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Project Sponsor / Agency Name	Cleveland City Planning Commission
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Preference for TLCI planning study development	Consultant-led TLCI Planning Study
Study Name	Buckeye Road Corridor Study
Total Project Cost	100000
NOACA Funding Requested	90000
Local Funding Committed	10000
Describe local funding sources here, if applicable	Saint Luke's Foundation grant via LAND Studio
NOACA may consider partial funding for some projects. Please check the appropriate box below:	<input type="checkbox"/> My agency will not be able to implement the project if provided partial funding
Project Location (attach a location map at the end of the application)	City of Cleveland, Buckeye-Shaker Square and Buckeye Woodland neighborhood
Project Study Area (including geographic boundaries)	The Buckeye Road Corridor study includes Buckeye Road from East 103rd to the west to South Moreland to the east.

Detailed Project Description

The proposed TLCI study will focus on Buckeye Road from East 103rd to the west to S. Moreland Boulevard to the east. This stretch of road represents a major business and transportation corridor within the Buckeye community, with grocery, fast food, retail, and an assortment of local businesses and community organizations lining the way. The area also has several vacant historic structures that are falling into disrepair and vacant lots that have become an eyesore. There are several senior apartment buildings in close proximity to the corridor and children that must traverse Buckeye Road to get to and from their school at East 116th and Shaker Blvd.

The existing streetscape, while at various locations possesses much of the historic character of the neighborhood, is in varying states of disrepair, and in some areas and is quite literally crumbling and fails to meet the standards of ADA accessibility. Pedestrian safety throughout the corridor has also been cited as a major issue given the high volume of pedestrian and bike traffic that must compete with vehicles to navigate the district. This study will provide us with a guide for how to address the need for multiple modes of transportation in a safe and equitable way with a particular focus on the congestion at the East 116th and Buckeye intersection. It will inform us of the potential for bike lanes that will connect to the city and regional bike path, potential changes to lane configurations to accommodate all modes of transportation and the need for crosswalks in key areas along the corridor. The study will look at parking demand, distribution and opportunities for district parking. The study will also make recommendations for appropriate land use along portions of the corridor and appropriate building setbacks to encourage pedestrian activity. Additionally, it will help to inform the street resurfacing scheduled for 2019/2020 and the Mayor's Neighborhood Transformation Initiative.

Proposed Study Components

Bicycle Transportation Planning
Pedestrian Transportation Planning
Traffic Analysis
Land Use Planning*
Other: Parking Analysis

**Proposed Study Components
Description**

Bicycle transportation planning will look at opportunities to introduce bike lanes along Buckeye road and make recommendations for connections to existing and proposed bike paths.

Pedestrian Transportation will identify areas along the corridor that have a high volume of pedestrian traffic and interventions that can be made to improve safe pedestrian travel.

Traffic Analysis will look at methods of improving traffic flow and reduce congestion at East 116th and Buckeye.

Land Use Planning will make updated recommendations for appropriate land use along the western portion of the corridor and update recommendations to existing land use plans along the eastern portion of the corridor.

Parking Analysis will identify areas where parking is lacking, where there is an abundance and how parking can be appropriately distributed to accommodate current and future needs.

1. How does the proposed study meet the first and sixth TLCI objectives to (1) Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts and to (6) Provide people with safe and reliable transportation choices that enhance their quality of life while also advancing NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to ENHANCE the quality of life in Northeast Ohio? (30 points)

The proposed plan will make recommendations that help increase various modes of transportation along the Buckeye Road. The residents of the Buckeye neighborhood currently do not have bicycle accommodations along the Buckeye Road, however there is a significant population in the area that do not have a car. Providing better pedestrian and bicycle accommodations would increase opportunities for those that would choose to walk or ride to and from their destination if they felt safe. Bike lanes along Buckeye could connect to the existing bike lanes along East 110th and could connect the residents to the regional assets such as Shaker Lakes, Doan Brook, University Circle and Downtown. It could also connects to proposed bike lanes identified in the Thrive 105-93 study, Midway Cycle Track study and the Buckeye-Woodhill Rapid Transit Station Neighborhood Development Plan. In addition to the bike lanes, new crosswalks will help children, seniors, and the disabled navigate Buckeye safely.

