



CITY OF CLEVELAND
Mayor Frank G. Jackson

1. Describe how this funding (or the federal program for which you are requesting funding) will impact the requesting organization’s work, the local community, Ohio, and/or the Nation. For Congressionally Directed Spending requests, please provide a detailed justification for the project. Please also indicate what support this initiative has at the state or local level, as relevant, and why other federal and non-federal sources of funding are insufficient.

This funding will enable the construction of 4 miles of high quality, safe, and comfortable bicycle and pedestrian facilities linking thousands of Cleveland residents living in East and West side neighborhoods to and through the Downtown core. Although bicycle and pedestrian amenities are often viewed as an extra amenity, providing convenient and sustainable alternative transportation options is a matter of access, equity, and opportunity in Cleveland. Twenty-five percent of Cleveland households do not have access to a personal automobile (U.S. Census), and 18 percent of children living in Cleveland have an asthma diagnosis (Children’s Health Community Report: A First Look at Asthma; Better Health Partnership), which is correlated with exposure to environmental air pollutants from the transportation sector. According to the Northeast Ohio Areawide Coordinating Agency, “highway and off-highway...caused a combined \$1-2.3 billion in damages and 96-215 premature deaths, equal to 15% of the total costs of air pollution emissions in the region” in 2020 (2020 Air Quality Trends Report, NOACA). Providing residents with affordable, accessible, sustainable, and safe walking and biking opportunities to the region’s largest employment hub will expand economic opportunity and enhance physical and mental health for residents.

Together, the Superior Midway on the east side and the Lorain Avenue Cycletrack on the west side connect Cleveland’s neighborhoods through and across Downtown, filling key gaps in Cleveland’s existing bicycle network and forming a core connection through town that is safe and comfortable for riders of all ages and abilities. Both the Superior Midway and the Lorain Avenue Cycletrack are included in the Northeast Ohio Areawide Coordinating Agency’s Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP), and have been identified as key implementation priorities by the Cuyahoga Greenway Partners, a regional coalition of transportation- and public space-related agencies dedicated to advancing bicycle and pedestrian connectivity across Cuyahoga County. In early 2020, the City of Cleveland submitted a Safety Funding Application to the Ohio Department of Transportation for the Superior Midway that was not ultimately successful. Having exhausted almost all of the federal and state funding opportunities that are available for projects of this scale, the City of Cleveland requests assistance from Congressionally Directed Spending to close the remaining gap in the projects.

2. For Congressionally Directed Spending Requests, please provide a detailed description of the program/project and the anticipated benefit this funding will bring for Ohioans. This description should provide a brief summary of the project and must include its purpose, goals,

history and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The justification should also state what performance standards will be used to measure whether this project has achieved its objectives. This description must be complete without references to supporting materials. You may wish to share information on the following: goals for the program/project, target population, who will benefit, whether the investment will result in additional jobs or another benefit for Ohioans, or additional background on why this program/project is worth federal funding.

Project Description (goals, history, current status)

The Superior Midway and Lorain Avenue Cycletrack will provide a safe and comfortable east-west bicycle and pedestrian connection for riders of all ages, abilities, and socioeconomic levels to access Cleveland's downtown and surrounding neighborhoods. The projects are located along RTA priority corridors, facilitating multimodal travel and convenient transfers from foot to bike to transit.

The Midway Cycle Track Plan, dated December 2017, provides guidelines for the implementation of a new type of separated bicycle facility for the entire City of Cleveland. Several potential Midway Cycle Track corridors were identified with sufficient right-of-way width to accommodate a separated cycle track along the center of the road. In 2017, the City of Cleveland selected Superior Avenue from Public Square to East 55th Street as the pilot corridor for implementation. In January of 2018, the City of Cleveland was awarded \$8,329,000 in CMAQ funds for the construction of a Superior Avenue Midway and traffic analysis was completed in March 2020 to assess access requirements and safety along the corridor.

