EAST 22ND STREET CORRIDOR / CAMPUS DISTRICT TRANSPORTATION AND REDEVELOPMENT PLAN

CLEVELAND, OHIO

CAMPUS DISTRICT

AUGUST 2011 - DRAFT

city architecture | Baker | NOACA | City of Cleveland, Ohio

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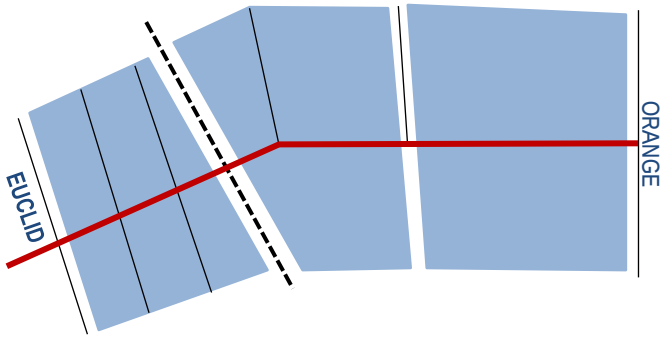


ENVISION

IMPLEMENT

CAMPUS DISTRICT
STUDY PURPOSE

The Campus District Transportation and Redevelopment Plan integrates focused roadway, streetscape and transit-based enhancements within this core neighborhood with the District's overall community development strategy.

The district's location provides prime redevelopment sites, accessible to Downtown Cleveland. Additionally, district stakeholders' master plans and capital improvement plans illustrate the role the neighborhood plays for Cleveland and the changing nature of the Campus District.

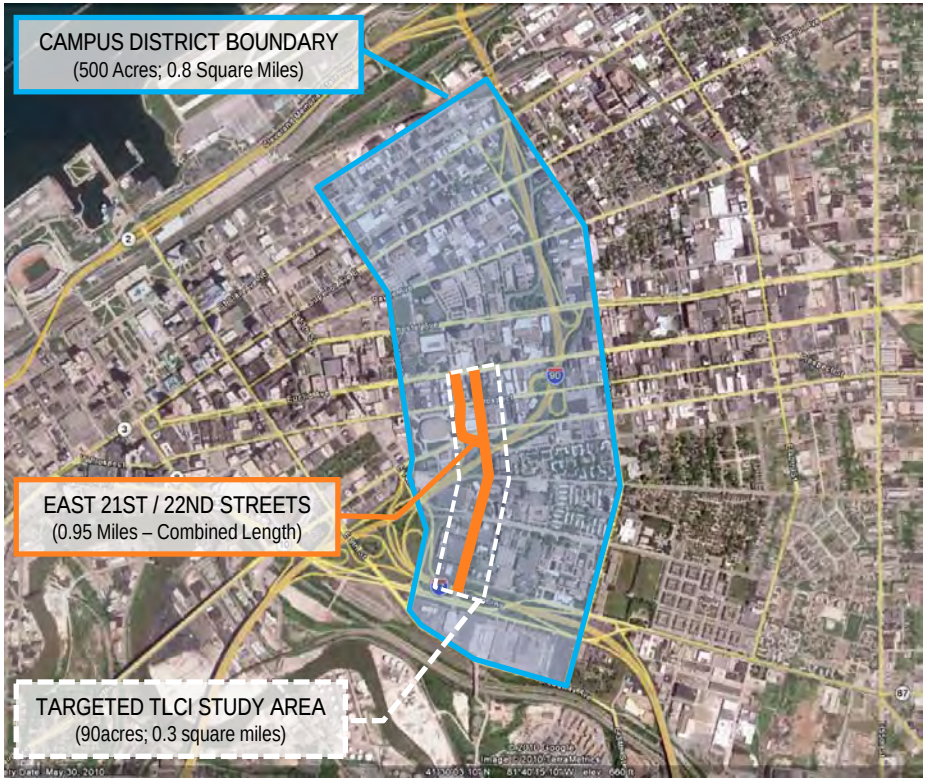
This planning study examines the core of the Campus District. Bounded by East 18th Street (west), Euclid Avenue (north), East 30th Street (east) and Orange Avenue (south), the expanded study area identifies investment and redevelopment opportunities related to both private and public infrastructure initiatives. The combined investments created by private-public partnerships have the potential to establish a positive momentum and synergy, revamping the perception and function of East 22nd Street. At the heart of this study area are 4 major institutions (Cleveland State University, Saint Vincent Charity Medical Center, Cuyahoga Community College Metropolitan Campus and the Cuyahoga Metropolitan Housing Authority), currently working with or developing an improvement plan. A commitment to multi-modal transportation initiatives can be calatlytic in spurring reinvestment along the corridor.

Over the past decade, the City of Cleveland and the Ohio Department of Transportation (ODOT) have developed a design for Cleveland's Innerbelt (I-90). At the time of this report, construction on the initial phase is underway. This Transportation for Livable Communities Initiative's planning process, as outlined in this document, illustrates how community-involved planning can tap into large transportation projects to make meaningful corridor enhancements.

The shared-vision plan that has emerged from this process captures input from stakeholders, business owners, employees and residents and represents a future for the Campus District that infuses redevelopment with incremental infrastructure improvements.

Campus District Quick Glance

19,000	Full-time Employees
26,000	Students
100,000	People Either Living, Working or Traveling Through Daily



To best understand the E. 22 corridor, the planning team gathered information from surrounding organizations and established the "Expanded Planning Area" (mapped on left).

As indicated on the map, a majority of the expanded planning area is accessible via a 5 minute walk. With walkable connections to two major learning institutions, entertainment venues, public transit and Cleveland's Gateway District, the East 22nd Street corridor presents a well-served opportunity to create a multi-modal street. Thousands of residents, students and employees travel the corridor daily. It is critical to improve their commute as well as upgrade the roadway to reflect actual traffic needs. Finally, it is imperative to rethink the streetscape and public space experience to foster and encourage redevelopment.

This report examines feasible redevelopment densities in order to ensure transportation recommendations are realistic. However, the ultimate success transformation of the corridor does not rely on redevelopment but can be achieved through implementable, incremental change.

TLCI PROCESS

The study has been funded through a Transportation for Livable Communities Initiative (TLCI) grant that has been established to prioritize transportation and economic development initiatives within core urban communities like the Campus District that play an important role in a district's and the region's growth and sustainability.

The Campus District, Inc. (CDI) applied for and won this competitive planning grant for federal funding administered by the Northeast Ohio Areawide Coordinating Agency (NOACA). With the attainment of the TLCI grant, CDI is proactively and strategically planning for the district's future while continuing the organization's mission to "connect people and ideas." The ultimate result of the planning process, a community-supported Transportation and Redevelopment Plan for the corridor, aims to create place along a rebalanced, multi-modal corridor.

Through the TLCI program, NOACA is able to support planning efforts that promote an enhanced quality of life in urban neighborhoods that pair transportation and economic development initiatives.

Partnering with the City of Cleveland, CDI enlisted the services of City Architecture and Michael Baker Jr. to envision this comprehensive transportation plan.

TLCI Goals

- Enhance the **economic viability** of existing communities or districts within the region
- Enhance the region's **quality of life**
- Enhance a community's **identity**
- Foster **compact land use** development/redevelopment
- Facilitate accessibility by **improving the range of transportation choices** by adding or improving pedestrian, transit or bicycle facilities
- Reduce **air and water pollution** through best management practices
- Promote a **healthier community** through planning and environmental linkages from an integrated transportation perspective
- Assist the **redevelopment of urban core communities**
- Result in projects that can **compete at the regional level for capital funds** through NOACA's regional transportation investment process
- Improve the **safety and efficiency** of the existing transportation system

MULTI-STAGE DESIGN PROCESS

UNDERSTAND

CHALLENGE

COLLABORATE

REDISCOVER

ENVISION

IMPLEMENT

The planning process used to develop this vision has followed a multiple step process created by City Architecture that is utilized to identify a realistic strategy for investment. Both the process, and this report, follow a strategy that begins with the development of an **Understanding** of the existing neighborhood conditions, **Challenging** perceptions and traditional approaches, **Collaborating** with stakeholders, **Rediscovering** the value of the neighborhood's assets as a means of evaluating alternatives, and **Envisioning** a plan that will help create a 21st Century Campus District, balancing multi-modal transportation network, redevelopment opportunities and stakeholder initiatives / capital improvement plans. Building from this, the report concludes with a final **Implemention** chapter that provides a road map for moving forward, including preliminary cost estimates for streetscape improvements.

Throughout the process, the planning team has organized a dynamic approach, outlined below, that builds to create an informed the Transportation and Redevelopment Plan that is knit together with a Streetscape Improvement Strategy:

Neighborhood and Traffic Analysis
Examine the roadway to determine potential improvements to better serve institutions and those who live, work and learn around the East 22nd Corridor

District Redevelopment Plan
Help establish a future vision for a transformed corridor, taking advantage of current underutilized land and opportunities

Streetscape Improvement Strategy
Create a unifying street that balances the needs of pedestrians, cyclists and automobiles, including amenities that improve experiences, access to public transportation and work to strengthen the physical connections between places and people

The Icons – what they represent

Throughout this report, you will encounter **four icons** (illustrated below). Each represents a component of multi-modal planning. They are meant to quickly indicate the main focus of an analysis, study or proposed initiative.

The goal of the East 22nd Street Corridor / Campus District Transportation and Redevelopment plan is to create a healthy balance of the icons' categories.

COMMUNITY ENGAGEMENT

In order to ensure that the plan was developed to best meet the needs of all those involved, an interactive community process was employed that consisted of district stakeholders, business owners, employees, residents, and public agency representative invovlement.

The recommended plan that has been envisioned for the Campus District has grown from an organized effort and continuous interaction. It is critical to arrive at a plan that meets the needs of those involved today which can adapt to meet changing demands as the district evolves.

A Steering Committee was created forming a core working group to provide ongoing feedback, planning directives and insight related to community concerns and opportunities. Representatives from major institutions and businesses participated to ensure their immediate and future needs are addressed by the planning process. Additionally, one-on-one meetings were conducted with multiple stakeholders along the corridor. To better understand individual needs and the complexity of their capital improvement plans, sessions were conducted with the Sisters of Charity Health System, St. Vincent Charity Medical Center, the Visiting Nurses' Association, Cuyahoga Community College and Cleveland State University.

The inclusive process and community outreach provides multiple perspectives and opinions related to the planning of public spaces. Also, by involving various organizations, the planning for the district has the ability to reach beyond publicly owned land and foster private buy-in.

Both public and private land improvement recommendations are suggested and outlined in this report, maximizing the impact of coordinated private investments and transportation improvements.

In addition, the greater community was invited to guide the recommendations within this plan at strategic milestones where feedback was required and decisions were made that directly affect the neighborhood's future.

A series of Steering Committee and Community Meetings were conducted and open to the public. While each meeting presented unique content, everyone included question and answer sessions, commentary surveys and opinion sharing has guided this process through dynamic public meetings where informative dialogues between the planning team and attendees occurred.

Working sessions and presentations throughout the planning process included neighborhood institutions, residents and businesses

PROJECT PARTNERS

The following individuals have had a significant impact in the creation of redevelopment and infrastructure initiatives:

Significant Organization Representatives

Applewood Centers
- Melanie Falls – Executive Director

Boy Scouts, Cleveland Council
- Barry Norris – Scout Master
- Rose Greenberg
- Helen McMillan

Burten Bell Carr Development Corporation
- Tim Tramble– Executive Director
- Joseph Jones

Campus District, Inc.
- Rocky Richardson – Executive Director

City of Cleveland Planning Department
- Trevor Hunt – Neighborhood Planner

Cuyahoga Metropolitan Housing Authority
- Terrence Brown, AMP Leader – Cedar Central
-Delores Gray, President, Resident Advisory Council
- Fred Seals, Secretary, Resident Advisory Council

Greater Cleveland Regional Transit Authority
- Maribeth Feke – Director of Programming and Planning

Northeast Ohio Areawide Coordinating Agency
- Michelle Johnson – TLCI Project Manager
- Mahmoud Al-Iozi – Principal Planning Engineer

Ohio Department of Transportation (ODOT)
- Craig Hebebrand – Innerbelt Project Manager
- John Motl – Engineer
- Melinda Bartizal

Slavic Village Development
- Marlane Weslian, Neighborhood Development Director

St. Vincent Charity Medical Center
- Beverly Lozar, VP – Professional and Support Services

City Architecture
- Paul Volpe – President
- Alex Pesta – Urban Designer
- Sukant Bhatnagar – Urban Designer

Michael Baker Jr.
- Nancy Lyon-Stadler – Transportation Engineer

Invited Guests /Other Attendees

Brothers Printing
- Dave Kaufman

City of Cleveland Ward 5
- Councilman Phyllis Cleveland

Cleveland State University
- Jack Boyle

CMHA
- Jeff Patterson and Scott Pollock

Collaborative Campus Planning Project
- Mark Duluk
- Mari Hulick – Cleveland Institute of Art

Cuyahoga Community College District
- Peter Mac Ewan

Key Bank
-Tim Smith

Northern Ohio Areawide Coordinating Agency
-Michelle Johnson
-Mahmoud Al-Lozi

Ohio Educational Credit Union
- Jerry Valco

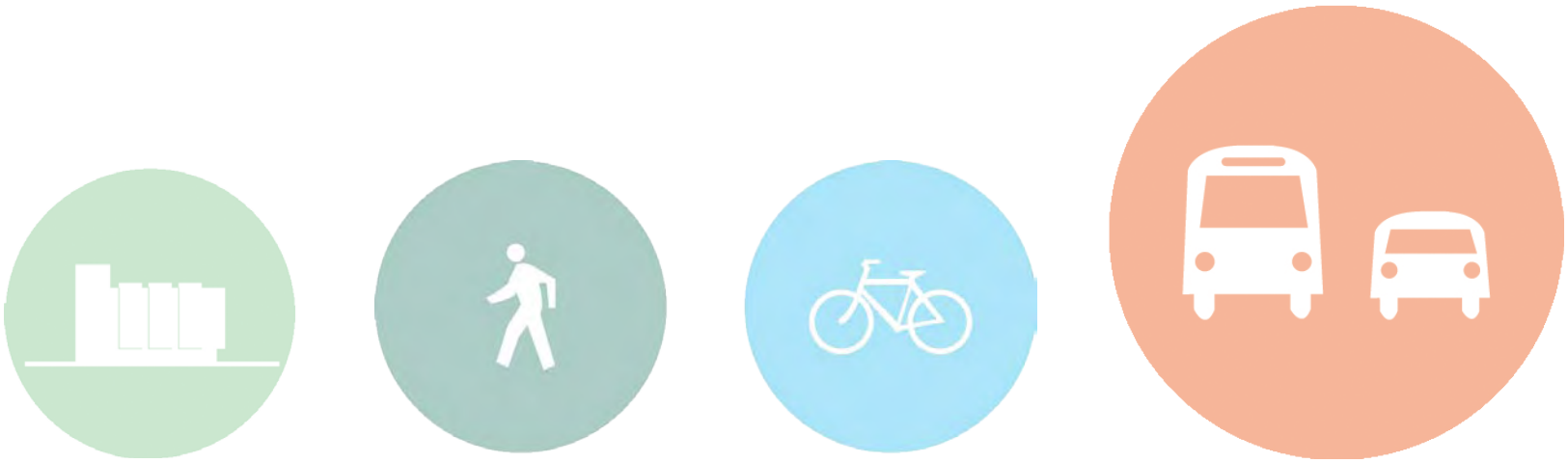
Ohio's First Class Credit Union
- Jeff Spada

Sisters of Charity Health System
- Ron Dees
- Derrick Wyman

Tap Packaging Solutions
- Michael Kelley

UNCOVER

understanding the auto dominant corridor



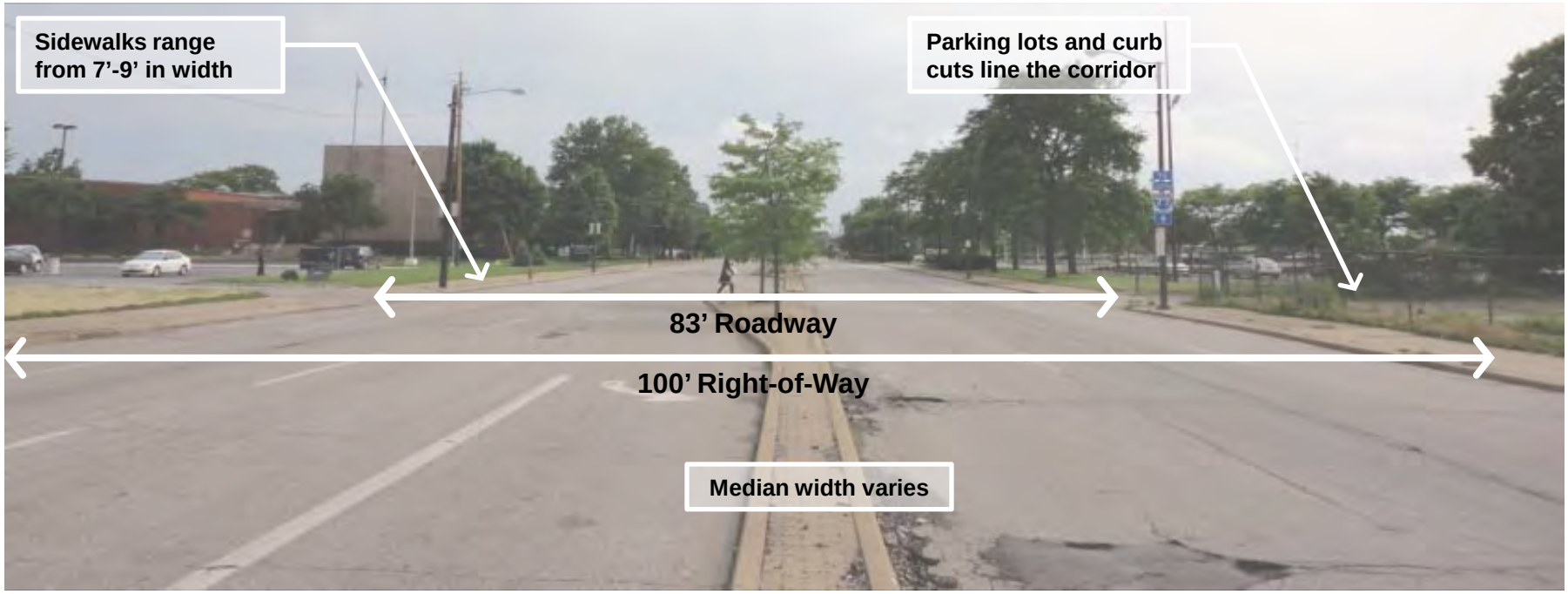
CAMPUS DISTRICT
TRANSPORTATION CORRIDOR

East 22nd Street's role as a corridor or "spine" that connects multiple corporate, medical and educational campuses is diminished by its current configuration, condition and perception.

The wide, 100 foot right-of-way, is dominated by pavement indicating a heavy favoring of the automobile. An 83 foot wide roadway includes 6 lanes of travel (3 lanes in each direction) and a central median / turn lane. The overall width of the street is exacerbated by varying building set-backs that do not create an "edge" along the corridor.

The "Expanded Right-of-Way" (indicated by the dashed orange line to the right) was studied to better engage the district's development with East 22nd Street. Rethinking the private properties' relationships to the street aims to improve the narrow feeling of the sidewalks and better engage set-back buildings into the public realm. Currently, the 7' to 9' wide sidewalks are adequate for comfortable pedestrian use. However, the overall imbalance of the right-of-way leads to a sense that the sidewalks are undersized. The Transportation & Redevelopment Plan reproportions the right-of-way to create a "complete street" that provides viable transportation alternatives for the many users of East 22nd Street.

The information and analysis throughout this report illustrates how the street's travel lanes can be reduced and repurposed to enrich and improve functionality, appearance and identity.



ROADWAY ATTRIBUTES

Short Overall Length
- 0.7 mile total length (Orange Ave. to Euclid Ave.)

