BROADWAY CORRIDOR

TRANSIT-ORIENTED DEVELOPMENT PLAN

Greater Cleveland Regional Transit Authority

03.11.2026

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Focused investments in transit improvements and supportive development build a vision for a sustainable future

PROJECT INTRODUCTION

Cleveland is seeing increased momentum around Transit-Oriented Development (TOD).

The Greater Cleveland Regional Transit Authority (GCRTA) received federal funding to develop a TOD plan for the Broadway Corridor as part of the Federal Transit Administration's pilot program for Transit-Oriented Development Planning. The goal of this study is to determine the feasibility and configuration of an FTA-eligible project to advance into further development. In doing so, this study explores recommendations for land use updates, multi-modal transportation improvements, and development proposals to support a Bus Rapid Transit (BRT) corridor for the #19 bus route. This high-level due diligence analysis sets the stage for a future BRT study.

The Broadway Avenue TOD corridor faces numerous socioeconomic challenges, and it is recognized that transit-oriented development can advance broader economic, environmental, and social goals. Reduced vehicle use lowers greenhouse gas emissions and household transportation expenses, while denser development makes more efficient use of existing infrastructure. By connecting people to opportunity through reliable transit, TOD supports equitable access to jobs, education, and services. Finally, the Vision Zero Network has identified transit investments as a critical tool in improving roadway safety, citing "life-saving benefits of transit improvements such as transit-only lanes and increased transit service." In this way, transit-oriented development is not just a transportation strategy, but a powerful tool for sustainable urban growth and neighborhood renewal.

The Broadway Corridor TOD planning process was structured to reflect and elevate community priorities identified through an inclusive framework. This included diverse resident, organizational and neighborhood leadership based focus-group conversations, participation in multiple community events, and regular check-ins with topical experts in city and county government to support alignment of upcoming projects and planned investments. In addition, the project team actively worked to coordinate efforts with Slavic Village Development's Neighborhood Master Plan process, which is following the corridor plan.

Early steps included a high-level market analysis to establish a baseline understanding of the realities of current market demand and regional development patterns. Recognizing the importance of this work in creating market momentum, this study also considers proposed land uses and development typologies to increase economic viability. This approach identifies a series of development thresholds where strategic investments can tip the market from an incentive-driven model to one that is self-supporting and sustainable over time.

Thoughtful TOD investments—such as improved streetscapes, public spaces, and neighborhood-serving retail—can change perceptions of neglected areas and attract new residents and employers. Importantly, when paired with inclusive zoning, affordable housing requirements, and community engagement, TOD can stimulate revitalization without displacing existing residents.

The Broadway TOD Plan outlines transit-oriented and affordable housing development strategies that address racial and economic disparities, capture economic value, and advance climate action. The plan advances bicycle and pedestrian connectivity to transit to build toward an integrated system of access for all on Cleveland's southeast side. **The region's energy around comprehensive solutions to strengthening our neighborhoods means that transit-oriented development has a critical role to play.**

SETTING GOALS | A CLEAR DIRECTION

The TOD plan's development is guided by a series of goals, co-created with the Steering Committee. Throughout the process, the planning team measured studies, analysis, engagement, and recommendations with these Guiding Goals. This approach ensures each activity remained consistent with the Steering Committee's direction.

The Broadway corridor is transit rich - with multiple modes of transit operating. The corridor can benefit from enhancement of the transit experience in coordination with improvements to land use in this market. This high level of access emphasizes the importance of improving the quality of the transit waiting environment for passengers, and the operational environment for GCRTA service reliability.

Guiding Goals:

Activate a planning process that **learns and teaches**

Balance Slavic Village history with today/future

Increase **transit ridership and improve experience**

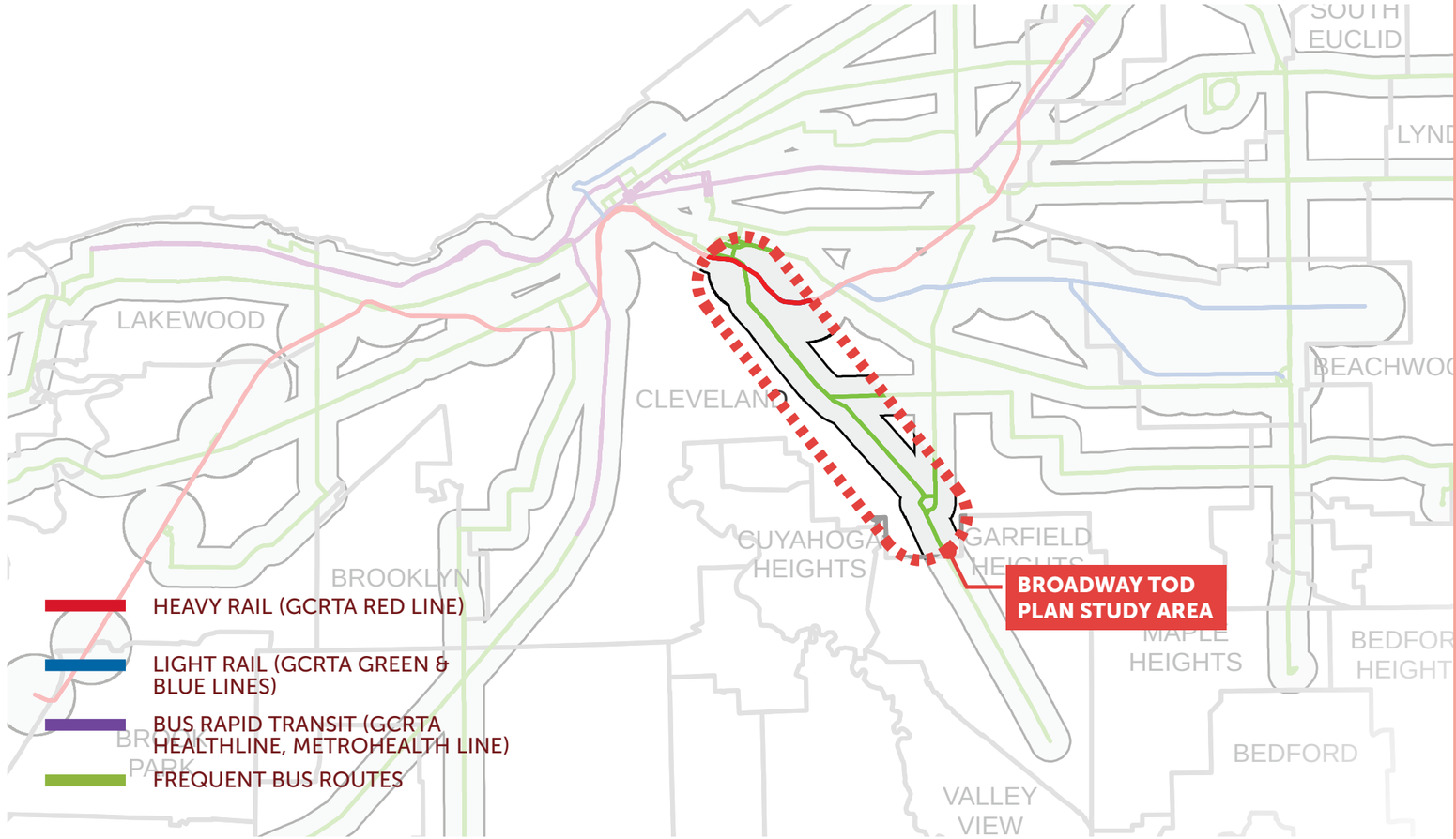
Strengthen **living options for ALL** along the corridor and in immediate neighborhoods

Improve **corridor safety**

Identify implementation **funding sources**

Boost **market demand** – stabilize, create momentum, and **not displace**

Cuyahoga County TOD Loan Program Map (below) illustrates eligible TOD zones and identified corridors.



ALPHABET SOUP: WHAT ARE TOD & BRT?

TOD = Transit-Oriented Development

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

BRT = Bus Rapid Transit

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

- Strategies such as transit signal priority and dedicated bus lanes that improve reliability and predictability
- Enhanced transit access environments at bus stops with quality shelters and other amenities such as real-time arrival info, landscaping, lighting and security call boxes

PROJECT PROCESS HIGHLIGHTS & KEY FINDINGS

The following process reflects a data-driven and responsive approach to developing a sustainable TOD vision for the Broadway corridor.

Market Analysis

This work led with a market study to understand current demographics, housing market and commercial needs. Highlights include the following:

- Neighborhood is becoming increasingly diverse with increases in Hispanic, Asian and Mixed-Race residents and decreases in White and Black or African American residents
- Challenging housing market that won't currently support new construction costs without additional financing; need to build to a stronger market
- Concentrated investment (node by node) will be key to catalyzing growth. This must start with a strong renovation and maintenance focus to support existing residents and maintain the character that will be attractive to new residents
- Lack of new, market-rate apartment product limits attractiveness of neighborhood to young professionals
- Older, long-term residents are looking for opportunities to move into more supportive housing (senior communities, single floor units, etc.) within the neighborhood
- Retail demand within the study area exceeds supply by $60 million, reflecting an opportunity for commercial development along the emerging corridor and within existing vacant commercial spaces
- Local retail needs include home goods, garden and pet supply stores, personal care services (beauty), limited self-service restaurants and beer and wine retail sales

Community Engagement

Wide-ranging focus groups and broad community conversations highlighted key community priorities:

- Improved safety on and off the corridor. On the corridor, this includes solutions that calm traffic and support safer access to transportation options.
- Improved access for residents including transit improvements (speed, reliability and enhanced waiting environments)
- Job opportunities and improved access to jobs outside the neighborhood
- New and affordable housing options
- Local retail options
- Destinations to draw and support nearby workers (restaurants and services)
- Assistance with home maintenance, infill on vacant parcels and block improvements
- **Increased transit service on weekends.**

Transportation Plan

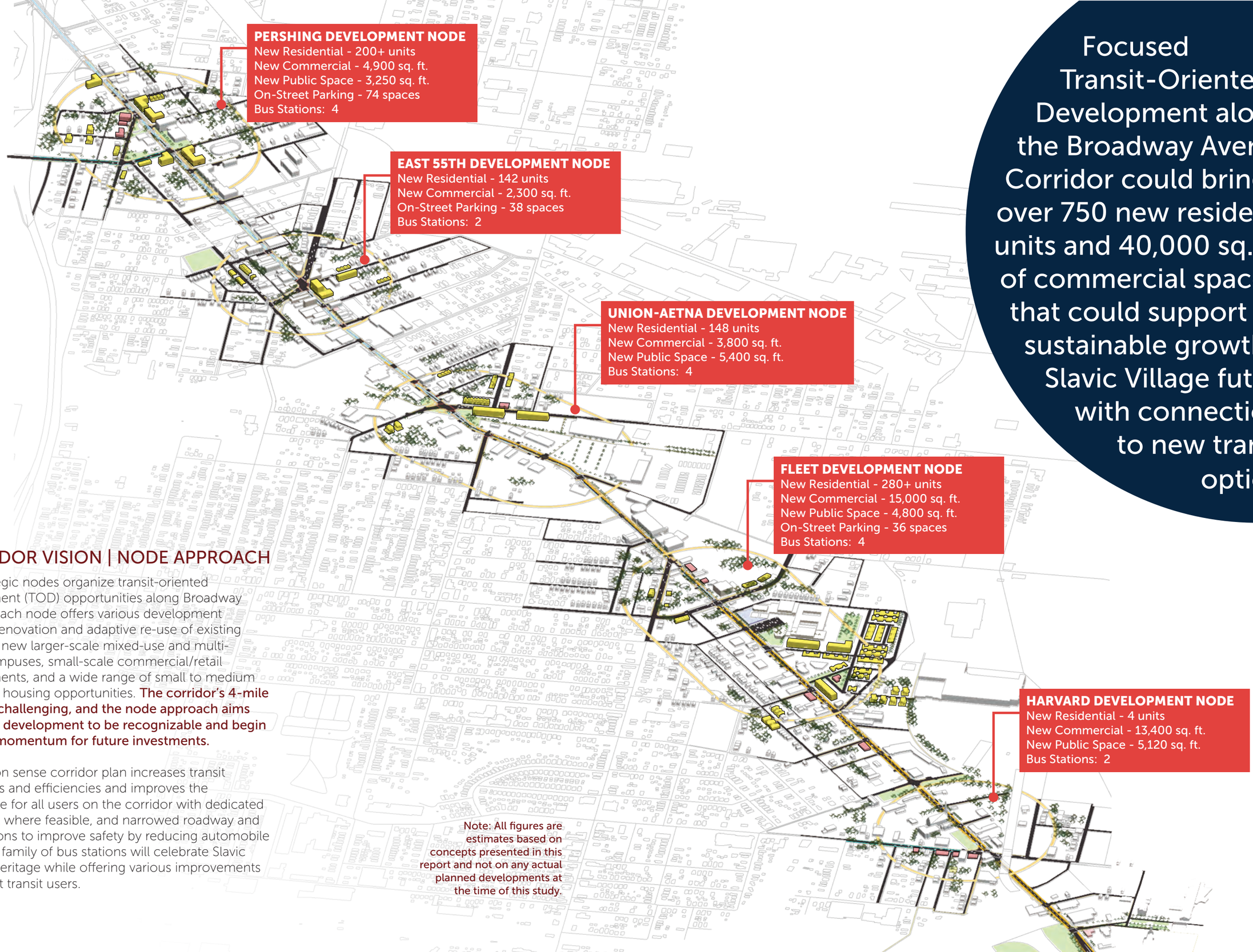
A detailed transportation plan for the 4-mile corridor recognizes that a one-size-fits-all approach does not work. A preferred alternative is identified that:

- Achieves sections that accommodate dedicated bus lanes for greater than 50% of the study area to align with funding opportunities
- Aligns with multiple bike, trail and complete street projects currently underway or under consideration including the Slavic Village Connector and Morgana Run Trail Extension
- Accommodates on-street parking and shared travel lanes in local retail-focused areas
- Supports safety-focused infrastructure for pedestrians, bikes and vehicles, including enhanced crossing areas and reduced crossing distances at intersections
- Improves transit efficiency with approximately 1/4 mile spacing for stations and BRT-supportive infrastructure including:
    - Transit signal priority
    - Bus lanes
    - Raised boarding platforms
    - Real-time information at stations
    - Enhanced station structures

Development Plan

The development plan approach builds from the transportation plan to direct focus on ¼ mile radius 'nodes' around stations:

- These are identified as one of three types: character, convenience or connection based on their context and general attributes
- Utilizes the realistic / aspirational approach to development opportunities – focusing a range of projects in one node before moving to the next
- Prioritizes publicly-owned vacant parcels for redevelopment sites
- Places higher density along the corridor and near stations
- Identifies priority projects to generate sustainable momentum
- Achieves potential development statistics of 750+ new housing units and 40,000 square feet of new commercial space focused within the corridor nodes
- Focuses on supporting redevelopment of existing buildings and supporting existing businesses by placing more people within a convenient walk or transit trip
- **Prioritizes the revitalization of the East 55th street node for initial development, renovation, and transportation improvements.**



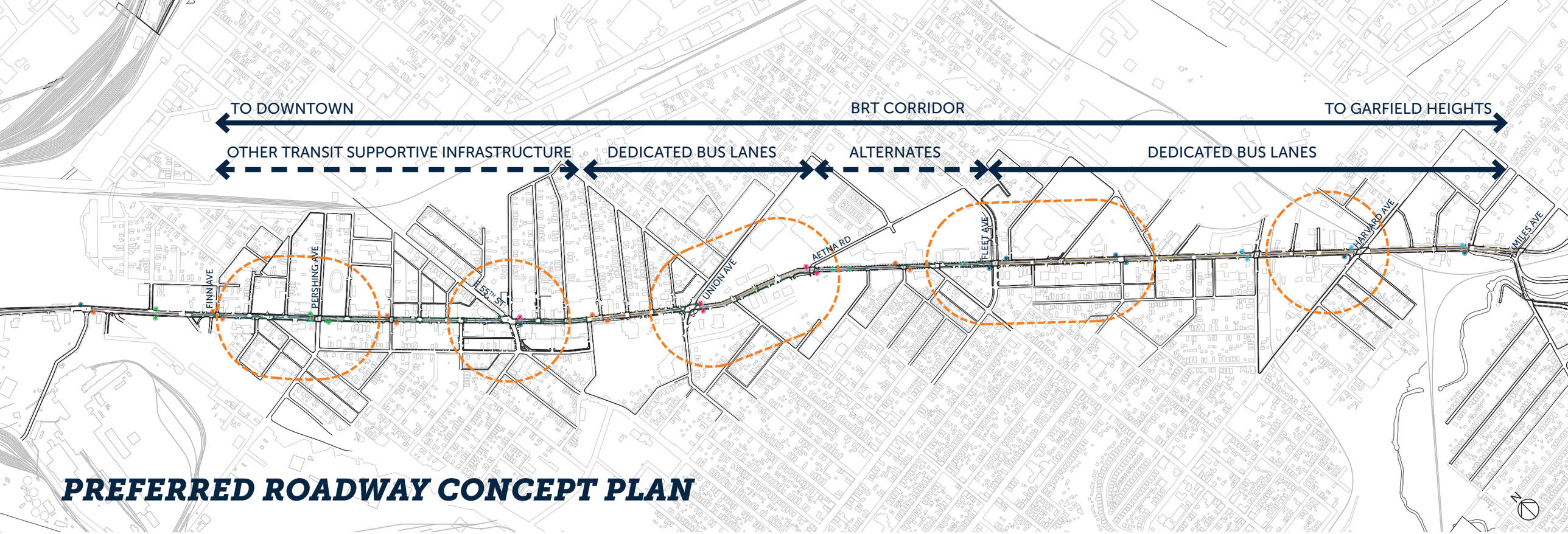
Focused Transit-Oriented Development along the Broadway Avenue Corridor could bring over 750 new residential units and 40,000 sq. ft. of commercial space that could support sustainable growth in Slavic Village future with connections to new transit options.

CORRIDOR VISION | NODE APPROACH

Five strategic nodes organize transit-oriented development (TOD) opportunities along Broadway Avenue. Each node offers various development options: renovation and adaptive re-use of existing buildings, new larger-scale mixed-use and multi-family campuses, small-scale commercial/retail developments, and a wide range of small to medium scale infill housing opportunities. **The corridor's 4-mile length is challenging, and the node approach aims to cluster development to be recognizable and begin building momentum for future investments.**

A common sense corridor plan increases transit operations and efficiencies and improves the experience for all users on the corridor with dedicated bus lanes, where feasible, and narrowed roadway and intersections to improve safety by reducing automobile speeds. A family of bus stations will celebrate Slavic Village's heritage while offering various improvements to support transit users.

Note: All figures are estimates based on concepts presented in this report and not on any actual planned developments at the time of this study.



PREFERRED ROADWAY CONCEPT PLAN

BROADWAY AVENUE ROADWAY CONCEPT

The Preferred Alternate Roadway Concept improves roadway safety and transit operations and experience along Broadway while meeting funding requirements for Bus Rapid Transit. Bus lanes in each direction are provided for 52% of the corridor length (defined between Finn and Warner Avenues).

In the section of the corridor without bus lanes, transit supportive infrastructure includes sidewalk bump outs to provide space for shelters and other station amenities, and enhanced pedestrian zones.

The initial analysis of the four-mile corridor identified a shorter corridor section that is recommended for future bus rapid transit. The recommended corridor boundaries are Finn Avenue on the north end and Warner Avenue on the south end.

The removed section north of Finn Avenue is already slated for pedestrian and bicycle improvements, and the surrounding land uses in this area are not conducive to TOD. The recommended corridor from Finn to Warner is 2.7 miles long and is identified as the BRT project area.

While addressing potential funding requirements, the Preferred Alternate Roadway Concept also responds to various neighborhood needs. This includes the provision of dedicated on-street parking to support business districts as well as additional safety considerations near schools and community uses.

Additionally, all proposed roadway initiatives are responsive to safety and operational challenges uncovered through research and community conversations. Enhanced pedestrian crossings at key intersections are recommended throughout the corridor.

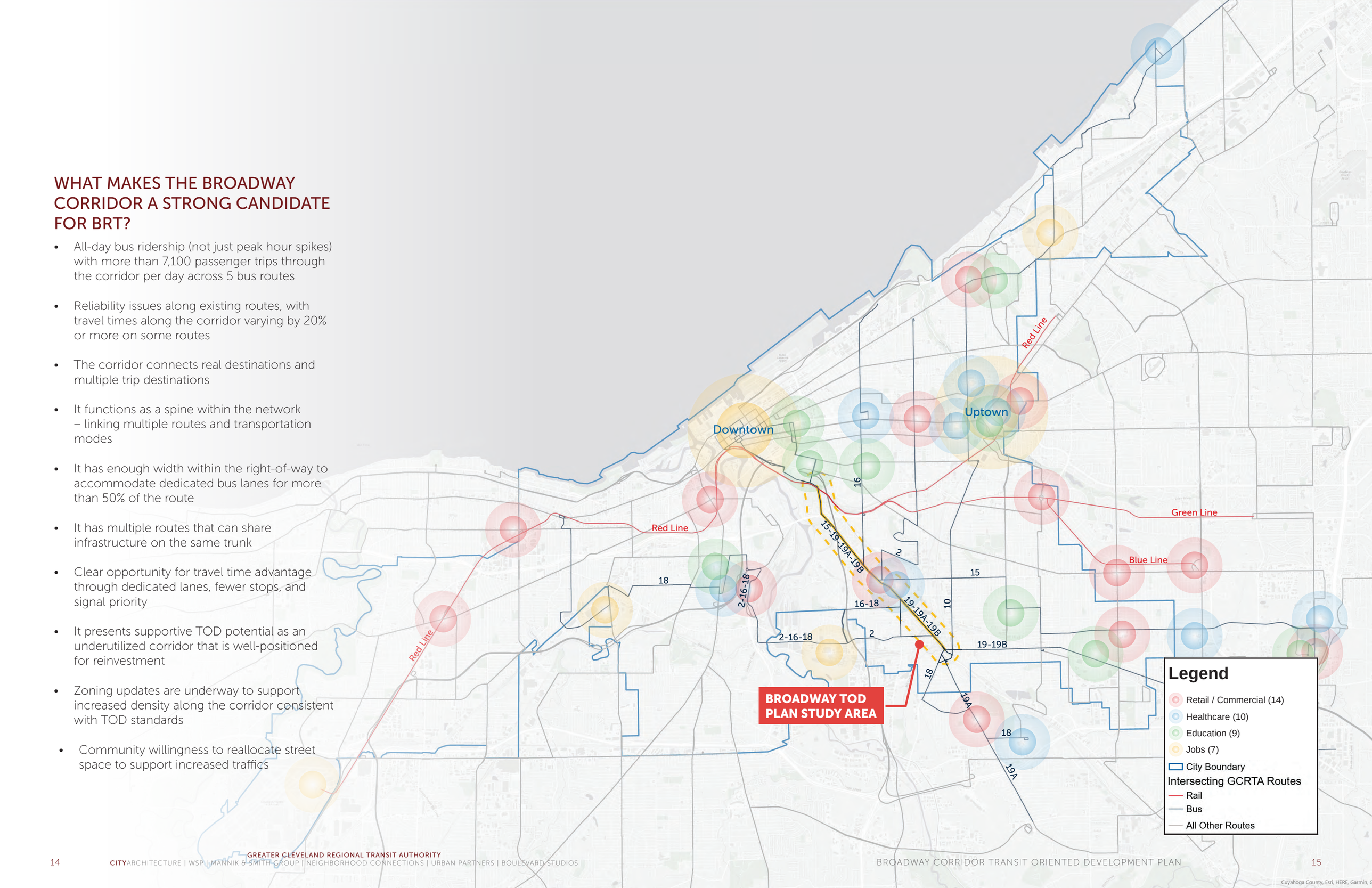
The preferred alternative is estimated to cost $36.9 million to construct in today's dollars.

Attributes	Length (Linear Feet)	Length (Miles)	% of Broadway (Finn to Warner)
PREFERRED ALTERNATE: PERCENTAGE OF BROADWAY THAT INCLUDES DEDICATED BUS LANE			
Dedicated Bus Lanes (On Both Sides of the Street)	7,385	1.4	52%

EXAMPLE PLAN - PREFERRED ALTERNATIVE: Refer to appendix for detailed roadway layouts

WHAT MAKES THE BROADWAY CORRIDOR A STRONG CANDIDATE FOR BRT?

- All-day bus ridership (not just peak hour spikes) with more than 7,100 passenger trips through the corridor per day across 5 bus routes
- Reliability issues along existing routes, with travel times along the corridor varying by 20% or more on some routes
- The corridor connects real destinations and multiple trip destinations
- It functions as a spine within the network – linking multiple routes and transportation modes
- It has enough width within the right-of-way to accommodate dedicated bus lanes for more than 50% of the route
- It has multiple routes that can share infrastructure on the same trunk
- Clear opportunity for travel time advantage through dedicated lanes, fewer stops, and signal priority
- It presents supportive TOD potential as an underutilized corridor that is well-positioned for reinvestment
- Zoning updates are underway to support increased density along the corridor consistent with TOD standards
- Community willingness to reallocate street space to support increased traffics



STRATEGIES

TRANSPORTATION

- Continue coordination with City of Cleveland Planning Commission and Mayor's Office of Capital Projects (MOCAP) to ensure East 55th connector concepts are fully integrated.
- Prioritize traffic-calming to increase safety and walkability.
- Consider branding of the Broadway Corridor service to build momentum around implementation.
- Identify small-scale initiatives that could be implemented immediately (flex-delineators at key intersections to show corner bump outs, strategically infill 2-3 parking spaces to expand transit waiting environments at key locations, etc.).
- Emphasize strong connections and early recognizable signage in conjunction with the Slavic Village Downtown Connector Trail.

DEVELOPMENT

- Lead with renovation and adaptive reuse to revitalize historic assets and build from existing neighborhood character
- Strengthen adjacent neighborhood blocks with infill housing
- Focus non-transportation investment on one node at a time and build out to support visible transformation and to change perceptions
- Encourage new housing options that support seniors, families and young professionals
- Implement streetscape, lighting, and safety improvements early.
- Activate ground-floor spaces through temporary and neighborhood-serving uses.

POLICY

- Continue to coordinate with Slavic Village team on Neighborhood Master Plan and corridor plan integration.
- Coordinate with the City of Cleveland on zoning updates to support adoption
- Consider public-private partnerships for station area improvements.
- Leverage funding opportunities such as TIF (Tax Increment Financing) districts.

Transportation improvements are a needed catalyst to encourage reinvestment in the Broadway Corridor and surrounding neighborhood. The study area's combination of remaining historic fabric and vacant land assets position it well for a Transit-Oriented Development approach to community revitalization.

ACTIONS

	ACTION	TIME FRAME
TRANSPORTATION	Continue BRT design and advance to detailed engineering and design stage with community input	Immediate
	Work with City of Cleveland to install radar feedback signage to encourage reduction in vehicle travel speeds	Immediate
	Conduct targeted sidewalk, crosswalk and lighting repairs in areas identified as highest need from the station area walkshed pedestrian experience audit	Immediate
	Partner with NOACA and City of Cleveland to compete for funding for prioritized implementation of multi-modal and safety improvements (Union, East 55th, Boys & Girls Club, etc.)	Near term
	Continue stop location adjustments and communication with riders to improve transit efficiency	Immediate
	Enhance Broadway/E55th intersection with raised crosswalks, corner bump outs, etc. as a priority/prototype installation(s)	Near term
DEVELOPMENT	Assemble infill development sites to increase developer interest through work with project partners (city and county land banks)	Near term / long term
	Work with City of Cleveland to reposition Stella Walsh Recreation Center as a catalytic site at Fleet node as part of City's recreation plan	Near term
	Pursue missing and supportable commercial uses to address market gaps and serve residents & workers	Near term
	Stabilize historic buildings in East 55th & Broadway node to maintain availability for adaptive reuse	Immediate
POLICY	Adopt the City of Cleveland's Form-Based Code for Broadway neighborhood	Near term
	Assemble materials to compete for Small Starts projects (FTA) and solicit partner letters of support, etc. to strengthen application	Immediate
	Initiate home ownership programs in neighborhood to improve ownership rates and support stability	Near term / long term
	Promote residential repair programs and connect residents with service providers (City of Cleveland, Home Repair Resource Center, Slavic Village Development, etc.)	Immediate

2 | COMMUNITY ENGAGEMENT

Hearing From and Responding To The Experts

ENGAGEMENT APPROACH

Consistent and quality engagement and outreach were the foundation of this planning process. Together with neighborhood partners, we have connected with organizations, community members, businesses, and institutions along the Broadway Corridor and throughout the Broadway Slavic Village neighborhood. Community engagement within the planning process led to a locally informed vision of equitable TOD.

Neighborhood Connections, the public engagement lead partner on this plan, worked closely with existing organizations who have deep ties to neighborhood residents and stakeholders, including Slavic Village Development, University Settlement, and NuPoint Community Development Corporation. As the planning process progressed and the Slavic Village neighborhood planning effort began, the team coordinated and integrated the planning work and engagement opportunities in close collaboration with the entities leading each effort. The team also coordinated with the Cleveland Metroparks' 2023 RAISE East Side Trail Planning project, the Broadway-Slavic Village EcoDistrict Roadmap, the Turney Road TOD plan, and other concurrent community planning initiatives.

Prior to reaching out to community members, Neighborhood Connections collaborated with Slavic Village Development to compile a comprehensive list of stakeholders in the neighborhood. They worked together to develop a carefully curated steering committee and invited the members to join and advance the work on Broadway. The Steering Committee was designed to be central to the development of this plan, to act as advisors and hyper local experts, to guide recommendations and to help make connections.

In addition to Steering Committee meetings, the engagement process included one-on-one conversations with neighborhood stakeholders and Steering Committee members, topic area focus groups, and community open houses. The team enlisted residents, nonprofit organizations, youth-focused organizations, small businesses, and faith-based leaders for focus group discussions that took place in different locations along the corridor from North Broadway to Fleet Avenue. Virtual meetings were the platform for thoughtful discussions on the topics of land-use, infrastructure, and transit operations. The first in-person open house was hosted by the planning team at Stella Walsh Recreation Center on May 22, 2025, and was followed by subsequent collaboration events with Slavic Village Development at the Village Feast and Fleet Music Festival on August 23, 2025, Rooms to Let event on September 6, 2025. The third and final open house took place on November 12, 2025, at the Bohemian National Hall.

Communication and marketing for the focus groups and open houses included direct phone calls and emails to community members and partners. The marketing campaigns for open houses included custom invitations distributed through individual emails to project partners, stakeholders, and Steering Committee members, broader email blasts, social media posts, neighborhood flyer distribution, digital advertising on buses, and QR codes on bus shelters along the corridor.

INTENTIONALLY DIFFERENT

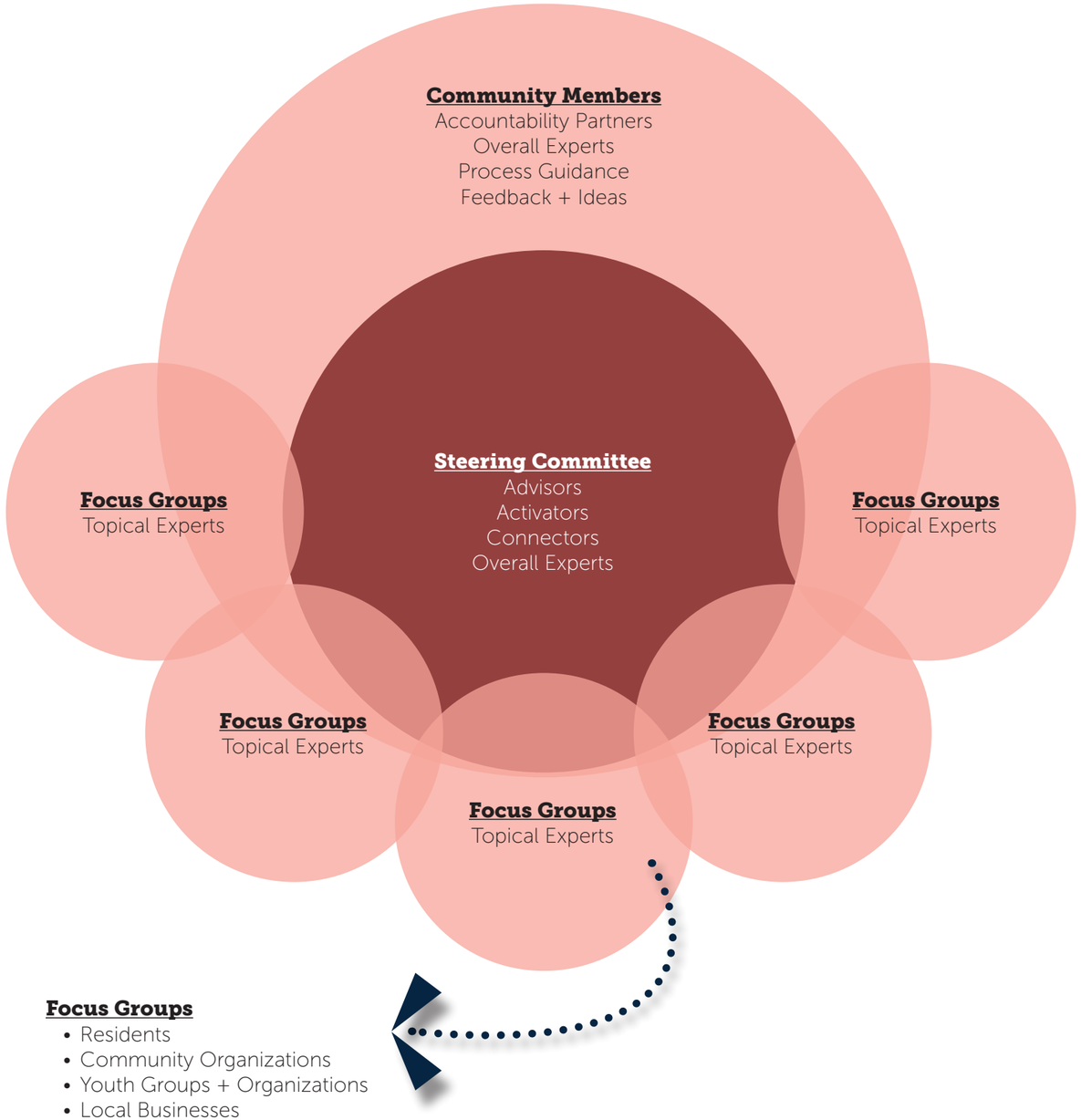
The Broadway TOD plan was centered around an active Steering Committee representing a wide array of interest groups, residents, institutions, and potential planning partners. Committee members were invited to participate in multiple meetings throughout the planning process.

The Steering Committee provided strong guidance, ideas, and connections to important perspectives that could best inform the plan. The committee was structured differently than in typical planning processes. Instead of inviting various city departments, planning organizations, and other typical participants, the group was kept to a manageable size to ensure flexibility and agency. At each meeting, the members provided updates to their particular efforts and then were asked how the Broadway TOD planning process could support them. This give-and-take ensured that the TOD plan would coordinate these ongoing and parallel efforts while also cross-promoting the Slavic Village Development Corporation's Master Plan process.

At particular milestones, the Steering Committee invited topical experts to speak at its meetings to further educate the team and inform its approach in developing the TOD. These meetings became an open exchange of ideas where concepts could be tested and vetted before being shared with the public.

Thank you to the Broadway TOD Steering Committee Members

Sharena Zayed, Neighborhood Representative
Greg Knapp, Neighborhood Representative
Adam Gifford, Neighborhood Representative
Charles Gliha, Neighborhood Representative
Kate Christian, Neighborhood Representative
Rebecca Mauer, Cleveland City Council Ward 12
Kevin Bishop, Cleveland City Council Ward 2
Kenya Gray, Cleveland City Planning
Shauna Sanders, Slavic Village Development Corporation
Krystal Sierra, Slavic Village Development Corporation
Roshawn Sample, NuPoint Development Corporation
Richaun Bunton, University Settlement
Emily Thome, Third Federal
Sharon Posner, Third Federal
George Jackson, Stella Walsh Recreation Center
Kiara Blake, M. Ed., Boys and Girls Club



Engagement Structure Diagram (right)
The Broadway TOD Steering Committee is central to the plan's development and implementation.

ENGAGEMENT TIMELINE

The process spanned about twelve months from the kick-off meeting to final adoption of the plan by the Cleveland City Planning Commission in December 2025. Adoption of the plan establishes it as a document that will guide future initiatives along the Broadway corridor.

The planning team, in collaboration with the Steering Committee, developed an organization method for the process that became the structure for how it would be outwardly communicated. A variety of meeting types helped the planning team connect with varying perspectives. This layered approach considered how different meetings and group intersections throughout the process could add energy to the work. At ten to fifteen people at a time, focus group meetings were kept relatively small and centered around common themes. Participants enjoyed an open exchange of ideas and could express their concerns for specific corridor attributes. Conversations at this scale allowed the planning team to learn from key participants while they in turn could feel more comfortable sharing openly in these settings rather than in large public-style meetings.

Core Team meetings, consisting of the consulting team and GCRTA, were conducted biweekly to ensure coordination across multiple efforts.

Public meetings and participation in ongoing events were used as opportunities to promote the plan and solicited additional feedback. The Broadway TOD team's intentional tactic to partner with existing public events, such as the Village Feast and Rooms to Let, boosted participation by meeting people where they already were. The resultant plan is informed and influenced by a robust community process and consistent meeting schedule.

Engagement Timeline Diagram (above)
A variety of meetings, work sessions, charrettes, reviews, and public events were conducted to reach a wide range of participants. Open house and public events were intentionally paired with already-scheduled neighborhood activities in effort to meet residents and visitors where they already are and where they may feel the most comfortable participating in the process.

COMMUNITY-BASED FOCUS GROUP DISCUSSIONS

Community-based focus group discussions concentrated on improving transit, infrastructure, housing, and fostering equitable development in the Broadway neighborhood. Participants communicated a hopeful vision for Broadway's TOD to create a safer, more walkable, aesthetically pleasing, economically vibrant, and climate resilient corridor with diverse housing options and enhanced public spaces. The community seeks strong support and collaboration from the City and GCRTA to achieve these goals.

Stakeholder focus groups, date and location:

- **Nonprofit Organizations:**
  May 7, 2025
  Neighborhood Leadership Institute
  5246 Broadway Ave
- **Residents:**
  May 13, 2025
  5115 The Rising Apartment Building
  Community Room
  5115 Broadway Avenue
- **Youth-Focused Organizations:**
  May 14, 2025
  4800 Broadway Avenue
- **Small Businesses:**
  July 9, 2025
  former Seven Roses
  6301 Fleet Avenue
- **Faith-based Organizations:**
  July 31, 2025
  Elizabeth Baptist Church
  6114 Francis Avenue
- **Large Manufacturing Businesses:**
  September 24, 2025
  Virtually (on Zoom)

Each focus group used the same set of questions to guide the conversation for consistency, beginning with neighborhood questions, moving to transit questions, and finishing with participants' hopes for the neighborhood.

- What makes you feel proud to be a member of this community?
- What are the strengths in the neighborhood?
- What would you like to see changed in the neighborhood?
- How do you currently travel to work, school, or on errands?
- What are your current transit needs and challenges?
- What are your thoughts on the current walking and bicycling infrastructure?
- Are there any specific routes or destinations where you feel transit is lacking?
- What are the current parking needs and challenges in the area?
- What are your hopes for the neighborhood?

The focus group conversations revealed strengths and challenges in the neighborhood, transit-oriented opportunities, housing needs, safety requirements, community advocacy, and hopes for the community with a transit-oriented vision in mind.

Summaries on the following pages are organized by topic and recurring themes that were shared throughout the process. Organizing the discussions in this manner helped establish priorities that would align directly with the community input received.

STRENGTHS OF THE BROADWAY NEIGHBORHOOD

- A caring community that is diverse, with deep community pride, a collaborative spirit, and resilience of residents.
- Accessibility to major bus lines, proximity to downtown, green spaces near Garfield and Millcreek, affordable dining options, historical faith and cultural organizations, artistic community, and local businesses contributing to its appeal.
- Neighborhood has a good foundation with potential for investment.
- Variety of programming offered by nonprofit and faith-based organizations.

CHALLENGES IN THE BROADWAY NEIGHBORHOOD

- Issues of crime, addiction, housing quality, and poverty, with many residents living in substandard housing conditions and feeling isolated due to private housing dynamics.
- Transit challenges include lack of lighting, lack of sheltered stops, and inconsistent timing. Public transportation feels inconvenient and unsafe, especially for seniors and families. There is also a stigma associated with public transit use.
- Infrastructure issues such as uneven sidewalks, potholes, and overgrown parcels make walking to and catching the bus difficult. Speeding traffic makes biking and walking feel unsafe.
- The neighborhood is a "food desert," with a lack of healthy restaurant and grocery options. Coupled with air quality concerns, residents perceive a detriment to well-being.
- There is a need for support in mental health, grief counseling, career development, and general safety, especially for males between 13 and 25. A lack of a public high school makes the dynamics in this age group more challenging.

> "Neighborhood has a little bit of everything, good people good food, area not like many other places. We are just missing investment. We have good bones. Just need the money to move things forward."
>
> *- Focus Group Participant*

TRANSIT-ORIENTED DEVELOPMENT (TOD) OPPORTUNITIES

- Overall enthusiasm and interest in GCRTA's aim to improve transit along the Broadway corridor, including bus lanes, improved station areas, shelters, lighting, and better sidewalks and biking trails.
- Potential for TOD to attract investment, create safer and more accessible transit options, and recruit new residents, particularly those working in medical industries or universities. New buses and routes should consider renewable energy in order to mitigate environmental impacts.
- Need for protected and dedicated bike lanes, pedestrian-friendly infrastructure, and traffic calming devices. Bump outs, roundabouts - especially at E. 55th and Broadway - and mid-block cut-throughs would enhance connectivity and safety. Need to make the bus system easier and safer for bike riders.
- Integrate amenities such as lighting, Wi-Fi, charging stations, and visual announcements at bus stops, especially for youth and families.
- Upgrade the existing Rapid Station on E. 55th with additional parking to attract more people going downtown to activities and sports events. More people need to ride the bus and adding amenities at stations, along with intentional public relations campaigns may help.
- Better communication on how to use the bus, real-time information on travel time at stations - similar to those on the HealthLine - and GPS tracking for buses.
- Existing routes are not market-sensitive and the frequency does not meet the needs of the community. For example, the routes along E.55th and Broadway that go to Steelyard Commons do not run as frequently on weekends. Most residents must shop at Steelyard Commons due to the lack of grocery and pharmacy options in the neighborhood. Many worshiping in the community also use the bus and find the infrequent stops challenging.
- The Community Circulator was a key community asset that all groups agreed should come back. It could stop at E. 55th, Fleet, Third Federal, Central Catholic, Dave's and any other key amenities that emerge.

