



EcoCity CLEVELAND

IDEAS AND TOOLS FOR A SUSTAINABLE BIOREGION

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shore



Regional solutions for Ohio cities



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Rail alternatives
for Greater Cleveland



Good words

Ohio has more large urban areas than any other state in the Union, which makes it hard to get anything done at the state level.

The media are fragmented by urban centers. There are no common sources of information. Nobody in Cincinnati knows anything about Dayton; nobody in Dayton knows anything about Columbus; nobody in Columbus knows anything about Cleveland.

So when you want to change policies, you have an enormous educational challenge.

It's a tough job to bring the people of Ohio kicking and screaming into the 21st century—not because they are bad people but because they don't get the information they need to make decisions.

—John Gilligan,
former governor of Ohio and currently co-chair
of Citizens for Civic Renewal in Cincinnati



Using gas taxes only to build and maintain highways is like dedicating sin taxes to build more bars.

—Ken Prendergast,
Ohio Association of Railroad Passengers

SPRAWL AND WEALTH

The new map of tax base disparities in Northeast Ohio

Long-established public policies and practices—especially the construction of new highways—have favored the development of new communities at the outer edges of urban areas over maintenance and redevelopment of established, older communities.

Unless these public policies change, the region faces a future of spreading decline, environmental degradation, and loss of farmland and natural areas.

See pages 10-13

Civic trajectories

The meeting was over and the microphones were turned off. The mayor was walking out to his car. He had just heard a lot about the problems of urban sprawl and loss of farmland, and now he was thinking about the life of his own city.

Over the years he had watched his city change from a sleepy, semi-rural community to a booming suburb on the edge of Cuyahoga County. Everything was different now. You couldn't know everyone. Traffic congestion was a constant problem. Familiar landscapes were being transformed overnight into subdivisions. And the new people were different, too—more demanding, less rooted in the community. Although his city was still a nice place to raise a family, it wasn't his old home town.

He doubted if things could have turned out differently, though. Once the regional forces of development converge on a town, it takes off on its own trajectory. You have to hang on for the ride. All things considered, the mayor thought he had handled the wave of growth pretty well.

In some respects, he was lucky to be mayor now. The city was flush with new development. Tax revenues were keeping pace with increased demands for services. The city was on a positive trajectory.

But he worried about the bills that would come due in 20 or 30 years. What would happen after the city was completely built out and was beginning to show its age? What would happen when there was no new development to pay for rebuilding streets and sewers? Would the city hit the wall?

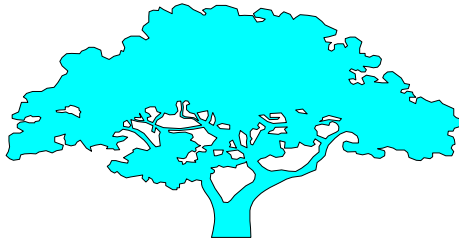
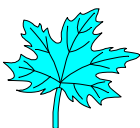
"But I won't be around then," he said with a chuckle. He wasn't being cynical. He was just commenting on the way things are. That's how communities change. It's their natural life cycle. They rise and fall, enjoy a generation or two of positive cash flow, and then slowly decline as they are left behind by newer and more attractive communities farther down the highway.

As the mayor drove off in his car, I was left wondering whether this had to be. Are all communities destined to follow this trajectory? Do we have to keep moving to the next town down the road? Or can we put down roots and build great places to love forever?

Corn Fields book wins national award

EcoCity Cleveland recently received a National Environmental Education Achievement Award for our book, *Moving to Corn Fields: A Reader on Urban Sprawl and the Regional Future of Northeast Ohio*. The awards, given annually by The National Environmental Education and Training Foundation (NEETF) during a Washington, D.C. ceremony, recognize innovative and effective environmental education programs. NEETF is a private not-for-profit organization authorized by Congress in 1990 to insure the infusion of environmental learning into subjects of critical national concern.

—David Beach
Editor



Mission

EcoCity Cleveland is a nonprofit, tax-exempt, educational organization. Through the publication of the *EcoCity Cleveland Journal* and other programs, it will stimulate ecological thinking about the Northeast Ohio region (Cuyahoga Bioregion), nurture an EcoCity Network among local groups working on urban and environmental issues, and promote sustainable ways to meet basic human needs for food, shelter, productive work and stable communities.

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The Citizens' Bioregional Plan

In recent years we've seen a growing level of concern about unsustainable development patterns in Northeast Ohio. At the grassroots level, people "get it." They don't like what's happening to their communities—both in the urban core and out in the country. They are alarmed at the environmental, social and economic costs of sprawl. They understand that, in the words of Richard Moe of the National Trust for Historic Preservation, "Development that destroys communities and the places people care about isn't progress. It's chaos."

What many people *don't get* is how things could be different. They lack mental images of more desirable patterns of land use. They have a hard time imagining methods that could change development patterns. Moreover, they lack a vision of the bioregion—a landscape knitted together by natural systems rather than a region divided by cities and counties.

To help us all envision alternative land use futures, EcoCity Cleveland has developed an exciting new project, the Citizens' Bioregional Plan for land use and transportation. The project will attempt to map out a positive vision of what we *want* for our region. It will create tools for a public education campaign based on the latest computer mapping technology, and it will involve a grassroots organizing strategy to reach out to citizens and community groups throughout the region.

Key questions

The bioregional plan will help citizens ask questions such as:

- What lands are at risk to be developed in the next decade?
- Where might an urban growth boundary be drawn in Northeast Ohio?
- Where might a regional greenbelt (an outer Emerald Necklace) be created by a

Thank you

The Citizens' Bioregional Plan is our biggest project to date, and it is being supported by grants from The George Gund Foundation, The Cleveland Foundation, and The Abington Foundation. Development of an Internet Web site with interactive computer mapping capability is being funded by U. S. EPA. Geographic information system software has been provided by Environmental Systems Research Institute

joint effort of the region's metropark districts?

- Where should new development be concentrated for greater density and mixed uses?

- How could the building industry's legitimate need for buildable land be satisfied in the most sustainable manner possible?

- Where should transportation improvements be focused to promote increased density of development and reduced vehicle miles traveled?

- How might natural areas be consolidated and connected to maximize biodiversity?

- What special farmland resources should be protected?

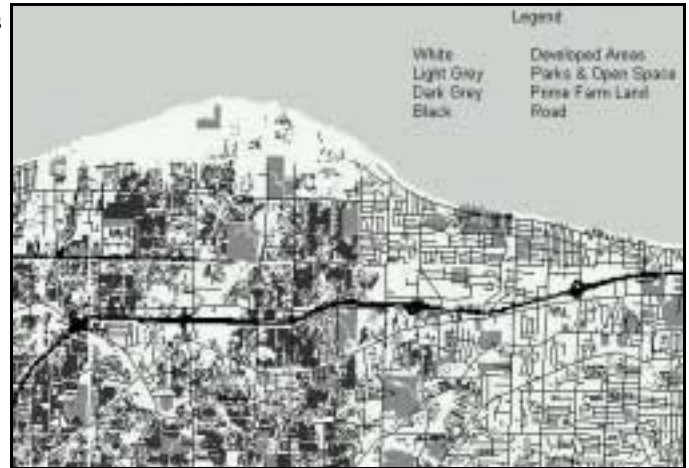
Our project will help make these questions part of the public dialogue. It's our attempt to jump-start the discussion about what it would really mean to create a sustainable pattern of settlement in Northeast Ohio.

The process

Very quickly, here is how the plan will be created. At EcoCity we are already in the process of developing an initial series of conceptual maps. We will take the maps on the road in 1998 and make presentations to dozens of groups around the region—environmental groups, land trusts, watershed protection groups, chapters of the League of Women Voters, community development organizations, planning agencies, as well as groups of builders—anyone out there who is thinking about land use in their communities.

We will seek their reactions and input, and over a number of months, will integrate the information and refine the plans. We will also set up an Internet Web site, so that anyone with Internet access can experiment with their own development scenarios and provide ideas. Then we'll go back to all the groups with a final draft, obtain more feedback, and then produce a final plan. The final version will be printed as full-color booklets and posters.

The process will culminate with a Citizens' Bioregional Congress in early



The Bioregional Plan will help citizens map out alternative land use futures.

1999, where citizens from around the region will come together to ratify the plan—and pledge to work for its implementation. We'll all agree to go home, talk to our elected officials, and say, "Here, see this? Here is the land we should protect with urban growth boundaries. Here is where we should promote higher density development to create compact urban centers. Here is where our regional greenbelt could be. *This* is what we want for our region."

We believe this project will create a positive vision of the future that will shape the land use debates of the region. And we believe that EcoCity Cleveland is well positioned to do the project because of our skill at communicating complex issues, our networking ability among grassroots groups in the region, and our ability as an independent nonprofit group with a bioregional vision to transcend the jurisdictional and political constraints of existing planning agencies.

This is just a brief outline of the project. It will involve a big grassroots effort—a lot of cooperation and involvement from partners throughout the region.

For information on getting involved, please give us a call at 216-932-3007. The project will be managed by Brad Flamm, who has been our transportation program coordinator for the past year. □

Reclaiming our Lake Erie shore

On September 18, 1997, EcoCity Cleveland editor David Beach spoke at the Ohio Lake Erie Conference at the Great Lakes Science Center and advocated a much enlarged vision of a public lakefront in Ohio. His "modest proposal" called for at least half of Ohio's 262-mile Lake Erie shoreline to be made public in the next generation. Below is an adapted version of his speech, which explains the vision. (Additional stories about coastal management follow on pages 6-8.)

Estranged from the lake

How many of you get your drinking water from Lake Erie? [Most people in the audience raised their hands.] Have you thought about what that means?

Look at your body. It's mostly water. We are water beings.

That means that the water you drink every day from Lake Erie replenishes your body, *becomes* your body. Chances are that part of every molecule in your body has cycled through Lake Erie.

You *are* Lake Erie. And Lake Erie is you.

In fact, you have a more intimate relationship with the lake than with anything else. This intimate, physical relationship is good reason to care about issues like water pollution, especially the persistent toxics which accumulate in our bodily tissues.

But today I'd like to talk more about our psychological and emotional relationship with the lake. I'd like to talk about what I see as a great tragedy in Ohio—the fact that so many of us are so close to this great body of water, yet we are so *estranged* from it.

Let me explain.

I grew up not far from here in Bay Village, a misnamed city that isn't a village and has no bay. But it does have about five miles of Lake Erie shoreline. When I was a kid I had little connection to that shore. It was right there. It should have been my playground. But back then we turned away from the lake. It was "dead." It smelled.

When we went swimming, we went to the city pool, where high concentrations of toxic chlorine made the water safe. I only saw glimpses of the lake. As we drove down Lake Road to get to the pool I could see snatches of it between the private

homes.

I think my experience is typical.

At EcoCity Cleveland we publish a monthly journal about environmental and urban issues. To subscribe, you fill out a coupon with the usual information—your name, address, zip code, etc. And then there's a blank for you to write in the name of your bioregion. We invite subscribers to be creative and think up a name for what they feel is their "life place." What's special about where they live? What's their identity?

Over the years, we have collected a lot of intriguing names. At the start I would have guessed that most people would have associated their bioregion with Lake Erie or the Great Lakes. After all, the lake is the dominant natural feature of this region. Nothing else comes close.

But while we do get quite a number of lake related names, they are not the majority. More people identify with local rivers. They live in the Cuyahoga Bioregion or the Chagrin Watershed.

This may be anecdotal evidence, but I take it as a sign that many of us have trouble feeling connected to the lake.

Now that most of the gross sewage problems have been corrected, there is little reason to avoid the lake. But, if you don't have a boat, you still have a hard time reaching out to experience it—for the simple reason that there is so little opportunity.

