

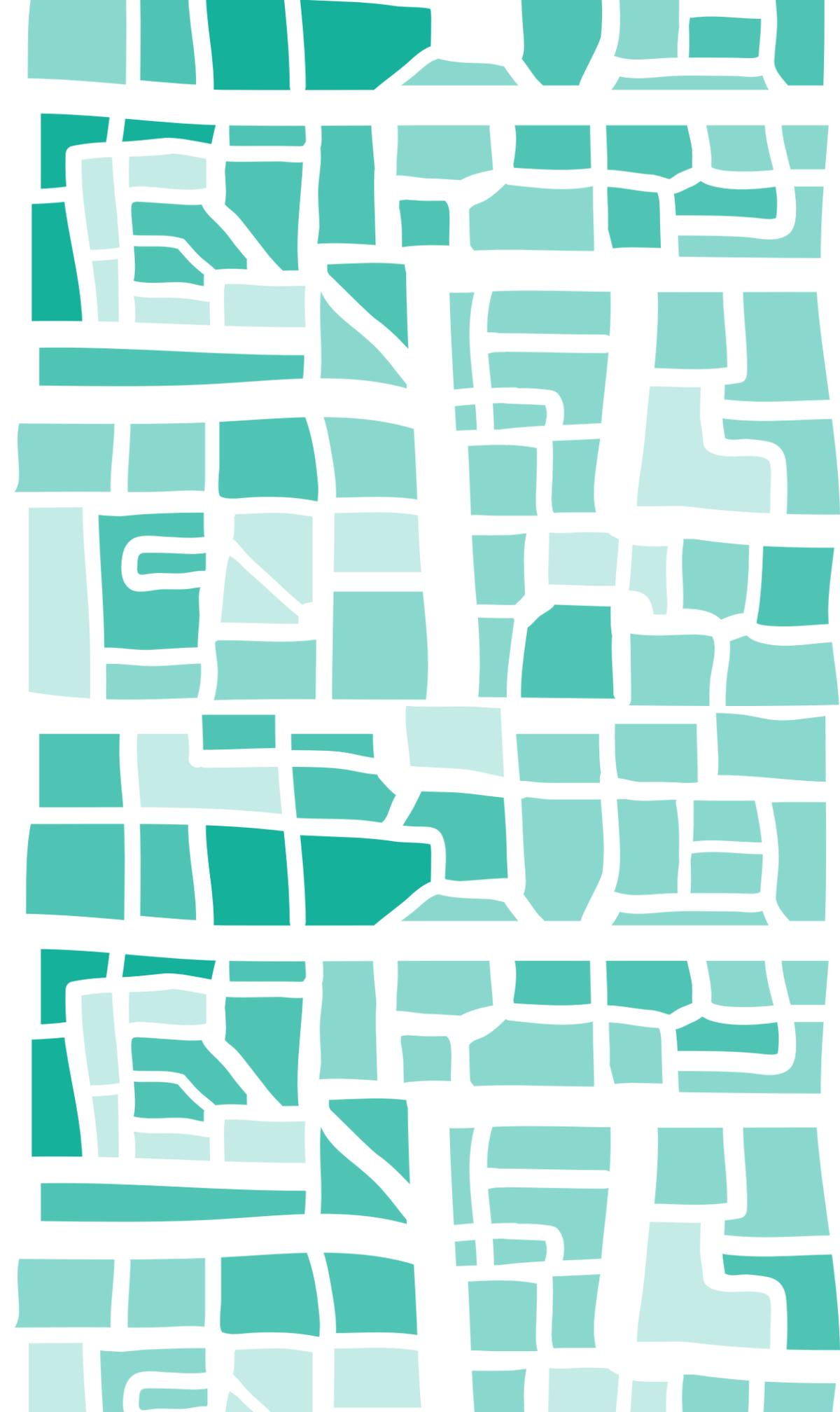


A TRANSIT-ORIENTED DEVELOPMENT PLAN FOR W. 25TH CORRIDOR

SECTION 3 – BRT STUDY

MARCH 2021

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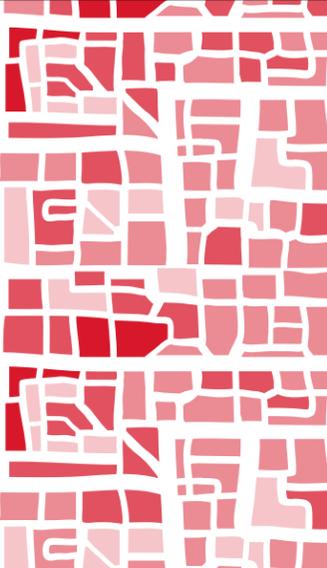
INTRODUCTION

This document is one of five parts in the Transit-Oriented Plan for the West 25th Street Corridor (W. 25th Corridor), which aims to respond to FTA grant requirements related to the creation of a new Bus Rapid Transit (BRT) line running between Detroit Avenue and Broadview Road. The plan has five sections including:

- 1 Urban Analysis
- 2 What We Heard (public engagement)
- 3 **BRT Study**
- 4 Zoning Review and Policy Recommendations
- 5 Market Analysis

This section, the BRT study, provides observations and recommendations relative to transit operations, passenger amenities, and patron comfort for the new MetroHealth Line. Previous studies provided general station location based on desired station spacing and major corridor destinations and origins, but did not examine existing public realm limitations such as sidewalk width, potential land use opportunities such as redevelopment, or preservation of transit right-of-way – specifically related to the specific percentage of dedicated right-of-way required for federal funding. This report studies these characteristics at the block level, and provides refined parking, right-of-way, station location and layout recommendations. This report includes:

- › BRT diagnostic (ridership, parking and operations)
- › BRT Stations: Station Typology, Character and Location
- › TOD Recommendations (5 priority station areas)





**A TRANSIT-ORIENTED
DEVELOPMENT PLAN FOR
W. 25TH CORRIDOR**

SECTION 1 - URBAN ANALYSIS

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SECTION 4 - ZONING & POLICY

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**A TRANSIT-ORIENTED
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W. 25TH CORRIDOR**

SECTION 5 - MARKET ANALYSIS

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CHAPTER 1

BRT DIAGNOSTIC

DETROIT
BRIDGE
LORAIN
FRANKLIN
CLARK
MONROE
PEARL
DENISON
WILDLIFE

1.2

TRANSIT RIDERSHIP ANALYSIS

W. 25TH CORRIDOR-WIDE RIDERSHIP

OVERVIEW

W. 25th Transit Corridor Context

The W. 25th Corridor is a key north-south thoroughfare in central Cleveland, starting downtown and extending southerly to I-71, the Medina Freeway. Important anchors along the corridor include the MetroHealth complex at the southern end of this corridor, and the downtown central business district in the north. The diversity of uses and destinations along the W. 25th Corridor attracts a wide array of visitors from across Cleveland, making it an important artery for all mode users, and particularly, bus riders.

In 2017, GCRTA and MetroHealth collaborated to rebrand Route 51—the primary bus route that operates along the W. 25th Corridor—as the Health Line. Route 51 transports nearly 7.5% of all GCRTA bus trips, placing it in second place among all bus routes. Route 51 is composed of several branches:

- › 51 – MetroHealth and Pearl
- › 51A – MetroHealth and State
- › 51B-C – MetroHealth and Broadview

These branches vary in their termini but coalesce along the W. 25th Corridor north of Broadview. With frequent service, the 51 is the backbone of W. 25th Street’s bus service, north or Lorain Ave. Several other routes merge along the W. 25th Corridor into the downtown, including routes 22, 45, 79, and 81. Moreover, at Lorain Ave., transfers are possible between bus routes and the W. 25th-Ohio City station on the Red Line.

The project area focuses efforts along the W. 25th Corridor between Detroit Avenue and Broadview Road. Given the robust ridership on the HealthLine and the importance of the W. 25th Corridor in the transportation landscape, developing interventions and treatments along the corridor to speed up buses, to improve reliability, and overall, the customer experience will have a significant impact on travel along the W. 25th Corridor.

The W. 25th Transit Corridor Ridership Activity

The combined MetroHealth Line (Routes 51, A, B, C) has a total average daily (weekday) ridership of approximately 5,409 riders. The routes extend south to Strongsville (Route 51), Parma Heights (Route 51A), Broadview Heights (Route 51B) and Valley View (Route 51C). The branches combine onto the W. 25th Corridor at the MetroHealth Old Brooklyn Campus and then travel along the 25th Corridor before turning east on to Detroit Avenue and crossing the Detroit Superior Bridge to the final terminus on W. 12th Street in Downtown Cleveland.

Ridership for each of the routes in the corridor is shown in Chart 1, with the Route

51(A-B-C) experiencing the highest average daily weekday boardings. The extent of the corridor in the Study Area represents 43.5% of the combined ridership of the MetroHealth line. Boardings in the corridor total 2,351 with the areas around the W. 25th Corridor and Lorain Avenue having the highest ridership. While boardings in the corridor are important, it is critical to note that the Study corridor also experiences the highest load factors on the entire route. In other words, the Route 51 buses are the fullest in this section, and any improvement to operations within this corridor benefit the most riders, as many riders traverse the corridor on their way to/from the downtown terminus.

In order to look at the specifics of corridor operations and bus stop locations more detailed information on ridership and boardings/alightings by stop was needed. Stop locations were identified in previous efforts, but were not integrated with development potential, ability to provide amenities or other local factors. The Project Team worked extensively with GCRTA to review a series of data and compile a detailed set of data to inform the overall TOD Study process.

Transit Ridership Data Background and Overview

GCRTA provided the Project Team with ride check data from audits conducted by GCRTA along routes of interest in the study area. These datasets were acquired according to GCRTA’s regular route audits conducted throughout 2018, 2019, and January 2020. Stop-level records included trip information, arrival times (scheduled and actual), departure times, passenger boardings and alightings, and departure passenger load for each route within the corridor. The ridership analysis focused on weekday service and used the frequency of unique trips at each bus stop as a unit of analysis to account for the large volume of data from different years, seasons, and service changes (internally referred to as bookings). “Average” values of boardings and alightings for each trip at each stop were developed by compiling the boardings and alightings at each stop for each trip and dividing these values by the count of each trip. These average values were then summed at the stop level to calculate average weekday boardings and alightings by stop.

Transit Ridership Analysis Section Structure

The Ridership section is organized to show the overall ridership in the Study corridor, with more detailed maps organized around the sub-areas used in the overall study. The maps show all the existing stops in the corridor, with pie charts representing the ridership by stop. Where additional routes, besides the Route 51, share a bus stop, the ridership for that route is also included. The pie charts show total boardings and alightings by stop. The darker color shows boardings, and the lighter color shows alightings, with the total combined number listed in the chart. Non-Route 51 ridership is shown in Orange. For reference, the proposed BRT stops identified in previous studies are also shown differently than the existing stops which were not previously proposed in the BRT planning.

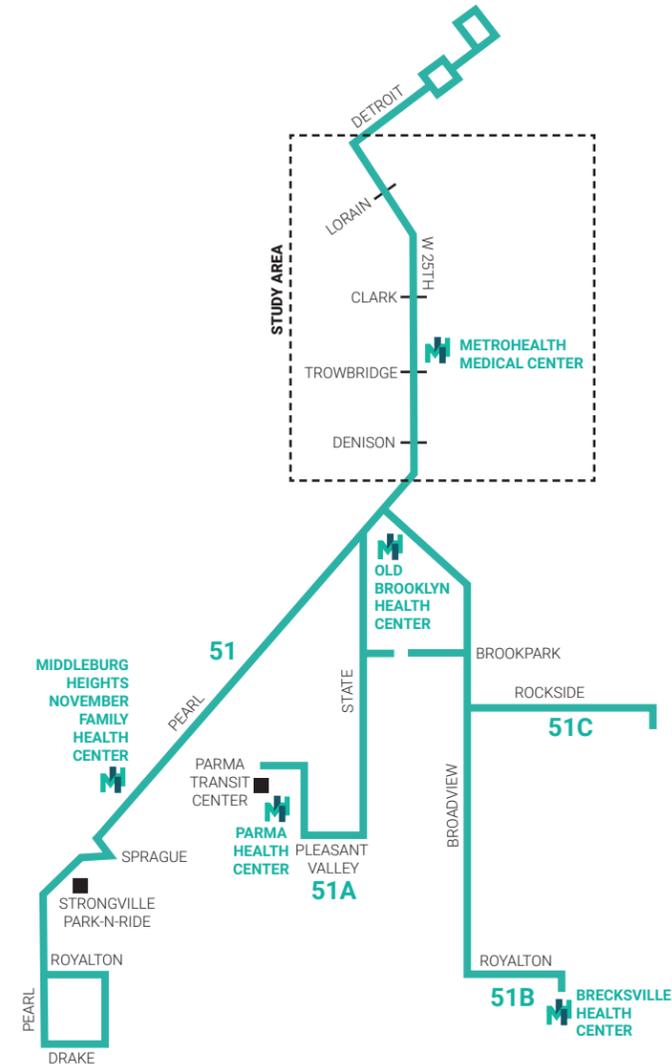


FIGURE 3 : STUDY AREA ALONG 51 LINES



AVERAGE DAILY WEEKDAY BOARDINGS FOR BUS ROUTES ALONG THE STUDY AREA



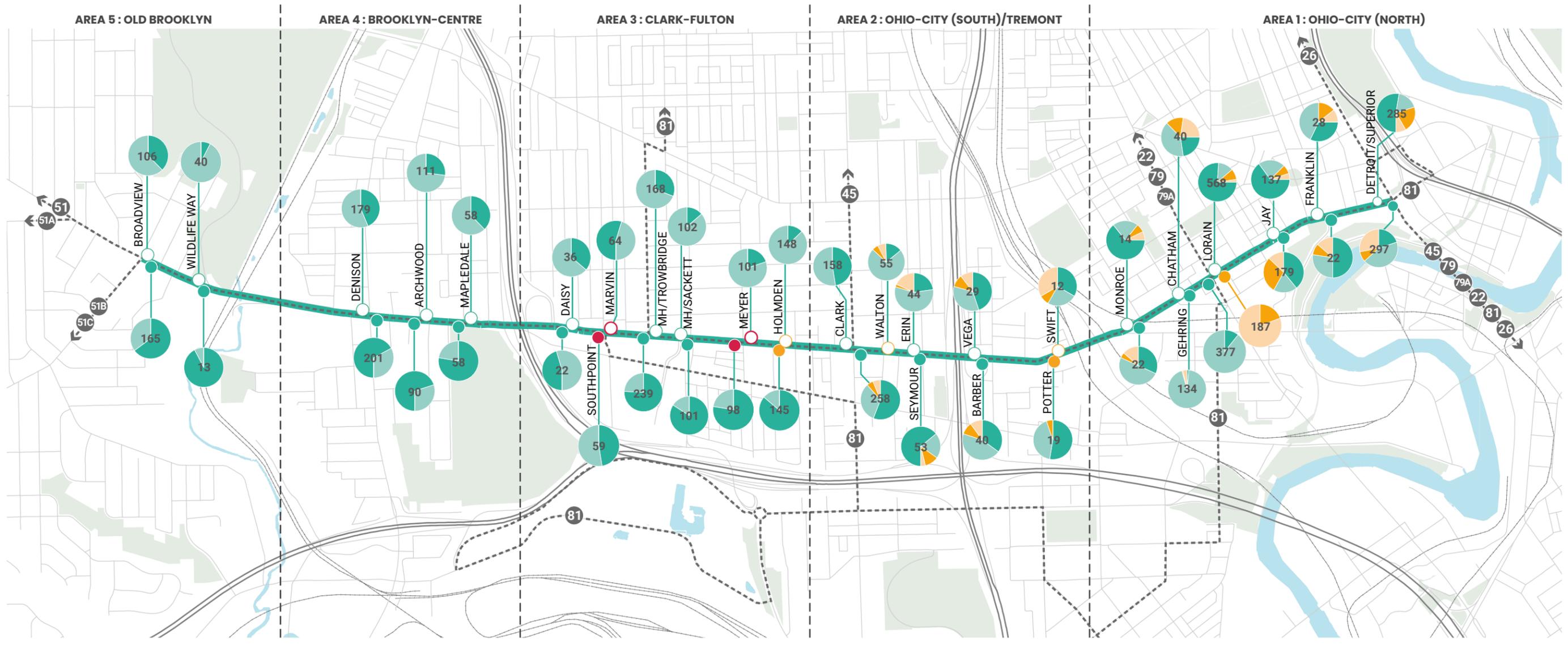
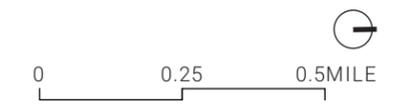


FIGURE 4 : BRT STATIONS AND RIDERSHIP

- BUS STOPS**
 - BRT NORTHBOUND STOP
 - BRT SOUTHBOUND STOP
 - BRT NORTHBOUND ALTERNATIVE STOP
 - BRT SOUTHBOUND ALTERNATIVE STOP
- EXISTING BUS STOPS REQUIRING FURTHER STUDY**
 - NORTHBOUND
 - SOUTHBOUND
 - X CROSSING BUS LINE NUMBER
- BRT LINE**
 - BRT LINE
 - - - - OTHER LINES
- BRT RIDERSHIP**
 - 51 "ONS" (BOARDINGS)
 - 51 "OFFS" (ALIGHTINGS)
 - NON-51 "ONS" (BOARDINGS)
 - NON-51 "OFFS" (ALIGHTINGS)
 - X DAILY LOAD



AREA 1 RIDERSHIP: OHIO CITY (NORTH)

OHIO CITY (NORTH) AREA & KEY DESTINATIONS

The Ohio City (North) area includes all transit stops on the W. 25th Corridor from Detroit Avenue to Monroe Avenue. Transit stops at the beginning of the corridor serve commercial, retail, and restaurant uses in the Franklin Circle area and along Lorain Avenue. Multiple schools are in Area 1, as well as critical health facilities such as the Cleveland Clinic Lutheran Hospital. Transit stops around Lorain Avenue in Area 1 also service the W.25 Ohio City Red Line Station.

OHIO CITY (NORTH) AREA TRANSIT PROFILE

Transit Routes & Stops

The Ohio City (North) area is serviced by the GCRTA Routes 22 – Lorain Avenue, 26 - Detroit 45 – Ridge, 51 (A-B-C) – MetroHealth Line, 79- 79A - Fulton, and 81 – Tremont-Storer. This portion of the corridor contains seven northbound and six southbound existing bus stops located on the W. 25th Corridor. Additional stops located on adjacent streets include one westbound and one eastbound stop on Lorain Avenue, one westbound and two eastbound stops on Detroit Avenue, one on Conn Court, and one northbound stop on W. 25th outside of the BRT corridor boundaries. The BRT corridor will replace six stop pairs on W. 25th at Detroit Avenue, Franklin Boulevard, Jay Avenue, Lorain Avenue, Chatham Avenue/ Gehring Street, and Monroe Avenue.

Boardings and Alightings Observations

Transit stops in the Ohio City (North) area experience the highest boardings and alightings levels in the W. 25th Corridor. Daily activity peaks at the stop pairs around Lorain Avenue, with the highest stop pair located at the W. 25th and Lorain Avenue intersection (377 for northbound and 568 for southbound). Route 51 (A-B-C) experiences more boarding and alighting activity across this portion of the corridor compared to the other routes on this corridor (including Routes 22, 45, 79, and 81). Both the northbound and southbound stops at Detroit Avenue experience high daily activity, with the northbound stop experiencing 297 daily riders and the southbound stop experiencing 285 riders. High daily boarding activity occurs at the Lorain Avenue (483 ons) and Detroit Avenue (211 ons) southbound stops. On the other hand, high daily alighting activity occurs at the northbound stops at Lorain Avenue (487 offs), Detroit Avenue (212 offs), and Gehring Street (131).

OHIO CITY (NORTH) AREA RIDERSHIP FINDINGS

- › High ridership is concentrated at major streets intersecting the W. 25th Corridor, such as Lorain Avenue and Detroit Avenue.
- › Transit stops in Area 1 are concentrated, as this area is close to Downtown and these stops serve major medical and commercial facilities.
- › The Lorain Avenue stop pair experiences the highest daily ridership activity. The northbound stop experiences a daily load of 377 riders, and the southbound stop experiences a daily load of 568 riders.
- › Northbound stops experience slightly higher daily ridership activity in this portion of the corridor other than at southbound stops at Lorain Avenue and Franklin Avenue.
- › The highest ridership stops in this area are off of the corridor, including the Lorain stop (Routes 22, 79) and the Detroit Avenue stop (Route 26), suggesting a high number of transfers to the W. 25th Corridor.
- › Ridership in Ohio City (North) is directionally peaked with much higher percentage of northbound alightings and southbound boardings.
- › Daily activity at stops in Area 1 vary greatly, with high ridership up to 568 at Lorain Avenue and extremely low ridership down to 14 at Monroe Avenue.



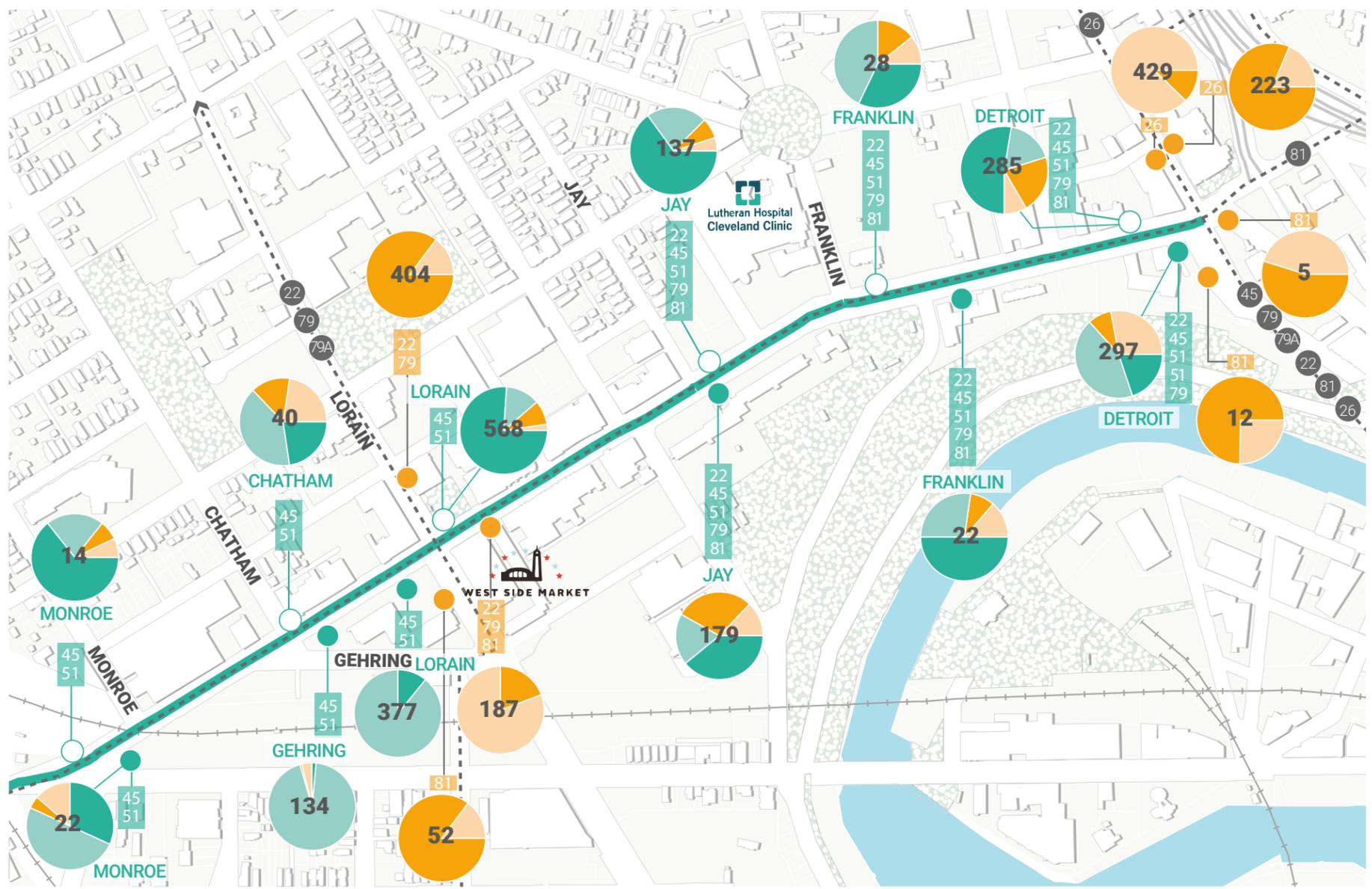


FIGURE 5 : BRT STATIONS AND RIDERSHIP (AREA 1)

PROPOSED BRT BUS STOPS

- NORTHBOUND
- SOUTHBOUND

EXISTING BUS STOPS

- NORTHBOUND
- SOUTHBOUND
- ⊗ CROSSING BUS LINE NUMBER

BRT LINE

- BRT LINE
- - - OTHER LINES

BRT RIDERSHIP

- 51 "ONS" (BOARDINGS)
- 51 "OFFS" (ALIGHTINGS)
- NON-51 "ONS" (BOARDINGS)
- NON-51 "OFFS" (ALIGHTINGS)
- ⊗ DAILY LOAD = PASSENGER ACTIVITY (BOARDINGS/ON + ALIGHTINGS/OFFS)

0 300 600FT



AREA 2 RIDERSHIP: OHIO CITY (SOUTH) / TREMONT

OHIO CITY (SOUTH)/TREMONT AREA & KEY DESTINATIONS

The Ohio City (South)/Tremont area includes all transit stops on the W. 25th Corridor from Swift Avenue/Potter Court to Clark Avenue, and is bisected by I-90. Transit stops on this portion of the corridor serve various education facilities such as the Horizon Education Centers and Paul L. Dunbar School, as well as industrial facilities including the Nestle USA Minor Factory and various auto centers. Many churches and medical facilities such as the Cleveland Crisis Center and Animal Clinic are located on this section of the W. 25th Corridor. Transit stops also serve commercial and retail/restaurant uses around Clark Avenue.

OHIO CITY (SOUTH)/TREMONT AREA TRANSIT PROFILE

Transit Routes & Stops

The Ohio City (South)/Tremont area is serviced by the GCRTA Routes 45 - Ridge and 51 (A-B-C) – MetroHealth Line. This portion of the corridor contains four northbound and five southbound existing bus stops located directly on the W. 25th Corridor and an additional stop located in the westbound direction on Clark Avenue. This existing stop pair in this section of the W. 25th Corridor is located at Swift Avenue and Potter Court. The BRT corridor will replace three stop pairs at Vega Avenue and Barber Avenue, Erin Avenue and Seymour Avenue, and Clark Avenue.

Boardings and Alightings Observations

Overall, transit stops in the Ohio City (South)/Tremont area experience the lowest boardings and alightings levels in the W. 25th Corridor. Daily activity increases from north to south, with the Swift Avenue and Potter Court stop pair experiencing lower ridership levels (12 for southbound and 19 for northbound) and the Clark Avenue stop pair experiencing the highest activity (158 for southbound and 258 for northbound). Route 51 (A-B-C) typically has more boarding and alighting activity across this portion of the corridor compared to Route 45. High daily boarding activity occurs at the Clark Avenue (158 ons) and Seymour Avenue (40 ons) northbound stops. On the other hand, high daily alighting activity occurs at the southbound Walton Avenue (44 offs) and Erin Avenue (33 offs) stops, as well as at the Clark Avenue northbound stop (100 offs).

Ohio City (South)/Tremont Area Ridership Findings

- › Transit stops are located closer together south of I-90.
- › The Clark Avenue stop pair experiences the highest daily ridership activity. The northbound stop experiences a daily load of 258 riders, and the southbound stop experiences a daily load of 158 riders.
- › Route 51 (A-B-C) experiences higher boardings and alightings at transit stops in the Ohio City (South)/Tremont area
- › Northbound stops experience higher daily ridership activity in this portion of the corridor.
- › The Swift Avenue and Potter Court stop pair experiences the lowest daily ridership activity. The northbound stop experiences a daily load of 19 riders, and the southbound stop experiences a daily load of 12 riders.
- › Stops in Area 2 show little directionality, with roughly equivalent boardings and alightings at all individual stops.



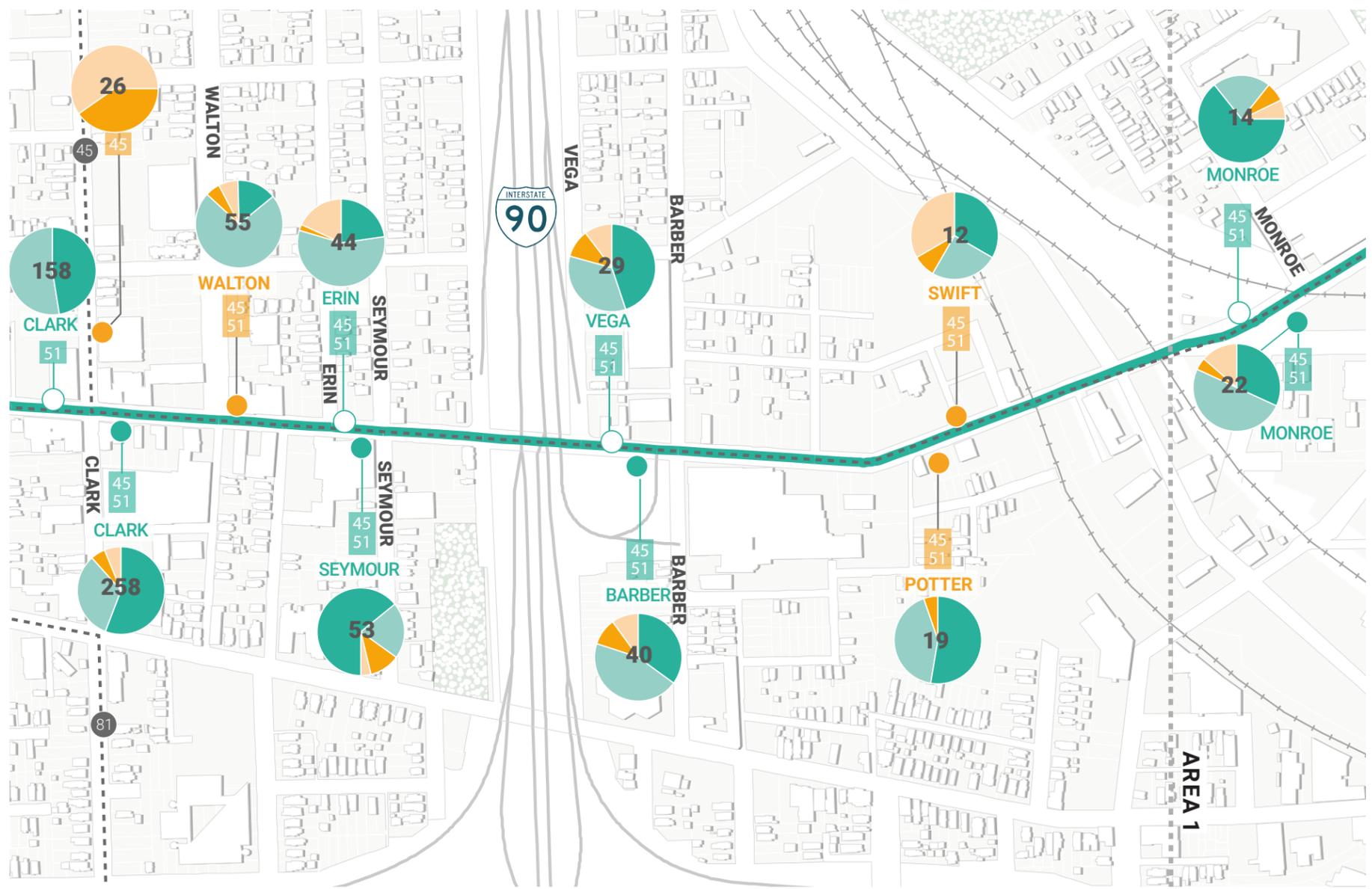
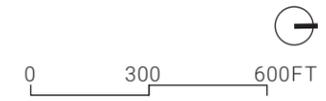


FIGURE 6 : BRT STATIONS AND RIDERSHIP (AREA 2)

- PROPOSED BRT BUS STOPS**
 - NORTHBOUND
 - SOUTHBOUND
- EXISTING BUS STOPS**
 - NORTHBOUND
 - SOUTHBOUND
 - ⊗ CROSSING BUS LINE NUMBER
- BRT LINE**
 - BRT LINE
 - - - OTHER LINES
- BRT RIDERSHIP**
 - 51 "ONS" (BOARDINGS)
 - 51 "OFFS" (ALIGHTINGS)
 - NON-51 "ONS" (BOARDINGS)
 - NON-51 "OFFS" (ALIGHTINGS)
 - ⊗ DAILY LOAD = PASSENGER ACTIVITY (BOARDINGS/ON + ALIGHTINGS/OFFS)



AREA 3 RIDERSHIP: CLARK-FULTON

CLARK/FULTON AREA & KEY DESTINATIONS

The Clark/Fulton area includes all transit stops on the W. 25th Corridor from Holmden Avenue to Daisy Avenue. Transit stops at the beginning of the corridor serve residences, commercial uses, and education centers such as the Lincoln West High School. The northern portion of Area 3 also includes various churches on adjacent streets. The southern half of Area 3 services the large MetroHealth facilities and other healthcare centers such as the MetroHealth Center-Skilled Nursing.

CLARK/FULTON AREA TRANSIT PROFILE

Transit Routes & Stops

The Clark/Fulton area is serviced only by the GCRTA Routes 51 (A-B-C) – MetroHealth Line. Area 3 contains six northbound and six southbound existing bus stops located on the W. 25th Corridor. Additional stops located on adjacent streets include one stop pair on Trowbridge Avenue serviced by Route 81 – Tremont - Storer. The BRT corridor will replace three stop pairs on the W. 25th Corridor at Sackett Avenue, Trowbridge Avenue, and Daisy Avenue.

Boardings and Alightings Observations

Transit stops in the Area 3 experience the high levels boardings and alightings levels given its proximity to the vital medical facilities at the MetroHealth complex. Although most daily activity peaks around the MetroHealth complex, some increased ridership occurs at the Holmden Avenue stop pair (145 for northbound and 148 for southbound). Most ridership activity remains high throughout Area 3 and drops off at the Marvin Avenue and Southpoint Drive stop pair (59 for northbound and 64 for southbound). High daily boarding activity occurs at the Trowbridge Avenue (181 ons) and Sackett Avenue/MetroHealth Drive (85 ons) northbound stops. On the other hand, high daily alighting activity occurs at the southbound stops at Holmden Avenue (129 offs), Trowbridge Avenue (116 ons) and Sackett Avenue/MetroHealth Drive (88 ons) southbound stops.

CLARK/FULTON AREA RIDERSHIP FINDINGS

- › Proposed transit stops in Area 3 are concentrated around the MetroHealth Medical complex between Sackett Avenue and Daisy Avenue.
- › The MetroHealth (Trowbridge) and Clark Avenue stops experience similar levels of ridership, which are the highest in this section. High ridership is concentrated at stops adjacent to the MetroHealth Medical complex, especially at the beginning of the complex at MetroHealth Drive.
- › The Daisy Avenue stop pair experiences the lowest daily ridership activity. The northbound stop experiences a daily load of 22 riders, and the southbound stop experiences a daily load of 36 riders.
- › Interestingly, Area 3 stops show a northside directional bias with significantly higher boardings northbound than alightings, with a matching southbound pattern.



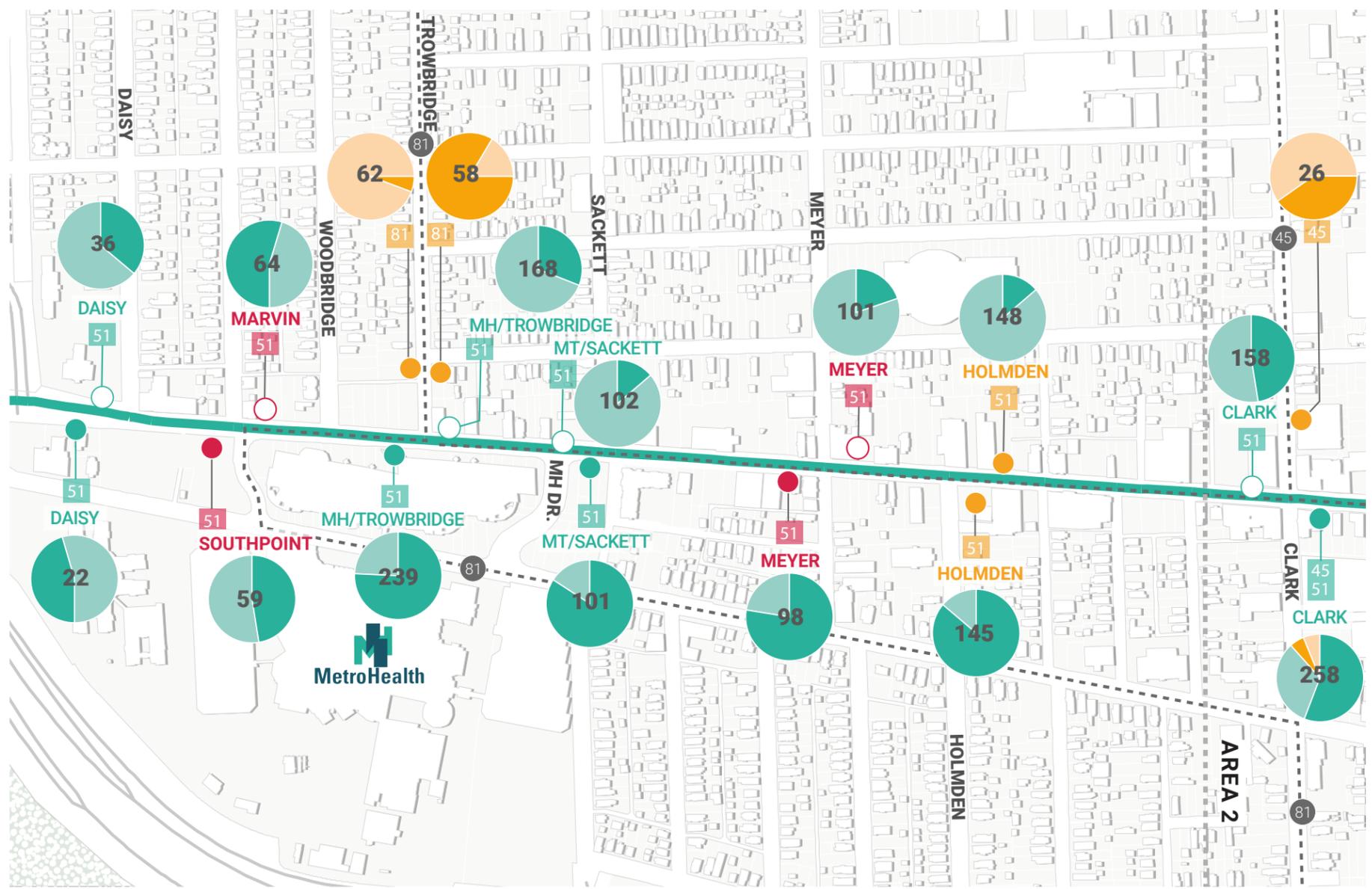
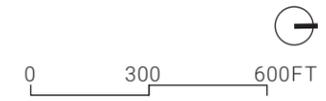


FIGURE 7 : BRT STATIONS AND RIDERSHIP (AREA 3)

- BUS STOPS**
 - BRT NORTHBOUND STOP
 - BRT SOUTHBOUND STOP
 - BRT NORTHBOUND ALTERNATIVE STOP
 - BRT SOUTHBOUND ALTERNATIVE STOP
- EXISTING BUS STOPS**
 - NORTHBOUND
 - SOUTHBOUND
 - ⊗ CROSSING BUS LINE NUMBER
- BRT LINE**
 - BRT LINE
 - - - OTHER LINES
- BRT RIDERSHIP**
 - 51 "ONS" (BOARDINGS)
 - 51 "OFFS" (ALIGHTINGS)
 - NON-51 "ONS" (BOARDINGS)
 - NON-51 "OFFS" (ALIGHTINGS)
 - ⊗ DAILY LOAD = PASSENGER ACTIVITY (BOARDINGS/ON + ALIGHTINGS/OFFS)



AREA 4 RIDERSHIP: BROOKLYN-CENTRE

BROOKLYN CENTRE AREA & KEY DESTINATIONS

The Brooklyn Centre area includes all transit stops on the W. 25th Corridor (Pearl Street) from the Medina Freeway (I-71) to Denison Avenue. The transit stops in Area 4 serve various residences, civic sites such as the Cleveland Public Library (Brooklyn Branch) and churches including the Bethlehem Temple of Praise Church. Area 4 also contains commercial development and restaurants around the Riverside Cemetery, located just south of the Medina Freeway.

BROOKLYN CENTRE AREA TRANSIT PROFILE

Transit Routes & Stops

The Brooklyn Centre area is serviced by the GCRTA Route 51 (A-B-C) – MetroHealth Line. Area 4 only contains three northbound/southbound stop pairs at Mapledale Avenue, Archwood Avenue, and Denison Avenue on the W. 25th Corridor/Pearl Street. The BRT corridor will replace each of these stop pairs six stop pairs on the W. 25th Corridor at Mapledale Avenue, Archwood Avenue, and Denison Avenue.

Boardings and Alightings Observations

Transit stops in the Brooklyn Centre area experience average boardings and alightings levels in the W. 25th Corridor. Daily activity is higher in the southern part of the area, with the highest stop pair located at the Denison Avenue intersection (201 for northbound and 179 for southbound). Ridership activity increases at the Archwood and Denison stop pairs and decreases at the Mapledale Avenue stop pair just south of I-71. High daily boarding activity occurs at the Denison Avenue (135 ons) and Archwood Avenue (63 ons) northbound stops. The southbound stops at Denison Avenue (101 offs) and Archwood Avenue (81 offs) experience the highest daily alighting activity in Area 4.

BROOKLYN CENTRE AREA RIDERSHIP FINDINGS

- › The Denison Avenue stop pair experiences the highest daily ridership activity. The northbound stop experiences a daily load of 201 riders, and the southbound stop experiences a daily load of 179 riders.
- › The southbound stops experience slightly higher daily ridership activity in this in Area 4 other than at the Denison Avenue northbound stop.
- › The Mapledale Avenue stop pair experiences the lowest daily ridership activity. Both the northbound and southbound stop experiences a daily load of 58 riders.
- › Stops in the Brooklyn Centre area have a northbound bias with more northbound boardings than alightings and a similar southbound profile.



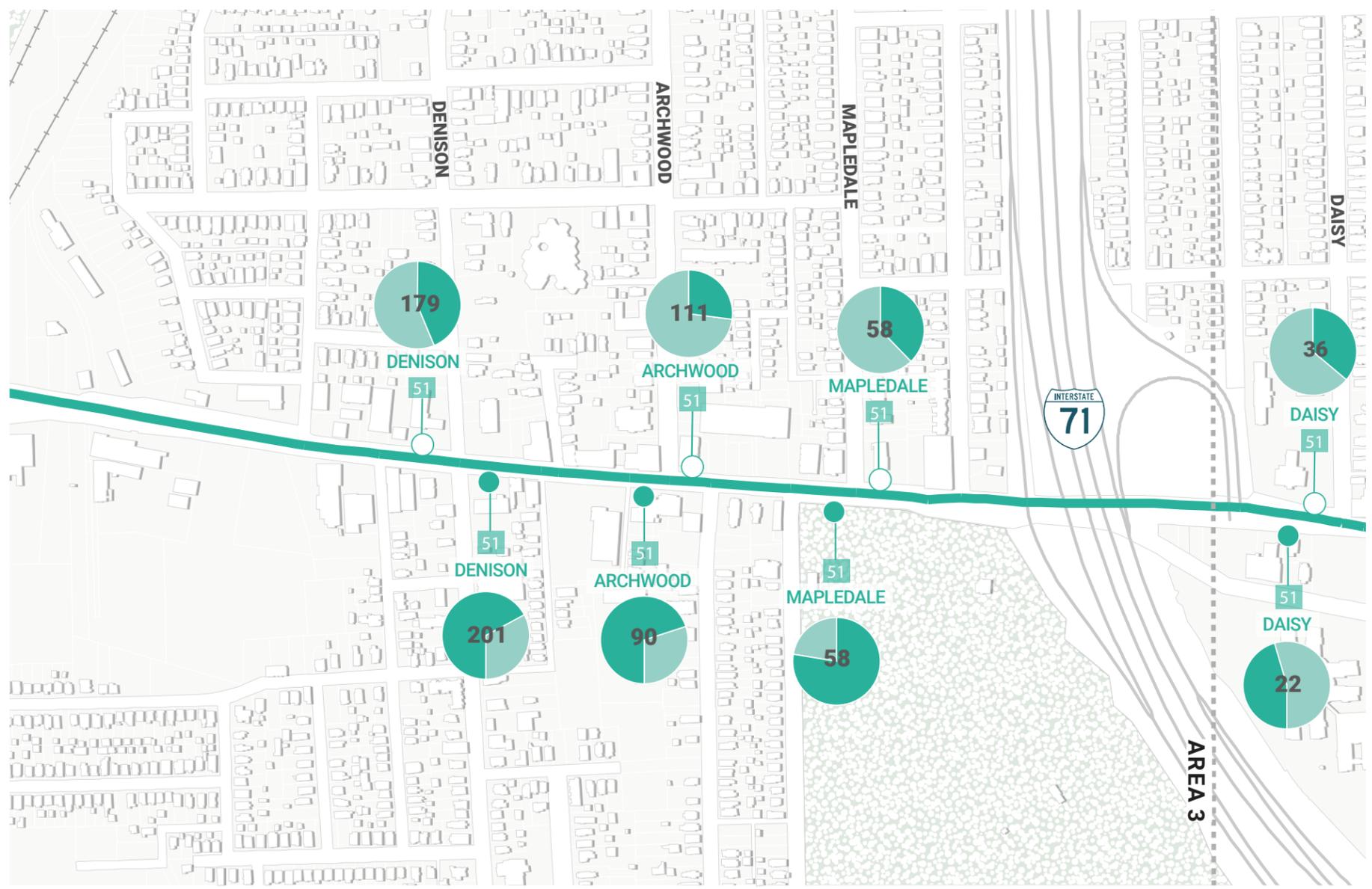
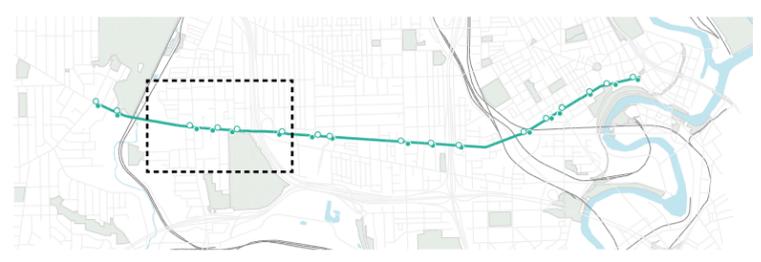
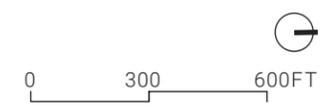


FIGURE 8 : BRT STATIONS AND RIDERSHIP (AREA 4)

- PROPOSED BRT BUS STOPS**
- NORTHBOUND
 - SOUTHBOUND
- EXISTING BUS STOPS**
- NORTHBOUND
 - SOUTHBOUND
 - ⊗ CROSSING BUS LINE NUMBER

- BRT LINE**
- BRT LINE
 - - - OTHER LINES

- BRT RIDERSHIP**
- 51 "ONS" (BOARDINGS)
 - 51 "OFFS" (ALIGHTINGS)
 - NON-51 "ONS" (BOARDINGS)
 - NON-51 "OFFS" (ALIGHTINGS)
 - ⊗ DAILY LOAD = PASSENGER ACTIVITY (BOARDINGS/ON + ALIGHTINGS/OFFS)



AREA 5 RIDERSHIP: OLD BROOKLYN

OLD BROOKLYN AREA & KEY DESTINATIONS

The Old Brooklyn area is the southern end of the TOD Plan corridor. Old Brooklyn is an historic, local neighborhood center within the City of Cleveland. It is separated from the rest of the corridor by the long bridge over the railroad tracks which makes it feel distinct from the Brooklyn Centre area to the north. The Old Brooklyn area marks the southern end of the corridor as it is the place where the various branches of the Route 51 align to head north to Downtown Cleveland. The 51B and 51C head east on Broadview right, while the Routes 51 and 51A continue south but diverge onto Pearl Road and State Road just past the Study area. There are only two stop pairs in the Old Brooklyn area.

OLD BROOKLYN AREA TRANSIT PROFILE

Transit Routes & Stops

The Old Brooklyn area is serviced by GCRTA Route 51 (A-B-C) – MetroHealth Line. The final portion of the corridor contains only two stop pairs located at Wildlife Way and Broadview Road. The proposed BRT corridor will replace both stop pairs at these intersections. The Wildlife Way stop pair serves the Cleveland Metroparks Zoo as well as a few restaurants. The Broadview Road stop pair serves those frequenting the commercial, retail, and restaurant uses around Memphis Avenue.

Boardings and Alightings Observations

Only two transit stop pairs exist in Area 5, as this portion of the corridor signifies the terminus of the W. 25th Corridor Study Area. Only Daily activity peaks at the final stop pair at Broadview Road, with 106 riders at the southbound stop and 165 riders at the northbound stop. The Wildlife Way experiences a low level of ridership activity, although it is adjacent to the Cleveland Metroparks Zoo. The highest boarding activity occurs at the northbound stop at Broadview Road (107 ons); however, the highest alighting activity takes place at the southbound Denison Ave stop (66 off).

OLD BROOKLYN AREA RIDERSHIP FINDINGS

- › The Broadview Road stop pair experiences the highest daily ridership activity. The northbound stop experiences a daily load of 165 riders, and the southbound stop experiences a daily load of 106 riders.
- › The Wildlife Way stop pair experiences the lowest daily ridership activity. The northbound stop experiences a daily load of 40 riders, and the southbound stop experiences a daily load of 13 riders.
- › The Wildlife Way southbound stop which is located closer to the Cleveland Metroparks Zoo experiences higher ridership activity than the northbound stop, and significantly higher alightings (37) than boardings (3).
- › Daily activity increase south of the Wildlife Way stops, as the Broadview Road stop pair services commercial uses and restaurants/residences around Memphis Avenue.

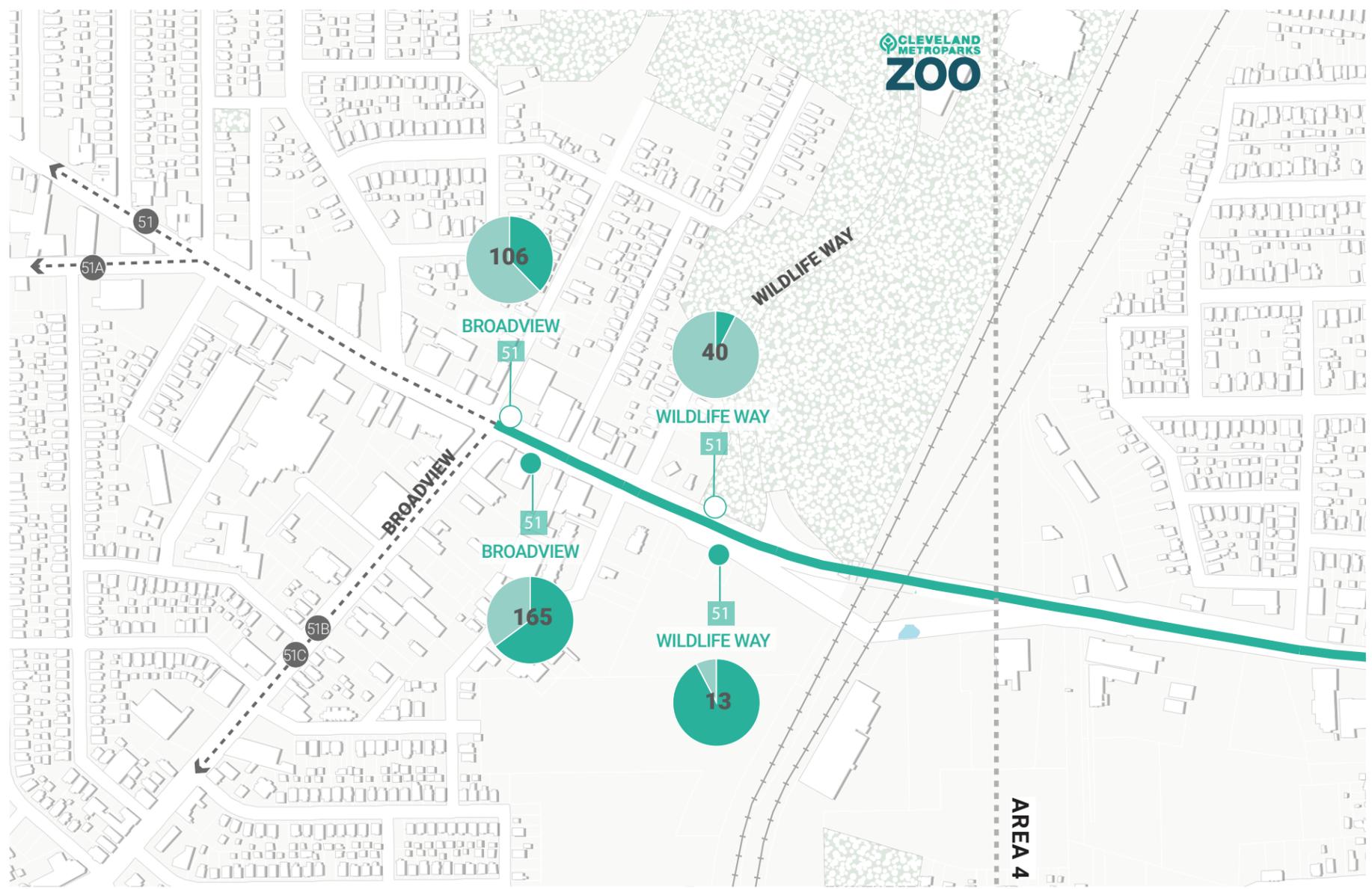
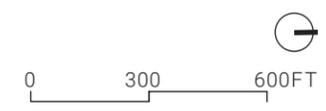


FIGURE 9 : BRT STATIONS AND RIDERSHIP (AREA 5)

- PROPOSED BRT BUS STOPS**
 - NORTHBOUND
 - SOUTHBOUND
- EXISTING BUS STOPS**
 - NORTHBOUND
 - SOUTHBOUND
 - ⊗ CROSSING BUS LINE NUMBER
- BRT LINE**
 - BRT LINE
 - - - OTHER LINES
- BRT RIDERSHIP**
 - 51 "ONS" (BOARDINGS)
 - 51 "OFFS" (ALIGHTINGS)
 - NON-51 "ONS" (BOARDINGS)
 - NON-51 "OFFS" (ALIGHTINGS)
 - ⊗ DAILY LOAD = PASSENGER ACTIVITY (BOARDINGS/ON + ALIGHTINGS/OFFS)



1.3

PARKING STUDY OVERVIEW

Parking in all its forms is a critical element of how the TOD corridor operates. At the intersection of development potential, roadway operations and neighborhood concerns, parking typically becomes the critical element to address to unlock the potential of an area. Even at this early stage, developing a more detailed and data driven understanding of parking is necessary to inform development plans, station locations and potential corridor operations. Together with GCRTA, five of the most potentially transformational station areas were identified for more detailed parking analysis.

The five station areas identified are the:

1. Franklin Station Area
2. Clark Station Area
3. MetroHealth Station Area
4. Denison Station Area
5. Broadview Station Area

Collectively these areas are important to understand as they contain key parking generators and important uses along the W. 25th Corridor. For each a roughly two to three block radii around the core proposed station was analyzed. This geography is in keeping with the likely area of development influence of the central station and includes the area along the W. 25th Corridor as well as the side streets on either side. The analysis is meant to inform the following:

Curbside Uses on the W. 25th Corridor

The curbside on the W. 25th Corridor is among the most valuable space in the corridor. Peak hour parking restrictions exist and likely should be expanded to improve BRT operations. The curbside also provides access and frontage to local land uses, which will increase as the corridor develops. In certain segments, such as around Lorain Ave, demand is heightened and more varied including for valet or loading zones. Note further that the curbside impacts overall corridor travel flow, as the friction of parking or presence of double parking can sporadically degrade corridor operations

Station locations and details

Future BRT bus stops are likely to expand the footprints of the existing stops. Ridership, passenger amenities and operating requirements must be assimilated into the BRT design. Adjacent parking, access and curbside use is an important factor in station planning.

Parking supply and provision

This study demonstrates the potential for and likelihood of additional development

along the corridor. Understanding the current parking context, available spaces and regulatory requirements are key inputs into development feasibility. For each area, a complete Parking Inventory was completed, providing a count of total parking spaces. Of these inventories, a breakdown of both on-street and off-street parking spaces was also identified. The Franklin Station Area inventory further identified 'overgrown/abandoned' off-street parking spaces, and on-street parking spaces which were 'under construction' at the time of this study. These areas were all mapped in detail and shown in subsequent sections. Each study area section contains a table with a detailed breakdown of inventory.

	Franklin	Clark	MetroHealth	Denison	Broadview
Total on-street parking	208	371	350	91	83
Total off-street parking	1288	960	317	657	693
Total parking spaces	1496	1331	667	748	776

Parking Inventory

Parking Inventory was completed first by assembling existing information provided by the City of Cleveland with available online information. All parking information was then field checked, verified and updated. In order to gather the most accurate understanding of existing parking, the team also recorded regulations within each study area as they would be viewed by a "visitor", or how signage dictates when and who is permitted to park in a particular space. These have also been mapped in detail for each study area. A breakdown of parking supply by regulation for each study area is reflected in each section. These were created using GIS layers and represent a substantial independent technical product of this effort.

Within the study area, a number of on street parking regulations were identified and varied significantly in terms of timespan and governance. Fifteen-minute, one (1) hour, two (2) hour and even four (4) hour spaces all exist in the corridor. Many operate from 7am to 6pm, but with peak hour restrictions prohibiting parking during commuter travel periods. No parking areas were also recorded, along with areas without any governing restrictions, which are recorded as unregulated.

Off-street parking spaces in parking lots or facilities were also recorded within each station area. The details of each of these parking fields was recorded, with most essentially operating as private parking facilities for a designated (often adjacent) use. These private spaces are typically associated with a private business/residence and have visible restrictions regarding who can park.

Parking Utilization

The TOD study also included analysis of the utilization of existing parking spaces for each study area. Capturing periodic counts of parking occupancy in geographically defined areas contributes to an overall understanding of spatial parking demand patterns during different times. These patterns are important for ground-truthing perceptions about parking availability in areas where concerns have been raised.

The team worked with GCRTA to complete utilization counts on a weekday in Fall of 2020. Observations were completed during both the morning period (9am to 12 noon) and afternoon (1pm to 5pm) to represent typical daily conditions and observe any changes in the patterns of use. To gather this data, the team counted parked cars along each on-street segment and every off-street facility in each of the five study areas. These counts were then mapped using the same identified parking fields shown in the Parking Inventory.

Mapping the resulting parking utilization data demonstrates both overall parking demand for the area as well helps identify clear patterns of both high and low usage, including the impact of regulations. Land uses, regulations, topography, and signage can drastically impact how neighboring parking assets are utilized.

The parking utilization analysis shows:

- › The busiest area
- › The overall range of utilization
- › The least busy area
- › On-street vs off-street
- › Morning (AM) vs afternoon (PM)

Key Inventory and Utilization Findings

- › In general, parking along the corridor is underutilized, (below 80% occupied) and presents opportunities for re-regulation or absorb additional parking demand.
- › The Clark Station and Franklin Station study areas have the highest amount of off-and on-street parking assets (> 1,200).
- › Much of the W. 25th Corridor itself does not allow parking (No Parking regulation)
- › Most on-street parking facilities on the adjacent side streets in all five study areas are unregulated (do not contain signage).



- › Where time limits exist for on-street parking (both on the corridor and on adjacent streets) they are irregular with a wide range of restrictions
- › Most off-street parking facilities are designated as “business parking” or “unregulated” and are underutilized.
- › The Cleveland Clinic reserves a large amount of parking north of I-90/490.
- › Overall, all parking in the Franklin Station area experiences the highest utilization levels during both AM and PM peaks of all the five study areas (between 64% - 75%)
- › On-and off-street parking facilities in the Denison area experience the lowest utilization levels during both AM and PM peaks of all the five study areas (between 20% - 25%)

Parking Utilization Rates

To ensure efficient parking management operations, it is ideal to maintain at least one empty space on each block of street parking to ensure easy customer access to businesses. This typically equates to about 1 out of 10 spaces free, or a target of 10% vacant or per block. Similarly, a goal of at least 10% vacancy is considered ideal in off-street lots. If any facility has less availability, it is effectively at its functional capacity (and drivers perceive a lack of availability). Facilities with lower utilization can be seen as having excess capacity and can generally accommodate additional parked cars.

Parking utilization rates are categorized in three groups, where 0-60% occupancy reflects low utilization, 60-80% is slightly busier, 80-90% is optimal, and 90%+ is at or over capacity. The maps included in each of the five study areas illustrate occupancy for each on-and off-street parking asset for the AM and PM time periods.

COVID-19

The Study Team recognizes that the parking utilization observations were completed during the COVID-19 pandemic. The pandemic and the restrictions on travel and gathering undoubtedly have short- and long- term implications for parking and mobility activity. All utilization information and observations should be viewed within that context and may be re-evaluated under future normalized conditions as associated with plans in any particular area and the corridor as a whole. Any future observations can use the same structure and evaluative process as the information included in this report. lowest utilization levels during both AM and PM peaks of all the five study areas (between 20% - 25%).

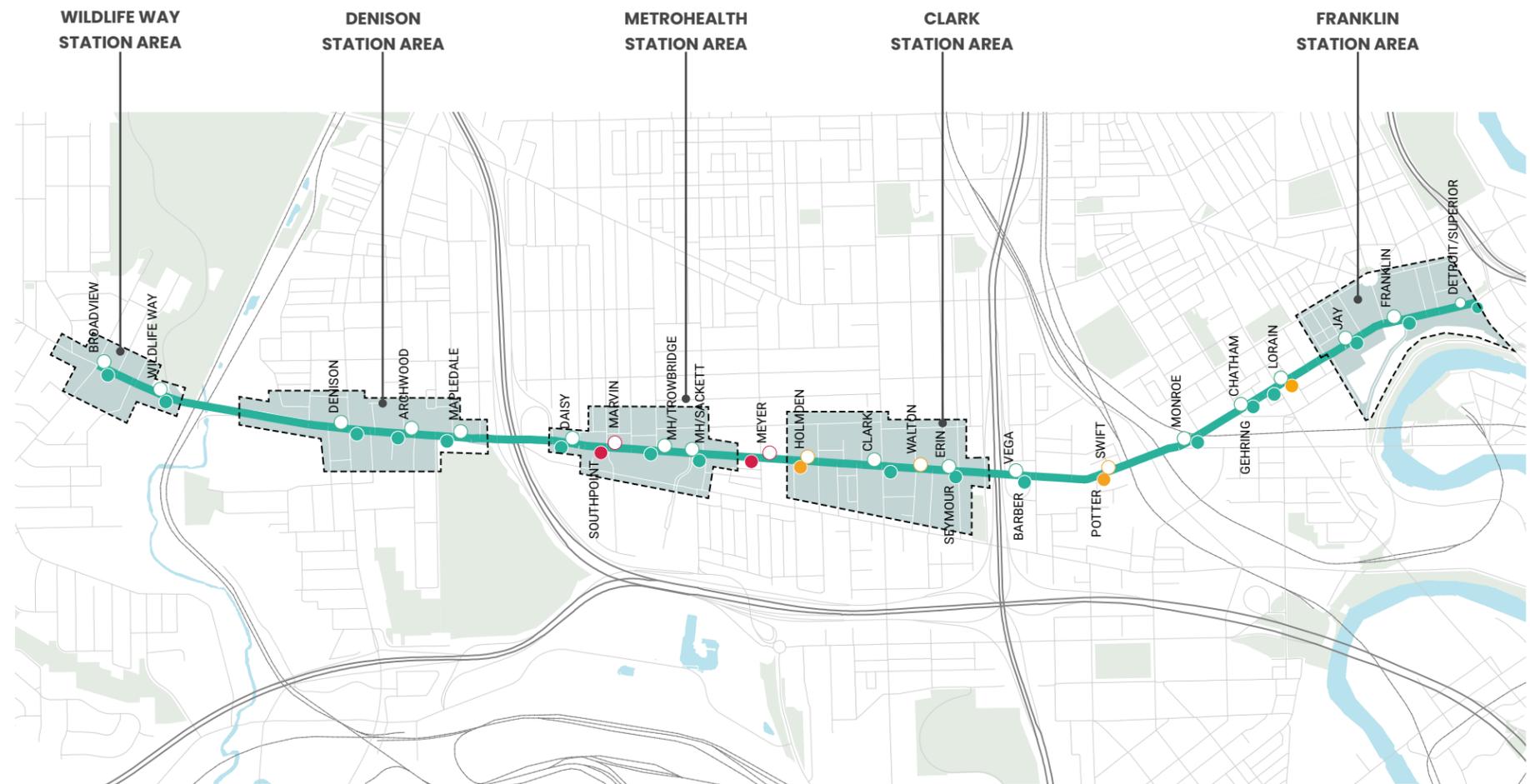


FIGURE 10 : BRT STATION PRIORITY AREAS

PROPOSED BRT BUS STOPS

- BRT LINE
- NORTHBOUND
- SOUTHBOUND
- NORTHBOUND ALTERNATIVE
- SOUTHBOUND ALTERNATIVE

EXISTING BUS STOPS REQUIRING FURTHER STUDY

- NORTHBOUND
- SOUTHBOUND

FRANKLIN STATION AREA PARKING STUDY

Franklin Station Context & Key Generators

The Franklin Station study area is bounded by Detroit Avenue to the south, Franklin Avenue to the west, Bridge Avenue to the north, and Franklin Circle to the east. Franklin Station will likely include six new BRT bus stops, three of which will be in the northbound direction and three in the southbound direction. The study area includes public and private parking facilities. The Franklin Station area contains important landmarks and parking generators such as Franklin Circle and the Cleveland Clinic Lutheran Hospital, along with various commercial, retail, and restaurant uses.

Parking Inventory Findings

Off-and On-Street Parking

The Franklin Station study area includes a total of 1,496 on-and off-street parking spaces, with 208 located on-street and 1,288 off-street. As seen in Table 1, 91% of off-street spaces are private, which consists of permit spaces, customer and business parking, and resident parking. 54% of off-street spaces are reserved for the Cleveland Clinic, and another 28% are designated as "private". All on-street spaces are publicly available, and 86% of those in the Franklin Station region are unregulated. 16% of the remaining spaces contain time limits ranging from 1-2 hours from 7AM to 6PM. Tables 1 and 2 provide more detailed information on off-and on-street parking facilities.

W. 25th Corridor & Adjacent Streets

Parking along the W. 25th Corridor is largely prohibited in the Franklin Station area, other than approximately 14, time limited spaces at Church Avenue and Bridge Avenue. Most off-street spaces directly off the W. 25th Corridor are designated for Cleveland Clinic parking, while other off-street facilities on adjacent streets are designated as private parking.

Parking Type	Number of Spaces	% Public	% Private
Off-Street	1288	9%	91%
On-Street	208	100%	0%
Total	1496		

FRANKLIN STATION PARKING INVENTORY (BY TYPE AND NUMBER OF SPACES)



FIGURE 11 : FRANKLIN PARKING INVENTORY

- OFF-STREET PARKING
- ▨ OFF-STREET OVERGROWN/ABANDONED PARKING LOTS
- ON-STREET PARKING
- - UNDER-CONSTRUCTION ON-STREET PARKING

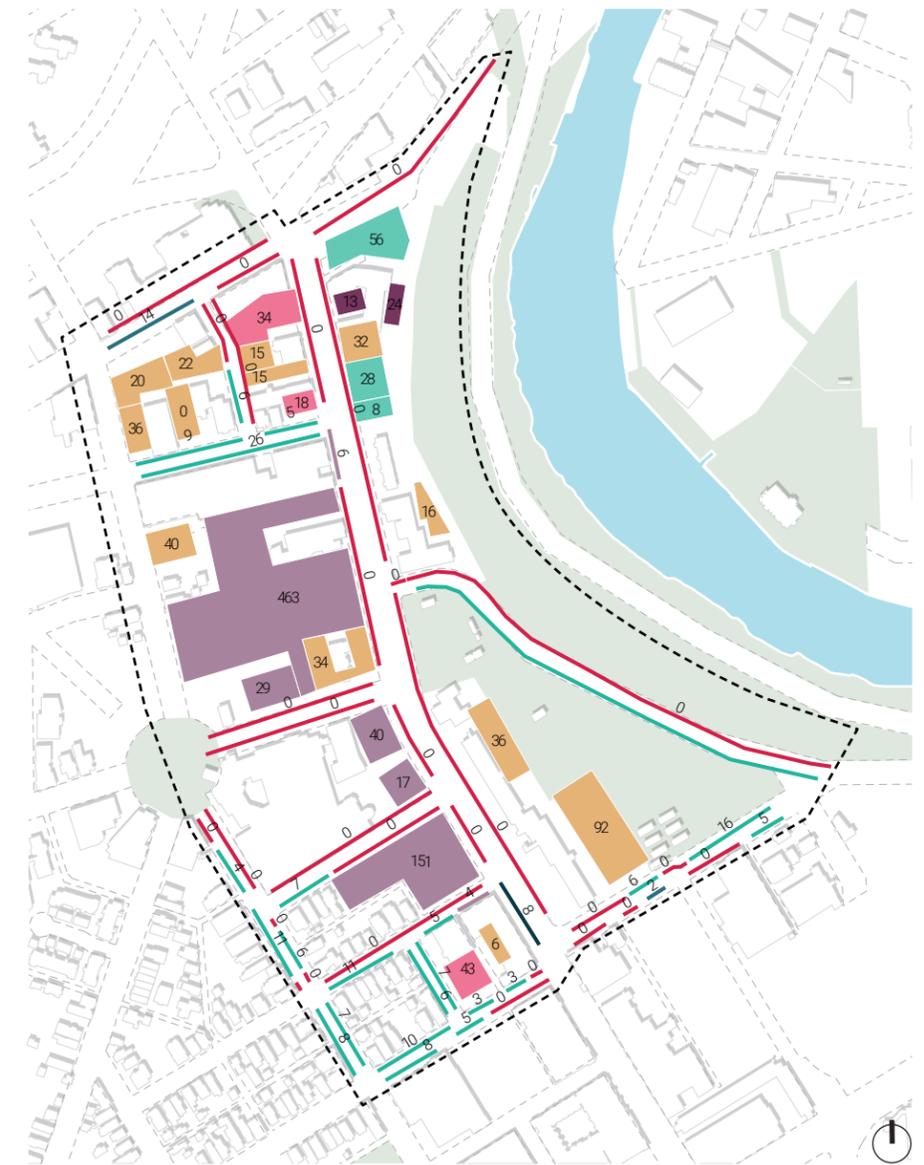


FIGURE 12 : FRANKLIN PARKING REGULATIONS & SUPPLY

- ON-STREET PARKING
 - 1H PARKING 7AM-4PM
 - 1H PARKING 7AM-6PM
 - 2H PARKING 7AM-6PM
 - NO PARKING
 - NO PARKING 7AM-4PM
 - UNREGULATED (NO SIGN)
- OFF-STREET PARKING
 - BUSINESS PARKING
 - CLEVELAND CLINIC PARKING
 - CUSTOMERS ONLY
 - PRIVATE PARKING
 - UNREGULATED (NO SIGN)



Off-Street Parking Regulations	Number of Parking Spaces	Percentage of Total Off-Street Parking
Cleveland Clinic parking	700	54%
Private parking	364	28%
Customers only	95	7%
Unregulated	92	7%
Business parking	37	3%

FRANKLIN STATION OFF-STREET PARKING INVENTORY (BY REGULATION)

Parking Utilization Findings

On-and off-street parking are busy and well utilized throughout the Franklin Station study area. Overall, parking facilities in this area are 75% utilized during the AM peak period (9AM-12:30PM), and 64% utilized during the PM peak period (1PM-5PM). Off-street facilities experience 76% utilization in the AM period, and 64% in the PM period. As seen in Chart 3, on-street spaces experience 73% in the AM and 65% in the PM period. Charts 1-3 provide a more detailed look at utilization for all parking facilities across a typical weekday.

The Franklin Station parking utilization maps illustrate that during the AM time period, the Cleveland Clinic parking and a few other private park facilities directly off of the W. 25th Corridor are at (or nearing) capacity. Other off-street facilities on the W. 25th Corridor that are reserved for customers or designated as private experience lower utilization rates. On-street spaces on Bridge Avenue, W 28th Street and Jay Avenue also experience high utilization.

Inventory & Utilization Critical Observations

- › Most of the W. 25th Corridor's curbside is "No Parking".
- › Most off-street parking facilities are designated for private uses (such as the Cleveland Clinic)
- › The Cleveland Clinic facilities are heavily utilized.
- › Overall, off-and on-street parking spaces experience high levels of utilization (between 75-+90%)
- › The majority of on-street parking is unregulated, but typically occupied.



FIGURE 13 : FRANKLIN PARKING AM UTILIZATION



FIGURE 14 : FRANKLIN PARKING PM UTILIZATION



FRANKLIN ALL PARKING FACILITIES



FRANKLIN OFF-STREET PARKING



FRANKLIN ON-STREET PARKING

CLARK STATION AREA PARKING STUDY

Clark Station Context & Key Generators

The Clark Station study area is located south of IS-90/490, west of Scranton Road, north of Holmden Avenue, and east of W 30th Street. This study area contains one existing northbound stop and two existing southbound stops. Once the BRT line is constructed, the Clark Station area will include two northbound and southbound stop pairs. The parking assets in the following analysis includes all on-and off-street and public and private facilities. Key parking generators around Clark Station consist of Lincoln West High School, MetroHealth Hospital, and various retail and restaurants on Clark Avenue.

Parking Inventory Findings

Off-and On-Street Parking

Within the Clark Station study area, there is a total of 1,331 on-and off-street parking spaces. Of these 371 are on-street and 960 are off-street. 49% of off-street spaces are private, and most (51%) are publicly designated spaces. 82% of all off-street spaces are unregulated, with the remaining 18% designated as business parking or for residents/customers only. All on-street spaces are publicly available, with 66% of them unregulated. Tables 3-5 provide more detailed information on off-and on-street parking facilities.

W. 25th Corridor & Adjacent Streets

Parking along the W. 25th Corridor is mostly prohibited in the Clark Station area, other than a few on-street parking spaces that are time limited. Most off-street parking facilities directly off the W. 25th Corridor are unregulated and do not have restrictions or regulations.

Parking Type	Number of Spaces	% Public	% Private
Off-Street	960	51%	49%
On-Street	371	100%	0%
Total	1331		

CLARK STATION PARKING INVENTORY (BY TYPE AND NUMBER OF SPACES)

Off-Street Parking Regulations	Number of Parking Spaces	Percentage of Total Off-Street Parking
Unregulated	790	82%
Business parking	93	10%
Residents only	42	4%
Customers only	25	3%
Tow away zone	10	1%

CLARK STATION OFF-STREET PARKING INVENTORY (BY REGULATION)



FIGURE 15 : CLARK PARKING INVENTORY

- OFF-STREET PARKING
- ON-STREET PARKING



FIGURE 16 : CLARK PARKING REGULATIONS & SUPPLY

- ON-STREET PARKING
 - 1H PARKING 7AM-4PM
 - 1H PARKING 7AM-6PM
 - 1H PARKING 9:30AM-6PM
 - 2H PARKING 7AM-6PM
 - 4H 9:30AM-6PM
 - BUSINESS PARKING
 - NO PARKING
 - NO PARKING 7AM-6PM
 - NO STOP 4PM-6PM, 1H 7AM-4PM
 - UNREGULATED (NO SIGN)
- OFF-STREET PARKING
 - BUSINESS PARKING
 - CUSTOMERS ONLY
 - RESIDENTS ONLY
 - TOW-AWAY ZONE
 - UNREGULATED (NO SIGN)



On-Street Parking Regulations	Number of Parking Spaces	Percentage of Total On-Street Parking
Unregulated	244	66%
1-hour parking 7am-4pm	47	13%
1-hour parking 9:30am-6pm	23	6%
No parking 7AM-6PM	13	4%
2-hour parking 7am-6pm	12	3%
4-hour parking 9:30am-6pm	10	3%
Business parking	9	2%
1-hour parking 7am-6pm	9	2%
No stop 4PM-6PM, 1H 7AM-4PM	4	1%

CLARK STATION ON-STREET PARKING INVENTORY (BY REGULATION)

Parking Utilization Findings

Overall, on-and off-street parking are underutilized throughout the Clark Station area. Parking facilities in this section are 34% utilized during the AM peak period (9AM-12:30PM), and 29% utilized during the PM peak period (1PM-5PM). Off-street facilities experience 34% utilization in the AM period, and 28% in the PM period. As seen in Chart 6, on-street spaces experience 33% in the AM and 31% in the PM period. Charts 4-6 provide a more detailed look at utilization for all parking facilities across a typical weekday.

The Clark Station parking utilization maps illustrate that facilities are generally busier during the AM time period. For both time periods, on-and off-street facilities off the W. 25th Corridor are at or below 50% utilization. A few resident-only and business parking off-street facilities on Castle Avenue and Meyer Avenue experience higher utilization levels (between 75-90%) during both time periods. On-street spaces on Castle Avenue and Seymour Avenue experience higher utilization rates.

Critical Observations

- › Most off-street parking facilities do not have regulations or restrictions and are therefore unregulated.
- › Overall, off-and on-street parking spaces experience low levels of utilization (between 0-50%)
- › Even where available, parking on the W. 25th corridor itself are underused.
- › The Clark Station area has varying regulations with time limits.



FIGURE 17 : CLARK PARKING AM UTILIZATION



FIGURE 18 : CLARK PARKING PM UTILIZATION



CLARK ALL PARKING FACILITIES



CLARK OFF-STREET PARKING



CLARK ON-STREET PARKING

METROHEALTH STATION AREA PARKING STUDY

MetroHealth Station Context & Key Generators

The MetroHealth Station study area is focused on the neighborhood surrounding the MetroHealth campus to include the public, private, and on-and off-street parking assets east of W 31st Street, west of Scranton Road, south of W 23rd Street, and north of Library Avenue, with the exception of the off-street parking on the campus itself. This study area currently contains one bus stop pair at Marvin Avenue, and will have three bus stop pairs for the new BRT line. Large parking generators and important uses in the MetroHealth area include the MetroHealth Hospital Complex and Center-Skilled Nursing Facility, various churches, and residences.

Parking Inventory Findings

Off-and On-Street Parking

Within the defined MetroHealth Station study area, there are a total of 667 on-and off-street parking spaces. Of this inventory, 350 are on-street and 317 are off-street. 81% of off-street spaces are private, and 19% are publicly designated spaces. 45% of off-street parking spaces are designated as "private", and an additional 27% are reserved for customers and residents only. All on-street spaces are publicly available, with 67% of these spaces unregulated. Regulated on-street spaces in the study area include time limits ranging from 15 minutes-1 hour from 7AM to 6PM. Tables 6-8 provide more detailed information on off-and on-street parking facilities.

W. 25th Corridor & Adjacent Streets

Parking along the W. 25th Corridor is mostly prohibited in the MetroHealth area, other than a few on-street parking spaces that are time limited or prohibit stopping during AM peak periods. Most off-street parking facilities directly off the W. 25th Corridor are private or reserved for business patrons.

Parking Type	Number of Spaces	% Public	% Private
Off-Street	317	19%	81%
On-Street	350	100%	0%
Total	667		

METROHEALTHSTATION PARKING INVENTORY (BY TYPE AND NUMBER OF SPACES)

Off-Street Parking Regulations	# Parking Spaces	% of Total Off-Street Parking
Private parking	144	45%
Customers only	48	15%
Residential parking	37	12%
Cleveland Clinic parking	36	11%
Business parking	21	7%
Unregulated	19	6%
Church parking	12	4%

METROHEALTH STATION OFF-STREET PARKING INVENTORY (BY REGULATION)



FIGURE 19 : METROHEALTH PARKING INVENTORY

- OFF-STREET PARKING
- ON-STREET PARKING

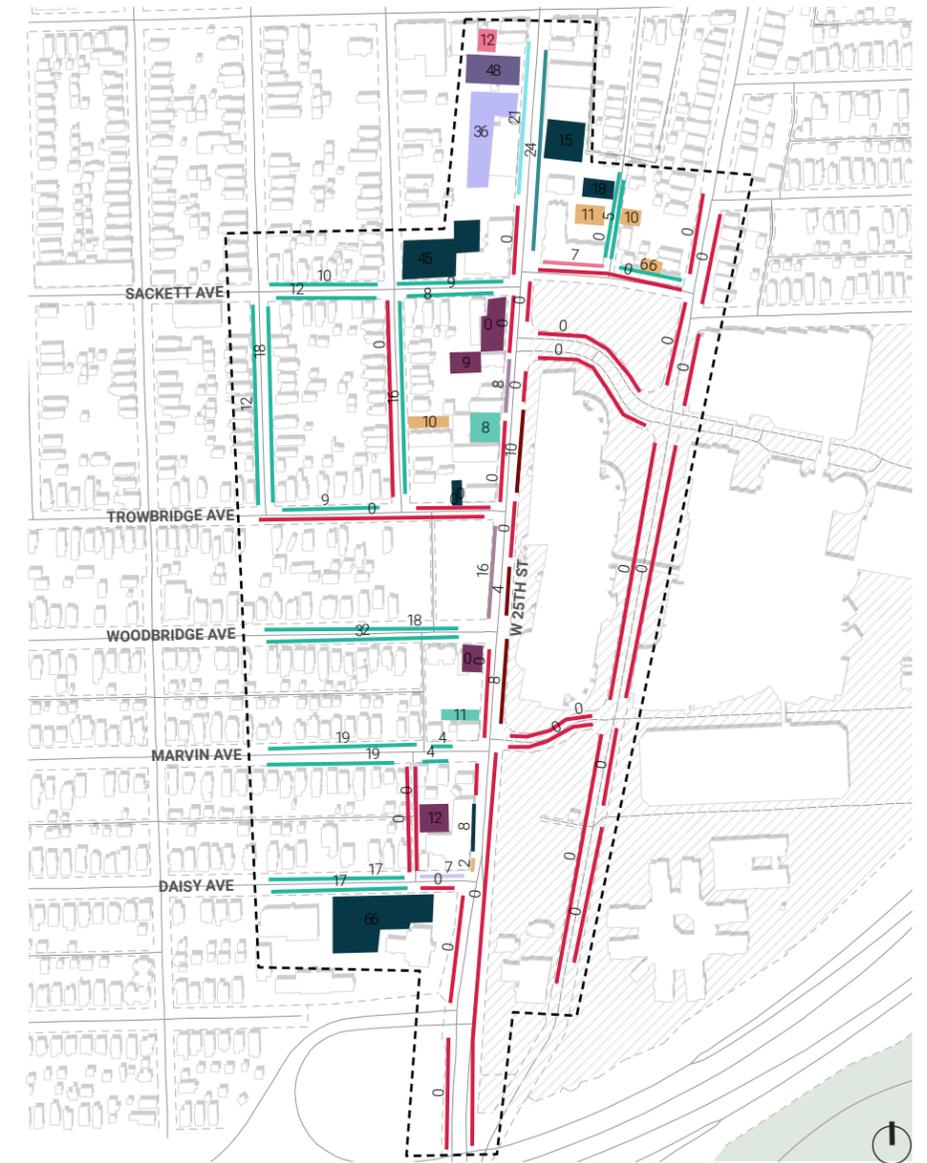


FIGURE 20 : METROHEALTH PARKING REGULATIONS & SUPPLY

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ 1H PARKING 7AM-3PM ■ 1H 7AM-3PM + NO STOP 3-6:30PM ■ 1H 7AM-4PM + NO STOP 4-6:30PM ■ 1H 9AM-6PM + NO STOP 7-9:30AM ■ 15MIN 7AM-3PM ■ 15MIN 9:30AM-6PM ■ NO PARKING ■ NO STOP 7-9:30AM ■ RESIDENTIAL ■ UNREGULATED (NO SIGN) | <ul style="list-style-type: none"> ■ BUSINESS PARKING ■ CHURCH PARKING ■ CLEVELAND CLINIC PARKING ■ CUSTOMERS ONLY ■ PRIVATE PARKING ■ RESIDENTS ONLY ■ UNREGULATED (NO SIGN) |
|--|--|



On-Street Parking Regulations	Number of Parking Spaces	Percentage of Total On-Street Parking
Unregulated	235	67%
1-hour parking 7AM to 3PM + No stop 3-6:30PM	24	7%
1-hour parking 9AM to 6PM + No stop 7-9:30AM	24	7%
No stopping 7AM to 9:30AM	22	6%
1-hour parking 7AM to 4PM + No stop 4-6:30PM	21	6%
1-hour parking 7AM to 3PM	8	2%
Residential parking	7	2%
15min parking 9:30AM to 6PM	7	2%
15min parking 7AM to 3PM	2	1%

METROHEALTH STATION ON-STREET PARKING INVENTORY (BY REGULATION)

Parking Utilization Findings

Overall, on-and off-street parking appear underutilized throughout the MetroHealth Station area. Parking facilities in this area are 43% utilized during the AM peak period (9AM-12:30PM), and 42% utilized during the PM peak period (1PM-5PM). Off-street facilities experience 44% utilization in the AM period, and 45% in the PM period. As seen in Chart 9, on-street spaces experience 41% in the AM and 40% in the PM period. Charts 7-9 provide a more detailed look at utilization for all parking facilities across a typical weekday.

The MetroHealth parking utilization maps illustrate that off-street facilities are generally busier during the AM time period and off-street facilities during the PM period. Off-street parking facilities north of Valentine Avenue experience higher utilization levels (between 75-+90%) during the AM period. On-street facilities on southern W. 25th and on side streets such as Daisy Avenue and Tyler Court experience high utilization rates up to 100%.

Critical Observations

- › Most off-street parking facilities are reserved for customers, businesses, or residents.
- › Overall, off-and on-street parking spaces experience an average level of utilization for both the AM and PM peak periods. Off-street facilities experience slightly higher utilization than on-street facilities (by approximately 3-5%).
- › The MetroHealth Station area contains many on-street regulations that only allow short-term parking.
- › While most parking is underutilized, some critical on-street spaces, especially on the southern part of the area, experience high utilization.

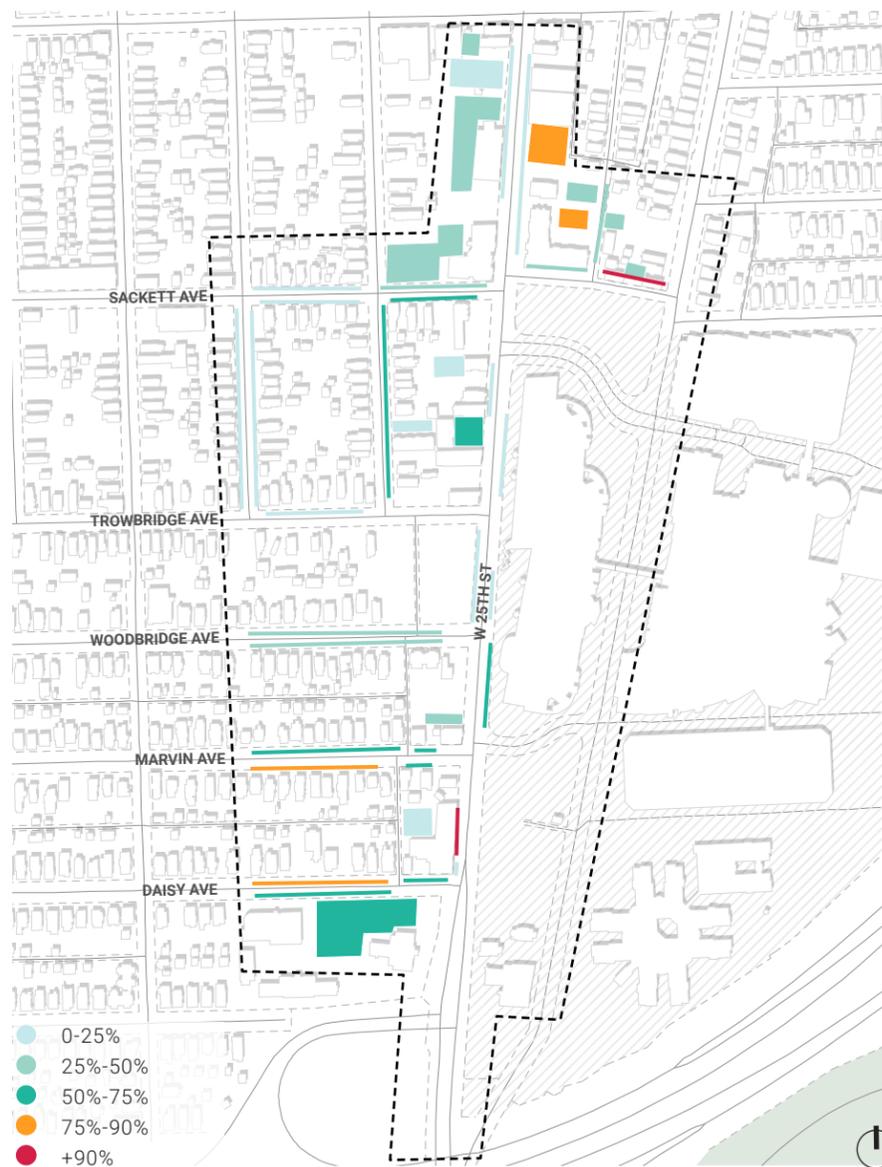


FIGURE 21 : METROHEALTH PARKING AM UTILIZATION



FIGURE 22 : METROHEALTH PARKING PM UTILIZATION



METROHEALTH ALL PARKING FACILITIES



METROHEALTH OFF-STREET PARKING



METROHEALTH ON-STREET PARKING

DENISON PARKING STUDY

Denison Context & Key Generators

The Denison study area is bounded by Riverside Avenue to the south, W 22nd Street to the west, Louisiana Avenue to the north, and W 31st Street to the east. The new W. 25th Corridor proposes three new stop pairs in the Denison area. The study area includes public and private parking facilities for both off-and on-street parking assets. The Denison study area contains important parking generators such as Brooklyn Centre restaurants and retail, Denison Elementary School, and Riverside Cemetery

Parking Inventory Findings

Off-and On-Street Parking

Within the Denison area, there are a total of 748 on-and off-street parking spaces. Of this inventory, 657 are on-street and 91 are off-street. 91% of off-street spaces are private, which consists of regulations such as business, employee, and tenant-only parking. 70% of all off-street spaces are for business parking only, with an additional 12% designated specifically for Church parking. All on-street spaces are publicly available, with 47% of these spaces are unregulated. Regulated on-street spaces in Denison have time limits, ranging from 5 minutes to 2 hours from 7AM to 6PM. Tables 9-11 provide more detailed information on off-and on-street parking facilities.

W. 25th Corridor & Adjacent Streets

Parking along the W. 25th Corridor is prohibited in the Denison area, other than five on-street spaces that contain 1-hour time limits and restrict stopping during peak AM and PM hours. Most off-street parking facilities directly off the W. 25th Corridor are reserved for business parking only.

Parking Type	Number of Spaces	% Public	% Private
Off-Street	657	9%	91%
On-Street	91	100%	0%
Total	748		

DENISON PARKING INVENTORY (BY TYPE AND NUMBER OF SPACES)

Off-Street Parking Regulations	# of Parking Spaces	% of Total Off-Street Parking
Business parking	460	70%
Church parking	76	12%
Tenant Only + Church parking	36	5%
Employee only	32	5%
Unregulated	26	4%
Private parking	16	2%
Customers only	11	2%

DENISON OFF-STREET PARKING INVENTORY (BY REGULATION)



FIGURE 23 : DENISON PARKING INVENTORY

- OFF-STREET PARKING
- ON-STREET PARKING



FIGURE 24 : DENISON PARKING REGULATIONS & SUPPLY

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ 1H 9:30A-3:30P + NO STOP 7-9:30A & 3:30-6:30P ■ 2H 7AM-6PM ■ 15MIN ■ ADA ■ DO NOT BLOCK DRIVE ■ NO PARKING ■ UNREGULATED (NO SIGN) | <ul style="list-style-type: none"> ■ BUSINESS PARKING ■ CHURCH PARKING ■ CUSTOMERS ONLY ■ EMPLOYEES ONLY ■ PRIVATE PARKING ■ TENANTS ONLY ■ UNREGULATED (NO SIGN) |
|--|--|



On-Street Parking Regulations	Number of Parking Spaces	Percentage of Total On-Street Parking
Unregulated	43	47%
2-hour parking 7AM to 6PM	25	27%
"Do Not Block" Regulation	15	16%
1-hour parking 9:30AM to 3:30PM + No stop 7-9:30AM & 3:30-6:30PM	5	5%
5-minute parking	2	2%
ADA Parking Space	1	1%

DENISON ON-STREET PARKING INVENTORY (BY REGULATION)

Parking Utilization Findings

Overall, on-and off-street parking assets are underutilized throughout the Denison Station area. Parking facilities in this area are 21% utilized during the AM peak period (9AM-12:30PM), and 25% utilized during the PM peak period (1PM-5PM). Off-street facilities experience 20% utilization in the AM period, and 25% in the PM period. As seen in Chart 12, on-street spaces experience 24% in the AM and 23% in the PM period. Charts 10-12 provide a more detailed look at utilization for all parking facilities across a typical weekday.

The Denison area parking utilization maps illustrate that facilities are generally available and underutilized for both time periods. On-and off-street facilities off the W. 25th Corridor are at or below 50% utilization. During the AM and PM peak times, on-street spaces on Forestdale Ave are at capacity, and during the PM peak time, one off-street parking for business patrons only off of Denison Ave is well utilized (between 75-+90%).

Critical Observations

- › Most off-street parking facilities are designated as business parking.
- › Overall, off-and on-street parking spaces experience among the lowest utilization levels in the overall W. 25th Corridor, with a peak utilization rate of 25%.
- › On-street parking spaces are limited (or prohibited on major streets) in the Denison study area. The only on-street spaces are located on adjacent streets off of the W. 25th Corridor.



FIGURE 25 : DENISON PARKING AM UTILIZATION

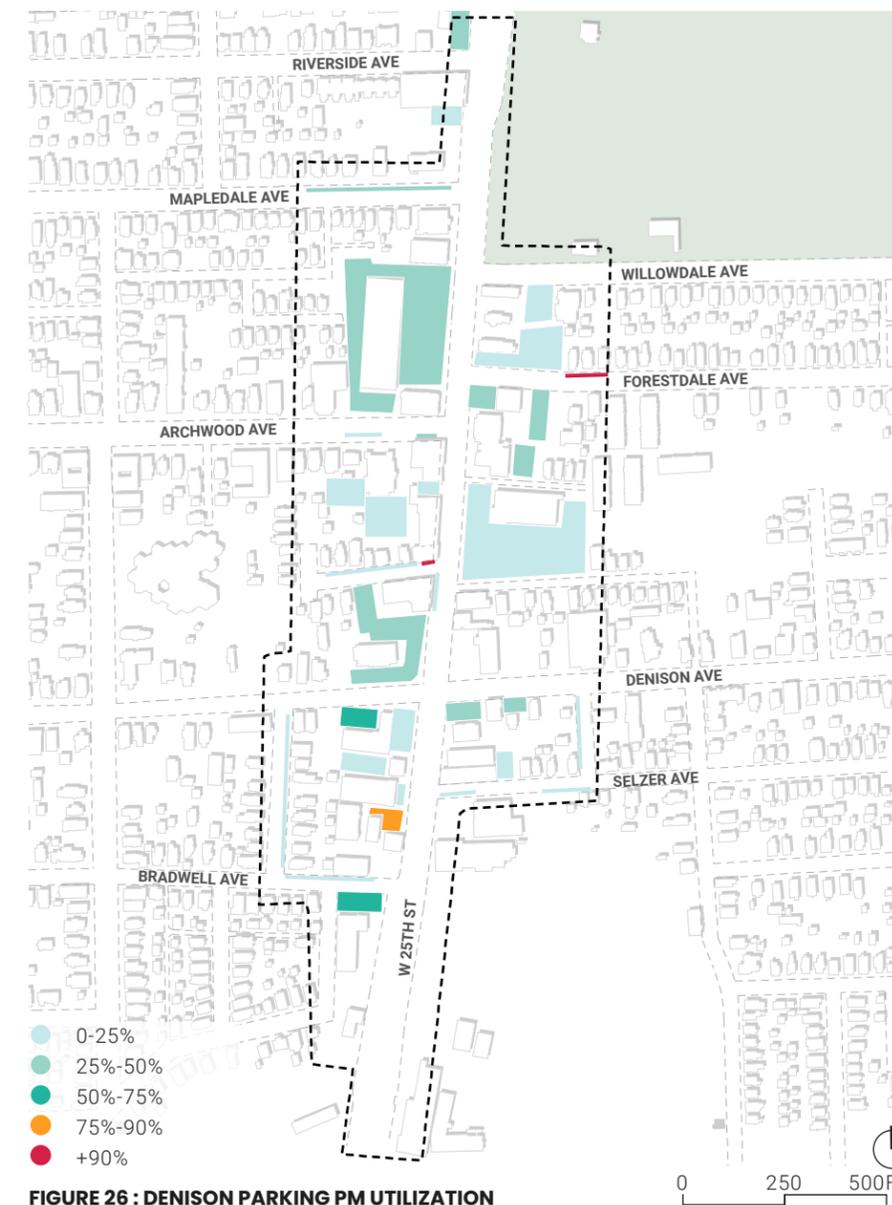


FIGURE 26 : DENISON PARKING PM UTILIZATION



DENISON ALL PARKING FACILITIES



DENISON OFF-STREET PARKING



DENISON ON-STREET PARKING

BROADVIEW PARKING STUDY

Broadview Context & Key Generators

The Broadview study area parking analysis looks at all public, private, on-and off-street parking facilities south of Wildlife Way, north of Devonshire Road, west of W 36th Street, and east of W 24th Street. The Broadview area will include four new BRT bus stops, two of which will be in the northbound direction and two in the southbound direction. The study area included public and private parking facilities, which encompasses both off-and on-street parking assets. Parking facilities in the Broadview study area serve various churches, residences, the Buckland Museum of Witchcraft & Magick, and commercial uses and restaurants in the core of Old Brooklyn.

Parking Inventory Findings

Off-and On-Street Parking

Within the Broadview study area, there are a total 776 on-and off-street parking spaces. Of this inventory, 83 are on-street and 693 are off-street. 53% of off-street spaces are private, and 47% are publicly designated spaces. 82% of all off-street spaces are reserved for business parking, with other facilities reserved for residents and employees. All on-street spaces are publicly available, with 66% of these spaces designated as 1-hour parking. Regulated on-street spaces in Broadview contain time limits ranging from 1-2 hours from 7AM to 6PM. Tables 12-14 provide more detailed information on off-and on-street parking facilities.

W. 25th Corridor & Adjacent Streets

Parking along the W. 25th Corridor is mostly prohibited in the Broadview study area, other than a few on-street parking spaces that are time limited for 1-hour. Most off-street parking facilities directly off the W. 25th Corridor contain regulations for business parking.

