

CONNECTING CLEVELAND

Cleveland, Ohio

Reclaiming Infrastructure to Revitalize a City

PROJECT DESCRIPTION

A great city has great connections. Through three projects totaling \$538 million, Cleveland, Ohio, is developing an interconnected trail and bicycling network that will link the city's most ethnically diverse neighborhoods to the downtown area, address socioeconomic challenges, and create new opportunities for recreation, commuting, employment and commerce.

Midway Protected Bike Boulevard Network: Active transportation is ripe for growth in Cleveland, where the bicycle-commute rate stands at four times that of the state of Ohio.¹ The city is focusing on improving bicycle safety through the creation of a 60-mile, landscape-buffered, two-directional bike-lane network that will connect neighborhoods and key cultural destinations in downtown and the metropolitan area. Research shows that protected bike lanes can more than double bike ridership in cities.² The network will create safe biking and walking connections through highly trafficked areas to reduce bike-related injuries, improve mobility for residents and encourage active transportation.

Red Line Greenway: Cleveland is taking advantage of its industrial past with the adaptive reuse of former streetcar lines and disused infrastructure. The 3-mile Red Line Greenway—a volunteer-driven project on an old transit-authority right-of-way—will stimulate economic development and re-energize neighborhoods in the West Side that have struggled since the industrial decline of the 1970s. The 98 percent off-road route will connect 11 schools reaching into public housing communities such as Ohio City, Clark-Fulton and Stockyards.

Downtown Connector Trail: Connecting Washington Reservation Metropark in Newburg Heights to East Ninth Street—and linking several existing trails—the Downtown Connector Trail will serve as a new gateway to and from the city, opening up new connections to commerce and employment centers, nature and green space.



Cleveland Lakefront Bikeway | TrailLink.com/profiles/it1

CAMPAIGN OVERVIEW

LEAD AUTHORITY:	City of Cleveland, Rotary Club of Cleveland, Slavic Village Development
TOTAL PROJECT COST:	\$538 million
FUNDING PLEDGED TO DATE:	\$514.7 million
FEDERAL:	\$272 million
STATE:	\$35 million
LOCAL:	\$68.5 million
PRIVATE:	\$139.2 million
SHOVEL-READY:	Immediately (Midway and RLG), 3 years or less (Downtown Connector)
TYPE:	Urban

TRANSFORMATIVE IMPACT

JOB CREATION

An estimated 8,821 jobs directly.³

TRANSPORTATION

Traffic calming throughout highly traveled areas stretching 60+ miles.

ECONOMIC IMPACT

Ability to bring large economic gains into traditionally undeserved communities. The Red Line Greenway is 100 percent volunteer driven, saving \$2 million in costs; reuses old railbeds, saving planning and environmental costs.

HEALTH AND SAFETY

11 schools within walking distance of Red Line Greenway, increasing potential for physical activity. Trails with security cameras, lights and patrols, in addition to 60 miles of buffered bikeways with separate bike signals.

SOURCES

¹Bike Cleveland, <https://www.bikecleveland.org/midway>

²National Association of City Transportation Officials. (July 2016) *High-Quality Bike Facilities Increase Ridership and Make Biking Safer*.

³Estimated at 17 jobs per \$1 million spent, according to a study commissioned by the American Association of State Highway and Transportation Officials (AASHTO) on American Recovery and Reinvestment Act (ARRA) job creation; jobs in terms of full-time equivalents.