Traffic Configuration
- 3 travel lanes in each direction with center turn lane / median (7 lanes total)

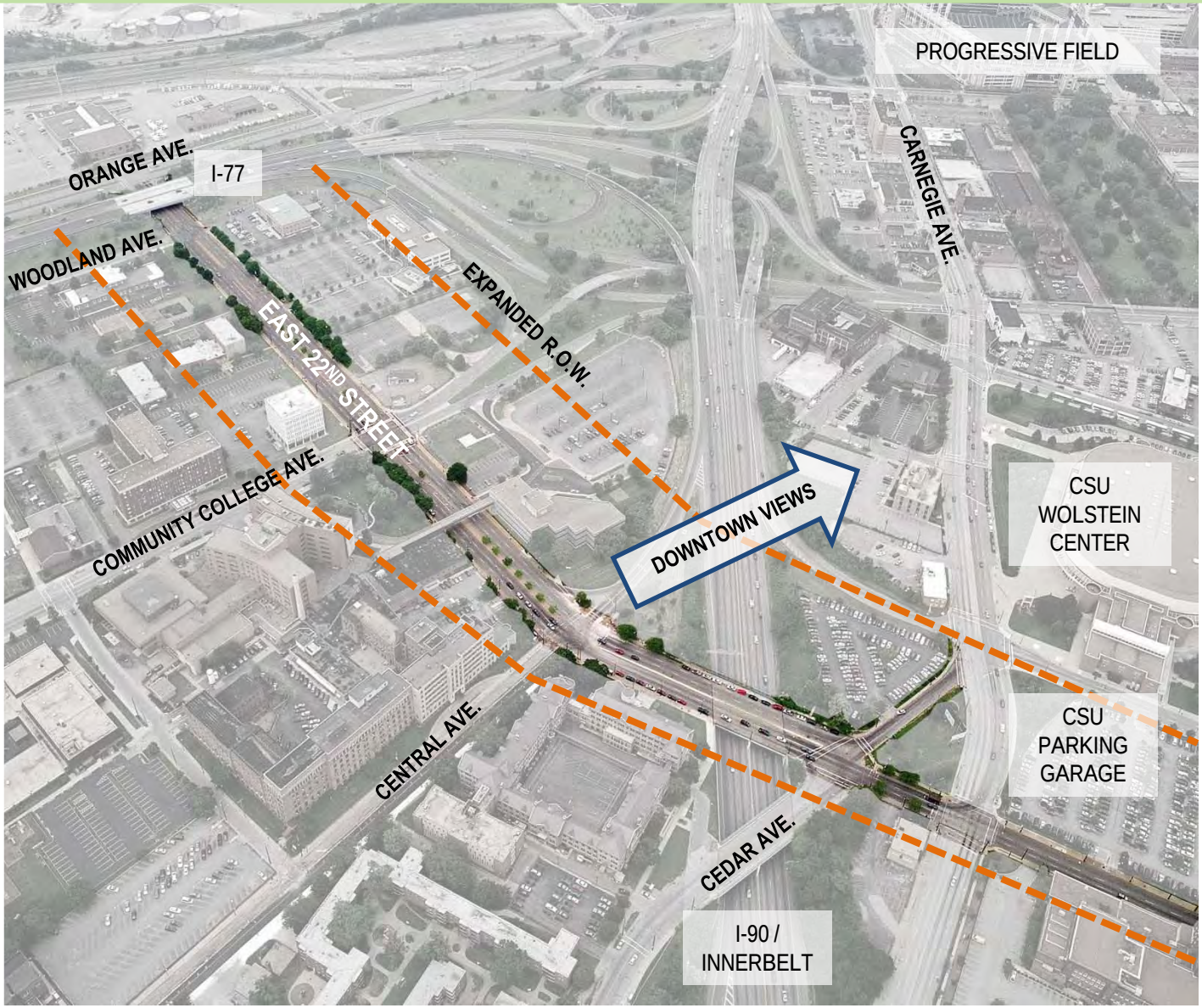
Wide Cross Section
- 83 ft. crossing distance – full width of street

Harsh Environment
- Sporadic landscaping along corridor is not successful in softening the environment

Empty Public Spaces
- Lack of pedestrian amenities result in imbalanced streetscape
- Varying building set-backs and surface parking lots create expansive “Extended Right of Way”

Disconnected Nature
- Innerbelt crossing is visually obtrusive, disruptive and noisy

View Corridors
- Views of Downtown Cleveland create linkages



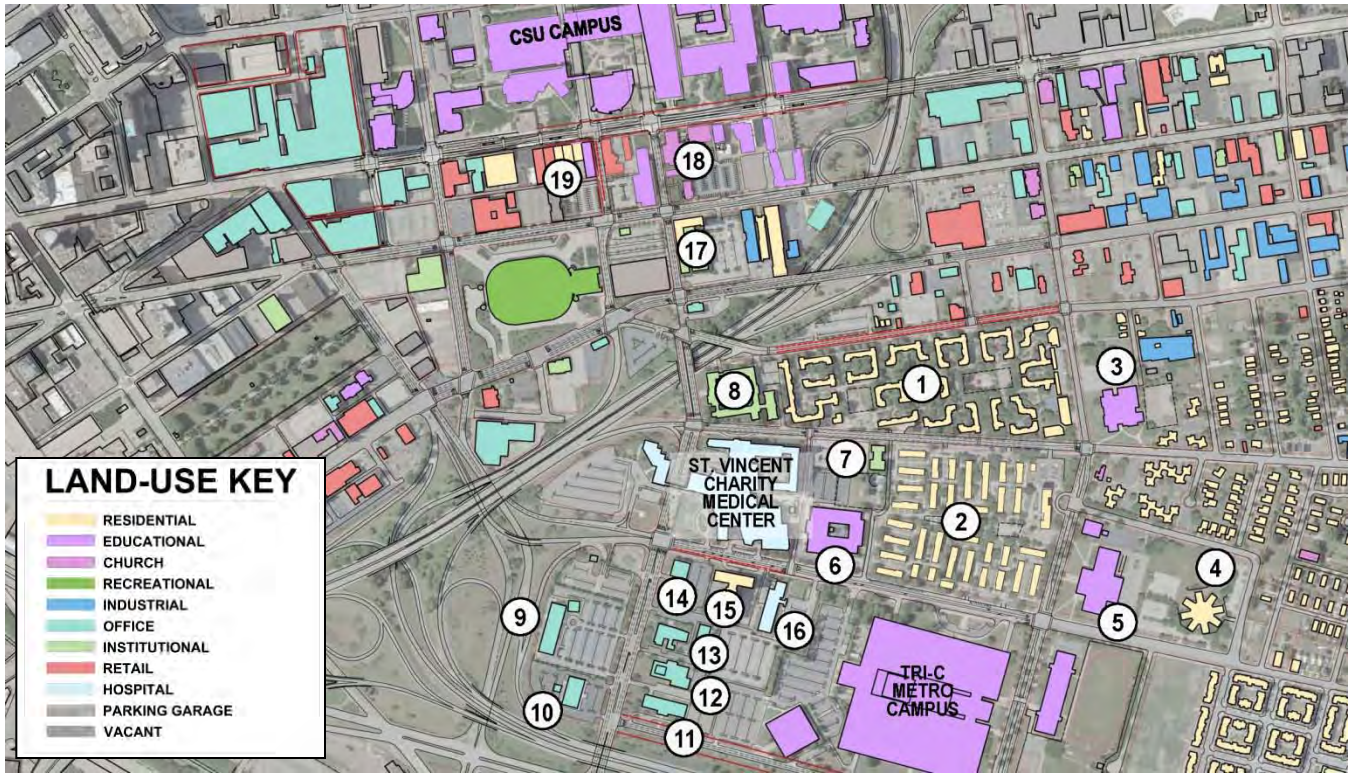
LAND-USE AND DEVELOPMENT PATTERNS

The following series of analysis diagrams and mapping captures the study area's existing conditions from both quantative and qualitative perspectives. A thorough understanding of the corridor's function and environment is essential before planning considerations can be developed and ultimately, streetscape enhancements recommended.

The map (right) shows the diverse mix of land-use within the expanded study area. Large institutions, corporate offices and a hospital campus dominate the core of the area indicated by the purple shading. In addition to businesses, a strong residential presence occurs to the east as shown as the yellow shade. The Campus District is their neighborhood. Connections to and along East 22nd Street are not currently pedestrian friendly. To link together the vast mix of uses shown on the map, the transportation system must be adapted.

KEY STUDY AREA STAKEHOLDERS

1. Old Cedar Estate (CMHA)
2. Cedar Extension Estate (CMHA)
3. Marion Sterling Elementary
4. Metzenbaum Children's Center
5. Jane Addams Business Careers Center
6. William Patrick Day Early Childhood Dev. Center
7. Central Avenue Public Baths Community Center
8. Juvenile Justice Center
9. Visiting Nurse Association
10. Ohio Educational Credit Union
11. Boy Scouts Of America
12. Applewood Center
13. The Salvation Army Offices
14. Medical Arts Building
15. Lupica Towers
16. Joseph's Home Men's Health Care
17. YMCA
18. Trinity Cathedral
19. Brothers Printing Company



DISTRICT PARKING INVENTORY

Parking lots and spaces were inventoried to better understand and analyze parking demand and supply. East 22nd Street is currently flanked by vast surface parking lots. This critical investigation creates a basis to discuss redevelopment options and ultimately, the highest and best use of valuable land within the district.

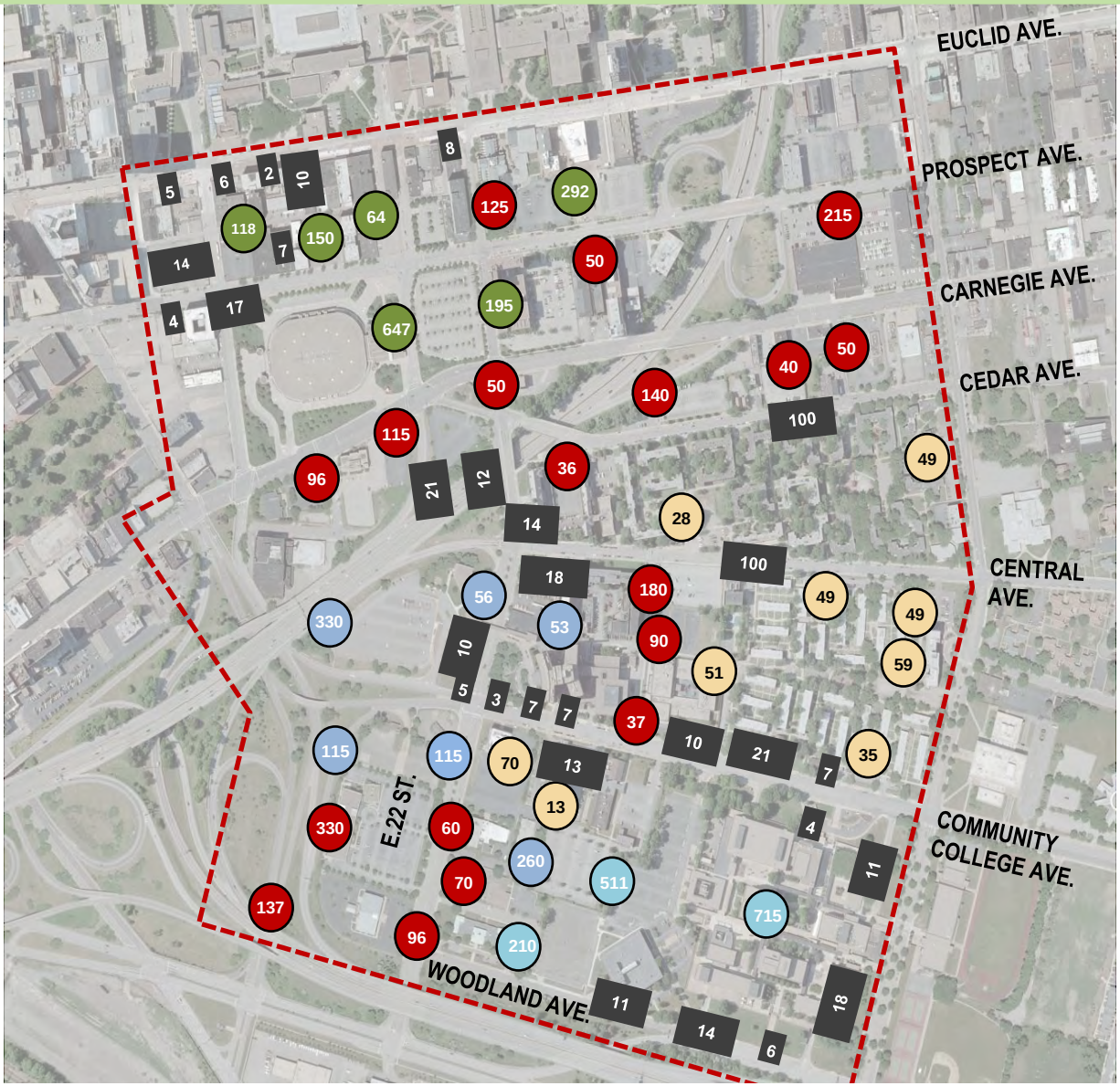
USER / OWNER

Cleveland State University	1466
St. Vincent Charity Medical Center	929
Tri-C	1436
Multi-family Residential Lots	403
Office / Business Parking	1917

PARKING SPACE – BY TYPE

Garage / Surface Parking Lots	6,151
On-street Parking (mostly restricted)	477

TOTAL PARKING SPACES 6,628



TRAFFIC ANALYSIS

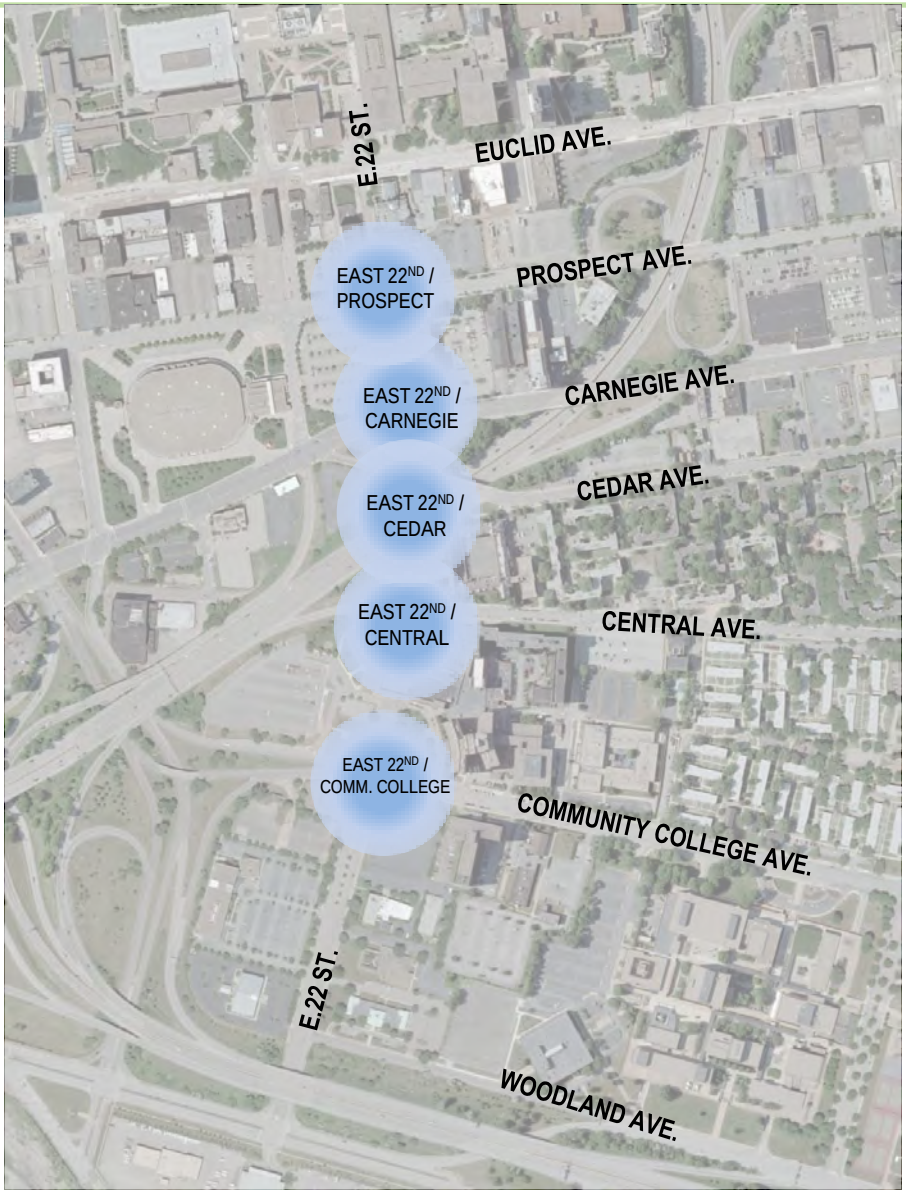
The E.22nd Street corridor connects Cleveland State University to the north with St. Vincent's Charity Hospital and Cuyahoga Community College to the south. The existing bicycle and pedestrian experience is bleak and unappealing. The purpose of the traffic study is to evaluate the feasibility of enhancements that reduce traffic capacity along the corridor. Such modifications will provide opportunities to better balance the corridor for all users, motorized and non-motorized travelers alike.

To the north of Cedar Avenue, E.22nd Street is a three-lane roadway that is one-way northbound. To the south, it is a seven-lane roadway with three travel lanes in the northbound and southbound directions with left turn lanes at the intersections. E.22nd Street corridor includes the five signalized intersections shown in the figure to the right.

The traffic analysis consisted of an assessment of existing conditions and traffic operations at the signalized intersections in the study area, followed by an assessment of future traffic conditions with and without the proposed changes to the corridor

The results of the existing conditions analysis were used to set a benchmark to assess performance of the proposed improvement scenarios. This was followed by an analysis of future conditions or scenarios with and without changes to the configuration of E.22nd Street. Traffic volumes for the future traffic conditions associated with each option were projected and analyzed to assist with the evaluation of the alternatives as part of the study process.

Future traffic conditions included changes in traffic volumes and patterns associated with the Innerbelt project as well as changes associated with planned and proposed redevelopment along the E.22nd Street corridor.

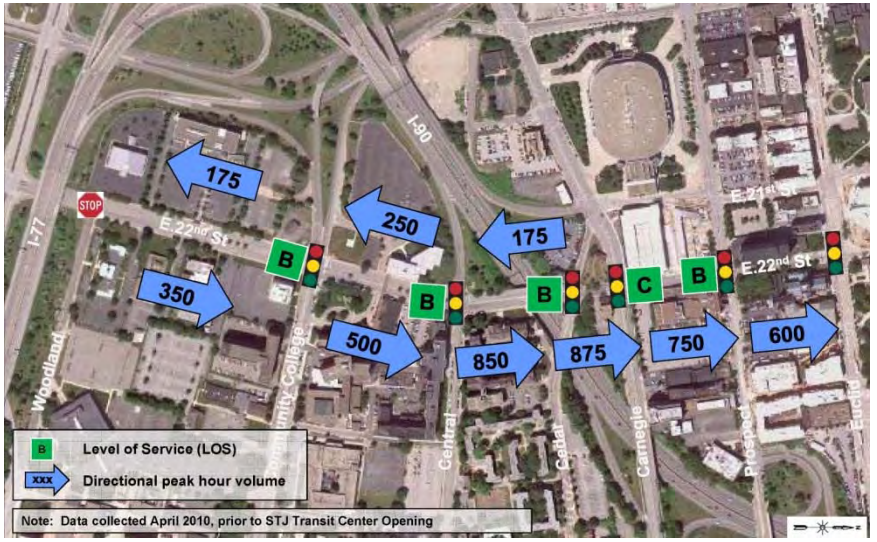


EXISTING CONDITIONS TRAFFIC ANALYSIS

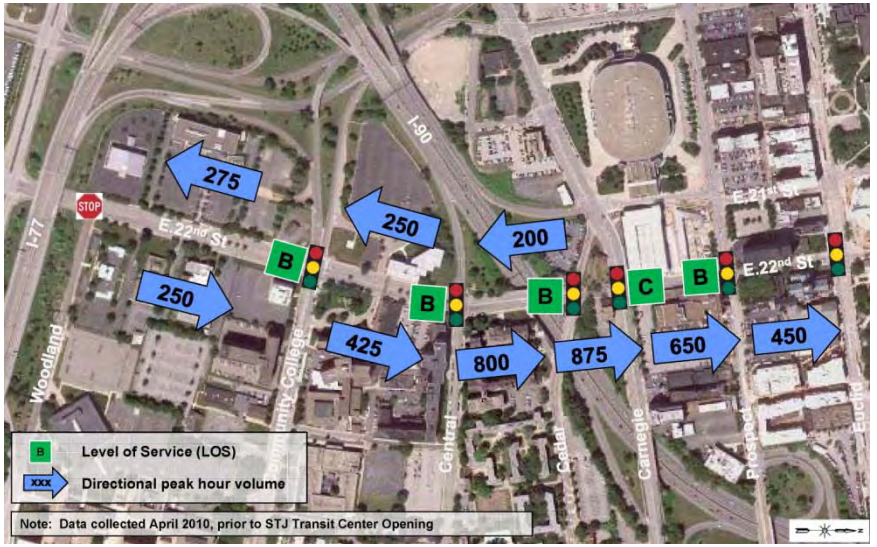
Traffic volumes were collected in April 2010, while classes were in session at Cleveland State University and Cuyahoga Community College. Peak hour north-south travel patterns and levels of service are shown in the figures to the right. It is interesting to note that the travel patterns do not reflect the inbound/outbound trends that are typical of roadways adjacent to a downtown area resulting from commuter traffic. Rather, the AM and PM peak patterns are very similar to each other. This is likely a result of the influence of the off ramps from the surrounding interstate highway network to E.22nd Street. These ramps carry traffic from I-90 and I-77 into downtown Cleveland via connections at Central Avenue and Community College Avenue.

