

PROJECT INFORMATION & ENGAGEMENT CENTER

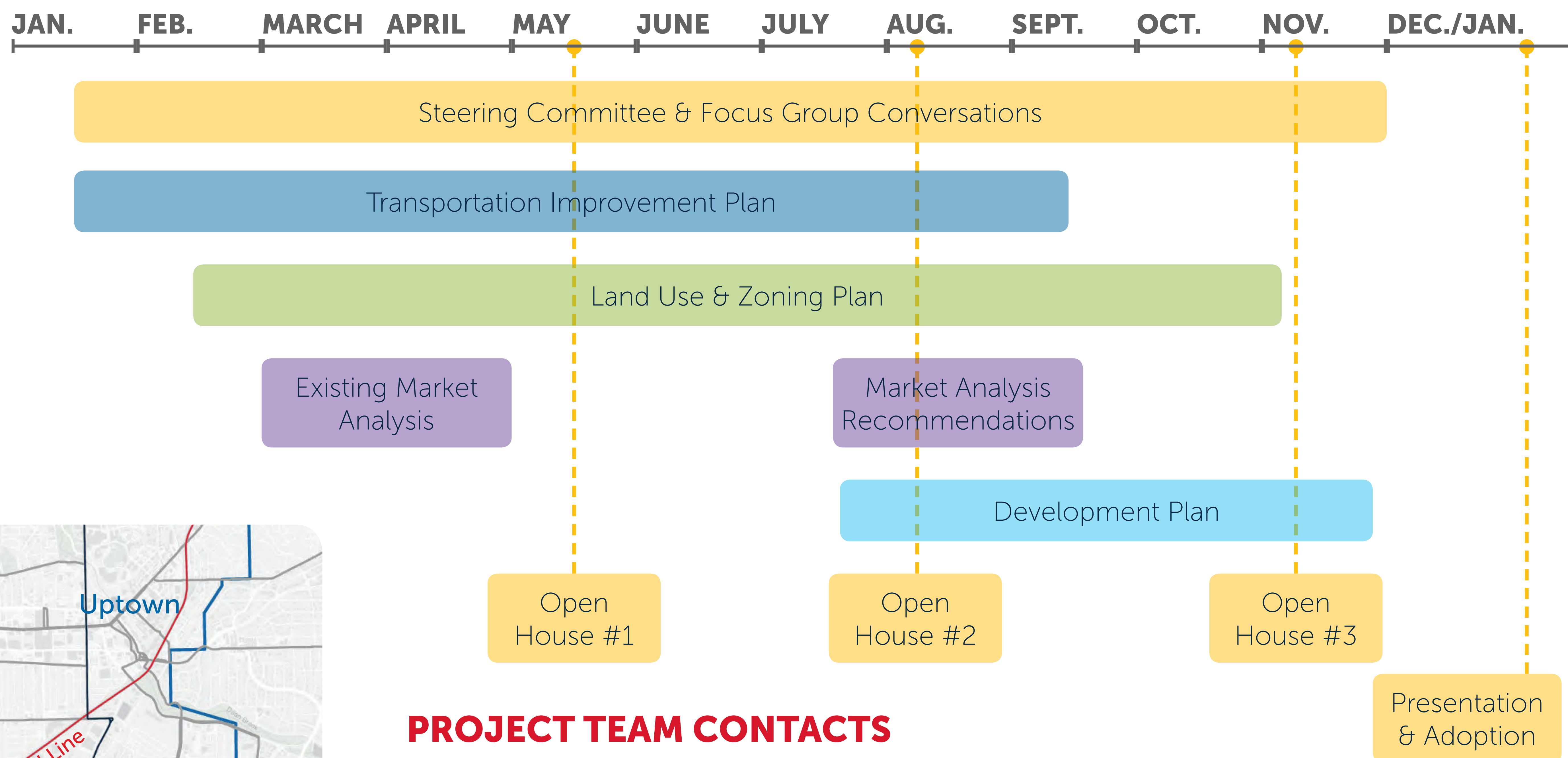
PROJECT DESCRIPTION

The **Broadway Transit-Oriented Development (TOD) Corridor** project will create a plan for dense, walkable and mixed-use spaces near transit to support a healthy and vibrant community. This work is being done in anticipation of public transit capital improvements along Broadway Avenue.

The plan will address transit improvements, safety, bike and pedestrian access. It will also include identification of supportive housing, new development opportunities, climate action, green infrastructure, and economic disparities.

The plan will encourage transit ridership and focus development in an existing urban community.

ANTICIPATED PROJECT TIME LINE:



PROJECT TEAM CONTACTS

GCRTA

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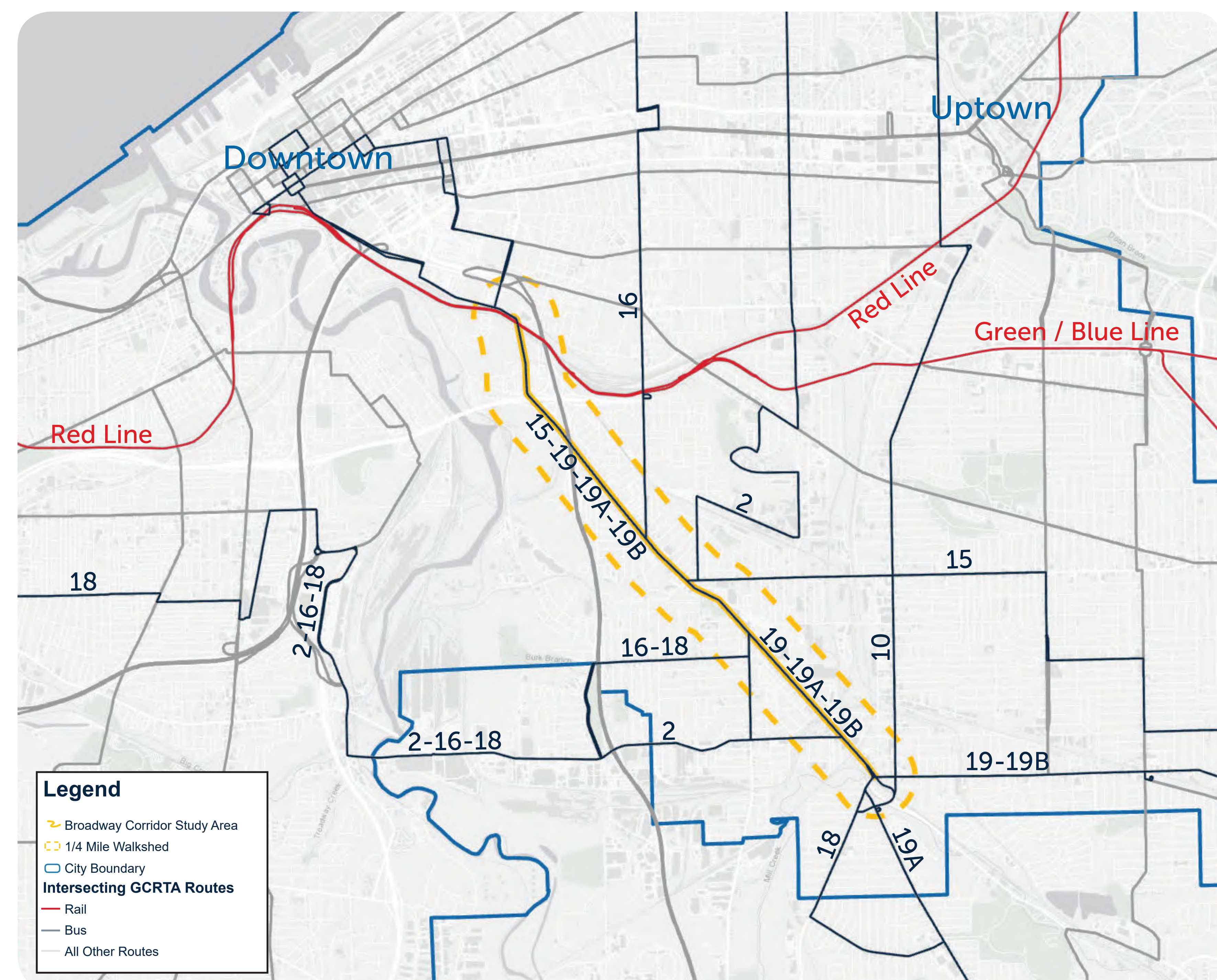
CITY ARCHITECTURE

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NEIGHBORHOOD CONNECTIONS

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STAY CONNECTED!



NEIGHBORHOOD CHARACTER



Image Sources: City Architecture; Cleveland State University, Michael Schwartz Library Special Collections; Phil Kidd.

ALPHABET SOUP: WHAT ARE TOD AND BRT?

TOD = TRANSIT ORIENTED DEVELOPMENT

Transit-Oriented Development connects people and place. It is walkable development close to a transit stop. It locates many homes and destinations within a convenient and comfortable walk to the transit stop, and includes a mix of commercial, residential, office, and entertainment uses.



WHY CONSIDER TRANSIT-ORIENTED DEVELOPMENT?

Potential Benefits of TOD:

- Reduces injuries / fatalities from vehicle crashes
- Increases accessibility
- Uses infrastructure efficiently and shortens travel distances to reduce environmental impacts
- Opportunities for active transportation; creating convenience, comfort, and increased health
- Supports existing businesses and attracts new customers
- Puts jobs close to people
- Attracts economic investment



Image Source: Cuyahoga County Department of Planning

BRT = BUS RAPID TRANSIT

Bus Rapid Transit is a High-quality bus transit system that delivers frequent and reliable service. Key features of BRT Include:

- Strategies such as transit signal priority and bus lanes result in reliable and predictable service
- Enhanced transit access environments at bus stops with attractive, comfortable shelters, real-time arrival info, landscaping, lighting, security call boxes, and improved connections.



WHY CONSIDER BUS RAPID TRANSIT?

Potential Benefits of Bus Rapid Transit:

- Efficient, reliable and frequent service
- Increases ability to save money and build wealth by reducing car use
- Enhances urban environment (livability)
- Improves corridor safety (for all)
- Economic development and investment
- Reduces transit travel time
- Improves air quality through increased use of transit
- Provides increased opportunity for reduced car use and resulting health and wealth benefits
- Reduces traffic congestion
- Increases access to jobs, schools and services

COMMUNITY VOICES

WHAT WE'VE HEARD SO FAR...

