



## METROHEALTH LINE BRT (#24009) OPEN HOUSE #1 MEETING SUMMARY

Location: Pivot Center

June 27, 2024

Time: 5:30 PM – 7:30 PM

### Attendance

(See separate registration / sign-in sheets)

### Summary of Meeting

Introductory Community Open House - distinguish that this work is implementing the previously completed planning work, introduce project team, outline forthcoming process & timeline, and collect feedback on various topics.

### Summary Next Steps & Considerations

#### 1. Design

- a. Shelters
  - i. Finalize locations
  - ii. Create neighborhood-specific aesthetic
  - iii. Determine seating styles and arrangements
  - iv. Identify digital display, mapping, fare collection & camera capabilities
- b. Crosswalks & sidewalks
  - i. Finalize locations, types, and treatment
- c. Roadway configuration
  - i. Finalize layout

#### 2. Process

- a. GCRTA communication on RedLine Greenway
- b. GCRTA updates project website with Open House materials
- c. Prepare FAQ covering such topics as: MHL BRT name, traffic/survey/physical constraints resulting in dedicated vs shared lanes
- d. CA + YLN conduct business outreach

## Topic / Station Details

An overview of each of the engagement stations, and a high level summary of the feedback received at each.

### 1. Project Information & Engagement Center

- a. Provided an overview of the project schedule, description, contact information for engagement and project team, and QR code to project website
- b. Outlined the stations, answered general questions

### 2. Mobility & Accessibility

- a. How can physical, visual access be improved to better serve riders?
  - i. Making the travel path to MetroHealth more accessible from W. 25<sup>th</sup>.
- b. Shelters – input on design, amenities, transit waiting environments had the following suggestions:
  - i. Upgradeable stations, instead of replacing with new ones in the future; use materials that will last without maintenance burden.
  - ii. Resistant to damage and graffiti.
  - iii. Shelter on Myer Ave. used by students, larger seating area requested.
- c. Most of the ideas listed on the board were supported, primary focus was for the following categories:
  - i. Off-Board Fare
  - ii. Real Time arrivals
  - iii. Ease of boarding / assistance

### 3. Mapping – Schematic Plan & Trip Generation/Destinations

- a. Asked participants to weigh in on a series of questions about where they park, why and when do they take the bus, where there are opportunities for improvements, etc.
- b. Displayed a series of street sections at various points along the corridor to illustrate potential lane configurations.
- c. Had a large map of the entire corridor laid out on a table for viewing, discussion, and markup. Feedback from printed map generally revolved around the following topics:
  - i. Crosswalks and sidewalk additions/improvements, both along and adjacent to proposed bus route. As well as traffic calming solutions throughout the proposed route.
    1. At Detroit Ave/W. 25<sup>th</sup> St.: look at ways to make crosswalks feel safer; separate sidewalks from roadways via planters on Detroit Ave.
    2. Add crosswalk from Carroll Ave. across W. 25<sup>th</sup> St.
    3. Crosswalks or reconfiguration of W 25<sup>th</sup> St. and Columbus Rd.
    4. Remove second ramp entrance from I-90 onto W 25<sup>th</sup> St. (only allow at Barber)

5. Bridge over I-71 between Riverside Ave. and View Rd.: request dedicated bike and bus lanes to calm traffic. The NB ramp to Scranton was cited as a particularly dangerous crossing for pedestrians/bicyclists.
  6. Bridge over Big Creek: request traffic calming for pedestrian/bicyclist safety due to speeding traffic; asked for dedicated bus lanes, narrower traffic lanes and visual barriers to help.
- ii. Concerns/requests about other bus routes.
    1. Restore Crosstown RT #50.
    2. Request for a bus route to the zoo.
    3. Will the #53 bus route become part of the W. 25<sup>th</sup> MetroHealth line?
  - iii. Street adjustments and changes had multiple requests throughout entire route.
    1. Remove on-street parking in West Side Market district and at Clark Ave intersection - make 24/7 dedicated bus lanes instead.
    2. Reduce W25<sup>th</sup> northbound to single right turn lane onto Detroit Ave. eastbound
    3. Some specific areas / local businesses called out that need the on-street parking.
  - iv. Station adjustment/relocation requests.
    1. Consolidate Jay and Franklin stations.
    2. If MetroHealth reopens entrances on W 25<sup>th</sup>, consolidate Southpoint and Sackett stations.
    3. Consolidate Archwood and Willowdale stations.
    4. Place Devonshire station on the opposite side of the road for easier senior access.
  - v. Several comments and concerns relating to the Red Line Greenway, including maintaining existing / adding additional access / entrances, a potential RTA real estate deal.
  - vi. Questions about adjacent development projects and concerns about their impact on the corridor, RedLine Greenway, etc.

