

# TREMONT PEDESTRIAN AND BICYCLE LINKAGES

A TRANSPORTATION FOR LIVABLE COMMUNITIES STUDY





PROJECT CONTEXT

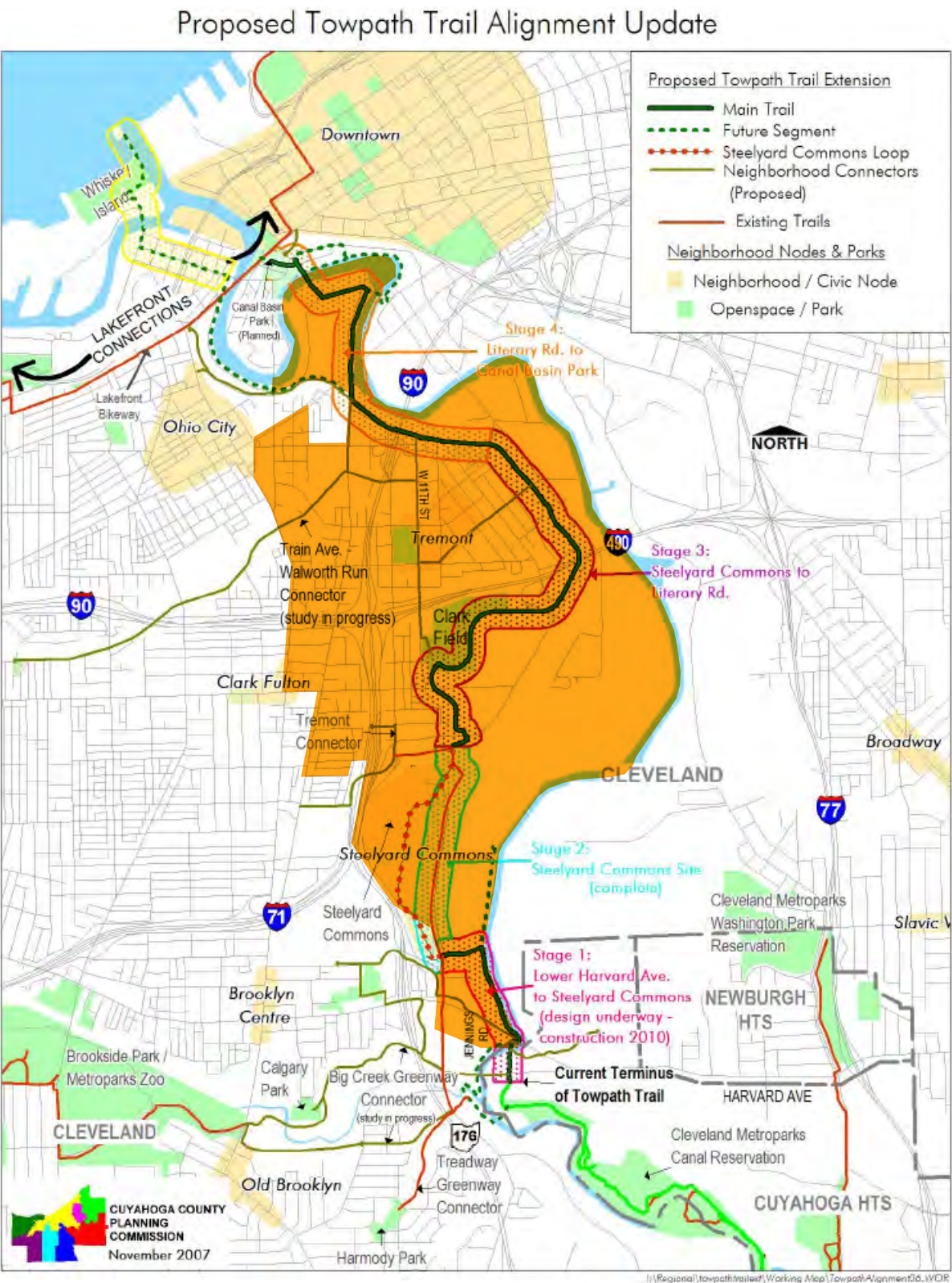
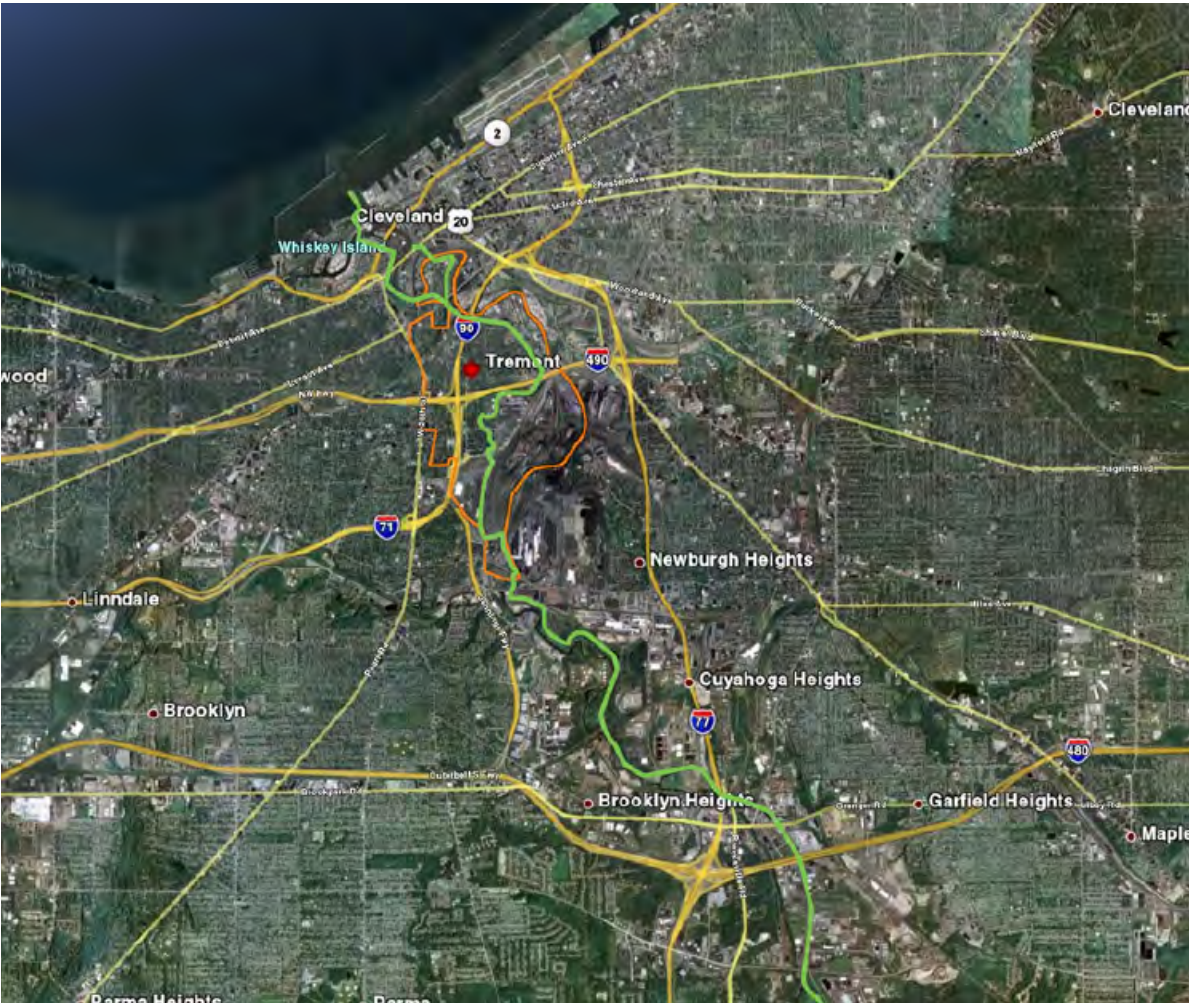
**Project Description:** The project will provide plans and strategies to improve existing roadways and create new pathways to enhance multi-modal transportation; and to improve the pedestrian and bicycle linkages throughout the Tremont neighborhood and to the future Ohio & Erie Canal Towpath Trail.

**Project Goals:**

- To create strategies and standards for the improvement of safe pedestrian and bicycle access on roadways and sidewalks, particularly in designated key corridors.
- To identify locations and strategies for creating new off-road paths that will enhance the pedestrian and bicycle connections to key neighborhood amenities.
- To locate connection opportunities to the future route of the Towpath Trail and the Train Avenue Greenway, and to designate specific strategies for implementing these connections.

**Project Boundaries:**

- Abbey Avenue at the north, which is a connector to the West 25th Street Rapid Transit Station.
- The Cuyahoga River, and the Towpath Trail to the east, which will eventually travel along a currently unused West 4th Street.
- MetroHealth Medical Center and Steelyard Commons to the south.
- West 25th Street and the Train Avenue Greenway to the west.



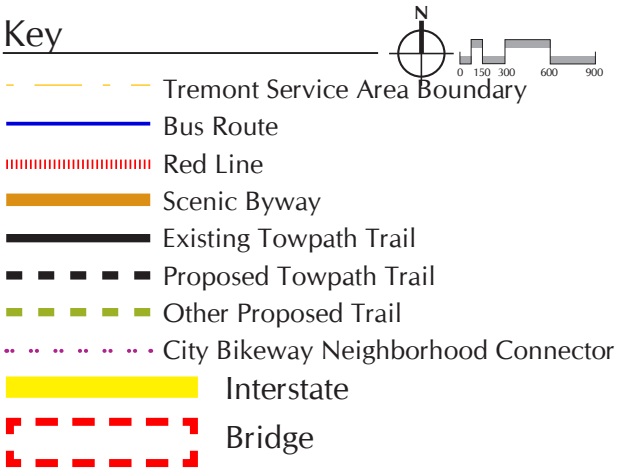
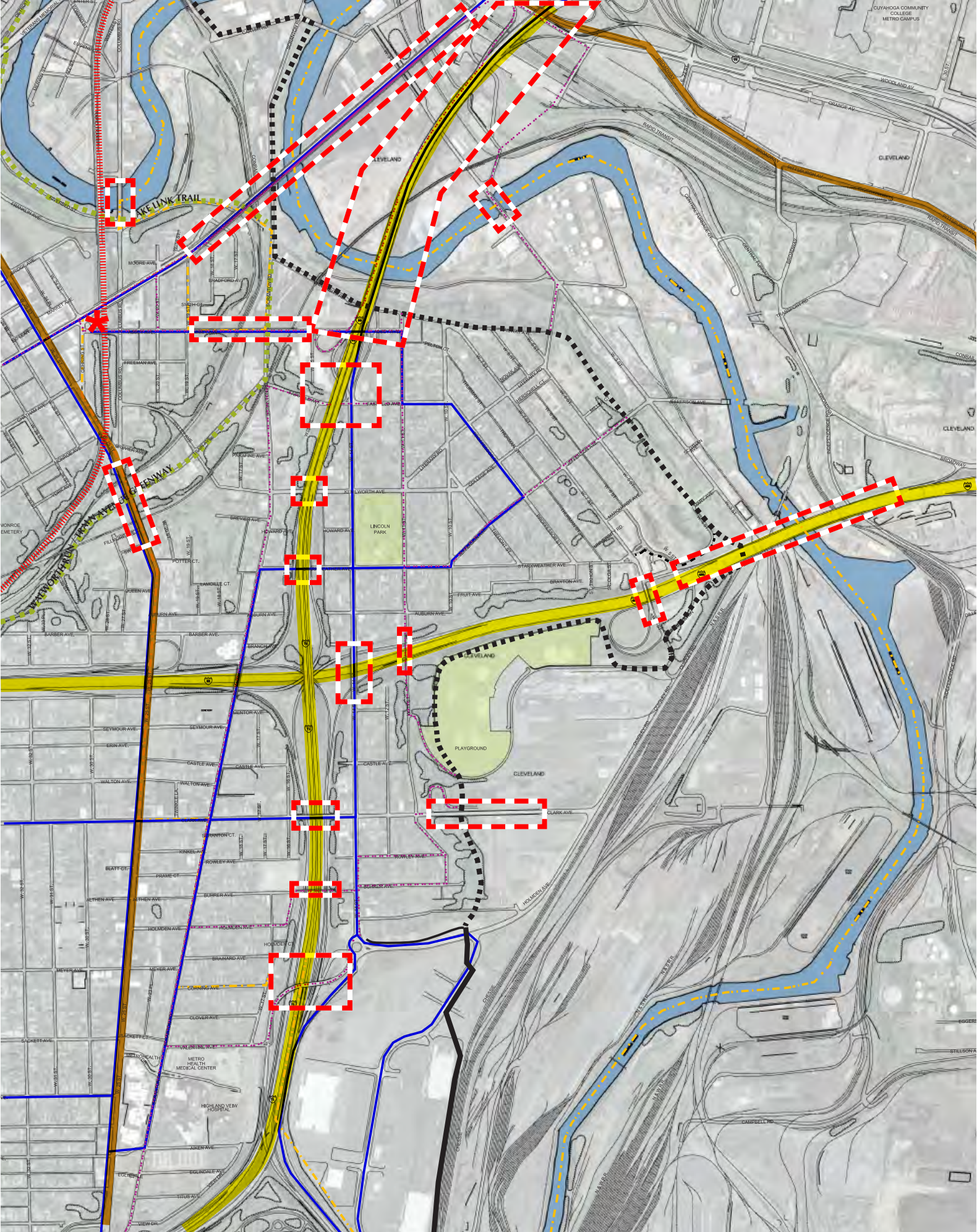


TRANSPORTATION INFRASTRUCTURE

In addition to topographic conditions along the river bluffs, interstate highway corridors have created significant barriers to pedestrian movement. The interstates I-90, I-71, and I 490 cut through the neighborhood in various vertical alignments; above grade along the west edge of Central Tremont and deeply below grade as I-490 bisects the neighborhood north of Clark Avenue. The I-90 bridge over the Cuyahoga River is slated to be replaced by 2013. The proposed new span will create an impact along the northern edge of the neighborhood. The highway system, while serving the vehicular needs of the entire region, brings people and goods to and from Tremont. Unfortunately, highway right-of-ways are extremely wide in most locations, that has impacted the overall fabric of the neighborhood and will be an urban design challenge to mend. Pedestrian bridges occur at West 11th street over I-490 and Buhrer Avenue over I-71 and provide vital although under utilized linkages.

In addition to highways, bridges along Abbey and Clark, reconstructed in the 1980s have provide important pedestrian linkages to Duck Island and the West 25th Street business district and the Flats respectively.

North / South Bus routes operated by the Greater Cleveland Regional Transit Authority are available along West 25th street, while the 81 route serves the Tremont neighborhood, providing public transportation to downtown and the Rapid Transit Redline Station at Lorain Avenue and West Twenty-fifth Street.







- Highest Elevations  
Highway overpasses and bridges
- Up slope Elevations  
Relatively flat. Urban grid streets forming residential neighborhoods.
- Slopes  
Transition from Floodplain to Up slope. Some residential, mostly too steep to inhabit.
- Floodplain Elevations  
Flat area adjacent to Cuyahoga River. Historic industrial valley, now some retail.

TOPOGRAPHY

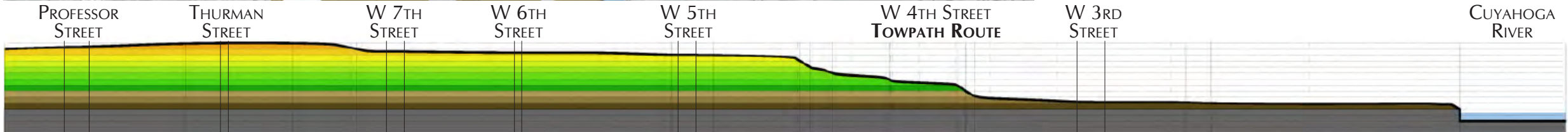
This map shows the relative elevations throughout Tremont. There is the floodplain valley and the up slope plateau separated by a steep elevation difference of 50' or more.

The challenge of the topography is that access to other neighborhoods and the river is dependent upon bridges or other larger engineered solutions to navigating the topography.

The Towpath Trail will be located mid-slope throughout most of its Tremont section. The challenge of this location is making connections to the neighborhood that are bike-able and also bringing some of the neighborhood flair to the trail.



View from 3rd and Jefferson looking uphill, the Towpath Trail will intersect Jefferson midway up the hill.



Section AA





NEIGHBORHOOD AMENITIES

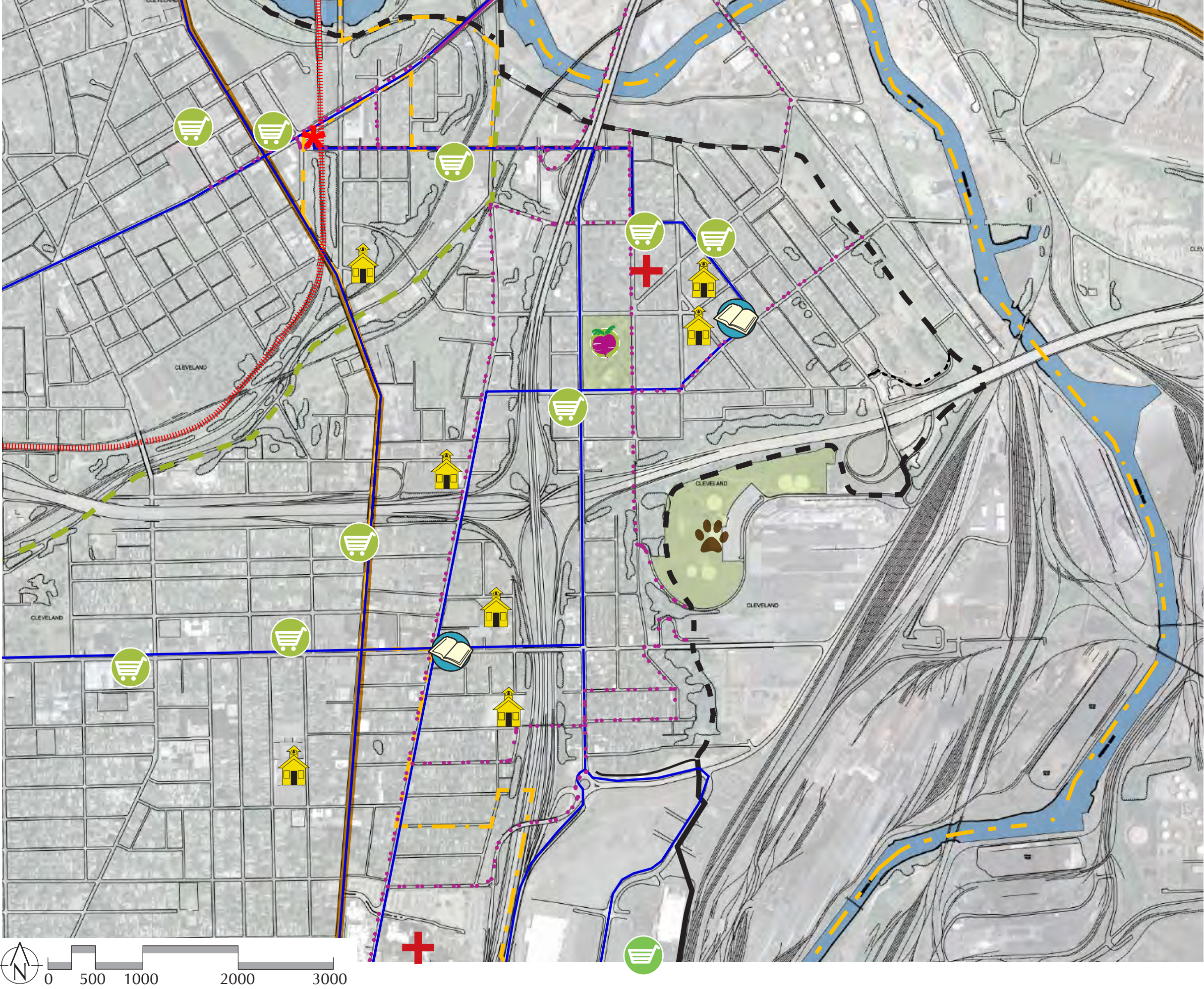
For residents, these are some of the key locations that they travel to and from on a regular basis.

