First New Ohio Rail Line in 28 Years

A Light-Rail Preview

If you'd like to visit Cleveland's Flats entertainment district but don't relish the bumper-to-bumper morass, you'll like the Regional Transit Authority's new Waterfront Line.

If you have meetings in the Erieview area, plan to tour the Rock & Roll Hall of Fame, or visit any other North Coast Harbor attractions but your wallet sweats when you ponder parking nearby, the Waterfront Line is for you.

And if you think putting a roller coaster around a major city's downtown would be a neat idea, you'll love the Waterfront Line.

Okay, so Waterfront Line trains won't rocket along at 70 mph as do most newer coasters. But the ride out of RTA's Tower City Center rail hub does begin with a steep descent. Waving your arms over your head is optional, though screaming isn't recommended.

At the bottom of the hill is a sharp turn to the right, crossing a new connector road which replaces two streets eliminated by the rail line. The line ducks under the mammoth

RTA's "Trains of Fame" on Cleveland's brand-new Waterfront Line.

Much Ado About Two Miles?

by Kenneth Prendergast
OARP Executive Director

Why should rail advocates in Columbus, Dayton, Cincinnati, Toledo or, for that matter, any town in Ohio care about the Waterfront Line? After all, it's just a two-mile extension of Cleveland RTA's Blue and Green Lines. So what's the big deal?

It may well be the largest single rail passenger project in Ohio since Nov. 15, 1968 when Cleveland's Red Line metro was extended four miles from West Park to Hopkins International Airport.

The Waterfront Line...is about changing the public's attitudes toward rail in general. That's where this special edition comes in.

But that was nearly 30 years ago. Its implications do not necessarily apply to today. That's why the Waterfront Line is so important. Naturally, it's more relevant to point to the benefits of an extension of the Waterfront Line to link the Tower City Center shopping area to the downtown area.
The phone keeps ringing for Rosemary Vinci, and more often than not, it's a real estate prospector fishing for choice property.

"I get two or three calls a day," said Vinci, who owns the former Shorty's diner on Columbus Road in downtown Cleveland's Flat's entertainment district.

If the magnet for those calls is a for-lease sign she posted on the property two months ago, then a skeletal steel track being laid in her front yard for the city's new RTA Waterfront Line is a screaming billboard.

"I have the first stop right across the street. That means, if it is a successful operation, it's going to lead a tremendous amount of traffic to my front door," said Vinci, who recently got $497,000 for less than a quarter of an acre in an eminent domain settlement with RTA for the rail project.

The Waterfront Line, a Regional Transit Authority rail line that will link the Tower City Center shopping mall to the lakefront museums by way of the Flats, is encouraging more than just phone calls.

The rail line's potential to move people from one downtown destination to another is driving some long-delayed projects forward, pushing up values along the route, and drawing new attention to opportunities for urban development.

But that was nearly 30 years ago. Its implications do not necessarily apply to today. That's why the Waterfront Line is so important. Naturally, it's more relevant to point to the benefits of a recently begun Ohio rail line.

In this state, and at this time, any rail passenger project that gets built will be under scrutiny and will have an impact on all other pending rail proposals, be they light rail, commuter rail, or Amtrak services. The Waterfront Line isn't so much about a specific type of rail service. Rather, it is about changing the — See "DEVELOP", page four

Ohio Association of Railroad Passengers
479 Humiston Drive
Bay Village OH 44140-3017

ADDRESS CORRECTION REQUESTED
Train of Thought
from OARP Executive Director
Kenneth Prendergast

A good newsletter is the glue that can keep an association together, a shared goal. That maxim certainly applies to OARP. So why not increase the strength of that glue to foster more stick-togetherness? Why not produce a newsletter that can also draw in more new members?

With the blessings of the OARP Board, and after a long period of looking, wishing, and thinking, OARP President Mark Carlson and I attempted to fulfill our visions of the new OARP newsletter.

This Waterfront Line special edition seemed an appropriate occasion to introduce the radical new design.

Our intention was to create an educational and professional publication, not increasing per-copy costs when compared to the old style. In fact, we now are able to produce three times as many newsletters as before with pages and color. With a lower per-copy cost, we can now adhere to a publication schedule.

Members have spoken on the old newsletter’s content, and we listened.

Some liked the journalistic writing style (I am a newspaper reporter by profession). Others have said some of the articles were too dry and lacked more opinion and advocacy. Starting with the last issue, I am writing more “attitude and advocacy” while trying to avoid sacrificing the information which a journalistic style can better deliver.

We have decided to keep the Travel Alert column for a simple practicality. Members have passed along personal stories to me of how travel tips helped them in using Amtrak and in saving money.

Members who spoke up also wanted more illustrations and graphics to up and supplement the text. Speaking of text, some of our older members explained they had difficulty reading the black letters on a blue page. We kept the black letters and bagged the blue paper for white.

Lastly, I learned that some OARP members didn’t necessarily join to get more trains to promote a better environment, deal with highway congestion or to cure the common cold. Some joined just because they like to read about Ohio-related train stuff.

We’ll be happy to oblige that. In coming issues, you will see more that deal with Ohio rail history, explanations of rail lines and stations.

OARP’s Statement of Purpose
The Ohio Association of Railroad Passengers exists to encourage and coordinate the efforts of Ohio transportation consumers in developing rail passenger service in Ohio.

As a consumer group, we regard the public rail transportation mode as essential for many reasons. Rail has a superior potential for congestion relief, comfort, resource conservation, and compatibility with the newest technologies.

OARP seeks to preserve, expand, and improve existing Amtrak services as well as urban rail transit by educating the general public, interested groups, plus federal, state, and local officials.

We also support improvements to non-rail forms of transportation. OARP serves these two broad thrusts.
We also support improvements to non-rail forms of transportation. OARP agrees they too should be enhanced to improve their safety and connectivity with a developed rail passenger system.

The Ohio Association of Railroad Passengers is incorporated in Ohio as a non-profit association and exempt from federal income tax under the IRS Code, Section 501(c)(3) as a publicly supported educational organization. Dues and donations to OARP may be tax-deductible in accordance with the IRS Code.

YES! I WANT BETTER RAIL PASSENGER SERVICE:

An introductory one-year membership in the Ohio Association of Railroad Passengers includes a subscription to the Ohio Passenger Rail Newsletter, action alerts, notice of rail-oriented events, and local meetings. Contributions to OARP may be tax deductible.

NAME ......................................................
TITLE ......................................................
COMPANY ..............................................
ADDRESS ..............................................
CITY .................................................. STATE ....... ZIP CODE ...............
First Ohio Rail Line in 28 Years
—"PREVIEW", from page one—

Within the serpentine, elevated trackage will someday be a new station for planned lakefront development.

