



MetroHealth Line BRT – Public Meeting II Feedback Summary

The Greater Cleveland Regional Transit Authority (GCRTA), supported by Michael Baker International (MBI) and City Architecture (CA) with Young Latino Network (YLN), conducted public engagement meetings to gather feedback on the proposed MetroHealth Line Bus Rapid Transit (BRT) project.

Public Open House #2 was held on November 20, 2024, generated 122 public comments. These comments span across the full project corridor, which traverses through the Ohio City, Clark-Fulton/Tremont, Brooklyn Centre, and Old Brooklyn neighborhoods. The feedback reflects a continued emphasis on improving transit reliability, pedestrian and cyclist safety, and station amenities while balancing the needs of traffic flow and business access. Responses to each comment received are included in the comment matrix provided with this document.

Key Themes Identified

Transit Prioritization & Bus Lanes: There was widespread support for dedicated 24/7 bus lanes, particularly in high-traffic areas such as the Ohio City and Old Brooklyn neighborhoods. Many participants emphasized that reliable bus service depends on uninterrupted lanes and that prioritizing transit over on-street parking is essential. However, some concerns were raised about the safety and comfort of shared bus-bike lanes, especially for less experienced cyclists.

Pedestrian & Cyclist Safety: Attendees highlighted the need for safer pedestrian crossings and wider sidewalks, especially at complex intersections like Selzer Avenue, MetroHealth Drive, and Wildlife Way. Suggestions included adding crosswalks, implementing traffic calming measures, and incorporating green space to improve walkability. Cyclists expressed discomfort with shared lanes and advocated for dedicated bike infrastructure, particularly on bridges and near intersections.

Station Design & Amenities: Many comments focused on the importance of well-equipped stations including real-time arrival information, protective shelters, trash cans, and overhead coverage. Participants also emphasized the need for inclusive design that accommodates seniors and individuals with disabilities. Some community members requested the addition of ticket machines at the stations.

Service & Connectivity: Several comments called for more frequent weekend service for the MetroHealth line. There were also suggestions to reroute buses for better access to destinations like MetroHealth hospital campuses and the Cleveland Metroparks Zoo. Some participants expressed interest in future service extensions to areas such as Parma, Independence, and Valley View.

Parking & Business Access: Feedback on parking was mixed. Some attendees supported removing on-street parking to improve transit flow, while others expressed concern about the potential impact on local businesses and delivery access. Suggestions included creating limited-time delivery zones and exploring shared parking strategies to balance the needs of transit users and business patrons.

Overall Feedback: Overall, the tone of the feedback was positive. Many attendees praised the event and expressed appreciation for the opportunity to provide input. Comments emphasized the importance of continued community engagement, clear signage, and transparent communication with residents and businesses throughout the project's development.



