Transportation for Livable Communities Initiative

NOACA Funding Programs

TLCI (Planning)

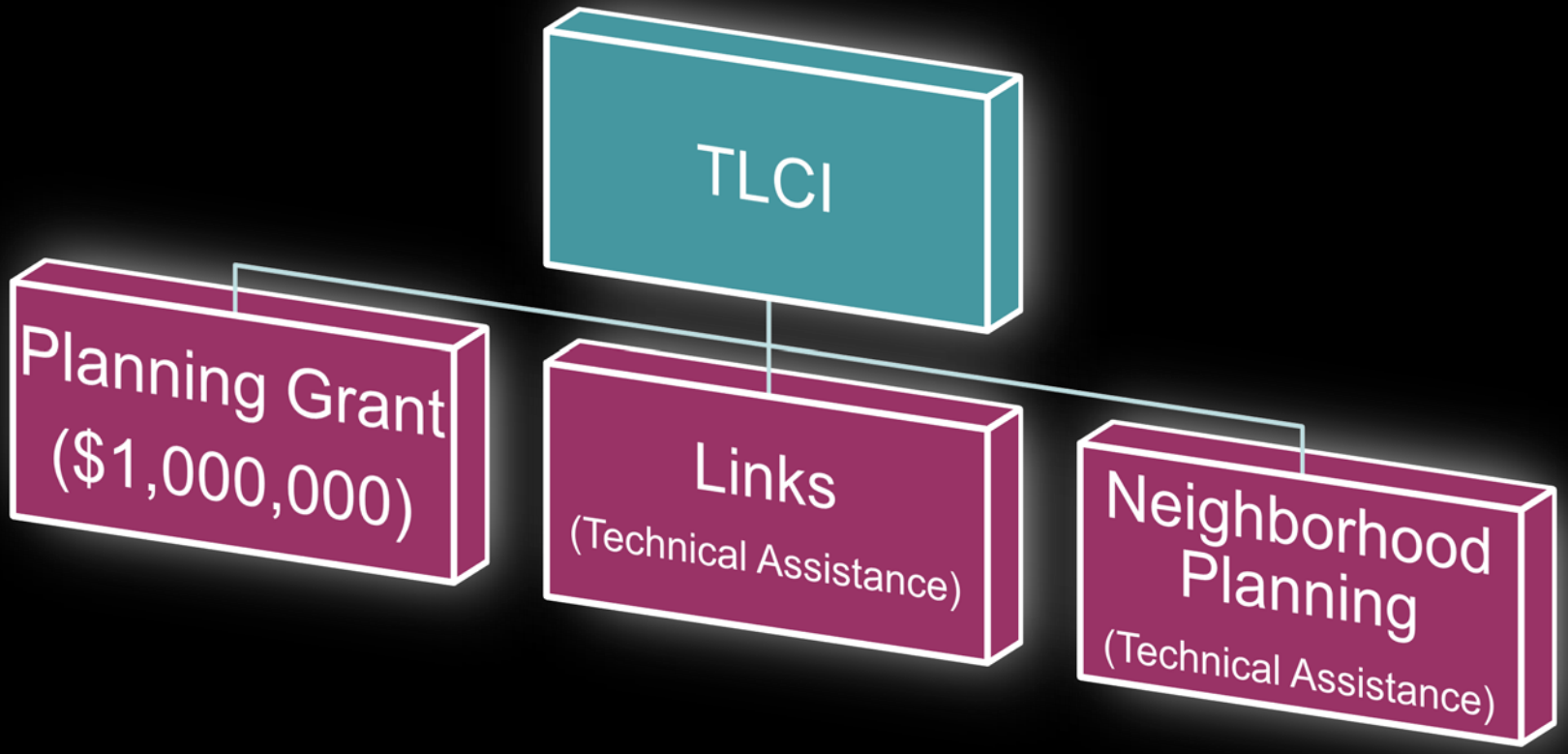
Preliminary Engineering and Design

Transportation Enhancement

Surface Transportation Program

CMAQ

Three Program Components:



Program Overview

Only PLANNING activities are eligible

Must result in deliverables that recommend transportation improvements

Activities that specifically facilitate and promote sustainable economic development

Alternatives to SOV encouraged

Must be site specific

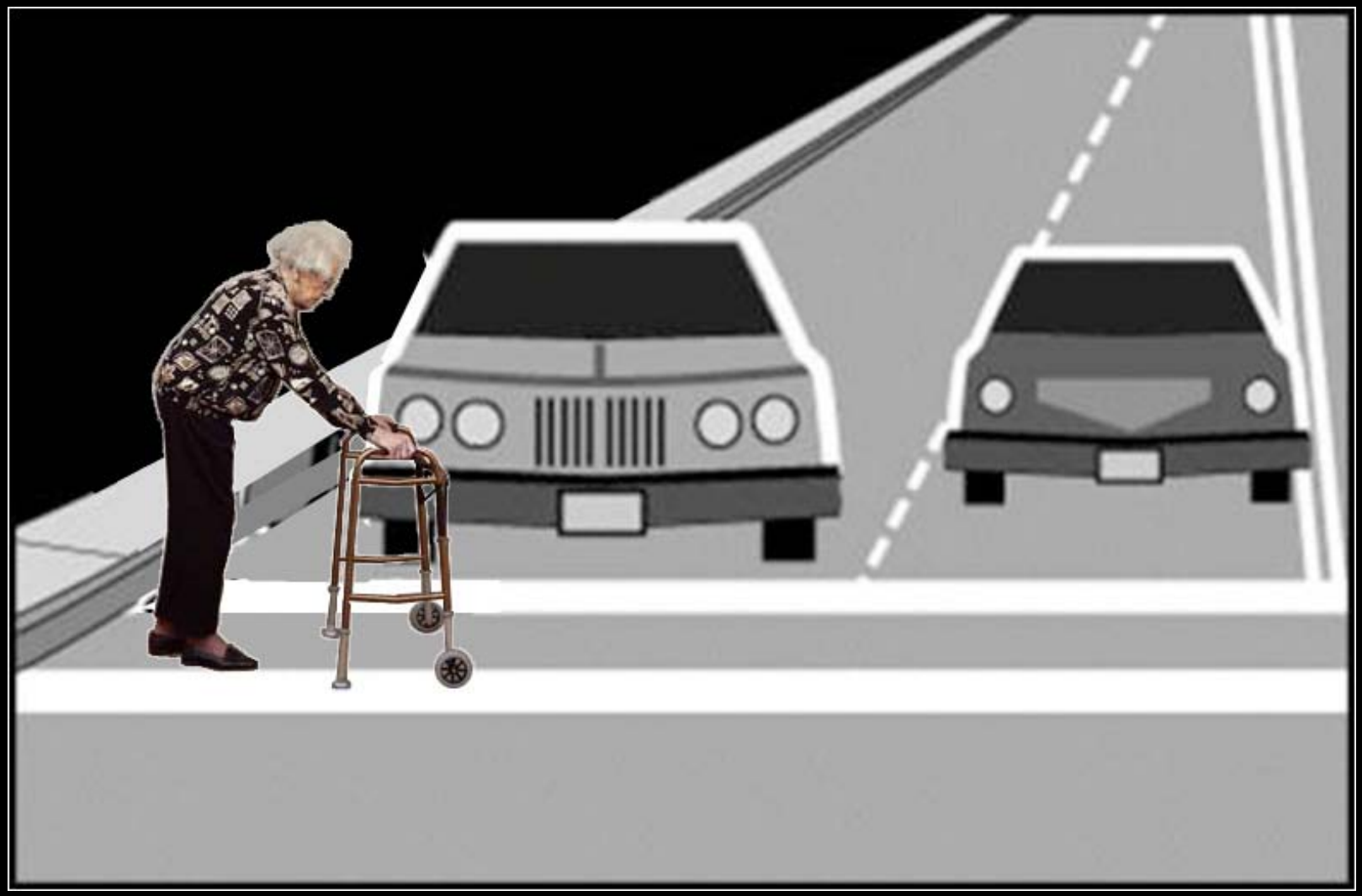
Application Review and Evaluation

Study Need: up to 45 points
TLCI Program Goals: up to 45 points
Project Coordination: up to 10 points
Project Administration and Sponsor Capacity: up to 10 points
LEED Certification: up to 20 bonus points

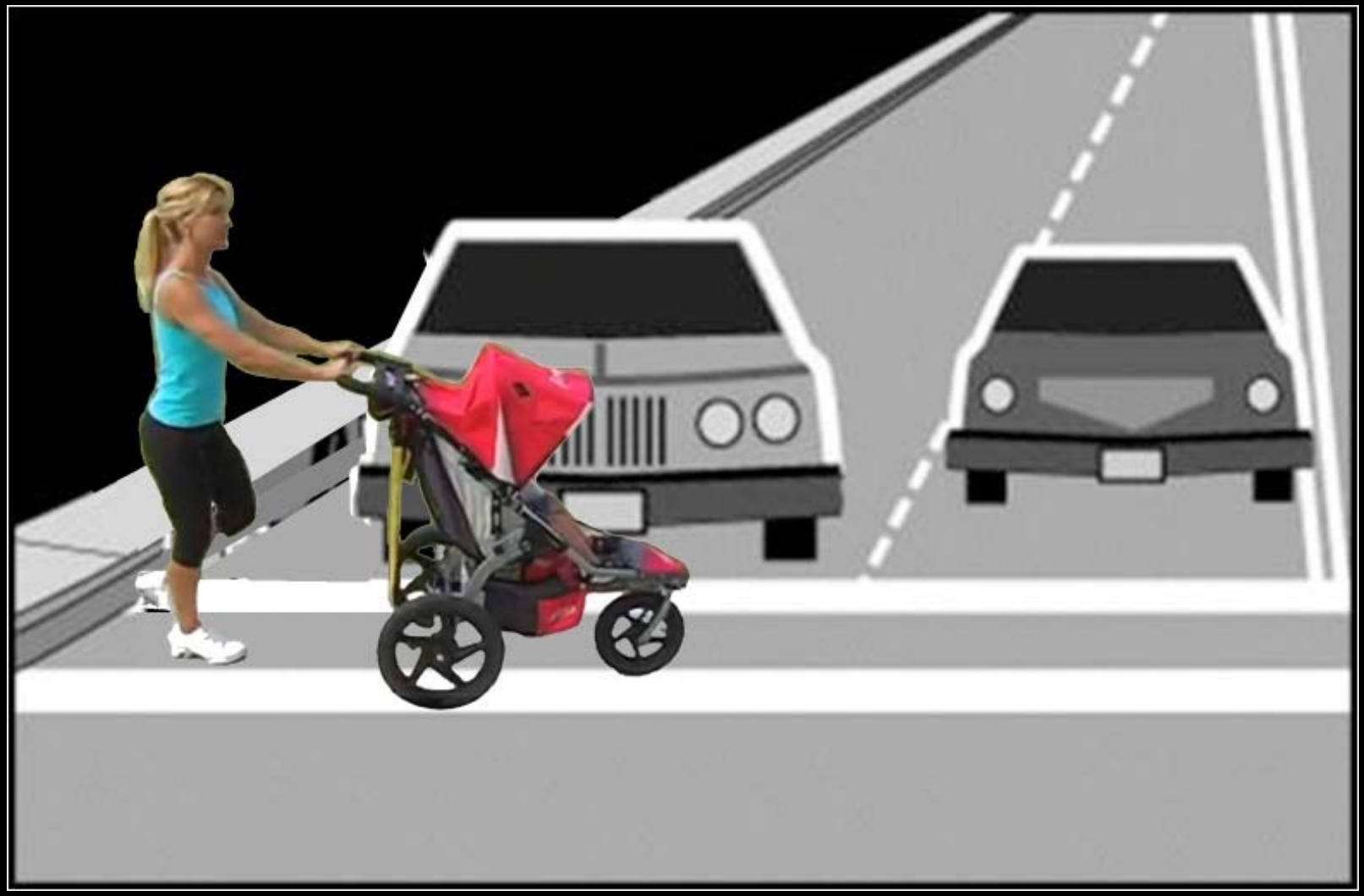
Recommendations Made:

- Crosswalks
- Mid-Block Crosswalks
- Bulb-Outs/Curb Extensions
- Road Diets to Accommodate Widened Sidewalks & Bikelanes
- Signal Coordinization
- Pedestrian/Bicycle Actuated Signals
- Signage/Wayfinding – Especially for Parking
- Aesthetic – Trees/Shrubs/Planters/Flowers