"CARS SPEED & IT'S HARD TO CROSS THE STREET."

"[NEED PLACES FOR] PEOPLE & FAMILIES TO WALK AROUND & GATHER DAY & NIGHT."

"[I'D LIKE MORE] BUS SHELTERS."

[I'D LIKE TO SEE A] "STREETSCAPE THAT IS EASIER TO MAINTAIN AND IS MAINTAINED MAKES THE STREET FEEL SAFE."

"TOO MANY PEOPLE SPEEDING... - NEED A CAMERA + LIGHTING, UNSAFE."

"THERE'S NOWHERE TO PARK." (NEAR STELLA WALSH REC CENTER)

"DOESN'T FEEL SAFE @ ALL TO BIKE ON BROADWAY."

"NEIGHBORHOOD HAS A LITTLE BIT OF EVERYTHING... WE ARE JUST MISSING INVESTMENT. WE HAVE GOOD BONES."

NEED BETTER TRANSIT ACCESS TO ESSENTIAL SERVICES & COMMUNITY ASSETS

THERE IS A NEED FOR MENTAL HEALTH, GRIEF, & CAREER SUPPORT AND SAFETY INTERVENTIONS FOR TEENS AND YOUNG ADULTS

"MORE FREQUENT TRANSIT SERVICE"

"BETTER LIGHTS - SEATS - LESS ENCLOSED FEELING" [AT THE BUS SHELTERS]

NEED AFFORDABLE MARKET-RATE & "MISSING MIDDLE" HOUSING FOR FAMILIES AND BUILDING COMMUNITY WEALTH

"UNIVERSITY SETTLEMENT WOULD BE NICE TO HAVE PARKING IN FRONT."

PRESERVE AND ENHANCE GREENSPACE AND NATURAL BUFFERS

"SAFETY CONCERNS AT NIGHT"

WHAT WOULD YOU ADD?

ENGAGEMENT TIMELINE

COORDINATED ENGAGEMENT ACROSS MULTIPLE AUDIENCES



PERSHING DEVELOPMENT NODE

GOAL STATEMENT

Balance Slavic Village history with future opportunities

- This node represents the best location along the corridor to focus on projects that support transit-oriented development
- There are opportunities for all scales of residential infill development, from multi-family buildings along the corridor to single homes on neighborhood streets
- Neighborhood-scale commercial works well here
- Historic buildings and vacant sites create an appealing mix of old and new

KEY STATISTICS

Corridor Details:

Right-of-way: 60'-71'

Cartway: 46' (2 lanes @ 11', 2 lanes @ 12')

Sidewalk: varies - 7'-12.5' (includes tree lawn in some locations)

Transit Facilities

- Bus Stations
- Finn Avenue
- McBride Avenue

○ Bus Stops

- Pershing Avenue

Bicycle Infrastructure

- Access to I-77 path via Pershing Ave.

Redevelopment Opportunities

- Publicly-owned sites - 4.49 acres
- Privately-owned sites - 2.55 acres

Total Node Development Sites - 7.04 acres

Parking

Off-Street: 364 spaces

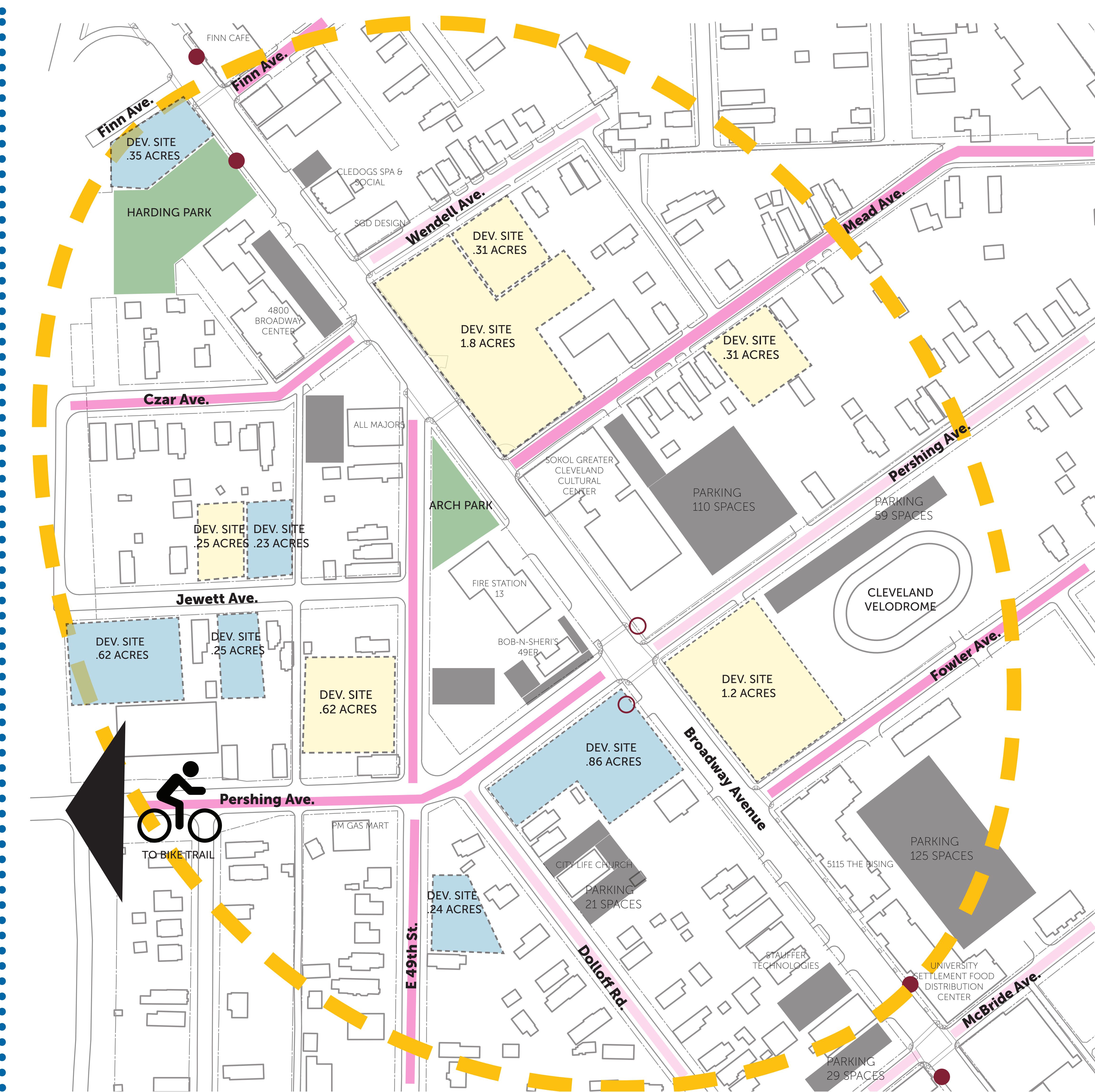
On-Street: 24 spaces

Pedestrian Experience

Presence of safe and accessible paths

- Good
- Fair
- Poor

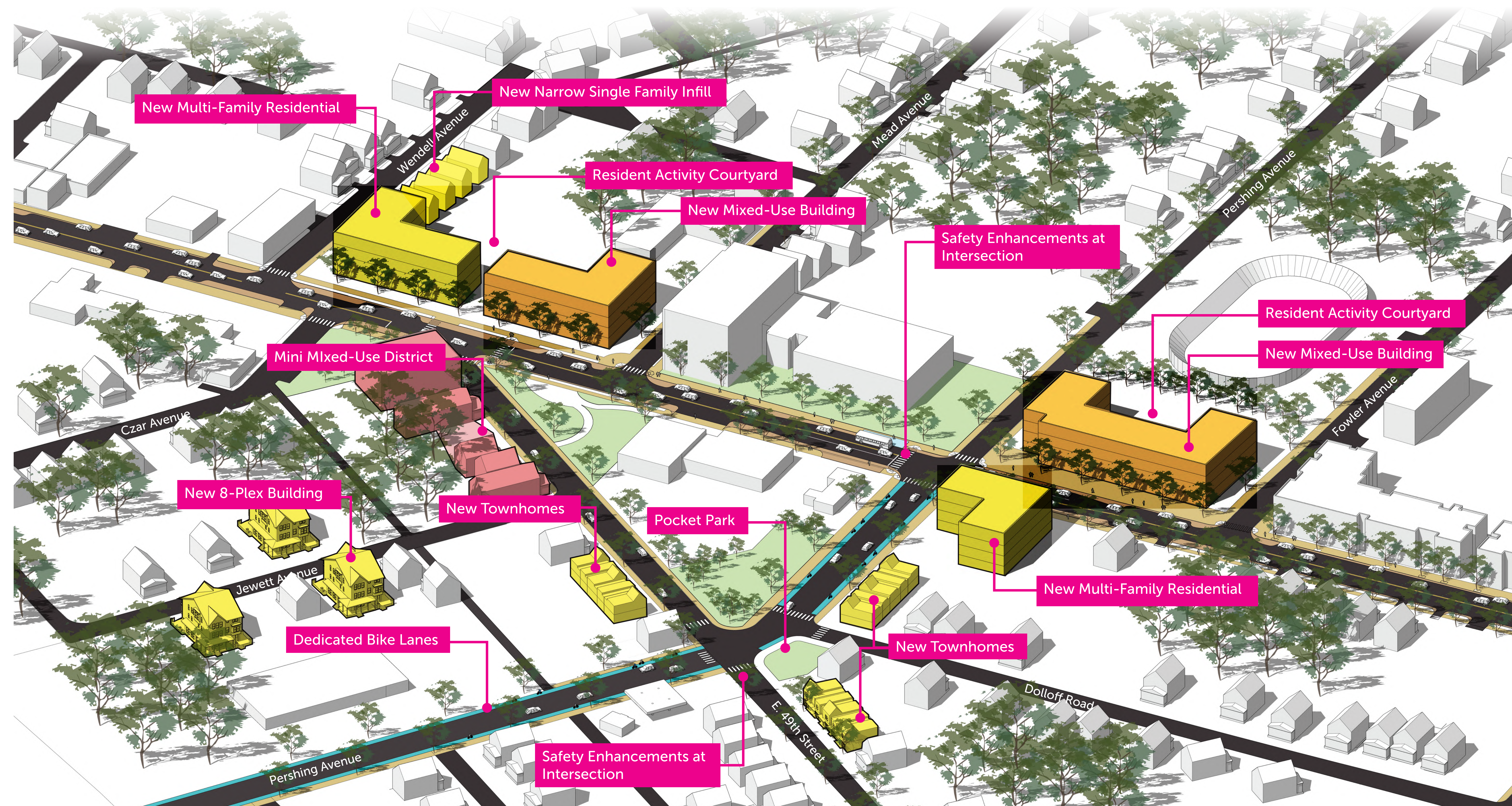
EXISTING CONDITIONS & FUTURE OPPORTUNITIES