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
194	Where can I access the videos?	Overall	General	N/A	Public	11/20/24	MBI	https://riderta.com/majorprojects/metrohealthbrt	
195	Free bus tickets	Overall	General	N/A	Public	11/20/24	N/A	Noted.	
196	Free bus passes to come to the event + get home	Overall	General	N/A	Public	11/20/24	N/A	Noted.	
197	This was awesome	Overall	General	N/A	Public	11/20/24	N/A	Noted.	
198	The food was great	Overall	General	N/A	Public	11/20/24	N/A	Noted.	
199	This is a great event - love the burritos	Overall	General	N/A	Public	11/20/24	N/A	Noted.	
200	The maps should have North, East, South, West signage x 2	Overall	General	N/A	Public	11/20/24	MBI	Will adjust maps for future meetings.	
201	Zoo service w/ RTA coordination Metroparks	Brooklyn Centre	Wildlife Way	Bus Frequency	Public	11/20/24	GCRTA	GCRTA is continuing coordination with the Zoo. Unlikely at this time.	
202	APT All purpose trail Metroparks Wildlife Way > Brighton > Calgary > Towpath	Brooklyn Centre	Wildlife Way	Pedestrians	Public	11/20/24	N/A	Not part of this project.	
203	We will need more features to calm traffic on big creek bridge	Brooklyn Centre	Big Creek Bridge	Traffic Flow	Public	11/20/24	MBI	The project only includes resurfacing/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.	
204	This is stressful to bike - plan for shared bus - bike lanes.	Brooklyn Centre	Big Creek Bridge	Bicycling	Public	11/20/24	GCRTA	Bus lanes proposed along the corridor shall be shared bus-bike lanes.	
205	The dedicated bus lane here is good! It would be good if it could be implemented in a way which calms traffic. The south side of selzer also needs a crosswalk.	Brooklyn Centre	Selzer	Bus Lanes	Public	11/20/24	MBI	A crossing on the south side of the intersection would fall significantly south of the intersection and at a skew to not conflict with existing utility infrastructure, which will pose greater safety risks for pedestrians crossing at this location. As such, a crosswalk in this location is not recommended.	
206	fewer stops. Stations: 1) real time info 2) ticket machines 3) better sheltering	Brooklyn Centre	Forestdale Ave.	Stations	Public	11/20/24	GCRTA	Real time info and covered shelters will be provided. Fare collection systes are not being considered at this time.	
207	Consolidate stops (Archwood + Willowdale)	Brooklyn Centre	Archwood Ave.	Stations	Public	11/20/24	GCRTA	To maintain accessibility and convenience to the users of those existing stops, GCRTA does not wish to consolidate bus stations at this location.	
208	Add 3rd crosswalk	Brooklyn Centre	Willowdale Ave.	Pedestrians	Public	11/20/24	MBI	A crossing on the south side of the intersection would fall significantly south of the intersection and at a skew to not conflict with existing utility infrastructure, which will pose greater safety risks for pedestrians crossing at this location. This would also impact sight distance for northbound vehicles turning right, causing vehicles to drive toward into the crosswalk to gain visibility to complete the turn. As such, a crosswalk in this location is not recommended.	
209	Garbage Can	Brooklyn Centre	Willowdale Ave.	Stations	Public	11/20/24	N/A	Garbage can will be provided at all stations. RTA will draft a MOU agreement with the City of Cleveland to coordinate trash pickup.	
210	Transit waiting area at Old Brooklyn transit app screen	Brooklyn Centre	Mapledale	Stations	Public	11/20/24	GCRTA	Real time travel info is being provided at proposed stations.	
211	Stop spacing could be farther apart to keep travel quicker.	Brooklyn Centre		Stations	Public	11/20/24	GCRTA	Stops are considered based on ridership areas.	
212	Bike connection over bridge (can use alt. streets except for @ bridges)	Brooklyn Centre	I-71	Bicycling	Public	11/20/24	GCRTA	A bike connection through this area could be part of a future project if pursued.	
213	Metroparks rail head @ MetroHealth	Brooklyn Centre	Scranton Rd.	Pedestrians	Public	11/20/24	N/A	Not part of this project.	
214	MetroHealth needs Metroparks/ RTA / APT > Steelyard coordinated #51 & #18	Brooklyn Centre	Scranton Rd.	Bus Frequency	Public	11/20/24	GCRTA	Service will be evaluated prior to construction.	
215	Crosswalk on all legs of intersections	Clark-Fulton / Tremont	MetroHealth Dr.	Pedestrians	Public	11/20/24	MBI	A crosswalk on the south side of the MetroHealth Drive intersection will not be installed with project, as it would impact the existing driveway for the Elk & Elk Co building.	