Pedestrian Safety – Stop Bars



Pedestrian Safety – Stop Bars



Pedestrian Safety – Stop Bars

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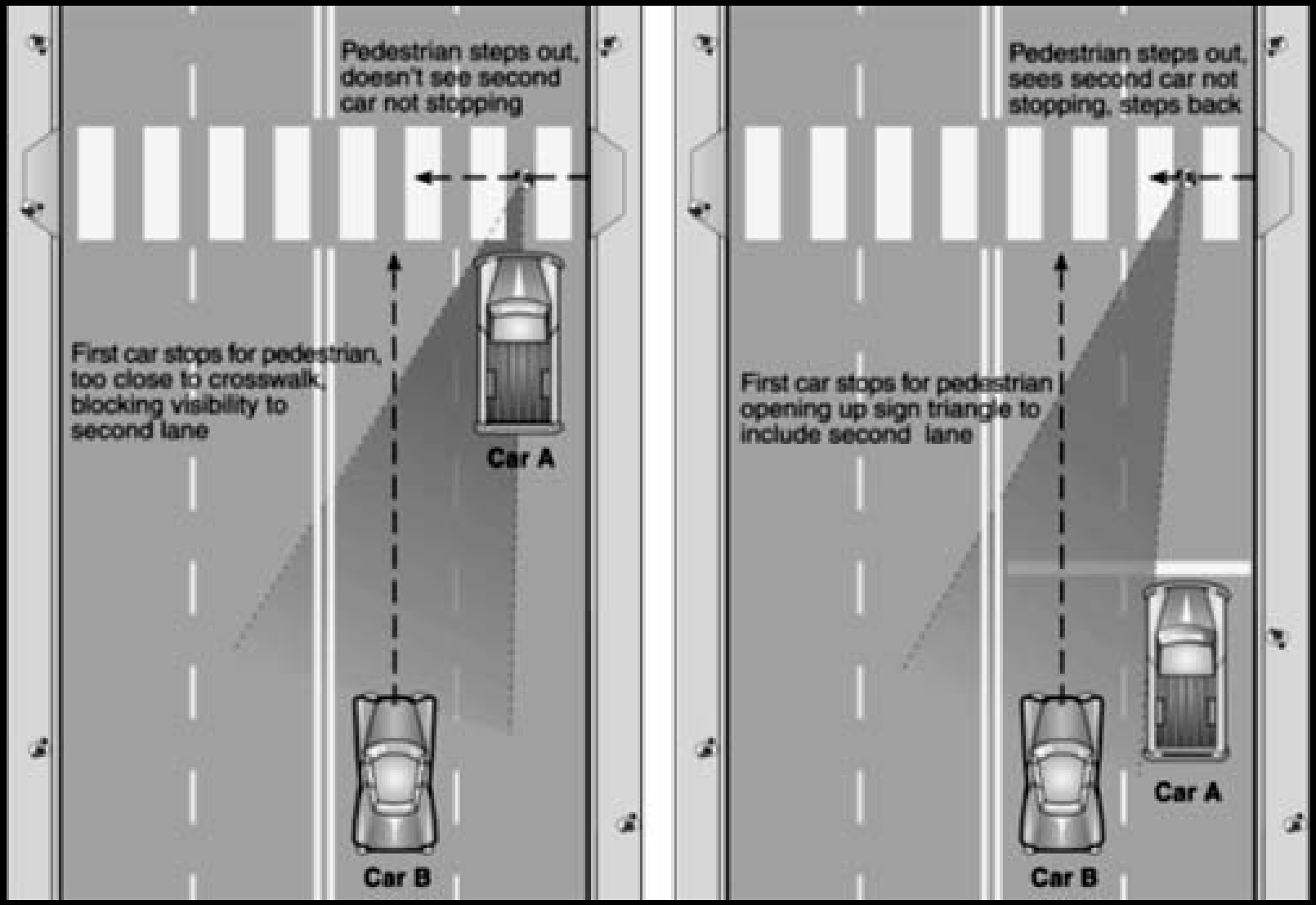
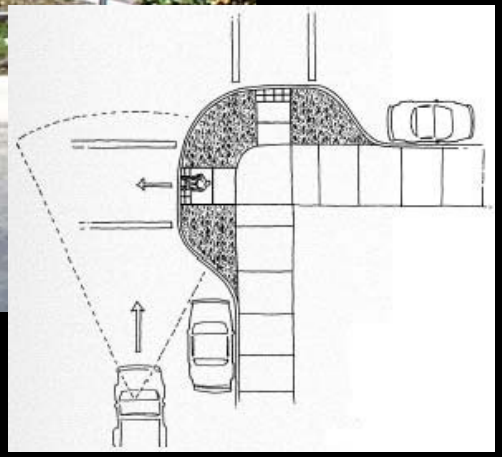


Curb Extensions



Who does a corridor serve?

Commuters/transit
Non-motorized transportation
Recreation
Businesses
Residents
Community identity

… not just drivers!

City of Lakewood – Detroit Road

City of Lakewood – Detroit Road

City of Lakewood – Detroit Road

City of Lakewood – Detroit Road

City of Lakewood – Detroit Road

City of Lakewood – Detroit Road

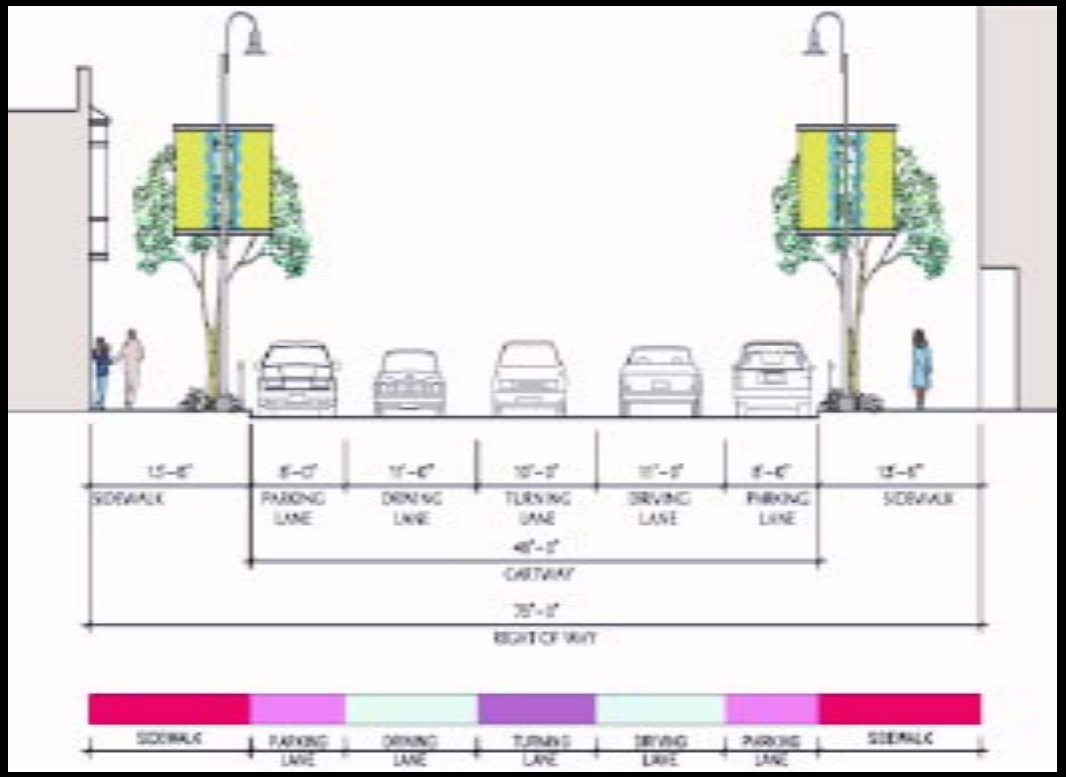
New Configuration:

One Driving Lane in Each Direction

One Center Turn Lane

8 ft. Parking Lane Each Side of Street

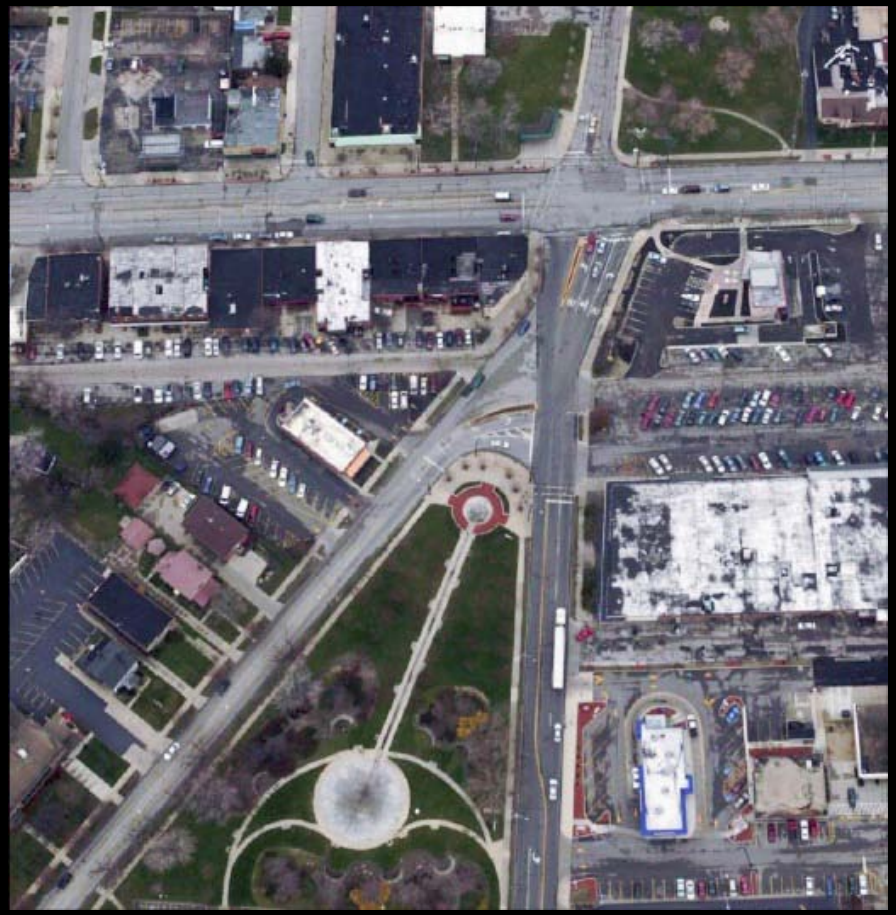
Expanded Sidewalks (12+ ft. on Each Side of Street)

