



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

Administrative Re-Evaluation for **CUY Metroparks TIGER Projects PID 104804** **Environmental Document Level: D1**

Approved: 6/26/2019

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

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Re-evaluation Level

Explain why a re-evaluation is needed?

The Whiskey Island portion of the CUY-Metroparks TIGER Project PID 104804 will be sold as a separate construction project per guidance from ODOT Central Office when the project was programmed. All the NEPA coordination was completed under the original 3/30/18 D1 Environmental Document. The project scope has not changed since these studies and agencies coordination were completed. This portion of the project must include the Ecological, Section 4(f) and Permit Environmental commitments in the final Project Plans.



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Project Type

Please check all of the following actions that apply (Must check at least one):

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e). (a) Project types that exceed thresholds in Appendix A (b) Project types that exceed thresholds in Appendix B



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General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	104804
Project Name:	CUY Metroparks TIGER Projects
Project Sponsor:	Cleveland Metroparks
ODOT District:	12
Funding Source:	Federal
Private Funding:	Yes
Local Public Funding:	Yes
STIP Reference #:	2018MODID0319FDPE
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$805,142.50
Right of Way:	\$0.00
Construction:	\$16,358,158.26
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	Yes
Date Completed:	11/17/2017

Project Description:

In July 2016, Cleveland Metroparks was announced as a winner of \$7.950 million for its *Re-Connecting Cleveland: Pathways to Opportunity* grant application in the highly competitive Transportation Investment Generating Economic Recovery (TIGER) grant program through the US Department of Transportation. Submitted in partnership with The Trust for Public Land and LAND studio, TIGER funds will be used to construct AASHTO-compliant trail projects (run as four components) totaling over four miles and including a new bridge, to fill critical gaps in the active transportation network in the city of Cleveland.

The TIGER grant will be used to build the following project components:



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1. Cleveland Lakefront Bikeway Connector & Canal Basin Park Connector (LCB) - that links the Cleveland Foundation Centennial Trail Lake Link to the Cleveland Lakefront Bikeway and to Canal Basin Park, Rivergate Park, the Greater Cleveland Regional Transit Authority (RTA) Waterfront Line Rapid Transit, and downtown Cleveland, respectively.

The Cleveland Lakefront Bikeway Connector will connect the CFCT to the Cleveland Lakefront Bikeway, a separate trail facility that will be completed in late 2017 that will provide access to Downtown Cleveland via the Detroit-Superior Bridge. The 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 on public right-of-way. Limits are from the intersection of Main Ave. and W. 25th St. to the existing trail head at Main Ave. and approximately Center St.

Canal Basin Park will be the terminus of the Ohio & Erie Towpath Trail when it is completed in 2019. The Canal Basin Connector will be utilized as route for the CFCT to 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 improved with bike lanes. Along the Center Street Swing Bridge, the bike lanes will transition to use existing sidewalks on both sides of the bridge. At Detroit Avenue, a shared use path will be installed on the south side of the roadway to connect to the northern section of the CFCT. Limits are from the southern terminus of the CFCT at Detroit Ave. to Center Street for the shared use trail. At the Center Street swing bridge the trail will use the bridge's existing walkway (will be signed), then transition to bike lanes from the bridge to Columbus Rd, which taper off by West Rd.

2. Red Line Greenway (RGT) - links the Cleveland Foundation Centennial Trail Lake Link to two RTA Red Line Rapid Transit stations, and provides a primary commuting corridor from W. 65th Street to downtown Cleveland.

The Red Line Greenway trail will be a new 10' wide multipurpose trail along the Red Line Rapid Transit corridor in the city of Cleveland. 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. 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. Limits are from the terminus of the Zone Recreation Center's internal trails at a trailhead at W. 53rd St. to Franklin Ave. and Columbus Rd., with an additional spur that goes on the viaduct to a point approximately above Merwin Ave.

3. Wendy Park Bridge (WPB) - links the Cleveland Foundation Centennial Trail Lake Link to Wendy Park on Whiskey Island and Lake Erie.

Without the WPB there is no access from the Flats to the lakefront. The new bridge (approximately 500' for span and approaches) 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. Limits



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are from the northern end of the existing Willow Ave. lift bridge on Whiskey Island, across the Norfolk Southern railroad, to a point in Wendy Park on Whiskey Island.

4. Whiskey Island Connector (WIC) - links the Wendy Park Bridge to Edgewater Park and the Cleveland Lakefront Bikeway.

The Whiskey Island Connector will be an approximately 1.25-mile 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. Limits are from the end of an existing shared use path in Edgewater Park just west of the Northeast Ohio Regional Sewer District's Westerly Treatment Facility to the northern end of the future Wendy Park Bridge in Wendy Park on Whiskey Island.

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). 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 TIGER project trails will close critical gaps to complete a trail network to enable access to thousands of nearby residents to workplaces, schools, activities, and parks. Along with connecting to trails, the project will enable better access to existing bus, rapid, and water taxi transit.

MPO Coordination

The Metropolitan Planning Organization for the region is the Northeast Ohio Areawide Coordinating Agency (NOACA). The TIGER project was added to the Long-Range Transportation Plan, Connections+ 2035, on December 16, 2016. The project was likewise added to the Transportation Improvement Program (TIP): SFY 2016-2019 on December 16. The TIP was updated on June 9, 2017 to cover SFY 2018-2021, and the TIGER projects appear in this document. The TIGER project was added to Ohio's Statewide Transportation Improvement Program (STIP): SFY 2016-2019, on March 31, 2017. The project appears in the SFY 2018-2021 STIP on page 138.

Format Note

Because the project is structured as one TIGER project award, but with distinct trail components with separate design and construction timelines, materials throughout this document generally are presented with the overview for the Re-Connecting Cleveland TIGER project in the narrative sections, followed by component-



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specific details laid out in the same order: LCB, RGT, WPB, and WIC. The overall project map is provided in Project File/General/Project Information/TIGER Project Map.pdf.

The environmental document and associated studies are being approved using Preliminary Engineering Design. A copy of the plans are included in the project file.

P.I.

