





St. Hyacinth Neighborhood Forum

February 21, 2006




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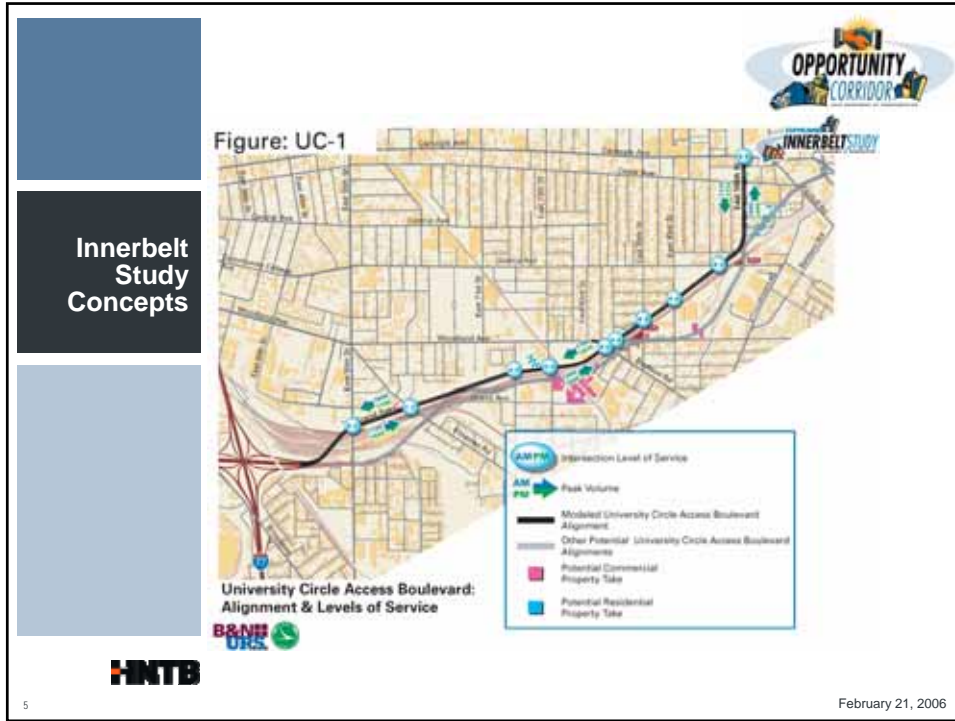


- Project Background/History (Past)
 - Clark Freeway (1950's)
 - Bedford Freeway (1970's)
 - WECO Roadway (early 1980's)
 - SR 87A (late 1980's)



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FULL IMPLEMENTATION SCHEDULE

	Cost (in millions)	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014	
		FUNDED		UNFUNDED																	
Identify, Develop and Select Corridor	\$1.1	Steps 1-4		Steps 5-8																	
Identify, Develop and Select Alignment	\$4.1																				
Verification of the Preferred Alternative	\$4.0																				
Plan Development	\$6.3																				
Right-of-Way Acquisition and Relocation	Alt. 2 \$49 Alt. 4 \$34-36																				
Construction, Inspection and Contingency	Alt. 2 \$282 Alt. 4 \$211-247																				
Estimated Total	\$261 - \$347																				


STATE and FEDERAL PROGRAMS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
SAFETEA-LU											
Future Federal Funds											
Current TRAC Commitments											

