

LAKE-CLIFTON CONNECTOR
ROCKY RIVER PUBLIC MEETING RESULTS
SIGN-IN SHEET
06.27.2023

Sign-Ins: 63 (2 couples)
Total of 65 people

Name	Address	Email
1 Mehul Gala	18451 E. Shoreland Ave	gala7516@gmail.com
2 Dave Nash	15 Laurel Dr	dnash1124@aol.com
3 Anne Robins	20662 Avalon Dr	aerobins@sbcglobal.net
4 John Robins	20662 Avalon Dr	aerobins@sbcglobal.net
5 Nancy Seibert	17812 Lake Rd, Lakewood	nancykseibert@gmail.com
6 Brad Richmond	1122 Forest Rd, Lakewood	mrichmond1480@gmail.com
7 Margaret Richmond	1122 Forest Rd, Lakewood	mrichmond1480@gmail.com
8 Mary Jane Linn	20567 Beaconsfield	linngoldie@gmail.com
9 Annie Pease	Cuyahoga County Headquarters	Apease@cuyahogacounty.us
10 Ellen Riehm	19601 Battersea, 44116	riehmhouse@sbcglobal.net
11 Greg Jones	20783 Lake Rd	gregory.jones326@gmail.com
12 Pamela Geick	21173 Maplewood Ave	pjgeick@gmail.com
13 Doug and Cindy Burry	18104 Clifton Rd, Lakewood	dcburry@cox.net
14 Debbie Hanzel	365 South Island Dr, Rocky River	dah503@aol.com
15 Ed McAdams	603 S. Falmouth	ed.mcadams@outlook.com
16 Christina Morris	20934 Lake Rd	cmorris@me.com
17 Tom Hunt	1087 Whittlesay Ln	tjhunt@hhkwlaw.com
18 Craig Latham	21735 Hilliard, Rocky River, 44116	lathamch29@gmail.com
19 Joe Drain	20179 Beach Cliff Blvd	drainbox@gmail.com
20 Pat Partridge	484 Parklawn Dr	partridge.pj@gmail.com
21 Vicky and George Mineff	19950 Roslyn Dr	gvmineff@yahoo.com
22 Pam Bobst	21285 Avalon Dr	mayor@rrcity.com
23 Jeanne Gallagher	20863 Stratford	jpgallagher59@gmail.com
24 Joe Thompson	3420 Wooster Rd	no email
25 Matt Hils	17612 Riverside Dr	mdhils93@gmail.com
26 Kathy Lawrence	17849 Clifton Blvd	talk2late@aol.com
27 Andrea Mediate	21246 Maplewood	amediate@gmail.com
28 Mike Balla	20540 Beaconsfield	balla.m.c@gmail.com
29 Mike Balla Jr	20540 Beaconsfield	no email
30 Kelley Meyer	228 Arundel Rd	kmcmeyer@gmail.com
31 Daniel Zielinski	2192 Northland Ave	no email
32 Krista Basile	20075 Beach Cliff Blvd	kchbasile@gmail.com
33 Matthew Basile	20075 Beach Cliff Blvd	c3wahoo@yahoo.com
34 Elsa Paesani	19000 Lake Rd #125	ep6209@yahoo.com
35 Deborah Kreski-Bonanno	19646 Battersea Blvd	liv2b@aol.com
36 Susan Geiger	17894 Captain's Cove, Lakewood	ssgeiger@sbcglobal.net
37 Lee Glover	19000 Lake Rd #908	leebglover@yahoo.com
38 Mark Cosgriff	1180 Andrews Rd, Lakewood	cosgriff0@gmail.com
39 Owen J Gallagher	20863 Stratford	owengallagher91@gmail.com
40 Marianna Seeholzer	1240 Overlook Rd, Lakewood	no email
41 Brian Hanzal	19331 Beach Cliff Blvd, Rocky River	bchanzal@yahoo.com
42 Ken Robinson	20525 Center Ridge Rd, Suite 501	no email
43 Jim Mikelo	17899 Lake Rd	jim@forestcityshuffle.com
44 Jane Murray	20560 Erie Rd	no email
45 Kathy Dugan	3541 Spencer Rd, Rocky River	dugan56@hotmail.com
46 John Delzani	3541 Spencer Rd, Rocky River	delzaniif@gmail.com
47 John Shepherd	3280 Nelson Park Dr	no email
48 Peter Toomey	21507 Plum Path	no email
49 Arlene Tolen	17201 Lake Ave, Lakewood	arlenetolen@sbcglobal.net

