

2023 RAISE EAST SIDE TRAILS

Cleveland Metroparks Board of Park
Commissioners Update - January 18, 2024



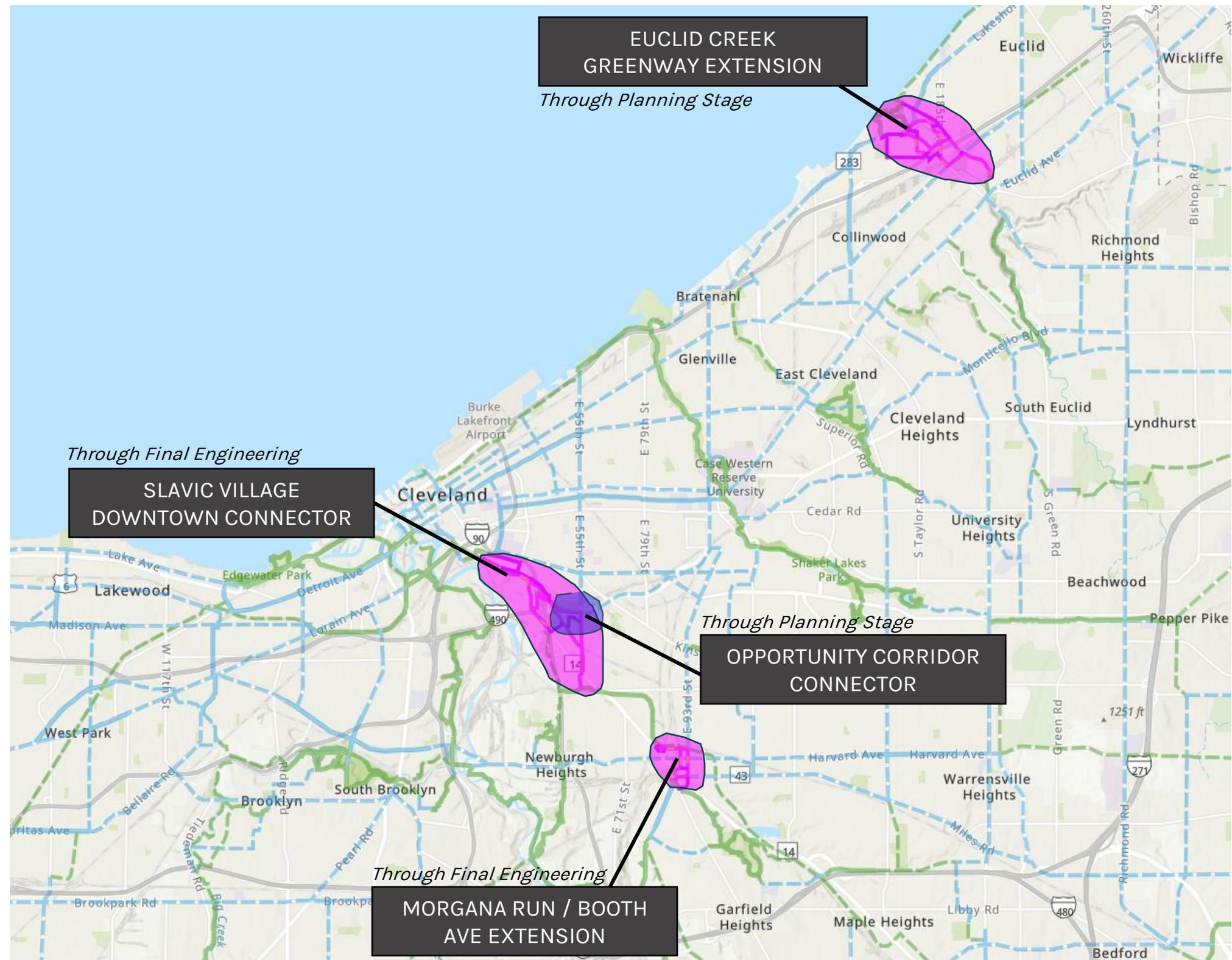
PROJECT AREAS

FOUR PROJECTS IN ONE!



CUYAHOGA
greenways

- Builds on the Cuyahoga Greenways Plan (2019)
- These four projects will address **Critical Gaps** and **Regional Links** in the trail network
- Planning and design work funded by a federal **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** Grant
- Builds on prior trail plans



CONNECTIONS TO THE REGIONAL GREENWAY NETWORK

■ Slavic Village Downtown Connector

Connects to existing trails leading into the downtown area and existing trail along I-77, will connect to existing Morgana Run Trail through future phase.

■ Opportunity Corridor Connector

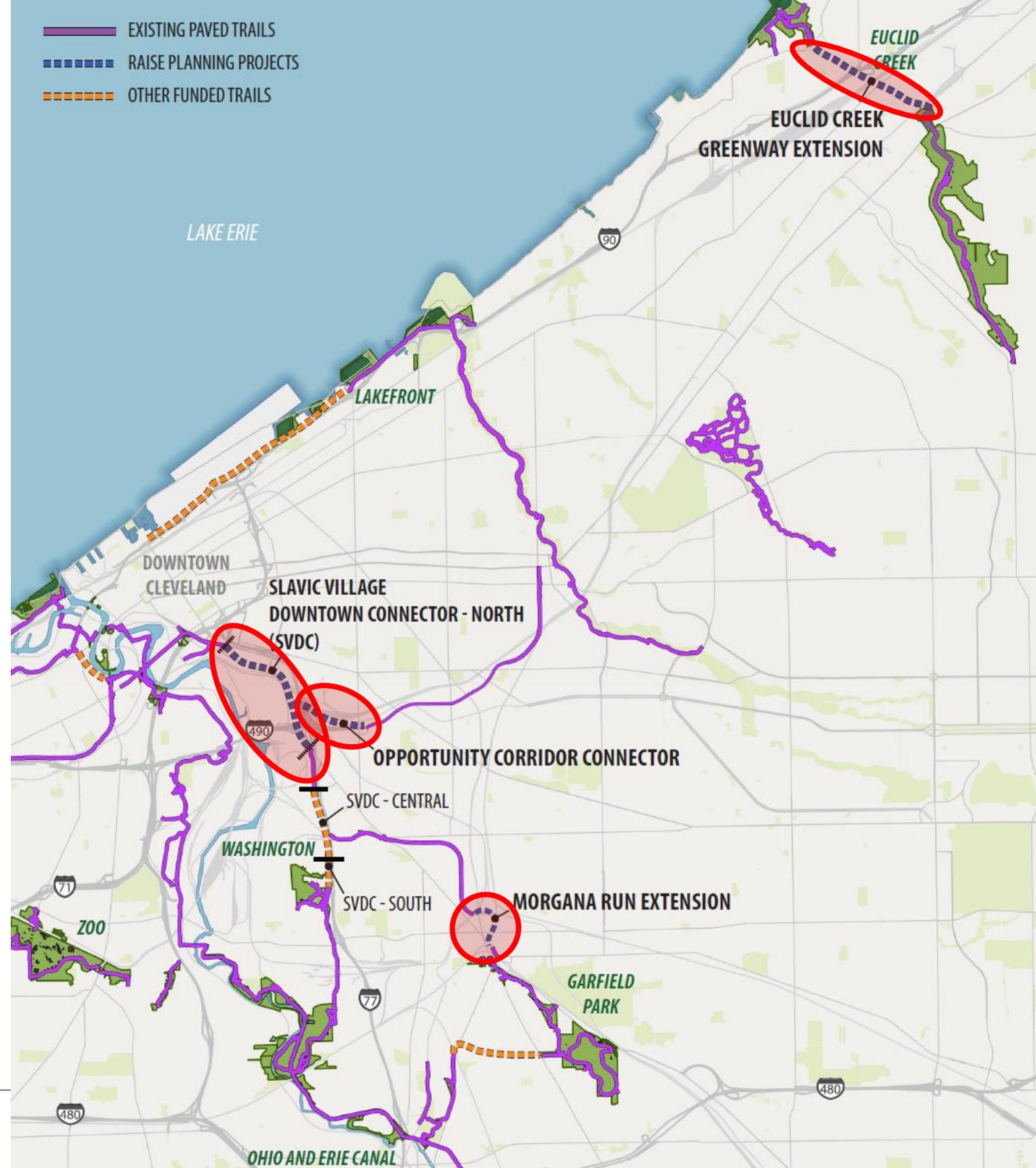
Connects to Slavic Village Downtown Connector and to the existing trail at E. 55th St.

■ Morgana Run Extension

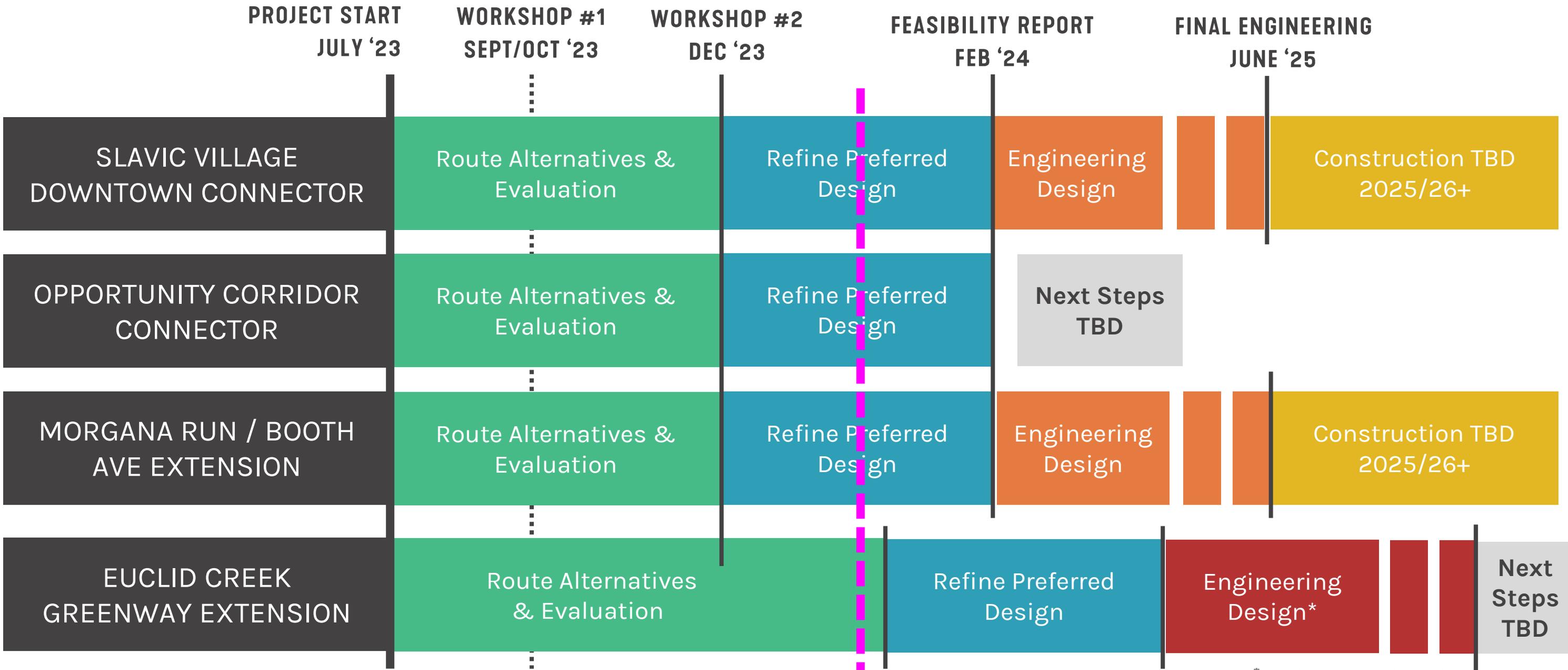
Completes a gap between existing Morgana Run Trail eastern terminus and Garfield Park Reservation – Mill Creek Falls area.

■ Euclid Creek Greenway Extension

Completes connection between existing Euclid Creek Greenway and the lakefront portion of Euclid Creek Reservation.



PROJECT SCOPE + TIMELINE



* ENGINEERING/DESIGN FUNDED OUTSIDE OF RAISE 2023 GRANT

ENGAGEMENT SUMMARY TO DATE

- Stakeholder Interviews/Meetings
- Community/Public Workshops
 - September 19, 2023 + December 6, 2023 (Slavic Village Area)
 - October 4, 2023 + December 7, 2023 (Euclid Creek Greenway Area)
- Community Bike Ride
 - September 28, 2023 (Slavic Village Area)
 - October 10, 2023 (Euclid Creek Greenway Area)
- Online & Paper Surveys/Questionnaires
 - Utilized in the workshops and online (pushed through social media and the project website)
- Communications & Outreach:
 - Flyer distribution, yard signs, NOACA annual meeting, Sights & Sounds of Euclid Beach Park, Ingenuity Fest, Clean Water Fest, CHEERS public open house, Complete & Green Streets newsletter, etc.



SLAVIC VILLAGE DOWNTOWN CONNECTOR

2023 RAISE EAST SIDE TRAILS



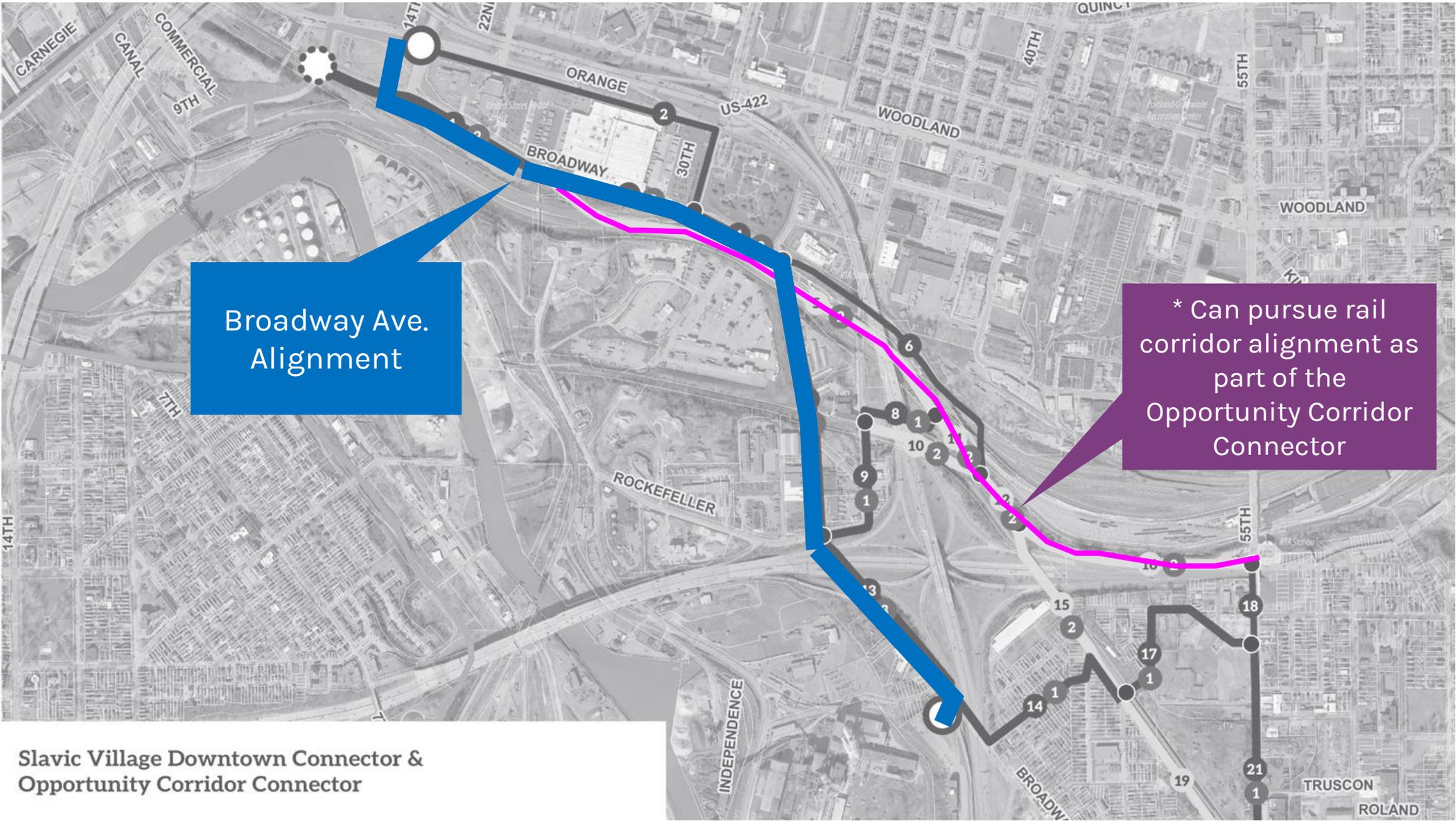
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SLAVIC VILLAGE DOWNTOWN CONNECTOR

