

Public Comments: Innerbelt Bridge Bicycle Lanes

December 7, 2009

Hello sir,

Today we rode the suggested alternative routes into downtown via 11th Street to Abbey to the Carnegie Bridge. We encountered glass, potholes, fire-eating sewer grates and high speed traffic exiting I-90 at the 14th Street exit. These obstacles make Cleveland a hostile experience for cyclists and pedestrians.

Forward thinking includes planning for people-friendly structures/designs. Backward thinking promotes the "automobile-centric" designs. Use this "statement bridge" to show Cleveland can be on the cutting edge, instead of more of the same (or worse).

We need a pedestrian and bicycle path/lane to be included on the new I-90 bridge. This "statement bridge" could say people are welcomed, considered and invited into Cleveland. If given safe and bike aware routes, I would ride my bicycle to work. Many other taxpayers feel the same.

Thanks,
Betsy Vozary
15316 Clifton Boulevard
Lakewood, Ohio 44107

As the RTA continues to eliminate routes and reduce hours of service on those routes it continues to maintain, it is more important than ever that alternative means of travel be provided. One way to do that is provide for bike access on the Inner Belt Bridge.

Art Cobb
Lakewood, Ohio

As fuel prices increase, along with the number of people walking and biking, it seems mandatory that any new highway construction should include some kind of bike lane. Please do something to accommodate bike/pedestrian access on the new I-90 bridge being planned for Cleveland.

Tom Rapini
440-257-2673

I bike. Cleveland needs access for bikers. We need to stop planning for a society based only on car traffic. I thought we were past such retrograde thinking. Make the bridge safe for bikers and pedestrians.

Laura Marks
2893 Hampshire Rd.
Cleveland Heights, OH 44118-1614
216-321-7543

Dear John & Craig,

I am writing to express my strong opinion that the new I-90 bridge should include bike and pedestrian space. I am a bike commuter myself and almost half of my 50 employees are also regular cyclists. My employees and my customers are members of a vibrant, active population of Cleveland residents who are often outdoors and engaged in our communities. It is important to keep the region appealing to this segment of the population, and bike lanes and other amenities that make it easy to get around on foot certainly go a long way to making a city more attractive to this active population.

Thank you for your consideration of my opinion on this issue, which I know is shared by at least 25 other people at my company, and a much larger number than that if I were to include my customer base.

Sincerely,

sarah wilson-jones
ceo & superbarista
phoenix coffee company
1728 st clair avenue
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216.522.9744 office
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John:

Hope all is well. Just a quick note to advocate for a general policy of providing bike and pedestrian access to any and all bridges including the interstate spans. With all the ingenuity we possess surely we can find an inexpensive but effective way to make all highway structures, particularly bridges, transportation friendly to all forms of locomotion.

Talk to you later.

Dr. Larry Keller
Associate Professor Emeritus
Public Administration Program
Levin College of Urban Affairs
Cleveland State University
l.keller@csuohio.edu

PLEASE KEEP BIKE AND PEDESTRIAN LANES ON THIS BRIDGE OVER THE CUYAHOGA RIVER!!! Any bridge built in the 21st century cities in America that don't plan for the next generation in an era of the inevitable rising fuel prices and the increasing need for public transport and those no longer driving automobiles are NOT planning for the future! Let's at least try to catch up with sustainable cities like Copenhagen and Portland, Oregon and Toronto!

Alice G. Butts, 4514 Franklin Boulevard, Cleveland OH 44102-3428
President, Board of Trustees, Cleveland Public Library 216-789-5054

As a community planner in Kentucky, Ohio, Maryland, California and Wisconsin I have worked with communities to redesign and improve neighborhoods. I have always promoted the walkable neighborhood concept that allows citizens to use sidewalks or transit for access to local services. The central city is the perfect place to promote walking because it has a variety of services. Getting to the city should be made easier with a variety of transportation options.

Walking and bike riding are important alternatives to auto use since they promote direct access and reduce carbon emissions. I would like to see a pedestrian or bikeway incorporated into the new bridge to promote walking and a more active central city.

David Greene
Col OH 43209
dgreene624@yahoo.com

Dear Mr. Hosek,

I understand that you are participating in the planning or approval of a bridge sans pedestrians that will cross the Cuyahoga Valley.

I urge you to be inclusive in your bridge and make way for pedestrians. The bridge provides a stunning view of the Valley that cannot at all be appreciated from the window of a fast-moving car.

Indeed the stark segregation of pedestrians from automobiles via separate bridges in recent decades has been a missed opportunity, mostly for pedestrians.

The bridge you are now planning provides views that are evocative of the history of the Valley, both natural and cultural, that tell the story of our City writ large upon the curves of the Cuyahoga.

Please do not allow pedestrians to be deprived of yet another view.

Joe Hannibal
Curator of Invertebrate Paleontology
Cleveland Museum of Natural History
1 Wade Oval Drive
Cleveland OH 44106-1767

Molly Garfield:

Here's a list of why I think the bike and walkway should be included:

Walking and biking should be encouraged for the following reasons:

Pollution and the link to astronomical rates of asthma.

The price of owning a car or using public transportation makes a bus ride a luxury for some.

Global warming

Obesity and cardiovascular disease

Sight seeing

Connecting neighborhoods instead of isolating them

Dear Mr. Hosek:

Please consider putting in pedestrian walkways/bikes on the new bridge. There are more of us than you may realize that can simply the expense of a car. It would mean a lot. Thanks. God's blessings to you this season.

Debbie Sillett

Please add my name to the list of those who strongly support the incorporation of meaningful bike and pedestrian access into the design of the new I-90 bridge in Downtown Cleveland.

There are no good surface street alternatives to this crossing. Integrating bike/pedestrian access early in the design phase will help Cleveland's efforts to reinvent itself as a greener city.

I bicycle throughout the metropolitan area, usually riding 2500 or more miles per year. I drive about half that many miles, and would drive less if there were better access.

Thank you,
Sam Bell
3311 Clarendon Rd.
Cleveland Heights, OH 44118
(216) 397-0020

Dear Mr. Hosek:

As a Cuyahoga County voter and taxpayer, I urge NOACA in the strongest terms to include pedestrian and bicycle lanes and amenities as essential features of the upcoming rebuilding of the I-90/Innerbelt bridge.

At least 30% (and up to 65%) of the Cleveland residents in areas neighboring the bridge do not own automobiles. They deserve to be able to use this bridge in their backyard just as much as the region's car-driving residents do.

What's more, diversified and greener transportation modes are the future. Make sure this expensive new project is forward-looking and not a project of the past.

Sincerely,
Glenn R. Campbell
15305 Lanning Ave.
Lakewood, OH 44107
campbellglenn@sbcglobal.net

Hi John,

Please see my letter to Mr. Craig Hebebrand of ODOT regarding the inclusion of bicycle/pedestrian lanes into the new Innerbelt Bridge design.

Thanks,
Jeffrey Sugalski

Re: Innerbelt Bridge Bicycle/Pedestrian Lanes

Dear Mr. Hebebrand:

I am thoroughly disappointed and dismayed to learn of the Ohio Department of Transportation's continued reluctance to incorporate bicycle/pedestrian lanes into the design of the new Innerbelt Bridge and is poised to make a decision that will be costly to many future generations of Northeast Ohioans and harmful to the vitality of Cleveland.

Bicycle/pedestrian lanes were a vast oversight in the design of Interstate 490 just decades ago, and the dire consequence is that cyclists and pedestrians have no viable option to traverse the Cuyahoga River between the Harvard-Denison and Hope Memorial Bridges.

The result is that persons who prefer bicycles as a means of transportation and households that simply cannot afford a vehicle have been marginalized and are confronted with inequitable access between the city's east and west sides. The incorporation of bicycle/pedestrian lanes into I-490 could have effectively ensured that all individuals, regardless of their form of travel, have a convenient route to the employment and leisure opportunities on the opposing side of the river. Instead, cyclists and pedestrians are unfairly burdened with adversely unreasonable travel lengths through the rugged terrain of the Industrial Valley and commutes more than four times longer than if a specially dedicated path within the I-490 bridge was available.