Peak hour traffic operations at all five intersections, as measured by existing levels of service (LOS) and average delay, perform at acceptable levels. They operate at LOS C or better; this is surprisingly good performance. The design standard for urban areas is LOS D, but it is rarely achieved in an urban downtown environment. The existing conditions analysis indicates that there is excess capacity on E.22nd Street. However, given the upcoming changes to the roadway network associated with Cleveland's Innerbelt reconstruction project, the issue is not as straightforward as it may initially seem.

Existing Conditions – AM Peak



Existing Conditions – PM Peak

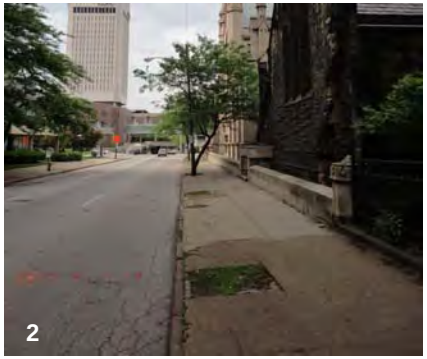


PEDESTRIAN EXPERIENCE

East 22nd Street's configuration, condition and development patterns create an environment that almost exclusively caters to vehicular traffic. The result is an unpleasant, uninviting and uninspired pedestrian experience.

Large driveway aprons, excessive curb cuts, long crossing distances and a lack of amenities give the impression that the district is not walkable. However, walking times, as indicated by the diagram on the facing page suggest otherwise. Strong visual connections to Downtown Cleveland's skyline and Cleveland State University's Rhodes Tower establish links and act as orientation elements. Recognizing distant landmarks as destinations provides direction to pedestrians, helping define their route. A lack of amenities along the sidewalks results in the perception that walking distances are significantly longer than they actually are. Decayed sidewalks, crumbling curbing and crosswalks detract from the district and convey a sense that pedestrians are not welcomed or encouraged.Careful replacement of deteriorated streetscape elements can incrementally improve the physical conditions, and work to rebalance the public right-of-way with amenities that enhance and celebrate the study area's walkable nature.


1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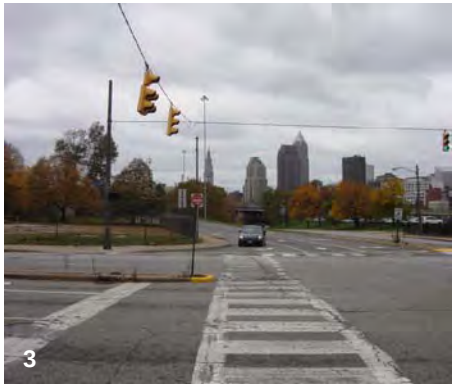
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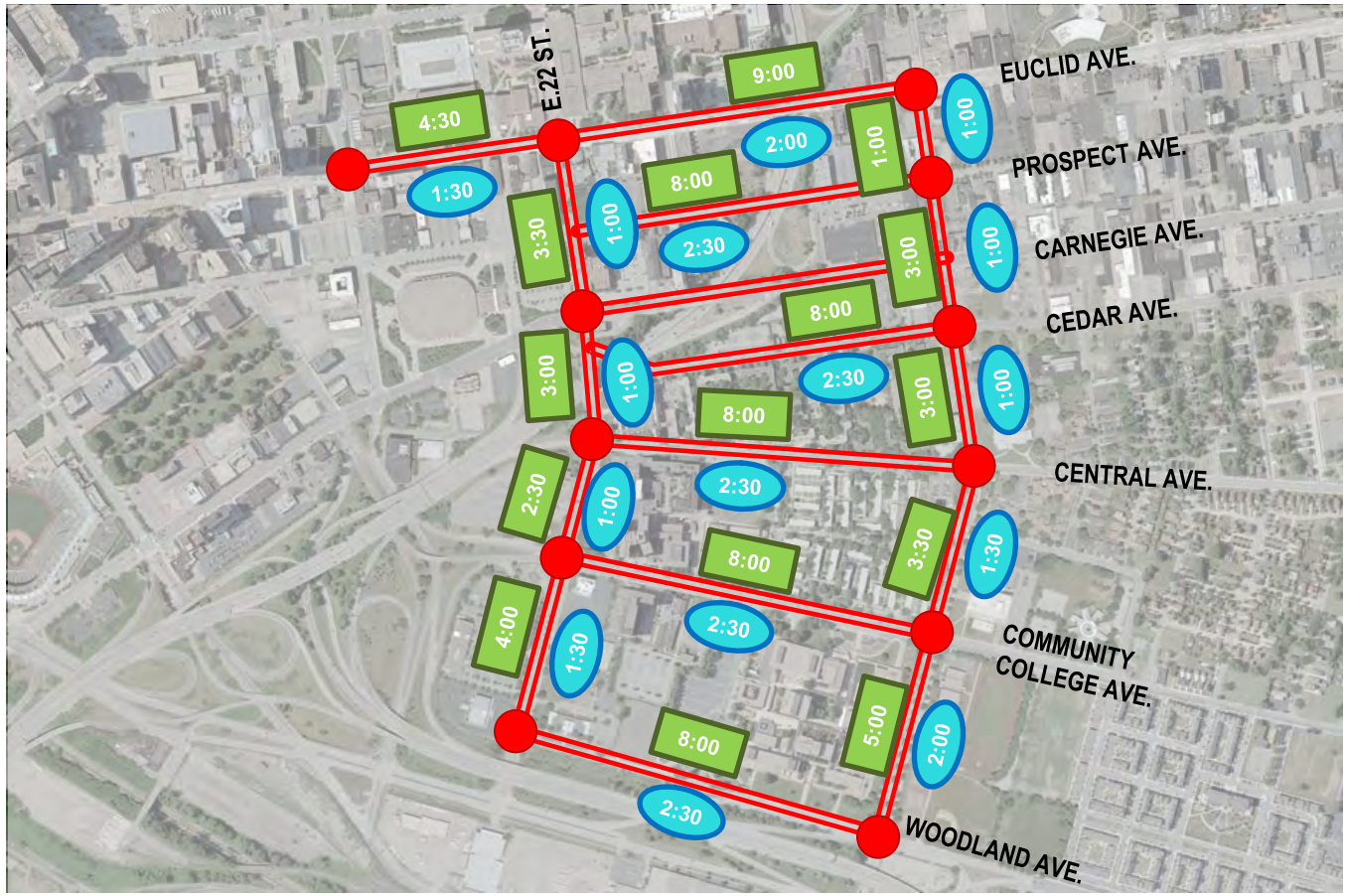
8

1. **Narrow sidewalks, adjacent to moving traffic and chainlink fence make crossing Innerbelt bridge uncomfortable.**
2. **Northern portion of corridor is more intimate, but lacks pedestrian amenities and consistent landscaping.**
3. **Long crosswalks are cumbersome and place pedestrians at risk.**
4. **Excessive curb cuts and lack of parking lot frontage result in narrow-feel of sidewalks.**
5. **Transit stops are not integrated into streetscape design and act as obstacles by pinching sidewalk dimensions.**
6. **Deteriorated sidewalks, roadway and curbs need to be repaired and replaced.**
7. **Large institutions are set back from the sidewalk and do not engage pedestrians or public spaces.**
8. **I-90 bridge at southern end of corridor is not pleasant to cross under and acts as a bookend to the district.**

WALKING & CYCLING TRAVEL TIMES (IN MINUTES)

SAMPLE ROUTES

Tri-C – CSU Student Center	17:00	5:30
OECU – Euclid Ave. Retail	17:30	6:00
Cedar Estates – Transit Center	13:30	4:30
CSU – St. Vincent Medical Center	13:30	4:30
Tri-C – St. Vincent Medical Center	8:00	2:30
Cedar Estates – Euclid Ave. Retail	19:00	6:00



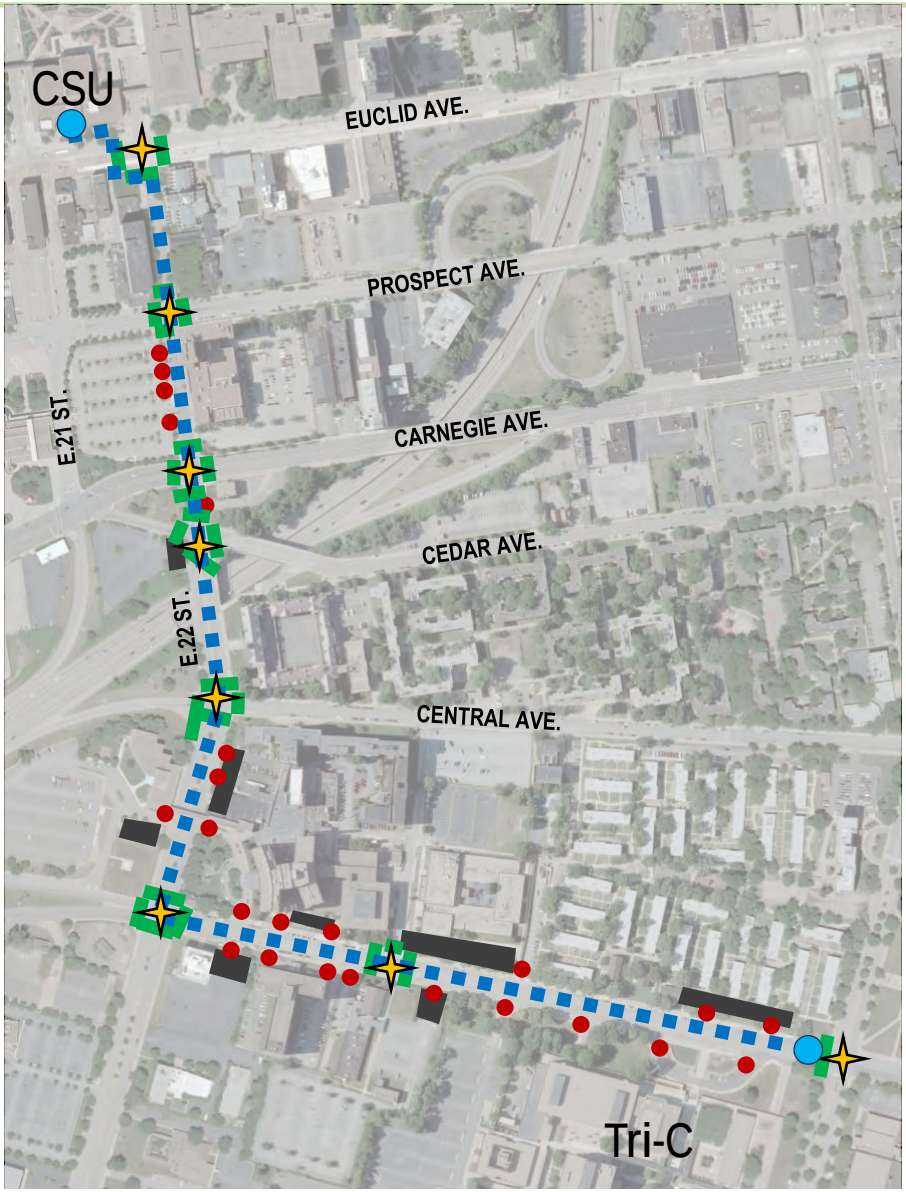
WALKING CONNECTIONS – A PRIMARY ROUTE

To best understand the users' experiences, the project area was studied via field visits, site walks and driving tours. East 22nd Street is an important connector between 2 major learning institutions, Cleveland State University and Cuyahoga Community College's Metro Campus. This identified "Primary Route" was studied in great detail to inventory exactly what one encounters along this approximate 17 minute walk.

Along the route, pedestrians must navigate large curb cuts that access adjacent parking lots, pass the Emergency Room entrance to St. Vincent's Charity Medical Center and cross large arterial streets. Additionally, the pedestrian experience while crossing the Innerbelt bridge is unpleasant and detracts from the entire walking experience. The bridge's arrangement forces people to walk adjacent to moving traffic and sidewalks that feel too narrow. Unsightly chain link fencing exacerbates the barrier aesthetic of the bridge and clutters important views to and from the corridor. The highway noise emanating from the Innerbelt trench is also obtrusive. It is virtually impossible to carry on a conversation while crossing the bridge. The bridge acts as a literal and figurative interruption to the Campus District experience and should be addressed.

0.82 mile route
(17 minutes walk) included:

- 8 intersections with crosswalks
- 24 curb cuts
- 8 parking lots adjacent to sidewalk
- 8 traffic signals
- 4 buildings built adjacent to the sidewalk / R.O.W.
- 5 buildings set back from street



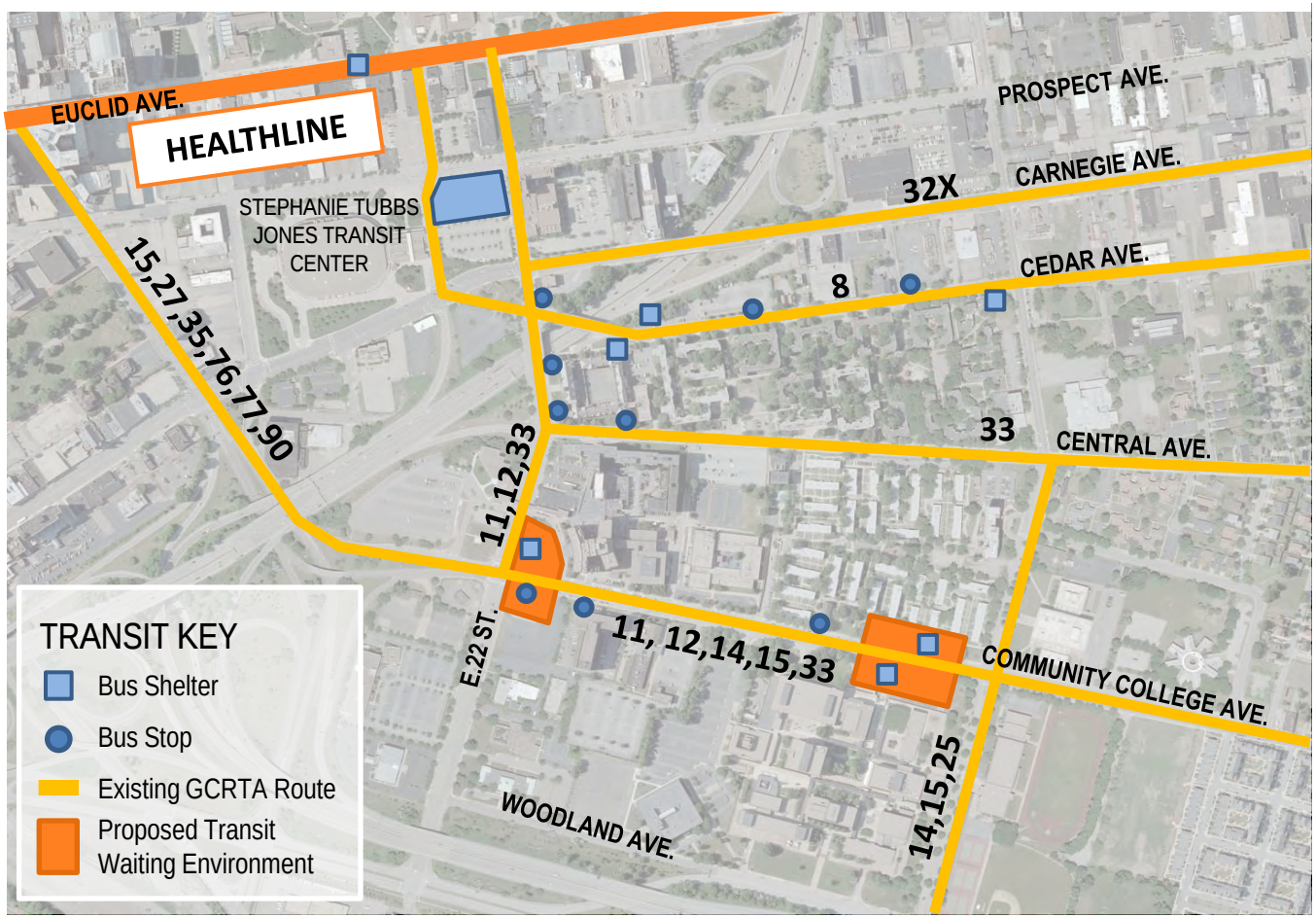
PUBLIC TRANSPORTATION

Despite a direct connection to the Stephanie Tubbs Jones Transit Center, almost a third (entire southern section) of the corridor is not currently served by public transit.

Additionally, bus stops, designated by pole signs, are understated and difficult to locate. A lack of bus shelters also contributes to an overall sense that the corridor is underserved by public transportation.

To better serve the district, strengthen the connection between Cleveland State University and Cuyahoga Community College's Metro Campus and to link employees and residents to the Euclid Avenue commercial redevelopment, a neighborhood connector has been proposed by GCRTA. At the time of this report, funding for the connector service is being pursued.

In the mean time, funding can be pursued to create integrated public Transit Waiting Environments. T.W.E.'s can be planned and designed to enhance the immediate surroundings of popular stops. Improving the stops may lead to increased ridership. Certainly transit must be considered with the immediate presence of the Stephanie Tubbs Jones Transit Center within the study area providing regional connections via public transportation.



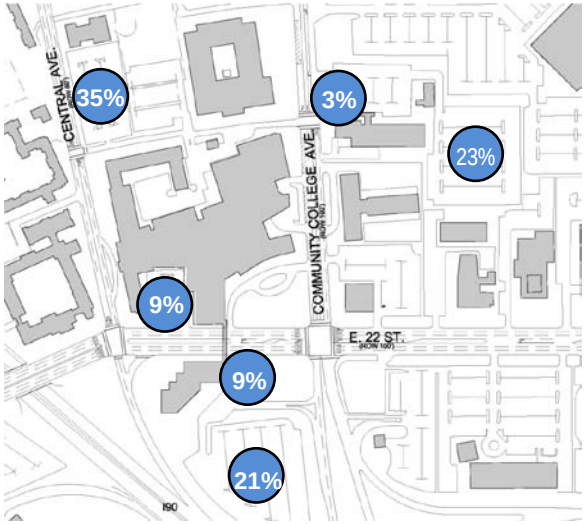
ST. VINCENT CHARITY MEDICAL CENTER – SURVEY

A digital survey was distributed to employees of the St. Vincent Charity Medical Center. Over 150 responses were collected, representing a diverse cross section of employees. Questions focused on the individual's experience as they commuted from home, arrived at the St. Vincent campus and walked to their building's entrance, if streetscape improvements should be considered and what types of amenities are desired.

How do you commute from your home to work?	Car (99%)	Walk (1%)
How long is your commute to work?	1-5 miles (6%) 11-20 miles (29%)	6-10 miles (19%) over 20 miles (46%)
What time to you arrive at work?	Earlier (3%) 10am-2pm(4%) 6-10pm (6%)	6-10 am (81%) 2-6pm(4%) Later (2%)
What time to you leave work?	Earlier (0%) 10am-2pm(0%) 6-10pm (16%)	6-10 am (8%) 2-6pm(72%) Later (4%)

Which Parking Lot do you use?

