



LAKETRAN

January 2023

VINE STREET CORRIDOR

TLCI PLANNING STUDY



TABLE OF CONTENTS

Section 1: Project Introduction.....	3-8
About the TLCI Program.....	5
Project Location.....	6
Planning Process & Components	7
Study Challenges & Goals.....	8
Section 2: Existing Conditions	9-22
Existing Conditions.....	11
Corridor Overview & Challenges.....	19
Section 3: Traffic Study & Alternatives Analysis.....	23-38
Traffic Study.....	25
Corridor Alternatives	31
Corridor Plan.....	37
Section 4: Public & Stakeholder Engagement	39-44
Section 5: Proposed Corridor Plan & Streetscape Design..	45-84
Preferred Alternatives	47
Preferred Node Paver Style.....	48
Corridor Plan & Landscape and Bus Stop Location Plan.....	49
Section 6: Eastlake Development Plan	85-98
Section 7: Funding, Phasing & Implementation	99-110



EXECUTIVE SUMMARY

The Vine Street Corridor Transportation for Livable Communities Initiative (TLCI) Planning Study is a ~3.34 mile-long multimodal corridor study that focuses on multimodal transportation improvements that foster economic development and create a consistent, unique aesthetic identity along the corridor. The Northeast Ohio Areawide Coordinating Agency (NOACA) funded the TLCI Plan and partnered with LAKETRAN, the main project sponsor, and the cities of Willowick, Eastlake and Willoughby as partnering communities for this planning study. Environmental Design Group was hired as the planning consultant to develop this plan.

The Vine Street Corridor study area extends from Lakeshore Blvd in Willowick in Lake County, Ohio, through the City of Eastlake and terminates in Downtown Willoughby at Erie St. The land use directly adjacent to the corridor is predominantly commercial with suburban-style strip shopping and big box centers, with single-family and multi-family homes and some industrial use areas on one and two parcels past the roadway corridor.

The corridor is classified as a Minor Arterial from Lakeshore Blvd to just west of the Rt 2 underpass, and becomes a Principal Arterial at that point to the east. LAKETRAN operates three fixed bus routes along the corridor (2, 3 and 6) and has two Park-N-Ride locations (Rt 12) within the study area. There are contiguous sidewalks on both sides of the street throughout the corridor but many of the crosswalks at intersections are either unmarked or marked with outdated basic crosswalks.

Three Stakeholder and three Public Meetings were conducted throughout the planning process. While the beginning of the process was delayed by the COVID-19 pandemic, all meetings for the project were able to be conducted in-person in 2022.

Turning movement traffic counts, an existing level-of-service (LOS) analysis, future LOS analysis and potential road diet scenario planning were conducted as part of the study. After understanding the impacts of a potential road diet lane reduction for Vine Street, and the negative impacts on intersection level-of-service, it was determined that a reduction of the travel lanes was not recommended. While all lane configurations are remaining the same for the corridor, excess lane width is being reallocated from vehicular driving space to multimodal facilities.

Five corridor configuration alternatives were explored as part of the planning process. The recommended preferred alternative for this project includes green infrastructure (where possible), a widened sidewalk on the south side of the street, and sharrows throughout the corridor. Parallel parking was explored as part of this preferred alternative, but ultimately deemed unfeasible due to spatial constraints once the corridor was laid out in its entirety with the preferred alternative section.

EXECUTIVE SUMMARY

Three streetscape theme alternatives and three node material palettes were explored for the corridor. Through the planning process and discussions, it was determined that Vine St needed to have its own unique identity that was different and distinctive from the existing Downtown Willoughby streetscape. There was also much discussion centered around the node materials, and ultimately a combination of two paver styles was created to appease the opinions of the stakeholders and general public.

In addition to the new streetscape design, curb extensions, High Visibility Perpendicular Bar and decorative crosswalks, street trees, enhanced Transit Waiting Environments (TWEs), and medians are proposed throughout the corridor. Additional recommendations in the final plan include a roundabout at the intersection of Lakeshore Blvd and Vine St as well as lighting and public art at the Rt 2 and railroad underpasses in Willoughby.

A detailed infill housing and retail market analysis was conducted around the intersection of SOM Center Rd and Vine St. These analyses revealed that there is current demand of over 903 new housing units and 170,000+ square feet (SF) of retail space needed in the study area, and if built, the new housing units would demand an additional 8,500+ SF of retail space.

The final recommended components of the corridor plan and streetscape are eligible for many funding sources. While the implementation sequence is flexible due to the current availability of eligible funding, top priorities for implementation include applying for Congestion Mitigation and Air Quality (CMAQ) funds for the roundabout at Vine St and Lakeshore Blvd, coordination with LAKETRAN to design and construct the TWEs along the corridor, and for the establishment of Tax Increment Financing (TIF) districts at SOM Center Rd and Vine St for the Eastlake Redevelopment Plan study area and between the area just east of the railroad underpass and Erie St in Willoughby.





An aerial photograph of a city, likely Cleveland, Ohio, showing a baseball stadium (Progressive Field) on the left and various residential and commercial buildings. A large, semi-transparent red circle is overlaid on the right side of the image, containing the title text. The text is white with a blue outline.

SECTION 1: PROJECT INTRODUCTION

ABOUT THE TLCI PROGRAM

PROGRAM GOALS & BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA by:

- Supporting the vision of NOACA's Regional Strategic Plan and Long-Range Transportation Plan
- Providing federal funding assistance to local communities
- Supporting planning that leads to implementation

NOACA's TLCI program goals include:

- Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts.
- Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems.
- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments.
- Ensuring that the benefits of growth and change are available to all members of a community by integrating principles of accessibility and environmental justice into projects.
- Enhance regional cohesion by supporting collaboration between regional and community partners.
- Provide people with safe and reliable transportation choices that enhance their quality of life.

PROJECT TEAM

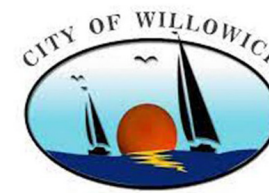
FUNDING AGENCY



PROJECT SPONSOR



PARTNER COMMUNITIES



PLANNING CONSULTANT



PROJECT LOCATION



- VINE ST. CORRIDOR (1/4 MILE BUFFER)
- PARCELS
- ROAD NETWORK



The Vine Street Corridor spans ~3.34 miles between the cities of Willowick, Eastlake and Willoughby in Lake County Ohio. The study area begins at the intersection of Lakeshore Blvd. and Vine St. in Willowick, continues along Vine St. through Eastlake and terminates at the intersection of Vine St. and Erie St. in Willoughby.

PLANNING PROCESS & COMPONENTS

PLAN COMPONENTS



The Vine Street Corridor Plan integrates streetscape elements, multimodal connectivity, transit enhancements, and safety improvements along the length of the corridor. Key node locations include enhanced transit waiting environments, unifying streetscape design elements, and traffic calming.



The Eastlake Redevelopment Plan focuses on a long-term, market-driven vision for increasing the commercial and retail density at and around the intersection of Vine Street and SOM Center Road, anchored by Classic Park, home of the Lake County Captains, the Cleveland Guardians High-A Affiliate. The conceptual plan demonstrates the potential for creating a destination downtown area for Eastlake, where low-density retail and residential has long been the norm.

PLAN PROCESS & PROGRESSION



STUDY CHALLENGES & GOALS



WHY VINE STREET?

The Vine St. Corridor Planning Study examines connecting the Lake Erie lakefront in Willowick to historic downtown Willoughby through ensuring proper sidewalks and transit-stop locations exist along the corridor and establishing more robust bicycle-friendly roadways. Enhancing the transportation system for a safer multimodal environment encourages travelers to consider the possibility of walking, biking and riding the transit system as travel within the corridor to various destinations. This, in turn, enhances the quality of life for the 55,000 residents of the three cities and all those who work in and visit these cities, as well.



PLANNING GOALS

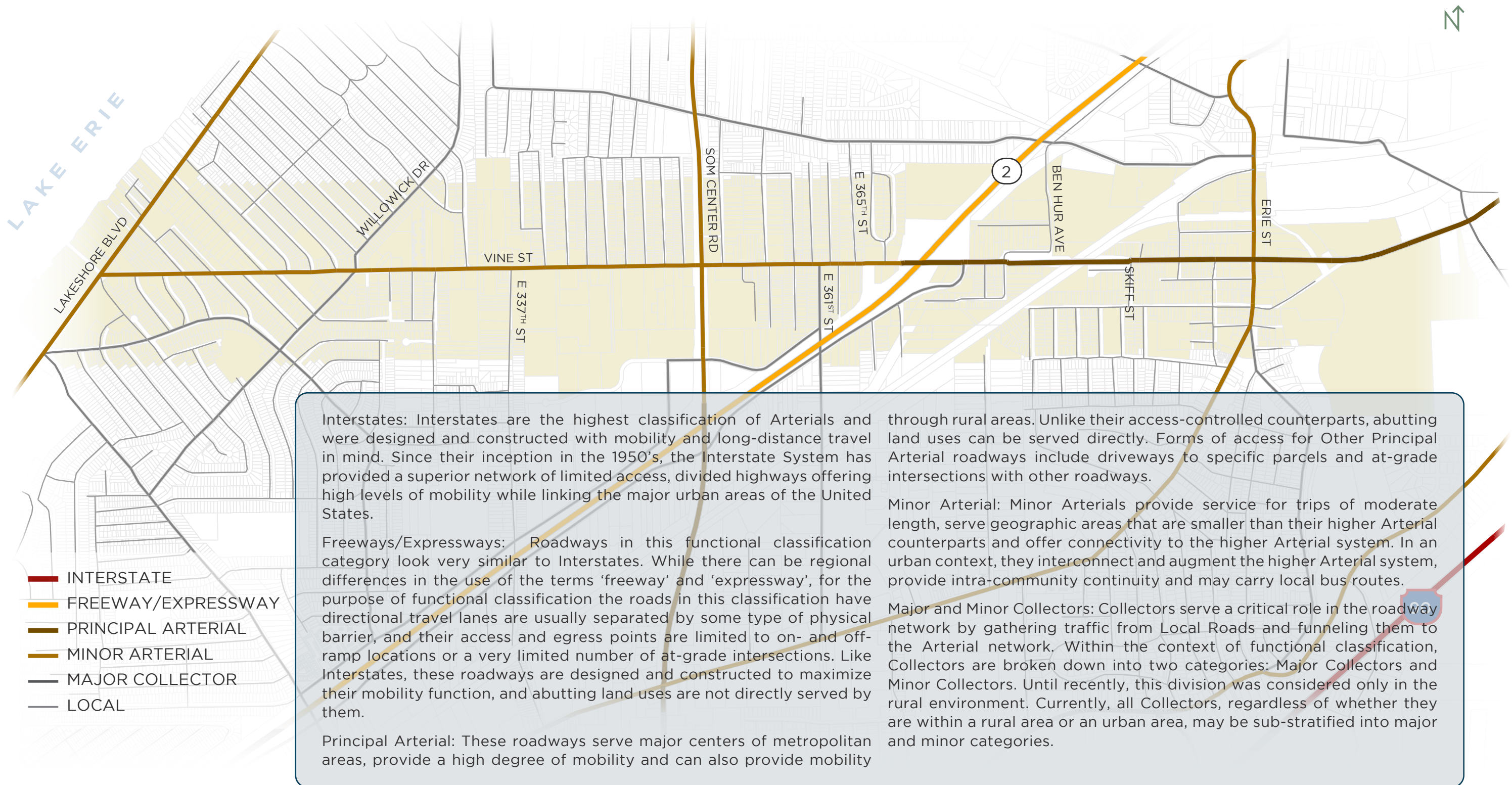
- Developing a multimodal plan which provides ease for residents, employees and patrons to travel safely with less dependency on single-occupancy vehicles.
- Creating a built environment through multimodal transportation improvements that makes destinations along the corridor more desirable, thus, enhancing quality of life in Northeast Ohio.
- Completing an economic analysis that assists in redevelopment planning for portions of Vine Street.
- Develop an implementation plan that provides greater ease for those who prefer or rely on alternative modes of transportation to automobiles, may not have automobiles, or regularly utilize their automobile as a means to get to their destination.



An aerial photograph of a city, likely Cleveland, Ohio, showing a baseball stadium (Progressive Field) on the left and various residential and commercial buildings. A large, semi-transparent red circle is overlaid on the right side of the image, containing the title text. The text is white with a blue outline.

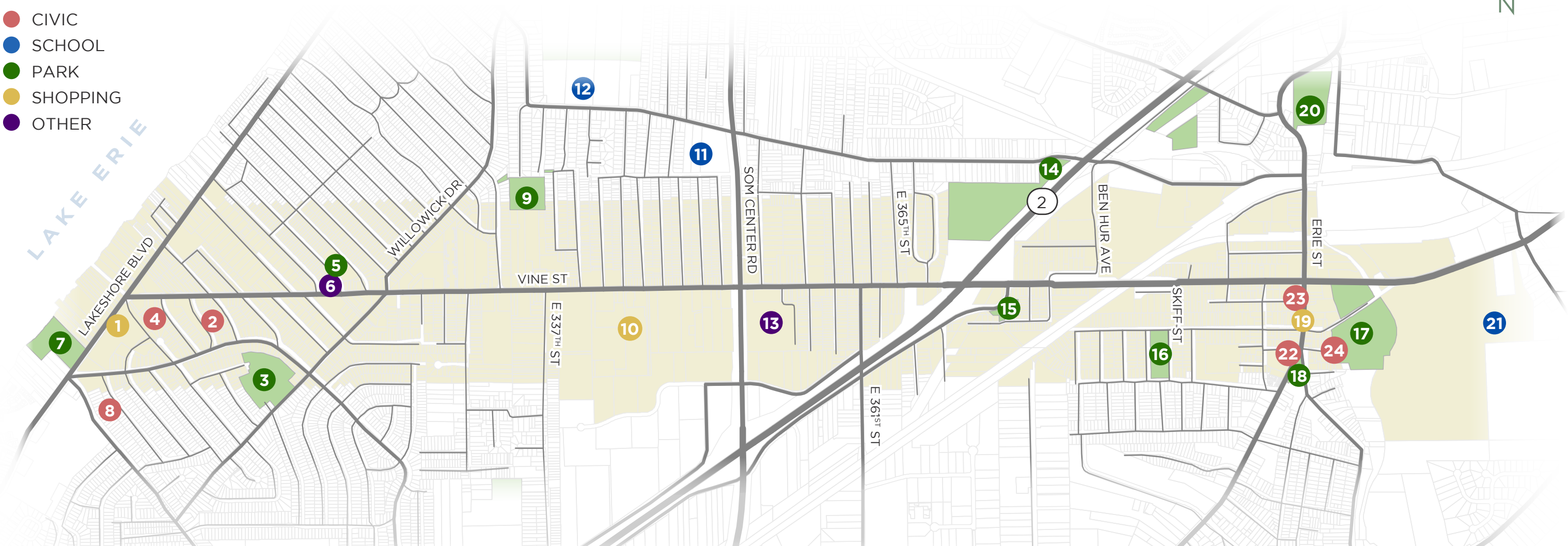
SECTION 2: EXISTING CONDITIONS

EXISTING CONDITIONS | ROADWAY CLASSIFICATION



EXISTING CONDITIONS | KEY DESTINATIONS

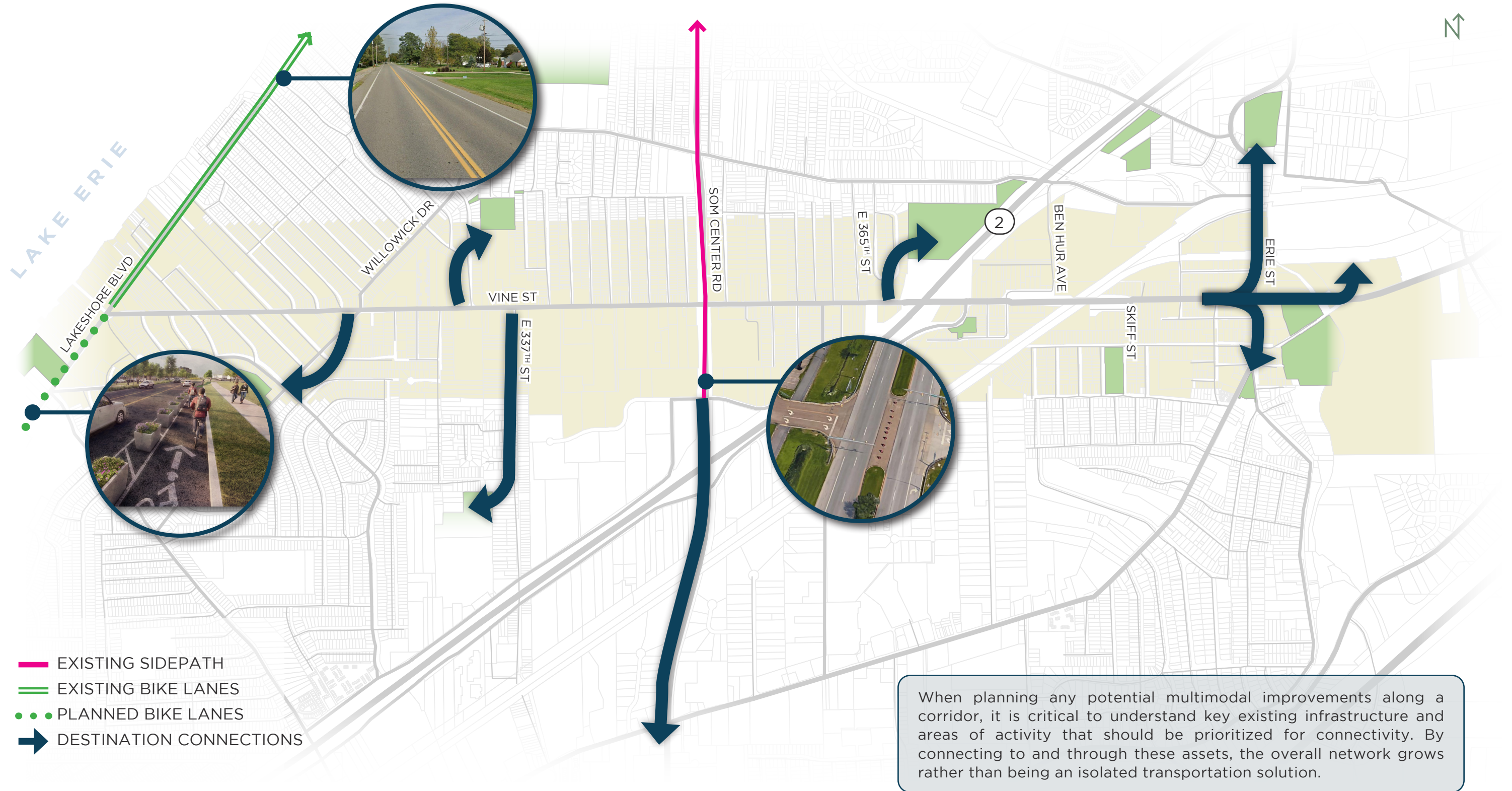
- CIVIC
- SCHOOL
- PARK
- SHOPPING
- OTHER



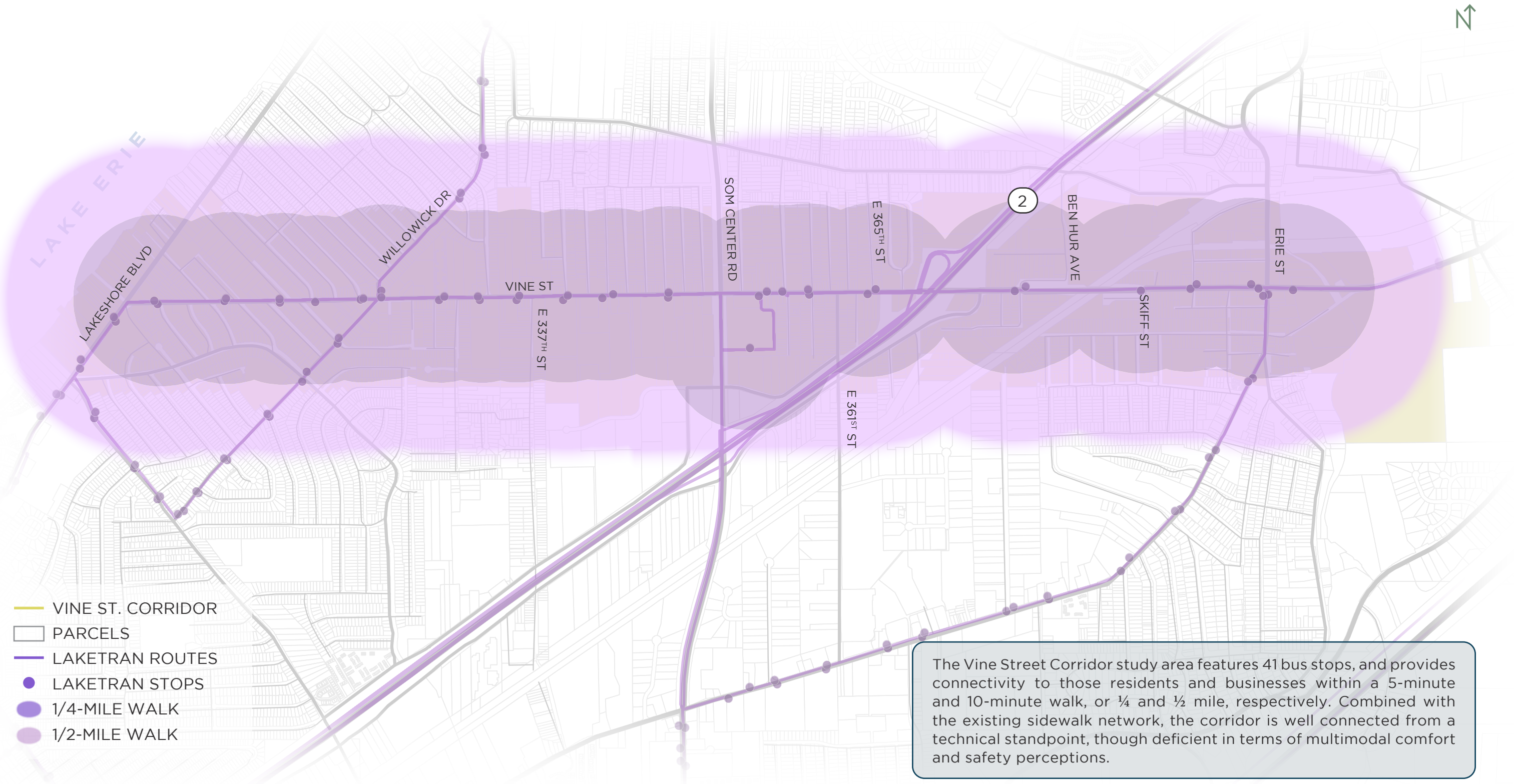
- | | | |
|---|--|-------------------------------------|
| 1 Northshore Mall | 9 Jakse Park | 17 Todd Field |
| 2 Willowick Senior Center | 10 Vineyards Shopping Center | 18 Wes Point Park |
| 3 Dudley Park | 11 Longfellow Elementary | 19 Downtown Willoughby |
| 4 Post Office | 12 Eastlake North High School | 20 Gilson Park |
| 5 Roosevelt Park | 13 Lake County Captains Stadium | 21 Andrews Osborne Academy |
| 6 St. Mary Magdalene Park-n-Ride | 14 Nason Park | 22 Willoughby Public Library |
| 7 Lakefront Lodge Park | 15 St. Clair Park | 23 Post Office |
| 8 Willowick Library | 16 Lincoln Park | 24 Willoughby City Hall |

Key destinations shown on this page were identified by the Stakeholder Committee and confirmed with the general public at Public Meeting #1. Nearby parks, schools, civic centers, shopping areas and the Lake County Captains Stadium were all included as important Key Destinations for this project.

