

Project Overview

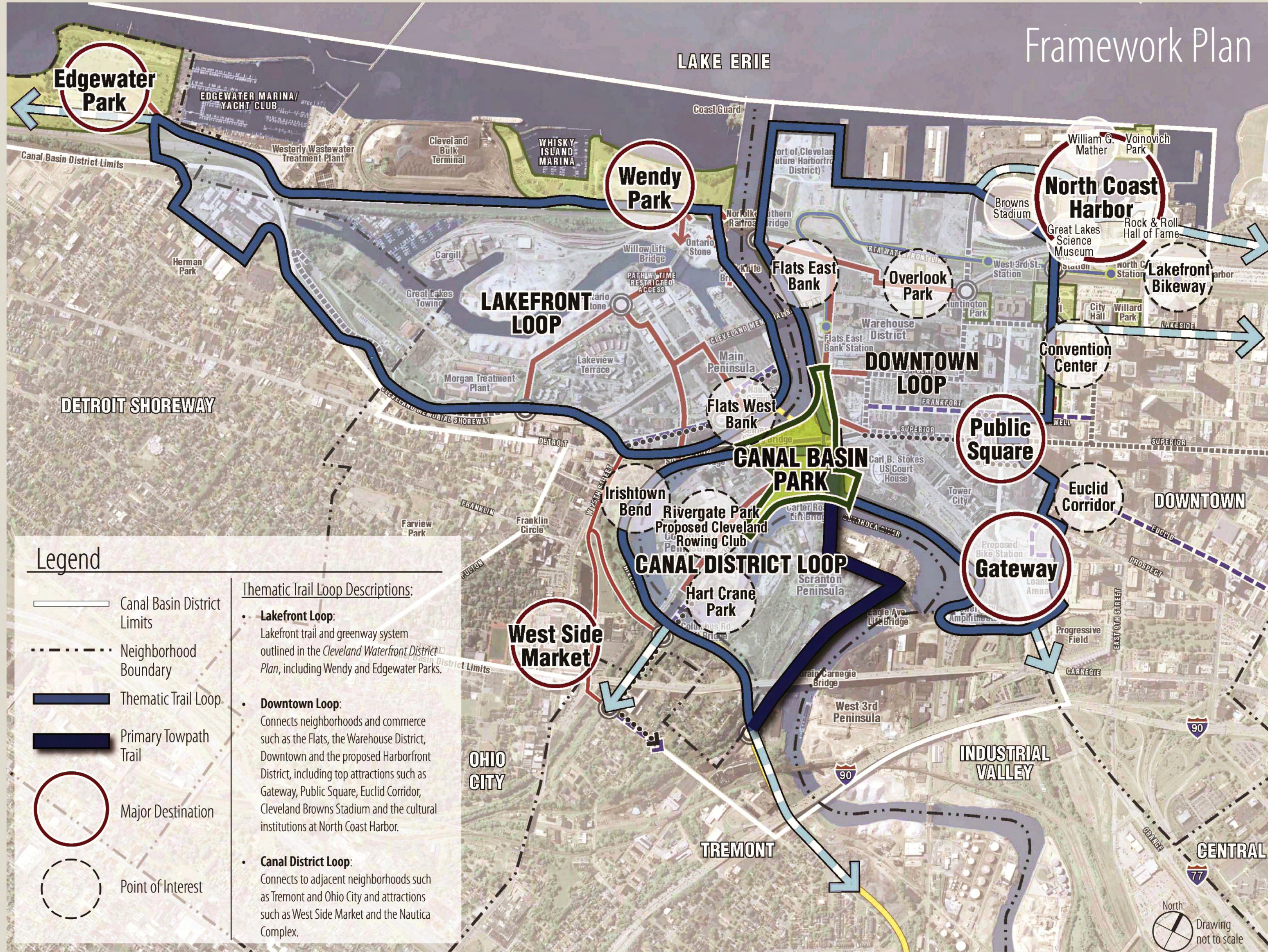
Canal Basin Park, located at the northern terminus of both the Towpath Trail and the Ohio & Erie Canalway America's Byway, is recognized as the major gateway park for the federally-designated Ohio & Erie Canalway in the 2000 Corridor Management Plan. The Park will provide interpretation, information and orientation to the extended (110-mile) linear heritage greenway that stretches from Cleveland's lakefront to New Philadelphia, Ohio.

Canal Basin Park and the Towpath Trail promise to be important amenities for visitors and Cleveland residents. To fulfill this promise, safe and attractive pedestrian and bicycle connections must be provided from surrounding neighborhoods into downtown Cleveland and the lakefront.