61% of employees cross a major street but do not come in contact with East 22nd Street in their routine commute



Do you consider the walk between your parking lot and arrival at building (select each that apply):

Comfortable	53%
Safe	39%
Convenient	32%
Unsafe	25%
Unpleasant	15%
Too long	9%

Almost all employees drive, most over 10 miles, and work during traditional business hours

While on a break (lunch hour, etc.) do you ever walk along East 22nd Street?

Yes(34%) No (66%)

What would you like to see along the street? – select each that apply

Increased Landscaping (63%)
Benches (59%)
Improved Sidewalks (58%)
Increased Activity (42%)
Trees (33%)
Public Art Installations (31%)
Signage / Directory Maps (30%)
Bike Lanes (15%)
Bus Shelters / Waiting Areas (17%)

Are public space improvements on East 22nd worth considering?

Yes (91%) No (9%)

Public space improvements with pedestrian-focused amenities are desired and will increase activity and use of East 22nd Street

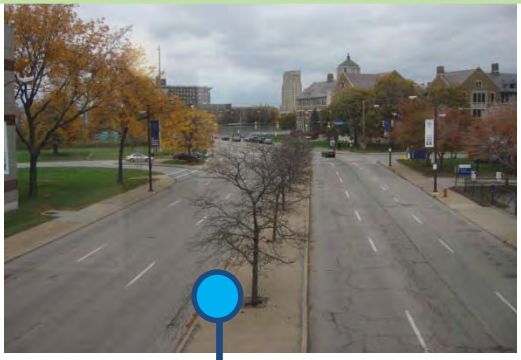
KEY FINDINGS AND OPINIONS

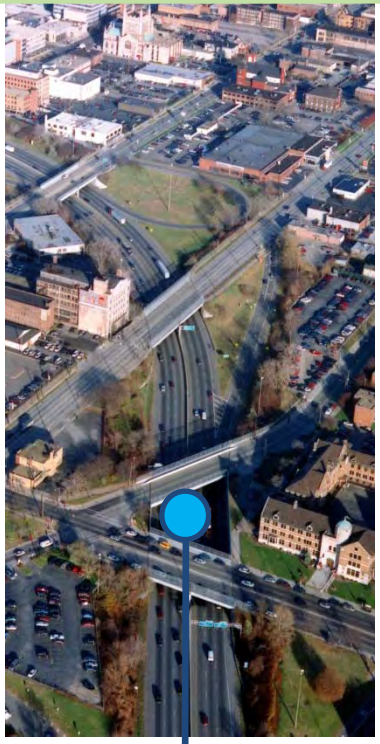
After studying the physical environment of the East 22nd Street corridor and its immediate surroundings, the planning team derived the following conclusions. These initial findings and opinions were vetted with Stakeholders and the Steering Committee to spur discussion and help define Planning Objectives.

While further analysis is presented in this report, the first impressions and reactions outlined below capture what elements and characteristics made a significant impact on the planning team. Because these impressions are based on what the district looks and feels like, and doesn't rely on in-depth analysis, it is expected that similar conclusions are reached by everyday users and first time visitors.

Despite the vast open spaces and seemingly barren sidewalks and streets, there is a critical mass of people within the study area that could populate the revamped public spaces.

The Transportation and Redevelopment Plan examines each of the Key Findings and Opinions to reshape and transform the East 22nd Street experience.





- Imbalance between traffic, people and land-use
- Develop a strategy for "extra" or residual spaces
- Roadway configuration does not reflect actual traffic needs
- Inadequate amount of usable greenspace
- Innerbelt "trench" bisects the East 22nd Corridor
- Existing distances and times suggest this district is "walkable"

- Building setbacks create “empty” streets and sidewalks
- Absence of amenities does not promote walking
- Bike lanes belong here to connect and expand the existing bike network
- “Big spaces” need to be reshaped, re-allocated to better serve
- East-West streets connect to surrounding residential properties and should act as neighborhood streets

REDISCOVER

bringing balance to the corridor

AN EVOLVING CAMPUS DISTRICT

The evolving nature of the Campus District must capitalize on multiple initiatives and investments. The combined catalytic impact of the projects listed on the following pages has the potential to bridge the gap between private and public investments to reshape East 22nd Street.

Working in-concert, public-private partnerships can leverage additional funding, maximizing the overall impact of each investment made within the district. It is anticipated that significant private investment will occur both in anticipation of and resulting from the reconstruction of Cleveland's Innerbelt. Changing traffic patterns will redirect people to the study area. Transportation planning must accommodate them, providing the necessary traffic capacity through public spaces that encourage investment and emote a strong sense of place and convey the Campus District's identity.

The wide range of initiatives spans from institutional capital improvement plans, representing hundreds of millions of dollars of investment, to neighborhood-directed planning efforts aimed to improve pedestrian connections and routes through signage and wayfinding elements. The myriad of projects shows how different types of investments can simultaneously work together to establish identity and improve the quality of life within the District.

NEARBY DISTRICT INITIATIVES

ST. VINCENT CHARITY HOSPITAL MODERNIZATION & SITE REVITALIZATION STUDY

Planning completed, first phases of construction underway

In 2009, St. Vincent Charity Hospital and the Sisters of Charity Medical System developed a 10-year capital improvement plan that reviewed the current state of facilities and set a plan for future phases of construction.

At the time of this report, several construction projects are completed or underway and several buildings have been demolished, making room for future development. The Medical Arts Building has undergone an extensive interior and exterior renovation.

Master plans show reconfiguring the campus. Structured parking is planned along Central Ave., freeing up surface lots for redevelopment. The main entrance will be re-oriented, creating a visual connection to Downtown Cleveland at the East 22nd St. and Central Ave. intersection. Site improvements include establishing usable green space, updates to surrounding streetscape and redeveloping intersections, framing the pedestrian realm and reducing the scale of the current oversized public spaces.

CUYAHOGA COMMUNITY COLLEGE PUBLIC SPACE REDEVELOPMENT PLAN

Planning completed

The Cuyahoga Community College's Metro Campus completed an extensive public space plan to soften the campus experience, strengthen connections to surrounding assets and create a Campus on a Green Roof. Sustainable initiatives focus on storm water treatment / collection, increasing permeable surfaces and installing densely planted landscaping and trees. Additionally, the college has recently completed their Health and Wellness Center (E.30th & Community College Ave.) and begun construction of the new Emerging Technologies and Energy Center (Woodland & E.30th) Tri-C acts as a counterpoint to Cleveland State University's presence at the northern boundary of the study area, bookending the corridor with educational anchors.

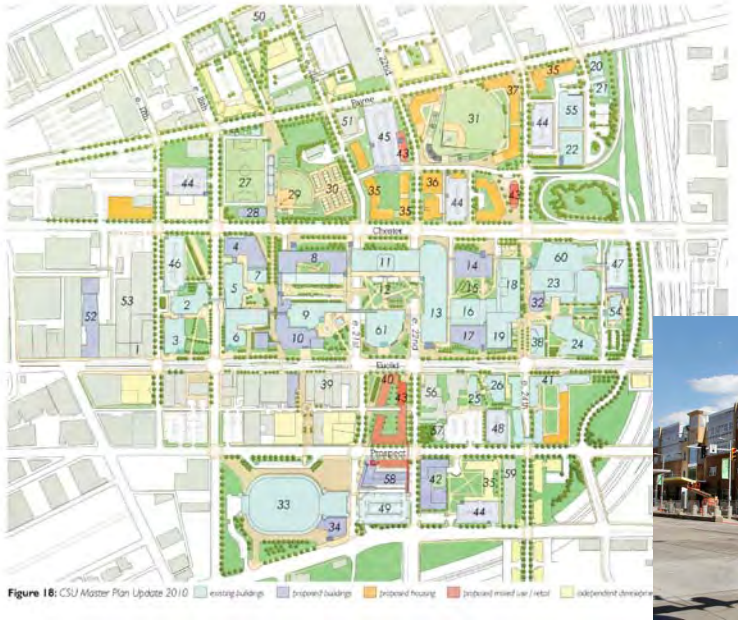


Figure 18: CSU Master Plan Update 2010

CLEVELAND STATE UNIVERSITY MASTERPLAN / COLLEGE TOWN

Planning completed, ongoing construction

Cleveland State University's evolving master plan focuses on rebuilding the campus to better engage its surroundings, line Euclid Avenue with activity and infuse this critical location with commercial, residential and institutional redevelopment. Recent projects include the Euclid Commons housing complex, the Student Center, planning for the North Campus housing neighborhood, completion of University Lofts and other infill opportunities.

AN EVOLVING CAMPUS DISTRICT

CEDAR EXTENSION ESTATE
CUYAHOGA METROPOLITAN HOUSING AUTHORITY

Initial planning completed

The Cuyahoga Metropolitan Housing Authority (CMHA) has committed to reconstructing the Cedar Extension Estates housing complex. The current residential buildings and site configuration do not exude a sense of community and do not take full advantage of surrounding amenities. By introducing public streets, uniting newly constructed residential buildings with meaningful green spaces, Cedar Extension Estate will connect into the existing city street grid and establish itself as a strong neighborhood.

JUVENILE JUSTICE CENTER ADAPTIVE REUSE

RFP for redevelopment issued

The Juvenile Justice Center represents a critical initiative along the East 22nd Street Corridor. Cuyahoga County (owners of the facility), recently engaged an outside consultant to assess its real estate needs system-wide and this property is included in their assessment.

THE COLLABORATIVE CAMPUS PLANNING PROJECT

Planning study completed

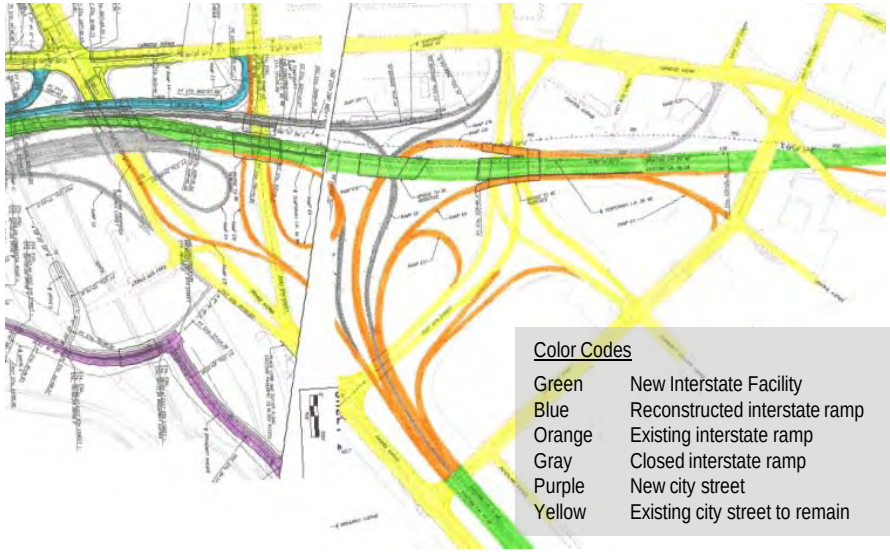
The Collaborative Campus Planning Project was a seven week planning process undertaken in the summer of 2010 that engaged a team of planning and design professionals alongside community residents, including high school and college students, in ”re-imaging” the Campus District. Their resulting vision for the transformation of their neighborhood included a wealth of ideas for projects benefiting the community, as well as an overarching strategy for creating connections by leveraging neighborhood assets.

INFRASTRUCTURE AND TRANSPORTATION INITIATIVES

INNERBELT RECONSTRUCTION PROJECT
OHIO DEPARTMENT OF TRANSPORTATION

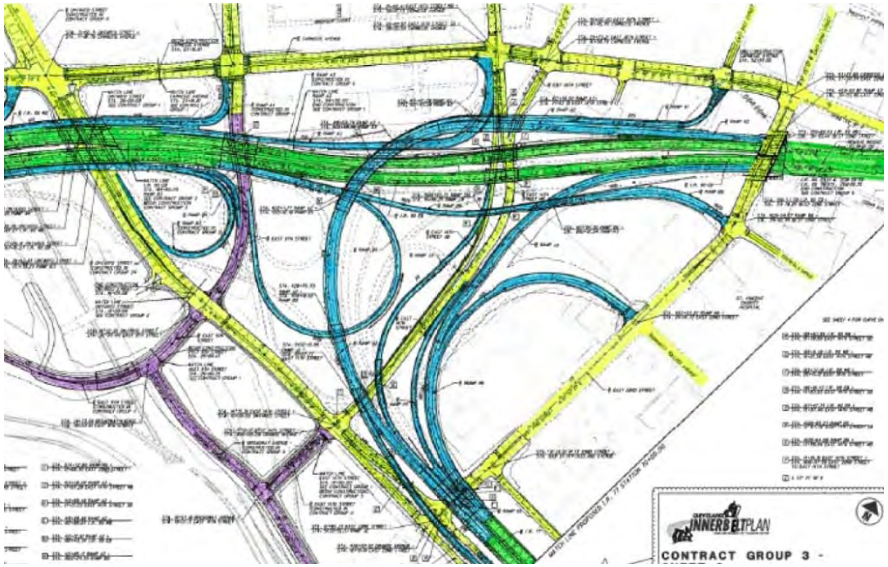
CCG1 under construction; CCG2 design underway

The E.22nd Street corridor is measurably affected by ODOT's Cleveland Innerbelt project. This project addresses safety and capacity issues on I-90 through the greater downtown Cleveland area. Its construction will span more than a decade. Phases 1-3 ~~will~~ affects E.22nd Street. Construction Contract Group 1 (CCG1) builds a new bridge to the north of the existing I-90 Central Viaduct (Innerbelt) Bridge. The existing bridge will be demolished and replaced in CCG2. CCG3 completes the reconfiguration of the Central Interchange area with ramp reconstruction. The new ramps will alter traffic patterns: All traffic from I-77 will enter E.22nd Street at Community College; access from I-77 via Central will be closed. All inbound traffic from I-90 eastbound will arrive via Central, to include traffic from the Carnegie off ramp which will be closed. In addition, Cedar Avenue from Carnegie to east of the existing intersection with E.22nd Street will be removed.



CONSTRUCTION CONTRACT GROUP #1

CONSTRUCTION CONTRACT GROUP #2



CONSTRUCTION CONTRACT GROUP #3

AN EVOLVING CAMPUS DISTRICT

CSU PEDESTRIAN INFRASTRUCTURE MASTER PLAN

Planning completed

Cleveland State University completed its Pedestrian Infrastructure Master Plan to compliment the campus reconfiguration and re-orientation towards Euclid Avenue, East 21st and East 22nd Streets, Chester Avenue and other public spaces. Improvements include replacing travel lanes with bicycle lanes, designing placemaking elements and streetscape improvements to create a cohesive campus experience.

GATEWAY DISTRICT TLCI
RE-IMAGINING THE PUBLIC REALM

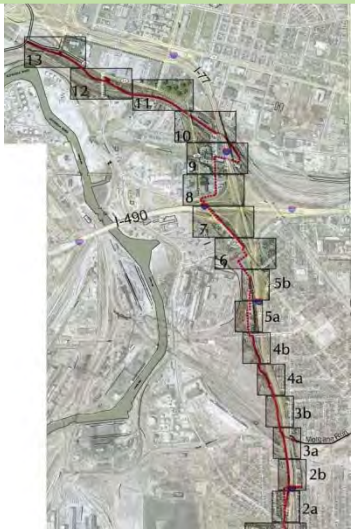
Planning completed

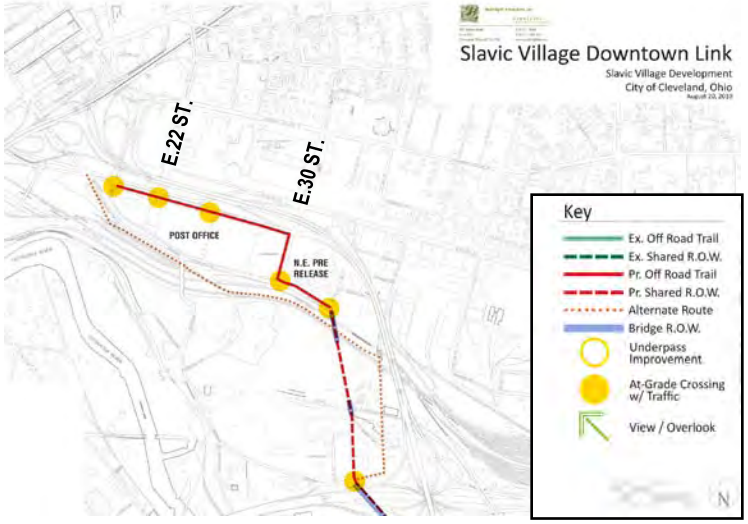
The Gateway District Transportation for Livable Communities Initiative examined strategies to re-imagine public spaces through incremental investments. Additionally, bicycle lanes have been planned for Prospect Avenue providing a critical connection between Euclid Avenue's bicycle lanes and the East 22nd Street corridor.

BICYCLE DOWNTOWN CONNECTOR TRAIL
SLAVIC VILLAGE DEVELOPMENT

Planning completed

The Slavic Village Development Community Development Corporation's Downtown Connector Trail provides a mixture of off-road and on-road bicycle facilities linking the Washington Reservation MetroPark and Downtown Cleveland. The link creates a trailhead at the southern end of East 22nd Street, emphasizing the importance of the study corridor's connection to Euclid Avenue's bicycle lanes that currently end at the intersection of East 22nd and Euclid Avenue.

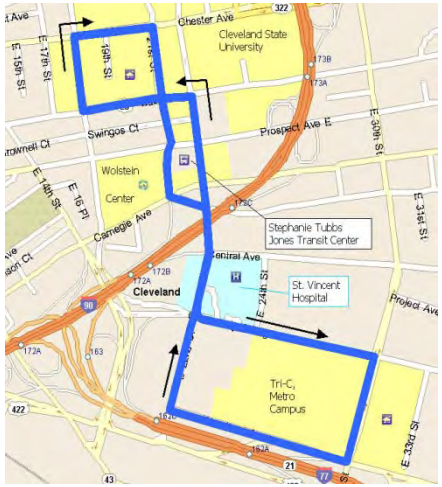




STEPHANIE TUBBS JONES TRANSIT CENTER
AND CAMPUS CONNECTOR BUS LOOP
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Construction completed & funding pursued

The Stephanie Tubbs Jones Transit Center provides convienent access to public transportation, supporting CSU, Tri-C and Downtown Cleveland. Further public transit options are planned to be provided via the Campus Connector loop that utilizes East 22nd Street as a major spine. The Campus Connector's route can provide direct connections between the southern end of the corridor and the Euclid Avenue commercial district.



PLANNING & STREETSCAPE CONSIDERATIONS

After analyzing the street's components and collecting information concerning redevelopment initiatives, Planning Considerations were drafted for review. These influential directives helped guide the planning process and set the tone for the final aspirations of the Transformation and Redevelopment Plan.

It is vitally important for all Planning Considerations to have an immediate and future impact. As we plan for the future of Cleveland's neighborhoods, it is critical that current needs are also addressed. Not only does this approach encourages long-term growth, but facilitates short-term improvements. Often, the initial, short-term improvements have lasting visual impact and create much-needed momentum for public space improvements. Near-term improvements can act as a critical first step for multi-million dollar investments.

The following list of considerations focuses on different aspects of the plan; redevelopment, bicycle, pedestrian and automobile components. This multi-faceted methodology leads to full integration of systems, helping to create a balanced transportation system that caters to multiple modes of travel. Providing feasible and accessible transportation alternatives will lead to a walkable district populated with the desired types of redevelopment.