PERSHING DEVELOPMENT NODE

Development Statistics

New Residential – 200+ units
New Commercial – 4,900 sf
New Public Space – 3,250 sf
On-Street Parking – Corridor – 74 spaces



EAST 55TH DEVELOPMENT NODE

GOAL STATEMENT

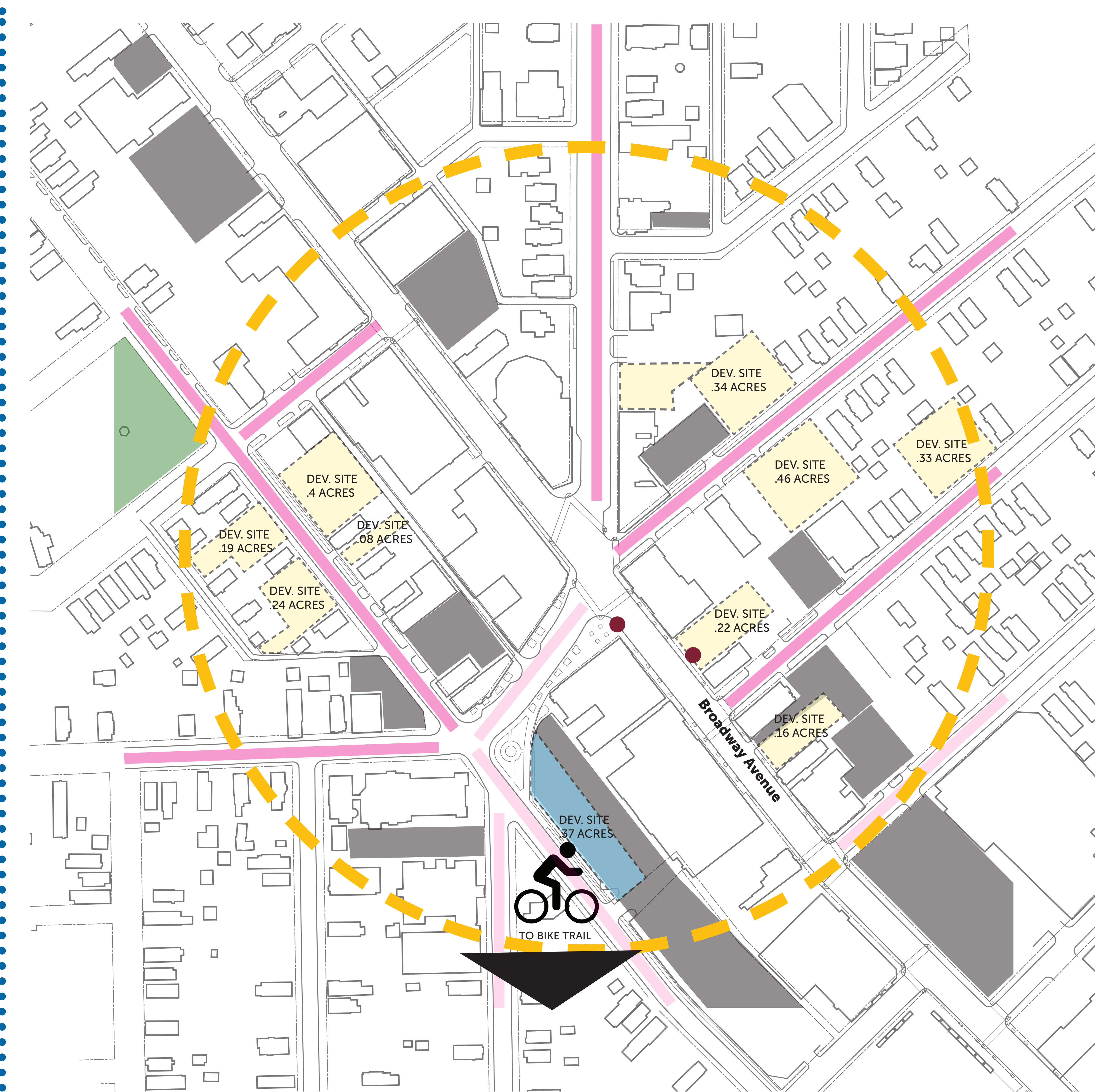
Increase transit ridership & improve experience

- This acts as the corridor’s ‘downtown’ area, with a broad mix of uses and multiple bus routes.
- A focus on transit stop location and attractive transit waiting environments are crucial
- Buildings at the street edge here support a comfortable walking environment.
- Infill opportunities can help to support transit-oriented development goals by filling out neighborhood streets.
- Renovation and adaptive re-use projects are important here, with opportunities for new commercial uses within historic buildings.

KEY STATISTICS

Corridor Details: Right-of-way: 60'-71' Cartway: 46' (2 lanes @ 11', 2 lanes @ 12') Sidewalk: varies - 5'-9'	Redevelopment Opportunities Publicly-owned sites - 2.51 acres Privately-owned sites - .37 acres Total Node Development Sites - 2.88 acres
Transit Facilities Bus Stations • E. 55th Bus Stops	Parking Off-Street: 253 spaces On-Street: 79 spaces
Bicycle Infrastructure • Access to Morgana Run Trail from E. 55th Street	Pedestrian Experience Presence of safe and accessible paths Good Fair Poor

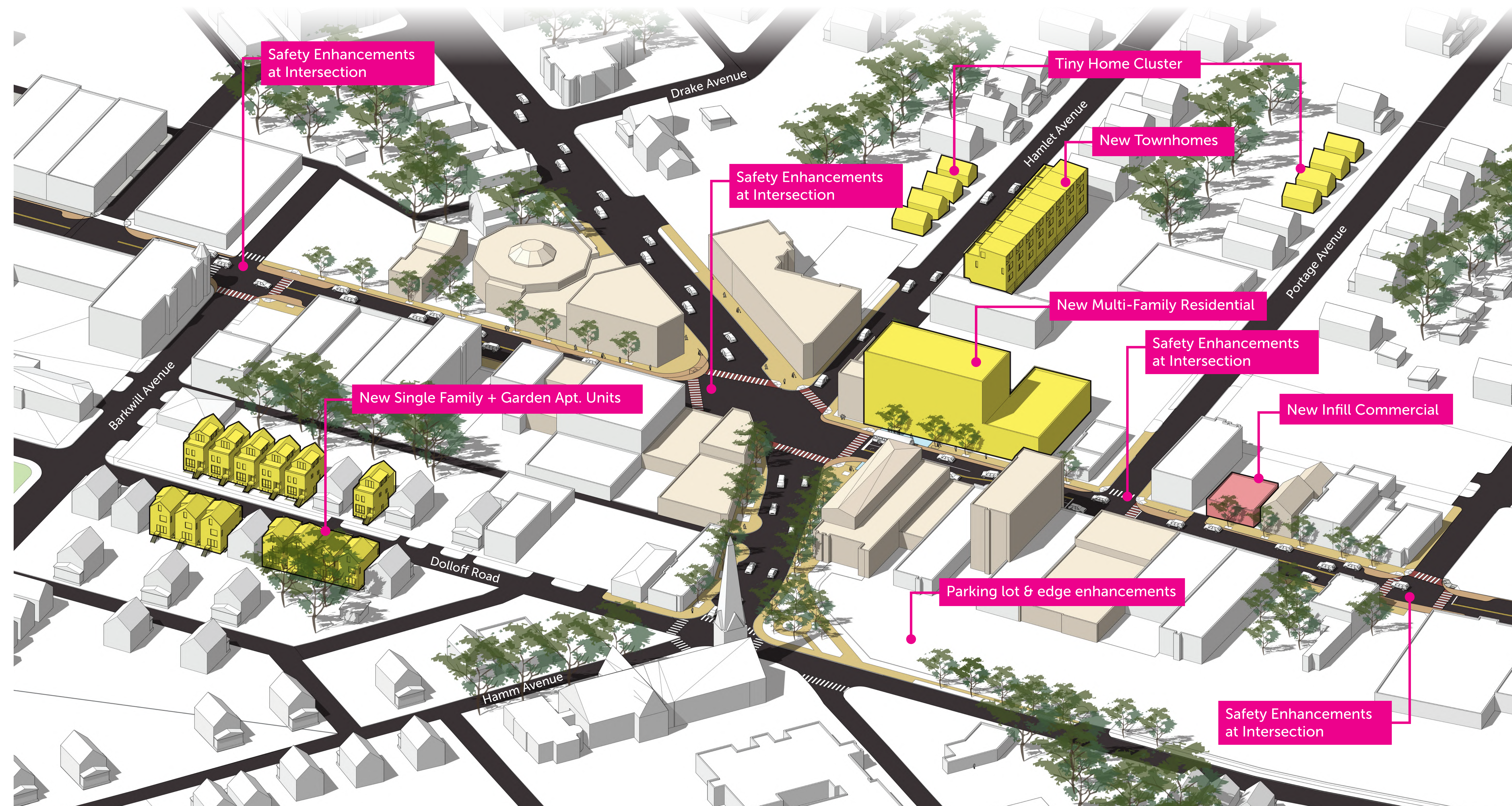
EXISTING CONDITIONS & FUTURE OPPORTUNITIES



EAST 55TH DEVELOPMENT NODE

Development Statistics

New Residential – 142 units
New Commercial – 2,300 sf
On-Street Parking – Corridor – 38 spaces



