

## Letter Head

The Honorable Andrea Stewart-Cousins  
President Pro Tempore and Majority Leader of the New York State Senate  
Legislative Office Building, Room 907  
Albany, NY 12247

The Honorable Carl Heastie  
Speaker of the New York State Assembly  
Legislative Office Building, Room 932  
Albany, NY 11247

Dear President Pro Tempore Stewart-Cousins and Speaker Heastie,

**I'm writing request that you include in your one house budget \$60 million to fund the widening of the George Washington Bridge ("GWB") South Path into a modern bikeway.**

The GWB is the sole bike-able Hudson crossing out of New York City. But the existing 1931-era, 7 foot wide walkway is badly overcrowded. Over a six-months in 2015, NYCDOT recorded peak use regularly exceeding 500 users per hour—making it NYC's third busiest bike crossing and well beyond the threshold to merit a path twice as wide.

As part of a \$1.9 billion recabbling project, the Port Authority of NY&NJ (the "PA") will rip-out-and-replace the mile-long walkways, but will only restore them to 7 foot—allowing cyclists to use a facility not half as wide as needed for safe use. This will expose the PA to endless litigation, unless it makes everyone walk—which the PA has foreshadowed by re-branding the path as the "NorthWalk."

Aside from enhancements in public health, connectivity, sustainability and resilience one usually accords to cycling facilities, the region will forego significant gains in tourism. A report similar to the one which secured \$39 million to fund Walkway Over the Hudson found that a linear park across the GWB would attract \$42 million per year in new tourist spending and support 700 jobs.

Recognition of the need, and support for the solution, is widespread—two hundred organizations and communities from across the region have called on the PA to widen the paths.

The ask is to a) include \$60 million—or \$6 million per year for ten years—in the one-house budget to grow jobs and tourism; or b) fund it as part of the Environmental Bond Act to enhance transportation affordability and resilience and to extend resident access to green space; or c) in tandem with the NJ Governor, to prevail upon the PA to self-fund the bikeway, to diversify their CO2-intensive portfolio of air terminals, automotive crossings and seaports.

Thank you for your consideration of this request.

Sincerely,