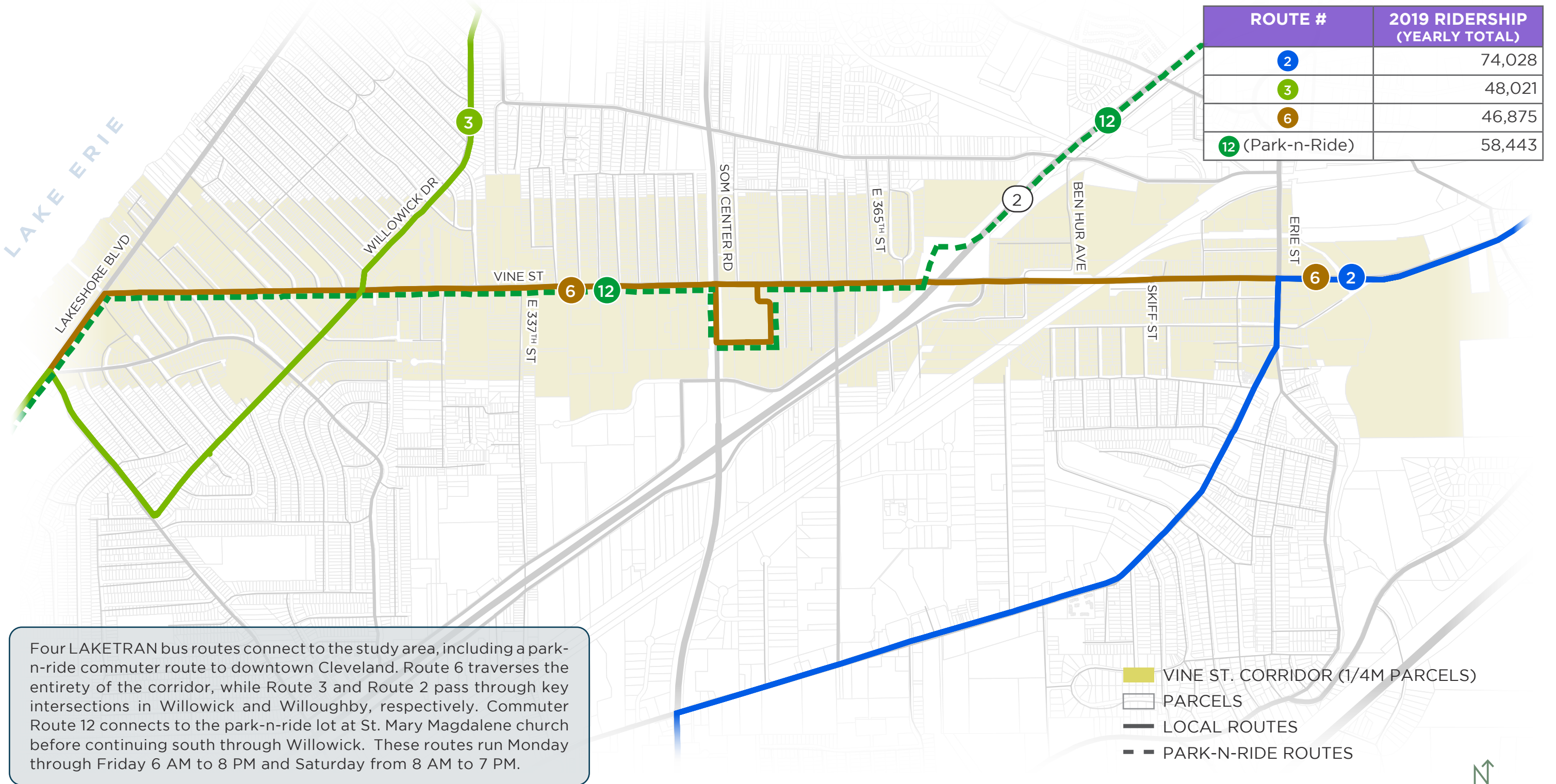
EXISTING CONDITIONS | MULTIMODAL INFRASTRUCTURE & CONNECTIONS



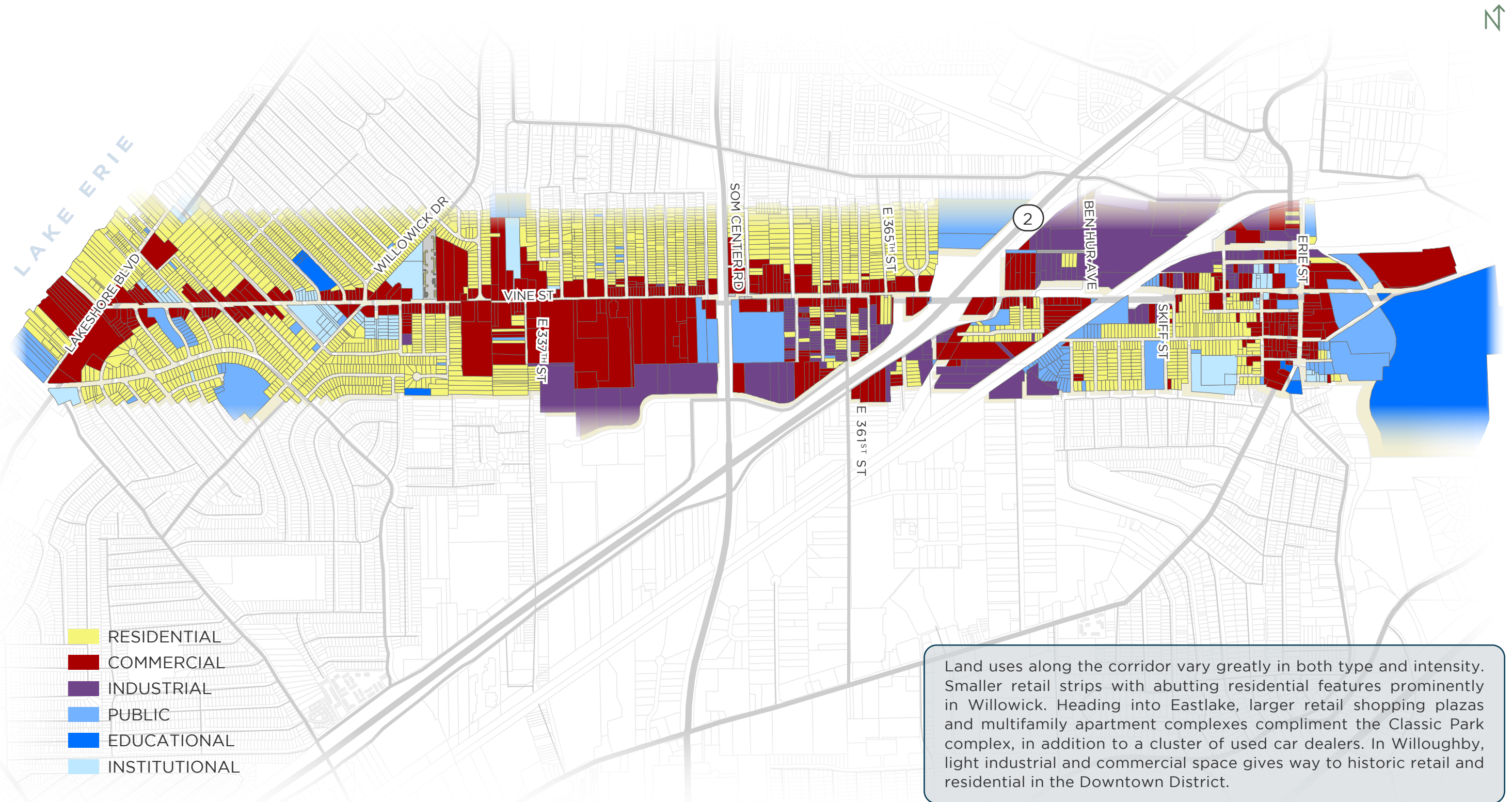
EXISTING CONDITIONS | CORRIDOR BUS STOPS & WALKABILITY



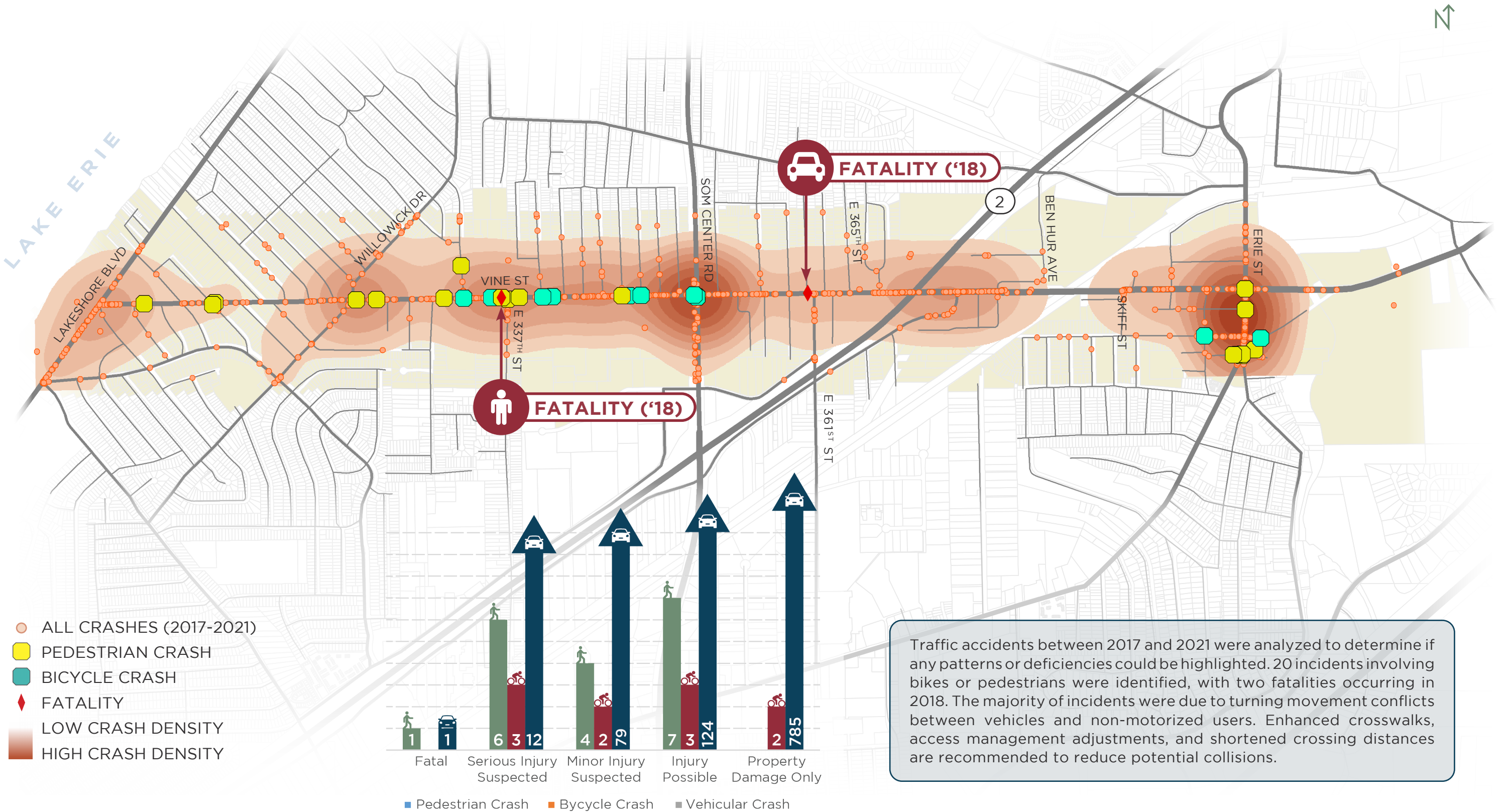
EXISTING CONDITIONS | LAKETRAN BUS ROUTES & RIDERSHIP



EXISTING CONDITIONS | CORRIDOR LAND USE

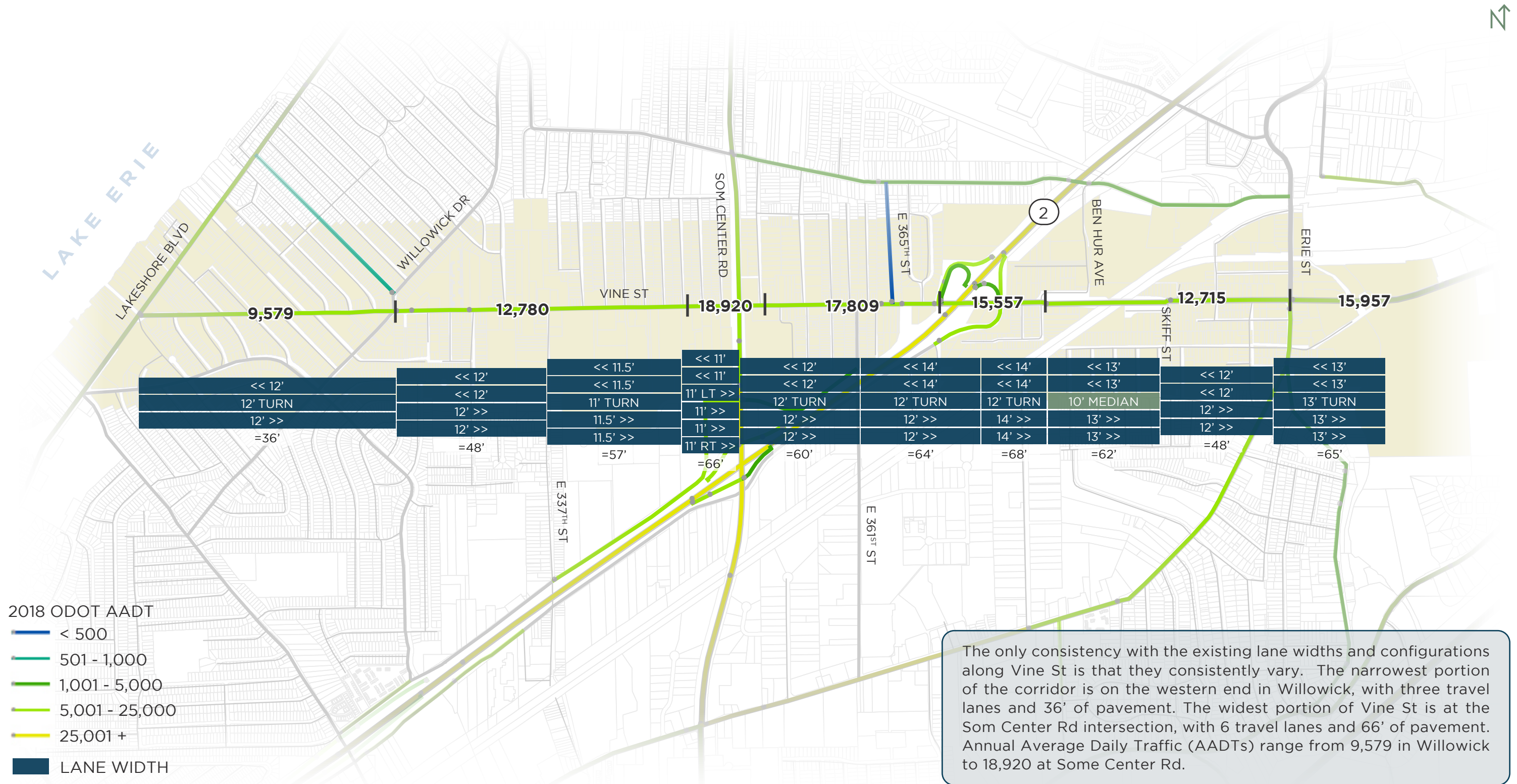


EXISTING CONDITIONS | CRASH DENSITY



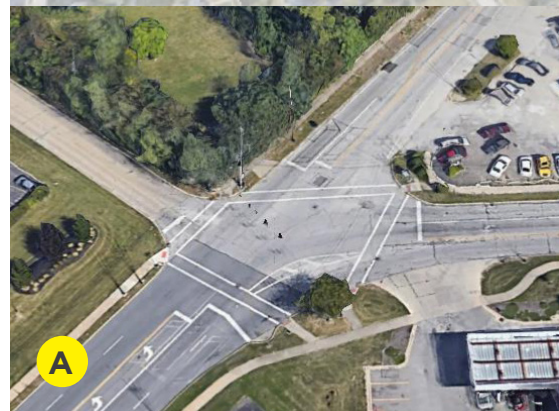
Traffic accidents between 2017 and 2021 were analyzed to determine if any patterns or deficiencies could be highlighted. 20 incidents involving bikes or pedestrians were identified, with two fatalities occurring in 2018. The majority of incidents were due to turning movement conflicts between vehicles and non-motorized users. Enhanced crosswalks, access management adjustments, and shortened crossing distances are recommended to reduce potential collisions.

EXISTING CONDITIONS | EXISTING LANE WIDTHS & CONFIGURATIONS



The only consistency with the existing lane widths and configurations along Vine St is that they consistently vary. The narrowest portion of the corridor is on the western end in Willowick, with three travel lanes and 36' of pavement. The widest portion of Vine St is at the Som Center Rd intersection, with 6 travel lanes and 66' of pavement. Annual Average Daily Traffic (AADTs) range from 9,579 in Willowick to 18,920 at Some Center Rd.

CORRIDOR OVERVIEW & CHALLENGES | WILLOWICK



A The current configuration of the Lakeshore Blvd/Vine St intersection is overly wide and has site distance and turning radii challenges.



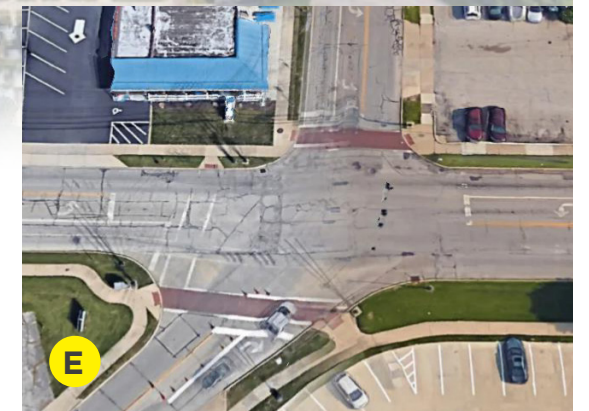
B Vine Street was developed parcel-by-parcel with no shared ingress/egress driveways. The entirety of the corridor has access management challenges.



C The City of Willowick has the narrowest typical section of the Vine Street Corridor with one driving lane in each direction and one center turn lane.

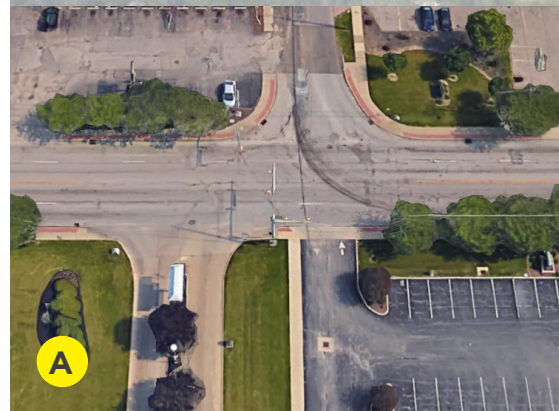


D LAKETRAN has a large and well-used Park & Ride Facility (Route 12) at this location. Route 6 also has a transfer bus stop at this location.



E A majority of the crosswalks throughout the corridor are unmarked or are currently outdated and with installations of Basic Transverse parallel markings.

CORRIDOR OVERVIEW & CHALLENGES | EASTLAKE



The corridor has many offset intersections, which create site distance and driver confusion issues and a complicated situation for pedestrians to cross from one side of the street to the other.



The commercial retail area just west of SOM Center Rd is a highly visited shopping area with large setbacks and parking lots.



The Vine St/SOM Center Rd intersection is the widest area of the corridor with two driving lanes in each direction, a right turning lane and a left turning lane.

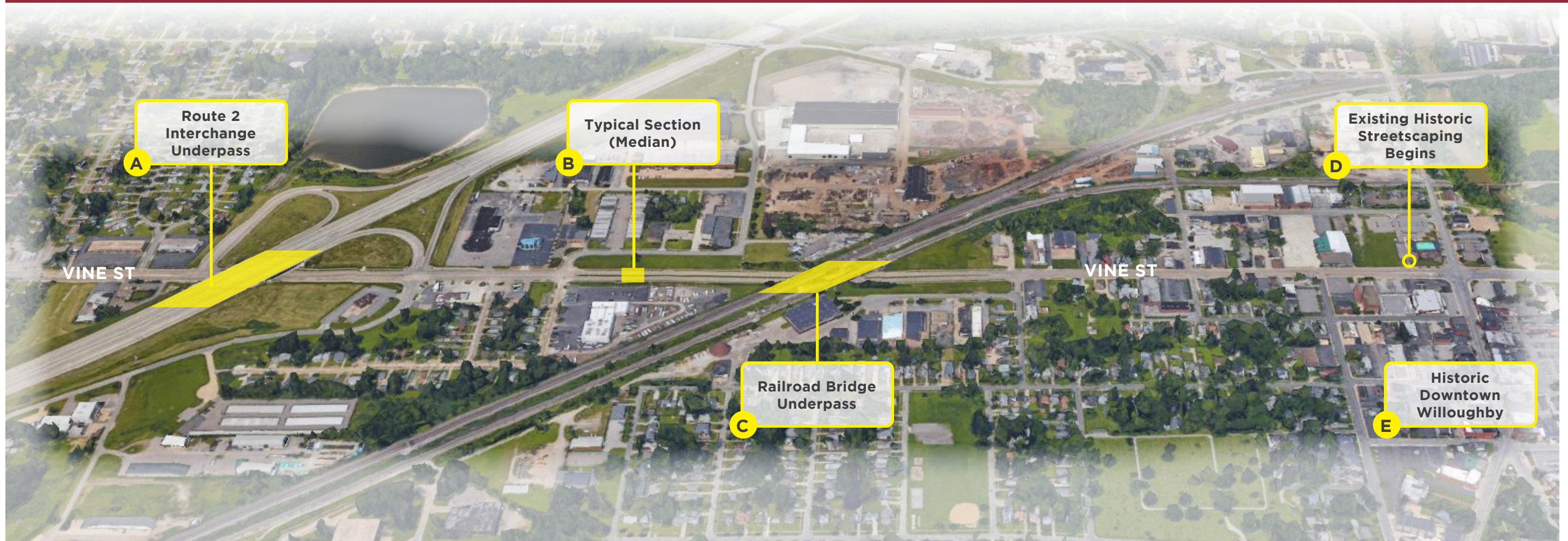


Eastlake is home to the Lake County Captains minor league baseball stadium and team. The stadium serves as an entertainment destination for the region.



The east end of the Eastlake Vine Street Corridor has an overabundance of used car lots. While the businesses are active, their current aesthetics have a negative affect on the corridor.

CORRIDOR OVERVIEW & CHALLENGES | WILLOUGHBY



A The Route 2 underpass has existing sidewalks, but is poorly lit and creates a perceived barrier along Vine St, especially to pedestrians.



B The only existing median within the corridor was recently installed as part of the ODOT Route 2 improvement project.



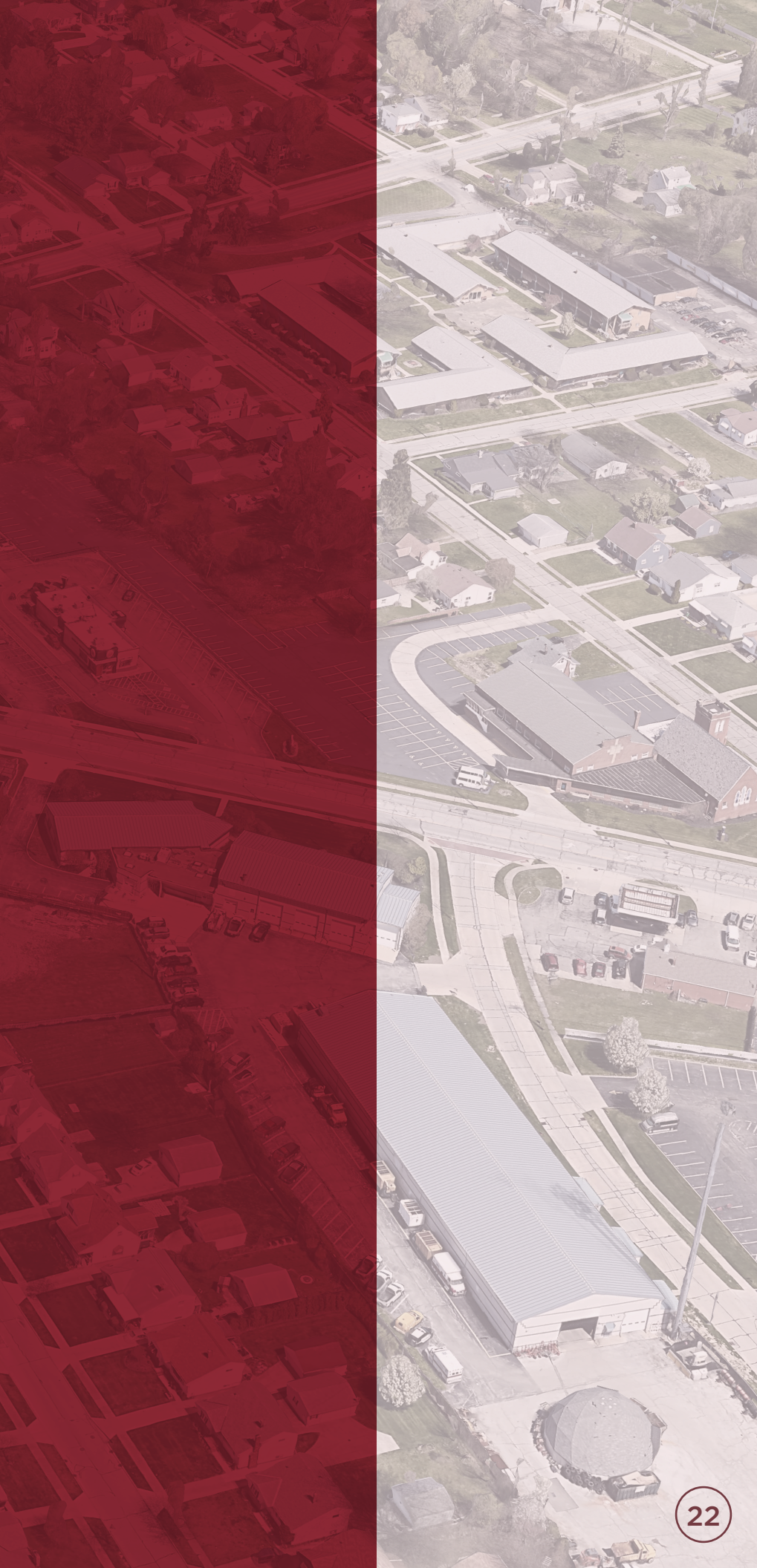
C The Railroad underpass has existing sidewalks, but is poorly lit and creates a perceived barrier along Vine St, especially to pedestrians.




D Downtown Willoughby has a traditional "Main Street" streetscape that is reminiscent of a historic downtown in character and feel.



E Downtown Willoughby serves as a regional destination with many successful bars, restaurants and retail establishments on Vine St.





An aerial photograph of a city, likely Cleveland, Ohio, showing a baseball stadium (Progressive Field) on the left and various residential and commercial buildings. A large, semi-transparent red circle is overlaid on the right side of the image, containing the main title text.

SECTION 3: TRAFFIC STUDY & ALTERNATIVE ANALYSIS

TRAFFIC STUDY | METHODOLOGY & ANALYSIS LOCATIONS

BACKGROUND & METHODOLOGY

The COVID-19 Pandemic had significant impacts on traffic volumes and patterns across the globe, with Vine Street being no exception. The initial kick-off of this planning process began just before March of 2020, and traffic data collection and analysis were delayed until a best-practice methodology was developed by the Ohio Department of Transportation (ODOT) to account for the impacts of the pandemic. The details of this updated methodology can be found in the ODOT Analysis and Traffic Simulation Manual (OATS), updated in July of 2021.

In order to understand the potential impacts of a road diet scenario, a comprehensive turning movement count and level-of-service (LOS) analysis were conducted to first understand how the Vine Street corridor functions in its current configuration. This existing LOS was then used as a baseline to compare against the future LOS, which accounted for potential lane reductions and new infill developments that would impact intersection function and delay. NOACA analyzed the potential traffic impacts of

projected new development in Eastlake, and determined that impacts would be negligible on corridor volume. Additionally, the 2040 NOACA Traffic Model indicates a little to no-growth scenario for the traffic volumes. Based on these results, current observed traffic volumes were used as the future volumes when analyzing future potential road diet configurations. The intersections indicated below represent the locations where turning movement and level-of-service analyses were conducted by the study Disadvantaged Business Enterprise (DBE) sub-consultant, Loukas Engineering. The data was collected on March 10th of 2021 during three different time intervals: 6:00-9:30AM, 11:00AM-1:00PM, and 3:30-7:00PM.

Based on the results of the intersection and turning movement observations, the intersection LOS and average delay (measured in seconds) were determined. The PM Peak was determined to have the longest delay periods, and the details of these observations can be found on the following page. Analyses were conducted per the best practices and

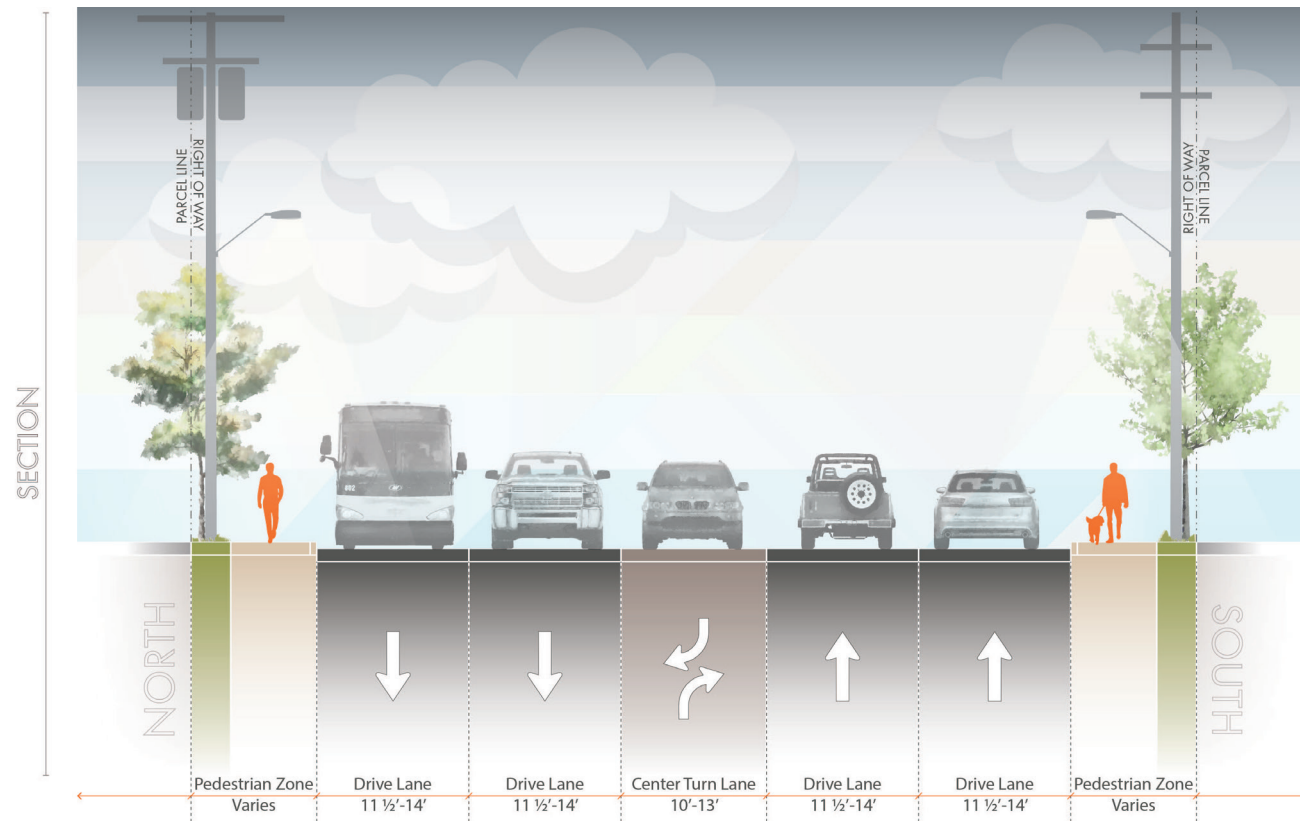
INTERSECTION STUDY LOCATIONS



INTERSECTIONS OF VINE STREET & ...

- | | | | |
|--------------------------|---------------------------------|---------------------------------------|---------------------|
| 1 Lakeshore Blvd. | 6 E. 340th St. | 11 E. 364th St. | 16 Church St |
| 2 E. 317th St. | 7 E. 343rd St. | 12 SR-2 West Bound Ramps | 17 Erie St. |
| 3 Willowick Dr. | 8 E. 345th St. | 13 SR-2 East Bound Ramps | |
| 4 Waverly Rd. | 9 SOM Center Rd. (SR-91) | 14 Ben Hur Ave./St. Clair Ave. | |
| 5 E. 337th St. | 10 E. 360th/E. 361st St. | 15 Skiff St. | |

TRAFFIC STUDY | EXISTING LEVEL-OF-SERVICE ANALYSIS



EXISTING CONFIGURATION & LEVEL-OF-SERVICE

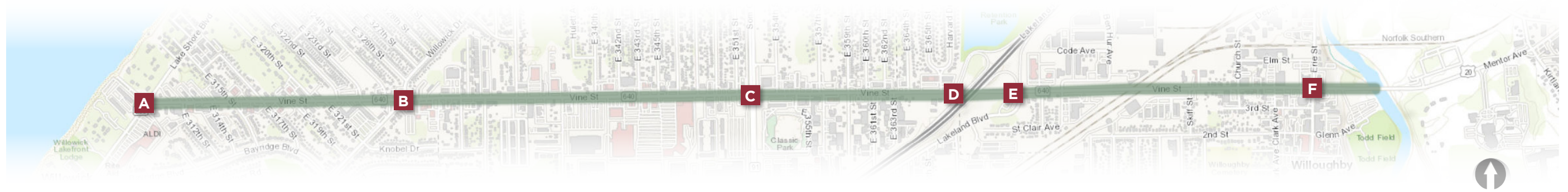
The Vine Street Corridor features numerous configurations as you progress between the three communities of Willowick, Eastlake, and Willoughby. In Willowick, the typical configuration is one travel lane in each direction with a center turn lane, while in Eastlake and Willoughby there are two travel lanes found in each direction, and occasionally a dedicated center turn lane. At the busiest intersection, Vine Street and SOM Center Road (SR-91), there are additional dedicated north and southbound turn lanes for eastbound Vine Street drivers. The section above represents the “most typical” configuration, with two lanes of travel in each direction combined with a center turn lane. The PM Peak chart on the right outlines the existing level-of-service and delay for each of the identified study intersections along the corridor. This data was used as a point of comparison to explore the impacts of potential road diet scenarios or understand the traffic volume impacts of new development along Vine Street.

PM PEAK VINE ST. INTERSECTION		EXISTING	
		LOS	DELAY
1	Lakeshore Blvd.	B	14.6
2	E. 317th St.	A	4.4
3	Willowick Dr.	C	22.4
4	Waverly Rd.	A	4.7
5	E. 337th St.	B	10.0
6	E. 340th St.	B	11.5
7	E. 343rd St.	A	6.4
8	E. 345th St.	A	6.9
9	SOM Center Rd. (SR-91)	D	53.4
10	E. 360th/E. 361st St.	B	12.4
11	E. 364th St.	A	3.8
12	SR-2 West Bound Ramps	B	15.1
13	SR-2 East Bound Ramps	C	23.6
14	Ben Hur Ave./St. Clair Ave.	A	8.4
15	Skiff St.	A	3.8
16	Church St	A	4.3
17	Erie St.	C	29.9

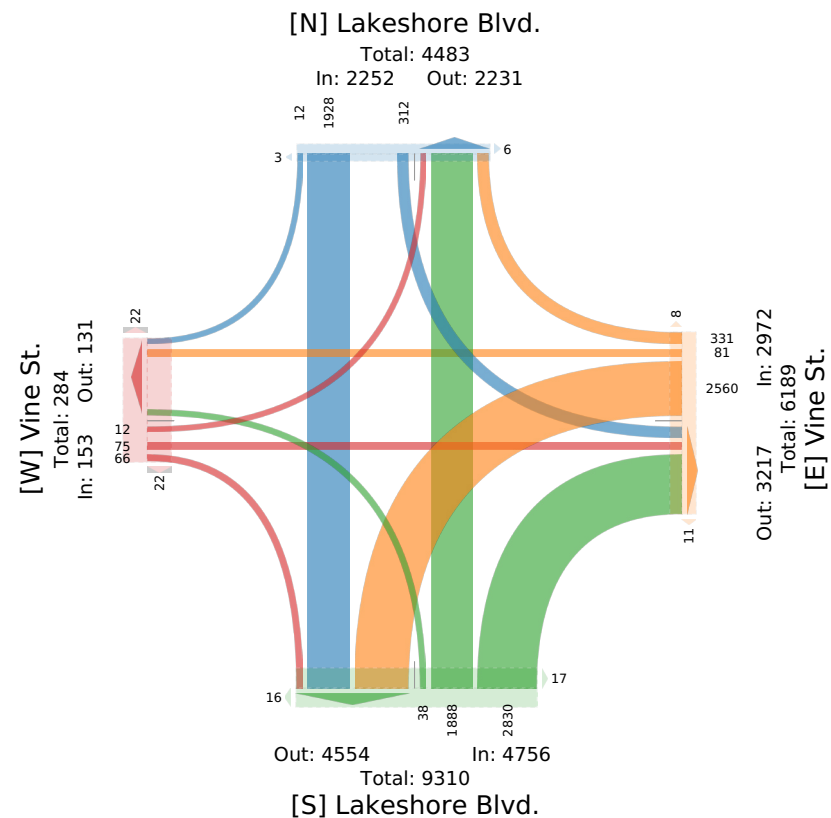
All intersections along Vine Street have an existing level-of-service of ‘D’ or higher. It is important to note that while an ‘A’ intersection may have a minimal delay, commercial retail corridors such as Vine Street often benefit from some delay and congestion in terms of economic development. Full detailed traffic counts and LOS analyses can be found in Appendix A.