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Conceptual Alternatives

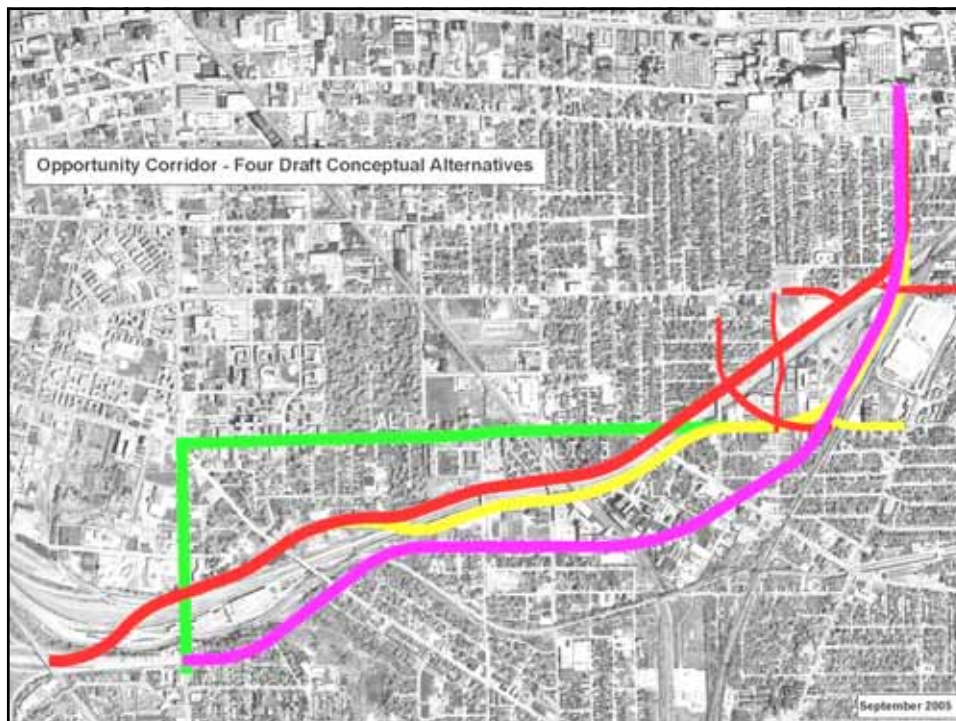


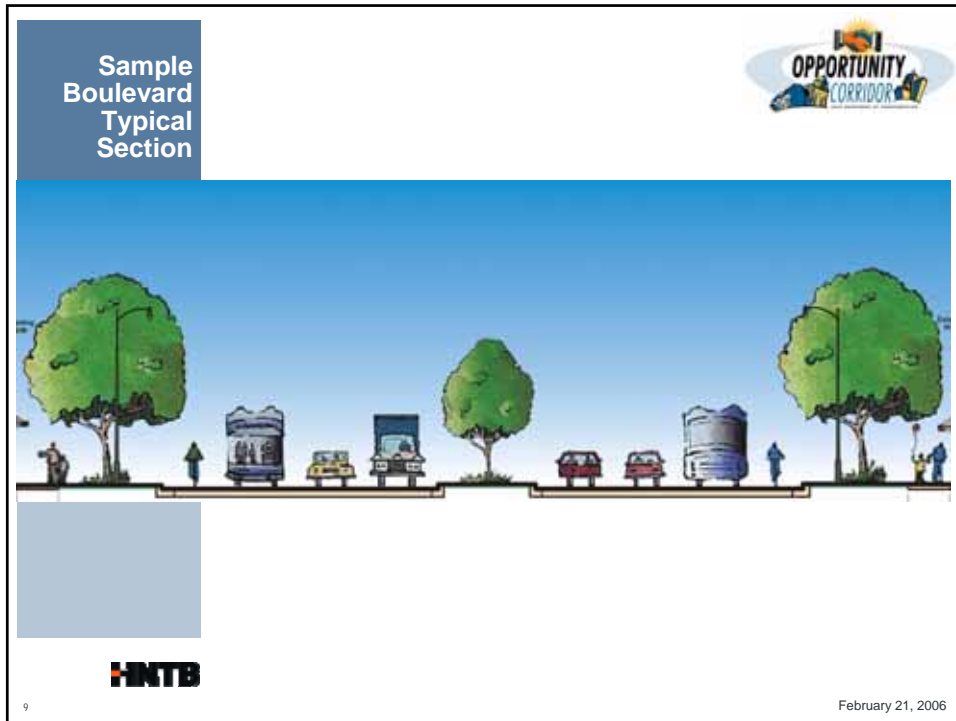
- Review of Conceptual Alternatives
 - Four concepts originally considered
 - Existing E. 55th/ Woodland
 - North of the tracks
 - South of the tracks
 - Hybrid



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The diagram lists recommended boulevard standards. It features a blue box in the top left corner, a dark blue box with the text "Boulevard Standards", and a light blue box in the bottom left corner. The "OPPORTUNITY CORRIDOR" logo is in the top right corner. The HNTB logo is in the bottom left corner. The number "10" is in the bottom left corner, and "February 21, 2006" is in the bottom right corner.

