

Transit Focus Group Meeting #2

November 7, 2012



Initials	Name	Organization	Address	Phone	Email
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	Chris Parkinson Project Coordinator, Office for a Healthy Environment	Cleveland Clinic Foundation	9500 Euclid Ave. Cleveland, OH 44195	(216) 448-8728	parkinc@ccf.org
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Initials	Name	Organization	Address	Phone	Email
MP	Matt Pietro	University Hospitals	3605 Warrensville Ctr Rd, 2244 Shaker Heights, OH 44122		matthew.pietro@uhhospitals.org
DR	Deborah Riemann	Heights Bicycle Coalition	2093 Lennox Rd, Apt. 9 Cleveland Heights, OH	(440) 714-2408	deborah.riemann@googlemail.com
	Stephanie Strong-Corbett, Sustainability Director	Case Western Reserve University	10900 Euclid Ave., Cleveland, Ohio 44106	(216) 368-6174	ssc72@case.edu
	Dave Tomco	Standard Parking			dtomco@standardparking.com
	Jacob Van Sickle Executive Director	Bike Cleveland		(216) 870-4830	jacob@bikecleveland.org
	Marc Von Allmen Multi-Modal Transportation Planner	NOACA	1299 Superior Ave Cleveland, Ohio 44114	(216) 241-2414 x250	mvonallmen@mpo.noaca.org
VW	Valerie Webb	GCRTA		216-544-5260	vwebb@gcrtal.org

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Initials	Name	Organization	Address	Phone	Email
Consultant Team					
<i>NS</i>	Nancy Lyon Stadler, PE, PTOE	Michael Baker Jr., Inc.	The Halle Building 1228 Euclid Ave., Suite 1050 Cleveland, OH 44115	(216) 776-6814	nlyonstadler@mbakercorp.com
<i>TJR</i>	Timothy J. Rosenberger, AICP	Parsons Brinckerhoff	The Rockefeller Building 614 W. Superior Ave, Suite 400 Cleveland, OH 44113	(216) 781-7808	Rosenberger@pbworld.com
<i>MA</i>	Marcie Aydelotte	Michael Baker Jr., Inc.	The Halle Building 1228 Euclid Ave., Suite 1050 Cleveland, OH 44115	(216) 776-6620	maydelotte@mbakercorp.com
<i>CB</i>	Christopher B. Owen	Michael Baker Jr., Inc.	The Halle Building 1228 Euclid Ave., Suite 1050 Cleveland, OH 44115	(216) 776-6630	cowen@mbakercorp.com
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Project Name	Meeting Date & Time
Missing Links Transportation Study	November 7, 2012 at 1:00 – 3:00 pm
Subject	Meeting Location
Transit Focus Group Meeting #2	Cleveland Height City Hall
Attendees	Meeting Issues
Chris Bongorno (UCI) Richard Wong (Cleveland Heights Planning) Karen Knittel (Cleveland Heights Planning) Marty Cader (City of Cleveland Planning) Emily Giulioni (City of Cleveland Planning) Maribeth Feke (GCRTA) Valerie Webb (GCRTA) Mary Dunbar (Heights Bicycle Coalition) Deborah Reimann (Heights Bicycle Coalition) Ryan Noles (NOACA) John Motl (ODOT) Matt Pietro (UH Sustainability) Nancy Lyon Stadler (Baker) Chris Owen (Baker) Marcie Aydelotte (Baker) Tim Rosenberger (PB)	1. Introduction 2. Emerging Focus 3. Data Review 4. Questions and Comments

Item	Description
1.0	<p>Introduction (Nancy Lyon-Stadler, Tim Rosenberger, Richard Wong, Chris Bongorno)</p> <ul style="list-style-type: none"> • Introductions of Meeting Participants • Upcoming public meetings on Thursday, November 29th, 2012 • Overview of agenda for the meeting
2.0	<p>Project Goals and Emerging Focus</p> <ul style="list-style-type: none"> • Project Goals <ul style="list-style-type: none"> ○ Overview of the project goals, update of the Working Group to goals. • Emerging Focus <ul style="list-style-type: none"> ○ Emerging focus of improving connections between Cleveland Heights and University Circle workers and support of ongoing efforts <ul style="list-style-type: none"> ▪ Efforts to reduce transportation costs, transportation infrastructure costs, and parking footprint. ○ Connecting UH and CH ○ Emphasis on supporting CH as home location for UH workers ○ Support ongoing development of UH <ul style="list-style-type: none"> ▪ Reduce parking cost and footprint



3.0

• Data Analysis Review

- Overview of data collected and available for the project.
 - Breakdown of mode choice ranking, with safety being the highest-ranking priority and transit being second. Highest number of responders ride RTA train and bus, respectfully, and sharp drop off of riders on other modes from there.
 - Transit amenities – real time info ranked as the highest importance, shelter at bus stop second, lighting close with route information to round out the top four rankings
 - GCRTA commented that when the survey was done a while ago, the real time info was at top as well.
 - Discussion on whether or not bike racks on buses versus stops. Comment heard more and more that bike racks on buses are more frequently filled (Tim)
 - Fifty percent of respondents believe that they live close enough to take transit to school/work.
 - Majority of respondents stated they live close enough to other locations.
 - Most respondents say that they do transit to the same locations.
 - Fare breakdown resulted in half saying fare wasn't that expensive
 - Some sensitivity shown to fare but it's not a huge issue
 - Half agreed that transit is on schedule, though most respondents do not have information available at the stops.
 - Most feel safe at stops and that transit gets them where they need to go.
 - Service frequency and transit travel not too long received split votes.
- In total, the data tells us that most live close enough to use transit but most don't use it
 - Most say that transit is less convenient than driving, biking, or walking
 - Most say service is not frequent enough, travel time is too long, and service does not go where people need
 - Somewhat showing in fare sensitivity, would use more often if lower cost/free
- In response, focus on a service that:
 - Operate on same alignments but provide more direct service
 - Operate more frequently
 - Fare reduced or free
 - Have information clear and available to travelers
 - Travel more quickly (fewer stops, signal priority)
 - Richard questioned if GCRTA has a standard distance between stops (1/4 mile)
 - Richard asked about whether CMAC funding could be obtained for reduction of emissions, whether this justification could be used for this service. (received intrigue and support from the group to try)
 - Richard commented on "if it were free, I would use it" question. Trolley option downtown does this. CMAC cannot be used long-term for a non-fare option.
 - Question of how to pitch to the non-profit institutions to help cover non-fare options



3.0

- Looking at the locations of home, pretty distributed. Looking at the work/school locations, the respondents heavily favored University Circle. Shopping/dining locations along the entire project area, same as entertainment.
 - Implications of respondents: more frequent work/school start time connection throughout Cleveland Heights
 - Entertainment/shopping/dining locations much more spread out within the project area
- **Employment location data**
 - Compiled in zip code study by UCI in 2006, 2010, breaks down where University Circle workers reside
 - (Chris B) breakdown of the numbers from the study. Anchors, as a whole, are gaining employees and the numbers of workers living in this area is 500 – aka, workers residing in study area not keeping pace with employment growth in the area
 - Same thing seen in surrounding areas
 - Capturing some in these residential areas, but room for capturing more
 - Some institutions lost employees, though the trend is growth overall
 - Data reinforces purpose of the study: could have a larger population of people living near work, even less using transit to get between locations. In theory, if we can get them to use transit more often, then we can make the area more enticing area for people to live.
 - Implications for transit service are:
 - Improvements can be a distinguishing factor between living in the Heights/UC over other areas
- **Key employer interviews**
 - Case Western Reserve University
 - Pretty happy with where they are, did not express needs or concerns
 - Primary focus on employees and getting them around, then on students
 - (Chris B) sounds like there are a number of employees that take advantage of evening shuttles in the area, they know that no one will ask them for ID. Admin says that it's not currently a problem right now
 - UH
 - Recognize that a lot of employees are traveling long distances to get to campus
 - Shift work and entry-level employees are ideal market for transit
 - UH currently working with RTA to improve and increase service, increase ridership
 - VA
 - Provides free parking or transit pass (one or the other) for all employees – ONLY ONE IN AREA
 - 5% opt for the RTA transit passes
 - Unusual thing within this region: van pools utilized as much as RTA transit
 - Cleveland Clinic
 - Operate own shuttles, parking facilities
 - Former Shaker Square shuttle, ended after 9 months due to low ridership
 - Less than 1% employees using RTA commuter advantage program currently, most drive alone despite high population having a bus stop near their home