We can't get to the lake. It's walled off, developed, privatized.

Ohio shoreline: Mostly barricaded and private.

Ohio has one of the most intensively developed coasts in the nation. Only about 15 percent of the Ohio shoreline is publicly owned—about 40 out of 262 miles. And out of that 40 miles, less than seven miles are publicly accessible beaches.

The city of Chicago probably has more public access to Lake Michigan than our entire state has to Lake Erie. It's outrageous.

A public asset

I'd like to make a modest proposal.

The state of Ohio should begin a systematic program to buy shoreline property so that by the next generation *half*

of Ohio's lakefront is publicly owned and freely accessible. The process to accomplish this could be like the creation of the Cuyahoga Valley National Recreation Area. In areas designated for acquisition, current property owners are allowed to remain for as long as they desire or until they die. Then the government buys the land at a fair price.

Of course, the lakefront property owners would raise bloody hell about this outrageous land grab by the state. But I'm not talking about taking land. I'm talking about buying it the way society buys land for roads and other important public purposes that benefit most people. After all, there are only a few thousand lakefront property owners and more than 10 million of the rest of us in Ohio.

The creation of a vast and sweeping public lakefront would be one of the best investments Ohio could ever make—an investment in future quality of life, an investment in economic competitiveness and environmental restoration, an enduring gift to our children.

And there would be other benefits.

For example, right now we're struggling with the problem of shoreline erosion. Most of this problem has been caused by unwise development too close to the shore. We've developed and armored the shore and built jetties, all of which prevents the natural transport of sand and sediment to build beaches, which causes more erosion, which causes lakefront property owners to install even more barriers—in a vicious cycle.

The only solution is to step back from the shore, remove the manmade barriers where possible and allow natural coastal processes to prevail. We could do that with a public shoreline.

And, in many places, stepping back from the shore also would be the best thing we could do ecologically. Several years ago, The Nature Conservancy issued a report on biological diversity which called the Great Lakes ecosystem a globally significant reservoir of rare plants, animals and habitats. The lakes are unique in the world because of their size and location in a temperate climate. They support at least 131 species and ecological communities that are rare or of limited distribution worldwide. Of these, nearly half are either unique or largely confined to the Great Lakes basin, and their global survival

depends upon their conservation here. These include the Kirtland's warbler, the Michigan monkey-flower, White catspaw mussel, and Lakeside daisy. Many of these features are concentrated along the coasts and on the lake plain of the Great Lakes. Many occur around Lake Erie or within its watershed.

So by easing development pressures along the lakefront, we can make a significant contribution to global biodiversity. The effort could be focused on the protection and restoration of the coastal marshes along the western basin of Lake Erie and on the restoration of biologically productive river estuaries in the central and eastern basins.

Keeping the public trust

In closing, I'd like to read you something—something like a poem. Try to guess where it came from.

*You can't own a beach.
It's like trying to own the
morning, or the air, or the
way seaweed smells.
A beach should be for
anybody, anytime, any part
of any beach.
From the road to the water.
A beach belongs to the
universe, the cosmos. That's
how nature wants it.*

No, it didn't come from some romantic poet. It came from an advertisement put out by the Oregon Tourism Commission. There were a couple more lines that went like this:

*Besides, according to No.
390.610 of the Oregon
Revised Statutes, it's the
law.*

In Oregon, it seems that they take the public trust doctrine seriously. Public trust is the ancient legal doctrine that says that the state is responsible for holding oceans—and the Great Lakes—in trust, in perpetuity, for all citizens. The lake belongs to *all* of us. And access to it should be free and open.

It's the law. Or at least it could be in Ohio with a little vision and leadership. □

The creation of a vast and sweeping public lakefront would be one of the best investments Ohio could ever make—an investment in future quality of life, an investment in economic competitiveness and environmental restoration, an enduring gift to our children.

Obey nature

Erosion may be prevented in the short run by shoreline structures or beach nourishment; however, these methods are costly and long-term—definitely not one-time solutions. The generations of structures that front the present shore provide mute testimony that erosion is difficult to stop in spite of some of the best human efforts. Moreover, the effects of such structures on immediate and adjacent shores tell us that the long-term price for slowing shore erosion is the loss of the beach, the loss of aesthetics, and the loss of certain qualities that were the reason for living on the shore in the first place.

—*Living with the Lake Erie*

Shore by Charles Carter,
et. al.

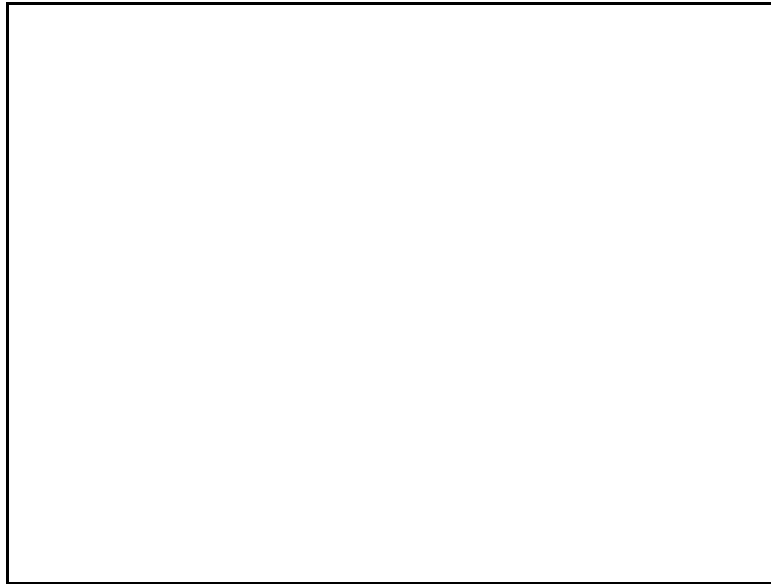
Coastal significance

Ohio recognizes that the Lake Erie coastal area is the single most valuable land-water interface in Ohio. It is imperative that this region be properly managed to guarantee the perpetual use and protection of its abundant resources.

—*Ohio Coastal
Management Program,
Public Review Draft, 1992*

Searching

Cleveland's



for

lakefront

Cleveland could have had a grand, inspiring, public lakefront like Chicago's, but it turned its public face away from the lake so that residents can only glimpse their Great Lake. The following article was written originally in 1991 for the Cleveland Edition weekly newspaper. Little has changed since then.

Let's begin our search for Cleveland's lakefront at the corner of W. 117th Street and Edgewater Drive. To the west, our view of the lake is blocked by the wall of apartment buildings and condos of Lakewood's Gold Coast. So we head east into the city, along Edgewater, Harborview and Cliff drives.

Here we find the homes of one of Cleveland's most prosperous neighborhoods. If we look between the homes, we can catch glimpses of the lake. It's tantalizing. There's the blue water, a magnificent public resource, but a thin strip of private property prevents us from getting to it. Cliff Drive runs right along the bluff overlooking the lake, but there are "No Parking" and "Tow Away Zone" signs so that we can't stop there and enjoy the view. Thus, the first mile of Cleveland lakefront is owned by a few fortunate people.

Then we reach Edgewater Park. Here is a

precious mile of true access to the lake. It's a public place that welcomes everyone without charge. And it allows people to actually reach the water's edge, see the waves, gaze across open water and experience the grandeur of one of the world's great lakes.

Unless we want to venture out on breakwalls, however, our access to the water is soon interrupted by chain link fencing around the Edgewater Yacht Club and Edgewater Marina. On the other side of the marina basin, public boat launching ramps provide a sliver of access. But then we come up against the sheer walls of the Westerly Wastewater Treatment Plant.

From that point, we can't get to the lake for another five miles, until the start of Gordon Park past E. 55th Street. Yes, there's North Coast Harbor, but that doesn't count much as access to the *lake*, only as access to an artificial inner basin. The flag area at the north end of the harbor [now windswept Voinovich Park] has potential for decent lake access, but it's a remote area.

We can drive around the Westerly plant and try to reach Whiskey Island, but signs warn us that it's Conrail property: "No Public Access Allowed—Electronic Surveillance Enforced." Ore docks occupy half of Whiskey Island's lakefront.

Developers are trying to build a huge marina on the other half, a project that would allow people to go out to the island but would hide the lake behind an expanse of boats.

Having reached a dead end, we backtrack to the Shoreway, cross the Cuyahoga River, and head down to the lake on W. 9th Street. The street would take us to the shore by the mouth of the river. But our way is blocked by a guardhouse and gate to the Port Authority. The port occupies the lakefront from the river all the way around the Stadium to North Coast Harbor. The other side of the Harbor is controlled by the U.S. Army Corps of Engineers and the U.S. Coast Guard.

Then comes Burke Lakefront Airport. We take picturesque South Marginal Road and drive by chain link fencing for a long, long time.

The fence continues past Aviation High School, Lakeside Yacht Club, the old Muny Light plant, Forest City Yacht Club, Sailing Inc., Gordon Shore Boat Club, Nicholson Terminal, and the E. 55th Street Marina.

Finally, we are allowed back to the lake at Gordon Park. There's a narrow strip of public shoreline wedged between the water and the vehicular bedlam of I-90. The

access extends just over half a mile before we reach another private marina. The rest of Gordon's shoreline is blocked off by Dike 14, the disposal facility for dredgings from the Cuyahoga River and harbor.

The next slice of lakefront property, the U.S. Defense Department Finance Center, is locked up under tight security. Then, proceeding down Lake Shore Boulevard, we enter a different world—sylvan Bratenahl. Around the turn of the century, some of Cleveland's wealthiest families established Bratenahl as an independent enclave within the city. And to this day, its lakefront has remained off limits to the public.

Just beyond Bratenahl we pass the Easterly Wastewater Treatment Plant and re-enter Cleveland neighborhoods. Here we find a different way to restrict public access—street associations. The residents of the short streets running north from Lake Shore control and maintain sections of lakefront at the end of their streets. "Members Only" signs warn non-residents to keep out of the private beach clubs.

The Euclid Beach amusement park used to stretch from E. 156th Street to about E. 167th. But the park closed in 1969, and apartment towers now take up most of the site.

We get one last chance to experience the lake at Euclid Beach and Wildwood parks, which provide about a quarter mile of public access. (Euclid Beach and Wildwood, along with Edgewater and Gordon, are units of Cleveland Lakefront State Park.)

Beyond Wildwood, there are more private beach clubs. And the last stretch of lakefront in the city is occupied by Villa Angela-St. Joseph High School.

Altogether, our search for the Cleveland lakefront takes us about 14 miles from Lakewood to Euclid. But we can find only one and three-quarters miles open, accessible shoreline. The rest lies behind fences, signs and private homes.

It's a civic shame. □

Waterfront Coalition bounces back

The Cleveland Waterfront Coalition has a proud history of advocacy for public access to the city's lakefront and riverfront. Its members spearheaded the early projects that led eventually to North Coast Harbor.

In the past several years, however, the group lost its focus and became moribund. Members and funding drifted away. As a result, there was a disturbing lack of civic debate about the city's relationship to its waterfront.

But now the Waterfront Coalition seems to be bouncing back as an advocate for public spaces and environmental quality. New board members are pushing hard to open up the planning process for a new downtown and lakefront plan—a process which has been conducted in secrecy by the corporate leaders of Cleveland Tomorrow. When the public wasn't invited to participate in the planning, the Waterfront Coalition organized its own public forum at the City Club on October 14. More than 100 citizens showed up to share ideas and to call on Cleveland Tomorrow officials to lift their veil.

For more information about the new Waterfront Coalition, call Genevieve Ray at 216-371-4024.

