



Figure 2: Study Area

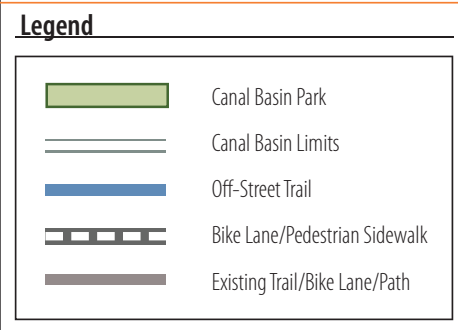
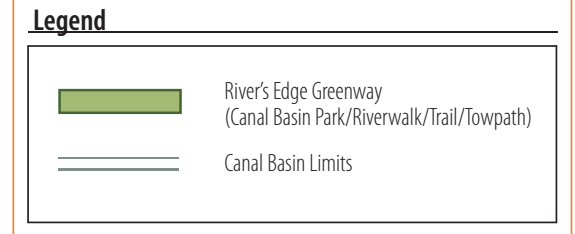
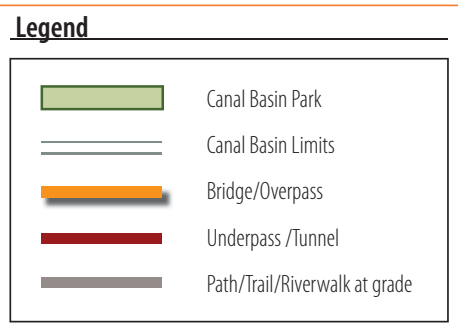