After zipping beside a section of Cleveland's port and over access tracks for it, you glide by another future station site—this one for West 3rd Street and the new Browns' football stadium. A short distance later, the Amtrak station on the left is passed, just prior to easing into the bi-level East 9th Street station.

From this station, it is a short walk to North Coast Harbor, the Amtrak station, and to the office towers, shops, and hotels at Erieside Plaza.

Scooting a bit farther eastward, the train eases into the last Waterfront Line station—a park-n-ride facility. If OARP-motivated plans are adopted by RTA, this will not be the last station for the line much longer.

The Waterfront Line could be extended to form a loop around the eastern and southern ends of downtown (see "RTA Thrown For A Loop" article). In the meantime, enjoy the ride on the newest jewel in downtown Cleveland. Not only will it be fun, it will prove functional, too.

Faring Well On RTA

Before riding RTA's trains and buses, you need to know when to pay a fare or show your pass.

For all travel on the Airport-Windermere Red Line, pay or show your pass to the station agent before boarding the train. If there is no station agent, pay on the train or show your pass to the train's operator.

If you are not using a pass, always seek a transfer slip when planning to travel on more than one RTA route. You cannot use a transfer to pay for a return trip. Keep your transfer slips as they are proofs of purchase and can get you discounts at several North Coast Harbor attractions.

Tower City Center is the only station on the Blue/Green lines with a station agent. Pay or show the pass in the station. Get a transfer slip from a dispenser before the station's turnstiles.

Elsewhere, follow instructions on the sides of the Blue/Green trains. Heading westbound toward downtown, pay or show your pass as you detrain.

Eastbound on the Blue/Green lines from downtown, pay or show the pass as you enter the train. At Tower City, pay in the station and get your transfer from the dispenser at the turnstiles.
Line Spurs Development

— "DEVELOP," from page one — especially from out-of-town interests.

Spinoff development is most apparent in the Flats, where roads have been reworked to accommodate pedestrian, car, and rail traffic. In the process, once-hidden areas have suddenly become prime, visible real estate.

"All of this makes development happen. It greases the skids," said Joseph Mazzola, executive director of the Flats Oxbow Association, a nonprofit group that guides Flats development. "Ideas that have been out there for a long time are starting to come through. And it's an accumulative effect. One project is building on another."

The $69 million rail line will begin operating July 10, a week before the city's Bicentennial celebration. Once the Waterfront Line is up and running for a few years, RTA projects it will circulate 1.5 million riders per year through the city.

Starting from Tower City, the rail line enters the Flats near Vici's property and travels along the east bank of the Cuyahoga River. The track then curves over property owned by the Cleveland-Cuyahoga County Port Authority, past the stadium, and toward the Great Lakes Science Center. The line then travels past the stadium and toward the Great Crawford Auto-Aviation Museum, officials with the Western Reserve Historical Society have said a prime desire is to be somewhere on the Waterfront Line. The society is looking into possibly moving the Crawford to North Coast Harbor.

The Alexander Company of Madison, Wis., has begun rebuilding the vacant National Terminals building, turning the Warehouse District eyesore at West 9th Street and Lakeside Avenue into 249 apartments and 9,000 square feet of first-floor retail space. While previous redevelopment proposals for the site had the building fronting West 9th, Alexander Company oriented the building toward the rear to capitalize on a rail line stop being built behind it.

"I know for a fact the rail line was an important consideration for the Alexander group in its selection of National Terminals as a target building," said Paul Krutko, downtown housing manager in the city's community development department.

Way, riders will see the changing face of downtown Cleveland—much of which is being prompted by the rail line itself.

In their search of downtown sites for a relocated Frederick C. Crawford Auto-Aviation Museum, officials with the Western Reserve Historical Society have said a prime desire is to be somewhere on the Waterfront Line. The society is looking into possibly moving the Crawford to North Coast Harbor.

The Alexander Company of Madison, Wis., has begun rebuilding the vacant National Terminals building, turning the Warehouse District eyesore at West 9th Street and Lakeside Avenue into 249 apartments and 9,000 square feet of first-floor retail space. While previous redevelopment proposals for the site had the building fronting West 9th, Alexander Company oriented the building toward the rear to capitalize on a rail line stop being built behind it.

"I know for a fact the rail line was an important consideration for the Alexander group in its selection of National Terminals as a target building," said Paul Krutko, downtown housing manager in the city's community development department.

The Waterfront Line also offers downtown merchants and lakefront museum operators an extended season beyond the fair-weather business they largely depend on now.

With the rail line, a downtown visitor could visit the rock hall, dine in the Flats, travel the rail to Tower City, and walk the underground tunnel to a Cavaliers game at Gund Arena. Without the rail line, it makes the rock and roll hall and the rest of the lakefront development more isolated. "That's extremely important. Without it, it makes the rock and roll hall and the rest of the lakefront development more isolated."

Route 2] and the Conrail tracks north of downtown continue to present development drawbacks, the Waterfront Line creates a much-needed bridge linking the center city to the lakefront.

"You can't just have the museums. People have to be able to get around," said Brian Ratner, vice president of urban entertainment for Forest City Enterprises Inc. "What a retailer wants is more people. The more bodies you have, logically, if you're a good business person, that ought to translate into more sales."

And while the Shoreway [Ohio National Terminals development adjacent to the Flats East Bank station. Mark Carlson photo

Ohio Passenger Rail News, July 1996
The rail line enters the Flats near Vinci’s property and travels along the east bank of the Cuyahoga River. The track then curves over property owned by the Cleveland-Cuyahoga County Port Authority, past the stadium, and toward the Great Lakes Science Center and the Rock and Roll Hall of Fame and Museum on the city’s North Coast Harbor. The route circles back at East 14th Street, although preliminary, long-term conceptual plans could see the line extended south on East 18th Street and possibly along Euclid Avenue.

The Waterfront Line, which is funded mainly by the RTA and the state of Ohio, will have six stops, including two in the Flats. Along the line, Condominiums and other development, from Settler’s Landing station.

Diagonally across from the National Terminals site, the Wolstein Group, a Moreland Hills [Ohio] real estate development firm, wants to build a five-story, 1,100-car parking garage and two restaurants on property the company owns at West 10th Street and Main Avenue in the Flats.

Those plans are moving forward, prompted by the promise that restaurant customers will be fed to the site by a Main Avenue rail stop below. "I know for a fact the rail line was an important consideration for the Alexander group in its selection of National Terminals as a target building," said Paul Krutko, downtown housing manager in the city’s community development department.

"The beauty of this," Mazzola said, "is so much of it is privately driven." Downtown stakeholders see the Waterfront Line as an integral piece of the economic development puzzle. Gateway and the rock hall have brought more people downtown. The rail project stands to strengthen existing retailers, hotels, and other businesses by making it easier to jump from restaurant to shop to bar and spend money.

