



Priority Corridor Update



RTA will designate Priority Corridors for capital investment in street infrastructure to improve bus speed, reliability, and rider convenience. RTA will partner with communities to create street amenities and foster transit oriented developments that support bus ridership on the Priority Corridors. Typical infrastructure improvements that encourage bus ridership include signal priority, bus lanes, bus bumpouts, upgraded transit waiting environments and improved pedestrian amenities. Supports for transit oriented development include zoning and incentives that encourage density, a mix of uses, reduced parking requirements, and pedestrian orientation.

The previous RTA Strategic Plan identified several Priority Corridors that were recommended for investment. Those Priority Corridors were discussed in the Existing Conditions chapter of this report. Among

other achievements, the establishment of Priority Corridors facilitated improvements including the MetroHealth Line on W. 25th St. the Cleveland State Line on Clifton Blvd and adding E. 105/E. 93rd as part of the City's Thrive E.105 Plan. The Priority Corridors brought focus to locations where transit-oriented development could be emphasized in partnership with local stakeholders.

The Strategic Plan and pillar studies offer an opportunity to update Priority Corridor designations. Updated priority corridors are listed below, in alphabetical order, arranged in Near-Term and Long-Term categories.

The long-term corridors are inclusive of the near-term and together build an interconnected network. This section discusses a framework for a Priority Corridor update and the process for identifying new Priority Corridor designations.

PRIORITY CORRIDORS

*Consistent with System Redesign
Pillar Study*



NEAR-TERM PRIORITY CORRIDORS

- A** W. 25th St
- B** Broadway Ave
- C** Union Ave / Harvard Ave
- D** Euclid Ave
- E** Red Line
- F** Blue Line / Green Line
- G** Lorain Ave
- H** Detroit Ave

LONG-TERM PRIORITY CORRIDORS

- I** Kinsman Rd / Chagrin Blvd
- J** E. 105th St / E. 93rd St
- K** W. 117th St
- L** Cedar Rd / Quincy Ave
- M** Superior Ave
- N** St. Clair Ave
- O** Lakeshore Blvd
- P** Warrensville Center Rd / Noble Rd

Community Partnership on Priority Corridors

Community partners can get involved in implementing improvements on priority corridors.

- Involve RTA early in infrastructure projects that impact the roadway
- Work with RTA to pursue grant funding
- Municipalities can encourage developers to talk with RTA in the process regarding needs and project design

Priority Corridor Findings

WHY UPDATE PRIORITY CORRIDORS FROM PREVIOUS STRATEGIC PLAN?

The Priority Corridor designation is a valuable tool for RTA staff that has led to a focused approach to transit corridor enhancements and partnerships. However, findings from the Strategic Plan and associated pillar studies highlight potential for adjustments.

More connections among Priority Corridors are needed

The System Redesign pillar study emphasizes that the best way to connect more people to more jobs is to create a frequent network of routes. The Fare Equity Analysis pillar study reveals that a significant amount of riders transfer between services across different corridors. In fact, people with low incomes transfer at a higher rate than other RTA riders. Connections between Priority Corridors help emphasize equity in the provision of RTA's services. Connections between Priority Corridors are just as valuable as the corridors themselves. Examples of updated Priority Corridors with new connections include Lorain Ave and Kinsman Rd / Chagrin Blvd.

Cohesion between infrastructure development and service frequency needs to be enhanced

The benefits of steady transit frequency all day add to the connectivity of routes and support the usability of transit. In the past, one would have imagined that Priority Corridors would identify locations with the most frequent transit service. In many cases, this was true, such as along W. 25th St, Broadway Ave, and others. In other cases - such as Detroit Ave, Cedar Rd, E. 105th, Lorain Ave, Kinsman Rd, and others - the Priority Corridor designation has not ensured frequent transit service throughout the day. Connecting infrastructure development, such as enhanced bus shelters and transit-oriented development, alongside high levels of frequent transit service will bring cohesion to RTA's efforts. Tying the two together will create a better customer experience.

New corridors offer new network opportunities

Additional north-south and east-west corridors outside of the urban core offer new opportunities for connectivity. W. 117th St is an example of a new

Priority Corridor that may not be the most densely populated and heavily traveled corridor in and of itself, but it offers valuable opportunities for frequent connections to many other corridors. Frequent, fast transit along W. 117th would offer connectivity between Detroit Ave Priority Corridor, Lorain Ave Priority Corridor, and multiple Red Line stations. Similarly, the addition of Noble Rd to the Warrensville Center Rd corridor creates a new frequent connection to Euclid Ave.

Tiered priorities create consistency

The Strategic Plan, in association with pillar studies, identifies a framework for planning to the year 2030. The System Redesign study offered several service concepts, notably a Current Funding Concept and an Expanded Funding Concept. RTA is planning on implementing items from the Current Funding Concept quickly, such as increased frequency of service on Priority Corridors such as Detroit Ave, Lorain Ave, Kinsman Rd, and E. 105th St. A tiered approach to Priority Corridor updates follows a framework of near-term focus and long-term focus.

Several Priority Corridors remain unchanged

While adjustments will be valuable as described above, many of the Priority Corridors from the past Strategic Plan should remain. There are a handful of roads that are densely populated and connect many places that remain valuable transit corridors for decades. Examples of largely unchanged Priority Corridor designations include Detroit Ave.

From Past To Future

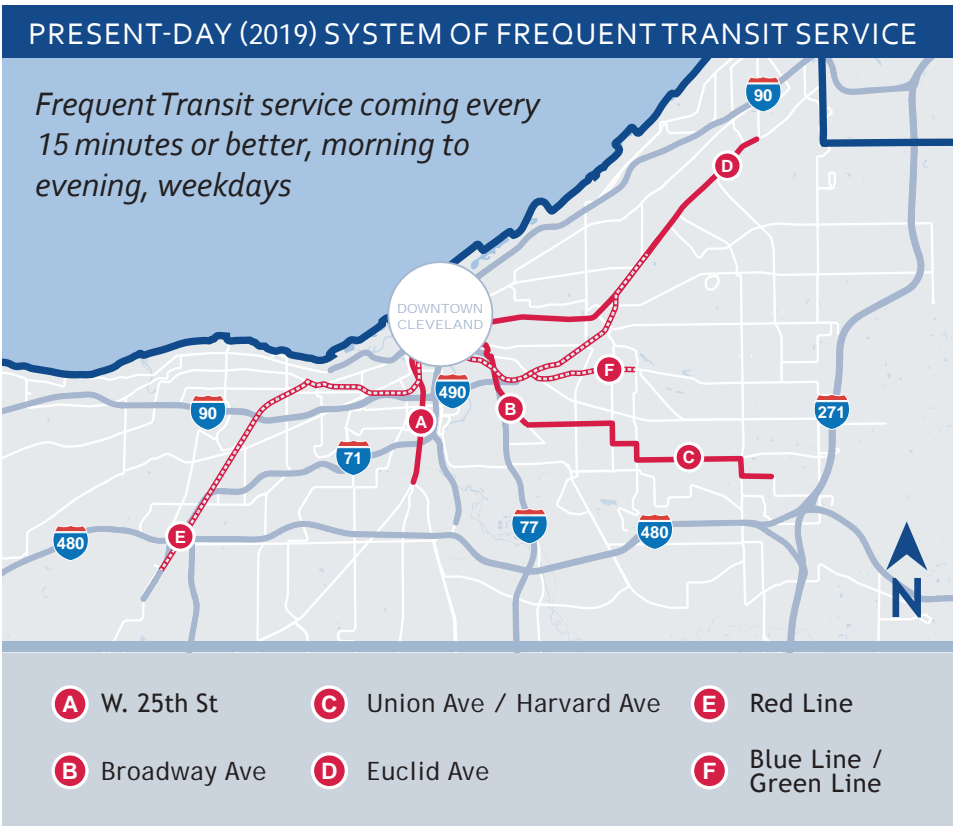
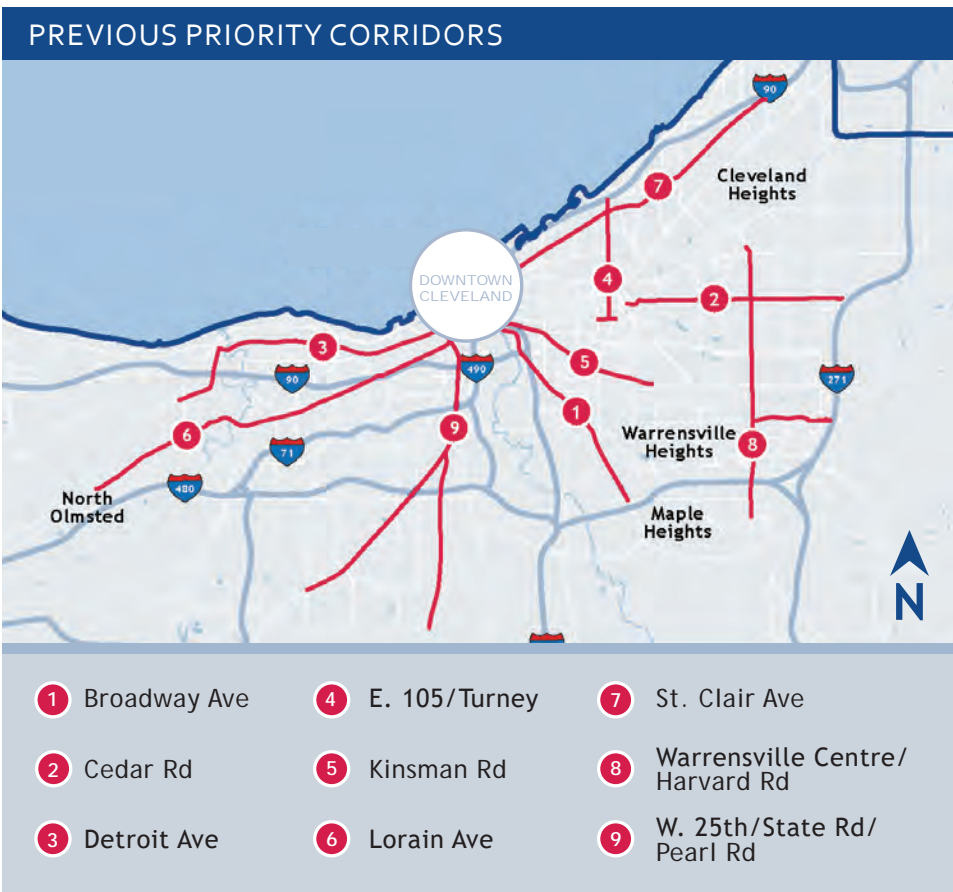
The Priority Corridor updates resulted from an assessment of previous Priority Corridor designations as well as new data from recent studies. Updated Priority Corridors are recommended as displayed visually in the following maps.

