



MetroHealth Line BRT – Business Meeting Feedback Summary

The Greater Cleveland Regional Transit Authority (GCRTA), supported by Michael Baker International (MBI) and City Architecture (CA) with Young Latino Network (YLN), coordinated with the businesses within the project limits, to gather feedback on the proposed MetroHealth Line Bus Rapid Transit (BRT) project. This feedback was collected across 4 separate meetings, one for each neighborhood along the project corridor.

- Clark-Fulton Business Meeting occurred on August 28, 2024,
- Brooklyn Center Business Meeting occurred on October 7, 2024,
- Old Brooklyn Business Meeting occurred on October 16, 2024, and
- Ohio City Business Meeting occurred on October 30, 2024.

46 comments were received across these four meetings. The comments focus on preserving parking, ensuring safe and accessible transit infrastructure, minimizing construction impacts, and supporting the economic vitality of local businesses. Responses to each comment received are included in the comment matrix provided with this document. Additionally, reports for each meeting are provided with this document.

Key Themes Identified

Parking & Business Access: A dominant theme from the business owners' feedback was the importance of preserving on-street parking. Business owners emphasized that many establishments lack private lots or alley access, making curbside parking essential for customers, deliveries, and food pickup services. Several comments suggested using vacant lots for district parking or implementing time-limited delivery zones.

Station Design & Amenities: Business owners expressed concerns about the size and placement of bus stops, particularly where they reduce sidewalk space or eliminate parking. There were requests to relocate or reduce the footprint of certain stations, such as at Althen Avenue. Suggestions included adding solar panels, charging ports, garbage cans, and emergency blue lights at shelters.

Traffic Flow & Safety: Concerns were raised about congestion at key intersections, including Denison Avenue, Wildlife Way, and Broadview Road. Business owners noted that traffic backups are common during peak hours and special events. Some feared that removing lanes for dedicated bus use could worsen congestion. Safety concerns also included pedestrian crossings and right-turn conflicts with buses.

Pedestrian & Cyclist Access: Several comments supported improved bicycle and pedestrian infrastructure, particularly on the bridge over Big Creek and near the West Side Market. Business owners requested wider sidewalks and crosswalks, and some supported traffic calming measures like raised crosswalks to slow vehicle speeds in pedestrian-heavy areas.

Public Art & Community Identity: There was interest in incorporating local identity into the BRT corridor through public art at bus shelters. Organizations like Art House and Julia de Burgos expressed interest in contributing.

Overall Feedback: While many business owners support improved transit access, they expressed concern that changes—especially those affecting parking and traffic—could negatively impact already fragile commercial districts. Some preferred earlier design concepts that retained more parking and expressed skepticism about current alternatives.



Next Steps

GCRTA and project partners will continue refining the design based on public input, with a focus on balancing transit efficiency, safety, and the needs of the community and local businesses. Ongoing coordination with city departments and stakeholders will guide implementation.



