Pedaling on the North Coast
In memory of Judy Fishel, whose encouragement led to me to create these routes.
—Murray

To Jeanine, for cheering me on.
—Stan
Eighteen rides around Northeast Ohio. Numbers correspond to the ride number.
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Disclaimer: Cycling can be dangerous. Neither the producers nor publishers of this book assume any liability for cyclists traveling along any of the suggested routes in this book. At the time of publication, all routes shown on the maps in this book were open to bicycles. The routes were chosen for their safety, aesthetics, and pleasure, and were deemed acceptable and accommodating to bicyclists. Safety on these routes cannot be guaranteed. A cyclist is responsible for his or her own safety when riding the routes in this book and is responsible for the unforeseen risks and dangers that might occur.
Acknowledgments

Our thanks to Tom Nezovich, Dave Pulliam and Marty Cooperman, who shared their knowledge of where to bike in Greater Cleveland, thereby improving the routes in this book. Tom and Dave, along with Wayne Ostrander, Scott Purdum, and Ken Johnson made riding these routes even more fun by pedaling several of them with us.

We are grateful to the staff of the University of Akron Press: to Curt Brown for his conscientious editing of the book; to Amy Freels for her attractive layout and design work; to Paul Stephen- son for his map-making; to Zac Bettendorf, Michael Goroff, and Abby Thompson for their proofreading; to Julie Gammon for her nonstop marketing efforts; to Carol Slatter for her careful attention to the manufacturing of the volume; and to Director Tom Bacher, who saw the vision and green-lighted the project.
Introduction

*Stan Purdum*

From 1919 until the mid 1950s, Cleveland was the home of the Murray Ohio Manufacturing Company, which made, among other things, bicycles for the youth market. Cleveland was also the home of Murray Fishel’s family. So when his father went looking for a bicycle for Murray’s sixth birthday, it was no surprise he came home with a Murray. The next morning, the birthday boy came downstairs and was thrilled to find that not only had his parents gotten him a bike, but also that they had even specially named it for him!

Murray’s early love affair with cycling ended the day he got his driver’s license, but it was reborn in 1991, as he planned his retirement from Kent State University’s Department of Political Science. He wanted to concentrate on his consulting business, but knew that business wouldn’t occupy him full time, and several retired friends had stressed the importance of having something to do. So Murray bought a bicycle and has been riding ever since, wearing out several bikes and pedaling well over a hundred thousand miles.

Good thing he kept riding, because according to his doctor, cycling later saved his life.

Although all that cycling has kept a rosy glow on Murray’s cheeks and a spring in his step, other factors—specifically his genetic disposition toward high cholesterol—resulted in his having a heart attack late in his seventh decade. His cardiologist installed a stent in one of his arteries, but told Murray that had he not been so physically fit from cycling, the attack would have killed him. He was so fit, in fact, that only a small portion of his heart was damaged, and after treatment, he was able to return to cycling.

I met Murray on a ride with a group of mostly retired men who meet weekly for a bicycle trek to lunch, pedaling to a differ-
ent restaurant each time. Appropriately, they have dubbed their association “The ROMEOS” (Retired Old Men Eating Out). I’m not retired, but a member had seen an article about my book of bike rides in Northeast Ohio, *Pedaling to Lunch*, and invited me to join the group for one of their jaunts. Along the way, I fell in beside a member who introduced himself as Murray Fishel. Murray said he lived in the Cleveland area and asked why I hadn’t included many Greater Cleveland rides in my book. I explained that I hadn’t because, living in North Canton, I didn’t know Cleveland very well.

As we continued pedaling and talking, we found that we both had ridden cross-nation tours, had both enjoyed numerous other cycling adventures, and generally had a lot in common. Then Murray mentioned that he enjoyed plotting bicycle routes throughout Greater Cleveland and often led rides for acquaintances in and around the city. “Maybe you could do a book of Cleveland rides someday,” Murray said.

“Maybe I could,” I said, “if you did the routing.”

You are holding the result in your hands. This book is a cooperative venture with Murray. He laid out the routes, the two of us—often in the company of friends—rode them together, I wrote about our experiences, and Murray reviewed what I had written and suggested additions and improvements. I’m delighted that several of Murray’s rides, captured in this book, will be part of his legacy to the Greater Cleveland cycling community.

