Re-Connecting Cleveland
Pathways to Opportunity

Submitted by: Cleveland Metroparks
Location: Cleveland, Ohio
Project Type: Bicycle-Pedestrian Trail & Bridge
Total Project Cost: $16,450,000
TIGER Request: $9,450,000
Date: April 29, 2016
Project Webpage: clevelandmetroparks.com/TIGERDOT
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Executive Summary

Re-Connecting Cleveland: Pathways to Opportunity is a transformative project consisting of a series of multimodal improvements to complete a developing active transportation network that will link more than 66,000 Cleveland residents to centers of employment, schools, shopping districts and parks and recreation facilities. The project is an opportunity to correct decades of isolation, reduced property values and disparity in project area neighborhoods by overcoming transportation barriers that have severely impacted resident mobility and economic opportunities.

Over the past decade, civic leaders have been meticulously developing plans for active transportation system in this area as a way to overcome natural and man-made barriers to access and opportunity. Re-Connecting Cleveland will provide safe and convenient transportation alternatives to Cleveland residents and workers and generate opportunities for economic re-investment. It will also complete a network of both on- and off-road shared use trails and bike lanes and a new bike and pedestrian bridge linking local residents with nearby lakefront and riverfront parks.

The Re-Connecting Cleveland project will be utilized by residents to commute to jobs, travel to school, access shopping and recreation and serve a larger trail user base due to the linkages to the Ohio & Erie Canal Towpath Trail, Cleveland Foundation Centennial Trail, Cleveland Metroparks facilities, and other existing bicycle and transit infrastructure. The project will extend, fill gaps and complete substantial public and private investments already made in the development of this emerging active transportation network, but due to funding shortages, require additional fiscal resources to move forward to completion. The requested TIGER VIII Discretionary grant funds would play a critical role in filling this funding gap.

Re-Connecting Cleveland is consistent with the goals of the TIGER Discretionary grant program:

- **Leverage resources**: The requested funds represent 57.4% of total project costs, with the rest being provided by other public and private sources;
- **Encourage partnership**: The project is being submitted by Cleveland Metroparks, in partnership with the Trust for Public Land and LAND studio. In addition, the City of Cleveland, the Greater Cleveland Regional Transit Authority, and the Cleveland - Cuyahoga Port Authority are all highly supportive of the project.
- **Catalyze investment and growth**: Significant economic redevelopment along recently completed and planned trail projects that will link to Re-Connecting Cleveland has already occurred and more is expected as this trail network is completed;
- **Fill in critical voids in the transportation system**: The project will complete several critical regional bicycle and pedestrian trails totaling 4.25 miles, and link directly to the Ohio & Erie Canal Towpath Trail, Cleveland Foundation Centennial Trail and Cleveland Lakefront Bikeway.

The Re-Connecting Cleveland meets all TIGER program primary and secondary criteria:

- **State of Good Repair** - The existing bicycle and pedestrian infrastructure in the project vicinity, while improving through initiatives such as the City of Cleveland's bike lane striping program, does not adequately serve many area residents;
- **Economic Competitiveness** - The project will strongly enhance the multimodal transportation options for many of the residents of Cleveland's near west side, as well as Downtown Cleveland and the Flats East.
Bank, including the 29.3% of households in the project area without access to a personal vehicle; it will also promote economic development opportunities, stimulate re-development and increase property values along the proposed pathway routes.

- **Quality of Life** - In addition to providing safe and cost effective transportation alternatives for Cleveland residents, Re-Connecting Cleveland will improve "last mile" connections to the transit network as well as direct linkages to employment, shopping and recreation opportunities; it will also greatly enhance the quality of life for the 1,946 residents of nearby public housing projects who will be able to directly access waterfront greenspace after decades of isolation.

- **Environmental Sustainability** - The project will improve environmental sustainability by providing additional non-motorized transportation options, thereby reducing traffic congestion and air pollution from automobiles, and will incorporate green infrastructure to reduce storm water runoff. It will also improve resident health by providing access to outdoor recreation and active transportation, consistent with the Department of the Interior's *Let's Move Outside!* program.

- **Safety** - Separated pathways proposed in the Re-Connecting Cleveland projects will provide safe buffers from traffic, thereby significantly improving safety in an area plagued by high numbers of pedestrian/vehicular accidents and will serve as safe routes to school for students of two high schools and six elementary and middle schools located within the project area.

- **Innovation** - The project demonstrates innovation through the integration of bicycle and pedestrian options that connect to a robust public transit system creating a truly multimodal transportation network that enhances the quality of life and promotes ladders of opportunity for residents of the city of Cleveland.

- **Partnership** - Re-Connecting Cleveland builds on a long-term partnership of Cleveland Metroparks, the Trust for Public Land, LAND studio, they Cleveland-Cuyahoga County Port Authority, the Greater Cleveland Regional Transit Authority, and the City of Cleveland.

Additionally, the Benefit-Cost Analysis shows that the proposed $16.45 million project will conservatively provide up to $54.6 million in economic benefits, resulting in a benefit-cost ratio of 3.32:1. The project is also expected to generate significant tourism, enhanced property values, and economic development opportunities along the trails and will provide access to economic opportunities for the 36.6% of the project area’s households in poverty.

All elements of the Re-Connecting Cleveland project have been shown to be technically and financially feasible and the project is ideally suited to a quick progression from grant award to construction. The project has secured nearly all required right-of-way acquisitions and is coordinating with federal and state agencies in preparation for environmental clearance through the NEPA process.
Project Description

**Re-Connecting Cleveland: Pathways to Opportunity** is a transformative project for the city of Cleveland that will complete several critical regional bicycle and pedestrian trails totaling 4.25 miles, including a new 365’ bridge to the lakefront, that are needed for a fully functional active transportation network. Cleveland Metroparks is requesting $9,450,000 from TIGER to support the Re-Connecting Cleveland project.

The Re-Connecting Cleveland project area has been subject to decades of disinvestment and residents have been physically cut off from employment centers, each other, and amenities by man-made obstacles, including railroads, freeways and industrial development, resulting in economic, social, and racial segregation for more than 1/6th of the city’s residents. The project will help stabilize local neighborhoods, provide low-cost transportation options, generate economic re-investment and provide city residents with access to jobs, transit, and two major green space venues which have been inaccessible for decades – the Lake Erie shoreline and the Cuyahoga River.

**Project Background**

The Re-Connecting Cleveland project components fill in critical gaps in key shared use trails in the northern section of the Industrial Valley known locally as “the Flats” and along the western neighborhoods of Cleveland. The project leverages the partnerships and investments of three primary pieces of trail infrastructure: the Cleveland Foundation Centennial Trail (“CFCT”), Cleveland Lakefront Bikeway, and the 101-mile Ohio & Erie Canal Towpath Trail (“Towpath Trail”), a trail corridor that connects Cleveland to Akron and beyond. TIGER funds are requested to build on and rapidly expand the impact and reach of bicycle and pedestrian access of these trails and to make new connections. Project elements are summarized below, shown in Map 1, and covered in greater detail in the “Project Location” section.

- Wendy Park Bridge – links the CFCT to Wendy Park on Whiskey Island and Lake Erie;  
- Whiskey Island Connector – links the Wendy Park Bridge to Edgewater Park, three pedestrian tunnels and the Cleveland Lakefront Bikeway;  
- Cleveland Lakefront Bikeway Connector – links the CFCT to the Cleveland Lakefront Bikeway;  
- Canal Basin Park Connector – links the CFCT to Canal Basin Park, Rivergate Park, the Greater Cleveland Regional Transit Authority (RTA) Waterfront Line Rapid Transit, and Downtown Cleveland; and  
- Red Line Greenway – links the CFCT to two RTA Red Line Rapid Transit stations, and provides a primary commuting corridor from W. 65th Street to Downtown Cleveland.

The Re-Connecting Cleveland trails were derived from several robust planning processes and grassroots community interest and support. They build off the vision of a reinvigorated Cleveland articulated in several key plans that identify the importance of alternative transportation options, as well as access to the riverfront and Lake Erie shoreline, as ways to improve access, equity, and quality of life for existing residents, and as a strategy to attract additional residents, visitors, and businesses back into the core of the city of Cleveland.