FEEDBACK TRACKING

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216	Reroute 18 to serve W.25	Clark-Fulton / Tremont	Holmden Ave.	Bus Frequency	Public	11/20/24	GCRTA	Service will be evaluated prior to construction.	
217	Extend parking south of Althen	Clark-Fulton / Tremont	Althen Ave.	On-Street Parking	Public	11/20/24	GCRTA	Parking limits determined based on observed parking demand along the whole corridor. See 60% plans.	
218	Get rid of parking along the whole corridor	Clark-Fulton / Tremont	General	On-Street Parking	Public	11/20/24	GCRTA	See 60% plans.	
219	What is the point of this turn lane?	Clark-Fulton / Tremont	Althen + W.25th	Traffic Flow	Public	11/20/24	MBI	The addition of a two-way left turn lane from Althen through Walton will better facilitate turning traffic through the intersections and permit sidewalk widening to enhance the existing stations while maintaining parking on the northbound side.	
220	No parking for any customers from Althen N.B. to Blatt Ct.	Clark-Fulton / Tremont	Althen Ave.	On-Street Parking	Public	11/20/24	GCRTA	On-street parking is being provided on the east side of the roadway between Althen and Blatt.	
221	Lack of dedicated bus lanes in this busy area (which will become busier) undermines this project. If you're not going to put dedicated bus lanes in the places where the bus gets stuck, don't call it BRT, and probably don't do anything.	Clark-Fulton / Tremont	General	Bus Lanes	Public	11/20/24	GCRTA	Updated. See 60% plans. Optimized signal timings and transit signal priority will continue to move traffic and buses through this section of the corridor.	
222	Want to see bus lanes through this portion! Or at least a quicker jump.	Clark-Fulton / Tremont	Kinkel-Clark	Bus Lanes	Public	11/20/24	GCRTA	Updated. See 60% plans. Optimized signal timings and transit signal priority will continue to move traffic and buses through this section of the corridor.	
223	Existing sidewalks are very narrow. Expand in Lieu of on-street parking in this limited stretch to support transit shelters + pedestrian comfort.	Clark-Fulton / Tremont	Clark Ave.	Pedestrians	Public	11/20/24	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 parking (1 hour from 7 am to 6 pm) on the northbound side. This also provides sufficient width to widen the sidewalk to enhance the bus stations in this area.	
224	Crosswalks Need to be on all legs of an intersection	Clark-Fulton / Tremont	Walton Ave. + W. 25th	Pedestrians	Public	11/20/24	MBI	A crossing on the south side of the intersection would fall significantly south of the intersection and at a skew to not conflict with existing utility infrastructure, which will pose greater safety risks for pedestrians crossing at this location. This would also impact sight distance for northbound vehicles turning right, causing vehicles to drive toward into the crosswalk to gain visibility to complete the turn. As such, a crosswalk in this location is not recommended.	
225	Extend "Road Diet" North w/ Plant to Pivot CTR	Clark-Fulton / Tremont		Traffic Flow	Public	11/20/24	MBI	The limits of the 3 lane section were balanced based on the needs for dedicated bus-bike lanes, parking, and station layout.	
226	I like the idea of more sidewalks, and especially the trees! Between Clark and & Althen, one other idea: Decrease to one North bound lane (as is currently the plan) Widen all sidewalks between sidewalks in this area, make sidewalk ~ 2-3 feet wider (instead of parking) and add green space for native plants. To summarize, more sidewalks (+ plants if possible)	Clark-Fulton / Tremont	Clark - Althen	Pedestrians	Public	11/20/24	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 parking (1 hour from 7 am to 6 pm) on the northbound side. This also provides sufficient width to widen the sidewalk to enhance the bus stations in this area.	
227	I would like the sidewalks to be safer and have more room rather than more parking.	Clark-Fulton / Tremont	General	Pedestrians	Public	11/20/24	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 parking (1 hour from 7 am to 6 pm) on the northbound side. This also provides sufficient width to widen the sidewalk to enhance the bus stations in this area.	
228	Future extension to Parmatown + Rockside area	Clark-Fulton / Tremont	Wade Ave.	Overall	Public	11/20/24	N/A	Service will be evaluated prior to construction.	
229	Fewer Stops	Clark-Fulton / Tremont	General	Stations	Public	11/20/24	GCRTA	Stops are considered based on ridership areas.	