Along the way, Murray and I have become not only cycling and publishing partners, but good friends as well. We’ve each made other new friends in the process. Murray brought two of his cycling pals to several of the rides—Cleveland native Tom Nezovich and long-time Cleveland area resident Dave Pulliam. I brought two of my riding buddies, Wayne Ostrander from Suffield and my brother Scott Purdum, who lives in Ravenna. Sharing the fellowship of these self-propelled journeys, it didn’t take long for us to become a cohesive group.

In the ride narrations, I’ve mentioned the bicycles we rode. “Bicycle people” tend not so much to replace their steeds, as to
add new ones to their stable. Tom, for example, owns more bikes than anyone else I know. Murray owns four, Dave owns three, Wayne and I both own two, and Scott owned two until a mishap damaged one beyond repair. So if, as you read the chapters, you notice that we’re not always on the same bikes, that’s the reason. But that’s not to suggest that you need special or multiple bicycles to ride these routes; any geared bike in good, working order is sufficient.

A word about the routing: As you ride these routes, you’ll notice we’ve used a few roads in more than one ride, and there’s a good reason for that. Not all streets and roads in Greater Cleveland are bike friendly. Thus, a few rides include the same portion of Twinsburg Road because it offers one of the few safe ways to cross the State Route 8 high-speed four-lane. Likewise, Lakeshore Boulevard, Valley Parkway, and Riverview Road each make more than one appearance because they lend themselves well to cycling. Each ride is its own adventure, however, and we’ve designed the rides with that in mind.

Murray and I are happy to provide these routes for your exercise, exploration, enjoyment, and exhilaration. Happy riding.
Introduction

*Murray Fishel*

Stan is a twenty-first century Renaissance man. Some people have one career and aren’t happy in what they do. Stan has one career and is happy, but has never been satisfied with just that alone. He’s been able to build his life around family, church, language, bicycling, and travel. And, it really is pretty remarkable that he’s able to give each of these the dedication that many struggle with when only pursuing one!

I first learned of Stan when I saw his book *Pedaling to Lunch* in a local bookstore. I won’t repeat the subsequent chain of events that led to our collaboration on this book, as it isn’t important here. What is important is that we were drawn together by our love of bicycling and an intense interest in sharing that pleasure with others.

Stan and I share certain common beliefs. First, we both believe in the slogan, “Ride to Eat.” Second, we both know that we see things from our bike saddles that we would never see anywhere else. Third, we are firm believers that bicycling is vital to our mental and physical fitness. And, finally, we both love to share our rides with others and write about bicycling.

Stan and I differ in opinion on certain things as well. Stan likes hills. I like down hills. Stan only counts hills if he has to use his granny gear. I count hills if there’s a half-percent grade. You can really get some insight into Stan from an exchange we had recently on *Pedaling to Lunch’s* “Stark Reality” ride in Stark County:

Me: “*How many hills are there before lunch?”*  
Stan: “*Four.*”  
Me: “*Great. I can do that. After all, it’s seventeen miles to lunch.*”
As we roll along, I notice a large hill rising in front of me.

Stan: “Here’s the first hill.”
Me: (under my breath) “But this is the FIFTH hill by my count.”

Ah, I guess the perception of reality is more important than the reality itself. Our perceptions are quite different, but that’s what makes this book appropriate for cyclists of all skills. For each ride you get both of our “realities.”

Stan provides you insights and challenges. I provide the streets and restaurants. There’s plenty for any cyclist to love, there’s plenty to challenge, and you’ll never go hungry!
Cycling is fun. Unless you want to become a professional cyclist, weekend riding doesn’t require a lot of expensive or fancy equipment, and almost anybody in reasonable health can pedal around. The following advice will make your cycling safer, more enjoyable, and more comfortable.

Safety
Always wear a helmet. While falls are not common, a good-quality helmet will spare you serious head injury. Several years ago, I was rolling downhill on a country road when my map suddenly blew out of my front pouch. Without thought, I hit the brakes hard to stop and retrieve it. I flew over the handlebars and tumbled several times on the gravel of the road’s shoulder. My bike ended up with bent handlebars and a damaged rear wheel. I got a pulled thigh muscle, numerous cuts, scrapes, abrasions, and bent glasses. My head, however, was okay, but only because
the helmet took the blow—a blow so hard that my helmet split. It “died” and I didn’t. I was sore, but I was able to straighten the bent wheel and ride home.