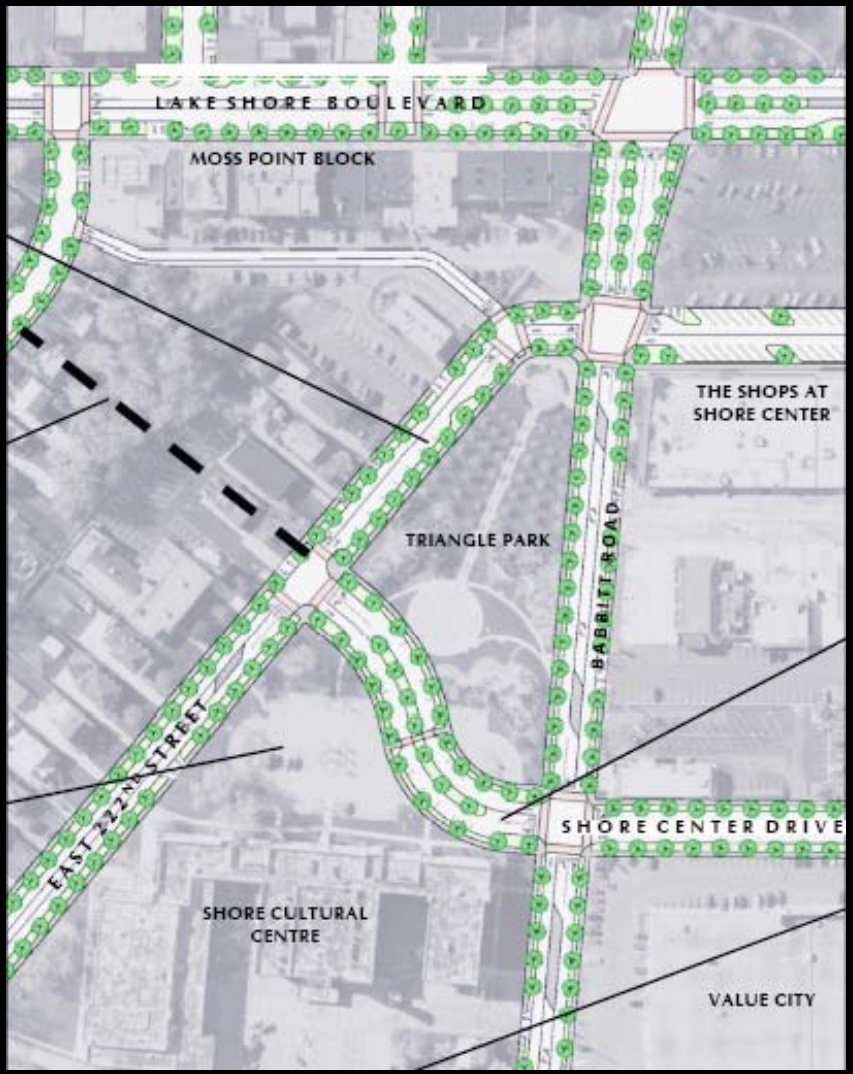


City of Euclid – Lakeshore Boulevard

City of Euclid – Lakeshore Boulevard

City of Euclid – Lakeshore Boulevard

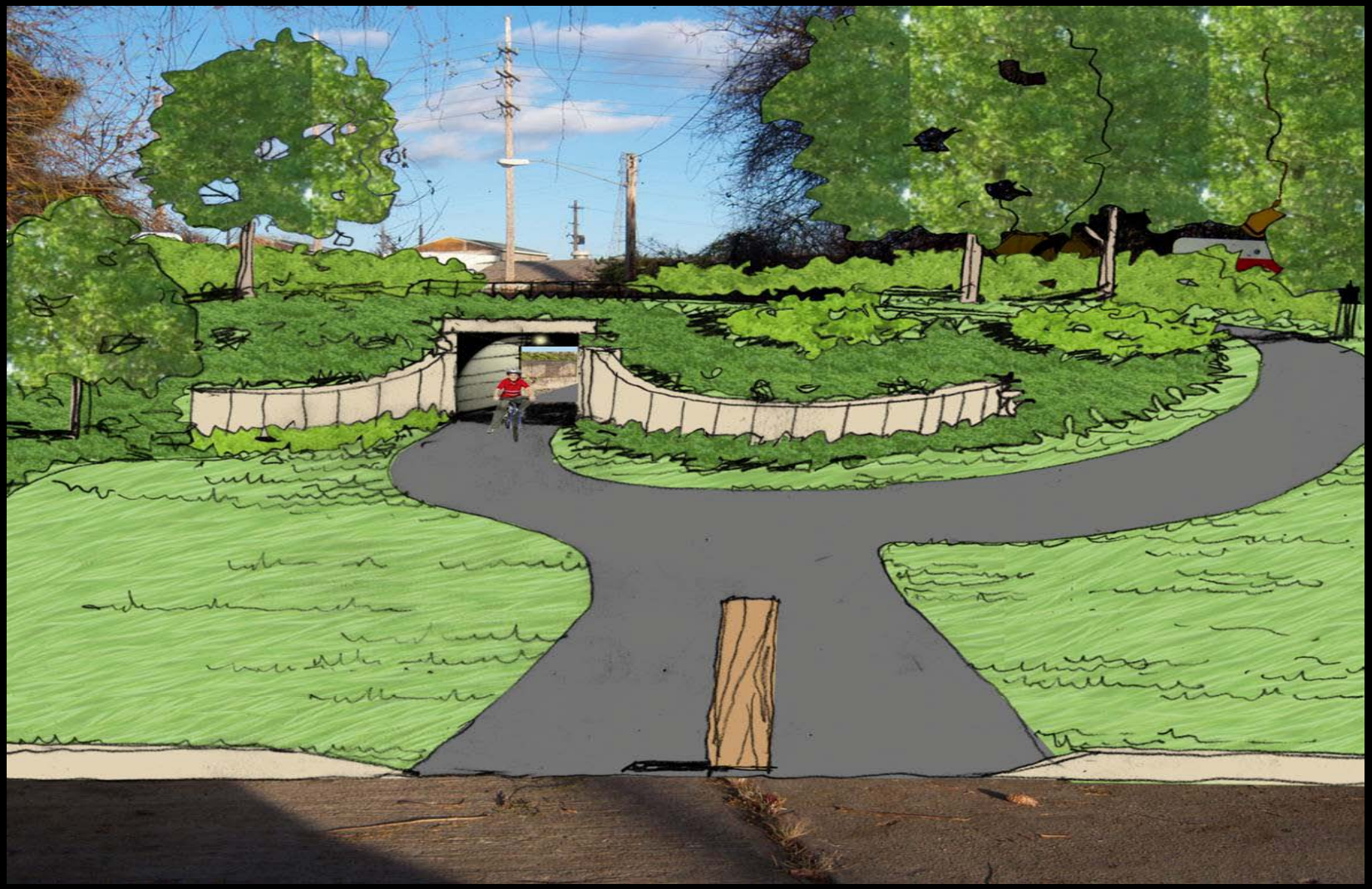




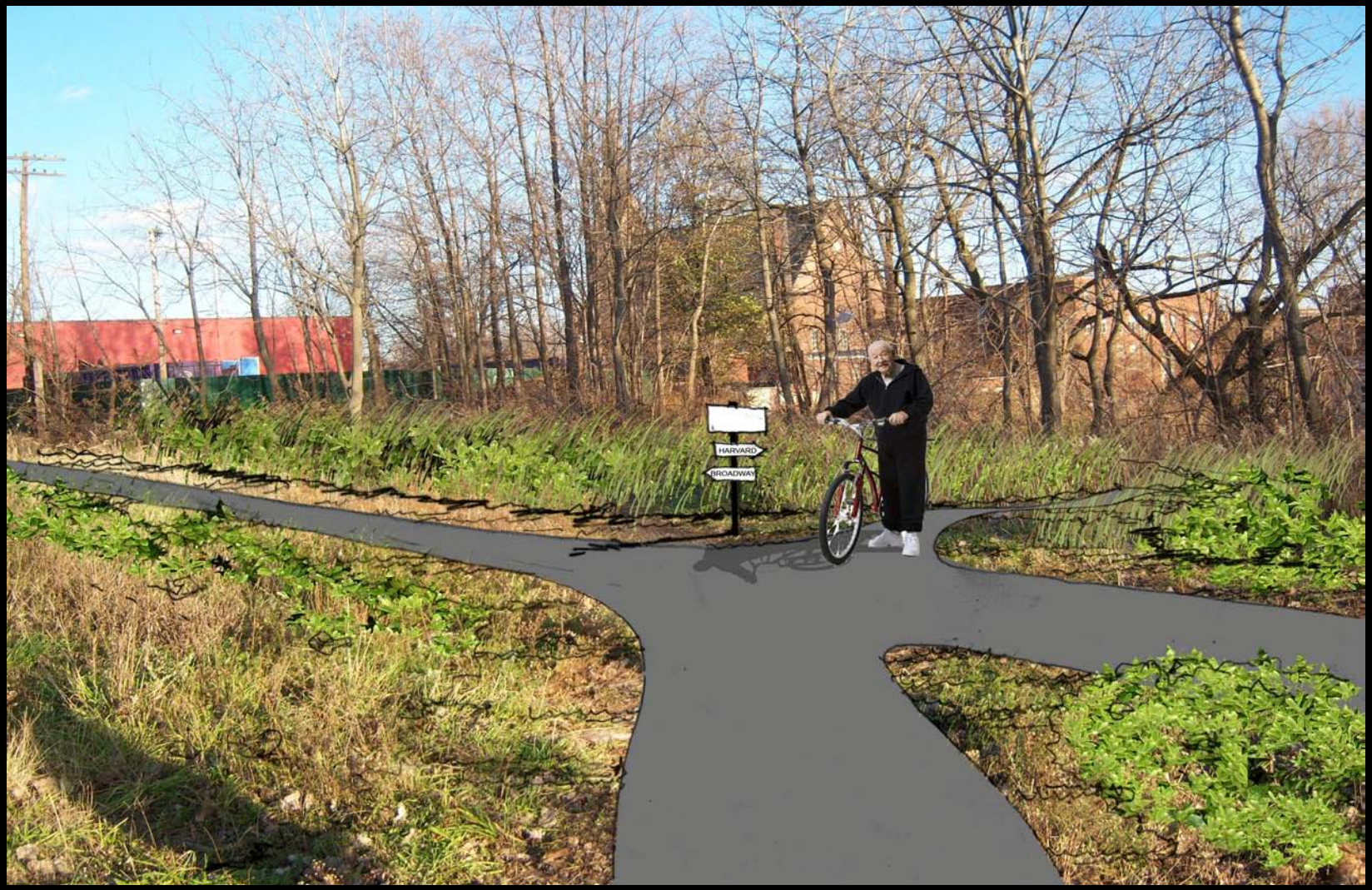
City of Euclid – Lakeshore Boulevard

City of Euclid – Lakeshore Boulevard

City of Cleveland – E. 55th Street/Slavic Village



City of Cleveland – E. 55th Street/Slavic Village



City of Cleveland – E. 55th Street/Slavic Village

City of Cleveland – E. 55th Street/Slavic Village

GCRTA – Bellaire Puritas

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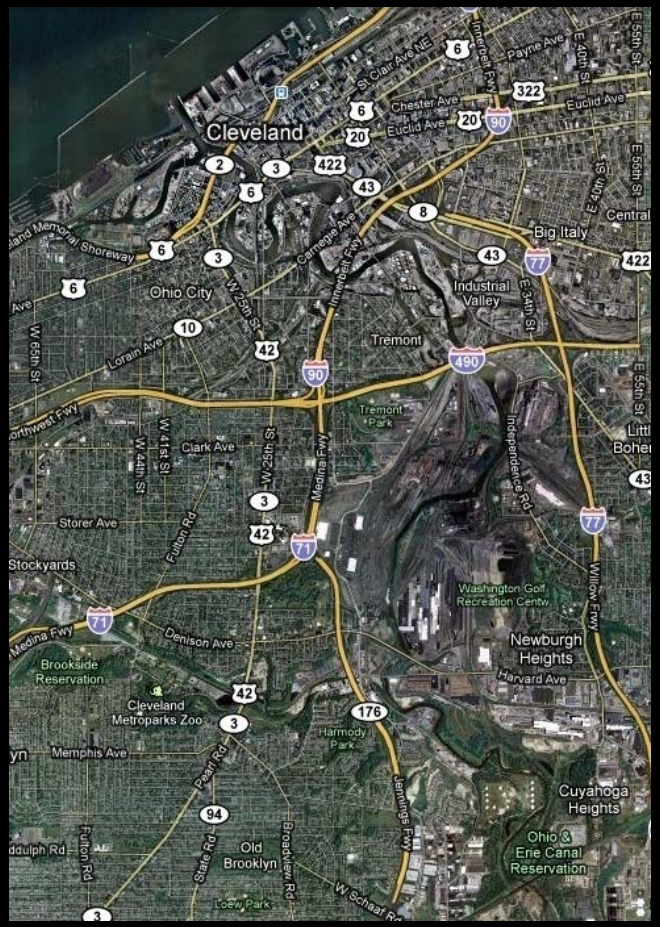
Canal Basin District Plan