Principles for waterfront development

With the rise of the Rock and Roll Hall of Fame, we have begun to hear Cleveland's waterfront described as an "international visitor destination." But is that the appropriate way to think about our waterfront?

Maybe we should worry less about turning our waterfront into attractions to be consumed by tourists and more about creating a waterfront that will be an everyday joy for the people of Cleveland. If we can succeed in the latter, then we will also create a waterfront that will be a joy for tourists.

How can we do this? Here are four principles for waterfront development:

Our relationship should be with the lake itself, not tourist attractions.

■ **Create a public waterfront.** "Public" means free and open—a place that *feels* open, a democratic space in which all kinds of people feel welcome. There are no gates, fences, guardhouses, admission fees other obstructions. You can walk to it from where you live. The lake belongs to all of us, and access to it should be free and open.

■ **Economic development should not be the priority.** The waterfront should not be regarded simply as an opportunity for economic development. The reason why Chicago has the best lakefront in the world is because far-sighted citizens fought the impulse to give up the lakefront to economic development. In 1836, when the founders of Chicago were mapping out the early city, they reserved the lakefront as "Public ground—a common to remain forever open, clear and free of any buildings or other obstructions whatever."

"With those words," writes Lois Wille in the book, *Forever Open, Clear, and Free: The Struggle for Chicago's Lakefront*, "they made a promise to the people of Chicago. It was a promise that this city, hustler from its infancy, born and nurtured for shipping, trading, and making money, would do what no other city in the world had done. It would give its most priceless land, its infinitely valuable shoreline, to its people. The lakefront would be dedicated to pleasure and beauty, not to commerce and industry. Whenever Chicagoans gazed on their spectacular shoreline, they would be rich as the barons of the Riviera."

■ **Connect to nature.** Restore natural habitat along the lakefront and along the urban streams which link the lake to city neighborhoods. The lake should be our link to nature. Not everyone likes rock and roll, but everyone responds to natural beauty. Our shoreline can be one of the richest habitats in the region.

■ **Don't build things.** Use scarce public resources to buy more land. We are estranged from the lake because we can't get to it—it's walled off, developed, privatized. Our goal should be a greatly enlarged, public lakefront. That will mean buying up a lot of land. It will mean redesigning existing facilities, such as the port and sewage treatment plants, so that people can get access around them. The one, best thing Cleveland could do to dramatically improve the lakefront would be to get rid of Burke Lakefront Airport. Plant trees on the runways. Turn it into a park. That airport is an insult to the civic life of the city.

In sum, we need to remember that whatever "attractions" we build today will fade in popularity in a few years. But the lake is eternal. Our relationship should be with the lake itself, not tourist attractions.

Where the water meets the land: The state's strategic plan

After decades of false starts, it appears that the State of Ohio is beginning to assume a more active role in managing its Lake Erie coast. By law, the state is the steward of Ohio's natural resources, including its coastal resources. As such, it has an obligation to act in the public interest of all Ohioans.

In the past, the state has allowed chaotic development to overwhelm the coast. But in 1997 the state reached a milestone by adopting a federally-approved Coastal Management Program. In addition to qualifying the state for federal coastal funding, the program provides a coordinated framework for state activities and strengthens policies to reduce erosion hazards and flooding, improve water quality, protect ecologically sensitive areas, and manage development.

The Ohio Department of Natural Resources is the lead agency for coastal management programs. It has issued a new strategic plan for Lake Erie's coast. Here are some highlights.

Strategies

- **Comprehensive planning for Ohio's coastal resources**—Inventories of resources within Lake Erie and adjacent coastal areas; identification of threatened resources; criteria for management, protection and acquisition of threatened resources; prioritization of sites to be used as a basis for acquisition.

- **Acquisition and preservation of high priority coastal sites**—Purchase of high priority sites with available funding when owners are willing to sell; improved stewardship of other privately owned sites.

- **Enhanced public access to the coast and coastal stream corridors**—Funding directed to protection and acquisition of coastal areas to be used by the

public; protection or acquisition of stream corridors and flood plain areas for public uses.

- **Urban stream restoration**—Initiation and ongoing support of an urban streams restoration program through Soil and Water Conservation Districts; maintenance of natural drainage channels via cooperative partnerships local authorities; local volunteer partnerships for stream restoration.

- **Addressing coastal erosion and flooding**—Implementation of Coastal Erosion Area Program to protect Lake Erie's coast from further unnecessary erosion; implementation of coastal Floodplain Management Program.

- **Quality and accessibility of technical data**—Development of Lake Erie geographic information system database and coastal erosion management plan; assistance for local governments in developing plans and programs; assistance program to make information available.

- **Building public support**—Be proactive about educating the public about the benefits of coastal area protection, including the positive role of public parks, green spaces and natural habitats.

For more information about ODNR's coastal management programs, call 1-888-232-ERIE or check its Web site at www.dnr.state.oh.us.



Challenges to Lake Erie's coast

There are two kinds of challenges to the coast: 1) Those that are the result of forces of nature; and 2) those that are the result of people's actions. The natural forces include wind, rain, ice and waves. These forces have carved and shifted the shoreline for thousands of years and will continue to do so forever. The man-made challenges, of course, are more recent. Their causes include:

- The increase in population along Erie's coast. There are about nine times more people in the 1990s than there were in 1870.
- The increasing demand for roads, homes, schools, water, electricity and land that accompanies population growth.
- Increasing demands on the lake and shore for recreation such as boating, swimming, vacation homes and fishing.
- Continuing growth in commercial and industrial development along the shore.

As the 21st century approaches, these challenges have taken their toll on Erie's coastal region. The consequences include:

- **More rapid erosion** along the shoreline as well as along the streams and rivers that feed the lake. Over 1.6 million tons of soil is lost to the lake annually along Ohio's Erie coast.

- **Water quality affected by runoff** from farmland as well as urban and residential areas. Pesticides, sediments and other pollutants wash into streams and rivers, then these streams and rivers empty into Lake Erie, carrying the pollutants with them. Annually, about 35 to 45 tons of agricultural pesticides alone are dumped into Erie from Ohio's rivers and streams—negatively affecting aquatic life and violating drinking water standards in some areas.

- **More severe flood damage** in low-lying areas along the coast. Lake Erie storms can result in flooding several miles inland in some places. Causes include improper use and development of the floodplain and shore.

- **Loss of habitat for native species**—flora and fauna alike—as nature gives way to urbanization. In some cases, native species are threatened or lost entirely. Under Ohio law there are now 213 endangered plant species and 121 endangered wild animal species—with much of that endangerment occurring in the coastal region.

- **Loss of farmland** in the coastal area due to urban and suburban development.

- **Loss of beaches** and other natural protective features. A century ago, beaches fronted almost 100 percent of Lake Erie's shoreline. Now, beaches make up only 30 percent of Ohio's Erie shore—a loss of 182 miles of beachfront out of a possible 262 miles. The beaches that remain are much narrower. On average, they are only 48 feet wide, compared to an average width of 135 feet a century ago—a loss of about two thirds of their original width. This loss of beaches results in increased erosion, fewer opportunities for recreation, declining property values as well as degradation in the overall quality of our coast.

Consequently, the natural attributes that make our Lake Erie coast special are being threatened. Indeed, some are already lost.

—Ohio Department of Natural Resources

Reclaiming Public Square for people

Cleveland has a grand Public Square of a size few cities can match. But its usefulness as a public space is compromised by its division into four quadrants separated by streets. It has become a hard-edged space for cars and buses to pass through, rather than a place of repose for people to enjoy.

Local building preservation consultant, Steven McQuillin, is trying to interest the city in closing Superior Avenue and Ontario Street at the Square to create a large park (see his illustration at right). By closing the streets, the amount of available open space would nearly double—and the space would be large enough to function as a real park. Existing traffic could be routed around the perimeter of the Square in a traffic circle.

McQuillin cites historical precedents for his design. In the 1850s city residents fought a "Fence War" and enclosed the entire Square as a recreation area. It survived as a single open space only until 1867, however, when the interests of commerce (especially the street railway companies) forced the streets to be reopened. The issue of restoring the Square has been raised repeatedly over the years, including in a 1958 plan for tunneling Superior Avenue under the Square and creating a large pond in the center.

A unified Public Square could be a magnificent urban space that would reintroduce much needed natural features to downtown. It would help attract new residents to downtown and would complement current plans to redevelop Euclid Avenue.

Moving out: New homes along the SR 10 highway extension into Lorain County.

The Sapphire Necklace

The new map of tax base disparities in Northeast Ohio

Greater Cleveland is famous for its Emerald Necklace, the wonderful network of parks encircling the area. But another necklace—one with troubling implications—has developed in recent years.

This is a necklace of suburbs that is capturing much of the regional growth in tax base and is leaving behind the urban core and older suburbs. In a new study, which documents the magnitude of these tax base disparities for the first time, this band of migrating wealth shows up on the maps in deep blue. Researchers have dubbed it the "Sapphire Necklace."

The study and maps were officially released December 19, 1997, at the City Club of Cleveland on the occasion of an appearance by Myron Orfield, a national expert on metropolitan development trends. Orfield has been helping researchers at Cleveland State University develop computerized maps that graphically show

the distribution of tax base and other indicators of community wealth in Northeast Ohio.

While it's common knowledge that there are poor and wealthy areas in the region, the new study maps out exactly where these areas are located, as well as how shifting tax base relates to housing construction, income disparities, racial disparities and public policies.

"Now we know the magnitude of the numbers of people affected by these trends," says the study's author, Tom Bier, director of the Housing Policy Research Program at CSU's Levin College of Urban Affairs. "More than two thirds of the region's population lives in the lower tax base areas."

The Sapphire Necklace is a band of high tax base cities, villages and townships that extends mostly northeast-southwest between Lake and Medina counties. (See

map on the next page. The light gray band of high tax base communities stands out in blue on the color version of the map.) Among the troubling implications of the study:

- The future of Cuyahoga County is at risk, as erosion of tax base moves from the inner city and increasingly affects inner-ring suburbs. Tax base is the life blood of communities, since it determines the quality of services, schools and infrastructure communities can afford.

- Long-established public policies and practices (especially the construction of new highways) have favored the development of new communities at the outer edges of urban areas over maintenance and redevelopment of established, older communities. Unless these public policies change, the region faces a future of spreading decline, environmental degradation, and loss of farmland and

natural areas.

■ The fragmented political structure of Northeast Ohio, which pits communities against one another in the competition for tax base, prevents cooperation for balanced development.

The study recommends that the State of Ohio require the counties of Northeast Ohio to create a plan jointly to achieve balanced tax base growth across the region.

"Local communities can't address the problems by themselves," Bier says. "The state must lead them to it."

The study also calls on the state to enable local governments to implement regional tax growth sharing—a system by which a portion of the property tax revenues created by development in communities with the strongest tax bases is used to promote maintenance and redevelopment in communities with the weakest tax bases. Such a system has helped to reduce disparities in the Twin Cities area of Minnesota. By sharing the benefits of new development, lower-income communities have a greater chance to compete, and the entire region achieves a higher quality of life.

The CSU study looked at the status of tax bases in the 226 cities, villages and townships of the seven-county region (Cuyahoga, Lake, Geauga, Portage, Summit, Medina and Lorain counties). Below is a summary.

Conclusions

■ Tax bases are strongest primarily where real estate development is occurring in the Sapphire Necklace, a band of cities, villages and townships that extends northeast-southwest between Lake and Medina counties. Tax bases are weakest in fully developed communities and in rural districts where little development has occurred. Thirty-two percent of the region's population lives in communities with the strongest tax bases, and 68 percent lives in communities with the weakest tax bases. Tax base growth is greatly imbalanced across the region, with some communities gaining substantially while others are gaining little or are losing. Property tax rates are similarly varied.

