



LAKEFRONT WEST:

The Lakefront West Project is working to connect Cleveland's west side neighborhoods with Lake Erie by creating multi-modal connections along the West Shoreway (SR2 & USR6/20) between West Blvd. and the Main Ave. Bridge.

The Ohio Department of Transportation (ODOT) and the City of Cleveland have developed a strategy that maximizes the effectiveness of the available project budget and accommodates anticipated traffic volumes, while preserving the goals of the "Connecting Cleveland: The Waterfront District Plan."

The project has been divided into Phases I and II in response to fiscal constraints. ***The proposed changes to the West Shoreway corridor will result in the following improvements:***

At the West Boulevard/Lake Avenue/Clifton Boulevard area (Phases I & II)

- Reconfigure the intersection of West Boulevard and Lake Avenue to calm traffic and improve pedestrian safety (Phase II).
- Close the Edgewater Drive ramp and replace it with expanded park land (Phase II).
- Rehabilitate the existing pedestrian tunnel and provide ADA compliant access to Edgewater Park (Phase I).
- Add a supplemental multi-purpose trail adjacent to the Shoreway from West Boulevard to Edgewater Park. This multi-purpose trail is located along the Shoreway in lieu of a sidewalk (Phase II).

At West 76th Street (Phase I & II)

- Improve the connection to the beach and multi-purpose trail with new steps and a ramp between the underpasses to accommodate bicycles, strollers and wheelchairs, and a connecting trail to the beach and existing multi-purpose trail.
- Rehabilitate the tunnels under the Shoreway and railroad including improved lighting and drainage.
- This project is currently under construction with completion anticipated in the Fall of 2011.

At West 73rd Street (Phase I)

- Relocate a regional sanitary interceptor sewer currently located adjacent to the Norfolk Southern (NS) railroad tracks.
- Extend West 73rd Street by building a new bridge under the NS railroad tracks.
- Construct a new two-way road along the south side of the Shoreway between the extended West 73rd Street and Edgewater Park. This road will link with the existing ramps at Edgewater Park to provide full access to lower Edgewater Park and the Shoreway (the existing Edgewater Park bridge will remain).
- Build a multi-purpose trail alongside the road to connect the Detroit-Shoreway neighborhood with Edgewater Park.

At West 65th Street (Phase II)

- Connect the existing multi-purpose trail to the new multipurpose trail.

At Division Avenue (Phase II)

- Construct a new at-grade intersection (right-in/right-out access).

At West 54th Street (Phase II)

- Construct a new at-grade intersection (right-in/right-out access). This work results in a cul-de-sac for Cass Avenue and removes some Cass Avenue pavement.

At West 49th Street/Herman Avenue (Phase II)

- Re-stripe the existing bridge to permit one lane of traffic in each direction. A two-way multipurpose trail will be provided and the sidewalks will remain. The existing decorative enhancements will remain.
- Maintain the entrances to the Cleveland Water Division plant and the Soap Box Derby track, and simplify the exit from/entrance to the Shoreway.

At West 45th Street (Phase I)

- Simplify the right-in/right out access to the Shoreway.
- Construct a cul-de-sac at Tillman Avenue, making Tillman Avenue a two-way street entering from and exiting to West 49th Street. Unneeded pavement will be removed.

At West 28th Street and West 25th Street (Phase I)

- Close permanently the eastbound entrance ramp (from West 28th Street to the Main Avenue Bridge). The relocated access to the Shoreway eastbound for these drivers will be at the improved West 45th Street entrance.
- Remove the West Shoreway exit/entrance ramps at West 25th Street, relocating the access to West 28th Street. Widen the intersection of Detroit Avenue and West 28th Street to accommodate the traffic. The abandoned ramps between West 28th Street and West 25th Street will be filled in (subject to utility requirements) and made available for development.
- Reconfigure the Intersection of West 25th Street/Main Avenue/Washington Avenue to create a through movement for Main Avenue/West 25th Street traffic.
- Simplify the intersection of West 25th Street and Detroit Avenue.
- Widen Detroit Avenue between West 28th Street and West 25th Street, and widen West 28th Street to accommodate the new traffic plan.

Construct an off-road multi-purpose trail (Cleveland Lakefront Bikeway) from West 25th Street to West 65th Street (Phase II).

Reconstruct the US 6 West Shoreway pavement by reconfiguring the roadway to reflect a 35 mph speed limit, adding a landscaped median and removing the shoulders. US 6 will remain a six-lane roadway (Phase II).

LAKEFRONT WEST: *Schedule*

Phase I-A: Reconstruction and ADA compliance of West 76th and Clifton/Lake pedestrian tunnels.

- Tunnel work is currently being performed with completion in the fall of 2011.

Phase I-B: Grade separation at W. 73rd Street under NS tracks.

- Detail design is in progress.
- Construction is to start in the middle of 2014.

Phase I-C: West 25th/West 28th Ramps, West 45th Ramps, and Multi-purpose Trail (West 28th to West 25th)

- Detail design is in progress.
- Construction is anticipated to start in late 2014.

Phase II: Mainline reconstruction, Division Avenue Ramps, West 54th Street Ramps, Multi-purpose Trail (West Boulevard to Edgewater Park), West 49th Street Ramps, Herman Avenue Bridge, and West Boulevard Ramps.

- This unfunded portion will be led by the City of Cleveland.
- Schedule is to be determined.
- The speed limit reduction to 35 mph will occur at the completion of the mainline reconstruction. This reduction adds approximately 75 seconds to one's commute along this section of the Shoreway.

LAKEFRONT WEST: *Additional Notes*

- Phase I will be funded through ODOT with the original Transportation Review Advisory Council (TRAC) commitment of \$49.8 million. Phase II will be implemented by the City of Cleveland using any remaining money from the Phase I TRAC commitment (\$49.8M – Phase I actual costs) plus additional funding that is being pursued from other sources.
- This project was approved by the Cleveland City Planning Commission on January 9, 2009.
- The Environmental Document was completed and approved on June 21, 2010 for the entire project (Phase I and Phase II). The environmental document included the evaluation of the buildings within this full-build footprint for eligibility for the National Register of Historic Places and evaluation of any other impacts.