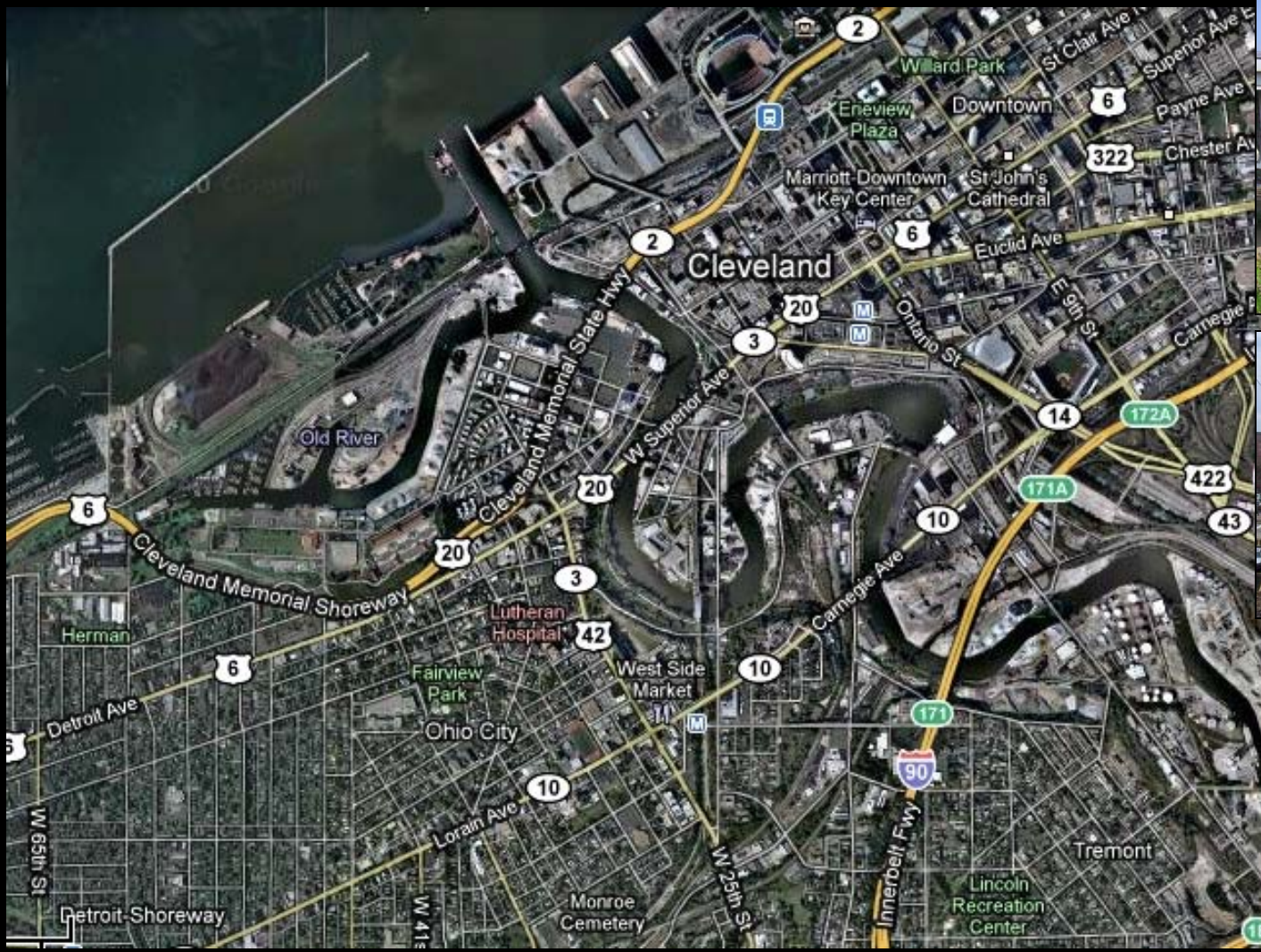
Ohio & Erie Canal Towpath Trail

Future Canal Basin Park

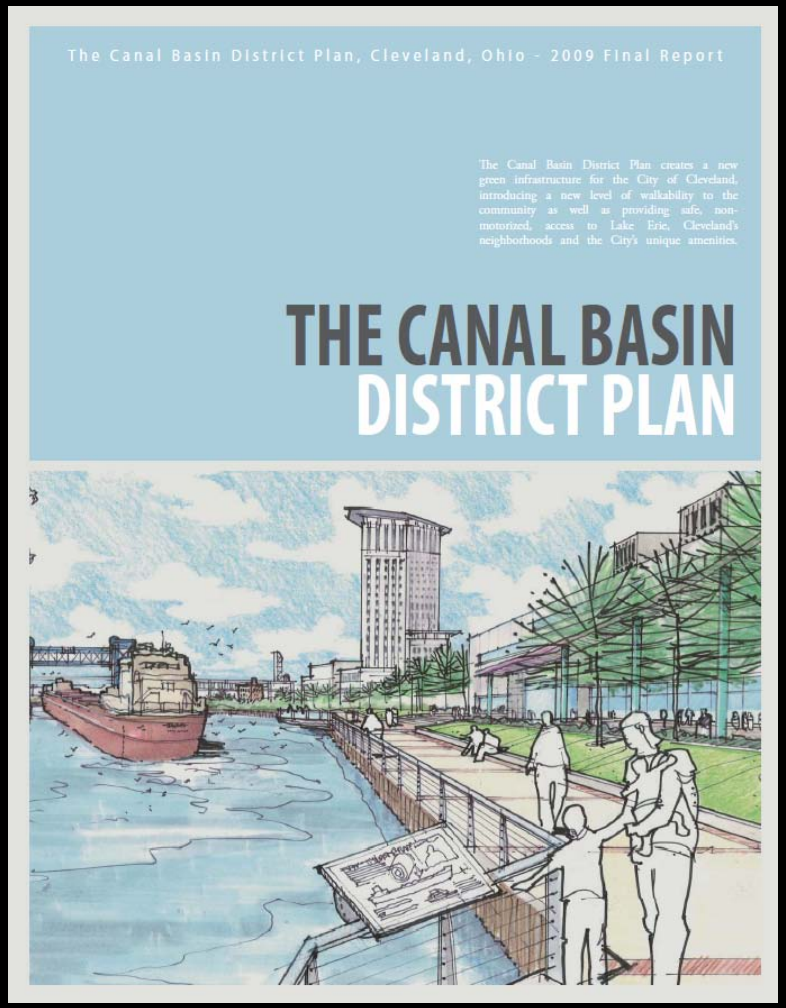
OHIO CANAL CORRIDOR

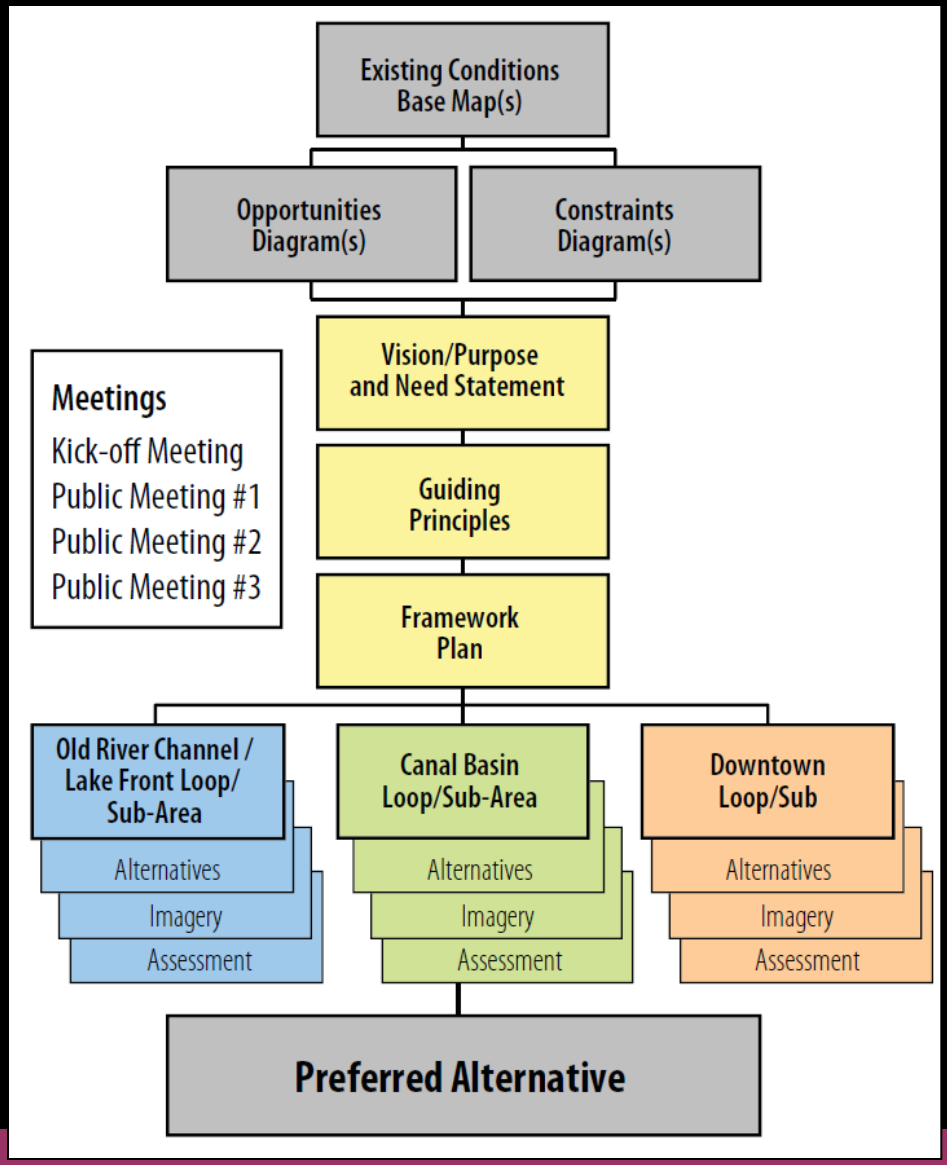
JJR Baker

Canal Basin District Plan



Canal Basin District Plan





Canal Basin District Plan

- **Emphasize park** as primary destination
- Integrate/connect **surrounding destinations**
- Establish **linkage hierarchy** - Towpath is primary trail
- Establish **connections and loops**
  1. Off-road trail
  2. Bike lanes & sidewalks
  3. Shared use lanes
- Integrate **support amenities**
- Establish links to **alternate modes** (bus/rail, GCRTA & CVSR)
- Emphasize **historic significance** of Ohio Canal
- Canal Basin Park as model of **sustainable design**
- Encourage **local and regional links**
- Separate **incompatible modes** of travel
- **"Family"** (recreational) are target users/design group
- Implementation strategy **maximizes flexibility, cost effectiveness, phasing**

Canal Basin District Plan

Project Overview

Canal Basin Park, located at the northern terminus of both the Towpath Trail and the Canalway Scenic Byway, is recognized as the major gateway park for the federally-designated Ohio & Erie Canalway in the 2000 Corridor Management Plan. It will provide interpretation, information and orientation to the extended (110-mile) linear heritage greenway that stretches from Cleveland's lakefront to New Philadelphia, Ohio.

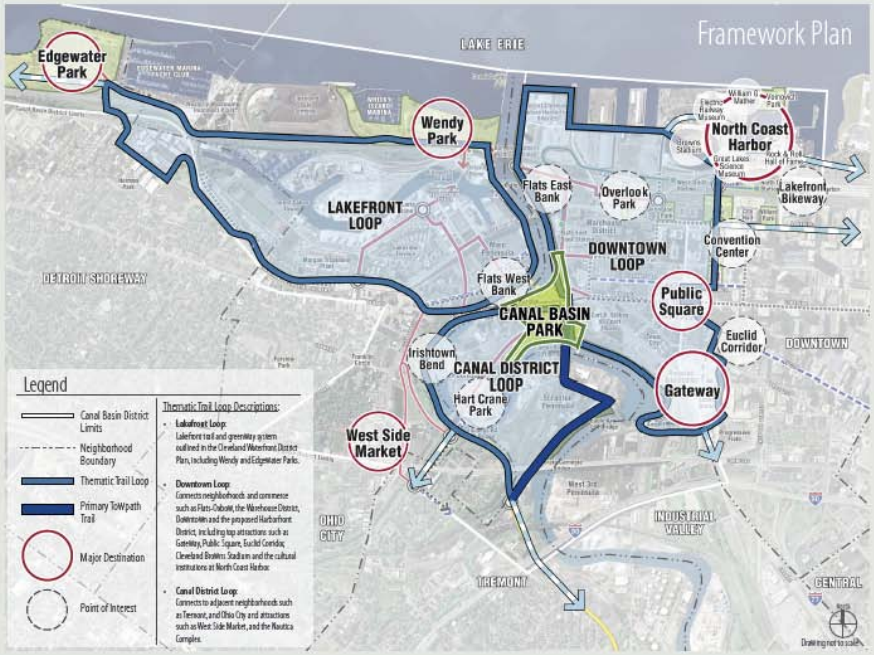
Canal Basin Park and the Towpath Trail promise to be important amenities for visitors and Cleveland residents. To fulfill this promise, safe and attractive pedestrian and bicycle connections must be provided from surrounding neighborhoods into downtown Cleveland and the lakefront.

The Canal Basin District Plan defines a district that includes Canal Basin Park, delinating a number of pedestrian/bicycle/trail connections to nearby neighborhoods, resulting in a new green infrastructure. The Plan introduces a new level of walkability to the community as well as providing safe, non-motorized, access to Lake Erie and Cleveland's amenities.

The Plan illustrates open space and greenway preservation opportunities within the northern end of the Cuyahoga Valley, including connections and access to lakefront parks. The Plan considers planned and potential changes to adjacent land use scenarios, and illustrates multi-modal connections to public transportation, the established Canalway Scenic Byway, the proposed Cuyahoga Valley Scenic Railroad and other destinations of interest. Furthermore, it provides a roadmap for future actions necessary to take the concept forward into implementation.

This project is sponsored by the Downtown Cleveland Alliance and the Ohio Canal Corridor, in partnership with the Cleveland City Planning Commission. Project funding is provided by a Transportation for Livable Communities Initiative (TLCI) grant from the Northeast Ohio Areawide Coordinating Agency (NOACA) with a local match funding from the project sponsors.