More than two thirds of the region's population is falling behind in the competition for

■ Fully developed communities—communities whose land has already been used—are at a major disadvantage in economic competition with communities that have substantial amounts of undeveloped land. Redevelopment of used sites typically is costly when compared with development of never-used land.

■ Cuyahoga County is nearing the end of its supply of suburban undeveloped land, and nearing the end of its capacity to grow its tax base through construction on that land. The amount of unused land remaining in Cuyahoga County is trivial compared with what exists in adjacent counties, particularly in Geauga, Portage, Medina and Lorain counties. Tax base growth in

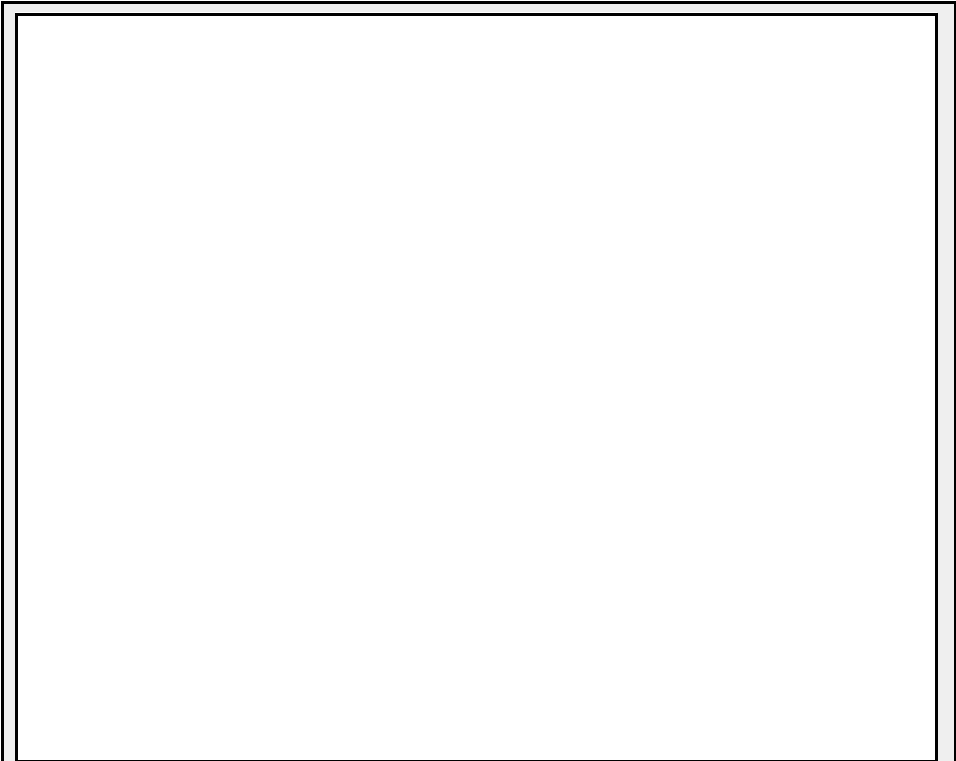
Cuyahoga County now depends on redevelopment and maintenance of existing real estate and communities.

■ Under existing public policies:

a) Development will steadily expand across the rural areas of the region; population and employers will move to those locations. Tax bases of developing communities will grow (so too will needs for tax revenues, such as for expansion of public services and schools).

b) Tax bases of many developed major cities and suburbs will grow little, if at all, while needs for tax revenues will increase. Tax rates in developed communities will continue to exceed those of developing communities.

c) Cuyahoga County will become increasingly unattractive as older suburbs decline and as costs of living in, and doing business in, the county increase, pushing a growing number of residents and employers to move out.



Sprawl will affect us all

Sprawl will affect all communities in the long term. The First Suburbs Consortium believes that we should not use taxpayer dollars to encourage the abandonment of our cities and mature communities. Other states have adopted "Smart Growth" initiatives to combat suburban sprawl, protect the environment, revitalize older communities, and conserve public resources. What will we do in Ohio?

—from the mission statement of the First Suburbs Consortium, a group of inner-ring suburbs working to stop sprawl from undermining the urban core of Greater Cleveland

Recommendations

The situation documented in this report is largely the making of long-established public policies and practices which have favored the development of new communities at the outer edges of urban areas over maintenance and redevelopment of established, older communities. Alteration of existing patterns and trends requires change in state and local governmental practices and policies:

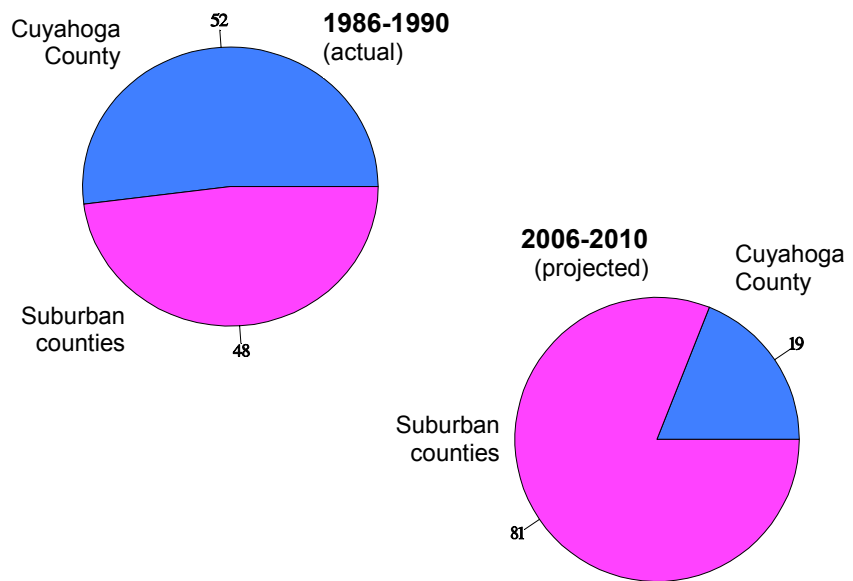
- Multi-county planning for balanced development.** State government should require the counties that comprise the Greater Cleveland region to jointly create a plan to achieve balanced tax base growth across the region. State directive is necessary because local governments are unable to initiate such action; they are fragmented, bound by governmental independence, and pitted against each other in competition for tax revenues.

- Regional tax growth sharing.** State government should enable local governments to implement regional tax growth sharing—a system by which some of the property tax revenues created by development in communities with the strongest tax bases are used to maintain and redevelop communities with the weakest tax bases. Communities with the weakest tax bases lack the resources to strengthen their situation. Also, until the pressure to compete for tax revenues is reduced across the region, serious intergovernmental cooperation cannot occur.

Implementation of these two recommendations would move the region toward a future in which spreading decline is checked, older communities are maintained and redeveloped, rural communities retain more of their distinctive character as they grow, and farmland and rural open spaces are preserved. □

The study, "Tax Base Disparity: Development of Greater Cleveland's Sapphire Necklace," was completed by the Housing Policy Research Program of the Levin College of Urban Affairs, Cleveland State University. For more information, contact Tom Bier at 216-687-2211.

Percentage of residential building permits, Cuyahoga County vs. surrounding suburban counties



Cleveland metro area residential building permits (average annual total units by county)

	Cuyahoga	Geauga	Lake	Lorain	Medina
1986-1990	3,754	445	1,268	857	930
1991-1995	2,503	507	1,097	1,123	1,359
1996-2000 (projected)	2,024	589	1,114	1,401	1,792
2001-2005 (projected)	1,610	623	1,075	1,553	2,060
2006-2010 (projected)	1,313	644	1,037	1,662	2,265

Leaving central counties

Most new housing in Ohio is built in the state's seven major metropolitan areas. Increasingly, it is located not in the central counties (such as Cuyahoga County) but in the suburban counties that are adjacent to the central counties.

Thus, the statewide trend of development is outward. Between 1980 and 1985, 58 percent of the housing built in the seven metro areas was in the central counties, while 42 percent was in the suburban counties. By 1995 the figures were reversed.

Public policy in Ohio strongly supports development of farmland and rural open space, but gives relatively weak support to redevelopment of previously "used" sites in central cities and older suburbs. For example, much of the Ohio Department of Transportation's proposed new construction program would add capacity to existing highways that feed or service suburban counties, thereby promoting development in those counties and movement to them by residents and employers from central counties.

Under the existing policy framework, projections are that the number of homes built in the suburban Ohio counties will increase 66 percent by the year 2010, while the number in central counties will decline by 30 percent.

—Housing Policy Research Program, Cleveland State University

Facing Ohio's urban future

As metropolitan regions in America have sprawled outward, the urban cores have been left behind in concentrated poverty. Should we care? Can anything be done about the problems?

The following insightful summary of the dilemma is by Anthony Downs, senior fellow in economic studies at The Brookings Institution in Washington, DC, and author of 'New Visions for Metropolitan America.' The summary is drawn from remarks by Downs on October 9 at a forum in Columbus sponsored by the Ohio Urban University Program.

By Anthony Downs

It is a pleasure to speak to you today about strategies and challenges for Ohio's urban future. To put it bluntly, the most important challenge in American metropolitan areas—including those in Ohio—is how to carry out future expansion and growth at the edges, while not leaving large numbers of poor households—mostly minorities—stranded with inferior life-opportunities in older central core areas, including many inner-ring suburbs.

This challenge arises because the American metropolitan growth process inherently concentrates low-income, especially minority, households in central cities and some inner-ring suburbs. That generates adverse conditions in those older core areas that motivate many viable households and business firms to move to metropolitan edges. And when those households and firms move, they take with them their taxable resources, leaving the governments of core areas with fewer resources per capita on which to finance services to their residents. In addition, the concentration of poor households in itself creates adverse conditions that further reduce the quality of life and education for residents of concentrated poverty neighborhoods.

A second set of challenges arises because of peripheral growth itself. These include traffic congestion, air pollution, inadequate financing for infrastructures like roads and sewers, lack of affordable housing near new jobs, excessive consumption of open space, and inability to choose sites for region-serving facilities with negative spill-over effects [such as airports or landfills]. All of these problems are essentially region-wide in nature. So they cannot be solved by policies adopted solely by individual local governments acting alone.

My task today is to discuss why these challenges arise, and what we can do about them.

Pushing/pulling outward

For at least four decades, large numbers of both viable households and private firms have been moving into outer-ring suburbs from central cities and inner-ring suburbs. In Ohio, this has not occurred as fast as elsewhere because your overall growth has been low.

Most observers believe this decentralizing process has been caused by both rising real incomes and improved means of transportation and communications, which lead to reductions in the high density of older cities. Those factors are surely important.

But an equally important force is the outward push caused by the concentration of poor people within older core areas. Ohio contains eight urbanized areas that had more than 150,000 residents in 1990. They are Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Lorain, and Youngstown. These are also metropolitan areas.

In 1990, an average of 23.5 percent of central city residents in these areas were poor, compared to only 8.3 percent in their suburbs. But poverty was much more concentrated among minorities than among whites. In these eight metropolitan areas in 1990, 26 percent of all blacks lived in areas where over 40 percent of the residents were poor, versus only 2.5 percent of all whites. And 42.9 percent of all poor blacks lived in such areas,

versus 11.8 percent of all poor whites. These areas tend to become plagued by many adverse conditions, including high rates of crime, drug abuse, unemployment, and broken families.

