



E.34TH-CAMPUS/E.79TH STREET STATIONS TRANSIT SERVICES ALTERNATIVES ANALYSIS

FINAL REPORT - MARCH 2015

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E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

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Chapter 1 - Introduction

The E. 34th-Campus Station and the two stations at E. 79th St. have long been among the lowest performing in the GCRTA rapid transit system. The issues that result in the low ridership in these areas are complex and interactive. The east side Red and Blue/Green (former Shaker) lines are located in areas that were largely industrial at the time of the construction of the stations and somewhat separated from large concentrations of residential or commercial activity. In many cases the surrounding land uses, topography, and the existing roadway network create barriers between the stations and nearby land use. The neighborhoods surrounding the stations have been losing population and businesses for many years, and have suffered high levels of property abandonment in recent years. This has left the stations surrounded by significant amounts of unoccupied or under-utilized land. Many people perceive the stations to be isolated and dangerous, a self-fulfilling prophecy since low ridership and low station activity levels contribute to this feeling of isolation.

Since GCRTA began the rehabilitation of its major rapid stations in the early 1990s, the stations at E. 34th and E. 79th Streets have been at or near the bottom of the list of stations to be brought up to modern levels of amenity and to achieve standards for disabled access under the Americans with Disabilities Act (ADA). The E. 79th Red Line and E. 34th-Campus stations, like all stations served by the Red Line, are designated as Key Stations in GCRTA's Key Station plan, originally submitted to FTA in 1993. The E. 79th Blue/Green Lines Station is not designated as a Key Station, but must be upgraded to meet ADA requirements if it receives substantial renovations. With improvements completed or underway at virtually all of its other major rapid stations, and with the deadline for completion of ADA Key Stations improvements by 2020 looming, GCRTA must seriously consider how, and whether, to proceed with improvements at these three stations.

Over the years, RTA has invested in repairs to keep the stations safe and functional, but the station infrastructure at these locations is at the end of its useful life. Estimates of the cost to meet the requirements of the ADA and to bring the stations into a state of good repair run into the millions of dollars. Funding for construction of improvements at the two 79th Street stations is not currently included in RTA's 2015-2019 Capital Improvement Program (CIP), nor is it included in NOACA's Transportation Improvement Program (TIP) or ODOT's State Transportation Improvement Program (STIP).

Given the very low ridership at the stations and the high cost of upgrading them, financial prudence demands that RTA consider whether investing taxpayer dollars (both local and Federal) in these stations is a good investment, or whether the transportation needs served by these stations might be better served by other means.

This project seeks to develop an approach for RTA to provide high quality transit service to those who currently use the stations at E. 34th-Campus and E. 79th Streets, and those who live, work and travel in those areas, that is:

- Equitable
- Technically viable
- Cost-effective, and
- Supported by the community
- Supported by local development initiatives

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

This report is divided into four sections:

- Existing Conditions, which analyzes the existing state of the three stations, presents the estimated cost for upgrading each of the three stations, the ridership volumes at each station, the demographic and population characteristics of the station areas, the bus routes serving the station areas, land use and potential or planned development in the station areas.
- Alternatives Analysis, which presents the analysis of potential alternatives to completing station upgrades, including potential changes to bus services in the station areas.
- Public and Stakeholder Outreach, which documents the various outreach efforts that RTA and its consultant team pursued to inform the public of the alternatives analysis process and to elicit public and stakeholder comment and involvement in the process, and the comments that were received as a result of that process.
- Recommendations, which summarizes the conclusions of the project and outlines the next steps that RTA might take in serving the station areas and markets.

Chapter 2 - Existing Conditions

The Existing Conditions section of the report provides background information on the three stations and the transportation markets they serve. The section presents the cost estimates, prepared by RTA, for upgrading each of the three stations to meet ADA requirements and to achieve state of good repair. Ridership volumes and analysis of the origin and destination patterns of passengers using each of the stations, based on RTA's recent on-board origin destination survey of bus and rapid passengers, is also presented in this section. The demographic and population characteristics of the station areas, details about the operation of the various bus routes serving the station areas, and potential or planned development in the station areas are also included in this section of the report.

State of the Stations

The E. 34th-Campus and E. 79th St. stations have always been among the lower performing stations in Cleveland's rapid transit system. They were constructed to fulfill specific functions and connect to destinations within a regional transportation system that were very different than the conditions that exist today, serving a very different city and region. The E. 34th-Campus Station served a number of new regional education destinations at a time when relatively fewer students had access to their own automobiles. The E. 79th St. stations connected Clevelanders to a dense node of manufacturing facilities. Both stations had far more people living within walking distance than they do today. In addition, the stations existed, in part, to provide a regular interval of station spacing on the system, regardless of the strength of the travel markets they served. These stations have long been among the lowest performing stations in the region's rapid transit system in terms of ridership and productivity. As a result, they have long been a low priority for rehabilitation and reconstruction. The following sections discuss the specific situation of each of the respective stations.

E. 34th-Campus Station

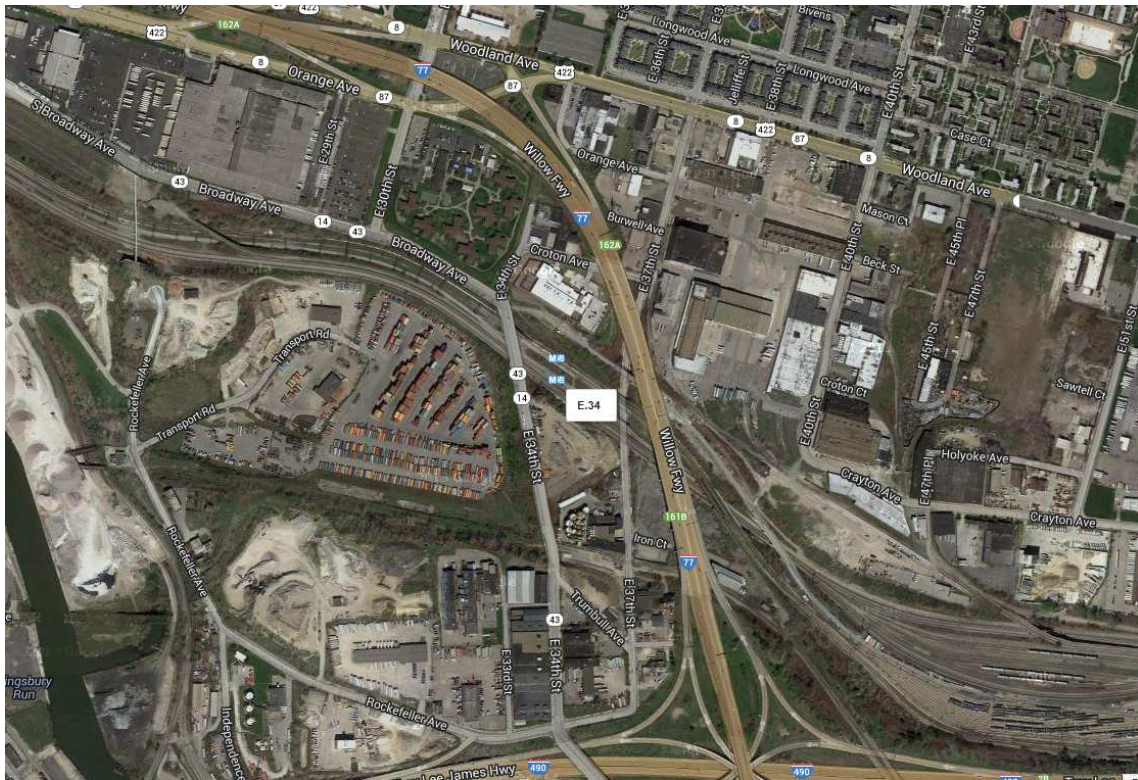
The Cleveland Transit System (CTS) opened the combined Shaker and CTS (Red Line) rapid station on March 1, 1971, at the site of a pre-existing Shaker Rapid station (described in a contemporary *Plain Dealer* article as "little used") that had been in operation since the early days of the Shaker system. The station was and continues to be served by many bus routes extending from the Bedford and Garfield Heights areas through the Slavic Village neighborhoods, and fed day workers to the Shaker Rapid line for travel to Shaker Heights. The combined Shaker and CTS rapid station was built at a cost of \$100,000, half of which half came from Federal transit grant. The market for the new station included Cleveland State University and areas south of Euclid Avenue and east of Playhouse Square, as well as the Cuyahoga Community College campus, which had opened in 1966. Connected to Euclid Avenue and nearby neighborhoods by a CTS (later GCRTA) loop bus, the station began with combined CTS and Shaker ridership of more than 700 riders per day, but had fallen to less than 500 riders a day by 1972.

The station continues to be among the lowest ridership in the system. Among Red Line stations, the E. 34th-Campus Station is the second lowest in ridership, followed only by the E. 79th Red Line Station. Ridership at this station is the lowest among all non-Key Stations on the Blue Line, and second lowest on the Green Line, only outperforming the E. 79th St. station. In 2012, there was an average of 288 weekday boardings at the station on all rail lines.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

The location of the E. 34th-Campus Station is shown in *Figure 1*. The station is named the “Campus Station” for its proximity to the Cuyahoga Community College (Tri-C) Metro campus and Cleveland State University, but is quite removed from either campus. The station is approximately ½ mile walking distance from Tri-C, and over a mile from the Cleveland State campus, but the walk—particularly to the Tri-C campus—is isolated due to the surrounding land use and geography.

Figure 1: E. 34th-Campus Station Area



Some of the prominent land uses in the area around the station are shown in the photos in *Figure 2*. The area immediately adjacent to the station is predominately industrial. A number of industrial parks are located along Broadway Ave. to the south of the station. To the north of the station lies the Northeast Ohio Pre-Release Correctional and Rehabilitation Center and a number of other industrial and commercial uses. I-77 creates a boundary to the north and east of the station, which greatly reduces its accessibility for pedestrians. The Tri-C Metro campus is located to the north of I-77, in addition to a number of high and medium density residential complexes and some light commercial uses.

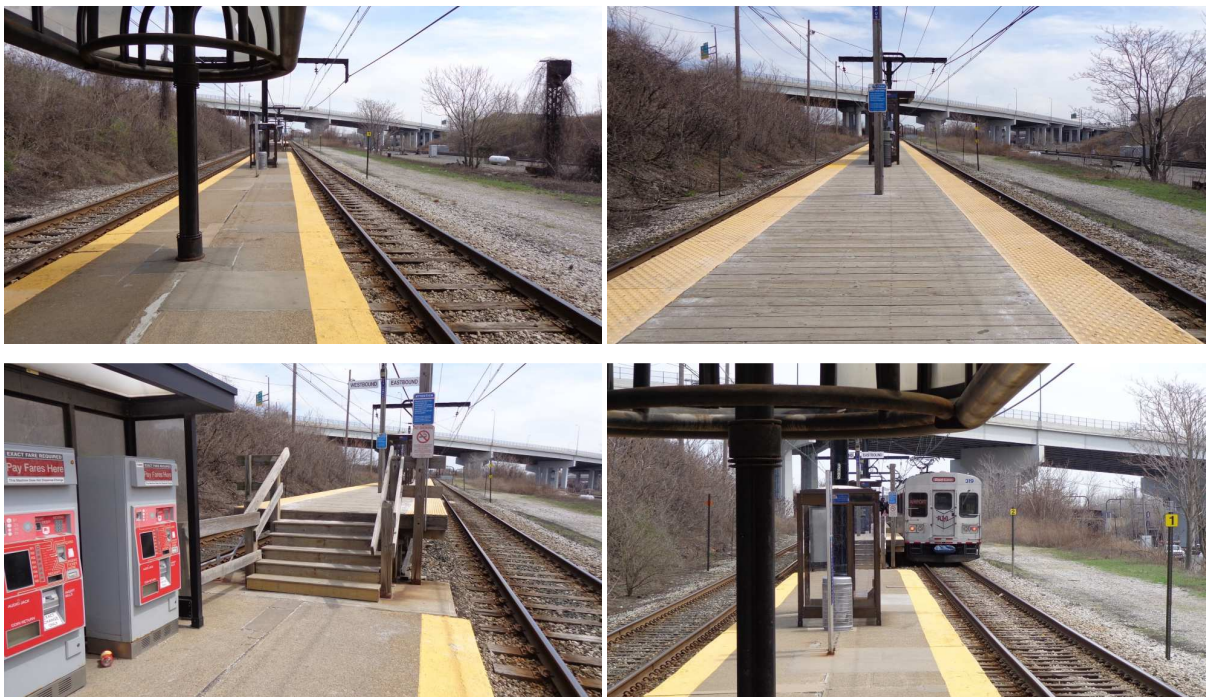
E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 2: E. 34th-Campus Station – Surrounding Land Use



Figure 3 provides some views of the E. 34th -Campus Station. The station is currently accessible from a stairway descending from the E. 34th St. Bridge. RTA's current plan for renovating the station and meeting ADA requirements would relocate the station entrance to an access road north of the current station entrance. From the access road, a walkway would be constructed at a 1:20 grade to descend to the station platforms. In addition to other repairs, a ramp would be constructed to facilitate movement between the high and low platforms serving the Red and Blue/Green Lines, respectively. The estimated cost of the reconstruction and repair of the station is \$7.3 million. A summary of the cost estimate for this station, as well as the two E. 79th St. stations, is included in Appendix A of this report.

Figure 3: E. 34th-Campus Station



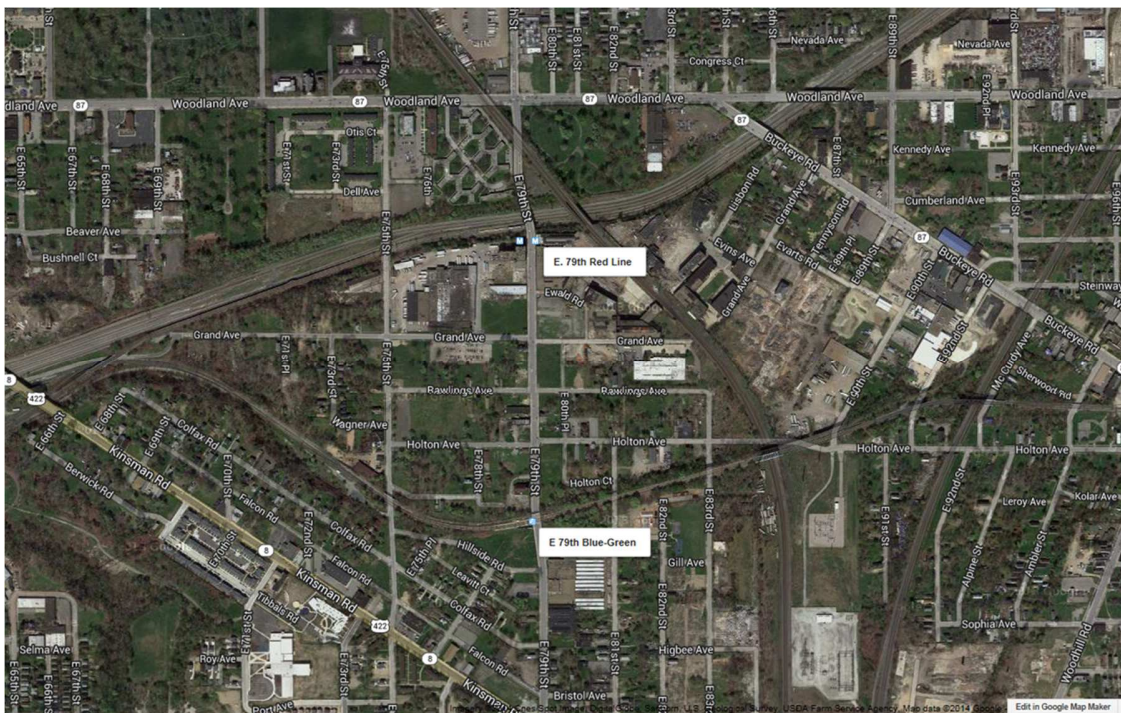
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E. 79th St. Stations

The stations at E.79th St. have been in place since the inception of their respective systems (1930 for the Blue/Green Line station, 1950s for the Red Line). The Blue/Green Lines Station was renovated, along with the other stations on the Blue and Green Lines, in the late 1970s/early 1980s, as part of RTA's reconstruction of the former Shaker Rapid Lines. The stations date from the time period when the area between the Red and Blue/Green Lines was an important industrial corridor and an employment site for thousands, and when E. 79th St. was an important north-south travel corridor. The Red Line Station is located a short distance south of Woodland Ave., and the Blue/Green Lines Station is located a short distance north of Kinsman Rd. The stations have long had among the lowest ridership in the system. A 1972 *Plain Dealer* article lists the stations among the lowest ridership stations.

Figure 4 shows the location of the E. 79th St. Stations. Relocation and abandonment of industrial properties in E. 79th St. corridor, as well population loss in the area, have contributed to a decline in ridership at these stations. The E. 79th Red Line station has the lowest ridership on that rapid transit line. In 2012, there was an average of 155 weekday boardings at this station. Among non-Key light rail stations, the E.79th Blue/Green Lines Station performs similarly poorly in ridership. In 2012, there was an average of 145 weekday boardings on the combined Blue and Green Lines at this station.

Figure 4: E. 79th St. Stations



E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 5 shows some of the existing land uses around the E. 79th Red Line Station. The land use surrounding the E. 79th St. Red Line station is predominately industrial, with a number of warehouses built at the height of Cleveland's manufacturing era. Most of these warehouses are now abandoned and deteriorating, but a few remain occupied, albeit with much lower levels of employment and activity than in the past. The Community Apartments, a Section 8 housing complex located to the northwest of the station, is the only residential use in the immediate station area. These apartments are currently being renovated. In that renovation process, the number of units at Community Apartments is being reduced ("de-densified"), from 147 to 103 units. The 44 apartments eliminated at Community Apartments are being replaced by 44 new units at the adjacent Hill Place development, located west of Community Apartments and more distant from the Red Line station. Northeast of the station is St. Joseph's Cemetery.

Figure 5: E. 79th Red Line Station – Surrounding Land Use



Figure 6 shows some views of the E. 79th Red Line Station. The station is currently accessible from a stairway descending from the east side of E. 79th St. Of the three stations being considered in this study, this station is most in need of repair. As shown in *Figure 6*, significant repair is needed to the stairway, retaining wall, and other station elements. The station is not visible from the street, and the station platform is mostly beneath the bridge that conveys E. 79th St. across the railroad and RTA Rapid tracks. The platform is virtually invisible to passing cars or pedestrians, adding to the perception of isolation and lack of safety.

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Figure 6: E. 79th Red Line Station



The plan for reconstructing the station to meet ADA requirements includes the installation of an elevator, making it the most costly of the three stations renovations. The estimated cost of the reconstruction and repair of the station is approximately \$11 million.

The E. 79th Blue/Green Lines Station is located approximately 1/3 mile to the south of the Red Line station along E. 79th St. Some views of the land use in the area surrounding the Blue/Green Lines Station are shown in *Figure 7*. Of the three stations being considered in this study, this station area is the only one with a predominately residential land use. A number of low density homes (single and multi-family) are located to the north and south of the station, but the parcels immediately surrounding the station are, for the most part, currently vacant. A few seemingly occupied small-to-medium sized warehouses are located to the east and south of the station.

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Figure 7: E. 79th Blue/Green Lines Station – Surrounding Land Use



Figure 8 provides some views of the E. 79th Blue/Green Lines Station. Access to the station is from a short stairway ascending from the west side of E. 79th St. As mentioned previously, this station is not designated as a Key Station, but must be upgraded to meet ADA requirements if it receives substantial renovations. The estimated cost of the reconstruction and repair of the station, including construction of an ADA-accessible ramp to the platform, is approximately \$7 million.

Figure 8: E. 79th Blue/Green Lines Station



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Station Area Demographic Analysis

This section presents demographic information for the E. 34th-Campus. and E. 79th St. station areas. The station area is defined as the area within ½ mile of the station location. All Census blocks or block groups that fall within the ½ mile buffer are included in the station area demographic totals. Because the E. 79th Red Line and Blue/Green Lines stations are located in such close proximity to each other (approximately 1/3 mile apart straight line distance), their station areas overlap significantly. Therefore a number of blocks or block groups fall within both station areas. For the purpose of this analysis, however, they will be treated as distinct station areas.

Population Density

Population is declining in all three station areas, although at different rates. As shown in *Table 1*, the total population in the E. 34th-Campus Station area declined by 11% from 2000 to 2010. This is less than the rate of population loss in the City of Cleveland (17%) over the same time period. The E. 79th St. station areas, on the other hand, have more rapid population decline than the city as a whole. The E. 79th Red Line Station area has experienced a dramatic loss of population, from nearly 8,600 residents in 2000 to less than 6,700 in 2010. Going back to 1970, the E. 34th-Campus Station area has lost 33% of its population, compared to 47% for the City of Cleveland and 26% for Cuyahoga County. The E. 79th St. stations area has lost about 75% of its population over the same time period.

Table 1: 1970-2010 Population Change of Census Tracts within ½ mile of Stations

| | Population | | | | | Change | |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 1970 | 1980 | 1990 | 2000 | 2010 | 1970-2010 | 2000-2010 |
| E. 34th Campus Station Area | 10,227 | 8,497 | 7,904 | 7,669 | 6,821 | -33% | -11% |
| E. 79th Street Red and Blue/Green Station Area | 26,825 | 15,792 | 11,491 | 8,573 | 6,666 | -75% | -22% |
| City of Cleveland | 750,903 | 573,822 | 505,616 | 478,403 | 396,815 | -47% | -17% |
| Cuyahoga County | 1,721,300 | 1,498,400 | 1,412,140 | 1,393,978 | 1,280,122 | -26% | -8% |

Source: US Census

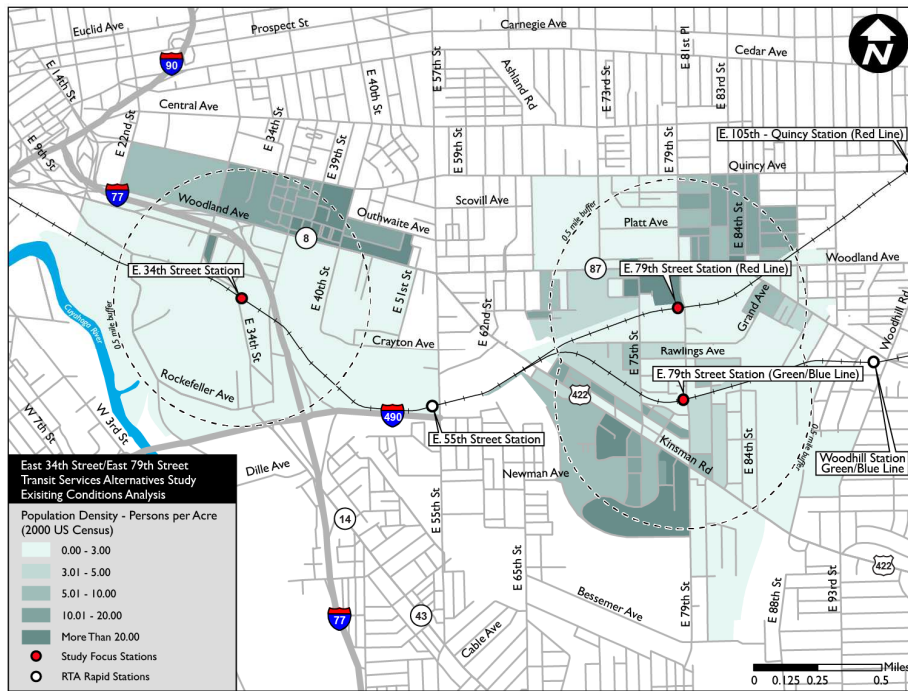
As shown in *Figure 9* (2000 population density) and *Figure 10* (2010 population density), residential land uses occupy only a small part of the E. 34th-Campus Station area, and are largely limited to the area north of Woodland Ave. Residential land use is more dispersed within the E. 79th St. station areas. The highest density areas are located to the east of E. 79th St. and north of Woodland Ave.; directly northwest of the E. 79th Red Line Station; and to the west of E. 79th St. and south of Kinsman Rd. A comparison of *Figures 9* and *10* illustrates the dramatic loss of population, and population density, in these station areas from 2000 to 2010. In particular, the areas to east of E. 79th St. and north of Woodland Ave. and the area to the west of E. 79th St. and south of Kinsman Rd. experienced significant population loss over this time period.

The average population density is 4.2 people per acre in the E. 34th-Campus Station area, 4.1 people per acre in the E. 79th Blue/Green Lines Station area, and 2.5 people per acre in the E. 79th Red Line station area. All three station areas have population densities well below the industry standard for heavy rail service, at 45 people per acre, and light rail service, at 30 people per acre.¹

¹ TCRP Report 16.

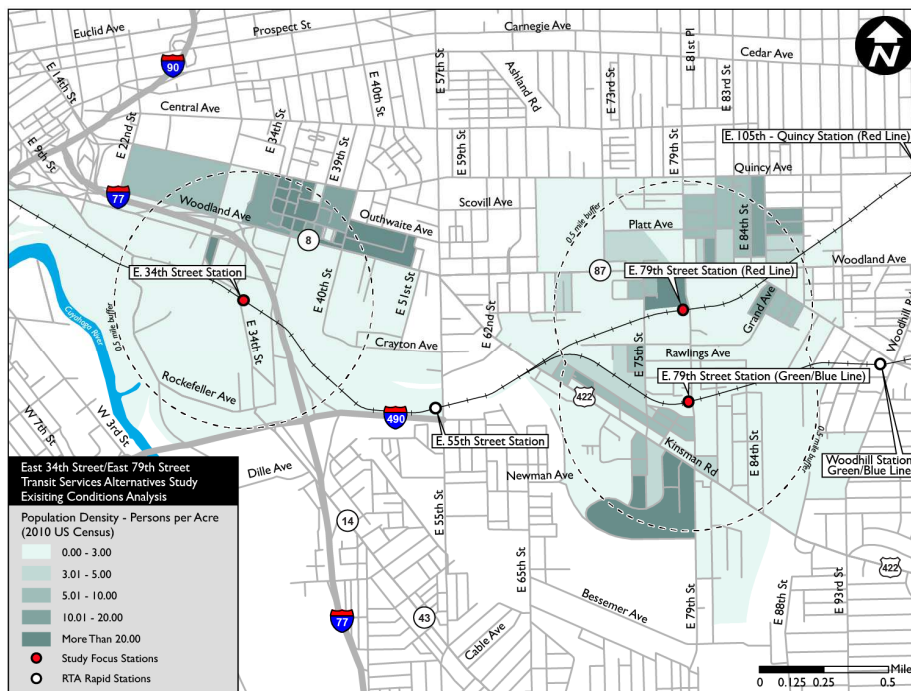
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Figure 9: 2000 Population Density



Source: 2010 US Census Data; Block Level

Figure 10: 2010 Population Density



Source: 2010 US Census Data; Block Level

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Minority Population/Title VI

The stations serve a community that is largely African American, with a high proportion of low-income and transit-dependent households. Most of those who use the stations also are African American. Changes to the stations or service in these areas must avoid violating Title VI of the Civil Rights Act, which prohibits Federally-funded agencies and projects from disproportionately imposing negative impacts on minority communities. The analysis of these impacts, and any mitigating factors, requires analysis of RTA's broader system. Should any changes be proposed, they will be analyzed as part of RTA's regular Title VI compliance activities. RTA's Service Policy outlines the analysis process that is conducted when service changes are proposed.

As shown in *Table 2* and *Figure 11*, all three station areas have a very high percentage of minority residents. Other than one block group in the southeast corner of the E. 34th-Campus Station area, which has only 426 residents, more than 95% of the station area population is made up of minorities. In comparison, minorities make up 66.5% of the total population in the City of Cleveland and 39.1% of Cuyahoga County, RTA's service area. The analysis of existing ridership below confirms that the existing ridership of the stations is overwhelmingly made up of African Americans.

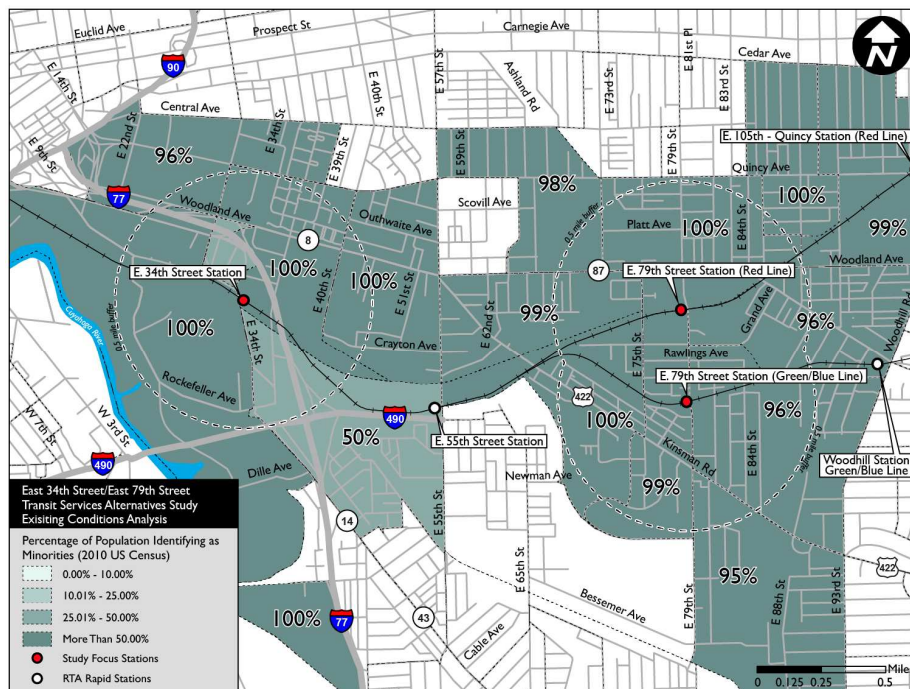
Table 2: Minority Population for Station Area Block Groups

| | Minority Population | Total Population | Percent Minority |
|---|--------------------------------|-----------------------------|-----------------------------|
| E. 34 th -Campus Station Area | 5,787 | 6,396 | 90.5% |
| E. 79 th Red Line Station Area | 7,493 | 7,568 | 99.0% |
| E. 79 th Blue/Green Lines Station Area | 4,785 | 4,862 | 98.4% |
| City of Cleveland | 263,988 | 396,698 | 66.5% |
| Cuyahoga County | 494,145 | 1,280,122 | 38.6% |

Source: US Census

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Figure 11: Percent Minority Population for Station Area Block Groups



Source: 2010 US Census Data; Block Group Level

Low Income Population

As shown in *Table 3* and *Figure 12*, all three station areas have a high percentage of residents living with an income below the Federal poverty level. The E. 34th-Campus Station area has the highest percentage of residents with income below the poverty level (69.6%), which is more than twice the poverty rate for the City of Cleveland as a whole (34.2%) and nearly four times as high as the rate for Cuyahoga County (17.7%). Poverty levels are slightly lower in the E. 79th St. station areas, at 56.4% for the Red Line Station and 58.1% for the Blue/Green Lines Station area.

In the E. 34th-Campus Station area, poverty levels are higher to the north and east of I-77, where most of the people in this station area reside. In the E. 79th St. station areas, the block groups located to the north of the Red Line have a slightly lower incidence of poverty than those located to the south of the tracks.

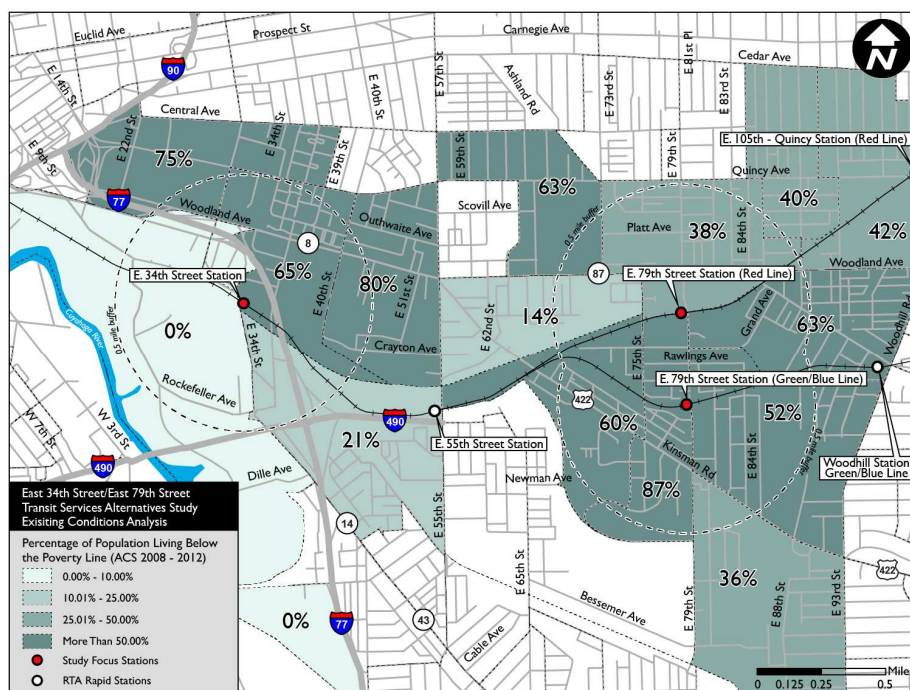
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Table 3: Population with Income below Poverty Level for Station Area Block Groups

| | Population with Income below Poverty Level | Total Population | Percent Population with Income below Poverty Level |
|---|--|------------------|--|
| E. 34 th -Campus Station Area | 3,862 | 5,550 | 69.6% |
| E. 79 th Red Line Station Area | 3,912 | 6,942 | 56.4% |
| E. 79 th Blue/Green Lines Station Area | 2,812 | 4,840 | 58.1% |
| City of Cleveland | 132,844 | 388,144 | 34.2% |
| Cuyahoga County | 221,281 | 1,253,110 | 17.7% |

Source US Census

Figure 12: Percent Population with Income below Poverty Level for Station Area Block Groups



Source: 2008-2012 American Community Survey 5-year Estimate; Block Group Level

Zero-Vehicle Households

As shown in Table 4 and Figure 13, all station areas have a higher percentage of households with no vehicle available than in the City of Cleveland and Cuyahoga County. The E. 34th-Campus Station area has the highest percentage of households with no vehicle available, at 65.7%. The E. 79th St. station areas have significantly lower percentages of households with no vehicle available, at 37.3% for the Red Line Station area and 36.9% for the Blue/Green Lines Station area. For comparison, 24.8% of Cleveland City households and 13.4% of Cuyahoga County Households lack access to an automobile.

