

Lake to Lake Trail

Rockefeller Park to Lower Shaker Lake



Lake To Lake Trail Committee Members

Ann Klavora – Shaker Heights Planning
Anthony Burton – NPI
Bob Brown – Cleveland Planning Director
Carl Czaga – Cleveland Heights
Chris Bongorno – UCI
Chris Ronayne – UCI
Debbie Berry – UCI
Greg Peckham – CPA
Jim Danek – Cuyahoga County Planning
Joyce Braverman – Shaker Heights Planning Director
Joyce Rhyan – NPI
Marty Cader – Cleveland Planning
Pam George – SHAD
Richard Wong – Cleveland Heights Planning Director
Victoria Mills – Doan Brook Watershed Partnership

Lake to Lake Trail Design Intent

Providing a safe accessible route for pedestrians and bicyclists to traverse the Doan Brook Watershed has long been a goal of the institutions in University Circle and the municipalities of Cleveland, Shaker Heights and Cleveland Heights. Vehicular traffic on wide one-way thoroughfares makes it difficult and unsafe to accomplish the route in the form of signed bike routes. Portions of an off road trail were established in the 1990's yet the important links across the streets and railway corridors remained incomplete. Trail standards have also improved over the past few years and some of the current trail sections in place are substandard.

The Harrison Dillard Bikeway in Rockefeller Park has become very popular as an off-road route to the Lakefront State Park and to University Circle. The challenge to the pedestrian and bicyclist occurs when they encounter the East 105th Street intersection. This confusing junction of several streets makes it extremely difficult to safely arrive at the Wade Oval and the University Circle institutions. Improvements proposed for the intersection

will offer the opportunity for users to have continuous sidewalks and off road path routes to Wade Oval, the Fine Arts Garden and Euclid Avenue.

Improvements to the Euclid Corridor for the Healthline Transit Link include safe crossing locations at the corners of all intersecting streets. The suggestion to reinterpret the historic Circle as a landscape element will be featured at the Euclid intersections. Further to the south redevelopment of the Redline Station at Cedar Hill by RTA will create an extension of Rockefeller Park as far south as Carnegie Avenue by reclaiming the former bus turnaround as park space.

The greatest challenge in the proposed trail alignment is the crossing of the railway line just south of Carnegie and Cedar Avenues. Two options exist: widen sidewalk along the Stokes Boulevard bridge over the tracks and require the user to follow the public right of ways to do access it, or widen the walks of the Martin Luther King Jr. Drive underpass. The later option would allow the trail to me-

ander through Ambler Park and could be considered in conjunction with the development of stormwater management improvements and daylighting of a portion of the brook that is currently culverted under the park. The scenic quality of the valley and respite from vehicular traffic make this option preferable.

Other challenges include the crossing of M.L. King Jr. Drive at the top of Fairhill, which will require traffic island reworking, and the frontage of Belgian Village that will require working with the City of Cleveland to install the trail within the right-of-way along the historic district's street frontage. Ultimately the trail will extend to Coventry Road in Shaker Heights where it will cross into Cleveland Heights and join up with the existing trail along the North Park Drive side of the Lower Shaker Lake.

As a whole, the Lake to Lake Trail will provide a route for pedestrians and bicyclists to travel up and down the Doan Brook Watershed that is both safe and scenic, and connect neighborhoods across three cities to some of the most vibrant institutions in Cleveland.



ParkWorks



**LANDSCAPE
ARCHITECTURE**

McKnight Associates LTD.

812 Huron Road
Suite 421
Cleveland, Ohio 44115-1126

216 771-1800
216 771-1801 FAX
www.mcknightla.com

Lake to Lake Trail

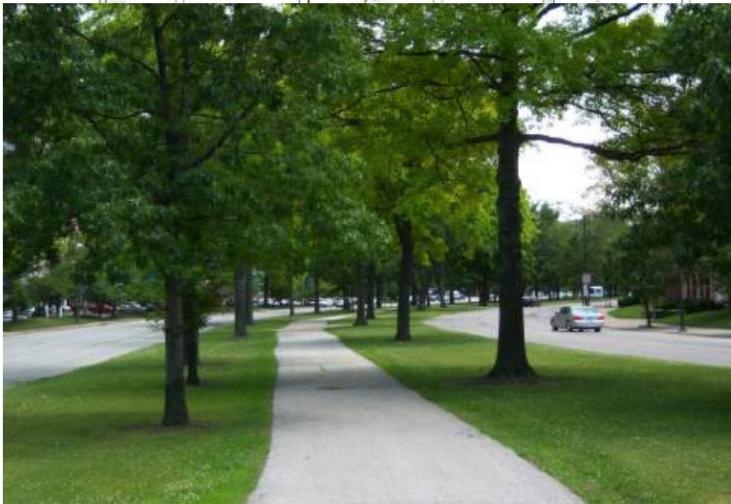
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June 2008



