Protected Bike Lanes

Ensuring World-Class Bike Accommodations within the Opportunity Corridor
GUIDING PREMISE:

The commuting needs of motorists, bicyclists, pedestrians and transit riders can be safely and comfortably accommodated within the Opportunity Corridor right of way.
TYPES OF BIKEWAYS
What is a protected bike lane?

• Dedicated, inviting spaces for people on bikes in the roadway.
• Protected from motor vehicles
• Separated from sidewalks.
• Safe, efficient and ease of travel for all street users.
Where do these exist?

By end of 2013: 200 protected bike lane projects across US

Akron, OH
Indianapolis, IN
Cincinnati, OH
WHY THE OPPORTUNITY CORRIDOR?
1. To achieve the project’s full economic development potential, it is regionally significant to design Opportunity Corridor as a world-class multi-modal facility.

2. Connectivity between E.55th and University Circle is important not only to automobile-based commuters employed there but also to residents of existing and proposed neighborhoods along the corridor.

3. Improved facilities for pedestrians and cyclists in an area where facilities currently are lacking.

4. Improved system linkages and mobility for people on bikes and pedestrians.

5. Improved safety for all users.

6. AASHTO Guide for the Development of Bicycle Facilities (section 5.2.2) – “provisions of a pathway adjacent to the road is not a substitute for the provision of on-road accommodations...but may be considered in some conditions IN ADDITION TO on-road bicycle facilities.”
EQUITY CONSIDERATIONS:

Upwards of 30% of Cleveland households lack access to private automobiles, making multi-modal facilities a necessity.
THE DESIGN
Current cross-section of Opportunity Corridor
Proposed typical cross-section of Opportunity Corridor
Conceptual rendering of protected bike lane on Opportunity Corridor
ADVANTAGE OF PROTECTED BIKE LANES:

Avoids mixing road users traveling at very different speeds (i.e., bikes and pedestrians on side path, bikes and autos on roadway)

**Improved safety** - 56% reduction in injuries to all road users (NYC), 18% decrease in all collisions (Vancouver, BC), Streets with protected bike lanes saw 90 percent fewer injuries per mile than those with no bike infrastructure (AJPH, Teschke, K., et al., 2012)

Offers a buffer between bicyclists and adjacent automobile traffic while ensuring visibility of people on bikes.
Studies show that protected bike lanes are:

- Good for improving safety of all users
- Improve business retail sales
- Increase motorist and bicycle lawfulness
- Increase the number of people riding bikes
EXAMPLES FROM ELSEWHERE