3.0

- Common themes found among anchors
 - Hospitals looking to reduce parking costs, though highly subsidize parking for employees
 - All are interested in reducing disincentive to using transit full- or part-time
 - All need more parking, facing infrastructure costs. Often for patients/visitors as well as for employees
 - All interested in further service that connects to remote park-and-ride lots
 - Both in Cleveland Heights and farther out
 - Hospitals need longer hours of service that starts earlier, ends later
 - All said would like better connections to service and general upgrade of service
 - Looking for service that's "a cut above"
 - Hospitals said would consider further subsidized service to address their needs
 - Find something that appeals to the institutions, involving CMAC funding to bridge the gap
- **Options**
 - Option 1: Coventry
 - Shortest, only goes to Coventry
 - Option 2: Lee Road
 - Longer than option 1, assuming service operates bi-directional
 - Option 3: Taylor Road
 - Option 4: U-Route
 - Turns around at Cedar-Lee
 - Doesn't save much time, may not be worth it to riders
 - Service characteristics
 - Service frequency pattern – effort expended to try to hit shift workers, capture the peak hours that the anchors identified
 - Few stops – reduction from RTA number of stops, allowing for more amenities at each stop
 - Stop amenities – branding, real-time info, shelter, schedule/map
 - Funding – RTA vehicles assumption (Maribeth said they do have some buses), operated by Standard Parking, long- and short-term funding
 - Cost estimates
 - Options 1, 2 & 4: 6 vehicles and \$1.6M per year. Option 3 would be 8 vehicles, \$1.82M per year
 - Different isn't much between Coventry and Lee because you're constantly on the border of hitting an RTA route
 - Richard asked how many people the circulator/trolley can hold. Maribeth said they don't have any circulators left, trolleys will hold 20-30 people. Also said they've been retrofitting circulator vehicles to be used as trolleys.
 - Good air quality of CMAC a goal. Bonus that these are smaller vehicles, can fit into congested areas
 - Chris B mentioned that it isn't supposed to be comfortable (short off-on trips)
 - Richard – would this pay off for the amount of employees that could ride the service versus the cost spent on it.



<p>3.0</p>	<ul style="list-style-type: none"> • Marc asked about conflicts with UC-X service, whether it would create a redundant service. Chris B mentioned that Shaker Heights was part of group, broke down days that the service is offered • Chris B mentioned that there has to be a vehicle cost included (maintenance, ease, acquisition, etc) and that UCI has vehicle maintenance services available in the future (currently maxed out) – what would this cost be to deal with now? • Richard asked if the vehicles are diesel, whether fueling would be part of the \$50/hour operating cost. Whether storage is included, or if Cleveland Heights stores them (or RTA). • Ways to defray costs and cut down expenses • Chris B commented that eventually these costs would have to be broken out so they can get an idea of what they area and how they can be sourced from • Maribeth and Chris discussed CMAC funding and some of the others available. Jarcon & Freedom (?) for other funding. Transportation Alternatives (TA). TWE program. Richard added that Coventry and some others in Cleveland Heights are census tracts. Tim added that aim is improving conditions for lower-income residents • Richard asking how the next steps would go down – consultants, RTA in-house, NOACA, etc? • Chris B asked about combining the study and using the combined effort to obtain federal dollars for transit and cycling (discussion over this between John, Nancy, Chris B) • Maribeth broke down some of the TWE programs for shelters – said that they're looking for places to use the funded-shelters and improvements • Richard commented (after Nancy asked) that batteries power the solar shelters in the event of emergency.
<p>4.0</p>	<ul style="list-style-type: none"> • Actions list and next steps <ul style="list-style-type: none"> ○ Public meetings on November 29th ○ Show shuttle alternatives and get feedback for them ○ Develop shuttle and stop/station enhancement concepts ○ Apply for funding • Bikeway Corridors (Nancy takes over) <ul style="list-style-type: none"> ○ Focus on two intersections for Missing Links study – Edgehill-Overlook and Mayfield-Kenilworth <ul style="list-style-type: none"> ▪ Edgehill-Overlook: constrain geometry to get closer to 4-way intersection <ul style="list-style-type: none"> • Hit Derbyshire with same enhancements as well ▪ Mayfield-Kenilworth: preferred alternative organizes intersection, creates an extended 4-way intersection with crosswalks in all directions <ul style="list-style-type: none"> • Second alternative to reduce pavement and allow intersection movement in same manner



4.0

• **Project schedule**

- Preparing one report that will be supplied for the two projects to spare duplicate efforts

• **Questions/comments/concerns**

- John Motl: what kind of approval process on the municipal level? Will it be approved by Cleveland Heights, City Planning?
 - Chris B answered that City Planning (Cleveland) would try to incorporate plan into the updated/renewed Bikeway Master plan, as current practice dictates
 - Richard stated that Cleveland Heights would do the same within Cleveland Heights
 - Marc said that they're making more of an effort to make NOACA aware of the TLCI studies when they're done – and room for funding
 - Nancy stated that we may want to look at another presentation for City Planning, Council and NOACA to overview plan, focus on future funding efforts
- Richard asked John if Mayfield-Kenilworth intersection configuration would have to be approved by Gary. Comments made about 12-foot lane requirement since it is a federal route, how it is grandfathered in
- Chris B commented about the public meeting: want public feedback on routes that we're proposing, but it has to be communicated that majority doesn't rule –the route has to work and has to be funded, not just supported at the public meeting. “public preference will inform the anchors to make decision about what is worth funding” wording
 - Nancy suggested use of dot map to get preferences, limit attendees to two dots
 - Maribeth added that dots should be colored for workers/residents/students, etc
 - Richard suggested webpage hosting to capture a larger audience
- Chris B mentioned the current marketing for the meetings, what's being done to get people at the meetings
 - Internal PI with anchor institutions? Matt said they can put notices in these emails, on the intranet for employees to see
 - Nancy discussed a week before thanksgiving, and the week of the meeting for communication
- Chris B mentioned progress on the bike sharing front.
 - City-wide bike sharing task force has been meeting since June. Has issued a RFP for implementation plan, selecting consultant by December 1st for bicycle sharing

Circle-Heights Bicycle Network Plan and Missing Links Transportation Study

Transit Working Group



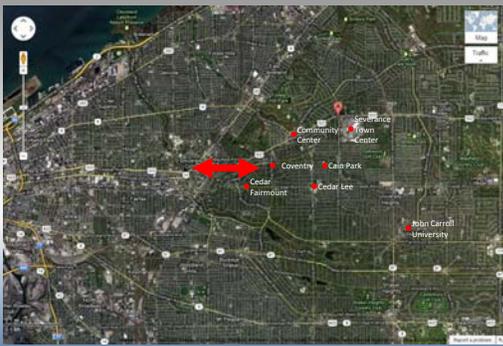
November 7, 2012



Project Team




Introductions




Agenda

- Introductions
- Emerging Focus
 - Connecting UH and CH
 - Emphasis on supporting CH as home location for UH workers
 - Support ongoing development of UH
 - Reduce parking cost and footprint
- Data Review
 - Survey Results
 - Responses to Questions
 - Mapping of Locations
 - Employment Location Data
 - Interviews
 - Case Western Reserve University
 - University Hospitals
 - Veterans Administration
 - Cleveland Clinic
 - Standard Parking
 - Common Themes



