

Cleveland Lakefront Multimodal Transit Facility

A Transportation for Livable Communities Initiative Study

Sponsored by:
Cleveland Planning Commission

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ACKNOWLEDGEMENTS

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Destination Cleveland
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Greater Cleveland Partnership
Greater Cleveland Sports Commission

Great Lakes Science Center
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LAND Studio
Landmarks Commission
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Rock and Roll Hall of Fame
St. Clair Superior Development Corporation
Step-Up Downtown
US Coast Guard
Project Team (shown above)

This study was prepared by the consultant team of WSP, AECOM and PLJ working in partnership with Cleveland Planning Commission and the Project Team through a TLCI grant provided by NOACA.



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EXECUTIVE SUMMARY

Cleveland, long the epitome of the rust belt city, is making a comeback. Downtown development efforts over the past two decades have brought major improvements to the city's lakefront and attracted new residents – the old port facilities were relocated and renovated, yielding waterfront land for development into an NFL stadium, the I.M. Pei-designed Rock and Roll Hall of Fame and Museum, and a planned new mixed use development on the Lake Erie shoreline. Nearby, but separated by a state highway and two sets of rail tracks, is Cleveland's once-again-bustling downtown. Evidence of the success of these efforts is demonstrated in the number of new residents moving into Downtown Cleveland, with a 70 percent increase since 2000. Furthermore, the existing and planned developments are bringing a surge in pedestrian, transit and bicycle transportation uses.

The burgeoning lakefront development is separated from Cleveland's downtown core by a significant transportation corridor that includes a state route – SR 2, known as the Shoreway – together with light rail and heavy rail lines that carry local transit, intercity passenger rail service (Amtrak) and freight rail. A new pedestrian bridge is proposed to help bridge the gap between downtown and the lakefront, but more infrastructure is needed to connect these two vital areas. The Cleveland Lakefront Multimodal Transit Facility or “Cleveland Multimodal” provides a vision to link downtown Cleveland and the lakefront as well as to provide opportunities for additional development.

Cleveland Multimodal has several components that will accommodate a wide range of users. The facility itself will relocate Greyhound from its existing location on the eastern edge of downtown to the proposed multimodal site; it will provide updated passenger amenities for the existing Amtrak station in its current location; and it will refresh the existing RTA North Coast Harbor Station which serves the Waterfront Line light rail. It will also incorporate components to facilitate potential



Figure A: Location Map

added intercity bus service (i.e., Mega Bus, etc.) at the same convenient location. The site plan also includes a bike station and related bicycle features and amenities together with improved pedestrian linkages that will significantly improve connectivity between downtown Cleveland and the lakefront.

Cleveland Multimodal has multiple project goals and benefits; its main purpose is to facilitate and enhance the safety and comfort of multimodal travel and provide an enhanced connection between downtown Cleveland and the lakefront, two areas experiencing significant growth and revitalization. The Cleveland Multimodal facility itself will be a community landmark with a signature design and LEED certification that will draw attention to Cleveland's ongoing revival.

Project Description

The city of Cleveland has been experiencing a revitalization as evidenced by several infrastructure projects that are transforming the



Figure B: Cleveland Multimodal Design Concept

city. The Cleveland Multimodal facility will relocate the Greyhound Station from its existing location near Playhouse Square, a pedestrian-oriented neighborhood in the Campus District, to a site that will provide easy freeway access via SR 2 (Cleveland’s Shoreway) to I-90 and points beyond along with the opportunity to integrate other modes of public transportation, specifically light rail transit and Amtrak passenger rail service. The proposed site is conveniently located within the heart of Downtown Cleveland and adjacent to Cleveland’s lakefront, and the plan integrates features and elements that will enhance the surrounding areas.

The existing Greyhound Station is located on Chester Avenue near the Playhouse Square theaters and restaurants as well as adjacent to Cleveland State University. The Chester Avenue corridor experiences a significant amount of pedestrian traffic crossing between residential areas, the campus core and Playhouse Square. Relocation of Greyhound will facilitate redevelopment of the site with a land use that is more compatible with the surrounding neighborhood.

The Cleveland Multimodal facility will incorporate numerous features and elements on the consolidated transit site that will improve

operations for Greyhound, Amtrak and RTA. The proposed facility will also provide upgraded amenities for travelers using the facility and it will be more accessible to the freeway system, improving motorized vehicle access to the site. Additionally, the site is located more conveniently to the heart of downtown Cleveland’s governmental and business core as well as to the many attractions and destinations along Cleveland’s lakefront. The facility will connect to a proposed pedestrian bridge that will link downtown and the lakefront, facilitating convenient pedestrian access to the site. Furthermore, the facility will enhance the surrounding community and reinforce adjacent planned transit-oriented development by the nature and design of the Cleveland Multimodal facility.

Project Goals

The goals of Cleveland Multimodal are to:

- Consolidate Greyhound inter-city bus and Amtrak inter-city rail services and promote the potential for expanded inter-city bus and rail services.
- Improve connections among inter-city transportation services, RTA’s local transit services which includes the Waterfront Line’s light rail transit service and the Downtown Trolley service, local taxi service, bicycling, and other forms of alternative transportation via connections to regional bicycle infrastructure and the provision of bicycle amenities which will be part of Bike Cleveland’s operations which are planned to be housed within the facility.
- Promote development of the currently underutilized project site and permit redevelopment of the existing Greyhound station site.
- Support planned and potential mixed use development of Cleveland’s lakefront and the adjacent Muni Lot site.

Project Organizations

The Cleveland Planning Commission and the Northeast Ohio Areawide Coordinating Agency (NOACA) are the project sponsors and funding partners for this study. The Cleveland Planning Commission and the Project Team worked closely on design concept development with project's major stakeholders: Greyhound, Amtrak, and the Greater Cleveland Regional Transit Authority (RTA) along with other stakeholder organizations, as listed on the acknowledgements page.

The Project Team and key stakeholders were actively engaged at several points during design development. This collaborative approach ensured that the design concept incorporates many elements and features that will serve and enhance the downtown Cleveland community as well as meets the operational needs of the transit service providers within the Cleveland Multimodal facility.

Planning Level Cost Estimate

The planning level cost estimate for the proposed Cleveland Multimodal transportation facility is \$37.1 million (in 2016 dollars). The cost spreadsheets are shown in Figures 35 and 36. The cost estimate in 2018 dollars becomes \$39 million.

Next Steps

The Cleveland Multimodal facility will be implemented based on funding availability. The City of Cleveland submitted a 2016 TIGER Grant application requesting \$37.1 million. Although the TIGER application was not funded, the City continues to look for funding opportunities and is considering a potential partnership with a developer. This potential arrangement may change the nature and extent of related development associated with the Cleveland Multimodal facility, but the transit-related elements would remain as planned because there is limited opportunity for flexibility within the existing constrained site and the need to accommodate the programmatic needs of the three transit service providers.

BACKGROUND

The Cleveland Planning Commission initiated the Cleveland Lakefront Multimodal Transit Facility study (Cleveland Multimodal) to assess and improve multimodal transportation opportunities and connections between downtown Cleveland and its lakefront area, two growing and revitalizing areas. The plan begins with an evaluation of existing conditions and issues needing to be addressed. The plan then identifies and develops recommendations and strategies for co-locating Greyhound, Amtrak and RTA to provide a more convenient, comfortable and safe environment for customers, as well as providing amenities that will benefit others who live, work and visit downtown Cleveland. A broad-based coalition of parties including Amtrak, Greyhound, RTA, the Northeast Ohio Areawide Coordinating Agency (NOACA, the region's Metropolitan Planning Organization), and the Ohio Department of Transportation (ODOT) have shown support for the project as the City of Cleveland has sought and continues to pursue federal funding opportunities, most notably, the BUILD (formerly known as TIGER) grant.

TLCI Process

Plan development was sponsored by the City of Cleveland with funding from the Northeast Ohio Areawide Coordinating Agency (NOACA) with a grant from the Transportation for Livable Communities Initiative (TLCI) program. The TLCI program provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. The objectives of the NOACA TLCI program are to:

- Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts.

- Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems.
- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments.
- Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects.
- Enhance regional cohesion by supporting collaboration between regional and community partners.
- Provide people with safe and reliable transportation choices that enhance their quality of life.

Study Purpose

The purpose of this Cleveland Multimodal Transportation Facility study was to develop a conceptual plan for a multimodal transportation facility that involved several modes and partners, including the following:

- Amtrak
- Greyhound
- RTA Services: Waterfront Line, Downtown Trolleys, and regional express buses
- Regional transit buses such as RTA, Akron Metro, Laketran, Megabus, and others.
- Other transportation services such as shuttle buses, taxis, ride-hailing services (i.e., Uber, Lyft), rental cars, bike share, etc.
- Associated services and amenities
- Potential joint development opportunities



Figure 1: Cleveland Multimodal Study Area

Collaborative meetings between the City of Cleveland, Greyhound, Amtrak and RTA led to this NOACA TLCI-funded project. The study plans for the development of a multimodal transportation facility that has been a city objective for many years. This project gained momentum with the current motivation to relocate the existing Greyhound Station on Chester Avenue and it also gives Amtrak the opportunity to enhance their facility. Ultimately, the project results in the provision of an improved consolidated facility for transit users, in addition to the potential to become a node of activity in this underutilized area of the city, and a linkage between downtown Cleveland and the lakefront.

The study determines the preferred location for the multi-modal transportation facility through an assessment of two potential sites located to the east and west of East 9th Street. The study includes site analysis; the conceptual plan for the site and the area surrounding the facility; and a design concept for the multimodal transit facility.

Project Location and Study Area

The Cleveland Multimodal Transportation Facility project is located along Memorial Shoreway in the City of Cleveland, Cuyahoga County, Ohio. The site is located at 41.506741 latitude and -81.693521 longitude and is bound by transportation infrastructure consisting of East 9th Street, the Shoreway, South Marginal Road and freight and commuter rail lines. This site is located among industrial, institutional, cultural, commercial, governmental, and transportation uses. Cleveland's City Hall and the central business district (CBD) are located immediately south of the multimodal facility site, on the opposite side of the rail lines. In addition to office buildings and other commercial uses, the surrounding neighborhoods have a growing residential population.