Public Involvement Summary for Redline Greenway in Project File. Follow-up questions addressed and Conclusion to proceed to final design. ODOT's response to Mr. Plonsky's also in Project File.

Limits of Proposed Work:	N/A
Start (SLM):	VAR
End (SLM):	VAR
Total Work Length (Miles):	4.25

No roadway data for PIDs associated with this CE Form

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required	No
A temporary bridge or roadway is proposed	No
A detour is required for the proposed project	No
The proposed MOT substantially impacts sensitive environmental resources	No
Substantial controversy is associated with the proposed MOT	No
Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.	No

Remarks:

Maintenance of traffic will be handled for each of the four project components. There are no expected roadway detours or closures expected for the project. To ensure that the public is notified of construction activities, standard notification details will be added to the project plans specifying requirements. The contractor must notify Emergency Services and the School District of any detour two weeks in advance.

Are there any Environmental Commitments?	Yes
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Right of Way and Utility Involvement

The project requires Permanent Right-of-Way	No
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The project requires Permanent Easement(s)	Yes
The project requires Temporary Right-of-Way	No
Number of parcels impacted by Permanent Right-of-Way:	0
Right of Way and Utility Involvement	
Number of parcels impacted by Temporary Right-of-Way:	0
Approximate acreage of Permanent Right-of-Way needed:	0
Approximate acreage of Temporary Right-of-Way needed:	0
Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes
Large scale transmission facilities are located within the project area	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	No
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

Given the structure of the TIGER project with four unique components (LCB, RGT, WPB, WIC), utility coordination is being pursued separately for each component. All utility work will be coordinated between the contractor and utility owners to minimize any impacts.



Purpose & Need

Purpose & Need

Project History:

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 bridge to the lakefront, that are needed for a fully functional active transportation network. In July 2016, Cleveland Metroparks was announced as a winner of \$7.950 million for its *Re-Connecting Cleveland: Pathways to Opportunity* grant application from the seventh round of the TIGER grant program through the US Department of Transportation. In May 2017, the Federal Highway Administration, Ohio Department of Transportation, and Cleveland Metroparks executed a federal grant agreement for the TIGER project.

The TIGER project was added to NOACA's Long-Range Transportation Plan, Connections+ 2035, on December 16, 2016. The project was likewise added to the Transportation Improvement Program (TIP): SFY 2016-2019 that same day. The TIP was updated on June 9, 2017 to cover SFY 2018-2021, and the TIGER projects appear in this document. The TIGER project was added to Ohio's Statewide Transportation Improvement Program (STIP): SFY 2016-2019, on March 31, 2017. The project appears in the SFY 2018-2021 STIP on page 138.

Community Planning

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. See the list of relevant community plans and their inclusion of the TIGER project components in Project File/General/Project Information/Re-Connecting Cleveland: Pathways to Opportunity Summary of Relevant Community Plans.docx.

Cleveland Metroparks Strategic Planning

Cleveland Metroparks has been long referred to as the Emerald Necklace because it encircles the city of Cleveland and its suburbs with interconnected greenspace and public parklands. Cleveland Metroparks provides residents and visitors to Cuyahoga County with more than 23,000 acres of public parkland, including over 300 miles of all-purpose, hiking, bridle, and mountain bike trails. In 2016, over 47 million park users visited and enjoyed Cleveland Metroparks greenspace and facilities. Visits to TIGER project park areas (Edgewater, Wendy, and Rivergate parks) totaled more than 1.7 million visits.



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In 2009, Cleveland Metroparks began a comprehensive three year planning process designed to build a common vision and framework for strategic action in the realization of the Park District's mission through the next decade and beyond. The final product, published in 2012 and entitled Cleveland Metroparks 2020: The Emerald Necklace Centennial Plan, listed seven key directions for the Park District to take into its second century of providing conservation, education and recreation for its visitors. One of those key directions calls for the continued development of a Regional Greenway System, which will focus on land acquisition and trail development to fill gaps within the "Emerald Necklace," providing regional links that connect to adjacent systems and/or provide open space and recreational resources to underserved areas.

In 2015 Cleveland Metroparks updated the 2012 Cleveland Metroparks 2020: The Emerald Necklace Centennial Plan and identified "Connections" as one of five key goals of the agency. These connections include trails that further the Emerald Necklace, as well as other projects that link the Cleveland Metroparks to other local, state, and regional trail networks or places of interest.

Cleveland Metroparks staff evaluates trail, greenway, and bicycle facility projects using the Park District's Trail Matrix decision-making tool to quantitatively rank these projects. This tool is used to evaluate potential opportunities for Cleveland Metroparks support and/or role based on scores across fourteen different attributes such as public benefit, user populations, and trail experiences and on meeting the strategic goals as defined in the Park District's strategic plan. A total of 38 projects have now been assessed through four rounds of Trail Matrix scoring, and the most recent presentation of these results were presented to the Board of Park Commissioners at its May 4, 2017 public meeting. Rankings of the TIGER projects follow: #2 WIC; #4 WPB; #6 LCB (as part of overall CFCT); and #8 RGT.

Cleveland Metroparks Lakefront Master Planning

In 2013, Cleveland Metroparks entered into the comprehensive planning process for the Cleveland Lakefront Parks to engage the public in identifying improvements that should be made. Among the guiding principles set forth by stakeholders were to "connect people with the water" and "enhance access through wayfinding and improved connections." Open houses were first held in the spring of 2013 prior to acquisition to gauge public interest in Cleveland Metroparks operating the Cleveland Lakefront Parks and initial thoughts for improvements.

Edgewater Park, along with other park areas that make up the Lakefront Reservation, was acquired in June 2013 through a long-term lease between the City of Cleveland and Cleveland Metroparks. Wendy Park on Whiskey Island was acquired by Cleveland Metroparks in December 2014 from Cuyahoga County. The 150-acre Edgewater Park has 6,000 feet of shoreline and features two beaches, a playground, reservable pavilions, fishing pier, public boat ramp, and new Beach House. Wendy Park is 64.5 acres with a marina and restaurant, and provides the public direct access to Lake Erie and the Cuyahoga River. Since the acquisition of these parks, Cleveland Metroparks has activated the area through numerous events and improvements in safety.