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230	Q: Where do you park when you visit a business or shop located on West 25th? A: Walton of the J take the bus	Clark-Fulton / Tremont	General	On-Street Parking	Public	11/20/24	N/A	No action, data collection	
231	Q: Where do you feel unsafe? Why? A: I'm concerned about sharing the bike lane with the bus. It will be stressful to have a bus pile up behind me while I'm biking. I think fit guys will benefit more than women or older cyclists. I can't bike as fast as the bus.	Clark-Fulton / Tremont	General	Bus Lanes	Public	11/20/24	MBI	Understood, however a dedicated bike facility will not fit within the existing cross section of W. 25th. The frequency of vehicles will be reduced within the shared bus-bike lane, so an improvement over the existing.	
232	More reliable buses are more important than a few parking spots x2	Ohio City	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
233	Bus lanes!	Ohio City	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
234	This option looks great! Buses frequently get stuck in traffic here.	Ohio City	Chatham Ave.	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
235	Removing all on street parking will open up the street & encourage bad driving	Ohio City	General	Bus Lanes	Public	11/20/24	MBI	Project is considering raised crosswalks at Market Avenue and Church Avenue to calm traffic through this segment of the corridor. Removing parking allows pedestrians and bicyclist to be visible and not blocked or camouflaged by cars.	
236	Bus Lanes around West side market! It will increase traffic throughout. Separators on bus lanes Paint!	Ohio City	General	Bus Lanes	Public	11/20/24	GCRTA	Project will include 2 solid white lines with rumble strips to delineate shared bus-bike lane.	
237	Bus lanes!	Ohio City	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
239	Bus lanes between Jay + Lorain are important (more than parking)	Ohio City	Jay + Lorain	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
240	Limit any on street parking to small 1 space cutouts for delivery (enforce short 15 min parking limits)	Ohio City	General	On-Street Parking	Public	11/20/24	GCRTA	See 60% plans.	
241	Widen sidewalk / bike especially on side of park into a nice board walk remove parking or only have parking on west side of street to widen sidewalk.	Ohio City	Franklin - Detroit	Traffic Flow	Public	11/20/24	MBI	Project is in coordination with Metroparks and ITB design team to design sidewalk and multi-use path with landscaped separation.	
242	Paint and / or physical barrier at intersections to indicate bus lanes	Ohio City	Church Ave.	Traffic Flow	Public	11/20/24	MBI	Project will include striping, rumble strip, and signage to communicate location of shared bike-bus lanes along the corridor.	
243	Remove double right turn lane here	Ohio City	Detroit + W.25th	Traffic Flow	Public	11/20/24	MBI	Project is updating lane configuration of south leg of Detroit/W. 25th intersection to include 1 left turn only lane, 1 through-right turn lane, and 1 right turn only lane.	
244	This intersection is massive and scary. Can we reduce the lanes? Can we add a refuge island?	Ohio City	Detroit + W.25th	Traffic Flow	Public	11/20/24	MBI	Project does not include modifications to the Detroit and W. 25th Street intersection. See 60% plans.	
245	I think the Bus lanes will bring more people to Local Businesses	Ohio City	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
246	Dedicated bus lanes to increase transit effectiveness	Ohio City	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
247	I like that this plan makes bus schedules more reliable. That would lead to more use of busses b/c of increased trust	Ohio City	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
248	Dedicated Parking makes all road traffic more frustrating, b/c it restricts space. Convenient for only those who park there. Bus lanes would make travel more expedient for all; leads to increased foot traffic as well. I prefer bus lanes!	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
249	I think prioritizing parking will make traffic slower and bring less business to the local economy.	Ohio City Opt.3	General	On-Street Parking	Public	11/20/24	N/A	See 60% plans.	
250	Option #1 all the way! Dedicated bus lanes	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
251	I prefer dedicated bus lanes!	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
252	Dedicated bus lanes! Prioritizing public transit is always better	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
253	Without dedicated bus lanes, this is arguably a reduction in service due to cutting, chatham, train bridge etc.). Please keep bus lanes all the way!	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
254	I prefer the dedicated bus lanes option	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
255	Dedicated bus lanes are my preferred	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
256	Dedicated bus lanes here will decrease response time for first responders.	Ohio City Opt.3	Gehring St.	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	