Concentrating poverty

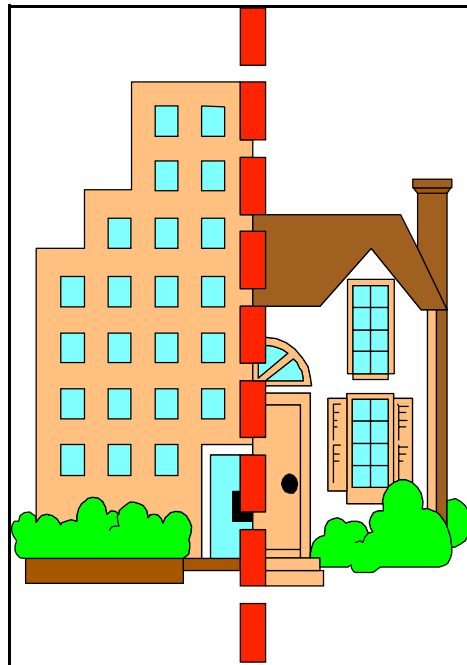
How do such poverty concentrations arise? I can describe the causal elements only briefly.

- **Trickle-down housing.** The first cause is that the American urban growth process prohibits poor people from living in newly-built dwellings. Therefore, most cannot live on the edges of our metropolitan areas where new growth is occurring, but must live in older housing.

Throughout the world, most poor people can afford only relatively low-quality housing unless subsidized with government funds. In developing nations, the poor build their own new units, called shacks, located in slums or barrios. These are often in new-growth peripheral areas. But American zoning and building codes prohibit new low-quality dwellings. Our new structures must meet high-quality standards too costly for the poor. So few poor live in new-growth areas.

In Western Europe, many poor households live in high-quality units that are publicly subsidized and located in new suburban areas. But we provide only enough housing subsidies to house about 20 percent of the poor in high-quality housing. And local opposition prevents those subsidized units from being located in suburbs.

All this means most poor people must live in older housing that has "trickled down" from former occupancy by non-poor people. There is nothing inherently wrong with occupying trickled-down units unless they are deteriorated, as they often are. But the older housing in each metropolitan area is naturally concentrated close-in.



■ **Exclusionary zoning.** The second cause of concentrated poverty is exclusionary zoning by suburban communities whose residents do not want poor people living in them. Many suburbs have adopted zoning codes that minimize land for multi-family housing, which is less costly than single-family units. Other suburbs have adopted large-lot and other rules that prevent lower-cost single-family housing. These are not accidental policies. Such spatial segregation by income is fine for upper- and middle-income groups. But it compels low-income people to live together in older concentrated poverty areas.

■ **Racial segregation.** The third cause of concentrated poverty is racial segregation in housing markets. Repeated studies of behavior by white real estate brokers and homeowners show high percentages of discrimination against African-American households. This includes relatively recent studies. Discrimination also arises in mortgage lending. I believe racial segregation by whites is the single biggest cause of America's urban problems.

Motivations to move out

Once poverty concentrations arise in inner-city neighborhoods, those concentrations lead to four major conditions that have motivated millions to move out of such areas, and that inhibit middle-income households of all ethnic types from moving back into them.

The first condition usually cited is fear of crime and violence. However, a statistical analysis I have just done for 162 major cities shows that central city crime rates had no significant impact upon central city population growth rates, at least in the 1990s.

The second condition is poor-quality public schools. They are caused both by the schools' burden of educating high proportions of children from poor households with non-supportive attitudes toward education, and by dysfunctional school systems.

The third condition is the unwillingness of most white households to live in neighborhoods with more than about one-third minority-group households. This is a key factor causing much higher concentration of poor minority-group members in high-poverty neighborhoods than poor whites.

The fourth condition is the dysfunctional nature of many large public bureaucracies in central cities, such as schools, welfare systems, housing authorities, and the police.

These four conditions have contributed to massive out-migration of middle- and upper-income households—white and minority—and viable businesses from older central cities and inner-ring suburbs to new farther-out suburbs. This drains fiscal resources from older cities that are saddled with the costs of serving the poor, causing a self-aggravating downward spiral in service quality that motivates even more people to leave central cities. Thus, urban decline is "automatically" caused by our growth process.

Why should you care?

Should you care whether this cycle of urban decline continues? Yes, for four reasons. First, its negative symptoms are spreading

outward to suburbs, too. Second, future American population growth will consist mainly of more Hispanics and African-Americans—who are concentrated in core areas. If their prosperity and social success does not improve, their problems will be a major drag on our entire economy. Third, all suburbs still depend heavily upon their central cities for jobs, vital services, major facilities, and the reputations of their metropolitan areas. Fourth, for America to remain competitive in global markets, our metropolitan regions must function efficiently as wholes, since they are the major economic units of performance in modern societies. Therefore, the future welfare of American suburbanites depends in part upon halting further urban decline.

Acting regionally

My next point is that resulting decline of many metropolitan core areas cannot be stopped or reversed, and purely growth-related problems like traffic congestion cannot be attacked effectively, without some type of regional governance arrangements that have five effects:

■ **Tax-base sharing.** First, some type of tax-base sharing across all metropolitan communities is necessary to counteract the loss of fiscal resources by core-area communities.

This loss occurs when viable firms and households move to outlying suburbs. Core-area communities are left to cope with the burden of heavy concentrations of the poor with diminishing resources, which forces them to reduce the quality of their services—driving more viable resources out. If the federal government foregoes its role of aiding cities—which it has—then each metropolitan area must do this in some way.

Only the Twin Cities area now has such sharing. It places 40 percent of the added tax base in each community into a pool shared by all communities. This cuts ferocious competition among communities for ratables and equalizes taxable resources among communities with very different income levels. It needs to be adopted more widely.

■ **Land use coordination.** Second, we need region-wide supervision of local land-use plans initially prepared, and finally carried out, by local governments. Right now, each locality plans without any regard to regional impacts. Each tries to maximize its own benefits and shift as many costs as possible onto its neighbors. And each can veto anything within its boundaries. This makes it impossible to develop rational solutions to the growth-related problems I described earlier. Some type of regional coordination mechanism is needed like those in Portland, Oregon, or the Twin Cities in Minnesota.

■ **Dispersed affordable housing.** Third, we need to begin creating outlying dispersed housing opportunities for poor inner-city households. This can be done through portable housing vouchers and through building affordable housing throughout the suburbs. In the long run, America must at least partially deconcentrate its inner-city poverty clusters if it is to stop urban decline. Chicago has demonstrated in its Gautreaux project that this can be done successfully. But this also requires a regional approach to affordable housing creation.

I am certainly aware that these five remedial steps are all extremely unpopular today. Why? Because they would require suburbanites to become involved in the solution of the very core-area problems they left cities to escape. Most suburbanites do not believe their welfare depends on how effectively their central cities function.

■ **Fair housing.** Fourth, we need a much more effective attack on racial and ethnic discrimination and segregation in housing markets. President Clinton has called for a national dialogue on race, and nowhere is it more relevant than in housing markets—where segregation is the single most powerful cause of concentrated poverty and core-area decline. This will require both more vigorous enforcement of laws and much more voluntary awareness of the key role of segregation and willingness to try to at least reduce it.

■ **Urban growth boundaries.** Fifth, the now-unlimited outward spread of new development needs to be placed within some type of limits for two reasons. First, that would prevent most new jobs from locating beyond commuting range from inner-city areas with high unemployment rates. Second, keeping new growth closer to existing settlements would reduce public infrastructure costs, total travel times and costs, energy usage, and possibly air pollution. So we need some type of urban growth boundaries—even though they need not contain 100 percent of future metropolitan growth. This is the least important of these remedies.

I am certainly aware that these five remedial steps are all extremely unpopular today. Why? Because they would require suburbanites to become involved in the solution of the very core-area problems they left cities to escape. Most suburbanites do not believe their welfare depends on how effectively their central cities function. But it does!

Forces for change

In view of the likely hostility of a majority of metropolitan-area residents to these policies, what forces might cause such policies to be adopted in individual regions? I believe at least four approaches should be considered.

The first approach is **voluntary cooperation** among local governments and private leaders. This is the least controversial, since no one has to participate. It has two drawbacks, however. First, it almost never works—a rather serious flaw. Most local officials do not want to give up any authority. Second, when it does work, it only deals with a few marginal issues, like financing stadiums and opera houses, not the really key issues.

The second approach is **reacting to a crisis.** Oregon and Florida adopted regional approaches in response to environmental crises—development encroaching on valued open land. New Jersey did so in response to a threat by the courts to control zoning. But few such state-wide crises have arisen, so this is not a dependable mechanism.

The third approach is **responding to federal pressure.** The federal government got most regions to adopt overall surface transportation planning in 1991 by requiring such planning in order to get federal aid. If the same requirement were put in place concerning all other forms of federal aid, there would be an overnight incentive for every region to adopt regional planning and governance arrangements. But why should Congress require this when most constituents would be opposed? Only if federal leaders become convinced that regional problems require regional solutions will this ever happen. It does not seem likely in the near future.

The fourth approach is **forming majority political coalitions**

in state legislatures linking central cities and key suburbs that would gain from resource-sharing arrangements. This is the approach advocated by Rep. Myron Orfield in Minnesota. It involves representatives from cities and suburbs with low tax bases passing laws that redistribute taxable resources more evenly across entire metropolitan areas. This approach has the advantage of not requiring everyone to agree; a minority will oppose it.

This approach has three drawbacks. It is highly confrontational, since suburbs with very high taxable resources will lose some of them to places with lower resources. It also requires strong political entrepreneurship to convince suburbs and city legislators—traditional enemies—to work together. And it may not work well in states (like Ohio) not dominated by a single large metropolitan area, also a state capital. Yet it is the only approach that has much of a chance to work in the near future.

Together as a region

In conclusion, most residents of Ohio's metropolitan areas are aware of the growth-related problems arising around them, such as traffic congestion and air pollution and lack of affordable housing. Most also realize cities and inner-ring suburbs have rising poverty-related problems too, but they do not believe their own welfare is affected by those problems.

On the other hand, they do not yet realize, or want to accept, the reality that both these sets of problems cannot be effectively attacked under existing metropolitan governmental arrangements. We must change key elements of our growth process so as to permit at least some consideration from a region-wide perspective, because all of these problems are regional in nature and require regional remedies.

Making such basic changes will not be easy, but we must pursue doing so along some of the

lines I have described. For, as a society, we can no longer indulge in the frontier mentality of simply moving farther outward to escape our problems, while leaving them behind unresolved. We are all in the global economic competition together.

In fact, American society itself is increasingly going to consist of the very types of people that the white majority has been leaving behind in cities to cope for themselves. The white majority can no longer ignore them after deliberately segregating itself from them. And when I say "the white majority," I mean 95 percent of you in this room. Thus, it is up to each of you personally to meet the challenges of making Ohio's urban future one that your great state will be proud of, and happy to live in. □

We must change key elements of our growth process so as to permit at least some consideration from a region-wide perspective, because all of these problems are regional in nature and require regional remedies.

Putting Greater Cleveland back on rails

The cover story of our April/May 1997 issue, "Transit futures," discussed the purpose and future of transit in Northeast Ohio. It included interviews with Norman Krumholz, a professor of planning at Cleveland State University and a former City of Cleveland planning director, and Joel Freilich, director of strategic planning and research at RTA.

To continue our dialogue, we invited a response from Kenneth Prendergast, executive director of the Ohio Association of Railroad Passengers. OARP is a strong advocate for transit-friendly urban areas and high-speed rail links between major cities in Ohio.

■

By Kenneth Prendergast

Readers of this publication may find much to appreciate in the terrific neighborhoods of Toronto, Portland, Boston, San Francisco, and other major cities that treasure their existing urban resources. Those cities recognize the important role rail transit can play in making urban areas something to enjoy, rather than to fear.