- Recommended boulevard components
 - 35 mph
 - Local street
 - Sidewalks on both sides when at-grade
 - Bike path on both sides when at-grade
 - Landscaping
 - Lighting



Opportunity Corridor Committee

- Agencies and Institutions represented on project committee
 - Buckeye Area Dev. Corp.
 - Burten, Bell, Carr Dev. Corp
 - Case Western Reserve University
 - City of Cleveland
 - Cleveland Clinic
 - Cleveland Industrial Retention Initiative (CIRI)
 - Cuyahoga County (Commissioners; Engineer)
 - Fairfax Renaissance Dev. Corp.
 - Federal Highway Administration (FHWA)



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Opportunity Corridor Committee

- Agencies and Institutions continued
 - Greater Cleveland RTA
 - Maingate Business Dev. Corp.
 - Mt. Sinai Baptist Church
 - NOACA
 - ODOT
 - Slavic Village Dev. Corp
 - The Cleveland Foundation
 - University Circle Inc.
 - University Hospital



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Public Involvement

- Previously held meetings
 - Numerous local stakeholder and Community Development Corp. meetings since Sept. 2004
 - Committee meetings and workshops
 - 2 committee meetings (May, Nov. 2005)
 - 3 committee workshops (June, Aug., Sept. 2005)
 - On-going contact with the City of Cleveland
 - Traffic, Planning, Economic Development, Parks and Recreation




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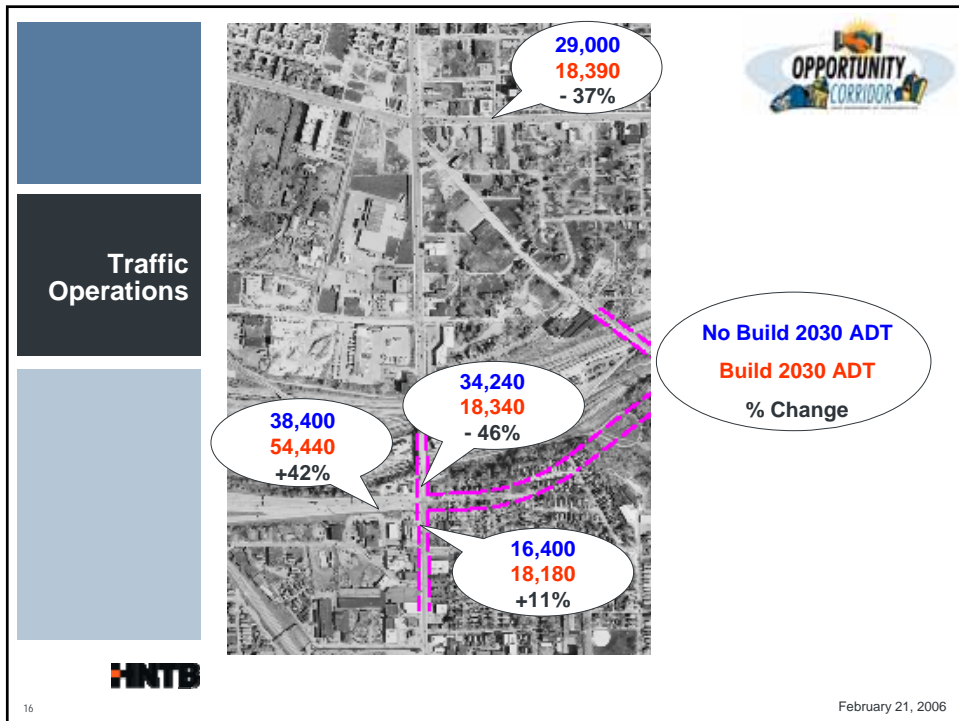
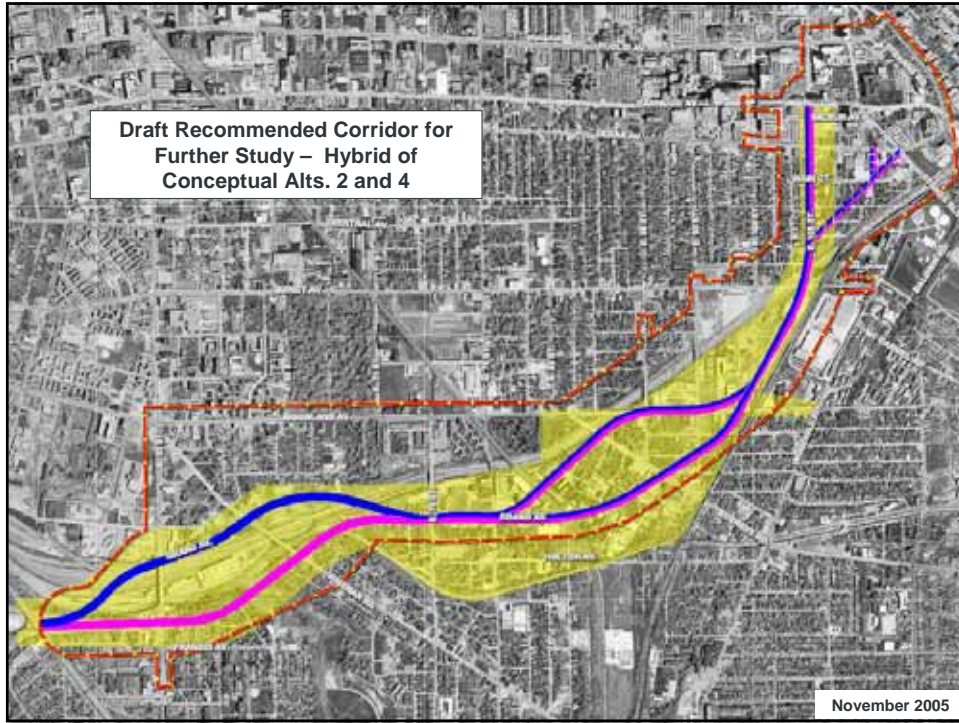