Parking Type	Number of Spaces	% Public	% Private
Off-Street	693	47%	53%
On-Street	83	100%	0%
Total	776		

BROADVIEW PARKING INVENTORY (BY TYPE AND NUMBER OF SPACES)

Off-Street Parking Regulations	# of Parking Spaces	% of Total Off-Street Parking
Business parking	570	82%
Residential parking	46	7%
Church parking	31	4%
Private parking	17	2%
Employees only	15	2%
MetroHealth parking	14	2%

BROADVIEW OFF-STREET PARKING INVENTORY (BY REGULATION)



FIGURE 27 : BROADVIEW PARKING INVENTORY

- OFF-STREET PARKING
- ON-STREET PARKING



FIGURE 28 : BROADVIEW PARKING REGULATIONS & SUPPLY

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ 1H PARKING 7AM-4PM ■ 1H PARKING 7AM-6PM ■ 2H PARKING 7AM-6PM ■ NO PARKING ■ NO PARKING 7AM-6PM ■ NO STOP ■ UNREGULATED (NO SIGN) | <ul style="list-style-type: none"> ■ BUSINESS PARKING ■ CHURCH PARKING ■ EMPLOYEES ONLY ■ METROHEALTH PARKING ■ PRIVATE PARKING ■ RESIDENTS ONLY |
|--|--|



On-Street Parking Regulations	Number of Parking Spaces	Percentage of Total On-Street Parking
1-hour parking 7AM to 6PM	55	66%
Unregulated	14	17%
1-hour parking 7AM to 4PM	7	8%
No parking 7AM to 6PM	4	5%
2-hour parking 7AM to 6PM	3	4%

BROADVIEW ON-STREET PARKING INVENTORY (BY REGULATION)

Parking Utilization Findings

Overall, on-and off-street parking are underutilized throughout the Broadview area. Parking facilities in this area are 34% utilized during the AM peak period (9AM-12:30PM), and 27% utilized during the PM peak period (1PM-5PM). Off-street facilities experience 34% utilization in the AM period, and 27% in the PM period. As seen in Chart 15, on-street spaces experience 30% in the AM and 28% in the PM period. Charts 13-15 provide a more detailed look at utilization for all parking facilities across a typical weekday.

The Broadview parking utilization maps illustrate that facilities are generally busier during the AM time period. For the PM peak, on-and off-street facilities off the W. 25th Corridor are at or below 50% utilization. A few on-street facilities on Broadview Road east of the W. 25th Corridor experience utilization rates up to 100%, as well as a business parking off-street facility on Krather Road.

Critical Observations

- › Most off-street parking facilities are classified as business parking.
- › Overall, off-and on-street parking spaces are underutilized, even along the W. 25th Corridor.
- › The majority of on-street parking in Broadview contains a 1-hour time limit.



FIGURE 29 : BROADVIEW PARKING AM UTILIZATION

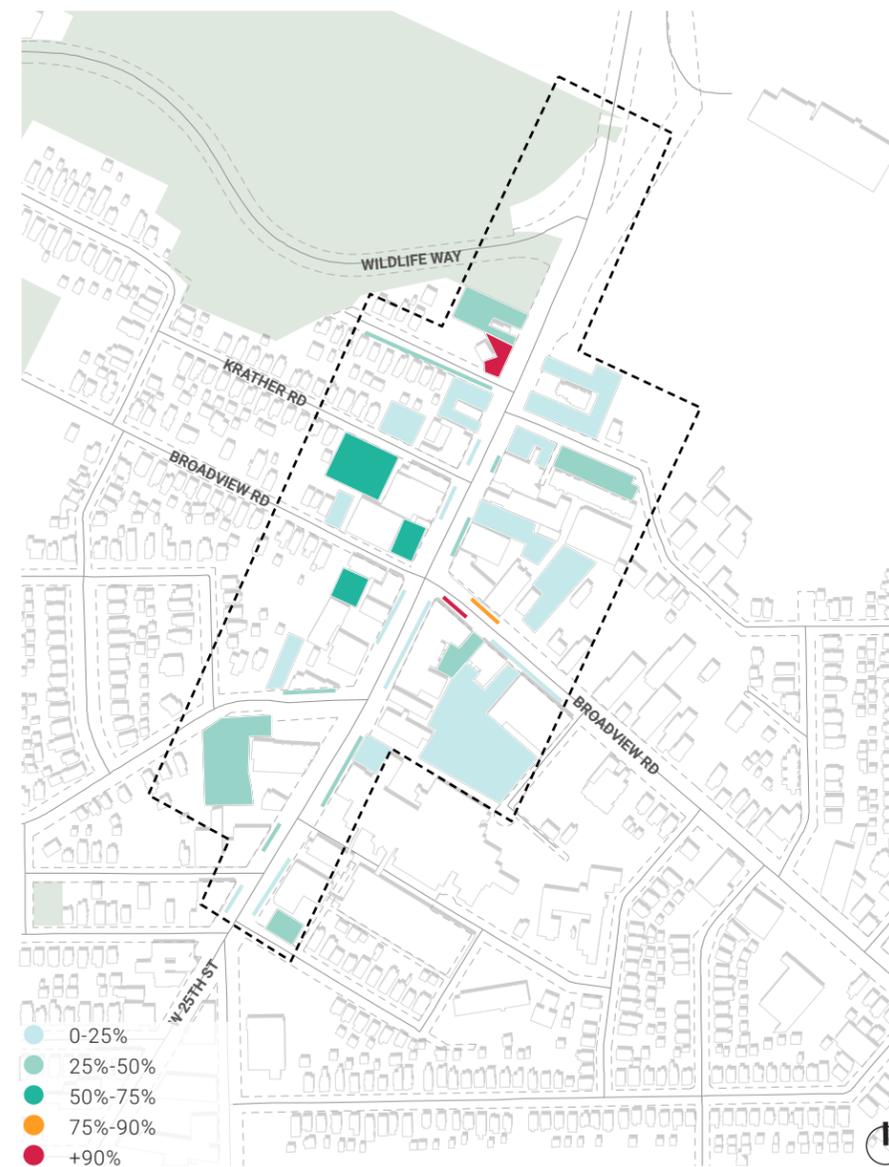


FIGURE 30 : BROADVIEW PARKING PM UTILIZATION



BROADVIEW ALL PARKING FACILITIES



BROADVIEW OFF-STREET PARKING



BROADVIEW ON-STREET PARKING

1.4

W. 25TH CORRIDOR OPERATIONS

CORRIDOR IMPORTANCE

The West 25th Street Study Area is a vital corridor for the City and region. It contains a variety of operating environments and regional destinations, including the MetroHealth complex, local retail spaces, residences, community amenities, and regional centers such as the Cleveland Metroparks Zoo. Each part of the W 25th Street corridor from Franklin Station to Broadview has various local-serving mobility challenges, needing to accommodate drivers, parkers, pedestrians, bicyclists, and all other activity. While the corridor itself is diverse in use and demand, even today - transit is the thread that ties the corridor together and connects riders to their destinations.

Transit ridership along the W 25th corridor is among the highest in Greater Cleveland, as described in Section 1.2 Transit Ridership Analysis. The six routes that run along the W 25th Street corridor (Routes 51 A-B-C, 22, 26, 45, 79/79A, and 81) serve residents, regional visitors, and institutional patrons. The Metro Health Line, Route 51 (A-B-C) – is the second highest ridership line in the GCRTA system, with most of its 5,400+ daily riders travelling in the Study Area at some point. In fact, the Study Area is the busiest section of the MetroHealth Line, claiming over 40% of all route boardings with most other users riding through the entirety of the Study Area.

SERVICE CHALLENGES

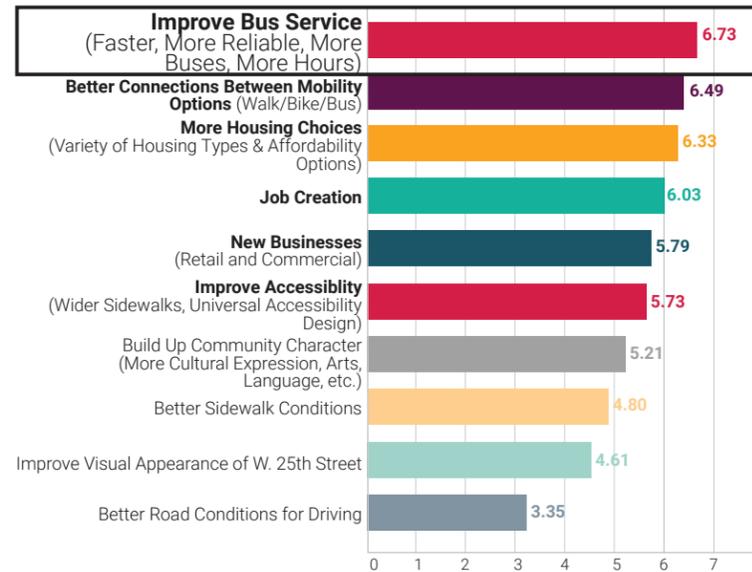
West 25th Street is a four-lane roadway along most of the corridor, though it widens at points, and has occasional left turn lanes. There are few dedicated facilities (transit lanes, bicycle lanes, etc.) anywhere on the corridor. Traffic volumes vary along the corridor, as do operations and capacity, but a comprehensive analysis of potential BRT operations and roadway design would be part of subsequent efforts for the Health Line. However, transit analysis and public comment demonstrate the challenges with reliability of service and the how it impacts the lived experience of corridor residents.

In the extensive 25Connects outreach, the need to “**Improve Bus Service**” and create “**More Reliable Service**” was the most cited goal for all aspects of the Corridor.

KEY ISSUES – BRT ALIGNMENT & TOD

CORRIDOR BUS TRAVEL IS UNRELIABLE

Q2 What do you see as the biggest opportunity with the 25connects project?



TRANSIT:

- 1. Biggest opportunities for the project are: improved bus service and better connections between mobility options.**
- Top amenities for BRT stations are: bus shelters, seating, and digital signs with arrival information.
- Additional outreach to Spanish-speaking community needed to build awareness and increase ridership.
- MetroHealth Line visual brand identity (consistent color & signage) is recognizable, but name of BRT is not universal.
- 5. Traffic speeds are a key concern for pedestrians along most of the corridor.**
- Need for more lighting along the corridor and bus shelters could provide well-lit safe spots.

The lack of reliability is a barrier to attracting new riders, especially choice riders, as the need for service and connections that arrive on schedule and take a consistent amount of time to reach destinations is paramount. While a pre-requisite for some riders, Residents that have to rely on the service felt this need most acutely.



It's really hard to catch the bus on-time in the winter.

MONIQUE, 75
Black Female

KEY INSIGHTS:

+ Bus is an important transportation mode for her and her neighbors.

- + Appreciates paratransit access and the #81 bus to connect to W. 25th Street.
- + Enjoys talking to other neighbors while walking to the bus.
- + Loves the new multi-use trail nearby where seniors can walk.

- Lack of trees, particularly on one side of the street, makes the walk very sunny and too hot.
- Having to walk up the hill is difficult for seniors and can take a long time, which makes us late for the bus. So, we have to leave at least a 1/2 hour early to be safe.
- Wants more seating at spots along the walk from her apartment to the bus stop.
- Concerned about safety at the bus stop—would like a security camera in addition to Emergency Call Box.

- It's really hard to catch the bus on-time in the winter.



A detailed analysis of Route 51 Travel Times in the Corridor was conducted using Automatic Vehicle Locator (AVL) information provided by GCRTA. The AVL data uses geo-located trackers on the GCRTA buses to show travel time between pre-determined time points along the route. The Study looked at the full complement of available AVL data from August 2019 through November 2019 by time period to show bus travel times. Though there are several GCRTA time points on the corridor, the section from Timepoint E (Denison) to Timepoint D (Lorain) and shown in Map 1 covers most of the Study Area. Chart 1 below shows the Northbound Travel Time by time period for the following:

- › Scheduled Time: The GCRTA time allotted for a bus to travel between these time points.
- › Median: The actual observed 50th percentile bus travel time – considered the typical travel time.
- › 90th Percentile: The actual observed 90th percentile bus travel time – or a “typical bad” trip (one in 10 trips) experienced by a rider.

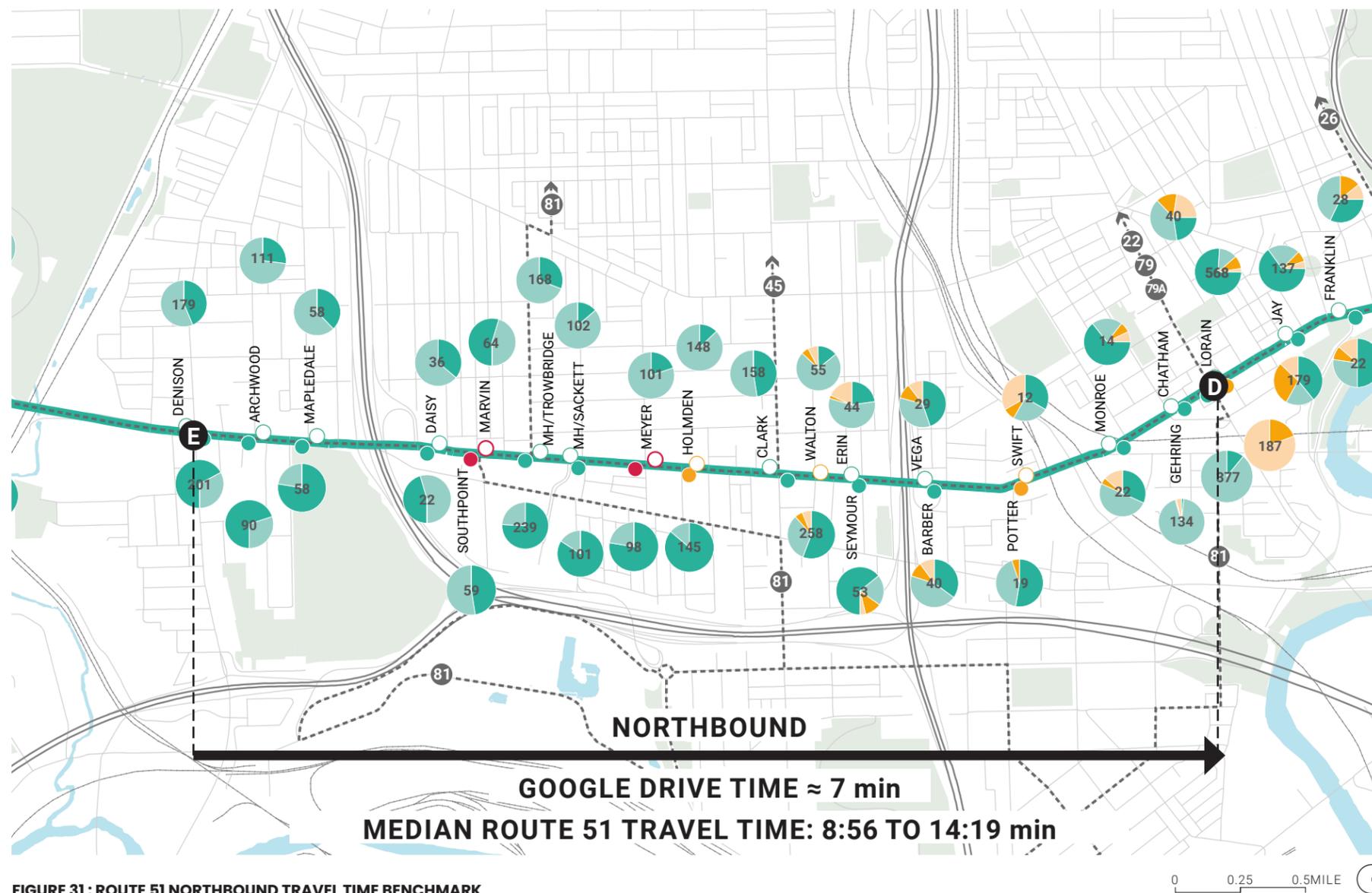
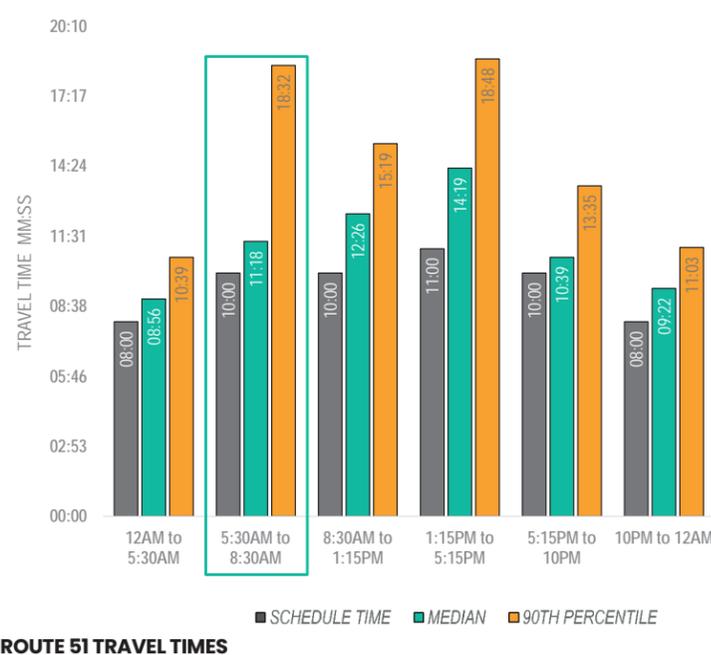


FIGURE 31: ROUTE 51 NORTHBOUND TRAVEL TIME BENCHMARK

CAPTION: As seen in the chart above, Riders using route 51 can experience travel times (from points E to D in the map above) almost twice as long as the scheduled time throughout most of the day (6:30AM to 5:15PM).

By demonstrating actual Route 51 travel times in this way, the operational challenges are revealed in a way that is consistent with rider experience and show the need to improve overall operations. A few key observations:

- › Scheduled time varies by time period, to reflect overall expected corridor operations.
- › The Route 51 is consistently behind schedule in the corridor - in every time period, average (50th percentile) travel times exceed the scheduled time.
- › Travel times are higher in the middle of the day than even in the AM peak (5:30am-8:30am)
- › The Typical Bad (90th percentile) times are almost double scheduled time at key periods.
- › The difference between the average and typical bad (50th to 90th percentile) is over 60% during the AM peak inbound time, this is a high degree of variability for a bus rider needing to rely upon or to make connections.

THE OPPORTUNITY

The 25 Connects Study examined development opportunities and identified current corridor deficiencies and the community's and GCRTA's vision for its continued transformation. TOD studies are as much about a unifying vision for a corridor as they are about the purely transit improvements. This effort clearly identified the needs for greater sidewalk improvements, high quality bus stops, integrated bicycle facilities, and transit and roadway operational improvements. The cumulative effect of these improvements is a prerequisite to not simply spurring development but ensuring it happens in a way that best serves the corridor. The BRT project to follow must improve travel time and reliability for transit riders but creates the opportunity for the substantive overall street reconstruction to improve conditions for all users. Using this plan as a basis for the BRT investments demands an essentially building face to building face reconstruction of West 25th Street, while identifying key accommodations for transit operations, stations, multimodal travel, or development potential.

THE CHALLENGE

W 25th Street is a dynamic corridor with a wealth of private development, ongoing planning processes, and zoning reviews which will only continue to foster the community in this area. It will be critical to preserve the transit stop locations and corridor operations as these BRT improvements are implemented to create the most reliable and accessible service for all users. The most likely funding source for West 25th Street Corridor Reconstruction is the Federal Transit Administration (FTA) "New Starts" grant program. Eligibility for New Starts funding requires 50% of corridor improvements to include dedicated Right-of-Way for transit, at least during peak AM and PM hours. All of the potential development and multimodal improvements in the corridor thus hinge upon the need to identify, preserve and create dedicated transit rights-of-way.

"To qualify as a fixed guideway BRT project, the Fixing America's Surface Transportation Act (FAST) specifies that the BRT service must include the following:

- › **The majority of the project operates in a separated right-of-way dedicated for public transportation use during peak periods;**
- › **The project represents a substantial investment in a single route in a defined corridor or subarea;**
- › **The project includes features that emulate the services provided by rail fixed guideway public transportation systems including: defined stations; traffic signal priority for public transportation vehicles; short headway bidirectional services for a substantial part of weekdays and weekend days; and any other features the Secretary of USDOT may determine are necessary to produce high quality public transportation services that emulate the services provided by rail fixed guideway systems."**

Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST_Updated_Interim_Policy_Guidance_June%20_2016.pdf



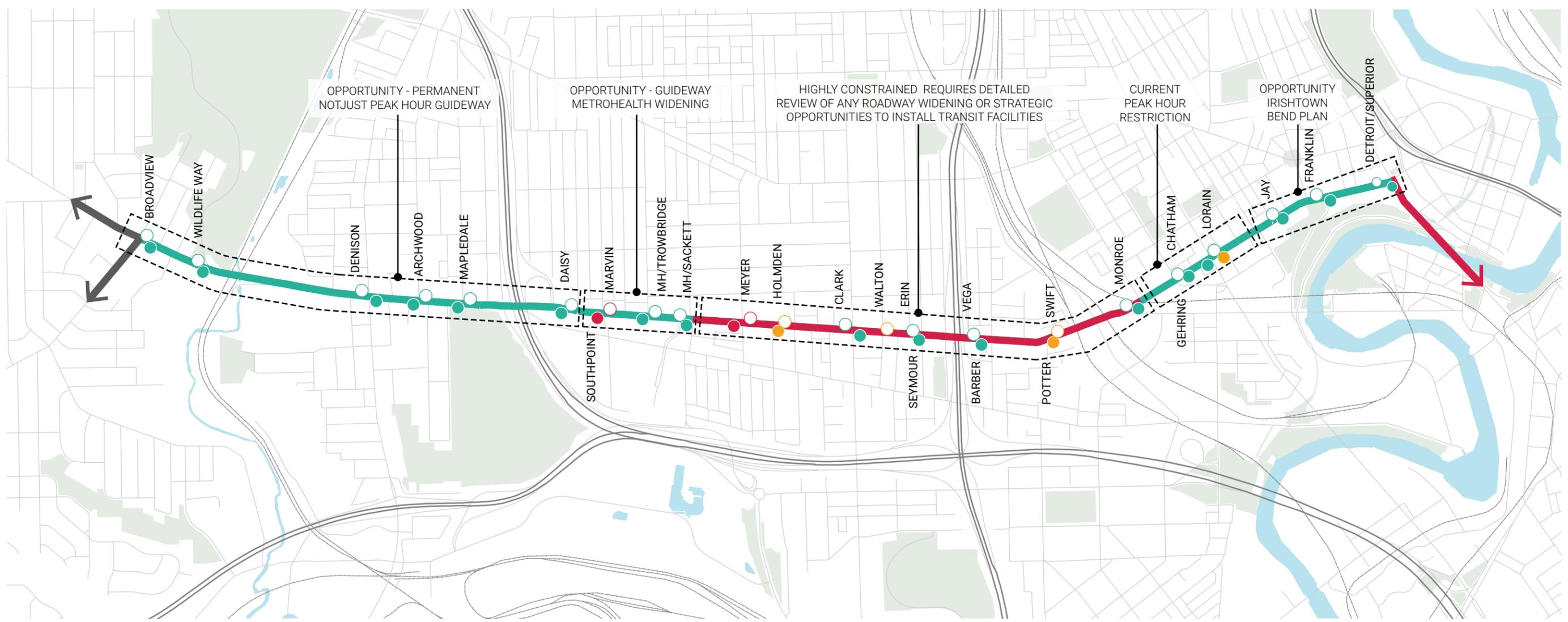


FIGURE 32: OPPORTUNITIES AND CONSTRAINTS - BRT GUIDEWAYS

<p>PROPOSED BRT BUS STOPS</p> <ul style="list-style-type: none"> ● NORTHBOUND ○ SOUTHBOUND ● NORTHBOUND ALTERNATIVE ○ SOUTHBOUND ALTERNATIVE 	<p>EXISTING BUS STOPS/NOT PART OF BRT</p> <ul style="list-style-type: none"> ● NORTHBOUND ○ SOUTHBOUND 	<p>BRT GUIDEWAYS</p> <ul style="list-style-type: none"> — 24/7 DEDICATED LANES — PEAK HOUR DEDICATED LANES 	<p>0 0.25 0.5 MILE</p>
---	---	---	------------------------

CORRIDOR POSSIBILITIES

The proposed BRT improvements will give the W. 25th Corridor the opportunity to enhance transit amenities, improve service reliability, and allow for easier transit accessibility to the array of uses on this corridor. While each will require much more design and analysis – the possible inclusion of dedicated bus facilities is identified below and their reservation in future and ongoing planning efforts is critical. The study proposed improvements such as 24/7 dedicated lanes and peak hour dedicated lanes and “guideways”, which will help to prioritize transit for riders who rely on these services to access their homes, medical center, and places of employment. This section provides an overview of corridor wide improvements and proposed cross-sections and design for stations located in each Area.

Irishtown Bend

The Irishtown Bend area is part of a long-term review by the City of Cleveland for reconstruction. Preliminary discussions already identify the need to provide a gateway to the Irishtown Bend Park on the eastside, support multimodal demands and integrate with proposed development. Roadway widening has already been explored, and any roadway design creates the potential for dedicated transit lanes in each direction on this crucial stretch of the corridor. This is the most heavily used bus section as multiple routes converge just south of the Irishtown Bend area and then traverse it before turning east to Downtown over the Detroit Avenue bridge. Dedicated lanes here would impact the greatest overall number of bus riders in the corridor. Figure 33 provides an overview of the cross-section for the Franklin Station, which implements the “Irishtown Bend Plan” of incorporating green space into this section of the corridor.

Carroll Avenue and Hancock Avenue

The area between Carroll Avenue and Hancock Avenue contains a variety of uses, including residences, offices, mixed-use facilities, and townhomes. The study proposes implementing dedicated bus lanes to prioritize transit in this area, and create a more reliable service for business patrons, residents, and those frequenting their place of employment. Figure 34 illustrates the proposed cross-section for this area, which provides a wide sidewalk abutting larger residences, and north and southbound dedicated bus lanes to accommodate riders throughout the day.

Monroe Avenue and Sackett Avenue

The longest stretch of the corridor (between Monroe Avenue and Sackett Avenue) is also the most historically built out area. Similarly, much of this stretch already has peak hour restricted curbside parking, or spaces that are underutilized per the Parking Section. With limited opportunities to widen the right-of-way here, and increasing vehicular and multimodal demands, this stretch requires a more nuanced design approach. Much of this area could include peak hour bus lanes at minimum. However, there are some locations, such as the I-90 interchange, that will require detailed evaluation and design to ensure safe and efficient operations for all. This study strongly encourages that subsequent designs maximize and prioritize dedicated bus lanes in this stretch as the benefits to bus riders will likely strongly be demonstrated.

MetroHealth Area

With the ongoing Clark-Fulton Neighborhood Plan and MetroHealth Master Plan this small segment of the corridor has the greatest transformational likelihood. Plans call for significant development, the re-orientation of the gateways and access to the MetroHealth campus, creation of a linear park and significant neighborhood amenities and revitalization. All of these paradoxically serve to take vehicular pressure off of the W. 25th Corridor so that it can better serve the neighborhood and multimodal users. As an important regional destination and neighborhood gateway, substantive transit stations are proposed with complimentary pedestrian access. The possibility of roadway widening exists which easily could then accommodate dedicated transit lanes. Yet, even within the existing right-of-way, providing significant transit lanes at the curbside is easily possible. Figures 35-36 portray proposed cross-sections for Area 3, which includes the north and southbound dedicated bus lanes.

Brooklyn-Centre & Old Brooklyn

The southern portion of the corridor contains mostly commercial, retail, and residential uses, but with some regional facilities such as the Cleveland Zoo and Medina Freeway (I-71) interchange. It also shows the lowest levels of vehicular traffic. For most of this stretch, converting the curbside lane to a dedicated bus lane during operating hours will properly accommodate ridership demands in this corridor, which vary from typical peak hours for patrons of commercial and retail uses to off-peak times for those returning or leaving their residences. Figures 37-38 below show proposed cross-section for the Denison and Broadview Stations.

CORRIDOR/STATION CROSS-SECTIONS

Each of the cross-sections below illustrate the proposed design for major stations on the W 25th Street corridor. All station designs take into consideration the Right-of-Way and parking constraints, as well as the surrounding uses and associated demand. The proposed cross-sections will prioritize transit operations on the corridor and create a more reliable and accessible service for residents, institutional patrons, and employees.

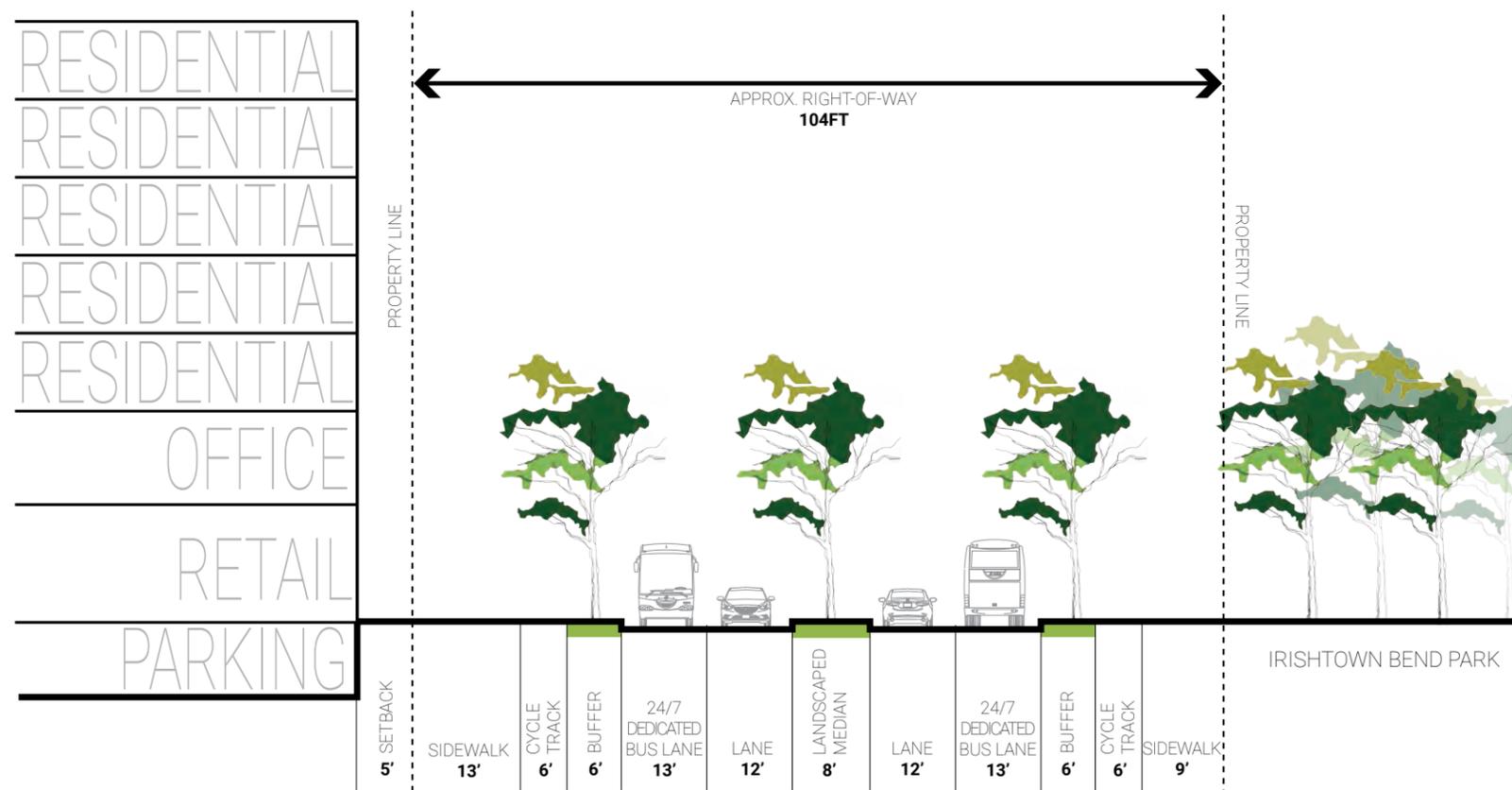


FIGURE 33 : FRANKLIN STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'

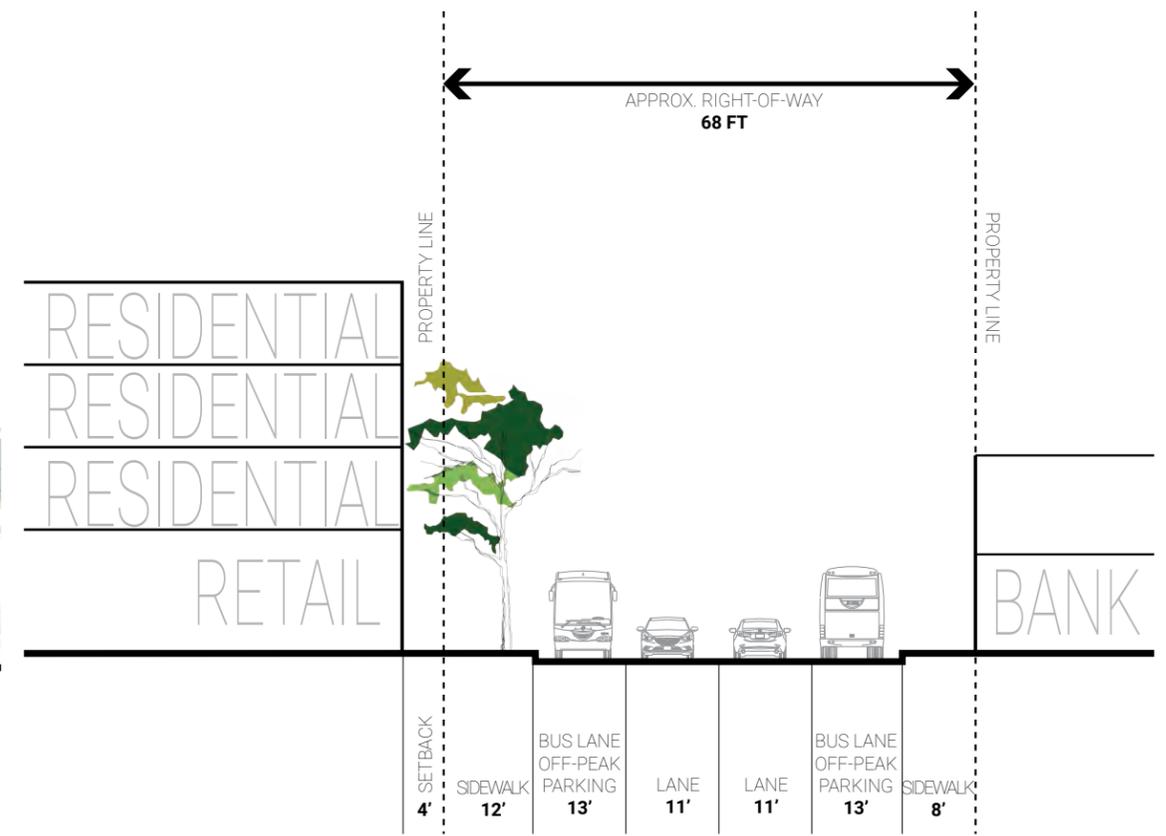


FIGURE 34 : CLARK STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'



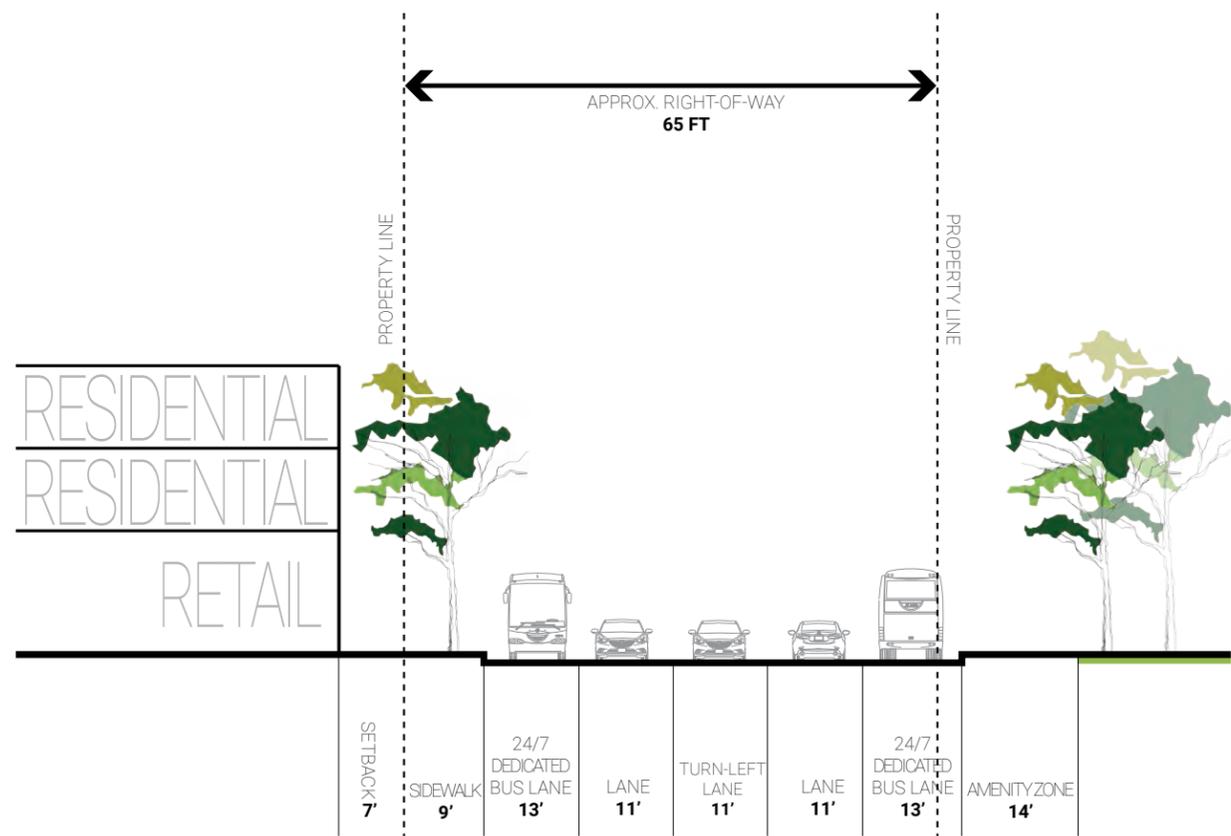


FIGURE 35 : METROHEALTH STATION AREA CORRIDOR CROSS-SECTION (OPTION 1) SCALE: 1" = 20'

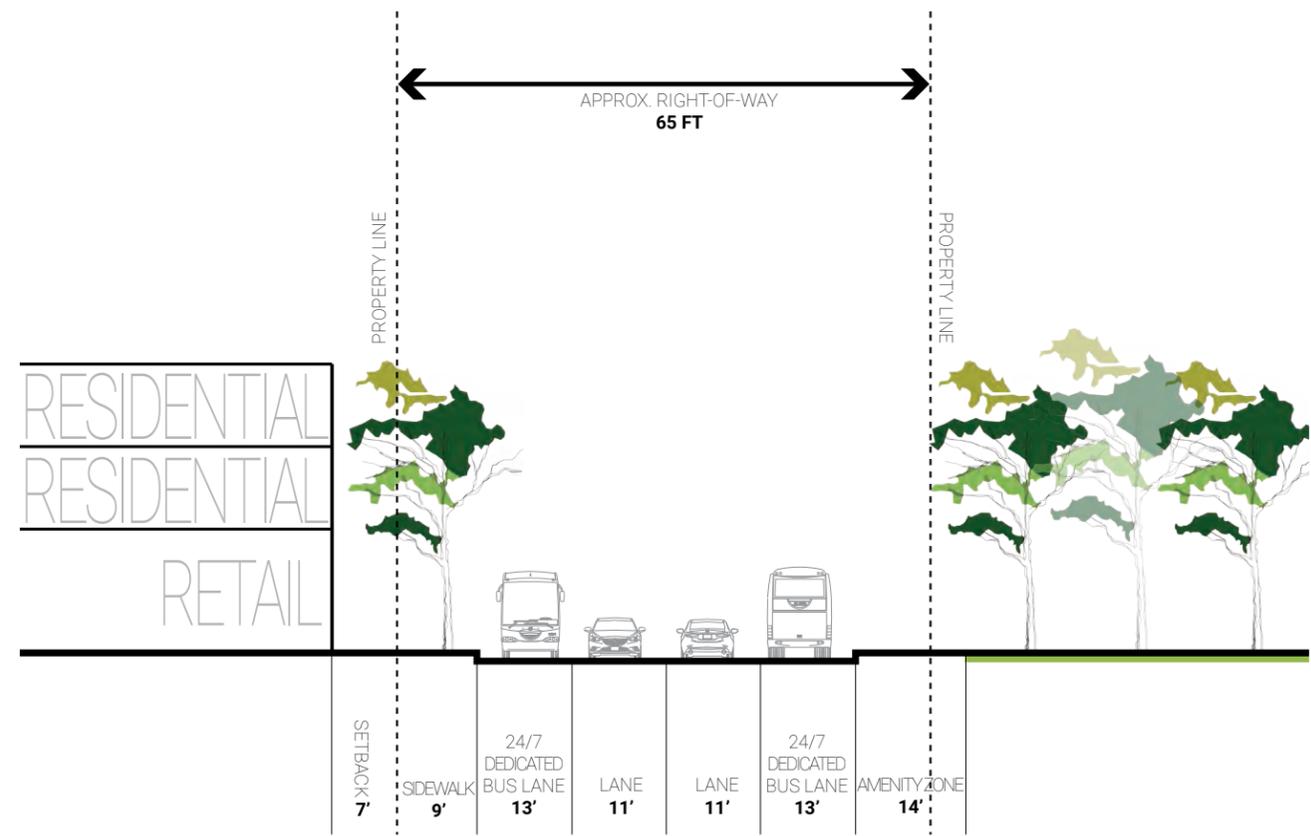


FIGURE 36 : METROHEALTH STATION AREA CORRIDOR CROSS-SECTION (OPTION 2) SCALE: 1" = 20'

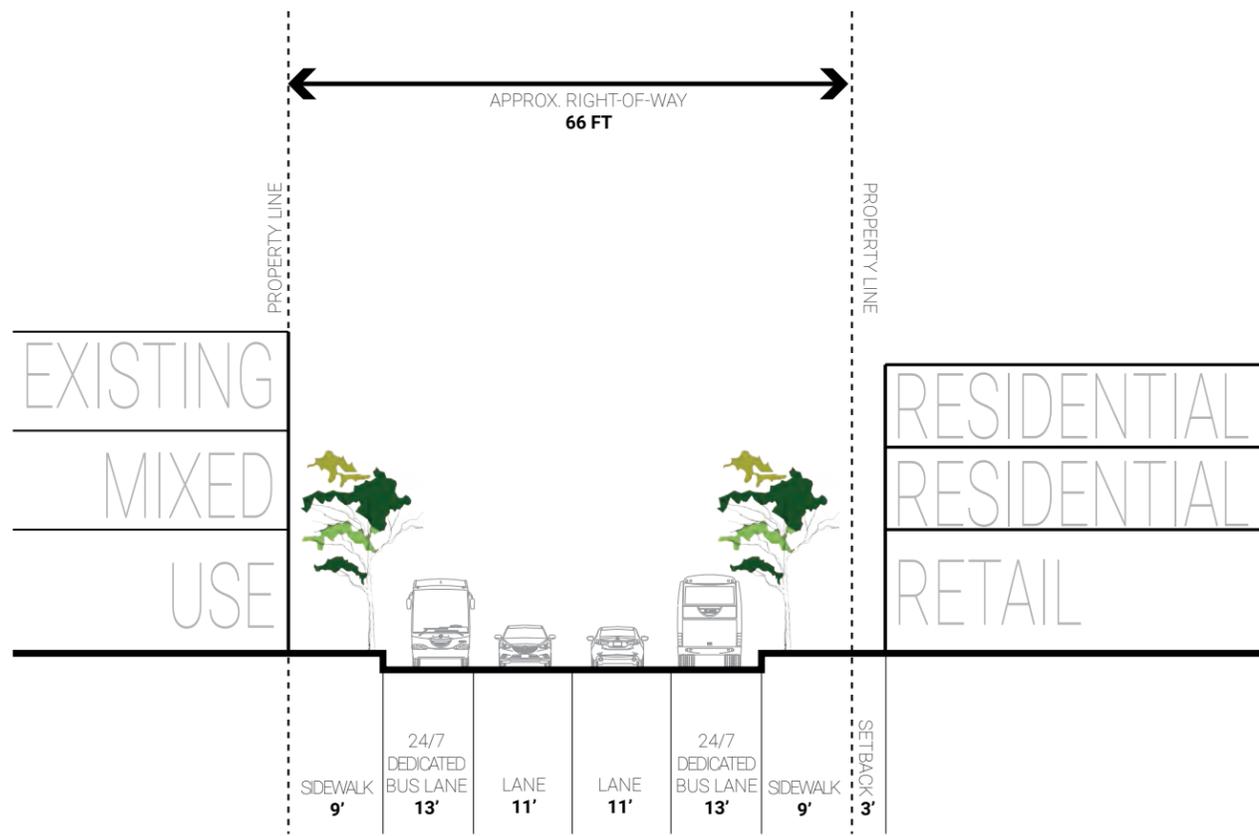


FIGURE 37 : DENISON STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'

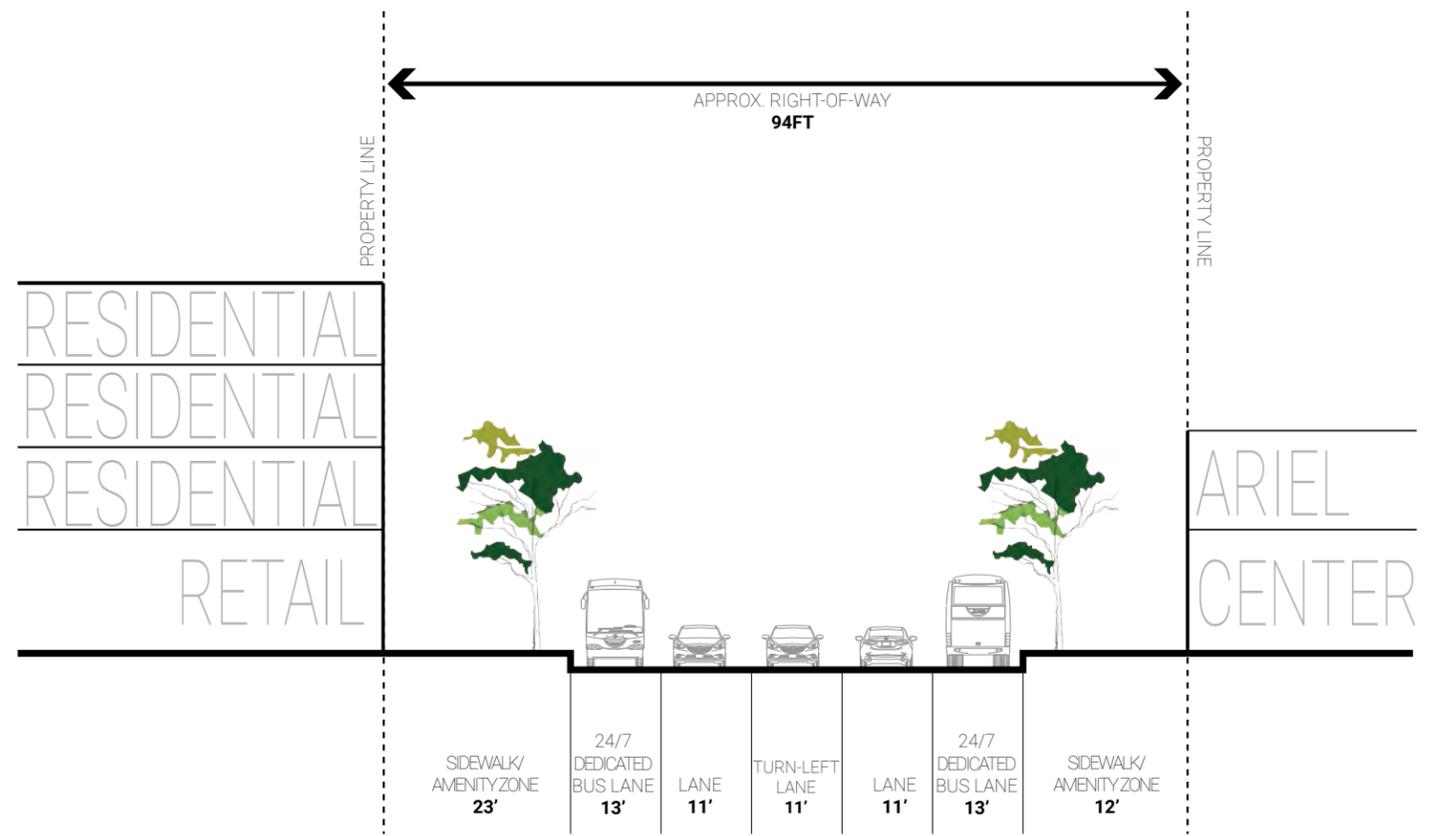


FIGURE 38 : BROADVIEW STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'



DETROIT
BRIDGE
LORAIN
FRANKLIN
CLARK
MONROE
PEARL
DENISON
WILDLIFE

CHAPTER 2

BRT STATIONS

STATION TYPOLOGY, CHARACTER, & LOCATION



2.1

STATION TYPOLOGIES OVERVIEW

The W. 25th Corridor is a constrained, urban arterial with tight – sometimes very tight – sidewalks. The challenge for the MetroHealth BRT is to provide a consistent, instantly recognizable station that maximizes patron comfort while still fitting into a very small footprint. The templates on the following pages illustrate a standardized family of furnishings arranged to accommodate a variety of station depths.

Some of these station templates suggest utilizing private property agreements, in conditions where adjacent building may border directly on the sidewalk, to expand the space available for transit patrons and through-pedestrians to mix comfortably. The priority for all layouts is to provide sufficient width for boarding and alighting riders to do so without obstructing or being obstructed by through-pedestrian movements.

These templates are conceptual in nature and will be refined during a future design process. Critical relationships between the elements are described in the notes that follow.

STATION DESIGN

The platform diagrams on the following pages are conceptual in nature and are intended only to determine the approximate footprint of each station type, the elements to be included in each station and the general relationships between those elements. This early 'pre-work' ensures that the TOD planning can identify appropriate policy such as setbacks and early-action coordination such as private property agreements that should be done to ensure that appropriate space is available when the time comes to build the stations. Actual station design and layout will be done as part of the future corridor engineering.

CONCEPT DESIGN NOTES

Station Pylon – the corridor pylon will be the MetroHealth line's most critical identity and wayfinding element. It will serve to mark the station and promote the identity of the line itself, matching the materials and color scheme of the station shelter. The pylon should include, at a minimum, the GCRTA logo/MetroHealth Logo and the name of the station. Typically the pylon will display the station name perpendicular to the roadway and in direct line of sight for passing motorists and pedestrians, while the station shelter will display the station name parallel to the roadway, for alighting passengers to identify their stop. The pylon may be lit or unlit, and may double as an information station (with static transit information) or provide real-time transit arrival information. Some transit systems also choose to include larger screens that can display both transit-related information as well as advertising, a potential revenue stream. The pylon may take a variety of forms (square, rectangular, etc) and should provide a substantial visual presence in the public realm; it is typically as tall as or taller than the adjacent station shelter.

Station Shelter – shelters are located curbside to provide optimal sight lines to approaching buses and are offset 2' from face of curb per GCRTA standards. This offset allows sufficient room for bus mirrors. Shelters are shown with rear-openings, to protect patrons from roadway splashback and allow sufficient space for patron movements. Each template depicts a 5' x 5' preferred turning space or a 3' x 5' turning radius; this designation reflects ADA code. GCRTA notes that it is permitted to include space inside the station shelter toward the required turning area; as conceptual templates, these drawings show the larger area where possible, to maintain flexibility in advance of actual design.

Each station will also include system map and information as well as schedules as well as real time arrival information. In a constrained corridor such as this one, it is recommended that this information be integrated into the corridor pylon or the station shelter instead of provided as a stand-alone kiosk.

Each station will also provide an emergency phone/call button; similar to information/arrival information, it is recommended that this element be integrated into the structure of the station shelter to avoid an adding a freestanding element to the constrained station footprint.



Tree in Grate – the urban character of the W. 25th Corridor suggests that street trees will be in grates; grate size and tree spacing should align with City of Cleveland guidelines and standards; GCRTA does not have the capacity to maintain street trees, and for this reason, street trees are shown outside of the formally defined station footprint; trees should be maintained by the City, a local Business Improvement District (BID) or other applicable entity. Street trees should be offset a minimum of 10' from the vertical station pylon, to ensure that the pylon is not obstructed as the tree grows.

Mobility hubs – Mobility hubs are included as part of the station design to promote multi-modal connectivity and enhanced first/last mile connections. It is strongly recommended that mobility hub infrastructure be selected in tandem with other station furnishings to promote the desired station character. Selected mobility hubs should follow general best practices, allowing scooters, bikes, and any other micromobility devices to park. Specific attention should be paid to installation of 2-sided parking infrastructure parallel to the roadway, to ensure sufficient space for maneuvering the bike or scooter into place on the curb side of the parking infrastructure. The number of parking spaces for micromobility devices may be determined by ridership. It is recommended to locate this infrastructure at the 'end' of the station (forward or rear) so that riders dismount at the 'edge' of the station before mixing with waiting, boarding and alighting patrons; this location offers the additional opportunity to install additional infrastructure as warranted.

Benches – each station includes a bench inside the shelter and an open-air bench. The interior bench is integrated with the shelter itself. The outside bench may be backed or backless, and should be offset a minimum of three feet from the curb to allow patrons, strollers and wheelchairs to pass in front of the bench and to sit facing the roadway. Backed benches should be oriented toward the roadway, so that patrons can face the roadway and have unobstructed sightlines to approaching buses. At narrow stations, the exterior bench may be replaced with a leaning rail to provide better patron and pedestrian circulation.

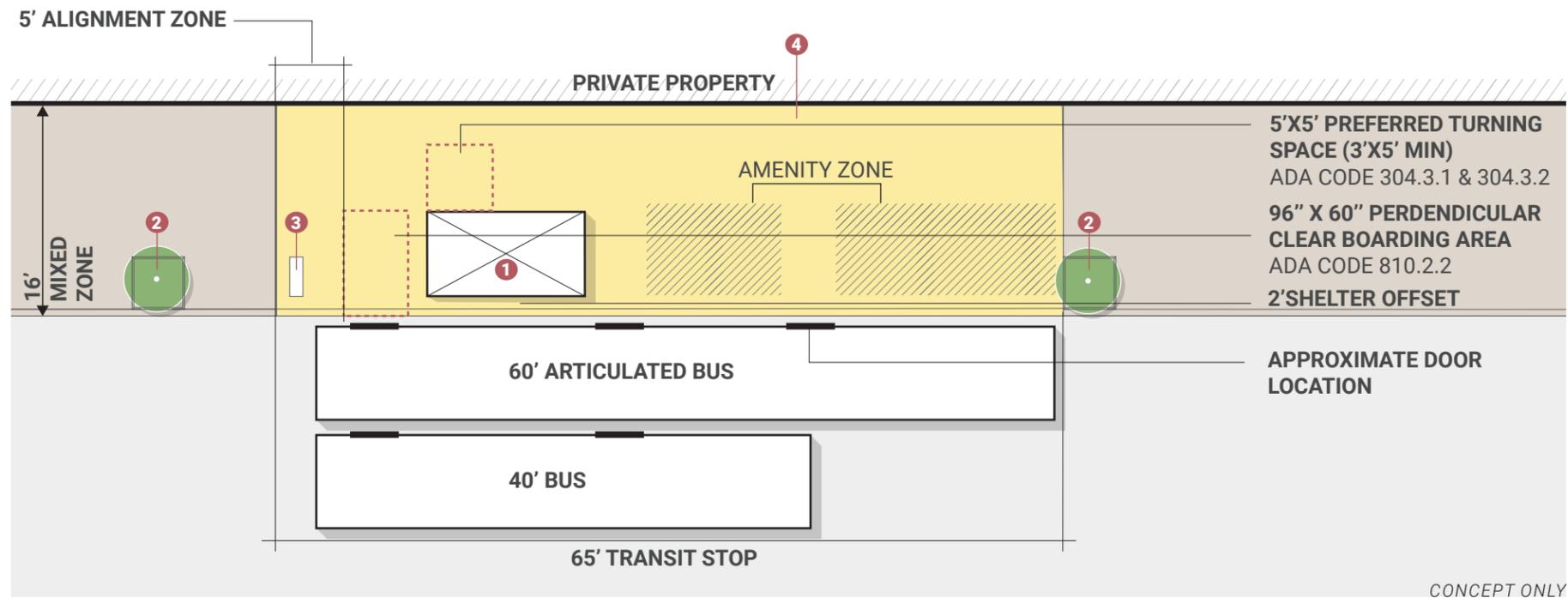
Trash Receptacles – trash receptacles should be located away from patron seating, to avoid nuisance odors and visuals. Receptacles may be located against the side of the station shelter, so that patrons are separated by the shelter itself. Alternately (not shown) receptacles can be located at the far ends of the station area.

Special Station Paving – The station area will be defined by special paving; this differentiation from surrounding sidewalk and public realm provides both aesthetic enhancement and a spatial definition of the transit area. Special paving could include colored concrete, special scoring patterns, special finishes or even pavers. Door locations will be marked on the paving, either with an integrated insert or color or as a surface-applied marking.



STATION TYPE 1: WIDE STATION

This platform type is the preferred condition for the MetroHealth BRT corridor; it represents an ideal condition where through-pedestrians can pass by the station without mixing with boarding/alighting passengers. This type of station is located on wide sidewalks with sufficient depth to accommodate a minimum 16-foot cross-section.



CONCEPT ONLY

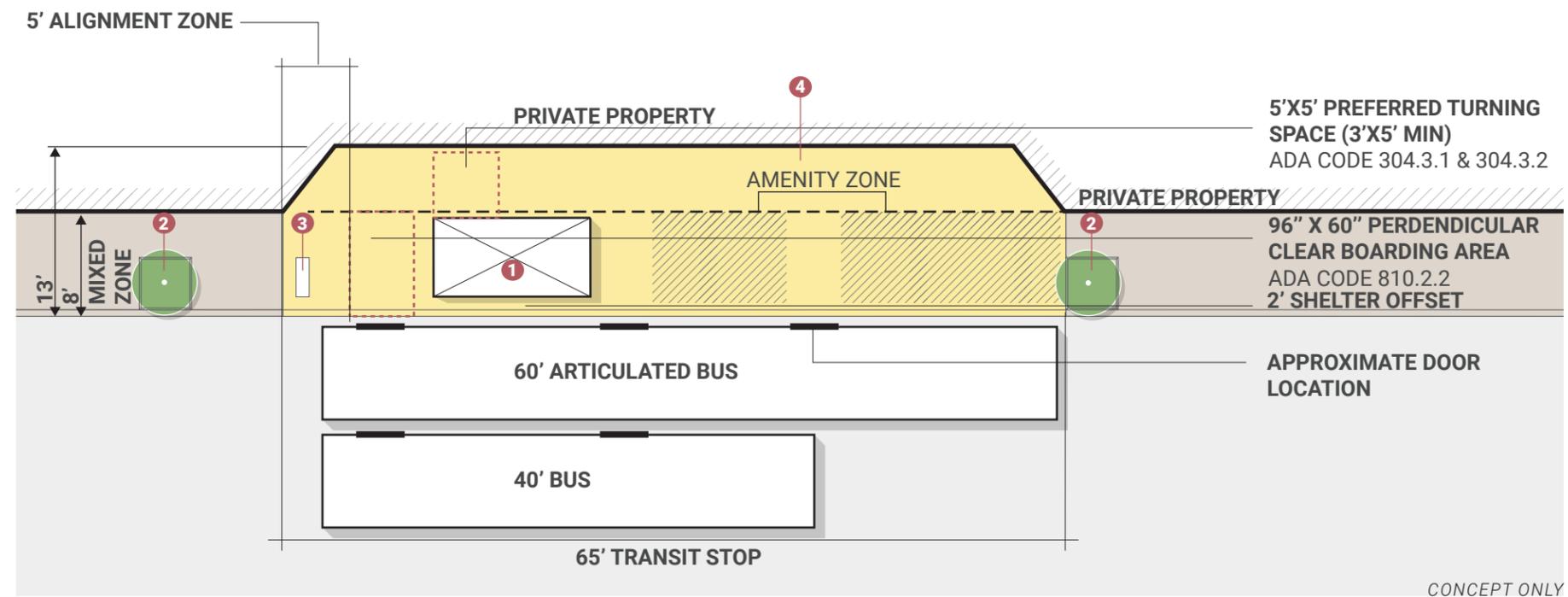
- 1 Station shelter (6'x12') with bench, system information and emergency phone
- 2 Tree, in grate
- 3 Station pylon
- 4 Special station paving, with door markers



STATION TYPE 2: REGULAR STATION

Because it requires the use of private property, this platform type represents a slightly scaled-down version of the ideal station, but still seeks to provide a comfortable through-pedestrian area behind the shelter. It is located in areas where the sidewalk is not wide enough to accommodate the desired Type 1 Wide Station, but where adjacent conditions (such as a parking lot, vacant lot, planting zone or similar) provide an opportunity to explore a private property agreement.

This station uses a 6' deep shelter and assumes that through-pedestrians and transit patrons will mix in the zone behind the shelter. If space is available and the private property owner is amenable to GCRTA using a larger piece of property, the private property 'notch' can be extended for the full 16' cross-section and larger shelter.



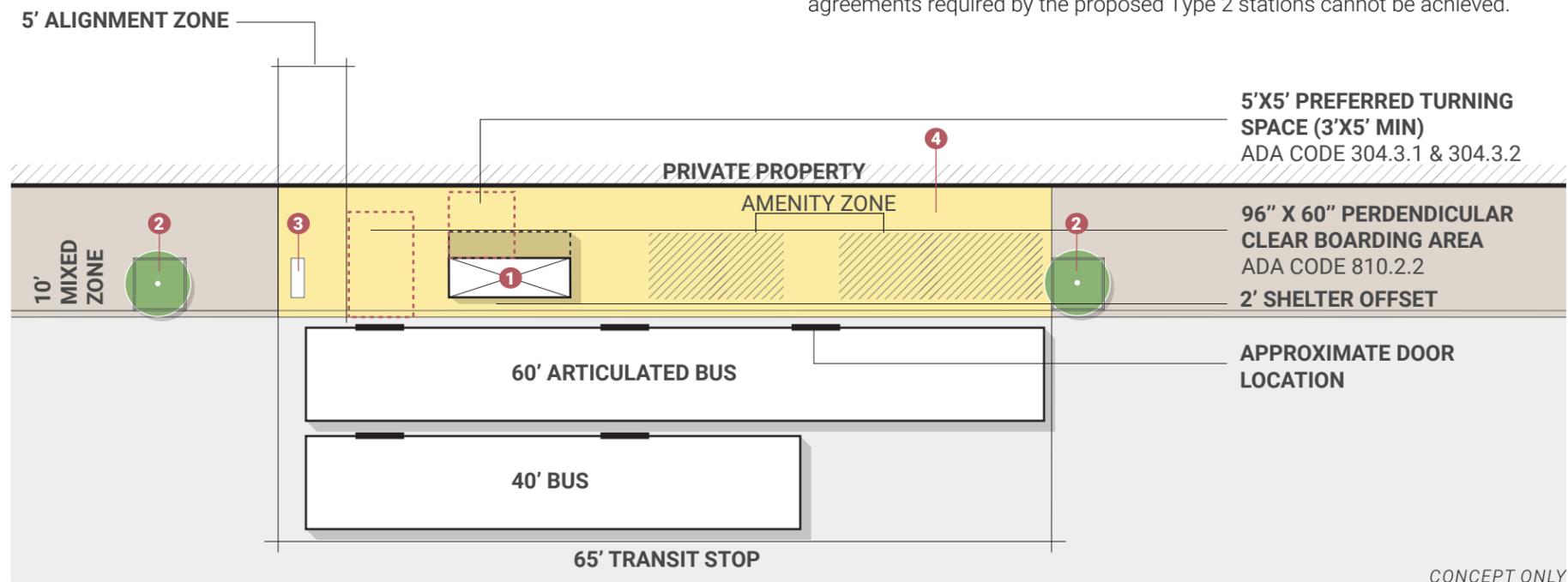
- 1 Station shelter (6'x12') with bench, system information and emergency phone
- 2 Tree, in grate
- 3 Station pylon
- 4 Special station paving, with door markers

STATION TYPE 3: NARROW STATION

This platform type is the standard station layout where Type 1 and Type 2 are not possible, either due to a lack of space – such as a case where sidewalk width is constrained by buildings set directly on the property line - or the absence of a private property agreement. This layout's minimum dimensions are defined by the desire to provide a back-of-curb shelter with the RTA-defined setback, and to provide a comfortable five-foot width between shelter and back of sidewalk. This five-foot width allows space for two wheelchairs to pass and for transit patrons

and through-pedestrians to mix but not obstruct each other's movements. To fit in this smaller space, RTA's shallowest 3-foot shelter depth is used and the out-of-shelter bench is replaced by a leaning rail, to preserve pedestrian circulation behind it and patron circulation in front of it.

There are no Type 3 stations shown on the station location recommendations that follow, but this layout will be the 'fall-back' position where private property agreements required by the proposed Type 2 stations cannot be achieved.

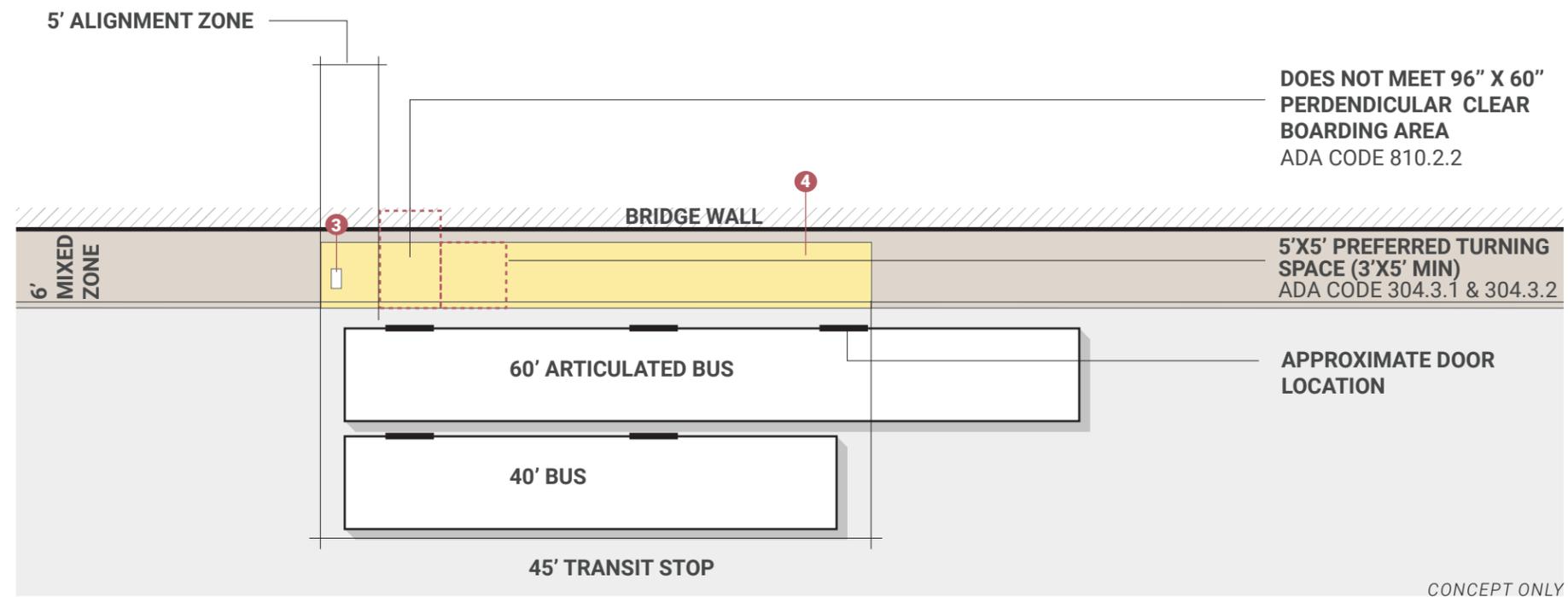


- 1** Station shelter (3'x9' plus 2' roof overhang) with bench, system information and emergency phone
- 2** Tree, in grate
- 3** Station pylon
- 4** Special station paving, with door markers

STATION TYPE 4: CONSTRAINED STATION

This platform type is a last resort, for stations that cannot be moved to a less-constrained location and which do not have the minimum 10-foot depth required for a shelter (as shown in Type 3).

Initial analysis has identified only one proposed stop of this type, northbound Wildlife Way. The stop is located on bridge structure, and has an approximately six-foot wide sidewalk backed by the bridge wall and fence. Bridge structure continues for over 200' in each direction, so that moving the stop will not mitigate the problem. This stop does not meet the ADA guideline for a 96" x 60" boarding area.

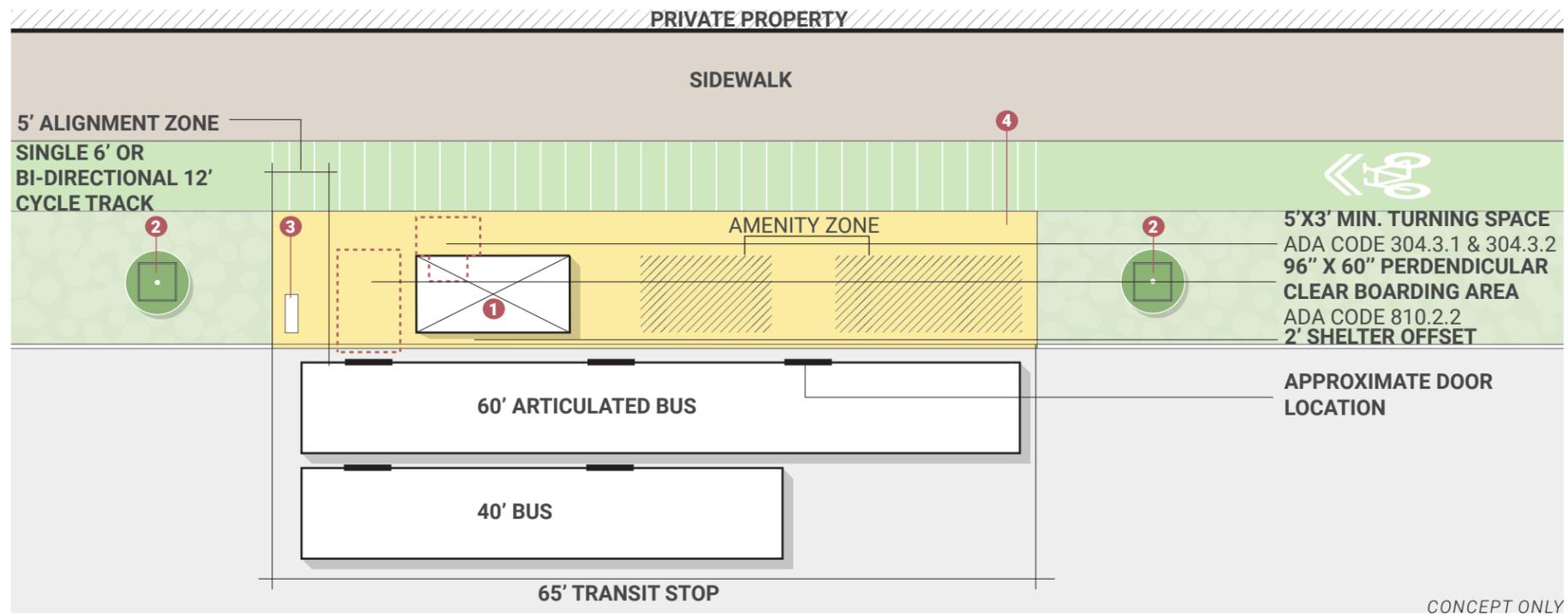


- 3 Station pylon
- 4 Special station paving, with door markers

STATION TYPE 5: CYCLE TRACK STATION

This platform typology applies to BRT stops adjacent to protected bike lanes, particularly those located in Irishtown Bend. At this time, it is anticipated that the on-street bike lane will transition to a behind-the-curb cycletrack on the station block, although a floating bus island with a street-level bike lane between island and curb is also possible. Future engineering design of roadway and new park will determine the final design.

In the cycletrack condition shown, the approximately 11'-deep station area will back against a single- or bi-directional bike lane (width to be determined). The bike lane will itself back against a separate pedestrian sidewalk, to provide dedicated space for each user group in what is expected to be a high-use area. It will be especially important to mark the cycletrack 'mixing zone' adjacent to the station (shown in the diagram with hatching), to alert cyclists and transit patrons to be alert to crossing users.



- 1** Station shelter (6'x12') with bench, system information and emergency phone
- 2** Tree
- 3** Station pylon
- 4** Special station paving, with door markers



2.2

STATION CHARACTER

IDENTITY AND WAYFINDING

Branding is a key marker of BRT systems: a unique 'look' that ties together the buses and the stations and makes both instantly identifiable as part of the MetroHealth Line. This branding typically includes a designated color scheme and logo as well as a specific set of furnishings such as a station name monument or pylon, bus shelter, benches, and related items. All of these elements 'go together' and distinguish the BRT stations from regular bus stops, performing a dual function: they advertise and promote the BRT line itself, and make it easy for riders to find the station and recognize the overall route.

For this reason, it is important that station character remain consistent along the length of the corridor and that the character be compatible with the character of all the neighborhoods through which the BRT passes. The 25 Connects project explored three different station aesthetics that might resonate with the history, architecture and communities of the W. 25th Corridor as well as with greater Cleveland as a whole. These three potential 'looks' are identified as follows, and are described on the following pages:

1 TIMELESS URBAN

Traditional form and materials intended to blend with the urban environment.

2 FUTURE CONTEMPORARY

More daring, 'futuristic' shapes and high-tech materials such as steel and glass.

3 URBAN INDUSTRIAL

Grittier materials with touches of wood to bring visual warmth.

FUTURE REFINEMENT

The furnishings shown in this section are for high-level discussion of community preferences only and do not represent final or even provisional furnishing selections. These furnishings are shown only to highlight potential design elements that stakeholders may want to see integrated in final design, or specific elements that should be avoided. Furnishings will be selected during the actual station design and engineering process.



TIMELESS URBAN

Throughout the storied history of the west side of Cleveland, these grand historic buildings that make up much of the frontage along the W. 25th Corridor stood witness to changes in technology, fashion, transportation, and commerce. Built of brick and stone, and eventually iron – these buildings are seeing new life again, the continual appeal to these historic mixed-use buildings is their versatility, the artistic accents, and the human-scale orientation at the ground floor. This timelessness is a primary influence of Design Idea 1.

Influenced from the foundational architectural expressions along the corridor dating back to the late 19th century and formative 20th century, the Timeless Urban design idea seeks to give a nod to the past expressed in simple lines and a lighter aesthetic that when applied in front of these historic buildings allows their beauty to shine through. The shelter design would use simple iron or steel-like forms to outline the shape of a more traditional shelter but would contrast with a highly transparent wall system that would blend into the background of the urban experience.

Other elements of these spaces would utilize brick, stone, iron and glass with amenities like benches, trash cans and lighting to be a more traditional form in nature, black wrought iron with a clean line approach.



FUTURE CONTEMPORARY

Cleveland is home to innovators, artists, pioneers, and dreamers – as evident in the architecture, landscape and expression of art throughout the city. From the start Cleveland has welcomed the unique and wonderful to the city landscape, from a grand civic mall to the tallest building in the world outside of NYC, the world’s largest outdoor chandelier and a temple to all things rock and roll, the city has embraced the modern, the unique, the future several times throughout its history. Design Idea 2 is a play of this notion looking forward and signaling the next chapter of the W. 25th Corridor.

Future Contemporary seeks to stand out on the corridor. A fluid expressive shape to the shelter combined with clean line amenities provide the station areas an opportunity to stand out along the corridor, creating a unique brand for the bus rapid transit line and can offer a contrast to the primarily historic buildings that flank the corridor. Lighting at night could offer vibrant hues of color splashed against the simplicity of these shelters, changing the mood or marking a special occasion throughout the year. Contrasting the fluid elements, benches and trash cans could offer a change in materials or complementary color that would provide sculptural elements to the platform area.



BENEDEN LEEUWEN SHELTER
Source : Jankuipers



VITRA SHELTER
Source : Jasper Morrison



CONNECT SHELTER 2.0
Source : Art Form Urban Furniture



BUS SHELTER
Source : Montreal Gazette



URBAN INDUSTRIAL

The unique character of the W. 25th Corridor is the industrial and commercial history, with the W. 25th Corridor connecting various communities with factories and businesses, the city's largest market and major health institutions that still serve the community to this day. The connection of these urban centers of commerce with the communities along the W. 25th Corridor is still evident today – with many of these buildings repurposed or even some still in operation. Loft-style housing, unique urban spaces and even a new art gallery are calling home to these former spaces dedicated to manufacturing, telling a new story along the W. 25th Corridor. Built of durable brick, iron and steel and offering primarily functional expansive shapes, these buildings serve as the primary influence of Design Idea 3.

Urban Industrial seeks to celebrate this commercial past. Black iron-like frames of the shelters give way to a more contemporary interpretation with wood paneling underneath providing a warmth to the structure even in cold months. Brick would be featured in the foundations of the shelters and any signage that would mark the BRT station. Benches, bike racks and trash cans made of sturdy steel with wood accents and clean lines would reinforce the industrial influences of the past, while providing a modern spin.



2.3

COMMUNITY INPUT

OVERVIEW

Multiple engagement methods were used to gather community input on station typologies, design, and character. These methods included mobile tours, User Experience (UX) walks, virtual public meetings, and surveys. Three mobile tours were conducted as walking tours, one by bicycle, and another conducted with individuals who require the use of a wheelchair. Feedback from these five different mobile tours provided a range of recommendations for station locations, public realm enhancements, and improvements for accessibility. The UX walks revealed detailed insights on three transit riders' emotional and physical experiences travelling between their home or business and the nearest bus stop. Two different surveys were used during the engagement process. The importance of bus station shelters was particularly emphasized through the responses from the first survey.

KICK-OFF SURVEY 1.0

The first 25Connects Kick-off Survey was completed by 151 respondents through online and paper versions in both English and Spanish. Survey question #4 asked participants to rank 10 different station amenities in order of importance. The number one response (average 8 out of 10 points) was bus shelters. The number two response was seating, followed by digital signs with next bus arrival information. Based on the clear community priority placed on bus shelters documented in the first survey and other forms of public feedback, the second survey focused on teasing out more specific preferences for bus shelter design and visual character.

STATION SURVEY 2.0

The follow-up survey, Station Survey 2.0, was disseminated in the community through numerous online channels in English and Spanish. 327 individuals responded to the survey, more than doubling the number of responses to the first survey. Local street team leaders Sonia Matis and Diane Howard were instrumental throughout the engagement process to ensure the survey reached the Spanish speaking population and residents in public housing with limited internet access. Both Sonia and Diane helped local residents take the surveys by providing necessary assistance, including their own mobile devices, at times. The second survey introduced participants to three different station design concepts.

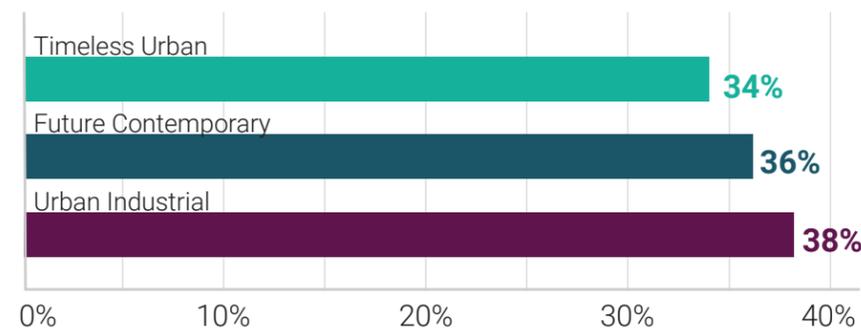
Respondents were asked to share their thoughts on each of the concepts and select their preferred option. In addition, the survey also gave the public an opportunity to describe the visual character of five different geographic areas along the corridor. Feedback on the station concepts and the local character provides rich data to guide future detailed design of the station areas.

STATION DESIGN OPTIONS

Three different station design concepts were introduced in the second survey. The concepts were presented through descriptive text and two example images for each option. The names for the three options were:

- 1 Timeless Urban
- 2 Future Contemporary
- 3 Urban Industrial

Combining feedback from the English and Spanish surveys, the preferred station design option was #3 Urban Industrial. But it was only slightly more popular than the other two options. In total, #3 Urban Industrial was chosen as the preferred option by 38% of respondents, #2 Future Contemporary by 36%, and #1 Timeless Urban by 34%. Essentially, each of the options received about 1/3 of the votes. The votes were too close to establish a clear favorite or obvious loser. But other survey questions provide additional insights on the community reaction to the three station options. These ideas offer useful guidance for a final station design.



COMMUNITY PREFERENCE ON STATION CHARACTER

STATION DESIGN CONCLUSIONS

Although votes for the three different station design concepts were relatively even, feedback gathered from open ended questions provide some clear direction. Each concept received a range of positive comments and specific concerns. The following section summarizes the most common preferences for station design along the W. 25th corridor.

The most common desire was protection from the elements on all sides of the shelter. Many comments could fall under the single statement, "Focus on function over form". Following the desire for weather protection, the second most frequent comment related to seating. Respondents said they want the stations to have ample seating inside and outside the shelter. Specifically, the seats should accommodate many individuals and each seat should be deep and wide. Two of the station designs prompted concerns about roofs with clear glass. Primary concerns with glass roofs included fear of visible dirt buildup, vandalism, and excessive heat in summer. Conversely, many comments expressed a desire for glass/transparent side walls to maximize visual safety and provide protection from the weather. If a wall was made opaque to place a map, ads, or other sign, it should not obstruct the direct line of sight of arriving buses from inside shelter. Multiple comments from the ADA mobile walk and survey emphasized the desire for designs that accommodate individuals who use a wheelchair to fit comfortably under the shelter. Ultimately, the survey respondents were split between people who want a neutral design that does not distract from the surrounding context and people who prefer a distinctive station design. Parsing out the survey data, a majority of Spanish speaking residents preferred station concept #2 Future Contemporary (64%). This indicates a potential openness to memorable and unique station design features within the Clark-Fulton area. A majority of respondents liked the wood seat and ceiling material for option #3 Urban Industrial. Lastly, lighting was frequently mentioned as a critical consideration to create a sense of safety and unique identity, particularly during dark winter months.

NEIGHBORHOOD CHARACTER

The W. 25th Corridor is a 3.5 mile long corridor on Cleveland’s westside, extending through five neighborhoods. Each neighborhood has a unique visual character and culture. Utilizing the same station design along the corridor, combined with locally relevant special features for each neighborhood, could provide an optimal balance of consistency with diversity. The second survey asked respondents to describe the places, special features, or other visual elements they envision when thinking of each neighborhood area. These ideas provide key insights on what the local community identifies as neighborhood character. Word clouds to the right are snapshots of these insights.

The project team identified five different areas along the corridor, roughly aligned with the surrounding neighborhoods. These five areas along the W. 25th Corridor are defined as:

- 1 North of Lorain Avenue
- 2 Lorain Avenue to Clark Avenue
- 3 Clark Avenue to I-71
- 4 I-71 to Big Creek Bridge
- 5 South of Big Creek Bridge

WHAT WE HEARD REPORT

Further analysis of community input in this project, including community participation data, diversity of input, detailed findings about station location, design, and character is available in the What We Heard Report (section 2).

Park Detroit SUPERIOR BRIDGE LUTHERAN HOSPITAL FRANKLIN CIRCLE LAKEVIEW TERRACE
 ST MALACHI BRICK CLEVELAND HISTORY FLATS WELL IMPORTANT ACCESS VIEWS DOWNTOWN
 WESTSIDE MARKET LOCAL ELEMENTS TREES HISTORIC UNIQUE
 THINK FOOD AREA HOUSING design shopping
west side market people bridges street
lake businesses buildings st ignatius ohio city station old
 industry river art brewery church murals district
lakeview public art lake erie irishtown bend park water

feature red line w 25th train avenue connection mix neighborhood
lorain feel hispanic west also place industrial la villa hispana
 bridge nestle buildings mural area good
west side market clark train tremont
 community homes old used new gateways businesses new developments
 clarks needs duck island historic trees

feature christmas story house latinx clark fulton churches spanish
metro health shelters buildings tremont hispanic bus shelters
 place area health metro lives
neighborhood using hospital latin community new
 dickey lanes businesses

Need w 25th pearl historic distric park old cemetery
brooklyn centre valley area trees zoo
riverside cemetery see historic district metroparks
 bus bridge old brooklyn denison building

old cleveland metroparks zoo residential small businesses brighton park
pearl buildings old brooklyn brighton zoo
 neighborhoods area downtown old brooklyn historic using church
 community new deaconess hospital old brooklyn neighborhood park



2.4

STATION LOCATION

Prior studies provide general station location for the BRT stations, all of which are existing stops for local service. This effort provided a more detailed examination of the existing conditions, challenges and opportunities of each location, to determine if a station should shift or even move to the opposite side of the intersection. Specific considerations included:

- › Nearside/farside location – ‘farside’ locations, in which the bus continues through a signalized intersection before stopping, are generally more efficient for transit operations, helping keep buses on schedule
- › Station length – the MetroHealth line will use articulated buses, which are longer than standard city buses; some existing station locations may need to slide further from an intersection or away from existing driveways (if they are very busy) in order to accommodate this longer vehicle
- › Sidewalk width – patron comfort and through-pedestrian movement are priorities for the BRT system, and many locations along the corridor are very constrained with narrow sidewalks and building built right to edge of sidewalk; in some cases, moving the station to the opposite side of the intersection may provide more room for transit amenities and pedestrian movement
- › Station access – some existing stations are not directly adjacent to crosswalks, making pedestrian access difficult from the opposite side of the street; in this case, adjusting station location can maximize patron safety and promote ridership

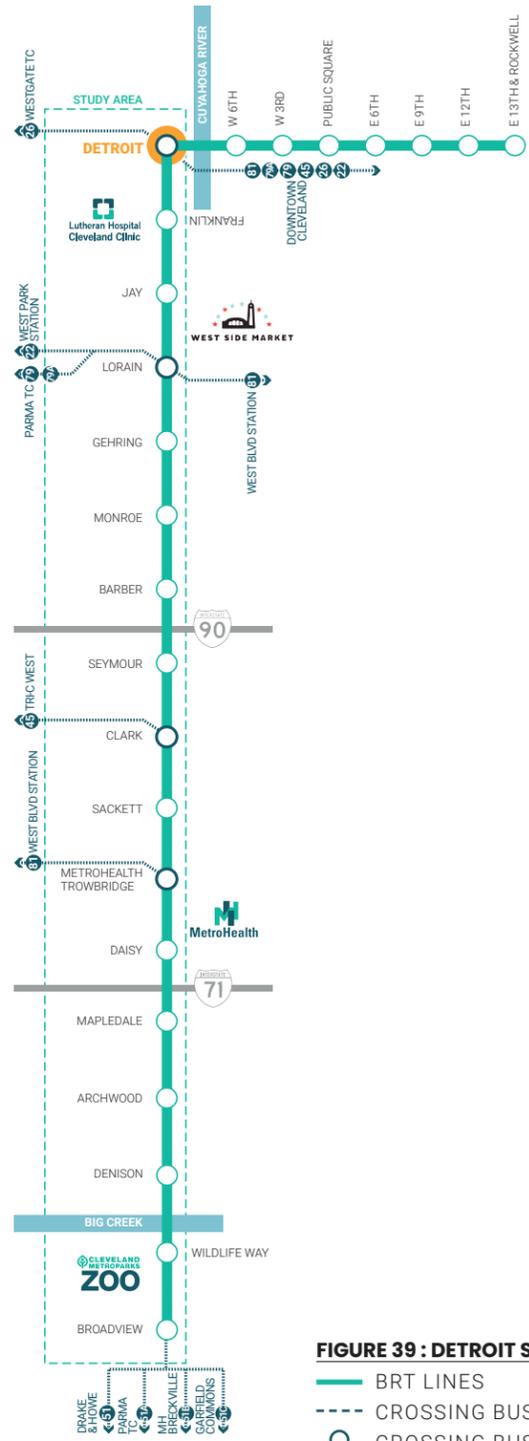
Each station is matched with a recommended station type, as detailed in the preceding pages. This recommendation is based on available space, and as discussed in the preceding section, may change according to private property agreements.

Recommendations also note locations which may have high demand for micromobility options, such as docked or undocked bike share or e-scooters. These locations tend to be those that are next to high-traffic origins or destinations, such as high-density residential development, retail/dining nodes, parks and greenways/trails. Because micromobility options are fluid and continuously evolving, this report uses ‘micromobility corrals’ as shorthand for what could be a variety of elements: physical infrastructure such as bikeshare docks or simply a formally designated area for parking of dockless bikes and e-scooters. Whatever form they take, it is important to provide a physical footprint for these complementary first/last mile options to avoid the haphazard, also hazardous, parking of devices within the station or adjacent sidewalk. While some stations may be able to accommodate a corral in an in-line configuration—beyond the pylon at one end or beyond the bike racks at the other end—other stations do not have this type of space available so that the micromobility hub would need to be located on adjacent parcels.

FURTHER ANALYSIS

Detailed analysis of each potential location, including sidewalk width, adjacent bicycle facilities, adjacent land uses and on-street parking, is available in the appendix of this document. Also included for each station is a map of adjacent origins and destinations, as well as photos of each existing stop.

DETROIT STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



DETROIT PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 5 Cycletrack Station, maintain existing location

Since the BRT alignment turns the corner at this location, it is advantageous to keep both stations on the same street to provide intuitive, visual 'pairing' between the two stations and aid patron wayfinding. The current location provides optimal connectivity to the future Irishbend park. The approximately 18'-foot wide sidewalk accommodates both transit patrons and through-pedestrians with little conflict. A future bike lane suggests use of the Cycletrack specific typology at both stations.

Southbound: Type 5 Cycletrack Station, maintain existing location

In addition to the pairing and bike lane considerations noted above, the current station location offers operational efficiency due to its farside location. The approximately 19-foot wide sidewalk allows sufficient space for transit patrons and through-pedestrians to pass with little conflict.

Micromobility Facilities

The planned bike lane and Irishtown Bend Park suggest this station as a good, potential location for a micromobility corral. If installed, the hub should be adjacent (behind) the northbound station, designed into the future park.

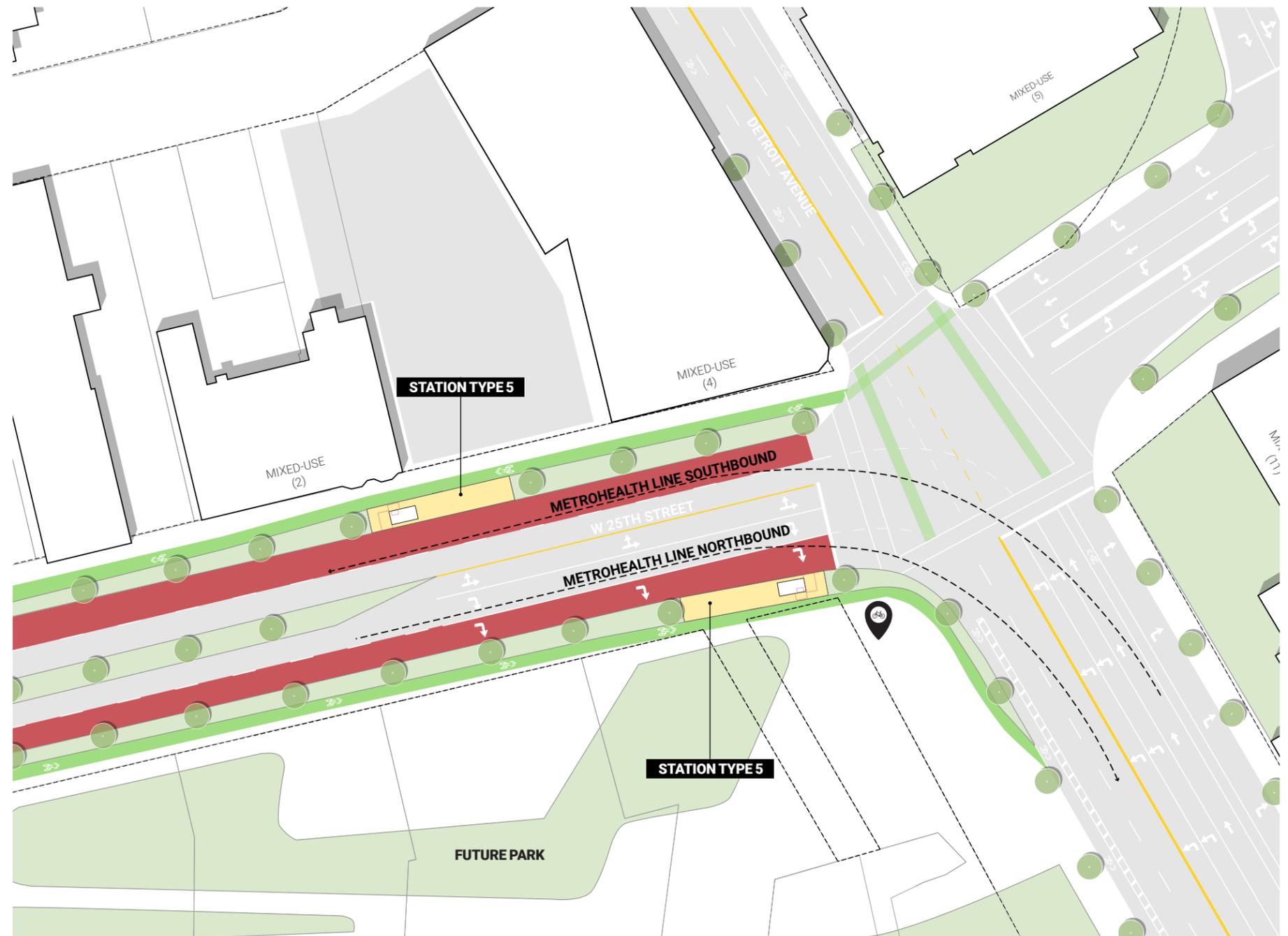
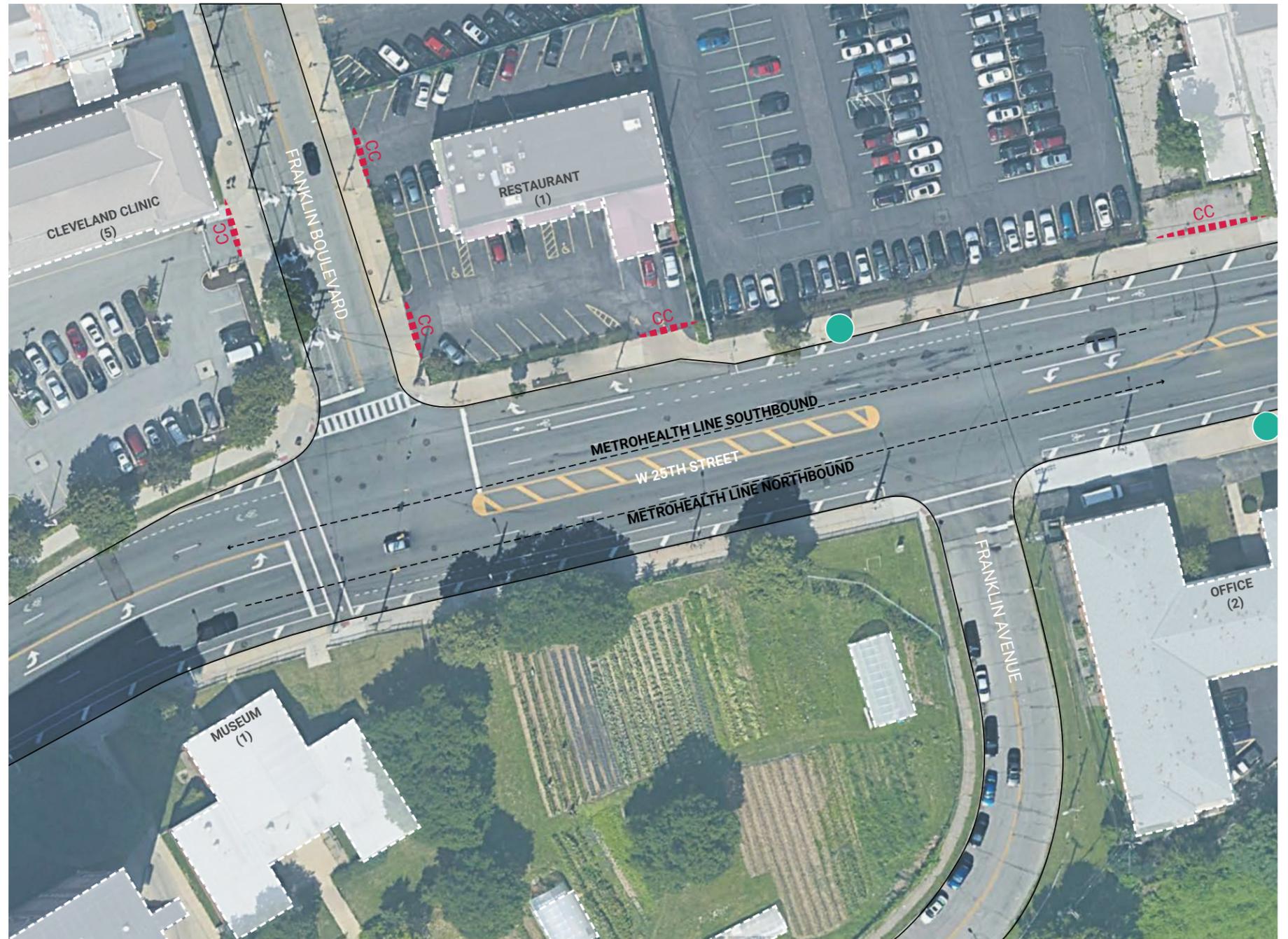
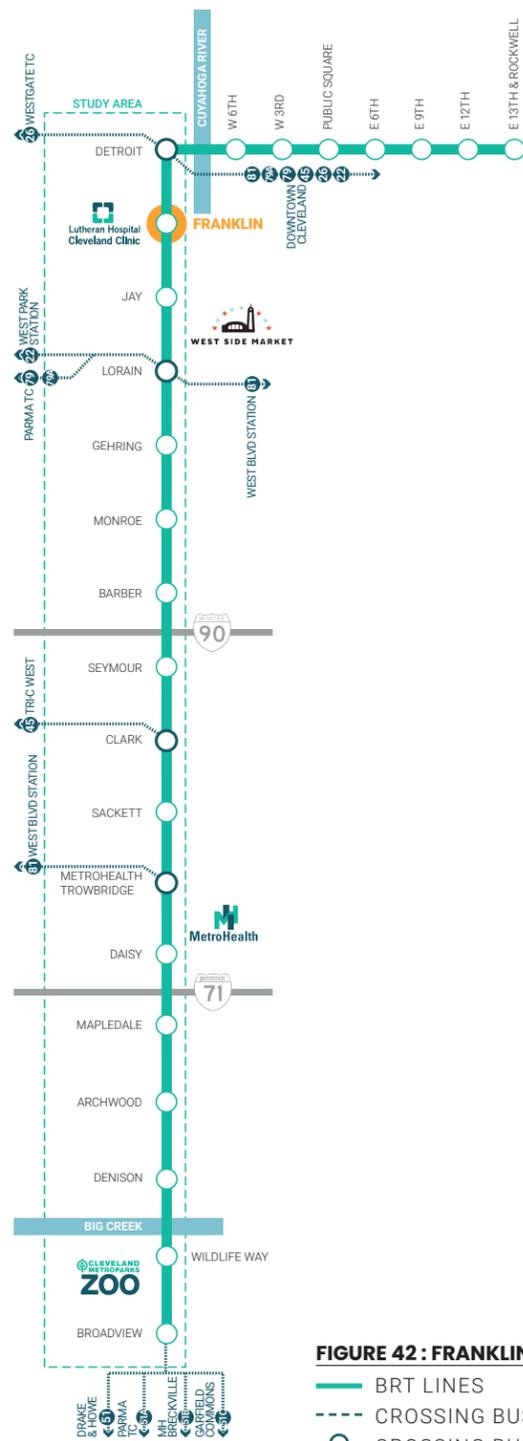


FIGURE 41 : DETROIT PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY
- 🚲 MICROMOBILITY CORRALS
- ⤵️ SCALE: 1" = 60'
- * DIAGRAMMATIC PLAN

FRANKLIN STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



FRANKLIN PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 5 Cycletrack Station, move south to Franklin Boulevard intersection

There are no signalized intersections or marked crosswalks between Franklin Boulevard and Superior Avenue, a distance of nearly a quarter mile. In tandem with introduction of a crosswalk across the north leg of the intersection, moving the station a block south promotes safe pedestrian access to the station, while the farside location maximizes operational efficiency. This location also places the station adjacent to the future Franklin Boulevard bike facility, while the future W. 25th bike facility along this block suggests use of the Type 5 station. The future Irishtown Bend park will provide ample room for transit patrons, cyclists and through-pedestrians to mix with minimal conflict.