I also suggest using a flashing taillight on overcast days and after dark. A headlight is a good accessory, too. Many of these and other items are reviewed in Bicycling (www.bicycling.com).

**Mechanical Problems**

Being prepared for minor mechanical problems will make your day of riding more enjoyable. If you keep your bike properly maintained to begin with, you are unlikely to have any problems major enough to derail your ride. And unlike a car, most of the things that can go wrong mechanically on a bike do not actually prevent you from continuing your journey. A broken spoke or two, a squeaky bearing, or even a broken shift-cable will rarely force you to stop. However, a flat tire will, literally, deflate your progress.

To prevent tire trouble, start out with good tires inflated to the pressure recommended on the tire itself. Since flats can occur nonetheless, I carry a spare inner tube, a set of three tire levers (the “spoon-shaped” tools for removing a tire from the rim to install the new tube), and a small air pump that mounts to my bike frame. (Alternatively, you can use a CO2 cartridge system for re-inflating the tire.) Since my wheels can be removed from the frame by opening quick-release levers (a common feature on most newer bikes), I need no other tools for dealing with a flat. If your wheels are attached to the frame with axle nuts, you’ll have to carry the appropriate-sized wrench to remove the wheel.

Additionally, I carry a small combination Allen wrench (hex key) set that enables me to adjust any bolt on the bike, though I seldom have to use it. I also take along a chain-breaker tool for chain repairs, though I don’t consider that essential for most riders. In the unlikely event of a broken chain, your best recourse may be to use your cell phone to call a friend for a ride. All of these tools come in small combination sets that can be found at bicycle shops.
Clothing

Prior to riding, I usually check the local forecast so I am aware of the temperature, wind speed and direction, and amount of sun I will encounter. This allows me to dress appropriately and avoid taking extra layers of clothing. If the weather conditions will be changing, I might have to take off one layer or bring an additional layer.

I recommend bicycle shorts for all rides (under other layers on cold days), but in warm and dry weather, you can get away with T-shirts and other everyday garments. Many riders don’t cycle in colder weather, but if you do, it is wise to dress in layers and wear clothing made of the performance fabrics that wick moisture away from your body. The standard advice for cold weather riding is to think in terms of three layers: a base layer of wicking fabric, a middle layer of insulating fabric, and an outer layer of wind-breaking fabric. That advice is fine as far as it goes, but in practice, it is not precise enough to ensure comfort at different temperatures. Depending on the temperature, you may need to don two or three insulating layers between the base layer and the outer layer.

The best way to determine what you need to wear on cooler days is trial-and-error coupled with a little record keeping. Trial-and-error is not difficult if you have some arrangement on your bike to stash extra clothing, such as a rack, a pouch, or a saddlebag. Then just take a bit more clothing than you think you are likely to need and see what actually keeps you comfortable. Unless your memory is exceptional, however, the key is to keep a written record of the temperature and the required number of layers. In my experience, for every five degrees the temperature drops below 65, I need to add a piece of clothing—long sleeves, gloves, a skull cap, an additional pair of socks, etc.

Comfort

The single most important item for comfort on long rides is a properly fitted saddle. Fit is far more important than padding. You can find saddles that feature lots of padding and that feel
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great for short neighborhood rides. But on longer hauls, the padding compresses and doesn’t feel nearly as good. Saddles come in different widths, different material, and are structured differently for men and women. You might need to experiment with a few saddles, and some bike shops even have loaner saddles you can try. Personally, I’ve found that the classic leather saddle works best for me.

After you’ve chosen a saddle, have it properly adjusted. A professional at a local bike shop can do this for you, or you can also find instructions on the Internet or in your bicycle user’s manual. Saddles need to be set for the proper height, tilt, and distance from your handlebars. You can find information on choosing and adjusting saddles at www.bicycling.com and other websites.

To stay comfortable during your ride, buy bicycle shorts. Shorts are important because they have a little padding, provide support, and are designed to reduce friction, rubbing, and to wick away moisture. Follow the manufacturer’s instruction on proper care.