UNION-AETNA DEVELOPMENT NODE

GOAL STATEMENT

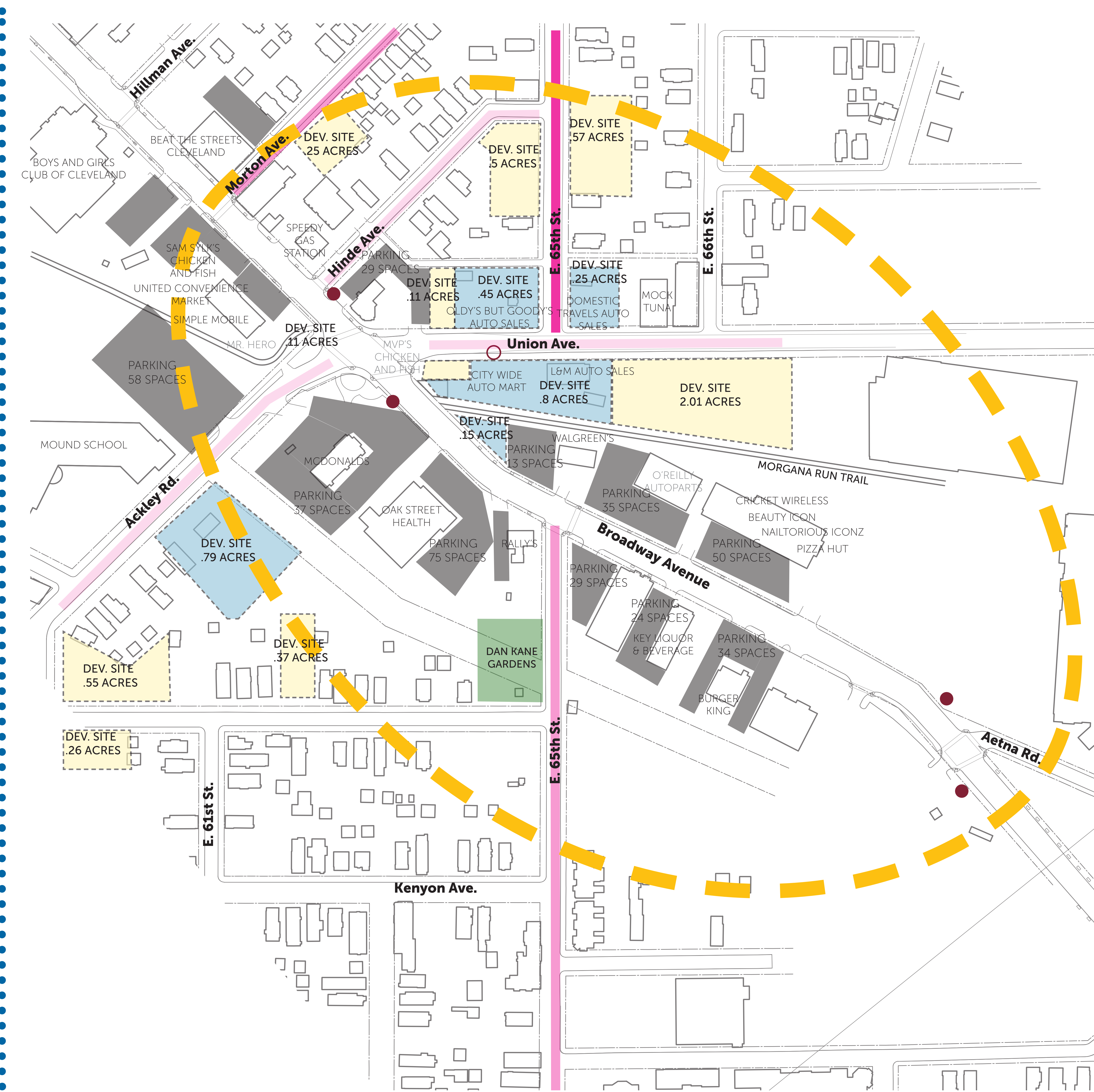
Improve safety

- This node provides an opportunity to accommodate multiple transit lines, biking, walking and automobiles in a balanced way.
- To balance car-focused development patterns here (large parking lots in front), extra attention is needed around bike and pedestrian movement.
- Several under-utilized sites provide opportunities for new residential and neighborhood business development.

KEY STATISTICS

Corridor Details: Right-of-way: 59'-75' Cartway: 46' (2 lanes @ 11', 2 lanes @ 12') Sidewalk: varies - 6'-10'	Redevelopment Opportunities Publicly-owned sites - 4.73 acres Privately-owned sites - 2.44 acres Total Node Development Sites - 7.17 acres
Transit Facilities Bus Stations • Union Avenue • Aetna Road Bus Stops • Union & E. 65th	Parking Off-Street: 304 spaces On-Street: 6 spaces
Bicycle Infrastructure Morgana Run Trail	Pedestrian Experience Presence of safe and accessible paths Good Fair Poor

EXISTING CONDITIONS & FUTURE OPPORTUNITIES



UNION-AETNA DEVELOPMENT NODE

Development Statistics

New Residential – 148 units
New Commercial – 3,800 sf
New Public Space - 5,400 sf



FLEET DEVELOPMENT NODE

GOAL STATEMENT

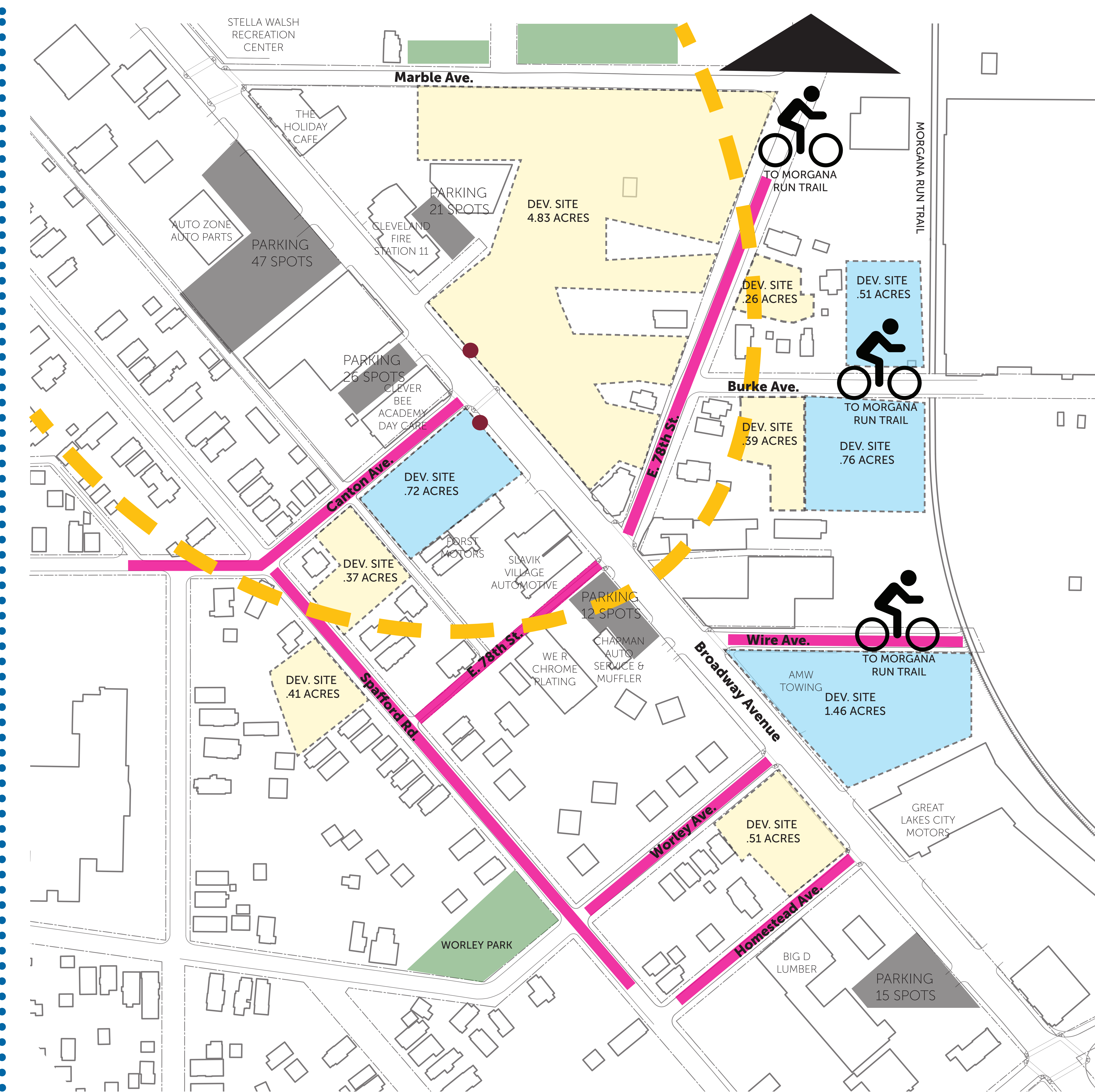
Strengthen living options for all along the corridor and in immediate neighborhoods.

- This district provides an opportunity for new housing options and concentrated community services.
- Infill gaps along Broadway with neighborhood-serving retail and institutional uses.
- The Stella Walsh Communtiy Center can be repositioned to connect to the corridor and provide expanded services.
- New senior living options can take advantage of vacant land and proximity to community services.