MLK Jr. Drive looking toward West Quad site

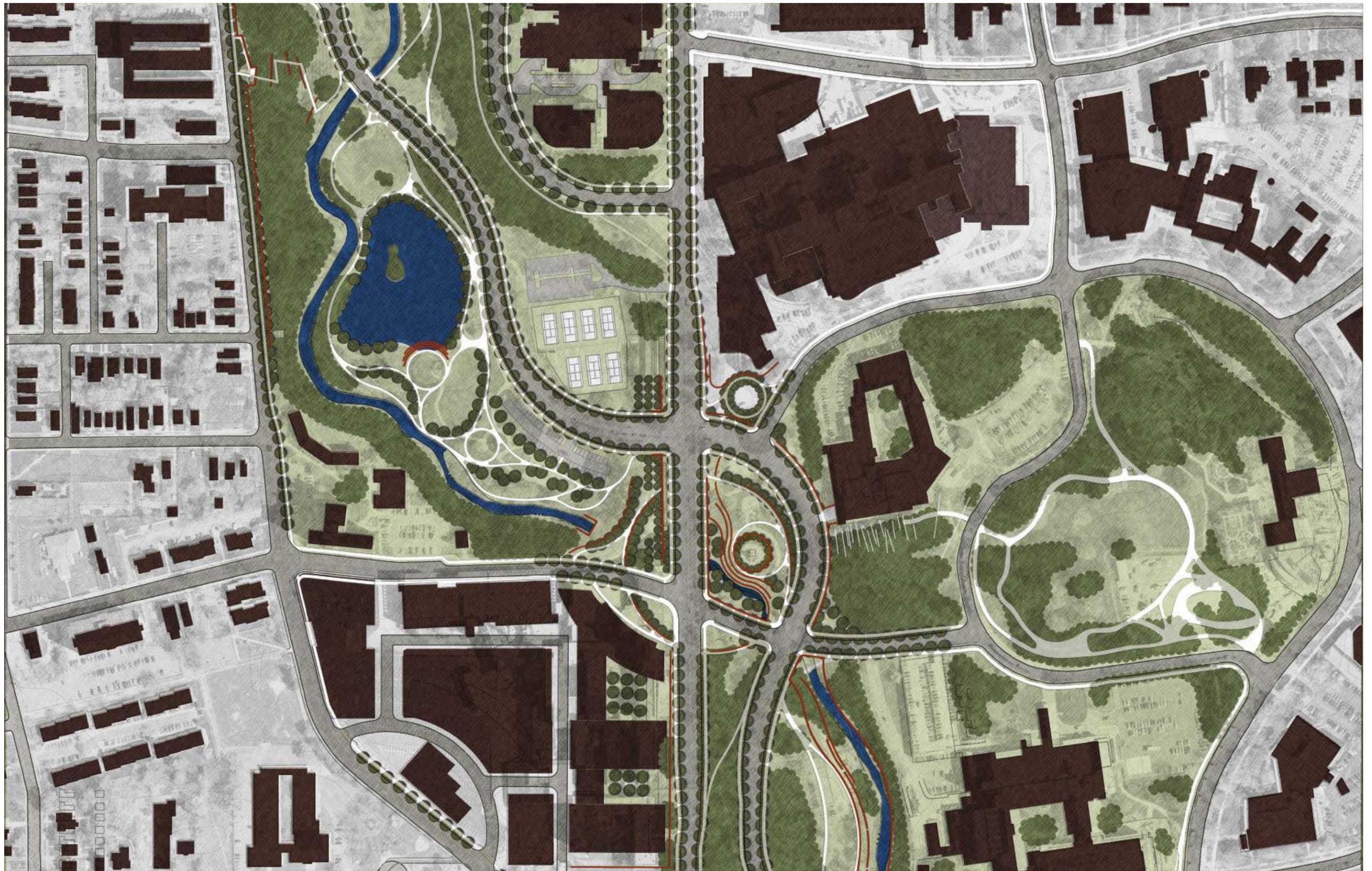


Cleveland Museum of Art



Existing path between MLK Jr. Drive and Stearns

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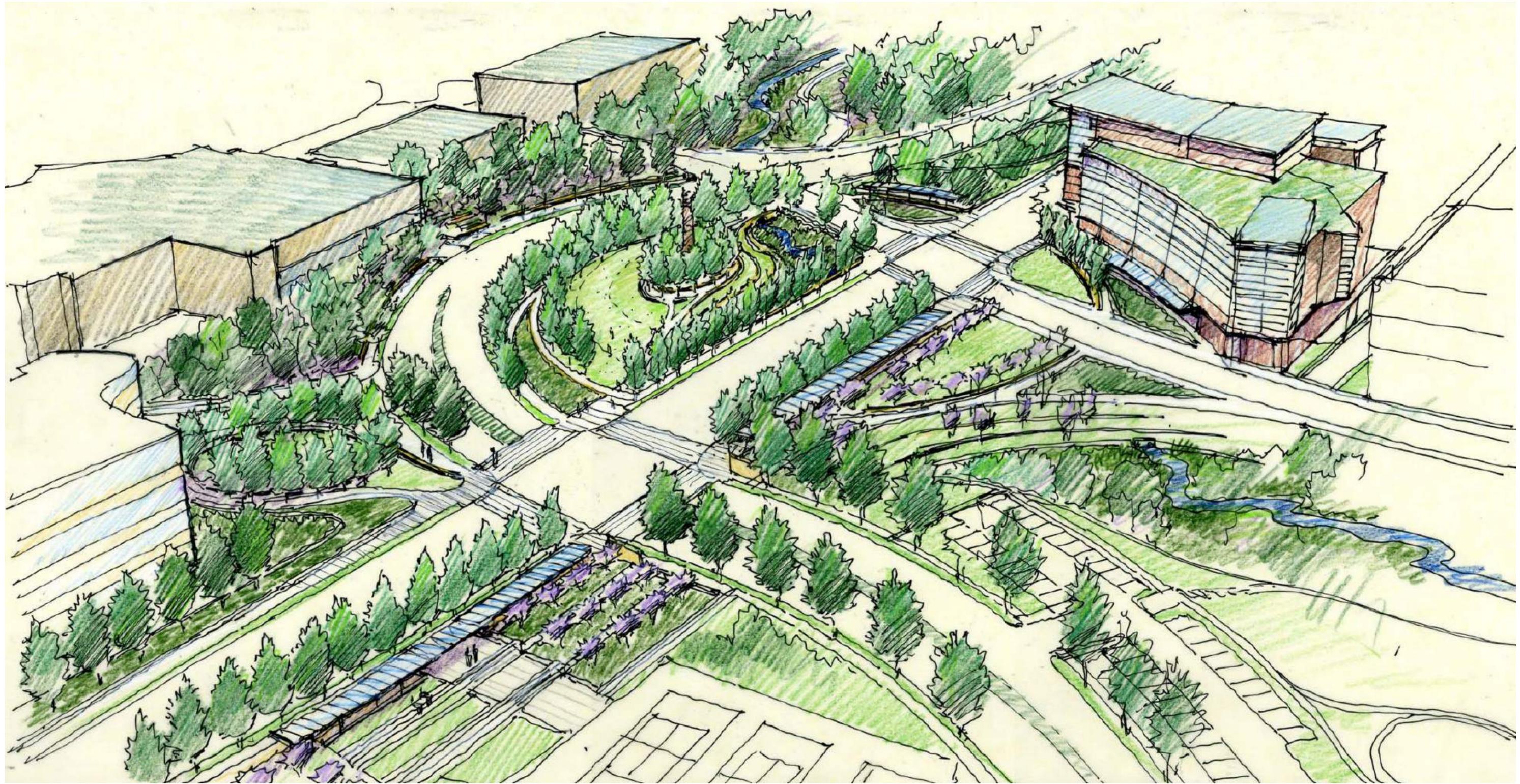
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0 100 200 300 400
1 inch equals 100 feet