PREVIOUS PRIORITY CORRIDORS

As described and displayed in the Existing Conditions and Appendix, previously nine Priority Corridors provided a focus for transit-oriented development and infrastructure enhancements.

However, as displayed on the right, the Priority Corridor designation does not equate with all day frequent service. It is important to tie the two concepts together - focused corridor enhancements alongside frequent transit service - in order to leverage the most value out of limited resources.

Recent studies and analyses point to a framework for connecting frequent service with corridor infrastructure enhancements. The System Redesign study examined a Current Funding Concept and an Expanded Funding Concept for their impacts and outcomes. These conceptual networks are shown in the Appendix. The redesign concepts highlight the balance between routes that cover the entire county and those that focus on dense corridors with frequent service. Priority Corridors maintain a high propensity for transit with land uses and population that support transit-oriented development.

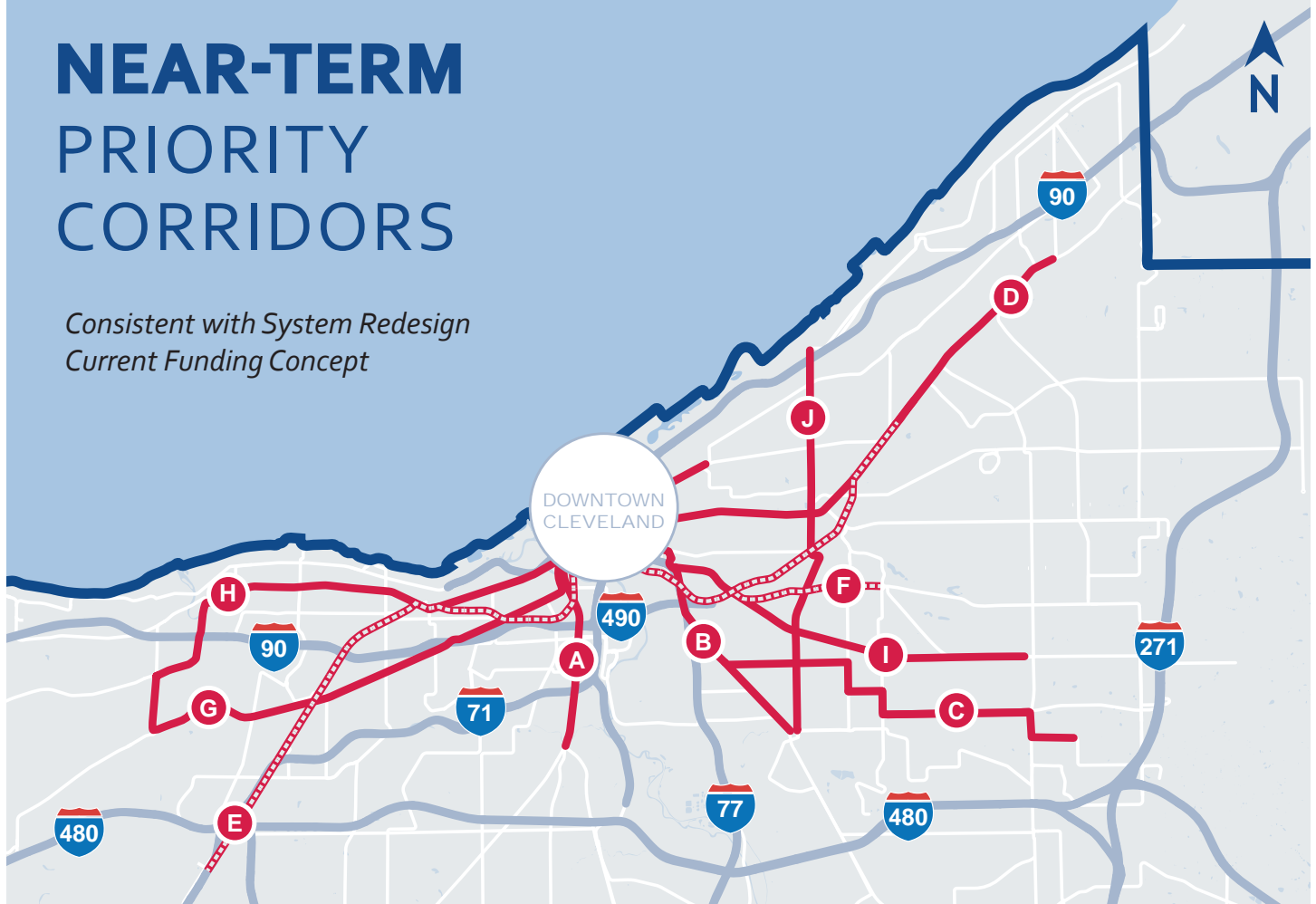


This is an opportune moment to marry the System Redesign pillar study’s concept of the Frequent Grid with RTA staff’s Priority Corridor designation. The study highlights, “Whenever frequent (red) lines cross, you can transfer with short waits to go any direction. That’s how this concept speeds up trips to

many destinations.” The pillar study’s Current Funding Concept identifies a frequent network of bus routes that forms a basis for Near-Term Priority Corridors. A map highlighting Near-Term Priority Corridors is shown below.

NEAR-TERM PRIORITY CORRIDORS

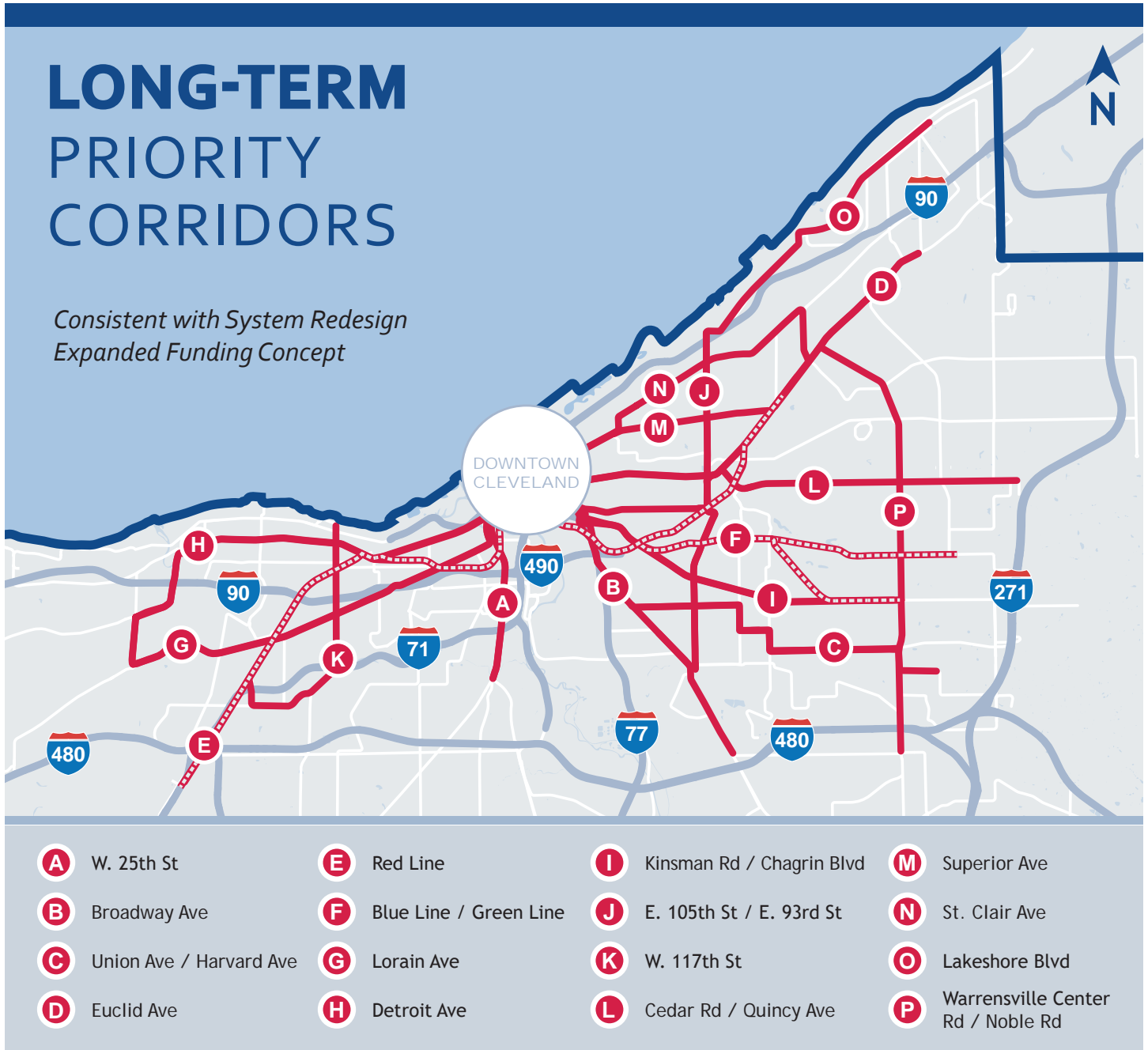
*Consistent with System Redesign
Current Funding Concept*



- A** W. 25th St
- B** Broadway Ave
- C** Union Ave / Harvard Ave
- D** Euclid Ave
- E** Red Line
- F** Blue Line / Green Line
- G** Lorain Ave
- H** Detroit Ave
- I** Kinsman Rd / Chagrin Blvd
- J** E. 105th St / E. 93rd St

The pillar study's Expanded Funding Concept identifies a frequent network of transit routes that forms a basis for Long-Term Priority Corridors.