Agenda

- Potential Improvements
 - Shuttles
 - RTA Vehicles
 - CMAQ Funding
 - Consortium Funding
 - Park-and-Ride Connections
 - Potential Amenities
- Next Steps
- Bike Recommendations
- Complete Streets Recommendations
- Public Meeting #2
 - University Circle: Middy, Thursday, November 29th
 - Cleveland Heights: 7:00 pm, Thursday, November 29th






Project Goals

Desired Outcomes:

- Facilitate alternate mode travel between Cleveland Heights, University Circle, and the adjacent communities
- Encourage mode shift away from auto travel

Emerging Focus:

- Improving connections between Cleveland Heights and University Circle
 - Improve general transit circulation and transit opportunities for travel between and within Cleveland Heights and University Circle
 - Improve student access to Cleveland Heights businesses, activities, housing opportunities
 - Improve Cleveland Heights residents' access to University Circle businesses, institutions, activities






Project Goals

Desired Outcomes:

- Facilitate alternate mode travel between Cleveland Heights, University Circle, and the adjacent communities
- Encourage mode shift away from auto travel

Emerging Focus:

- Supporting Cleveland Heights as a residential location for University Circle workers
- Support ongoing development of Cleveland Heights and University Circle
 - Reduce transportation costs for individuals
 - Reducing parking infrastructure costs for organizations
 - Reduce parking footprint






Data Analysis

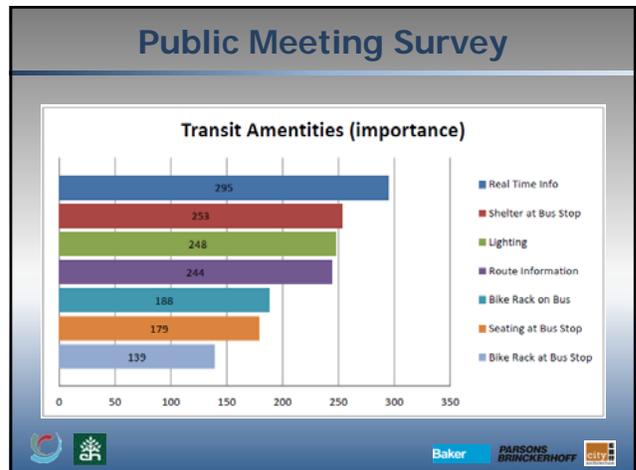
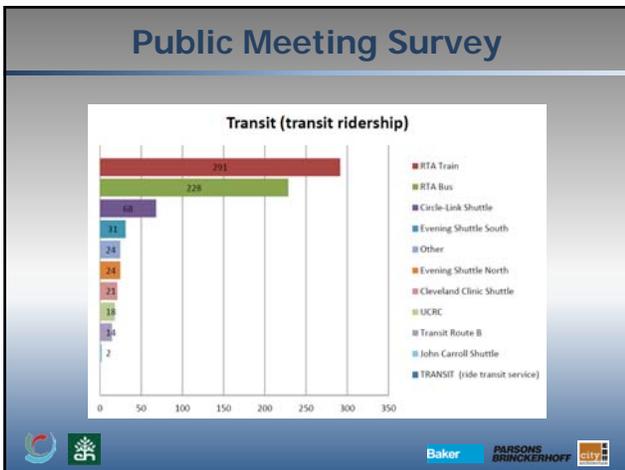
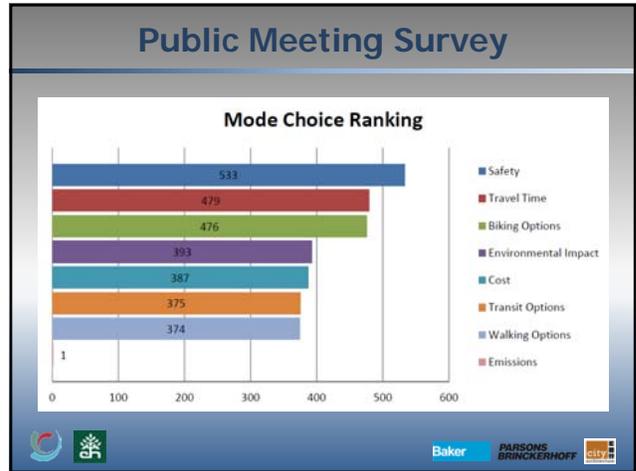
- Public Meeting Survey responses
- Location Data
- Interviews
 - Case Western Reserve University
 - University Hospitals
 - Veterans Administration
 - Cleveland Clinic
 - Operators (RTA and Standard Parking)
 - Common Themes

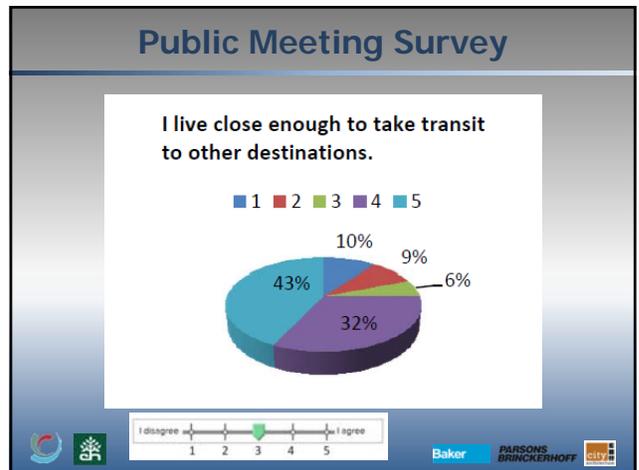
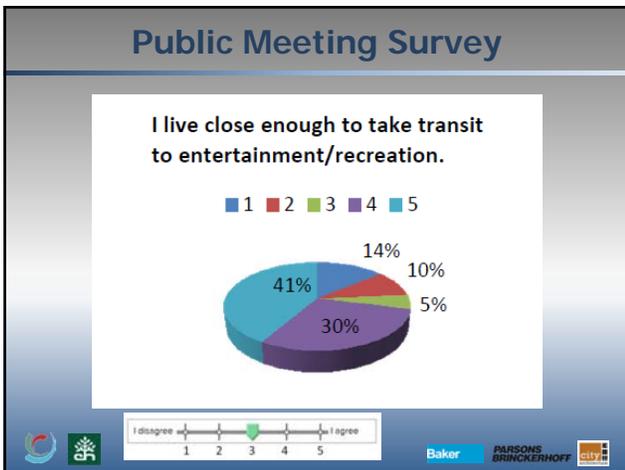
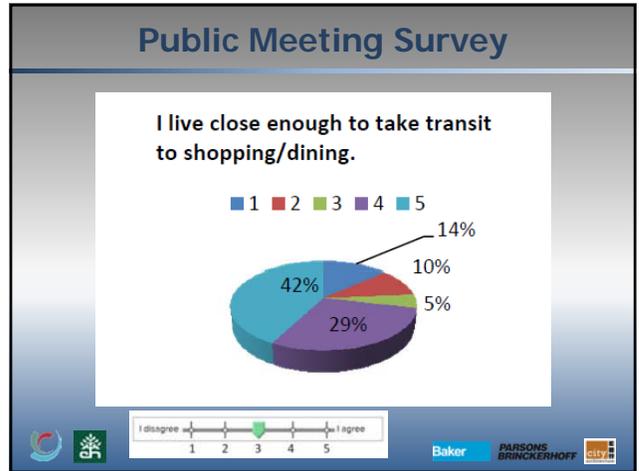
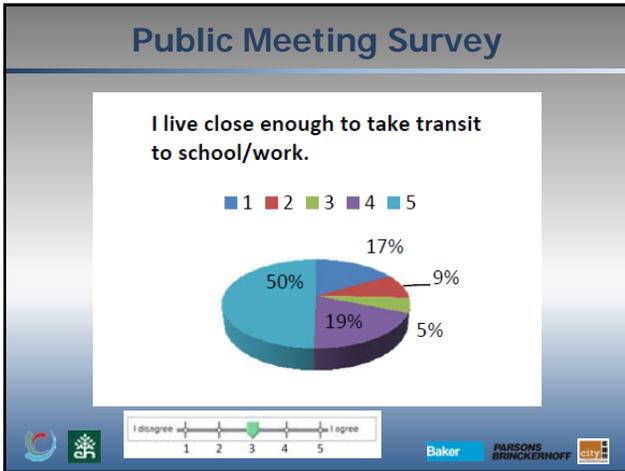


