

Warrensville/Van Aken Plan Update Public Workshop #2—January 23, 2008

The second of three public workshops for the plan was held on Wednesday, January 23rd at the Shaker Community Building. The workshop was another success with over 90 residents attending. Residents worked in small table groups to review maps of four options for redeveloping the intersection. The options showed a variety of configurations to improve the roads and to extend or relocate the rapid transit tracks. Each table group provided feedback on the four options, including comments on transit, roads, buildings and open space.

It is important to complete this study in order to:

- Transform the area into a mixed-use district to enhance the tax base;
- Alleviate traffic congestion;
- Enhance pedestrian safety; and
- Enhance transit service.

On Thursday, January 24th, the consultant presented to Council a summary of the work completed over the previous two days. The four options presented Wednesday were narrowed to two options by the City and its partners based on information gathered from the public workshop input, meetings with technical advisory groups, and traffic study results.

Both concepts showed closing Van Aken between Farnsleigh and Warrensville and relocating Northfield to connect with Warrensville near the Post Office. Both concepts created a regular four-way intersection of Warrensville Center Road and Chagrin Boulevard.

Preliminary results from the traffic study show that:

- Removing Van Aken and Northfield from the intersection improves traffic flow by creating a regular, four-way intersection;
- Fixing the intersection will allow for additional development in the area without negatively impacting surrounding neighborhoods;
- A four-way intersection reduces the wait time at the traffic light from two minutes to approximately 60 seconds

The “diagonal transit” concept showed the rapid tracks in their current location with an extension diagonally through the intersection. An intermodal bus/rapid transit station would be located near the University Hospital administration building. The “straight transit” concept showed the RTA tracks being relocated to extend straight to Warrensville with an intermodal station on the east side of Warrensville Center Road. Council also saw a traffic simulation movie that demonstrated how traffic and transit would move through the intersection.

These two options will be further refined for the next public workshop to show how roads can be configured and the transit extended in order to create a safe, pedestrian-friendly area. The final public workshop is scheduled for Wednesday, February 27 at 7:00 p.m. in the Shaker Community Building.