Southbound: Type 1 Wide Station, move south to farside of intersection

The approximately 13-foot wide sidewalk/amenity zone, combined with an agreement to use the adjacent parking lot planting buffer, allows for the introduction of the widest station. As a priority TOD node, this area is anticipated to have high ridership and suggests the use of the most generously sized station possible. Moving the station to the farside of the intersection also maximizes operational efficiency.

Micromobility Facilities

The planned bike lane and Irishtown Bend Park suggest this station as a good, potential location for bikeshare. If installed, the bikeshare station should be adjacent (behind) the northbound station, designed into the future park.

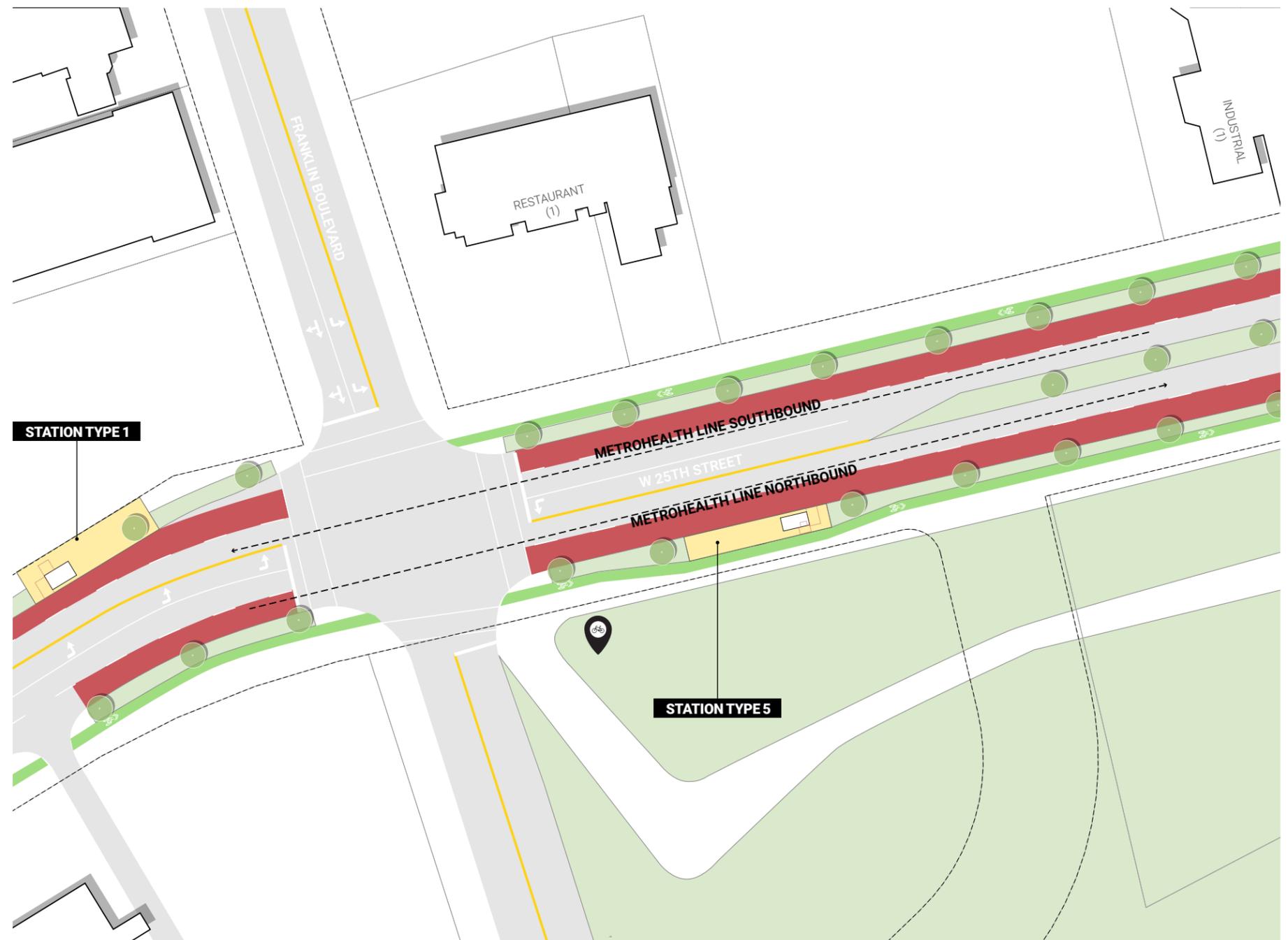
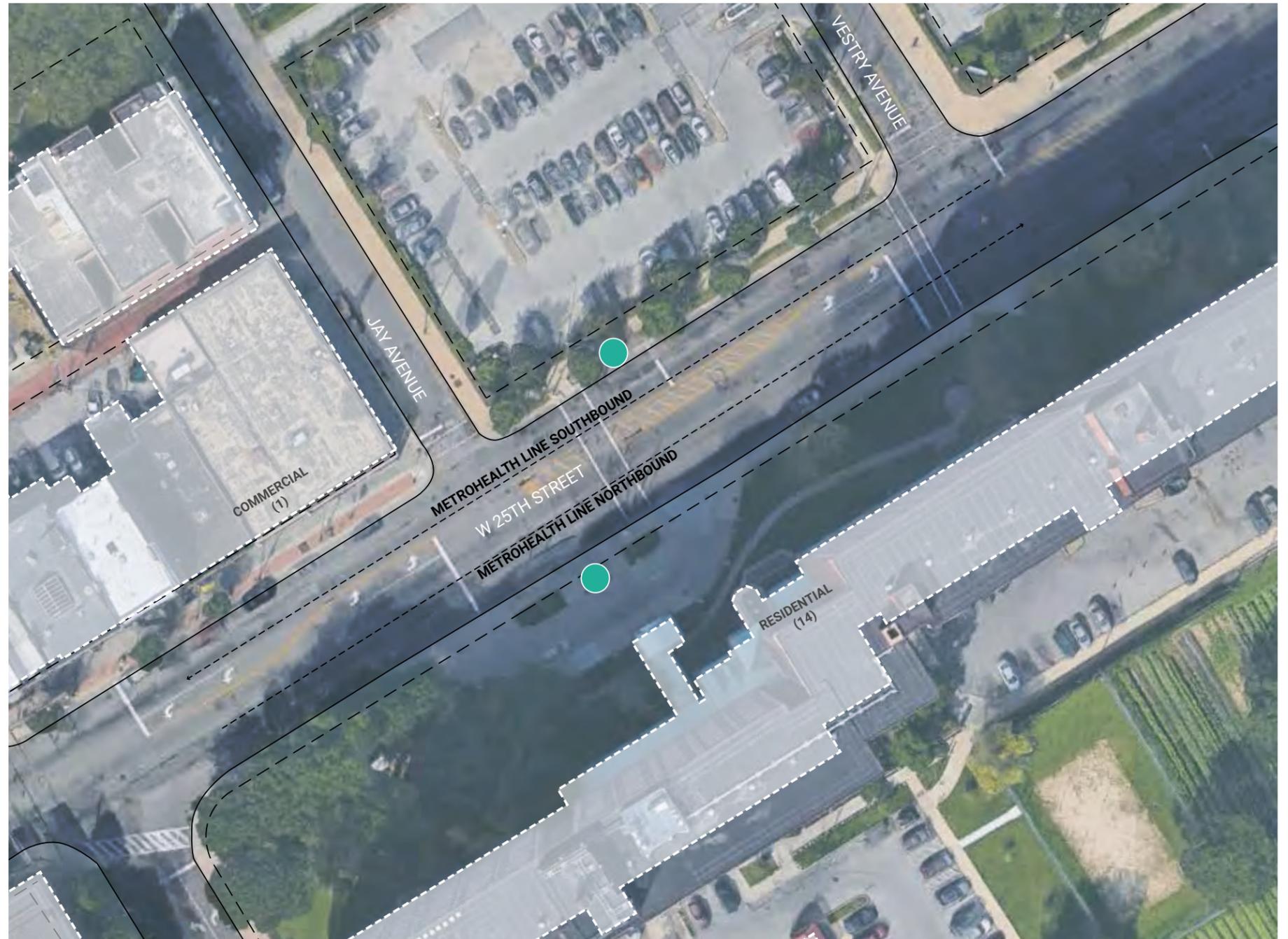
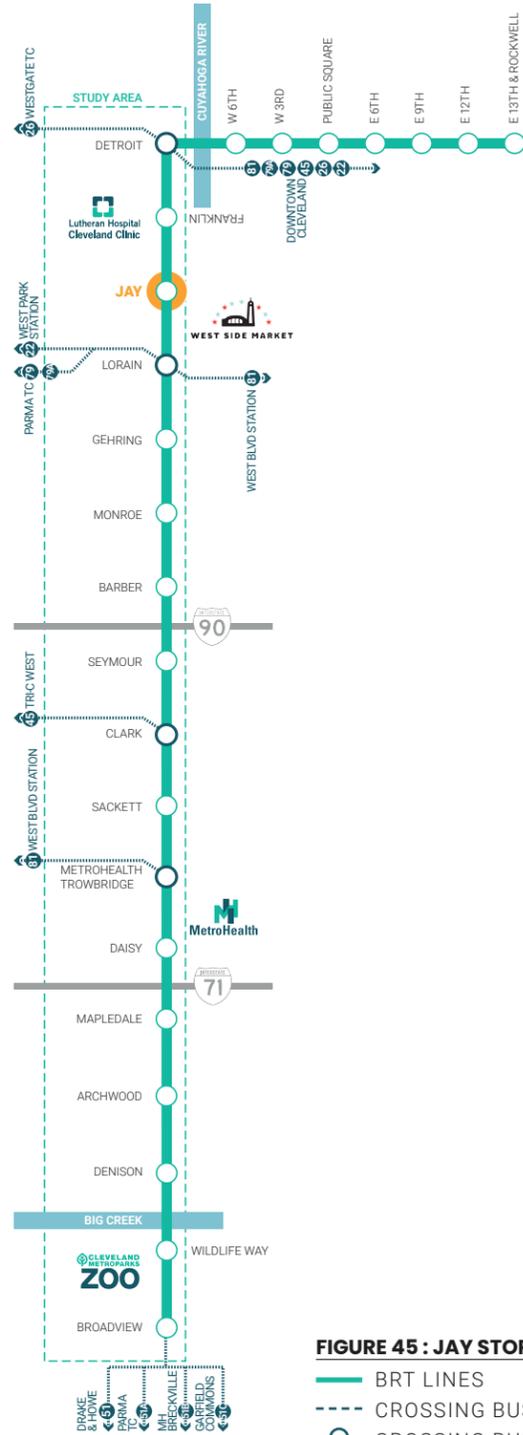


FIGURE 44 : FRANKLIN PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY
- 🚲 MICROMOBILITY CORRALS
- 📍 SCALE: 1" = 60'
- * DIAGRAMMATIC PLAN

JAY STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



JAY PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 5 Cycletrack Station, maintain existing location

The existing stop location optimizes access to the Riverview multi-family high-rise residences immediately behind it; this location also provides the closest crosswalk location to the Jay Ave intersection. The Type 5 station accommodates – but reconfigures - the existing bike lane.

Southbound: Type 1 Wide Station, maintain existing location

The approximately 16-foot wide sidewalk/amenity zone allows for the introduction of the widest station, with the potential to use the adjacent parking lot planting buffer if needed and if a private property agreement could be reached. Existing retail/restaurant land uses and high-density suggests the use of the most generously sized station possible. Although this nearside location is operationally less desirable than a farside location, moving the station to the other side of the intersection would reduce the amount of space available for existing outdoor dining and retail uses.

Micromobility Facilities

The high density of residential, combined with existing retail/dining uses, suggest the potential for a future bike share station. Since neither north- nor southbound stations have sufficient space for a docked facility, a private property location on adjacent residential property (northbound side) could be considered.

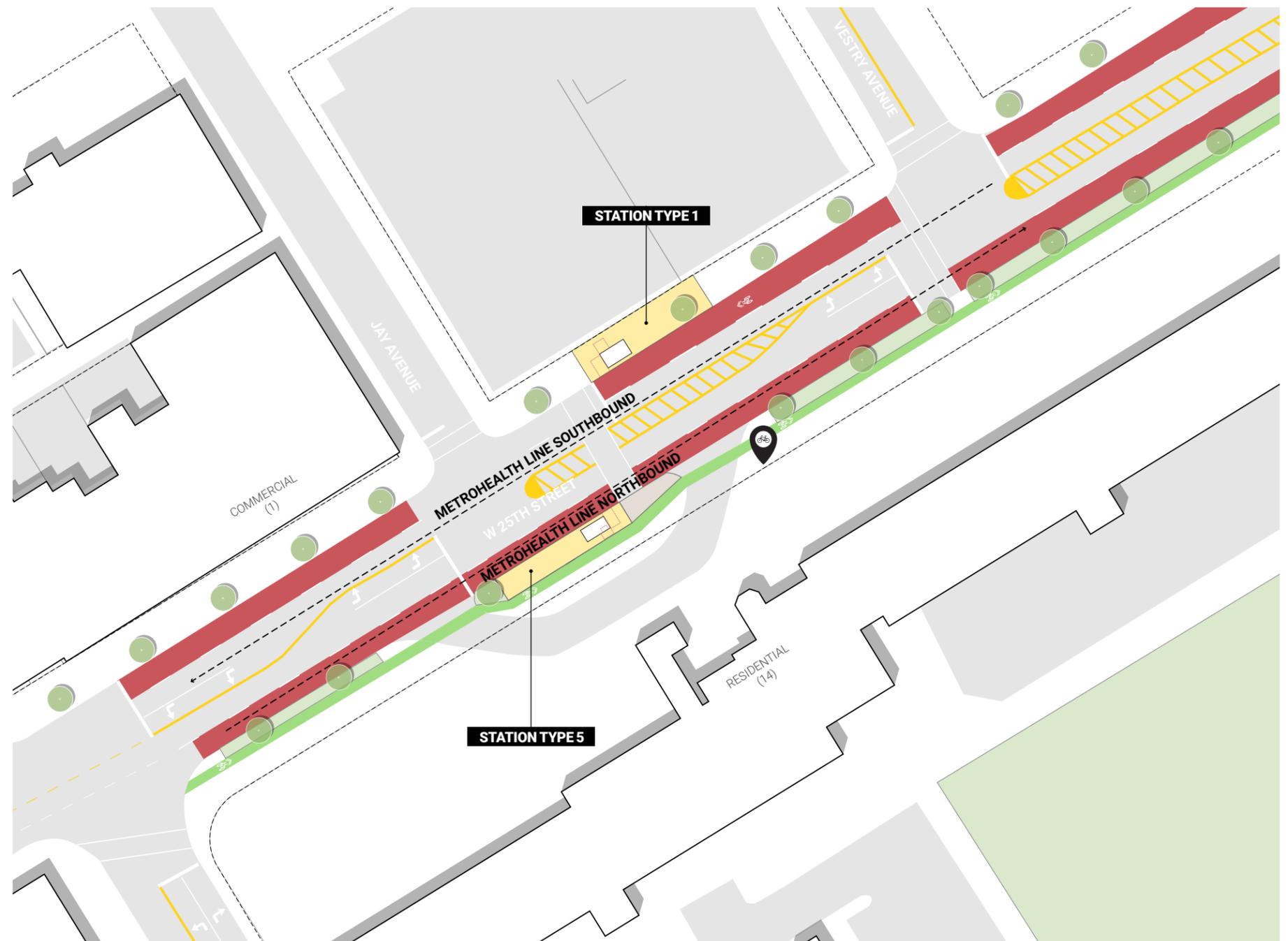


FIGURE 47: JAY PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY
- 🚲 MICROMOBILITY CORRALS
- SCALE: 1" = 60'
- * DIAGRAMMATIC PLAN

LORAIN STATION EXISTING CONDITIONS

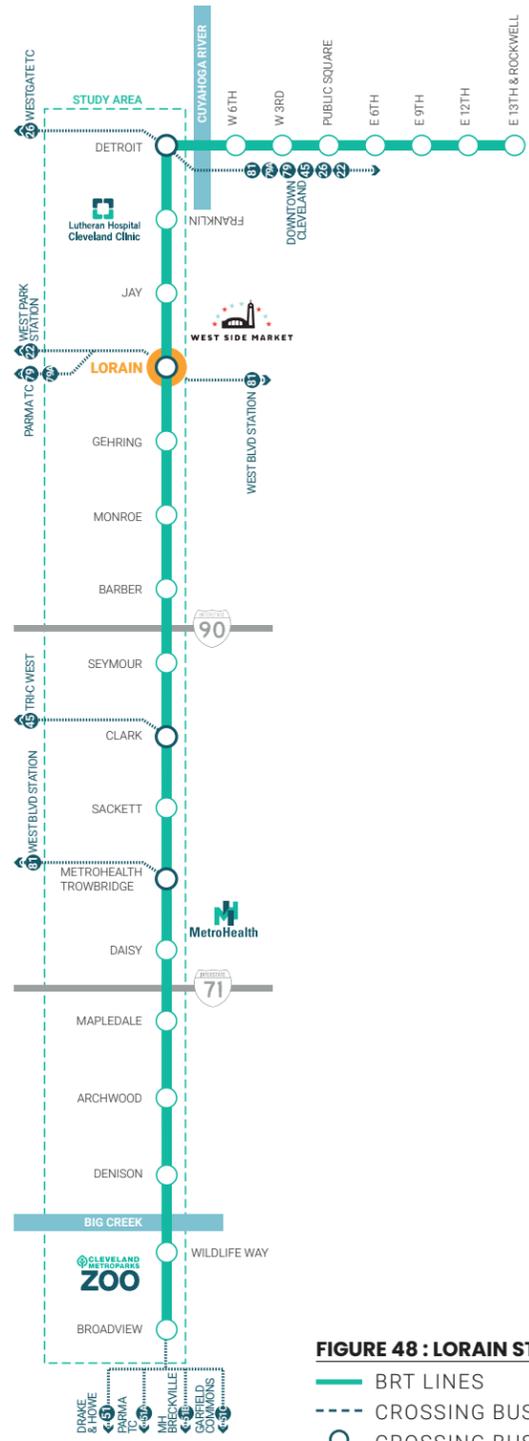


FIGURE 48 : LORAIN STOP LOCATION

- BRT LINES
- CROSSING BUS LINES
- CROSSING BUS STATIONS

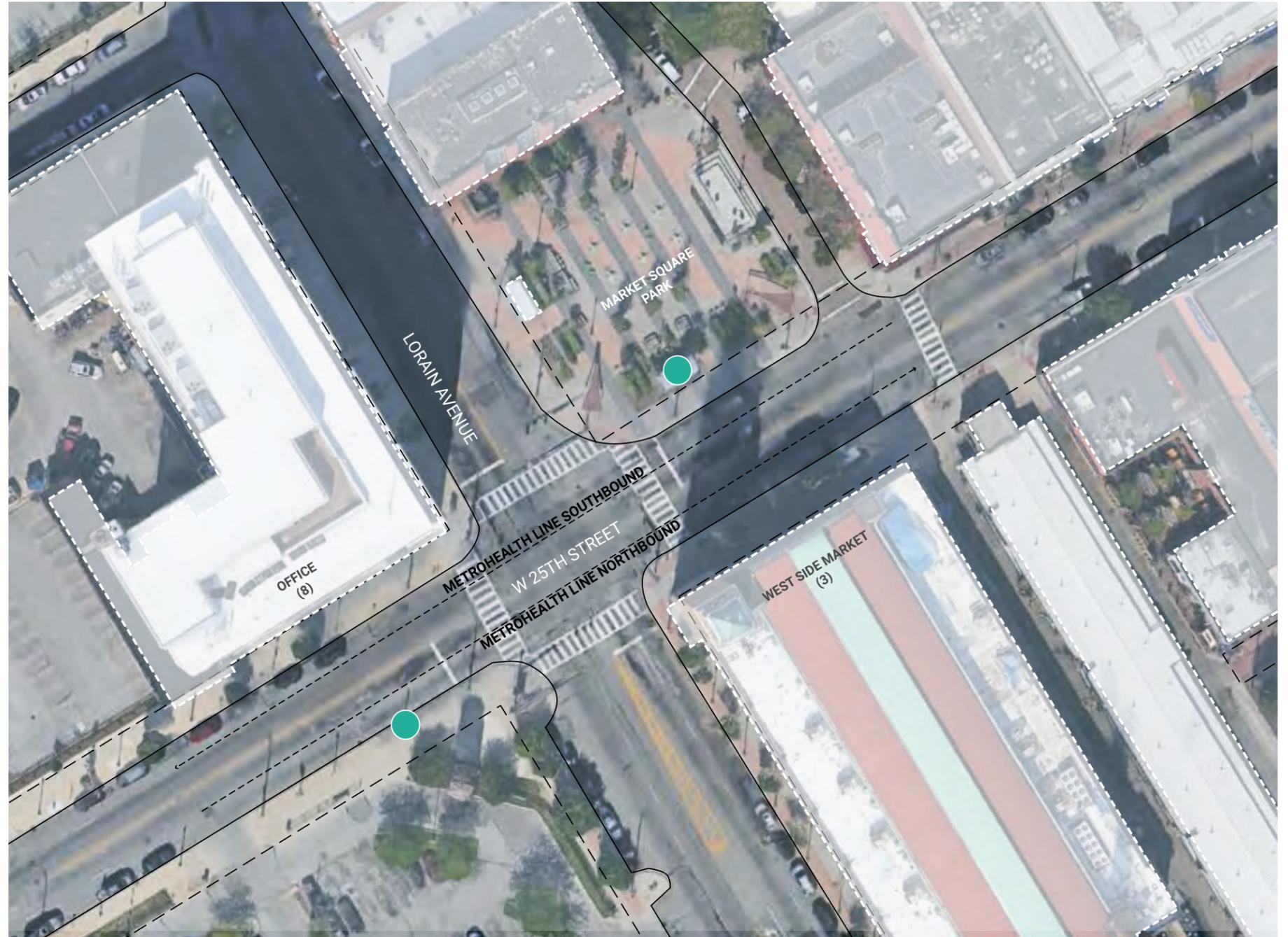


FIGURE 49 : LORAIN STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



LORAIN PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 1 Wide Station, maintain existing location

This station will serve Cleveland's beloved West Side Market, a major W. 25th destination. Due to the heavy pedestrian activity directly in front of the market, it is recommended that the station retain its current location across the street from the Market on the southeast corner of the Lorain intersection. This block itself is slated for imminent redevelopment, and may require slight changes to the proposed streetscape to maintain station location. Given heavy ridership in the area – anticipated to increase with the retail/residential mixed use to be built soon - the Type 1 Wide station should be used.

Southbound: Type 'Special', maintain existing location and furnishings

The existing stop was designed as an integrated part of Market Square Park, with a custom-selected shelter set at back of sidewalk and within the park itself. In order to maintain the integrity of the park design, BRT enhancements to this station should be minimal. A pylon may be placed immediately south of the existing shelter, which will require small alterations to the existing planting bed.

Micromobility Facilities

A popular corridor destination with densifying residential uses, this location could benefit from bike share. Potential locations could include Market Square park, or within the parcel of the new mixed use development on the southeast corner.



FIGURE 50 : LORAIN PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

GEHRING STATION EXISTING CONDITIONS

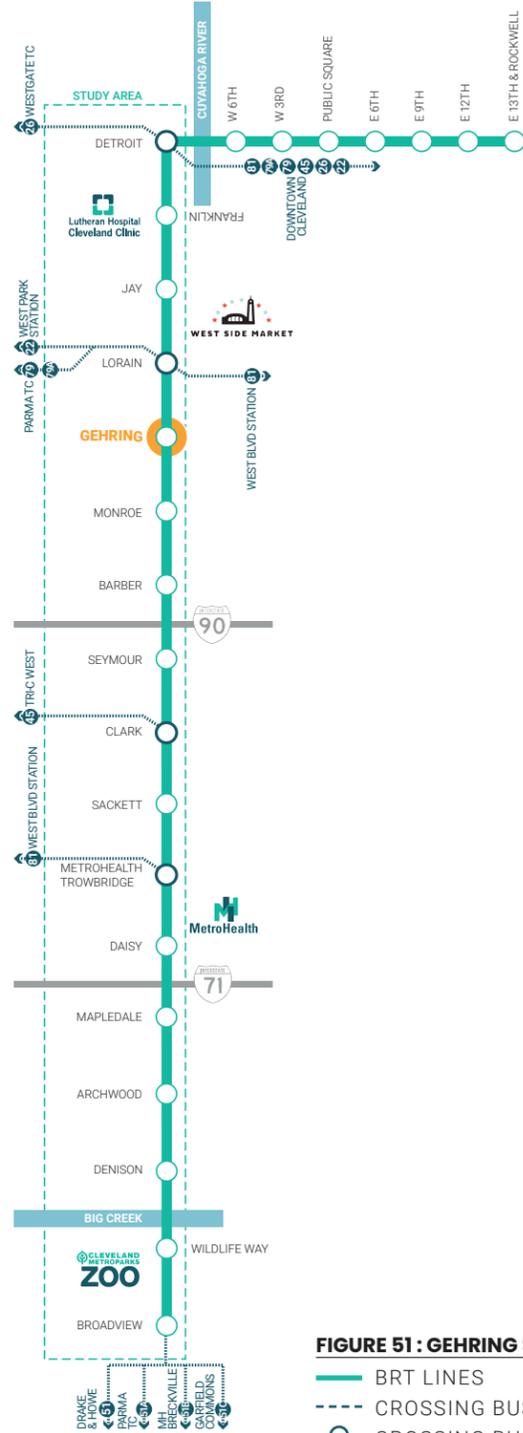


FIGURE 52 : GEHRING STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



GEHRING PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 1 Wide Station, maintain existing location

The existing farside station location optimizes operations, and places riders closest to existing and soon-to-be built residential and retail uses. While the existing 9.5-foot wide sidewalk cannot accommodate the recommended Type 1 station, plans for the future mixed-use develop suggest adequate space for a private property agreement, whether for a Type 1 or Type 2 station. If neither station type is amenable to the developer, a minimal agreement for one additional foot of space would allow a Type 3 station.

Southbound: Type 1 Wide Station, maintain existing location

It is recommended that this station stay in its present location, to take advantage of the existing crosswalk on the north leg of the station. While moving the station to the farside would optimize service, a station in this location would require a new crosswalk across the southern leg of the intersection where one does not exist, and the skewed geometry of the intersection would require the relocated station to slide significantly south of the intersection to accommodate a 60-foot bus without obstructing the new diagonal crosswalk.

Micromobility Facilities

No special micromobility facilities are recommended.

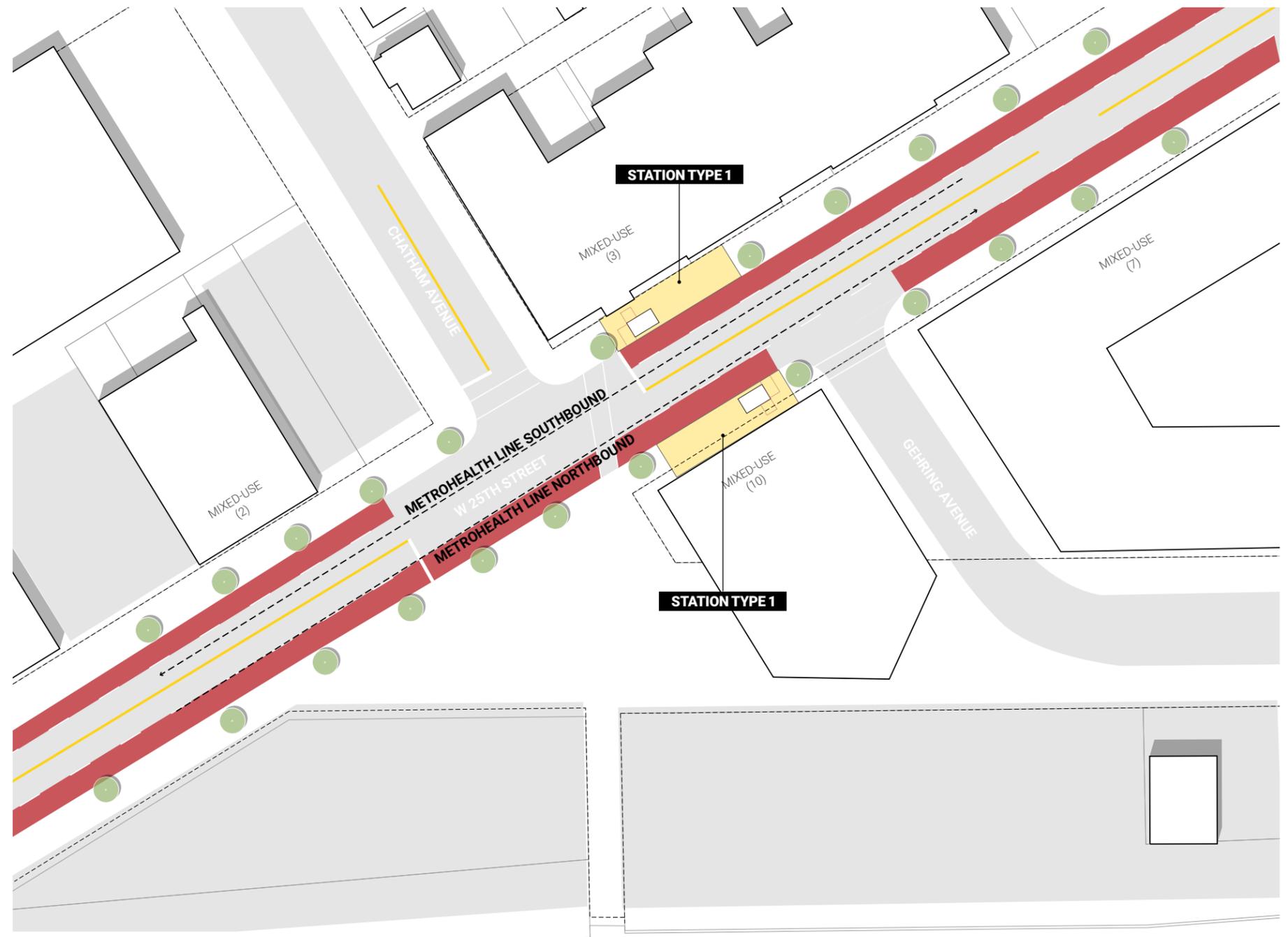


FIGURE 53 : GEHRING PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

MONROE STATION EXISTING CONDITIONS

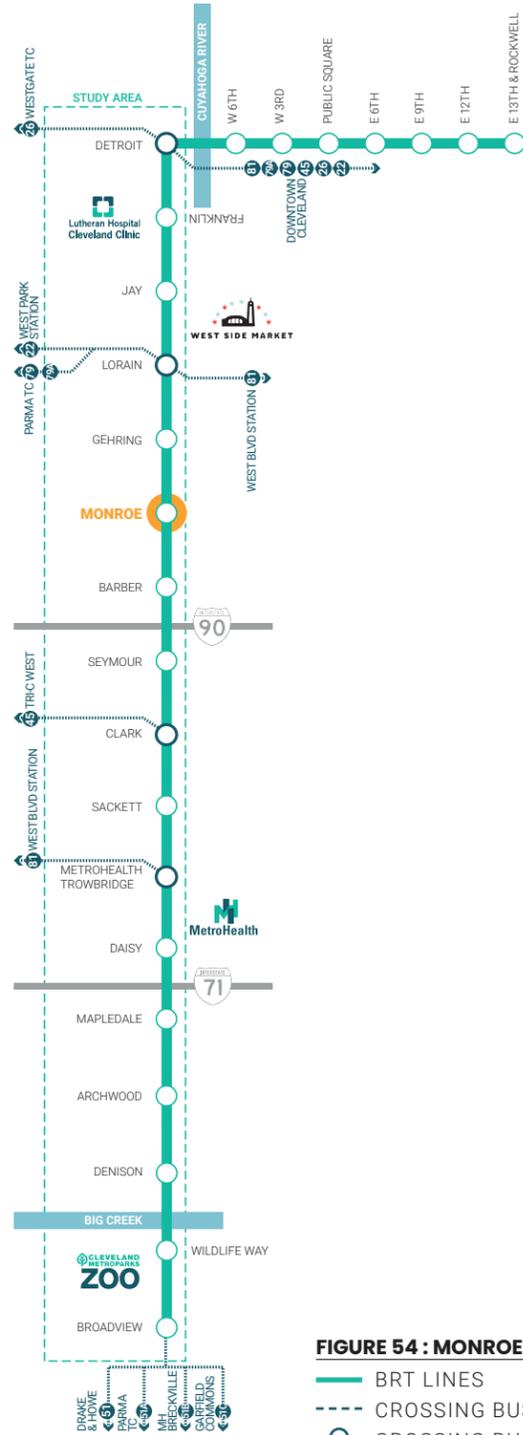


FIGURE 54 : MONROE STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS



FIGURE 55 : MONROE STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



MONROE PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 2 Regular Station, maintain existing location

Both the north- and southbound stops sit on a bridge structure above the Red Line rail tracks and future Red Line Greenway. As such, both locations are constrained by existing sidewalk width and bridge walls; concept-level measurements show both sidewalks at 15 feet in depth, just one foot too narrow for a Type 1 Wide station. The northbound stop should maintain its nearside location, to optimize connectivity with the Red Line Greenway connection just south of the bridge.

Southbound: Type 2 Regular Station, slide south

The southbound station should maintain its approximate existing location for optimal connectivity to the future Red Line Greenway and adjacency to the existing crosswalk. This location also offers operational efficiency as a farside stop, but will need to slide further south to accommodate the longer BRT buses without obstructing the crosswalk.

Micromobility Facilities

This station's relationship with the future Red Line Greenway suggests high potential use of a micromobility corral. The hub should be placed south of the northbound station, just at the access point to the connector trail leading to the Greenway.

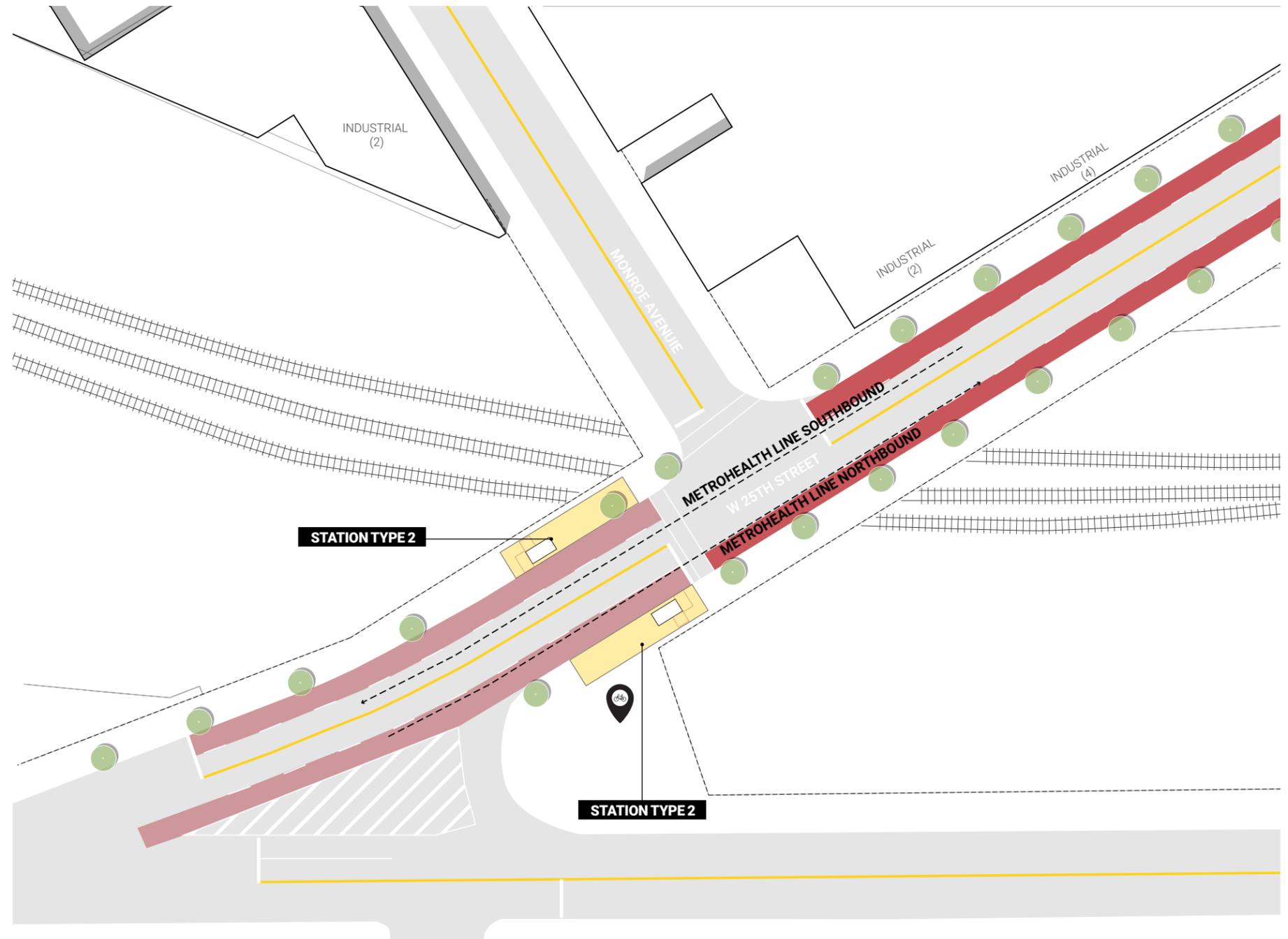


FIGURE 56 : MONROE PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY
- 🚲 MICROMOBILITY CORRALS
- SCALE: 1" = 60'
- * DIAGRAMMATIC PLAN

BARBER STATION EXISTING CONDITIONS

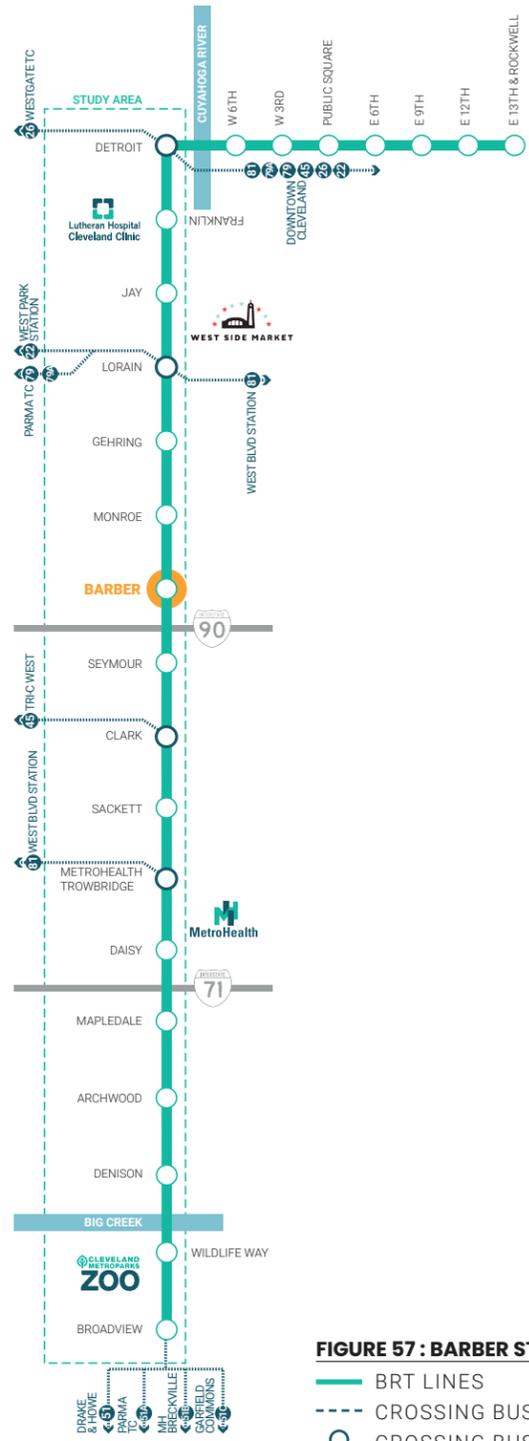


FIGURE 57 : BARBER STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS



FIGURE 58 : BARBER STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



BARBER PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 2 Regular Station, move to northeast corner of intersection

Moving this station to the northeast side of the intersection will decrease out-of-direction movement and increase patron safety by placing the station closer to the intersection and existing origins and destinations, as well as eliminating the need to cross the highway on-ramp. This location will also reduce potential conflict between stopped buses and vehicles wishing to access the on-ramp immediately north of the existing stop. extra on-ramp crossing. While there may be potential for a Type 1 station if the adjacent factory is willing to modify their fenced planting area, the approximately 9.5-foot sidewalk will accommodate Type 2 station with a 6" narrower sidewalk behind the shelter.

Southbound: Type 2 Regular Station, move to southwest corner of intersection

Moving this station to the southwest corner of the Barber intersection will provide an intuitive visual pairing with the northbound location, and will place the station closer to a larger number of properties. Adjacent to a surface parking lot with a planted buffer, this location may offer the opportunity for a Type 2 station (with shelter) via private property agreement, whereas the existing, more southern location near Vega Ave has only an 8'-wide sidewalk backed by an existing building, leaving no room for a shelter (Type 4 platform).

Micromobility Facilities

No special micromobility facilities are recommended.

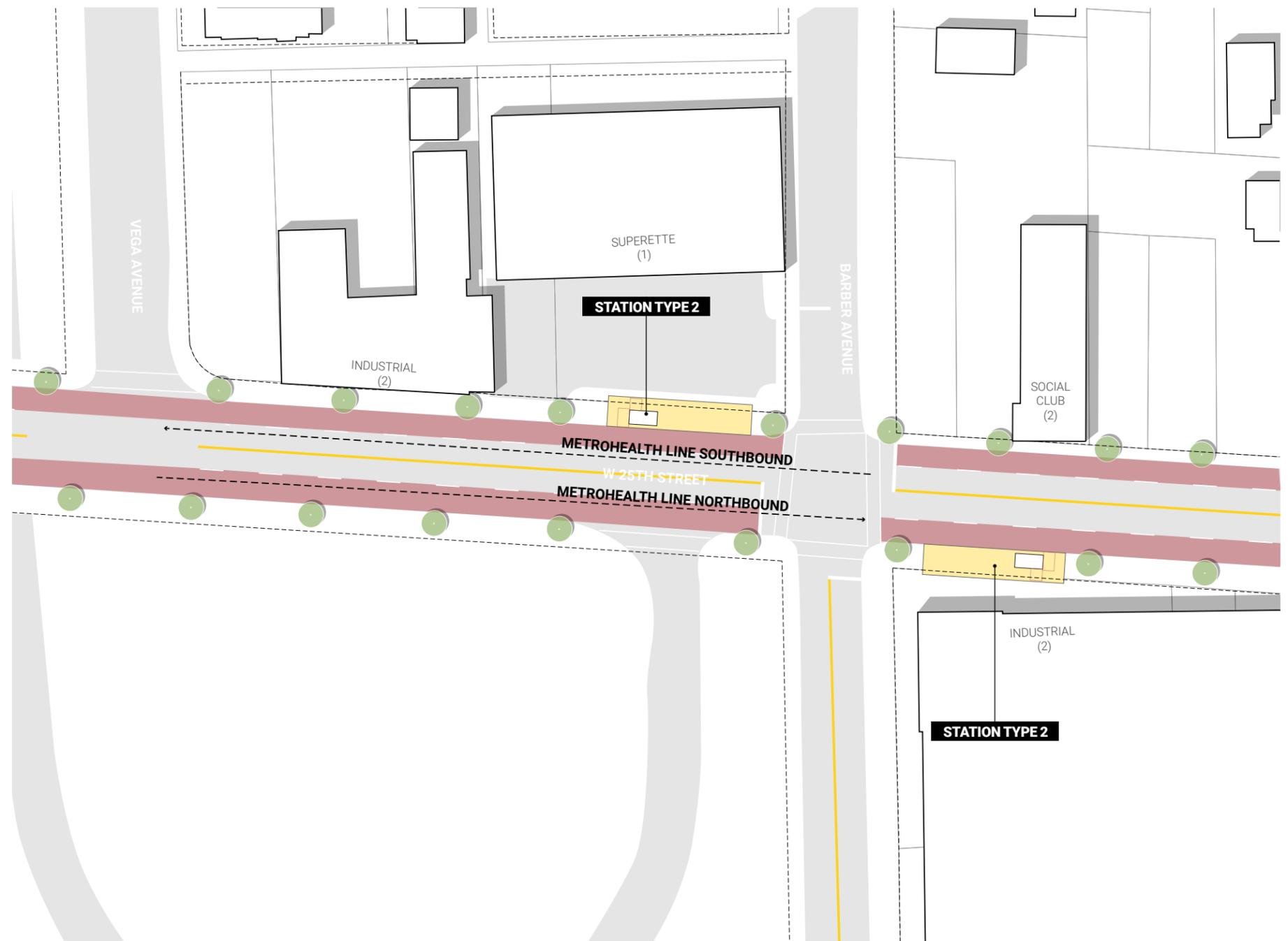


FIGURE 59 : BARBER PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

SEYMOUR STATION EXISTING CONDITIONS

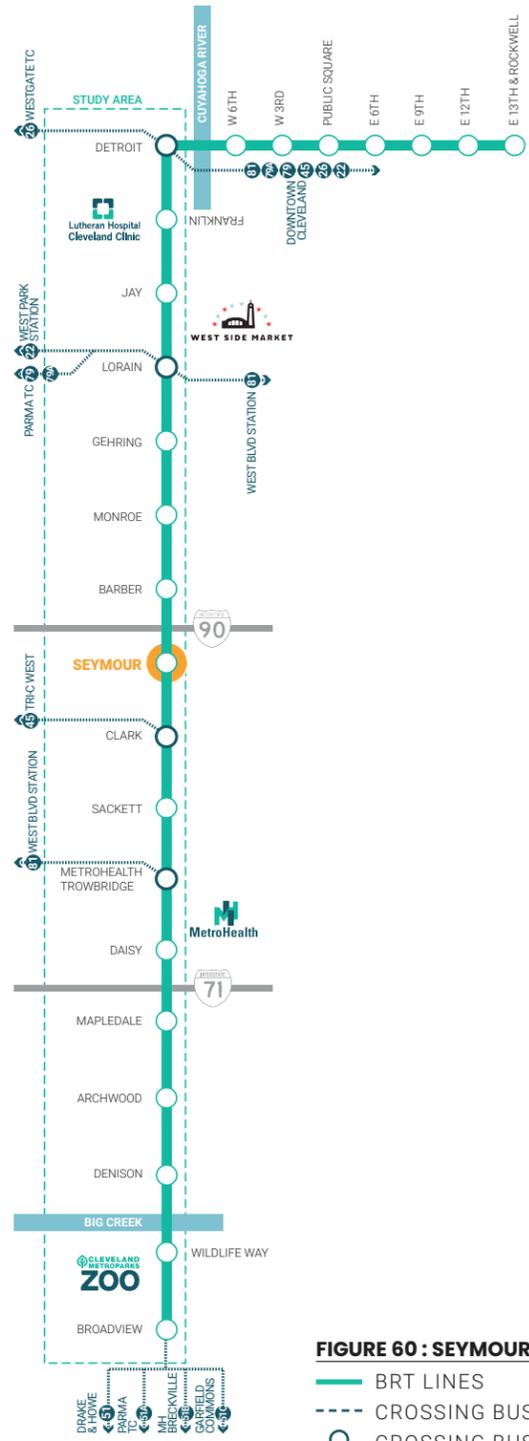


FIGURE 60 : SEYMOUR STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS



FIGURE 61 : SEYMOUR STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



SEYMOUR PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 2 Regular Station, move to northeast corner of intersection

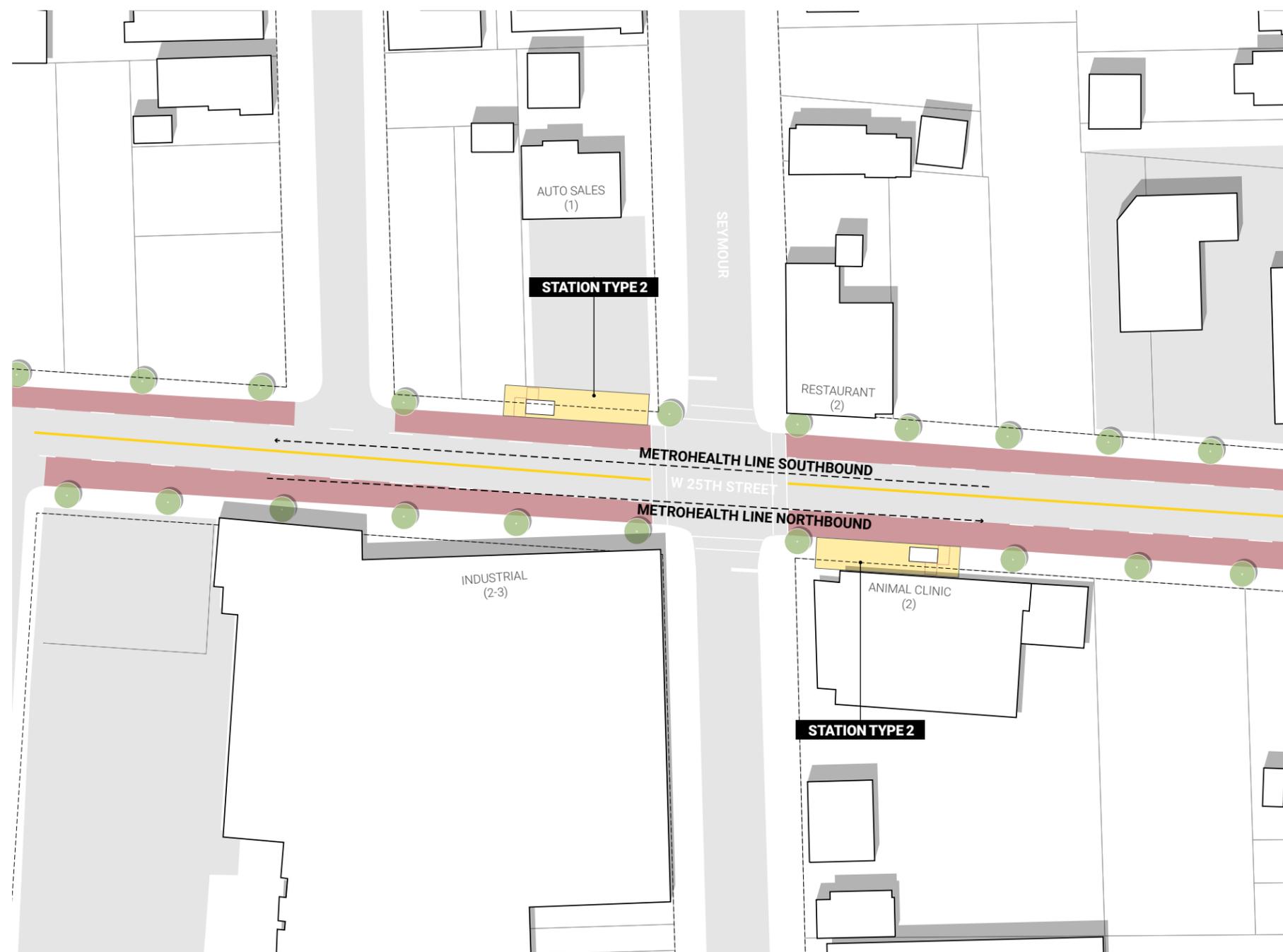
Moving the station to the northeast corner of the intersection provides room for a more comfortably sized station than could be provided at the existing stop on the southeast corner. This location also places patrons adjacent to the crosswalk at this unsignalized intersection. It should be noted, however, that the building on the southeast corner is slated to be redeveloped as an arts complex, and if these plans come to fruition in advance of BRT construction, station location should be re-evaluated. Depending upon location of the front door and the owner's interest in integration of the station into their façade/streetscape design, it may be advantageous to locate the station on the southeast corner to better serve the arts destination; this location would also require introduction of a new crosswalk across the south leg of the intersection.

Southbound: Type 2 Regular Station, slide north

Moving this station north to southwest corner of the intersection will provide the visual pairing mentioned at previous stations, and place patrons closer to the existing crosswalk across 25th St, which is lacking at the current location near the 'T' intersection with Erin Ave. It is recommended that the Seymour intersection – which currently has crosswalks across the east, west and south legs - be upgraded with a southern crosswalk in tandem with station construction. Adjacent low-intensity surface parking/car sales use provides opportunity for a Type 2 station via private property agreement.

Micromobility Facilities

No special micromobility facilities are recommended.

**FIGURE 62 : SEYMOUR PROPOSED STATIONS**

- | | | | |
|-----|-----------------------------|---|--------------------|
| (X) | STRUCTURE HEIGHT IN STORIES | ● | 24/7 GUIDEWAY |
| --- | RIGHT OF WAY | ● | PEAK HOUR GUIDEWAY |
| --- | PARCELS | | |

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

CLARK STATION EXISTING CONDITIONS

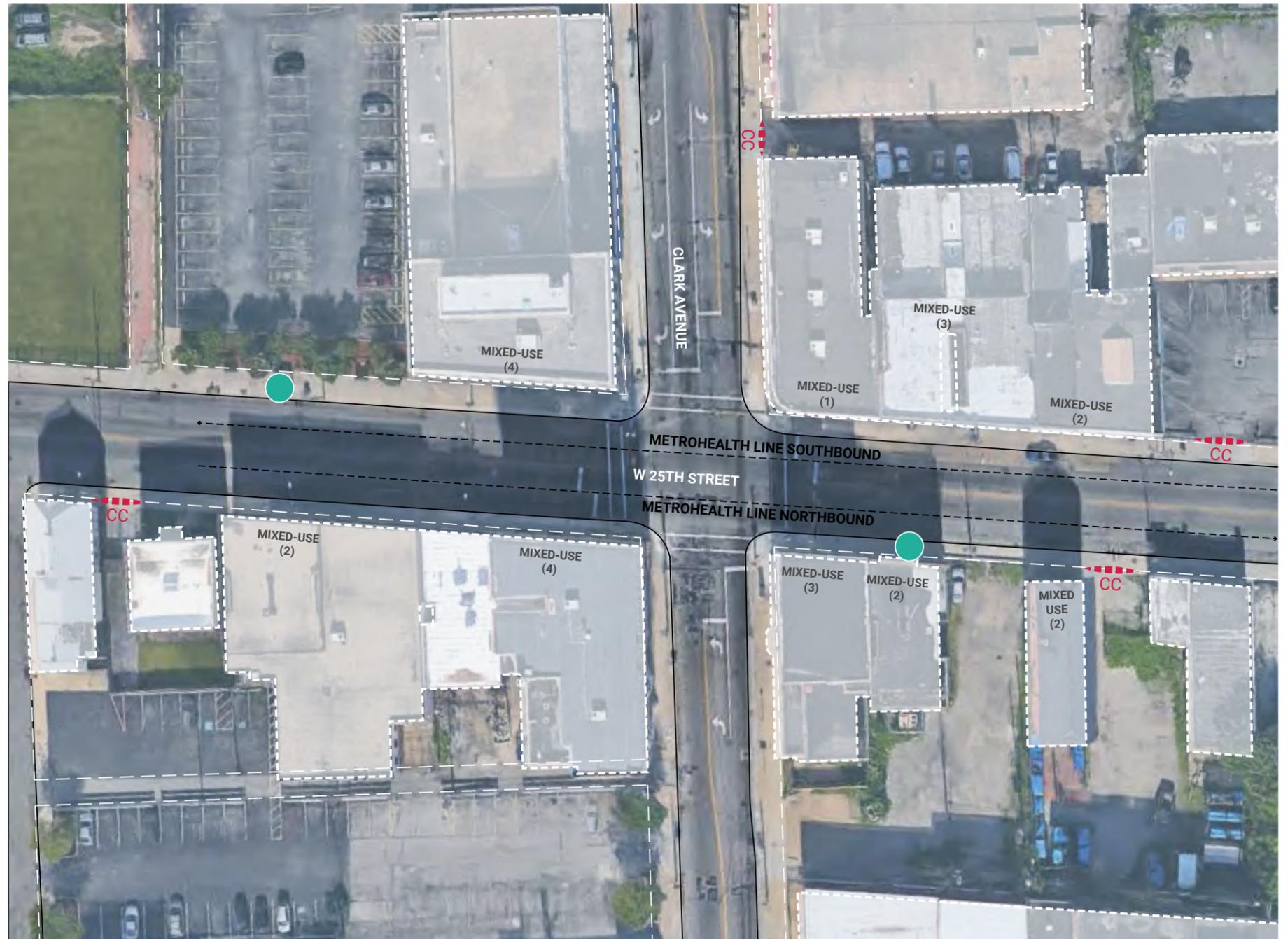
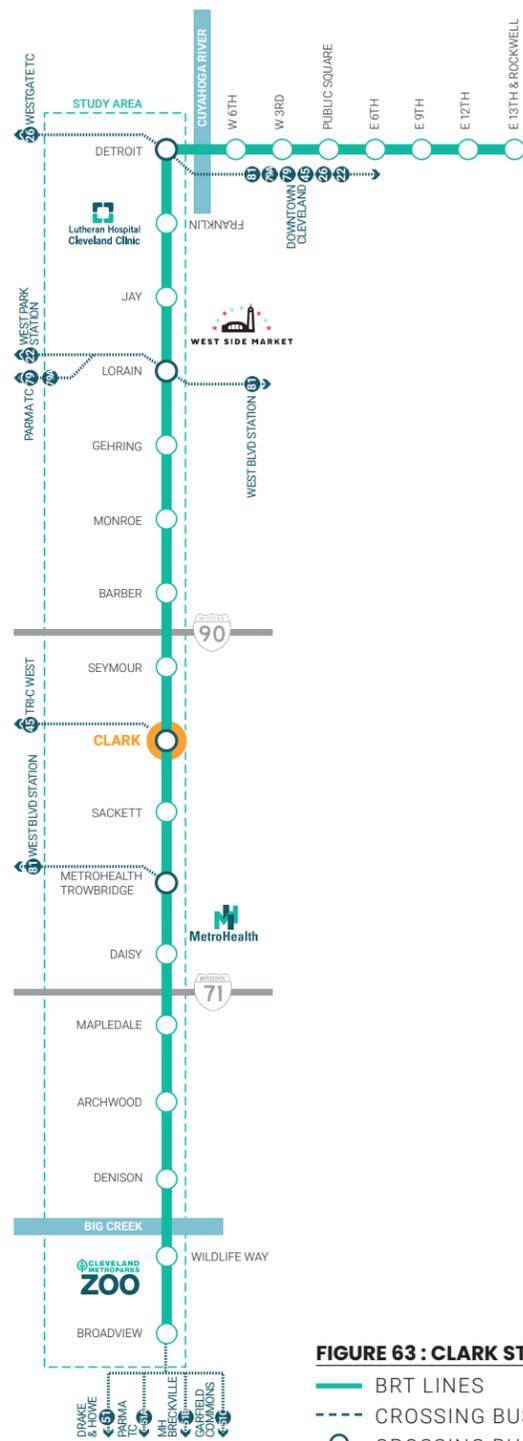


FIGURE 64 : CLARK STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



CLARK PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 2 Regular Station, slide north

Moving the station approximately ten feet north provides the opportunity for a private property agreement with the adjacent vacant/parking lot. This shift is needed to provide additional width and 'breathing room' for passing pedestrians and to accommodate the longer BRT buses. The narrow width of the vacant lot and zero-lot lines of the buildings to its north and south suggest that the exact positioning of the station will need to be optimized at the design/engineering stage.

Southbound: Type 1 Wide Station, maintain existing location

The existing station location on the southwest corner provides a comfortably wide station, visual pairing with the northbound stop and operational efficiency from its farside location. The existing 14-foot sidewalk is backed by an approximately 12' wide planted buffer so that a small private property agreement could achieve the ideal Type 1 station. The existing stop is 105-feet south of the intersection, however, so that if a private property agreement is not achieved and a Type 2 station is needed, the station should slide north to be closer to the corner and crosswalks. In this case, location should ensure appropriate lineal space for the longer BRT buses.

Micromobility Facilities

No special micromobility facilities are recommended.

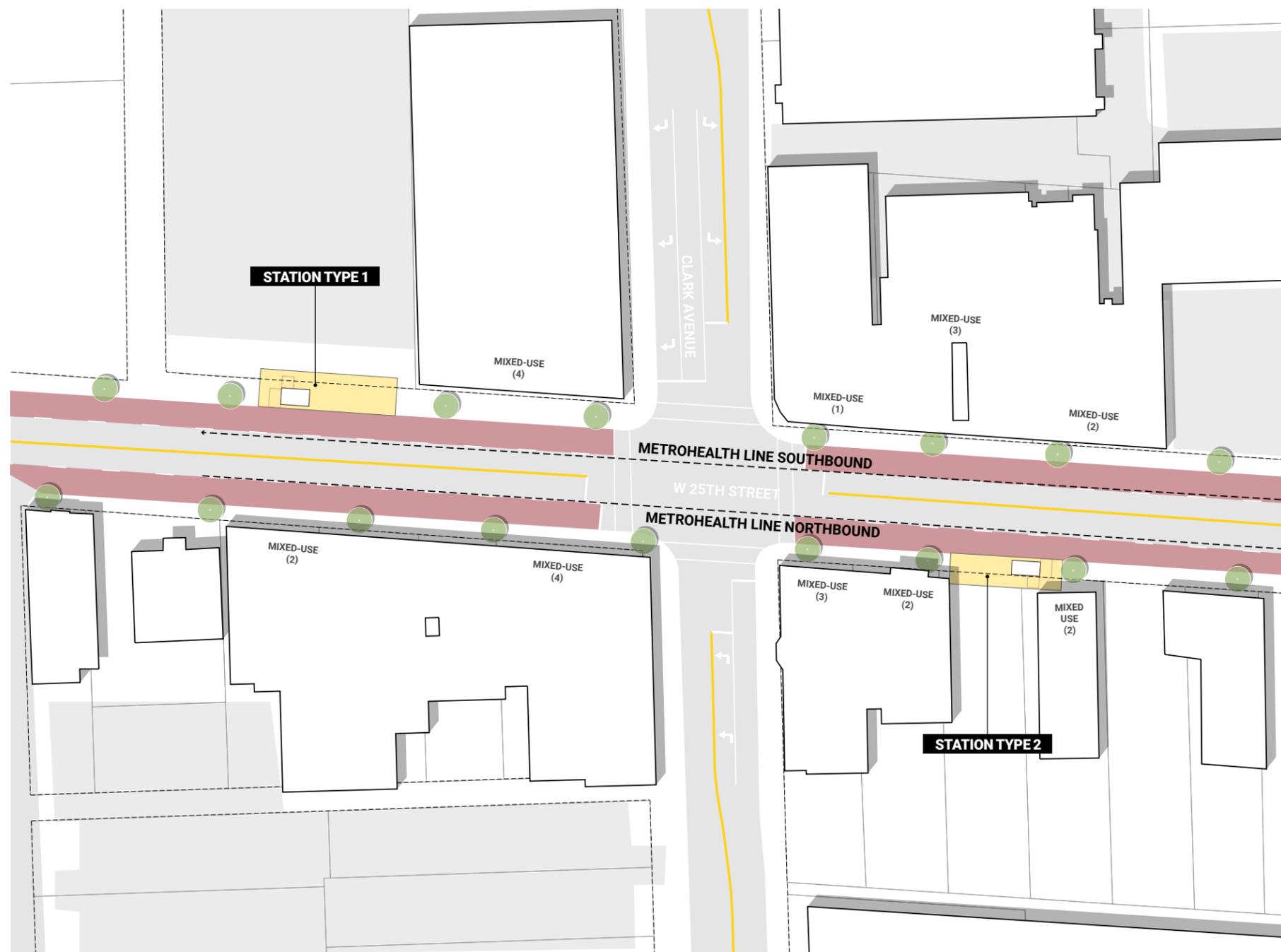
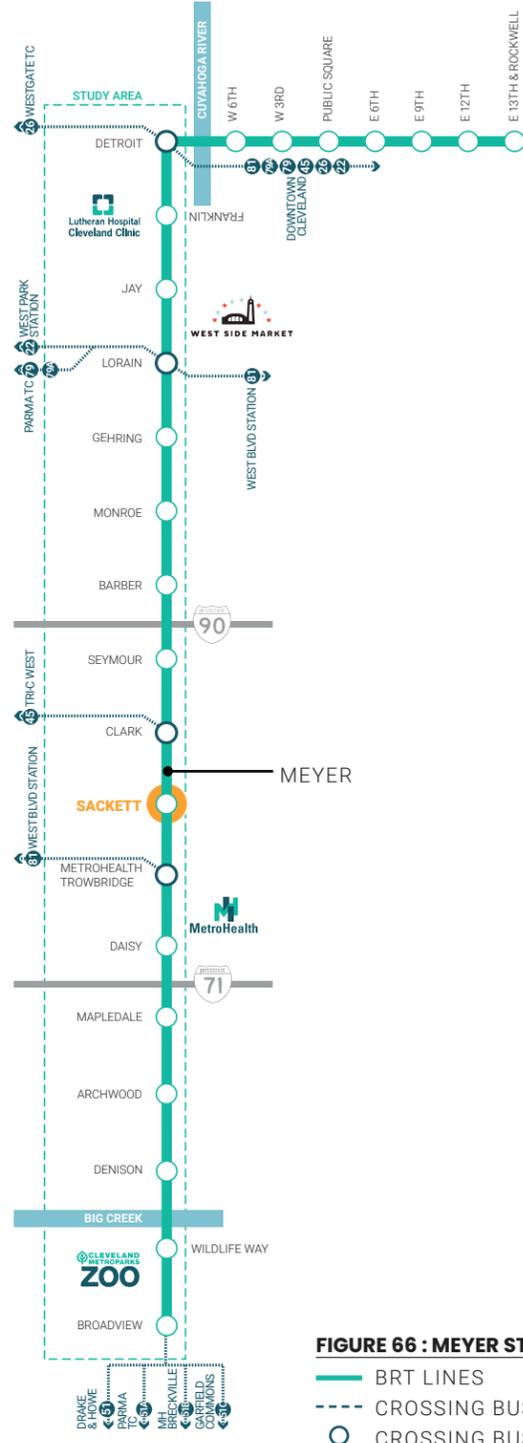


FIGURE 65 : CLARK PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

SACKETT STATION EXISTING CONDITIONS – ALTERNATE STATION AT MEYER



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



SACKETT PROPOSED STATION LOCATION – ALTERNATE STATION AT MEYER

RECOMMENDATIONS

This study recommends that the Meyer Ave be considered as an alternate or additional location for the Sackett Station. The Meyer location would provide more consistent spacing between stops in the MetroHealth area, including more proximate service to Lincoln West High School. Located one block west of the corridor with its main entrance mid-block between Meyer and Altern Aves, Lincoln West’s main entrance is approximately 1700’ from the proposed Clark Station and 1500’ from the proposed Sackett station. A station at Meyer would reduce this distance to approximately 900’.

Northbound: Type 1 Wide Station, new location

The station should be located on the northeast corner of the intersection, providing for enhanced operational efficiency. While the sidewalk is only 9-feet wide, the vacant lot beyond provides opportunity for a Type 2 Regular station via private property agreement. If property owner is amenable, a Type 1 Wide station could be called for given the likely ridership from the high school.

Southbound: Type 2 Regular Station, new location

The station should be located on the southwest corner of the intersection, approximately 100’ south of the existing crosswalk. While both corners have constrained 8-foot sidewalks with buildings at back edge, this location would allow front door access in front of the adjacent vacant lot, allowing opportunity for a modified Type 2 station with expanded station width at the front door. The age and condition of the two buildings between the vacant lot and the intersection suggest that these parcels, along with the vacant lot itself, may be candidates for redevelopment; if redevelopment were to take place the entire length of the station could be widened via appropriate development setbacks.

Micromobility Facilities

Although the proximity of the high school suggests good potential for micromobility usage, such a hub is more likely to be located in front of the school itself.

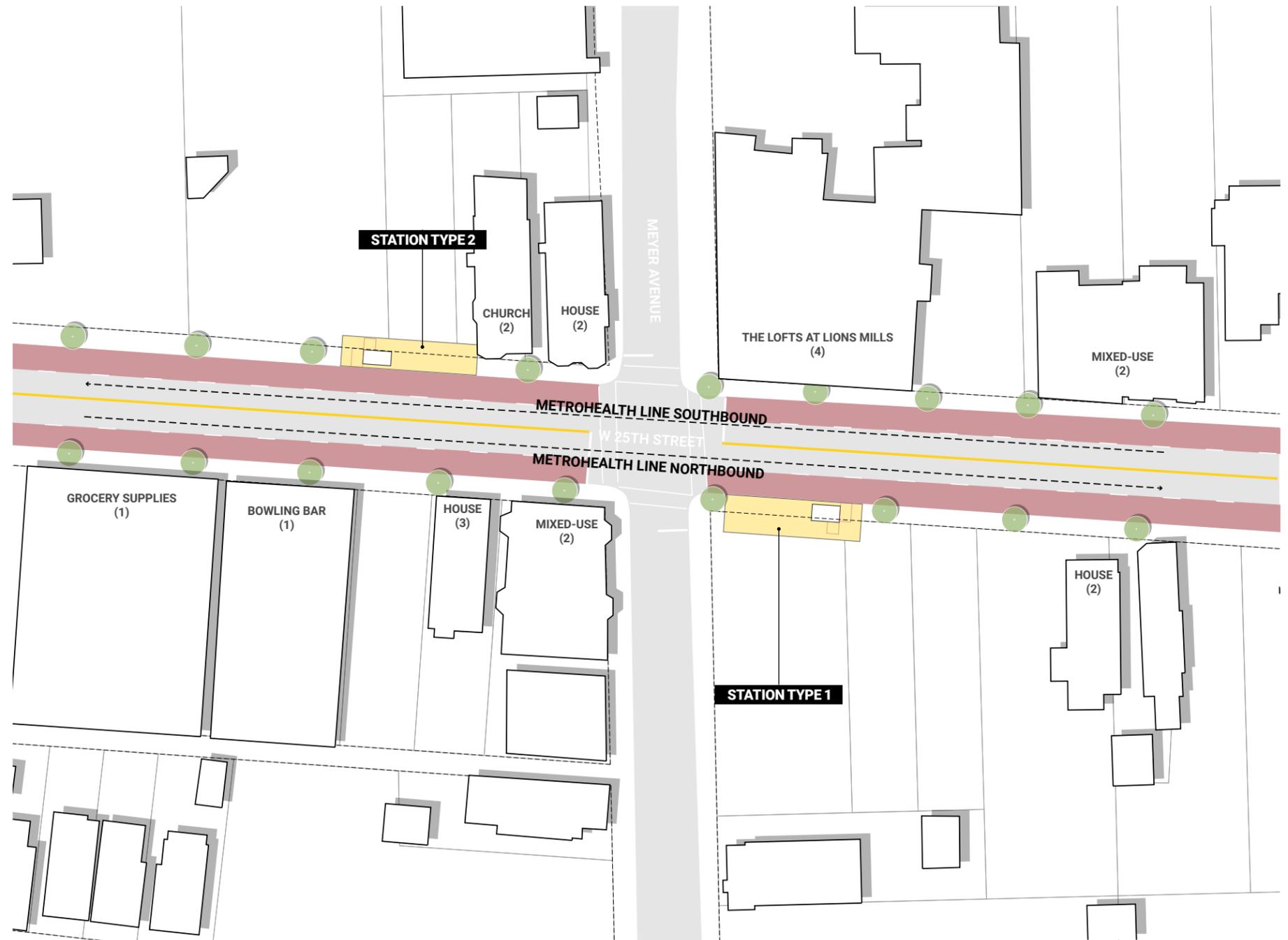


FIGURE 68 : MEYER PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

* DIAGRAMMATIC PLAN

SACKETT STATION EXISTING CONDITIONS

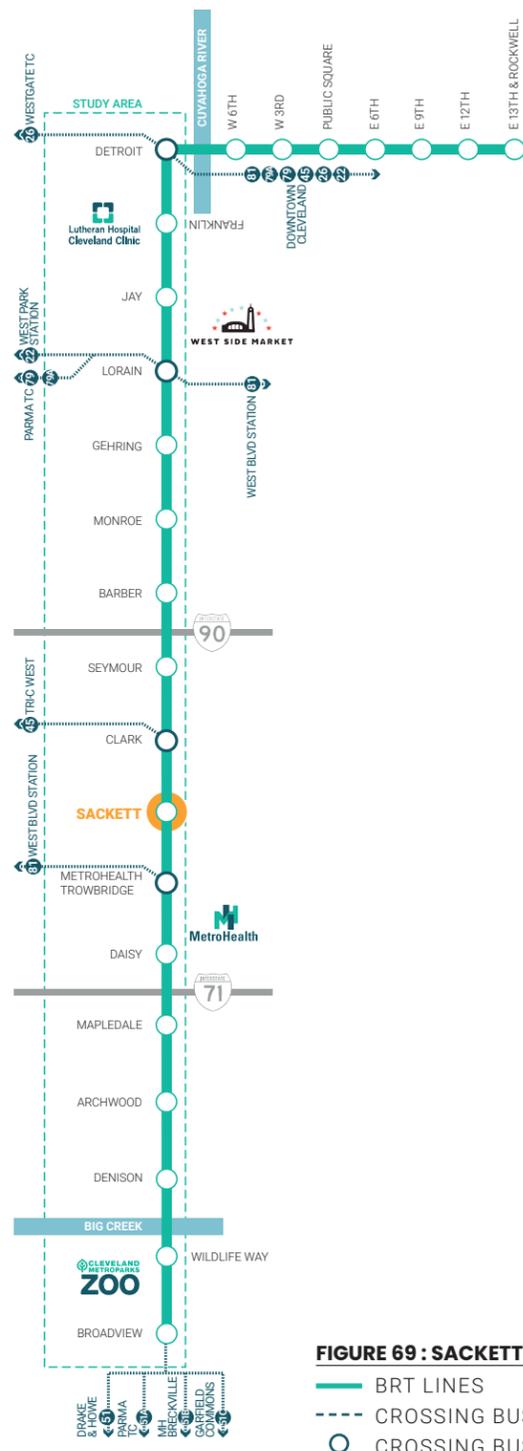


FIGURE 69 : SACKETT STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS

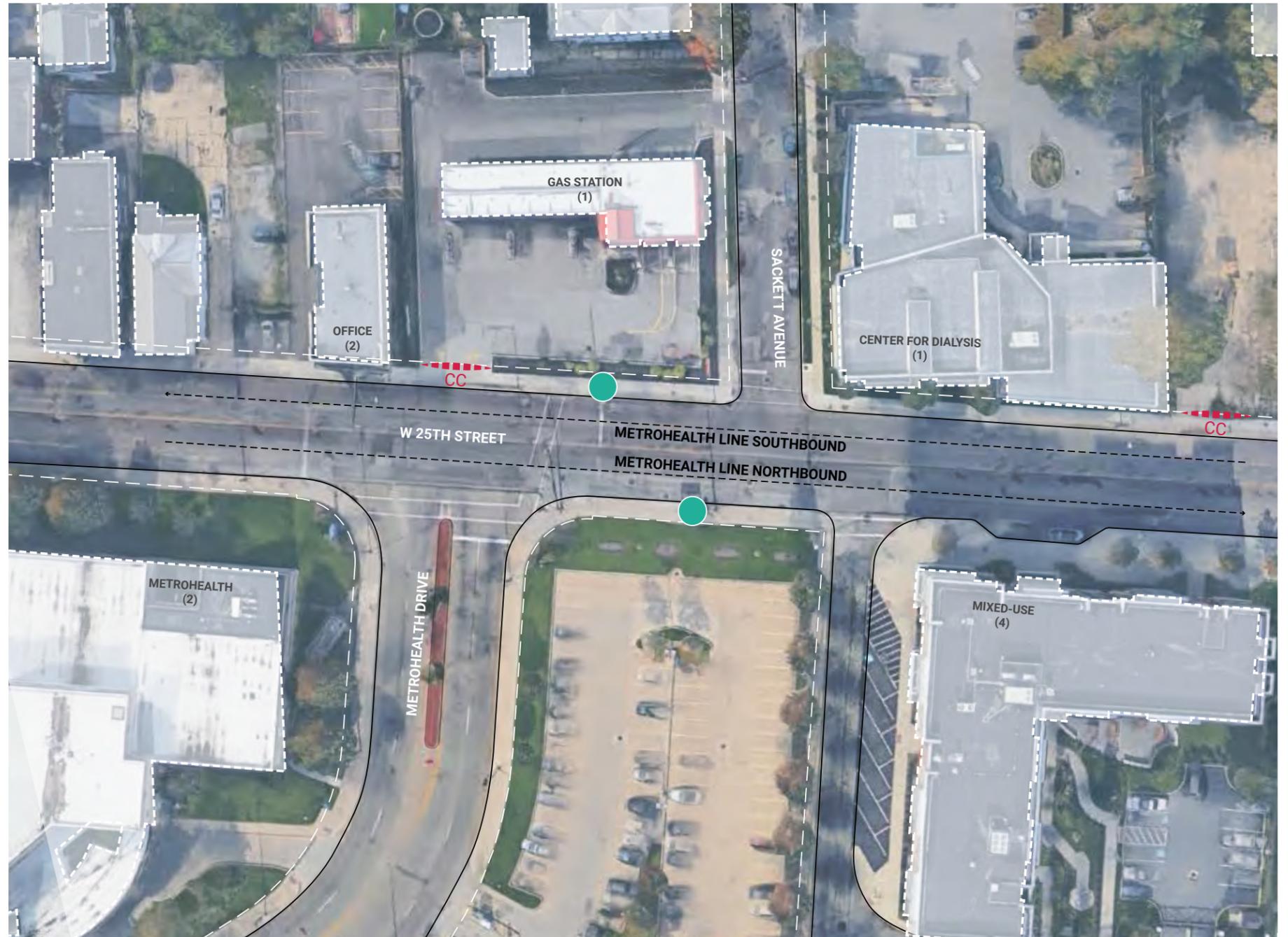


FIGURE 70 : SACKETT STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



SACKETT PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 1 Wide, slide north

Although the existing stop has only a 9-foot wide sidewalk, it is backed by lawn and surface parking that offers the opportunity for a private property agreement to provide a wider station. This parcel is slated for near-term redevelopment by MetroHealth, and immediate coordination will be needed to ensure the station is integrated into redevelopment plans. The station will need to slide slightly north to accommodate the longer BRT buses; a reduced curb radius on the northeast corner of the MetroHealth Dr/W. 25th intersection should also be considered to reduce pedestrian crossing distance parallel to the corridor and provide additional flexibility for the crosswalk across the W. 25th Corridor.

Southbound: Type 1 Wide Station, maintain existing location

The existing location is preferred over an alternate location immediately north of Sackett Ave, due to the existing stop's proximity to the existing, signalized W. 25th pedestrian crossing. The existing stop occupies a 10' sidewalk backed by 7' of planting buffer in front of a car wash, providing opportunity for a private property agreement. The challenge of this location, however, is the distance between Sackett Avenue and the MetroHealth Dr crosswalk; while the approximately 00" distance between corner tangent and crosswalk can accommodate a 60' BRT bus, it would be difficult to fit full station amenities. Future station design may consider a modified station template with bike racks 'forward' of the station pylon, since bike racks may 'intrude' into intersection area while a stopped bus may not. This approach would be particularly applicable if the adjacent parcel redevelops and the driveway is removed. An alternate option would be to re-align to crosswalk so that the west side landing is slightly south of its existing location, to provide the additional room needed for a station. The previous note regarding a reduced curb radius on the east side of the intersection would be applicable to the crosswalk re-alignment.

Micromobility Facilities

No special micromobility facilities are recommended.

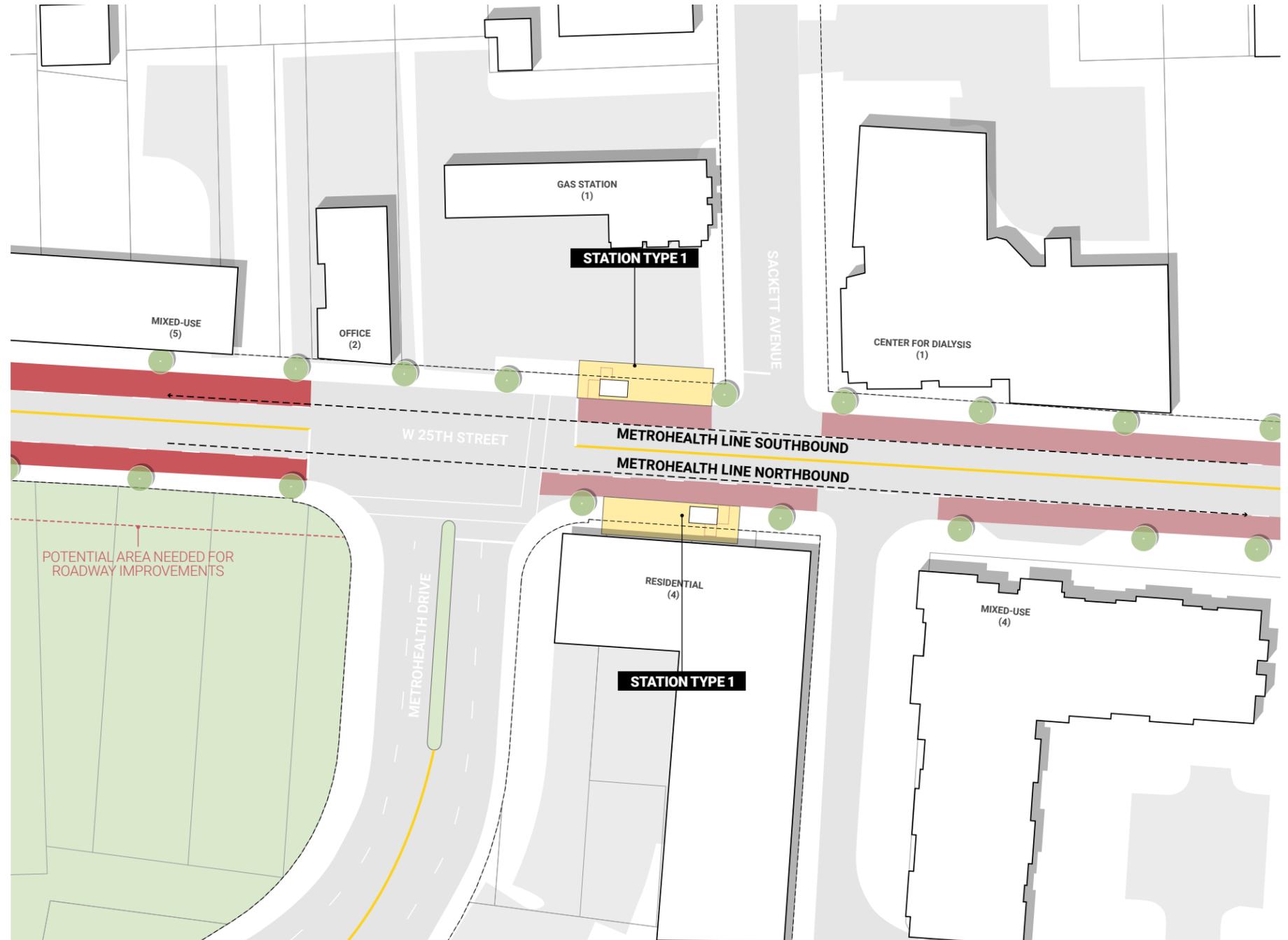


FIGURE 71 : SACKETT PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

METROHEALTH/TROWBRIDGE STATION EXISTING CONDITIONS

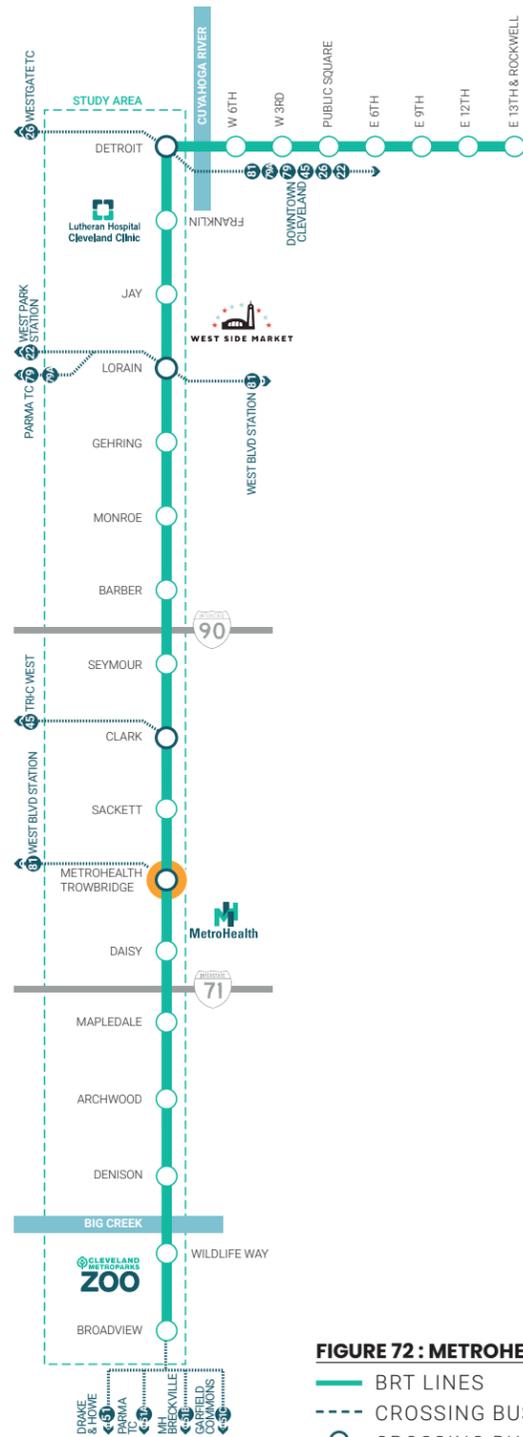


FIGURE 72 : METROHEALTH/TROWBRIDGE STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS

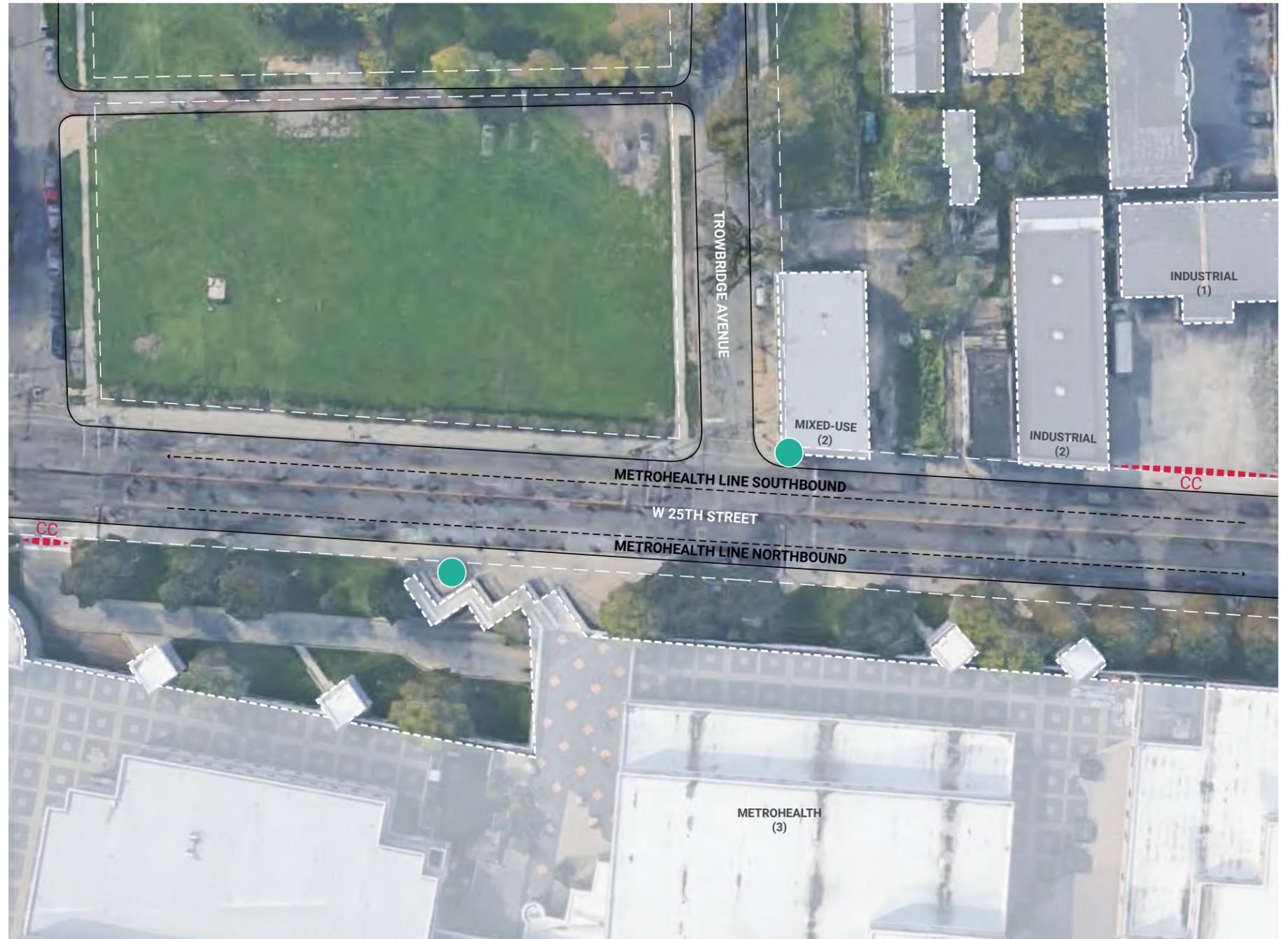


FIGURE 73 : METROHEALTH/TROWBRIDGE STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- - - RIGHT OF WAY
- CC CURB CUT
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



METROHEALTH/TROWBRIDGE PROPOSED STATION LOCATION

RECOMMENDATIONS

The existing station at Trowbridge optimizes access to the existing outpatient facility; it is located nearside of and set back from the intersection at the base of the access ramp to that building's main entrance. As part of the MetroHealth campus master plan, a new outpatient facility will be constructed one block east and two blocks south of this location; the existing building will be replaced by a large park, although timing of this change is unknown and has not been designated as a near-, mid- or long-term improvement. As such, the need for convenient access to the existing facility may continue for some time. Even after relocation of the outpatient facility, this location may be useful for accessing the new women's facility to be built immediately north of the central hospital facility.

Northbound: Type 2 Regular Station, maintain existing location

It is recommended that this station retain its current location and be re-assessed in tandem with MetroHealth as timelines for the outpatient move and design of the future park solidify. Creation of a Type 2 Regular station will minimize impact to adjacent tree plantings. If this station is retained as part of the future park, a Type 1 Wide Station may be considered dependent upon ridership levels at that time and could be integrated into the park design.

Southbound: Type 1 Wide Station, move to southwest corner of intersection

Moving the station to the southwest corner of the Trowbridge optimizes bus operations and provides the opportunity for a Type 1 Wide station via private property agreements to utilize a portion of the adjacent vacant lot. It is understood that this parcel is already slated for redevelopment, so agreements relating to building setback should be secured as soon as (and if) possible.

Micromobility Facilities

MetroHealth's position as a major corridor destination, in tandem with planned densification of adjacent properties, suggest that a micromobility hub should be included in the area. Further coordination with MetroHealth and new developments can optimize the location of such a hub.

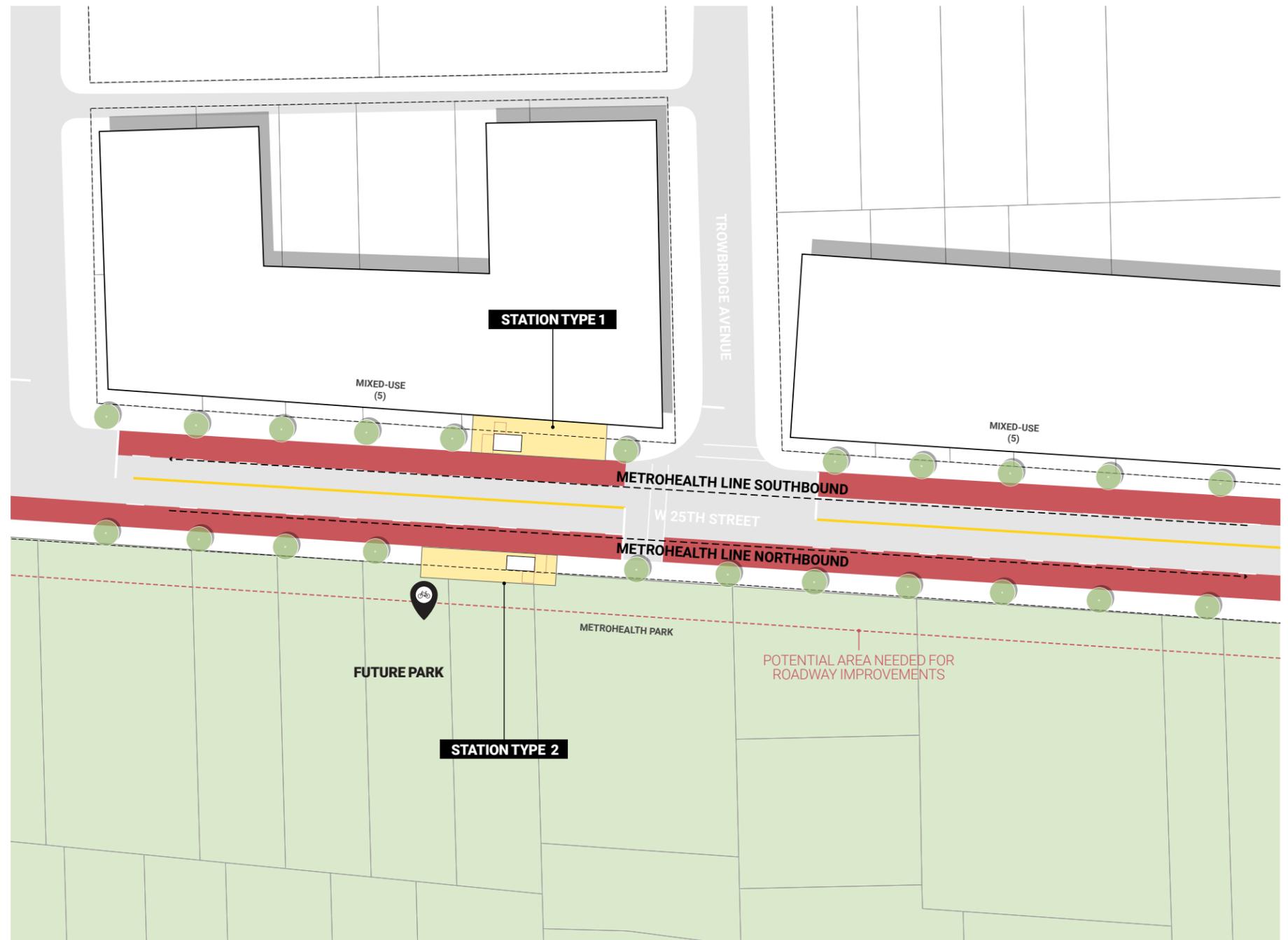


FIGURE 74 : METROHEALTH/TROWBRIDGE PROPOSED STATIONS

(X)	STRUCTURE HEIGHT IN STORIES	●	24/7 GUIDEWAY	🚲	MICROMOBILITY CORRALS	↻	SCALE: 1" = 60'
- - -	RIGHT OF WAY	●	PEAK HOUR GUIDEWAY				* DIAGRAMMATIC PLAN
—	PARCELS						

DAISY STATION EXISTING CONDITIONS – ALTERNATE LOCATION AT MARVIN

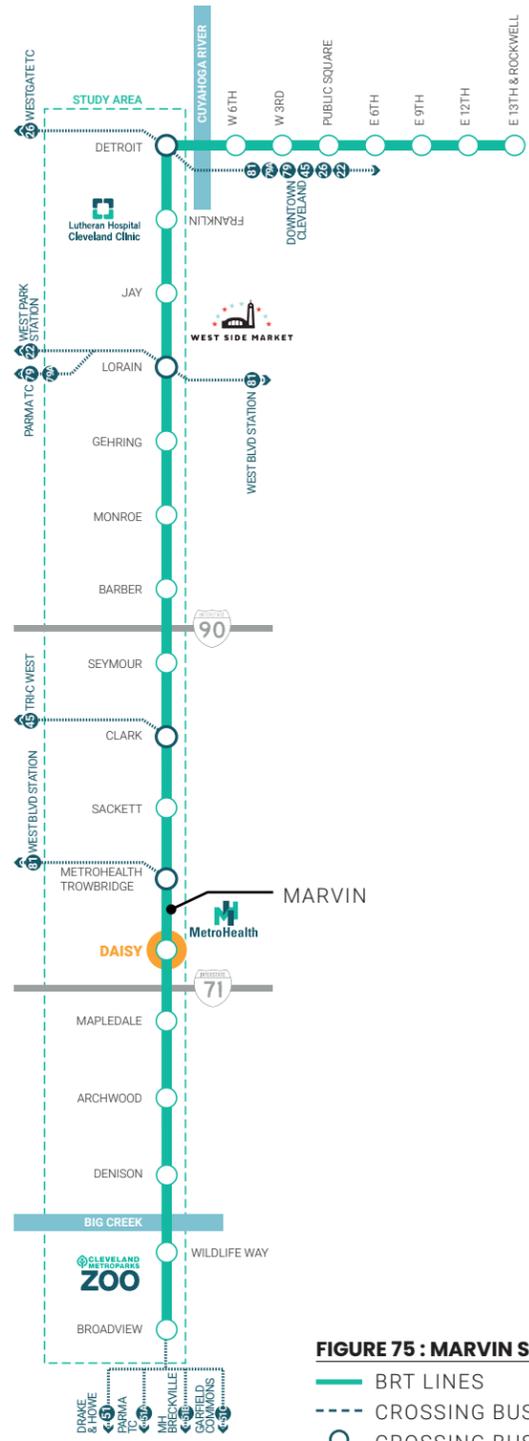


FIGURE 75 : MARVIN STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS



FIGURE 76 : MARVIN STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



DAISY PROPOSED STATION LOCATION – ALTERNATE LOCATION AT MARVIN

RECOMMENDATIONS

MetroHealth's new main entrance will align with Marvin Ave, and will be set back one block from the 25th Ave corridor on Scranton Road. Construction of the new central portion of the hospital is underway. It should also be noted that this location offers the additional advantage of being at a signalized intersection with full crosswalks, whereas the Daisy location has no pedestrian access across the W. 25th Corridor.