Figure 4: Trail Components



Figure 5: Canal Basin District Plan

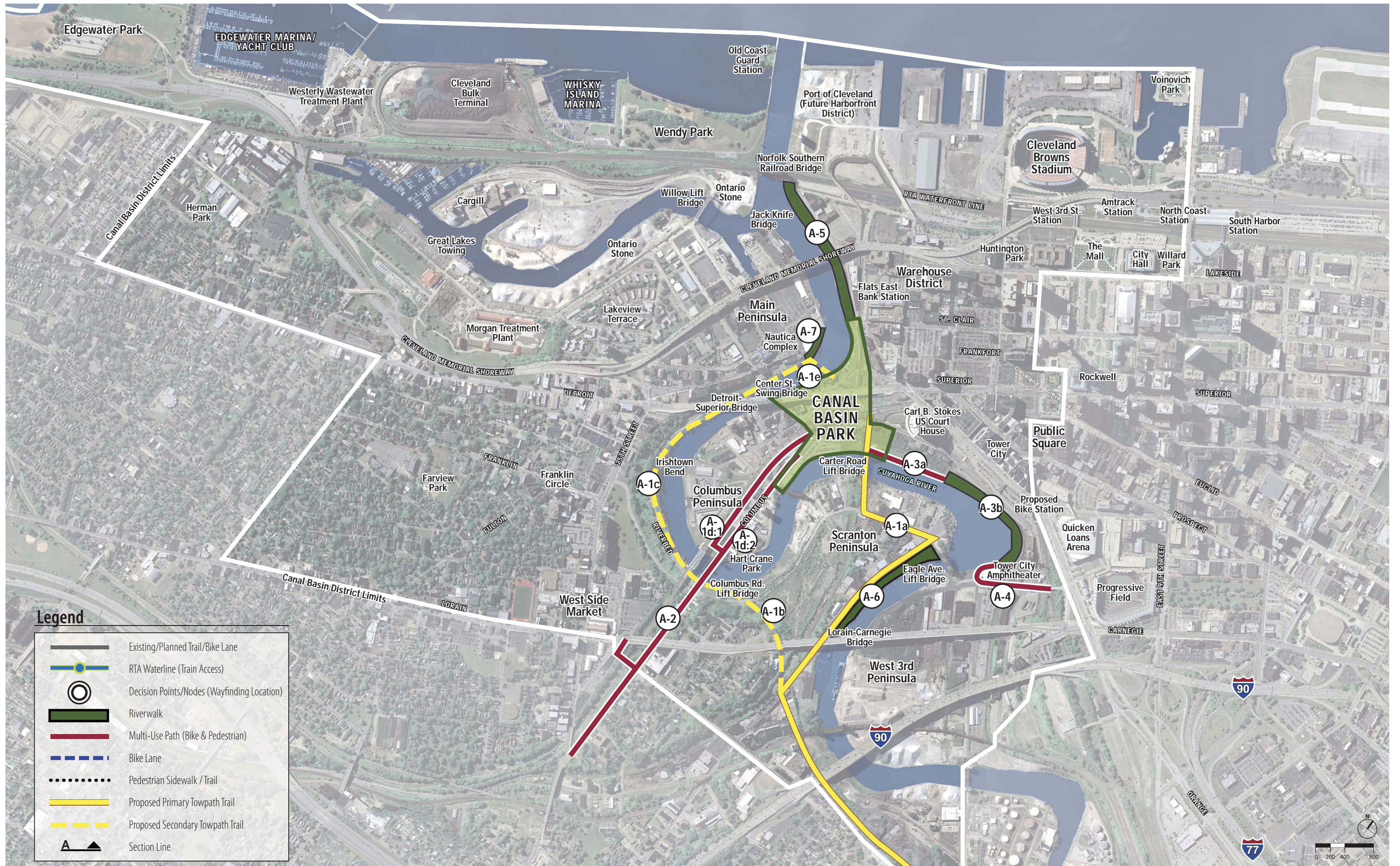


Figure 6: Feasible Alternates – Canal Basin District Sub-Area

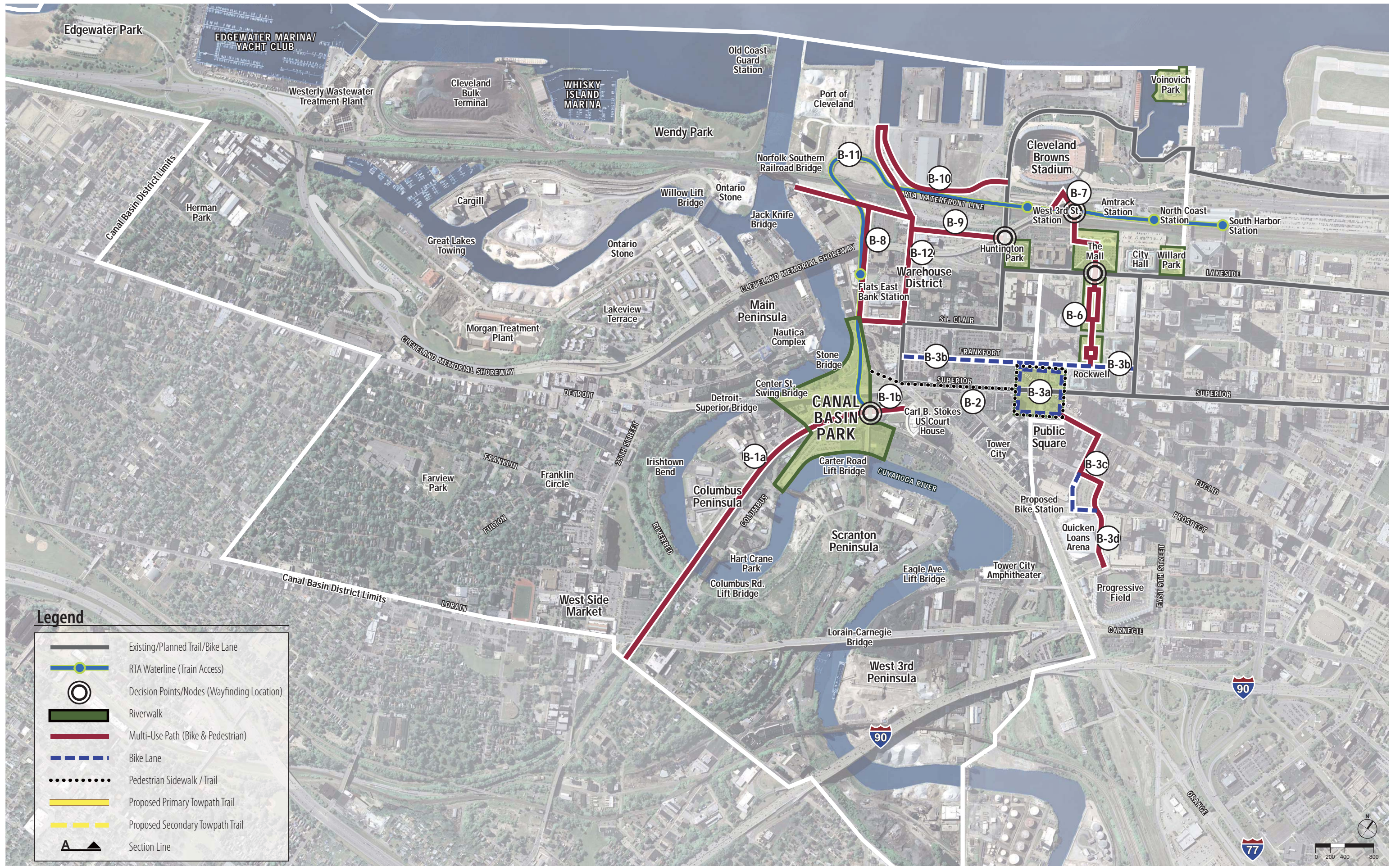


Figure 7: Feasible Alternates – Downtown/Neighborhood Sub-Area



Figure 8: Feasible Alternates – Lakefront Sub-Area



Figure 10: View 1 - Lakefront Connector: Edgewater Park/Wendy Park

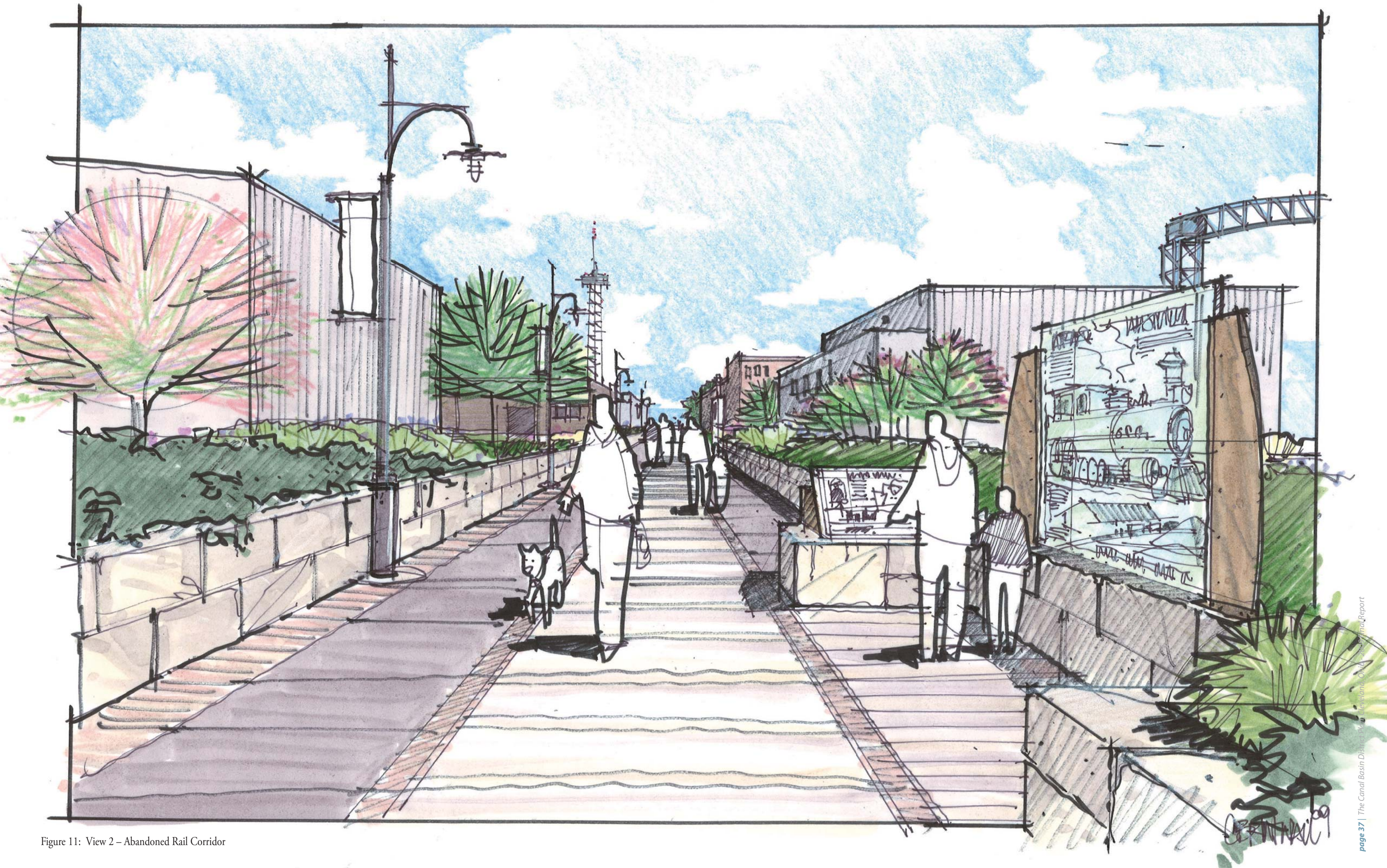


Figure 11: View 2 – Abandoned Rail Corridor

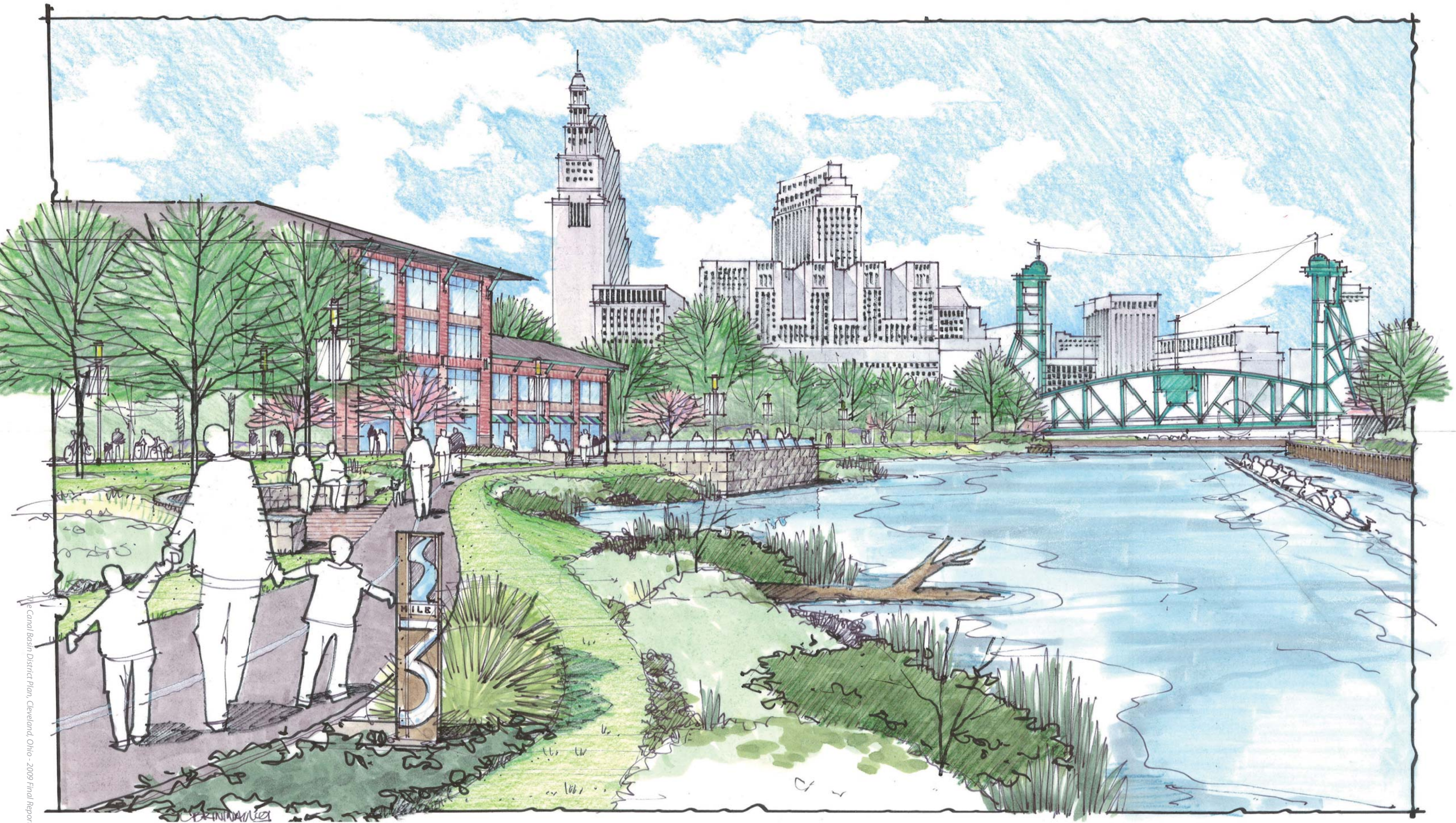


Figure 12: View 3 – Scranton Peninsula

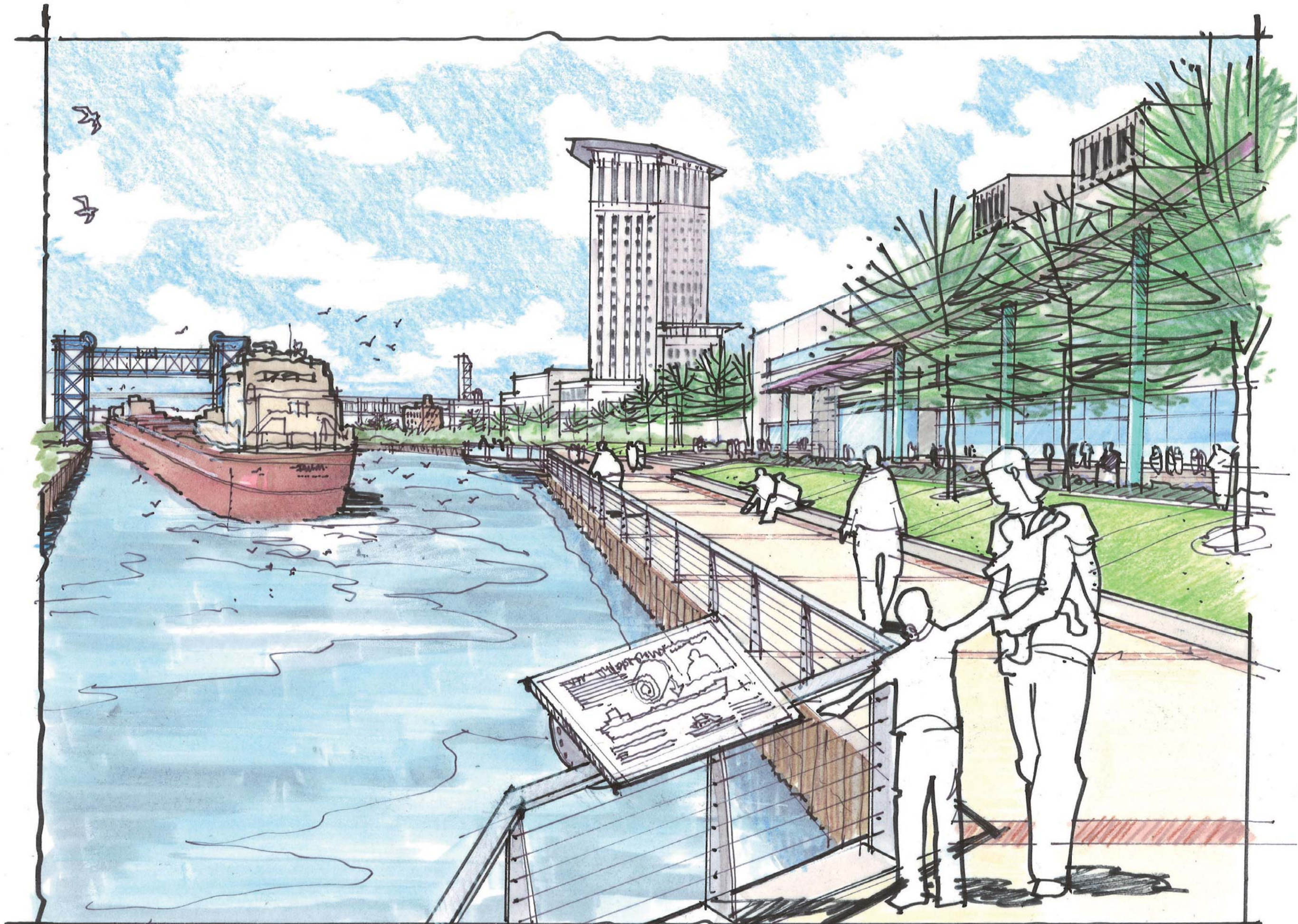


Figure 13: View 4 – Riverwalk at Tower City

