



MetroHealth Line BRT – Community Development Corporation (CDC) 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 Community Development Corporations (CDCs) within the project limits, including Ohio City Incorporated, Old Brooklyn CDC, and Metro West CDC, to gather feedback on the proposed MetroHealth Line Bus Rapid Transit (BRT) project.

This feedback was collected between June and October 2024 and generated 29 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 comments focus on improving safety, accessibility, coordination with adjacent projects, and ensuring the BRT design supports neighborhood vitality and business needs. Responses to each comment received are included in the comment matrix provided with this document.

Key Themes Identified

Pedestrian & Cyclist Safety: CDC stakeholders emphasized the need for protected bike lanes and wider, more visible crosswalks, particularly near high-traffic areas like the Ohio City Market District and Church Avenue. Concerns were also raised about pedestrian access to the future Irishtown Bend Park and the need for safe crossings near the Zoo and MetroHealth campuses.

Station Design & Amenities: There was strong interest in enhancing station amenities, including larger shelters with extended awnings, better signage, and real-time information. CDCs requested that stations be designed with sufficient space for waiting passengers and that neighborhood-focused panels include opportunities for public art and potentially local business promotion.

Bus Lanes & Traffic Flow: CDC feedback supported the use of shared bus-bike lanes but raised questions about how right turns and lane markings would be managed. Concerns were also raised about traffic flow at complex intersections like State and Pearl.

Parking & Business Access: Concerns were raised about the loss of on-street parking, especially in areas like Clark-Fulton, where businesses lack rear or district parking, as well as the Ohio City Market District. Historic concerns with hospital visitors parking on residential streets to avoid paying for parking on MetroHealth campuses were also noted.

Project Coordination & Communication: CDCs stressed the importance of aligning construction timelines with adjacent projects like the Irishtown Bend Project and ensuring consistent corridor-wide signage and design themes. They also requested more visible and accessible rider information, including maps and first-time rider guidance at stations.

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
1	Protected Bike Lanes. We want this section to feel safe for cyclists and pedestrians as there will be more activity among both here as ITB comes into focus.	Ohio City	Detroit-Franklin	Bicycling	CDC (OCI)	06/17/24	MBI	Project is in coordination with Metroparks and ITB design team to construct shared use path on east side of West. 25th Street from Franklin to Detroit.	
2	Coordinate road construction timing/sequencing with Irishtown Bend so is complete at same time and doesn't pinch access to new park (est. completion summer 2027)	Ohio City	Detroit-Franklin	Overall	CDC (OCI)	06/17/24	GCRTA	Project is in coordination with Metroparks and ITB design team.	
3	[PRIVATE/INTERNAL ONLY] High-level talks with Lutheran site - redevelopment within next 5 years (important to reduce lanes/width to not have to cross "highway" to get to ITB Park, don't want it to cut off from neighborhood)	Ohio City	Aust-Vestry	Pedestrians	CDC (OCI)	06/17/24	MBI	Current concept from Franklin boulevard to Detroit Ave includes central median.	
4	OCI has plans to improve the crosswalk at Franklin in coordination with the City	Ohio City	Franklin	Pedestrians	CDC (OCI)	06/17/24	MBI	Project is coordination with Metroparks and ITB design team performing work at the W.25th/Franklin intersection	
5	More police protection activity and safety for transit users around Riverview	Ohio City	Franklin-Bridge	Safety	CDC (OCI)	06/17/24	GCRTA	Project is in coordination with City of Cleveland and CPD.	
6	Keep on-street parking in front of businesses with high demand for short term parking.	Ohio City	Jay-Market Ave	On-Street Parking	CDC (OCI)	06/17/24	GCRTA	60% plans are for shared bus-bike lanes only lanes.	
7	W. 25th and Lorain bus shelters – could these move south of Lorain to prevent congestion?	Ohio City	Lorain	Stations	CDC (OCI)	06/17/24	GCRTA	Shelters are located to work with existing bus routes.	
8	Make both crosswalks wider between Market Square Park and West Side Market; understand W. 25th is a state route is limited in style choices (a colorful crosswalk) but we would love to see it widened at least.	Ohio City	Lorain	Pedestrians	CDC (OCI)	06/17/24	MBI	Additional work proposed at Market Avenue includes a 20' wide crossing for W. 25th.	
9	Lorain Midway - latest design shows adding turn lanes for EB-SB - thinking about how the intersection works in this direction as well	Ohio City	Lorain	Bicycling	CDC (OCI)	06/17/24	MBI	BRT design does not preclude current proposed concept for Lorain Midway.	
10	Keep on-street parking outside Intro	Ohio City	Lorain-Gehring	On-Street Parking	CDC (OCI)	06/17/24	GCRTA	On-street parking will be eliminated just south of intro building. Pocket parking adjacent to intro building will be maintained.	
11	At Carriage house project in former Voss space - try to keep as travel lanes, maybe keep dedicated bus lanes to peak times only	Ohio City	Chatham-Monroe	Bus Lanes	CDC (OCI)	06/17/24	MBI	60% plans show dedicated shared bus-bike lanes at all times along this segment of the corridor. Project understands that Voss project will include parking.	
12	Timing of bus pickups, 15 minute interval spacing instead of 30, spacing them out more	Overall	General	Bus Frequency	CDC (OCI)	06/17/24	GCRTA	Bus frequency interval will be reevaluated as part of ridership analysis.	
13	More bus rider communications: maps, info for first time riders (<i>provide at stops</i>)	Overall	General	Stations	CDC (OCI)	06/17/24	GCRTA	Information kiosks will be provided at all new bus stations.	
14	More clear and visible signage, people miss the tiny red and white bus stop signage.	Overall	General	Stations	CDC (OCI)	06/17/24	GCRTA	Signage along the BRT corridor will be reevaluated prior to opening.	
15	Trees for a continuous feel - brought up from previous stakeholder meeting	Overall	General	Overall	CDC (OCI)	06/17/24	GCRTA	Not within scope and budget of this project.	
16	Where are you cutting off the neighborhood divisions? Don't want dead zones between neighborhoods. (<i>so there is no break in themes, signage, art, etc. </i>)	Overall	General	Overall	CDC (OCI)	06/17/24	GCRTA	Signage for the MetroHealth Line BRT will be consistent to create a uniform BRT corridor. Art and themes will be evaluated at the next public meeting.	
17	Will there be any consideration for optimization of signals at State and Pearl?	Old Brooklyn	State	Traffic Flow	CDC (OBCDC)	06/26/24	MBI	Optimized signal timings at all intersections will be implemented as part of the project.	
18	For right turns, a lot of asymmetric intersections, does car go into bus lane?	Overall	General	Bus Lanes	CDC (OBCDC)	06/26/24	MBI	Will use BAT (business access + transit) lanes - signing + markings; Will be for vehicle and bus, with through-movement for bus only.	
19	What will the bus lane marking delineation be?	Overall	General	Bus Lanes	CDC (OBCDC)	06/26/24	GCRTA	Shared bus-bike lane delineated with white double-solid line and white text "BIKES BUSES ONLY" painted on the lane. Signage designating the RT lane as shared bus-bike lane provided after each cross street. Rumble strips will be added for delineation.	

