

RESOLUTION NO. 1995-171

**SELECTING A LOCALLY PREFERRED ALTERNATIVE FOR THE EUCLID AVENUE
CORRIDOR TRANSPORTATION IMPROVEMENT PROJECT**

WHEREAS, the Federal Transit Administration awarded the GCRTA Grant No. OH-03-0125 to conduct a Transitional Analysis Study of major fixed facility transit improvements.

WHEREAS, the Board must make a selection of a Locally Preferred Alternative for major fixed facility transit improvements in the Euclid Avenue corridor to advance to further study in the Preliminary Engineering phase of analysis;

WHEREAS, the initial 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 NOACA Transportation Advisory Committee (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 modification of the one analyzed in the Transitional Analysis Study known as Alternative 2, Transportation System Management Project.

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 modified Alternative 2, Transportation System Management Project 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 (Do-Nothing) and the Transportation System Management (TSM) Alternative to the PE phase of analysis.

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

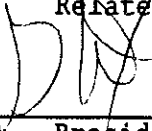
Section 7. That the General Manager/Secretary-Treasurer is authorized to file a grant application to the Federal Transit Administration for funding necessary to complete the Preliminary Engineering of the LPA.

Section 8. That the General Manager/Secretary-Treasurer shall also develop a strategy to pursue funding for the projects related to the LPA which are also described in Attachment A as being desirous of concurrent study.

Section 9. That this Resolution shall become effective immediately upon its adoption.

Attachment A: Summary of Recommendation of Locally Preferred Alternative and Related Projects.

Adopted:



President

Adopted:

November 21, 1995

Attest:



General Manager/Secretary-Treasurer

Summary of Locally Preferred
Alternative and Related Projects

Modified Alternative 2 Transportation System Management Alternative Project
Definition

1. Euclid Avenue Corridor Transit Improvements

Design and engineering of capital improvements in the right-of-way from Public Square to an as yet to be determined point in the University Circle area between Mayfield and Superior Avenue, which includes:

- A. Identification of the characteristics of reserved and/or exclusive bus lanes;
- B. Inclusion of enhancements to the pedestrian zones which encourage transit usage, including: sidewalks, bus shelters, pedestrian lighting, street trees and tree lawns as appropriate;
- C. Reconstruction and/or relocation of underground utilities within the Euclid Avenue right-of-way to place them in zones beyond the reserved bus lanes to minimize conflicts between bus service and utility crews;
- D. Reconstruction of roadway including bus lanes and travel lanes for other vehicles including acquisition of additional right-of-way to construct consistent curb lines and numbers and widths of travel lanes for the roadway surface, upgraded street lighting, and crosswalks at intersections designed to clearly identify pedestrian zones;
- E. Installation of traffic signal equipment on Euclid Avenue and on parallel streets, as necessary, to provide priority to GCRTA buses operating on Euclid Avenue, the elimination of on-street parking and relocation of loading zones where possible, and installation of pedestrian and vehicular signage to clearly identify the availability of transit service;
- F. Identification and engineering of modifications to the railroad bridges at Euclid Avenue and East 55th Street and Euclid Avenue and East 120th Street; and
- G. Development of an operations plan and specifications for unique vehicles that operate exclusively on Euclid Avenue.

2. East 17th/East 18th One-way pairs

Construction of one way streets from Inner Belt to Lakeside Avenue - design and engineering of the entire rights-of-way of East 17th and East 18th from the Inner Belt to Lakeside Avenue to increase accessibility to employment and retail centers in downtown Cleveland. Components consist of:

- A. Identification of the characteristics of reserved bus lanes to minimize conflicts between private vehicles and GCRTA buses and to minimize routine operating and maintenance costs of the designated bus lanes and other vehicular travel lanes;
- B. Inclusion of enhancements to the pedestrian zones, including: sidewalks, bus shelters, pedestrian lighting, street trees and tree lawns as appropriate;
- C. Reconstruction of roadway including bus lanes and travel lanes for other vehicles including acquisition of additional right-of-way to construct consistent curb lines and numbers and widths of travel lanes for the roadway surface, upgraded street lighting, and crosswalks at intersections;
- D. Installation of traffic signals to provide priority to GCRTA buses operating on the East 17th/East 18th Streets, the elimination of on-street parking and relocation of loading zones where possible, and installation of pedestrian and vehicular signage; and
- E. Identification and engineering of modifications to the entrance and exit ramps for the Inner Belt to reconfigure the East 14th Street ramps to permit a smooth flow of traffic from the East 17th/East 18th One-way pair.

3. **St. Clair/Superior Transit Zone**

Design and engineering of a transit zone bounded by Superior Avenue, St. Clair Avenue, West 3rd Street, and East 18th Street in downtown Cleveland to provide for expanded and highly visible bus operations in the central business district and allow for convenient transfer between crosstown bus routes for regional travel, including the following:

- A. Identification of the characteristics of reserved bus lanes to minimize conflicts between private vehicles and GCRTA buses and to minimize routine operating and maintenance costs of the designated bus lanes and other vehicular travel lanes;
- B. Inclusion of enhancements to the pedestrian zones which encourage transit usage, particularly as related to bus shelters, pedestrian lighting, and pedestrian signage to provide greater visibility and information to transit riders; and
- C. Modifications to roadways and traffic regulations to eliminate on-street parking and relocate loading areas.

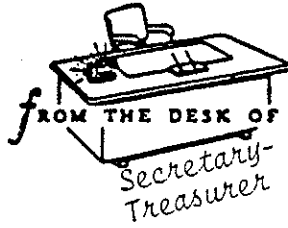
4. Selected Red Line Station Relocations

Design and engineering for the relocation of five Red Line stations to improve accessibility between the stations and neighborhoods and employment centers, to meet the requirements of the Americans with Disabilities Act, and to encourage economic development in the station catchment area. These relocations are:

- A. East 34th/Campus station to East 9th/East 22nd Street area in the vicinity of Broadway near the Main Post Office complex;
- B. East 79th Street station to the East 89th/Buckeye/Woodland area;
- C. Quincy/East 105th station to the Stokes Boulevard area;
- D. University (Cedar) station to the Adelbert/Murray Hill area; and
- E. Euclid/East 120th station to Mayfield Road.

Separate Related Projects to be Pursued Concurrent With the Preliminary Engineering of the TSM if Funding can be Secured

- 1. Relocation of Blue/Green Line to E. 89th/Woodland from Woodhill Road
- 2. Extension of Waterfront Transit Line Southward to Red Line



RHONDA RAIDL

12-27-95

ATTACHED IS A REVISED "ATTACHMENT A"
TO RESOLUTION NO. 1995-171.

PLEASE DESTROY THE OLD ATTACHMENT
AND REPLACE WITH THIS.

THE CHANGE APPEARS ON PAGE 3, FIRST
PARAGRAPH, WITH THE LANGUAGE IN
PARENTHESES.

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