



CASE WESTERN RESERVE
UNIVERSITY EST. 1826

*Office of Sustainability
Department of Facilities Services*

10620 Cedar Avenue
Cleveland, Ohio 44106-7226
December 10, 2009

Howard R. Maier
NOACA
1299 Superior Avenue
Cleveland, Ohio 44114-3204

RE: Innerbelt Bridge – Access for Cyclists and Pedestrians

Dear Director Maier,

I join colleagues from the region, writing you to express my support for integrating bicycle and pedestrian access into the Innerbelt Bridge project. As the Sustainability Coordinator for Case Western Reserve University, I am uniquely aware of commuting patterns of the almost 20,000 members of the CWRU community. We have just completed the university's second greenhouse gas inventory, and as you can expect daily commutes to and from campus comprise a significant portion of our carbon footprint.

We have estimated staff and faculty alone travel more than 50,000 miles weekly to University Circle. While we encourage and incentivize other modes of transportation, we are largely limited to promoting use of public transportation (despite shrinking services) and carpooling to offset the impact of these patterns. While many have expressed interest and a willingness to replace their cars with bicycles, issues of cyclist safety on busy roads and limited routes coming from NearWest Side neighborhoods are the primary reasons why members of my campus avoid this mode of transportation.

Moreover, I believe that ensuring multi-modal access as part of the Innerbelt Bridge project will have a dramatic effect on a significant portion of the Cleveland population, not just my constituents. Offering cyclists and pedestrians access to the bridge is more than a transportation issue, it is a gesture of inclusivity for those who, by choice or necessity, do not travel by car. Access to the bridge would be an unquestionable resource for residents who rely on bicycles and walking.

Such access would represent more than another mode of travel but would also offer a unique way to experience Cleveland's neighborhoods, skyline, and the Cuyahoga River Valley. Access to the bridge would link downtown neighborhoods with those on the Near West Side, benefitting restaurants and retail establishments, recreation, access to civic resources, and would enhance a sense of place.

If we continue with thinking and practice as usual in Cleveland, we will continue creating the situations that currently plague us. Today I ask you to consider new thoughts and new practices, for a new, more inclusive tomorrow in Cleveland.

Thank you for your time and your consideration in this matter.

Sincerely,

Linda Robson
Sustainability Coordinator