HOUSING AND DEVELOPMENT NEEDS

- Need for new housing developments and programs to assist residents with home equity and foreclosure prevention.
- Need for affordable market-rate housing to address the "missing middle housing" in the community.
- Interest in strategically redeveloping properties to fit a larger neighborhood strategy, rather than ad-hoc building. The focus should be on multi-family homes, but ideally not more than 4 units, to build community wealth.
- Avoid gentrification and ensure tax levels remain manageable for current residents.
- Repurpose vacant spaces for pop-up events or managed parking areas if parking will be reduced along Broadway.
- Concerns were raised about abandoned housing, unpermitted work in houses, and the need for tax incentives to rehabilitate existing homes.
- Prioritize equitable development; examples like Larchmere cited as a model for balancing commercial and residential growth.
- Need for gathering spots for transit users, particularly near E. 55th and the Boys and Girls Club. Suggestions for "hang out spots," "dry bars", and cafes emphasized the need for more experiential retail and food options despite slim margins for business owners. Partnerships and increased housing density are crucial for improving outcomes for these businesses.
- Need for more playgrounds. Stella Walsh is too hot without any shade by the playground. A sense of "space and play" along the street, including pocket parks and interactive elements like "tic-tac-toe" down the street would bring vibrancy and usability. Participants discussed preserving and enhancing green spaces and natural buffers.

SAFETY THROUGH INFRASTRUCTURE IMPROVEMENTS

- Safer transit locations, better lighting, and sheltered bus stops to address safety concerns.
- Speeding traffic on Broadway and unsafe crossings are major issues. Suggestions for speed bumps, traffic calming measures, bump outs, and clearer pedestrian signals would help slow traffic.
- Participants noted the poor condition of sidewalks and streets, making walking and biking unsafe, and emphasized the need for infrastructure improvements to support mobility and connectivity.
- Good lighting can help deter crime. Participants noted that too many trees currently block sight lines at intersections and emphasized the importance of thoughtful landscaping and design, as well as addressing stormwater management.
- Prosocial engagement of 13- to 25-year-olds is a solution to violence and neighborhood turf wars.

COMMUNITY ENGAGEMENT AND ADVOCACY

- Connect residents to ongoing projects to foster advocacy and ensure they feel included in neighborhood changes.
- Need for pathways to leadership and resources for mental health, after-school programs, and entrepreneurship to reinvigorate the community.

COMMUNITY EVENTS & OUTREACH

The project team worked with intention to achieve the Guiding Goal of "activating a planning process that learns and teaches" by hosting several engagement events throughout the course of the study. In particular, a series of "pop-up" stations at well-attended community events fostered relaxed and candid one-on-one interactions with community members, which proved exceptionally valuable.

The events, outlined on the next page, culminated in a final, and more formal open house. Here, multiple stations invited participants to share their ideas and reactions to potential corridor and redevelopment scenarios. A meal served at the event, too, created a more friendly setting for important conversations about how new energy and investments in the Broadway corridor could have a positive impact on all of Slavic Village.

MANY THANKS TO EVERYONE WHO LENT THEIR TIME, EXPERTISE, AND IDEAS THAT SHAPED THE BROADWAY TOD PLAN.

VILLAGE FEAST
AUGUST 23RD

Team members from both the Broadway TOD Plan and the Slavic Village Master Plan co-facilitated activities and feedback stations at the event. Doing so gave each team the opportunity to collaborate with the Slavic Village Development Corporation (SVDC), with the public, and with each other.

COMMUNITY OPEN HOUSE #1
MAY 22ND | STELLA WALSH RECREATION CENTER

The project team organized several open house stations to hear and learn from residents. Conversations focused on safety, transit access, and what types of development would best serve them in the future.

The Broadway TOD team participated in several community events throughout the process to maximize participation. A shared meal and Open House as the Bohemian National Hall (right) created space to share out updates and hear from residents.

COMMUNITY OPEN HOUSE #3
NOVEMBER 12TH | BOHEMIAN NATIONAL HALL

The project team organized a series of open house stations to get resident feedback on concepts and recommendations, including conceptual plans for proposed Bus Rapid Transit, land use plans, and housing typologies.

ROOMS TO LET
SEPTEMBER 5TH & 6TH

The project team created an outdoor living room where guests were encouraged to sit, hang out, and share their perspectives and ideas.

COMMUNITY VOICE: HOPES AND VISIONS FOR THE NEIGHBORHOOD

Need for investment to transform the neighborhood, with goals of adding 500-1,000 homes and developing a thriving business district.

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

A desire for the neighborhood to be "bustling with life and activity."

Support for local businesses and a strong call for dedication from the City of Cleveland, with participants emphasizing Slavic Village's prime location with two highway corridors.

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

A healthier, safer, and more supportive neighborhood within 3-5 years, and a shift in the overall perception of the area.

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

A community circulator bus.

Vibrant, well-lit spaces like cafes, coffee shops, gyms, and co-op spaces that stay open late, creating safe and engaging nodes of activity.

City to partner with GCRTA to support local businesses.

NEED BETTER TRANSIT ACCESS TO ESSENTIAL SERVICES AND COMMUNITY ASSETS

Support for vulnerable people and easier accessibility in the neighborhood

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

Revive the sense of community and local commerce from historical eras when transit was vibrant along Broadway, especially E. 55th and Broadway.

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

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

MOVING FORWARD: PRIORITY COMMUNITY STRATEGIES AND ACTIONS

STRATEGIES

- Continue outreach efforts to engage the community in the Broadway TOD Corridor Plan and ensure alignment with neighborhood development plans.
- Continue to coordinate engagement around the multiple initiatives underway to maintain community interest and limit public engagement burn-out.
- Explore community-supportive housing repair and renovation programs.
- Center safety improvements and traffic-calming in all transportation initiatives.
- Work with the community to brand the Broadway Corridor service to build momentum around implementation.
- Pursue temporary pop-up uses in commercial spaces to activate node areas.
- Identify small-scale initiatives that could be implemented immediately (flex-delineators at key intersections to show corner bump outs, strategically infill 2-3 parking spaces to expand transit waiting environments at key locations, etc.).
- Prioritize demonstration/early implementation projects in locations with higher volumes of ridership and where investments are highly visible.
- Emphasize strong connections and early recognizable signage in conjunction with the Slavic Village Downtown Connector Trail.
- Identify opportunities to continue to align BRT and corridor development with the community's commitment to sustainability, and incorporate supportive features when possible.

ACTIONS

ACTION	TIMEFRAME
Conduct community conversations around potential station locations and features to begin to build support for the work	Immediate
Develop a project schedule to share with the community and update regularly	Immediate
Communicate project milestones and wins to demonstrate progress and create an environment of transparency	Immediate
Continue to 'ground truth' the transportation plan with the community to identify priority details and maintain a connected and inclusive process & document this process	Immediate / near term
Work with City of Cleveland to install radar feedback signage to encourage reduction in vehicle travel speeds	Immediate
Work with Slavic Village Development to identify locations for streetscape investments that utilize funding the organization has been awarded	Near term
Work with Boys and Girls Club to understand traffic patterns and identify a safer intersection design	Near term
Conduct a shelter design process that involves residents and incorporates community input into details, public art and branding	Near term
Enhance Broadway/E55th intersection with raised crosswalks, corner bump outs, etc. as a priority/prototype installation(s)	Near term
Provide bike safety programs and organized neighborhood rides to encourage greater use of emerging bike / pedestrian infrastructure	Near term
Create a plan to address abandoned housing and disrepair in the neighborhood	Near term

3 | TRANSPORTATION PLAN

Building A Transportation Network Founded On Strong TOD Concepts

MOVING BROADWAY FORWARD

The Transportation Plan identifies and analyzes beneficial characteristics of the proposed Bus Rapid Transit (BRT) corridor. By launching the planning process from the perspective of building a transportation network, the team developed strong TOD concepts that are anchored on transit improvements and operations. Leveraging transit as a recognizable asset that can attract investment in a challenged landscape puts the advantages of transit at the forefront of the proposed neighborhood improvements.

The corridor already serves as a major route for several bus lines going to and from downtown Cleveland. Therefore, it was important to seek solutions that improve upon Broadway's current conditions—from its notably consistent traffic volumes and patterns, to regular bus routes and ridership. The analysis and conclusions that emerged gave the team focus as it considered a variety of roadway improvements.

Bus Rapid Transit is a high-capacity, cost-effective transit mode that combines the speed, reliability, of rail with the flexibility of bus service. In planning for the Broadway corridor, BRT elements play a central role in shaping a transportation strategy that improves mobility, supports corridor revitalization, and aligns transportation investment with land-use and equity goals.

The preferred alternative for Broadway responds to changing characteristics of the corridor (right-of-way, adjacent development patterns, etc.). The northern end is characterized by historic buildings at the right-of-way. In this area, blended travel lanes with with signal prioritization are utilized. The southern end of the corridor supports a dedicated bus lane configuration, allowing 52% of the corridor area to take advantage of this increased efficiency.

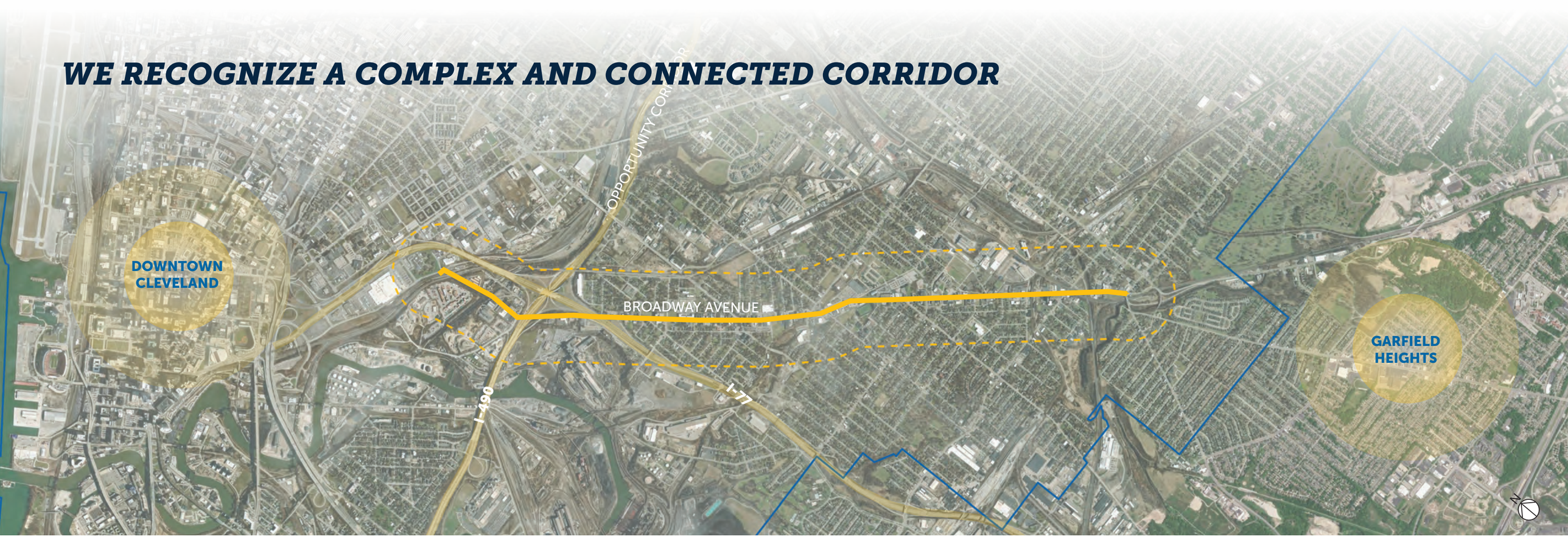
High-quality stations are a critical BRT element. Unlike traditional bus stops, the 17 station areas on Broadway have been designed as highly visible, permanent infrastructure with lighting, expanded amenities, and real-time arrival information. These stations not only enhance the rider experience but also signal long-term investment, which can encourage private development and reinvestment along the corridor.

Station locations are consolidated and spaced at approximately 1/3 mile intervals, helping to balance speed with access. Where possible these have been located on the far side of intersections. Each location has been carefully studied with some near-side locations recommended for improved user access, station placement and safety considerations.

The transportation plan also integrates closely with complete streets and multimodal elements planned for the corridor. Improvements such as safer pedestrian crossings, ADA-compliant sidewalks, protected bike facilities, and streetscape enhancements have been considered in conjunction with BRT infrastructure. On Broadway, these complementary investments improve safety and accessibility for all users while reinforcing the corridor as a place, not just a travel route.

These details are important as BRT implementation will serve as a catalyst for transit-oriented development (TOD) and equitable growth. When paired with inclusive housing and land-use policies, BRT on the Broadway corridor can advance economic development while prioritizing mobility. This delivers immediate mobility benefits while supporting the long-term safety, economic, and sustainability objectives of the community.

WE RECOGNIZE A COMPLEX AND CONNECTED CORRIDOR



CORRIDOR OVERVIEW

The four-mile Broadway corridor connects Slavic Village to downtown Cleveland, from GCRTA's Tri-C - Campus District Station at its north end, across the Industrial Valley, I-490, and I-77, through Slavic Village, to northern Garfield Heights at its south end. Broadway Avenue (SR-14) is designated as a principal arterial.

Prior to completion of the interstate highway system, Broadway Avenue served as a principal regional connector to downtown Cleveland from points south. Today, Broadway remains a regional connector but carries lower traffic volumes than in its heyday. The cartway is mostly comprised of four lanes with on-street parking permitted in designated sections, restricted to times of day by posted signs.

Currently, roadway widths vary from approximately 40 to 63 feet throughout the corridor with most of the corridor at approximately 46 to 48 feet wide. ODOT's Transportation Information Mapping System reports that average daily traffic volumes range from generally 11,000-13,000 vehicles per day (VPD) in the north section, to 10,000-14,000 VPD in the middle section, and 17,000 VPD in the south section. These volumes are similar to West 25th Street in Cleveland, a corridor that is also planning for bus rapid transit.

Land use varies along the corridor. The north section is characterized by industry, including freight and steel production facilities. The middle portion takes on a relatively dense urban form with commercial and institutional uses bordered by residential streets. The south section continues with commercial and institutional uses that are more set back from the street edge with sidewalks and access points to adjacent residential streets.

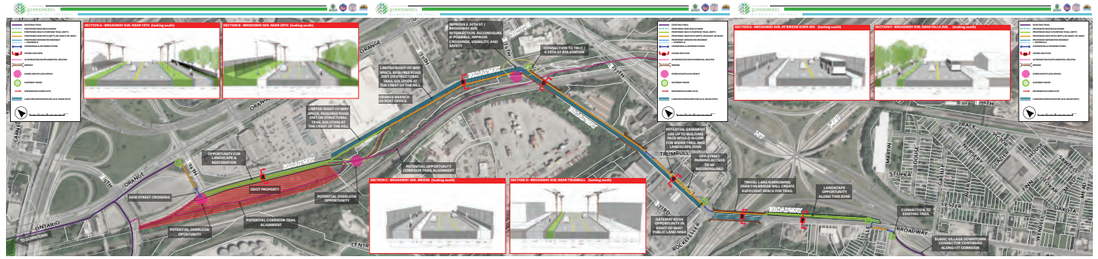
The Broadway corridor is served by multiple public transit routes. The Red, Green, and Blue Lines of GCRTA's rapid transit rail can be accessed at the corridor's north end. Bus routes 2, 10, 15, 16, 18, 19, 19A, and 19B run through the corridor, providing service as frequently as every fifteen minutes, depending on the route and time of day. Bus stops are identified with signage, but in general, do not have any accommodations for waiting riders, including bus shelters and other features.

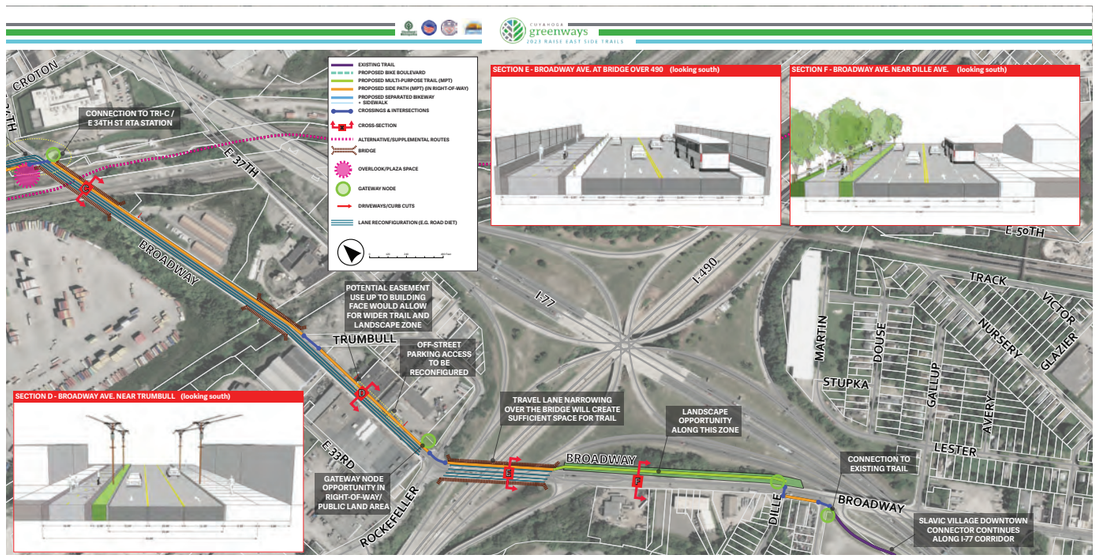
Sidewalks are present on both sides of the street for most of the corridor. Sidewalks vary in condition, from recently constructed to fairly deteriorated. Although some existing bikeways and trails cross the corridor and more are planned, no true bicycle facilities currently exist along the corridor.

ADJACENT INITIATIVES & INFLUENCING POLICIES - TRANSPORTATION

CUYAHOGA GREENWAYS | 2023 RAISE EAST SIDE TRAILS

Cleveland Metroparks and the City of Cleveland's successful Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant aims to start construction of the east side trails in 2026. The project team met with the Cuyahoga Greenways Plan implementation team, including its engineering firms in the final stages of design, to ensure the final transportation plan reflects this transformational change to Broadway Avenue's northern portion. As such, the Broadway TOD Plan regards the roadway lane configuration of the Downtown Connector Trail as an immovable existing condition. The off-street trail, lane configuration, and right-of-way layout extending north from Dille Avenue, where it connects, is reflected in the final Transportation Plan and is the corridor's Preferred Alternative.





BROADWAY SOUTH CORRIDOR | ODOT PLANNING

ODOT District 12 is in the process of developing a plan to reconfigure the Broadway-Miles-Warner-Turney-area. The overarching intent of the project is to reconstruct the area to better align the roadway network with the character of the surrounding community and to reduce the number of roadway bridges. The preferred alternative has been identified. Per ODOT's CUY-SR 014DA-00.15 Super Feasibility Study Report, the preferred alternative is Alternate 5 – Single Broadway Avenue (SR 14) Alignment without Warner Road. Although this project is not yet funded, the ODOT plan and this plan should be coordinated to ensure tthat both plans are in alignment as they advance. Specifically, the roadway and intersection configuration at the Broadway-Miles-Warner-Turney area should consider ODOT's CUY-14 project and associated recommendations to reconfigure this entire area. Regardless of its final configuration, given the current and anticipated future traffic volumes, northbound and southbound left turn movements on Broadway at Miles should be accommodated.

TURNEY ROAD TOD STUDY | CUYAHOGA COUNTY PLANNING

As a part of the Turney Road TOD Study completed with the City of Garfield Heights, the Cuyahoga County Planning Commission also studied the area around the Broadway-Turney-Warner interchange and Ella Avenue GCRTA turnaround. The redevelopment concept looked at expanding and enhancing the turnaround waiting environment with enclosed structures, expanded park space, and additional facilities and amenities for transit and trail users, especially given its proximity to the Cleveland Metroparks Mill Creek Trail. It also looked at reconfiguring Broadway Avenue and Warner Road to bring order to this tangle of intersections and improve safety and efficiency for both vehicular and non-motorized traffic.

As a TOD study, it also focused on redevelopment of this area. A proposed gateway feature will sit at the transition between the cities of Cleveland and Garfield Heights. Proposed infill single-family, two-family, and townhouse-style housing on vacant lots along neighborhood streets will increase density near the transit lines. A mixed use building with ground floor commercial will invite economic development, fostering mutual benefits between the neighborhood and business owners alike.

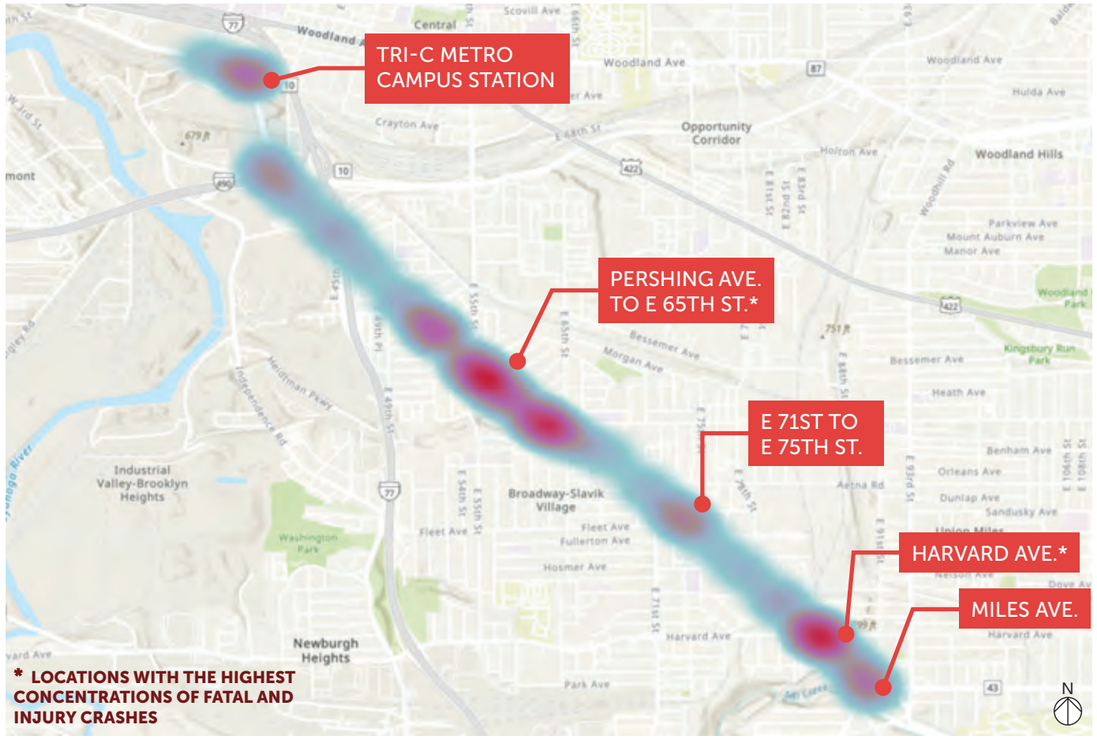
SAFETY AND CRASH DATA

In assessing the corridor's transportation safety, the team reviewed ODOT crash data for the 2021-2024 period, the three most recent consecutive years with data. Of the 540 reported crashes, its forty percent incidence of injuries is quite high by data standards. Additionally, Broadway between Aetna Road and Booth Avenue is an especially high crash segment, averaging eleven fatal and serious-injury (FSI) crashes every five years.

Another resource analyzed for the TOD study was the Vision Zero Cleveland crash data for 2016-2020, which reported the following:

- 27 Total FSI Crashes
- 5 Fatal Crashes
- 22 Serious Injury Crashes
- 2 Pedestrian Crashes
- 0 Bike Crashes

Trends in the types of crashes - fixed object, sideswipe passing, and parked vehicle - indicate a potential issue with speeding on the Broadway corridor, a supposition confirmed by community input. As illustrated by the crash heat map, fatal and injury crashes are more common in particular areas along the corridor.



*** LOCATIONS WITH THE HIGHEST CONCENTRATIONS OF FATAL AND INJURY CRASHES**

540 crashes along Broadway between 2021-2024

40% of crashes resulted in injury

Cleveland's Vision Zero Study shows average speeds along the corridor exceed posted speed limits

"People drive way too fast along Broadway. I get nervous for the kids walking to and from school. There always are broken car parts from crashes on the sidewalks and in the street."

- Focus Group Participant

ANALYSIS OF BUS LANE FEASIBILITY

The project team documented a series of characteristics, listed below, in order to analyze the feasibility of building enhanced transit operations along Broadway:

- Traffic volumes available through ODOT TIMS and StreetLight Data databases
- Roadway widths (face-of-curb to face-of-curb)
- Roadway configuration (number of lanes)
- On-street parking conditions (hours permitted, restrictions)
- Physical constraints (including bridges, zero, and minimal building setbacks)

Although the corridor varies in width, lane configuration and traffic volumes, the analysis supports the creation of dedicated bus lanes on Broadway Avenue.

It is worth noting that while a full range of layout options including peak hour bus lanes were explored, daytime traffic volumes did not indicate a pattern of higher levels in either direction at peak times. This resulted in early removal of peak lane options from further study.

GCRTA anticipates a minimum of 50 percent of the corridor operating with dedicated bus lanes to effectively compete for Federal Transit Administration (FTA) funding for implementation. As such, provision of dedicated bus lanes is an important consideration in development of alternatives and identification of the preferred alternative.

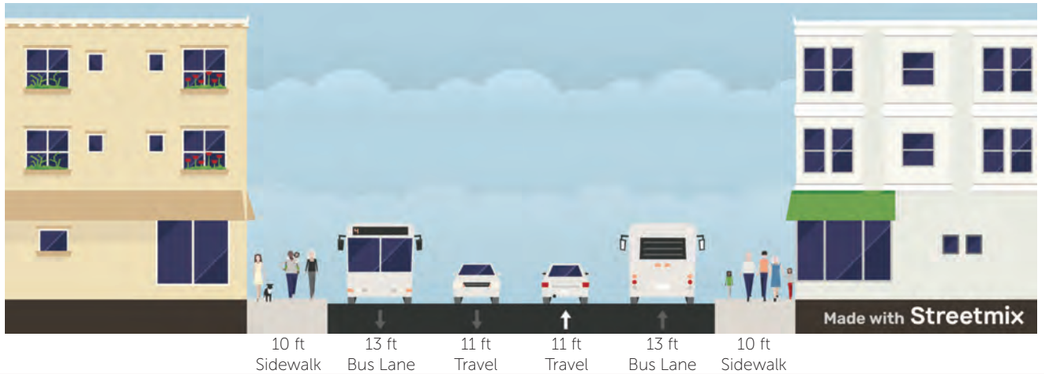
Potentially designating one travel lane in each direction for exclusive use by buses leaves one lane in each direction for general purpose travel. This is expected to be operationally feasible for most of the corridor based on the existing traffic volume data. However, some intersections will require dedicated left turn lanes to provide safe and reasonably efficient traffic operations. The project team analyzed turning movement data available in the StreetLight Data database. Results indicated that dedicated left turn lanes would be needed at the following intersections:

- Northbound Left (NBL) on Broadway at E. 37th Street (existing)
- Southbound Left (SBL) on Broadway at Union Ave (new)
- SBL on Broadway at Aetna Road (new)
- NBL on Broadway at Fleet Avenue (new)
- NBL on Broadway at Harvard Avenue (new)
- SBL on Broadway at Miles Avenue (existing)
- Broadway at E.55th Street *

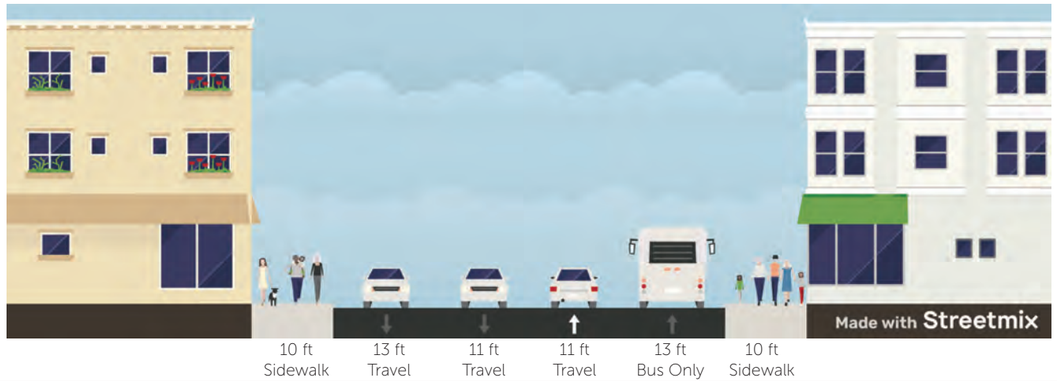
For each of the identified intersections, a mirroring left turn lane or median section, as appropriate, should be provided to ensure appropriate lane alignments through the intersection.

* Although this intersection was not identified through the analysis of StreetLight Data, it is included based on the intersection skew and building setbacks, and the functionality of E.55th Street as a regional connector.

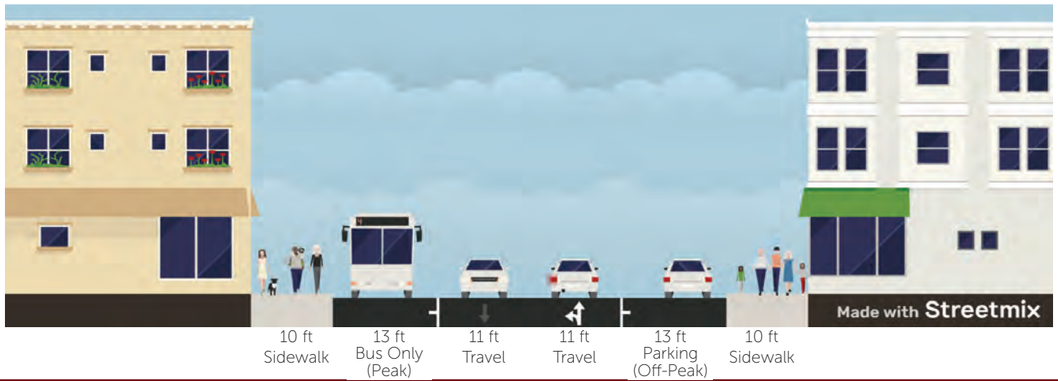
Exploration of a range of concepts guided early layout conversations. Due to the changing conditions (land-use, available right-of-way, access to parking, and existing utilities), it was determined that the cross-section would need to adapt along the study area.



Concept A
Dedicated Transit (24/7) in curb lanes, remove on-street parking where currently present



Concept B
Peak direction, peak hour transit in curb lanes with Transit Signal Priority (TSP), remove on-street parking where present



Concept C
Peak direction, peak hour transit in curb lanes with Transit Signal Priority (TSP), retain on-street parking in off peak hours

Broadway Corridor North of East 37th:
- RAISE alignment
- Does NOT support dedicated bus lanes
- 3-lane configuration

East 37th - Dille
- RAISE alignment
- 4-lane configuration
- Curb lane widths are 12' (including shy-distance) at the narrowest portion of this segment

Broadway Corridor Between Dille and Fleet
- Gateway opportunities
- Ongoing renovation & redevelopment
- Identified intersections suggesting left-turn operations
- Multiple roadway configuration options
- Portion of the corridor most likely to support/benefit from TOD practices

Forman - Fleet:
- Current roadway width supports 3-lane configuration with off-peak on-street parking

Broadway Corridor South of Fleet:
- Auto-domindated land-use
- Supports dedicated bus lanes
- 4-lane configuration
- Intersections require additional consideration
- Coordination with CUY-SR 014A-00.15 proposed alterations south of Warner/Miles

CORRIDOR OPERATIONAL CONTEXT

The 4-mile study area includes various conditions that require a CONTEXTUAL approach to the transportation plan's concept development. The team looked at a variety of qualitative metrics in considering how to create different zones along the corridor:

- Existing buildings
- On- and off-street parking resources
- Intersection operations
- Crossing distances
- Land use
- Proximity to adjacent trails and connectors

The consultant team worked with Steering Committee members, GCRTA, and the City of Cleveland to organize and characterize portions of the corridor which led to better understanding how Transit Oriented Development concepts could best be implemented.

North Portion | North of Finn Avenue

On the northern portion of the corridor the recently awarded 2023 RAISE East Side Trails project greatly influences the ability to make changes to Broadway Avenue. GCRTA worked closely with the Cleveland Metroparks team on plans to improve the transit-supportive infrastructure in this roadway section, including placement of stops and safety improvements. The Slavic Village Connector Raise Trail has been funded for construction.

Central Portion | Between Finn and Fleet Avenues

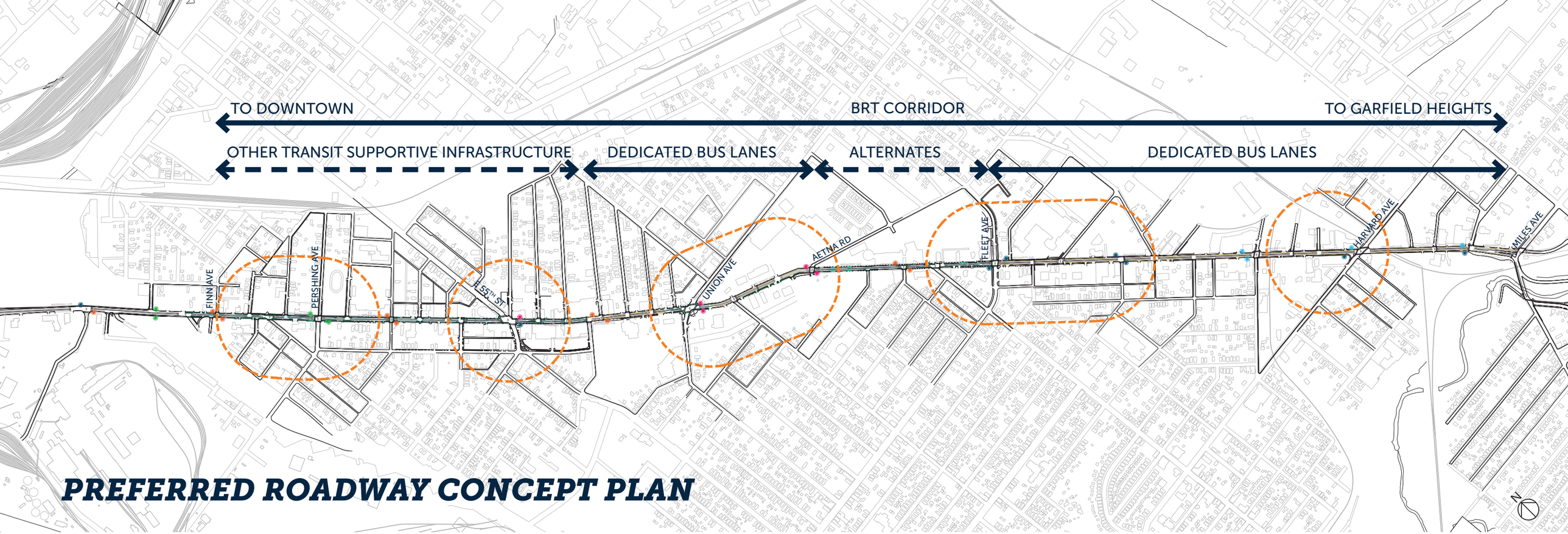
The central portion of the study area is home to the corridor's primary and historical business districts. On-street parking and connections to and from the corridor greatly influence the way that this portion of the corridor is considered.

A primary focus on key intersections, some requiring left-turn lanes, ensures pedestrian safety is influencing roadway concept development.

Additionally, key development sites occur within these nodes. This section of Broadway serves as the foundation for true Transit Oriented Development that can strengthen the existing urban fabric, increase operational safety, and attract contextual development to build vibrancy into the established core.

Southern Portion | South of Fleet Avenue

The southern portion of the corridor is currently developed with auto-centric patterns: surface parking lots, buildings set back from the public right-of-way, auto-repair facilities, and dealerships. This portion's attributes and market analysis findings make it best suited for dedicated bus lanes. These bus lanes can support more efficient service, connecting residents, visitors, students, and employees to the businesses along this portion of the corridor. Transit-oriented development in this section can accommodate any additional off-street parking that may be needed.



PREFERRED ROADWAY CONCEPT PLAN

BROADWAY AVENUE ROADWAY CONCEPT

The Preferred Alternate Roadway Concept improves roadway safety and transit operations and experience along Broadway while meeting funding requirements for Bus Rapid Transit. Bus lanes in each direction are provided for 52% of the corridor length (defined between Finn and Warner Avenues).

In the section of the corridor without bus lanes, transit supportive infrastructure includes sidewalk bump outs to provide space for shelters and other station amenities, and enhanced pedestrian zones.

The initial analysis of the four-mile corridor identified a shorter corridor section that is recommended for future bus rapid transit. The recommended corridor boundaries are Finn Avenue on the north end and Warner Avenue on the south end.

The removed section north of Finn Avenue is already slated for pedestrian and bicycle improvements, and the surrounding land uses in this area are not conducive to TOD. The recommended corridor from Finn to Warner is 2.7 miles long and is identified as the BRT project area.

While addressing potential funding requirements, the Preferred Alternate Roadway Concept also responds to various neighborhood needs. This includes the provision of dedicated on-street parking to support business districts as well as additional safety considerations near schools and community uses.

Additionally, all proposed roadway initiatives are responsive to safety and operational challenges uncovered through research and community conversations. Enhanced pedestrian crossings at key intersections are recommended throughout the corridor.

The preferred alternative is estimated to cost $36.9 million to construct in today's dollars.

Attributes	Length (Linear Feet)	Length (Miles)	% of Broadway (Finn to Warner)
PREFERRED ALTERNATE: PERCENTAGE OF BROADWAY THAT INCLUDES DEDICATED BUS LANE			
Dedicated Bus Lanes (On Both Sides of the Street)	7,385	1.4	52%

EXAMPLE PLAN - PREFERRED ALTERNATIVE: Refer to appendix for detailed roadway layouts

CORRIDOR CONCEPTS - ADDITIONAL ROADWAY FEATURES

The project team investigated roadway characteristics of the Broadway corridor, documenting pertinent data and features:

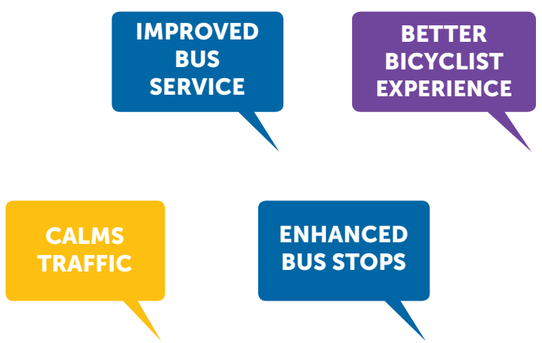
- Traffic volumes available through ODOT TIMS and StreetLight Data databases
- Roadway widths (face- of-curb to face-of-curb)
- Roadway configuration (number of lanes)
- On-street parking conditions (hours permitted, restrictions)
- Physical constraints (including bridges, zero and minimal building setbacks)

The roadway characteristics were analyzed to determine the feasibility of reconfiguring the corridor to accommodate and enhance transit and improve safety along Broadway. Although the corridor varies in width, lane configuration and traffic volumes, the analysis supports the potential to include dedicated bus lanes along portions of Broadway.

Beyond dedicated bus lanes, a range of transit-supportive infrastructure elements can play a critical role in advancing transit-oriented development (TOD). Curbed bump-outs shorten pedestrian crossing distances and improve visibility at intersections, making it safer and more convenient for people to walk to transit stops. Sidewalk widening accommodates higher pedestrian volumes, supports street-level activity, and creates space for amenities such as shelters, seating, and landscaping that enhance the transit user experience. Strategically managed on-street parking can buffer sidewalks from moving traffic, calm vehicle speeds, and support ground-floor retail that benefits from transit-accessible foot traffic. Together, these design features create a safer, more comfortable, and more active public realm, reinforcing the walkability, accessibility, and mixed-use intensity that are central to successful transit-oriented development.

DEDICATED BUS LANES

- Dedicated lanes facilitate efficient movement of buses, bikes, and emergency vehicles
- Improves reliability and consistency of bus arrivals so transit travel times can be comparable to or better than car travel times
- Increases the visibility of priority bus service to heighten awareness to vehicular traffic and increase ridership
- Calms traffic and reduces speeding
- Bikes can use bus lane



ON-STREET PARKING + BUMP OUTS

- Calms traffic and reduces speeding
- Buses mixed in with regular traffic and cars wait behind buses at stops
- Provides ability for short-term / quick in-out for storefront businesses, especially in places where off-street parking is unavailable
- Creates room for enhanced bus stations and street trees
- Curbed bump outs at intersections shorten crossing distance, which is more comfortable for pedestrians

EXPANDED PEDESTRIAN ZONE

- Calms traffic and reduces speeding
- Buses mixed in with regular traffic and cars wait behind buses at stops
- Creates room for improved bus stations and street trees
- Allows opportunity for parklets and outdoor dining / seating areas
- Reduced roadway width creates shorter crossing distances at intersections, which is more comfortable for pedestrians

Considering Alternatives

Between Aetna and Fleet, the roadway narrows to 40'. Ideally bus lanes would be continuous in this section, but the road becomes too narrow for bus lanes to fit in the existing roadway. Therefore we examined several alternatives in this area.

Alternative #1 is preferred, Alternative #2 should be evaluated further, and Alternative #3 is not recommended.

