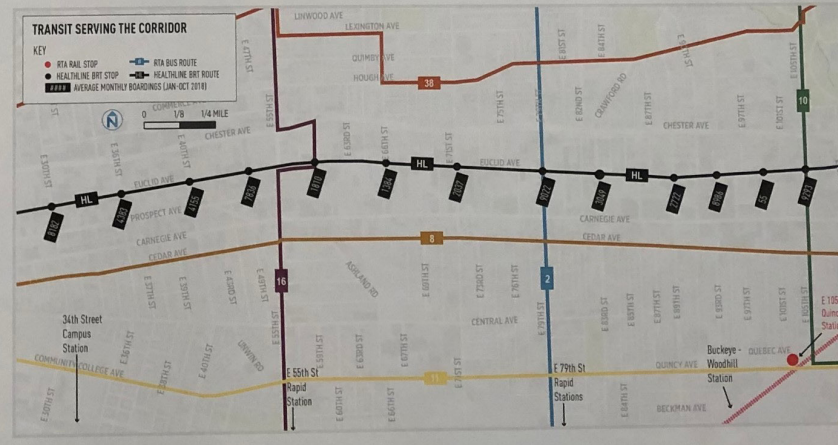
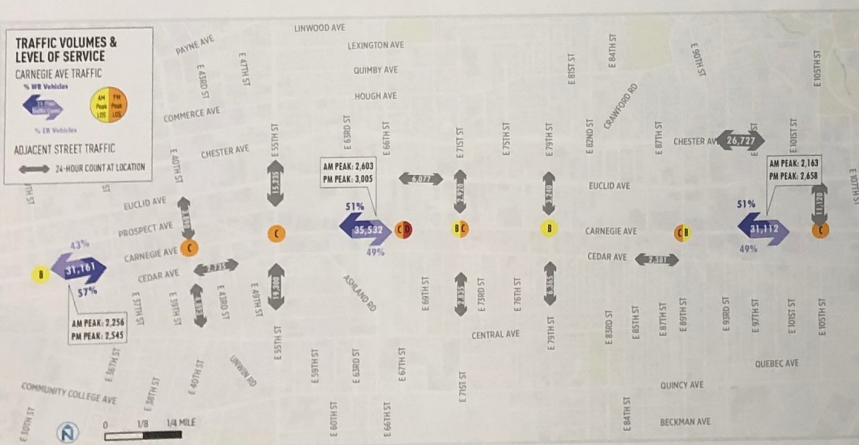
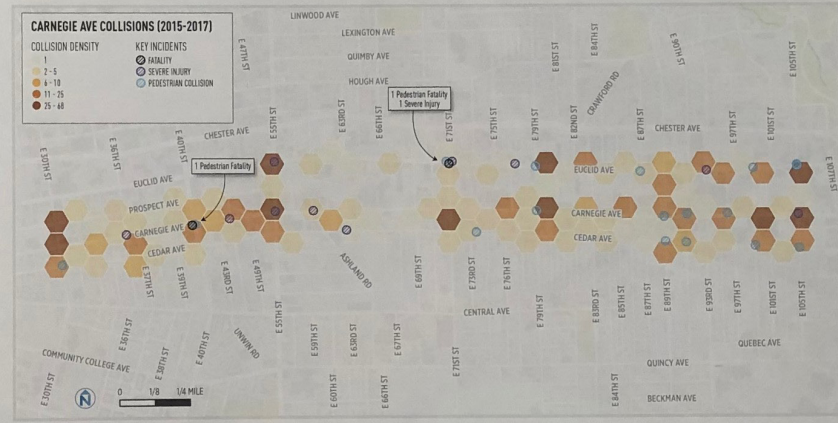
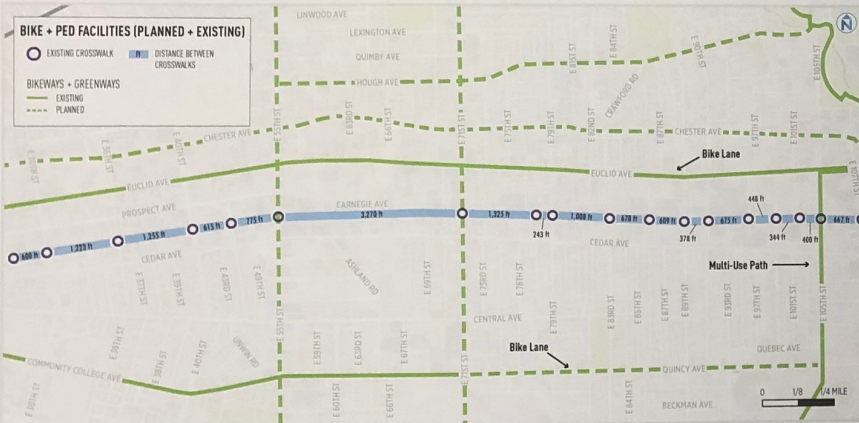
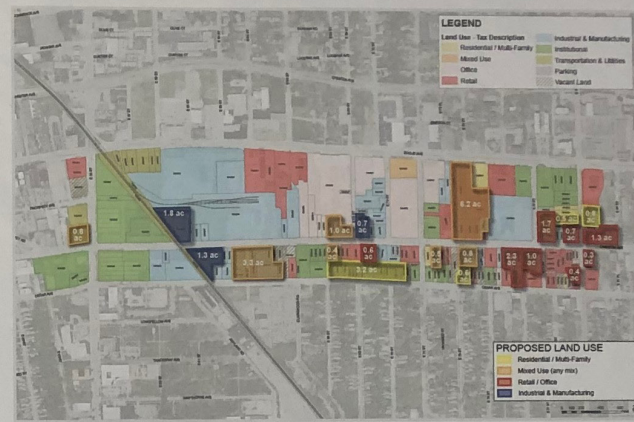
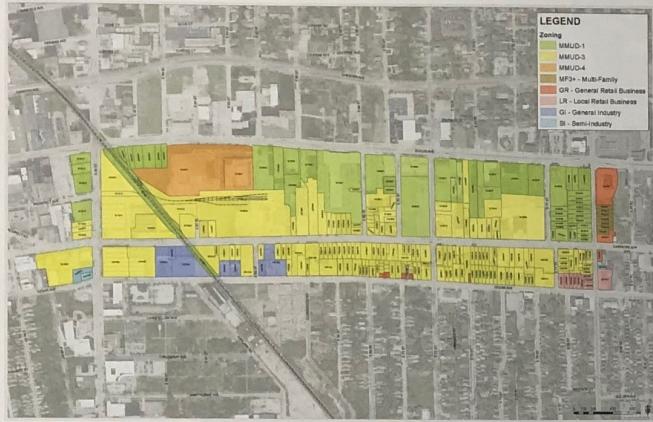
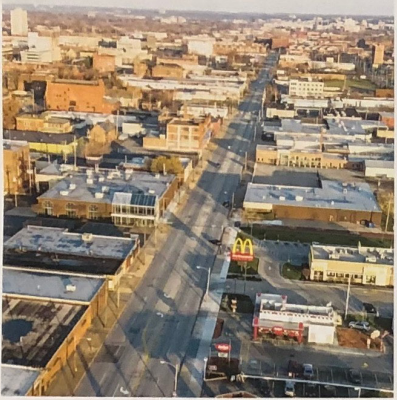


