Greater Cleveland RTA
Rail~volution
October 17, 2011

Cleveland Transportation Corridors
Cleveland, Ohio

- GCRTA is the public transit provider for Cuyahoga County
- Five modes: bus, express bus, BRT, light rail, heavy rail
- $229.3 million in operating expenses (FY 2009)
- 45.6 million unlinked trips (FY 2009)
- 6.1% transit mode share countywide (2005-09 ACS)
Cleveland, Ohio

- Recent success: Healthline BRT
- $4.5B in investment
- 60% increase in ridership
- 92% customer satisfaction
Priority Transit Corridors

Selection Process:
1. Used regional trip model data to determine TAZs with best potential for additional ridership
2. Data included
   - Job/population density
   - HH Income
   - Mode share
3. Corridors selected based on contiguous zones
Priority Transit Corridors

Clifton

Blue Line Extension
Clifton Blvd Corridor
Blue Line Corridor Extension Study

- New Shaker Intermodal Transit Center
- Corridor-based extension to Cleveland’s beltway
- Park and ride lot at the freeway
Three Distinct Corridors

- Warrensville Van Aken Station
- Harvard: The Greenfield Corridor
- Warrensville Center: The Developed Corridor
- Northfield: The Greyfield Corridor
Warrensville Center: The Developed Corridor
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Northfield Road: The Greyfield Corridor
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Harvard Road:
The Greenfield Corridor
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The Greenfield Corridor
Alternatives developed

- No-Build
- Transportation System Management (TSM) Alternative
- Bus Rapid Transit
- Light Rail Extension
Detailed screening:

<table>
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<tr>
<th>RIDERSHIP</th>
<th>TSM</th>
<th>HARVARD</th>
<th>NORTHFIELD</th>
<th>WARRENSVILLE</th>
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<tbody>
<tr>
<td>*EXISTING</td>
<td>+</td>
<td>+</td>
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<tr>
<td>*FUTURE GROWTH</td>
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| DEVELOPMENT             |     |         |            |              |
| *NEW                    |     |         | +          | +            |
| *REDEVELOPMENT          |     |         |            | +            |
| *DENSITY                |     |         |            |              |
- Detailed screening:

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<td>USER BENEFIT</td>
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*OPERATIONS
*CAPITAL
Modeling Results

- TSM performs the best of all alternatives
- Harvard LRT is best of the build alts

BUT...

- The developers have shown no interest in TOD
- The development agreement for the parcels goes back to the 80s and allows for large scale, corporate campus development
The reluctance to pursue TOD means no further work will be done to model a Harvard alternative with enhanced density.
Study Status

- Locally preferred alternative is expected to be developed in October-November 2011
Contact Information

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