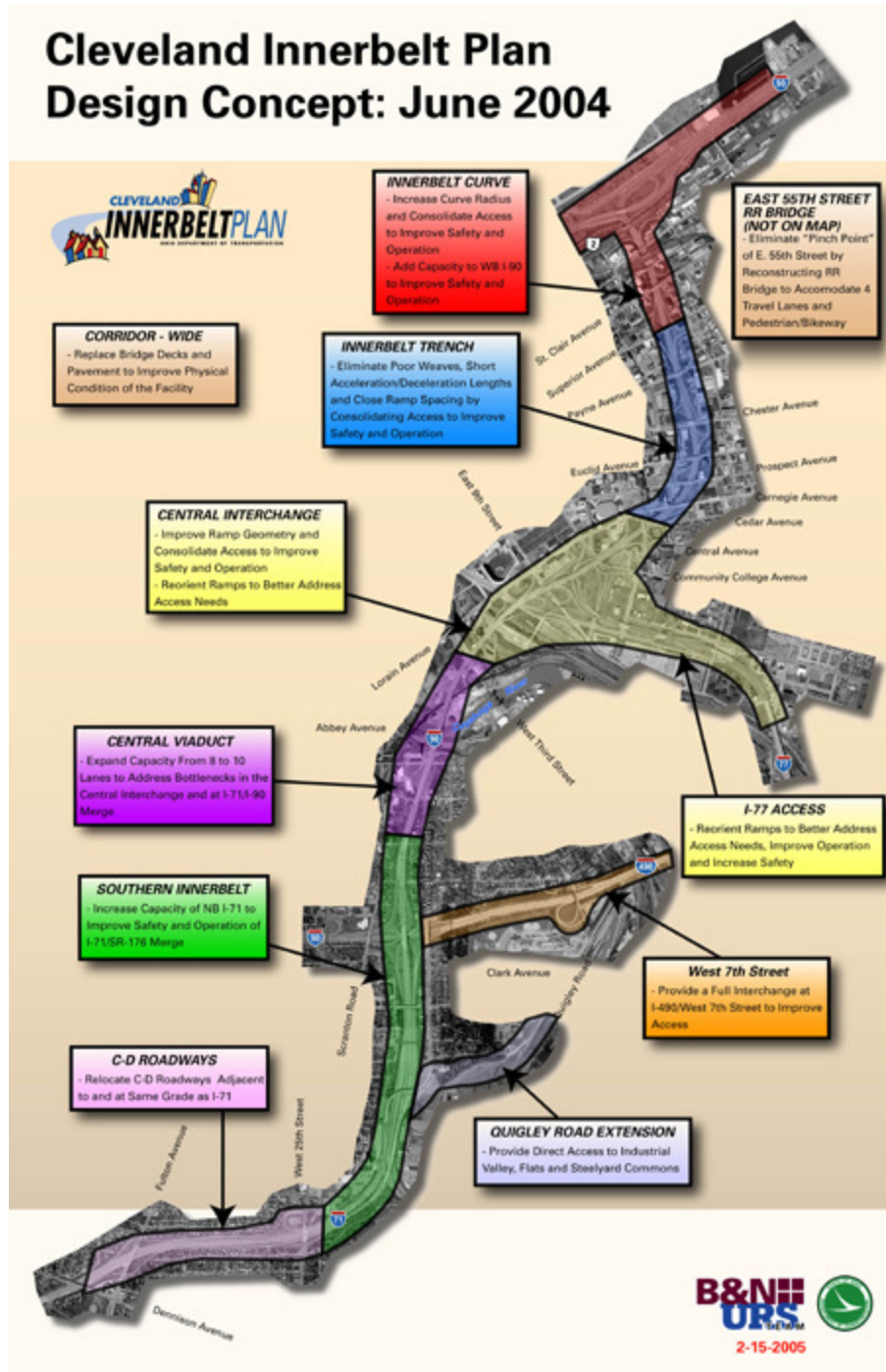


**NOACA**  
**Transportation Advisory**  
**Committee**

December 15, 2006

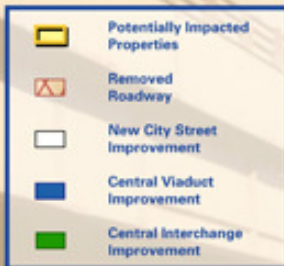
# Cleveland Innerbelt Plan Design Concept: June 2004



# Central Viaduct: Existing Alignment



## Alignment



- Re-Deck existing Central Viaduct Bridge
- Minimal inside and outside shoulders
- Tremont Access relocated to Clark Avenue