"That’s extremely important. Without it, it makes [the] rock and roll [hall] and the rest of the lakefront development more isolated," said David Gilbert, director of community affairs for the Convention & Visitors Bureau of Greater Cleveland and former executive director of the North Coast Development Coordinators.

"There still needs to be another major linkage," he said. "Other than the Waterfront Line, all you have is East 9th Street. We still need something better climate-protected."

Although the rail line has already sprouted some development, it’s just the start of much more to come, believes Frank J. Samsel, one of the more prominent longtime Flats property owners.

He’s seen the Flats evolve from an industrial district to one mixing industry and entertainment and now housing. So the thought of seeing more hotels, offices, and retail shops dotting the rail route someday doesn’t phase him.

"It’s like when someone put a railroad through to the west," Samsel said. "Within the next three or four years you’re going to see a dramatic change."
Come See What $9 Billion Can Do

by Kenneth Prendergast
OARP Executive Director

If you’re coming to OARP’s July 20 Summer Meeting & Family Outing in Cleveland, let me give you a bit of advice: don’t be a day-tripper. Stick around a while.

Why would someone want to spend any more time in Cleveland than is absolutely necessary? Allow me to tease you...

Okay, so “Cleveland” and “tourism” are two words that mixed about as well as fire and water in the decades after World War Two. Greater Cleveland stumbled in the last 50 years from being America’s fifth-largest city to the 13th-largest, and that wasn’t the worst of it.

There were race riots, urban blight, industrial collapses, and unrealized civic improvements. Some say Cleveland didn’t recover from the Great Depression until the 1980s.

That period marked turbulent change in this city on America’s North Coast. As I hope you will see first-hand, Cleveland has made a 180-degree turn in the last 15 years. Its remaining sore spots are now viewed as opportunities.

People are discovering Cleveland. American Automobile Association travel agencies nationwide reported in May that the most-requested summer vacation destination was Atlanta and its Olympic Games. Ranked second was Cleveland.

If I had access to a time machine and could bring Clevelanders from the 1970s forward to 1996, is linked to RTA’s new Tower City station via an underground, climate-controlled walkway.

Downtown Cleveland used to be one of those modern ghost towns that rolled up its sidewalks after 5 p.m. else pedestrians might get bowled over by a stray tumbleweed. Now, on many nights, some sidewalks never gather dust.

There is a youthful energy to this city nowadays which will escalate the weekend of OARP’s meeting. Cleveland will celebrate its 200th birthday then. So why not spend a little extra time here and soak up the excitement? Prowl around town on Rapids, buses, or by car.

Visit the thought-provoking Rainforest at the Cleveland Zoo. Check out the view from atop Terminal Tower or Society Center. Dance or dine until dawn in the Flats. Cozy up to some national jazz acts in the historic Warehouse District. Or you can spend a day just at North Coast Harbor.

If you can appreciate cities as living, soulful, evolving beings—not a collection of buildings and people—then there is much to interest you in Cleveland. That appreciation is heightened when a city had sunk so low, only to pull itself back up.

For the first time in 45 years, the inner city has increased in population even though the suburbs extend 20 to 40 miles in every direction. The metro area has grown from 2.6 million people to 3 million since 1990—a larger metro population than Atlanta, St. Louis, Cincinnati, and more than Ohio’s capital, Columbus.

While more than 150,000 people already work within a short walk of downtown rail stations, at least three more skyscrapers are proposed to be built near these RTA stops.

When you come to Cleveland, don’t just look around downtown. Check out some of the city’s old neighborhoods where, in 1976, only six new homes were built.

In 1995, there were nearly 300 homes built, not including mid- and high-rise apartments. In just the last five years, $5 billion has been invested in redeveloping Cleveland’s neighborhoods.

Cleveland has many densely-populated, walkable neighborhoods where ethnic and age diversities predominate, and you can find restaurants, shops, and clubs of all kinds.

Two of Cleveland’s older suburbs, Lakewood and Cleveland Heights, each have 60,000 residents squeezed into their bustling, eight-square-mile areas. Cleveland itself has rebounding, historic neighborhoods like West End, Ohio City, Little Italy, Slavic Village and Tremont.

There are cosmopolitan urban places like University Circle, Playhouse Square, and Shaker Square—a well-planned community of 1920s-era shops, restaurants, and brownstone apartments served by RTA’s Blue and Green Lines.

Many more restaurants, cafes, shops, groceries, housing and businesses are coming to the core city.

A survey by Cleveland State University showed that, in addition to the 5,000 people who already live downtown, another 15,000 want to follow.

Such changes have dramatically altered downtown.
Automobile Association travel agencies nationwide reported in May that the most-requested summer vacation destination was Atlanta and its Olympic Games. Ranked second was Cleveland.

If I had access to a time machine and could bring Clevelanders from the 1970s forward to 1996, their eyes would surely be gawking at the changes here. Entering downtown Cleveland by Rapidbus, or car might cause them to question where

Over $4 billion has been spent since 1980 on downtown projects ranging from the $250 million, 980-foot-tall Society Center Tower—the tallest building between New York and Chicago—to the $400 million Gateway sports complex which

The impacts of the Waterfront Line are already causing Cleveland’s urban planners and developers to rethink the importance of rail transit in redeveloping the city.

As a result of RTA’s on-going $130 million station rebuilding program, housing, retail, and commercial projects are going where the stations are, or will soon be.

Ground will be broken later this year for several mid-rise apartment buildings, dozens of townhouses, and sidewalk-level retail. Their location is a short walk from a proposed Mayfield Road/University Circle Red Line station and a $163 million Euclid Avenue busway.

RTA is moving ahead in extending the Red Line from the airport to the International Exposition Center and Berea. This has caused civic leaders to point to rail’s potent out-of-town marketability in linking the I-X Center to the airport and downtown’s attractions. The Red Line extension should be under construction by 2000.

Another development project that has been given the green light is Chagrin Highlands, a huge research and technology campus to be located three miles beyond the end of RTA’s Blue Line. Planners are seeking the Blue Line’s extension so

it can help serve and spur development there.

Lastly, existing and future rail transit services have become target areas for reinvesting in impoverished areas.

The construction and rehabilitation of 220 homes in the blighted Fairfax neighborhood east of downtown is being tied to a soon-to-be relocated Red Line station at East 89th Street.

West of Shaker Square, at the Green/Blue Line station at East 116th Street, an experimental transit-oriented development featuring new housing and shops, designed like the streetcar neighborhoods of old, is being sought jointly by the city, RTA, and developers.

The impacts of the Waterfront Line are immediately being felt in Cleveland. OARP can play a role in helping to ensure those impacts are heard by leaders in other parts of Ohio and who may debate whether rail transit should be part of their agendas.