Framework Plan



CITY OF CLEVELAND
Mayor Frank G. Jackson

Purpose & Need

Bicycle Connections

- Satisfy the Requirements of Recreational Users
- Off-Road Trails that Exceed Minimum Width Standards to Accommodate:
  - Landscaping
  - Visitor Amenities Such as Benches & Interpretive Signage
  - Public Art

Pedestrian Connections

- Walk Widths to Exceed Minimum Standards to Accommodate:
  - 2-Way Traffic
  - Landscaping
  - Visitor Amenities Such as Benches and Interpretive Signage
  - Public Art

Other Connections:

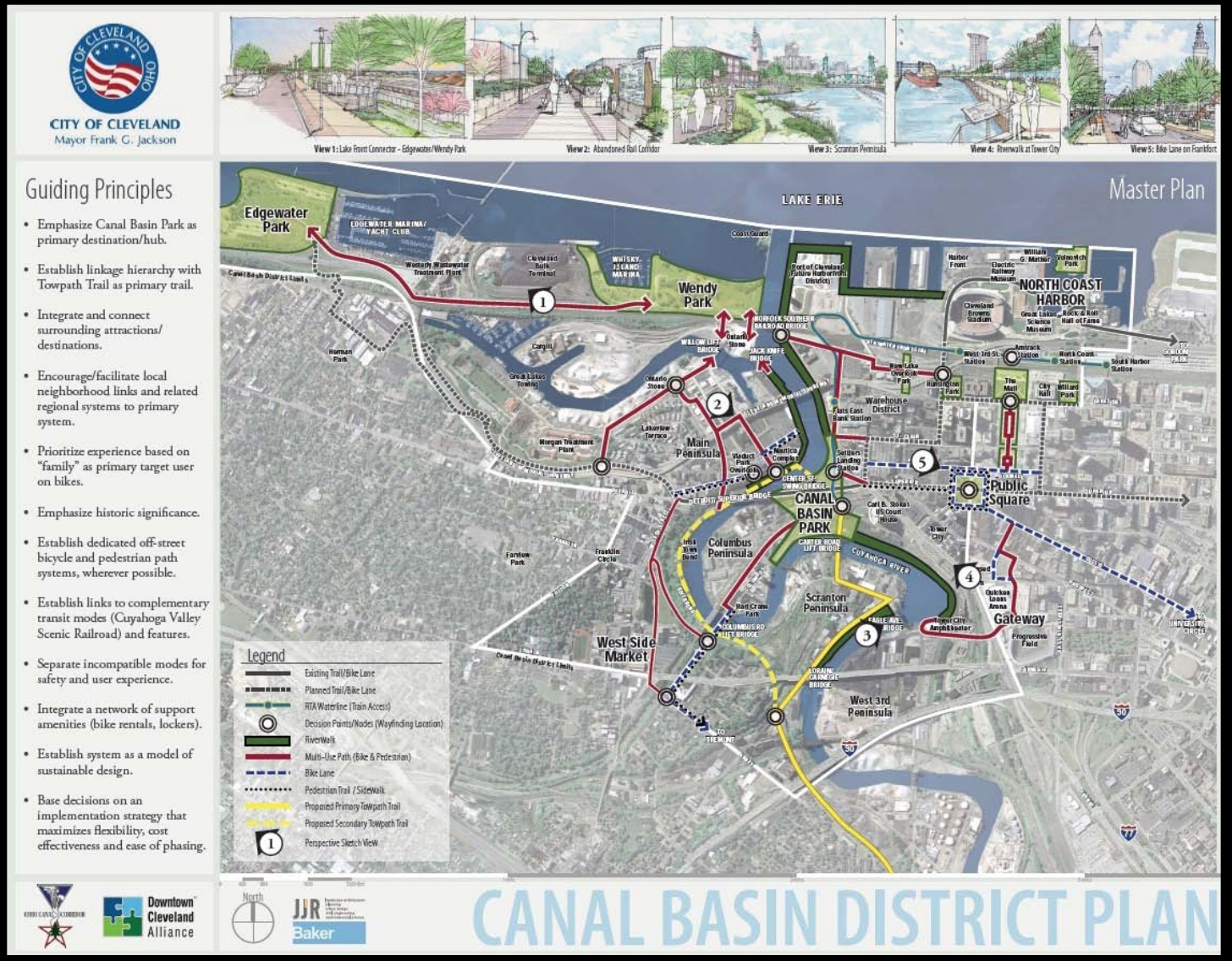
- Integrate Transportation with RTA Bus and Rail Facilities, including the proposed future Cuyahoga Scenic Railroad
- Interface With Cleveland Bikeway Master Plan

CANAL BASIN DISTRICT PLAN cleveland, ohio

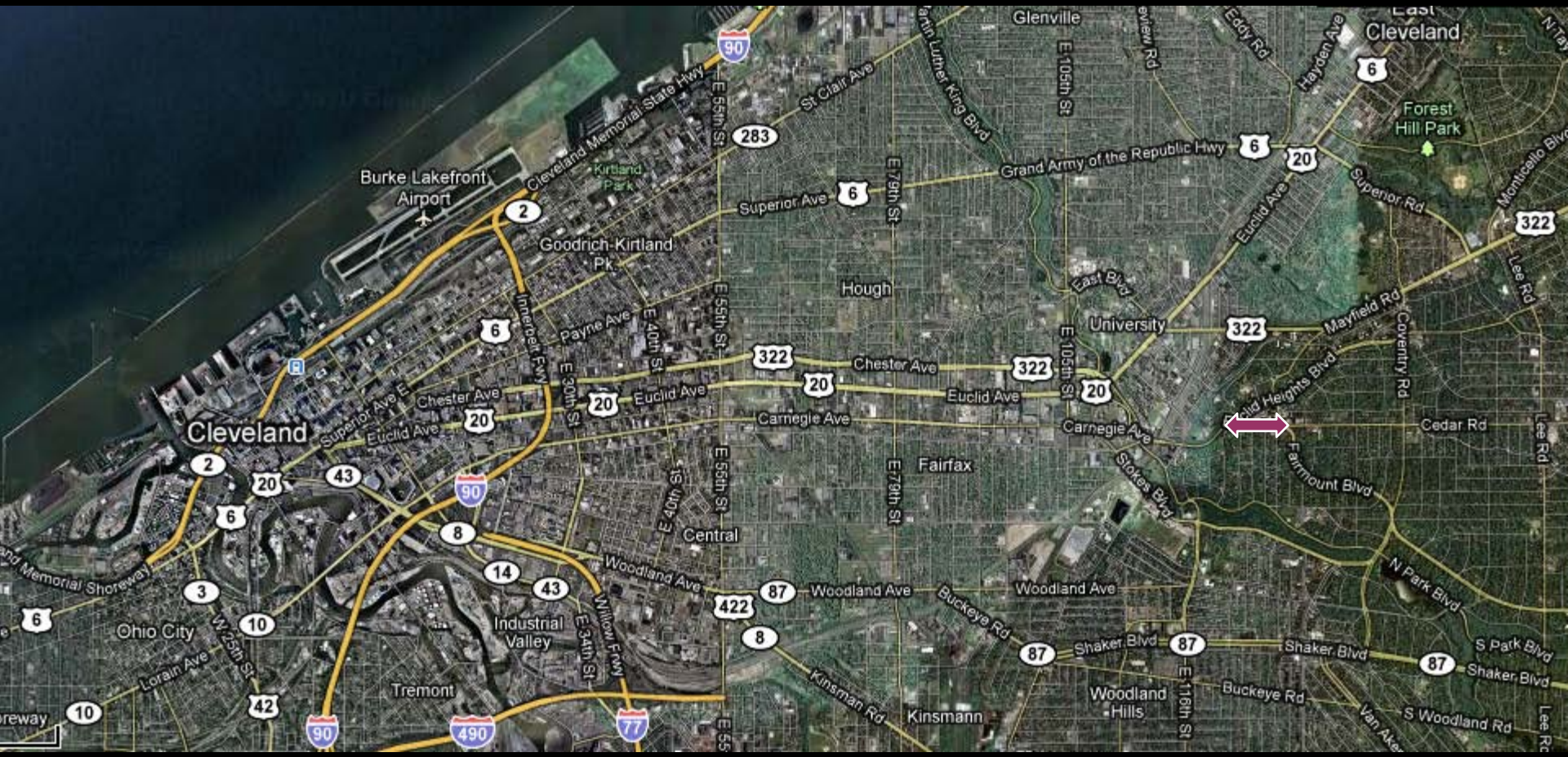
Downtown Cleveland Alliance

JJR Baker

Canal Basin District Plan



Cedar-Fairmount



Cedar-Fairmount

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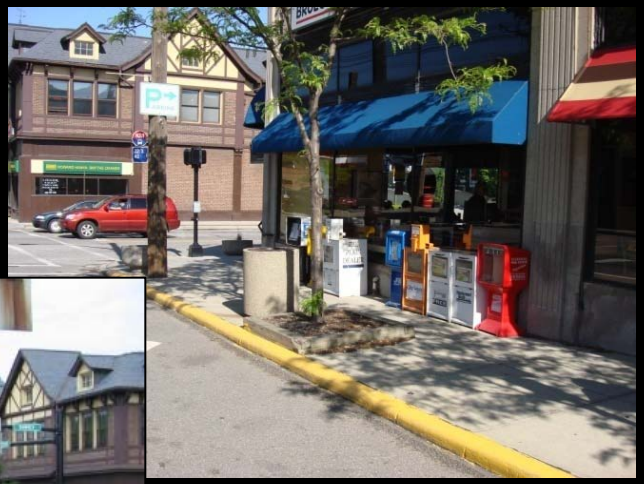

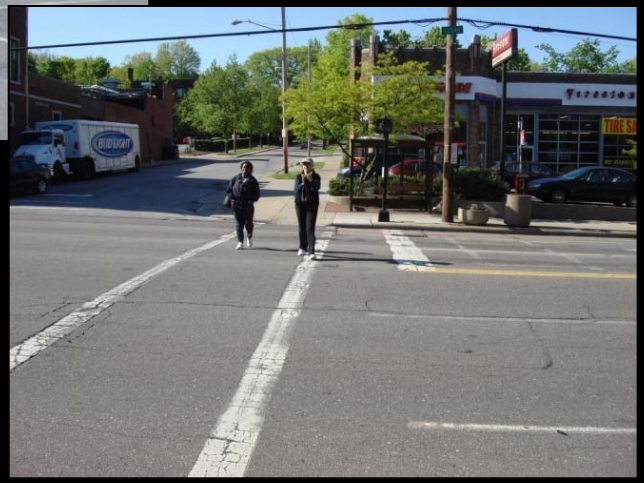

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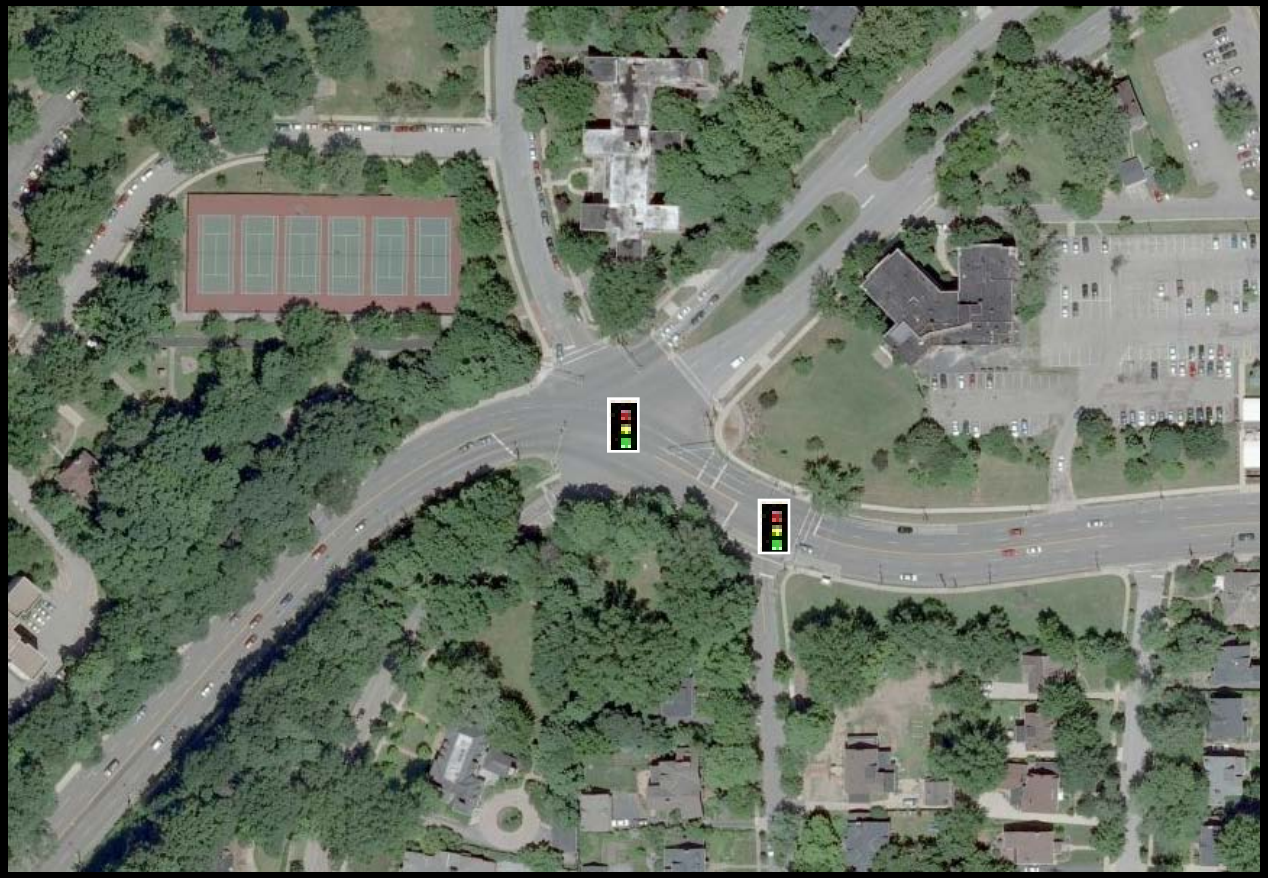
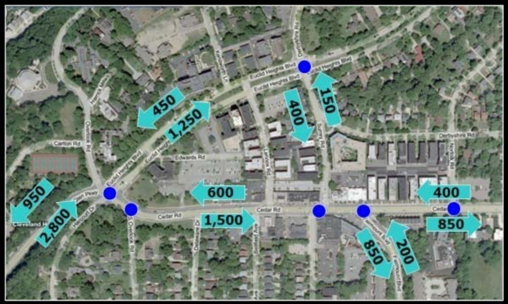


Top of the Hill

Cedar-Fairmount

2008 AM Peak Hour Traffic

2008 PM Peak Hour Traffic



Cedar-Fairmount

OPTION A

The Street Concept

By retaining the existing cartway configuration, the sidewalk dimensions are not increased. In order to maximize the gain of this low-cost option, all amenities throughout the district must be well organized. Locating newspaper boxes in key locations, removing all raised planters and clustering amenities will give an appearance of a larger sidewalk area that is more conducive to activities and will allow passing pedestrians ample room to utilize the public spaces and add to the vibrancy of the district.