Soon after acquiring the Cleveland Lakefront Parks, Cleveland Metroparks held two public open houses to begin formulating a master plan for the Lakefront Reservation. In-person surveys were also conducted over the summer of 2014 to collect input from park users towards the master plan for the newly named Lakefront Reservation. Cleveland Metroparks staff presented input from those meetings and surveys at the October



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Cleveland Metroparks Board of Park Commissioners meeting, a public meeting. In December of 2014, three public meetings were held, which were complemented by a dedicated webpage published with video, plans and comment form to collect input on the draft master plan. After public comment, final edits were made and the completed master plan for Lakefront Reservation was published in March of 2015. A key component to the Edgewater Park and Wendy Park portion of the master plan was to create a trail connection (Whiskey Island Connector) along Ed Hauser Way between the two parks that would provide safe travel for pedestrians and cyclists.

Purpose Statement:

1. The purpose of the proposed project is to provide connectivity to Cleveland Metropark's facilities for pedestrians and non-motorized vehicles in the City of Cleveland.
2. The second purpose of the project is to provide low-cost transportation options for access to jobs, transit, and the Lake Erie shoreline and the Cuyhoga River

Need Element(s):

The project is needed because there are several existing Metropark sites in the vicinity of Downtown Cleveland such as CFCT, Water Taxi, Towpath Trail with no pedestrian link between them. The TIGER project is needed to connect these sites with non-motorized friendly transportation links. The sites are listed below:

- Cleveland Foundation Centennial Trail (CFCT): The Red Line Greenway and the Cleveland Lakefront Bikeway Connector will link directly to the CFCT, a ±1.5-mile all-purpose trail that connects the lakefront to the Towpath Trail. This link will be made possible by a new, TIGER-funded pedestrian-only bridge (WPB) from Wendy Park on Whiskey Island over the Norfolk Southern railroad tracks. The first phase of the CFCT was completed in June 2015 and includes two recently installed bridges over Scranton Road and the Flats Industrial railroad tracks and continues along the base of Scranton Peninsula to Columbus Road, where the CFCT connects to Cleveland Metroparks Rivergate Park. The second, northern phase on the Main Peninsula was completed in June 2017. A third, middle phase along Irishtown Bend recently completed a conceptual planning and has federal Congestion Mitigation and Air Quality (CMAQ) improvement funds secured. On-road routing along the Columbus Peninsula provides an alternate until this section is complete.
- Towpath Trail: The CFCT connects at the end of Phase I to the ±110-mile Towpath Trail. The final stage of the Towpath will then continue from this point to a terminus at the future Canal Basin Park, a 20+ acre site that the City of Cleveland proposes to build on the Columbus Peninsula, a short distance from Cleveland Metroparks Rivergate Park. The heavily used Towpath, part of the statewide Ohio to Erie Trail, winds along the Cuyahoga River through the Cuyahoga Valley National Park (CVNP), Ohio's only national park, and on to New Philadelphia. The Towpath Trail serves as the major spine trail for Northeast Ohio and is also a major component of the five state Industrial Heartland Trail, a trail system that, when completed, will link Ohio, Pennsylvania, New York, West Virginia, and Maryland by shared use trails. The final three stages of the Towpath Trail in the city of Cleveland are either under construction or design is being finalized, with overall completion expected in 2020.
- Cleveland Lakefront Bikeway: The transformation of the West Shoreway adjacent to Cleveland Metroparks Edgewater Park into the new Edgewater Parkway, a project that includes significant federal,



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state, and local contributions, provides an improved alignment for the Cleveland Lakefront Bikeway. This trail, scheduled for completion this year, will be accessible from the future Whiskey Island Connector and the CFCT, which also leads into a larger trail network that includes the Red Line Greenway.

- **Water Taxi:** In spring 2016, Cleveland Metroparks began a new water taxi system to connect the East and West Banks of the Flats across the Cuyahoga River. Expansion of the route to Cleveland Metroparks Rivergate Park and Wendy Park are also planned.
- **Rivergate Park:** Rivergate Park as a recreational hub along the Cuyahoga River on the Columbus Peninsula. Merwin's Wharf restaurant, operated by the Park District, opened in 2014, and helps anchor the site and is adjacent to the City of Cleveland's Crooked River Skate Park and the Cleveland Rowing Foundation. Rivergate 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 privately developed Flats East Bank.

The Cleveland Metroparks and their consultants have identified four area that can connect these facilities:

- **Whiskey Island Connector**
- **Wendy Park Bridge**
- **Cleveland Lakefront Bikeway Connector and Canal Basin Park Connector**
- **Redline Greenway Trail**

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.

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 Update published by NOACA the project area demonstrates some of the highest potential bikeway demand in the five-county MPO region.

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. 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%.

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, 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.

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.



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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.

Goals and Objectives:

The Re-Connecting Cleveland project will address the following goals of the TIGER program:

- **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. The project must improve transportation options.
- **Quality of Life** - The project must 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 must 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. The project must 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** - The project must improve 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 must demonstrate 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** - The project must Re-Connect with the Cleveland Metroparks, the Trust for Public Land, LAND studio, the Cleveland-Cuyahoga County Port Authority, the Greater Cleveland Regional Transit Authority, and the City of Cleveland.

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 1,250,000 in 2016.
- Edgewater Live, a summertime music series held on the beach at Edgewater regularly draws more than 10,000 per event.
- Wendy Park recorded nearly 330,000 in 2016.
- Merwin's Wharf at Rivergate Park recorded 110,000 visitors in 2016.
- Additionally, the more than 2,000,000 Towpath Trail users annually will be able to utilize the Wendy Park Bridge to access Lake Erie.



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Summary Statement:

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 110-mile Ohio & Erie Canal Towpath Trail (Towpath Trail), a trail corridor that connects Cleveland to Akron and beyond. The TIGER project will build on and rapidly expand the impact and reach of bicycle and pedestrian access of these trails and to make new connections.

Logical Termini and Independent Utility:

The logical termini for the TIGER project components are based on filling gaps or creating new trail routes to provide improved active transportation options. The construction and use of the proposed TIGER trails work together to build out the transportation network on the near west side of Cleveland. Each component likewise has independent utility. See the project map for detail in Project File/General/Project Information/TIGER Project Map.pdf.