The higher levels of car-ownership in the E. 79th St. station areas in comparison with the E. 34th-Campus Station area may reflect the relatively large number of students living in the E. 34th Street

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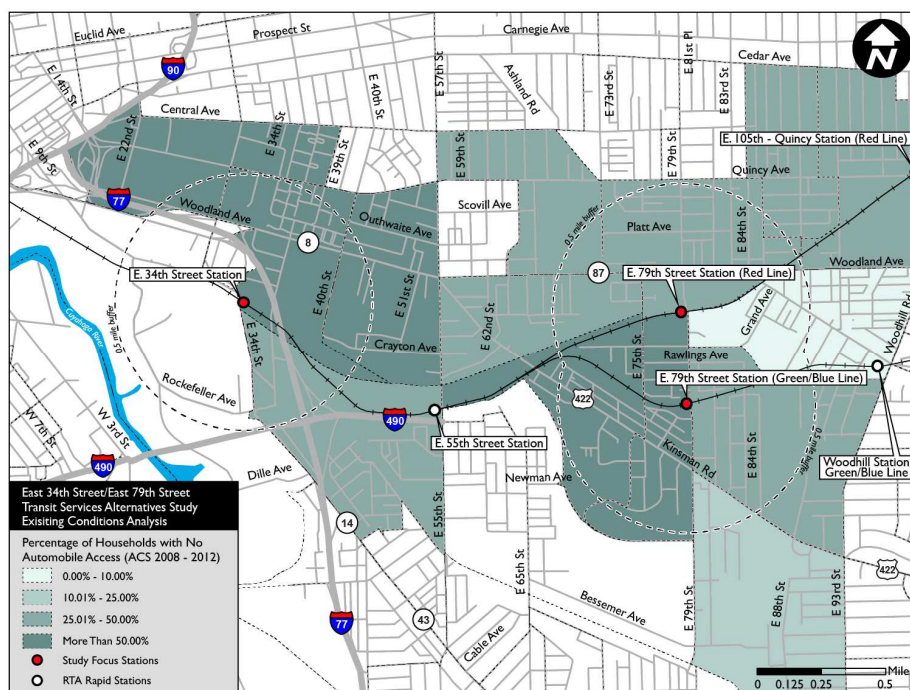
area. It may also be a reflection of the differing level of transit service between the two areas. The E. 34th-Campus Station area is just southeast of downtown and is served by a number of GCRTA's higher frequency bus routes. The E. 79th St. station areas have lower levels of bus service by comparison. Existing bus service will be described in greater detail in the existing service section of this memo.

Table 4: Households with No Vehicle Available

| | Households with No Vehicle Available | Total Households | Percent Households with No Vehicle Available |
|---|--------------------------------------|------------------|--|
| E. 34 th -Campus Station Area | 1,500 | 2,283 | 65.7% |
| E. 79 th Red Line Station Area | 1,001 | 2,683 | 37.3% |
| E. 79 th Blue/Green Lines Station Area | 679 | 1,842 | 36.9% |
| City of Cleveland | 41,723 | 167,946 | 24.8% |
| Cuyahoga County | 71,870 | 534,899 | 13.4% |

Source: 2008-2012 American Community Survey 5-year Estimate

Figure 13: Percent Households with No Vehicle Available



Source: 2008-2012 American Community Survey 5-year Estimate; Block Group Level

Existing Service/Ridership Analysis

This section describes the existing transit service at the three stations, including service levels on the rail lines as well as the bus routes serving the stations. Ridership information for the rail stations and

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bus routes is presented along with an analysis of the origins and destinations of riders that currently utilize the stations.

Rail Service and Ridership – All Stations

The E. 34th-Campus Station is served by all three GCRTA Rapid Lines: Blue, Green, and Red. The E. 79th Red Line Station is served only by the Red Rapid Line and the E. 79th Blue/Green Lines Station is served by the Blue and Green Rapid Lines. Service on the Rapid Lines provides access to Downtown Cleveland, University Circle, Cleveland Hopkins International Airport, Shaker Heights, and the greater Cleveland region through connections on the GCRTA network. The GCRTA Rapid network is shown in *Figure 14*.

The Red Line runs between the Cleveland Hopkins International Airport and the Louis Stokes Rapid Station at Windermere via Tower City/Downtown Cleveland. Service on the Red Line is offered between 3:17 AM and 1:38 AM daily including weekends. The service frequency is very high on the western half of the Red Line (between Cleveland Hopkins International Airport and Tower City), with headways of 8 minutes during the peak periods, and 15 minutes at all other times including weekends. The headway on the eastern half of the Red Line (between Tower City-Public Square and Louis Stokes Station at Windermere), which serves the E. 34th-Campus and E. 79th St. stations, is 15 minutes during both peak and off-peak periods. The higher peak period service frequency on the western part of the line is warranted by the significantly higher peak period ridership generated by stations on that side of the line.

The Blue Line runs between South Harbor/Muny Parking Lot in Downtown Cleveland via the Waterfront Line through Tower City Station and east to the Van Aken-Warrensville Blue Line Station in Shaker Heights. Service on the Blue Line is offered between 4:00 AM and 12:48 AM daily including weekends. Service headways on the Blue Line are 10 minutes during the peak and 30 minutes during off-peak times. On weekends the headway is 30 minutes at all times.

The Green Line runs between South Harbor/Muny Parking Lot in Downtown Cleveland via the Waterfront Line through Tower City Station and east to the Green Road Green Line Station in Shaker Heights. Service on the Green Line is offered between 5:29 AM and 12:35 AM daily including weekends. Service headways on the Green Line are 10 minutes during the peak and 30 minutes during off-peak times. On weekends the headway is 30 minutes at all times.

Light rail service along the Shaker trunk (between Tower City and Shaker Square), which serves the E. 34th-Campus and E. 79th St. stations, is very frequent, with service provided by both the Blue and Green Lines. Headways on the trunk are 5 minutes during the peak and 15 minutes during the off-peak. At stations served by all three Rapid Lines (Tower City, E. 34th-Campus, and E. 55th St.), service levels are even higher, with a composite service frequency of approximately every 4 minutes during the peak and every 7.5 minutes during off-peak times.

Of the three stations, ridership is highest at the E. 34th-Campus station, with approximately 288 boardings and 287 alightings on weekdays, as shown in *Tables 5 and 6*. Ridership activity at the E. 79th Red Line Station is lower, with approximately 155 boardings and 186 alightings on weekdays. Ridership is lowest at the E. 79th Blue/Green Lines Station, with approximately 145 weekday boardings and only 80 weekday alightings for the combined Blue and Green Lines.

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Figure 14: GCRTA Rapid Network

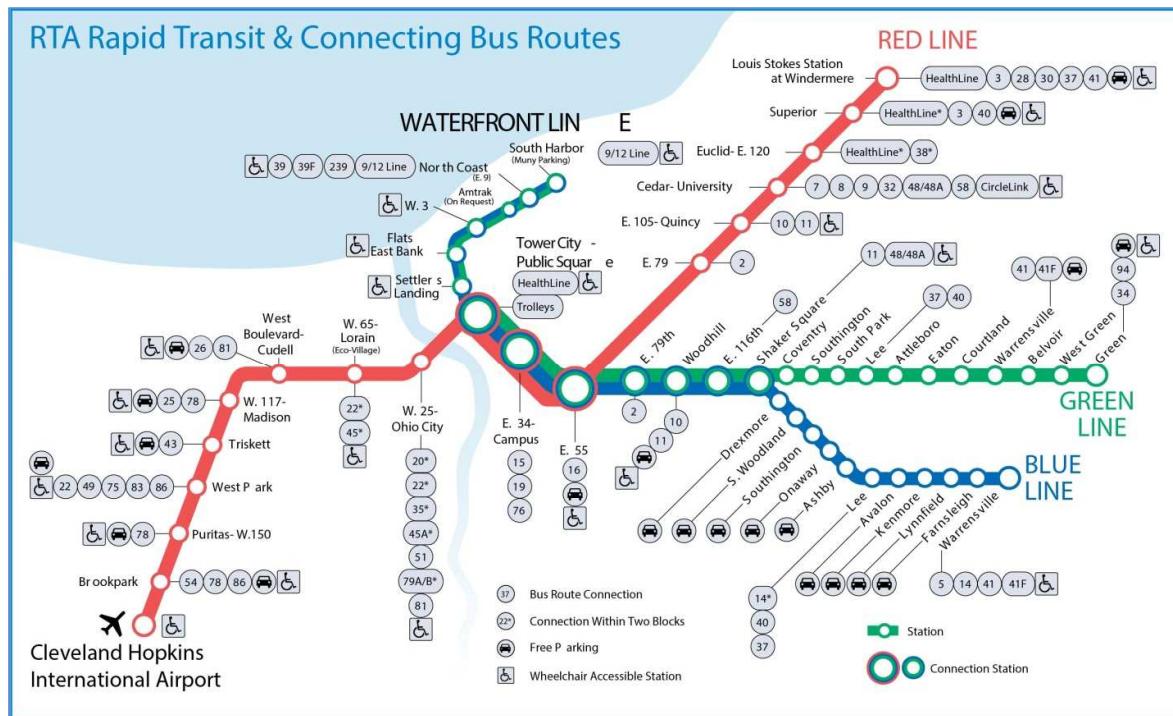


Table 5: Rapid Station Weekday Boardings

| Station | Blue Line | Green Line | Red Line | Total |
|--|-----------|------------|----------|-------|
| E. 34 th -Campus | 51 | 55 | 182 | 288 |
| E. 79 th Blue/Green Lines Station | 92 | 53 | - | 145 |
| E. 79 th Red Line Station | - | - | 155 | 155 |

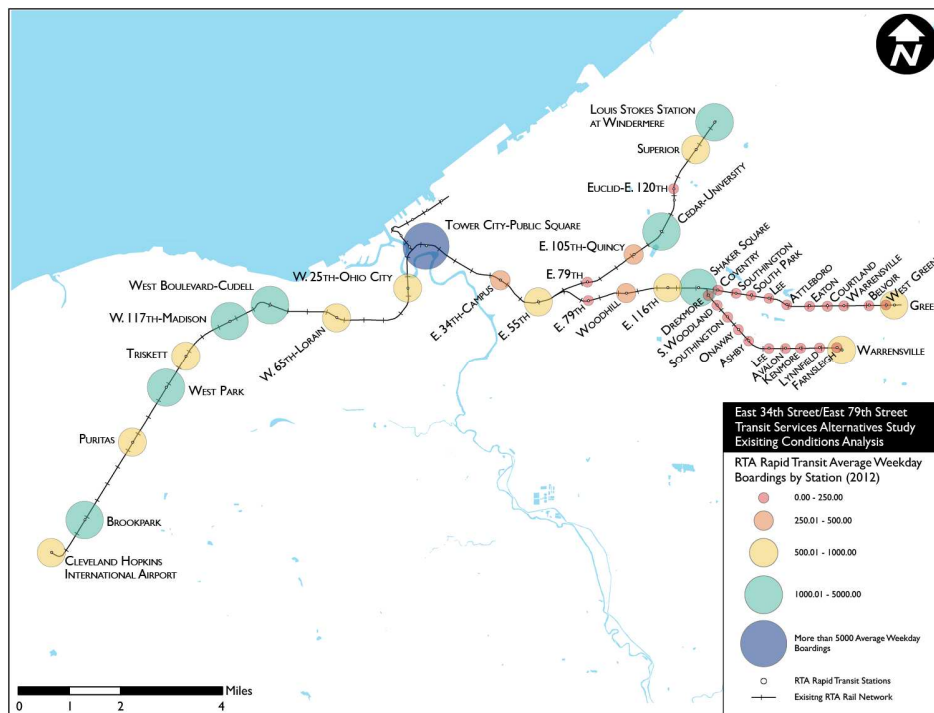
Table 6: Rapid Station Weekday Alightings

| Station | Blue Line | Green Line | Red Line | Total |
|--|-----------|------------|----------|-------|
| E. 34 th -Campus | 34 | 61 | 192 | 287 |
| E. 79 th Blue/Green Lines Station | 44 | 36 | - | 80 |
| E. 79 th Red Line Station | - | - | 186 | 186 |

Figure 15 shows graphically the relative level of ridership at each station in the RTA rail network. In comparison with all stations in the GCRTA Rapid Transit network, the two E. 79th St. stations rank towards the lower half of all stations in ridership activity, while the E. 34th-Campus Station ranks toward the middle of the pack. The E. 79th Red Line station ranks 27th and the E. 79th Blue/Green Lines Station ranks 30th out of the 44 stations in the GCRTA Rapid network, excluding the Waterfront Line stations. As mentioned previously, the E. 34th-Campus Station has the second lowest ridership of all stations served by the Red Line, while the E. 79th Red Line Station has the lowest. The E. 79th Blue/Green Lines Station has the lowest ridership of all stations on the Shaker trunk (served by both the Blue and Green Lines).

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Figure 15: Average Weekday Boardings by Station



Racial Composition of Station Ridership

As noted above in the section on the racial composition of the neighborhoods around the stations, the ridership using the three stations is overwhelmingly made up of minorities, mostly African Americans. Based on the results of the 2012 on-board survey, African Americans made up 86% of riders at the E. 34th-Campus. Station, 79% at the E. 79th Red Line Station, and 81% of riders at the E. 79th Blue/Green Lines Station. Non-Hispanic whites made up only 10% of riders at E. 34th St., 11% at E. 79th Red Line and 18% at E. 79th Blue and Green Lines. Most of the remaining riders identified themselves as Hispanic or Latino. This percentage of African Americans is much higher than the percentage of the population made up by African Americans in the population of the City of Cleveland (about 67% African American) or Cuyahoga County (about 39%).

Origin-Destination Analysis

An origin-destination analysis was performed using data provided from the on-board survey conducted for the NOACA region in 2013. Origins and destinations were plotted for riders who boarded or alighted at the three stations and are presented in Appendix B.

The origins of riders who board at the E. 34th-Campus Station are predominantly located to the north of the station near the Tri-C Metro campus and in the immediate vicinity (extending as far north as Euclid Ave.), as shown in *Appendix B, Figure B1*. Some origins are also located to the south of the station, clustered along Broadway Ave., an indication of transfer activity between bus route 76 and the station. The destinations of riders who board at the E. 34th-Campus Station are dispersed across the Greater Cleveland region, with some concentration of destinations around Shaker Square and the Louis Stokes Station at Windermere, as shown in *Appendix B, Figure B2*. Destinations to the

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

west of Cleveland are more widespread than on the east side, but are mostly clustered around the Red Line Rapid stations. The origins and destinations of riders alighting at the E. 34th-Campus Station (*Appendix B, Figures B3 and B4*) are nearly a mirror image of those boarding at the station, which is expected given that most riders complete a return trip later in the day. The only discernable variability is seen around the Louis Stokes Station at Windermere, with the destinations of riders who board at the E. 34th-Campus Station being slightly more dispersed than the origins of riders alighting at that station.

The origins of riders who board at the E. 79th Blue/Green Lines station are mainly located in the E. 79th St. corridor, extending from as far north as Euclid Ave. and as far south as Union Ave. There are very few origins located to the east of E. 79th St., but a few as far west as E. 63rd St. The destinations of riders who board at the E. 79th Blue/Green Lines Station are concentrated around Downtown Cleveland, with smaller concentrations to the east along the Shaker trunk and a few along Cedar Rd. in Cleveland Heights. Very few riders boarding at the E. 79th Blue/Green Lines Station have destinations to the west of Downtown Cleveland. As shown in *Appendix B, Figures B5-B8*, the origins and destinations of riders boarding and alighting at the E. 79th Blue/Green Lines Station are nearly a mirror image of each other, indicating that nearly all riders are making the same return trip.

The origins of riders boarding at the E. 79th Red Line Station show a similar pattern as those who board at the Blue/Green Lines station. The origins are located mainly around the E. 79th St. corridor, with some as far north as Hough Ave. and as far south as Kinsman Rd. There are very few origins located to the east or west of E. 79th St. The destinations of riders boarding at the Red Line station are more widespread, which is a reflection of the direct connection to the west side of Cleveland provided by the Red Line. Destinations are concentrated in Downtown Cleveland and near the Louis Stokes Station at Windermere, with less concentration on the west side where destinations are mainly located near the Red Line Rapid stations and in Lakewood. The origins and destinations of those boarding at the E. 79th Blue/Green Lines Station are nearly the same as the origins and destinations of riders alighting at the station. As shown in *Appendix B, Figure B11*, there are some origins of riders alighting at the station located near the border of Cuyahoga and Lake Counties that were not recorded as destinations of riders boarding at the station.

The origin-destination patterns of the three stations show a marked lack of trips destined to the University Circle area, which is the region's second largest employment concentration and an important destination for area residents. Data on trips to University Circle was not analyzed, but it is assumed that travelers to University Circle are using bus connections to the HealthLine, which offers better service frequency and better passenger distribution in University Circle than the Red Line.

Bus Service – E. 34th-Campus Station

The E. 34th-Campus Station is served by three bus routes: Route 15–Union/Harvard; Route 19–Broadway/Miles; and Route 76–Broadway/Turney. These three routes connect the E.34th St. station with Downtown Cleveland, including Tower City/Public Square and the Stephanie Tubbs Jones Transit Center at a high service frequency.

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Route 15 Union-Harvard

Route 15 operates between Downtown Cleveland/Public Square and Country Lane (near Emery Road) in Warrensville Heights. The alignment and destinations are shown in the route diagram in Figure 16. In addition to the E. 34th-Campus Station and Downtown Cleveland/Public Square, the route serves the Tri-C Metro campus, Jane Addams High School, Tri-C Eastern Campus, University Hospitals Ahuja Medical Center, South Pointe Hospital, and Warrensville High School. The route serves the cities of Cleveland and Warrensville Heights. Service on Route 15 is provided between 3:57 AM and 2:14 AM on weekdays, 5:01 AM and 1:41 AM on Saturdays, and between 5:07 AM and 1:36 AM on Sundays. Headways along the route are set at 12 minutes during the AM and PM peak periods, 15 minutes during the off-peak periods, and 30 minutes at night.

Route 15 has the highest ridership of the three bus routes that serve the E.34th-Campus Station and is among the highest ridership routes in the GCRTA system. In 2013, Route 15 transported nearly 2 million riders (Table 7). Despite high ridership on the route, boarding and alighting activity at the Broadway and E. 34th St. bus stop remains low compared to other stops along the route, with approximately 5 riders boarding and 22 riders alighting at E. 34th-Campus Station on an average weekday (Figures 17 and 18). Most of the activity at the Broadway and E. 34th St. bus stop can be attributed to transfers to the rail, as there are few activity centers in the vicinity of the stop, and most of these are served by other stops.

Figure 16: Route 15 RTA Route Diagram

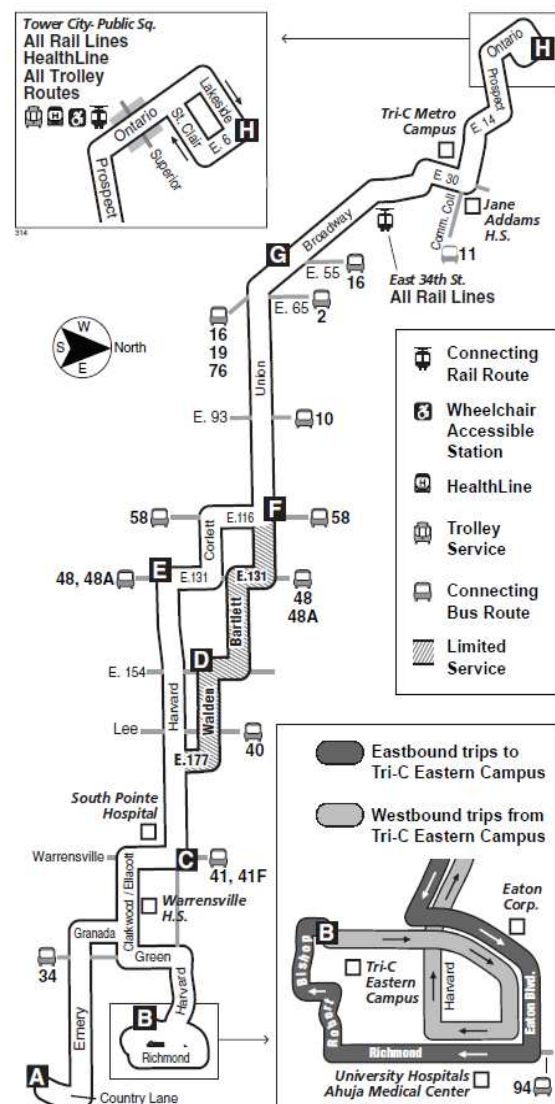


Table 7: Route 15 Annual Ridership (2010-2013)

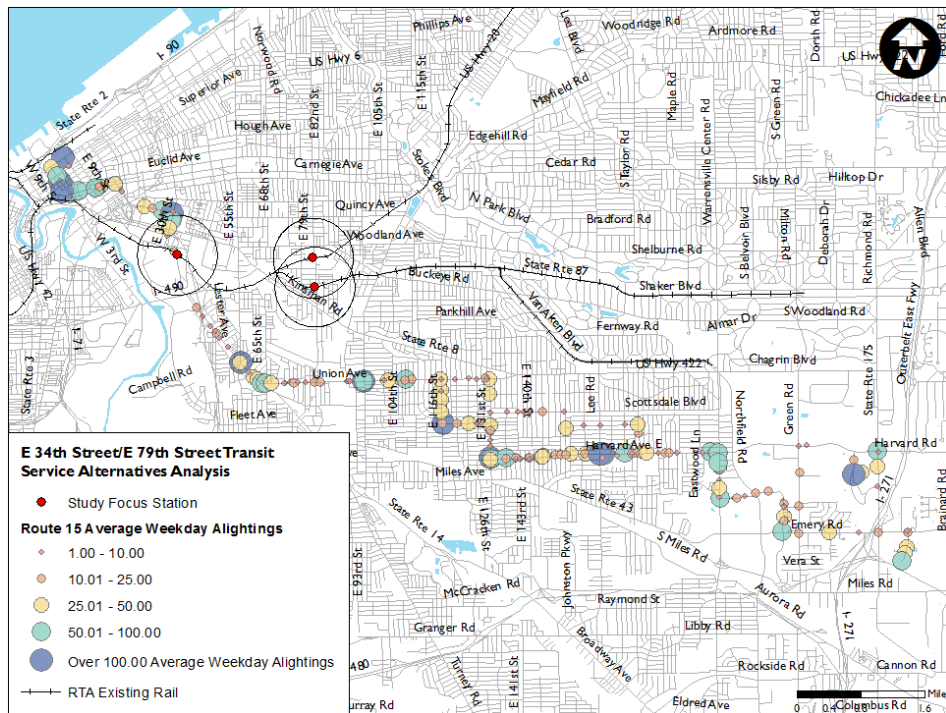
| | 2010 | 2011 | 2012 | 2013 |
|-----------------|-----------|-----------|-----------|-----------|
| Route 15 | 1,953,475 | 1,963,285 | 2,031,508 | 1,978,937 |

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 17: Route 15 Weekday Boarding Activity



Figure 18: Route 15 Weekday Alighting Activity



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Route 19 Broadway-Miles

Route 19 operates between Downtown Cleveland/Public Square and either the E. 130th St./Miles Ave. Bus Loop or the Fargo Turnaround in Bedford Heights, with every other trip short-turning at the E. 130th St./Miles Ave. Bus Loop. The alignment and destinations are shown in the route diagram in *Figure 19*. Early morning and late night trips are all turned at the Bus Loop. In addition to the E. 34th-Campus Station and Downtown Cleveland/Public Square, the route also serves the Main Post Office, MetroHealth Broadway Care Access Center, South High School, and the Bedford Heights Industrial Park. The route serves the cities of Cleveland, Warrensville Heights, and Bedford Heights. Service on Route 19 is provided 24 hours a day on weekdays, Saturdays, and Sundays. Headways along the route are 15 minutes during the AM and PM peak periods, 30 minutes during the off-peak periods, and 30 to 60 minutes during the late evening/early morning hours.

Ridership on Route 19 is less than half that of Route 15, but higher than on Route 76, the other route serving the E. 34th-Campus Station. In 2013, Route 19 transported nearly 900,000 riders. Ridership has been consistent on the route over the past four years, as shown in *Table 8*. Similar to Route 15, boarding and alighting activity at the Broadway and E. 34th St. stop for Route 19 is low compared to other stops along the route, with an average of 21 boardings and 16 alightings on weekdays (*Figures 20 and 21*). Most of the activity at the Broadway and E. 34th St. bus stop can be attributed to transfers to the rail, as there are few activity centers in the vicinity of the stop.

Figure 19: Route 19 RTA Route Diagram

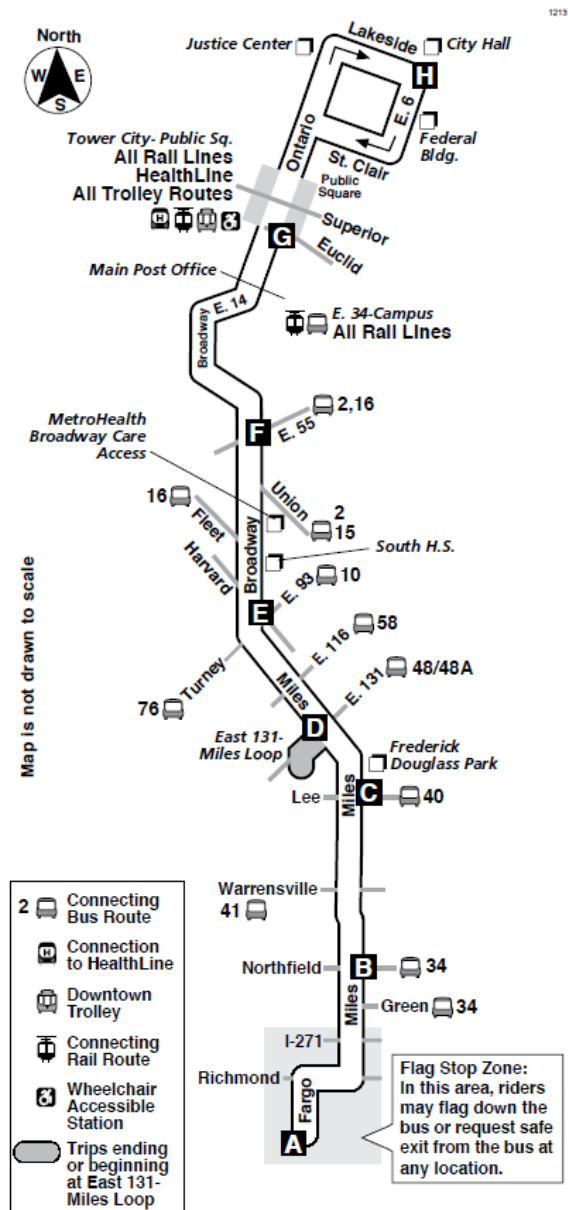


Table 8: Route 19 Annual Ridership 2010-2013

| | 2010 | 2011 | 2012 | 2013 |
|-----------------|---------|---------|---------|---------|
| Route 19 | 888,842 | 899,348 | 900,958 | 873,232 |

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 20: Route 19 Weekday Boarding Activity

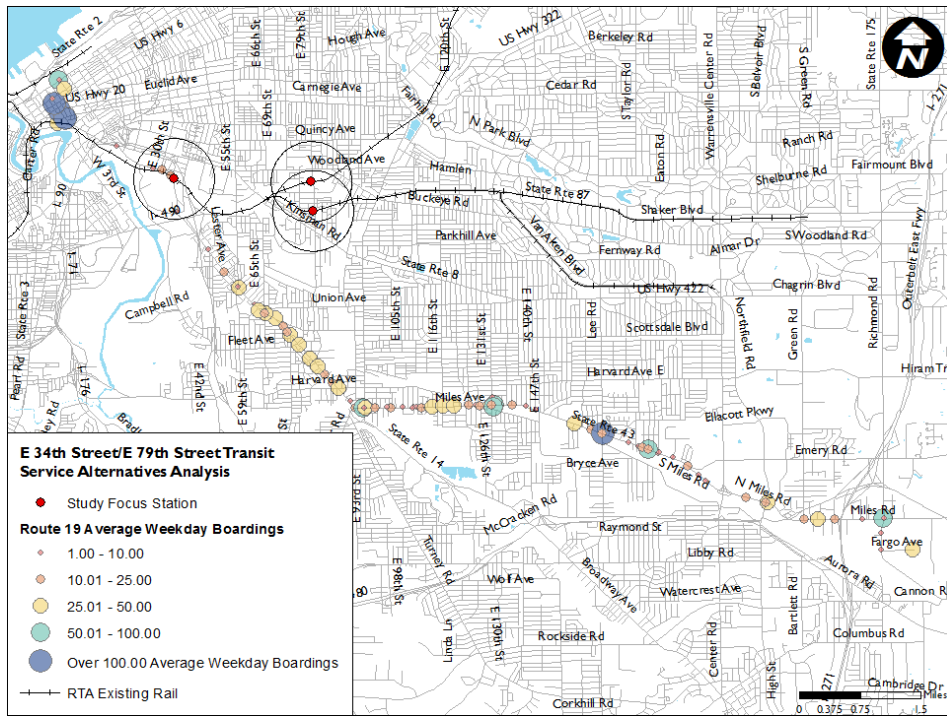
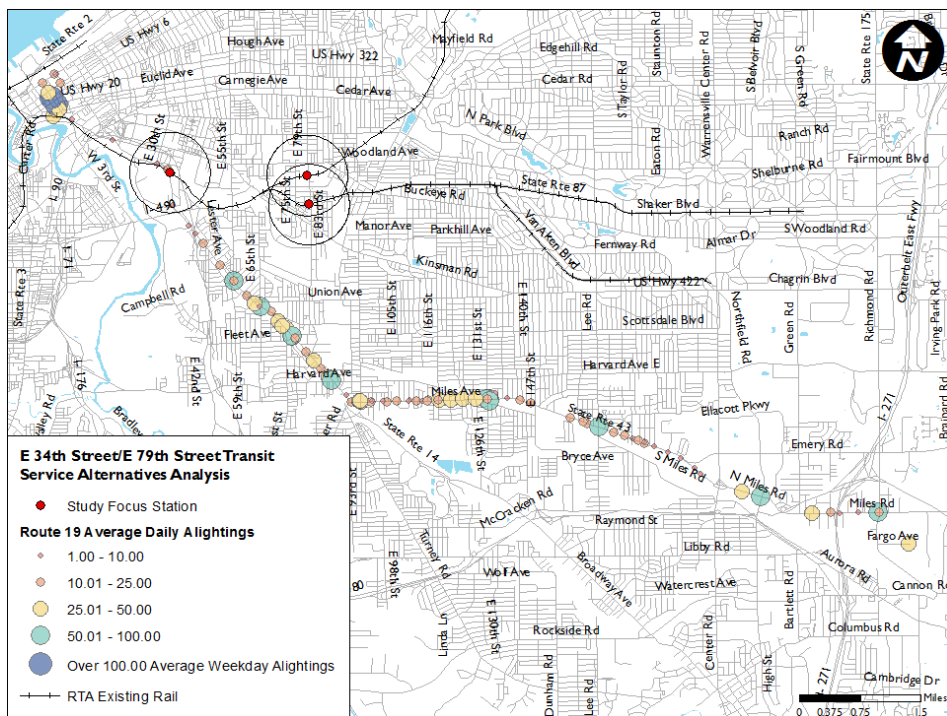


Figure 21: Route 19 Weekday Alighting Activity



E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Route 76 Broadway-Turney

Route 76 operates between Downtown Cleveland and the Southgate Transit Center in Maple Heights. The route alignment is shown in the diagram in *Figure 22*. In addition to the E. 34th-Campus Station and Downtown Cleveland, the route also serves MetroHealth Broadway Health Center, Garfield Mall, Dunham Plaza, the Bedford Medical Center, and the Southgate Transit Center. The route serves the cities of Cleveland, Garfield Heights, Bedford, and Maple Heights. Service on Route 76 is provided between 4:59 AM and 12:04 AM on weekdays, 5:37 AM and 11:36 PM on Saturdays, and between 5:37 AM and 11:12 PM on Sundays. Headways are set at 20 minutes during the AM and PM peak periods, 40 minutes during the off-peak periods, and 60 minute headways at night.

Route 76 has the lowest ridership of the three bus routes that serve the E. 34th-Campus station. In 2013, Route 76 transported approximately 550,000 riders. However, ridership has grown substantially over the past three years, as shown in *Table 9*. Similar to the other two routes, boarding and alighting activity at the Broadway and E. 34th-Campus Station bus stop is low compared to other stops along the route, with an average of 6 boardings and 7 alightings on weekdays (*Figures 23 and 24*). Most of the activity at the Broadway and E. 34th-Campus Station bus stop can be attributed to transfers to the rail, as there are few activity centers in the vicinity of the stop.