**Expected Users**

Residents will use Re-Connecting Cleveland trails to commute to jobs, travel to school, access shopping and recreation. A larger trail user base will be served by linkages to the CFCT, Towpath Trail, Cleveland Metroparks facilities, and other existing bicycle and transit infrastructure. Investment in active transportation infrastructure in the project area is critically needed as many residents are economically disadvantaged with 36.6% of households living in poverty and 29.3% without access to a personal vehicle. According to the **Regional Bicycle Plan 2013**

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2 Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
Update published by the Northeast Ohio Areawide Coordinating Agency (NOACA), the area’s metropolitan planning organization, the project area demonstrates some of the highest potential bikeway demand in the five-county region.³

Additionally, the NOACA travel demand modeling (TDM) outputs show that there are 203,903 daily trips with an origin or destination within the 92 traffic analysis zones (TAZs) that make up the project area. For nearly all trip categories, the majority of these trips have an origin and destination that is within the project area TAZs, providing evidence that most trips are relatively short and could greatly benefit from additional bicycle and pedestrian infrastructure. Based on the TDM, the following daily trips are generated from residents of the project area and have the opportunity to be completed by bicycling or walking: work: 34,380; school: 38,989; university: 2,596; shopping: 30,282; social/recreational: 32,511; other: 53,123.⁴

Commuters
The project area demonstrates some of the highest rates of commuting by walking, bicycling, or transit in the city of Cleveland, and much higher than Cuyahoga County, the county in which the city is located, as indicated by Table 1. The rate of commuters walking to work within the project area is exceptionally high at 7.4%, and bicycling mode share is 1.3%. Within a half-mile of Re-Connecting Cleveland, the bicycling share is even greater at 2.3%.⁵

Major employment centers of Downtown Cleveland, the MetroHealth hospital campus, Steelyard Commons, and manufacturing sites in the Industrial Valley will be made accessible to residents of Cleveland’s west side by the addition of the Re-Connecting Cleveland project. According to the Re-Connecting Cleveland Benefit-Cost Analysis,

⁴ NOACA Travel Demand Model, Cube Voyager, model run date April 13, 2016 by Ali Makarachi, PhD, PE, utilizing Cleveland Metroparks supplied project area boundaries.
⁵ Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
there are projected to be 284 current bicycle commuters in the area, and the project is expected to generate 96 more. Additionally, based on NOACA’s Congestion Mitigation and Air Quality program formula utilizing the project area boundaries, overall, there are expected to be 3,045 new daily bicycle users generated by the new trails.6

Table 1. Commute to Work Mode

<table>
<thead>
<tr>
<th>Commute to Work Mode</th>
<th>TIGER Project Area</th>
<th>City of Cleveland</th>
<th>Cuyahoga County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>75.5%</td>
<td>80.0%</td>
<td>87.7%</td>
</tr>
<tr>
<td>Transit</td>
<td>11.2%</td>
<td>10.8%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Walk</td>
<td>7.4%</td>
<td>4.6%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.3%</td>
<td>0.6%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other</td>
<td>4.7%</td>
<td>4.0%</td>
<td>4.3%</td>
</tr>
</tbody>
</table>

Source: American Community Survey, 2009-2013

Students

Students of Max Hayes High School, St Ignatius High School, and the future Menlo Park Academy, as well as several elementary, middle and charter schools will also be able to use the Red Line Greenway, and the new campus of the Cleveland Music Settlement will be served by the Cleveland Lakefront Bikeway Connector. Additionally, Re-Connecting Cleveland trails allow for enhanced access by connecting to other bicycle and transit infrastructure for safe travel to Cleveland State University, Cuyahoga County Community College and Case Western Reserve University.

Other Trail Users

Visitors to Cleveland Metroparks Edgewater Park, Wendy Park, and Rivergate Park are expected to also produce large numbers of trail users. Edgewater Park, Cleveland’s largest public lakefront park, and Wendy Park, the only public park with access to Lake Erie and the Cuyahoga River, were acquired by Cleveland Metroparks in 2013 and 2014 from the City of Cleveland and Cuyahoga County, respectively. Since then, more than 500 acres along the waterfront have been transformed and usage at the parks has increased dramatically. A new Beach House at Edgewater Park will be constructed beginning in fall 2016, and is expected to produce even more visits.

Along the Cuyahoga River, Rivergate Park, portions of which were acquired by Cleveland Metroparks in 2012, serves as a recreational and social hub on the Columbus Peninsula. Merwin’s Wharf restaurant, operated by the Park District, opened in 2014, and helps anchor the site along with the adjacent Rivergate properties offering outdoor recreation.

Cleveland Metroparks seeks to improve access for residents and visitors through Re-Connecting Cleveland. There is significant demand for new trails and substantial visitor data to support their development:

- Edgewater Park had year-round visitation exceeding 1,200,000 in 2015.
- Edgewater Live, a summertime music series held on the beach at Edgewater entering its third year, draws more than 10,000 per event.

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6 Analysis utilizing NOACA’s CMAQ template, “Multi Use Path or Trail” tab, with Re-Connecting Cleveland project boundaries and NOACA new user forecasting model. Please see the project webpage for these calculations.
- Wendy Park recorded nearly 200,000 visits between June and December 2015; meters were placed in June.
- Merwin’s Wharf at Rivergate Park recorded 94,000 visitors in 2015.\(^7\)
- Additionally, the more than 2,000,000 Towpath Trail users annually will be able to utilize the Wendy Park Bridge to access Lake Erie.\(^8\)

**Transportation Challenges Addressed by Re-Connecting Cleveland**

**Disconnected Neighborhoods**

Re-Connecting Cleveland is essential to fully develop key active transportation corridors in the city. It represents a transformational opportunity to correct decades of isolation, reduced property values, and disparity in project area neighborhoods due to public transportation policy and funding decisions that caused these once dense and connected areas to be broken apart by highways and rail lines. Figures 3 and 4 below show the changes made to the fabric of the neighborhoods between 1951 and 2015, showing before and after construction of Interstates 90 and 71.\(^9\)

The damage created by the interstates and from past policies favoring automobiles over people enabled rapid disinvestment in the urban core in favor of suburban outmigration. This legacy has impacted the whole of Cleveland and its inner-ring suburbs, and coupled with changes to the underlying economic base, has left the city with a population 43.1% of what it was at its peak in 1950.\(^10\) TIGER funds will help stitch these neighborhoods back together to provide access to transportation and opportunity.

Since nearly 30% of the households in the proposed impact area have no access to an automobile, an alternative transportation network is critical to allow residents to commute to work and school, and access amenities like

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\(^7\) Jackie McLaughlin, 2015 Enhanced Visitation Evaluation Measurement of Visitors Traveling Through Reservations, Participating in Recreational Visits and/or Attending Programs or Events at Cleveland Metroparks Facilities (Cleveland: Cleveland Metroparks, March 9, 2016), 6-7.
\(^8\) Ohio & Erie Canalway: Connectivity, Community, Culture (Cleveland: Maxine Goodman Levin College of Urban Affairs, Cleveland State University, 2011), 24.
public parks.\textsuperscript{11} As the NOACA \textit{Regional Bike Plan} notes, “For bicycles to be a more viable transportation option in the region, isolated facilities must grow into local networks, and local networks must connect to each other to form a more robust, regional network.”\textsuperscript{12} Re-Connecting Cleveland will complete critical gaps in this active transportation network for the city’s west side.

The trails will also help with “last mile” connections to the transit network, due to their close proximity to existing Rapid Transit and bus routes, effectively increasing their catchment area. All RTA buses are equipped with bike racks, and bicycles may be brought onboard all trains and Bus Rapid Transit vehicles, allowing for an even greater population positively impacted by these trails.

\textit{Barriers to Lake and River Access}

Significant barriers to access recreational opportunities at Cleveland Metroparks lakefront and riverfront parks will be greatly improved with Re-Connecting Cleveland, as explained in the Project Location section. Current conditions are summarized below:

- Edgewater Park is separated from neighborhoods to the south by the West Shoreway and railroad tracks. Access was improved through three recently rehabilitated tunnels under the highway and railroad and a new extension road that connect directly to neighborhoods, all of which are part of a major reconstruction project that is underway.
- Wendy Park is only accessible via Edgewater Park and Ed Hauser Way, a narrow local roadway lacking bicycle or pedestrian access that is more than one mile long.
- Rivergate Park currently has limited bicycle and pedestrian access, and is served primarily by Columbus Road.

\textit{Unsafe Conditions}

The project area lacks safe bicycle and pedestrian facilities. Residents are subjected to high rates of crashes and overall poor quality or absent active transportation infrastructure. Providing dedicated shared use trails will allow for safe access to transportation for area residents. In addition, Cleveland Metroparks has the staffing and resources to provide timely snow plowing of the trails, ensuring access even during inclement weather that is common in Northeast Ohio.

\textit{Negative Health Impacts}

Air Quality in the project area is challenged due to non-point pollution, continuing industrial operations, and prevailing winds. Cuyahoga County is in marginal nonattainment for Ozone (8-hr, 2008 standard), partial nonattainment for lead, and one of only nine areas in the country in moderate nonattainment for fine Particulate Matter (PM\textsubscript{2.5}) (24-hr and annual).\textsuperscript{13}

In addition to air quality impacts, city of Cleveland residents are adversely affected by negative health outcomes due to lack of access to recreation and a sedentary lifestyle. A 2013 study found that 144,000 adults in Cuyahoga County have improved health through utilization of Cleveland Metroparks trails and parks, which translates to $59.5 million in annual health benefits for adult residents of the county. However, these benefits are based on those who can access the facilities.\textsuperscript{14} Re-Connecting Cleveland will allow more residents to access Cleveland Metroparks to improve their health.