It is important that OARP members spread the word that well-planned rail transit can spur economic development and other benefits. Don’t hope your city’s leaders will hear about rail’s benefits, call on them and point to a contemporary example in our own state.
A code is used in these listings to indicate the Rapid line(s), station(s), distance (in street blocks) and direction from the station toward a particular attraction. For example: Jacobs’ Field, “R&B&G-North Coast-7/E” means it can be reached by, Red, Blue and Green Line trains from the Tower City station by walking seven blocks eastward.

“NO RAPID ACCESS” means a given attraction is more than nine blocks away from a rail station. RTA bus connections, if available, are noted.

**Downtown**

**Tower City/Public Square/Gateway**

The Arcade between Euclid and Superior Aves. at East 4th St.: The world’s first “shopping mall”, built in 1890, has a glass-topped, five-level atrium surrounded by stores, cafes, apartments, and offices. R&B&G-Tower City-5E.

Gateway Walkway Climate-controlled foot access from Tower City Center rail station to Gund Arena (including its restaurants and nightclubs) and to Jacobs’ Field. Walkway is open during all events at Gateway (Cleveland Indians will play at home July 19/evening and July 20-21/days). R&B&G-Tower City-0 (foot access is inside Tower City station).

**Gateway vicinity** Dozens of restaurants, nightclubs, Canada from the tallest building between New York and Chicago. Call 689-3000 for observation deck hours. R&B&G-Tower City-2/N.

**Terminal Tower Observation Deck** Tower City Center: Panoramic views of Cleveland from the 42nd floor of this historic building. Open weekends only from 11 a.m.-4:30 p.m. Call 621-7981 for admission prices. R&B&G-Tower City-0 (foot access is inside Tower City station).

**Tower City Center** The former Cleveland Union Terminal railroad station underwent a $400 million rebuilding in 1990, featuring dozens of shops, restaurants, offices, two opulent hotels, a food court, Dillard’s department store. This is RTA’s principal downtown hub. Five rail lines converge at Tower City’s new subway station.

**Rock & Roll Hall of Fame and Science Center** 601 Erieside Ave.: Over 350 interactive exhibits and OMNIMAX one, of the world’s largest theaters. To open July 20. Open daily 9:30 a.m. to 10 p.m. 45-minute film shown on the hour. Admission prices for the center and theater each range from $4.50 to $6.75. Both are packaged from $7 to $9.95. Call 694-2000. B&G-North Coast-2/N.

**Holiday Inn Center City** 1111 Lakeside Ave.: Moderate rates. Call 241-5100. B&G-North Coast-3/E.


**Rock & Roll Hall of Fame and Museum** 1 Key Plaza: Sensory exhibits, archives, theaters, gift shop, and cafe. Open Wed.-Sat. 10 a.m.-9 p.m. and Mon.-Tue. 10 a.m.-5:30 p.m. Call (800) 493-ROLL for Sunday hours and for advance tickets. Admission is $12.95 per adult (age 12-55), $9.50 for children and seniors.
boardwalks, shops, concert clubs, stages, and one of Plaza: Erieview 100 Galleria at Erieview Lake Erie, and Ohio, Northern Public Square: See nightclubs and restaurants, plus riverside:

50 Society B&G-North Coast-7/S.

Deck 127 Observation Center Tower City station (foot access is inside Tower City station).

Gateway vicinity Dozens of restaurants, nightclubs, sports bars, and sports-related shops are located in and near the Gateway complex. R&B&G-Tower City-7/E.

Jacobs' Field One-hour tours of this beautiful major league baseball stadium, including areas normally off-limits to the public. Call 420-4200 for information. R&B&G-Tower City-7/E.

Marriott Society Center 127 Public Square: Moderate-to-high rates. Call 696-9200 or (800) 228-9290. R&B&G-Tower City-2/N.

Ritz-Carlton Tower City Center: Luxury rates. Call 623-1300 or (800) 241-3333. R&B&G-Tower City-0 (foot access is inside Tower City station).

Renaissance Cleveland Hotel (formerly Stouffer's), Tower City Center: Luxury rates. Call 696-5600 or (800) 468-3571. R&B&G-Tower City-0 (foot access is inside Tower City station).

Society Center Tower Observation Deck 127 Public Square: See Northern Ohio, Lake Erie, and...

**Playhouse Square**

NOTE: There is no rail access, but very frequent, 24-hour bus services on Euclid Ave. link Playhouse Square to RTA's Tower City Center rail station.

**Comfort Inn** 1800 Euclid Avenue: Economical rates. Call 881-0011 or (800) 228-5150.

**Star Plaza** intersection of Euclid Ave., Huron Ave., and East 14th St: This new public commons is where talented musicians and other artisans perform alongside sidewalk cafes.

Theaters: Four beautifully-restored major theaters—the Allen, Ohio, Palace, State—in addition to smaller venues nearby, comprise the area's third-largest performing arts district. For box office information, call 771-8403.

Windham Cleveland Hotel 1260 Euclid Avenue: Moderate-high rates. Call 615-7500 or (800) 822-4200.

**North Coast Harbor/Erieview**

Amtrak Station 200 South Marginal Road: Train station and ticket window is open Mon.-Sat. midnight-3 a.m. and Sun. midnight-8 a.m. Call 696-5115 or (800) USA-RAIL. B&G-North Coast-1/W.

Embassy Suites 1701 East 12th Street: All Suite hotel. Moderate rates. Call 523-8000 or (800) EM-BASSY. B&G-North Coast-7/S.

Galleria at Erieview 100 Erieview Plaza: one of

**Rock & Roll Hall of Fame and Museum** 1 Key Plaza: Sensory exhibits, archives, theaters, gift shop, and cafe. Open Wed.-Sat. 10 a.m.-9 p.m. and Mon.-Tue. 10 a.m.-5:30 p.m. Call (800) 493-ROLL for Sunday hours and for advance tickets. Admission is $12.95 per adult (age 12-55), $9.50 for children and seniors. B&G-North Coast-1/N.

**Sheraton City Center Hotel** 777 St. Clair Ave.: Moderate rates. Call 771-7600 or (800) 325-3535. B&G-North Coast-4/S.

**Steamship William G. Mather Museum** East 9th St. Pier: A floating, 600-foot-long retired iron ore carrier. Open Mon.-Sat. 10 a.m.-5 p.m. and Sun. noon-5 p.m. Call 574-6262 for admission prices. B&G-North Coast-2/N.

**Trolley Tours of Cleveland** Burke Lakefront Airport: Trolley-style buses provide guided tours of downtown Cleveland and historic neighborhoods nearby. Call 771-4484 for prices and tour options. B&G-North Coast-5/N.