KEY STATISTICS

Corridor Details: Right-of-way: 63'-69' Cartway: 46' (2 lanes @ 10', 2 lanes @ 13') Sidewalk: varies - 9'-11' (inlcudes tree lawn in some locations)	Redevelopment Opportunities Publicly-owned sites - 6.77 acres Privately-owned sites - 3.45 acres Total Node Development Sites - 10.22 acres
Transit Facilities Bus Stations Canton Avenue Bus Stops	Parking Off-Street: 183 spaces On-Street: 93 spaces
Bicycle Infrastructure Access to Morgana Run Trail from E. 78th Street & Burke Avenue	Pedestrian Experience Presence of safe and accessible paths Good Fair Poor

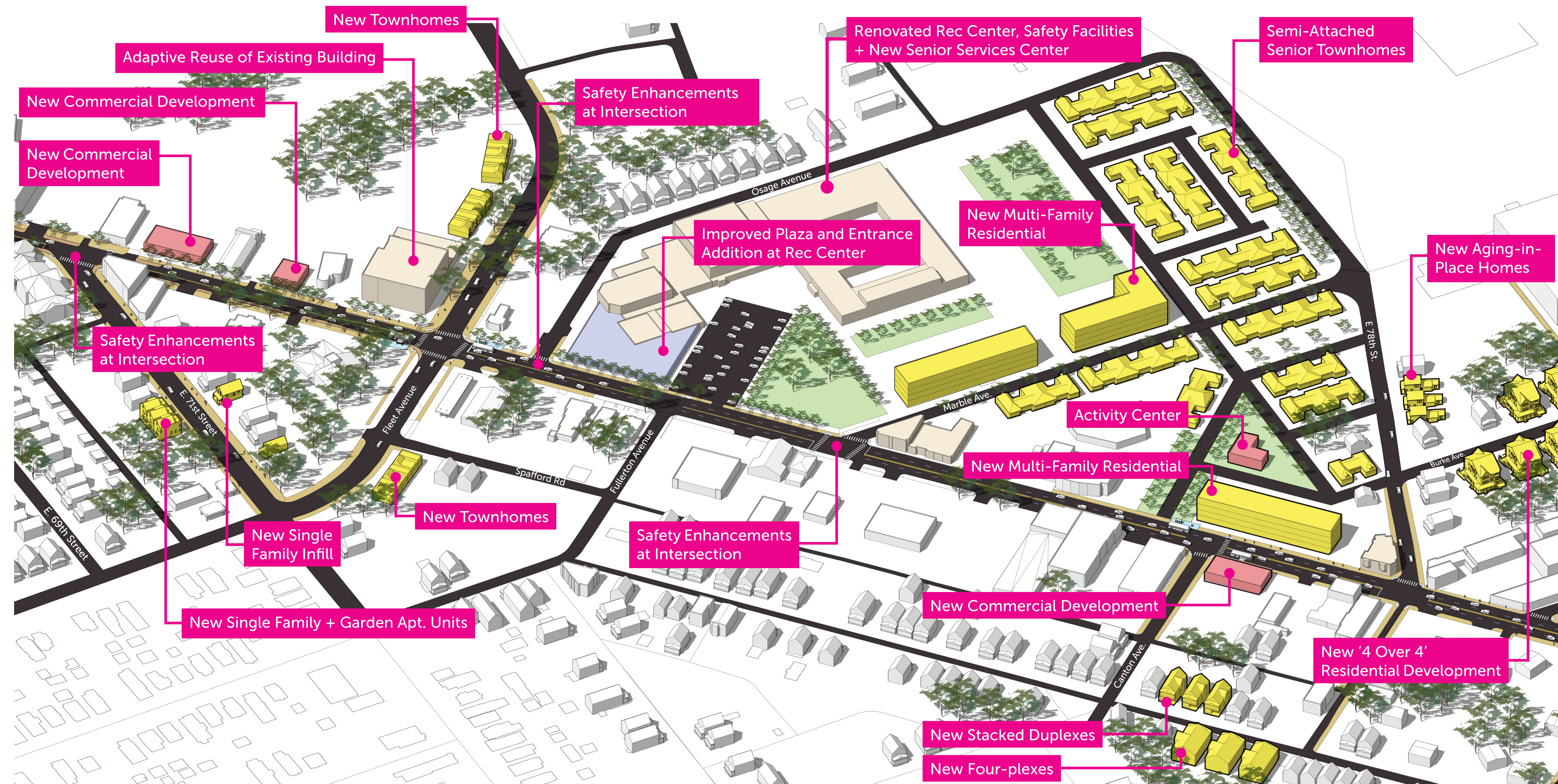
EXISTING CONDITIONS & FUTURE OPPORTUNITIES



FLEET DEVELOPMENT NODE

Development Statistics

New Residential – 280+ units
New Commercial – 15,000 sf
New Public Space – 4,800 sf
On-Street Parking – Corridor – 36 spaces



HARVARD DEVELOPMENT NODE

GOAL STATEMENT

Boost market demand - stabilize, create momentum, and not displace.

- This district represents an opportunity to highlight historic uses while providing new life for older warehouse and commercial buildings.
- Newburgh Park and Holy Name Church form important and recognizable anchors here.
- This can serve as a true gateway, where the many users along Broadway come together.

KEY STATISTICS

Corridor Details:

Right-of-way: 58'-63'

Cartway: 46' (2 lanes @ 9', 2 lanes @ 13')

Sidewalk: varies - 7'-13' (includes tree lawn in some locations)