\textsuperscript{11} Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
\textsuperscript{12} Von Allmen, Regional Bicycle Plan 2013 Update, 21.
\textsuperscript{13} “Green Book Nonattainment Areas,” US Environmental Protection Agency, accessed April 24, 2016, \url{https://www3.epa.gov/airquality/greenbook/}.
\textsuperscript{14} The Economic Benefits of Cleveland Metroparks (Boston: The Trust for Public Land, October 2013), 7.
Promotion of Ladders of Opportunity

As summarized below and covered more thoroughly in the Primary Selection Criteria section, Re-Connecting Cleveland addresses and supports the three tenets of Secretary Foxx’s Ladders of Opportunity Initiative: work, connect, and revitalize. The project will increase access to jobs and daily activities for over 66,000 residents, and will also enable the 1,946 residents of three adjoining public housing projects to have direct access to Wendy Park and Lake Erie for the first time in decades. As Secretary Foxx was recently quoted saying, “Transportation for a long time has been seen in the light of something that is connected to opportunity. If we don’t appreciate that and figure out how to do better, I think we’re going to constrain our ability to grow our country. Everybody has got to have a shot.”

Work

Re-Connecting Cleveland will provide safe, alternative transportation access enabling residents of the project area to travel to the following nearby major job centers:

- Hospitals and health care centers:
  - MetroHealth (employs 5,823)
  - Cleveland Clinic (employs 32,251)
  - University Hospitals (employs 14,518)

- Downtown:
  - Cuyahoga County offices (employs 7,776)
  - City of Cleveland office (employs 6,757)
  - Stadiums and downtown entertainment and restaurant districts

- W. 25th Street corridor, a dense retail district made up of restaurants and small businesses and home to the West Side Market and more than 100 vendors and food stands

- Steelyard Commons, a large shopping center made up of national and big-box retailers

Connect

The project will improve access to adjacent trail systems, transit, and parks, allowing residents more opportunities access work, school, daily activities, and recreation.

- There will be improved access to the larger trail network and parks.
  - Non-motorized access to the Cuyahoga River and Lake Erie will be vastly improved.
  - The project will complete the CFCT, providing significant transportation benefits to residents.
  - The link to the Towpath Trail, the major spine trail in Northeast Ohio, connects users to the Cleveland Metroparks Emerald Necklace Trail, the Cuyahoga Valley National Park, and to the emergent five-state Industrial Heartland Trail.

- The Re-Connecting Cleveland trails enables access to the area’s rapid transit and bus system.
  - Rail and Bus Rapid Transit provides direct access to the major employment center of Cleveland Hopkins International airport, North Coast Harbor (FirstEnergy Stadium, home of the Cleveland Browns, Rock and Roll Hall of Fame and Museum, Great Lakes Science Center), and connects

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15 Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
through the major transit hub and transfer point at Tower City and on to Cleveland Clinic, University Hospitals Health System, and University Circle.

- 14 bus routes and three of RTA's 12 priority bus corridors pass through the project area: Detroit Avenue, Lorain Avenue, and W. 25th Street/Pearl Road.

- The trails will provide safe, low-cost routes to schools and daily activities.
  - Students of two high schools and six elementary and middle schools located within the project area will be able to travel on an off-road trail.
  - Access to major shopping and service destinations will be improved.

Revitalize
Re-Connecting Cleveland will strongly enhance multimodal transportation options, giving residents improved access and mobility, and will contribute redevelopment and reuse of industrial lands and obsolete infrastructure.

- Improve mobility of residents in the project area, many of whom do not have access to a personal vehicle.
- Strengthen the ongoing interest and cleanup of the city's waterf ronts after decades of pollution.
- Promote economic development opportunities, stimulate re-development and increase property values along the proposed pathway routes.

Project Location
Re-Connecting Cleveland spans the Flats and near west side neighborhoods of the city of Cleveland and impacts over 66,000 residents. It is made up of a system of key linkages that fill gaps and build off of the Cleveland Foundation Centennial Trail (CFCT). The project area is a prime example of the industrial history of the city. The Cuyahoga River shipping channel was once lined continuously with steel mills, oil refineries, and other manufacturing facilities that helped make Cleveland an industrial giant. Numerous rail lines fed in and out of the Flats through the west side neighborhoods to supply and ship materials. These industries also provided thousands of nearby jobs for people of the surrounding neighborhoods; however, as manufacturing has declined, job opportunities have shifted to a more retail and service based economy and many job opportunities are located further away, in such areas as downtown Cleveland, Steelyard Commons (a major shopping center complex) and in the retail/restaurant centers in the surrounding neighborhoods of Tremont, Detroit Shoreway, and Ohio City.

Project Details
Re-Connecting Cleveland is a program of new bicycle and pedestrian infrastructure that will build out the multimodal transportation network in the Flats and near west side of Cleveland. The following are a summary of the components of the project. Please see the project webpage for relevant technical plans and studies at: http://www.clevelandmetroparks.com/TIGERDOT.

Wendy Park Bridge
0.25 miles for bridge and approaches; TIGER Request: $2,500,000 (Construction)

The Wendy Park Bridge, a $6 million component of the CFCT, is critical. Without the bridge, there is no access from the Flats to the lakefront. The estimated 365 foot long bridge will connect River Road on the Flats West Bank to Whiskey Island and Wendy Park, crossing over a road to the Cargill Company’s salt mine and the Norfolk Southern Railroad. Design and engineering for the bridge, based on the original concept design pictured below by the firm of Rosales and Partners, are nearly complete.

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18 Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
Whiskey Island Connector
1.25 miles; TIGER Request: $2,250,000 (Design/Engineering and Construction)

The Whiskey Island Connector will be an off-road shared use paved trail that will parallel Ed Hauser Way, a local access road that is currently the only connection between Edgewater Park and Wendy Park. Ed Hauser Way is a narrow 22-foot wide two-lane road with no berms, sidewalks or side lawns and is severely confined by eight foot fencing on both sides. Pedestrians and bicyclists share the narrow roadway with cars, buses, trucks, boat trailers and delivery vans, who must stop if there is on-coming traffic. A separated bicycle facility will be constructed along the north side of the roadway, switching to the south side near the Westerly Water Treatment Facility along a new elevated structure.

Cleveland Lakefront Bikeway Connector
0.15 miles; TIGER request: $500,000 (Construction)

The Cleveland Lakefront Bikeway (CLB) Connector will connect the CFCT to the Cleveland Lakefront Bikeway, a separate trail facility that will be completed in 2017 and provides access to Downtown Cleveland via the Detroit-Superior Bridge. The CLB Connector will replace narrow sidewalks and a pedestrian bridge with a 10’ wide shared use trail and bridge utilizing existing abutments. The new trail will be half on the Main Avenue road right-of-way and half on Main Avenue Bridge right-of-way. A plaza at the switchback is planned as part of the second phase of the CFCT that will begin construction in summer 2016.
**Canal Basin Connector**

0.35 miles; TIGER Request: $200,000 (Construction)

Canal Basin Park will be the terminus of the Ohio & Erie Towpath Trail when it is completed in 2019. Canal Basin Park is the only place in America where three national heritage designations overlap – a National Heritage Area, an America's Byway, and an American Heritage River. The Canal Basin Connector (CBC) will be utilized as a temporary route for the CFCT and will directly link to the new park. It will also serve as an access route to downtown Cleveland for commuters entering the central business district from the west and links directly to the RTA Settlers Landing Rapid Transit Station. CBC will use existing sharrows on Columbus Road to connect from the first phase of CFCT to Center Street, which will be widened by moving one curb line 2’ to create 44’ total pavement width with parking on both sides, two 5’ bike lanes and two 10’ travel lanes. Along the Center Street Swing Bridge, the bike lanes will transition to use existing 5’ sidewalks on both sides of the bridge. At Detroit Avenue, the road will be widened by moving one curb line 4’ to create 44’ total pavement width to create the same configuration as Center Street.

**Red Line Greenway**

2.25 miles; TIGER Request: $4,000,000 (Design/Engineering and Construction)

The Red Line Greenway trail will be a new multipurpose trail along the Red Line Rapid Transit corridor in the city of Cleveland. It will create a hub of multimodal opportunities: pedestrian, bicycle, regional transit via buses and rapid transit trains and water taxi. It will connect a new Cleveland high school and recreation center with the West 25th Street Rapid Station and CFCT, promoting a safe route to school for students. The Red Line is a popular transit route to major employment centers at Cleveland Hopkins Airport and University Circle, and provides a link to the regionally significant West Side Market. A spur will also extend across the Cuyahoga Viaduct to a point above Merwin Avenue on the Columbus Peninsula overlooking Rivergate Park. A future phase will connect the overlook point across the entire viaduct into the Central Business District near Carl B. Stokes Federal Court House. The Red Line Greenway will provide strong bicycle commuting opportunities as it provides a connection from the residential areas on the near west side to CFCT, the Towpath Trail, and Downtown Cleveland.
Connections to Existing & Planned Infrastructure

With the catalysts of Cleveland Metroparks lakefront and riverfront parks’ acquisition and private and public investment in the Flats area and Near West Side of Cleveland, there are a significant number of trails planned, in process, or recently built in the area. The requested TIGER funds will close critical gaps to complete a trail network, as shown in Map 2, which will enable access to thousands of nearby residents to workplaces, schools, activities, and parks. In addition, the project uses former transportation barriers as avenues of opportunity. For example, CFCT is being constructed on an abandoned railroad right-of-way, and the Red Line Greenway will be constructed on a service road which parallels a major rapid transit line. Along with connecting to trails, the project will enable better access to existing bus, rapid, and water taxi transit.