INFUSE REDEVELOPMENT

Identify Sites and Appropriate **Densities**

- Incorporate complimentary land-uses that expand and enhance the existing businesses and institutions
- Provide realistic proposals that take into consideration their timing for redevelopment and their impact on the transportation plan
- Work with Stakeholders to fully understand their future plans

PROVIDE TRAVEL ALTERNATIVES

Integrate Public Transportation

- Provide ample amenities for areas where ridership is highest
- Ensure pedestrian routes to and from transit stops are safe, intuitive and comfortable
- Recognize Stephanie Tubbs Jones Transit Center and stops as locations where the district is infused with pedestrians

UPDATE THE ROADWAY

Reshape Streets for Multi-modal Traffic

- Plan transportation network in conjunction with the Innerbelt reconstruction
- Provide bike lanes that link into existing networks and build upon recently completed initiatives / plans to encourage multi-modal uses and direct riders onto safe routes (avoiding large curb cuts and driveways)
- Reduce traffic lanes where capacities do not warrant multiple lanes of travel to shorten crossing distances

RE-IMAGINE STREETS

Green Streets to Soften the Environment

- Reduce amount of paving and replace with landscaping
- Incorporate stormwater management elements and collectors to mitigate the impact infrastructure has on the environment
- Study “capping” portions of the Innerbelt to provide stronger pedestrian connections through a “green roof”

CELEBRATE VIEWS AND VISTAS

Use **Beacons** as Destination Markers

- Create strong visual links to guide pedestrians cyclists from one side of the Innerbelt to the other
- Help people understand where they are walking to by defining the anchor points of the trek
- Engage pedestrians along their walk to shorten perceived distances with foreground elements

CREATE PLACE

Establish a Unifying Identity

- Include streetscape improvements, common elements, landscaping, signage, paving patterns and materials, etc. to tie Campus District together
- Create design guidelines / strategies for common occurrences as surface parking lots, entrance ramps, etc.

REDEVELOPMENT OPPORTUNITIES

The East 22nd Street corridor's characteristics change along its route between Euclid and Orange Avenues. Because of the differing conditions, streetscape and redevelopment strategies must be examined on a block-by-block basis, rather than proposing a corridor-wide solution.

To better understand the roadway's potential, the planning team dissected E. 22nd St. into three sections as outlined on the map to the right. Each section/district has unique attributes that warrant site-specific planning strategies. Additionally, the separation into three sections also begins a thought process for phasing improvement to the roadway.

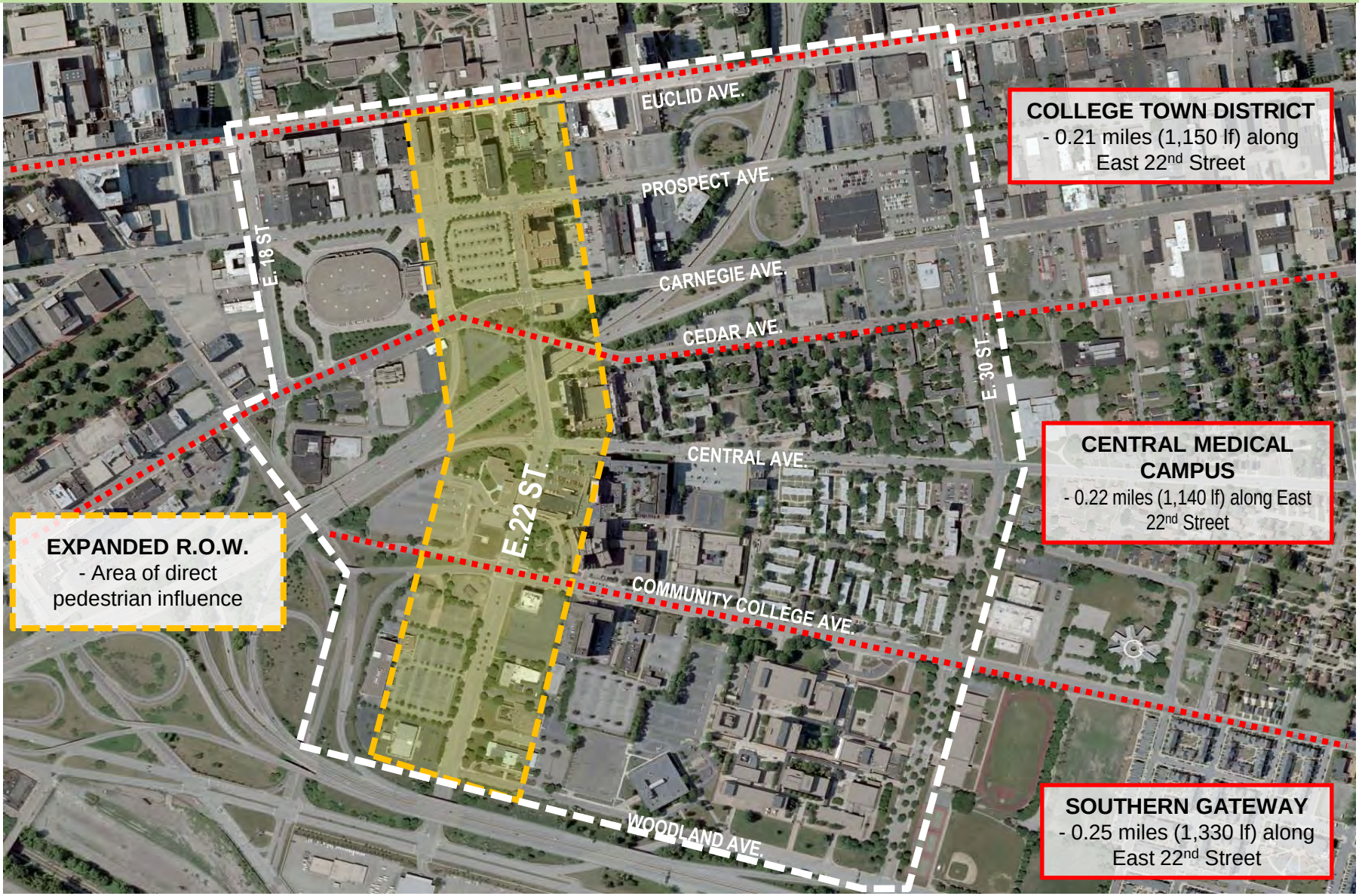
Clearly defining districts can provide opportunities to pair infrastructure construction with private redevelopment initiatives. For example, the College Town District's future roadway construction could be paired with the redevelopment of the Viking Hall site. CSU's current master plan designates the site to be a mixed-use building with ground floor retail uses. If paired, the final roadway can better respond to the Viking Hall site redevelopment. If parking lanes or drop-off areas are desired, they can be cut into the site and coordinated with the potential roadway construction. Similar opportunities for paired construction exist at the Community College Avenue intersection with St. Vincent Charity Medical Center's capital improvement plan. Beyond phasing concepts, considering the corridor as three sub-districts help identify specific details about each quarter-mile length.

Understanding each sub-district's needs and characteristics helps determine criteria that the transportation plan bus establish and meet.

College Town District
The College Town District is the most unique of the three districts. The roadway is one-way northbound, making a critical connection to Euclid Avenue. The one-way configuration leads to this portion being the narrowest of the entire study area corridor. Additionally, this section has the greatest site development density. Redevelopment opportunities are limited in the College Town District due to the presence of historically significant buildings such as the YMCA building and Trinity Cathedral.

Central Medical Campus
The corridor's core sub-district focuses on the St. Vincent Charity's Medical Center's campus entrance. As the Medical Center's plans re-orientate the facility to face downtown and connect at Central Avenue, redevelopment opportunities arise at surface parking lots. Redeveloping and redefining the Community College Avenue intersection becomes a priority because of its prominence and gateway role for exiting Innerbelt traffic. Also, the Juvenile Justice Center's RFP identifies this important site as a viable location for investment.

Southern Gateway District
Because of existing development and land-use patterns, this district is highly developable. Large surface parking lots represent prime opportunities and offer larger-sized parcels for redevelopment. Additionally, the roadway feels the largest and most barren in this section of the street. The overall imbalance of the corridor is most recognizable in the Southern Gateway District.


EUCLID AVE.
PROSPECT AVE.
CARNEGIE AVE.
CEDAR AVE.
CENTRAL AVE.
COMMUNITY COLLEGE AVE.
WOODLAND AVE.
E. 18 ST.
E. 30 ST.
E.22 ST.
COLLEGE TOWN DISTRICT
- 0.21 miles (1,150 lf) along East 22nd Street
CENTRAL MEDICAL CAMPUS
- 0.22 miles (1,140 lf) along East 22nd Street
SOUTHERN GATEWAY
- 0.25 miles (1,330 lf) along East 22nd Street
EXPANDED R.O.W.
- Area of direct pedestrian influence

TRAFFIC PROJECTIONS

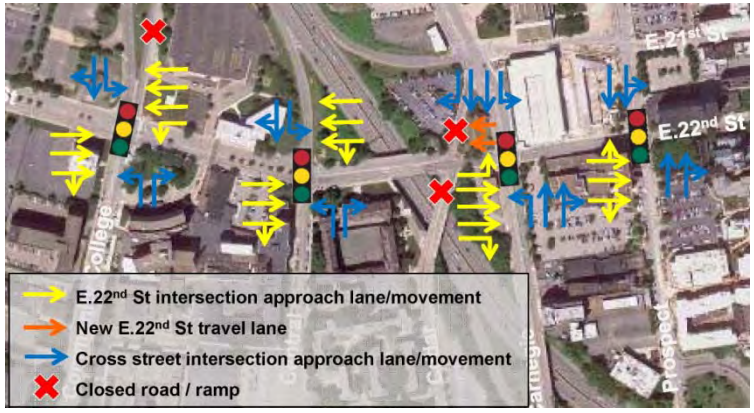
FUTURE TRAFFIC ANALYSIS

The projected traffic includes changes associated with the Innerbelt project and changes associated with the proposed redevelopment along E.22nd Street. The future year traffic consists of three components: background traffic, "new" traffic resulting from the Innerbelt project, and new traffic that will be generated by the planned and proposed redevelopment.

2030 No Build

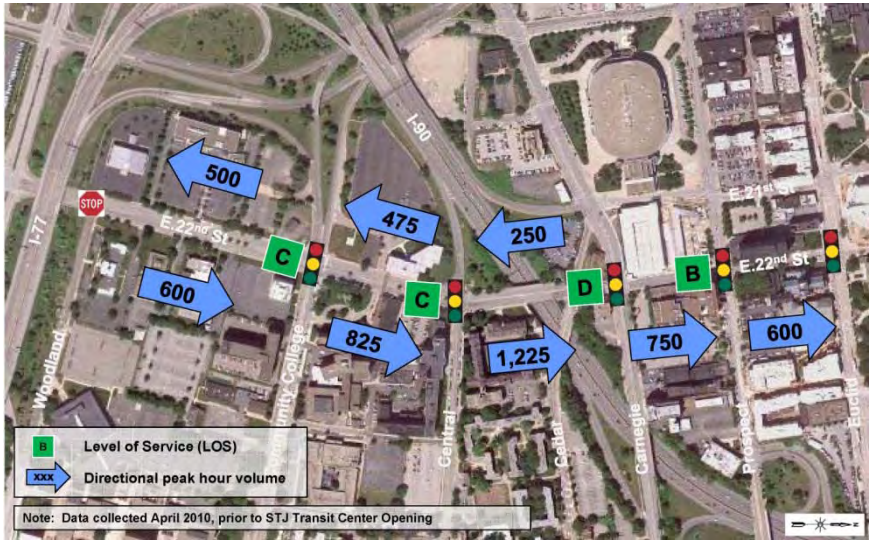
The background traffic was projected using NOACA's 2030 regional traffic model. Although regional traffic volume are not expected to grow, there will be changes in traffic patterns resulting from the Innerbelt project which will add traffic to the corridor, primarily at the Central Avenue and Community College Avenue intersections.

The 2030 No Build analysis demonstrates the impact of the Innerbelt project on the E.22nd Street corridor with a noticeable increase in volumes. Although three intersections perform acceptably, the Carnegie/ E.22nd St intersection is expected to degrade to LOS E. This is due to heavy east-west through traffic and northbound lefts. This will likely improve with construction of CCG4, which adds capacity to this intersection.

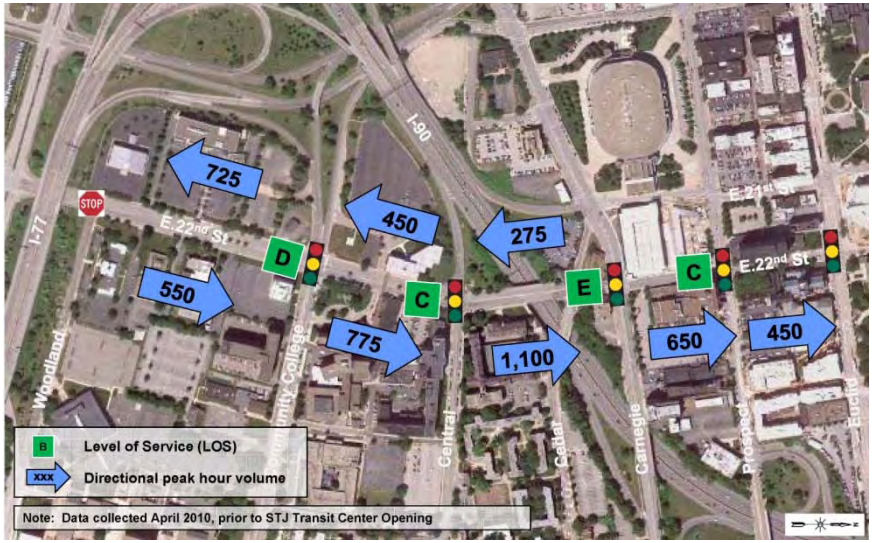


2030 POST-INNERBELT ROADWAY CONFIGURATION

2030 NO BUILD – AM PEAK



2030 NO BUILD – PM PEAK



FUTURE TRAFFIC ANALYSIS

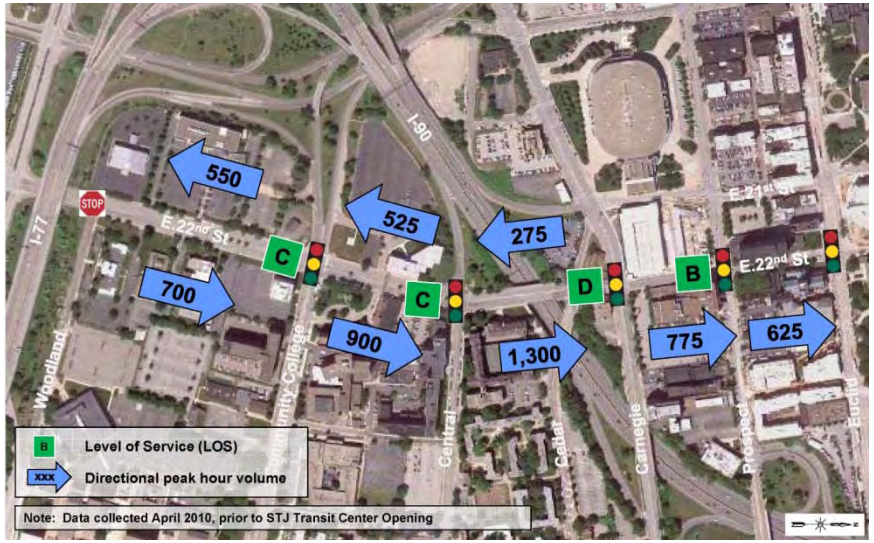
2030 Build
Multi-Modal Boulevard

Traffic operations for the proposed Multi-Modal Boulevard were analyzed to assess the impacts of the proposed reduction in travel lanes and related roadway configuration changes to E.22nd Street. Bike lanes are proposed south of Carnegie and a cycle track is proposed north of Carnegie. If a cycle track is not feasible, a contraflow bike lane (one-way) bike lane in opposite direction of traffic flow) could be provided for southbound bicyclists and northbound bicyclists would be accommodated via sharrows. In this case, E.22nd Street would remain a three-lane roadway north of Carnegie Avenue. To be conservative, the analyses were conducted for the two-lane condition.

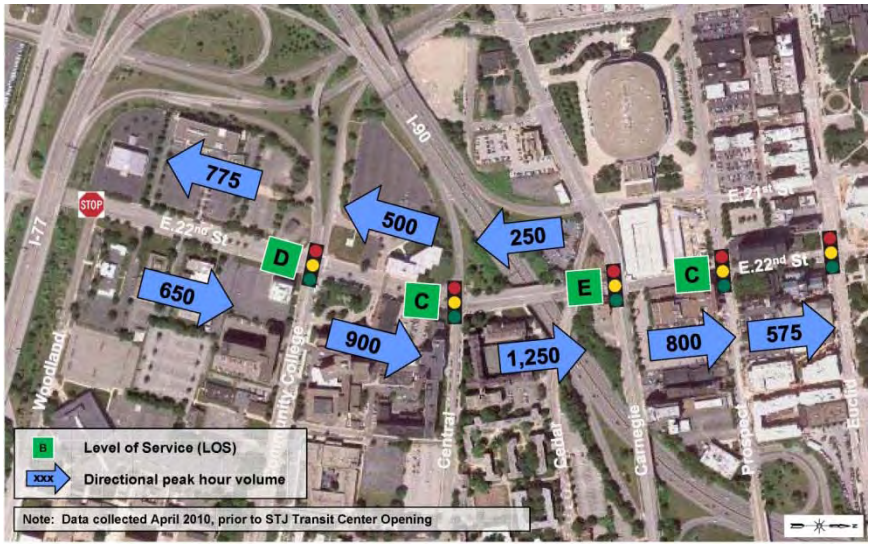
Trips generated by the Multi-Modal Boulevard were estimated using the ITE Trip Generation Manual (8th edition). For each site, specific trips were generated based on the potential land use and footprint

The results of the capacity analysis for the Multi-Modal Boulevard show that there are only relatively minor differences in intersection performance along the E.22nd Street corridor with the implementation of the proposed modifications to the roadway configuration as well as the planned and proposed redevelopment along the corridor. A side-by-side comparison of the No Build and Build analysis results is shown on the following page.

2030 BUILD – AM PEAK



2030 BUILD – PM PEAK



TRAFFIC PROJECTIONS

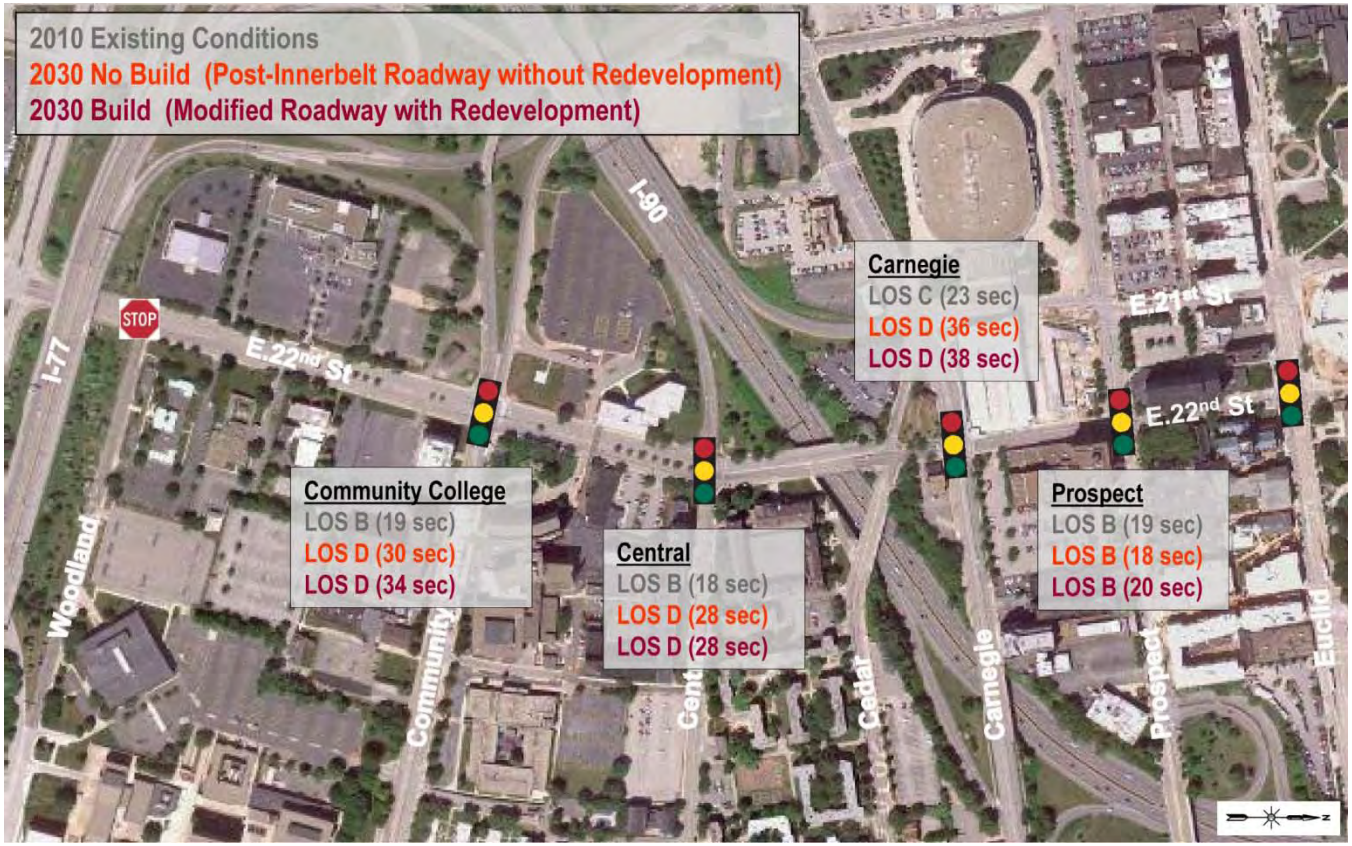
FUTURE TRAFFIC ANALYSIS

2030 No Build and Build Comparison

The side-by-side level of service comparison clearly shows the similarities and differences. It is clear that changes associated with the Innerbelt project will have a measurable impact on traffic operations. However, implementation of the

Multi-Modal Boulevard is not expected to exhibit significant negative impact on the corridor's traffic operations.

