



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.*



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

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.

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!

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.

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