LCB:

Cleveland Lakefront Bikeway Connector - 0.15 miles

The Cleveland Lakefront Bikeway (CLB) Connector will connect the CFCT to the Cleveland Lakefront Bikeway via Main Avenue, a separate trail facility that will be completed in late 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.

Canal Basin Connector - 0.35 miles

Canal Basin Park will be the terminus of the Ohio & Erie Towpath Trail when it is completed in 2020. 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 improved with bicycle 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, a shared use path will be installed to connect to the southern end of the second phase of the CFCT.

RGT:

2.25 miles

The Red Line Greenway trail will be a new multipurpose trail along the Red Line Rapid Transit corridor in the city of Cleveland. It begins at W. 53rd Street, where it also links to the trail system at the Michael Zone



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Recreation Center, extending the reach to W. 65th Street. The trail travels between the I-90 and Rapid Transit corridor, crossing W. 44th Street and W. 41st Street before directly following the rapid to Franklin Avenue. A spur will also extend across the Cuyahoga Viaduct to a point above Merwin Avenue on the Columbus Peninsula overlooking Rivergate Park. 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.

WPB:

0.25 miles for bridge and approaches

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.

WIC:

1.25 miles

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.



Alternatives

Alternatives

Discuss No Build Alternative:

As described in the Purpose and Need section, the TIGER projects will be used to build new trails to enable access to thousands of nearby residents to workplaces, schools, activities, and parks. 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. TIGER funds will be used to close critical gaps to complete a trail network in this area of the city of Cleveland. In addition, the TIGER 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 in an underutilized area parallel to a major rapid transit line. Along with connecting to trails, the project will enable better access to existing bus, rapid, and water taxi transit.

A No Build Alternative would not provide these critical connections and would not promote the trail system as an active transportation method for neighborhood residents and for others in the region; therefore, the Purpose and Need would not be met by the No Build alternative.

LCB: The LCB connectors, if not constructed, leaves short, yet significant gaps in the trail network. Both provide links to key pieces of infrastructure: the newly completed Cleveland Lakefront Bikeway and the future Canal Basin Park. The Canal Basin Park Connector link also provides routing to continue the routing of the Cleveland Foundation Centennial Lake Link Trail's southern and northern completed sections until the center Irishtown Bend section can be built.

RGT: The No Build Alternative leaves the Red Line corridor that runs parallel to a major rapid transit line and Interstate 90 in its current underutilized state. The neighborhood surrounding this corridor has a high rate of pedestrian/bicycle and vehicle collisions that will invariably continue with the No Build alternative, and residents would be left without sufficient, safe transportation choices.

WPB: The Wendy Park Bridge provides a critical link that joins the more than 100-mile Towpath Trail that runs along the Cuyahoga riverfront to the Lake Erie shoreline via the Cleveland Foundation Centennial Lake Link Trail. The No Build Alternative would leave the need for this link unmet with no other viable alternatives for access.

WIC: The Whiskey Island Connector is needed to provide safe, alternative transportation along the highly constrained corridor between Edgewater and Wendy parks. The No Build alternative would require continuation of the existing shared use roadway situation where there are no facilities for pedestrians or bicyclists.

Was a Feasibility Study completed?

No



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Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Build	This alternative is comprised of four parts the Red Line / Greenway Trail, Wendy Park Bridge, Whiskey Island Connector Trail and Cleveland Lakefront Bikeway Connector & Canal Basin Park Connector.	Alternative was not dismissed	Yes
No Build	The alternative would not construct the four parts of the project.	Does not address the Purpose and Need Statement	No

Discuss Reasons Alternative Identified as Preferred was selected:

While a formal Alternatives Evaluation Report was not conducted for the entire TIGER project, the four component pieces were derived through a multitude of planning studies and public engagement processes, as described in the Public Involvement section and listed in the Summary of Relevant Community Plans attachment.

Additionally, the project components were all part of an application that was awarded TIGER grant funding. Within the application, specific alignments were described that best meet the needs of area residents to provide key links in the active transportation network. The application itself, selected by the US DOT from among some 600 during the TIGER VIII round, had to meet stringent standards, including a detailed Benefit-Cost Analysis that demonstrated the return on investment for the project.



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Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area Yes

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126 Yes

Remarks:

MSAT

This project does not add capacity, a new interchange, or a new road on new alignment. Hence, this project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSAT's.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area Yes

The proposed project falls under 40 CFR 93.126 Yes

Remarks:

PM2.5

The subject project is in Cuyahoga County which is a PM 2.5 Non Attainment Area. However, this project is exempt from PM2.5 analysis per 40CFR93.126 under "Bicycle and pedestrian facilities."

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area Yes

The proposed project is listed on the TIP Yes

Remarks:

Carbon Monoxide

The constructed project will not result in an increase in the ADT of more than 10,000 vehicles within 10 years of project completion date. Also, the project does not involve a new project right-of-way that will have an ADT of more than 20,000 vehicles within 10 years of construction. Therefore, no Carbon Monoxide Studies are required.

Ozone

Cuyahoga County is in an ozone maintenance or non-attainment area. However, because the project is in the STIP, ozone is addressed.



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Environmental Commitments

Are there any environmental commitments?

No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area Yes

Noise Analysis conducted No

The proposed project is a Type I project No

The proposed project is a Type II project No

Remarks:

The proposed action involves the construction of a pedestrian bridge and trails. This does not meet the description of a type I project in 23 CFR 772.5(h). The proposed action does not change the alignment, volume or vehicle mix of an existing or new highway. Nor does it change the shielding of an existing roadway. Therefore, a noise analysis is not required.