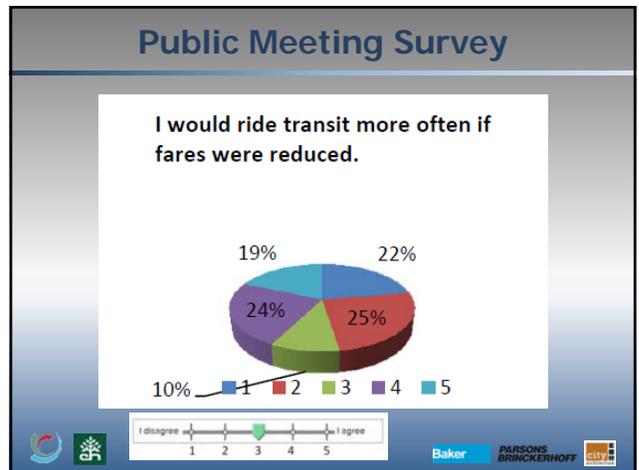
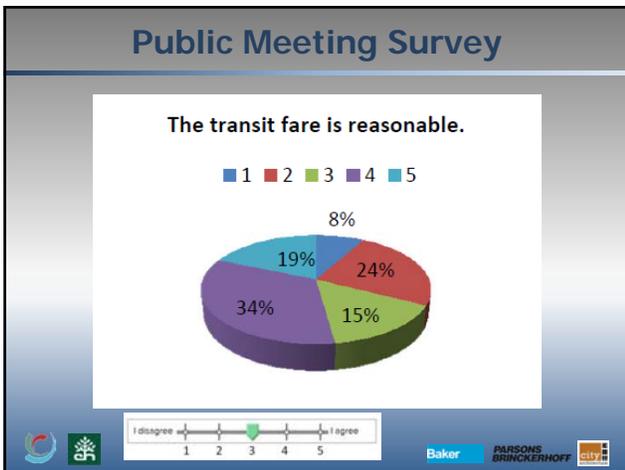
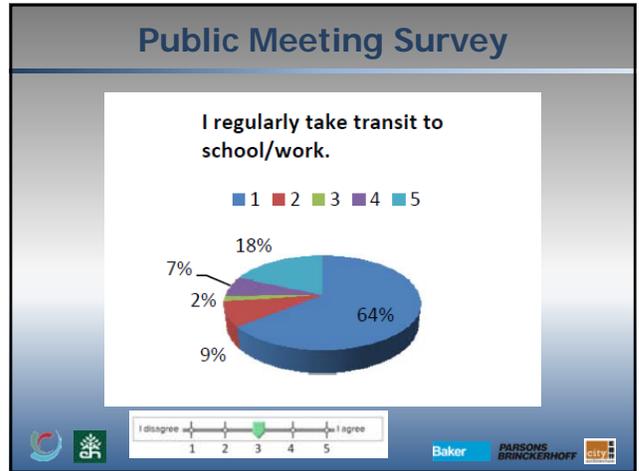
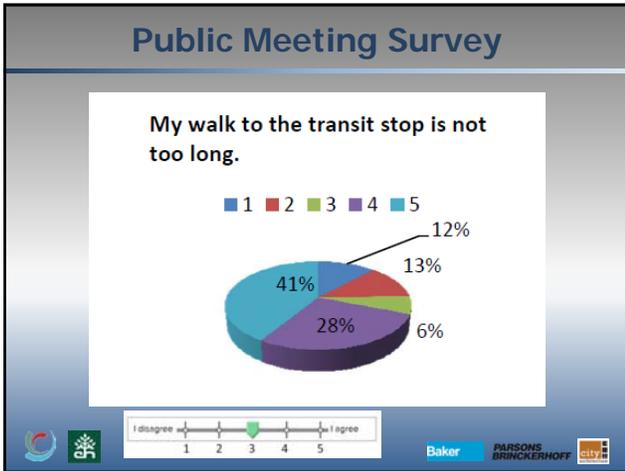


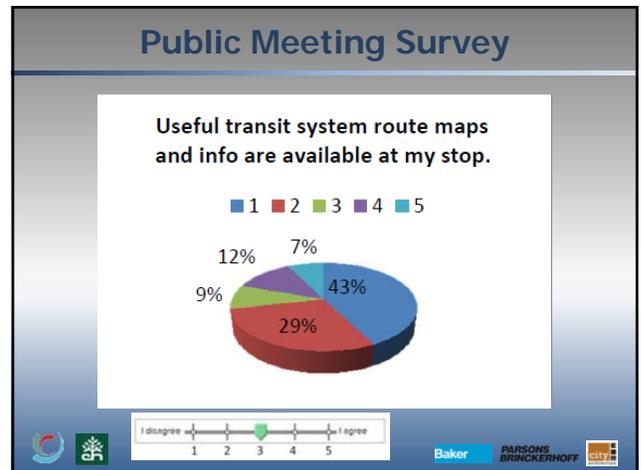
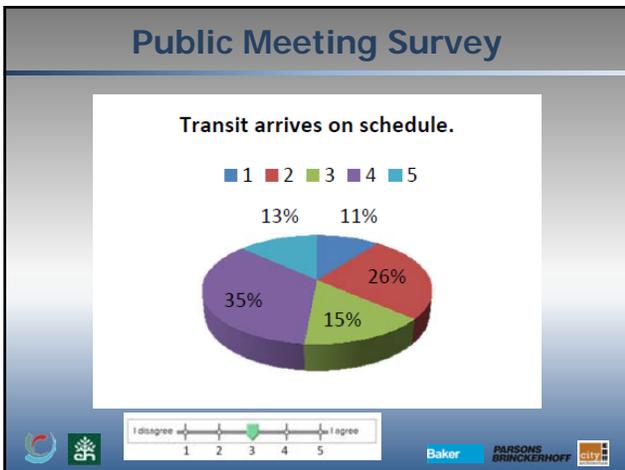
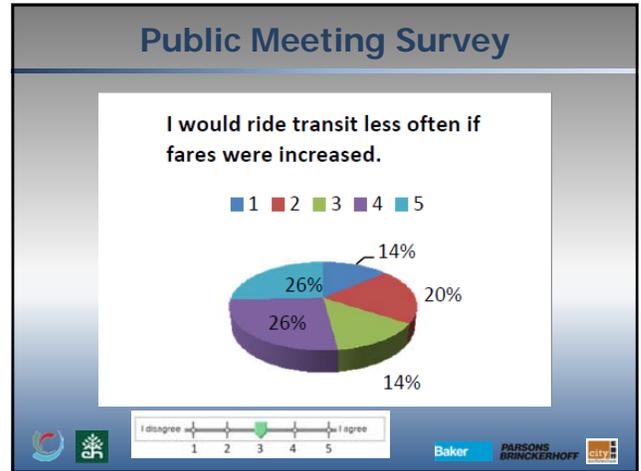
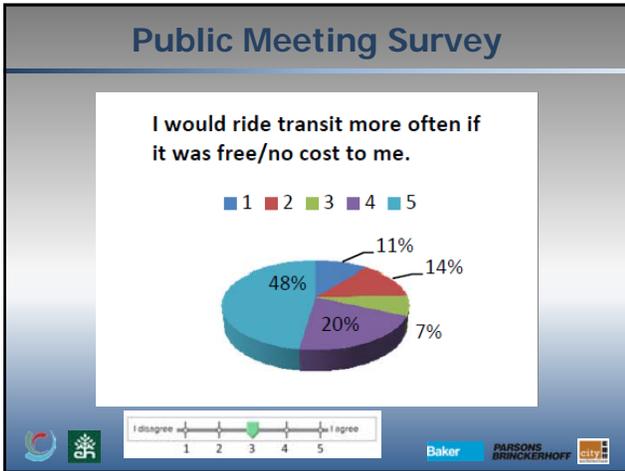