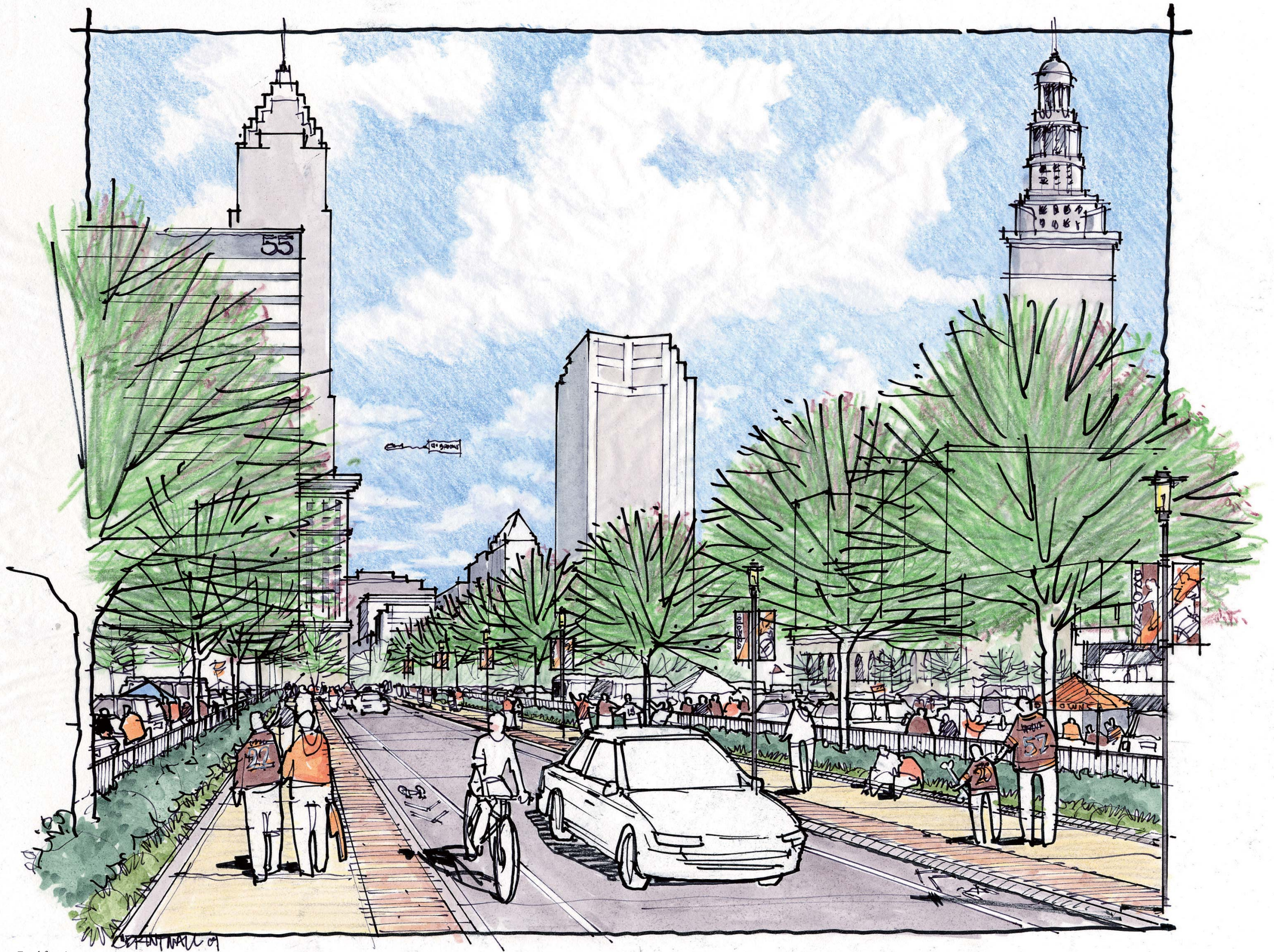


Figure 14: Bike Lane on Frankfort Avenue

Canal Basin District Plan
Feasible Alternatives Analysis Matrix
 May 7, 2009

Evaluation Criteria	Accommodates off-road bicycle connection (multi-use path, 10'-12' width)	Extra right-of-way available to accommodate amenities (landscaping, benches, signage, art, etc.)	Provides pedestrian/sidewalk trail connection (2-way walkway, does not accommodate bicycle traffic)	Provides on-street bike lanes (5' width)	Accommodates bicycles with 'sharrows'	Integrates with GCRTA bus and rail transit system	Interfaces with Cleveland's <i>Bikeway Master Plan</i>	