Take at least two water bottles on rides. I usually fill one with a sports drink. I also carry an energy bar because cycling burns lots of calories. In hot weather, I take along pretzels to replenish my body’s sodium level.

With attention to these few matters, you are all set for great adventures on northeast Ohio’s byways.

Here are a few websites to check out:

Adventure Cycling Association
www.adventurecycling.org

League of American Bicyclists
www.bikeleague.org

Ohio Department of Transportation
www2.dot.state.oh.us/bike

Pedestrian and Bicycling Information Center
www.bicyclinginfo.org

Sheldon Brown’s Bicycle Technical Info
sheldonbrown.com
Ride 1
Lake Parks West

**Route:** Wendy Park to Huntington Reservation
**Distance:** 29 miles
**Terrain:** Flat
**Communities Visited:** Cleveland, Lakewood, Rocky River, Bay Village
**Starting/Ending Point:** Wendy Park on Whiskey Island
**Points of Interest:** Wendy Park, Edgewater Beach and State Park, Lakewood Park, Rocky River Park, Bradstreet Landing, Huntington Reservation, closed Coast Guard station, spectacular view of the Cleveland skyline, beautiful houses
**How to Get There:** Follow State Route 2 (SR2) west (Memorial Shoreway) to Edgewater Beach and Park exit. Make two quick right turns at bottom of ramp, which puts you on (unmarked) Island Drive, and follow signs for Whiskey Island, Wendy Park, and the Coast Guard station. At the “Y” that splits around a parking area, take the right fork.
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Cleveland and the surrounding region are full of appealing sights and intriguing locations, but the single largest natural asset is the proximity to the eleventh largest lake in the world, Lake Erie. This ride provides an opportunity to enjoy the beautiful western portion of the lake, see stunning views of the Cleveland skyline, and pedal past some compelling shoreline homes.

The ride starts at the historic, but now closed, U.S. Coast Guard Station at the mouth of the Cuyahoga River. At the other end of the route is the Huntington Reservation, one of the jewels of the Cleveland Metroparks system. In between, the ride travels through or by four parks on the lake’s edge, as well as through an assortment of attractive lakeside neighborhoods.

Unlike many of the rides in this book, which are loops, this one is mostly an “out-and-back” journey, and for good reason: we wanted to keep you near the water. There is a loop on the western end of the ride that puts you on a less busy road, but most of the ride is near the lake. In fact, with just a few exceptions, this ride sticks to the roads nearest the water’s edge.

As mentioned in the introduction, part of the fun of these bicycle rides is eating somewhere new, and Murray and I and our riding buddies seldom miss an opportunity to do that. While there are a couple of chain restaurants directly on the return route, there are more interesting choices in both Rocky River and at Gordon Square. The latter is just a short excursion from the end of the route.

Murray and I, along with Tom and Dave, pick a comfortable, sunny day in April for this ride. In two vehicles, we enter Whiskey Island from Memorial Shoreway. Despite the name, this land was never actually an island, at least not in recorded history. When the first Europeans arrived, it was a small peninsula, bounded on the north by Lake Erie and on the south and west by the Cuyahoga River; it joined the mainland on the east. In 1827,
however, the mouth of Cuyahoga River was rechanneled and
directly connected with Lake Erie, removing the river’s last two
natural turns. After the original mouth was closed, the peninsu-
la was reversed; it now joined the mainland on the west and was
severed from it on the east by the new channel. The “Whiskey”
part of the name came because a distillery occupied the land in
the 1830s.

Murray leads the way eastward along the (unmarked) Island
Drive toward the Whiskey Island Marina and beyond it at the
northeastern end of the peninsula to Wendy Park. After the
blacktop runs out, we continue on the gravel drive to the parking
area at the end, near the entrance path to the old Coast Guard
station (though we can’t see it yet). We park and unload the bikes.
Murray is riding his Bruce Gordon BLT touring bike. Dave is
mounted on a Schwinn Range Searcher, a hybrid he recently
bought on Craigslist. I’m riding my Specialized Sequoia Elite, a
lightweight road bike. Tom is on his Trek 830 Antelope moun-
tain bike, but equipped with road tires and “moustache” han-
dlebars, which gives it a unique look and enables him to sit in a
more upright position, the better to see city traffic.