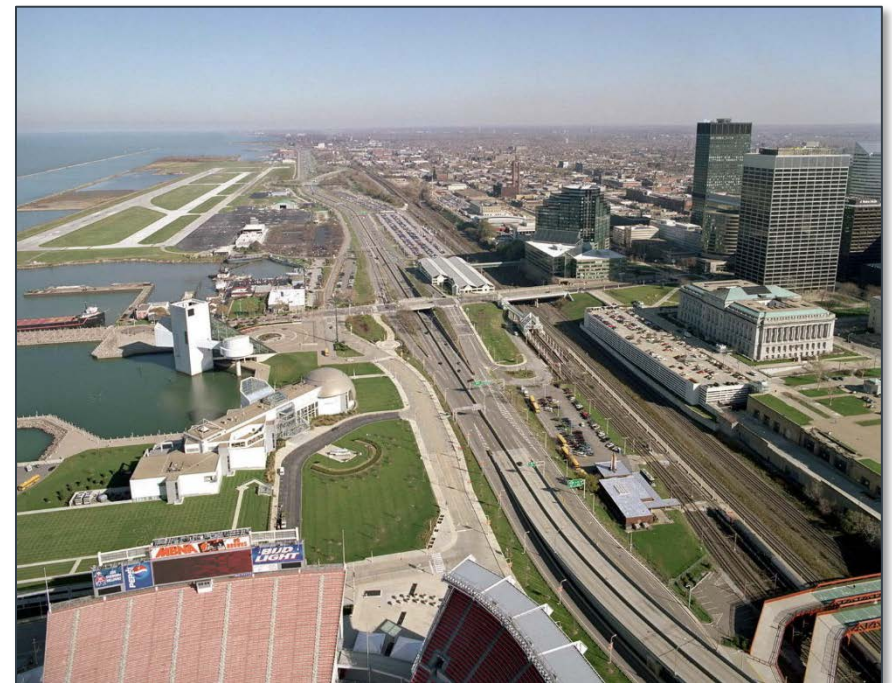


Figure 2: Cleveland Multimodal Facility Site

Stakeholder and Public Involvement

The project management team was led by the Cleveland Planning Commission. A Technical Advisory Committee was formed for the project to provide representation from several stakeholders in the city and region. Public input for the study was sought through multiple Stakeholder Committee meetings and workshops. Coordination meetings were held with Amtrak, Greyhound, and the City Planning Commission. The Technical Advisory Committee included representatives from the following agencies and organizations:

- Amtrak
- Bike Cleveland
- City of Cleveland, Mayor's Office
- City of Cleveland, Economic Development
- City of Cleveland, MOCAP
- City of Cleveland, Public Works
- City of Cleveland, Regional Development
- City of Cleveland, Real Estate
- City of Cleveland, Sustainability
- City of Cleveland, Traffic Engineering
- City of Cleveland, City Council Wards 3, 5, 7
- Cleveland City Council
- Cuyahoga County (Planning, Public Works)
- Destination Cleveland
- Downtown Cleveland Alliance
- GCRTA
- Greyhound
- Group Plan
- NOACA
- ODOT (Planning, Traffic Engineering)
- Port of Cleveland

The project consulting team held a series of workshops with the City of Cleveland, Greyhound, Amtrak, RTA and other key stakeholders to develop concepts for the multimodal facility and connections to adjacent uses. In those meetings, the consulting team presented sketches showing how the facility would relate to surrounding uses, including Cleveland's new Lakefront Pedestrian Bridge, that will pass over the site and whose support structure will be positioned within the site. The architects also showed how a proposed program for internal space, the connections among passenger waiting areas, Greyhound and Amtrak operations, and external connections to adjacent pedestrian and roadway networks, would be managed within the site area. The participation of all stakeholders was key to developing feasible concepts for the multimodal transportation facility.

Project Goals and Objectives

The overarching purpose of the project focused on development of a concept plan for a multimodal transportation facility that would accommodate public transportation services provided by Amtrak, Greyhound, RTA and others. Secondly, the plan would also include considerations for associated services and amenities as well as identification of potential joint development opportunities.

The project goals and objectives, as shown in Table 1, were developed by the Project Team at the kickoff meeting to address critical components and desires for Cleveland Multimodal.

Table 1: Cleveland Multimodal Goals and Objectives

Project Goal	Objective
Convenient Connections	<ul style="list-style-type: none"> • Facilitate safe, accessible, and convenient connections among major destinations and activity centers. • Improve non-vehicular linkages by creating a connected transportation network for the City.
Modal Choice and Accessibility	<ul style="list-style-type: none"> • Design for ease of use and access to destinations for all populations, particularly those with impairments. • Improve multimodal transportation options to major employment centers and providing increased access for surrounding neighborhood residents to strategic destinations.
Transit-Oriented-Development	<ul style="list-style-type: none"> • Designed to access multi-modal transportation options along with identifying opportunities for the implementation of transit-oriented-development (TOD) principles within the primary focus area.
Mixed-Use Development	<ul style="list-style-type: none"> • Promote mix-use civic and commercial development that improves the business climate, and enliven the facility and public spaces by carefully blending a variety of uses that support the identity of the individual and collective requirements.
Vibrant Place for Commerce	<ul style="list-style-type: none"> • Strengthen the identity of the area by enhancing the operations and functionality; and managed as an attractive destination that encourage residents and visitors to walk and use local commercial areas, rather than travel to regional counterparts.
Iconic, Memorable and Vibrant Place	<ul style="list-style-type: none"> • Give the facility a recognizable image and provide a means of orientation and understanding; as well as maintaining authenticity while cultivating a unique sense of place to attract people to live, work, and visit.
Attractive, Contextual and Placemaking	<ul style="list-style-type: none"> • Designed to create an engaging visual impression that appeals to the senses, and fosters a sense of ownership and civic pride that is reflected by the inviting physical appearance and level of activity.

Project Goal	Objective
Attractive, Contextual, Sense of Place	<ul style="list-style-type: none"> • Designed to provide opportunities for diverse experiences and encourage people to utilize multiple modes of transportation and spend time engaging in social activities within the potential major civic center.
Safe	<ul style="list-style-type: none"> • Designed to create an environment that supports a high level of patron safety and security.
Cost Effectiveness	<ul style="list-style-type: none"> • Designed considering up-front capital costs and full life-cycle costs and benefits that meet future needs.

Project Components

The proposed multi-modal transportation facility project is to include the following elements:

- Consolidation of Greyhound, Amtrak, and Greater Cleveland Regional Transit Authority (GCRTA) into one campus to allow for better connection to multiple forms of transportation throughout the city
- Relocation of the Greyhound station away from the pedestrian-oriented Cleveland State University area within the Campus District and near Playhouse Square
- Incorporate these mass transit facilities in a location with easy freeway access
- Provide features that will enhance the surrounding area and nearby development
- Promote bicycling and other alternative forms of mass transportation rather than individually driven cars
- Easy access to RTA’s waterfront line and the downtown trolley

- Pedestrian bridge that serves to span the disconnect between Downtown Cleveland and the lakefront and its amenities

EXISTING CONDITIONS

Following identification of project goals and objectives, the consultant team collected existing conditions data for the site and surrounding area, land uses and activities to analyze the feasibility of the project.

Site Conditions

The Cleveland Multimodal site is located close to and is easily accessible by residents and employees in Cleveland’s Central Business District. The site is currently served by RTA’s North Coast Harbor Station on the Waterfront light rail line and the Amtrak Station. Additionally, RTA’s 9/12 Trolley provides circulator service to the site, connecting into and throughout downtown Cleveland. The Cleveland Lakefront Bikeway

runs along the north side of the Shoreway, providing bicycle access to lakefront attractions. East 9th Street is a priority transportation corridor that links the North Coast Harbor area to the downtown area. Currently, the section of East 9th Street that crosses the rail lines and the Shoreway is not pedestrian friendly due to the auto-oriented scale and function of the street.

Cleveland’s Amtrak Station was built in the 1970s and has not since been significantly updated. The Amtrak Station is surrounded by major destinations and landmarks including Cleveland’s City Hall and Convention Center to the south, and to the north, the Rock and Roll Hall of Fame and Museum, Burke Lakefront Airport, the Great Lakes Science Center, and First Energy (Cleveland Browns) Stadium. However, the pedestrian connectivity is poor, with barriers created by the railroad tracks to the south, and SR 2 (the Shoreway) to the north, limiting pedestrian access between downtown and the regional destinations along the lakefront. In addition, the poor aesthetic condition of some elements of the facility limits its attractiveness to potential Amtrak users.

The Cleveland Greyhound Terminal, built in 1948, is among the oldest continuously operating and busiest Greyhound facilities in the country. The terminal is a Federal Register site and was refurbished by Greyhound in the 2000s. The terminal is located in Cleveland’s Campus District, adjacent to Cleveland State University and Playhouse Square.

The proposed Cleveland Multimodal site is zoned as both General Retail Business and General Industry. The existing land use is identified as Transportation/Public Utilities. The proposed future land use is categorized as Transportation/Public Utilities and Institutional. Additionally, multiple railroad lines with multiple owners run east-west along the south side of the site.

Adjacent Development

Current plans for development along the waterfront are moving forward. The city of Cleveland’s Lakefront Development Plan (2012)

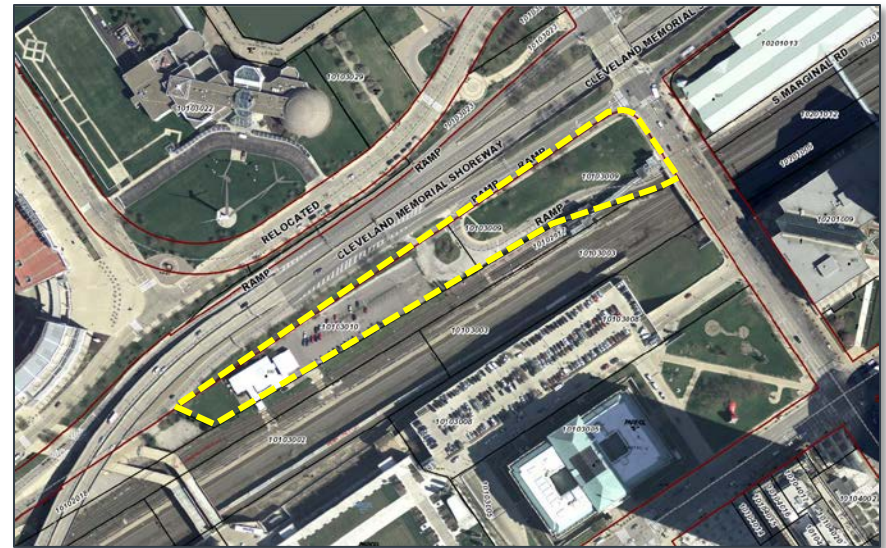


Figure 3: Cleveland Multimodal Project Area

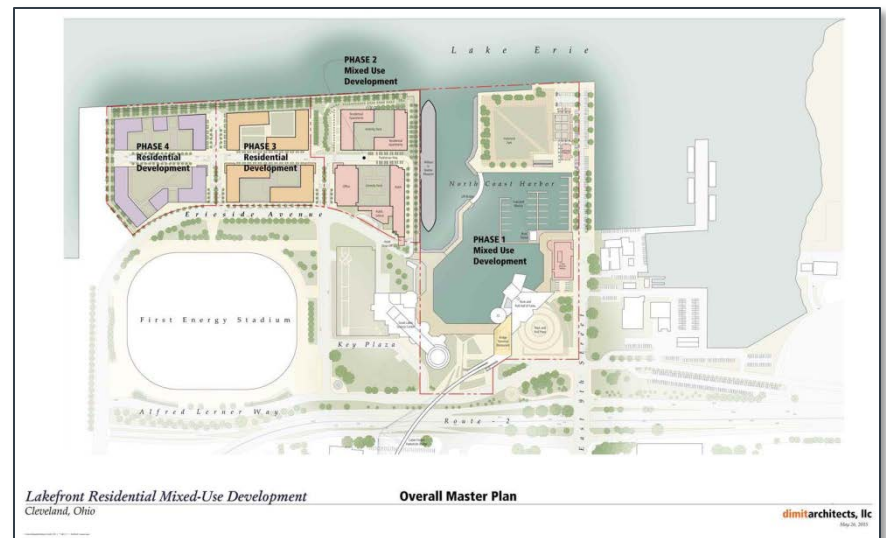


Figure 4: North Coast Harbor Development

shows phased mixed use and residential development planned as part of the North Coast Harbor Development. The Lakefront Development Plan also outlines future development potential for Cleveland’s Municipal Parking Lot (Muni Lot) located to the east of East 9th Street. The Voinovich Park Recreation and Restroom Improvement Project is also along the waterfront within North Coast Harbor.