Michael Baker
INTERNATIONAL



APPENDIX A

Summary of Comments and Responses

METROHEALTH LINE BRT
 Summary of Public Comments

Updated: 05/22/25

| Item # | Comment | Corridor Segment | Location | Topic | Comment From | Date Received | Responsible Party | Response / Next Steps | Status |
|--------|--|------------------------|--------------------|-------------------|--------------|---------------|-------------------|---|--------|
| 144 | Businesses need parking spots to support them; do not have dedicated lots and adjacent side streets are not wide enough. | Clark-Fulton / Tremont | Prame-Althen | On-Street Parking | Businesses | 08/24/24 | N/A | Noted. | |
| 145 | When the bus stops were recently moved to Althen from Holmden, it took away spaces nearby businesses relied on; have seen noticeable increase in vehicular crashes and near-misses at the intersection due to this change. Can it be moved back in front of CSL Plasma and the convenient store? | Clark-Fulton / Tremont | Althen-Holmden | Bus Routes | Businesses | 08/24/24 | GCRTA | Optimum stop locations shown in plans. | |
| 146 | Delivery and carry-out orders need short-term parking options nearby so they are not blocking traffic lanes. | Clark-Fulton / Tremont | Althen | On-Street Parking | Businesses | 08/24/24 | GCRTA | Noted. | |
| 147 | Suggest that vacant lots could be used for district parking - flat lot or parking garage (with liner on W25th) | Clark-Fulton / Tremont | Kinkel-Prame | N/A | Businesses | 08/24/24 | N/A | Noted, allocation of off-street parking sites not part of this project. | |
| 148 | What is going on with Campo25? Is there any update on this project? | Clark-Fulton / Tremont | Seymour | N/A | Businesses | 08/24/24 | CA | Project team is not involved with this project; PM should ask CPC city planner for update. | |
| 149 | Business owners want to make sure they don't lose on-street parking during typical business hours (approximately 9am – 6pm) | Clark-Fulton / Tremont | Clark-Althen | On-Street Parking | Businesses | 08/24/24 | MBI | Dedicated bus lanes will be suspended at Althen Avenue through Walton Avenue to provide 3-lane section providing 1 lane in each direction, a dual left turn lane, and on-street parking along the east side of the roadway. | |
| 150 | Can the Althen Ave. bus stop be omitted? It takes up too much space. There is a whole bus stop from Althen Ave. to Holmden, leaving no street parking. | Clark-Fulton / Tremont | Althen | Stations | Businesses | 08/24/24 | GCRTA | NB bus station moved north of the Althen/W25th intersection. SB bus station remaining in place. Parking will be provided on the northbound side of W. 25th from Althen through Walton. | |
| 151 | Bus stops can't be too big, there needs to be sidewalk space for people to walk on | | Stations | Stations | Businesses | 08/24/24 | MBI | Current design is for 5 ft wide clear sidewalk behind stations. | |
| 152 | Have solar panels on the bus stop shelters and charging ports so people can charge their phones, especially in emergencies. | | Stations | Stations | Businesses | 08/24/24 | GCRTA | Solar panels are not part of this project. | |
| 153 | Have an emergency blue light at bus stops that people can hit if they need help and it lights up. (You can have cameras to prevent people from doing it recklessly) | | Stations | Safety | Businesses | 08/24/24 | GCRTA | Blue lights and cameras are included as part of station design. | |
| 158 | They mentioned that at the Clark and W25th intersection, people should not be allowed to park, especially during rush hour. It is too congested. | Brooklyn Centre | Clark and W25th | On-Street Parking | Businesses | 10/07/24 | N/A | Noted. | |
| 159 | Parking on Pearl Rd. makes it hard to move around, but people need parking. | Brooklyn Centre | Pearl Rd. | On-Street Parking | Businesses | 10/07/24 | N/A | Noted. | |
| 160 | Concerns about accidents: A lot of people cut in front of buses to turn right. There should be easier, safer, and more accessible ways to make right turns. | Brooklyn Centre | | Safety | Businesses | 10/07/24 | MBI | Bus stations moved to far side of intersections where possible to minimize conflicts between stopped buses and right turning vehicles. | |
| 161 | Denison Ave and Pearl intersection gets very congested. Also at Broadview. | Brooklyn Centre | Denison and Pearl | Traffic Flow | Businesses | 10/07/24 | MBI | Traffic impacts from implementing bus lanes along the corridor have been evaluated in the Basis of Design Report for the project and the projected conditions have been found to be acceptable by the City of Cleveland. | |
| 162 | People park on the sidewalk of Pearl between Archwood and Garden Aves. Also motorcycles ride on the sidewalk. | Brooklyn Centre | Archwood - Garden | On-Street Parking | Businesses | 10/07/24 | N/A | Noted. | |
| 163 | There should be garbage cans on all proposed bus stops and garbage should be picked up regularly. | Brooklyn Centre | | Stations | Businesses | 10/07/24 | GCRTA | A trash receptacle is included with the station upgrades proposed as part of this project. | |
| 164 | Art House and Julia de Burgos would like to be considered for bus shelter art. | Brooklyn Centre | Archwood + Denison | Stations | Businesses | 10/07/24 | GCRTA | GCRTA will initiate a public call for artist to propose. | |