Figure 22: Route 76 RTA Route Diagram

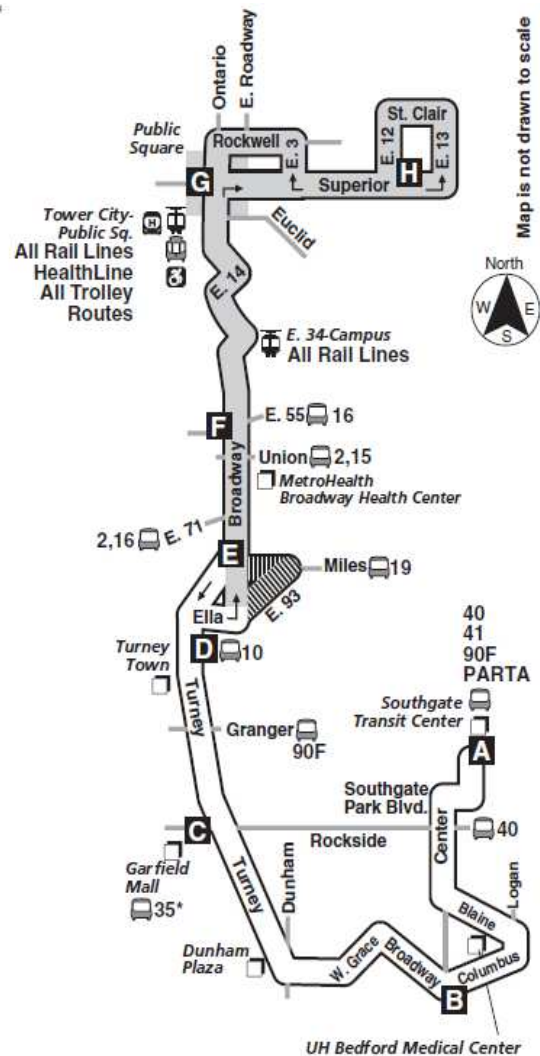


Table 9: Route 76 Annual Ridership 2010-2013

| | 2010 | 2011 | 2012 | 2013 |
|-----------------|----------|---------|---------|---------|
| Route 76 | 444,420* | 302,581 | 391,439 | 554,400 |

*2010 includes combined ridership for routes 76 and 88

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 23: Route 76 Weekday Boarding Activity

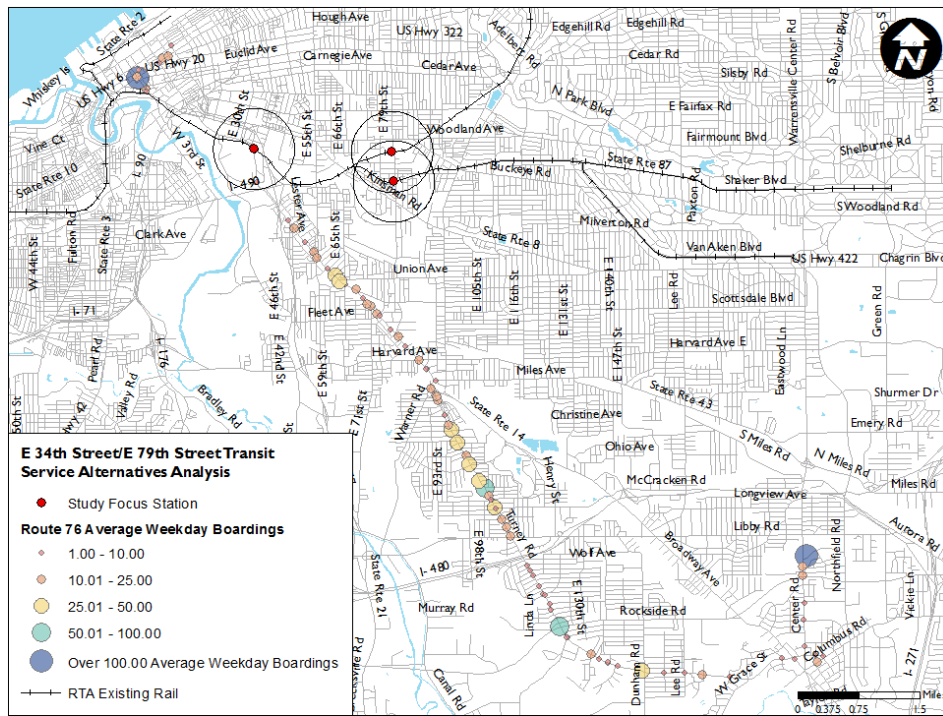
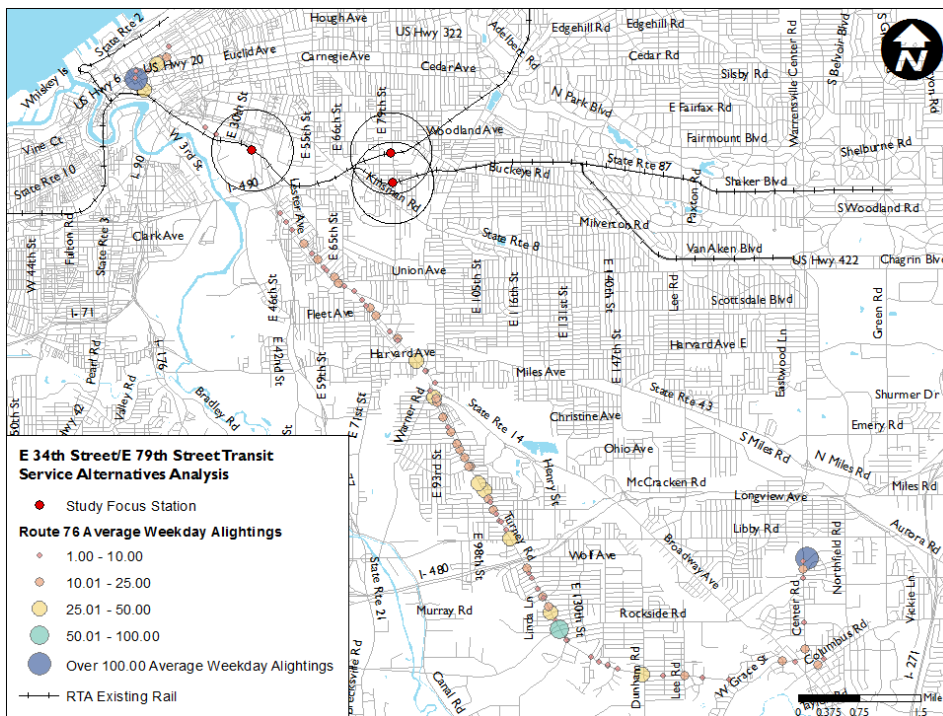


Figure 24: Route 76 Weekday Alighting Activity



E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Bus Service – E. 79th St. Stations

The E. 79th Blue/Green and Red Line stations are served by only one bus route: Route 2–E. 79th St. This route connects the E. 79th St. corridor between St. Clair Ave. and Bessemer Ave. to the Steelyard Commons Shopping Center via Harvard Avenue. Route 2 is a crosstown route that provides mobility along the north-south corridor connecting the cities of Cleveland and Newburgh Heights and the neighborhoods of Slavic Village, Fairfax, and Hough.

Route 2 E. 79th

Route 2 operates between the Maud Loop located near St. Clair Ave. and E. 79th St. and the Steelyard Commons Shopping Center. The route's alignment is shown in the diagram in *Figure 25*. In addition to both E. 79th St. stations and Steelyard Commons, the route also serves the Church Square Shopping Center, Midtown Plaza Shopping Center, MetroHealth Broadway Health Center, and ArcelorMittal Steel. Service on Route 2 is provided between 4:36 AM and 8:02 PM Mondays through Fridays, with no weekend service. The headway is 40 minutes during all time periods.

Considering the limited amount of service provided by the route, Route 2 has relatively high ridership. In 2013, Route 2 transported approximately 460,000 riders. However, the route was restructured in December 2013 (in combination with Route 16) to connect the E. 79th St. corridor and Slavic Village with Steelyard Commons, thus the annual ridership provided in *Table 10* and boarding/alighting activity presented in *Figures 26 and 27* does not reflect the performance of the current route. Ridership activity prior to the route restructure was low at the stops near the Red Line and Blue/Green Lines stations. At the Red Line Station, there were approximately 5 boardings and 9 alightings on an average weekday. At the Blue/Green Lines Station, there were approximately 16 boardings and 22 alightings on an average weekday.

Given the volume of boardings recorded at the stations, the number of boardings and alightings at the bus routes serving the stations indicates a relatively low level of transfers between the rail and bus lines.

Figure 25: Route 76 RTA Route Diagram

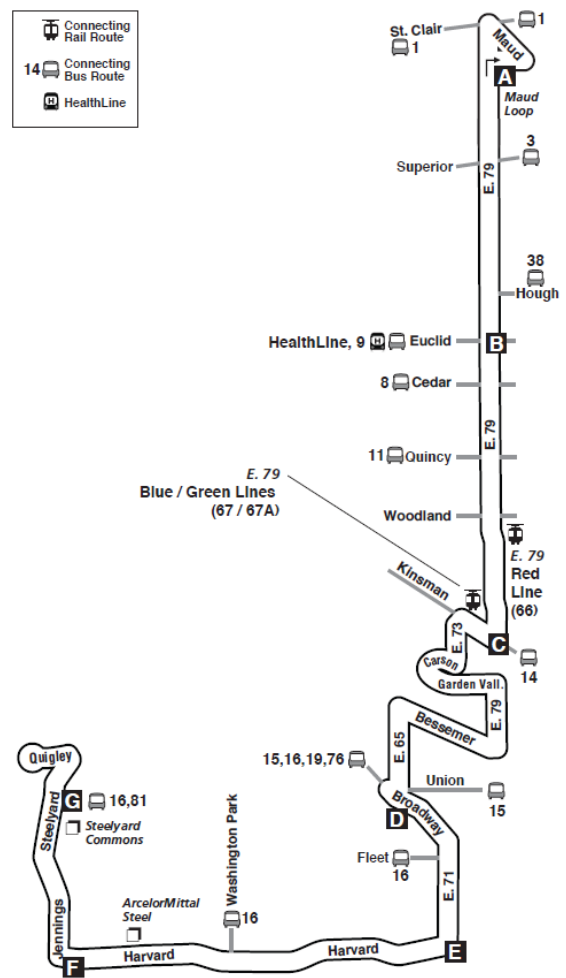


Table 10: Route 2 Annual Ridership 2010-2013

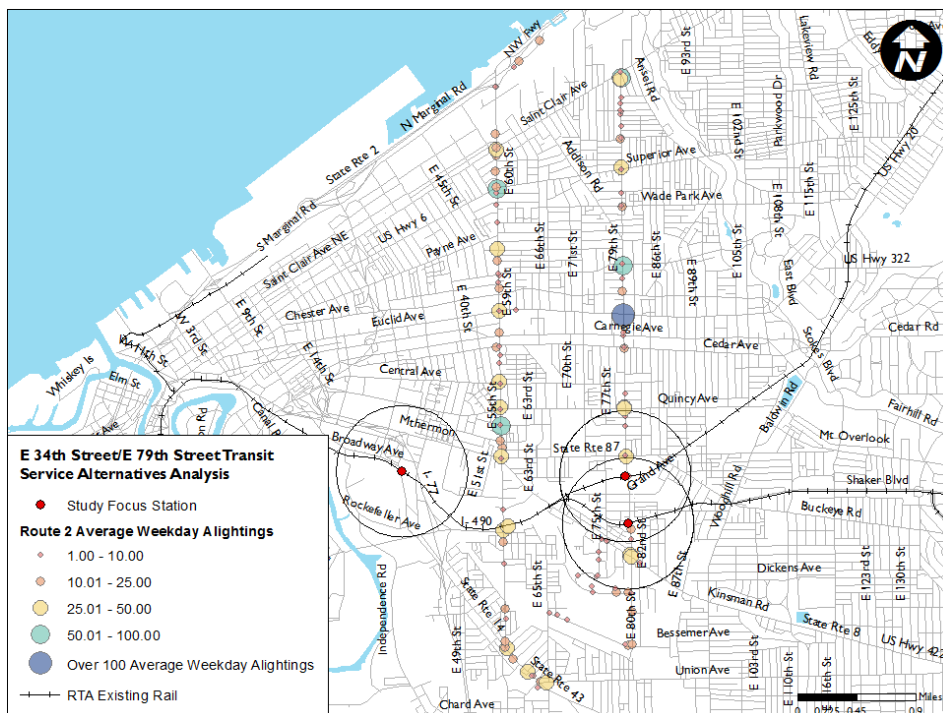
| | 2010 | 2011 | 2012 | 2013 |
|---------|---------|---------|---------|---------|
| Route 2 | 546,044 | 505,229 | 516,841 | 462,357 |

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Figure 26: Route 2 Weekday Boarding Activity



Figure 27: Route 2 Weekday Alighting Activity



E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

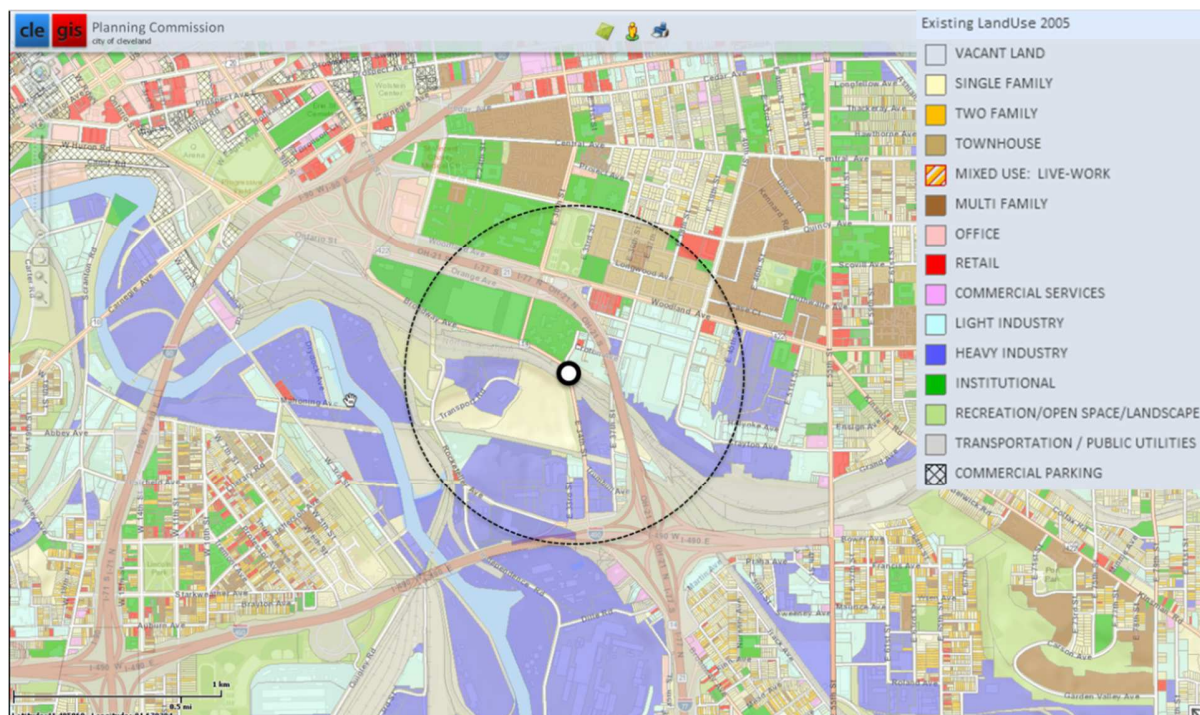
Station Area Land Use

As part of the existing conditions analysis, the existing and proposed land use within ½ mile of each of the stations was documented and evaluated in terms of its potential for attracting and permitting development that is conducive to increased future transit use. Ideally, the land use in rapid transit station areas would have a higher density, with more residences, more jobs and the following:

- Higher density development, ideally more than 20 persons per acre living and/or working within the ½ mile walk shed around the station.
- Mix of uses, with retail, commercial office, and residential uses within a close proximity of one another.
- Fewer parcels with low intensity uses such as industrial, warehouse, or public open space.
- Reduced parking requirements or, ideally, restrictions on surface parking within the station area.

Existing land use within the ½ mile buffer of the E. 34th-Campus Station is shown in *Figure 28*. As the figure shows, the area to the south and east of the station is dominated by heavy industry. These areas are largely cut off from the station by terrain and physical barriers including I-77 and railroad tracks. The areas immediately north and west of the station are dominated by institutional uses including the correctional facilities, the post office, and further north, Tri-C Metro. Some residential districts, including the Cedar Estates site (currently under reconstruction) are within the ½ mile buffer north of the station. Only a few isolated parcels within the ½ mile buffer are proposed for or occupied by retail use. None of the land in the station area is designated for commercial office space.

Figure 28: E. 34th-Campus Station. ½ Mile Buffer Existing Land Use



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Figure 29 shows the land use for the same area as proposed in the City of Cleveland's 2020 Citywide Plan. This plan would convert some of the heavy industry in the area east of I-77 to light industry, a somewhat higher use. In addition, a strip of development on the south side of Woodland Avenue, within ½ mile of the station, would be designated for commercial services, a more general land use designation that would allow for a mix of retail and office uses.

Figure 29: E. 34th-Campus Station ½ Mile Buffer 2020 Citywide Plan Land Use

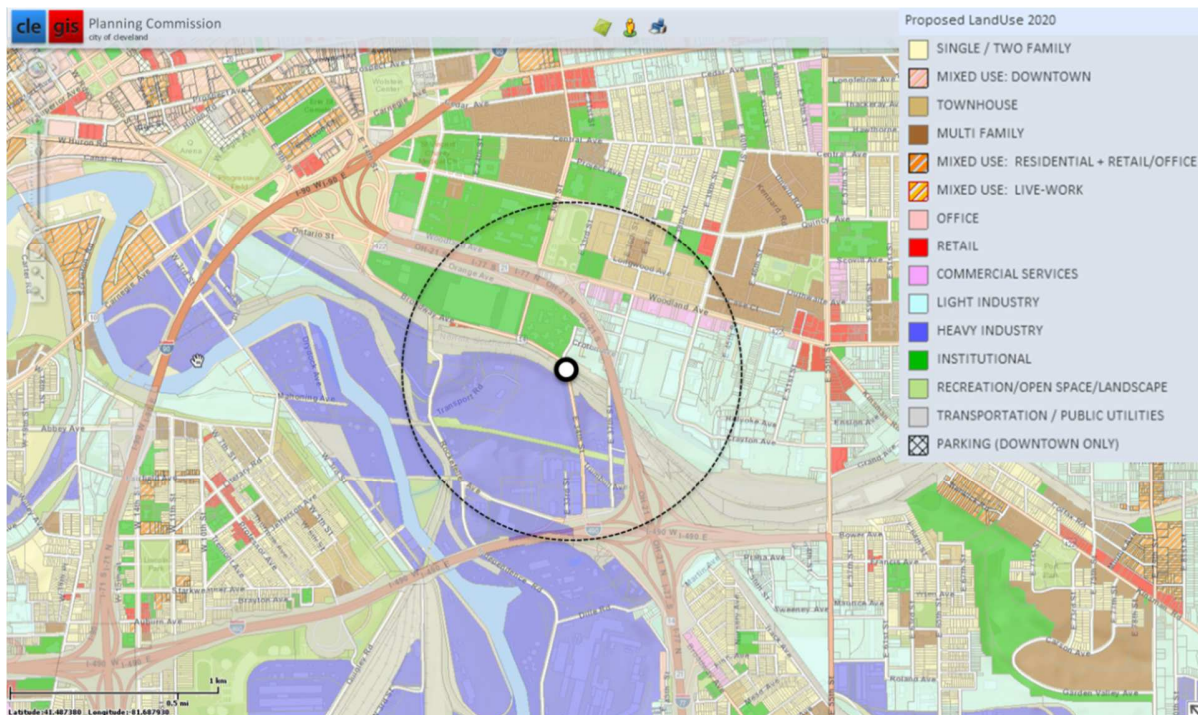


Figure 30 shows existing land use on E. 79th St., in the areas served by the two stations. The two E. 79th St. stations are less than ½ mile apart, and the ½ mile walk sheds of the two stations have a significant overlap. Existing land use in the area around the E. 79th Red Line Station is dominated by heavy industry immediately north and south of the station, with residential use (Community Apartments) in the northwestern quadrant. Two large cemeteries and the Orlando Bakery complex lie within the station area, while further north more industrial uses lie west of E. 79th St. while a residential neighborhood lies east of E. 79th.

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Figure 30: E. 79th St. ½ Mile Buffer Existing Land Use

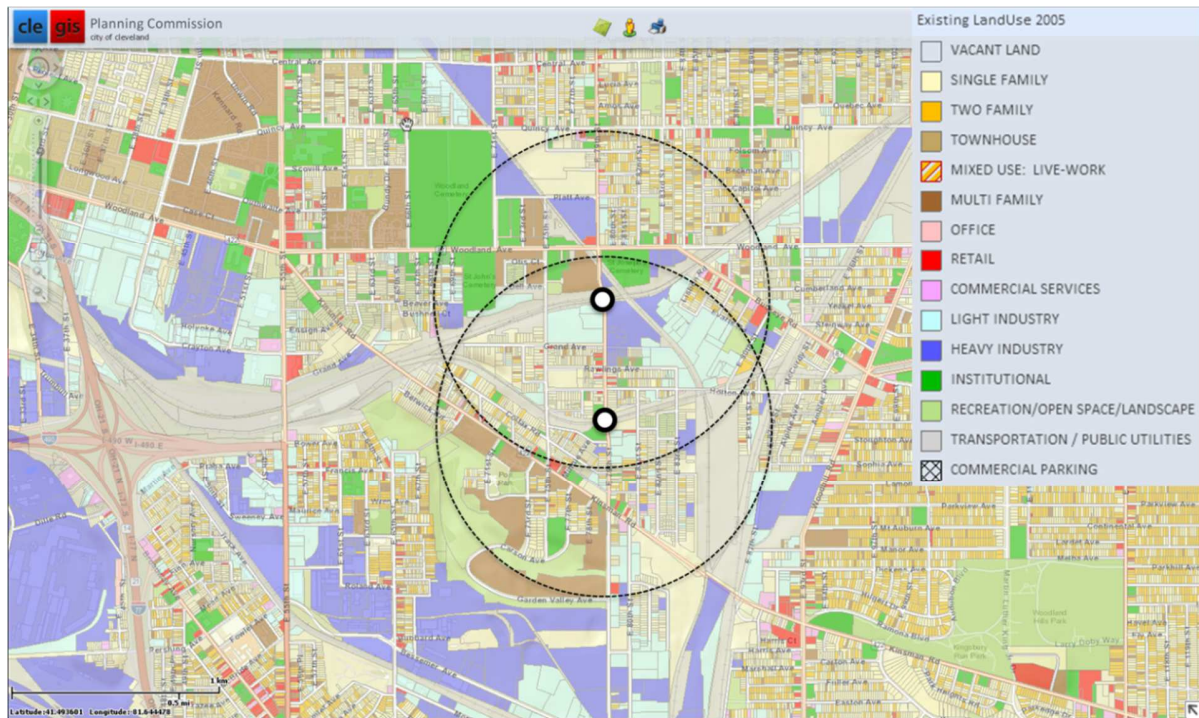
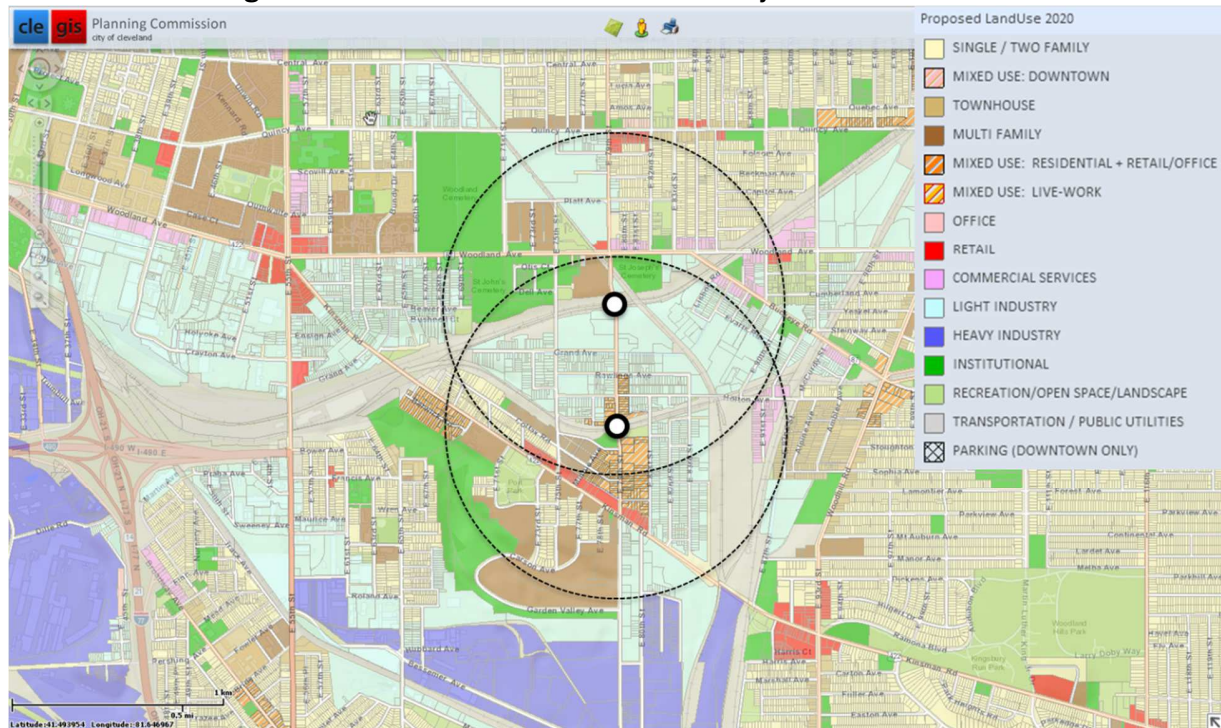


Figure 31 shows the same area under the 2020 Citywide Plan. Under the 2020 Citywide Plan, the residential area to the northeast of the Red Line station would be converted from multi- and two-family residential land use to single family. The area between the stations, which currently contains a mix of uses including single and two family residential, heavy industry, and retail, would become mostly light industrial use.

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Figure 31: E. 79th St. ½ Mile Buffer 2020 Citywide Plan Land Use



Station Area Land Use Conclusions

1. Neither the current land use nor the proposed land use in the City of Cleveland's 2020 Citywide Plan are particularly friendly to public transportation, in that they would not significantly improve the density or mix of uses in the station areas.

In a few isolated areas—such as the addition of the strip of commercial land use on the south side of Woodland Avenue, near the E. 79th Red Line Station, or the change from heavy to light industrial use for some areas near all of the stations, the proposed change in land use proposed by the 2020 plan would be potentially positive for transit. In other areas, such as the change from multi-family to single family housing in the area north of Woodland near E. 79th St., the change would be somewhat negative.

2. The Opportunity Corridor roadway project, which now appears likely to be completed, will certainly bring development to the area around E. 79th St.

The question about development generated by the Opportunity Corridor project is whether that development will be supportive of public transit. The land use currently in place for the area, while it perhaps does not preclude transit-supportive development, does little to promote such development. As we will see in the next section, development plans that have been proposed do little to acknowledge the presence of the stations or to provide supportive development in the station areas.

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3. **The City of Cleveland has recently passed a new zoning ordinance adding an urban overlay district to its palette of zoning options.**

An overlay district zoning could promote the kind of higher density, mixed-use development that tends to promote transit use.

Potential and Planned Development in Station Areas

This section provides a summary of the various proposals and plans for development in the areas surrounding the stations. The Plans reviewed include the following:

- E. 34th-Campus Station area
 - Central Choice Neighborhood Transformation Plan (Cleveland Metropolitan Housing Authority)
 - Campus District Redevelopment (Campus District, Inc.)
- E. 79th St. stations area
 - Opportunity Corridor Area-Wide Brownfield Plan (US Environmental Protection Agency, City of Cleveland)
 - The Fairfax Strategic Investment Plan 2014-2019 (Fairfax Renaissance Development Corporation)
 - Various proposed developments in the station area, as provided by the City of Cleveland, CMHA and Burton, Bell, Carr Development Corporation.

E. 34th-Campus Station

Central Choice Neighborhood Transformation Plan (Cleveland Metropolitan Housing Authority)

CMHA prepared the Central Choice Neighborhood Transformation Plan to plan for the improvements of its properties and more general neighborhood improvements in the Central Neighborhood, where a number of CMHA properties are located. The Cleveland Central Choice neighborhood is an area that is bound by Euclid Avenue to the north, E. 55th St. to the east, E. 22nd St. to the west, and Woodland Avenue to the south and includes Tri-C's Metro Campus, St. Vincent's Medical Center, and the MidTown Business District, as shown in *Figure 32*. While the E. 34th-Campus Station does not lie within these limits, it is the neighborhood that lies closest to the station and will be directly impacted by any redevelopment in this area.

Immediate plans for redevelopment within this area includes the Cedar Family Extension. This extension will involve development that consists of a 60-unit apartment building in addition to 162 townhouses that include one to four bedroom options. The master plan for the Cedar Family Extension is presented in *Figure 33*. The development will be mixed-use and include retail spaces on the first floor of the apartment building to be located on the corner of Community College Road and E. 30th St. Adjacent to this site will be the new Care Alliance Health Centers which consists of medical offices that is intended to serve this community.

Overall, the plan aims at revitalizing the neighborhood using strategies that focus on improving housing, empowering the people that live within the neighborhood, and enhancing the prosperity of the neighborhood overall. Among the many initiatives and strategies the Central Choice Neighborhood hopes to use, some of the them include building a new neighborhood recreation center, creating a safety ambassador program similar to the Downtown Cleveland Alliance,

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establishing mixed-income parameters and development to redefine the neighborhood and determining a marketing strategy to attract new residents, and making the neighborhood a model for innovation in urban agriculture, healthy eating, and green training.