SITWORKS MCKNIGHT AND ASSOCIATES

Proposed Intersection of East 105th Street and MLK Jr. Drive



Bird's Eye View of Proposed East 105th Street and MLK Jr. Drive Intersection

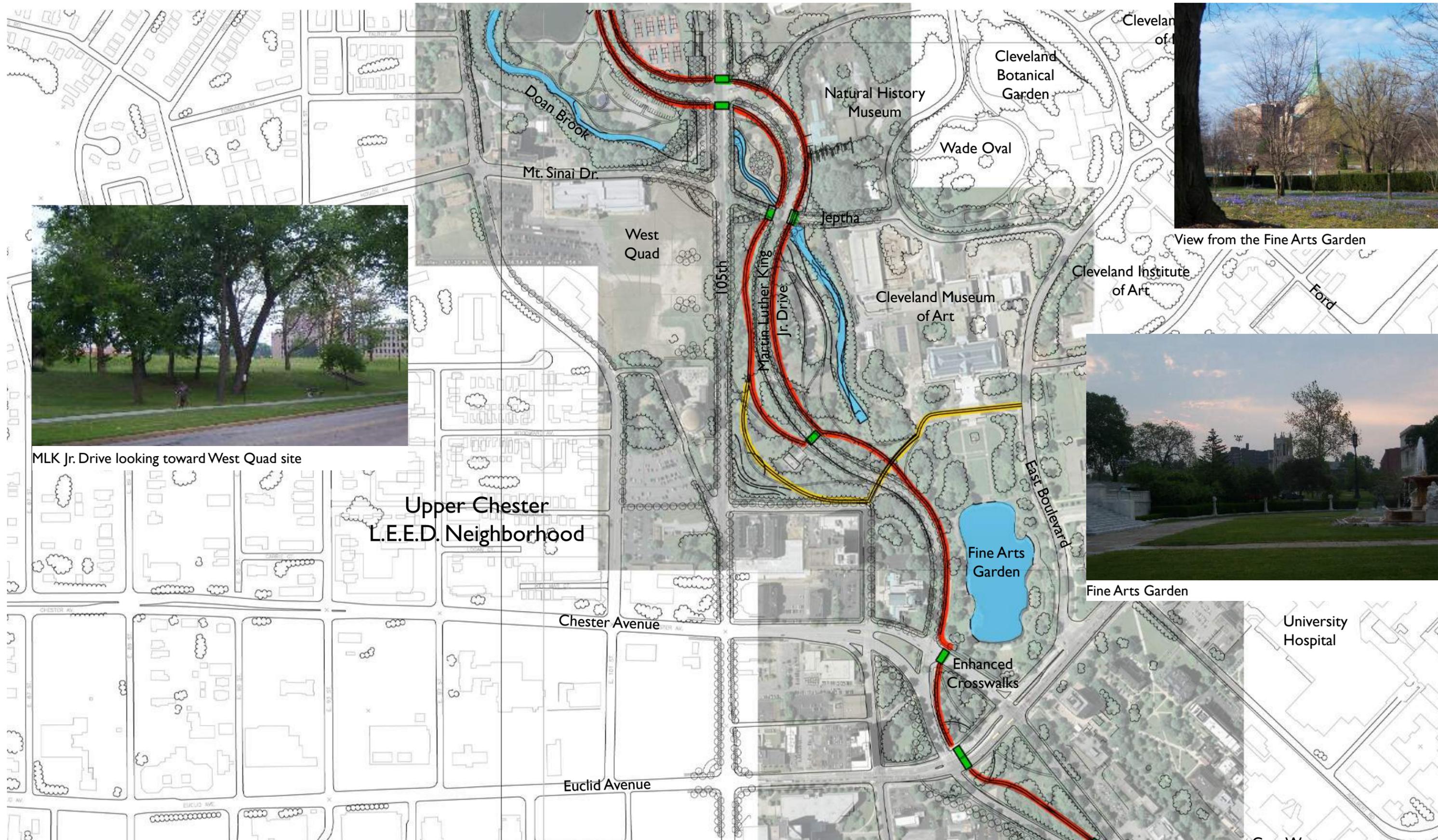


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Perspective of East 105th Street and MLK Jr. Drive at Rockefeller Park





Closeup Plan - I-90 and MLK to Euclid





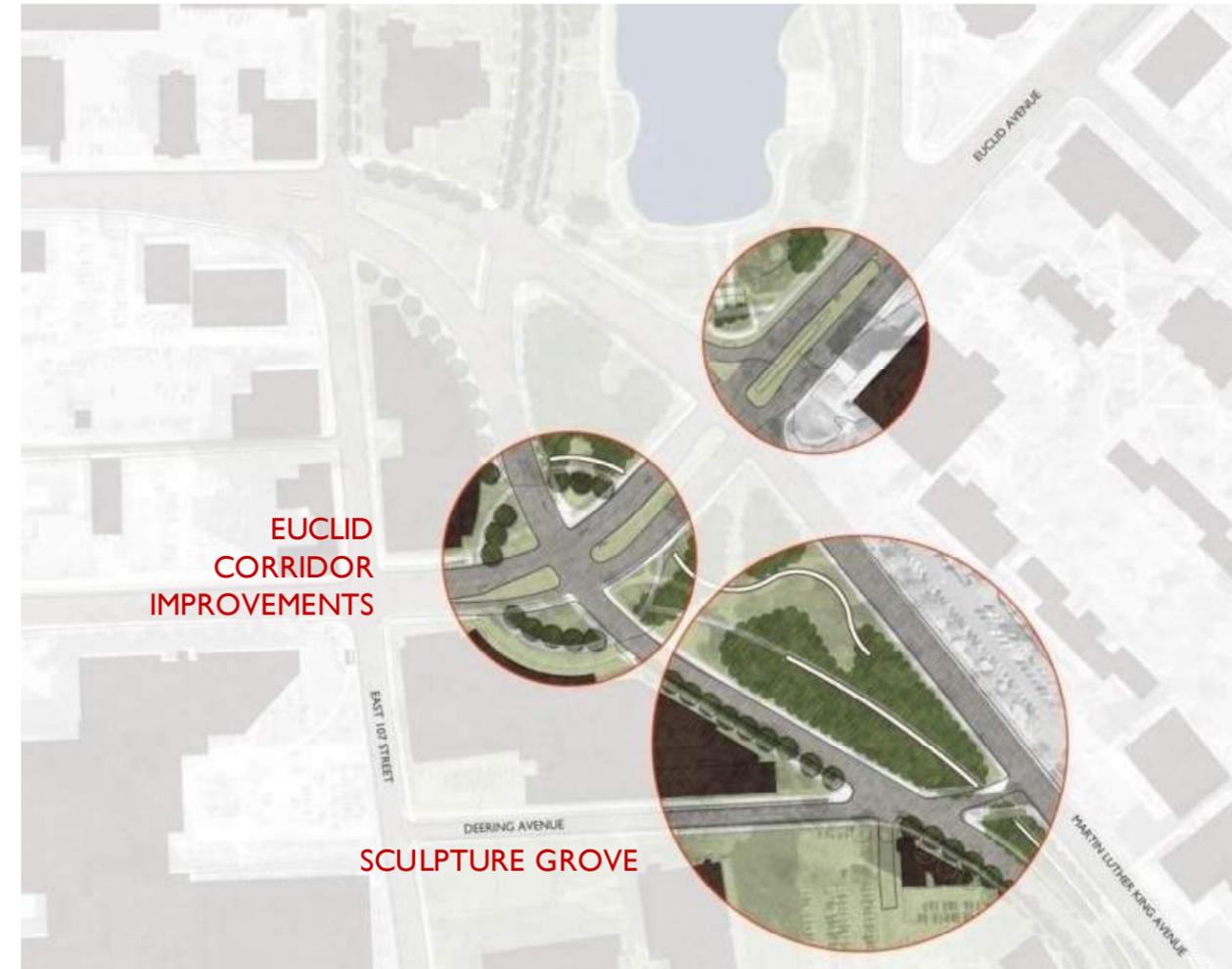
Stearns Road looking north toward Euclid