Related Transportation and Land Use Plans

Several studies and plans have been completed for the site and surrounding areas.

- The Intermodal Hub Project (RTA 1998) was envisioned to be a 450,000 Square Foot Facility with three commuter/intercity rail platforms and extension of RTA platforms. The facility included 34,000 square feet of retail and a pedestrian connection to Mall C. Studies included complete reconfiguration of roadways, preliminary design, soil and environmental studies.
- A TIGER Grant application was submitted by the City of Cleveland in 2012 for a pedestrian bridge connecting the Mall to the North Coast Harbor with linkages to Amtrak, RTA, bicycle facilities, and parking. The project details included a landscaped civic plaza on top of the facility, removal of the East 9th St. ramp to Shoreway, and extension of South Marginal Road west to a new access drive from the east bound West 3rd Street Ramp, and Parking. The project had an estimated cost of \$45.1 million (2019 dollars).
- The Lakefront Pedestrian Bridge is planned to span the rail lines and SR-2, connecting the Mall area in downtown Cleveland with popular destinations along the lakefront, including First Energy Stadium, Great Lakes Science Center, the Rock and Roll Hall of Fame, Voinovich Park and North Coast Harbor. Although implementation of the original design has stalled due to funding issues, the City maintains interest in constructing a pedestrian bridge but the ultimate design may differ from the initial concept.



Figure 5: Proposed Pedestrian Bridge

Transportation Facilities and Services

The consultant team analyzed multimodal site access and circulation, including the local and regional transportation services and networks in which the multimodal facility would operate. Consideration was given to Greyhound, Amtrak and RTA operations as well as to motor

vehicle access to the Cleveland Multimodal facility, including passenger site and drop off and pick up passengers, and how these movements would affect, and be affected by, traffic on the Shoreway and East 9th Street, a major access point for commuter and special event traffic in downtown Cleveland. Pedestrian movements traveling to, from and between the Greyhound, Amtrak and RTA operations within the facility, and between the facility and downtown Cleveland and the lakefront area also were examined.

Amtrak

Amtrak's Cleveland Lakefront Station is served daily by the Capitol Limited and Lake Shore Limited routes. The Capitol Limited route connects Chicago to Washington, DC. The Lake Shore Limited route connects Chicago to New York and Boston. All trains are scheduled to depart Cleveland in the early morning (predawn) hours.

The Project Team observed Amtrak operations on Tuesday, December 29, 2015, witnessing one of the busiest days of the year with overlapping arrivals and departures of the westbound Lake Shore 49 to Chicago and eastbound Lake Shore 48 to New York.

Amtrak operational considerations include:

- Retain platform access. Based on Amtrak operational requirements and impacts associated with platform relocation, notably railroad coordination, the existing platform should be maintained in its current location.
- Interior space functions well. The passenger area is open and serves travelers well. The back of house layout is effective and facilitates efficient staffing.
- Additional Observations:
 - Outdoor queuing and passenger waiting environment is unpleasant. Amtrak boarding requires ticket check prior to boarding, resulting in long queues on the platform with passengers exposed to the elements.



Figure 6: Amtrak Cleveland

- Transport of baggage onto trains physically crosses paths with passenger flows and queuing associated with boarding. Modification of the two processes could gain efficiency and convenience.
- Single point boarding provides control of passenger boarding and verification that travelers are boarding the proper train, however, the process results in lengthy queues.

- Platform width is relatively narrow and feels congested during times of boarding.
- Signage and wayfinding is minimal and could be enhanced.
- Exterior lighting is relatively limited. Given that Cleveland's Amtrak services is exclusively in pre-dawn hours, enhanced lighting is desirable.
- Smoking areas are located within close proximity to the entrance to the station. Relocation of the smoking area to a separate location may enhance the passenger experience for non-smoking travelers.
- Vehicle parking and queuing. The Amtrak parking lot is used exclusively by Amtrak travelers; the gate is locked during times of day without activity. Although a parking study was not completed, observations indicate that the lot is well-used. Additionally, there is significant queuing at the station entrance during passenger drop off and pick up.



Figure 7: Greyhound Station, Cleveland

Greyhound

Cleveland Greyhound Station is currently located on 1465 Chester Avenue in the Campus District of Cleveland. The station is served by twenty-three departures and arrivals, based on the following routes.

- Route 170: Boston – Albany – Syracuse – Buffalo – Cleveland
- Route 200: Chicago/Detroit – Cleveland – Washington/New York City
- Route 201: Cleveland – New York City
- Route 234: Cincinnati – Columbus – Akron – Cleveland

Currently, Greyhound buses travel between the interstate system and the station via city streets, including travel through multiple signalized intersections. Relocation of Greyhound to the proposed Cleveland Multimodal site is expected to result in more efficient freeway access, as illustrated in Figures 8 through 10.

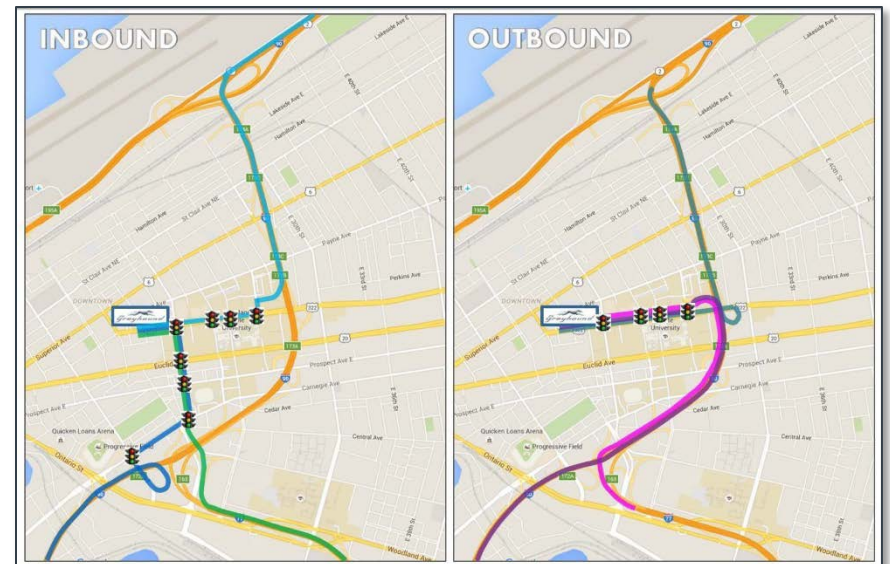


Figure 8: Current Greyhound Access Travel Patterns

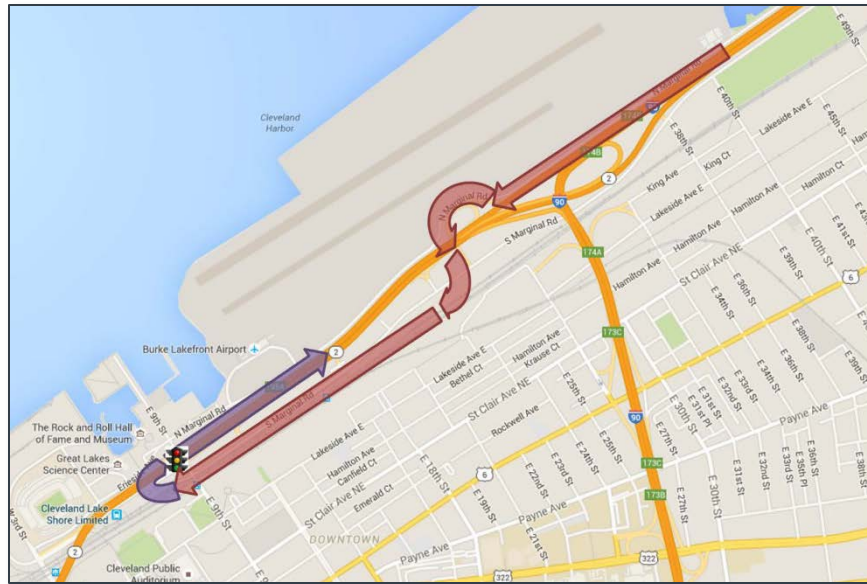


Figure 9: Proposed Greyhound Access to/from East

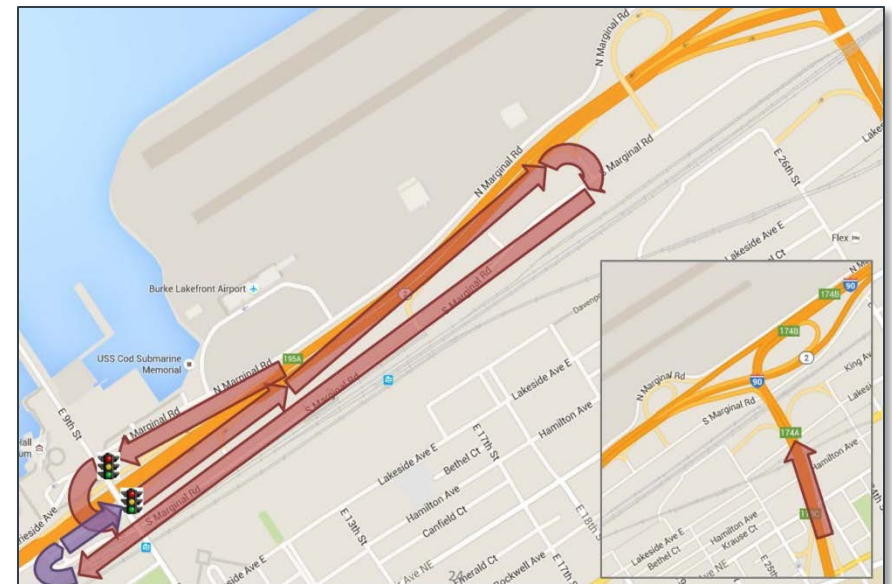


Figure 10: Proposed Greyhound to/from South and West

Megabus

Four daily Megabus routes serve downtown Cleveland, operating out of RTA's Stephanie Tubbs Jones Transit Center on Prospect Avenue, adjacent to the Cleveland State University campus.

- Cleveland – Columbus – Cincinnati – Lexington – Knoxville – Chattanooga – Atlanta
- Cleveland – Toledo – Chicago
- Cleveland – State College – New York City
- Cleveland – Erie – Buffalo (operated by Lakefront Lines)

GoBus

GoBus provides inter-city bus service with stops in rural communities, focusing on college campuses and senior centers. GoBus receives ODOT funding for rural transportation services.