Before setting out, we pedal on the short gravel path and then
ride the seawall to the Coast Guard station at its end, where the
Cuyahoga River empties into the lake at its rechanneled location.
The Coast Guard station was designed by Cleveland architect
J. Milton Dyer (who also designed City Hall) and constructed
in 1940. It was listed on the National Register of Historic Places
in 1976 and abandoned by the Coast Guard the same year. The
building has deteriorated but is still an impressive sight. There is
even a group working to preserve it, and talk of turning the sta-
tion into a lakefront café to serve as the final destination for the
Towpath Trail (see the Towpath ride), which is still to be com-
pleted at its Cleveland end.

We now set out for the ride itself, backtracking on our bikes
past our vehicles and continuing on the gravel route we drove in
from the shoreway. Fortunately, this portion is short and we are
soon pedaling on pavement.
Factories once dotted the peninsula, and Dave tells me there is an entrance to a still-active salt mine somewhere nearby. The mine itself extends well below the city. There is still a working railroad yard on the peninsula, but it's blocked from our view by a tall hedge that runs between it and the entrance road. The area doesn’t have an exclusively industrial past, however; in the nineteenth century, homes were built on the land as well. By the twentieth century, the area was used primarily by the railroads, the salt mine, and ore unloaders. There’s also a marina here today. As with the Coast Guard station, plans exist to revitalize the area, this time as an entertainment district, though we don’t see any signs of this as we ride through.

When we get back to the second stop sign, which is the Memorial Shoreway intersection, we cross the road and turn onto a paved trail, taking it toward the lake and into Edgewater Park. This is one of the six separate properties that make up the Cleveland Lakefront State Park system.

Reaching the lakefront, we stay on the trail as it turns southwest. We soon pass Edgewater Beach and then climb a short hill to higher ground that fronts the ongoing shoreline. From the bluffs, we look back at the eye-catching skyline. Though only a couple of the buildings qualify as skyscrapers, four or five others are sufficiently tall to give contour to the view, rising above Cleveland Browns Stadium, the Shoreway Bridge, and the many smaller structures. Looking ahead along the shoreline, we see a cluster of high-rises that Tom identifies as the “Gold Coast” area of Lakewood, which we will ride through today.

We reach a point where the trail crosses a park road, when we look to our right and see a large statue of a man standing on a pedestal. We decide to turn aside for a closer look and find, through an engraving, that the man is the German composer Richard Wagner. I later learn that German immigrants, many of whom lived in a nearby neighborhood, gave the statue to the city in 1911.

The paved trail ends at Cliff Drive, which takes us to Lake Avenue, where we continue westward. For the next few miles we
stay on either Lake Avenue or Edgewater Drive, which parallels it. Edgewater is closer to the lake, but is not continuous—more like a dashed line—so where necessary, we use cross streets and drop one block south to Lake Avenue. But following Murray’s dictum of generally staying as close to the lake as possible, we keep stepping back up to Edgewater in the places where it exists. The shore is full of vintage housing in a variety of classic architectural styles, and this adds a man-made beauty to accompany the natural glory of the lake.

Crossing W. 117th Street, we leave Cleveland and enter Lakewood, an inner-ring suburb. The settlement that became Lakewood was first called East Rockport, but in 1889, it incorporated as a hamlet called Lakewood. Its proximity to the lake and wealth of trees probably didn’t hurt the naming process. It became a city in 1911.

Sometime before that, the Lakewood police department added bicycle patrols. The bikes were still in use in 1916, when a photo was taken showing five officers standing with their two-wheelers. The department’s annual report for 1918 stated that during the preceding year, seven new bicycles had been acquired to replace old ones. By 1925, motorcycles replaced bicycles, but what goes around comes around, they say, and in the 1990s, bicycle patrols resumed. Their maneuverability makes bicycles ideal police vehicles in compact communities like Lakewood. They also make the police officers mounted on them more approachable. I contacted Lakewood’s current police chief, Tim Malley, to find out about bicycle use in the department, and he told me that the department has actually increased its bicycle patrols in

Lakewood’s Bike Rodeo

Police officers on bicycles aren’t just about patrolling. In 2010, the Lakewood Police Department sponsored its first annual Bike Rodeo for children ages six–ten, to teach bicycle safety and skill building. Intended as a proactive way to help kids stay safe while enjoying the summer, the rodeo also helped the participants learn how to transition from riding on sidewalks (required for kids eight and under in Lakewood) to riding on the streets.
recent years. “We have all four of our neighborhood police officers on bike patrol, our part-time officers patrol on bikes, and our school resource officers patrol on bikes during non-school time,” he said. And when I rode this route again in July, I saw two officers on bikes in Lakewood Park.