A map highlighting Long-Term Priority Corridors is shown below.



Public and stakeholder engagement across the Strategic Plan and associated pillar studies have highlighted a strong preference for investing in State of Good Repair and maintenance of existing rail assets. The Red Line, Blue Line, and Green Line are highlighted for perpetual investment on maps displaying Priority Corridor updates since they are highly valued by the community. The Rail Car pillar study highlighted the types of investment these corridors require, with support from the RTA Board and community leaders. Similarly, the HealthLine was highlighted in the Economic Impact pillar study for its investment and partnership success, and is considered a key asset to maintain.

Engagement across the System Redesign study revealed preferences for a frequent network of routes that forms the core of a countywide system that deploys limited resources effectively. These Priority Corridor updates are in line with the studies, analyses, and engagement to date. These concepts should be considered flexible as additional evaluation of service and resources provide new opportunities. Previous Priority Corridor designations from the last Strategic Plan evolved over the years to respond to changing conditions. In a similar fashion, the new Priority Corridor updates provide a framework for the future that will evolve over time.

Updated Priority Corridor Data

This section highlights data regarding the nature of these updated Priority Corridors.

Overall Employment Information				
Corridor/Area	Businesses	Employees	Residential Population	Employee/ Residential Population Ratio (per 100 Residents)
Cuyahoga County	45,333	830,337	1,246,484	67
Near-Term Priority Corridors:				
Broadway Ave	492	6,986	13,390	52
Detroit Ave	1,585	17,404	37,144	47
E. 105th St / E. 93rd St	423	22,975	17,404	132
Kinsman Rd / Chagrin Blvd	698	17,847	21,467	83
Lorain Ave	1,227	14,097	31,456	45
St. Clair Ave	3,002	66,399	25,016	265
Superior Ave	3,170	74,113	23,934	310
Union Ave / Harvard Ave	400	6,359	20,581	31
W. 25th St	673	13,662	12,910	106
Long-Term Priority Corridors:				
Cedar Rd / Quincy Ave	1,073	27,164	32,161	84
Lakeshore Blvd	330	3,681	16,790	22
W. 117th St	576	8,475	20,290	42
Warrensville Center Rd / Noble Rd	978	21,663	24,828	87

Data source: US Census, ESRI



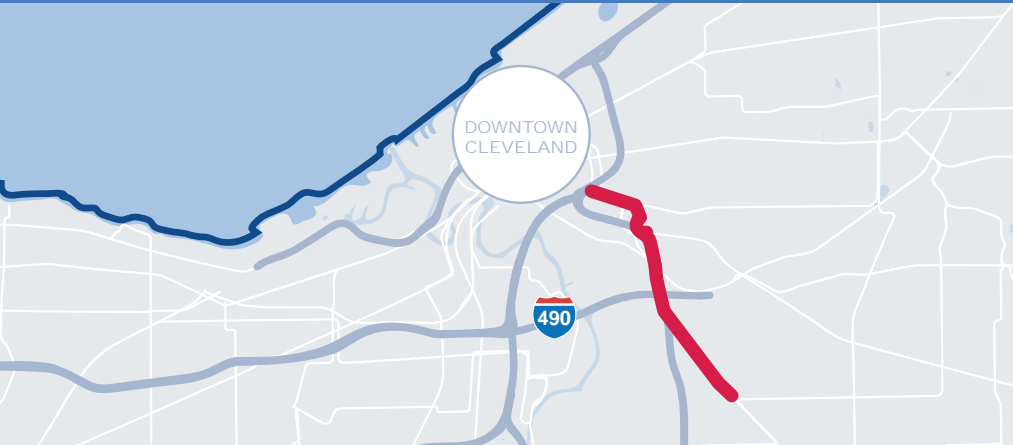
The table below displays commuter information for Cuyahoga County as a whole and each of the individual updated Priority Corridors.

Commuter Information		
Corridor/Area	Percent Drive Alone	Percent Take Public Transit
Cuyahoga County	80%	5%
Near-Term Priority Corridors:		
Broadway Ave	80%	6%
Detroit Ave	73%	8%
E. 105th St / E. 93rd St	72%	15%
Kinsman Rd / Chagrin Blvd	71%	15%
Lorain Ave	74%	7%
St. Clair Ave	60%	13%
Superior Ave	59%	14%
Union Ave / Harvard Ave	70%	14%
W. 25th St	65%	11%
Long-Term Priority Corridors:		
Cedar Rd / Quincy Ave	72%	6%
Lakeshore Blvd	75%	9%
W. 117th St	72%	9%
Warrensville Center Rd / Noble Rd	76%	7%

The data for each corridor highlight that a greater percentage of existing commuters take transit on these corridors when compared to countywide transit usage.

The following pages display individual data for each corridor.

NEAR-TERM PRIORITY CORRIDORS BROADWAY AVE



Broadway Ave is a primarily residential and industrial corridor that provides key connections downtown and at the Tri C-Campus District Rapid station, Union Ave, and E. 93rd St. In 2019, the corridor had approximately double the unemployment rate compared to the county average. Levels of income and educational attainment are lower along the Broadway Ave corridor compared to county averages. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

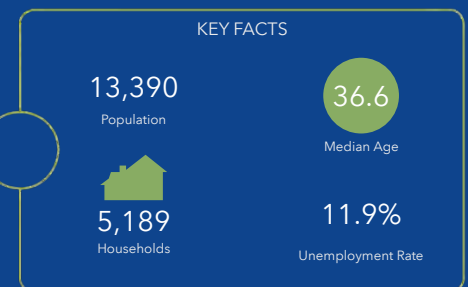
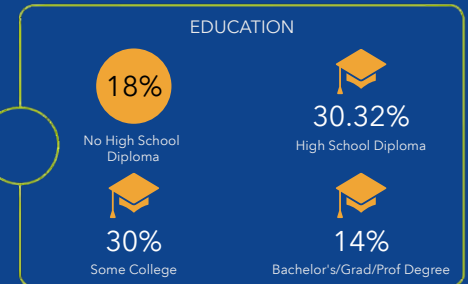
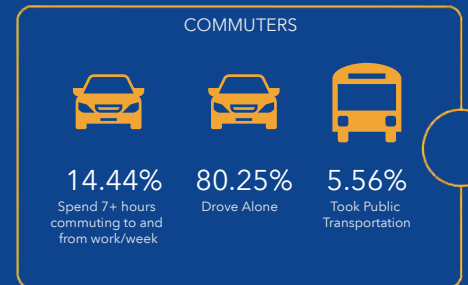
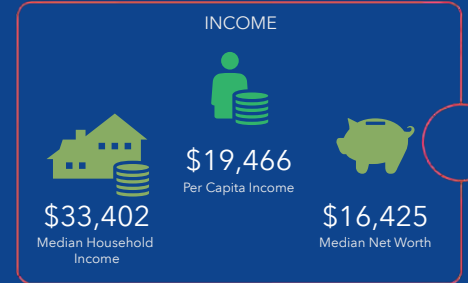
LAND USE

Land Use	Percent Area
RESIDENTIAL	38%
INDUSTRY	15%
TRANSPORTATION	14%
RETAIL	11%
Other (<5% Each)	22%

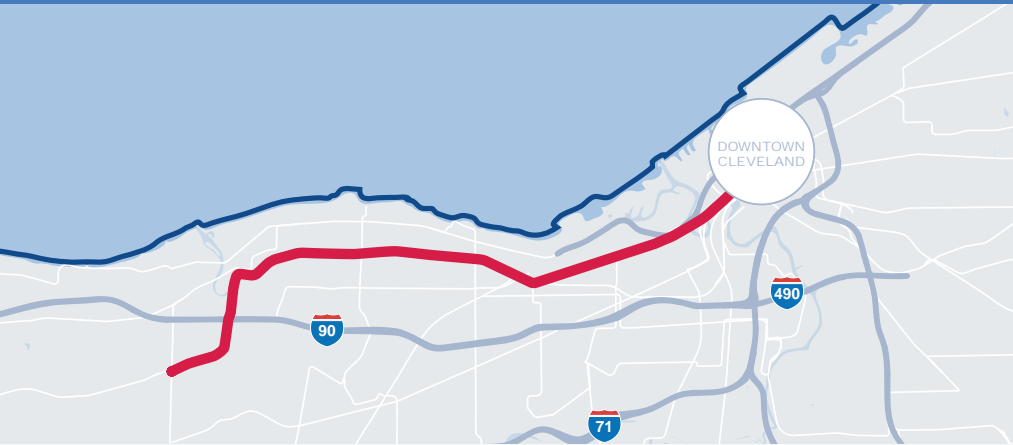
KEY CONNECTIONS

Broadway Ave	High Frequency Intersection
Broadway Ave & E. 9th St	N/A
To Broadway Ave & E. 34th St	Red Line/Blue Line/Green Line at Tri C-Campus District
To Broadway Ave & Union Ave	Union Ave/Harvard Ave Priority Corridor
To Broadway Ave & E. 93rd St/Turney Rd/Ella Ave	E. 105th St / E. 93rd St Priority Corridor
To Turney Rd & Granger Rd	N/A

EMPLOYMENT



NEAR-TERM PRIORITY CORRIDORS DETROIT AVE



Detroit Ave is a primarily residential and retail corridor that provides key connections downtown and at W. 25th St, Red Line, W. 117th St, and Lorain Ave. In 2019, the corridor had lower unemployment, had higher educational attainment, and was younger compared to county averages. More people take transit along the corridor and fewer people drive alone to work compared to county averages. Prioritized transit service in this corridor supports a transit oriented population and enhances a frequent transit network.