ALTERNATIVE #1 - PREFERRED ALTERNATIVE BUMP-OUTS & ON-STREET PARKING BETWEEN AETNA & FLEET

The Preferred Alternative is founded on a common sense approach that balances traffic operations with quality of space. This approach can enhance and improve the experience by calming traffic and expanding pedestrian spaces. Key intersection layouts accommodate current and anticipated traffic patterns while including bump outs that bookend on-street parking areas and shorten crossing distances. Bump outs and widened sidewalk areas also create spaces for enhanced Bus Stations to include a wide range of improvements for commuters along the corridor. An intentional focus on placemaking supports the central portion of the corridor and greatly improves the pedestrian experience.

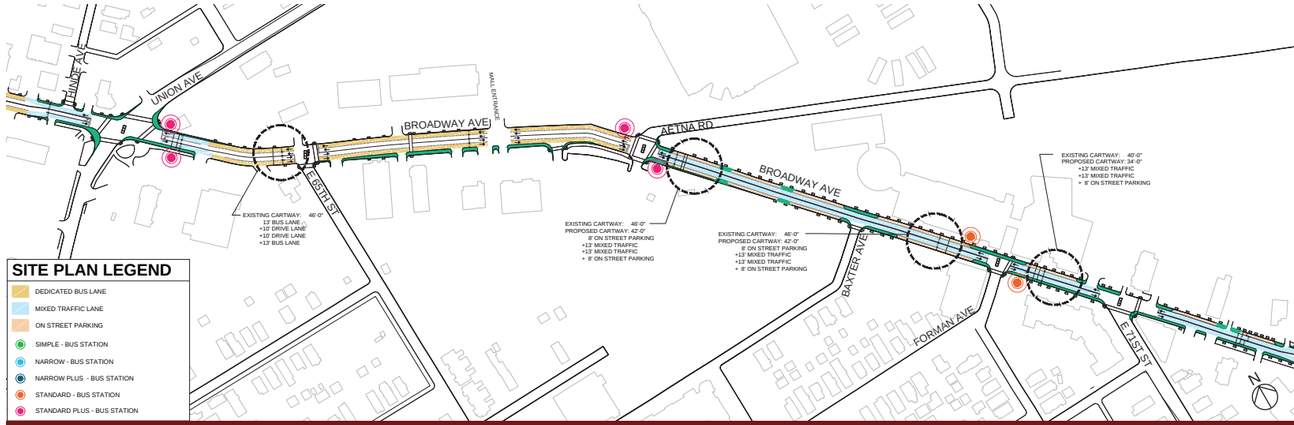
ALTERNATIVE #2 - POTENTIAL ALTERNATIVE 1-SIDED BUS LANE BETWEEN AETNA & FLEET

A one-sided bus lane is possible, but would only increase transit system operational efficiency through this area in one direction. The preferred direction would need to be identified.

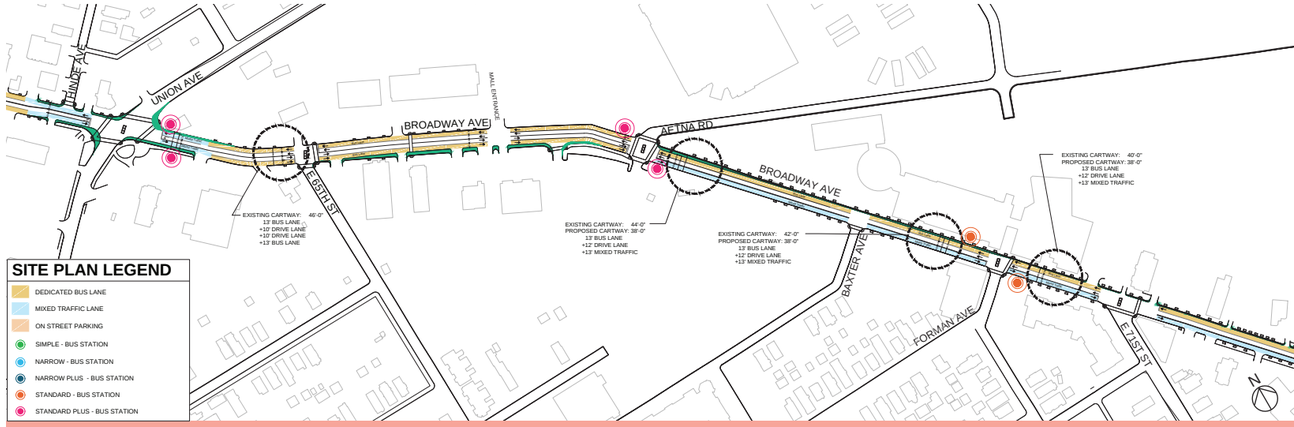
ALTERNATIVE #3 - NOT RECOMMENDED 2-SIDED BUS LANES BETWEEN AETNA & FLEET

Two bus lanes would require widening the road, eliminating mature street trees, reconstruction of buried utilities, and potential property acquisitions. The project costs for property acquisition and replacement of the streetscape would be prohibitively high.

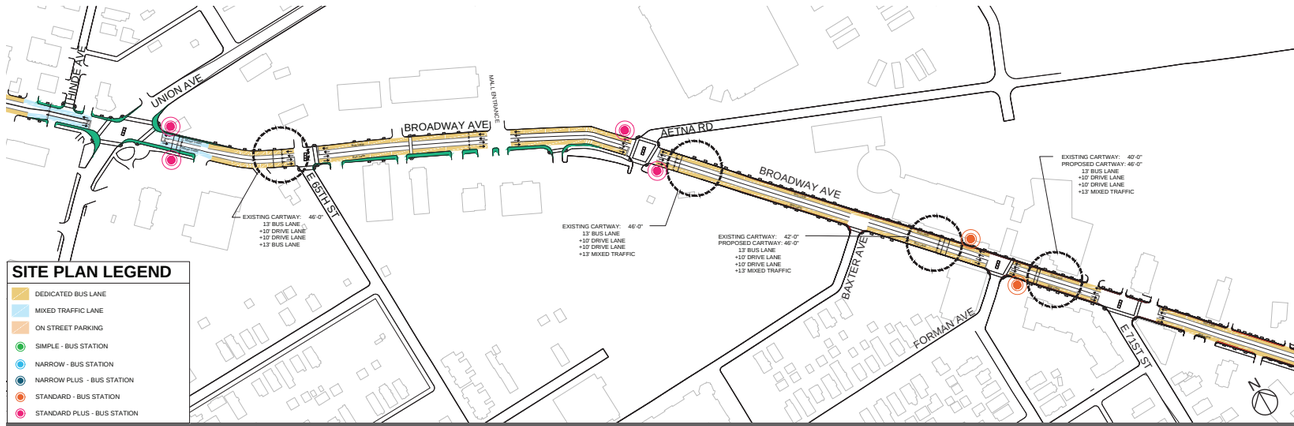
Alternative Corridor Concepts
Please see Appendix for detailed alternative maps



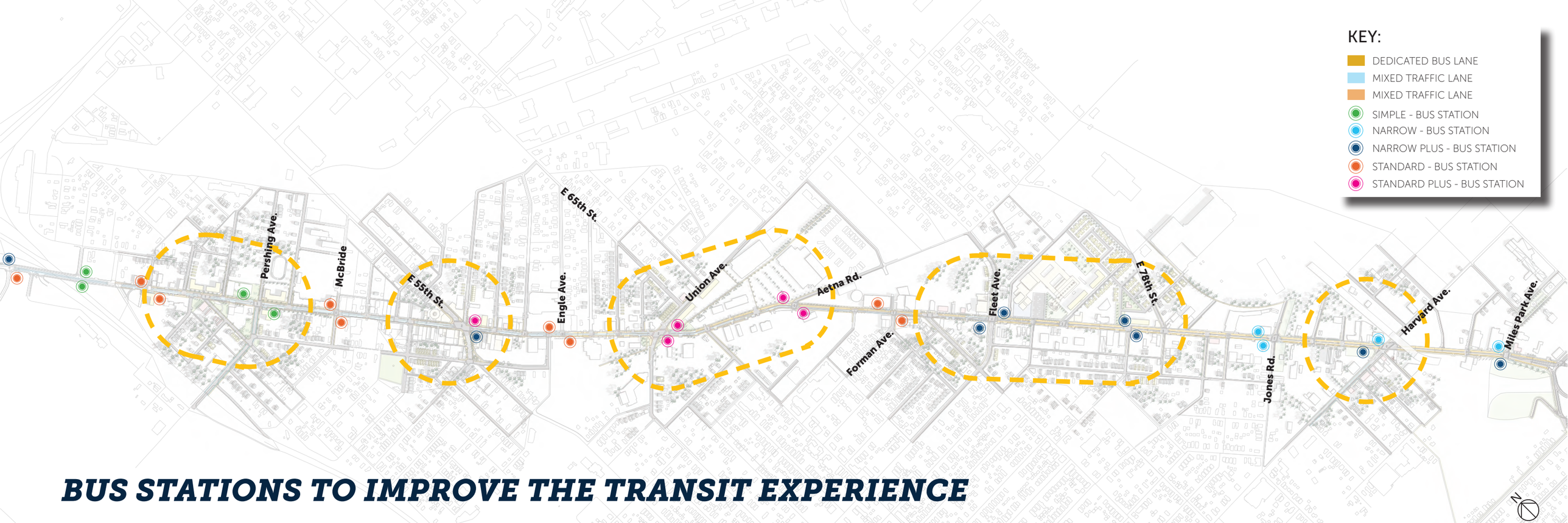
Preferred Alternative: Bump-outs and On-street Parking between Aetna and Fleet



Alternative #2: 1-sided Bus Lane between Aetna and Fleet



Alternative #3: 2-sided Bus Lanes between Aetna and Fleet



BUS STATIONS TO IMPROVE THE TRANSIT EXPERIENCE

A COMPLETE BROADWAY CORRIDOR | TRANSIT & STATION TYPES

The proposed transit plan includes right-sizing the number of stops along the corridor and locating stations where they are needed most. After careful consideration of ridership and access needs, 15 paired stations are recommended for BRT service. Stations are proposed as northbound and southbound pairs of transit waiting environments, resulting in thirty new and enhanced areas. GCRTA considered relocating stations to far side of intersections, where possible, for utilization of transit signal priority (TSP).

New stations will include a variety of improvements, outlined on the following pages, designed to increase comfort and safety. A family of bus station prototypes will address varied conditions on the corridor. Each responds to available space on sidewalks, adjacency to development sites, and proximity to activity generators. They will be located to improve operational efficiency while best connecting to residents and side streets.

The team developed five Bus Station types to provide better transit waiting along the corridor:

Simple Bus Station: Where ridership and available space are limited, a simple sign post will mark the stop. The stop can be enhanced with public art, limited seating and branding materials.

Narrow Bus Station: Where sidewalk widths are narrower, the stops can be outfitted with amenities for tight spaces. Shelters will offer comfort and protection from the elements as well as opportunities for public art.

Narrow Plus Bus Station: Some areas with narrow sidewalks are adjacent to potential development sites that could offer additional space for amenities. These sites would require additional coordination with property owners and future development.

Standard Bus Station: These can be located where sidewalks can be extended due to a narrowed cartway width. Here, stations can provide a raised platform boarding option, which was identified as a key element to increasing riders' accessibility between stations and buses during boarding and alightings.

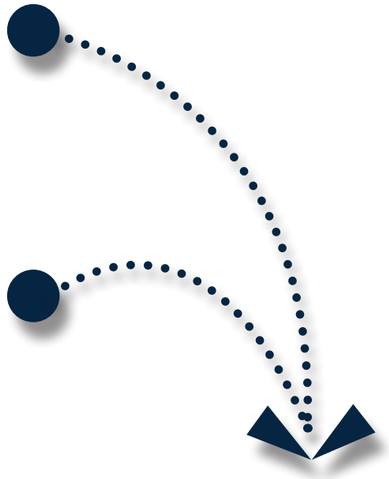
Standard Plus Station: Where plazas and additional space is available, these stations incorporate a full complement of amenities, including landscaping, to enhance the streetscape and pedestrian experience. These stations can become key elements in the overall image of the Broadway corridor and Slavic Village. Future consideration may determine if these stations can be custom designed to fully capture transit's role in Slavic Village's character.

PLACEMAKING + PUBLIC ART | TELLING SLAVIC VILLAGE'S EVOLVING STORY

Each station type provides opportunities to integrate public art and elements that best represent Slavic Village. A logical next step is to work with local artists, Slavic Village Development Corporation - building from the Rooms to Let event - and strategic partners such as LandStudio to enhance designs for the stations. The stations' strong presence along the corridor creates unique opportunities to infuse the corridor with artwork that celebrate the area's rich history while demonstrating an exciting vision for future development.

NORTHBOUND	EXISTING CONDITION				FINAL GCRTA RECOMMENDATION	
STOP LOCATIONS	FEET TO NEXT STOP	AVERAGE DAILY BOARDINGS	AVERAGE DAILY ALIGHTINGS	AVERAGE DAILY B/A COMBINED	STATION LOCATIONS	FEET TO NEXT STOP
Miles Av & Broadway	912				Miles Park Ave	1,237
Broadway & Walker Av	762	3.5	5.6	9.1		
Broadway & Harvard Av	833	5.0	5.9	10.9	Harvard Ave	1,146
Broadway & Booth Av	565	11.7	1.9	13.5	Jones Rd	1,463
Broadway & Jones Rd	698	11.6	7.3	18.9		
Broadway & Wire Av	766	5.5	3.4	8.9		
Broadway & Canton Av	568	5.4	5.8	11.2	Canton Ave	1,136
Broadway & Marble Av	455	2.2	5.7	7.9	Osage Ave	1,234
Broadway & Osage Av	1,138	19.8	13.6	33.4		
Broadway & Forman Av	957	27.9	21.6	49.6	Forman Ave	1,026
Broadway & Aetna Rd	960	13.5	14.4	27.9	Aetna Rd	1,136
Broadway & E 65Th St	853	35.1	28.2	63.3	Union Ave	1,240
Broadway & Morton Av	794	44.0	29.4	73.4		
Broadway & Engel Av	760	29.1	29.0	58.1	Engel Ave	744
Broadway & E 55Th St	468	29.9	15.7	45.6	E 55th St	1,444
Broadway & Barkwill Av	988	7.6	6.3	13.9		
Broadway & Mc Bride Av	671	15.8	13.7	29.5	McBride Ave	894
Broadway & Pershing Av	546	9.8	7.7	17.6	Pershing Ave	992
Broadway & E 49Th St	666	6.9	6.7	13.6		
Broadway & Finn Av	584	10.9	8.0	18.9	Finn Ave	606
Broadway & Gallup Av	877	7.4	5.5	12.9	Gallup Ave	855
Broadway & Dille Av	1,692	6.5	5.7	12.2	Dille Ave	1,694
Broadway & E 37Th St	672	5.9	4.3	10.2	E. 37th St	2,298
Broadway & Trumbull Av	1,625	5.8	7.0	12.8	E. 34th St.	
Broadway & E 34Th St		13.5	54.6	68.0		
AVERAGE STOP SPACING - MILES & BROADWAY TO GALLUP (FEET)	747	RIDERSHIP AT EXISTING STOPS		573	AVERAGE STOP SPACING - MILES & BROADWAY TO GALLUP (FEET)	1,069
					Average Increase	322
					Percent Increase	43.0%

SOUTHBOUND	EXISTING CONDITION				FINAL GCRTA RECOMMENDATION	
STOP LOCATIONS	FEET TO NEXT STOP	AVERAGE DAILY BOARDINGS	AVERAGE DAILY ALIGHTINGS	AVERAGE DAILY B/A COMBINED	STATION LOCATIONS	FEET TO NEXT STOP
Broadway & E 34Th St	1,738	35.0	10.7	45.6	E 34th St	2,449
Broadway & Trumbull Av	707	5.8	6.8	12.6		
Broadway & Rockefeller Av	1,635	7.8	3.8	11.6	E 37th St	1,752
Broadway & Dille Av	898	3.4	9.3	12.7	Dille Ave	818
Broadway & Gallup Av	759	7.0	6.0	13.0	Gallup Ave	855
Broadway & Finn Av	920	9.6	10.4	20.0	Finn Ave	1,075
Broadway & Pershing Av	865	8.5	11.6	20.0	Pershing Ave	678
Broadway & Mc Bride Av	750	14.7	14.8	29.5	McBride Ave	1,356
Broadway & Barkwill Av	477	5.9	8.1	14.1		
Broadway & E 55Th St	661	12.7	12.7	25.4	E 55th St	936
Broadway & Cable Av	957	35.8	40.1	75.9		
Broadway & Morton Av	516	18.5	37.1	55.6	Engel Ave	959
Broadway & Union Av	607	37.0	25.9	62.9	Union Ave	1,458
Broadway & E 65Th St	584	13.9	19.3	33.2		
Broadway & Aetna Rd	729	11.4	18.3	29.7	Aetna Rd	992
Broadway & Baxter Av	535	12.5	8.7	21.2		
Broadway & Forman Av	777	19.7	19.0	38.8	Forman Ave	805
Broadway & Fleet Av	809	19.1	22.0	41.1	Fleet Ave	1,518
Broadway & Marble Av	629	2.6	5.5	8.1	Canton Ave	1,315
Broadway & Canton Av	709	4.2	5.7	9.9		
Broadway & Worley Av	708	5.2	5.2	10.4	Jones Rd	1,013
Broadway & Jones Rd	446	7.4	12.5	19.9		
Broadway & Booth Av	569	0.7	9.5	10.2		
Broadway & Harvard Av	1,054	6.5	7.1	13.6	Harvard Ave	1,373
Broadway & Walker Av	1,022	5.4	8.4	13.8	Miles Park Ave	
Miles Av & Broadway						
AVERAGE STOP SPACING - GALLUP TO MILES & BROADWAY (FEET)	718	RIDERSHIP AT EXISTING STOPS		649	AVERAGE STOP SPACING - GALLUP TO MILES & BROADWAY (FEET)	1,074
					Average Increase	356
					Percent Increase	49.6%



The stops / stations indicated in gray fall outside the primary BRT section of the corridor, due to existing land use patterns and a lack of TOD potential. However, it is still a goal of the project to upgrade the transit waiting environments around these stations with the rest of those along the Broadway corridor.

Station Location Considerations

- Station consolidation decreases frequency of stops, which increases operational efficiency by reducing the need for the bus to maneuver to the curb and pull back into oncoming traffic, a major cause of delay
- Simple Stop Pairs are retained at Dille and Pershing due to ridership levels and proximity to limited development
- Buses will stop at 17 intersections
- The bus stops in the Morton and Cable/Engel area currently have the highest ridership along the corridor - likely due to the Save A Lot and Boys & Girls Club being located nearby
- Two recommended bus stations have a projected daily ridership greater than 150 riders - Union and E55th
- Two recommended bus stations have a projected daily ridership between 130 and 140 riders - E34th and Engel

STATION CONCEPTS | STANDARD STATIONS

Standard Plus Station

INTERSECTIONS

- E 55th St.
- Union Ave.
- Aetna Rd.

CRITERIA

In locations with greater than 12'-6" between the curb and property line, there is an ability to provide an enhanced waiting area with additional amenities beyond what is provided on the Standard Stations. The Standard Plus Station layout can be customized to each location's context with low walls for seating, additional landscaping, and public art elements.

Standard Station

INTERSECTIONS

- Dille Ave. (southbound)
- Finn Ave.
- McBride
- Engel Ave.
- Forman Ave.

CRITERIA

The standard station design is applied in areas with a curb-to-property line width of at least 12'-6". These mostly occur in areas where curb bump outs will create added space. Standard stations are ramped to support a raised boarding area for front and rear bus doors. Stations include an enclosed shelter, real-time information kiosk, trash and recycling receptacles, and new landscaping.

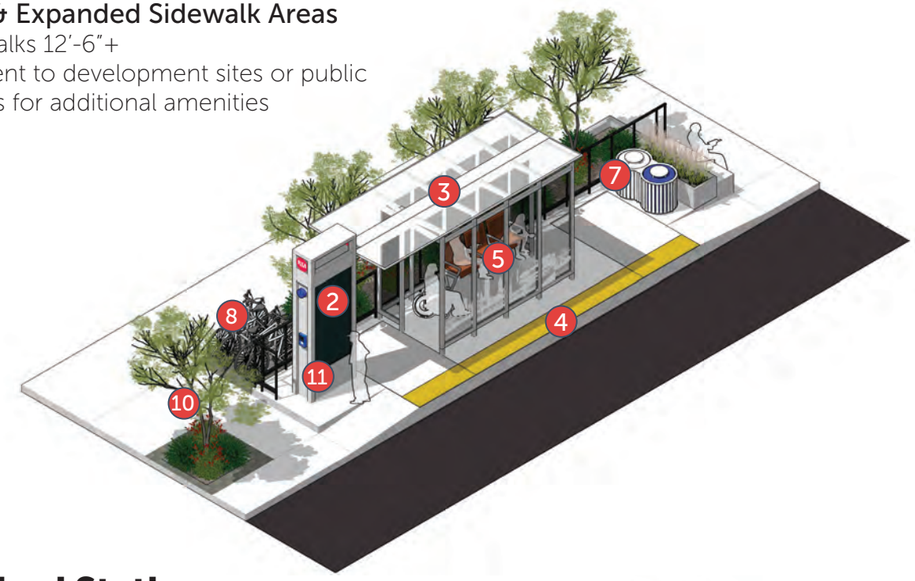
KEY COMPONENTS

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

Standard Plus Station

Plazas & Expanded Sidewalk Areas

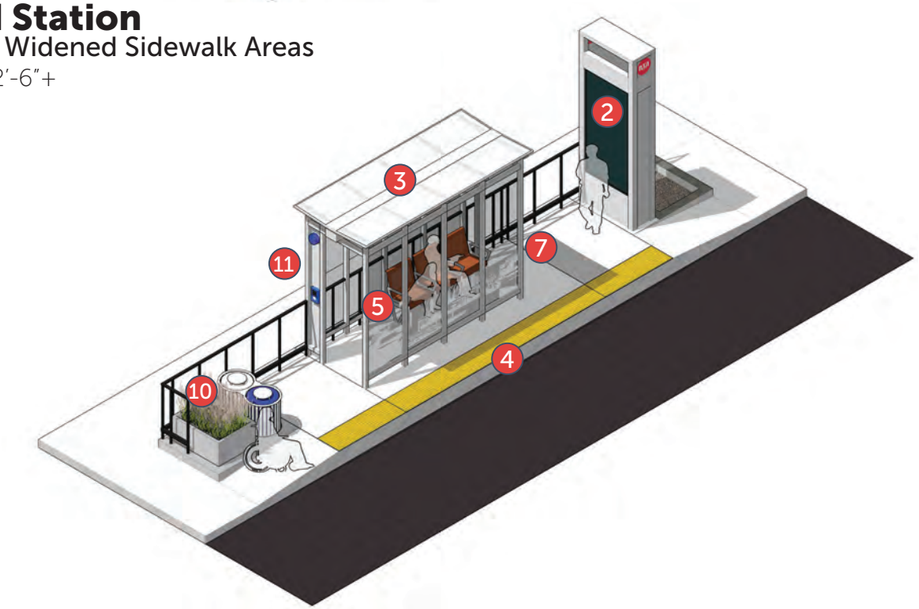
- Sidewalks 12'-6"+
- Adjacent to development sites or public spaces for additional amenities



Standard Station

Bumpouts & Widened Sidewalk Areas

- Sidewalks 12'-6"+



STATION CONCEPTS | NARROW STATIONS

Narrow Plus Station

INTERSECTIONS

- Dille Ave. (northbound)
- E 55th St.
- Fleet / Osage Ave.
- East 78th St.
- Harvard Ave. (southbound)
- Miles Park Ave. (southbound)

CRITERIA

The Narrow Plus Station is utilized in narrow sidewalk areas that have adjacent development sites. In these areas the approach is to place additional rider-supportive amenities on adjacent private property as part of the redevelopment. These include additional landscaping and seating, and should be customized to align with the property-owner's goals.

Narrow Station

INTERSECTIONS

- Jones Rd.
- Harvard Ave. (northbound)
- Miles Park Ave. (northbound)

CRITERIA

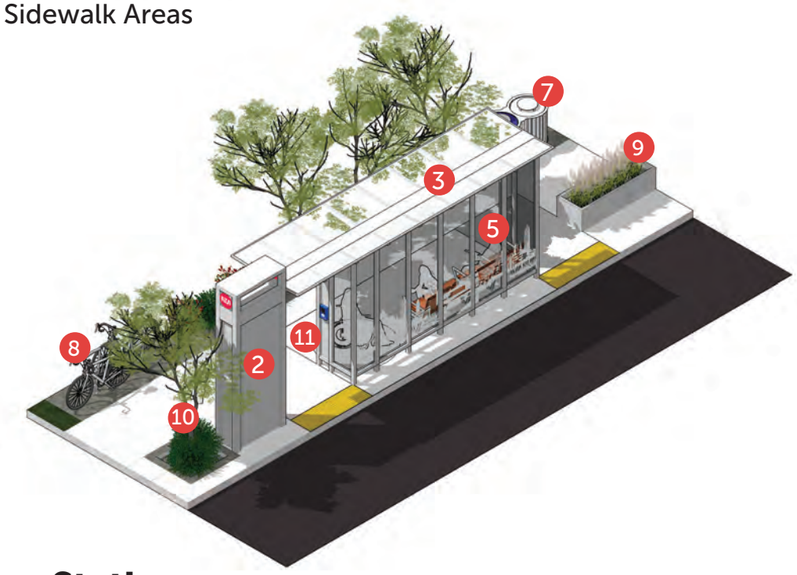
A narrow station is utilized in areas with dedicated bus lanes and no opportunities for curb extensions. The design for these nine- to twelve-foot wide sidewalk locations includes a smaller, weather-protective structure, route signage, trash and recycling receptacles, and landscaping where possible.

KEY COMPONENTS

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

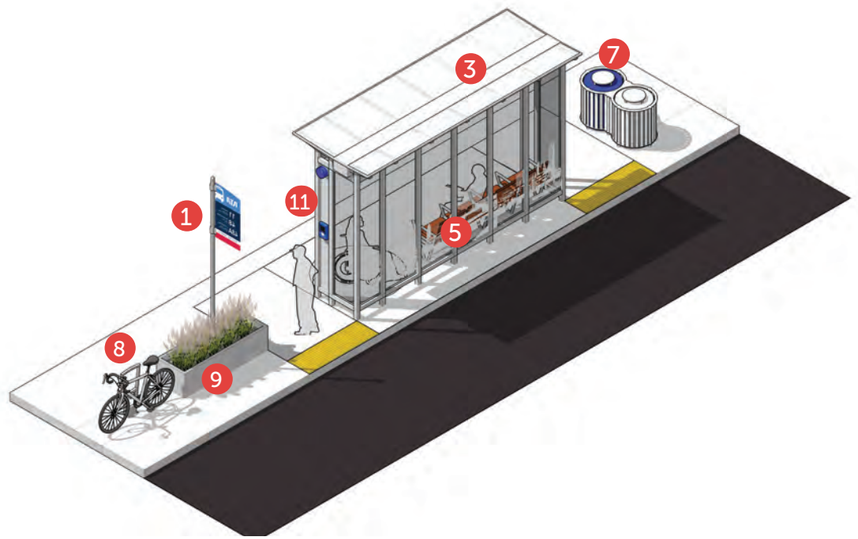
Narrow Plus Station

Typical Sidewalk Areas



Narrow Station

Typical Sidewalk Areas



Simple Station

INTERSECTIONS

- Gallup Ave.
- Pershing Ave.

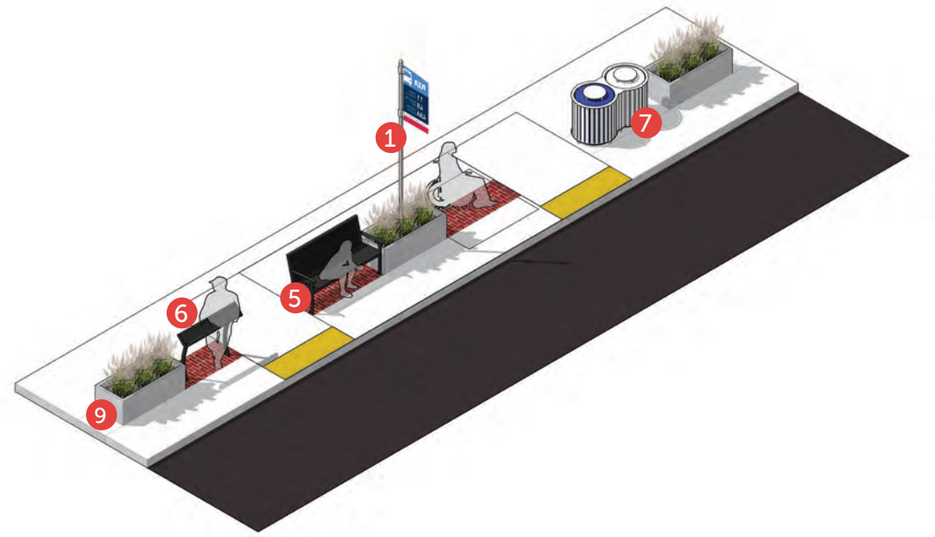
CRITERIA

The Simple Station occurs in spaces that do not accommodate a shelter due to limited space. This type of station will still include route signage, a bench, and trash and recycling receptacles. Where possible, Simple Stations will also include landscaping and a leaning rail.

KEY COMPONENTS

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

Simple Station
Typical Sidewalk Areas



MAKING THE CASE FOR BROADWAY BRT

PROPOSED BRT IMPROVEMENTS:

Dedicated curbside bus lanes over more than half the alignment
- Increases bus travel speed, reducing travel time for bus users
- Improved on-time performance
- Opportunity for increased frequency and reliability

Transit Signal Priority (TSP)
- Further increases bus travel speed and service reliability due to reduced wait times at intersections
- There are 19 signalized intersections within this portion of the corridor, reflecting significant opportunities for travel time savings

Reduced number of bus stops
- Consolidating 25 existing stops in the corridor to 17 BRT stations further increases bus travel speed and service reliability due to reduced number of dwells at bus stops

Far side bus stops
- Reduces traffic conflicts, potentially increasing travel time and improving service reliability
- Far side stops can be a first step to developing bus queue jumps at intersections

Curb bump-outs at BRT stations
- Eliminates buses maneuvering in and out of traffic at bus stops, reducing dwell time, traffic and parking conflicts

Raised boarding at BRT stations (where space permits, approximately 50% of the proposed stations)
- Makes passenger boarding easier and safer, and further reduces bus dwell times at stations

JUSTIFICATION FOR BRT:

GCRTA Priority Corridors
The Broadway corridor is identified as a GCRTA priority corridor. Priority corridors are high priority for BRT consideration and/or other improvements to transit service and infrastructure within the GCRTA system.

Corridor Configuration
The plan proposes dedicated bus lanes for more than 50 percent of corridor. This reconfiguration can be accommodated within the existing roadway (no changes to curb lines).

FTA Eligibility
The FTA would consider this project to be fundable as a BRT project. This project appears to align with the FTA Small Starts funding program. Further analysis is needed to assess the FTA criteria and develop the Small Starts application to start the FTA process.
- Ridership is significantly above 3,000 boardings on a typical weekday
- Forecast capital cost is less than $50M
- Buses would operate in dedicated lanes for more than 50 percent of the corridor

Some of the key FTA Small Starts criteria are:
- Limited to $400 million total project cost, $150 million in total Capital Investment Grants program funds to be requested.
- The majority (more than half) of the project operate in dedicated lanes.
- The project includes defined stations, traffic signal priority, short headways (for example, maximum 15 minute headways for a minimum of 14 hours/day), and brand identity for the service.

Community Vision
The Broadway TOD plan aligns with and support the Slavic Village master plan that is under development at the time of this writing, as well as the Garfield-Turney TOD plan. Safety has been identified as a key concern for the Broadway corridor – multiple facets of this plan address and are expected to improve corridor safety.

There are multiple destinations along the corridor that could be served by transit – schools, community centers, places of worship, etc. However, residents have shared that they do not use transit to travel to/from these destinations because of safety-related concerns. This project would address the identified safety concerns with traffic calming treatments and other corridor enhancements.

Vision Zero
Vision Zero practitioners have begun to acknowledge the importance of public transit systems in supporting increased roadway safety. There is recognition that transit improvements such as dedicated bus lanes and increased service can be life-saving. "Research shows that modest increases in public transit mode share can provide disproportionately larger traffic safety benefits." As a Vision Zero city, this presents a valuable opportunity to align a range of Cleveland and neighborhood priorities. *https://visionzeronetwork.org/public-transit-an-undervalued-effective-vision-zero-strategy/*

BRT improvements like those proposed for Broadway can typically combine to save 1-2 minutes in travel time per mile.

WHAT MAKES THE BROADWAY CORRIDOR A STRONG CANDIDATE FOR BRT

- All-day bus ridership (not just peak hour spikes) with more than 7,100 passenger trips through the corridor per day
- Reliability issues along existing routes, with travel times varying by 20% or more on some routes
- The corridor connects real destinations and multiple trip destinations
- It functions as a spine within the network – linking multiple routes and transportation modes
- It has enough width within the right-of-way to accommodate dedicated bus lanes for more than 50% of the route
- It has multiple routes that can share infrastructure on the same trunk
- Clear opportunity for travel time advantage through dedicated lanes, fewer stops, and signal priority
- It presents supportive TOD potential as an underutilized corridor that is well-positioned for reinvestment
- Zoning updates are underway to support increased density along the corridor consistent with TOD standards
- Community willingness to reallocate street space to support increased traffic safety through BRT details

INCREASE TRANSIT EFFICIENCY AND RELIABILITY

Transit System

The Broadway corridor carries multiple bus routes for all or parts of its length – Routes 19 and 15 for much of its length and Routes 2 and 16 for segments of Broadway. In addition, transfers for Routes 10 and 18 are served by the Broadway corridor. Routes 15 and 19 are high ridership routes within the GCRTA system. *These routes carry more than 7,100 passengers through the corridor daily.*

Enhancing transit operations along the Broadway corridor will improve transit service for all bus routes that travel along or intersect the corridor.

Frequency of service

The corridor serves a population that relies on transit for their mobility needs. As demonstrated by existing ridership numbers, trips occur all throughout the day, suggesting that transit riders have a wide variety of uses and destinations related to transit mobility. Weekend service frequency is expected to increase. This responds to community input that expressed a need for increased weekend service, and will have a positive impact on quality of life for area residents and other transit users on the corridor.

Fewer Stations, Fewer Stops

The plan consolidates the number of bus stops from 25 stops to 17 stops along the corridor. Reducing the number of stations improves service efficiency with fewer stops, improved travel time, and increased reliability of service and on time performance.

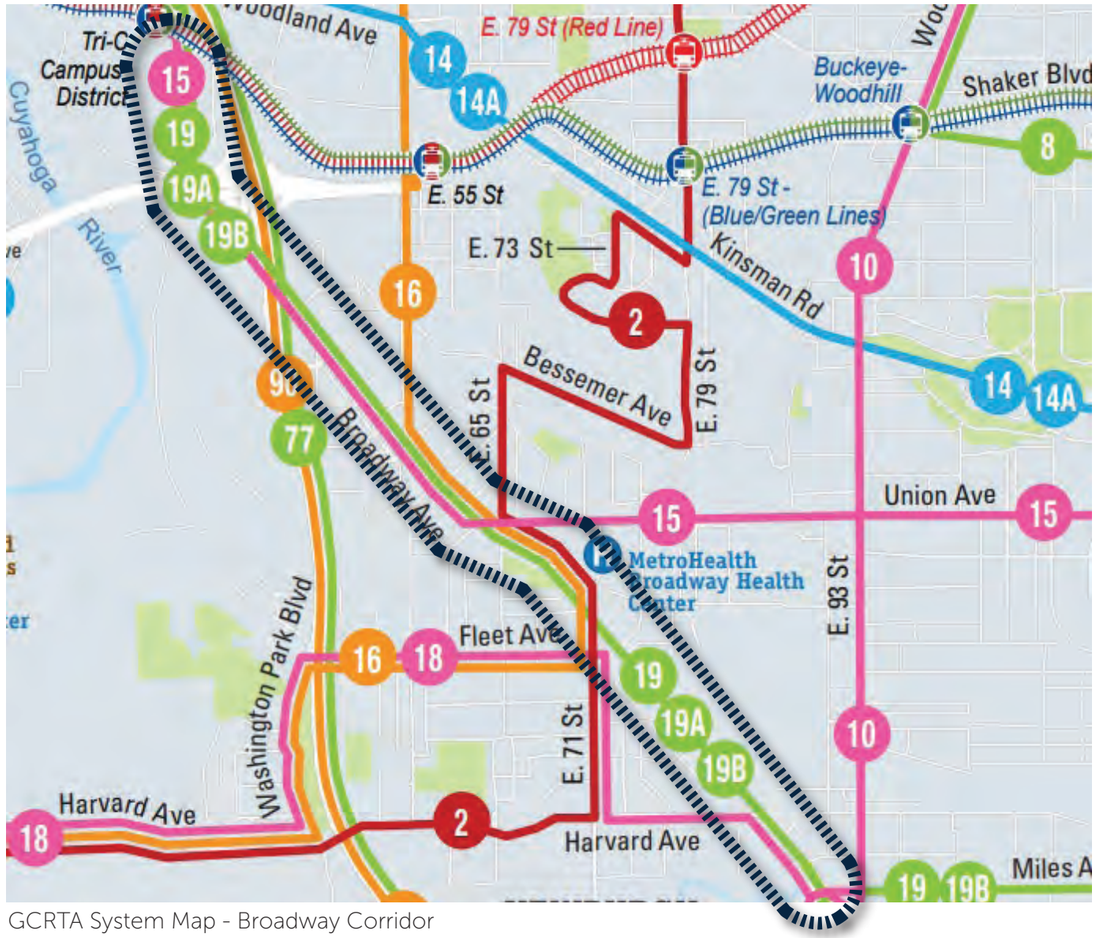
Station Dwell Times – Raised Platforms & Bump Outs

The bus stops will be enhanced with the addition of raised boarding platforms and bump-outs where space permits. This will reduce bus lane changes to get to/from the bus stops, and it will facilitate boarding and alighting, particularly for riders with mobility needs. The reduction in station dwell times is expected to improve service efficiency with fewer stops, improved travel time, reliability of service and on time performance.

Transit Signal Priority (TSP) & Queue Jumps

Bus operations are expected to include integration of TSP to reduce bus delay at signalized intersections. Relocation of the bus stations to the far side of intersections when possible is included in the plan, and this will also support delay reduction. Queue jumps prioritize bus operations at intersections and reduce bus delay. Although not currently included in the proposed corridor plan, queue jumps may be possible at some intersections based on right-of-way and adjacent land uses, and dedicated bus lanes could be leveraged as queue jumps. The potential to add queue jumps should be investigated as the project advances into design.

DAILY RIDERSHIP THROUGH THE BROADWAY CORRIDOR						
SCHEDULE TYPE	ROUTE					
WEEKDAY	19	15	2	16	18	TOTAL
CORRIDOR RIDERSHIP	446.0	177.5	32.5	106.5	3.6	766.1
NON-CORRIDOR RIDERSHIP	2,322.4	2,331.3	299.9	757.1	640.0	6,350.7
TOTAL DAILY RIDERSHIP	2,768.4	2,508.8	332.4	863.6	643.6	7,116.8



GCRTA System Map - Broadway Corridor

LEGEND

1. Dedicated Bus Lanes
2. Sidewalks
3. Bump outs
4. Transit-Oriented Development
5. Transit Waiting Environment

WHAT ARE WE TRYING TO HIGHLIGHT THROUGH THIS WORK?

The community has highlighted the need for improved safety, traffic calming and neighborhood reinvestment as critical to support growth. Large pockets of developable land and adaptive reuse opportunities line the corridor creating a unique opportunity for transformational transit paired with transformational development; supporting the increased roadway safety that can be achieved through strategic BRT investments.

IMPROVE CORRIDOR TRANSPORTATION SAFETY

Dedicated Bus Lanes & Traffic Calming

The project analyzed available traffic data (ODOT TIMS, Streetlight) for the Broadway corridor. The Average Daily Traffic (ADT) volumes provided insight on where capacity reductions are expected to be feasible, resulting in the addition of dedicated bus lanes for identified corridor segments that represent more than 50 percent of the overall corridor. Provision of dedicated bus lanes will better balance the corridor to accommodate all users. This will help calm traffic and improve safety for all users. Traffic operations analysis should be advanced in the next phase of the project.

Vehicular Travel Speed

Analysis of corridor crash data indicated an issue with speeding on the corridor. Speeding can be a barrier to transit access, particularly for pedestrians who may not feel safe crossing the street. Bump outs at intersections will naturally reduce traffic speeds in these areas while reducing crossing distances for pedestrians. Reconfiguration of the corridor to reduce the number of general-purpose travel lanes with the incorporation of dedicated bus lanes is expected to mitigate speeding.

Safety Hot Spots

General-purpose crash analysis identified crash hot spots which coincide with some TOD nodes. The plan identifies treatments to mitigate the documented crash issues. This multi-faceted approach to improve safety is expected to have a positive impact along the corridor and at the TOD nodes, which is ultimately expected to improve access to transit and increase ridership.

INCREASE RIDERSHIP BY REMOVING BARRIERS TO ACCESS TRANSIT

Sidewalks

As part of the plan, the sidewalk condition and quality of the pedestrian experience were assessed at each TOD node through 1/8-mile walksheds. This supports the prioritization of infrastructure investments to improve access to station areas from the neighborhood, which supports increased ridership. Recommendations were identified for prioritized enhancements at the TOD nodes and the bus station areas to improve the pedestrian experience.

Bump outs

Provision of bump outs will have a positive impact on traffic calming and will improve pedestrian safety. A related benefit is improved accommodation of riders at bus stops and their access to transit through raised boarding areas. This improvement is expected to improve access to stations and increase ridership.

Transit-Oriented Development (TOD)

Development opportunities identified for the TOD nodes and the associated placemaking improvements will enhance livability and vibrancy along the corridor. The addition of a range of housing types, commercial uses, and services along the corridor increase ridership through improved convenience.

Transit Waiting Environment (TWE)

In the area chosen for Transit supportive infrastructure, there is a trade-off between bus lanes and creating additional room for station amenities and pedestrian access. In the northern section of the Broadway Corridor, greater setbacks allow for more room for stations outside of the right of way. In this area, support for transit waiting environments is prioritized.