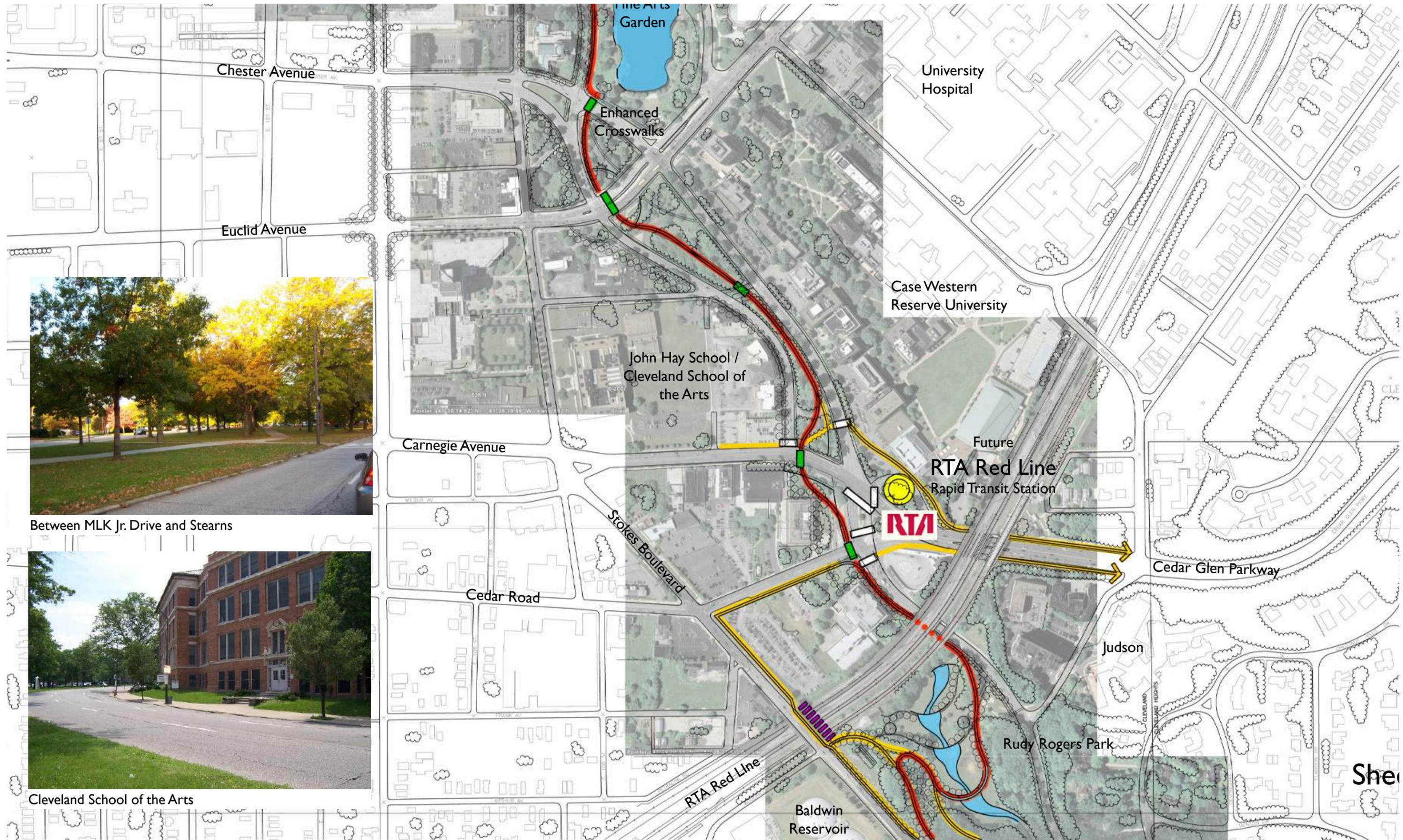


Statue on south-east corner of Stearns and Euclid



Looking west up Euclid from Stearns



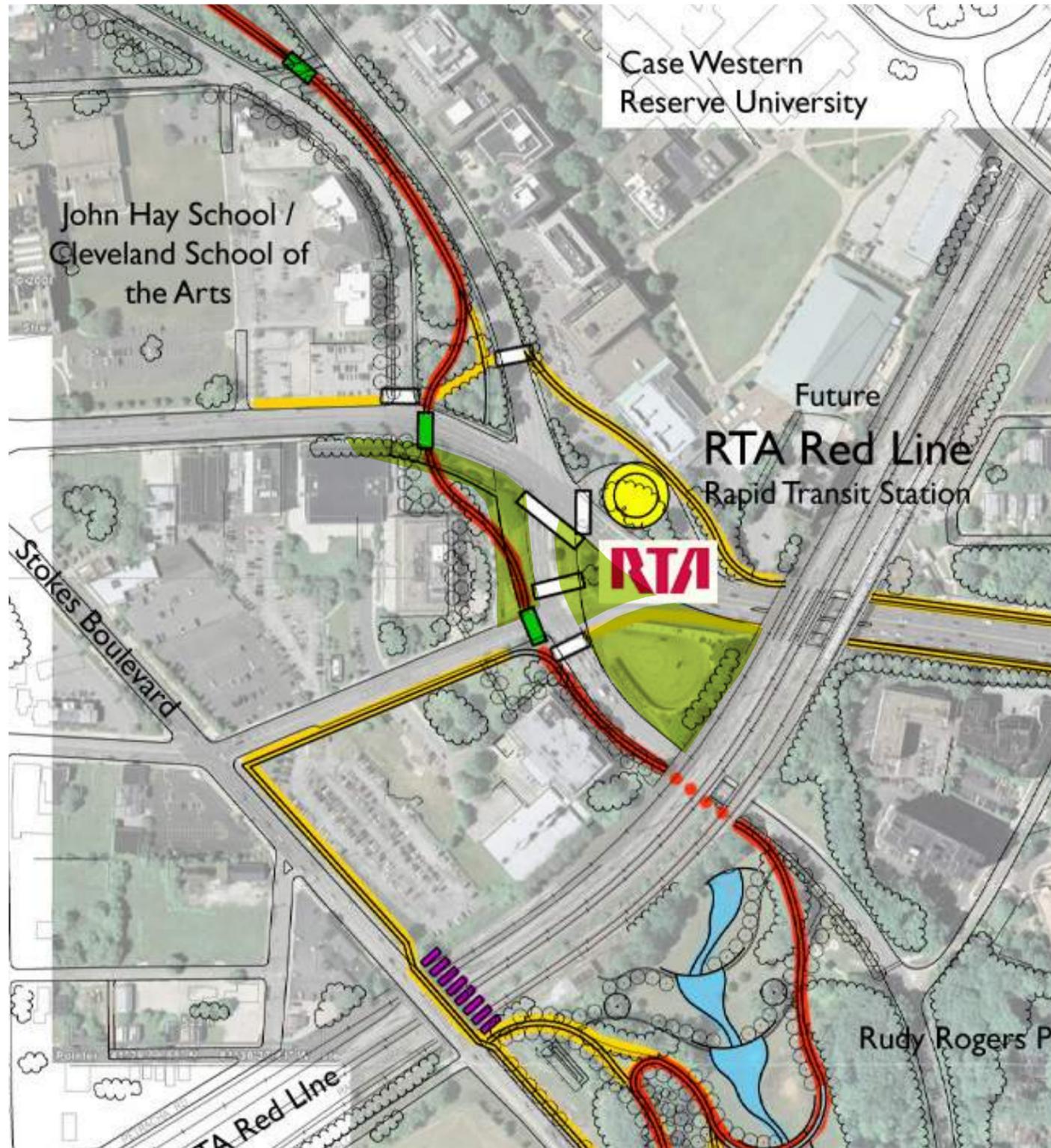


Between MLK Jr. Drive and Stearns



Cleveland School of the Arts