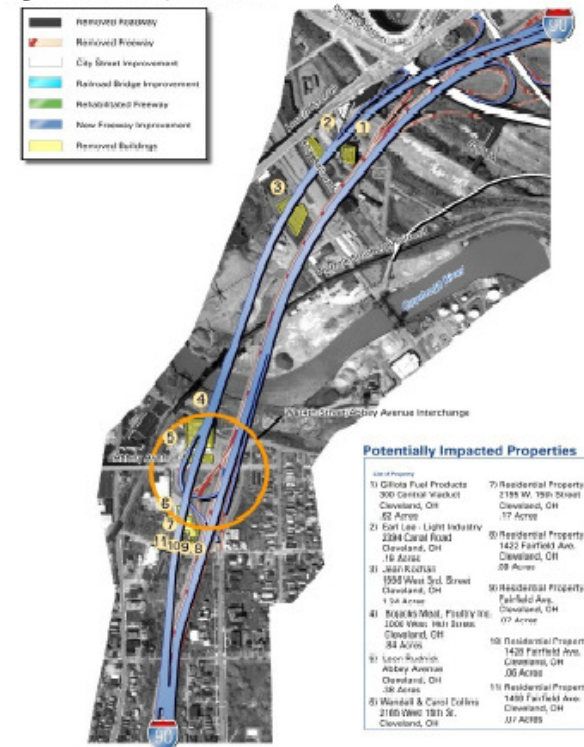
## Cross Section



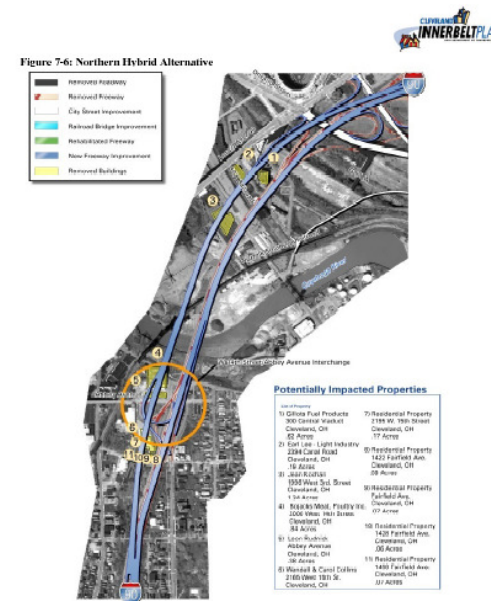


- **A SIGNATURE BRIDGE ?**
- It fails the “Complete Streets” Test - A Complete Street is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit.
- Current Plan - Lacks Bicycle & Pedestrian Accommodation

Figure 7-6: Northern Hybrid Alternative



- **WHY DO WE NEED A NON-MOTORIZED ACCOMMODATION?**
- 25% of Cleveland Households Lack Any Motorized Vehicle
- All Clevelanders even the most vulnerable—children, elderly, poor, and persons with disabilities—must be able to travel safely within the public right of way.



# Who Supports it?

- **Central Viaduct Subcommittee** – Steering Committee Design Principals endorse Bicycle – Pedestrian accommodation. October, 2006
- **Cleveland City Planning Commission** – Supports Bicycle - Pedestrian Connection Concept. September, 2006
- **Cleveland Cycling Community** — Broad Public Support including Cleveland Bikes, Ohio City Bicycle Co-op and NOACA Bicycle Advisory Council.

# Why Not?

- Legal Regulations?
- 2000 FHWA Guidance:  
“Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”
- Further, Ohio Revised Code Section 4511.051  
*“allows bicycle paths to be constructed within freeway right-of-way on a facility that is separated from the roadway and shoulders of the freeway and is designed and appropriately marked for bicycle use.”*

