However, the selective removal of these elements from the plan will make Franklin much more dangerous than it currently is. I would greatly prefer that nothing happen to Franklin rather than implement the City's current plan. I'm not one for hyperbole, but I am very concerned about this plan because of what I observe every weekday morning. Just before 8am, I walk my youngest three sons (kindergartener and twin third graders) across Franklin at West 38th to Near West Intergenerational School. At this time of day, many commuters are rushing to work down Franklin. Its long stretch of timed traffic lights allow cars to bypass the stacking that occurs at several of the nearby primary arteries. At the West 38th and 32nd intersections during the morning commute, there are two frequent scenarios that play out. Drivers either race down Franklin at speeds well above the speed limit or they make sharp left turns, swerving dangerously while hardly decreasing speeds in order to get to work on time. On several occasions, distracted or hurried drivers have nearly missed hitting one of my kids. Please do not implement this plan as currently formulated. It will only make walking to school more dangerous for my kids.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>I've lived on Franklin for over 13 years and do not think there is either excess traffic or speeding. Maniac speeders won't be deterred by most any of the proposed curtailment methods and could better be handled by some occasional and very visible enforcement. As far as the project, two things: The traffic circles look pointless if it's possible for people just to drive across them. Make them a few inches thicker and put a low planter in the middle with some petunias and you have something that looks nice and also can't be driven across. Second, the flashing light crosswalks. Those have been added in recent years both downtown and on MLK. They are too terribly bright! The lights are such a distraction that, in many cases, the pedestrian can't be seen. Better overall lighting (or spotlighting) in the crosswalk to show that a person is there would make more sense. If you must use the yellow flashing lights, make them less viciously bright so the pedestrian--the whole purpose of crosswalks--can be seen by drivers. Repaving, yay! We've been joking that the proposal for speed bumps was unnecessary, as we have potholes taking care of that slow-down effort.</p>	<p>See Speed Limit & Mini Roundabout Design Detail in the Response Letter.</p>
<p>There are WAY too many mini roundabouts in the project. I am for a few of the but do we need more than 6 only a few blocks away from each other? It's overkill. After reviewing the plans I have several comments/concerns:</p>	<p>The scope of this project is to remove all traffic lights and install mini roundabouts along Franklin as traffic calming measures</p>
<ol style="list-style-type: none"> I like the idea of removing the dual left hand turns between west 28 & 25. I think it will make morning commutes easier for those of us turning right at 25th. I'm excited for the replacement of all curb ramps to be ADA compliant. On the block where we live between 74th and 75th, the plan shows the removal of on-street parking. Currently there are a consistent 6-7 cars parked on the north side of the street in the evenings. The new plan shows spaces for 2 cars on the south side of the street but does not show a neighbor's driveway, which makes me think there will only be space for a single car. I am concerned that this will negatively impact neighbors in apartments on this block. I do not understand how the traffic-calming roundabouts, if designed in such a way that they can be driven over, will actually calm traffic. After nearly getting in an accident at the new traffic circle at W 28th from a speeding driver ignoring the yield signs, I am skeptical. When it snows and they are even less visible it seems even less likely that this will do much of anything. If this must go forward, can we keep the infrastructure for the traffic lights so we can put them back up if the circles prove not to be the best solution? Rectangular rapid flashing beacons (RRFBs) are currently in use downtown by the convention center and over the past few years I have experienced some cars stopping when they are activated, and many continuing as though nothing is happening. I don't see how it would be different in a more residential neighborhood. I'm also concerned that the rectangular rapid flashing beacons (RRFBs) will provide a visual nuisance if visible while in our house. The videos and images I saw were all in more open areas with wider streets and fewer trees and shrubs. Are there examples of them being used in residential neighborhoods with success? <p>If I understand correctly, one of the most basic/logical traffic calming measures - reducing the speed limit to 25MPH is unavailable to us due to some arcane state law. Could we just keep the traffic signals and use the savings to advocate for a change to the law?</p>	<p>See response #5, Speed Limit, Design Process & Mini Roundabout Design Detail in the Response Letter</p>

Project Questions and Comments	Project Question Number
<p>Rectangular Rapid Flashing Beacons (RRFBs) - if this is installed near our home, how visible will it be inside the house? I have not seen these in residential neighborhoods before and worry that it will be unsightly. Also, I have not seen them met with a great deal of response or respect from motorists in other locations.</p> <p>Removing the traffic signal at W. 74 concerns me a great deal. It is already difficult to exit our driveway with the signal present. I worry that it will be even harder to navigate without a dedicated signal. Must the signal be removed? If it is removed, can the roundabout be made more like the one near Franklin Circle which actually can slow traffic?</p> <p>I'm not convinced that the traffic circles as described here will really accomplish much of anything since they are easy for motorists to drive over. Is this really the best option available if the goal is to calm traffic?</p> <p>Can you help me understand what prevents a change in the speed limit from 35 to 25? Wouldn't that be an easier option to implement?</p>	<p>See response #5, Speed Limit, Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>The mini roundabouts need to be described in more detail. How high will the centers be raised? I'm concerned that, if vehicles can drive over them, they will do little to impede speeding drivers and promote the safety of bicycle riders and pedestrians.</p>	<p>See Design Process & Mini Roundabout Design Detail in the Response Letter</p>
<p>As a resident of Franklin Blvd. in between W. 38th and W. 44th Streets for 17 years, I've observed vehicles speeding to the detriment of pedestrians, wheelchair riders, and bicyclists. This plan should incorporate more of the traffic calming measures proposed by NOACA in the TLCI. I'm concerned that replacing traffic lights with mini roundabouts won't slow traffic if transversable. Mini roundabouts need bigger curbs and something in the middle (a planter for example) to provide a visual barrier.</p> <p>Specifically, the corner of Franklin and 38th is a high pedestrian, bicyclist intersection to access Fairview Park, Kentucky Gardens, and Near West Intergenerational School. There is no mention of a pedestrian crosswalk with the mini roundabout proposed to replace the traffic light and crosswalk there now for pedestrians to cross safely. Removing the traffic light at W. 44th while keeping the pedestrian crossing presents safety concerns for pedestrians crossing Franklin with heavy traffic at that intersection turning onto W. 44th to access the highway.</p> <p>Please consider incorporating additional traffic calming measures, such as landscaped roundabouts, bump outs, curb extensions, and raised crosswalks to prioritize pedestrian, wheelchair rider, and bicyclist safety on this residential street. Also, lowering the speed limit to 25 mph would help deter speeding vehicles. Thank you.</p>	<p>See response #3,4, 9,17, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>
<p>After much study and discussion with input from residents and other stakeholders, NOACA approved a plan which the city has changed to the detriment of pedestrians and bikers, in favor of cars. As a Franklin resident, I witness and participate in all these activities. It seems that the ratio of non-vehicular usage to cars is quite high for city streets. It just doesn't make sense to discount the safety of pedestrians, bikers, and parking for that matter, in favor of convenience to car drivers. Please return to the NOACA plan.</p>	<p>See response #3,4, 9, Design Process & Mini Roundabout Design Detail in the Response Letter.</p>