The shortcomings of Interstate 490 should guide the planning of a new Innerbelt Bridge complete with bicycle/pedestrian lanes. Their omission from I-490 is clearly regretful, and excluding bicycle/pedestrian lanes very similarly from a second major Northeast Ohio highway project will be yet another transportation mistake for many years to come.

I strongly urge you to reconsider your position against the inclusion of multipurpose lanes and stance to deny convenient access between Cleveland's Near West Side and Downtown. Persons who bicycle by choice or out of necessity should not be neglected and are deserving of the same opportunities afforded to motorists. Now is the time to invest in the future of Cleveland, embrace healthy transportation alternatives, provide people of diverse socioeconomic statuses greater access to opportunities, and convey the message that the city and State of Ohio are committed to sustainability.

Sincerely,
Jeff Sugalski

Dear Mr. Hosek,

I am writing as both a resident of Cleveland, an urban planner academician, and a practicing planner who has worked on many projects in Cleveland's neighborhoods. The occasion of a new multi-million dollar bridge project happens rarely. Because of this, it is important to maximize the positive impact the project will have on Cleveland and its neighborhoods. I understand that the mission of ODOT is to provide safe and free-flowing highways. As a result, it seems that the design and build plans for the agency's projects often benefit suburban, inter-urban and trucking industry users, to the detriment of city residents. When a public project runs through the downtown area of a major city, other users, and therefore, other factors should be taken into consideration. These should include, to my mind, movement of people, not just cars, from one side of the Cuyahoga River to the other.

A large portion of residents on the near-west side of Cleveland do not have automobiles. Many residents with automobiles are seeking enhanced access across the river through walking and biking. We know that other bridge projects in the United States and Europe have included pedestrian and bike paths on an exterior lane. In this instance, it would make sense to me to incorporate such an opportunity into the I-90 bridge project. In terms of your agency's mission, it is time for it to move beyond providing highways to living up to its name: the department of TRANSPORTATION. By this I mean planning for all aspects of mobility, not just the automobile.

I appreciate your consideration of my comments.

Wendy Kellogg, Ph.D.
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Cleveland State University
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Mr Hosak

If we are remaking a bridge from the ground up we should include pedestrian and bike interests in the new design of the I-90 bridge.

Thank you
Gary
Gary H Cole
Blue Sky Energy Systems LLC OH EI Lic# 16048
216-544-9001
260 Fay Ave Avon Lake OH 44012

Mr. Hosek,

I am unable to attend the December 11th meeting at NOACA regarding ODOT's presentation on the Innerbelt Bridge plan to your organization. However, I would like to request that you please consider the needs of pedestrians, cyclists, and over a third of Cleveland's population who don't have access to a car when you are reviewing ODOT's plan.

This Sunday there will be a rally in support of making the Innerbelt a complete street. I plan on attending this rally as I give my full support to any project that considers the needs of the non-auto dependent. I hope that you or someone at your organization is able to attend this rally and see the massive amount of public support that exists for getting bicycle and pedestrian access on the Innerbelt.

In a city with a poverty rate as high as ours we cannot afford to ignore the needs of many of Cleveland's residents who do not drive. In addition, making Cleveland a city that is bicycle friendly and walkable will attract more young, vibrant people looking to live in a diverse and accessible urban setting.

Thank you for your considerations,

Julia Ferguson

Graduate Assistant, Center for Sustainable Business Practices

Nance College of Business

Cleveland State University

j.ferguson11@csuohio.edu

Dear Sirs,

I am writing to encourage NOACA to support the integration of a bicycle lane on the proposed innerbelt bridge. A project with both symbolic and practical importance will be a boon to the entire region for many reasons such as:

- 1) This project will appeal to the sort of young, educated people the region routinely loses to more progressive, forward thinking parts of the country. Projects such as this will help mitigate and reverse "BRAIN DRAIN" northern Ohio has been suffering.
- 2) Inclusion of a bicycle/ pedestrian lane on a major highway project such as this will put both the region and ODOT at the forefront of a new way of approaching highway projects. We could become a national leader by example, instead of the backward laughingstock Ohio has become.
- 3) A bicycle/pedestrian lane would benefit the homeless who make the daily trek on a narrow walk on the existing innerbelt bridge from downtown to St. Augustin's soup kitchen and other social service agencies in Tremont. Inclusion of a safe path for bikes and pedestrians would simultaneously benefit people of all socio-economic classes.

Please include my comments in tomorrow's hearing.

Sincerely,

Glenn Murray

Dear Mr. Hosek:

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 Inner Belt bridge, and to express my disagreement with Ohio Department of Transportation's decision not to incorporate this lane into their plan for the bridge. There is still a chance to fix this oversight, but we must act quickly before ODOT proceeds much further through design and contracting stages of the project.

A bike and pedestrian lane on the new Inner Belt Bridge can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a valuable asset for the city's residents and visitors. Providing non-automobile access on the bridge is the right thing to do, and is an investment in Cleveland's future.

I took part in a rally today organized by several organizations advocating sustainable development in Cleveland. Roughly 100 people gathered in Lincoln Park and walked or biked along an alternate route ODOT has proposed for non-automobile access between Tremont and downtown. I was part of the cycling group, and can report from firsthand experience that ODOT's proposal has serious flaws. The suggested route is too long, too steep in places, and unsafe without major modifications.

ODOT's outdated mindset--focusing on cars rather than people--is costing "new" Ohio money and opportunity. The new Inner Belt Bridge should be accessible to all residents and not only those who drive to or through downtown Cleveland. Please provide a copy of my written comments to all NOACA Board members at the December 11 meeting.

Sincerely,

Mae Kowalke
5998 Taylor Road
Painesville, OH 44077

Dear ODOT,

I write this letter on my own behalf as well as my wife, both being avid bicycle commuters. We are currently in graduate school at Case Western Reserve University and not from the state of Ohio.

As we discuss our future city of residence we often stress the importance of a place that is pedestrian and bicycle friendly. The ability to get to entertainment, work and shopping via bicycle allows us to exercise, save money and relax more so than in our car. We love the towpath trails and some of the scenic bike routes near the city and are proud to show them to visiting family and friends. However, the city riding in the Cleveland area is usually very unfriendly to bicycle commuters. I do however want to commend and give thanks for the recent efforts to improve this weakness of Cleveland, namely the Euclid Corridor (which I ride a number of times each week) and the decision made to allow bikes on public transportation.

I strongly encourage taking the opportunity to allow for pedestrian and bicycle use on the new innerbelt I-90 bridge. Any step taken now will make the city more attractive for people such as myself and many of my friends.

Thank you for your time in reading my comments.
Sam and Emily Barker

I am dismayed that any new bridge across the Cuyahoga River would not include pedestrian and bike lanes. In a world in which we need to bring people together and to create a greater sense of community as well as get people to be less dependent on cars and carbon burning transportation, it seems to me to make sense to ENCOURAGE people to walk and to ride bikes, both as a way to get to work and for relaxation.

PLEASE, PLEASE RETHINK THE BRIDGE AND ADD BIKE AND PEDESTRIAN LANES.

Yours, Judith K. McMillan

Dear Mr. Hosek,

Please support access for everyone to the new I-90 bridge spanning the Cuyahoga River. Cleveland needs to take a lead in creating a city where green lifestyles are supported by the city's infrastructure, and that infrastructure must include roads and bridges that make biking and walking a reasonable alternative to driving everywhere. Please don't leave out the rest of us when this bridge gets built. The bridge should benefit *everyone*, not just people with cars.