Public Meeting Survey

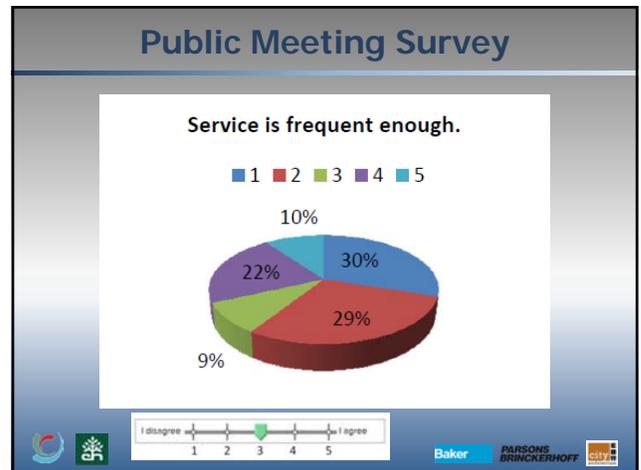
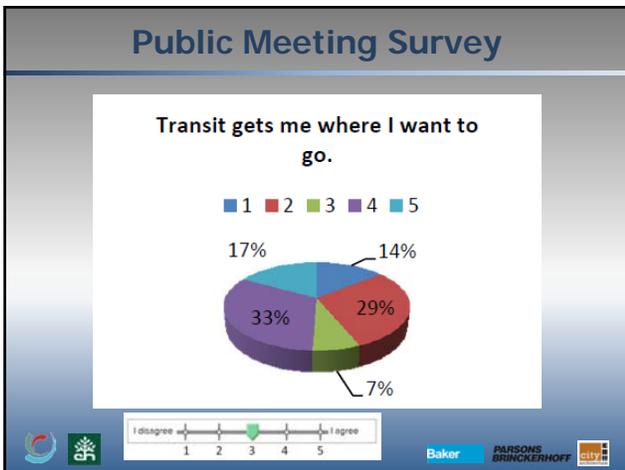
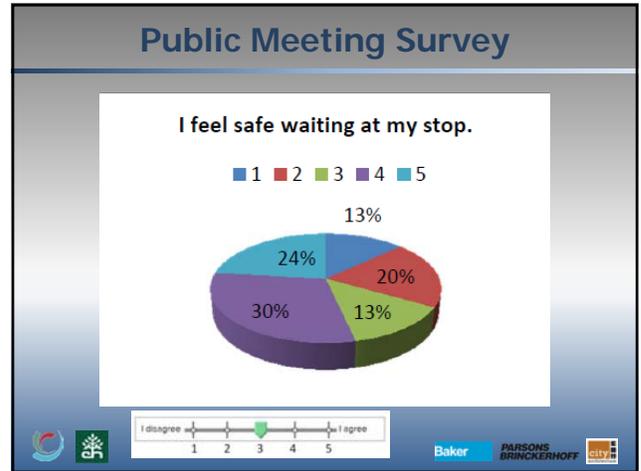
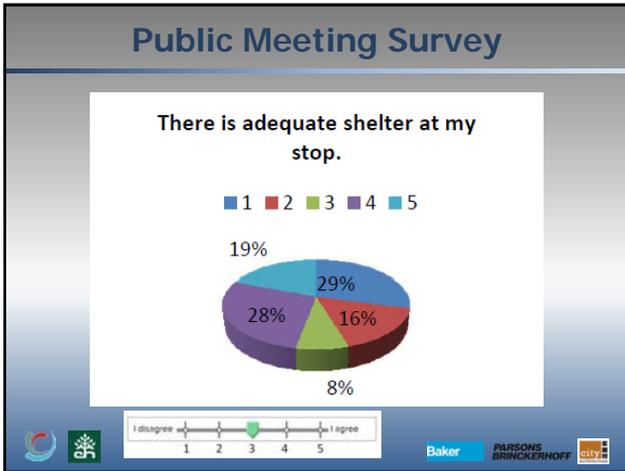
- Conducted Spring 2012
- More than 700 Responses
- Consisted of Three Types of Response
 - Questions on Transit and Bicycle Usage and Issues
 - Map for indicating locations of home, work, school, shopping, etc. within study area
 - Opportunities to make comments

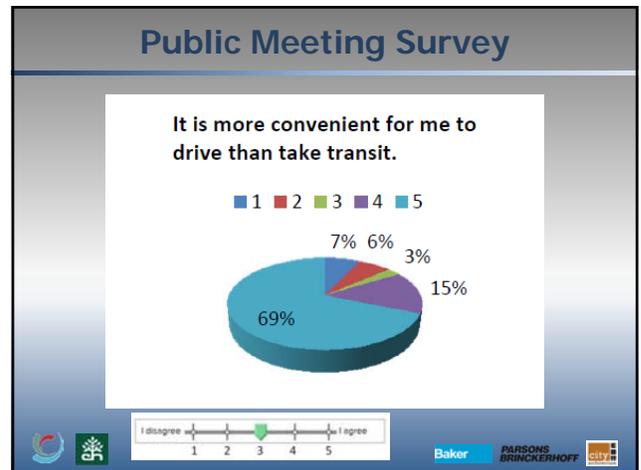
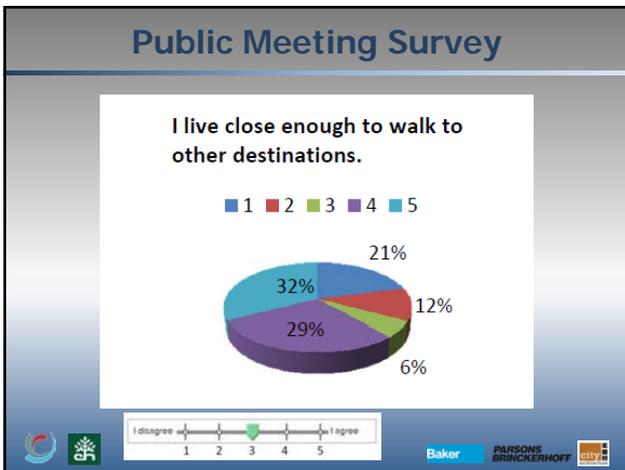
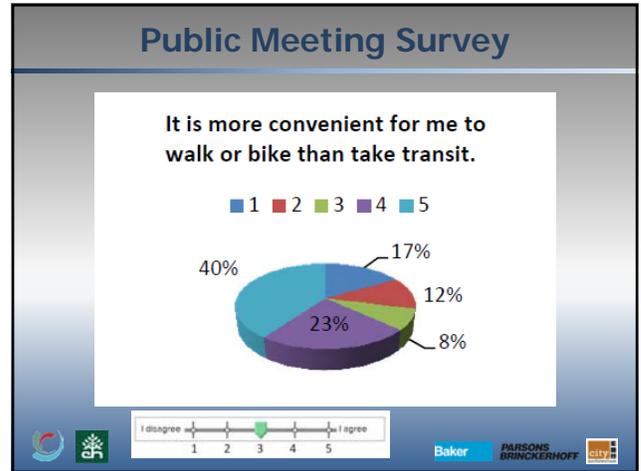
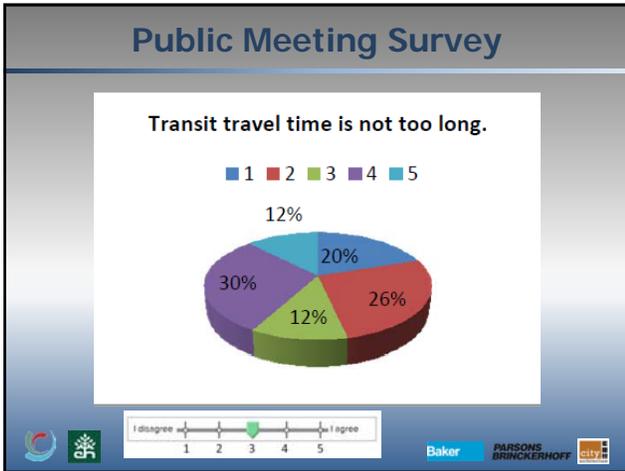