Figure 32: Central Choice Neighborhood Boundary and Current Land Uses

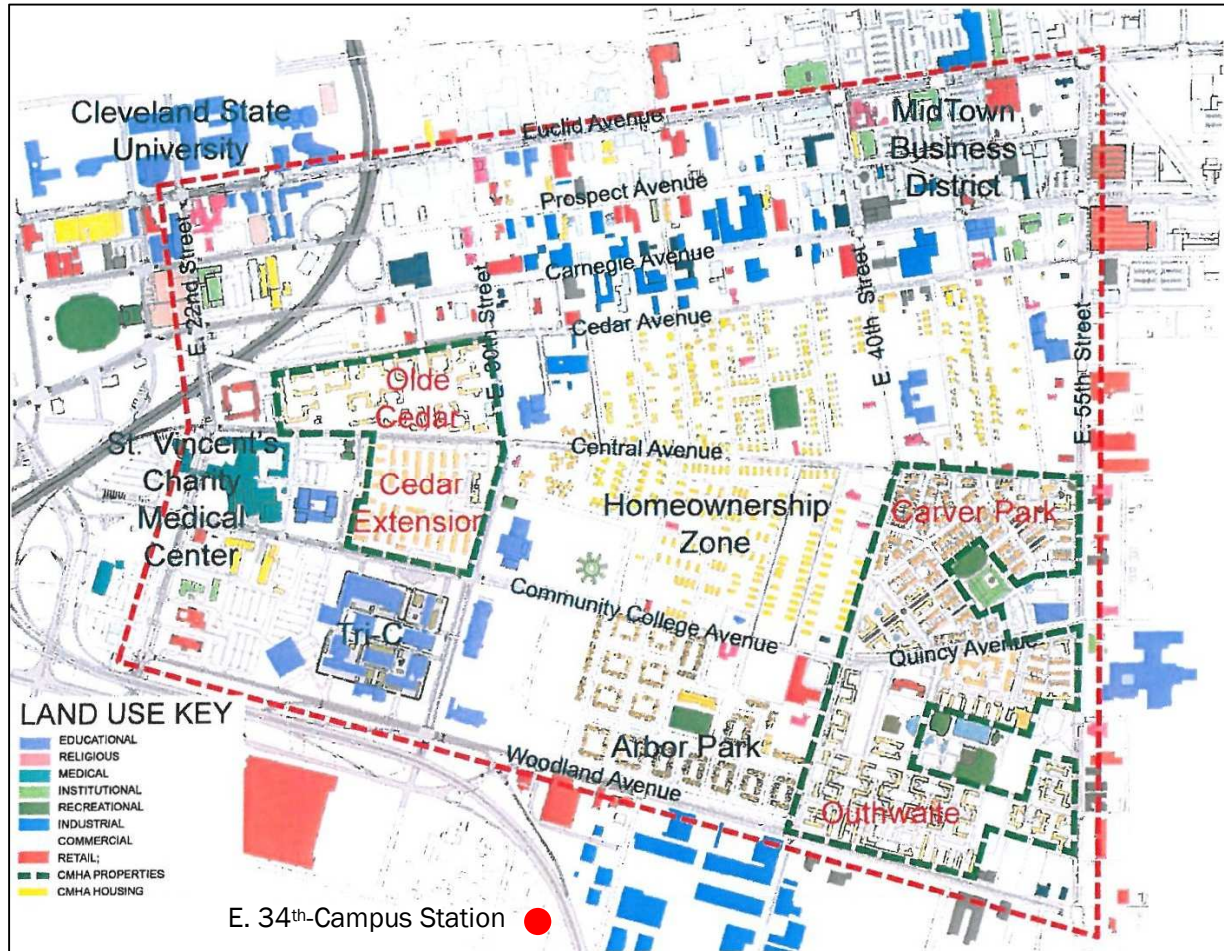
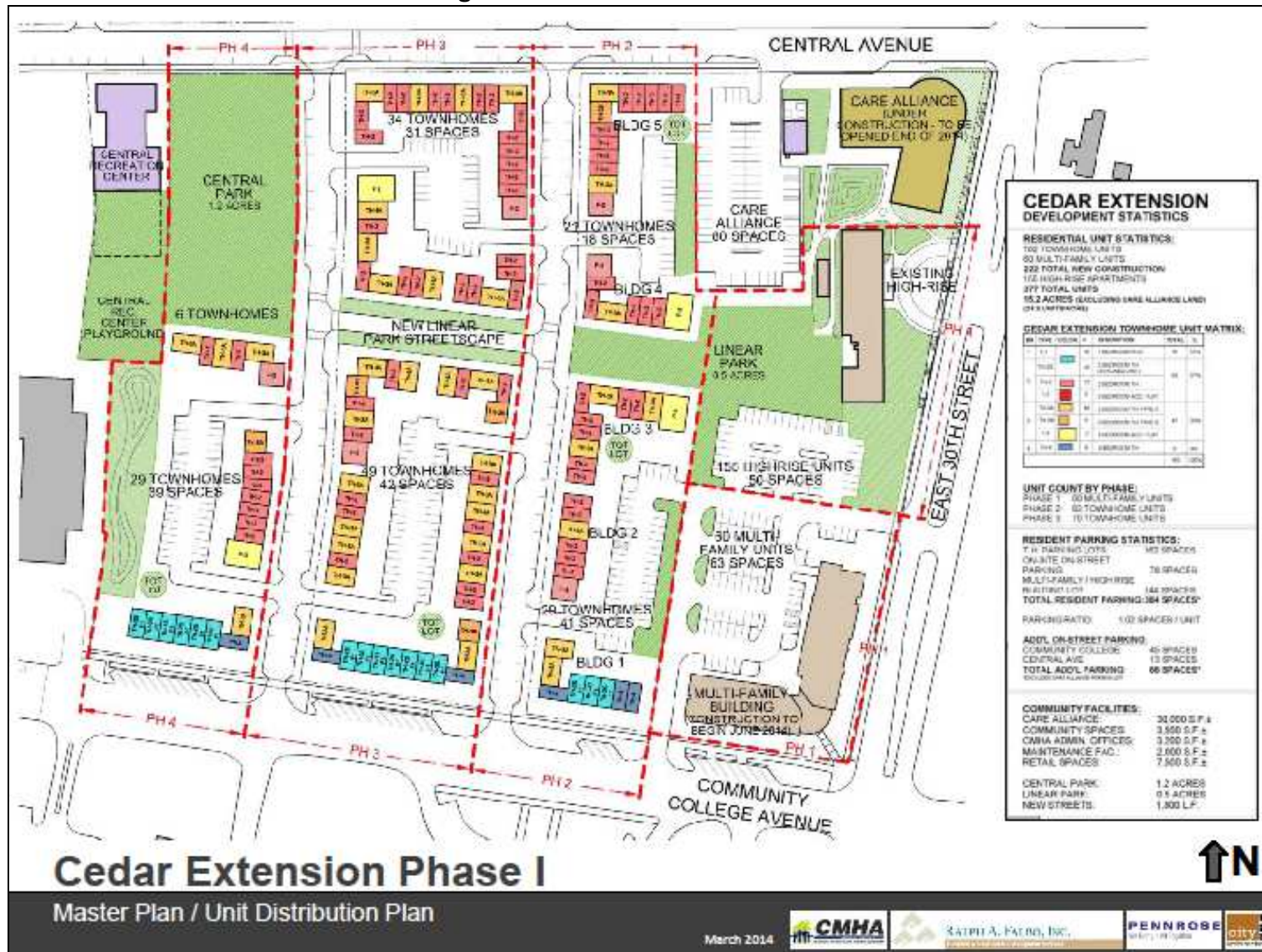


Figure 33: Cedar Extension Master Plan



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Campus District Redevelopment (Campus District, Inc.)

A diagram of the Campus District was provided by Campus District, Inc. and presents a number of locations within its borders that are deemed as potential redevelopment sites. The diagram also includes sites that have been recently developed (2008-2013), sites where redevelopment is in progress, and sites that are available for sale. The diagram is presented in *Figure 34*.

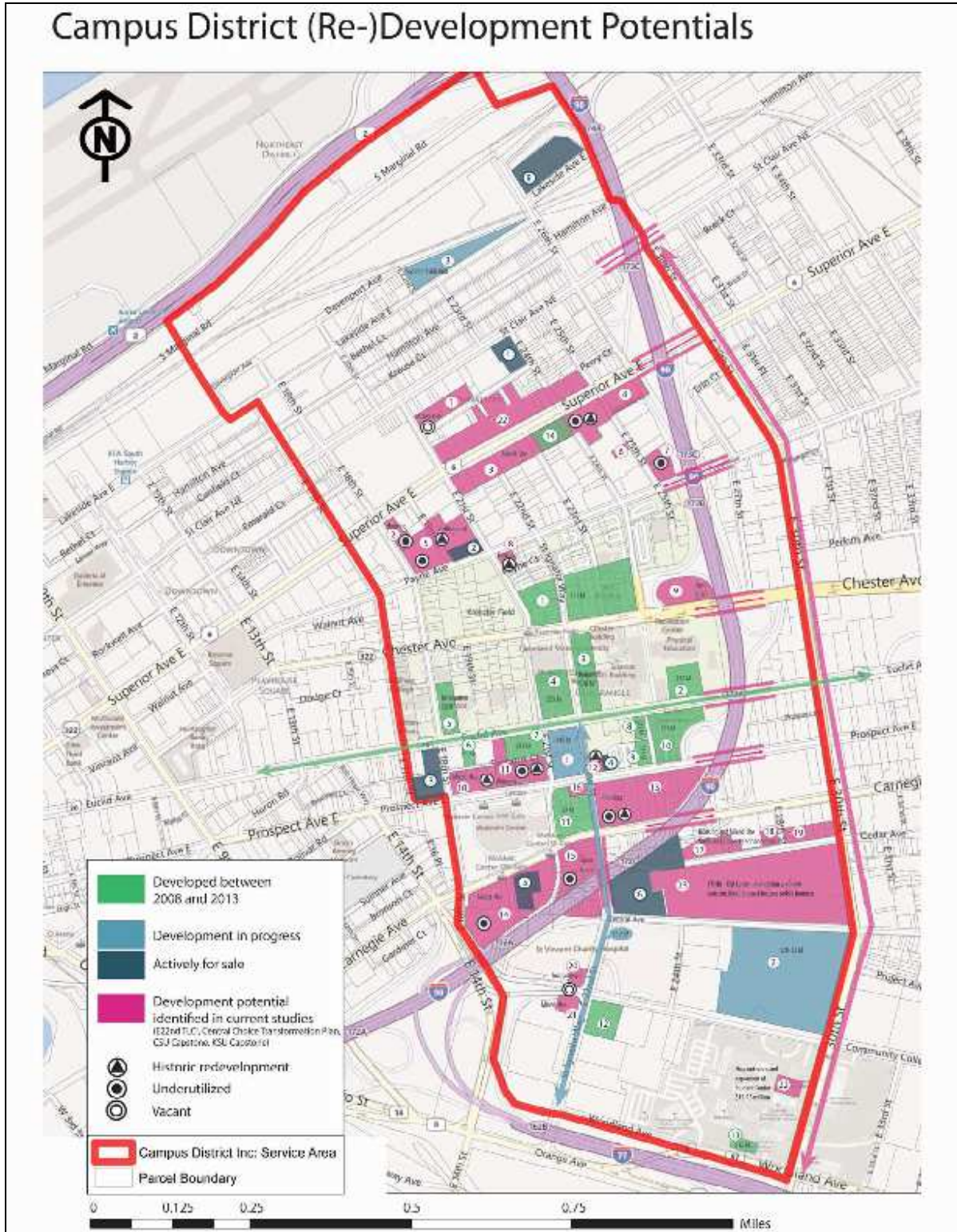
The Campus District is bounded by OH-2 in the north, E. 30th St. to the east, E. 17th and E. 14th St. to the west, and Woodland Avenue to the south. This district includes the Central Choice Neighborhood that was discussed in the previous plan. The area of concern in this district is between Euclid Avenue to the north and Woodland Avenue to the south as it is in close proximity to the E. 34th-Campus Station. Once again, while the E. 34th-Campus Station does not lie within the neighborhood's limits, it is the neighborhood that lies closest to the station and likely be directly impacted by any redevelopment in this area.

The potential redevelopment sites include a number of different uses that aim at improving the livelihood of current residents and the desirability of the neighborhood for potential future residents. These include numerous sites for mixed-use development (residential and commercial or retail), housing, expansion of Tri-C's Metro Campus, affordable housing, additional Tri-C student center amenities, and a park with a coffee shop pavilion located along Carnegie Avenue and E. 22nd St. A table of proposed developments (which includes some proposed developments not included in the map) is provided in *Table 11*.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 34: Campus District Redevelopment Diagram

Campus District (Re-)Development Potentials



E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Table 11: Campus District Map Key

| Campus District Development Inventory - As of 6.15.14 | | | | | |
|---|---------|------------------------|-----------------|---|--------------|
| Map Color | Map No. | Street | Owner | Project Name | No. of Units |
| Developed | 1 | Chester | Polaris | Langston Apartment | 600 |
| Developed | 2 | Euclid | CSU | College of Educ & HS | |
| Developed | 3 | Euclid | CSU | CSU Main Classroom | |
| Developed | 4 | Euclid | CSU | CSU Student Center | |
| Developed | 5 | Euclid | CSU | CSU College of Law | |
| Developed | 6 | Euclid | Liberty Develop | CSU Admin/NEOMED/Retail | |
| Developed | 7 | Euclid | Kaufman | University Lofts | 30 |
| Developed | | 1900 Euclid | Coral Co. | 1900 Euclid | 80 |
| Developed | 8 | Euclid | CSU | Administration Bldg/PH Hall | |
| Developed | 9 | Euclid | CSU | Parking | |
| Developed | 10 | Euclid | EADC | Euclid Commons (housing) | 600 |
| Developed | 11 | E.22nd | CSU/RTA | Transit and parking | |
| Developed | 12 | E.22nd | SCHS | SCHS Admin Offices | |
| Developed | 13 | Woodland | CCC | Rock & Roll Archives | |
| Developed | | Euclid Avenue | CSU/EADC | Fenn Tower | 438 |
| Developed | | Prospect Avenue | CSU/EADC | Heritage Hall (former YMCA) | 148 |
| Developed | 14 | 2320 Superior Ave | Perkowski | MT Silver student housing | 140 |
| In Progress | 1 | Euclid | CSU | New Health Careers Building | |
| In Progress | 2 | Central | Care Alliance | Medical Center | |
| In Progress | 2 | Central | CMHA | affordable housing/RAD 2014-15 | 60 |
| In Progress | 2 | Central | CMHA | mixed income housing 2015-17 | 150 |
| In Progress | 3 | 2300 Lakeside | Dalad Group | warehouse | |
| In Progress | 4 | 1750 Euclid Ave. | Clayco | student housing | 500 |
| Purchased | 5 | 1937 Prospect | Woda Group | Market rate apartments | 50 |
| Actively for sale | 1 | Superior | | housing/ mixed use | |
| Actively for sale | 2 | Payne | City of Cleve | Campus International School (estimate: \$20M) | |
| Actively for sale | 3 | Euclid | Jewish Fed | Clayco - student housing proposal | 500 |
| Actively for sale | 4 | Prospect | Trinity | Graduate Housing/ Office (estimate: \$3M) | 40 |
| Actively for sale | 5 | Carnegie | County | mixed use > see 14 red | |
| Actively for sale | 6 | E.22nd | County | School, Institutional or Housing | |
| Actively for sale | 7 | 2125 Superior Avenue | | Housing? | |
| Actively for sale | 8 | E. 26th & Lakeside Ave | | New industrial | |
| Potential | 1 | E.21st | | mixed use | 50 |
| Potential | 2 | Superior | | housing/ mixed use/ parking (2nd and 3rd story) | 80 |
| Potential | 3 | Superior | | mixed use | |
| Potential | 4 | Superior | | mixed use | |
| Potential | 5 | E. 21st | City of Cleve | Campus International School | |
| Potential | 6 | E. 25th | | | |
| Potential | 7 | E. 25th | | | |
| Potential | 8 | Payne | Norton Furn | housing | |
| Potential | 9 | Chester | | dog park | |
| Potential | 10 | Prospect | | mixed use | |
| Potential | 44 | 1937 Prospect | Frangos | housing | 50 |
| Potential | 12 | Prospect | Trinity | housing | 50 |
| Potential | 13 | Prospect | | housing | 300 |
| Potential | 14 | Carnegie | | housing/ mixed use | 200 |
| Potential | 15 | Carnegie | | Park with coffee shop pavillion | |
| Potential | 16 | Cedar | | mixed use | |
| Potential | 17 | Cedar | | mixed use | |
| Potential | 18 | Cedar | | mixed use | |

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

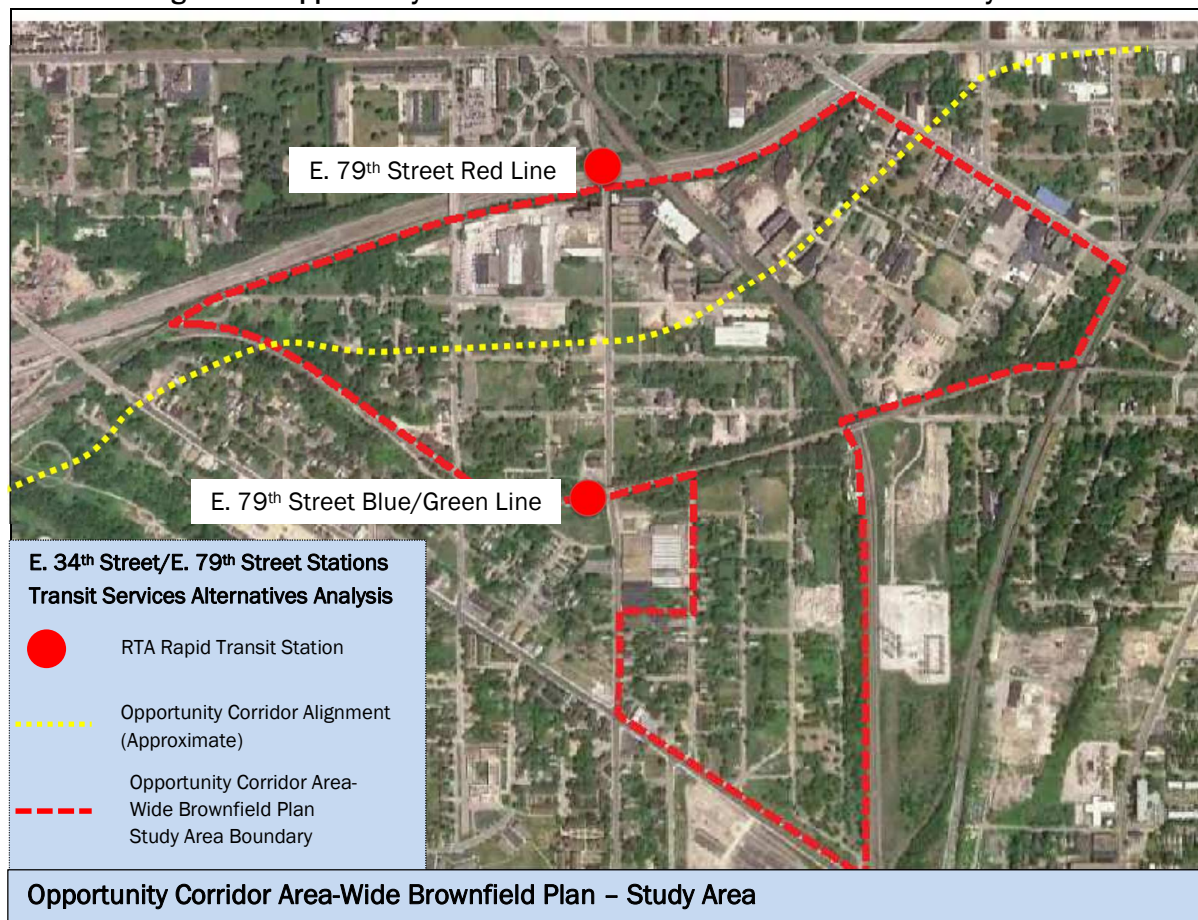
E. 79th St. (Both Stations)

Opportunity Corridor Area-Wide Brownfield Plan (US Environmental Protection Agency, City of Cleveland)

The Opportunity Corridor Area Wide Brownfield Plan is a proposal that aims to identify potential uses to redevelop the area immediately surrounding the Opportunity Corridor expressway project, the alignment of which would pass between the two E. 79th St. stations. The two stations lie in the Central Section of the plan, which is bounded on the north by the RTA Red Line railway, to the south by the RTA Blue/Green Lines and Kinsman Avenue, and to the east by Buckeye Avenue. A diagram depicting the Central Section of the study is provided in *Figure 35*.

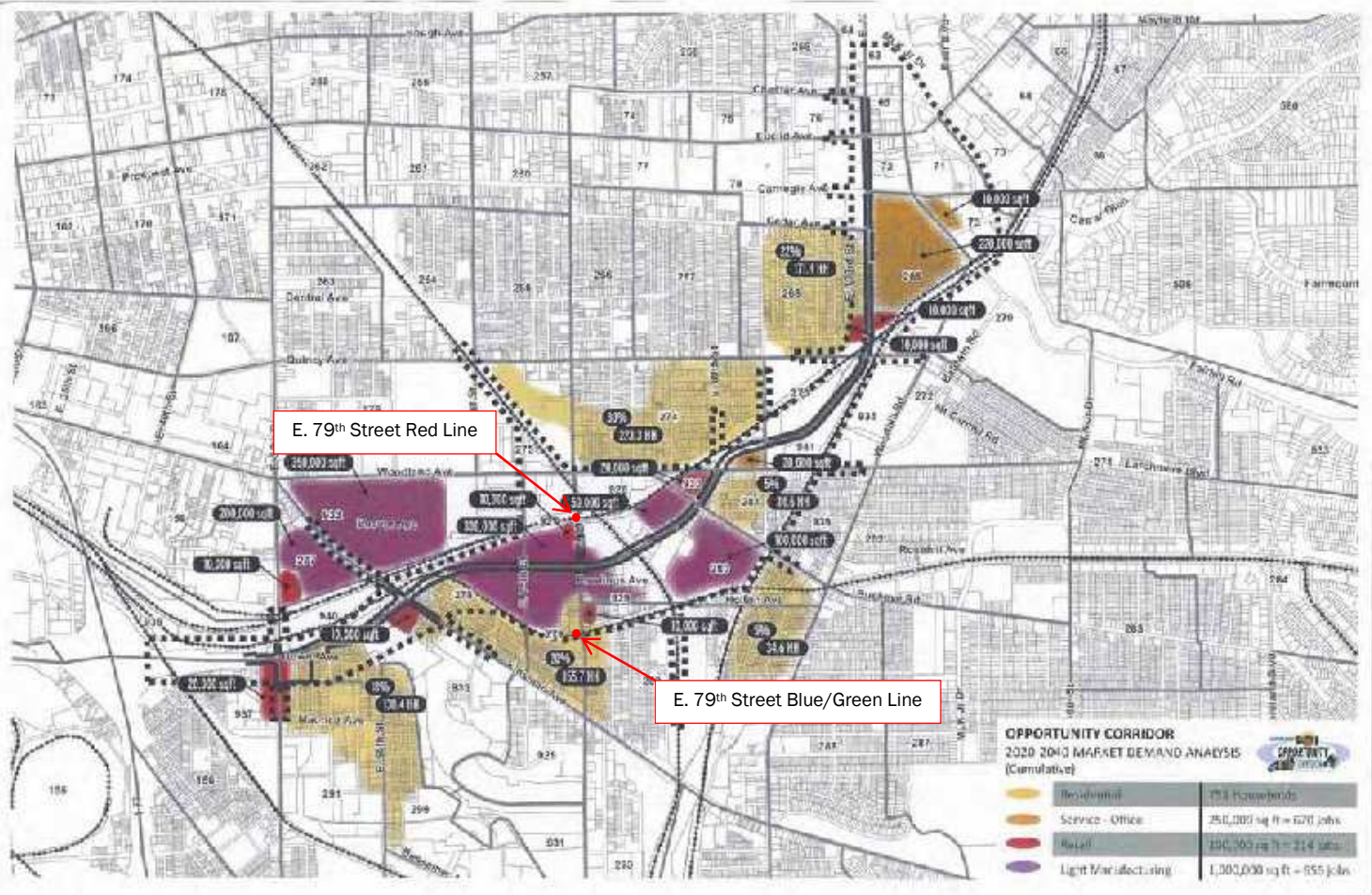
The proposed redevelopment of the Central Section includes a mix of industrial uses that includes both light manufacturing and distribution, and convenience retail to support the existing residential homes and complexes in the area in addition to the proposed residential that lies to the south of the study area. The 2020-2040 Market Demand Analysis conducted by the plan proposed two retail locations with both to be located on E. 79th St. but on opposite ends of the Central Section and located adjacent to the two Rapid stations. Light manufacturing is proposed in the vast majority of the Central Section with residential proposed for some of the southern part of the Central Section, in addition to the area just beyond the southern boundary as shown in *Figure 36*.

Figure 35: Opportunity Corridor Brownfield Plan Central Section Study Area



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Figure 36: Opportunity Corridor Brownfield Plan Central Section Study Area Proposed Land Use Map



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The Fairfax Strategic Investment Plan 2014-2019 (Fairfax Renaissance Development Corporation)

The Fairfax Strategic Investment Plan (SIP) 2014-2019 is the comprehensive master plan that aims to improve the sustainability of and increasing economic development in the Fairfax neighborhood of Cleveland. The Fairfax neighborhood is bound by Chester Avenue to the north, Stokes Boulevard and Woodhill Road to the east, E. 71st St. to the west, and Woodland Avenue to the south. While both E. 79th St. Stations do not lie within these limits, the E. 79th Red Line Station is the closest Rapid station to the neighborhood and any redevelopment in this area (especially in southern Fairfax) would likely impact the use of the Red Line station.

The plan's main goals are to revitalize the community for its residents and to attract new residents to to the community. It aims to provide a variety of housing options, attract new employment opportunities, create new and exciting cultural opportunities through the reinvestment in arts and civic amenities, and create new parks and open space to encourage community and social interaction. The plan's strategy to meet these initiatives include leveraging the Opportunity Corridor as a catalyst for adjacent development that would likely affect the Fairfax neighborhood, create a network of improvements to increase impact to the entire neighborhood, foster private and public partnerships, and focus on initiatives that maximize potential.

The six initiatives that were highlighted by the plan that aim to revitalize the neighborhood include creating an Arts and Culture District that centers around the Karamu House, which is located in the neighborhood; creating a New Economy neighborhood that would incorporate a mixed-use technology research district that would house office space, retail, housing, green space, and parking (*Figure 37*); implementing a comprehensive housing initiative that would rehabilitate vacant housing, consolidate lots, subdivide long blocks, and prioritize community gardens (*Figure 38*); form E. 83rd St. and Cedar Avenue as the new commercial epicenter of the neighborhood (*Figure 39*); constructing a Fairfax Recreation Center; and improving the street network by creating new avenues and open space.

Figure 37: New Economy Neighborhood Illustration (E. 105th Street)



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Figure 38: Proposed Infill Housing



Figure 39: E. 83rd St. and Cedar Avenue Redevelopment



Various Proposed Station Area Developments

Various stakeholders of the station area at E. 79th St., including officials from the City of Cleveland's Department of Economic Development, CMHA, Burton, Bell, Carr Development Corporation, and others, provided the study team with information on new facilities proposed or in various stages of planning and development in the areas surrounding the two stations. Among the developments currently under or near construction in the area around the E. 79th St. stations are the new Community Place Apartments and Hill Place Townhomes, northwest of the Red Line station. This project will include a de-densification of the Section 8 housing in Community Apartments with one-for-one replacement of low-income housing units from Hill Place.

In addition, Orlando Bakery Company, located west of the station, is planning to add 60 employees to its existing 400 employees in the station area, with an expansion of its facility.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

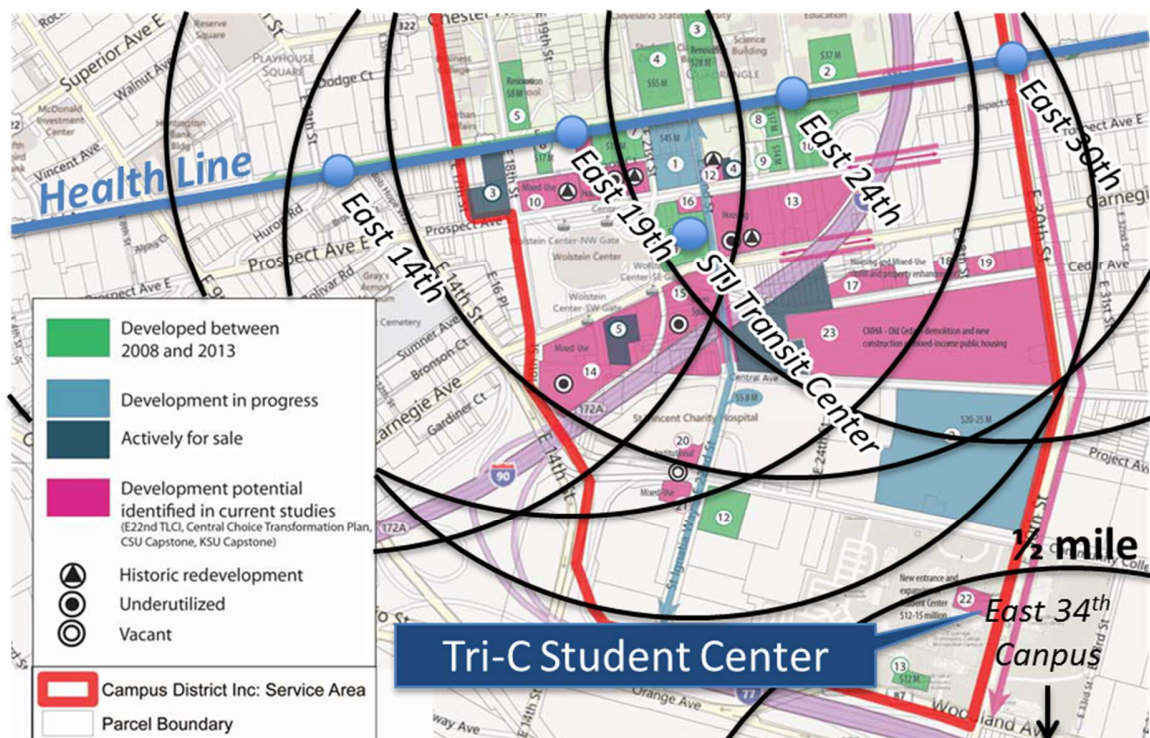
In addition, Burton, Bell, Carr Development Corporation, the Community Development Corporation for the neighborhood surrounding the two stations, has several initiatives underway for the station areas. These include an analysis of demand for a senior housing development along E. 79th St., most likely in the area between the two stations, and a redevelopment study for Hillside Park, the park located immediately south of the E. 79th Blue/Green Lines Station.

Proposed Development Conclusions

There are a number of development initiatives underway in the neighborhood, ranging from private and public investments that are underway or certain to move forward, to private and public initiatives that are more conjectural. While there are a number of significant development opportunities within the areas of the E. 79th St. stations, many of these development opportunities are either beyond ½ mile walk distance from the stations, and/or are within ½ mile of other RTA facilities.

Figure 40 shows the locations of proposed developments in the Campus District, superimposed with circles showing the half-mile distance of the E. 34th-Campus Station, the Stephanie Tubbs Jones Transit Center (a major bus hub) and stations on the HealthLine Corridor along Euclid Avenue. As the map shows, almost all of the proposed development in the Campus District lies beyond ½ mile of the E. 34th-Campus Station. However, almost all of the development lies within ½ mile of a HealthLine station or the Stephanie Tubbs Jones Transit Center, both of which provide high frequency, high quality transit service and excellent connections to all aspects of the RTA system, including connections to the Rapid at Tower City and University Circle.

Figure 40: Campus District Development and ½ Mile Buffers of Major RTA Facilities



E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

In the area around the E. 79th St. stations, a number of developments are proposed that would lie within ½ mile of the stations. As *Figure 41* shows, these include the renovations of the Hill Place and Community Place homes, improvements and expansion at Orlando Bakery, and renovations to Hillside Park, all of which lie within ½ mile of the E. 79th Red Line Station.

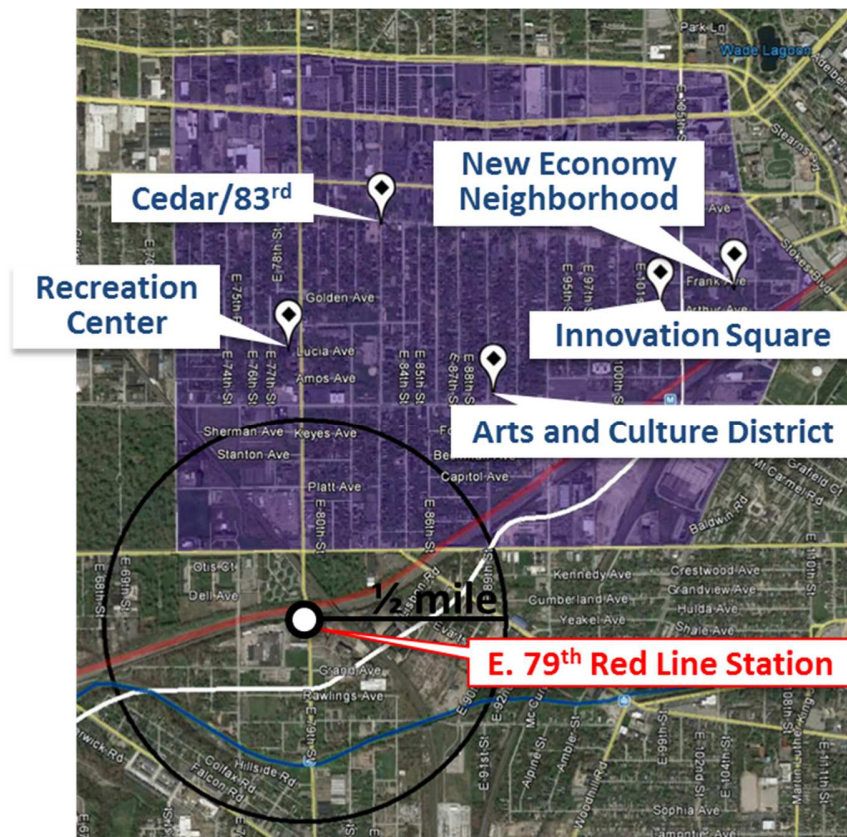
Figure 41: Proposed Development within ½ mile of E. 79th Red Line Station



A number of new developments are proposed in the Fairfax Neighborhood, north and east of the E. 79th Red Line Station. As *Figure 42* shows, however, these improvements mostly lie beyond ½ mile of the station, and are better served by the E. 105th St. Red Line Station and various HealthLine stations.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 42: Proposed Development in Fairfax Area and E. 79th Red Line ½ Mile Buffer



While most of the development in the neighborhoods surrounding the stations is occurring beyond ½ mile of the stations (as indicated in Figures 40 and 42), Figure 41 shows a significant volume of development in various stages of planning or execution in and around the E. 79th Street rapid station areas. As noted above, additional development in the E. 79th St. area is likely to result from the Opportunity Corridor roadway project. However, indications at the start of this project were that the development would occur primarily outside the ½ mile station areas, and that it was unlikely to occur in a form that would benefit the rapid stations. RTA and its consultants began working with planning and development officials at the City of Cleveland near the outset of this study, to gain a clear picture of the development proposed for the station areas and to seek ways in which that development could be shaped to better support the rapid stations. The City of Cleveland provided information regarding proposed development and also provided significant assistance in the public outreach efforts of this project, which is discussed in the following section. As noted above, the City recently passed an urban overlay district zoning category that could assist in shaping future development around the stations in a way that will make it more transit supportive.

Chapter 3: Alternatives Analysis

This section describes the development and evaluation of alternatives for the E. 34th/E. 79th Stations Transit Services Alternatives Analysis. The purpose of this analysis is to identify and compare potential operational changes (i.e. alternatives) that GCRTA could make to mitigate the travel burdens caused by the closure of one or more of the E. 34th-Campus, E. 79th Red Line, or E. 79th Blue/Green Lines stations. The proposed alternatives are described and evaluated here within based on a number of measures, including impact on low-income and minority communities, operating and maintenance costs, capital costs, and travel time estimations.

Station Closure Scenarios

Initially, all three stations – E. 34th-Campus Station, E. 79th Red Line Station, and E. 79th Blue/Green Lines Station – were considered as viable options for closure. As discussed in the existing conditions technical memorandum, all three stations are among the lowest performing for ridership among non-Key Rapid stations, and the E. 34th-Campus and E. 79th Red Line stations will require costly upgrades to achieve standards for disabled access under the Americans with Disabilities Act (ADA) if they remain open. *Table 12* below shows all possible combinations of station closures, with an “o” representing an open station, and an “x” representing a station closure.