Thank you,
Darcy Prince

Hi:

My name is Chris Vild, I am a resident of North East Ohio. I would like to see pedestrian and cyclist access included in the I-90 bridge design that spans the Cuyahoga Valley. It makes sense to me that if you are going to build a new bridge the design should be as inclusive as possible so the most people possible can use it, people without cars pay taxes for public infrastructure too. In a time in our history when greenhouse gases (co2) are a major concern, why not create a non-polluting option in the design?

Chris

Sir, I feel strongly that there should be pedestrian and bicycle paths to allow those without cars (or those lessening pollution by not driving them) to cross the bridge safely.

Lois Cole
genlo@juno.com

John:

Good afternoon!

I am writing regarding the proposed I-90 bridge across the Cuyahoga River linking Tremont with the Gateway District. As a regional non profit organization working on the development of the Ohio & Erie Canal Towpath Trail and the Ohio & Erie Canalway, I strongly urge you and all of the designers, engineers, elected officials and community leaders to include pedestrian and bicycling access to this critical transportation linkage. As I am sure you are aware, one of the keys to liveable and sustainable communities is providing transportation linkages that provide access for all users that promote community and economic development and healthier lifestyles. Incorporating pedestrian and bicycling access to the I-90 Bridge across the Cuyahoga River is an essential component of regional community and economic development strategy. Based on our experience along the Ohio & Erie Canalway and Towpath Trail, we have documented approximately \$300,000,000 of community and economic development along this regional resource. In order for Cleveland and northeast Ohio to be able to retain our corporations and businesses and attract young professionals, it is essential that we incorporate pedestrian and bicycling access into our transportation systems.

I strongly urge you to include pedestrian and bicycling access into the I-90 Bridge across the Cuyahoga River.

I would be happy to discuss this issue with you further, if that would be helpful.

Thank you for the opportunity to comment and I look forward to hearing from you.

Take care.

Dan Rice

Daniel M. Rice
President & Chief Executive Officer
Ohio & Erie Canalway Coalition
47 West Exchange Street
Akron, Ohio 44308

I am a cyclist.

And I have to say, I am THRILLED that Cleveland has started to embrace a healthier more active lifestyle through encouraging the community to cycle more. The Euclid Corridor bike lanes are a great addition to our city, and not only for promoting a better environment, but for promoting better health.

I, myself, use them at least twice a week on my commute from the West side to University Circle for work. It's great to see that the city considers the cycling community to be of importance. In fact, with the addition of bike lanes AND the racks on all RTA busses (not to mention lifting the rush hour train ban), our city is starting to become a great place for those of us who are passionate about biking and commuting in general. And, judging by the amount of cycling groups in the area, such as Cleveland Bikes, the Co-op, etc...it shows that having a bike friendly city is something that all of us are willing to lend a hand in achieving.

However, I truly believe that the current Innerbelt Bridge proposal is a MAJOR step backwards in our quest towards a healthier and cycling friendly Cleveland. With this project being the largest in ODOT's history, it is a complete shock to find out that there are no official plans to include bike and pedestrian lanes. This seems such a shame that it has not been considered, and I am hoping (along with many others) that the design will be rethought.

Comparing Cleveland to other cities of similar size, we are lacking in the resources backed by the city when it comes to cycling. Take Pittsburgh, for example. We are so similar when it comes to demographics, lifestyle and so much more. Pittsburgh has undergone such a tremendous transformation when it comes to bringing cycling and fitness to the forefront and to help remove Pennsylvania from the "least friendly bike states" list. In fact, it was recently approved to put an additional 200 bike racks throughout the city. One resource to find out more about their maps, bike racks, projects and initiatives is <http://bike-pgh.org/>.

If cities such as Boston, Pittsburgh, Chicago and so on can incorporate cycling and overall health and fitness into their communities successfully, and with the support of THEIR cities and states, why shouldn't the same be high on the list of priorities when it comes to city planning right here in Cleveland? We have such a great start already...I can only hope we can continue moving forward.

I am hoping that one day, all of our major "through town" roads will include bike lanes and safe pedestrian walk ways, inviting more of our community to enjoy being part of a forward thinking, environmentally conscious, active and healthy city. A city to be proud of.

Thank you for your time.

Shelli M. Snyder

Systems Support Analyst

Information Technology

Frances Payne Bolton School of Nursing

Case Western Reserve University

216.368.6322 (Help Desk Line)

216.368.1870 (Personal Line)

December 9, 2009

Hello NOACA,

PLEASE put me down as very much in favor of a bike pedestrian lane on the proposed innerbelt bridge. It would be a tremendous tourist & scenic benefit as well as being a much-needed right of way. Do hop it gets included.

thanks,
Mike Gesing
Executive Director
Northeast Ohio Citizens League
216-695-3191
www.neocitizensleague.org
mike@neocitizensleague.org

John,

I am one of the many Cleveland citizens who believe we must have bicycle and pedestrian access to the innerbelt bridge. Many other cities with such bridges do provide a bike and pedestrian lane. This is a chance for Cleveland to step above the dreary, barely utilitarian face it has worn for so long. The view and connection to our lake, landscape, and city architecture would be breathtaking. This opportunity cannot be wasted.

Todd M. Smith
SCHWARZWALD McNAIR & FUSCO LLP 616 Penton Media Building
1300 East Ninth Street
Cleveland, Ohio 44114-1503
(216) 566-1600
(216) 566-1814 (facsimile)

The proposal for bike and pedestrian lanes on the new innerbelt bridge is not only a beautiful vision, they would have significant positive impact both economically and environmentally. Please encourage ODOT to include them in the plans.

Jan Terradotter
146 Emerson Ave.
Berea, OH 44017

Dear Mr. Hosek,

I believe that pedestrians and bicyclists should have access to the Interstate 90/71 bridge that will be built in downtown Cleveland. I would like to see ODOT design and build a structure that provides such an option, and one that maximizes safety and beauty. The taxpayers are funding this, and as one of them I favor a bridge that caters to more than just drivers.

Sincerely yours,
Daniel R. Fickes

Hello and good afternoon,

It has come to my attention that the new I-90 bridge does not have a plan to put a bike or a pedestrian lane. I own a car but rarely use it. When I am in Tremont the only an for me to get downtown is going ridiculously out of the way; down Columbus hill, through the flats, then up the Superior or St. Clair hill. I would greatly appreciate a new bike lane and walk way placed in the new interbelt bridge. I think it would cater to the creative class who work and live in Ohio City and Tremont and help bring more urban loving individuals to Cleveland. Thank you for your time.

Warmest regards,

Christa

Christa Ebert
Office Manager
Ohio Citizen Action
614 W. Superior Ave #1200
Cleveland, OH 44113
phone:216-861-5200
fax:216-694-6904
cebert@ohiocitizen.org

As a Cleveland westsider Kamm's Corner bicyclist who would bicycle to work downtown a lot more often if it wasn't so dangerous, what I'd like to see is:

- 1) Either the Lorain/Carnegie or Detroit/Superior bridges closed down completely to cars&trucks, with traffic lights with a fourth signal for pedestrian/bicyclists only at either ends of the bridge.
- 2) If you can't do that, then make the Detroit/Superior bridge pedestrian/bicyclist only on the southern extension lane, with cement barricades, same traffic lights as above.
- 3) If you can't do that, then resurface the lower level of the Detroit/Superior Bridge for pedestrian/bicyclists only, same traffic lights as in #1.
- 4) If you can't do that, then the new I-90 overpass should have a bicycle lane. It's mighty windy on those bridges spaning the Cuyahoga.

Thank you. Ruth Finley

Mr. Hosek:

This is to voice my support for making all public expenditures for major transportation infrastructure projects (i.e. the proposed Cleveland Innerbelt Bridge) suitable for pedestrian and bicycle traffic.

Regards,

David McBean

dave.mcbean@gmail.com

4299 W. 137th St.,

CLeve. OH 44035

Dear Ladies and Gentlemen:

I use my bike to get around Cleveland and adding a dedicated lane to the new I-90 Innerbelt Bridge would be a much safer way to cross the Cuyahoga River than any of the routes currently available.