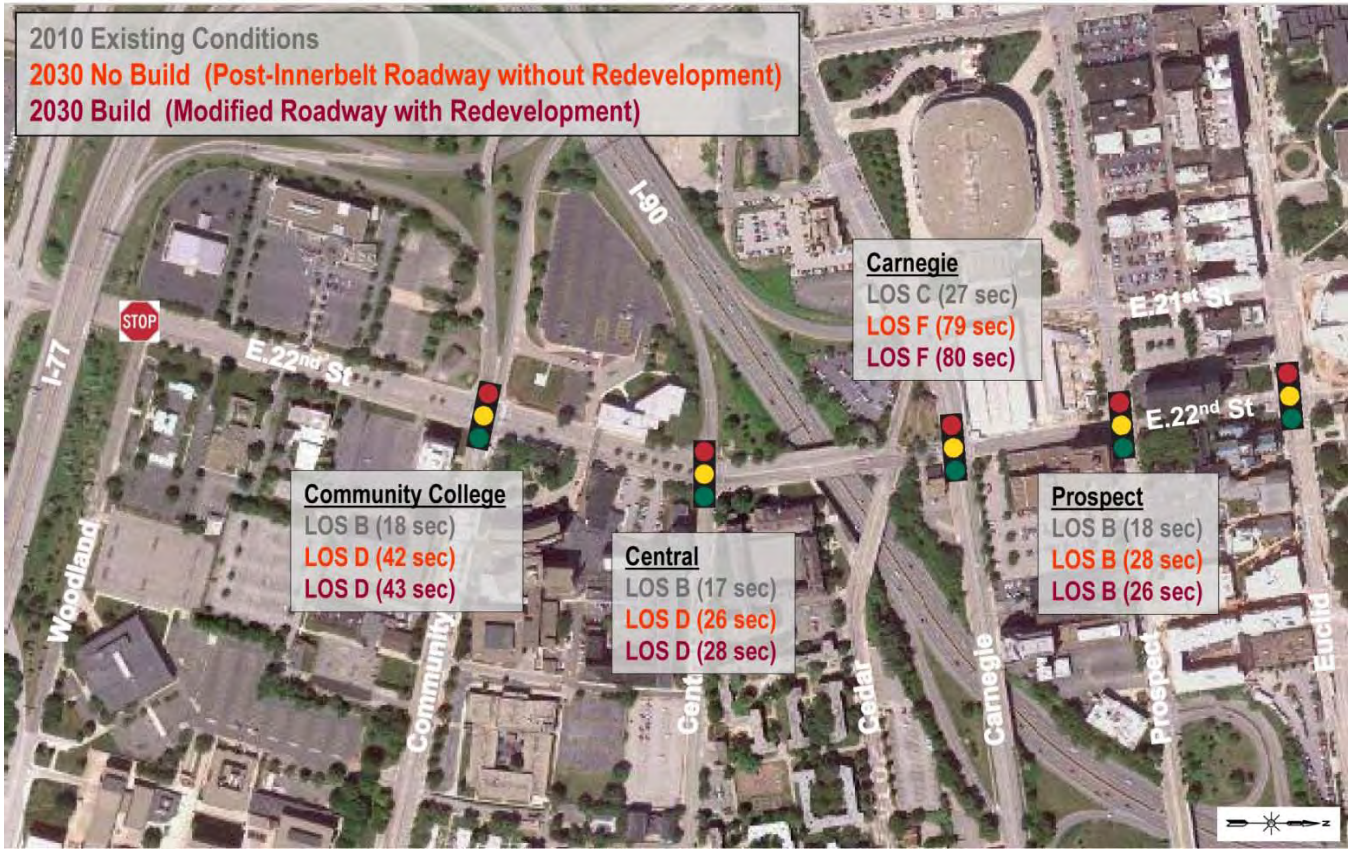
Since there is a predominance of north-south traffic flow in the corridor, arterial analysis was also completed. Those results show there is no change in southbound travel time; not surprising given the relatively low southbound peak hour traffic volumes.



AM PEAK
PERFORMANCE COMPARISON

The northbound direction, however, is expected to experience an increase in travel time. This manifests as a degradation in arterial level of service in the PM peak. This impact results from an increase in signal delay at the Carnegie intersection along with a steady increase in volume heading northbound.

Performance issues associated with the Multi-Modal Boulevard will likely diminish with construction of Innerbelt CCG4, which adds capacity to the Carnegie intersection. In addition, using a southbound contraflow bike lane rather than a cycle track will add capacity to the roadway and will likely have a positive impact on operational efficiency.



PM PEAK
PERFORMANCE COMPARISON

STREETSCAPE CONCEPTS

The planning process examined multiple concepts for a reconfigured corridor. Four distinctive concepts were further studied in detail with the Steering Committee, Community and Stakeholders. Each of the concepts presents diverse arrangements of the public right-of-way. Pedestrian, cycling and vehicular improvements were considered in each concept to provide a rebalanced streetscape experience.

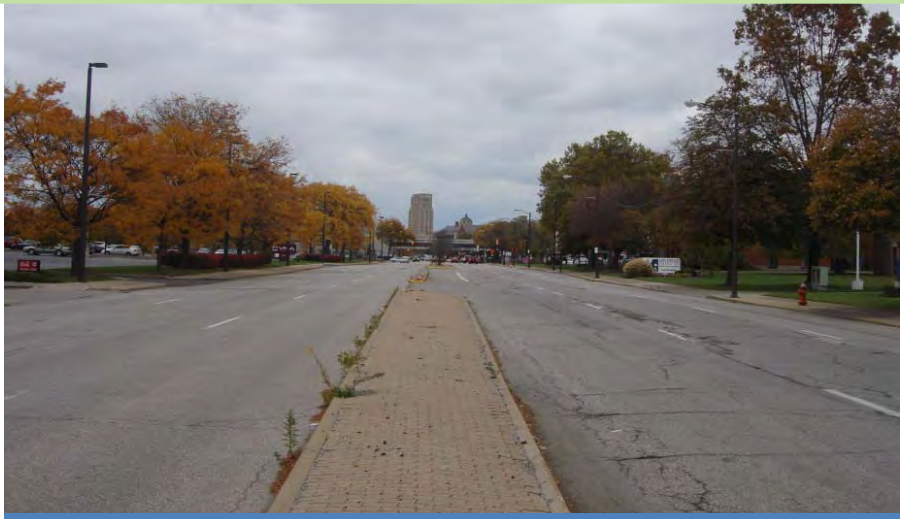
The four concepts on the right include increased landscaped areas, removal of driving lanes, dedicated bicycle connections and assorted pedestrian amenities. These elements were identified, by the Steering Committee, as critical improvements. The initial preference of the Committee, made without cost information, was the Linear Park option. The expanded landscaping areas, multi-purpose rail and integrated amenities appealed to many.

However, as the four concepts were fully vetted and discussed, the working groups asked that preliminary costs be provided to further impact and guide the decision-making process.

Initial cost analyses identified the following probable costs for consideration:

- **Multi-Modal Boulevard – $2,140,000**
- **Community Bikeway - $6,500,000**
- **Linear Park - $6,000,000**
- **Skinny Street - $5,300,000**

The large discrepancy in cost between the Multi-Modal Boulevard and the other concepts can largely be attributed to costs associated with a complete reconstruction of the roadway. Of the four concepts, the Multi-Modal Boulevard is the only configuration that does not require the roadway to be reconstructed. Other options relocate the curbs, therefore requiring utilities to be adjusted, the roadway to be re-crowned for drainage purposes and results in other costly changes.



The East 22nd Street corridor is dominated by paved surfaces and unnecessary travel lanes. Excess travel lanes can be removed , potentially adding such features as parking lanes, increased landscaping areas, bicycle lanes and other amenities to establish a balanced transportation corridor.

The Steering Committee continued to analyze the concepts and their associated contributions to improving the experience along East 22nd Street. The planning process, weighing various factors including cost, led to the Steering Committee selecting the Multi-Modal Boulevard as the preferred alternative. This recommendation was further supported by the community during public meetings.

Streetscape Concepts Drawing Key	
	Median / Tree Lawn
	Center Turn Lane
	Sidewalk
	Multi-Purpose Trail

COMMUNITY BIKEWAY

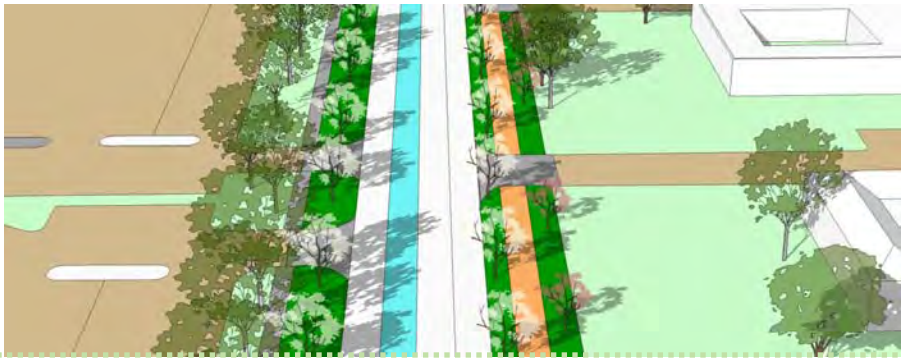
Separated two-way bike trail

- Repositions locations of curbs
- Requires reconstruction of the roadway
- Creates a dedicated two-way bikeway on east side of street
- Provides sidewalks on both sides of street (in addition to bike trail)

SKINNY STREET

Narrowest street possible

- Removes three lanes of traffic (provides only one southbound lane based on traffic patterns and volumes)
- Requires reconstruction of the roadway
- Multi-purpose trail on east side of street , sidewalk on west



MULTI-MODAL BOULEVARD

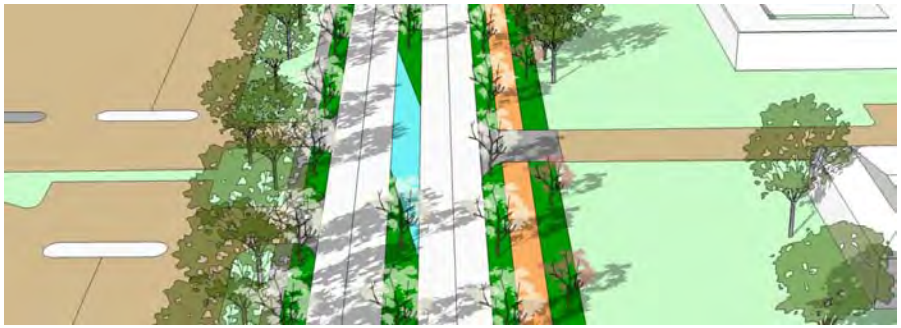
Rebalances and reconfigures the roadway

- Retains curbs in current locations
- Does not require reconstruction of the roadway
- Includes bike lanes and on-street parking
- Sidewalks' dimension is maintained, landscaping increased

LINEAR PARK

Maximizes green space

- Requires reconstruction of the roadway
- Multi-purpose trail on east side of street, sidewalk on west
- Creates 18' of green space along east side of street and 8' on the west side of street



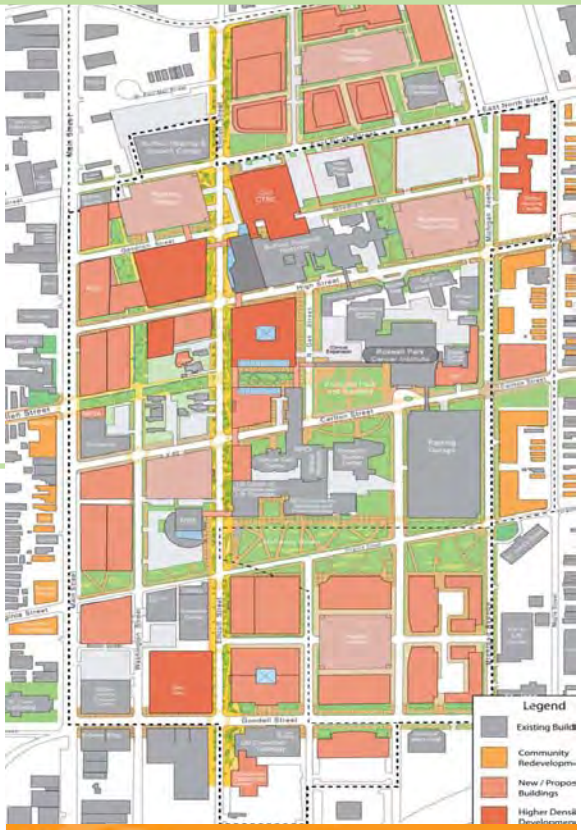
CASE STUDIES – LEARNING FROM OTHER PLACES

The following case studies were examined to show how impact of significant streetscape improvements can spur redevelopment initiatives.

Understanding what has been successful in other places helps the planning team and Steering Committee see potential relationships, funding resources and strategies and help prepare for challenges that may arise as planning efforts move forward.

Balancing the needs of individual stakeholders with public agencies can be overwhelming and confusing. It is important to study what components are considered and what processes are employed to reach consensus and create viable transportation plans and initiatives.

The following two case studies examine the impact of development / growth and how a reconfigured corridor can redefine a campus experience in an urban setting.

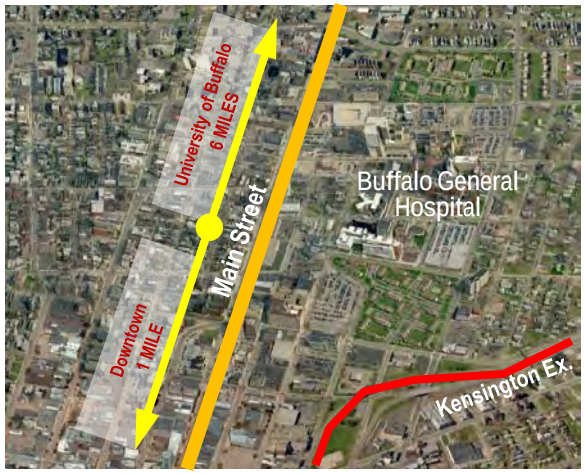


BUFFALO NIAGARA MEDICAL CAMPUS
BUFFALO, NEW YORK

The Buffalo Niagara Medical Campus's expansion plan includes momentous redevelopment to an existing roadway network. The growth is projected to include upwards of 5 million square feet of expansion or new development. To facilitate this massive growth, the process has included community outreach and streetscape and infrastructure programs.

The Buffalo campus' relationship to Downtown Buffalo is similar to the East 22nd Corridor. Additionally, its urbane context, including institutions, a medical campus and residential neighborhoods, all served by an adjacent highway, are shared by this report's study area. Its success shows the potential and importance of investing in core communities.

The Campus District Transportation and Redevelopment Plan aims to infuse growth and meaningful improvements to the public realm to encourage use and investment.

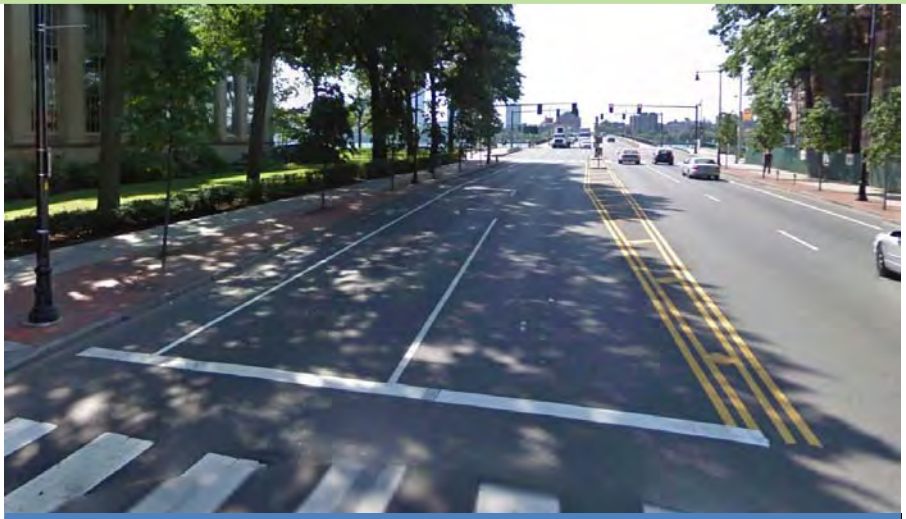


MASSACHUSETTS AVENUE
M.I.T. CAMPUS – CAMBRIDGE, MASSACHUSETTS

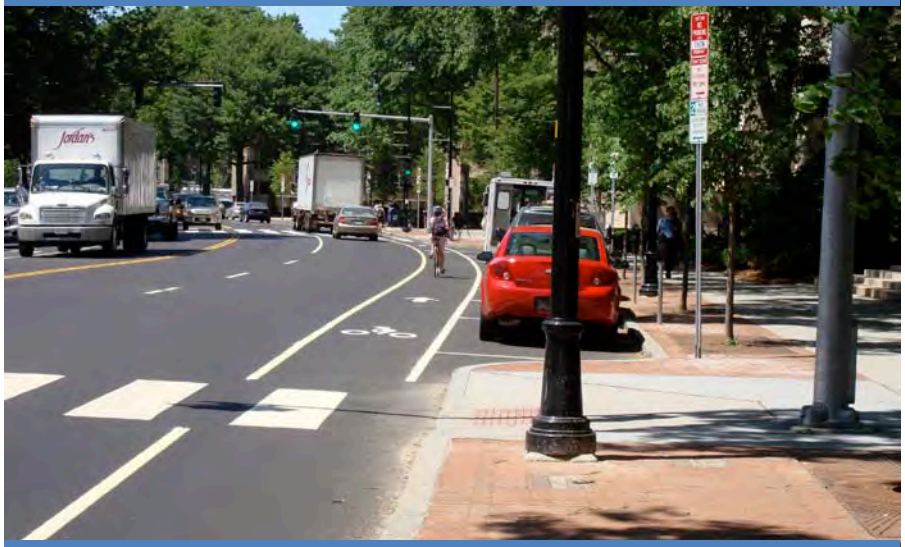
Immediately across the Charles River from Downtown Boston, the Massachusetts Institute of Technology campus takes advantage of connections, public transit and an overhauled Massachusetts Avenue. The newly reconfigured street includes multiple modes of transportation, dedicated parking lanes to support new development that now focuses on the sidewalks and simple streetscape enhancements.

Mass. Avenue's configuration and scale is similar to East 22nd Street. This relatively large roadway has been transformed through the creation of a softened environment and a strong focus on pedestrians and cyclists.

"The university's new look also helps its neighborhood. When M.I.T. enhances its campus, it resonates in the commercial real estate market and the surroundings."



Manageable crossing distances cater to pedestrians and a simple roadway configuration with bike lanes encourages cycling.



Street trees, corner bump-outs and special paving soften a high-volume roadway and help create a balanced streetscape.

ENVISION

uniting transportation and development to create an cohesive corridor

ESTABLISHING REDEVELOPMENT DENSITY

Intelligent and inspiring infrastructure improvements can spur redevelopment and act as a mechanism for transformation. By investing wisely and responsibility, the Multi-Modal Boulevard option incorporates components and characteristics of the more costly concepts.