PROPOSED ROUTE

Broadway Ave. Alignment is the proposed route*

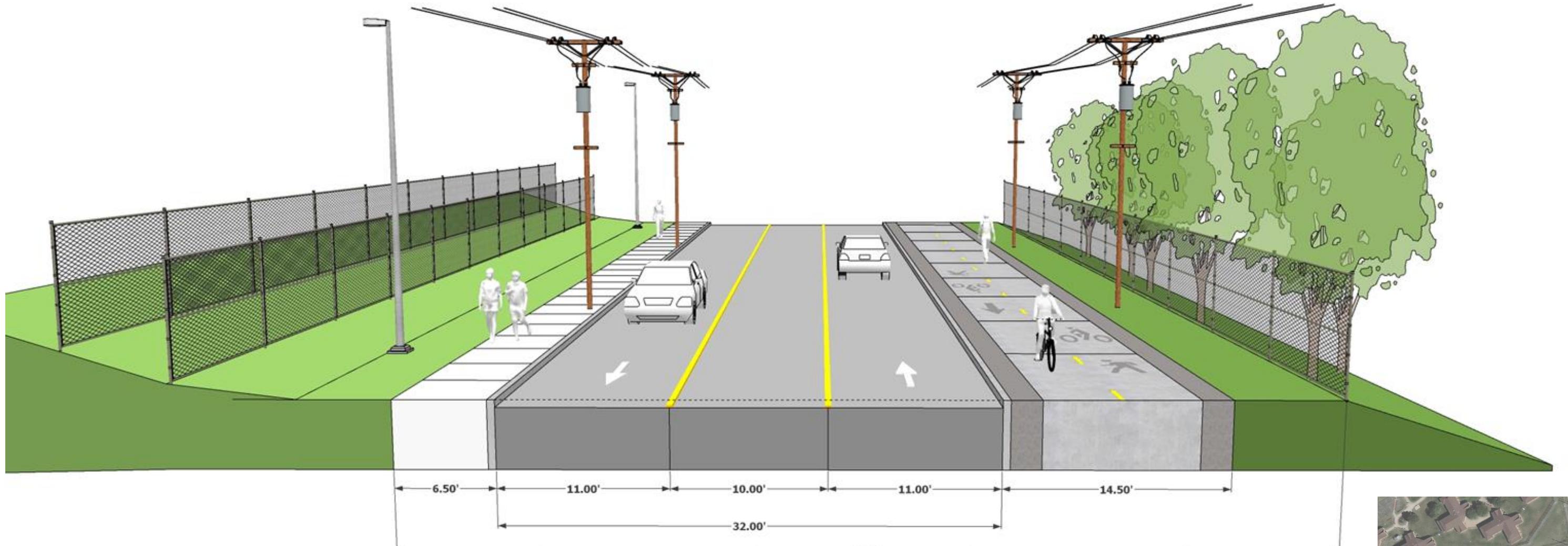
- 1. Flatter route
- 2. Most direct
- 3. Better visibility to/from the trail
- 4. Opportunity to address safety and comfort concerns
- 5. More feasible to implement on a faster timeline
- 6. Less agency coordination / permitting requirements
- 7. Fully within public right-of-way.



Slavic Village Downtown Connector & Opportunity Corridor Connector

[B] BROADWAY AVE. @ E. 30TH ST.

PROPOSED CROSS-SECTION (LOOKING EAST)

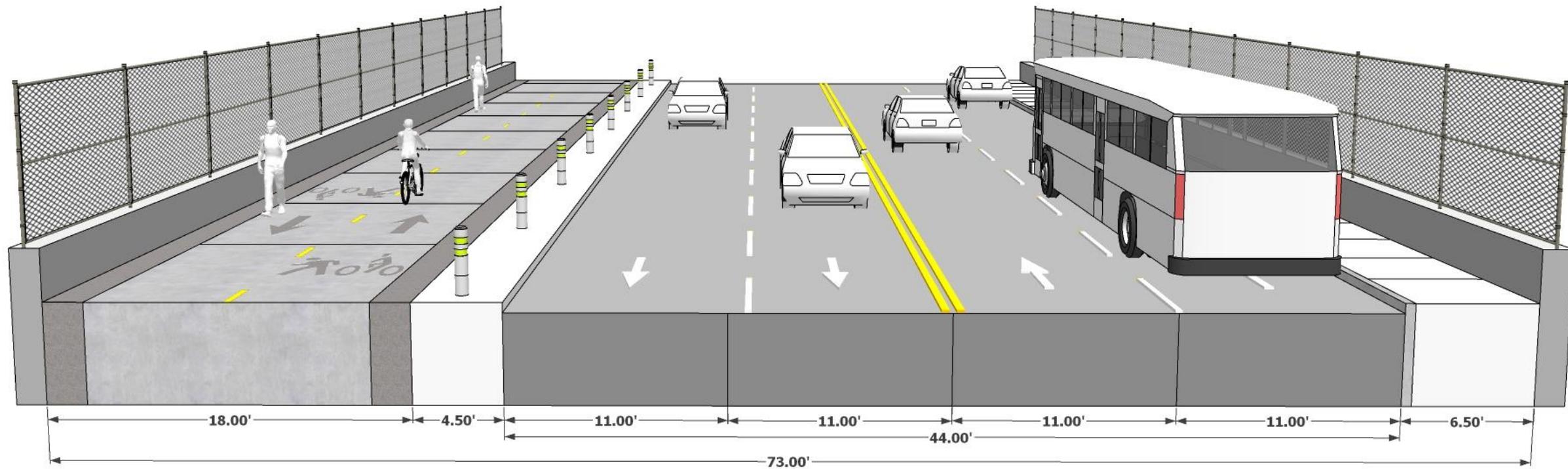


- Multi-purpose trail can be built on the south side of Broadway Ave.
- Conditions constrained and may require structural solutions if roadway is not road dieted.



[E] BROADWAY AVE. @ I-490 BRIDGE

PROPOSED CROSS-SECTION (LOOKING SOUTH)



- Narrow existing travel lanes and/or adjust lane configuration to create space for trail.
- Multi-purpose trail on the east side of the bridge with a curb and delineator posts or other physical separation.



OPPORTUNITY CORRIDOR CONNECTOR

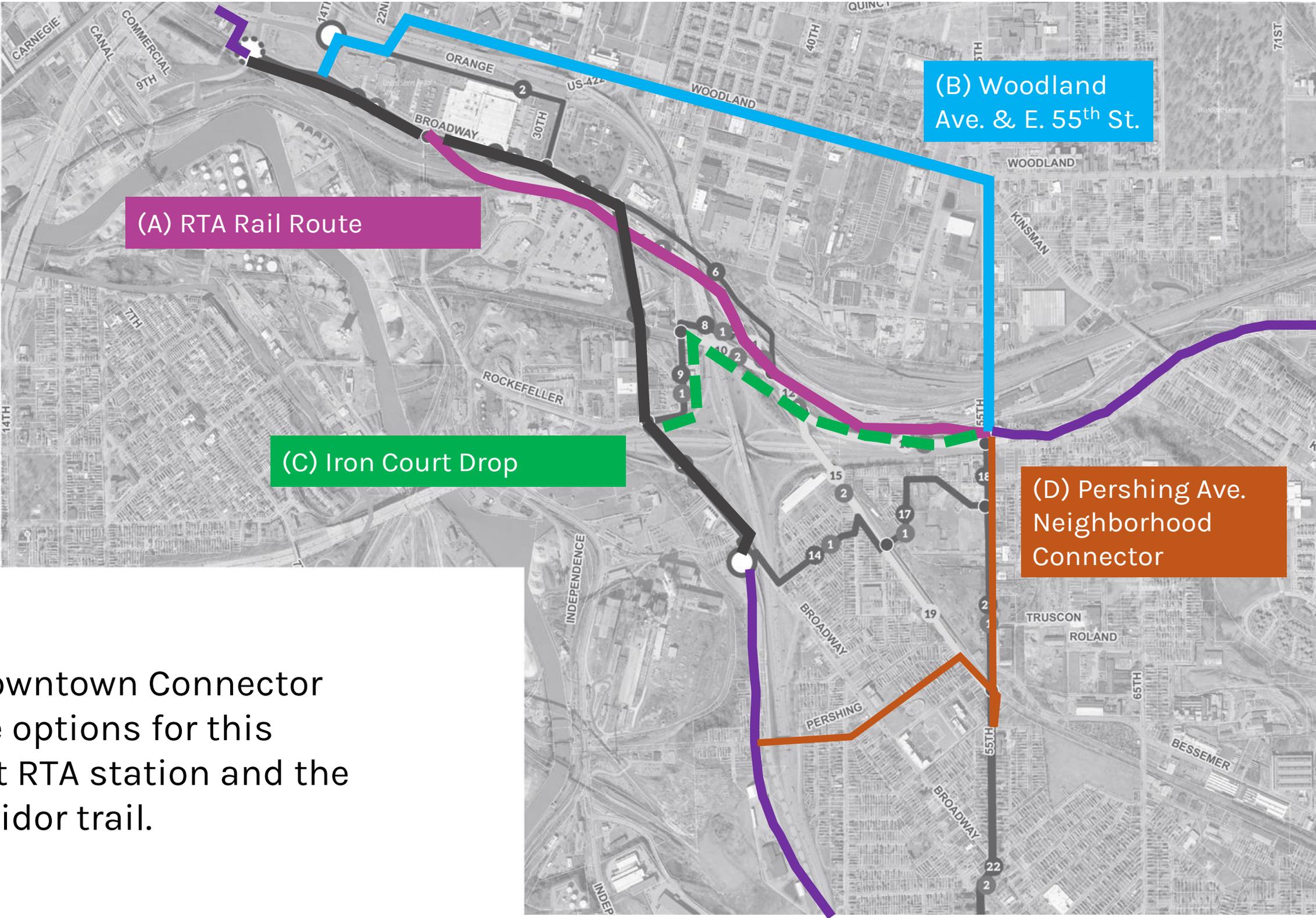
2023 RAISE EAST SIDE TRAILS



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OPPORTUNITY CORRIDOR CONNECTOR

CANDIDATES FOR DISCUSSION



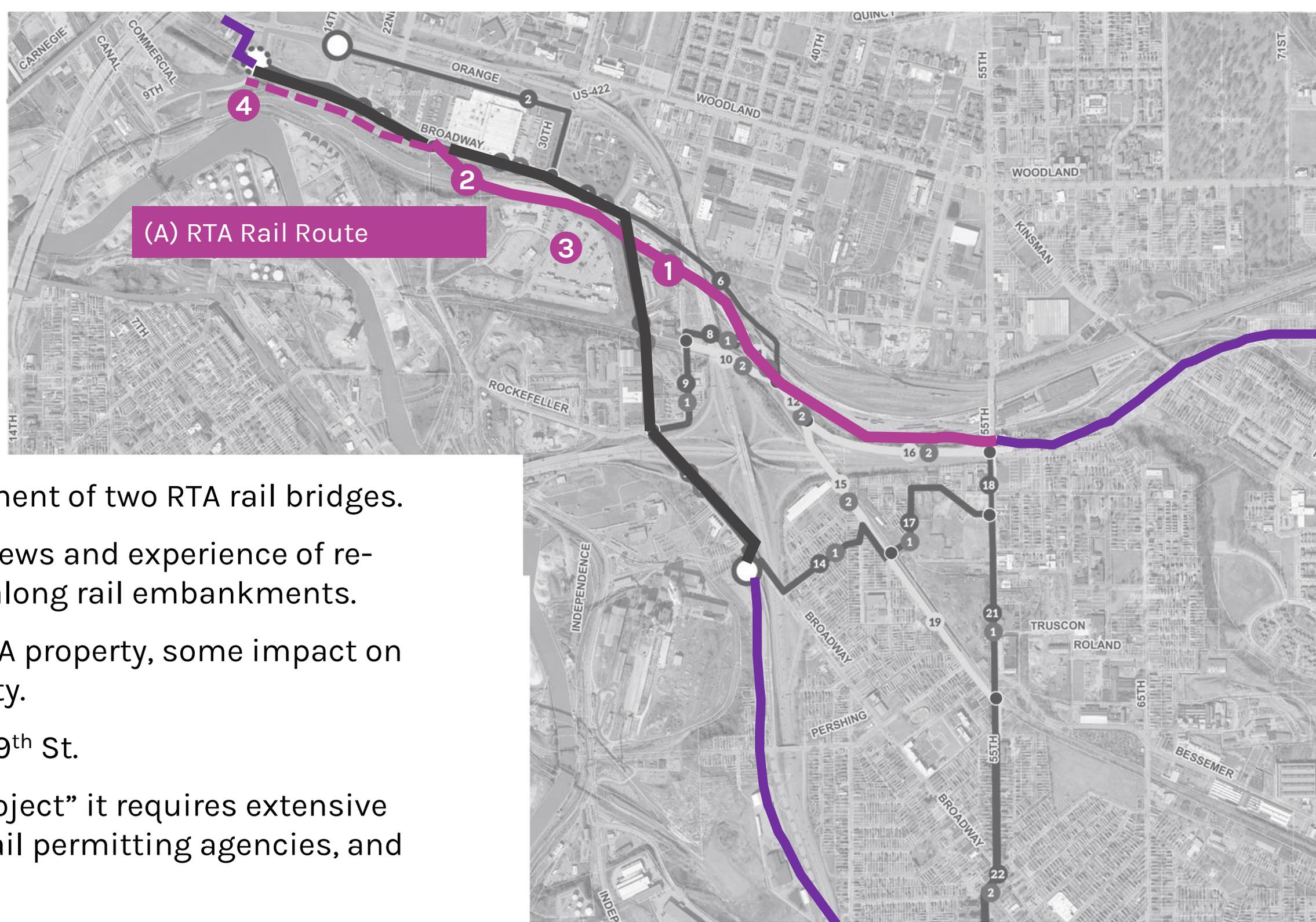
With the Slavic Village Downtown Connector proposal in place, explore options for this connector to the E. 55th St RTA station and the existing Opportunity Corridor trail.