Environmental Commitments

Are there any environmental commitments? No



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ESA

Does the project require any Permanent ROW or Easement?: Yes

ESA

ESA Screening Report was completed by District Staff Yes

Date when It was completed 11/30/2017

Date of ESA Screening IOC from OES: 03/02/2018

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

Sites that require Phase 1 ESA, Phase 2 ESA, or Plan Note

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
Cargill Inc / Salt Division,	2400 Ships Channel, Cleveland Ohio 44113	Yes	No	
Ashland Petroleum Co,	4300 Ships Channel, Cleveland Ohio 44113	Yes		
Oil/Gas Well	N/A	Yes		
Ontario Stone Co.	1246 River Rd, Cleveland, OH 44113	Yes		

Date of Phase 1 ESA IOC from OES:

Remarks:

Redline Greenway Corridor

An RMR was submitted by Michael Baker and Associates on 11/30/17. OES determined that no further RMR studies and no environmental commitments are required. See the 3/02/18 OES email at Project Files/ESA/Project Information/OES Decision - RMR RLG trail and Wendy Park.pdf.

Wendy Park Bridge

An RMR was submitted by Michael Baker and Associates on 11/30/17. OES determined that four (4) sites require a Phase I ESA Study. The Phase I ESA will be done after Stage 1 plans are developed for Wendy park bridge. See the 3/02/18 OES email at Project Files/ESA/Project Information/OES Decision - RMR RLG trail and Wendy Park.pdf.

Whiskey Island Connector



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An RMR was submitted by Michael Baker and Associates on 10/26/17. OES determined that no further RMR studies and no environmental commitments are required. See the 10/26/17 OES email at Project Files/ESA/Project Information/Project Related OES Decision - Whiskey Island.pdf.

Cleveland Lakefront Bikeway Connector and Canal Basin Park Connector

This portion of the project does not require additional right-of-way or excavation greater than 6 feet. Project is exempted from further evaluation for Regulated Materials. No documentation is required.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)?

Yes



Cultural Resources

Cultural Properties Present

Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

The Cleveland Metroparks hired Lawhon and Associates to prepare a summary Cultural Resource Scoping Request document for all the trail segments. The individual scoping document for each segment are located at Project Files/Cultural Resources/Project Information. The Cultural Resource Scoping Request summary was submitted on 2/14/18 and submitted to ODOT's Office of Environmental Services. Lawhon performed field reviews and a OHPO GIS mapping search.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? No

OES Approval/OSHPO Concurrence Date: 02/14/2018

Remarks:

On 2/14/18, ODOT OES determine the CUY-Metroparks TIGER Projects PID 104804 will have "no historic properties affected and coordinated this determination with the State of Ohio Historic Preservation Office also on 2/14/18. OHPO concurred with OES on 2-21-18. See the Section 106 Effect Determination in the Project Files/Cultural Resources/Coordination/OES Section 106 Effect Determination - Re-Evaluation.pdf.

What is the Section 106 effect determination in the OES Transmittal? No Historic Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 01/30/2018

Wetlands

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Has the wetland Jurisdictional Determination been made? No

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
W-01 (Red Line Greenway Trail ESR)	1	Isolated	0.032	0.032
Wetland A (Whiskey Island Connector ESR)	1	Non-Isolated	0.122	0.032
Wetland B (Whiskey Island Connector ESR)	1	Non-Isolated	0.013	0.00

Est. Total Size (Acres) of for Project: 0.167

Est. Total Impacted (Acres) of for Project: 0.064

Total Acres of Non-Isolated Wetlands impacted: 0.032

Total Acres of Isolated Wetlands impacted: 0.032

Remarks:

Red Line Greenway Trail

Construction limits for the project are still under development and impacts to wetlands cannot be determined at this time. Therefore, it is assumed the worst case impacts and the project will impact the entire wetland. The Cleveland Metroparks' consultant will try to avoid the wetland during future design development.

Whiskey Island Connector



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The Whiskey Island Connector portion of the project will impact 0.032 acres of Wetland A (Category 1 Wetland).

Wendy Park Bridge and Cleveland Lakefront Bikeway Connector and Canal Basin Park Connector

No wetlands will be impacted by these projects. See the Ecologically Exempt Form in the Project Files / Ecological / Reports.

Streams & Rivers

	Present:	Impacted:
Streams and Rivers:	Yes	No
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

Remarks:

Red Line Greenway Trail

The project terminus is located on the Cuyahoga Viaduct located above the Cuyahoga River. There will be no impacts to the Cuyahoga River as a result of this project.

Whiskey Island Connector

No streams were identified within the project limits per the ESR prepared by Lawhon and Associates.

Wendy Park Bridge and Cleveland Lakefront Bikeway Connector and Canal Basin Park Connector

No streams will be impacted by these projects. See the Ecologically Exempt Form in the Project Files / Ecological / Reports.

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	



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Other (If selected please explain in remarks):	No	
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Remarks:

Red Line Greenway Trail

No other Surface Waters were identified in the ESR performed by Michael Baker and Associates.

Whiskey Island Connector

No other Surface Waters were identified in the ESR performed by Lawhon Environmental Consultants.

Wendy Park Bridge and Cleveland Lakefront Bikeway Connector and Canal Basin Park Connector

No other waterways will be impacted by these projects. See the Ecologically Exempt Form in the Project Files / Ecological / Reports.

Terrestrial Habitat

	Present:	Impacted:
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

Red Line Greenway Trail

Construction limits for the project are still under development. 8.26 acres of Suitable Wooded Habitat and 0.032 acres was identified within the study area. Impacts to vegetated communities have been calculated on a worst-case scenario. Construction limits for the project are still under development and impacts to wetlands cannot be determined at this time. Therefore, it is assumed the worst case impacts and the project will impact the entire wetland. The Cleveland Metroparks' consultant will try to avoid the this habitat during in future design development.

Whiskey Island Connector

The ESR identified 1.6099 acres of Upland Forest and 0.0328 acres of Marsh that the project will impact.

Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	Yes



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Federal Species/habitat found within the project area?	Yes	Yes
Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	No	

Remarks:

Red Line Greenway Trail

Habitat for the Indiana Bat and Northern Long-eared Bat and Kirtland's Warbler were identified within the project limits. Environmental commitments are added to the address these impacts. The construction limits for the project are still under development. The ESR Impacts to the habitat have been calculated on a worst-case scenario.

Whiskey Island Connector

Habitat for the Indiana Bat and Northern Long-eared Bat and Kirtland's Warbler was identified within the project limits. Environmental commitments are added to the address these impacts.

