

Chapter 7 Summary and Next Steps

Summary

In preparing this long-range plan update, GCRTA developed a set of 10 strategic initiatives. These initiatives, found in Chapter 1, are action steps to be taken now by RTA to position the transit authority to later implement the longer-term *Transit 2025* projects.

This long-range plan refocuses on providing basic, quality transit service in order to support a strengthening of the region's urban core, and stabilizing transit ridership. But it also helps lay the foundation for future transit system development in concert with new regional development and the evolution of the region's entire transportation network.

Next Steps

Completed in 2004, eleven years after adoption of *Transit 2010*, RTA's first-ever long range plan, *Transit 2025* is a guide for:

- *updating the transit element of the NOACA Long Range Transportation Plan, Framework for Action 2025 (next update scheduled for 2005);*
- *developing RTA's annual Capital and Operating Budget, and updating its annual Service Management Plan;*
- *encouraging municipalities to enhance transit waiting environments and pursue joint development around transit stations, centers and park-and-ride lots; and*
- *continuing discussions throughout the Greater Cleveland community regarding long-range policy issues such as regionalization and their related social and economic impacts.*

Adoption of this plan by the RTA Board marks an important milestone. With the continued growth of a coordinated network of transit centers, park & ride lots, community circulators and other services first envisioned nearly 15 years ago, many of RTA's first long-range plan milestones are being achieved. When the Euclid Corridor Transportation Project becomes operational in 2008, another major long-range milestone will have been reached.

Efforts toward projects yet unattained, like new transit oriented joint development, can hopefully be advanced in the near term. *Transit 2025* projects like the recently opened W. 65th Street-Lorain-EcoVillage Rapid Station will hopefully spur even more station area development, such as that being envisioned at the E. 120th Street Station. Building the transit system recommended by this plan will require more than just additional funding. Active citizen and public official involvement and cooperation by all stakeholder organizations will be needed in order to realize the *Transit 2025* plan's vision for public transportation in Greater Cleveland.