- Cleveland – Columbus – Chicago (operated by Barons Bus Line with ODOT subsidy for rural portions)
- Cleveland – Parkersburg – Athens (GoBus in partnership with Barons Bus Lines)
- Cleveland – Parkersburg – Charleston (GoBus in partnership with Barons Bus Lines)

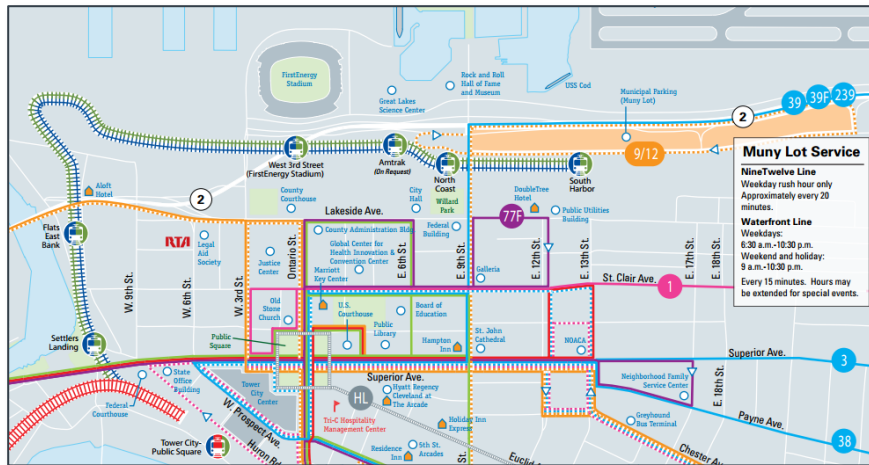


Figure 11: RTA Downtown System Map

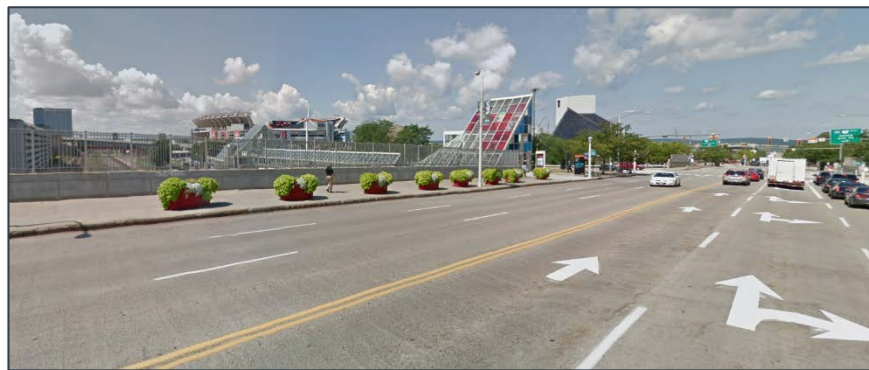


Figure 12: East 9th Street at North Coast Harbor Station



Figure 13: North Coast Harbor Station

RTA

The North Coast Harbor Station was built in 1996 as part of the construction of the Waterfront Line. RTA service to the North Coast Harbor Station is provided by the Waterfront Line light rail and the 9/12 Downtown Trolley. The Waterfront Line operates between 6:30am-10:30pm on weekdays and 9am-10:30pm on weekends. The 9/12

Downtown Trolley is operated between East 6th/Huron and the Muni Parking lot during peak hours on weekdays. In addition, the bus stop at East 9th/Shoreway is served by routes 39/39F and 239 on outbound trips.

The North Coast Harbor Station provides pedestrian access via East 9th Street. Passengers enter the station through a glass-enclosed tunnel then descend to the platform level via stairs or elevator. The proposed Cleveland Multimodal facility would retain the head house features and vertical circulation between street level and the rail platform.

Out-of-County Bus Operations

Several out-of-county bus operations provide service to Downtown Cleveland that may utilize the transportation facility in the future.

- Laketran is the largest provider of out-of-county transit service to downtown Cleveland. Five routes operate from various park-and-ride lots in Lake County into downtown Cleveland, with three routes also serving Cleveland State University and one route serving St. Ignatius High School.
- Akron METRO provides express service between the Akron region and Downtown Cleveland/University Circle.
- SARTA provides weekday service between Canton, University Circle, and Downtown Cleveland. This service has an emphasis on the connection between American Legion in North Canton and VA Hospital.
- PARTA provides service between Kent State, Downtown Cleveland, and University Circle.

Pedestrian and Bicycle Network

Pedestrians will be able to access the site via existing sidewalks, however, pedestrian access to the site does not feel safe nor comfortable due to the site’s location along East 9th Street and bounded by SR-2 and the railroad tracks. The main pedestrian access is on East 9th Street but this road is a wide, high-volume corridor that is not pedestrian friendly.

The city is updating the bikeway master plan. Although there are currently no dedicated bicycle facilities that provide direct access to

the Cleveland Multimodal site, the Cleveland Lakefront Bikeway runs along the north side of the Shoreway adjacent to the site.

Parking

Parking data for facilities in and near the study area were provided by the Cleveland Planning Commission from previous studies: The Cleveland Medical Mart/Convention Center Parking Analysis (September 2010) and the Lakefront Intermodal Garage Parking Study (2014).

Table 2: Study Area Parking Facilities

Parking Facility	Type	Parking Stalls
Amtrak Parking Lot 200 Memorial Shoreway	Surface	80
North Point Garage 901 Lakeside Avenue	Garage	1,004
Cleveland’s Municipal (Muni) Lot 1500 S. Marginal Rd	Surface	2,300

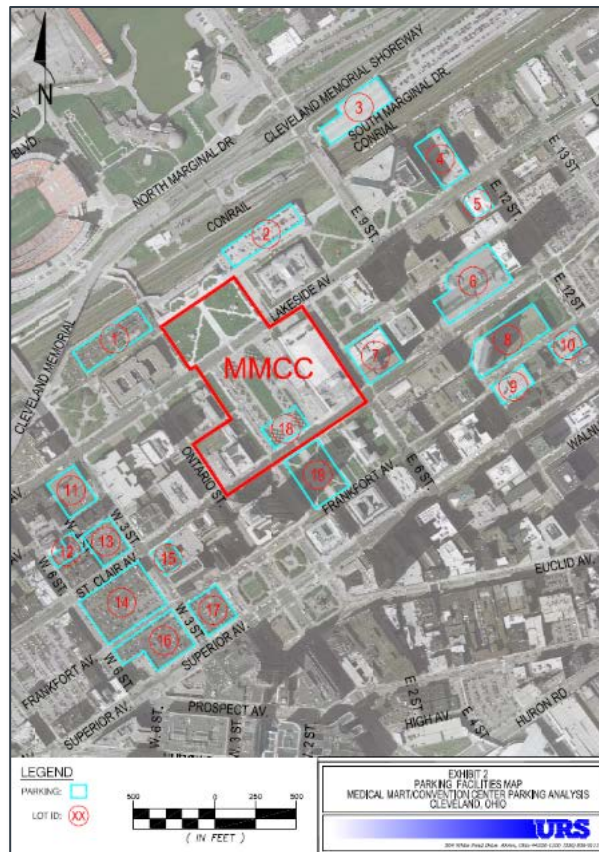


Table 1 – Parking Occupancy

Parking Lot ID	Total Spaces	AM Occupancy	PM Occupancy	Saturday Occupancy	Browns Occupancy
1	1165	1010 (87%)	1040 (89%)	0 (0%)	* (100%)
2	1915	1690 (88%)	1740 (91%)	0 (0%)	* (100%)
3	1029	905 (88%)	929 (90%)	32 (3%)	* (100%)
4	360	320 (89%)	330 (92%)	187 (52%)	* (100%)
5	301	271 (90%)	281 (93%)	18 (6%)	* (100%)
6	429	305 (71%)	353 (82%)	43 (10%)	390 (91%)
7	620	570 (92%)	585 (94%)	298 (48%)	583 (94%)
8	980	830 (85%)	855 (87%)	0 (0%)	840 (86%)
9	250	210 (84%)	220 (88%)	45 (18%)	* (100%)
10	509	469 (92%)	474 (93%)	0 (0%)	* (100%)
11	87	26 (30%)	41 (47%)	5 (6%)	* (100%)
12	118	108 (92%)	101 (86%)	3 (3%)	* (100%)
13	110	68 (62%)	83 (75%)	10 (9%)	* (100%)
14	404	243 (60%)	323 (80%)	50 (12%)	* (100%)
15	460	315 (68%)	400 (87%)	19 (4%)	430 (93%)
16	323	222 (69%)	318 (98%)	11 (3%)	* (100%)
17	198	145 (73%)	164 (83%)	17 (9%)	185 (93%)
18	310	210 (68%)	310 (100%)	0 (0%)	0 (0%)
19	986	686 (70%)	886 (90%)	105 (11%)	725 (74%)
TOTAL	10,554	8,603 (82%)	9,433 (89%)	843 (8%)	9,723 (92%)

* Lot closed (Full)

Figure 14: Parking Facilities and Occupancy Data (source: 2014 Parking Study)

The existing supply of garage parking facilities and spaces near the lakefront, based on the 2014 Lakefront Intermodal Garage Parking Study, is shown in Figure 14. Data on city and county parking assets show that approximately 17% of spaces are typically available during weekday peak times. Parking areas are typically considered “full” at 80-90% occupancy.

The parking study concluded that additional off-street parking in the Convention Center area of downtown is needed. Although there are numerous existing parking structures in the area, many are designated for specific business uses. As such, there is inadequate available parking for people attending events at the Convention Center, or elsewhere. This indicates a need for parking for the Cleveland Multimodal facility.

Traffic Operations and Site Access

Vehicular access to the Cleveland Multimodal site is constrained. South Marginal Road currently provides one-way westbound access to the platform level of RTA and the Amtrak parking lot. However, with the relocation of Greyhound to the Cleveland Multimodal facility, South Marginal would be restricted to Greyhound use only due to operational requirements and security. As such, vehicular access would be restricted to ingress and egress via the Shoreway's eastbound ramps at East 9th Street.

Traffic analysis of the eastbound Shoreway exit ramp intersection with East 9th Street was included as part of the 2014 Lakefront Parking Garage Traffic Analysis. The study concluded that it would be operationally feasible to reconfigure the eastbound approach at the Eastbound Shoreway Ramp/East 9th Street intersection as indicated in Figure 15. This reconfiguration would facilitate access to the Cleveland Multimodal facility by reducing the number of lane changes for exiting buses destined for the eastbound Shoreway and points beyond. Additionally, the study showed that it would be feasible to eliminate the short weave between the eastbound West 3rd Street entrance ramp and the eastbound East 9th Street exit ramp by closing the eastbound West 3rd Street entrance ramp and requiring that traffic to access the eastbound Shoreway by traveling through the East 9th Street intersection then entering the highway.

The potential closure of the eastbound West 3rd Street entrance ramp to the Shoreway would redirect traffic up the ramp to East 9th Street. Traffic would then enter SR-2 east of East 9th Street. This would eliminate the existing short, difficult and dangerous weave on the Shoreway.

Vehicular access considerations for the Cleveland Multimodal site include the following:

- Very short weave from the station to the East 9th Street intersection
- SR-2 traffic travels at high speed and ramp speed may be high

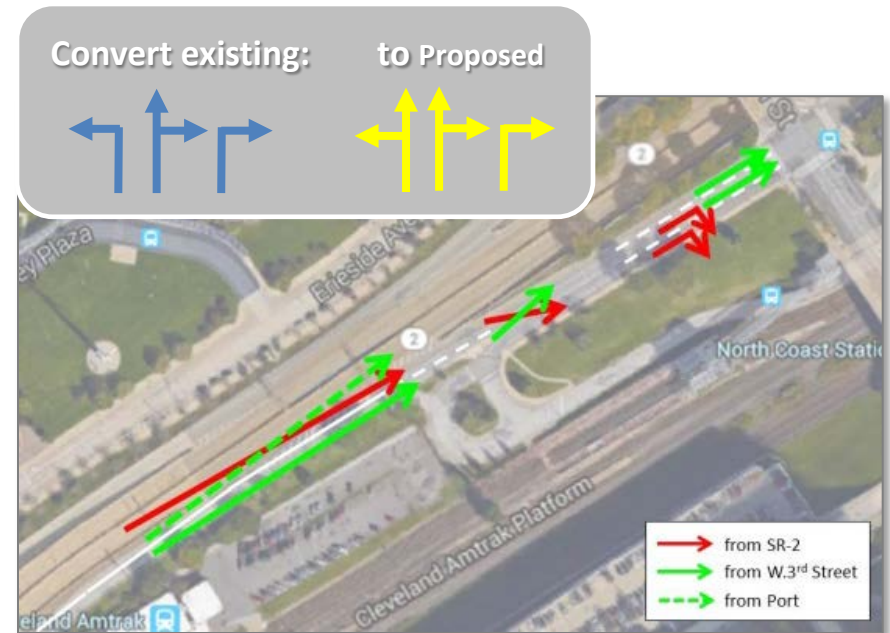


Figure 15: SR-2 Ramp / E.9th Street Conversion

- Sight distance and visibility constraints for vehicles entering the Cleveland Multimodal site from SR-2
- Eastbound queues on the Shoreway exit ramp at the East 9th Street intersection are lengthy, extending into the Shoreway travel lanes, in the AM peak
- Eastbound traffic volumes on the West 3rd Street entrance ramp are high in the PM peak
- The Port of Cleveland uses the eastbound West 3rd Street entrance ramp to transport oversized freight (i.e., wind turbine blades) onto the interstate system for transportation to their final destinations; there is no viable alternative so retaining access via the eastbound West 3rd Street entrance ramp is necessary for Port access

Secondary Study Area

The Muni Lot was identified as the secondary study area. This parking lot currently serves weekday commuters and tailgaters for Cleveland Browns football games. This use effectively banks lakefront land for potential future redevelopment, such as the opportunity for mixed-use development that could help reinforce the connect between downtown Cleveland and the lakefront.