Northbound: Type 2 Regular Station, new location

It is recommended to locate a Type 2 Regular station on the far side of the intersection. For pedestrian safety, the curb radius of the northeast curb should be reduced and directional curb ramps should be introduced in place of the existing wrap ramp.

Southbound: Type 2 Regular Station, new location

Both the northwest and southwest corners of the Marvin intersection are constrained and offer difficult conditions for introduction of a bus stop unless redevelopment occurs. The northern corner has an approximately 10' wide sidewalk with an adjacent no-setback building. The southern corner has an approximately 9' wide sidewalk. This width is somewhat undefined due to the extensive concrete paving of the adjacent gas station use, which includes two curb cuts only 30 feet apart. Station location (nearside or farside) should be reassessed at time of design and construction, in order to take advantage of any redevelopment that has taken place.

Although a near-side stop is less optimal for bus operations, the northwest corner offers a better station opportunity under existing conditions. Due to crosswalk angle, the vehicular stop bar is set back from the intersection. A station set back approximately one car length from the stop bar can take advantage of the additional width offered by the adjacent vacant lot, using property agreements to accommodate a Type 2 Regular station. The wide curb cut of this parcel would ideally be closed to provide a consistent height surface for patrons alighting from the bus; alternate parcel access from the rear ally may be possible.

Micromobility Facilities

MetroHealth's position as a major corridor destination, in tandem with planned densification of adjacent properties, suggest that a micromobility hub should be included in the area. Further coordination with MetroHealth and new developments can optimize the location of such a hub.

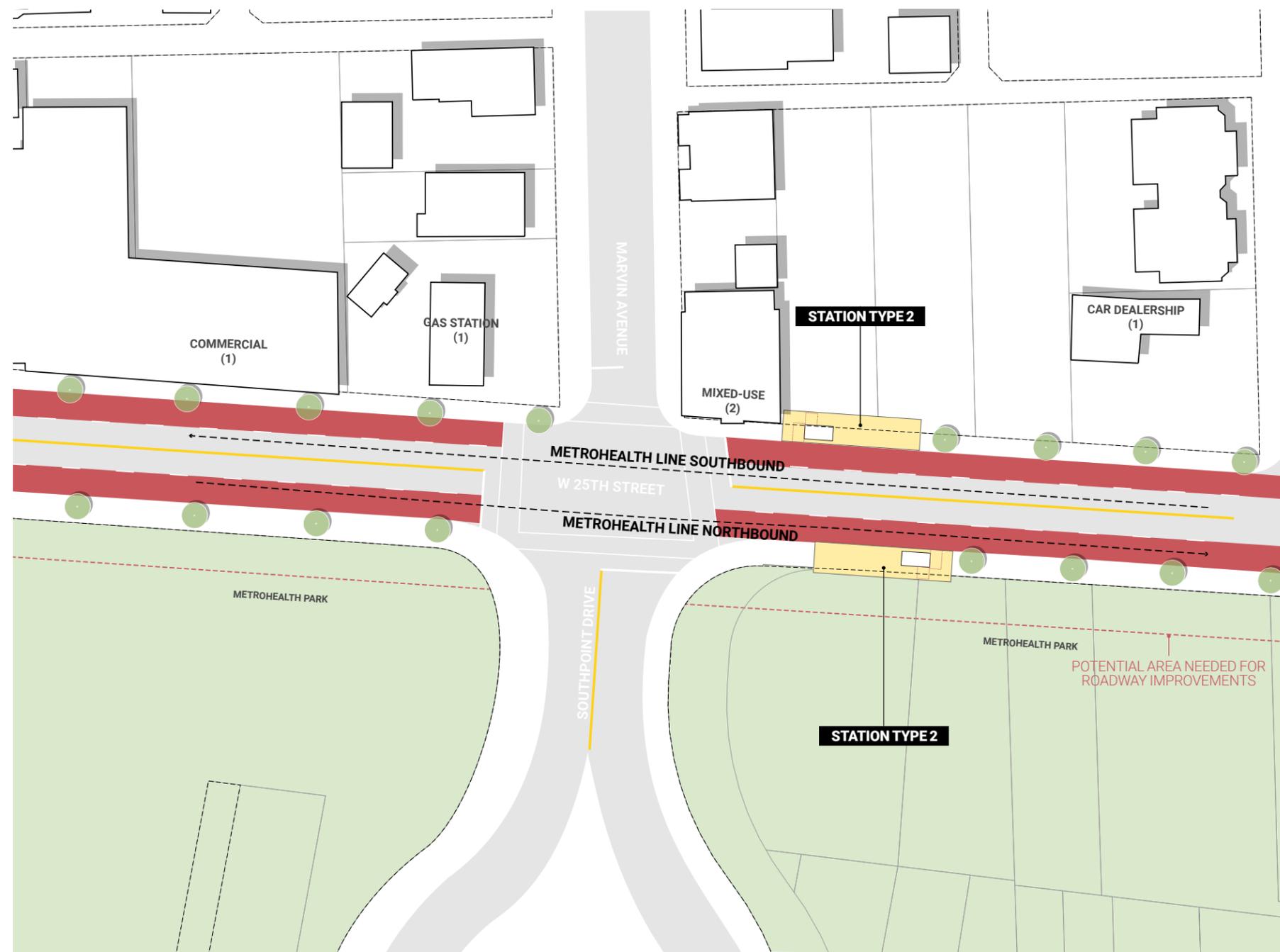


FIGURE 77 : MARVIN PROPOSED STATIONS

- | | | | |
|-----|-----------------------------|---|--------------------|
| (X) | STRUCTURE HEIGHT IN STORIES | ● | 24/7 GUIDEWAY |
| --- | RIGHT OF WAY | ● | PEAK HOUR GUIDEWAY |
| — | PARCELS | | |

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

DAISY STATION EXISTING CONDITIONS

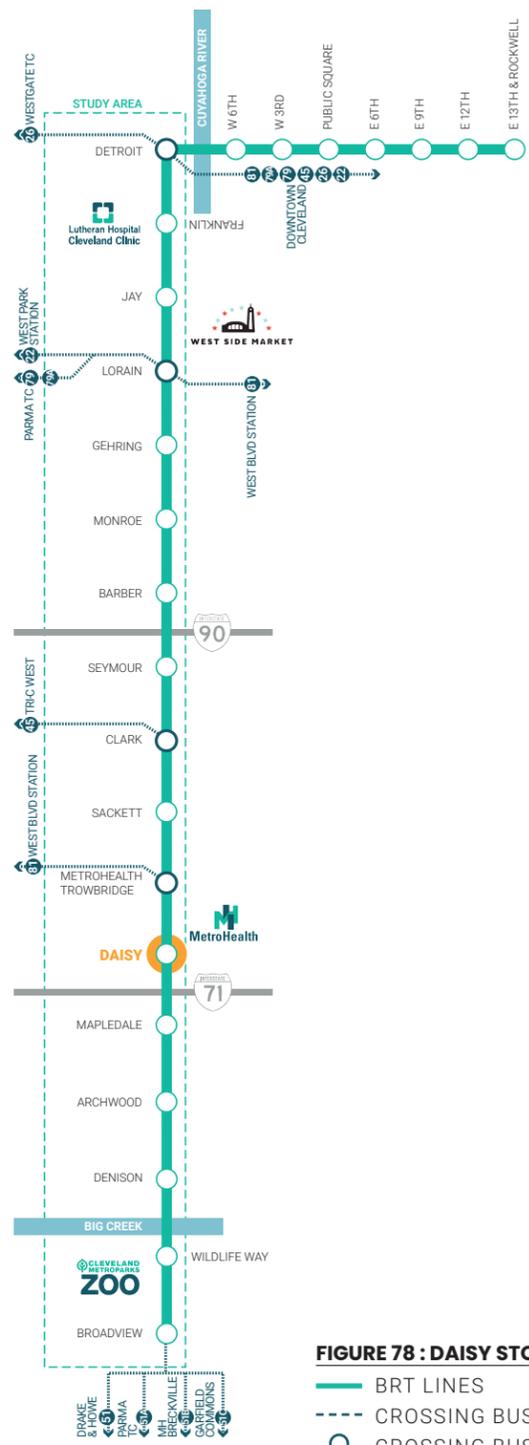


FIGURE 78 : DAISY STOP LOCATION

- BRT LINES
- - - CROSSING BUS LINES
- CROSSING BUS STATIONS

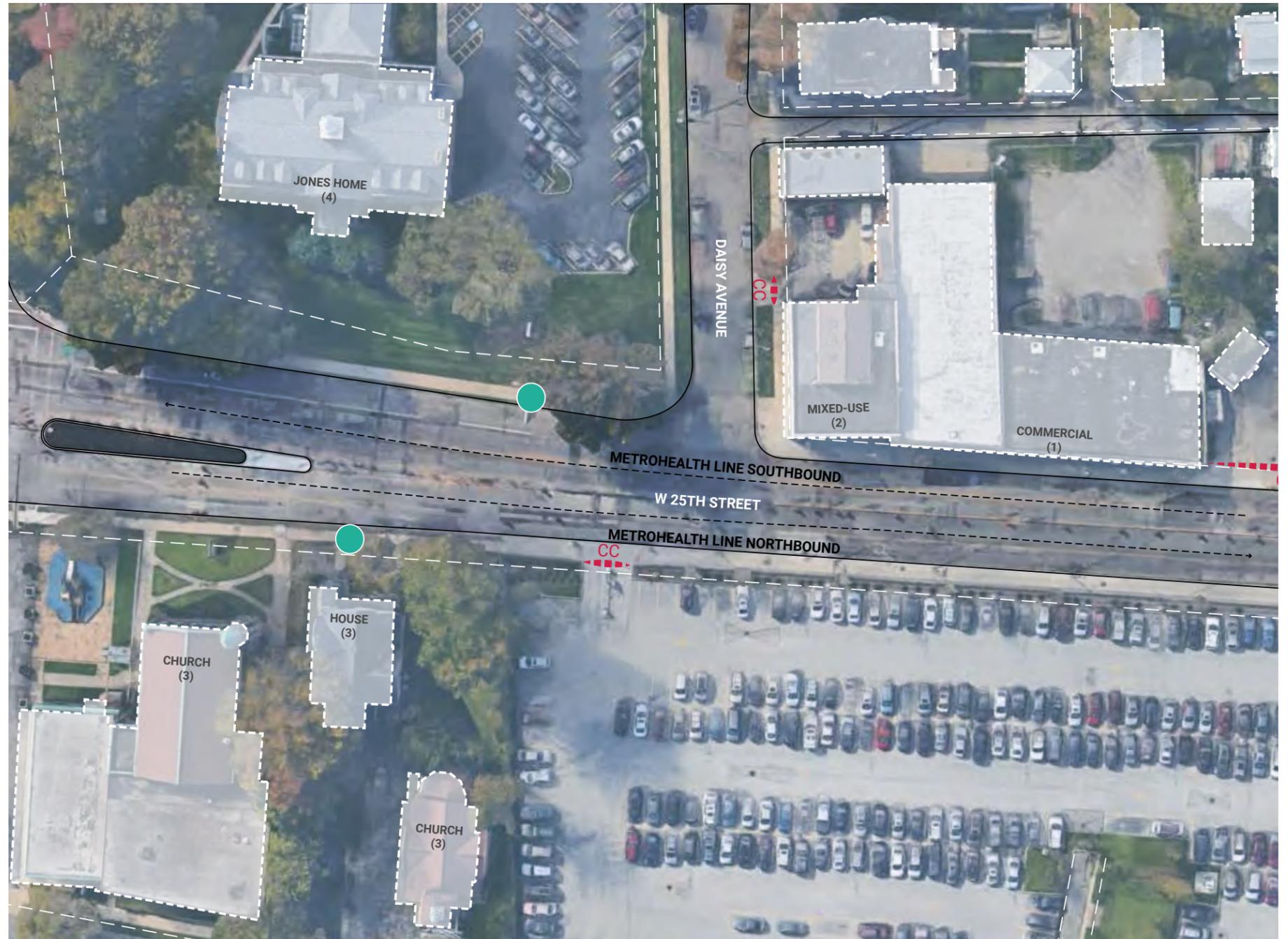


FIGURE 79 : DAISY STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



DAISY PROPOSED STATION LOCATION

RECOMMENDATIONS

As at the MetroHealth/Trowbridge station, optimal location of the Daisy station is tied to the MetroHealth campus master plan, and its position may change as that plan is refined and executed. The new MetroHealth outpatient facility will occupy a space immediately south of and be attached to the new central hospital/main entrance. At this time, however, it is unclear if primary access to outpatient services will be through the main entrance – which would make a station at Marvin instead of Daisy the most convenient - or if it will have a dedicated entrance roughly aligned with Daisy.

The station currently proposed for Daisy should be re-assessed in tandem with MetroHealth at the time that BRT enhancement are being designed and constructed. If the outpatient facility provides a dedicated entrance that is not shared with the main hospital entrance, it is recommended that the station be located to prioritize access and minimize walk distance to the outpatient facility, as these patients are more likely than general hospital visitors to have mobility limitations: current understanding of the campus plan suggests that the station would be located at Daisy. This understanding may change as plans for hospital facilities and the park are advanced and refined.

Northbound: Type 1 Wide Station, delayed construction

The exact station location should be determined in tandem with MetroHealth park/campus planning. As a 'T' intersection, nearside/farside is not an issue unless a new roadway through the park is planned. This station should not be built until the existing parking lot has been removed, due to the lack of safe, dedicated pedestrian pathway through the parking lot.

Southbound: Type 1 Wide Station, maintain existing location

Moving the station to the south, farside of the unsignalized intersection offers space to provide a Type 2 Regular Station via private property agreement. Use of the adjacent property will likely require a low retaining wall or regrading in that area, and should seek to minimize impact to the existing mature tree at that location. This location will also require relocation of the Interstate 71 overhead signage, the base of which is at back of the existing walk.

Micromobility Facilities

MetroHealth's position as a major corridor destination, in tandem with planned densification of adjacent properties, suggest that a micromobility hub should be included in the area. Further coordination with MetroHealth and new developments can optimize the location of such a hub.

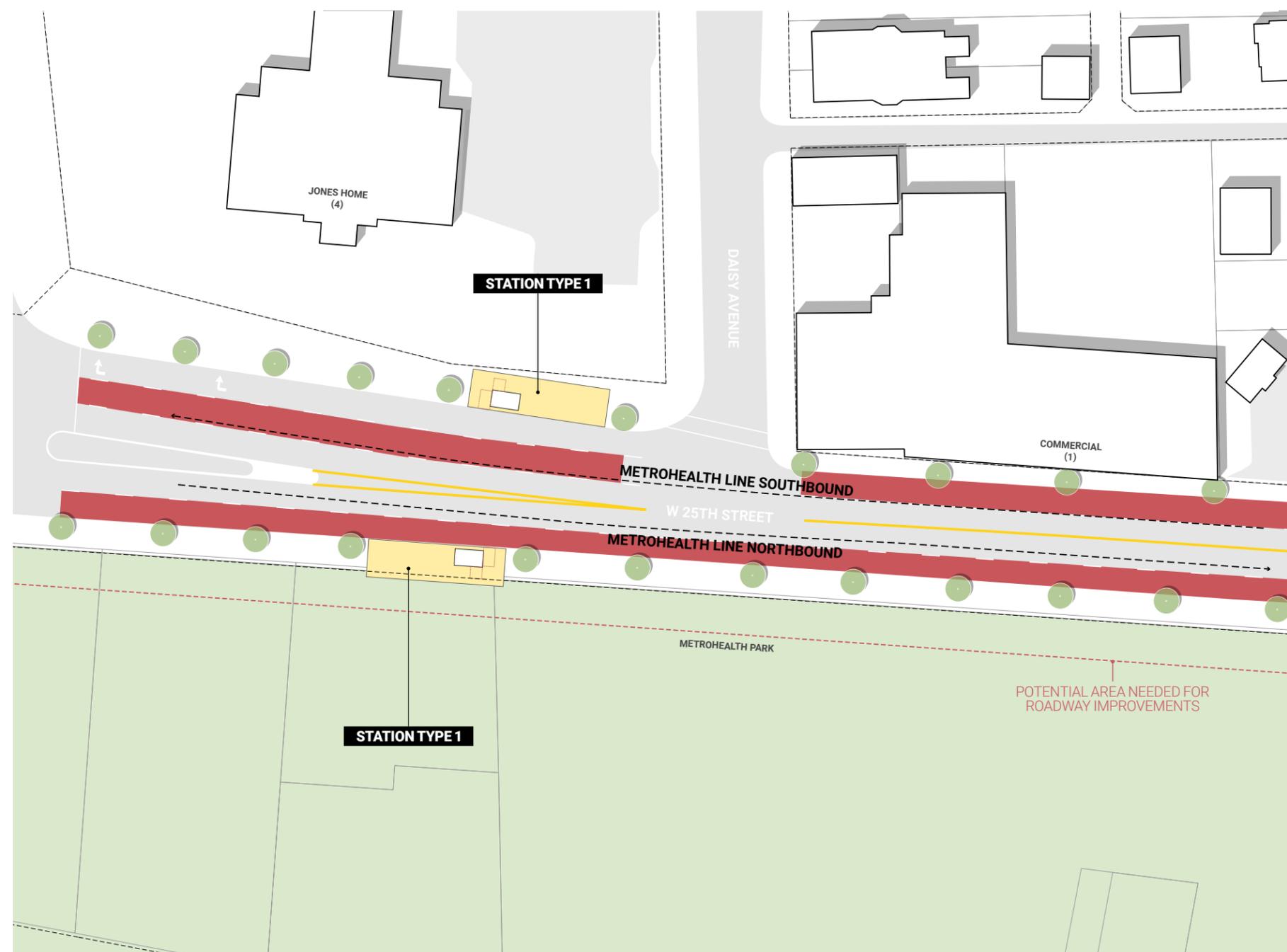
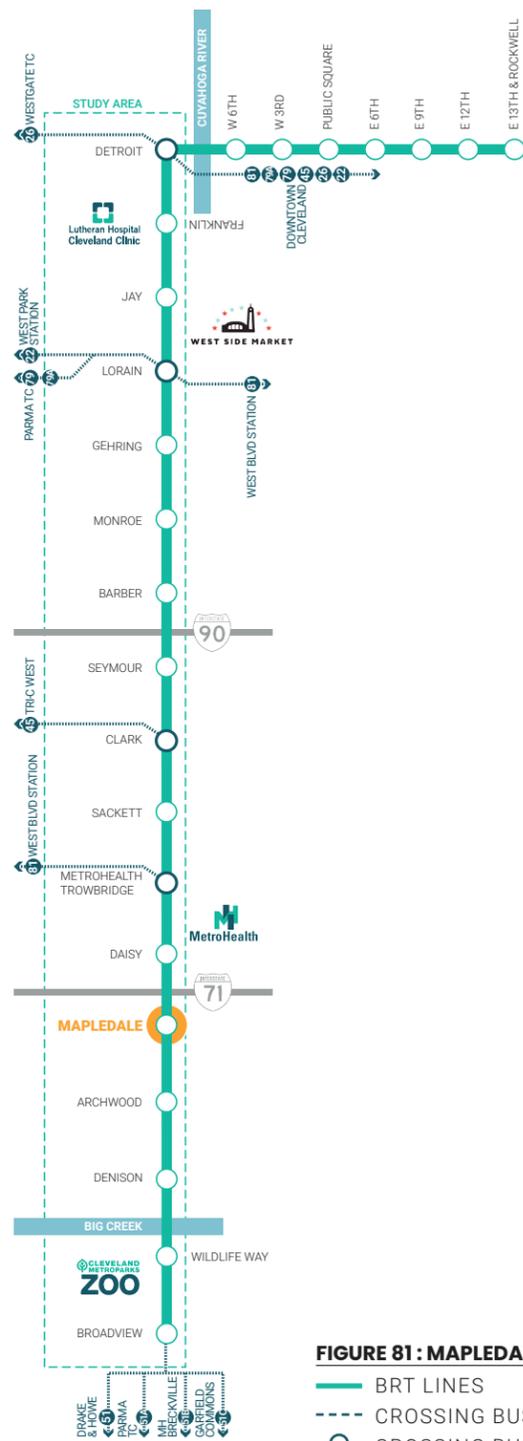


FIGURE 80 : DAISY PROPOSED STATIONS

- | | | | |
|-----|-----------------------------|---|--------------------|
| (X) | STRUCTURE HEIGHT IN STORIES | ● | 24/7 GUIDEWAY |
| --- | RIGHT OF WAY | ● | PEAK HOUR GUIDEWAY |
| — | PARCELS | | |

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

MAPLEDALE EXISTING CONDITIONS



- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



MAPLEDALE PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 3 Regular Station, new location

The existing bus stop occupies a 9-foot wide sidewalk with a narrow shelter set on a narrow strip of sidewalk between the sidewalk and the cemetery fence, suggesting the existence of a private property agreement. It is recommended that this location be moved slightly south near the intersection and the stop be reconfigured with curbside shelter and paving expanded (station type 3) to allow through-pedestrian movement behind the shelter.

Southbound: Type 3 Narrow Station, new location

Both the northwest and northeast corners of Mapledale Ave present grade challenges to introducing a station with a shelter. Both sidewalks are 9-feet wide, insufficient for even a Type 3 Narrow shelter. On the northwest corner, the sidewalk is backed by an approximately 3-foot high masonry wall that is retaining soil to its top. A widened station area would require excavation of a sufficient area for through pedestrian-movement (or a shelter, in a non-standard platform configuration) and reconstruction of the wall with tapers back to the sidewalk. On the southwest corner, the sidewalk is backed by a sloping lawn with mature trees offset only a short distance from the sidewalk; excavation of this area to create a level sidewalk would be likely to have negative impacts on the trees. There may be potential for a 1-foot expansion of the sidewalk in this area with minimal tree impact; this expansion would allow for a Type 3 Narrow station with a 3' deep shelter. Consultation with an arborist would be needed to determine feasibility of this option.

Micromobility Facilities

No special micromobility facilities are recommended.



FIGURE 83 : MAPLEDALE PROPOSED STATIONS

- | | | | |
|-----|-----------------------------|---|--------------------|
| (X) | STRUCTURE HEIGHT IN STORIES | ● | 24/7 GUIDEWAY |
| --- | RIGHT OF WAY | ● | PEAK HOUR GUIDEWAY |
| — | PARCELS | | |

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

ARCHWOOD EXISTING CONDITIONS

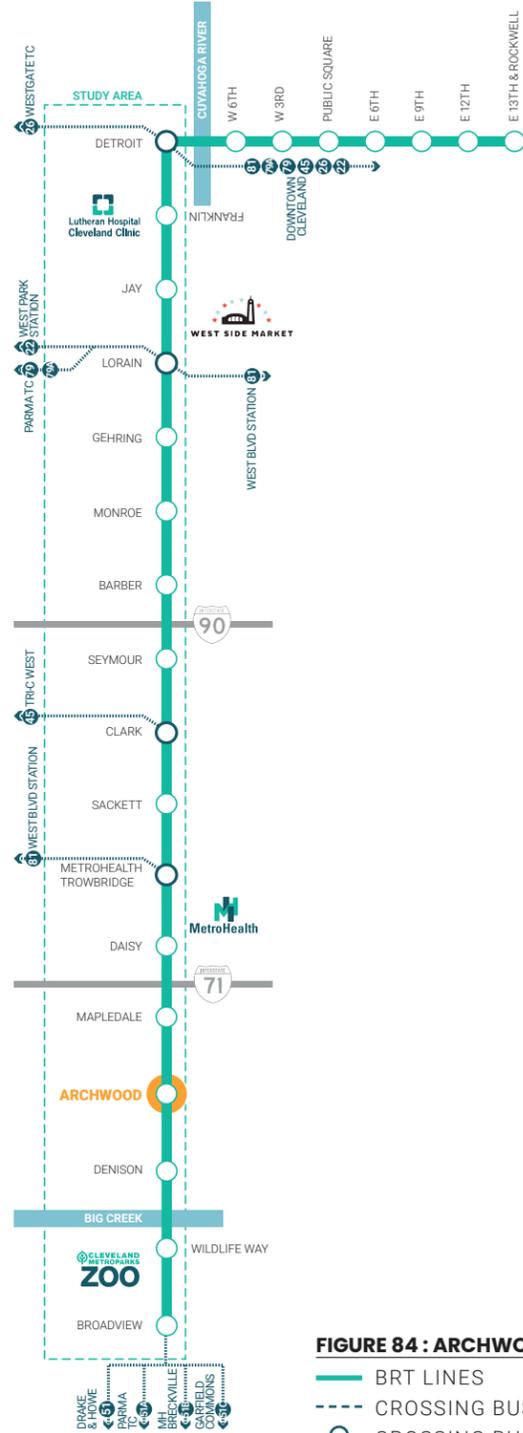


FIGURE 85: ARCHWOOD STATION EXISTING CONDITIONS

- (X) STRUCTURE HEIGHT IN STORIES
- CC CURB CUT
- - - RIGHT OF WAY
- PARCELS
- EXISTING STATIONS

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



ARCHWOOD PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 2 Regular Station, maintain existing location

Although the existing stop has only a route sign and trash receptacle – no shelter – it appears to be informally served by the bench and additional trash on the adjacent fire station property, with significant shade provided by two mature trees. A Type 2 Regular station is recommended to provide formalized shelter, but within a smaller footprint to minimize impact to existing trees. An arborist should be consulted and template modified as necessary for tree health.

Southbound: Type 1 Wide Station, maintain existing location

The existing shelter features a shelter set behind the sidewalk on what appears to be private property, suggesting an existing private property agreement. It is recommended that the location be maintained and reconfigured as a Type 1 Wide station via private property agreement. Although a nearside stop is less desirable operationally, the farside corner has an only 11-foot wide sidewalk with building at back edge, so only a Type 3 Narrow shelter could be accommodated.

Micromobility Facilities

No special micromobility facilities are recommended.

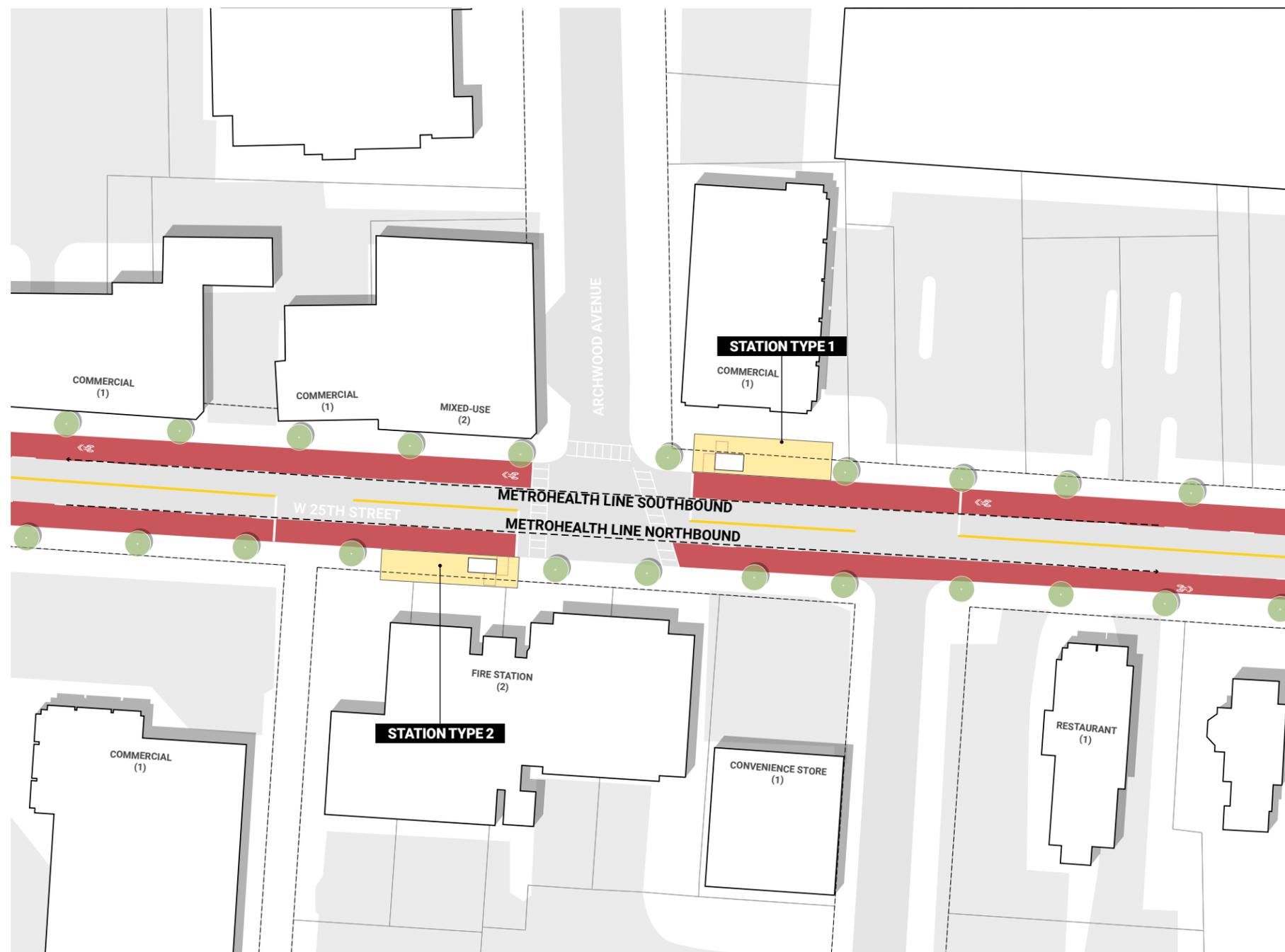
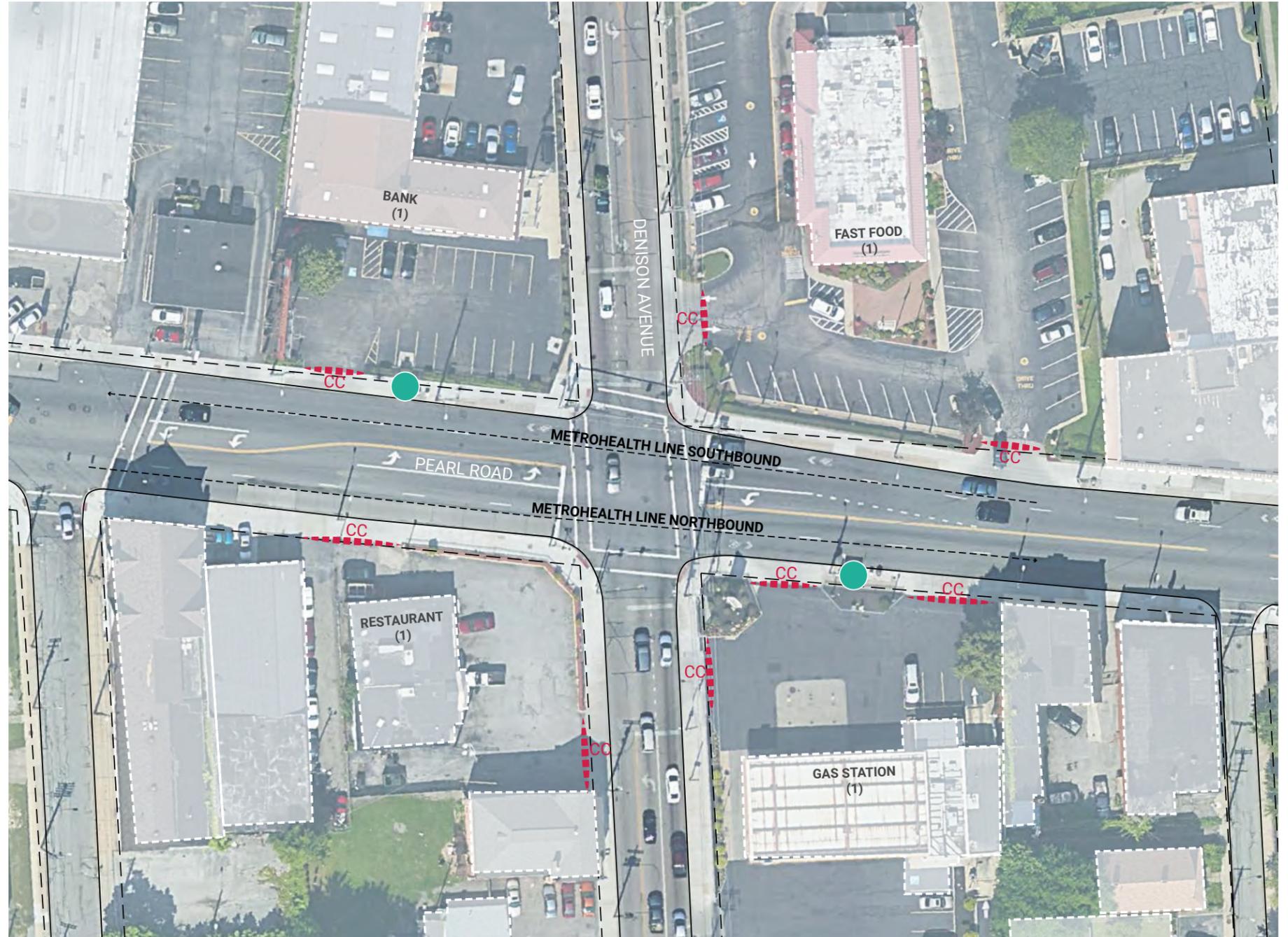
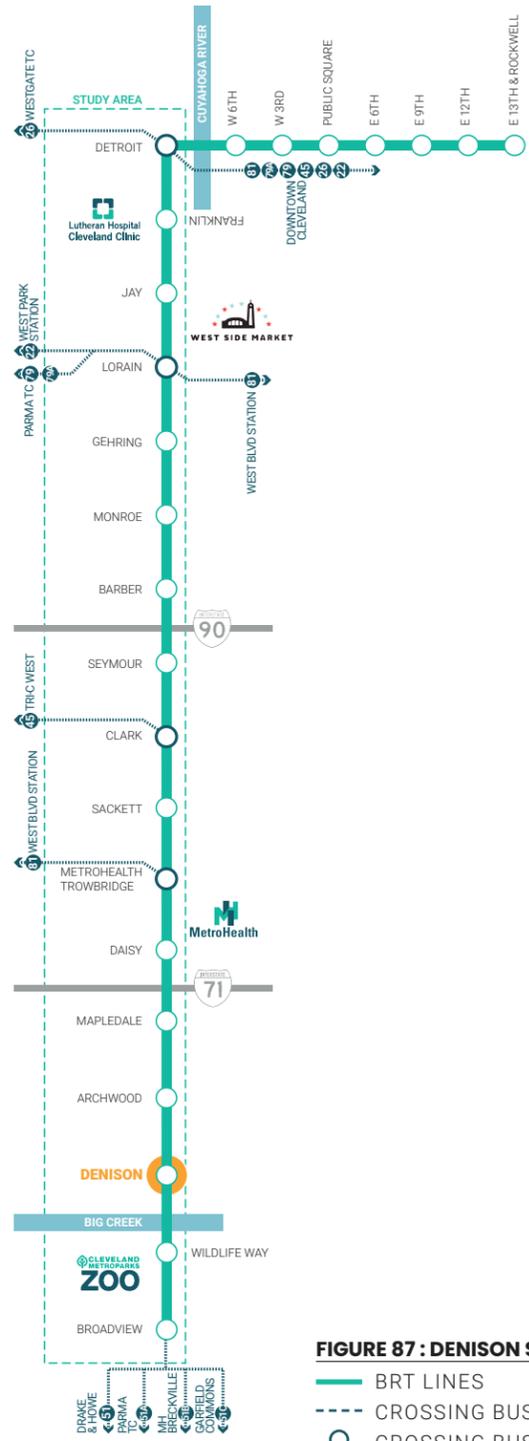


FIGURE 86 : ARCHWOOD PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

DENISON STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



DENISON PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 2 Regular Station, slide north

Both sides of the intersection offer approximately 11-foot wide sidewalks; the northern (far) side offers both operational efficiency and better potential for a private property agreement due to the extra-wide asphalt area associated with the adjacent gas station. The station will need to slide slightly north to accommodate longer BRT buses, and it is recommended that the southern driveway into the gas station be closed for consistency in patron step-down to the sidewalk.

Southbound: Type 2 Regular Station, maintain existing location

The existing station location offers an approximately 10'-wide sidewalk, with potential to use a portion of the adjacent parking lot screening area to provide a Type 2 Regular Station. The farside location offers operational efficiency.

Micromobility Facilities

No special micromobility facilities are recommended.

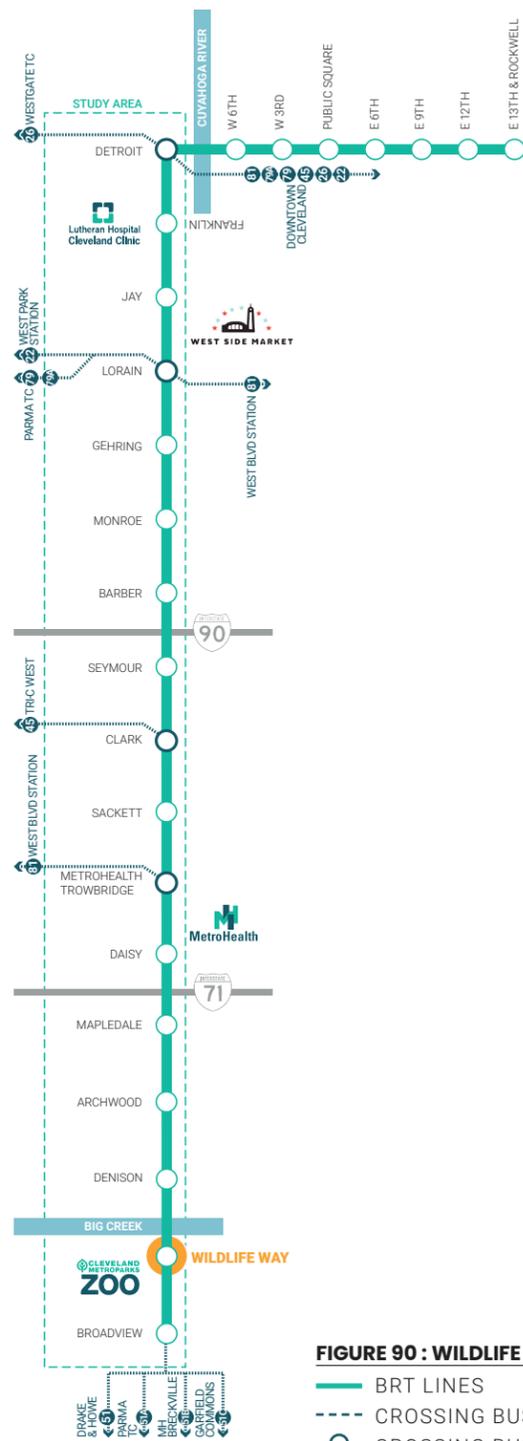


FIGURE 89 : DENISON PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

WILDLIFE WAY STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



WILDLIFE WAY PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 3 Narrow Station, maintain existing location

This station is the most constrained location on the corridor as it is located on an extremely narrow bridge, with the structures rear wall/fence limiting the sidewalk to approximately 6 feet. The same constrained condition continues on the north side of the intersection, and moving the station south and off the bridge structure would place it approximately 300' south of the intersection, at which location it would conflict with several driveways. The space available at this stop does not have room for a shelter or bench; a leaning rail may be considered but would split the sidewalk in half, with only 3' between rail and fence for wheelchairs to pass, and a nominal 3 feet (minus rail width) between curb and rail for leaning patrons. It is recommended here to widen the sidewalk by approximately 5 feet, which could be found in the realignment of Pearl Road. In doing so, the stop would have enough space to insert a type 3 Narrow station, with a shelter and bench.

Southbound: Type 1 Wide Station, maintain existing location

The existing station occupies a generous approximately 15-foot deep amenity zone backed by a 6-foot wide sidewalk, providing ample room for a Type 1 Wide Station. Proximity of the popular Cleveland Metroparks Zoo suggest consideration of an expanded station with two shelters, in which case the shelters would abut each other (or be ordered in a customized, longer length) and other platform elements spaced as usual. Improvements should be designed to minimize impacts to adjacent mature trees, an excellent shade amenity for patrons.

Micromobility Facilities

As a major corridor destination, the Zoo may provide demand for micromobility options, either at the bus stop or at the Zoo entrance. A hub should be planned in tandem with the Zoo; if located on the W. 25th Corridor, sufficient space is available at the southbound station location to accommodate a micromobility corral.

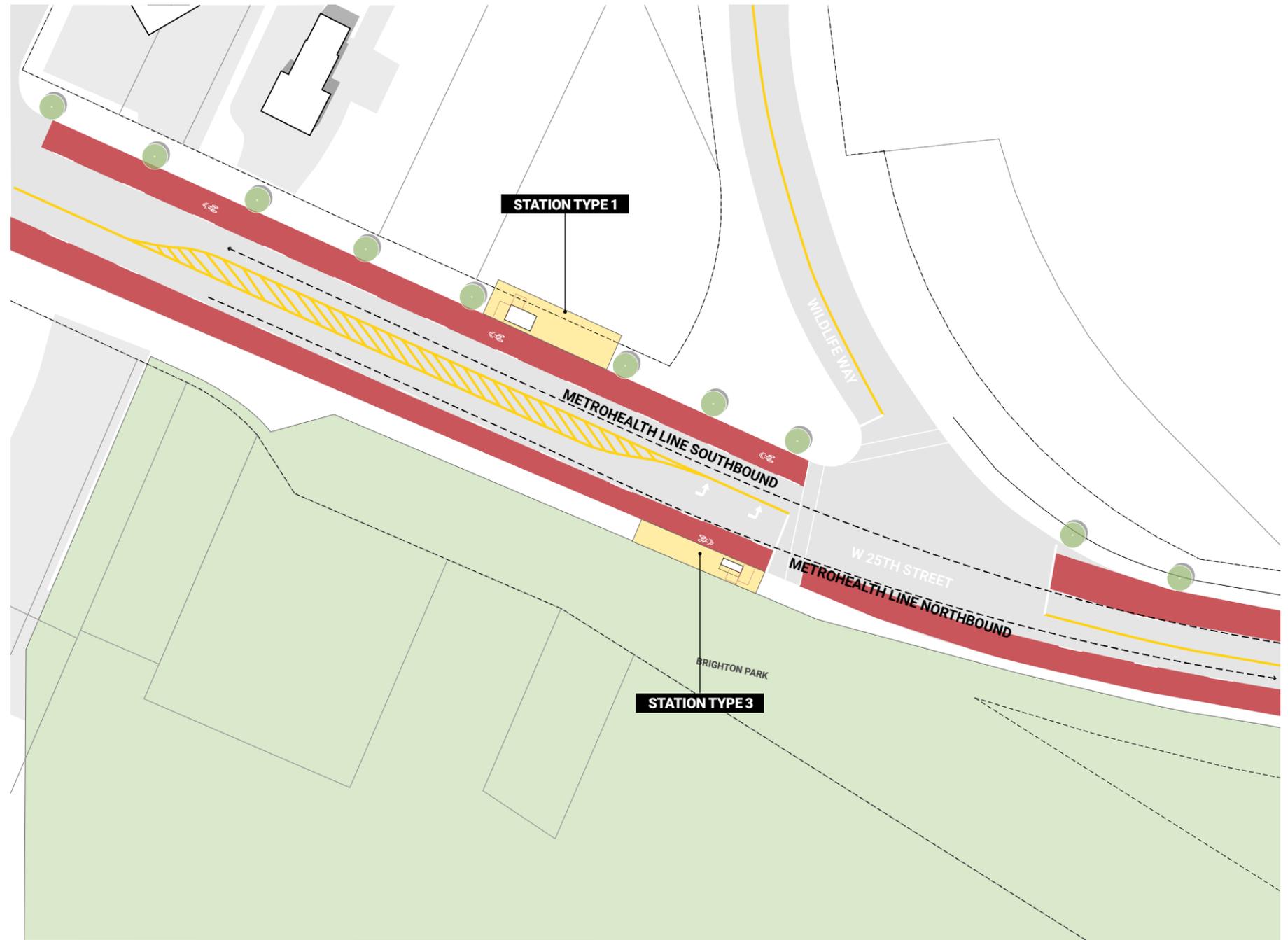
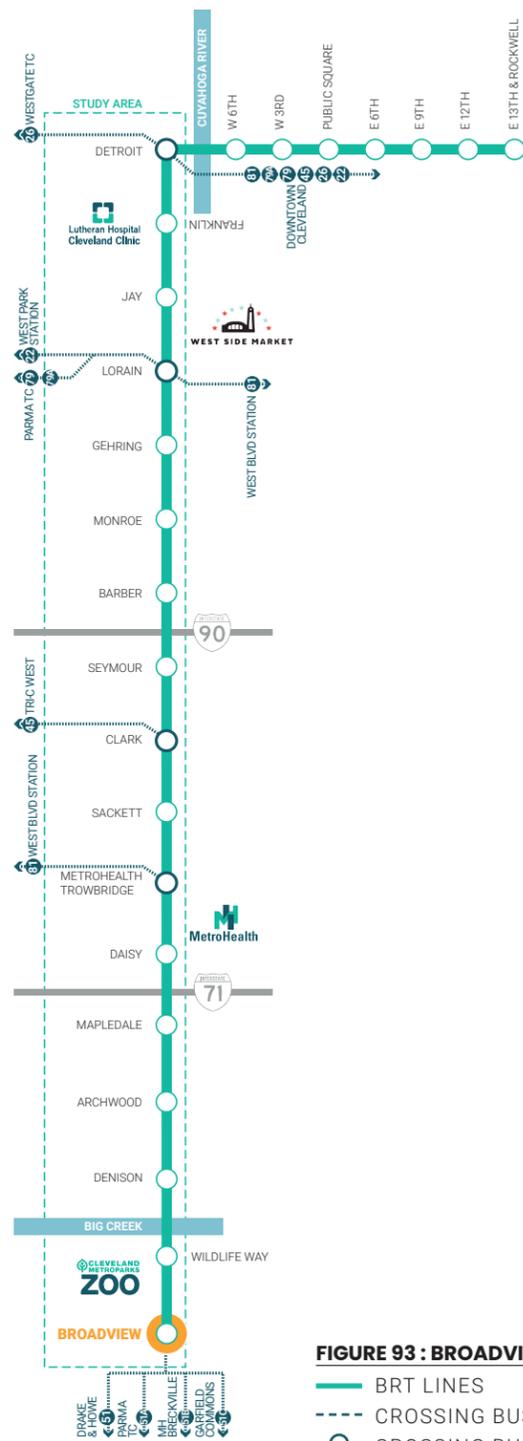


FIGURE 92 : WILDLIFE WAY PROPOSED STATIONS

- (X) STRUCTURE HEIGHT IN STORIES
- RIGHT OF WAY
- PARCELS
- 24/7 GUIDEWAY
- PEAK HOUR GUIDEWAY

SCALE: 1" = 60'
* DIAGRAMMATIC PLAN

BROADVIEW STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



BROADVIEW PROPOSED STATION LOCATION

RECOMMENDATIONS

Northbound: Type 'Special', slide north and maintain enhancements

Both the north- and southbound Broadview stops were upgraded as part of a 2016 streetscape. The existing shelter and parking bump-out, however, cannot accommodate a 60-foot bus without significant changes to the existing intersection plantings. To preserve both physical infrastructure and the intended character of the new improvements, station enhancements should extend the bump-out as far north as needed to accommodate 60' buses while avoiding planting impacts. Due to new street tree plantings, the exact distance of the bump-out extension, and the location of the shelter, should be determined at the schematic design level. This change will result in the removal of at least one on-street parking space. Given the depth and design of the bus bump-out, no further changes are anticipated to be necessary if adjacent properties redevelop.

Southbound: Type 'Special', expand to north and maintain enhancements

The southbound station has similar length issues in accommodating larger 60' buses. As a nearside station the forward location of the station cannot be changed without impacting crosswalk location and alignment to the east side of the roadway, a particularly difficult issue due to uneven intersection geometry. For this reason, additional station length must be added towards the rear of the stop.

The rear of the stop poses two issues: a wide curb cut (driveway) and a new planted area. Patrons alighting from the rear door must step down an additional six inches due to the driveway; while this condition currently exists for 40' buses, it is not optimal and should be corrected with introduction of BRT improvements. In addition, the rear door location on 60' buses – further back than on 40' buses - would place alighting patrons very close to the northern edge of the driveway, with patrons potentially stepping on the driveway or into the planting area, depending upon exactly where the bus driver stops. To avoid this condition, an approximately 10' portion of the planting bed should be converted to paving; it would also be preferable to close this driveway completely, now or with redevelopment, to eliminate the increased step-down distance. As on the east side of the roadway, there is the option to remove an on-street parking space and replace planting lost by this repaving. This option should be evaluated at schematic design with particular attention to the irrigation impacts of removing a portion of the planting bed; if the whole planting area must be reconstructed, then extension northward may be desirable.

Micromobility Facilities

Micromobility corrals are recommended to improve neighborhood first/last mile bus access.

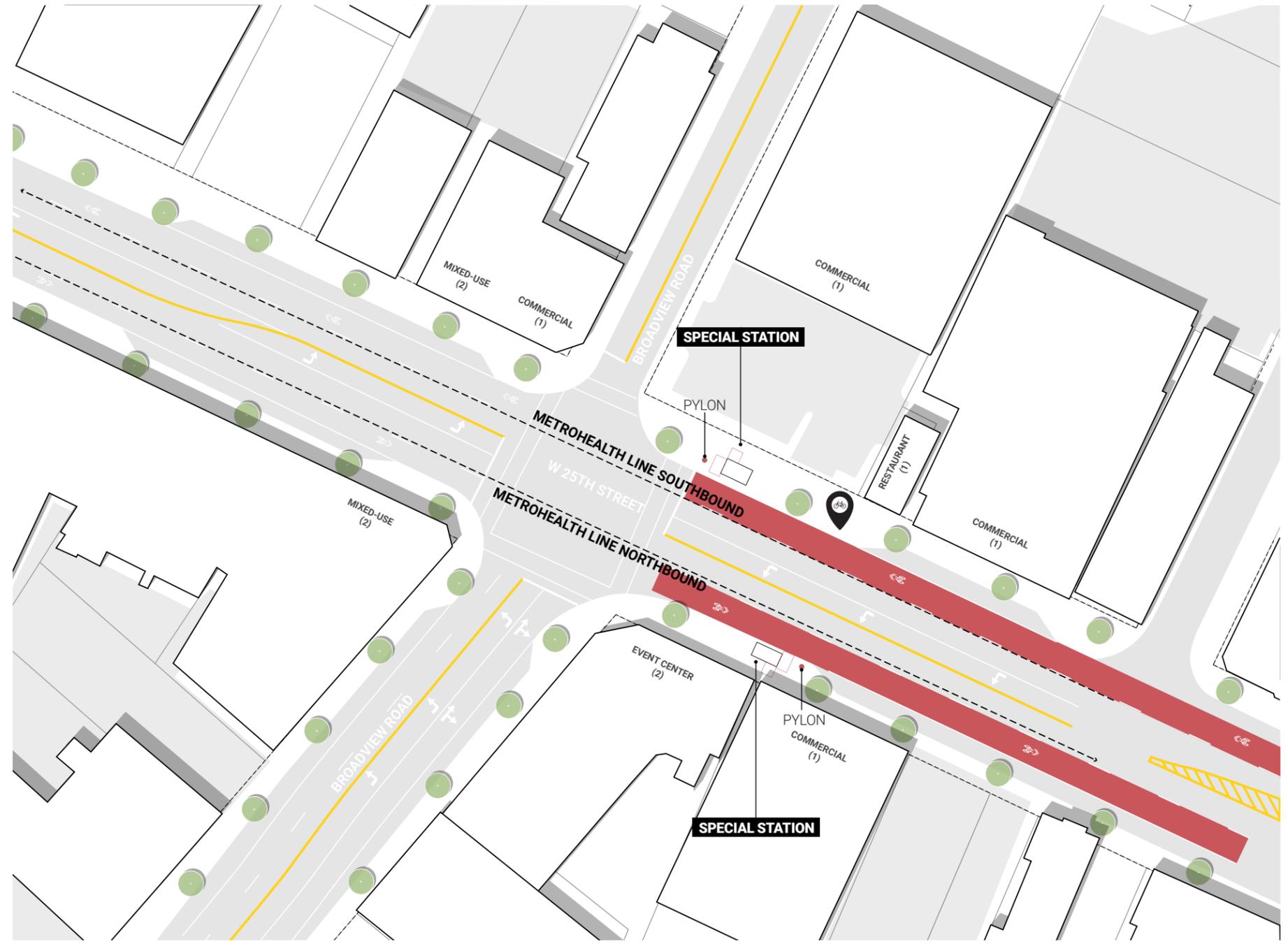


FIGURE 95 : BROADVIEW PROPOSED STATIONS

(X)	STRUCTURE HEIGHT IN STORIES	●	24/7 GUIDEWAY	🚲	MICROMOBILITY CORRALS	🕒	SCALE: 1" = 60'
---	RIGHT OF WAY	●	PEAK HOUR GUIDEWAY				* DIAGRAMMATIC PLAN
—	PARCELS						

CHAPTER 2 : BRT STATIONS - TYPOLOGY, CHARACTER, & LOCATION



CHAPTER 3

TOD RECOMMENDATIONS

DETROIT
BRIDGE
LORAIN
FRANKLIN
CLARK
MONROE
PEARL
DENISON
WILDLIFE

3.1

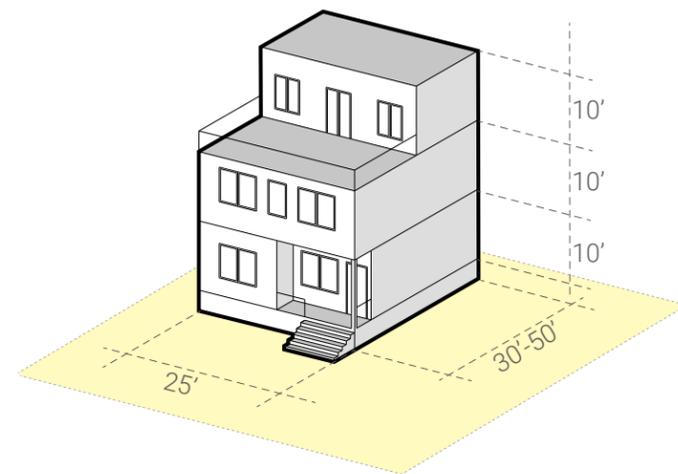
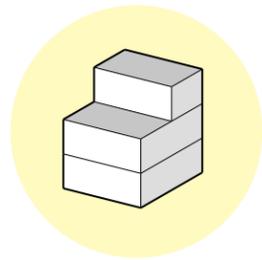
TOD BUILDING TYPOLOGIES

The analysis of corridor market conditions, existing building forms, and precedents of TODs led to the identification of six typologies to be implemented in the development of the W. 25th Corridor. The mix of these typologies in TOD-identified parcels breaks the monotony in the built form and provides various housing options and ground floor retail, thus, creating transit-supportive housing densities and active streets. The W. 25th Corridor building typologies are as follows:

- 1 **TOWNHOMES**
- 2 **STACKED FLATS**
- 3 **MULTI-FAMILY RESIDENTIAL**
- 4 **OFFICE BUILDING**
- 5 **MIXED-USE (RETAIL + RESIDENTIAL)**
- 6 **MIXED-USE (RETAIL + OFFICE + RESIDENTIAL)**



TYPE 1: TOWNHOMES



* Typical diagram only

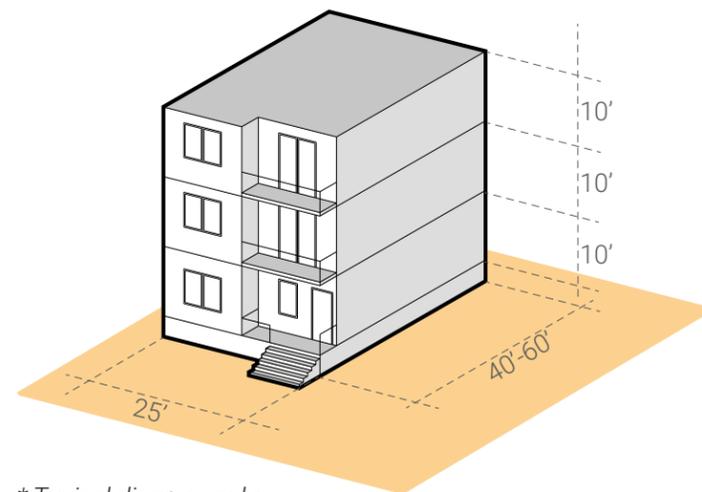
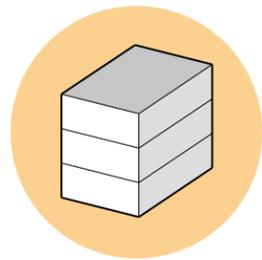
TYPE 1

SCALE	Small
SITING	On residential street and/or inside block
SETBACK	Minimal (~10')
HEIGHT	2 stories - 3rd story setback
ACCESS	One entrance
Dimensions	25' x 30'-50'
Use	Residential
Number of units	1

Townhomes and stacked flats are typically located on residential streets or on the interior of a larger block. Both products can be assembled in the following ways:

- › Front-loaded townhomes that allow for a significant backyard
- › Back to back townhomes where there is an opportunity to design open space inside the development block
- › Liner townhomes wrapping around parking structures to create ground floor façade, that in turn, improves the pedestrian realm

TYPE 2: STACKED FLATS



* Typical diagram only

TYPE 2

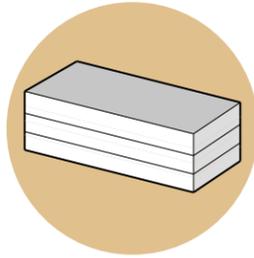
SCALE	Small
SITING	On residential street and/or inside block
SETBACK	Minimal (~10')
HEIGHT	3 stories
ACCESS	One common entrance
Dimensions	25' x 40'-60'
Use	Residential
Number of units	3

The two types of housing differ in that a townhome is typically a single residence with multiple floors, or a primary residence with a separate garden level apartment, while stacked flats are typically one dwelling per floor.

Proposed townhomes are usually 2 stories with a 3rd story setback, totaling 750-1,250 sqft per floor. Stacked flats are 3 stories high totaling a 1,000-1,500 sqft per floor.

Front setbacks from property lines are minimal to provide sufficient space for landscaping without breaking links with public space – an important factor in determining street ambiance and therefore use. Ideally, townhomes and stacked flats will have a front porch to create an urban private/public relationship.

TYPE 3: MULTI-FAMILY RESIDENTIAL

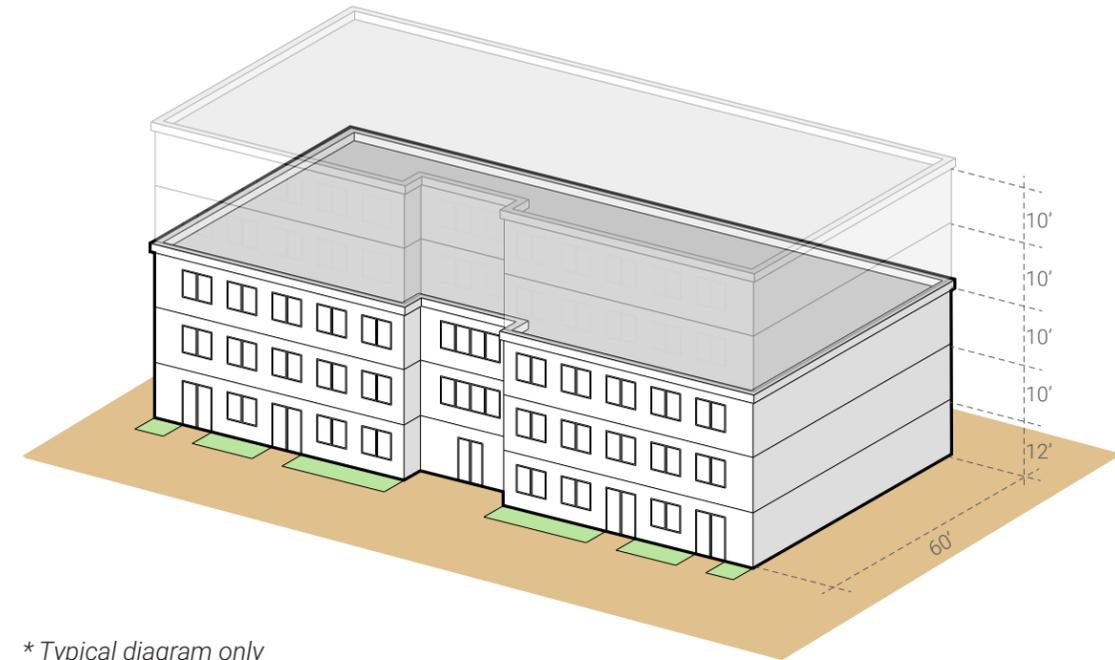


TYPE 3

SCALE	Small - medium
SITING	Inside the block
SETBACK	Minimal
HEIGHT	3-5 stories
ACCESS	Multiple entrances
Dimensions	60' x L
Use	Residential
Number of units	-

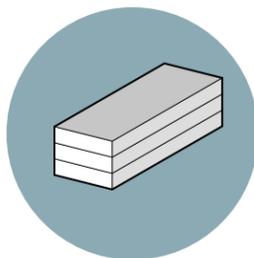
Proposed residential buildings, shown in these station area diagrams, are typically 3 stories and are located inside large TOD-identified parcels such as those on Clark and Broadview areas. This building typology could have multiple entrances to create easy access to nearby BRT stops. Building width is 60' allowing for double-loaded apartment floors. These proposed residential buildings are withdrawn from public street permitting ground residential floors to be oriented toward intimate semi-public courtyards.

These residential buildings create a medium density that is suitable for a BRT corridor and add housing diversity around BRT station areas. Newly created units could be a mix of market-rate units and affordable units that could absorb current market demands.



* Typical diagram only

TYPE 4: OFFICE BUILDING

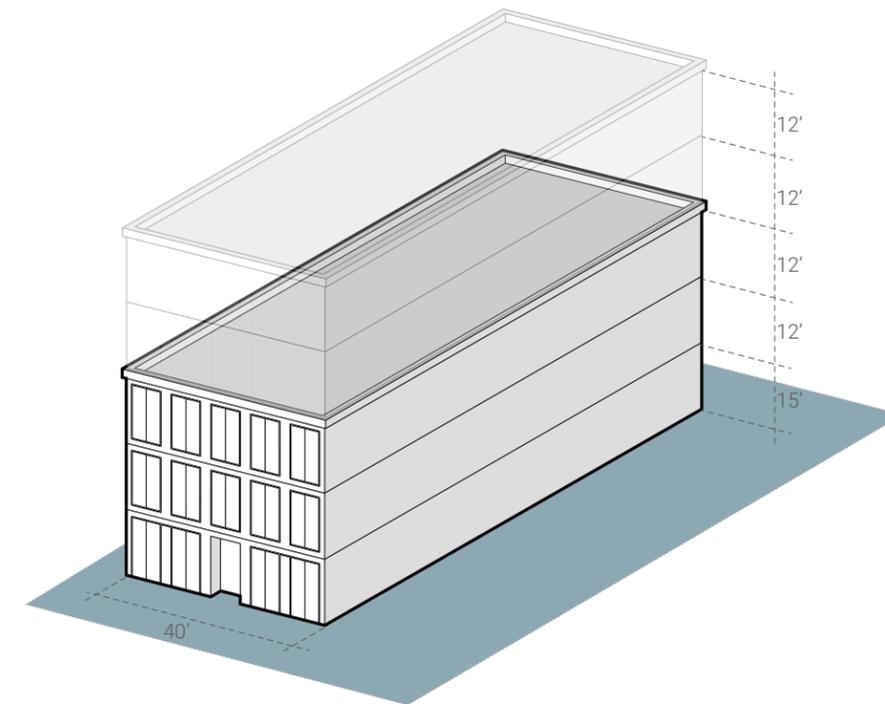


TYPE 4

SCALE	Small - medium
SITING	Adjacent to street between existing buildings
SETBACK	Minimal
HEIGHT	3-5 stories
ACCESS	Multiple entrances
Dimensions	40'-50' x L
Use	Office - retail
Number of units	-

While office space vacancy rates have increased slightly recently due to new inventory, the Cleveland office market has been in steady recovery during the last few years. Many challenges face the office market today, including less need for office space due to remote work.

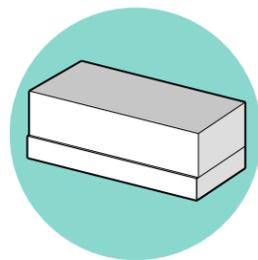
Small scale office buildings could cater to small businesses, startups, and non-profit organizations that seek space along the corridor.



* Typical diagram only



TYPE 5: MIXED-USE BUILDING (RETAIL + RESIDENTIAL)

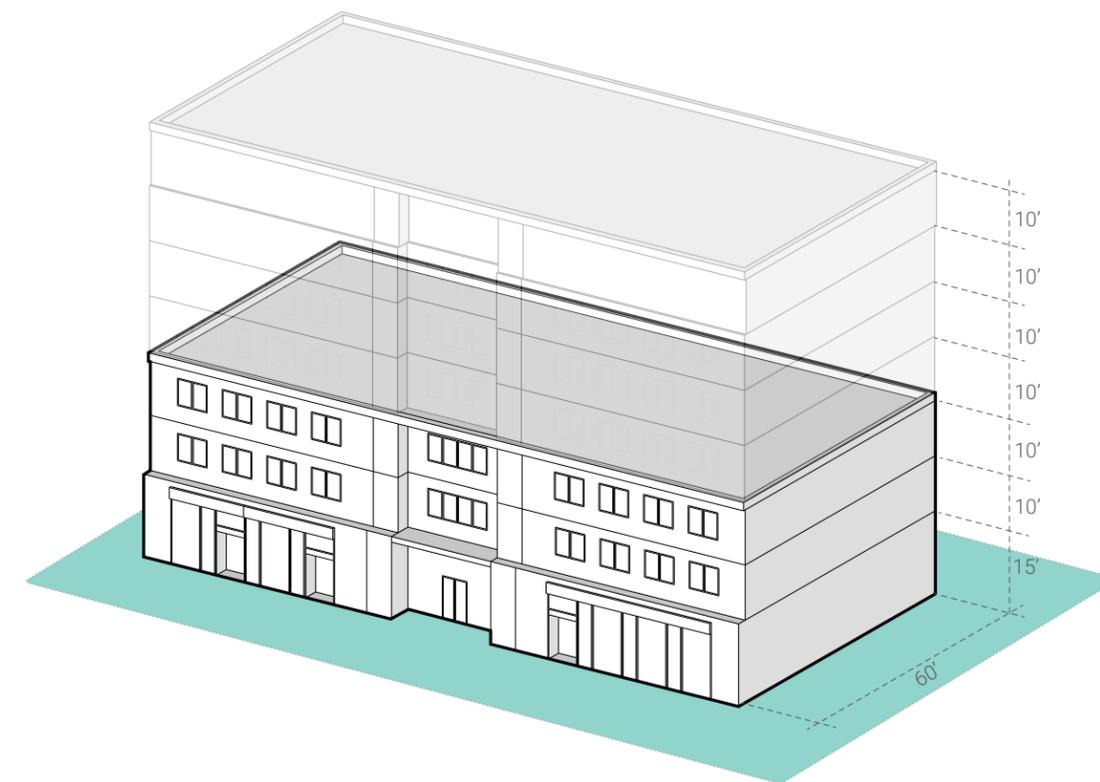


TYPE 5

SCALE	Medium - large
SITING	On W. 25th or adjacent streets
SETBACK	Minimal
HEIGHT	3-7 stories
ACCESS	Multiple entrances
Dimensions	60' x L
Use	Retail + Residential
Number of units	-

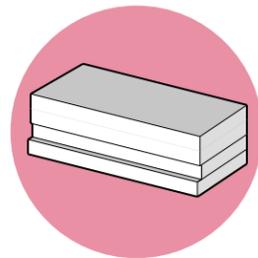
This mixed-use typology is recommended for buildings on the W. 25th Corridor because of its potential to create a pedestrian friendly public realm through ground floor retail and market-rate, upscale or affordable housing on upper floors.

Buildings are 60' wide and have double-loaded apartment floors. Height varies between 3 and 7 stories. These traditional / wood construction buildings have a minimal setback to accommodate BRT stop platforms, adequate streetscape, and any potential restaurant/café terraces.



* Typical diagram only

TYPE 6: MIXED-USE BUILDING (RETAIL + OFFICE + RESIDENTIAL)

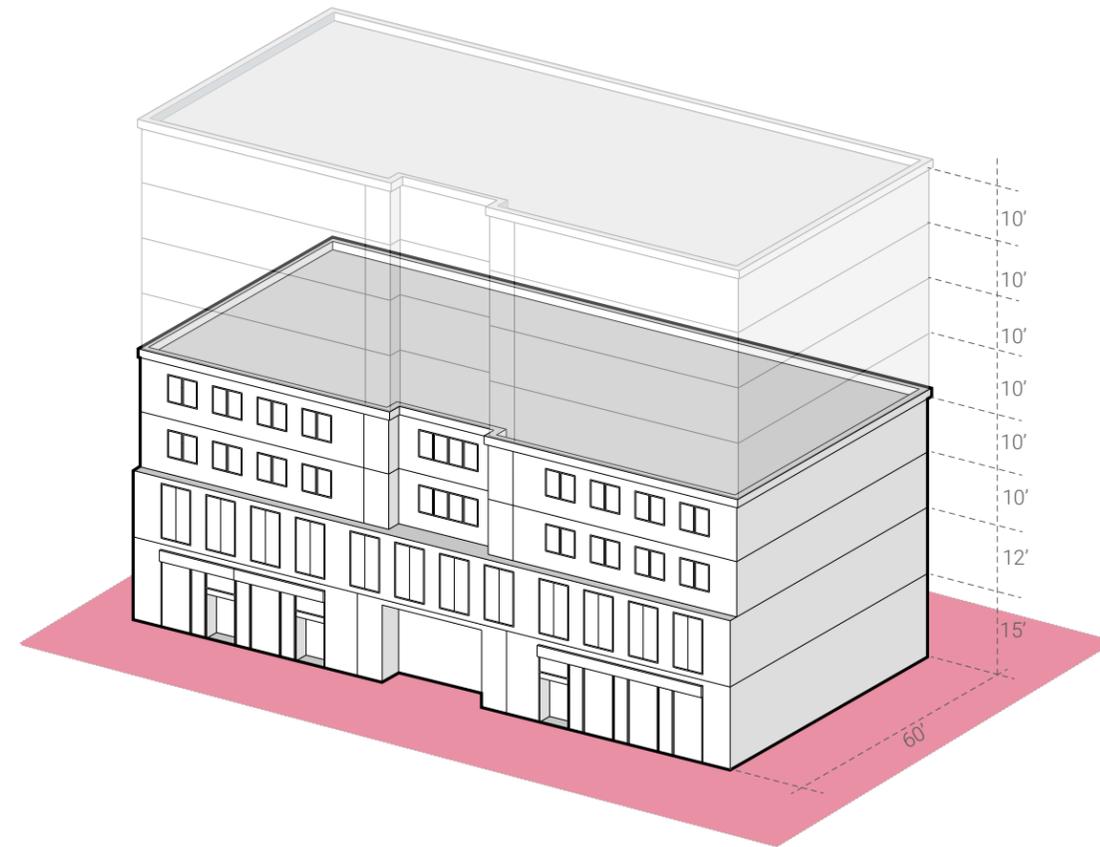


TYPE 6

SCALE	Large
SITING	On W. 25th or adjacent streets
SETBACK	Minimal
HEIGHT	4 - 10 stories
ACCESS	Multiple entrances
Dimensions	60' x L
Use	Retail + office + residential
Number of units	-

This type of retail-office-residential building would be limited to portions of the corridor with a rising real-estate market, such as Ohio City.

This building type is 60' wide with double-loaded residential floors over one-floor office space over ground-floor retail space. Building height varies between 7 and 10 stories. Building setback is minimal to keep the connection of the built form with the public realm and to accommodate BRT stop platforms, adequate streetscape, and any potential restaurant/café terraces.



* Typical diagram only



3.2

FEATURED STATION AREA PLANS OVERVIEW

The TOD recommendations apply to five priority station areas including Franklin, Clark, MetroHealth, Denison and Broadview. Prior to establishing a vision statement for every station area development, design considerations are raised that identify key components of the environment, its strengths and challenges. In the concept, density and building heights, parking provided, and urban design components are explained, accompanying station area plans and illustrations.

These TODs aim to create a pedestrian and transit-friendly environment along the W. 25th Corridor, with ground floor retail on the corridor and appropriate housing options and setbacks that support transit-use and allow the insertion of station platforms, amenities, and a complete streetscape. While specific parcels are identified along the corridor, market dynamics could lead to other parcels to be part of the development of the W. 25th Corridor.

FRANKLIN STATION TRANSIT-ORIENTED DEVELOPMENT

THE DESIGN CONSIDERATIONS

While located in Ohio City, an active real estate environment where developments have multiplied over the last few years, the Franklin station area is facing enormous design challenges that negatively impact pedestrian use, and therefore transit use.

The W. 25th Corridor is bordered by a large surface parking lot, mostly providing parking for employees at the Lutheran Hospital. The existence of such use on the corridor, creates a gap in the urban form which impedes the creation of thriving urban spaces. One solution is to create parking structures that need less space for the same parking offer. While the existing parking lots are characterized by a high utilization, transit-oriented developments are meant to reduce the need for as many parking spaces, assuming a greater portion of both hospital employees and visitors would use the improved transit investment.

The primary objective of the TOD initiative is to identify locations along the W. 25th Corridor that would enhance, improve and add to the existing character of the community and support a more walkable environment. This frontage along the W. 25th Corridor is at once the longest inactive frontage and yet one of the best opportunities to provide additional development that connects the Detroit area revival with the dense and vibrant segment of the corridor at Lorrain and W. 25th.

To accomplish this goal however, collaboration with the Cleveland Clinic, City staff and GCRTA are required as elements like parking agreements, zoning alignment and policy changes around parking allocations for uses must be considered. This concept shows the potential of these underutilized sites along the W. 25th Corridor, but will require collaboration with land owners, approving authorities and community groups to make these outcomes possible. The largest hurdle is understanding the Lutheran Hospital's staff and visitor parking needs.

THE VISION

The Franklin station area TOD plan offers an opportunity to re-establish the pedestrian experience from Detroit Avenue to Lorain. The development of Irishtown Bend Park provides a unique front door to this new development, which can be delivered in two phases and offers a range of housing types, retail and office potential. This is the most ambitious concept along the corridor because the continued investment in the area, availability of land and amenity provide this unique opportunity.

THE CONCEPT

1. Density & Building Heights

The proposed concepts are located on two large parking lots belonging to the Lutheran Hospital. Along the W. 25th Corridor, 7 to 10-story mixed-use structures are located, which aligns with Ohio City market conditions. In the back of lots and on crossing streets, 2 to 3-story townhomes and stacked flats create continuity with adjacent urban forms while creating transit-supportive densities.

In these transit-oriented developments, approximately 30,585 sqft of retail space and 21,885 sqft of office space are proposed, in addition to 389 housing units with the following types:

- › 262 apartments, with a gross average size of 850 sqft.
- › 90 stacked flats, with a gross average size of 1,000 sqft
- › 37 townhomes, with a gross average size of 1,875 sqft



FIGURE 96 : FRANKLIN AREA TOD SITE SELECTION

- ▭ SELECTED TOD SITES
- PROPOSED BRT STOPS

2. Parking

The proposed concept converts the large-scale surface parking to both parking structures and underground parking. The proposed transit-oriented developments have a total of 397 parking stalls in two 2-story garages and 487 in 2 below-grade parking (884 in total), which provides parking as follows:

- › 389 parking stalls for created residential units (1 stall/unit)
- › 532 parking stalls for Lutheran Hospital employee and visitor parking, which represents 85% of the initial parking provided on these sites. To add further capacity, one floor can be added to the proposed above ground structures, which would provide an additional 198 parking stalls, offering the Lutheran Hospital a total of 730 parking stalls, 100 more than originally provided. However as this is envisioned as a two phase project, further refinement to parking needs can be examined prior to the second phase beginning.
- › Retail and office uses as proposed are meant to be neighborhood serving which would rely on street parking, which currently has 50-70 stalls underutilized in AM/PM peak periods.

3. Urban Design

While critical density and uses that promote walkability are key components to a successful TOD, an engaging public realm is a key component to facilitating this walkability factor.

This TOD concept proposes pedestrian only spaces like a mews that cuts east to west through the site, providing further permeability to existing neighborhoods and offering unique living experiences that would not be possible elsewhere along the corridor. Further - the concept proposes semi-public spaces that offer additional programming and amenity for future residents to the site. The public streets would be lined with street trees where possible and expansions of sidewalks.

In this example the existing right of way is generally sufficient however a setback of 5 feet is provided to ensure there is a clear sidewalk along the ground floor frontage.



FIGURE 97 : FRANKLIN TOD CONCEPT

- PROPOSED TOD PARCELS
- PROPOSED TOD - BUILDINGS
- TRANSIT PRIORITY CORRIDOR
- NEIGHBORHOOD CONNECTIONS
- PROTECTED BIKE LANES

- SHARED BIKE ROUTES
- DRIVEWAYS
- PEDESTRIAN ALLEYWAYS
- SEMI-PUBLIC PARK/OPEN SPACE
- PUBLIC PARK/OPEN SPACE

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

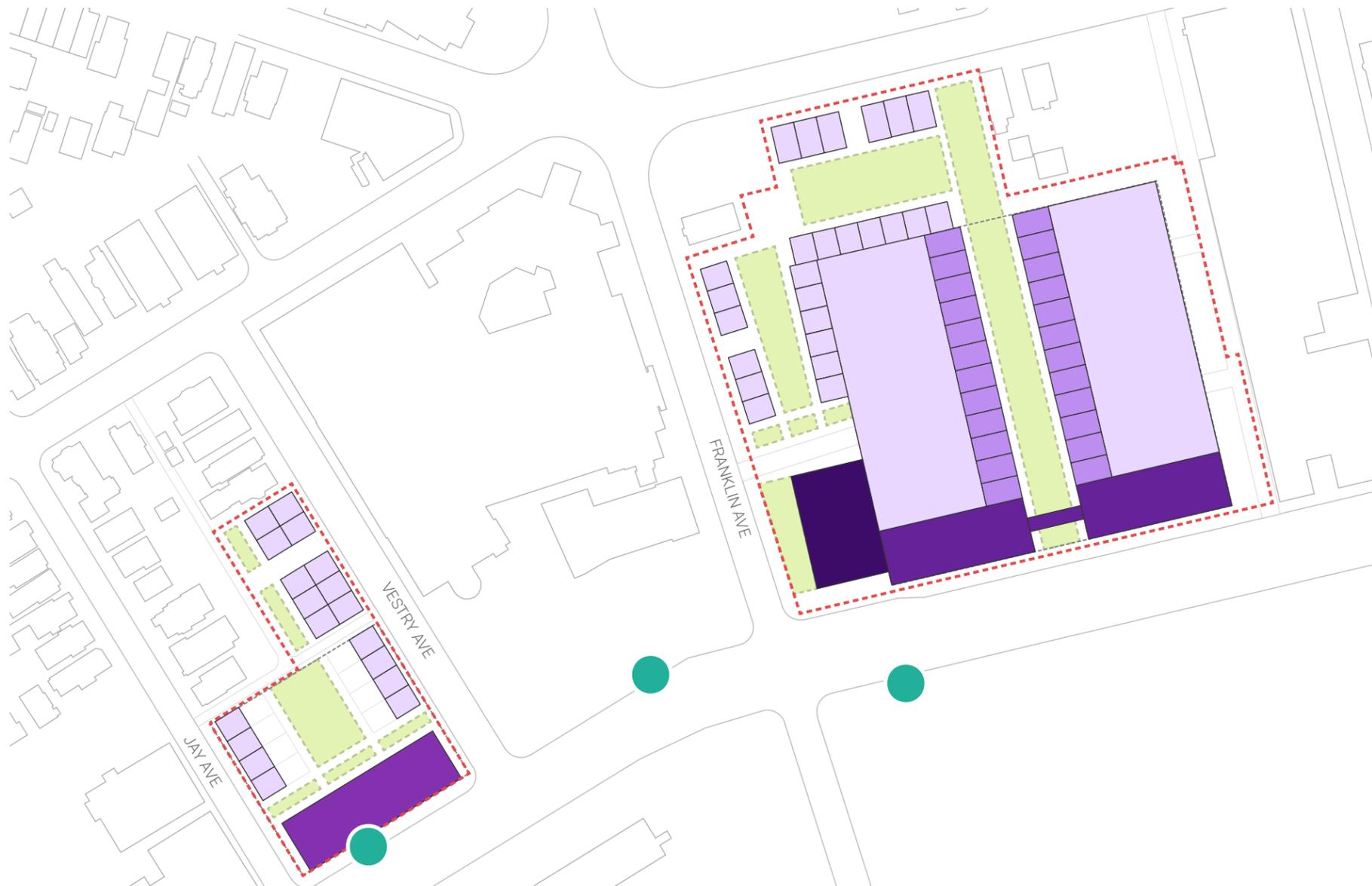


FIGURE 98 : FRANKLIN TOD BUILDING HEIGHTS

- | | |
|---|--|
|  2-2.5 STORIES |  5 STORIES |
|  3 STORIES |  7 STORIES |
|  4 STORIES |  10 STORIES |

SCALE: 1" = 150'



FIGURE 99 : TOD DEVELOPMENT POTENTIAL (DETROIT-FRANKLIN-JAY STATIONS)

- PROPOSED TOD PROJECT
- BUILDINGS TO DEMOLISH
- PROPOSED TOD - BUILDINGS
- PROPOSED SURFACE PARKING
- BELOW-GRADE PARKING

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

1-1	PARCEL SIZE	6.3 ACRES	
	GROSS FLOOR AREA	316,055 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	316
			207 APARTMENTS 90 STACKED FLATS 19 TOWNHOMES
	DENSITY	50 UNITS/ACRE	6.3 ACRES
	RETAIL	GROSS FLOOR AREA	21,885 SQFT
	OFFICE	GROSS FLOOR AREA	21,885 SQFT
		GROSS FLOOR AREA	GARAGE : 144,800 SQFT BELOW-GRADE: 137,000 SQFT
			805 STALLS PROVIDED
P	PARKING	PARKING PROVIDED:	316 FOR RESIDENTIAL 489 FOR THE LUTHERAN HOSPITAL
			1 STALL/UNIT
1-2	PARCEL SIZE	1.3 ACRES	
	GROSS FLOOR AREA	83,050 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	73
			55 APARTMENTS 18 TOWNHOMES
	DENSITY	56 UNITS/ACRE	1.3 ACRES
	RETAIL	GROSS FLOOR AREA	8,700 SQFT
		GROSS FLOOR AREA	BELOW-GRADE: 40,700 SQFT
			116 STALLS PROVIDED
P	PARKING	PARKING PROVIDED:	73 FOR RESIDENTIAL 43 FOR THE LUTHERAN HOSPITAL
			1 STALL/UNIT

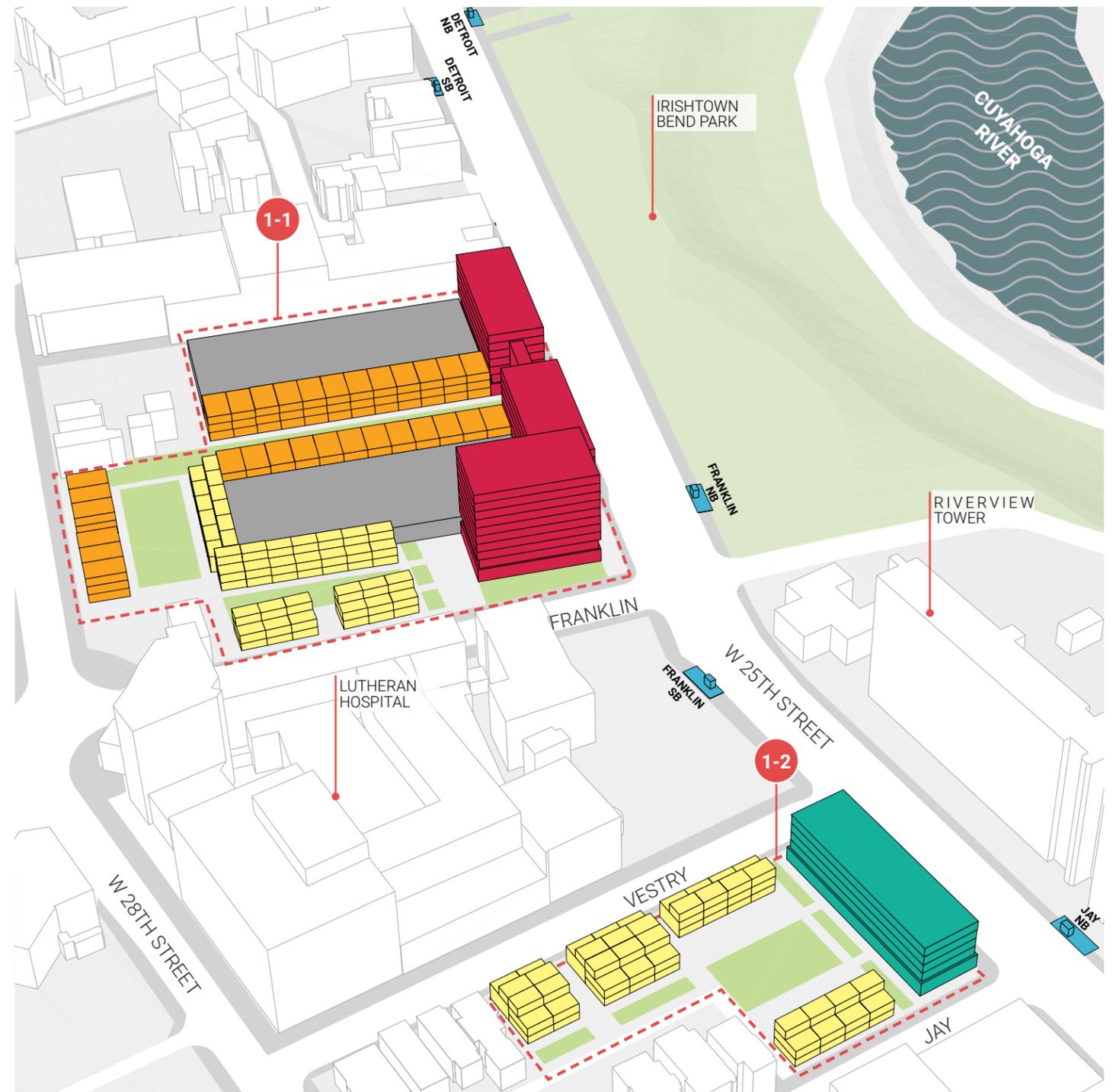


FIGURE 100 : FRANKLIN TOD 3D DIAGRAM

-  TYPE 1: TOWNHOMES
-  TYPE 2: STACKED FLATS
-  TYPE 3: RESIDENTIAL BUILDING
-  TYPE 4: OFFICE BUILDING
-  TYPE 5: MIXED-USE (RET.+RES.)
-  TYPE 6: MIXED-USE (RET.+OFF.+RES.)
-  PARKING
-  TOD PROJECT
-  BRT STATION

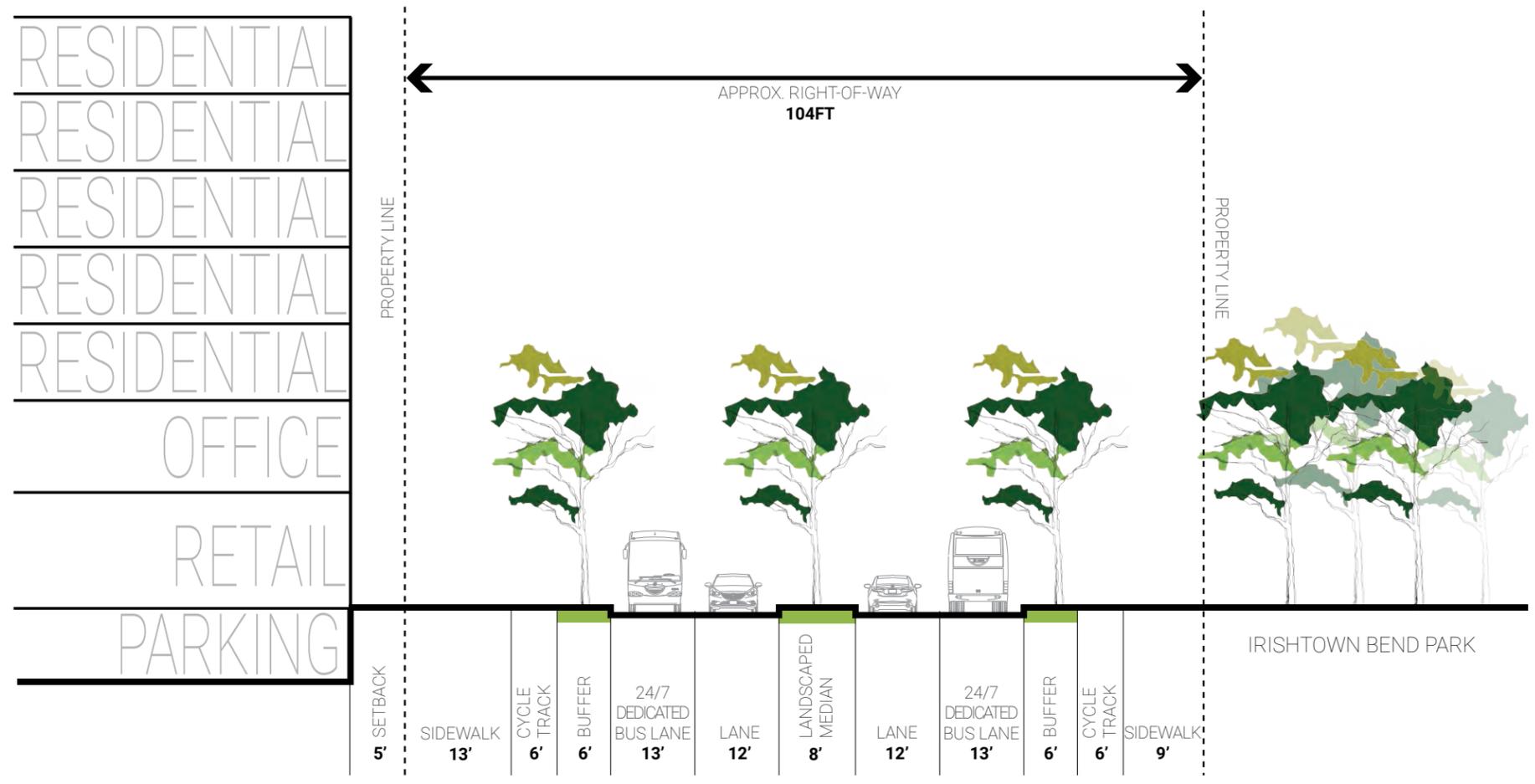


FIGURE 101 : FRANKLIN STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'

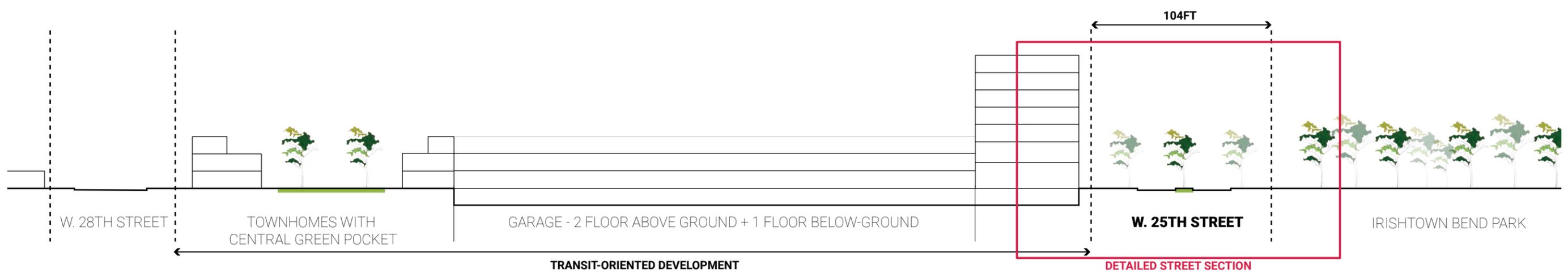


FIGURE 102 : FRANKLIN STATION AREA TOD CROSS-SECTION

SCALE: 1" = 60'

CLARK STATION TRANSIT-ORIENTED DEVELOPMENT

DESIGN CONSIDERATIONS

The intersection of Clark and the W. 25th Corridor highlights a number of opportunities and constraints to develop TOD along the corridor.

The Clark station area is located within a historically ethnically diverse neighborhood. During the 1800s, the demographic makeup of Clark-Fulton consisted of European and eastern European immigrants. However, since the 1990s, the neighborhood has experienced a growing Latinx community. The neighborhood Latinx identity shows in its most recent development, La Villa Hispana, a Hispanic cultural hub immediately adjacent to the Clark stop. This project aims to revive economic development and the cultural life in the neighborhood.

Around the station area however, vacant and underutilized buildings and parcels exist which represent an opportunity to create transit-oriented densities that align with La Villa Hispana and community's housing needs. For instance, large parking lots, strip-mall developments, and vacant parcels are all located in blocks in the Clark Avenue / W. 25th intersection. These parcels have been selected to showcase the TOD potential of the area.

While creating new developments will create transit-supportive uses and densities, the Clark station area would benefit from improvements to the public realm. On the corridor, there are numerous vacant or disinvested structures that need to either be repurposed or demolished. Sidewalk widths around the station area is limited which impedes the opportunity to integrate a pedestrian-friendly streetscape and station platforms with transit amenities. In newly created structures, setbacks should be considered to overcome this design challenge.

VISION

The Clark station area TOD plan lays the foundation for an active cultural hub that is pedestrian and transit friendly. The plan aims to create urban continuity using structures that frame the corridor while leaving space for transit and street improvements that accommodates both transit patrons and pedestrians.

The market conditions and local economics within the station area indicate the need for housing that is more affordable and might require additional financial resources beyond traditional financing. In an effort to respond to these market conditions the proposed developments showcase parking strategies and built forms that are potentially feasible as catalyst projects within this area.

THE CONCEPT

1. Density & building heights

The proposed TODs are located on 4 parcels framing the W. 25th Corridor/Clark intersection. On corridor edges, 3 to 4-story mixed-use structures are located, which responds to Clark/Fulton market conditions. In the back of lots, 2 to 3-story townhomes and stacked flats are proposed to create continuity with adjacent urban forms while creating transit-supportive densities. A 3-story office structure, potentially a retail space depending on the market, fills the narrow parcel right behind the northbound Clark station.

In these TODs, 25,050 sqft of retail space and 27,000 sqft of office space are proposed, in addition to 155 housing units in a variety of models to which, affordable housing is integrated:

- › 122 apartments, with a gross average size of 850 sqft.
- › 9 stacked flats, with a gross average size of 1,000 sqft
- › 24 townhomes, with a gross average size of 1,875 sqft

2. Parking

The proposed TODs create surface parking inside the blocks behind the buildings framing the corridor. The total offer in parking in these developments is 181 that supports the following:

- › 155 parking stalls for created residential units (1 stall/unit)
- › 26 parking stalls for the retail and office space. Additionally, the parking utilization study has shown that there is a potential surplus of on-street parking ranging between 115-120 stalls during AM and PM periods of the day, which could be used to cover the gap in the parking needed for the proposed retail and office space.

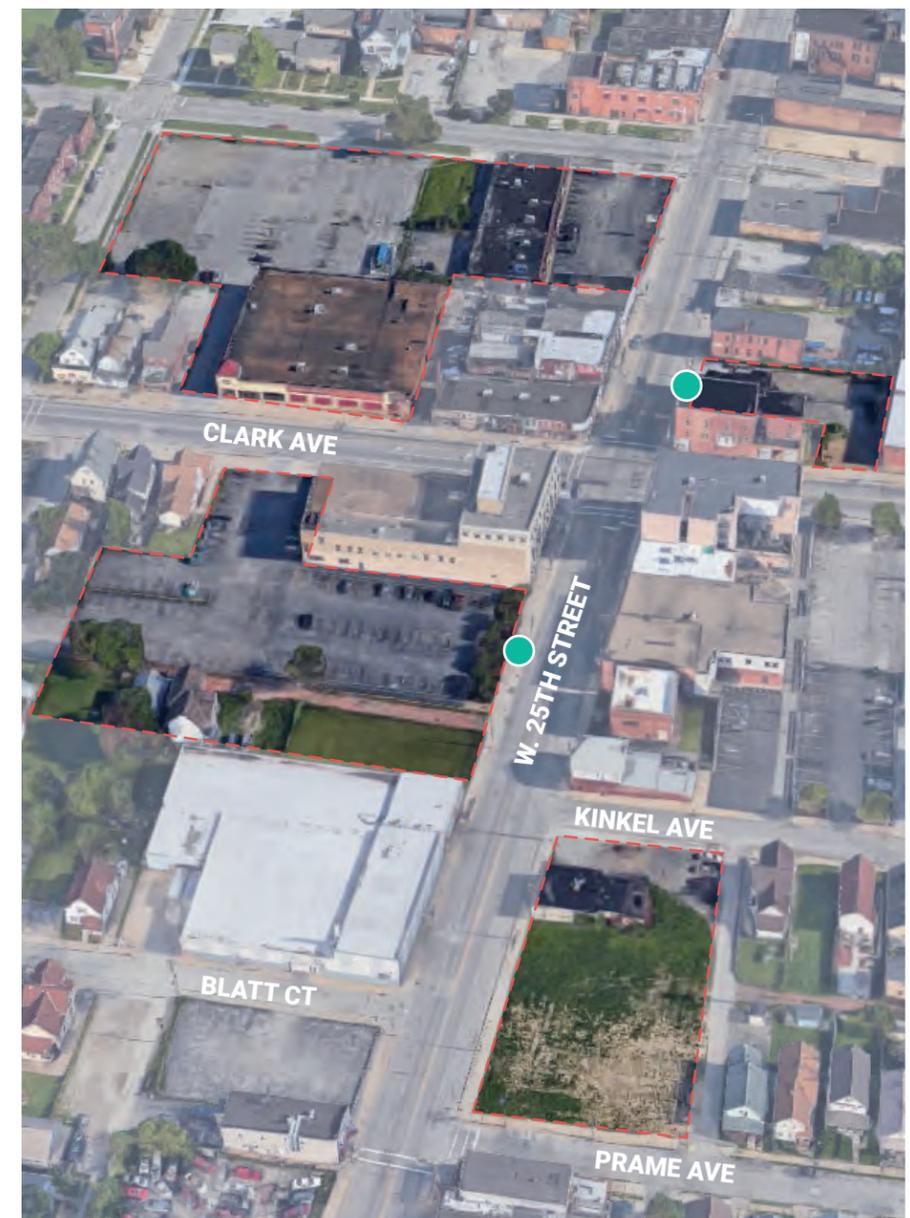


FIGURE 103 : CLARK AREA TOD SITE SELECTION

- SELECTED TOD SITES
- PROPOSED BRT STOPS

3. Urban design

To create a successful transit-oriented development around the Clark station area, it is necessary to create continuity in the built form, which translates to reasonably setback buildings with appropriate heights and uses along the streets that will host pedestrians and transit patrons. Surface parking, an obstacle to pedestrian and transit friendly environments, is located inside the blocks where it is coupled with quality landscaping to create semi-private community spaces. The result is a mixed-use environment on the transit-priority corridor and walkable residential streets leading to it.