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ROCKY RIVER PUBLIC MEETING RESULTS
SIGN-IN SHEET
06.27.2023

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Name	Address	Email
50 Tim Furey	19605 Beach Cliff Blvd, Rocky River	timcfurey@gmail.com
51 Lance Polen	13955 Clifton Blvd	no email
52 Bob Aber	18101 Clifton Rd	no email
53 Dan Foster	3556 Beverly Hills Dr	dan611986@gmail.com
54 Maureen Bonifas	20815 Beaconsfield	bonifasbunch@gmail.com
55 Bill Davis	18162 Clifton Rd, Lakewood	no email
56 Pam Hendryx	19890 Beach Cliff Blvd	no email
57 Kevin Hendryx	19890 Beach Cliff Blvd	kshendryx@outlook.com
58 Jennifer Neil	1200 Melrose	jsa515@yahoo.com
59 Brandon Chavel	1327 Homeland	bchavel@gmail.com
60 Mark Braw	19010 Rockcliff	mbraw672@cox.net
61 Maureen Murman	19010 Rockcliff	no email
62 Tom Livingston	2695 Westmoor Rd	tallguytommy@hotmail.com
63 Ruth Ann Havasi	230 Buckingham Rd, Rocky River	ruthannhavasi@gmail.com

LAKE-CLIFTON CONNECTOR
 ROCKY RIVER PUBLIC MEETING RESULTS
 EXHIBIT BOARD COMMENTS
 06.27.2023

Themes (7 comments)

Vehicular concerns (4)

Cyclist concerns (1)

Amenities considerations (1)

General positive response (1)

BOARD	Response
Board #1 - Rocky River	
Signs for bikes headed EB to follow pedestrian path - or implement safe way	Signing for the pedestrian/bike path will be included in the project to direct bikes to use the shared use path that begins east of Linda Street.
Board #2 - Bridge Over the Rocky River	
No comments	
Board #3 - Clifton Blvd / Lake Road	
Measure safety of intersection, after roundabout installed. There have been no fatal accidents here for years.	Crash data is continually documented through police reports and reviewed by agencies to understand safety across the entire roadway network. (For example ODOT has mapped the all high crash intersections and roadway segments, statewide).
Public education and enforcement needed when roundabout opens.	Public education for the roundabout is planned for the community. The roundabout will be included in law enforcement's service area similar to other intersections in Lakewood.
Board #4 - Clifton Blvd / Mid-Block Crossings	
No comments	
Board #5 - Clifton Blvd / Clifton Rd / W Clifton Blvd	
Keep the horse trough	The City of Lakewood is committed to keeping the horse trough at this intersection. It may need to be relocated to accommodate construction of the curb, but it will remain in a similar location.
Stops should be right turn only (indicated for Clifton Road stop signs)	The City of Lakewood is considering restricting left turns from Clifton Road onto Clifton Blvd during the morning and afternoon peak traffic hours.
Will the stop bar be located before or after Clifton Rd intersection? (pointing to both stop lines for Clifton Blvd EB)	Traveling eastbound on Clifton Boulevard, a stop bar is required at the West Clifton Boulevard traffic signal, after the Clifton Road intersection. A stop line is not allowed at the Clifton Road intersection due to the long distance from the West Clifton Boulevard traffic signal. A yield line (triangles pointing west), is proposed before the crosswalk at Clifton Road. Optional pavement markings within the eastbound lane of the Clifton Road intersection, along with a sign 'Do Not Bock Intersection' will be considered to direct eastbound motorists to stay out of the intersection, to allow vehicles to exit from Clifton Road, and to keep vehicles from stopping on the crosswalk.
Board #6 - Overall Corridor	
No comments	
Board #7 - Corridor Concepts	
Love the separation ... much safer!	Thank you for your comment.