# Existing Conditions & Opportunities: Maps





# 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 peds – e.g.: restaurants, coffee shops, etc.
- Unpleasant pedestrian & cyclist experience – feel unwelcome
- 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

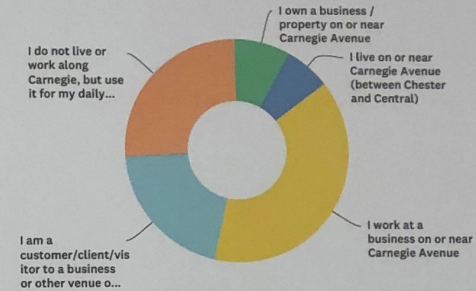
## THREATS

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



Q1 Please select the statement that is most applicable:

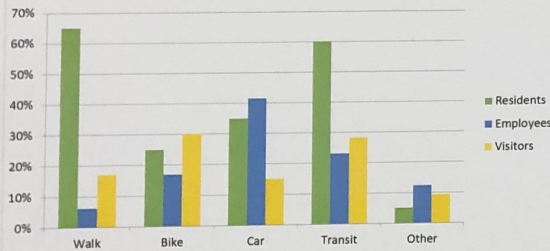
Answered: 358 Skipped: 2



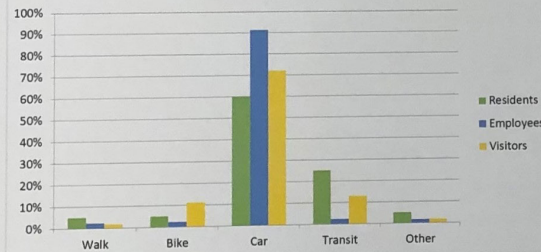
### ANSWER CHOICES

| ANSWER CHOICES  | RESPONSES |     |
|---|-----------|-----|
| I own a business / property on or near Carnegie Avenue                          | 8.10%     | 29  |
| I live on or near Carnegie Avenue (between Chester and Central)                 | 6.70%     | 24  |
| I work at a business on or near Carnegie Avenue                                 | 38.83%    | 139 |
| I am a customer/client/visitor to a business or other venue on or near Carnegie | 20.39%    | 73  |
| I do not live or work along Carnegie, but use it for my daily commute           | 25.98%    | 93  |
| TOTAL   |           | 358 |

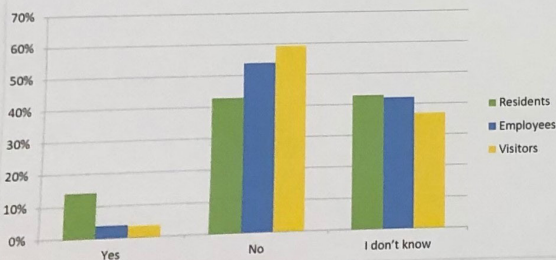
What other modes of transportation do you regularly use?



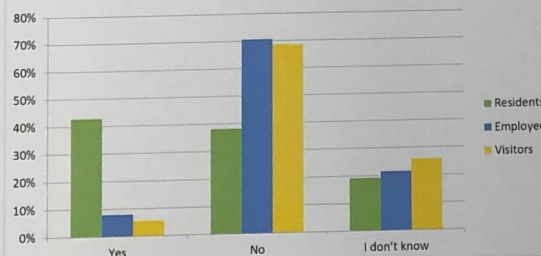
What mode of transportation do you use the most?