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20	State Rd is most challenging intersection. One issue worth noting - prevalence of traffic going NB and making LT on Stanford Ave - might be helpful to have additional delineation for cars waiting to make LT	Old Brooklyn	State	Safety	CDC (OBCDC)	06/26/24	GCRTA	Challenging due to bridge structure / retaining walls; Will have a standard 14ft wide module + modified 9ft wide one; will show on board at Open House for feedback - the intent is to have comfortable waiting, see-thru/visibility	
21	Have more of a bump out / wider around station / stop at Zoo entrance since it is key point for employees, visitors	Old Brooklyn	Wildlife Way	Stations	CDC (OBCDC)	06/26/24	MBI	Project to enhance stations at Wildlife way including additional pedestrian waiting area.	
140	Is it possible to make some of the crosswalks wider at Market Ave and Church? Church will be across from Irishtown Bend and will have higher demand	Ohio City	Church	Pedestrians	CDC (OCI)	07/16/24	MBI	Additional work proposed at Market Avenue includes a 20' wide crossing for W. 25th. A 10' wide crossing for W. 25th is proposed north of Church Avenue.	
141	Is it possible to add two more crosswalks at Jay and Carrol? People cross at both spots despite there being no crosswalks.	Ohio City	Jay-Carroll	Pedestrians	CDC (OCI)	07/16/24	MBI	Crossing for W. 25th added south of Carroll.	
142	Will the bus shelter have an awning to protect folks from rain who aren't under the shelter? On Clifton the bus shelter roofs extend beyond the seating area.	Overall	General	Stations	CDC (OCI)	07/16/24	GCRTA	Cover provided as right-of-way permits.	
143	What is the timeline for feedback/public engagement?	Overall	General	Overall	CDC (OCI)	07/16/24	CA	Public open houses are tentatively scheduled to coincide with project engineering development / progress: June 2024, November 2024, Fall 2025. Final Design will be presented in late 2025.	
154	Businesses in Clark-Fulton had concerns about losing parking in front of their location. There is no district parking and little / no rear parking for street-facing businesses which leaves limited options for patrons.	Clark-Fulton / Tremont	Clark-Daisy	On-Street Parking	CDC (MWCDC)	10/01/24	GCRTA	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.	
155	There are historic concerns of hospital visitors parking on residential streets across from MetroHealth because it's free rather than on MH campus	Clark-Fulton / Tremont	Woodbridge-Daisy	On-Street Parking	CDC (MWCDC)	10/01/24	N/A	Noted.	
156	General questions about station size, shelter overhang, etc. and how close they might be to storefronts.	Overall	Stations	Stations	CDC (MWCDC)	10/01/24	GCRTA	See 60% plans.	
157	What content will go on the neighborhood-focused panels on the shelters? Can neighborhood businesses near/behind stations advertise on the shelters?	Overall	Stations	Stations	CDC (MWCDC)	10/01/24	GCRTA	Panels more intended towards public art - GCRTA will put out Art Call for submissions, CDO would be part of selection process.	