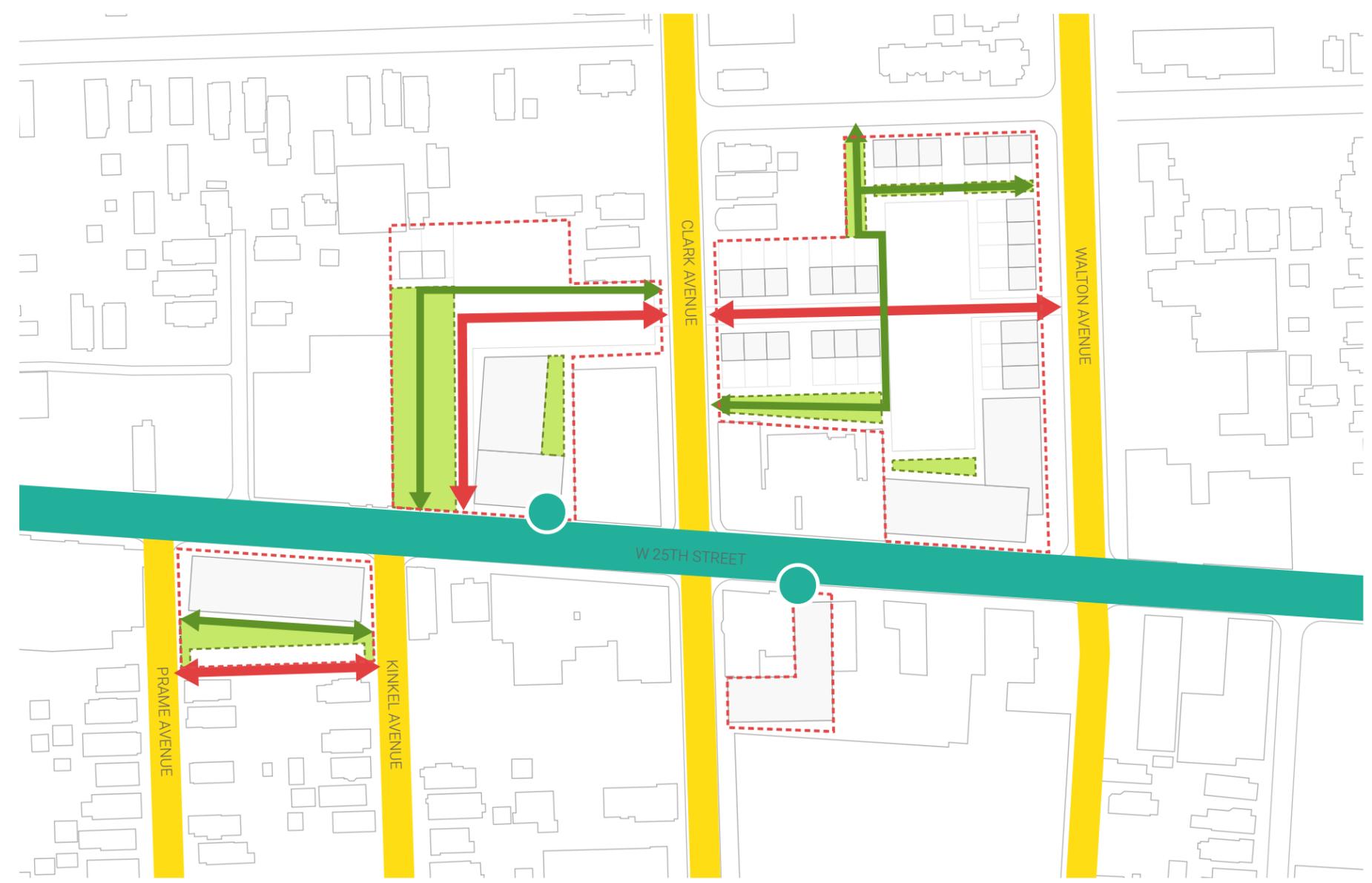


FIGURE 104 : CLARK TOD CONCEPT

- PROPOSED TOD PARCELS
- PROPOSED TOD - BUILDINGS
- TRANSIT PRIORITY CORRIDOR
- NEIGHBORHOOD CONNECTIONS
- PROTECTED BIKE LANES
- SHARED BIKE ROUTES
- DRIVEWAYS
- PEDESTRIAN ALLEYWAYS
- SEMI-PUBLIC PARK/OPEN SPACE
- PUBLIC PARK/OPEN SPACE

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS



FIGURE 105 : CLARK TOD BUILDING HEIGHTS

- | | |
|--|---|
| 2-2.5 STORIES | 5 STORIES |
| 3 STORIES | 7 STORIES |
| 4 STORIES | 10 STORIES |

SCALE: 1" = 150'





FIGURE 106 : TOD DEVELOPMENT POTENTIAL (SEYMOUR-CLARK STATIONS)

- PROPOSED TOD PROJECT
- PROPOSED TOD - BUILDINGS
- PROPOSED SURFACE PARKING
- BELOW-GRADE PARKING
- BUILDINGS TO DEMOLISH

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

2-1	PARCEL SIZE	1.7 ACRES	
	GROSS FLOOR AREA	44,475 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	48 46 APARTMENTS 2 TOWNHOMES
		DENSITY	28 UNITS/ACRE 1.7 ACRES
	RETAIL	GROSS FLOOR AREA	4,275 SQFT
	PARKING	GROSS FLOOR AREA	SURFACE PARKING : 27,500 SQFT 75 STALLS PROVIDED
		PARKING STALLS	48 FOR RESIDENTIAL 1 STALL/UNIT 75 (27 SURPLUS)
2-2	PARCEL SIZE	2.8 ACRES	
	GROSS FLOOR AREA	96,200 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	80 49 APARTMENTS 9 STACKED FLATS 22 TOWNHOMES
		DENSITY	28 UNITS/ACRE 2.8 ACRES
	RETAIL	GROSS FLOOR AREA	12,150 SQFT
	PARKING	GROSS FLOOR AREA	SURFACE PARKING : 31,200 SQFT 85 STALLS PROVIDED
		PARKING STALLS	80 FOR RESIDENTIAL 1 STALL/UNIT 85 (5 SURPLUS)
2-3	PARCEL SIZE	0.6 ACRES	
	GROSS FLOOR AREA	25,875 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	27 27 APARTMENTS
		DENSITY	45 UNITS/ACRE 0.6 ACRES
	RETAIL	GROSS FLOOR AREA	8,625 SQFT
	PARKING	GROSS FLOOR AREA	SURFACE PARKING : 7,500 SQFT 21 STALLS PROVIDED
		PARKING STALLS	27 FOR RESIDENTIAL 1 STALL/UNIT 21 (6 DEFICIT)
2-4	PARCEL SIZE	0.2 ACRES	
	GROSS FLOOR AREA	27,000 SQFT	
	OFFICE		

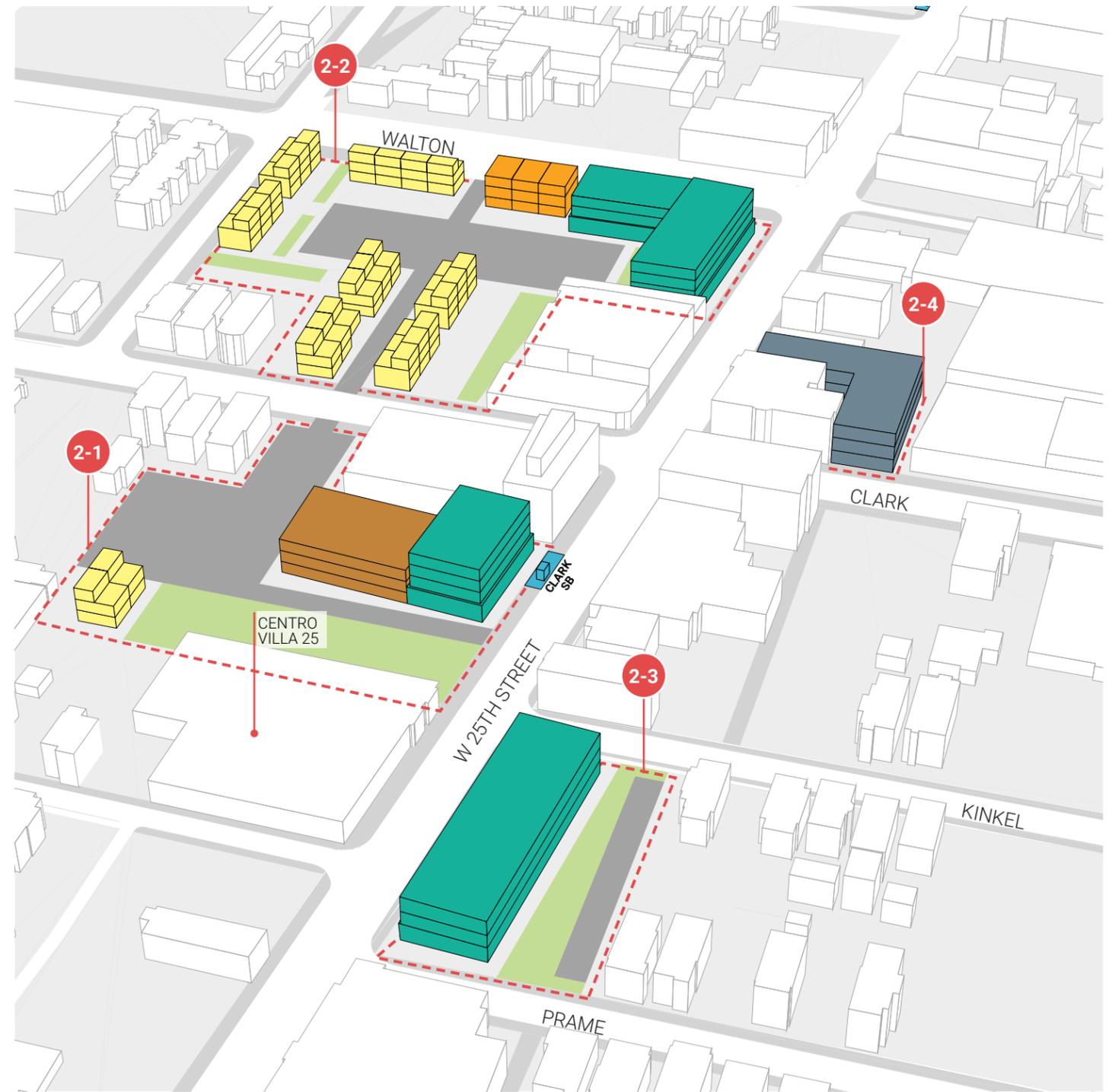


FIGURE 107 : CLARK TOD 3D DIAGRAM

-  TYPE 1: TOWNHOMES
-  TYPE 2: STACKED FLATS
-  TYPE 3: RESIDENTIAL BUILDING
-  TYPE 4: OFFICE BUILDING
-  TYPE 5: MIXED-USE (RET.+RES.)
-  TYPE 6: MIXED-USE (RET.+OFF.+RES.)
-  PARKING
-  TOD PROJECT
-  BRT STATION

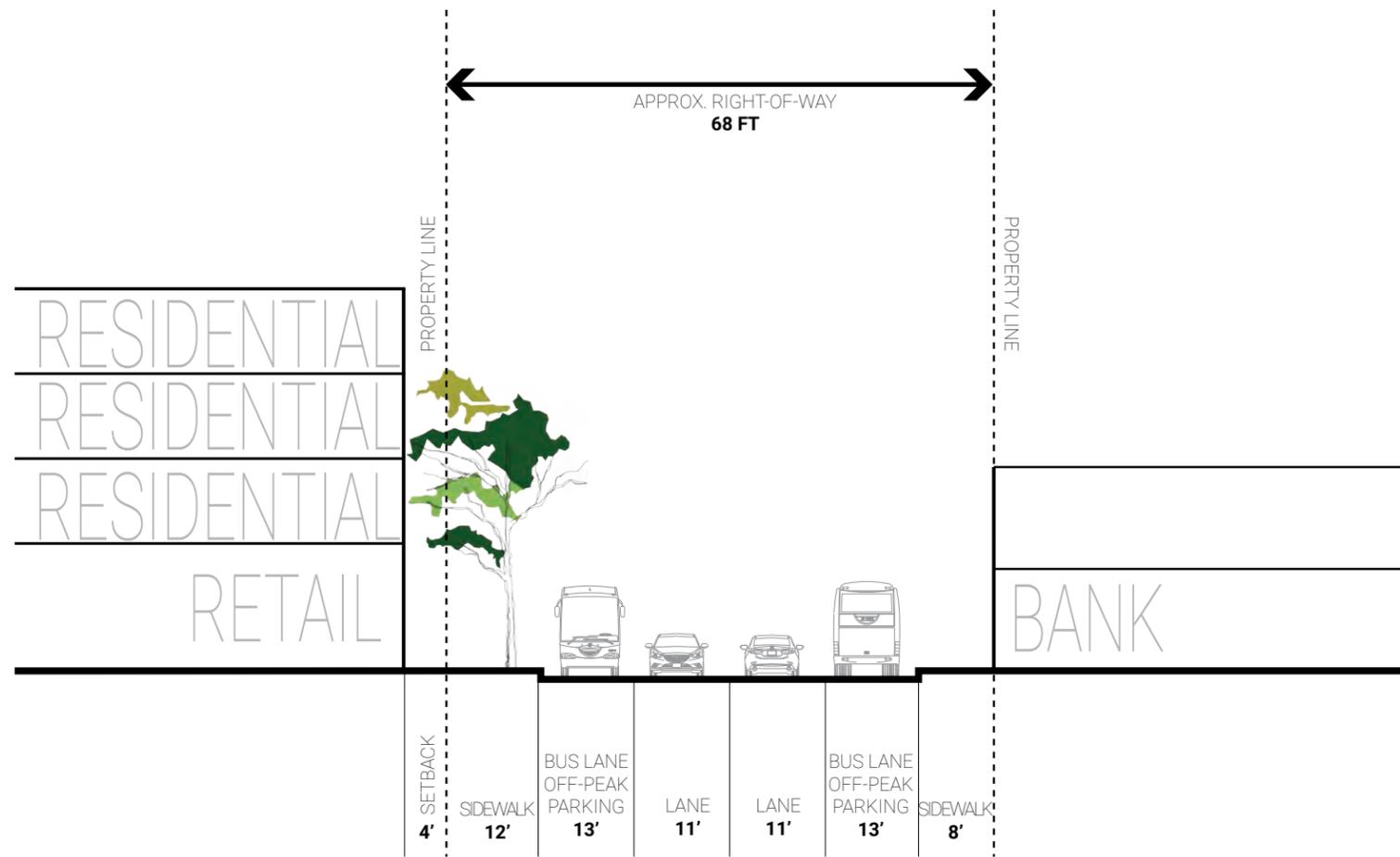


FIGURE 108 : CLARK STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'

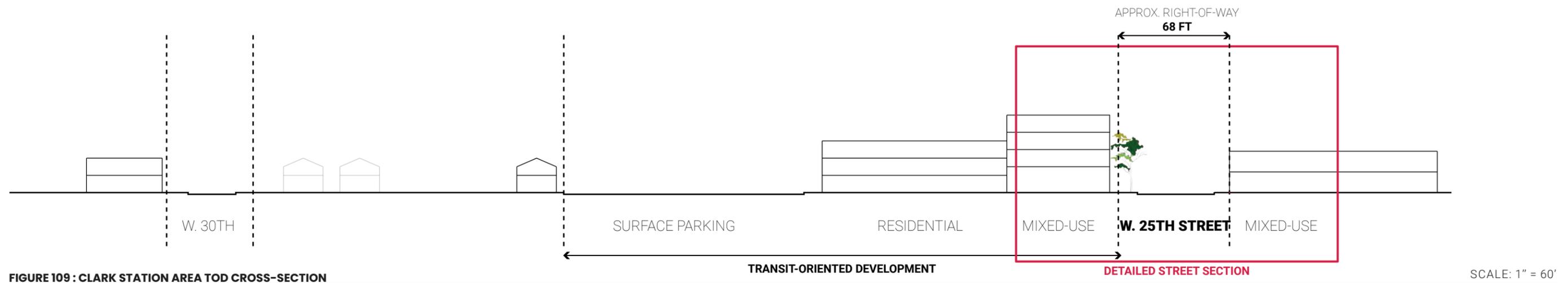


FIGURE 109 : CLARK STATION AREA TOD CROSS-SECTION

SCALE: 1" = 60'

METROHEALTH STATION TRANSIT-ORIENTED DEVELOPMENT

DESIGN CONSIDERATIONS

The MetroHealth System is currently investing in redeveloping its main campus and surrounding areas. The campus masterplan is currently under study and features a 25-acre urban park immediately adjacent to the W. 25th Corridor, that extends from MetroHealth Drive to Daisy Avenue. The MetroHealth System is also working with a private developer to create mixed-use structures (MetroHealth North and MetroHealth South) on the W. 25th Corridor that provides around 250 apartments that sit on top of ground floor commercial space.

Animation of the urban park will require an effort to close all gaps along the western side of the W. 25th Corridor to provide a variety of uses at different times of the day. To create coherence in the MetroHealth station area, two sites - located right on the corridor at Sackett and Woodbridge intersections- are selected for TOD concepts. The redevelopment of these two sites will eliminate vacant land and provide new uses that will contribute to the overall mixed-use character of the corridor. The redevelopment of these sites will also provide some continuity in the built form and will create retail opportunities on the ground floor facing the future MetroHealth park.

MetroHealth campus, which is a regional destination in Cleveland hosting hundreds of patients and employees, and new developments around it translates to many transit patrons and pedestrians in the area. The design of the transit-oriented developments must consider appropriate setbacks to accommodate an adequate streetscape and station platforms.

VISION

The MetroHealth station area TOD plan aims to create a vibrant urban environment in which mixed-use residential buildings with ground floor retail create a continuous urban façade facing the 25-acre MetroHealth park. The TOD plan includes an adequate streetscape and station platforms that accommodate transit and pedestrian traffic.

THE CONCEPT

1. Density & building heights

The proposed TODs are located in two sites, adjacent to the MetroHealth mixed-use developments and facing its 25-acre park. The proposal consists of two 3 to 4-story mixed-use buildings that frame the corridor along with MetroHealth South development, thus, creating a continuous ground floor retail facing the park. Surface parking for all these new developments is in the back of the lots, hidden from the transit corridor. The proposed development provides 14,925 sqft of retail space and 62 apartments.

2. Parking

The proposed TODs create surface parking behind the new mixed-use buildings. Off-street parking required in this area would be approximately 48 stalls that would accommodate on-site parking for the proposed residential units at 1 stall per unit. Much of the area's on-street parking is under utilized with between 200-210 stalls available in the immediate area could provide visitor and retail parking needs.



FIGURE 110 : METROHEALTH AREA TOD SITE SELECTION

- SELECTED TOD SITES
- PROPOSED BRT STOPS

3. Urban Design

Creating a continuous active street is necessary to the success of a TOD, this is the reason mixed-use buildings are placed with minimal setbacks on the W. 25th Corridor. This setback should be of dimensions allowing for station wide station platforms to be placed, sidewalk, trees, and restaurant terraces. Because the TOD sites are small, the remaining space is used to provide parking. However, these parking lots should consider landscaping and tree planting to reduce the visual impact and support porous surfaces on site. This design emphasizes sidewalk width, tree planting, and lighting that allows pedestrians and transit patrons to circulate in a safe quality environment.

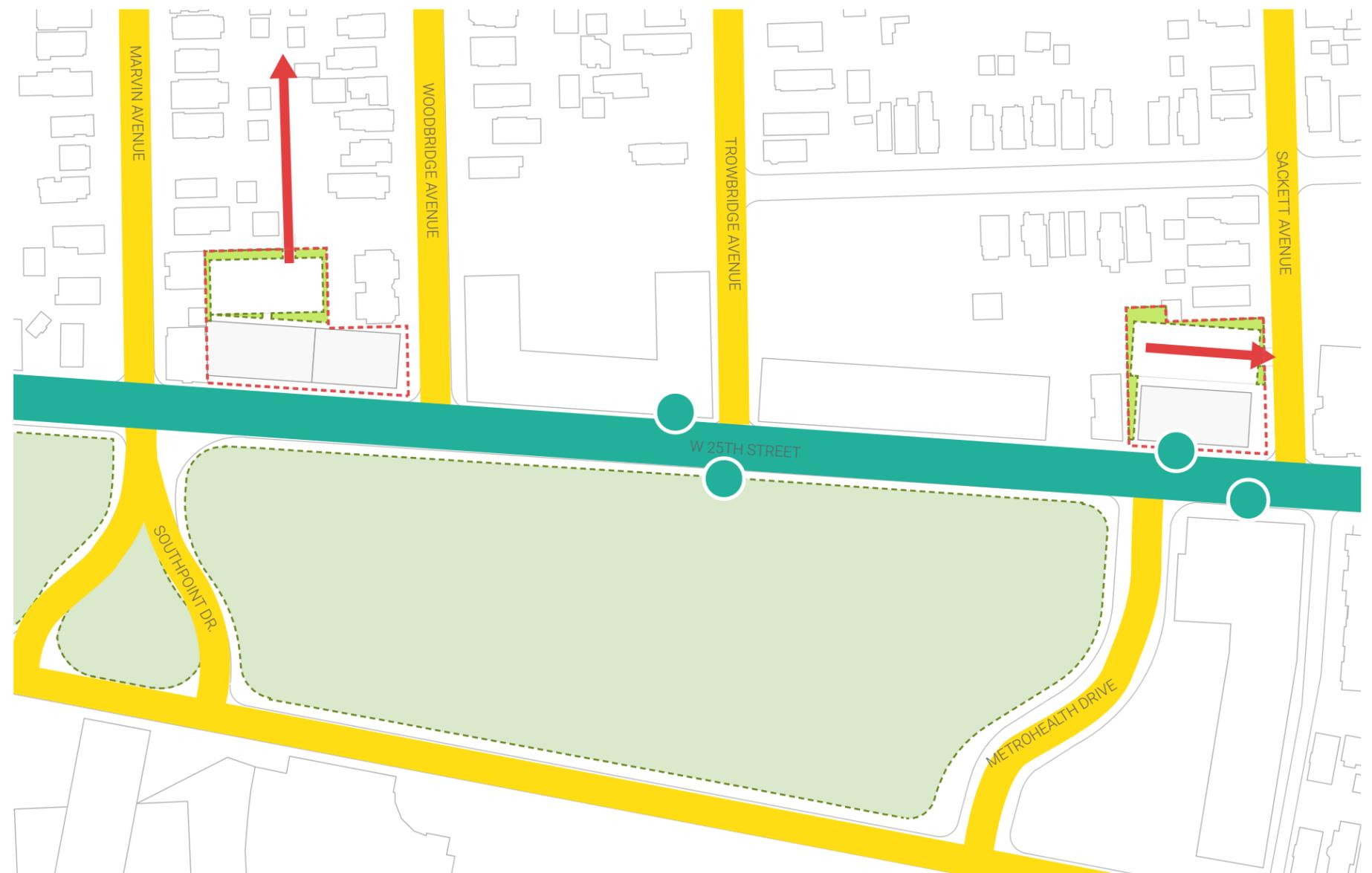


FIGURE III : METROHEALTH TOD CONCEPT

- PROPOSED TOD PARCELS
- PROPOSED TOD - BUILDINGS
- TRANSIT PRIORITY CORRIDOR
- NEIGHBORHOOD CONNECTIONS
- PROTECTED BIKE LANES
- SHARED BIKE ROUTES
- DRIVEWAYS
- PEDESTRIAN ALLEYWAYS
- SEMI-PUBLIC PARK/OPEN SPACE
- PUBLIC PARK/OPEN SPACE

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

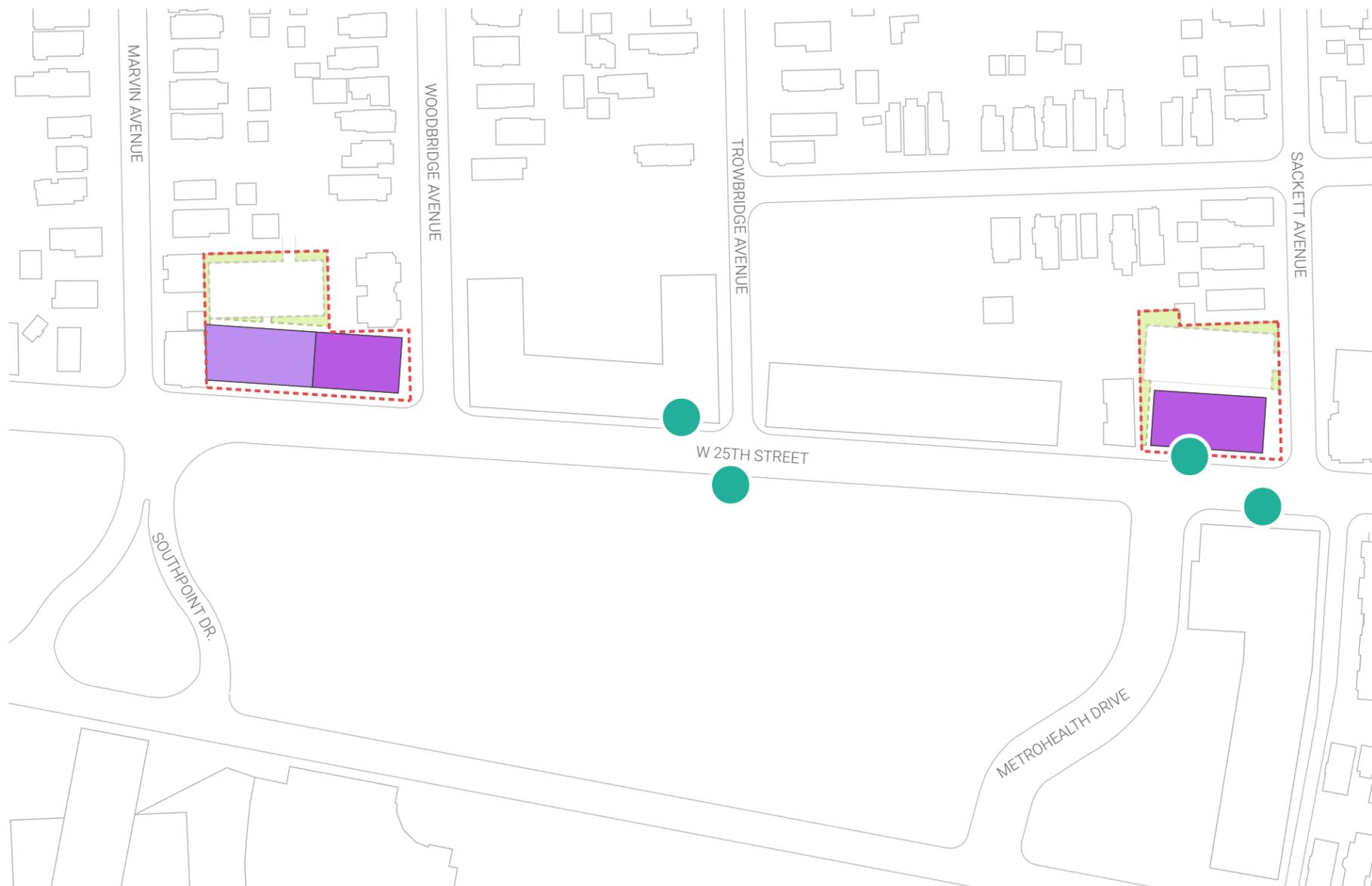


FIGURE 112 : METROHEALTH TOD BUILDING HEIGHTS

- | | |
|---|--|
|  2-2.5 STORIES |  5 STORIES |
|  3 STORIES |  7 STORIES |
|  4 STORIES |  10 STORIES |

SCALE: 1" = 150'

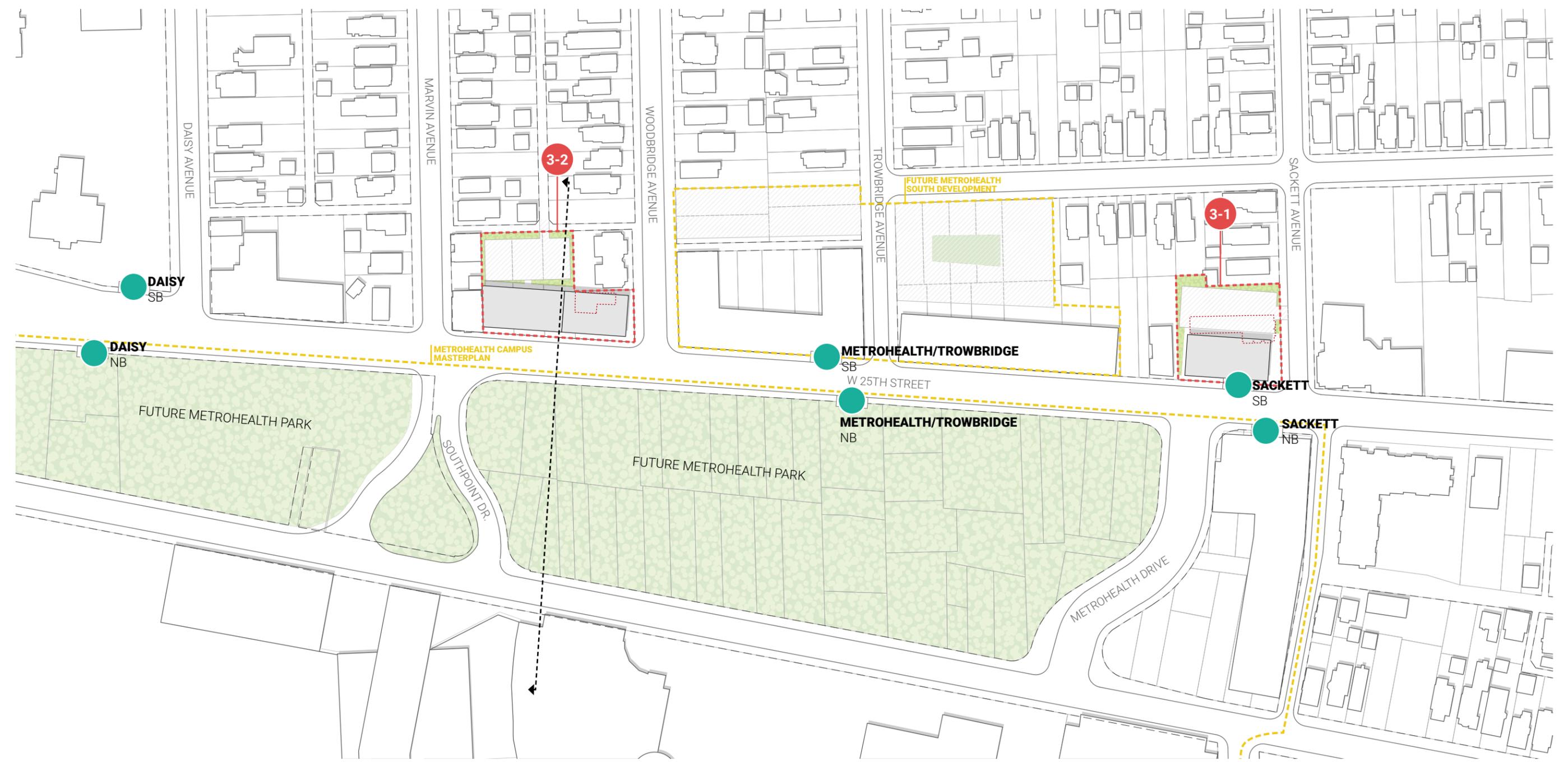


FIGURE 113 : TOD DEVELOPMENT POTENTIAL (SACKETT-TROWBRIDGE-DAISY STATIONS)

- PROPOSED TOD PROJECT
- PROPOSED TOD - BUILDINGS
- PROPOSED SURFACE PARKING
- BELOW-GRADE PARKING
- BUILDINGS TO DEMOLISH

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

3-1	PARCEL SIZE	0.5 ACRES		
	GROSS FLOOR AREA	23,725 SQFT		
	RESIDENTIAL	TOTAL HOUSING UNITS	26	26 APARTMENTS
		DENSITY	52 UNITS/ACRE	0.5 ACRES
	RETAIL	GROSS FLOOR AREA	5,475 SQFT	
	PARKING	GROSS FLOOR AREA	SURFACE PARKING : 9,200 SQFT 26 STALLS PROVIDED	
		PARKING STALLS	26 FOR RESIDENTIAL	1 STALL/UNIT
3-2	PARCEL SIZE	0.6 ACRES		
	GROSS FLOOR AREA	33,950 SQFT		
	RESIDENTIAL	TOTAL HOUSING UNITS	36	36 APARTMENTS
		DENSITY	60 UNITS/ACRE	0.6 ACRES
	RETAIL	GROSS FLOOR AREA	9,450 SQFT	
	PARKING	GROSS FLOOR AREA	SURFACE PARKING : 8000 SQFT 22 STALLS PROVIDED	
		PARKING STALLS	22 (14 DEFICIT)	1 STALL/UNIT

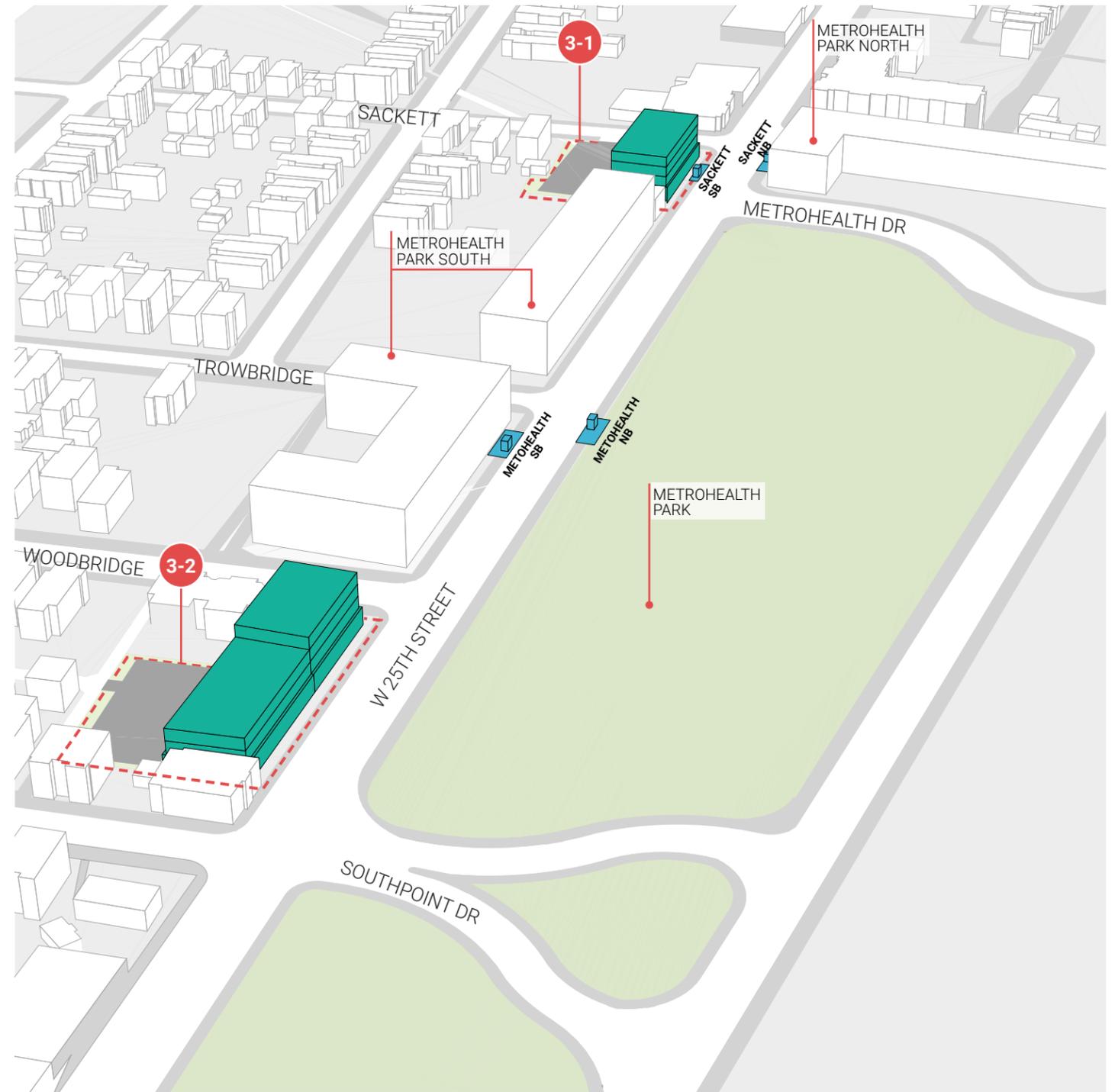


FIGURE 114 : METROHEALTH TOD 3D DIAGRAM

-  TYPE 1: TOWNHOMES
-  TYPE 4: OFFICE BUILDING
-  PARKING
-  TYPE 2: STACKED FLATS
-  TYPE 5: MIXED-USE (RET.+RES.)
-  TOD PROJECT
-  TYPE 3: RESIDENTIAL BUILDING
-  TYPE 6: MIXED-USE (RET.+OFF.+RES.)
-  BRT STATION

The segment of the corridor between MetroHealth Drive and I-71 is part of the MetroHealth Hospitals Master Plan. Implementation of this master plan is an opportunity to widen the W. 25th Corridor and add left-turn lanes at intersections between MetroHealth Drive and I-71 including MetroHealth Drive, Trowbridge Avenue, Woodbridge Avenue, Mavin Avenue, and Daisy Avenue. As a result, the proposed 24/7 dedicated bus lanes would be possible, without left turning traffic blocking through traffic movement. These two sections showcase corridor conditions with a left-turn lane (option 1) and without a left-turn lane (option 2).

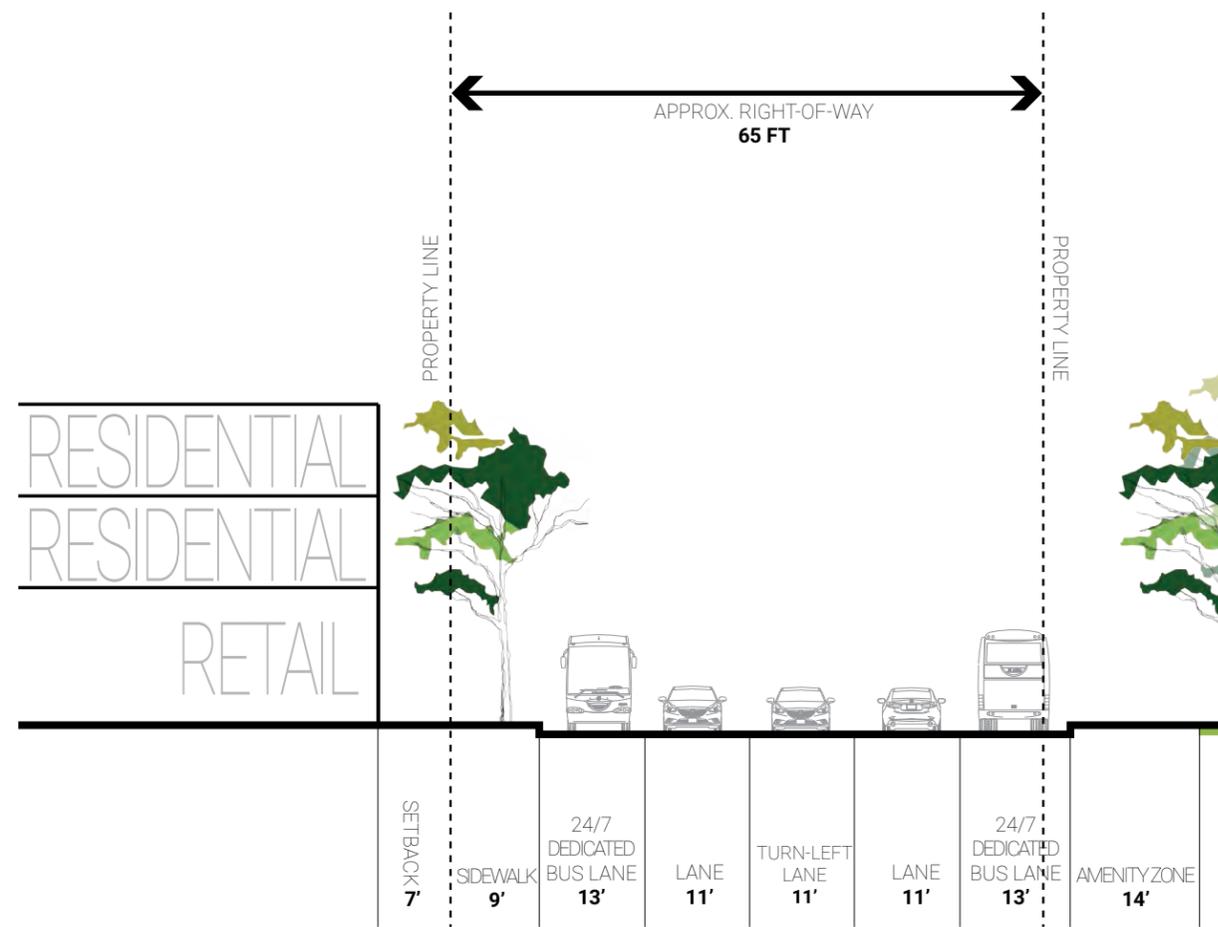


FIGURE 115 : METROHEALTH STATION AREA CORRIDOR CROSS-SECTION (OPTION 1) SCALE: 1" = 20'

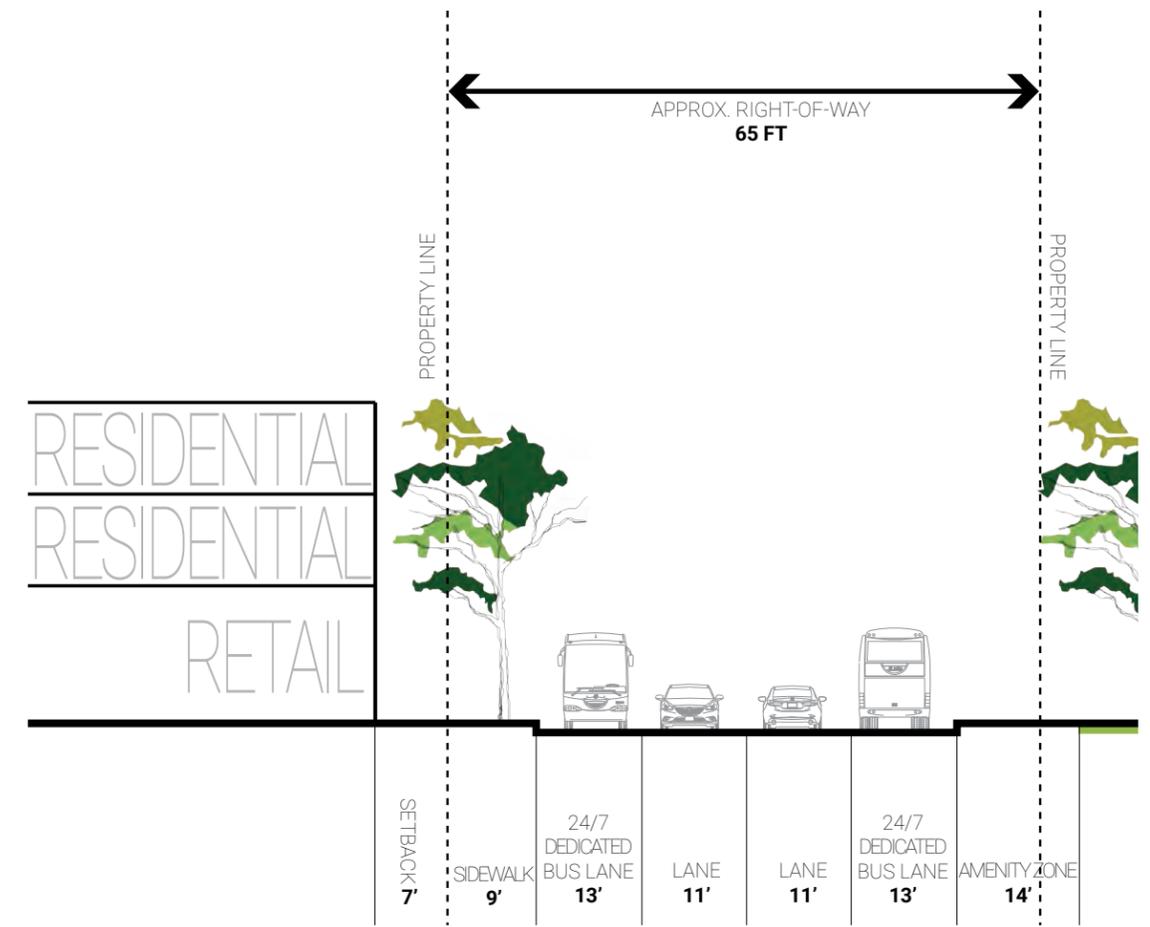


FIGURE 116 : METROHEALTH STATION AREA CORRIDOR CROSS-SECTION (OPTION 2) SCALE: 1" = 20'

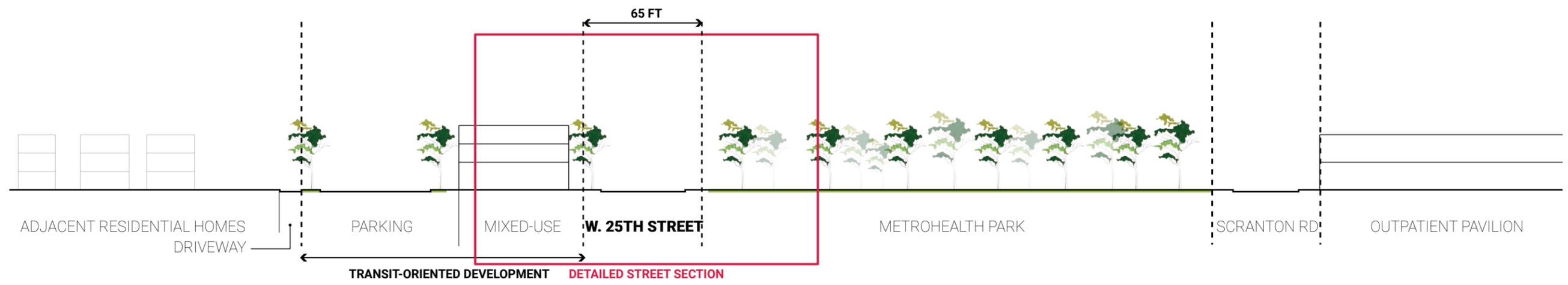


FIGURE 117 : METROHEALTH STATION AREA TOD CROSS-SECTION SCALE: 1" = 60'

DENISON STATION TRANSIT-ORIENTED DEVELOPMENT

DESIGN CONSIDERATIONS

The Denison station area is in Brooklyn-Centre, a national historic district with many historic homes dating back to the late 1800s and beginning of the 1900s. Archwood Avenue crossing the W. 25th corridor, a local historic district by itself, is characterized by its wide street proportions, large homes, and maintained front-lawns. This street with its historic and cultural potential (involving a bi-annual street sale featuring local foods and goods) should be part of the overall vision for this station area.

While the Denison station area is rich in terms of historic architecture and design, there are many car-oriented commercial developments surrounding the station. Restaurants and a bank with drive-throughs and front parking, a gas station, and single story retail stores are all uses that do not align with the TOD vision of the corridor.

While it is ideal that all these sites should be redeveloped, the market nature of this part of the corridor does not allow a quick urban shift. Two TOD sites - the gas station and the dollar store- have been selected as potential catalyst sites for redevelopment that showcase the type of development that could occur in the area. The other non-TOD-contributing sites are likely to redevelop in the long-term as a response to future real-estate activities.

Along the corridor, mixed-use buildings with ground floor retail are recommended to create an active street which is vital to pedestrians, especially those potentially using transit. Behind these mixed-use buildings, small scale residential is appropriate to mix with existing residential single-family housing in the area.

VISION

The Denison station area TOD plan aims to lay the foundation for short-term and long-term development, to create a pedestrian and transit-friendly environment. The ultimate objective is to create urban continuity by replacing car-oriented developments with mixed-use structures that frame the corridor while leaving space for transit and street improvements that accommodates both transit patrons and pedestrians.

THE CONCEPT

1. Density & building heights

The proposed TODs are located on two sites north of Denison intersection, where few mixed-use structures already exist. The two selected sites will create a micro urban climate, that would potentially set the ground for similar developments in the long-term around the station area. The developments include 3 to 5-story mixed-use buildings on corridor edges. In the back of the northern site, 2 to 3-story townhomes are proposed to create continuity with the existing built form. Surface parking is located in the middle of the blocks, withdrawn from the street, to leave space for structures to frame the public realm where pedestrians and transit patrons circulate.

In these TODs, 19,410 sqft of retail space is proposed, in addition to 88 housing units in two types:

- › 75 apartments, with a gross average size of 850 sqft.
- › 2 townhomes, with a gross average size of 1,875 sqft

2. Parking

The proposed TODs create surface parking inside the blocks behind the buildings framing the corridor. Off-street parking allocations include over 128 parking stalls - nearly 40 stalls over the baseline assumptions of one stall per unit. This highlights an opportunity to offer larger units that may benefit from 2 parking stalls per unit, while still providing a high-quality urban experience along the W. 25th Corridor that still contributes to the corridor's walkability and transit-supportive types of development:

- › 88 parking stalls for new residential units (1 stall/unit)
- › 40 parking stalls surplus that can accommodate retail parking as well. Additionally, the parking utilization study has shown that there is approximately 70 on-street parking stalls underutilized in the AM and PM peak periods, which could be used by retail patrons and visitors of the residential buildings.

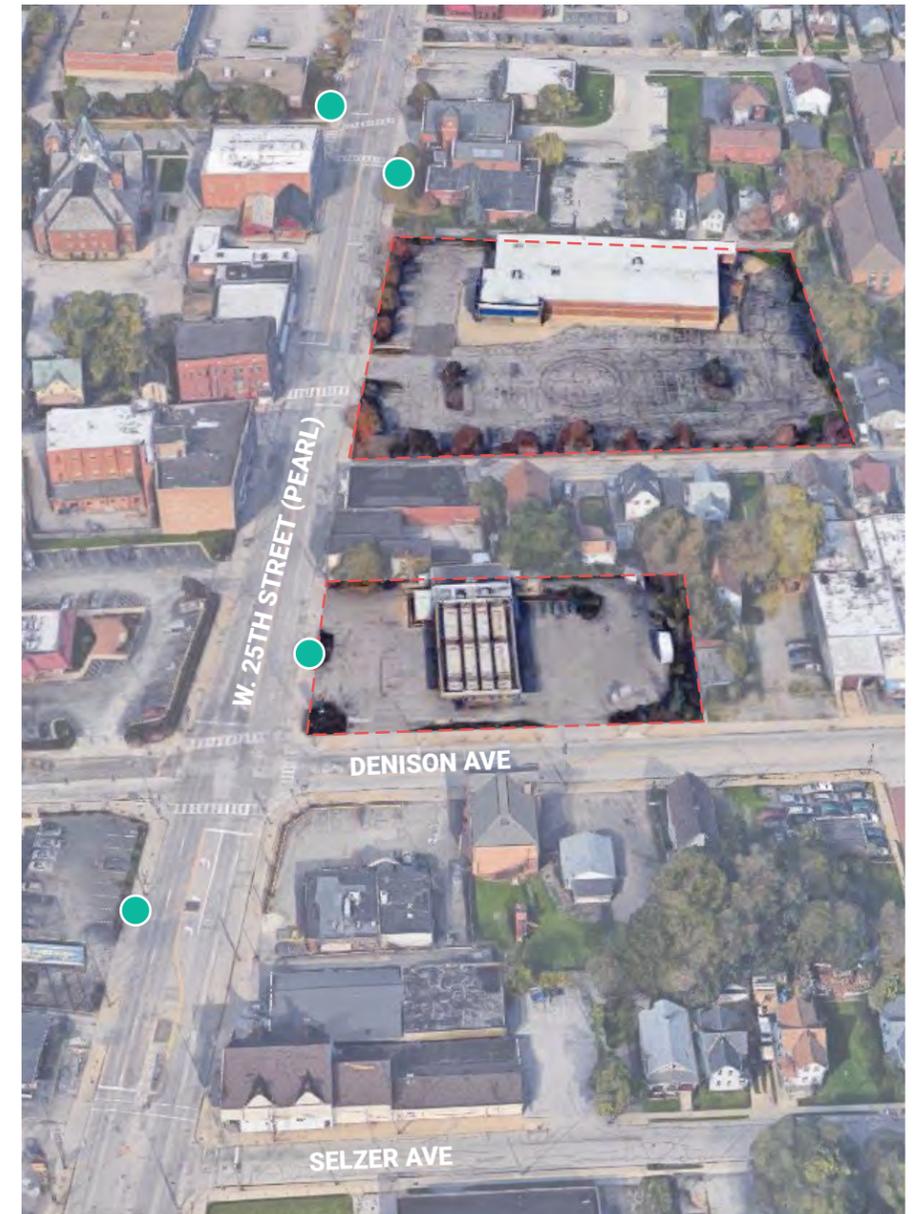


FIGURE 118 : DENISON AREA TOD SITE SELECTION

- SELECTED TOD SITES
- PROPOSED BRT STOPS

3. Urban Design

The proposed TODs are located in two sites, in the northeastern side of the W. 25th Corridor/Denison intersection. These two sites include uses and structures that typically support a pedestrian and transit friendly corridor. The design of the streets of the Denison station area, should prioritize walkability and community amenities inside and outside private lots. Inside private lots, alleyways and landscaping with gathering pockets is important to consider. In the public realm, sidewalk should have dimensions that could support station platforms, tree planting, and bike amenities.



FIGURE 119 : DENISON TOD CONCEPT

- PROPOSED TOD PARCELS
- PROPOSED TOD - BUILDINGS
- TRANSIT PRIORITY CORRIDOR
- NEIGHBORHOOD CONNECTIONS
- PROTECTED BIKE LANES
- SHARED BIKE ROUTES
- DRIVEWAYS
- PEDESTRIAN ALLEYWAYS
- SEMI-PUBLIC PARK/OPEN SPACE
- PUBLIC PARK/OPEN SPACE

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS



FIGURE 120 : DENISON TOD BUILDING HEIGHTS

- | | |
|---|--|
|  2-2.5 STORIES |  5 STORIES |
|  3 STORIES |  7 STORIES |
|  4 STORIES |  10 STORIES |

SCALE: 1" = 150'



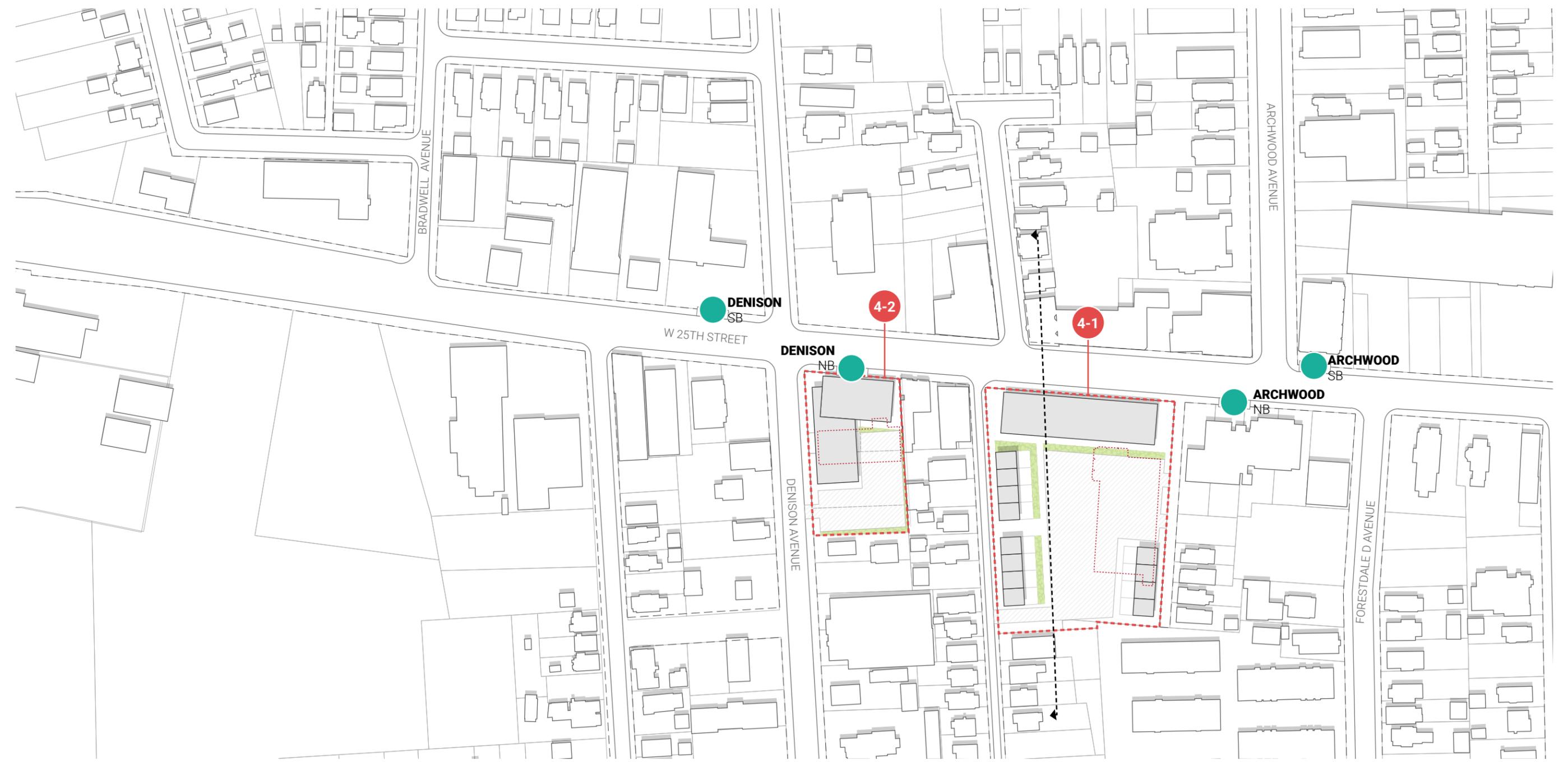


FIGURE 121: TOD DEVELOPMENT POTENTIAL (ARCHWOOD-DENISON STATIONS)

- PROPOSED TOD PROJECT
- PROPOSED TOD - BUILDINGS
- PROPOSED SURFACE PARKING
- BELOW-GRADE PARKING
- BUILDINGS TO DEMOLISH

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

4-1	PARCEL SIZE	2 ACRES	
	GROSS FLOOR AREA	52,875 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	44
			32 APARTMENTS 12 TOWNHOMES
	RETAIL	DENSITY	22 UNITS/ACRE
			2 ACRES
	PARKING	GROSS FLOOR AREA	10,125 SQFT
		GROSS FLOOR AREA	SURFACE PARKING : 34,100 SQFT 93 STALLS PROVIDED
	PARKING	PARKING STALLS	44 FOR RESIDENTIAL
			1 STALL/UNIT
4-2	PARCEL SIZE	0.7 ACRES	
	GROSS FLOOR AREA	40,215 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	44
			44 APARTMENTS
	RETAIL	DENSITY	62 UNITS/ACRE
			0.7 ACRES
	RETAIL	GROSS FLOOR AREA	9,285 SQFT
		GROSS FLOOR AREA	SURFACE PARKING : 12,800 SQFT 35 STALLS PROVIDED
	PARKING	PARKING STALLS	35 FOR RESIDENTIAL
			1 STALL/UNIT

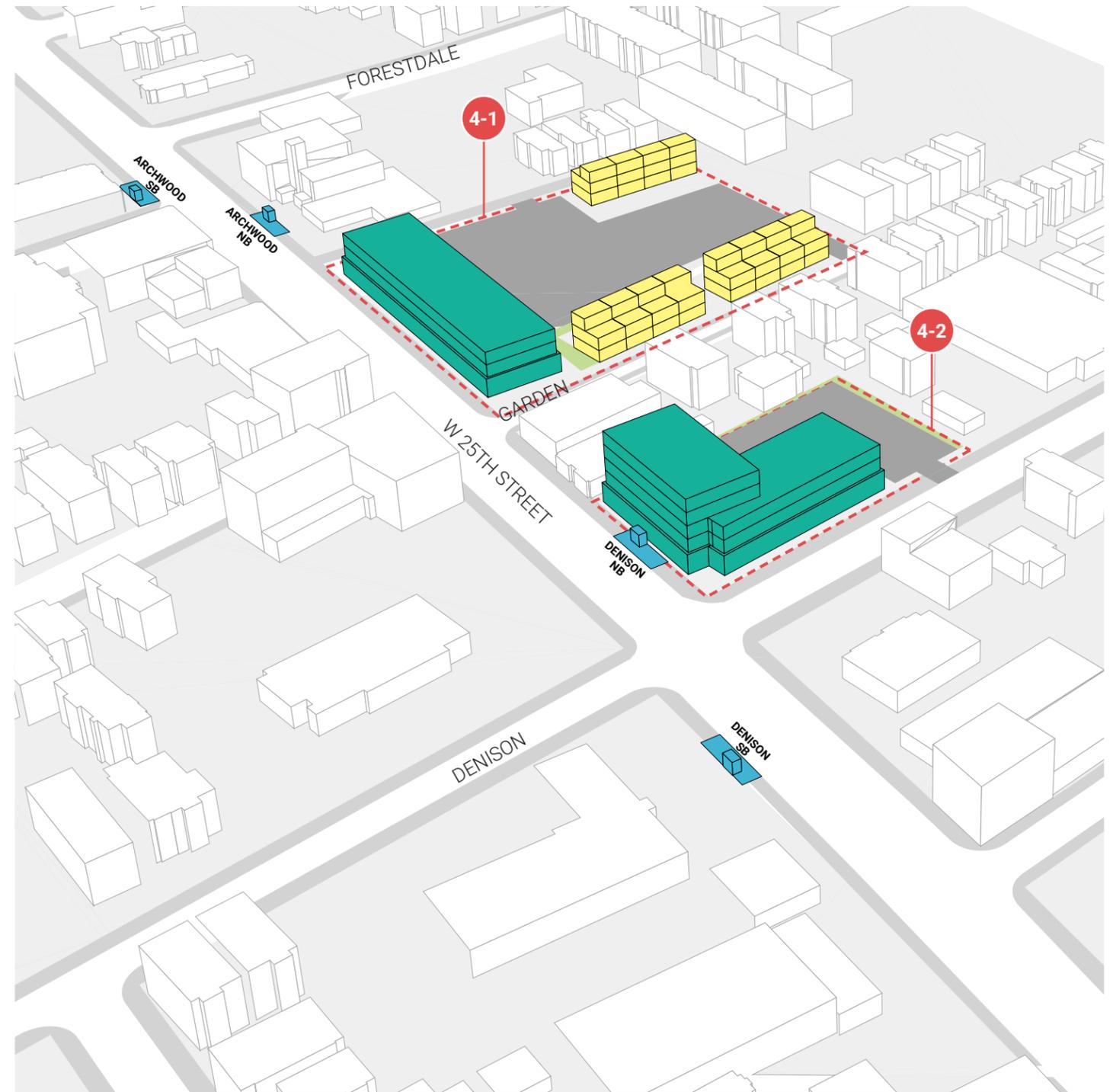


FIGURE 122 : DENISON TOD 3D DIAGRAM

- TYPE 1: TOWNHOMES
- TYPE 2: STACKED FLATS
- TYPE 3: RESIDENTIAL BUILDING
- TYPE 4: OFFICE BUILDING
- TYPE 5: MIXED-USE (RET.+RES.)
- TYPE 6: MIXED-USE (RET.+OFF.+RES.)
- PARKING
- TOD PROJECT
- BRT STATION

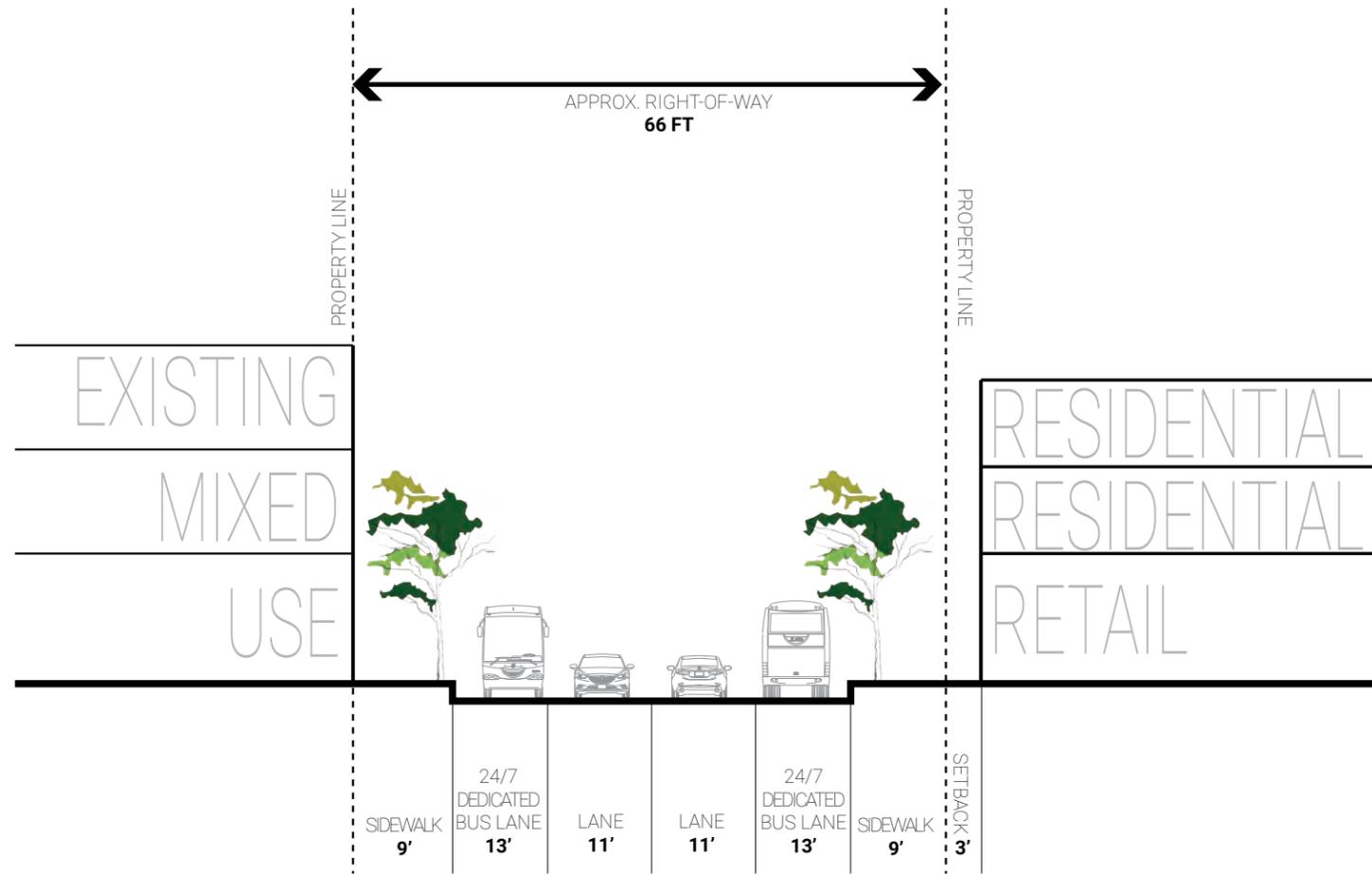


FIGURE 123 : DENISON STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'

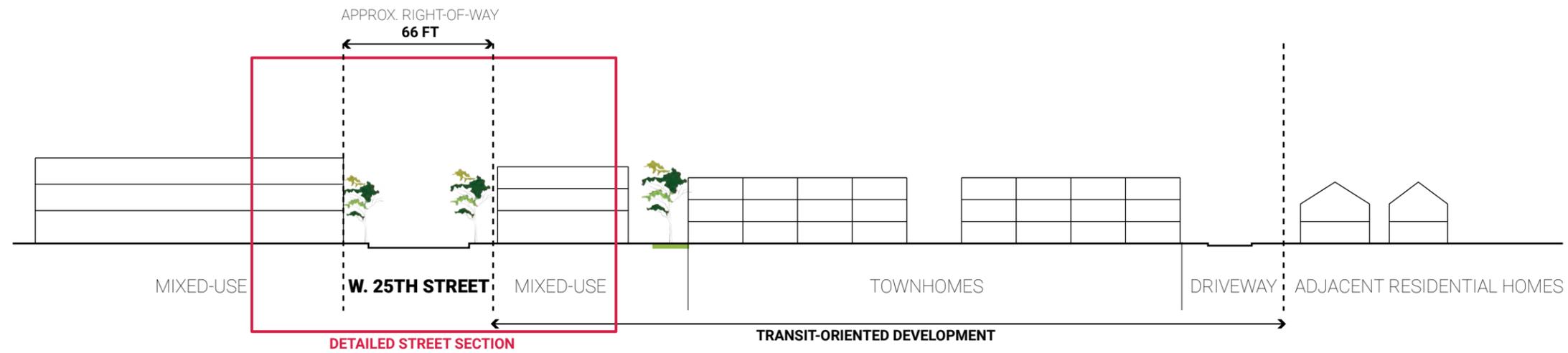


FIGURE 124 : DENISON STATION AREA TOD CROSS-SECTION

SCALE: 1" = 60'

BROADVIEW STATION TRANSIT-ORIENTED DEVELOPMENT

DESIGN CONSIDERATIONS

The Broadview station area is located in Old Brooklyn, a neighborhood that covers a large area with only a small portion of it served by the new BRT line. This portion includes two stops, Broadview and Wildlife.

Advantages of the Broadview station area include the proximity to the MetroParks Zoo and the new Brighton Park, and an affordable housing stock. Disadvantages include the lack of street amenities, uses, densities, and diverse housing options that support high quality transit.

The challenge in this station area is to create a vibrant environment through improving streetscape and built forms to encourage walking and transit use in the area. The selection of strategic parcels for TOD is necessary to create such environment. The redevelopment of vacant and underutilized parcels, in addition to car-oriented structures, is a step toward achieving this goal. For instance, the dollar store that is closing and the block with the large surface parking in the intersection of Broadview and Pearl Road represent opportunities for redevelopment. In this area, there are other vacant and underutilized parcels likely to redevelop in the long run as a response to the real estate dynamics around Broadview station.

Another challenge in this station area is the lack of diversity in the housing stock that is supportive of transit. While most of housing units in Old Brooklyn are two story duplexes and single-family homes that are characterized by lower values than their counterparts in Ohio-City and Tremont, amenities and safe walkability are impediments to the attractiveness of the neighborhood. When creating new diverse housing units along with walkable streets and a BRT station with appropriate amenities, the Broadview station area is likely to become an attractive place, especially for young professionals and empty nesters who are being priced out of adjacent neighborhoods.

The unique advantage in this area is the close proximity to a large parking structure utilized by MetroHealth for their campus located nearby. With relocation of staff in this facility it is anticipated that the parking structure would remain, leaving a valuable asset for the community.

VISION

The Broadview station area TOD plan will lay the foundation for a pedestrian and transit friendly environment, where housing, major destinations, and transit stops are accessible. Utilizing an existing pool of parking within a reasonable walking distance opens up the possibility to create unique building typologies at affordable rates that would help diversify the housing choice in the area, but would provide affordable options in an area that currently offers few choices in

housing. This concept aims to create a diverse range of housing products that can be marketed towards young families and empty nesters that are looking for larger units but in an affordable price point that is not possible in other areas along the corridor.

THE CONCEPT

1. Density & building heights

The proposed TODs are located on 2 sites across from each other in the Pearl/Broadview intersection. The 2 selected sites aim to create continuity in the built form through minimally setback structures and ground floor retail. The objective of minimal setbacks is to leave enough room for reasonable sidewalk width, station platforms, trees, terraces, and other amenities. The developments include 3 to 4-story mixed-use buildings on corridor edges and 2 to 3-story stacked flats and townhomes in the back of the blocks.

In these TODs, 25,800 sqft of retail space is proposed replacing existing retail that exists on site, in addition to 277 housing units in a variety of forms:

- › 176 apartments, with a gross average size of 850 sqft
- › 72 stacked flats, with a gross average size of 1,000 sqft
- › 29 townhomes, with a gross average size of 1,875 sqft

2. Parking

The surface parking in the TOD north of the Pearl/Broadview intersection, provides 33 parking stalls that cover part of the parking need for residential units. While the northern site has its own surface parking, the second site relies mostly on the adjacent parking garage belonging to MetroHealth, likely to be underutilized due to the relocation of the MetroHealth customer service staff in the adjacent building. This parking garage will cover the remaining parking stalls needed for the northern site and the parking need for the southern site for both

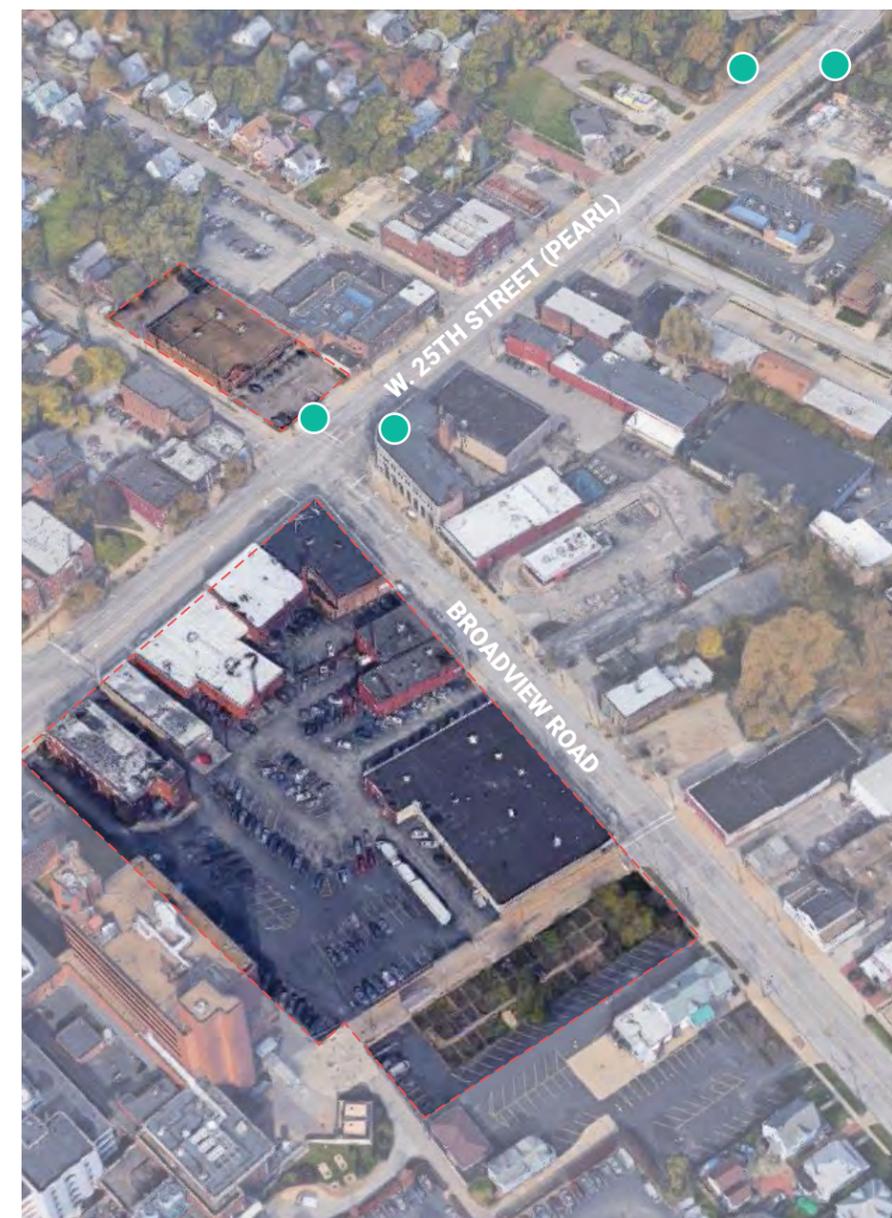


FIGURE 125 : BROADVIEW AREA TOD SITE SELECTION

- SELECTED TOD SITES
- PROPOSED BRT STOPS

residential and retail. Additionally, the on-street parking utilization study identified approximately 60 parking stalls underutilized in the AM and PM peak periods which would assist in providing visitor parking.

3. Urban Design

The proposed transit-oriented developments are located in two sites, across from each other in the Pearl/Broadview intersection. The site in the northwestern side of the intersection is small, and therefore limited in its urban design possibilities. However, the site in the southeastern side of the intersection is about 3.7 acres where more a more creative design is possible. This site is crossed by 2 private driveways for fire safety and drop-offs and 3 low-traffic pedestrian alleyways with planted central green spaces where the community can gather in a more intimate way. The site design has the potential to blend with the future Devonshire/ MetroHealth campus plan, where green spaces and plazas are proposed.

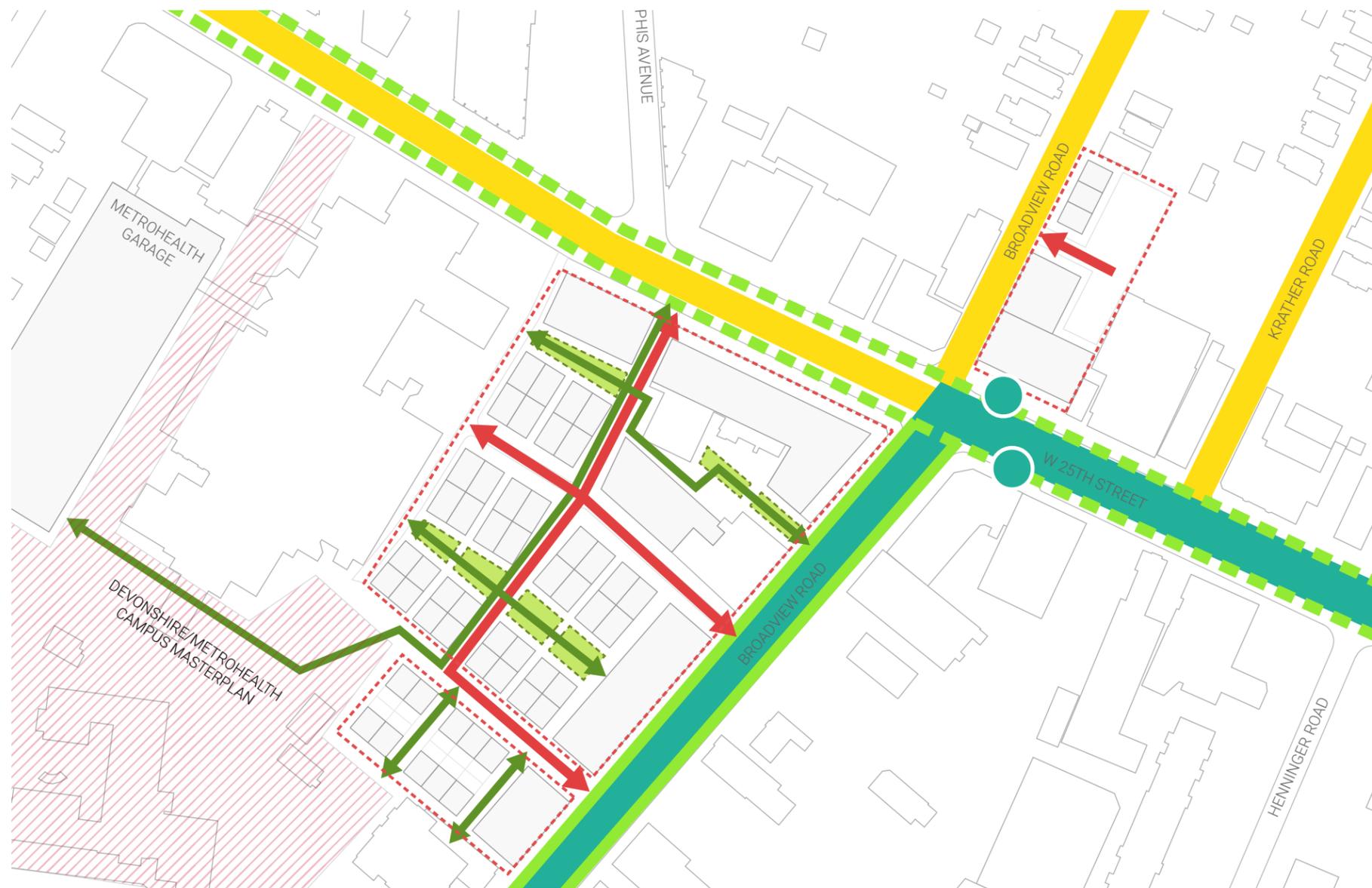


FIGURE 126 : BROADVIEW TOD CONCEPT

- PROPOSED TOD PARCELS
- PROPOSED TOD - BUILDINGS
- TRANSIT PRIORITY CORRIDOR
- NEIGHBORHOOD CONNECTIONS
- PROTECTED BIKE LANES
- SHARED BIKE ROUTES
- DRIVEWAYS
- PEDESTRIAN ALLEYWAYS
- SEMI-PUBLIC PARK/OPEN SPACE
- PUBLIC PARK/OPEN SPACE

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

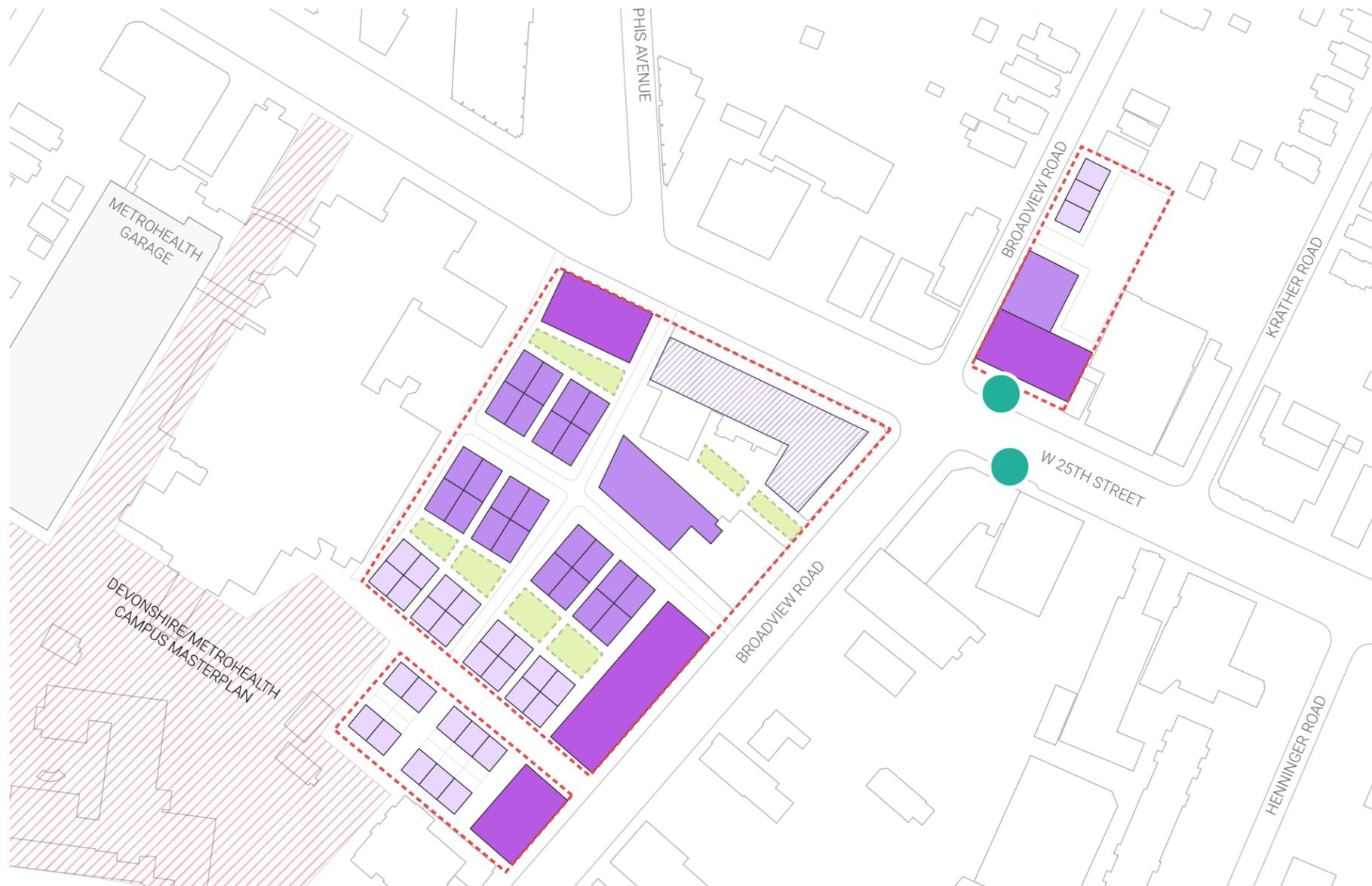


FIGURE 127 : BROADVIEW TOD BUILDING HEIGHTS

- | | |
|---|---|
|  2-2.5 STORIES |  5 STORIES |
|  3 STORIES |  7 STORIES |
|  4 STORIES |  2 STORIES OVER EXISTING |

SCALE: 1" = 150'



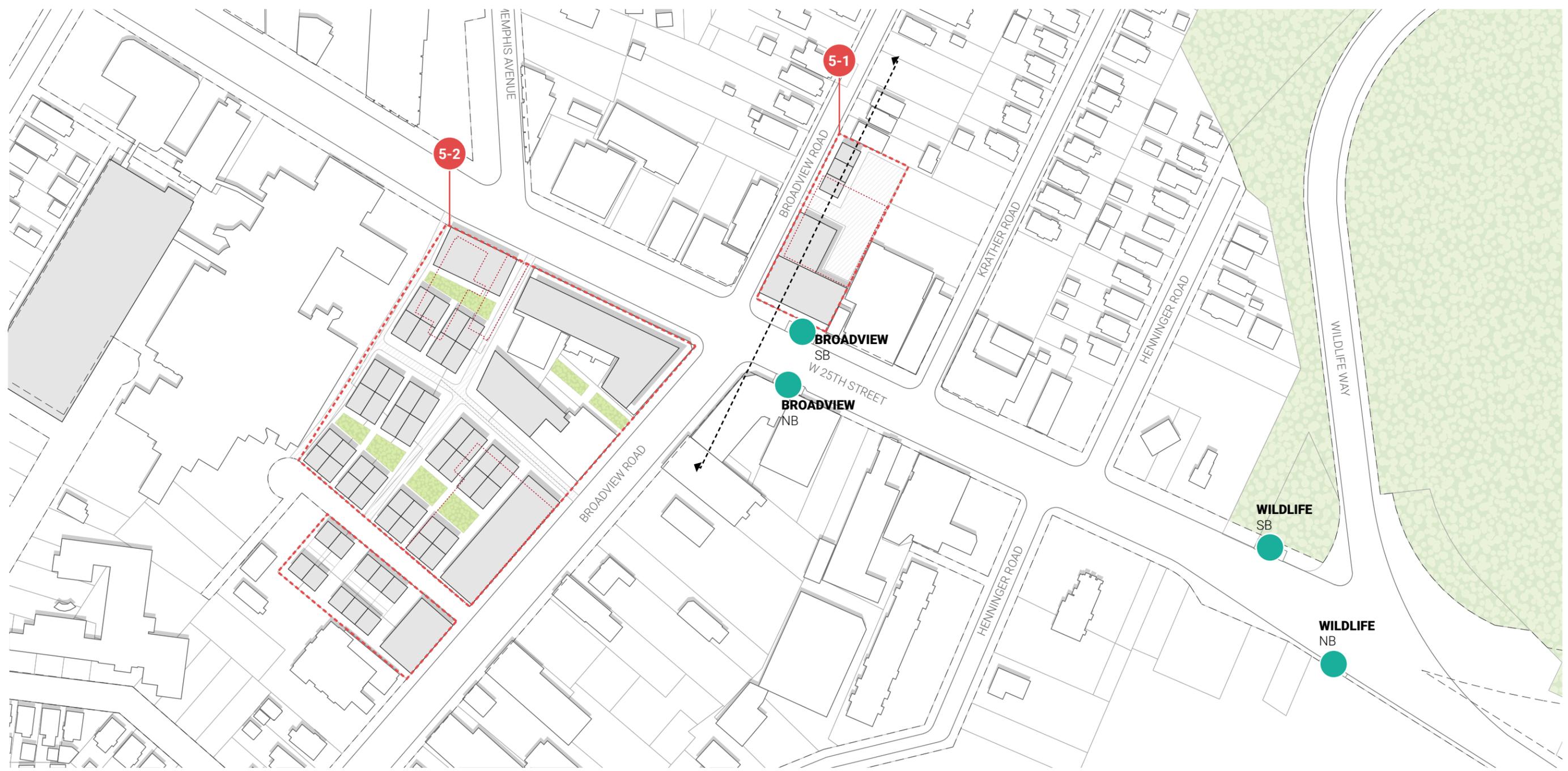


FIGURE 128 : TOD DEVELOPMENT POTENTIAL (WILDLIFE WAY-BROADVIEW STATIONS)

- PROPOSED TOD PROJECT
- PROPOSED TOD - BUILDINGS
- PROPOSED SURFACE PARKING
- BELOW-GRADE PARKING
- BUILDINGS TO DEMOLISH

SCALE: 1" = 150'

CHAPTER 3 : TOD RECOMMENDATIONS

5-1	PARCEL SIZE	0.7 ACRES	
	GROSS FLOOR AREA	36,850 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	37
			34 APARTMENTS 3 TOWNHOMES
	RETAIL	GROSS FLOOR AREA	8,175 SQFT
		GROSS FLOOR AREA	SURFACE PARKING : 12,000 SQFT 33 STALLS PROVIDED
P	PARKING	PARKING STALLS	37 FOR RESIDENTIAL
			1 STALL/UNIT

5-2	PARCEL SIZE	3.7 ACRES	
	GROSS FLOOR AREA	248,025 SQFT	
	RESIDENTIAL	TOTAL HOUSING UNITS	241
			143 APARTMENTS 72 STACKED FLATS 26 TOWNHOMES
	RETAIL	GROSS FLOOR AREA	17,625 SQFT
		PARKING STALLS	241 FOR RESIDENTIAL
P	PARKING		1 STALL/UNIT
			(241 IN MH GARAGE)

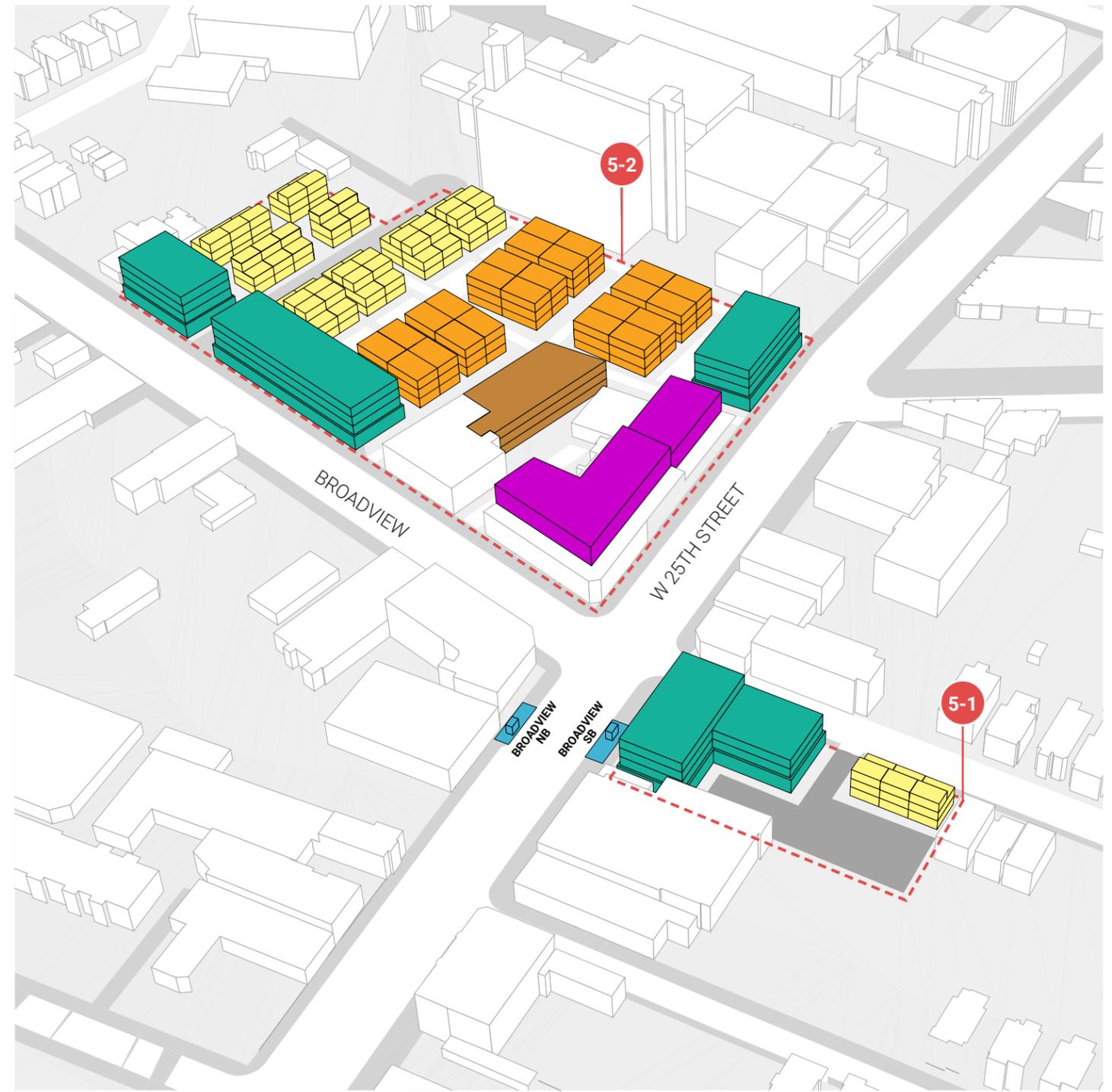


FIGURE 129 : BROADVIEW TOD 3D DIAGRAM

- TYPE 1: TOWNHOMES
- TYPE 2: STACKED FLATS
- TYPE 3: RESIDENTIAL BUILDING
- TYPE 4: OFFICE BUILDING
- TYPE 5: MIXED-USE (RET.+RES.)
- TYPE 6: MIXED-USE (RET.+OFF.+RES.)
- ADDITION TO EXISTING
- PARKING
- TOD PROJECT
- BRT STATION

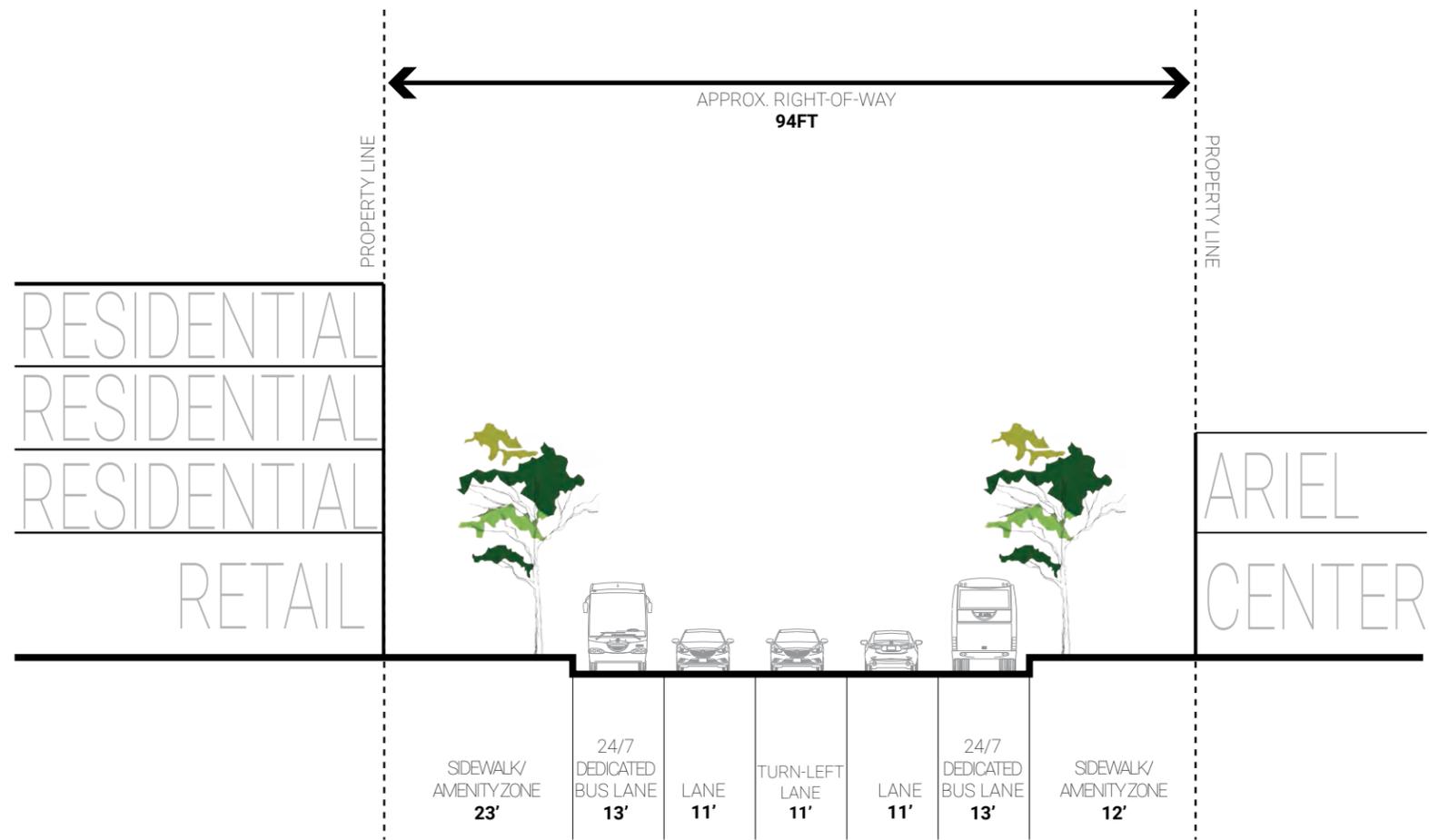


FIGURE 130 : BROADVIEW STATION AREA CORRIDOR CROSS-SECTION

SCALE: 1" = 20'

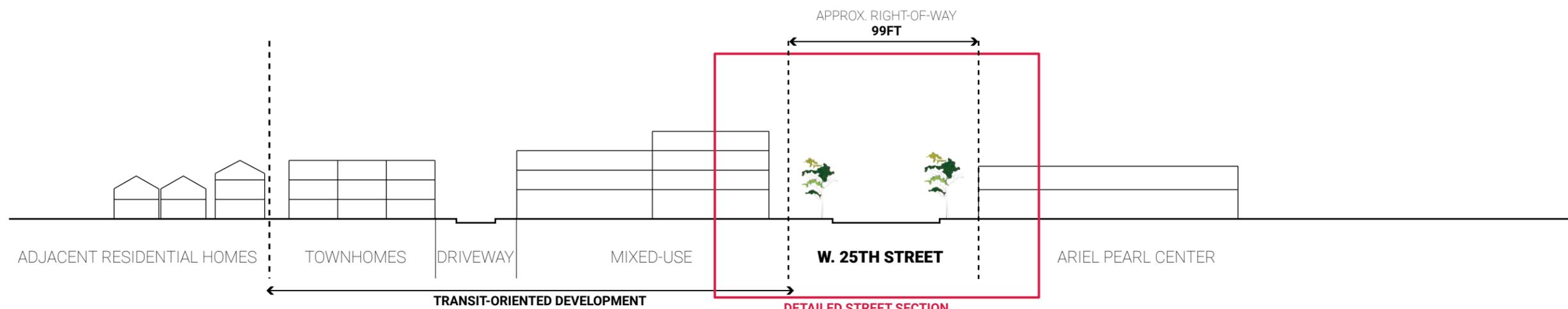


FIGURE 131 : BROADVIEW STATION AREA TOD CROSS-SECTION

SCALE: 1" = 60'

3.3

DESIGN GUIDELINES

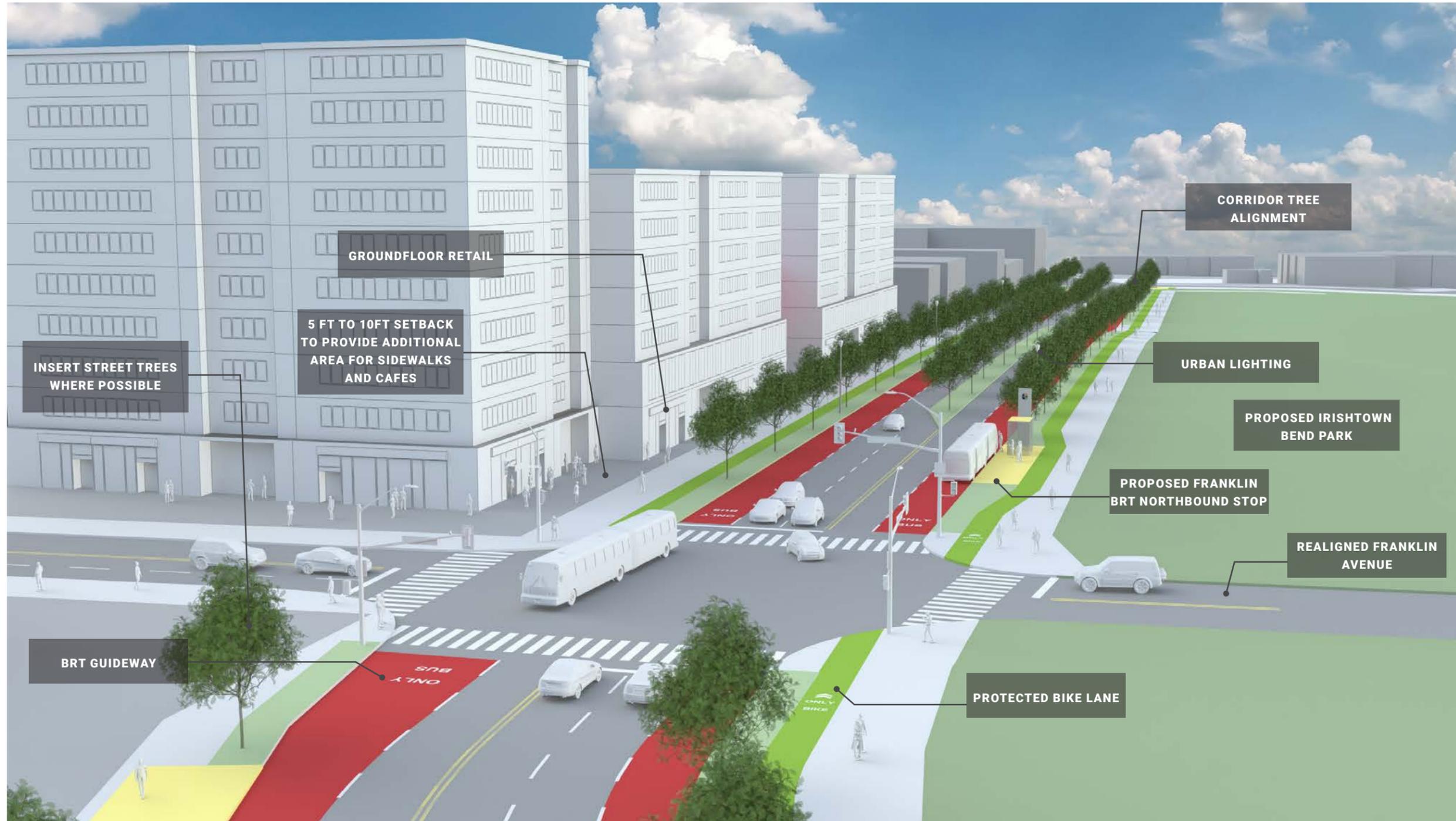


FIGURE 132 : FRANKLIN STATION AREA RENDERING



FIGURE 133 : CLARK STATION AREA RENDERING

CHAPTER 3 : TOD RECOMMENDATIONS

CHAPTER 4

APPENDIX

DETROIT
BRIDGE
LORAIN
FRANKLIN
CLARK
MONROE
PEARL
DENISON
WILDLIFE

CHAPTER 4 : APPENDIX

4.1 DETROIT STATION

LOCATION

Both Detroit northbound and southbound stations are located south of the W. 25th Corridor / Detroit Avenue intersection. Both are equipped with bus shelters.