| Item # | Comment | Corridor Segment | Location | Topic | Comment From | Date Received | Responsible Party | Response / Next Steps | Status |
|--------|--|------------------|------------------|-------------------|--------------|---------------|-------------------|--|--------|
| 165 | There used to be a trash can at the NB W25th & Meyer stop, but it was broken in a car crash, removed, and never replaced. Now, nearby business owners are left to constantly pick up trash. Receptacle needs to be replaced. The trash receptacles that are present on the corridor are not emptied frequently enough and are often overflowing. Is this the City's or RTA's responsibility? | Brooklyn Centre | W25th and Meyer | Stations | Businesses | 10/07/24 | GCRTA | A trash receptacle is included with the station upgrades proposed as part of this project. RTA will draft a MOU agreement with City of Cleveland to coordinate trash collection. | |
| 166 | There is no parking at the library. Sidewalk access must be maintained during construction for pedestrian access. | Brooklyn Centre | Mapledale | Pedestrians | Businesses | 10/07/24 | MBI | Pedestrian access will be maintained throughout the duration of the project. RTA will also maintain service on W. 25th throughout construction. | |
| 167 | There are a lot of crashes at Mapledale. Ave intersection. EB drivers making LT onto W25th try to sneak in between traffic, but W25th vehicles are going too fast. Want to know if a traffic light is possible. | Brooklyn Centre | Mapledale | Safety | Businesses | 10/07/24 | MBI | Adding a traffic signal at Mapledale is beyond the scope of this project. | |
| 168 | Supportive of moving the NB bus stop that is currently across from Mapledale Ave. south to the Willowdale intersection. Currently, too many people try to walk across W25th at its present location where there is no crosswalk. Crossing at Willowdale will be safer. | Brooklyn Centre | Mapledale | Stations | Businesses | 10/07/24 | GCRTA | Agreed. Stations moved to Willowdale, see 60% plans. | |
| 169 | McDonalds at Denison & Pearl: Can the eastern driveway off Denison be closed? *It creates traffic flow issues and backups given its proximity to the traffic light / intersection. *Is redundant with the two other two-way driveways on Denison and Pearl. | Brooklyn Centre | Denison | Traffic Flow | Businesses | 10/07/24 | N/A | Not part of this project. | |
| 170 | In general, want to understand how bus stops after the intersection are safer than near-side. Is the one SB at Denison staying in place or shifting at all? | Brooklyn Centre | Denison | Safety | Businesses | 10/07/24 | MBI | The SB bus station at Denison will remain in it's current location. Bus stations located at the far side of intersections will minimize conflicts between stopped buses and right turning vehicles. Additionally, pedestrians crossing the roadway will cross behind the bus as opposed to crossing in front of the bus as they do for nearside bus stops. | |
| 171 | Concerns about on-street construction and parking availability. Parking is crucial to ensure the businesses' economic development. | Old Brooklyn | General | On-Street Parking | Businesses | 10/16/24 | N/A | Noted. | |
| 172 | The bridge from Brooklyn Center to Old Brooklyn could have bicycle lanes and a more accessible sidewalk. | Old Brooklyn | Big Creek Bridge | Bicycling | Businesses | 10/16/24 | MBI | The project only includes restriping work, no structural work proposed as part of this project. To better accommodate cyclists traveling from Brooklyn Center to Old Brooklyn, the proposed design includes shared bus-bike lanes on the bridge from Brooklyn Center to Old Brooklyn. | |
| 173 | The Big Creek bus line is crucial to get groceries, it is a direct bus to West Side Market, and they would like it to have more frequency. | Old Brooklyn | General | Bus Frequency | Businesses | 10/16/24 | GCRTA | Beyond the scope of this project. | |
| 174 | Bus 51 needs more frequency, people wait 30 minutes for it. | Old Brooklyn | General | Bus Frequency | Businesses | 10/16/24 | GCRTA | Service is being evaluated prior to construction. | |
| 175 | Business owners expressed a lot of concern about having a dedicated bus lane and what it will do to traffic. | Old Brooklyn | General | Bus Lanes | Businesses | 10/16/24 | MBI | Noted. Traffic changes from shared bus-bike lanes along the corridor have been evaluated in the basis of design report for the project and any traffic impact has been found to be acceptable by the City of Cleveland. | |
| 176 | On Monday, the Zoo traffic is already backed up, this would make it worse. | Old Brooklyn | Wildlife Way | Traffic Flow | Businesses | 10/16/24 | MBI | Traffic impacts from implementing bus lanes along the corridor have been evaluated in the Basis of Design Report for the project and the projected conditions have been found to be acceptable by the City of Cleveland. | |
| 177 | Wildlife Way already gets congested, removing a lane would make it worse. | Old Brooklyn | Wildlife Way | Traffic Flow | Businesses | 10/16/24 | MBI | Traffic impacts from implementing bus lanes along the corridor have been evaluated in the Basis of Design Report for the project and the projected conditions have been found to be acceptable by the City of Cleveland. | |
| 178 | In downtown people park in dedicated bus lanes, making buses take the car lane. | Old Brooklyn | General | Bus Lanes | Businesses | 10/16/24 | MBI | Parking will not be permitted in dedicated bus-bike lanes. Parking enforcement will be coordinated with CPD. | |