The Superior Midway proposes a continuous 10'-wide sidewalk-level cycle track within a 30' wide median. Gaps in the Midway median would occur at major signalized intersections. Minor intersections would become T-intersections. Two lanes of traffic would be maintained in each direction, with dedicated left turn lanes at intersections. Traffic signals would be updated with dedicated traffic signal heads for the cycle track, and possible Transit Signal Priority (TSP) for RTA buses. Implementation of the Superior Midway is currently on hold until adequate funding can be secured for construction.

The Lorain Avenue Cycletrack was envisioned in the "Living Lorain: Lorain Avenue Corridor Improvement Plan" dated December 2013, as a cycletrack and streetscape improvement project spanning Lorain Avenue from W. 65th Street to W. 20th Street, connecting residents to the historic commercial corridor, the West Side Market, and the multipurpose path over the Lorain-Carnegie Bridge connecting into Downtown. The planning team concluded that the preferred configuration to best serve the needs of pedestrians, cyclists, motorists, and merchants consisted of 2 lanes of traffic with dedicated parking on one side and a cycle track on the other.

As part of the Lorain Avenue project, new curbs, sidewalks and drive aprons will be provided adjoining new sidewalk level bicycle facilities. Curbs and sidewalks will be repaired or replaced in other locations to support a clear, continuous, and safe pedestrian walkway. Pedestrian walkways will have new curb ramps that comply with the Americans with Disabilities Act (ADA). A new separated, sidewalk-level bicycle facility will be installed, supporting the Mayor's Bikeway Masterplan and providing a key east-west link. Lorain Avenue is served by RTA Bus Route #22, and bus stop locations and shelter enhancements will be coordinated with RTA. The narrower pavement and elimination of travel lanes will promote lower travel speeds, improve traffic flow,

and decrease vehicle-on-vehicle collision rates. High-visibility enhanced crosswalks will be installed at key pedestrian crossings, countdown pedestrian signal heads will be added where lacking, and existing unwarranted span wire traffic signals will be removed. Additionally, the existing asphalt surface will be removed, the underlying pavement base will be repaired, and new asphalt will be placed in two courses. Water lines, sewers and catch basins will also be updated as needed. A community engagement process for the Lorain Avenue Cycletrack project is currently underway to update project designers' understanding of resident preferences and inform funding requests for implementation.

Project Justification (target population, who will benefit and how)

In Cleveland, 36 percent of residents live below the poverty level, including 52 percent of children. Safe, convenient, affordable alternative transportation options that are accessible to various ages and abilities, like the proposed separated bicycle facilities paired with transit, will serve the quarter of Cleveland households that do not have access to a personal vehicle and may reduce personal vehicle expenses for low-income households. Residents of Cleveland's Detroit Shoreway, Ohio City, Downtown, Campus District, Asiatown, and Midtown neighborhoods, and businesses along the Lorain and Superior corridors, are the primary target population for the improvement. Additionally, because these projects are key links in a countywide network of trail and bicycle connections, the projects also bring regional benefit in the form of connectivity to public transit, recreational opportunities, and economic development. As established in the Midway Cycle Track Plan, these bicycle facilities are "geared toward attracting the estimated 60% of potential bicyclists that prefer a separate and distinct bicycle facility for their use. This group represents the "average" bicyclist or potential bicyclist that characterizes the majority of potential cyclists. It also aligns with the current industry objective of accommodating riders age 8 to 80, targeting a level of bicycling skill and comfort that includes the vast majority of bicyclists."

The Superior Midway also will result in improved safety as a key benefit. The following intersections on the project corridor are listed on the 2018 ODOT Highway Safety Program Safety Priority List:

- Superior Avenue / East 55th Street (Urban Intersection #33)
- Superior Avenue / East 26th Street (Urban Intersection #367)

In addition to the ODOT intersection rankings, the following segments are listed on the 2018 ODOT Highway Safety Program Safety Priority List:

- Superior Avenue between I-90 and East 31st Street (Urban Non-Freeway #326)
- Superior Avenue between East 34th Street and East 38th Street (Urban Non-Freeway #381)
- Superior Avenue between East 6th Street and East 9th Street (Urban Non-Freeway #416)

A review of the crash patterns along Superior between Public Square and E. 55th St. indicate that safety and operational issues exist within the study area. A large number of rear-ends occurring in the segments and at the intersections could be due to frequent starts and stops by motorists, since the existing signals are older and do not have detection equipment. In addition to the rear-end crashes, there is a high percentage of sideswipes – passing crashes, indicating that lane jockeying and excessive pavement widths may exist along the corridor. The Superior Midway

project would resolve these safety issues, resulting in a projected benefit-cost ratio of 1.43 taking into account only the value of safety improvements.