Trails & Other Bicycle Facilities

Re-Connecting Cleveland will build on the following major trail projects being undertaken throughout Cleveland that have been made possible through a complex array of public and private sources:

Towpath Trail

- The heavily used Towpath Trail, part of the statewide Ohio to Erie Trail, winds along the Cuyahoga River from New Philadelphia through the Cuyahoga Valley National Park (CVNP), Ohio’s only national park, and on to Cleveland.
- The final four miles will be complete in 2019, bringing it to its northern terminus at Canal Basin Park, a 20+ acre site the City of Cleveland proposes to build on the Columbus Peninsula, and a short distance from Rivergate Park.
Cleveland Foundation Centennial Trail (CFCT)

- The CFCT is a 1.5-mile shared use trail that, with the addition of the Re-Connecting Cleveland project, will connect the Towpath Trail to the lakefront, and is a critical piece of the active transportation network in the city.
- The first section along the Scranton Peninsula from the Towpath Trail to Columbus Road, including two bridges, opened in 2015.
- The second section of the CFCT from Detroit Avenue to River Road on the West Bank of the Flats will go under construction in the summer and will open in 2017.
- The third phase along Irishtown Bend is under discussion, and federal Congestion Mitigation and Air Quality Program funds have been secured for SFY 2020 for this portion of the trail. The requested TIGER funding will develop bike lanes along the Columbus Peninsula as an alternate route to connect the first and second phases.

Cleveland Lakefront Bikeway

- The transformation of the West Shoreway adjacent to Edgewater Park into the new Edgewater Parkway, a project that includes significant federal, state, and local contributions, provides an improved alignment for the Cleveland Lakefront Bikeway.
- The Cleveland Lakefront Bikeway will be directly accessible from the Whiskey Island Connector and is scheduled to be complete in 2018.

Cleveland Bicycle Master Plan

- The City of Cleveland’s Office of Sustainability launched an initiative in early 2014 designed to increase the number of bikeway miles in the city by 250% by the end of 2017. This Bikeway Implementation Plan designates striping of bike lanes or routes to roadway projects scheduled for resurfacing or reconstruction.\(^\text{19}\)

Bike Share

- Cuyahoga County was recently awarded Surface Transportation Program funding to support a bike share program in the city of Cleveland. The first of 25 stations and 250 bikes will be deployed beginning in summer 2016. There are five stations planned in the project area during this first phase.\(^\text{20}\)

Transit

Bus & Rapid

The project area is well served by bus and rapid transit routes, as illustrated in Map 3 and summarized below. Transit service in Cuyahoga County is provided by the Greater Cleveland Regional Transit Authority (RTA), the largest transit agency in the state with more than 47 million passenger trips annually.

- The Red Line Rapid Transit will be accessible via the Red Line Greenway at two stations: W. 65th-Lorain and W. 25th-Ohio City. Total annual ridership is 6.4 million.


\(^{20}\) Retrieved from CycleHop “March 31, 2016 Draft Cleveland Bike Share Downtown Area Potential Locations,” received from Bike Cleveland on April 6, 2016.
• The Blue/Green Line (including Waterfront Line) will be accessible via the Canal Basin Park Connector at the Settlers Landing station. Total annual ridership is 2.6 million.
• The HealthLine and Cleveland State Line Bus Rapid Transit will be accessible via the main transfer point at Tower City and Public Square. Total annual ridership is 5 million.\(^{21}\)
• RTA bus routes 2, 16, 21, 22, 26, 35, 45, 45A, 51, 55, 79A, 79B, and 81 serve the project area and will be complemented by the Re-Connecting Cleveland project.\(^{22}\)

**Water Taxi Transit**

A new water taxi system crossing the Cuyahoga River at Main Avenue will open in spring 2016. Operated by Cleveland Metroparks, the service will provide low-cost, accessible travel option and will allow bicycles on board.

**Demographics of Re-Connecting Cleveland Project Area**

The 66,875 residents of the project area have a mix of economic and social characteristics.\(^{23}\) Sub-neighborhoods of Tremont and Ohio City have seen redevelopment and new or rehabilitated housing in recent years, with a strong influx of millennials, but on the whole the area is challenged and in need of stabilization through strategic investments like TIGER funding.


\(^{23}\) Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
Poverty
Project area households are more likely to be living below the poverty line (36.6%) than the city of Cleveland (32.3%), and far greater than the Cuyahoga County (17.6%). The average household income is $26,124. Cleveland was the epicenter of the country’s foreclosure crisis, and the effects are still apparent in the project area as housing unit vacancy is 19.3%, higher than the county’s 13.8%. As Figure 15 illustrates with the salmon coloring, the majority of the census tracts in the project area qualify as economically distressed.

Diversity
The Re-Connecting Cleveland project area is racially diverse, as the Table 2 demonstrates. The southern section of the project impacts the Clark-Fulton and Stockyards neighborhoods, home to the largest Hispanic population in Cleveland, many of whom have limited English proficiency. In total, 24.6% of residents identify their ethnicity as Hispanic, far greater than the city (9.8%) and the county (4.9%). Based on the Environmental Protection Agency’s EJSCREEN tool analysis of the project area, 53% of residents in the project area are classified as minority, which compares to 19% for the state of Ohio.

Table 2. Race & Ethnicity

<table>
<thead>
<tr>
<th>Race &amp; Ethnicity</th>
<th>TIGER Project Area</th>
<th>City of Cleveland</th>
<th>Cuyahoga County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black or African American</td>
<td>25.1%</td>
<td>52.3%</td>
<td>29.7%</td>
</tr>
<tr>
<td>White</td>
<td>62.7%</td>
<td>40.4%</td>
<td>64.1%</td>
</tr>
<tr>
<td>Asian</td>
<td>2.1%</td>
<td>1.7%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>4.4%</td>
<td>3.0%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Other</td>
<td>5.7%</td>
<td>2.7%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>24.6%</td>
<td>9.8%</td>
<td>4.9%</td>
</tr>
</tbody>
</table>

Source: American Community Survey, 2009-2013

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24 Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
25 NOACA Travel Demand Model, Cube Voyager, model run date April 13, 2016 by Ali Makarachi, PhD, PE.
26 Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
27 Fund for Our Economic Future, “Economically Distressed Neighborhoods: Cleveland Profile, draft,” March 26, 2014, accessed March 28, 2016, http://www.thefundneo.org/sites/default/files/content-media/Cleveland_Economically%20distressed%20neighborhoods.pdf. Economic Distress is defined as census tracts where less than 65% of residents age 25-64 are connected to the labor force (working or looking for work) and median household income was in the bottom quartile, i.e. below $31,750, in 2012.
28 Cleveland Metroparks GIS analysis of project area using US Census Bureau 2009-2013 ACS Block Group Data geodatabase.
Project Parties
Cleveland Metroparks, founded in 1917, is the lead agency in executing the Re-Connecting Cleveland project. Cleveland Metroparks, a separate political subdivision of the State of Ohio, encompasses over 23,000 acres centered in Cuyahoga County, the most urbanized county in the State. Cleveland Metroparks has taken on a transformative role in the revitalization of the city of Cleveland through targeting land acquisitions, building trail connections, adding park improvements, and building partnerships.

The Trust for Public Land (TPL) is a nationally recognized nonprofit organization, with 30 offices throughout the United States that work to create livable communities by creating parks, protecting land, and building connections. TPL’s Parks for People Initiative focuses in and around cities, where 80% of Americans live. TPL and Cleveland Metroparks have worked collaboratively for over 15 years, acquiring land within the urban core of Cleveland. TPL is the lead fundraiser for this project.

LAND studio, a local nonprofit organization focusing on connecting people and creating places through innovative design, planning and programming, is another significant partner in the project, and played an instrumental role in developing the CFCT.

Additional stakeholders in Re-Connecting Cleveland are the Wendy Park Foundation, the City of Cleveland, the Cleveland-Cuyahoga County Port Authority, and NOACA.

Grant Funds & Sources/Uses of Project Funds
The total cost of the Reconnecting Cleveland project is $16,450,000, as shown in Table 3. Assembled funding includes: philanthropic funds raised by The Trust for Public Land and local foundations; awarded federal CMAQ funds for construction of part of the Red Line Greenway that will be available in 2019 and the associated local match from philanthropic partners and Cleveland Metroparks; an awarded Ohio State Capital Budget allocation for the Wendy Park Bridge; and anticipated state funding from the Clean Ohio Trails Fund program for the Whiskey Island Connector.

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>Amount</th>
<th>Percentage of Total Cost</th>
<th>Uses of Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIGER</td>
<td>$ 9,450,000</td>
<td>57.4%</td>
<td>Design/Engineering; Construction</td>
</tr>
<tr>
<td>Federal CMAQ</td>
<td>$ 2,080,000</td>
<td>12.6%</td>
<td>Construction</td>
</tr>
<tr>
<td>State/Local</td>
<td>$ 4,920,000</td>
<td>29.9%</td>
<td>Design/Engineering; Construction</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$ 16,450,000</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

Cleveland Metroparks, TPL, and LAND studio have an executed memorandum of understanding for working together on the implementation of Re-Connecting Cleveland. Additionally, the third phase of the CFCT, known as Irishtown Bend, has secured $3.335 million in federal CMAQ funds that will be available in 2019 and used to leverage and build on the TIGER investment.