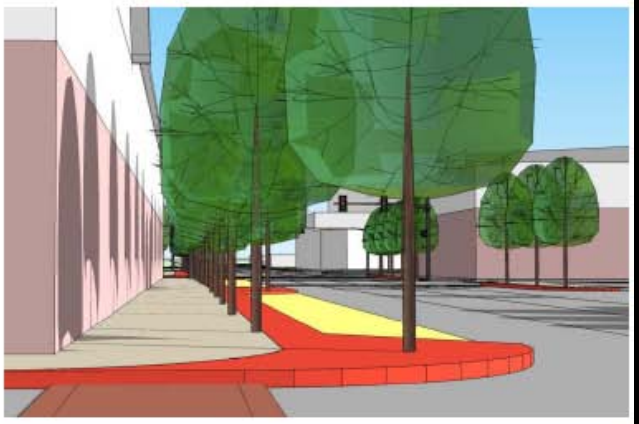
Cedar-Fairmount

OPTION C

The Boulevard Concept

Eliminating a lane of traffic and replacing it with a landscaped median creates the sensation of a tree-lined pair of one-way streets. Minimal additions can be made to the sidewalk areas (above). Overall crossing distances are longer than Option B, but the median offers a place of refuge at the midpoint of the crossings (top) that can be used as a resting point when crossing Cedar Road. Where required, the median is broken to provide a dedicated left-turn lane to ensure through traffic is minimally impacted by turning vehicles.

Cedar-Fairmount

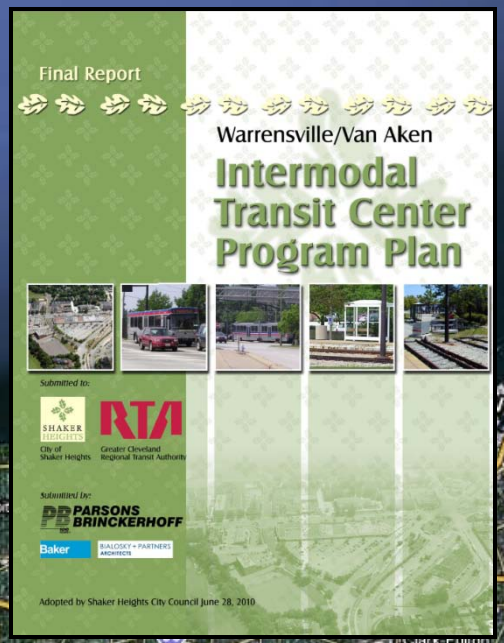


OPTION B

The Avenue Concept

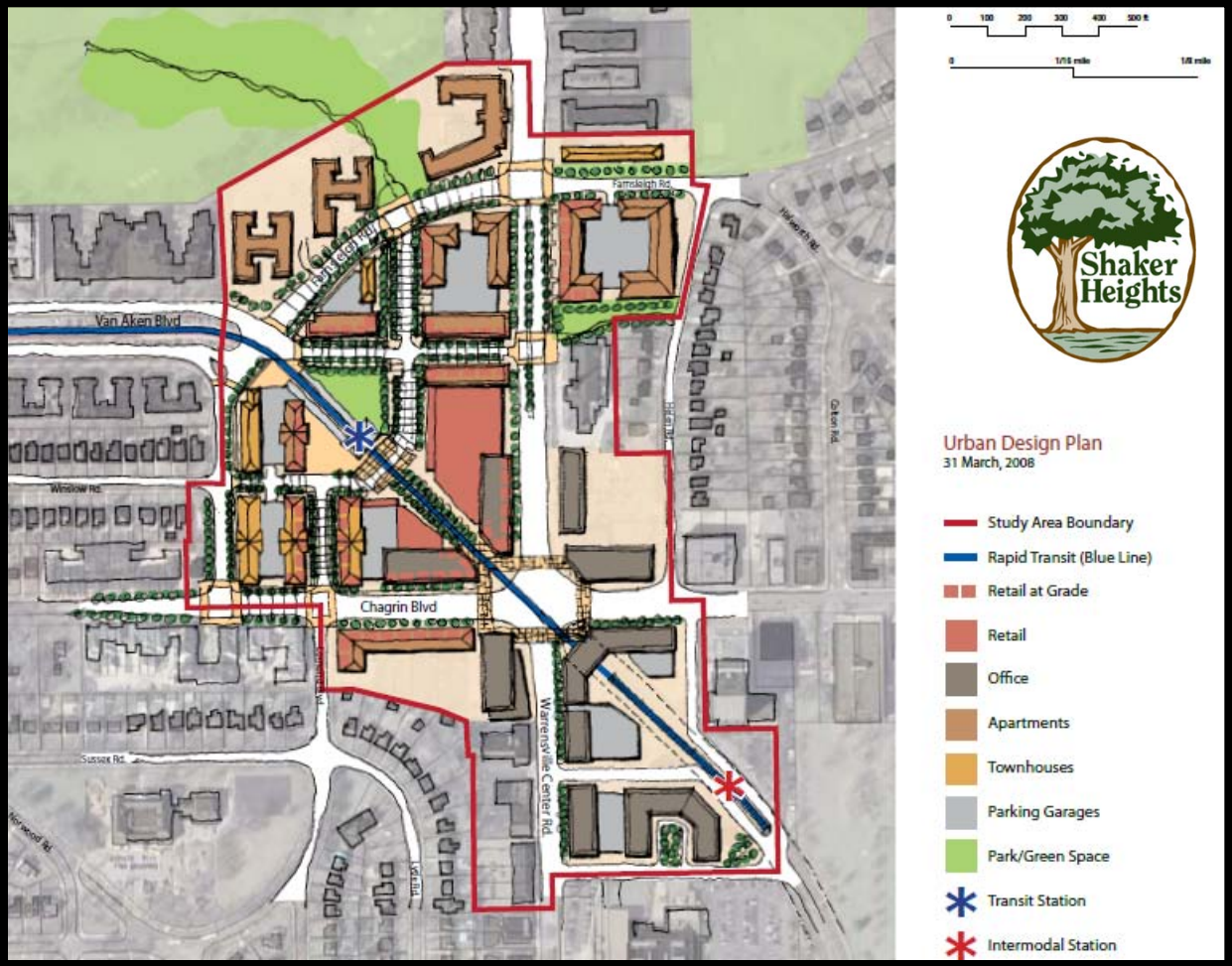
Additional sidewalk space (indicated in RED) is provided on both sides of Cedar Road. Crossing distances are greatly reduced (top) by corner bump-outs (above). Placing the bump-outs at crosswalks places the pedestrian in front of parked cars . As sidewalk dimensions are increased, additional landscaping can be incorporated including adding a substantial amount of street trees. Maximizing landscaping greatly softens the street creating a calmer district that shields automobile traffic from pedestrians.

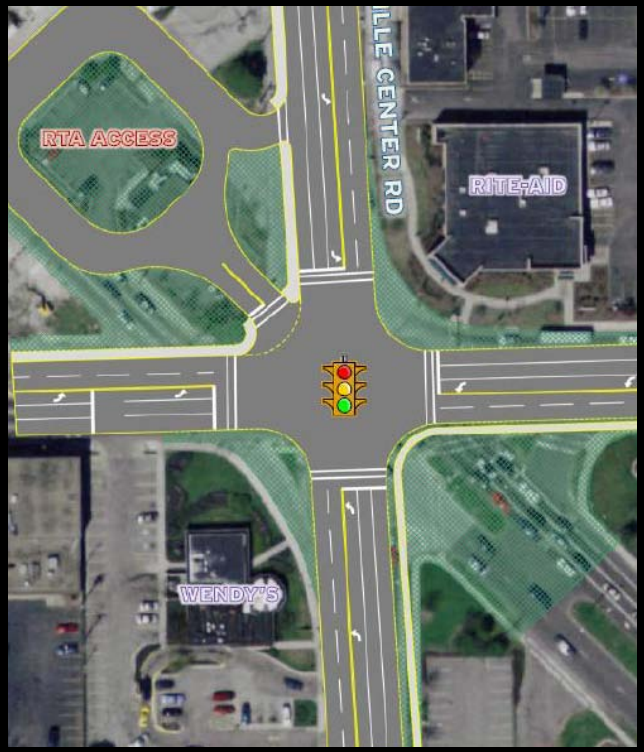
Shaker Intermodal Transit Center



Chagrin / Warrensville / Van Aken-Northfield Intersection

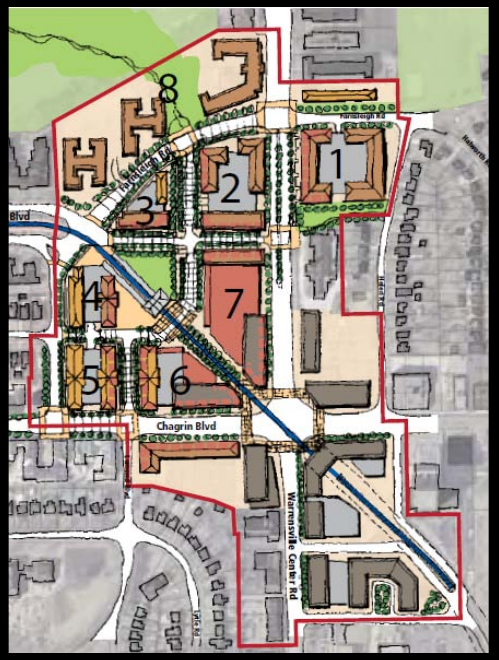
Warrensville Van Aken TOD Plan





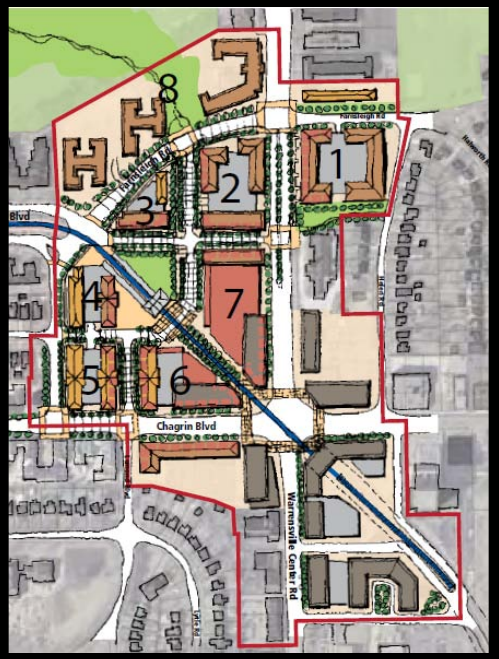
Plan Background

- Develop station area plan for new Intermodal Transit Center
  - Station only
  - Station with some TOD
  - Station with more TOD (public-private partnership)



Project Goals

- Enhance economic vitality an quality of life
- Improve safety, efficiency and accessibility of RTA's transit system
- Improve pedestrian and traffic circulation in the Warrensville-VanAken project area
- Improve connectivity between RTA services
- Focus revitalization in the area
- Create opportunities for shared parking
- Construct a LEED certified facility