Recommending the most economical concept shows the Steering Committee and Community's commitment to arriving at a feasible and constructible streetscape strategy. A large portion of the reconfiguration of East 22nd Street is anticipated to occur under ODOT's current Innerbelt construction scope. Since the corridor is presently utilized as detour route, ODOT is responsible for repaving the street at the completion of the current construction phase and has been engaged in this TLCI process. ODOT's support of the reconfigured roadway and willingness to incorporate configuration changes during repaving results in a real implementation strategy and construction date. The current phase of Innerbelt construction is anticipated to wrap up in September of 2013.

Transportation is clearly this report's focus, and it is critical to arrive at a preferred alternative that reflects multiple agencies, institutions and organizations. In addition, redevelopment must also be considered to show the potential for growth. This infusion of private investment, paired with public infrastructure initiatives, has the ability to provide new uses that invigorate and populate public spaces. The development plan and statistics to the right represent a modest amount of growth and reclaims underutilized land for better and higher uses. In many cases, this results in mixed-use buildings that define the street's edge. Infrastructure projects that show a positive economic impact tend to successfully qualify for funding.

Additional better uses could mean accessible, open, green space that provide areas for congregation or sustainable installations. This blend of built environment and open spaces will provide balance to the district.

Finally, the transportation concept presented includes amenities, bike lanes, on-street parking and a planted median. It is important to recognize that many of the proposed improvements can be implemented incrementally, as Near-Term Improvements. For instance, pedestrian amenities can be selected and placed immediately. Restricted on-street parking could be provided now. Landscaped areas can be expanded and plantings coordinated between land owners soon. Signage and wayfinding elements can be integrated. These "grassroots" initiatives can be scheduled and coordinated through the Campus District, Inc.

The more expensive, Targeted Enhancements are intended to be implemented during future roadway construction activities. Roadway striping and delineated bike lanes can easily incorporated into ODOT's repaving project.

Campus District / East 22nd Street Corridor Planning

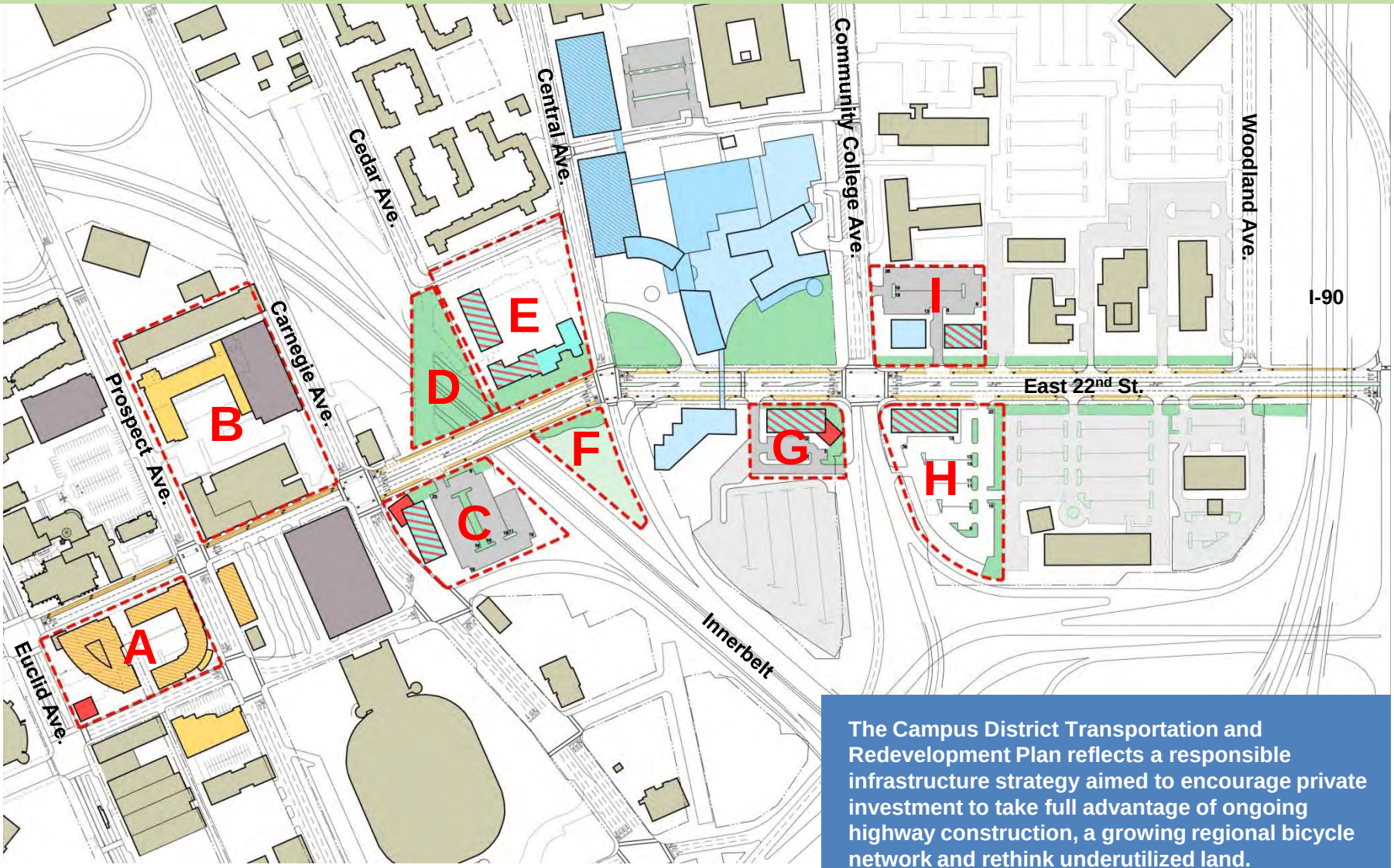
Potential Redevelopment Yield

DRAWING KEY

- REDEVELOPMENT SITES
- PROPOSED RETAIL USE
- EXISTING SAINT VINCENT FACILITY
- PROPOSED SAINT VINCENT FACILITY EXPANSION
- PROPOSED MULTI-FAMILY BUILDINGS
- PROPOSED MIXED-USE BUILDINGS (RESIDENTIAL)
- PROPOSED MIXED-USE BUILDINGS (OFFICE)
- GREEN SPACE / STREETSCAPE ENHANCEMENTS
- PUBLIC USE SPACE
- EXISTING PARKING LOTS
- PROPOSED / RECONFIGURED PARKING LOTS
- PROPOSED BIKE LANE
- PROPOSED ON-STREET PARKING AREAS

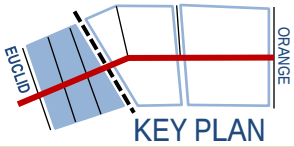
SITE STATISTICS

	Acreage	Retail	Office	Student Housing
Site A	2.27	44,000 sf	--	approx. 240
Site B	4.86	--	--	approx. 160
Site C	2.00	11,500 sf	27,000 sf	--
Site D	1.18	--	--	--
Site E	2.89	15,500 sf	45,000 sf	--
Site F	0.77	--	--	--
Site G	1.04	11,000 sf	27,000 sf	--
Site H	2.45	10,200 sf	30,600 sf	--
Site I	1.68	5,600 sf	16,800 sf	--
Total	18.55	97,800 sf	146,400 sf	approx. 400



The Campus District Transportation and Redevelopment Plan reflects a responsible infrastructure strategy aimed to encourage private investment to take full advantage of ongoing highway construction, a growing regional bicycle network and rethink underutilized land.

COLLEGE TOWN DISTRICT



Retains one-way north-bound traffic (Carnegie – Euclid) and converts Cedar – Carnegie to two-way operation

Includes “Mini-Cap” linking both sides of the Innerbelt with usable green space and pathways

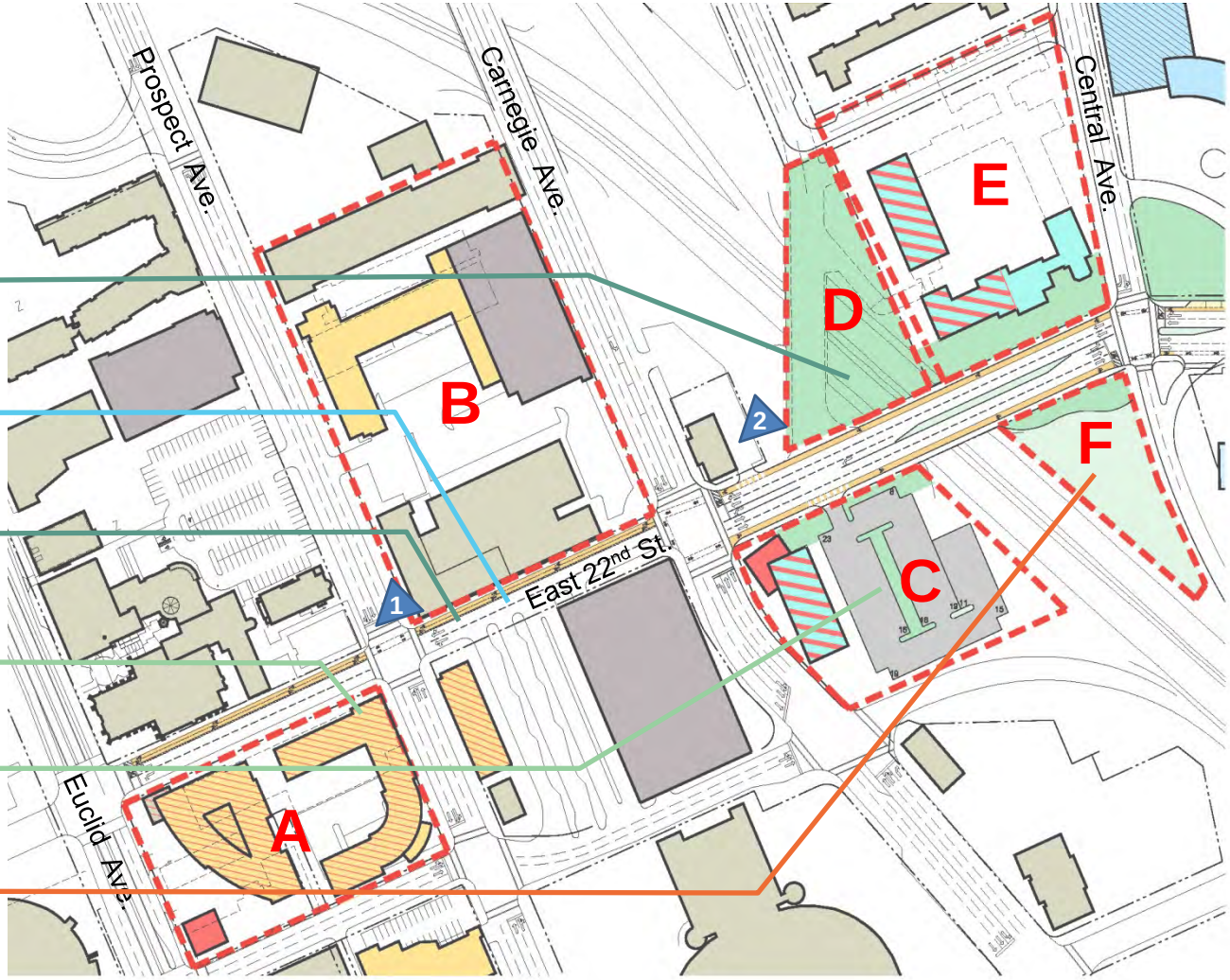
Replaces one travel lane (between Carnegie and Euclid) with 2-way bicycle lane

Incorporates new street trees and landscaping where sidewalk widths allow

Sets stage of CSU’s redevelopment of Viking Hall and YMCA sites

Repurposes residual highway land as redevelopment sites

Introduces green space as a landscaped gateway transition from Innerbelt exit ramp



REDEVELOPMENT STATISTICS

Site A: 2.27 Acres
44,000 s.f. Retail
240 Apartments

Site B: 4.86 Acres
160 Apartments

Site C: 2.00 Acres
11,500 s.f. Retail
27,000 s.f. Office

Site D: 1.18 Acres
Green Space

Site E: 2.89 Acres
15,500 s.f. Retail
45,000 s.f. Office

Site F: 0.77 Acres
Green Space

STREETSCAPE CHARACTERISTICS

Right-of-way: 60’

Cartway: 40’

(1) 16’ driving lane adjacent to Stephanie Tubbs Jones Transit Center
(1) 11’ driving lane
(1) 3’ buffer
(1) 10’ cycletrack (2-way) bike lane

Pedestrian Spaces: varies (building setbacks)

- 6’ clear
- tree grates where allowable
- Landscaping encouraged on private property flanking the public R.O.W.

The proposed reconfiguration of East 22nd Street through the College Town District creates a 2-way bike lane north of Carnegie Avenue, connecting to Euclid Avenue’s dedicated bike lanes. This is accomplished by replacing a travel lane with the bicycle facility. Additionally, a buffer space is provided between the automobile lane and the bicycle lanes via raised / container planters.

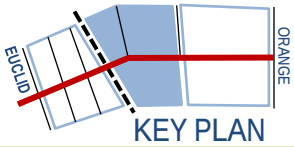
The existing 16’ wide lane, used for bus access into the Transit Center, is maintained to allow for maneuverability.

Additional signals and crosswalks are proposed at Carnegie Avenue, providing a transition between paired and single bicycle lanes.

1 **Planters are incorporated along the bicycle buffer space to increase safety and incorporate landscaping into the narrow public right-of-way.**

2 **Bike boxes, crosswalks, signage and traffic / bike signals create a safe transition of bicycle lanes at Carnegie Avenue.**

CENTRAL MEDICAL CAMPUS



Transformed St. Vincent Charity Medical Center Campus modernizes the hospital and refocuses main entrance to Central Avenue intersection

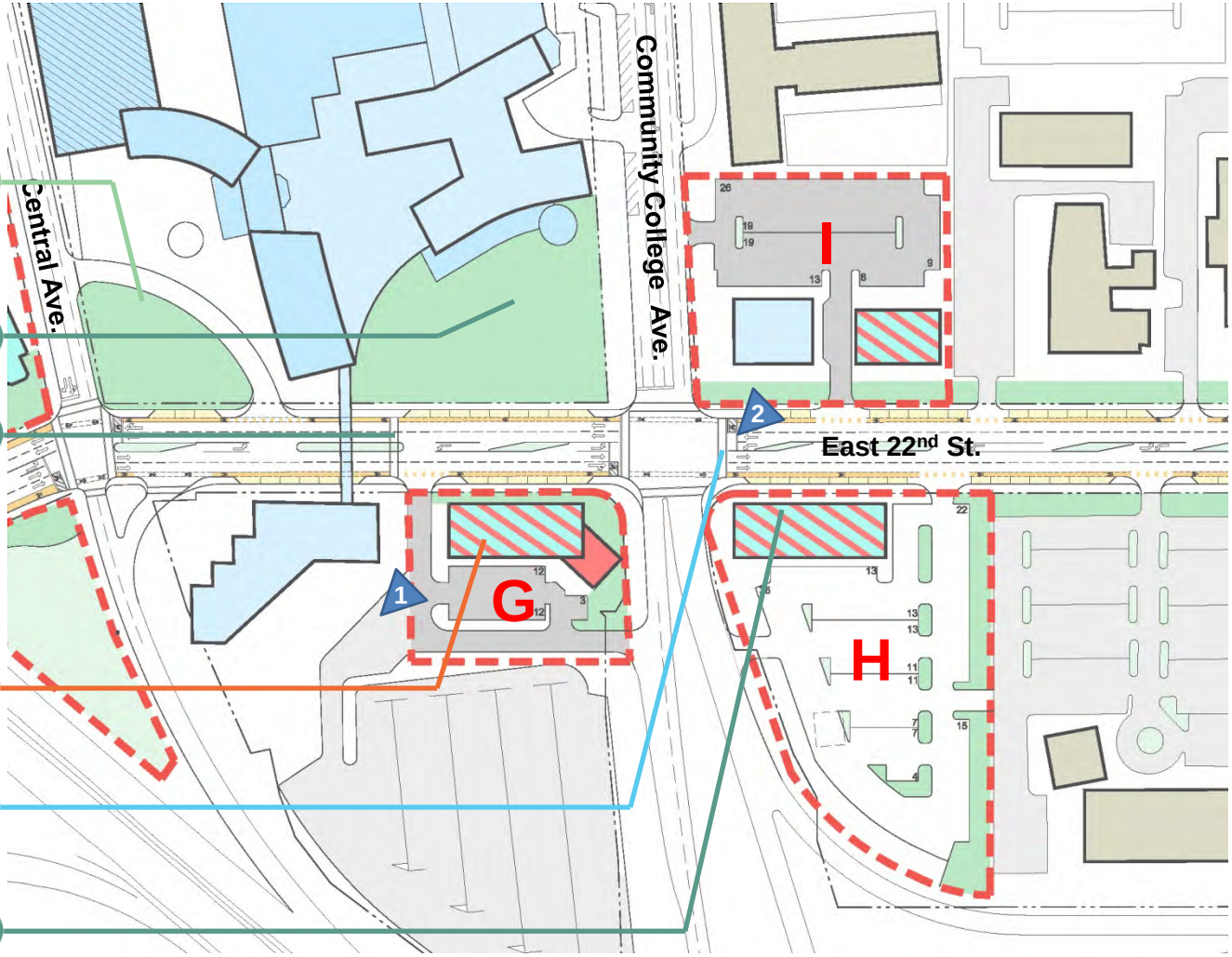
Relocated Chapel and surrounding gardens provide meaningful public green space in heart of the district

Provide new crosswalk to make a strong street-level connection

Infuse new development with an reconfigured Community College Avenue intersection that narrows crossing distances, articulates crosswalks and incorporates Transit Waiting Environments

Increase awareness and visibility of cyclists with bike boxes at intersections

Activate sidewalks with ground floor retail and services for employees and residents



REDEVELOPMENT STATISTICS

Site G: 1.04 Acres
11,000 s.f. Retail
27,000 s.f. Office

Site H: 2.45 Acres
10,200 s.f. Retail
30,600 s.f. Office

Site I: 1.68 Acres
5,600 s.f. Retail
16,800 s.f. Office

STREETSCAPE CHARACTERISTICS

Right-of-way: 100’

Cartway: 82’

(2) Northbound lanes
- (1) 11’ driving lane
- (1) 12’ driving lane

(2) Southbound lanes
- (1) 11’ driving lane
- (1) 12’ driving lane

10’ turning lane / planted Median
(2) 5’ bicycle lanes
(2) 8’ parallel parking lanes

Pedestrian Spaces: varies (building setbacks)
- 7’ to 9’ sidewalks
- Outdoor dining areas adjacent to potential ground floor retail
- Small gathering spaces, notably St. Vincent Charity Medical Center’s new Chapel and surrounding gardens

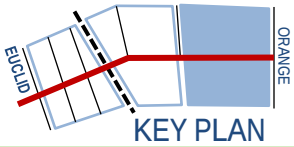
The Central Medical Campus redevelopment strategies and streetscape enhancements focus on providing a balanced Community College Avenue and East 22nd Street intersection. The potential redevelopment of surface parking lots creates an urban edge to the public right-of-way, defining pedestrian zones and framing various public spaces.

The incorporation of ground floor retail, paired with on-street convenience parking has the ability to add activity and vibrancy to the sidewalks and streetscape.

1 **New development and a reconfigured East 22nd Street redefine and create an intimate, pedestrian-focused intersection at Community College Avenue.**

2 **Increased landscaping, a planted median with bio-retention cells and wayfinding elements help direct users of the district while establishing identity.**

SOUTHERN GATEWAY DISTRICT



Links “front yards” with increased, coordinated landscaping and street trees

Simplifies median with a consistent width and cohesive landscaping treatment with ornamental trees

Replaces two travel lanes with on-street parking and dedicated bike lanes

Introduces new pedestrian lighting along sidewalk and vehicular lighting with integrated banners and signage

Provides bio-remediation cells in corner bump-outs and median to treat storm water and minimize utility impacts and costs

Consider artistic under-bridge lighting and signage to help define entrance into district

Extends bike lanes to Orange Avenue to connect to proposed Slavic Village Downtown Link

STREETSCAPE CHARACTERISTICS

Right-of-way: 100’

Cartway: 82’

(2) Northbound lanes
- (1) 11’ driving lane
- (1) 12’ driving lane

(2) Southbound lanes
- (1) 11’ driving lane
- (1) 12’ driving lane

10’ turning lane / planted Median
(2) 5’ bicycle lanes
(2) 8’ parallel parking lanes

Pedestrian Spaces: varies (building setbacks)
- 7’ to 9’ sidewalks
- Landscaping and street trees encouraged on private property flanking the public R.O.W.

