



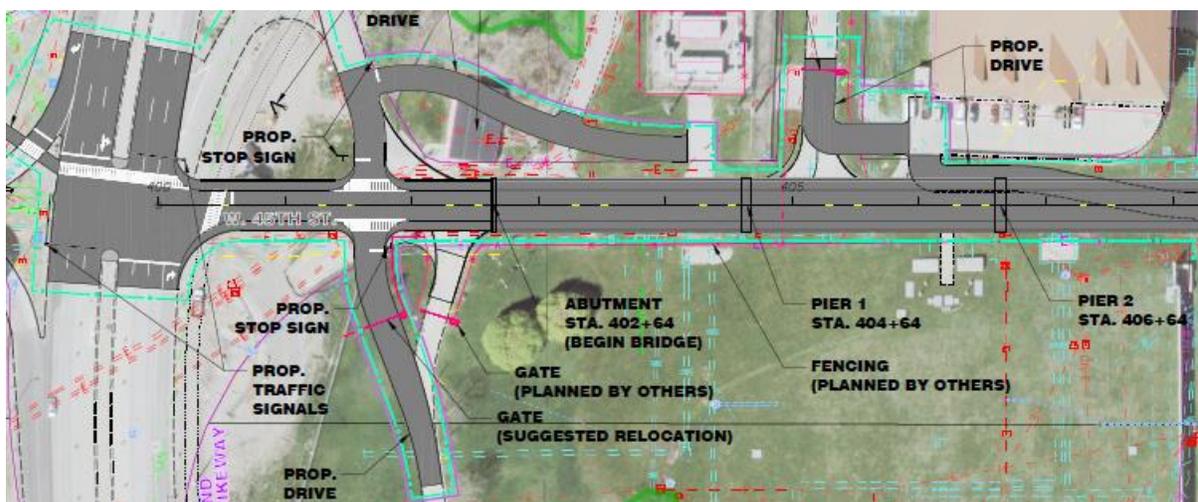
CITY OF CLEVELAND
Mayor Frank G. Jackson

SOUTH WHISKEY ISLAND ACCESS FEASIBILITY STUDY

UPDATED TRAFFIC ANALYSIS

Feasibility Study Update:

- After the public meeting held on November 12, 2019, the feasibility study has progressed and the need for a more refined traffic analysis was identified to ensure alternatives would meet federal funding criteria for traffic performance.
- ODOT took new traffic counts on and near the Shoreway in June 2019 (after much of the initial traffic analysis had been performed). Given the new, relevant counts as well as counts on the Willow Lift Bridge performed by the City of Cleveland, the traffic models were rerun with the current data.
- The updated traffic analysis for the New Fixed Bridge at West 45th Street Alternative (Exhibit A) shows that the proposed traffic signal would increase traffic congestion on the Shoreway and result in the lowest Level of Service (LOS) of F, making it ineligible for state or federal funding.
- Since the funding of a \$60 to \$100 million dollar project by City of Cleveland and local resources alone is not feasible, **the New Fixed Bridge at West 45th Street alternative will be removed from consideration.**
- There are four (4) remaining eligible alternatives: Existing Willow Lift Bridge Rehabilitation, New Lift Bridge Adjacent to Existing, New Bascule Bridge at Mulberry Avenue, and New Fixed Bridge at State Street (Exhibits B to E).
- Eligible alternatives will be compared using Multi Criteria Decision Analysis (MCDA) and the recommended alternative will be used to apply for funding. The recommended alternative must have an acceptable LOS, defined as D or greater for federal funding purposes.



New Fixed Bridge at West 45th Street Alternative,
Detail of Proposed Traffic Signal at West 45th/Shoreway (Level of Service = F)

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UPDATED TRAFFIC ANALYSIS

Updated Traffic Analysis Highlights for West 45th Street Alternative:

- *The alternative consists of a half-mile long, fixed bridge from the Shoreway to South Whiskey Island, aligned with the West 45th Street exit off the Shoreway. The bridge is approximately 100 feet high over the Morgan Water Treatment Plant, Great Lakes Towing and the Cuyahoga River Old Channel. These are some of its main features:*
 - *A new signalized intersection at W. 45th Street on the Shoreway allowing for southbound left-turn movement to head east on the Shoreway and for a pedestrian crossing across the Shoreway.*
 - *Modifications to the Herman Avenue ramp along the westbound Shoreway to provide access to the new extension of West 45th Street.*
 - *All traffic currently using the Willow Lift Bridge would divert to the Shoreway and exit at the new West 45th Street ramp. Traffic returning from South Whiskey Island would access at West 45th Street directly onto the Shoreway.*
- *The results of the updated traffic analysis confirmed that signaling West 45th Street at the Shoreway will increase congestion in the area.*
 - *The Whiskey Island Access would operate at LOS F during the AM and PM peaks. From a traffic standpoint, stopping traffic on the Shoreway creates queues and delays outside of an acceptable range (LOS D or better).*
 - *The signalized intersection would only work at an acceptable level if traffic on the Shoreway in the peak direction were reduced:*
 - *In the morning, traffic would have to be reduced by 24% or 1,050 vehicles*
 - *In the evening, traffic would have to be reduced by 12% or 550 vehicles*
- *If the signal were to be installed, Shoreway traffic would experience delays calculated at 162 seconds in the morning, and 102 seconds in the evening. Commuter traffic would seek other local routes to avoid the Shoreway. Assuming traffic would reconfigure itself to an acceptable level at the new signal, from 550 to 1,050 commuter vehicles would inject into the local street network, impacting safety and speeds through the neighborhoods*