| Item # | Comment | Corridor Segment | Location | Topic | Comment From | Date Received | Responsible Party | Response / Next Steps | Status |
|--------|--|------------------|------------------|-------------------|--------------|---------------|-------------------|--|--------|
| 179 | Business owners wondered if there will be street signals letting people know when a lane stops being bus exclusive and when it starts again. | Old Brooklyn | General | Bus Lanes | Businesses | 10/16/24 | MBI | Shared bus-bike lanes will be identified by signing and pavement marking along the corridor and will not change based on time of day. | |
| 180 | They suggested having selected times for dedicated bus lanes, when the traffic is not so congested. | Old Brooklyn | General | Bus Lanes | Businesses | 10/16/24 | GCRTA | The goal of this project is to establish shared bus-bike only lanes as part of a bus rapid transit corridor. | |
| 181 | Wildlife Way and Pearl Rd. intersection gets congested from events and often leads to traffic backups. | Old Brooklyn | Wildlife Way | Traffic Flow | Businesses | 10/16/24 | MBI | Traffic impacts from implementing bus lanes along the corridor have been evaluated in the Basis of Design Report for the project and the projected conditions have been found to be acceptable by the City of Cleveland. | |
| 182 | Broadview Rd. and Pearl Rd. intersection gets very congested. | Old Brooklyn | Broadview Rd. | Traffic Flow | Businesses | 10/16/24 | MBI | Traffic impacts from implementing bus lanes along the corridor have been evaluated in the Basis of Design Report for the project and the projected conditions have been found to be acceptable by the City of Cleveland. | |
| 183 | West side of W25th Street has no alley for deliveries, it is harder to stop for pick up. | Ohio City | Lorain - Bridge | Businesses | Businesses | 10/30/24 | MBI | Delivery windows will be considered as part of the final design process. | |
| 184 | Concern that if buses move faster, it could become dangerous for pedestrians. Congestion helps to slow vehicles. RTA clarified that intent is to improve transit reliability / predictability, not to increase speed. | Ohio City | Lorain - Bridge | Safety | Businesses | 10/30/24 | GCRTA | Project intent is to improve transit reliability / predictability, not to increase speed. | |
| 185 | Keep vehicle traffic slow near West Side Market. Speed tables or speed bumps. | Ohio City | Lorain | Safety | Businesses | 10/30/24 | GCRTA | GCRTA is considering a raised crosswalk as part of the additional work at Market Avenue. | |
| 186 | Make a wider crosswalk to West Side Market | Ohio City | Lorain - Market | Safety | Businesses | 10/30/24 | MBI | Additional work proposed at Market Avenue includes a 20' wide crossing for W. 25th. | |
| 187 | Concerns about taking on-street parking away: People will go live elsewhere or patronize other businesses. Commercial District is fragile; removal of parking will add strain to businesses (many of which are struggling) | Ohio City | Lorain - Jay | On-Street Parking | Businesses | 10/30/24 | N/A | Noted. | |
| 188 | Parking on both sides protects pedestrians by slowing down traffic. | Ohio City | Lorain - Jay | On-Street Parking | Businesses | 10/30/24 | N/A | Noted. | |
| 189 | Parking supply is okay in Ohio City. Convenience for on-street parking, food delivery service, valet is important. | Ohio City | Lorain - Jay | On-Street Parking | Businesses | 10/30/24 | N/A | Noted. | |
| 190 | Irishtown Bend – restaurant parking | Ohio City | Lorain - Market | On-Street Parking | Businesses | 10/30/24 | N/A | Restaurant parking not part of project. | |
| 191 | Proposed Columbus Road realignment – in process with City of Cleveland | Ohio City | Columbus | N/A | Businesses | 10/30/24 | MBI | Columbus Road intersection is being modified as part of the project. | |
| 192 | Keep Crosswalk at Monroe / Chatham. | Ohio City | Monroe - Chatham | Safety | Businesses | 10/30/24 | MBI | Crosswalks maintained at Monroe and W.25th intersection. Crosswalks added on four legs of the Chatham, Gehring, and W.25th intersection | |
| 193 | When asked 'which of two alternates are preferred' (3-lane configuration with parking on 1 side; 4-lane configuration with no parking with dedicated bus lanes) - Attendees stated 'neither.' Prefer the original concept (from Open House #1) that retained parking on both sides. | Ohio City | Lorain - Jay | On-Street Parking | Businesses | 10/30/24 | N/A | Noted. | |