# Why Not?

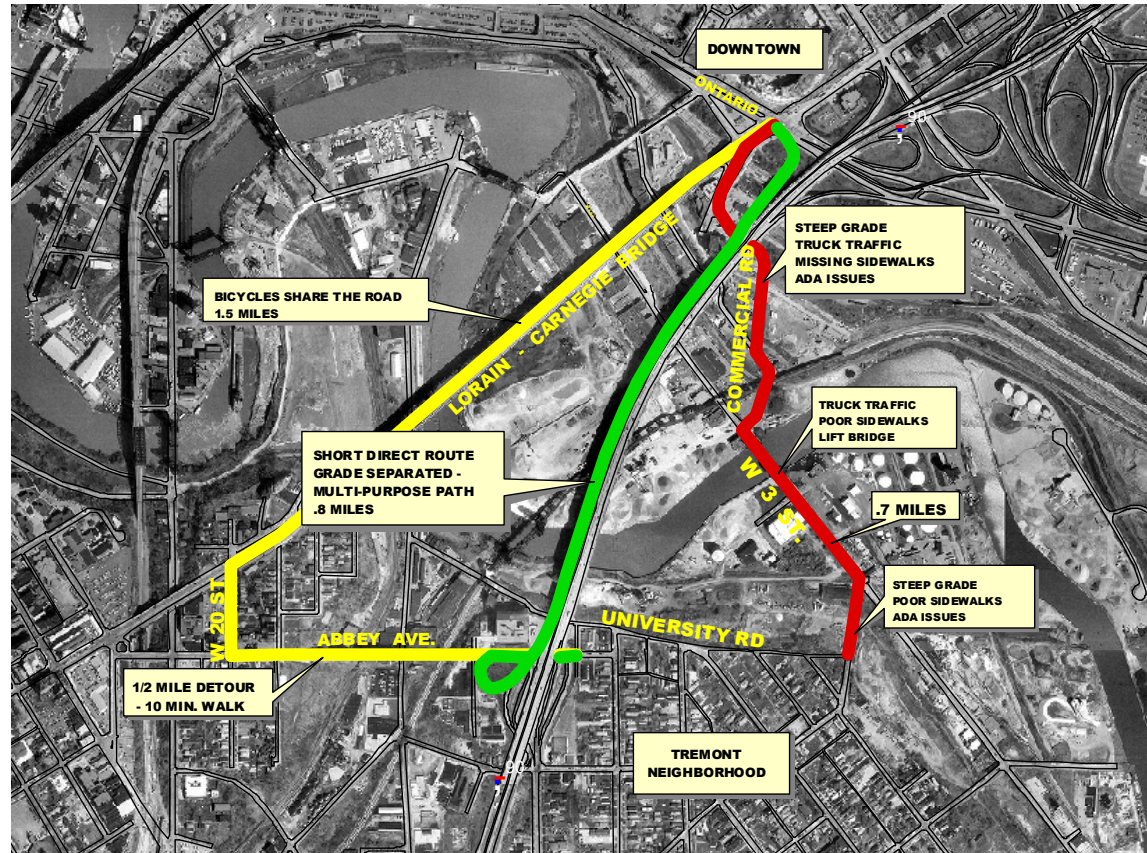
- Unreasonable Cost?
- Federal policy considers the cost reasonable if it's less than 20 percent of the total cost of the project.
- If the Central Viaduct Bridge is a \$300 million project, Federal policy says ODOT should budget up to \$60 million to accommodate bicycle and pedestrian travel.
- ODOT estimates Project Costs of \$21-23 million
- Eco City Cleveland estimates \$4.5 million (assuming you can re-use the existing ramps).