The proposed TWEs will improve comfort and safety for transit riders. Features are expected to include shelters, real time arrival information, bike racks, and lighting which research shows have a significant impact on increasing ridership. To address safety, TWE concepts are developed with Crime Prevention Through Environmental Design (CPTED) principles. The recommended features at the Broadway TWEs are expected to attract more riders. *Does improving stop amenities help increase Bus Rapid Transit ridership? Findings based on a quasi-experiment - ScienceDirect*

STRATEGIES

- Continue coordination with City of Cleveland Planning Commission and Mayor's Office of Capital Projects (MOCAP) to ensure East 55th connector concepts are fully integrated.
- Identify local funding and advance towards acceptance of project in FTA Small Starts pipeline. Refer to funding resources section.
- Continue to coordinate with Slavic Village team on Neighborhood Master Plan and corridor plan integration.
- Consider branding of the Broadway Corridor service to build momentum around implementation.
- Identify small-scale initiatives that could be implemented immediately (flex-delineators at key intersections to show corner bump outs, strategically infill 2-3 parking spaces to expand transit waiting environments at key locations, etc.).
- Prioritize demonstration/early implementation projects in locations with higher volumes of ridership and where investments are highly visible.
- Consider public-private partnerships for station area improvements.
- Leverage funding opportunities such as TIF (Tax Increment Financing) districts.
- Emphasize the Morgana Run Trail's presence in Slavic Village with an enhanced connection and trailhead treatment (with ability to shape/influence future development) at the Union intersection.
- Emphasize strong connections and early recognizable signage in conjunction with the Slavic Village Downtown Connector Trail.

ACTIONS

ACTION	TIMEFRAME	PROJECTED BUDGET
Generate a detailed cost estimate for Preferred Alternative roadway and station area improvements	Immediate	$
Continue stop location adjustments and communication with riders to improve transit efficiency	Immediate	$
Assemble materials to compete for Small Starts projects (FTA) and solicit partner letters of support, etc. to strengthen application	Immediate	$
Continue to 'ground truth' the transportation plan with the community to identify priority details and maintain a connected and inclusive process & document this process	Immediate / near term	$
Coordinate with Cuyahoga County and ODOT on southern Broadway Avenue configuration considerations	Immediate	$
Work with City of Cleveland to install radar feedback signage to encourage reduction in vehicle travel speeds	Immediate	$
Partner with NOACA and City of Cleveland to compete for funding for prioritized implementation of multi-modal and safety improvements (Union, East 55th, Boys & Girls Club, etc.)	Near term	$$
Conduct detailed corridor design for community review and sign-off prior to detailed engineering	Near term	$$
Enhance Broadway/E55th intersection with raised crosswalks, corner bump outs, etc. as a priority/prototype installation(s)	Near term	$$$
Complete roadway engineering for BRT improvements	Long term	$$$
Construct BRT improvements	Long term	$$$$

KEY
$ = $0 - $100,000
$$ = $100,000 - $1 M
$$$ = $1M - $5 M
$$$$ = Over $5 M

4 | MARKET ANALYSIS

Understanding Trends in Local Supply and Demand

ALIGNING VISION AND MARKET CONDITIONS

The Market Analysis workflow is organized into two main components: Analysis of Existing Conditions and Market Recommendations. The Broadway TOD plan, while aspirational, is founded on real-life conditions.

The following pages capture the analysis' findings and recommendations. The full Market Analysis document accompanies this report and is available in the appendix.

Overall, the Slavic Village Market Analysis reveals a distressed and extremely challenging condition for attracting investment. Housing values are well below city and county benchmarks despite an ongoing push to provide improved housing options. Commercial and retail capture is likewise challenged, although current spending within a three-mile market area does indicate potential in that sector. Smaller scale retail would align best with existing building stock and the corridor's overall conditions and would promote a more walkable neighborhood.

Key market recommendations are focused around the Guiding Goal to boost market demand: stabilize, create momentum, and not displace.

Building from the analysis, the project team focused on creating flexible development concepts, outlined in the Land Use and Development Plan chapter, that are responsive to realistic potentials. As the development plan evolved, market experts on the project team provided guidance on types of land use, their scale, sizes, and locations. The recommendations were folded into the TOD plan, building from existing conditions while considering available investments.

Concentrating planning efforts around the nodes ensures there is recognizable investment that builds momentum at each. As such, the TOD plan avoids "spreading the peanut butter too thin" with recommendations that attempt to fix conditions along the entire 4-mile corridor at once. Instead, prioritization of impact and growth at the nodes tips the redevelopment process from heavy public subsidies to more naturally occurring private investment. It should be noted that this approach will take time. Early phases will likely require some assistance from various sources such as the Cuyahoga County TOD Program, State of Ohio New Markets Tax Credits, tax abatement, land swaps and agreements, partnerships with City of Cleveland and Cuyahoga Land Bank, and other programs that assist in narrowing the gap between market demand and local spending.

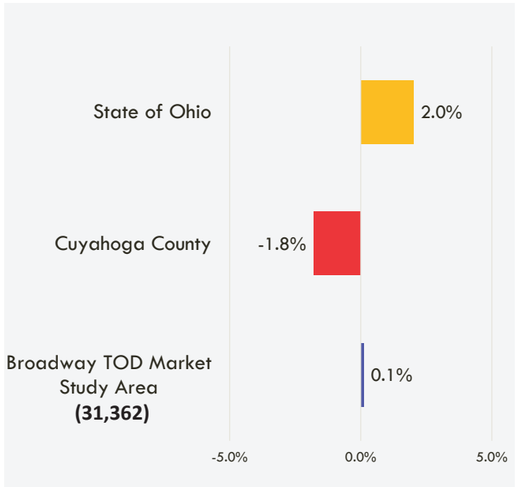
The Broadway TOD Plan recommends stabilizing what already exists on the corridor while promoting responsible development that will support—and be supported by—a highly effective transportation system. This recognition underscores the importance of taking early steps to implement the Transportation Plan. The city, county, and state have control over the public rights-of-way and thus have the positioning to take early action on improvements that will drive future capital to Broadway Avenue.

COMMERCIAL MARKET INFORMATION

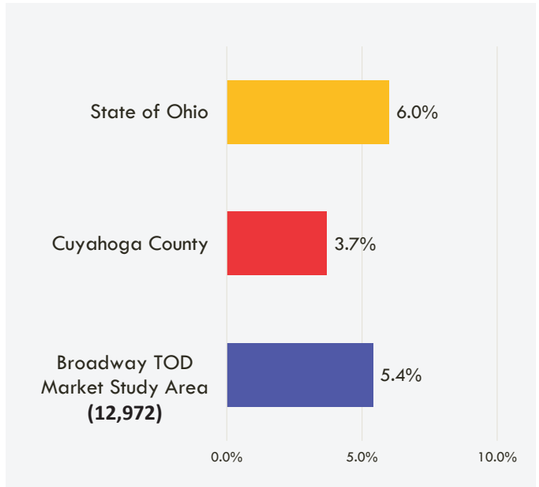
DEMOGRAPHIC TRENDS

The team evaluated local demographics by examining data for the fifteen census tracts that cover the Broadway Corridor TOD Market Study Area. According to the 2023 American Community Survey 5-Year Estimates (ACS), the total population of the study area is 31,362. There was an increase in the total number of households in the study area between 2013 and 2023, but at a faster rate (5.4%) than the rate of population increase (0.1%). Likewise, the county and the state also experienced household growth (3.7% and 6.0%, respectively) that outpaced their rates of population growth. Notably, in 2023, the average household size in the study area (2.42) was larger than the county average.

% POPULATION CHANGE 2013-2023



% HOUSEHOLD CHANGE 2013-2023

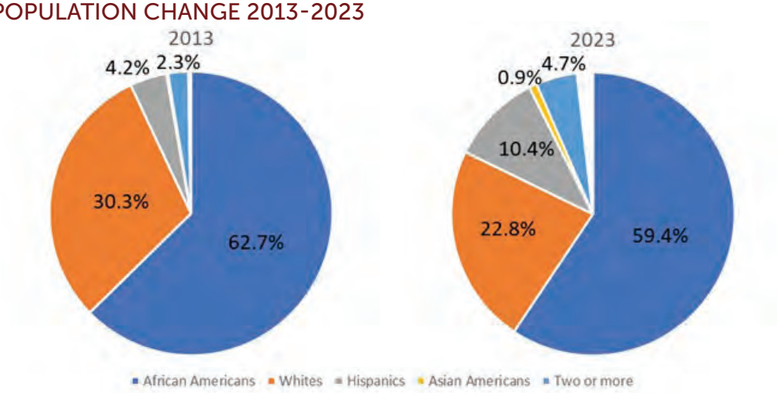


ETHNIC / RACIAL COMPOSITION 2013-2023

	Study Area				City of Cleveland			
	2013		2023		2013		2023	
White Alone	9,509	30.3%	7,142	22.8%	136,072	34.5%	124,183	33.8%
Black or African American Alone	19,648	62.7%	18,638	59.4%	203,146	51.5%	169,138	46.0%
American Indian and Alaska Native Alone	55	0.2%	19	0.1%	979	0.2%	399	0.1%
Asian Alone	69	0.2%	284	0.9%	6,295	1.6%	8,356	2.3%
Native Hawaiian & other Pacific Islander Alone	-	-	19	0.1%	49	0.0%	61	0.0%
Some other Race Alone	29	0.1%	513	1.6%	539	0.1%	2,144	0.6%
Two or More Races	715	2.3%	1,486	4.7%	8,516	2.2%	16,110	4.4%
Hispanic (All Races)	1,309	4.2%	3,261	10.4%	38,739	9.8%	47,132	12.8%

Source: U.S. Census Bureau ACS B03002, Urban Partners

STUDY AREA POPULATION CHANGE 2013-2023



Most of the shifts in ethnic and racial composition for the study area mirrored the trends for the City of Cleveland as a whole. Namely:

- African Americans - 62.7% in 2013 to 59.4% in 2023
- Whites - 30.3% in 2013 to 22.8% in 2023
- Hispanics - 4.2% in 2013 to 10.4% in 2023
- Asian Americans - 0.2% in 2013 to 0.9% in 2023
- Two-or-More Races - 2.3% in 2013 to 4.7% in 2023

Households in the study area have significantly lower income levels compared to those in the county and state. According to the 2023 ACS, median household incomes in the study area census tracts range from $11,036 to $51,439, with a weighted average of $33,411—far below the county's median of $62,823 and the state's $69,680.

More than half (53.6%) of study area households earn less than $35,000 annually, compared to 28.9% for the county and 24.5% for the state. On the other end of the household income spectrum, only 10.5% of study area households earn more than $100,000 annually, compared to 30.3% for the county and 33.4% for the state.

MARKET INFORMATION

According to the U.S. Census Bureau's OnTheMap application, which uses employer payroll tax information to geo-locate jobs within a defined area, the study area has experienced significant job loss in recent years. The study area experienced a decline in jobs between 2003 and 2010, dropping from 16,516 to 14,578. By 2012, the number had recovered to 16,426 before starting another cycle of decline. In 2022, a total of 11,706 jobs were reported in the study area, which represents a loss of 4,810 jobs. The chart on the next page illustrates this trend.

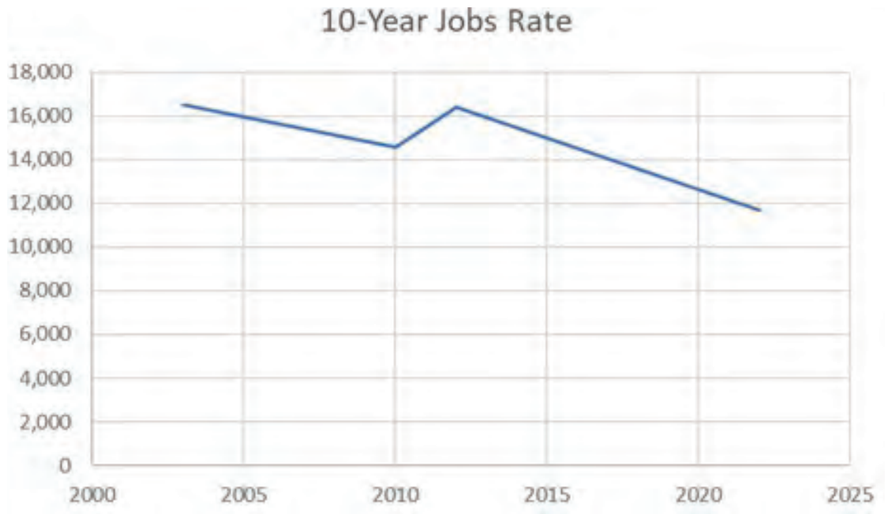
Manufacturing remained the top sector in the study area between 2002 and 2022, adding 337 employees during that period. The 3,914 jobs in manufacturing represent 33.4% of all jobs within the study area. The health care and social assistance sector, which lost 1,371 jobs between 2002 and 2022, is the second largest with 2,010 jobs in the study area. All 20 industrial sectors lost jobs with the exception of manufacturing and the following four sectors:

- Professional, scientific, and technical services: 134 jobs added
- Public administration: 4 jobs added
- Arts, entertainment, and recreation: 2 jobs added
- Mining, quarrying, and oil and gas extraction: 1 job added

Despite the recent uptick in the Manufacturing sector, there does not appear to be potential for significant job creation along the Broadway corridor. Instead, the corridor should be positioned to provide small-scale business alongside new housing. Small-scale businesses can be supportive of larger sectors and focus on neighborhood needs and demand.

JOBS LOCATED IN THE MARKET STUDY AREA (2002-2022)

	Jobs in 2002	%	Jobs in 2022	%	Change in Jobs 2002-22	% Change in Jobs 2002-22
Total Employment	**16,516**	**-**	**11,706**		**-4,810**	**-29.1%**
Manufacturing	3,577	21.7%	3,914	33.4%	337	9.4%
Health Care & Social Assistance	3,381	20.5%	2,010	17.2%	-1,371	-40.6%
Wholesale Trade	1,409	8.5%	1,102	9.4%	-307	-21.8%
Transportation & Warehousing	1,563	9.5%	980	8.4%	-583	-37.3%
Management of Companies & Enterprises	1,203	7.3%	782	6.7%	-421	-35.0%
Retail Trade	1124	6.8%	627	5.4%	-497	-44.2%
Admin & Support, Waste Mgmt/Remed.	666	4.0%	450	3.8%	-216	-32.4%
Educational Services	857	5.2%	395	3.4%	-462	-53.9%
Construction	887	5.4%	301	2.6%	-586	-66.1%
Professional, Scientific, & Technical Services	153	0.9%	287	2.5%	134	87.6%
Other Services (excluding Public Admin)	537	3.3%	280	2.4%	-257	-47.9%
Accommodation & Food Services	459	2.8%	223	1.9%	-236	-51.4%
Public Administration	156	0.9%	160	1.4%	4	2.6%
Finance & Insurance	181	1.1%	81	0.7%	-100	-55.2%
Real Estate & Rental & Leasing	240	1.5%	72	0.6%	-168	-70.0%
Information	106	0.6%	27	0.2%	-79	-74.5%
Arts, Entertainment, & Recreation	7	0.0%	9	0.1%	2	28.6%
Agriculture, Forestry, Fishing & Hunting	6	0.0%	3	0.0%	-3	-50.0%
Mining, Quarrying, & Oil & Gas Extraction	2	0.0%	3	0.0%	1	50.0%
Utilities	2	0.0%	0	0.0%	-2	-100.0%



WHERE DO MARKET STUDY AREA RESIDENTS WORK?

According to the OnTheMap application, there were a total of 9,416 employed residents in the study area in 2022, a decrease of 6,128 (-39.4%) from 2002. In 2002, more study area residents were employed in health care and social assistance than any other industrial sector (1,876, or 19.9% of the total).

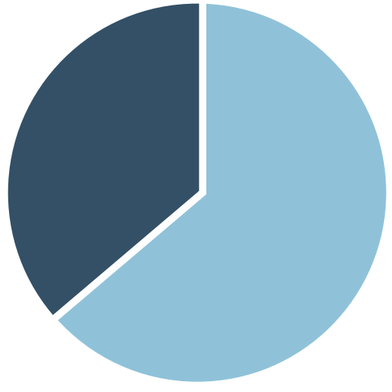
Only one sector added jobs between 2002 and 2022—Transportation and Warehousing, which gained 286 jobs (52.3% growth rate). Most notably, there were 1,673 fewer employees in the manufacturing sector, which represent a loss of 66.2% from 2002 to 2022. Other sectors that lost significant numbers of jobs are shown in the table below.

The OnTheMap application reports that only 383 out of 9,416 employed residents work inside the study area, meaning 95.9% commute elsewhere for work. The largest number of residents (2,856) commute to other neighborhoods within the City of Cleveland for work, followed by 281 in Independence and 268 in Euclid.

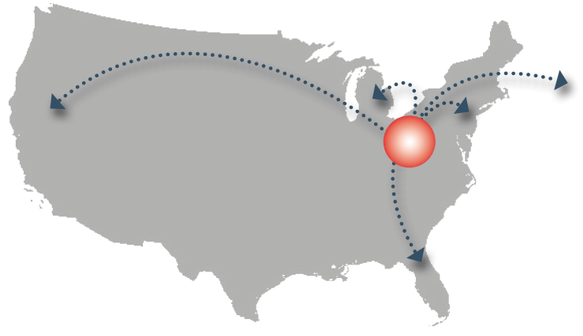
Retail trade	751 jobs
Educational services	491 jobs
Wholesale trade	479 jobs
Finance and insurance	447 jobs
Accommodation and food services	421 jobs
Professional, scientific, and technical services	371 jobs
Construction	329 jobs

RESIDENTIAL MARKET INFORMATION

Median Sales Price



2/3rds of Sales are Investors



46% of Investors are from OUTSIDE of Ohio

HOUSING | A UNIVERSAL NEED IN SLAVIC VILLAGE AND BEYOND

The Broadway TOD Plan includes a heavy focus on housing. This approach includes connecting existing residents with resources for home repairs, often led by the City of Cleveland and neighborhood partners, like Slavic Village Development Corporation. Based on resident interviews, filed observations, and data, the need to repair and stabilize the existing housing stock is undeniable. Slavic Village is still suffering from 2008's housing crisis.

The analysis further revealed market pressures for new housing options on the corridor, reflecting an overarching trend that extends well beyond just the region. Threats to the area's solvency are evident in multiple distressed market sectors and are having an impact on residents. Thus, the community and local partners must work together to course correct a slate of issues from within:

Current Median Sales Price v. Market Demand

The analysis charted median sales price data between 2019-2024. An upward trend in prices does indicate, faborably, a projected ability to build equity and wealth over time in Slavic Village. However, the overall values also create an extremely challenging market to build new housing options. The current median sales price of $75,000, while affordable to prospective market-rate buyers, results in shallow comps for new construction. Escalating construction costs have levied higher price tags on new homes. The cost to build infill homes in the area has risen to $275,000-$375,000 in recent years. And, to turn a profit, the sales price must exceed that figure by at least $100,000, often requiring heavy subsidy and incentives to make a sale. This leaves a gap between market demand for affordable homes and the cost to build them that is almost impossible to rectify. **This discovery has greatly shaped the Broadway TOD Plan; recommended housing types therefore focus on multi-family models that aim to reduce costs with an economy-of-scale principle to rein in the projected cost per unit.** Additionally, the nodes approach seeks to attract home builders and investors who share a desire to increase values by helping to stabilize the market. And, a once-again thriving market could attract future investment that ultimately requires less subsidy and incentives. For the time being, building in Slavic Village will continue to rely on incentives. It will take time and SVDC's ongoing commitment to creating opportunities for new housing to be constructed.

Two-Thirds of Sales are Investors

Investors have historically been a part of the Slavic Village housing market. It is not unique, either, as other regional housing trends and sales patterns reflect the same. While investor-owned properties are not necessarily detrimental to Slavic Village and can provide housing options, higher percentages of investor housing (especially in lower-priced tiers) correlates with greater instability, reduced affordability and potential displacement, making it a significant concern for community development. The loss of homeowners depletes stability that the study area desperately needs, a fact emphasized by many participants in the public engagement sessions.

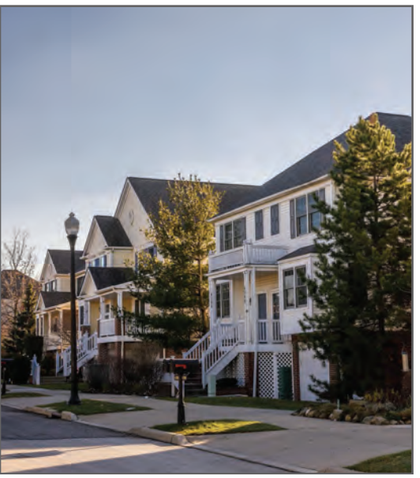
46% of Investors are from outside Ohio

A common theme that emerged from the study's community outreach was the importance of property maintenance. Some of this can be pinned on the City of Cleveland and code enforcement. This challenge is exacerbated when properties are held by out-of-state entities. The Broadway TOD Plan recommends developing a streamlined approach to code enforcement to ensure all property owners are held accountable.

Single Family Detached Homes at Trailside Slavic Village

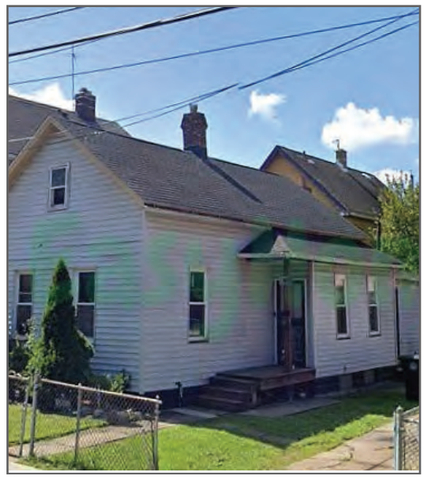
Representative Duplex / Triplex

Representative Duplex / Triplex



Townhouses at Mill Creek

Sample of Individual Apartment Units in the Primary Market Area



Sample of Individual Apartment Units in the Primary Market Area

Sample of Individual Apartment Units in the Primary Market Area

Sample of Individual Apartment Units in the Primary Market Area

Sample of Individual Apartment Units in the Primary Market Area

FOR SALE & MARKET RATE | NOTABLE HOME SALES & RENTS

To understand the for-sale housing market, the team examined market conditions for single-family detached homes, duplexes, triplexes, and townhouses in the Broadway Corridor TOD Market Study Area. The analysis was based on sales records in the fifteen census tracts from RealQuest—a comprehensive real estate database service—from January 2019 to December 2024.

The median sale price during the study period was $65,000, or $41.04 per square foot, (sq. ft.). Single-family detached is the most prominent home type in the study area, representing 57.3% of transactions with a median sale price of $68,300, or $51.90 per sq. ft. The sale of 605 duplexes and triplexes represented 40.9% of all sales in the study area, with a median sale price of $57,000, or $29.32 per sq. ft., while 27 homes categorized as townhouses were sold for a median price of $132,000 or $82.50 per sq. ft..

Home prices have been increasing steadily since 2019 when the median price was $41,500, or $25.43 per sq. ft. Increasing at an annualized rate of 12.6%, the median price reported in 2024 was $75,000 or $48.96 per sq. ft.

The RealQuest data show that two-thirds of all homes sales in the study area are attributable to residential investors at 65.7% of all homes purchased. Thirty-six percent of these investors are Cleveland-based and another 17.8% are Ohio-based companies outside of Cleveland.

Most owner-occupants purchased single-family detached homes (70.6%), while nearly half of investor transactions involved duplexes and triplexes (49.1%).

Investors and owner-occupants accounted for the majority of single-family home sales in the study area, making up 86.6% of transactions. Median sale prices for investors and owners in this category were $69,900 and $75,000, respectively. Notably, fourteen homes sold by Knez Homes—a custom builder behind the Trailside Slavic Village development off E. 71st Street, just south of Union Avenue—had a significantly higher median sale price of $158,999, highlighting the study area's weak demand for new homes while also representing the upper end of the for-sale housing market. As of this report, Knez Homes is marketing four homes at Trailside for $209,900.

Duplex/triplex sales represented 40.9% of the total number of residential transactions in the area during the aforementioned six-year study period. Overall, the 605 townhouses were sold for a median sale price of $57,000, or $29.32 per sq. ft. Investors play the most significant role in this market, accounting for 52.9% of transactions with a median sale price of $60,000, or $31.25 per sq. ft. Duplexes and triplexes sold by owner-occupants comprised 45.1% of the total sales, with a median sale price of $54,000, or $27.04 per sq. ft.

Townhouse sales represented just 1.8% of the total number of residential transactions in the study area during the six-year period. Overall, the twenty-seven townhouses were sold for a median sale price of $132,000, or $82.50 per sq. ft. Most of the sales - twenty-five units - were by owner-occupants.

The most notable townhouse community in the study area is Mill Creek, which was developed in the late 1990s as one of the city's largest new housing projects in decades. Built by the Lakewood, Ohio-based Zaremba Group, the project transformed a former industrial site into a vibrant community with suburban-style homes. Sale prices at Mill Creek in the study period ranged from $100,000 to $155,000.

Rental Housing Market | Income Restricted Units

The team further studied the market conditions of each rental housing type in the Study Area. It is worth noting that currently there are no multi-family market-rate rental complexes to even serve as a test-market product, so the team instead relied on the area's full supply of rental properties, including single-family houses and small apartment buildings. The latter, especially recently rehabilitated units, provided the best resource for data on potential outcomes for larger apartment complexes.

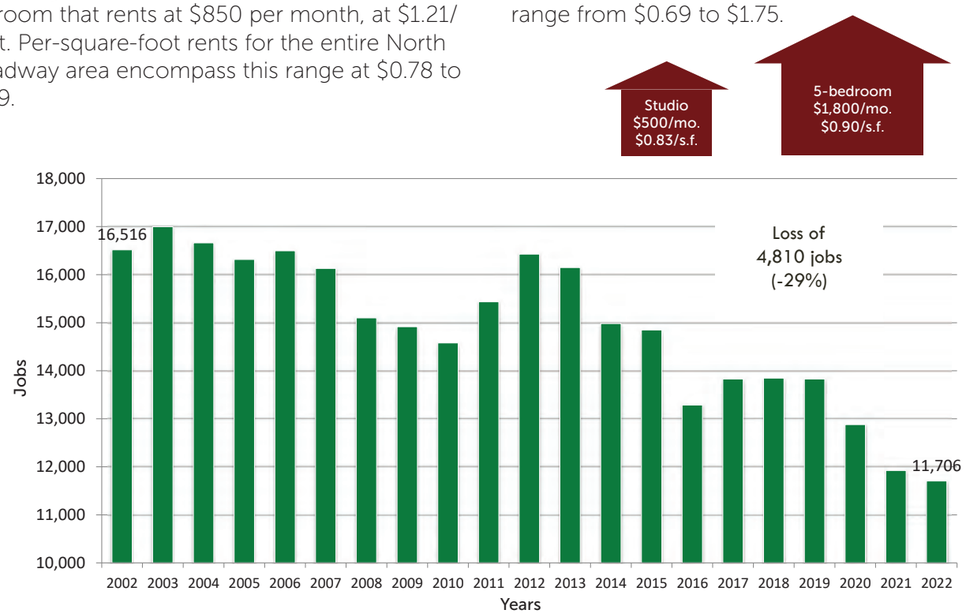
NORTH BROADWAY

As of April 2025, residential uses in the North Broadway area are largely comprised of two- and three-bedroom units, with some one-, four-, and five-bedroom units sprinkled in. Rental rates range from $700 per month for a one-bedroom at $0.78/sq. ft. to the highest rate of $2,100 per month, at $0.84/sq. ft. Unit sizes vary widely, beginning at the smallest unit, a 700 sq. ft. one-bedroom that rents at $850 per month, at $1.21/sq. ft. Per-square-foot rents for the entire North Broadway area encompass this range at $0.78 to $1.29.

SOUTH BROADWAY

Rental units are much more prevalent in the South Broadway area and represent a wider range of rental rates. Highest rents are $2,000 ($1.44/sq. ft.) and $1,550 ($0.84/sq. ft.) per month for five-bedroom homes at 1,392 and 1,850 square feet, respectively. At the other end of the scale, the only studio apartment in the area rents for $500 per month on 500 square feet ($1.00/sq. ft.). Per-square-foot rents for South Broadway range from $0.69 to $1.75.

In the Union-Miles Park area, three-bedroom units slightly outnumber two-bedroom units as the most popular. The only five-bedroom unit available in the neighborhood also has the highest rent at $1,800 per month, or $0.90/sq. ft. At the lower end of the rent scale is a 600 sq. ft. studio apartment for $500 per month, or $0.83/sq. ft. Rents per square foot in the Union-Miles Park area range from $0.69 to $1.75.



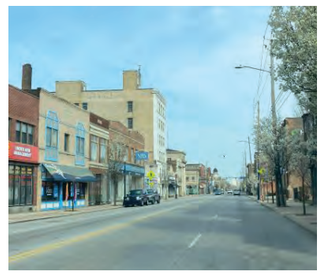
Retail Market | Current Supply

For this analysis, the study focused chiefly on retail in the personal and household market sectors and on services incidental to the sale of these goods. Retail establishments in the area were classified by types of merchandise sold and trade designation. In general, this classification follows the numeric system established for both government and industry practice: the North American Industry Classification System (NAICS).

The term "retail store sales" in this analysis refers to sales by businesses that are normally found in pedestrian-oriented retail shopping districts. This definition excludes the sales of automobile dealerships and repair facilities, service stations, fuel oil dealers, and non-store retailing. Banks and other financial establishments are also excluded from this assessment because banking activities—deposits, loans, and investments—cannot be added to sales volume data for other types of retail establishments.

To identify and categorize the supply of currently available shopping opportunities on and adjacent to Broadway, the study team completed an inventory of all retail establishments located along or just off the corridor. As of April 2025, this area includes fifty-two operating retail businesses providing goods and services in twenty different NAICS categories.

The most common type of retail business in the Broadway corridor within the TOD Market Study Area are limited-service restaurants, mostly in the form of take-out or fast-food establishments. There are five retailers of each of the following: automotive parts and accessories, convenience, and electronics, as well as three full-service restaurants. Rounding out the list are several retail categories with one or two stores each. See Table 25 in the full market study document in the Appendix for the full inventory.



What Does this Mean for Broadway?

- The framework is in place to encourage shoppers to stay local and increase market capture within the 2-mile Trade Area for local businesses
- The biggest gaps for potential market capture within the 2-mile Trade Area are in home furnishings, home centers, and lawn and garden
- Opportunity for home centers is challenged at the 3-mile Trade Area due to The Home Depot at Steelyard Commons
- Smaller scale hardware stores could tap into the market by creating a different shopping experience from big-box stores
- Despite Broadway Avenue being saturated with food and beverage stores - mostly fast-casual and fast-food restaurants, the local neighborhood has characteristics associated with food deserts
- Grocery stores within the 2-mile Trade Area leave little room for additional stores to operate; this category is reflected as a surplus, offering more supply than demand
- Study area can benefit from small-scale stores that provide unique and niche market offerings that attract visitors coming to the area to spend money

"It would be nice to be able to shop in our neighborhood. I need to take the bus to Steelyard to do my shopping. I'd rather spend our money here."

- Focus Group Participant

WITHIN THE 2-MILE TRADE AREA, THERE IS OVER $60,000,000 IN SPENDING THAT COULD BE CAPTURED HERE.

MOVING FORWARD: RETAIL & HOUSING MARKET STRATEGIES

STRATEGIES

RETAIL MARKET

The 2-, 3-, and 4-mile retail trade areas for the Broadway TOD Market Study Areas report significant supply gaps, but several categories in which opportunity exists are for store types that are inappropriate for a pedestrian-oriented corridor like Broadway (e.g., department stores, home improvement centers, etc.).

- Several opportunities do exist that are appropriate for the urban scale of the Broadway TOD Market Study Area. Focus on:
  - Dining establishments (coffee shop/ice cream shop/juice bar and limited full-service restaurants)
  - Clothing and apparel stores (family/women's clothing, shoe store)
  - Smaller-scale home furnishing and improvement stores (home decor, flooring, gardening supply)
  - Miscellaneous retail goods (sporting goods, pet supplies, crafts, toys, and games)
- Target existing vacant commercial spaces along the corridor to house a significant portion of new retail opportunities, as well as undeveloped sites where new infill development could be built.

HOUSING - SALES MARKET

- Majority of homes are being purchased by investors - many of them outside of state. Support homeownership programs for local buyers, with appropriate marketing to attract them to Slavic Village. Market the area as a place where people can affordably put down roots and build equity.
- Market-rate new construction without subsidies appear to be challenging in the current market, especially for single-family detached product. Address gaps in market with attached units.

HOUSING - RENTAL MARKET

- Prioritize modern, market-rate apartment complexes when the market supports this construction to fill current market gap
- Support historic building adaptive reuse projects to provide additional rental options and
- Support renovation programs to improve current rental options that consist mainly of individual units in detached homes, duplexes, triplexes, and small apartment buildings

5 | LAND-USE & DEVELOPMENT PLAN

An integrated approach that aligns transportation improvements with neighborhood-strengthening redevelopment

BUILDING BROADWAY FOR TODAY AND THE FUTURE

The Broadway TOD Plan proposes land use and development that are best described as "aspirationally responsible." Drawing insights on what was learned from the market analysis, the team developed concepts that are right-sized to meet the prevailing conditions and structured for long-term phasing and flexibility. The overall redevelopment strategy concentrates development at identified nodes, aiming to realize recognizable change while laying the groundwork for market stability and smart growth.

The nodes approach pairs redevelopment opportunities with access to improved bus stations. This allows applicable land-use policies, notably the City of Cleveland's zoning code, to continue evolving. The City's transition to form-based code generally supports urban transit-oriented development. Therefore, each of the nodes outlined in this section highlights development patterns and housing types that relate to the city's form-based code. Getting ahead of anticipated code requirements will help mitigate the need for variances and other zoning appeals that are less attractive or a barrier to development.

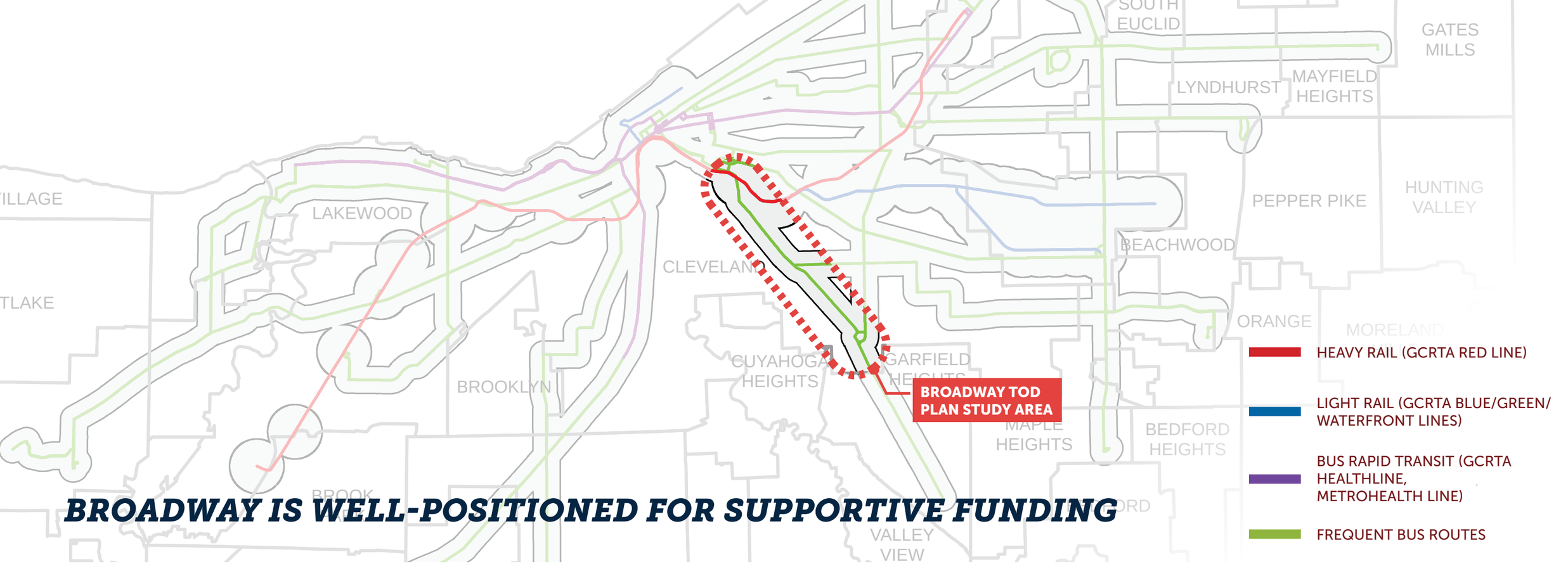
The Slavic Village Development Corporation launched its own master plan process during the TOD plan, supporting an opportunity for mutual discovery and collaboration. The teams openly shared resources and worked diligently to coordinate with other adjacent planning efforts.

City Architecture's Housing Typology Matrix was shared with the SVDC team, setting a standard parlance that would simplify future community conversations and define proposed housing types. This coordination serves the agencies and people directly connected to this work. This approach embodies the Guiding Goal to "Strengthen living options for ALL along the corridor and in the immediate neighborhoods.

The Broadway TOD Plan's interweaving of transportation with land use and development leverages multiple forms of investment. This work is fully integrated:

- The Transportation Plan improves safety for all and creates a more walkable streetscape to promote small-scale redevelopment
- Transit improvements focus on operational efficiency while enhanced transit waiting environments add to the vitality of the neighborhoods.
- Enhanced transit access eases reliance on personal automobiles and can be leveraged to reduce the amount of parking spaces required for future development sites. Less parking to build potentially reduces redevelopment costs and would make this geography more attractive for investment.
- Land use recommendations lean heavily on the existing urban fabric to bolster historic buildings' value and role in the area's future.
- Development plans are right-sized to responsibly increase density around a well-served transit corridor.
- Development at a more modest scale provides more flexibility for phasing and adaptation as market conditions change.
- Housing development proposals are based on local success; all proposed housing scenarios in the Broadway TOD Plan are consistent with residential development that has recently seen success in this region, notably in Cleveland.

The project team strongly encourages all participating agencies and strategic partners to continue collaboration in seeking funding for implementation.



BROADWAY IS WELL-POSITIONED FOR SUPPORTIVE FUNDING

CUYAHOGA COUNTY TOD PRIORITY CORRIDORS + FUNDING

The Cuyahoga County Department of Development created its Transit-Oriented Development (TOD) Loan Program to "catalyze mixed-use, high-density development projects located near high-frequency public transit." Marketed to developers the development of this program follows a several year TOD Zoning Study completed by the Cuyahoga County Planning Commission. The study looked at the state of TOD in the county, analyzed existing zoning districts along priority transit corridors, pinpointed target areas for future redevelopment, outlined best practices, and identified financing strategies and incentives. The study identified that securing financing to fill gaps and align with a capital stack was one of the biggest barriers to building TOD. As a result, the County committed to creating a financial incentive program specifically geared toward TOD. This long-term, fixed-rate gap financing is being offered "at below-market rates to developers and businesses that may have difficulty securing all capital necessary for such urban redevelopment projects" that are located within the identified program zone.

The program zone shown on the outlined corridors above was determined through a set of criteria that aligns with TOD goals. It started with delineating the GCRTA network of routes that run at a frequency of thirty minutes or more. The program area was expanded to include a quarter-mile walkshed around bus stops and a half-mile walkshed around train stations considering:

- Train and Bus Rapid Transit corridors and priority extensions;
- Corridors with a high density of housing units, population, and jobs;
- Social Corridors – areas with the highest percentage of non-white population, population without a vehicle, and population living below the poverty line;
- The GCRTA priority corridors identified in their 2020 Strategic Plan.

The county's goal in supporting these projects is to enhance walkable communities, reduce the number of vehicle miles traveled-particularly those of single-occupancy vehicles-promote increased equity, mobility, and sustainability, and drive economic development. Projects are evaluated against a scoring matrix that includes required and competitive elements. The better a project aligns with TOD goals and espouses best practices for sustainability, walkability, economic development, multi-modal access, and adds value to the community, the better positioned it is to score well.

The Broadway Avenue corridor is a priority corridor for GCRTA and falls within the county's loan program zone. Overlapping and crossing bus and rail lines connect it well to the central business district and job hubs across the region. The existing trail network, along with planned and proposed near-term extensions, positions the corridor well from a multimodal standpoint and as a first and last mile connector. It provides ample opportunities for infill redevelopment for a range of both residential and commercial uses. A number of existing structures are ripe for rehabilitation, creative adaptive reuse projects, and occupancy. All of these aspects can be leveraged for transit-oriented development.

For more information, visit the program web-page at: **https://cuyahogacounty.gov/development/TODprogram**

Cuyahoga County TOD Loan Program Map (above) illustrates eligible TOD zones and identified corridors.

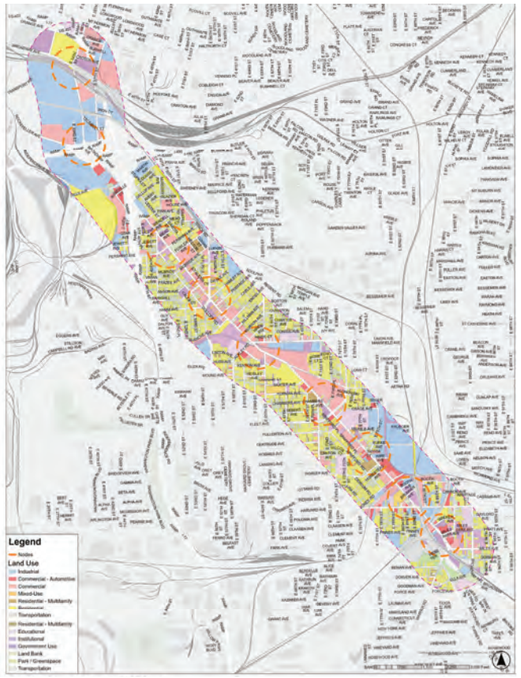
The online interactive map can be accessed here: https://experience.arcgis.com/experience/790e0f55fc7f4b7fa4d2d953e5dd6573

EXISTING CONDITIONS - LAND USE AND ZONING

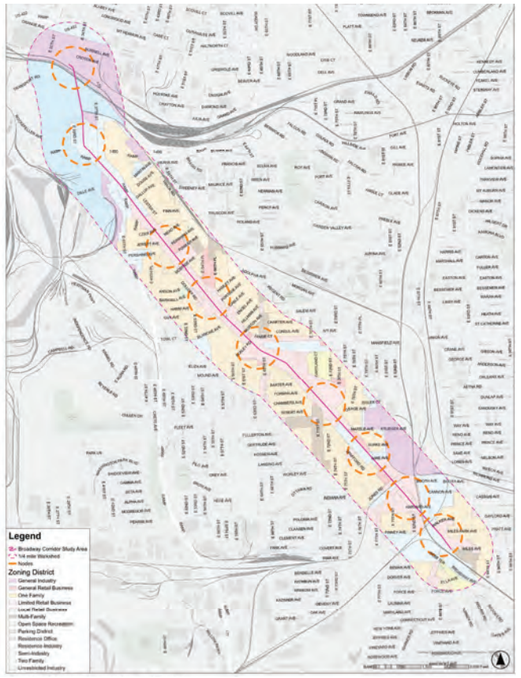
Cleveland leadership is recognizing that traditional approaches to land use and zoning are working against the types of development patterns that support sustainable neighborhood reinvestment.