Post-Event Report: Clark-Fulton Business Meeting

Report Date

August 28, 2024

Event Date

August 28, 2024

Event Location

Future Ink Graphics | 2937 West 25th Street, Cleveland, Ohio 44109

Event Lead

City Architecture and Young Latino Network

Activities

- **Clark-Fulton Neighborhood Business Meeting:**
 - Discuss the new MetroHealth Bus Rapid Transit Plan for W25th.
 - Business owners were given a space to talk about their concerns with the project.
 - Work schedules, parking, bus lanes and bus stops were discussed.
 - Business owners pointed out areas of concern on a map.

Recap: Clark-Fulton Neighborhood Business Meeting

Business Owners Responses:

Issues with Parking:

- Businesses between Althen and Prame Aves. need parking spots to support them; do not have dedicated lots and adjacent side streets are not wide enough.
 - One has a shared-use agreement with CTL Plasma for their lot
 - When the bus stops were recently moved to Althen from Holmden, it took away spaces they relied on; have seen noticeable increase in vehicular crashes and near-misses at the intersection due to this change.
 - Green Kitchen is here, and they hand out deliveries continuously, with patrons blocking street parking and sometimes traffic. Adjacent business owners have safety concerns about this – short-term parking is needed.
 - They are concerned about 4 pieces of land that belong to the City land bank and others between Prame Ave and Kinkel Ave. Often see cars just parked on the grass here. They don't know what is being done with the properties and suggested they could be used for much needed shared/district parking.
 - They are familiar with the zoning requirements and would be in support of a parking garage with a liner building at W25th side.
 - Campo25 is an organization that is planning on building Women's Housing behind The Pivot Center and that could also take up parking space. It is a plan, not official and has not begun. They inquired about the status of the project.
 - Street parking: Business owners want to make sure they don't lose street parking during typical business hours (9 am – 6 pm)
 - On W25th and South of Clark Street, on-street parking is necessary, there is nowhere else to park.
 - El Paraiso Restaurant has no parking either (south of Blatt Ave. at Prame Ave.)
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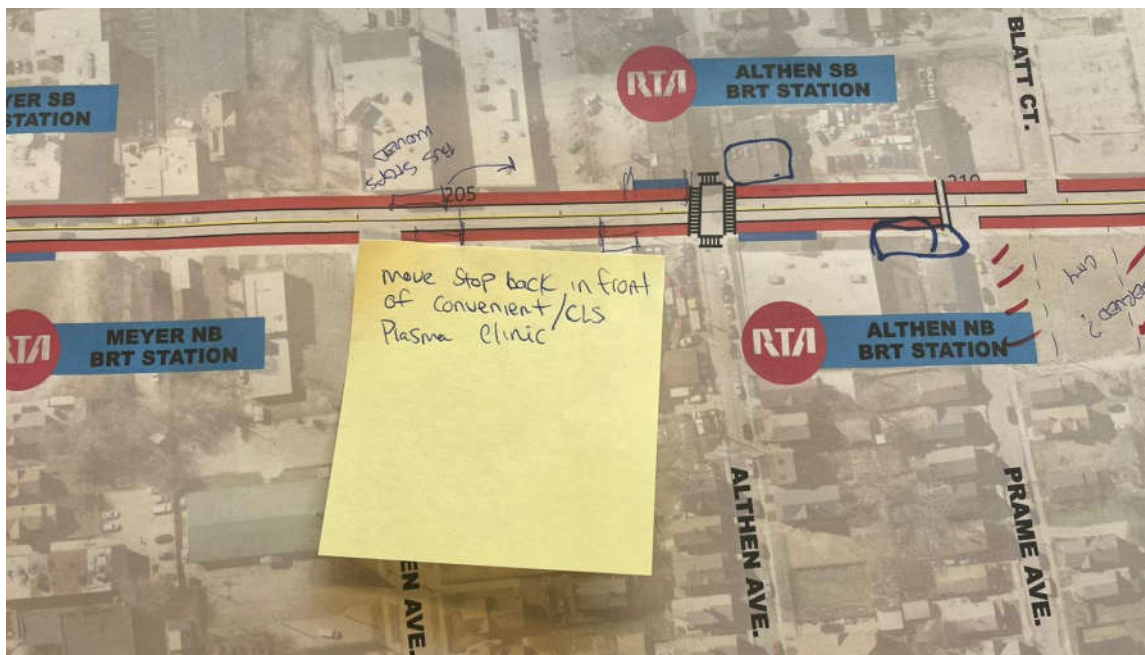
- There is no adequate parking for employees in general, let alone customers and noted that Cleveland is a driving city.