In addition to the safety of bikers, this bridge is an important piece of infrastructure that will be in service for many decades into the future. Neglecting to include the "green option" i.e., the option that allows space for non-motorized passage, is decidedly backwards-looking. Please think towards the future of Cleveland and make sure there is a dedicated bike/pedestrian lane.

Sincerely, Nan Alexander

My name is Mike Neundorfer. I am owner and president of Neundorfer, Inc., a 37-year-old cleantech company located in Willoughby. We rely on educated, innovative engineering, computer hardware and software, and other technical experts for the growth and health of our business.. Many of our technical, innovative staff chose to live in Cleveland's downtown neighborhoods.

What brings people to Cleveland, and what keeps them here? For the employees at Neundorfer, the attraction of Cleveland's urban center includes non-automobile transportation, entertainment and recreation options. The new innerbelt bridge should embody the future of a sustainable Cleveland by creating safe, convenient, beautiful bike and pedestrian transport. Including a non-automobile lane will help reinvent Cleveland as a place that attracts talent by creating a new transportation link between our National Park tow path trail, Tremont neighborhoods and our downtown center. To prevent the new bridge from being merely a replacement requiring later modifications, we must include a bike and pedestrian lane in its design.

How much will it cost to include a bike and pedestrian lane on our new bridge? ODOT estimates this modification can be included in the design for less than 5% of the total bridge cost. If we don't build this into the bridge now, I predict it will be added sometime in the new bridge's life as Cleveland develops a healthier, more sustainable transportation system. The benefits of building a complete, multi-modal bridge now far outweigh the incremental design and construction costs.

This is our community and we must insist that ODOT build the bridge we need for us, our children, and our children's children. ODOT's Mission includes support for creating safe multi-modal transportation options. The new bridge must include a safe, attractive bike and pedestrian lane. Proposed alternatives to the bridge bicycle/pedestrian lane are much less safe, longer, and less scenic than the bridge alternative. We'll be using this bridge for a generation, so let's create something we can be proud of and that will meet the community's current and future needs.

Michael Neundorfer
President, Neundorfer, Inc.
440.942.8990

Dear Mr. Hosek,

Upon hearing, ODOT was not incorporating sustainable design elements into the Inner Belt Bridge my first thought was 'when are they going to learn". Literally, everyday on CNN there are scientific, political, and economic articles regarding the short and long-term costs pollution has on local communities and our federal government. Throughout my twenty years of professional experience as economic and community development director, transportation for semi-trucks, autos and people are consistently a main concern for attracting and retaining employers into a community.

More recently, the federal government is mandating water quality improvements in our region. To achieve this, the Northeast Ohio Regional Sewer District is adding an assessment fee to customers based on the amount of impervious surface on their property. However, ODOT using local and federal tax money to support a state 'improvement' project will not incorporate proven sustainable design standards in the proposed Inner Belt Bridge.

Please contact me with any questions or need for copies of articles detailing the economic cost of not encouraging alternative modes of transportation.

Sincerely,
Martine Divito
Director, Economic & Community Development
City of Bedford Heights

Dear Mr. Hosek:

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 bridge and disagree with the decision of the Ohio Department of Transportation not to incorporate one into their plan. As ODOT proceeds through design and contracting, there are still chances to fix this. A bike and pedestrian lane can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a wonderful new asset for Cleveland residents and visitors.

I live and ride or walk in Lakewood and have a business in Tremont. A large portion of my business traffic come via bicycle riding, I would love to increase that traffic and make it more accessible to those coming to us from the downtown area. Providing cyclist and pedestrian access to the bridge is the right thing to do.

Dish deli & catering
T. 216.523.7000
F. 216.523.7002
E. Dishfood@sbcglobal.net W. www.Dishtremont.com

Please support us as bikers, and our children who will become biker/commuters one day by putting a safe bike lane on the inner belt.

Thank you,
Rosalind Gauchat
3057 Van Aken Blvd.
Shaker Heights, Ohio 44120

Dear Mr. Hosek:

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 bridge and disagree with the decision of the Ohio Department of Transportation not to incorporate one into their plan. As ODOT proceeds through design and contracting, there are still chances to fix this. A bike and pedestrian lane can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a wonderful new asset for Cleveland residents and visitors.

I live and own a Yoga and Pilates studio, Studio 11, in Tremont. Many of my students and I avidly ride and walk in Tremont. Several times a week, I teach Yoga and Pilates classes downtown and prefer to ride my bike or walk to the clubs to teach rather than have to take a car. I know many other people who prefer to ride and walk rather than take a car. Providing cyclist and pedestrian access to the bridge is the right thing to do. Please continue to take the steps necessary to make it safe for those of us who prefer to use alternative methods to cars for transportation.

ODOT's "old mindset" -- focusing on cars, not people -- is costing "New" Ohio money and opportunity. The new bridge should be available for all residents, not just those driving to or through downtown Cleveland.

Please provide a copy of my written comments to all NOACA Board members at the December 11th meeting.

Sincerely,

Signed: Tiiu Gennert (internet signature)

Name: Tiiu Gennert

Address: 2337 West 11th Street

City, State, Zip Code: Cleveland, OH 44113

cc: Craig Hebebrand, ODOT District 12

Dear Mr. Hosek:

As a 13 year Tremont Resident and a 9 year owner of Tremont Scoops, our local ice cream parlor, I implore you to reconsider adding pedestrian and bike access to the new bridge. I have personally sat through ten years of meetings where advocates of access have repeatedly made very reasonable suggestions regarding access, only to be ignored by ODOT.

Over those ten years our country has changed significantly in the way we think about transportation. Going forward we all need to think about alternatives to fossil fuels. We also need to think more about more healthy lifestyles which include walking and bicycle riding. It has always bothered me that I live so close to downtown, but it is very hard to actually get there without a car or taking a bus. There is really no reason why we can't have bridge access available to walkers and bike riders! All it requires is for ODOT to have an open mind.

In addition, the comprehensive plan for the innerbelt project includes the closing of Commercial which is the only close path to walk or ride a bike into downtown for our side of Tremont. That means the only way to get downtown is to detour around Abbey to West 19th and all the way back over the Carnegie Bridge. I have walked this way a number of times - it is at least twice the distance, and totally unnecessary if we would have bridge access right at 14th Street.

The bottom line is that there is no real reason why a pedestrian and bike route could not be included in the bridge design. Just because ODOT says "No" when we ask, and then when we ask "Why", ODOT says, "because we say so", is not an acceptable answer. We need fresh ideas and open minds to put together a project that is a credit to ODOT and the State of Ohio and is useful and forward-thinking for the people of Cleveland who will have to look at and use this bridge long after all of us are gone.

Let's keep an open mind and put together a project that makes the best use of this tremendous opportunity to have a bridge that serves people, not gasoline powered vehicles.

Please do the right thing. Pedestrians and bikes need to be welcome on this bridge.

Sincerely,

Marianne Ludwig
Tremont Scoops
Cleveland, Ohio

December 10, 2009

Bikes on the Innerbelt Bridge – would be a great idea.
Provides MUCH better access to downtown from the near west side.
Facilitates bicycle (and pedestrian) opportunities to replace auto traffic.
Shows government support for less-polluting means of transportation.

As a taxpayer and voter, I urge you to make access a reality.

Regards, Peter Toomey
21507 Plum Path
Rocky River OH 44116
personal mail: Toomey@alumni.ND.edu
day: 440-333-6698 -- eve: 440-333-6628

RE: Innerbelt Bridge – Access for Cyclists and Pedestrians

Dear Director Maier,

I am writing to express my support for integrating bicycle and pedestrian access into the new Innerbelt Bridge project. As a Cleveland resident by choice and an urban planner by training and profession, I believe that ensuring multi-modal access in our major infrastructure projects is a necessity. This is true not only because of the options it provides to individuals moving within and throughout our city, but also because of the message it sends and the identity it creates and reinforces for our region.