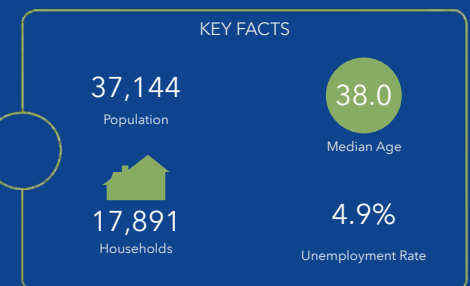
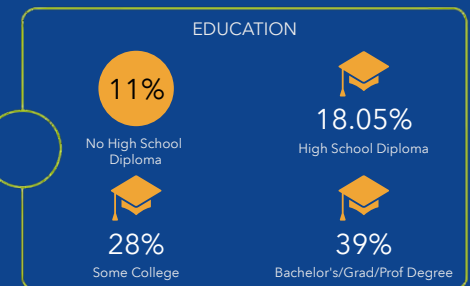
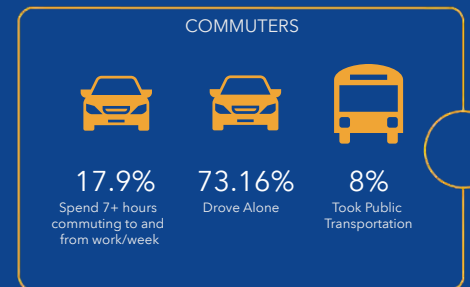
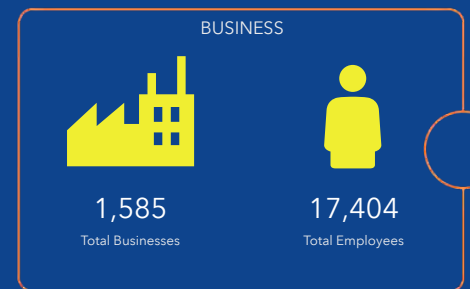
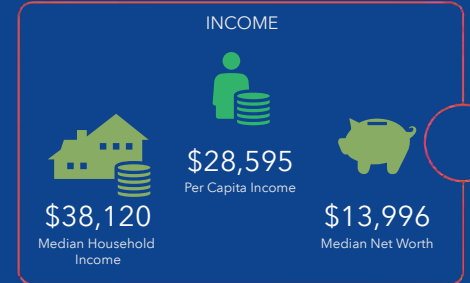
LAND USE

Land Use	Percent Area
RESIDENTIAL	47%
RETAIL	15%
APARTMENT	10%
PASSIVE GREEN SPACE	5%
Other (<5% Each)	23%

KEY CONNECTIONS

Detroit Ave	High Frequency Intersection
Detroit Ave & W 25th St	W 25th St Priority Corridor
To Detroit Ave & West Blvd	Red Line at West Blvd-Cudell
To Detroit Ave & W. 117th St	W 117th St Priority Corridor
To Centre Ridge Rd & W 210th St	Lorain Ave Priority Corridor

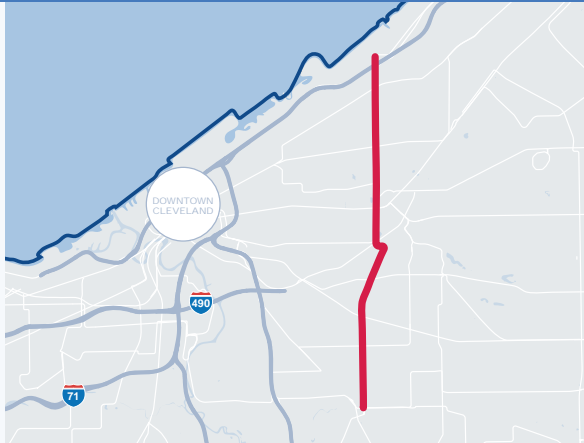
EMPLOYMENT



NEAR-TERM PRIORITY CORRIDORS

E. 105TH ST / E. 93RD ST

E. 105th St / E. 93rd St is a primarily residential, retail, and industrial corridor that provides key connections across the East Side.



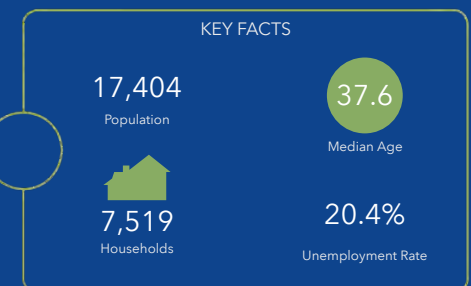
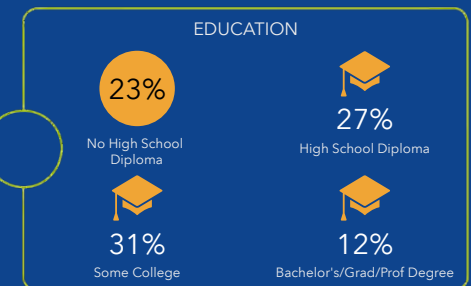
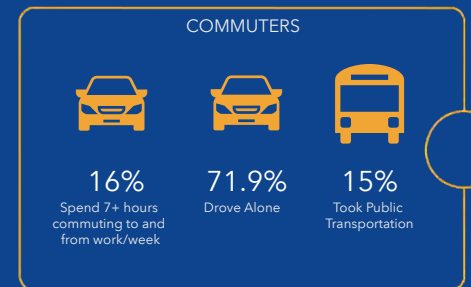
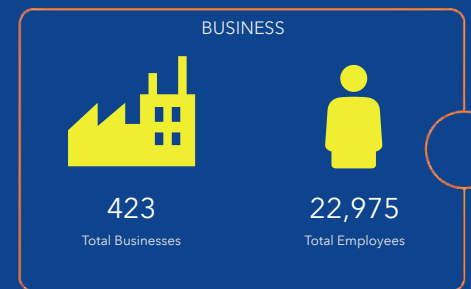
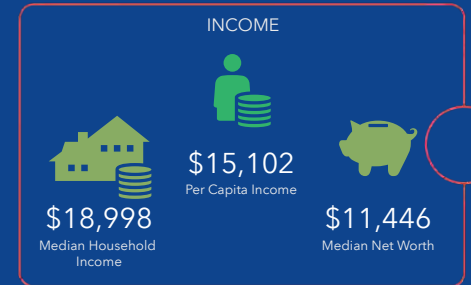
LAND USE

Land Use	Percent Area
RESIDENTIAL	42%
RETAIL	9%
INDUSTRY	8%
TRANSPORTATION	7%
ACTIVE GREEN SPACE	7%
APARTMENT	7%
LIGHT INDUSTRY	5%
OFFICE	5%
Other (<5% Each)	9%

KEY CONNECTIONS

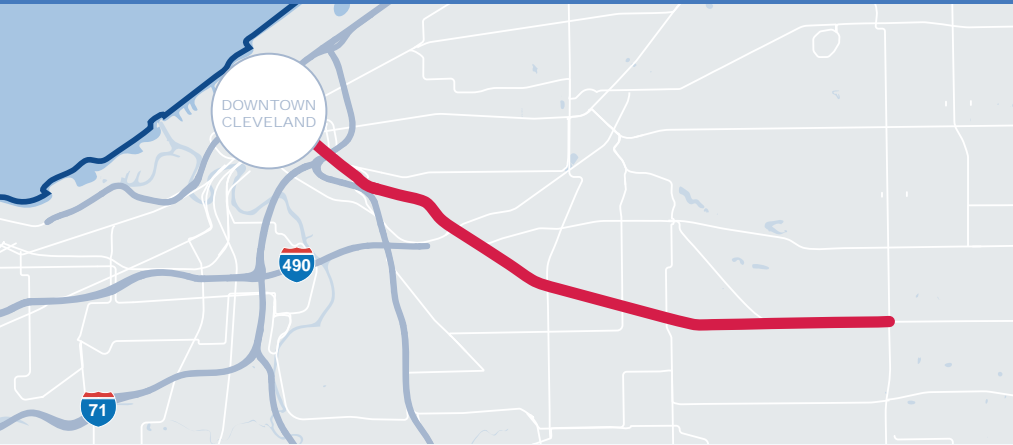
E. 105th St / E. 93rd St	High Frequency Intersection
E. 105th St & Lake Shore Blvd	Lakeshore Blvd Priority Corridor
To E. 105th St & St. Clair Ave	St. Clair Ave Priority Corridor
To E. 105th St & Superior Ave	Superior Ave Priority Corridor
To E. 105th St & Euclid Ave	Euclid Ave Priority Corridor
To E. 105th St & Quincy Ave	Red Line at E. 105th-Quincy And Cedar Rd / Quincy Ave Priority Corridor
To Quincy Ave & Woodhill Rd	N/A
To Woodhill Rd & Buckeye Rd	Blue Line/Green Line at Buckeye-Woodhill
To Woodhill Rd & E. 93rd St	N/A
To E. 93rd St & Kinsman Rd	Kinsman Rd / Chagrin Blvd Priority Corridor
To E. 93rd St & Union Ave	Union Ave/Harvard Ave Priority Corridor
To E. 93rd St & Broadway Ave	Broadway Ave Priority Corridor

EMPLOYMENT



NEAR-TERM PRIORITY CORRIDORS

KINSMAN RD / CHAGRIN BLVD



Kinsman Rd / Chagrin Blvd is a primarily residential, retail, and industrial corridor that provides key connections downtown and at E. 93rd St, Blue Line, and Warrensville Center Rd. In 2019, the corridor had more than double the unemployment rate compared to the county average. Levels of income and educational attainment are lower along the corridor compared to county averages. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

