



**New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority**

Meeting Minutes

***Stakeholders' Advisory Working Groups (SAWGs)
Bridge and Bike / Pedestrian SAWG (#15)***

Tappan Zee Bridge/I-287 Corridor Project



December 8, 2009

Attendance at Bridge Stakeholders' Advisory Working Group Meeting December 8, 2009 Palisades Center, West Nyack, New York	
<u>Stakeholders' Advisory Working Group Members</u>	
James Creighton, Town of Clarkstown Planning Dept Jan Degenshein, Degenshein Architects Sal Fazzi Patrick Gerdin, Rockland County Department of Planning Francis Goudie, Village of Irvington James Hartwick, Office of NYS Senator Thomas Morahan Robert Hintersteiner Milton Hoffman Barton Lee, New Jersey Association of Railroad Passengers Bruce Levine, former Rockland County Legislator Marie Lorenzini, Nyack Trustee Lawrence Lynn, Grandview-On-Hudson Mayor Thomas Madden, Greenburgh Dept of Community Development and Conservation	Richard May, Village of South Nyack John Messina Maureen Morgan Michael Oliva, East Coast Greenway Alliance/Westchester-Putnam Bike Walk Alliance Lee Prisament Paul Richards, Lamont-Doherty Earth Observatory Mary Sue Robbins David Schloss, Rockland Bike Club Marion Shaw, Upper Nyack Zoning Board Andrew Stewart, Keep Rockland Beautiful, Inc. Eric Strober Neil Trenk, Rockland County Department of Planning
<u>Additional Attendees</u>	
David Aukland, Tarrytown Planning Board Thomas Basher, Tarrytown Trustee Alfred Berg Sonia Cairo, Keep Rockland Beautiful Bonnie Christian, South Nyack Zoning Board Patricia DuBow, South Nyack Mayor I Jakob Franke, Long Path South Committee NYNJTC Charlie Goldberger, Westchester Cycle Club Dan Goldberger, Westchester Cycle Club Gareth Hougham, Ossining Environmental Advisory Council Jerry Ilowite, South Nyack Planning Board Rita Joachim, Rockland Bicycling Club	Steve Knowlton, Nyack Zoning Board Richard Kohihausser Mark Laloo, Unione Sportiva Italianai Alain Leinbach, South Nyack Trustee Michael Miller, Westchester Cycle Club Diane Neff, Walk Bike Alliance Jim Nicholson, NJ Bicycle Coalition Sheryl Palacio, Rockland Bike Club Huw Philips Melinda & Robert Sanborn Fred Shaw, Westchester Bike Club William Whitehurst, Village of South Nyack Planning Board David Zornow
<u>Project Team Members</u>	
Michael Anderson, NYSDOT Heather Sporn, NYSDOT Kristine Edwards, NYSDOT Russell Robbins, NYSDOT Yvette Hinds, NYSDOT i Robert Laravie, NYSDOT Brian Sterman, MNR MTA Will Calves, AECOM	Aliison Davis, Arup Dan Peterson, Arup Marc Roche, Arup Matt Carmody, Eng-Wong, Taub & Associates George Paschalis, HSH Rita Campon, Parsons Paul Plotczyk, WSA

INTRODUCTION

The following pages outline the material presented at the Bridge Stakeholders' Advisory Working Group Meeting focusing on bicycle/pedestrian issues held on December 9, 2009. The summary of the presentation is followed by a record of discussions including the questions and answers that occurred throughout the meeting.

Robert Laravie, NYSDOT, welcomed all members to the meeting. The presentation consisted of five sections:

- Part 1 Introduction
- Part 2 Project Process
- Part 3 Types of Bike/Ped Facilities
- Part 4 Existing and Proposed Facilities in Rockland / Westchester Counties
- Part 5 Examples of existing bridges, constraints at the landings, logical termini, and design considerations.

The venue was: Palisades Center.

1. Slide Presentation

2. Questions and comments Included:

Q: What is an adjacent municipality?

A: Those municipalities which are immediate to the landing. One person from each municipality will be invited to participate in the advisory council.

Q: How are the costs of different options incorporated in the evaluation?