The market for Downtown Cleveland remains strong for residential uses as more Millennials and Baby Boomers look to move downtown. Class A office is also in demand. There is some uncertainty for retail uses in the area. The Lakefront Greenway and Downtown Connector Study recommends the provision of a multiuse trail facility along South Marginal Road, adjacent to the Muni Lot. The opportunities and constraints for the secondary study area will influence future recommendations for the area.

Table 3: Secondary Study Area Opportunities & Constraints

Opportunities
<ul style="list-style-type: none"> • Waterfront Line access is an asset (TOD) • Immediately available land • Views to Waterfront
Constraints
<ul style="list-style-type: none"> • Relatively narrow site • Auto, bicycle and pedestrian access are challenging • Noise from adjacent highway and rail traffic • Soils (fill)

CONCEPT DEVELOPMENT

Opportunities and constraints for the proposed Cleveland Multimodal facility and site concepts based on the existing conditions analysis. Specific considerations included:

- Amtrak, Greyhound and RTA Program Needs
- North Coast Harbor and Voinovich Park Plan
- Lakefront Development Plan
- Parking
- Pedestrian Bridge
- Pedestrian Realm on East 9th Street
- Program Requirements
- Scheduling and Phasing
- Site Boundaries
- Traffic Operations

The Cleveland Multimodal facility incorporates program requirements to meet the operational needs of Greyhound, Amtrak, and RTA. These considerations impact interior and exterior features and considerations for the facility. The total program square footage is just over 37,200 square feet.

The proposed site was assessed for its ability to meet the project’s goals and objectives with the development of the potential concepts for the Cleveland Multimodal facility. While all goals are not fully met, there is at least a limited opportunity or potential to achieve all goals.

Concepts were inspired by the 1936-37 Great Lakes Exposition in Cleveland along with transportation Great Halls like New York’s Grand Central Station, Miami Central Station, and Grand Central Birmingham. There is a desire to link the past with the future with this facility through various elements of design.

Table 4: Proposed Site and Assessment of Project Goals

Goal	Achieved	Detail
Convenient Connections	✓ Yes	Provides potential for transfers between transit modes; Provides pedestrian, bicycle and vehicular access
Modal Choice and Accessibility	✓ Yes	Consolidating transit access
Transit-Oriented Development	X No	Although not part of the proposed facility, potential TOD on adjacent properties is supported
Mixed-Use Development	X No	Space was not programmed within the proposed facility
Vibrant Place for Commerce	X No	Potential for pop-up commerce within the station
Iconic, Memorable and Vibrant Place	✓ Yes	Pedestrian bridge connection; transit hub
Attractive, Contextual, Sense of Place	✓ Yes	Links downtown and lake front
Safe	✓ Yes	Clear sight lines; well illuminated
Cost Effective	✓ Yes	Within parameters of budget requirements
Public Health	✓ Yes	Improves pedestrian connectivity



Figure 16: Inspiration from Great Halls and Great Lakes Exposition of 1936-37

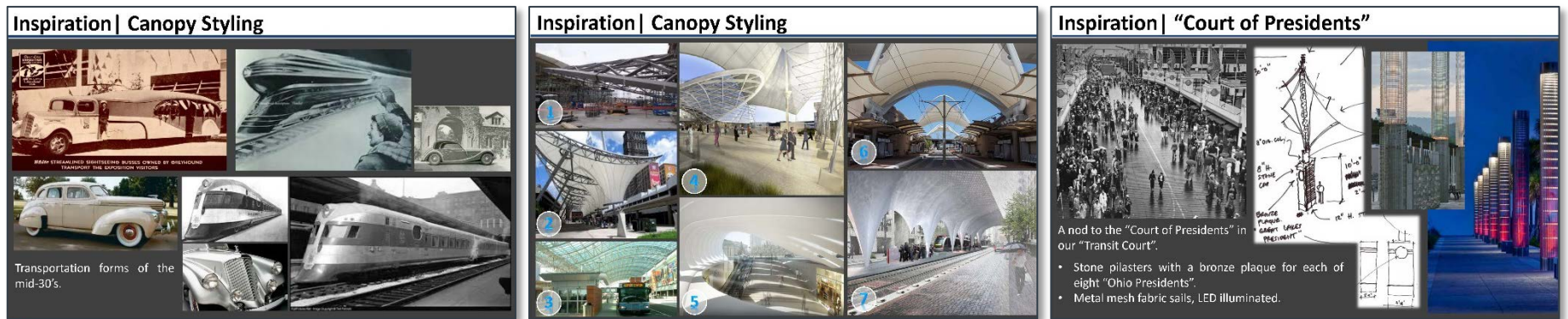


Figure 17: Inspiration Influencing Design Elements

Facility Concepts

Site diagrams were developed to identify key elements such as points of access, circulation and flow to/from and within the site, potential for integration with adjacent elements, most notably the pedestrian bridge and East 9th Street.

Great Hall Concept

The Great Hall concept was inspired by Grand Central Station in New York and Grand Central Birmingham in Alabama. The facility would provide a connection between East 9th Street, RTA's North Coast Harbor Station, Amtrak, and the proposed pedestrian bridge. The building would house operations for Greyhound, RTA, and Amtrak with

the Great Hall connecting all three functions and provide additional space for other potential occupants, such as retail.

Site plans were developed from the site diagrams to define and illustrate the function and components for each level of the facility. Alternatives were discussed with Greyhound to understand their

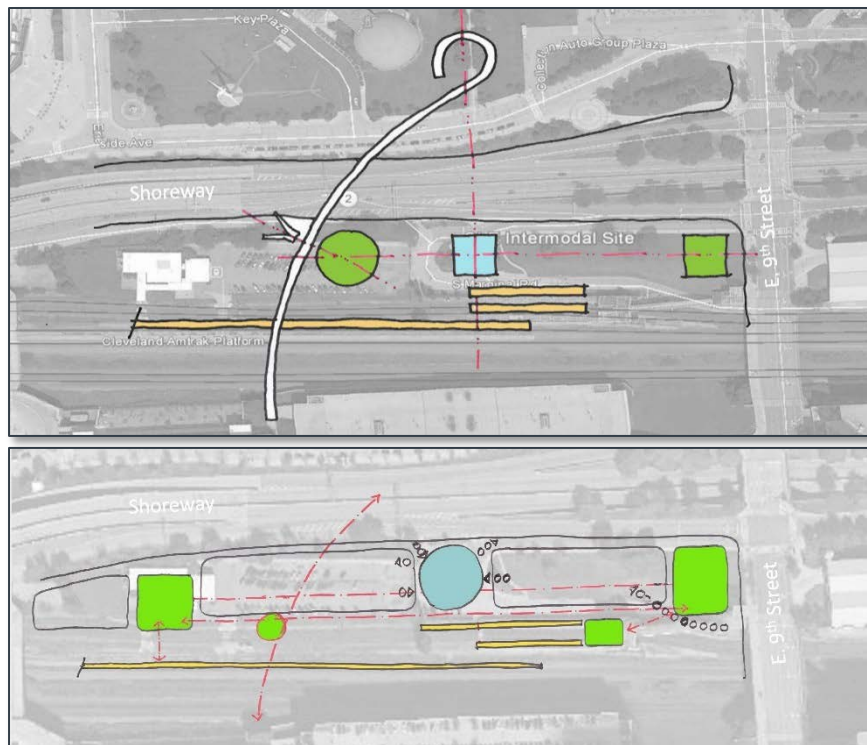


Figure 18: Site Diagrams

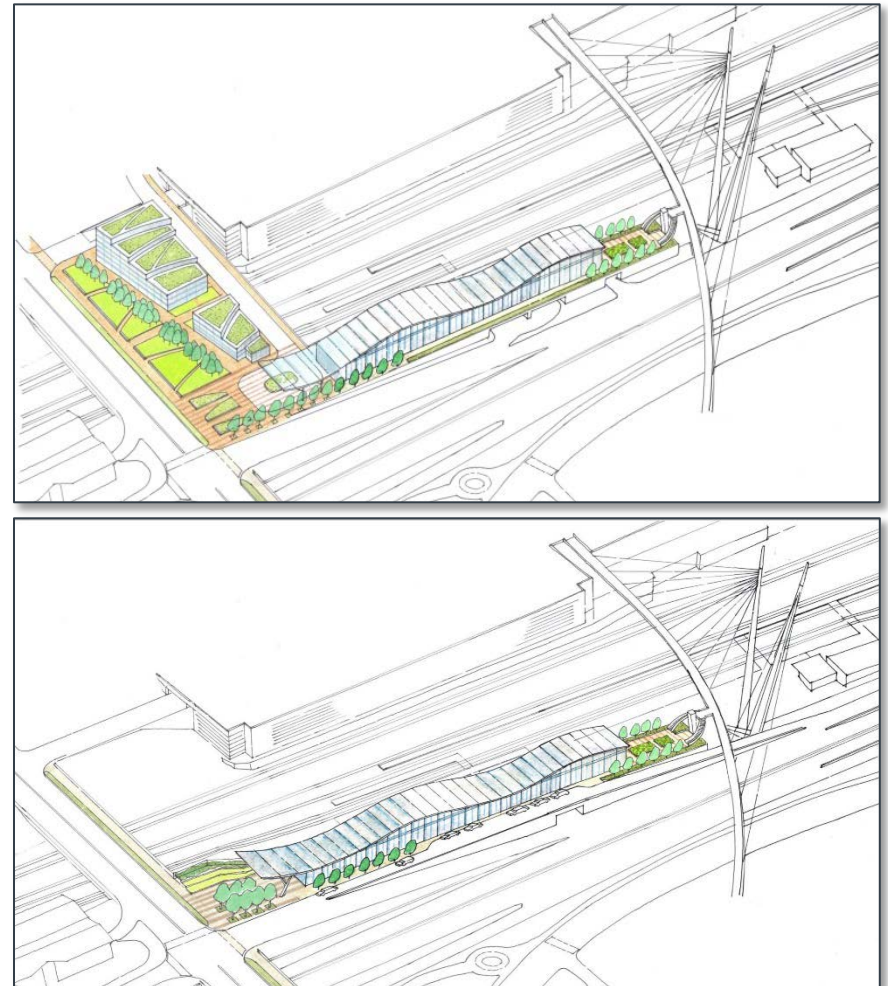


Figure 19: Great Hall Concepts

operations and preferences with respect to site function. The site plan provided for Greyhound buses to enter the station from the east, a public drop-off/pick-up location in the middle of the site, and public parking at the west end of the site in the current Amtrak location.