Public Meeting Survey

What this data tells us (backed up with written comments)

- Most respondents live, work and shop close enough to use transit (RTA and others)
- Most don't use it
- Most say transit is less convenient than driving, biking or walking
- Most say service is not frequent enough, travel time is too long, and service does not go where people need to go (contradicting first bullet above)
- Lack of information at stops, lack of bus shelter, and safety concerns are other reasons for not using transit
- Most say they would use the service if fares were lower or free



Public Meeting Survey

A service that responds to these responses would

- Operate over much the same alignments as existing service, but provide more direct service
- Operate more frequently
- Travel more quickly (fewer stops, signal priority)
- Be easy to understand and provide lots of information for passengers-at stops, on buses, on mobile phones
- Have a low or free fare



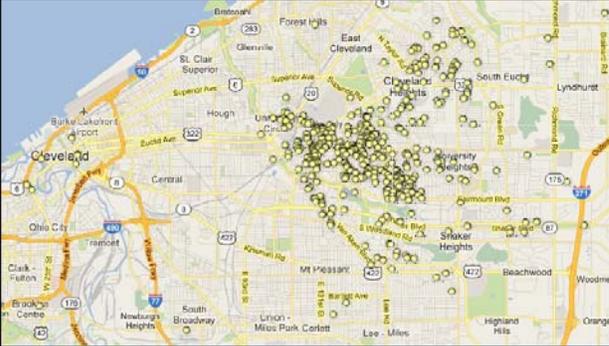
Public Meeting Survey



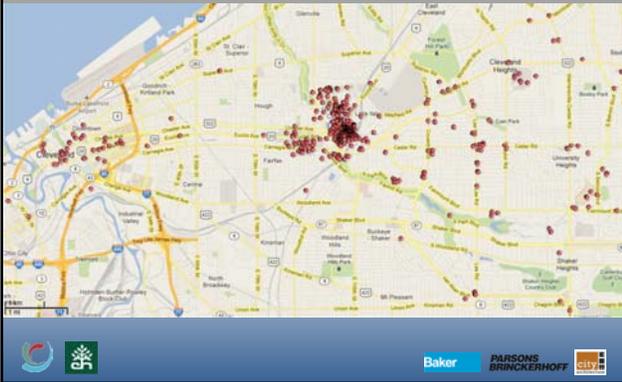
- Home
- Work / School
- Shopping / Dining
- Entertainment / Recreation
- Other



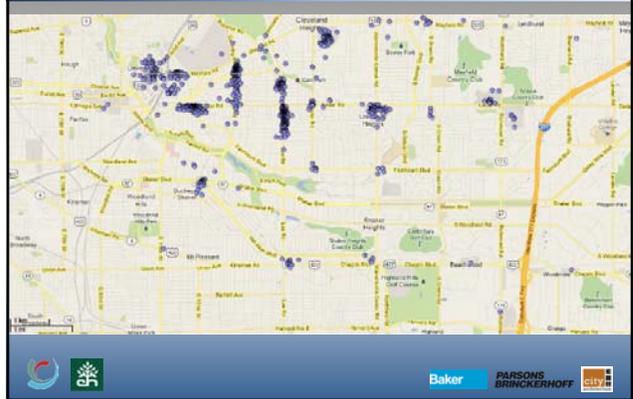
Home



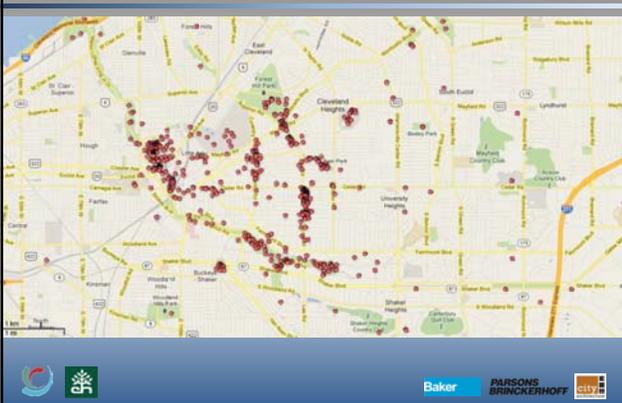

Work/School



Shopping/Dining



Entertainment



Public Meeting Survey

Concentrations of Residences

- Distributed throughout Cleveland Heights west of Lee, and south of Cedar west of Taylor

Concentrations of Work/School

- University Circle (especially east of Euclid-UH, Case)

Concentrations of Recreation/Entertainment

- University Circle (especially west of Euclid)
- Coventry
- Lee Road
- Little Italy

Public Meeting Survey

Concentration of Shopping/Dining

- Cedar-Fairmount
- Cedar-Lee
- Coventry
- Little Italy
- Lee Road
- Severance Town Center
- Cedar-Warrensville



Public Meeting Survey

The implications of this for transit service are:

- Service must offer frequent work/school start time connections from throughout Cleveland Heights to University Circle
- To serve entertainment/shopping/dining trips, must connect University Circle to (at minimum)
 - Cedar-Fairmount
 - Cedar-Lee
 - Coventry
 - Little Italy
 - And, ideally, Lee Road from Cedar to Mayfield



Employment Location Data

- Employment data by zip code compiled by UCI in 2006, 2010
- 95% of University Circle area employment is concentrated in four "anchor" employers (UH, VA, CWRU, CCF)
- Indicates, predominantly, gains in employment during this period across study area zip codes, due in large part to Health Care sector growth

Of note:

- Does not capture much of new housing development in University Circle, Little Italy and other nearby areas
- Impacts of housing crisis (negative) and housing incentive programs (positive) are not clear
- Includes majority of VA hospital consolidation, with little or no impact