**U.S.S. Cod** North Marginal Rd. dock: Tour a floating World War II submarine that sank 12 Japanese ships. Open daily 10 a.m.-5 p.m. Call 621-4110 for admission prices. B&G-North Coast-3/N.

**The Flats/Historic Warehouse District**

**Direct rail access to The Flats is via the Blue/ Green trains' Waterfront Line. Two rail stations—Settlers Landing and Flats East Bank—serve the area. At the top of the hill is a district of 19th-Century warehouses restored as loft-style apartments, art galleries, jazz clubs, cafes, and offices. Divided among The Flats' East and West Banks are over 50 nightclubs and restaurants, plus riverside boardwalks, shops, concert clubs, stages, and...
You Busy While Visiting Cleveland...

parks.

Holy Moses Water Taxi shuttles passengers between the east and west banks of The Flats. Evening departures are every 10 minutes from the Powerhouse's and Shooters' docks on the west bank, and from a dock located between the Beach Club and Longhorn's Steak House on the east bank. B&G-Flats East Bank-1/W. One-way fare is $3 per person.

Nautica Queen at the Powerhouse dock at 1153 Main Ave. (west bank of Flats): offers brunch/lunch and late-dinner meals/cocktails while cruising the Cuyahoga River and Lake Erie. Call 696-8888 for reservations. B&G-Flats East Bank-1/W (to water taxi).

Thrillseekers Marine Adventures Shooters' Dock (west bank): offers offshore hi-speed (60-70 m.p.h.) rides aboard a 32' power boat. 10 a.m.-dusk daily. $35 per person. Call 861-2628 for reservations. B&G-Flats East Bank-1/W (to water taxi).

Interstate 71/Airport-area Red Line

Sheraton Airport at Hopkins International Airport terminal: Shops, restaurants, and nightclubs. Moderate rates. Call 267-1500 or (800) 325-3535. R-Airport-1/E (foot access to hotel is via moving walkway).

Cleveland Airport Marriott 4277 West 150th Street: Pool, restaurants, and nightclub. Moderate rates. Call 252-5333 or (800) 228-9290. R-W.150th St./Puritas-3/SE (hotel shuttle to rail station available).

RAPID ACCESS (NOTE: daily RTA buses depart every hour 6:50 a.m.-11 p.m. from the Blue Line's Warrensville station; and from Sea World/Geauga Lake 8 a.m.-11:25 p.m.)

Geauga Lake Amusement Park, 1060 N. Aurora Road (20 miles southeast of downtown Cleveland off State Route 43 in Aurora): More than 100 wet and dry rides including four roller coasters, a tidal wave pool, and a beach. Open daily 11 a.m.-10 p.m. Call (800) 843-9283. Tickets cost up to $18. Located adjacent to Sea World of Ohio. NO RAPID ACCESS (see NOTE in Sea World listing, above).

Cleveland Zoo/Rainforest 3900 Brookside Park Drive (4 miles south of downtown Cleveland near Interstate 71): This 165-acre zoo has 3,500 animals. The Rainforest is a new 2-acre, exact replica of a tropical jungle with all sorts of creatures. Open daily 9 a.m.-5 p.m. Call 661-6500 for admission prices. NO RAPID ACCESS. (NOTE: RTA's #35 bus route provides frequent service from the Red Line's West 25th/Ohio City station to the zoo's east gate).

A t t e n t i o n

The mention of any attraction or establishment on these pages is for information only and does not imply endorsement by OARP.

Every effort has been made to provide reliable information. We assume no responsibility for any...
Interstate 71/Airport-area
Red Line

Sheraton Airport at Hopkins International Airport terminal: Shops, restaurants, and nightclubs. Moderate rates. Call 267-1500 or (800) 325-3535. R-Airport-1/E (foot access to hotel is via moving walkway).

Cleveland Airport Marriott 4277 West 150th Street: Pool, restaurants, and nightclub. Moderate rates. Call 252-5333 or (800) 228-9290. R-W.150th St./Puritas-3/SE (hotel shuttle to rail station available upon request).

Holiday Inn-Airport 4181 West 150th Street: Pool, restaurant, and nightclub. Economical to moderate rates. Call 252-7700. R-W.150th St./Puritas-2/E.

Budgetel Inn 4222 West 150th Street: Closest to the Rapid, but no meal service. Budget to economical rates. Call 251-8500 or (800) 428-3438. R-W.150th St./Puritas-1/E.

Other Attractions

NASA Lewis Research Center-Visitors Center 21000 Brookpark Rd. (next to Hopkins Airport): Experience outer space at the only active NASA research complex north of the Mason-Dixon Line. Open Mon.-Fri. 9 a.m.-4 p.m., Sat. 10 a.m.-3 p.m., and Sun. 1-5 p.m. Call 433-4000. Free. NO RAPID ACCESS.

Sea World of Ohio 1100 Sea World Drive (20 miles southeast of downtown Cleveland off State Route 43 in Aurora): A 90-acre marine-life park where Shamu the killer whale and others denizens of the deep reside. Open daily 10 a.m.-10 p.m. Call (800) 637-4268. Tickets cost up to $26. NO RAPID ACCESS.

Trolleyville USA 7100 Columbia Road (20 miles southwest of downtown Cleveland near Interstate 480 in Olmsted Falls): Restored depot with streetcar memorabilia and track for operating trolleys. Open Wed.-Sun. Call 235-4725 for hours and admission prices. NO RAPID ACCESS.

Cuyahoga Valley Scenic Railroad Regularly-scheduled diesel-powered trains, run through the Cuyahoga Valley National Recreation Area. They link multiple stations between Old Rockside Road and downtown Cleveland near Interstate 71: This 165-acre zoo has 3,300 animals. The Rainforest is a new 2-acre, exact replica of a tropical jungle with all sorts of creatures. Open daily 9 a.m.-5 p.m. Call 661-6500 for admission prices. NO RAPID ACCESS. (NOTE: RTA's #35 bus route provides frequent service from the Red Line's West 25th/Ohio City station to the zoo's east gate).

Waterfront Riders Get Discounts Too!

If you plan to ride the Waterfront Line to visit attractions along the new rail line, make sure you request a transfer slip when you pay your fare. That transfer is a proof-of-purchase form that will enable you to enjoy $1 off admissions to museums and tours.

Steve Bitto, RTA's marketing director, says the transit agency has made agreements for the $1 discount with the U.S.S. Cod submarine exhibit, the Steamship William G. Mather Museum, and Goodtime III ship that tours Lake Erie and Cuyahoga River.

In addition, Mr. Bitto says that RTA is negotiating with several large restaurants in the Flats to expand the discount program.

The duration of the discount program is open-ended, and discounts are available for each Waterfront Line rider. A single transfer slip can be used at more than one participating attraction.

