

RESOLUTION NO. 1995 - 100

SELECTING A LOCALLY PREFERRED ALTERNATIVE FOR THE RED  
LINE RELOCATION PROJECT.

WHEREAS, the Federal Transit Administration awarded the GCRTA Grant No. OH-03-0125 to conduct a Transitional Analysis Study of the Red Line Relocation Alternatives;

WHEREAS, in April, 1993 the GCRTA Board of Trustees adopted the 2010 Long Range Plan which assumes the Red Line Relocation Project as essential to the development of many of the projects;

WHEREAS, the Board must make a selection of Locally Preferred Alternative for the Red Line Relocation project to advance to further study in the Preliminary Engineering phase of analysis;

WHEREAS, the Locally Preferred Alternative selected by the Board was presented to the Northeast Ohio Areawide Coordinating Agency (NOACA) as RTA's preferred alternative for that agency's action as required by Federal regulations;

WHEREAS, the TAC at its meeting on May 18, 1995 recommended this Locally Preferred Alternative for the Project and that alternative was reviewed and rejected by the NOACA Governing Board at its June 9, 1995 meeting with the request that GCRTA develop an alternative plan for NOACA consideration; and

WHEREAS, GCRTA, in conjunction with the City of Cleveland and Cuyahoga County has developed a revised Locally Preferred Alternative recommendation that is a subset of the one previously recommended by the GCRTA Board and the TAC.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority:

Section 1. That the Locally Preferred Alternative (LPA) to be advanced to Preliminary Engineering (PE) shall be the 3A "Downtown Red Line Extension/ Euclid Avenue Busway" alignment as defined in the Transitional Analysis study and as described in Attachment A is hereby adopted.

Section 2. That the General Manager/Secretary-Treasurer will present to NOACA the Authority's interest in pursuing the NULL, LPA and the Transportation System Management (TSM) Alternative to the PE phase of analysis and all of these will still be considered viable alternatives for the purpose of PE.

Section 3. That the LPA shall be planned for implementation in a manner that enables the balanced implementation of GCRTA'S regional transit development plan, "Transit 2010" throughout the entire GCRTA service area.

Section 4. That the PE study shall include identification of rail rolling stock suitable for use by RTA as its sole passenger vehicle for all rail lines after implementation of the LPA.

Section 5. That the PE study shall determine the lowest cost, shortest length, and shallowest depth alignment from the Tower City station to the Playhouse Square/ CSU area limiting the extent of subway construction to that which is minimally required to provide an operable rail system, maintain an operable downtown street network; and enhance development opportunities.

Section 6. That the preliminary Engineering shall also determine the feasibility of an at-grade alignment from Tower City to Euclid/East 18th Street. This analysis shall consider alternatives for providing service for the Blue, Green and/or Red Lines at-grade via Euclid Avenue to Playhouse Square/Cleveland State University, and shall consider the feasibility of future connections of the Blue, Green and/or the Red Line to the present terminus of the Waterfront Line at the Lakefront and East 14th Street. Such feasibility analysis of an at-grade system shall include evaluation of issues such as platform heights and configurations, type of rolling stock, and other technical issues related to creating an at-grade system serving the downtown area.

Section 7. That RTA, in cooperation with the City of Cleveland Planning Department and Empowerment Zone Office, and local neighborhoods and local business and community organizations, shall prepare transit-oriented land use/development plans for station areas and principal bus stops in Downtown, Midtown, the Empowerment Zone, and University Circle.

Section 8. That PE studies shall include a thorough examination of means to improve and enhance transit services to Empowerment Zone neighborhoods through a combination of the LPA, bus routes through the Empowerment Zone, and neighborhood circulators as recommended in Transit 2010.

Section 9. That Preliminary Engineering of the Locally Preferred Alternative will proceed only if a majority of the study cost is paid for by Federal funds.

Section 10. At the conclusion of the PE Phase, all questions concerning the proposed alignment, length and depth of subway, station locations and configurations, rolling stock requirements, project phasing, environmental impacts, capital and operation costs, economic impacts and job projections, and project financing shall be answered. If a decision is made to proceed with final design and engineering of a "Build" alternative, then a "Full Funding Agreement" will be prepared, identifying all costs of implementations and all agreed upon sources of funding to meet these costs.

Section 11. That the PE study shall be overseen and reviewed by a committee comprised of representatives of agencies participating in the study.

Section 12. That the General Manager/Secretary-Treasurer is authorized to file a grant application to the Federal Transit Administration for funding necessary to complete the preliminary Engineering of the LPA.

Section 13. That this Resolution shall become effective immediately upon its adoption.

Attachment A: Summary of Recommendation of Locally Preferred Alternative

Adopted: July 11, 1995

  
Vice President

Attest:

  
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General Manager/Secretary-Treasurer

## GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

SUMMARY OF RECOMMENDATION  
LOCALLY PREFERRED ALTERNATIVE  
RED LINE RELOCATION PROJECTBASIC STAFF RECOMMENDATION

Pursue preliminary engineering on Alternative 3A Downtown Red Line Extension/Euclid Avenue Busway in a manner which results in the lowest cost, shortest length, and shallowest depth subway alignment from the Tower City Center station to the Playhouse Square/CSU area. The extent of subway construction will be limited to that which is minimally required to provide an operable rail system, maintain an operable downtown street network and enhance development opportunities.

ALTERNATIVE 3A DESCRIPTION

1. Build downtown subway/surface alignment for the Red Line to Playhouse Square/CSU. Operate Tower City short-turn trains to CSU and continue service to Windermere via existing Red Line trackage.
2. Build reserved/separated bus lanes along Euclid Avenue from CSU area to Unviersity Circle area (per TSM Alternative).
3. Relocation of selected Eastside Red Line Stations to new locations.
4. The Preliminary Engineering will also determine the feasibility of an at-grade alignment from Tower City to Euclid/East 18th Street. This analysis will consider alternatives for providing service for the Blue, Green and/or Red Lines at-grade via Euclid Avenue to Playhouse Square/Cleveland State University, and will consider the feasibility of future connections of the Blue, Green and/or Red Line to the present terminus of the Waterfront Line at the Lakefront and East 14th Street. Such feasibility analysis of an at-grade system will include evaluation of issues such as platfrom heights and configurations, type of rolling stock, and other technical issues related to creating an at-grade system serving the downtown area.

Note: Per Federal requirements, PE phase includes futher study of the TSM alternative for comparison with the preferred alternative and the Null (Do nothing) alternative in the Final Environmental Impact Statement.