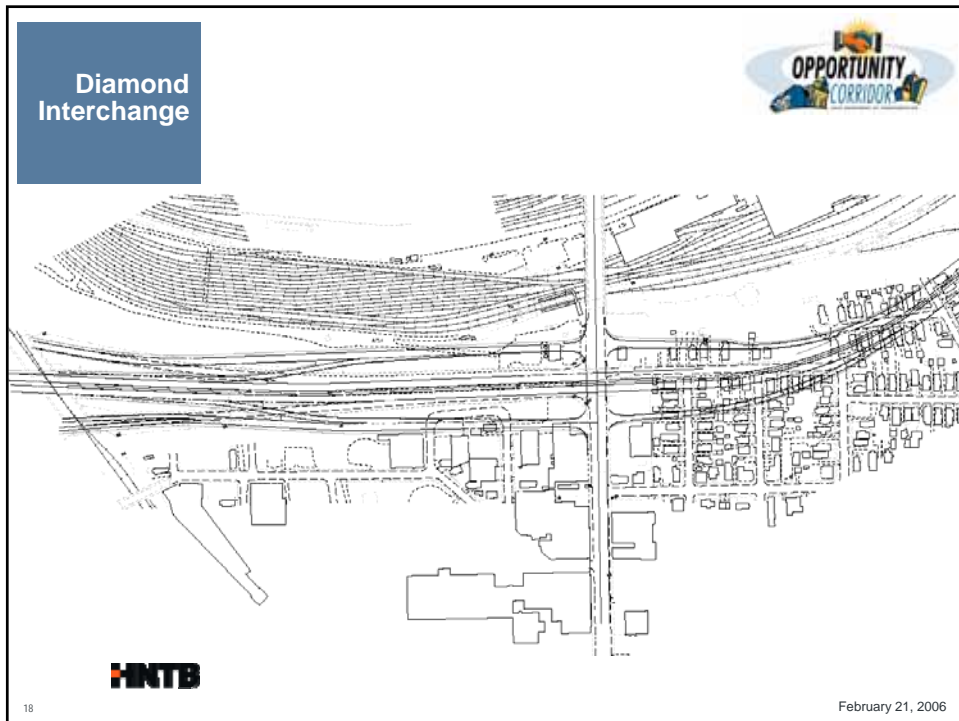
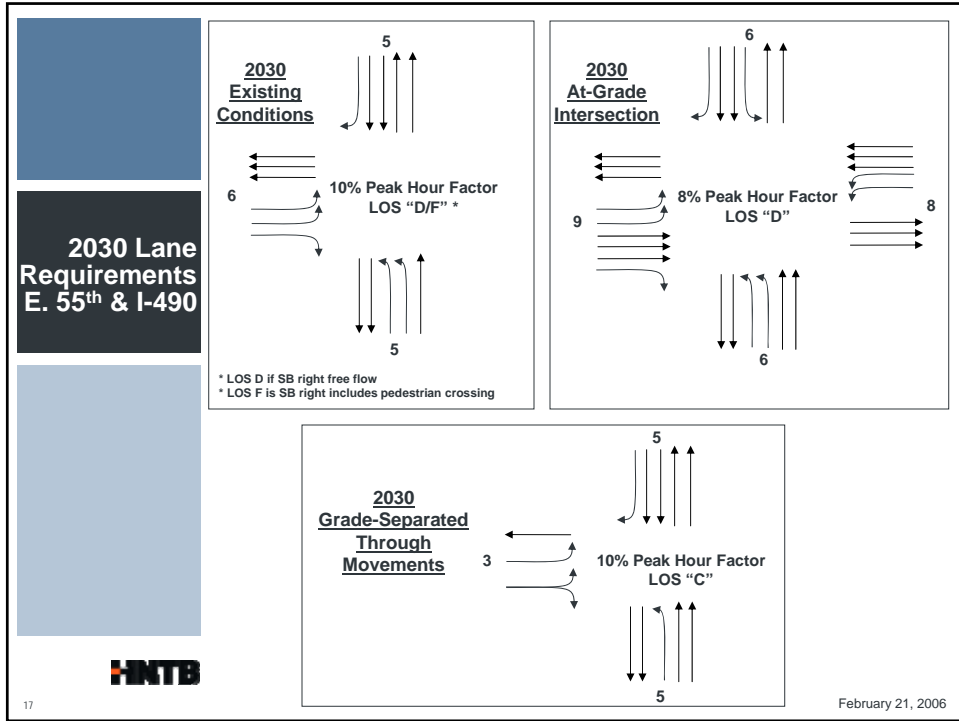
Public Involvement