Given the economic condition of the city, construction of most trail infrastructure in Cleveland would not be possible without federal transportation funding to supplement state, local, and private investment. Over the past two years, the Greater Cleveland corporate and philanthropic community has been asked to step forward as part of a public-private partnership to fund major capital projects and events. Most recently, these include the $50 million renovation of Public Square, construction of a $33 million pedestrian bridge, and the Republican National Convention, to be held in Cleveland from July 18-22, 2016. Local foundation and corporate support has already provided almost $8 million towards CFCT, but as a result of the unprecedented capital campaigns and building projects in the city, securing funding to finish final key linkages of Re-Connecting Cleveland has slowed considerably,
leaving the network incomplete. In addition, the elimination of estate tax revenues and local government funds from the State of Ohio in 2015 has put funding for local projects in doubt. Requested TIGER funds will provide the funding needed to complete this transformative transportation project that will provide access for over 66,000 nearby residents.

Selection Criteria
Primary criteria
State of Good Repair
Consistent with Long-Term Plans for Transportation Infrastructure
Recognizing that the historical pattern of transportation and land use decisions were threatening the future of Northeast Ohio, community leaders from a 12-county area including Cuyahoga County applied for and received a competitive U.S. Department of Housing and Urban Development (HUD) grant in 2010 to create a Regional Plan for Sustainable Development. Vibrant NEO 2040: A Vision, Framework, and Action Products for Our Future, the result of broad-based outreach and engagement, was completed in early 2014 by the Northeast Ohio Sustainable Communities Consortium, and won the prestigious Daniel Burnham award by the American Planning Association in 2015. Through this grant, regional leaders began to look at the city and the region’s transportation patterns to determine ways to better connect residents to jobs and services by all modes of transportation, not exclusively the automobile. Re-Connecting Cleveland is highly supportive of the recommendations of Vibrant NEO 2040.30

Re-Connecting Cleveland is also consistent with the goals and strategies of NOACA’s Long-Range Transportation Plan (LRTP), Connections+ 2035, which states that NOACA will “establish a more balanced transportation system which enhances modal choices by prioritizing goods movement, transit, pedestrian and bicycle travel instead of just single occupancy vehicle movement and highways.”31 Furthermore, the focus of the region’s next LRTP will be equity and access for people without an automobile.32

Existing Conditions Threaten Mobility
Existing bicycle and pedestrian infrastructure in the project vicinity, while improving through initiatives like the City of Cleveland’s bike lane striping program, does not adequately serve many area residents. Conditions of sidewalks are generally poor and there is not yet a continuous bicycle network. Even with bike lanes, many users do not feel comfortable using these busy street corridors, which tend to have high bicycle/pedestrian and vehicle crash rates. Recognizing deficiencies within the Flats that threaten the vitality of the region through compromised freight and intermodal movements, NOACA has applied to the inaugural round of the FASTLANE grant program. Awards from both the FASTLANE and TIGER would provide substantial benefits to multimodal travel in the city of Cleveland and for the region.

Sustainable Management of Re-Connecting Cleveland Facilities
Re-Connecting Cleveland trails will be maintained by Cleveland Metroparks natural resources and management personnel. Cleveland Metroparks has extensive experience and capability in providing management of more than 300 miles of existing trails, including 100 miles of shared use trails, and is well recognized for its high quality park maintenance, receiving the National Gold Medal Award for “Excellence in Park and Recreation Administration” in 1999, 2001, and 2007. Cleveland Metroparks is accredited by the Commission for Accreditation of Park and Recreation Agencies (CAPRA). Cleveland Metroparks will provide regular and consistent safety patrols. Cleveland

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30 For more information on Vibrant NEO 2040, please visit www.vibrantneo.org.
Metroparks’ Ranger Department is accredited by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA).

Additionally, Cleveland Metroparks relies on a diversity of revenue streams to support all aspects of the Park District and ensure its long-term operations and maintenance. Cleveland Metroparks operating levy supports 60% of its overall budget. Other major sources of revenue include grants and donations (12%), Cleveland Metroparks Zoo (8%), golf operations (6%), and concession sales (4%). The Park District has 654 budgeted full-time staff and an annual operating and capital budget of nearly $142 million dollars.33

**Resiliency**

Re-Connecting Cleveland will add transportation options that allow people to travel safely and efficiently by bicycle or walking. Building out this network also provides additional capacity to move people in the event of emergencies, blackouts, or major weather events that could disable roadway networks in and around downtown.

Biking trips substituted for driving trips involve less wear and tear on the existing infrastructure, which can reduce road maintenance costs, and can help ease congestion. NOACA’s Congestion Management Process includes travel management strategies to minimize congestion and improve mobility of people by incorporating bicycle facilities or bicycle improvements. Furthermore, Section 108 of the Clean Air Act (CAA) requires the implementation of Transportation Control Measures to improve emissions from vehicles by reducing vehicle use or improving traffic flow. Lessening automobile use results in less of the pollution that contributes to climate change and its resultant environmental degradation.

**Economic Competitiveness**

Re-Connecting Cleveland is a catalytic transportation project that will complete a multimodal transportation network and improve mobility of residents by providing access to employment centers, transit stations, schools, parks, and existing trail networks. It will also spark the development of vacant and underutilized land in and around Cleveland’s industrial valley, providing long-term economic benefits.

**Decrease Transportation Costs & Improve Access**

Based on Longitudinal Employer-Household Dynamics (LEHD) data, residents of the project area hold just over 25,000 jobs, and the vast majority (77.6%) are located within 10 miles of their home. As indicated by the darker purple colors on the following LEHD “OnTheMap” output map (Figure 16) and by the supporting employment by industry data, most residents work in Downtown Cleveland, or at one of the health care clusters around the Cleveland Clinic, University Hospitals, and MetroHealth, or along retail centers on W. 25th Street and at Steelyard Commons. Additional jobs are located in a more dispersed pattern or in smaller edge job centers, most of which are accessible through connecting transit. The green radar map displays the commuting directions and distances for these workers. The patterns remain relatively consistent when adjusting LEHD filters by income level and age. The top three employment sectors by monthly income level for the project area follows:

- $1,250 or less: Accommodation and Food Services (22.1%), Retail Trade (16.0%), Health Care and Social Assistance (15.8%)
- $1,251-$3,333: Health Care and Social Assistance (19.5%), Manufacturing (16.0%), Retail Trade (9.9%)
- $3,333 or more: Health Care and Social Assistance (18.1%), Professional, Scientific, and Technical Services (13.0%), Manufacturing (12.5%)34

33 Cleveland Metroparks 2016 Budget, (Cleveland: Cleveland Metroparks, March 24, 2016), pp. 51, 60, 205.
According to the most recent National Household Travel Survey, the average one-way bicycle work commute distance is 3.54 miles. The relatively short commutes illustrated in the LEHD data, along with outputs of the NOACA travel demand model and bicycle demand forecasting, show that the project area residents, many of whom have low income, would benefit from additional bicycle and pedestrian facilities proposed by the Re-Connecting Cleveland project that will serve as safe access corridors and last-mile connections to RTA bus and rapid service.

Additionally, in 2015, the city of Cleveland, in partnership with the Ohio Department of Transportation, NOACA, the Cleveland Metropolitan School District, and Bike Cleveland, undertook a district-wide Safe Routes to School (SRTS) plan, including the designation of priority corridors for students to use for walking and biking to school. In general, protected or separated cycling and pedestrian facilities are preferred for designated SRTS corridors because of the increased protection from vehicular traffic. School priority corridors in Cleveland consist of infrastructure (sidewalks and roadways) that are currently in place, and do not include planned projects; however, the proposed Red Line Greenway would serve students walking or biking to six schools covered in the K-8th grade SRTS program (Orchard, Clark, Thomas Jefferson, Scranton, Walton, and Paul Dunbar), and could be incorporated into the school priority corridor network after construction.

**Long-Term Transportation Impacts**

Access to safe, low-cost, and reliable transportation is a key component of one’s economic mobility, or ability to advance up the economic ladder. According to a March 2015 Brookings report, the Cleveland-Elyria metropolitan statistical area had the largest decrease in the number of jobs accessible within a typical commute time of any metro area, going from 220,056 to 161,694 (-26.5%) between 2000 and 2012. As a 2014 Harvard study showed, a person’s commute time to work has the highest correlation to his or her lifetime upward mobility. Cleveland is ranked 40th out of the 50th largest commuting zones for this intergenerational mobility at 5.1%.

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36 Elizabeth Kneebone and Natalie Holmes, “The Growing Distance Between People and Jobs in Metropolitan America,” Metropolitan Policy Program at Brookings, March 2015, 6.
Community Revitalization & Long-Term Economic Opportunities

The Flats are now experiencing a transformation to a more diverse and sustainable development pattern. Several mixed use projects, including both phases of the Flats East Bank development and significant development on the Nautica complex on the west bank of the river, have brought investment into the area. Green space and recreational activities have also been woven into this new fabric, with Rivergate Park, Canal Basin Park, and Wendy Park serving as green oases in what once a densely developed industrial hub. Most importantly, in the midst of all its present uses, the Valley continues to illustrate a heritage that can be interpreted, experienced and preserved.