Is the Carnegie Avenue Corridor a comfortable place to bicycle?



Is Carnegie Avenue a comfortable place to walk?



## Improve 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"

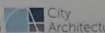
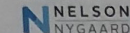
- Maintain the quirky mixture / character of the street.
- Beautify the public realm through art, streetscape, and storefront improvements.
- Consider / reinforce Carnegie as the "connective tissue" between people, businesses, and neighborhoods.

**re-inCarnegie**

reconnect • rethink • reinvest

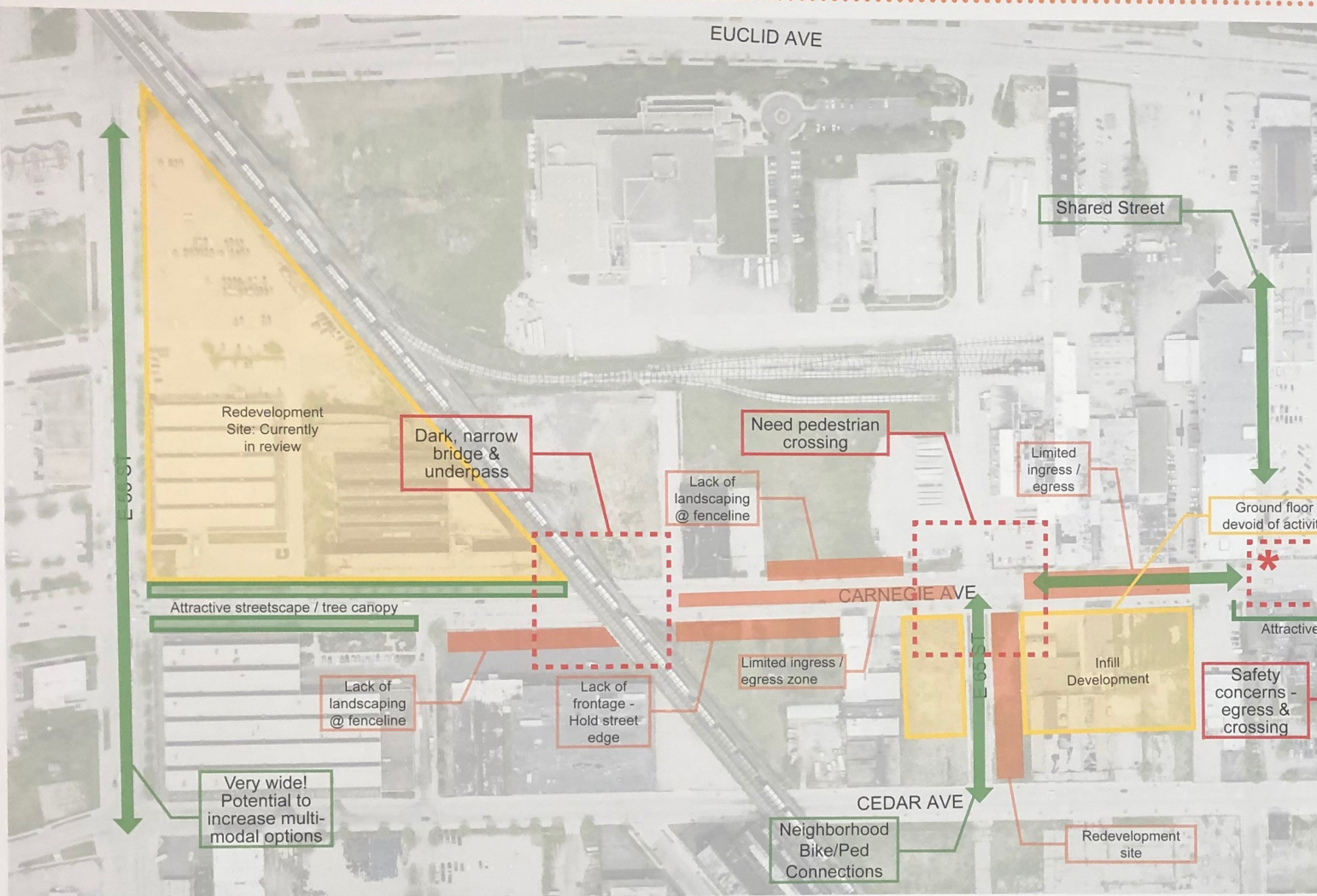
A NEW PLAN FOR CARNEGIE AVENUE

MIDTOWN CARNEGIE TLCI  
EXISTING CONDITIONS ANALYSIS





# Focus Area: East 55<sup>th</sup> - East 65<sup>th</sup>



## Existing Conditions



## 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 55<sup>th</sup>
- Underutilized land at NW corner of E 55<sup>th</sup> St

## Opportunities

- Renovate / redevelop Warner-Swasey building and others
- Gateway / feature at East 55<sup>th</sup> 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 55<sup>th</sup> - East 65<sup>th</sup>

## Mobility & Connections

What type of bike way would you like to see on E. 55<sup>th</sup> 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?