Transit Facilities

- Bus Stations
- Jones Road
- Harvard Avenue

○ Bus Stops

Bicycle Infrastructure

- Morgana Run Trailhead at Jones Road
- Dedicated bike lanes on Harvard Avenue

Redevelopment Opportunities

- Publicly-owned sites - .22 acres
- Privately-owned sites - 3.88 acres

Total Node Development Sites - 4.1 acres

Parking

Off-Street: 162 spaces

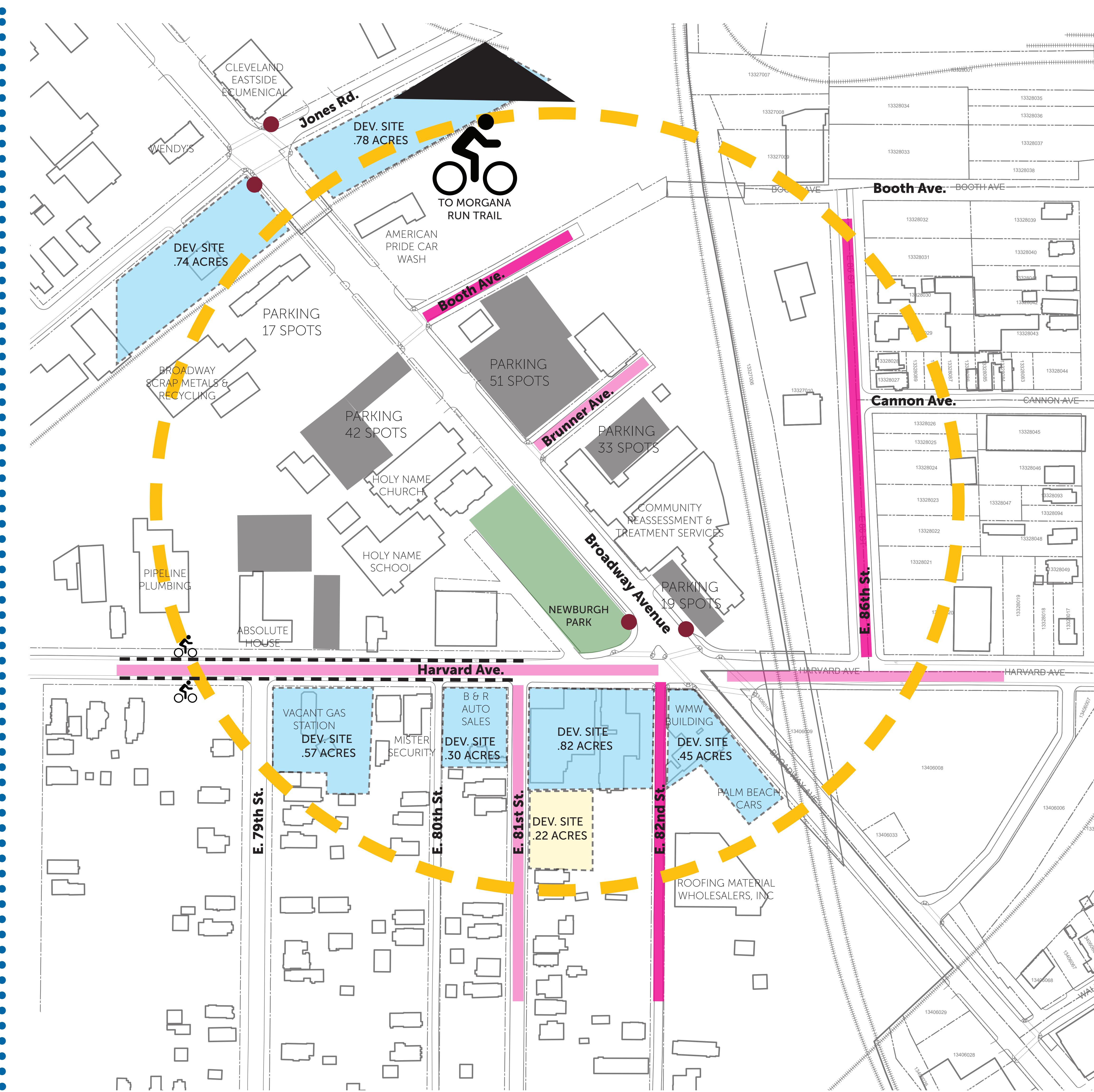
On-Street: 27 spaces

Pedestrian Experience

Presence of safe and accessible paths

- Good
- Fair
- Poor

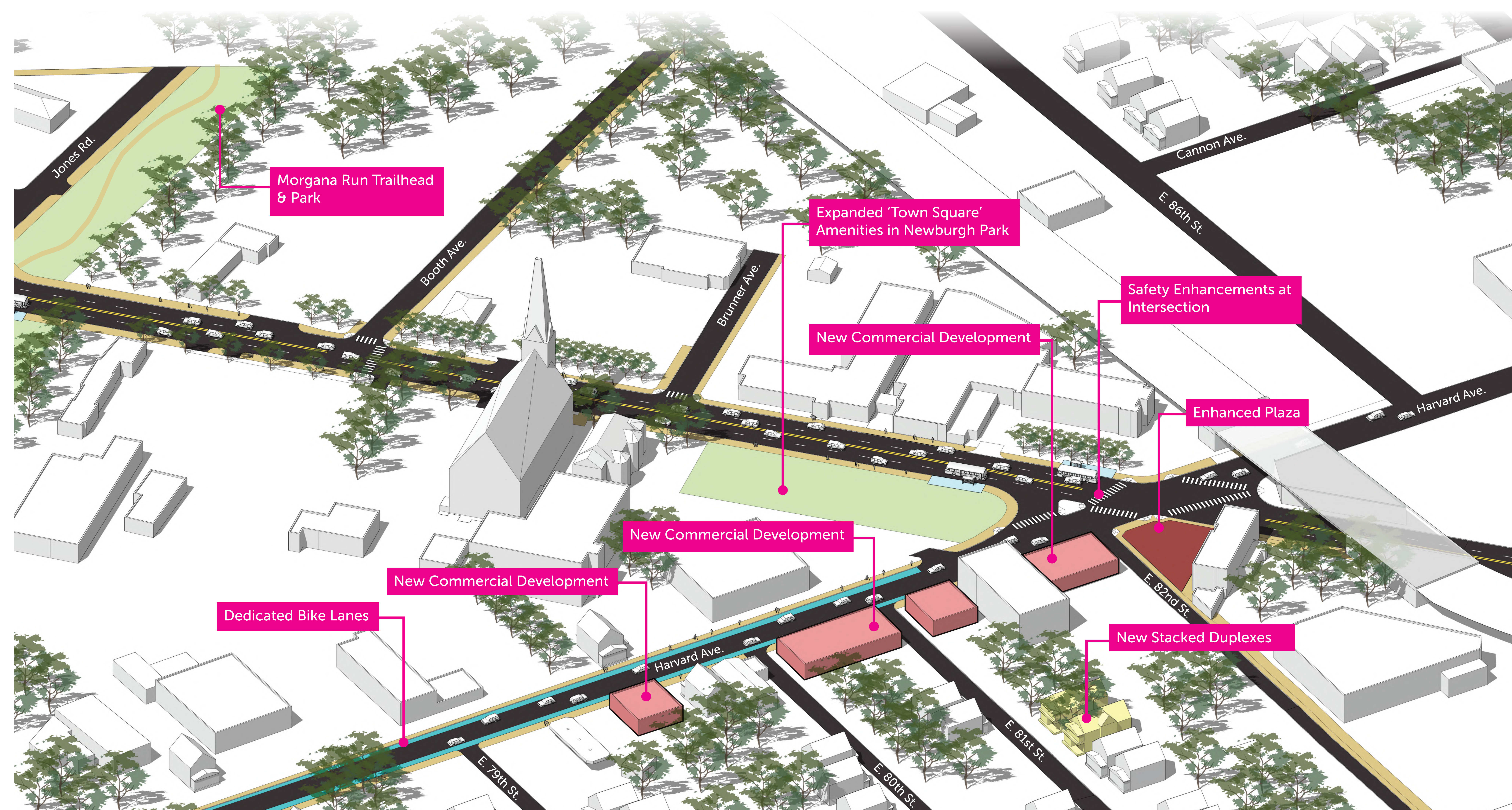
EXISTING CONDITIONS & FUTURE OPPORTUNITIES



HARVARD DEVELOPMENT NODE

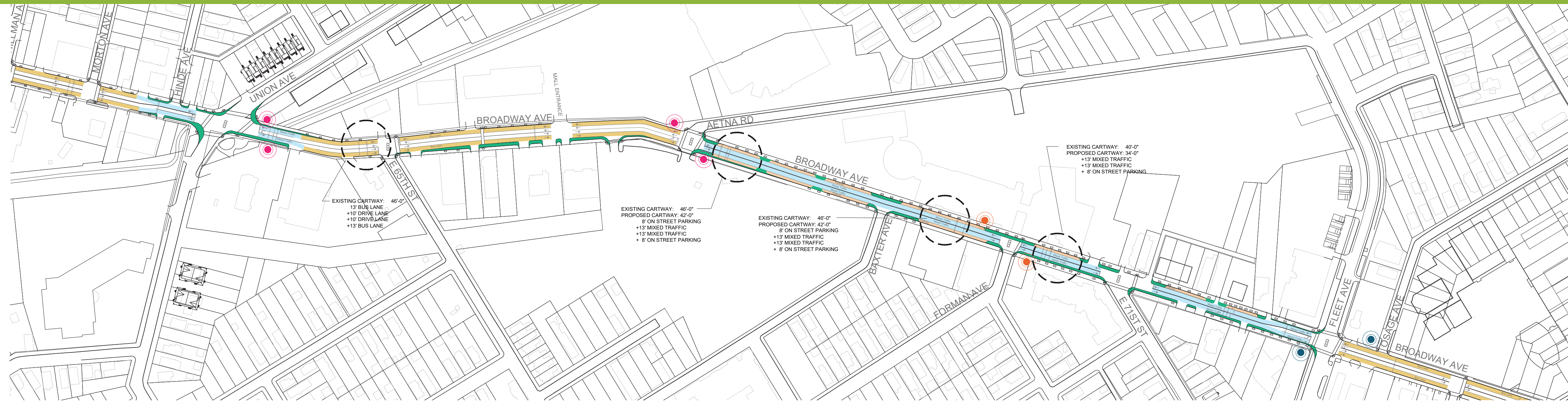
Development Statistics

New Residential – 4 units
New Commercial – 13,400 sf
New Public Space – 5,120 sf



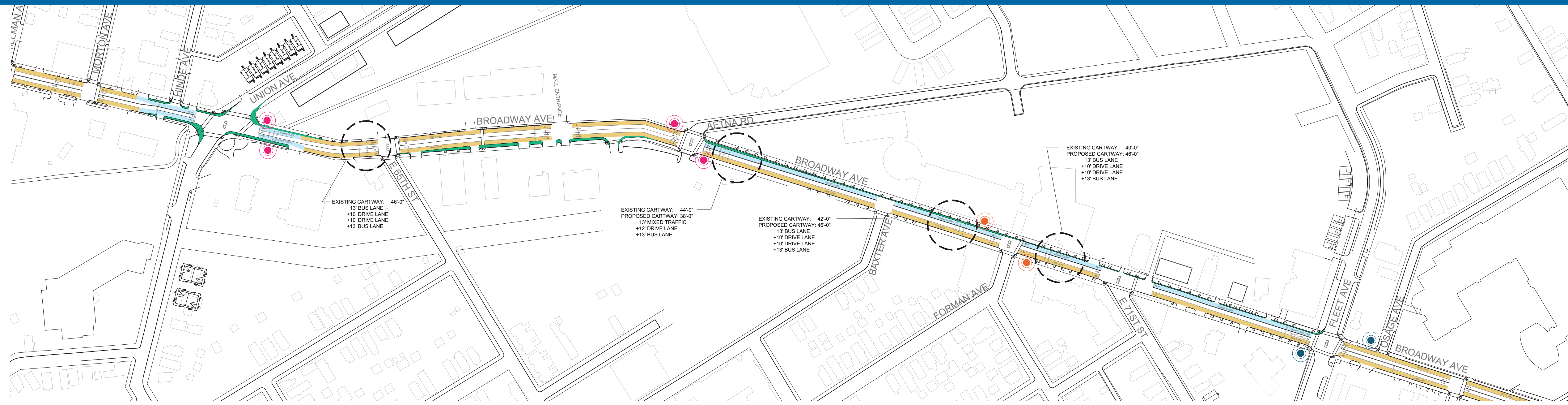
TRANSPORTATION PLAN CONCEPTS: ALTERNATIVES

ADDITIONAL ROADWAY STUDIES FOR BROADWAY AVENUE BETWEEN UNION AND FLEET



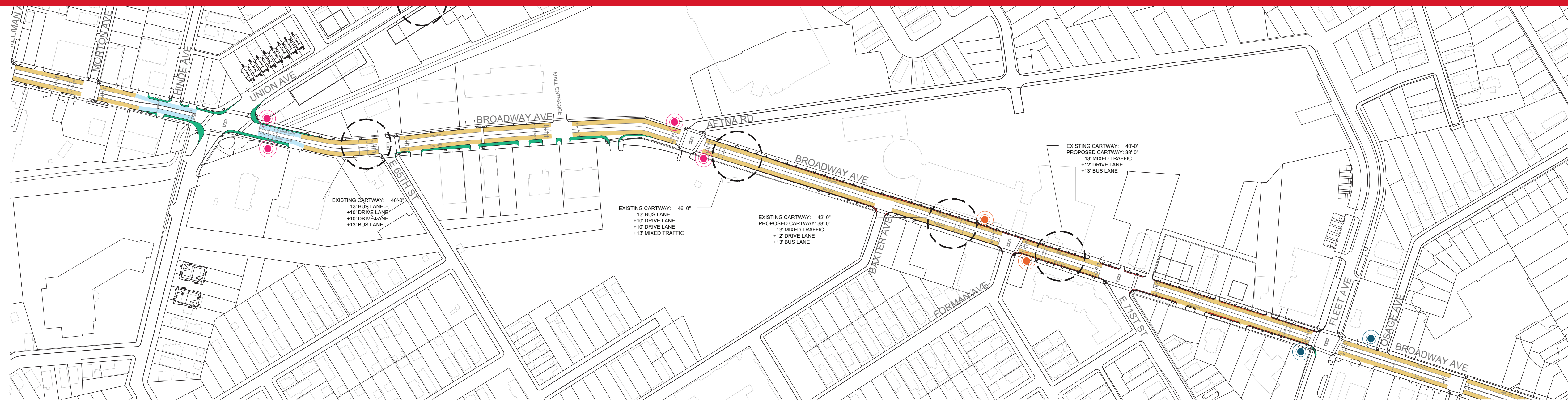
Preferred Alternative Bump-outs & On-street Parking between Aetna & Fleet

- Inclusion of bump-outs provides necessary sidewalk space for transit waiting environments
- Placemaking focus supports central portion of the corridor and improves pedestrian experience



Alternative #2 1-sided bus lane between Aetna & Fleet

- 1-sided bus lane does not increase transit system operational efficiency as much as bus lanes on both sides of the street