#### **4. Businesses & Maintaining Access (for business owners/managers)**

- a. Asked a series of questions related to business operations
- b. Feedback generally revolved around the following sentiments:
  - i. Need a business-specific communications plan to review/discuss where on-street parking will be maintained/lost, possibility of shared parking opportunities, overall process / buy-in, maintenance during & after construction.
  - ii. Improve/maintain access – for seniors, better snow-removal procedures so it's not being pushed onto sidewalks / into stations.
  - iii. Station-related:

1. Real-time info, reliability, predictability, reduced wait times on weekends, comfort
2. Colorful, vibrant, bilingual signage
3. Bike racks w/ 2-connection points
4. Concerns about persons experiencing homelessness

**5. NEPA & Section 106**

- a. Provided an overview of the National Environmental Policy Act requirements for the project and why the improvements are needed.
- b. Provided general information about the Section 106 Historic Preservation guidelines, the area of potential effects (APE), and how it relates to this project.
- c. A handful of general questions were answered; no feedback / comments were left.

**6. Young Designers**

- a. Youth-focused activities & questions to allow parents and others to engage at the other stations.

**7. General Comments**

- a. General appreciation for holding the event, asking for input, and seeing the project move forward.
- b. Naming confusion between the “HealthLine” and the “MetroHealth Line”.
- c. Encouragement for pushing the envelope towards more intense BRT standards, dedicated bus lanes, off-board payment, service frequency.
- d. Some find the mobile app for purchasing tickets difficult to use.

**Next Steps**

1. Visit the project website for updates: <https://www.riderta.com/majorprojects/metrohealthbrt>
2. Next public Open House to be held October 22, 2024.



# MOBILITY & ACCESSIBILITY

## MOVILIDAD Y ACCESIBILIDAD

**KEY PRIORITIES:**

- 1. FOCUS ON STATION FUNCTION
- 2. DESIGN THE DETAILS
- 3. ACCESSIBLE FOR EVERYONE

**DESIGN FOR CLEVELAND'S MET, WHAT AND WHERE WE NEED:**

- 1. Station design should be driven by the needs of all users of the system.
- 2. Station design should be driven by the needs of all users of the system.
- 3. Station design should be driven by the needs of all users of the system.

**DESIGN TO ENHANCE THE TRAVELER EXPERIENCE:**

- 1. Station design should be driven by the needs of all users of the system.
- 2. Station design should be driven by the needs of all users of the system.
- 3. Station design should be driven by the needs of all users of the system.

**SET AN EXAMPLE FOR SAFER, FASTER TRAVEL:**

- 1. Station design should be driven by the needs of all users of the system.
- 2. Station design should be driven by the needs of all users of the system.
- 3. Station design should be driven by the needs of all users of the system.

**LINE BUS RAPID TRANSIT CONCEPTUAL SHELTER DESIGN**

**DISEÑO CONCEPTUAL DE REFUGIO PARA LINEA DE AUTOBÚS DE TRÁNSITO RÁPIDO**

**ELEVATIONS | ELEVACIONES**

**PLAN | PLANO**

**PREFERENCIAS DE REFUGIO**

Shelter Type	Percentage
TIMELESS URBAN	34%
FUTURE CONTEMPORARY	36%
URBAN INDUSTRIAL	38%

**Information kiosk: Interactive LCD Screen**  
 Kiosco de Información: Pantalla LCD interactiva

**Seating: Provide a variety of seating options and locations**  
 Asientos: proporciona una variedad de opciones y ubicaciones de asientos

**Shelter Roof: Translucent Acrylic Roof Material to allow light in while providing shade**  
 Techo tipo refugio: Material de techo acrílico translúcido para permitir la entrada de luz y al mismo tiempo proporcionar sombra

**Shelter Enclosure: Fully enclosed to provide protection from the weather and full height clear glazing for safety and security**  
 Refugio cerrado: Completamente cerrado para brindar protección contra el clima y acristalamiento transparente de altura completa para mayor seguridad

**ADA Clearances: Maintain ADA clearance within the shelter and at the bus boarding and alighting area**  
 Autorizaciones ADA: Mantenga la autorización ADA dentro del refugio y en el área de embarque y descenso del autobús

# MOBILITY & ACCESSIBILITY

## MOVILIDAD Y ACCESIBILIDAD

**WHAT PHYSICAL IMPROVEMENTS ARE MOST NEEDED FOR IMPROVED MOBILITY & ACCESSIBILITY?**  
**¿QUÉ MEJORAS FÍSICAS SON LAS MÁS NECESARIAS PARA MEJORAR LA MOVILIDAD Y LA ACCESIBILIDAD?**

**RANGE OF OPTIONS & AMENITIES AVAILABLE**  
 GAMA DE OPCIONES Y COMODIDADES EN LOS DISEÑOS

**SECURITY CAMERAS**  
 CÁMARAS DE SEGURIDAD

**SOLAR POWERED LIGHTING**  
 ILUMINACIÓN CON ENERGÍA SOLAR

**ACCESSIBILITY AND ADAPTATIONS**  
 ADAPTACIONES DE ACCESIBILIDAD

**PRE-BOARD FARE PAYMENT**  
 PAGO DE TARIFA PREVIA EMBARQUE

**VISION IMPAIRED SUPPORT**  
 APOYO PARA PERSONAS CON DISCAPACIDAD VISUAL

**REAL TIME ARRIVALS**  
 LLEGADAS EN TIEMPO REAL

**AUDIO SUPPORT**  
 APOYO AUDITIVO

**LOCAL AND REGIONAL INFORMATION**  
 INFORMACIÓN LOCAL

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY - METROHEALTH LINE BRT