Closeup Plan - Euclid to RTA Red Line



 Reclaimed park area with proposed RTA reconfiguration



Looking towards Cedar Glen Parkway and new RTA Site



Looking north at Stearns and MLK Jr. Drive

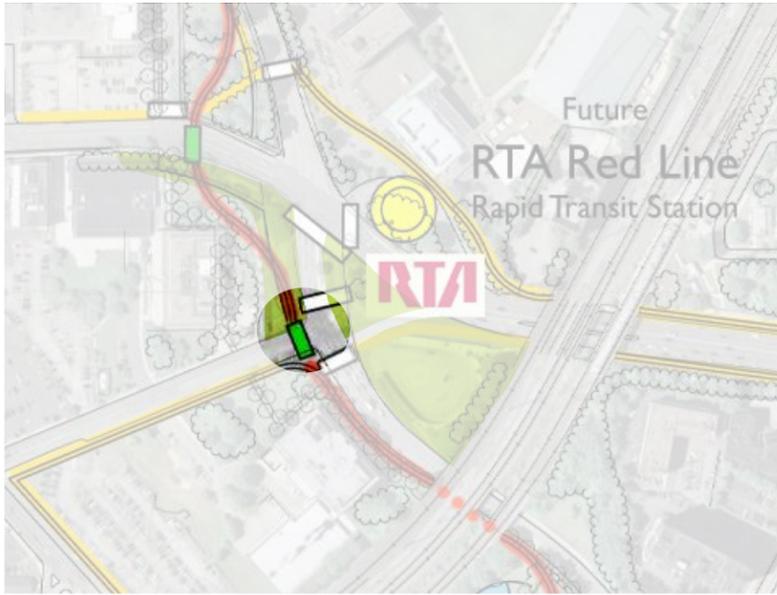