If we want Greater Cleveland's older neighborhoods to reestablish themselves for people of all incomes, then rail transit must play a larger role here, too. The Greater Cleveland Regional Transit Authority has some decent ideas on how to do this, but it

could do more to promote rail ridership by tying new transit services to transit-oriented developments—developments that cluster homes, workplaces, stores and walkable streets close to transit stops and thus create an environment that supports transit use.

Rail vs. buses

Buses also have a place in the transit picture, though I have little love for them. I've heard two arguments why RTA should emphasize buses over rail. First, buses provide a low-cost way of moving the downtrodden. Second, buses provide a quick and easy way for city and suburban officials to gain public transportation. But, too often, this is done so elected officials can aggrandize their campaign literature for the next election, not to support more transit- and pedestrian-oriented neighborhoods.

Where buses fail is in their ability to preserve and develop dense, pedestrian-scale neighborhoods—the very thing transit needs to survive. While buses offer innate benefits of route flexibility, those go-anywhere, rubber-tired vehicles don't give property owners and developers the confidence that the bus route will stick around. Worse, bus routes can easily be politically mangled, becoming so variable and confusing that potential riders steer clear of them.

For nearly a decade, RTA's bus ridership has declined. Meanwhile, RTA's rail lines have consistently seen annual increases of 7 to 16 percent. This is in accord with national trends, with bus ridership flat and rail ridership soaring.

When a rail transit line is built, like RTA's new Waterfront Line, amazing things happen. Not only is ridership twice what was expected, but new businesses, restaurants, and housing have sprouted within walking distance of its stations. Why? Because developers know the rail line will be there for many years. The same applies to freeway interchanges. But interchanges don't create charming, tree-shaded, pedestrian-oriented neighborhoods; they eat them up and spit out parking lots and air pollution.

Rail transit's ability to attract new development within walking distances of stations brings employment opportunities to the city and to older, established suburbs. Thus, low-income people don't have to ride buses to welfare offices or make long treks on buses or trains to strange, intimidating suburbs to make ends meet. They can make a living right in their own neighborhood—enhancing their sense of community.

Cleveland's few rail transit opponents like to point out the high operating cost of the Rapid and its extensions. The Waterfront Line, for example, costs RTA

over \$4 per rider, while generating only 75 cents for that same ride. But those same rail opponents laud the new community circulator buses, despite that it costs five times more to carry the same rider.

Rail opponents are afraid that a new rail line will simply divert existing bus riders to a more expensive transit facility, thereby damaging the rest of the system with service cuts, fare increases, or both. This has happened in some cities, where rail transit was overbuilt as a decoration in corridors already well-served by buses.

But well-planned rail transit lines, such as those in St. Louis, Portland, Denver, and Dallas, have attracted people who would not use bus transit. The transit system's public image improved from being a "welfare shuttle," to a tool which makes the city a more pleasant, vivacious, and enriching place to be. In those cities, ridership trends on both the rail and bus divisions have reversed and are now on the upswing.

Rail opportunities

Several rail transit elements of RTA's long-range plan have the ability to produce similar results. This includes the Red Line extension to Euclid Square Mall and perhaps north along E. 260th Street to the high-rise apartment buildings along Lake Shore Boulevard.

There should also be a branch of the Red Line up Cedar Hill, Euclid Heights Boulevard, underneath Coventry Village, and out Mayfield Road to Severance Center and Richmond Road in Lyndhurst.

RTA's plan for a Parma light rail line, along the Conrail line and Ridge Road to Parmatown Mall is a terrific idea, and it could be even better if extended a mile farther to the Tri-C Western Campus.

There also should be great benefits from an extension of the Blue Line from Shaker Heights to transit-oriented developments around the Chagrin Highlands site and to an I-271 park-n-ride lot at Harvard Road.

Commuter rail lines proposed by RTA are welcomed, especially those to Lorain via the western suburbs, and to Aurora via Randall Park and Solon. Abundant opportunities for redevelopment in the City of Cleveland exist along the Aurora route—including the intersections of E. 55th Street and Euclid Avenue and at E. 131st Street and Miles Avenue. Commuter rail lines would be a welcome addition in winter, especially a route out to the snow belt in Lake County. The other two proposed commuter services—to Akron and Medina—have problems in terms of the tracks being too far from today's main travel

corridors.

Downtown connections

It would be nice if the downtown station for these services could be at Tower City Center. But that day has passed us by. If freight train traffic can be rerouted away from the lakefront, as was done in Toronto, RTA's proposed North Coast Transportation Center should be an effective station alternative. Complete with Amtrak and Greyhound bus services, plus Waterfront Line access and pedestrian walkways, this transportation hub would make it easier to go through life without a steering wheel always in our hands.

In addition, there should be a street-level downtown rail loop to remedy the Rapid system's longstanding problem of not reaching enough of the central business district. Extending the Waterfront Line south from the Municipal Parking Lot along E. 17th Street to Playhouse Square and Cleveland State University is the "easy" part. Where to take it after that is subject to debate.

The low-cost, low-impact option is to route it south along E. 14th through the Inner Belt's "Spaghetti Junction" with I-77, to the existing Red/Blue/Green lines near the main post office. The high-cost, high-impact option is to extend it west from Playhouse Square along Huron Road, directly into Tower City Center. This would require an expensive ramp, burrowing under Huron Road just west of E. 9th Street. But it would also permit a street-level station at E. 9th Street, one block south of Euclid Avenue.

Either downtown loop option would make it possible for someone to take a rapid from the Airport line to Cleveland State University. One could also ride the Shaker lines to Playhouse Square. Or, someone could take the train from Playhouse Square to the Flats to continue their night on the town, or to return to their downtown apartment.

Development for transit

We also must not neglect our investment in the existing rail transit lines—particularly the Red Line—which were built cheaply next to freight railroads and now-vacant factories. What should be done with them?

With Cleveland's bad weather, having subways would be ideal. Since rail transit is largely unaffected by snowstorms, the only parts that need to be underground are the stations, where passengers can be protected from windchills. So, where possible, each station should become a Super Transit Center—a miniature version of Tower City Center.

Imagine a concrete "honeycomb" built over existing or relocated stations. Inside these Super Transit Centers could be a variety of services—restaurants, a community policing station, an experimental neighborhood school, adult education center, drug store, post office, bagel shop, convenience store, clothing boutique, a theme nightclub, and coin laundry. Wide hallways could be aligned to link up with future appendages, such as high-rise apartment buildings, condominiums, medical centers, and offices.

The stations could include Triskett, E. 93rd/Woodhill, and relocated stations like W. 65th/Lorain, E. 14th/Broadway, E. 89th/Woodland, and Adelbert. Who would build the Super Transit Centers? The Cleveland/Cuyahoga County Port Authority might be a possibility for building the basic structure, with bonds repaid in part by tenant leases. The surrounding residential or office buildings would be built separately by private developers.

Two other additions to RTA's long-range plan include new transit routes. One would be a light-rail line in the I-77 corridor, following or replacing underutilized freight tracks through the Broadway neighborhood to Valley View, then traveling in the median of Route 21 to Independence.

Along this route, urban transit villages could be established behind St. Michael Hospital [formerly St. Alexis] at E. 55th, along Jones Road near Harvard and Broadway avenues, and behind the Cuyahoga Heights Village Hall. A suburban, transit-oriented office/residential/hotel complex could be built at Rockside and Brecksville roads. To preserve much of the landscaped median of Route 21, the station platforms and shelters would be put in the median, with the tracks in the inner lanes' pavement.

Highway bus stops

Another transit facility would involve buses and interstate highways. RTA is considering this, but hasn't focused on it.

Consider running a bus route down the center of a major highway like I-480. Instead of placing the stations at transit-unfriendly interchanges, put them at roads that have busy bus lines and no interchanges. These include Pearl Road, Broadview, Turney, and Broadway. One could be placed west of Tiedeman, with an enclosed pedestrian accessway connecting to major employment sites such as *The Plain Dealer* printing plant and the KeyCorp buildings. Stations could also link up with the Brookpark Rapid station, the

Parma and Independence light rail lines, and the Akron and Aurora commuter rail lines.

On the West Side, the buses would terminate at the airport or Great Northern Mall. On the East Side, buses would end at Chagrin Highlands, or continue north along I-271 to Beachwood Place, to the retail, residential and medical facilities at Mayfield Road, to the office cluster at Wilson Mills Road, or even as far north Euclid Square Mall.

The bus stations would have pull-off areas, with a glass enclosure around the bus lanes and passenger platform. Where there is no median, the interstate's existing lanes would have to be moved over a lane-width or two to accommodate the station. Between the stations, buses would use the existing high-speed lanes, or, where medians exist, travel on bus-only lanes.

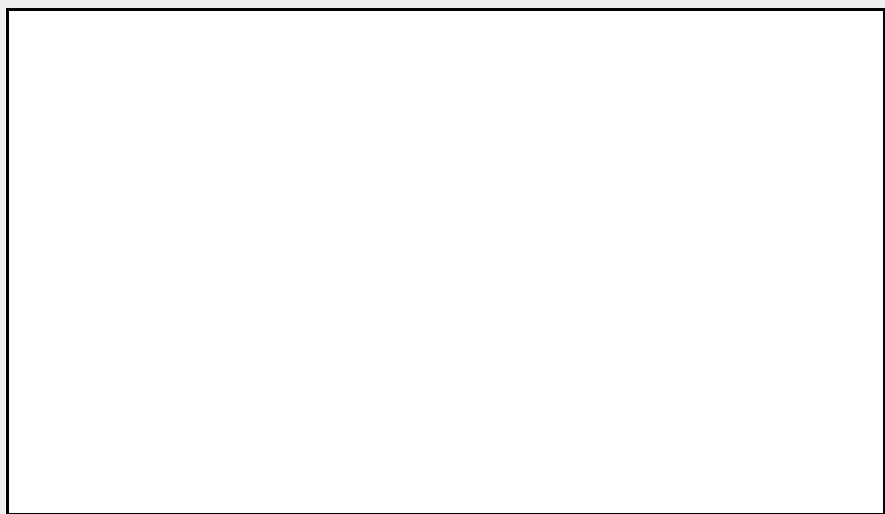
Expanding the transit public

Fortunately, Cleveland's transit system is getting away from relying mostly on the transit-dependent population for its ridership. An expanded constituency for transit is critical for RTA's continued improvement. And, by having a stronger transit system woven into the fabric of a stronger urban area, a more vibrant, resource-efficient city will be a natural outcome. That, in turn, can improve life for transit-dependent people as well.

Greater Cleveland is primed for this to occur, as it has regained a large measure of respectability. We all want our region to keep improving, but it won't happen as long as our central city is dominated by decay and unemployment. Transit improvements and urban redevelopment, taken hand-in-hand, are part of the solution.

Greater Cleveland's rails were largely pulled up or paved over by the 1950s. But the negative feelings of disinvestment can be reversed by returning a permanent transit presence to city neighborhoods. Without rail transit as an ingredient, the rediscovery of the urban life won't be as profound as it could. □

The Ohio Association of Railroad Passengers is a nonprofit organization that coordinates the efforts of Ohio transportation consumers in developing rail passenger service. For more information, contact OARP at 12029 Clifton Blvd., #505, Lakewood, OH 44107 (216-529-7677).



Commuters in Northeast Ohio could ride to work in rail cars like these, which RTA displayed during a commuter rail preview in November.

Commuter rail preview

A Commuter Rail Preview in November was a big success for Greater Cleveland RTA. A trip to Lorain County was standing room only at times and received praise from elected officials, the media and citizens. And a trip to Lake County coincided with the year's first snowstorm. Riders in the two cars, loaned to RTA by the San Francisco Bay Area's commuter rail system, saw fender benders and traffic jams along icy I-90 as they sped along comfortably at speeds of up to 79 mph.