Apply a sticker to your preferred option(s)

## Neighborhood & Economic Development

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



neighborhood retail



destination



production



adaptive reuse



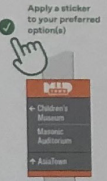
production



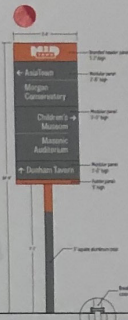
adaptive reuse

## Identity, Placemaking & Wayfinding

Interventions



vehicular signage



public art



crosswalk enhancement



street furniture



bike & pedestrian signage



public art

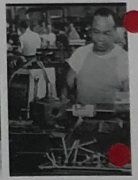


bridge enhancement



bridge enhancement

Themes

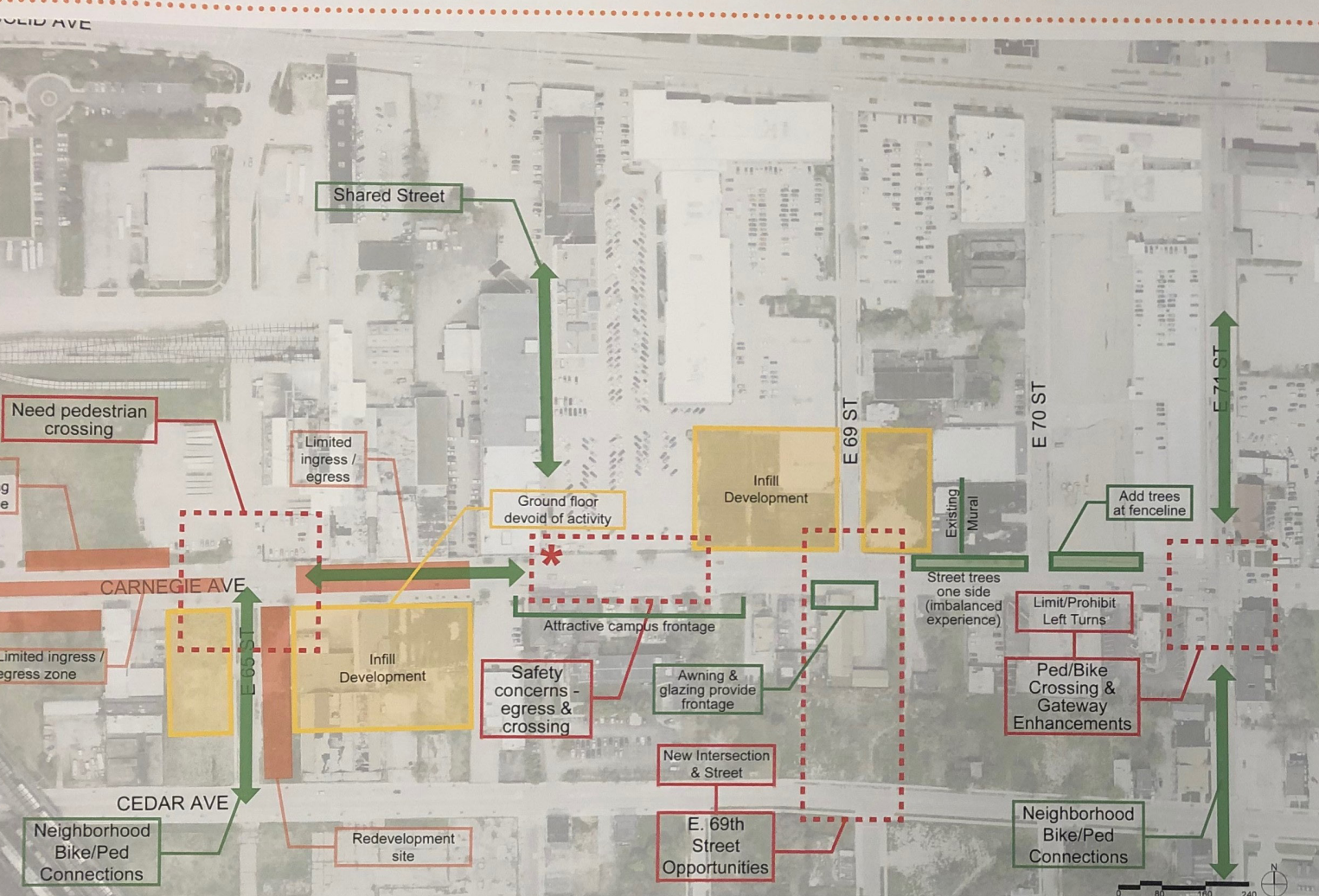


Industry  
Innovation  
Transportation  
Others





# Focus Area: East 65<sup>th</sup> - East 71<sup>st</sup>



## Existing Conditions



## 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 66<sup>th</sup> St
- Developable land around E 69<sup>th</sup> – chance to set the tone / new standard
- E 71<sup>st</sup> Street identified as a main north-south connector is a chance to tie outlying neighborhood identities to the corridor



# Focus Area: East 65<sup>th</sup> - East 71<sup>st</sup>

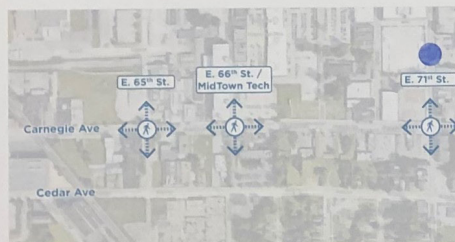
## Mobility & Connections

Where should neighborhood connections be emphasized in this area?