Traditional zoning codes are designed to organize a city by land use - identifying what types of uses (houses, stores, factories, etc.) can go where, and how much space they can use. This regulation was initially developed to separate non-compatible uses (i.e. industrial uses and housing) but over time this has resulted in the loss of compatible uses that support healthy, thriving neighborhoods. An emphasis on parking requirements by use type that is key to traditional zoning has also resulted in the replacement of walkable districts with excessive surface parking lots. This works against the creation of compact and walkable districts that support TOD.

The City of Cleveland is piloting form-based code in multiple neighborhoods and has identified the Broadway-Slavic Village area as a priority. A form-based code is focused on the physical form of the city rather than land use as the main organizing principle. It addresses how buildings relate to one another and to streets, to create compact and connected neighborhoods. This type of code is seen as a way to support small business development, housing affordability and improved access to daily needs by allowing mixtures of uses and increased density while removing regulations that add excessive costs to development. This approach will be critical to supporting TOD here.

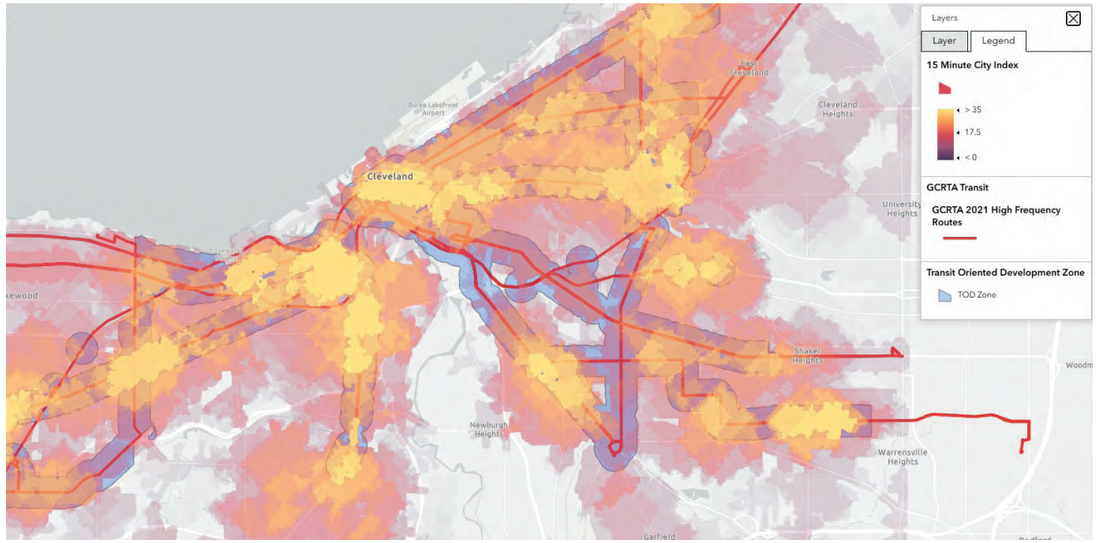


BROADWAY CORRIDOR EXISTING LAND USE



BROADWAY CORRIDOR EXISTING ZONING

ADJACENT INITIATIVES & INFLUENCING POLICIES - LAND USE



15-MINUTE CITY FRAMEWORK | CITY OF CLEVELAND

The 15-Minute City planning framework is a transportation management program centered on ensuring everyday services–work, groceries, schools, parks, medical offices–are accessible within a fifteen-minute walk, bike, or transit ride. The city used a data-driven approach to develop an index that rates an existing neighborhood's progress towards achieving the framework's goals. This methodology mapped existing basic services, expanded a fifteen-minute walkshed around each, and overlaid these zones to create a heat map that demonstrates well-serviced and underserved areas.

Using this data, the city is able to identify the areas with the greatest need, uncover the challenges to improving the score of a place, and work towards implementing changes and policy reforms that achieve the framework goals.
Some initial steps have included positioning land to allow a mix of uses and denser housing types.

Updating zoning districts will create opportunities to build in proximity to high-frequency transit stops. Those transit stops and neighborhoods will need to connect via streets that are safe and supportive for all. Commuters should enjoy wide walkways, high visibility crosswalks, and trees that soften and cool the hardscape. Enhanced transit stops, too, can ease the stigma and restore dignity to the public transportation experience with amenities that make waiting for buses more comfortable. Seating and weather-protected shelters, ample lighting, and informative kiosks would all contribute to safer and better use of the corridor's bus lines. An equitable approach of this sort will go a long way in achieving other citywide goals such as those from the Vision Zero Action Plan.

This framework unites transit policy, capital investments, and economic development with fairness, access, and sustainability to create a city that is highly supportive of the needs of its residents.

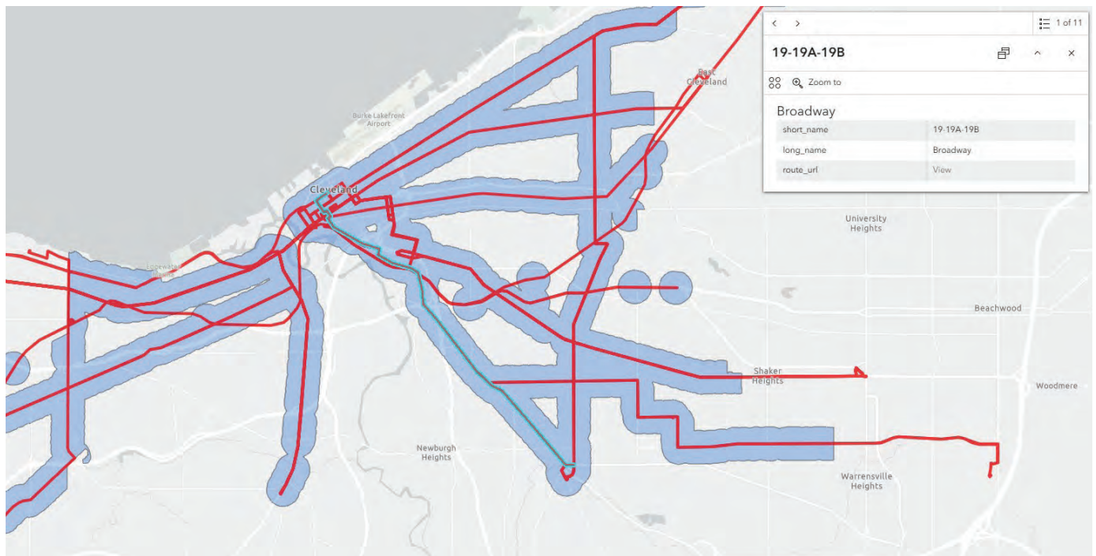
ADJACENT INITIATIVES & INFLUENCING POLICIES - LAND USE

TDM PROGRAM | CITY OF CLEVELAND

The City of Cleveland's Transportation Demand Management (TDM) Program standards establish a robust policy framework to support its 15-Minute City vision—one that places people at the center of planning by promoting proximity to basic services via walking, biking, or transit. These standards outline how new developments that occur within ¼ mile of high-frequency transit stops must alleviate reliance on single-occupancy vehicles, improve access to sustainable mobility, and contribute to safer, healthier streets. These standards apply to developments over 5,000 square feet in size.

Projects are categorized into five TDM tiers based on use, square footage, and the number of residents or employees. Each tier has a required number of "TDM points" to earn through a customizable menu of strategies, including subsidized transit passes, bike infrastructure, reduced parking, car-share programs, and affordable housing provisions. Projects must submit and register a TDM plan during permitting, which is then monitored through annual reports and site inspections to ensure compliance.

This program is significant in that it uses data-driven decision-making to integrate land use, transportation, and equity goals. By leveraging these standards, planners and community stakeholders can advocate for developments that prioritize transit-oriented growth, reduce emissions, and improve mobility for everyone, particularly in historically underserved areas. These are principles that are vital to Cleveland's future neighborhood and corridor revitalization strategies. For neighborhood planning, it presents a framework to support local affordability, accessibility, and family-friendly design. For corridor plans such as this one, it ensures that infrastructure and development reinforce multi-modal connectivity and reduce vehicular demand.



BROADWAY-SLAVIC VILLAGE ECODISTRICT

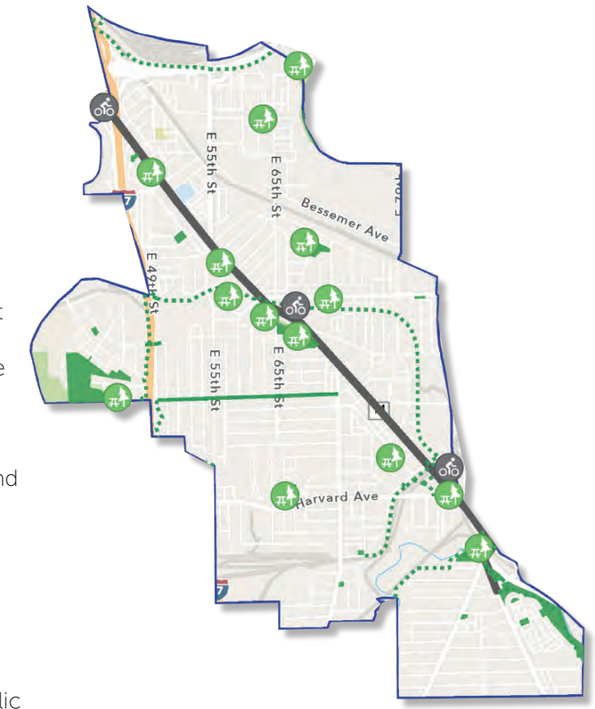
The community made history when it became the 9th EcoDistricts Certified community in the world and the seventh in the United States. Its land area also makes it the largest EcoDistrict - reflecting an ability and commitment to achieve aspirational goals by the citizens of Broadway-Slavic Village.

The certification reflects a neighborhood-wide commitment to three pillars of just urban development as identified in the program's protocols: equity, resilience and climate protection.

The Roadmap document that sets goals, strategies and performance targets under each of the three EcoDistricts pillars through 2050 and will be recertified every two years. The framework intends to foster a new model of urban development that moves projects from vision to reality with just, sustainable and resilient neighborhoods at the heart of every decision. The Protocol and EcoDistricts Certification guide city makers to take a collaborative, holistic, neighborhood-scale approach to community design to achieve rigorous, meaningful performance outcomes that matter to people and planet. [1]

To uphold the framework identified in the Roadmap, the Broadway TOD process sought alignment on multiple fronts:

- Supporting an inclusive process that seeks input at all levels
- Identifying opportunities for high-quality public spaces as part of the corridor vision to support community health
- Prioritizing expanded options for accessible, affordable and healthy housing
- Committing to home ownership as a tool to support community stability and combat displacement
- Improving accessibility to jobs and services through improved transit connections
- Identifying priority areas for investments in pedestrian safety
- Designing street details that increase tree canopy
- Prioritizing safety in roadway design details
- Supporting a holistic approach to mobility for all



1- Broadway-Slavic Village EcoDistrict Map and background information from the EcoDistrict website

ANTICIPATED DEVELOPMENTS

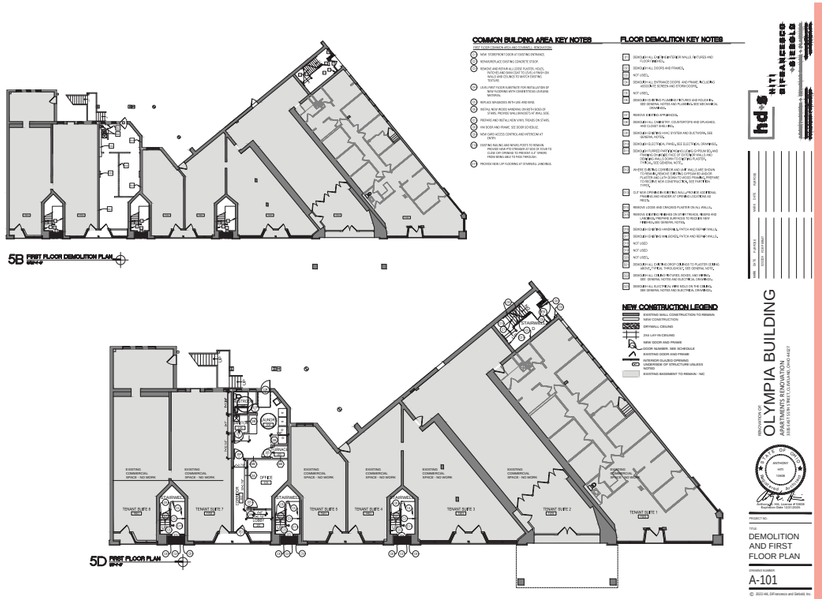
Various investments and development plans are already active within the study area. The project team coordinated with SVDC in their ongoing efforts to bring additive development to their service area. The examples outlined below and right capture significant developments that impacted the Broadway TOD Plan.

Additional developments at the following locations were considered as part of the planning process:

- **Broadway & Pershing Avenue (5040 Broadway Avenue):** This site will serve as a headquarters for ODS Transportation. Due to these plans evolving, this property in the Pershing node is currently shown as a new multi-family residential development.

- **Broadway & E55th (5416 Broadway Avenue):** As of December 2025, SVDC is engaging with a commercial broker to vet potential development opportunities. This site in the E55th node shows an existing building, but future development should consider context for appropriate height, scale, and aesthetic.

- **Union Avenue (6625 Union Avenue):** At the time of this report--December 2025--SVDC is finalizing agreements with Manna 365 to purchase this property and develop then manage an aquaponics facility. These sites are shown as multi-family development in the Union-Aetna node. While there is flexibility in land use, future development plans should consider their presence and relationship to the Morgana Run Trail that runs along this property's southern edge. Transparency and visual connections should be preserved as well so the trail does not feel isolated from its context at this critical location.



Olympia Building

The entire building is currently undergoing a full rehabilitation.

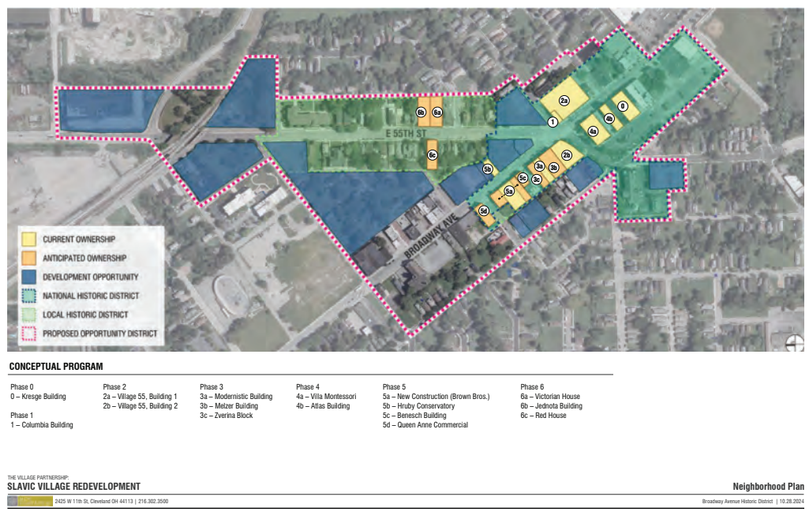
When complete, there will be 20 low-income residential apartments on the upper floors with as many as eight commercial spaces that will be retrofitted and combined to suit the needs of commercial tenants.

Project Fox

Represents the first new infill homes that will have been constructed in Slavic Village since 2015.

Proposing 27 newly constructed duplexes containing 54 townhomes on Chambers, Sebert and Fleet Avenues.

Four of the townhomes will be designed to support "aging in place".



Village Partnership

6 phases anticipated

Columbia Savings and Loan Building (phase 1): Proposed mixed-use renovation with a coffee shop on ground floor and potential offices above.

"Village 55" (phase 2): Redevelopment of this site will include the demolition of the existing structures over five parcels and the construction of a five-story building with 125 new residential affordable and market rate apartments over ground floor administrative and office spaces.


COURTYARD CLUSTER HOMES | INTERGENERATIONAL


3-STORY WALK UP UNITS (NARROW)


SINGLE-FAMILY + GARDEN APARTMENT


TRIPLEX | COTTAGE CLUSTER


TOWNHOMES WITH ATTACHED GARAGES


STACKED-FLAT TOWNHOMES


3-STORY WALK UP UNITS


EIGHTPLEX (4 OVER 4)


NEIGHBORHOOD MULTI-FAMILY BUILDING


SINGLE-FAMILY HOME


AGING-IN-PLACE INFILL


COURTYARD CLUSTER


MULTI-FAMILY TRANSIT-ORIENTED DEVELOPMENT


ACCESSIBLE RANCH HOME


TOWNHOMES (NO GARAGE)

FOCUS ON HOUSING | RESPONDING TO NEED WITH VARIETY

Housing is a critical element of successful transit-oriented development (TOD), creating vibrant and connected communities where people can live, work, and access services without having to rely on cars. Housing is also one of the first stabilizing elements for neighborhoods, paving for the way for additional development.

There is a national housing shortage, estimated at 4.7 million units. Factors such as zoning laws, building regulations, rising construction costs, high mortgage rates, and community opposition to new development hinder the creation of new housing units, which has failed to keep pace with population growth. **Building more homes is essential to close the widening gap between supply and demand.**

The Ohio Housing Finance Agency (OHFA) prepared a Housing Needs Assessment to identify current challenges for residents of the state of Ohio. Included in this study are the following statistics:

- The housing market in Ohio is tight with limited options for prospective homebuyers and renters on fixed incomes. In 2022, vacancies for homeowner and rental rates were at 0.2% and 6.2% respectively.

- There are 447,717 extremely low-income (ELI) renters in Ohio, but only 177,318 rental homes are affordable and available to them, leaving a shortage of 270,399 units.

- One in four housing units in Ohio was built before 1950 when the nation's first laws banning lead-based paint were enacted– higher than the national share (16%).

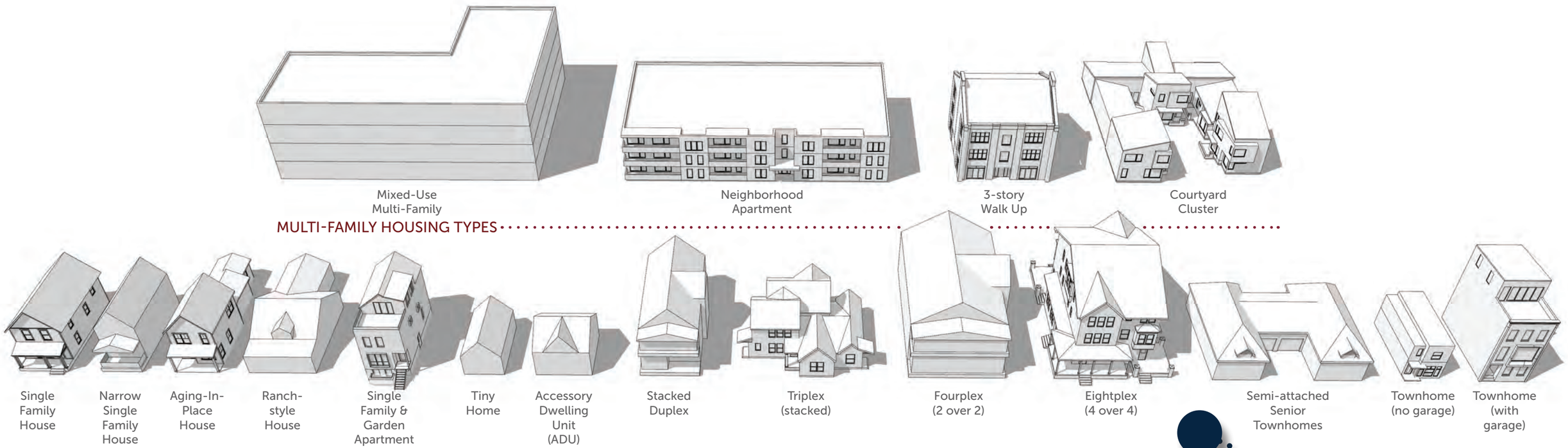
This plan was done with the understanding that housing ought to be the first consideration in transforming underutilized land adjacent to transit corridors. A mix of affordable and market-rate housing would ensure equitable access to jobs and opportunities, strengthening social and economic resilience while building inclusive, livable communities for the long term.

Twenty-five years ago the Slavic Village community led Cleveland's housing renaissance with the first for-sale market-rate housing development built within the city in decades.

The Mill Creek neighborhood represented a new era of possibilities for urban living. A comprehensive approach to the design of homes, neighborhood streets and public spaces generated interest and additional investment in the area.

Recent and planned investments in transit, bike infrastructure and supportive zoning are helping to build the foundation for a new housing renaissance in Slavic Village. It is time for Slavic Village to lead the region in creative and responsive residential developments by leveraging newly adopted tools, layering in available land through land-banks, and partnering with diverse housing developers and home-builders to chart a new course for the neighborhood.

Housing Development Examples (above)
Every image reflected in the matrix is located within the City of Cleveland or a proximate inner-ring suburb. It is imperative that the Broadway TOD Plan consider local examples to ensure constructability, continuity, and marketability.



Defining The Housing Types | Prototypes For Consideration

Exploring a collection of housing types is critical to addressing development opportunities on a site-by-site basis. The market study identified the challenges associated with single-family infill development in the community – often the go-to for neighborhood infill development. In response, the team considered a broad range of housing options, with a goal of supporting increased density along and adjacent to the corridor.

Opportunity sites, neighborhood character and need vary greatly, and the intent was to identify unit types that would meet the needs of everyone, from the most vulnerable populations through market-rate buyers. At the core of the team's approach to considering any new housing opportunities along the Broadway corridor is filling gaps in the market while not displacing existing residents.

For example, older residents need single-floor living options to support greater independence and the ability to stay in the neighborhood as they age. Conversely, a lack of market rate rentals means that younger renters are looking to other neighborhoods for these units.

The community lacks "missing middle" units - an important smaller-scale multi-family housing type that supports those who are not quite ready to buy a home but want to experience a greater sense of community.

The project team explored three primary categories of housing to serve the varied needs of potential residents:

- **Detached**: single family homes, tiny homes, and accessory dwelling units
- **Attached**: townhomes, cluster homes, duplexes, triplexes and 8-plexes (4 over 4)
- **Multi-family**: mixed-use buildings, lofts, walk-ups and apartment buildings

The middle range attached and multi-family unit types support the development of 'missing middle' options.

Many of these units could be built more affordably by utilizing a new single stair housing code reform as piloted in Colorado. Previous requirements of two means of egress per unit have led to decreased density and higher construction costs. While this is not yet allowable under Ohio codes, it may represent a new option in the near future.

Through the intentional development of housing variety, the Slavic Village neighborhood can signal that it is building a community for all.

Focus on Feasibility

To provide real-world applicability and easier paths to implementation, housing attributes (size, scale, access, arrangement) were established from projects that have been developed in Cleveland neighborhoods and nearby communities within the region.

Housing Attributes by Type: Multi-Family Units

Transit-oriented development requires greater density around transit stations. Multi-family buildings are prioritized in these areas where development sites can accommodate the larger footprint.

Unit type	Attributes						Criteria			Notes
	SF/unit	Size (footprint)	Height / stories	For sale / rental	Parking	Density Unit / Acre	"Site Area (min.)"	Site Access	Shared/ Common Areas	
Multi-family										
Mixed-Use (Elevator)	800 sf (avg)	60'x130'	4	R	1/unit	50	.6 ac	Shared Drive; Shared Parking	Shared; amenity space is lobby/ ground floor	Supports mixed-use
Neighborhood Apartment Building	450-1,200 sf	45'x50'	3	R	1/unit	30	.2 ac	Shared Drive; Shared Parking	Shared; Likely requires separate space for amenities	Residential only unless separate/modified module
3-Story Walk-Up (Module)	700 sf (avg)	53'x60'	3	R	.5/unit	30	.2 ac	Shared Parking; Alley Access	Shared; Likely requires separate space for amenities	Residential only unless separate/modified module
Courtyard Cluster	1,000-1,350sf	84'x102'	2	R	1/unit	12	.1 ac	Shared Drive; Shared Parking	Interior Courtyard	Supports intergenerational housing

Housing Matrix | Coordination Across Multiple Initiatives

The project team collaborated with the Slavic Village Development Corporation and their parallel master planning process to coauthor a Housing Typology Matrix. This development tool is intended to be cross-referenced across multiple planning efforts to ensure housing types and redevelopment options are discussed and described with consistency.

This high level of coordination allows development strategies, market analysis, and other planning tools to be additive and complementary. For the Broadway TOD Plan, not all housing typologies identified in the matrix are recommended. However, it is critically important to include a full inventory for maximum flexibility when considering different development scenarios. Numeric attributes such as footprint size and density assist in calculating potential development yields. The Broadway TOD Plan references these specific housing typologies

Building Broadway

- Three-story walk-up buildings support more affordable construction and are an appealing option for new renters. This type of unit is best located along or immediately adjacent to the Broadway Avenue corridor and in close proximity to bike infrastructure.
- Multifamily apartment buildings, both affordable and market rate, are needed along the corridor and in close proximity to transit stations to maximize accessibility and TOD activity.
- Mixed-use buildings and higher density apartment buildings are important for providing new commercial uses along Broadway. Location is critical for the success of mixed-use buildings; their development can assist adjacent commercial and retail development by supplying new customers, offering parking resources, and filling in the missing urban fabric that completes existing districts.
- A multi-family courtyard building or courtyard cluster can support improved quality of life for renters through protected and unique outdoor spaces.

Housing Attributes by Type: Attached Units

Attached units support a step-down in density from the corridor and respond to the residential market study's indication of a need to expand offerings within the neighborhood. Townhomes, clusters and duplexes provide missing middle housing types that are underrepresented in the Cleveland market.

Unit type	Attributes						Criteria			Notes
	SF/unit	Size (footprint)	Height / stories	For sale / rental	Parking	Density Unit / Acre	"Site Area (min.)"	Site Access	Shared/Common Areas	
Attached										
Stacked Duplex	1,000 sf	24'x45'	2	FS / R	.5/unit	14	Standard Lot	Driveway from Street; Alleyway preferred	Backyard	"Cleveland Double"
Triplex (stacked)	650-890 sf	42'x50'	2	R	1/unit	14	.4 ac	Driveway from Street; Alleyway preferred	Backyard	Side-by-side with stacked unit; typically with pitched roof
Fourplex (2 over 2)	580-1,200 sf	46'x36'	3	R	1/unit	12	.3 ac	Driveway from Street; Alleyway preferred	Side yard	Side-by-side with stacked units
Eightplex (4 over 4)	580-1,200 sf	46'x72'	3	R	1/unit	18	.4 ac	Shared Drive; Shared Parking	Side yard	Side-by-side with stacked units
Townhome (no garage)	1,150 sf	16'x36'	2	R	1/unit	20	.15 ac	Shared Drive; Shared Parking	Backyard	No garage for affordable townhome
Townhome (with garage)	1,800 sf (+garage)	22'x36'	3	FS	2/unit	20	.15 ac	Driveway from Street; Alleyway preferred	Backyard	Avoid front-loaded garages

Building Broadway

- The Townhomes No Garage unit type can fill gaps along streets where 4 or more adjacent parcels exist. These can be grouped to create larger scattered infill projects with greater impact by rebuilding a strong pedestrian-oriented frontage.
- Townhomes With Attached Garage are best located in areas where larger groupings are able to be built in close proximity. Access and walkability to amenities are important for this unit type. Vehicular access must be designed to avoid front-loaded garages. A shared, limited vehicular access is ideal. Alleys and side entrance drive aisles are preferred so primary facades flank a fully walkable environment along the street.
- Single-floor units in townhome and courtyard clusters can support seniors in connected, multi-unit groupings. Paired with transit access, this unit type supports prolonged independent living.
- Triplexes, 4-plexes and 8-plexes are effective options for increased density on slightly larger groupings of parcels, while capturing the aesthetic of classic, larger-scale, historic Cleveland homes. These are most effective on streets where historical homes, including the "Cleveland Double," are present.
- Courtyard clusters support a sense of community by organizing units around a shared central space. These reflect an important and family-supportive missing middle housing option and can provide inter-generational living opportunities.

Housing Attributes by Type: Detached Units

To support opportunities for greater affordability, detached units are considered as infill options when they can reflect greater density - accessory dwelling units, tiny home clusters, etc.

Unit type	Attributes						Criteria			Notes
	SF/unit	Size (footprint)	Height / stories	For sale / rental	Parking	Density Unit / Acre	"Site Area (min.)"	Site Access	Shared/ Common Areas	
Detatched										
Single family infill	1,200-1,600 sf	20'x36'	2	FS	2/unit	8-10	Standard Lot	Driveway from Street	Backyard	Limited market - greater density needed
Narrow single family infill	1,100 sf	18'x36'	2	FS	1/unit	10-12	3 Lots (5 units)	Alley Access/ Shared Drive	Backyard	Alley access & adjacent parcels required
Aging-in-place infill	1,520 sf	21'x58'	2	FS	1/unit	8	Standard Lot	Driveway from Street	Backyard	36' min. lot width
Fully accessible ranch	1,400 sf (+garage)	30'x77'	1	FS	1/unit	8	Standard Lot	Driveway from Street	Limited Yard	40' corner lot or 50' mid-block
Accessory Dwelling Unit (ADU)	N/A	N/A	1-2	R	1/unit	N/A	N/A	Existing	Backyard	Existing yard must accommodate; demo/ repurpose garage (if detached)
Tiny home cluster	540 sf	18'x30'	1-2	FS / R	1/unit	16	Standard Lot/3 Lots	Shared Parking	Interior Court-yard	Front & back units
Modular home (sm)	768 sf	16'x48'	1	FS	1/unit	12	Standard Lot	Driveway from Street	Backyard	Ensure façade variation
Modular home (lg)	1,600 sf	22'x36'	2	FS	2/unit	8-10	Standard Lot	Driveway from Street	Backyard	Ensure façade variation
Single family with garden apartment	2,400 sf	20'x40'	3	FS / R	2/unit	14	Standard Lot	Driveway from Street; Alleyway preferred	Backyard	Could support first floor commercial in place of flat for a live/ work option

Building Broadway

- Narrow single family infill units allow the development of five homes on three adjacent lots, increasing density. A shared drive or alley would be required. Increased density is important to support transit, and this approach allows additional units while further complementing existing neighborhood character.
- Similarly, a tiny home cluster allows the development of 3-4 units on a grouping of two or three parcels. This is an appealing unit type that can draw the attention of new buyers and renters.
- Aging in place infill homes allow residents to remain in their neighborhood when multi-floor living becomes less desirable. This supports long-term residents with new options that include single floor living or units with bedrooms and bathrooms on the first floor, while freeing up affordable homes for renovation and updates.
- ADUs (Accessory Dwelling Units) support additional units on a single lot, allowing existing residents to generate income while creating affordable units or providing inter-generational living opportunities.
- The stacked single family with garden apartment model supports a rental unit below for the homeowner who lives above, providing an income stream to offset mortgage costs and make home ownership more accessible for first-time buyers.

OFF-CORRIDOR CONNECTIONS ARE EQUALLY IMPORTANT

ACTIVITY GENERATORS

Activity generators reflect neighborhood desitnations and places that people may want to access via transit. The illustration above shows how activity generators were mapped to better understand their potential influence on the TOD plan. Many are located on adjacent streets, within the ten to fifteen minute walkshed mapped in blue. Their proximity further substantiates the urban design initiatives that are outlined in the Node Development Concepts.

This study was conducted to better understand people's movement throughout the neighborhood. It considers how different areas attract different populations at times of days and days of the week , such as places of worship and schools. This information greatly influences the transportation plan, off-corridor linkages, redevelopment scenarios, and urban design concepts. And, it lends better understanding into how the broader neighborhood operates. Seeing how people move through the area now and

The walkshed study highlights how sidewalk conditions might be addressed to strengthen safe and accessible connections between the surrounding neighborhoods and Broadway Avenue. These important linkages provide first and last connections for transit riders.

their likely destinations influences how bus station locations, routes and schedules are planned.

Various land uses in the area, from schools and places of worship to shopping and offices, attract people for different reasons. Each one of these areas, as demonstrated by mapping the activity generators, needs to be further understood to better connect the overall corridor plan.

The project team also considered the activity generators to better comprehend when traffic and operations may increase or decrease depending on the day of the week or time of day. This information helped the team shape the plan to best suit the needs of the current day neighborhood while attracting and supporting new development opportunities. Where there are strong clusters of activity generators, the project team focused the transportation plans' initiatives around linkages to the corridor, determining where crosswalks might be added/enhanced, how parking should be provided, development pattern options, and overall safety enhancements.

Node Activity Generator Conclusions: Pershing, East 55th, and Union Nodes

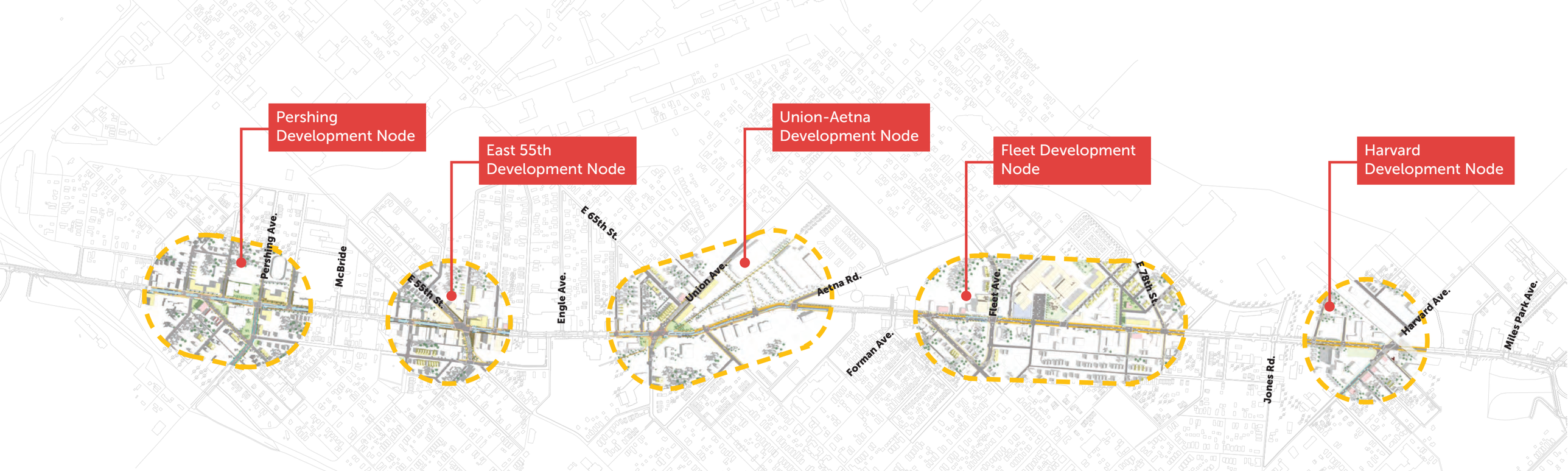
The mapping clearly shows clustering of activity generators in the central portion of the corridor at the East 55th and Broadway intersection and extending about a quarter mile north and south.

Fleet Node

A concentration of education and civic campuses including St. Stanislaus Church and School, Cleveland Central Catholic, Cleveland Public Library, and the Stella Walsh Recreation Center that indicate frequent pedestrian movements to and across Broadway. The southern portion is not currently a high activity generator. However, underdeveloped land makes this area ripe for change.

Harvard Node

Holy Name Church and School, Newburgh Park, and Community Reassessment and Treatment Services create a recognizable intersection with active uses spanning both sides of Broadway Avenue.



NODES GUIDE DEVELOPMENT THAT IS RESPONSIVE TO IMMEDIATE CONTEXT

NODES | STRATEGIC MOMENTUM

Study of the corridor's density, land uses and transit hubs led to the emergence of five key nodes. Each has its own opportunity for investments that aim to stabilize, elevate public spaces, and incorporate development supported by an improved transit system.

The project team created a series of metrics for assessment, outlined on the following pages, to identify and organize recommendations. The assessment area extended from the corridor, encompassing a ten-minute walkshed from each proposed Bus Station. This approach aims to improve transit riders' experiences from the stations to the surrounding neighborhoods. By highlighting missing sidewalks, areas that need repair, and other links lacking potential, the plan's implementation ensures long-time residents can experience benefits beyond the corridor.

The nodes' shapes were established by quarter-mile radii drawn around key intersections. Their boundaries evolved as the team worked through transit improvement concepts as well as development opportunities that introduce additional sites and strengthened connections to transit.

It is strongly recommended that nodes be prioritized for improvements and that there are concerted efforts to invest in at least the first one or two. Identifiable progress is best achieved with a focused approach at specific areas to create momentum.

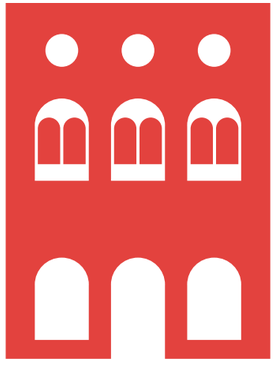
Each node proposes development. Higher density and larger development is proposed along Broadway Avenue, giving way to smaller scale and infill development on connecting streets. This "step-down" into the neighborhood provides various opportunities for development, potentially opening the door to new developers, especially smaller-scale builders and minority-owned businesses.

A mix of uses are applied at each node, with a strong emphasis on residential development. The Market Analysis, community conversations, and the project team's comprehensive understanding of the regional landscape led to an intentional focus on providing "missing middle" housing options. The Broadway TOD Plan intends to set the example of how different housing types can define transit-oriented-development. Scaled and phased implementation employs a variety of housing types to allow incremental development that is responsive to conditions over time. Benefits of this approach are multifaceted:

- Slow growth places less pressure on existing residents and lowers the threat of gentrification and/or displacement.
- Smaller-scale developments (single family homes, cluster homes, garden style and stacked units, and multiplexes) offer opportunities for ownership to assist in building long-term equity and wealth.
- Building infill lifts up surrounding properties and creates stability.
- As stability is restored, land values can increase, and potentially attract larger scale developments.
- Larger scale developments may be eligible for funding, especially for affordable units. Situating these along the corridor where their visual impact is maximized can help encourage additional investment.

Organizing around nodes creates an implementation strategy that doesn't rely on changing the entire 4-mile corridor's character at once. The Broadway corridor and Slavic Village's story will evolve over time. A focus on nodes allows adjustments that best capitalize on future opportunities as they arise.

Character



Convenience

Connection

Identifying Typologies

Transit station areas form the basis of nodes along the Broadway corridor – a roughly quarter-mile radius around the stations. Focused reinvestment in these locations should support increased transit accessibility and the potential for increased transit usage. The Broadway corridor's length and connection to many neighborhoods necessitates an approach that considers the unique characteristics of each proposed transit node area. As such, a one-size-fits-all strategy to investment around the station areas is not appropriate.

To support high quality transit-oriented development and prioritize best practices already developed by the City of Cleveland, Cuyahoga County Planning, and NOACA, the team developed a scorecard that inventories key criteria generated by these organizations. Primary categories address adjacent development patterns, existing land uses, mobility and access, and district character. Criteria within each of these categories address specific supportive details such as strong street edge, ground floor transparency, neighborhood-supportive uses, engaging waiting environments, pedestrian safety features, and pedestrian amenities that attract interest and activity.

Each proposed station node was assessed using these criteria to identify the presence of TOD-supportive details and to understand the existing conditions and character through this lens. This initial analysis allowed the team to identify three primary node types: Character nodes, Convenience nodes and Connection nodes. Through this, the team also articulated the types of improvements that are needed to best support transit-oriented development in each area, setting the stage for focused and responsive redevelopment planning.

The following pages reflect the analysis of each node typology and anticipated areas of focus for improvements.

Transit Node Analysis

TOD Focus Details - Character Nodes

Character Nodes Criteria

Character nodes are locations that preserved a stand of historic buildings that form a strong street edge. These buildings and spaces lend a unique character to the area. They also include details that support improved walkability: storefronts along the sidewalk, awnings and overhangs that provide shelter and shade, and when they are occupied, eyes on the street for improved safety. The businesses in these locations are often locally-owned and smaller in scale.

Character node areas along the Broadway corridor include the Pershing Avenue node, the East 55th node and the Fleet Avenue node.

The adjacent chart highlights in pink those characteristics that would identify a node as Character.

Areas of Focus:
This node type contains many of the details that support successful transit-oriented development through its prevalence of historic buildings and complementary urban fabric. Focus is given to maximizing residential and mixed-use density, and pedestrian activity. Design proposals should provide engaging public spaces, activate storefronts,and create safe and convenient neighborhood connections with comfortable walkability.