***Metro West** Offered to help map out surrounding parking for businesses during construction once the plan is at 90%.

Bus Stops:

- They can't be too big, there needs to be sidewalk space for people to walk on.
 - Design team members explained that current design at stations maintains a 5 ft wide clear sidewalk behind them
- **Idea:** Have solar panels on the bus stop shelters and charging ports so people can charge their phones, especially in emergencies.
- **Idea:** Have an emergency blue light at bus stops that people can hit if they need help and it lights up. (You can have cameras to prevent people from doing it recklessly)
- Can the Althen Ave. bus stop be omitted? It takes up too much space. There is a whole bus stop from Althen Ave. to Holmden, leaving no street parking.

Map Notes



Event Photos



Event Registration

| Name | Email | Phone Number | Attendance |
|----------------------|--|----------------|------------|
| Anaya, Maria | manaya@metrowestcleveland.org | (216) 961-9073 | Completed |
| Crespo, Elizabeth | ohiocitynails@gmail.com | (216) 738-9599 | Completed |
| De Leon, Nick | ndeleon@metrowestcleveland.org | (216) 925-2110 | Completed |
| Faraj, Ali | aa.faraj@gmail.com | (440) 317-1165 | No Show |
| Hernandez, Jorge | jorge@flyingpigtacos.com | (702) 523-1906 | No Show |
| Jimenez, Jordan | jjimenez@clevelandart.org | (216) 707-2162 | No Show |
| Kulk, Stephanie | stephanie@futureinkgraphics.com | (216) 659-6925 | Completed |
| Rodriguez, Ray | rrodriguez@clevelandart.org | (216) 396-6477 | Completed |
| Roig, Ivelisse | caferoig@gmail.com | (216) 569-0490 | No Show |
| roman, luis | greatcheflou@gmail.com | (440) 532-0437 | Completed |
| Santiago, James | jamesantiago815@gmail.com | (216) 970-7597 | Completed |
| Saunders, Kobe | ksaunders@clevelandart.org | (216) 396-6477 | Completed |
| Sommer, Ron | ron@forestcitysupply.com | (440) 207-0782 | Completed |
| Toure Diallo, Mariam | munahairbraiding@gmail.com | (216) 308-4826 | Completed |

Post-Event Report: Brooklyn Center Business Meeting

Report Date

October 7, 2024

Event Date

October 2, 2024

Event Location

Julia de Burgos Cultural Art Center | 2800 Archwood Avenue, Cleveland

Event Lead

City Architecture and Young Latino Network

Activities

- **Brooklyn Center Neighborhood Business Meeting:**
 - Discuss the new MetroHealth Bus Rapid Transit Plan for W25th.
 - Business owners were given a space to talk about their concerns with the project.
 - Work schedules, parking, bus lanes and bus stops were discussed.
 - Business owners pointed out areas of concern on a map.

Recap: Brooklyn Center Neighborhood Business Meeting

Business Owners Responses:

- They mentioned that at the Clark and W25th intersection, people should not be allowed to park, especially during rush hour. It is too congested.
- Parking on Pearl Rd. makes it hard to move around, but people need parking.
- Concerns about accidents: A lot of people cut in front of buses to turn right. There should be easier, safer, and more accessible ways to make right turns.
- Denison Ave and Pearl intersection gets very congested. Also at Broadview.
- People park on the sidewalk of Pearl between Archwood and Garden Aves. Also motorcycles ride on the sidewalk.
- There should be garbage cans on all proposed bus stops and garbage should be picked up regularly.
- Art House and Julia de Burgos would like to be considered for bus shelter art.

