Abstract

Throughout history, urban core has constantly changed to meet the needs of those who lived and worked in these economic centers. During the mid-twentieth century, these urban zones were typically utilized for only business transactions, causing these centers to evolve around the automobile as this served as the primary mode of transportation for the daily commute. While this trend was sustained for several decades, young professionals have begun to recognize the value of the downtown region, causing these areas to adjust to the live, work, and play model. For this reason, the increase in pedestrian, bicycle, and alternative transportation traffic is causing a strain on current streetscape configurations, forcing designers to alter urban roadways to accommodate for future projected growth.

This comprehensive project examines the challenges and process of creating an urban bicycle and pedestrian trail loop in the City of Cleveland, Ohio and the numerous benefits this amenity can provide this community's residents and visitors. As the city continues to evolve and further develop, the importance of connecting people with the surrounding neighborhoods, districts, and landmarks will continue to drastically increase. This will help to build a greater sense of community and grant access to local amenities via an enhanced and developed alternative transportation system.

In addition to building local connections, this project attempts to enhance recreational, health, and the economic benefits this system can provide while simultaneously enhancing overall cycling safety in the urban right-of-way. By implementing various urban and streetscape design guidelines, this amenity will be able to develop into a full network system that can be utilized by a wide range of users for a variety of personal benefits. At the local level, success of this project will help spur economic development and interest of the urban lifestyle in the City of Cleveland, allowing the city to continue to reinvent its image in a post-industrial society. Additionally, upon completion of this research, this system has the potential to serve as a model for future urban design and landscape planning within similar situated cities in the United States.

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