OPPORTUNITY CORRIDOR CONNECTOR

CANDIDATES FOR DISCUSSION

(A) RTA Rail Route

1. Requires rehab/replacement of two RTA rail bridges.
2. Provides some unique views and experience of re-naturalizing landscape along rail embankments.
3. Mostly all within with RTA property, some impact on Norfolk Southern property.
4. Potential to extend to E. 9th St.
5. As a “rails WITH trails project” it requires extensive coordination with RTA, rail permitting agencies, and private railroad.



OPPORTUNITY CORRIDOR CONNECTOR

PHOTOS FROM THE RTA RAIL CORRIDOR



Railroad embankment has opportunities for interesting views and landscape restoration



Bridge work needed to accommodate a new trail

MORGANA RUN / BOOTH AVE EXTENSION

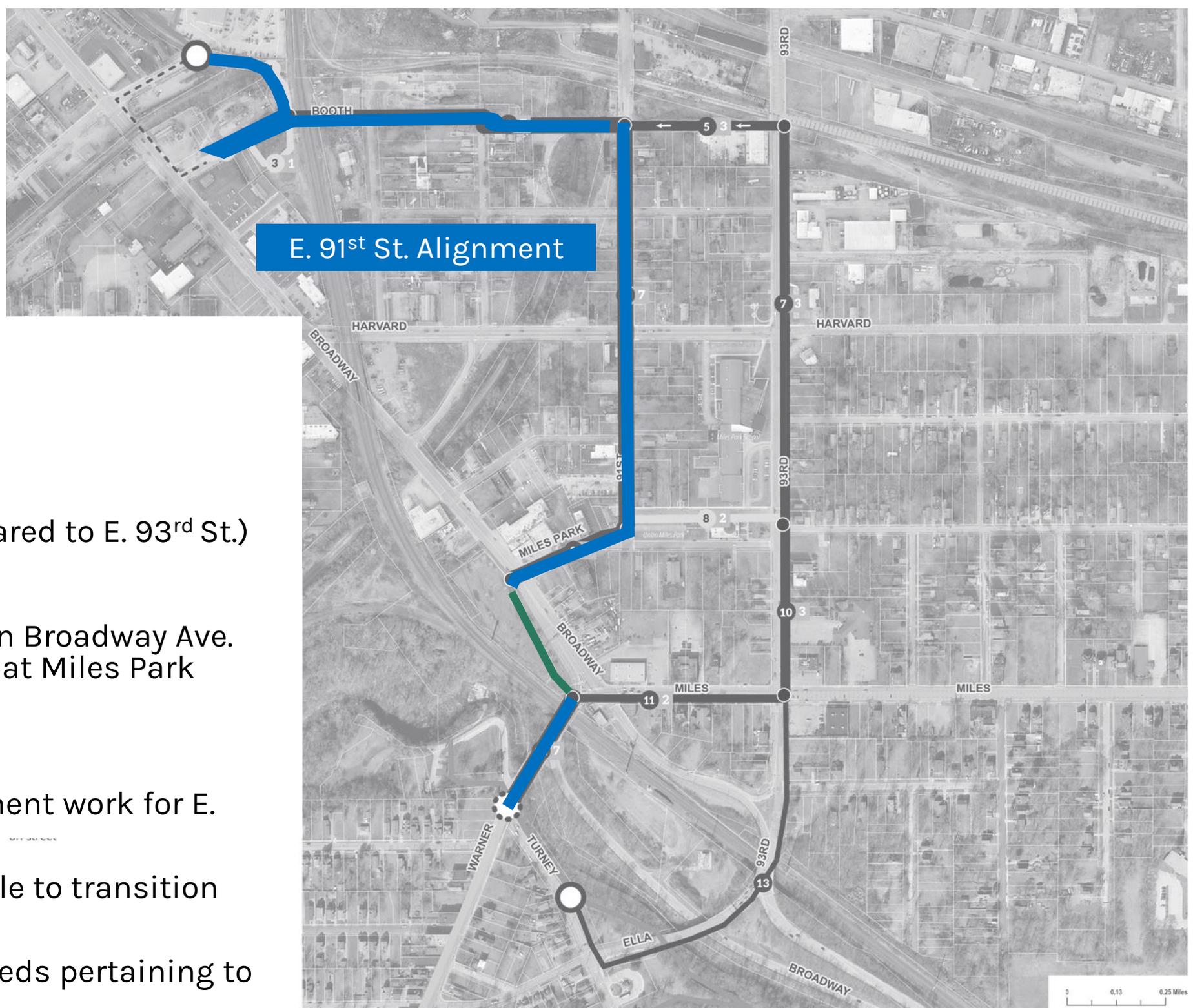
2023 RAISE EAST SIDE TRAILS



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MORGANA RUN / BOOTH AVE EXTENSION

PROPOSED ROUTE

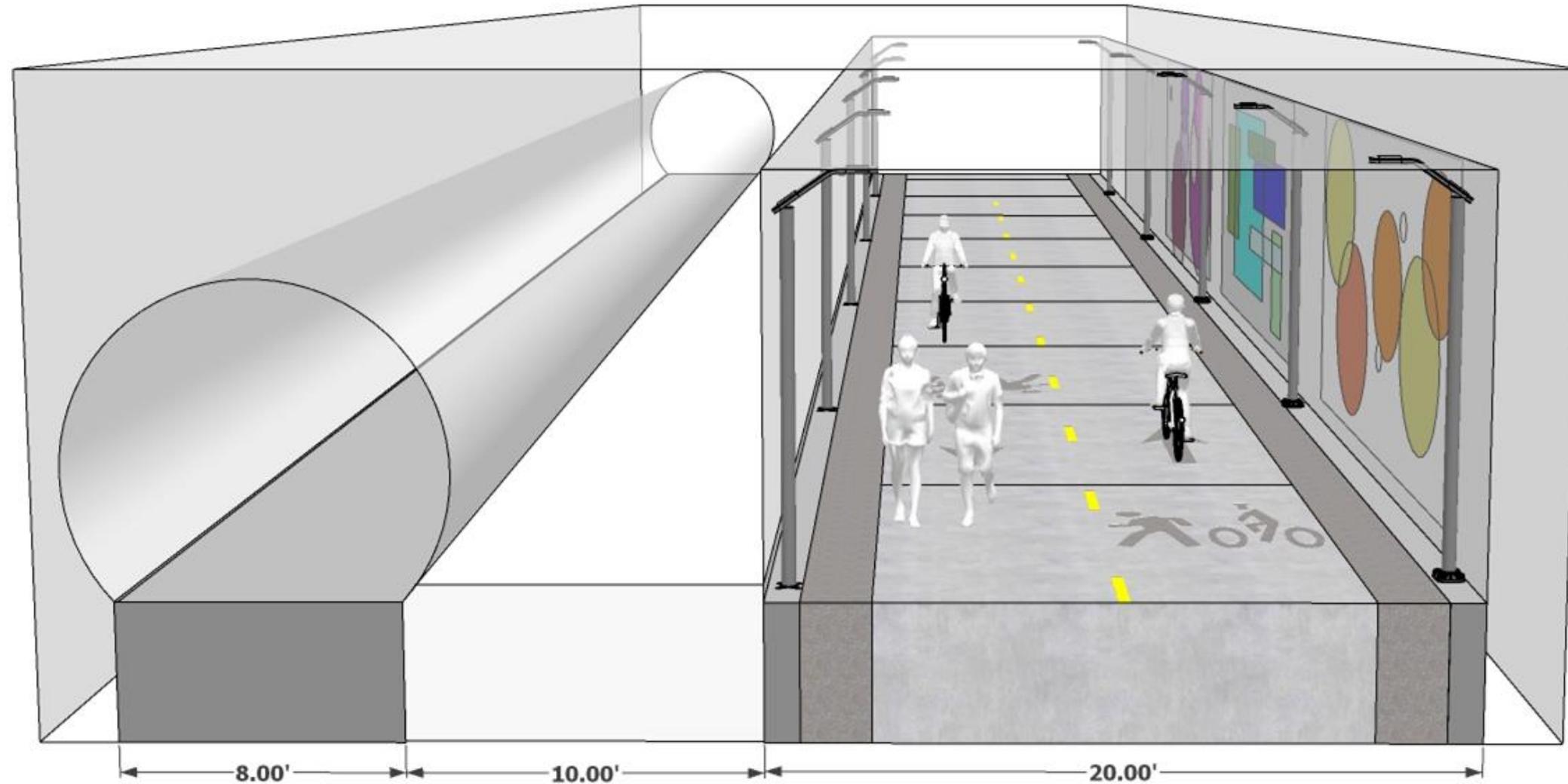


E. 91st St. Alignment is the proposed route

1. Preferred route by survey respondents
2. On a calmer, less stressful street (compared to E. 93rd St.)
3. Connects to Union Miles park area
4. Utilizes existing short trail connection on Broadway Ave. and improves crossing of Broadway Ave. at Miles Park Ave.
5. Shorter, more direct route
6. Not contingent on ODOT bridge replacement work for E. 93rd St. bridges
7. Thrive 105 / 93 Study projects may be able to transition to the trail on E. 91st St.
8. Avoids right-of-way easement access needs pertaining to the E. 93rd St. alignment.

[A] BOOTH AVE. AT THE RAILROAD TUNNEL

PROPOSED CROSS-SECTION (LOOKING WEST)

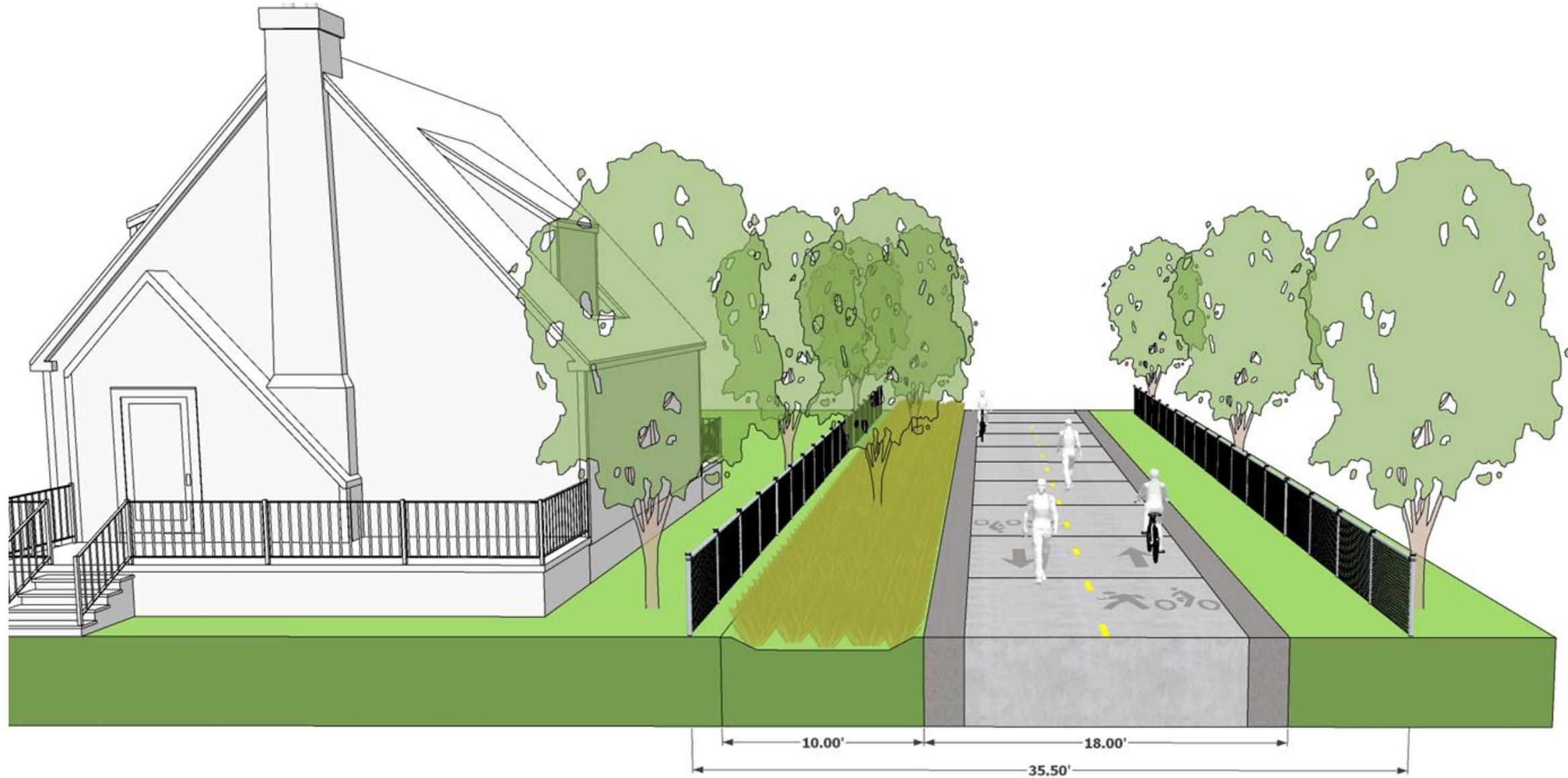


- Shared-use trail will utilize the former vehicle portion of the tunnel
- Opportunity to integrate lighting, artwork, and other enhancements to the tunnel

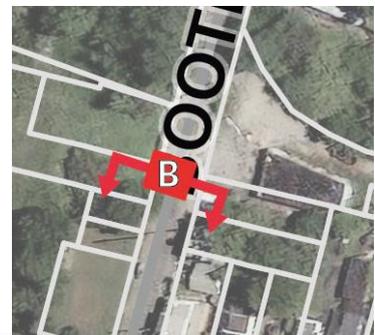


[B] BOOTH AVE. EAST OF THE RAILROAD TUNNEL (ALTERNATE OPTION)

PROPOSED CROSS-SECTION (LOOKING EAST)

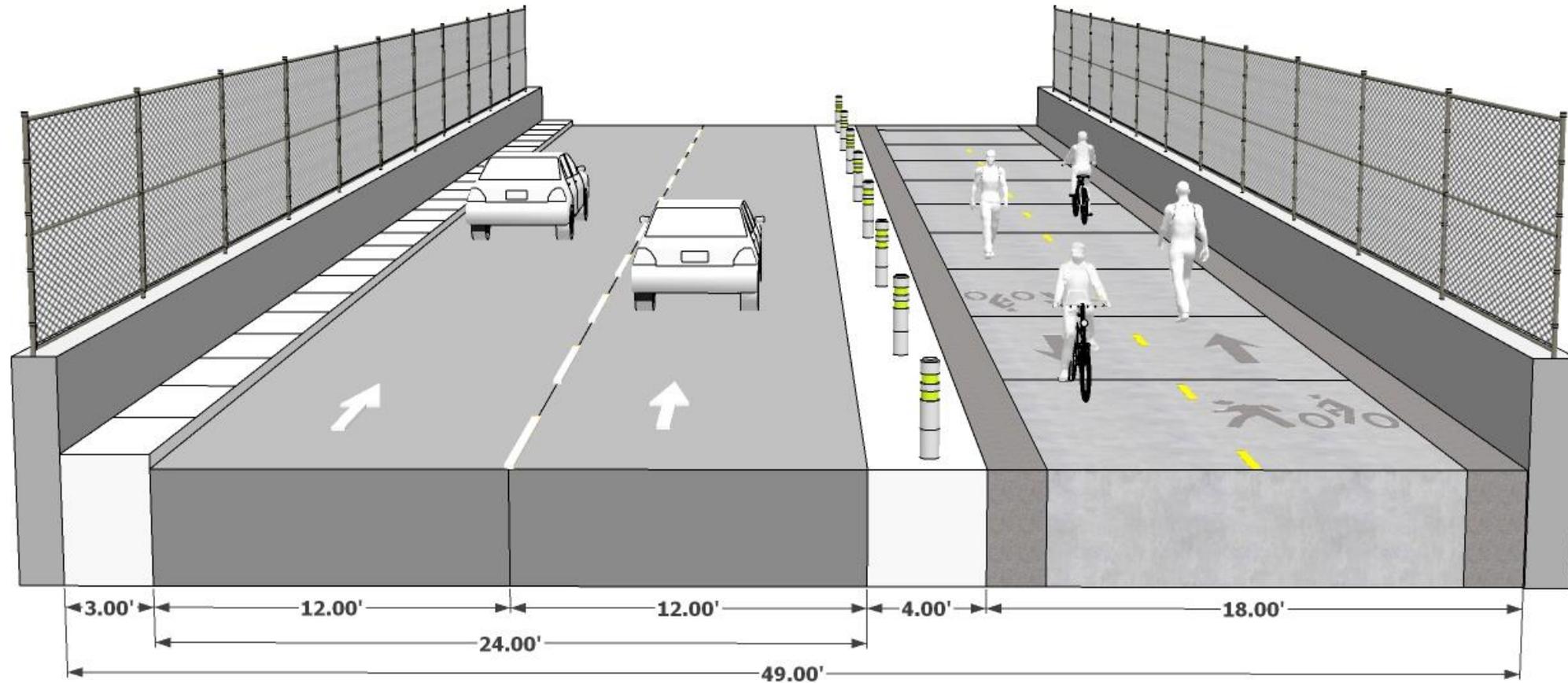


- Booth Ave with vehicle drive removed on select blocks and full width used for shared-use trail and amenities.