The two libraries serve Tremont on either side of the highway, and both are on bus routes.

The schools are relatively well distributed throughout the neighborhood, although in cases such as the Buhrer school, children need to be able to cross the highway safely and comfortably.

While there are many small markets throughout the neighborhood, the West Side Market and Dave’s are where many people do their grocery shopping. Access across the Abbey Avenue bridge is a key link to this part of neighboring Ohio City. This is also where the W. 25th Street Rapid station is located, which provides access to the airport, downtown Cleveland and beyond.

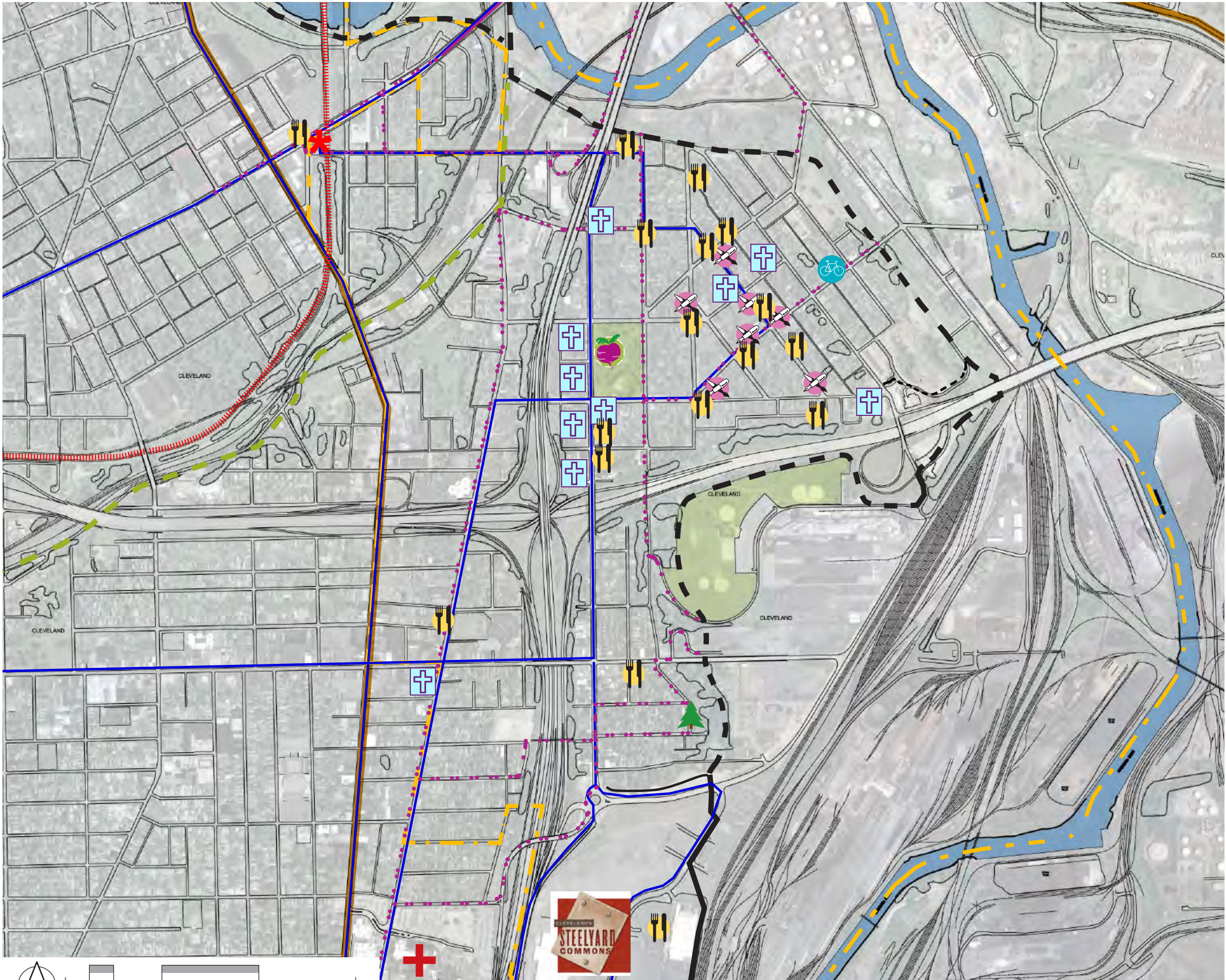
-  Library
-  Grocery
-  Hospital
-  School
-  Summer Farmer's Market
-  Dog Park













VISITOR ATTRACTIONS

The renaissance of the neighborhood has spawned numerous fine restaurants, taverns, coffee shops and confectioners. The neighborhood is home to fascinating historic churches of diverse denominations. Art galleries and boutiques proliferate, a weekly farmer's market and special events during the summer months are found in Lincoln Park, emergency medical facilities are available, and a bike repair shop awaits the trail users. No other community adjacent to the Towpath Trail will feature such a diversity of amenities for the trails users.



-  Historic Church
-  1 or more restaurants
-  1 or more art galleries
-  Summer Farmer's Market
-  Hospital
-  Steelyard Commons Shopping Center
-  A Christmas Story House and Museum
-  Bicycle Shop




GROWTH AND DEVELOPMENT

Tremont continues to boast a diversity of new and renovated housing stock. Steelyard Commons provides for citywide shopping needs. The new K-8 Buhrer Elementary School will open in 2009, just west of the I-71 / Buhrer pedestrian bridge.

The replacement of the Innerbelt bridge into downtown Cleveland will have a significant impact on the neighborhood. Construction is anticipated to last several years. Views into the neighborhood from the elevated highways afford some of the most intimate portraits of Cleveland's neighborhoods for through-travelers. Under the elevated highway and bridges the neighborhood's side streets need to function for the community. On and off ramps are vital to providing access, yet the interface of the ramps with the neighborhood are of paramount design importance. Safe pedestrian crossings, traffic management, and clear directional orientation are all important design considerations for bridge related development.

CURRENT/ RECENT DEVELOPMENT


 Steelyard Commons Shopping Center


 New Housing


 New School

PLANNED FUTURE DEVELOPMENT

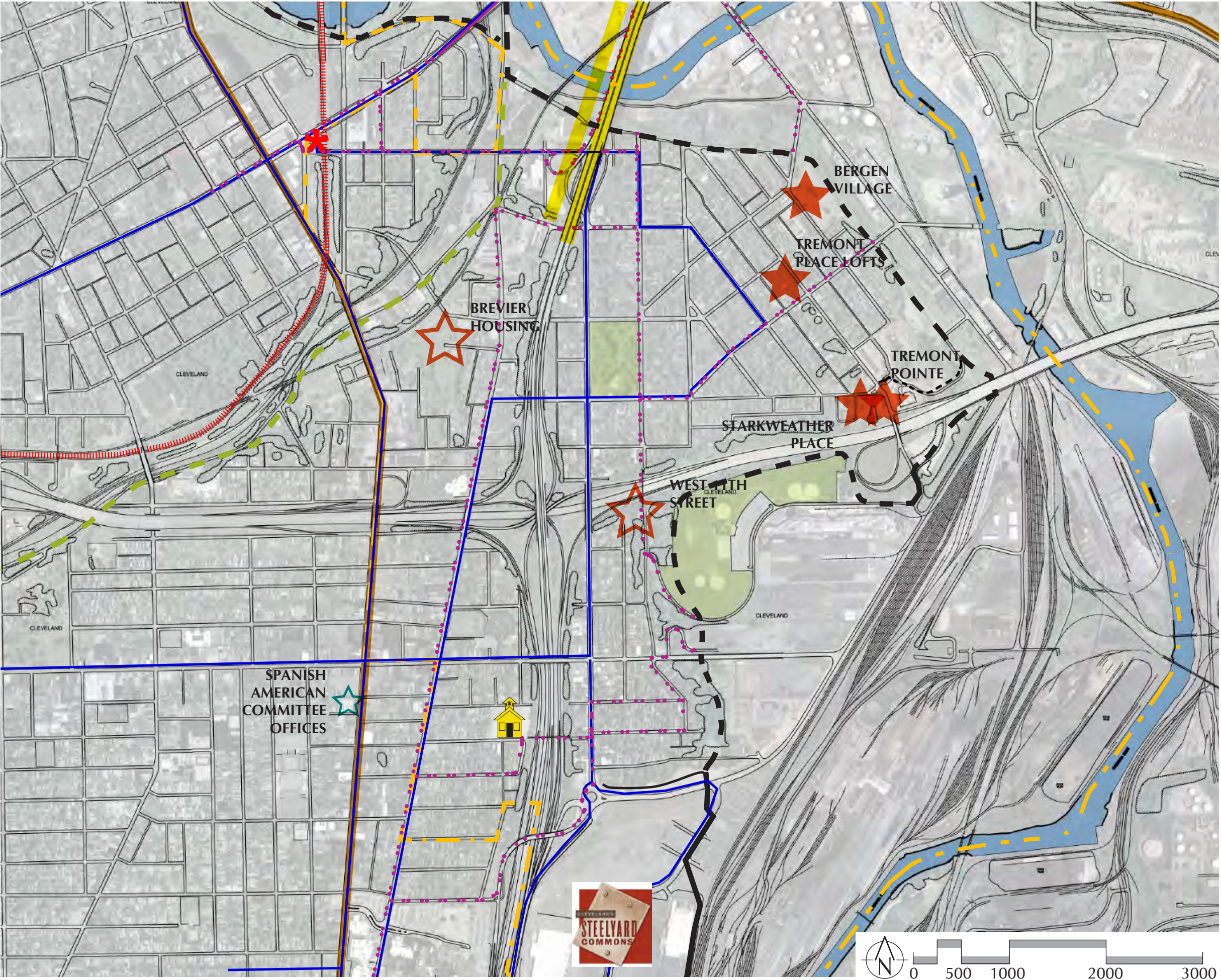
 Housing

 Innerbelt Bridge Reconstruction

 Civic / Non-Profit

 Towpath Trail

TREMONT  
PEDESTRIAN AND BICYCLE  
LINKAGES

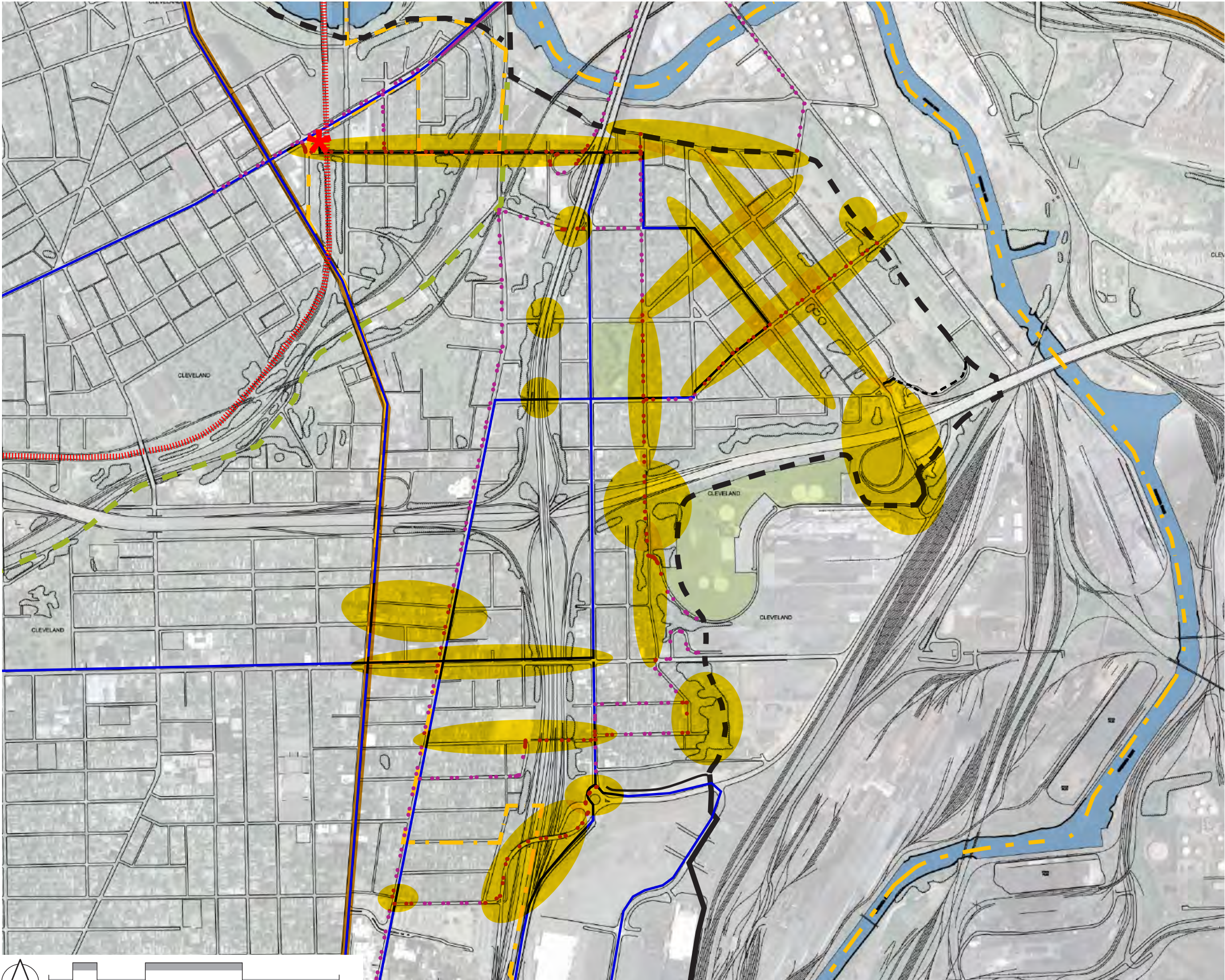




BLOCK CLUB AREAS OF CONCERN

This map highlights areas of concern mentioned at the initial block club meetings.

The range of issues affecting these areas was wide ranging, and most require very specific interventions. People focused on issues related to the quality of the streetscape experience on the side- and neighborhood-streets, as well as at key connection nodes. The main automobile routes were less often areas of concern to the residents, except where they came into conflict with non-automobile routes of travel, such as at the 14th Street roundabout. Issues raised regarding the neighborhood streets addressed concerns about safety, accessibility and aesthetic improvements.





## NEIGHBORHOOD WIDE CONCERNS

Some comments were repeated by numerous block clubs, or were not specific to one area, but represented more general concerns about Tremont's pedestrian infrastructure.



Accessibility, in all weather



Narrow barricaded sidewalks, and steep slopes



Sidewalks in poor repair



Missing street trees



Dead tree removal



Missing Sidewalks - Steep Slopes



Pedestrian and bike access on bridges



Safe route to W25th Rapid Transit Station



Control illegal parking



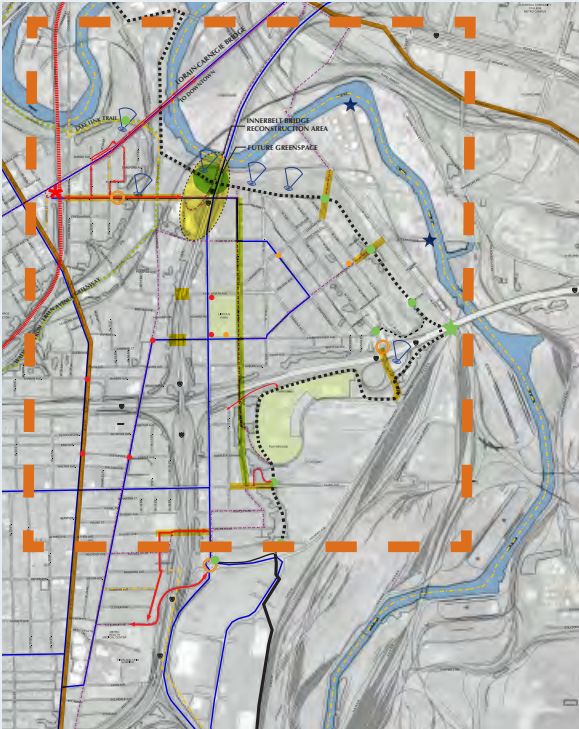


## Recommended Areas of Action

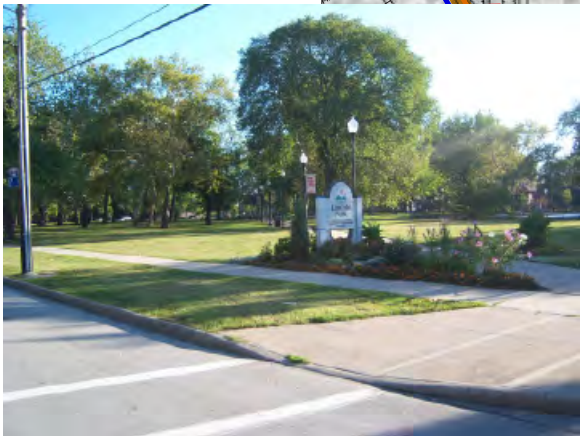




AREAS OF ACTION - NORTH



West 25th Street Rapid Station



Lincoln Park Transit Waiting Environment Location



West 11th pedestrian bridge over highway as seen from West 14th bridge



Enhance Edge to take advantage of view



West 11th looking south



North entrance to pedestrian bridge obscured

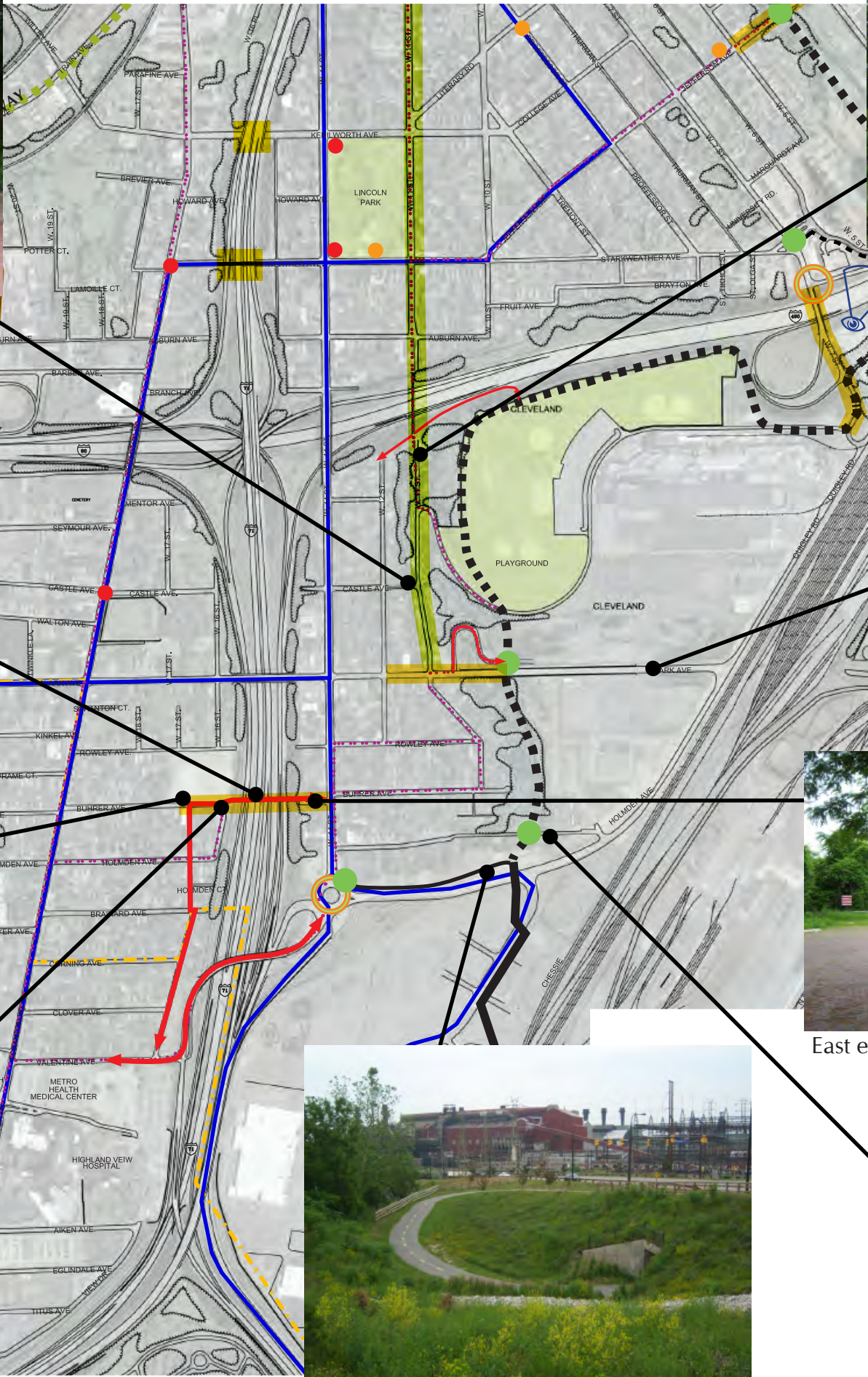


Towpath Trail - Clark Field





Shady side streets are more pleasant for pedestrians



Looking south at West 11th, no sidewalks, no indication of park location



Buhrer pedestrian bridge



Buhrer School



West entrance to Buhrer pedestrian bridge



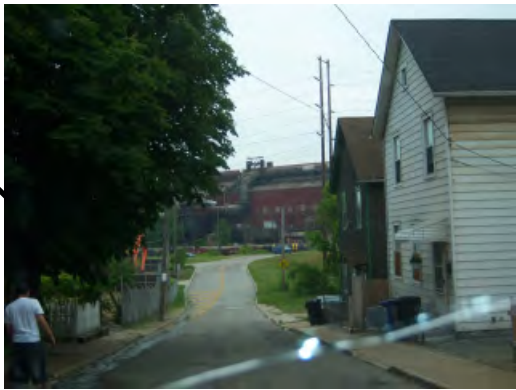
Clark Avenue bridge needs sidewalk improvements



East end of Buhrer pedestrian bridge

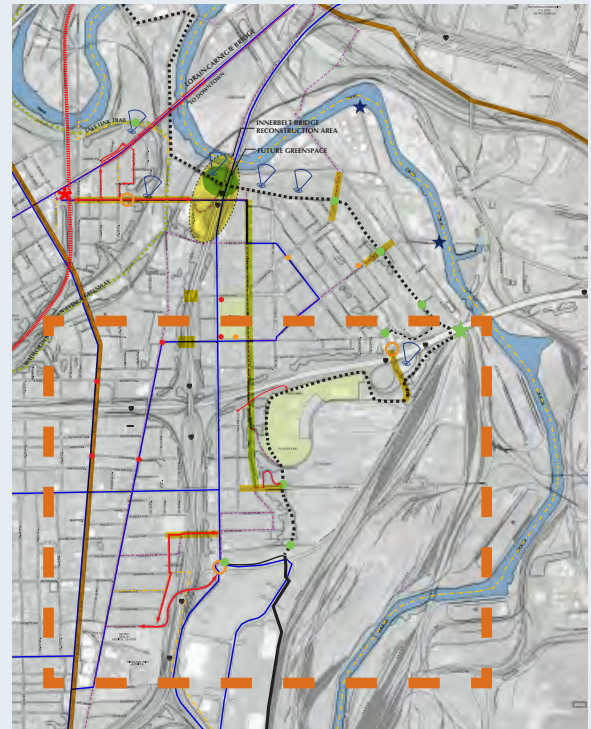


Quigley Pedestrian Underpass



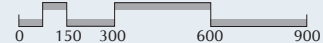
Steep hill at Holmden Avenue

## AREAS OF ACTION - SOUTH



## Key

- Tremont Service Area
- Bus Route
- ||||| Red Line
- Scenic Byway
- Existing Towpath Trail
- Proposed Towpath Trail
- Other Proposed Trail
- City Bikeway Connector
- Existing Bike Lane
- Streetscape Improvement
- Bicycle Boulevard
- Connection Improvement
- Transit Waiting Environment
- Bike Amenity
- Neighborhood Gateway
- ★ Towpath Trailhead
- Towpath Local Access
- ★ River Overlook
- Scenic Views







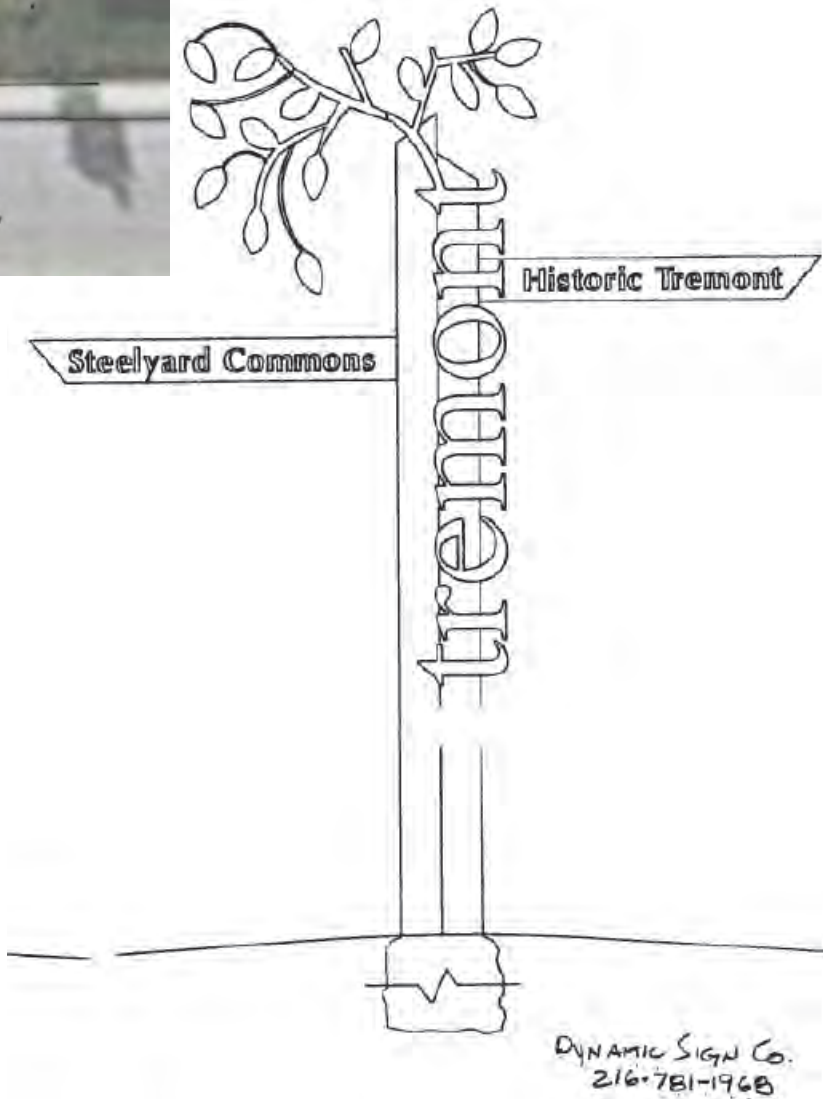
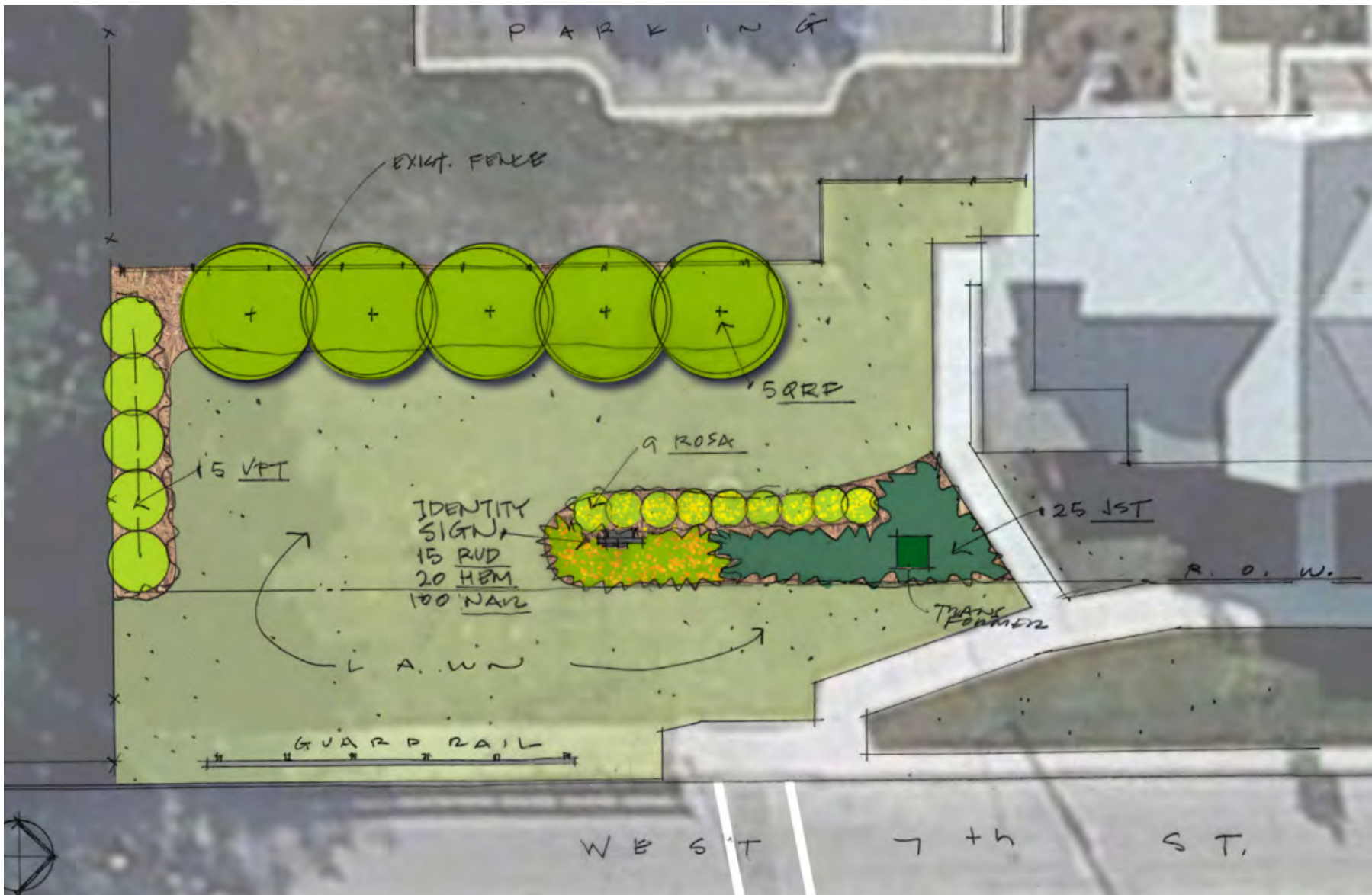




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- Complete transit waiting environments on W 14th at Lincoln Park.
- Begin addition of bike route signage and lane marking.
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- Visibility and access improvements to pedestrian bridges at W 11th and Buhrer.
- Begin curb ramp installation.
- Implement standard crosswalk detail and begin re-striping.
- Reconfigure roundabout signage and striping.

## Phasing - 1 Year Goals





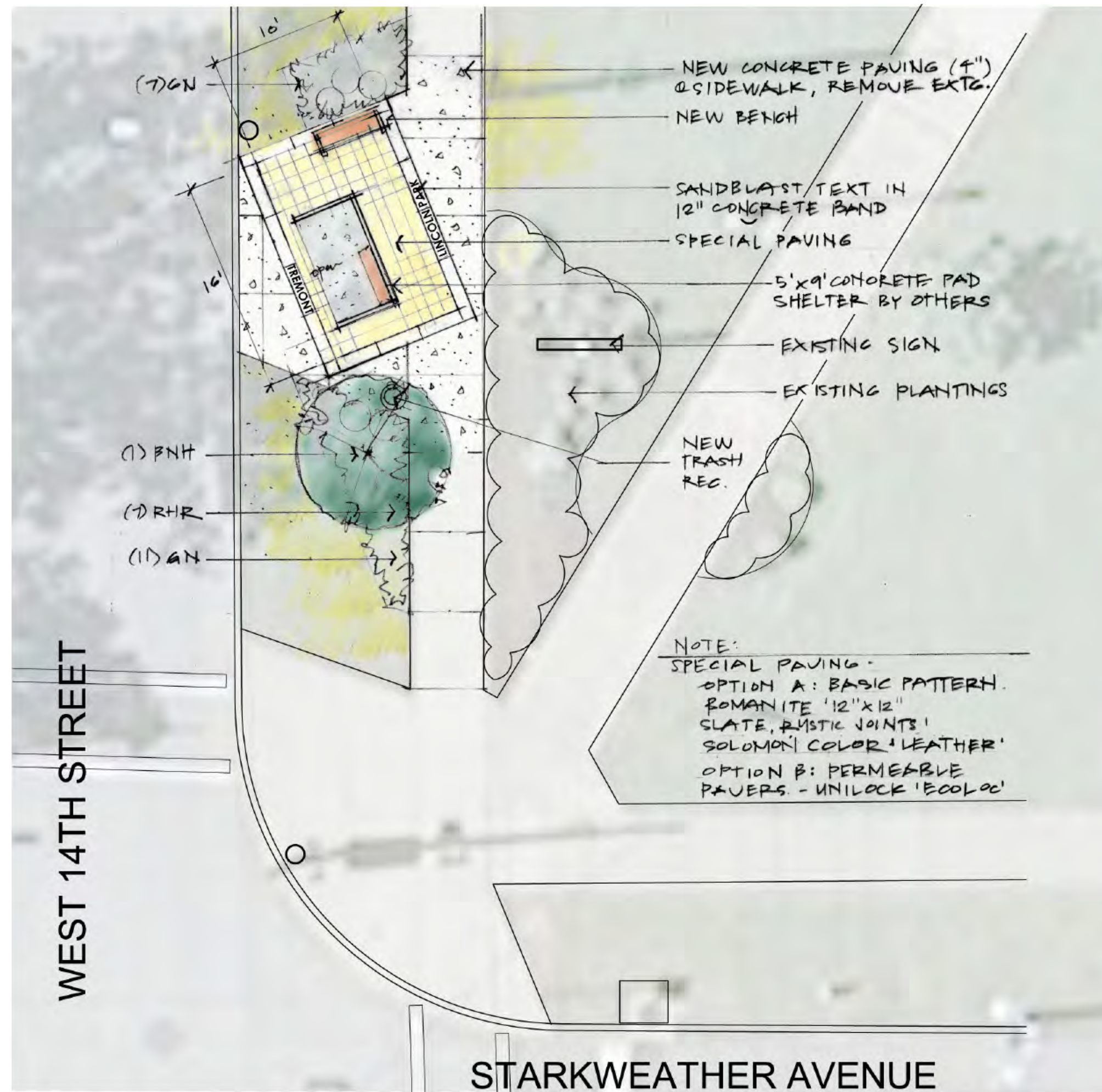
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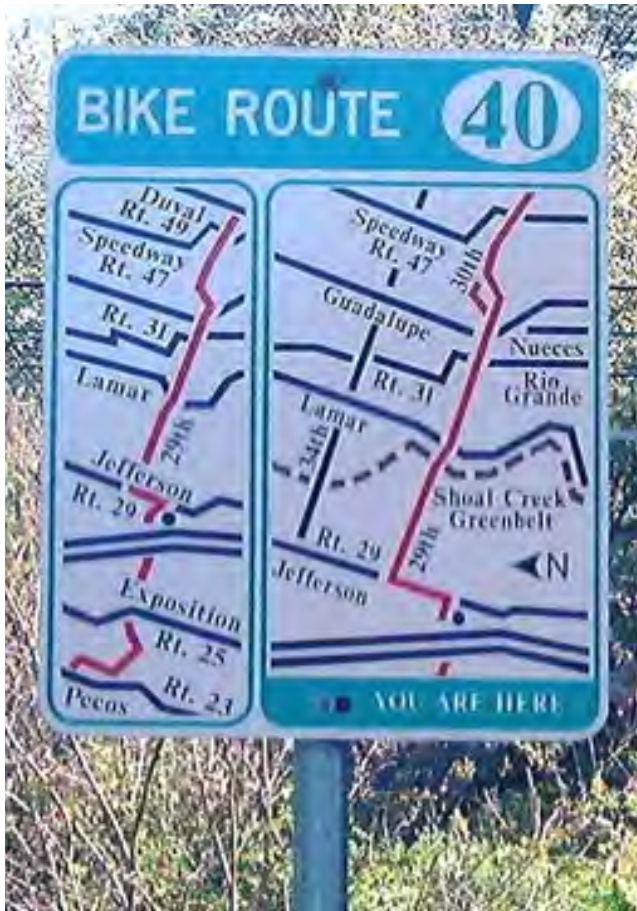
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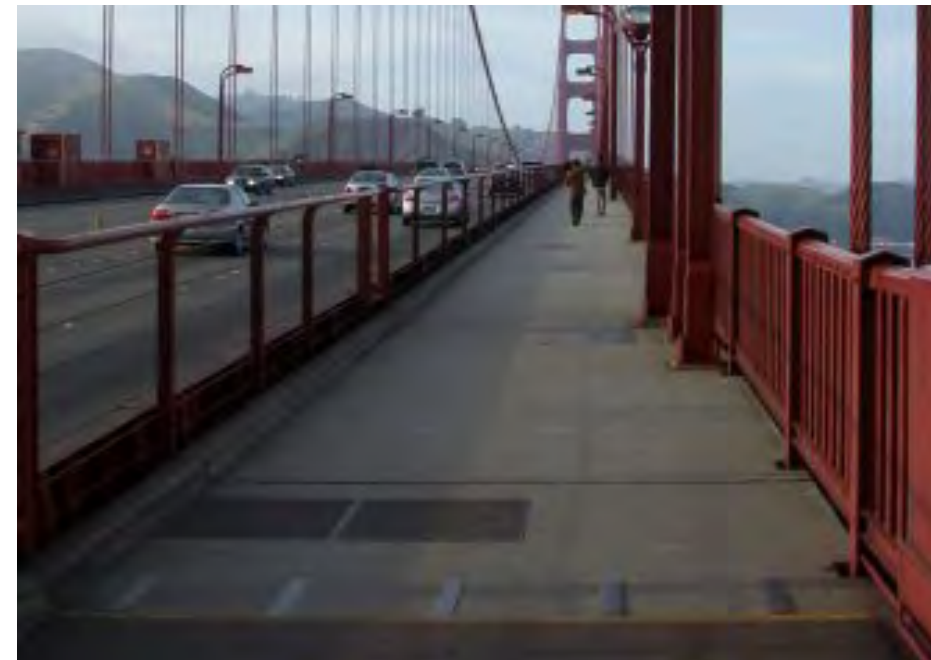


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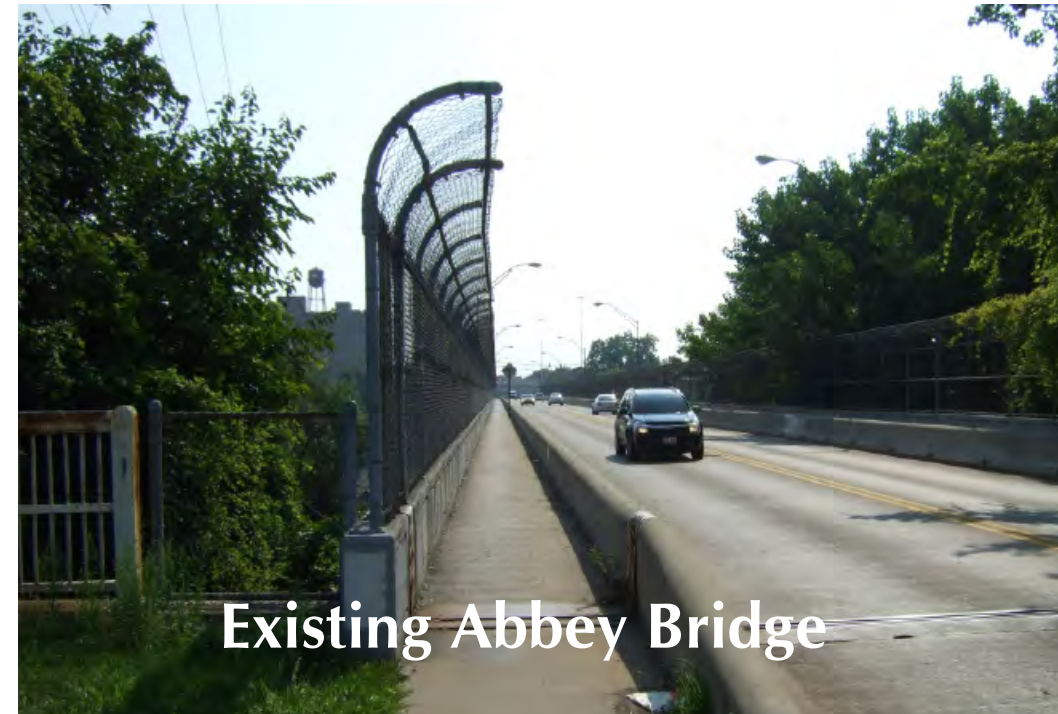
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Existing W 11th Bridge Entry



Existing Buhrer Bridge Entry



Existing Abbey Bridge





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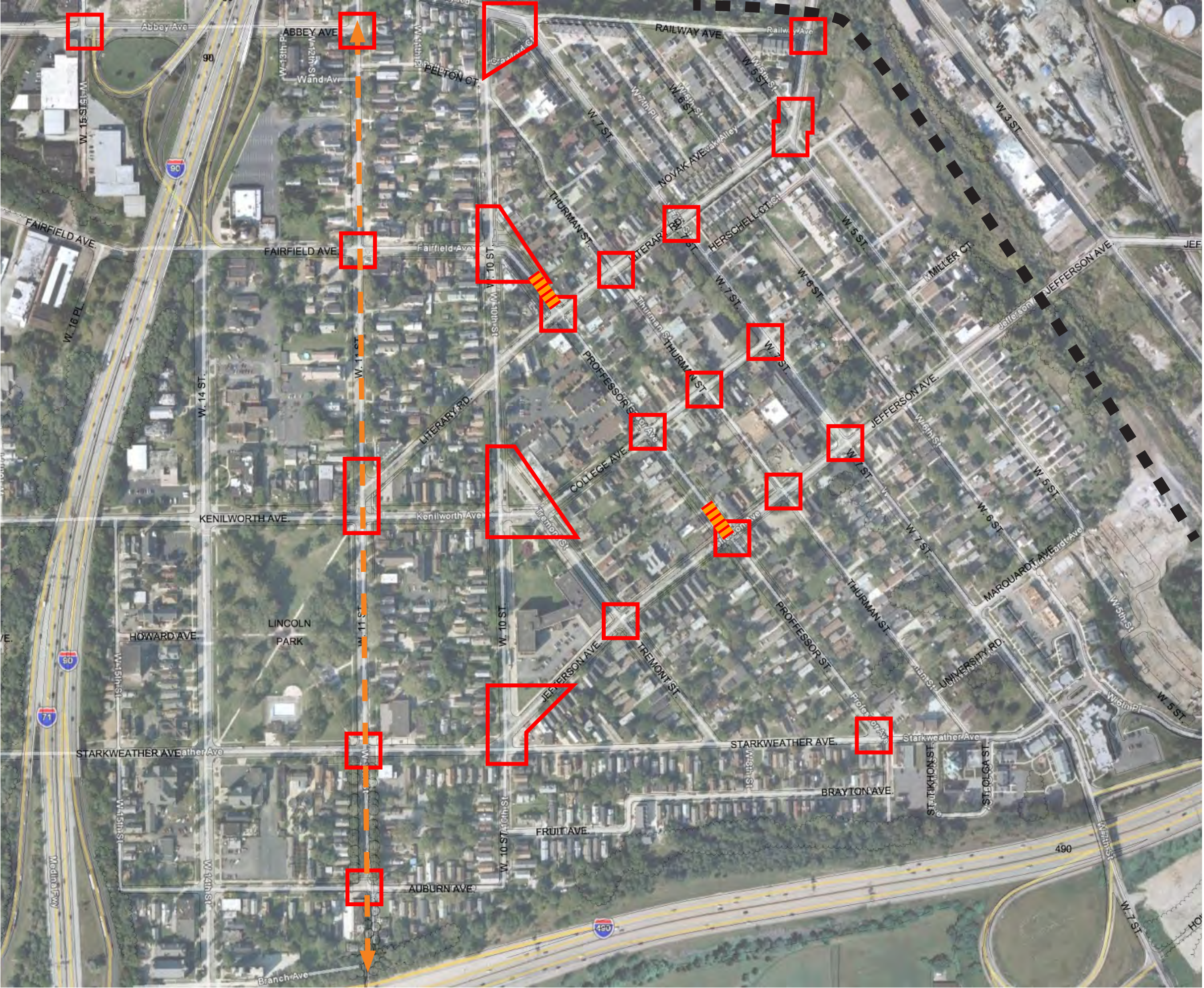
OVERALL MAP OF INTERSECTION IMPROVEMENTS

Intersections present a high level of risk for cars, pedestrians and bicyclists. These improvements are designed to alleviate the conditions that increase those risks, including poor sight lines and long, awkward crossings.

Adding bump-outs improves clear sight lines at intersections by keeping parked cars back from the corner, and they also allow shorter crossing distances for pedestrians. This also provides the opportunity to install ADA compliant curb ramps and crosswalks throughout the neighborhood.

The grid of Tremont shifts in the middle of the neighborhood creating a series of angled intersections along West 10th Street. These intersections can be disorienting for drivers, but are even more challenging for pedestrians faced with extremely wide crossing distances. Again, bump-outs are beneficial to the safety of the intersections. Additionally, where possible the existing angled intersections are revised to safer 90-degree versions.

-  Improve Intersection
-  Shared Valet Zone
-  Bicycle Boulevard
-  Future Towpath Trail





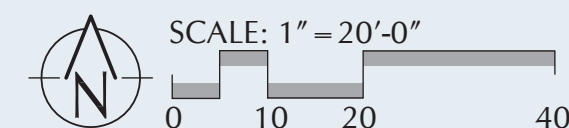
# TYPICAL PROFESSOR INTERSECTION WITH STREETSCAPE BUMP-OUT OPTIONS

**Return Bump-Out at Curb Drain Inlet**  
This option preserves the existing curb drain.

**Tree Lawn Biofiltration with Curb Scupper**  
This option envelopes the existing drain in a new biofiltration zone contiguous with the existing planted area of the tree lawn. Water enters through a slot, or scupper, in the curb, is absorbed and filtered by the new plantings, and the overflow goes down the drain.

**Urban Biofiltration with Curb Scupper**  
This is similar to the Tree Lawn Biofiltration, but the planted area is contained within a planter. Water enters through a scupper, is absorbed and filtered, then overflow exits through the drain.

**Slotted Curb / Gutter with Cover**  
This option allows the curb bump-out to expand past the existing curb drain without requiring moving the drain.



TREMONT  
PEDESTRIAN AND BICYCLE  
LINKAGES





PERSPECTIVE OF THE NORTH-WEST  
CORNER OF PROFESSOR AND JEFFERSON



Existing Corner

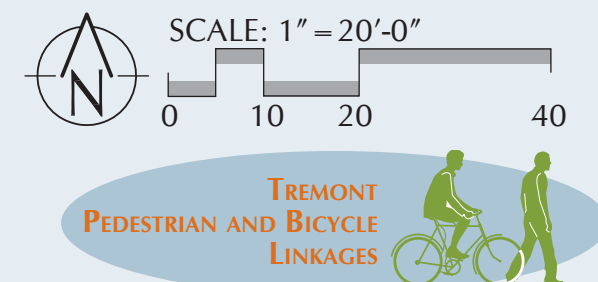


Example of stencil over standard cross-walk striping



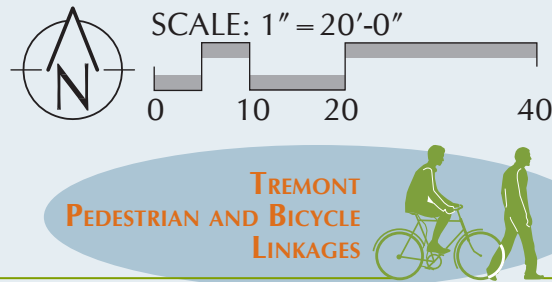


WEST 7TH AND JEFFERSON - TYPICAL  
WEST 7TH FOUR-WAY INTERSECTION





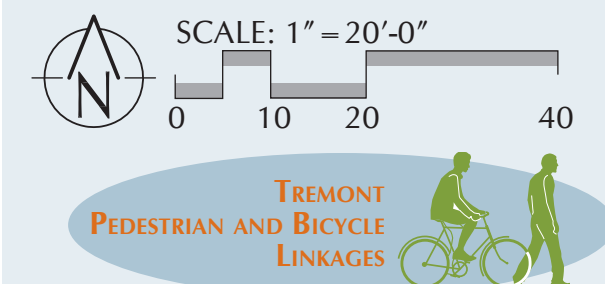
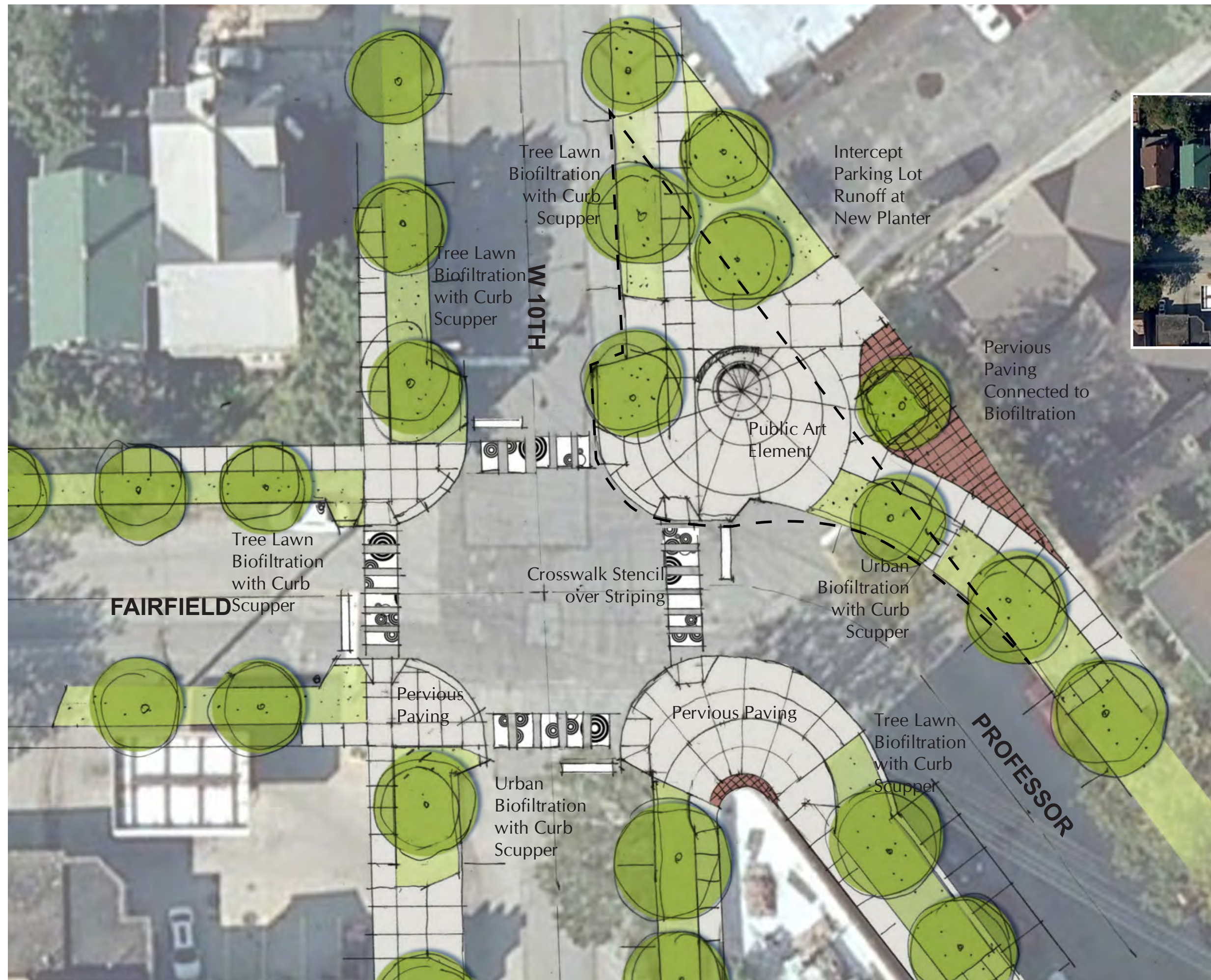
WEST 7TH AND COLLEGE (WITH DRIVEWAY  
EXTENSIONS)



TREMONT  
PEDESTRIAN AND BICYCLE  
LINKAGES








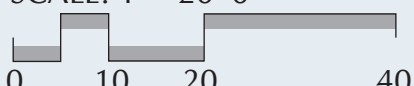


STARKWEATHER AND PROFESSOR  
TRANSITION OF 2-WAY TO 1-WAY STREET






SCALE: 1" = 20'-0"

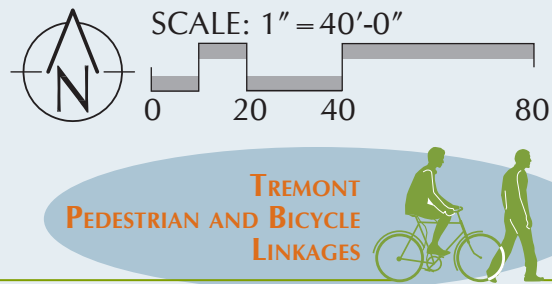


TREMONT  
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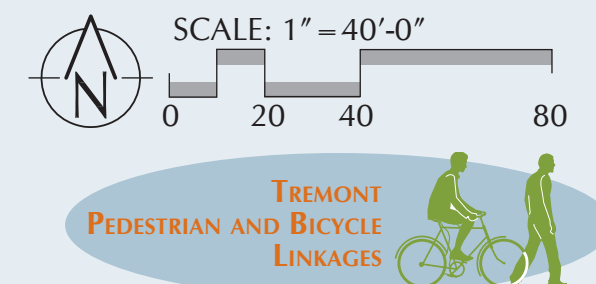


WEST 10TH AT JEFFERSON AND  
STARKWEATHER - TRAFFIC CIRCLE





WEST 10TH AT JEFFERSON AND  
STARKWEATHER - SEPARATE INTERSECTIONS





JEFFERSON AND THURMAN

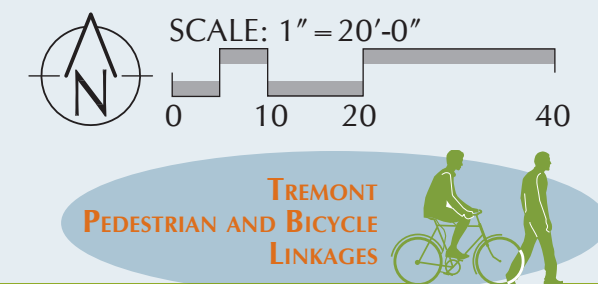






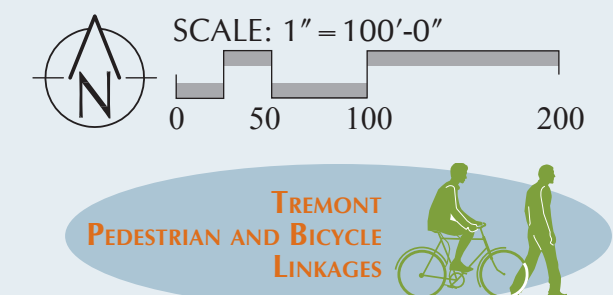
Photo Courtesy of Plain Press

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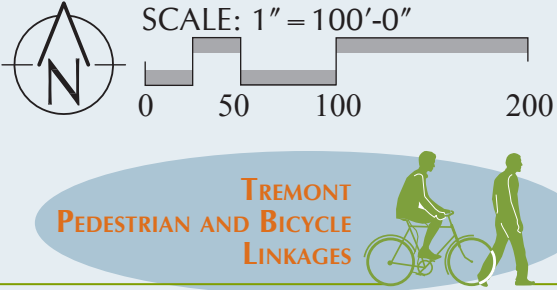


WEST 14TH AT ROUNDABOUT





VIADUCT CONNECTION TO VALENTINE







- Bicycle Boulevard improvements University to Clark Field
- Buhrer Pedestrian Bridge
- Abbey Avenue Streetscape and Bridge Pedestrian / Bicycle Improvements

## Phasing - 3 Year Goals



WEST 11TH BICYCLE BOULEVARD AT  
KENILWORTH AND LITERARY



Bicycle boulevards are low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic. Motor vehicle access to properties along the route is maintained.  
*(Fundamentals of Bicycle Boulevard Planning and Design, Walker et. al., 2009)*



Example of Bicycle Boulevard in Portland



WEST 11TH BETWEEN LINCOLN PARK AND CLARK FIELD - 11TH AND STARKWEATHER





WEST 11TH BICYCLE BOULEVARD  
BETWEEN LINCOLN PARK AND CLARK  
FIELD





WEST 11TH BETWEEN LINCOLN PARK AND  
CLARK FIELD - PEDESTRIAN BRIDGE

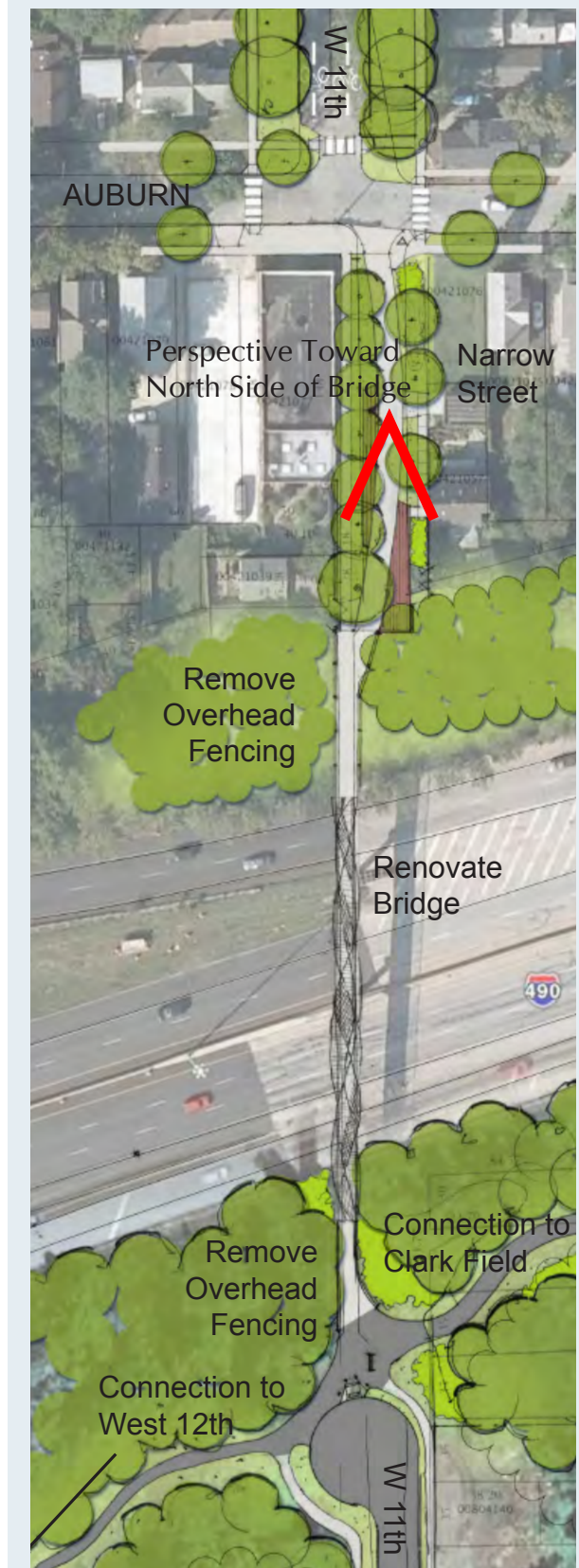




# WEST 11TH PEDESTRIAN BRIDGE



Existing Conditions



Perspective Looking Toward North Side of Bridge





Buhrer and West 11th Pedestrian Bridges



EXISTING CONDITIONS AT PEDESTRIAN BRIDGES

These two bridges provide vital links over the interstates which divide Tremont. Both the Buhrer pedestrian bridge over I-71 and the West 11th bridge over I-490 are 8' wide bridges with chain link vandal fence the entire length. The bridges are accessed via dead-end roads. Their entrances are currently in line with the existing sidewalks, but this location makes them difficult to see from the other end of the street. Additionally, there are no signs indicating the presence of the bridges. Bollards at both ends of the bridges are designed to prevent people driving onto the bridges, but they also make it difficult for bicycles, wheelchairs and baby strollers to get by. The chain link fencing is low overhead and makes the bridge feel very oppressive.



East side of Buhrer bridge



West side of Buhrer bridge



North side of West 11th bridge



On West 11th bridge looking south



# PRECEDENTS FOR PEDESTRIAN BRIDGE TREATMENT OPTIONS



Historic Rail Bridge style



Sculptural frame covered in chain link with decorative metal railing when bridge is not over roadway



Lace Fence - woven patterns in chain link product



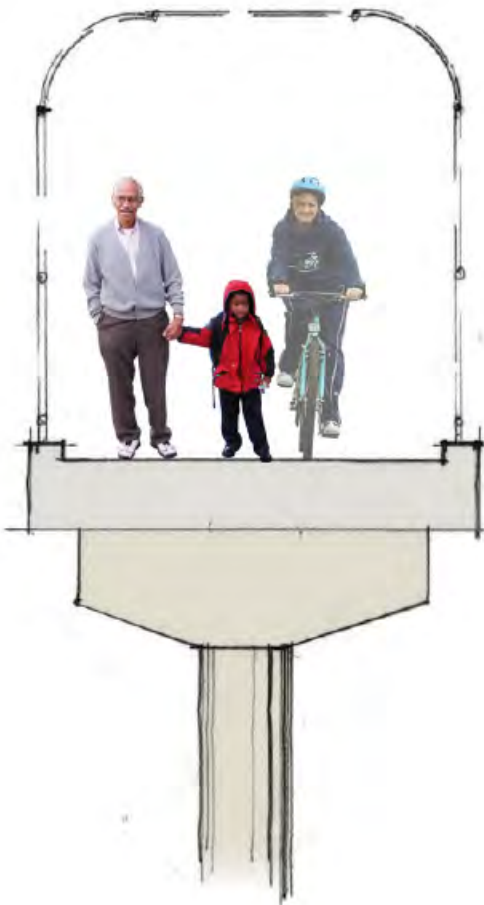
Tubular tunnel



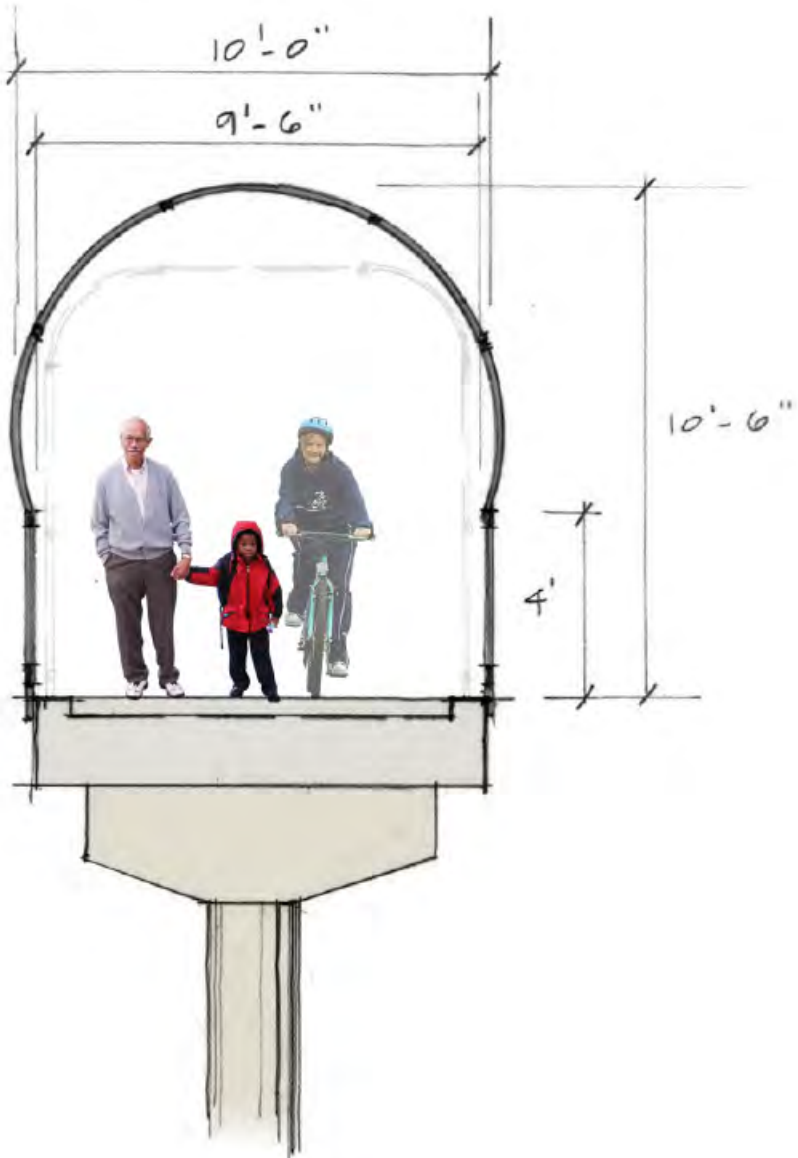
WEST 11TH PEDESTRIAN BRIDGE

The West 11th pedestrian bridge provides a critical neighborhood link across I-490, and it will only become more important when the Towpath Trail is constructed. The current bridge is run down, narrow and has a low chain link railing overhead for the entire length of the bridge. Both entrances are obscured from sight and riddled with obstructions that make walking access difficult and bicycle access even more so.

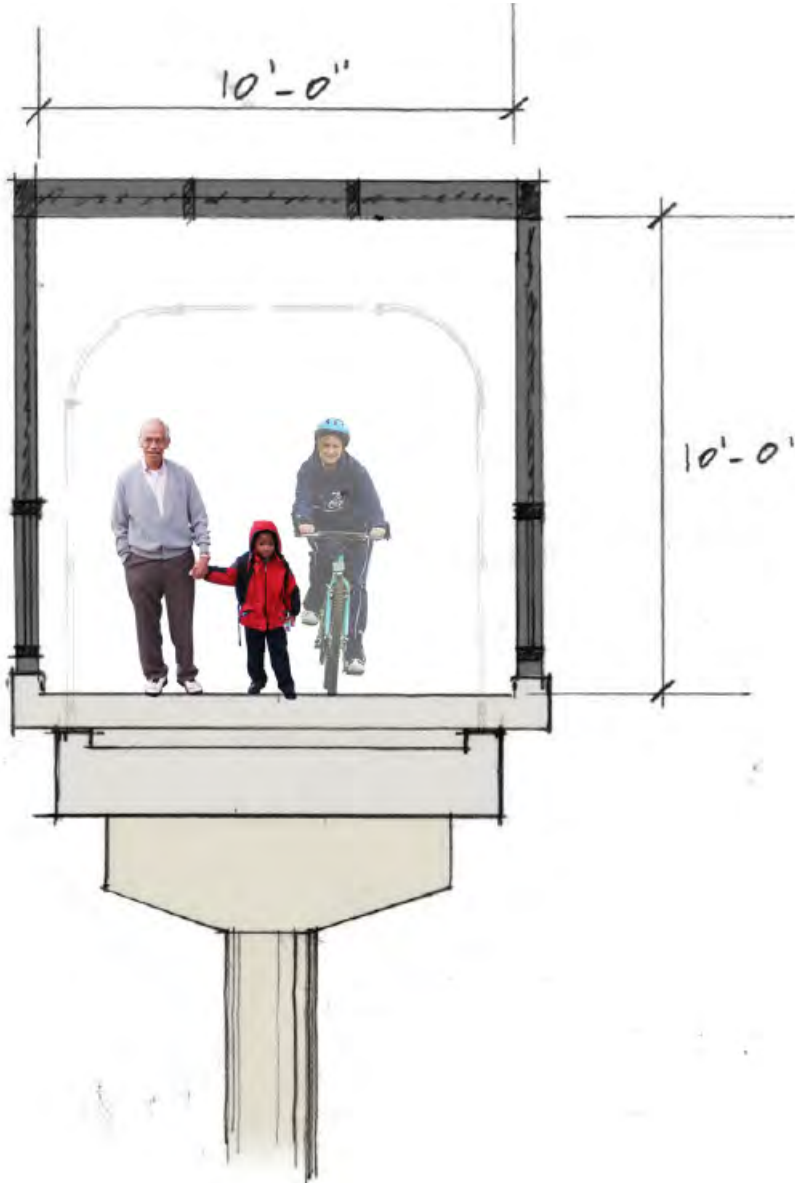
Proposed changes include ways to create a wider bridge and new railings that are less constricting while still providing the necessary safety.



Existing Bridge Section



Option 1 Bridge Section - Fill between existing curbs, place new railing on outside of structure, gaining 16" width. New overhead railing is raised to 10'-6" height, creating a less constricted feeling.




Option 2 Bridge Section - Place new deck with 8" cantilever on top of existing bridge deck. 10'-0" clear to overhead beams.



WEST 14TH AND BUHRER





SCALE: 1" = 100'-0"


0

50

100

200

TREMONT  
PEDESTRIAN AND BICYCLE  
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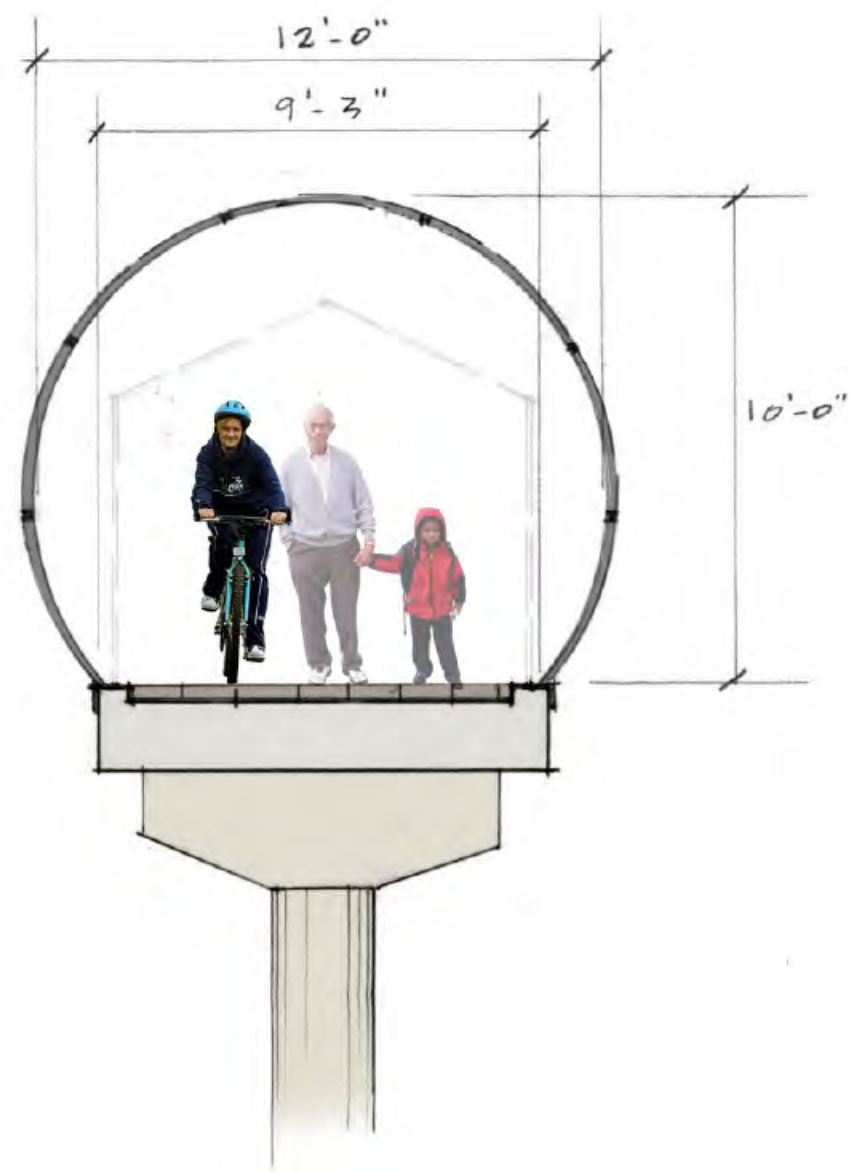








Existing Bridge Section



Option 1 Bridge Section - Fill between existing curbs, place new railing on outside of structure, gaining 12" width. New overhead railing is raised to 10'-0" height.



Option 2 Bridge Section - Place new deck with 15" cantilever on top of existing bridge deck. 12'-0" clear to overhead fencing.



# BUHRER PEDESTRIAN BRIDGE



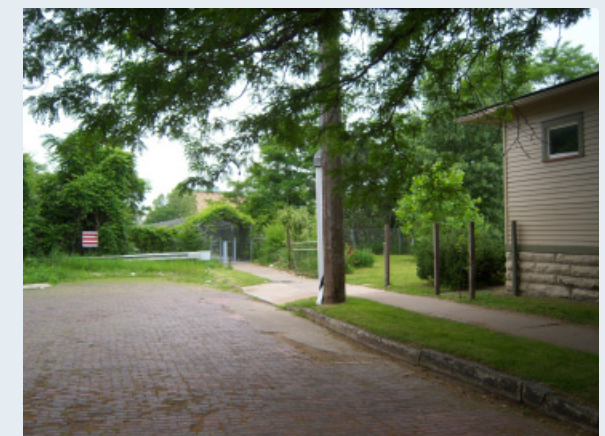
Perspective #1: West Side of Bridge near Buhrer School



Existing Conditions



Perspective #2: East Side of Bridge near West 14th



Existing Conditions





Abbey Avenue and Viaduct

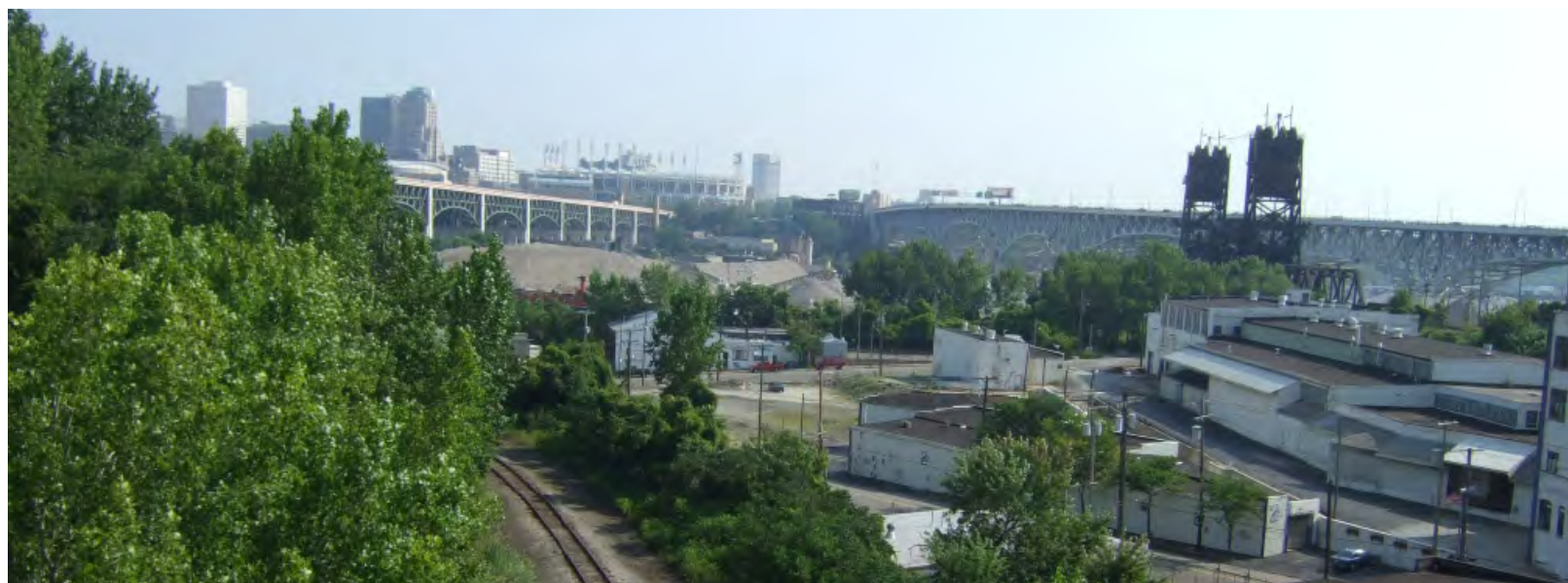


## EXISTING CONDITIONS

Abbey Avenue provides the main connection between Tremont and many key destinations, including: The RTA Red Line Station; groceries at the West Side Market and Dave's; and bicycle access to the Lorain-Carnegie Bridge. This connection will become even more critical when the new Innerbelt bridge is under construction. It is also a major gateway for people entering Tremont from the west side of Cleveland.

Current conditions on the viaduct are unsightly and dangerous for bicyclists and pedestrians. The crash barriers along the sidewalks trap trash and debris, and in the winter fill with snow and ice. Bicyclists complain that the large drains along both sides of the road are extremely dangerous and force them to swerve into traffic.

From an aesthetic standpoint, Abbey Avenue and Abbey Viaduct present amazing opportunities to create a Tremont gateway into the neighborhood that showcases the incredible view of downtown Cleveland from the bridge and sets the tone for bicycle and pedestrian accommodations throughout Tremont.



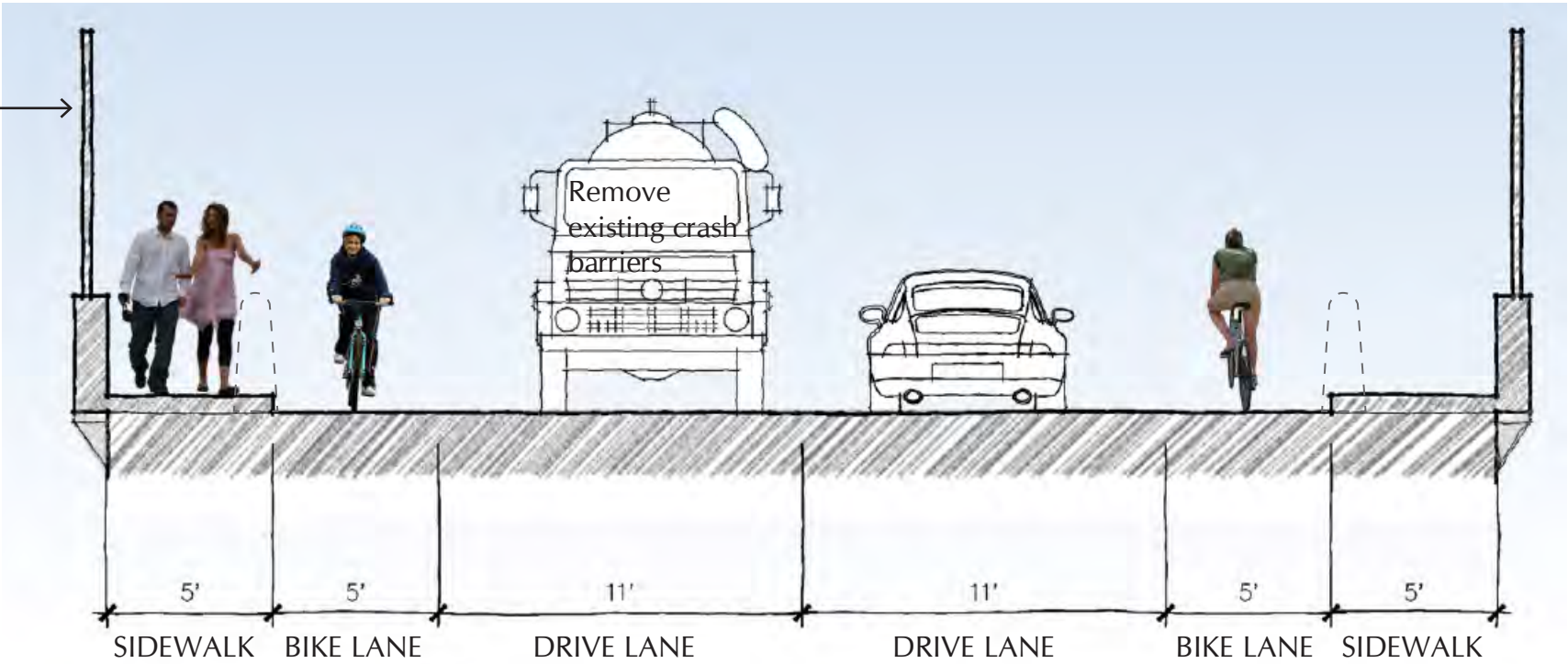


ABBEY VIADUCT

Abbey Viaduct gets new bike lanes, decorative lighting, the barriers between the road and sidewalk are removed, and the fencing is replaced with new 48" height decorative railings with vandal fencing only where necessary.



Widen bridge, replace existing parapet walls and fence.



The renovated bridge over the RTA Red Line Tracks, three blocks to the west, provides a model for how the viaduct gets renovated.





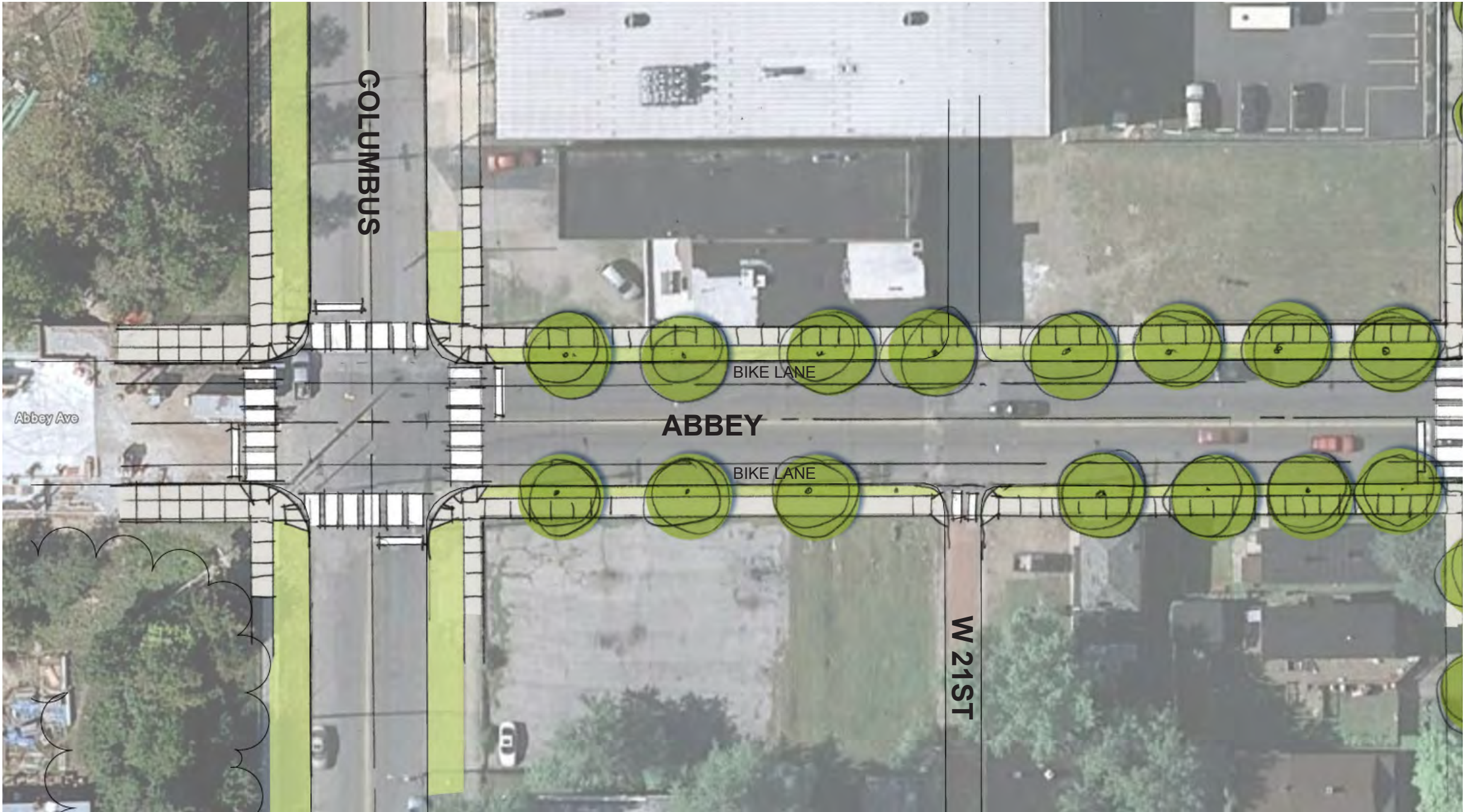
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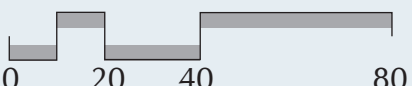


ABBAY AVENUE






SCALE: 1" = 40'-0"

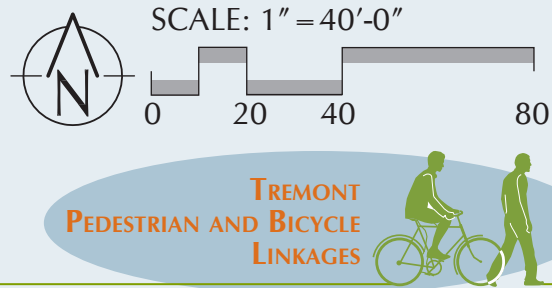


TREMONT  
PEDESTRIAN AND BICYCLE  
LINKAGES



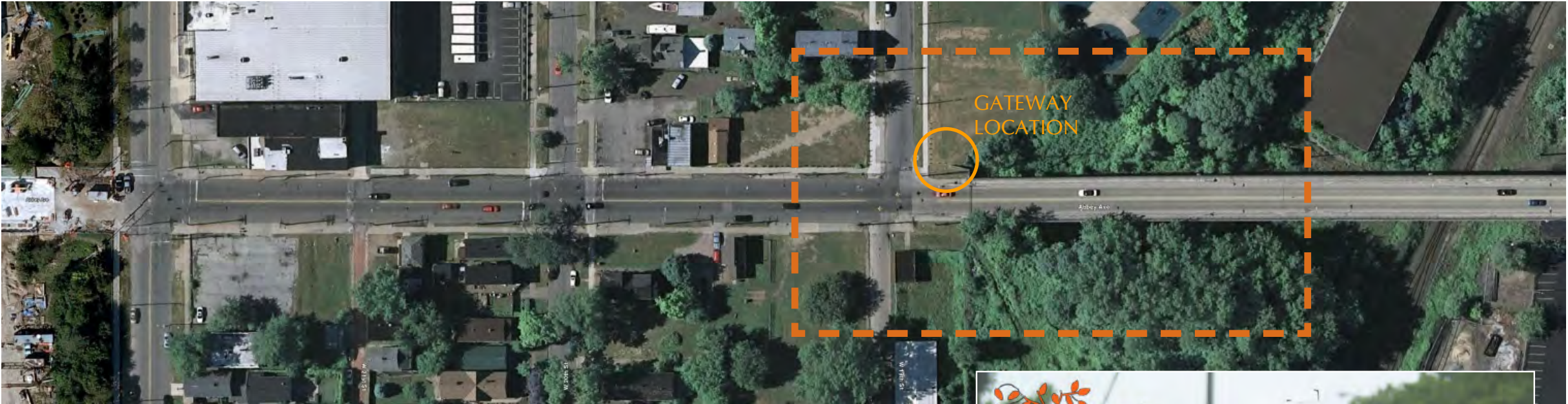



ABBEY AVENUE



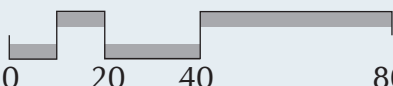


ABBAY AVENUE






SCALE: 1" = 40'-0"