# Why Not?

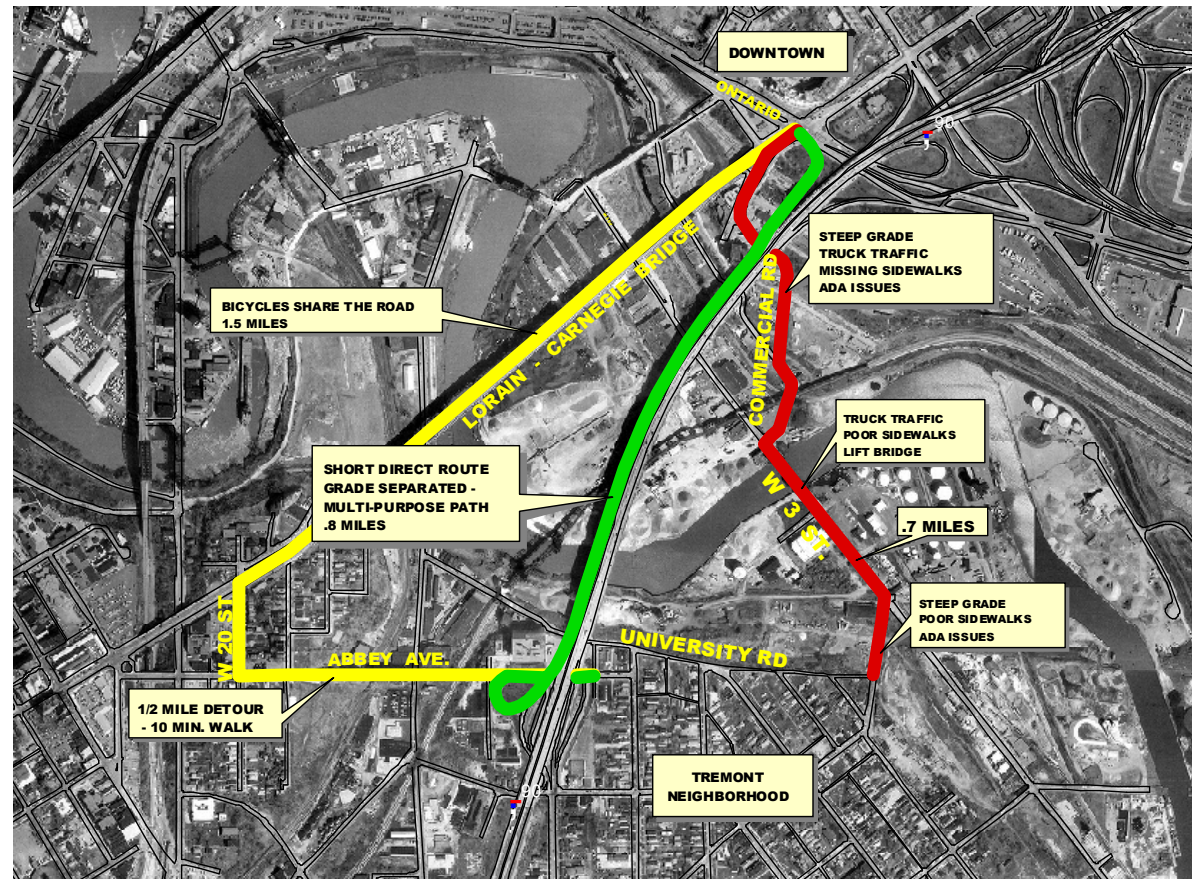
- Will it be Safe?
- Any Bike / Pedestrian Facility would be separated from vehicular traffic.
- Removable Bollards could allow Police and Safety vehicles to access the facility.
- Utilizing an open facility without ugly fencing, users would be visible to the passing traffic and police.
- The barrier separating the bike lane from traffic lanes (like a jersey barrier) could have small gaps at intervals to allow emergency personnel to access the facility from the breakdown lane of the bridge.

# Are there Alternatives?

- ODOT Proposed Alternatives For Bicycle & Pedestrian Accommodation
- Serious Deficiencies

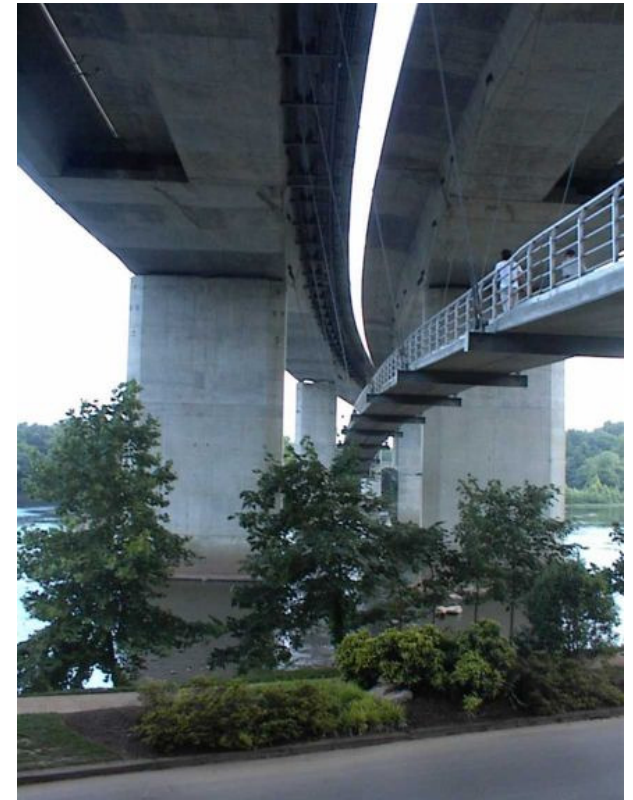


- Design and construct right-of-way improvements in compliance with **Americans With Disabilities Act** accessibility guidelines.
- Distances – **AASHTO Guidelines** define “1 mile as the limit most people are willing to travel on foot”.



# Rare, Difficult or Dangerous?

- In fact, more than 25 Interstate freeway bridges in the United States have bicycle / pedestrian crossings.



# Are there Examples?

- Cooper River Bridge in Charleston, SC.
- Bike – Pedestrian Accommodation
- 21<sup>st</sup> Century Transportation System



# Are there Examples?

- I-279 in Pittsburgh PA.
- Bicycle – Pedestrian Accommodation
- Grade Separated



**THE END**