LAKE-CLIFTON CONNECTOR
 ROCKY RIVER PUBLIC MEETING RESULTS
 FEEDBACK FORM COMMENTS
 06.27.2023

Themes (26 comments)

Vehicular concerns (7)

Pedestrian concerns (5)

Amenities considerations (2)

General positive response (7)

General design comment (5)

Name	Address	Email	Comment	Response
John Shepherd			Great presentation and I love the plan. The traffic lady was really good!!	Thank you for your comment.
Elsa Paesani	19000 Lake Rd #125 Rocky River	ep6209@yahoo.com	Please continue to provide bike / foot traffic on Clifton bridge throughout this project.	Both bike and foot traffic are planned to be maintained during construction.
Ken Robinson	20525 Center Ridge Rd. Suite 501 Rocky River, OH		This plan would dramatically improve safety for me as a cyclist and pedestrian. It won't harm my experience as a motorist. I'm in favor of this project.	Thank you for your comment.
Deborah Kreski-Bonanno	19646 Battersea Blvd. Rocky River, OH	liv2b@aol.com	If only 11% of surveyed wanted improved bike lanes... so why such a big focus on bike lanes?	The 2008 Transportation for Livable Communities Initiative (TLCI) in Rocky River is one of several studies that recommended improved infrastructure for bike travel.
			Make notification of <u>all</u> public meetings mandatory on City of Rocky River's website <u>CLEAR & BOLD</u> on home page. It is obvious by this meeting: the public has oodles of questions & concerns.	The intent is to advertise public meetings through multiple methods: yard signs, Cuyahoga County websites, and City websites.
			What about the impediment of traffic access from Argyle onto Lake?	The number and location of traffic lanes on Lake Road between Linda and Argyle will remain the same. A traffic study was performed and concluded that traffic operations at Argyle will operate similar than it does today.
			When traffic gets backed up on Lake in R.R. - I am <u>concerned</u> about the shortcut traffic which will cut down Argyle and ride thru down Beachcliff as <u>alternative</u>	This project does not increase traffic volume, nor reduces the number of traffic lanes between Argyle and the Marion Ramp. A traffic study was performed and concluded that traffic operations, including vehicle delay due to backups on Lake Road, should closely match the current conditions.
Bob Aber	18101 Clifton Rd.	robertwaber@gmail.com	The parking spots on West Clifton are fine but I don't see who would use them.	Parking spots at this location are still under review by The City of Lakewood.
			I would move the traffic light further west on Clifton Blvd to have cars line up BEFORE Clifton Rd. (heading East)	This intersection area requires a signal only at West Clifton Blvd where there is significantly more traffic than Clifton Road. A traffic signal at Clifton Road is not warranted due to low traffic volumes.
Kelley Meyer	228 Arundel Rd. RR	kmcmeier@gmail.com	I believe this pathway is well thought out, and as a bike rider that travels over the Clifton bridge, I welcome this! I don't think Roundstone will have any negative effect on traffic. I live on Arundel and am not concerned at all about the effect on my street. I applaud the improvements.	Thank you for your comment.
Anonymous			Who will be responsible for maintaining the new green space and pathway (shared) in River and Lakewood?	Each city will be responsible for the maintenance of their respective green spaces and the path within their city limits.
			Nice job by project team!	Thank you for your comment.