TREMONT  
PEDESTRIAN AND BICYCLE  
LINKAGES



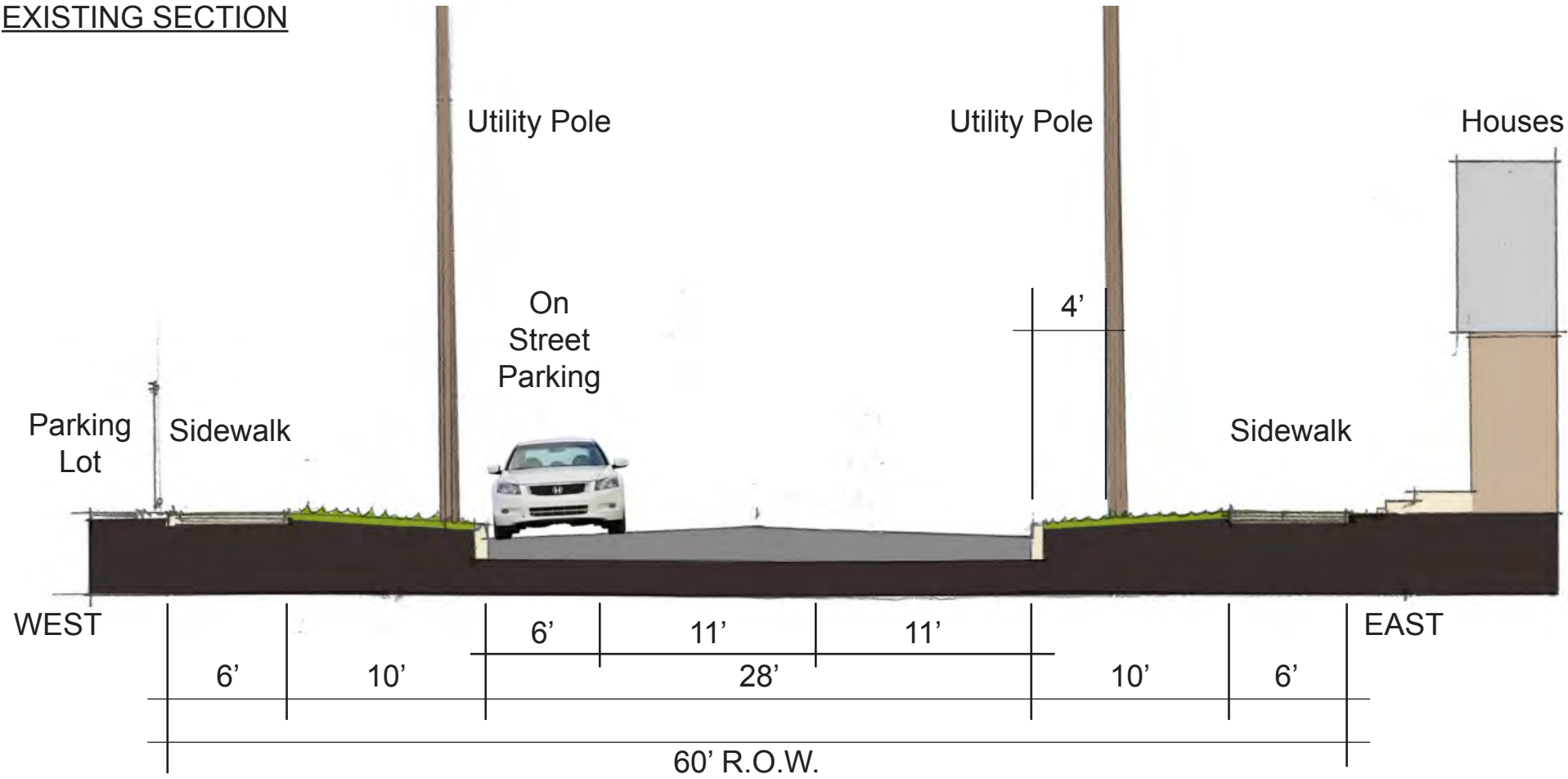


WEST 20TH CONNECTION TO LORAIN

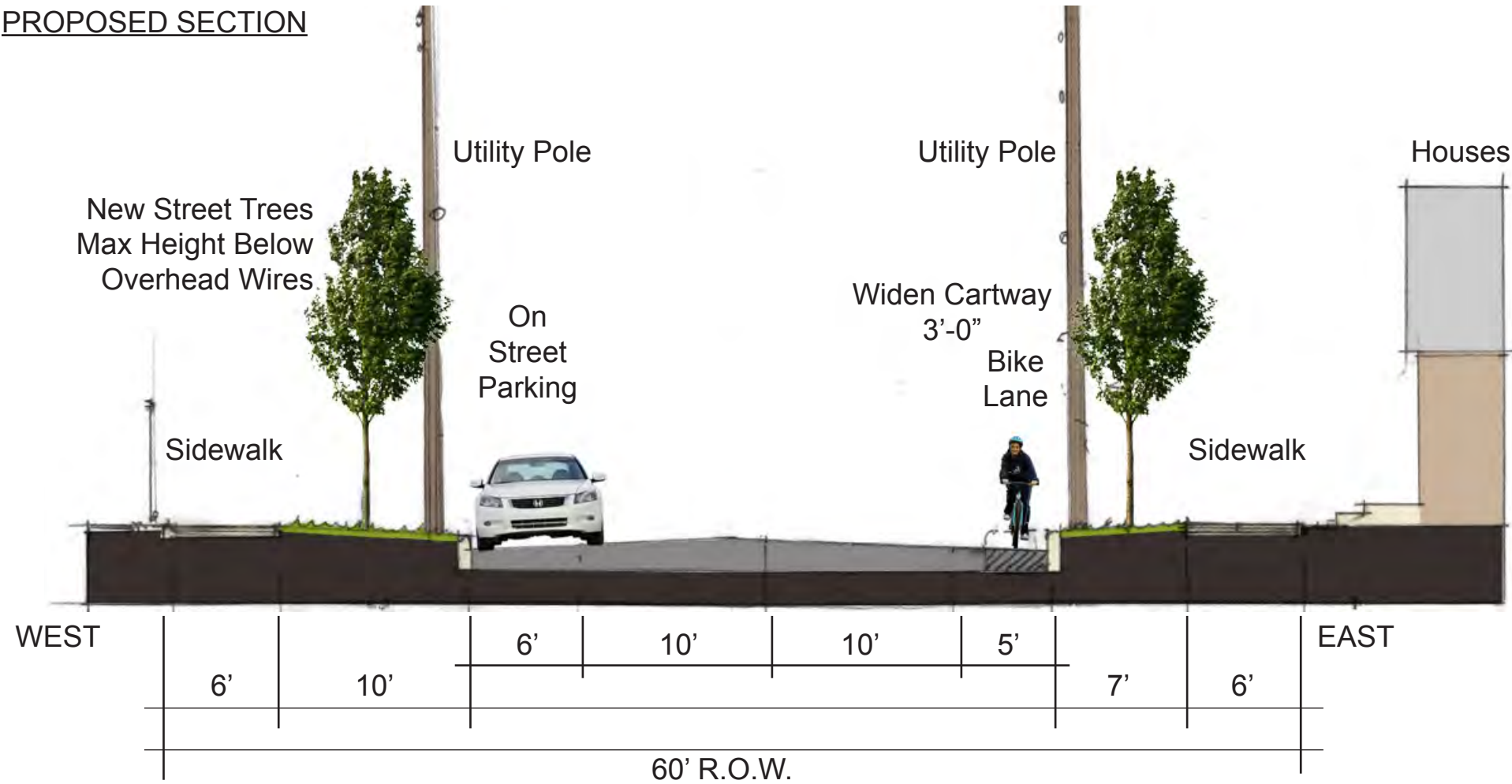




EXISTING SECTION



PROPOSED SECTION



WEST 20TH CONNECTION TO LORAIN

West 20th Street is currently a narrow street, but could be widened by three feet without moving any existing power poles. This would allow for the addition of a bike lane connection between Abbey and Lorain.





WEST 20TH CONNECTION TO LORAIN







- Towpath Connectors
- Phase 1 Innerbelt Bridge improvements including new art wall and parking lots.

## Phasing - 5 + Year Goals





I-90 / Innerbelt Bridge Zone



EXISTING CONDITIONS





INNERBELT BRIDGE PHASE 1

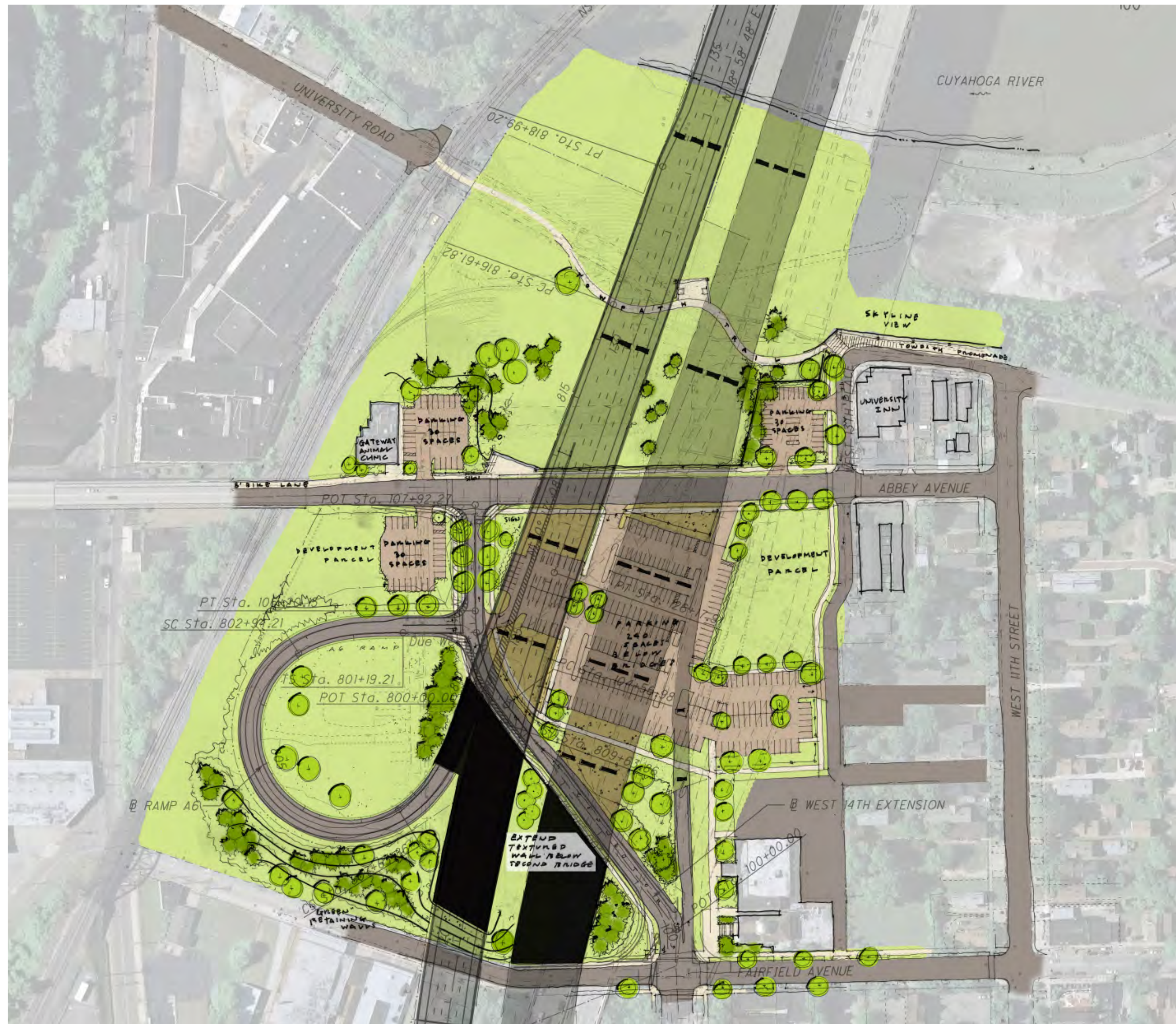
The new Innerbelt Bridge will create many changes within Tremont. It will necessitate removing buildings and reconfiguring a number of roads. These changes provide opportunities for additional parking, neighborhood beautification and new pedestrian connections.





## INNERBELT BRIDGE PHASE 2

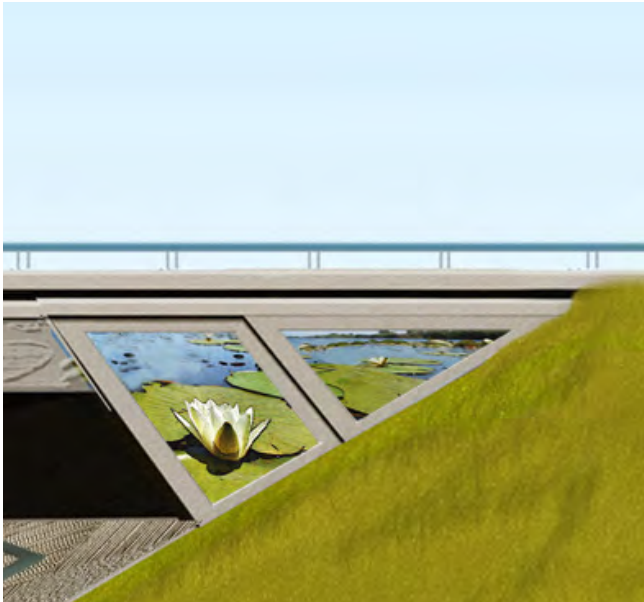
Phase 2 entails tearing down the existing bridge and building a new bridge in its place. The enhancements started in Phase 1 continue with Phase 2. Additional parking needs can be evaluated at this time to ascertain if additional parking is desirable. Links to the Towpath Trail should be finalized.





WALL TREATMENT

The new bridges will require a series of large walls. Tremont residents were shown a number of options for these walls, and the preferred scheme was a combination of a Tremont identifier and an art element.





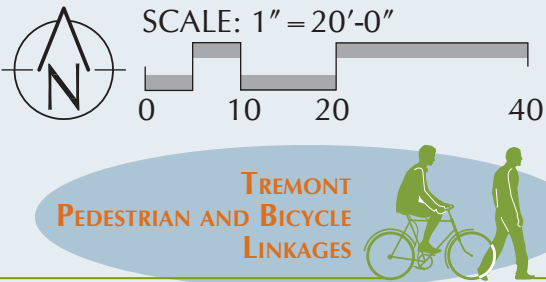
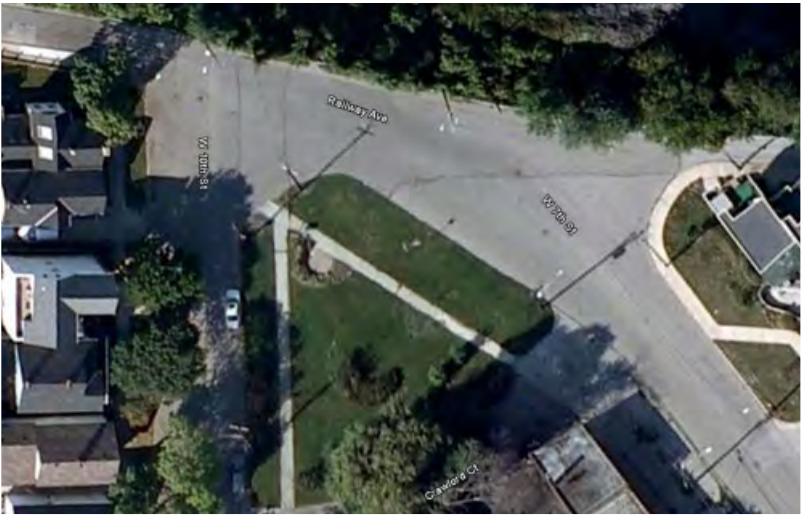
UNIVERSITY BETWEEN WEST 11TH AND  
WEST 7TH

Remove numerous power poles and bury  
the wires and transformers for an unob-  
structed view of the bridge and down-  
town.





CAMP CLEVELAND - UNIVERSITY /  
RAILWAY BETWEEN WEST 10TH AND  
WEST 7TH

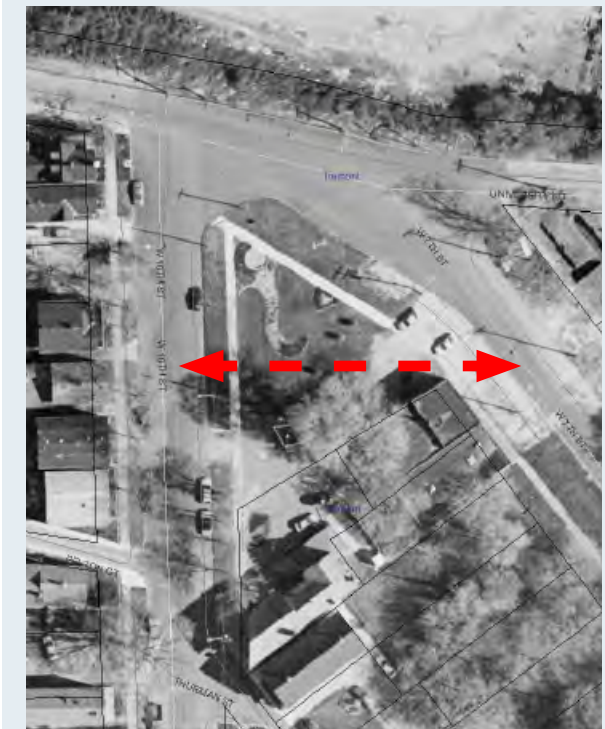




ALTERNATE VERSION - CAMP CLEVELAND  
- UNIVERSITY / RAILWAY BETWEEN WEST  
10TH AND WEST 7TH

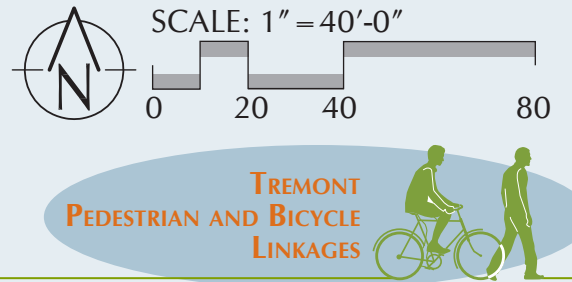
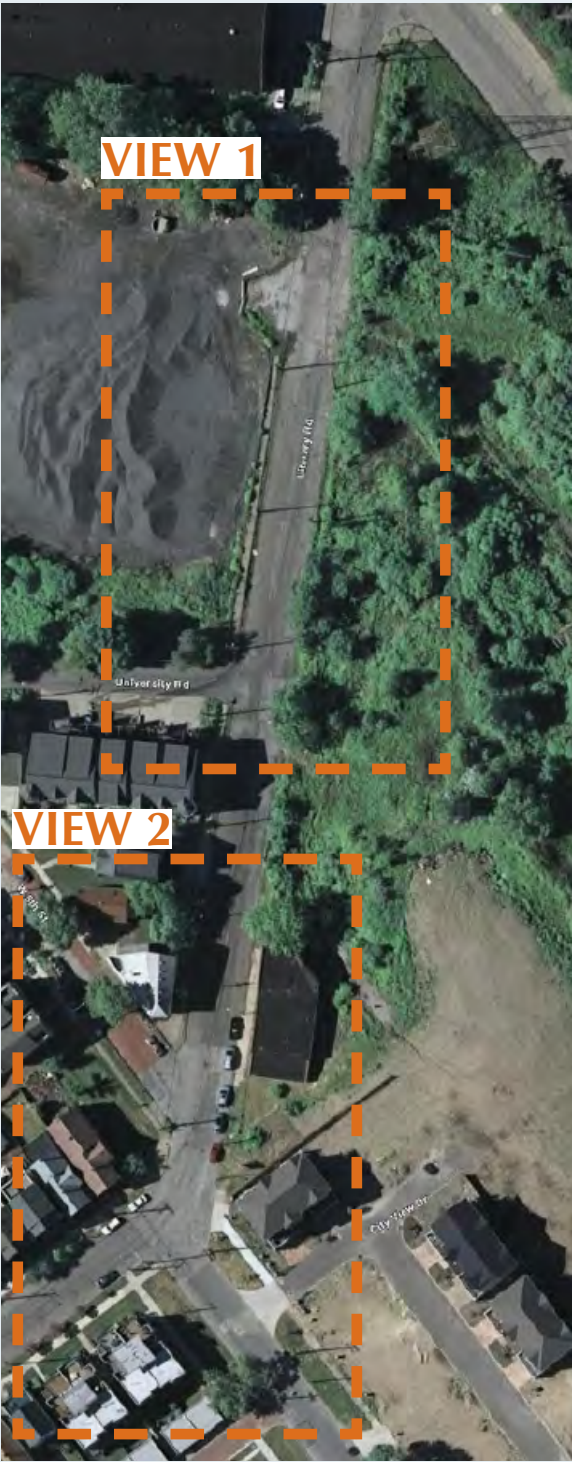


Alternate plan showing University/ Rail-  
way closed to automobiles and West 10th  
and West 7th connected with a new road.

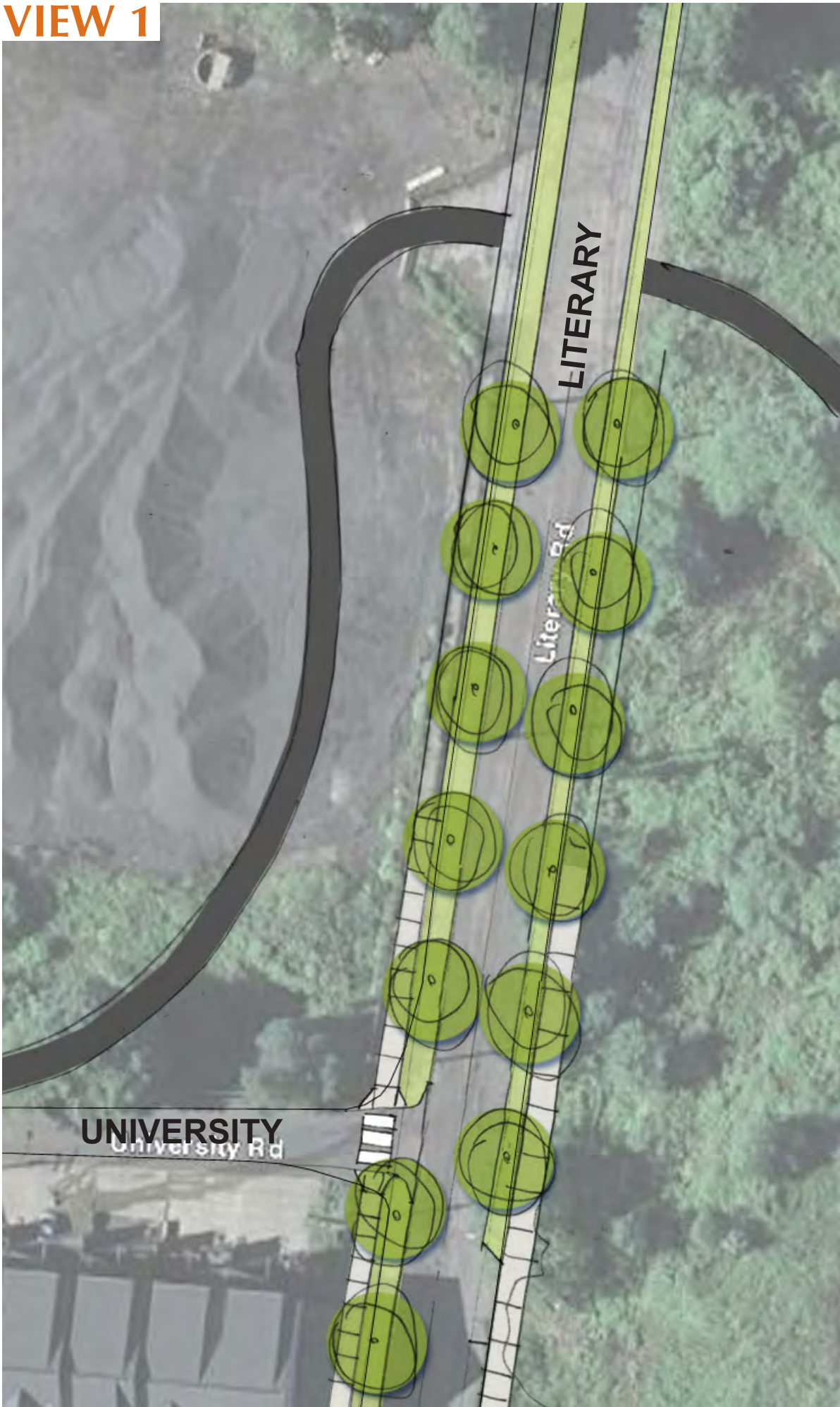




LITERARY BETWEEN WEST 5TH AND WEST 3RD



VIEW 1



VIEW 2







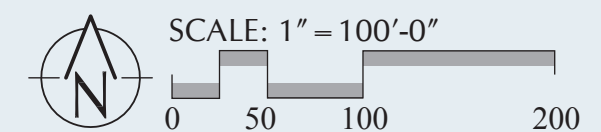
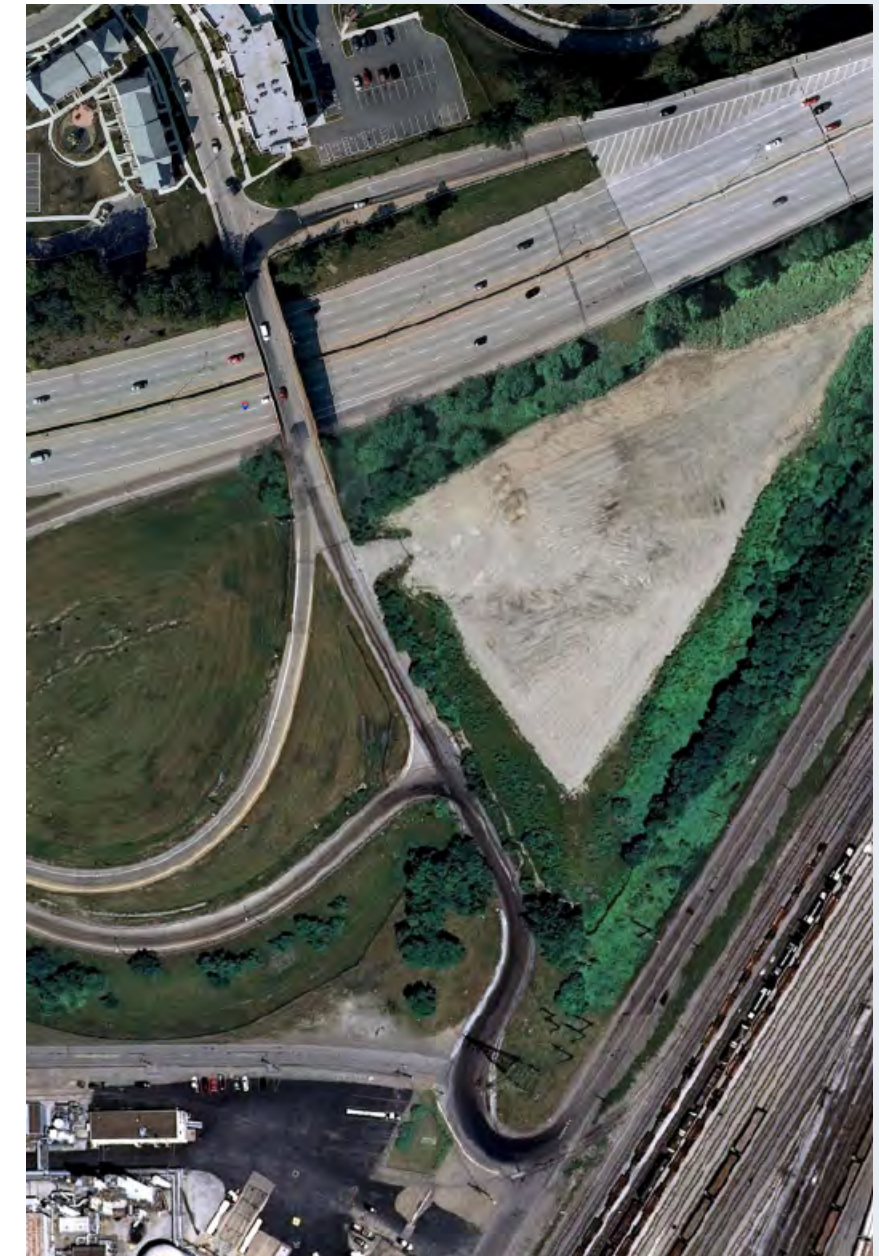
Existing conditions





## WEST 7TH OVER I-490 TO QUIGLEY

Sidewalks along this stretch of road are broken or nonexistent. The road here is steep, curvy and heavily traveled by trucks. The Towpath Trail will bridge over West 7th, and create a overlook at the high point of the hill.

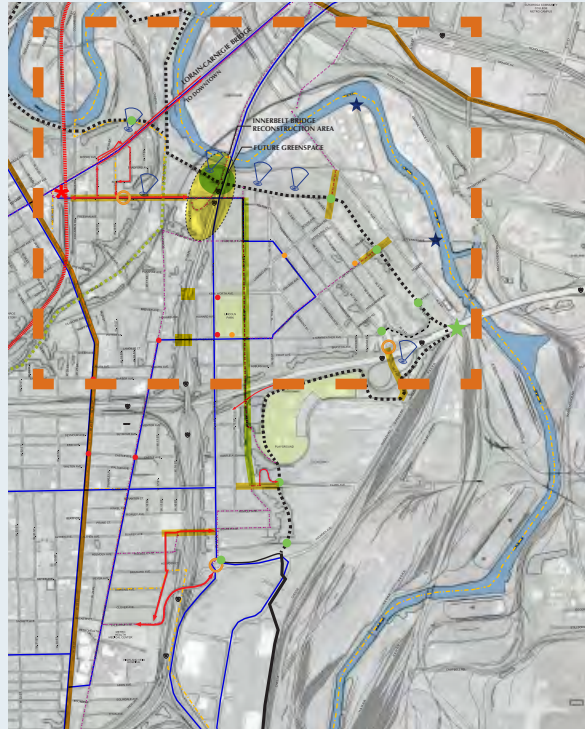


TREMONT  
PEDESTRIAN AND BICYCLE  
LINKAGES





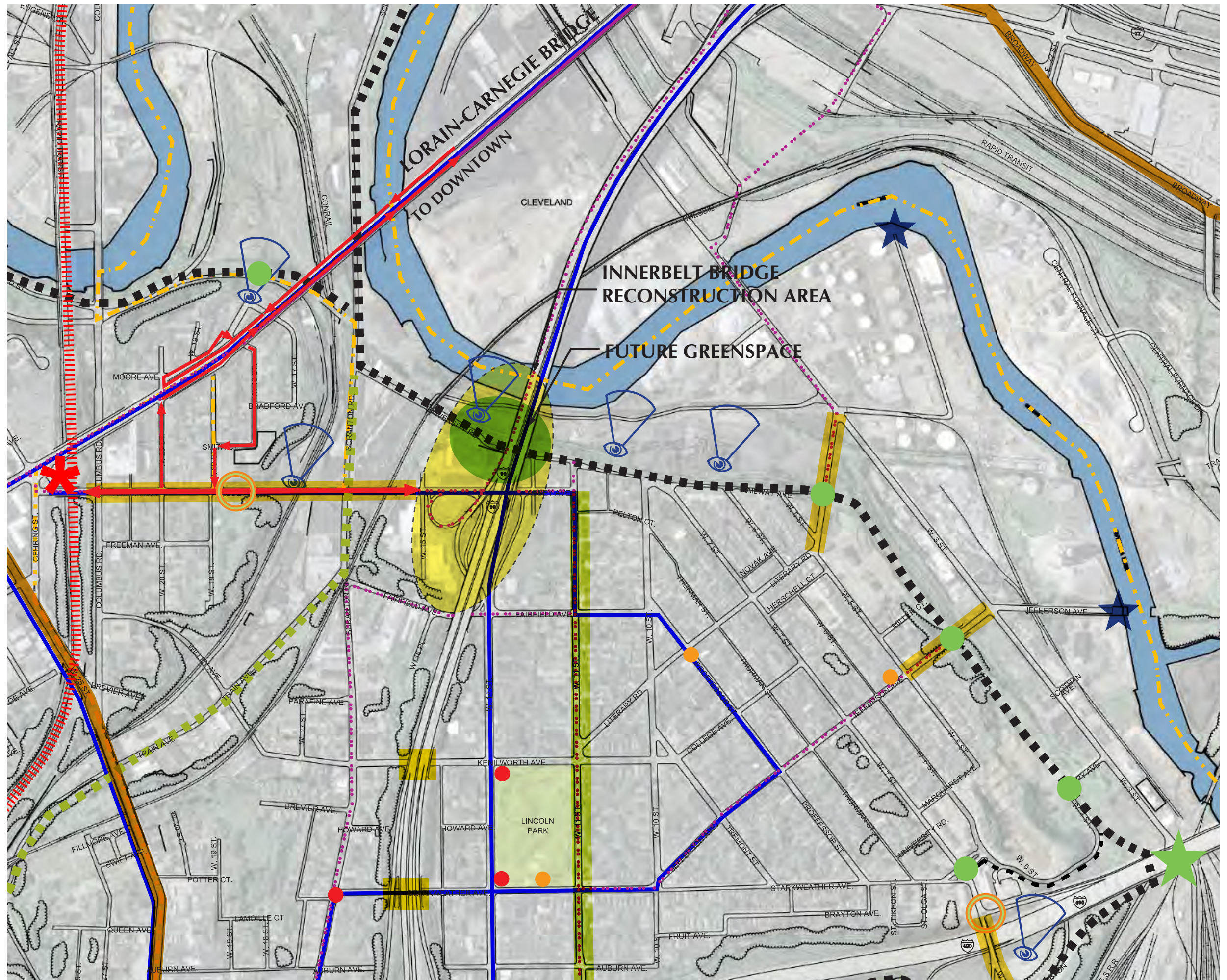
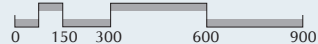
## AREAS OF ACTION - NORTH



Key

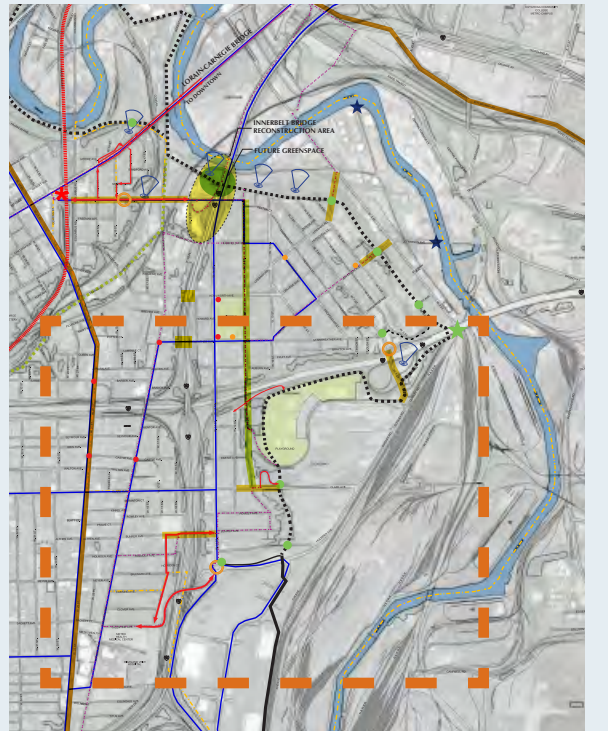


- 
- |  |   |
|--|---|
|  | Tremont Service Area                          |
|  | Bus Route                                     |
|  | Red Line                                      |
|  | Scenic Byway                                  |
|  | Existing Towpath Trail                        |
|  | Proposed Towpath Trail                        |
|  | Proposed Train Avenue / Walworth Run Greenway |
|  | City Bikeway Connector                        |
|  | Existing Bike Lane                            |
|  | Streetscape Improvement                       |
|  | Bicycle Boulevard                             |
|  | Connection Improvement                        |
|  | Transit Waiting Environment                   |
|  | Bike Amenity                                  |
|  | Neighborhood Gateway                          |
|  | Towpath Trailhead                             |
|  | Towpath Local Access                          |
|  | River overlook                                |
|  | Scenic Views                                  |





AREAS OF ACTION - SOUTH



**Key**

- Tremont Service Area
- Bus Route
- Red Line
- Scenic Byway
- Existing Towpath Trail
- Proposed Towpath Trail
- Proposed Train Avenue / Walworth Run Greenway
- City Bikeway Connector
- Existing Bike Lane
- Streetscape Improvement
- Bicycle Boulevard
- Connection Improvement
- Transit Waiting Environment
- Bike Amenity
- Neighborhood Gateway
- Towpath Trailhead
- Towpath Local Access
- River Overlook
- Scenic Views

0 150 300 600 900

**TREMONT**  
**PEDESTRIAN AND BICYCLE**  
**LINKAGES**