- Future Public Meetings
 - Anticipate first meeting in Spring 2006
 - Two additional meetings over the next year before decision is made on a recommended preferred alternative

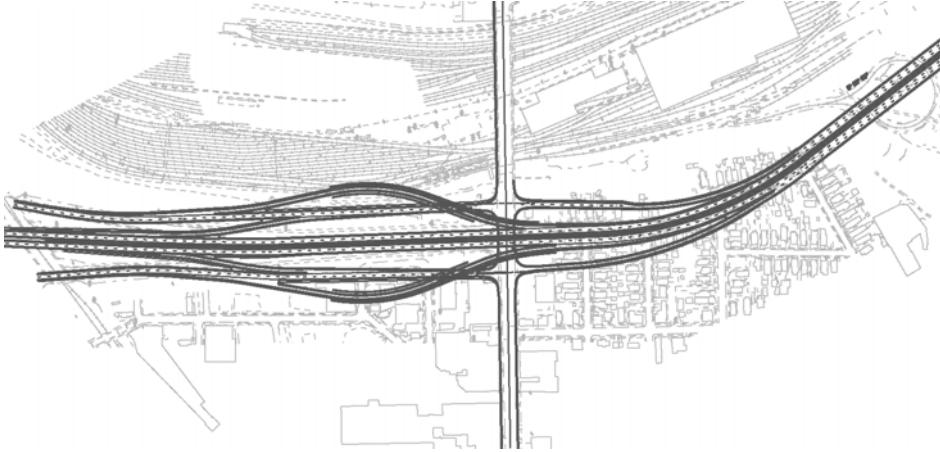


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**Braided
Diamond
Interchange**