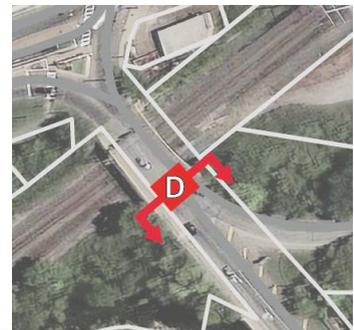


[D] WARNER RD. BRIDGE

PROPOSED CROSS-SECTION (LOOKING SOUTH)



- Remove a travel lane (3rd lane not necessary) and widen sidewalk into a shared-use trail.



EUCLID CREEK GREENWAY EXTENSION

2023 RAISE EAST SIDE TRAILS



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EUCLID CREEK GREENWAY EXTENSION

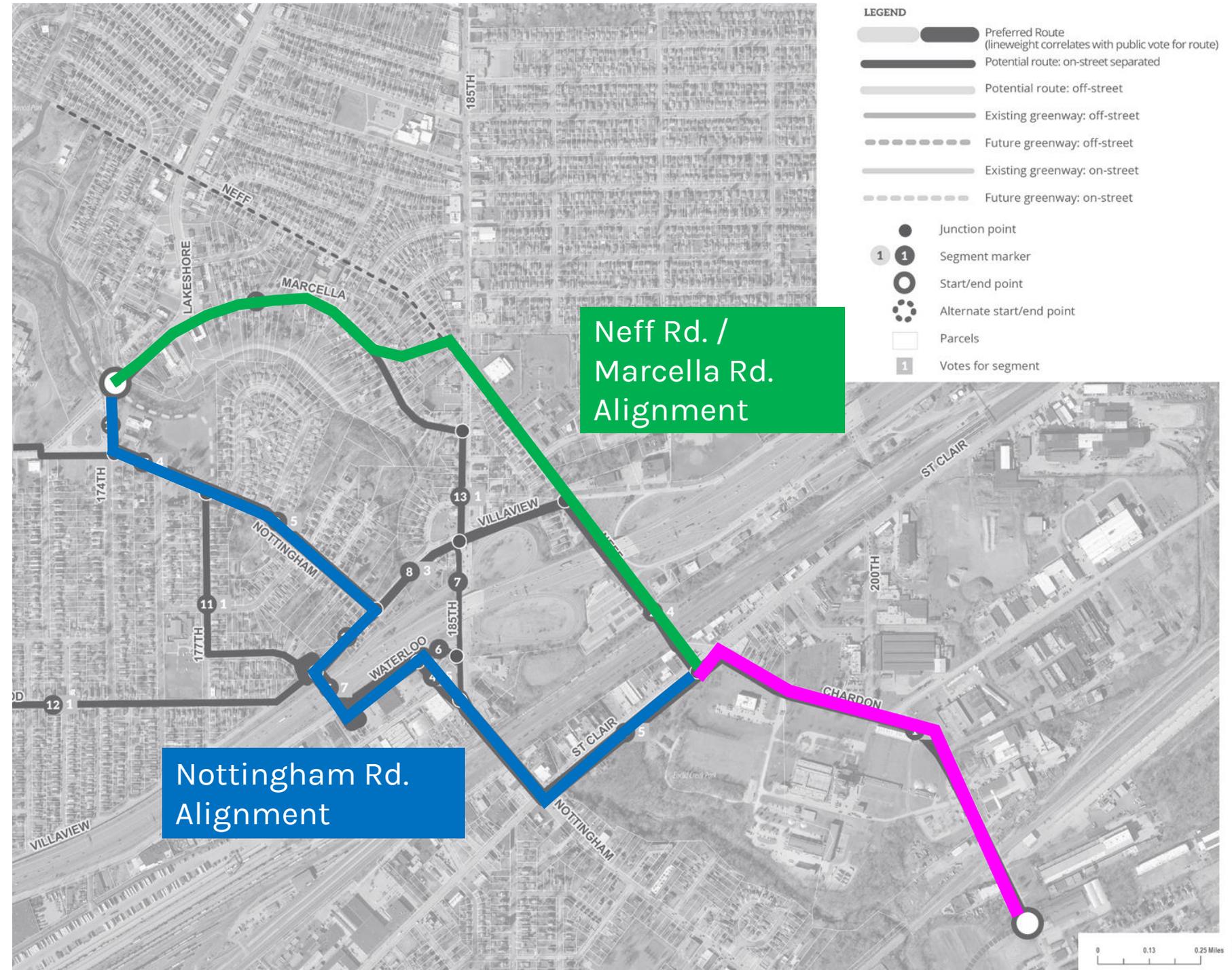
PROPOSED ROUTE OPTIONS

PROS of Neff Rd. / Marcella Rd. Alignment

- More direct overall route
- Avoids historic brick streets, which limits trail options
- Flatter route (avoids ups/downs of the pedestrian bridge and Nottingham Rd. topography)
- Connects to commercial destinations at E. 185th St. & Neff Rd.

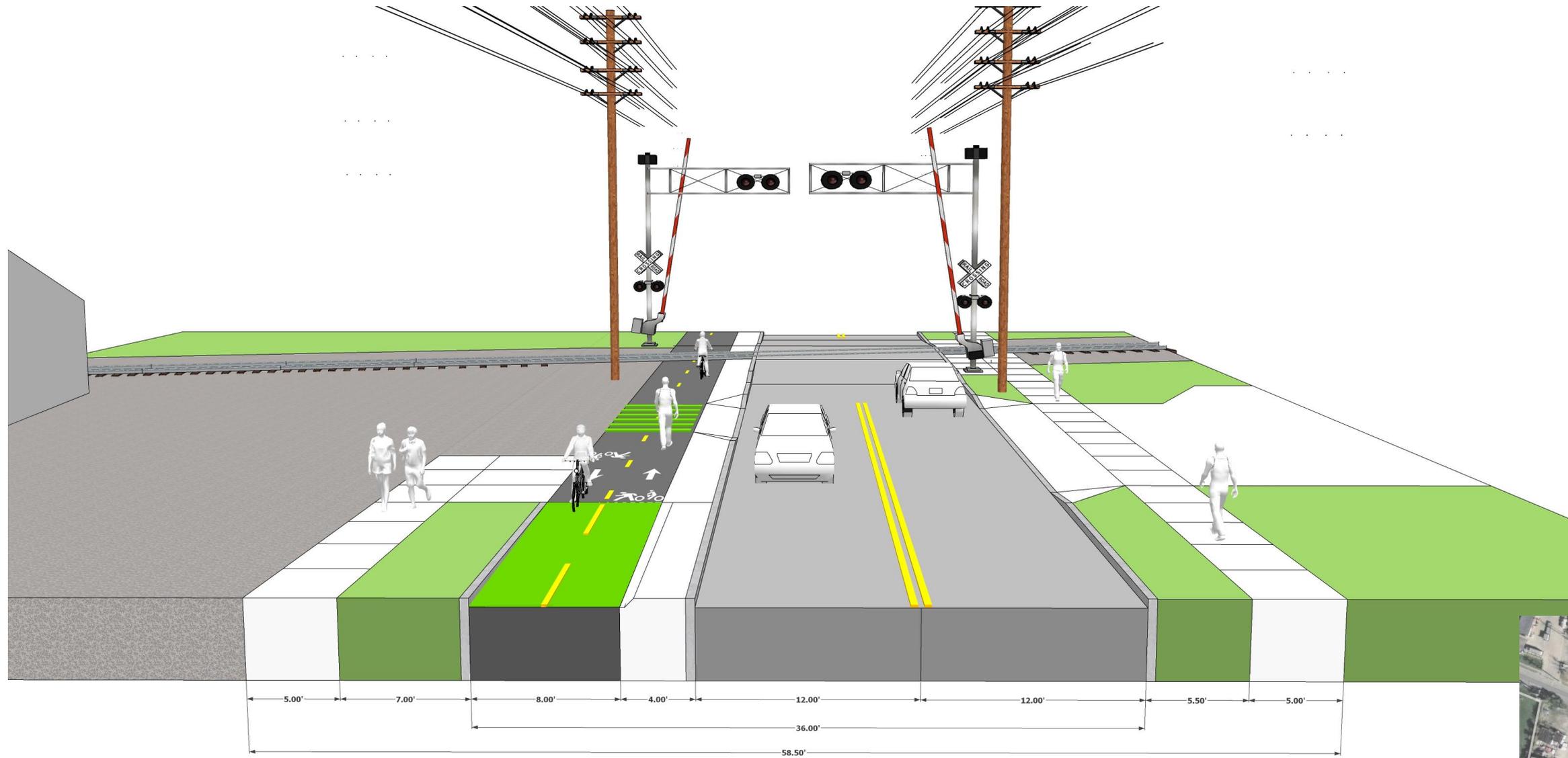
PROS of Nottingham Rd. Alignment

- Generally along quieter streets
- Underpass doesn't require 1-way vehicle traffic like Neff Rd. underpass.
- Nottingham connects to some commercial locations along St. Clair Ave.
- Utilizes newer existing pedestrian bridge over I-90.



[A] EUCLID CREEK GREENWAY EXTENSION

CHARDON RD.: PROPOSED OPTION (LOOKING NORTH)

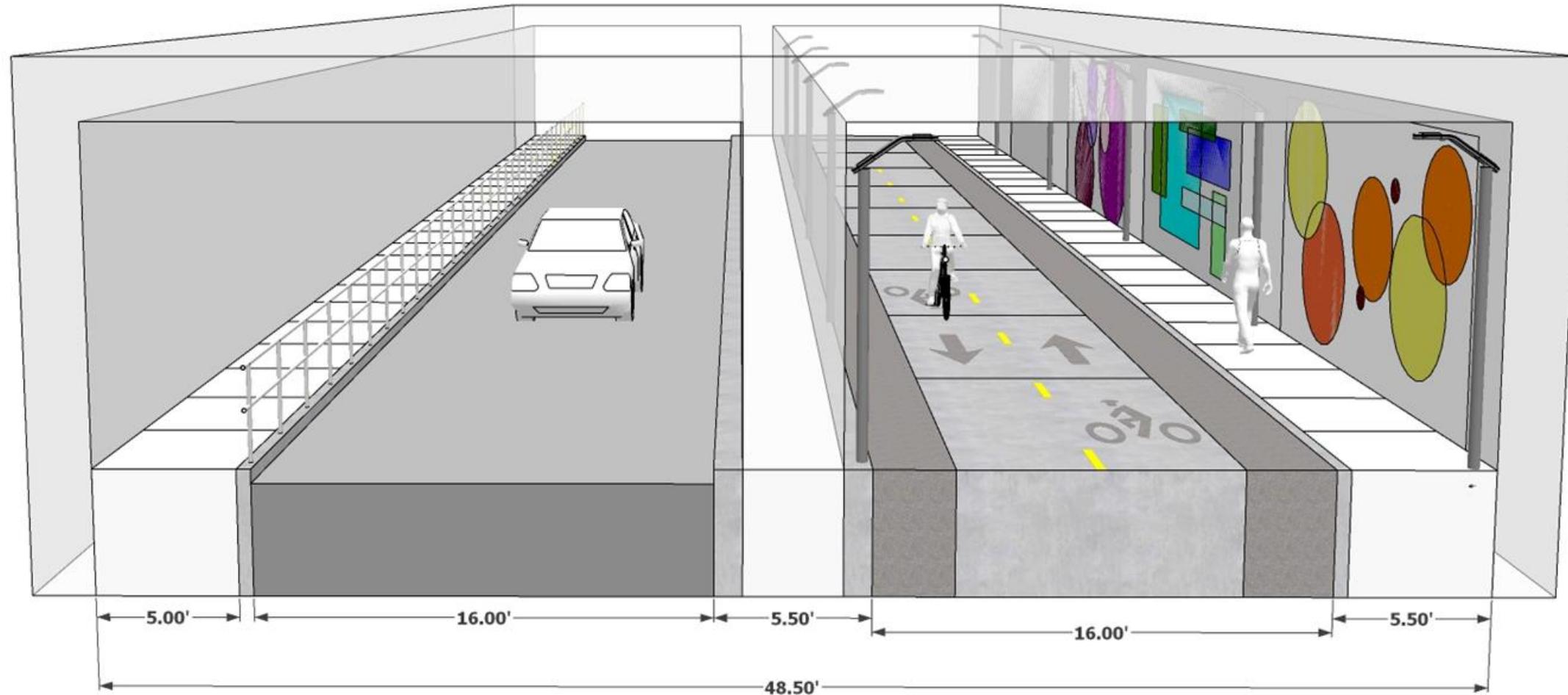


- Bring sidewalk and trail together into a combined crossing over the railroad and transition into a side path (shared-use trail)

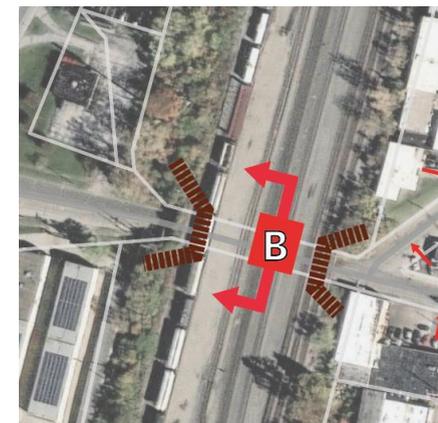


[B] EUCLID CREEK GREENWAY EXTENSION (OPTION A)

NEFF RD. RAILROAD UNDERPASS: PROPOSED (LOOKING NORTH)



- One side of the Neff Rd. rail underpass devoted entirely to the trail.
- Can incorporate artwork, murals, and enhanced lighting.
- Vehicle side of the tunnel would only allow for 1-way traffic, direction to be determined by traffic study (within current scope).