LAKE-CLIFTON CONNECTOR
 ROCKY RIVER PUBLIC MEETING RESULTS
 FEEDBACK FORM COMMENTS
 06.27.2023

Themes (26 comments)

Vehicular concerns (7)

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Amenities considerations (2)

General positive response (7)

General design comment (5)

Name	Address	Email	Comment	Response
Brian Hanzal	19331 Beach Cliff Blvd Rocky River, OH 44116	bchanzal@yahoo.com	Love the improved safety of pedestrians and families	Thank you for your comment.
			Love the access to Lake Erie, RR, LW, Cleveland	Thank you for your comment.
			Please add tree plan to Clifton bridge to add shade on bridge	Trees will be considered as a future improvement on the bridge. This project includes tree plantings up to both sides of the bridge.
			Current traffic and bridge is unsafe - your plan is great for Rocky River, great for LW, great for Lake Erie!!	Thank you for your comment.
Anonymous			Marion ramp is going to be a huge safety hazard.	Assuming this comment refers to eastbound Marion ramp traffic merging onto Lake Road and the bridge over the Rocky River, traffic on Lake Road and the bridge is expected to be slowed down closer to the 35mph posted speed limit, due to the reduction of lanes in each direction and the elimination of a median between lanes. Slower traffic speeds will provide safer merging at the eastbound Marion Ramp. Tree removal immediately west of the merge area will also be reviewed for improving sight distance.
			There needs to be a stop light at Clifton and Lake to cross people	Rectangular Rapid Flashing Beacons will be placed at all crosswalks at the Lake & Clifton intersection.
			There needs to be a lane for police/fire on the bridge.	Emergency vehicles will be able to access the north side of the bridge in the event of an emergency.
			Parking to use the bridge park is a problem	It is expected that users of the trail on the bridge will access the trail by foot or by bicycle, as part of a longer journey, without the need to park a car.
Bradford Richmond, MD	1122 Forest Road Lakewood, Ohio 44107	mrichmond1480@gmail.com	There have been no fatal accidents at the Lake/Clifton Road or West Clifton/Clifton Blvd intersection since before 1980 - public record so safety is not an issue.	There are multiple goals associated with this project: - create facilities that improve the safety and user experience for multiple modes of travel (motorists, cyclists, and pedestrians) - contribute to Cuyahoga County's master plan for improving bicycle and pedestrian access to and along the Lake Erie shoreline - slow down vehicular traffic on Lake Road (in Rocky River) and on Clifton Boulevard - reduce impervious pavement and increase greenspace, to improve environmental conditions - enhance the arrival experience to each city. The proposed improvements will move the project toward achieving the above-listed goals.
			In Lkwd the Clifton Park community was never consulted about this change to our neighborhood or the so called benefits to us which are decided by people who do not live here	Two public meetings were held in Lakewood and two separate public meetings were held in Rocky River to provide an opportunity for residents to comment on the proposed improvements.

LAKE-CLIFTON CONNECTOR
 ROCKY RIVER PUBLIC MEETING RESULTS
 FEEDBACK FORM COMMENTS
 06.27.2023

Themes (26 comments)

Vehicular concerns (7)
Pedestrian concerns (5)
Amenities considerations (2)
General positive response (7)
General design comment (5)