Table 12: Station Closure Scenarios

| | E. 34 th -Campus Station | E. 79 th Red Line Station | E. 79 th Blue/Green Lines Station |
|------------|-------------------------------------|--------------------------------------|--|
| Scenario 1 | O | o | O |
| Scenario 2 | X | o | O |
| Scenario 3 | O | x | O |
| Scenario 4 | X | x | O |
| Scenario 5 | O | o | X |
| Scenario 6 | X | o | X |
| Scenario 7 | O | x | X |
| Scenario 8 | X | x | X |

The E. 34th-Campus and the E. 79th Red Line stations, like all stations served by the Red Line, are designated as Key Stations in GCRTA’s 1993 Key Station Plan. The E. 79th Blue/Green Lines Station is not designated as a Key Station, and therefore is not subject to the same requirements for ADA accessibility as the two stations served by the Red Line. The E. 79th Blue/Green Lines Station could, in theory, remain open indefinitely as long as substantial renovations were not made to the station. Because the Blue/Green Lines Station could remain open at a much lower cost to GCRTA, its closure was effectively removed from consideration prior to the development of alternatives, thereby eliminating Scenarios 5 through 8 shown in Table 12. Although closure of the Blue/Green Lines Station was not considered as an option in the development of alternatives, the station will be

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

impacted by the decision to renovate or close the E. 79th Red Line Station. If the E. 79th Red Line Station were to close, GCRTA would likely complete a renovation of the Blue/Green Lines Station, eventually bringing the station up to ADA accessibility standards. If the Red Line Station were to remain open, it would undergo a major renovation to meet ADA requirements and the Green/Blue Lines Station would likely receive only routine repair and minor cosmetic improvements.

Definition of Alternatives

An alternative was developed for station closure Scenarios 1 through 4 shown in Table 12. Each alternative includes a set of service improvements that would be implemented to mitigate the travel burdens for existing users of the station(s) whose closure is proposed in each scenario. The alternatives are described below.

Alternative 1: Keep E. 34th-Campus and E. 79th Red Line stations open

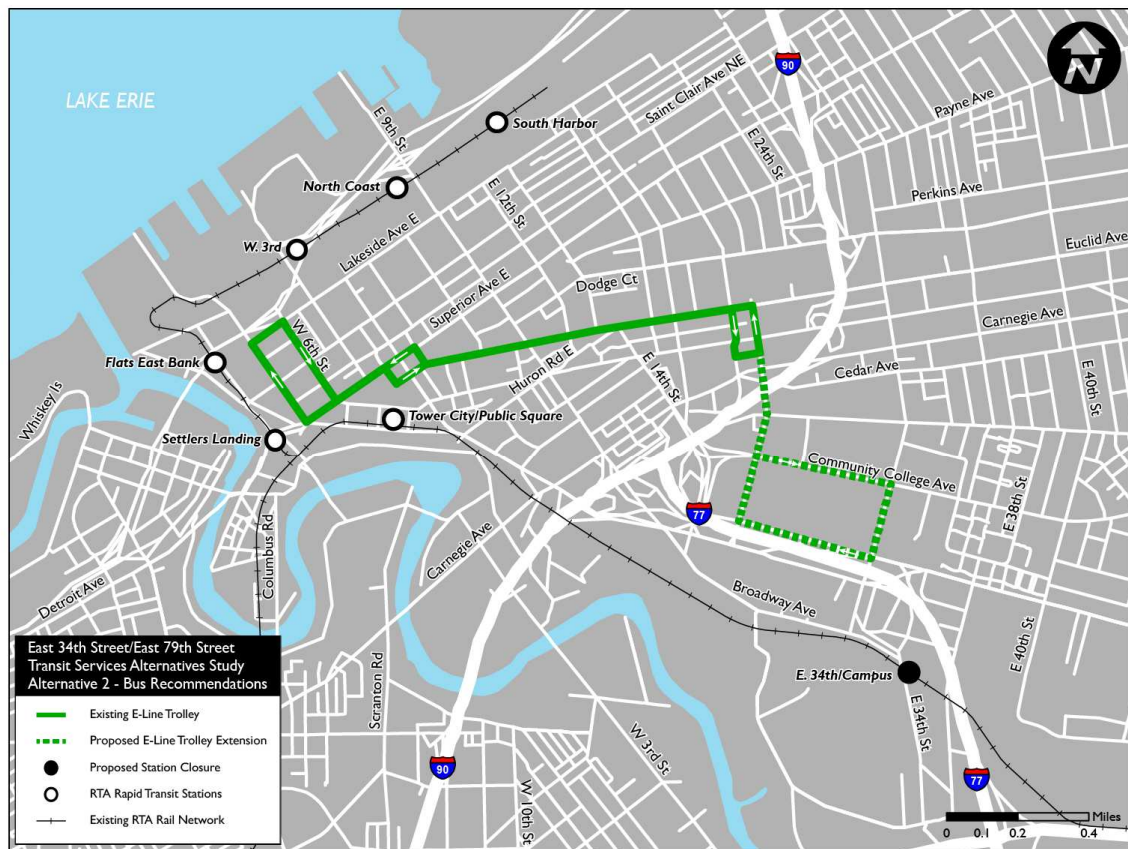
In this scenario, both stations being considered for closure would be reconstructed and remain open, and no additional bus or rail service would be provided beyond what GCRTA currently operates. This is, in essence, the “no build” alternative, although the capital cost of rebuilding both stations would be significant.

Alternative 2: Close E. 34th-Campus Station; provide bus mitigation

In this scenario, only the E. 34th-Campus Station would be closed. The bus mitigation plan includes an extension of the E-Line Trolley from its current eastern terminus and layover point at the Stephanie Tubbs Jones Transit Center to the Cuyahoga Community College (Tri-C) Metro campus. The trolley extension would be operated on E. 22nd St., Community College Avenue, E. 30th St., and Woodland Avenue, as shown in *Figure 43*. The trolley would provide a direct and fare-free connection between the Tri-C Metro campus and the Cleveland State University campus, and would complement GCRTA’s existing bus routes operating between Public Square/Tower City and the Metro campus. Service hours and frequency of the extended trolley would remain the same as the existing E-Line trolley; the trolley would be operated every 10 minutes from 7am-7pm Monday through Friday.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 43: Alternative 2 Bus Mitigation Plan



Alternative 3: Close E. 79th Red Line Station; provide bus mitigation

In this scenario, only the E. 79th Red Line Station would be closed. The bus mitigation plan includes an expansion of service span on Route 2 to include night and weekend service, and a change to the alignment of Route 11 to serve the E. 79th Red Line Station area, as shown in Figure 44.

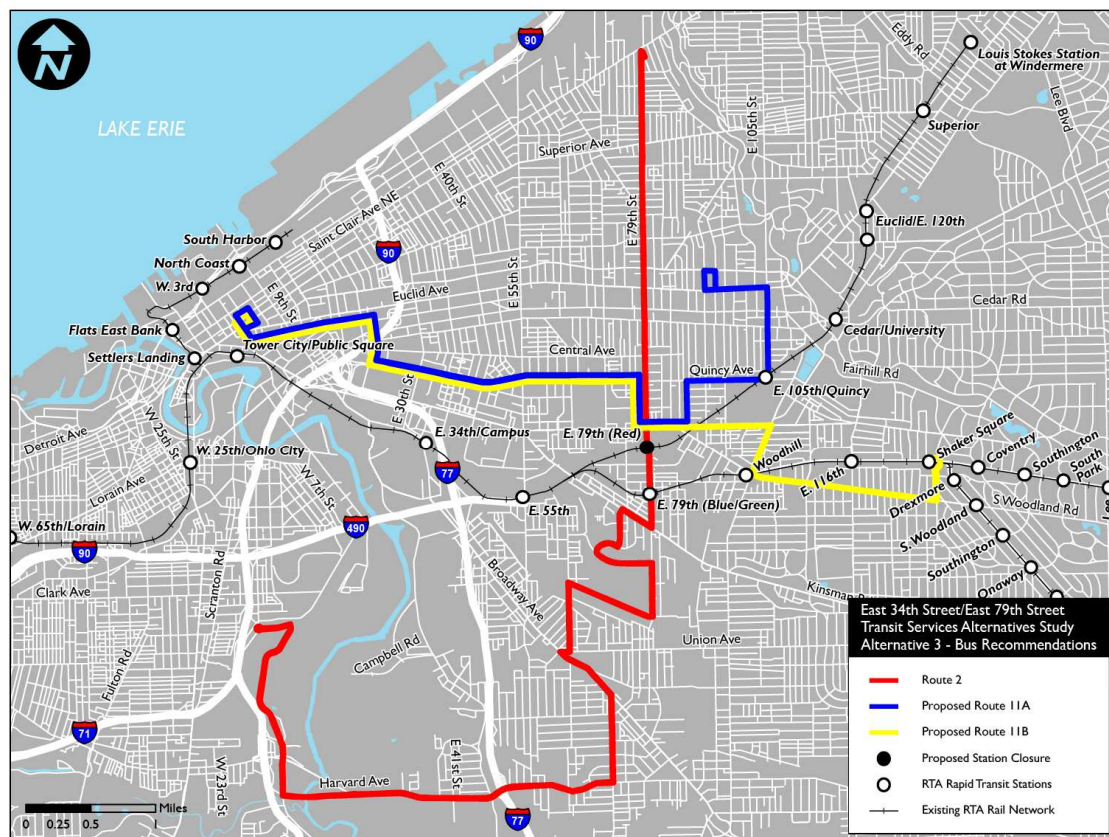
The proposed alignment change for Route 11 serves two purposes: to provide direct service from the E. 79th Red Line Station area to downtown, and to provide a connection from the station area to the Red Line via a transfer at the E. 105 Quincy Station. To the west of E. 79th St., the alignment of Route 11 would remain unchanged. At E. 79th and Quincy, the route would travel south to Woodward – to serve the approximate station area – and then east on Woodward to E. 89th St. To the east of E. 89th St., the route would be split, with one branch continuing on Woodward to Woodhill and then continuing on the existing alignment of Route 11 to Shaker Square. The other branch would turn north at E. 89th St., then east on Quincy to the E. 105 Quincy Station, and continue north on E. 105th to Euclid Avenue, with a terminus near the Cleveland Clinic. In this scenario, frequency on the shared trunk of Route 11 (west of E. 89th St.) would increase from 3 buses per hour, or every 20 minutes, during the day on weekdays to 4 buses per hour, or every 15 minutes. Each of the proposed branches would be served with 2 buses per hour, or every 30 minutes during the day on

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

weekdays. On nights and weekends, the trunk alignment would be served every 30 minutes, and each of the branches would be served once an hour.

There are no proposed alignment changes or increases in frequency for Route 2, but service span on the route would be extended to nights and weekends. Hourly service would be provided on Saturdays and Sundays from 4am to 8pm, and to midnight on weekdays. The expansion of service hours on Route 2 will provide a more consistent, all day connection for riders travelling to and from the E.79th Red Line Station area and transferring to the E. 79th Blue/Green Lines Station to the south or the HealthLine to the north.

Figure 44: Alternative 3 Bus Mitigation Plan

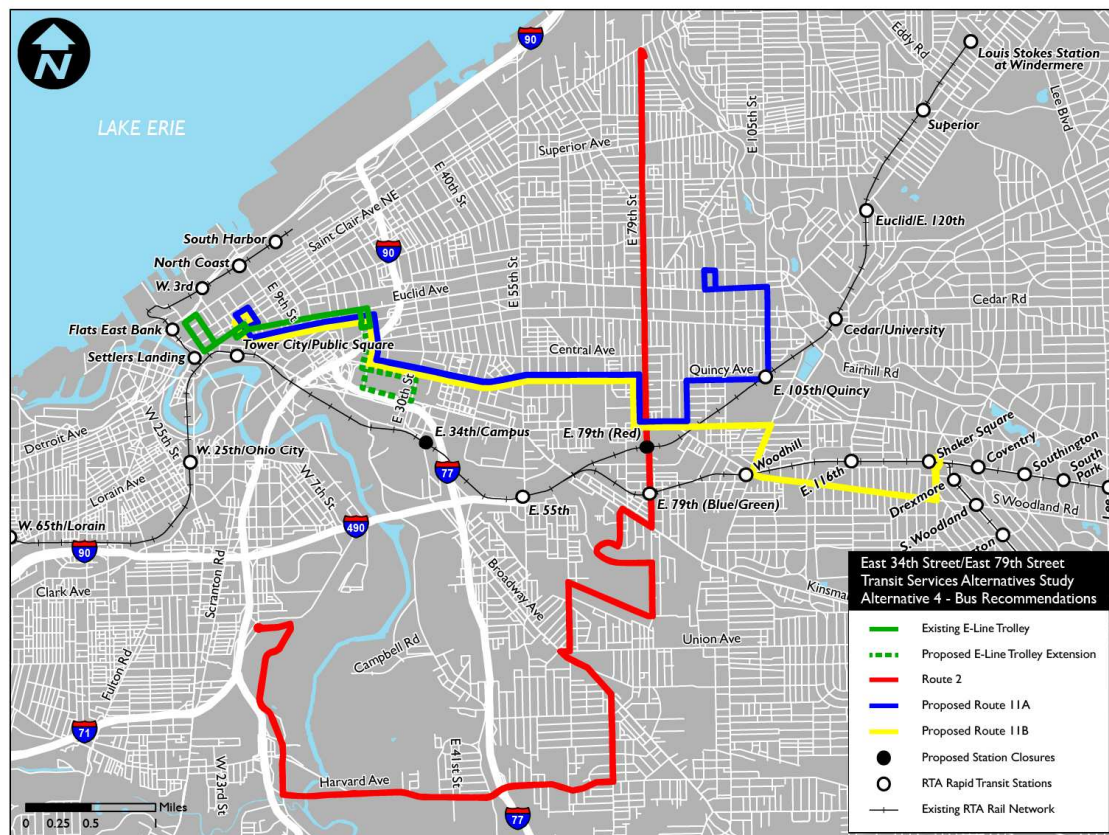


Alternative 4: Close E. 34th-Campus and E. 79th Red Line stations; provide bus mitigation

In this scenario, both the E. 34th-Campus and E. 79th Red Line stations would be closed. The bus mitigation plan for this alternative is a summation of the bus mitigation plans described in Alternatives 2 and 3, as illustrated in Figure 45. The E-Line Trolley would be extended to serve the Tri-C Metro Campus as described in the Alternative 2 bus mitigation plan. Service span on Route 2 would be extended to nights and weekends, and the proposed alignment change to Route 11 would be implemented as described in the Alternative 3 bus mitigation plan.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Figure 45: Alternative 4 Bus Mitigation Plan



Evaluation of Alternatives

The four alternatives described above were evaluated based on several measures, or evaluation criteria, including a demographic analysis of the population within the immediate station areas, operating costs, capital costs, and the travel time impacts of the alternatives. The evaluation of each alternative for each criteria is described below and summarized in a table in the concluding section of this document.

Demographic Analysis

The existing conditions technical memorandum described the demographic conditions in the ½ mile surrounding each station area in detail. The areas surrounding both the E. 34th-Campus and E. 79th Red Line stations are home to majority minority communities, with high incidences of poverty, low-car ownership rates, and decreasing population densities. *Table 13* below summarizes the demographic characteristics of the population that would be most impacted by the station closures proposed in each alternative. The impacted population is assumed to be the entire population residing within a Census block or block group that falls within ½ mile of the station proposed for closure in each alternative.

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Table 13: Demographic Characteristics of Impacted Population

| | Alternative 1: No Station Closures | Alternative 2: Close E.34 th | Alternative 3: Close E.79 th | Alternative 4: Close E.34 th & E.79 th |
|---|------------------------------------|---|---|--|
| 2010 Population ² | - | 3,428 | 1,912 | 5,340 |
| 2000-2010 Population Change ¹ | - | -7.9% | -42.7% | -24.4% |
| Minority Population ² | - | 90.5% | 99.0% | 95.1% |
| Population with Income below Poverty ³ | - | 69.6% | 56.4% | 62.2% |
| Zero-Vehicle Households ³ | - | 65.7% | 37.3% | 50.4% |

Alternative 1: Keep E. 34th-Campus and E. 79th Red Line stations open

There would be no impacted population if both stations were to remain open.

Alternative 2: Close E. 34th-Campus Station; provide bus mitigation

The 2010 population density of the E. 34th-Campus Station area is 4.2 people per acre, a low density which is the result of a station area whose land use is predominately industrial. Nearly 70% of the population that does reside within the station area has a household income below the poverty rate, and 65% of households do not have access to a vehicle. The minority population constitutes 90% of the station area population. The population within the station area decreased by 7.9% between 2000 and 2010, compared with a 16.8% rate of decline within the City of Cleveland over the same time period.

Alternative 3: Close E. 79th Red Line Station; provide bus mitigation

The 2010 population density of the E. 79th Red Line Station area is 2.5 people per acre, an extremely low density for a heavy rail station area. The low population density is the result of several factors, including the existing land use within the station area, high rates of housing vacancy and abandonment, and a rapid rate of population decline. However, 56% of the population that does reside within the station area has a household income below the poverty rate, and 37% of households do not have access to a vehicle. Minorities constitute 99% of the station area population. The population within the station area decreased by 42.7% between 2000 and 2010, compared with a 16.8% rate of decline within the City of Cleveland over the same time period.

Alternative 4: Close E. 34th-Campus and E. 79th Red Line stations; provide bus mitigation

The greatest number of people would be impacted if both stations were to close, as proposed in Alternative 4; this is the obvious end result of Alternative 4 including two distinct station areas, whose demographic characteristics are described above in Alternatives 2 and 3.

² 2000, 2010 US Census Data; Block Level

² 2010 US Census Data; Block Group Level

³ 2008-2012 American Community Survey 5-year Estimate; Block Group Level

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Operating and Maintenance Costs

Operating and maintenance (O&M) costs were estimated for each alternative. These include the estimated cost of operating the bus mitigation plans associated with each alternative, as well as the costs of maintaining the station if kept open, including GCRTA, vendor, and electricity costs for both stations, and elevator maintenance and repair costs for the E. 79th Red Line Station. It is anticipated that the E. 34th-Campus Station will be designed and reconstructed to meet ADA accessibility standards without the addition of an elevator, therefore the elevator costs are not included in the estimate for keeping the E. 34th-Campus Station open.

Annual operating and maintenance costs for each alternative's bus mitigation plan were estimated using a two-factor cost model, with revenue hours and revenue miles as the cost driving variables. GCRTA provided low and high-end unit costs for revenue miles, therefore the O&M costs for each bus mitigation plan are presented as a range of costs, as shown in *Table 14*. The detailed calculations for these O&M costs are included in an appendix to this document.

Station maintenance costs were estimated from the 2013 closed work orders for both stations. These include the costs for labor and materials for the facility maintenance, janitorial, shelters and track groups and vendor-related costs at each station. The annual estimated maintenance cost is \$5,500 for the E. 34th-Campus Station and \$5,300 for the E. 79th Red Line Station.

The annual electricity cost for each station was determined from the past year's meter readings at the E. 34th-Campus Station. The cost is estimated to be approximately \$4,000 per year.

The annual cost of elevator maintenance and repair was derived from the cost of vendor contracts for preventative maintenance for elevators at the E. 55 and Puritas stations in 2012 and 2013, as well as the average annual cost of elevator repair (beyond preventative maintenance) at these two stations. The annual cost of the preventative maintenance contract was approximately \$5,500 per elevator in 2012 and 2013. The average annual cost of repairs (beyond preventative maintenance) was \$1,800 per elevator from 2012-2013.

The annual operations and maintenance cost estimates for each alternative are shown in *Table 14* below.

Table 14: Annual Operating and Maintenance Cost Estimates

| | Alternative 1: No Station Closures | Alternative 2: Close E.34 th | Alternative 3: Close E.79 th | Alternative 4: Close E.34 th & E.79 th |
|---------------------------------|------------------------------------|---|---|--|
| Bus Mitigation Plan | \$0 | \$200,000 - \$237,000 | \$738,000 - \$879,000 | \$938,000 - \$1,116,000 |
| Maintenance | \$10,800 | \$5,300 | \$5,500 | \$0 |
| Electricity | \$8,000 | \$4,000 | \$4,000 | \$0 |
| Elevator Maintenance and Repair | \$7,300 | \$7,300 | \$0 | \$0 |
| Total | \$26,100 | \$216,600 - \$253,600 | \$747,500 - \$888,500 | \$938,000 - \$1,116,000 |

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Alternative 1: Keep E. 34th-Campus and E. 79th Red Line Stations open

The alternative in which both stations remain open has the lowest estimated annual O&M cost at \$25,300. This includes the annual cost of maintenance (\$10,800) and electricity (\$8,000) at both stations, and the annual cost of elevator maintenance and repair at the E. 79th Red Line Station (\$7,300). In comparison the costs of operating the bus mitigation plans for the other alternatives, the costs of station maintenance, electricity and elevator maintenance and repair for both stations are relatively low.

Alternative 2: Close E. 34th-Campus Station; provide bus mitigation

The alternative in which the E. 34th-Campus Station is closed has the second lowest annual O&M cost at \$216,600-\$253,600. This includes the annual cost of maintenance (\$5,300), electricity (\$4,000) and elevator maintenance and repair (\$7,300) at the E. 79th Red Line Station, and the annual estimated O&M cost of extending the E-Line trolley to serve the Tri-C Metro campus. The cost of the trolley extension (\$200,000-\$237,000) includes an additional 3,500 annual revenue hours and 33,500 annual revenue miles of service.

Alternative 3: Close E. 79th Red Line Station; provide bus mitigation

The alternative in which the E. 79th Red Line Station is closed has the second highest annual O&M cost at \$747,500-\$888,500. This includes the annual cost of maintenance (\$5,500) and electricity (\$4,000) at the E. 34th-Campus Station, and the annual estimated O&M cost of providing night and weekend service on Route 2 and implementing the proposed alignment changes for Route 11. The cost of the Route 2 service expansion and Route 11 realignment (\$738,000-\$879,000) includes an additional 13,000 annual revenue hours and 127,000 annual revenue miles of service.

Alternative 4: Close E. 34th-Campus and E. 79th Red Line stations; provide bus mitigation

The alternative in which both stations are closed has the highest annual O&M cost at \$938,000-\$1,116,000. This includes the annual O&M cost of extending the E-Line trolley, providing night and weekend service on Route 2, and implementing the proposed alignment changes for Route 11. The total bus mitigation plan for this alternative includes an additional 16,500 annual revenue hours and 160,500 annual revenue miles of service.

As shown in Table 14, and discussed for each alternative above, the O&M costs are driven by the cost of operating the proposed bus mitigation plans. The annual cost of maintenance, electricity and elevator maintenance and repair at each station are minor in comparison to the annual bus operations costs.

Capital Costs

Capital costs estimates for each alternative include the estimated cost of station reconstruction, including the cost of upgrades to achieve ADA accessibility standards, and “soft costs” such as planning, design and construction management. The capital cost estimates also include a contingency. The capital cost estimates also include the cost of additional buses that would be needed to operate the bus mitigation plan associated with each alternative. The station reconstruction cost estimates were provided by GCRTA and are shown in greater detail in an appendix to this document. Capital costs associated with each alternative’s bus mitigation plan were determined based on the number of additional peak vehicles required to operate the proposed

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service. A new Gillig CNG bus was estimated to cost \$490,000 and a new trolley bus was estimated to cost \$400,000.

Capital cost estimates for each alternative are shown in *Table 15* below. A simplified “annualization” of the capital costs was performed by dividing the total capital cost estimate evenly over 10 years.

Table 15: Annualized Capital Cost Estimates (Total Cost/10 years)

| | Alternative 1: No Station Closures | Alternative 2: Close E.34 th | Alternative 3: Close E.79 th | Alternative 4: Close E.34 th & E.79 th |
|--|------------------------------------|---|---|--|
| Station Reconstruction (total cost) | \$18,550,000 | \$11,250,000 | \$7,300,000 | \$0 |
| Station Reconstruction (annualized cost) | \$1,855,000 | \$1,125,000 | \$730,000 | \$0 |
| Additional Buses (40ft. Gillig CNG) | \$0 | \$0 | \$98,000 | \$98,000 |
| Additional Buses (Trolley Bus) | \$0 | \$40,000 | \$0 | \$40,000 |
| Total | \$1,855,000 | \$1,165,000 | \$828,000 | \$138,000 |

Alternative 1: Keep E. 34th-Campus and E. 79th Red Line stations open

The alternative in which both stations remain open has the highest annualized capital cost at \$1.86 million. This includes the \$1.13 million annualized cost of reconstructing the E. 79th Red Line Station and the \$0.73 million annualized cost of reconstructing the E. 34th-Campus Station.

Alternative 2: Close E. 34th-Campus Station; provide bus mitigation

The alternative in which the E. 34th-Campus Station is closed has the second highest annualized capital cost at \$1.17 million. This includes the \$1.13 million annualized cost of reconstructing the E. 79th Red Line Station, and the \$40,000 annualized cost of one additional trolley bus needed to extend the E-Line trolley to the Tri-C Metro campus.

Alternative 3: Close E. 79th Red Line Station; provide bus mitigation

The alternative in which the E. 79th Red Line Station is closed has the second lowest annualized capital cost at \$0.83 million. This includes the \$0.73 million annualized cost of reconstructing the E. 34th-Campus Station, and the \$98,000 annualized cost of two additional 40ft. buses needed to implement the proposed alignment changes on Route 11. No additional vehicles would be required to provide night and weekend service on Route 2.

Alternative 4: Close E. 34th-Campus and E. 79th Red Line stations; provide bus mitigation

The alternative in which both stations are closed has the lowest annualized capital cost at \$0.14 million. This includes the \$98,000 million annualized cost of two additional 40ft. vehicles needed to implement the proposed alignment changes on Route 11 and the \$40,000 annualized cost of one additional trolley bus needed to extend the E-Line Trolley to the Tri-C Metro campus. No additional vehicles would be required to provide night and weekend service on Route 2.

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As shown in Table 4, and discussed for each alternative above, the capital costs are primarily driven by the cost of reconstructing the stations. The annualized costs of the additional vehicles needed to operate the bus mitigation plans are much less than the annualized station reconstruction costs.

Travel Time Analysis

A travel time analysis was conducted for each of the proposed alternatives using trip information from the 2013 Regional On-Board Survey. The survey collected detailed information for 204 trips where the passenger used the E. 34th-Campus Station to complete their trip, either by boarding (106 surveyed trips) or alighting (98 surveyed trips) at the station. This includes passengers who used the E. 34th Campus Station to access or egress the Red, Blue, or Green Lines. The survey also collected detailed trip information for 81 trips where the passenger used the E. 79th Red Line Station to complete their trip, either by boarding (39 surveyed trips) or alighting (42 surveyed trips) at the station. Using the information contained within the survey records – including origin-destination data, time the trip began, and routes used to complete the trip – an analysis was conducted to determine how travel times would change for each of the proposed alternatives. A complete description of the methodology used to calculate existing travel times from the surveyed trip, and travel times for scenarios in which one or more stations were closed, is included in an appendix to this document.

A summary of the results of the travel time analysis are shown in *Tables 16 and 17* below. For the sake of clarity – and because there are fewer survey records for passengers using the E. 79th Red Line Station than the E. 34th-Campus Station – the results of the travel time analysis are presented separately for the E. 34th-Campus and E. 79th Red Line stations. There were no surveyed trips where a passenger used both stations to complete his or her trip; however the bus mitigation plans associated with each alternative can, in some cases, impact passengers using both stations. This is discussed in greater detail below for each alternative.

Table 16: E. 34th-Campus Station Travel Time Analysis

| | Alternative 1: No Station Closures | Alternative 2: Close E.34 th | Alternative 3: Close E.79 th | Alternative 4: Close E.34 th & E.79 th |
|--|---------------------------------------|--|--|---|
| % of trips that could be completed as fast or faster | 100% | 47% | 100% | 40% |
| % of trips that would increase by 1-9 min | - | 34% | - | 29% |
| % of trips that would increase by 10-19 min | - | 14% | - | 26% |
| % of trips that would increase by 20+ min | - | 5% | - | 5% |

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Table 17: E. 79th Red Line Station Travel Time Analysis

| | Alternative 1: No Station Closures | Alternative 2: Close E.34 th | Alternative 3: Close E.79 th | Alternative 4: Close E.34 th & E.79 th |
|--|------------------------------------|---|---|--|
| % of trips that could be completed as fast or faster | 100% | 100% | 49% | 47% |
| % of trips that would increase by 1-9 min | - | - | 24% | 25% |
| % of trips that would increase by 10-19 min | - | - | 25% | 24% |
| % of trips that would increase by 20+ min | - | - | 3% | 4% |

Alternative 1: Keep E. 34th-Campus and E. 79th Red Line stations open

For Alternative 1, there are no station closures and no additional bus services; therefore, it stands to reason that there would be no impact on travel times. All passengers would be able to complete their trip using the same path as recorded in the survey.

Alternative 2: Close E. 34th-Campus Station; provide bus mitigation

Travel times for passengers that currently use the E. 79th Red Line Station are not impacted by the closure of the E. 34th-Campus Station, nor were any of the surveyed trips at the E. 79th Red Line Station improved by the extension of the E-Line trolley.

The travel time analysis for passengers using the E. 34th-Campus Station found that 47% of surveyed trips could be made as fast or faster if the station were closed and the proposed bus mitigation (the trolley extension) were implemented. For the remaining passengers, 34% would experience a travel time increase of less than 10 minutes, and 14% would experience a travel time increase of 10-19 minutes. Only 5% of surveyed passengers would experience a travel time increase of 20 minutes or more.

The E-Line trolley extension, however, does very little to improve the travel times of passengers that currently use the E. 34th-Campus Station. Only three of the 204 trips surveyed at the station would be improved by the extension of the E-Line trolley. There are two reasons that the E-Line trolley extension has little benefit for passengers that currently access or egress the Red Line from the E. 34th-Campus Station. One is that for passengers traveling to the west side via the Red Line, Route 15 provides a faster trip from the station area to Tower City than the extended trolley. The other is that for passengers travelling to/from Tri-C to University Circle or Windermere, it is faster to walk to the HealthLine at E. 30th and Euclid rather than take the trolley to E. 22nd and Euclid. It is noteworthy that even though the extension of the E-Line trolley does little to improve travel time for passengers that currently use the E. 34th-Campus Station, nearly half (45%) of the surveyed passengers would be able to complete their trip as fast or faster using another route that doesn't involve the E. 34th-Campus Station, even if no other improvements to the RTA system were made.

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Alternative 3: Close E. 79th Red Line Station; provide bus mitigation

Travel times for passengers that currently use the E. 34th-Campus Station are not impacted by the closure of the E. 79th Red Line Station, nor were any of the surveyed trips at the E. 34th-Campus Station improved by the expansion of service hours on Route 2 or the branched service on Route 11.

The travel time analysis for passengers using the E. 79th Red Line Station found that 49% of surveyed trips could be made as fast or faster if the station were closed and the proposed bus mitigation (night and weekend service on Route 2; branching and realignment of Route 11) were implemented. For the remaining passengers, 24% would experience a travel time increase of less than 10 minutes, and 25% would experience a travel time increase of 10-19 minutes. Only 3% of surveyed passengers would experience a travel time increase of 20 minutes or more.

As with the E-Line trolley extension in Alternative 2, the proposed bus mitigations for Alternative 3 do little to improve travel times for passengers that currently use the E. 79th Red Line Station, and in some cases the proposed bus mitigations had a negative impact on travel times for current users of the station. The travel time analysis found that passengers traveling east on the Red Line were negatively impacted by the proposed branching of Route 11. If the station were closed, most of these passengers would travel to the E. 105 Quincy Station to access the Red Line and complete their trip, but due to the proposed branching of Route 11 at Woodland and E. 89th St., the E. 105 Quincy Station would be served less frequently by Route 11 than it is now (reduced from every 20 minutes to every 30 minutes during the day). Most of these passengers would be better served by walking north from the E. 79th Red Line Station area to the existing Route 11 on Quincy, and traveling east to the E. 105 Quincy Station. The travel time analysis found that while passengers traveling west on the Red Line were not *negatively* impacted by the proposed bus mitigation plan, the proposed changes did not improve travel times either. Most of these passengers would be better served by walking south to the E. 79th Blue/Green Lines Station and transferring to the Red Line at Tower City rather than traveling to Public Square via the realigned Route 11.

Unfortunately, the travel time analysis was not able to adequately measure the impact of the proposed changes to Route 2 due to the parameters of the on-board survey data. Because the survey was only conducted on weekdays before 8pm, there were no surveyed passengers whose trips would be improved by the proposed night and weekend service on Route 2. However, it can be inferred that the proposed service expansion would improve travel for residents in the E. 79th St. corridor by providing a more consistent, all day connection to the E. 79th Blue/Green Lines Station to the south and HealthLine to the north.

Finally, the travel time analysis found that 46% of the surveyed passengers that currently use the E. 79th Red Line Station would be able to complete their trip as fast or faster using another route that doesn't involve the station, even if no other improvements to the RTA system were made.

Alternative 4: Close E. 34th-Campus and E. 79th Red Line stations; provide bus mitigation

Of the 209 survey trips at the E. 34th-Campus Station and 81 surveyed trips at the E. 79th Red Line Station, only 4 trips would be further impacted by having both stations closed. While none of these trips involved using both stations to complete the original trip, the other station was included as part of the fastest alternate route in the alternative in which only one station were closed, and therefore, a second (slower) alternate route had to be selected for the alternative in which both stations were closed.