ADJACENT BUILDINGS

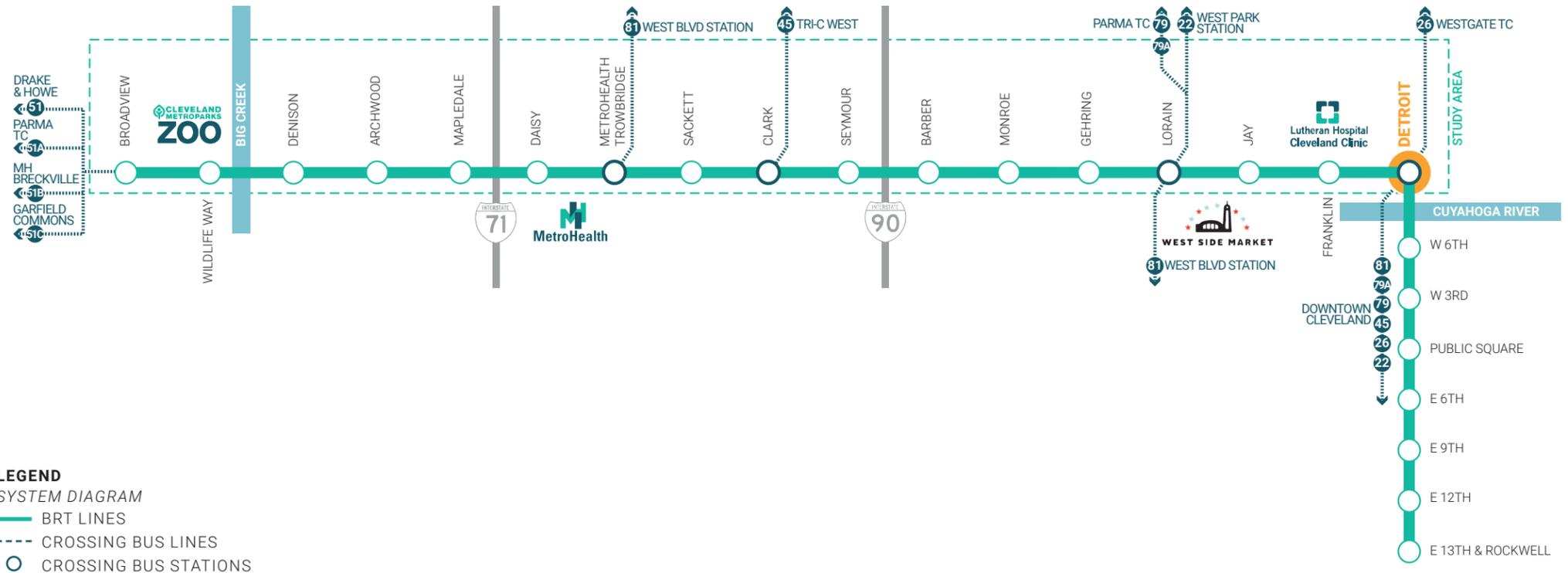
Both northbound and southbound stations are immediately adjacent to parking lots.

TRANSPORTATION NETWORK

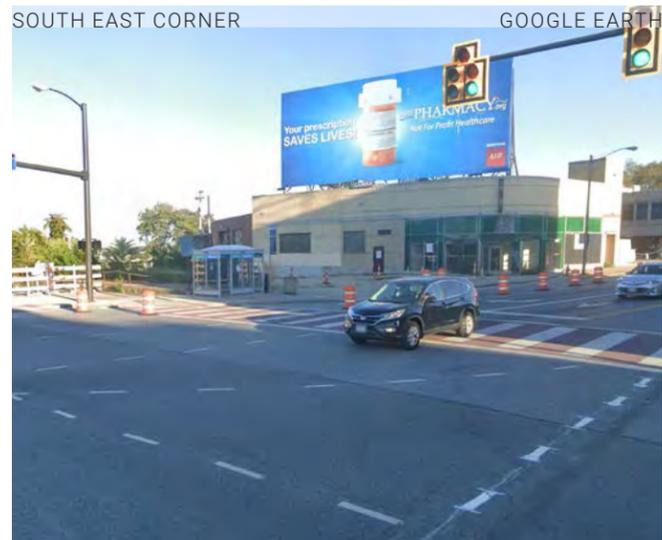
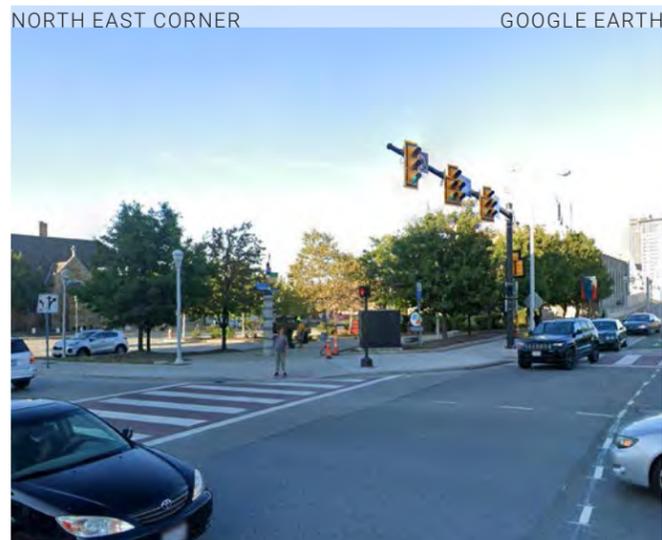
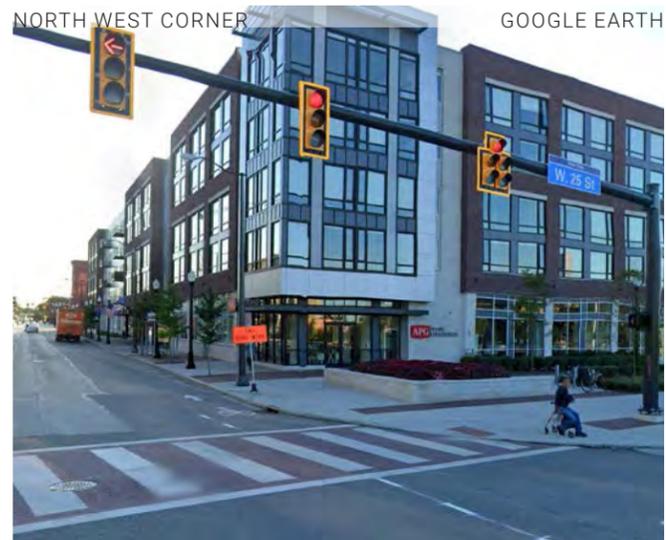
The northbound station is served by the 22, 45, 51-A-B-C, and the 79-A lines. The southbound station is served by the 22, 45, 51-A-B-C, 79-A, and the 81 lines. As far as bike infrastructure, the southbound station is served by a bike lane while the northbound station is served by a sharrow.

PARKING

No on-street parking is allowed near the stations.



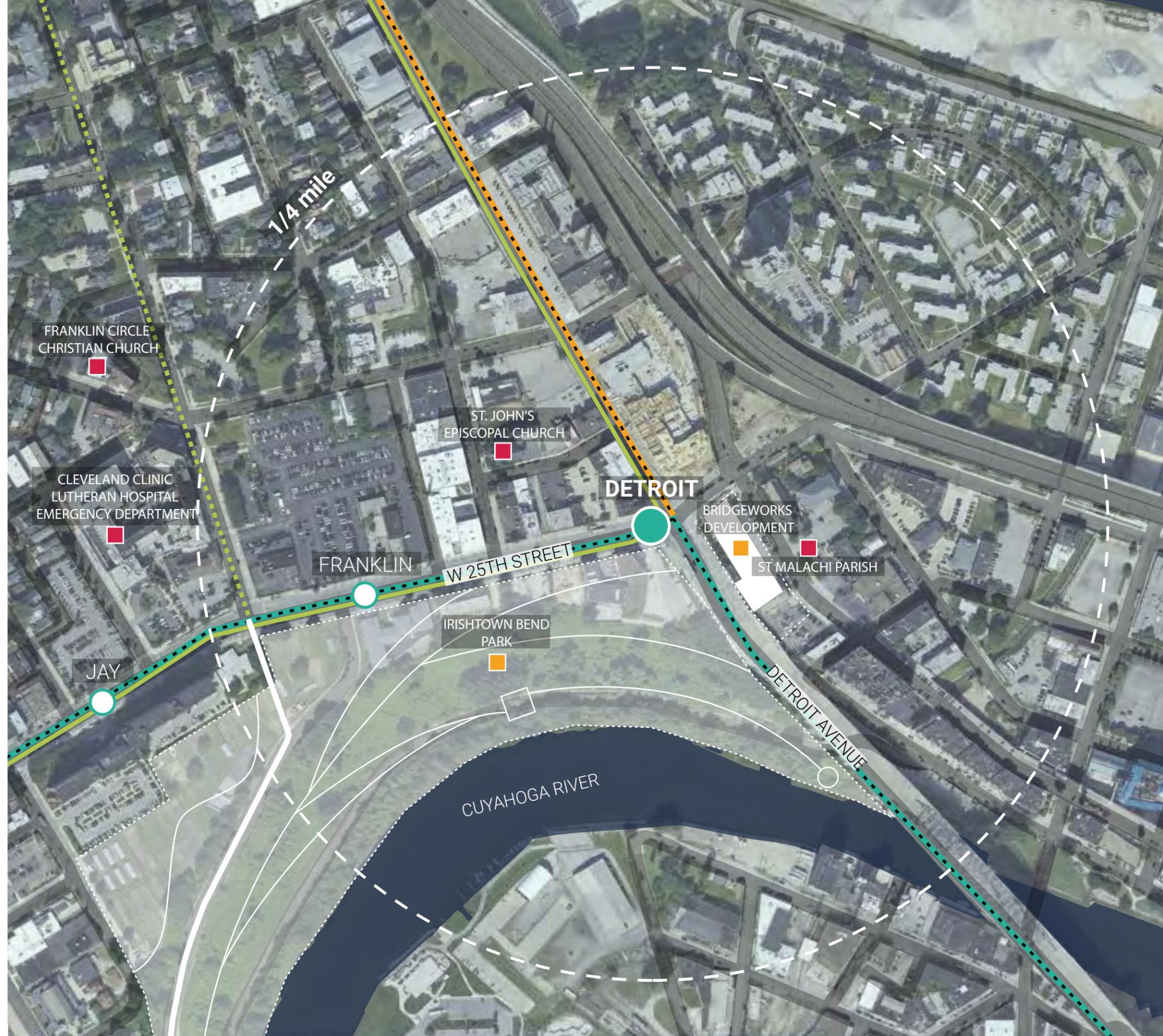
- LEGEND**
- SYSTEM DIAGRAM
 - BRT LINES
 - - - CROSSING BUS LINES
 - CROSSING BUS STATIONS



DETROIT STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- ⋯ SHARROWS
- BIKE LANES
- BIKE TRAILS
- SCALE: 1" = 300'



DETROIT STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	18
SHELTER	YES
RIDERSHIP (ONS/OFFS)	85/212
CROSSING BUS LINES	DETROIT
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	DETROIT
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	PARKING LOT
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

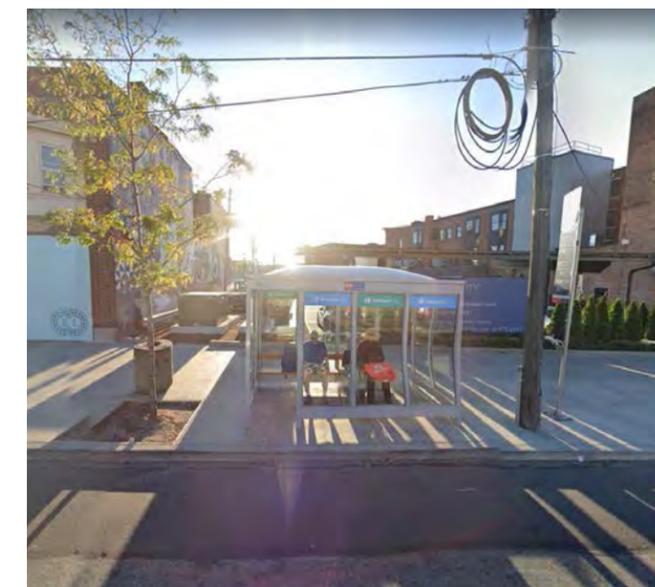
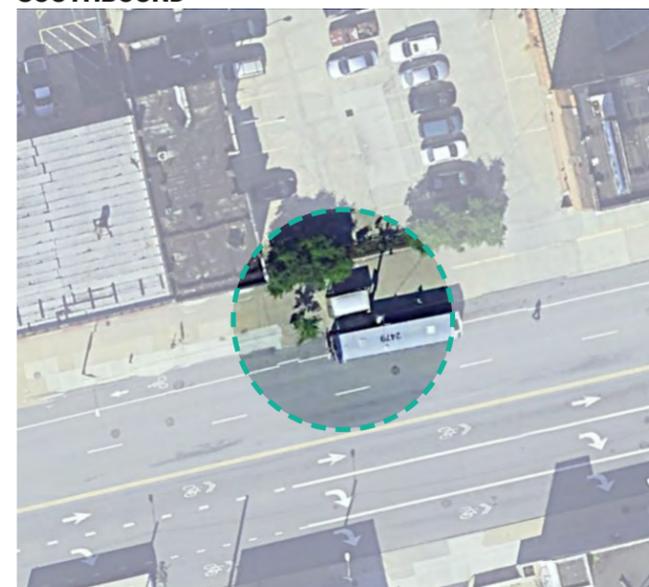
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

Northbound buses make a right turn onto Superior Ave and continue east into downtown. Although the existing stop is situated on the southeast corner of the intersection in an area of rather undefined area of asphalt and concrete, this condition will change with the construction of the future Irishtown Bend Park backing this corner. A new bike lane will also be installed along this block.

Opposite corner: in this case, the opposite stop would be for buses to stop *after* making the turn onto Superior Ave, and could offer an operational advantage. Due to the large curb radius and the length of buses, the stop would have to be located somewhat (100-125') east of the actual intersection, with at least part of the passenger loading area on the bridge structure. Sidewalk on the structure is approximately 20' wide, so that width would not be a constraint. There appears to be adequate space for a mobility hub immediately south of a potential stop, closer to the corner; the hub would be dependent upon property ownership and/or private property agreements.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	19
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	211/74
CROSSING BUS LINES	DETROIT
BIKE FACILITIES, W. 25TH	BIKE LANE
BIKE FACILITIES, CROSSING	DETROIT
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	PARKING LOT
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

At this location, southbound buses will make a left hand turn from Superior Ave onto the W. 25th Corridor, stopping 175' south of the crosswalk at the existing stop. The curbside shelter offers both front and rear access, and has the block face's only street tree immediately north of the shelter in a curbside pavement cut-out. The generous 20' deep sidewalk backs to a surface parking lot. The lot is screened by a curbed planting area with shrubs and 5' tall evergreen trees; this parcel was recently planned for redevelopment, but the status of this development is not known at this time. Stopped buses pull into and block the dedicated on-street bike lane. A new bike lane is planned for this block.

Opposite corner: in this case, the opposite stop would be for buses to stop on the northeast corner of the Superior intersection *before* making the left turn onto the W. 25th Corridor. To stop, buses would have to cross the dedicated on-street bike lane and would then block the right turn lane while stopped. To depart, buses would then have to pull out from the curb, cross the bike lane and a single through-lane, then merge into the closest of two left turn lanes. Alternately, to avoid this very difficult movement, the bus stop would have to be located significantly east of the intersection; a further east location would be on the bridge and increase walk distance to all nearby buildings.

4.2

FRANKLIN STATION

LOCATION

The northbound station is located north of Franklin Avenue while the southbound station is located between Franklin Avenue and Franklin Boulevard. The southbound station is the only one equipped with a bus shelter.

ADJACENT BUILDINGS

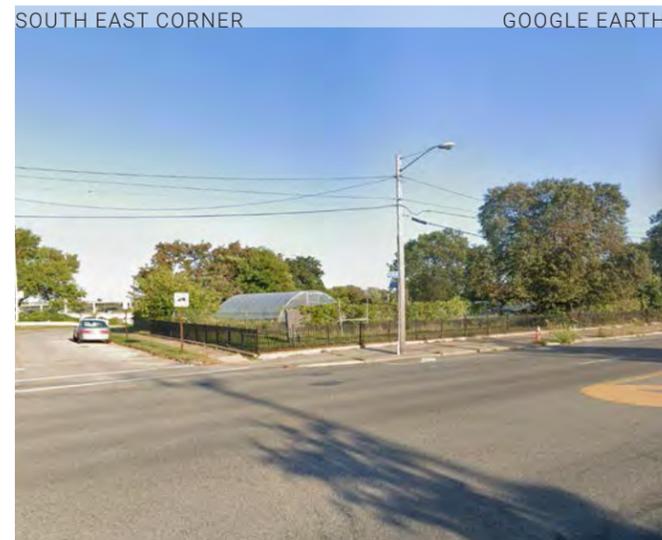
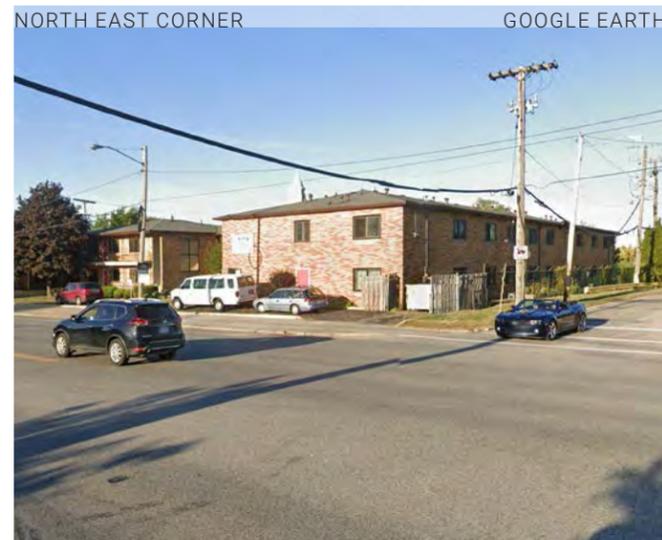
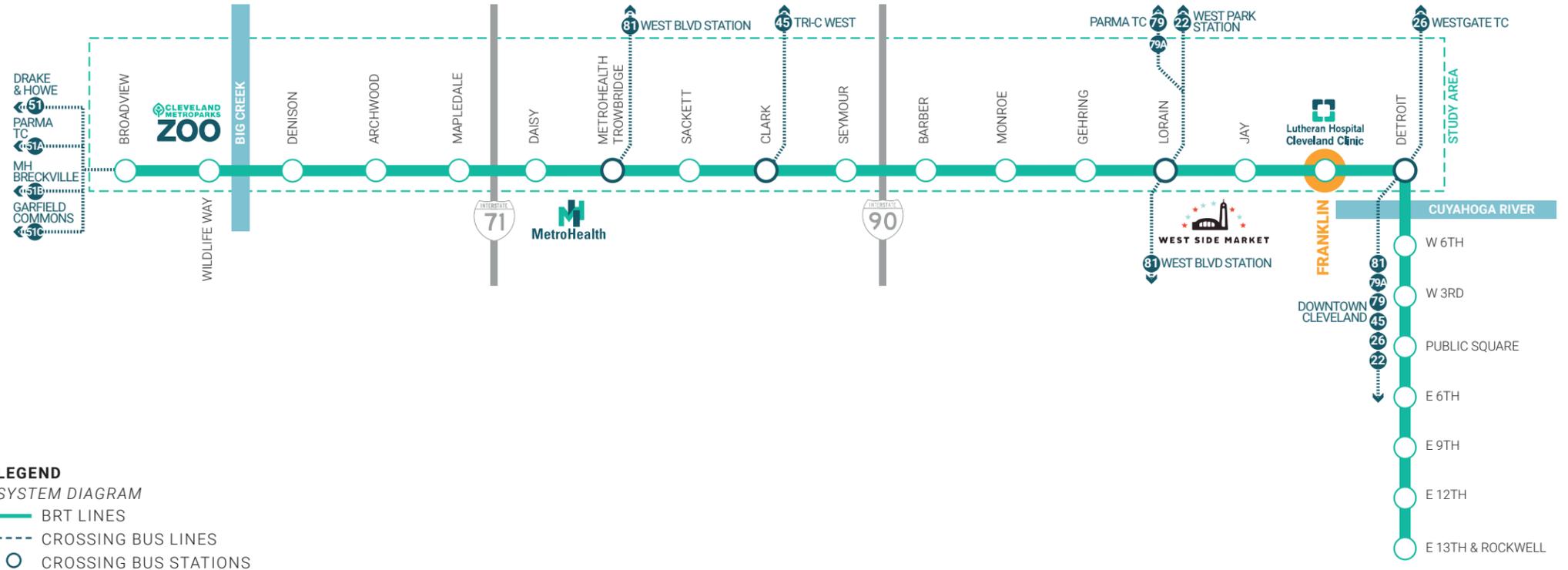
The Franklin northbound station is immediately adjacent to a 2-story multi-family building. The southbound station is in front of the Lutheran Hospital's parking lot.

TRANSPORTATION NETWORK

The northbound and southbound stations are served by the 22, 45, 51-A-B-C, 79-A, and the 81 lines. There are no crossing bus lines at Franklin Avenue. As far as bike infrastructure, both stations are served by bike lanes.

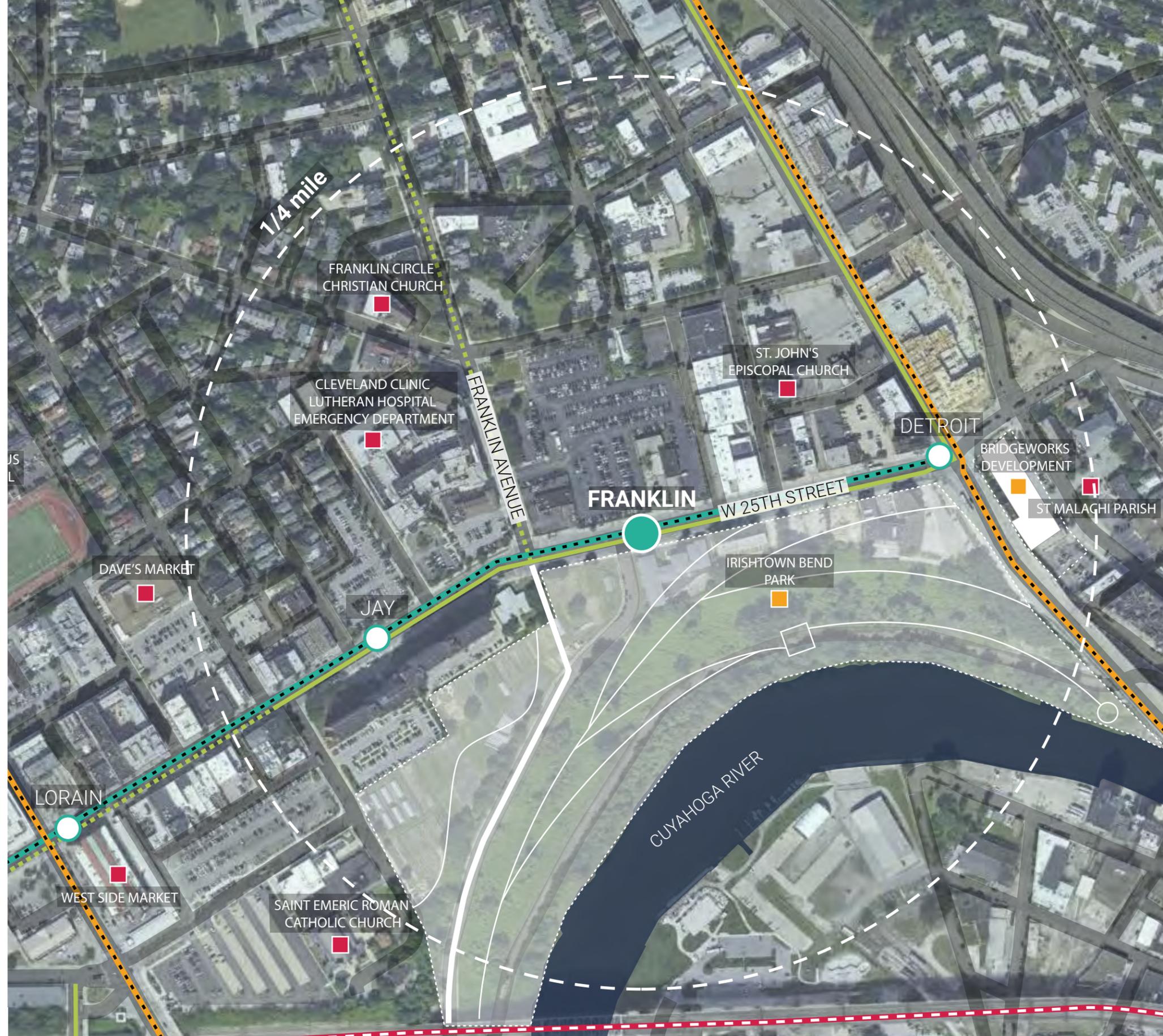
PARKING

No on-street parking is allowed near the stations.



FRANKLIN STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - ... SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - ⊙ SCALE: 1" = 300'

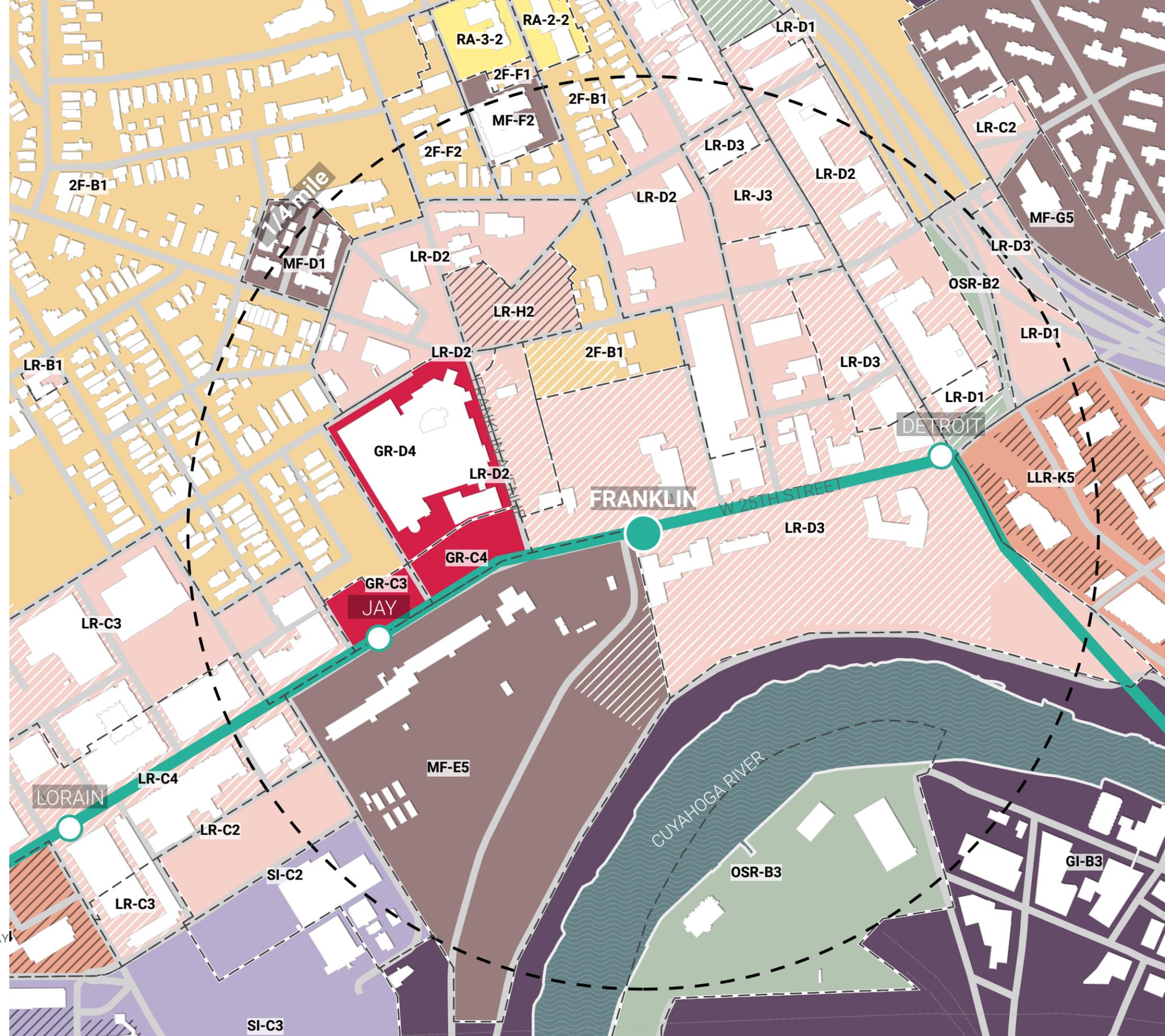


FRANKLIN STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

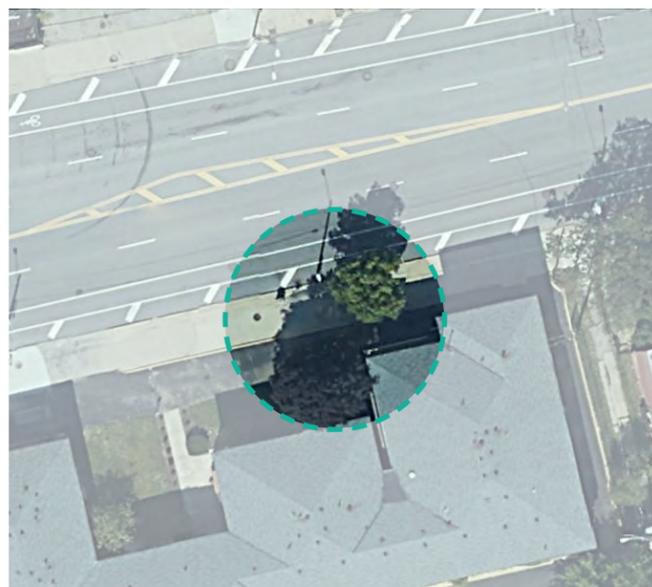
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



FRANKLIN STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	NE CORNER
SIDEWALK WIDTH (FT)*	13
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	13/9
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	BIKE LANE
BIKE FACILITIES, CROSSING	FRANKLIN / SHARROW
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	MULTI-FAMILY
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

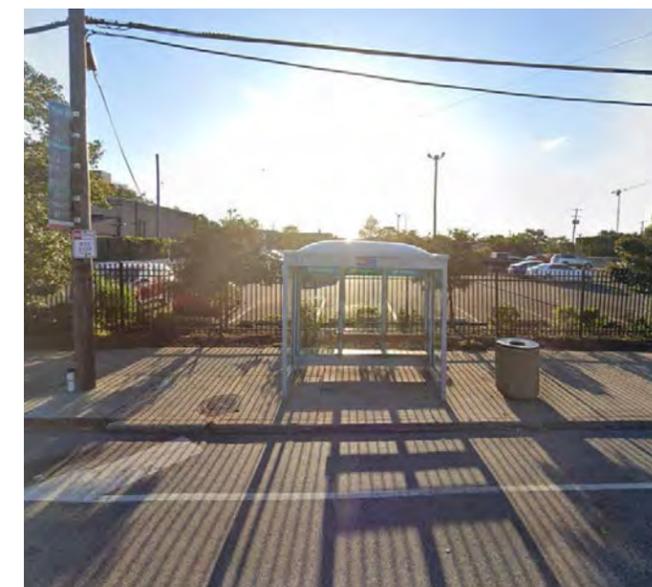
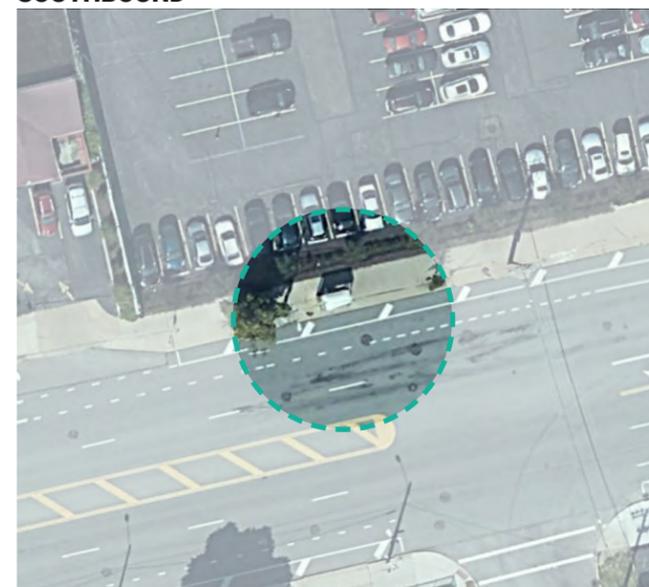
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Franklin stop is situated approximately 155' north of the 'T' intersection of Franklin Ave (not Franklin Boulevard, which is further south). No shelter is present, but a shade tree in a sidewalk cutout adjacent to the curb provides some relief from sun. The stop is backed by a paved way that appears to act as frontage road/parking for the adjacent residential building, making the boundary of the public right of way somewhat unclear; this condition terminates just north of the bus stop. Stopped buses pull out of the left travel lane and straddle a 5' bike lane and 5' buffer lane at the curb. The adjacent intersection to the south is unsignalized, and there are no crosswalks to the west side of the W. 25th Corridor.

Opposite corner: since the intersection is unsignalized, a stop on the nearside, southeast corner of the intersection would provide no operational advantage. At 13' wide, the sidewalk in this location is the same width as the existing stop. The sidewalk backs to a fenced area that appears to be used as a community garden.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	13
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	13/15
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	BIKE LANE
BIKE FACILITIES, CROSSING	FRANKLIN / SHARROW
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	PARKING LOT
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Franklin stop is located closer to Franklin Ave than Franklin Boulevard. The curbside shelter provides front access, and has street trees in curbside pavement cutouts to the north and south. The sidewalk is backed by a wide, 8' planted buffer in front of a large surface parking lot; a 5' high fence runs down the center of the planting area. Stopped buses pull out of the left travel lane and straddle a 5' bike lane and 5' buffer lane at the curb. There are no crosswalks to the east side of the W. 25th Corridor; the intersection to the south also has no crosswalk at the closest corner; patrons must first cross Franklin Boulevard and then cross the W. 25th Corridor to get to the east side of the roadway.

Opposite corner: the combined sidewalk/amenity zone on the southwest, farside corner is 16.5' wide, making it 3' wider than the existing stop. This location is significantly further south, and would be only 2 blocks from the southbound Jay stop. The dedicated bike lane and curb buffer are tapering to zero at this location, so that additional space beyond the curb could be available depending upon execution of recent roadway upgrades in the area. The sidewalk is backed by a wide planted buffer with 3' high post and picket fencing, with surface parking beyond.

CHAPTER 4 : APPENDIX

4.3

JAY STATION

LOCATION

Both Jay northbound and southbound stations are located north of the W. 25th Corridor / Jay Avenue T intersection. Both stations are equipped with bus shelters. The shelter of the northbound station is further away from the curb than the shelter of the southbound station.

ADJACENT BUILDINGS

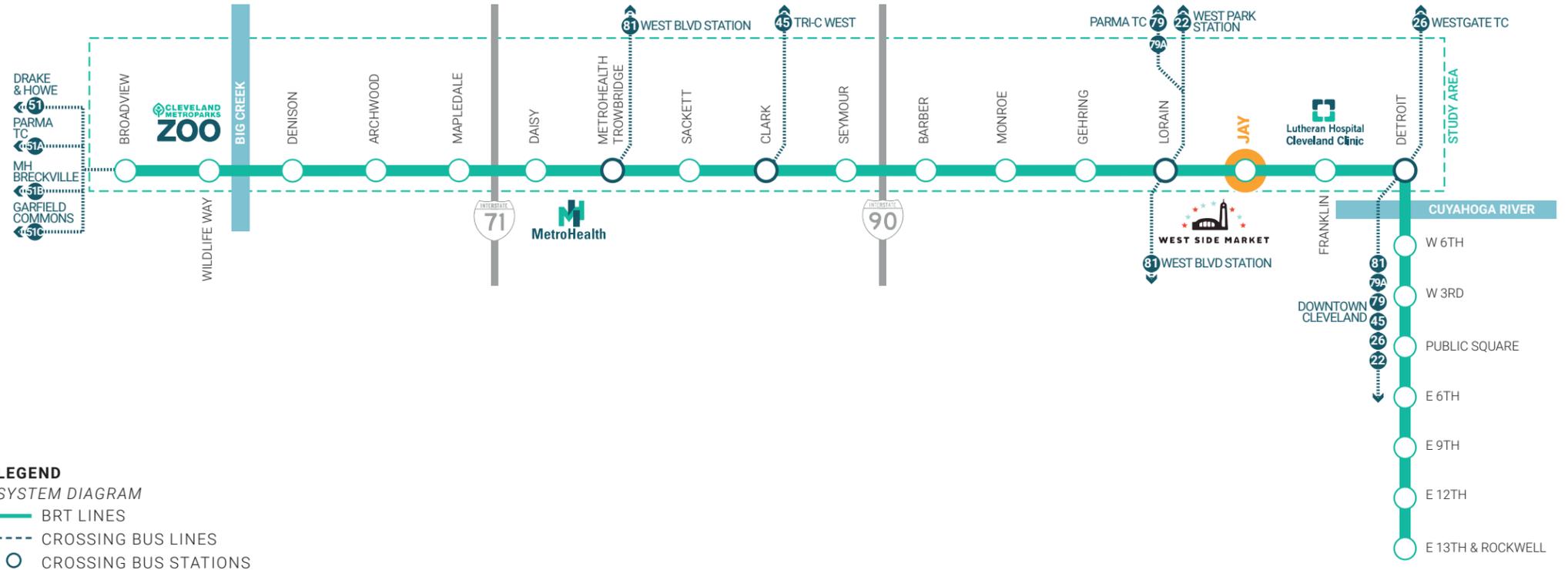
The northbound station is immediately adjacent to Riverview Tower, a 14-story multi-family senior public housing. The southbound station is near a large parking lot.

TRANSPORTATION NETWORK

The northbound and southbound stations are served by the 22, 45, 51-A-B-C, 79-A, and the 81 lines. The northbound station is served by a bike lane while the southbound station is served by a bike sharrow.

PARKING

No on-street parking is allowed near the stations.



NORTH WEST CORNER GOOGLE EARTH



SOUTH WEST CORNER GOOGLE EARTH



NORTH EAST CORNER GOOGLE EARTH



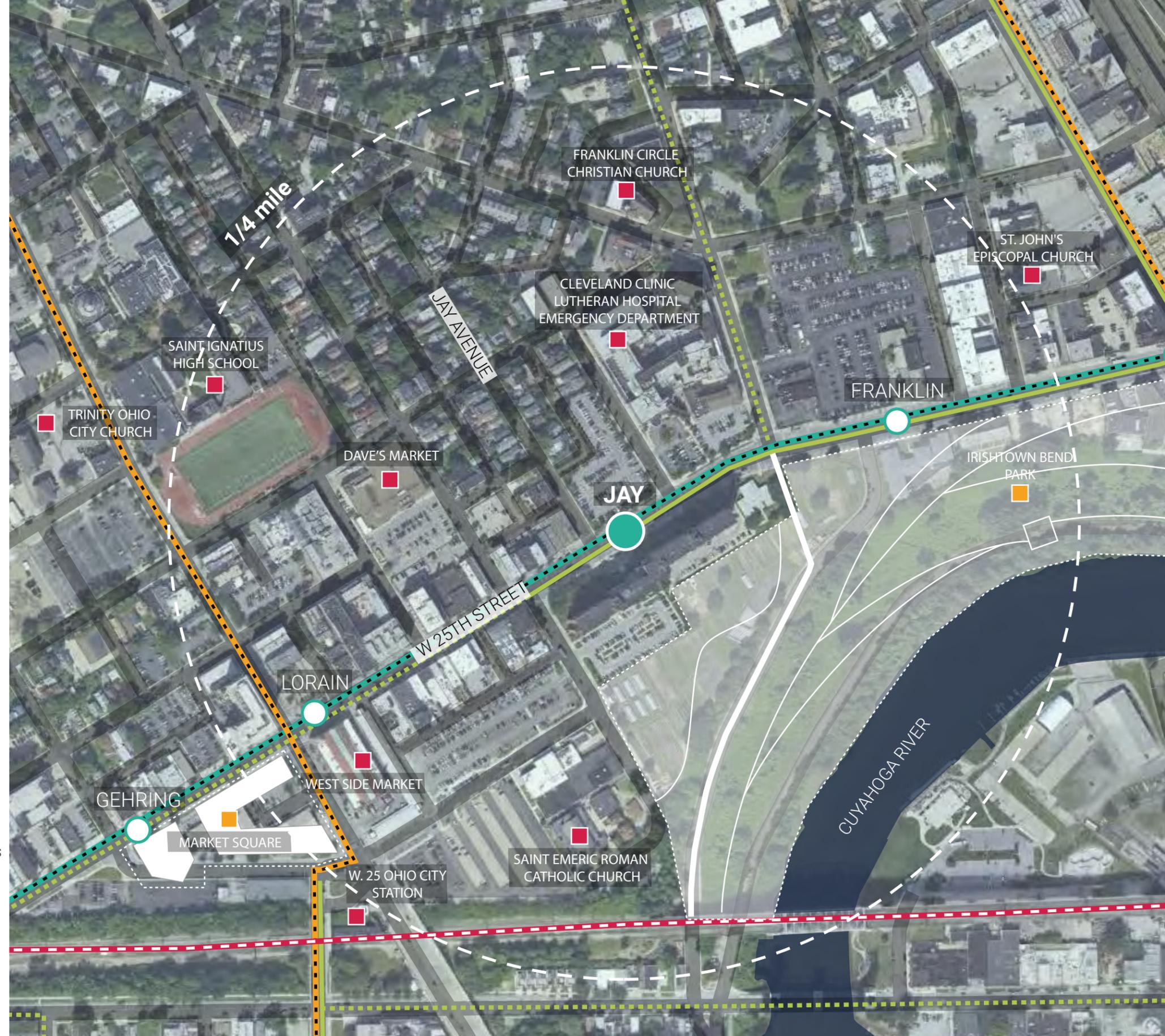
SOUTH EAST CORNER GOOGLE EARTH



JAY STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- SHARROWS
- BIKE LANES
- BIKE TRAILS
- SCALE: 1" = 300'

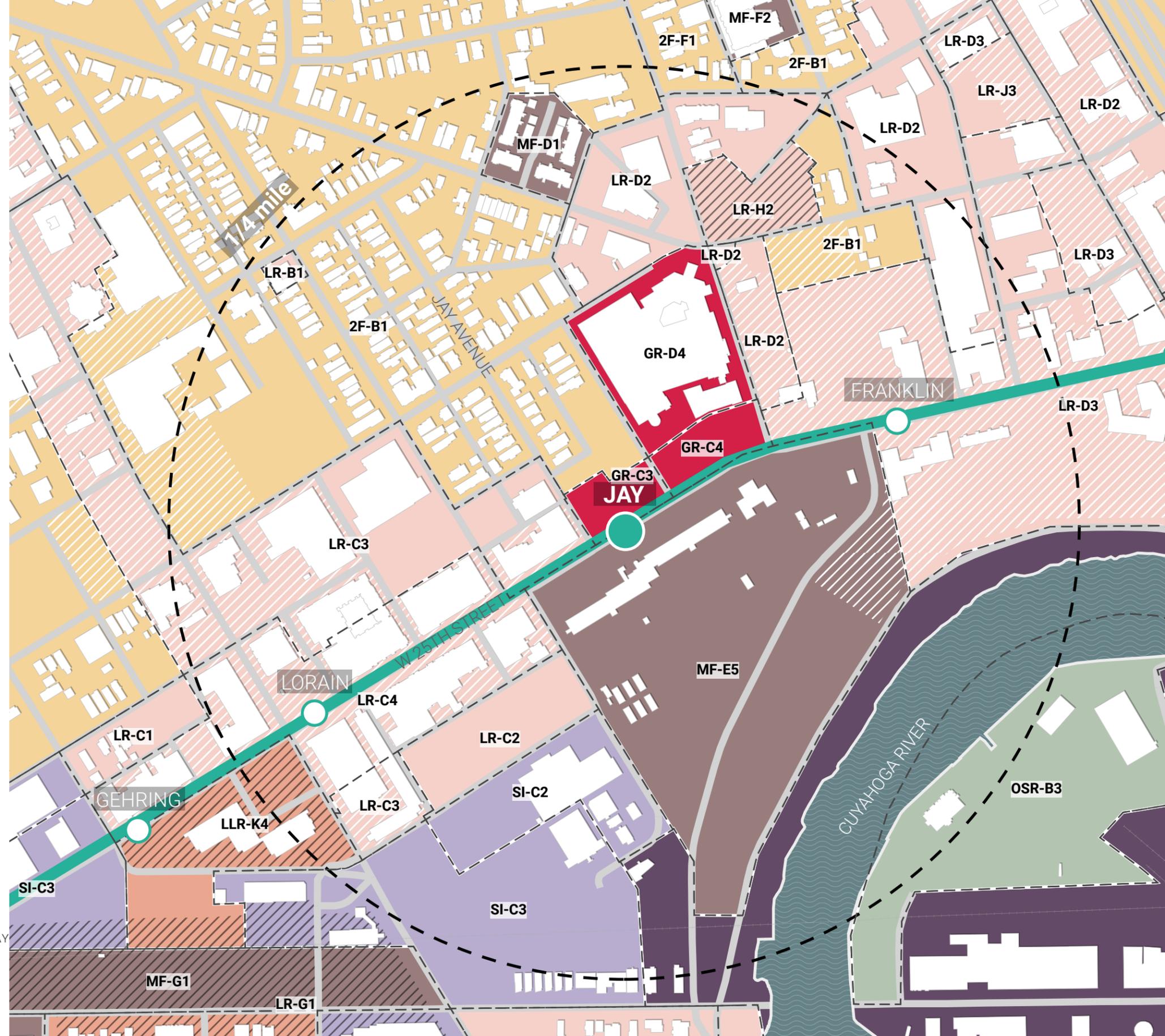


JAY STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

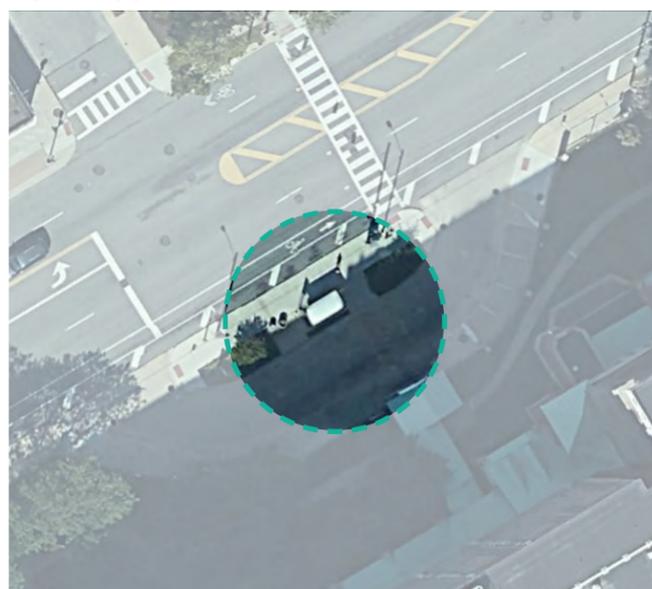
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



JAY STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	FLOATING
SIDEWALK WIDTH (FT)*	20
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	122/57
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	BIKE LANE
BIKE FACILITIES, CROSSING	J A Y / CONNECTOR
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	MULTI-FAMILY
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

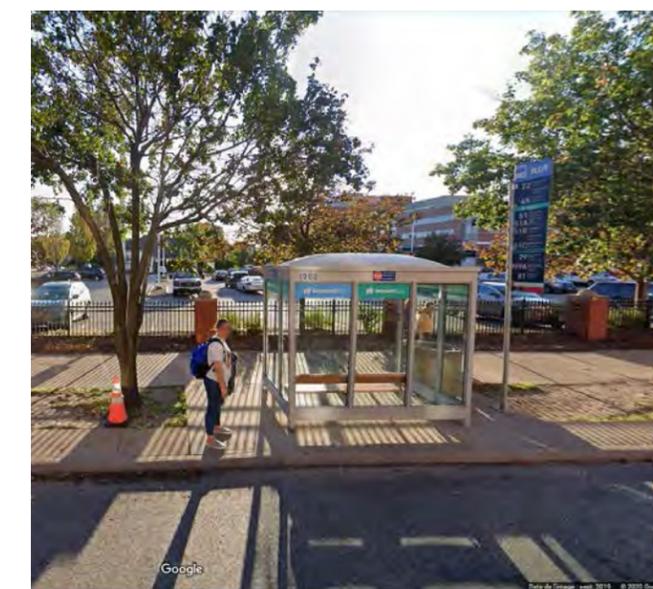
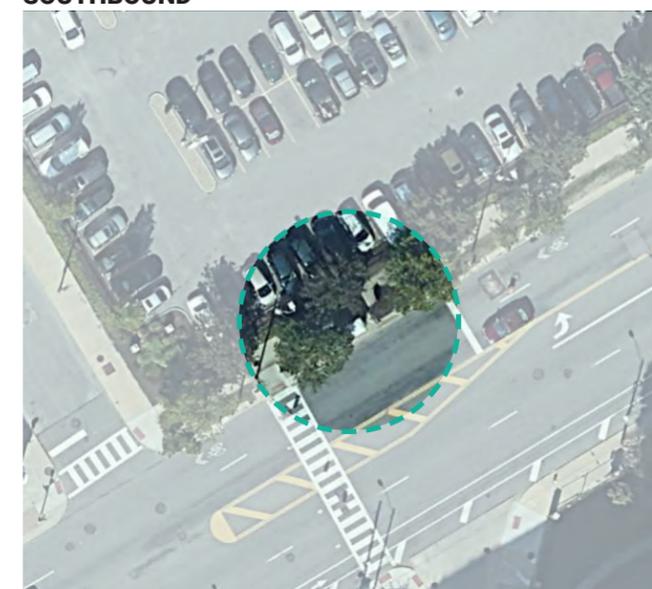
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Jay stop 'floats' in a sidewalk island situated at roadway edge, backed by a large pick-up/drop-off drive-thru for the adjacent Riverview Towers high-rise complex. A crosswalk is available at the north end of the island only, landing pedestrians on the northwest corner of the intersection; pedestrians cannot cross directly from the island to the southwest corner. The island is approximately 75' long, measured from the pedestrian crosswalk, and can accommodate a 60' bus. The 'T' intersection has a pedestrian-activated signal at the crosswalk, but otherwise provides free flow for northbound and southbound traffic; vehicles entering from Jay Ave, on the west, are controlled by a stop sign. The existing shelter is set back approximately 12' from the curb, and has planted areas on each side of it. Stopped buses pull out of the left travel lane and straddle a 5' bike lane and 5' buffer lane at the curb.

Opposite corner: due to the entry/exit drives from the Riverview drop-off, a relocated stop to the south would be farside of the Bridge Ave intersection; to the north, a new stop would be nearside of the Vestry Ave intersection. The Vestry stop would create local-bus type spacing relative to the Franklin stop.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	16
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	51/86
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	J A Y / CONNECTOR
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	PARKING LOT
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Jay stop shares the pedestrian-activated, signalized crosswalk with the northbound stop. The rear-access, curbside shelter occupies a narrow amenity strip with shade trees in grass on either side of it and a sidewalk behind it. A 5' planting zone with 3' tall pillar and post fencing separates the sidewalk from the large surface parking lot behind it.

Opposite corner: at 17.5 from face of building to curb, the farside, southwest corner of the intersection offers 1.5 feet more width than the existing stop. This block face hosts a series of 'main street' storefronts, with some outdoor dining, and the right lane is used as on-street parking during non-peak times. The block also offers pedestrian scale lighting and wayfinding; street trees start mid-block and continue south. Relocating a bus stop to this corner could potential disrupt the 'main street' function of the block, and would require removal of some of the on-street parking.

4.4

LORAIN STATION

LOCATION

Both Lorain stops are located on the near side of the W. 25th Corridor / Lorain Avenue intersection. Both stations have bus shelters.

ADJACENT BUILDINGS

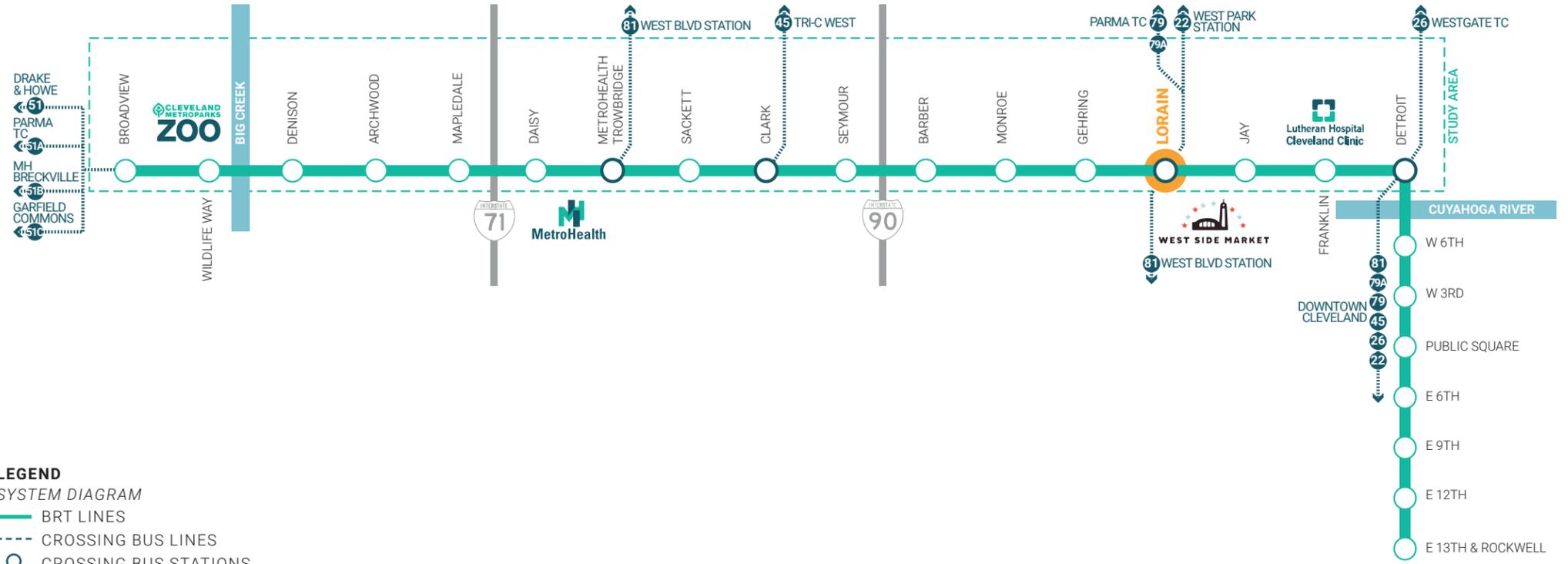
The Lorain northbound station is immediately adjacent to a parking lot belonging to a 1-story commercial building, across the street from West Side Market. The southbound station is in the Market Square Park.

TRANSPORTATION NETWORK

Northbound stations are served by the 51-A-B-C, 45, 22, 79-A, and 81 lines. The southbound station is served by the 51-A-B-C and the 45 lines. Crossing bus lines at Lorain Avenue include 81 going east in addition to 22 and 79-A going west. Bike sharrows along the W. 25th Corridor serve Lorain stations.

PARKING

Near the Lorain northbound station, no on-street parking is allowed. Limited on-street parking is permitted near the southbound stop, north of Market Avenue.



NORTH WEST CORNER GOOGLE EARTH



SOUTH WEST CORNER GOOGLE EARTH



NORTH EAST CORNER GOOGLE EARTH



SOUTH EAST CORNER GOOGLE EARTH

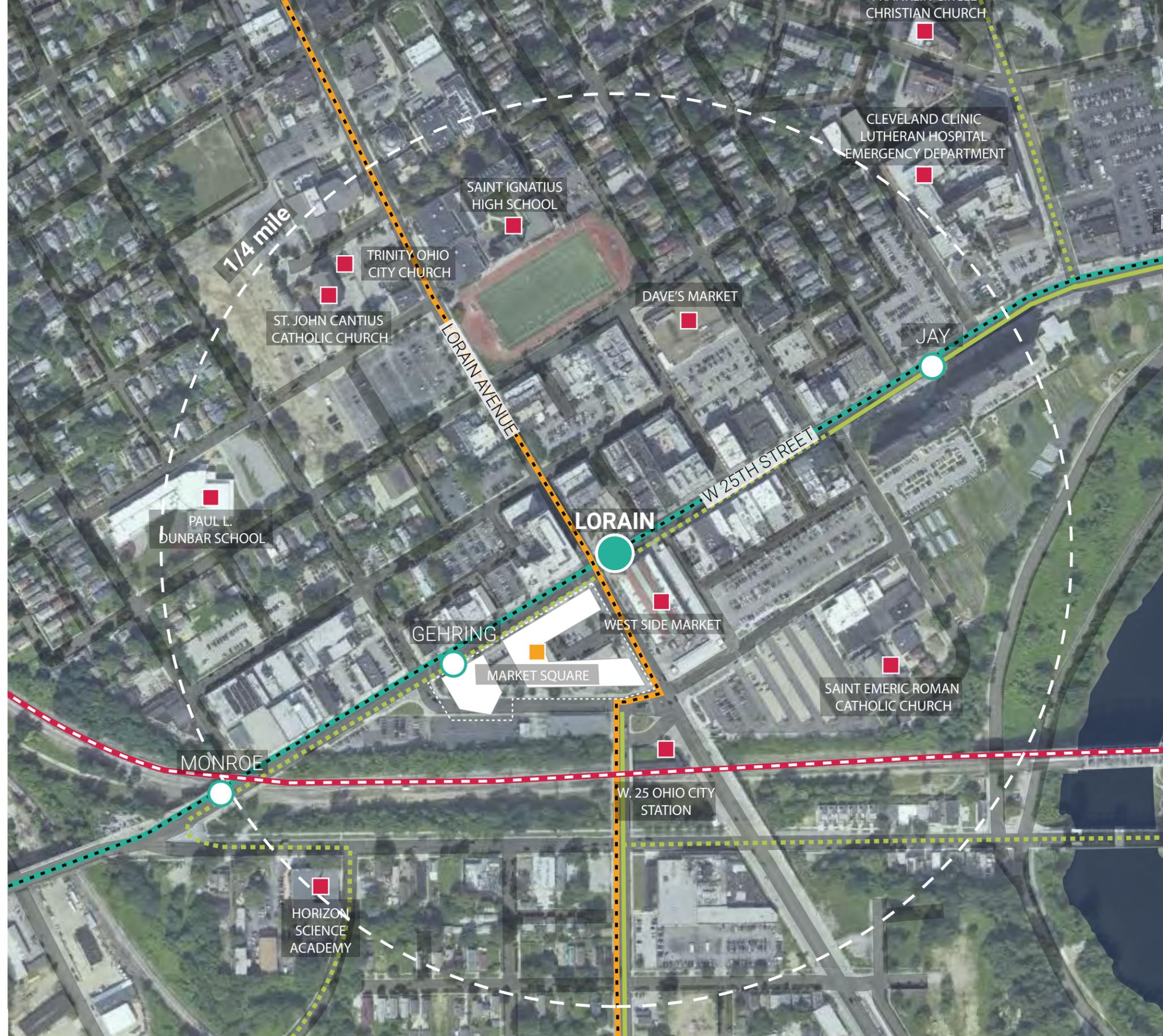


LORAIN STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- SHARROWS
- BIKE LANES
- BIKE TRAILS

SCALE: 1" = 300'

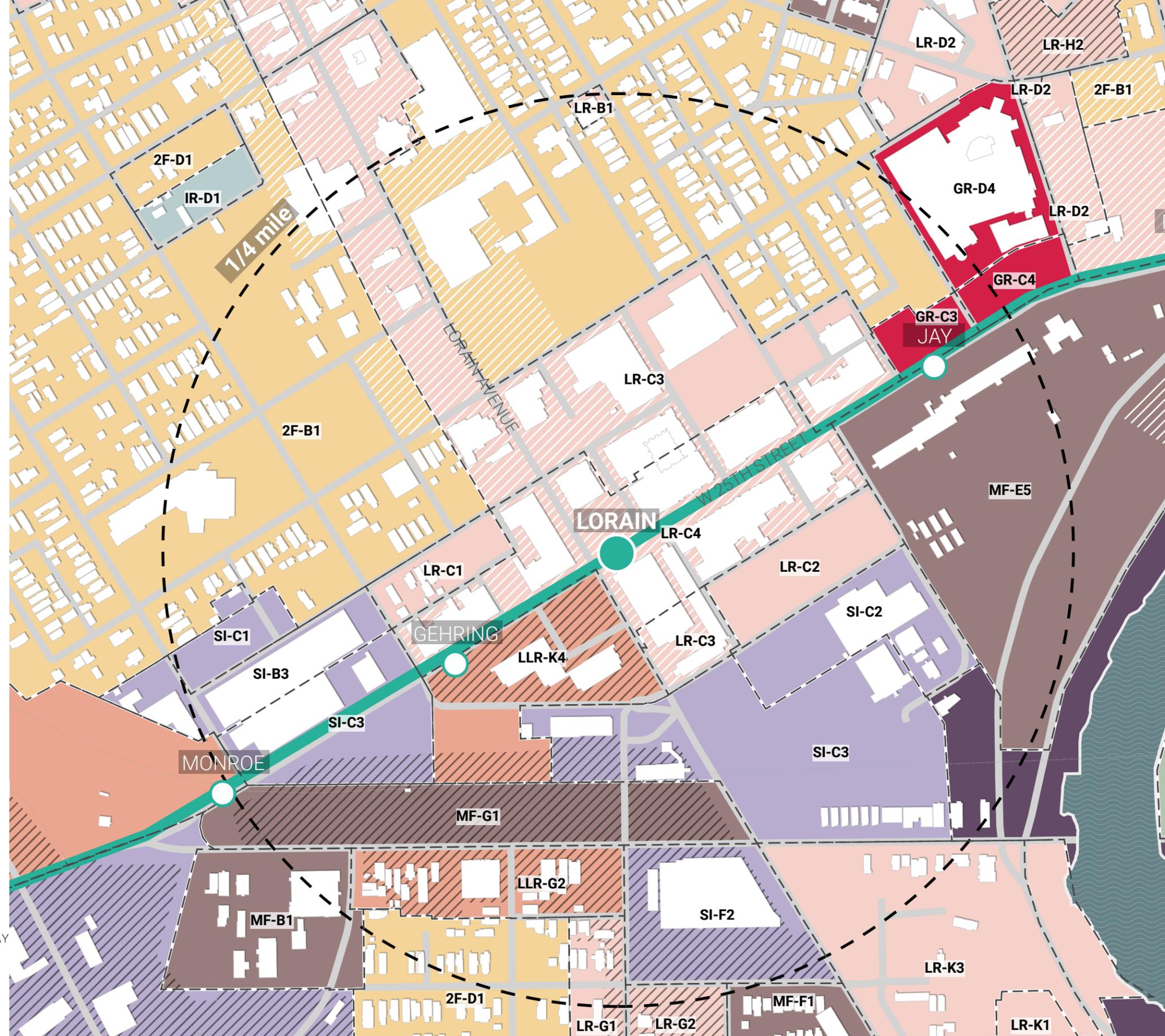


LORAIN STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



LORAIN STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS	
LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	16
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	77/487
CROSSING BUS LINES	LORAIN
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	COMMERCIAL
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

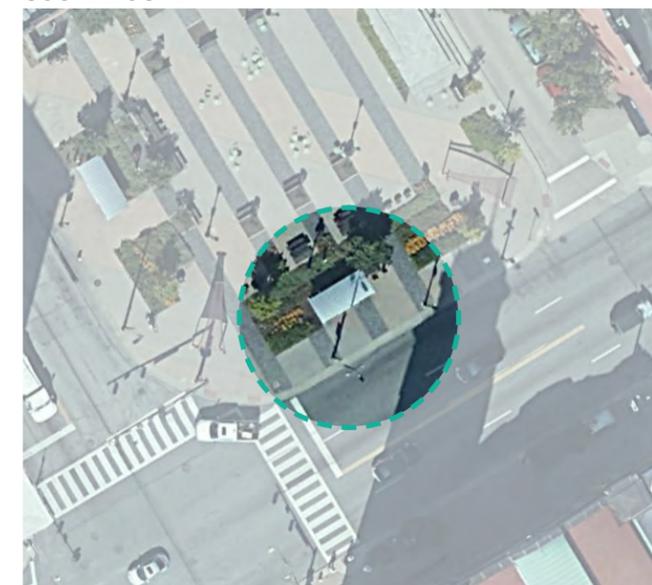
The northbound Lorain stop serves the West Side Market and Market Square Park; the stop is on the south side of Lorain Ave and across the street from the Market. The existing curbside shelter provides front and rear access, and is located at the rear door area of a stopped bus (as defined by the position of the bus stop sign). Exact right-of-way appears undefined in this area, with 20' of concrete between roadway and adjacent surface parking. At the corner of the intersection, the corner of the parking area is 'cut' diagonally, providing even more public space. Docked bike share occupies a portion of this 'extra' space. Pedestrian scale lighting is present at this location, as is a free-standing (unstaffed) public information kiosk on the corner.

Opposite corner: a farside stop would be located directly in front of the West Side Market Building. There is a defined amenity zone along this segment of curb, with pedestrian scale lighting, bike racks, and street trees in grates. It should be noted that there is a freestanding bus shelter approximately 80' north of the crosswalk; this shelter appears to be used RTA's routes that turn north on W. 25th from Lorain.

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

SOUTHBOUND



STATION CHARACTERISTICS	
LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	26
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	483/85
CROSSING BUS LINES	LORAIN
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	SQUARE PARK
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Lorain stop serves the West Side Market and Market Square Park. The existing nearside stop is integrated into the park itself, with the shelter set into an ornamental planting bed and approximately 15' from the curb. With an asymmetrical, standing seam roof in a contemporary style, the existing shelter (as well as the companion shelter on Lorain) was selected as part of the Park redesign in 2012 and has a notably different architectural style than other shelters along the corridor.

Opposite corner: a farside stop would be located directly in front of the historic United Bank Building, which is set directly at back of the 9' sidewalk.

4.5

GEHRING STATION

LOCATION

Both northbound and southbound stations are located north of Gehring / Chatham Avenues. Both stops have no bus shelters.

ADJACENT BUILDINGS

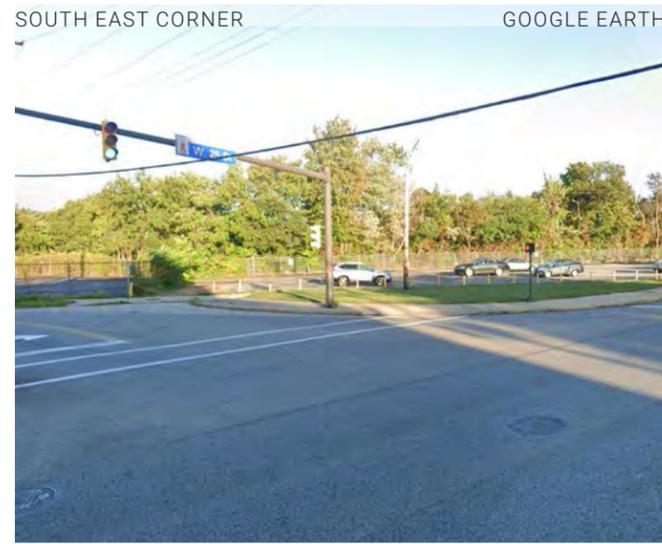
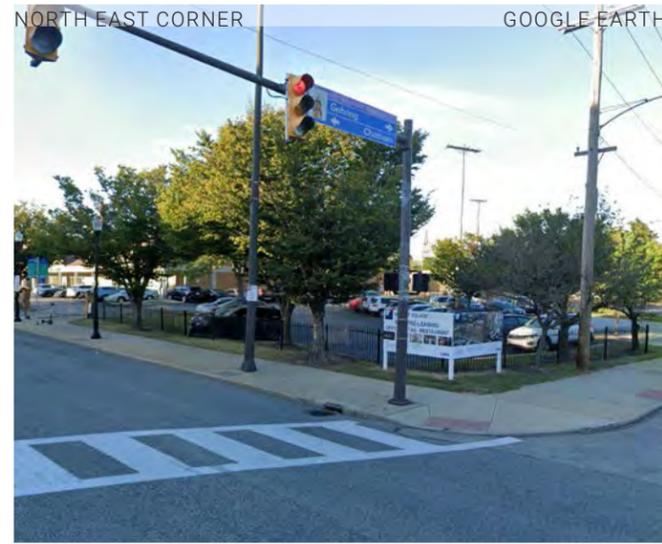
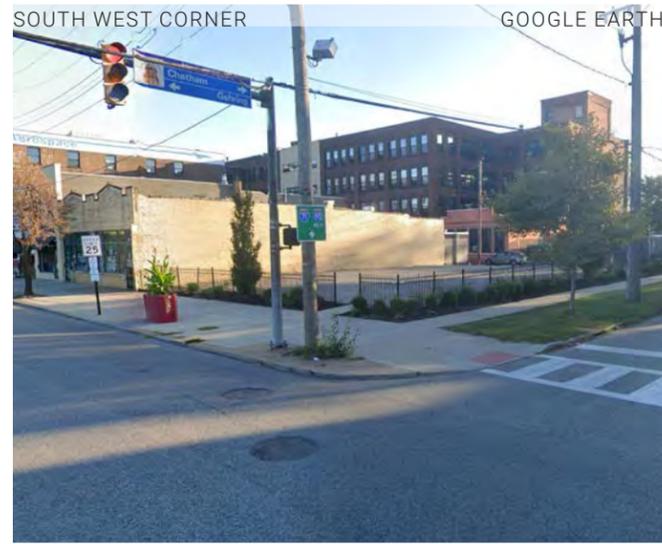
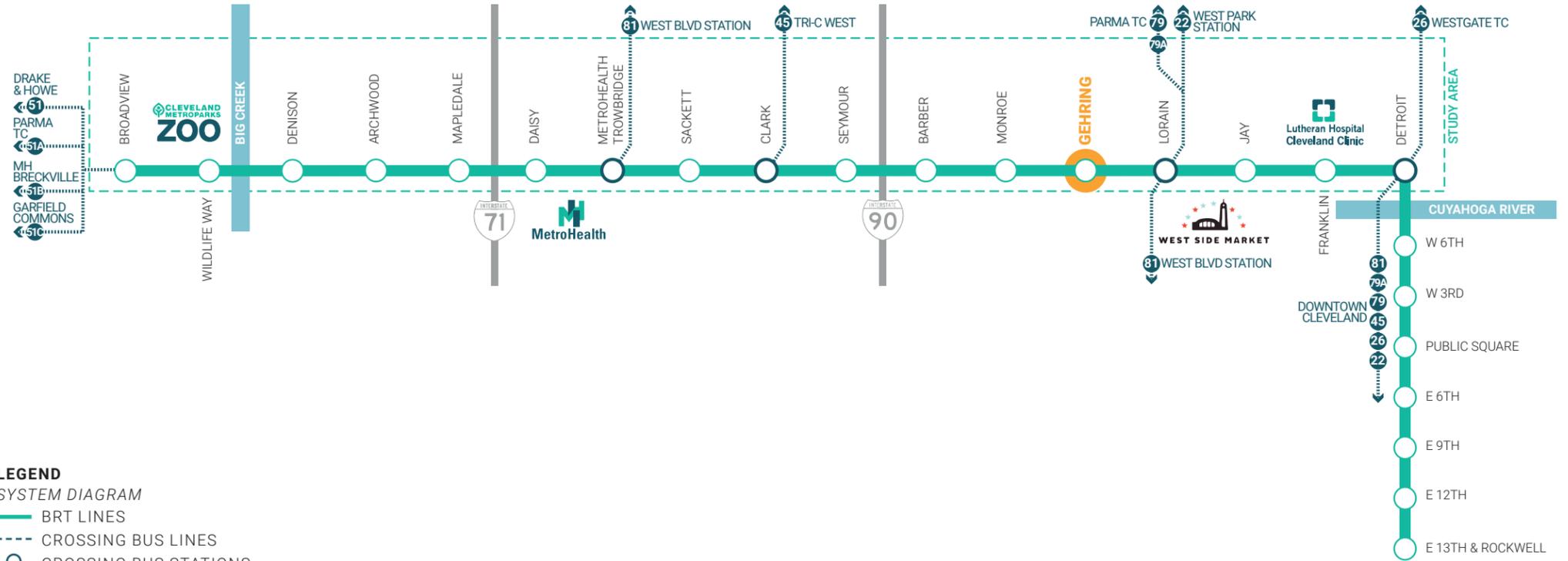
The northbound station is immediately adjacent to a parking lot belonging to a commercial 1-story building. The southbound station is located near a 0-setback 3-story vacant building.

TRANSPORTATION NETWORK

Both stations are served by the 51-A-B-C and the 45 lines running north-south. There are no crossing bus lines at Gehring/Chatham Avenues. Bike sharrows along the W. 25th Corridor serve Gehring stations.

PARKING

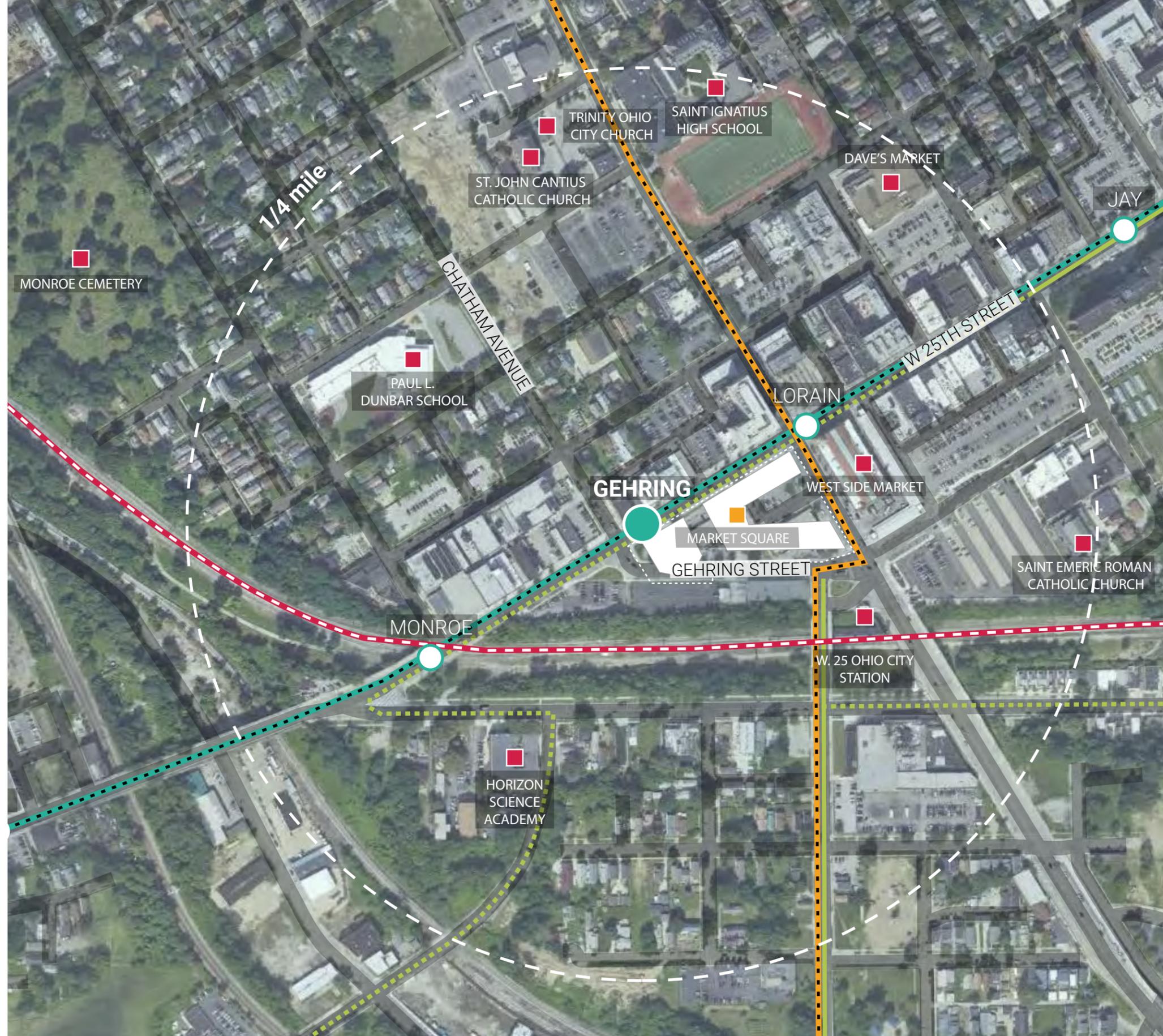
Near the northbound station, no on-street parking is allowed. On the southbound side, there is limited on-street parking.



GEHRING STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- SHARROWS
- BIKE LANES
- BIKE TRAILS
- SCALE: 1" = 300'



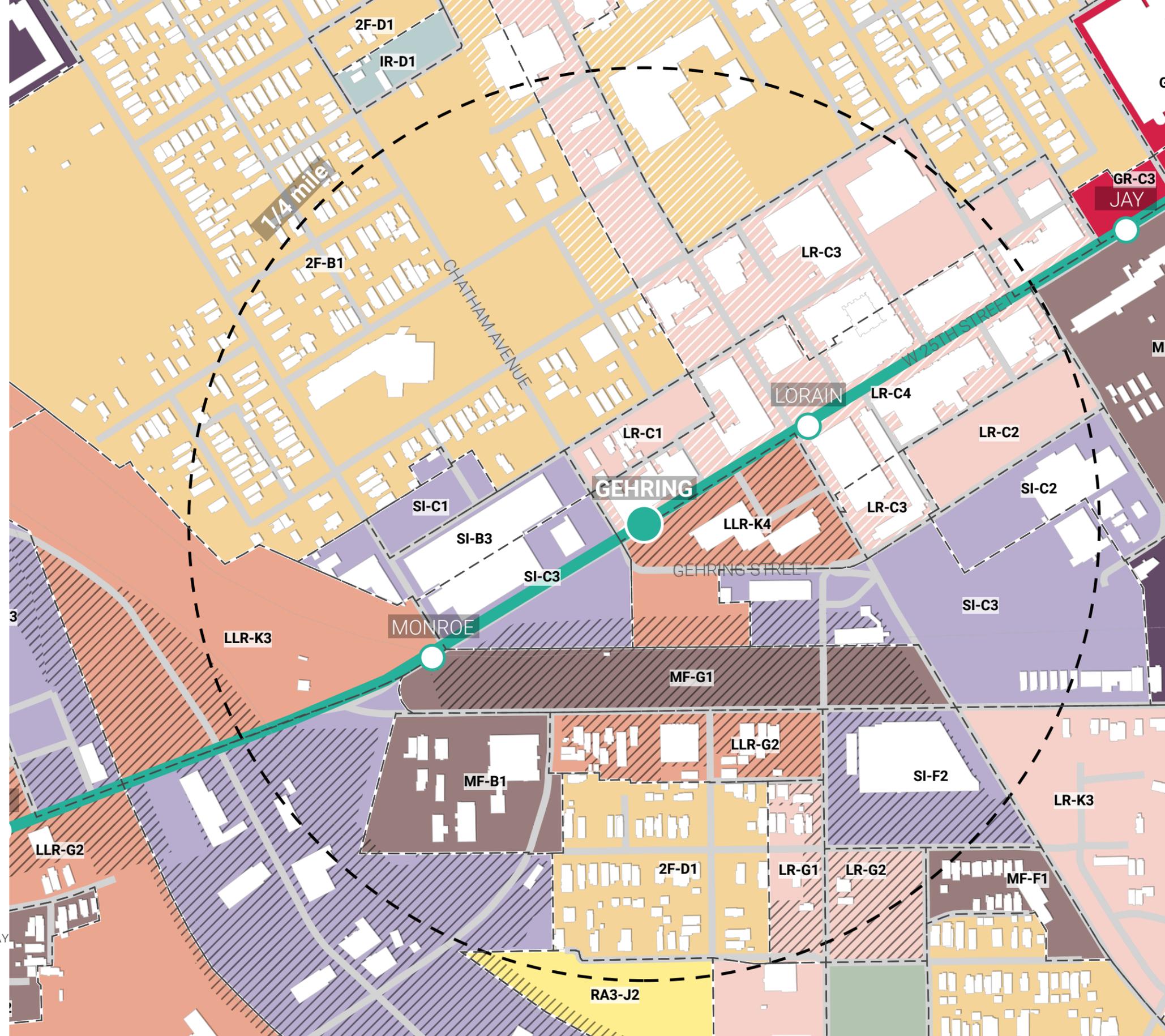
GEHRING STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT



SCALE: 1" = 300'



GEHRING STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	NE CORNER
SIDEWALK WIDTH (FT)*	9.5
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	3/131
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	COMMERCIAL
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

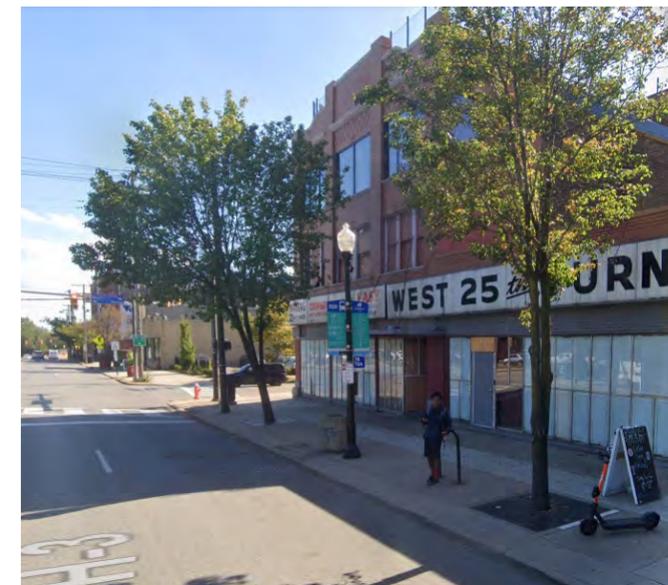
The northbound Gehring stop is 90' north of the intersection, just south of the entrance for the adjacent strip mall parking, now being transformed to a mixed-use development. North of this entrance, the right lane converts to metered parking during off-peak hours so that buses must pull away from the stop and into the left lane. A grass buffer with mature shade trees separates sidewalk and parking, with a 3' fence set five feet from back of sidewalk. There could be opportunity for a mobility hub on private property adjacent to the station.

Opposite corner: a nearside stop on the southeast corner of the intersection would place the bus stop south of the excessively wide mouth of Gehring Street where a right turn only lane is present. Due to the alignment of the adjacent railroad corridor, this location would not place the bus stop closer to transit-friendly land uses. There is no crosswalk across the W. 25th Corridor at this southern leg of the intersection.

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	19
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	29/11
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	V A C A N T BUILDING
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Gehring presents a true urban feel, situated in a 19'-wide sidewalk with a defined amenity zone that includes trash receptacles, pedestrian-scale lighting, trees in grates, bike racks, and even sandwich signs from adjacent merchants. Adjacent buildings occupy a zero lot line and create a consistent street façade along the length of the block.

Opposite corner: the farside, southwest corner of the intersection offers a similarly wide sidewalk, with surface parking at the corner and zero lot line buildings further south. There is no crosswalk across the W. 25th Corridor on the southern leg of the intersection, and because of intersection geometry, a bus stop on this corner would have to be located somewhat south of the intersection to accommodate a 60' bus while not blocking a diagonal crosswalk (assuming one were introduced).

4.6

MONROE STATION

LOCATION

Both northbound and southbound stations are located south of the W. 25th Corridor / Monroe intersection and are equipped with bus shelters. The southbound station is further away from the curb line in comparison to the northbound station.

ADJACENT BUILDINGS

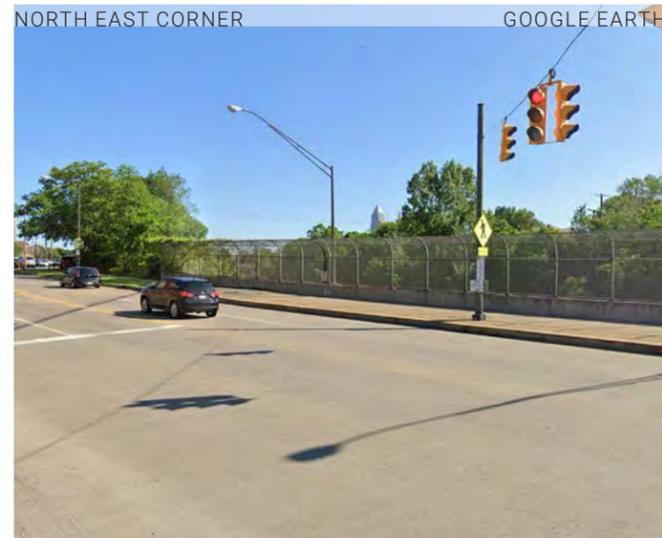
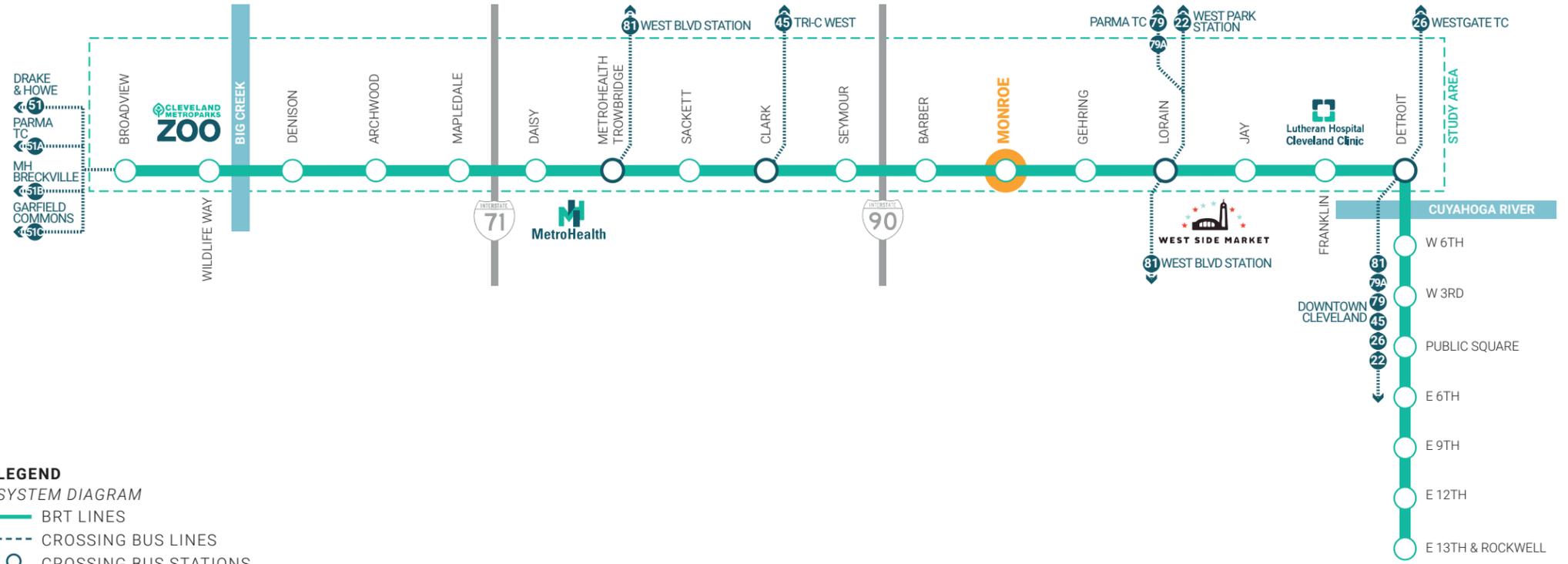
There are no adjacent buildings to the Monroe stations. They both are on the rail overpass.

TRANSPORTATION NETWORK

Both stations are served by the 51-A-B-C and the 45 lines running north-south. There are no crossing buses at Monroe Avenue. There are no bike facilities serving the W. 25th Corridor / Monroe Avenue intersection.

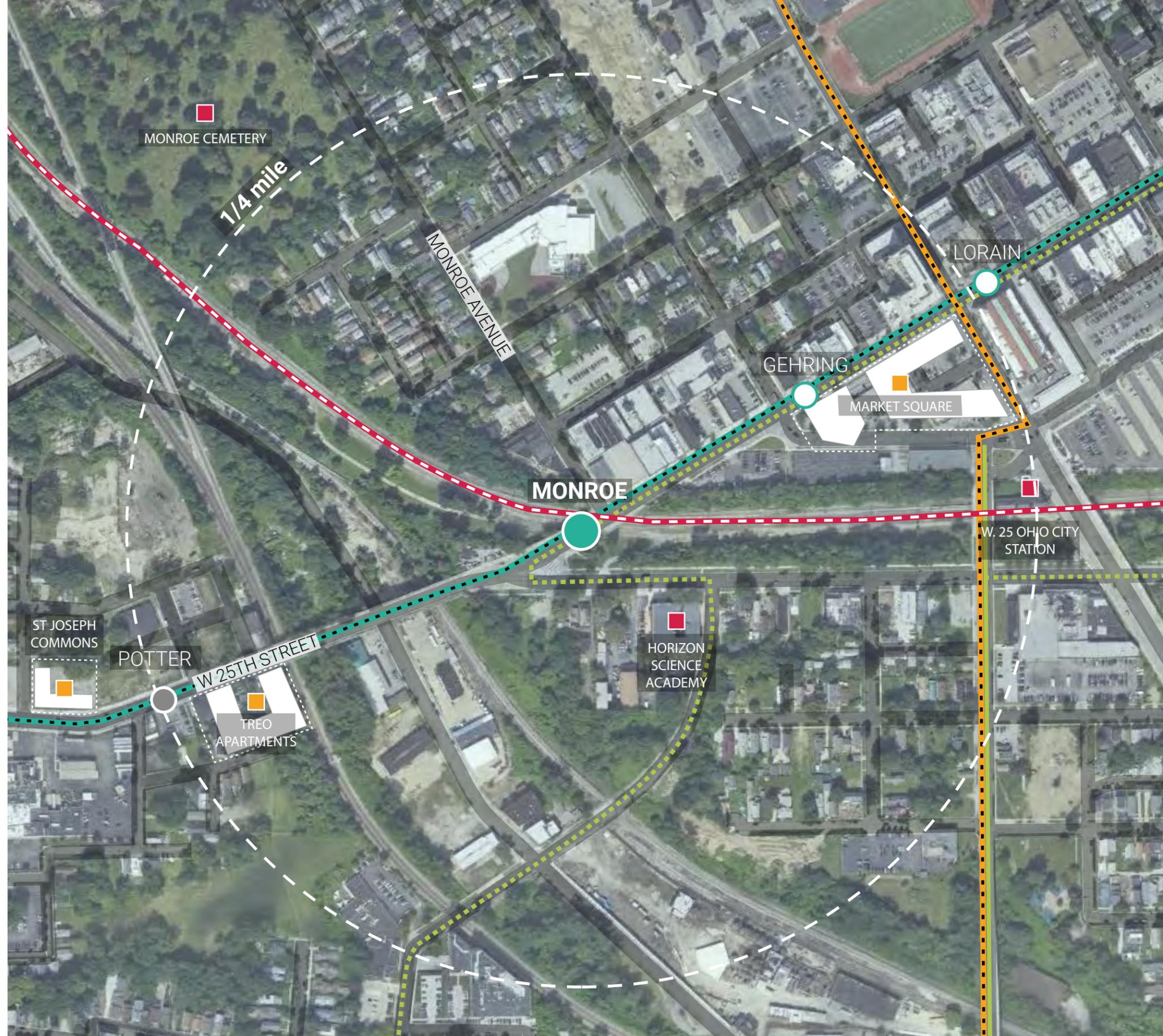
PARKING

No parking is allowed near the stations as they are located on a bridge.