Name	Address	Email	Comment	Response
			The roundabout will cause pedestrians to be at higher crossing risk - you assume the cars will stop	<p>A roundabout at the Clifton Blvd and Lake Road intersection is recommended due to the numerous safety benefits to all users. Roundabouts are considered safer for pedestrians compared to traditional intersections backed by FHWA that has shown roundabouts have led to 40% reduction in crashes involving pedestrians. Several of the key reasons that attribute to increased safety include:</p> <ol style="list-style-type: none"> 1. Reduced crossing length: The roundabout will have a refuge in the center splitter island so pedestrians will only have to cross one lane of traffic at a time. The crosswalks on Clifton Blvd are currently 86' and 110' long and 71' on Lake Road. The new crossings will be no longer than 15'. 2. Lower vehicle speeds: Roundabouts require vehicles to slow down. This lower speed reduces the risk and severity of accidents involving pedestrians. Research has shown that lower vehicle speeds result in fewer pedestrian fatalities and severe injuries. 3. Slower turning movements: Vehicles entering and exiting a roundabout must make gradual turns, as opposed to sharp right-angle turns at traditional intersections. This slower turning movement reduces the risk of vehicles colliding with pedestrians in the crosswalks. Pedestrians can more easily anticipate the path of turning vehicles and adjust their crossing accordingly. 4. Reduced conflict points: Traditional intersections have multiple points of conflict where vehicles cross paths, increasing the risk for collisions. In roundabouts, the number of vehicle-to-pedestrian conflict points is significantly reduced from 24 at a traditional intersection to 8. This simplifies the crossing process for pedestrians, as they only need to watch for vehicles approaching from one direction at a time. In particular, the roundabout eliminates left-turn movements at signalized intersections. Left-turn movements, based on research, are approximately four times more dangerous to pedestrians than a through movement, and are the highest proportion of accidents for all types of intersections.

LAKE-CLIFTON CONNECTOR
 ROCKY RIVER PUBLIC MEETING RESULTS
 FEEDBACK FORM COMMENTS
 06.27.2023

Themes (26 comments)

Vehicular concerns (7)

Pedestrian concerns (5)

Amenities considerations (2)

General positive response (7)

General design comment (5)

Name	Address	Email	Comment	Response
				5. Improved visibility: Roundabouts provide better visibility for both drivers and pedestrians. The circular design allows drivers to have a clearer view of pedestrians as they approach the crosswalks, enabling them to anticipate and react to their presence. Similarly, pedestrians can see approaching vehicles more easily due to the curved layout of the roundabout, giving them more time to assess the traffic and decide when to cross. The crosswalks are set back approximately one car length (~20') from the roundabout's circulatory lane to allow for driver focus on pedestrians to be separated from entering, circulating, and exiting maneuvers. The decorative nature of the crosswalk will be an additional visual cue of the pedestrian crossing. Additionally, the intersection will have improved lighting which will increase pedestrian visibility at low light time of days.
			The students at Horace Mann will be at highest risk since they only have 1 crossing guard	The City is continuously evaluating the number and location of crossing guards throughout the community. The City is also currently examining routes to and from school as part of an active transportation plan process. The intersections of Clifton Road / Lake Road and West Clifton Boulevard with Clifton Boulevard are being evaluated as part of the that planning effort. At this time, given the significant benefits of reducing crossing distances at these intersections and other pedestrian improvements being made as part of this project, there are no plans to add additional crossing guards.
Jim Miketo	17899 Lake Rd Lakewood OH 44107	jim@cledrummer.com	Make sure you put some benches or seating on the bridge; if the point is to highlight or connect lake then do that	Seating on the bridge will be considered as a future improvement.
			Any chance for flashing crossing lights at Lake & Clifton	Rectangular Rapid Flashing Beacons will be placed at all crosswalks at the Lake Road / Clifton Boulevard intersection.

LAKE-CLIFTON CONNECTOR
ROCKY RIVER PUBLIC MEETING RESULTS
GENERAL COMMENTS
06.27.2023

Themes (19 comments)

Pedestrian/cyclist concerns (6)
Amenities considerations (4)
General positive response (1)
General design comment (8)

