Existing Conditions & Opportunities: Feedback

**STRENGTHS**
- Diversity in building stock
- Link from I-90 to University Circle, Cleveland Clinic, Juv. Justice Center
- Connects west side of Cleveland and east suburbs
- Neighborhood access (e.g., Central)
- Traffic flows well at high volumes
- African-American history

**WEAKNESSES**
- Limited destinations for pedestrians – e.g., restaurants, coffee shops, etc.
- Unpleasant pedestrian & cyclist experience - feel unsafe
- Signalization at E. 79th & E. 77th causes N-S traffic issues
- Lacks vegetation, softscape
- Poor north-south pedestrian connections

**OPPORTUNITIES**
- Tech, marketing, & design centers
- Entertainment district serving the neighborhood
- Multiple housing types
- Street trees, improved landscaping, & better building & street frontage
- Recreation spaces for kids & adults
- Regional bikeway connection

**THREATS**
- "Business-as-usual" car-dominated businesses
- Not enough small businesses
- Existing road design + safety concern with high car volumes & speeds
- Condition of roadway
- Gentrification

**COMMUNITY FEEDBACK**

**Q1 Please select the statement that is most applicable:**

- I own a business / property on or near Carnegie Avenue
- I live on or near Carnegie Avenue (between Chester and Central)
- I work at a business on or near Carnegie Avenue
- I am a customer/visitor to a business or other venue on or near Carnegie Avenue
- I do not live or work along Carnegie, but use it for my daily commute

**ANSWER CHOICES**

<table>
<thead>
<tr>
<th>RESPONSE OPTIONS</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>I own a business / property on or near Carnegie Avenue</td>
<td>6.10% 29</td>
</tr>
<tr>
<td>I live on or near Carnegie Avenue (between Chester and Central)</td>
<td>6.70% 24</td>
</tr>
<tr>
<td>I work at a business on or near Carnegie Avenue</td>
<td>38.63% 139</td>
</tr>
<tr>
<td>I am a customer/visitor to a business or other venue on or near Carnegie Avenue</td>
<td>20.39% 73</td>
</tr>
<tr>
<td>I do not live or work along Carnegie, but use it for my daily commute</td>
<td>25.99% 99</td>
</tr>
<tr>
<td>TOTAL</td>
<td>358</td>
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**Improved Multimodal Mobility & Neighborhood Connections**
- Identify key locations along the corridor for enhancing mobility, identity, and development.
  - Create stronger / safer connections to surrounding neighborhoods.
  - Enhance walkability by prioritizing the pedestrian and supportive public realm amenities & infill development.

**Cultivate Neighborhood and Economic Development**
- Use infill development opportunities to fill gaps in the urban fabric and make Carnegie a desirable place to be.
  - Create a balance between smaller-scale, neighborhood-centered commercial development and larger-scale, auto-oriented development, encouraging and supporting establishment and success of locally owned businesses.
  - Celebrate the corridor as a place for creative entrepreneurship through new business models.

**Create or Reinforce the Corridor’s Identity and “Sense of Place”**
- Maintain the quirky mixture / character of the street.
  - Beautify the public realm through art, streetscapes, and storefront improvements.
  - Consider / reinforce Carnegie as the “connective tissue” between people, businesses, and neighborhoods.
Focus Area: East 55th - East 65th

Challenges
- Railroad bridge underpass is a barrier to comfortable east-west pedestrian travel
- Former industrial sites / parcels need costly but necessary environmental remediation to make them redevelopable
- No north-south access to adjacent streets after E 55th
- Underutilized land at NW corner of E 55th St

Opportunities
- Renovate / redevelop Warner-Swasey building and others
- Gateway / feature at East 55th St or railroad bridge
- Access to RTA #16 bus route; could be enhanced Transit Waiting Environment
- Limited need for driveway access allows space for center medians
Focus Area: East 55th - East 65th

Mobility & Connections

What type of bike way would you like to see on E. 55th Street?

1. Midway Protected Cycle Track
2. Buffered or protected one-way cycle tracks
3. Standard bike lanes

Where would transit waiting enhancements be most useful?

Identity, Placemaking & Wayfinding

Neighborhood & Economic Development

Which type of use(s) are most appropriate in this area? How should the built environment feel?