Local transportation planning officials are studying five potential routes for commuter rail—Lorain/Westlake/Cleveland, Medina/Strongsville/Cleveland, Canton/Akron/Cleveland, Aurora/Solon/Cleveland, and Ashtabula/Mentor/Cleveland—all of which would radiate from a new transportation center on Cleveland's waterfront. The Northeast Ohio Areawide Coordinating Agency (NOACA) is spending \$500,000 on a nine-county feasibility study to consider costs, potential ridership, land use impacts, and other questions before a decision is made to recommend or reject commuter rail service.

Boosters of commuter rail believe it could reduce traffic congestion by giving commuters an attractive transportation alternative. Every dollar invested in commuter rail returns about five dollars in economic and societal benefits.

Call Steve Jones at NOACA (216-241-2414) and Rich Enty at RTA (216-566-5260) for more information.



These commuter rail cars from California have special racks for bicycles.

CSU environmental center names director

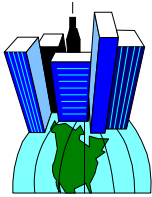
After a long search, Cleveland State University has hired Mark Tumeo as the director of its new Center for Environmental Science, Technology and Policy. Tumeo is moving from the University of Alaska at Fairbanks where he was an associate professor of civil engineering and conducted research in wastewater treatment, oil and gas development, and hazardous waste management.

The CSU center was set up to facilitate interdisciplinary research on environmental issues and to be a repository of environmental information. It also will develop collaborative programs with the Great Lakes Science Center.

"CSU, being a public academic organization, is in a good position to act as a broker of environmental issues between industry, business, the government, and the public," Tumeo says.

Computer mappers

With their ability to display and analyze databases in easy-to-understand spatial terms, geographic information systems (GIS)



are becoming important tools for business, planning, and natural resource protection. Local universities have now created a network to create and maintain GIS data focusing on the environment of Northeast Ohio.

The Northeast Ohio Environmental Data Exchange Network (NEO-EDEN) is a joint project of Cleveland State University, the University of Akron, Kent State University and Youngstown State University. Information is available on the Web at <http://cua6.csuohio.edu/~ucweb/neoeden/index.htm>.

A statewide GIS group is the Ohio Geographically

Referenced Information Program (OGRIP) at 614-466-4747.

In addition, the local office of U.S. EPA is convening a group to create an ecosystem inventory system for Northeast Ohio, a tool for sustainable development which would be available to planners and citizens. For more information, call Rich Winklhofer at 216-835-5200.

Rivers curriculum

The Cuyahoga Valley Environmental Education Center has published its innovative curriculum, *All the Rivers Run*. It comes with a description of units covered during the center's programs, classroom activities, a student discovery book and other resources. It also features the CD, *Bubbling in the Watershed*, which local songwriter Alex Bevan recorded with students attending the center. To order, call 330-657-2796.

The environmental education center is seeking intern field instructors for the 1998-1999 school year. Call for application information.

Clean Cities campaign

The Earth Day Coalition has become the local coordinator of the U.S. Department of Energy's Clean Cities program, which promotes the use of alternative fuel vehicles. The goal is to expand awareness of and opportunities to use alternatives, such as natural gas and ethanol. It's one way to improve air quality while possibly creating opportunities for economic development.

For more information, call Erin Russell at 216-281-6468.

Preservation center

The Cleveland Restoration Society is raising funds to restore the Sarah Benedict House on Prospect Avenue. The Queen Anne Style house in the Upper Prospect Historic District will become the Preservation Resource Center of Northeast Ohio, a permanent community assistance center to promote and

strengthen the use of preservation strategies to fight the problems of urban neighborhood deterioration, the out-migration of residents from city centers, deteriorating historic religious structures, and urban sprawl.

For more information about the project call the Restoration Society at 216-621-1498.

Preservation classes

Youngstown State University offers classes in historic preservation. For information, contact the YSU's Historic Preservation Program at 330-742-1611 or visit the Web site www.cis.yzu.edu/as/history/preservation.html.

Trust for Public Land seeks local staff

The Trust for Public Land is opening an eastern Great Lakes field office in Cleveland and is seeking a director for the office. The Trust is a national conservation organization that has helped protect 1 million acres valued at over \$1.3 billion in 44 states. It works at the invitation of public agencies and other nonprofit organizations to assist them in the acquisition of open space land by providing real estate transaction, tax, legal and public financing expertise. Send resumes to the Trust at 420 N. Fifth St., Suite 865, Minneapolis, MN 55401, Attn: Mary Ahler.

Boston Store award

The restoration of the Boston Store by the Cuyahoga Valley National Recreation Area has been recognized by the American Association for State and Local History as an outstanding example of historical interpretation and restoration. The circa 1836 building now serves as a museum to explain and celebrate the area's role in the canal boat-building business, as well as a meeting place for area residents, hikers and bicyclists.

Lake County conservation awards

The Lake County Soil and Water Conservation District recently recognized three groups for conservation achievements:

- Painesville Twp. School District—Wetland Land Lab at the Hale Road Elementary School and Bird Habitat Land Lab at Madison Avenue Elementary School.

- Concord Hills Homeowners Association—Landscape education program to reduce erosion and sediment problems in the Kellogg Creek



Watershed.

- City of Willowick—Regulations to protect water resources from erosion, sediment and increased volumes of stormwater coming from land development.

Barter currencies

Local barter currencies are expanding throughout Northeast Ohio. The systems allow members to exchange their labor hour for hour, which helps build self-reliant community economies. For information about how to get involved:

- Cuyahoga Hours, 216-236-5801.
- Portage Hours, 330-678-0654.
- Summit Hours, 330-253-7175.

Docents wanted

Holden Arboretum and the Nature Center at Shaker Lakes offer training programs for volunteer docents. It's a good opportunity to learn more about nature and about helping children. For more information, call the arboretum at 216-946-4400 or the nature center at 216-321-5935.

On-line resources

Here are some Web sites of interest that we have noticed in recent months:

■ **Northeast Ohio Group of the Sierra Club:**

Local Sierra Club activities and information are now on-line at www.geocities.com/RainForest/3449/. The national Sierra Club can be found at www.sierraclub.org.

■ **Church in the City:** The Catholic Diocese of Cleveland has a Web site (www.citc.org/) with a calendar of events and documents from its Church in the City program.

■ **Ecomart:** The local ecological products store, Ecomart, has a Web page featuring recycled, energy-saving and nature-oriented products (<http://members.aol.com/ecomart1>). The page also carries articles from *EcoCity Cleveland*. In addition, Ecomart has a kid's Web page (same address, but ending in 2).

■ **Urban resources:** The Ohio Urban University Program has a new home page on the World Wide Web, which features information about the eight member institutions' research centers and events. Go to <http://cua6.csuohio.edu/~uup/uup.htm>.

■ **Ohio river news:** Rivers Unlimited, the statewide river and greenway advocacy group in Ohio, maintains a Web site at www.greenlink.org/rivers.

■ **Summit parks:** The Metro Parks Serving Summit County is on-line at www.neo.lrun.com/MetroParks. And the parks have a new program information hotline at 330-865-8064.

■ **Recycling:** The Cuyahoga County Solid Waste District's Web site provides information about recycling at <http://www.en.com/users/ccswd>.

■ **Watersheds:** For abstracts and indexes of thousands of watershed-related documents, try the Watershed Information Resource System at <http://www.terene.org>.

■ **Infrastructure:** Build Up Greater Cleveland, the infrastructure policy group of the Greater Cleveland Growth Association, has Web page at <http://cua6.csuohio.edu/~seydi51/bugc.htm>.

■ **Transportation reform:** The Surface Transportation Policy Project and U.S. EPA's Transportation Partners Program have created the Transact Web site, www.transact.org, which provides a variety of federal and state transportation information sources. Specific information about the reauthorization of ISTEA, the Intermodal Surface Transportation Efficiency Act, is at www.istea.org.

■ **Livable communities:** The Conservation Law Foundation of New England has a new Web site with information on using transportation improvements to create safe, walkable, bikable, livable communities. Visit www.tlcnetwork.org. Or check out the sites of the Community Transportation Association of America at www.ctaa.org or the Center for Livable Communities at www.lgc.org/clc/.

■ **Bicycling:** For information on bike-friendly transit systems, see www.bikemap.com. Bike developments from around the world can be found at www.halcyon.com/fkroger.bike/homepage.html.

■ **EcoNet:** The Institute for Global Communications is the nonprofit Internet provider of EcoNet. For information and links to environmental groups around the world, go to www.igc.org.

■ **GreenDisk:** The *GreenDisk Guide to Environmental Computing* contains over 1,000 listings of Web sites, listservs, online databases, bulletin board services, software, educational programs, articles about green computing and other resources for environmental research and activism—all on a single floppy disk. The same folks also have compiled the *Green Disk Guide to a Sustainable Future*. For ordering information, send e-mail to greenDisk@igc.apc.org.

■ **Sustainability:** The Context Institute, publishers of the visionary *In Context* journal, have gone on-line with a library of resources on sustainability, www.context.org. Another site with lots of links to environmental information is www.1earth.com.

■ **Smart growth:** EPA's Smart Growth Network has information at <http://smartgrowth.sustainable.org>.



Pressure points

■ **Streams for prisons:** In order to build a prison in Ashtabula County, the Ohio Department of Rehabilitation and Correction has applied for a permit to fill 5.9 acres of wetlands and 4,100 linear feet of a stream.

■ **Still a net loss:** The U.S. is losing 117,000 acres of wetlands a year, according to a recent report by the Fish and Wildlife Service. Nearly four-fifths of the losses stem from agricultural activities.

■ **Overheard in Twinsburg:** "They're tearing down another forest for a new housing development. It's going to be called Glenwood Preserve."

■ **Overheard in Madison Twp.:** "We moved here from Mentor, which got too crowded in 1993. The area was quiet, but still accessible. Now there is too much traffic, and with the extra people, it will be even worse" (from a story in the *Plain Dealer* about flooding and traffic problems created by new development).

■ **Translation:** Joint Economic Development Districts (JEDDs) are being used to extend city services into townships to permit new development. One friend in Summit County suggests the acronym should really stand for Joint Endowment for Developers' Dreams.

■ **Can't build our way out:** Traffic congestion is getting worse in Columbus faster than almost anywhere in the nation, according to a study by the Texas Transportation Institute. In the past 12 years, congestion worsened by 20 percent in Columbus, 19 percent in Cincinnati, and 4 percent in Cleveland.

■ **Oil dependent:** According to The New York Times, Americans are driving less fuel efficient cars and driving more every year. Oil imports now make up 50 percent of U.S. consumption as compared to 36 percent at the time of the major 1973 oil crisis. The increasing dependence on foreign oil makes the U.S. economy vulnerable to sharp increase in gas prices caused by supply disruptions. Increasing combustion of oil, as well as coal, is also making it impossible to meet international targets for reducing greenhouse gas emissions.

■ **Auto war casualties:** First automobile fatality: Henry H. Bliss in New York City on September 13, 1899. Number of automobile-related fatalities since then: about 16 million.

Cleveland Foundation

In the first three quarters of 1997, The Cleveland Foundation's grants for the environment and urban initiatives included:

- Broadway Area Housing Coalition—Hiking and biking trail in the Mill Creek development, \$15,000.
- Case Western Reserve University—Support for the Center for Urban Poverty and Social Change, \$475,800 over two years.
- Citizens League Research Institute—Regional Issues Initiative project, \$100,000.
- Downtown Development Coordinators—Euclid Vision 2001 study, \$55,000.
- EcoCity Cleveland—Citizens' Bioregional Plan for Land Use and Transportation, \$25,000 over two years.
- Greater Cleveland Growth Association Jobs and Workforce Initiative—Creation of one-stop regional job shops, skills training programs and a regional forum to guide future workforce programs, \$1 million over three years.
- Neighborhood Progress Inc.—Home repair pilot project, \$75,000.
- Ohio Canal Corridor—Development of the Ohio and Erie Canal National Heritage Corridor and related projects, \$40,000.