TRAFFIC STUDY | TRAFFIC PATTERNS & KEY INTERSECTIONS

KEY INTERSECTIONS

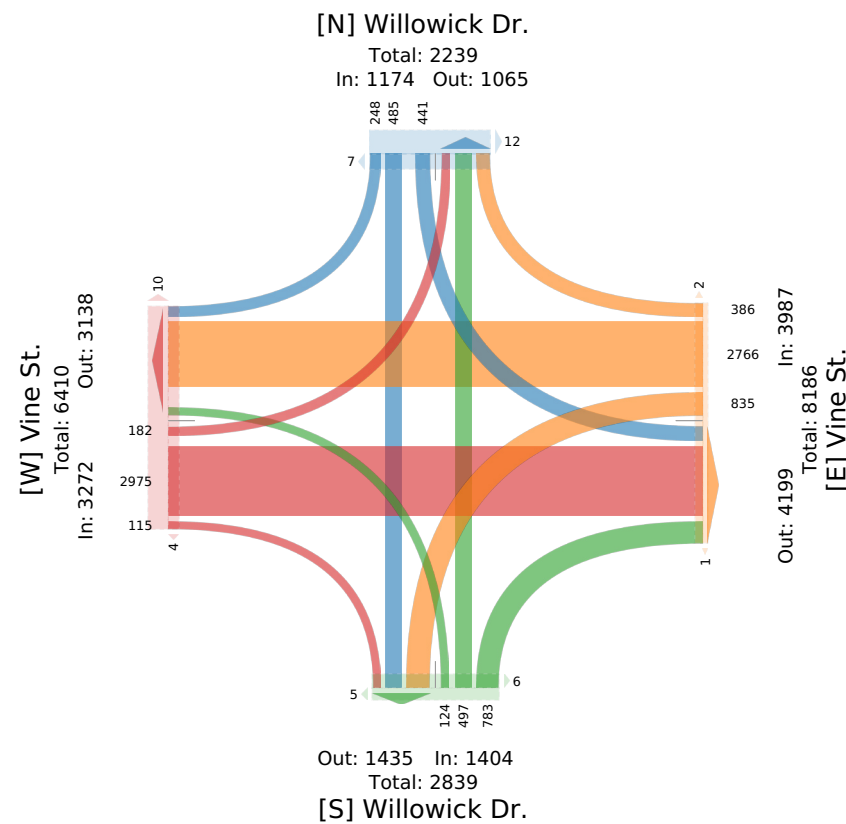


A. VINE @ LAKESHORE BLVD.



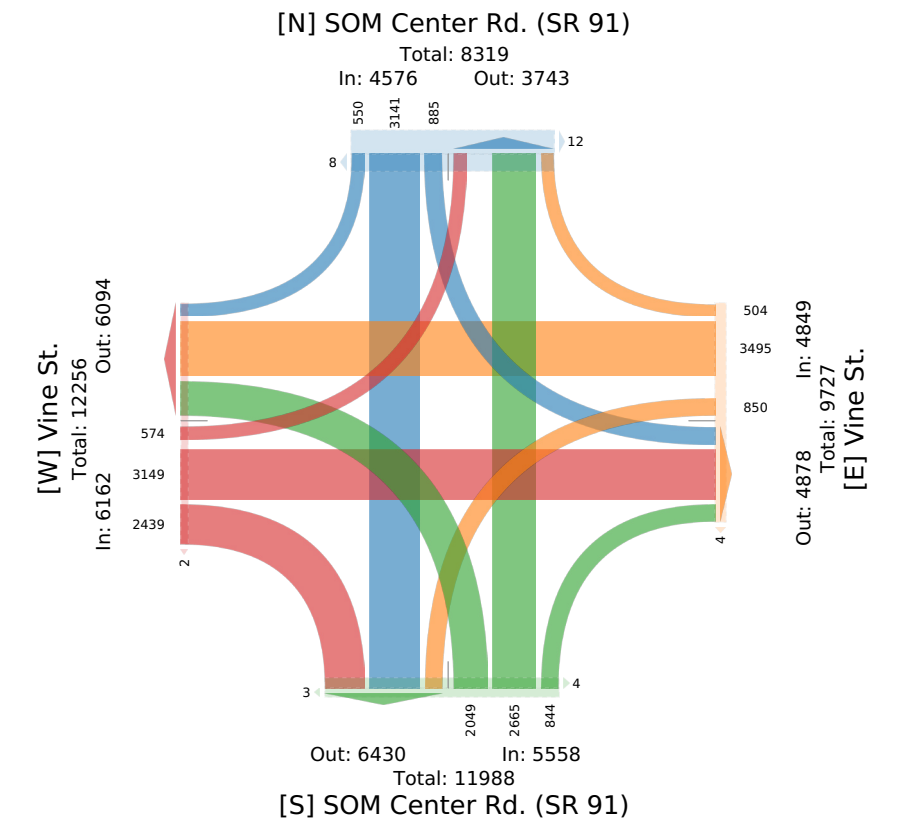
The majority of traffic at the western terminus of the Vine Street Corridor is directed to and from the southern segments of Lakeshore Boulevard, as it heads into the heart of Willowick. Pedestrian traffic is most significant on the western and southern crosswalks.

B. VINE @ WILLOWICK DR.



At Willowick Drive, the majority of volume is through-traffic along Vine Street, though the intersection does feature increased volumes to the southern segments of Willowick Drive, primarily due to shopping and highway access to the east.

C. VINE @ SOM CENTER RD.



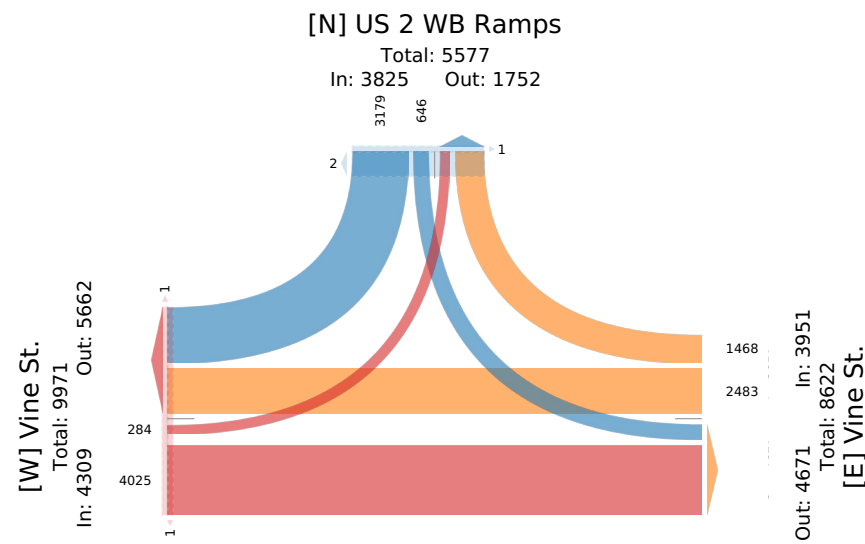
As the highest volume intersection along the corridor, much of the turning volumes are influenced by the Route 2 ramps located to the south and east. Pedestrian traffic is more significant on the northern crosswalk due to the Greenway trailhead.

TRAFFIC STUDY | TRAFFIC PATTERNS & KEY INTERSECTIONS

KEY INTERSECTIONS



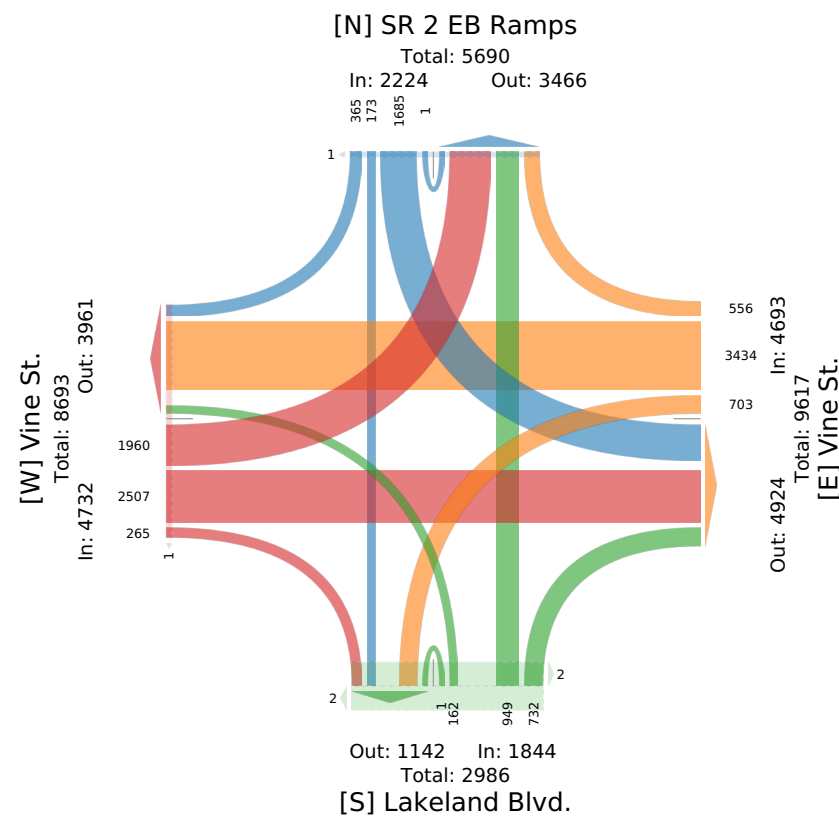
D. VINE @ RT. 2 WESTBOUND RAMPS



Due to the nearby on-ramps of SOM Center and Route 2 serving most of Willowick and Eastlake's westbound traffic, volumes here are primarily through-traffic along Vine, westbound Willoughby residents, and westbound Route 2 traffic exiting towards Eastlake.

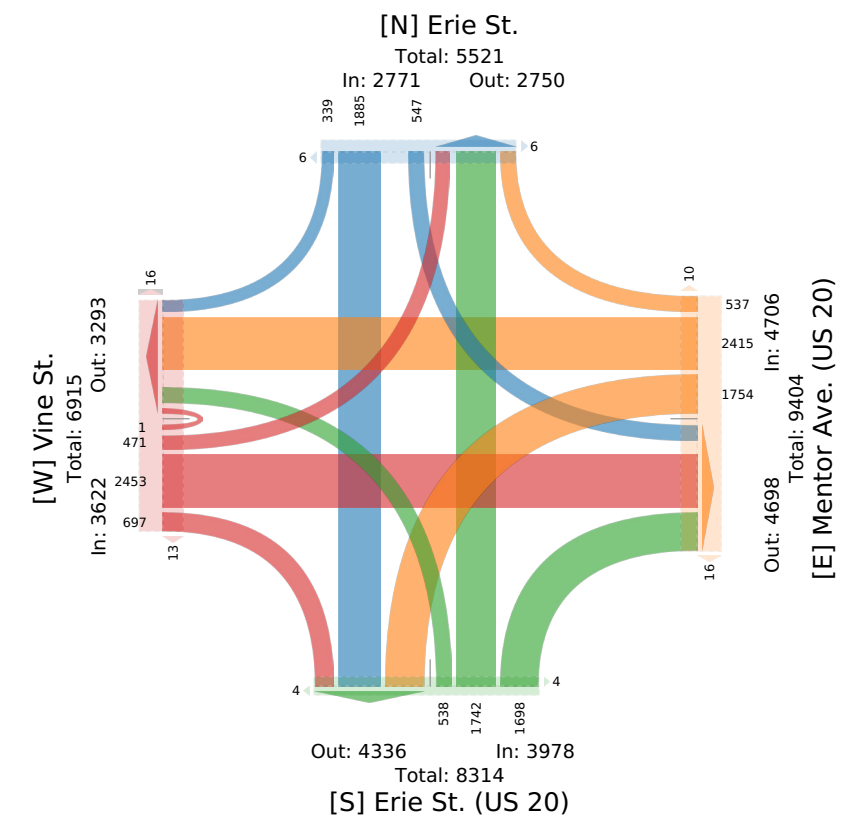
Pedestrian traffic is limited here, which is influenced by both the lack of streetscaping and limited pedestrian-oriented businesses.

D. VINE @ RT. 2 EASTBOUND RAMPS



This interchange is the primary means of eastbound Route 2 traffic to access Downtown Willoughby and the industrial park off of Ben Hur Ave. It also serves much of the eastbound on-ramp volumes for Eastlake drivers heading eastbound.

F. VINE @ ERIE ST.



At the heart of Downtown Willoughby, this intersection serves as a key through-way point to highways, downtown amenities, residential neighborhoods, and employment clusters. Turning volumes are focused on drivers traveling between the eastern and southern neighborhoods of Willoughby.

Note: Full turning movement diagrams and traffic totals can be found in the Appendix.

TRAFFIC STUDY | ROAD DIET OPPORTUNITIES & FEASIBILITY

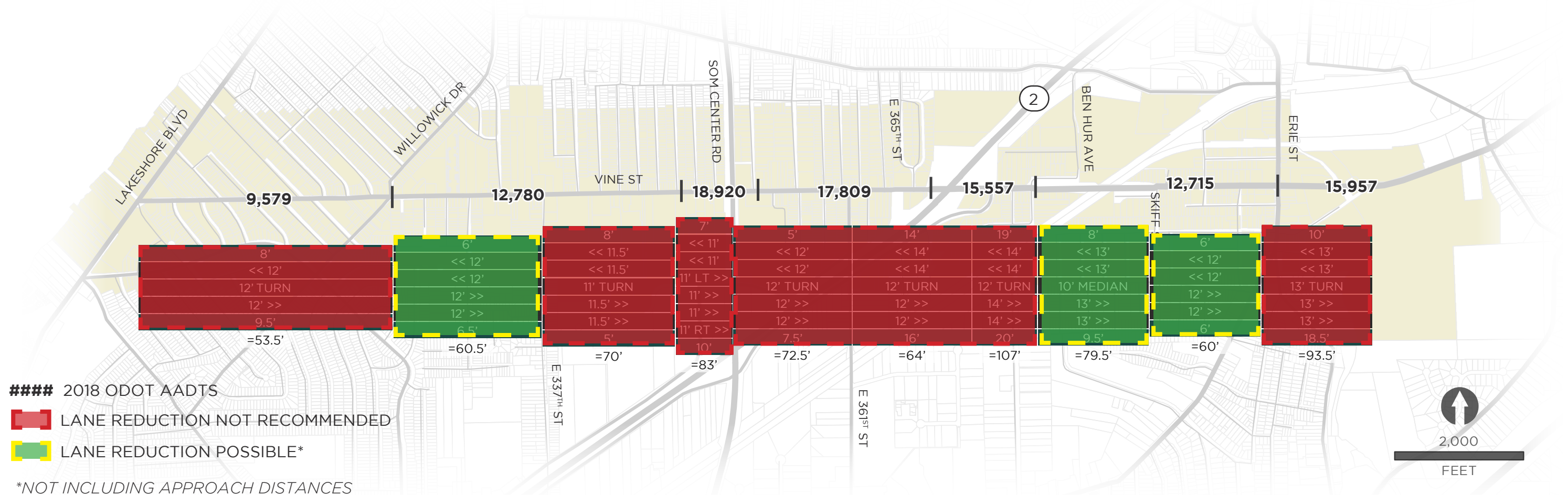
POTENTIAL ROAD DIET & CHALLENGE AREAS

A potential road diet reduction scenario was considered for Vine Street, which reduced the number of lanes to one travel lane in each direction, with a center turn lane. The benefit of this scenario was that the additional excess pavement in the eliminated lanes would be enough to support alternative multimodal transportation facilities, such as widened sidewalks, bike lanes, protected bike lanes, a sidepath, etc. instead of being designated for single occupancy vehicles. This scenario was modeled using the Highway Capacity Software (HCS) program, which projects the future level-of-service and delay.

During this analysis, it was discovered that lane removal in many areas would cause a significantly reduced level-of-service for certain intersection lanes and turning movements, including at SOM Center Road and the SR-2 ramps. At the Vine Street and SOM Center Road intersection, the northbound LOS falls from D to F, and the westbound LOS decreases from C to D. Further east along the corridor at the Vine Street and Route 2 eastbound ramps, overall intersection LOS falls from C to F. In particular, westbound and northbound intersection movement LOS decreases from C to F.

Based on the results of this analysis and input from NOACA planning staff, it was determined that a road diet configuration could only be implemented in the green areas below without dramatically reducing the LOS. Areas shown in red could not support a road diet due to negative intersection impacts on traffic flow and intersection function. While the green areas could accommodate lane reductions, the benefits of dedicated alternative multimodal facilities, such as bike lanes, in these areas would be negated by negative safety and user aspects related to approach distances of lane changes and lack of a continuous bicycle facility.

Due to these factors, it was determined that a reduction in travel lanes was not recommended for the Vine Street Corridor, and other solutions would be explored to enhance connectivity that did not impact the existing lane configurations.



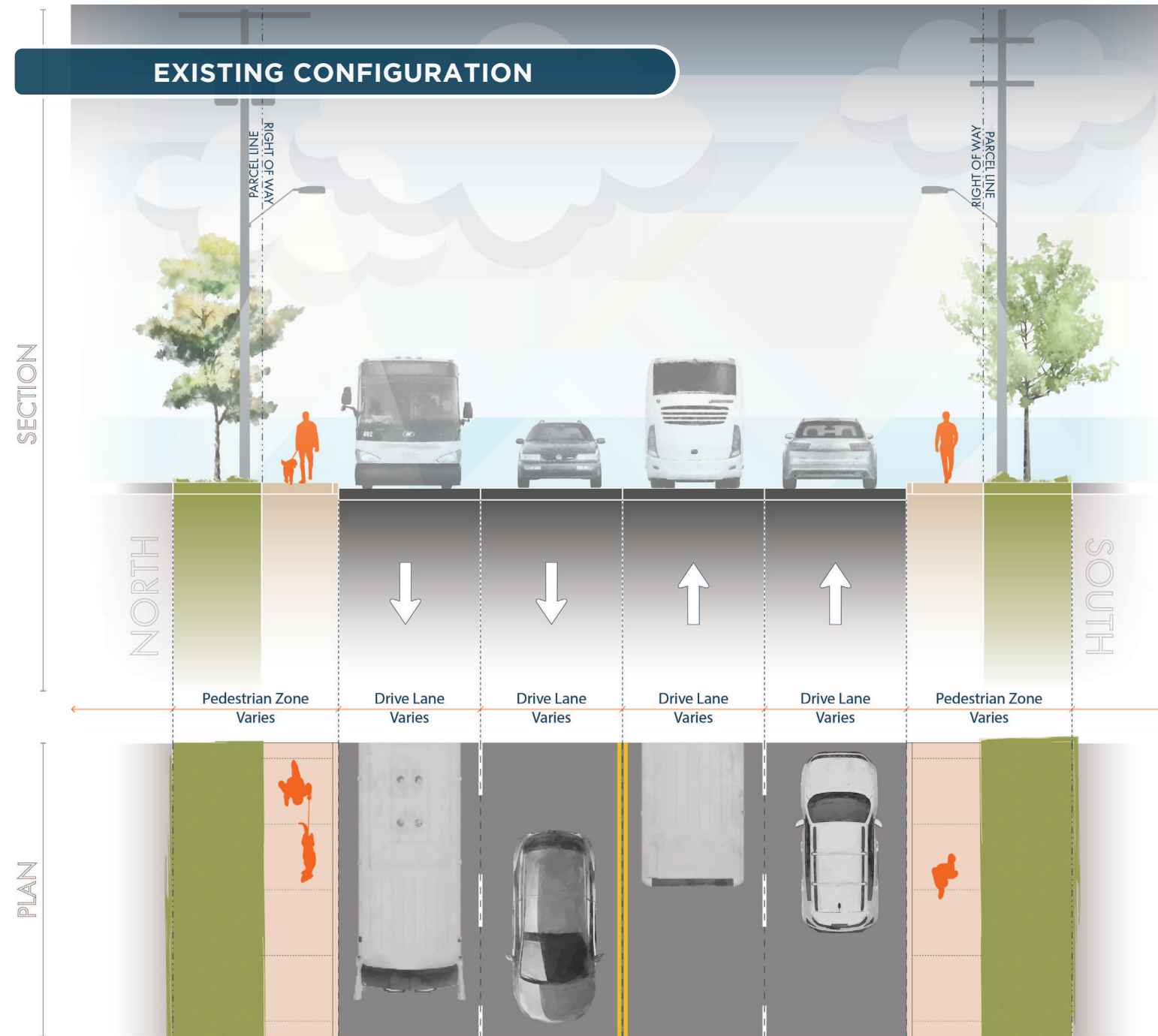
CORRIDOR LANE CONFIGURATION CONCLUSION & RECOMMENDATION

After understanding the impacts of a potential road diet lane reduction for Vine Street, and the negative impacts on intersection level-of-service, it was determined that a reduction of the travel lanes was not recommended. Alternative methods of achieving connectivity and streetscape enhancements were explored, including lane width reduction, pedestrian bump-outs, widened sidewalks, painted sharrow markings, and others. See pages 37-42 of this document for more information on these explored enhancements.

Additionally, it was noted during the traffic study that the signal timing of the traffic lights along the corridor was inconsistent, and not synced or timed to provide the most efficient flow of traffic. The primary recommendation of this traffic study is to implement new synchronized signal timing along the corridor and implement the signal removal recommendations that resulted from NOACA's 2019 signal warrant analysis. The Vine Street intersections recommended for signal removal include E. 317th St., E. 343rd St., and E. 360th St.

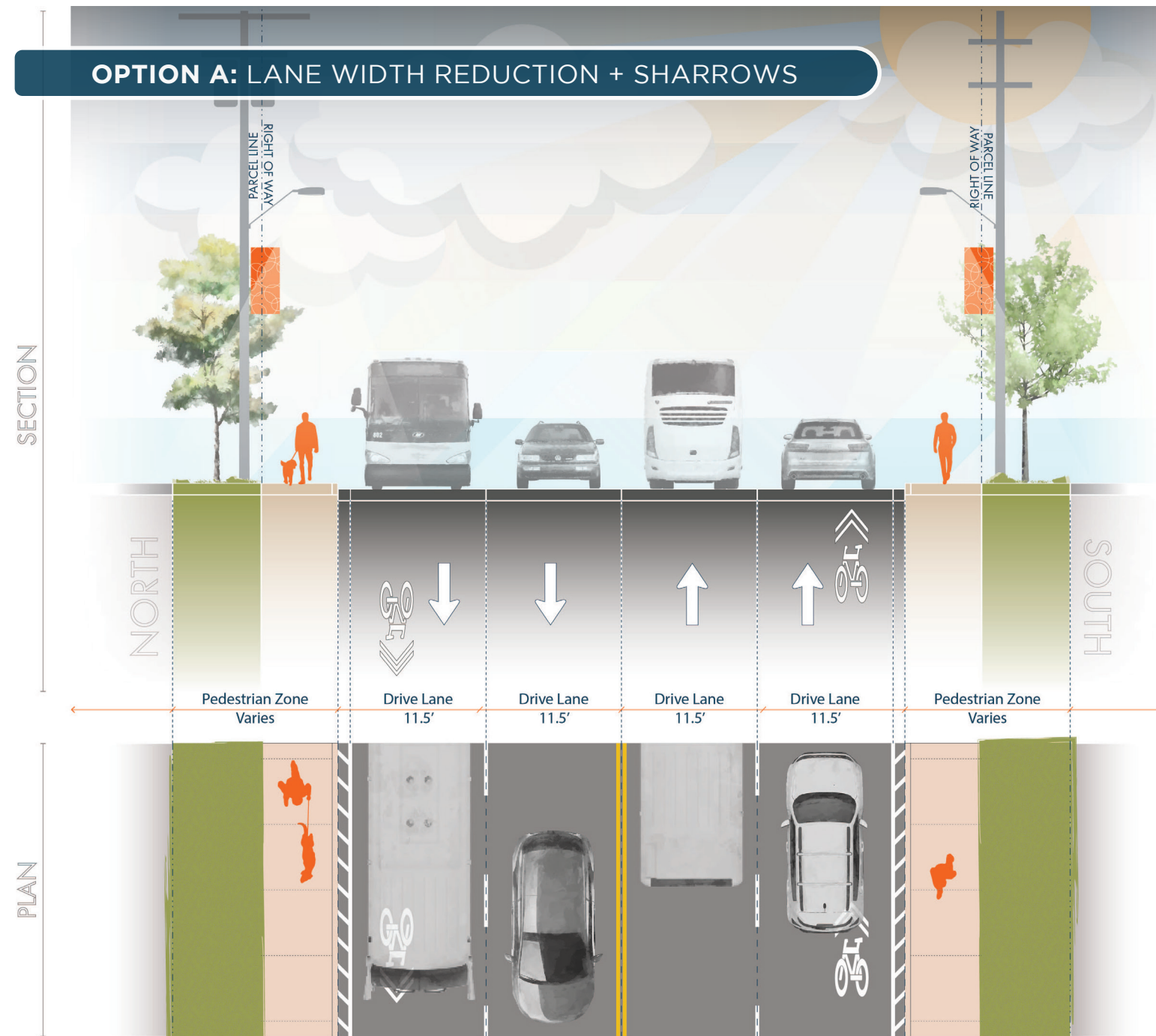


CORRIDOR ALTERNATIVES | EXISTING CONFIGURATION (NO-BUILD)



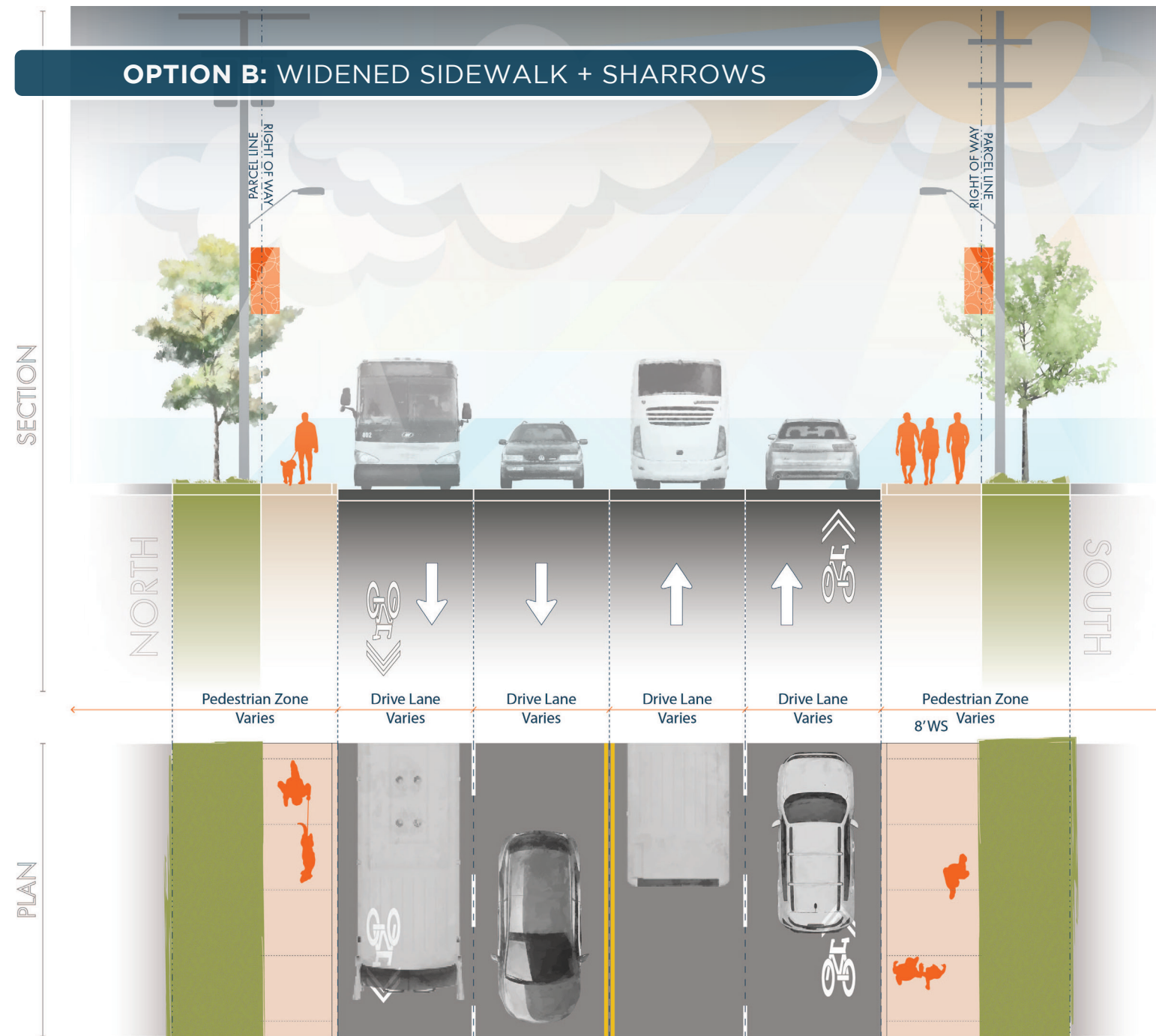
The majority of the corridor consists of one or two drive lanes in each direction, with an accompanying center turn lane. Sidewalk connectivity is complete on both the north and south sides of Vine for the entire study area, though many crosswalks and ramps do not meet current American Disabilities Act (ADA) and/or Public Right-of-Way Accessibility Guidelines (PROWAG) standards and guidelines.