Alternative #3 - Not Recommended 2-sided bus lanes between Aetna & Fleet

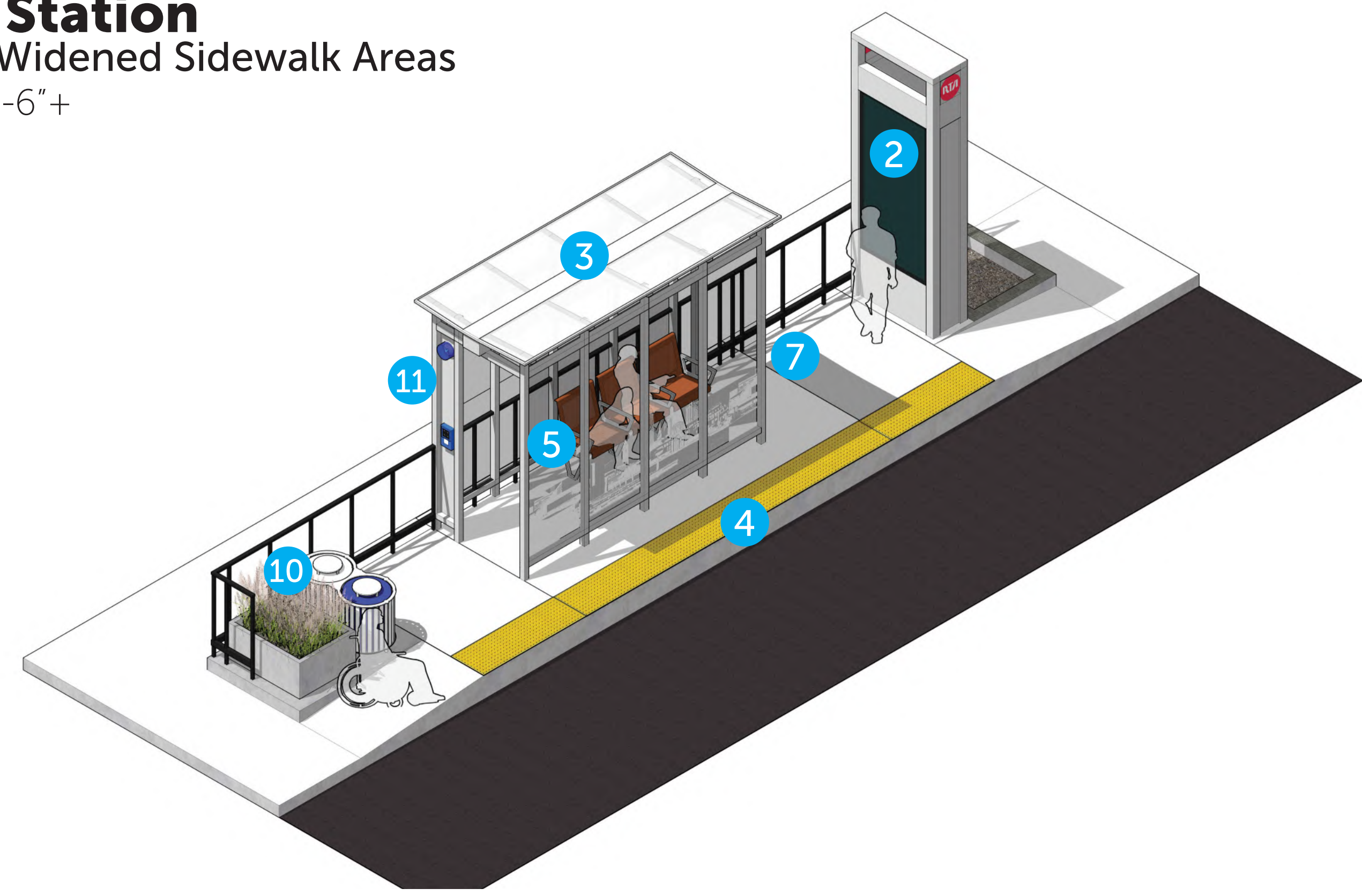
- Requires widening of road, eliminating mature street trees, reconstruction of buried utilities, and potential property acquisitions
- Project costs for acquisition of property and replacement of streetscape would be high

CORRIDOR DETAILS - STATION TYPE CONCEPTS

CREATING A FAMILY OF STATIONS ALONG BROADWAY

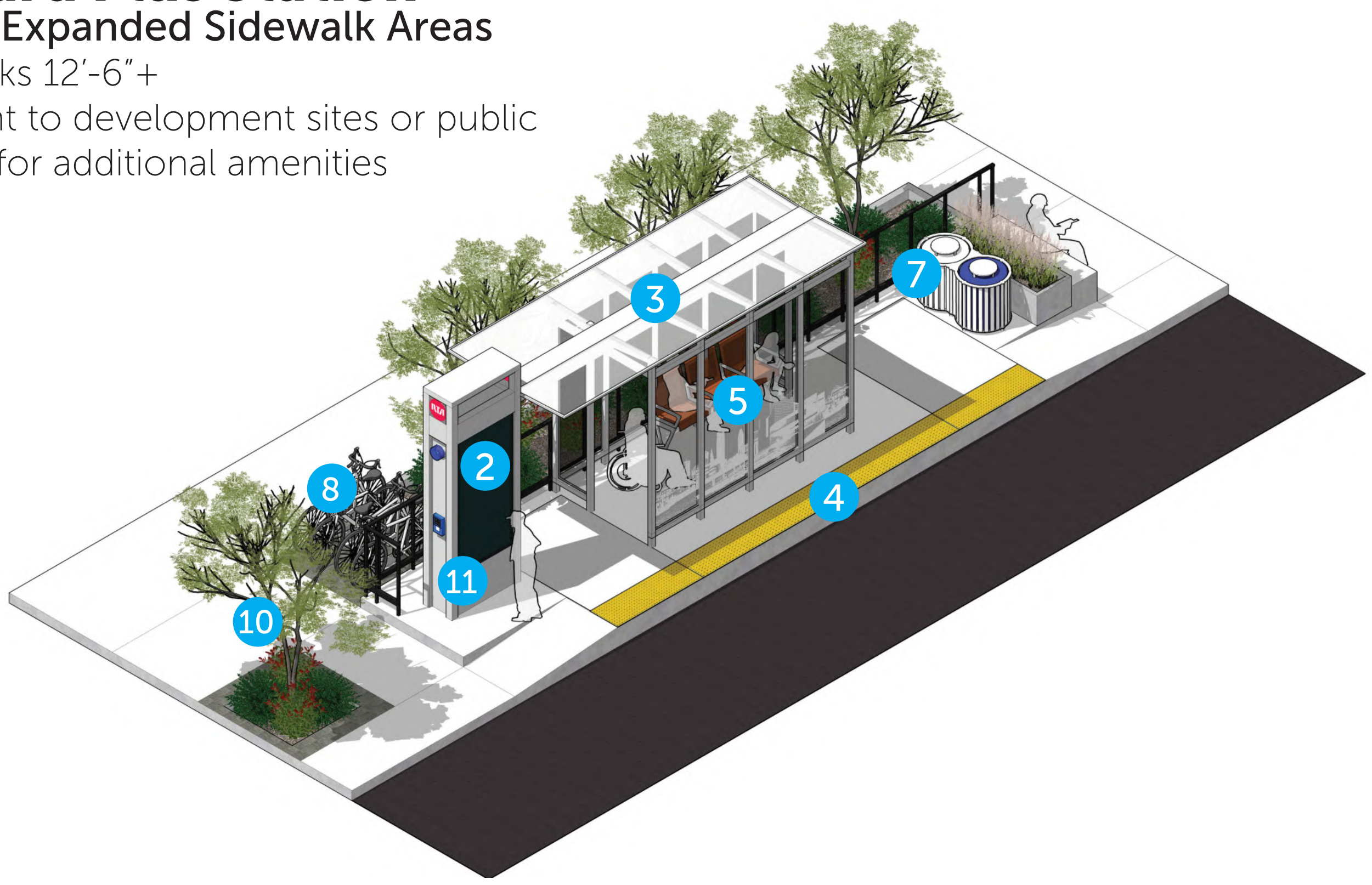
Standard Station
Bumpouts & Widened Sidewalk Areas