LOCATION	Response
Lake Road from Linda Street to the Bridge over Rocky River	
How will the multi-purpose/shared use path circumvent the Marion Ramp?	The path will be aligned between the Marion Ramp A (WB exit to Detroit Ave) and Ramp D (WB from Beach Cliff Blvd to Lake Rd), with a crosswalk on Ramp D east of the merge with Lake Rd.
What will take to remove the Marion Ramp? It could very well end up being a more viable alternative for access to Detroit Road if a traffic circle at that point moves traffic up to Detroit instead of congestion at Linda Street with proposed new businesses being constructed.	Removal of the Marion Ramp(s) are not part of this project. This will need to be addressed in a future project.
If the curb rise at the bridge is not changed, how does that affect shared use with pedestrians, strollers, bicyclists, etc.?	There will be ramp constructed at both ends of the bridge (north side) to transition from ground level to the elevated walk for pedestrians only. To access the elevated walk in the middle of the bridge, users will have to step up onto the walk.
Not enough ped signal time crossing Lake at Linda.	Traffic signal timings will be evaluated to provide acceptable time for pedestrians to cross Lake Rd at the Linda St intersection.
Bridge over the Rocky River	
Curbs vs. flat surfaces for pedestrian traffic. The existing curb is only accessible for pedestrian traffic from the north side of the bridge. The center section and curbs are too high and narrow. What can be done to eliminate that along the entire length of the bridge?	There will be ramp constructed at both ends of the bridge (north side) to transition from ground level to the elevated walk for pedestrians only. There are no plans to provide a transition ramp along the length of the bridge. To access the elevated walk in the middle of the bridge, users will have to step up onto the walk.
Beautification of the bridge for all to enjoy. Stone/brick/concrete planter boxes for dividers between vehicular traffic and non-vehicular traffic.	Beautification amenities on the bridge will be considered as a future improvement.
Stanchions or colored lanes for cyclists vs. walkers/runners, etc. (green = cyclists/blue = pedestrians).	Marked lanes for peds and cyclists will be provided for separation.
Will the City of Rocky River consider having a watering truck available to water any plantings on a regular basis (not to mention other "garden" spots throughout the city)?	Beautification amenities on the bridge will be considered as a future improvement. Rocky River currently has a water truck that is used.
Will the existing lights and fencing be replaced and new, more aesthetically pleasing fencing and lighting added?	Lighting and new fencing on the bridge will be considered as a future improvement.
Clifton Boulevard East of the Bridge over the Rocky River	
At the NE corner of Clifton Blvd/Lake Rd intersection, why is there a bus stop there? What does RTA say about the value/use of a stop at that point? I have never seen anyone waiting for a bus in that location. Doesn't seem necessary.	RTA requested bus stops at the Clifton Blvd/Lake Rd intersection.
Do the residents of Forest Rd and West Forest Rd really want a crosswalk in this area? What about the fencing that currently exists along this section of Clifton Blvd? Will it be removed?	The crosswalk at Forest/West Forest has been well received by residents. There is no current fencing at the Forest/West Forest crosswalk. The current fencing at the West Clifton Road crosswalk will be removed for access to the crosswalk and will be replaced with trees/shrubs to form a dense hedge in lieu of a fence.
Clifton and West Clifton, are you narrowing the road so the crosswalk becomes shorter, thus helping students and families cross more safely?	Yes. Crosswalk lengths will be reduced at all locations at the Clifton Blvd/Clifton Rd/W Clifton Blvd intersections.
To help slow traffic down in this confusing multi-intersection, would it help to add another traffic circle at Clifton Blvd and Clifton Rd, but not at West Clifton?	Roundabout alternatives were studied at this multi-intersection. Based on vocal opposition from residents, the City of Lakewood decided not to pursue a roundabout at this intersection.

LAKE-CLIFTON CONNECTOR
ROCKY RIVER PUBLIC MEETING RESULTS
GENERAL COMMENTS
06.27.2023

Themes (19 comments)

Pedestrian/cyclist concerns (6)

Amenities considerations (4)

General positive response (1)

General design comment (8)

LOCATION	Response
Wouldn't it just make sense to rename West Clifton to alleviate confusion?	The renaming of a street presents a significant burden on residents, businesses, utility providers, public records, and other organizations and agencies living and doing business on the street. Additionally, the City is not aware of any previous concerns regarding the naming of West Clifton Boulevard or confusion regarding the name, particularly from residents and businesses along it or public safety forces serving it. At this time there are no plans to rename the street.