CORRIDOR ALTERNATIVES | OPTION A: LANE WIDTH REDUCTION + SHARROWS



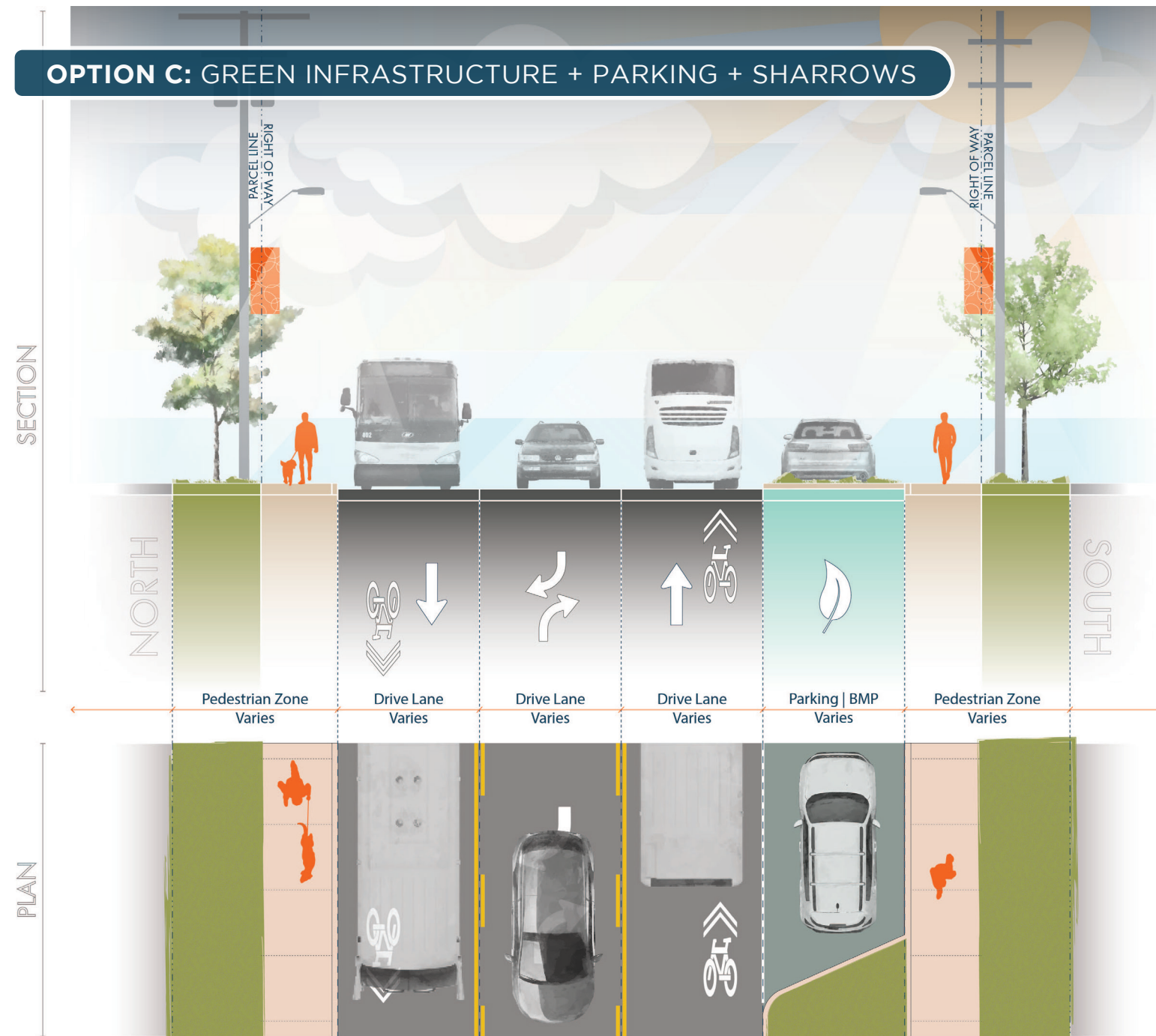
Although the lane configurations must remain as they currently are, there is the ability to reduce the oversized lanes in certain areas and add width reduction striping along the sides. Reducing the overall lane widths will promote traffic calming, while the addition of sharrows will remind drivers that bikes can and may be present in the roadway.

CORRIDOR ALTERNATIVES | OPTION B: WIDENED SIDEWALK + SHARROWS



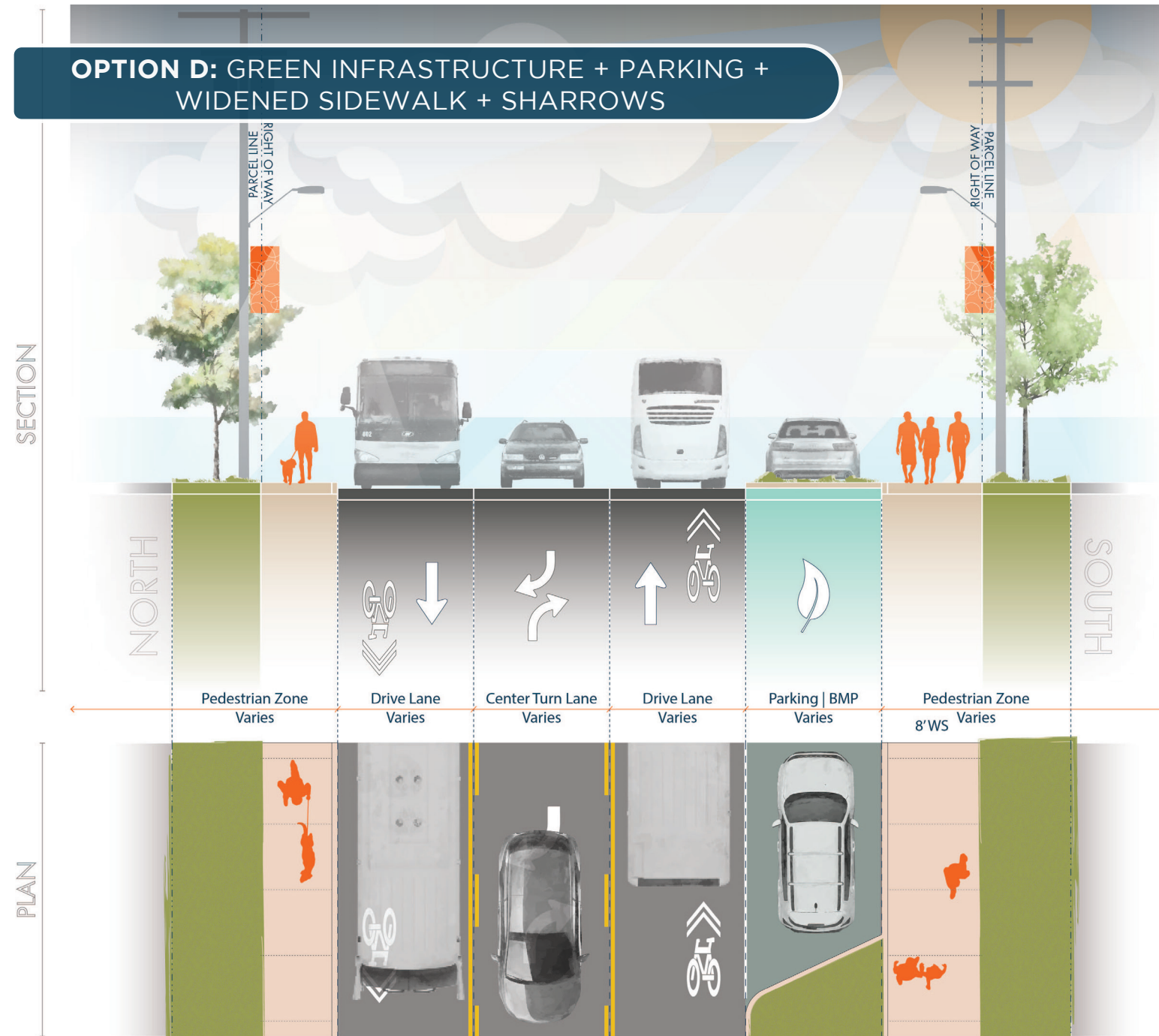
Option B focuses on the introduction of a widened sidewalk on the south side of Vine Street, while retaining the existing lane widths and configurations. Curb impacts would be minimal, and only extended where needed to accommodate the widened sidewalk. Sharrows are recommended to be added to the curb lanes.

CORRIDOR ALTERNATIVES | OPTION C: GREEN INFRASTRUCTURE + PARKING + SHARROWS



In some areas, the extra width gained by reducing the drive lanes could be allocated to the south side of the roadway to accommodate green infrastructure, permeable paver street parking, or expanded landscape areas which would promote traffic calming. Sharrows are also recommended in this scenario.

CORRIDOR ALTERNATIVES | OPTION D: GREEN INFRASTRUCTURE + PARKING + WIDENED SIDEWALK + SHARROWS



Option D combines key elements from other potential configurations, with potential green infrastructure and landscape areas complimenting the widened sidewalk and sharrows. In areas where landscape buffers cannot be accommodated, lane reduction striping would be implemented to calm traffic.

CORRIDOR ALTERNATIVES | ALTERNATIVES SUMMARY MATRIX

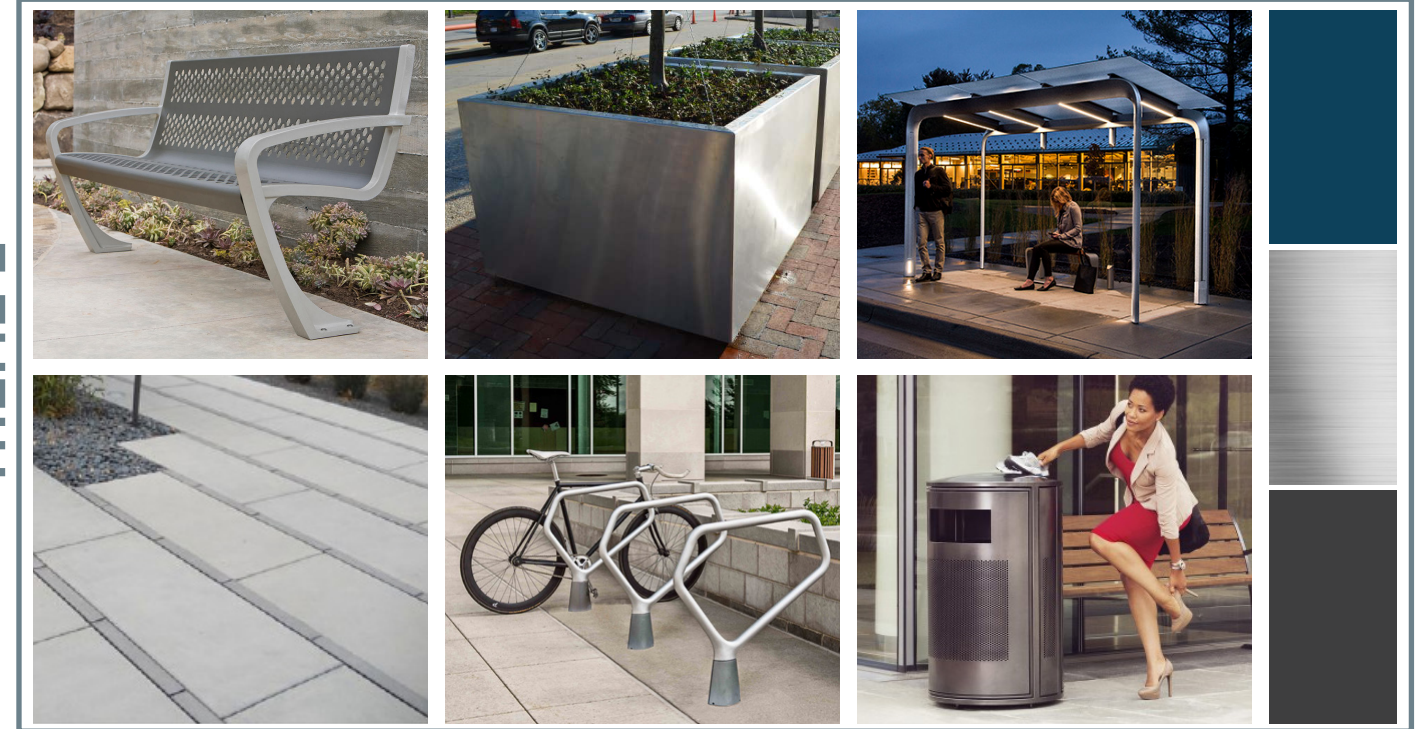
Metric/Benefit	Existing Roadway Configuration	Option A Lane Width Reduction + Sharrows	Option B Widened Sidewalk + Sharrows	Option C Green Infrastructure + Parking + Sharrows	Option D Widened Sidewalk + Green Infrastructure + Parking + Sharrows
Supports bi-directional multimodal sidewalk users			●		●
Striped lane reductions to promote traffic calming		●			●
Expands landscaping and green infrastructure areas			●	●	●
No/Low-impact to existing curb configuration	●	●	●		
Requires curb adjustment/extension in key areas				●	●
Reduces pedestrian crossing distances		●		●	●
Improves recognition of bicycle users within the roadway		●	●	●	●
Promotes design cohesion through improved streetscaping		●	●	●	●
Preferred Alternative votes received at meetings	0	1	14	0	32
Preferred Alternative					✓

CORRIDOR PLAN | STREETSCAPE THEME ALTERNATIVES

THEME 1



THEME 2



THEME 3



STREETSCAPE PREFERENCE VOTING	Theme 1	Theme 2	Theme 3
Stakeholder Meeting #1	4	3	9
Public Meeting #1	15	4	10

..... TIE

PREFERRED STREETSCAPE ALTERNATIVE SELECTION

The three proposed streetscaping themes focused on unique combinations of materials, furniture styles, paver styles, and accent colors. Based on combined feedback from the public and stakeholder meetings, there was a tie between Theme 1 and Theme 3. The tie was reviewed amongst the stakeholders and project team, and it was determined that Theme 3 would move forward because it would create a unique identity along the corridor, rather than mirror the traditional streetscaping that currently exists in Willoughby, which is similar in design to elements of Theme 1.

CORRIDOR PLAN | NODE CONFIGURATIONS & MATERIALS

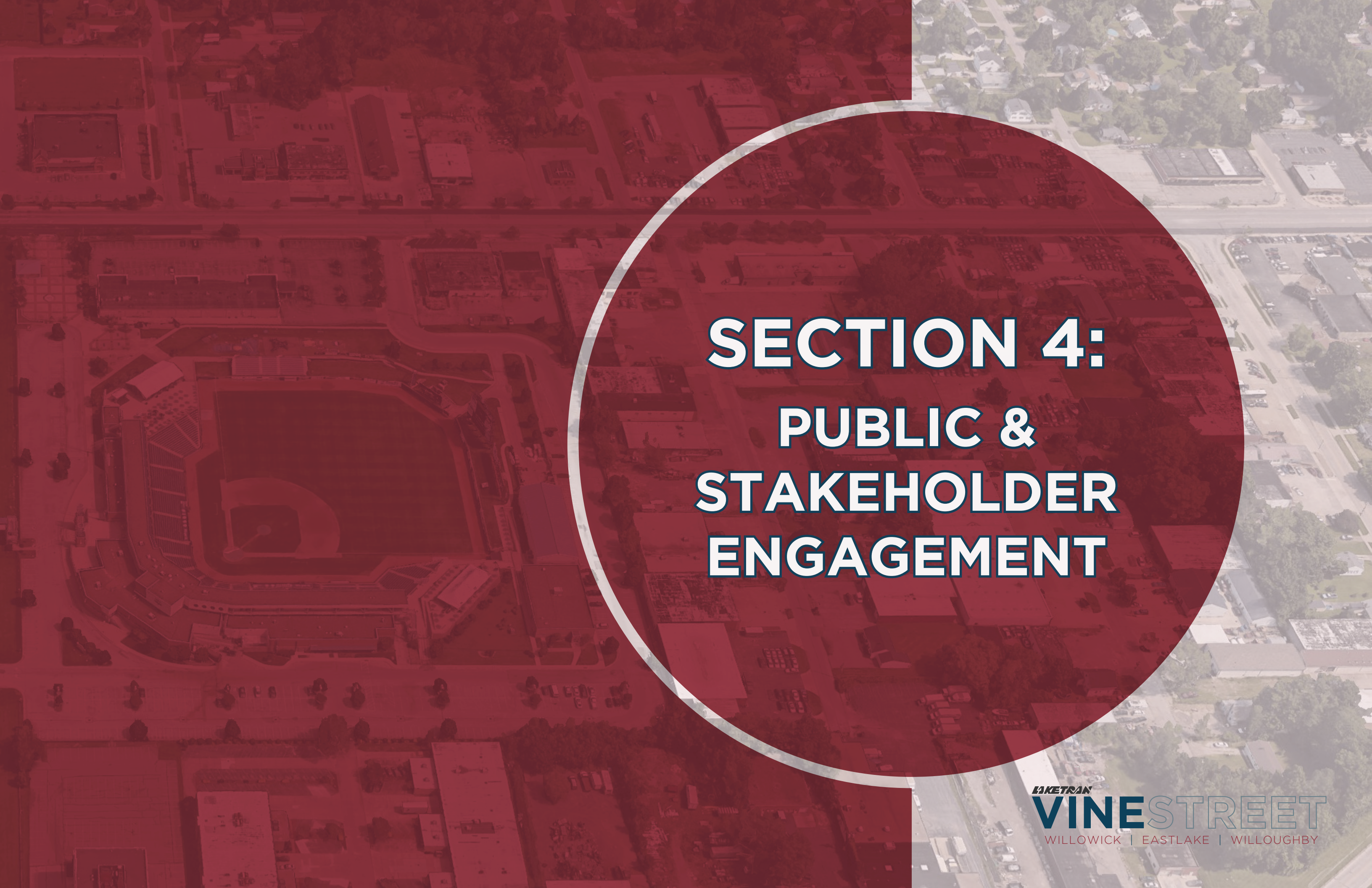


NODE PAVER PREFERENCE VOTING	Style A	Style B	Style C
Stakeholder Meeting #2	1	8	3
Public Meeting #2	11	1	12

PREFERRED NODE MATERIAL SELECTION

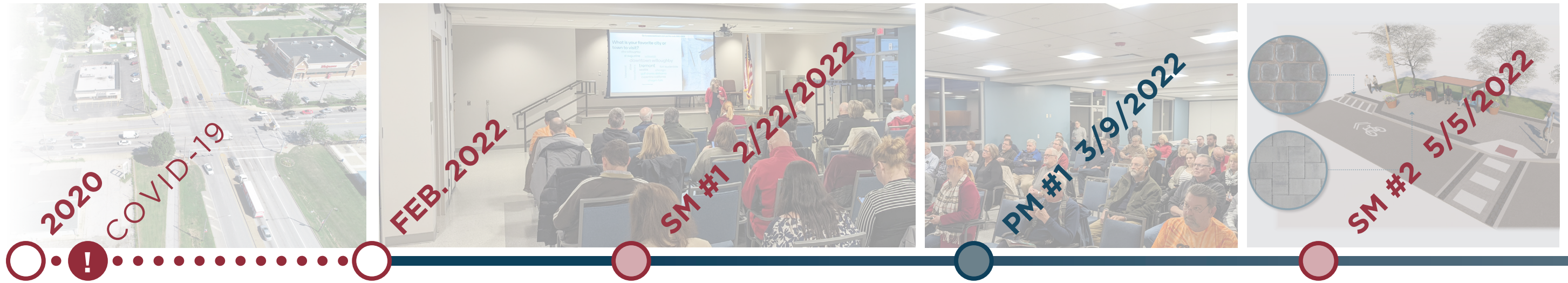
Three alternative paver combinations were considered for the nodes along the corridor. The nodes feature expanded plaza areas that include seating, planters, contrasting pavers, and bus shelters where applicable. Overall there was a slight preference for Style C, which included warm primary brick tones to accent the dark gray paver banding selected in the overall theme and material voting. Based on feedback received, the final paver design was a warm-toned, plank style paver which references the shapes seen in the second place selection, Style A.



An aerial photograph of a city, likely Cleveland, Ohio, showing a baseball stadium (Progressive Field) on the left and various residential and commercial buildings. A large, semi-transparent red circle is overlaid on the right side of the image, containing the main title text in white with a blue outline.

SECTION 4: PUBLIC & STAKEHOLDER ENGAGEMENT

PUBLIC & STAKEHOLDER ENGAGEMENT | TIMELINE



Project Kickoff - March 2020

- The COVID-19 pandemic impacted the collection of traffic data needed for corridor analysis. Traffic count collection was delayed until patterns stabilized in 2021.

Stakeholder Meeting #1

- The team reviewed the corridor challenges and constraints, as well as the initial retail and residential demand for the Eastlake Redevelopment Site.
- Stakeholders provided feedback on their preferred streetscape configurations, as well as the themes and materials for street furniture and pavement treatments.

Public Meeting #1

- Existing conditions of the corridor were reviewed with the public, and feedback was gathered to understand the patterns and motivations of transit users on the corridor.
- The public participated in several voting exercises to provide feedback on streetscape configurations, streetscape themes and materials, as well as to identify challenging areas of multimodal travel on Vine Street.

Stakeholder Meeting #2

- Based on the preferred streetscape configuration selected, the team analyzed potential conflict areas and pinch points along Vine Street to determine appropriate solutions.
- The stakeholders provided input on streetscape node layouts and material configurations, as well as discussed the potential of burying overhead utilities along Vine Street.

Existing
Conditions
Mapping

Market Analysis
Results & Conceptual
Site Plan

Traffic Study
Results &
Recommendations

Conceptual Corridor
Configurations &
Preferred Alternative

Note: All materials from the stakeholder and public meeting can be found in the appendix of this report.

PUBLIC & STAKEHOLDER ENGAGEMENT | TIMELINE



PM #2 5/16/2022



SM #3 9/06/2022



PM #3 10/17/2022



FEB. 2023

Public Meeting #2

- Refined minor and major node layouts were presented to the public, along with refined implementation areas based on stakeholder feedback.
- The public provided feedback on their preferred node paver style combinations, light pole style, and overall lighting temperature.

Stakeholder Meeting #3

- Combined paver style A + C was presented and accepted as a compromise streetscape style.
- The draft Corridor and Streetscape Plan was presented and discussed at length.
- Desired goals of the final public meeting were discussed.

Public Meeting #3

- Combined paver style A + C was presented and accepted as a compromise streetscape style.
- A lengthy Question and Answer session was conducted after the formal presentation of the Corridor & Streetscape Plan.
- Attendees participated in a “show me the money” voting exercise and prioritized their implementation phasing preferences.

Final Plan Completion

- The final plan was completed in January of 2023.
- LAKETRAN and community leaders from Willowick, Eastlake and Willoughby have begun to proactively meet with funding agencies to discuss future funding to start implementation of the various plan components.

Streetscape
Conceptual Design
Alternatives

Draft
Corridor Plan &
Streetscape Design

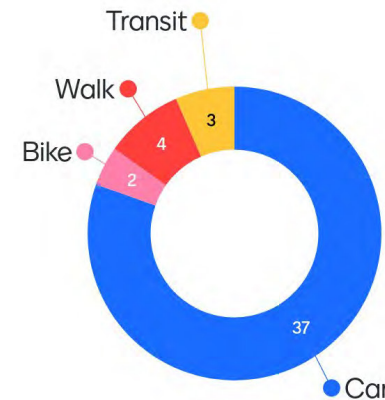
Improvement
Implementation
& Phasing Plan

Final Plan
Completion

PUBLIC & STAKEHOLDER ENGAGEMENT | PUBLIC MEETING HIGHLIGHTS



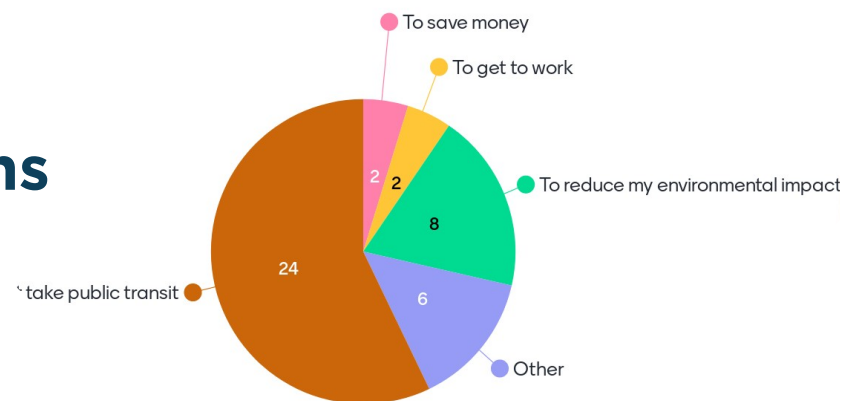
How do you travel along the Vine Street Corridor?



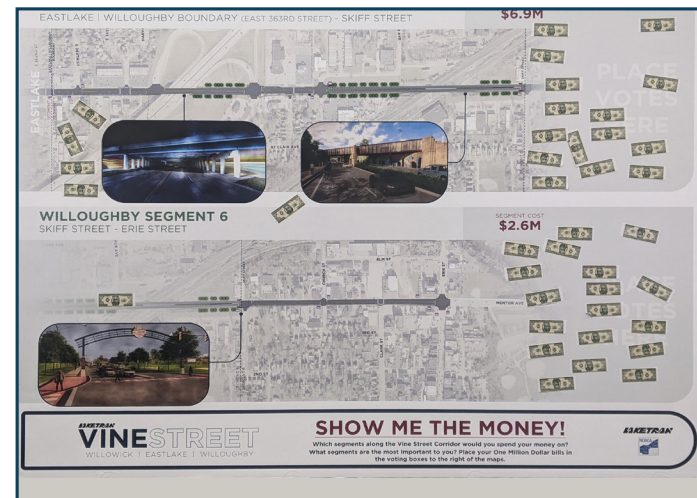
What is your main destination on the Corridor?



For what reasons do you take public transit?




PUBLIC & STAKEHOLDER ENGAGEMENT | PUBLIC MEETING HIGHLIGHTS



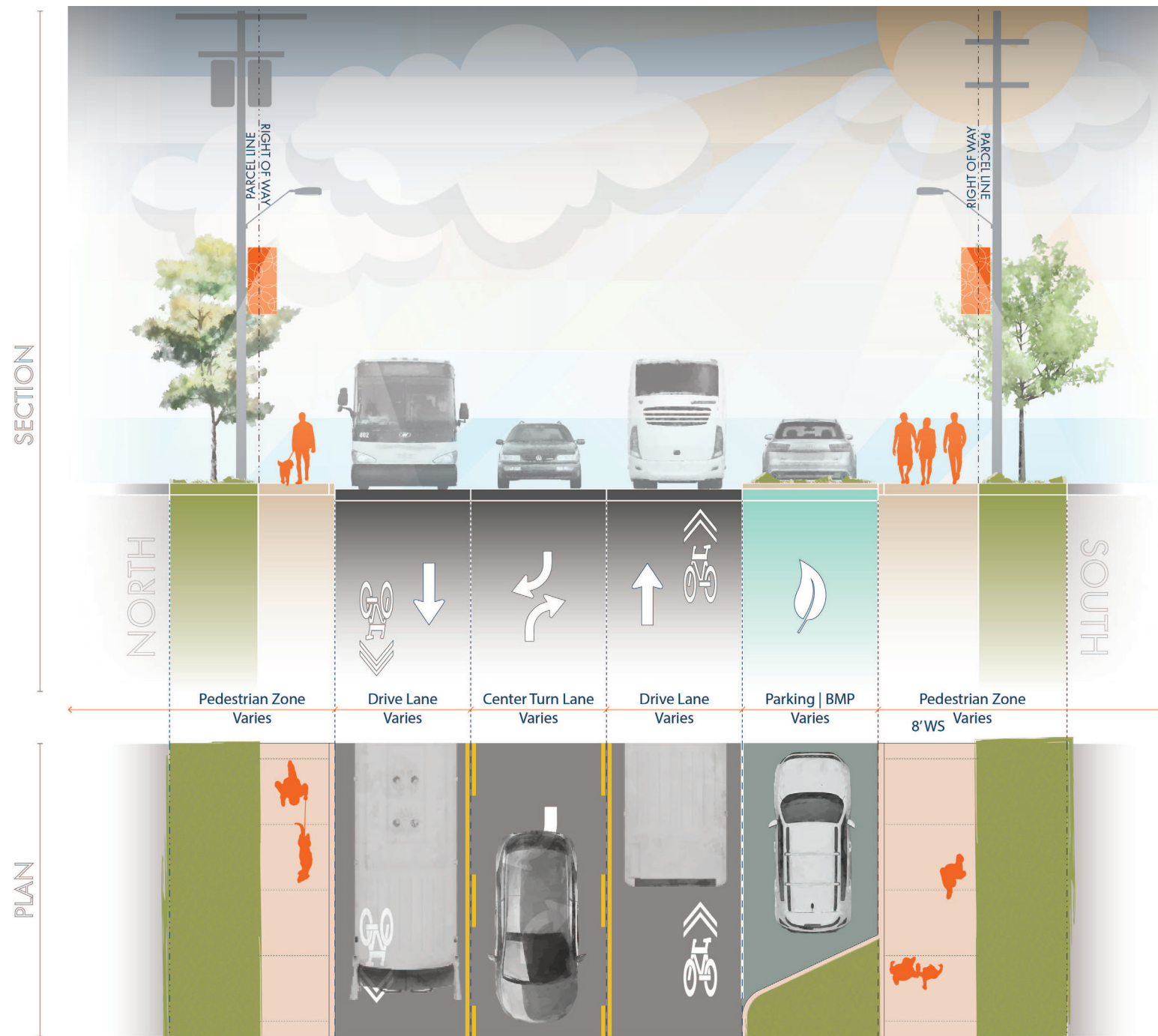
Public Meeting #3





**SECTION 5:
PROPOSED
CORRIDOR PLAN
& STREETScape
DESIGN**

PREFERRED ALTERNATIVE | OPTION D: GREEN INFRASTRUCTURE + PARKING + WIDENED SIDEWALK + SHARROWS



PREFERRED ALTERNATIVE SELECTION

Option D was the unanimous favored corridor alternative, preferred by both the Stakeholders and Public. Option D combines key elements from other potential configurations, with potential green infrastructure and landscape areas complimenting the widened sidewalk and sharrows. In areas where landscape buffers cannot be accommodated, lane reduction striping would be implemented to calm traffic.