Provides direct trail connection to Towpath Trail	Provides direct trail connection to Canal Basin Park	Impacts existing business / agency operations (identified impacts, coordination is necessary)	Constructability: no / limited physical constraints	Visitor experience	Estimated cost	Ease of installation (costs, conflicts, etc.)
Canal Basin District														
A-1	Provide trail loop connection between CBP and Towpath primary and secondary trails													
A-1a	Install amenities along loop trail (A-1) with interpretive signs at areas of interest													
A-1b	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
A-1b-1	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
A-1b-2	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
A-1c-1	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
A-1c-2	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
A-1d-1	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-1d-2	Green	Green	Green	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-1e	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-2	Red	Green	Green	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-3a	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-3b	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-4	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-5	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
A-6	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
A-7	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	Green	Green
Downtown / Neighborhood														
B-1a	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-1b	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-2	This alternative is divided into separate components, as defined below.													
B-2a	Red	Green	Green	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-2b	This alternative is incorporated in Alternative B-2a.													
B-2c	This alternative is incorporated in Alternative B-2a.													
B-3	This alternative is divided into separate components, as defined below.													
B-3a	Red	Green	N/A	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-3b	Red	Green	N/A	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-3c-1	Red	Green	N/A	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-3c-2	Red	Green	N/A	Green	N/A	Green	Green	Green	Green	Green	Green	Green	Green	Green
B-3d	This is addressed by the City's bicycle accommodations (see Downtown Bicycle Routes Map).													
B-4	This is beyond this project's scope of work.													
B-5	The City Planning Department is working with GCRTA on this issue.													