The development of this trail network has coincided with significant economic activity in the nearby neighborhoods of the Flats, Ohio City, Tremont, and Detroit Shoreway, which have seen numerous formerly vacant buildings transformed into housing, offices, restaurants, and other commercial businesses. The expansion of this trail network will serve as a catalyst for additional re-investment as vacant and underutilized properties are transformed into housing and commercial developments, raising property values, increasing tax generation, and creating new jobs. The Re-Connecting Cleveland project will also allow thousands of nearby residents to directly access many existing and proposed businesses in the Flats and surrounding areas as well as newly created and renovated parks, including Edgewater, Wendy, Rivergate, Canal Basin and others along the Towpath Trail.

Additionally, Re-Connecting Cleveland would complement the resurgence of downtown Cleveland, located immediately east of the proposed projects. Since 2009, over $6 billion has been invested in development projects in the downtown area, with another $3.5 billion projected by 2019. Downtown has experienced a 79% increase in residential population since 2000, and another 3,315 residential units are planned or currently under construction. Similarly, 1,500 hotel rooms and 350,000 square feet of office space are slated for completion by 2019. Thus, Re-Connecting Cleveland will directly benefit downtown residents and visitors who are seeking alternative transportation modes to access shopping and restaurant venues in surrounding neighborhoods, as well as project area residents who want to commute to downtown for work, shopping or visiting downtown attractions.

According to the Downtown Cleveland Alliance, 35.5% of downtown residents are between 20 and 35 years old. This age group is much more reliant on alternative modes of transportation, such as bicycling, walking, and mass transit. As such, Re-Connecting Cleveland will have mass appeal to many of those in this age group, as they enjoy an urban lifestyle, are more physically active, and less likely to own a car. As property values and parking rates increase, the need for alternative transportation will be even more pronounced.

With the advantage of historic tax credits and historic district designation, the Flats has experienced a surge in the development of vacant and underutilized land in and around Cleveland’s industrial valley, as well as increased redevelopment of underused industrial buildings through adaptive re-use. An entirely new environment is being created through access via bike paths and pedestrian ways. Existing businesses in the Flats will be easier for neighboring residents to access, and several new residential (currently over 300 units) and commercial developments (including a $9 million Foundry Boathouse project) are planned or under construction along the route of the CFCT.

Federal investment in trail networks in northeast Ohio has already produced significant spin-off development. A 2011 study of the Ohio

Figure 18. Rendering of Proposed Business Expansion along CFCT Phase II Development (Mulberry’s)
& Erie Canal Towpath Trail by Cleveland State University demonstrated that $6.6 million in federal funds for the trail and associated projects leveraged over $27.6 million in non-federal investment. The same study also noted that "Perhaps the greatest economic weakness of the Ohio & Erie Canalway has been the lack of public access to the river and lake." The TIGER Re-connecting Cleveland projects greatly enhance access to both.40

The 2013 study, *The Economic Benefits of Cleveland Metroparks*, quantified at least $855 million of annual benefits from the parklands through increased property valuation, tax revenues, tourism spending, reductions in stormwater management costs, and air pollution removal value.41 John L. Crompton, Distinguished Professor at Texas A&M University, wrote in *The Proximate Principle* that parks and recreation agencies play four major roles in economic development: attracting tourists, attracting businesses, attracting retirees, and enhancing real estate values.42

**Quality of Life**

Re-Connecting Cleveland will provide substantial quality of life benefits for area residents. The project offers transportation choice and access to opportunities for some of the region’s most disadvantaged residents.

**Livability Principles**

Re-Connecting Cleveland is highly supportive of the Livability Principles developed by the Partnership for Sustainable Communities, and likewise represents the implementation of recommendations of the region’s $4.25 million HUD Sustainable Communities Regional Planning Grant, *Vibrant NEO 2040*. Re-Connecting Cleveland is consistent with its major recommendations:

1. Provide more transportation choices: Re-Connecting Cleveland enables over 66,000 city of Cleveland residents’ access to safe, reliable, and economical bicycle and pedestrian shared use trails, and positively impacts air quality through reduced auto usage.
2. Promote equitable, affordable housing: Re-Connecting Cleveland positively impacts mobility through decreased housing and transportation costs by providing residents access to low-cost commuting and transportation options.
3. Enhance economic competitiveness: Re-Connecting Cleveland provides permanent bicycle and pedestrian access to major employment centers, educational opportunities, shopping, and complements the existing transit network.
4. Support existing communities: Re-Connecting Cleveland provides needed investment and revitalization in an economically challenged area that has been impacted by decades of heavy industry and scarred by highways and rail infrastructure.
5. Coordinate policies and leverage investment: Re-Connecting Cleveland implements projects and recommendations from locally developed community plans, including *Vibrant NEO 2040*.
6. Value communities and neighborhoods: Re-Connecting Cleveland is an investment in safe and walkable neighborhoods on Cleveland’s Flats and near west side that makes these areas more resilient and vibrant.

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40 Ohio & Erie Canalway: Connectivity, Community, Culture, 14.
Access to Affordable and Convenient Transportation
As discussed earlier in the Transportation Challenges section, the area served by Re-Connecting Cleveland will greatly benefit from improved access and transportation choice. The project also follows the four themes of Vibrant NEO 2040 and meets the Plan’s recommendations of enhancing walking and cycling as transportation options to increase regional mobility and improve public health, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality. Specifically, the Plan recommended initiatives to expand the existing bicycle and trail system, improve regional connections to transit hubs, and connect with the existing network of parks, trails, lakes and rivers. Re-Connecting Cleveland presents the key opportunity to implement Vibrant NEO 2040.

Access to Parks
The acquisition of Edgewater and Wendy Parks builds on Cleveland Metroparks goal of improving the quality of life for residents of the region and in the city of Cleveland. Coupled with the recreational hub of Rivergate Park, critical mass is being created to anchor and bring vibrancy to the waterfronts.

- Edgewater Park offers swimming, picnicking, boat launches, food concessions, fishing opportunities, trails, and a vast assortment of outdoor experiences
- Wendy Park offers sightseeing of Lake Erie and the Cuyahoga River, birdwatching as a stopover for migratory birds, sand volleyball, a marina, and the Whiskey Island Still & Eatery.
- Rivergate Park is a recreational hub that includes Merwin’s Wharf Restaurant, the city of Cleveland Crooked River Skate Park, and the Cleveland Rowing Foundation. The park includes a Riverwalk trail that is envisioned to extend along the West Bank of the Flats to connect to the water taxi station and the privately developed Flats East Bank.

All residents deserve access to these parks, and the missing links of Re-Connecting Cleveland are necessary to provide this access.

Environmental Sustainability
Re-Connecting Cleveland promotes environmental sustainability by offering low-impact transportation options that benefit congestion and air quality. The project also supports Cleveland Mayor Frank Jackson’s Sustainable Cleveland 2019 Initiative, launched in 2009. This initiative sets lofty goals to make Cleveland the most environmentally sustainable city in the United States by the 50th anniversary of the Cuyahoga River Fire in June of 2019. The Mayor declared that his goal was to make Cleveland a “green city on a blue lake.” Each year of the initiative focuses on a topical area, with 2016 as the year of sustainable transportation.

Waterfront Regeneration
Re-Connecting Cleveland represents another step in the evolution of the relationship Clevelanders have with the Cuyahoga River and Lake Erie. The same industries that had given rise to Cleveland’s manufacturing prowess also left a legacy of pollution, leaving several generations of Clevelanders without any experience of connecting to the waterfront. In 1969, the Cuyahoga River caught fire, and although it was not the first time, it made the cover of Time Magazine and became a catalyst for the modern environmental movement. Within two years of the fire, Congress passed the Clean Water Act and the U.S. Environmental Protection Agency (EPA) was established. The River, while still an important to industry, has been
remediated to the point that Clevelanders now embrace the waterfront and are utilizing it for recreation and redevelopment.

**Environmental Benefits**

The *Economic Benefits of Cleveland Metroparks* study determined that the vegetation in parks and along trails plays a role in improving air quality, helping nearby areas avoid the costs associated with pollution. Using the U.S. Forest Service Urban Forest Effects model, the EPA hourly pollution concentration data for the city of Cleveland and calculating the flow of pollutants through Cleveland Metroparks trails and parks, the study calculated that Cleveland Metroparks provides an estimated $14.4 million in air pollution removal each year, considering carbon monoxide, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. Re-Connecting Cleveland will expand and increase this environmental benefit by reducing air pollutants in the industrial areas that cause damage to structures and endanger human health.

Further, bicycling is a zero-emission transportation mode, so any trips that can be made on a bicycle as opposed to driving a car decreases the amount of pollution emitted into the air. Based on NOACA’s CMAQ program formula using the project area boundaries, the 3,045 expected new daily bicycle users generated by the trails will have a positive impact on air quality by shifting trips away from cars, resulting in the following annual reductions of pollutants: 2,406 kg of VOC, 3,014 kg NO\textsubscript{X}, and 61 kg PM\textsubscript{2.5}.\(^{43}\)

As the revised National Ambient Air Quality Standards Federal Register notice states, “The human health effects associated with long- or short-term exposure to PM\textsubscript{2.5} are significant and include premature mortality, aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions and emergency room visits) and development of chronic respiratory disease.”\(^{44}\) Providing safe and convenient bicycle and pedestrian facilities takes vehicles off area roadways, improving air quality.