- Sidewalks 12'-6" +

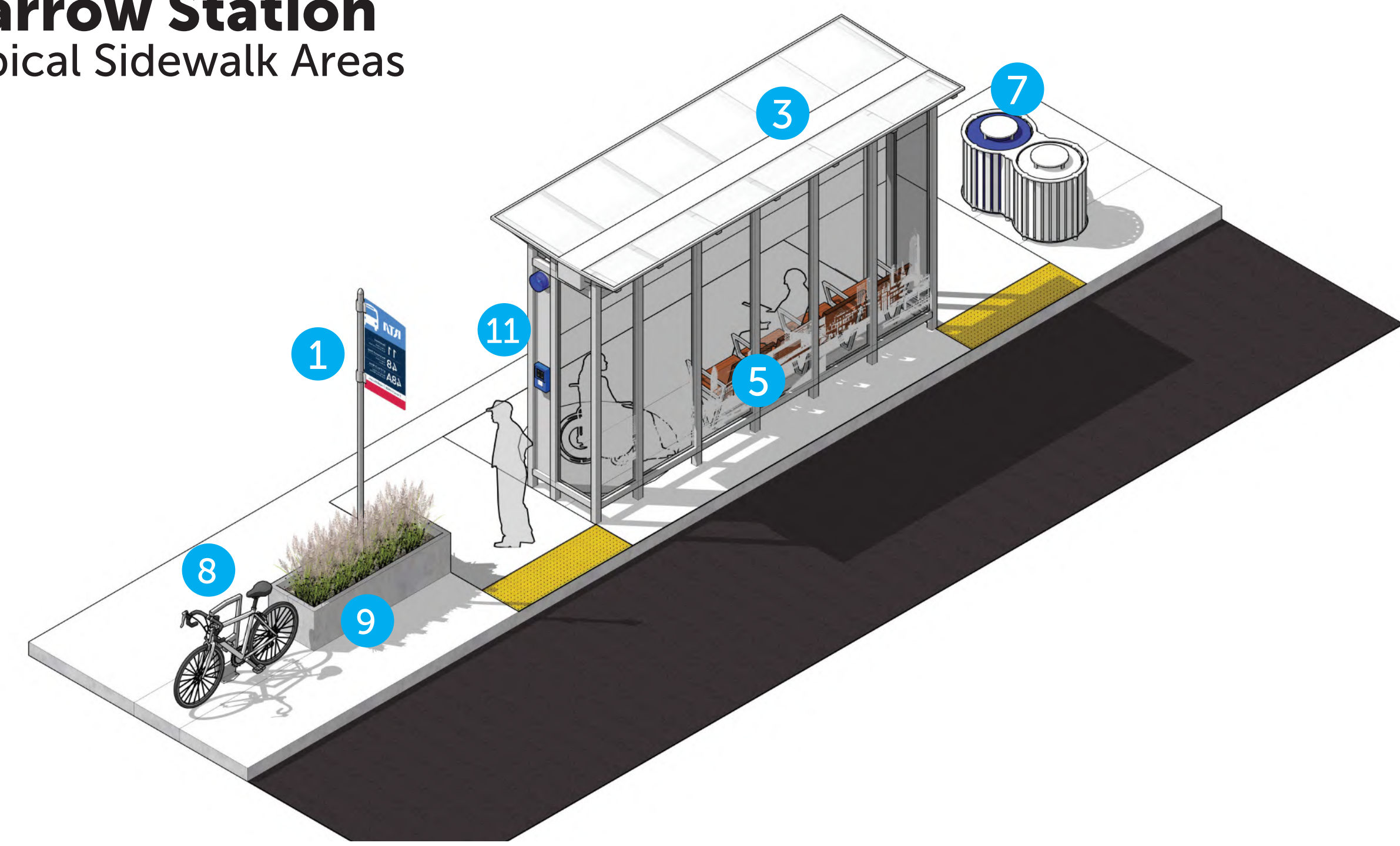


Standard Plus Station
Plazas & Expanded Sidewalk Areas

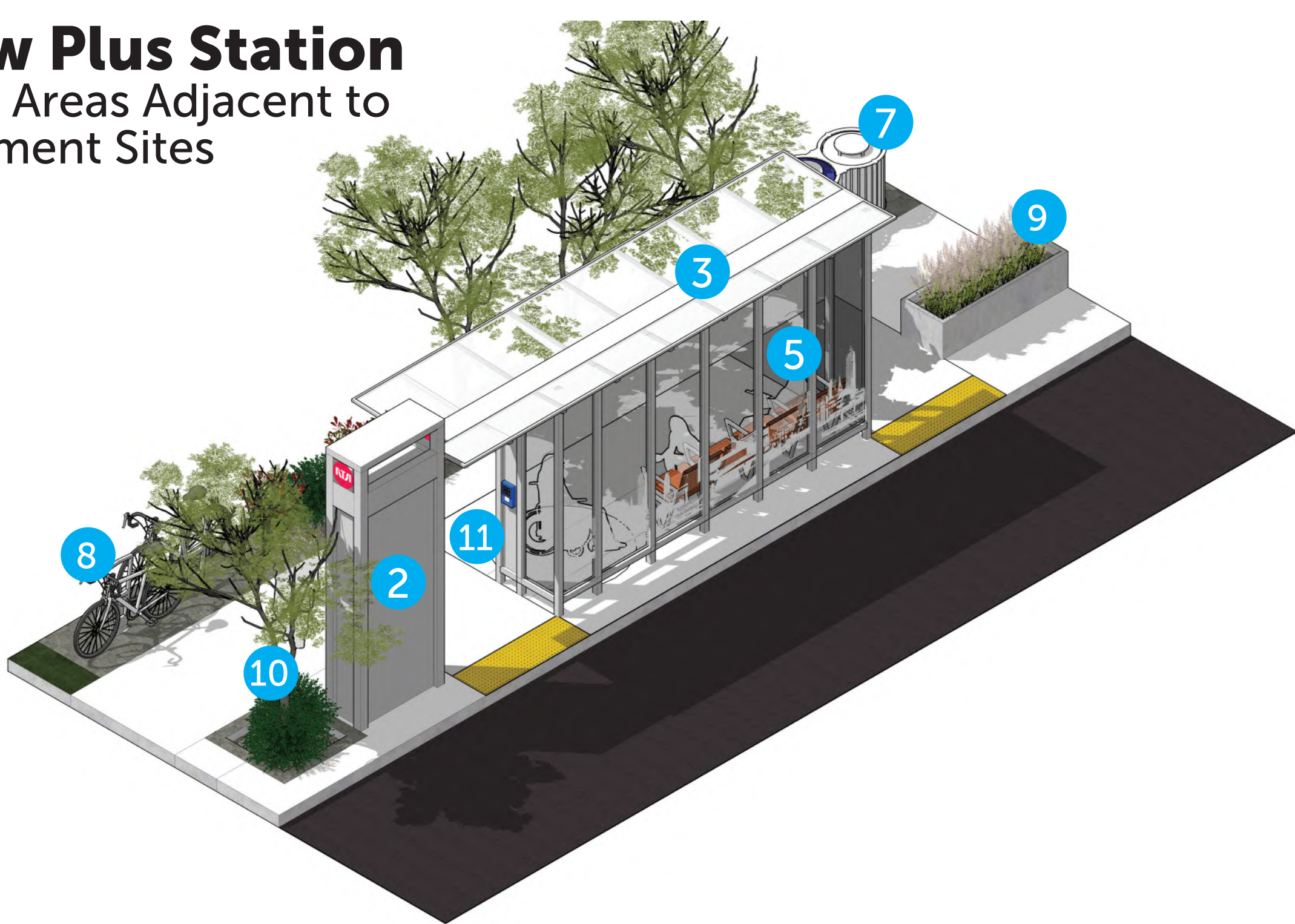
- Sidewalks 12'-6" +
- Adjacent to development sites or public spaces for additional amenities



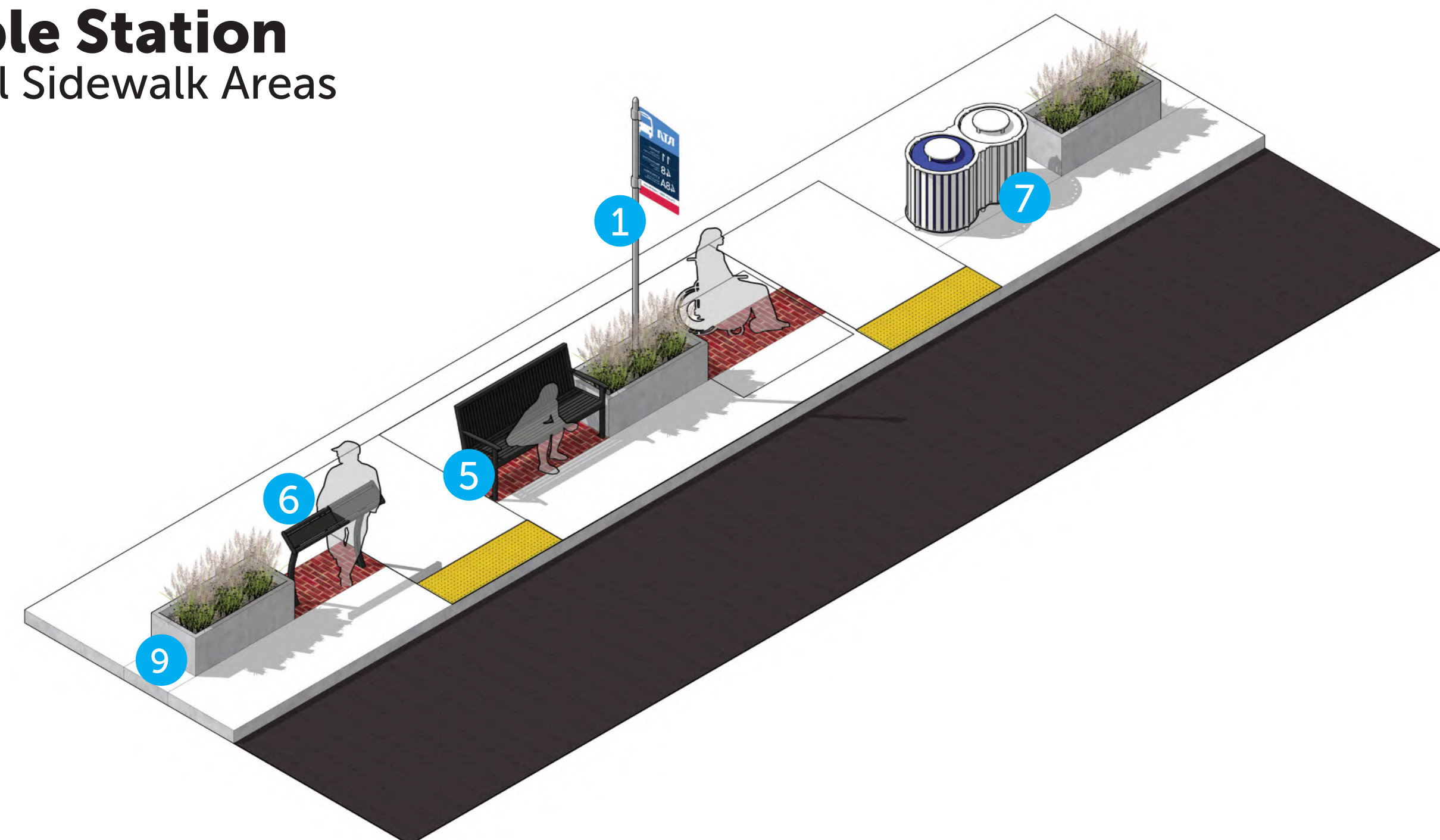
Narrow Station
Typical Sidewalk Areas



Narrow Plus Station
Sidewalk Areas Adjacent to Development Sites



Simple Station
Typical Sidewalk Areas



KEY COMPONENTS

- | | |
|-------------------------------|------------------------------|
| 1 Route Sign | 7 Trash/Recycling Receptacle |
| 2 Real-Time Information Kiosk | 8 Bike Rack |
| 3 Weather-Protected Shelter | 9 Planter |
| 4 Raised Curb & Boarding | 10 Shade/Ornamental Trees |
| 5 Bench | 11 Police Call Box |
| 6 Leaning Rail | |