See the Ecologically Exempt Form in the Project Files / Ecological / Reports.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	No	
United States Fish and Wildlife Service (USFWS):	Yes	02/13/2018
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

The CUY-Metroparks TIGER Grant Project PID 104804 was coordinated with USFWS on 1/31/18 by ODOT OES. The USFWS comments were received on 2/13/18. See these documents in the Project Files / Ecological / Coordination.

The Wendy Park Bridge and Lakefront Canal Basin Link is exempt from Ecological Coordination based on a consideration of the actions associated with this project type, this project does not have the potential to impact ecological resources regulated under the under Sections 404 or 401 of the Clean Water Act, Section 7 of the Endangered Species Act, or the Fish and Wildlife Coordination Act, and should not result in any activities that



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violate ORC Chapters 1518 and 1531, or Section 1533.324. This project is considered Ecologically Exempt under the Ecological MOA (Agreement 19394). This form will be included in the project file as documentation of compliance with the acts and regulations covered by the agreement.

Are there any environmental commitments?

Yes



Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

Remarks:

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

Are there any environmental commitments? No

Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

No Drinking water resources were identified within or adjacent to the project limits. See the Project Files / Other Resources / Drinking Water/ Site Specific Resource Mapping.pdf

Are there any environmental commitments? No



Section 4(f)

Section 4(f) Determination

Section 4(f) properties are within and/or adjacent to the proposed project area Yes

Concurrence received from the OWJ Yes

Were there multiple OWJs? No

Date concurrence received: 10/17/2017

	Present:	Impacted:
Publicly owned Park(s):	Yes	Yes
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	No	

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Wendy Park	Publicly owned Park	0	0	Park Road or Parkway Project Exception - 774.13(e)	02/08/2018

Remarks:

See the OES Section 4(f) determination in Project File / Section4 (f) / Coordination / OES Recreational 4(f) Determination.pdf

Are there any environmental commitments? Yes



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Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

ODOT District 12 reviewed the list of Land and Water Conservation Funding on 2/09/18 and CMP Wendy Park was not listed. Please see the complete list in the Project Files / Section 6(f) / Cuyahoga County Section 4(f) List.pdf

Are there any environmental commitments?

No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

The project will comply with local and regional development patterns and will enhance access for pedestrian and bicyclist.

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

The project will improve access for pedestrians and bicyclist in the community.

Will the proposed action result in indirect or cumulative impacts? No

Remarks:

the project is not anticipated to result in substantial indirect or cumulative impacts. The project will improve access for pedestrians and bicyclist in the community.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities? Yes

Remarks:

The project improve will result in a positive impact for pedestrians and bicyclist in the community.

Will the proposed action displace residents, businesses, institutions or farms? No

Remarks:

The project will not involve any relocations of properties adjacent to the project limits.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
Various	53	66

- Are Underserved Populations located within and/or adjacent to the proposed project area?** Yes
- Are there any relocations?** No
- Will there be changes to access?** No
- Will the proposed project result in unanticipated additional impacts to any Underserved Populations?** No
- Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement?** No
- Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement?** No
- Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement?** No

Remarks:

The proposed project will have no disproportionately high and adverse impacts to minority or low-income populations based upon the table above, the attached mapping, and the answers to the questions above. No Environmental Justice issues were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, no further Environmental Justice analysis is required.

The TIGER project was assembled around providing better access to active transportation and opportunities. It 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. The 66,875 residents of the project area have a mix of economic and social characteristics. 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.



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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%. The majority of the census tracts in the project area qualify as economically distressed. Based on the Environmental Protection Agency's EJSCREEN tool analysis of the project area, 66% of residents in the project area are classified as low-income.

Diversity

The Re-Connecting Cleveland project area is racially diverse. 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.

Are there any Environmental Commitments?

No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

Cleveland Metroparks was awarded funding through a Transportation Investment Generating Economic Recovery (TIGER) grant for the design of multiple trail projects in the city of Cleveland: Lakefront/Canal Basin Links (LCB), the Red Line Greenway Trail (RGT), Wendy Park Bridge (WPB), and the Whiskey Island Connector (WIC). The collective TIGER projects are also referred to as "Re-connecting Cleveland."

Between 2015 and 2017, Cleveland Metroparks held four public meetings to provide information about these projects. In addition to the public meetings hosted by Metroparks, the Re-Connecting Cleveland project was presented at Cleveland Metroparks Board meetings, a Northeast Ohio Area Coordinating Agency (NOACA) Bicycle and Pedestrian Advisory Council meeting, and at a public meeting for a different project, the Irishtown Bend public meeting. Additionally, the projects have been discussed at several neighborhood block club and stakeholders meetings. Several media outlets in the Cleveland area have also published articles about the Re-Connecting Cleveland projects. Details about the public involvement activities are provided below and public involvement materials including press releases and news articles have been uploaded to the project file on Environet.

On Wednesday, May 27th, 2015, a community meeting was held for the RGT project at the Breen Center for the Performing Arts at St. Ignatius High School located at 2008 W. 30th St. in Cleveland. The meeting was held between 6:30 and 8:00 p.m. and included a formal presentation at 7:00 p.m. and a question and answer session. The meeting was publicized through emails, newsletters, websites, flyers, and an article in the Cleveland *Plain Dealer*. According to sign-in sheets, over 100 people attended the meeting including representatives from NOACA, Policy Matters Ohio, Cleveland City Planning, Bike Cleveland, and other groups.

Information about the RGT project was also presented at the Board of Park Commissioners of the Cleveland Metropolitan Park District on Thursday, May 28th, 2015.

On Thursday, March 10th, 2016, an open house was held for the WIC project at Superelectric Pinball Parlor located at 6500 Detroit Avenue in Cleveland. The meeting was held from 5:30 to 7:30 p.m. and included a presentation and a question & answer session. The meeting was publicized through an email blast to stakeholders and social media including Facebook and Twitter posts by Cleveland Metroparks, Facebook posts from Detroit Shoreway and Gordon Square Facebook pages, and Twitter retweets from Cuyahoga County Planning. According to sign-in sheets, 29 people attended the meeting including representatives from Cleveland City Council, Cuyahoga County Planning, Bike Cleveland, Bike Euclid, and other groups.