2. How does the proposed study meet the second TLCI objective to (2) Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems and advance NOACA's regional goal to ENHANCE the quality of life in Northeast Ohio? (15 points)

Buckeye Road currently is one of the few retail districts on the southeast side of the city that has a significant number of historic retail and mixed use structures in tact. There is currently potential to save and re-utilize some of the historic structures that have been abandoned. Preservation of the mixed use structures and buildings that are built up to the street will reinforce the pedestrian retail nature of the street. The study will look at the existing buildings along the corridor to determine building conditions. It will make recommendations on which buildings can be saved, strategies for preservation and potential reuses for those buildings. It will also look at opportunities for infill development, making recommendations for building form that will promote walk-ability.

3. How does the proposed study meet the third TLCI objective to (3) Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments and advance NOACA's regional goals to PRESERVE existing infrastructure and to SUPPORT economic development? (15 points)

The proposed study will look at ways to utilize existing buildings for the development of small businesses with a particular focus on creating opportunities for entrepreneurship, which is also a goal of the Mayor's Neighborhood Transformation Initiative in Buckeye. The study will also look at opportunities to connections to existing assets via bike and transit. The addition of bike lanes along Buckeye Rd. that will connect to proposed and existing bike lanes along E. 116th/MLK will connect residents of Buckeye to University Circle, which is highest employment center outside of downtown. There is also an opportunity to improve pedestrian and bicycle connections to the Rapid Stations at Shaker Square, E. 116th and the Buckeye-Woodhill Station. In addition the area has seen significant investment with the new Simon's grocery store in Buckeye Plaza, Edwins Teaching Kitchen, dorm and butcher shop, and new single and multi-family housing. This study will help to support that investment.

4. How does the proposed study meet the fourth TLCI objective to (4) Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects and advance NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to PRESERVE existing infrastructure? (15 points)

The study will make recommendations that support transit oriented development around the East 116th Rapid Station and at the Buckeye-Woodhill Station. It will look for opportunities to increase density around those stations through infill and high-density development, while improving pedestrian and bike access to them. In addition, the study will propose streetscape improvements that enhance the look and feel of the corridor making it a much more pleasant walking and biking experience for area residents. This is also an opportunity to build off of the Safe Routes to Schools study that identified part of Buckeye Road as a safe route. The study will also look at opportunities to introduce stormwater management techniques along the corridor building off of the work that the Sewer District is doing at the intersection of Buckeye and Woodhill and public art enhancements building off of the work that LAND Studio has done. All of these things contribute to the health of the community.

5. How does the proposed study meet the fifth TLCI objective to (5) Enhance regional cohesion by supporting collaboration between regional and community partners and advance NOACA's regional goal to STRENGTHEN regional cohesion? (15 points)

Buckeye is considered to be a part of the Greater University Circle area. The agencies in this area partner with each other to increase the number of people living and working in the area through the Grater Circle Living program. While the partnerships exist, there is a physical and mental disconnect between Buckeye and its neighboring communities. The plan will make recommendations to improve that connection. It will also encourage the continued collaboration between some of our regional partners such as LAND Studio, the Sewer District, RTA and Shaker Heights.

6. How will the sponsor manage the study, and ultimately deliver the projects it recommends? Include any experience the sponsor has in managing a TLCI or TLCI-like public planning process. (10 Points)

Cleveland City Planning has managed and implemented several transportation studies throughout the city. We have a diverse staff and supporting departments that will work together to oversee the work of the consultants. We will work collaboratively with our project partners to ensure that the proposed elements of the plan are realistic, visionary and implemented in a way that is consistent with the plan goals and NOACA's regional goals. We have worked with RTA, LAND STUDIO, Saint Luke's Foundation, and the Sewer District on several past project, some of which exist in and around the Buckeye corridor. We will also work closely with Buckeye Shaker Square Development Corporation and Burten Bell Carr and other stakeholders to ensure residents are engaged throughout the process and that the plan is reflective of the needs and desires of the community.

Attachment 1: Map of proposed study area

https://s3.amazonaws.com/files.formstack.com/uploads/3133969/66758226/446137081/66758226_buckeye_road_study_area_map.pdf

Attachment 2: Council/Board Resolution to apply for TLCI Planning study and, if applicable, to fund local match

https://s3.amazonaws.com/files.formstack.com/uploads/3133969/66969818/446137081/66969818_draft_2019_tlci_cleveland_ordinance.pdf

Attachment 3: Letter of Support from head of community/organization (e.g. Mayor, City Manager, Executive Director, etc.), that is sponsoring the study.

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Attachment 5: Additional Letters of Support (from non-government organizations)

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Are you submitting more than one TLCI Planning Study application?

Yes

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1. Buckeye Road Corridor Study

 2. W. 41st / W. 44th Street Multi-Modal Transportation Plan

 3. Cleveland Cultural Gardens Transportation Plan

Digital signature of person submitting application:


