



CLEVELAND I-90 INNERBELT BRIDGE BICYCLE AND PEDESTRIAN ACCESS EXECUTIVE SUMMARY

BACKGROUND

JUNE 2010

- Community has supported the inclusion of bike and pedestrian accommodation on the new Innerbelt bridge project going back almost 10 years. Many comments in support at official public hearings and letters to state and local officials were from local residents who don't have access to an automobile (25% of Clevelanders don't own or have access to a car)
- The Innerbelt bridge route is on the City of Cleveland's official bicycle network, and inclusion of a separated bicycle and pedestrian multi use path on the new bridge was initially supported by the Cleveland Planning Commission in 2006.
- ODOT determined that no bicycle or pedestrian accommodations were necessary on the new bridge because an existing bridge and other surface streets are nearby, and there could be issues with snow and security.
- Despite continued public disappointment and outcry, ODOT's proposal was submitted to FHWA and approved as part of the Environmental Impact Statement.
- ODOT suggested that the community could improve the local surface streets for bicycles and pedestrians around the project with dollars from the project's aesthetics budget, but not transportation dollars.
- The initial public hearings and development of the new Innerbelt bridge project occurred under previous administrations at both the state and federal level.

CURRENT STATE

- New federal and state leadership has made clear the need to rethink our transportation investments and to make sure that future investments support all users, including bicycles and pedestrians.
- Cleveland City Council and Cleveland Planning Commission have both passed recent resolutions supporting bicycle and pedestrian access on the new bridge.
- ODOT is currently overseeing 3 teams preparing preliminary design and cost estimates for the new bridge. All three design teams have experience with building bicycle and pedestrian paths on highway bridges.
- Conversations with FHWA Administrator and staff suggest that federal government is willing to work with ODOT to make changes to the EIS and that this project fits well with a new focus on providing multimodal access on all new projects.
- Representations from FHWA and elected officials supporting project have been made that ARRA stimulus funding associated with project is not at risk.
- FHWA won't direct ODOT on what to build, but will approve of plans and changes and provide guidance. Dozens of other changes and amendments to the EIS are likely throughout the design build process.

WHAT WE ARE ASKING

- ODOT ask FHWA to amend EIS to include a bicycle and pedestrian multi use path in the design of the new Innerbelt bridge project.
- ODOT instruct the 3 design teams to develop design and cost proposals for including a separated bicycle and pedestrian multi use path on the new bridge.
- The State make an informed and transparent decision on including bicycle and pedestrian access based on the costs and benefits that the proposed multi use path will provide.

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More information
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