Information about the Re-Connecting Cleveland projects was presented at the NOACA Bicycle and Pedestrian Advisory Council (BPAC) meeting on August 19th, 2016.



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Information about the LCB project was presented via a handout at the Irishtown Bend public meeting on August 30, 2017. This was an existing meeting that was sponsored by the Port of Cleveland and LAND studio for a separate planning study. The Irishtown Bend project abuts the Connectors and the RGT. A handout distributed at the meeting provided a map of the Re-connecting Cleveland projects and renderings of the Connectors as well as the link to the project webpage and online comment form.

On Monday October 16th, 2017, a public meeting was held for all of the Re-connecting Cleveland projects from 4:30 to 6:30 p.m. with short presentations at 5:00 and 6:00 p.m. The meeting was held at Merwin's Wharf located at 1785 Merwin Avenue in Cleveland. Cleveland Metroparks advertised for the meeting by circulating a flyer and posts from Facebook and Twitter accounts, including strong cross-promotion through area community development corporations. According to the sign-in sheets, almost 100 people attended the meeting including representatives from City of Cleveland Planning, NOACA, Trust for Public Land, Bike Cleveland, Bike Lakewood, and other groups.

On Wednesday, January 3rd, 2018, a public meeting was held to get feedback on the Franklin Ave. crossing at the terminus of the Red Line Greenway. The meeting was held at Hoopples at 1930 Columbus Avenue in Cleveland, adjacent to the trail site. Notifications were posted on social media and through block clubs via the neighborhood community development corporation. Attendance was approximately 40 people, and specific comments and concerns about the three proposed options were recorded on comment forms and transferred to a summary spreadsheet. Clear preference for a mid-block crossing was received.

Additionally, the TIGER components were derived from years' worth of planning various area planning studies and master plans, including the City of Cleveland's waterfront plan. A summary of these community plans, each with its own public involvement process, is attached along with the full plans.

Was Public Involvement conducted in compliance with Title VI requirements? Yes

Is there any substantial environmental controversy on environmental grounds? No

Please summarize the Public Involvement responses received.

A TIGER project webpage www.clevelandmetroparks.com/TIGERProject was developed in April 2016 as part of the application process with extensive information listed. An online comment box was added to the page at various points as public meetings were held or information was posted to enable feedback. The project also was subject to a number of news articles upon the award announcement and at subsequent points throughout (see TIGER General Media 2016 attachment).

Despite the high visibility of the project, few questions or comments have been received to date. The majority of those limited comments have been rhetorical in nature expressing support for the project(s). A summary of the feedback and comments received at each of the major meetings is listed below. Additionally, public involvement feedback summaries are again listed on the project webpage.

Community Meeting for RGT (May 27, 2015)

Public comments were gathered through a survey (90 responses) and a tally board (approximately 77 responses). Approximately 97% of survey respondents strongly agreed that the RGT is a good idea and most respondents said that they would use the trail if it was built. The survey included an open-ended comments section and 37 respondents provided comments (see "RLG Summary PI Binder" upload for the feedback summary). Comment themes included:



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general support (14), infrastructure suggestions / concerns (8), need to pursue Phase III (7), art & historical suggestions (5), connector suggestions (5), need active community participation (3), and use (2).

Meeting attendees used the tally board to rate access or connection points to the RGT that they thought were most important. Columbus Avenue at Abbey Avenue and Columbus Avenue at Franklin Avenue near the eastern end of Phase I ranked the highest.

Open House for WIC (March 10, 2016)

Public comments were gathered through a Question & Answer Session, surveys (18 responses), and comment cards (2). During the Question & Answer Session, attendees asked general questions about the project timeline, land acquisition, project details, and the project's relationship with other planning efforts. Attendees also commented on the need for improvements to lighting and brush clearance from the trail. Cleveland Metroparks responded that the brush was cut back in the late fall and that they would look into the lighting. Without full site control and with high costs, it may be difficult to implement any lighting prior to construction of the trail when all such agreements will be secured. (See "WIC Summary PI Binder" upload for the feedback details.)

Approximately 94% of survey respondents strongly agreed that the Whiskey Island Connector Trail is a good idea. Approximately 94% of survey respondents also strongly agreed that they would use the trail if it was built. The survey included an open-ended comments section and 9 respondents provided comments. Comment themes included: general support (6), concerns over lighting and/or safety measures (3), and bird habitat preservation (1). Two comment cards were received with one expressing general support for the project and the other from a local advocate with whom Cleveland Metroparks has had additional conversations suggesting to preserve Cleveland's industrial past by including a Hullet ore loader upriver or downriver.

NOACA BPAC Meeting (August 19, 2016)

One verbal comment was received during the Re-connecting Cleveland presentation at the NOACA BPAC meeting. The commenter asked what kind of improvements will be done on the RGT and Metroparks responded that a trail will be built next to the Greater Cleveland Regional Transit Authority (GCRTA) Red Line tracks. This was captured in the BPAC meeting minutes (see "Stakeholder Meeting Minutes or Notes" upload).

Irishtown Bend Public Meeting (August 30, 2017)

Meeting organizers for a separate project (Irishtown Bend) allowed Cleveland Metroparks to distribute information about the Re-connecting Cleveland projects including a handout with a link to the project website and online comment form. The meeting had well over 100 attendees, but no comments on the Re-connecting Cleveland projects were received (see "LCB Public Meeting Handout" upload).

Public Meeting for Re-connecting Cleveland Projects (October 16, 2017)

Public comments were gathered through a survey (46 responses) distributed at the public meeting. Approximately 96% of survey respondents strongly agreed that the Re-Connecting Cleveland trails are a good idea. (See "TIGER Update Meeting 10-16-17" the feedback details. See also "TIGER Update Meeting 10-16-17 Feedback Summary" upload.)

Public Meeting for Red Line Greenway Franklin Ave. Crossing (January 3, 2018)



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Public comments were collected on survey/comment sheets and through small group conversation. Clear preference was for a mid-block crossing at Franklin Ave. Follow up emails and comments were also logged and presented in the meeting summary upload (see "RLG Summary PI Binder" for the feedback details).

