



NEUNDORFER
PARTICULATE KNOWLEDGE

December 10, 2009

John Hosek
NOACA
1299 Superior Avenue
Cleveland, OH 44114

Dear Mr. Hosek,

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 inner belt 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.



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