The Great Hall concept would have been costly to construct and maintain, Although the Great Hall concept was valued, it was ultimately replaced due to anticipated cost and the City’s desire for a standalone multimodal facility that would not rely on associated development(s) for implementation.

Several initial site concepts were developed with varying options for access and air rights over the rail lines. The features and characteristics for each alternative were reviewed and assessed for feasibility based on the goals and objectives, access, internal and external flow, anticipated cost, and other impacts.

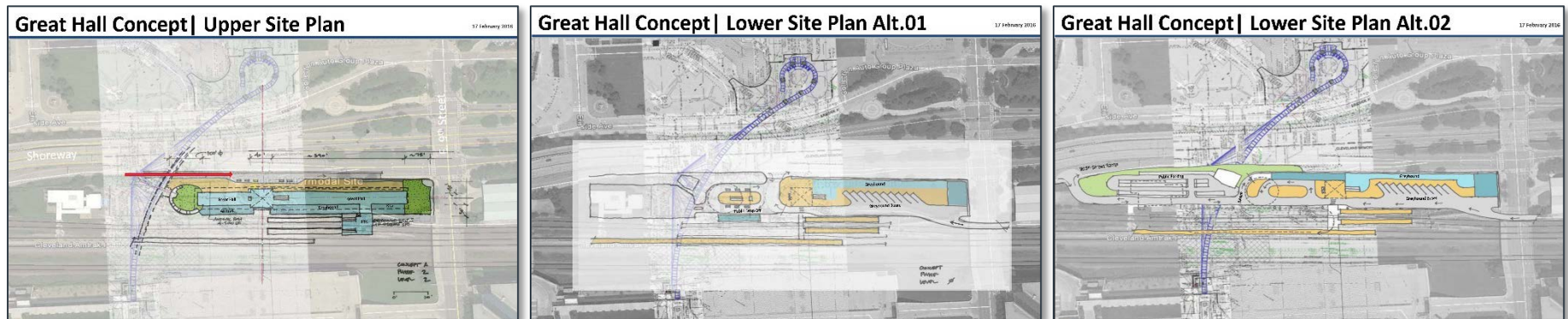


Figure 20: Great Hall Site Diagrams

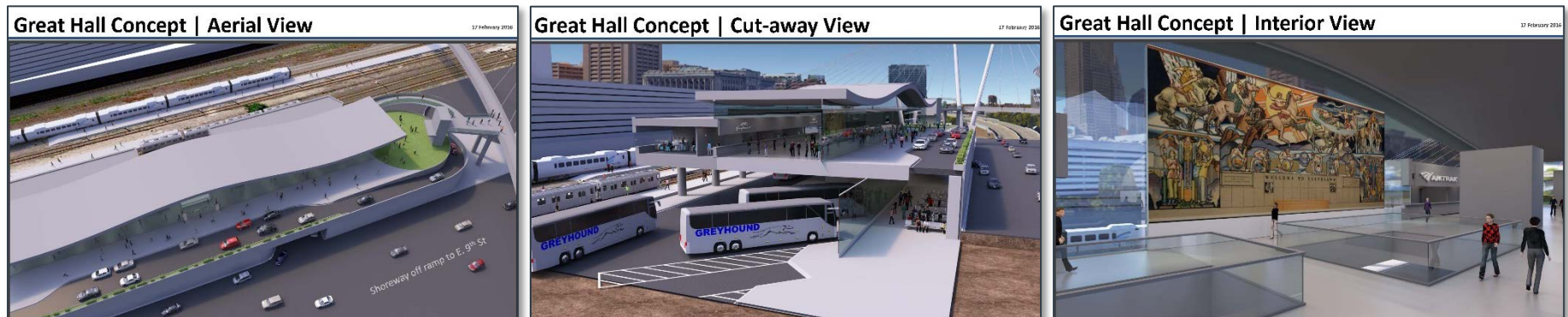


Figure 21: Great Hall Illustrations

Promenade Concept

As a means of addressing cost concerns associated with the Great Hall concept, the Project Team developed the Promenade concept, essentially the inverse of the Great Hall concept while still achieving the project goals but with a significantly smaller structure. Site connectivity would be provided through landscape and streetscape elements; the connections between East 9th Street, RTA's North Coast Harbor Station, Amtrak, and the proposed pedestrian bridge were predominantly external. The Promenade Concept represented a nod to the historic site of the 1936-1937 Great Lakes Exposition. The concept considered how the East 9th Street plaza could be designed to be an inviting, visible, accessible entrance and tie into the proposed landscape wall along East 9th Street to provide security and comfort for pedestrians. Three site plan alternatives for the Promenade concept were developed, along with details defining key elements such as the canopies that were developed to provide a sense of connection through the site.

The Project Team presented the Great Hall and Promenade concepts to stakeholders. Their input reflected concern for the cost of the Great Hall concept and concern for exposure to adverse weather conditions for the Promenade concept. Given the site's location along Lake Erie and with the expectation of adverse wind and weather conditions, consensus aligned on the need to provide more protection and interior space for travelers. Based on the stakeholders' suggestion to make the

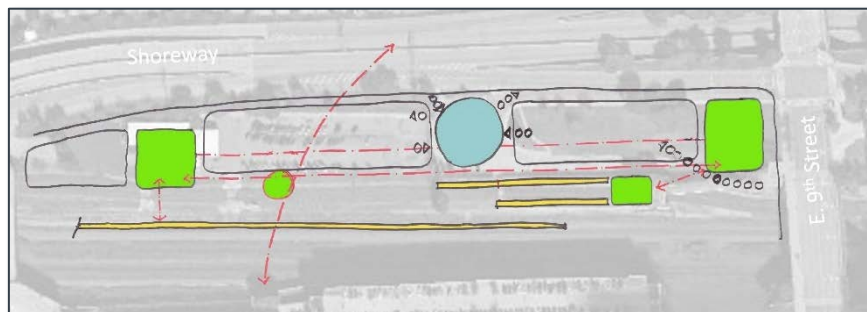


Figure 22: Promenade Concept Site Diagram

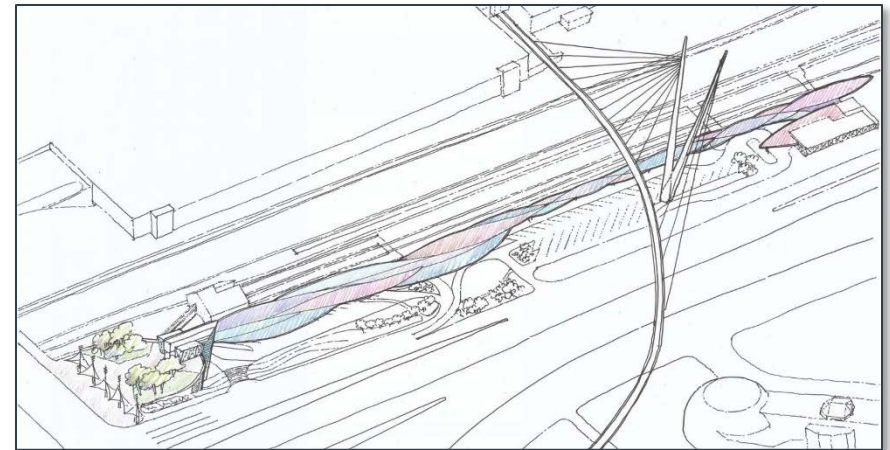


Figure 23: Promenade Concept

facility's interior structure as large as possible to meet project goals but sufficiently modest to allow for reasonable construction and maintenance costs, the Project Team developed what became the preferred alternative.