The Southern Gateway District streetscape enhancements include increasing the density of landscaping, incorporating new lighting in the district (artistic installation under the I-90 overpass) and providing a consistent planted median.

On-street parking provides convenience parking while buffering pedestrians from moving vehicular traffic. Curb cuts have been consolidated where possible, minimizing interruptions to sidewalks.

1 **On-street parking creates a buffer between pedestrians and vehicular traffic while dedicated bike lanes help establish the corridor as a multi-modal street.**

2 **Bump-outs can be installed to shorten the crossing distance, narrow the street and increase landscaping and incorporate storm water collection strategies.**

QUANTIFYING POTENTIAL

The East 22nd Street corridor is rich with opportunity. Redevelopment, supported and connected by a beautiful streetscape, can take advantage of links to Downtown Cleveland and the Greater Region.

By maintaining curb locations and minimally impacting underground utilities, East 22nd Street can be re-invented with a relatively modest public investment. This approach can leverage large amounts of private investment and encourage economic development. Discussions and workshops with Stakeholders estimate the private development (indicated in the plan) reflects a construction value of approximately $115M. This sum does not include St. Vincent Charity Medical Center's capital improvement plan. An investment of $4M in public spaces and infrastructure can yield a high rate of return.

While this plan considers a combination of transportation planning and redevelopment opportunities, it does not rely on redevelopment for ultimate success. The envisioned streetscape improvements intend to take full advantage of adjacent roadway plans and projects. This allows the East 22nd Street corridor investments to be focused and provide critical amenities that directly serve residents, employees and students. This prioritized strategy improves the physical environment, helps create a unified sense of place and can establish an identity for the Campus District.

The images on the following pages represent a transformed East 22nd Street populated with new mixed-use office and retail buildings unified by a green, multi-modal boulevard.

New mixed-use student housing buildings (left) for Cleveland State University replaces outdated facilities and has the ability to create street-level activity.

Investments in public spaces, such as a "Mini-Cap" at the Innerbelt bridge, infuses the urban environment with green space.

New development (right) frames and defines intersections and the Carnegie Avenue gateway into the District. Proposed ground floor retail is supported by on-street parking.

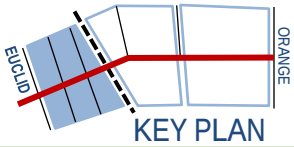
A planted median introduces new landscaping and storm water management opportunities along the corridor.

$4M of public placemaking investment can yield $115M of private investment , not including hospital expansion.

Redeveloping 18.5 acres potentially yields:

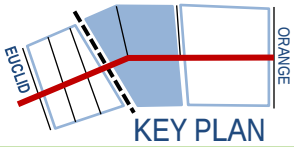
- Approx. 400 new Student Housing Units
- 150,000 s.f. of new Office Space
- Over 95,000 s.f. of retail, restaurants, coffee shops, etc.
- On-street Bike Lanes connecting to Euclid Avenue
- Potential for corner bump-outs, narrowing crossing distances
- 2.5 Acres of enhanced Public Use Space
- Mini-Cap over Innerbelt at Juvenile Justice property
- Planted Median with Green Infrastructure initiatives
- Pedestrian Streetscape Improvements
- 75 Parallel Parking Spaces

CAMPUS CONNECTOR



A strong bicycle connection to Euclid Avenue's dedicated bike lanes extends the current biking network and links multiple campuses to regional trail systems. Increased landscaping softens the pedestrian experience and creates a walkable environment supportive for anticipated student housing.

REDEFINED CORE INTERSECTION



A reconfigured East 22nd Street provides a balanced Community College Avenue intersection. Shorter crossing distances, articulated crosswalks, and usable green space can promote redevelopment bringing new employees, visitors and a vibrant streetscape.

A REDEFINED CAMPUS DISTRICT CORRIDOR

This community-supported plan represents multiple opinions and successfully provides for a myriad or people and institutions. The planning process investigated many options and arrangements for the street and surrounding development.

Some concepts studied complete reconstruction of the roadway to provide desired amenities and elements. The dynamic planning process, through open communication and a sharing of ideas, was able to identify which transformative elements were most important. This process of discovery and prioritization has led to a feasible, fundable East 22nd Street Transportation and Redevelopment Plan. In addition to defining the most important components, this TLCI has established relationships and potential partnerships between institutions, CDI and ODOT. A strong understanding of schedule and scope for the Cleveland Innerbelt as defined by ODOT, has opened partnership possibilities that must be taken advantage of.

The streetscape strategy has indentified and/or provided for the following:

- Redefines important intersections to humanize the corridor
- Removes excessive pavement where possible
- Replaces necessary travel lanes with on-street parking
- Dedicated bike lanes, connecting regional systems to Euclid Avenue to add to Cleveland's growing bike network
- Green infrastructure to soften the environment and mitigate impact on combined sewer systems
- Increase permeable surfaces as a means to treat stormwater
- Creates identity and gateways for East 22nd Street
- Strengthens important pedestrian connections and routes
- Promotes street-level retail development
- Includes critical pedestrian amenities (benches, bike racks, lighting, landscape, etc.) in prime locations

Providing a full service intersection at Carnegie Avenue eliminates unnecessary pavement and consolidates land to create prime redevelopment sites. The simplified traffic patterns strengthen south-bound connections to the entire corridor.


MEDI
campus district
coffee shop

IMPLEMENT

setting direction and establishing critical next steps

CAMPUS DISTRICT
PRELIMINARY COST ESTIMATE

A Preliminary Cost Estimate was prepared to better prioritize recommended improvements and set the stage for pursuing future enhancement funding.

The first contract group (CGI) of Cleveland's Innerbelt is scheduled to be completed in 2013. ODOT's scope includes the repaving of East 22nd Street as it is currently used as a detour route. By combining enhancement funds with ODOT's repaving project, the corridor's transformation costs may be reduced even further.

The following probable cost estimate is based on 2011 bid values provided by contractors for similar roadway construction projects. The estimate applies unit costs to provide an order of magnitude cost analysis that can be applied to each of the three corridor districts / sections. Additionally, improvements have been categorized corresponding to potential time-frame for implementation. Near-Term Enhancements are simply improvements that could occur immediately and do not rely on additional infrastructure construction. Targeted Enhancements represent a higher level of investment that would likely occur as the roadway is repaved by ODOT in 2013. Pairing construction projects together has the potential to reduce costs due to minimizing contractor mobilization costs and mitigates duplication of services.

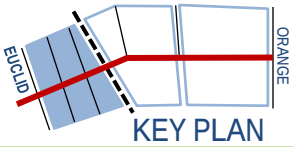
The following costs include a "mill and fill" repaving for East 22nd Street to provide an anticipated baseline cost. If partnerships with ODOT are formed, costs may be able to be significantly reduced.

Additionally, costs associated with the "Mini-Cap" reflect only surface treatments (hardscaping and landscaping); all structural elements and systems must be calculated and added appropriately to this cost estimate.

***Cost estimate includes:**
Mill and Fill along East 22nd St. Corridor : $735,000
Mini-Cap surface treatment (landscape and hardscaping) : $615,000

Proposed Initiatives	Near-Term Enhancements	Targeted Enhancements
College Town District		
Roadway Enhancements	$5,500	$217,000
Landscape Enhancements	$47,000	--
Pedestrian Amenities	$17,000	$165,000
Subtotal	*$69,500*	*$382,000*
College Town District Total	**$451,500**	
Central Medical Campus		
Roadway Enhancements	$6,000	$726,200
Landscape Enhancements	$18,000	$614,800
Pedestrian Amenities	$34,400	$180,000
Subtotal	*$58,400*	*$1,521,000*
Central Medical Campus Total	**$1,579,500**	
Southern Gateway District		
Roadway Enhancements	$6,500	$797,800
Landscape Enhancements	$61,600	--
Pedestrian Amenities	$21,200	$195,000
Subtotal	*$89,300*	*$992,800*
Southern Gateway District Total	**$1,082,000**	
Subtotal: District Totals	$217,200	$2,895,800
15% Contingency	$32,600	$434,500
15% Design and Engineering Fee	$32,600	$434,500
Subtotal:	*$282,400*	*$3,765,000*
Total:	**$4,047,400***	

COLLEGE TOWN DISTRICT

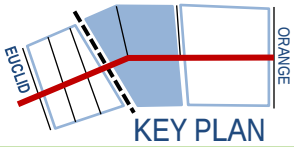


Public right-of-Way: 60'

Length: 1,100 (0.21 miles)

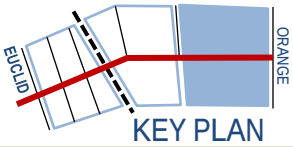
	Quantity		Unit Price	Near-Term Enhancements	Targeted Improvements
ROADWAY ENHANCEMENTS					
Mill and Fill (2 driving lanes / cycle track)	1,100 l.f.	x	$100 / l.f.		$110,000
Curb Replacement (demo existing / new 6" concrete curb - 50% of existing)	700 l.f.	x	$16 / l.f.		$11,200
Concrete Sidewalk Replacement (demo existing / new 4" concrete - 50% of existing)	7,300 s.f.	x	$10 / s.f.		$73,000
Stamped Concrete Crosswalks - Prospect Intersection	1,522 s.f.	x	$15 / s.f.		$22,800
Roadway Striping (roadway)	1,100 l.f.	x	$2 / l.f.	$2,200	
Roadway Striping (painted contra-flow bike lanes / sharrows / bike boxes)	1,100 l.f.	x	$3 / l.f.	$3,300	
Subtotal				**$5,500**	**$217,000**
TOTAL ROADWAY ENHANCEMENTS				**$222,500**	
LANDSCAPE ENHANCEMENTS					
Expanded Tree Pits - Trinity Cathedral (removal of tree grates / sidewalk demo / expansion of tree pits / new ground level landscaping)	400 s.f.	x	$24 / s.f.	$9,600	
New Tree Pits - YMCA (sidewalk demo / new tree pits / tree grate)	10	x	$1,300 each	$13,000	
Concrete Planters w/ Landscaping (every 25' along cycle track)	25	x	$600 each	$15,000	
Solar Light Bollards (every 25' along bike lanes)	25	x	$380 each	$9,500	
Subtotal				**$47,100**	**$0**
TOTAL LANDSCAPE ENHANCEMENTS				**$47,100**	
PEDESTRIAN AMENITIES					
New Pedestrian and Vehicular Scale Street Lights	1,100 l.f.	x	$150 / l.f.		$165,000
Campus District Gateway Signage (monument sign / landscaping)	2	x	$5,000 each	$10,000	
Neighborhood Kiosk Structure	1	x	$2,000 each	$2,000	
Pedestrian Benches - 6' Long	2	x	$1,200 each	$2,400	
Trash Receptacles	3	x	$900 each	$2,700	
Subtotal				**$17,100**	**$165,000**
TOTAL PEDESTRIAN AMENITIES				**$182,100**	
SUBTOTAL: COLLEGE TOWN DISTRICT				**$451,700**	
15% Contingency				**$67,800**	
15% Design & Engineering Fee				**$67,800**	
TOTAL: COLLEGE TOWN DISTRICT				**$587,300**	
Price per Linear Foot				$534 / l.f.	

CENTRAL MEDICAL CAMPUS



Public right-of-Way: 100' **Length: 1,200 (0.22 miles)**	**Quantity**	**Unit Price**	**Near-Term Enhancements**	**Targeted Improvements**
ROADWAY ENHANCEMENTS				
Mill and Fill (4 driving lanes / median-turn lane / 2 bike lanes / parking lanes)	1,200 l.f.	x $250 / l.f.		$300,000
Curb Replacement (demo existing / new 6" concrete curb - 75% of existing)	1,680 l.f.	x $16 / l.f.		$26,900
Concrete Sidewalk Replacement (demo existing / new 4" concrete - 75% of existing)	15,200 s.f.	x $10 / s.f.		$152,000
Stamped Concrete Crosswalks - Carnegie Intersection	2,226 s.f.	x $15 / s.f.		$33,400
Painted Crosswalks - Central Intersection	2,109 s.f.	x $5 / s.f.		$10,500
Stamped Concrete Crosswalks - Midblock at Hospital	535 s.f.	x $15 / s.f.		$8,000
Stamped Concrete Crosswalks - Comm. College Intersection	2,307 s.f.	x $15 / s.f.		$34,600
Roadway Striping (roadway)	1,200 l.f.	x $2 / l.f.	$2,400	
Roadway Striping (painted bike lanes / sharrows / bike boxes)	1,200 l.f.	x $3 / l.f.	$3,600	
Corner Bump-Outs (curbing / utility adjustment)	5,730 s.f.	x $16 / s.f.		$91,700
Median Reconstruction (curbing / utility adjustment)	4,938 s.f.	x $14 / s.f.		$69,100
Subtotal			**$6,000**	**$726,200**
TOTAL ROADWAY ENHANCEMENTS			**$732,200**	
LANDSCAPE ENHANCEMENTS				
Mini Cap (Excludes construction of structural platform)				
Hardscape Allowance (walkways and plazas on 20% of cap surface area)	10,400 s.f.	x $15 / s.f.		$156,000
Landscape Allowance (topsoil, sod and plantings on 80% of cap surface area)	41,500 s.f.	x $8 / s.f.		$332,000
Pedestrian Lighting	665 l.f.	x $125 / l.f.		$83,100
Pedestrian Amenities (benches, trash receptacles, bike racks)		allowance		$18,800
Public Art		allowance		$25,000
Landscape Frontage at Site F (Landscape Buffer :25' deep planting bed from ROW)	4,500 s.f.	x $4 / s.f.	$18,000	
Subtotal			**$18,000**	**$614,900**
TOTAL LANDSCAPE ENHANCEMENTS			**$632,900**	
PEDESTRIAN AMENITIES				
New Pedestrian and Vehicular Scale Street Lights	1,200 l.f.	x $150 / l.f.		$180,000
Campus District Gateway Signage (monument sign / landscaping)	3	x $5,000 each	$15,000	
Neighborhood Kiosk Structure	2	x $2,000 each	$4,000	
Pedestrian Benches - 6' Long	6	x $1,200 each	$7,200	
Trash Receptacles	6	x $900 each	$5,400	
Bike Rack	4	x $700 each	$2,800	
Subtotal			**$34,400**	**$180,000**
TOTAL PEDESTRIAN AMENITIES			**$214,400**	
SUBTOTAL: CENTRAL MEDICAL CAMPUS DISTRICT			**$1,579,500**	
15% Contingency			**$236,900**	
15% Design & Engineering Fee			**$236,900**	
TOTAL: CENTRAL MEDICAL CAMPUS DISTRICT			**$2,053,300**	
Price per Linear Foot			$1,711 / l.f.	

SOUTHERN GATEWAY DISTRICT



Public right-of-Way: 100'

Length: 1,300 (0.25 miles)

	Quantity	Unit Price	Near-Term Enhancements	Targeted Improvements
ROADWAY ENHANCEMENTS				
Mill and Fill (4 driving lanes / median-turn lane / 2 bike lanes / parking lanes)	1,300 l.f.	x $250 / l.f.		$325,000
Curb Replacement (demo existing / new 6" concrete curb - 75% of existing)	3,000 l.f.	x $16 / l.f.		$48,000
Concrete Sidewalk Replacement (demo existing / new 4" concrete - 75% of existing)	27,000 s.f.	x $10 / s.f.		$270,000
Painted Crosswalk - Woodland Intersection	370 s.f.	x $5 / s.f.		$1,900
Painted Crosswalks - Orange Intersection	1,414 s.f.	x $5 / s.f.		$7,100
Roadway Striping (roadway)	1,300 l.f.	x $2 / l.f.	$2,600	
Roadway Striping (painted bike lanes / sharrows / bike boxes)	1,300 l.f.	$3 / l.f.	$3,900	
Corner Bump-Outs (curbing / utility adjustment)	2,934 s.f.	$16 / s.f.		$46,900
Median Reconstruction (curbing / utility adjustment)	7,062 s.f.	$14 / s.f.		$98,900
Subtotal			**$6,500**	**$797,800**
TOTAL ROADWAY ENHANCEMENTS			**$804,300**	
LANDSCAPE ENHANCEMENTS				
Landscape Buffer (10' deep along ROW)	15,400 s.f.	x $4 / s.f.	$61,600	
Subtotal			**$61,600**	**$0**
TOTAL LANDSCAPE ENHANCEMENTS			**$61,600**	
PEDESTRIAN AMENITIES				
New Pedestrian and Vehicular Scale Street Lights	1,300 l.f.	x $150 / l.f.		$195,000
Campus District Gateway Signage (monument sign / landscaping)	1	x $5,000 each	$5,000	
Neighborhood Kiosk Structure	2	x $2,000 each	$4,000	
Pedestrian Benches - 6' Long	6	x $1,200 each	$7,200	
Trash Receptacles	4	x $900 each	$3,600	
Bike Rack	2	x $700 each	$1,400	
Subtotal			**$21,200**	**$195,000**
TOTAL PEDESTRIAN AMENITIES			**$216,200**	
SUBTOTAL: SOUTHERN GATEWAY DISTRICT			**$1,082,100**	
15% Contingency			**$162,300**	
15% Design & Engineering Fee			**$162,300**	
TOTAL: SOUTHERN GATEWAY DISTRICT			**$1,406,700**	
Price per Linear Foot			$1,082 / l.f.	

NEXT STEPS

This study is intended to serve as a first step in the process of realizing a vision for East 22nd Street and the Campus District. This planning process provides a basis for which the implementation of multi-modal streetscape initiatives and engaging public spaces can be realized that set the stage for ongoing redevelopment on private property. As demonstrated through their support of this planning process, Campus District Inc., the City of Cleveland, the Ohio Department of Transportation, business stakeholders and neighborhood residents have embraced the idea of creating a sustainable vision for the future of the neighborhood.

The following outlines a series of next steps that can be taken to continue to move the streetscape plans forward as they relate to policy directives, transportation enhancements and partnership opportunities:

Policy Directives (establish a shared-vision)

- Present the plan recommendations to the Cleveland City Planning Commission for adoption
- Present to NOACA's Transportation Advisory Committee (TAC) to ensure that transportation system recommendations have been reviewed for available funding sources as they become available.

Transportation Activities (reshape traffic patterns, balance the corridor)

- Work with ODOT to ensure roadway's configuration is considered and incorporated into the repaving of East 22nd at the completion of the Innerbelt's use as a detour route
- Establish timeline for design and engineering to provide a final design that can be implemented concurrently with ODOT construction
- Create striping plan with the City of Cleveland Engineering Department that can be implemented prior to repaving the street as an interim condition (articulate bike lanes, crosswalks, etc.)
- Pursue City and Enhancement Transportation Funding through NOACA (landscaping, corner bump-outs, lighting plan, etc.) to coincide with ODOT repaving project (assume one year design and engineering process)
- Develop comprehensive bicycle plan that ties into Slavic Village Downtown Link, Euclid Corridor, Gateway District TLCI, etc.
- Define East 22nd Street as a Priority Bicycle Route within NOACA system to qualify for additional funding and implementation
- Continue to pursue funding for Campus Circulator (GCRTA service)
- Work with RTA to identify and fund Transit Waiting Environments (TWE's)
- Work with City of Cleveland Engineering Department to study bicycle-oriented traffic controls and signals to increase cycling safety
- Remain engaged with ODOT throughout the Innerbelt process to fully understand the scope and schedule of construction phases and potentials to identify future partnerships

Pedestrian Amenities (immediate change to improve experience)

- Create amenity package (benches, bike racks, waste receptacles) that is consistent with the Campus District identity and image
- Repair deteriorated sidewalks to improve walkability and perception of the corridor's public spaces
- Work with stakeholders to develop a coordinated landscaping strategy for private property
- Develop signage and way finding elements (banner signs, kiosks, etc.) that emphasize and market the Campus District
- Coordinate with CSU's Pedestrian Infrastructure planning to maximize impact and reach of initiatives
- Engage Cleveland Public Art to identify and sponsor art locations, signage and wayfinding elements
- Hold a local design competition to develop new fencing/guardrail system for Innerbelt bridge overpass

Long-term build-out vision includes expanded and maximized redevelopment of under utilized land