In Cleveland, cycling and walking are the only options for many households and individuals of modest means. They are also conscious choices for many individuals who prefer healthier, more affordable transportation that has no negative impact on the environment. Our infrastructure investments, large and small, must take these factors into account and must provide more options, more choices for all segments of our community. These choices can also become the signatures or landmarks of an inclusive, forward-thinking community, both literally and figuratively.

Opportunities to connect the broader region via healthy modes of transportation are broad, but instances of this magnitude are exceptional. This route would not only connect Near West Side neighborhoods to downtown Cleveland and points east, but it could provide a new link to the Cuyahoga Valley and the Towpath Trail. It could connect people to jobs, recreational amenities, and places to shop, worship and learn. The plan today is to do this for vehicles moving at 55 miles per hour. I believe it is imperative that we broaden the impact of this project to become an amenity for those of us moving at a slower pace between more local destinations as well.

It is with these factors in mind that I urge your support for the addition of bicycle and pedestrian access to the new Innerbelt Bridge. Thank you for your time and your consideration in this matter.

Sincerely,
Chris Bongorno
Cleveland Resident & Urban Planner

Dear Mr. Hosek:

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 bridge and disagree with the decision of the Ohio Department of Transportation not to incorporate one into their plan. As ODOT proceeds through design and contracting, there are still chances to fix this. A bike and pedestrian lane can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a wonderful new asset for Cleveland residents and visitors.

I live and ride or walk in Edgewater, but use try to use my bicycle as a primary means of transportation to Tremont, Ohio City, Gordon Square, and of course downtown. Providing cyclist and pedestrian access to the bridge is the right thing to do. We NEED to set a precedent!

Regards,
Suzanne Cofer

Dear Mr. Hosek,

Our family has lived and operated our business Sokolowski's University Inn in Cleveland since 1923. In fact I remember when the existing Innerbelt bridge was being built. Although it was convenient via automobile to get downtown, it was never safe or conducive to walk or ride a bike across the bridge. But, in my younger days in order to get downtown, Browns and Indians games etc., I did it anyway and walked over the bridge or rode my bike. Now I think back just how dangerous it was. But, back then, there was no other way.

Mr. Hosek, do the right thing. I strongly support and urge you to support the I-90/71 bike and pedestrian lane. If you need more input or have any questions please feel free to contact me at 216 771-9236.

Respectfully Submitted,
Bernard Sokolowski
President
Sokolowski's University Inn

Dear Sirs,

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I 90/71 bridge and disagree with the decision of the Ohio Department of Transportation not to incorporate one into their plan. As ODOT proceeds through design and contracting, there are still chances to fix this. A non-motor vehicle lane will dramatic, beautiful, healthy and SAFER connection to downtown Cleveland. Let's show the rest of the country that Cleveland is a 21st century city!

Sincerely,
Barry and Jane Shemela
Bay Village

DENNIS J. KUCINICH
10TH DISTRICT, OHIO

2445 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-8850

PARMAYOWN MALL
7904 DAY DRIVE
PARMA, OH 44129
(440) 845-2707



Congress of the United States
House of Representatives
www.kucinich.house.gov

CHAIRMAN,
SUBCOMMITTEE ON DOMESTIC POLICY

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

COMMITTEE ON EDUCATION AND LABOR

December 6, 2009

The Honorable Ted Strickland
Governor of Ohio
77 South High Street
Columbus, Ohio 43215-6108

Dear Governor Strickland:

As the State of Ohio moves forward on plans to replace the I-90 Innerbelt Bridge, I strongly urge the state to design the bridge in such a manner that pedestrians and cyclists will be able to use it.

While safety considerations would naturally require that only motor vehicles use the main highway crossing the bridge, there is no reason not to provide a separate roadway for pedestrians and cyclists within the architecture of the bridge. Such a roadway should have separate ingress and egress for non-motorized vehicles and pedestrians to ensure the safety of its users. Providing access for non-motorized traffic would enhance the Innerbelt Bridge by making it multi-modal and enabling more people to have access to the neighborhoods the bridge connects.

As we focus more attention to alternative energy sources to combat climate change, the State of Ohio should continue to support alternative modes of transportation for the people of the Cleveland area to cross the Cuyahoga River. I believe that by providing a roadway for pedestrians and cyclists, we would do much to provide these alternatives at little marginal cost. Therefore, I urge you to ensure that the State of Ohio include a separate roadway for non-motorized transportation as it finalizes design plans for the I-90 Innerbelt Bridge.

Sincerely,

Dennis J. Kucinich
Member of Congress

DJK: mg

Cc: Hon. Jolene Molitoris
Mr. Craig Hebebrand

CLEVELAND BIKES

John Hosek
Northeast Areawide Coordinating Agency
1 299 Superior Avenue
Cleveland, Ohio 44114

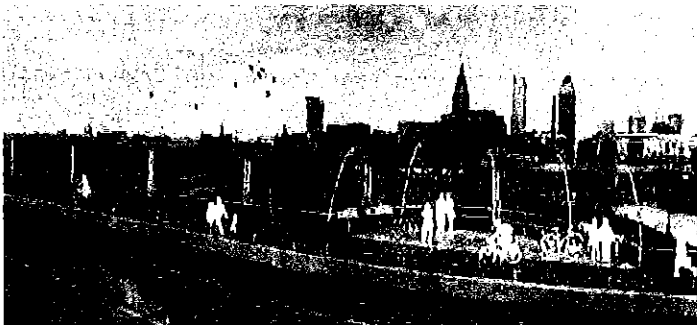
December 9, 2009

Dear Mr. Hosek:

NE OHIO WANTS TO BIKE AND WALK ON THE INTERSTATE BRIDGE!

It's really that simple. Earlier this month, cyclists and walkers gathered in Tremont to proceed downtown. They road their bikes through glass, in potholes, sharing streets with buses and cars, even though they were too narrow to do so safely, and alongside speeding traffic, separated by only three inches of fading paint. They walked in streets without sidewalks or street lights, or along dark, dangerous roads... *and these were the preferred routes of the Ohio Department of Transportation.*

Northeast Ohio residents want and deserve what communities across the county enjoy – the opportunity to bike and walk in a safe, secure area along an interstate highway, offering a direct, efficient and beautiful way to travel to their chosen destination.



A bike and pedestrian lane offers a big impact for modest investment, with a terrific health and environmental return for the community.



Cyclists and walkers rally at Ontario Street and Carnegie Avenue the base of the current I-90/71 Bridge (12.06.09).

*The opportunity to bike and walk the Interstate Bridge will provide a dramatic, beautiful, healthy and practical connection to downtown Cleveland. The Bridge **should** be available for all area residents, not just those driving to or through downtown Cleveland. As part of the Cleveland Bikeway route to downtown, the bridge is a great way to leverage the Towpath Trail investments and share downtown.*

ClevelandBikes : When ClevelandBikes, Cleveland Benefits!



1612 k street nw suite 800 washington, dc 20006
phone 202-822-1333 fax 202-822-1334
www.bikeleague.org

John Hosek
NOACA
1299 Superior Avenue
Cleveland, Ohio 44114-3204

Dear John:

I am writing to you concerning the upcoming hearing on the project to replace the Innerbelt bridge that connects the west side of Cleveland to downtown. The League of American Bicyclists strongly urges ODOT to include a quality connection for nonmotorized transportation as an integral part of the project.

The days of investing hundreds of millions of dollars in major urban transportation infrastructure without including good access for bicycling and walking should be long gone - it's inexcusable for ODOT to be resisting such a relatively minor adjustment to such a critical project. This bridge is a gateway; a critical link to the cultural and economic heart of the community; a signature project that will define whether ODOT is even remotely in touch with Cleveland's (or any other city's) future as a vibrant, healthy community that is capable of attracting families, jobs and businesses in the years ahead.

San Francisco's Bay Bridge is being rebuilt with world-class non-motorized access; the spectacular Cooper River Bridge carrying US 17 into Charleston, S.C. has a trail so popular the SDDOT has had to provide parking at each end to accommodate the number of runners, walkers and cyclists using a facility they initially resisted quite doggedly. The nation's Capital Beltway is now greatly enhanced by the rebuilt Woodrow Wilson Bridge that has a trail connecting Alexandria and the National Harbor development - providing visitors a unique opportunity to enjoy unrivalled views of the Capitol and monuments while accessing a treasured historic district with minimal impact. You have a once-in-a-lifetime opportunity to create such a project in Cleveland.

Yours truly,

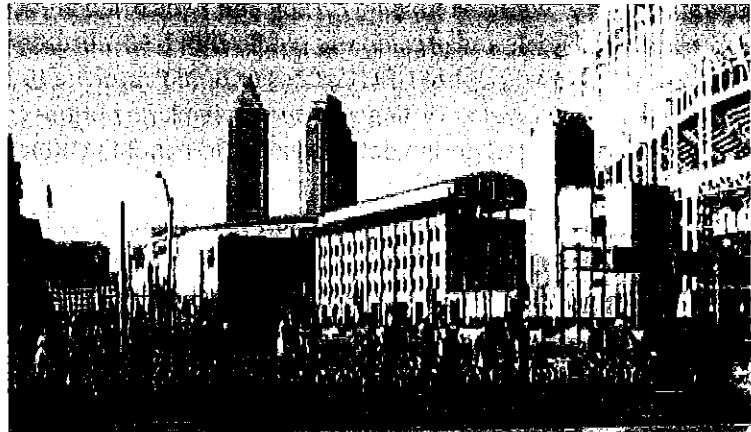
A handwritten signature in black ink that reads "Andy Clarke". The signature is written in a cursive, flowing style.

Andy Clarke, President
League of American Bicyclists

Investing in cycling and pedestrian infrastructure makes financial sense, promotes public and individual health and helps protect the environment. As world leaders gather in Copenhagen, Denmark to review steps to address climate change threats, Northeast Ohio can take positive steps towards cleaner air and energy independence right now:

- ***The financial value of improved mobility, fuel savings, greenhouse gas reductions, and health care savings ranges between \$10-65 billion***, outstripping any public spending costs in creating a bicycling and walking transportation infrastructure.
- ***Modest increases in bicycling and walking could lead to an annual reduction of up to 200 billion miles of car travel.*** The decreased auto travel is the same as cutting oil dependence and greenhouse gas emissions from passenger vehicles by as much as 8%.
- ***A walking and biking transportation infrastructure is a practical way for many to achieve recommended levels of physical activity.*** Modest increases in bicycling and walking for short trips could provide enough exercise for 50 million inactive Americans to meet recommended activity levels, reducing America's activity deficit.

NE Ohio residents are calling for achieving what at least 30 communities around the country already enjoy—the opportunity to bike and walk on a dedicated path alongside an interstate highway bridge. In many cases, these are dramatic and beautiful shared spaces that enhance the city's life.



Investing in cycling and walking infrastructure, by providing access to the I-90/71 bridge, is only basic fairness as these transit modes account for 10% of trips, 13% of fatalities, but only 1% of federal funding. The more we provide accommodation for cyclists and pedestrians, the safer these modes of transportation become. The residents of Northeast Ohio have an historic opportunity before them right now and we should not let this massive transit infrastructure project, the largest in Ohio history, to pass by without investing in cycling and pedestrian safety.

Sincerely,

Kevin Cronin
President, ClevelandBikes

ClevelandBikes, a 501(c)3 not for profit organization, is dedicated to advancing all forms of cycling as healthy sport, recreation and transportation.

ClevelandBikes : When ClevelandBikes, Cleveland Benefits!

Kevin Cronin, Attorney at Law

Phone: 216.377.0615 or 216.374.7578

Fax: 216.881.3928

Email: Kevin.cronin.ohio@gmail.com

The Brown Hoist building
4403 Saint Clair Avenue
Cleveland, Ohio 44103-1125

John Hosek
Northeast Areawide Coordinating Agency
1299 Superior Avenue
Cleveland, Ohio 44114

December 9, 2009

Dear Mr. Hosek:

Like millions of Americans, I enjoy cycling as healthy recreation and transportation. As a League Certified Instructor and member in the League of American Bicyclists, I have worked to help people ride more often and more safely. The development of a bike and pedestrian lane for the bridge is a cost-effective investment for NE Ohio, representing only a small portion of the expense committed to the Interstate 90/71 Bridge. A bike/walk lane should be incorporated into the plan to take a small step towards greater equity in funding cycling and pedestrian infrastructure projects, address health and environmental goals and provide the public with transportation options to address 21st century needs. I encourage NOACA to utilize ODOT's "design/build" process to continue to review the project and require ODOT to develop cycling and pedestrian lane options for the bridge. A coalition of organizations has developed several design options and ODOT should embrace public involvement and ideas.

During the development of the bridge project, ODOT has raised several elements in its rationale to exclude cyclists and pedestrians, including cost, demand and engineering. Despite its obligations under federal transportation and environmental law, ODOT released few details to support its rationale.

Cost Evaluation

By any standard and calculation, bicycle and pedestrian accommodation on the Interstate Highway Bridge will stand up to rigorous analysis. During development of bridge options, ODOT posted acceptable cost ranges for all bridge options, yet successful cyclist and pedestrian accommodation has already been acknowledged to be well below these acceptable cost ranges. ***ODOT's own data shows bike/walk accommodation is, literally, less than the margin of error for the full bridge project.***

Further, in 2008, the US Federal Highway Administration issued Design Guidance Accommodation Bicycle and Pedestrian Travel and a US DOT Policy Statement that "Bicycle and pedestrian ways shall be established in new construction and reconstruction" and that where bicyclists and pedestrians are prohibited from the roadway "a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor." FHWA elaborated that establishing bikeways or walkways may not be necessary if cost was disproportionate to the need or probable use, with ***excessively disproportionate "defined as exceeding twenty percent of the cost of the larger transportation project."***

This FHWA policy statement *suggests a cost ceiling for a cyclist/pedestrian lane on the Interstate Bridge of approximately \$90 million, a cost no one anticipates approaching* in this accommodation opportunity.

Obligation to Review, Study and Prepare Cycling and Pedestrian Options

ODOT, as well as NOACA, are under substantial obligation to analyze cycling and pedestrian accommodation options, yet failed to do so, including:

- In general - Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively.
23 USC § 217

- The purposes of this subpart are to implement the provisions of 23 U.S.C. 134 and 49 U.S.C. 5303, as amended, which: (a) Sets forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.
23 CFR 450.300

- The safe accommodation of pedestrians and bicyclists should be given full consideration during the development of Federal-aid highway projects, and during the construction of such projects.
23 CFR 652.5

- The responsible agency is required to "study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources. *A rigorous exploration and an objective evaluation of the environmental impacts of all reasonable alternative actions, particularly those that might enhance environmental quality or avoid some or all of the adverse environmental effects, are essential. Sufficient analysis of such alternatives and their environmental benefits, costs, and risks should accompany the proposed action through the review process in order not to foreclose prematurely options which might enhance environmental quality or have less detrimental effects.*
§102(2)(D) , National Environmental Policy Act

Despite these obligations, ODOT refused to explain its decisions to reject cycling and pedestrian accommodation. NOACA should exercise an oversight opportunity and its role in channeling federal infrastructure spending locally to require ODOT to develop and share bicycle and pedestrian options with the public.

ODOT has created a plan deleterious to the health and safety of Northeast Ohio cyclists, pedestrians and other Cleveland residents, without discharging its obligations under federal transportation and

environmental laws. The ODOT plan places the safety and health of Ohioans at risk, compounds costs, creates additional impediments and forfeits time in which to craft a successful plan which complies with ODOT's obligations under the law.