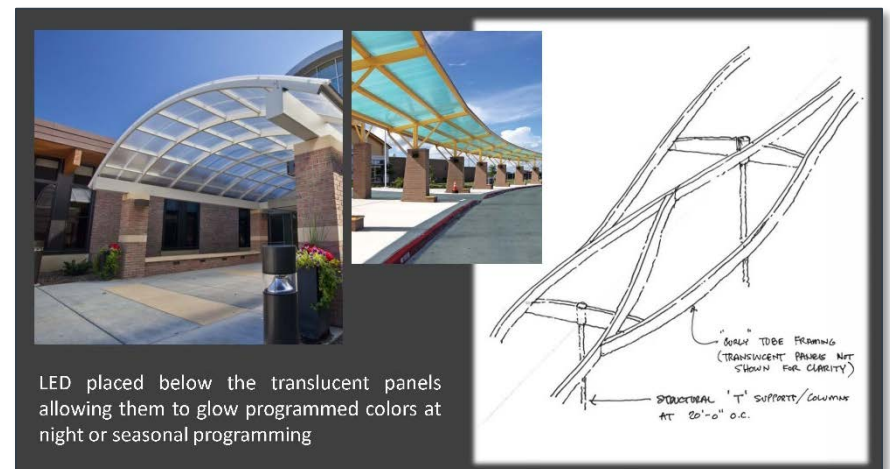


Figure 24: Promenade Concept Canopy Material Details

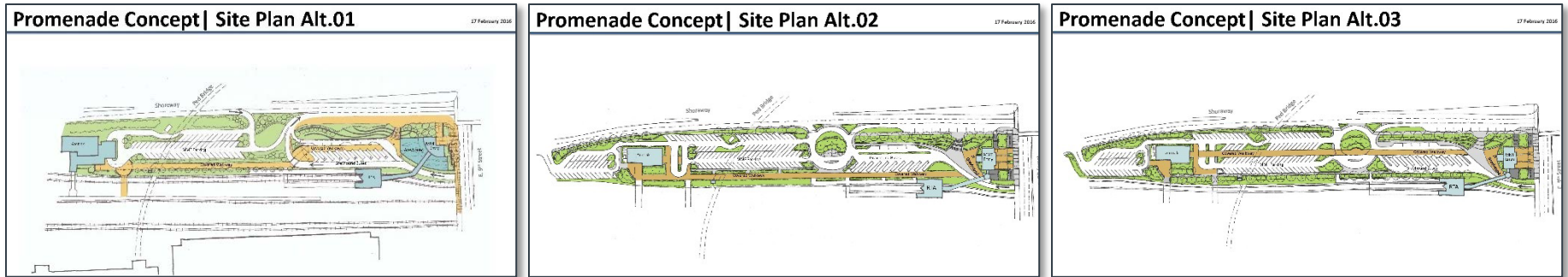


Figure 25: Promenade Concept Site Plan Alternatives

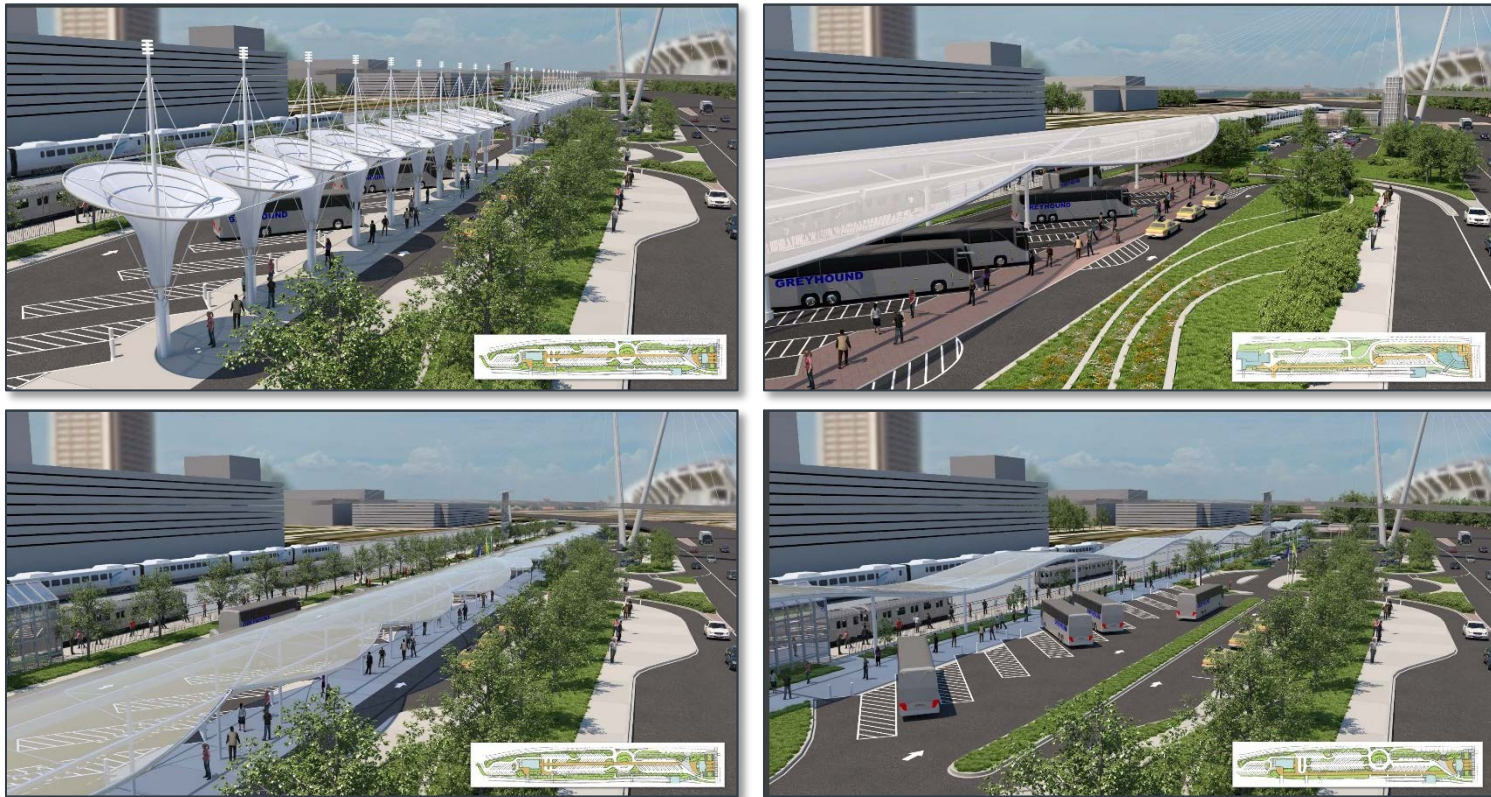


Figure 26: Promenade Concept Illustrations

CLEVELAND MULTIMODAL

(Preferred Concept)

Following discussions with the City and stakeholders, a hybrid of the Great Hall and Promenade concepts was developed. The final proposed facility provided an indoor facility without wasted space. The concept includes covered areas that provides connections between the new Greyhound facility and the existing Amtrak station. It also maintains upper level views to the lakefront.

The Cleveland Multimodal concept incorporates a new, iconic structure located along East 9th Street and the Shoreway ramps. These two roadways will serve as the grand entrance to the facility, which will be highly visible from the Shoreway and nearby downtown and Lakefront attractions.

The Cleveland Multimodal concept features two major buildings, the Amtrak Station near the western end of the site which will be refurbished, and a new Greyhound terminal facility which will be located at the corner of East 9th Street and the SR 2 (Shoreway) eastbound exit ramp. The Amtrak facility renovation will include updating the 1970s-era station building and effective integration of the station into the Cleveland Multimodal site. Weather protected pedestrian corridors will connect the building along East 9th Street housing the Greyhound terminal with RTA's North Coast Harbor Station and the Amtrak station.

The new Greyhound terminal is a proposed three-story, 27,600 square foot facility. It incorporates passenger ticketing and waiting area, package service, baggage storage and passenger amenities like food service kiosks. Pedestrian and bicycle access for Greyhound, Amtrak and RTA services would be from the upper level which is level with East 9th Street. Bicycle facilities, amenities and services will be integrated into the East 9th Street terminal; bike share, bike station (maintenance, rentals, showers and locker room), bike parking and lockers are included in the plan.

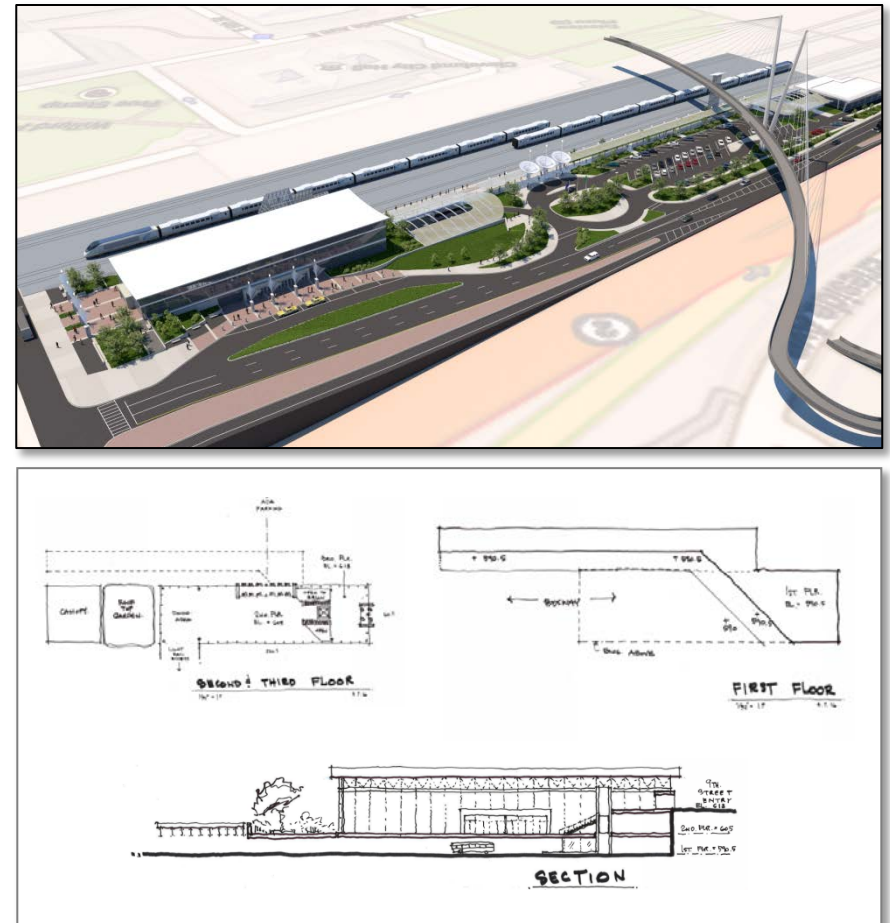


Figure 27: Proposed Cleveland Multimodal Concept

The public pedestrian plaza and primary facility entrance located on East 9th Street will support the reconnection of downtown Cleveland with the lakefront and help activate the pedestrian realm along East 9th Street through creative and engaging streetscape elements. This will make the pedestrian realm more friendly and comfortable, with the resulting effect of reducing the perceived distance between downtown Cleveland and the lakefront. It will also help relieve the

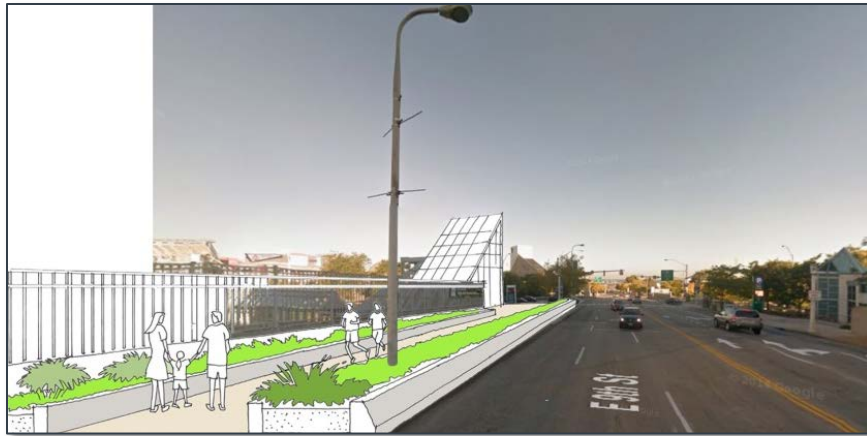


Figure 28: East 9th Street Streetscape Enhancements

excessively auto-oriented environment of East 9th Street. A wayfinding system is planned to direct passengers to the East 9th Street entrance from surrounding streets and attractions, with interior wayfinding to direct travelers to the various services within the site. Public art installations will enhance the facility and provide educational opportunities.

An upper level entrance on the north side of the building will serve as the primary auto and taxi passenger drop-off and pickup area for the site, along with ADA access and parking. The driveway and passenger drop-off-pickup area is accessed from the eastbound SR 2 (Shoreway) exit ramp. On site, vertical circulation includes a large capacity elevator and stairway. At the west end of the site, an elevator and stair also are proposed to connect the site along the pedestrian path between the Greyhound and Amtrak buildings to the proposed Lakefront Pedestrian Bridge, which will pass over the west end of the site.

The RTA North Coast Harbor Station will be refreshed and the existing pedestrian tunnel connecting the station headhouse to East 9th Street will be eliminated. The station will be accessed from the upper level of the Greyhound Terminal via the pedestrian plaza and entrances along East 9th Street. Wayfinding will direct RTA passengers to and through



Figure 29: Entrance and Pedestrian Plaza on East 9th Street

the site. Information and ticketing for RTA services will be available on the facility's upper level. Integrating the RTA station into the Cleveland Multimodal facility will improve RTA riders' experience and promote use of RTA as a viable means of access for Greyhound and Amtrak passengers.



Figure 30: Passenger and Taxi Drop-Off, North Building Face

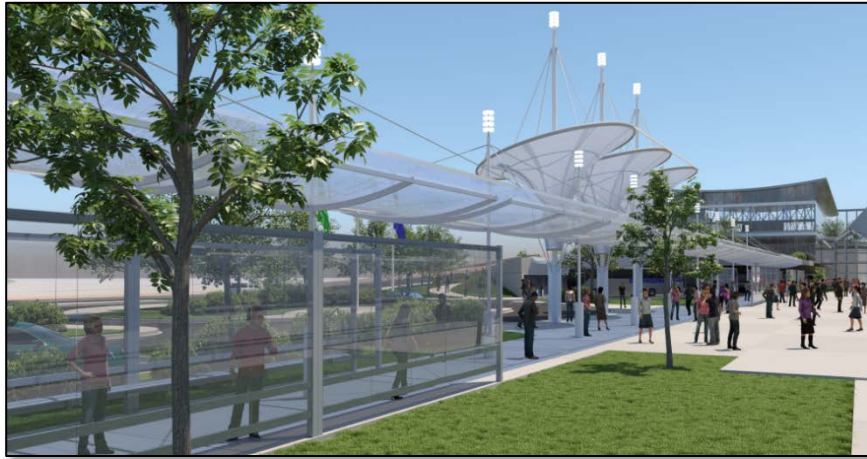


Figure 31: Covered Walkway Connects Greyhound & Amtrak

The Amtrak facility will include two pathways to the platform, a landscaped parking area east of the site (as exists today) and an overflow parking area for Amtrak and Greyhound employees located to the west of the station. This parking area is accessed from a slip ramp from the eastbound West 3rd Street ramp. Auto traffic will enter the site from a re-designed entrance from the West 3rd Street ramp. Additional parking for Amtrak and Greyhound passengers could be provided in the Muni Lot or North Point Parking Garage, as needed.