Canal Basin District Plan
Feasible Alternatives Analysis Matrix
 May 7, 2009

Evaluation Criteria	Trail Connections												Estimated cost	Visitor experience	Ease of installation (costs, conflicts, etc.)
	Accommodates off-road bicycle connection (multi-use path, 10'-12' width)	Extra right-of-way available to accommodate amenities (landscaping, benches, signage, art, etc.)	Provides pedestrian/sidewalk trail connection (2-way walkway, does not accommodate bicycle traffic)	Provides on-street bike lanes (5' width)	Accommodates bicycles with 'sharrows'	Integrates with GCRTA bus and rail transit system	Interfaces with Cleveland's <i>Bikeway Master Plan</i>	Provides direct trail connection to Towpath Trail	Provides direct trail connection to Canal Basin Park	Impacts existing business / agency operations (identified impacts, coordination is necessary)	Constructability: no / limited physical constraints				
B-6 Provide bike/pedestrian trail connection between Public Square and the lakefront along E.6 th St and the Mall	Green	Green	N/A	N/A	N/A	Green	Red	Red	Green	Green	Green	Green	\$		
B-7 Provide bike/pedestrian trail connection to lakefront across pedestrian bridge to Cleveland Browns Stadium	Green	Green	N/A	N/A	N/A	Green	Red	Red	Green	Green	Green	Green	\$\$		
B-8 Provide off-street bike/pedestrian trail connection between downtown and lakefront along W.10 th St corridor	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	\$\$		
B-9 Provide on-street bike and sidewalk trail connection between east bank riverwalk, Overlook Park and lakefront via W.3rd Street	Red	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	\$\$		
B-10 W.9 th Street Bridge over railroad with trail connection to Lakefront Bikeway	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	\$\$\$		
B-11 Extend trail to lakefront via multi-modal use of RTA's Waterfront Line (bikes on the train)	N/A	N/A	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	\$		
B-12 Extend trail to lakefront via W.9 th Street and Overlook Park; cross Shoreway at W.3rd Street	Red	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	\$\$		
Waterfront															
C-1 Construct new moveable bridge parallel to the Norfolk-Southern railroad; connect Lakefront Bikeway across Cuyahoga River	This alternative does not meet the purpose and need for this project.														
C-2a Connect Canal Basin Park to lakefront (west) through Main Avenue Peninsula via abandoned railroad corridor	Yellow	Yellow	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	\$\$	Red	
C-2b Connect Canal Basin Park to lakefront (west) through Main Avenue Peninsula via Elm Street	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	\$\$	Green	
C-3 Connect Main Avenue Peninsula trail/roadway network to Lakefront Bikeway via Division Avenue	Green	Green	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	\$\$\$	Yellow	
C-4a Trail connection to Whiskey Island/Wendy Park via Ontario Stone; cross using Willow Lift Bridge	Red	Red	Yellow	Red	Yellow	Red	Green	Green	Green	Green	Green	Green	\$\$\$	Red	
C-4b Trail connection to Whiskey Island/Wendy Park via Ontario Stone and a new pedestrian bridge (grade-separated access)	Green	Green	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	\$\$\$\$	Green	
C-5a Provide off-road trail connection along West Shoreway, connecting to Edgewater Park	This is part of the City's Lakefront Bikeway.														
C-5b Provide off-road trail connection between Whiskey Island/Wendy Park and Edgewater Park	Green	Yellow	N/A	N/A	N/A	Red	Green	Green	Green	Green	Green	Green	\$\$\$	Green	
C-6 Provide trail connections along west rim of the Cuyahoga Valley	This alternative is divided into separate components, as defined below.														
C-6a Detroit- Superior Bridge connection	This connection currently exists as part of the Lakefront Bikeway.														
C-6b Superior Viaduct	Red	Yellow	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	\$\$	Yellow	
C-6c W.25 th Street / CMHA Towers / West Side Market / RTA Station	Green	N/A	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	\$\$	Red	
C-6d Franklin Avenue	Green	N/A	N/A	N/A	N/A	Green	Green	Green	Green	Green	Green	Green	\$\$	Red	

Legend

RED boxes indicate negative result

YELLOW boxes indicate medium result

GREEN boxes indicate positive result

GRAY boxes are/will be done by others, as noted

- \$ Less than \$1 million (estimated cost)
- \$\$ \$1 million to \$5 million (estimated cost)
- \$\$\$ \$5 million to \$10 million (estimated cost)
- \$\$\$\$ over \$10 million (estimated cost)

Note: 'Visitor Experience' includes assessments of view shed, ambiance, ease of access to facilities/activities/attractions, natural and cultural resources, sense of isolation, steep grades/physically challenging.