Themes

- Midtown Carnegie TLCI
- Carnegie Corridor Preferences
- Re-InCarnegie

MIDTOWN CARNEGIE TLCI
CARNEGIE CORRIDOR PREFERENCES
Focus Area: East 65th - East 71st

Challenges

- Limited vehicular and no pedestrian connections north-south
- Variety of building setbacks gives uneven feel
- Car-dominated businesses & site layouts
- Limited destinations to walk / bike to today coupled with unpleasant experience for pedestrians & cyclists makes those users feel unwelcome

Opportunities

- Build off of anchor businesses around E 66th St
- Developable land around E 69th – chance to set the tone / new standard
- E 71st Street identified as a main north-south connector is a chance to tie outlying neighborhood identities to the corridor

MIDTOWN CARNEGIE TLCI
UNDERSTANDING & OPPORTUNITIES
Focus Area: East 71st - East 79th

Challenges
- Parking is needed for existing businesses
- Signalization at E 79th & E 77th Streets causes north-south traffic issues
- Six-acre blighted, vacant industrial site, among others
- Existing streetscape / pedestrian path condition and lack of softscape add to the uncomfortable feeling

Opportunities
- Access to RTA #2 bus route, Euclid Ave / Health Line and residential neighborhoods to the south
- Appropriate lot sizes for smaller infill businesses / uses
- Build off of thriving Central Kitchen, opportunity for expansion
- Gateway to & from Cleveland Clinic
- Nearby historic sites & heritage

re-inCarnegie
MIDTOWN CARNEGIE TLCI
UNDERSTANDING & OPPORTUNITIES
Focus Area: East 71st - East 79th

Mobility & Connections

Which Location(s) should receive enhancements to improve pedestrian safety, including medians with left turn restrictions?

1. On-street peak hour restricted
2. Off-street, shared surface lot
3. Off-street lot for each building / business

Neighborhood & Economic Development

Which type of use(s) are most appropriate in this area? How should the built environment feel?

1. Neighborhood retail
2. Destination retail
3. Residential

Identity, Placemaking & Wayfinding

Interventions

Themes

Food/Culinary
Retail
Connection
Others

MIDTOWN CARNEGIE TLCI
CARNEGIE CORRIDOR PREFERENCES
Mobility Focus: East 30\textsuperscript{th} - East 55\textsuperscript{th}

- Medians, Traffic Calming & Driveway Consolidation
- Potential for improved north-south connections
- Infill Development, Gateway & Transit Enhancements
- Neighborhood bicycle / pedestrian connections

**Which corridor(s) should be prioritized for bicycle travel?**

*Apply a sticker to your preference options.*

**Where are the important gateways or transition points along Carnegie Ave. and into the surrounding neighborhoods?**
Differentiate between those you would identify while driving [ ], walking [ ], or biking [ ].
Mobility Focus: East 79th - East 86th

Existing Conditions

Infill Development, Gateway, and Traffic Calming Improvements

Potential Gateway Enhancements

Neighborhood bicycle / pedestrian connections

Soft turn restrictions may be needed to support enhanced pedestrian crossings at specific intersections. Please indicate with a [+] dot where you would like to see these changes and with a [-] dot where you would not like to see these changes.

Where are the important gateways or transition points along Carnegie Ave. and into the surrounding neighborhoods? Differentiate between those you would identify while driving [X], walking [O], or biking [O].
Roadway Capacity & Alternates

How many vehicles can Carnegie serve per hour?

- Up to 4,500

What happens if we change the use of one or more travel lanes?

- Up to 3,500

Some travel modes are more efficient at moving people than others.

Person Throughput by Mode:

- Mode
  - Auto: 1,000
  - Bike: 1,000
  - Bus: 2,000
  - Walking: 3,000
  - Heavy truck: 7,500

Number of people traveling in one-lane in an urban environment during a one-hour period:

- Note: The numbers represent a daily average throughout per hour. They are calculated as daily demand divided by the number of operating hours for each facility. Data source is city and transit agency data on real facilities from U.S. and Latin America cities.

What happens when vehicles lanes are removed?

- When roadway capacity is reduced, trip patterns change:
  1. Another Time/Trip Not Taken
  2. Another Route
  3. Another Mode

Roadway Capacity Reduced: 100%
# Travel Trade-offs

When I consider the future of Carnegie Avenue in view of community goals...

**I would rather...**

<table>
<thead>
<tr>
<th>VOTES</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Maintain free-flowing traffic (i.e.: no reduction in lane capacity)</td>
<td>Have more safe places to cross the street, including mid-block crossings</td>
</tr>
<tr>
<td>Have places to park on-street</td>
<td>Be able to bicycle in dedicated on-street lanes</td>
</tr>
<tr>
<td>Bicycle on-street in a dedicated lane</td>
<td>Bicycle off-road on paths or trails</td>
</tr>
<tr>
<td>Have a more comfortable walking environment</td>
<td>Maintain fast traffic speeds</td>
</tr>
<tr>
<td>Create safer pedestrian crossings at intersections via medians or turning restrictions</td>
<td>Preserve left/right turn pockets and limit turning restrictions</td>
</tr>
<tr>
<td>Maintain existing traffic capacity (5 lanes) at all times</td>
<td>Add on-street parking during off-peak periods (non-rush hours)</td>
</tr>
<tr>
<td>Reduce traffic capacity on Carnegie Avenue</td>
<td>Limit spillover traffic on parallel streets (e.g.: Cedar, Euclid, etc.)</td>
</tr>
</tbody>
</table>

Please take 7 sticky dots and indicate your preference in each of the following scenarios.