[E] EUCLID CREEK GREENWAY EXTENSION (OPTION A)

MARCELLA RD.: PROPOSED (LOOKING NORTH)



- Convert sidewalk into a side path (shared-use) trail, separate from the roadway.



[F] EUCLID CREEK GREENWAY EXTENSION (OPTION B)

NOTTINGHAM RD. RAILROAD UNDERPASS : PROPOSED (LOOKING NORTH)



- West/south side of the underpass widened for trail use.
- Can incorporate artwork and enhanced lighting.
- Current oversized travel lanes reduced in width to standard widths.



[G] EUCLID CREEK GREENWAY EXTENSION (OPTION B)

NOTTINGHAM RD.: PROPOSED (LOOKING NORTH)



- Separated side path on the north/east side of Nottingham Rd.
- Requires private property easements and access into front yard space to avoid impacts to brick street.



QUESTIONS?

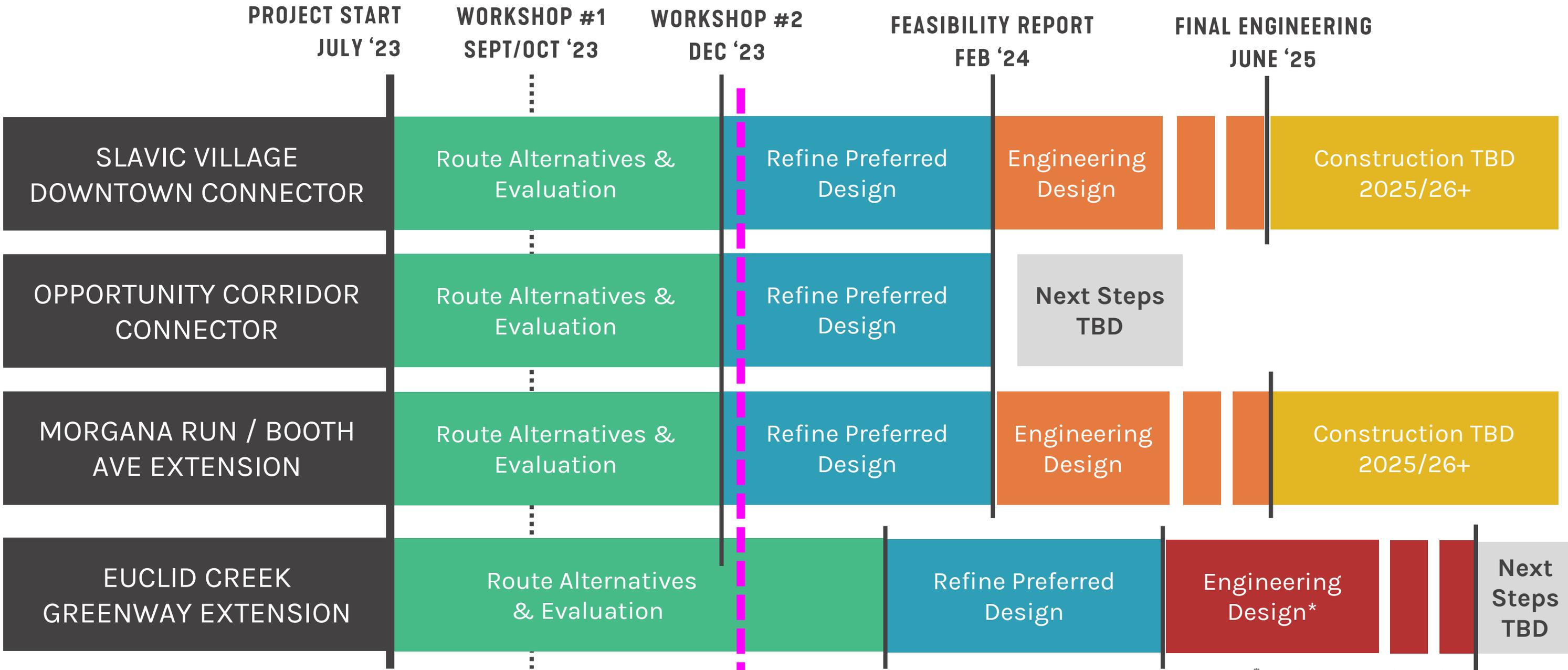
PROJECT INFORMATION:
2023RAISE.CUYAHOGAGREENWAYS.ORG



SMITHGROUP

**FOR REFERENCE ONLY IF NEEDED BEYOND
PRIOR SLIDE**

PROJECT SCOPE + TIMELINE



* ENGINEERING/DESIGN FUNDED OUTSIDE OF RAISE 2023 GRANT

GOALS

ADAPTED FROM CUYAHOGA GREENWAYS' GOALS

Build accessible greenways that are safe and comfortable for all people

Connect to key recreational, economic, and civic destinations

Support community health, resilience, and quality of life through green transportation infrastructure

Drive and attract economic growth

EXPERIENCES: EVALUATION CRITERIA

Connect to key recreational, economic, and civic destinations	Build accessible greenways that are safe and comfortable for all people	Support community health, resilience, and quality of life through green transportation infrastructure	Drive and attract economic growth
Connections to destinations (jobs, schools, recreation, stores, transit stops etc.)	Next to quieter streets with fewer cars	Opportunity for landscaping along the trail	Neighborhood support for trail
Direct route that is easy to follow	Visibility of the trail and to people on the trail with good lighting	Scenic views and vistas	Project Implementation (costs, maintenance needs, partners)
Comfortable and flat trail route	Physical safety and comfortable road crossings	Encourages fitness and recreation	Technical Challenge (engineering constraints, permitting, complexity)

SLAVIC VILLAGE DOWNTOWN CONNECTOR

LEADING OPTIONS

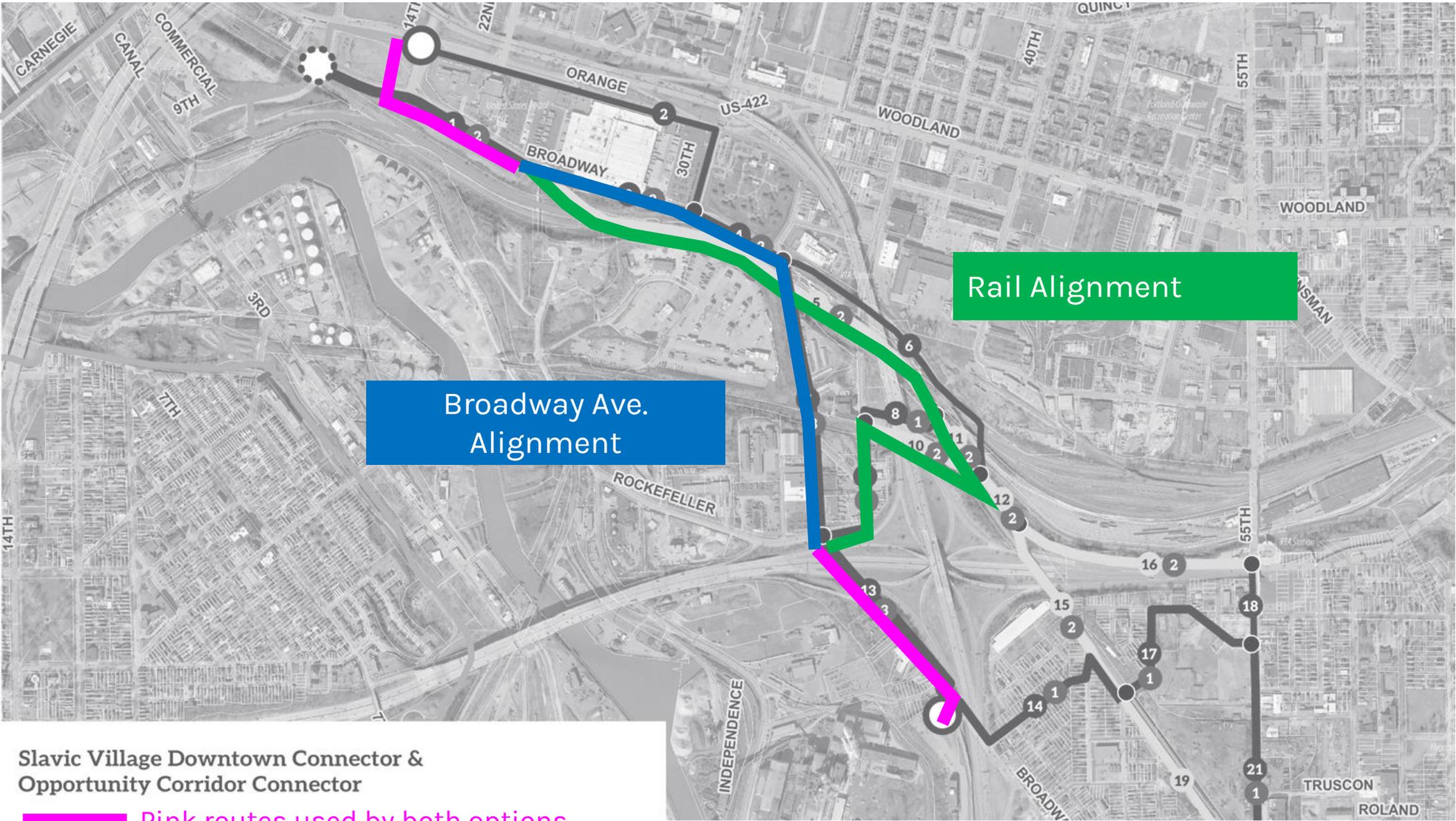
Two leading choices coming out of the Fall public engagement for SVDC.

Broadway Alignment

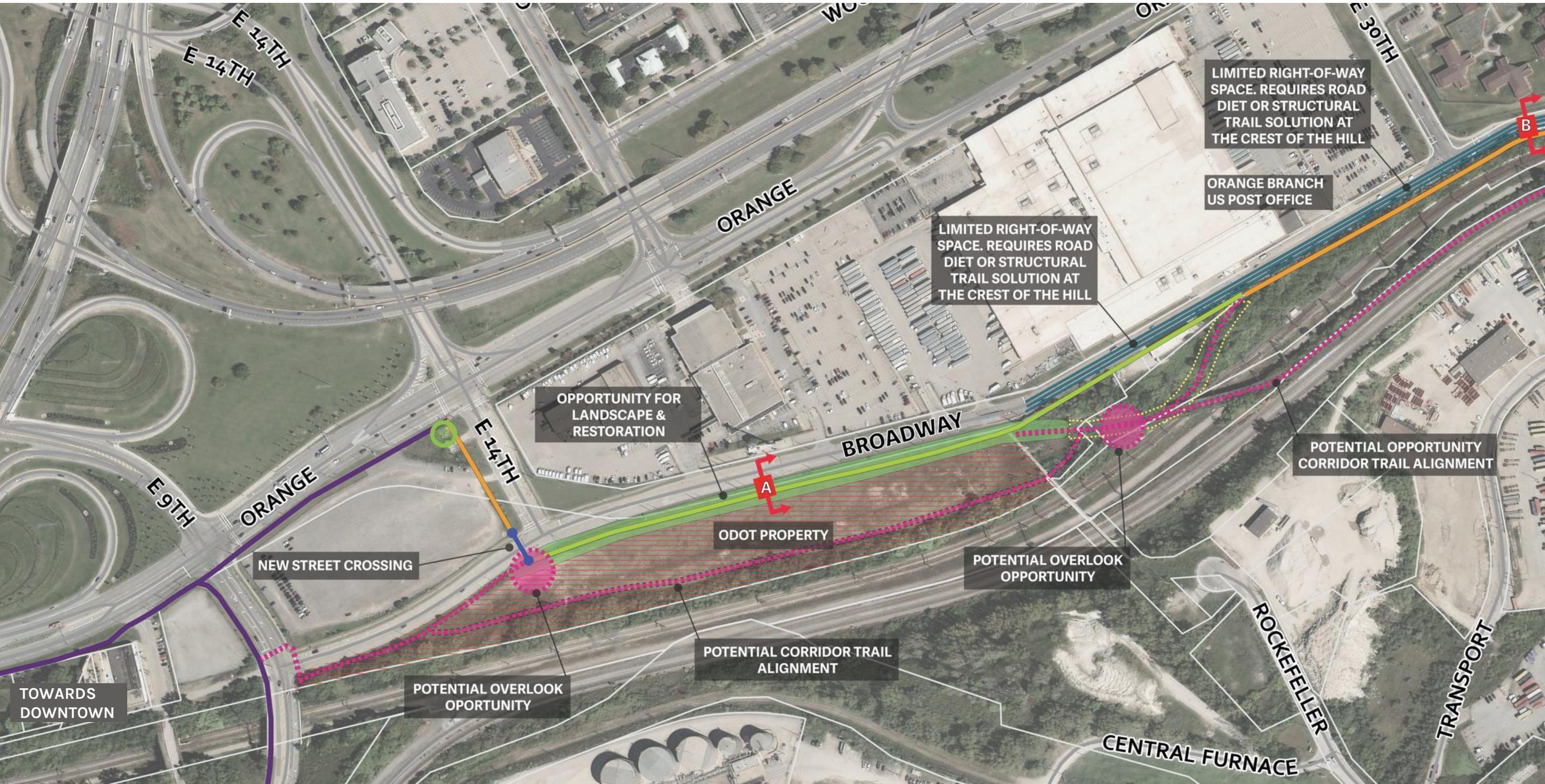
Dedicated trail separate from the roadway but mostly within the Broadway Ave. right-of-way.

Rail Alignment

Uses a combination of Broadway Ave., E. 37th St., and the RTA rail corridor.