Attention

The mention of any attraction or establishment on these pages is for information only and does not imply endorsement by OARP.

Every effort has been made to provide reliable information. We assume no responsibility for any errors or omissions.

All listings are subject to change. OARP advises you to contact any attraction or establishment for the latest details.
Rebuilt Trains Carry People and a Message

For the Waterfront Line, the Greater Cleveland Regional Transit Authority had a dilemma on its hands. How could it dazzle riders with new trains, even though it had sufficient rolling stock for the new line, yet make a statement about the line's link with Cleveland's Bicentennial?

RTA's answer was in its own train fleet, and in the city's rich history. The transit agency took five of its 1981 Breda-built light-rail cars out of service and put them into its heavy maintenance shops at East 55th Street.

According to RTA's Superintendent of Equipment Ed Allen, workers stripped the cars to their metal shells. Windows, moldings, seats, gear boxes, wheels and just about everything else were replaced with brand-new fixtures. The trains also got fresh, individualized paint schemes.

"We wanted these cars to be in the best shape possible for the new line," Mr. Allen said.

After 16 months of work, the trains emerged this spring looking and smelling as if they had just been delivered brand-new from the manufacturer. In essence, they had.

RTA is calling this fleet of five rail cars its "Trains of Fame" series. Painted in blue and white and stenciled with a script "Waterfront Line" logo, each car features a special theme and portraits of Clevelanders that shaped the city and the world.

The five themes are immigration, industry/business, sports, entertainment, and leadership. On the industry/business car, for example, are the portraits of oil magnate John D. Rockefeller, inventor Garrett Morgan, and TRW founder Frederick Crawford.

Cleveland's National City Bank sponsored the renovation of the industry/business car, contributing a newly reconditioned metal shell.

RTA THROWN FOR A LOOP

by Kenneth Prendergast
OARP Executive Director

Rails of the Waterfront Line now end in a nearly featureless landscape. Adjacent to where light-rail Rapids will terminate is a sprawling city-owned parking lot, a Conrail mainline, and a bluff littered with underbrush.

RTA and others don't want the line to end there. Borrowing an idea from OARP, planners at RTA, the city, and county are looking seriously at extending the Waterfront Line around the eastern and southern portions of downtown, thereby creating a street-level light-rail loop through Cleveland's heart.

Motivation for the rail loop comes from a long-standing problem of access to, and distribution within downtown Cleveland. Until the Waterfront Line was built, Cleveland and Athens, Greece were the globe's only two cities having just one rail transit station serving a downtown area. This restricts the usefulness of the entire rail system.

While no specific rail loop alignments have yet been nailed down by RTA or urban planners, two general paths are under review. Those paths would follow downtown's lesser-used streets as a trolley would.

One is the "due-south" option, in which the Waterfront Line would downtown 24 hours a day. It could also serve as an affordable foundation for rerouting the Red Line from downtown to University Circle.

RTA wanted to reroute six miles of its Airport-Windermere Red Line east of downtown via Euclid Avenue, costing $728 million. One mile of this line would have been in a $250 million subway from Tower City to Playhouse Square/CSU.

RTA wanted the subway and the loop, but the Northeast Ohio Areawide Coordinating Agency (NOACA), a planning organization which distributes state and federal construction funds, refused to accept the costly subway.

The Red Line relocation was known as "Dual Hub" because it would have linked two urban centers: downtown and University Circle. Last summer, NOACA's board twice refused to sign off on RTA's request for funds for preliminary engineering on Dual Hub because the subway was included.

NOACA's support is needed before state or federal funds can be awarded to a transportation
Cleveland’s National City Bank sponsored the renovation of the industry/business car, contributing $30,000. Sponsorships by other Cleveland companies and philanthropists helped to defray costs of rebuilding the remaining four rail cars.

Inside each car is information about the newsmakers whose faces grace the exterior. But most riders will notice the comfortable, fabric-upholstered seats and the smooth, quiet ride. Many will find it hard to believe these rail cars are now 15 years old and have logged nearly one-half-million miles in regular service.

The five “Trains of Fame” will be used in regular service and see shuttle duties between Tower City and the waterfront during special events, such as the Bicentennial weekend July 19-22.

OARP Putting a Donation to Good Use

Production of the special edition of the Ohio Passenger Rail News was made possible by a generous donation from Katherine Berry of Fairview Park, Ohio.

Last year, Mrs. Berry donated to OARP Aldus (now Adobe) PageMaker 5.0, a professional software program that permits the simple production of attractive newsletters.

OARP has heard nothing but good things about PageMaker. Now we can see why! We hope you like what it has done for us as much as we do.

The five themes are immigration, industry/business, sports, entertainment, and leadership. On the industry/business car, for example, are the portraits of oil magnate John D. Rockefeller, inventor Garrett Morgan, and TRW founder Frederick Crawford.

The subway is now a dead issue. Political barriers also have postponed the Euclid Avenue rail line, substituting it for a busway. Preliminary engineering is proceeding on the busway and relocation of five stations along the existing Red Line between downtown and University Circle. RTA says the busway will be designed to permit a future conversion to light rail.

OARP’s concept of the rail loop adopted a “walk before you run” approach to improving downtown rail access, and to relocating the Red Line via Euclid Avenue.

Regardless, RTA, the city, and the county all say the busway and relocated Red Line stations should proceed before serious work begins on the downtown loop. Needless to say, OARP will be following this matter closely.
A Fast-track Timeline

1985  RTA first proposes a stub-end waterfront rail line as part of a study of Dual Hub Corridor route alternatives.

1988-1990  RTA and city planners evaluate service options for the rail line, dubbed the Flats Trolley.

1992  Consultants complete a feasibility study for the Flats Trolley. In the study, the consultant recommends a $10-million, single-track, one-mile “historic trolley” from Tower City into the Flats. Blue/Green Line trains would serve the trolley line only during special events. A trolley to the Flats’ West Bank also is proposed.

1993  Nearing Cleveland’s 1996 bicentennial, leaders identify projects to commemorate the event and to serve future civic needs. The Waterfront Line, chosen among $250 million of “bicentennial legacy” projects, would deliver visitors to downtown waterfronts where many bicentennial events will be held.

late-1993  Preliminary engineering begins on the Waterfront Line. RTA scraps the historic trolley in favor of extending its Blue and Green Lines. A gleaming new light-rail line costing $47 million is planned.

May, 1994  Final engineering proceeds as $20 million in state funds are secured for the rail line. RTA will contribute another $20 million. Federal funding is avoided due to the red tape and a tight construction schedule.

Aug., 1994  City of Cleveland pledges $5 million and en-route corporations put up several more millions to the project.

