



CITY OF CLEVELAND
Mayor Justin M. Bibb

Wade Park

E. 66th to E. 118th

Project Overview



Mayor's Office of Capital Projects

What are Capital Projects?

“Capital projects” refer to major investments that have long-term use and value. These are usually large-scale, one-time expenses for acquiring, constructing, and improving public facilities.

The department consists of divisions such as **Engineering and Construction**, which manage infrastructure projects like roads, sidewalks, and bridges. **Architecture and Site Development** manages new or updated facilities and place-based projects, such as parks, as well as **Real Estate**, which manages all activities related to real estate and city-owned properties.

MOCAP's Mission

To provide for the planning, design, construction, and preservation of the City of Cleveland's facilities and infrastructure through collaborative comprehensive planning; leadership in management; excellence in sustainable design and technical expertise; and quality construction based on fair administration, integrity, and professionalism.

Core Values

We are of service, and we are doers. Every day we bring our design, construction, and management expertise to continuously improve the built environment for our constituents.



Project Area Context

Location

- The project area is from **E. 66th to E. 118th** along Wade Park Ave (**2.2 miles**)
 - *Neighborhoods:* **Hough (1.5 mi)** and **University/Glenville (.7 mi)**
 - *Political:* Ward 7 and Ward 9 (current).

Existing Street Conditions

- *Street Type:* **Major Collector**
- *Configuration:* **2-lane bi-directional**
 - Note: Operates like 4 lanes in sections due to wide lanes w/ no parking lane striping
- *Parking:* **Varies** and largely **time-restricted** throughout most of the project area
- *Speed Limit:* **25 mph** with an **average speed of 29 mph** and **85th % of 34 mph**
 - Note: Considerably fast for a largely residential w/ pedestrian activity
- *Intersections:* 24 total (16 signalized)



Project Area Context

Public Transit

- There is **no public transit route** along Wade Park Ave.
 - Note: RTA #2 & #10 bus lines intersect North at E. 79th and South at E. 105th

Green Infrastructure

- Tree canopy: 23–27% (45–51% possible)
 - The **Wade Park Ave corridor averages 17%**
- **144** existing trees (44 Hough, 100 University) with **129** available existing planting locations
- Depaving (Tree Lawn Creation): **20,375 sq. ft.** (estimated)
 - Will create an additional **205 tree planting spaces**

Existing Plans

- Connecting The Circle Master Plan (2025)
- Moving Greater University Circle: Transportation & Mobility Plan (2015)
- NOACA's Long Range Transportation Plan
- East Side Greenways TLCI (2014)



Funding, Scope and Schedule

Current Scope:

- ADA Curb Ramps installed at all intersections
- Street Greening & Tree Planting
- Bike Lanes
- Signal Removal and Upgrades: 11 traffic signals will be removed (4-way stop signs or roundabouts
 - 4 Roundabout installations in Ward 9 and removal of all signals except one
- Pavement Removal on Ansel Rd. from Crawford Rd. to Wade Park Ave.
- Resurfacing the entire corridor and pavement repair
- Curbs, sidewalk, and driveway aprons will be replaced as needed

Funding:

- **\$11M+** (Sources: NOACA, ODOT, City of Cleveland, Ohio Public Works)

Schedule: Design: July 2025 – August 2026

Construction: May 2027 – August 2028



Project Area Context

Bike & Pedestrian Safety

- There are **no bike facilities** in the project area
- Level of Traffic Stress (LTS): **Level 3** ("enthused and confident"; 5% of public in this category)
- 5-Year Crash History (Vision Zero Cleveland)
 - **112 total** crashes
 - **0 fatal** and **4 serious injury**
 - **3 ped & 1 motorcycle**
 - Most Common Crash: **Angle (46.4%)** at **intersections (75.8%)**



Project Impact Considerations

Bike Lanes and parking:

- Adding protected bike lanes will help introduce a **road diet** to make the street feel narrower, slow speeds, and address the existing speeding issues
- Parking considerations – Parking is currently time-restricted along the corridor (no parking 7 am – 6 pm), so parking disruptions will be minimal
- Because of these parking conditions, there are very **wide lanes** during peak traffic hours that **encourage speeding** and the treatment of Wade Park Ave. as a 4-lane road by drivers
- This project will contribute to a **broader bike facility network** that will connect upcoming facilities on E. 66th and the Superior Midway
 - Once complete, this will provide a **continuous low-stress, high-comfort, and safe bike route** for community members to ride from Public Square Downtown through the North end of University Circle.



Project Impact Considerations

Roundabouts:

In ward 9, all signals along Wade Park Ave, except one remaining traffic signal at 105th. Remaining intersections will be **replaced with stop signs and roundabouts**

Why is this being proposed?

- Data has shown a *significant* decrease in overall crashes since installing roundabouts on Franklin Blvd and MLK/E. 116th
- Most crashes on Wade Park are **angle (t-bone)** at **intersections** – roundabouts are a **proven solution**

Proposed Locations:

- **E. 71st**
- **E. 82nd**
- **Ansel Rd.**
- **East Blvd.**
- **E. 108th**
- **E. 115th**



Small roundabout example for installations at East Blvd., E. 108th and E 115th.



Roundabout example on Franklin Ave. that will be like installation at Ansel Rd.



Remix Preview



Example of proposed future design of Wade Park Ave from E. 105th – E. 108th





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Thank you!

We look forward to developing this project in partnership with the community.
Stay tuned for updated in 2026!

MOCAP's Project Team

Rick Switalski, *Engineering and Construction Manager*

Elida Rreza, *Project Engineer*

Phill Kidd, *Complete and Green Streets Manager*

Katie Moore, *Major Projects Manager*

Alicia Howell, *Major Projects Coordinator*



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