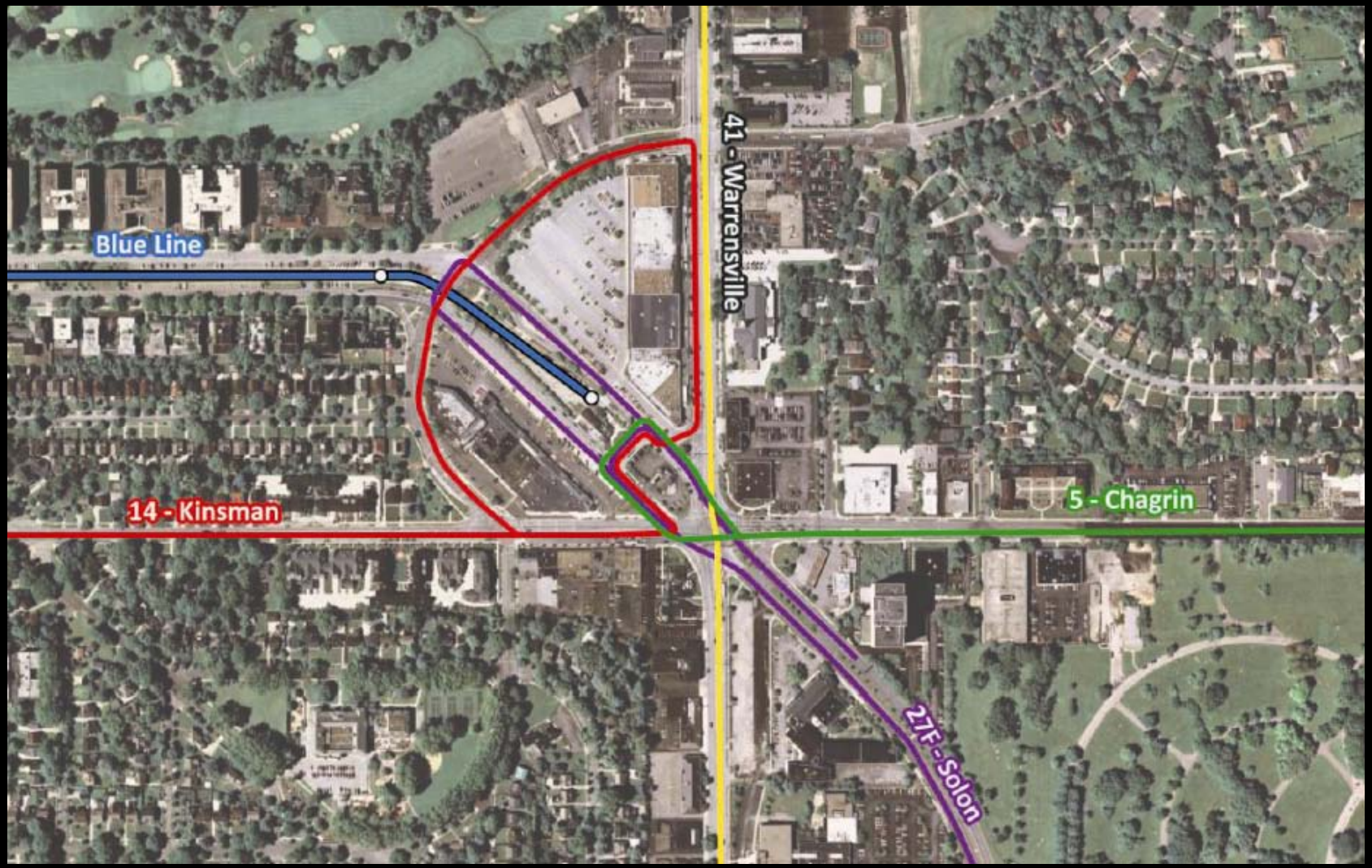


Plan Guidelines

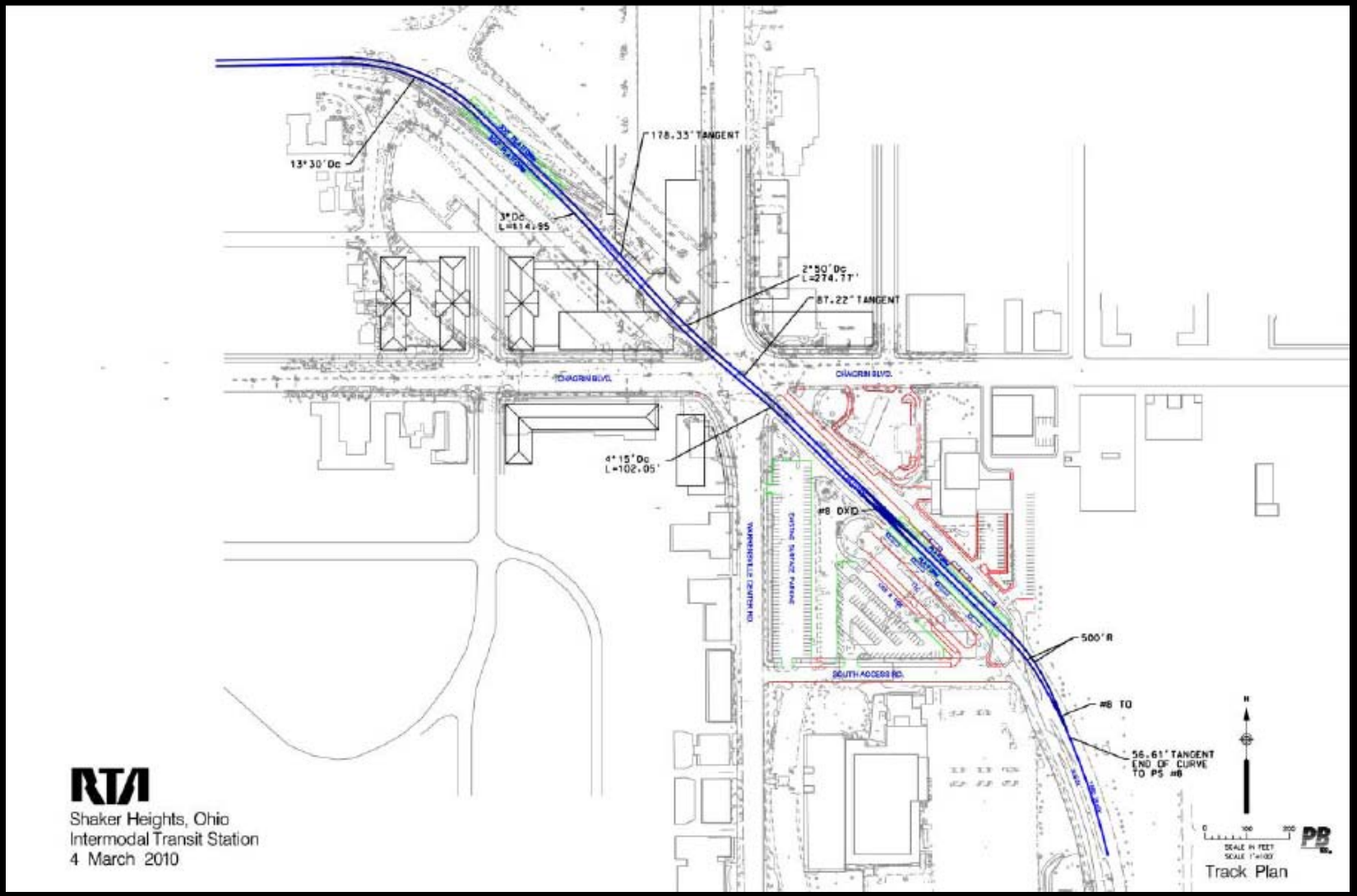
- Transit facility and accommodations
- Bus transfer station (regional hub)
  - Bus drop off / parking-boarding
  - Circulation, ingress and egress
- Bus / rail accommodations and interface
- Vehicle parking
- Pedestrian treatments
- Bicycle accommodations