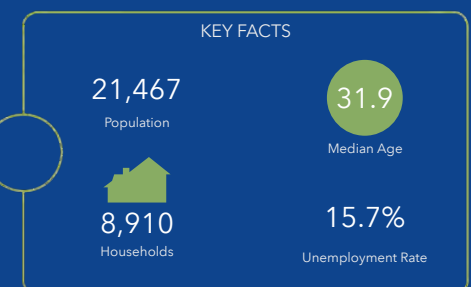
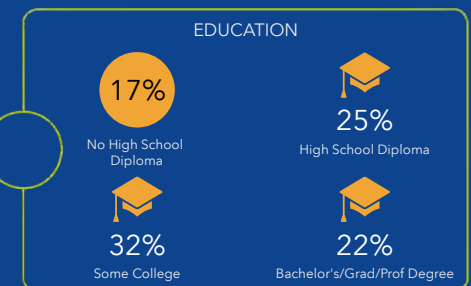
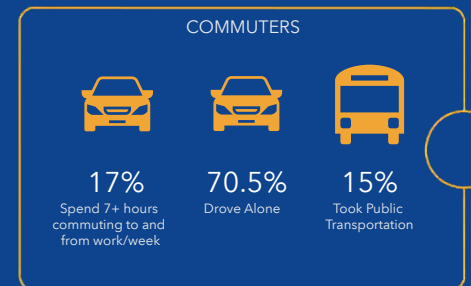
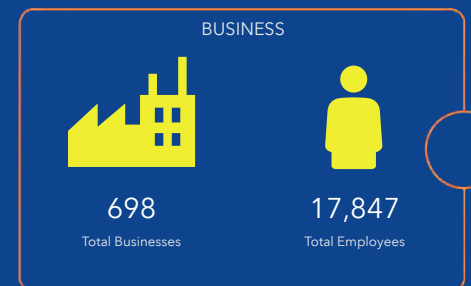
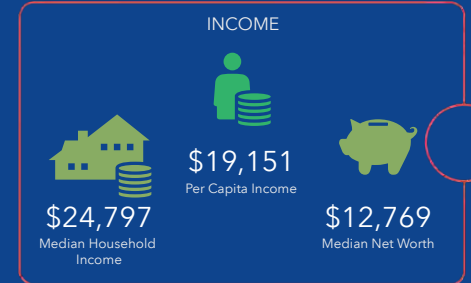
LAND USE

Land Use	Percent Area
RESIDENTIAL	40%
APARTMENT	11%
RETAIL	10%
LIGHT INDUSTRY	8%
TRANSPORTATION	8%
ACTIVE GREEN SPACE	6%
INDUSTRY	5%
Other (<5% Each)	13%

KEY CONNECTIONS

Kinsman Rd / Chagrin Blvd	High Frequency Intersection
Woodland Ave & E. 30th St	N/A
To Woodland Ave & E. 55th St	N/A
To Kinsman Rd & E. 93rd St	E. 105th St / E. 93rd St Priority Corridor
To Kinsman Rd & Chagrin Blvd	N/A
To Chagrin Blvd & Warrensville Center Rd	Warrensville Center Rd / Noble Rd Priority Corridor And Blue Line at Warrensville

EMPLOYMENT



NEAR-TERM PRIORITY CORRIDORS

LORAIN AVE



Lorain Ave is a primarily residential and retail corridor that provides key connections downtown and at W. 25th St, W. 117th St, Detroit Ave, and multiple Red Line Rapid stations. Levels of income and educational attainment are lower along the corridor compared to county averages. More people take transit along the corridor and fewer people drive alone to work compared to county averages. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

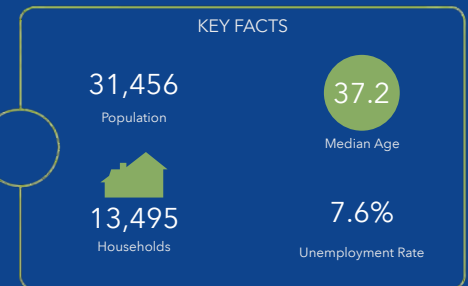
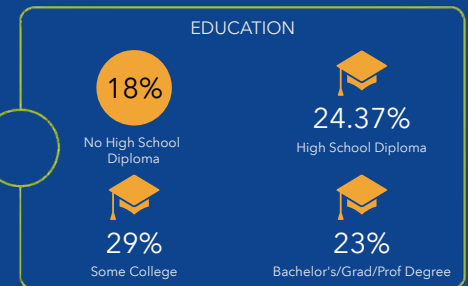
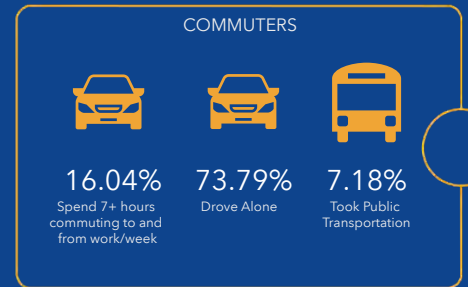
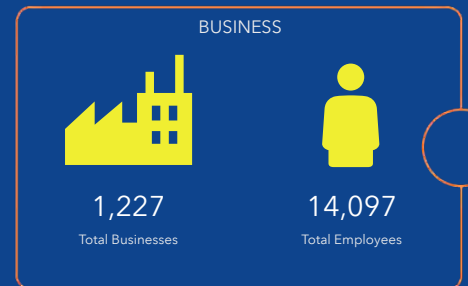
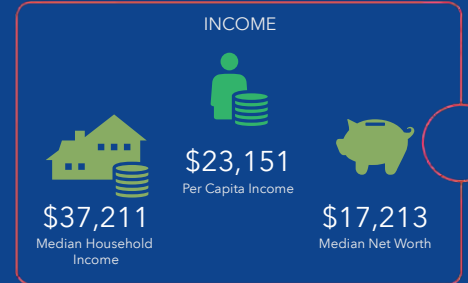
LAND USE

Land Use	Percent Area
RESIDENTIAL	54%
RETAIL	16%
APARTMENT	7%
TRANSPORTATION	6%
PASSIVE GREEN SPACE	6%
Other (<5% Each)	12%

KEY CONNECTIONS

Lorain Ave	High Frequency Intersection
Lorain Ave & W 25th St	W 25th St Priority Corridor And Red Line at W 25th - Ohio City
To Lorain Ave & W 65th St	Red Line at W 65th - Loraine
To Lorain Ave & W 117th St	W 117th St Priority Corridor
To Lorain Ave & W 140th St	Red Line at West Park
To Lorain Ave & W 210th St	N/A
To W 210th St & Centre Ridge Rd	Detroit Ave Priority Corridor

EMPLOYMENT



NEAR-TERM PRIORITY CORRIDORS ST. CLAIR AVE



St. Clair Ave Priority Corridor provides key connections downtown and to the East Side. Data is highlighted for two segments - west and east of E. 55th St - in order to provide more detailed consideration downtown of St. Clair versus Superior Ave for increased transit service. The System Redesign pillar study identified the core downtown corridor as Superior Ave. However, stakeholder agencies have plans for a road diet and median bicycle lanes on Superior Ave, an improvement that may preclude the frequency of buses described in the System Redesign study. If stakeholders prioritize bicycle travel over bus travel on Superior Avenue,, stakeholders and RTA should further prioritize roadway operations on St. Clair downtown for buses.

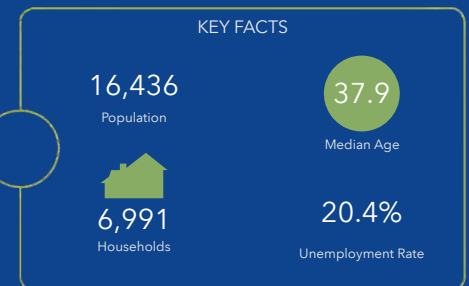
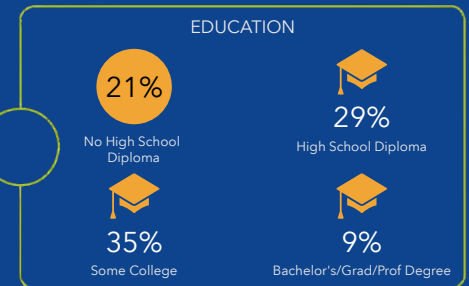
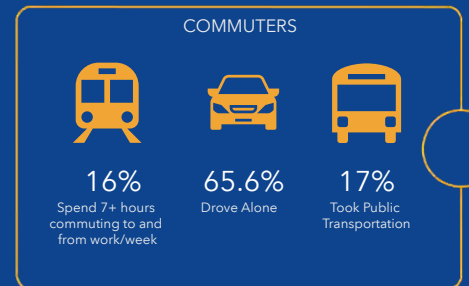
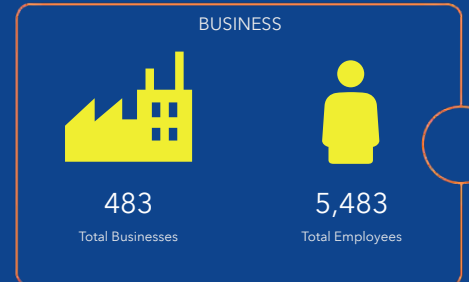
LAND USE

East of E. 55th St	Percent Area
RESIDENTIAL	48%
INDUSTRY	16%
RETAIL	11%
Downtown to E. 55th St	
INDUSTRY	21%
RETAIL	18%
LIGHT INDUSTRY	15%
OFFICE	14%