Apply a sticker to your preferred option(s)

Which intersections should receive enhancements to improve pedestrian safety, including medians with left turn restrictions



Apply a sticker to your preferred option(s)

Which type of bikeway would you like to see in this area?



Off-road multi-use pathway

Bicycle Boulevard with shared lanes and markings

Standard bike lanes (with or without parking)

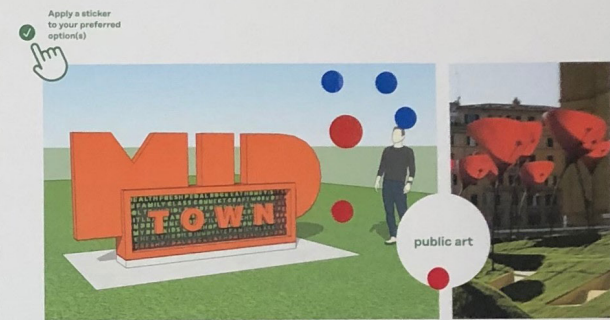
## Neighborhood & Economic Development

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



## Identity, Placemaking & Wayfinding

Interventions



Themes



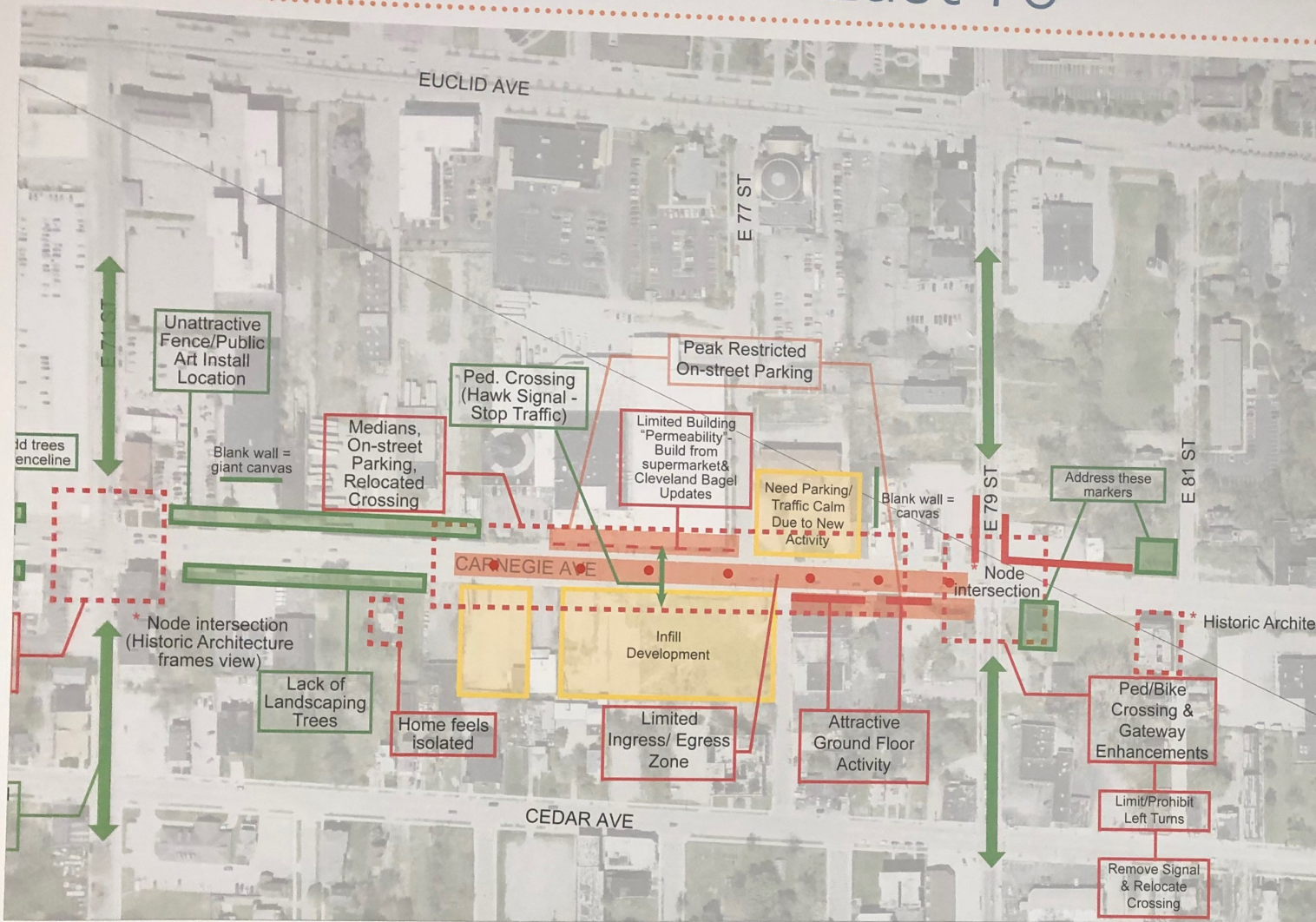
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A NEW PLAN FOR CARNEGIE AVENUE

MIDTOWN CARNEGIE TLCI  
CARNEGIE CORRIDOR PREFERENCES



# Focus Area: East 71<sup>st</sup> - East 79<sup>th</sup>



## Challenges

## Opportunities

## Existing Conditions



- Parking is needed for existing businesses
- Signalization at E 79<sup>th</sup> & E 77<sup>th</sup> 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