Performance Measures

The following performance measures will measure the success of the projects.

- Increased numbers of bicyclists and pedestrians on the project corridors and surrounding areas.
- Economic development along the corridor (increase in number of businesses/occupied storefronts, jobs, revenue)
- Increased safety (fewer crashes)
- Resident satisfaction and public health benefits via increased physical activity (as measured through surveys)

3. For Congressionally Directed Spending Requests, please provide a detailed description of the budget and proposed timeline for this program/project.

The description should explain how the money, if awarded, will be spent (i.e., \$X for salaries; \$X for programming; \$X for equipment; etc.) Please be specific when describing the activities and expenditures.

The requested funding will be spent to design and construct the Superior Midway and Lorain Avenue Cycletrack projects, as described above.

The cost estimate for the projects totals \$54,679,000 and is detailed in Table 1. These costs assume a 12 to 18 month design period beginning in 2022, with construction on the Lorain Avenue Cycletrack project beginning in 2023 and construction on the Superior Midway beginning in 2024. Costs are calibrated to these years using the process and inflation rate recommended by the Ohio Department of Transportation. The projects are expected to be substantially completed in 2026.

Design costs include preliminary engineering, environmental, detailed design, and right of way/utilities. Construction costs include roadway reconstruction/rehabilitation, including relocation of utilities and drainage as needed, roadway resurfacing, bicycle facility and sidewalk enhancements, street trees, street furniture, and other streetscape elements.

Table 1: Project Cost Estimates

Project	Project Component	Cost Estimate
Superior Midway	Design	\$2,312,500
Superior Midway	Construction	\$22,187,500
<i>Superior Midway Cost Estimate Subtotal</i>		<i>\$24,500,000</i>
Lorain Ave Cycletrack	Design	\$3,018,000
Lorain Ave Cycletrack	Construction	\$27,161,000
<i>Lorain Avenue Cycletrack Cost Estimate Subtotal</i>		<i>\$30,179,000</i>
TOTAL COST ESTIMATE		\$54,679,000

The City of Cleveland and its partners have pursued funding for the Superior Midway and Lorain Avenue Cycletrack for the last five years and have secured \$22,234,250 through a combination of federal, state, and local sources, as outlined in Table 2.

Table 2: Secured Funding

Project	Source	Use	Amount
Superior Midway	CMAQ grant	Cycletrack project components	\$8,329,000
Superior Midway	CMAQ grant (local match—GO bonds)	Cycletrack project components	\$2,082,250
<i>Superior Midway Secured Funding Subtotal</i>			<i>\$10,411,250</i>
Lorain Ave Cycletrack	CMAQ grant	Cycletrack project components	\$6,119,000
Lorain Ave Cycletrack	ODOT Urban Paving Funds	Street resurfacing	\$1,904,000
Lorain Ave Cycletrack	City of Cleveland Road and Bridge Bonds (local match for CMAQ and TAP)	Cycletrack project components	\$2,300,000
Lorain Ave Cycletrack	NOACA TAP funds	Cycletrack project components	\$1,500,000
<i>Lorain Avenue Cycletrack Secured Funding Subtotal</i>			<i>\$11,823,000</i>
TOTAL SECURED FUNDING			\$22,234,250

The City requests a Congressionally Directed Spending award of \$32,444,750 to fully fund these projects, linking Downtown Cleveland with surrounding neighborhoods to the east and west (Table 3).

Table 3: Funding Gap

Project	Cost Estimate	Funding Secured	Remaining Gap
Superior Midway	\$24,500,000	\$10,411,250	\$14,088,750
Lorain Avenue Cycletrack	\$30,179,000	\$11,823,000	\$18,356,000
CONGRESSIONALLY DIRECTED SPENDING REQUEST TOTAL			\$32,444,750