**Safety**

Creation of dedicated bicycle facilities will significantly increase the safety of riders and pedestrians in the project area. According to the NOACA *Regional Bicycle Plan 2013 Update*, six of the top 20 high crash rate locations and five of the top 20 high crash rate corridors for the five-county region are located within the Re-Connecting Cleveland project area.\(^{45}\)

**Reduce Pedestrian & Bicycle Accidents**

As Maps 4 and 5 illustrate, the project area has a high proportion of the region’s bicycle and pedestrian accidents. Especially telling are the high concentrations of injury or fatality accidents along the major thoroughfares in the project area, indicating the deficiencies that exist due to the lack of current bicycle and pedestrian infrastructure.

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\(^{43}\) Analysis utilizing NOACA’s CMAQ template, “Multi Use Path or Trail” tab, with Re-Connecting Cleveland project boundaries and NOACA new user forecasting model. Please see the project webpage for these calculations.


\(^{45}\) Von Allmen, 29.
• Between 2011 and 2015, there were 484 recorded crashes involving a bicycle or pedestrian out of the 14,014 total crashes reported, or 3.5% of all crashes.
• Bicycle or pedestrian crashes accounted for 11.2% of all crashes with injury or fatality.
• More than 83% of all area bicycle or pedestrian crashes resulted in an injury or fatality.
• Within the project area, there were six fatalities during the period.  

**Improve Multimodal Movements**
As the Flats attract more residents, workers and visitors to the area, traffic congestion continues to increase. As a result, vehicles, particularly trucks which serve long standing industrial establishments, are using the same streets as bicyclists and pedestrians, thereby significantly increasing the potential for more pedestrian/vehicular conflicts. In some portions of the project area, trucks account for a third or more of daily traffic.

**Provide Safe Access to Transportation**
As part of the public outreach and engagement process for the *Regional Bicycle Plan*, a survey of bicycle use in the region identified safety as the most significant barrier to traveling by bicycle, higher than weather, distance, and travel time, among other barriers. This finding is consistent with results of data from other cities and nationwide. Though the City of Cleveland has made progress in striping bicycle lanes and routes, many users prefer the inherent safety of a protected facility, especially families traveling with children or for a safe route to school. The lack of trails represents a barrier to access for a significant portion of the population.

The project area neighborhoods also have some of the highest bicycle commuting rates in the region, demonstrating that there is already an existing user base. The project will contribute to the quality, safety, and overall network of active transportation facilities to increase the efficacy of bicycling and walking as a mode for a far greater share of the population.

**Secondary Selection Criteria**

**Innovation**
Re-Connecting Cleveland demonstrates innovation through the integration of bicycle and pedestrian options that connect to a robust public transit system creating a truly multimodal transportation network that enhances quality of life and promotes ladders of opportunity for residents of Cleveland. The trails link pedestrians and bicyclists with three RTA rapid transit stations and numerous bus routes. RTA has embraced inter-modal transit by providing bike racks on all of their rapid transit cars and buses, and in addition will be providing the right-of-way along its Red Line corridor for the Red Line Greenway.

Re-Connecting Cleveland is an excellent model for reclaiming underutilized land and repurposing it for alternative transportation use. Decades of sprawl and population loss have left Cleveland with an excess of road infrastructure

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46 Cleveland Metroparks analysis of Ohio Department of Transportation’s GIS Crash Analysis Tool (GCAT) based on Ohio Department of Public Safety crash data. Crash data for the project area for years 2011-2015 was pulled and run through the Crash Analysis Module (CAM) tool, accessed April 6, 2016. [https://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/GCAT.aspx](https://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/GCAT.aspx).

47 Von Allmen, 74.
and hundreds of acres of underutilized and abandoned land. While these problems present a significant challenge for the city and region, they also represent a great opportunity through restoration and re-purposing of this land. The restoration of the Cuyahoga River and development of the Towpath Trail and CFCT together provide an innovative model for how to transform a neglected and abused urban waterway into a community and regional resource with transportation, economic, environmental, educational, and recreational benefits.

Along with connecting people with jobs, Re-Connecting Cleveland will also connect people with recreational opportunities. Cleveland is rapidly re-discovering and re-developing along its greatest natural assets – Lake Erie and the Cuyahoga River. Re-Connecting Cleveland will provide multiple access points and avenues to enjoy recreation options along the water.

**Partnership**

The components of the proposed project are the results of partnership and collaboration with non-profit and government partners. TPL and LAND studio have been key to the acquisition of properties and rights-of-way, alignment, design, and fund development for project components. Cleveland Metroparks acquired Wendy Park from Cuyahoga County with the intention from both parties to link the parkland via off-road and water trails. The City of Cleveland is instrumental in the completion of the Cleveland Lakefront Bikeway Connector and has been the driving force behind already-completed segments of the trail. The Red Line Greenway would not be possible without the support and cooperation of RTA, as the trail follows the Red Line of the rapid transit system and will be built within their existing right-of-way. Cleveland Metroparks has been diligent to include the nearby business community, Community Development Corporations, and Cuyahoga Metropolitan Housing Authority in the planning of these trails, as they are conduits to residents and business owners in the vicinity of the trails. Broad-based support is evidenced by the more letters of support received for the project.

Re-Connecting Cleveland builds on Vibrant NEO 2040, a multidisciplinary plan made possible through a HUD Sustainable Communities Regional Planning Grant and meets the plan’s recommendations of enhancing walking and cycling as transportation options to increase regional mobility and improve public health, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality. Re-Connecting Cleveland would be the first large-scale implementation of recommendations of Vibrant NEO 2040.

**Results of Benefit-Cost Analysis**

A detailed benefit-cost analysis performed on the Re-Connecting Cleveland project demonstrates that the quantifiable benefits are $54.596 million based on a total project cost of $16.450 million, or 3.32:1, as shown in Table 4. The analysis, based on the National Cooperative Highway Research Program as described in Report 552: Guidelines for Analysis of Investments in Bicycle Facilities. The detailed report is available in Appendix B and the supporting spreadsheet is attached to the application and on the project webpage.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Discount Rate</th>
<th>Benefits</th>
<th>Costs</th>
<th>Ratio</th>
</tr>
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<tbody>
<tr>
<td>Low</td>
<td>3%</td>
<td>$49,406,467</td>
<td>$16,450,000</td>
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<tr>
<td></td>
<td>7%</td>
<td>$31,381,628</td>
<td>$16,450,000</td>
<td>1.91</td>
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<tr>
<td>Medium</td>
<td>3%</td>
<td>$54,596,382</td>
<td>$16,450,000</td>
<td>3.32</td>
</tr>
<tr>
<td></td>
<td>7%</td>
<td>$34,678,119</td>
<td>$16,450,000</td>
<td>2.11</td>
</tr>
</tbody>
</table>

The analysis estimates the economic value that the proposed project will create from the following:

- Reduction in pedestrian and bicyclist injuries and fatalities;
- Providing mobility benefits and transportation options;
• Reduced auto use contributing to reduced congestion, reduced air pollution, and user cost savings;
• Improved health through active transportation and reduced health care costs; and
• Access to recreational opportunities to households without vehicles.

The most significant benefits are safety improvements at $35.551 million. Additional benefits anticipated, such as enhanced property values, economic stimulus, and tourism, are more difficult to qualify and not included in the above calculations.

Project Readiness
All elements of Re-Connecting Cleveland have been shown to be technically and financially feasible. The project is ideally suited to a quick progression from grant award to construction. Please see the project webpage for relevant technical plans and studies. Below is a summary of each project element’s status:

Design
• Wendy Park Bridge - Design is complete through the preliminary engineering stage and the consultant is under contract for final design.
• Whiskey Island Connector – Survey and concept design are complete including sufficient preliminary design on the railroad easement area to submit for the railroad review process.
• Canal Basin & Lakefront Bikeway Connectors – Design will be locally funded and the consultant selection process will start immediately after award notification. The design and construction of the Canal Basin and Lakefront Bikeway Connectors are simple roadway widening projects and can be ready for construction within 15 months of the grant award.
• Red Line Greenway - Concept design is complete and has the approval of the RTA Board.

Real Estate
• Wendy Park Bridge – Easements required from City of Cleveland, Norfolk Southern Railroad, Ontario Stone Corporation. Meetings and concept plan reviews have been in process for approximately two years. Railroad submittals are already in process for the Wendy Park Bridge and Whiskey Island Connector.
• Canal Basin & Lakefront Bikeway Connectors – All work will occur in existing public right-of-way.
• Red Line Greenway – All work will occur on land already in public agency ownership.
• Whiskey Island Connector – All work will be on land already in public ownership with the exception of a short section which will require an easement from Norfolk Southern railroad, which is in process.