U.S. EPA

In late 1997, the U.S. Environmental Protection Agency Region 5 awarded \$265,000 in grants for projects in Northeast Ohio:

- Splitting approximately \$100,000 in grants are the Portage County Regional Planning Commission (tracking urban sprawl and its impact on natural areas), EcoCity Cleveland (developing a Web site for interactive bioregional planning), and Chagrin River Watershed Partners (producing model ordinances on the financial and ecosystem effects of unrestrained development).
- Splitting \$65,000 for programs to combat illegal dumping in Northeast Ohio are the City of Cleveland, Summit County, East Cleveland and Cuyahoga County.
- The Cleveland Enterprise Group received \$100,000 to create a plastics recycling network.

ODNR

The Coastal Management Program of the Ohio Department of Natural Resources is funding six urban stream specialists to protect streams in the Lake Erie watershed. The new staff will be based at Soil and Water Conservation District offices in Cuyahoga, Erie, Lake, Lorain, Medina, and Summit counties.

George Gund Foundation

In the first three quarters of 1997, The George Gund Foundation of Cleveland awarded a number of grants for environmental and urban initiatives in the region, including:

- American Farmland Trust—Coordination of the Ohio Farmland Preservation Task Force, \$5,000.
- American Land Institute—Development of a national institute to focus on land use reform, \$50,000.
- Buckeye Forest Council—Ohio Wildlands Project to plan a system of forest reserves and corridors across the state, \$24,000.
- Cascade Locks Park Association—Restoration of the historic Mustill Store building, \$27,500.
- Center for Clean Air Policy—Promotion of green pricing (allowing consumers to buy power from renewable and environmentally clean energy sources) and other energy efficiency marketing concepts, \$45,000.
- Citizens Clearinghouse for Hazardous Waste—Assistance for groups in the Great Lakes on dioxin issues, \$40,000.
- Citizens League Research Institute—"Rating the Region" benchmarking project, \$100,000 over two years.
- Citizens League Research Institute—Coordination of Northeast Ohio Regional Alliance work to combat urban sprawl, \$6,665.
- Citizens Policy Center of Citizen Action—Ohio Safe Drinking Water project to protect water sources and monitor Ohio EPA permitting, \$50,000.
- City of Cleveland Heights—Coordination of First Suburbs Consortium work on urban sprawl issues, \$6,000.
- Conservation Fund—Development of residential subdivision design in Lorain County to reduce nonpoint source water pollution, \$100,000 over two years.
- Cuyahoga Valley Association—Multipurpose building at the Cuyahoga Valley Environmental Education Center, \$150,000.
- EcoCity Cleveland—Support of the *EcoCity Cleveland Journal* and reprinting of *Moving to Corn Fields* reader on urban sprawl, \$31,500 over two years.
- EcoCity Cleveland—Development of Citizens' Bioregional Plan and work on transportation reform, \$80,400 over two years.
- Educational Television Association of Metropolitan Cleveland—WVIZ-TV and WCPN-FM project on urban sprawl, \$40,000.
- Environmental Defense Fund—Technical assistance for Pollution Prevention Alliance members in the Great Lakes region, \$40,000.
- Environmental Law and Policy Center—Legal and technical assistance to Cleveland area transportation reform advocates, \$35,000.
- Environmental Law Institute—Assessment of Ohio state policies that impact biodiversity, \$50,000.
- Lake Erie Alliance—State of the Lake report and conference, and public education on lake

protection issues, \$35,000.

- Land Trust Alliance—Development of land trust information materials for local land trusts and national policymakers, \$82,000 over two years.
- Oberlin College—Community outreach in sustainable agriculture, watershed education and development of new Environmental Studies Building as a community resource, \$80,000.
- Ohio and Erie Canal Corridor Coalition—Support for work on greenways and trails, scenic conservation, sustainable development and historic preservation, \$16,000 over two years.
- Ohio Canal Corridor—Ohio and Erie Canal Corridor projects, \$50,000.
- Ohio Center for Public Interest Research (Ohio PIRG)—Advocacy for clean water by identifying sources of pollution, calling media attention to violations and organizing citizen action, \$30,000 over two years.
- Ohio Environmental Council—Campaign for an Energy Efficient Ohio to promote energy efficiency and reduce air pollution, \$125,000.
- Ohio Fund for the Environment—Operating support, \$105,000 over two years.
- Ohio State University Research Foundation—Urban gardening program based at Cuyahoga County Extension, \$73,068 over two years.
- Ohio to Erie Trail Fund—Promotion of 325-mile recreational trail to link the Ohio River and Lake Erie, \$15,000.
- Portage Land Association for Conservation and Education (PLACE)—Newsletter and shared education displays for the Northeast Ohio Land Trust Coalition, \$7,172.
- Ohio Rails-to-Trails Conservancy—Advocacy for the expansion of Ohio's trail system, \$55,000 over two years.
- Safe Energy Communication Council—Energy efficiency training program for Ohio public utility managers, \$55,000.
- Shaker Lakes Regional Nature Center—Citizen education and involvement to plan how to reduce stormwater impacts on Doan Brook, \$38,000 over 18 months.
- Sierra Club of Northeast Ohio—Development of a traveling slide show on the costs of urban sprawl, \$24,000.
- Trust for Public Land—Opening of an eastern Great Lakes office in Cleveland and expansion of local open space preservation activities, \$105,000 over two years.
- University Circle Inc.—Study of transit-oriented development opportunities in University Circle, \$75,000.
- Western Reserve RC&D—Countryside Program's legal research on compatibility of conservation development with the Ohio Code, \$7,500.
- WE-CAN and BOLD—Faith-based community organizing project to address urban sprawl in Northeast Ohio, \$200,000 over 27 months.

Sierra Club president

Sierra Club president **Andrew Werbach** will speak at noon, February 6, at the City Club of Cleveland, 850 Euclid Ave. For luncheon reservations, call the club at 216-621-0082. This event is the Hope and Stanley Adelstein Annual Forum on the Environment.

January 6

Environmental Town Hall brown bag lunch discussion on watershed restoration plans for the **Doan Brook** watershed, noon at the Nature Center at Shaker Lakes, 2600 South Park Blvd. in Shaker Heights. Call 216-321-5935.

January 9

Nature writer's workshop with Jill Sell and Cyril Dostal sponsored by the Cuyahoga Valley National Recreation Area. Call 330-467-3533 for registration information.

January 9

"**Conversation with a Tramp: An Evening with John Muir,**" a portrayal of the founder of the Sierra Club by actor and historian Lee Stetson, 7:30 p.m. at the Cuyahoga Valley National Rrecreation Area Happy Days Visitor Center, SR 303 west of SR 8.

January 11

Field trip to **monitor eagles** in the Sandusky Bay area, offered by the Cleveland Museum of Natural History. Call 216-231-4600 to register.

January 12

Program on proposed **farmland preservation legislation**, 9 a.m. at St. Basil Catholic Church, 8700 Brecksville Rd. in Brecksville. Sponsored by the Northeast

Ohio Regional Alliance. Call 216-241-5340 for more information.

January 12

David Orr, director of the Environmental Studies Program at Oberlin College, will speak on the ecological design of a liberal arts education, 4 p.m. at Adelbert Hall of Case Western Reserve University. Sponsored by the CWRU Center for the Environment, 216-368-2988.

January 17

Winter birdwatching in the Cuyahoga Valley National Recreation Area, 8 a.m. at the Kendall Lake Shelter.

January 17

Backyard maple syrup production workshop, 10 a.m. at Malabar Farm State Park in Lucas, OH. Preregister at 419-892-2784.

January 18

Presentation on **Ohio birds of prey**, 2 p.m. at the Gauga Park District's Swine Creek Lodge, 16004 Hayes Rd. in Middlefield.

January 24

State of the Park address by John Debo, superintendent of the Cuyahoga Valley National Recreation Area, 2 p.m. at the park's Happy Days Visitor Center on SR 303.

January 27

Monthly meeting of the **Sierra Club Urban Sprawl Committee**, 7 p.m. at the Church of the Covenant, 11205 Euclid Ave. in University Circle. Call 216-521-2434 for more information.

January 28-31

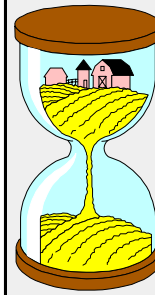
International Trails and Greenways Conference in San Diego. For registration information, call the Rails-to-Trails Conservancy at 202-797-5400.

January 31

Regional public meeting on **CSX and Norfolk Southern** railroad deal, 2 p.m. at Mt. Sinai Baptist Church, 7510 Woodland Ave. in Cleveland. Sponsored by United WE-CAN!, United Pastors in Mission and BOLD in Lorain County. For more information, call 216-881-2344.

February 1

Winter ecology hike through the Brandywine Falls Gorge, meet at 1 p.m. at Boston Store of the Cuyahoga Valley National Recreation Area.



Farmland preservation hearings

Legislation to implement the recommendations of the Governor's Task Force on Farmland Preservation was introduced in the Ohio General Assembly on December 9.

Committee hearings are expected to begin in January 1998. While the legislation is only a modest first step toward addressing Ohio's urban sprawl problems, the legislative process will offer an important opportunity to raise land use issues. For more information, call your state representative or Rep. Gene Krebs (614-644-5094), who is leading the legislative effort.

Regional equity and sustainability seminar

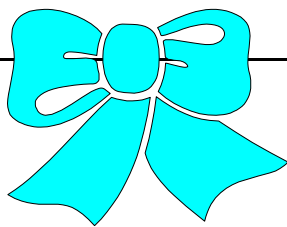
Act to combat urban sprawl and to promote smart growth, social justice and sustainable development in Northeast Ohio. Join with other community activists January 20 in attending the second in a series of five seminars that will train leaders and build a coalition to identify and act on winnable regional issues.

This seminar will cover the history and costs of sprawl in Northeast Ohio—examining how outmigration contributes to the decline of cities and first-ring suburbs, the isolation of the poor and minorities, loss of farmland, environmental destruction, and loss of regional economic competitiveness. The January 20 seminar will be at 7 p.m. at Trinity Cathedral, corner of Euclid Avenue and E. 22nd Street in downtown Cleveland.

The series is sponsored by Cleveland State University and Faith-Based Organizing for Northeast Ohio. For more information, call 216-881-2344.

Omission

Due to an editing error in our last issue we omitted the source of the Map of the Month on page 16. It should have been credited to the Housing Policy Research Program, College of Urban Affairs, Cleveland State University.



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Covering the state with highways

If you ever doubt that the State of Ohio seeks to open up every corner of the state to development, just look at *Access Ohio*, the long-range plan of the Ohio Department of Transportation. The plan identifies "macro-corridors," a network of highways connecting every part of the state. This network passes through 76 of Ohio's 88 counties, and all counties are within at least 10 miles of a macro-corridor. The map at right shows these highways and the area within 10 miles of them.

ODOT's budget for new construction is directed toward filling in the gaps in this network. According to *Access Ohio*, "up to 648 miles of the non-interstate macro-corridor network may need improvements at an estimated cost of \$4.5 billion in 1993 dollars."

Source: *Access Ohio: Multimodal State Transportation Plan to the Year 2020*, Ohio Department of Transportation, 1993

"Indispensable reading for those who want to know what's really going on in the region or what the headlines may be a decade from now."

—David Orr, Oberlin College Environmental Studies Program

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