We come to the settlement of high-rise condos and apartment towers that Tom had previously pointed out to us as the Gold Coast, which is visible from downtown Cleveland. Like much of the shoreline property, the area once hosted the Gilded-Age mansions of families who had made their fortunes in industry, shipping, and retailing. By the 1950s, however, all of the available land in Lakewood had been developed, leaving only one direction to build—up. So thirty-five acres of land along the shore were cleared and replaced with luxury apartments and high-rise condos.

We leave the Gold Coast area, heading out onto Lake Avenue, but soon return to Edgewater. After a few blocks, Edgewater takes us straight into Lakewood Park, a shoreline green space of thirty-one acres that includes a swimming pool, tennis courts, playground, band shell, skate park, ball diamond, and Lakewood’s oldest stone house, built in 1834, which is now a museum. There’s also a paved trail through the park, and we roll onto it. Where it comes to the lakefront, we see a stairway heading down to the water’s edge and to the Lakefront Promenade, an attractive

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**The Oldest Stone House Museum**

Built in 1834 by settler John Honam using locally quarried sandstone, the Oldest Stone House is now operated by the Lakewood Historical Society as a window into Lakewood’s past. Honam and his daughter, Isabella Hotchkiss, used the home as their family residence until 1897. The building served retail and commercial purposes for a time after that. In 1952, the Lakewood Historical Society saved the structure from the wrecking ball and moved it to its current location in Lakewood Park. Today, it is a museum of everyday life in Lakewood from 1834 to the late 1890s.

The Oldest Stone House Museum is open for guided tours on Wednesdays from 1–4 PM and Sundays from 2–5 PM. The admission is free, but donations are welcome.
brick walkway beside the water. From the top of the stairway, we look eastward and have another great view of the Cleveland skyline. At our feet is a marker, commemorating the Underground Railroad, one branch of which ended at this point, where escaped slaves boarded boats bound for Canada.

We continue through the park, eventually turning on the path between the swimming pool and the tennis courts, and following it out to Lake Avenue. A few more turns, and we enter a neighborhood called Clifton Park, an enclave of lakefront mansions that began as a summer resort in 1869, with residential subdivisions starting in 1874. It was, like Lakewood, an area for Cleveland’s captains of industry and their families. Many of the first houses were summer homes, operated by servants, but they serve as year-round homes today. In 1975, the Clifton Park area was designated as a landmark because of its history and stately homes.

As we move westbound our route is interrupted by the mouth of the Rocky River, so we head south on cross streets to the Detroit–Rocky River Bridge, passing under the bridges for US20/6 and the railroad. The route is clear enough, but the street names are puzzling. The passage through Clifton Park we are riding is Lake Road, which is not Lake Avenue, which we were on earlier. Neither is it the Lake Road we will be on shortly, after we cross the Rocky River. Before we get to the river, we have to cross Clifton Boulevard, an east–west road, which should not be confused with nearby West Clifton Boulevard, which is a north–south thoroughfare. To make things more bewildering, once we cross Clifton Boulevard, our next turn is at an unsigned intersection with another east–west street called Clifton Road, but thankfully becomes Sloane Subway in the other direction. And finally, one map identifies Lake Road, which we are on, as also being named West Clifton Road. It’s a cartographer’s nightmare, to say nothing of how it can befuddle wandering bicyclists!
Weaving our way through all of that, we come to Detroit Avenue, which flows over the Rocky River on the bridge we are crossing. At seven hundred feet long, the Detroit–Rocky River Bridge was, at the time of its construction in 1910, the longest unreinforced concrete arch in the world.

Once across the river, we are in the city of Rocky River, named after the watercourse that forms its eastern boundary. Settlement started in there in the early 1800s, and the community incorporated as a village in 1903 and as a city in 1930.

We head north into a neighborhood of gorgeous houses, using a series of short winding streets to stay close to the lake. On the way, we pass a six-acre green space on the lakefront, Rocky River Park. It’s worth the time to stop and explore it and enjoy the great view of the lake from its bluffs.

