



**FOR IMMEDIATE RELEASE**

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**FIRST PHASE OF STUDY FOR BIG CREEK/I-71 RELOCATION & RESTORATION INITIATIVE  
IS COMPLETE**

**Brooklyn and Cleveland Partner in Funding Request to Solicit Public Input; Assess Traffic and  
Economic Impacts; and Develop a Preferred Plan**

**Cleveland, Ohio. April 9, 2015.**

The first phase of study for the Big Creek / I-71 Relocation and Restoration Initiative was completed this week. The study acts a foundation for further study that will:

- Solicit public input
- Assess economic impacts
- Perform traffic modeling, and
- Develop a preferred plan with recommendations

In March of 2015 the City of Brooklyn, in partnership with the City of Cleveland and Big Creek Connects, applied for funding for this purpose through the Northeast Ohio Coordinating Agency's Transportation for Livable Communities Initiative (TLCI) grant program. Grant award announcements are anticipated in June 2015.

The first phase of study proposes removing the Denison Access ramps of the abandoned "Parma Freeway" and opening up land in the Big Creek valley that will allow the creek to be naturalized by re-routing it into much of its historic streambed. Broader transportation, economic, community and land use issues adjacent to the valley were also examined. Industrial, retail and other commercial activity was found to be underperforming, particularly in the industrial areas north of the area in both Brooklyn and Cleveland. And, housing in the Stockyards and adjacent Cleveland neighborhoods was found to be distressed, due in part to the lack of community assets found in other neighborhoods.

Concept plans were developed that propose the stream re-alignment along with expanded recreational space and a trail system that connects the Brookside and Big Creek Reservations to each other and the surrounding communities. Another set of concept plans add a new I-71 interchange at Ridge Road to capitalize on its economic potential and its potential to divert truck traffic away from residential areas. They propose that the interchange would help address issues related to urban sprawl and redirect investment into this urban core.

Land, stream, highway, roadway and trail data based on these concept plans were calculated along with cost estimates ranging from \$83,130,000 to \$115,900,000. See attached Executive Summary of the study with graphics. The full study can be found at: [www.bigcreekconnects.org](http://www.bigcreekconnects.org)

For further information, contact:

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