SLAVIC VILLAGE DOWNTOWN CONNECTOR NORTH / WEST ZONE



LIMITED RIGHT-OF-WAY SPACE. REQUIRES ROAD DIET OR STRUCTURAL TRAIL SOLUTION AT THE CREST OF THE HILL

ORANGE BRANCH US POST OFFICE

LIMITED RIGHT-OF-WAY SPACE. REQUIRES ROAD DIET OR STRUCTURAL TRAIL SOLUTION AT THE CREST OF THE HILL

OPPORTUNITY FOR LANDSCAPE & RESTORATION

POTENTIAL OPPORTUNITY CORRIDOR TRAIL ALIGNMENT

NEW STREET CROSSING

ODOT PROPERTY

POTENTIAL OVERLOOK OPPORTUNITY

POTENTIAL CORRIDOR TRAIL ALIGNMENT

POTENTIAL OVERLOOK OPPORTUNITY

TOWARDS DOWNTOWN

CENTRAL FURNACE

ROCKEFELLER

TRANSPORT

ORANGE

ORANGE

BROADWAY

E 14TH

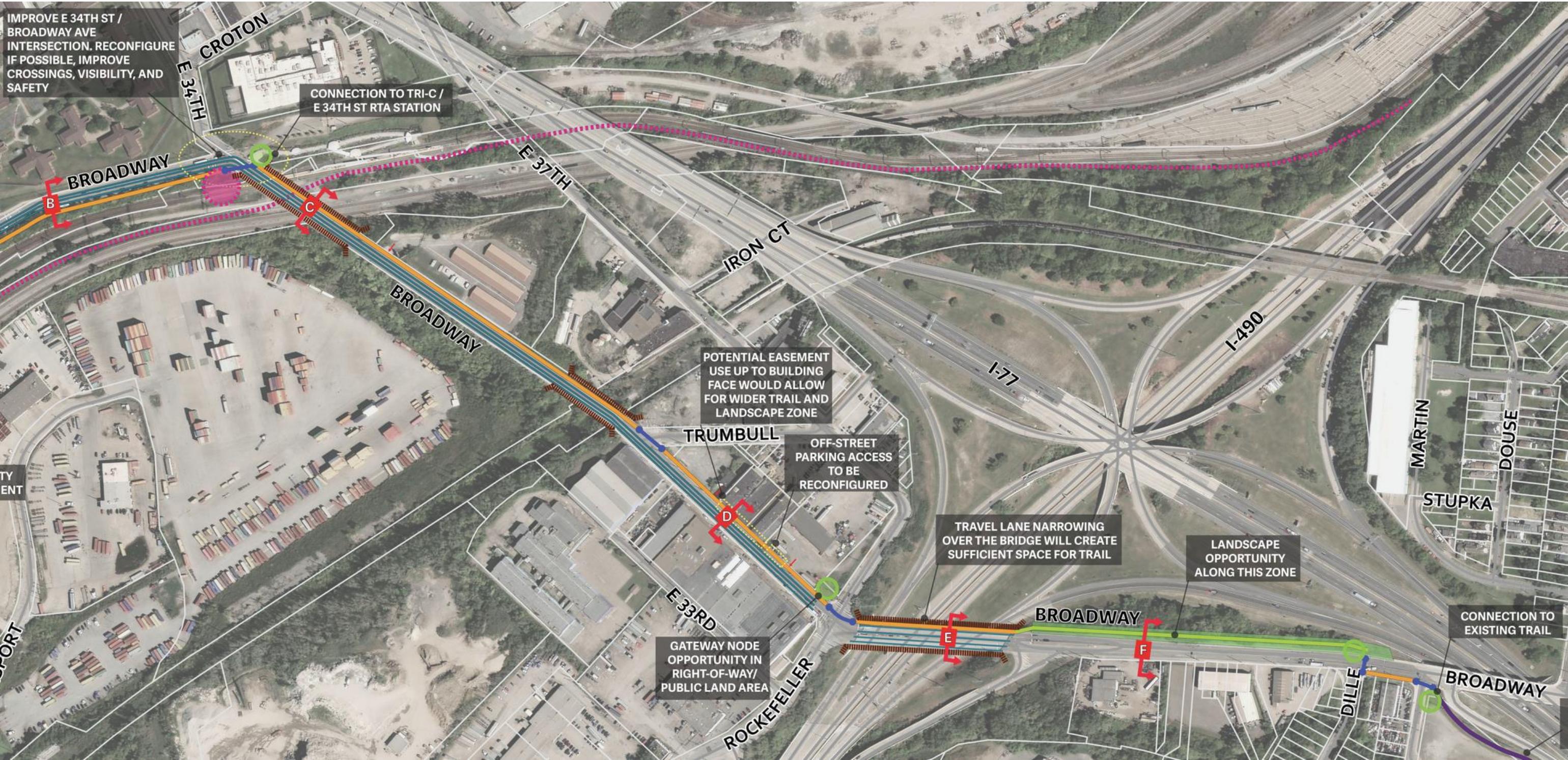
E 14TH

E 9TH

E 30TH

SLAVIC VILLAGE DOWNTOWN CONNECTOR

EAST / SOUTH ZONE



SLAVIC VILLAGE DOWNTOWN CONNECTOR

ROUTE OPTIONS + VALUE ALIGNMENT

Criteria / Value	Broadway Ave. Alignment	Rail Corridor Alignment
Connections to Destinations	<ul style="list-style-type: none"> • Connection to business along corridor • Connection to RTA station at E. 34th St. • Connection to existing trail at Dille Ave. / Roseville Ct. 	<ul style="list-style-type: none"> • Connection to E. 34th St. station with platform changes • Connection to existing trail at Dille Ave / Roseville Ct. • Potential extension to E. 55th St. Street RTA station (via Opportunity Corridor Connector)
Direct route that is easy to follow	<ul style="list-style-type: none"> • Follows entirely along Broadway Ave. 	<ul style="list-style-type: none"> • Requires transitioning from on-street to off-street • Switch back up E. 34th St. to Broadway Ave.
Comfortable and flat trail route	<ul style="list-style-type: none"> • Route reasonably level along length of corridor 	<ul style="list-style-type: none"> • Requires drop down to / back up from railroad corridor
Next to quieter streets with fewer cars	<ul style="list-style-type: none"> • Runs mostly along Broadway Ave. 	<ul style="list-style-type: none"> • Follows some sections of Broadway Ave. • Proximity to adjacent, active rail lines
Visibility of the trail and to people on the trail	<ul style="list-style-type: none"> • Trail visible to public street along entire length 	<ul style="list-style-type: none"> • Portions of trail fully separated from roadway with limited visibility to it from adjacent properties
Physical safety and road crossings	<ul style="list-style-type: none"> • Three (3) road crossings, but opportunity to address safety & comfort concerns 	<ul style="list-style-type: none"> • Two (2) road crossings, but opportunity to address safety & comfort concerns

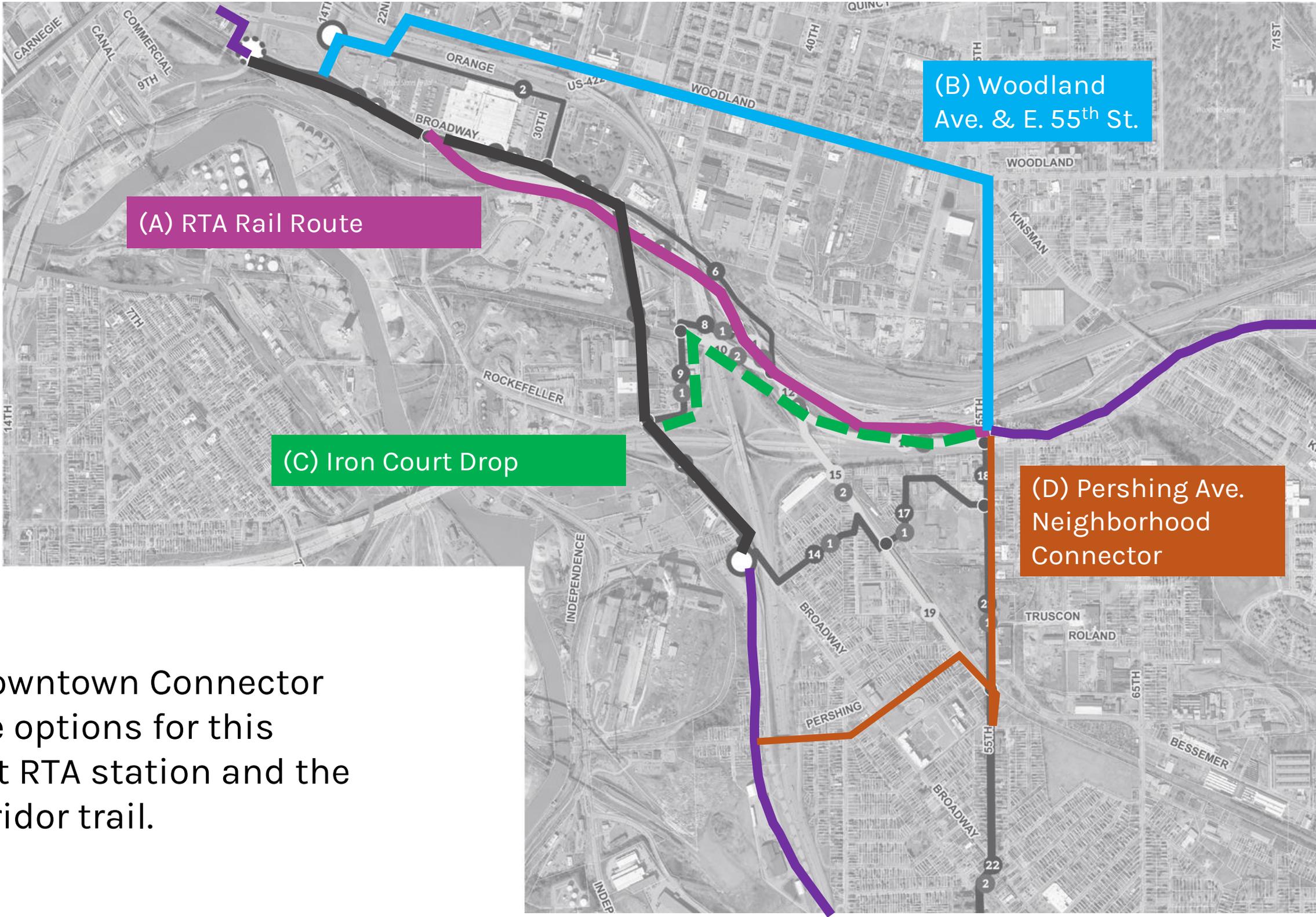
SLAVIC VILLAGE DOWNTOWN CONNECTOR

ROUTE OPTIONS + VALUE ALIGNMENT

Criteria / Value	Broadway Ave. Alignment	Rail Corridor Alignment
Opportunity for landscape along the trail	<ul style="list-style-type: none"> Fairly constrained roadway corridor throughout 	<ul style="list-style-type: none"> Combination of constrained roadway corridors and limited railroad corridor width
Scenic views and vistas	<ul style="list-style-type: none"> Potential to open up dramatic views of the industrial valley from Broadway Ave. 	<ul style="list-style-type: none"> Some views of valley possible (but more limited) Unique condition of routing adjacent to active rail
Encourages fitness and recreation	<ul style="list-style-type: none"> No significant difference 	<ul style="list-style-type: none"> No significant difference
Neighborhood support	<ul style="list-style-type: none"> No significant concerns or support 	<ul style="list-style-type: none"> No significant concerns or support
Project Coordination & Timeframe	<ul style="list-style-type: none"> ODOT coordination for property access RTA coordination for proposed BRT routes on Broadway Ave. 	<ul style="list-style-type: none"> ODOT coordination for property access Extensive RTA coordination would be needed (BRT and railroad corridor) Private railroad / private property owner coordination
Project Costs & Maintenance	<ul style="list-style-type: none"> Anticipated lower cost Maintenance & service via adjacent roadway 	<ul style="list-style-type: none"> More significant infrastructure cost anticipated Maintenance would need access along length of trail or shared with RTA maintenance road
Technical Challenges & Risks	<ul style="list-style-type: none"> Broadway Ave. bridge work needed 	<ul style="list-style-type: none"> Timeframe for RTA, joint-project implementation (i.e. rail bridge repair/replacement/expansion) Industrial / environmental conditions within rail corridor Complex real estate, property ownership conditions

OPPORTUNITY CORRIDOR CONNECTOR

CANDIDATES FOR DISCUSSION



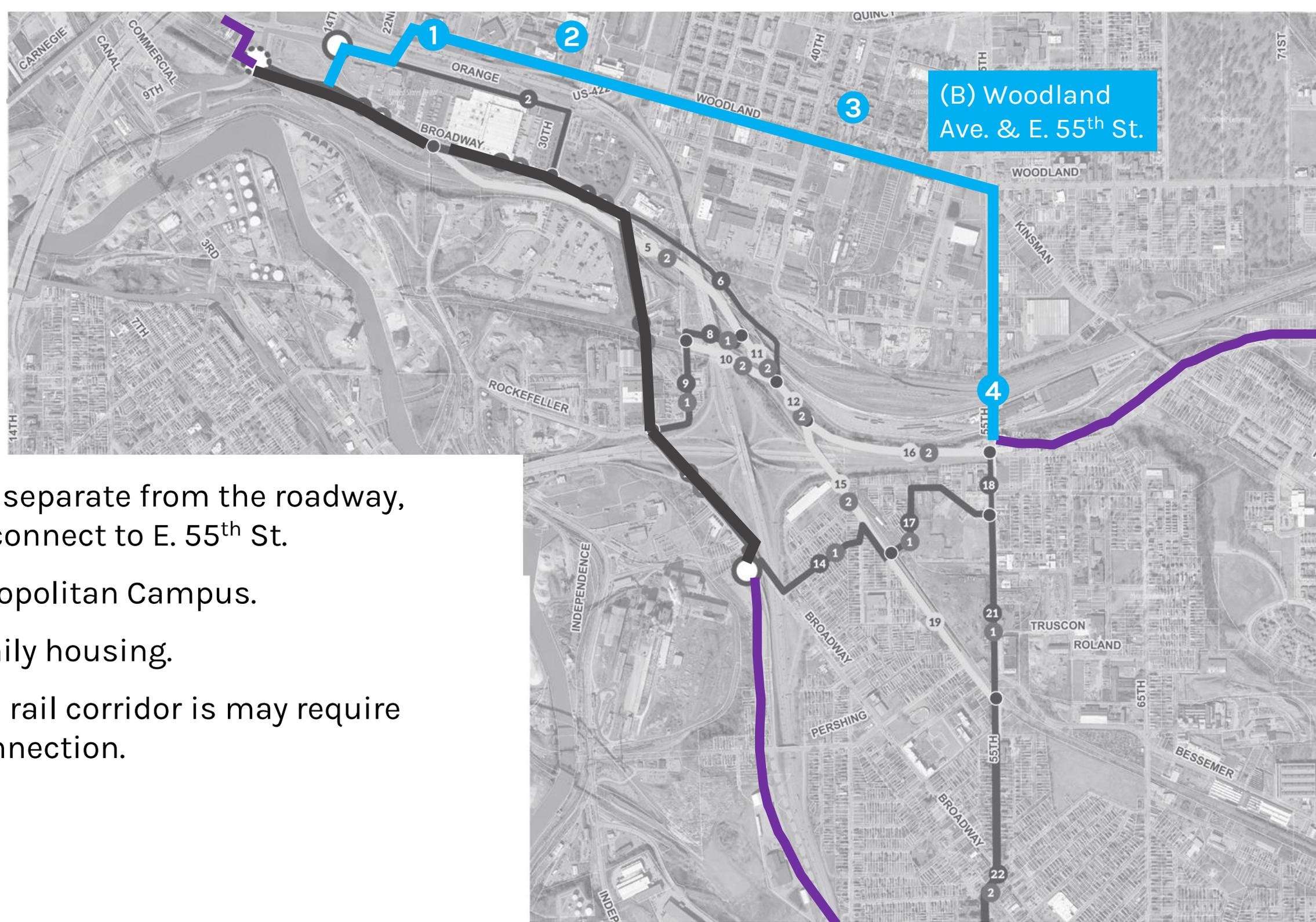
With the Slavic Village Downtown Connector proposal in place, explore options for this connector to the E. 55th St RTA station and the existing Opportunity Corridor trail.

OPPORTUNITY CORRIDOR CONNECTOR

CANDIDATES FOR DISCUSSION

(B) Woodland Ave. & E. 55th St.