At meetings and throughout the planning process, it was explained that not all segments of the corridor would be able to accommodate every element shown in Option D, and that the proposed corridor plan would include a context sensitive application of the various elements in Option D where they spatially fit and where they functionally made sense.

As the proposed corridor plan was developed, it was determined that on-street parallel parking did not spatially fit or functionally make sense along most of the corridor. After discussing at Stakeholder and Public Meeting #3, there is no on-street parking proposed as part of this option for the corridor.

Street trees are recommended to be installed within the Right-of-Way (ROW) throughout the corridor. While trees and landscaping provide a reduction in global warming, they also provide benefits in traffic calming, water management, physical, mental and economic health, and overall aesthetic beauty. The locations of these new trees can be found in the "Landscaping and Bus Stop Location Plan".

PREFERRED NODE PAVER STYLE | A + C



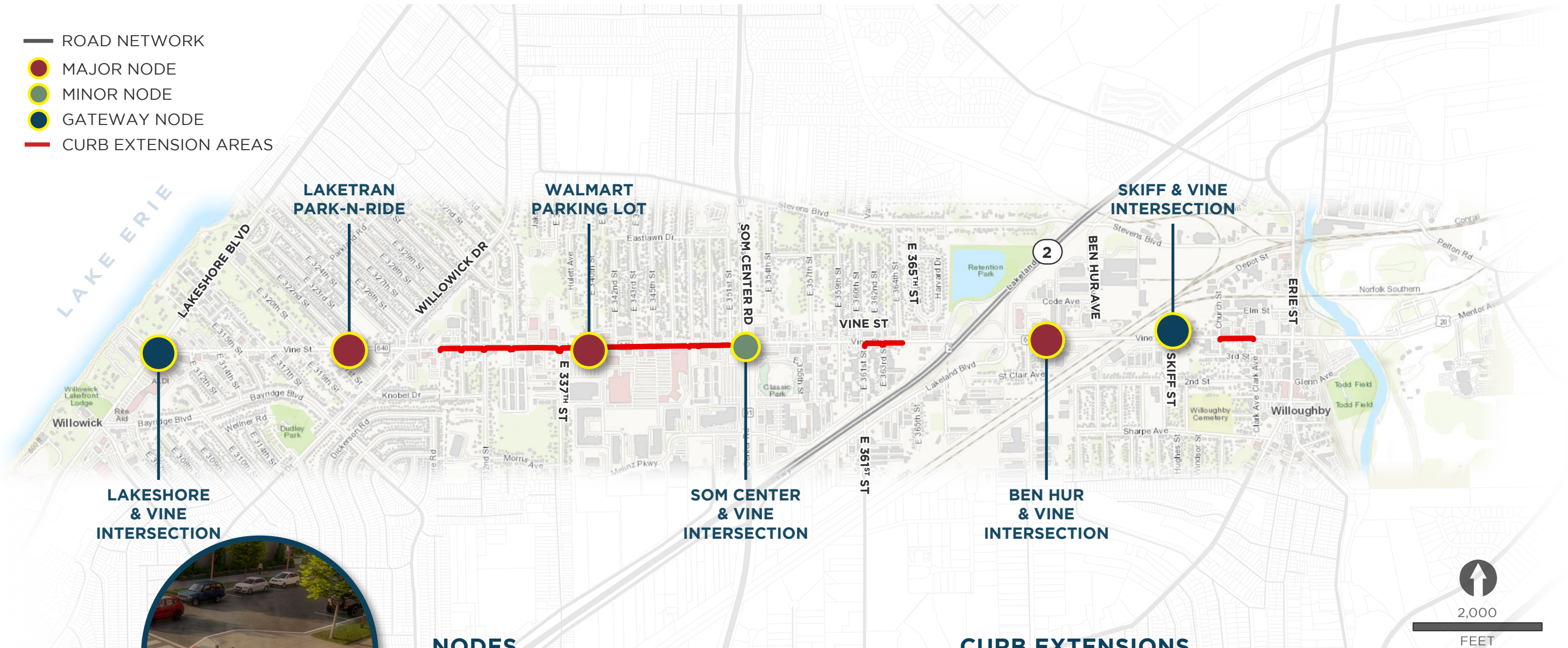
PREFERRED NODE MATERIAL SELECTION

Of the three alternative paver combinations, Styles A and C were the two most-voted for styles by the public, and Style B was the most favored by the Stakeholder Committee. Styles A and B are both contemporary/modern in nature, and Style C has a traditional “Main Street” feel.

Given the split in preferences, the Planning and Design Consultant proposed a combination of Styles A and C as a compromise. For this combination, the accent paver is a contemporary dark charcoal and the main paver has more of a traditional feel, minus the strong warm tones found in the original main paver in Style C. This new combination style of A + C was proposed and widely approved as a compromised design style at Stakeholder and Public Meetings #3.

CORRIDOR PLAN | NODE LOCATIONS & CURB EXTENSION AREAS

- ROAD NETWORK
- MAJOR NODE
- MINOR NODE
- GATEWAY NODE
- CURB EXTENSION AREAS



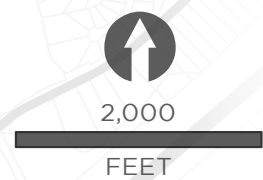
Pedestrian Node with Curb Extension

NODES

Pedestrian nodes are points where pedestrian-related amenities are grouped to increase the perception of an active, urban corridor and to encourage more walking, bicycling, and transit use. They activate and enhance the pedestrian experience along a roadway corridor and calm traffic as a unique streetscape element. Where spatially possible within the existing ROW throughout the corridor, proposed nodes include curb extensions. Any existing TWE within a proposed node area is recommended for upgraded improvements and new bus shelters.

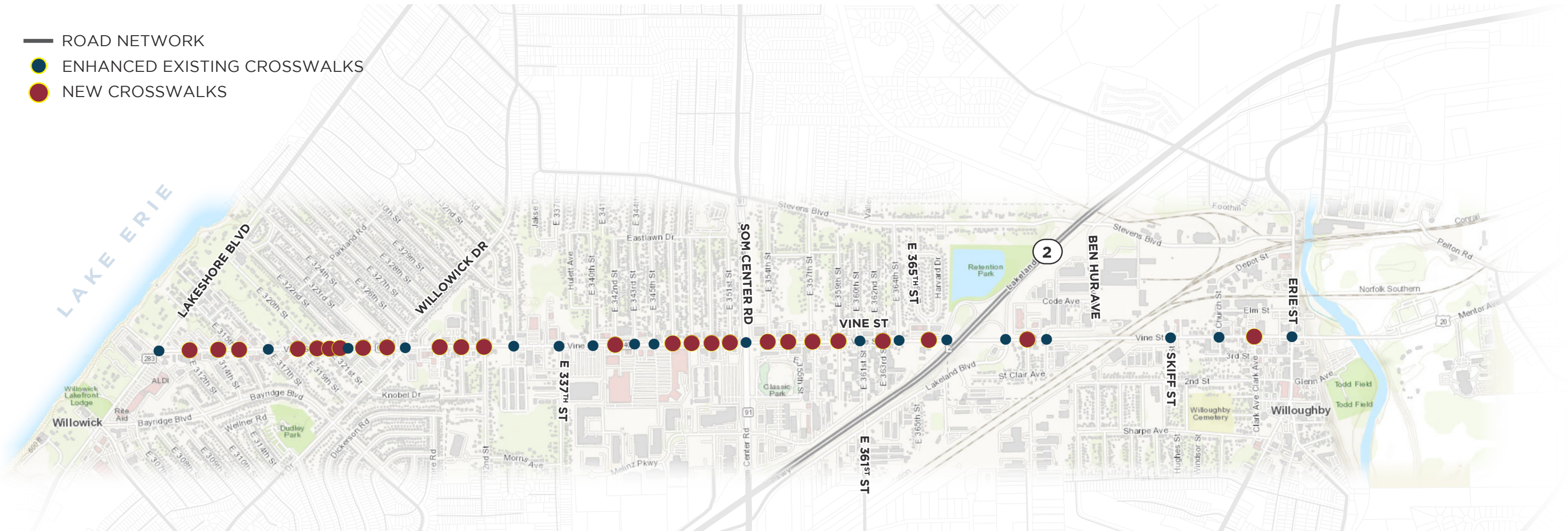
CURB EXTENSIONS

Curb extensions - also known as bulb-outs or neckdowns, extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street (FHWA). Proposed curb extensions are shown in red on the map above and are marked in places where lane widths can be reduced without changing the lane configuration throughout the corridor.



CORRIDOR PLAN | CROSSWALK IMPROVEMENT TYPES & LOCATIONS

- ROAD NETWORK
- ENHANCED EXISTING CROSSWALKS
- NEW CROSSWALKS



MUTCD Perpendicular Bar High Visibility Crosswalk



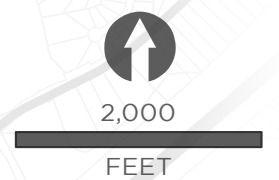
Decorative High Visibility Crosswalk

CROSSWALK MARKING DESIGNS

High Visibility crosswalk markings are recommended as part of this project at all crosswalk locations. Per the National Association of City Transportation Officials (NACTO), crosswalks should be the norm at intersections with speeds higher than 20 mph or with 2+ lanes. Factors such as land use, future and present demand, speed, safety, crash history, pedestrian compliance, building entrances, etc. determine the most appropriate

crosswalk design. Recommended distances between sidewalks is 120'-200'.

Perpendicular Bar crosswalk markings, as defined by the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD), are recommended for all enhanced existing crosswalk and new crosswalk locations. Decorative crosswalks are recommended at all proposed minor, major, and gateway node locations.



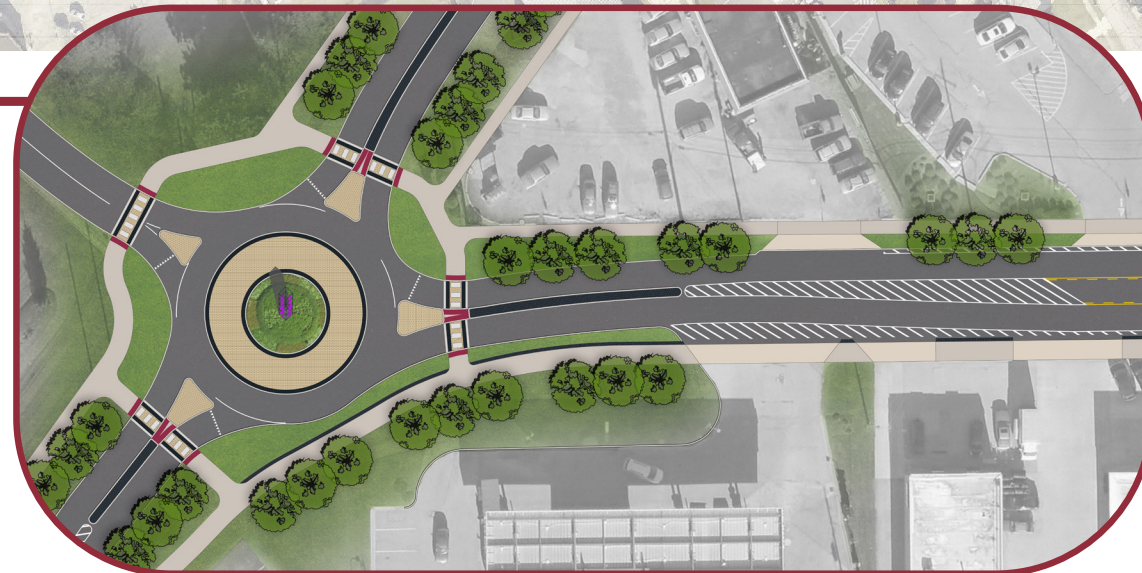
CORRIDOR PLAN | WILLOWICK

CROSSWALK IMPROVEMENT TYPES & LOCATIONS



LEGEND

- IMPROVED CROSSWALK
- NEW CROSSWALK
- POTENTIAL TREE
- NODE



Lakeshore Boulevard and Vine Street Proposed Roundabout Enlargement

POTENTIAL TREE PLACEMENT

The potential trees shown on pages 51 - 76 are areas within the grassy lawn areas of the public right-of-way that are wide enough for planting of new trees along the corridor. Willowick and the western portion of Willoughby have the widest grassy lawn areas, so there are more opportunities and recommended new potential tree placements within those two communities. Eastlake has very narrow grassy lawn areas within its public right-of-way, but it is recommended that the City work with private property owners to increase

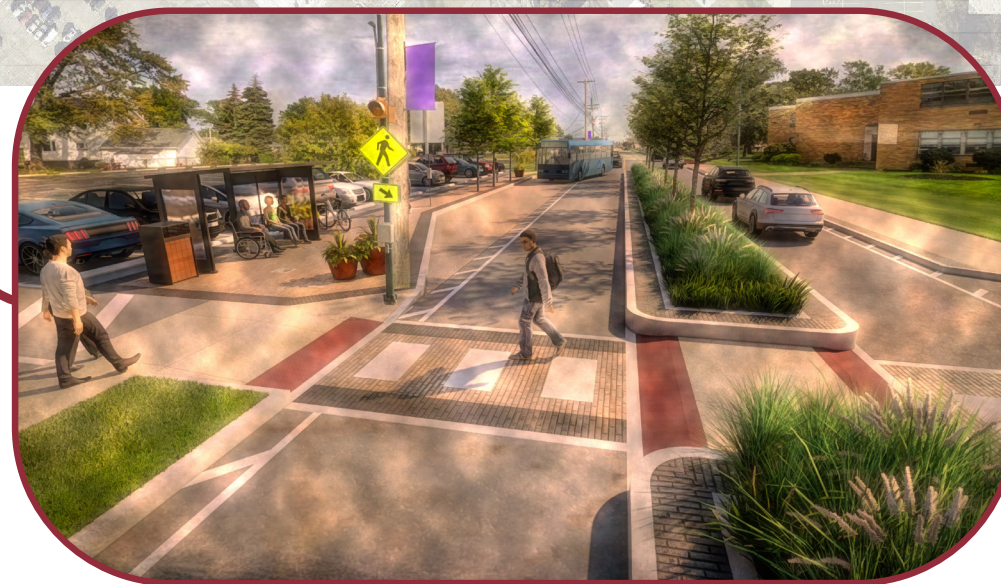
CORRIDOR PLAN | WILLOWICK

CROSSWALK IMPROVEMENT TYPES & LOCATIONS



LEGEND

- IMPROVED CROSSWALK
- NEW CROSSWALK
- POTENTIAL TREE
- NODE

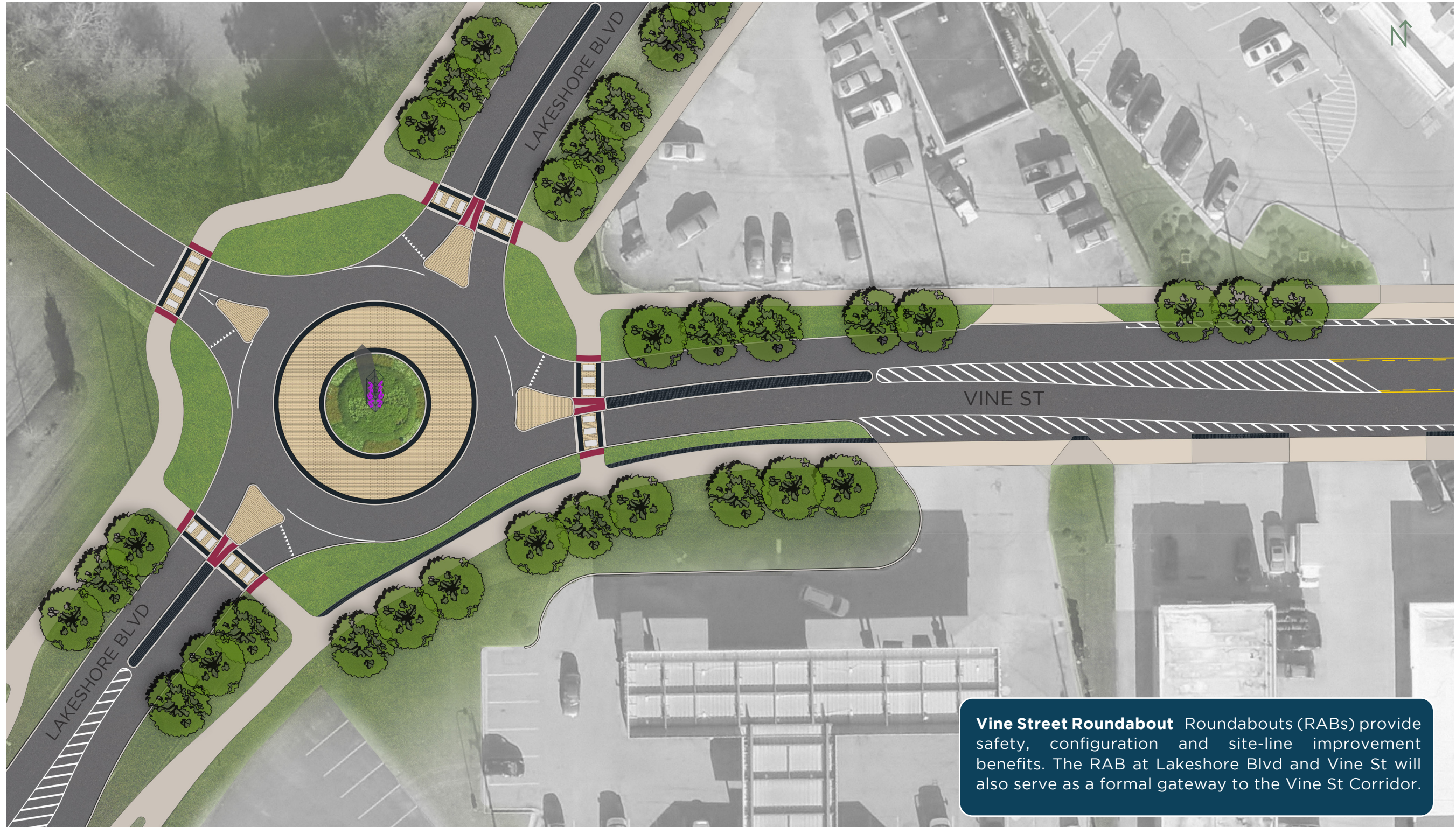


Proposed Improvements at Bus Stop at St. Mary Magdalene Enlargement

SAFETY BENEFITS OF RAISED MEDIANS AND PEDESTRIAN REFUGE AREAS

Raised medians and refuge islands reduce the amount of delay incurred by pedestrians waiting for a gap in traffic to cross. Shorter delays translate into fewer pedestrians taking risks by crossing through “holes” in the traffic stream. On a four-lane roadway with 5,000 ADT, medians can reduce pedestrians’ delay waiting for a gap by 79 percent (from 41 seconds to 9 seconds). Medians are especially important at transit stops. Transit stops are frequently located along busy arterials at uncontrolled crossing locations. Providing medians can make these crossings safer and more appealing to existing and potential transit users (FHWA).

CORRIDOR PLAN | WILLOWICK



Vine Street Roundabout Roundabouts (RABs) provide safety, configuration and site-line improvement benefits. The RAB at Lakeshore Blvd and Vine St will also serve as a formal gateway to the Vine St Corridor.



ROUNABOUT BENEFITS

Roundabouts can provide lasting benefits and value in many ways. They are often safer, more efficient, less costly and more aesthetically appealing than conventional intersection designs. Furthermore, roundabouts are an excellent choice to complement other transportation objectives - including Complete Streets, multi-modal networks, and corridor access management - without compromising the ability to keep people and freight moving through our towns, cities, regions, and across the Nation.

Like any new technology or idea, it is necessary that people understand how roundabouts work and why they are needed. Roundabouts have proven to be a safer and more efficient type of intersection. Still, because they may be unfamiliar to most people, successful implementation of a roundabout requires extra outreach and education. To help state and local road agencies advance roundabouts, the FHWA produces materials intended to communicate the advantages and benefits of roundabouts to a variety of different audiences.

(FHWA - Nov 17, 2020)

ROUNABOUT IMPLEMENTATION

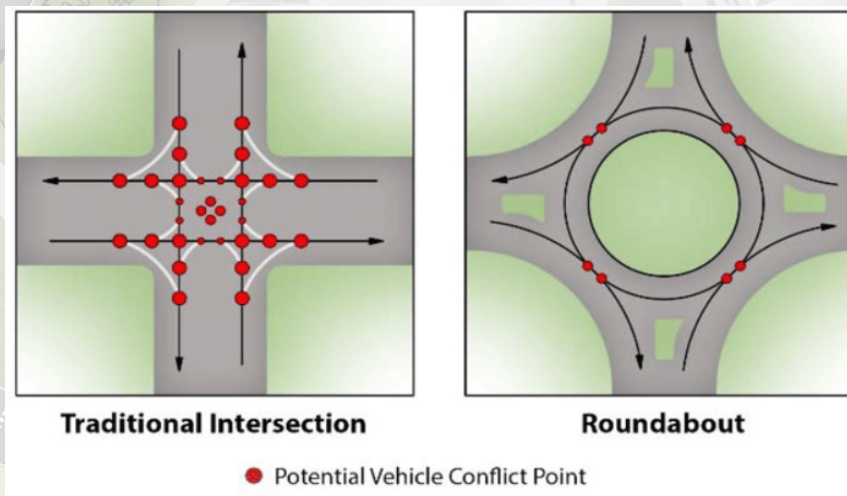
According to the U.S. Department of Transportation Federal Highway Administration (FHWA), the modern roundabout is a type of circular intersection configuration that safely and efficiently moves traffic through an intersection. Roundabouts feature channelized approaches and a center island that results in lower speeds and fewer conflict points. At roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance.

Roundabouts provide substantial safety and operational benefits compared to other intersection types, most notably a reduction in severe crashes. Roundabouts can be implemented in both urban and rural areas under a wide

range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

FHWA encourages agencies to consider roundabouts during new construction and reconstruction projects as well as for existing intersections that have been identified as needing safety or operational improvements. Roundabouts are a proven FHWA safety countermeasure.

(FHWA-SA-17-055)



Safety improves and vehicle to vehicle conflict points are significantly reduced with the application of a roundabout versus a traditional intersection. Source: FHWA

ROUNABOUT SAFETY IMPACTS

SIGNALIZED INTERSECTION TO A ROUNABOUT



78% reduction in severe crashes

Source: Highway Safety Manual

The FHWA Office of Safety identified roundabouts as a Proven Safety Countermeasure because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles.

FHWA - Nov 17, 2020

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOWICK



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

While new transit stops are not being proposed as part of this study, existing transit stops are labeled throughout this section. As listed in the prior section, any existing TWE within a proposed node area is recommended to be upgraded with new bus shelters and streetscape applications.

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOWICK



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOWICK



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOWICK

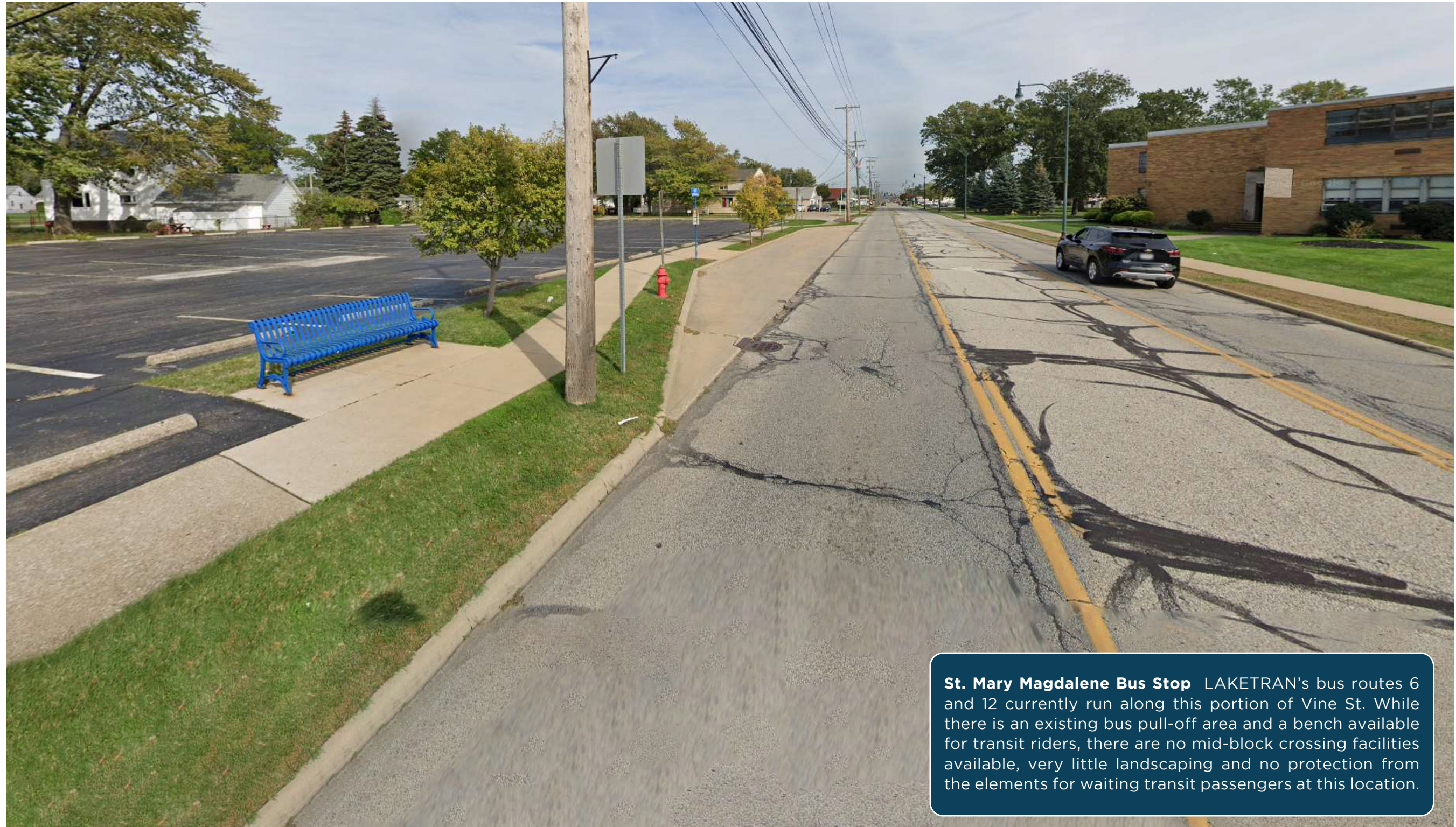


LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

CORRIDOR PLAN | WILLOWICK

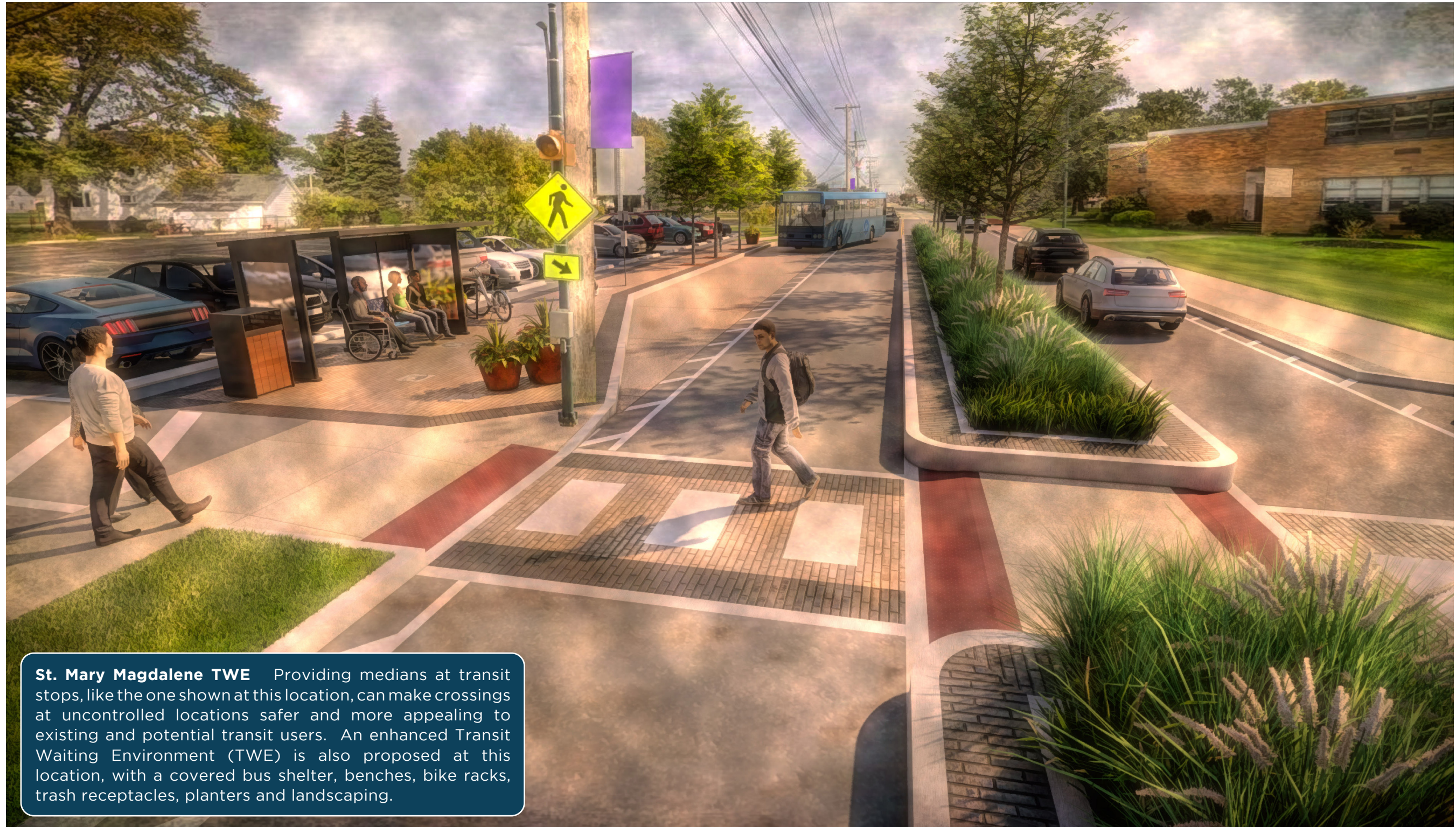
BUS STOP AT ST. MARY MAGDALENE PARK-N-RIDE LOOKING EAST (BEFORE)



St. Mary Magdalene Bus Stop LAKETRAN's bus routes 6 and 12 currently run along this portion of Vine St. While there is an existing bus pull-off area and a bench available for transit riders, there are no mid-block crossing facilities available, very little landscaping and no protection from the elements for waiting transit passengers at this location.

