

DeWine announces \$52 million for Ohio pedestrian and biking projects

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COLUMBUS -- Ohio communities will receive nearly \$52 million in grants over the next four years to improve bicycle and pedestrian infrastructure, Gov. Mike DeWine and Transportation Director Pamela Boratyn announced today.

The funding, awarded through the state's Transportation Alternatives Program (TAP), will support 44 projects across 33 counties aimed at creating safer spaces for walking and biking.

"The [Transportation Alternatives Program](#) makes vital investments to support safer, more connected spaces for walking and biking," said DeWine.

"This program helps improve quality of life, enhance public safety, and build sustainable transportation networks that make our cities and towns stronger and more vibrant," he continued.

The Transportation Alternatives Program provides funding for projects that are defined as "transportation alternatives." This includes on-and-off-road pedestrian and bicycle facilities, infrastructure projects to improve access to public transportation and enhanced mobility, community improvement activities, recreational trails, and [Safe Routes to School](#) projects.

Recommended 2026 projects in Northeast Ohio are among the largest recipients of the funds. Roughly \$2.9 million is directed at the City of Lakewood for a Bunts Road Rehabilitation Project, including sidewalks, paths, and bike lanes as part of larger roadway resurfacing job. \$2 million is also being directed to the Cuyahoga County Department of Public Works to reconfigure 1.3 miles of Clifton Road between Lakewood and Rocky River with a pedestrian and bike greenway along the north side. A full list of recommended projects can be found [here](#).

ODOT Director Boratyn emphasized the broader benefits of supporting active transportation options.

“Biking and walking are great modes of transportation that are not only fun, but foster connections, support local economies, and contribute to a healthier lifestyle,” she said. “We are proud to do our part to support active transportation in Ohio.”

Project selection involved committee recommendations and a scoring system that prioritized safety, connectivity, and preservation. The state focused investments in areas with high demand and need for walking and biking infrastructure, as well as projects ready for implementation. Funding was allocated to both quick-delivery short-term infrastructure projects and those considered to have statewide significance.