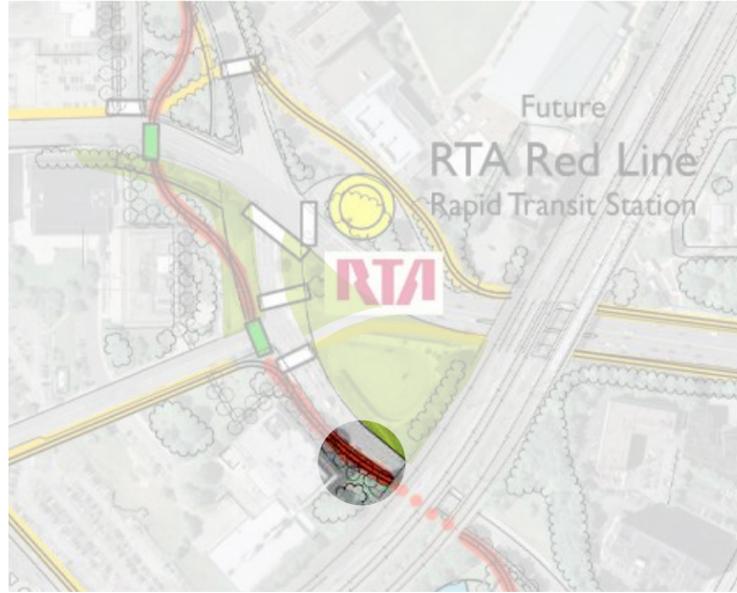
Looking west up Carnegie

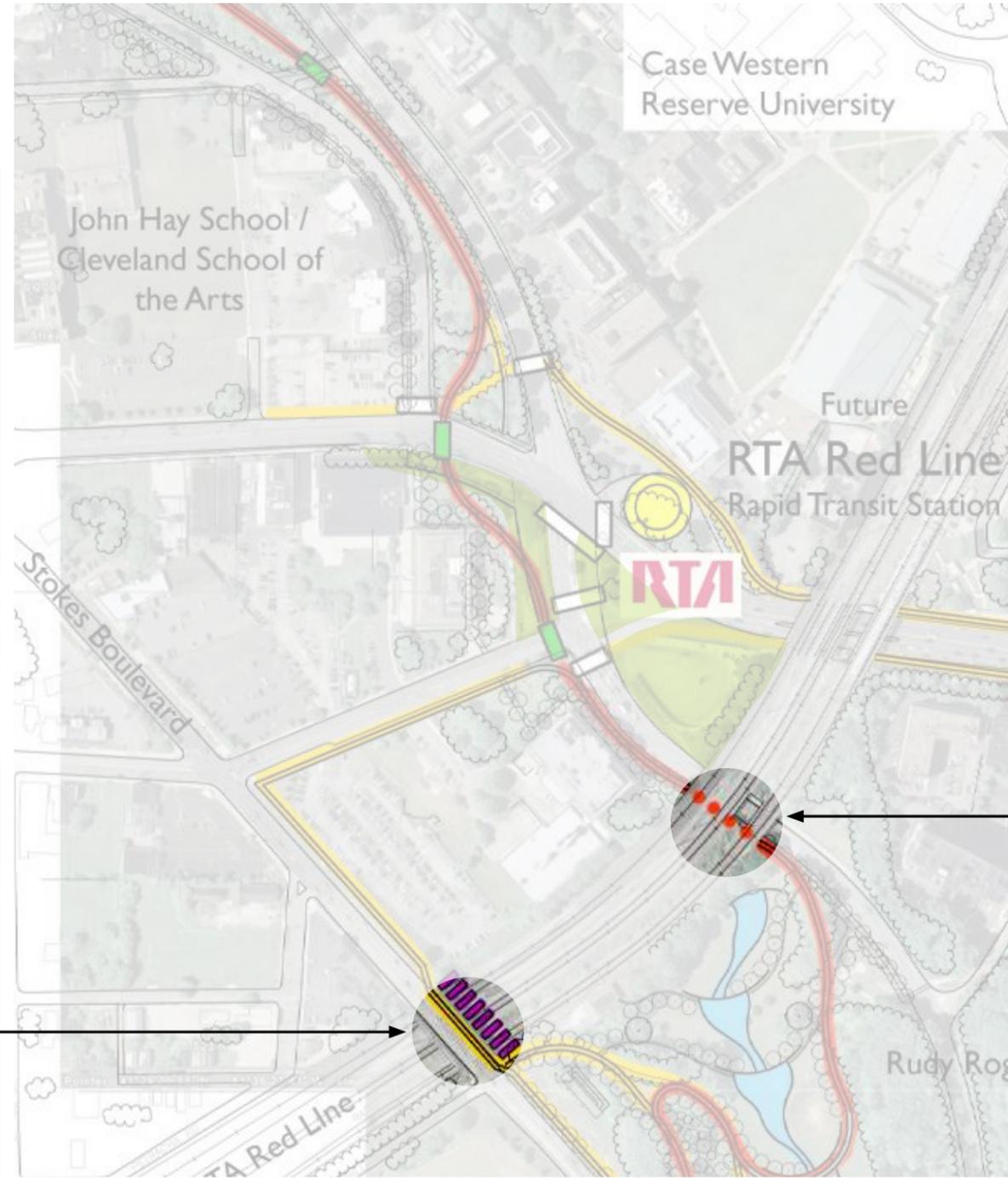


Existing RTA station

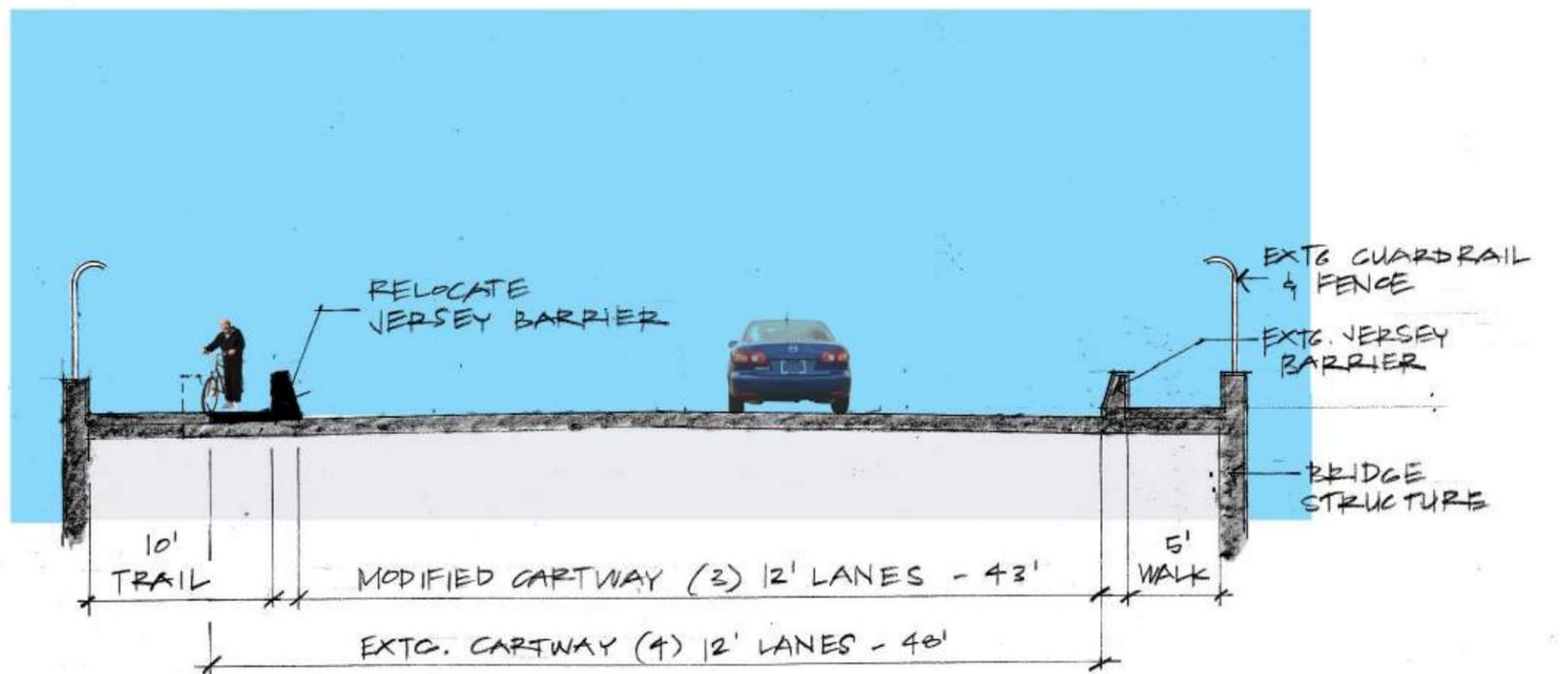
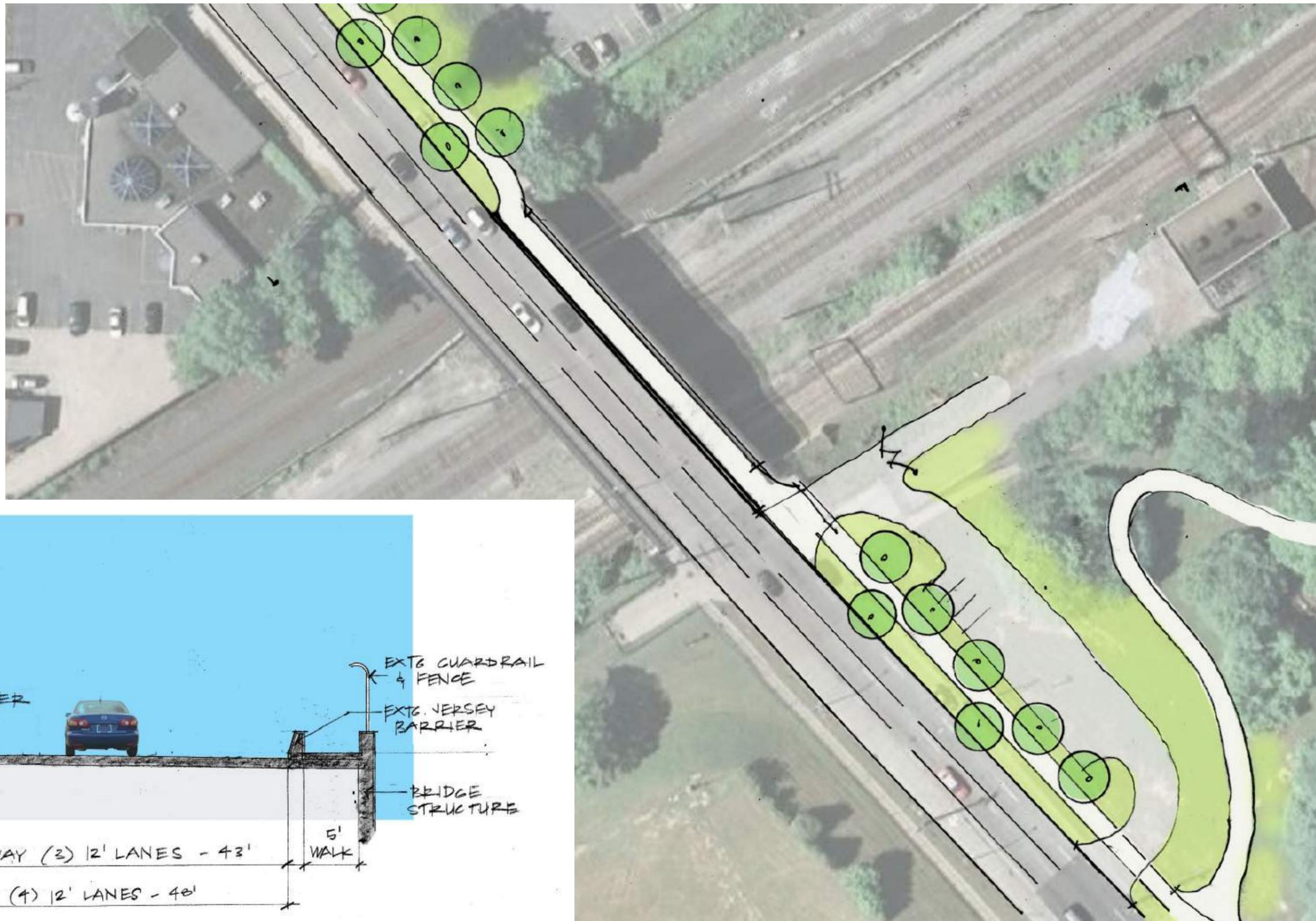
Cedar Glen / MLK / Stearns / Carnegie Intersection