CORRIDOR PLAN | WILLOWICK

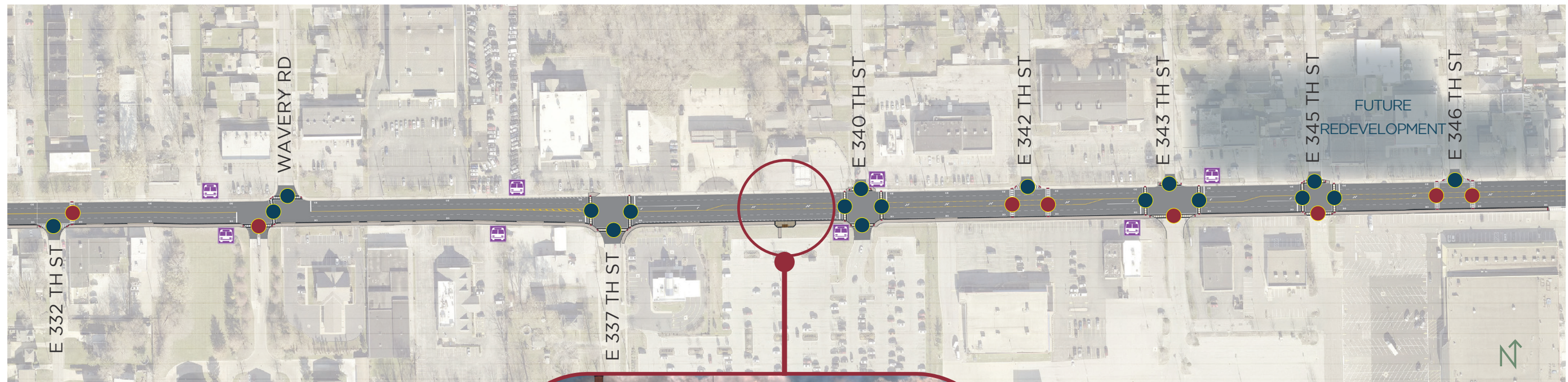
BUS STOP AT ST. MARY MAGDALENE PARK-N-RIDE LOOKING EAST (AFTER)



St. Mary Magdalene TWE Providing medians at transit stops, like the one shown at this location, can make crossings at uncontrolled locations safer and more appealing to existing and potential transit users. An enhanced Transit Waiting Environment (TWE) is also proposed at this location, with a covered bus shelter, benches, bike racks, trash receptacles, planters and landscaping.

CORRIDOR PLAN | EASTLAKE

CROSSWALK IMPROVEMENT TYPES & LOCATIONS



LEGEND

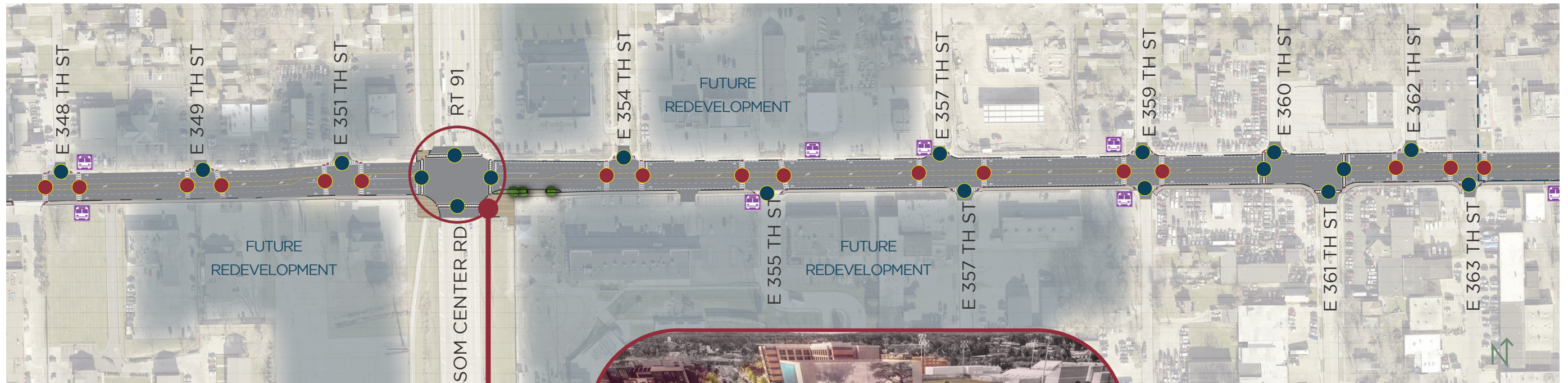
- IMPROVED CROSSWALK
- NEW CROSSWALK
- POTENTIAL TREE
- NODE



Proposed Transit Waiting Environment Improvements at
Wal-Mart Bus Stop Enlargement

CORRIDOR PLAN | EASTLAKE

CROSSWALK IMPROVEMENT TYPES & LOCATIONS



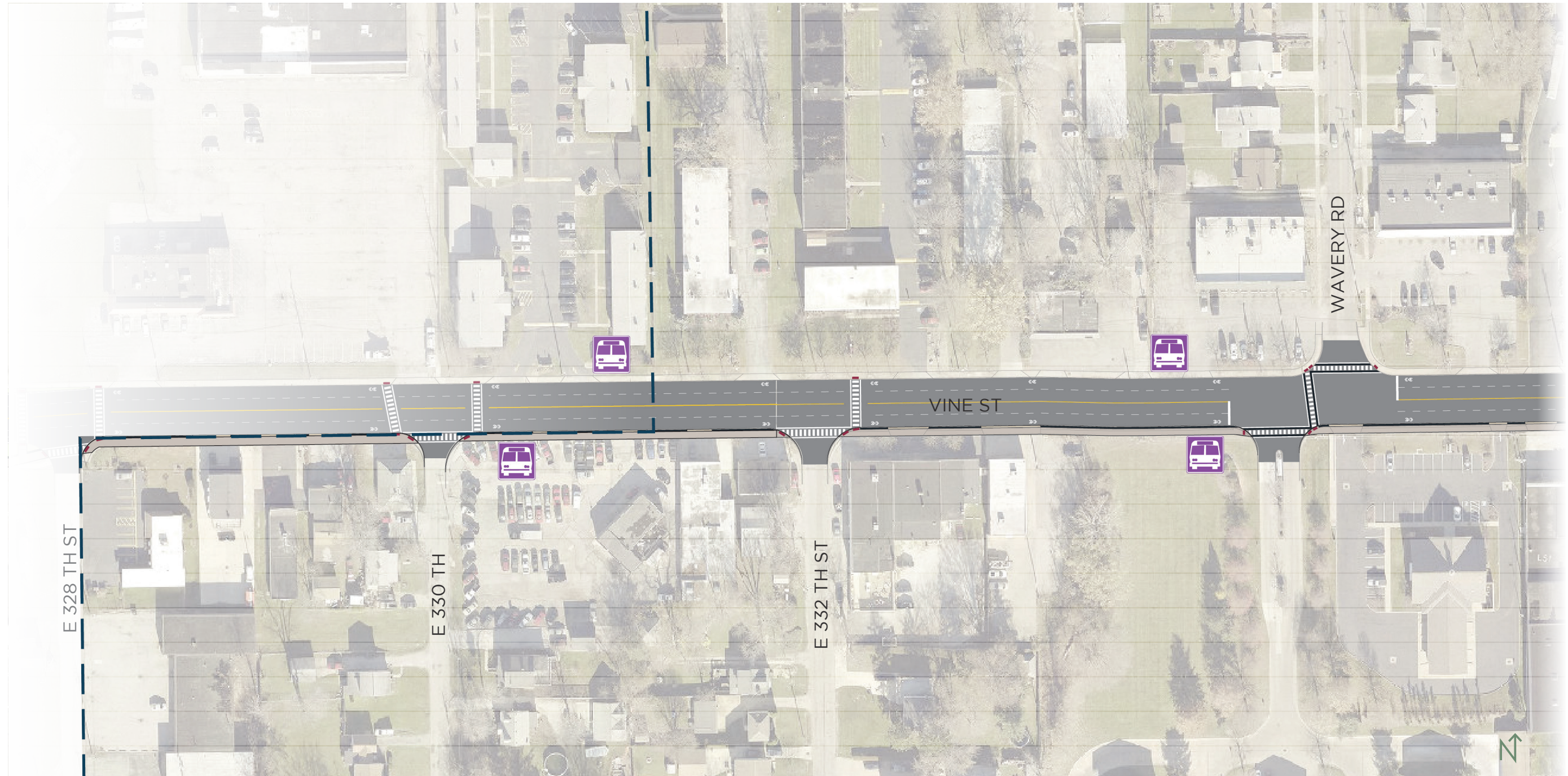
LEGEND

- IMPROVED CROSSWALK
- NEW CROSSWALK
- POTENTIAL TREE
- NODE



Proposed Improvements and Development Enlargement

LANDSCAPE AND BUS STOP LOCATION PLAN | EASTLAKE



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

While there is very little room for street trees within the public right-of-way, many of the private parcels have lawn areas that could include trees, including large canopy trees. This is something that would need to be coordinated during the detailed design phase.

LANDSCAPE AND BUS STOP LOCATION PLAN | EASTLAKE



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

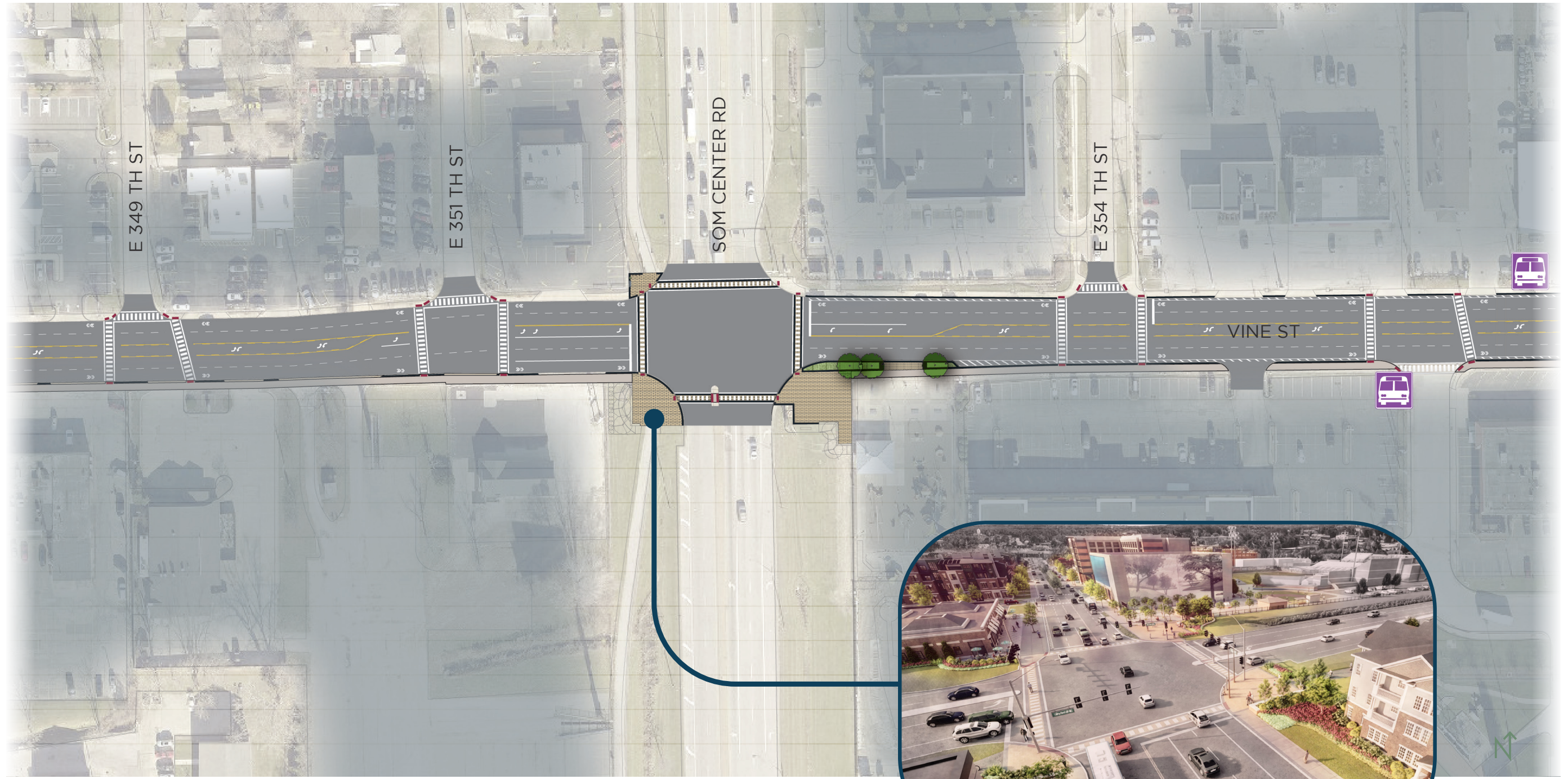
LANDSCAPE AND BUS STOP LOCATION PLAN | EASTLAKE



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

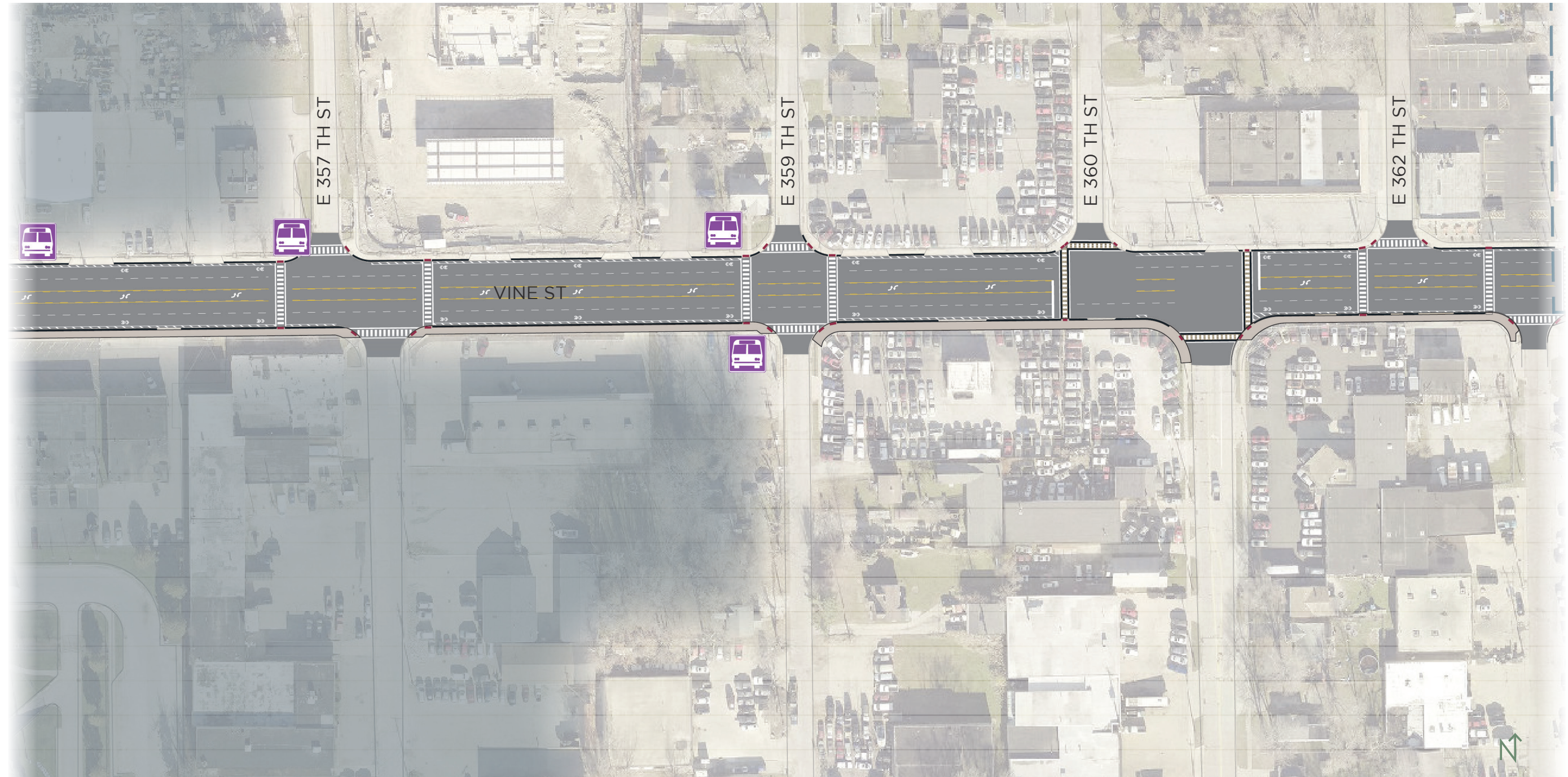
LANDSCAPE AND BUS STOP LOCATION PLAN | EASTLAKE



LEGEND

-  PROPOSED BUS SHELTER
-  POTENTIAL TREE
-  EXISTING TRANSIT STOP

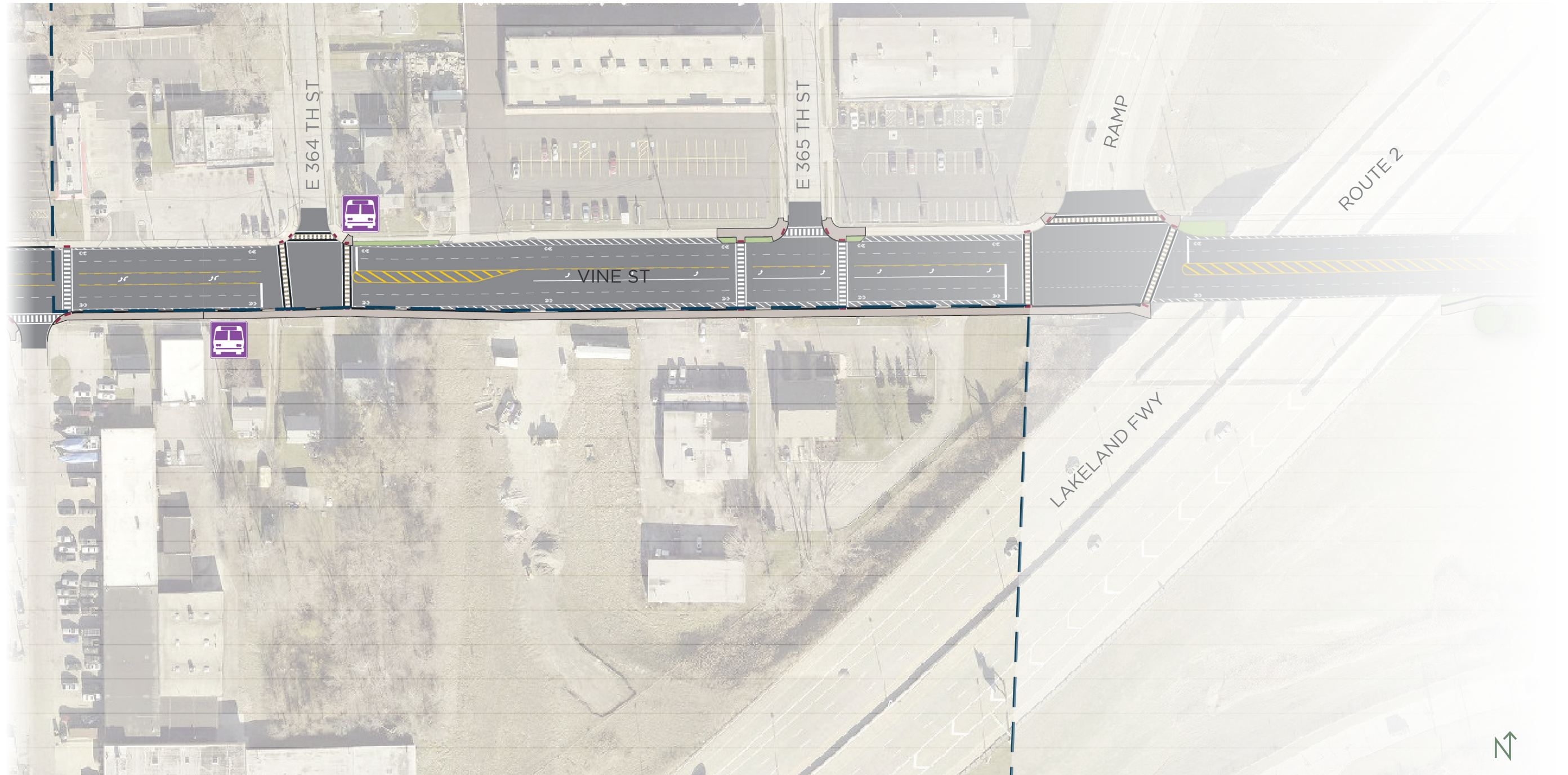
LANDSCAPE AND BUS STOP LOCATION PLAN | EASTLAKE



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

LANDSCAPE AND BUS STOP LOCATION PLAN | EASTLAKE



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

CORRIDOR PLAN | EASTLAKE BUS STOP AT WALMART LOOKING SOUTH (BEFORE)



Walmart Bus Stop LAKETRAN's bus routes 6 and 12 currently run along this portion of Vine St. The existing sidewalk does not meet ADA guidelines, and based on the number of empty shopping carts present by the bus stop during the many site visits, a needed pedestrian connection to the Walmart parking lot is not available.

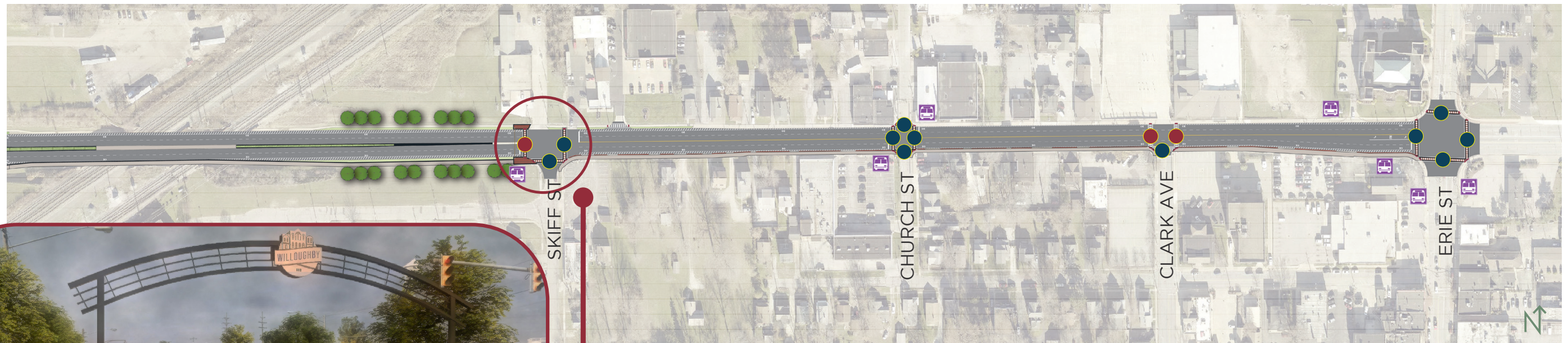
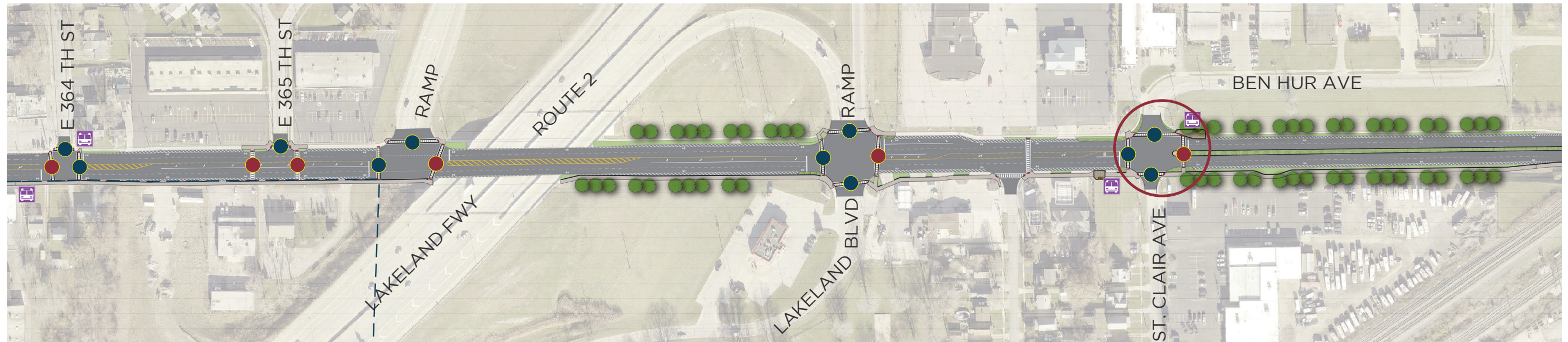
CORRIDOR PLAN | EASTLAKE BUS STOP AT WALMART LOOKING SOUTH (AFTER)



Walmart TWE An enhanced TWE is proposed at this location, with a covered bus shelter, bike racks, trash receptacles, planters and landscaping. A sidewalk connecting the TWE to the Walmart parking lot is proposed to better connect shoppers to the bus stop and widened sidewalk.