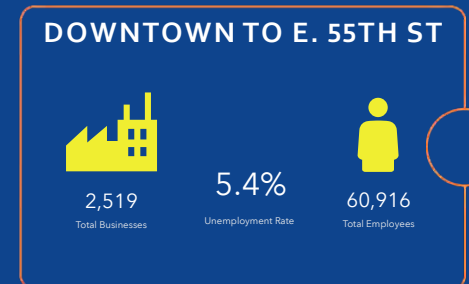
KEY CONNECTIONS

St. Clair Ave	High Frequency Intersection
St. Clair Ave & E. 55th St	Superior Ave Priority Corridor
To St. Clair Ave & E. 105th St	E. 105th St / E. 93rd St Priority Corridor
To St. Clair Ave & E. 152nd St	N/A
To E. 152nd St & Noble Rd	N/A
To Noble Rd & Euclid Ave	Euclid Ave Priority Corridor And Warrensville Center Rd / Noble Rd Priority Corridor

EAST OF E. 55TH ST

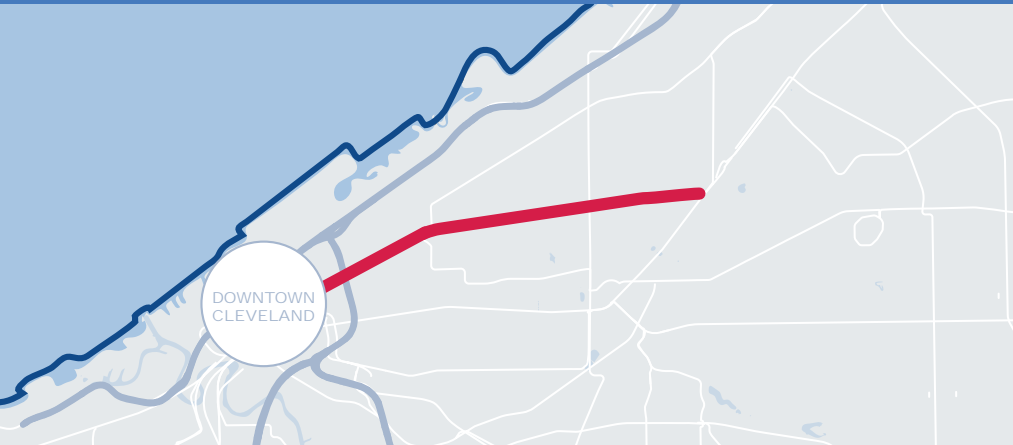


DOWNTOWN TO E. 55TH ST



NEAR-TERM PRIORITY CORRIDORS

SUPERIOR AVE



Superior Ave Priority Corridor provides key connections downtown and to the East Side. Data is highlighted for two segments - west and east of E. 55th St - in order to provide more detailed consideration downtown of St. Clair versus Superior Ave for increased transit service. The System Redesign pillar study identified the core downtown corridor as Superior Ave. Superior Avenue carries a large quantity of frequent bus service. Downtown Superior Avenue is also the planned location of median bicycle lanes known as the Midway. If Superior Avenue is to be prioritized as a premier transit corridor with bus only lanes along its length, careful consideration will need to be given to the extension of bike facilities along the route.

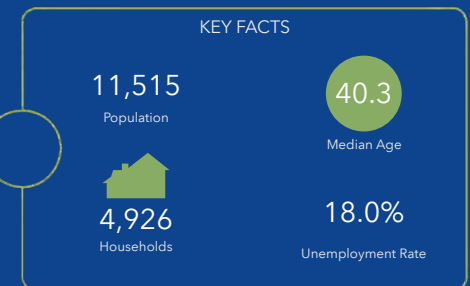
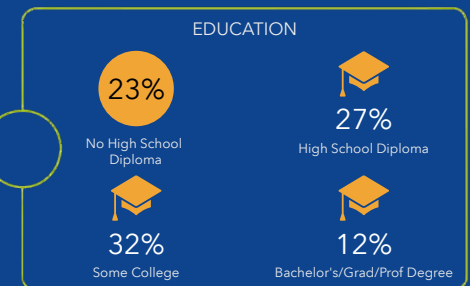
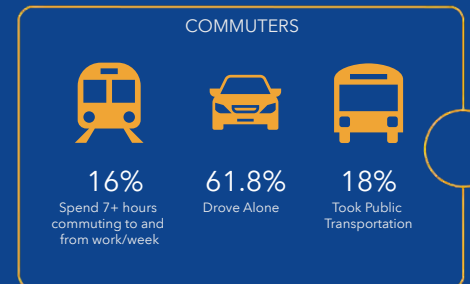
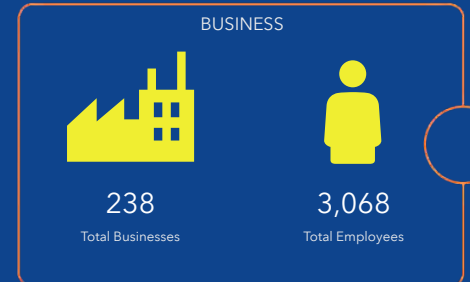
LAND USE

East of E. 55th St	Percent Area
RESIDENTIAL	58%
RETAIL	13%
APARTMENT	11%
Downtown to E. 55th St	
RETAIL	23%
OFFICE	17%
RESIDENTIAL	16%
INDUSTRY	12%

KEY CONNECTIONS

Superior Ave	High Frequency Intersection
Superior Ave & E. 55th St	St. Clair Priority Corridor
To Superior Ave & E. 105th St	E. 105th St / E. 93rd St Priority Corridor
	Red Line at Superior
To Superior Ave & Euclid Ave	And Euclid Ave Priority Corridor

EAST OF E. 55TH ST

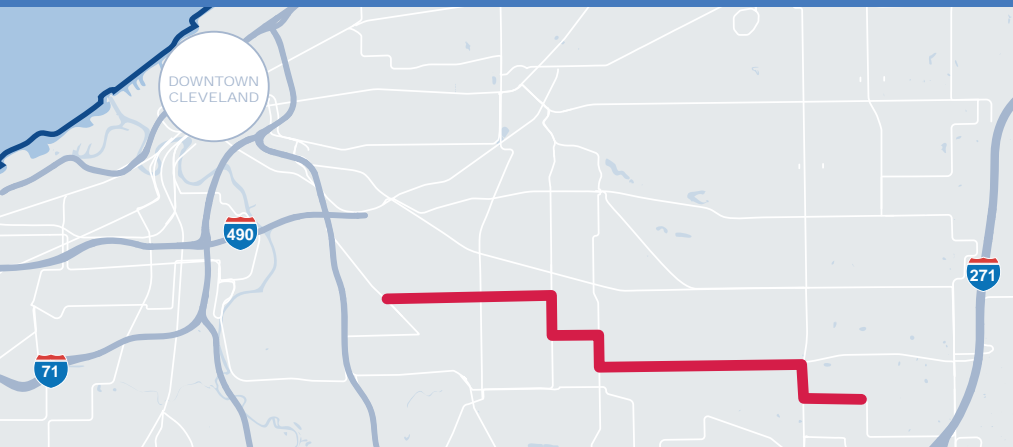


DOWNTOWN TO E. 55TH ST



NEAR-TERM PRIORITY CORRIDORS

UNION AVE / HARVARD AVE



Union Ave / Harvard Ave is a primarily residential and retail corridor that provides key connections at Broadway Ave, E. 93rd St, and Warrensville Center Rd. In 2019, the corridor had more than double the unemployment rate compared to the county average. Levels of income and educational attainment are lower along the corridor compared to county averages. The percentage of people who take transit is almost three times greater than the average percentage countywide. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

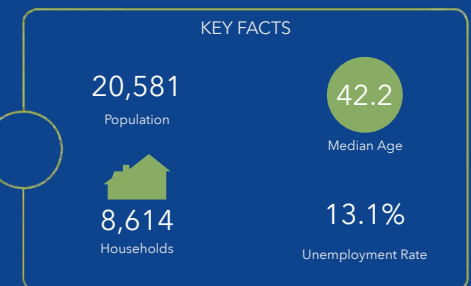
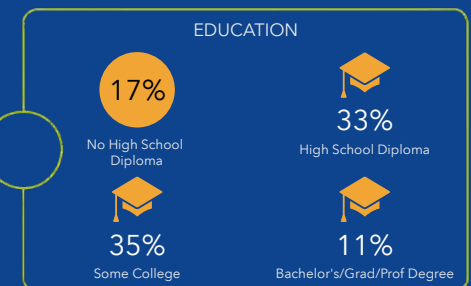
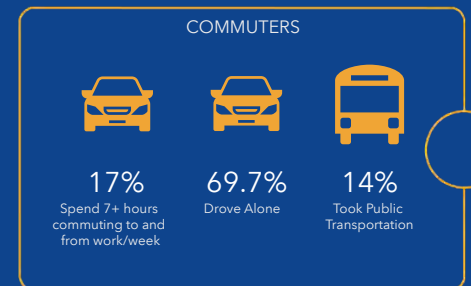
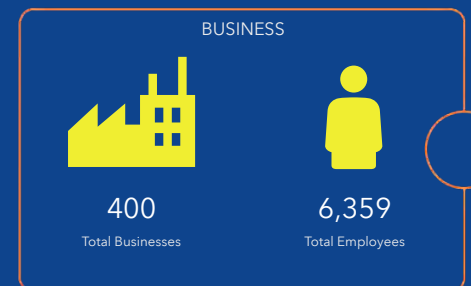
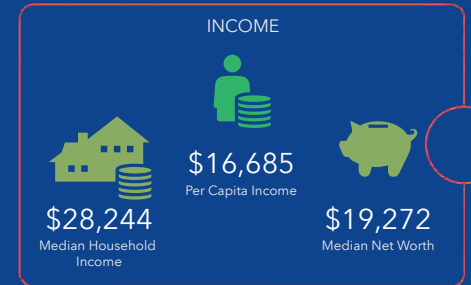
LAND USE