- 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

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A NEW PLAN FOR CARNEGIE AVENUE

**MIDTOWN CARNEGIE TLCI**  
UNDERSTANDING & OPPORTUNITIES



N NELSON  
NYGAARD

City  
Architecture

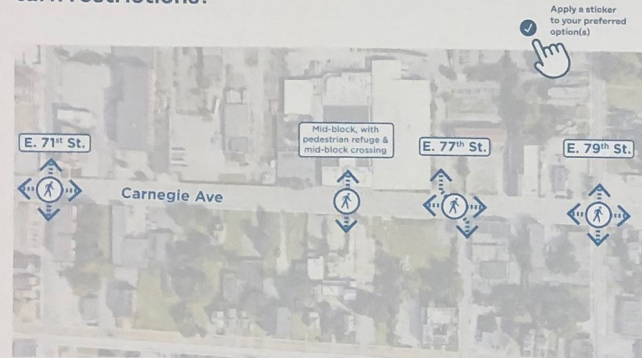
Guide LOUKAS



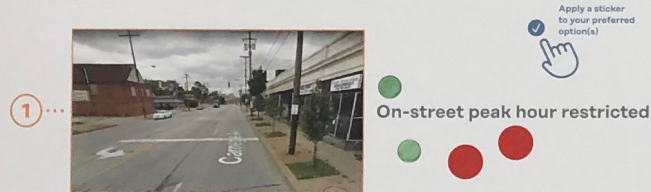
# Focus Area: East 71<sup>st</sup> - East 79<sup>th</sup>

## Mobility & Connections

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

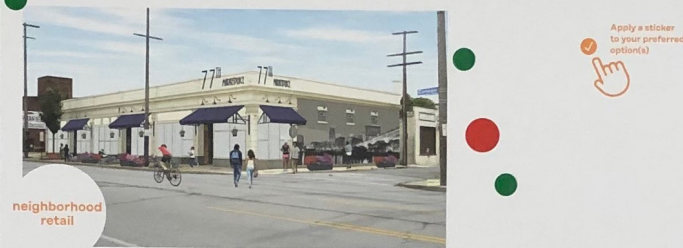


What type of parking would best serve the business in this area?



## Neighborhood & Economic Development

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



## Identity, Placemaking & Wayfinding

### Interventions



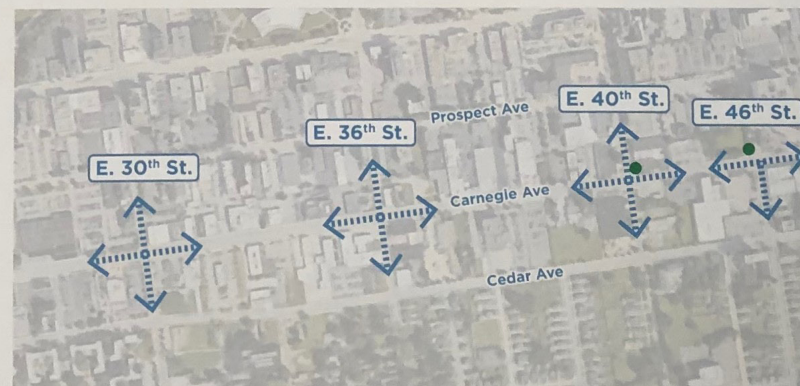
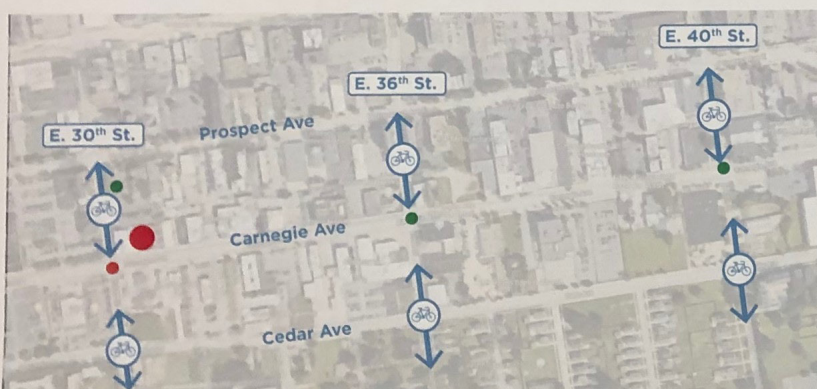
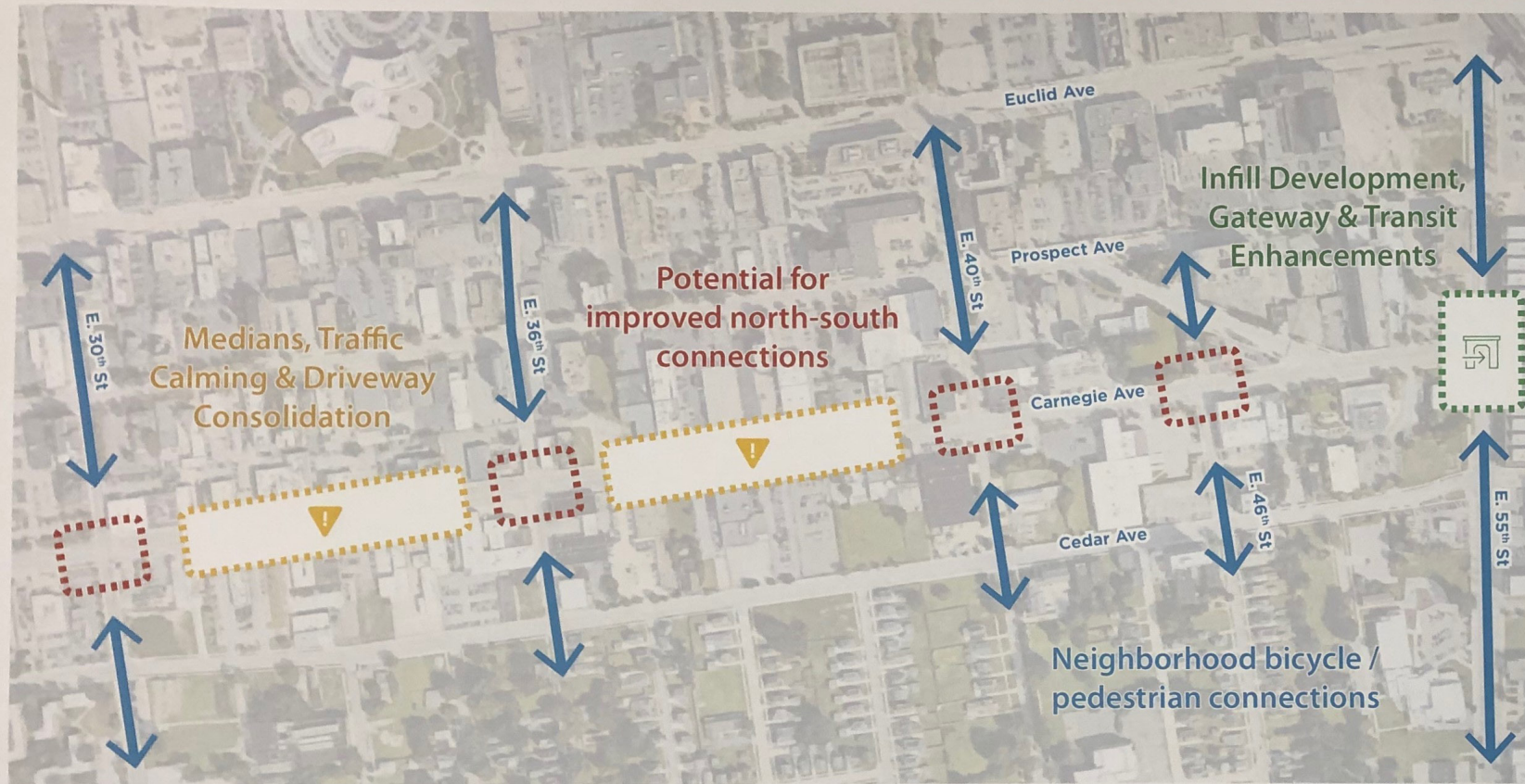
### Themes