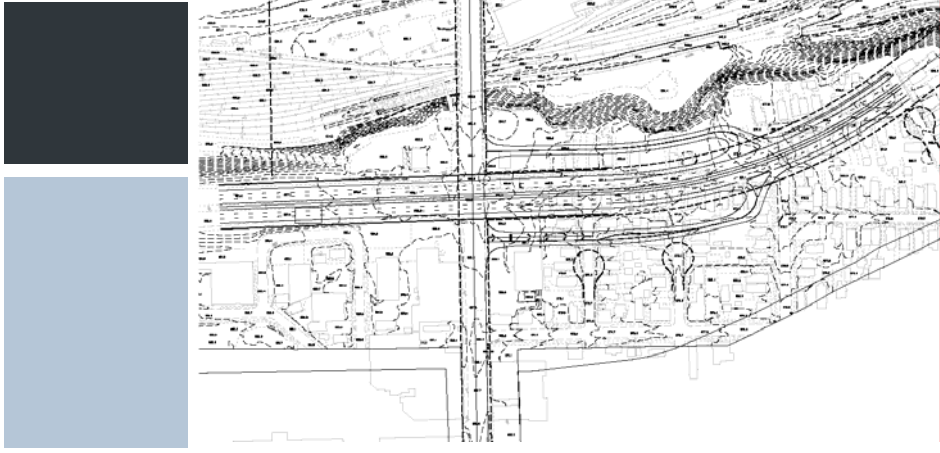
**OPPORTUNITY
CORRIDOR**




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**Parkway
Interchange**




**OPPORTUNITY
CORRIDOR**




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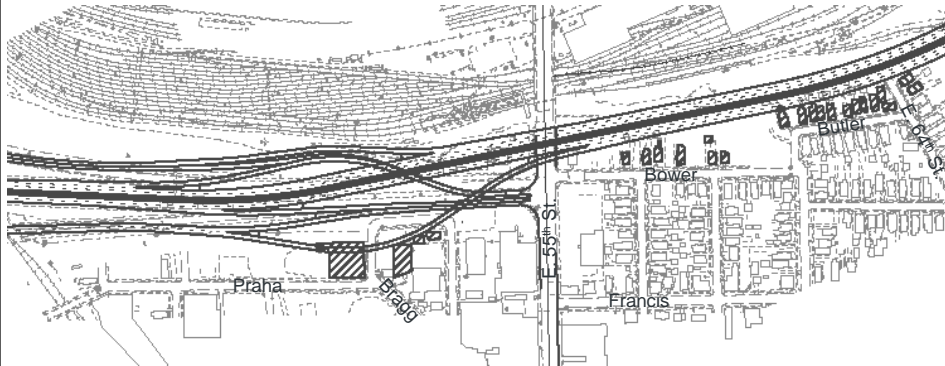
Conceptual Alternatives

- At Grade Intersections
 - Very Large – 8-9 lanes EW, 6 lanes NS
 - LOS D with 8% Peak hour traffic
 - Access concerns to bus station (not on neighborhood side)
 - High Residential (south) or combined business/residential (north) Takes
- Previous Grade Separation Concerns
 - High Residential Takes
 - Some required low speed movements
 - Appearance of freeway in neighborhood
 - Some limited access to RTA




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Revised Grade-Separated Intersection



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New Grade Separation




- Advantages:
 - Significantly reduced residential takes
 - Freeway features only on west side of E. 55th
 - Below grade through much of neighborhood (less noise/visibility)
 - Significantly reduced traffic on E. 55th

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New Grade Separation




- Advantages continued:
 - Improved LOS on E. 55th
 - RTA on neighborhood side
 - RTA layout per St. Hyacinth Master Plan with Retail Options
 - Multipurpose trail (bike/hike) from Kinsman to RTA station
 - Potential green space buffer to neighborhood