Key Concerns

Safety of mixed-use roadway. There has to be a way to indicate one section for bikers, one for foot traffic, and that vehicular traffic is clearly apart from the others. Especially on the bridge.	The northern half of the bridge (14' plus the elevated walk) will be marked for pedestrians only, and the remaining 14' will be marked for bikes only, with a 3' minimum striped buffer between the bike lane and vehicular traffic.
Attractiveness of the space. Lighting (perhaps with flower pot hangers), fencing, flower planter boxes, etc. Including on the bridge.	Beautification amenities on the bridge will be considered as a future improvement.
Use of traffic circles and where they may provide the most benefit.	A roundabout is proposed at the Clifton Blvd/Lake Road intersection.
Removal of the Marion Ramp and a potential traffic circle at that location.	Removal of the Marion Ramp(s) are not part of this project. This will need to be addressed in a future project.
Both communities are committed to keeping this stretch of road safe, accessible, and attractive, as well as willing to invest in equipment and materials necessary to maintain the area.	

LAKE-CLIFTON CONNECTOR
ROCKY RIVER PUBLIC MEETING RESULTS
EMAIL COMMENTS

Themes (3 comments)

General positive response (3)

Name	Date	Email	Comment
Greg Jones	6/28/2023	gregory.jones326@gmail.com	<p>I want to thank you for your presentation to the community of Rocky River last night.</p> <p>Trevor, I introduced myself to you at the end of the meeting and mentioned how, as an avid recreational cyclist who rides approximately 5,500-6,000 miles per year and who also happens to live on Lake Rd., this project will allow me to more safely find my way to/from the Rocky River Reservation, as well as the bike lanes on Lake Ave. on my routes to Edgewater Park, the Cleveland Metroparks pathways in the Cuyahoga Valley, as well as the lakefront trails beyond downtown CLE and Marginal Rd. through Bratenahl on the east side. Thank you.</p> <p>Pam, I also attempted to speak with you at the end of the meeting, but you were otherwise occupied by the folks who had already hijacked the Q&A process.</p> <p>Because I have been living and working in DC half the time for the past eleven years, I lost track of where we are on bike lanes on Lake Rd. I am back living full time in River now and I hope that that solution can be added in advance of or around the same time that this bridge project is completed both in River and in Bay.</p> <p>In my view, the bike lane solution that Lakewood has deployed on Lake Ave. is the most viable, safe solution going forward for River and if last night's meeting is any indication, the NIMBYs will oppose any other solution in Rocky River on Lake Rd., especially if it involves a solution similar to the Lake Ave. trail proposal in the Edgewater community in Cleveland.</p> <p>Having lived in and spent a great deal of time cycling in the DC/VA/MD area, I can attest that traffic circles, which are more prevalent on the east side of CLE and on the east coast are the best solution to traffic calming. It may take time for motorists on the west side of CLE to get used to that, but as a 30+ year Lake Rd. resident, I applaud this move.</p> <p>Congrats to everyone involved at the city, county, state of Ohio and OHM on the work that has been done here. I look forward to being at the opening ceremony of that bridge in 2026 (or so) as I was at the opening of the trails in Tremont and the Wendy Park Bridge in support of my fellow manufacturing industry colleague, Dan Moore.</p> <p>Thank you.</p>
Maureen Bonifas	6/30/2023	bonifasbunch@gmail.com	<p>I attended Tuesday's meeting at Rocky River Civic Center and I have taken a look at the and have some comments. In general, this project is long overdue, and personally, I welcome it! Attached are my thoughts, suggestions, and opinions. My biggest issues are with the safety and aesthetics of the project. As I mentioned the other day, I strongly feel that lanes need to be clearly indicated for bike traffic vs. pedestrian traffic and that vehicular traffic is well separated. If, as I understand it, the high curbs and center median on the bridge will not be replaced, we are limiting the opportunity to build a level surface that is easily traveled, especially for pedestrians and bicyclists. Additionally, if you are not enhancing the look of the bridge with attractive lighting, flower planters, or other green space, you are not creating an attractive and welcoming entrance to either the Lakewood or Rocky River communities, let alone everyone who uses the corridor on a daily basis.</p> <p>Thank you for the effort and time that the county, the cities of RR and Lakewood, and the designers are putting into this project. I could tell from Tuesday night's meeting that it has been quite a contentious issue, but I completely understand what it has taken to get to this point. As the project moves forward and if you are interested in a citizens review committee or just a RR resident who has been hoping for this project for decades (seriously!), please feel free to reach out to me.</p> <p>Enjoy your 4th of July and again, thank you!</p>