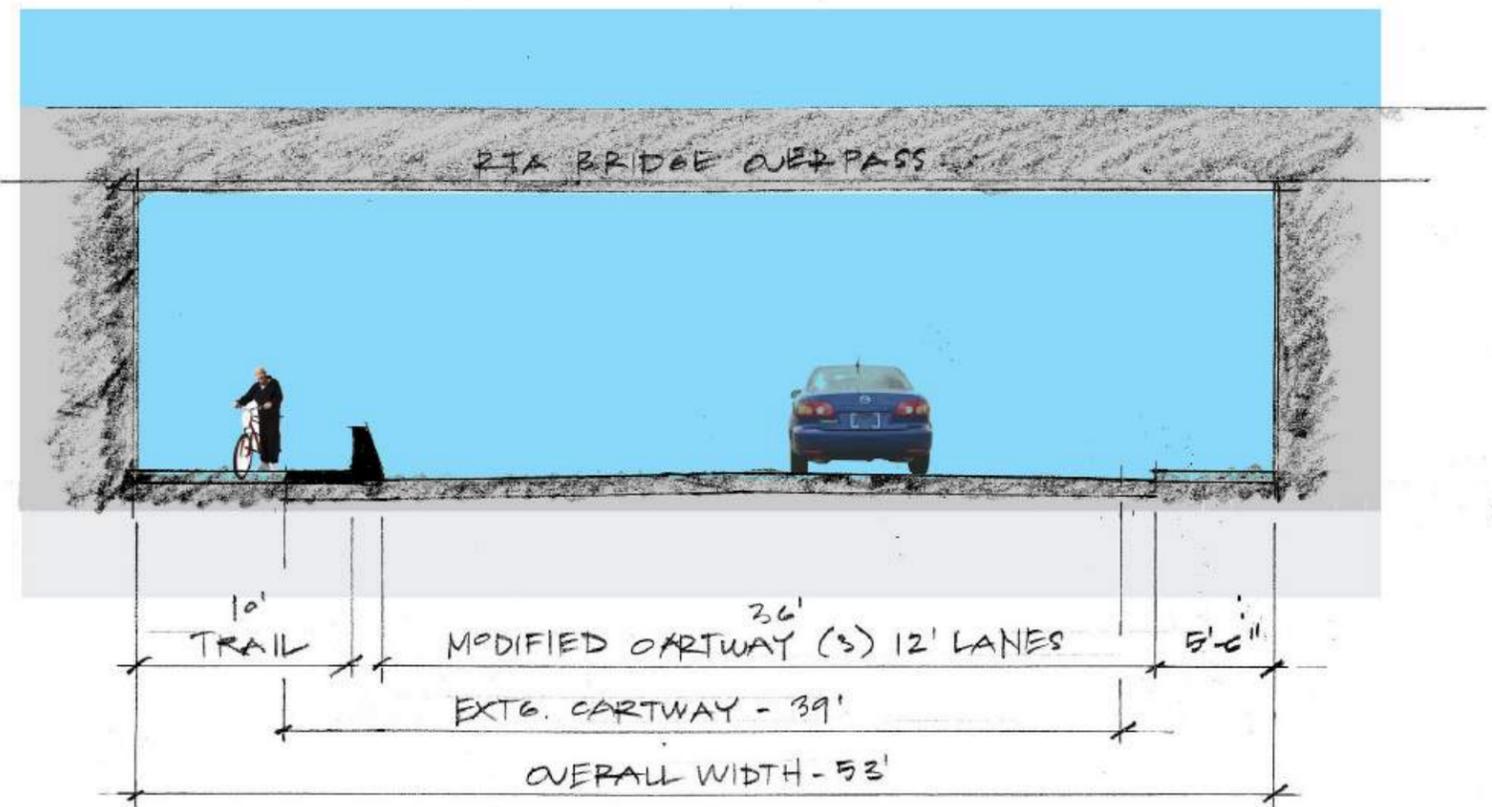




Rail Crossing Options - Fairhill Road Bridge or MLK Jr. Drive Underpass



PROPOSED TRAIL ALIGNMENT @ RTA FAIRHILL ROAD BRIDGE EASTBOUND
 1/8" = 1'-0"

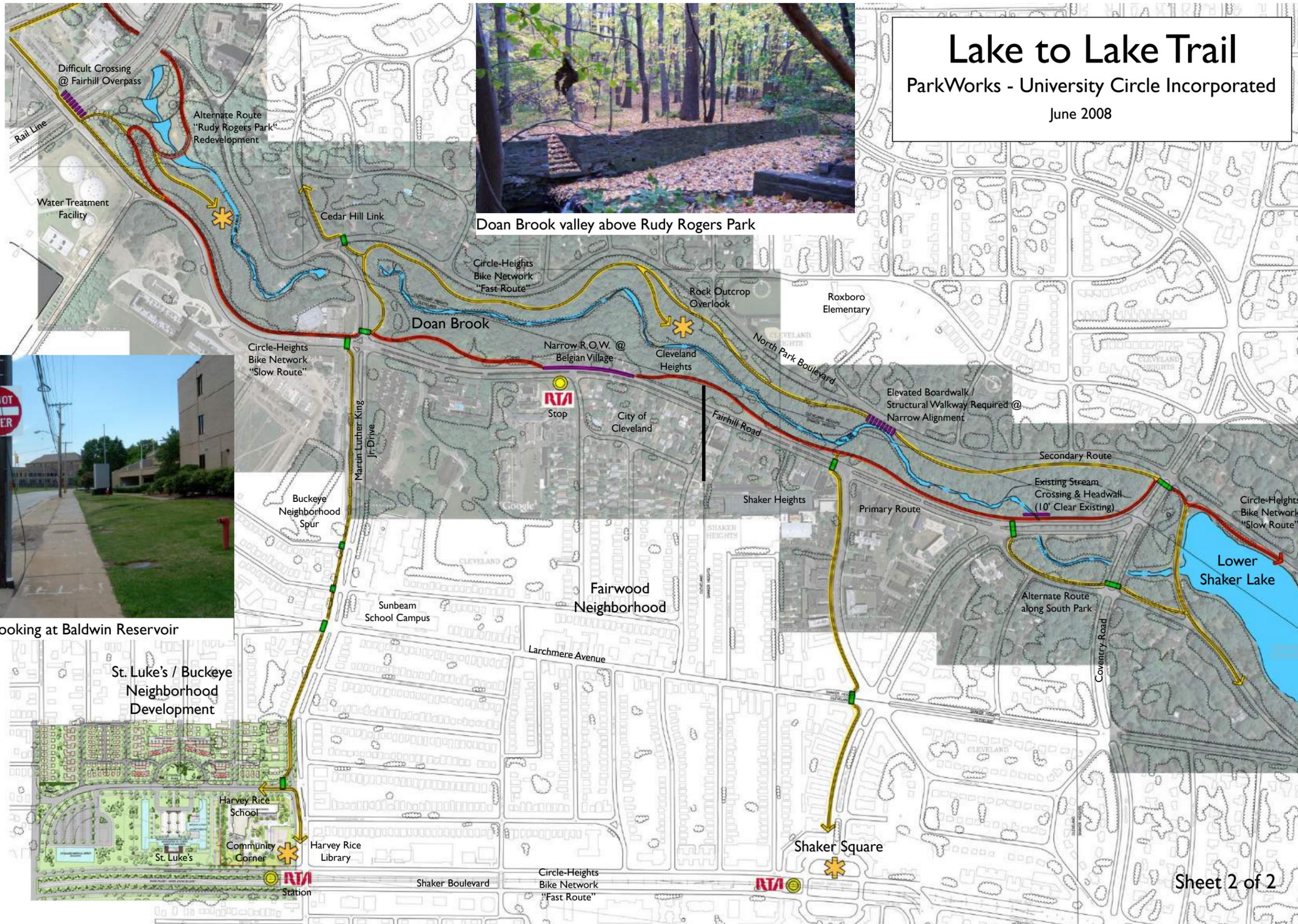


PROPOSED UNDERPASS TRAIL @ M.L. KING JR. DRIVE WESTBOUND
 1/8" = 1'-0"

Detail of Trail at MLK Jr. Drive Underpass

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Doan Brook valley above Rudy Rogers Park