Map Notes

- There used to be a trash can at the NB W25th & Meyer stop, but it was broken in a car crash, removed, and never replaced. Now, nearby business owners are left to constantly pick up trash. Receptacle needs to be replaced.
 - The trash receptacles that are present on the corridor are not emptied frequently enough and are often overflowing. Is this the City's or RTA's responsibility?
 - There is no parking at the library. Sidewalk access must be maintained during construction for pedestrian access.
-

- There are a lot of crashes at Mapledale. Ave intersection. EB drivers making LT onto W25th try to sneak in between traffic, but W25th vehicles are going too fast. Want to know if a traffic light is possible.
- Supportive of moving the NB bus stop that is currently across from Mapledale Ave. south to the Willowdale intersection. Currently, too many people try to walk across W25th at its present location where there is no crosswalk. Crossing at Willowdale will be safer.
- McDonalds at Denison & Pearl: Can the eastern driveway off Denison be closed?
 - It creates traffic flow issues and backups given its proximity to the traffic light / intersection.
 - Is redundant with the two other two-way driveways on Denison and Pearl.
- In general, want to understand how bus stops after the intersection are safer than near-side.
 - Is the one SB at Denison staying in place or shifting at all?

Event Photos



Event Registration

| Name | Phone Number | Email |
|----------------------|----------------|--|
| Anaya, Maria | (216) 961-9073 | manaya@metrowestcleveland.org |
| Caraballo, Irwin | (216) 409-7174 | icaraballo@steelvalleyfcu.org |
| Clowtis, Chrissy | (419) 706-8188 | chrissy@psychopomp.cafe |
| De Leon, Nick | (216) 925-2110 | ndeleon@metrowestcleveland.org |
| Dickey, Guy | (216) 798-0283 | gddickey65@yahoo.com |
| Fulgencio, Cristobal | (216) 551-2005 | mfulgencio@christianfamcenter.org |
| Fulgencio, Marianela | (216) 741-0511 | mfulgencio@christianfamcenter.org |
| Kolonick, Sarah | (216) 398-4600 | sarah.kolonick@cpl.org |
| Lopez, Letitia | (216) 258-5674 | letitalopez@juliadeburgos.org |
| Otero, Lyz | (216) 301-9224 | lyzotero@yahoo.com |
| Voss, Laila | (216) 398-8556 | lvoss@arthouseinc.org |

| | | |
|-------------------|---|--|
| Almiroudis, Kosta | - | kalmiroudis@gmail.com |
| Black, John | - | jblack@steelvalleyfcu.org |
| | | |

Post-Event Report: Old Brooklyn Business Meeting

Report Date

October 16, 2024

Event Date

October 16, 2024

Event Location

CPL South Brooklyn Branch | 4303 Pearl Rd, Cleveland

Event Lead

City Architecture and Young Latino Network

Activities

- **Old Brooklyn Neighborhood Business Meeting:**
 - Discuss the new MetroHealth Bus Rapid Transit Plan for W25th.
 - Business owners were given a space to talk about their concerns with the project.
 - Work schedules, parking, bus lanes and bus stops were discussed.
 - Business owners pointed out areas of concern on a map.

Recap: Old Brooklyn Neighborhood Business Meeting

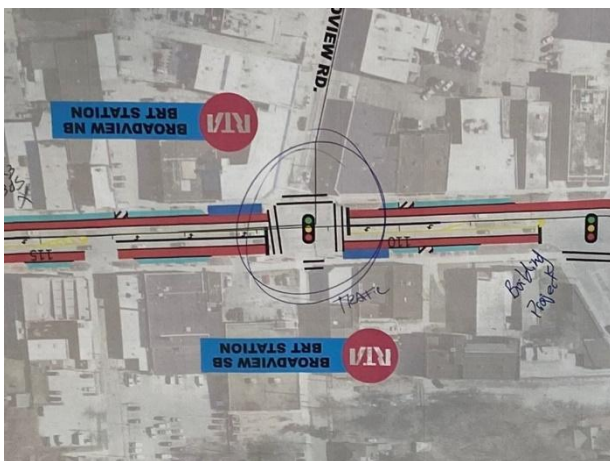
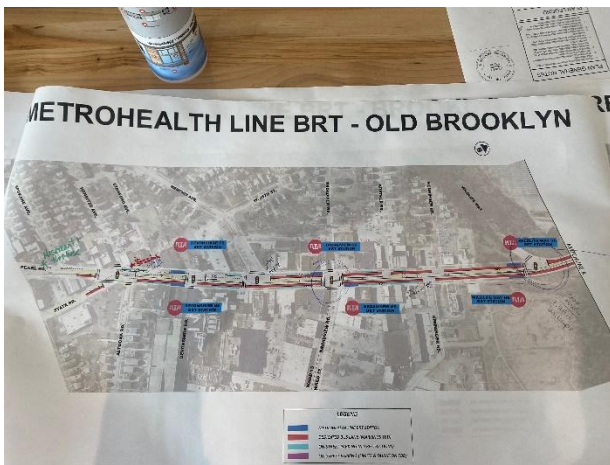
Business Owners Responses:

- Concerns about on-street construction and parking availability. Parking is crucial to ensure the businesses' economic development.
- The bridge from Brooklyn Center to Old Brooklyn could have bicycle lanes and a more accessible sidewalk.
- The Tradeway Creek bus line is crucial to get groceries, it is a direct bus to West Side Market, and they would like it to have more frequency.
- Bus 51 needs more frequency, people wait 30 minutes for it.
- Business owners expressed a lot of concern about having a dedicated bus lane and what it will do to traffic.
 - On Monday, the Zoo traffic is already backed up, this would make it worse.
 - Wildlife Way already gets congested, removing a lane would make it worse.
 - In downtown people park in dedicated bus lanes, making buses take the car lane.
 - Business owners wondered if there will be street signals letting people know when a lane stops being bus exclusive and when it starts again.
 - They suggested having selected times for dedicated bus lanes, when the traffic is not so congested.

Map Notes

- Wildlife Way and Pearl Rd. intersection gets congested from events and often leads to traffic backups.
 - Broadview Rd. and Pearl Rd. intersection gets very congested.
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Event Photos



| Event Registration | | |
|--------------------|------------------------|--|
| Name | Phone Number | Email |
| Bryan Green | (216) 970-7508 | miscreantandthemuse@gmail.com |
| Sarah Green | (216) 970-7508 | miscreantandthemuse@gmail.com |
| Norberto Huertas | (216) 282-7794 | berto@sixthcitycycles.com |
| Anne Tyler | (216) 407-1542 | anne@insessiontherapystudio.com |
| John Young | (216) 351-2106 | john@speedexterminating.com |
| Charles Kennick | (216) 459.1000 ext.203 | charlesk@oldbrooklyn.com |
| Connor Brentar | | Connorb@oldbrooklyn.com |
| Maria Sharp | | marias@oldbrooklyn.com |
| Kniel Christensen | (216) 325 - 1472 | Knielc@mncleveland.com |

Post-Event Report: Ohio City Business Meeting

Report Date

October 30, 2024

Event Date

October 30, 2024

Event Location

Market Avenue Wine Bar | 2521 Market Ave, Cleveland

Event Lead

City Architecture and Young Latino Network

Activities

- **Ohio City Neighborhood Business Meeting:**
 - Discuss the new MetroHealth Bus Rapid Transit Plan for W25th.
 - Business owners were given a space to talk about their concerns with the project.
 - Work schedules, parking, bus lanes and bus stops were discussed.
 - Business owners pointed out areas of concern on a map.

Recap: Ohio City Neighborhood Business Meeting

Business Owners Responses:

- When asked 'which of two alternates are preferred' (3-lane configuration with parking on 1 side; 4-lane configuration with no parking with dedicated bus lanes)
 - Attendees stated 'neither.' Prefer the original concept (from Open House #1) that retained parking on both sides.
 - West side of W25th Street has no alley for deliveries, it is harder to stop for pick up – these activities/service occur from the W25th Street corridor for some of these businesses
 - Concern that if buses move faster, it could become dangerous for pedestrians – based on recent crashes that have included pedestrians
 - Congestion helps to slow vehicles. RTA clarified that intent is to improve transit reliability / predictability, not to increase speed.
 - Slow down vehicle traffic near West Side Market. Speed tables or speed bumps that link the market to the park and enhance/improve the transit-waiting-environments at the Lorain/W25 intersection
 - Crosswalks – future conversation scheduled to occur
 - Concerns about reducing/eliminating on-street parking away:
 - People will go live elsewhere or patronize other businesses.
 - Parking on both sides protects pedestrians by slowing down traffic.
 - Commercial District is fragile; removal of parking will add strain to businesses (many of which are struggling)
 - Parking supply is okay in Ohio City. Convenience for on-street parking, food delivery service, valet is important.
 - Irishtown Bend – restaurant parking
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- NEED a follow up meeting with GCRTA, City of Cleveland, Councilman McCormack, Ohio City Inc, and project team to discuss alternates and make final decision

Map Notes

- Proposed Columbus Road realignment – in process with City of Cleveland
- Keep Crosswalk at Monroe / Chatham.

Event Photos



Event Attendees

| Name | Email |
|-----------------------|-----------------------------------|
| Mike Damico | mistermord@aol.com |
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