Land Use	Percent Area
RESIDENTIAL	70%
RETAIL	9%
SCHOOL	5%
Other (<5% Each)	16%

KEY CONNECTIONS

Union Ave / Harvard Ave	High Frequency Intersection
Union Ave & Broadway Ave	Broadway Ave Priority Corridor
To Union Ave & E. 93rd St	E. 105th St / E. 93rd St Priority Corridor
To Union Ave & E. 116th St	N/A
To E. 116th St & Corlett Ave	N/A
To Corlett Ave & E 131st St	N/A
To E. 131st St & Harvard Ave	N/A
To Harvard Ave & Warrensville Centre Rd	Warrensville Center Rd / Noble Rd Priority Corridor

EMPLOYMENT



NEAR-TERM PRIORITY CORRIDORS

W. 25TH ST



W. 25th St is a primarily residential, retail, and industrial corridor that provides key connections downtown and at Detroit Ave, Lorain Ave, and the Red Line. In 2019, the corridor had approximately double the unemployment rate compared to the county average. Levels of income and educational attainment are lower along the corridor compared to county averages. The percentage of people who take transit is double the percentage countywide. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

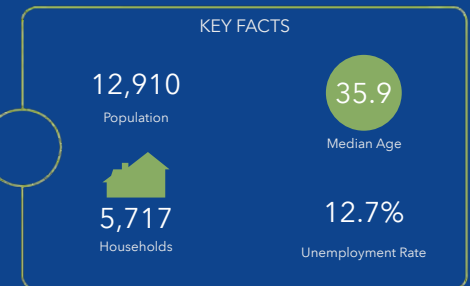
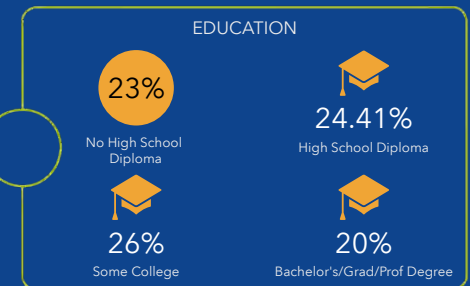
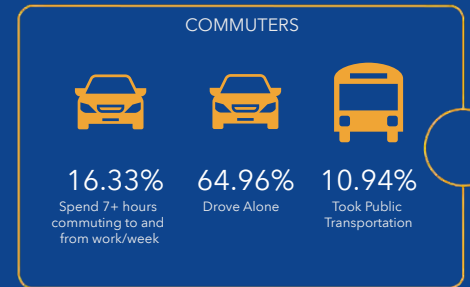
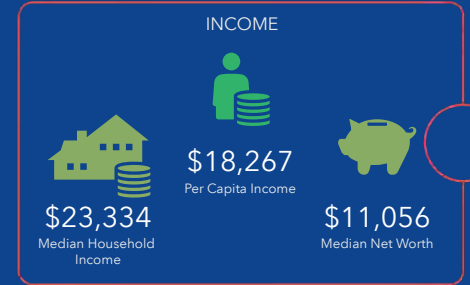
LAND USE

Land Use	Percent Area
RESIDENTIAL	32%
RETAIL	15%
INDUSTRY	12%
TRANSPORTATION	10%
APARTMENT	8%
OFFICE	6%
LIGHT INDUSTRY	5%
PASSIVE GREEN SPACE	5%
Other (<5% Each)	7%

KEY CONNECTIONS

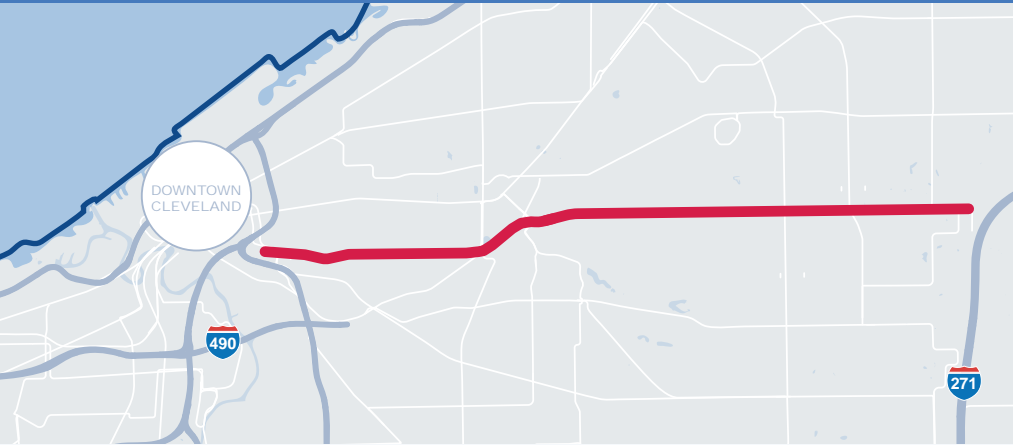
W. 25th St	High Frequency Intersection
W. 25th St & Detroit Ave	Detroit Ave Priority Corridor
To W. 25th St & Lorain Ave	Lorain Ave Priority Corridor
	And
	Red Line at W 25th - Ohio City
To W. 25th St & Pearl Rd	N/A
To Pearl Rd & Broadview Rd	N/A

EMPLOYMENT



LONG-TERM PRIORITY CORRIDORS

CEDAR RD / QUINCY AVE



Cedar Rd / Quincy Ave is a primarily residential and retail corridor that provides key connections downtown, at multiple Red Line Rapid stations, and at Warrensville Center Rd. Educational attainment is lower and unemployment is higher along this corridor compared to county averages. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

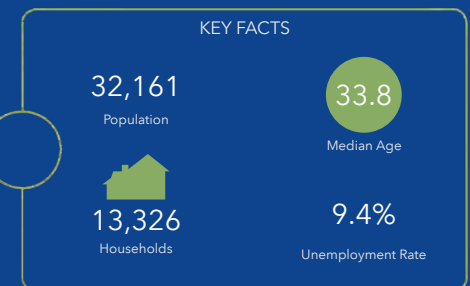
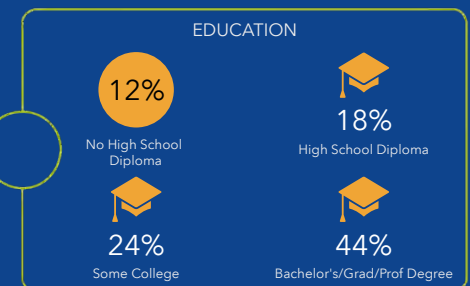
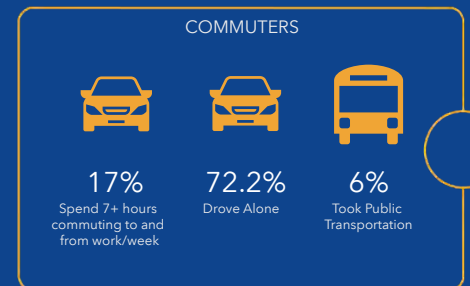
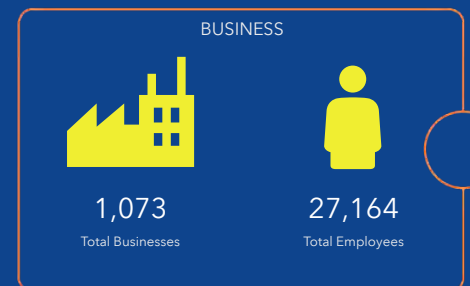
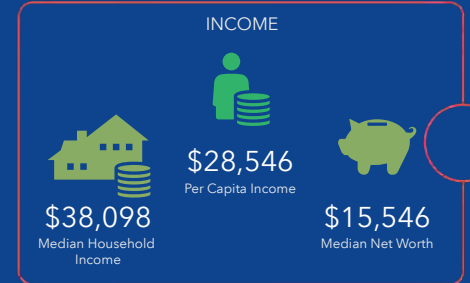
LAND USE

Land Use	Percent Area
RESIDENTIAL	49%
APARTMENT	13%
RETAIL	13%
PASSIVE GREEN SPACE	5%
Other (<5% Each)	20%

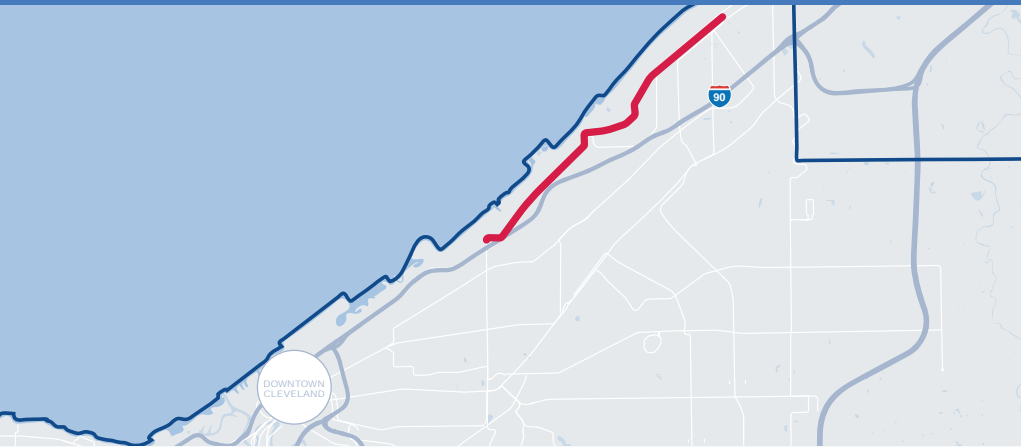
KEY CONNECTIONS

Cedar Rd / Quincy Ave	High Frequency Intersection
Quincy Ave & E. 40th St	N/A
To Quincy Ave & E. 105th St	Red Line at E. 105th-Quincy
To E. 105th St & Cedar Rd	N/A
To Cedar Rd & Red Line	Red Line at Cedar-University
To Cedar Rd & Warrensville Center Rd	Warrensville Center Rd / Noble Rd Priority Corridor
To Cedar Rd & Richmond Rd	N/A

EMPLOYMENT



LONG-TERM PRIORITY CORRIDORS LAKESHORE BLVD



Lakeshore Blvd is a primarily residential and retail corridor with significant green space that connects to E. 105th St. Unemployment is higher, income is lower, and more people take transit along the corridor compared to county averages. Prioritized transit service in this corridor supports a transit oriented population and enhances a frequent transit network.