Are there any Environmental Commitments?

No



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	No
Army Corps of Engineers	
Regional General Permit (RGP):	No
Nationwide Permit (NWP):	Yes
Section 404 Individual Permit:	No
Section 10 Permit:	No
Ohio EPA	
Section 401 Water Quality Certification:	No
Level 1 General Isolated Wetland Permit:	No
Level 2 Individual Isolated Wetland Permit:	No
Level 3 individual Isolated Wetland Permit:	No
US Coast Guard	
Section 9 Coordination:	No
Section 9 Bridge Permit:	No
ODNR	
Shore Structure Permit :	No

Remarks:

The Cleveland Metroparks are responsible for obtaining all permits.

Are there any environmental commitments?	Yes
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Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI):	Yes
Watershed Specific NPDES Construction General Permit for Stormwater (NOI):	No

Remarks:



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The local sponsor, Cleveland Metroparks, will submit the NOI letter to OEPA prior to sale of the project

Are there any environmental commitments? Yes

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) No

Remarks: No work will occur in the floodplain.

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

The project will not take place within or near any landfills. No Rule 13 Permit is required.

Are there any environmental commitments? No



Environmental Commitments

General Project Information

- 1) The contractor must notify Emergency Services and the School District of any detour two weeks in advance.

ESA

- 1) The Cleveland Metroparks will prepare a Phase I ESA Report for the four sites recommended on the Red Line Greenway Section in the RMR after Stage 2 Plans are complete.

Ecological

- 1) If this Kirtland's warbler is encountered within the construction limits during construction operations, all construction operations will cease and the USFWS Columbus Field Office be notified immediately (614-416-8993). Activity will not resume until coordination with USFWS has been concluded.
- 2) Tree Removal AMM 3. Ensure tree removal is limited to that specified in project plans by clearly marking clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.
- 3) Kirtland's warbler - To minimize impacts to the Kirtland's warbler during migration, trees and brush located within 3 miles of the Lake Erie shoreline will not be removed between April 22nd and June 1st or between August 15th and October 15th.
- 4) Tree Removal AMM 2(a) (OH PBO: A-1). Time of year restrictions for tree removal when bats are not likely to be present - To avoid impacts to summer roosting bats, SWH will be cleared only between 1 October and 31 March, when the species would not be present.
- 5) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal in excess of what is required to implement the project safely.

Section 4(f)

- 1) The Contractor must provide Cleveland Metroparks with an opportunity to inspect the Wendy Park and Whiskey Island Connector Trail properties prior to completion of construction.
- 2) The Contractor must install appropriate signage to alert users of construction activities if in proximity to Wendy Park or Whiskey Island Connector Trail.
- 3) The Contractor shall not stage and/or store any construction equipment outside of the proposed construction limits, within the defined boundaries of Wendy Park or Whiskey Island Connector Trail.
- 4) The Contractor must maintain access to Wendy Park all times during construction activities.
- 5) The Contractor shall replace any trees removed due to construction as directed by Cleveland Metroparks.
- 6) Cleveland Metroparks shall approve the Stormwater Pollution Protection Plan and the Plan must be monitored by a registered Certified Professional in Erosion & Sediment Control (CPESC).
- 7) The Contractor shall reseed and re-mulch all disturbed areas.

Permits - Waterway Permits

- 1) The Cleveland Metroparks are responsible for obtaining all permits.

Permits - Storm Water Permits



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- 1) The local sponsor, Cleveland Metroparks, will submit the NOI letter to OEPA prior to sale of the project



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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Mark Carpenter (TRANS ENGR 3)	6/26/2019



Appendix

General

Aerial Map - Whiskey Island.pdf

Ecological

Coordination with ODNR and USFWS.pdf

General

County Map - Whiskey Island.pdf

Ecological

Ecological Review Form - Wendy Park Bridge.docx

ESA

OES Decision - RMR RLG trail and Wendy Park.pdf

OES Recommendations - Phase I.pdf

OES Recommendations - Screening Re-eval.pdf

OES Recommendations - Screening Re-val Map.pdf

Cultural Resources

OES Section 106 Effect Determination - Re-Evaluation.pdf

OES Section 106 Effect Determination.pdf

ESA

Project Related OES Decision - Whiskey Island.pdf

Regulated Materials Review Form - Wendy Park Bridge.PDF

Cultural Resources

SHPO Concurrence - Re-Evaluation.pdf

General

TIGER Project Map Full Extent with Detail.pdf

TIGER Project Map Full Extent.pdf

TIGER Project Map.pdf

Ecological

USFWS Comments Consult Form CUY-Metroparks PID 104804.pdf

General

USGS Quadrangle Topographical Map - Whiskey Island.pdf



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Other Resources

Well Log Data - Whiskey Island.pdf

Section 4(f)

Clevelandn Metroparks Approval of OWJ Letter.pdf

Section 6(f)

Cuyahoga County Section 4(f) List.pdf

Public Involvement

LCB Public Meeting Handout.pdf

Section 6(f)

LWCF Grant Listing.pdf

OES Approval - Maintenance.pdf

Section 4(f)

OES Cultural Resources 4(f) Determination - Re-Evaluation.pdf

OES Cultural Resources 4(f) Determination.pdf

OES Recreational 4(f) Determination.pdf

Public Involvement

Public Involvement Conclusion.pdf

Public Involvement Summary for RLGT.pdf

Public Meeting Handouts Agenda 8-19-16-.pdf

Response to Public Comments Email to Mr. Plonski.pdf

Response to Public Comments Phone call Norm Plonski.pdf

RLG Summary PI Binder.pdf

Stakeholder Meeting Minutes or Notes.pdf

Environmental Justice

TIGER EJScreen Report 4-24-16.pdf

Public Involvement

TIGER General Media 2016.pdf

TIGER Relevant Planning Studies.pdf

TIGER Update Meeting 10-16-17 Feedback Summary.pdf

TIGER Update Meeting 10-16-17.pdf

WIC Summary PI Binder.pdf