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As with Alternatives 2 and 3, the proposed extension of the E-Line trolley and night and weekend service on Route 2 did little to impact travel times in the scenario in which both stations were closed. The proposed change to Route 11, however, had a net negative impact on passengers who currently use the E. 79th Red Line Station, as discussed in Alternative 3 above, but also on passengers who currently use the E. 34th-Campus Station. For many of the passengers who currently use the E. 34th-Campus Station to travel east on the Red Line, the fastest alternate route if that station were closed would be to take Route 11 east to the E. 105th/Quincy Red Line station. The proposed branching of Route 11 has a negative impact on the travel times for these passengers because the station would be served less frequently, and with a less direct alignment, than it is now. As discussed under Alternative 2, 47% of surveyed passengers at the E. 34th-Campus Station would be able to complete their trips as fast or faster if only the E-Line trolley extension were implemented, and 34% would experience a travel time increase of less than 10 minutes, and 14% would experience a travel time increase of 10-19 minutes. If both stations were closed and all of the proposed bus mitigations were implemented, only 40% of the surveyed passengers at the E. 34th-Campus Station would be able to complete their trips as fast or faster, 29% would experience a travel time increase of less than 10 minutes, and 26% would experience a travel time increase of 10-19 minutes.

Summary of Alternatives Evaluation

Should one or more of the stations to be closed, RTA would increase and otherwise modify transit service in the area impacted by the closure. The alternatives analysis detailed in this chapter indicates that there is already a high level of transit service within the areas served by the stations, and that a high percentage of those who currently use the stations have faster and more convenient options available today, using combinations of bus and rail services. A small number of current users, however, would experience delays and an increase in transfers between services should the rapid station that they use be closed. Should one or more of the stations to be closed, RTA would follow the procedures outlined its service policy prior to that closure. The service policy requires documented public hearings whenever transit service is significantly changed or reduced.

A summary of the evaluation results for all alternatives is shown in *Table 18*. Major findings include:

- Demographic Characteristics
 - Closing either or both of the stations would pose a significant impact to station populations that are nearly exclusively made up of minorities, and include large proportions of low income and transit-dependent (zero vehicle) households.
 - Closing the E. 34th-Campus Stations would impact the greater number of people and the greater number of households without access to an auto.
- Annual Operating and Maintenance Costs
 - Closing the two stations would result in an increased operating and maintenance cost for RTA of around \$1 million per year.
 - Mitigations related to closing the E. 34th-Campus Station would average around \$250,000 per year.
 - Mitigations related to closing the E. 79th Red Line Station would average around \$750,000 per year.
- Annual Capital Cost Estimate
 - Reconstructing the two stations would generate an annualized cost to RTA of nearly \$1.9 million per year

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- Reconstructing the E. 79th Red Line Station would generate an annualized cost of more than \$1.1 million per year.
- Reconstruction of the E. 34th-Campus Station would cost more than \$700,000 per year.
- Cost of buses for bus mitigations would add tens of thousands per year to RTA's capital costs due to the need for additional vehicles.
- Travel Time Analysis
 - Between 40% and 50% of existing users of the stations already have a faster option available to them using other combinations of bus and rail connections.
 - Were the E. 34th-Campus Station to be closed, about 20% of its existing users (fewer than 60 people) would see their travel time increase by more than 9 minutes.
 - Were the E. 79th Red Line Station to be closed, about 28% of its existing users (fewer than 45 people) would see their travel time increase by more than 9 minutes.
 - Were both stations to close, about 30 percent of their combined existing users (fewer than 135 people) would see their travel time increase by more than 9 minutes.
 - The bus mitigations developed in the event of station closures would have little if any impact on the travel time of existing station users. This is, in part, because a high number of existing users already had a faster trip available without the bus mitigation. The proposed bus mitigations primarily provide alternative means to reach downtown Cleveland that are much slower than the Rapid and not significantly faster than other nearby bus routes. They do little for travelers currently using the stations who are traveling to destinations on the West Side of Cleveland or areas served by the Red Line east of the E. 34th-Campus or E. 79th Red Line stations.

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Table 18: Summary of Alternatives Evaluation

| | | Alternative 1: No Station Closures | Alternative 2: Close E.34 th | Alternative 3: Close E.79 th | Alternative 4: Close E.34 th & E.79 th |
|---|---|--|---|---|---|
| Demographic Characteristics | 2010 Population ³ | - | 3,428 | 1,912 | 5,340 |
| | 2000-2010 Population Change ¹ | - | -7.9% | -42.7% | -24.4% |
| | Minority Population ² | - | 90.5% | 99.0% | 95.1% |
| | Population with Income below Poverty ³ | - | 69.6% | 56.4% | 62.2% |
| | Zero-Vehicle Households ³ | - | 65.7% | 37.3% | 50.4% |
| Annual O&M Cost Estimate | Total | \$25,300 | \$216,600 - \$253,600 | \$747,500 - \$888,500 | \$938,000 - \$1,116,000 |
| | Bus Mitigation Plan | \$0 | \$200,000 - \$237,000 | \$738,000 - \$879,000 | \$938,000 - \$1,116,000 |
| | Maintenance | \$10,000 | \$5,300 | \$5,500 | \$0 |
| | Electricity | \$8,000 | \$4,000 | \$4,000 | \$0 |
| | Elevator Maintenance and Repair | \$7,300 | \$7,300 | \$0 | \$0 |
| Annualized Capital Cost Estimate | Total | \$1,855,000 | \$1,165,000 | \$828,000 | \$138,000 |
| | Station Reconstruction | \$1,855,000 | \$1,125,000 | \$730,000 | \$0 |
| | Additional Buses (40 ft.) | \$0 | \$0 | \$98,000 | \$98,000 |
| | Additional Buses (Trolley) | \$0 | \$40,000 | \$0 | \$40,000 |
| Travel Time Analysis | % of trips could be completed as fast/faster | 100% at E. 34 th 100% at E. 79 th | 47% at E. 34 th 100% at E. 79 th | 100% at E. 34 th 49% at E. 79 th | 40% at E. 34 th 47% at E. 79 th |
| | % of trips that would increase by 1-9 min | - | 34% at E. 34 th | 24% at E. 79 th | 29% at E. 34 th 25% at E. 79 th |
| | % of trips that would increase by 10-19 min | - | 14% at E. 34 th | 25% at E. 79 th | 26% at E. 34 th 24% at E. 79 th |
| | % of trips that would increase by 20+ min | - | 5% at E. 34 th | 3% at E. 79 th | 5% at E. 34 th 4% at E. 79 th |

³ 2000, 2010 US Census Data; Block Level

² 2010 US Census Data; Block Group Level

³ 2008-2012 American Community Survey 5-year Estimate; Block Group Level

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Chapter 4: Public and Stakeholder Outreach

Public engagement was an important part of the alternatives analysis process and served many purposes. One of these was to gain insight into the station usage and the perception of the stations from RTA passengers and members of the public. A second was to explore development opportunities with stakeholders and other public entities, such as neighborhood development corporations and the Cleveland City Planning Commission. A third was to gauge public opinion on the possible closing of the stations. The public involvement process described in this section was a dynamic and multifaceted process. Its results and elements are highlighted in this chapter with further details included in a series of appendices to this document.

Outreach Activities

The outreach effort included two main elements:

- A stakeholder outreach effort, including the recruitment of a stakeholder committee and one-on-one or group meetings with key stakeholders.
- A public outreach effort including three public meetings at locations within the community, an outreach event at two of the stations, and an online survey to gather information on how the public uses the stations and whether alternative transportation options could mitigate the need for the stations.

Stakeholder Interviews

The project targeted community stakeholders, including representatives of local private and public employers, institutions, and community groups represented in the station areas. RTA and consultant team members visited the stakeholders and conducted personal or group interviews at the interviewees' offices to gather information on their opinions about the stations and the importance of the stations to their organizations, their employees, and those who use their services. These meetings, and the dates on which they occurred, are listed below:

- Bobbi Reichtell, Campus District, June 13, 2014
- Phyllis Cleveland, Mamie Mitchell, Cleveland City Council, June 13, 2014
- Fred Collier, Kim Scott and other staff, Cleveland Planning Commission, June 16, 2014
- Tim Tramble, Burton, Bell, Carr Development Corporation, June 16, 2014
- Jeffrey Patterson and other staff, Cuyahoga Metropolitan Housing Authority, July 11, 2014
- Francis Afram-Gyening, Kate Nagel, Care Alliance Health Center, July 11, 2014
- Stephanie McHenry, Cleveland State University, July 17, 2014

Stakeholder Committee Meetings

In addition to the stakeholders who were interviewed personally, a number of additional stakeholders—including nearby institutions, property owners, employers, and others who expressed interest in the project—were invited to form a stakeholder committee to provide input to the study process. These stakeholders were initially identified by RTA and the consultant team, including the team's public and stakeholder involvement specialist, former County Commissioner Peter Lawson Jones. Additional stakeholders were recommended by the stakeholders who were initially contacted.

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Invitations to the meetings and other contacts with stakeholders were made by email. An initial meeting was held on June 17, 2014 to provide stakeholders with an outline of the study and to gather preliminary comments. A second meeting was held on August 18, 2014 to provide general findings of the project and gather further comment. Both meetings were held at RTA. The full list of those invited to participate in this committee is listed in Appendix B of this report, while sign-in sheets identifying those who attended the meetings are included in Appendix C.

Coordination with Cleveland City Planning Commission

One of the outgrowths of the stakeholder outreach process on the E. 34th-Campus and E. 79th St. stations project has been an ongoing dialogue and joint planning effort with the City of Cleveland to promote higher levels of development and transit oriented development for the E. 34th-Campus and E. 79th St. station areas. RTA and consultant staff had several meetings with Cleveland City Planning and with Edward Rybka, Director, Department of Building and Housing for the City of Cleveland, and other city economic development officials to discuss ways in which land use plans, zoning and, plans for development of city-owned land in the station areas (focusing on E. 79th St.) could be modified to increase density, improve access to the stations, and encourage increased use of the RTA stations. This dialogue is expected to continue beyond the conclusion of the present study, as the City and RTA continue to develop recommendations for reshaping the station areas.

Station Outreach Efforts

To ensure that information about the project was made available to RTA riders who use the E. 34th-Campus and E. 79th St. stations, consultant and RTA staff spent several hours at two of the stations (E. 34th-Campus and E. 79th Red Line stations) during peak and off-peak travel periods on October 21 to distribute paper copies of the surveys and flyers promoting the November public meetings. More than 100 surveys and flyers were distributed to passengers, and many surveys were completed at the stations and entered into the online survey database by consultant staff.

Public Meetings

A series of three public meetings were held in November 2014 to inform the public of the project and present information on its impetus and findings. These initial meetings were held at the following dates and locations:

- Heritage View Homes, Kinsman Road, November 1, 2014
- Cuyahoga Community College Metro Campus, November 5, 2014
- Mt. Sinai Baptist Church on Woodland Avenue on November 20, 2014.



Presentation at Mt. Sinai Baptist Church
November 20, 2014

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Appendix D contains sign-in sheets listing the members of the public who attended the three public meetings, while Appendix E contains images of comment cards that were generated by members of the public who attended the meetings. The meetings were promoted through flyers posted on the station platforms and distributed to the City of Cleveland and to the other members of the Stakeholder Committee, as well as notices on the Greater Cleveland RTA website and flyers distributed by consultant and RTA staff on the station platforms on October 21, 2014. Specific comments that were recorded at the three public meetings are included in Appendix F. The public meetings generated news coverage in The Plain Dealer and on Cleveland.com. The Cleveland.com articles generated public comment through the website's comment feature. The articles and comments are included in Appendix I.

Public Survey

To gather further public input on the way members of the public use the E. 34th-Campus and E. 79th St. stations and opinions about station options, the consultant team, RTA, and the City of Cleveland developed a brief self-selecting survey for distribution in the community. This survey was made available online via the Survey Monkey platform, with links on RTA's website. The survey url and paper copies of the survey were also made available to the City of Cleveland and the project stakeholders to distribute to their communities, employees, clients, and constituents. The survey url was printed on flyers and other promotional materials for the November public meetings. Consultant and RTA staff distributed copies of the surveys and public meeting flyers at outreach events on October 21, 2014 at the E. 34th-Campus and E. 79th Red Line stations. The survey was open for responses from mid-October through December 1, 2014. The survey instrument is included in Appendix G, while a report on the survey findings is included in Appendix H.

Summary of Comments

The stakeholder and public outreach efforts, surveys and news articles compiled as a result of this study include hundreds of discrete, transcribed comments. However, most of these comments can be categorized into one of a handful of common comments about the stations and the proposal to close them. The comments articulated by stakeholders were generally echoed by the public who attended the public meetings and the surveys. The exception to the consensus was the comments received on the Cleveland.com comments section, which were markedly different from those who participated in the public involvement process.

The stakeholders who participated in the process were uniformly against closing the stations, and articulated the need for the station for their employees, clients and students. The development corporations serving the station areas pointed out the investments that have been made, and the future development opportunities that are planned, in the station areas. Some stakeholders mentioned the need to maintain the stations to provide important connections to nearby uses. These included Oriana House, the Women's Pre-Release Center, and Tri-C in the E. 34th-Campus Station area, and Orlando Bakery in the E. 79th Red Line Station area. CSU also stated that their students use the station at E. 34th St. Orlando Bakery noted their company's expansion in the E. 79th Red Line Station area and need for additional employees. CMHA noted the location of facilities in the area of the E. 79th St. stations and the reconstruction of the Cedar Estates in the area of E. 34th-Campus Station as important reasons to maintain the stations.

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A number of stakeholders and members of public mentioned the potential impacts of Opportunity Corridor on the E. 79th St. stations. Many people suggested that new property development that will follow the construction of Opportunity Corridor will benefit the stations. Some suggested that the funding sources for the Opportunity Corridor project might be a logical source of funding for reconstruction of the stations, and that the stations could provide transportation mitigation for the neighborhood during the construction period. Many of these stakeholders provided specific information regarding planned development in the station areas, and the major institutions and employers in the station areas made compelling cases for the importance of the stations to their future development.

Several stakeholders and members of the public noted that RTA should hardly be surprised that the stations are poorly patronized because they are in a poor state of repair, are dirty, and look and feel dark, isolated and dangerous. Some accused RTA of setting up a self-fulfilling prophecy by allowing the stations to deteriorate and then closing them due to low ridership. Some members of the public noted that the stations are not accessible to the disabled and noted that this also suppresses ridership. A number of stakeholders and members of the public reminded RTA of some obvious facts about these stations: that the majority of station area residents (particularly around the E. 79th St. stations) are African American and low-income, and that many of the residents are transit dependent. The potential closing of the stations was perceived by some stakeholders as undercutting the efforts of numerous institutions to rebuild and improve these neighborhoods and improve the lives of their residents. Some stakeholders and members of the public expressed resentment that these stations were being considered for closure while stations in other parts of the city were reconstructed and saw significant ridership gains (specific stations were generally not identified, but the West 65th St. Station is the obvious example). These comments sometimes seemed to imply racial bias on the part of RTA, based on the fact that, in the past, many west side station areas were occupied by white residents, whereas most east side station areas were occupied by African American residents (this notion is now somewhat outdated, since most west side station areas now also have serve significant African American populations). No direct accusation of bias was made by stakeholders, but by members of the public, albeit infrequently.

Most stakeholders had little interest in potential strategies to use bus services to mitigate the impacts of closing the stations. Several ideas for bus improvements to benefit the station areas were proposed by stakeholders and members of the public. Stakeholders and members of the public in the area around E. 34th-Campus Station suggested an extension of the Euclid Avenue “E-Line” Trolley from its present terminus at the Stephanie Tubbs Jones Transit Center to Cuyahoga Community College or to the E. 34th-Campus Station. Stakeholders and members of the public in the E. 79th St. area suggested two specific bus changes: the reinstatement of Route 12, a radial route that once operated on Woodland Avenue; and improvements to Route 2, the E. 79th St. crosstown route, including extended service span (nights and weekends) and increased service frequency. However, these were proposed as stand-alone improvements to transit service, not as replacements for the stations. Many respondents to the public survey suggested both general improvements (more security, cleaner stations, buses and trains) and specific changes to bus routes and services, many of them unrelated to the stations and service in these neighborhoods.

A few stakeholders mentioned the possibility of “mothballing” one or more of the stations until completion of transit supportive development around the stations (tied to the development of Opportunity Corridor) and/or until funding is identified to complete renovations to the stations.

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Survey respondents echoed this sentiment, suggesting that the stations be improved, made safer, and kept cleaner, to increase their use. Survey respondents also used the survey as an opportunity to comment more generally on RTA services, and recommended improvements to RTA service including increased service frequency and longer span of service, as well as improved coordination among RTA services. Those who attended the public meetings were mostly residents of the station areas and users of the stations. Many of them articulated how critical the stations are in meeting their transportation needs and the needs of others who use the stations.

The comments received on the Cleveland.com comments section had a different view. These commenters are anonymous and reside throughout the region and beyond. Many of these commenters focused on the estimated costs of the station renovations, the low ridership they generate and the low population in the station areas. In addition, several commenters on the Cleveland.com site had specific recommendations regarding moving the stations to make them more visible and more convenient for potential users.

The stakeholder and public outreach efforts, surveys and news articles compiled as a result of this study include hundreds of discrete, transcribed comments. However, most of these comments can be categorized into one of a relatively short list of points regarding the stations. Most of these comments were initially articulated by the stakeholders very early in the study, and were later echoed by the public. There were few points made by the public that had not first been articulated by the stakeholders.

The comments made by the stakeholders and members of the public are included in *Appendices F through J* at the end of the document.

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Chapter 5: Recommendations

The recommendations for the disposition of the stations were developed through careful examination of the outcome of the alternatives analysis, the cost estimates, and particularly the stakeholder and public involvement and discussion among the consultant team and RTA staff and management.

1. E. 34th-Campus Station: Complete Station Design and Construction

The project recommendation for the E. 34th-Campus Station is to proceed with the design and construction of the station. This is based on the following factors:

- Future additional ridership potential generated by increased development in the station area, including redevelopment of Cedar Estates housing, development at Tri-C as indicated in the college's Master Plan, and other new development proposed for the area.
- The estimated capital cost of the station is moderate, at a cost of less than \$7 million, and is included in RTA's 2015-2019 CIP.
- Based on both the analysis of existing riders from the on-board transit survey and from input from existing passengers who made comments at the public meetings and via other sources, a significant number of existing passengers would experience significant delay and inconvenience if the station were closed.
- Stakeholders and members of the public who use the station or live, work, study or use services in the area were uniformly opposed to closing the station.
- The station serves a number of regional institutions including Tri-C, St. Vincent's Charity Hospital, and Cleveland State University. Tri-C and Cleveland State are regional educational institutions that provide critical educational opportunities to transit-dependent populations.
- The station serves as RTA's east side emergency relief station for instances when Tower City station is out of service. It is the nearest RTA station to Tower City on the East Side, and one of only two east side stations that are served by RTA's heavy rail (Red Line) and light rail (Blue/Green/Waterfront lines) systems.
- The proposed bus mitigation designed to serve the station (the extension of the E-Line Trolley to Tri-C) provided virtually no benefit to current riders who use the station, and would not mitigate the impacts of closing the station on current riders.

RTA has funding for the design of the station and is ready to procure design services for the station design. Assuming that the RTA Board of Trustees supports proceeding with the development of the station, the process would proceed according to the following schedule:

- Award Design Contract: Mid 2015
- Bidding: Spring 2016
- Award Construction Contract: Mid 2016
- Construction Complete: End of 2017

2. E. 79th Red Line Station: Complete Station Design

The project recommendation for the E. 79th Red Line Station is to proceed with the design of the station. However, because of the higher cost of the renovations required for this station, the lower level of ridership, and the uncertainty of future development in the station area, the alternatives analysis project recommends that RTA's staff and Board of Trustees consider the achievement of certain planning and development milestones for the station area before moving forward through the development process for the station. This recommendation is based on the following factors:

- The Opportunity Corridor roadway project, which will pass less than ½ mile south of the station, is likely to spur development in the station area at some point in the future.
- Current ridership at the station is very low, at only 155 riders per day. However, ridership could increase if redevelopment is transit oriented.
- The capital cost of development of the station is high, at nearly \$12 million, and is currently not included in RTA's existing capital budget. This significant investment must be supported by a commitment from the City of Cleveland and other entities serving the area to ensure that development in the area is conducive to and encourages public transit use.
- Based on both the analysis of existing riders from the on-board transit survey and from input from existing passengers who made comments at the public meetings and via other sources, a significant number of existing passengers would experience significant delay and inconvenience if the station were closed.
- The proposed bus mitigation designed to serve the station (changes to Route 11 to serve Woodland Avenue) provided virtually no benefit to current riders who use the station, and would not mitigate the impacts of closing the station on current riders.
- Stakeholders and members of the public who use the station or live, work, study or use services in the area were uniformly opposed to closing the station.
- The City of Cleveland has made strong commitment to supporting station area TOD, including the passage of an urban form overlay district zoning type that could be applied to the area around the E. 79th Red Line Station. The City of Cleveland also is working to identify funding for an E. 79th Stations Area Planning Study, which will define the City and RTA's desires for development in the station areas and support efforts to attract transit-oriented development.

RTA will continue working with City of Cleveland to evaluate development at each milestone in the development of the station. At this time, funding for design is included in RTA's 2015-2019 CIP. No funding is currently identified for the construction of the station. The process of developing the station would proceed according to the following schedule:

- Milestone 1: RTA Board to Award Design Contract: Late 2015
- Milestone 2: Work with the City of Cleveland to Identify source of construction funding
- Milestone 3: RTA Board to Authorize Station Reconstruction Contract: 4/2019
- Construction Complete: 12/2020 (Deadline for completing renovations of ADA Key Stations)

This analysis comprehensively illustrated the existing conditions. More importantly for the future of the stations, it identified a high level of community support for the stations, among members of the public, public officials, and station area institutions and organizations. The process elicited promises of a high level of future cooperation and collaboration among RTA and community institutions, to

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encourage development in station areas that is more intensive, dense, and oriented in a way that supports transit ridership. Opportunity Corridor could potentially drive such development near E. 79th Street stations, while the nearby institutions could drive such development around the E. 34th-Campus Station area. RTA is hopeful that this exercise helped stakeholders and the City of Cleveland to recognize the importance of RTA's Rapid Stations in their neighborhoods, and will encourage them to promote development around the station that supports their continued existence in the RTA network.

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Chapter 6: RTA Board Outreach, Actions and Resolutions

RTA staff and the consultant team presented the results and recommendations of the E. 34th/E. 79th Stations Transit Services Alternatives Analysis to the RTA Board of Trustees Planning and Development Committee at their regular monthly meeting on February 3, 2015. The meeting was attended by a number of City of Cleveland officials including City of Cleveland Chief of Development Ed Rybka, who spoke regarding the project and affirmed the partnership between the City of Cleveland and RTA to work together on transit-related projects. The meeting was also attended by a number of stakeholders, including representatives of the Campus District and Burton, Bell, Carr community development corporations; Cleveland State University, Cuyahoga Community College and St. Vincent Charity Medical Center among other organizations. The minutes of that meeting are included on pages 69-82. The discussion resulting from the meeting concluded that a special Planning and Development Committee prior to the regularly scheduled Board of Trustee meeting on February 17 would be scheduled to discuss the report in greater detail including the resolutions of support for further action at the two stations.

On February 17 another Planning and Development Committee was held prior to the Board of Trustees meeting. At that meeting, with many stakeholders again present, the General Manager presided over a discussion with the Board Committee on the E. 34/E. 79th station analysis process and results. He highlighted the report findings and the recommendations that led to the proposed resolutions of support for each station. The Committee discussed the resolutions and forwarded them for action by the full Board of Trustees. A copy of the meeting minutes is attached on pages 83 through 92.

At the February 17 Board of Trustees meeting the Board heard additional comments on the proposed resolutions of support in the agenda package. The Board of Trustees then approved Resolution No. 2015-018, “Demonstrating support of the Board of Trustees to proceed with the design and construction phases for the E. 34th-Campus Rapid Transit Station as recommended in the E. 34th/E. 79th Station Transit Services Alternatives Analysis” and approved Resolution No. 2015-019, “Demonstrating support of the Board of Trustees to proceed with the design phase for the E. 79th Street Red Line Rapid Transit Station as recommended in the E. 34th/E. 79th Station Transit Services Alternatives Analysis.” Copies of the minutes of the meeting and the resolutions are included on pages 93 through 98.

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Minutes

RTA Planning & Development Committee Meeting
9:03 a.m., February 3, 2015

Present: McCall (Chair), Cervenik, Clough, Dixon, Moss, Nardi, Norton, Serrano and Welo

Also Present: Anderson, Ball, Benford, Bitto, Brooks-Williams, Buie, Burney, Calabrese, Carroll, Cermak, Channel 5,8 and 19, Collier, Cranford, Dalton, Dalton, Dangelo, Feke, Feliciano, Fields, Fisk, Forenzy, Freilich, Garofoli, Golob, Grant, Gross, Hampton, Johnson, Kirk, Kirkland, Krecic, Lawson Jones, Lozado, Masek, Pinkney, Paris, Puri, Romanoff, Rosenberger, Rybka, Schipper, Shaffer (J), Shea, Sims, Smith, Snell, Storrs, Sutula, Wiehi, Woodford, York, Zeller

Chief McCall called the meeting to order at 9:03 a.m. The secretary called the roll and reported that six (6) committee members were present.

Public Square Update

Jeremy Paris, executive director, Group Plan Commission, began the presentation. The transformation of Public Square has wide spread support. It's the heart of the city and can be a great place for Clevelanders and visitors to come and enjoy. One of the focuses since the start of the project has been the successful incorporation of public transportation into the plan. This will be one of the greatest public transit accessible public spaces in the U.S. He is excited to bring it about. Today's discussion will be about what will happen during construction in terms of public transit and how disruption will be minimized. He praised the level of coordination with Mr. Calabrese and the rest of the team on a day to day basis. They are presenting a plan that has been developed with RTA, the City of Cleveland and other partners to figure out what needs to happen during construction so that transit riders are not inconvenienced more than necessary.

As early as Feb. 23, construction is expected to begin. The aim is to set one construction condition that will exist from the beginning to the end of the project in 2016. A team has been established with RTA, City of Cleveland and DCA to establish a central hub for information. The RTA website and LAND Studio website will send information out. He introduced Matt Carroll who is an advisor to the Cuyahoga County Executive and a long-time member of the Group Plan Commission board. Mr. Carroll is a strong supporter of the project and acknowledged the GPC's hard work. They are concerned about the impact on transit riders. He will be a resource during the process. The county can support the transition. On behalf of the county, he offered assistance where needed.

Jeremy introduced Nora Romanoff, sr. project manager at LAND Studio. LAND does public space, public art and landscape architecture. Nora has been the point person for all the work being done with RTA, the City of Cleveland and ODOT. She wants to make sure the coordination is understood. This is a continuation, not a conclusion. The meetings that have been happening will continue. She introduced the rest of the team. David Fields is the traffic and transportation consultant from Nelson Nygard. Joe Forenzy from Osborne Engineering is located in Cleveland. David Fields is a transportation planner by profession and a transit rider by choice. He loves working in Cleveland. He continued the presentation. Public Square is an exciting place because of all the opportunity it provides on transportation and on the place making side. The point from day one has been coordination. Every analysis and point has

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gone through coordination by the partners mentioned early. There are weekly technical review calls on Tuesdays. Staff from all the agencies and the design team and transportation team participate. They look at everything. Nothing gets by without everyone getting to weigh in and look at the analysis. Everything has been fully vetted day to day. There are two separate transportation plans. The first one is the focus today. There is a transportation plan during construction. This is the Maintenance of Traffic plan (MOT). This is all the traffic, pedestrians and vehicles. The second transportation plan is with the redesign of Public Square. The movement, turns, routes and stops are different for this plan. The priority for both plans is RTA access to Public Square. It's the start and ending of the entire process.

Around the Square, RTA is the priority and necessary property access. RTA will have priority through the Square. This includes bus stops, shelters and bus layovers being reorganized to match up with the closure of the Square during construction. The guidance was that all routes and transfers have to be close to the Square, or within one block to minimize any impact to RTA ridership. One of the things they were happy about was that the HealthLine stop across from Tower City will stay open for the entire length of the MOT. It may be the only thing that stays constant for the entire length of the plan. He showed where the bus stops will be located during the MOT. The stop plan was created by RTA with support from others. Ontario and Superior will be closed during construction so certain stops won't be available. They developed one version of the map, but RTA made it better. The remaining traffic will be diverted. The red area indicates the closures (Ontario and Superior through the Square). The pink area is limited to the local vehicles and RTA all around the Square. The secondary detours are in yellow where you'll see other traffic. Green is the primary detours for the traffic.

They asked for questions for the MOT part of the presentation. Marketing passed out the map and other information they put together that will be distributed to customers. A schedule will be put together with RTA staff on the Square a week before Feb. 23 and a week after Feb. 23. Mr. Dixon asked about the primary and secondary detours. The primary detour is what they want the general commuters to take to clear traffic from the Square. The secondary detour will be warnings to restrict to local traffic. There is coordination with Cleveland with their projects as well. They hope the bulk of the traffic shifts to the primary route and those that need to travel within that area, can get there. They will not restrict much traffic until they get toward the secondary routes, to the local detour from the yellow to the pink. Mr. Calabrese explained that the motorist who want to go north, south, east and west of the Square will use the green detour. Those wanting to go in the Square due to work, will use the yellow.

Chief McCall asked for everyone to speak into the microphone. Nora said they coordinated with Cleveland traffic and safety. At every point there is a primary and secondary detour. There is a singular message to everyone, directing traffic in the signage, and on the traffic post. There are garages, valet services and residential needs and people going to work. They identified where all the garages are and if a valet has to use certain access areas. As much as possible the traffic will be mitigated so that bus traffic won't be impacted. Chief McCall is concerned with how the changes are articulated to the public. Visually impaired people need to be advised also. It needs to be easy and user-friendly. This is their first chance to make the plan known to the public and the Board. He would like to hear feedback. They defer to RTA on how to turn the plan into the maps. Chief McCall asked that Destination Cleveland be linked in also. Cleveland has been listed as one of the top places to visit in 2015. A big convention is coming in August so the buses need information about where they can pick up and drop off. The targets is to get information to downtown workers, special event goers and visitors. DCA is

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looped in. She also mentioned the CAVS games and other events and that businesses need to get the information.

Mayor Welo requested ambassadors and volunteers be used on the streets, buses and trains. There are people who are visually impaired or people who won't remember where their bus stop moved. We have to be aware of people who use RTA as their only mode of transportation. She rides the rapid and uses the Square and she can see who needs the help. Let's build on what has been done for the Senior Games, Gay Games and for the RNC, to take care of our own. He will take the suggestions back. Mr. Serrano asked about the traffic study. The traffic study is for the longer term project, which is the second part for the post construction. Ontario between Rockwell and S. Roadway will be closed to all vehicles. Superior between east and West Roadway will be limited to transit vehicles only, all day. A new bus stop will be south of Superior by the Renaissance Hotel. All routes and transfers will remain around or within 1 block of the Square. The ongoing coordination continues on. The priority is still giving RTA access.

Ms. Moss said she can't understand the map on the screen and asked if the public level maps would be better. He said that map is just for internal use and what is put out will be on public level communication. It will be spoken in terms of drivers. Chief McCall asked for additional questions. Mr. Calabrese said RTA has been working with the team. The map is in place, but is the date finalized? He and Linda Krecic met with several news outlets to ask for them to assist with getting the information out. The map that Marketing did is simple and can be published in newspapers and magazines. The map will show people where their bus stop will be. Steve Bitto put together a plan. RTA will ask employees to volunteer to be on the Square at every bus stop the week before and after the change. A table will be set up in Tower City. The start date may be as early as the week of Feb. 23. The group wanted to wait until they got information on the stops and route detours. They will present again if asked to.

Mayor Welo asked if the map was final and if it can be put on their websites and sent out to other mayors. He said this is the final plan. The only missing piece is the start date. They didn't want to present and have it keep shifting. Mr. Calabrese said this was the best solution they could devise. Every request they made was accommodated. Mayor Welo said the information needs to get out since it's only a few weeks away. The presentation is the reason they are here today. They have other indicators working with the city as they lead up to construction like signs going up. As far as their communication plan, Dan Ball from the City of Cleveland is present. Steve Bitto and Linda Krecic has been very helpful with communication. They model ODOT's communication plan with multi layering process across a number of organization. There will be a central place for communication. Nora thanked Joe, Mike Schipper, Mike York and Joel Freilich. There has been a lot of work to make sure the plan is where it should be.

Chief McCall asked if there could be another update at the next Board meeting on Feb. 17. There needs to be a test period to get feedback from the public. The number one concern is the transit portion so people will know where to get their bus. She is concerned that the average person knows what's going on and where to go. Nora said there may need to be tweaks when the human factor is added to it. Chief asked if the CAB is reviewing the plan again. Mr. Calabrese said this is the first presentation. Mr. Freilich spoke to the CAB about the concepts, routes and stops. Based on a Feb. 23 start date, RTA staff will be out there at every bus stop and at Tower City. Mayor Clough supported Mayor Welo and said it's important to have ambassadors on the street for the first few weeks to direct people who haven't gotten the information. The operators need to be knowledgeable of where the stops are also.