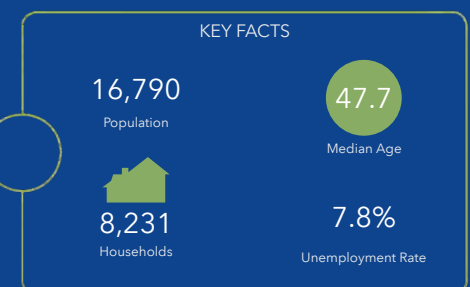
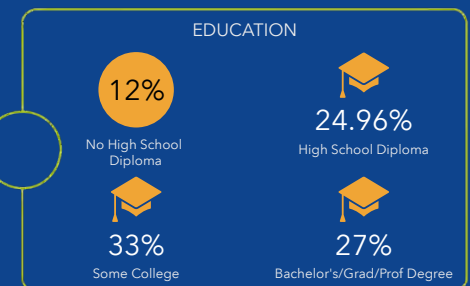
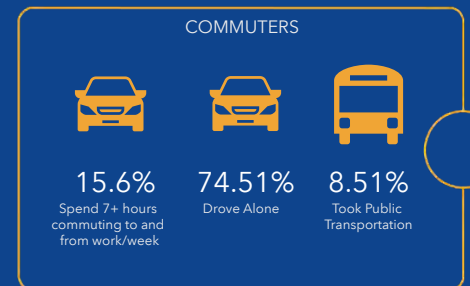
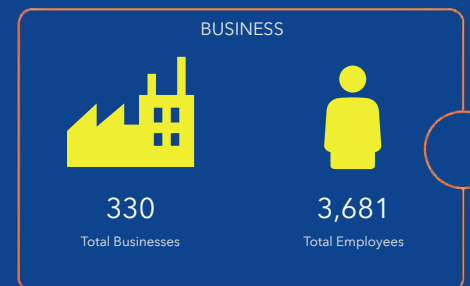
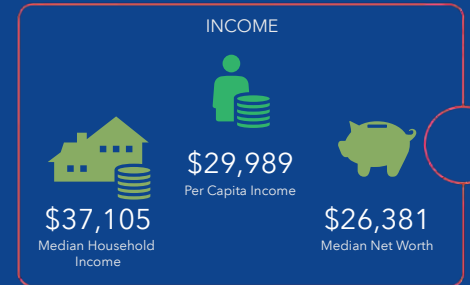
LAND USE

Land Use	Percent Area
RESIDENTIAL	64%
ACTIVE GREEN SPACE	8%
RETAIL	7%
APARTMENT	6%
UTILITY	5%
Other (<5% Each)	11%

KEY CONNECTIONS

Lakeshore Blvd	High Frequency Intersection
Lakeshore Blvd & E. 105th St	E. 105th St / E. 93rd St Priority Corridor
To Lakeshore Blvd & Babbitt Rd	N/A

EMPLOYMENT



LONG-TERM PRIORITY CORRIDORS W. 117TH ST



W. 117th St is a primarily residential, retail, and industrial corridor that provides key connections at Detroit Ave, Lorain Ave, and multiple Red Line Rapid stations. Levels of income and educational attainment are lower along the corridor compared to county averages. More people take transit and fewer people drive alone to work compared to county averages. Prioritized transit service in this corridor supports equity and enhances a frequent transit network.

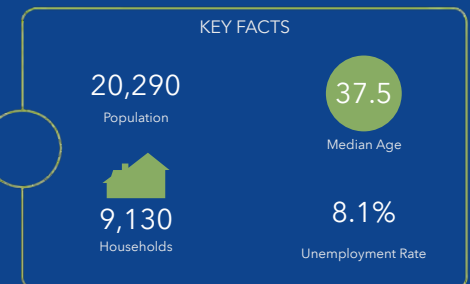
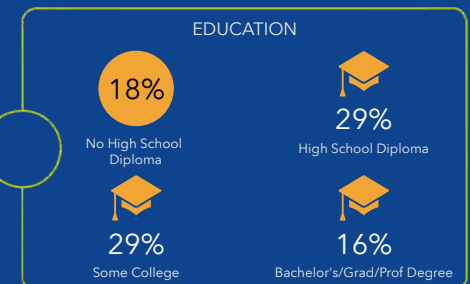
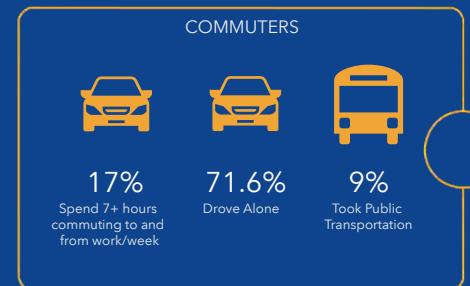
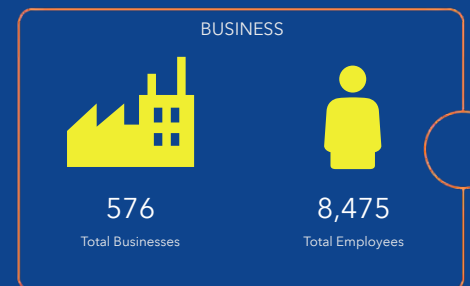
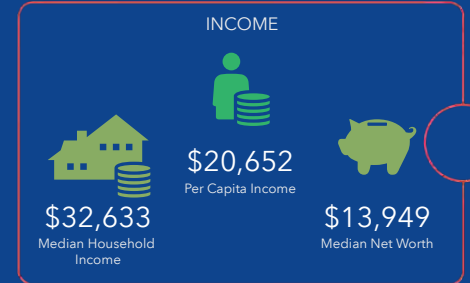
LAND USE

Land Use	Percent Area
RESIDENTIAL	50%
RETAIL	12%
INDUSTRY	12%
TRANSPORTATION	10%
APARTMENT	5%
Other (<5% Each)	10%

KEY CONNECTIONS

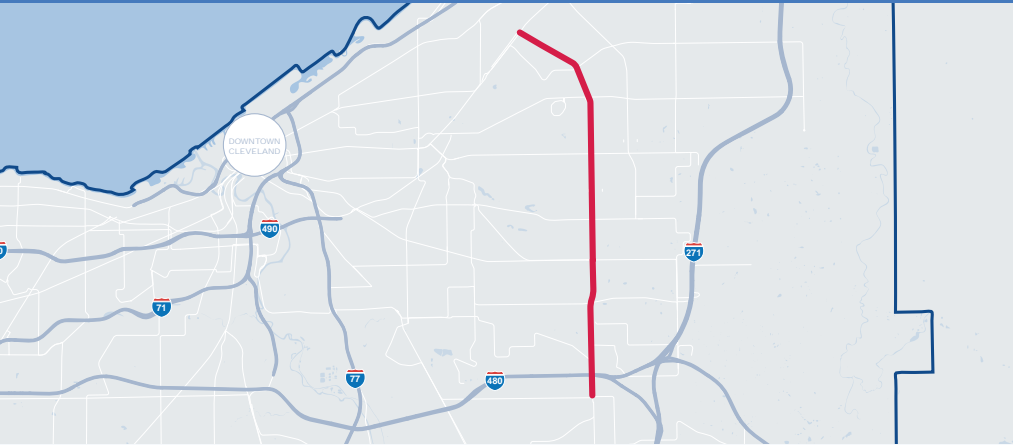
W. 117th St	High Frequency Intersection
W. 117th St & Clifton Blvd	N/A
To W. 117th St & Detroit Ave	Detroit Ave Priority Corridor
To W. 117th St & Madison Ave	Red Line at W. 117-Madison
To W. 117th St & Lorain Ave	Lorain Ave Priority Corridor
To W. 117th St & Bellaire Rd	N/A
To Bellaire Rd & Puritas Ave	N/A
To Puritas Ave & W. 154th St	Red Line at Puritas

EMPLOYMENT



LONG-TERM PRIORITY CORRIDORS

WARRENSVILLE CENTER RD / NOBLE RD



Warrensville Center Rd / Noble Rd is a primarily residential, office, and retail corridor that provides key connections to Euclid Ave, Cedar Rd, Kinsman Rd, Harvard Ave, and Blue Line and Green Line Rapid stations. Many socioeconomic measures are on par with county averages. However, more people take transit along the corridor and fewer people drive alone to work compared to county averages. Prioritized transit service in this corridor supports a transit oriented population and enhances a frequent transit network.

LAND USE

Land Use	Percent Area
RESIDENTIAL	40%
OFFICE	15%
RETAIL	13%
ACTIVE GREEN SPACE	9%
Other (<5% Each)	24%

KEY CONNECTIONS

Warrensville Center Rd / Noble Rd	High Frequency Intersection
Noble Rd & Euclid Ave	Euclid Ave Priority Corridor
To Noble Rd & Warrensville Center Rd	N/A
To Warrensville Center Rd & Cedar Rd	Cedar Rd / Quincy Ave Priority Corridor
To Warrensville Center Rd & Shaker Blvd	Green Line at Warrensville-Shaker Blue Line at Warrensville
To Warrensville Center Rd & Kinsman Rd	And Kinsman Rd / Chagrin Blvd Priority Corridor
To Warrensville Center Rd & Harvard Ave	Union Ave / Harvard Ave Priority Corridor
To Warrensville Center Rd & Libby Rd	N/A

EMPLOYMENT