Employment Location Data

	Anchors	CCF	CWRU	UH	VA
2006	30,179	16,031	4,866	6,829	2,453
44106	1,398	478	461	343	116
44118	1,969	774	571	489	135
44120	1,662	780	445	322	115
Core Total	5,029	2,032	1,477	1,154	366
	Anchors	CCF	CWRU	UH	VA
2010	36,386	19,645	4,511	9,018	3,212
44106	1,637	626	496	408	107
44118	2,142	897	476	634	135
44120	1,777	893	375	397	112
Core Total	5,556	2,416	1,347	1,439	354
	Total	Percent			
2006 Anchor Tally	5,029	16.7%			
2010 Anchor Tally	5,556	15.3%			



Employment Location Data

- Number of employees living in the immediate area is growing, but not keeping pace with overall University Circle employment growth
- 15% – 16% live within the study area, which is a reasonable transit or bicycle commute distance, yet many are clearly still choosing to drive because it is the most convenient option
- These communities can position themselves to capture more of the growing workforce population by providing more convenient, affordable, and attractive transportation between to and from University Circle



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Public Meeting Survey

The implications of this for transit service are:

- Transit, bicycle improvements can be a key differentiator for Cleveland Heights and nearby communities
- Service should provide unique, high quality transit experience for those who live in Heights and work in University Circle
- Service should be closely matched to work start/end times



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Key Employer Interviews

- Cleveland Heights, UCI and Consultant Staff Interviewed Key UC-Area Employers in Summer-Fall 2012
 - University Hospitals (3,200 employees)
 - Case Western Reserve University (9,600 students, 6,400 faculty and staff)
 - Veterans Administration (3,000 + employees)
 - Cleveland Clinic (20,000 employees)
- The four employers represent vast majority of UC employment



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Key Employer Interviews

Case Western Reserve University

- Did not express any particular needs or problems with current transit arrangements
- Predominately a residential campus
- RTA U-Pass and the Standard Parking routes generally fulfilling student transport needs
- Students proposed Coventry route and it has been popular; student government recommends changes to bus routes
- Safe Ride program also provides bus service to Cleveland Heights



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Key Employer Interviews

University Hospitals

- People are traveling from greater distances to work at UH
- About 30% of workers are non-rotating (consistent) and non-clinical. Many are entry level. These are an ideal market for transit
- The others work multiple shifts, 24 hours, and are higher paid clinical workers. These are a poor market for transit.
- UH is working with RTA to improve and increase service.
- Recently began participating in RTA's "Ready to Ride" program, to provide employees with information and incentives



Key Employer Interviews

Veterans' Administration Hospital

- Provide free parking or free transit pass (one or the other) for all employees
- About 175 people take RTA transit passes (about 5%)
- Have plenty of parking, but CLOSE parking is at a premium; considering adding a level to adjacent parking deck
- Incorporating Brecksville facility means increasing number of employees are traveling from farther away
- Have very large, successful van pool program (180 participants)
- VA has non-public shuttles connecting its campuses (including Parma)



Key Employer Interviews

Cleveland Clinic

- Operates own shuttle services, including to parking facility at former Mt. Sinai site
- Operated a shuttle to Shaker Square and University Circle Rapid Station in 2007. Operated for 9 months, generated little demand and was discontinued
- Clinic beginning to use RTA Commuter Advantage. About 120 people taking advantage of this program (less than 1% of main campus employment)
- Internal survey indicated that 39% of main campus employees had a bus stop nearby, but less than 5% regularly use RTA; 85% drive alone
- First (day) shift staff in clerical, clinical or non-clinical support staff most likely to use public transportation; nurses least likely to use it



Key Employer Interviews

Common Themes

- Hospitals all said that they heavily subsidize parking for employees, and would like to reduce parking costs
- Acknowledged that their employee parking policies are a disincentive to using transit, particularly on a part-time basis; all are interested in reducing this disincentive
- All need more parking (or more close parking), and are facing growing infrastructure costs
- Employees are competing with patients/visitors for parking; all would like to make more parking available to patients/visitors
- All said they would be interested in further service that connects to remote park-and-ride lots
- Hospitals need service that starts earlier and runs later
 - Some work 8, others 12 hour shifts
 - Suggest peak period from 5:30-9:30 AM, 2:30-6:30 pm, or longer



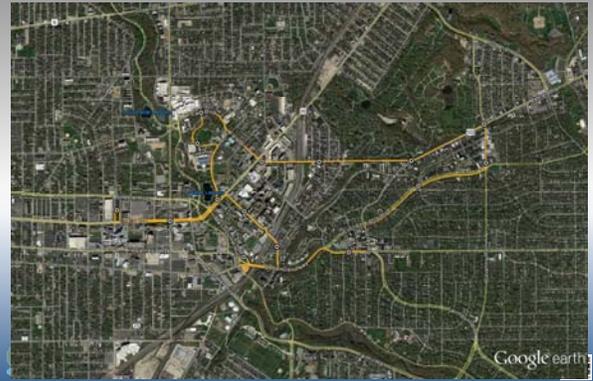
Key Employer Interviews

Common Themes

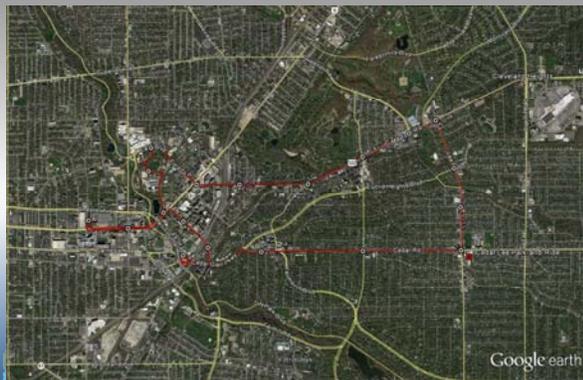
- Hospitals all said they would like improved service
 - Connections to Rapid, Shaker Square, Cleveland Heights
 - Park-and-Ride service directly to University Circle
 - General upgrade of service (service that middle class people would use)
- Hospitals said they would consider participating in further subsidizing service that addressed their needs.



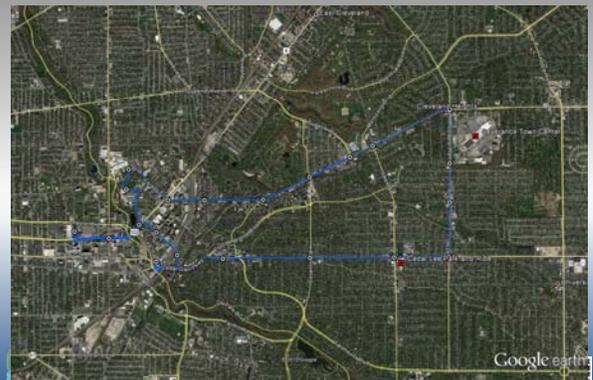
Option 1: Coventry

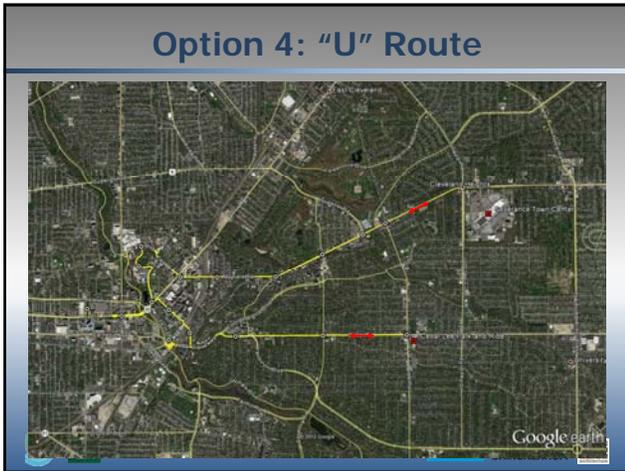


Option 2: Lee Road



Option 3: Taylor Road





Service Characteristics

- Service Frequency Pattern
 - AM (5-10 AM) 15 mins
 - Midday (10 AM-2 PM) 30 mins
 - PM (2-8 PM) 15 mins
 - Evenings (8-11 PM) 30 mins
 - Friday evenings to 2 AM
 - Saturday (5 AM – 2 AM) 30 mins
 - Saturday (5 AM – 11 PM) 30 mins