The Canal Basin District Plan defines a district that includes Canal Basin Park, delineating a number of pedestrian/bicycle/trail connections to nearby neighborhoods, resulting in a new green infrastructure. The plan introduces a new level of walkability to the community and provides safe, non-motorized, access to Lake Erie and Cleveland's amenities.

The plan illustrates open space and greenway preservation opportunities within the northern end of the Cuyahoga River Valley, including connections and access to lakefront parks. The plan considers planned and potential changes to adjacent land use scenarios and illustrates multi-modal connections to public transportation, the established Ohio & Erie Canalway America's Byway, the proposed Cuyahoga Valley Scenic Railroad and other destinations of interest. Furthermore, the plan provides a road map for future actions necessary to take the concept forward into implementation.

This project is sponsored by the Downtown Cleveland Alliance and the Ohio Canal Corridor, in partnership with the City of Cleveland. Project funding is provided by a Transportation for Livable Communities Initiative (TLCI) grant from the Northeast Ohio Areawide Coordinating Agency (NOACA) with local matching funding from the project sponsors.



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Purpose & Need

Bicycle Connections

- Satisfy the requirements of recreational users.
- Provide off-road trails that exceed minimum width standards to accommodate:
 - Landscaping.
 - Visitor amenities such as benches & interpretive signage.
 - Public art.

Pedestrian Connections

- Walk widths to exceed minimum standards to accommodate:
 - Two-Way traffic.
 - Landscaping.
 - Visitor amenities such as benches and interpretive signage.
 - Public art.

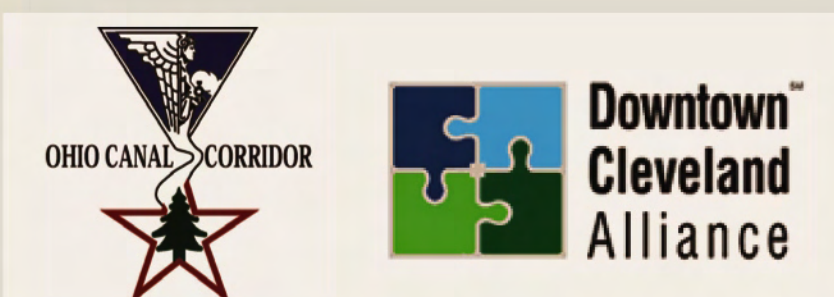
Other Connections:

- Integrate connections with RTA bus and rail facilities, including the proposed future Cuyahoga scenic railroad.
- Interface with the Cleveland Bikeway Master Plan.
- Provide direct trail connection to the towpath Trail and Canal Basin Park.
- Optimize the visitor experience on the trail system.
- Consider constructability, physical constraints and estimated costs during design and implementation of the project.
- Designate riverwalk areas to provide interface between trail connections and the river.



CANAL BASIN DISTRICT PLAN

cleveland, ohio





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View 1: Lakefront Connector - Edgewater/Wendy Park

View 2: Abandoned Rail Corridor

View 3: Scranton Peninsula

View 4: Riverwalk at Tower City

View 5: Bike Lane on Frankfort Avenue

Guiding Principles

- Emphasize Canal Basin Park as a primary destination/hub.
- Establish a linkage hierarchy with the Towpath Trail as the primary trail.
- Integrate and connect surrounding attractions/destinations.
- Encourage/facilitate local neighborhood links and related regional systems to the primary system.
- Prioritize the “family” experience as the primary target bike user.
- Emphasize the historic significance.
- Establish dedicated off-street bicycle and pedestrian path systems, wherever possible.
- Establish links to complementary transit modes, including the GC RTA rail and bus transit and the proposed Cuyahoga Valley Scenic Railroad.
- Separate incompatible transit modes for improved safety and user experience.
- Integrate a network of support amenities (bike rentals, lockers).
- Establish the system as a model of sustainable design.
- Base design decisions on an implementation strategy that maximizes flexibility, cost effectiveness and ease of phasing.



Master Plan

Legend

- Existing Trail/Bike Lane
- Planned Trail/Bike Lane
- RTA Waterline (Train Access)
- Decision Points/Nodes (Wayfinding Location)
- Riverwalk
- Multi-Use Path (Bike & Pedestrian)
- Bike Lane
- Pedestrian Sidewalk / Trail
- Proposed Primary Towpath Trail
- Proposed Secondary Towpath Trail
- Perspective Sketch View

0 400 800 1600 3200 feet 1 mile 2 miles 3 miles



CANAL BASIN DISTRICT PLAN