Eventually, we exit that neighborhood by following Avalon Drive out to Lake Road (us 6), which, west of the Rocky River embouchure, is the path closest to the water. This takes us past another waterfront green space, Bradstreet Landing, which features a fishing pier. A short distance after Bradstreet Landing, we roll into Bay Village, which, despite its name, has actually been a city since 1950. At this point, Tom is in the lead, but he pulls over in front of a large yellow brick building. When we catch up, Tom tells us that the structure, which is now part of the Cashelmara condominium complex, was formerly Bay View Hospital. There, osteopathic surgeon Dr. Sam Sheppard practiced medicine with his father and two brothers, prior to being charged with the mur-
der of his wife, a case that drew nationwide attention. I remember studying this case in a political science class in college.

The building itself has a longer history than that. It was constructed in 1895 as the mansion of Washington Lawrence, one of the founders of Union Carbide Corporation, and members of his family lived in it until 1948, when it was converted into the 110-bed hospital. You can recognize the complex by the large, upright triangular stone in front bearing the name Cashelmara. The former hospital is the building to the left of the stone.

Continuing on Lake Road, we come to our destination, the lakeside park called Huntington Reservation, part of the Cleveland Metroparks system. We turn in and proceed to the waterfront, where we can once again see the Cleveland skyline, though now more distant. Murray points us to a nearby building called the Honey Hut, which, in season, is an ice cream stand. Since we are there in early spring, we’re not eating any ice cream.

After a good look around, Murray directs us to a tunnel that passes under Lake Road and takes us to more of Huntington Reservation on the south side of the highway. We remount and pedal westward through the park to Porter Creek Drive. We turn south on this street and, where it intersects with Wolf Road, we find the Lake Erie Nature & Science Center. Much of the programming and many of the interactive displays in this facility are aimed at children, to help them understand and enjoy the natural environment, but people of all ages frequent the center. It’s free to the public seven days a week, and its staff also performs rehabilitation of injured wildlife.

Heading east on Wolf Road, which parallels Lake Road, we begin our return journey. We stay on Wolf to Clague Road, where we swing north to Lake Road. From that point, most of our return journey is on the same or adjacent streets as our outbound trek.
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When we come to Detroit Avenue in Rocky River, however, we turn west for a couple of blocks to a restaurant on the south side of the street called Beach Cliff Tavern. They are featuring an all-you-can-eat buffet of pasta, pizza, chicken and vegetable stir-fry, and salad for $5. The food is satisfying after our journey and we certainly get our money’s worth.

As we proceed with our ride and come near Edgewater Park, we are able to use Cliff Drive (which we were not on outbound) and from this vantage point we have another good view of the Cleveland skyline, a fitting denouement of this splendid ride. We then enter the trail in Edgewater Park and pedal back to Whiskey Island.

<table>
<thead>
<tr>
<th>Dining in Rocky River and Gordon Square</th>
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<tbody>
<tr>
<td><strong>Rocky River</strong></td>
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<tr>
<td>Beach Cliff Tavern</td>
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<tr>
<td>19245 Detroit Road</td>
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<tr>
<td>(440) 333-4686</td>
</tr>
<tr>
<td>soups, salads, sandwiches,</td>
</tr>
<tr>
<td>wraps, and pasta</td>
</tr>
<tr>
<td>Bearden’s</td>
</tr>
<tr>
<td>19985 Lake Road</td>
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<tr>
<td>(440) 331-7850</td>
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<tr>
<td>Burgers, soups, and</td>
</tr>
<tr>
<td>specialty sandwiches</td>
</tr>
<tr>
<td><strong>Gordon Square</strong></td>
</tr>
<tr>
<td>The Big Egg</td>
</tr>
<tr>
<td>5107 Detroit Avenue</td>
</tr>
<tr>
<td>(216) 281-1600</td>
</tr>
<tr>
<td>Breakfast, salad, and sandwiches</td>
</tr>
<tr>
<td>Rincon Criollo</td>
</tr>
<tr>
<td>6504 Detroit Avenue</td>
</tr>
<tr>
<td>(216) 939-0992</td>
</tr>
<tr>
<td>Mexican and Caribbean</td>
</tr>
<tr>
<td>Stone Mad Pub</td>
</tr>
<tr>
<td>1306 W. 65th Street</td>
</tr>
<tr>
<td>(216) 281-6500</td>
</tr>
<tr>
<td>Irish food, sandwiches, and meals</td>
</tr>
</tbody>
</table>
Miles and Directions

