Final Report

Warrensville/Van Aken
Intermodal Transit Center Program Plan

Submitted to:

SHAKER HEIGHTS
City of Shaker Heights

RTA
Greater Cleveland Regional Transit Authority

Submitted by:

PB PARSONS BRINCKERHOFF 100 YEARS

Baker

BIALOSKY + PARTNERS ARCHITECTS

Adopted by Shaker Heights City Council June 28, 2010

EXECUTIVE SUMMARY

The purpose of the Intermodal Transit Center Program Plan is to further develop the intermodal transit center component identified in the 2008 *Warrensville/Van Aken TOD Plan*. The conceptual plan for the intermodal transit center focuses on determining how bus circulation and other key components of the intermodal project will fit into the urban context and fabric of the study area. The project study area is indicated in Figure E-1. With this plan, the city seeks to define the required program elements of a transit center, determine the physical area that its development will require, evaluate the amount of private development that might be accommodated on the site, and develop an arrangement of that development that maximizes the site's development potential while complementing the primary transit use of the intermodal transit center.

Figure E-1: Warrensville-Van Aken Intermodal Transit Center Study Area and Major Buildings

The Warrensville-Van Aken-Chagrin-Northfield intersection suffers from long wait times, heavy traffic congestion, and an awkward six-leg configuration. The recently completed *Warrensville/Van Aken Transit Oriented Development (TOD) Plan* recommended closing Van Aken Boulevard and Northfield Road and extending the Blue Line to an intermodal transit center located in the southeast quadrant of the intersection. Roadway design for the intersection reconfiguration began in 2009. The Greater Cleveland Regional Transit Authority

(GCRTA) also has long desired to extend the Blue Line to serve transportation and development south of the present terminus. In 2001, GCRTA completed a Major Investment Study (MIS) that recommended extending the Blue Line along Northfield and Harvard Roads to a proposed end station near the I-271 Harvard Road interchange. GCRTA initiated a new study of extending the Blue Line in 2009, the Blue Line Corridor Extension Project that is also ongoing.

The goals of the study include the following:

- Goal #1: Improve transportation access and circulation in the Warrensville/Van Aken commercial district.
- Goal #2: Support and enhance the City's economic development and smart growth and sustainability goals.
- Goal #3: Improve RTA's transit infrastructure to attract new ridership.

The study process, including consideration of the project goals, GCRTA's preferences and best practices, and public and stakeholder input, produced the program plan summarized in Table E-1. The conceptual design that will significantly improve amenities for transit passengers, will improve connectivity for adjacent residents and workers and bus-to-bus and bus-to-rail connections, improve pedestrian and bicycle safety, promote transit ridership by providing adequate park-and-ride opportunities, and offer the potential for a significant transit oriented development.

A new intermodal transit center in the southeastern quadrant of the Warrenville-Van Aken intersection is required to address the significant shortcomings of the existing station, in terms of connectivity, ability to facilitate development, and ability to enhance sustainability by promoting RTA transit use.

The consultant team developed a series of conceptual plans for the intermodal transit center and the associated TOD and parking at the three development levels (Station Plan, Development Level 2 and Development Level 3). Details of the final station plans are shown in Figures E-2 and E-3.

The estimated total cost of developing the Intermodal Transit Center, including the station and rail infrastructure, is about $46 million in March 2014 dollars. This cost includes a 30% contingency (about $7.5 million) covering unforeseen costs associated with the design or construction of the site, as well as all engineering, architectural, planning, environmental clearance and design costs.

Table E-1: Summary of Development Levels

Development Level	Development Summary
Station Plan	Intermodal Transit Center Two 60' bus bays and five 40' bus bays 288 surface parking spaces
Level 2	Intermodal Transit Center Two 60' bus bays and five 40' bus bays 40,000 sq. ft. retail space (Buildings A& B) 110,000 sq. ft. office space (Buildings A, B, C, & D) 210 surface parking spaces
Level 3	Intermodal Transit Center Two 60' bus bays and five 40' bus bays 100,000 sq. ft. retail space (Buildings A, C, & D) 215,000 sq. ft. office space (Buildings A, B, C, D & F) 489 parking spaces (garage and surface parking)

PARKING STUDY

The purpose of the parking study is to determine the appropriate amount of parking to support the Intermodal Transit Center development and surrounding development. The parking study assessed the parking demand and potential supply for each of the three development levels.

Parking demand for each proposed development level is estimated by combining the projections for the ITC-related and TOD-related parking demand. The total parking demand ranges from 200 spaces for the ITC only to almost 1000 spaces for the Level 3 TOD. Potential reductions of 10%, 20% and 40%, may be reasonable based upon alternate mode and parking demand management reductions for the concepts that incorporate TOD, reducing the Level 3 parking demand to about 600 spaces. Comparison of the estimated parking demand to the parking supply for each level of development shows that parking demand for Development Levels 2 and 3 may exceed the on-site parking supply as identified in the concept plans. Actual variances and shortfalls will depend upon the reductions in parking demand that may be experienced as a result of alternate mode trips and parking management. If a large amount of development is desired, it may be necessary to develop off-site parking accommodations.

PEDESTRIAN AND BIKE ACCESS PLAN

The purpose of the pedestrian and bicycle access plan is to connect the proposed Intermodal Transit Center with the community in a way that safely and appropriately accommodates bicycle and pedestrian traffic traveling in, through and to the study area. It also must comply with the Northeast Ohio Areawide Coordinating Agency's (NOACA) *Regional Bicycle Transportation Plan*. The priority routes located adjacent to the ITC site are Warrensville Center Road, Chagrin Road, and Northfield Road. As such, bicycle connections should be made between the ITC site and Chagrin Boulevard, Northfield Road, and the Warrensville Center Road/Chagrin Boulevard intersection, in addition to connections to adjacent neighborhoods and the proposed redevelopment area defined by the Warrensville/Van Aken TOD Plan. Appropriate bicycle facilities for the site are bicycle lanes, signed bicycle routes, signed shared roadways, sharrows on full use lanes with wider travel lanes, as possible. Additionally, it is also important to provide bicycle amenities in and around the ITC to encourage transit use by bicyclists, including sheltered bike parking facilities (covered bike racks).

All transit riders are pedestrians at some point in their trip, so pedestrian facilities, connections and amenities are important for all users of the Intermodal Transit Center. The conceptual plans for the ITC's three proposed levels of development will substantially improve conditions and access for pedestrians and bicyclists by providing a safe, welcoming and friendly environment within the site. The plans enhance connectivity between the site and the surrounding area; they provide features that enhance internal bicycle and pedestrian circulation; they provide connectivity to city and regional bicycle networks; they provide good bicycle and pedestrian access to and from the site; the transit station features enhance the bicycle and pedestrian environment; and the outdoor environment creates attractive and welcoming public spaces. Specific plan features and components of the bicycle and pedestrian realm are discussed in Chapter 6.

Figure E-2: Conceptual Station Plan

Figure E-3: Intermodal Transit Center Concept