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257	Dedicated Bus lanes!	Ohio City Opt.3	Gehring St.	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
258	Bus lanes can improve emergency response time	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
259	I also prefer dedicated bus lanes	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
260	Dedicated Bus Lane Efficient Effective BRT The Result	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
261	Dedicated 24/7 bus lanes	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
262	Only lane for bus. Will be helpful for faster service.	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
263	Bus lanes > parking	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
264	Dedicated Bus Lanes	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
265	24/7 Bus Lanes - Buses are often delayed here due to congestion. And this segment sees 12 buses per hour, accounting for more boardings than the Health Line. Faster, more reliable bus service is needed!	Ohio City Opt.3	Lorain - Jay	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
266	Stations : 1) real time info 2) ticket machines 3) better shelters 4) 24/7 bus lanes	Ohio City Opt.3	General	Stations	Public	11/20/24	GCRTA	Real time, shelters, 24/7 bus lanes are being considered as part of the project. Ticket machines are not being considered at this time.	
267	One big advantage for this section of Ohio City is that it has the rapid, lots of off street parking (esp. compared to other parts of the line), and side streets of the places with businesses, then, its one of the ones that needs on street parking less. Go ahead and extend the dedicated bus line.	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	Noted	
268	Physical separation for bus lanes. Domes or other vertical items would be preferred	Ohio City Opt.3	Franklin Blvd.	Bus Lanes	Public	11/20/24	GCRTA	The project will provide a double solid white line and rumble strip to delineate bus lanes.	
269	More off street parking for park	Ohio City Opt.3	Franklin - Detroit		Public	11/20/24	N/A	Not within the scope of this project.	
270	Bus lanes are really needed near the market! Bus bunching is bad now!	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
271	Leading right turn signal for bus only to merge into single bridge faster with less conflict	Ohio City Opt.3	Detroit + W.25th	Traffic Flow	Public	11/20/24	MBI	This will reduce the opportunity for buses to turn right, where they must be present at the beginning of the phase to do so, as opposed to the proposed condition that would allow them to make the right turn at any point throughout the northbound green phase. Such a change would increase bus stacking/bunching at the northbound BRT station which isn't desirable.	
272	This is the best option (bus lanes) (<i>shared bike / bus lane</i>)	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
273	Yes to 24/7 Bus lanes (<i>shared bike / bus lane</i>)	Ohio City Opt.3	General	Bus Lanes	Public	11/20/24	N/A	See 60% plans.	
274	Absolutely Not (<i>shared bike / bus lane</i>)	Ohio City Opt.3	General	Bicycling	Public	11/20/24	GCRTA	There is no practical alternative given limited right-of-way.	
275	Seems like this would do little to increase reliability (<i>No dedicated bus lane + Parking 1 side</i>)	Ohio City Opt.3	General	On-Street Parking	Public	11/20/24	N/A	Noted.	
276	Q: <i>Where do you park when you visit a business or shop located on West 25th</i> ? A: I park my bike on W. 25th in front of WSM I'd love more bike parking!!	Ohio City Opt.3	General	Bicycling	Public	11/20/24	GCRTA	Additional bike parking at WSM is not within the scope of this project.	



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277	Q: Where do you park when you visit a business or shop located on West 25th? I take the bus If the weather is nice and its not rush hour / heavy traffic I'll ride my bike there instead. I bring my bike inside or lock it up out front.	Ohio City Opt.3	General	Bicycling	Public	11/20/24	N/A	No action, data collection	
278	Q: Where do you park when you visit a business or shop located on West 25th? I park in the West Side market lot, or on Columbus near Abbey.	Ohio City Opt.3	General	N/A	Public	11/20/24	N/A	No action, data collection	
279	Q: Where do you park when you visit a business or shop located on West 25th? I take the bus to businesses on W 25th. Occasionally I've parked on Columbus near Abbey in a car	Ohio City Opt.3	General	N/A	Public	11/20/24	N/A	No action, data collection	
280	Q: Where are opportunities for improvements - safety, access, walkability lighting? A: Wide sidewalks clean paint and physical separation / barriers for crosswalk and bike / bus lanes. Trees	Ohio City Opt.3	General	Safety	Public	11/20/24	GCRTA	See 60% plans.	
281	Q: Where are opportunities for improvements - safety, access, walkability lighting? A: The intersection at Lorain and W. 25th should turn into an all way crossing with all the lights going red.	Ohio City Opt.3	General	Traffic Flow	Public	11/20/24	MBI	Noted. Additional improvements may be considered as part of the Lorain-Midway project.	
282	Q: Where are opportunities for improvements - safety, access, walkability lighting? A: Bigger / more trash containers	Ohio City Opt.3	General	N/A	Public	11/20/24	N/A	No action, data collection	
283	Q: Where do you feel unsafe? A: I feel unsafe biking around Lorain / W 25th It's hard to make left turns at that intersection on bike	Ohio City Opt.3	General	Bicycling	Public	11/20/24	MBI	Noted. Additional improvements may be considered as part of the Lorain-Midway project.	
284	Q: Where do you feel unsafe? A: The bridges are the worst. Little visual clutter means cars often drive 40 mph.	Ohio City Opt.3	General	Safety	Public	11/20/24	N/A	No action, data collection	
285	Q: What times of day do you / would you use the bus on this corridor? A: I take the bus all times of day / night on W.25th to work in the flats and visit friends in Ohio city.	Ohio City Opt.3	General	Overall	Public	11/20/24	N/A	No action, data collection	
286	Q: What times of day do you / would you use the bus on this corridor? A: 7 days a week, afternoons to evenings. To get to work, to shop, to go to the doctor, to connect to other buses.	Ohio City Opt.3	General	Overall	Public	11/20/24	N/A	No action, data collection	
287	Q: What is your primary reason for taking the bus? A: to get to work, but my work schedule changes. It's not always 9-5.	Ohio City Opt.3	General	Overall	Public	11/20/24	N/A	No action, data collection	
288	Q: What is your primary reason for taking the bus? A: Mostly social events so evening or late at night. Sometimes shopping at market	Ohio City Opt.3	General	Overall	Public	11/20/24	N/A	No action, data collection	
289	This intersection is dangerous - if anything can be done to reduce conflicts, that would be great!	Old Brooklyn	Pearl Rd. + State Rd.	Traffic Flow	Public	11/20/24	MBI	A larger reconfiguration to address the safety concerns at this intersection is beyond the scope of this project.	
290	This intersection is dangerous I know it is outside the scope of this project but if state could take part of the Walgreens lot then end in Altoona instead of Pearl it would help a lot.	Old Brooklyn	Pearl Rd. + State Rd.	Traffic Flow	Public	11/20/24	MBI	A larger reconfiguration to address the safety concerns at this intersection is beyond the scope of this project.	
291	Just a heads up there is a trash can here, but it gets overfull fast I guess it's a heavy use area for that for some reason. (Devonshire NB)	Old Brooklyn	Devonshire	N/A	Public	11/20/24	N/A	Noted.	
292	Why can't bus lane continue in SB direction through Devonshire?	Old Brooklyn	Devonshire	Bus Lanes	Public	11/20/24	MBI	Due to the SB lane split at Pearl & State, traffic needs to be able to access the curb lane if continuing south on Pearl. The 51-51A routes also split here, so buses will be using both lanes depending on route and no longer require the dedicated curb lane.	
293	I like that there are separated bus lanes here. The project really only works with separated bus lanes in busy areas.	Old Brooklyn	General	Bus Lanes	Public	11/20/24	N/A	Noted. See 60% plans	
294	Consider shifting Station South to not conflict w/ sign foundation	Old Brooklyn	W.25th + Wildlife Way	Stations	Public	11/20/24	MBI	Southbound station at Wildlife way has been shifted south.	
295	How does someone on the trail (North Side of Wildlife way) cross to the park?	Old Brooklyn	W.25th + Wildlife Way	Pedestrians	Public	11/20/24	MBI	In addition to the West 25th crosswalk at Wildlife way being maintained by the project, a signalized mid-block crossing just south of Wildlife way is proposed to provide access to the park.	
296	ex. station feels very tight. Would like walk width to be wider	Old Brooklyn	W.25th + Wildlife Way	Stations	Public	11/20/24	MBI	Widening walk to provide 9' minimum width at bus station east of Wildlife way intersection.	

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297	Improve access from this park to the path by the zoo	Old Brooklyn	W.25th + Wildlife Way	Pedestrians	Public	11/20/24	MBI	In addition to the West 25th crosswalk at Wildlife way being maintained by the project, a signalized mid-block crossing just south of Wildlife way is proposed to provide access to the park.	
298	I really like the dedicated lane coverage here!	Old Brooklyn	W.25th + Wildlife Way	Bus Lanes	Public	11/20/24	N/A	Noted	
299	Concerns with BRT and reducing car lanes to one in each direction: currently, traffic is easily backed up due to accidents, road construction, zoo traffic, etc.; people will find dedicated bus lanes confusing – for example, turning into a parking lot across a bus lane; people will be incentivized to find other routes to avoid BRT and therefore will have a negative impact on local small businesses; RTA ridership in Old Brooklyn is very low	Old Brooklyn	General	Traffic Flow	Public	11/20/24	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.	
300	Q: Where do you park when you visit a business or shop located on West 25th? A: I live in the neighborhood and almost always walk for local errands, usually the post office or tienda el quetzal	Old Brooklyn	General	N/A	Public	11/20/24	N/A	No action, data collection	
301	Q: Where do you park when you visit a business or shop located on West 25th? A: I take the bus or park on a side street like spokane or colburn	Old Brooklyn	General	Overall	Public	11/20/24	N/A	No action, data collection	
302	Q: Where are opportunities for improvements - safety, access, walkability lighting? A: the trash can at Devonshire and Pearl (northbound) is often very messy and over full.	Old Brooklyn	General	Overall	Public	11/20/24	N/A	Noted.	
303	Q: Where are opportunities for improvements - safety, access, walkability lighting? A: Better/ more trash containers	Old Brooklyn	General	Overall	Public	11/20/24	N/A	Noted.	
304	Q: Where do you feel unsafe? Why? A: Everywhere on Pearl cars drive fast lose control, hit buildings, kill people.	Old Brooklyn	General	Safety	Public	11/20/24	N/A	No action, data collection	
305	Q: Do you use alternative modes of transportation on West 25th? A: I bike and bus frequently from Old Brooklyn going to Ohio City, the flats or downtown. I always bike on the sidewalk in Old Brooklyn b/c traffic is too fast.	Old Brooklyn	General	Bicycling	Public	11/20/24	MBI	To better accommodate cyclists traveling through Old Brooklyn, the proposed design includes shared bus-bike lanes on the bridge from Brooklyn Center to Old Brooklyn.	
306	Q: What times of day do you / would you use the bus on this corridor? A: I bus to work 8-8:30 from Old Brooklyn to downtown	Old Brooklyn	General	Overall	Public	11/20/24	N/A	No action, data collection	
307	Q: What is your primary reason for taking this bus? A: Getting to work + other events downtown.	Old Brooklyn	General	Overall	Public	11/20/24	N/A	No action, data collection	
308	Real time info is very important. Yes it is!		General	Stations	Public	11/20/24	GCRTA	Real time info will be provided at new stations.	
309	Real time info! Yes		General	Stations	Public	11/20/24	GCRTA	Real time info will be provided at new stations.	
310	THIS! (pointing to real time info icon)		General	Stations	Public	11/20/24	GCRTA	Real time info will be provided at new stations.	
311	YES! More transparency into live stop times		General	Stations	Public	11/20/24	GCRTA	Real time info will be provided at new stations.	
312	On weekends we need buses every 20 minutes		General	Stations	Public	11/20/24	GCRTA	Service will be evaluated prior to construction.	
313	Very awesome project thanks		General	Stations	Public	11/20/24	N/A	Noted.	
314	Design for the most vulnerable		General	Stations	Public	11/20/24	N/A	Noted.	
315	Yes to greater overhead coverage + leaning rails		General	Stations	Public	11/20/24	GCRTA	Overhead coverage and leading rails will be provided at new stations.	
316	I like the shelter design. I would just like them to be consistently cleaned		General	Stations	Public	11/20/24	GCRTA	Noted.	