MEET THE FUTURE

It’s Looking Pretty Good. Are You Ready?

Cradle Cincinnati’s Nursery Revolution
by LINDA VACCARIELLO

Invasion of the Makerbots
by ADAM FLANGE

Will the Enquirer Survive?
by JULIE IRWIN ZIMMERMAN

PHOTO PORTFOLIO: Six Newborn Citizens
by JEREMY KRAMER

THE (POSSIBLE) END OF GROCERY STORES
by JUSTIN WILLIAMS

JOHN URI LLOYD: VISIONARY? CRACKPOT? BOTH?
by RJ SMITH

HOVERBOARDS
FOREVER PUPPIES
TELEPORTATION
MARSHMALLOW PHONES

AND MORE STUFF MADE WITH BACON
In origin, we’re a transportation town: the river, the canals, the steamboats—they made us a significant port city. But today, Chicago instead as its Midwestern home, and it seems we’re irrevocably bound to an inferiority complex since the future, however, is looking bright—or not. When it comes to getting there, and getting around, one way or another, it’s time we climbed back aboard.

What are the transit projects most critical to Cleveland’s future? We turned to Michael R. Strassner at UC—an interdisciplinary program that aims to creatively address our pending, current urban questions. What we found was a refreshing amount of vision, solutions that approach problems with an eye for the long-term, rather than the stopgap, it’ll-get-us-to-next-month measures we’ve largely succumbed to.

With their research and renderings as a beacon and transit budgets and bickering as a backdrop, there are the projects we believe our city must needs to realize in coming years, and where practicable, our best guess of when that could happen. Our crystal ball is clearly far more accurate than ours: 1-75 will still—always, forever—be under construction.

**WASSON WAY**

Newly used to collect trash alongside the road to Keeper, the old freight rail line through Hyde Park is becoming a bike trail. Under development since 2015, the path would run from the little Miami Bike Trail in Newtown, through the University Station development at Xavier University, and—and the result of an expansion decided in January—approach the mid- and small-scale orange centers of Uptown. "We see it as not just a recreational opportunity but a major commuter route," says Wason Way Board President Jay Andrews. "It will be 2.6 miles instead of the original 1.6. We’re projecting that after four years there might be a million users per year." The reader is above where the Xavier station could look like with light rail, the Neighborhood Link proposes other stops at Rockwood Commons, Hyde Park Plaza, and Red Bank Station.

**LIGHT RAIL**

When MetroMoves failed at the ballot in 2001, county-wide light rail was relegated to the back burner. But one aspect has been pushed forward: pro-train. The OTR plan, part of the proposed Eastern Corridor project, would run 17 miles from downtown to Millwood. It’s come under fire for proposing a limited service (last morning train would head downtown at 7:30 a.m. and not connect with a heavy-rail system); limiting economic development. But it’s had its transformative potential—light rail isn’t the right way to go, and years of planning has been completed, the Central Plan for a Fast Lane has seen a way forward. It connects the Oasis line with the Wason Way light rail and bike trail and answers dense, residential development nearby—plus views of the Little Miami River.

**BRENT SPENCE BRIDGE**

Reading through 35 years of news clips about the Brent Spence Bridge replacement is uncomfortable reminder of Groundhog Day: all the political theatrics, but instead of merely predicting the weather, declarations of the project’s imminent fe or not. It’s the area’s largest and most expensive infrastructure project, and suitably so the bridge carries 4.7 billion in freight each year—1 percent of the U.S. GDP. That number’s only going up, and so is the congestion. National as it significance may be, the bridge’s footprint will visibly affect the locals. It’s not just a drop-off across the river; it’s a 3.8-mile stretch of highway being rebuilt. The first time we built 1-75, the West End was razed. Our civic future begs for a conciliatory second chance, one that this alternative western realignment of the highway—with a revived Queen City neighborhood, new development, and a new park filling 1-75’s former path—would grant.