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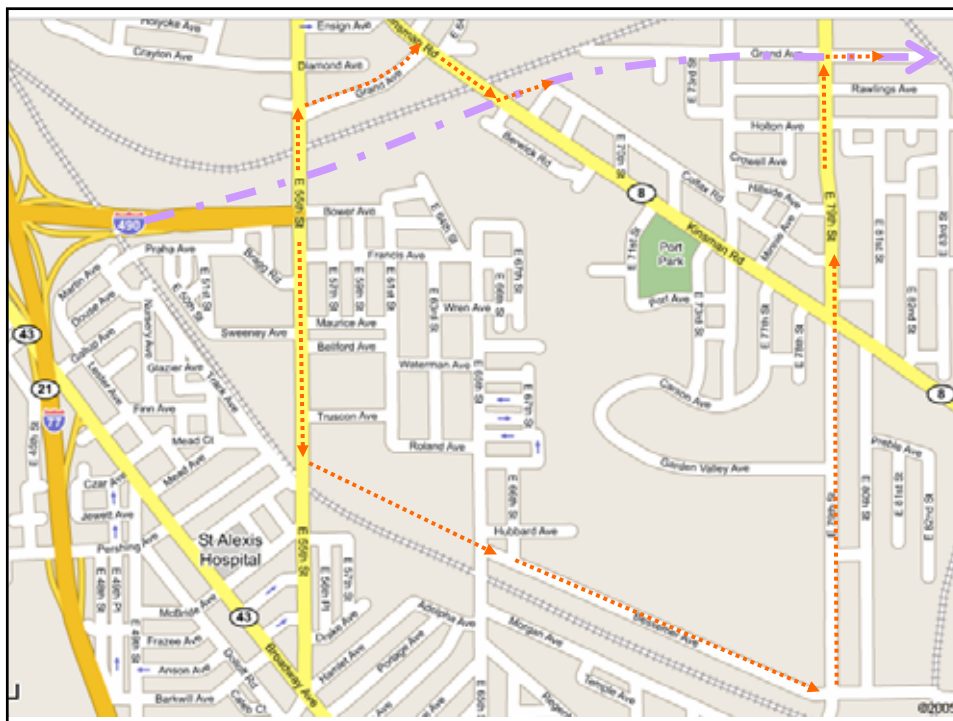
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New Grade Separation



- Disadvantages:
 - Additional roadway structures and retaining walls
 - Impacts to RTA’s substation, parking lot and access drive
 - Possible future relocation of proposed RTA head house and longer pedestrian bridge
 - Indirect access from E. 55th to eastbound boulevard, or from westbound boulevard to E. 55th


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**Travel to
University
Circle**

- Existing Travel Routes
 - Route 1: I-90 west to I-490; I-490 west to E. 55th St., to Woodland, to E. 93rd St., to Quincy to E. 105th St. to University Circle
 - Route 2: I-77 north to Woodland, to E. 93rd St., to Quincy to E. 105th St. to University Circle
 - Route 3: I-77 north to I-90, to Innerbelt, to Chester to E. 105th St. to University Circle
 - Route 4: I-77 north to I-90, to Innerbelt, to Carnegie to E. 105th St. to University Circle



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**Travel
Patterns**

Existing:


Route	Interstate	Urban Arterials	Right Turns	Left Turns	Signalized Intersections
Route 1	0.5 miles	3.3 miles	2	3	20
Route 2	0.8 miles	3.5 miles	2	2	20
Route 3	2.4 miles	3.1 miles	2	0	18
Route 4	2.3 miles	2.9 miles	1	0	16

Proposed:

Route	Interstate	Urban Arterials	Right Turns	Left Turns	Signalized Intersections
Alt. 4	0 miles	3.3 miles	0	0	8




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Potential Impacts

- St. Hyacinth impacts with grade-separated intersection
 - Estimating 20 residential structures will be impacted by the roadway
 - Housing impacts limited to north side of Bower, Butler, and E. 64th St.
 - Estimating 2 commercial buildings on Praha and Bragg will be impacted by the roadway




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Relocation Process


- Federal process for acquisition and relocation of residents and businesses
 - Receive fair market value
 - Replacement housing must meet safe/sanitary/decent housing requirements
 - Covers moving expenses
 - Assist in locating comparable rental properties