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Mr. Bitto mentioned that RTA has been here before back in 2006, 2005 when we broke ground for the Euclid Corridor. It was a similar project where routes were rerouted. The EC was more difficult because it was constantly moving. This project is in one area. The closures will be the same through the entire project. The customers won't get shifted around. The communication pieces were taken from templates from the EC. The website has a landing page with all the information. Once the date is confirmed, they will move forward. There will be signage at every stop that is closing. There will be signs for each route that has moved. There will be QR codes on the signs to direct people to the website. The operators will be able to communicate to riders what's going on. Chief McCall thanked Steve for reminding everyone that we've been here before. There has been a high level of coordination happening, but we need to make sure the plan is as good as it's implemented. It is important having the media present today, speaking to the public and utilizing the public access channels. Chairman Dixon has been away for a while but has been speaking to Mr. Calabrese regularly on this information. He is happy for the realization of how important it was that RTA was at the table. He's happy that the other entities listened to RTA. We're off to a good start. He appreciates the hard work. This is an important project. This project has been discussed for several years. The RNC has been the catalyst to get this done. The project will serve the riders after the RNC leaves. It's important to the city and public transportation.

Chief McCall asked if there could be an update at the next meeting. Mr. Calabrese said there would be a follow-up meeting.

E. 34th/E. 79th Street Rapid Transit Stations

Maribeth Feke, programming and planning director, said there is no action needed today. This presentation is to present the conclusions of the Transit Services Alternatives Analysis for E. 34th and E. 79th Stations. Capital planning at RTA begins eight months before the capital budget. Last spring when staff reviewed the capital projects coming up to match and link them up with resources, they found they were down to the final two Red Line stations that required ADA improvements. Both stations need major renovations to meet ADA requirements. In order to be fiscally responsible, a study was executed with an independent consultant who knows transit and the community, to look at the cost benefits and community engagement to make recommendations to RTA about what should be done, whether the stations should be rehabbed or closed.

Tim Rosenberger of Parsons Brinckerhoff is a leader for transit alternatives analysis planning. He's done plans for most transit agencies in the state and in the country. Peter Lawson Jones, former Cuyahoga County commissioner, is the engagement officer. They have been working together since last June. There have been public meetings, meetings with stakeholders, some of who are here today. Today's discussion will include why it was decided to study the stations, project goal, existing conditions, alternatives analysis, land use and future development, public outreach, conclusions and recommendations. He showed a few slides to orient everyone on where the stations are located. E. 34th Street Station is at the corner of Broadway and E. 34th. Tri-C and St. Vincent's Charity Hospital and other institutions sit about ½ mile to the north of the station. He showed the E. 79th Street Stations on the Red Line and the Blue/Green Line. The proposed alignment of the Opportunity Corridor will run in between the stations. The relationship of the Opportunity Corridor to these stations will be discussed later.

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The two stations are being studied because they are the lowest performing stations in the RTA system in terms of ridership and have been for years. That might not be such an issue except for the fact that the Red Line stations at E. 79th and E. 34th, need to be upgraded to provide access to the disabled under the ADA. RTA made a commitment to the FTA back in the 1990's to upgrade the stations on a timeline which runs out in 2020. The stations are in a poor state of repair. The estimated cost to rehab the stations are quite high relative to the number of people using the stations. The project goal is to develop an approach to providing outstanding transit service to the areas currently served by the stations, that is equitable and fair to the public and the people using the stations and the businesses and institutions there, which is technically viable, cost effective and has the support of the community. The support of the community is an important element of the work they did.

Under the **Alternatives Technical Analysis**, they looked at the current station ridership and demographics. They looked at the cost of rebuilding and operating the stations over the long term. They looked at possible changes to bus routes to mitigate the potential impact of closing the stations to better serve the stations if they were not closed and to serve current users if the stations were closed. They also looked at the current and proposed development in the areas around the stations. A 2012-13 survey RTA conducted on the ridership at the stations found 288 riders at the E. 34th station. There are many bus stops in the RTA system that carry more people than that. The proposed reconstruction cost for that station is \$7 mi. The E. 79th Red Line Station carries 155 riders per day at an estimated reconstruction cost of \$12 mi. The Red Line E. 79th station is focused on because it is required to be upgraded under the key stations plan.

An extensive **Demographic Analysis** was conducted. He passed out a 100 slide handout, but they will not go through that today. They have a long version of the slide show that provides backup information, maps and other information that they can view after the meeting. The heavy industry in the areas around the stations have largely vacated the area. The population density and the raw population has been falling since 1960. The station area populations are primarily low income and minority with many zero-car households, which translates to sensitive communities that they don't want to impact. There are many transit riders and transit dependent people. According to the census tracts in the areas around the stations, in 1970 at E. 34, the population was 10,200 and went down to 6,800 in 2010. The drop in the Red and Green/Blue Line at E. 79th Street went from 26,800 in 1970 to 6,700 in 2010. In both of the areas, it's beginning to bottom out and start to rebound.

Four potential **Alternative Scenarios** were looked at of what might happen. The first alternative was to keep the station open and make no changes. The second alternative was to close E. 34th and provide bus mitigation. They worked with Joel and Operations to work out what the bus mitigation would look like. They also spoke to the community about it. The suggestion was to extend the E-Line trolley to Tri-C in lieu of the station. The third alternative was to close the 79th station and provide mitigation by branching route 11 to serve Woodland, providing some bus service closer to the existing station that is provided now. Also another solution would be to extend the span of service by operating route 2 longer hours and provide weekend service. This route has become more popular recently because it provides service to Steelyard Commons. Lastly would be to reconstruct the E. 79th Blue/Green Line station to meet ADA requirements even though that would not be required. The idea would be to close the Red Line station and improve the Blue/Green Line station. The fourth alternative would be to close both stations and do the mitigation proposed for each station at the same time.

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The capital cost estimates were prepared by RTA and confirmed by PB. They did operating/maintenance cost estimates for bus mitigation service. They did an analysis of travel time and transfer impact on existing station users whether the station was in place or not. It was based on the 2012 On-Board Survey results. More of the results are available in the long version of the slide show. Some of the conclusions that came out was that the bus mitigations provided almost no benefit to existing riders using the stations. The stations provide a very fast trip into Cleveland, particularly locations on the west side that require a transfer in downtown. Providing the mitigation didn't do much to help. The trips would remain very long under the scenarios. About 40% of the current users of the stations have a faster option available through some other combination of rapid transit and bus options. They are currently using the station for reasons other than travel time savings. They find it more convenient, they don't know about their alternative or they feel safer using the rapid than using the buses or making transfers. About 30% of current users would have a much longer travel time (more than 9 minutes longer) if the station were to be closed. This could add an inconvenience to a trip that might already be a relatively long transit trip. If the stations were closed, the users would experience more transfers between services and would have fewer direct services and more trips that would require transfers between services.

They conducted a **Land Use and Development Analysis** to look at the current and proposed land use zoning and development plans in the station area to get the most up to date information from City Planning and from the Development Corporations in the area. There was a lot of cooperation from the development corporations, the Campus District and Burten, Bell, Carr. They worked closely with Chief Rybka and Director Collier throughout the process. There was a collaboration that came out of it that will be a big benefit in terms of identifying the right kind of land uses and development to go into the station area. They worked closely with the City of Cleveland and the stakeholders in the area, identifying proposed development for the station areas, identifying zoning and land use issues to help change to promote better transit oriented development, and conducting extensive stakeholder and Public Outreach efforts. The City of Cleveland and stakeholders were helpful in driving people to the project.

The **conclusions** were that the proposed development that has been identified in the area will not significantly improve density or "transit friendliness". There has been a lot of changes to the zoning and land use plan recently that would lower the density in the area and change the type of development in the area or at least allow changes in the development in the area that would tend to produce lower density and lower ridership. Much of the development proposed around the area and the station lies outside the ½ mile walk distance from the station. The land use plans for the station areas tend to not be transit supportive in the sense they take into account that the stations are there and try to help to direct the development around the stations and shape that development around the stations so that building entrances are oriented there. Parking is minimized and put behind the buildings to promote transit use among people who are using the stations.

However, many public and private entities have made significant investments in or near the station areas recently. Further new development will add population and jobs in or near the station areas. The population and job loss in that area probably has bottomed out and is going to begin to rebound in some way. The City of Cleveland and other agencies have made significant infrastructure investments. Mayor Jackson recently announced a \$100 MI bond issue to support development and infrastructure. This will include \$25 MI for environmental clean-up, land acquisition and a developer for gap financing. To spur redevelopment throughout the city, these are all helpful in promoting the kind of land use and development

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that's needed around the stations. The City of Cleveland recently passed an Urban Form Overlay District Zoning type that would ensure higher densities in urban areas, including around the E. 79th Street Corridor. The City of Cleveland and RTA are currently talking to NOACA about getting a grant to pursue a station area plan for the E. 79th Street station area. NOACA is in the process of putting together a regional TOD plan that will include a TOD score card.

Peter Lawson Jones was helpful in finding the public and stakeholders and making sure they spoke to all the people they needed to get the input for the study. Mr. Jones discussed the public input process. He thanked RTA and PB for the opportunity to work on the study. The study is important to the people who rely on the two stations to get to work, school and to do business. The community outreach effort was authentic, aggressive and comprehensive. They were met with a degree of skepticism from the public who perceived that a decision had been made about the fate of the stations. After the process, the public understood the genuine concern of getting their viewpoints. He said they were multimodal in terms of their public engagement efforts in the sense that they wanted to get opinions of the community leaders surrounding the affected areas. They identified the key stakeholders in the area like Burten, Bell, Carr, Community Development Corporations, Campus District, Fairfax Renaissance Corp., Cleveland State, Tri-C, and others.

They collaborated with the City of Cleveland. There were several meetings with Cleveland officials, two directors and at least seven additional staff members. They initially only planned to have two public meetings but was encouraged by Councilwoman Cleveland and Kim Scott of the Cleveland Planning Department to hold a third meeting. They reached out to the for profit stakeholders like Orlando Bakery and Sandsin Company. They wanted to hear from everyone who had a vested interest in the future of the neighborhood. They had one-on-one interviews and discussions with the stakeholders. They had two stakeholder group meetings. They had three public meetings that were increasingly better attended. They worked with the stakeholders to get the information out. They visited the stations with flyers about the public hearings and the passenger survey, which was jointly prepared by the City of Cleveland and PB. They took note of input received as a result of newspaper articles on the stations.

What they heard was to keep the stations open. They heard that from the stakeholders, city officials, development corporations, CDCs and the citizens that use the stations. A variety of reasons were given as to why the stations should be kept open. Orlando Bakery said their employees rely on the stations to get to and from work. The Community Development Corporations said the current and future economic and residential development close to the stations warrant them being kept open. This will also result in increased ridership and that with more development, there will be a greater need to use the stations. Equity was a reason for not closing the stations. People in the area are dependent on the stations. The survey respondents (610 or so) mostly completed online, were available through RTA, the stakeholders and other means. Paper copies were also available and were made available at the public meetings. The respondents also want the stations to be kept open. They said if the stations were improved and made safer, they will use them. The only group that had descending views were those who responded through Cleveland.com. They mentioned how expensive the project was and that the ridership was low. Based on those two factors, a majority of them said the stations should be closed. They were in the minority of the people who weighed in on the future of the stations.

Tim said the **recommendations** that were developed based on the study were made in consultation between RTA and the consultant team, who looked at all the various aspects of the analysis and the input received. For E. 34th Street, they recommend completing station design,

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based on the potential of ridership generated by redevelopment of Cedar housing and the redevelopment in the Campus District area. The Tri-C Master Plan shows a number of new things. They believe that development will generate ridership and it will generate more and better development if they can work close with the City of Cleveland and Campus District to make that happen and make sure the development works well for transit. The capital cost of the station is relatively moderate at \$7 Ml, less than many of the stations that are both behind and ahead of RTA in development. A significant number of passengers would experience delay if the station closes. The public and stakeholders gave strong arguments for why the station is needed. The Pre-Release Center north of the station generates a lot of ridership. They would have bad options to get to work if the station closes, in addition to the fact that there are regional resources like Tri-C and St. Vincent Hospital. Another issue that came up late in the analysis was the operational issues regarding the operation of the rail station. This is the closest station that supports all three RTA lines to Tower City. So if there was a need for an emergency relief station in the event of something going wrong at Tower City, this would be it and buses would need to be staged there. The proposed bus mitigation didn't provide much benefit to current riders. There are some buses that go into the Tri-C area that will be good for the institutions in the area to highlight the fact that they do have other service other than the rapid station to help the passengers realize their options. But the proposed bus mitigation of extending E-Line would have created a lot of cost and generated little help to the people using the stations.

The E. 79th station had tougher issues. They are assuming the City of Cleveland will help. Chief Rybka will speak after Tim is done and will speak to the partnership between them and RTA. The Opportunity Corridor looks like it will be built and will spur redevelopment. It's a matter of what that development will look like, which will determine how better this station will do in the future. The current ridership is low, but if the new development is strong and if its transit oriented, the ridership could increase. The capital cost of this station is high. It's in a complicated location. The bridge will be reconstructed above it in the next few years. The cost is more expensive than the other stations. They feel it can be looked at as they go through the design process. The closing would cause delay for existing passengers. The proposed bus mitigation provided virtually no benefit to the riders and would have generated quite a bit of additional operating cost to RTA. There was strong public and stakeholder opposition to closing the station and they took that into account. CMHA, Burten, Bell, Carr were opposed to closing it due to investments they are making. The City of Cleveland made a strong commitment to supporting station area TOD and is working with RTA to evaluate future development and to make a plan for how that development will move forward. RTA will work with the city as they go through the development process of the station to determine how things are going.

For E. 34th Street they are looking at getting a contract sometime for mid-2015 for a consultant to design the station. The bidding of the construction would be in the spring of 2016. The construction contract would be awarded in mid-2016 with completion of the station by the end of 2017. They want to evaluate the E. 79th Red Line station at each milestone. For Milestone 1, the Board would award a design contract in Oct 2015. Milestone 2 is for RTA to identify construction funding for this station. Progression beyond design can't go forth until funding is identified. Once funding is identified, Milestone 3 is to authorize a reconstruction contract by April 2019 with the completion date by Dec. 2020, just in time to meet the requirements of the ADA key station plan.

Chief Rybka will speak on behalf of the City of Cleveland. He will demonstrate their responsiveness and their ability to work with RTA. There is no action required on this issue today by the Committee. He is joined by City Planning Director, Fred Collier. Mayor Jackson

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asked that Chief Rybka be present to speak at today's meeting. He reaffirmed the partnership with RTA to continue to work on transit related projects. The City of Cleveland understands the important link between the thousands of users of bus service on Public Square and the connectivity to the trains in Tower City and how important it is as an initial starting point for the Square to continue to be a critical transit center for the RTA system. Whether it be extending the Red Line into the northeast section of the city or the northeast area of the county or continuing to work with Shaker Heights on the important connectivity between the Blue Line and the bus links on Warrensville Center Roads going north and south of the station. These are important links of the population to job opportunities in those communities. He is here to heighten the commitment to make sure RTA understands they look forward to making the projects reality and to work with us in partnership to identify increased transit utilization. They understand importance of equity, the importance of people who are transit reliant to get to school, medical, etc. and the importance of the area where the population relies on the need for an accessible, safe, user friendly, transit facility and system. They understand the stakeholders and that there is a lot of work to do in the affected areas to continue to advance the partnership with RTA and their staff.

He wants the rezoning of E. 79th Street to encourage TOD, to seek grants to further enhance the planning opportunities and also to be clear that it is the Mayor's intention not to just plan with RTA, who is making significant capital investments, but to work to implement the strategies. This will be a priority for him to work with the city's development cluster, of which he oversees, to encourage development in areas like the Campus District and in the E. 79th Street corridor from Woodland to Kinsman where disinvestment has been the practice for recent decades. As part of the Mayor's \$100 MI bond issuance, \$25 MI of that money will be used to help stimulate economic development in neighborhoods where development has not been taking place. The downtown area investment is clear. Private investment is happening in neighborhoods, but not in all neighborhoods like in the E. 79th Street corridor. They hope to use those resources to help stimulate development activity to help implement the planning efforts that are about to take place. There is tremendous opportunity in that corridor. There is a convergence of investments that can take pace through RTA and significantly in their collaboration with the communities and with their planning staff and RTA planning staff. The focus has to be on what is the bold steps and actions that can be collectively made to redefine and reposition the city, its suburbs and the region as a competitive urban market place. He will be attending a meeting today with a potential developer of a mixed used development in the E. 79th Street Corridor. With assistance, incentive programs, continued planning and their ability to paint a picture of a future for the investment, the potential and the opportunities are positive.

Mr. Calabrese thanked them for coming. When the process started, everyone thought the stations were going to close no matter what, but that was not the intent. The intent was to make whatever investment that could be made the most successful and productive investment. There is no reason for action today because the proposal is not for the stations to be closed. The Board can take action to say keep them open, but that's not necessary. The end result is there is a tremendous example in the HealthLine. The development along Euclid didn't happen by accident or on its own. It happened because RTA worked with development corporations, the cities, with incentive, with zoning and planning to make it happen. We got people's attention to continue to work together along the same vein as on Euclid, to make these investments successful as well. That is the hope in the upcoming months and years. The timing of the Opportunity Corridor was great with providing the opportunity. This may have been a different conversation had the OC not come along to provide that ability to encourage and attract

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developers to the area. The process and where we are feels good. The hope is for the best interest for the community.

DISCUSSION

Chief McCall acknowledged Marie from the Campus District. When the conversation first came on line, the tone was different. Collaboration is important. Chief McCall asked for questions. Ms. Moss asked if the bids for design have been put out or if there is still a discussion about the stations. Ms. Feke said they will present a RFP for design for solicitation for Board authorization when the process is completed for E. 34, then E. 79th. Mr. Calabrese said the next step would be to bring a resolution to the Board to hire the design team to design the new proposed station for E. 34th. That would be done within the next several months. Ms. Moss said that since the design is set to go out, the decision has been made to go forward. Since everything is moving forward, it isn't the Board's decision as to whether they want to keep the stations open or not. She feels like the cart is being put before the horse. Chief McCall said that when this first started, the decision was out to close the station without no input from the City of Cleveland and the stakeholders. City Hall got inundated with calls that the station was being called without a public process. Today's presentation shows where they are in their public stakeholder's process, but then what comes back to the Board would be a resolution in the future. Joe said the Board governs RTA. They didn't plan on bringing a resolution to the Board to not close the Brookpark station, but authorize construction. The normal process is to keep open what is open. The Board's action would be required if the station needed to be closed, not to keep it open. The Board's input is required to hire a design team and the contract.

Ms. Moss thought the original idea was to close the stations. She's not saying she is for closing them or for keeping them open, but it seems like the non-decision to not vote on it, which would be a hard decision, was made. The design is going forward so the vote is about the design and whether the station should stay open or be closed. She asked if this is the Board's decision. Its costing RTA money to put proposals together before the decision is made. Chairman Dixon said that Ms. Moss is correct. He believes there is a formula that has been used in the past that says if certain stops don't meet a ridership criteria, that the station should be closed. It doesn't mean that the Board can't override it. Unless it's changed, there needs to be a vote from the Board. Joe has been at RTA for 15 and doesn't recall a vote to keep a station open or closed. Mr. Dixon said prior to Joe joining RTA, he remembers voting on the closing E. 120th Station. There were also people present who were in support of closing that station. Ms. Moss said there has been a push to keep them open. Chief McCall doesn't remember Brookpark being voted on. She remember resolutions to approve the design and bidding, but not to close or keeping the station open. This is unique. RTA had already started a process, which led to the concern from the community that they weren't included, which is why time was spent on this because of the station location. RTA has been briefing the Board on the ADA issues because the FTA mandated that changes have to be made. That's why this is unique.

Mr. Calabrese said a year ago RTA staff presented to the Board that before \$20 MI is spent to rebuild the stations, there should be a study to look at the alternatives. The consultant was hired and the process went forward. Based on the study results, staff is not recommending the stations be closed. The staff desperately needs direction from the Board whether they concur with that decision or not. He apologized as he was under the impression that the Board didn't want to close the stations. A vote would be needed if the Board wants to close the station. Absent that recommendation by the Board, he thought staff could move ahead. Staff needs solid direction. Chief McCall said the discussion was that RTA can't be in the habit of closing

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stations. Slow the process and hear from the community. They need to be clear from a policy prospective. She asked Sheryl King Benford if they need a resolution or not? Sheryl King Benford said that if it's the desire of the Board to speak to the staff recommendation, the committee can make a recommendation to the Board that a resolution be brought to support the staff recommendation. Chairman Dixon wholeheartedly supports what the staff is doing. He's just trying to give some clarity to Ms. Moss, which he believes is important. It's important that the Board sends a strong message that they support the project. He believes the situation will improve.

Mayor Cervenik asked for a resolution at the next Board meeting to support the decision of the consultant and staff's recommendation and to move forward. It was moved by Mayor Cervenik, seconded by Mr. Nardi. There was more discussion. Mayor Clough asked for a refresher on whether the pros and cons of why this came up, as to whether it should or shouldn't be closed and what they were. Today the only thing he's heard was that efficiency and cost reasons were the cons. Other than the fact that results show that ridership continues to go down and is not growing, he doesn't remember having the staff state the pros and cons and why each option should be considered. With the investment that has to be made, that discussion has to take place. Joe said there was some discussion at the Board level. The decision was that the investment is \$20 MI on two rail stations. The best of which serves about 250 people a day, which is a decent size bus stop. He felt it was his responsibility being with the Board, a keeper of how the money is spent and where it comes from, to look at the alternatives. There was discussion about enhancing bus service and if it would be a better financial investment, whether it would serve more people to extend the trolley. The residents in those areas were asking for more things rather than a rebuilt station. At the same time, they have to make a decision because the FTA said the stations have to either be rebuilt or closed. The study was conducted to see the best way to move forward. The study was comprehensive.

Chief McCall asked Joe to speak to whether there were any committee meetings to discuss the stations. Joe said the study was authorized by the Board. Mayor Clough said it comes down to the ADA requirements to make the stations accessible. The only way we don't have to make it accessible is if the stations are closed. The \$20 MI that needs to be spent will keep the stations in compliance with ADA. He asked if ridership and efficiency matters in the decision. That's really where we are at. Joe said if we work with the community and the City of Cleveland, the stations can be kept open. Mayor Clough said it's more complicated than that. If we anticipate there will be redevelopment and the ridership will continue as a result of this, then it's an easier decision to make. If it's only being done because of the ADA, that's not enough of a reason to go forward with spending \$20 MI when we're setting priorities. Chief McCall said that how we got here is that RTA did things the normal way they do planning. The Board doesn't micromanage the operations. The reason it got to the Board level is due to concerns from the public. She recalls discussions at this level. She said this is no different from when any other station was rebuilt. The difference is this area is not highly dense, low income and minority, but it's in an area that has potential for redevelopment. The question is from a policy prospective, is the policy needed to go forward? RTA does a great job of leveraging dollars. There is an ADA component and a community component that they are engaged with.

Mr. Serrano remembers when Campus District and Tri-C came before the Board last year. There wasn't anything on the Board level about them deciding to close or keep the stations open, but the conversation did take place. He believes there was an old conversation that didn't happen. He thought that today's presentation was to justify closing or keeping the stations open. Joe said the study was announced. He agrees with Mayor Clough and Joe. He asked

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the Board, if it is an ADA question or something else. In the past when this was discussed, the Opportunity Corridor and other information was not available. Joe said the station could be fixed up for a few million, but with ADA, it will cost more. The capital plan comes to the Board. This was not in the plan last year because it was not funded. If the Board is determining that we're not going close it, staff has to find the money to get it done. Leo asked if the final staff recommendation is to keep the station open. Joe said the staff recommendation is to proceed quickly because we can on E. 34th Station, since that is in the capital budget. With E. 79th the plan is it can't be done quickly because there is no money and the bridge will be taken down. Staff will work between now and then. Hopefully a proposal will be brought to the Board in a few years to hire a team. By then a report on progress from working with the city on joint economic development will be presented.

Mr. Nardi said the presentation was done well and we have partners in this effort. He believes as trustees, they have to look at the future economics. In 20 years, things will be better. Things are being done in Cleveland and Cuyahoga County now. You can see the development. This is important to the reoccurring development. He's ready to move forward. Ms. Moss said the Board should vote about whether they want to go forward. That's fine that there is support, but she wants to go on record. She feels uncomfortable voting because she has questions. There is information that she doesn't believe is in the record. She needs staff to confirm the number of people using the stations whether the trip to and from a destination is one or two rides. Tim said that every time someone boards the train, it counts as one trip. She said that 77 people would be affected at one station and 144 people affected at the other station. The total for both station is 221 people affected. She understands the development and she knows the cost to renovate. She asked how much does it cost per year to maintain the stations. Tim said the numbers were boardings, so it is 288 people. She said when she lived in Shaker Square she took a round trip. Tim said it doesn't count the off boarding. Joe said it could be the same person a couple of times. Chief McCall called the discussion back to order. It was 10 til 11 a.m. with two more committee meetings to go. She asked that the motion on the floor be dealt with and to stick to that and move forward. Ms. Moss said she was done and she felt her conversation was stifled by the chairperson. Chief McCall said there was multiple conversations going on and she wanted to bring it back to keep it organized. She said Ms. Moss raised some good concerns and didn't want to stifle her. This is where the concerns are discussed and debated. She asked Ms. Moss to continue, but she decided not to.

Mayor Clough asked if this was in the capital plan for 2015. Joe said E. 79th was not in the plan. Mayor Clough said he can't vote on it then. Mike Schipper said the capital plan included the design and construction of E. 34th and the design of E. 79th. It does not include the construction funds for E. 79th. Milestone #2 states the construction funding for E. 79th needs to be identified to get to Milestone #3. Mayor Clough clarified that the Board is voting to go forward with the design of both stations with no funding source for E. 79th at this point. Chairman Dixon asked if the secretary could restate the motion. She stated that the motion on the floor was to keep the stations open and was moved by Mayor Cervenik, seconded by Mr. Nardi. **Mayor Cervenik corrected the secretary and said the motion is to put a resolution on the next meeting about the stations.** He believes the Board will support moving forward and it gives them more time to review the 34 pages they received. There is a tremendous amount of information in the proposal. By having the resolution on the next meeting, it will allow more discussion. The meeting has been long and the results were just given to the Board today, not critically speaking. There is a lot of information to review. This will give everyone time to review before the vote in two weeks. The vote today says there will be a resolution and it will have the staff's recommendation and the Board can determine if they want to support it.

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Chairman Dixon asked for a vote. Chief McCall asked if it was a question. He confirmed. **The secretary called the roll to move the stated resolution to the Board. There were six (6) ayes and none opposed. It was approved by unanimous vote.**

Mr. Calabrese asked if the pleasure of the Board is to put a resolution independently for each station or for one resolution for both stations. The Chairman and Chief McCall asked for clarification. Mr. Serrano said there should be two separate resolutions. Chief McCall asked why they would be separate. Mr. Serrano said E. 34th can go all the way, but E. 79th is only half way funded. Chief McCall asked for clarification. She asked if she needs another motion. Sheryl King Benford said the motion can be amended or there could be another motion. Mayor Cervenik amended the motion and asked for separate resolutions due to the fact that E. 79th is not fully funded. It's important that both are approved, but if this gets the conversation going, that's his intent. Just as long as they are both on the agenda. **It was moved by Mayor Cervenik, seconded by Mayor Clough. The secretary called the roll. There were six (6) ayes and none opposed. It was approved by unanimous vote.**

Interagency Agreement with City of Cleveland for an Intermodal Facility Study

Amy Snell, planning team leader in Engineering, made the presentation. This is for a completion of a Feasibility Study for an Intermodal Center at the Lakefront. It will accommodate Amtrak, Greyhound, Megabus, RTA Trolley and other transit agency bus functions. The purpose of the study is to determine where and how a hub can be centralized in the area. She showed a map of the proposed site. It would connect the Amtrak, the Waterfront and the Nine Twelve Trolley Line running down E. 9th Street. A grant will be submitted to NOACA for study funds through TLCI for \$120,000. There is a 20% local match, or \$30,000. RTA and the City of Cleveland will contribute 50% or \$15,000 each. The grant application is due February 6, 2015 and is being led by the City of Cleveland.

Staff recommends the approval of the Interagency Agreement with the City of Cleveland for the completion of a Feasibility Study for an Intermodal Facility for action by the Board of Trustees at their February 17, 2015 meeting. Chief McCall asked for questions. There were none. She asked for a motion to move it forward. It was moved by Mr. Nardi, seconded by Mayor Cervenik. She asked for a roll call. There were four (4) ayes and one abstention from Chief McCall.

Environmental Sustainability Management System

Mike Schipper, deputy general manager, engineering and project development, made the presentation. This is the quarterly update. Chairman Dixon asked that due to time constraints if this agenda item could be moved to a future meeting. Mr. Schipper said there is a timeliness issue due to the certification. This work is being done at the Central Bus Maintenance Facility. They've been working on it for the last 18 months. There are five Significant Aspects they are working on for the ISO 14001 certification. They've identified objects, targets and programs to complete all five by the end of December 2015. Results through 14 need to be reported on the battery program. They are 1/3 the way through the program.

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They are getting great results. The battery life for the new glass material batteries are far exceeding what the old lead based batteries were. They are ahead of the goal at 50,000 miles versus 36,000 miles. In the Lead Acid Battery program, they have improved the life of the batteries, by enhancing the program with the Operating Procedures put in place for the certification. They are below goal for Used Rags, so they will extend into next year. Scrap Metal is exceeding the goal so they are extending it by 5% in 2015. They've identified base line date on Cardboard Waste and Landfill. They are tracking that versus goal. The Training Department kicked off the training back in Nov. and Dec. of 2014. They've completed 46% of training for the CBMF staff. They've started awareness training for new employees. Weekly spot checks were a little short of goal, so they will be working towards 100% completion. They completely calibrated everything for measurement.

The Board policy was updated at the Oct 21, 2014 Board meeting. The program went live Jan. 1, 2015. There was an Emergency Spill Drill. They are addressing corrective actions. One of three have been addressed. They had the Gap Audit by the trainers from Virginia Tech. Eleven of the 18 items have been closed. An independent registrar and auditing firm will be brought in for a small purchase for three years. They will start work later this year to get registration done. They are independent from the trainers. Executive Management signed off on six procedural updates in response to the Gap Audit. They have one more to go. They extended the Used Rag Aspect into 2015. Future activities include clean-up of Gap Audit findings. They have to be complete by Feb. 23, 2015, which is when the trainer comes in to do the Site Audit. This is the last piece of the training program. The independent auditor will come in March 2015. Core Teams will be selected and will expand the program to Hayden and Triskett Districts in April 2015. The ISO 14001 certification program for CBM will take place in June 2015.

Chief McCall asked for questions. Mr. Dixon said that Mr. Schipper did a great job. Chief McCall adjourned the meeting at 11:03 a.m.

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Minutes

RTA Board of Trustees
9:30 a.m., February 17, 2015

Present: Dixon (Chair), Clough, McCall, Nardi, Norton, Serrano and Welo

Also Present: Anderson, Becker, Benford, Bitto, Calabrese, Dalton, Dangelo, Feke, Feliciano, Fields, Fisk, Garofoli, Golob, Goodwin, Grant, Hampton, Jackson, Johnson, Kasarik, Kittredge, Kirchmeir, Kirk, Kirkland, Krecic, Laule, Lincoln, Masek, Pinkney, Polivka, Puri, Reichtell, Rypka, Schipper, Shaffer, Sims, Smith, Snell, Storrs, Sutula, Tramble, Wiehi, Woodford, York, Zeller

Mr. Dixon called the meeting to order at 9:30 a.m. The secretary called the roll and reported that seven (7) Board members were present.

The Secretary advised that notice of this meeting has been posted more than twenty-four hours in advance of the meeting, that the usual notification has been given the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting have been complied with.

Mr. Dixon stated that the minutes from the January 20, 2015 Board meeting minutes had been previously distributed and reviewed and asked whether there were any additions and/or corrections. No changes were presented and the minutes were approved.

Invitation for public comment on agenda matters

Mr. Dixon invited the public to speak on any agenda matter.

Rev. Pam Pinkney-Butts – Cleveland, OH – In celebration of Black History and Herstory month, the agenda items in question are 2015-8, 2015-16, 2015-17 and 2015-18. The other items matter, but she asked for clarification on the goal when staff agreed that Applied Graphics LTD would do the exterior graphics for buses. She wants to know the message that will be sent out to the community in reference to the graphics and how it will impact and enhance the communities served. Regarding Resolution 2015-16, taxes were implemented after war according to her study of the Bible. With the taxes that are being allocated for RTA, what is it preparing the communities for? She doesn't see how the tax money is benefiting the communities that RTA is serving. She's seen some change for some people, but there is not a balance across the board.

She opposes Resolution 2015-17. There are some things not being appropriately addressed in the downtown expansion. She doesn't like the way it's impacting lives. She doesn't like that a Republican signed an amendment for pro-slavery in downtown Cleveland. The transportation system has been a part of that process and preparing for a Republican convention to come in and those matters are still not addressed or observed. She'd like that revisited. She said it's not an indictment against Mr. Calabrese. She disagrees with anything else being signed until matters she's been bringing to the Board is addressed. In relation to Resolution 2015-18, she would like to know what is being done at the stations for the disabled and elevators.

Mr. Ed Rypka – Cleveland, OH – He is the Chief of Regional Development for City of Cleveland Mayor Frank Jackson. He attended the committee meetings two weeks ago to deliver a message on behalf of Mayor Jackson. They view the E. 34/E. 79th Street Stations to be of utmost importance to the citizens and businesses in the City of Cleveland. The population near the stations tends to be minority, economically challenged, with many households reliant on transit. Most importantly, and in response to Mayor Clough's question in the committee meeting earlier, based on historical population

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trends, disinvestment in the areas, does it make sense for RTA to make commitments to the stations. He believes it does make sense. Stakeholders from CSU, Tri-C, and St. Vincent Charity Hospital are present today. They are all making significant investments in their institutions. Many of them have to use public transit to get to those institutions. Orlando Bakery and Meceli have made significant investments already around the E. 79th Street Station. One hundred of Orlando's 369 employees use public transit. There is a convergence taking place on E. 79th. Because of the investment, the State will make a \$300 million investment in the Opportunity Corridor. There are planning initiatives being undertaken by the Burten, Bell, Carr development Corp., stakeholders and the City of Cleveland Planning Department in that area.