CORRIDOR PLAN | WILLOUGHBY

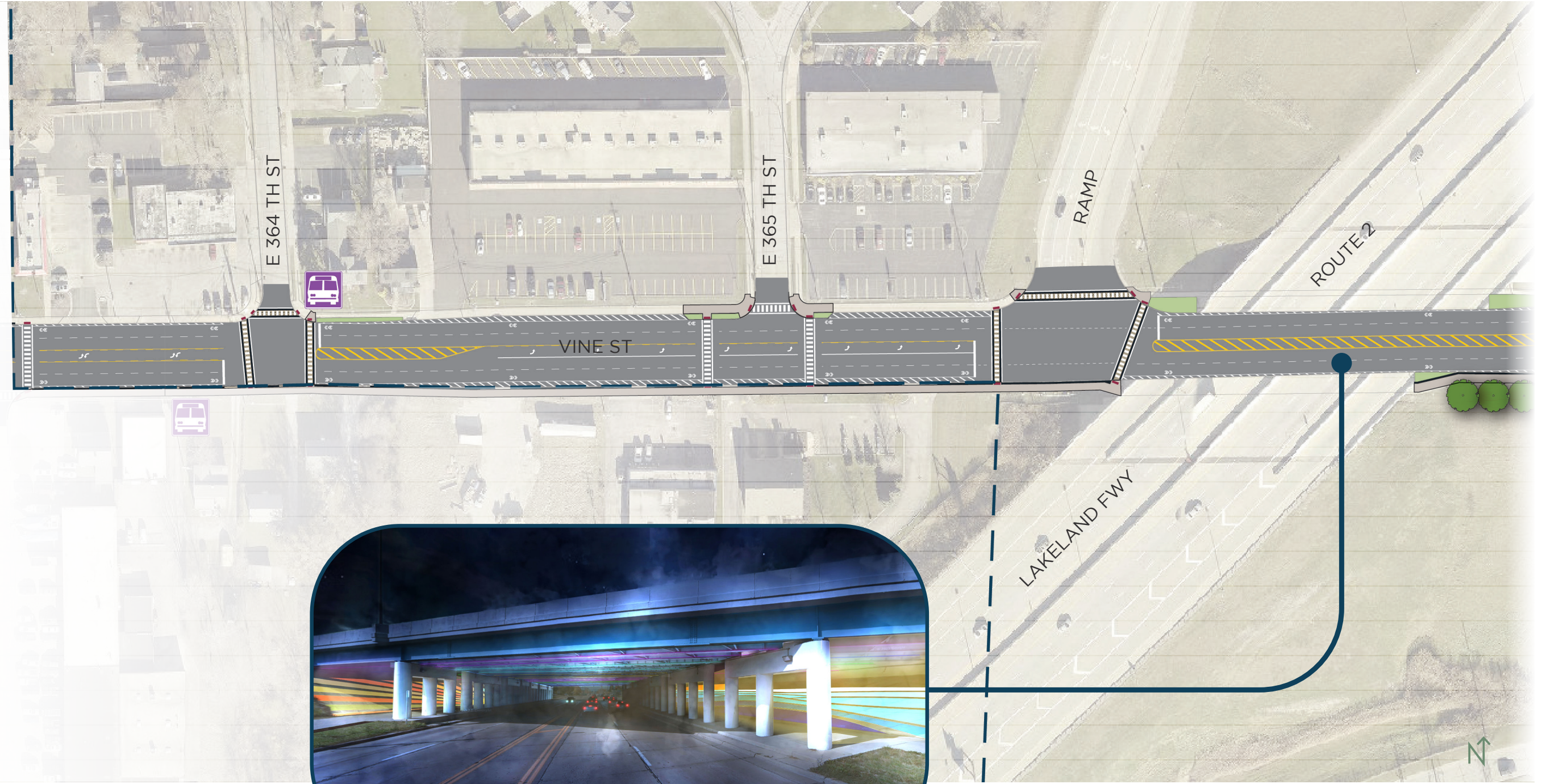
CROSSWALK IMPROVEMENT TYPES & LOCATIONS





LEGEND

- IMPROVED CROSSWALK
- NEW CROSSWALK
- POTENTIAL TREE
- NODE

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOUGHBY

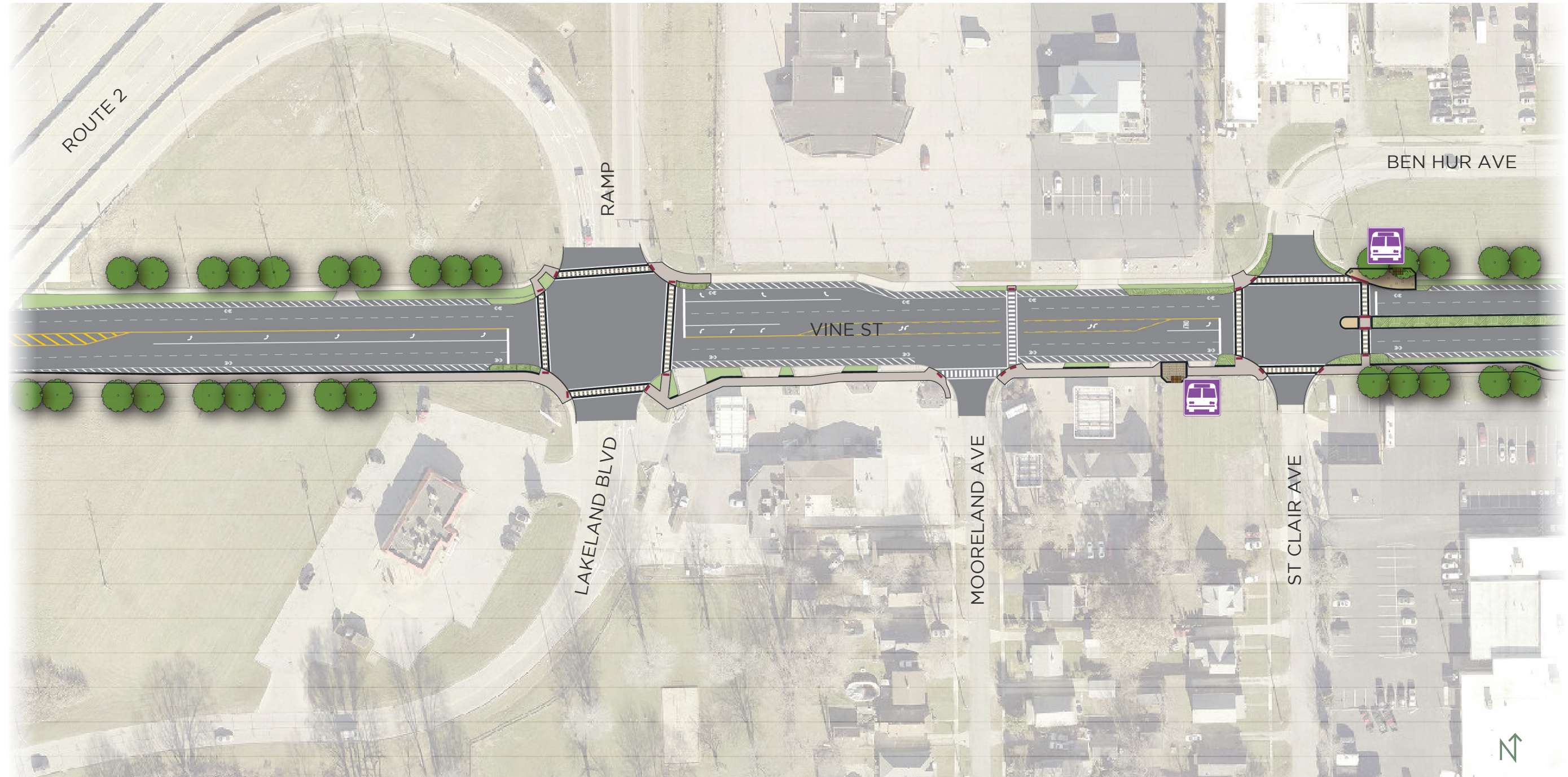


LEGEND

-  PROPOSED BUS SHELTER
-  POTENTIAL TREE

Proposed Route 2 Underpass Improvements Enlargement

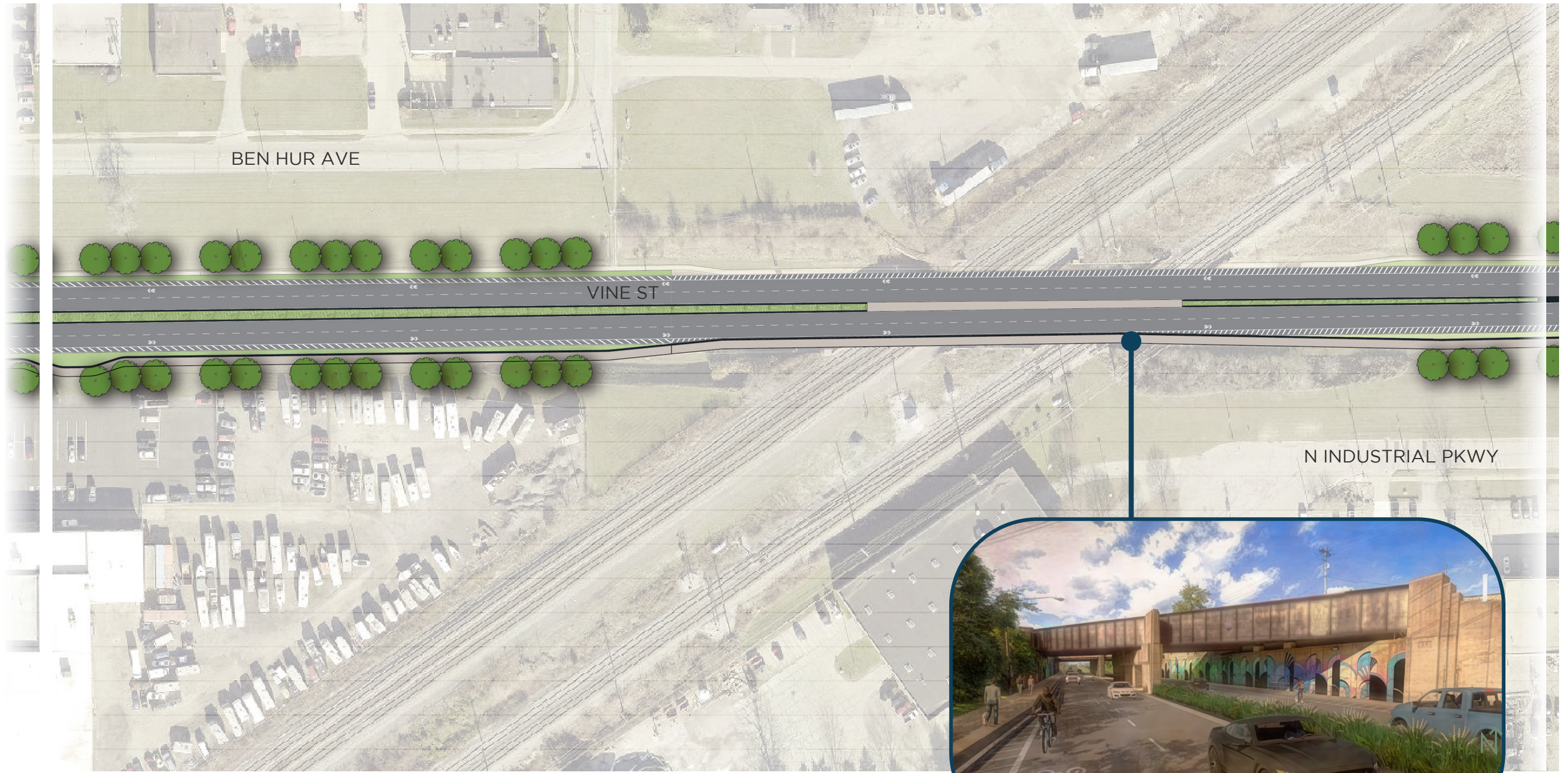
LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOUGHBY



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOUGHBY



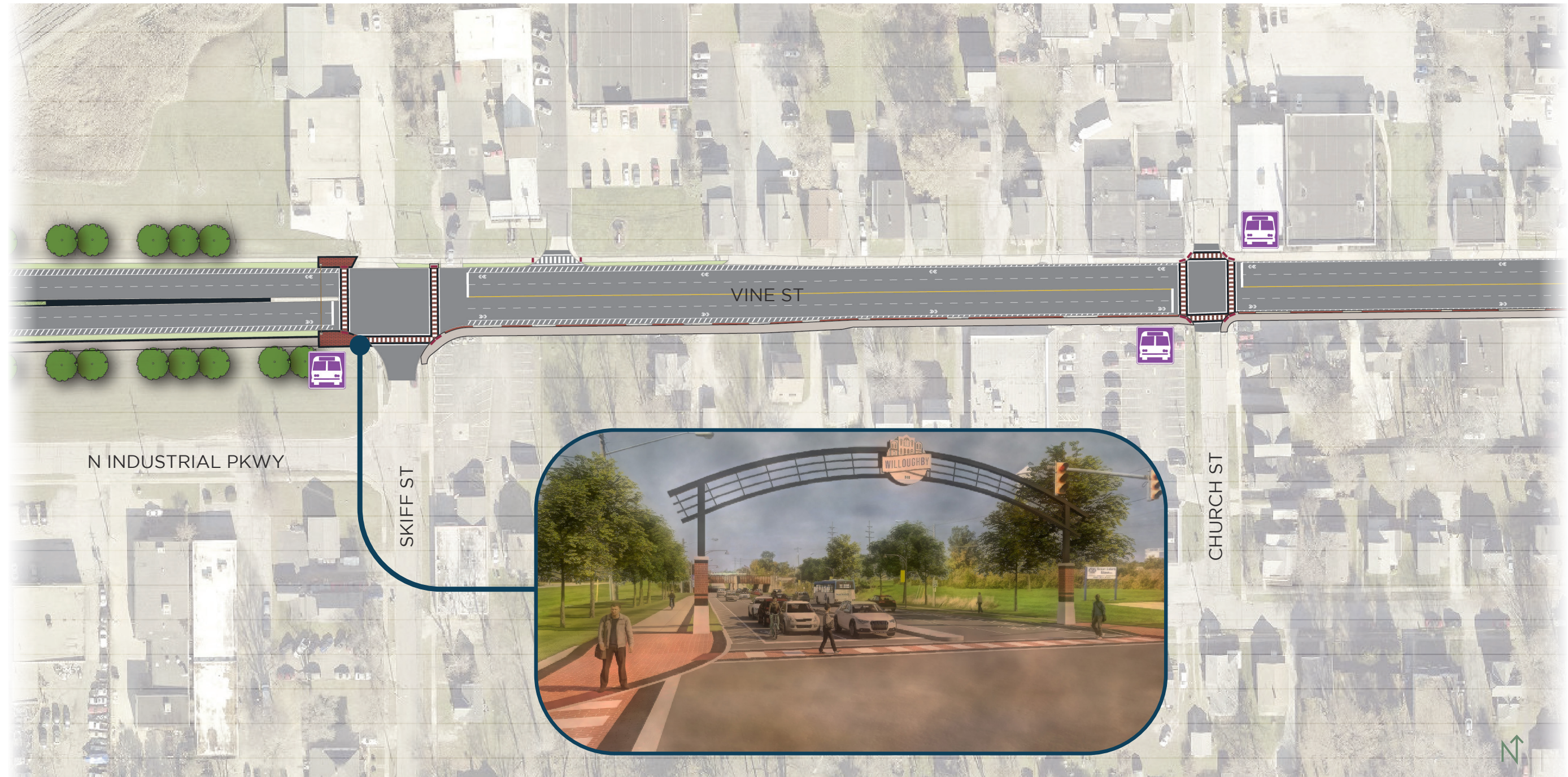
LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE



Proposed Railroad Underpass Improvements Enlargement

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOUGHBY



LEGEND

 PROPOSED BUS SHELTER

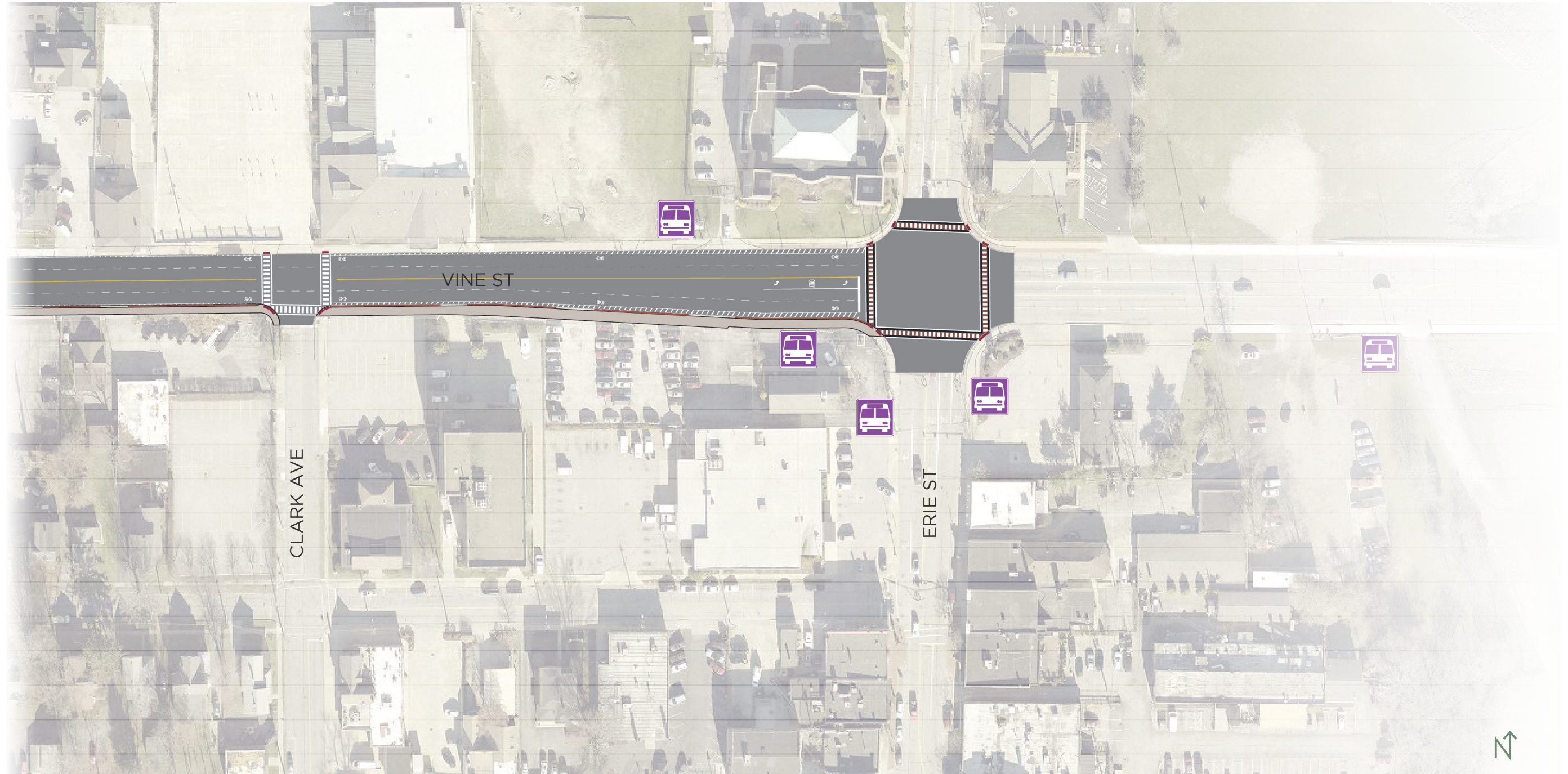


EXISTING TRANSIT STOP



POTENTIAL TREE

LANDSCAPE AND BUS STOP LOCATION PLAN | WILLOUGHBY



LEGEND

-  PROPOSED BUS SHELTER
-  EXISTING TRANSIT STOP
-  POTENTIAL TREE

CORRIDOR PLAN | WILLOUGHBY LAKELAND FWY (RT 2) LOOKING WEST (BEFORE)



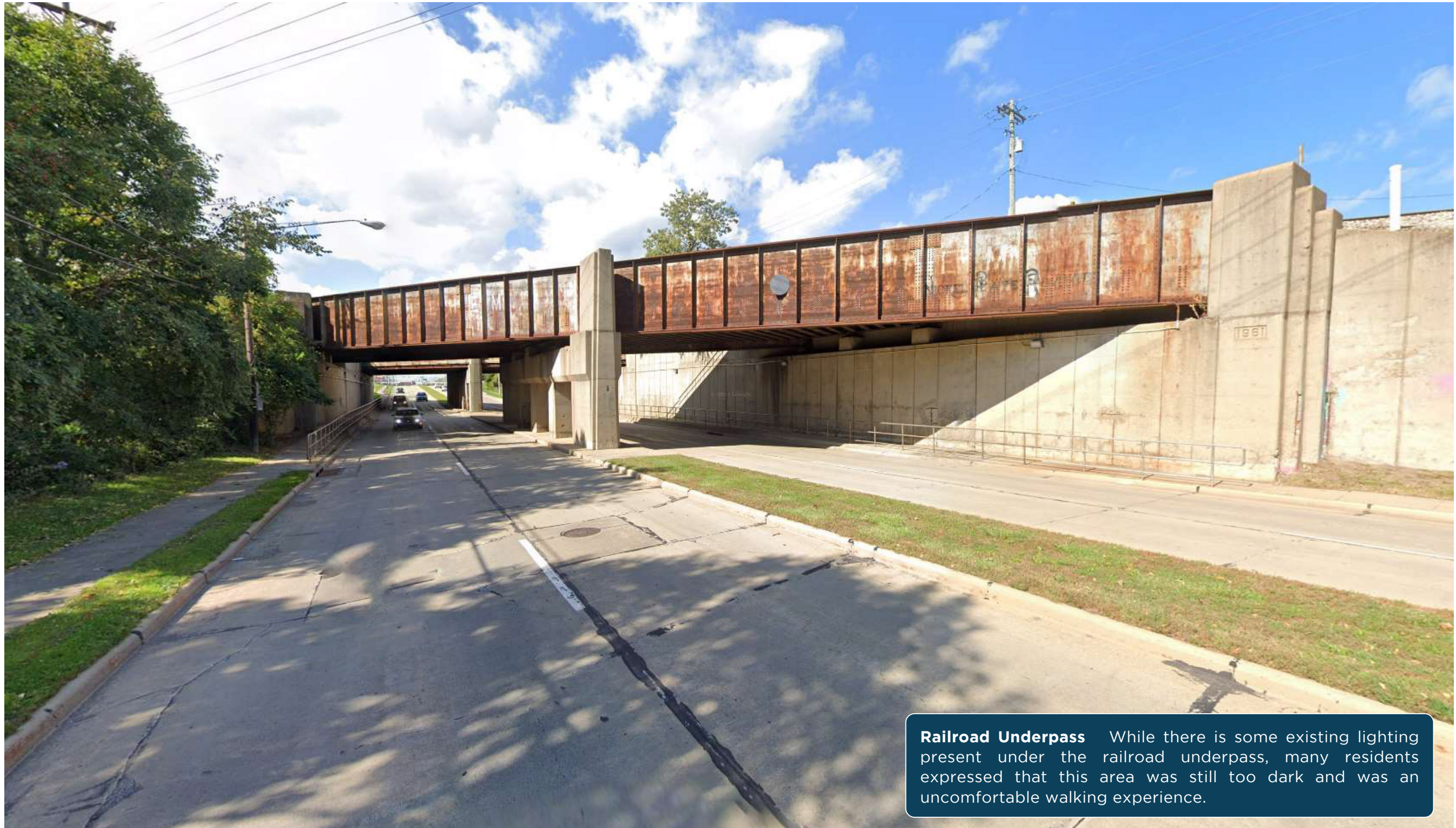
Rt 2 Underpass While there is some existing lighting present under the Rt 2 underpass, many residents expressed that this area was still too dark and was an uncomfortable walking experience.

CORRIDOR PLAN | WILLOUGHBY LAKELAND FWY (RT 2) LOOKING WEST (AFTER)



Rt 2 Underpass Lighting and Public Art Proposed improvements to the underpass include brighter lighting and a painted mural on each side of the underpass to create a vibrant environment, especially after dark. The painted mural shown is just an example of what the effects of improved lighting and public art would have on the space. It is recommended that a local artist be commissioned to develop the mural.

CORRIDOR PLAN | WILLOUGHBY RAILROAD OVERPASS LOOKING WEST (BEFORE)



Railroad Underpass While there is some existing lighting present under the railroad underpass, many residents expressed that this area was still too dark and was an uncomfortable walking experience.

CORRIDOR PLAN | WILLOUGHBY RAILROAD OVERPASS LOOKING WEST (AFTER)



Railroad Underpass Lighting and Public Art Proposed improvements to the underpass include brighter lighting and a painted mural on each side of the underpass to create a vibrant environment, especially after dark. The painted mural shown is just an example of what the effects of improved lighting and public art would have on the space. It is recommended that a local artist be commissioned to develop the mural.

CORRIDOR PLAN | WILLOUGHBY SKIFF ST INTERSECTION LOOKING WEST (BEFORE)



Skiff Street The Vine St and Skiff St intersection has outdated crosswalks and lacks a sense of place. During the planning process, Willoughby residents expressed the desire for an overhead gateway feature to welcome residents and visitors into downtown Willoughby.

CORRIDOR PLAN | WILLOUGHBY SKIFF ST INTERSECTION LOOKING WEST (AFTER)



Skiff St Gateway The existing Downtown Willoughby streetscape extends to Skiff St. A blend of the Vine St pavers and the existing Downtown Willoughby pavers are recommended at this location as the transition zone between the two streetscape typologies. High Visibility crosswalks, curb extensions and streetscaping is recommended at the Skiff St intersection, as well as an overhead gateway feature.

PROPOSED | SUMMARY OF IMPROVEMENTS

PROPOSED	TOTAL	WILLOWICK TOTAL	EASTLAKE TOTAL	WILLOUGHBY TOTAL
Trees	141	82	3	56
Improved Crosswalk	84	25	37	22
New Crosswalk	58	24	25	9
New Bus Shelter Location	2	1	1	0
Planters	5	3	2	0
Trash Receptacle	2	1	1	0
Bike Racks	6	3	3	0
Gateway Signage	2	1	0	1

See plans for detailed location of pavers, lane modifications and median placement. See appendix for cost opinion, quantities and construction budget.





An aerial photograph of a city, likely Eastlake, is shown. The image is partially obscured by a large, semi-transparent red circle. The text 'SECTION 6: EASTLAKE DEVELOPMENT PLAN' is centered within this circle in a bold, white, sans-serif font with a thin blue outline. The background shows a mix of residential and commercial buildings, streets, and green spaces.

SECTION 6: EASTLAKE DEVELOPMENT PLAN

EASTLAKE REDEVELOPMENT PLAN | SITE AREA



Site Details The area around Vine St and SOM Center Road is prime for redevelopment. The Lake County Captains stadium serves as a great entertainment destination and a seasonal anchor for bars, restaurants and hotels.

EASTLAKE REDEVELOPMENT PLAN | MARKET DEMAND



+903
HOUSING
UNITS
(2020-2030)

RESIDENTIAL GROWTH

Eastlake, given its proximity to major employment centers and highways, is well poised to capture new residents seeking new, mid- to high-end housing opportunities outside of Downtown Cleveland and the denser, inner-ring suburbs. Demand is projected to support 90 additional new units per year through 2030.

In addition to younger residents relocating from higher priced areas, many new apartment and townhome developments are finding success attracting empty-nesters seeking single floor living and/or low maintenance. These households typically prefer larger two and three-bed units, and can often support higher price points than younger working professionals.



+170K
SF RETAIL
DEMAND

RETAIL OPPORTUNITY

The Vine Street Corridor already features a strong retail mix, though much of the available space is aging or becoming obsolete.

Strong retail demand across numerous categories indicate that retail square footage could be supported both as part of mixed-use residential buildings as well as standalone uses where appropriate.

Significant care must be given to the setbacks and parking configurations of any new retail to ensure that the use compliments the community's desire for a more walkable, vibrant, urban-feeling downtown district.



+8.5K
SF NEW
RETAIL
DEMAND

INDUCED DEMAND

With the addition of over 900 potential new units by 2030, these new residents will create additional 8.5K square feet of retail demand for businesses, on top of the current market demand.

While this is under 10K square feet, it represents the addition of one to three smaller stores, such as a coffee shop, boutique, or specialty food store.

New residents will have different needs than many other shoppers in the market, as they are more inclined to walk or bike to a location compared to other auto-oriented users. Retailers who seek to attract these local shoppers should take care to cater to that opportunity.

EASTLAKE REDEVELOPMENT PLAN | RETAIL MARKET GAP ANALYSIS

RETAIL / RESTAURANT CATEGORY	EST. SUPPORTABLE SF	2019 SALES/SF	2019 EST. RETAIL SALES (\$)	2024 EST. SALES/SF	2024 EST. RETAIL SALES (\$)	STORES (COUNT)
Beer, Wine & Liquor Stores	11,884	\$305	\$3,624,508	\$345	\$4,099,853	1-2
Book, Periodical & Music Stores	16,868	\$255	\$4,301,361	\$290	\$4,891,744	1
Clothing Stores	41,297	\$350	\$14,453,936	\$395	\$16,312,299	3-5
Furniture & Home Furnishings Stores	5,681	\$270	\$1,533,893	\$305	\$1,732,731	1
Grocery Stores	46,487	\$450	\$20,919,349	\$500	\$23,243,721	1
Jewelry, Luggage & Leather Goods Stores	19,917	\$345	\$6,871,504	\$390	\$7,767,787	1-2
Lawn & Garden Equip & Supply Stores	2,151	\$225	\$483,867	\$255	\$548,383	1
Shoe Stores	4,290	\$270	\$1,158,280	\$305	\$1,308,427	1-2
Specialty Food Stores	22,114	\$310	\$6,855,285	\$350	\$7,739,838	1-3
Retail Totals	170,689	AVG \$309	\$60,201,983	AVG \$348	\$67,644,784	11-18

RETAIL DEMAND TYPOLOGIES

Significant retail demand across several key categories is present within a 10-minute drive of the Vine and SOM Center intersection. The proximity of the site to two major highway interchanges makes the area a unique location to support both neighborhood scale retailers and larger anchor stores. Traffic counts in excess of 20K cars per day and household incomes over \$50K provide a strong attraction to potential retailers.

Based on the market gaps identified, a grocery store anchor tenant could be supported, along with numerous smaller establishments that focus on nonperishable consumer goods. A specialty food or wine store also shows strong demand in the area.

While the restaurant category is oversupplied in the area, uses that cater towards visitors to Classic Park, and high-end restaurants or brew-pubs could be supported in niche cases.



EASTLAKE REDEVELOPMENT PLAN | RESIDENTIAL TYPOLOGIES

RESIDENTIAL TYPOLOGIES

Mixed-use apartment buildings can provide increased densities to support neighboring uses and can promote vibrant districts. Apartments in the mid- to high-end can attract the growing under-40 cohort, as well as empty-nesters.

Townhomes offer an opportunity to retain residents who wish to have limited maintenance responsibilities and a higher-end dwelling. These uses are typically appropriate along adjacent side streets, or tucked behind denser uses such as apartments.

Condominiums combine the benefits of apartment living with the benefits of home ownership, and are often an affordable gateway for those transitioning from apartments to owner-occupied housing. Condos, unlike townhomes, are typically a single floor, which makes them an excellent alternative for those that desire ownership over rental but can benefit from single floor living. Current market financing conditions favor townhomes and rental apartments over condos, but many apartment buildings can be designed for potential conversion to condo ownership down the line.



APARTMENTS

- Square Feet 675-1,800 SF
- 1-3 Bedrooms, mid to high-end
- Rental Market
- 4-5 Stories (Mixed-use or standalone)
- 25-35 Units/Acre
- Price Point: \$1,200-\$2,250 a month
- Target Markets:
 - Young professionals
 - Retirees and empty-nesters



TOWNHOMES

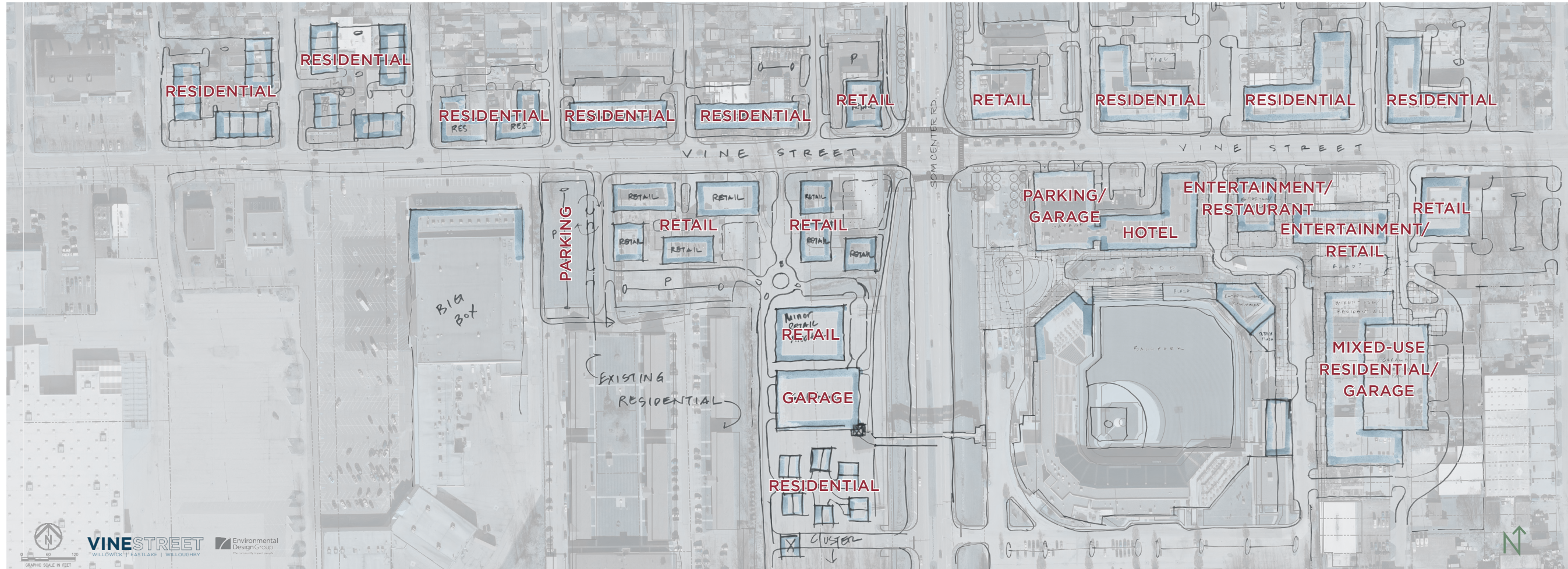
- Square Feet 1,200-2,200 SF
- Rental or Fee-Simple
- 2-3 Stories (Single or Multi-story)
- Mid to high-end construction
- 16-22 Units/Acre
- Price Point: \$370k-\$480k
- Target Markets:
 - Established professionals
 - Smaller, younger families
 - Retirees and empty-nesters



CONDOS

- Square Feet 1,050-2,000 SF
- Fee-Simple
- 1-2 bedrooms
- Mid to high-end construction
- 2-4 Story Buildings (1-2 floor units)
- 20-25 Units/Acre
- Price Point: \$225k-\$425k w/HOA Fees
- Target Markets:
 - Established professionals
 - Younger couples
 - Downsizers

EASTLAKE REDEVELOPMENT PLAN | SITE PLAN



FINAL SITE PLAN SQUARE FOOTAGE

Building Type	Units	Building SF
Townhome	29	36,250
Apartment	452	229,498
Retail	-	73,290
Entertainment/ Retail	-	27,825
Parking Garage	-	107,790
Hotel	200	23,910

Draft Site Plan Conceptual site plans were developed for the Eastlake Redevelopment plan that spatially depict the residential and retail square footages that the current market demands.