Shaker ITC Project Area

GCRTA Transit Routes



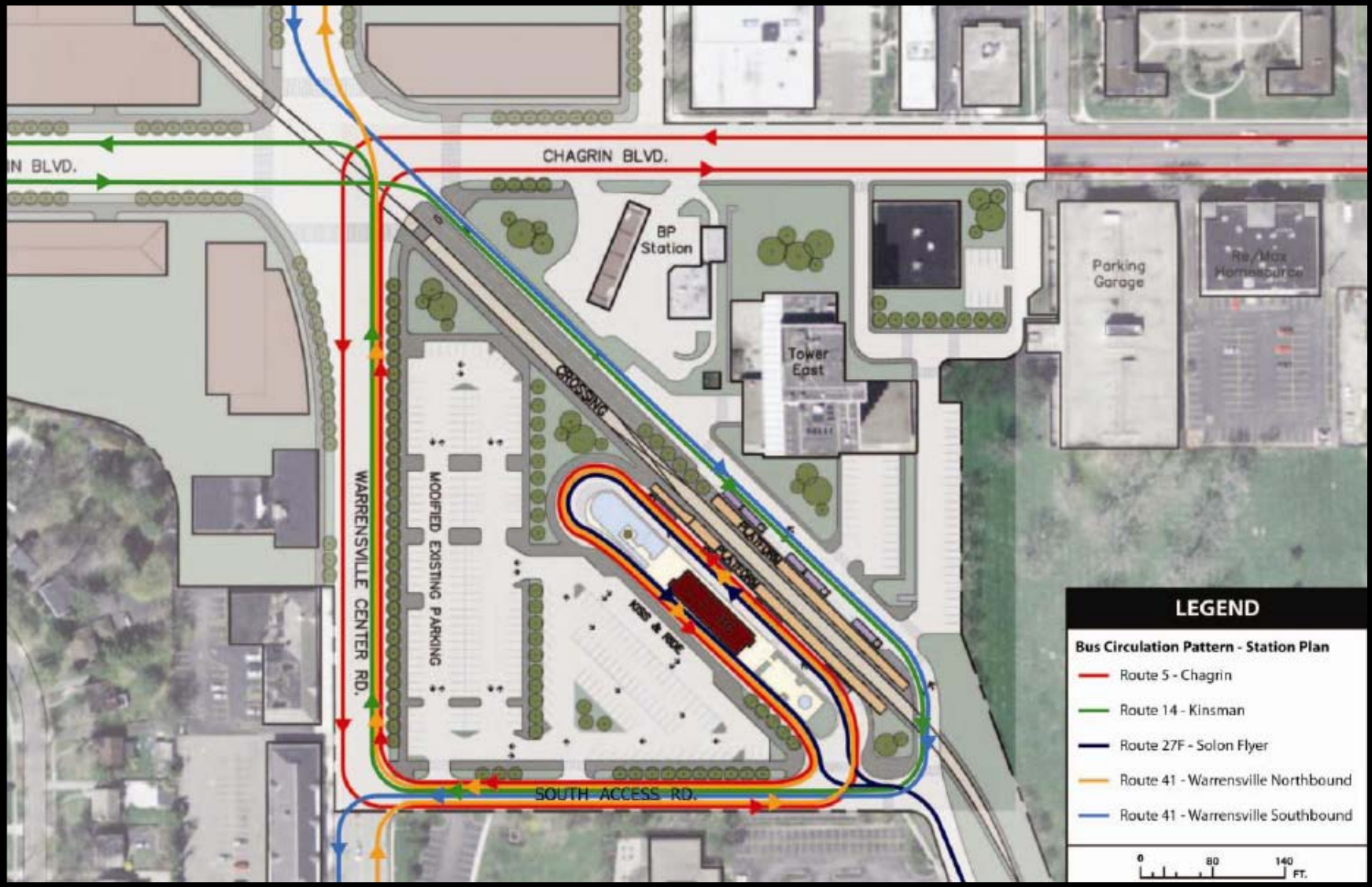
Conceptual Rail Improvements



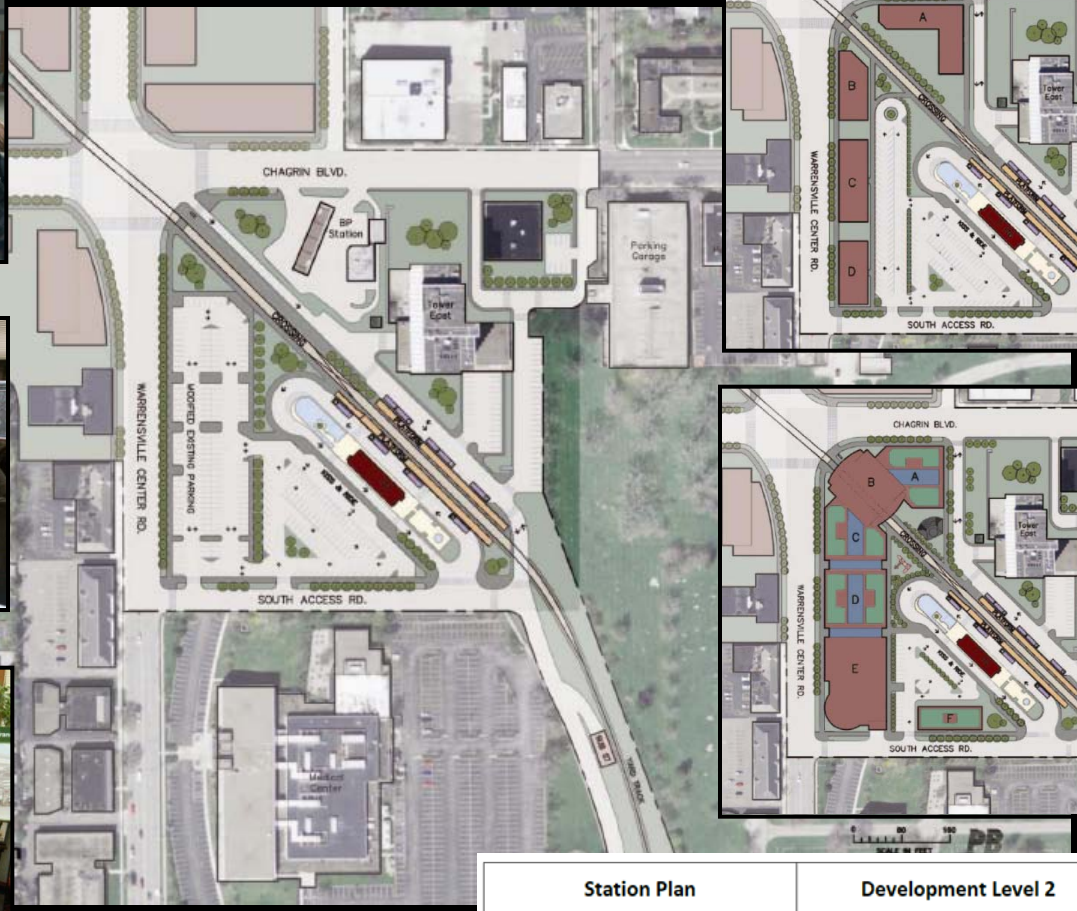
Conceptual Station Area Plan

PB Baker BIALOSKY + PARTNERS ARCHITECTS

Bus Route Concept



Conceptual Station Plan

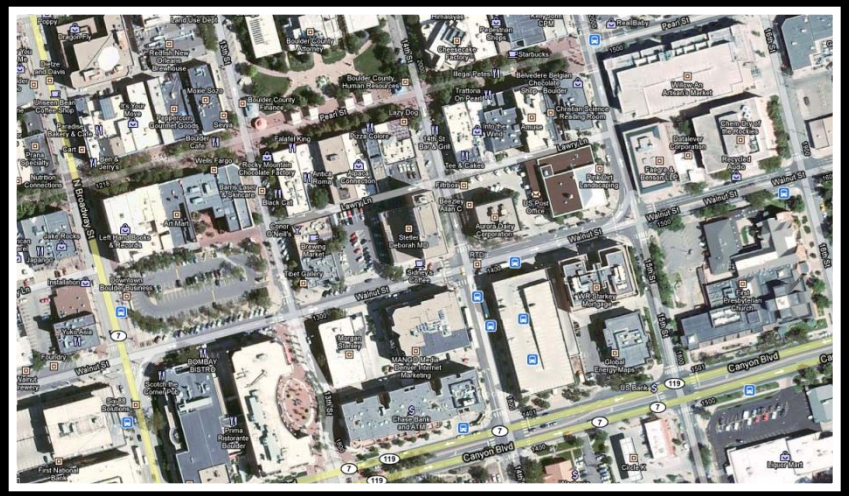


Station Plan	Development Level 2	Development Level 3
Bus & Rail Transit with Station	Bus & Rail Transit with Station	Bus & Rail Transit with Station
No TOD	40,000 SF Retail	100,000 SF Retail
	110,000 SF Office	215,000 SF Office

PB Baker BIALOSKY + PARTNERS ARCHITECTS

Parking

- Parking demand
  - Based on land use
    - Transit
    - Retail
    - Office
- TOD parking demand
  - Fewer parking spaces
    - Shared use
    - Trips by transit instead of by car



GCRTA Transit Routes

	Station Plan	Development Level 2	Development Level 3
Transit	200	200	200
Office	0	275	516
Retail	0	112	262
Total	200	587	978
10% Reduction	N/A	528	881
20% Reduction	N/A	469	783
40% Reduction	N/A	352	587

Note: Reductions are not appropriate for Station Plan because it contains only one land use.

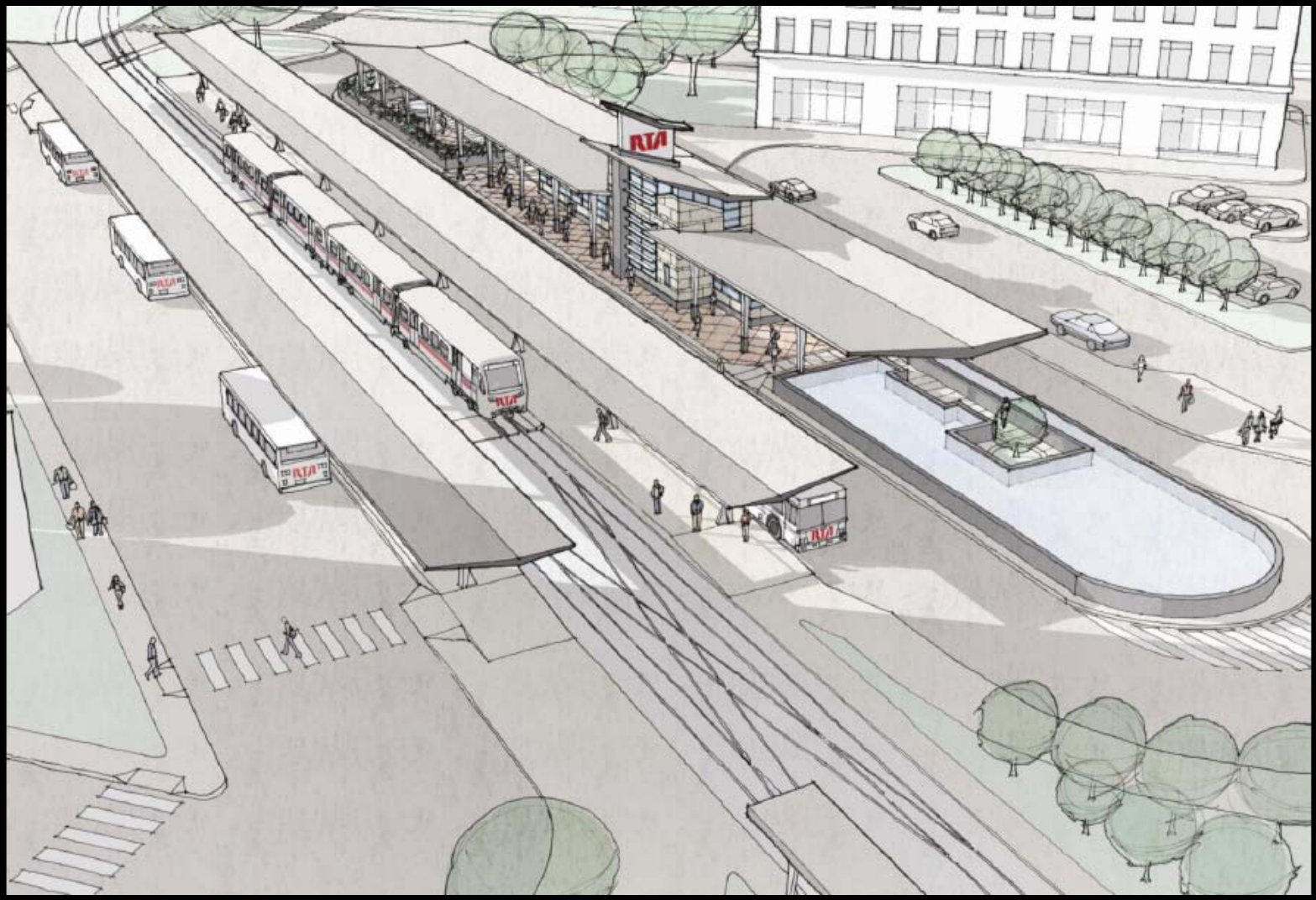
- Station Plan 288 spaces
- Development Level 2 210 spaces
- Development Level 3 489 spaces

Bike & Pedestrian Features

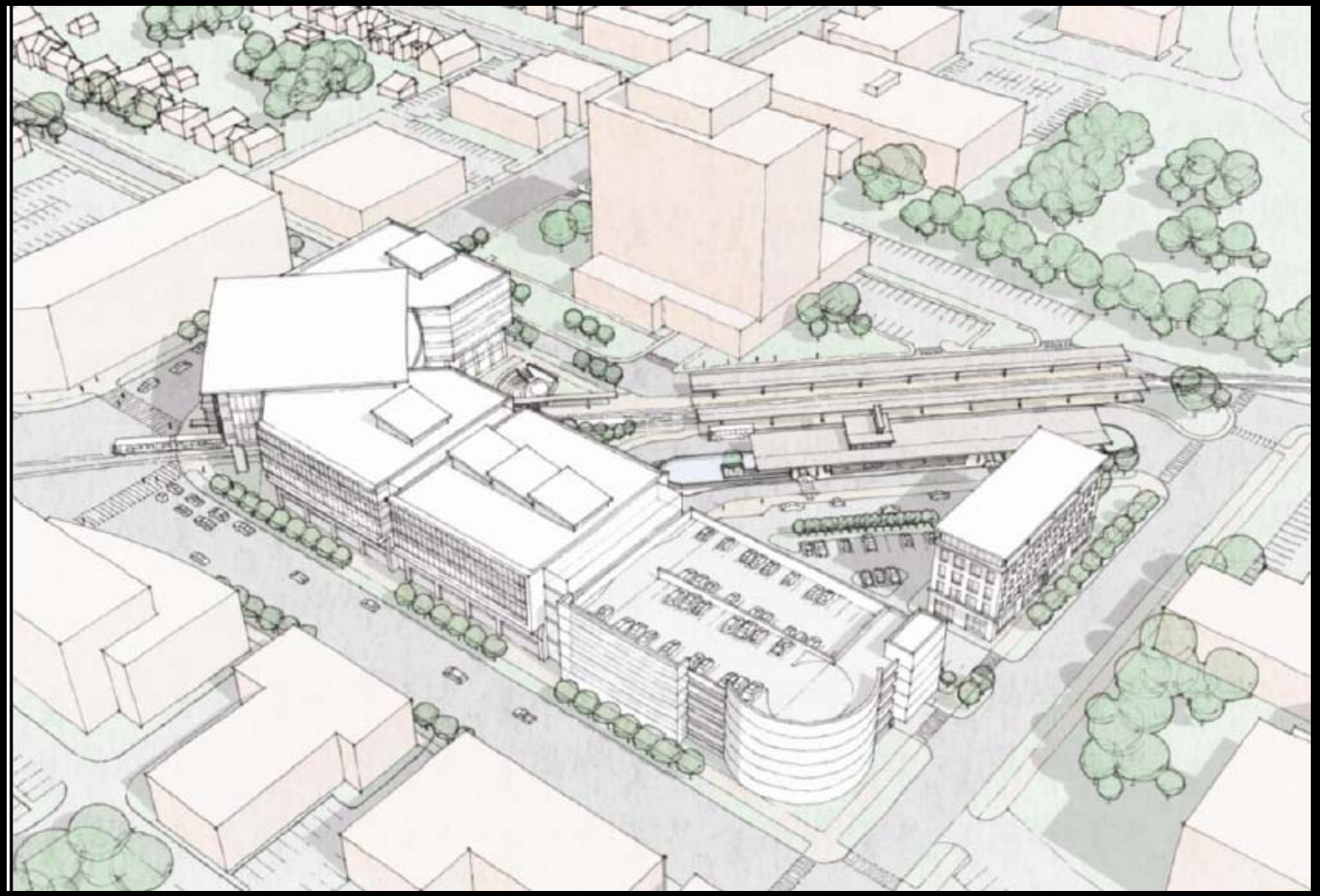
- Provide good connections
  - Wide sidewalks for bikes & peds
  - Obstacle-free connectivity
  - Direct linkages
  - Integrated with surrounding area
- Safety
  - Visibility
  - Minimize bike/ped - vehicle conflicts
- Covered bike racks at station

Bike & Pedestrian Connectivity

Station Concept



TOD and Intermodal Transit Center Concept, Level 3



TOD and Intermodal Transit Center Concept, Level 3

Questions?

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