NODE CRITERIA KEY ● Existing feature ● Feature needed for TOD	Pershing	E. 55th	Fleet north
Development Patterns			
Maximum density along Broadway	●	●	●
Majority of buildings at the right-of-way line (or minimal setback) along Broadway	●	●	●
Transparency along Broadway with primary building entrances and active ground floor uses	●	●	●
Strong street edge	●	●	●
De-emphasis of parking	●	●	●
Parking located behind structures	●	●	●
Visual screening at parking lots	●	●	●
Shared / district parking		●	
Limited curb cuts along Broadway	●	●	●
Uses			
A mixture of neighborhood-supportive uses that attract people at various time of day	●	●	●
Convenience retail and neighborhood services	●	●	●
A range of housing types, densities and price points	●	●	●
Restaurants and coffee shops	●	●	●
Accessible public parks and green spaces	●	●	●
Educational opportunities		●	●
Destinations that attract visitors	●	●	●
Employment centers & job opportunities	●	●	●
Mobility & Access			
Access to other transportation routes & systems		●	
Engaging transit waiting environment(s) that include shelter, lighting and other amenities	●	●	●
Amenities to support increased bike access (bike-friendly paths, bike racks at business entrances, etc.)	●	●	●
Connections to existing bike networks		●	
Well-lit, continuous and universally-accessible sidewalks and pedestrian paths	●	●	●
Pedestrian safety features (high-visibility crosswalks, audible signals, decreased crossing distances, appropriately-timed crossing signals)	●	●	●
Traffic-calming details	●	●	●
Wayfinding	●	●	●
Alternative transportation access (micro-mobility)			
District Character			
Tree-lined streets	●	●	●
Overhead weather protection (awnings, overhangs, etc.)	●	●	●
Pedestrian amenities that activate primary streets (outdoor dining, seating, plazas, etc.)	●	●	●
Architectural details (balconies, bays, etc.)	●	●	●
Public art, cultural & historical details	●	●	●

Transit Node Analysis

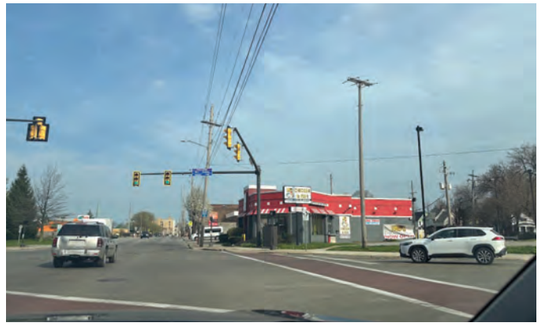
TOD Focus Details - Convenience Nodes

Convenience Nodes Criteria

Convenience nodes reflect redevelopment patterns that are more suburban in nature, prioritizing large surface parking lots between the sidewalk and building entrances. Buildings are set back from the street and pedestrian access is de-emphasized, favoring arrival by car as well as car-centric infrastructure such as multiple curb cuts and drive-through services. The businesses in these locations are often larger and include a high presence of national chains.

Convenience node areas along the Broadway corridor include the Union-Aetna node and the Harvard node.

The adjacent chart highlights in pink those characteristics that would identify a node as Convenience.



Areas of Focus:
Land-use and development types are heavily auto-centric. Large surface parking lots accompany shopping centers and line the right-of-way. These patterns are best supported by transit that can operate more efficiently with dedicated bus lanes due to little to no demand for on-street parking.

NODE CRITERIA KEY ● Existing feature ● Feature needed for TOD	Union-Aetna	Fleet south	Harvard
Development Patterns			
Maximum density along Broadway			
Majority of buildings at the right-of-way line (or minimal setback) along Broadway			
Transparency along Broadway with primary building entrances and active ground floor uses	●	●	●
Strong street edge	●	●	●
De-emphasis of parking			
Parking located behind structures			
Visual screening at parking lots	●	●	●
Shared / district parking			
Limited curb cuts along Broadway	●	●	●
Uses			
A mixture of neighborhood-supportive uses that attract people at various time of day	●	●	●
Convenience retail and neighborhood services	●	●	●
A range of housing types, densities and price points	●	●	●
Restaurants and coffee shops	●		
Accessible public parks and green spaces	●	●	●
Educational opportunities	●		
Destinations that attract visitors			●
Employment centers & job opportunities	●	●	●
Mobility & Access			
Access to other transportation routes & systems	●		●
Engaging transit waiting environment(s) that include shelter, lighting and other amenities	●	●	●
Amenities to support increased bike access (bike-friendly paths, bike racks at business entrances, etc.)	●	●	●
Connections to existing bike networks	●		●
Well-lit, continuous and universally-accessible sidewalks and pedestrian paths	●	●	●
Pedestrian safety features (high-visibility crosswalks, audible signals, decreased crossing distances, appropriately-timed crossing signals)	●	●	●
Traffic-calming details	●	●	●
Wayfinding	●	●	●
Alternative transportation access (micro-mobility)	●	●	●
District Character			
Tree-lined streets	●	●	●
Overhead weather protection (awnings, overhangs, etc.)			
Pedestrian amenities that activate primary streets (outdoor dining, seating, plazas, etc.)	●		
Architectural details (balconies, bays, etc.)			
Public art, cultural & historical details	●	●	●

Transit Node Analysis

TOD Focus Details - Connection Nodes

Connection Nodes Criteria

Connection nodes connect multiple transportation systems to the corridor with fewer opportunities for redevelopment to support increased density. These nodes are automobile-focused and often link highways and more imposing infrastructure to the corridor. Improvements ought to include emphasis on supporting arrival and transition, as well as clear wayfinding to adjacent districts and amenities.

Connection node areas along the Broadway corridor include the East 34th Street node, the Rockefeller Avenue node, and the Miles Park Avenue node.

The adjacent chart highlights in pink those characteristics that would identify a node as Connection.

Areas of Focus:
These nodes tend to be solely focused on connecting to other places, often beyond the immediate context of Broadway Avenue. Proximity to the Rapid Station and highway interchanges to the north, and an abrupt change to roadway patterns at the southern end of the corridor designate these nodes as connective above everything else.

NODE CRITERIA KEY ● Existing feature ● Feature needed for TOD	E. 34th	Rockefeller	Miles Park
Development Patterns			
Maximum density along Broadway			
Majority of buildings at the right-of-way line (or minimal setback) along Broadway		●	
Transparency along Broadway with primary building entrances and active ground floor uses		●	
Strong street edge	●	●	●
De-emphasis of parking			
Parking located behind structures		●	
Visual screening at parking lots	●	●	●
Shared / district parking			
Limited curb cuts along Broadway	●	●	●
Uses			
A mixture of neighborhood-supportive uses that attract people at various time of day			
Convenience retail and neighborhood services			●
A range of housing types, densities and price points			
Restaurants and coffee shops			
Accessible public parks and green spaces			●
Educational opportunities			
Destinations that attract visitors	●		●
Employment centers & job opportunities	●	●	
Mobility & Access			
Access to other transportation routes & systems	●	●	
Engaging transit waiting environment(s) that include shelter, lighting and other amenities	●	●	●
Amenities to support increased bike access (bike-friendly paths, bike racks at business entrances, etc.)	●	●	●
Connections to existing bike networks	●	●	●
Well-lit, continuous and universally-accessible sidewalks and pedestrian paths	●	●	●
Pedestrian safety features (high-visibility crosswalks, audible signals, decreased crossing distances, appropriately-timed crossing signals)	●	●	●
Traffic-calming details			
Wayfinding	●	●	●
Alternative transportation access (micro-mobility)	●	●	●
District Character			
Tree-lined streets			
Overhead weather protection (awnings, overhangs, etc.)			
Pedestrian amenities that activate primary streets (outdoor dining, seating, plazas, etc.)			
Architectural details (balconies, bays, etc.)			
Public art, cultural & historical details	●	●	●

Broadway TOD Plan

Pershing Node Details

This node includes some of the corridor's most well-preserved historic structures paired with newer, high-density housing. New housing holds the street edge and supports the historic context and development patterns of the district. A large number of vacant sites provide an opportunity for larger scale redevelopment along the corridor, as well as infill opportunities along the adjacent residential blocks.

The node represents the best location along the corridor to focus on projects that support transit-oriented development.






Corridor Details:
Right-of-way: 60'-71'
Cartway: 46' (2 lanes @ 11', 2 lanes @ 12')
Sidewalk: varies - 7'-12.5' (includes tree lawn in some locations)

Transit Facilities
- Bus Stations
  - Finn Avenue
  - McBride Avenue
- Bus Stops
  - Pershing Avenue

Bicycle Infrastructure
- Access to I-77 path via Pershing Ave.

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

Total Node Development Sites - 7.04 acres

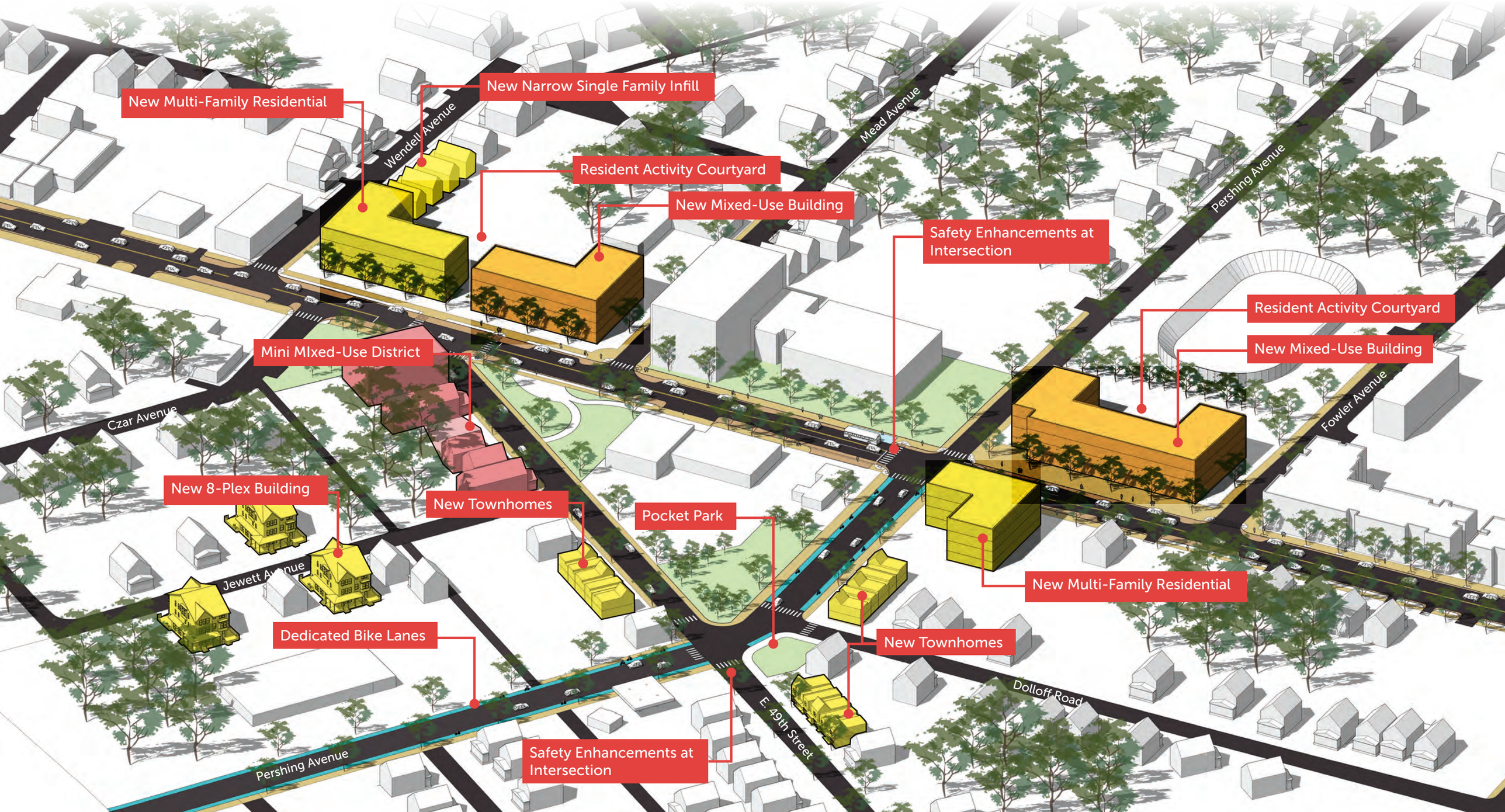
Parking
Off-Street: 364 spaces
On-Street: 24 spaces

Pedestrian Experience
Presence of safe and accessible paths
Good
Fair
Poor

Character Node

Broadway TOD Plan

Pershing Node Details



Each node's implementation will be different. The project team created a series of simple statistics and next steps to assist in future implementation.

Proximity to downtown, neighborhood charm and an opportunity to add higher-density multi-family housing along the corridor support this node as an area for focused early investment.

While a series of catalytic projects and sites have been identified, there is room for flexibility as private development or new funding opportunities arise.

Outlined on the right, these attributes and next steps simultaneously consider all aspects of the Broadway TOD Plan.

Development Statistics

New Residential – 200+ units
New Commercial – 4,900 sq. ft.
New Public Space - 3,250 sq. ft.

A WALKABLE AND ENGAGING NEIGHBORHOOD DISTRICT

Catalytic Sites:

- Large parcels at Pershing intersection (east and west sides)
- Site north of Mead to support larger-scale development

Prioritized Infrastructure Initiatives

- Broadway corridor reconfiguration to accommodate on street parking, widened sidewalks, and bus rapid transit

Placemaking Opportunities:

- Connection between I-77 trail and the Velodrome
- New E. 49th St. commercial district with activation of first floor commercial space

Next Steps

- Renovation initiative on adjacent streets

Key Market Opportunities

- Multi-family rental
- Medium density for-sale homes (Missing Middle typology)
- Strategic infill single-family residential
- Small- to medium-scale retail shops

Broadway TOD Plan

East 55th Node Details

This node includes some of the corridor's best historic architecture and functions as the Broadway neighborhood's "downtown" area. The intersection of E. 55th Street and Broadway Avenue is comprised of historic mixed-use buildings that create a strong urban edge along the corridor.

The density of this node may help attract several infill developments to the corridor, helping build out a robust transit-oriented environment.

Renovation and adaptive re-use projects are critical to the area's success, with multiple opportunities for new commercial uses. There are small pockets of available land off the corridor that can support new, smaller-scale infill housing to bring additional investment and energy to the area. A focus on stop location and strong transit waiting environments will be important here.






Corridor Details:
Right-of-way: 60'-71'
Cartway: 46' (2 lanes @ 11', 2 lanes @ 12')
Sidewalk: varies - 5'-9'

Transit Facilities
- Bus Stations
- E. 55th

- Bus Stops

Bicycle Infrastructure
- Access to Morgana Run Trail from E. 55th Street

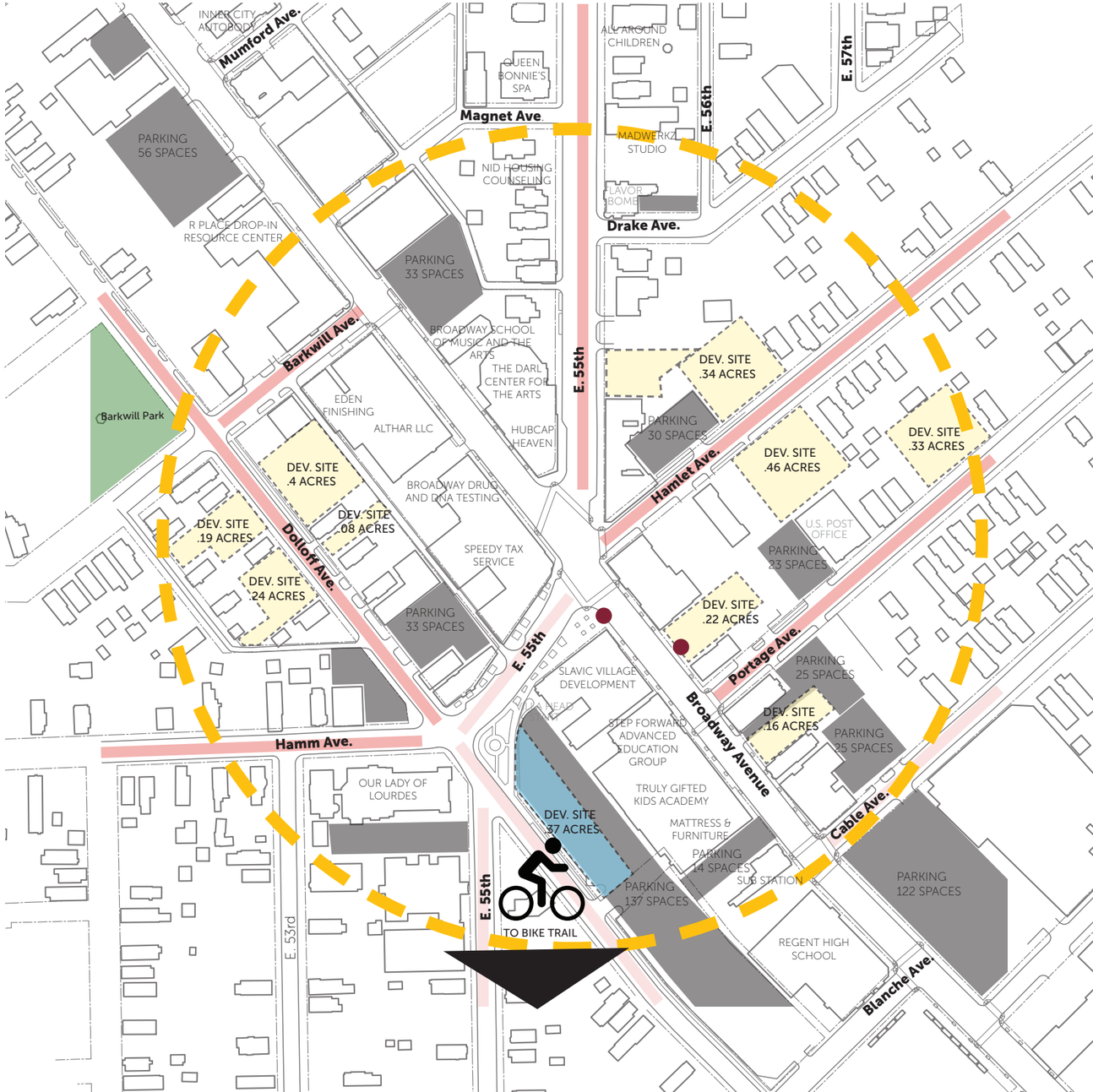
Redevelopment Opportunities
Publicly-owned sites - 2.51 acres
Privately-owned sites - .37 acres

Total Node Development Sites - 2.88 acres

Parking
Off-Street: 253 spaces
On-Street: 79 spaces

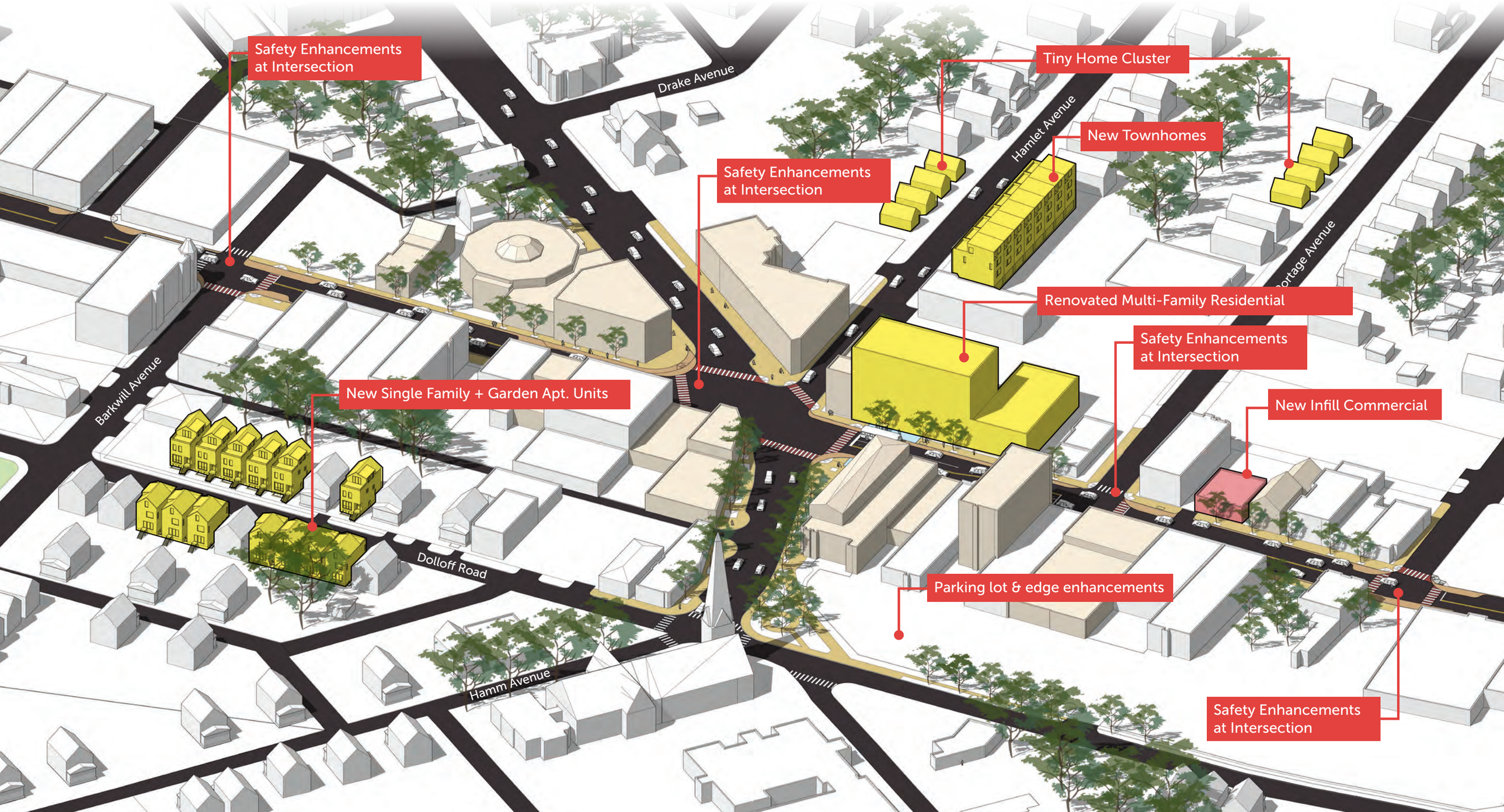
Pedestrian Experience
Presence of safe and accessible paths
Good
Fair
Poor

Character Node



Broadway TOD Plan

East 55th Node Details



EAST 55TH | YIELDS + ACTIONS

Each node's implementation will be different. The project team created a series of simple statistics and next steps to assist in future implementation.

The success of the East 55th Street node will depend on a steady approach to renovation and adaptive reuse at all levels - from the unique and character-rich buildings that line the primary streets to the homes throughout the district. The intact nature of this area must be preserved and enhanced with infill development to follow the initial investments in stabilization.

While a series of catalytic projects and sites have been identified, there is room for flexibility as private development or new funding opportunities arise.

Outlined on the right, these attributes and next steps simultaneously consider all aspects of the Broadway TOD Plan.

Development Statistics

New Residential – 142 units
New Commercial – 2,300 sq. ft.

Catalytic Sites

- Historic building renovations
- Dolloff Road infill sites

Prioritized Infrastructure Initiatives

- Broadway corridor reconfiguration to accommodate on street parking, widened sidewalks, and bus rapid transit

Placemaking Opportunities

- Activating storefronts to re-energize district
- Artistic Gateway at E 55th rail bridge

Next Steps

- Renovations (existing businesses and homes)

Key Market Opportunities

- Multi-family rental
- Medium density for-sale homes (Missing Middle typology)
- Small- to medium-scale community serving retail shops

BROADWAY'S DOWNTOWN DESTINATION: A PLACE OF CONNECTION, HISTORY, AND ART.

Broadway TOD Plan

Union-Aetna Node Details

This node contains quick and convenient access to retail and dining establishments. Many of the buildings within this node include parking lots along Broadway which can present challenges for pedestrians. An entrance to the Morgana Run Trail on Broadway provides the opportunity for an enhanced pedestrian experience and is an important amenity for the neighborhood's expanding bicycle infrastructure.

The node represents the best location to strengthen the street edge along Broadway and implement pedestrian safety initiatives. Several adjacent, large, underutilized parcels at the core of this node present an opportunity for transformation to larger-scale housing or job-creation opportunities, with excellent access to multiple bus lines as well as the bicycle and pedestrian pathways provided by the trail.






Corridor Details:
Right-of-way: 59'-75'
Cartway: 46' (2 lanes @ 11', 2 lanes @ 12')
Sidewalk: varies - 6'-10'

Transit Facilities
- Bus Stations
- Union Avenue
- Aetna Road

- Bus Stops
- Union & E. 65th

Bicycle Infrastructure
- Morgana Run Trail

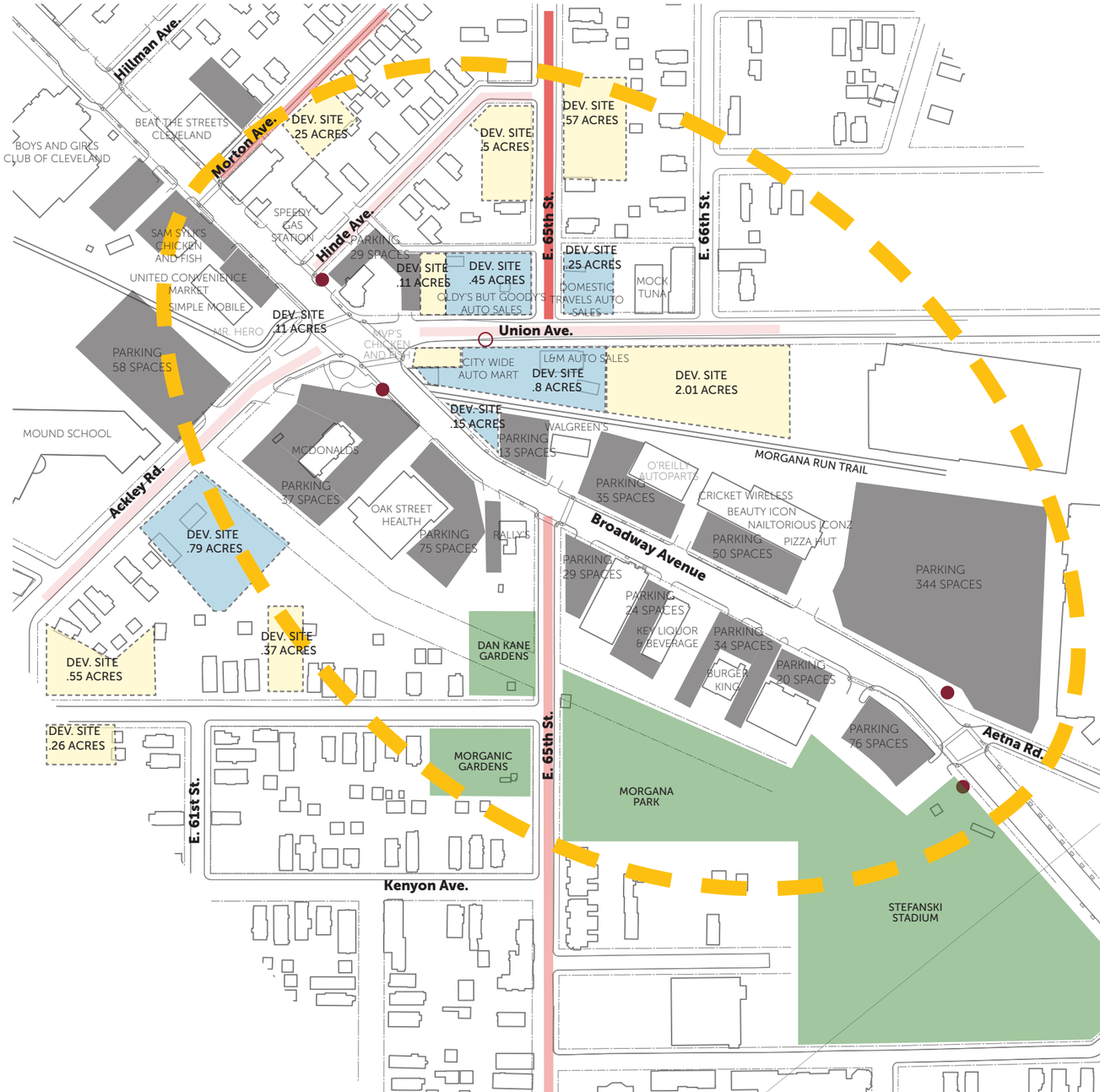
Redevelopment Opportunities
Publicly-owned sites - 4.73 acres
Privately-owned sites - 2.44 acres

Total Node Development Sites - 7.17 acres

Parking
Off-Street: 304 spaces
On-Street: 6 spaces

Pedestrian Experience
Presence of safe and accessible paths
Good
Fair
Poor

Convenience Node



GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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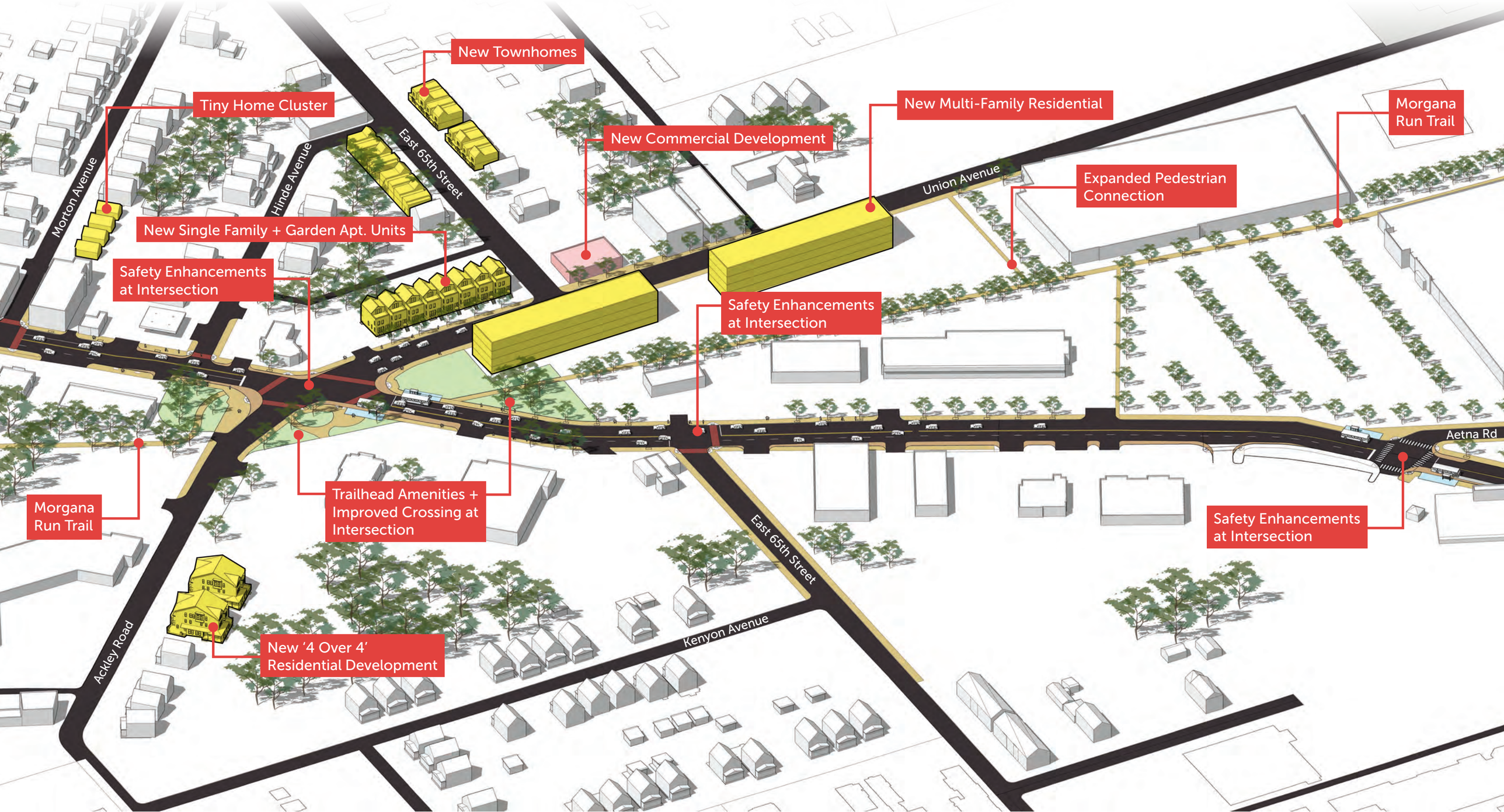
Broadway TOD Plan

Union-Aetna Node Details



UNION-AETNA | YIELDS + ACTIONS

Each node's implementation will be different. The project team created a series of simple statistics and next steps to assist in future implementation.

The Union-Aetna node is an important area of connection and access. Its commercial uses, services and connection points for multiple transportation routes create a unique opportunity along the corridor to model balanced transportation modes. Leading with innovative mobility solutions here can position the community as a place that values enhanced safety and access for all.

While a series of catalytic projects and sites have been identified, there is room for flexibility as private development or new funding opportunities arise.

Outlined on the right, these attributes and next steps simultaneously consider all aspects of the Broadway TOD Plan.

BROADWAY'S MULTI-MODAL CENTER AND URBAN TRAILHEAD.

Development Statistics

New Residential – 148 units
New Commercial – 3,800 sq. ft.
New Public Space - 5,400 sq. ft.

Catalytic Sites

- Repurpose vacant and used car lots along Union for neighborhood and transit-supportive uses
- Business development and residential infill

Prioritized Infrastructure Initiatives

- Broadway corridor reconfiguration to accommodate bus rapid transit, widened sidewalks, and new bus stations
- Morgana Run trail connection through intersection

Placemaking Opportunities

- Expanded trailhead parks on northwest, southwest, and southeast sides of intersection
- New crosswalk safety details to elevate bike and pedestrian priority at intersection

Next Steps

- Paths for improved access between bus lines
- Residential renovation program
- Frontage standards development

Key Market Opportunities

- Multi-family rental
- Medium density for-sale homes (Missing Middle typology)
- Green manufacturing

Broadway TOD Plan

Fleet Node Details

This node provides an opportunity for focused and enhanced community services. The presence of the Fleet Branch of the Cleveland Public Library, the Stella Walsh Recreation Center, community banking, and a day care center provide a strong foundation for this node. Adaptive reuse of vacant buildings and the Stella Walsh structure as well as a repositioning of the Cleveland Public Safety Training Complex could accommodate additional space for community services, expanded and supportive housing options, and more.

The southern portion of this node has the most abundant opportunity for redevelopment along the corridor. Single floor housing options, attached and in multi-family buildings, can house seniors and those with mobility issues. These units support connections to the corridor's transportation network and adjacent community services.






Corridor Details:
Right-of-way: 60'-71'
Cartway: 46' (2 lanes @ 10'-11', 2 lanes @ 12'-13')
Sidewalk: varies - 6'-11' (includes tree lawn in some locations)

Transit Facilities
- Bus Stations
- Forman Avenue
- Fleet Avenue
- Canton Avenue

- Bus Stops

Bicycle Infrastructure
- Access to Morgana Run Trail from Fleet Avenue, Marble Avenue, E. 78th Street & Burke Avenue

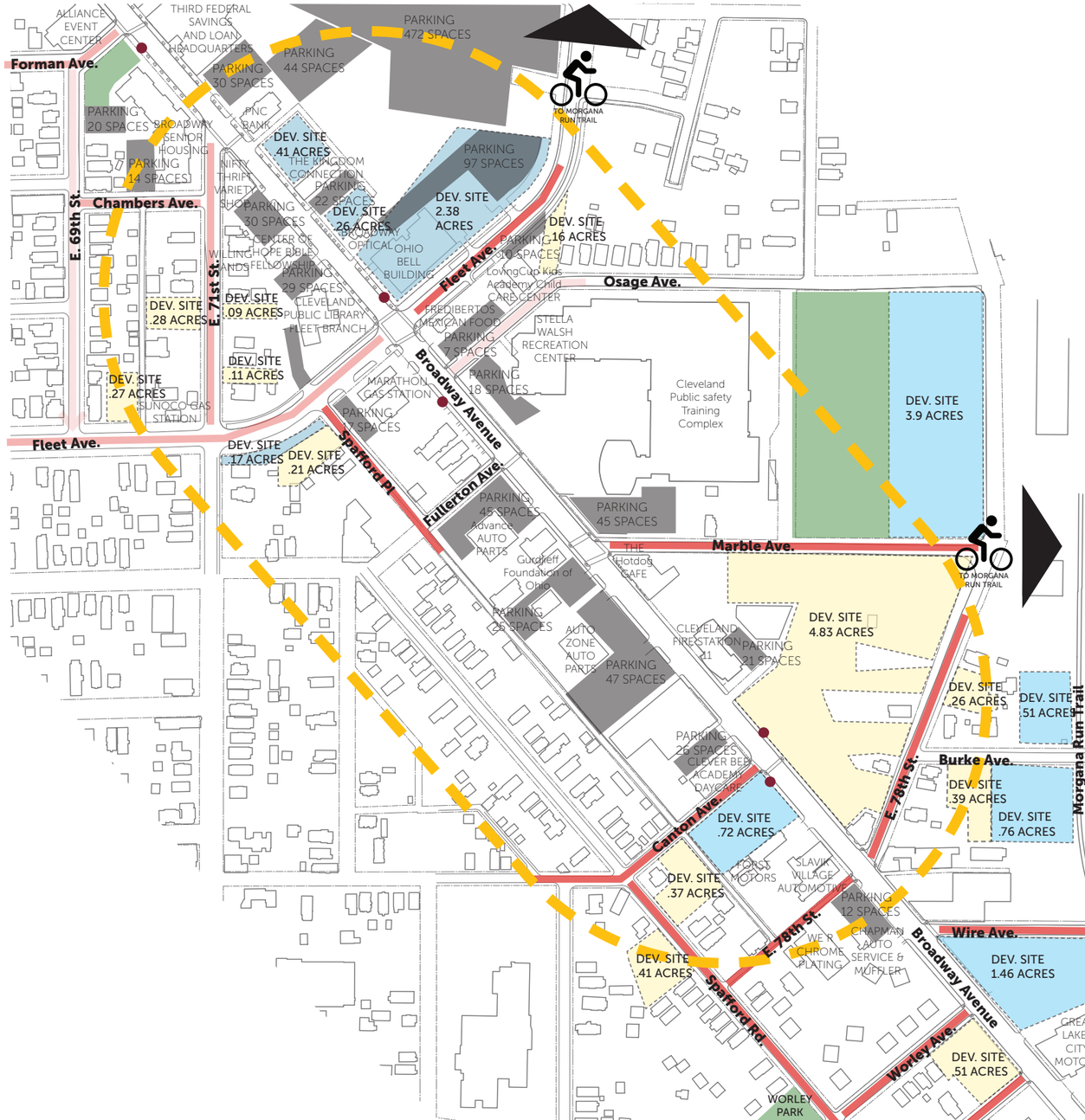
Redevelopment Opportunities
Publicly-owned sites - 7.89 acres
Privately-owned sites - 10.57 acres

Total Node Development Sites - 18.46 acres

Parking
Off-Street: 1,031 spaces
On-Street: 260 spaces

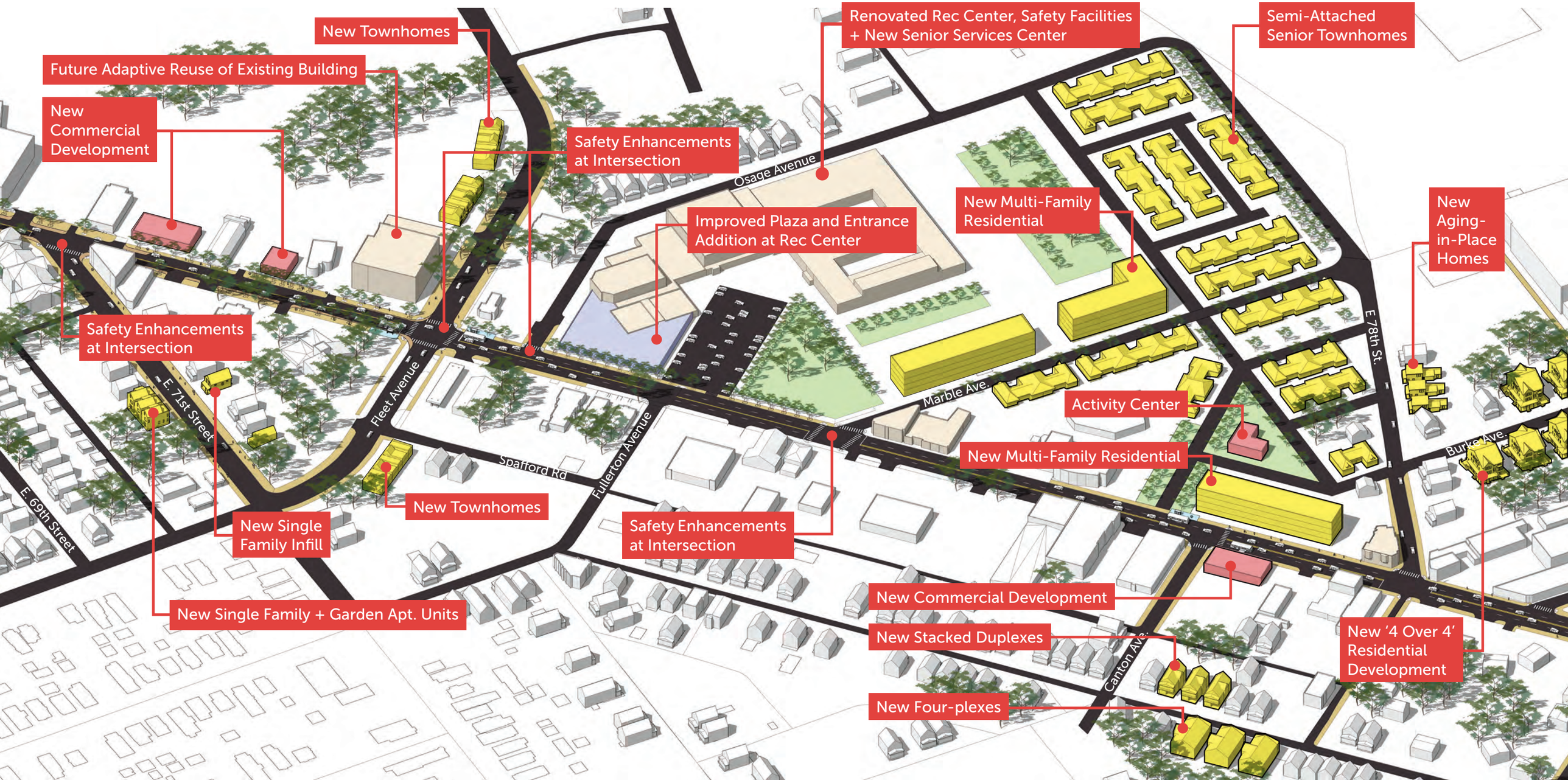
Pedestrian Experience
Presence of safe and accessible paths
Good
Fair
Poor

Character Node



Broadway TOD Plan

Fleet Node Details



FLEET | YIELDS + ACTIONS

Each node's implementation will be different. The project team created a series of simple statistics and next steps to assist in future implementation.