Sponsor Experience and Expertise
• Cleveland Metroparks is a partner with the City of Cleveland and Cuyahoga County for the development of the final stages of the CMAQ funded $40M Towpath Trail project which are the same public entities involved with right-of-way and public works approvals for this project.
• Cleveland Metroparks has constructed approximately 100 miles of shared use trails including past and current projects with federal funding. Cleveland Metroparks possess a high level of design expertise and project management skills for urban trail projects.
• Cleveland Metroparks completed construction of the first phase of the CFCT trail linking to the Towpath Trail in 2015, and the second phase will begin construction in the summer of 2016.

Detailed Project Budget & Schedule
The Re-Connecting Cleveland budget is allocated along a program of projects whereby local match will largely be front-loaded as part of the Wendy Park Bridge to maintain an overall 29.9% local match across the program, as per DOT Office of Infrastructure Finance and Innovation guidance and shown in Table 5. The schedule is shown in Table 6.
Table 5. Detailed Project Budget

<table>
<thead>
<tr>
<th>Re-Connecting Cleveland Project Component</th>
<th>Cost</th>
<th>TIGER Request</th>
<th>TIGER % of Total Cost</th>
<th>Federal CMAQ</th>
<th>Federal CMAQ % of Total Cost</th>
<th>State/Local</th>
<th>State/Local % of Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wendy Park Bridge</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Construction</td>
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<td>0.0%</td>
<td>$3,500,000</td>
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<tr>
<td>Whiskey Island Connector</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>0.0%</td>
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<tr>
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<td>$0</td>
<td>0.0%</td>
<td>$800,000</td>
<td>4.9%</td>
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<tr>
<td>Cleveland Lakefront Bikeway Connector</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Design/Engineering</td>
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<td>$0</td>
<td>0.0%</td>
<td>$30,000</td>
<td>0.2%</td>
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<tr>
<td>Construction</td>
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<td>$500,000</td>
<td>3.0%</td>
<td>$0</td>
<td>0.0%</td>
<td>$0</td>
<td>0.0%</td>
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<tr>
<td>Canal Basin Park Connectors</td>
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</tr>
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<td>Design/Engineering</td>
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<tr>
<td>Construction</td>
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<td>1.2%</td>
<td>$0</td>
<td>0.0%</td>
<td>$0</td>
<td>0.0%</td>
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<tr>
<td>Red Line Greenway</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Design/Engineering</td>
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<td>$600,000</td>
<td>3.6%</td>
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<td>0.0%</td>
<td>$0</td>
<td>0.0%</td>
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<tr>
<td>Construction</td>
<td>$6,000,000</td>
<td>$3,400,000</td>
<td>20.7%</td>
<td>$2,080,000</td>
<td>12.6%</td>
<td>$520,000</td>
<td>3.2%</td>
</tr>
<tr>
<td>Total</td>
<td>$16,450,000</td>
<td>$9,450,000</td>
<td>57.4%</td>
<td>$2,080,000</td>
<td>12.6%</td>
<td>$4,920,000</td>
<td>29.9%</td>
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</table>

Cleveland Metroparks is highly valued and supported by the community, and in 2013 passed a 10-year property tax levy (1.8 mill renewal and 0.9 mill increase) in Cuyahoga County and Hinckley Township in Medina County with 70% of the vote. The Park District has always been and remains debt-free, with no capital obligations or unfunded liabilities. To ensure that adequate revenues are available to fund capital and operating expenses, Cleveland Metroparks developed a financial forecast through the end of the levy cycle in 2023 to guide decision-making.

Table 6. Project Schedule

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<tr>
<td>Calendar Quarter</td>
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<td>Local Design Components</td>
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<tr>
<td>Wendy Park Bridge</td>
<td>Preliminary Design</td>
<td>Final Design</td>
<td>Bidding &amp; Construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Lakefront Bikeway &amp; Canal Basin Park Connectors</td>
<td>Consultant Selection</td>
<td>Preliminary Design &amp; Environmental</td>
<td>Final Design</td>
<td>Bidding &amp; Construction</td>
<td></td>
</tr>
<tr>
<td>Project Design Segments</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey Island Connector &amp; Red Line Greenway</td>
<td>Consultant Selection</td>
<td>Preliminary Design &amp; Environmental</td>
<td>Final Design</td>
<td>Bidding &amp; Construction</td>
<td></td>
</tr>
</tbody>
</table>

Required Approvals

Environmental Permits

In accordance with the latest update of the Ohio Department of Transportation NEPA Assignment Categorical Exclusion Guidance, all segments of this proposed project would be classified as Categorical Exclusion C2, requiring a minimal level of documentation. The majority of the project is within existing public rights-of-way or on land owned...
by public agencies. It is anticipated that preliminary engineering and environmental engineering will proceed simultaneously under the current ODOT LPA format.

The only 4(f) land impacted by the project is already in the control of Cleveland Metroparks, the project sponsor. Due to the presence of railroad activities either on property to be acquired or adjacent to some elements of the project it is anticipated that Phase 1 and Phase 2 environmental assessments will most likely be required in addition to the screening as part of the CE process. The environmental assessment(s) will be conducted prior to design as part of the real estate process and updated as necessary for the project environmental submittals.

Portions of the project are adjacent to or pass over port facilities subject to regulation by the Department of Homeland Security. Discussions regarding security are already underway with the facility operators who will be cooperating in the Homeland Security review process. Plans for the Wendy Park Bridge are already through preliminary design and will be ready for a security review before or shortly after the presumed time of the TIGER Grant award announcements.

Legislative Approvals
On April 21, 2016, the Board of Park Commissioners of Cleveland Metroparks passed a resolution authorizing submittal of an application to the TIGER program for the Re-Connecting Cleveland project with local match support provided by The Trust for Public Land and partners. The resolution enables Cleveland Metroparks Chief Executive Officer to enter into grant agreements and necessary documents to accept the grant award. Furthermore, Cleveland Metroparks will make funds available as needed until reimbursement from the TIGER program. No additional legislative approvals are required.

The Re-Connecting Cleveland TIGER project is highly supported by legislators, governmental entities, local businesses, community groups, and agencies, some of which are noted below. All letters of support and commitment appear in Appendix A.

- Rob Portman, US Senator
- Marcia Fudge and Marcy Kaptur, US Representatives
- Michael J. Skindell, State Senator, 23rd District
- Nickie J. Antonio, State Representative, 13th District, Assistant Minority Whip
- Bill Patmon, State Representative, 10th District
- Sandra R. Williams, Ohio Senate, 21st District
- Armond Budish, Cuyahoga County Executive
- Kevin J. Kelley, City of Cleveland Council Member, 13th Ward, Council President
- Matt Zone, City of Cleveland Council Member, 15th Ward
- Kerry McCormack, City of Cleveland Council Member, 3rd Ward

State & Local Planning
The components of Re-Connecting Cleveland have been developed and refined through detailed public and stakeholder engagement over the last two decades, and are included in over a dozen locally developed community plans. Please see the listing and description of relevant portions of these plans on the project webpage.

The Red Line Greenway was amended to the NOACA Long-Range Transportation Plan in 2014, and the CFCT (as the Lake Link Trail) was added in 2009. Cleveland Metroparks is pursuing addition of other project components to the plan and to the state and MPO Transportation Improvement Programs (TIP). Note that NOACA will not, as a policy, amend projects to its four-year, fiscally constrained TIP until funding commitments are received, so Re-Connecting Cleveland will be added to the TIP in the quarter following grant award announcements. All projects will be processed through the NOACA Project Planning Review (PPR) process which ensures Intergovernmental Review and
Consultation as well as public involvement. Upon successful completion of PPR, a NOACA Board of Directors resolution will allow the project to be amended to the plan and TIP. Once this occurs, the projects will likewise be added to the State Transportation Improvement Program (STIP). NOACA has supplied a letter of support and is committed to working with Cleveland Metroparks to process the TIGER project through all necessary approvals.

Assessment of Project Risks & Mitigation Strategies
Cleveland Metroparks has the financial strength and experience to effectively manage and implement the Re-Connecting Cleveland project. The Park District has a long history and solid reputation for administration of grants across the spectrum of federal, state, and private sources, including federal aid trail projects in full compliance with NEPA and other federal requirements. Cleveland Metroparks regularly develops, bids, and manages multi-million dollar construction projects using a professional staff of civil engineers, landscape architects, architects, surveyors, GIS specialists, and planners.

List of Appendices

Appendix A: Letters of Support & Commitment

Appendix B: Benefit-Cost Analysis

Appendix C: List of Additional Materials Available on clevelandmetroparks.com/TIGERDOT
April 25, 2016

The Honorable Anthony R. Foxx
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Federal Wage Rate Certification: Cleveland Metroparks
Re-Connecting Cleveland: Pathways to Opportunity
Transportation Investment Generating Economic Recovery (TIGER VIII)

Dear Secretary Foxx,

Cleveland Metroparks hereby certifies that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2016 Appropriations Act.

Thank you in advance for your consideration of this project. Should you have any questions, please contact me at 216.635.3245 or rjk@clevelandmetroparks.com.

Thank you in advance for your consideration of this project.

Sincerely,

[Signature]

Richard J. Kerber, P.E.
Project Manager

COMING OUT & PLAY