Investing in active transportation is a fiscally responsible step to help neighborhoods thrive, fully consistent with the needs of Northeast Ohio and the federal highway goals. Cyclists and pedestrians are taxpayers too.

Sincerely,

Kevin Cronin



MEDINA - PENINSULA - ROCKY RIVER

330-722-7119 330-657-2209 440-356-5705

www.centurycycles.com

December 10, 2009

John Hosek
Northeast Ohio Areawide Coordinating Agency
1299 Superior Avenue
Cleveland OH 44114

Dear Mr. Hosek,

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 bridge.

I am the owner of Century Cycles, a northeast Ohio bike store chain with stores in Medina, Peninsula, and Rocky River. Each year, we help thousands of northeast Ohioans enjoy bicycling for fun, for exercise, and for transportation – a commitment that has been recognized nationally by the bicycling industry. Century Cycles has been named a Top 100 Bicycle Retailer for eight consecutive years and we were awarded Consumer's Choice Bicycle Shop by the League of American Bicyclists, one of only eight stores in the United States so designated by League members last year.

Personally, I am an avid cyclist who bicycles thousands of miles per year throughout northeast Ohio, many of them commuting to my store in Rocky River from my home in Medina County. I am also one of the founders, organizers, and sponsors of Bay Bike To School Challenge in Bay Village, Ohio, where I have witnessed firsthand how our area's youths – as well as their families, school administrators, and community – have been transformed by the experience of bicycling to school and work.

I disagree with the decision of the Ohio Department of Transportation not to incorporate a bicycle and pedestrian lane into their plans for the new bridge. As ODOT proceeds through design and contracting, there are still chances to fix this. A bike and pedestrian lane can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a wonderful asset for residents and visitors to Cleveland and northeast Ohio.

My stores are experiencing record sales, even during an economic downturn, due in large part to surging interest in bicycling by northeast Ohioans – many of whom are interested in bikes as year-round transportation. ODOT's old mindset of focusing on cars and not people (and the new ways they want to travel) is costing Ohio money and opportunity – and could potentially cause the area to lose residents to more progressive communities and harm businesses like mine.

The new bridge should be available for ALL residents, not just those in cars. This is a tremendous opportunity for Cleveland and Ohio to take the right step in a direction its residents are already heading.

Please provide a copy of my written comments to all NOACA Board members at the December 11th meeting.

Sincerely,

Scott Cowan
Owner, Century Cycles
19955 Detroit Road
Rocky River OH 44116

cc: Craig Hebebrand, ODOT District 12
Jim Sheehan, Ohio City Bicycle Co-Op



CityWheels
cars by the hour

11309 Euclid Avenue
Cleveland, OH 44106

PH 216.795.2345
FX 216.916.7326

Mr. John Hosek
Northeast Ohio Areawide Coordinating Agency
1299 Superior Avenue
Cleveland, Ohio 44114

December 10, 2009

Dear Mr. Hosek:

On behalf of my business, the hundreds of my Near West Side neighbors who are supportive but unengaged, and for myself as a daily walker and cyclist – **I write to join many Clevelanders in asking NOACA representatives to demand pedestrian/bicycle access on the Innerbelt bridge.**

As a member of the Innerbelt Committee years ago, I was among those who gave our valuable time and energy to ODOT's long public process. Many of us repeatedly raised the need for non-motorized access on the Innerbelt bridge, and **I am disappointed to see that ODOT has, to date, dismissed this potential without a methodical and thorough review.**

The bridge will be a fixture for the next several generations of Cleveland residents. An enormous percentage of these citizens already have limited-or-zero-access to a car. The car-less population will only grow, with long-term trends making car ownership unaffordable for even more residents. **DOTs across the country have built non-motorized access on dozens of similar bridges, and the proposed ODOT alternative route is simply far less safe and direct for walking and cycling.**

In this time of unprecedented economic and energy changes, **it is a grave mistake to knowingly design a critical piece of civic infrastructure that excludes so much of the local population.** Non-motorized access will also provide sweeping views of the city and the Cuyahoga Valley, creating a signature destination for locals and visitors alike. In combination with the Towpath Trail extension, a ped/bike facility can enhance economic development in the surrounding neighborhoods.

I urge the NOACA staff and board to require non-motorized access within ODOT's scope for final bridge design and construction. Whether as a matter of social and economic justice, environmental sustainability or civic pride, the people of Cleveland deserve the very best effort of ODOT to truly serve *all* members of our northeast Ohio community.

Sincerely,



Ryan McKenzie
Founder and President
CityWheels Carshare Club

cc: Craig Hebebrand, ODOT District 12

Mr. John Hosek
Northeast Ohio Areawide Coordinating Agency
1299 Superior Avenue
Cleveland, Ohio 44114

December 11, 2009

Dear Mr. Hosek:

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 bridge and disagree with the decision of the Ohio Department of Transportation not to incorporate one into their plan. As ODOT proceeds through design and contracting, there are still chances to fix this. A bike and pedestrian lane can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a wonderful new asset for Cleveland residents and visitors.

I am a fifteen year resident and business owner in the Ward 14 neighborhood. My business services many local people that come in from downtown and use a bicycle to get to my neighborhood. In addition, I live and ride or walk in Tremont and Ohio City. Providing cyclist and pedestrian access to the bridge is the right thing to do.

ODOT's "old mindset" -- focusing on cars, not people -- is costing "New" Ohio money and opportunity. The new bridge should be available for all residents, not just those driving to or through downtown Cleveland. Please provide a copy of my written comments to all NOACA Board members at the December 11th meeting.

Sincerely,



Signed:

Name: Becca Riker

Address: 2603 Scranton Road

City, State, Zip Code: Cleveland, OH 44109

cc: Craig Hebebrand, ODOT District 12

NE OHIO WANTS TO BE ABLE TO BIKE AND WALK ON THE INNERBELT BRIDGE! SOME REASONS FOR YOUR LETTER

A new vision for NE Ohio: A bike/walk path on the bridge will provide NE Ohio residents and visitors with a dramatic, beautiful, healthy and practical connection to downtown Cleveland. Whether they bike, walk or drive, the bridge should be available for all Cleveland residents, not just those driving to or through downtown Cleveland. Bridge access is a great way to leverage the Towpath Trail investments and share downtown and the sports and entertainment centers. It's a sound investment with a terrific health and environmental return for the community, offering a big impact for modest investment.

Equity and Fairness: 25% of Cleveland households do not own a car -- 30% of Tremont households, 65% of Central households and 42% of Downtown households, yet ODOT is proposing its biggest highway investment ever. Bicycles account for 10% of trips, 13% of fatalities, but only 1% of federal funding. ODOT is sacrificing pedestrian and cyclist safety and health, though they are lawfully on the road, for the benefit of motor vehicle traffic.

Riding and walking can reduce transportation costs for household budgets: For most Americans, transportation is an expense second only to housing (higher than health care, education and food). Even before runaway gas prices, the average American spends 19% of their income on transportation, with some households spending 50% or more. Based on AAA reports of typical transportation costs 56.1 cents/ mile and \$5 daily parking, typical car commuter costs are more than \$11,500/year. In tough economic times, every bit helps.

Addressing our climate change challenge: Important health gains and reductions in CO2 emissions by replacing urban trips in private motor vehicles with active travel in high-income and middle-income countries:

- **The Lancet, the world's leading medical journal:** 'health gains and CO2 reductions can result from replacing urban car trips with active travel in high- and middle-income countries;' policy-makers should invest in infrastructure for pedestrians and cyclists, to "increase the safety, convenience, and comfort of walking and cycling."
- **Rails to Trails" Conservancy report:** The financial value of improved mobility -- fuel savings, greenhouse gas reductions and health care savings -- ranges between \$10-65 billion, outstripping any public spending costs in creating a bike/walk transportation infrastructure. Modest increases in bicycling and walking could lead to an annual reduction of 70-200 billion miles of car travel/ year, equal to cutting oil dependence and greenhouse gas emissions from passenger vehicles by 3-8%.

