

Northeast Ohio Supports a Pedestrian and Bicycle Path on the New Innerbelt Bridge

Northeast Ohio's "A Bridge for All" coalition welcomes your participation and challenges you to come up with a dramatic, "signature" element to make this bridge a compelling feature of downtown Cleveland.

Our coalition, and growing political force, is prepared to be a resource for you and support your ideas through to implementation. Help Northeast Ohio join with more than thirty communities across the country that have successfully created attractive highway bridges, while offering safety and security for motorists, cyclists and pedestrians.



ODOT consultants, at a public session, indicated opposition to a multi-use path, arguing they "would not want to put cyclists in a cage." Cyclists, residents and visitors don't want a cage either and are certain you can design a compelling and efficient way to bring people downtown in a healthy, safe and secure manner.

Every day, the coalition calling for a bicycle/pedestrian bridge path grows. By designing and planning the path at this stage, you can help ODOT ensure the path is more fully and efficiently integrated into the project, reducing the risk of costly re-adjustments later on. Consider some of these options:



Charleston's Cooper River Bridge, a high speed expressway in the state highway system, was built with a 12-foot wide bike/pedestrian path. Charleston mayor Joseph P. Riley, Jr. lauded the bike path in his 2007 State of the City address, saying, "A wonderful surprise has been the way our community has taken to the bike and pedestrian lane on the new Cooper River Bridge."

Demonstrating that cold weather is not an impediment, **Pittsburgh** has constructed two bike/ped-only bridges adjacent to existing automotive Fort Duquesne Bridge (near right) and the Hot Metal Bridge (far right). Both bridges are downtown; both offer spectacular views; both include ADA-accessible ramps to reach the height of the bridge; both connect to existing bicycle trails



Create a Compelling Vision to Connect Where We Live, Work, Recreate and Learn

Cycling and walking are tourist/economic development magnets. The Hudson River Tour in New York is a 1.25-mile Walkway Over the Hudson State Historic Park.



Erik Kulleseid, deputy commissioner, New York State Parks: “We thought we were going out on a limb projecting the bridge would get 267,000 annual visitors, and we had 300,000 in the first month and a half! It’s been extraordinary...The bridge has a magnetic quality...people come to experience the walk in the sky, and then they go home and bring back their family and more friends—who then go back and bring

back their own friends. Word of mouth helped sell the project.”

“Now all the chatter is keeping lots full and cameras clicking, and plenty of restaurants packed in Poughkeepsie,” says Kulleseid. ***“It’s a tourist asset. It’s an alternate transportation asset. It just shows the power of a great idea to motivate people and get great things accomplished.”***

Safety concerns with current ODOT proposed bicycle/pedestrian accommodations

Hope (Lorain-Carnegie) bridge:

- 1 Many cyclists use the sidewalks, as the bike lane is often full of broken glass, and its close proximity to high speed traffic is intimidating. This presents serious conflicts between cyclists and pedestrians, especially when cyclists are traveling downhill, at higher speeds.
- 2 This route includes three intersections. Most collisions between motorist and pedestrians or cyclists occur at intersections. The most troubling intersections are at the ends of this bridge.
- 3 Crossing two lanes of high speed traffic to enter a left-turn-only lane (from Lorain westbound onto W 20th Street, or Carnegie eastbound onto Ontario) is extremely difficult. ODOT’s most recent plan addresses this at W20th, but not at Ontario.
- 4 Motor traffic is usually traveling at 45mph or higher on this bridge (despite legal speed limit of 35mph). A 5’ bike lane is inadequate here.

West 20th Street

- 1 This neighborhood street is only 27' wide, with on-street parking for several homes that do not have driveways.
- 2 There is heavy truck traffic on this street, and high traffic volumes, especially during Market days.

Abbey Avenue

- 1 Abbey Avenue bridge is of inadequate width to accommodate bicyclists and motor vehicles coming from both directions simultaneously, as occurs currently during rush hours. ODOT's plan includes moving the parapet walls and rebuilding sidewalks here, but still leaves inadequate width for the high volumes of cyclists that can be expected during peak usage times in the future.
- 2 The narrow sidewalks here are never plowed in winter. If they were, the snow would block the bike lane.
- 3 Abbey Avenue has significant truck traffic, and is on a bus route, exacerbating the width problem.
- 4 On-street parking as depicted by ODOT in recent renderings would put cyclists in the cars' door zone.

Advantages of a dedicated facility on the new bridge

- 1 This facility would have no intersections, thus no motorists' conflicts with cyclists and pedestrians.
- 2 Properly designed, this space would have separated, designated spaces for cyclists and pedestrians to avoid conflicts due to speed differentials.
- 3 Intersections at both ends can be designed according to modern best practices, minimizing safety concerns for motorists, cyclists, and pedestrians choosing any destinations.

Organizations and Individuals supporting “A Bridge For All” include: The *Plain Dealer* Editorial Board; Hon. Dennis Kucinich; University Circle Inc.; Case Western Reserve University; Sustainable Cleveland 2019 Transportation Group; Slavic Village Development Corp.; Enterprise Community Partners; League of American Bicyclists; Neundorfer Particulate Knowledge; GreenCityBlueLake Institute; Kent State University’s Cleveland Urban Design Collaborative; Wendy Park Foundation; Lutheran Metropolitan Ministry; United Church of Christ; Phoenix Coffee; Jakprints; Century Cycles; CityWheels; Ohio City Bicycle Co-Op; Walk+Roll Cleveland; ClevelandBikes; ***along with hundreds of individual letters of support!***

More Information available at: <http://www.gcbl.org/innerbelt>