MONROE STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - - - METRO LINE
 - - - 51 BUS LINE
 - - - OTHER BUS LINES
 - ⋯ SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - 
- SCALE: 1" = 300'

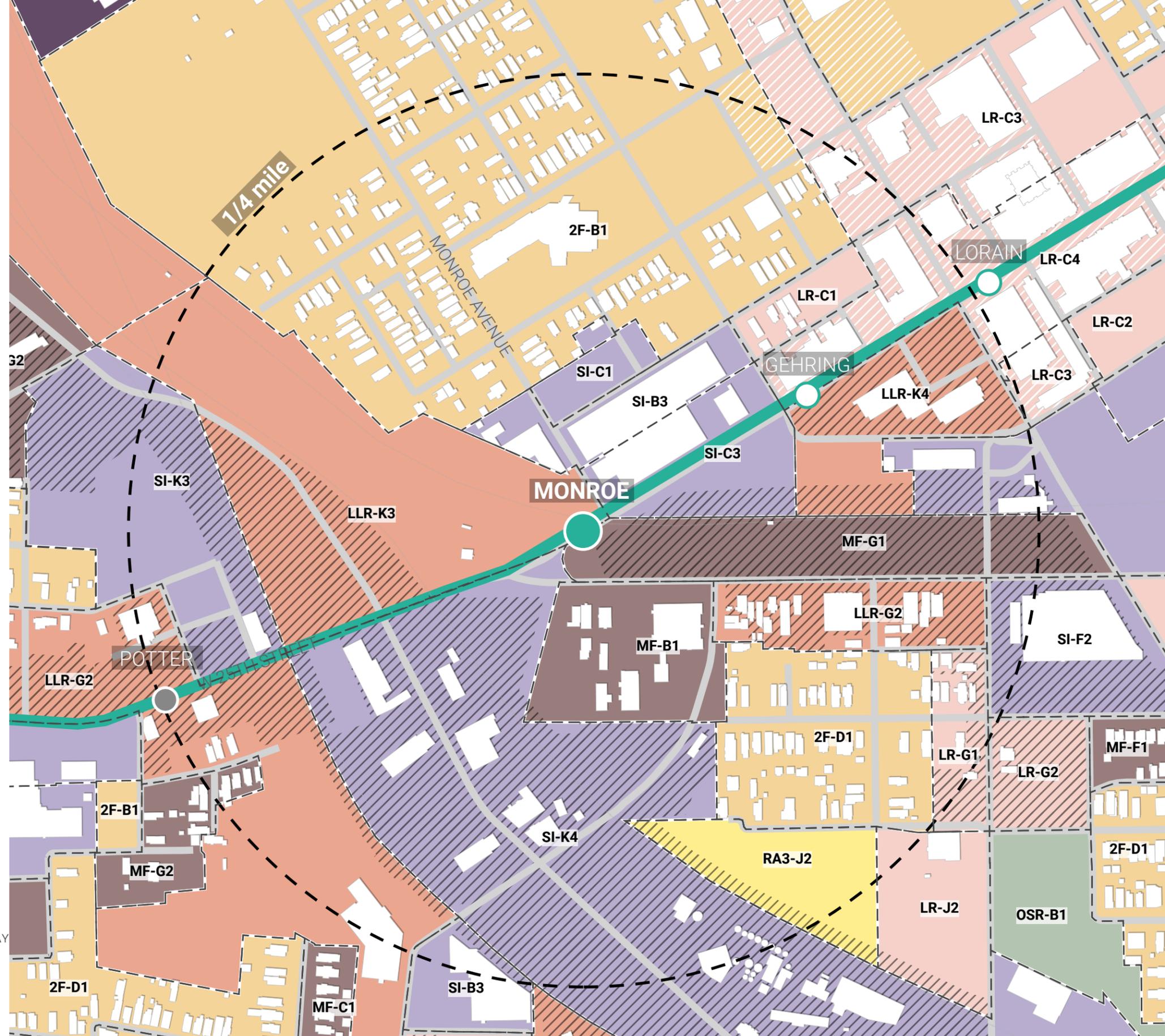


MONROE STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

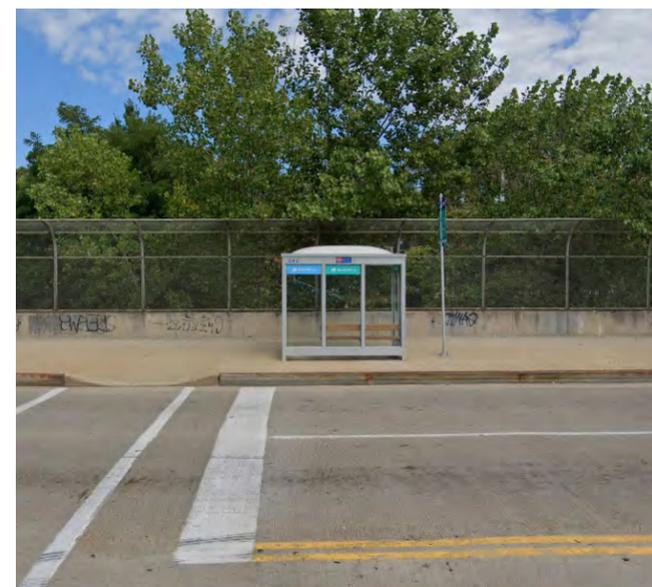
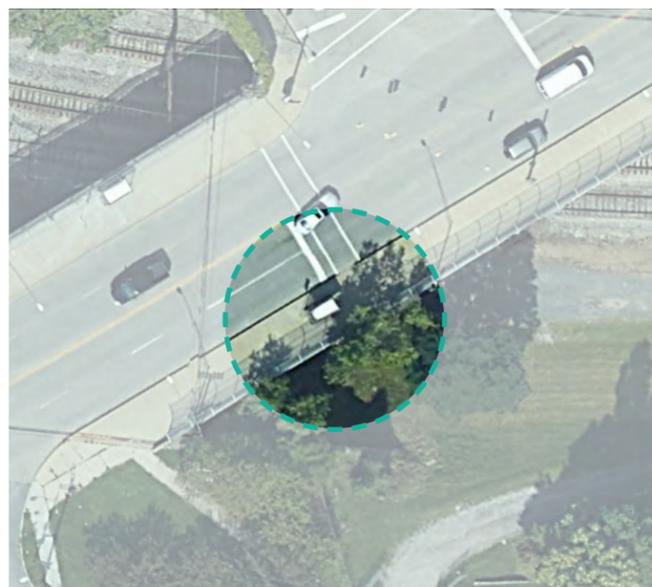
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'

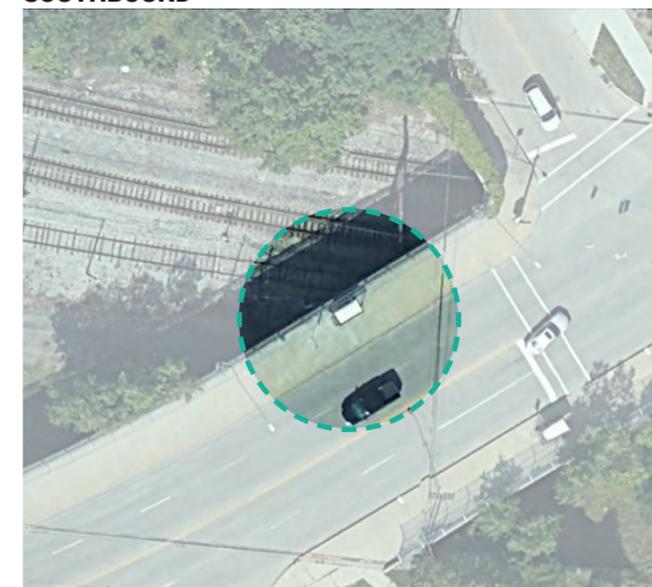


MONROE STATION EXISTING CONDITIONS

NORTHBOUND



SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	15
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	8/14
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	TRANSPORTATION RAIL

LIKELIHOOD OF REDEVELOPMENT** ●

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Monroe stop will be the closest MetroHealth Line stop to the Redline Greenway, anticipated to be completed in March 2021. Pedestrian connectivity at this location is challenging considering the 'Y' intersection's geometry and lack of pedestrian crosswalks. The BRT project could improve pedestrian connectivity at this stop, through the connection to the Redline Greenway. Access to the trail will be on the east side of the W. 25th Corridor, where a short, approximately 300' long trail spur will connect pedestrians and cyclists to the rail-level greenway below. The existing stop sits at the southern end of the bridge over the railway, just north of angled 'Y' intersection of W. 25th and Columbus Rd and on the nearside of the signalized 'T' intersection at Monroe. Although a farside stop could provide operational advantage at this location, the existing nearside stop provides the closest location to the Greenway. There may be potential for a mobility hub at the Greenway spur trail, outside the public right-of-way. It should be noted that the Columbus Rd corner does not provide an adequate curb ramp. The existing shelter is set back approximately 4.5' from the curb, and provides rear access only.

Opposite corner: a farside stop would place the bus another 150' further from the Greenway connection. The sidewalk at this location is the same width as the existing stop. There is no crosswalk across the northern leg of the intersection.

STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	15
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	10/4
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	TRANSPORTATION RAIL

LIKELIHOOD OF REDEVELOPMENT** ●

CONSIDERATIONS

The southbound Monroe stop is approximately 60' south of the Monroe intersection crosswalk; a 60' bus could block the crosswalk depending upon where the driver stops. The 14.5' sidewalk is similar in width to the existing northbound stop, but the shelter is set at back of walk against the bridge fence. Patrons wishing to reach the future Red Line Greenway access trail will need to walk slightly out of direction to the north, cross at the Monroe intersection, and continue south along the east side of the road.

Opposite corner: a nearside stop on the northwest corner of the intersection would offer an additional 3.5' of sidewalk width, but could be an operational disadvantage given the intersection signalization. The sidewalk is backed by a curbed planting area at the corner, and by building wall at 25' north of the intersection and points north.

CHAPTER 4 : APPENDIX

4.7

BARBER STATION

LOCATION

Both Barber northbound and southbound stations are located south of Barber Avenue. None of these stations is equipped with a bus shelter.

ADJACENT BUILDINGS

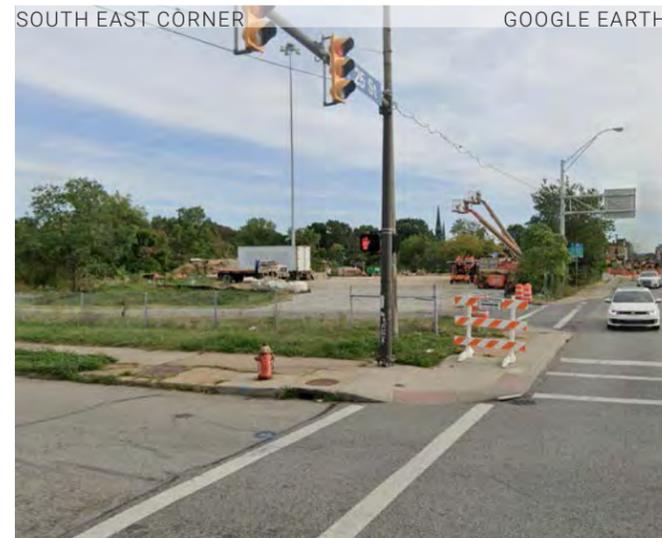
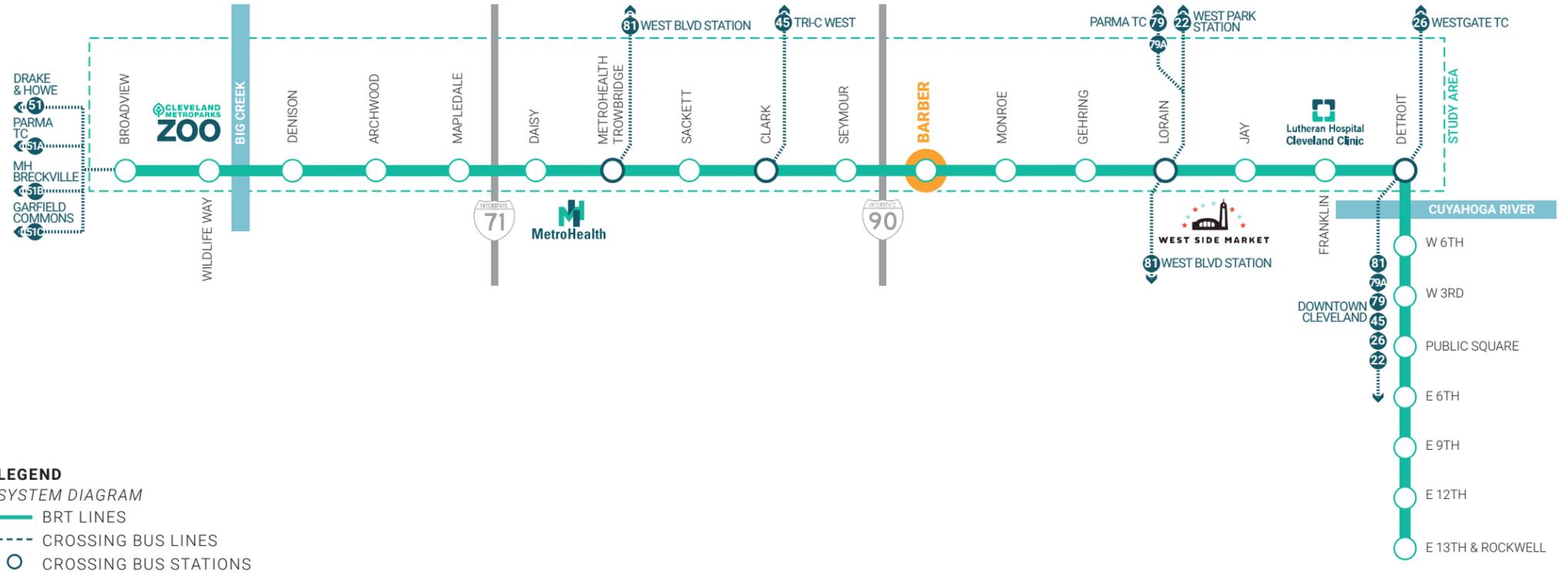
The northbound station is located on the right-of-way of the I-90 ramp. The southbound station is immediately adjacent to a 2-story vacant building.

TRANSPORTATION NETWORK

Both stations are served by the 51-A-B-C and the 45 lines running north-south. There are no crossing buses at Barber Avenue. There are no bike facilities serving the W. 25th Corridor / Barber Avenue intersection.

PARKING

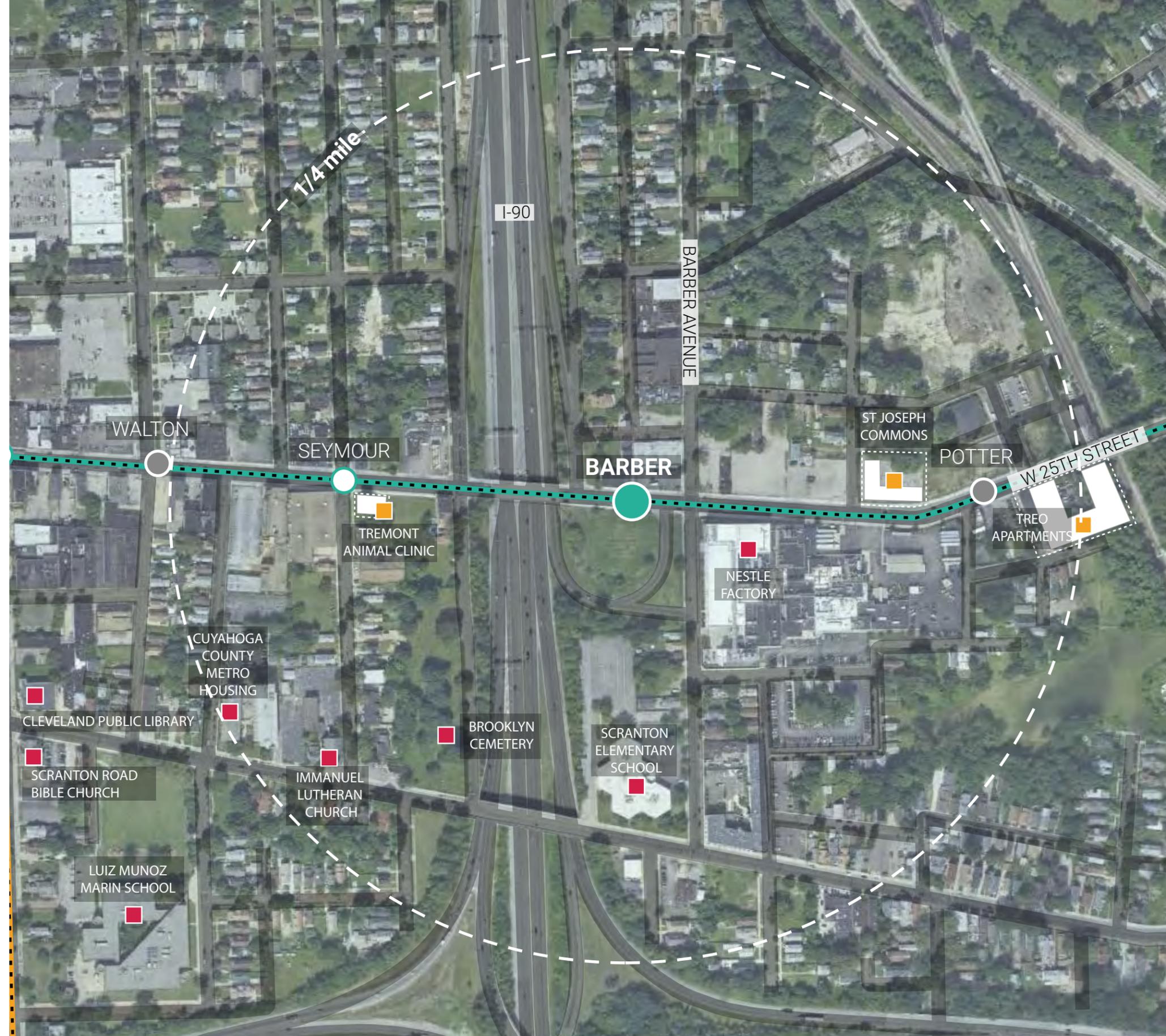
On street parking is allowed but limited on the southbound station side. It is prohibited on the northbound side.



BARBER STATION CONTEXT

STATION CONTEXT

- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 -
- SCALE: 1" = 300'



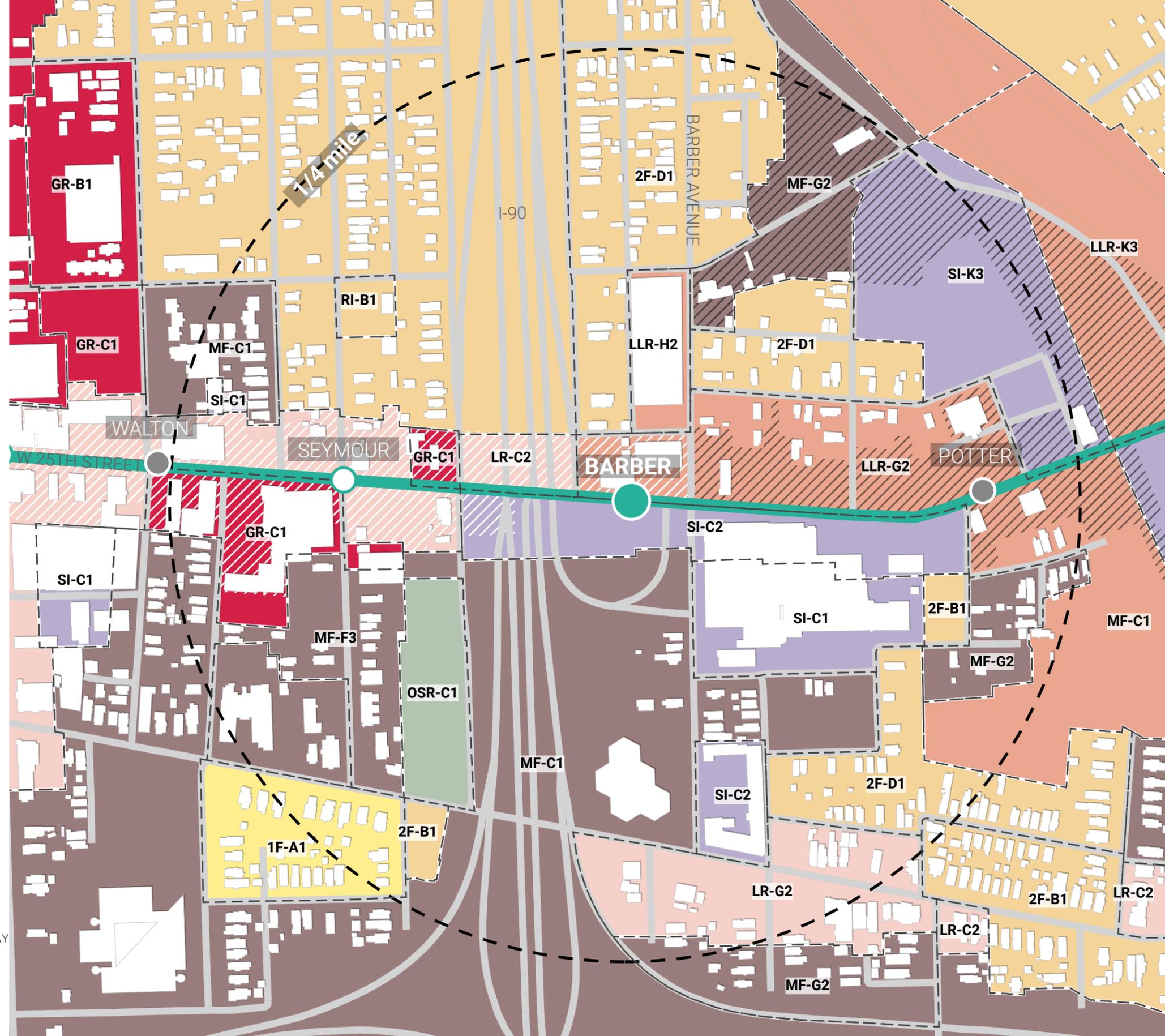
BARBER STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT



SCALE: 1" = 300'



BARBER STATION EXISTING CONDITIONS

NORTHBOUND



SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	8
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	18/22
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	I90 RAMP
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Barber stop occupies the segment of curb immediately south of the entrance to the I-90 on-ramp, which is itself south of the Barber/W. 25th intersection. Vehicles wishing to enter the on-ramp may switch lanes immediately ahead of a stopped bus, or idle behind a stopped bus. This location is sub-optimally located relative to land uses on both sides of W. 25th; a far-side stop on the northeast corner would provide a more intuitive location and benefit operational run time through the signalized intersection. The narrow 8' sidewalk backs to a somewhat unmaintained grass area inside the clover-leaf on-ramp, with a chain link fence at back of curb. Shrubs and trees populate the fence line.

Opposite side: the farside, northeast corner of the intersection offers a slightly wider, 9.5' sidewalk. The sidewalk is backed by a 6' security fence surrounding the Nestle/Minors industrial complex. Although the building is set back an additional 12' from back of walk, the nature of the fencing suggests that security is a concern and that a private property agreement could be less likely than at other locations along the corridor.

STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	8
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	16/13
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	V A C A N T BUILDING
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Barber stop is in the far side of Barber Avenue, at approximately 230'. It is closer to Vega Avenue (60'). The station is located just in front of a two-story vacant building at property line, leaving space for a narrow sidewalk of 8'. The stop has no shelter and is marked by the RTA signage. Just few feet south, near Vega Avenue, there seems to be a vacant narrow lot.

Opposite side: There is a vacant lot used for parking and a billboard on the near side of Barber Avenue, which can offer ample space for creating a station through private property agreement. Unlike, the far side which overlooks I-90, the near side is more accessible to the neighborhood and has an urban feel, two important factors to the BRT line.

4.8

SEYMOUR STATION

LOCATION

Both Seymour northbound and southbound stations are located south of the W. 25th Corridor / Seymour Avenue intersection. The northbound station is the only one equipped with a bus shelter, which is a couple of feet away from the curb line.

ADJACENT BUILDINGS

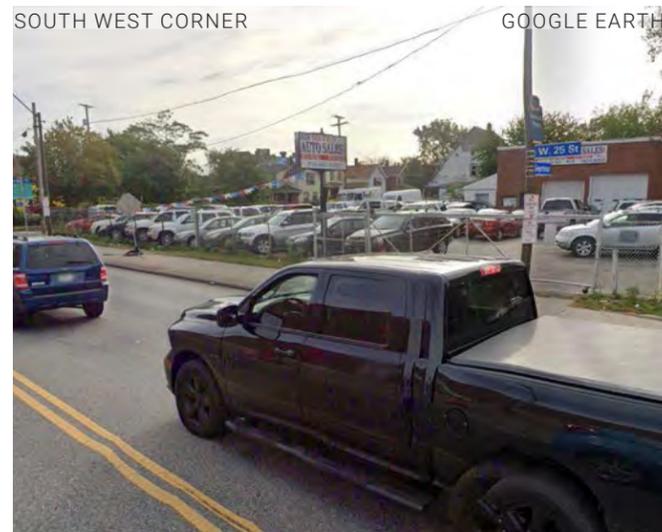
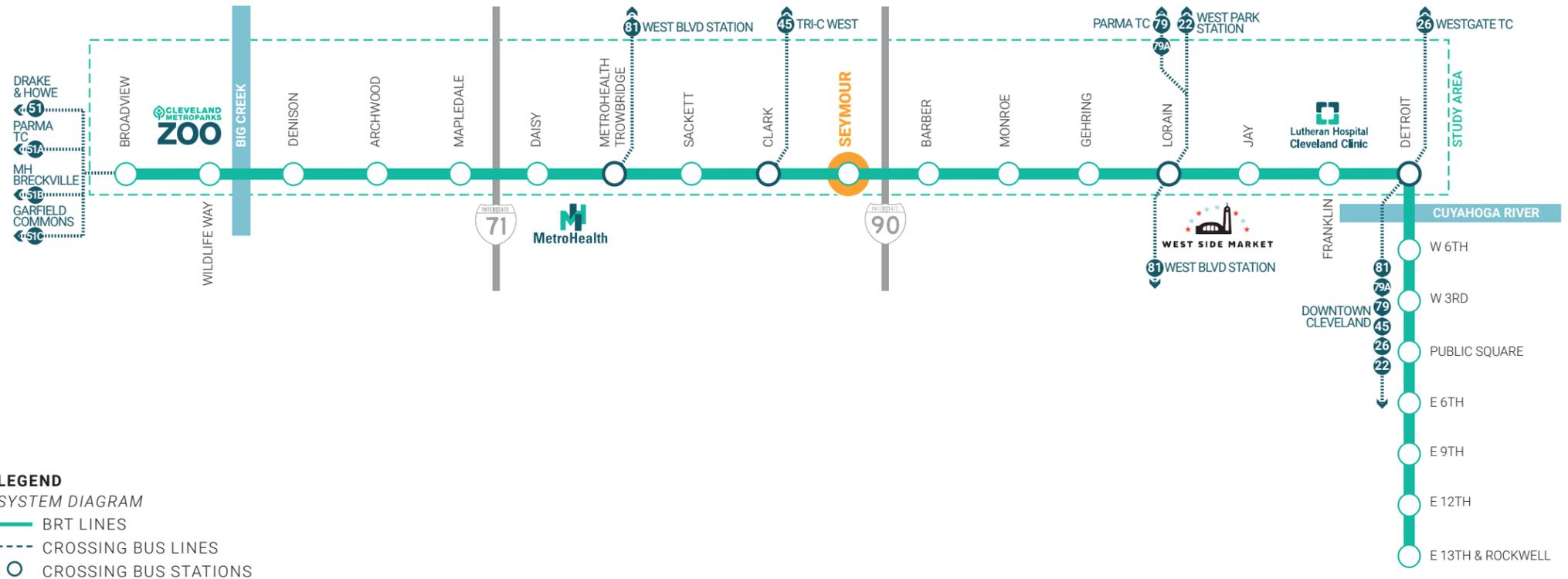
The Seymour northbound station is immediately adjacent to the Astrup Awning Company Complex, an industrial building from 1919, which is also a historic landmark. The southbound station is in front of a car dealership.

TRANSPORTATION NETWORK

Both stations are served by the 51-A-B-C and the 45 lines running north-south. There are no crossing buses at Seymour Avenue. There are no bike facilities serving the W. 25th Corridor / Seymour Avenue intersection.

PARKING

On-street parking is not allowed on the W. 25th Corridor near Seymour stations.

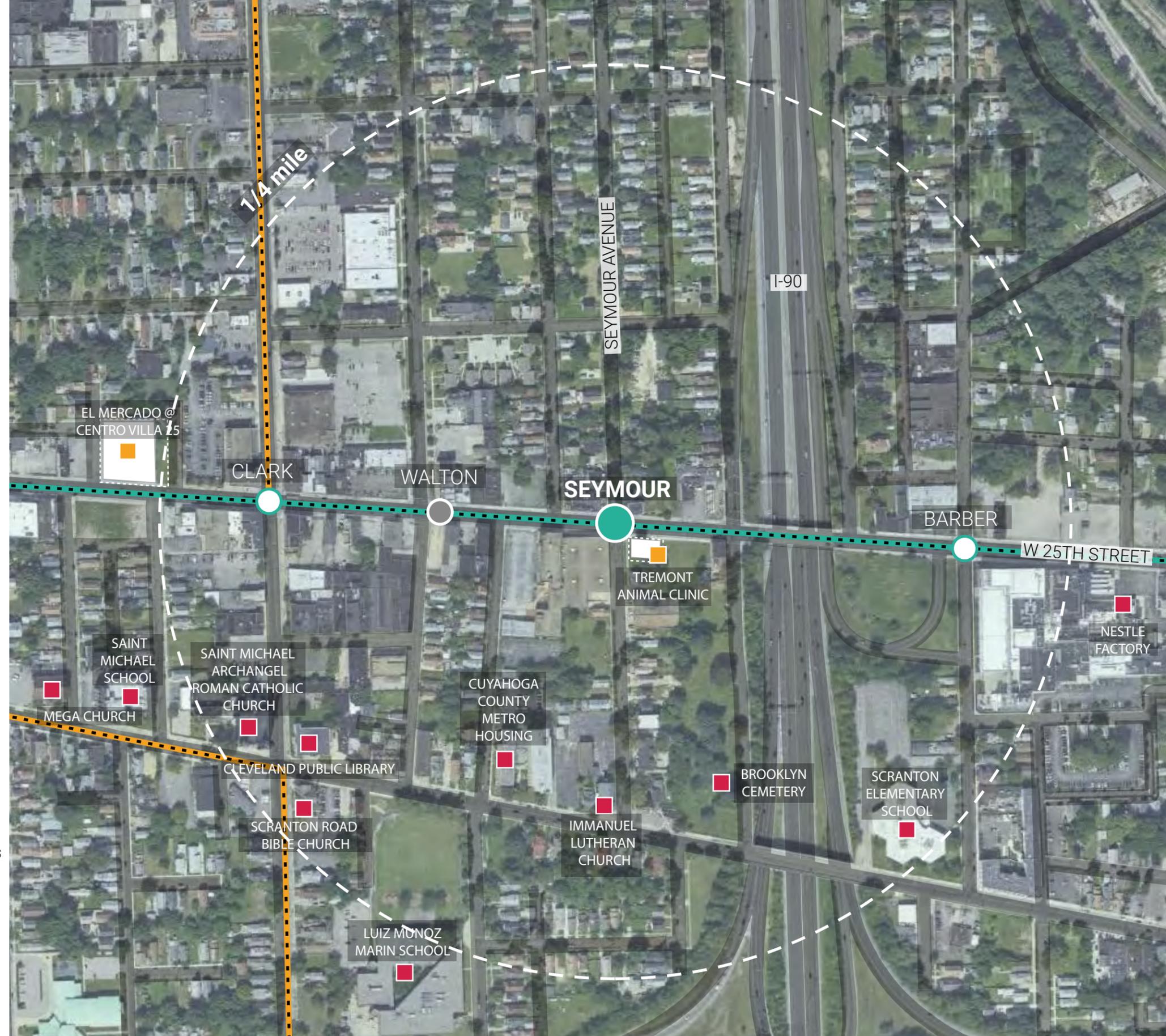


SEYMOUR STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- SHARROWS
- BIKE LANES
- BIKE TRAILS

SCALE: 1" = 300'

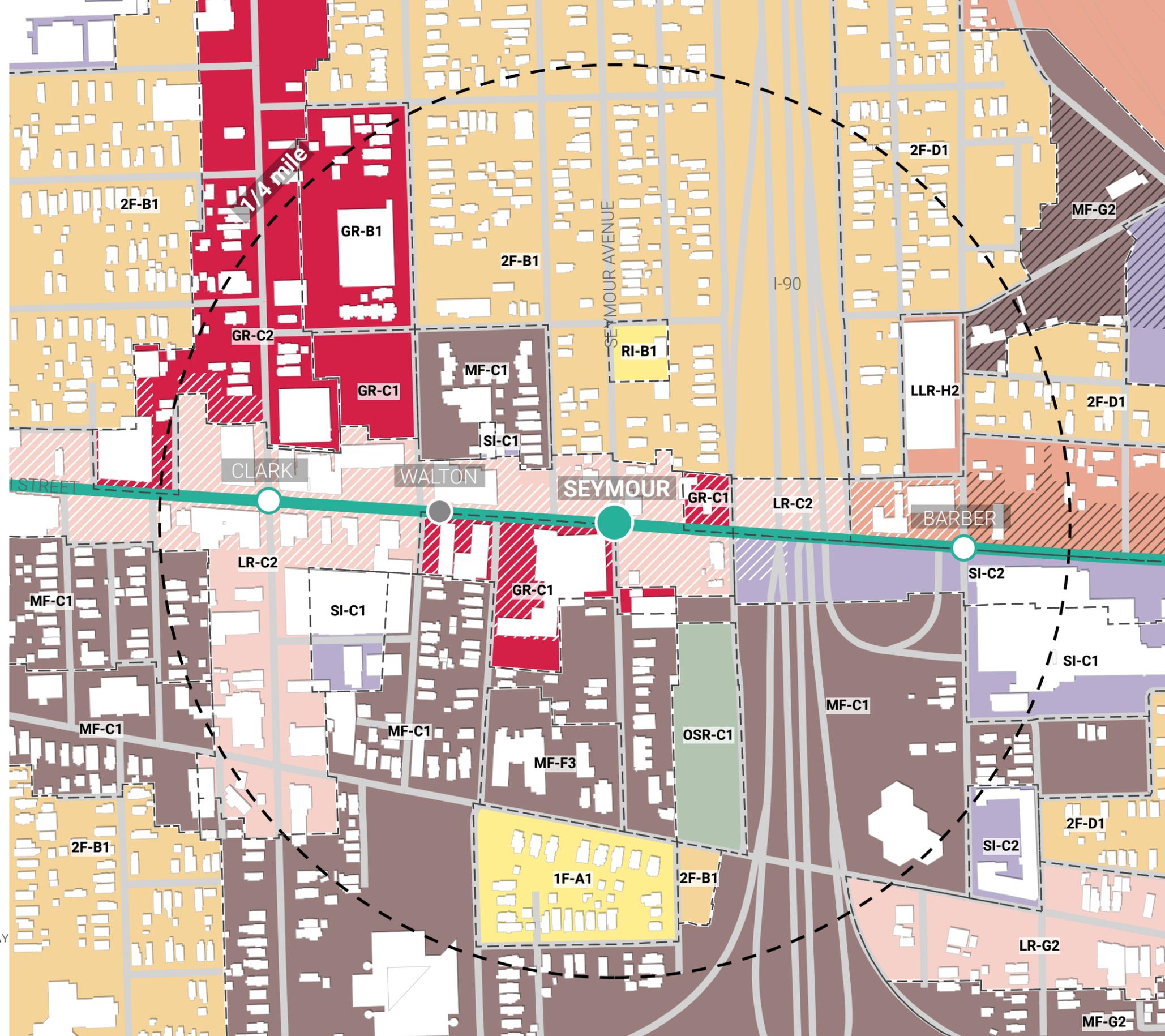


SEYMOUR STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

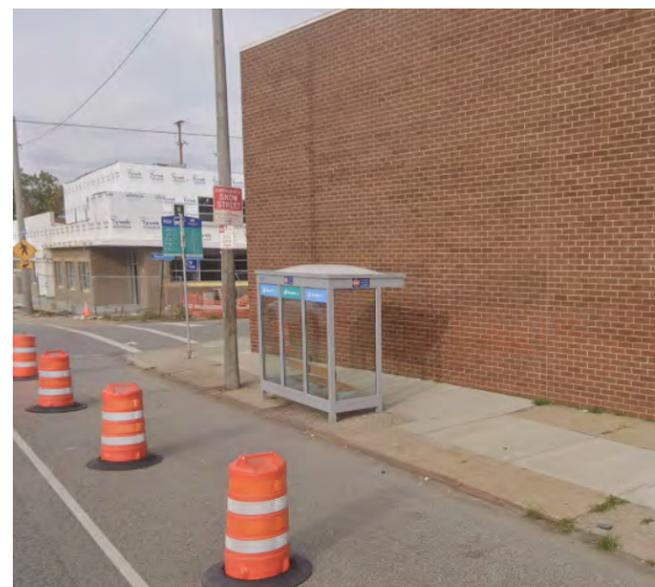
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



SEYMOUR STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	10
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	40/13
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	INDUSTRIAL
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

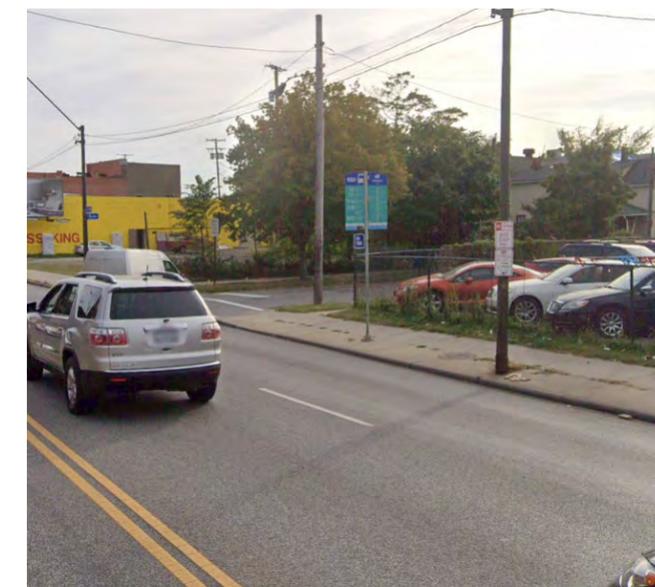
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Seymour stop is located just south of this unsignalized intersection. Since vehicles on the W. 25th Corridor do not have to stop, the nearside location does not present an operational disadvantage, although there is no crosswalk across the south leg of the intersection. The adjacent Astrup Building, a former industrial site, is slated to be redeveloped as an arts venue. The building façade is oriented diagonally to the street, with the northern portion of the façade on a zero lot line and the southern portion set back approximately 12 feet. As such, the bus stop is situated at the narrowest point of the sidewalk, about 10' wide. Moving the stop south could provide opportunity for an enhanced stop via private property agreements with the adjacent property. Optimal location of this stop may also depend on entrance into the adjacent arts complex once it is redeveloped, as this use is likely to be a destination ridership generator.

Opposite corner: the northeast corner of the intersection is home to a brand-new (built 2019), one-story animal clinic. The sidewalk appears to be approximately 10' wide.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	9
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	11/33
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	C A R DEALERSHIP
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Seymour stop is south of the Seymour intersection, closer to Erin Ave than to Seymour. Erin Ave is a 'T' intersection with no crosswalks connecting to the east side of the W. 25th Corridor. The narrow 9' sidewalk is backed by an untended area of grass in front of the chain link fence enclosing the adjacent auto sales parking lot. The driveway to the adjacent parcel is 80' north of the bus stop, so that a stopped bus would not block access.

Opposite corner: the northwest corner of the Seymour intersection offers a slightly wider 11' sidewalk, although the adjacent building sits at back of sidewalk. A stop approximately 40' north of the intersection could offer an enhanced stop through a private property agreement with the owner of the adjacent vacant lot.

4.9

CLARK STATION

LOCATION

Both Clark northbound and southbound stops are located on the far sides of the W. 25th Corridor / Clark Avenue intersection. Both stations are equipped with bus shelters.

ADJACENT BUILDINGS

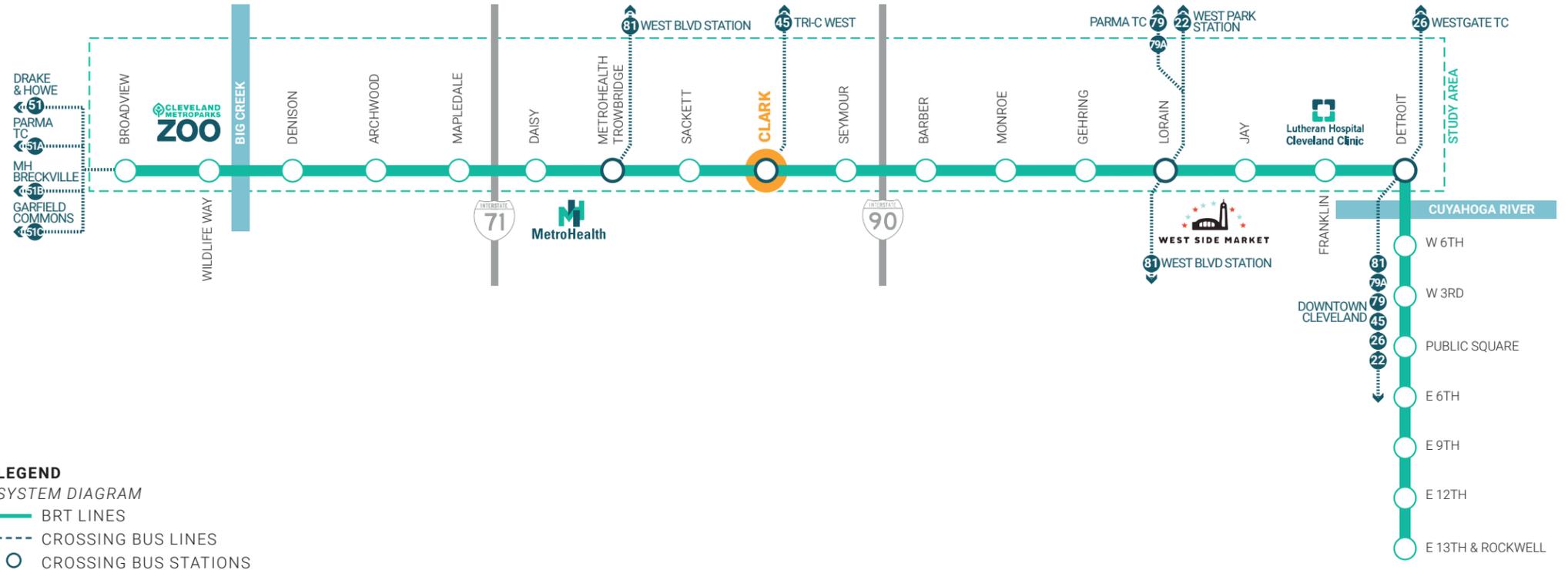
The Clark northbound station is immediately adjacent to 2 and 3-story mixed-use buildings and a vacant lot with a small frontage. The Clark southbound station is adjacent to a 4-story mixed-used historic building (Pearl Street Savings and Trust) and a large parking lot.

TRANSPORTATION NETWORK

The W. 25th Corridor / Clark Avenue intersection is served by both the 51-A-B-C and the 45 lines. Line 45 northbound shares the northbound stop with Line 51 northbound while the 45 southbound turn west at Clark Avenue and stops there. There are no bike facilities serving the intersection.

PARKING

Parking is not allowed anywhere near the northbound station. On the southbound side, limited parking is allowed.



NORTH WEST CORNER GOOGLE EARTH



SOUTH WEST CORNER GOOGLE EARTH



NORTH EAST CORNER GOOGLE EARTH

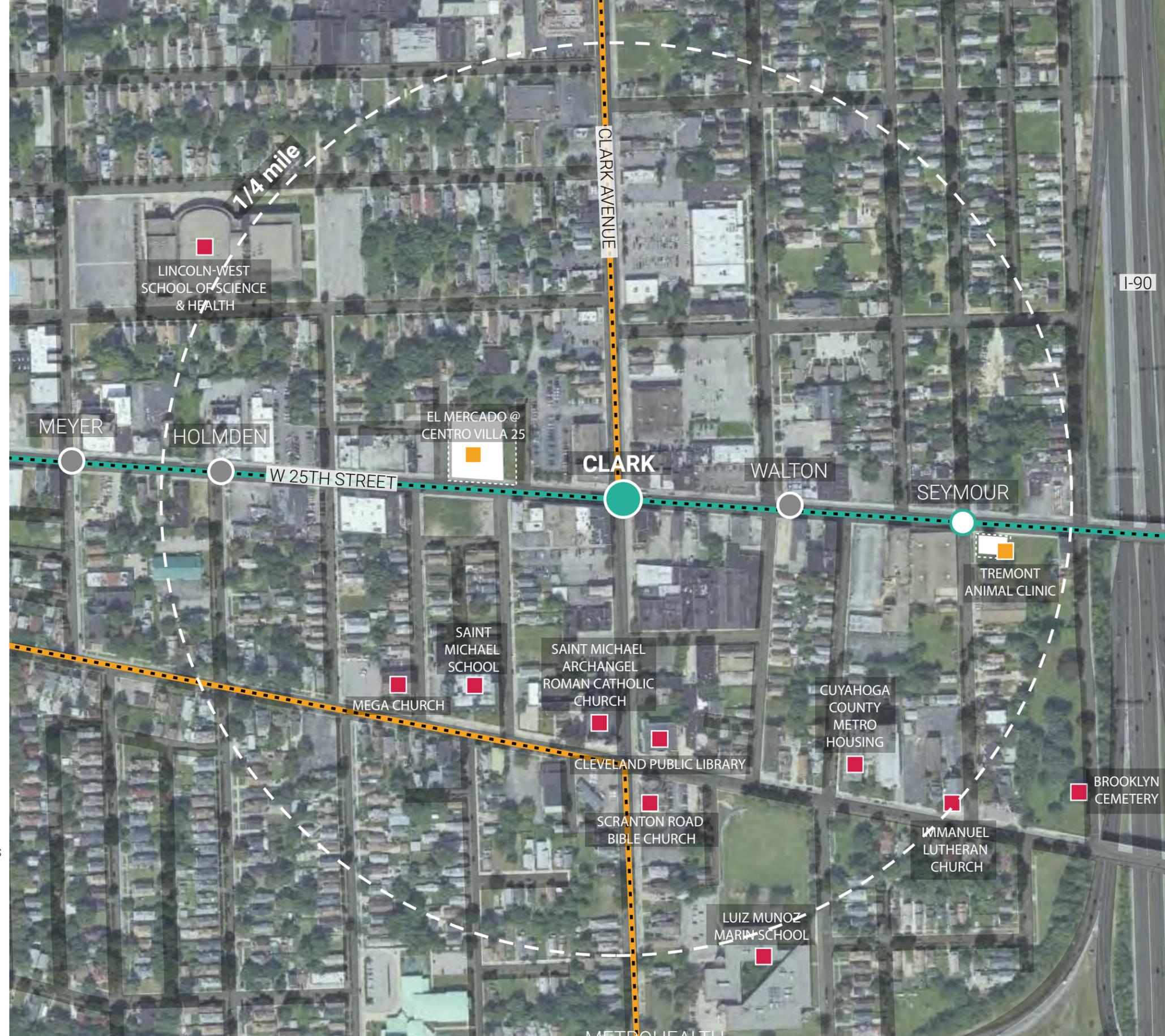


SOUTH EAST CORNER GOOGLE EARTH



CLARK STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - →
- SCALE: 1" = 300'

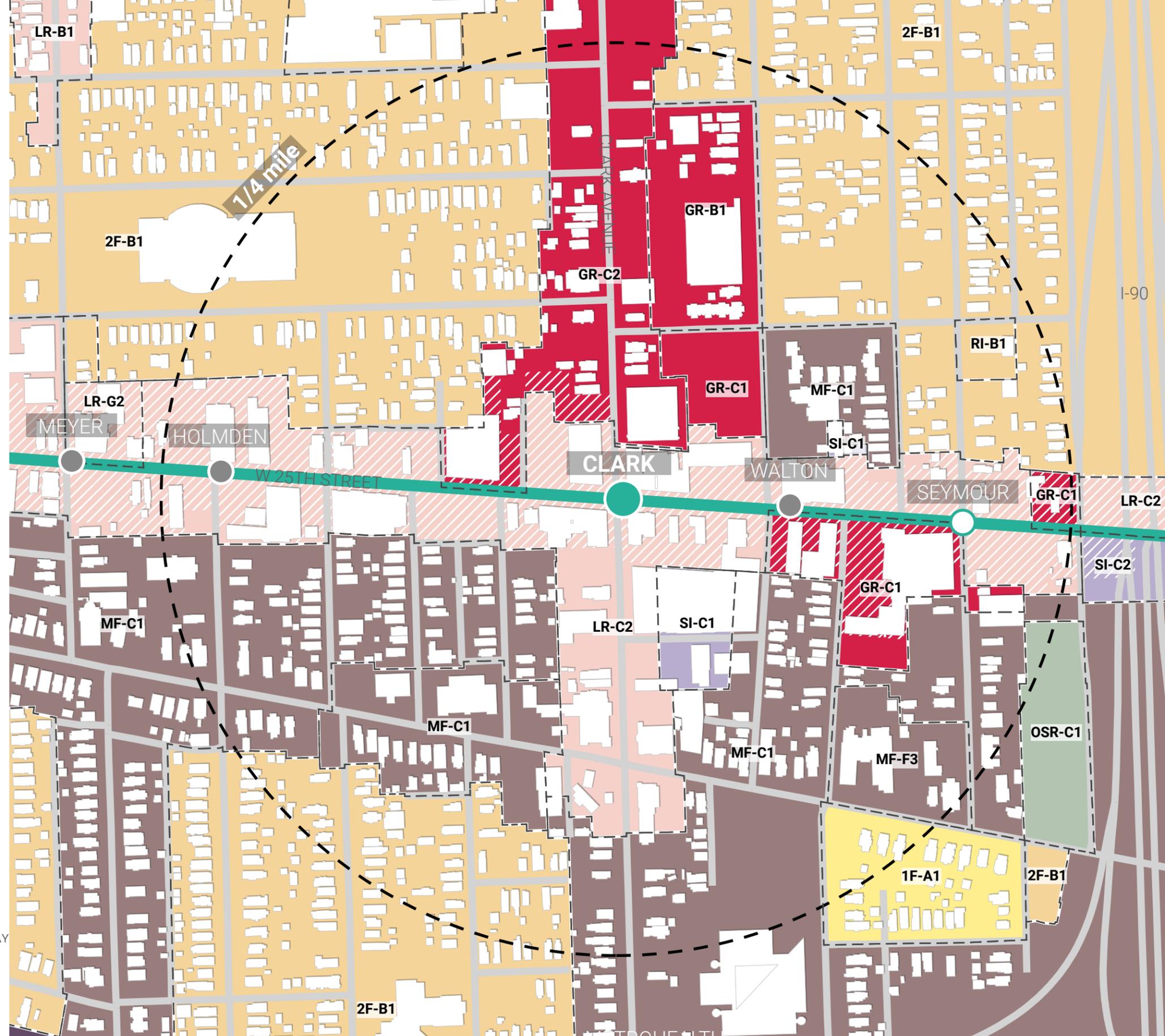


CLARK STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

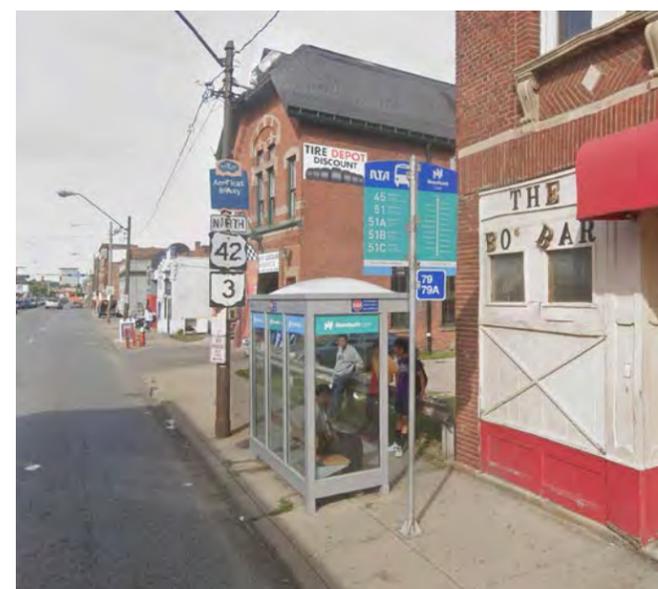
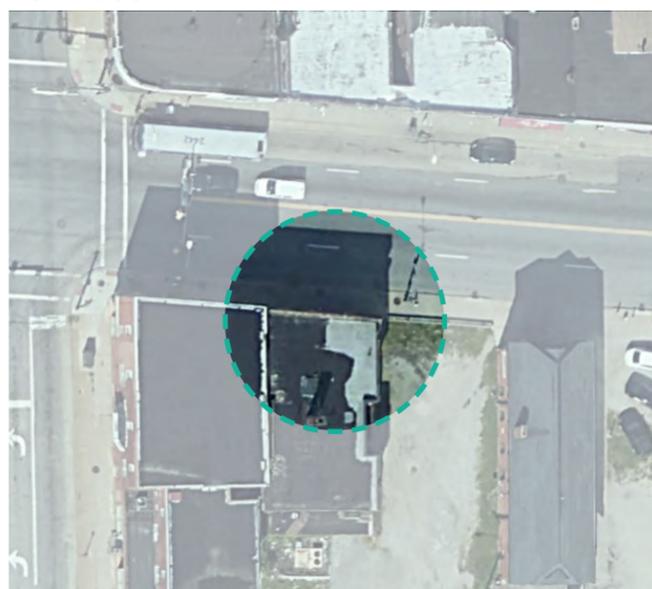
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



CLARK STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	NE CORNER
SIDEWALK WIDTH (FT)*	7
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	158/100
CROSSING BUS LINES	CLARK
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	MIXED-USE & VACANT
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Clark stop is located 90' north of the Clark intersection, straddling the property line between a vacant lot and a zero-lot line building. The building appears historic, if not currently designated it is likely eligible. The vacant lot appears to be used for parking and is accessed from the alley; it does not have a curb cut on the W. 25th Corridor. The curbside shelter crowds the already constrained sidewalk; in combination with patrons using the guardrail in front of the vacant lot as seating, the sidewalk appears extremely difficult for a wheelchair to pass. Moving the stop an additional ten feet north could offer potential for a less constrained stop via a private property agreement with the owner of the adjacent vacant lot.

Opposite corner: at 8.5' from curb to face of building, the sidewalk on the southeast, nearside corner of the intersection is slightly wider than the existing stop but still constrained. The adjacent building also occupies a zero lot line, and while it appears historic, its condition does not appear as good as the building backing the existing stop. There is a fire hydrant immediately adjacent to the stop bar.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	14
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	75/83
CROSSING BUS LINES	CLARK
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	MIXED-USE & PARKING
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Clark stop is located 105' south of the Clark intersection. The 14' sidewalk is backed by a 12' deep landscaped buffer which includes shade trees, three benches and a 3' metal fence. The curbside shelter offers rear access. A 10'-wide alley separates the surface lot from the adjacent historic building to the north. The alley does not have a curb cut and is blocked by a bollard which prohibits vehicular use, so that a stopped bus in front of the alley does not present an access issue. Access to the surface parking lot is on the adjacent Clark Ave.

Opposite corner: at 8.5' wide, the sidewalk on the northwest corner of the intersection would present a significantly more constrained stop than the existing location. As a signalized intersection, this nearside location would present an operational disadvantage as well.

CHAPTER 4 : APPENDIX

4.10 SACKETT STATION

LOCATION

Both Sackett northbound and southbound stations are located south of Sackett Avenue. The northbound station is the only one equipped with a bus shelter that is few feet away from the curb line.

ADJACENT BUILDINGS

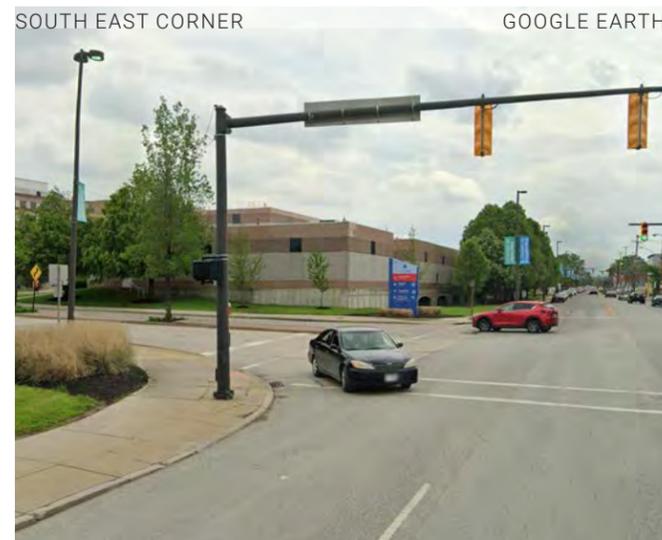
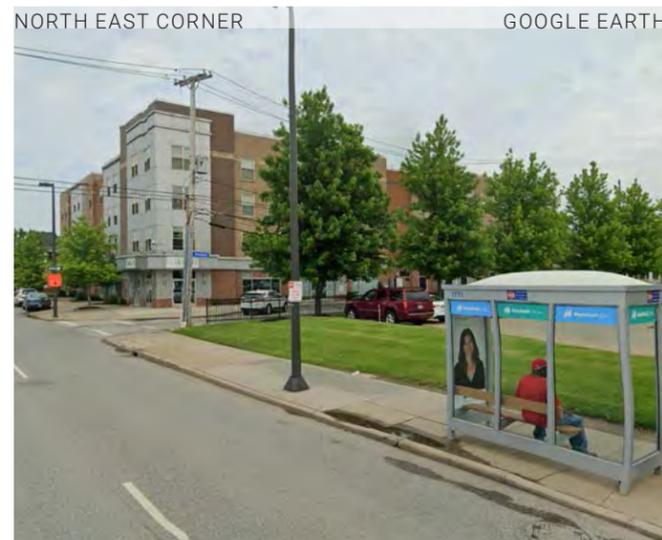
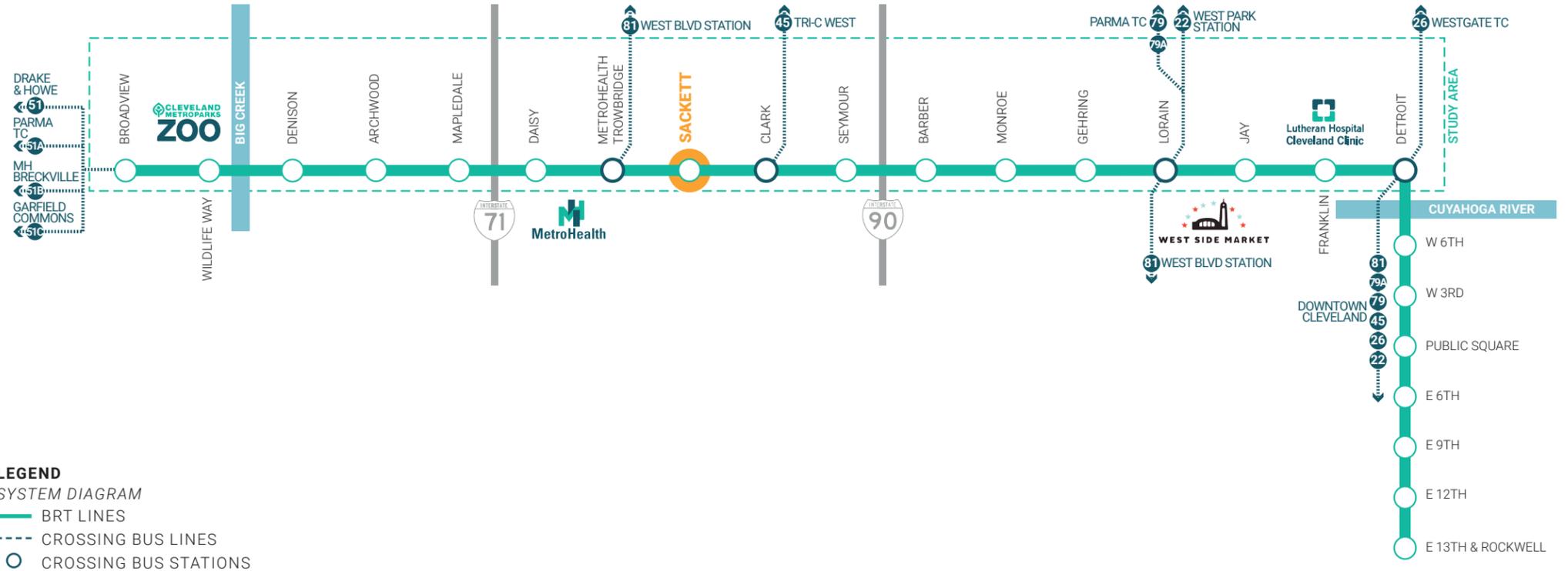
The Sackett northbound station is immediately adjacent to the MetroHealth surface parking lot. The southbound station is in front of a car wash service.

TRANSPORTATION NETWORK

Only the 51-A-B-C lines are serving Sackett stations. There are no crossing bus lines. There are no bike facilities serving the W. 25th Corridor / Sackett Avenue intersection.

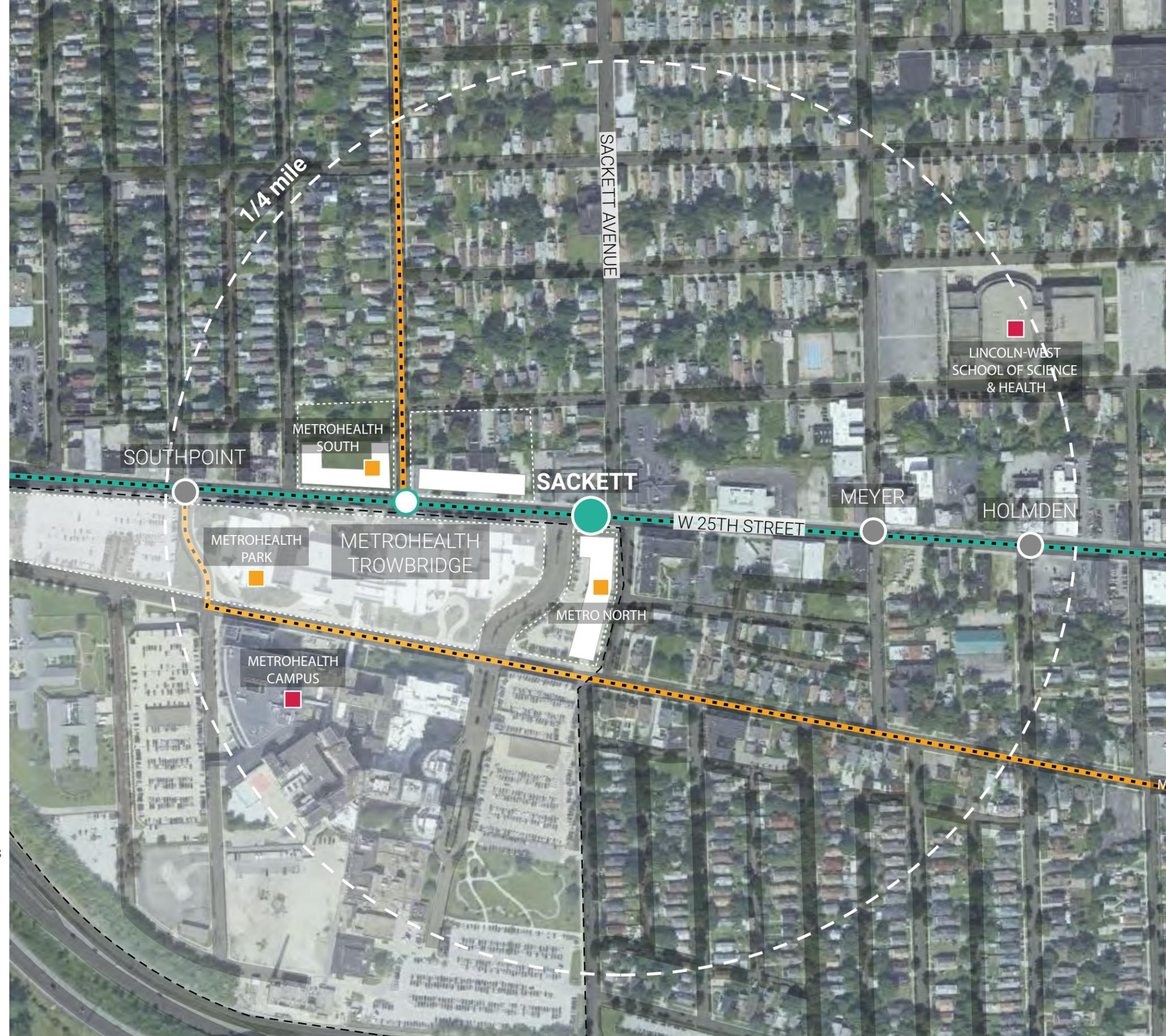
PARKING

Apart from the two private parking lot previously mentioned, there is no on-street parking on the W. 25th Corridor near the stations.



SACKETT STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - →
- SCALE: 1" = 300'

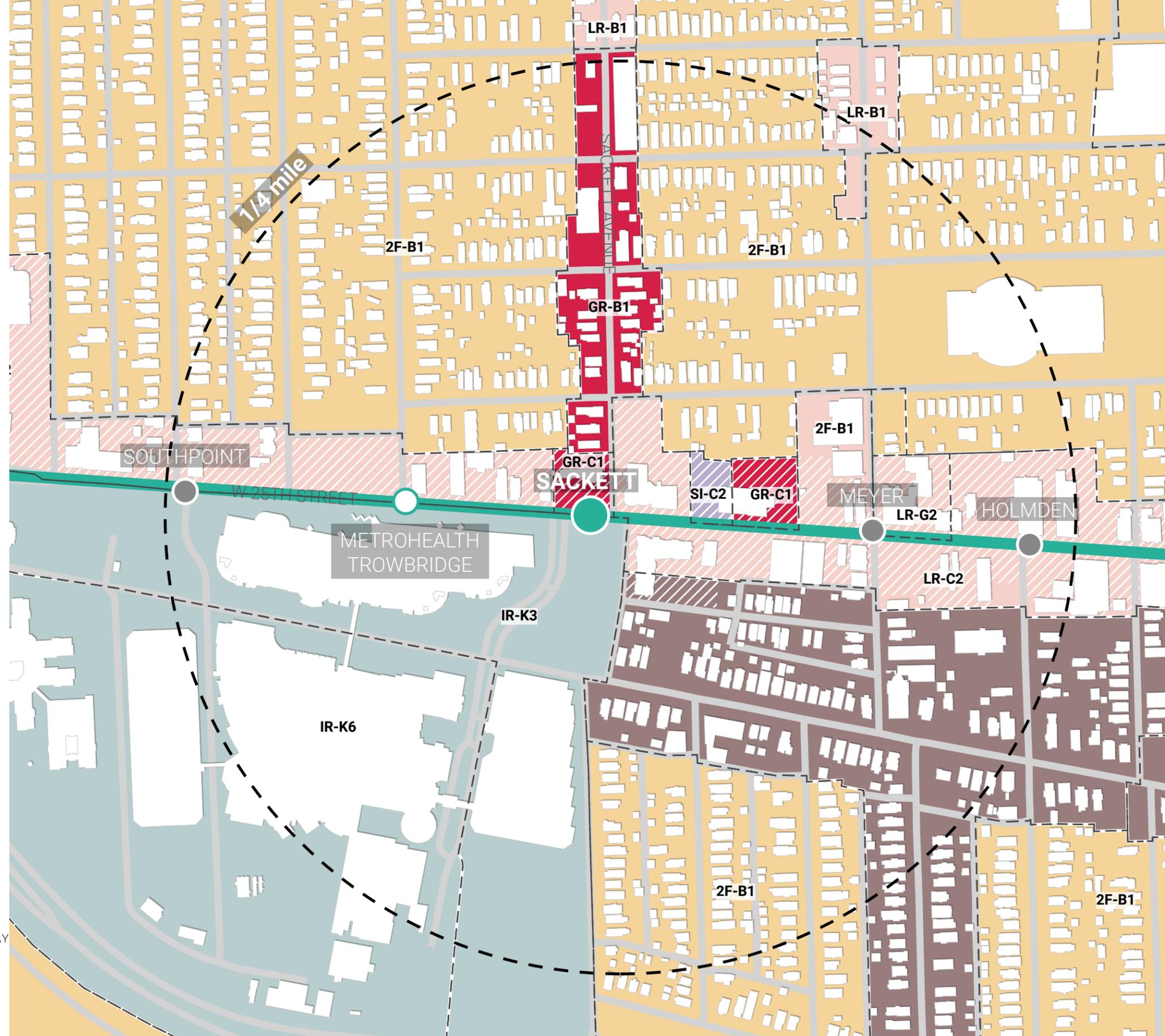


SACKETT STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

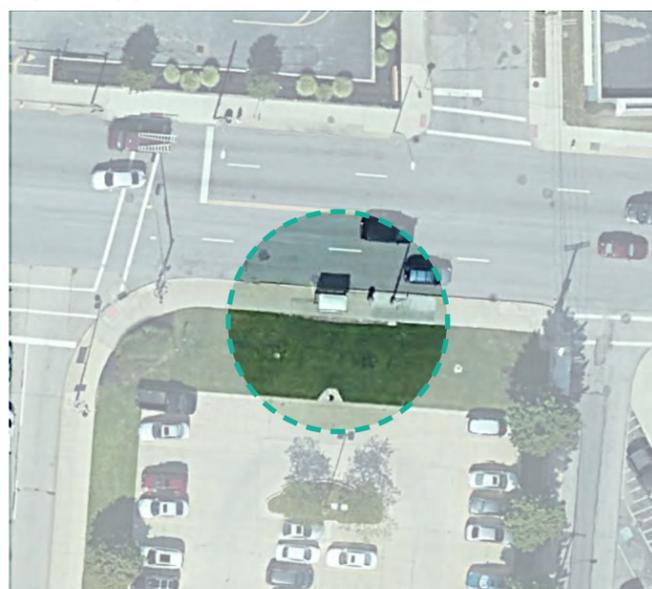
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



SACKETT STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	9
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	85/16
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	PARKING LOT
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

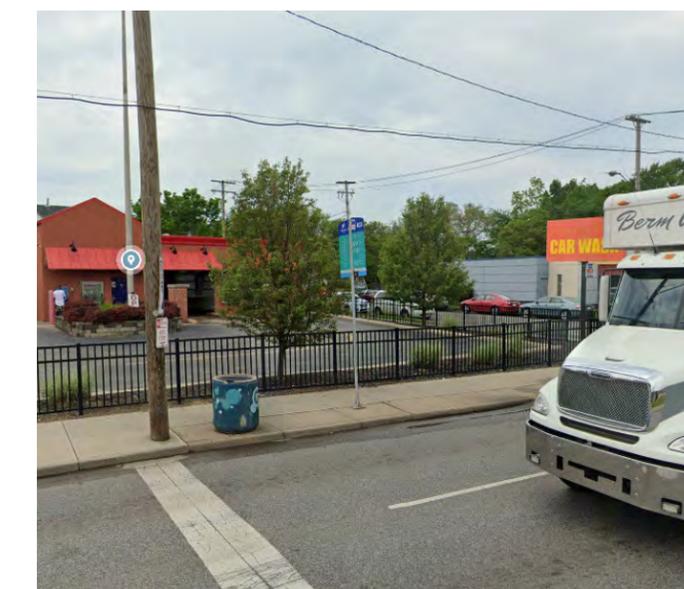
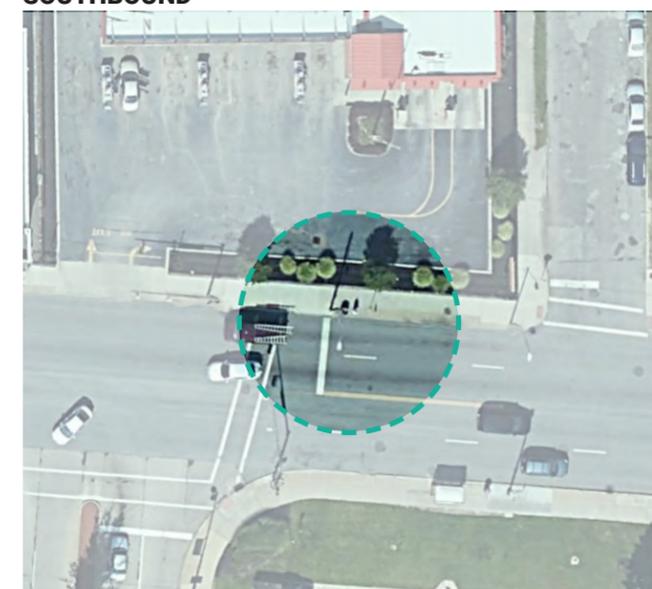
The northbound Sackett stop is situated mid-block between MetroHealth Dr and Sackett Ave, approximately 70' north of the MetroHealth Dr crosswalk. The curbside shelter provides rear-access; the walk zone behind the shelter appears constrained for through-pedestrians, particularly those using wheelchairs or strollers. The stop backs to a 26' deep lawn in front of surface parking; the MetroHealth campus plan anticipates this entire block to be occupied by a new nursing home. The building will be oriented east-west along Sackett and parking behind, so that the W. 25th frontage will have parking on the south portion of the block and building façade on the north portion of the block.

Opposite corner: a fairly new, four-story residential building occupies the northeast corner of the Sackett intersection. The building includes a two-car cut-out for dropoff in front of the main entrance; this cut-out would have to be closed to accommodate a bus stop proximate to Sackett Ave. Sackett is an unsignalized, offset intersection so that a farside stop would not offer an operational advantage.

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	10
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	14/88
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	CAR WASH
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Sackett stop is situated south of the Sackett Ave and immediately adjacent to the crosswalk at the signalized MetroHealth Dr intersection. The distance between crosswalk and Sackett is only 60', so accommodating a 60' bus may be difficult. The stop is backed by a 7' deep, fenced planting buffer in front of the paved circulation area of the adjacent carwash.

Opposite corner: at 8' in width, sidewalk on the northwest corner of Sackett is two feet narrower than the existing stop and would provide a very constrained bus stop, unless private property agreements with the adjacent property could provide additional space. This area is backed by a 7' deep lawn in front of the adjacent single-story medical building.

4.11 METROHEALTH/TROWBRIDGE STATION

LOCATION

Both the Trowbridge northbound and southbound stops are located on the near sides of the intersection. The northbound station is equipped with a bus shelter while the southbound station is not.

ADJACENT BUILDINGS

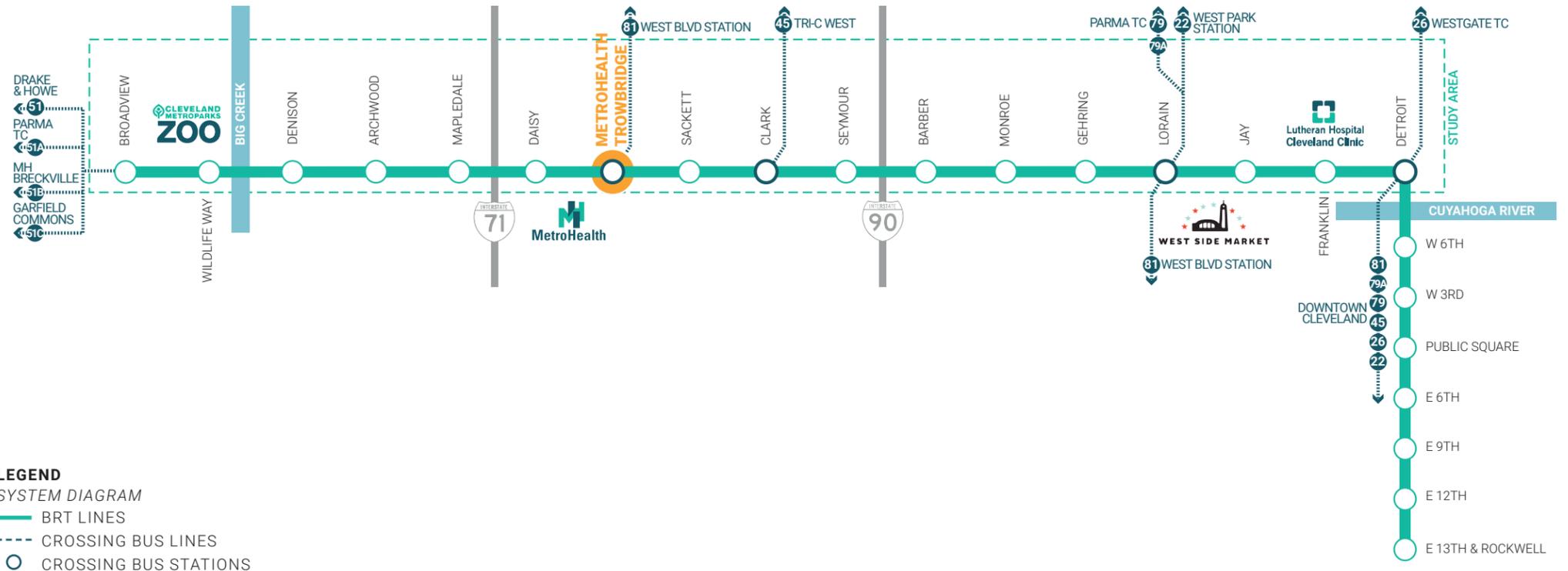
The northbound station is immediately adjacent to the MetroHealth medical pavilions. On the other side of the intersection, the southbound station is in front of a furniture store of average physical conditions. This store appears to be at 0 front property line.

TRANSPORTATION NETWORK

The W. 25th Corridor / Trowbridge intersection is served by the 51-A-B-C lines going along the study corridor and the 81 line that crosses the corridor at both Southpoint Drive and Trowbridge Avenue. There are no bike facilities serving this intersection.

PARKING

On-street parking near the stations is limited allowing car users to park or stop for a limited period.



NORTH WEST CORNER GOOGLE EARTH



SOUTH WEST CORNER GOOGLE EARTH



NORTH EAST CORNER GOOGLE EARTH



SOUTH EAST CORNER GOOGLE EARTH

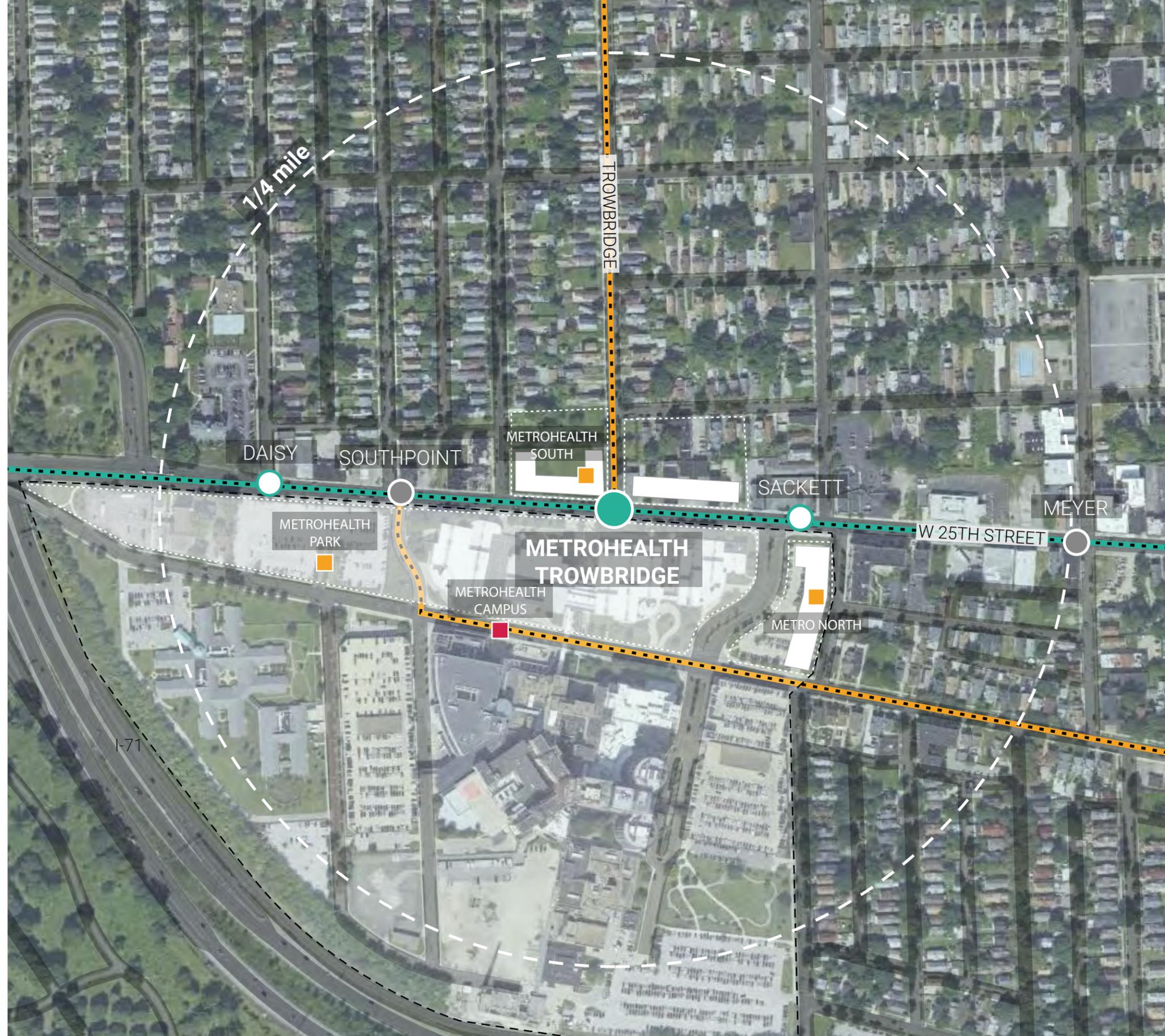


METROHEALTH/TROWBRIDGE STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- SHARROWS
- BIKE LANES
- BIKE TRAILS
-

SCALE: 1" = 300'



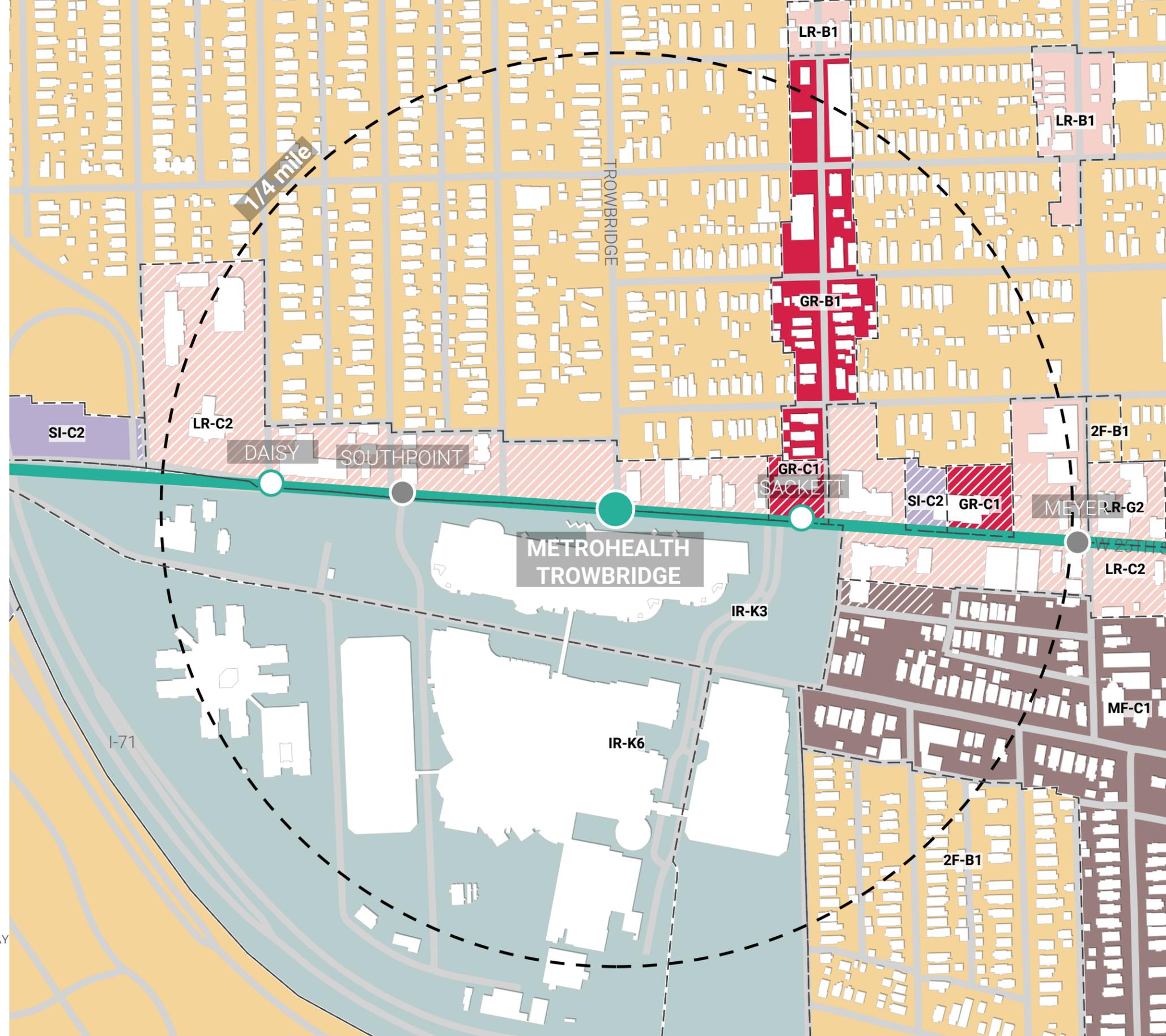
METROHEALTH/TROWBRIDGE STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

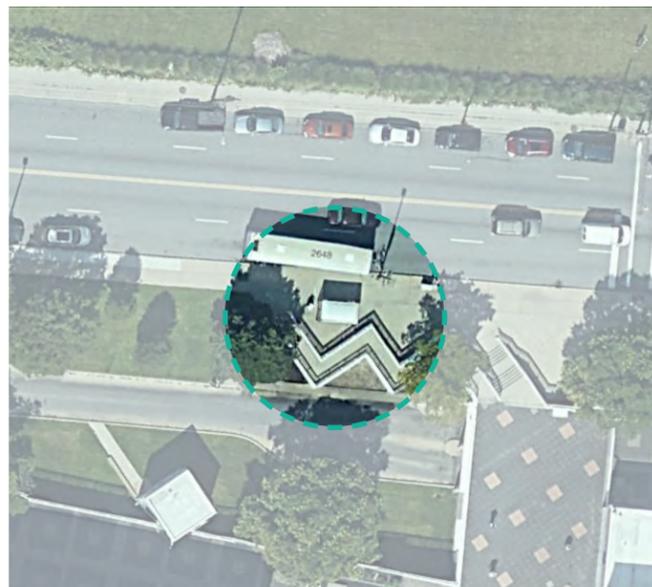


SCALE: 1" = 300'



METROHEALTH/TROWBRIDGE STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	9
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	181/58
CROSSING BUS LINES	TROWBRIDGE/ SOUTHPOINT
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	YES
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	METROHEALTH
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

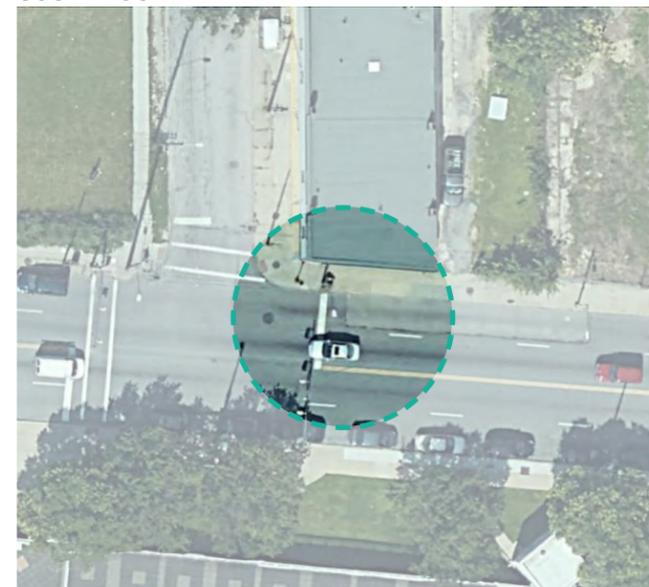
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound MetroHealth/Trowbridge stop is situated approximately 80' south of this signalized 'T' intersection, where Trowbridge enters from the west. The front-access shelter appears to be on private property, with the front of the shelter abutting the public sidewalk. This stop most directly serves the MetroHealth outpatient pavilions and drops patrons 20' from the ramp and 40' from the stairs to the main entry. The pavilions are anticipated to be demolished in the campus master plan, in which the entire MetroHealth frontage on the east side of the W. 25th Corridor is envisioned as park.

Opposite corner: the area north of the intersection has the same width crosswalk as the existing stop. The area is backed by down-sloping lawn and mature trees. This location would place patrons approximately 175' to 195' from the Pavilions entry stairs and ramp. As with the existing stop, this area is expected to be converted to a park with the MetroHealth Campus redevelopment.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	8.5
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	52/116
CROSSING BUS LINES	TROWBRIDGE/ SOUTHPOINT
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	FURNITURE STORE
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound MetroHealth/Trowbridge stop occupies the nearside corner of the intersection. With an 8.5' sidewalk and the adjacent building at back of walk, this stop is extremely constrained. The adjacent building appears to be in poor repair and, given its relationship to the MetroHealth campus and the underutilization of the parcel(s) to its north, may have above average potential for redevelopment. The stop is approximately 25' and 55' from two existing curb cuts, although the northernmost curb cut is fenced and appears unused; a stopped bus would block one or both drives, depending on type of bus. The intersection has north and south crosswalks to connect to the MetroHealth campus on the opposite side of the street.

Opposite corner: the entire block face south of Trowbridge Ave is vacant. At 9.5' in depth, the sidewalk is slightly wider than the existing stop. Since the intersection is signalized, this location would offer an operational advantage over the existing nearside stop.

4.12

DAISY STATION

LOCATION

Both northbound and southbound stations are located south of the W. 25th Corridor / Daisy intersection. None of these stations is equipped with a bus shelter.

ADJACENT BUILDINGS

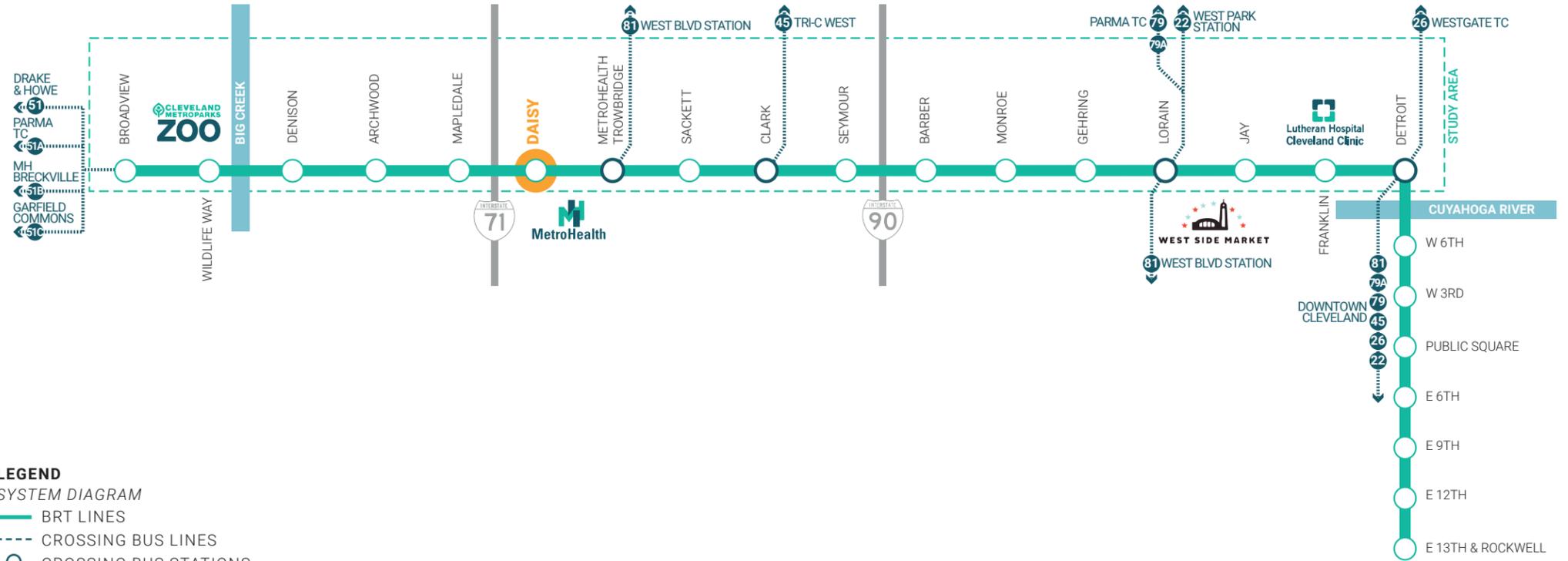
The Daisy northbound station is immediately adjacent to a 3-story single-family home. The southbound station is in front of the Jones Home, which is an orphanage/foster care for children and a historic landmark.

TRANSPORTATION NETWORK

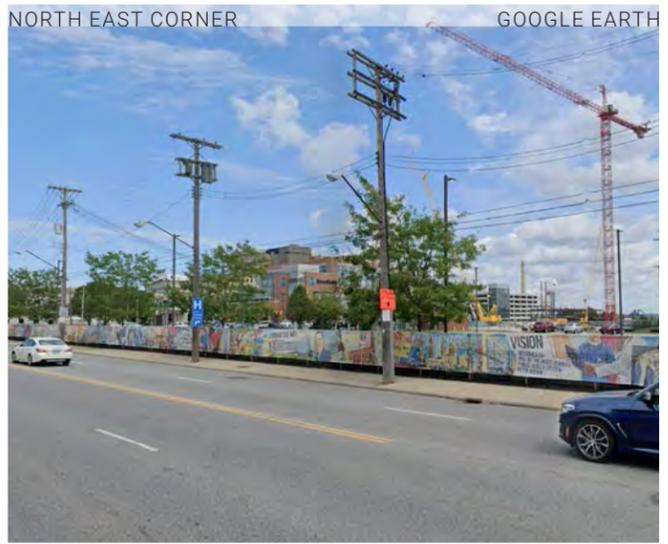
Only the 51-A-B-C lines are serving Daisy stations. There are no crossing bus lines. There are no bike facilities serving the W. 25th Corridor / Daisy Avenue intersection.

PARKING

Apart from a county owned and a MetroHealth owned parking lots on the northbound side and the Jones Home parking lot on the southbound side, there are no other parking options such as on-street parking on the W. 25th Corridor near Daisy stations.



LEGEND
 SYSTEM DIAGRAM
 — BRT LINES
 - - - CROSSING BUS LINES
 ○ CROSSING BUS STATIONS

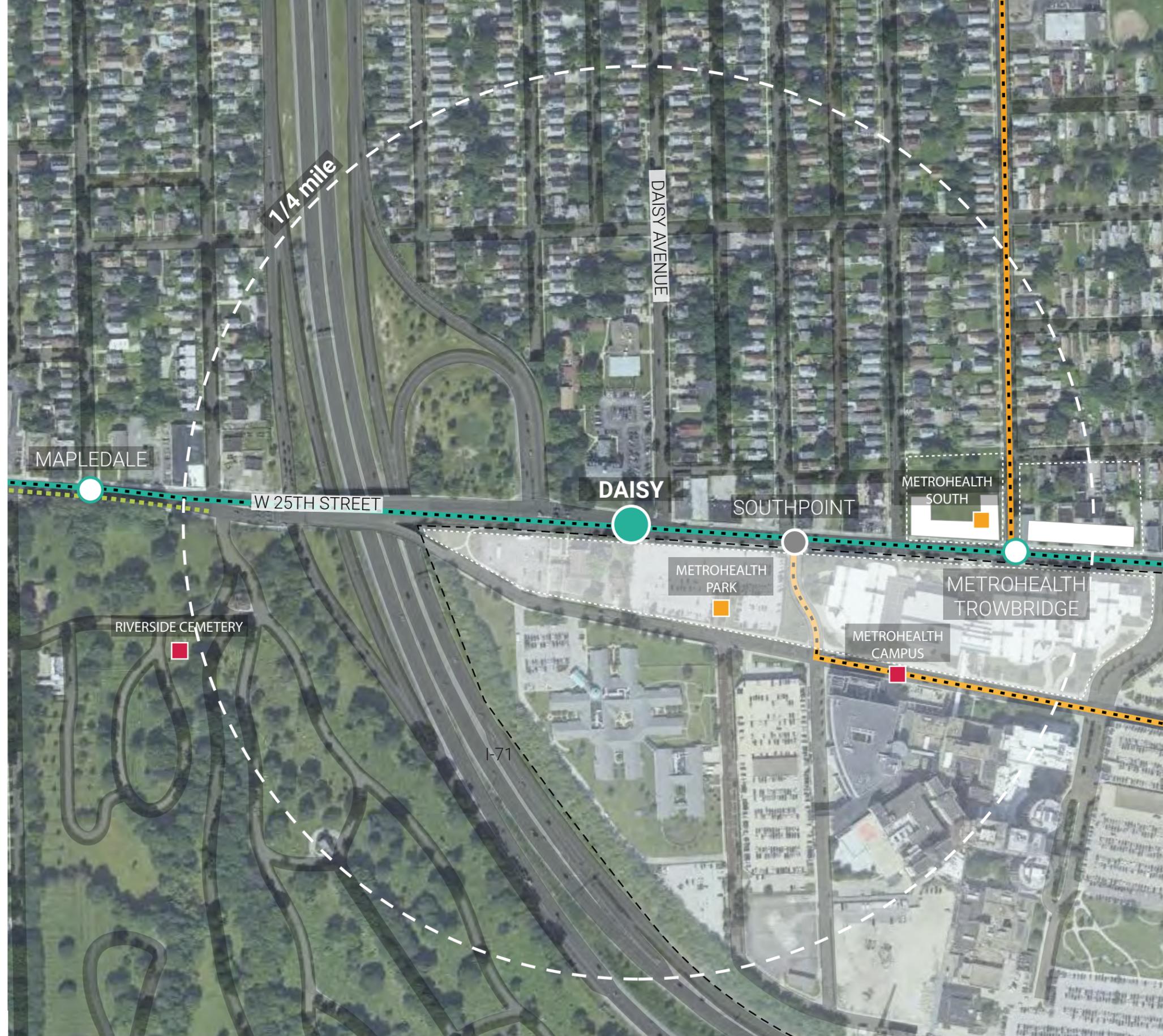


DAISY STATION CONTEXT

STATION CONTEXT

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- DESTINATIONS
- UPCOMING DEVELOPMENTS
- METRO LINE
- 51 BUS LINE
- OTHER BUS LINES
- SHARROWS
- BIKE LANES
- BIKE TRAILS
-

SCALE: 1" = 300'

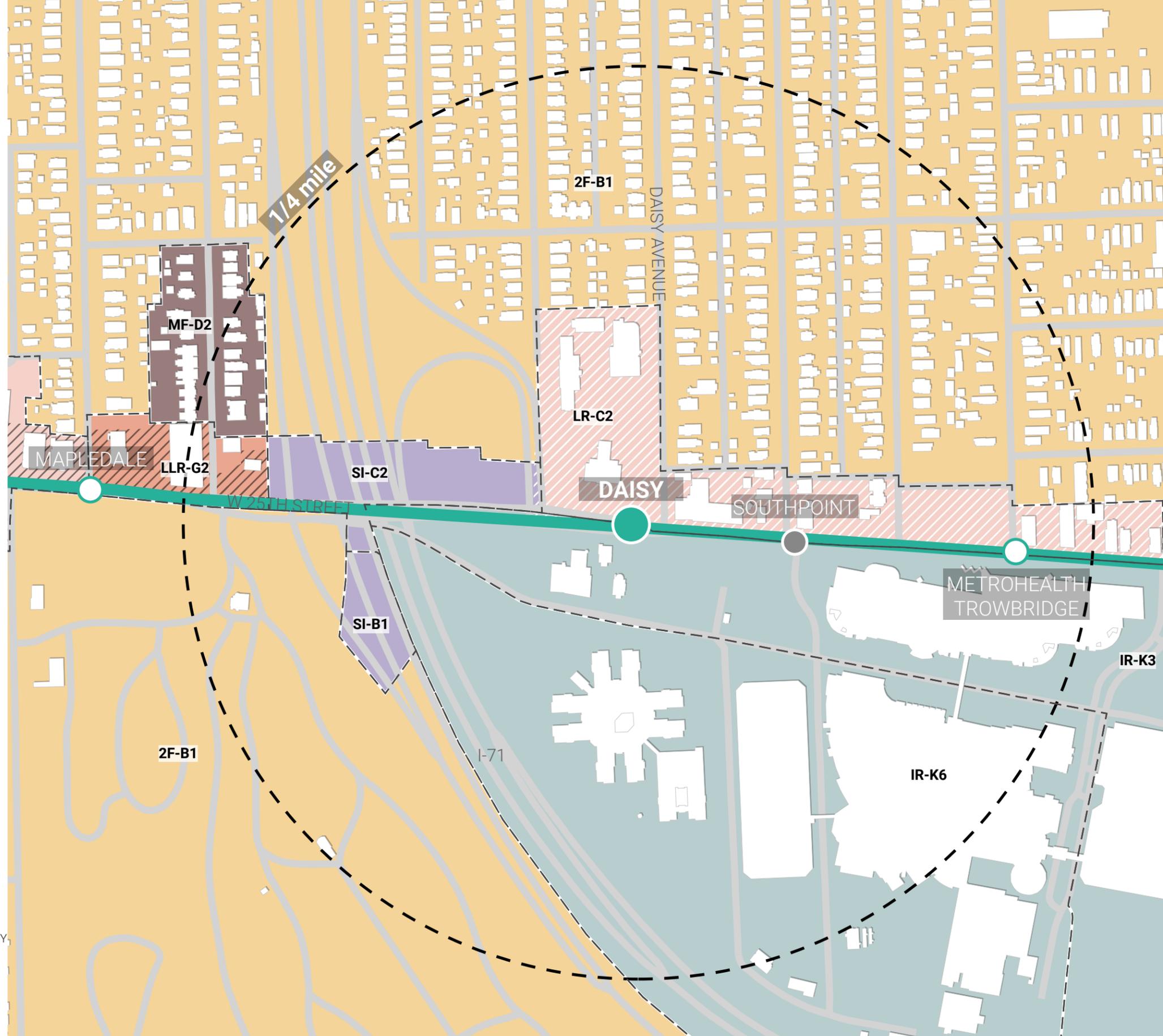


DAISY STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

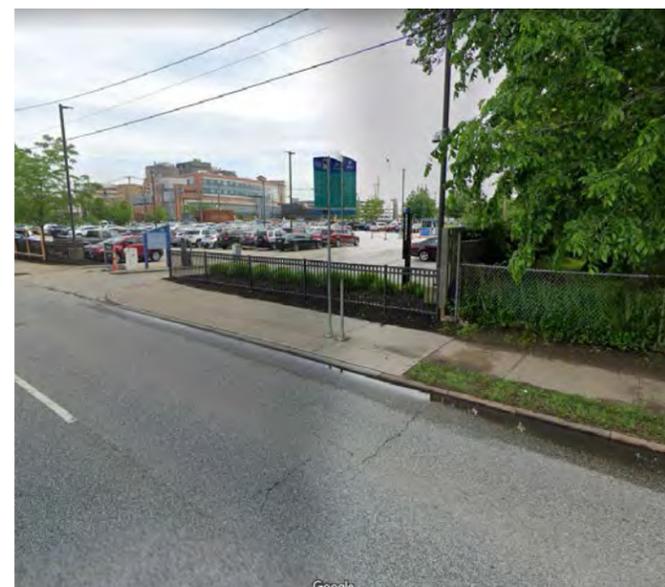
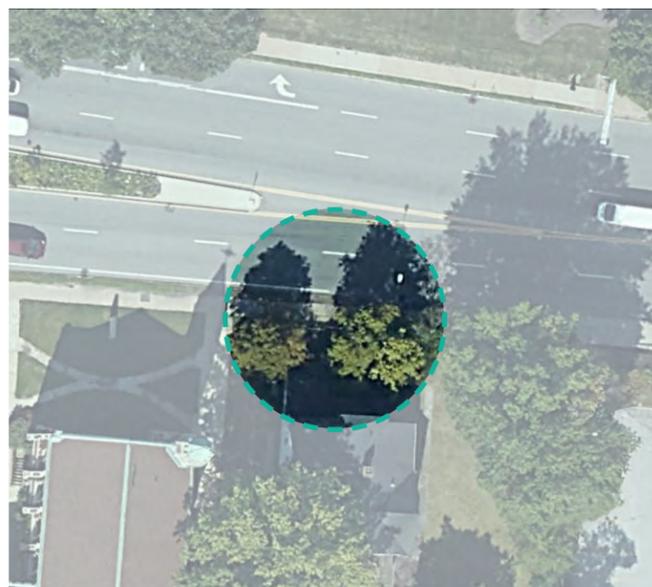
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



DAISY STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	8.5
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	10/12
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	HOUSE
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

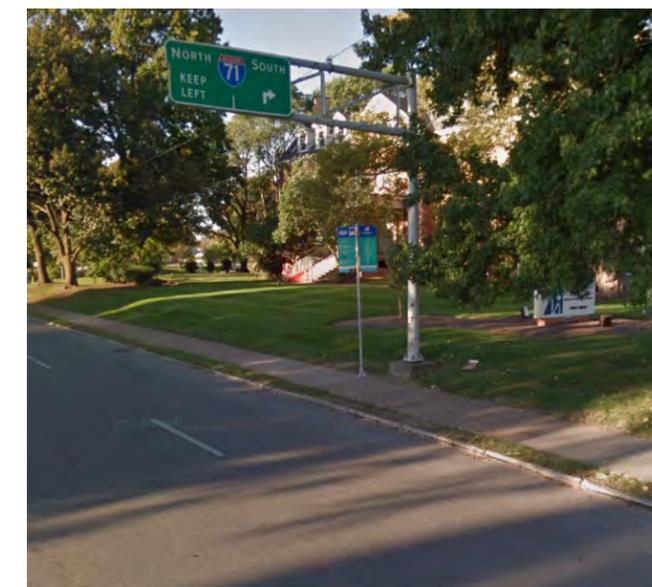
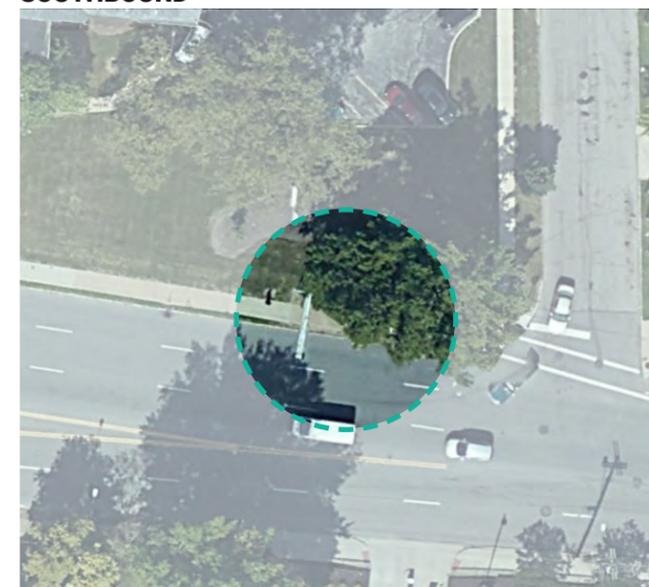
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Daisy stop is situated approximately 70' south of this 'T' intersection; although Daisy Ave enters from the west, there is also a significant two-way driveway entrance to large surface parking lot on the east side of the road, approximately 30' north of the bus stop. The intersection is unsignalized and the W. 25th Corridor does not stop; traffic on Daisy is controlled by a stop sign and there are no crosswalks from the east to west sides of the roadway. The bus stop offers 8' of space from curb to back of walk; south of the bus stop, this dimension is split into a 3' grass strip and a 5' detached sidewalk. The stop appears to straddle the boundary between a MetroHealth parking lot and a residential structure, with fenced planting areas or lawn backing the stop on both properties.