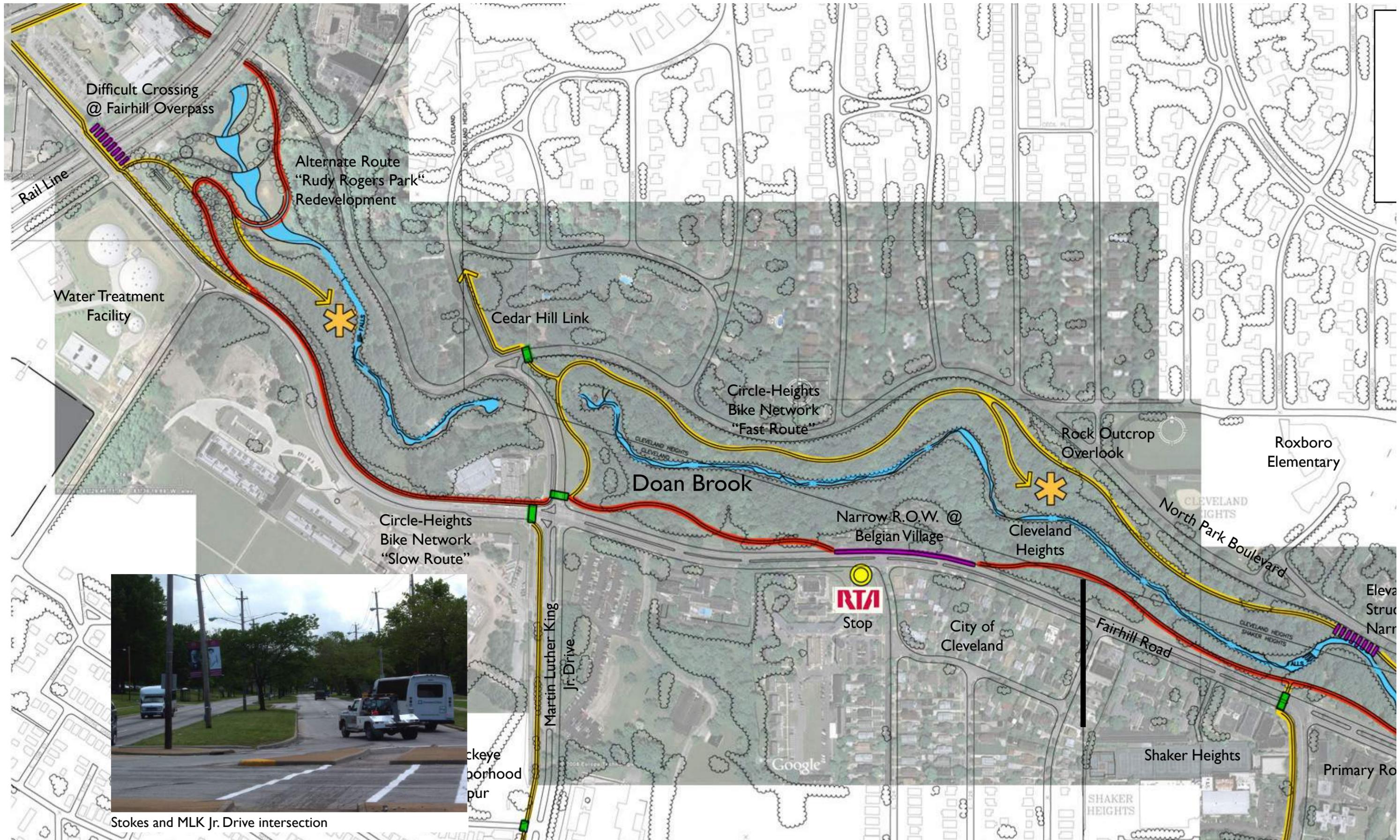


Stokes Boulevard looking at Baldwin Reservoir



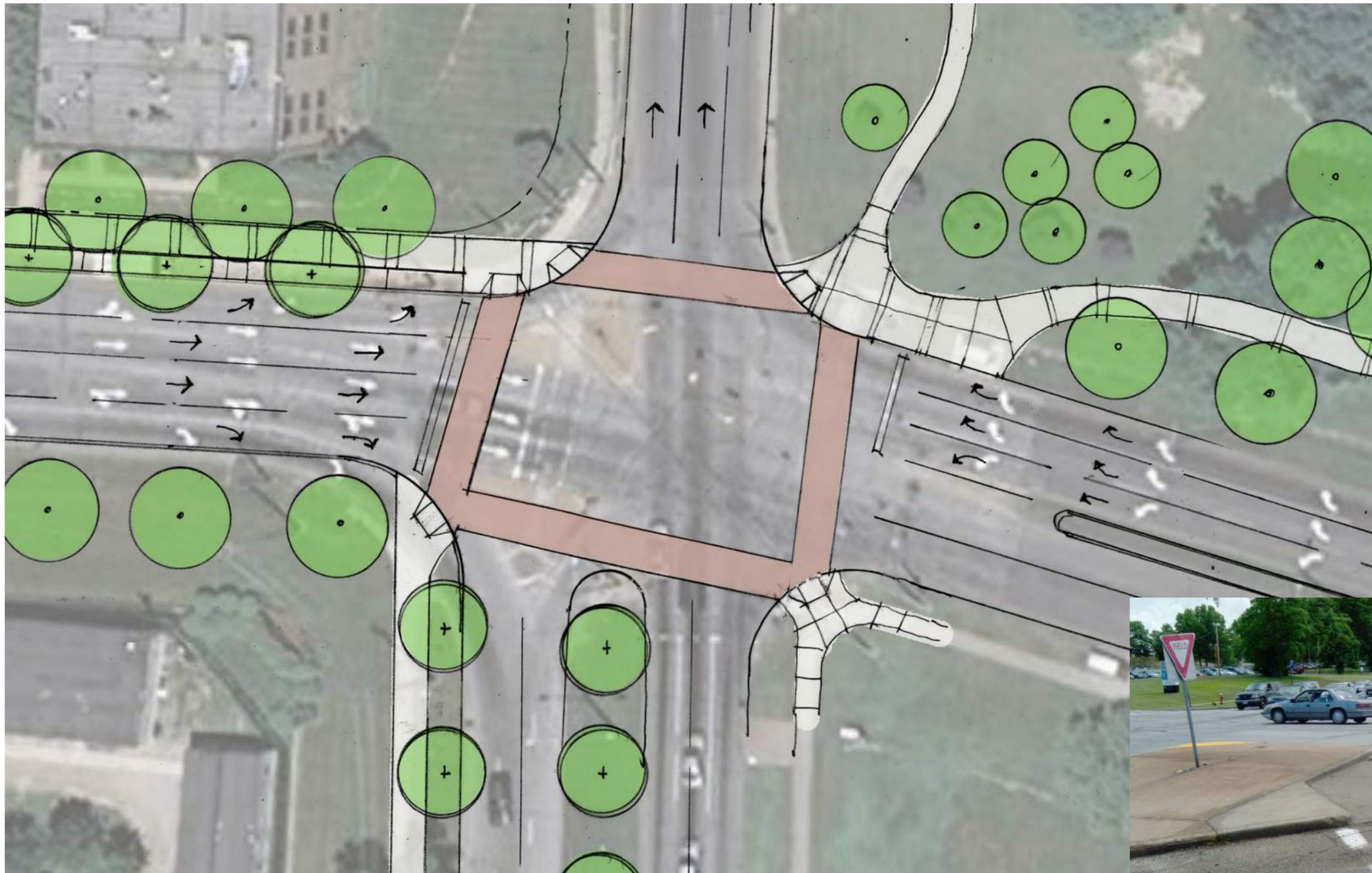
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Closeup Plan - Fairhill





Detail Plan at Fairhill and Martin Luther King Jr. Drive Intersection





Lake to Lake Trail

Preliminary Estimate of Probable Construction Costs - Schematic Design Phase

Item	Subtotal	Project Cost
10' wide asphalt path / Right-of Way Improvement at Belgian Village		
MLK to Shaker Heights	\$255,000.00	
Crosswalk and signal enhancements		
Fairhill Intersection @ MLK	\$110,000.00	
Right-of way Improvements at Clinic Building Frontage		
Widen existing path to 10'		
Fairhill to Rudy Rogers Park	\$125,000.00	
Rudy Rogers Park		
Daylight Doan Brook / Grading	\$ 150,000.00	
Stonewalls / Wiers	\$ 180,000.00	
10' wide asphalt Path	\$ 225,000.00	
Landscape Restoration	\$ 90,000.00	
Underpass Improvements		
Railroad Bridge Underpass	\$275,000.00	

M. I. King / Carnegie Right - of - way Improvements

Railroad Bridge to Carnegie		\$225,000.00
Sculpture Park		
Improved Street pattern	\$	125,000.00
Deering Avenue cut through	\$	170,000.00
Seatwalls	\$	190,000.00
Euclid Avenue - Circle		
Improved Street pattern	\$	100,000.00
Reintroduce "Circle" -Paths	\$	75,000.00
Landscape Treatment	\$	75,000.00
Euclid Avenue North to Park Lane		
Path Realignment @ Monuments	\$	50,000.00
10' wide Dual two -way Paths	\$	150,000.00
East 105th / MLK Intersection -		
Walk Connections	\$	125,000.00
Landscape Restoration	\$	50,000.00
		\$2,745,000.00
	Construction Subtotal	\$2,745,000.00
	Contingency (5%)	\$137,250.00
	Design and Engineering (7%)	\$201,757.50
	Total Project Budget	\$3,084,007.50