EASTLAKE REDEVELOPMENT PLAN | SITE PLAN



Final Site Plan The Eastlake Redevelopment Plan encompasses ~20.5 acres of a reimagined Downtown Eastlake at the core intersection of Vine St and SOM Center Rd.

EASTLAKE REDEVELOPMENT PLAN | SITE PLAN

FINAL SITE PLAN SQUARE FOOTAGE			
Building Type	Building #	Units	Building SF
Townhome	1	5	6250
	2	5	6250
	3	4	5000
	4	4	5000
	5	3	3750
	6	3	3750
	7	5	6250
Apartment	8	6	7500
	9	6	7500
	10	26	17600
	11	28	17600
	13	46	29750
	14	60	26020
	15	60	26450
	18	36	23360
	19	48	29760
	24	136	43958
Retail	12	-	8140
	13	-	29750
	17	-	17250
	23	-	17200
	24	-	18200
Entertainment/ Restaurant	21	-	10625
	22	-	
Hotel	20	200	23910
Parking Garage	13	-	22800
	20	-	26000
	16	-	22240
	24	-	36750

EASTLAKE REDEVELOPMENT PLAN | SITE PLAN



EASTLAKE REDEVELOPMENT PLAN | DOWNTOWN EASTLAKE



Downtown Eastlake The City of Eastlake currently does not have a downtown or town center. The Eastlake Redevelopment Plan creates a sense of place in the heart of the city.

EASTLAKE REDEVELOPMENT PLAN | RETAIL DESTINATION

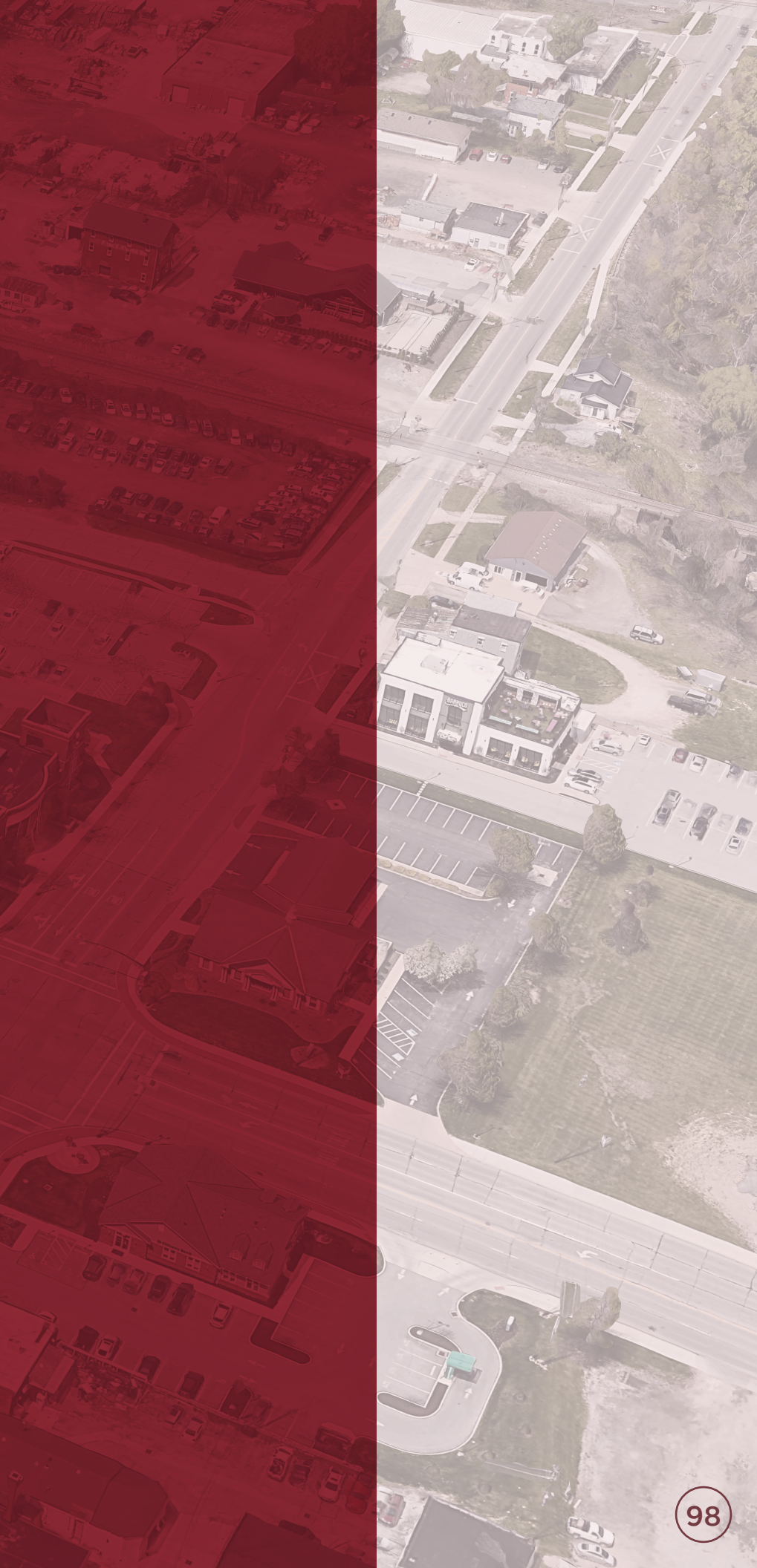


Retail Destination Based on the results of a detailed market analysis, this location can support 178,500+ SF of new retail, including desirable bars and restaurants.

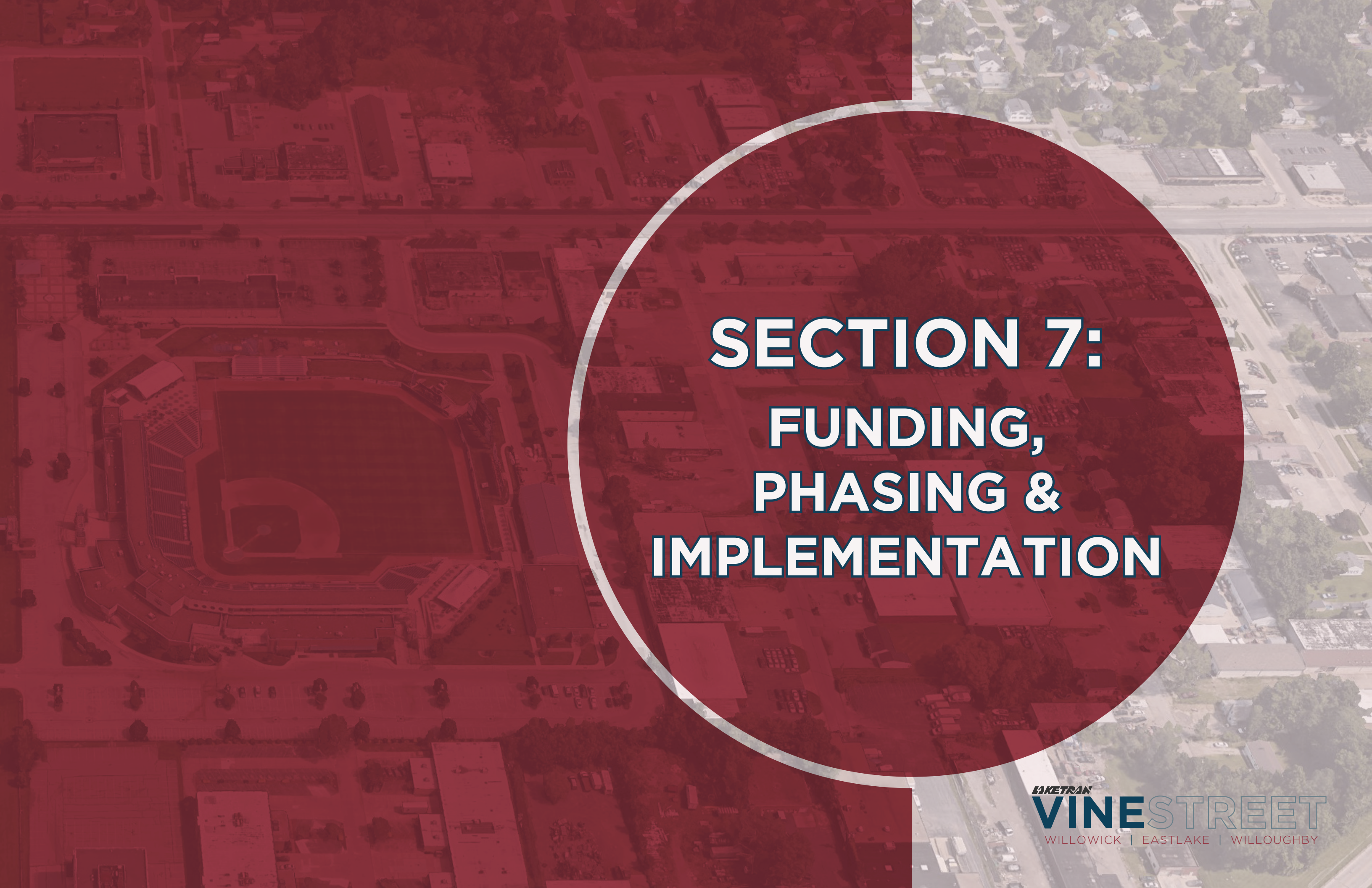
EASTLAKE REDEVELOPMENT PLAN | A LIVABLE DOWNTOWN



Livable Downtown The Eastlake Redevelopment Plan area supports over 900 new infill housing units over the next 10 years. Sharrows, widened sidewalks, enhanced TWEs, curb extensions, streetscaping, and high visibility crosswalks create a livable downtown environment.





An aerial photograph of a city, likely Cleveland, Ohio, showing a mix of residential and commercial buildings, streets, and green spaces. A large, semi-transparent red circle is overlaid on the right side of the image, containing the main title text. The text is white with a blue outline and is centered within the circle.

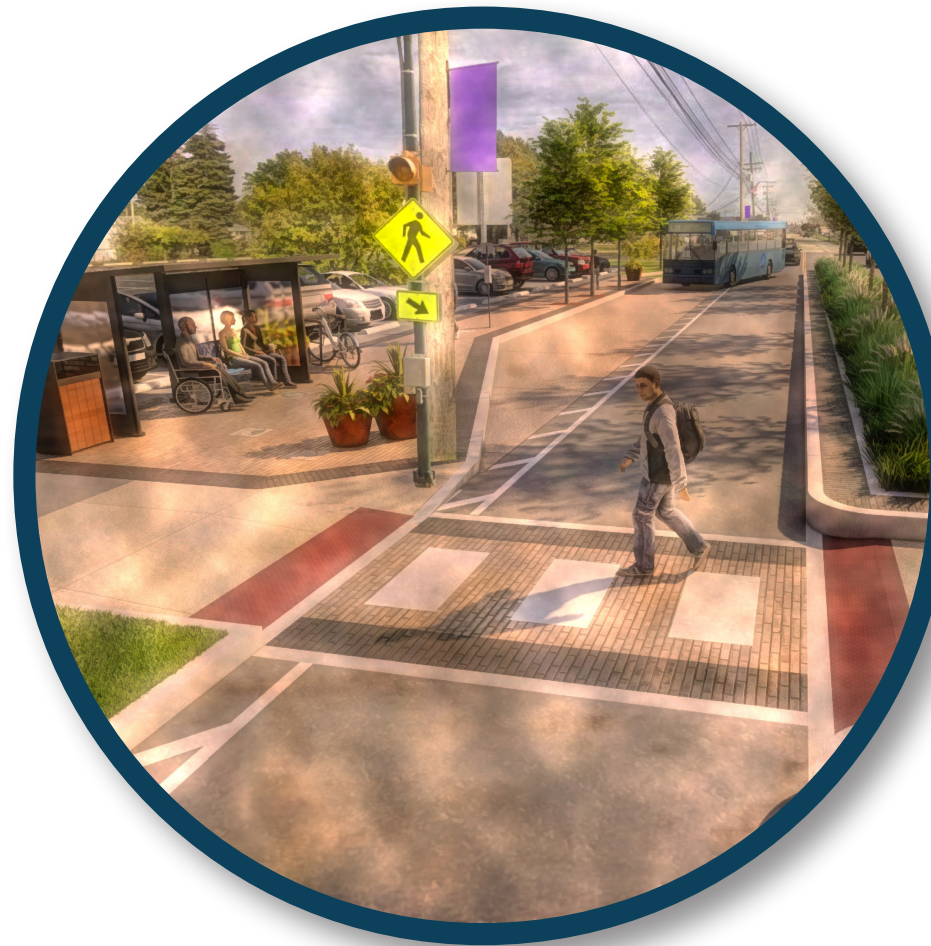
SECTION 7: FUNDING, PHASING & IMPLEMENTATION

FUNDING & PHASING PLAN | COMPONENTS

Opinions of probable costs were developed by City, broken summarized into two sections per community.

The timing of funding source cycles vary greatly, so ODOT inflation factors were applied to each of the opinions of probable costs developed for the corridor to give a better financial understanding of construction costs in future years. Detailed opinions of probable costs can be found in the Appendix of this document.

While known current potential funding sources are listed on pages 101 - 107, this list is not exhaustive and it should be noted that funding source programs, eligibility requirements and timing are ever-changing.



WILLOWICK VINE STREET IMPROVEMENTS

Lakeshore Blvd Roundabout to E. 317th St:

FY 2022: \$4,514,142.80 FY 2027 ODOT Inflation Factor: \$5,084,866.16

E. 317th St to Eastlake Boundary:

FY 2022: \$4,546,777.95 FY 2027 ODOT Inflation Factor: \$5,121,627.37

Note: Detailed opinions of probable costs can be found in the Appendix of this report.



EASTLAKE VINE STREET IMPROVEMENTS

Eastlake Boundary to SOM Center Rd:

FY 2022: \$10,245,377.78 FY 2027 ODOT Inflation Factor: \$12,221,602.94

SOM Center Rd to Willoughby Boundary:

FY 2022: \$5,525,050.56 FY 2027 ODOT Inflation Factor: \$6,590,774.45

FUNDING & PHASING PLAN | COMPONENTS



WILLOUGHBY VINE STREET IMPROVEMENTS

Willoughby Boundary to Skiff St:

FY 2022: \$12,323,803.68 FY 2027 ODOT Inflation Factor: \$14,700,935.24

Skiff St to Erie St:

FY 2022: \$4,732,571.11 FY 2027 ODOT Inflation Factor: \$5,645,434.09



EASTLAKE REDEVELOPMENT PLAN

Eastlake Redevelopment Improvements:

FY 2022: \$514,575,569.45

FY 2027 ODOT Inflation Factor: \$613,831,761.74



FUNDING SOURCES | LOCAL

FUNDING SOURCE	ISSUING AGENCY	DETAILS
Community Improvement Corporations (CIC)	Non-profit Corporation	Non-profit corporation to facilitate economic development for municipalities, counties and townships.
Downtown Redevelopment District (DRD)	Local Municipalities	DRD's and Innovation Districts provide a funding opportunity to rehabilitate historic buildings, create jobs, and support technology-oriented businesses. Municipalities are able to divert increases in property tax revenue relating to improvements to certain uses. The exemption may apply to up to 70% of increases in valuation, and it may last up to 10 years.
New Community Authorities (NCA)	Local government and private partner	A public-private partnership between local governments and private developers to achieve development and redevelopment goals. The NCA is designed to align with planning concepts for utilities, open space and other supportive facilities. An NCA is a separate public body that is governed by a board of trustees and they may oversee, coordinate, construct and finance public infrastructure improvements and community facilities for the benefit of the community.
Special Improvement District (SID)	Property Owners, Municipal Corporations	At least 60% of owners of the front footage or at least 75% of owners of the land area within the proposed SID agree to petition the participating political subdivisions for the creation of the SID and the development and implementation of plans for public improvements and public services that benefit the SID. (Ohio Revised Code 1710)
Transportation Improvement Districts (TID)	Local Jurisdictions	A multi-jurisdiction organization that combines government entities with the flexibility of private corporations. The TID may oversee improvements, including construction, repair and maintenance or new and existing transportation infrastructure. (Ohio Revised Code 5540)
Tax Increment Financing District (TIF)	Municipal Corporations	Infrastructure financing tool that dedicates a portion of the incremental property tax payments, derived from the increased property value of the project, to finance bonds issued to pay for certain public infrastructure costs related to the project. https://www.lakecountyohio.gov/Business-Economic-Development
Community Reinvestment Area Program	Ohio Development Services Agency	A property tax abatement program benefiting property owners who renovate existing buildings or construct new buildings. Allows municipalities or counties to designate areas where investment has lagged as a CRA to encourage revitalization of the existing housing stock and the development of new structure. https://development.ohio.gov/bs/bs_comreinvest.htm
Undeveloped Property Tax Abatement	Local Jurisdictions	A six-year local property tax exemption for certain unused development sites. The exemption is available for owners of unused development sites qualifying as "newly developable property" or "redevelopment property".
Lake County Economic Development Loan Fund	Lake County Ohio Economic Development and Port Authority	Utilizing federal Community Development Block Grant funds, this program is designed to help businesses move into Lake County or expand existing operations. Funds can be used for site preparation, rehab, new construction, acquisition, and more. Loans require a 50/50 match, up to a max award of \$125,000. Terms and interest rates vary. https://lcport.org/economic-development-loan-fund

FUNDING SOURCES | STATE

FUNDING SOURCE	ISSUING AGENCY	DETAILS
Economic Development Grant	JobsOhio	The JobsOhio Economic Development Grant was created to promote economic development, business expansion, and job creation by providing funding for eligible projects.
Growth Fund Loan	JobsOhio	The JobsOhio Growth Fund provides capital for expansion projects to companies that have limited access to capital and funding from conventional, private sources of financing. JobsOhio will consider loans to companies that are in the growth, established or expansion stage, and that have generated revenues through a proven business plan.
Revitalization Program Loan and Grant Fund	JobsOhio	The JobsOhio Revitalization Program Loan and Grant Fund is designed to support the acceleration of redevelopment sites. An eligible site is an abandoned or under-utilized contiguous property where redevelopment for the immediate and primary purpose of job creation and retention are challenged by significant redevelopment constraints.
Workforce Grant	JobsOhio	The JobsOhio Workforce Grant was created to promote economic development, business expansion, and job creation by providing funding for the improvement of worker skills and abilities in the State of Ohio. http://jobs-ohio.com/why-ohio/incentives/
Alternative Stormwater Infrastructure Loan Program	Ohio Development Service Agency	Design and construction of green infrastructure as part of economic development projects. The funds can pay for design, demolition, construction, materials and administrative costs associated with the green infrastructure project. https://development.ohio.gov/cs/cs_altstormwater.htm
Local Government Efficiency Program	Ohio Development Service Agency	Financial assistance to implement projects to create more efficient and effective service delivery. Learn and use Lean Six Sigma to improve an identified process resulting in making services simpler, faster, better, and less costly.
Local Government Innovation Fund	Ohio Development Service Agency	Financial assistance for planning and implementing projects to create more efficient and effective service delivery. Improve business environments and promote community attraction with their plan for efficiency, collaboration, or shared services. https://development.ohio.gov/cs/cs_localgovfund.htm
Job Creation Tax Credit Program (JCTC)	Ohio Development Services Agency	The Ohio JCTC is a refundable tax credit provided to companies generally creating at least 10 new jobs with a minimum annual payroll of \$660,000. The Ohio Tax Credit Authority reviews and approves the application and sets the tax credit rate and term. https://development.ohio.gov/bs/bs_jctc.htm
Ohio New Markets Tax Credit Program	Ohio Development Service Agency	The program is a nonrefundable tax credit designed to incentivize investors to fund businesses in qualified active low-income communities. https://development.ohio.gov/cs/cs_onmtcredit.htm
629 Roadwork Development Grant Program	JobsOhio and Ohio Development Services Agency	Funds are available for public roadway improvements, including engineering and design costs. Funds are available for projects primarily involving manufacturing, research and development, high technology, corporate headquarters, and distribution activity. Projects must create or retain jobs. Retail projects are ineligible. https://development.ohio.gov/cs/cs_r629.htm

FUNDING SOURCES | STATE

FUNDING SOURCE	ISSUING AGENCY	DETAILS
166 Direct Loan Program	Ohio Development Services Agency	The 166 Direct Loan Program provides low interest loan financing assistance to businesses for the allowable costs of eligible projects. Eligible projects include those related to industry, commerce, and distribution or research activities. For land and building acquisition, construction, expansion, or renovation, and equipment purchases for eligible businesses. The program provides low-interest loans up to 40 percent not to exceed \$1.5 million. http://jobs-ohio.com/why-ohio/incentives/
Regional 166 Direct Loan	Ohio Development Services Agency	The Regional 166 Direct Loan Program provides low-interest loan financing assistance to businesses creating new or preserving existing jobs. Eligible projects include those related to industry, commerce, and distribution or research activities. For land and building acquisition, construction, expansion, or renovation, and equipment purchases for eligible businesses. The program provides low-interest loans up to 40 percent not to exceed \$1.5 million. https://development.ohio.gov/bs/bs_r166dl.htm
Minority Business Direct Loan Program	Ohio Development Services Agency	The program provides low-interest rate loans to certified minority-owned businesses that are purchasing or improving fixed assets and creating or retaining jobs. https://development.ohio.gov/bs/bs_ombdlp.htm
Enterprise Bond Fund Program	Ohio Development Services Agency	The Ohio Treasurer issues bonds, the proceeds of which are loaned to businesses for allowable costs of eligible projects. The OEBF Loan provides long-term, fixed-rate project financing for qualifying businesses that create or preserve employment opportunities in Ohio. The OEBF Loan provides capital to developed companies with limited access to funding at costs comparable to those of rated multi-national corporations. https://development.ohio.gov/summary_69ohioenterprisebond.htm
Safe Routes to School Program	Ohio Department of Transportation	The purpose of Safe Routes to School is to encourage and enable students in grades K-8 to walk or ride their bicycle to school. Projects can be either engineering (improved crossings, sidewalks, etc.) or non-engineering (education and encouragement programs). www.dot.state.oh.us/saferoutes
State Infrastructure Bank Loans and Bonds (SIB)	Ohio Department of Transportation	The State Infrastructure Bank (SIB) is used as a method of funding highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life. Eligible borrowers include any public entity. www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank
Highway Safety Improvement Program	Ohio Department of Transportation	The Ohio Department of Transportation dedicates about \$102 million annually for engineering improvements at high-crash and severe-crash locations. This funding is available to ODOT staff and local governments, and it can be used to make improvements on any public roadway. Funding requests typically range from \$200,000 to \$5 million, and typically require a 10% local match. www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP

FUNDING SOURCES | STATE & FEDERAL

FUNDING SOURCE	ISSUING AGENCY	DETAILS
State Capital Improvement Program (SCIP)	Ohio Public Works Commission	All projects must be made in conjunction with roadway improvement projects. Bicycle lanes on roadways, paved shoulders, trail/highway intersections, sidewalks, crosswalks, signal improvements, curb cuts and ramps. www.pwc.state.oh.us/infrastructure.html

FUNDING SOURCE	ISSUING AGENCY	DETAILS
Great Lakes Restoration Initiative (GLRI)	US EPA	This \$3.48B annual federal grant program focuses on habitat restoration, natives species protection, clean-up, and runoff contributing to algal blooms in the Great Lakes region. https://www.glri.us/funding
Carbon Reduction Program (CRP)	FHWA through the Bipartisan Infrastructure Law (BIL)	The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

FUNDING SOURCES | NOACA

FUNDING SOURCE	ISSUING AGENCY	DETAILS
Congestion Mitigation and Air Quality	Northeast Ohio Areawide Coordinating Agency/ODOT	Projects that help reduce traffic congestion and improve air quality. Funds may be used for traffic signal upgrade projects, bus replacements, bike facilities, intelligent transportation system improvements, transit center and Park-N-Ride construction and for conducting NOACA's Air Quality Program.
Technical Assistance Program	Northeast Ohio Areawide Coordinating Agency	NOACA's Technical Assistance (TA) Program offers NOACA staff planning expertise on community-based multimodal transportation projects. The program improves the safety, efficiency, and preservation of the transportation system for all users, and improves the quality of life in the region.
Transportation for Livable Communities Initiative (Implementation)	Northeast Ohio Areawide Coordinating Agency	The TLCI program consists of two components: planning and implementation. The planning studies help local partners develop a plan that identifies transportation countermeasures at specific locations, has a multi-modal focus, and engages the public. The implementation program prioritizes the programming, procurement, and installation of low-cost, multi-modal infrastructure that was recommended in a TLCI planning study or a similar community-based plan. Projects sponsors are encouraged to submit implementation requests of over \$100,000.
Surface Transportation Block Grant	Northeast Ohio Areawide Coordinating Agency	The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Transportation Alternatives Program	Northeast Ohio Areawide Coordinating Agency	The Transportation Alternatives Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity; recreational trail projects; Safe Routes to School projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

<https://www.noaca.org/community-assistance-center/funding-programs>

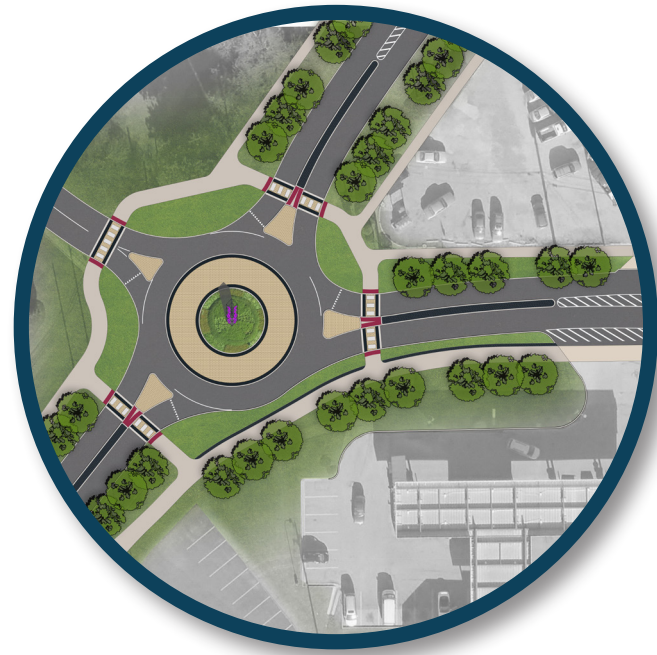
FUNDING SOURCES | RECOMMENDED

FUNDING SOURCE	ISSUING AGENCY	PROJECT COMPONENT & STRATEGY
Great Lakes Restoration Initiative (GLRI)	US EPA	Available for porous paver, green infrastructure tree pits, general landscaping applications within the public right-of-way and reduction of quantity and improvement of quality of stormwater runoff into Lake Erie *Green infrastructure components were not included in the opinion of probable costs for this project.
Transportation for Livable Communities Initiative (Implementation)	Northeast Ohio Areawide Coordinating Agency	Crosswalk installation, streetscape, and/or Transit Waiting Environment improvements throughout corridor.
Surface Transportation Block Grant	Northeast Ohio Areawide Coordinating Agency	This source is typically used for roadway maintenance and resurfacing; a portion of this could be allocated to cover certain costs associated with the ADA and crosswalk improvements throughout the corridor.
Transportation Alternatives Program	Northeast Ohio Areawide Coordinating Agency	All improvements recommended along the Vine Street corridor. This funding source supports the development of multi-modal infrastructure.
Congestion Mitigation and Air Quality	Northeast Ohio Areawide Coordinating Agency/ODOT	Roundabout at Vine St and Lakeshore Blvd.
State Capital Improvement Program (SCIP)	Ohio Public Works Commission	All improvements recommended along the Vine Street corridor.
Transportation Improvement Districts (TID)	Local Jurisdictions	All improvements recommended along the Vine Street corridor.
Business and/or Special Improvement District	Locally Established	Signage & Wayfinding, on-going maintenance.
Carbon Reduction Program (CRP)	FHWA through the Bipartisan Infrastructure Law (BIL)	Roundabout at Vine St and Lakeshore Blvd. with the potential for lane restriping and tree planting.

RECOMMENDED FUNDING SOURCES

The above-listed funding sources recommended for this project are available right now, apply to a large spectrum of proposed components that are recommended within the plan, and target out-of-the-gate improvements that can be done immediately (i.e. within the next funding cycle for each specific funding source).

PHASING PLAN | IMPLEMENTATION PRIORITIES



WILLOWICK

The proposed roundabout and gateway node was slightly favored as the top priority phase in Willowick. While most components along the entirety of the Vine Street Corridor are eligible for the same funding sources, the roundabout at Vine St and Lakeshore Blvd is uniquely eligible for CMAQ dollars. The current CMAQ funding cycle is scheduled through FY 2027, so it is imperative that this roundabout project be applied for in the next funding cycle, which has not yet been posted by NOACA.



EASTLAKE

The two Eastlake corridor segments were an approximate tie for the highest priority. LAKETRAN is uniquely positioned for TWE improvement funding and coordination between Eastlake and LAKETRAN could secure out-of-the-gate funding for these improvements in the City.

It is recommended that Eastlake create a TIF District for the Downtown Redevelopment Plan area to start building up a specific pot of money for the downtown public infrastructure improvements.



WILLOUGHBY

The gateway node was slightly favored as the top priority phase in Willoughby. While most components along the entirety of the Vine Street Corridor are eligible for the same funding sources, the overhead gateway feature is typically not something that infrastructure funding sources are willing to fund. TIF funds would be an ideal funding source for the overhead structure.

It is recommended that Willoughby create a TIF District just west of downtown, as this area is the next growth opportunity for the expansion of Downtown Willoughby.