Service Characteristics

- Few Stops
 - Improves Travel Speed
 - Allows for more amenities at each stop
- Stop Amenities
 - Distinctive branding
 - Real Time Arrival Information
 - Shelter
 - Schedule and map
- Funding
 - RTA provide vehicles
 - Short-term-CMAQ Funding
 - Longer-Term-Consortium

Service Characteristics

Cost Estimates (Weekday and Weekend)

- Assumes \$50/hour operating cost
- Assumes no vehicle cost (RTA?)
- Option 1 Coventry: \$1.63m, 6 vehicles
- Option 2 Lee: \$1.63m, 6 vehicles
- Option 3 Taylor: \$1.82m, 8 vehicles
- Option 4 "U"-Route : \$1.63m, 6 vehicles

Service Characteristics

Cost Estimates (Weekday only)

- Assumes \$50/hour operating cost
- Assumes no vehicle cost (RTA?)
- Option 1 Coventry: \$1.23m, 6 vehicles
- Option 2 Lee: \$1.23m, 6 vehicles
- Option 3 Taylor: \$1.42m, 8 vehicles
- Option 4 "U"-Route : \$1.23m, 6 vehicles



Action List and Next Steps

- Next Steps
 - Public Meetings November 29
 - Solicit feedback
 - Identify public's preferred shuttle alternative
 - Develop shuttle and stop/station enhancement concepts (under separate project)
 - Apply for funding
 - CMAQ
 - Other MAP 21 Federal funding programs
 - Other Federal, State and Local funding sources




Bikeway Corridors

- Superior (west of Euclid)	- Wade Park
- Superior (Euclid to Mayfield)	- MLK/Stokes/Fairhill
- Superior (Mayfield to Taylor)	- Cedar (west of MLK)
- Euclid (west of MLK-Chester)	- Cedar Hill (MLK to Euclid Heights)
- Euclid (MLK to Adelbert)	- Cedar (Euclid Hts to Fairmount)
- Euclid (Adelbert to E. 123 rd)	- Cedar (east of Fairmount)
- Euclid (E. 123 rd to Superior)	- North Park
- Mayfield (Euclid to Murray Hill)	- Grandview-Belfield-Delaware-Overlook
- Mayfield (Murray Hill to Kenilworth)	- Euclid Heights
- Mayfield (northeast of Kenilworth)	- Coventry
- Circle-Adelbert-Cornell	- Lee
- Wade Oval	- Taylor
- East Blvd	- Scarborough
- E. 105th St	- Meadowbrook
- E. 108th St	- Washington
- E. 115th St	- Edgehill (Murray Hill to Kenilworth)
- Lakeview	- Overlook (Kenilworth to Cedar)
	- Kenilworth-Derbyshire (Mayfield to Euclid Hts)



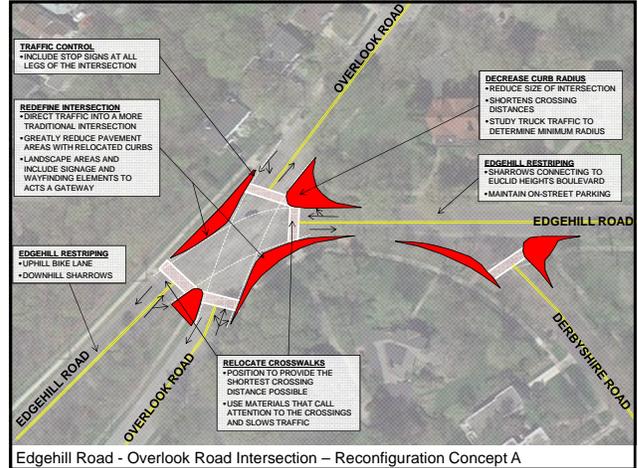
Edgehill-Overlook




Edgehill Road - Overlook Road Intersection – Context Images



Edgehill Road - Overlook Road Intersection – Existing Conditions



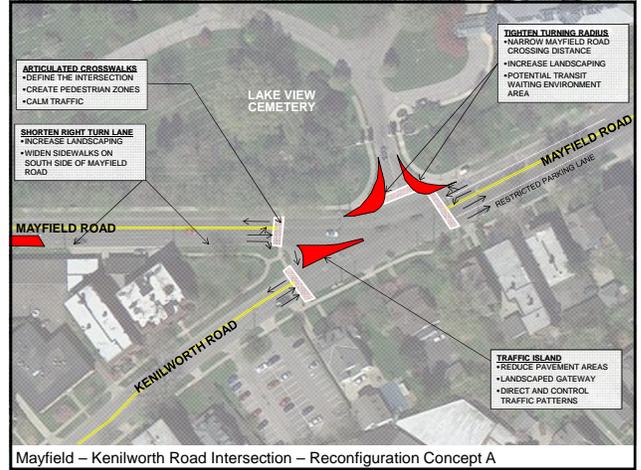
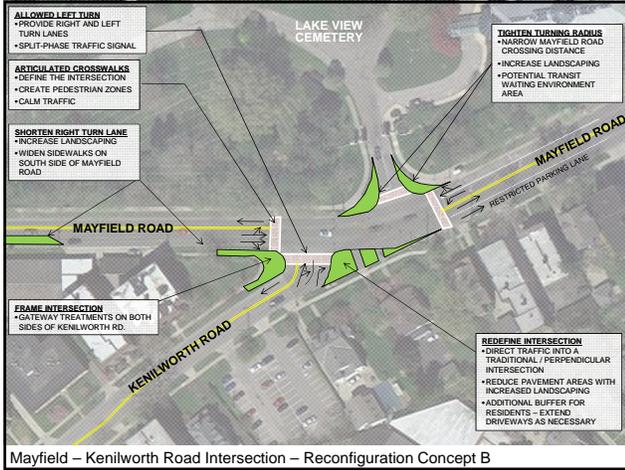
Edgehill Road - Overlook Road Intersection – Reconfiguration Concept A



Mayfield – Kenilworth Road Intersection – Context Images



Mayfield – Kenilworth Road Intersection – Existing Conditions



Project Schedule

CIRCLE HEIGHTS PROJECT SCHEDULE		MISSING LINKS PROJECT SCHEDULE	
Duration	Task	Duration	Task
Sept 2011	Task 1: Working Group Kick-Off		
Sept 2011 - Feb 2012	Task 2: Existing Conditions	Jan 2012	Task 1: Project Kick-Off
March - May 2012	Task 3: Conceptual Alternatives	Jan-Mar 2012	Task 2: Existing Conditions
April 2012	Task 4: Public Involvement Public Meeting #1	April-June 2012	Task 3: Public Involvement Public Meeting #1
April-July 2012	Task 5: Alternatives Evaluation	June-Sept 2012	Task 4: Concept Development
Aug. - Sept. 2012	Task 6: Draft Bikeway Plan and Mapping		
Sept. 2012	Task 7: Public Meeting #2 Nov 29, 2012	Sept-Nov 2012	Task 5: Public Meeting #2 Nov 29, 2012
Oct. 2012	Task 8: Bikeway Plan and Map	Dec 2012	Task 6: Recommendations and Project Documentation





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