Sept., 1994  Waterfront Line construction begins as a “fast-track” project, meaning construction and final design occur simultaneously. Rail and road construction are progressing at the same time. The line is 2.2 miles long with continuous welded rails that are heated on hills to prevent wheel slippage on grades up to 4.75 percent. Other features:

Waterfront Line Features

Stations: Tower City Center – Public Square, Terminal Tower, Tower City shopping complex, hotels, pedestrian walkway to Gund Arena/Jacobs’ Field
Settlers Landing – Old River Road. Next to new east bank boardwalk, housing, and many potential development sites.
Flats East Bank – West 10th Street and Main Avenue. Near east bank Flats entertainment district, housing and offices.
Dock 20 (site prepared for future development) – north of Conrail tracks near the Cuyahoga River. Location for a possible new aquarium and other development.
West 3rd Street (site prepared for future development) – site of the new Cleveland Browns stadium
North Coast – East 9th Street (adjacent to the Amtrak Station). Rock-n-Roll Hall of Fame and Museum, Great Lakes Science Center, Steamship Mather Museum, U.S.S. Cod, Voinovich (Pier) Park, etc.
South Harbor – formerly known as the Municipal Parking Lot. Site for a potential inter-modal connection to commuter and inter-city trains.

Operations: extension to the waterfronts of the:
Blue Line  Warrensville-Lee-Shaker Square-Tower City and Green Line  Green Road-Shaker Square-Tower City trains.

Transfer: Free transfers at Tower City with Red Line (Airport-Windermere) Request a transfer slip when paying your fare. Transfer slips can be used for $1.00 off admissions prices at several North Coast attractions.

Fares:  Travel is free from Tower City toward Waterfront Line stations. Fare is $1.50 (exact change) from waterfront stops to Tower City. This fare is NOT in addition to regular RTA fares, discounts or passes. Free transfers are accepted.

Discount: When an adult pays a full fare, up to three children (ages 6-15) can ride for $1. Toddlers (under 5) ride free on all RTA routes when accompanied by an adult.

For more detailed fare information, see RTA's fare book.
another $20 million. Federal funding is avoided due to the red tape and a tight construction schedule.

Aug., 1994 City of Cleveland pledges $5 million and en-route corporations put up several more millions to the project.

Sept., 1994 Waterfront Line construction begins as a “fast-track” project, meaning construction and final design occur simultaneously, raising costs.

late-1994 City plans for abandoning streets and parking lots in the Flats for the rail line and for urban parks increase the Waterfront Line’s price tag to $69 million.

eyearly-1995 Construction on the light-rail bridge over Conrail and Front Street is complete. This is the only segmental rail bridge in the Great Lakes region. Construction proceeds on the entire line.

Jan., 1996 RTA sues Conrail in an eminent domain proceeding for the right to continue construction adjacent to a busy freight mainline. Conrail asserts that RTA must put up $200 million in liability insurance in the event of a freight-transit collision. The court grants RTA a variance, allowing construction to continue.

eyearly-1996 Despite the legal tangle with Conrail and the snowiest winter in Cleveland’s history, construction is on schedule. The last segment of track is laid by April.

May, 1996 RTA threatens legal action to gain easement rights to run a power cable on city land. The city-owned CPP power company competes with the privately-owned Cleveland Electric Illuminating which RTA chose as its power service provider.

May 23, 1996 The first light-rail train travels the Waterfront Line as part of a month-long operational testing period.

July 10, 1996 RTA’s Waterfront Line opens to the public.

Transfer: Free transfers at Tower City with Red Line (Airport-Windermere) Request a transfer slip when paying your fare. Transfer slips can be used for $1.00 off admissions prices at several North Coast attractions.

Fares: Travel is free from Tower City toward Waterfront Line stations. Fare is $1.50 (exact change) from waterfront stops to Tower City. This fare is NOT in addition to regular RTA fares, discounts or passes. Free transfers are accepted.

Discount: When an adult pays a full fare, up to three children (ages 6-15) can ride for $1. Toddlers (under 5) ride free on all RTA routes when accompanied by an adult.

Passes: All-Day Passes cost is $4 per person, All-Day Passes for families cost is $6 for an adult and three children age 15 and under.

Each rail line is designated by a color and end-points are displayed on each train’s destination sign...

Blue/Green Lines schedule:

Weekdays- 5:00 a.m.-2:00 a.m.

- every 12-30 minutes off-peak up to every six minutes during rush hours

Weekends and holidays- 5:00 a.m.-2:00 a.m.

- every 15 minutes.

NOTE: Frequencies are for between South Harbor and Shaker Square. Service is half as frequent east of Shaker Square.

Red Line schedule:

Weekdays- 4:00 a.m.-9:30 p.m.

- every 12-15 minutes off-peak every six minutes (west side only) during rush hours

Mondays-Thursdays- 9:40 p.m.-1:00 a.m., Red Line shuttle buses on 30-minute headways substitute for trains between Tower City and Hopkins Airport. Buses depart downtown from Public Square in front of the Terminal Tower.

Fridays- 9:30 p.m.-2:15 a.m. trains run west of Tower City only.

Saturdays, Sundays, and holidays- 4:00 a.m.-9:30 p.m.

- every 15-30 minutes

Saturdays- 9:30 p.m.-2:15 a.m. trains run west of Tower City only.

Sundays and holidays- 9:40 p.m.-1:00 a.m. west side Red Line shuttle buses adhere to weekday schedule.
Greater Cleveland RTA's Rail Transit System

Find Your Way to OARP Summer Meeting & Family Outing
Find Your Way to OARP Summer Meeting & Family Outing

By Rail: The OARP Cleveland local group highly recommends that anyone traveling to Cleveland should park at the West 150th/Puritas Rapid station.

From the east or west, exit I-480 or the Ohio Turnpike onto I-71 North. Then follow the "from the south" directions below.

From the south, exit I-71 just north of I-480, at West 150th Street (Exit #240). Turn left onto West 150th Street, and left again at the next traffic light. The RTA station is straight ahead next to the Budgetel Inn.

Be sure to arrive at the Rapid station by 9:00 a.m. OARP's Ken Prendergast will greet members at the station and distribute the RTA All-Day Passes. He will also serve as a guide while heading to the meeting on the train. This trip involves riding the Red Line to Tower City, where a transfer will be made to the Blue Line to Lee Road.

At the Lee Road station, turn right at the top of the steps and cross Van Aken Boulevard. The Shaker Heights Public Library is the large building to your right. You must enter from the parking lot (south) side of the building. We will meet in the Community Rooms A&B on the second floor.

By Car: exit I-271 at Chagrin Boulevard (Exit #29). Head west on Chagrin for two miles to a six-way intersection. At this intersection, make a soft right turn onto Van Aken Boulevard.

The RTA Blue Line is in the Van Aken Blvd. median strip.