0.0 Exit Wendy Park parking area, heading southwest on the entrance road
1.3 At the second stop sign, cross the road onto the trail toward Edgewater Park and Beach. Stay as close to the beach and water as you can
2.7 The trail ends at Cliff Drive. Turn left onto West Boulevard
2.8 Turn right onto Lake Avenue
3.3 Turn right onto W. 110th Street
3.4 Turn left onto Edgewater Drive
3.5 Turn right onto Harborview Drive
3.7 Turn left onto W. 115th Street
3.8 Turn right onto Edgewater Drive
4.3 Turn left onto Cove Road
4.4 Turn right onto Lake Avenue
4.8 Turn right onto Nicholson Avenue
4.9 Turn left onto Edgewater Drive
5.5 From Edgewater Drive, proceed straight into Lakewood Park. Then follow paved trail toward lake
5.7 Walkway to Lakefront Promenade. Site of Underground Railroad marker
6.0 Swimming pool. Follow path between swimming pool and tennis courts to exit park
6.1 Turn right onto Lake Avenue
6.9 Turn right onto Kenneth Lane
7.0 Turn left onto Edgewater Drive
7.4 Jog left onto Webb Road, then right onto Lake Road (not to be confused with Lake Avenue)
8.1 Cross Clifton Boulevard (US20/6 and SR2)
8.3 At unmarked intersection with Clifton Road (not to be confused with Clifton Boulevard), turn right onto Sloane Subway (goes under railroad bridge)
8.4 Turn right onto Sloane Avenue
8.6 Turn right onto Detroit Avenue and cross bridge
8.8 Turn right onto Lake Road (becomes Beach Cliff Boulevard)
**Pedaling on the North Coast**

9.0  Turn right onto Frazier Drive
9.6  Turn right onto Kensington Oval
9.8  Turn right onto Parkside
9.9  Turn right onto Beach Cliff Boulevard (Rocky River Park on right)
10.2 Turn right onto Avalon Drive
10.9 Turn right onto Lake Road
14.7 Turn right into Huntington Beach State Park (follow signs to Honey Hut Ice Cream)
14.9 Exit Huntington Beach through walkway tunnel under Lake Road (directly south of Honey Hut). Walkway turns right (west) on leaving tunnel; continue that direction on adjacent park road to Porter Creek Drive
15.0 Turn left onto Porter Creek Drive
15.3 Turn left onto Wolf Road
18.2 Turn left onto Clague Road
18.4 Turn right onto Lake Road
19.4 Turn left onto Avalon Drive
20.1 Turn left onto Beach Cliff Boulevard (goes under large road)
21.3 Turn left onto Detroit Avenue and cross bridge
21.4 Turn left onto Sloane Avenue and stay on Sloane as it curves to the right
21.8 Turn left on West Clifton Boulevard (not to be confused with Clifton Boulevard)
22.1 Turn right onto Clifton Boulevard
22.2 Turn left onto Webb Road
22.3 Turn right onto Lake Avenue
24.7 Turn left onto Cove Road
24.8 Turn right onto Edgewater Drive
25.9 Turn left onto Cliff Drive
26.2 Enter Lakewood Park and continue on trail, past Edgewater Beach and through Edgewater Park
27.6 Turn left on entrance road to Whiskey Island
28.9 Enter parking area near entrance gate to Coast Guard Station
To visit redeveloped Gordon Square:

0.0 On your bikes, return to Shoreway Exit on (unmarked) Island Drive. On paved path, cross exit ramp onto Father Caruso Drive under Memorial Shoreway, climb hill, and proceed through tunnel

0.2 Cross Father Caruso Drive at top of hill onto W. 65th Street, heading south

0.7 Arrive at Detroit Avenue and stop at the Gypsy Bean Coffee House on the SE corner. There are other places to dine to both the east and west. After eating, backtrack to Wendy Park
Pedaling on the North Coast
Pedaling on the North Coast