Opposite corner: north of the driveway, the sidewalk is the same width but is backed by a narrower planted buffer, also fenced. Since traffic on Pearl Rd does not stop at this intersection, a farside stop offers no operational advantage. Adjacent use in this area is anticipated to change as MetroHealth executes its campus master plan, which shows this area as a large park.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	7.5
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	13/23
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	NO
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	ORPHENAGE/ FOSTER CARE HOME
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Daisy stop is situated approximately 60' south of the Daisy intersection, a distance which may be insufficient to serve articulated buses. Since the W. 25th Corridor traffic does not stop, the farside location of this stop does not provide any operational advantage. Just south of the bus stop, the curbside vehicular lane turns into right-turn only access on to Interstate 71. With a 7.5' sidewalk, the stop could be easily congested with transit patrons and through-pedestrians. The stop is shaded by a large mature tree in the adjacent lawn of a historic building.

Opposite corner: north of Daisy, the 10' sidewalk is wider than the existing stop, but is constrained by existing buildings at back of sidewalk.

4.13

MAPLEDALE STATION

LOCATION

The Mapledale northbound station is in the middle of the W. 25th Corridor / Mapledale T intersection (floating) while the southbound station is on the nearside. Only the northbound station is equipped with a bus shelter that leans on the property line, leaving a wider sidewalk at its front.

ADJACENT BUILDINGS

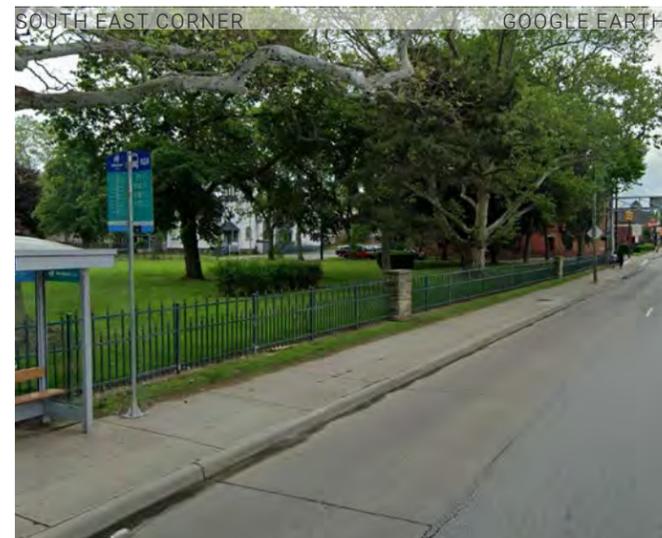
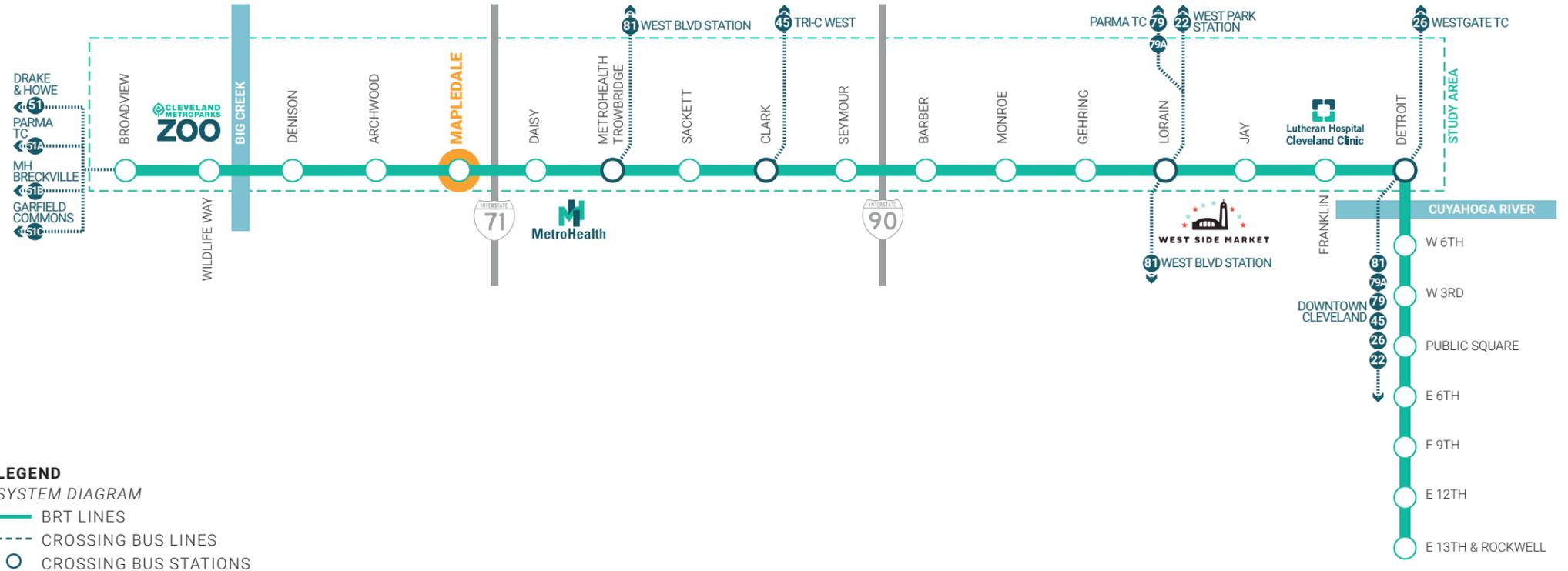
The Riverside Cemetery is immediately adjacent to the northbound stop while the Third Church of Christ Scientist is adjacent to the southbound stop.

TRANSPORTATION NETWORK

Only the 51-A-B-C lines are serving Mapledale stations. There are no crossing bus lines. Bike sharrows go along the W. 25th Corridor serving the Mapledale intersection.

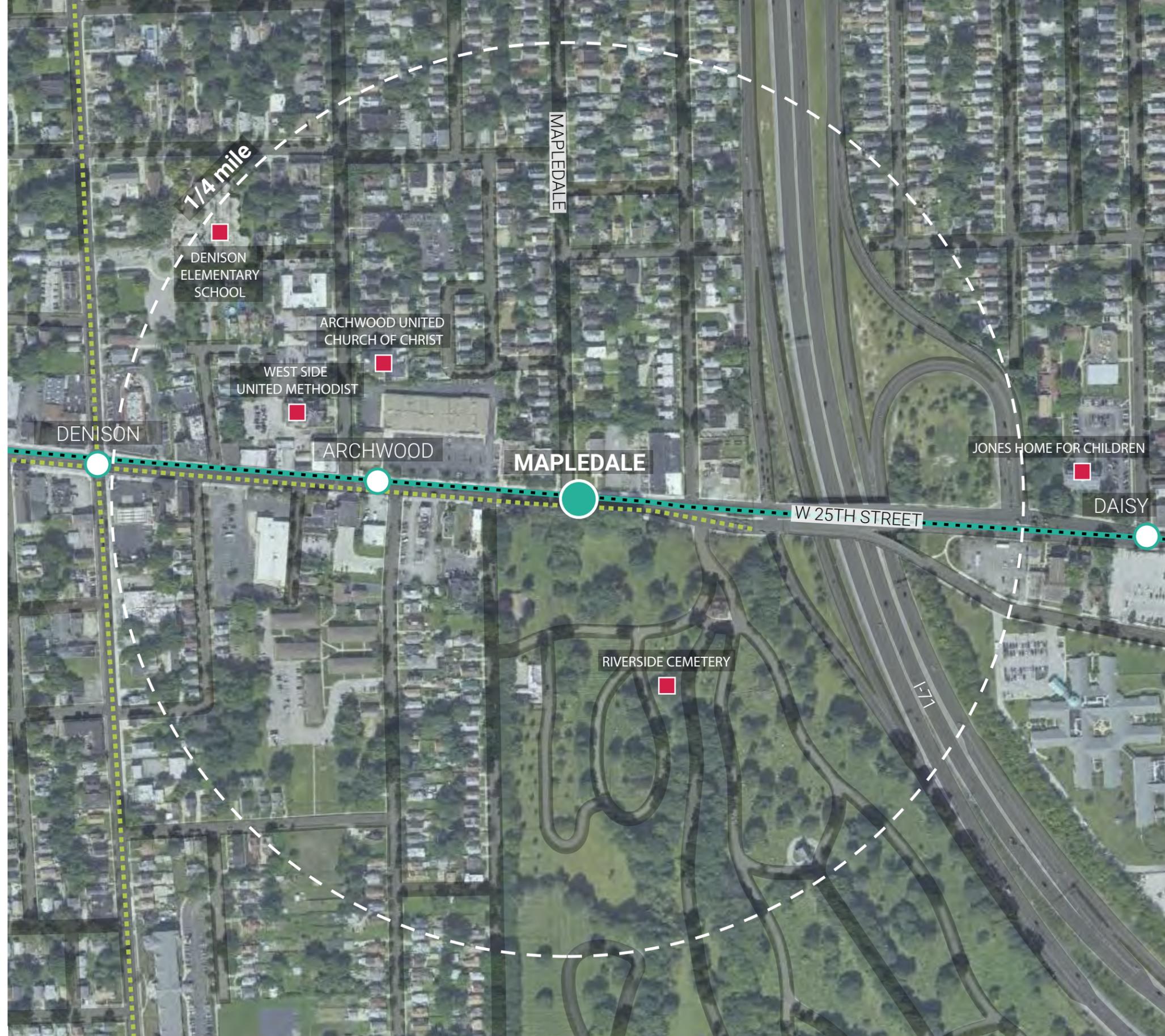
PARKING

On-street parking is not allowed on the W. 25th Corridor near Mapledale stations.



MAPLEDALE STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 -
- SCALE: 1" = 300'

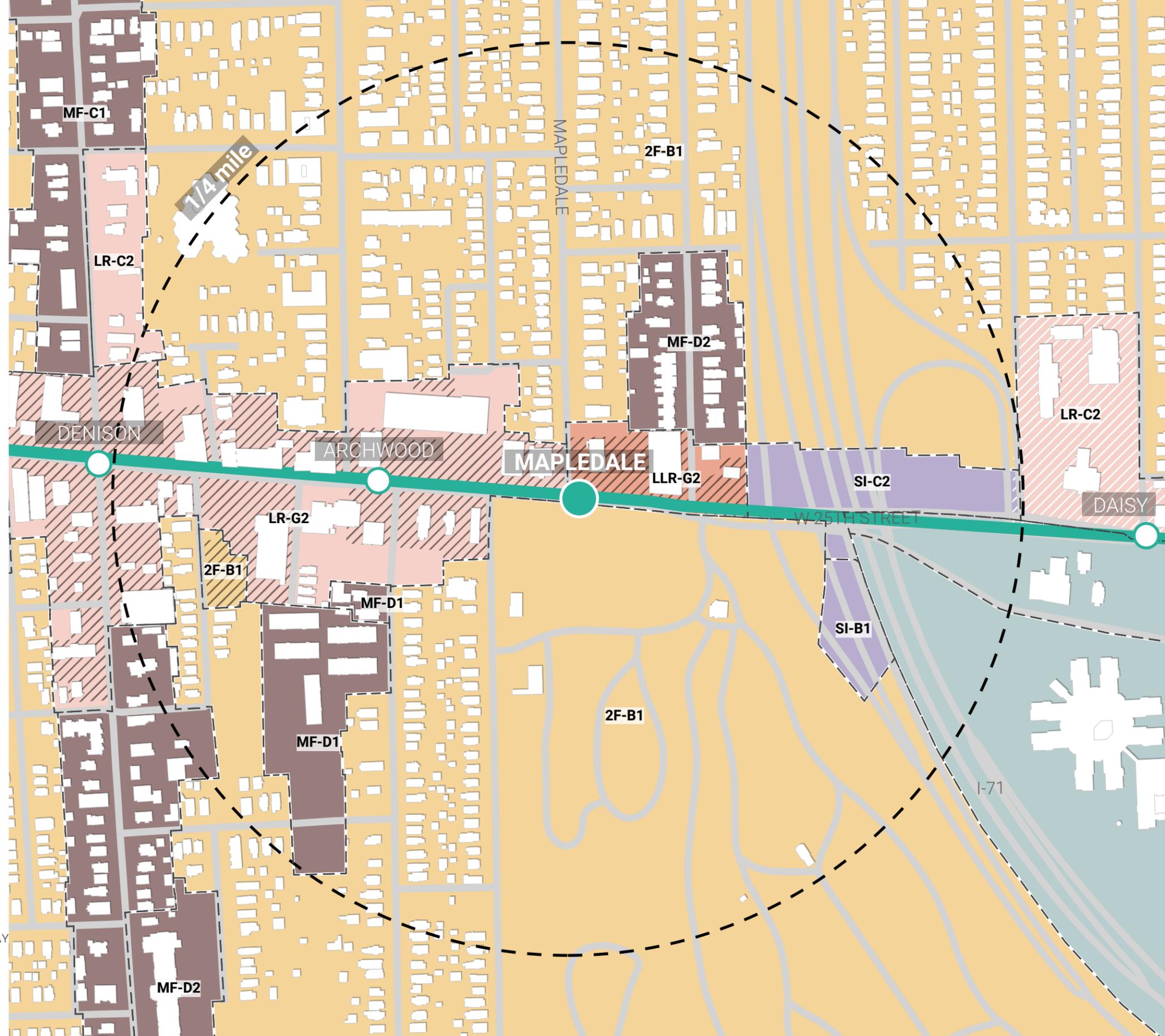


MAPLEDALE STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT



SCALE: 1" = 300'

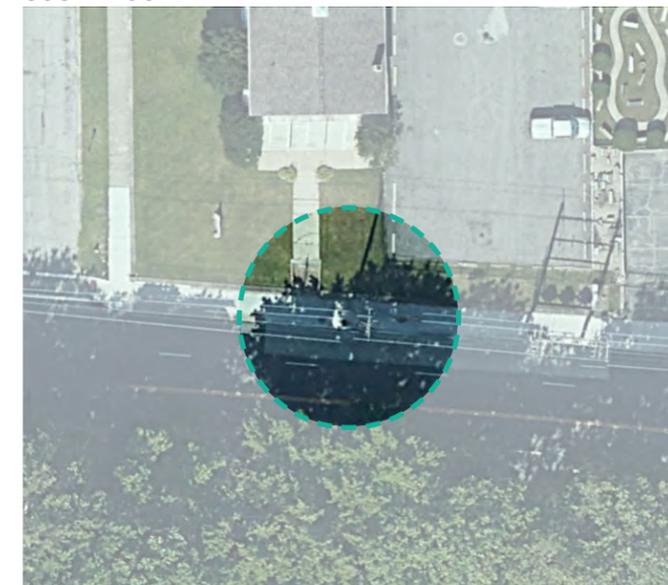


MAPLEDALE STATION EXISTING CONDITIONS

NORTHBOUND



SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	FLOATING
SIDEWALK WIDTH (FT)*	9
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	45/13
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	YES
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	CEMETERY
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The northbound Mapledale stop occupies the unbroken side of this 'T' intersection, and is backed by a fenced cemetery along its entire length. The cemetery entrance is approximately 360' north of the bus stop. The 3-sided shelter occupies a narrow 2' to 3' strip of grass between the back of sidewalk and the 3' high fence; this area may be private property. The intersection has a stop sign only on Mapledale Ave, entering from the west, and there are no crosswalks to the east side of the roadway.

Opposite corner: sidewalk width is the same north of the intersection. Since traffic on Pearl Rd does not stop at this intersection, a farside stop offers no operational advantage.

STATION CHARACTERISTICS

LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	9
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	11/47
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	CHURCH
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Mapledale stop is approximately 70' north of the intersection and 10' north of the entry sidewalk to the adjacent church. The entire length of the stop is backed by a 3' high masonry retaining wall, with lawn behind it. The stop is marked only by a bus stop sign with no other furnishings or amenities.

Opposite corner: sidewalk width is similar south of the intersection, but is backed by slightly upsloping lawn instead of a retaining wall. The adjacent public library is set back 35-40' from back of walk, with two mature shade trees in the front lawn.

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CHAPTER 4 : APPENDIX

4.14

ARCHWOOD STATION

LOCATION

Both northbound and southbound stations are located on the near side of the W. 25th Corridor / Archwood Avenue T intersection. The southbound station is the only one with a bus shelter that appear to be outside the right-of-way and in private property.

ADJACENT BUILDINGS

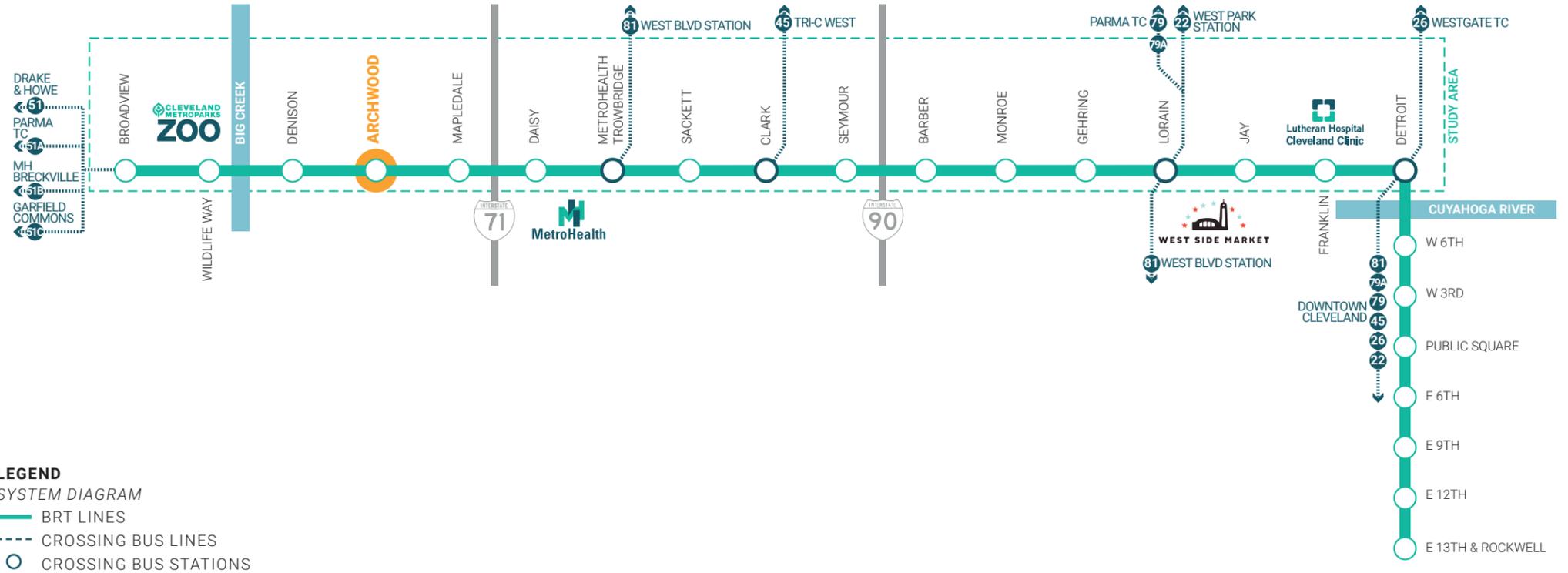
The Archwood northbound station is immediately adjacent to a fire station. On the other side, the southbound station is in front of a 1-story commercial building, with a 24-foot green strip in its front setback.

TRANSPORTATION NETWORK

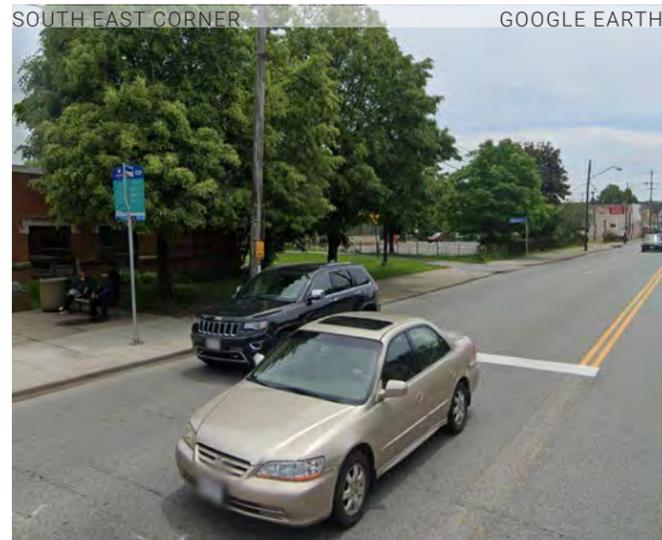
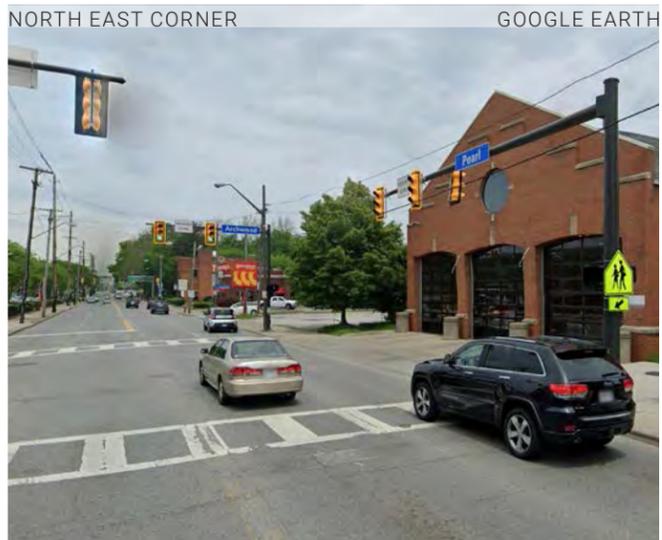
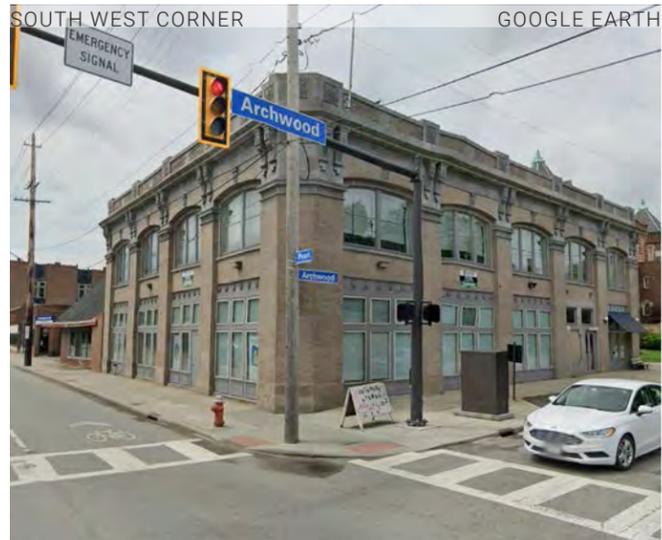
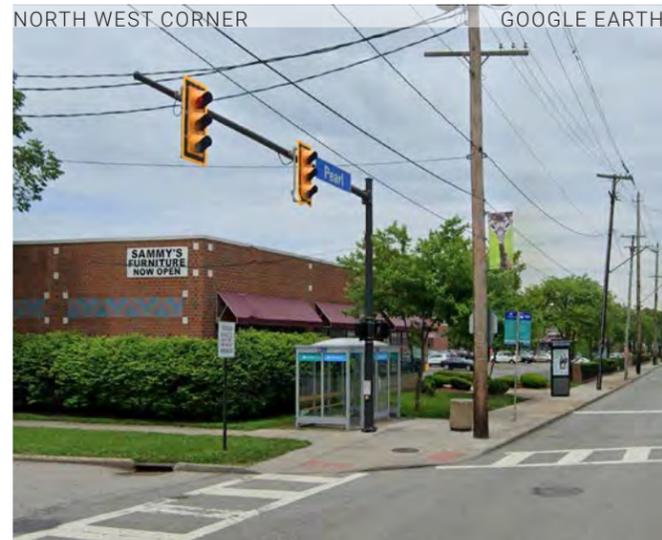
Only the 51-A-B-C lines are serving Archwood stations. There are no crossing bus lines. Bike sharrows go along the W. 25th Corridor serving the Archwood intersection.

PARKING

On-street parking is not allowed on the W. 25th Corridor near Archwood stations.

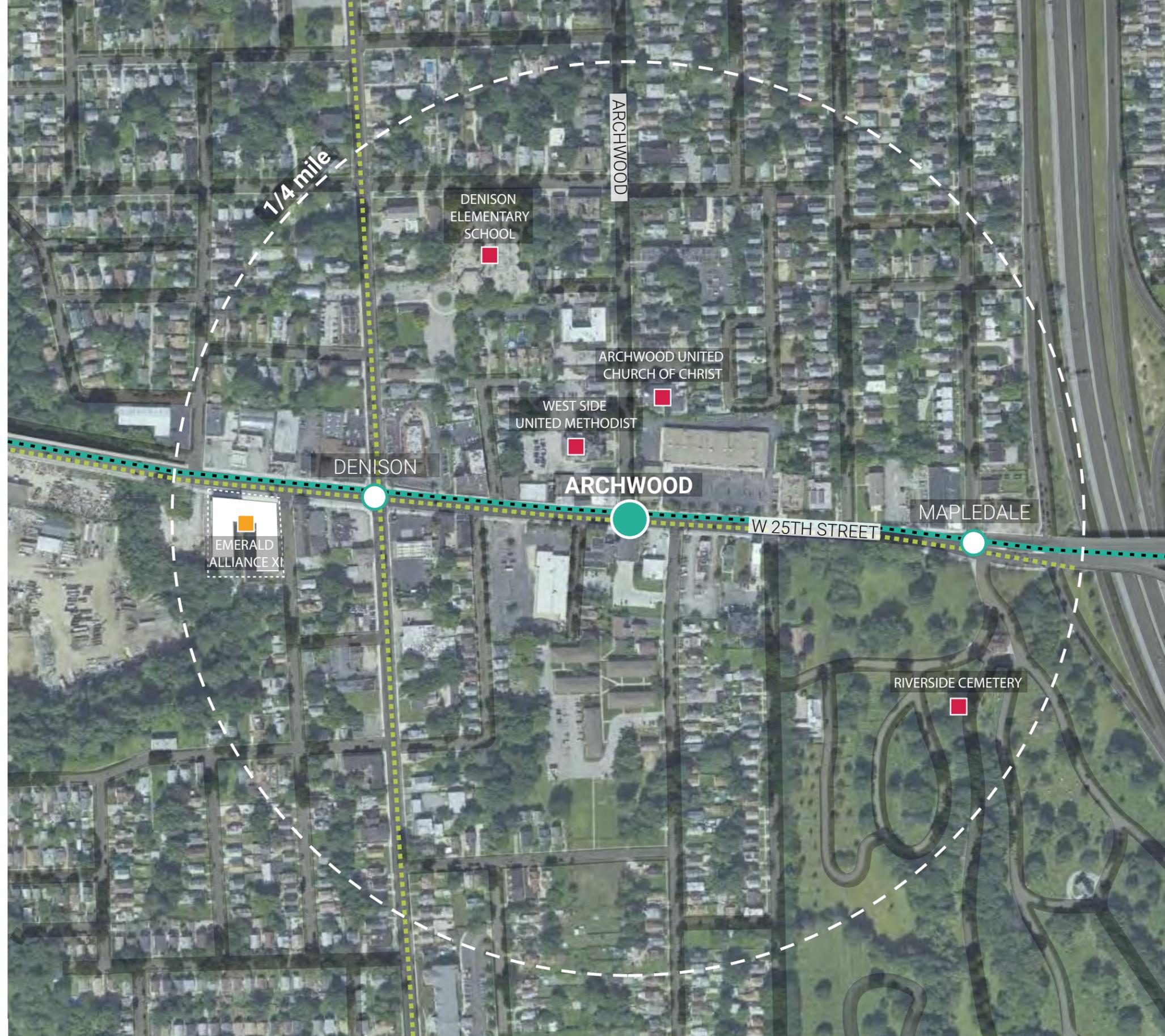


LEGEND
 SYSTEM DIAGRAM
 — BRT LINES
 - - - CROSSING BUS LINES
 ○ CROSSING BUS STATIONS



ARCHWOOD STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - 
 - SCALE: 1" = 300'



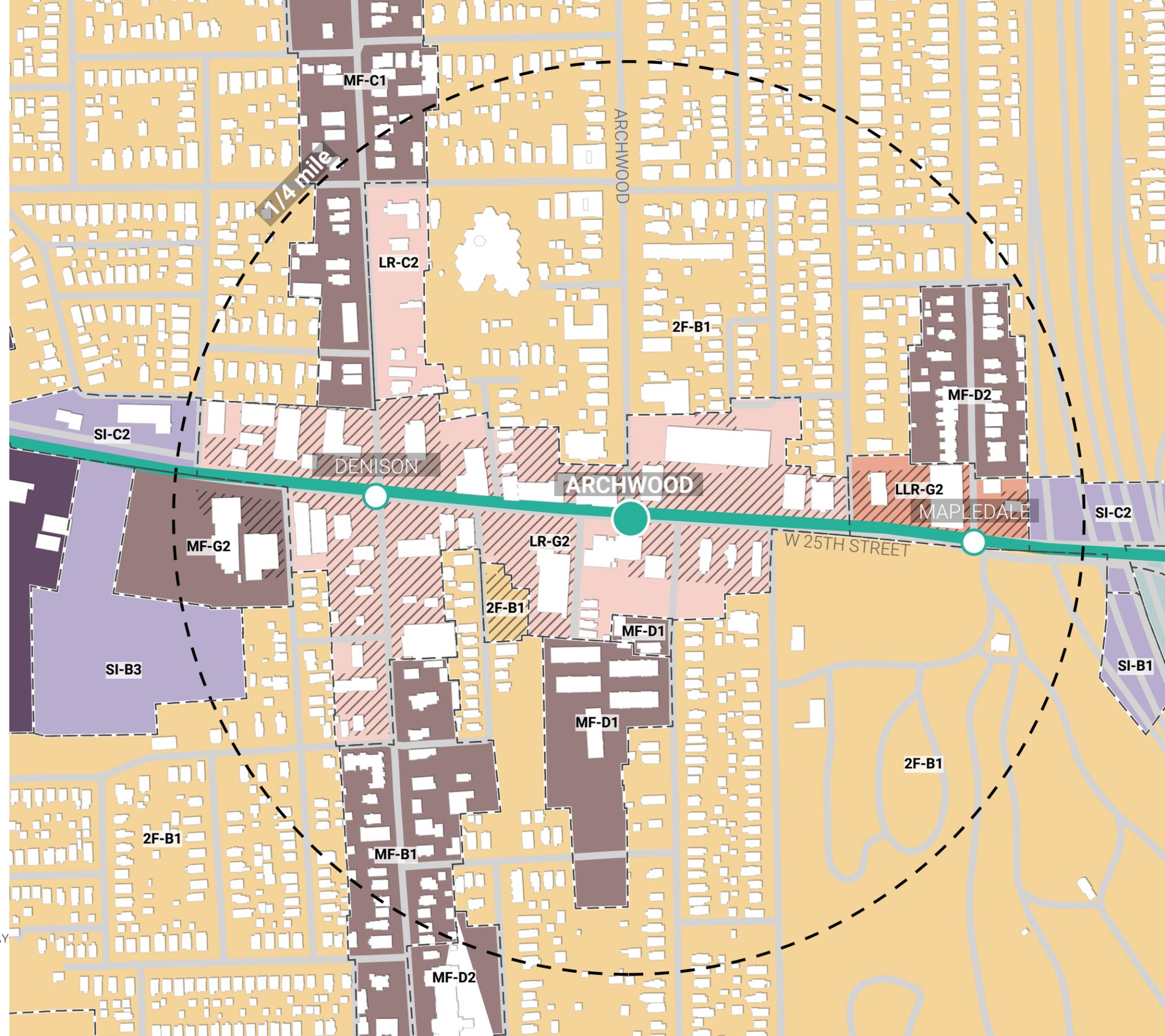
ARCHWOOD STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

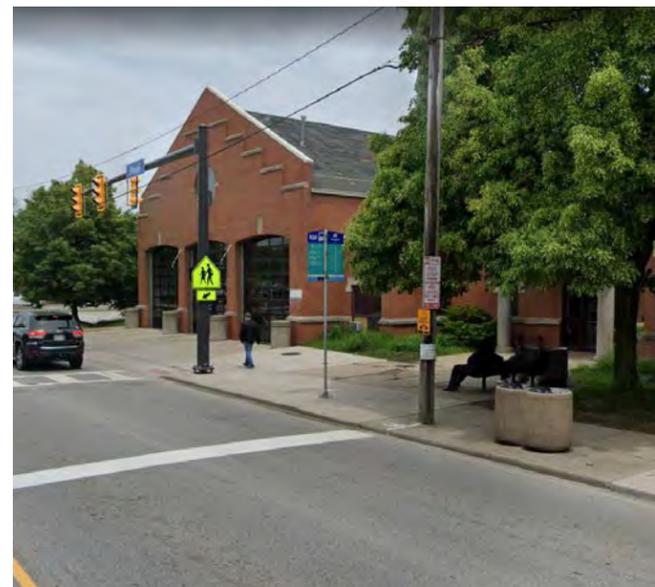


SCALE: 1" = 300'



ARCHWOOD STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	10
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	63/27
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	FIRE STATION
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The northbound Archwood stop occupies the unbroken side of this 'T' intersection. The adjacent fire station property provides some shade and patron amenity from a large tree and a bench, but no shelter is provided. The entire length of the bus stop is backed by lawn, with the fire station itself set back approximately 20 feet. The existing bus stop is somewhat constrained at curbside by the close proximity of the bus stop sign, a utility pole and trash receptacle. The traffic stop bar is approximately 30' south of the painted crosswalk, and it appears that buses must stop forward of the stop bar due to the placement of the bus sign, utility pole and trash.

Opposite corner: on the farside of the intersection, there is approximately 70' between the northern crosswalk and the Forestdale Ave intersection, all of which is backed by paved driveway and surface parking. The majority of the curb is taken up by a two-way driveway for the adjacent convenience store, which has secondary access off Forestdale. A bus stop in this area would require at least partial narrowing of the driveway in order to provide a safe waiting area for patrons, and a stopped bus would block a remaining driveway, if one were available.

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	11
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	30/81
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	NONE
ON STREET PARKING	NO
PRIVATE PROPERTY USE	YES
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	COMMERCIAL
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Archwood stop is a nearside stop on the northwestern corner of the intersection. The traffic stop bar, which appears to have been relocated in the past 2 years, is approximately 15' north of the painted crosswalk, and the location of the bus stop sign and shelter indicate that buses must stop forward of the stop bar. The shelter is set behind back of sidewalk on a concrete cut-out in the adjacent lawn; this location appears to be private property. The trash receptacle is located west of sidewalk center in a manner that blocks a clear path of travel for through-pedestrians, forcing them to veer onto the shelter pad to continue walking or rolling.

Opposite corner: the farside sidewalk is of similar width to the existing stop, but is constrained by a building at back of sidewalk. The building appears to be historic or historically eligible, and as such is unlikely to redevelop. If this is the case, no additional width would be available for an enhanced bus stop.

CHAPTER 4 : APPENDIX

4.15

DENISON STATION

LOCATION

Both northbound and southbound stations are located on the far side of the W. 25th Corridor / Denison Avenue intersection. Both stations are equipped with bus shelters.

ADJACENT BUILDINGS

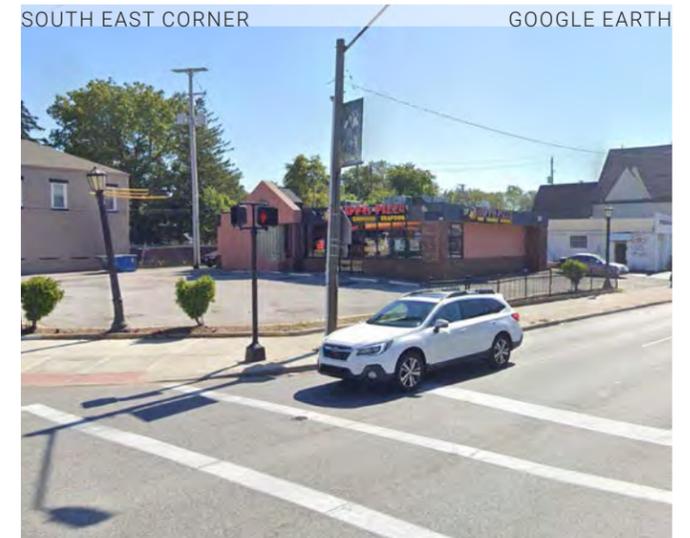
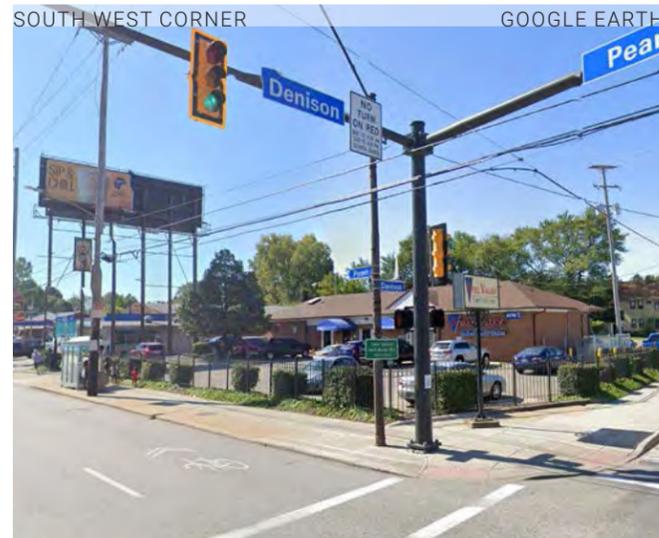
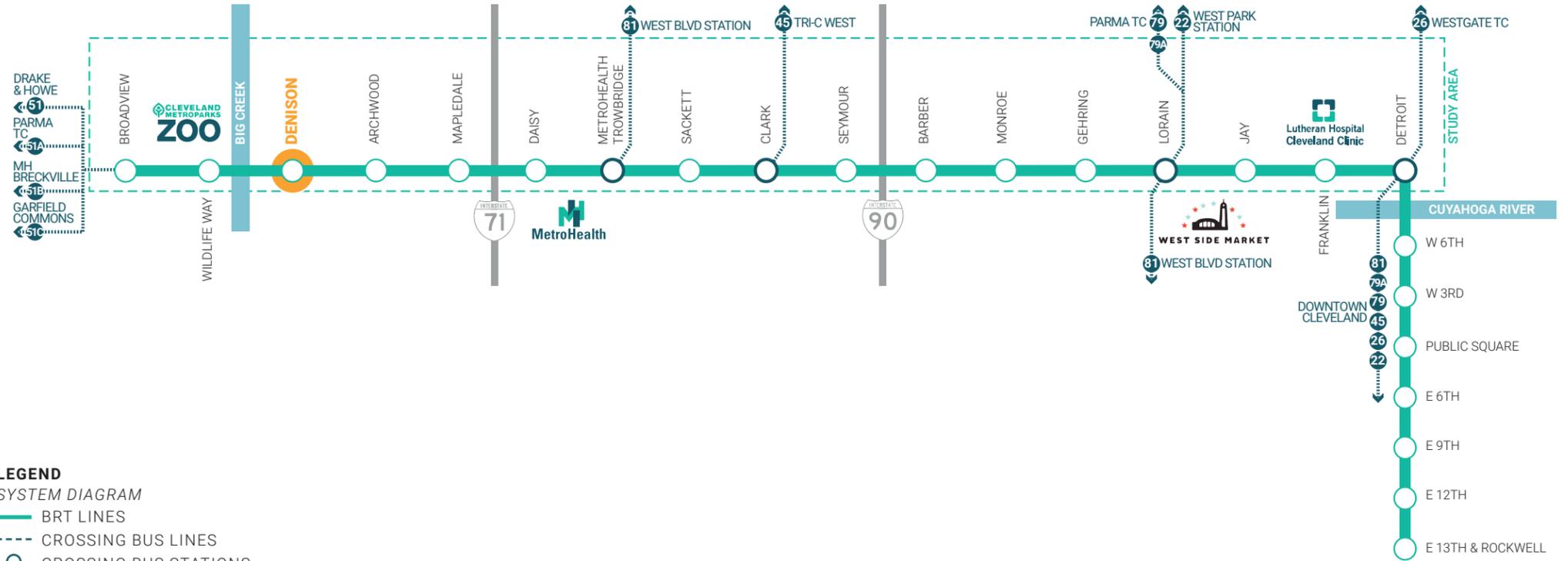
The northbound station is immediately adjacent to a gas station with no buildings near the front lot line. The southbound station is adjacent to a bank which is at ~70ft setback of the W. 25th Corridor. The setback serves as the bank's parking lot.

TRANSPORTATION NETWORK

The 51-A-B-C lines are the only ones serving Denison stations. There are no crossing bus lines. Two bike sharrows are crossing at the W. 25th Corridor / Denison Avenue intersection.

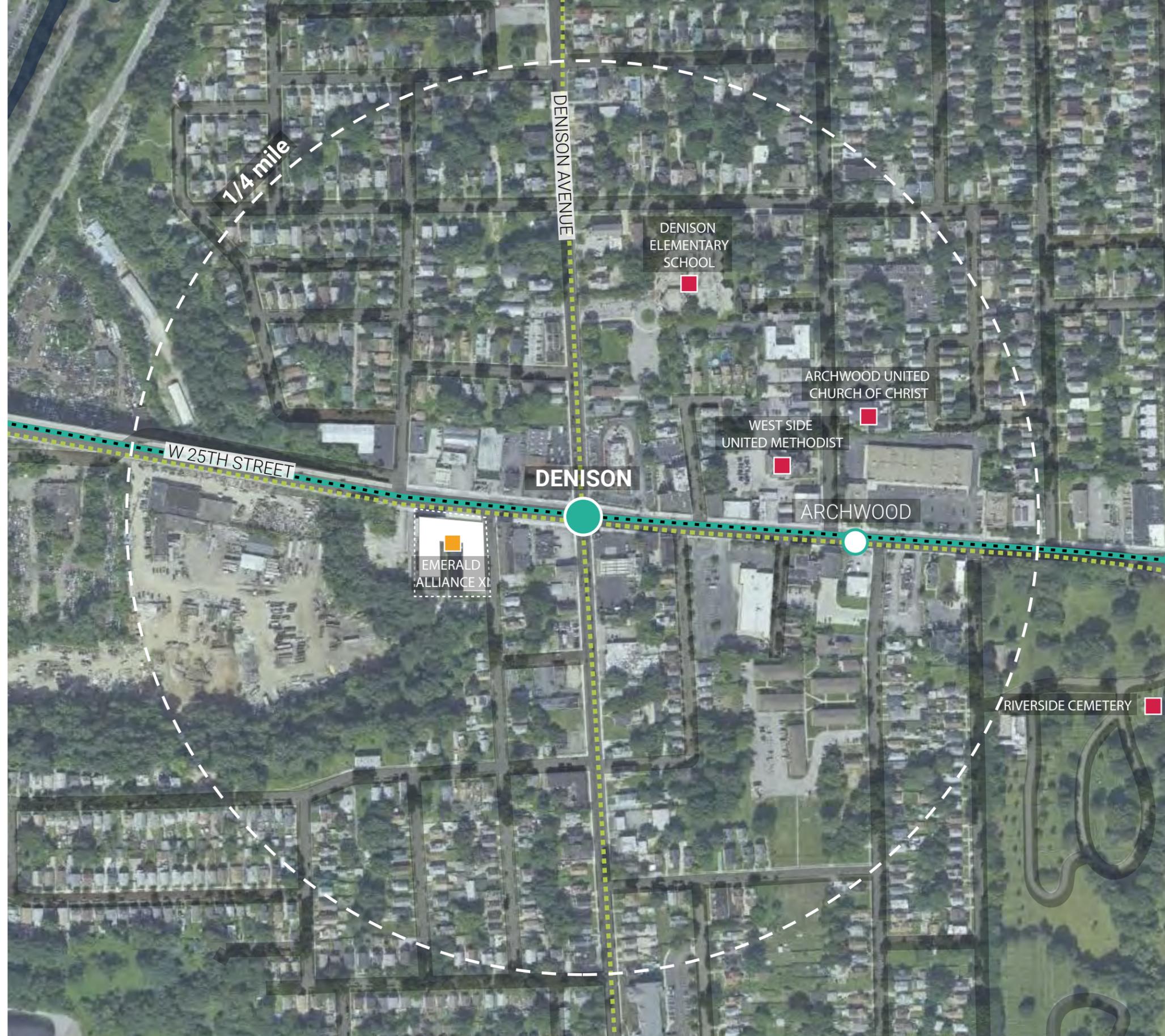
PARKING

As far as parking, there are only front parking lots on the four corners of the W. 25th Corridor / Denison Avenue. On-street parking is not allowed around the station areas.



DENISON STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - ... SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - ⊙ SCALE: 1" = 300'

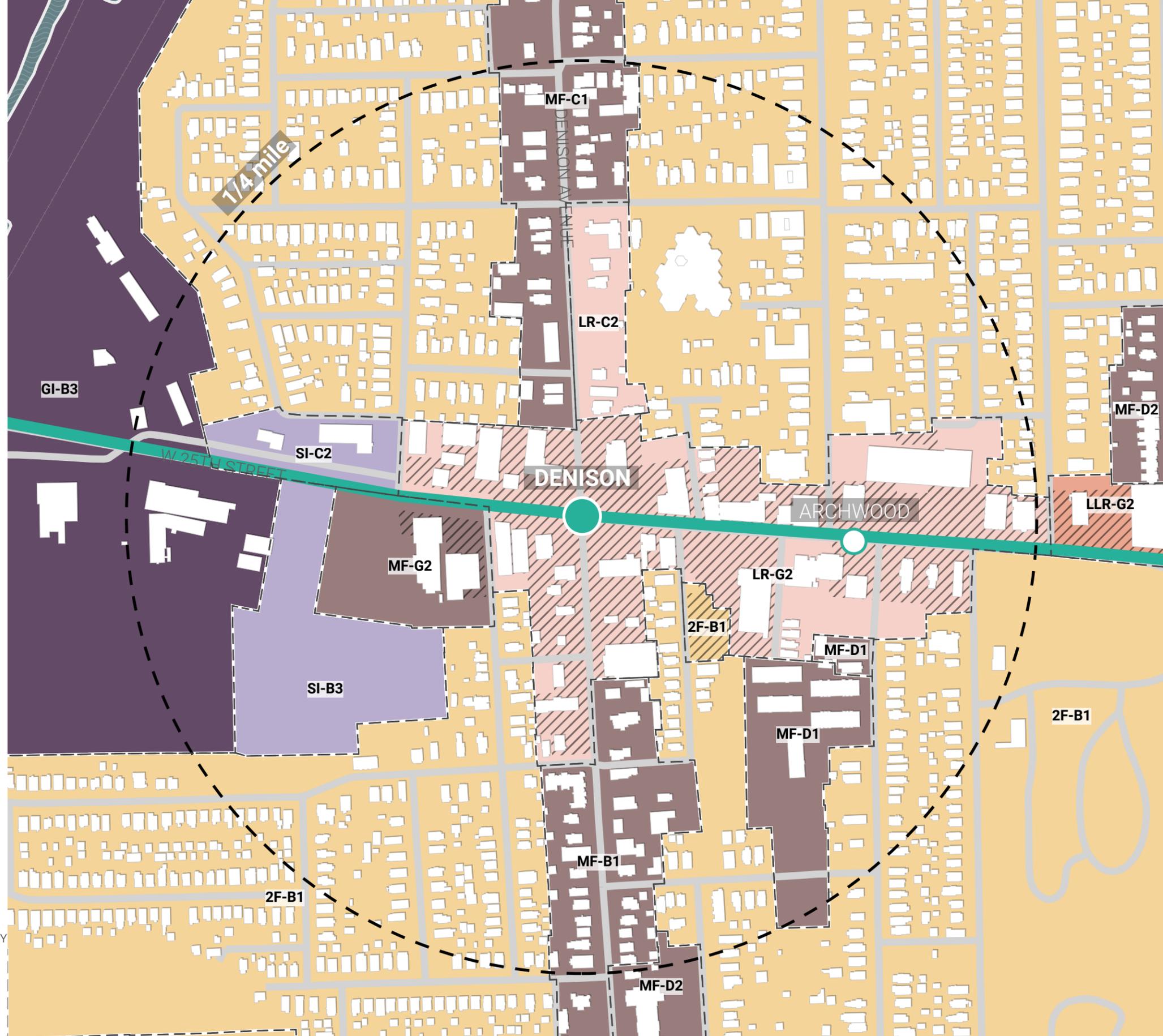


DENISON STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT



SCALE: 1" = 300'



DENISON STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS	
LOCATION	NE CORNER
SIDEWALK WIDTH (FT)*	11
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	135/66
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	D E N I S O N / SHARROW
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	YES
ADJACENT USE	GAS STATION
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

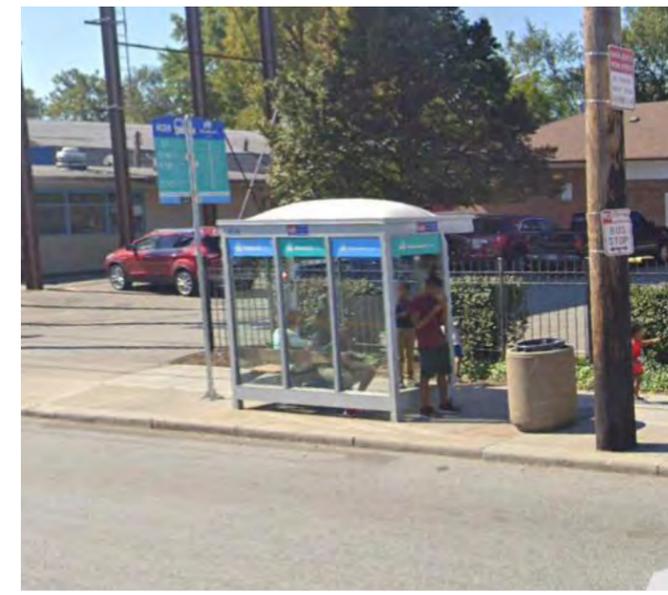
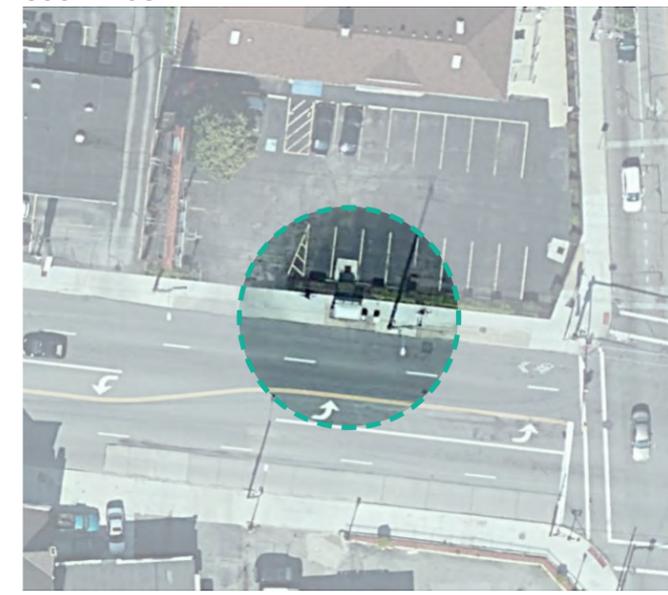
The northbound Denison stop is situated approximately 75' north of the intersection, between two two-way driveways into the adjacent gas station. The curbside shelter offers rear access only, so that transit patrons and pedestrians mix in the 4'-wide sidewalk zone behind the shelter. The sidewalk is backed by a 3' fence and a small 9'-deep planting island (which also features an air compressor tire fill pedestal) between the two drives. A stopped bus will block the southernmost driveway.

Opposite corner: the 11'-wide sidewalk on the nearside, southeast corner of the intersection is approximately the same width as the existing stop. It is backed by a curbed and fenced 2'-wide planting buffer and a drive aisle for the adjacent surface parking lot. The driveway for the adjacent pizza shop is approximately 65' south of the intersection, so that a 60' bus at the stop bar would not block the drive.

*Measured from back of curb to back of sidewalk, includes amenity zone
 **Study done by looking at physical conditions and historic significance of buildings and parcels

- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

SOUTHBOUND



STATION CHARACTERISTICS	
LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	10
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	78/101
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	D E N I S O N / SHARROW
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	BANK
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Denison stop is situated 85' feet south of the intersection and approximately 15' north of the driveway for the adjacent surface parking lot. The rear-access shelter is nearly centered in the 10'-wide sidewalk, and transit patrons and patrons mix in the somewhat constrained 4'-wide sidewalk zone behind the shelter. The entire length of the stop is backed by a 5'-wide planted buffer in front of an adjacent surface parking lot, with a 3' high fence in the center of the planting zone.

Opposite corner: the 9' sidewalk on the nearside, northwest corner of the intersection is a foot narrower than the existing stop, but is backed by a wider, 9' planting buffer in front of the adjacent surface parking. The adjacent property's driveway cut is 135' north of the intersection, so that a stopped bus would not block access.

4.16 WILDLIFE STATION

LOCATION

The Wildlife Way stations are located on the south side of Wildlife Way. Both stations do not have shelters. However, the southbound station has a streetscape that includes pavers, a bench, a bin, and a bike station.

ADJACENT BUILDINGS

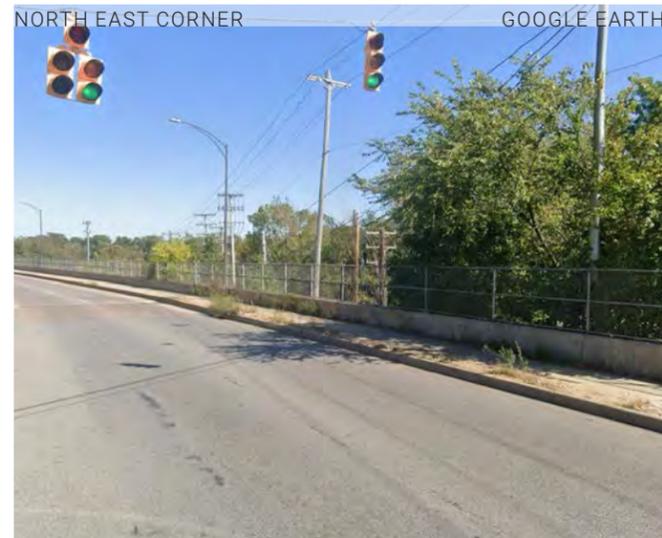
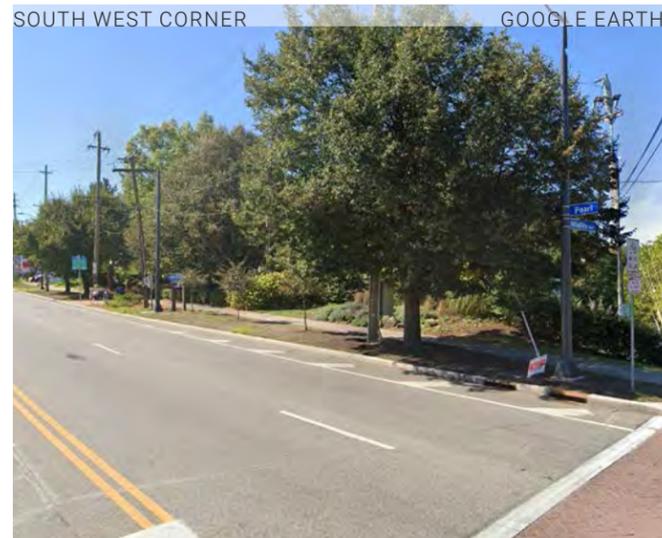
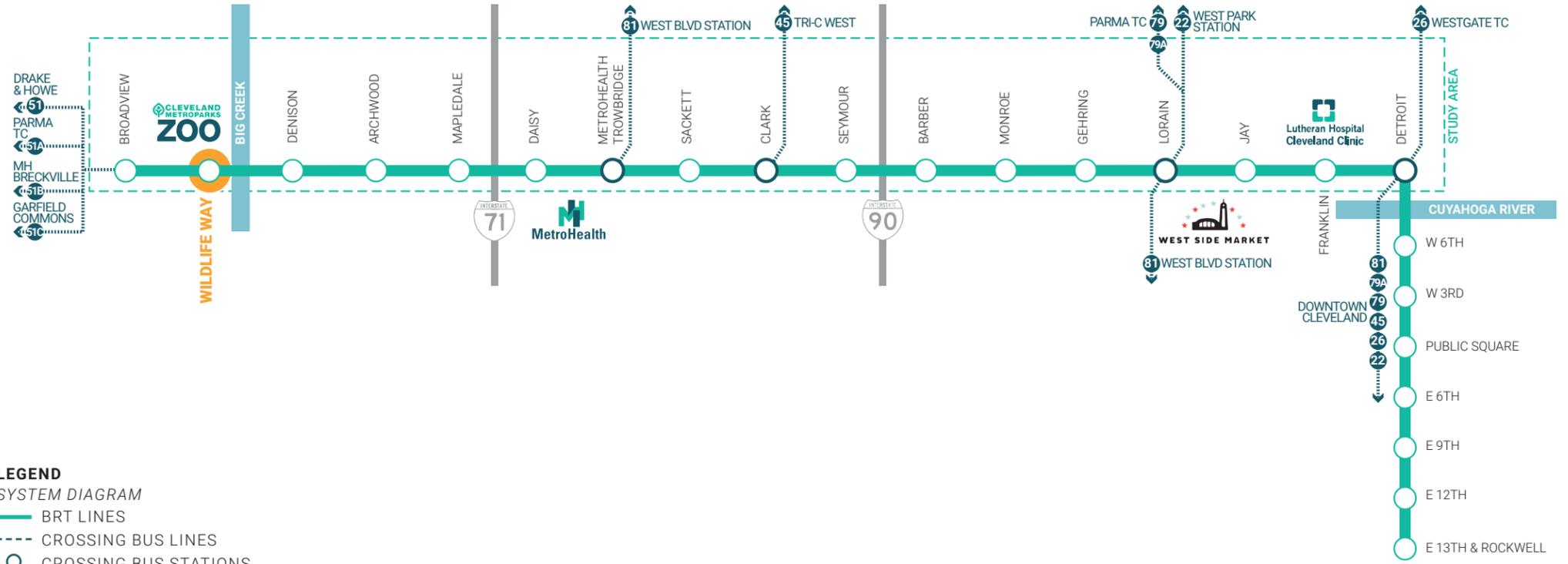
There are no buildings that are adjacent to the stations. The northbound station overlooks an industrial lot while the southbound station leans on Metroparks properties leading to the zoo.

TRANSPORTATION NETWORK

There are no crossing bus lines at this intersection. However, bike sharrows serve the Wildlife Way stations.

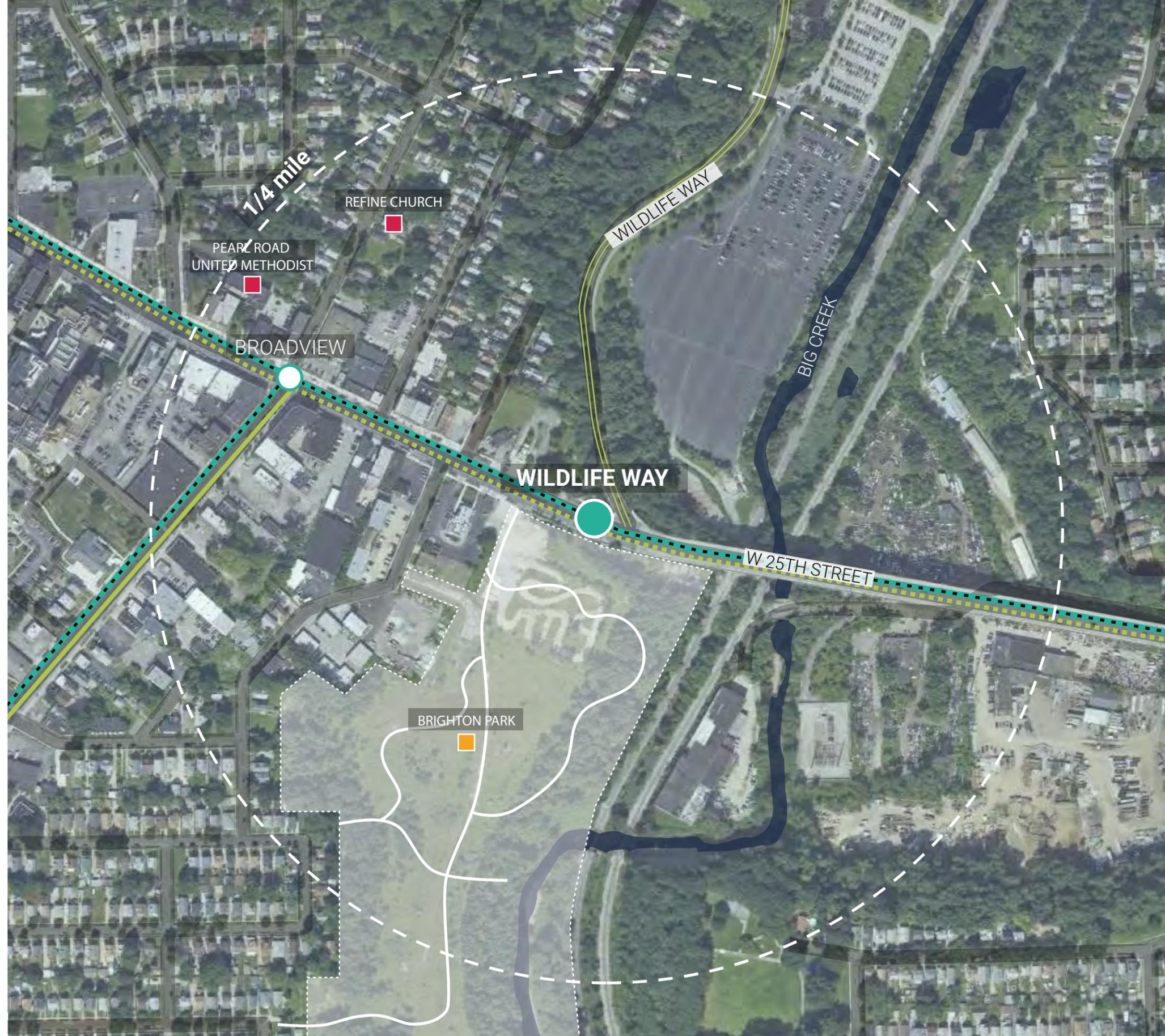
PARKING

On-street parking is not allowed anywhere near the stations.



WILDLIFE STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - - - METRO LINE
 - - - 51 BUS LINE
 - - - OTHER BUS LINES
 - ⋯ SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - SCALE: 1" = 300'

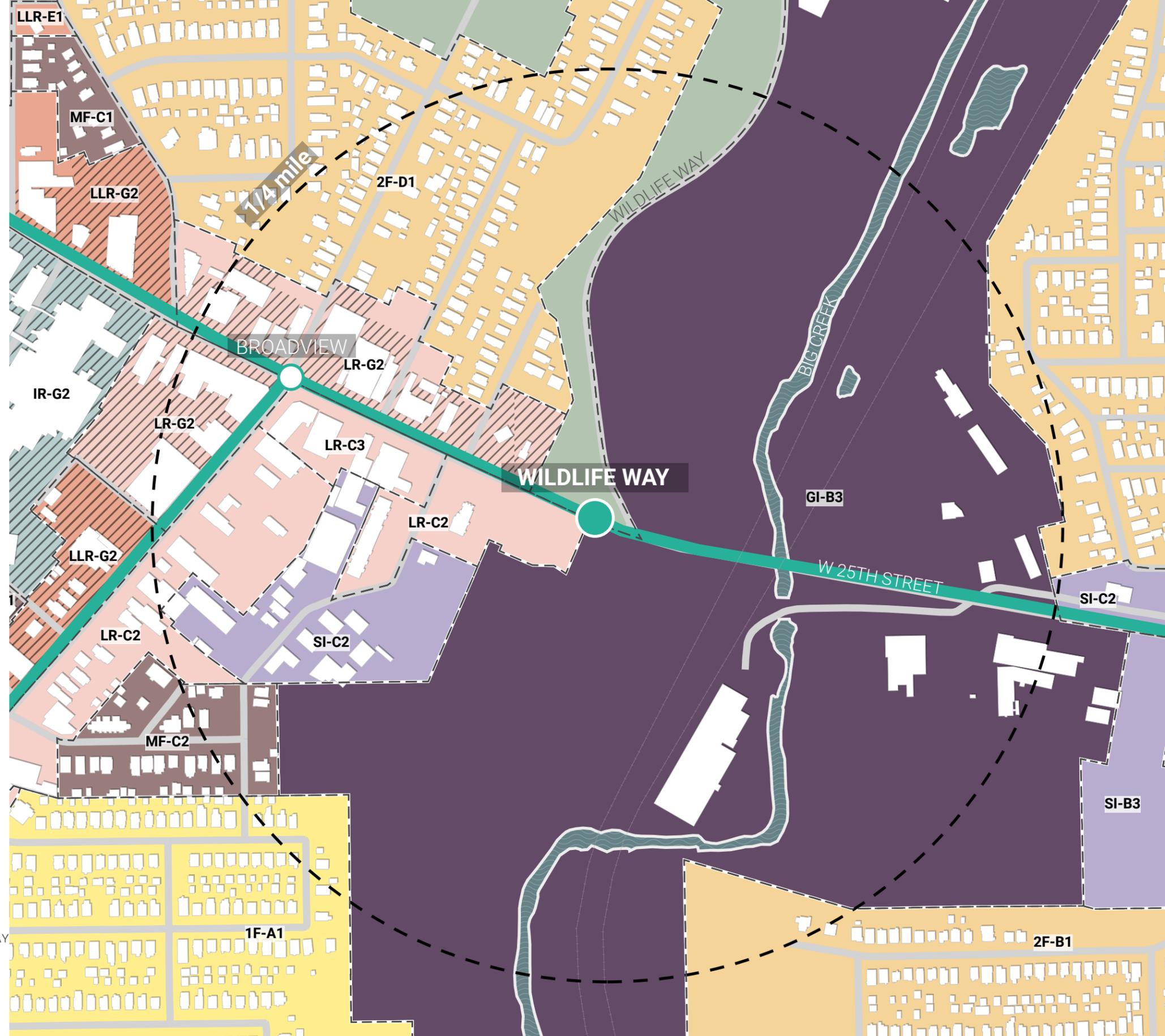


WILDLIFE STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

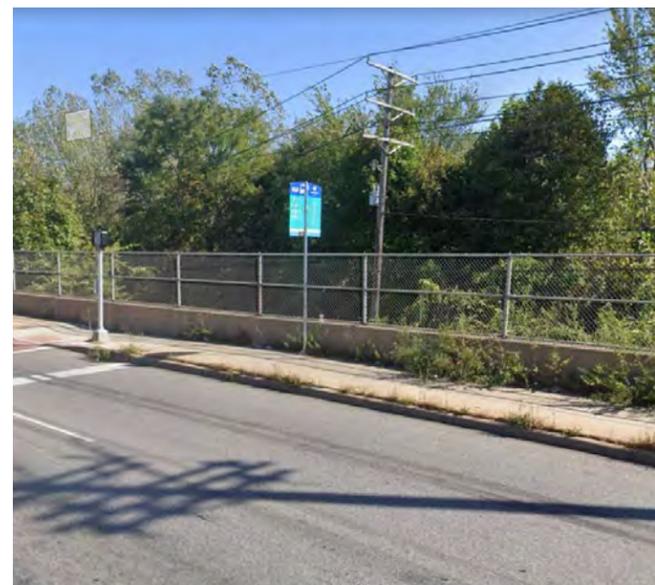
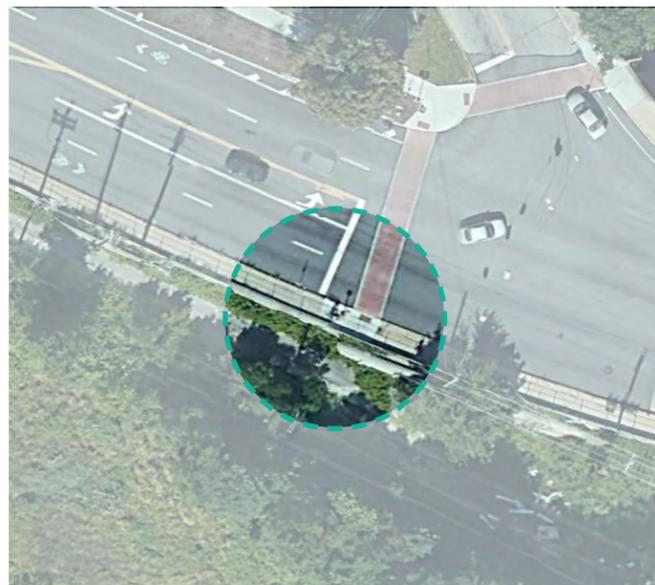
- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

SCALE: 1" = 300'



WILDLIFE WAY STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	SE CORNER
SIDEWALK WIDTH (FT)*	6
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	12/1
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	W I L D L I F E / TRAIL
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	INDUSTRIAL
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

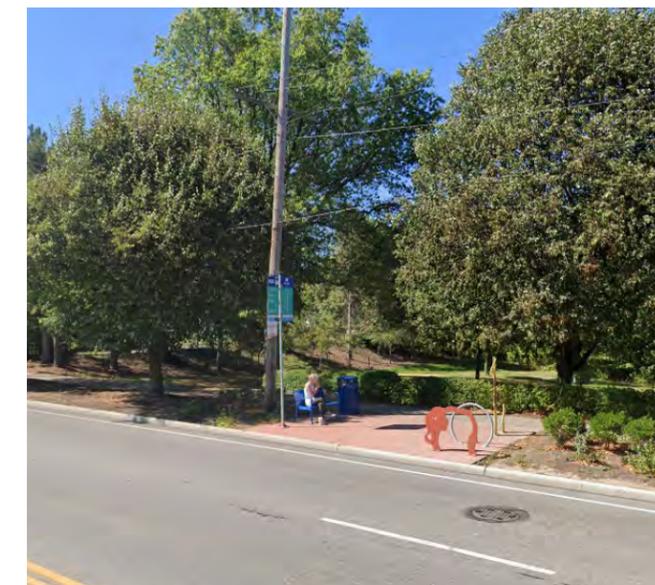
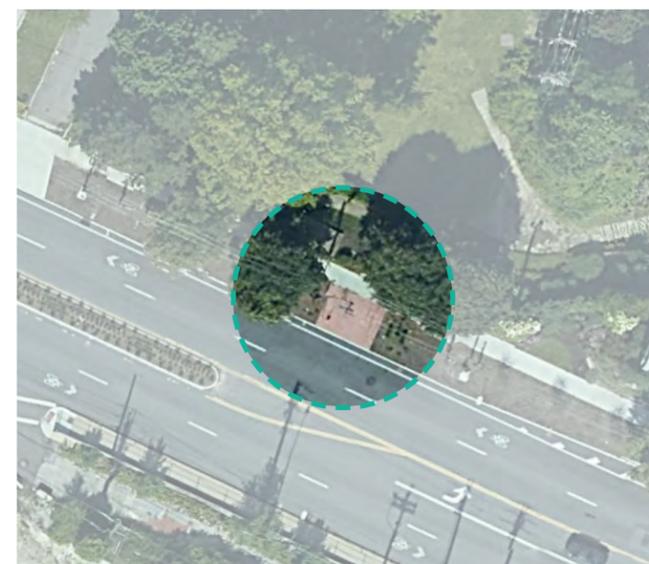
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Wildlife Way stop serves the Cleveland Metroparks Zoo and is located on a bridge at the southern crosswalk of an awkward 3-way intersection. The family-friendly nature of this destination stop suggests the potential for groups of riders and a significant number of strollers; paired with 75% boarding, this stop should be a high priority for a roomier, enhanced stop. At approximately 6 feet in width, however, this segment of attached sidewalk is highly constrained and is backed by a 3' concrete wall topped by chain link fencing. The bus stop sign is at back of sidewalk, against the wall. This constrained, bridge condition continues south of the stop for over 200 feet, making it difficult to identify an alternate location with more available depth. The adjacent crosswalk features high contrast, decorative paving.

Opposite corner: conditions north of the 'T' intersection are identical to those at the existing stop location, with a narrow sidewalk backed by bridge wall and fencing. There is no crosswalk across the northern portion of the intersection.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	SW CORNER
SIDEWALK WIDTH (FT)*	21
SHELTER	NO
DAILY RIDERSHIP (ONS/OFFS)	3/37
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	W I L D L I F E / TRAIL
ON STREET PARKING	NO
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	METROPARKS
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Wildlife Way stop serves the Cleveland Metroparks Zoo and is located approximately 130' south of the adjacent intersection. The stop is located in a generous, 15'-deep amenity zone backed by a 6' sidewalk, and offers a bench and bike racks. A large tree south of the bus stop provides some shade, as do additional trees at back of sidewalk, but no shelter is provided.

Opposite corner: conditions north of the 'T' intersection are identical to those at the existing northbound stop, with a narrow sidewalk on a bridge backed by bridge wall and fencing. A stop in this location would be extremely constrained.

4.17

BROADVIEW STATION

LOCATION

The northbound Broadview station is located on the far side of Broadview Road while the southbound station is located on the near side. Both stations have shelters.

ADJACENT BUILDINGS

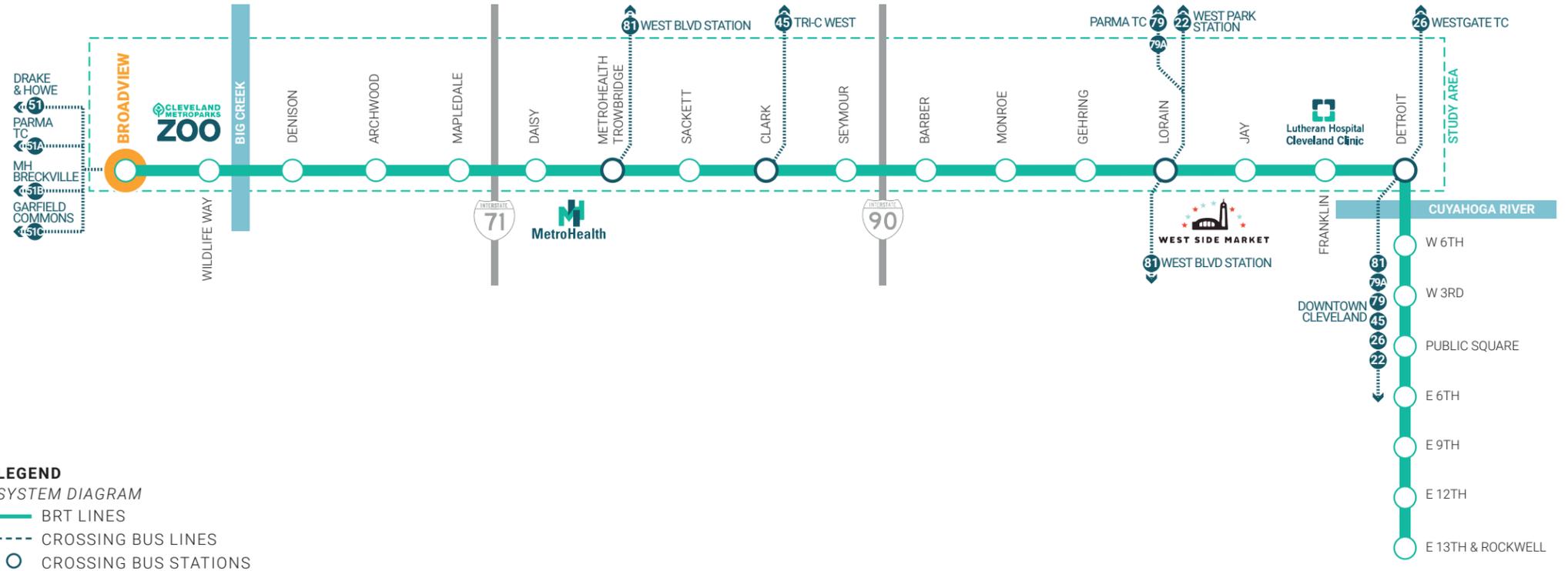
The northbound stop is immediately adjacent to an event center and a 1-story dental clinic. The event center is also a historic landmark that was built in 1923 as the Pearl Street Savings and Trust Bank. The southbound stop is in front of the 1-story Family Dollar store and its surface parking.

TRANSPORTATION NETWORK

Both stations are stops for bus lines 51, 51A, 51B, and 51C which split at Broadview Road and State Road to go to their various destinations. Both stops are served by sharrows on Pearl Road and bikes lanes on Broadview Road.

PARKING

There are two private surface parking lots adjacent to the stations. One is owned by the event center and the other by the Family Dollar. On-street parking near the stations is limited allowing car users to park for a limited period.



NORTH WEST CORNER GOOGLE EARTH



SOUTH WEST CORNER GOOGLE EARTH



NORTH EAST CORNER GOOGLE EARTH

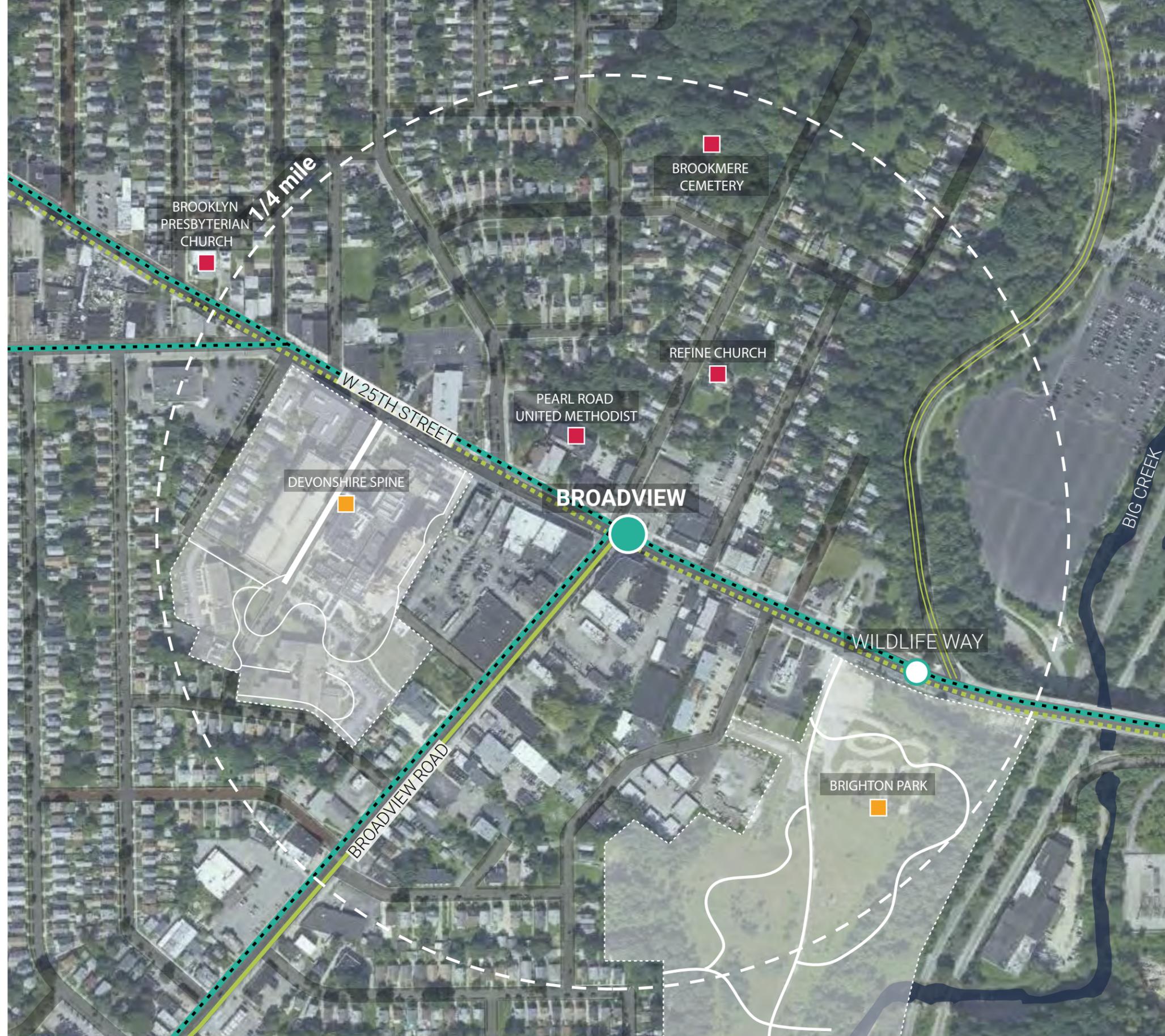


SOUTH EAST CORNER GOOGLE EARTH



BROADVIEW STATION CONTEXT

- STATION CONTEXT**
- BRT STATION
 - ADJACENT BRT STATIONS
 - NON BRT STATIONS
 - DESTINATIONS
 - UPCOMING DEVELOPMENTS
 - METRO LINE
 - 51 BUS LINE
 - OTHER BUS LINES
 - SHARROWS
 - BIKE LANES
 - BIKE TRAILS
 - SCALE: 1" = 300'



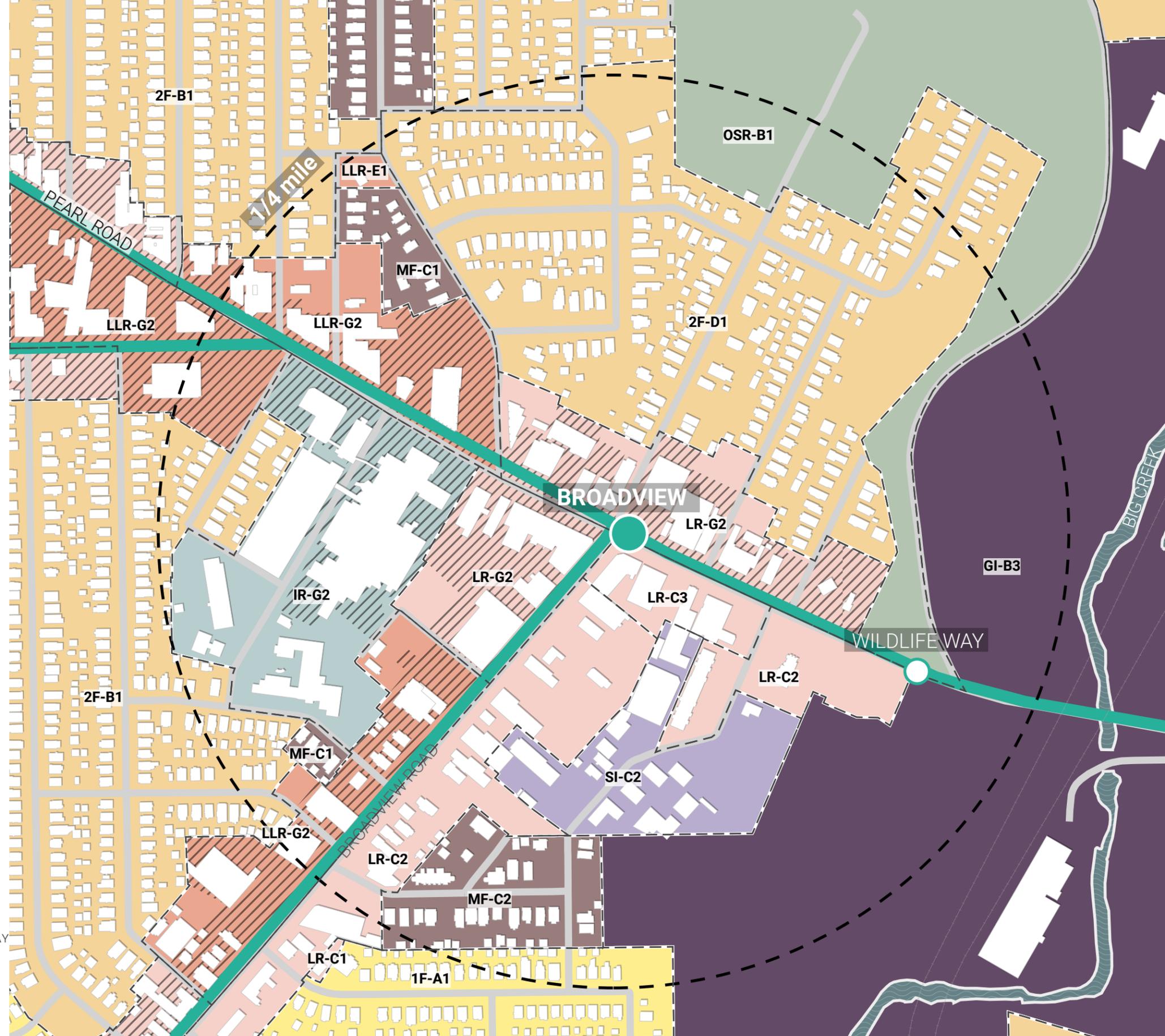
BROADVIEW STATION ZONING

- ZONING**
- RESIDENTIAL DISTRICTS**
- ONE-FAMILY
 - TWO FAMILY
 - MULTI-FAMILY
- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL
 - LIMITED RETAIL BUSINESS
- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY
- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION
- OVERLAY DISTRICT**
- ▨ URBAN FORM OVERLAY
 - ▨ PEDESTRIAN RETAIL OVERLAY

- BRT STATION
- ADJACENT BRT STATIONS
- NON BRT STATIONS
- BRT ALIGNMENT

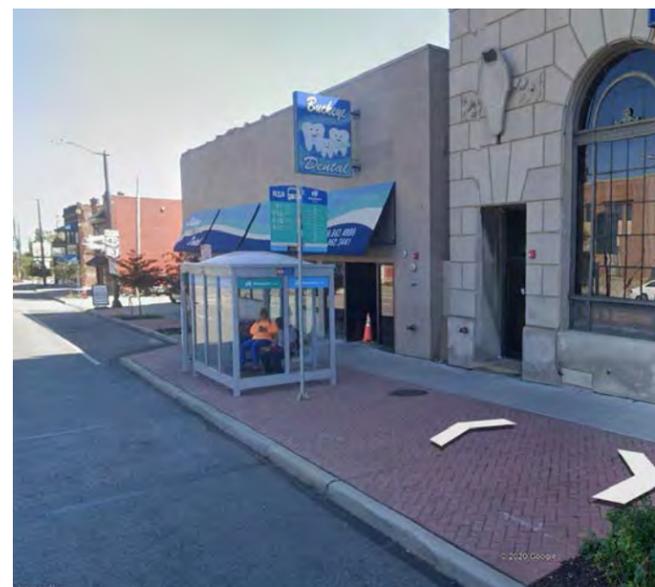
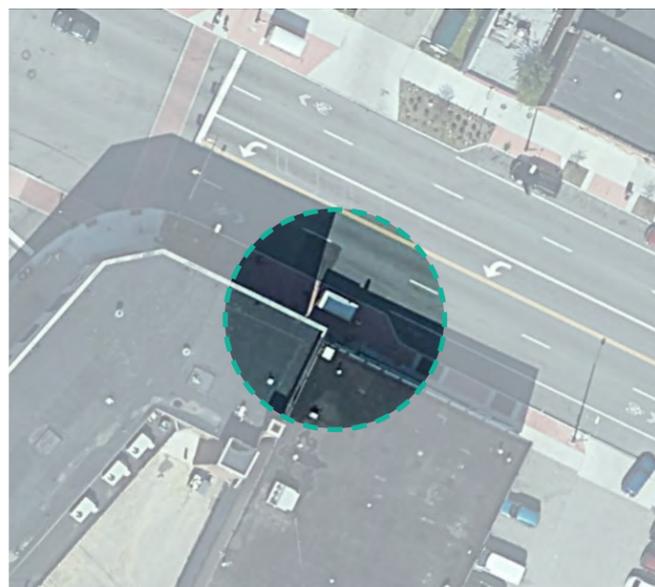


SCALE: 1" = 300'



BROADVIEW STATION EXISTING CONDITIONS

NORTHBOUND



STATION CHARACTERISTICS

LOCATION	NE CORNER
SIDEWALK WIDTH (FT)*	14
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	107/58
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	BROADVIEW/ LANE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	EVENT CENTER
LIKELIHOOD OF REDEVELOPMENT**	●

*Measured from back of curb to back of sidewalk, includes amenity zone

**Study done by looking at physical conditions and historic significance of buildings and parcels

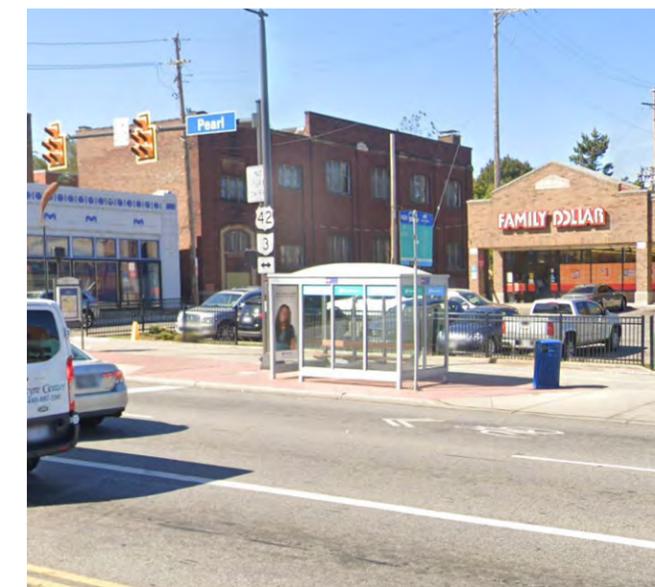
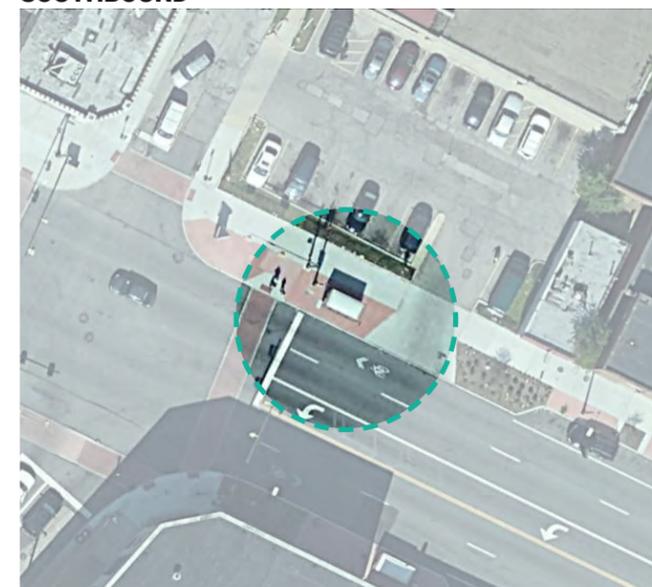
- Above average likelihood of development
- Average likelihood of development
- Below average likelihood of development

CONSIDERATIONS

The northbound Broadview stop and adjacent intersection crosswalks were recently upgraded as part of a 2016 streetscape enhancement project. The stop and shelter occupy an approximately 55-foot long area of decorative concrete reclaimed from space previously used as on-street parking. This widened space between curb and face of adjacent buildings allows space for a large, curbside shelter with front and rear entry, and a dedicated pedestrian sidewalk separate from transit use. Adjacent buildings appear to be built on a zero lot line. A large planting area occupies the space between the intersection and the bus stop; street trees in grates begin immediately north of the transit stop. Although the length of curb between intersection and shelter could accommodate a 60' bus, change to the planting area would be needed to provide rear door access. The east leg of Broadview Road meets Pearl Road at an angle, resulting in a large curb radius on the bus stop corner.

Opposite corner: the nearside corner of the intersection also displays streetscape enhancement, an amenity zone with benches trash receptacles and bike racks, and a large planting bed from corner to start of on-street parking. Moving the bus stop to this corner would require removal of the planting bed, some street furnishings, and additional on-street parking.

SOUTHBOUND



STATION CHARACTERISTICS

LOCATION	NW CORNER
SIDEWALK WIDTH (FT)*	24
SHELTER	YES
DAILY RIDERSHIP (ONS/OFFS)	40/66
CROSSING BUS LINES	NONE
BIKE FACILITIES, W. 25TH	SHARROW
BIKE FACILITIES, CROSSING	BROADVIEW/ LANE
ON STREET PARKING	LIMITED
PRIVATE PROPERTY USE	NO
PRIVATE PROPERTY USE, POTENTIAL	NO
ADJACENT USE	STORE
LIKELIHOOD OF REDEVELOPMENT**	●

CONSIDERATIONS

The southbound Broadview stop and adjacent intersection crosswalks were recently upgraded as part of a 2016 streetscape enhancement project. The stop and shelter occupy an approximately 50-foot long area between intersection stop bar and an adjacent planting bed; approximately 30-feet of this area is an existing two-way driveway and stopped buses block the driveway. The curbside shelter has both front and rear entrances and backs against a separate pedestrian sidewalk. Back of sidewalk is bordered by a 4'-tall decorative fence with a 6' planting area buffer between fence and adjacent surface parking. Although the stop could accommodate 60' buses, the rear door would be at the driveway and would thus require an additional 6-inch step-up.

Opposite corner: the farside corner of the intersection also displays streetscape enhancement, with a larger corner planting area, street trees and decorative concrete. Moving the bus stop to this corner would require removal of additional on-street parking and might cause stopped buses to block an adjacent alley.