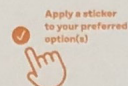
# Mobility Focus: East 30<sup>th</sup> - East 55<sup>th</sup>

## Existing Cond



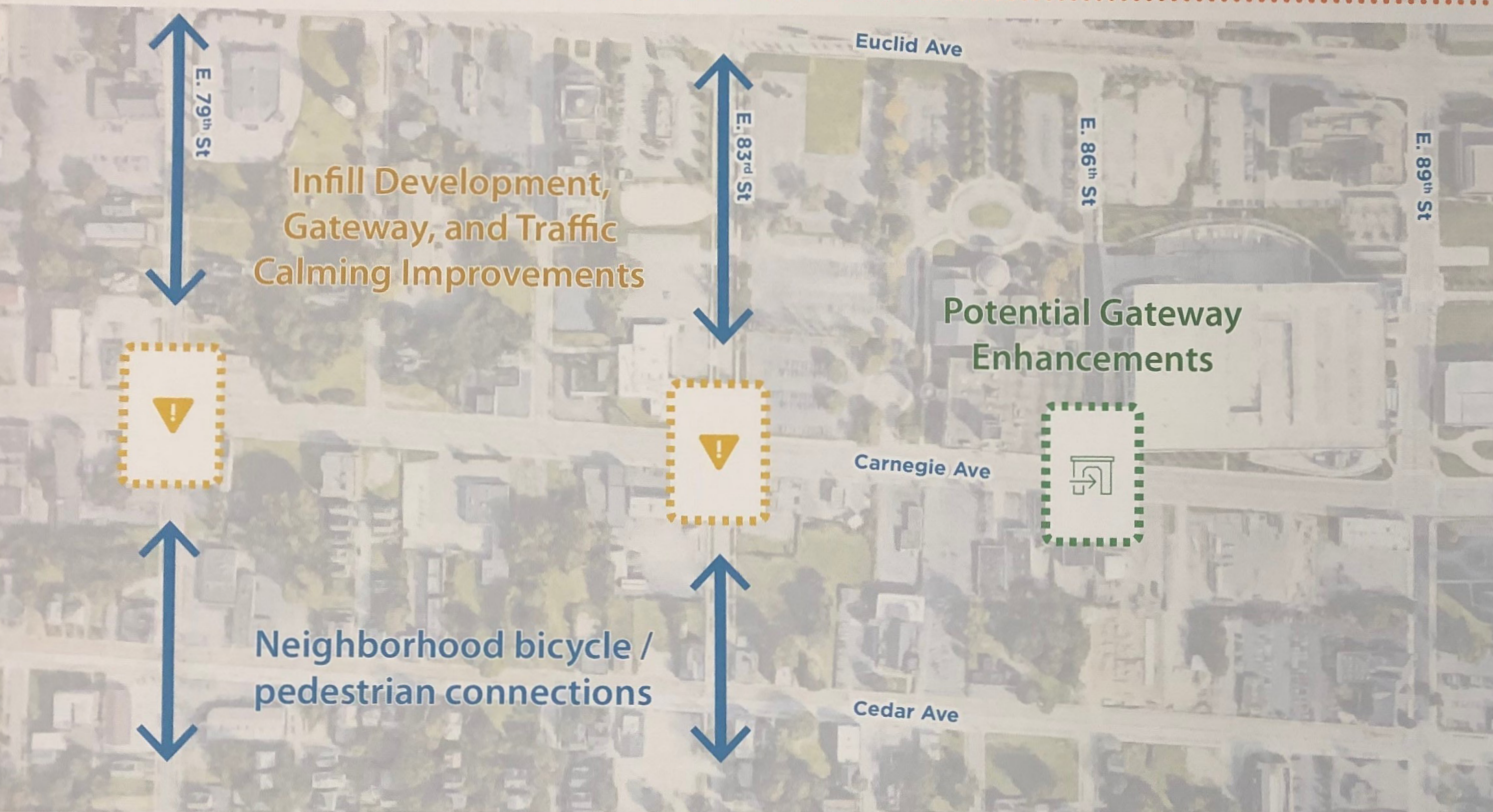
Where are the important gateways or transition points along Carnegie Ave. and into the surrounding neighborhoods? Differentiate between those you would identify while driving [●], walking [●], or biking [●].