1. Utilizes a side path trail, separate from the roadway, along Woodland Ave. to connect to E. 55th St.
2. Connection to Tri-C Metropolitan Campus.
3. Connection to multi-family housing.
4. E. 55th St. Bridge over the rail corridor is may require modification for trail connection.



OPPORTUNITY CORRIDOR CONNECTOR

CANDIDATES FOR DISCUSSION

(C) Iron Court Drop

1. Uses E. 37th St. to connect from the Slavic Village Downtown Connector (on Broadway) to E. 55th St.
2. Steep grade down to Iron Court.
3. Connection to the RTA portion of the trail would require some property easements for trail access.

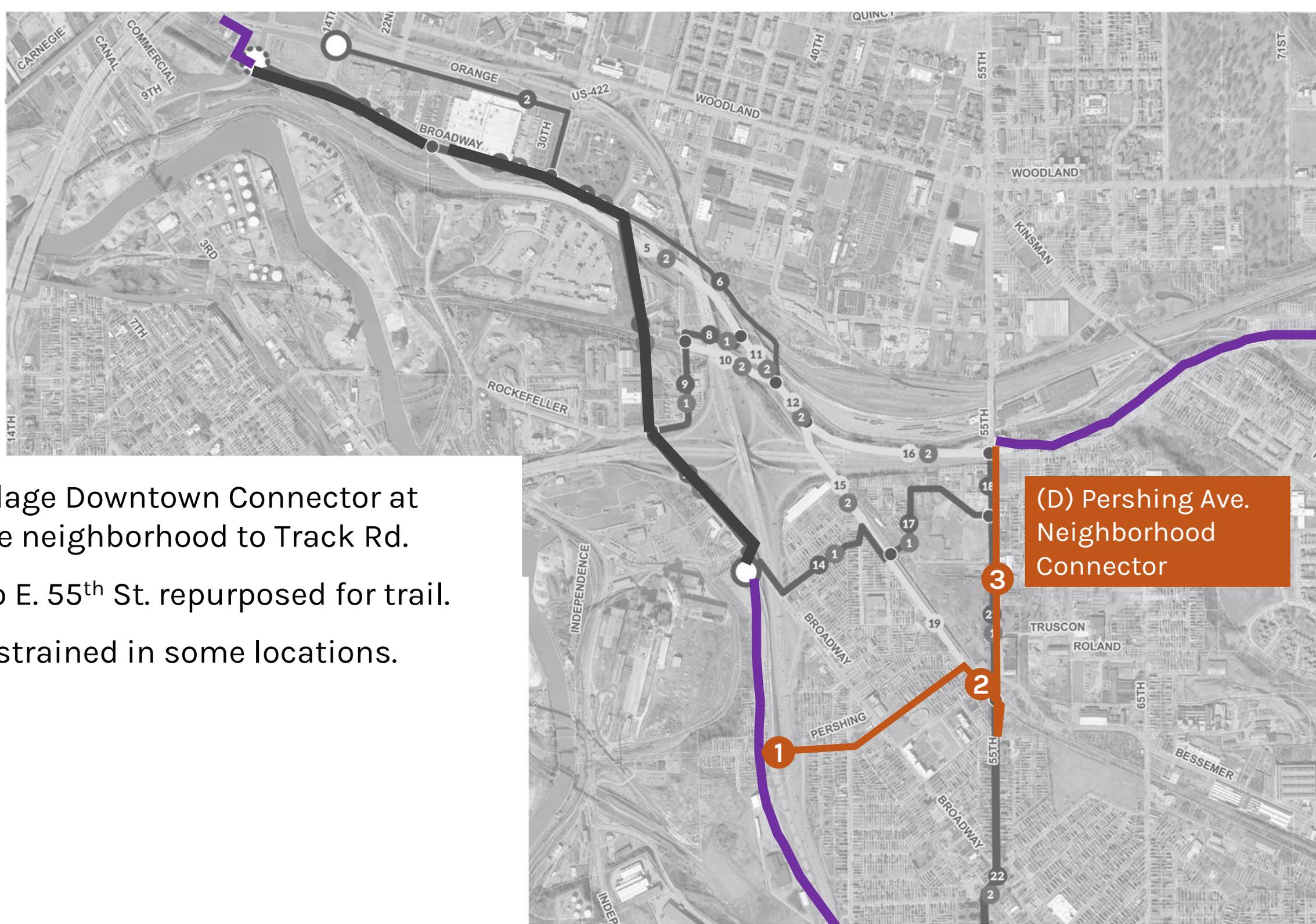


OPPORTUNITY CORRIDOR CONNECTOR

CANDIDATES FOR DISCUSSION

(D) Pershing Ave.
Neighborhood Connector

1. Connects from Slavic Village Downtown Connector at Pershing Ave. through the neighborhood to Track Rd.
2. Track Rd. “ramp” down to E. 55th St. repurposed for trail.
3. Trail along E. 55th St. constrained in some locations.



(D) Pershing Ave.
Neighborhood
Connector

MORGANA RUN / BOOTH AVE EXTENSION

LEADING OPTIONS

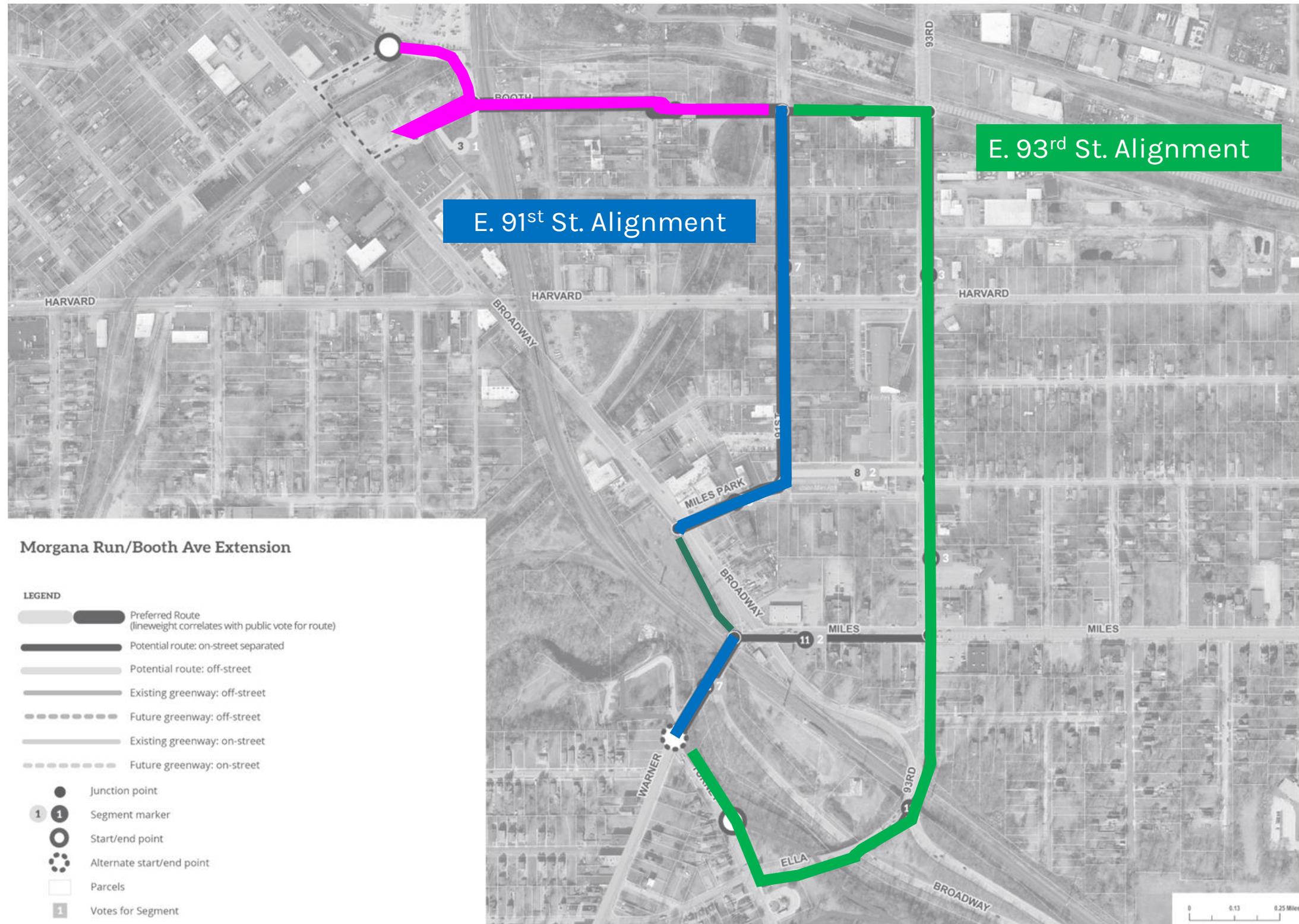
Two choices considered at the Fall 2023 public engagement.

E. 91st St. Alignment

Uses Booth Ave tunnel to connect to E. 91st St. and down to Miles Park. Crosses Broadway Ave.

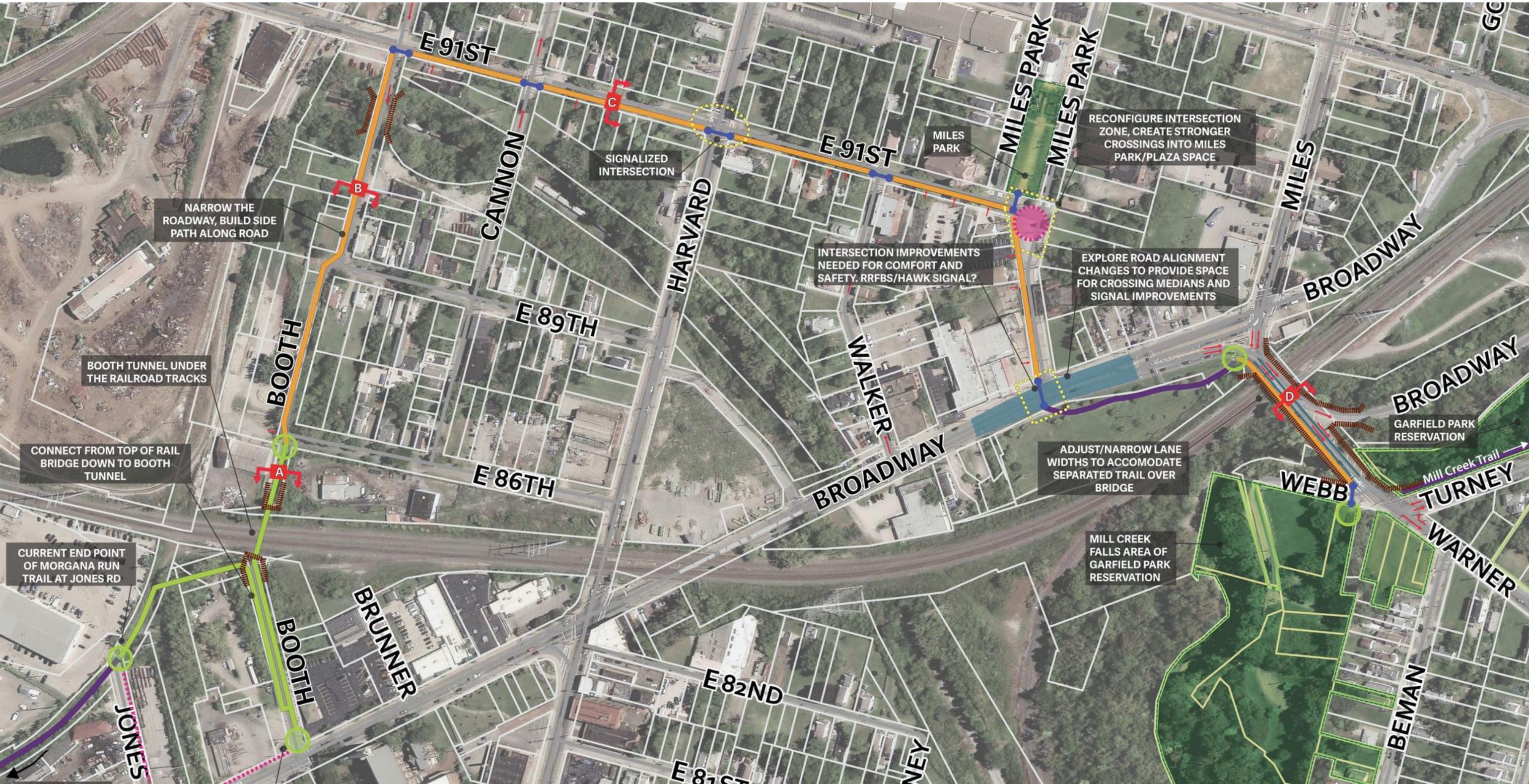
E. 93rd St. Alignment

Crosses to east side of E. 93rd St. per Thrive 105 / 93 Study, and continues south to Ella.