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- Continued coordination with RTA
 - RTA continuing with final design
 - Construction expected in 2007
 - Future modification/relocation of the head house and parking areas are possible as part of this project



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Potential Impacts to Proposed E. 55th St. Station

The diagram is a detailed site plan for the proposed E. 55th St. Station. It shows the station's footprint, including platforms and tracks, situated between Bower Avenue and Francis Avenue. A large parking area with individual parking spaces is located to the west of the station. The plan also depicts various utility lines, landscaping elements like trees, and pedestrian paths. A north arrow is present in the bottom left corner of the plan.

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Transit Center Slavic Village Master Plan

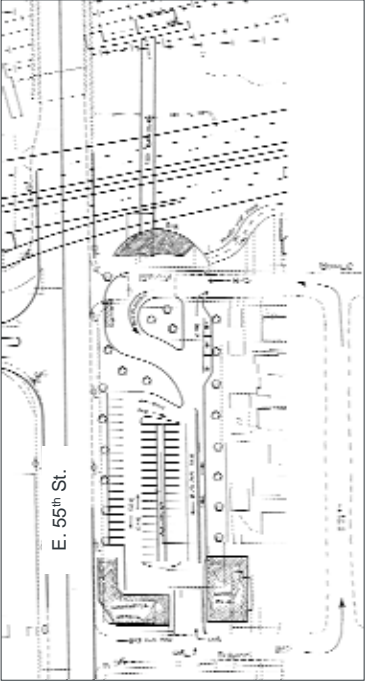
This master plan illustrates the layout of the Transit Center Slavic Village. It shows a central building complex with several parking areas. The plan is bounded by Bower Avenue to the north and Francis Avenue to the south, with East 50th Street and 490 Ext. to the west. A legend on the right side of the plan identifies different types of parking and retail spaces: RTA Retail & RTA Rapid Station, RTA Retail, Public/RTA Parking, New Retail, Decorative Pavers Designating Retail Area, New Public Parking, Existing Retail, and New Public Parking. The plan also shows street names and various site details like landscaping and building footprints.

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Conceptual Station Site Revision

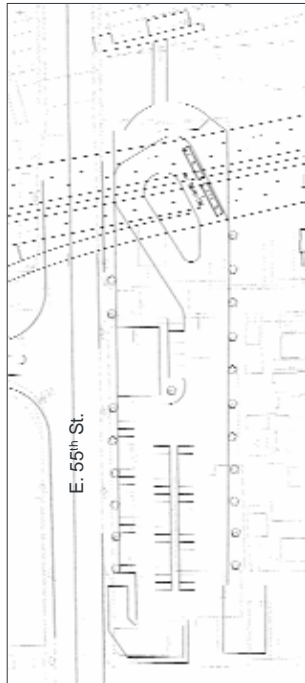


E. 55th St.





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Conceptual Station Site Revision


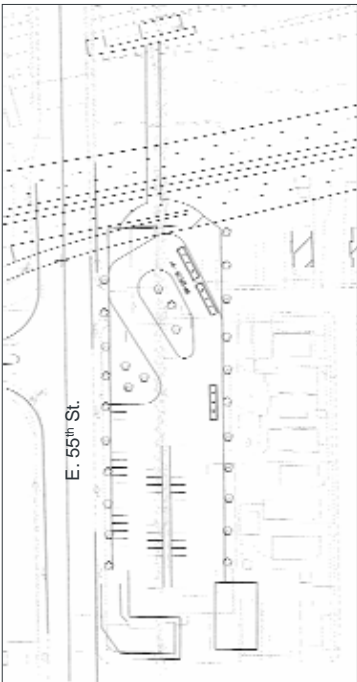


E. 55th St.



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Conceptual Station Site Revision



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Comments?
Questions?

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Project Information

- Visit www.innerbelt.org for more project information; follow the Opportunity Corridor link.
- Project questions and comments can be submitted to:


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Phone: 216-584-2113
Mail: 5500 Transportation Blvd.
Garfield Height, OH 44125



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Thank You !



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