



Advocates Outline Preferred Alternative for Ben Franklin Bridge Pedestrian and Bicyclist Ramp Project

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Statement of Tri-State Transportation Campaign and the Bicycle Coalition of Greater Philadelphia in advance of the Delaware River Port Authority's May 14, 2013 public meeting to discuss the Ben Franklin Bridge South Walkway Bicycle and Pedestrian Ramp project:



Tri-State Transportation Campaign and the Bicycle Coalition of Greater Philadelphia applaud the Delaware River Port Authority (DRPA) for moving forward with plans to more fully accommodate pedestrians, bicyclists and wheelchair users on the Ben Franklin Bridge. The DRPA aims to build an accessible ramp that will connect to the bridge's south walkway and replace a three story stair tower on the New Jersey side of the bridge.

To maximize the benefits of this project, Tri-State Transportation Campaign and the Bicycle Coalition of Greater Philadelphia urge the DRPA Board to select a design that includes a single continuous ramp that follows the slope of the bridge and widens an existing narrow section of walkway (between 3rd and 4th Streets).

A continuous ramp that does not "switch back" and improves the existing narrow section of the walkway would maximize user convenience, allow for continuous eastbound travel to downtown Camden and points beyond and further enhance transportation options for pedestrians, bicyclists and wheelchair users without busting the project's budget.

"Once completed, the ramp will be a centerpiece of The Circuit regional trail network and will connect to existing and planned street improvement and trail projects on both sides of the Delaware River" says Matthew Norris, South Jersey Advocate for the Tri-State Transportation Campaign.

"This ramp will be transformational and attract many more people to walk and bike across the Delaware River between Camden and Philadelphia" says John Boyle, Research Director for the Bicycle Coalition of Greater Philadelphia.

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Tri-State Transportation Campaign is a non-profit organization working toward a more balanced, transit-friendly and equitable transportation system in New York, New Jersey and Connecticut.