A: Cost is a consideration in the evaluation, along with numerous other criteria

Q: Are any changes proposed for the proposed signed shared roadways in the area? This is specifically in reference to Route 9W, which is treacherous in some areas and should have something more than just posted signs.

A: Changes to Route 9W or other routes are not being proposed as part of this project. We will have to get back to you regarding who is proposing the changes and what improvements are being proposed.

C: The Old Erie Path is known as the Hader Path south of Broadway in Grandview.

Q: For signed shared roadways -when you refer to 12-foot lanes, that is not for bike lanes, correct?

A: Right -signed shared does not call out specific space for bikes. Instead the 12-foot is for bikes and cars to share.

Q: Has the size of the bridge been modified to allow for peds and bikes?

A: This has not been decided yet.

Q: What is the extent of the bike/ped area?

A: As part of this project, we are defining the logical termini as between Broadway and Broadway and will look to connect to existing and proposed projects in that area.

Q: Is there an ability for DOT to scope improvements to proposed bike improvements?

A: No. But we know they are coming online and will look to connect to them. Additionally, when we make improvements (i.e., a new bridge across 1-287), we will make accommodations for bikes and peds (i.e., sidewalks).

Q: Are we expecting hundreds of bikes/peds on the bridge?

A: We are still trying to establish the proposed demand for the bridge, along with the types of users.

Q: What is the consideration for grades on the bridge?

A: AASHTO -5%. TZB, because of proposed rail on the bridge -1.5%

Q: Any thought to install call boxes, comfort station, and/or other accommodation due to its length?

A: We have not yet considered these aspects of the design, although they will be covered in the next steps in the process.

C: South County Trailway has solar powered phones that are used.

Q: How do you propose to design the ped path to minimize suicides?

A: We are aware of these issues and knowledgeable on how other bridges have minimized these issues, although it is still too early in the process to look at design specifications.

Q: Will this be a toll bridge?

A: For cars -yes. For peds/bikes: No

C: The Tri-Borough Bridge is a bad example of ped/bike connectivity because of the stairs that must be used to reach the path.

Q: For the logical termini in Rockland County, the Palisades Center would be a better place to end, so that access to be provided to improvements on Route 303 and 304.

A: We are confined to the bridge and therefore we are looking between Broadway and Broadway. Q: You mentioned that providing 0 paths was an option. What does that mean?

A: NEPA requires that we study the no build option. This is the only way that 0 paths would be provided. As part of any replacement bridge, ped/bike mobility will be provided on either 1 or 2 paths.

C: Bike routes in South Nyack are a big consideration. The village is looking at all the work as an opportunity to deck over 1-287, which would provide bike/ped mobility, as well as park space for the community. Model for all of this would be the High Line in NYC.

Q: If you have constraints in space, how can you put in bike/ped without impacting others? Q: If there is a massive increase in cyclists, who would pay for enforcement?

A: Not clear at this point.

Q: There seems to be a big opportunity for increasing bike/bus commuting. What do you think -is this likely?

A: Most people commute by bike if under 4 miles. Since the bridge is 3.1 miles and since neither landing is a commuter destination, it doesn't seem likely that bike commuters will be that high, but we are still looking in that.

Q: Any justification for using the path for emergencies on the bridge? Will emergency vehicles be able to reach the ped/bike path?

A: Maintenance vehicles will be able to access the facilities, so emergency vehicles should be able to as well.

C: Why not redesign the bridge to accommodate bike/peds first, as opposed to doing it last. You should design and commit to 15' on both sides for bike/ped, not putting it on last.

Q: Are you increasing the number of lanes on the bridge?

A: No -we are not changing the number of lanes. However, we are not going to include the alternating lane that is used at peak periods.

Q: Is there a standard height for the cement barrier between opposing lanes?

A: There is a standard height, but it doesn't have to be opaque. However, we are too early in the design process to discuss this.

C. The new bike/ped facilities on the replacement Tappan Zee Bridge should resemble those along the Cooper River Bridge.

C. More outreach is needed to bicycle commuter groups (i.e., not just recreational cyclists) so that they are properly represented on the Advisory Panel.