The analogy is with the W. 65th Lorain Station. Fifteen years ago, it would have been hard for the Board to justify making an investment in that station, yet the investment is taking place. The ridership has increased. Similarity for the HealthLine and the Van Aken Station, which has lower ridership, yet investments are being made. He re-asserts the City of Cleveland's commitment to join RTA in an aggressive planning initiative, one that lays out a development strategy. He also wants to reaffirm a heightened commitment on behalf of Mayor Jackson and his administration to engage with RTA on not just E. 79 and the Campus District, but the entire system of RTA. The system is an important link of their residents to the greater Cleveland community and vice versa to the City of Cleveland. The executive directors of Burten, Bell, Carr, The Campus District and the executive director of planning for the Opportunity Corridor will also address the Board.

Ms. Bobbi Reichtell – Cleveland, OH – She is the director of the Campus District. She's here to reiterate some of the information she shared last summer when the issue of E. 34th Station was before the Board. The Campus District is undergoing an amazing renaissance because of the institutions there and because of CMHA redoing the Cedar Estates. Eventually the old Cedar Estates will also be rebuilt. They have had over \$376 million in investment over the last seven years and project conservatively another \$190 million of investment. It will include 1,160 new housing units between Euclid Ave. and Orange Ave. Additionally, \$5.7 million of infrastructure funds will be invested by the City of Cleveland and federal sources along E. 22nd Street between Orange Ave. and Euclid Ave. This will create a link between CSU and Tri-C. That investment is designed to promote pedestrian walking and cycling. It's easy to see how the improved infrastructure, along with an improved RTA stop, would take public transportation. They have a population that is much depended on the station. The Judge Nancy McDonald Center ran by Oriana House has 150 clients that reside there. Over 50 of the clients use the station daily to get to jobs and school.

Last summer, during the public comments, Ms. Reichtell mentioned a building that was supposed to be turned into a school. Mayor Welo asked what the update is on that project. Ms. Reichtell said that is the Juvenile Court Building at E. 22nd Street in Cedar. The Campus District has a long term lease with an option to buy the building. They are working with SEED Foundation to develop a high school/boarding school/college prep for at risk youth. It would serve about 400 youth. Mayor Welo asked if it would be a part of the Cleveland school system. She concurred.

Mr. Tim Tramble – He is Executive Director of Burten, Bell, Carr Development, Inc. – They are a community development corporation that serves the central and Kinsman neighborhoods, which happens to be the two poorest neighborhoods of Cleveland. The E. 34th Street Station serves the Central neighborhood along with the Campus District. Both the E. 79th and E. 34th serves the Kinsman, Woodland and Fairfax areas. Many development projects has taken place along Kinsman Road, which hadn't existed before they planned in 2005. They completed the plan in 2006 and before that, there hadn't been any development that took place along Kinsman between what will be the Opportunity Corridor roadway and E. 79th Street. Today there has been over \$100 million of investment along the Kinsman area. In addition, they are planning to do a major light industry in

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manufacturing along the OC. Many developments have been done and they are a result of updating of the Kinsman plan that took place last year. He thanked the neighborhood partners who spoke to Mr. Calabrese and his staff and resoundingly let them know that this is about transportation equity in the community and providing economic access to jobs and resources for individuals in the community. They appreciate Mayor Jackson, his staff, Chief McCall, Chief Rypka, and Director Collier, who supported the community. The key is planning. There had not been any development along the stretch of Kinsman in 40 years, yet today it is a neighborhood that has undergone a transformation.

Ms. Marie Kittredge – She is the Executive Director of the Opportunity Corridor partnership. It represents 50 stakeholders, residents, institutions and businesses that are united in their commitment to assure that the transformational economic development goals of the OC are met. The Corridor is a game changer for this part of Cleveland in bringing 21st Century transportation options. Without public transit, they can't do that. She is grateful to the Board and RTA for doing the feasibility study that helped unite them in their efforts to maximize the effectiveness in their use of transit in this corridor. She looks forward to a successful development over the next five or six years.

Mr. George Zeller – Cleveland, OH – He traditionally gives testimony on the sales tax each month. This month he is testifying early since Resolution 2015-16 deals with the sale of the bonds financed by the sales tax. He testifies in favor, but cautiously. The sales tax number looks good. We're above budget and above last year. But when it's put in the model, you have mixed news. The good news is that this is the 53rd month in a row that there has been an increase in the sales tax level. This is an all-time record. The rate of growth is slower this month. The reason for that is the numbers are being compared to growing numbers last year. It's getting harder to keep up the growth. The statewide figure was down sharply. Both the automobile and non-automobile sales tax were down even before inflation adjustment. The economy is slowing down and government leaders in Columbus and Washington are working overtime to make it worse and it's getting dangerous. The same thing is happening in Europe.

He urged everyone to look at this month's report. There will be some additional pressure in future months. We've gone 26 months where the job growth is below the national average. There will not be a February number. Every year the February number is not available for technical reasons until March. Carroll County is the only county in Northeast Ohio that has recovered from the Great Recession. At the rate we're going, it will take 91 years to recover the jobs lost in Cuyahoga County. It needs to speed up. This impacts the sales tax collections. We have to be very cautious. He speaks in favor of the resolution.

Mr. Dixon thanked everyone for their appearances. He recognized Ron Jackson, who is head of the ATU 268 union.

Mr. Ron Jackson – Cleveland, OH – He is the ATU Local 268 President. He said it's a pleasure being president of the union again. Things have to get accomplished and he is for doing it. He missed the last Board meeting and almost missed this one. He wants to get back acclimated to the Board meetings since they are important to the community and to the union. He looks forward to working with RTA for the next three years.

Committee reports

There were no committee reports.

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Introduction of New Employees

The introduction of new employees will be moved to next month.

Citizen's Advisory Board

Mr. Leo Serrano said there is a CAB agenda item on the resolution list.

Introduction of resolutions

- A. 2015-7 – Appointing Donaldson Hill as a member of the Citizens' Advisory Board, the adoption of which was moved by Mr. Serrano, seconded by Mayor Welo and approved by unanimous vote.
- B. 2015-8 – Authorizing Contract No. 2014-040 with Applied Graphics LTD. for the procurement of bus exterior graphics production and installation services of up to 240 CNG coaches over a five (5) year term, in an amount not to exceed \$349,770.00 for the first 89 CNG coaches (RTA Development Fund, Current and Future Funding, Fleet Management Department budget), the adoption of which was moved by Mr. Nardi, seconded by Mayor Clough and approved by unanimous vote.

These are the graphics that will be applied to the new CNG buses. It's cheaper to put applied final graphics on than to have Gillig paint them on.

- C. 2015-9 – Authorizing Contract No. 2014-142 with Gillig, LLC, for the furnishing of up to 65 heavy rail vehicle operator seats, as specified, for a period of two years in a total contract amount not to exceed \$134,333.55 (RTA Development Fund, Rail District Department budget), the adoption of which was moved by Mr. Serrano, seconded by Chief McCall and approved by unanimous vote.

The seats replace the original seats that were in the Red Line cars bought in 1983. They are more comfortable for ATU members. Mr. Dixon acknowledged Councilwoman Phyllis Cleveland and asked her if she wanted to address the Board. Chief McCall said the City of Cleveland started budget hearings this morning at 9 a.m., so there was a conflict so it's good that Councilwoman Cleveland made it over. She said it was good Councilwoman Cleveland made it over. Mr. Dixon said a courtesy is always extended to public officials.

Councilwoman Cleveland said she had a schedule conflict, but came to support the E. 34/E. 79th Street Stations. RTA has heard from her and from her community and members who have already spoken to RTA about the vitality of the stations to the community which includes E. 34th Street, Campus District, the Central Community, Kinsman, Woodland and the surrounding areas, not just Ward 5. The stations are central to their neighborhood plans and Cleveland being an accessible and equitable community of the future. She wanted her support to be on the record. She thanked Mr. Dixon for recognizing her.

- D. 2015-10 – Authorizing Contract No. 2014-183 with Dortronic Service, Inc. dba Action Door, for overhead door repair, as specified and as required, for a period of three (3) years in an amount not to exceed \$360,000.00 (General Fund, Service Management Department budget), the adoption of which was moved by Mr. Serrano, seconded by Chief McCall and approved by unanimous vote.

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- E. 2015-11 – Authorizing Contract No. 2014-184 with US Utility Contractor, Inc. for Project 15.48C – Windermere Signal System Repairs and Replacement, as specified and as required, in an amount not to exceed \$369,174.00 (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mayor Welo, seconded by Mr. Serrano and approved by unanimous vote.

CEI had an incident near Windermere Station, which caused disrepair to our lines. This is something we're bidding out that will be reimbursed through a claim. This is one of the several pieces to get the line back in shape.

- F. 2015-12 – Authorizing Contract No. 2015-012 with Oracle Corporation for the purchase of Oracle Software Maintenance and Support Services for a period of one (1) year, at a total price not to exceed \$478,484.40 (General Fund, Information Technology Department budget), the adoption of which was moved by Mr. Serrano, seconded by Chief McCall and approved by unanimous vote.

Mr. Dixon explained to the public that the resolutions are not half hazardedly approved. They are given to the Board at least four days in advance and they are given an opportunity to contact staff with questions. Some of the larger contracts go through committee and have to be approved and moved to the full Board so that time is saved.

- G. 2015-13 – Authorizing Contract No. 2015-015 with Arinc, Inc. to update the emergency and non-emergency plate order summaries as part of the Authority's Consolidated Train Dispatch System, (CTDS) in an amount not to exceed \$110,586.00 (RTA Development Fund, Rail District Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Clough and approved by unanimous vote.

This is a software update to the train control software that controls trains in emergency situations. It's being updated by the sole source supplier of the system.

- H. 2015-14 – Authorizing Contract No. 2015-024 with Cleveland Public Power to provide electric service for the accounts currently served by Cleveland Public Power for a five (5) year period in an amount not to exceed \$4,022,000.00 (General Fund, Office of Management and Budget Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mr. Nardi. Chief McCall supports this, but she said she would recuse from voting. There was a roll call. There were six (6) ayes and one recuse from Chief McCall. It passed.

Mr. Dixon asked if there has been any expansion in our usage of CPP. Mr. Calabrese said a resolution was passed last year for a multi-year contract on services that CPP was not providing. The CPP contract expires soon. Staff worked with them to get a favorable rate on the services that they had traditionally provided to us.

- I. 2015-15 – Authorizing an interagency agreement with the City of Cleveland for the purpose of conducting a feasibility study for an Intermodal Transportation Center at the lakefront (Planning and Programming Department budget), the adoption of which was moved by Mayor Welo, seconded by Mr. Serrano. Chief McCall said she supports, but has to recuse. The roll was called. There were six (6) ayes and one recuse from Chief McCall. It passed.

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- J. 2015-16 – Resolution authorizing the issuance and sale of sales tax supported bonds for the purpose of (i) paying a portion of the costs of capital improvements to the Authority's transportation system, in the approximate principal amount of \$32,000,000; (ii) advance refunding all or a portion of the Authority's outstanding (a) general obligation (limited tax) capital improvement and refunding bonds, series 2004, (b) General Obligation (limited tax) Capital Improvement and Refunding bonds, Series 2006, (c) General Obligation (limited tax) Capital Improvement bonds, Series 2008a, (d) General Obligation (limited tax) Capital Improvement Refunding bonds, Series 2008b, and (e) Sales Tax Supported Capital Improvement and Refunding bonds, Series 2012 for a total aggregate principal amount not to exceed \$100,000,000 of refunding and new money bonds, to be issued in one or more series on a tax-exempt and/or taxable basis; (iii) authorizing a second amendment to the trust agreement with the Huntington National Bank; (iv) authorizing a pledge of and lien on the sales tax revenues to secure the Authority's indebtedness; and (v) regarding other matters related to such sale of sales tax supported bonds, the adoption of which was moved by Mr. Nardi, seconded by Mayor Norton and approved by unanimous vote.

Every few years we go out and bond for local money needed to match federal, capital dollars. That is the primary purpose of this issuance. They will look to refinance some debt that we currently have. Based on last week's numbers, the savings could be \$1.2 million through the refinancing. The numbers will not be solid until the bonds are sold, which could be the week of March 9th. Staff and Mr. Dixon will do presentations to S & P and Moody's on Feb. 25 to maintain or improve our ratings. This will help us in the market. This is money needed over the next 24+ months to meet local obligations.

Mr. Dixon said that staff has been good at looking at opportunities to save money by refinancing. He hopes we're as successful in these matters.

- K. 2015-17 – Authorizing the General Manager/Secretary-Treasurer to sign a petition supporting the 2016-2020 expansion of the Downtown Cleveland Improvement District and Comprehensive Services Plan and authorizing expenditures for the Authority's assessments not to exceed \$191,574.81 for those years (Planning and Programming budget), the adoption of which was moved by Mayor Clough, seconded by Mayor Clough and approved by unanimous vote.

This was discussed at the committee meeting two weeks ago. It was shared that it's worthwhile to be a part of the DCI and DCA process and more importantly going forward with everything going on downtown. Mr. Dixon said the Board is pleased about this also. This is important. They have done a great job for us in the past.

- L. 2015-18 – Demonstrating support of the Board of Trustees to proceed with the design and construction phases for the E.34th- Campus Rapid Transit Station as recommended in the E.34th/E.79th Stations Transit Services Alternatives Analysis, the adoption of which was moved by Mr. Nardi, seconded by Mayor Welo and approved by unanimous vote.

There has been discussion on this resolution and the next one in committee. There have been many testimonies in the past and today. The Board's questions have been answered. Staff sent the Board a book of comments related to the two resolutions. The City of Cleveland has spoken more than once in support for the stations and confidence in working with RTA as partners in developing the areas and making it a worthwhile venture

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for the city and RTA. He supports it fully and hopes the Board does also. He is excited about the two resolutions.

Mayor Welo thanked Councilwoman Phyllis Cleveland for attending the meeting today. The council people understand how tax dollars should be used. Mr. Serrano thanked the executive directors of the local community organizations that came and represented. In the word "advocacy" is the word "voice". He appreciates their leadership. They stood their ground and provided quality data to show them the bigger picture and a bigger voice that they might have not gotten.

- M. 2015-19 - Demonstrating support of the Board of Trustees to proceed with the design phase for the E.79th Street Red Line Rapid Transit Station as recommended in the E.34th/E.79th Stations Transit Services Alternatives Analysis, the adoption of which was moved by Mr. Nardi, seconded by Mayor Norton.

Mayor Clough asked for a roll call. He said that E. 34th Street Station construction funding has been identified. That has not been done for E. 79th. When the construction funds are identified for E. 79th, then he can support going forward with the design. They've been given a rough estimate of \$12 million to \$15 million. There needs to be more information with respect to how it would be funded. With respect to 2015-19, he would like a roll call.

Chief McCall said she appreciates Mayor Clough's statement, but said this is not the first time RTA has approved moving forward with new construction when the development dollars were not available. She asked Mr. Calabrese to confirm. He concurred. She mentioned the stimulus funding. Projects were shovel ready because RTA was preemptive in terms of putting into the capital budget the years preceding that, where stations were designed even though money was not identified for construction. Then stimulus funding came along. This is why we develop and plan from a proactive prospective to move forward. From a Board level, she wants to be clear of what the policy is. She believes the policy in the past has been to use the stimulus or the TIGER grants, for construction when the design had already been funded. For the nine years she's been on the Board, she doesn't recall when dollars were identified for construction like Little Italy, West Park and others. We've planned design for stations that we didn't have money for development. This is not something we're doing that is different from the policy or what we've done in the past. She asked if that was accurate. Mr. Dixon concurred.

Mayor Clough said he understands, but with respect to E. 34, it appears that nothing has been lost by waiting for the funding. He's not sure we'll lose anything by waiting for the money to be identified for E. 79th and do them at the same time. Mr. Nardi supports the Board and Chief McCall. He said she makes a lot of sense. We have to think of the future and we've always done that. If we look at right now, a lot of things would stop. This has to do with the future of Cleveland and Cuyahoga County. He's been on the Board since 2006. We've done this in the past and we should move on. Mr. Dixon supports this and understands what Mayor Clough and Chief McCall is saying. It's not something that RTA does that is unusual. He asked for a roll call. **There were six (6) ayes and one opposed by Mayor Clough. It passed.** Mr. Dixon said when a Board member opposes a resolution, the staff makes efforts to keep them in the loop and make sure that Mayor Clough is informed as to how we're performing.

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General Manager/Secretary-Treasurer's Report

January ridership was up 5.1%. Bus was up 5%. HealthLine was up 8%. Rail was up 4.6%. The Cleveland State Line was in operation for the first full month and ridership was up 16.2% over the #55 route, which it replaced. Sales Tax was strong. In Feb. it was up 6.6% ahead of last year and 5.75% ahead of budget. YTD it was up 7.58% over last year. The biggest infrastructure project this year is the Brookpark Rapid station. We received bids, but they were over budget. The bids were thrown out and will be bid out again. It should be brought back to the Board in a few months. The Student Advisory Council met for the first time in Jan. It is a good group of young people who believe in public transit. A young Latino event is planned for Thursday evening. The Hispanic Blue Ribbon Committee will meet Feb. 27. There is a meeting tonight on the E. 116th Street station design. The Service Change will go into effect March 1. Hopefully this will include the Public Square changes.

A rail shutdown is coming up April 18-19 due to ODOT innerbelt bridge work. This was a difficult process to find out when this was scheduled to happen. This is the same weekend of the Rock Hall Induction. It came down to that and the week prior to that, on April 11, which will kick off induction weekend. There will be a major event at the Rock Hall, with fireworks on the lake. The planners are relying on RTA to bring thousands of people to the event. RTA felt this was more important. There will be a larger percentage of attendees for the fireworks than the Rock Hall event. Last month and the month before, there was discussion about Lakewood residents not being happy about the amount of signs on Clifton Blvd. A meeting was held and they are working on doing some reduction of the signs, but focusing on everything to be safe. The Board approved the graphics for the new Gillig buses. The buses will start to arrive next month in March, roughly five vehicles a week. There will be an unveiling to the public in April. Linda and Joe have been taking a Gillig bus to their media visits. The weather has been tough for employees. He commended them, especially those who have to work outside.

There have been some water main breaks that have affected service. One was on Mayfield Road. It was the City of Cleveland's water main break that did some damage to the Mayfield power station. We're working on getting that repaired. He's been spending a lot of time working on advocacy, trying to encourage people in power to honor the needs identified in the Statewide Transit Study. He's had many meetings in the last couple weeks in Columbus. He will travel back to Columbus Thursday to meet with State leaders. He will discuss the Governor's proposal of the budget with the various media. The CAB has formed an advocacy committee and they will work to heighten the need for more funding for public transit. He placed a few pages at the Board's table to create the message to the State leaders. While the average state invest \$274 million in public transit, Ohio invest \$7.3 million in public transit. When you look at the per capita funding, Ohio was in the middle of Mississippi and South Dakota, two states that Ohio doesn't aspire to be like for public transportation. He met with the ODOT director last week. He pledged a partnership with public transit to try to make the case for more funding. The question is where will it come from. They continue to push that envelope the best they can.

On April 9, there will be a "Stand Up for Transportation Day", launched by APTA. It is a nationwide event to highlight the need for infrastructure replacement for public transit. RTA will participate. Joe will speak to the GCP Advocacy Committee Thursday. He will go from WTAM to GCP, then to the Plain Dealer, and then to Columbus to meet with the Budget Director. He asked the Mayors and Managers if there is an opportunity to discuss public transit funding so they know the challenges we face and why RTA can't do everything they'd like us to do. The system is struggling to do things that are being done now. If the State doesn't participate in a bigger way, it's going to get worse in terms of rail infrastructure work. We have unfunded needs that need to be addressed.

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Mr. Dixon said he was happy to be back and he thanked everyone for their cards and concern. The Annual Meeting is next month. They'll be in consideration of the leadership and any changes the Board may want to make to the Board format. Mr. Calabrese said there is a 2 pm meeting on Public Square. He will let them know if there is new information on the start date.

Questions or comments from the audience

Rev. Pam Pinkney-Butts – Cleveland, OH – she has to leave. Her Pastor's meeting started today at 10 a.m. She said that any vehicle put in the community sends a message. The community will never be any higher than the equipment RTA supplies for transportation. She wants to hear from RTA if they are preparing the citizens for another war. Taxes are usually allocated as a result of a war. She said there is an overt act of blatant racism. The transportation system is a part of the process. She doesn't like it and she believes they ignore her. She is concerned because her briefcase was stolen the day of a Board meeting in 2012 and has not been retrieved. If transportation is not safe, then there are issues.

The reason she left out is because she is concerned about others. She ran into a woman who was trying to get a bus pass, but she doesn't have food or a place to live. She doesn't want the transit system to be used to oppress people. Please look at the issues she's brought to RTA over the years. She believes the recalling of Mayor Jackson is an overt act of racism that the media is using to oppress black people. She suggested we set up an account on live stream so people have a voice. People are missing what RTA is trying to do. It's not being adequately acknowledged. She doesn't like the arrogance from the people who came from Tri-C. She has concerns about some of the resolutions that are being passed. Some of these people don't care about the communities. She asked that someone follow-up on her stolen briefcase.

Mr. Satinder Puri – Cleveland, OH – He's a senior citizen, community activist, volunteer teacher, retired structural engineer and lives on Cleveland's west side and rides RTA. The topic of his comment is "Exposing Corruption in the Public Square Project: Call for a Hunger Strike". At the Feb. 3 Public Meeting, there was no public participation. He sat through it like a potted plant. Board members didn't ask serious questions. No one asked why a one week long traffic test was not conducted to verify the complicated traffic plan. No one asked why public meetings were not being held. No one asked why a defective design was selected, a design which according to the 2012 Traffic Study will cause delays in travel time to thousands from traffic gridlock and cost the RTA millions in operating cost. No one asked why the RTA should be paying millions for operating cost resulting from gridlocks caused by a non-RTA project. No one asked why the Group Plan Commission was engaged in mass deception by destroying a rendering of the renovated Public Square, where Superior Avenue, with four lanes of buses and eight bus stops will have one bus as far as the eye will see. Eight bus stops and only one bus? Planners and City Hall say awesome. He says it is mass deception. The buses have nowhere to go. Superior Ave. will be transformed into a parking lot for buses.

According to the RTA, the goal is that a new design not only maintains, but enhances the convenience and attractiveness of public transit in and around downtown. How will sustained delays in travel time enhance the convenience of public transit in and around downtown? According to the RTA, you remain optimistic to make Public Square look better and work better for all Clevelanders? Will traffic delays be good for all Clevelanders? This project will have traffic nightmares. This is from the 2012 traffic study that City Hall and RTA has no idea the monster they've released. He's exposing corruption in the Public Square project and calling for a hunger strike. He submitted a document for the record and would like a written response to his questions.

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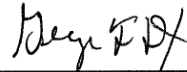
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Ms. Peggy Kasarik – Bedford, OH – She spoke about four weeks ago against the Public Square plan. She hasn't heard anything since then that has changed her mind. Closing Ontario and narrowing Superior does not help RTA, its' riders and necessary traffic to thrive. Storm water run-off is an issue everywhere, not just on Public Square. She's sure that given the requirements, that the Square continue to look the same as now, that the Sewer District could do a infrastructure job that would at least help with storm water runoff problems. Resist the Group Plan Group Commission plan for Public Square.

Mr. Dixon said that the Board doesn't ignore any of the public comments. The questions and comments are taken down and they take everything in consideration. When the public speaks in the microphone, it gets recorded. He appreciates everyone that makes a comment.

The next regular meeting is scheduled for Tuesday, March 24, 2015 in the George F. Dixon, III Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113.

This meeting was adjourned 10:29 a.m.



President

Attest: 

General Manager/Secretary-Treasurer

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

RESOLUTION NO. 2015-18

DEMONSTRATING SUPPORT OF THE BOARD OF TRUSTEES TO PROCEED WITH THE DESIGN AND CONSTRUCTION PHASES FOR THE E.34TH-CAMPUS RAPID TRANSIT STATION AS RECOMMENDED IN THE E.34TH/E.79TH STATIONS TRANSIT SERVICES ALTERNATIVES ANALYSIS

WHEREAS, GCRTA's July 17, 2013 ADA Key Station Voluntary Compliance letter committed to an implementation schedule for bringing the remaining eight key rail stations into ADA Compliance; and

WHEREAS, Resolution 2013-83, adopted August 20, 2013 approved Capital improvement Funds for 2014 and the 2014-2018 Capital Improvement Program (CIP) consistent with the Voluntary Compliance letter; and

WHEREAS, Resolution 2014-72, adopted August 19, 2014, approved Capital Improvement Funds for 2015 and the 2015-2019 CIP consistent with the Voluntary Compliance letter; and

WHEREAS, the E. 34th-Campus station design phase costs of \$718,200 are included in the 2014 budget and the construction phase costs of \$6,810,866 are included in the 2016 and 2017 budgets of the CIP's; and

WHEREAS, GCRTA has completed a Transit Services Alternative Analysis and is recommending proceeding with the design and construction phases of the E. 34th-Campus Rapid Transit Station; and

WHEREAS, the GCRTA Board of Trustees Planning and Development Committee requested a resolution of support for this action by the full Board of Trustees.

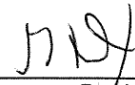
NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the Board of Trustees supports proceeding with the design and construction phases of the E. 34th-Campus Rapid Transit Station as recommended in the Transit Services Alternatives Analysis.

Section 2. That the funds required for these activities are included in the GCRTA 2014-2018 and 2015-2019 Capital Improvement Programs that were approved by the Board of Trustees on August 20, 2013 and August 19, 2014.

Section 3. That this resolution shall take effect immediately upon its adoption.

Adopted: February 17, 2015



President

Attested:



CEO, General Manager/Secretary-Treasurer

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis



Greater Cleveland Regional Transit Authority

STAFF SUMMARY AND COMMENTS

| | |
|--|---|
| TITLE/DESCRIPTION: SUPPORTING THE DESIGN AND CONSTRUCTION PHASES OF THE E. 34 TH CAMPUS RAPID TRANSIT STATION | Resolution No.: 2015-18 |
| | Date: February 12, 2015 |
| | Initiator: Programming and Planning |
| ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____ | |

- 1.0 PURPOSE/SCOPE: This action is taken at the request of the RTA Board of Trustees' Planning and Development Committee to demonstrate the support of the Board of Trustees for proceeding with the design and construction phases of the E. 34th-Campus Rapid Transit Station. This is one of eight RTA key stations that are not ADA compliant. The expenses are included in the RTA 2014-2018 and 2015-2019 Capital Improvement Plans and budgeted in 2014, 2016 and 2017.
- 2.0 DESCRIPTION/JUSTIFICATION: Beginning on May 27, 2014, RTA undertook a Transit Services Alternatives Analysis study for the E. 34th-Campus Station. This study included a comprehensive review of the ridership, development, operating costs, capital costs, and other transit services in the E. 34th-Campus station area. The study recommended that the Board of Trustees proceed with the design and construction phases of the E. 34th-Campus Rapid Transit Station as outlined in the RTA 2014 -2018 and 2015-2019 Capital Improvement Plans.


At its meeting on February 3, 2015, the Planning and Development Committee of the Board of Trustees requested that a resolution of support be prepared for action by the full Board of Trustees.
- 3.0 PROCUREMENT BACKGROUND: N/A
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: N/A
- 5.0 POLICY IMPACT: The capital expenditures described in this resolution of support are included in the RTA Development Fund Budget, the Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP). They are consistent with RTA's July 17, 2013 Voluntary Compliance Agreement with FTA for ADA improvements to key stations within the system. This station is designated as a key station with a deadline for ADA compliance of July 26, 2020.
- 6.0 ECONOMIC IMPACT: The funding of \$718,200 required for the design phase was included in the 2014 budget and funding of \$6,810,866 required for the construction phase was included in the 2016 and 2017 budgets of the 2014-2018 and 2015-2019 Capital Improvement Plans.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Staff Summary & Comments
Supporting the Design and Construction Phases for E. 34th-Campus Station
Page 2

- 7.0 ALTERNATIVES: Reject the resolution of support. Withholding support will delay the ability of the Authority to design and construct an ADA compliant station by July 26, 2020. This could potentially deter the Authority from complying with its Voluntary ADA Compliance Agreement with FTA and achieving ADA compliance at this station.
- 8.0 RECOMMENDATION: This resolution of support was requested by the Planning and Development Committee and recommended for approval by the Board of Trustees. It is recommended that this resolution be passed.
- 9.0 ATTACHMENTS: None.

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



CEO, General Manager/Secretary-Treasurer

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

RESOLUTION NO. 2015-19

DEMONSTRATING SUPPORT OF THE BOARD OF TRUSTEES TO PROCEED WITH THE DESIGN PHASE FOR THE E.79th STREET RED LINE RAPID TRANSIT STATION AS RECOMMENDED IN THE E.34TH/E.79TH STATIONS TRANSIT SERVICES ALTERNATIVES ANALYSIS

WHEREAS, GCRTA's July 17, 2013 ADA Key Station Voluntary Compliance letter committed to an implementation schedule for bringing the remaining eight key rail stations into ADA Compliance; and

WHEREAS, Resolution 2013-83, adopted August 20, 2013, approved Capital improvement Funds for 2014 and the 2014-2018 Capital Improvement Program (CIP) consistent with the Voluntary Compliance letter; and

WHEREAS, Resolution 2014-72, adopted August 19, 2014, approved Capital Improvement Funds for 2015 and the 2015-2019 CIP consistent with the Voluntary Compliance letter; and

WHEREAS, the E. 79th Street Red Line Rapid Transit Station design phase costs of \$1,795,972 are included in the 2015 budget of the CIP's; and

WHEREAS, GCRTA has completed a Transit Services Alternative Analysis and is recommending proceeding with the design phase of the E. 79th Street Red Line Rapid Transit Station; and

WHEREAS, the GCRTA Board of Trustees Planning and Development Committee requested a resolution of support for this action by the full Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

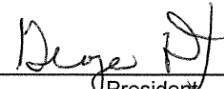
Section 1. That the Board of Trustees support proceeding with the design phase of the E. 79th Street Red Line Rapid Transit Station as recommended in the Transit Services Alternatives Analysis.

Section 2. That RTA will continue to work with the City of Cleveland to promote transit-oriented development in the station area and identify construction funding for the station.

Section 3. That the funds required for this activity are included in the GCRTA 2014-2018 and 2015-2019 Capital Improvement Programs that were approved by the Board of Trustees on August 20, 2013 and August 19, 2014.

Section 4. That this resolution shall take effect immediately upon its adoption.

Adopted: February 17, 2015



President

Attested:



CEO, General Manager/Secretary-Treasurer

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis



Greater Cleveland Regional Transit Authority

STAFF SUMMARY AND COMMENTS

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| TITLE/DESCRIPTION: SUPPORTING THE DESIGN PHASE OF THE E. 79 TH STREET RED LINE RAPID TRANSIT STATION | Resolution No.: 2015-19 |
| | Date: February 12, 2015 |
| | Initiator: Programming and Planning |
| ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____ | |

- 1.0 PURPOSE/SCOPE: This action is taken at the request of the RTA Board of Trustees' Planning and Development Committee to demonstrate the support of the Board of Trustees for proceeding with the design phase of the E. 79th Red Line Rapid Transit Station. This is one of eight RTA key stations that are not ADA compliant. The expense is included in the RTA 2014-2018 and 2015-2019 Capital Improvement Plans and budgeted in 2015.
- 2.0 DESCRIPTION/JUSTIFICATION: Beginning on May 27, 2014, RTA undertook a Transit Services Alternatives Analysis study for the E. 79th Street Red Line Rapid Transit Station. This study included a comprehensive review of the ridership, development, operating costs, capital costs, and other transit services in the E. 79th Street station area. The study recommended that the Board of Trustees proceed with the design phase of the E. 79th Street Rapid Transit Station as outlined in the RTA 2014-2018 and 2015-2019 Capital Improvement Plans. It also recommended that RTA continue working with the City of Cleveland to promote transit oriented development in the station area, and identify construction funding for the station.


 At its meeting on February 3, 2015, the Planning and Development Committee of the Board of Trustees recommended that a resolution of support be prepared for action by the Board of Trustees.
- 3.0 PROCUREMENT BACKGROUND: N/A
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: N/A
- 5.0 POLICY IMPACT: The capital expenditures described in this resolution of support are included in the RTA Development Fund Budget, the Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP). This action is also consistent with RTA's July 17, 2013 Voluntary Compliance Agreement with FTA for ADA improvements to key stations with the system. This station is designated as a key station with a deadline for ADA compliance of December 31, 2015.
- 6.0 ECONOMIC IMPACT: The funding of \$1,795,972 required for the design phase of the station was included in the RTA 2014-2018 and 2015-2019 Capital Improvement Plans.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Staff Summary & Comments
Supporting the Design Phase of the E. 79th Street Station
Page 2

- 7.0 ALTERNATIVES: Reject the resolution of support. Withholding support will delay the ability of the Authority to design the station. This could potentially delay the Authority from complying with its Voluntary ADA Compliance Agreement with FTA and achieving ADA compliance at this station.
- 8.0 RECOMMENDATION: This resolution of support was requested by the Planning and Development Committee and recommended for approval by the Board of Trustees. It is recommended that this resolution be passed.
- 9.0 ATTACHMENTS: None.

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



CEO, General Manager/Secretary-Treasurer

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

Appendices