LAKE-CLIFTON CONNECTOR
ROCKY RIVER PUBLIC MEETING RESULTS
EMAIL COMMENTS

Themes (3 comments)

General positive response (3)

Name	Date	Email	Comment
Laura Little	7/11/2023	little18105@gmail.com	Thank you, Trevor. Apparently it was mostly a recap of the May 9 meeting in Lakewood, correct? We are impressed and enthusiastic about the plans so far, especially the round about at the west entrance into Lakewood, and the greatly improved intersection at Rte. 237 and Clifton Blvd. I look forward to the update.

Peter E. Toomey
21507 Plum Path
Rocky River OH 44116-2306

CLEVELAND OH 440
29 JUN 2023 PM 6 L



Mr. Michael W. Dever, MPA, Director
Cuyahoga County Department of Public Works
2079 East 9th Street
Cleveland OH 44115

44115-130279



Peter Toomey

bicycle tourist



28 June 2023

Mr. Michael W. Dever, MPA

Director, Cuyahoga County Department of Public Works

2079 East 9th Street

Cleveland OH 44115

RE: LAKE-CLIFTON CONNECTOR PROJECT

Dear Director Dever,

I write to provide strong support for the Lake-Clifton Connector project located in the cities of Lakewood and Rocky River.

This project incorporates multiple improvements for the motorists, pedestrians, and bicyclists who travel along the Lake Road/Clifton Boulevard corridor. The proposed roadway design and separated shared-use path design will allow multiple modes of traffic to move more safely and efficiently along the corridor.

Pedestrian safety improvements at the intersections, including high-contrast crosswalks, shorter roadway crossings, and pedestrian-activated signals will be a great benefit. This project will also provide multi-modal proximity to the lakefront, which will invite non-motorized travelers to access the recreational amenities along Lake Erie.

Having attended the presentations and discussions at three recent public meetings, I am impressed with the thoroughness and sensitivity of the proposal. Especially, having cycled the bridge many times, your efforts to reduce its 'highway' feel, which seems to induce excessive and dangerous speed by motorists.

page 1 of 2

21507 Plum Path ■ Rocky River OH ■ 44116-2306 ■ 440 ■ 669 ■ 0750

Peter.E.Toomey@gmail.com ~ www.facebook.com/peter.toomey

I do object to the objections some citizens voiced about possible traffic flow reduction.

The roadway is currently one lane. The proposal is one lane.

While I confess that some traffic taming steps will likely slow *some* cars at *some* times,
it's one lane changing to one lane!

So I do not see the problem.

(And please know that your staff did wonderful jobs each time in explaining, discussing,
and then defending that DOT formula. Great.)

((But it's *still* one-lane-becoming-one-lane! For cryin' out loud ...))

It is easily time for governmental powers to devote both planning and financial
resources to promoting ease-of-use and actual protection for the most vulnerable of
road users. Please continue such efforts.

For these reasons, I strongly support this project and encourage the Cuyahoga County
Department of Public Works to move forward with the Lake-Clifton Connector project as
presented. I am excited to see this project's positive impact on the community.



Peter Toomey

"Not all those who wander are lost" – J.R.R. Tolkien

Copy: Rocky River Green Team
Rocky River Mayor Pamela Bobst

(Lake-CliftonConnector230627.odt)