Pink routes used by both options

MORGANA RUN / BOOTH AVE EXTENSION



MORGANA RUN / BOOTH AVE EXTENSION

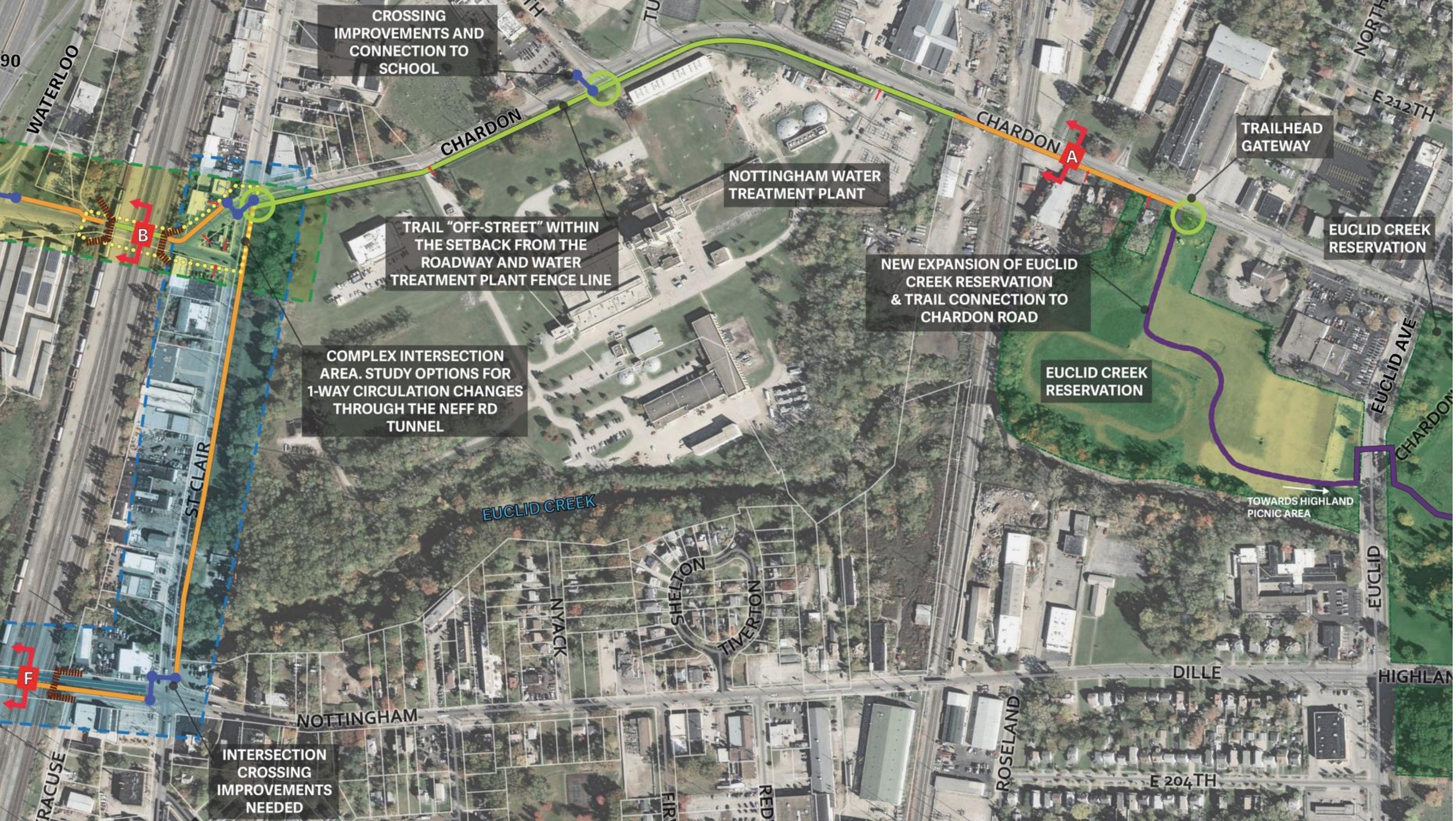
ROUTE OPTIONS + VALUE ALIGNMENT

Criteria / Value	E. 91 st St. Alignment	E. 93 rd St. Alignment
Connections to Destinations	<ul style="list-style-type: none"> Connects to Miles Park, ½ block to Miles Park School Direct connect to existing trail on Broadway and Garfield Park Reservation – Mill Creek Falls Area 	<ul style="list-style-type: none"> Adjacent to Miles Park School but on opposite side of E. 93rd St. Limited destinations Bypasses Mill Creek Falls Area and requires doubling back
Direct route that is easy to follow	<ul style="list-style-type: none"> Shorter overall length, more direct 	<ul style="list-style-type: none"> Longer route, requires crossing E. 93rd St. if it is to follow the Thrive 105 / 93 Study alignment
Comfortable and flat trail route	<ul style="list-style-type: none"> Route is flat overall 	<ul style="list-style-type: none"> Route is flat overall
Next to quieter streets with fewer cars	<ul style="list-style-type: none"> E. 91st St. is a quieter residential street Limited section on Broadway Ave., but existing trail provides ample separation from the roadway 	<ul style="list-style-type: none"> E. 93rd St. is a much higher volume street with more traffic and more significant road crossings
Visibility of the trail and to people on the trail	<ul style="list-style-type: none"> E. 91st St. has less adjacent vehicle traffic 	<ul style="list-style-type: none"> More traffic on E. 93rd St. can provide more visibility to the trail, but only relevant to a few blocks.
Physical safety and road crossings	<ul style="list-style-type: none"> Crossing over Broadway Ave. to access existing trail requires enhancements to improve safety 	<ul style="list-style-type: none"> Requires crossing over E. 93rd St. and going through the E. 93rd St. & Miles Ave. intersection Ella Ave. & Broadway Ave. bridges configuration challenging

MORGANA RUN / BOOTH AVE EXTENSION

ROUTE OPTIONS + VALUE ALIGNMENT

Criteria / Value	E. 91 st St. Alignment	E. 93 rd St. Alignment
Opportunity for landscape along the trail	<ul style="list-style-type: none"> Miles Park Ave. & E. 91st St. intersection area is an opportunity for placemaking Existing trail along Broadway Ave. has space for landscaping 	<ul style="list-style-type: none"> Limited opportunity along the length of corridor
Scenic views and vistas	<ul style="list-style-type: none"> Connection to Miles Park and historic interpretive opportunities Some scenic views from Warner Rd. Bridge 	<ul style="list-style-type: none"> Some scenic views possible from Ella Ave. & Broadway Ave. bridge area
Encourages fitness and recreation	<ul style="list-style-type: none"> No significant difference 	<ul style="list-style-type: none"> No significant difference
Neighborhood support	<ul style="list-style-type: none"> Clearer support for this option from the public engagement & community bike rides 	<ul style="list-style-type: none"> Less expressed support for this option.
Project Coordination & Timeframe	<ul style="list-style-type: none"> Trail mostly within public right-of-way Booth tunnel access is challenging (both a factor for both alignment options). 	<ul style="list-style-type: none"> Trail within public right-of-way Ella Ave. & Broadway Ave. bridges to be potentially replaced by ODOT in the future, would extend time frame to make this connection Would require coordination with Thrive 105 / 93 Study
Project Costs & Maintenance	<ul style="list-style-type: none"> Potential maintenance cost increase depending on scope of public space design and trail landscaping 	<ul style="list-style-type: none"> Ella Ave. & Broadway Ave. potential cost increases to accommodate trail.
Technical Challenges & Risks	<ul style="list-style-type: none"> Technical design for Booth Ave. tunnel access 	<ul style="list-style-type: none"> Technical design for Booth Ave. tunnel access E. 93rd. St alignment requires easement access onto private property to accommodate side path trail.



CROSSING IMPROVEMENTS AND CONNECTION TO SCHOOL

TRAIL "OFF-STREET" WITHIN THE SETBACK FROM THE ROADWAY AND WATER TREATMENT PLANT FENCE LINE

COMPLEX INTERSECTION AREA. STUDY OPTIONS FOR 1-WAY CIRCULATION CHANGES THROUGH THE NEFF RD TUNNEL

INTERSECTION CROSSING IMPROVEMENTS NEEDED

NOTTINGHAM WATER TREATMENT PLANT

NEW EXPANSION OF EUCLID CREEK RESERVATION & TRAIL CONNECTION TO CHARDON ROAD

EUCLID CREEK RESERVATION

TRAILHEAD GATEWAY

EUCLID CREEK RESERVATION

TOWARDS HIGHLAND PICNIC AREA

WATERLOO

CHARDON

CHARDON

ST. CLAIR

EUCLID CREEK

EUCLID AVE

CHARDON

NOTTINGHAM

NYACK

SHELTON

TIVERTON

DILLE

HIGHLAND

RACUSE

ROSELAND

E 204TH

NORTH

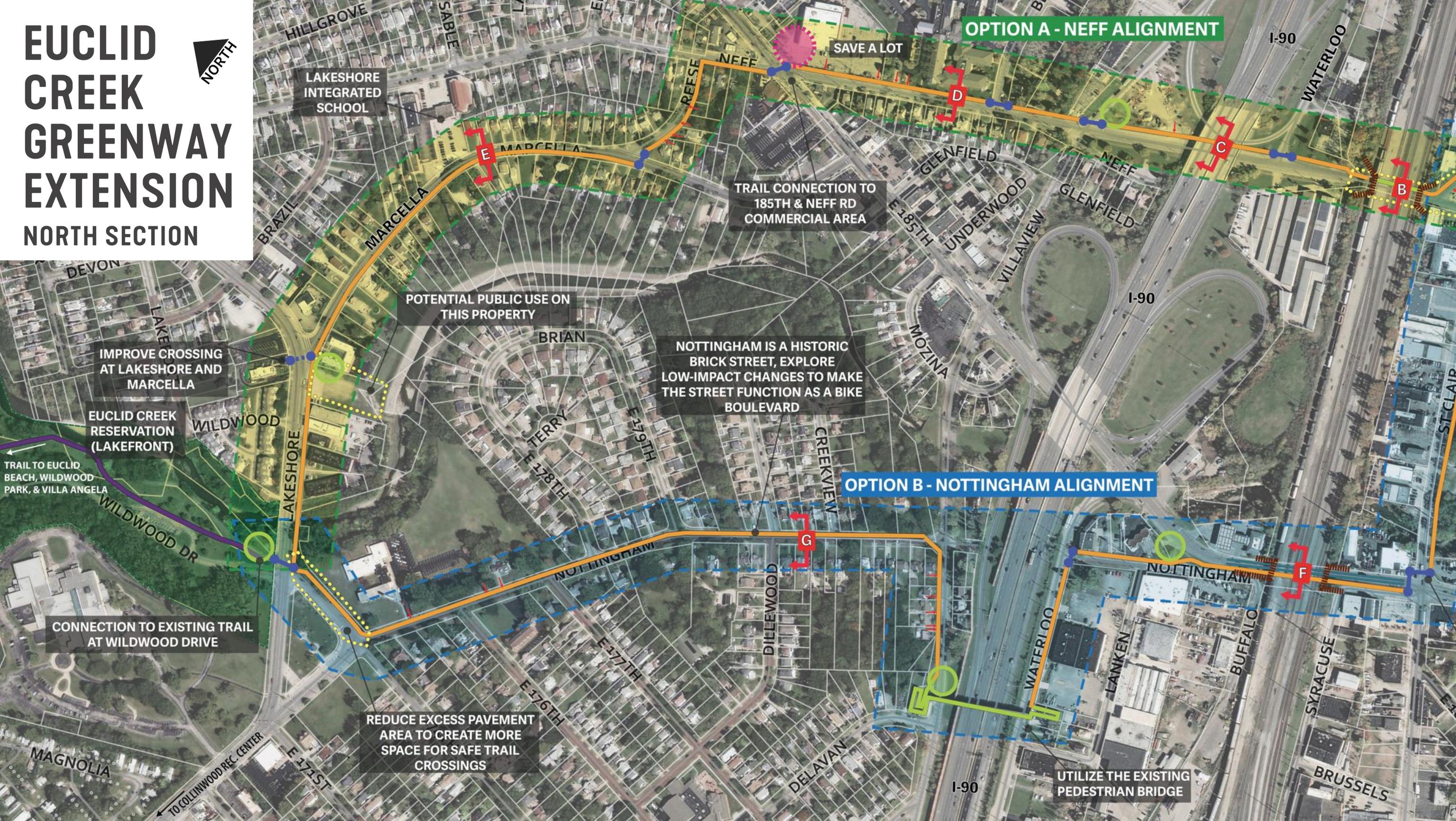
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90

FIR

RED

EUCLID CREEK GREENWAY EXTENSION NORTH SECTION



OPTION A - NEFF ALIGNMENT

TRAIL CONNECTION TO 185TH & NEFF RD COMMERCIAL AREA

POTENTIAL PUBLIC USE ON THIS PROPERTY

NOTTINGHAM IS A HISTORIC BRICK STREET, EXPLORE LOW-IMPACT CHANGES TO MAKE THE STREET FUNCTION AS A BIKE BOULEVARD

OPTION B - NOTTINGHAM ALIGNMENT

IMPROVE CROSSING AT LAKESHORE AND MARCELLA

EUCLID CREEK RESERVATION (LAKEFRONT)

TRAIL TO EUCLID BEACH, WILDWOOD PARK, & VILLA ANGELA

CONNECTION TO EXISTING TRAIL AT WILDWOOD DRIVE

REDUCE EXCESS PAVEMENT AREA TO CREATE MORE SPACE FOR SAFE TRAIL CROSSINGS

UTILIZE THE EXISTING PEDESTRIAN BRIDGE

MAGNOLIA

TO COLLINWOOD REC CENTER

E 1735TH

E 176TH

E 177TH

DELAVAN

I-90

WATERLOO

LANKEN

BUFFALO

SYRACUSE

BRUSSELS

DEVON

LAKESHORE

WILDWOOD

LAKESHORE

BRIAN

TERRY

E 179TH

CREEKVIEW

MOZINA

VILLAVIEW

GLENFIELD

I-90

I-90

WATERLOO

HILLGROVE
SABLE
BRAZIL
MARCELLA

LAKESHORE INTEGRATED SCHOOL

REESE

SAVE A LOT

GLENFIELD

UNDERWOOD

ST CLAIR

E 174TH

EUCLID CREEK GREENWAY EXTENSION

ROUTE OPTIONS + VALUE ALIGNMENT

Criteria / Value	Nottingham Rd. Route	Neff Rd. / Marcella Rd. Route
Connections to Destinations	<ul style="list-style-type: none"> • Connection to transit route on Villaview Rd. • Connection to existing trail at Lakeshore Blvd. / Wildwood Dr. 	<ul style="list-style-type: none"> • Connection to transit Route on E. 185th St. • Nearby local business district • Connection to existing trail at Lakeshore Blvd. /Wildwood Dr.
Direct route that is easy to follow	<ul style="list-style-type: none"> • Requires many turns to travel over highway • Requires transition between on-street and off-street over pedestrian bridge 	<ul style="list-style-type: none"> • Runs mostly along Neff Rd. and Marcella Rd. with a small connection via Reese Rd.
Comfortable and flat trail route	<ul style="list-style-type: none"> • Requires going up/down long ramps to use pedestrian bridge over highway • Nottingham Rd. has a change of grade 	<ul style="list-style-type: none"> • Relatively flat trail
Next to quieter streets with fewer cars	<ul style="list-style-type: none"> • Follows mostly residential routes, some heavier traffic on Villaview Rd. • Passes under railroad and then above highway on pedestrian bridge 	<ul style="list-style-type: none"> • Follows mostly residential routes • Passes under railroad and highway via tunnel/underpass
Visibility of the trail and to people on the trail	<ul style="list-style-type: none"> • Less visibility through rail underpass • Visible most of route 	<ul style="list-style-type: none"> • Limited visibility through rail underpass and would require improvements • Visible most of route
Physical safety and road crossings	<ul style="list-style-type: none"> • Multiple road crossings, but opportunity to address safety & comfort concerns 	<ul style="list-style-type: none"> • Multiple road crossings, but opportunity to address safety & comfort concerns • May have interface with highway on/off ramps

EUCLID CREEK GREENWAY EXTENSION

ROUTE OPTIONS + VALUE ALIGNMENT

Criteria / Value	Nottingham Rd. Route	Neff Rd. / Marcella Rd. Route
Opportunity for landscape along the trail	<ul style="list-style-type: none"> Fairly constrained roadway corridor throughout 	<ul style="list-style-type: none"> Fairly constrained roadway corridor throughout
Scenic views and vistas	<ul style="list-style-type: none"> Views from pedestrian bridge due to higher elevation Route along brick residential street with many trees 	<ul style="list-style-type: none"> Route crosses over Euclid Creek at Lakeshore Blvd
Encourages fitness and recreation	<ul style="list-style-type: none"> No significant difference 	<ul style="list-style-type: none"> No significant difference
Neighborhood support	<ul style="list-style-type: none"> Potential loss of on-street residential parking 	<ul style="list-style-type: none"> One-way traffic could be concern Potential loss of on-street residential parking
Project Coordination & Timeframe	<ul style="list-style-type: none"> City of Cleveland coordination for property access ODOT coordination on bridge Coordination with Nottingham Water Treatment Plant 	<ul style="list-style-type: none"> Local business coordination Coordination with Nottingham Water Treatment Plant
Project Costs & Maintenance	<ul style="list-style-type: none"> Anticipated opportunity to utilize existing pedestrian bridge Improvements needed for rail underpass 	<ul style="list-style-type: none"> Improvements needed for rail underpass
Technical Challenges & Risks	<ul style="list-style-type: none"> Narrow streets with limited tree lawn space Historic brick street limits design options 	<ul style="list-style-type: none"> Narrow streets with limited tree lawn space Would need to make Neff Rd. one-way/traffic pattern changes Lakeshore Blvd. bridge might need adjustments