The City of Cleveland's near-term project to reinvest in the Stella Walsh Recreation Center through selective renovation and repositioning pairs well with adjacent vacant land assets to create an appealing district for larger-scale reinvestment. Partner projects such as the rec center can help to create an early win for the corridor and an opportunity to leverage additional development.

While a series of catalytic projects and sites have been identified, there is room for flexibility as private development or new funding opportunities arise.

Outlined on the right, these attributes and next steps simultaneously consider all aspects of the Broadway TOD Plan.

Development Statistics

New Residential – 280+ units
New Commercial – 15,000 sq. ft.
New Public Space - 32,600 sq. ft.

COMMUNITY SERVICES, UNIQUE SPACES, AND NEW SUPPORTIVE HOUSING OPTIONS COME TOGETHER HERE.

Catalytic Sites:

- E 78th St parcels
- Reposition of Stella Walsh property to better connect neighborhood
- Former Erie Savings and Loan as a development site

Prioritized Infrastructure Initiatives

- Broadway corridor reconfiguration to accommodate bus rapid transit and new bus stations

Placemaking Opportunities:

- Bring historic Fleet Ave branding to intersection
- Historic building adaptive reuse

Next Steps

- Stabilize empty historic buildings so they are not lost
- Residential renovation program
- Frontage standards development

Key Market Opportunities

- Multi-family rental
- Medium density for-sale homes (Missing Middle typology and senior)
- Strategic infill single-family residential
- Small- to medium-scale community serving retail shops

Broadway TOD Plan

Harvard Node Details

The Harvard Road intersection represents a launching point for a range of new and repurposed uses. Holy Name Church and Newburgh Park hold the corner with attractive buildings and spaces.

A combination of older industrial and office structures as well as vacant and under-utilized commercial properties fronting Harvard could support the development of a small, unique commercial district that perhaps could become a neighborhood draw. Existing bike facilities in the area can help to support this destination.






Corridor Details:
Right-of-way: 58'-63'
Cartway: 46' (2 lanes @ 9', 2 lanes @ 13')
Sidewalk: varies - 7'-13' (inlcudes tree lawn in some locations)

Transit Facilities
- Bus Stations
  - Jones Road
  - Harvard Avenue
- Bus Stops

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

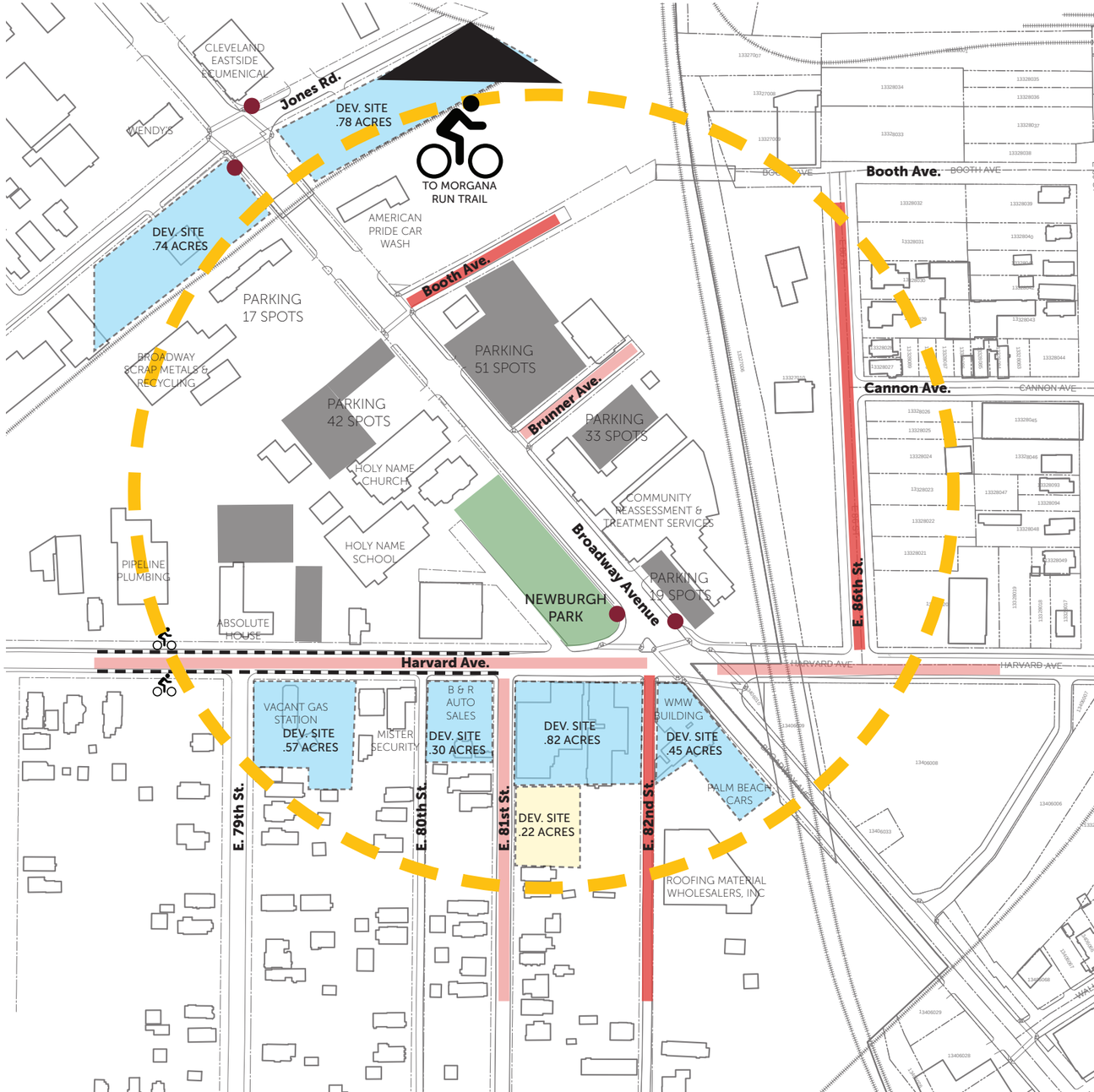
Redevelopment Opportunities
Publicly-owned sites - .22 acres
Privately-owned sites - 3.88 acres

Total Node Development Sites - 4.1 acres

Parking
Off-Street: 162 spaces
On-Street: 27 spaces

Pedestrian Experience
Presence of safe and accessible paths
Good
Fair
Poor

Convenience Node



GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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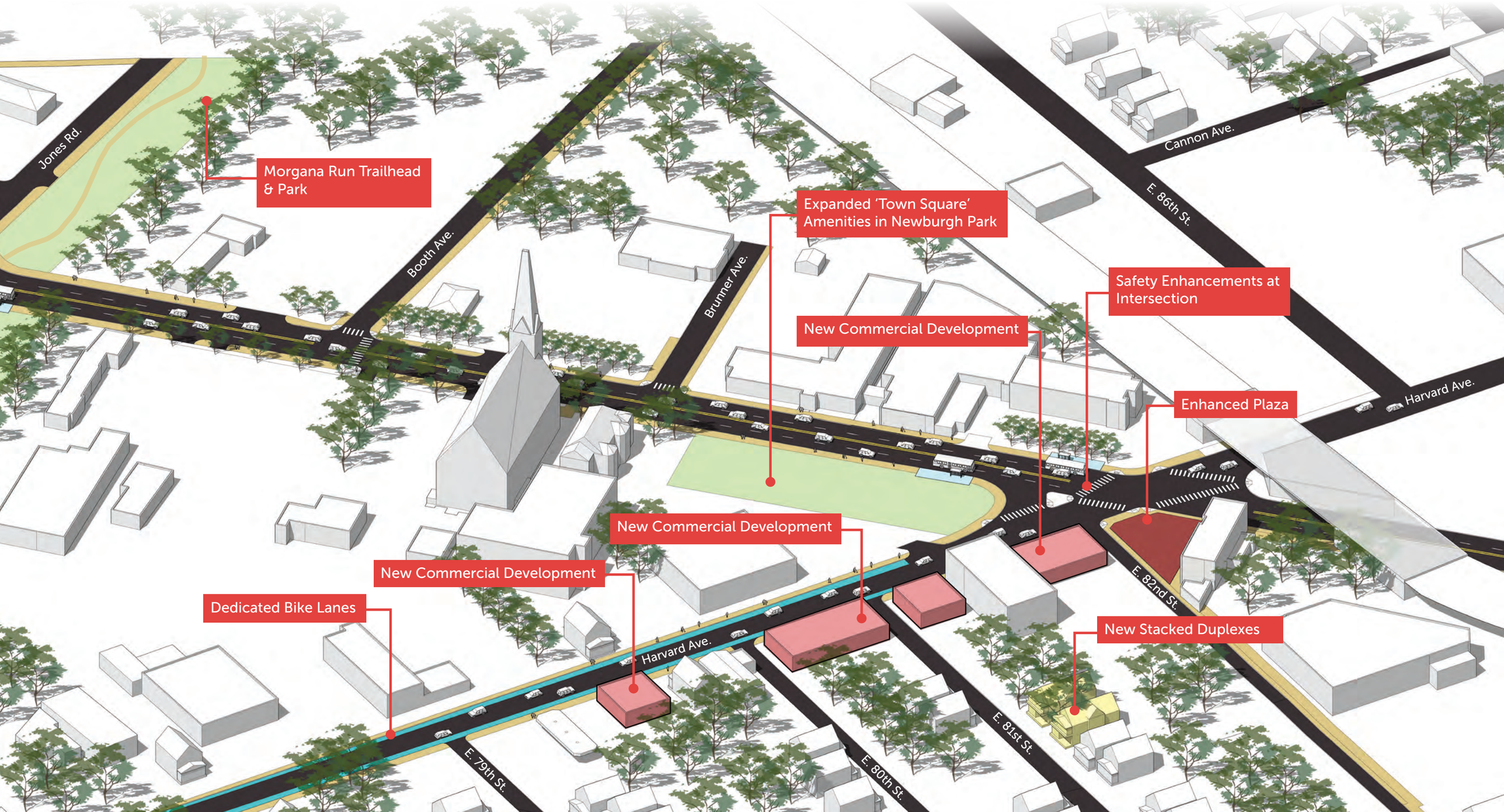
Broadway TOD Plan

Harvard Node Details



HARVARD | YIELDS + ACTIONS

Each node's implementation will be different. The project team created a series of simple statistics and next steps to assist in future implementation.

The Harvard area will not likely lead corridor development, but is an important node, nonetheless. It is a crossroads with the opportunity to take on a variety of roles for the neighborhood. Historic buildings should continue to play a role in defining the character of the area.

While a series of catalytic projects and sites have been identified, there is room for flexibility as private development or new funding opportunities arise.

Outlined on the right, these attributes and next steps simultaneously consider all aspects of the Broadway TOD Plan.

A UNIQUE DISTRICT THAT BRINGS TOGETHER LOCAL MAKERS, ARTISTS, AND BUSINESSES IN A KEY GATEWAY LOCATION.

Development Statistics

New Residential – 4 units
New Commercial – 13,400 sq. ft.
New Public Space - 5,120 sq. ft.

Catalytic Sites:

- Repositioning properties on the south side of Harvard
- Bike trailhead at Jones Rd.

Prioritized Infrastructure Initiatives

- Morgana Run trailhead
- Broadway corridor reconfiguration to accommodate bus rapid transit and new bus stations

Placemaking Opportunities

- Intersection art
- Morgana Run trailhead
- Newburgh Park improvements

Next Steps

- Gateway art at rail bridge
- Housing renovation program

Key Market Opportunities

- Small- to medium-scale community serving retail shops
- Green manufacturing / maker space

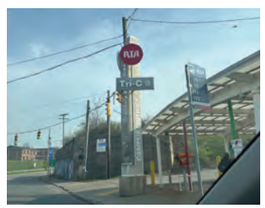
Broadway TOD Plan

Node Details: Connection Nodes

Connection Node 1 - East 34th Street

This is an important multi-modal transportation node, connecting the 15 and 19 bus routes, the Red, Green and Blue Line trains, and the Slavic Village Downtown Connector bike route. Significant highway infrastructure here impacts accessibility and opportunities for development, but this node is located within close proximity to Cuyahoga Community College, the postal service's main Cleveland facility and the Northeast Reintegration Center. Opportunities here include enhanced wayfinding and pedestrian improvements for safer access to the transit systems.






Connection Node 2 - Rockefeller Avenue

The Rockefeller Avenue node connects multiple industrial uses and the location is limited from a development standpoint as it is bound on two sides by I-77 and I-490. Existing businesses here do not represent high numbers of employment, but this node provides important access for those who are using transit to get to jobs, making improved transit waiting areas a crucial need for this node.

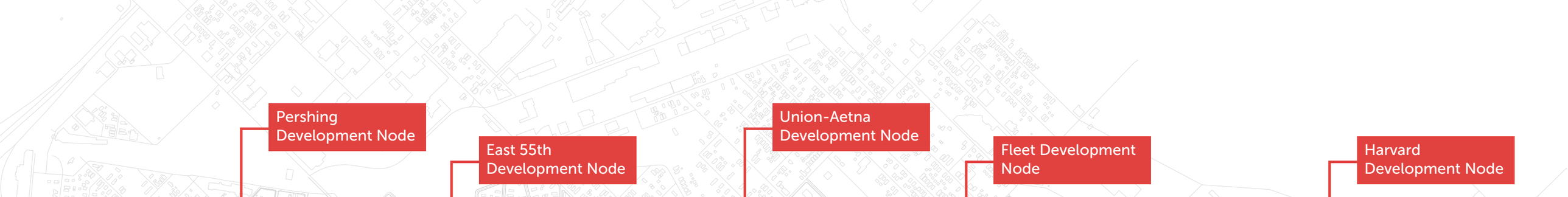



Connection Node 8 - Miles Park Avenue

This node represents a point of connection to multiple neighborhoods and as such currently operates as an in-between space. The Miles Park Historic District and Mill Creek Falls are important destinations within its walkshed. A historic and park-themed station area with enhanced connections would help to better tie these assets to the corridor.

Longer-term infrastructure changes would bring enhanced attention to this area while providing improved access.



PROJECT PHASING

Broadway is a long, linear corridor where market demand and investment capacity vary block by block, making intentional phasing essential to avoid diluted impact. Focusing early investment at strategic nodes such as East 55th Street allows momentum to build in a visible, credible way that can later extend along the corridor. Planned transit improvements serve as a critical catalyst, signaling long-term public commitment and reducing risk for private market participants considering investment in the neighborhood. Below is a phasing approach recommended to align public investment, private development, and market absorption over time,

PHASE 1: ESTABLISH CREDIBILITY AND REDUCE RISK (SHORT TERM)

Objective: Demonstrate momentum

Concentrate investment at the East 55th & Broadway node to maximize impact. Treat the intersection as the **primary proof-of-concept area**.

Implement **streetscape, lighting, and safety improvements early**.

Activate ground-floor spaces through temporary and neighborhood-serving uses (temporary retail, pop-up uses, murals, and programmed events to increase foot traffic)

Provide **tenant stabilization and support**, prioritizing neighborhood-serving retail and services rather than aspirational uses that exceed current demand.

PHASE 2: BUILD MARKET SIGNALS AND FUNCTIONAL DENSITY (MEDIUM TERM)

Objective: Convert activity into demand

Introduce **incremental infill and adaptive reuse** tied to absorption.

Add **mixed-use density** to extend activity beyond daytime hours.

Consider establishing a **Business Improvement District** once a critical mass of businesses is achieved, providing a self-funded mechanism for maintenance, safety, and marketing.

PHASE 3: REACH THE TIPPING POINT (LONGER TERM)

Objective: Enable market-led development

Reduce or restructure financial incentive, focusing on affordability, public benefits, or placemaking rather than feasibility.

Expand development outward from the core intersection in a logical, walkable pattern.

Shift public investment from gap funding for catalytic developments to **maintenance, operations, and quality control**.

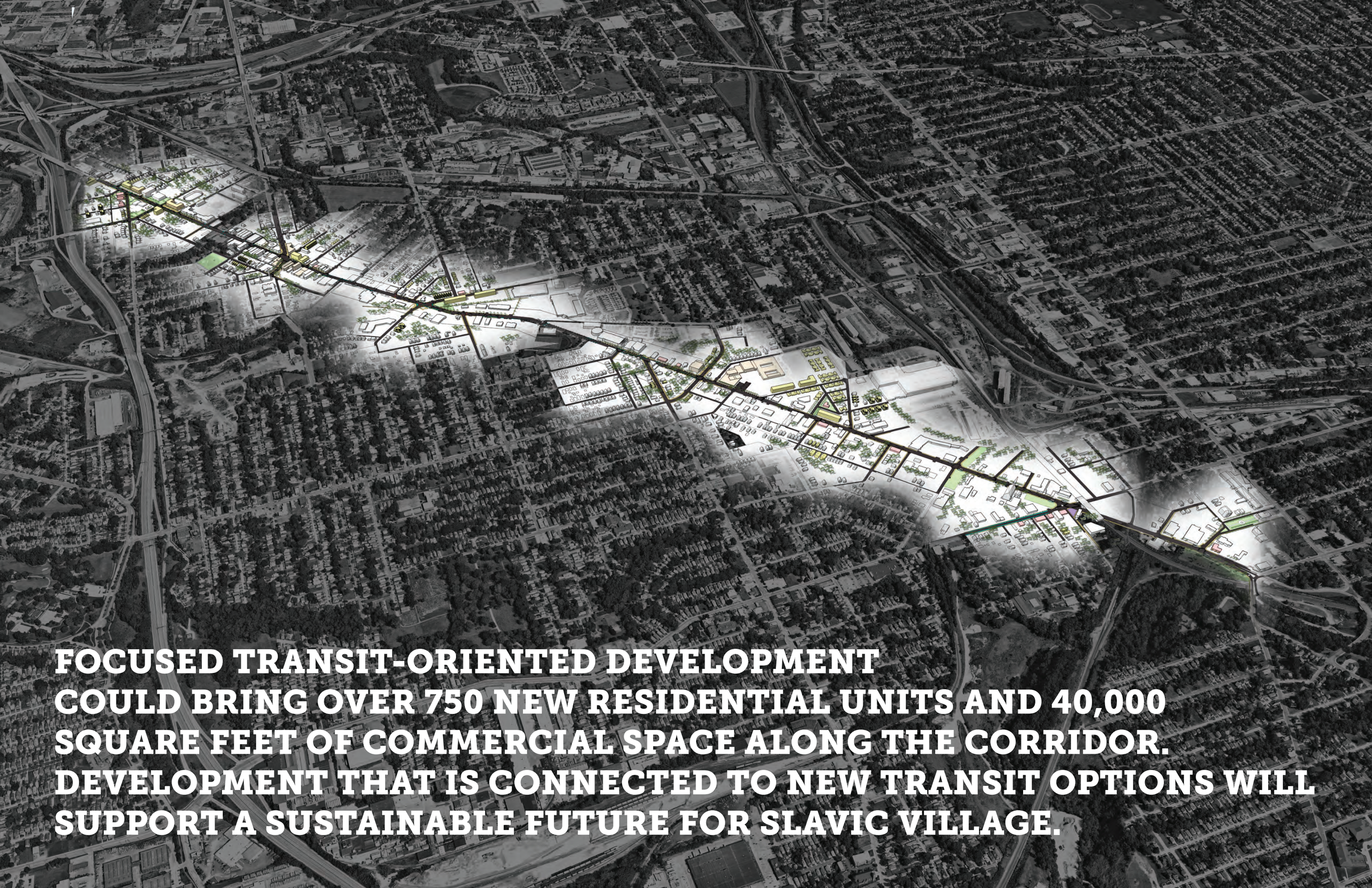
STRATEGIES

- Lead with renovation and adaptive reuse to revitalize historic assets and build from existing neighborhood character
- Focus non-transportation investment on one node at a time to support visible transformation and to change perceptions
- Encourage new housing options that support seniors, families and young professionals
- Further coordinate with City of Cleveland Planning Commission on Form Based Code considerations in Slavic Village.
- Share Housing Typology Matrix with Cleveland Planning Commission to ensure integration into future code considerations.
- Develop coordinated setback/build-to lines that allow future transit waiting environments to occur on private properties, where development is likely (reflected in node development concepts and Bus Station types).
- Ensure desired transit facilities and their accompanying spaces are integrated into future request for proposals for development.
- Continue to remove blight and demolish distressed properties.
- Conduct a series of place-making initiatives to communicate desired neighborhood branding and improve perceptions.
- Market Slavic Village Development's commitment to sustainability as a unique community attribute, and incorporate supportive features when possible.

ACTIONS

ACTION	TIMEFRAME	PROJECTED BUDGET
Adopt the City of Cleveland's Form-Based Code for Broadway neighborhood	Near term	$
Assemble infill development sites to increase developer interest through work with project partners (City and County Landbanks)	Immediate	$$
Conduct targeted sidewalk, crosswalk and lighting repairs in areas identified as highest need from the station area walkshed pedestrian experience audit	Immediate	$$
Stabilize historic buildings in East 55th & Broadway node to maintain availability for adaptive reuse	Immediate	$$$
Initiate home ownership programs in neighborhood to improve ownership rates and support stability	Near term	$$
Work with City of Cleveland to reposition Stella Walsh Recreation Center as a catalytic site at Fleet node as part of City's recreation plan	Near term	$$$$
Develop additional district parking option to support commercial spaces in E55th node	Long term	$$
Pursue missing and supportable commercial uses to address market gaps and serve residents & workers	Near term	$$$
Promote residential repair programs and connect residents with service providers (City of Cleveland, Home Repair Resource Center, etc.)	Immediate	$$$

KEY
$ = $0 - $100,000
$$ = $100,000 - $1 M
$$$ = $1M - $5 M
$$$$ = Over $5 M



FOCUSED TRANSIT-ORIENTED DEVELOPMENT COULD BRING OVER 750 NEW RESIDENTIAL UNITS AND 40,000 SQUARE FEET OF COMMERCIAL SPACE ALONG THE CORRIDOR. DEVELOPMENT THAT IS CONNECTED TO NEW TRANSIT OPTIONS WILL SUPPORT A SUSTAINABLE FUTURE FOR SLAVIC VILLAGE.

6 | RESOURCES & APPENDIX

PLANNING FOR SUCCESS

Developing an effective implementation strategy for Transit Oriented Development (TOD) requires deliberate coordination of land use, transportation, housing, and capital investment decisions within walking distance of high-capacity transit. The process should begin with a clearly articulated vision that defines the long-term outcomes sought by the community, such as increased transit ridership, equitable access to housing and employment, reduced vehicle dependence, and sustainable urban growth. This vision provides a framework for decision-making and helps align public agencies, private developers, and community stakeholders around shared goals.

To translate the vision into action, jurisdictions must adopt supportive policy and regulatory frameworks. This includes zoning and land use reforms that permit higher densities, mixed-use development, and a range of housing types near transit stations. Reduced or eliminated minimum parking requirements, form-based codes, and design standards that prioritize pedestrians, cyclists, and transit users are critical to creating compact, walkable station areas. Adjacent and concurrent comprehensive plans, transportation plans, and housing strategies should support and align with these policies to ensure consistency across agencies and jurisdictions.

A strong implementation strategy also involves identifying priority corridors and station areas where TOD is most feasible and impactful. These areas are typically selected based on factors such as transit service levels, available or underutilized land, market demand, infrastructure capacity, and community priorities. Public agencies should coordinate early and continuously to align transit investments, street and utility improvements, and land development timelines. Station area plans can provide detailed guidance on land use, urban design, infrastructure needs, and phasing, while tools such as density bonuses, development incentives, land assembly, and public-private partnerships can help catalyze development while ensuring consistency with TOD goals.

Equity must be embedded throughout the implementation strategy. This includes setting clear requirements or incentives for affordable housing, preserving existing affordable units, and adopting anti-displacement policies to protect current residents and small businesses. Meaningful and ongoing community engagement is essential to ensure that TOD benefits are shared equitably and reflect local needs and cultural context. Workforce development, local hiring, and access to community services can further enhance inclusive outcomes.

Finally, effective implementation depends on realistic phasing and funding strategies. Projects should be sequenced to match market readiness and infrastructure capacity, while leveraging a mix of local funds, state and federal grants, value capture mechanisms, and private investment. Clear performance metrics—such as transit ridership, housing production by affordability level, job accessibility, and changes in travel behavior—should be established to track progress. Regular monitoring and evaluation allow agencies to refine policies, adjust investments, and ensure the TOD strategy remains responsive to changing conditions over time.

TOD & BRT PRECEDENTS - LESSONS FOR IMPLEMENTATION

To better understand the need for Bus Rapid Transit (BRT) systems in mid-sized Midwestern cities, several existing bus networks were examined, including those in the Twin Cities (Minnesota), Kansas City (Missouri), and Pittsburgh (Pennsylvania). Like Cleveland, these cities share an industrial legacy, economically diverse corridors, and relatively slow population growth. For each case study, financial resources, incentive structures, and best practices were evaluated.

Altogether, these lines have generated over $1 Billion in investments along their lines, streamlining affordable housing development, additional community services, and millions of dollars in new jobs.

Metro A Line (Twin Cities, MN)

The Metro A Line, opened in 2016, is a 10-mile BRT system that runs along Snelling Avenue, Ford Parkway, and 46th Street in Minneapolis, St. Paul, and Roseville, Minnesota. There are 20 total stations along the corridor, connecting riders to both the blue and green light rail lines.

POLICY UPDATES

The Metro A Line is considered to be precedent-setting for other forms of transit in the Twin Cities.

It implemented the first arterial BRT corridor for Metro Transit and was the catalyst for years of transit investment

Since opening, the Metro Council reports nearly $1 Billion of investment on the line

- 3,600 new residential units (24% affordable up to 60% AMI)
- $415 million in commercial development
- $131 million for schools, churches, and other community spaces along the A Line

The A Line also implemented extended curbs, allowing buses to stop in the travel lane and provide more space for a larger station platform and pedestrian throughway

Network Next (2019)

- 20-year plan for expanding and improving its bus network
- Local and express routes
- Integrated shared mobility options
- New arterial BRT lines

Network Now (2023)

- Vision for transit services through 2027
- When fully implemented, Network Now will include a 40% expansion in transit services; a Metro micro service to improve access; and express bus services to meet the needs of commuters

MAX BRT (Kansas City, MO)

The Main MAX line opened in 2005, spurring 6 miles along Main Street from the River Market to the County Club Plaza. This line was created with the intention of connecting economically diverse corridors in Kansas City more quickly. The initial fleet was 13 vehicles, running 7 days a week from 5:30 am to midnight. Buses run every 10 minutes during peak times, and every 15-30 minutes during other times. Over half of the route (3.75 miles) includes designated transit lanes to maximize speed. The total cost for this first route was $21 million, 80% of which came from federal funding. Special overlay districts were used for this route to focus development along the corridor.

In 2011, the city expanded their MAX program to include a second bus route on Troost Avenue. This expanded the system thirteen miles from downtown to the southern neighborhoods of Bannister and Hillcrest, incorporating more eco-friendly elements such as 5 hybrid buses, solar-powered lighting, rain gardens, and pervious pavement at its 47 stations. Kansas City Area Transportation Authority (KCATA) also commissioned original public art at prominent locations along the route. For this additional route, the total budget was $30.6 million, including $18 million for construction costs. Over two-thirds of the budget ($24.5 million) came from a federal CIG grant. Local entities, including the City's PIAC funds for streetscape, also provided a required 20% match. Since its completion, new development projects along this corridor have been awarded significant tax abatements of up to 25 years.

In 2018, a third line called Prospect MAX was approved, adding an additional 10 miles to the MAX routes. This BRT line travels from Downtown to the 75th and Prospect Transit Center at Alphapointe. New features included level boarding at high ridership stations; ice-melting pavement; touchscreen technology and free Wi-Fi; and two new transit centers. Figure X shows the breakdown of funding mechanisms for Prospect MAX, including additional federal funding totaling over $37 million.

POLICY UPDATES

Since the MAX routes have become permanent routes in Kansas City, a number of policy changes have been implemented to further streamline service throughout the region.

Free fares (2020)

- Instituting zero fares was proposed as a temporary solution to a drop in ridership throughout the pandemic
- During this time, the city still collected fares from their paratransit, RideKC Freedom, and IRIS systems

Reinstating Fares (2023)

- $2 fares to avoid drastic service cuts while KCATA worked to secure other forms of funding
- City will still use a "functionally free" fare model so low-income riders and people receiving aid from social service agencies (including veterans and unhoused people) won't be charged a fare

Ending Main MAX Route

- Ending due to extension of KC Main Street streetcar
- This new route will take riders further south to 51st Street, with a final stop at the University of Missouri-Kansas City
- The changes made to these routes are meant to take full advantage of the streetcar, which has high frequency and longer service hours than Main MAX
- To accommodate the loss of Main MAX, KCATA is expanding several of their other bus routes

MLK East Busway BRT (Pittsburgh, PA)

The Martin Luther King, Jr. East Busway opened in 1983, intended to serve downtown Pittsburgh and neighborhoods on the eastern side of the city. The two-lane, bus-only highway originally ran 6.8 miles from downtown to Edgewood, with an expansion in 2003 to Swissvale, making its current length 9.1 miles. It was named after Dr. Martin Luther King, Jr., in recognition of the fact that it serves many predominantly Black communities, including East Liberty, and the suburb of Wilkinsburg.

At the time of its opening, the roadway was served by 21 routes, many of them express or suburban routes, serving about 13,000 riders on an average weekday. Post-pandemic ridership has seen about a 60% recovery, with 24,000 daily riders.

POLICY UPDATES

Since its original implementation, a number of policy changes have occurred to further accommodate the Busway's growing demand.

East Liberty Transit Oriented Development (2015)
Consists of two components over 6 acres of idle publicly owned land:

- the renovation of the East Liberty Transit Center
- the construction of the Eastside Bond apartment building, which added 360 new residential units, 43,000 square feet of retail space, and a multi-modal parking garage

This project was a public-private partnership between the City of Pittsburgh, Pittsburgh Regional Transit, Mosites Development Company, and East Liberty Development, Inc.
Before the construction of this project, a TRID study was performed by the Department of City Planning in Pittsburgh to examine the transportation, infrastructure and development scenarios in the vicinity of the PAAC East Busway station in East Liberty

Eastern Pittsburgh Multimodal Corridor Project (2023)
DOT awarded a $142.3 million grant

- Some money is set aside for downtown roadway improvements
- Grant will also build hard shoulders for buses and a ramp from the parkway directly to the inbound MLK Jr. East Busway
- This will allow for buses to more easily navigate rush hour traffic and get to the busway faster rather than slowly moving through neighborhoods to get to the busway

Pittsburgh Regional Transit Bus Network Redesign
Intended to promote busways more effectively

- The East Busway route will be renamed the Purple Line, featuring five-minute headways during peak hours
- Fewer routes will end in Downtown, and nine new routes will cover the region rather than ending in Oakland or Downtown, the region's biggest job centers
- Over 20 routes will be discontinued due to low ridership post-pandemic
- These improvements will allow for faster, more streamlined service throughout the region, rather than solely focusing on large employment centers

Institutional Presence

METRO A LINE (MINNEAPOLIS–ST. PAUL, MN)

- The A Line serves multiple major institutional anchors along Snelling Avenue, including Regions Hospital, United Hospital, educational facilities, and government buildings.
- These destinations generate consistent, all-day ridership, supporting the justification for high-frequency, arterial BRT service.
- Institutional proximity increased the attractiveness of station areas for higher-density residential and mixed-use development.
- Several development projects along the corridor incorporated affordable housing, leveraging reliable transit access to connect residents to major employers.
- The presence of large, stable employers helped reinforce the A Line as a catalyst for long-term transit investment across the Twin Cities.

MAX BRT (KANSAS CITY, MO)

- The Main MAX corridor connected Downtown Kansas City with the Country Club Plaza and the University of Missouri–Kansas City (UMKC), a major educational and employment anchor.
- Universities, medical facilities, cultural institutions, and nearby employers benefited from improved access for students, workers, and visitors.
- The permanence of the MAX routes supported the creation of special overlay districts and the use of long-term tax abatements for new development.
- Along the Troost MAX corridor, institutional and nonprofit stakeholders—including schools, healthcare providers, and community organizations—helped shape station design, public art, and streetscape improvements.
- Institutional engagement contributed to the repositioning of historically disinvested corridors as targets for reinvestment.

MLK JR. EAST BUSWAY (PITTSBURGH, PA)

- The East Busway provides fast, reliable connections between Downtown Pittsburgh and Oakland, one of the region's largest employment centers.
- Oakland is anchored by major institutions such as the University of Pittsburgh, Carnegie Mellon University, and UPMC hospital campuses.
- These institutions generate tens of thousands of daily trips and were central to decisions to prioritize the Busway in regional transit planning and network redesign efforts.
- The long-term reliability of the Busway supported major transit-oriented development projects, including the East Liberty Transit Center redevelopment.
- Institutional presence helped justify continued public investment in Busway upgrades and expanded service frequencies.

Locally Proposed Financial Plan

Source of Funds	Total Funds ($million)	Percent of Total
Federal:		
Section 5309 Small Starts	$29.89	55.5%
FHWA Flexible Funds (Surface Transportation Program)	$8.00	14.9%
Local:		
Cash Contribution from the City of Kansas City, Missouri	$12.43	23.1%
KCATA Transportation Sales Tax	$3.49	6.5%
Total:	**$53.81**	**100.0%**

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Source: DOT

SMALL STARTS ALIGNMENT

Federal Small Starts is a grant program of the U.S. Federal Transit Administration (FTA) that helps pay for smaller, lower-cost public transportation projects—such as bus rapid transit, streetcar, or corridor improvements. It typically supports projects with total capital costs under about $400 million and provides federal funding of up to 60% of the project cost. The goal is to speed delivery of cost-effective transit projects by using a simplified and faster review process compared to larger transit grants. Given this criteria, the transportation and infrastructure improvements recommended within the Broadway TOD Plan could be a potential candidate for this program. The following data would be useful information in preparing a grant application.

Most of this data is based on Station Areas, which are defined by FTA as the ½-mile radii around a BRT station location. For these purposes, a pair of north- and south-bound stops is considered a station location. Due to the proximity of the stations along this corridor, they were grouped based on geography and census tract and then radii were split to avoid double-counting data. For this reason, some figures are estimated.

STATION NAME	TOTAL POPULATION	TOTAL HOUSING UNITS
Broadway & E 34th	4,366	1,547
Broadway & E 37th	4,366	1,547
Broadway & Dille	4,366	1,547
Broadway & Gallup	7,989	3,325
Broadway & Finn	5,160	2,596
Broadway & Pershing	7,762	3,876
Broadway & McBride	7,762	3,876
Broadway & E 55th	10,360	4,972
Broadway & Engel	10,360	4,972
Broadway & Union	12,573	6,102
Broadway & Aetna	13,923	6,657
Broadway & Forman	13,923	6,657
Broadway & Fleet	11,978	5,859
Broadway & Canton	11,978	5,859
Broadway & Jones	11,565	5,808
Broadway & Harvard	13,200	6,367
Broadway & Miles Park	13,200	6,367

Notes:

- Total Housing Units in Cuyahoga County: 615,513 (2023 ACS)
- Active LBAR total units in Cuyahoga County: 33,319 (NHPD)
- * "Total Pop." is the Community Resilience Estimates (CRE) for the total CRE population
- ** "High-Risk Pop." is the Community Resilience Estimates (CRE) for the high-risk CRE population

Station Area 1

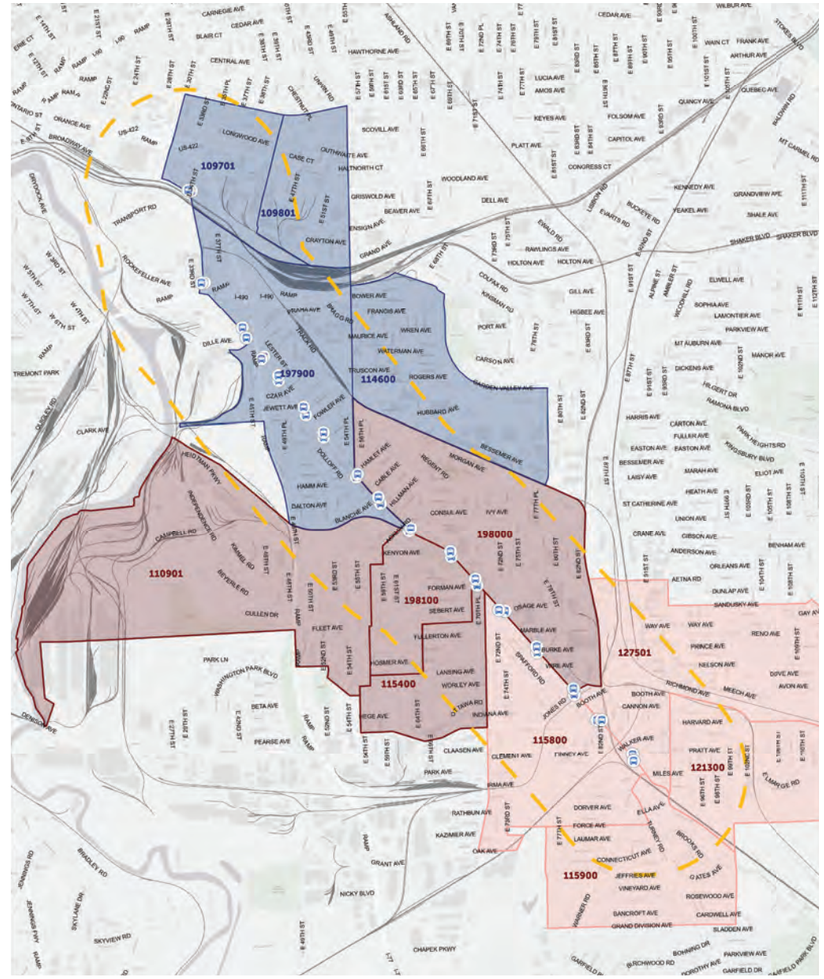
- Broadway & E 34th
- Broadway & E 37th
- Broadway & Dille
- Broadway & Gallup
- Broadway & Finn
- Broadway & Pershing
- Broadway & McBride

Station Area 2

- Broadway & E 55th
- Broadway & Engel
- Broadway & Union
- Broadway & Aetna
- Broadway & Forman
- Broadway & Fleet
- Broadway & Canton

Station Area 3

- Broadway & Jones
- Broadway & Harvard
- Broadway & Miles Park



	POPULATION	HOUSING	EMPLOYMENT	LBAR HOUSING UNITS	COMMUNITY RISK		
					TOTAL POP.*	HIGH-RISK POP.**	HIGH-RISK POP. %
Station Area 1	5,598	2,200	12,393	505	4,258	1,859	43.7%
Station Area 2	9,804	4,631	4,530	403	8,592	2,310	26.9%
Station Area 3	10,809	5,242	1,499	303	10,452	3,316	31.7%

POTENTIAL FUNDING SOURCES

Description & Link	Eligible Applicants	Categories	Local Match
FEDERAL PROGRAMS			
Capital Investment Grant (5309)			
FTA's primary grant program for funding major transit capital investments along separate corridor lines, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It requires steps over several years to be eligible. Section 5309 establishes three categories of eligible projects under the CIG program, known as New Starts, Small Starts, and Core Capacity projects. Each type of project has a unique set of requirements, although many similarities exist among them. The Small Starts program provides competitive grants for smaller new transit projects, like light rail, streetcars, or Bus Rapid Transit (BRT), costing under $400M with less than $150M in federal funds. https://www.transit.dot.gov/CIG https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-07/FY27-SS-Reporting-Instructions-07-28-2025.pdf https://www.transit.dot.gov/funding/grant-programs/capital-investments/how-apply	Counties, Municipalities, Port Authorities, Transit Agencies	Transit, Transit Capital, Transit Center Facility, Vehicles	60%
Infrastructure Investment and Jobs Act (IIJA / Bipartisan Infrastructure Law (BIL)			
The Bipartisan Infrastructure Law is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future. It is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/	Depends on specific program being applied for	Depends on specific program being applied for	Not Provided
Rebuilding American Infrastructure with Sustainability and Equity (BUILD) Grant Program			
The Better Utilizing Investments to Leverage Development (BUILD) Grant Program (formerly the Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program), rovides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. https://www.transportation.gov/BUILDgrants	Counties, Municipalities, Port Authorities, MPOs, Tribal governments	Bike/Pedestrian, Bikeways, Bridge, Pedestrian, Road, Road/Bridge, Transit, Transit Capital, Transit Center Facilities	20%
EDA Planning Program and Local Technical Assistance			
Through its Planning and Local Technical Assistance programs, EDA assists eligible recipients in developing economic development plans and studies designed to build capacity and guide the economic prosperity and resiliency of an area or region. The Planning program helps support organizations, including District Organizations, Indian Tribes, and other eligible recipients, with Short Term and State Planning investments designed to guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which articulate and prioritize the strategic economic goals of recipients' respective regions. The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility studies and impact analyses.. https://www.eda.gov/funding/funding-opportunities/fiscal-year-2021-2023-eda-planning-and-local-technical-assistance https://www.eda.gov/sites/default/files/filebase/archives/2016/pdf/about/Local-TA-and-UC-Program-1-Pager.pdf	Non Profits, Institutions of higher education, County governments, City or township governments, State governments	Economic Development	Not Provided
Community Development Block Grant State Administered CDBG and the Neighborhood Stabilization Program			
The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Federal funding through Housing and Urban Development (HUD) for public facilities: road resurfacing, crosswalks, street lights, traffic/pedestrian signals, barrier removal for handicap accessibility (e.g., sidewalks, curb ramps), and street furniture. The annual CDBG appropriation is allocated between states and local jurisdictions called "non-entitlement" and "entitlement" communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities. Check HUD's, County's, or City's website to see if funding is eligible in your location. https://www.hud.gov/program_offices/comm_planning/communitydevelopment	Counties, Municipalities	Bike/Pedestrian, Bikeways, Bridge, Pedestrian, Road, Road/Bridge, Safety	Varies
Mobility on Demand (MOD) Sandbox Program			
This program provides funding for new service options in combination with available technologies that allow for greater individual mobility. https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program	Non-Profits, Transit Agencies, State and Local Governments	Eligible activities include all activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration.	Up to 80%