A bike and pedestrian lane makes financial sense: Bicycle and pedestrian accommodation on the bridge makes financial sense. During development of bridge options, ODOT posted acceptable cost ranges for a variety of bridge options, yet successful cyclist and pedestrian accommodation was already acknowledged to be well below these acceptable cost ranges. ODOT still says "no," without any explanation or analysis. It's a sound investment with a terrific health and environmental return for the community, offering a big impact for modest investment.

Proposed "alternatives" don't work: ODOT says there are two other ways to get downtown on bike or foot. However, these options, even if improved, have serious problems involving safety, distance and time. We don't ask cars to go a 1/2 mile out of the way, why should we ask a bicyclist or pedestrian to do the same?

Improved health and fitness: A walking and biking transportation infrastructure is a practical way to achieve recommended levels of physical activity. Modest increases in bicycling and walking for short trips could provide enough exercise for 50 million more Americans to meet recommended activity levels and reduce our activity deficit.

Other communities have done it and we can too: At least 30 communities across the country benefit from cycling and pedestrian access to an interstate highway bridge. In many cases, these are dramatic and beautiful shared spaces that enhance the city's life. If they can "figure it out" and successfully integrate bike, pedestrian and automobile access, so can Northeast Ohio. Snow and cold isn't an obstacle either. Bike and pedestrian paths are common in lots of places which receive snow, including Boston, Chicago, Minnesota and Sweden, to name a few.



2306 Forestdale Ave
Cleveland, Oh 44109
216-870-0057

Mr. John Hosek
Northeast Ohio Areawide Coordinating Agency
1299 Superior Avenue
Cleveland, Ohio 44114

December 10, 2009

Dear Mr. Hosek:

In the past 50 years, we have built a transportation system overly focused on high-speed automobile traffic, often at the expense of community livability and the safety of people. One-third of Americans either can't drive or choose not to. In some of the neighborhoods surrounding the Inner Belt project up to 60% of citizens have no car. If there were a pedestrian walkway on the Inner Belt, thousands of these people would have access to things such as fresh food from the West Side Market and health programs from Metro Health Systems. Yet, the ODOT bridge design ignores these people by not including them in this huge project that profoundly affects their lives and their neighborhood.

Nearly 10,000 pedestrians were killed on U.S. roadways in the last two years. Children, older Americans, and minorities are especially at risk and are the most likely to be killed while doing things like walking to school, to church or shopping for their daily needs. Many of these deaths are preventable. We need to start building roads in a way that works for everyone who uses them - motorists, pedestrians, cyclists, people of all socio-economic means and those with limited mobility.

By making our streets more pedestrian-friendly, you would be helping to solve many of America's problems. Ohioans would be healthier, happier and spend less if they added more bicycling and walking to their daily lives. More feet on the street makes our neighborhoods safer and builds community. Air quality would be greatly improved. Health problems such as heart disease, diabetes and asthma would be decreased. Infrastructure repair and maintenance costs would be lowered.

Young people and people who are shaping the future of America want to live in cities that are walkable. I personally know a number of individuals who have relocated from this area to other places solely because our streets are not safe for pedestrians and cyclists. These people can live in other cities without driving as much as is required here; young, vibrant, creative, intelligent people like these are moving away because other cities have embraced making their communities bikeable and walkable. Changing the current Inner Belt bridge plans would signal loud and clear that northeast Ohio wants to keep our young talent living and working here rather than having them leave.

Please don't miss this opportunity to save lives, create transportation choices for those who do not drive, improve air quality, make our streets safer, save taxpayer funds, retain local talent and build a better Cleveland.

Sincerely,

A handwritten signature in black ink that reads 'Lois Moss'.

Lois Moss



Mr. John Hosek
Northeast Ohio Areawide Coordinating Agency
1299 Superior Avenue
Cleveland, Ohio 44114

December 10, 2009

Dear Mr. Hosek:

I am writing in support of providing a lane on the proposed I-90/71 bridge that is dedicated to pedestrians and cyclists. I disagree with the Ohio Department of Transportations decision not to incorporate one into the Innerbelt Bridge plan.

The new Innerbelt Bridge presents a perfect opportunity for the city to make a statement about its vision for the future. A pedestrian bike lane on the Innerbelt Bridge will provide Northeast Ohio residents practical connections to downtown Cleveland, to the east and west sides of the Cuyahoga River, and to the Towpath Trail. Whether they bike, walk or drive, the bridge should be available for all Northeast Ohio residents, not just those driving to or through downtown Cleveland.

As ODOT proceeds through design and contracting, there are still chances to incorporate the desired and necessary facilities to allow access to everyone on the bridge. A bike and pedestrian lane can be a dramatic, beautiful, healthy and practical connection to downtown Cleveland and a wonderful new asset for Cleveland residents and visitors.

Feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marie Kittredge', written over a horizontal line.

Marie Kittredge
Executive Director



lutheran metropolitan ministry

Rev. Richard E. Sering Center for Right Relationships
1468 West 25th Street • Cleveland, OH 44113-3102
Gifts: P.O. Box 76736, Cleveland, OH 44101
216-696-2715 • Fax: 216-696-3317
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"building right relationships in community"

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Mr. John Hosek

Northeast Ohio Areawide Coordinating Agency

1299 Superior Avenue

Cleveland, Ohio 44114

Dear Mr. Hosek:

I am writing to convey my support for providing a cycling and pedestrian lane on the proposed I-90/71 bridge, and disagree with the decision of the Ohio Department of Transportation not to incorporate one into their plan. As ODOT proceeds through design and contracting, there are still chances to include a bike and pedestrian lane. That would provide a dramatic, beautiful, healthy and practical connection to downtown Cleveland, and a wonderful new asset for Cleveland residents and visitors.

The majority of the people this agency serves lives in the central city and do not own cars. An increasing number are using bicycles and many walk to their destinations. Providing a safe and convenient route is a justice issue. I also live and walk in the Detroit Shoreway area, work in Ohio City, and would appreciate an additional connection to downtown that does not require an auto.

Providing cyclist and pedestrian access to the bridge is the direction of the future, and has been embraced by cities that recognize the trend to provide beautiful and convenient bike and walking trails and lanes. I hope Cleveland and Ohio will do the same.

Sincerely,

Carol Fredrich, M.S.W.

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December 10, 2009

Mr. John Hosek
Director of Programs
Northeast Ohio Areawide Coordinating Agency
1299 Superior Avenue
Cleveland, Ohio 44114

Dear Mr. Hosek:

As an environmental minister with Justice and Witness Ministries of the United Church of Christ and a resident of downtown Cleveland, I write to support providing a cycling and pedestrian lane on the proposed I-90/71 bridge. Such a dramatic, beautiful, healthy and practical connection to downtown Cleveland would be a wonderful new asset for Cleveland residents and visitors. I disagree with the decision of the Ohio Department of Transportation to not consider bicyclists and walkers in their plan.

Forwarding looking cities around the world are encouraging the equally important factors of equity, of health, and of environmental concern. At least 30 communities across the country benefit from cycling and pedestrian access to an interstate highway bridge. Replacing urban trips in private motor vehicles with active travel provides equal access for all the people, numerous health gains, and reductions in CO2 emissions.

Just this week the Environmental Protection Agency finalized its endangerment finding on greenhouse gas pollution, and is now authorized and obligated to take reasonable efforts to reduce greenhouse pollutants under the Clean Air Act. A ruling about vehicles is expected to follow. It falls upon policy-makers in this time of climate change to choose to lessen the impact of greenhouse gases. My request and hope is that Cleveland takes the opportunity with the design of this new bridge to do the right thing.

Please provide a copy of my written comments to all NOACA Board members at the December 11th meeting.

Sincerely,



Rev. Catherine Rolling
Environmental Justice Program Assistant
United Church of Christ
700 Prospect
Cleveland Ohio 44115-1100



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God is still speaking,