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





# Mobility Focus: East 79<sup>th</sup> - East 86<sup>th</sup>



Left 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 [●], walking [●], or biking [●].

## Existing Conditions



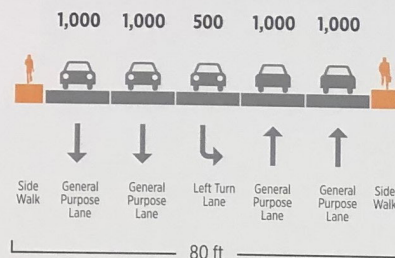


# Roadway Capacity & Alternates

How many vehicles can Carnegie serve per hour?

Up to  
**4,500**

Source: NACTO Transit Street Design Guide

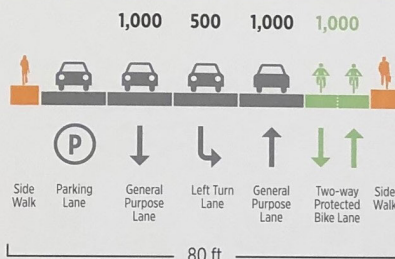


What happens if we change the use of one or more travel lanes?

How many vehicles can Carnegie serve per hour?

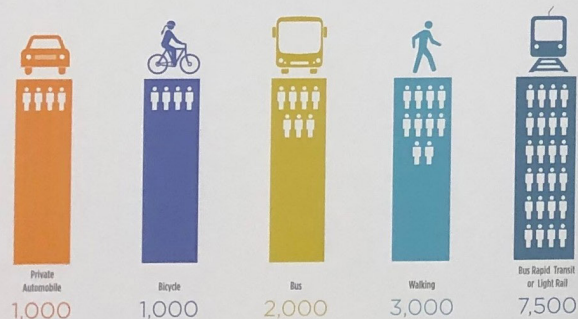
Up to  
**3,500**

Source: NACTO Transit Street Design Guide



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

Person Throughput by Mode



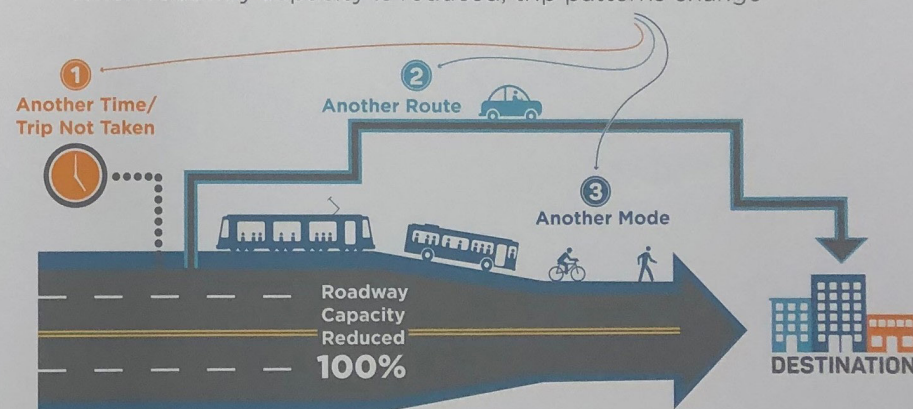
Number of people traveling in one-lane in an urban environment during a one-hour period

Note: The numbers represent a daily average throughput 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 American cities.



What happens when vehicles lanes are removed?

When roadway capacity is reduced, trip patterns change





# Travel Trade-offs

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

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

**I would rather...**

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

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