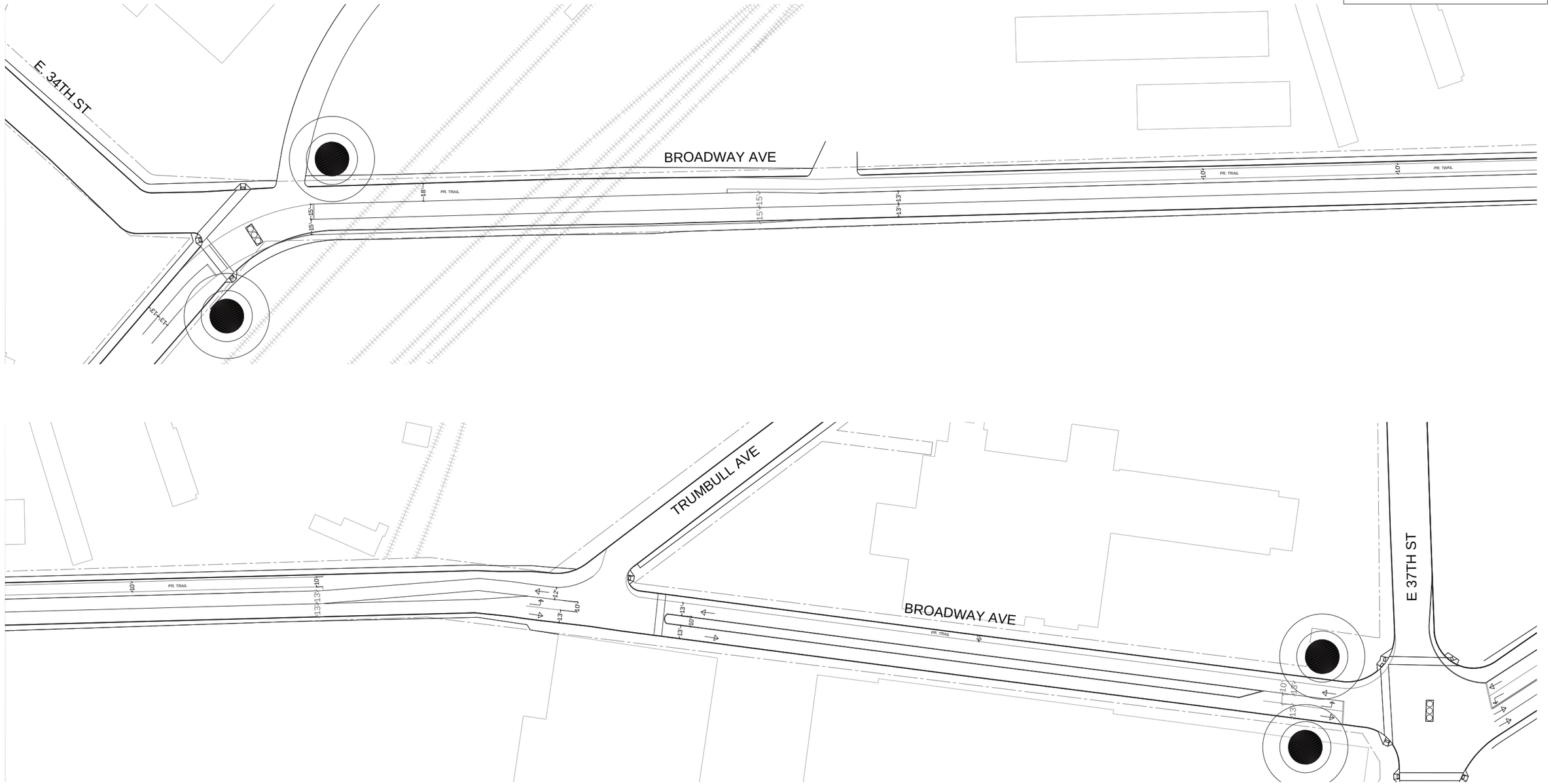
Description & Link	Eligible Applicants	Categories	Local Match
Building Blocks for Sustainable Communities (USEPA)			
Local land use decisions, such as transportation options, housing type and location, stormwater management, and issues of equity, all have direct impacts on the health and environment of our communities. Founded in 2011, the Building Blocks for Sustainable Communities program works with local communities across the United States, including tribes and territories, to develop smart growth solutions and strategies in ways that benefit human health and the environment. The program uses an inclusive and locally-led process that strengthens local capacity, facilities partnerships, and creates a path forward to achieve community-identified goals. https://www.epa.gov/smartgrowth/building-blocks-sustainable-communities	Local, county, or tribal governments, or nonprofit organizations that have the support of the local government on whose behalf they are applying.	Sustainable Communities, tribes and territories	Not Provided
Highway Safety Improvement Program (HSIP)			
The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. https://highways.dot.gov/safety/hsip/guidance-legislation-policy	State and local governments	Intersection safety improvements for the safety of all road users, railway-highway grade crossing safety projects, traffic calming, installation or upgrades of traffic control devices for pedestrians and bicyclists, roadway improvements that provide separation between motor vehicles and bicyclists, pedestrian security features designed to slow or stop a motor vehicle.	10%
Bicycle and Pedestrian Planning, Program, and Project Development			
Improving safety and infrastructure for bicycling and walking creates an integrated, intermodal transportation system that provides travelers with a real choice of transportation modes. Bicyclists and pedestrians have the same origins and destinations as other transportation system users. It is important for all users to have safe and convenient access to airports, ports, ferry services, transit stations and stops, and other intermodal facilities as well as access to jobs, education, health care, and other essential services. Transportation professionals should plan, design, construct, and maintain transportation facilities for all users, including bicyclists and pedestrians. https://www.transportation.gov/grants/dot-navigator/fhwa-bicycling-and-pedestrian-program	State and local governments	Sidewalks and trails, especially those for transportation over recreation; pedestrian crossing islands, hybrid beacons, and leading interval signals; paved shoulders; restriping for crosswalks or on-street bike lanes; transit vehicles with pre- installed bike racks	20%
STATE PROGRAMS			
County Highway Safety Program (County Engineers Association of Ohio)			
The County Safety Program provides grant funds to counties, through the County Engineers, for safety related improvements, on county maintained roadways. The County Engineers Association of Ohio (CEAO) serves as program manager for project selection and administration. http://www.ceao.org/aws/CEAO/asset_manager/get_file/52318	Ohio Counties	Wide variety of safety project including congestion, planning, safety, traffic signal upgrades	0-20%
Clean Ohio Green Space Conservation Fund (Ohio Public Works Commission)			
This program is dedicated to environmental conservation including acquisition of green space and the protection and enhancement of river and stream corridors. Grant recipients agree to maintain the properties in perpetuity so that they can be enjoyed and cherished for generations to come. https://publicworks.ohio.gov/programs/clean-ohio/02-clean-ohio	Counties, Metroparks, Municipalities, Non Profits, Port Authorities, Sewer Districts, Transit Agencies	Bike/Pedestrian, Bikeways, Environmental, Natural Habitat Preservation and Restoration, Pedestrian, Resilience Efforts, Storm Water Improvements	Varies
Safe Routes to School Program (Ohio Department of Transportation)			
The purpose of Safe Routes to School is to encourage and enable students in grades K-8 to walk or ride their bicycle to school. Projects can be either engineering (improved crossings, sidewalks, etc.) or non-engineering (education and encouragement programs). The responsibility of a safe route to school is ultimately shared by the user, government agencies, elected officials, schools, and safety advocates. https://www.transportation.ohio.gov/programs/safe-routes-srts/apply-srts-funding/02-apply-for-srts-funding	Municipalities, Non Profits, School Districts	Bike Safety Program, Bike/ Pedestrian, Bikeways, Helmets, Pedestrian, Pedestrian Safety, Program Planning, Road, Road/Bridge, Safety	0%
Highway Safety Program (Ohio Department of Transportation)			
ODOT's Highway Safety Program sets aside $2M annually to support bicycle and pedestrian-related funding requests. This money will likely flow from the Active Transportation Plan and these funds will be in addition to the requests that ODOT receives for bike/pedestrian infrastructure included in road safety improvements. It also provides $1 million dollars in funding to upgrade safety signage on Ohio's Township Roadways. Townships are invited to apply for the safety funding based on the following criteria: Ranked among the top townships with above average; system wide crash rates based on their previous five years crash history; and have not previously received a Township Sign Safety Grant under this program. https://www.transportation.ohio.gov/programs/highway+safety/highway+safety	Municipalities	Bike Safety Program, Bike/ Pedestrian, Bikeways, Safety	0%-20%
Municipalities, Non Profits, School Districts			
The ODOT Urban Paving Program provides funds to cities for surface treatment and resurfacing projects located on State and U.S. Routes within city corporation limits. Eligible projects are those that have a Pavement Condition Rating (PCR) of 55 or worse according to ODOT's Pavement Condition Rating System. https://www.transportation.ohio.gov/working/funding/resources/urban-paving	Counties, Municipalities	Bridge, Road, Road/Bridge	20%
NOACA-CONTROLLED PROGRAMS			
Congestion Mitigation and Air Quality Improvement Program			
Congestion Mitigation and Air Quality (CMAQ) funds can only be used for projects that help reduce traffic congestion and improve air quality. These funds may be used for traffic signal upgrade projects, bus replacements, bike facilities, intelligent transportation system improvements, transit center and Park-and-Ride construction. https://www.fhwa.dot.gov/environment/air_quality/cmaq/	Counties, Metroparks, Municipalities, Port Authorities, Transit Agencies	Bike/Pedestrian, Bikeways, Communications Equipment, Computer Hardware/ Software, Congestion, Intelligent Transportation Systems, Pedestrian, Road, Road/Bridge Safety, Traffic Signal Upgrade, Transit Capital, Transit Center Facility, Vehicles	0%-25%

Description & Link	Eligible Applicants	Categories	Local Match
Transportation Alternatives (TA Set-Aside)			
The Fixing America's Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program(STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. https://www.fhwa.dot.gov/environment/transportation_alternatives/	States, Local Governments, Regional Transportation Authorities, Transit Agencies, Natural Resource or Public Land Agencies, School Districts, Local Education Agencies or Schools, Tribal Governments, Nonprofit entities responsible for the administration of local transportation safety programs, other Local or Regional Governmental entity responsible for transportation or recreational trails	All projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	0-20%
Surface Transportation Block Grant Program			
The Surface Transportation Block Grant (STBG) program (formerly the Surface Transportation Program) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding is made available through the State transportation agencies. STBG is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO). If an entity believes they have a project that may be eligible under the STBG program, they should contact their respective State Department of Transportation (DOT) or local Metropolitan Planning Organizations (MPO) for additional information on projects and project funding. The Federal Highway Administration provides STBG program funds to States by formula, yet the selection of projects for funding under the STBG program is the decision of the State DOT or local MPO, in accordance with applicable Federal requirements. https://www.fhwa.dot.gov/specialfunding/stp/	Counties, Municipalities	Highway projects and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), transportation system management, public transit capital improvement projects, commuter rail, carpool projects, bus terminals and facilities, bikeways, pedestrian facilities and planning studies	20%
Carbon Reduction Program			
This new program was authorized in the Bipartisan Infrastructure Law. Can be used to fund complete street designs that allow communities to access essential and popular destinations and integrate into public transit https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm	States, and can be re-apportioned to other programs	Planning, designing, and building a wide variety of multimodal on- and off-road projects that support carbon reduction.	0-20%

Description & Link	Eligible Applicants	Categories	Local Match
Ohio State Infrastructure Bank (SIB) (Ohio Department of Transportation)			
"The Ohio State Infrastructure Bank provides loans to fund highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further the goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life. https://www.transportation.ohio.gov/programs/state-infrastructure-bank	Counties, Municipalities, Port Authorities, Transit Agencies	Bike/Pedestrian, Bikeways, Bridge, Congestion, Freight, Pedestrian, Road, Road/Bridge, Safety, Traffic Signal Upgrade, Transit, Transit Capital, Transit Center Facility, Vehicles	N/A
OTHER PROGRAMS			
Eaton Corporation Charitable Fund			
The Eaton Charitable Fund is dedicated to supporting programs that improve the quality of life in communities where the company operates. The Fund gives primary consideration to requests for programs located in an Eaton community, recommended by an Eaton manager and where our employees demonstrate leadership involvement. Programs selected for funding will have clearly defined objectives, measurable end results, and provide a positive return on investment. https://www.eaton.com/us/en-us/company/sustainability/community-involvement.html	Communities within where the company operates.	Arts and culture, education, health, cancer, housing, disaster relief, human services, and community development. Special emphasis is directed toward organizations with which employees of Eaton are involved.	Not Provided
Rockefeller Foundation Grants			
The Rockefeller Foundation works to spread the benefits of globalization to more people in more places around the world. Funding inquiries must fit within these core areas: Health, Food, Power, Resilient Cities,Innovation and Co-Impact. Resilient Cities focuses on helping cities worldwide build better and build back to improve the lives and well-being of urban populations. https://www.rockefellerfoundation.org/	Counties, Metroparks, Municipalities, Non Profits, Port Authorities, School Districts, Sewer Districts, Transit Agencies	Bike Safety Program, Bike/ Pedestrian, Bikeways, Community Water System Improvements, Environmental, Helmets, Intelligent Transportation Systems, Mobility Management, Pedestrian, Pedestrian Safety Program, Planning, Resilience Efforts, Storm Water Improvement, Transit, Transit Center Facility	N/A
The George Gund Foundation			
The George Gund Foundation's guidelines reflect a deep commitment to place, to the Greater Cleveland Community. Their philanthropic stewardship of this region reflects a long-standing interests in the arts, economic development and community revitalization, education, environment and human services because these areas embrace most of the major issues that any community must address. While much of their work is within these program areas, there is increasing awareness that many issues and, therefore, many grant proposals do not fit neatly into one program category so they are becoming ever more interdisciplinary. https://gundfoundation.org/	Counties, Metroparks, Non Profits, Port Authorities, School Districts, Sewer Districts, Transit Agencies	Bike Safety Program, Bike/ Pedestrian, Bikeways, Environmental, Helmets, Natural Habitat Preservation and Restoration, Nutrient Reduction, Pedestrian, Planning, Resilience Efforts, Storm Water Improvement	N/A

Description & Link	Eligible Applicants	Categories	Local Match
Goodyear Community Support			
Goodyear's grant program is designed to utilize resources to build and support collaborative programs within our community investment focus areas. Our key focus areas reflect the global and local nature of our business and where Goodyear can make the greatest impact including: promoting safe mobility to make our communities stronger (safe); inspiring people to reach their potential in school and prepare for careers (smart); and, reducing waste and conserving energy for our planet (sustainable). https://corporate.goodyear.com/en-US/responsibility/community/community-support.html	Organizations that demonstrate competency and effectiveness	Promoting safe mobility to make our communities stronger (safe), and reducing waste and energy conservation (sustainable).	N/A
PeopleForBikes Community Grant Program			
People For Bikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. https://www.peopleforbikes.org/grants	Counties, Metroparks, Municipalities, Non Profits, Port Authorities, Sewer Districts, Transit Agencies	Bike/Pedestrian, Bikeways, Bridge, Road, Road/Bridge	at least 50%
REI Community Investment and Engagement			
REI is working to reduce the barriers to life outside. Their philanthropy and advocacy work helps push to imagine a world where green, outdoor natural space is within an easy walk from every American's home or work place. A lot of REI's work supports rural communities across the United States that serve as connection points to our iconic outdoor places. They are also committed to "rewilding" our big cities by developing green spaces and creating sustainable transportation alternatives because close to 80% of the American population lives in cities now. Each year, the REI co-op invests in local, regional, and national nonprofits throughout the country. At the very local level, the outdoor programs and outreach teams work with local store managers to identify partners that we invite to apply for grants. They support more expansive landscapes (like National Parks), innovative ways of connecting people to transformational outdoor experiences, and advocacy work that aligns with human-powered recreation. https://www.rei.com/stewardship/creating-access	local, regional, and national nonprofits	Trails, Sustainable Transportation Alternatives	Not Provided
State Farm Insurance Good Neighbor Citizenship® Company Grants			
Strong neighborhoods are the foundation of a strong society. State Farm is committed to maintaining the vibrancy of our communities by assisting nonprofits that support: affordable housing, first time homeowners, neighborhood revitalization, financial literacy, job training, and small business development. Through community outreach and community development grants and investments, State Farm gives back to the neighborhoods it serves and helps develop stronger neighborhoods by reinvesting in the community. https://www.statefarm.com/about-us/corporate-responsibility/community-grants	Programs conducted by Municipal, county, state or federal government entities or Non Profits that align with State Farm's charitable focus.	Safety, Community Development, Education	Not Provided

PRELIMINARY TRANSPORTATION PLAN - PREFERRED ALTERNATE



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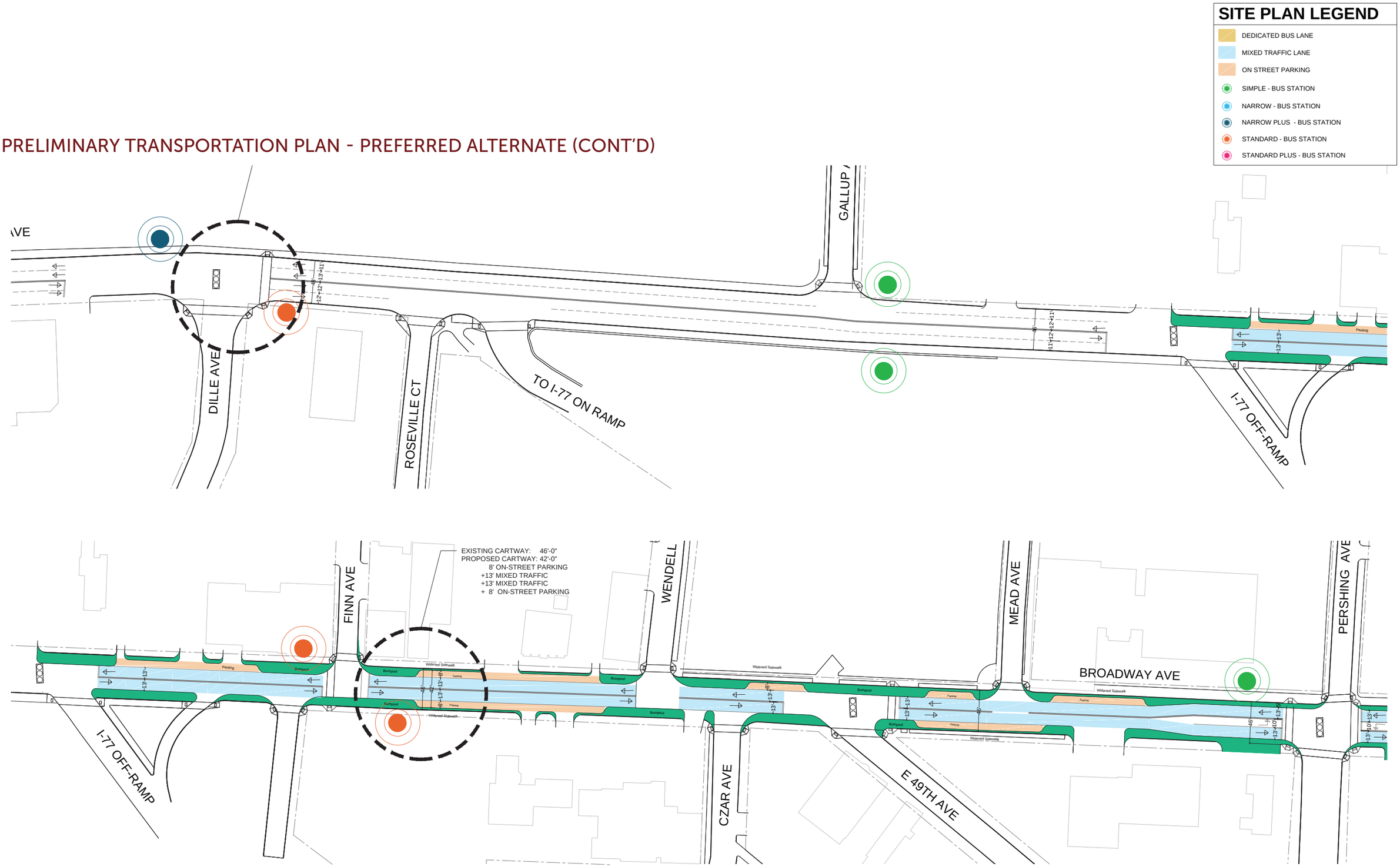

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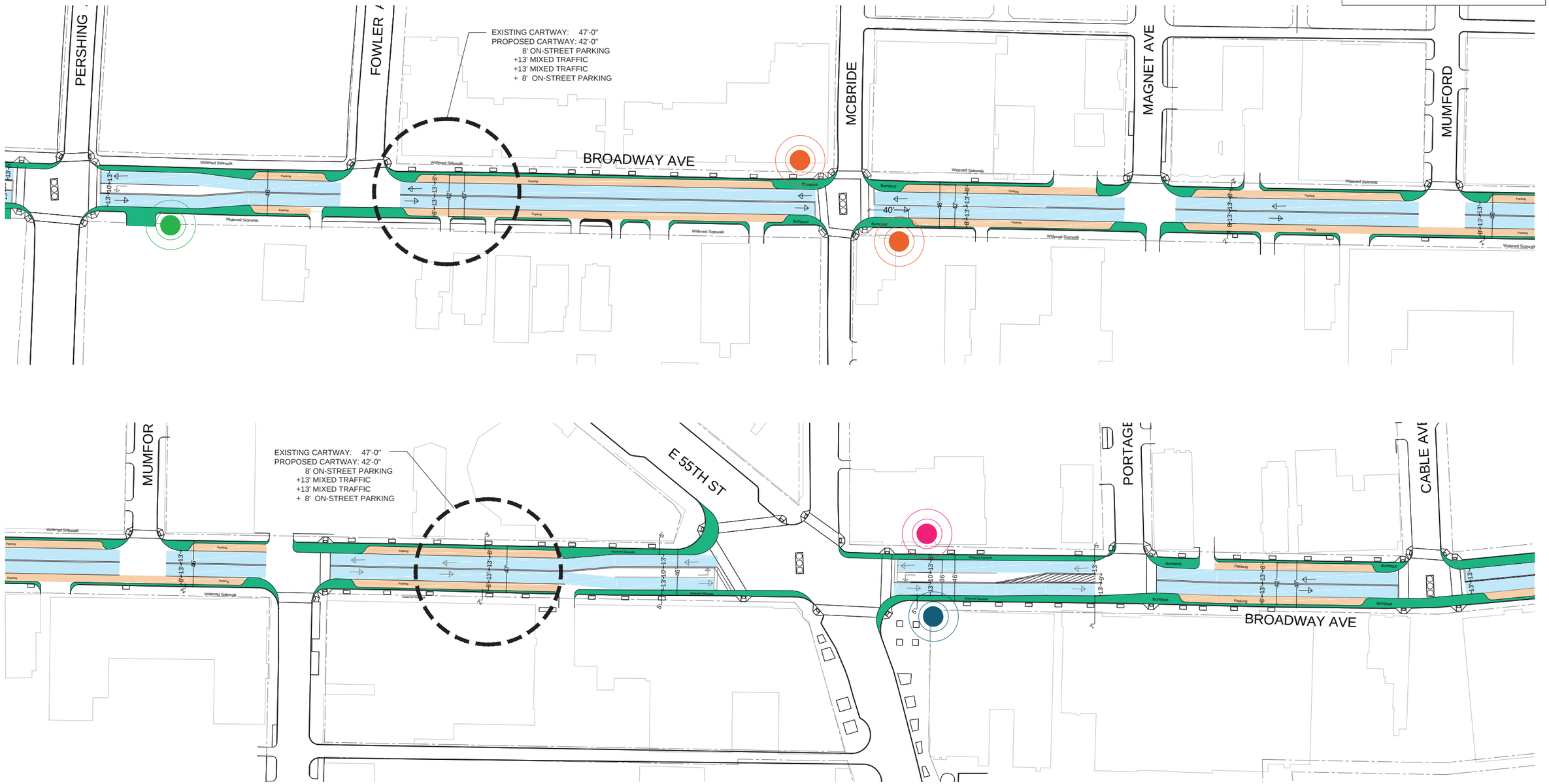

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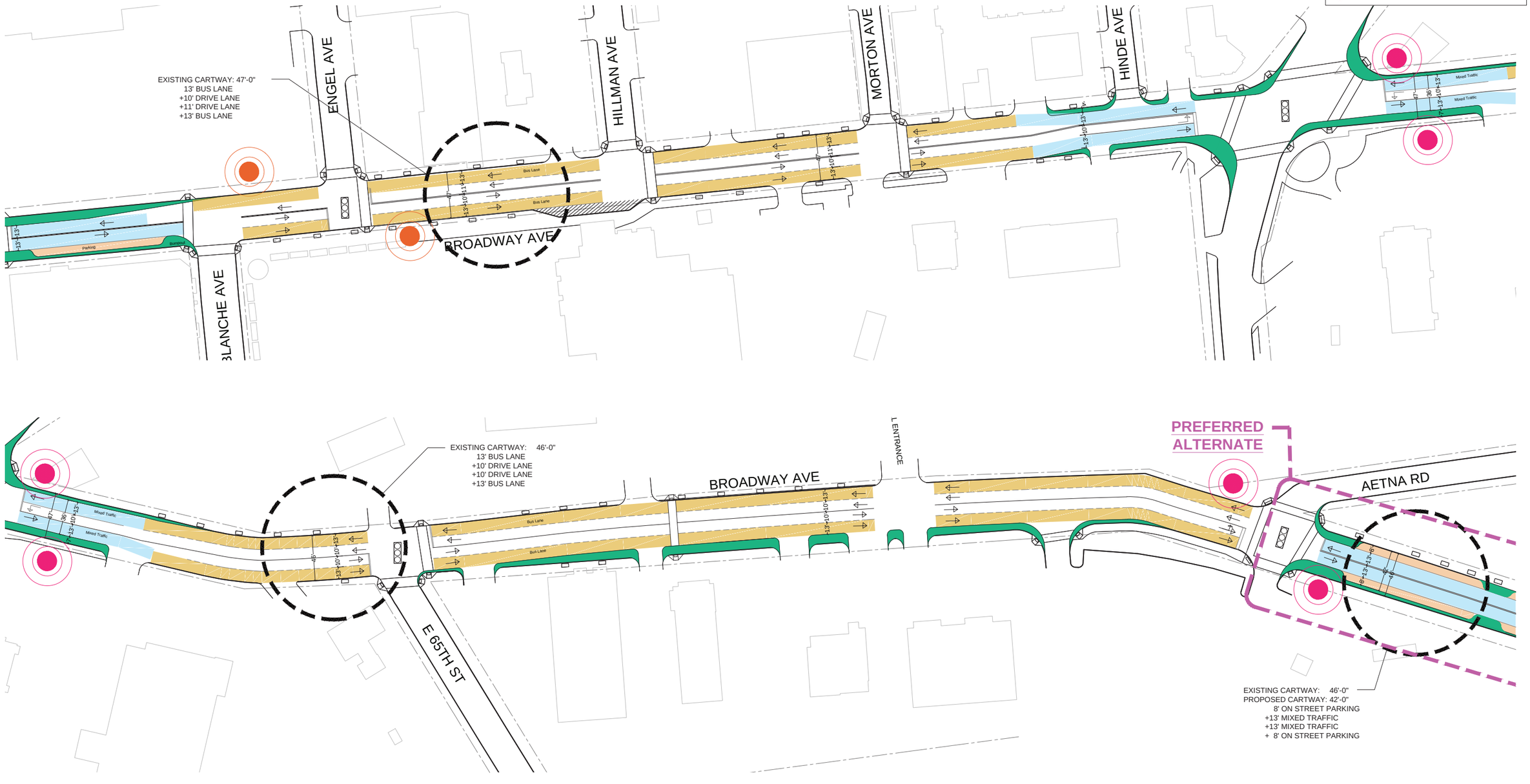

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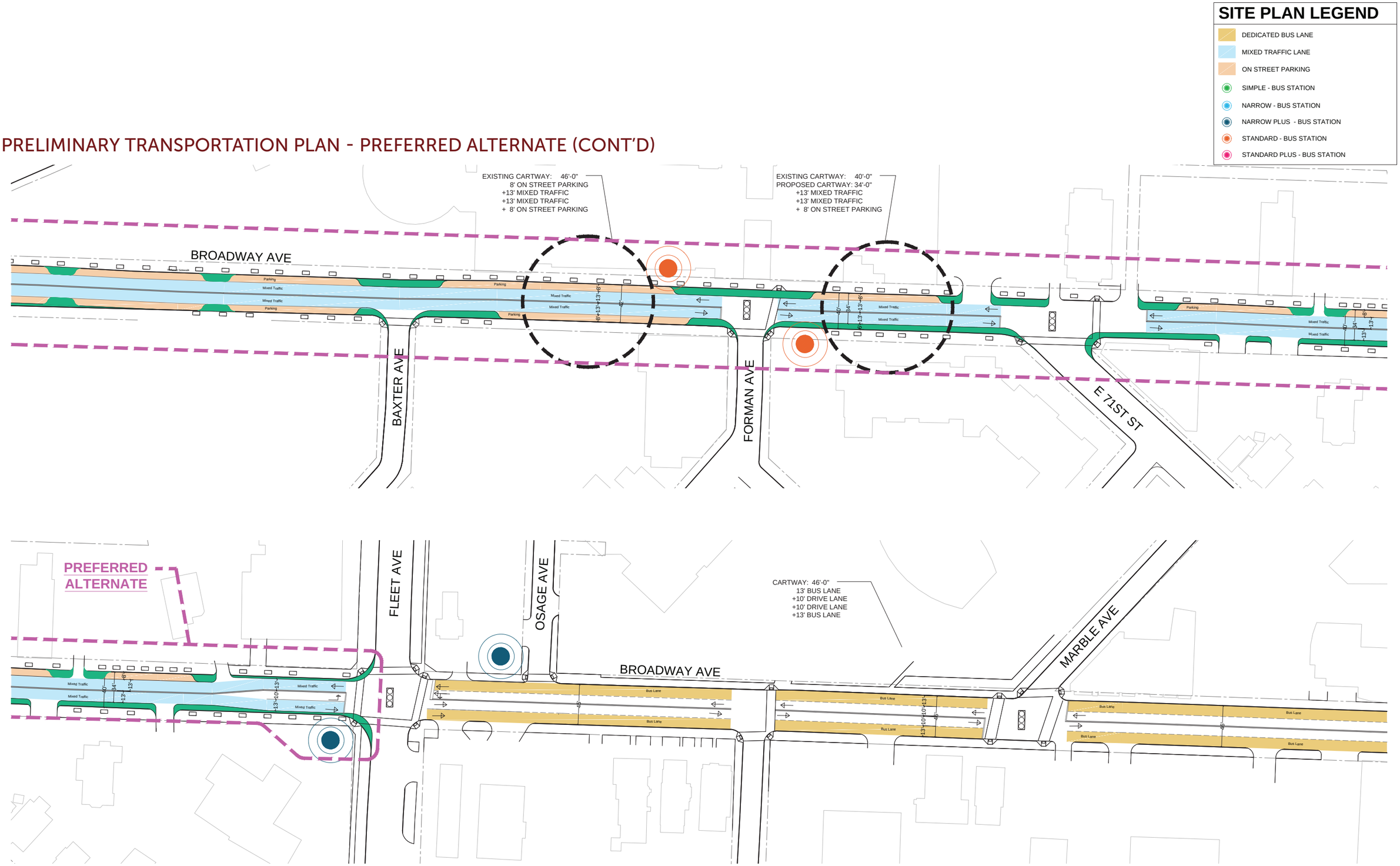

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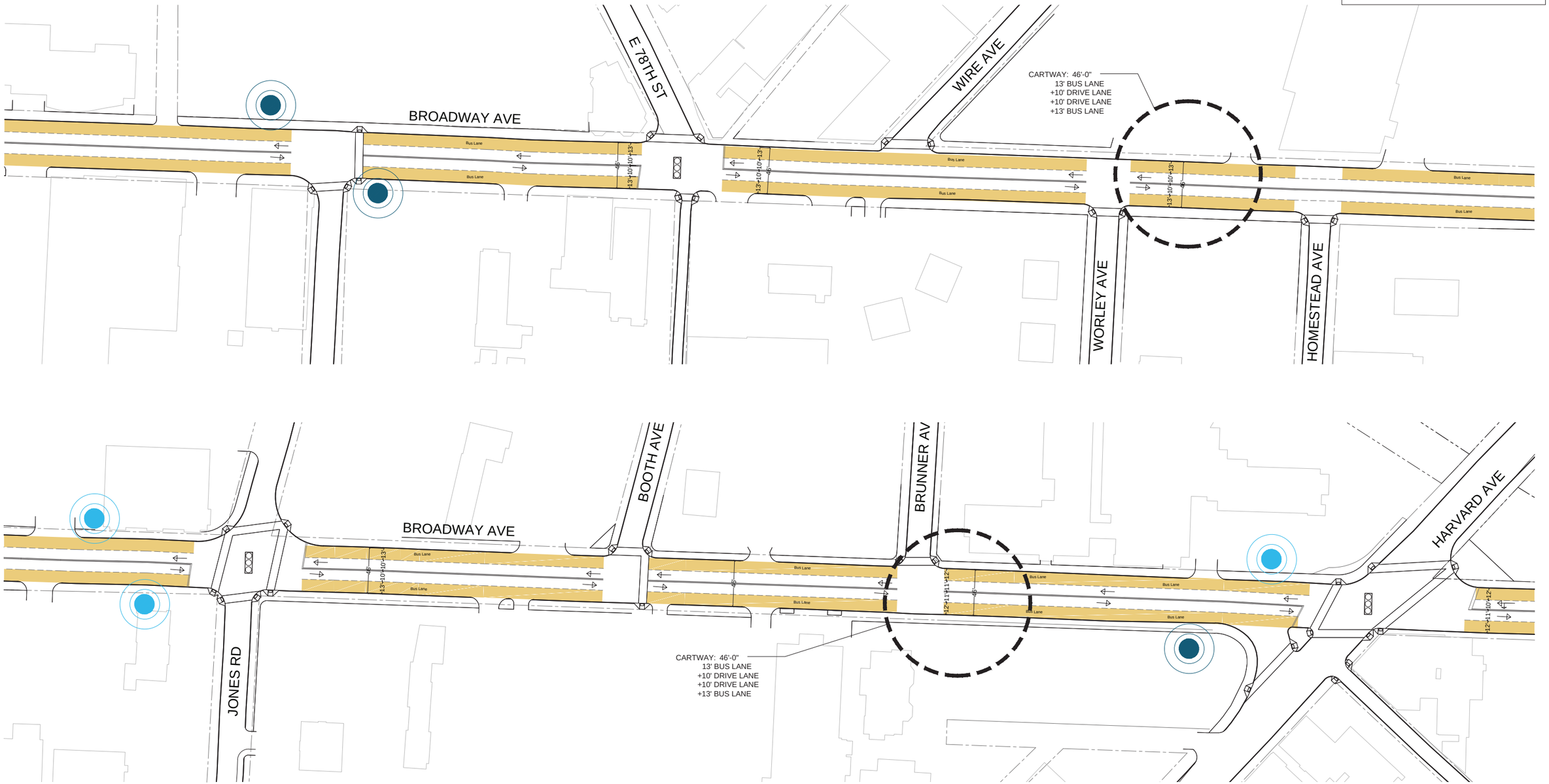

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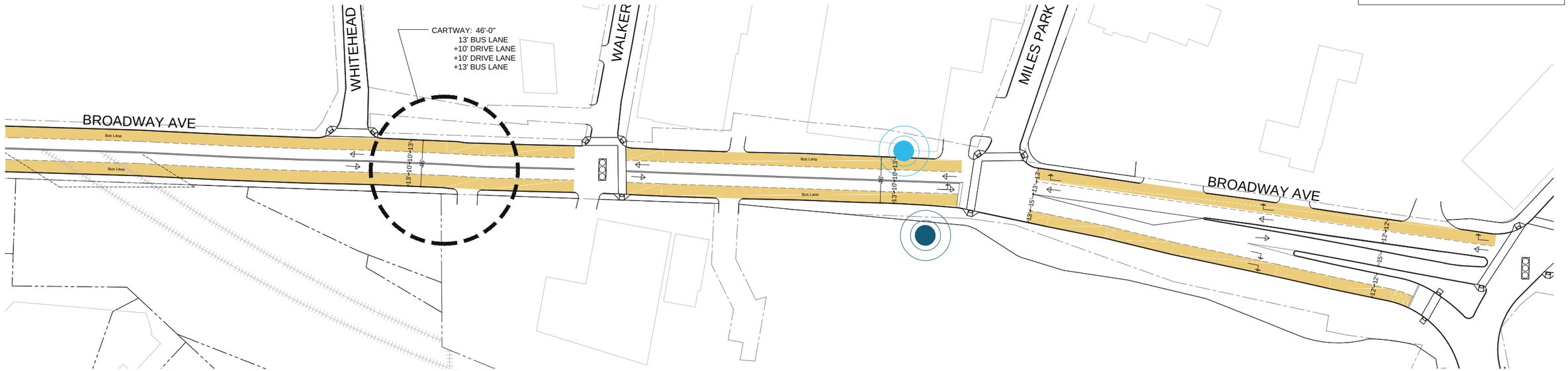

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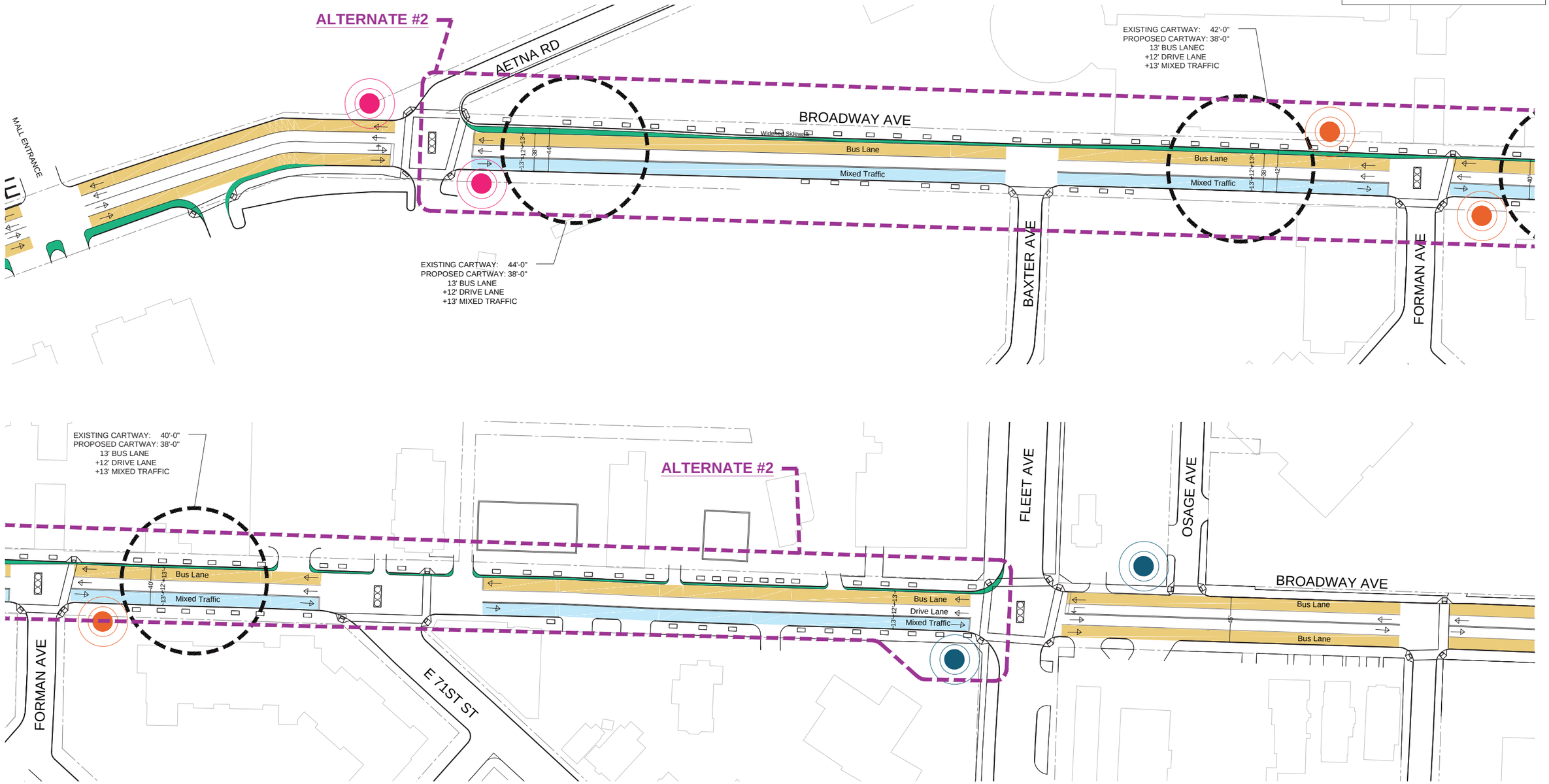

PRELIMINARY TRANSPORTATION PLAN - ALTERNATIVE #3

SITE PLAN LEGEND

- DEDICATED BUS LANE
- MIXED TRAFFIC LANE
- ON STREET PARKING
- SIMPLE - BUS STATION
- NARROW - BUS STATION
- NARROW PLUS - BUS STATION
- STANDARD - BUS STATION
- STANDARD PLUS - BUS STATION