Greyhound operations will function on a single level to promote operational efficiency and passenger service and safety, as expressly desired by Greyhound management. Most Greyhound operations, including bus bays and platforms, ticketing, package services, baggage storage, Greyhound offices and driver facilities, will be housed in the lower level of the terminal building. Interior passenger areas will be configured with short walking distances to the bus loading area. An indoor waiting area will be provided adjacent to the bus bays and loading platforms to allow passengers to wait in comfort in an area where the buses are readily visible. Bus lanes will be covered with a canopy or similar structures with wind screens to provide weather protection in inclement weather. A green roof is proposed over the



Figure 32: Auto Passenger Drop-Off

portions of the Greyhound platforms that will not be covered by the terminal building; this will reduce maintenance costs and provide passive cooling in warmer weather.

Greyhound buses will access the station from South Marginal Road and crossing under East 9th Street. Greyhound buses will pull into and back out of the angled bus bays, their customary and preferred operational model. Outbound access to the interstate system is accommodated via an exit onto the eastbound Shoreway exit ramp at East 9th Street. Buses will enter via an exclusive lane then shift to the center lane to proceed straight across East 9th Street to the eastbound Shoreway entrance ramp which connects to the interstate highway system.

All internal and external elements of the facility are proposed to meet LEED certification requirements. Creative and efficient use of building materials and concepts will provide protection from the often-harsh outdoor environment while avoiding excessive interior space. The proposed building materials will provide maximum performance and an attractive appearance while being easy to maintain. For example, the facility will use polished and stained concrete rather than porcelain tile or other materials that are costlier to construct and maintain.

Operations and Considerations

Greyhound, Amtrak, and RTA operations were observed and analyzed to help guide and inform development of the station concepts. Each of the service providers were reviewed both singularly and collectively to make sure operations could work within one facility location. Representatives from each agency were collectively engaged to ensure their operational needs would be effectively accommodated both individually and together in the new facility.

Greyhound Operations & Considerations

The Greyhound station is configured with the preferred 45° saw-tooth bus bays with the first bay for refueling. The proposed site will function with two levels. This configuration could impact operating costs, depending on the station configuration and how operations would be conducted, so the programming within the proposed layout is configured to maintain efficient operations without the need to add staff. Additionally, to meet existing staffing and program needs, the Greyhound facility needs to be at least 12,000 square feet and the site needs to be 30,000 square feet to allow for bus access and circulation. Bus circulation needs include staging, access, security, and passenger boarding and queuing. Rider amenities must also be considered.

Amtrak Operations & Considerations

The Amtrak station will retain its existing platform due to operational requirements and the desire to avoid the need for the railroad coordination, which could cause extensive delays in implementation of the project. The Amtrak station interior space currently functions well in how it set up to accommodate passenger areas, back of the house operations, and staffing. Other considerations noted that should factor into station site design are outdoor queuing and passenger waiting environment; single point boarding, mix of baggage / passenger flow, platform width, signage and wayfinding, exterior lighting, designated smoking areas, and vehicle parking and queueing.



Figure 33: RTA's North Coast Harbor Station

RTA Operations & Considerations

RTA's North Coast Harbor Station serves the Waterfront Line. Pedestrians access the station from East 9th Street. The entrance to the station is approximately 350 square feet that connects to the elevator and stairway to a bridge to the headhouse. The bridge is enclosed in windows and regulated for temperature and ventilation. The station head house maintains vertical circulation to the rail platform.

Site Access

Bus Access

Relocation of the Greyhound station from its current location to the proposed site is expected to facilitate access to the interstate network.

Buses will enter the site from the east via South Marginal Road and enter the Greyhound facility under the East 9th Street overpass. Buses will exit the site to the north, entering the eastbound Shoreway exit ramp at East 9th Street, as previously described.

Pedestrian Access

Based on the site analysis and comments from stakeholders, pedestrian access and connections to the station must be improved as part of the multimodal facility design. A landscaped “wall” is proposed to separate the sidewalk from vehicular traffic on East 9th Street. This treatment will enhance the pedestrian experience by improving the pedestrian realm, making the area more walkable and comfortable.

Traffic Access

Although this project could be used to support the potential closure of the eastbound West 3rd Street ramp to the Shoreway, it is not included as part of the Cleveland Multimodal recommendations due to impacts to the Port. The Project Team felt that the potential ramp closure should be addressed separately. However, the Cleveland Multimodal plan does include reconfiguration of the eastbound approach from the Shoreway to East 9th Street, as illustrated in Figure 34, to facilitate access to and from the Cleveland Multimodal site.

PLANNING LEVEL COST ESTIMATE

The planning level cost estimate for the proposed Cleveland Multimodal transportation facility is \$37.1 million (in 2016 dollars). The cost spreadsheets are shown in Figures 35 and 36. The cost estimate in 2018 dollars becomes \$39 million.

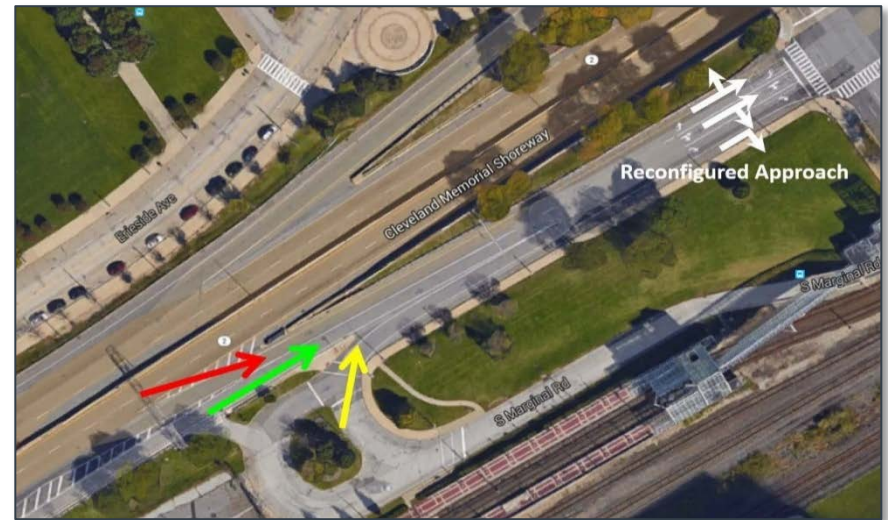


Figure 34: Cleveland Multimodal Site Access

NEXT STEPS

The Cleveland Multimodal facility will be implemented based on funding availability. The City of Cleveland submitted a 2016 TIGER Grant application requesting \$37.1 million. Although the TIGER application was not funded, the City continues to look for funding opportunities and is considering a potential partnership with a developer. This potential arrangement may change the nature and extent of related development associated with the Cleveland Multimodal facility, but the transit-related elements would remain as planned because there is limited opportunity for flexibility within the existing constrained site and the need to accommodate the programmatic needs of the three transit service providers.

PROJECT:		
CLEVELAND MULTIMODAL		
CLEVELAND, OHIO		
PRELIMINARY TOTAL PROJECT BUDGET		April 14, 2016
1. This budget is based on construction dates as follows:		
Construction Contract Award Date:	6-Jan-18	
Final Completion Date:	6-Jan-20	
Construction Duration (Days):	730	
2. Escalation Rates:		
Annual Rate:	3.0%	
Mid-Point of Construction:	6-Jan-19	
Current Date:	9-Jan-19	
Years to Mid-Point:	-0.01	
Escalation Rate (Current to Mid-Point):	0.0%	
3. Budget for Construction Contract Award Price (CCAP)		
CCAP	\$ 27,400,475	includes design c
Escalation	0.0% \$ (6,656.11)	
Total CCAP	\$ 27,393,819	
4. Construction Phase Contingency		
Percent of Item 3	10.0%	\$ 2,739,382
5. Total Construction Budget		\$ 30,133,201
(Line 3 plus Line 4)		
6. Professional Services		\$ 4,218,648
A/E Survey, Geotech, Specialty	10.0%	\$ 3,013,320
Construction Manager	4.0%	\$ 1,205,328
7. Other Costs		\$ 994,396
A/E Expenses		\$ 90,400
Furniture & Equipment		\$ 903,996
8. TOTAL PROJECT COST		\$ 37,113,557
Construction + Professional Services + Other Costs		\$ 35,346,245
Owner's Contingency	5%	\$ 1,767,312

Figure 35: Cleveland Multimodal Cost Summary

PROJECT:
CLEVELAND MULTIMODAL
CLEVELAND, OHIO

April 14, 2016

CODE	DESCRIPTION	QTY	UNIT	UNIT COST	COST	TOTAL COST
A.	GENERAL CONDITIONS:					\$ 1,825,000
	GENERAL CONDITIONS	24	MO	\$ 75,000	\$ 1,825,000	
B.	MULTI-MODAL STATION					\$ 20,091,500
	RTA ENTRY BUILDING & BRIDGE DEMOLITION	3,760	SF	\$ 20	\$ 75,200	
	SITE CLEARING	25,733	SY	\$ 5	\$ 128,667	
	SITE EXCAVATION	12,633	CY	\$ 15	\$ 189,500	
	RETAINING WALL	568	LF	\$ 1,225	\$ 695,800	
	STATION GROUND FLOOR	10,580	SF	\$ 300	\$ 3,174,000	
	STATION UPPER FLOOR	15,922	SF	\$ 500	\$ 7,961,000	
	GREEN ROOFS	4,580	SF	\$ 250	\$ 1,145,000	
	BUS BAY CANOPY	22,140	SF	\$ 200	\$ 4,428,000	
	RTA REPLACEMENT BRIDGE	500	SF	\$ 250	\$ 125,000	
	PAVING / LANDSCAPING	24,233	SY	\$ 40	\$ 969,333	
	TULIPS	6	EA	\$ 150,000	\$ 900,000	
	MONUMENTS	6	EA	\$ 50,000	\$ 300,000	
C.	AMTRACK STATION					\$ 1,000,000
	BUILDING RENOVATION	5,000	SF	\$ 200	\$ 1,000,000	
D.	PEDESTRIAN OVERPASS CONNECTOR					\$ 910,000
	GROUND FLOOR	600	SF	\$ 500	\$ 300,000	
	UPPER FLOOR	900	SF	\$ 500	\$ 450,000	
	ELEVATORS	1	EA	\$ 125,000	\$ 125,000	
	STAIRS	1	EA	\$ 35,000	\$ 35,000	
	SUB TOTAL CONSTRUCTION				\$ 23,826,500	\$ 23,826,500
E.	CONTINGENCY & ESCALATION					\$ 3,567,319
	DESIGN CONTINGENCY			15.0%	\$ 3,573,975	
	ESCALATION			0.0%	\$ (6,656)	
	TOTAL CONSTRUCTION				\$ 27,393,819	\$ 27,393,819

Figure 36: Cleveland Multimodal Detailed Cost