On Van Aken, you will parallel the Blue Line for about a mile until reaching Lee Road. Turn left on Lee, cross over the Blue Line and the Van Aken Blvd. eastbound lanes.

The Shaker Heights Public Library is the large building on the southwest corner of Van Aken and Lee. Parking is behind the library and is reach from Lee Rd.

Note: The Lee Road station has 40 steps down to the platform. For those who cannot use stairs, arrangements have been made for transportation to the next station. While there are no wheelchair ramps, the low-level Shaker Rapids are a much easier climb. Anyone requiring mobility information or assistance, contact Ken Prendergast at (216) 891-6277 or Mark Carlson at (216) 331-3161.
Agenda

OARP's 1996 Summer Meeting & Family Outing

Shaker Heights Public Library
Community Rooms A&B, 2nd Floor
16500 Van Aken Blvd. (at Lee Road)
Shaker Heights Ohio

Saturday, July 20, 1996

9:45 a.m. Continental breakfast and conversation at library
10:15 a.m. Greetings and Introductions
10:30 a.m. Guest Speaker: Blaine Hays, transit historian
          "Brief history of the Shaker Rapids and Waterfront Line"
11:15 a.m. Guest Speaker: Rich Behrendt, RTA Contract Admin., Construction
          "Visual, behind the scenes story of Waterfront Line construction"
          "Brief overview of future rail projects"
12:15 p.m. Short business session
12:30 p.m. Leave meeting room for RTA Shaker Rapid
12:45 p.m. Reassemble at RTA's Lee Road Station
12:55 p.m. Blue Line train departs Lee Road Station for Waterfront
1:30 p.m. Arrive South Harbor Station
1:35 p.m. Wrap-up and adjournment

You're on your own for lunch wherever you may choose
Use your All-Day Pass to enjoy your day in Cleveland
OARP will have maps and literature available for visitors.
Brief overview of future rail projects.

12:15 p.m. Short business session
12:30 p.m. Leave meeting room for RTA Shaker Rapid
12:45 p.m. Reassemble at RTA's Lee Road Station
12:55 p.m. Blue Line train departs Lee Road Station for Waterfront
1:30 p.m. Arrive South Harbor Station
1:35 p.m. Wrap-up and adjournment

You're on your own for lunch wherever you may choose
Use your All-Day Pass to enjoy your day in Cleveland
OARP will have maps and literature available for visitors.

Fee: $7.50 per registrant. Fee includes meeting, continental breakfast, speakers, and an RTA All-Day Pass allowing unlimited travel throughout RTA's rail and bus system.

Mail registration deadline: July 16, 1996
OARP Summer Meeting & Family Outing
c/o Ken Prendergast
80 Emerson Ave. #13005
Berea, OH 44017
Late phone registration: (216) 891-6277

Name .................................................................
Address ................................................................
City ..............................................................
State .......... ZIP Code ...........................................
Phone (................) ...............................................
Number in party ........... Amount enclosed $ ...........
☐ Mail RTA All-Day Pass to me before July 18
☐ Mail RTA rail timetables to me before July 18
RTA Looks Towards the Future

A Few Discerning Definitions:

Just as there are different forms of highway and air services, there are also varied forms of passenger rail.

Confusion often leads to misinformation which may then lead to bad decisions. For the sake of accuracy and clarification, OARP offers these definitions:

**Intercity Rail**: diesel or electric locomotive-hauled trains used by passengers whose fare options do not include multi-ride tickets (i.e., monthly passes). Intercity rail services generally exist between cities, over distances of 100 miles or more. High-speed (125+ m.p.h.) trains, as well as most conventional-speed (100 m.p.h. or less) trains are intercity services. Example—all Amtrak-owned rail services.

**Commuter Rail**: a diesel- or electric-powered passenger train, sometimes locomotive-hauled, which operates within a metropolitan area, usually between distant suburbs and a central city, and favors weekday commuters. Tracks are often shared with Amtrak and freight trains. Multi-ride tickets are the norm.
Transit 2010 – RTA’s Rail Development Program

Rapid Transit Projects – New rapid transit lines would be added, and the Red Line east of Tower City would see five of its stations relocated. Rail lines in RTA’s existing 33-mile rapid transit system would be extended from their current terminals in order to better serve new residential areas and employment centers, and to better interface with major highways.

Commuter Rail Projects and Intermodal Hub – The Intermodal Hub Project (which includes the Waterfront Line) is a fundamental part of TRANSIT 2010. This project would expand rail service and the public transit interface at Tower City or at a lakefront location. Indoor passenger accessways would connect the intermodal hub with nearby activity centers. Commuter rail service would use existing freight railroad rights-of-way extending from downtown Cleveland to neighboring counties. The five commuter rail routes in TRANSIT 2010 include services to Lorain, Medina, Mentor, Aurora, and Akron/Canton.

What the Waterfront Line Means For Ohio

Why so much statewide attention to a few miles of track in Cleveland?

"The Waterfront Line is an example for what other Ohio cities should be doing. Cleveland has taken the lead on this. OKI (Greater Cincinnati’s Ohio-Kentucky-Indiana council of governments) has narrowed their options for I-71 (transportation improvements) and light rail is proving to be the most popular. It (OARP’s special edition on the Waterfront Line) is a great thing to do." — Bob Wickens, OARP

Board of Directors and Cincinnati business owner

"We need to show areas like Columbus what modern transit is like. The Waterfront Line can be a showcase for the rest of Ohio. It’s the first major rail transit project since 1968 (when rapid transit was extended into Cleveland Hopkins Airport). Unlike that project, this has a chance to lead to much more. The special edition newsletter is a wake up call to places like Columbus that are still stuck in the 1950s when it comes to transportation."

— Bill Hutchison, OARP Vice-President and Columbus resident

Commuter Rail: a diesel- or electric-powered passenger train, sometimes locomotive-hauled, which operates within a metropolitan area, usually between distant suburbs and a central city, and favors weekday commuters. Tracks are often shared with Amtrak and freight trains. Multi-ride tickets are offered. Example—Chicago’s METRA or Baltimore’s MARC lines.

Heavy-Rail Rapid Transit: subways, elevated lines, surface metros and other heavyweight, electrically-powered rapid transit trains which operate over tracks laid with heavier-weight rails. Services usually operate within heavily-populated areas. Multi-ride tickets are offered. Example—Cleveland RTA’s Red Line or Chicago CTA’s elevated/subway lines.

Light-Rail Rapid Transit: a modern version of trolleys, streetcars, and other lightweight, electrically-powered rapid transit trains. Light-rail lines can serve densely-populated areas and light-density suburbs alike. Multi-ride tickets are offered. Example—Cleveland’s Blue & Green (Shaker) Lines or Pittsburgh’s south-side “T” lines.