

The New NY Bridge Project



March 5, 2018

The New NY Bridge Project
NYS Thruway Authority
303 South Broadway, Suite 413
Tarrytown, NY 10591

Mr. Daniel Convissor, Bike Tarrytown
via email: danielc@biketarrytown.org

SUBJECT: Response to January 17, 2018 Letter

Dear Mr. Convissor and colleagues:

Your January 17th letter to Governor Cuomo regarding the design and operation of the Shared Use Path (SUP) of the Governor Mario M. Cuomo Bridge has been forwarded to me for response.

While a final decision relative to the operating hours of the SUP has not been made, we are endeavoring to balance use of the path as a transportation facility for cyclists and pedestrians with security, maintenance and neighborhood concerns. To that end, we have asked for recommendations from the New York State Police-the entity responsible for the security of all users of the Governor Mario M. Cuomo Bridge-and the New York State Thruway Authority's Maintenance Division. Last year, as you will recall, we also conducted a survey of all our stakeholders to solicit their input. We have further researched many similar facilities, which have varying closure protocols.

Relative to the design of the side path, while your supporting graphics reflect an earlier iteration of the plan, they were helpful in illustrating your concerns. I am happy to report, for instance, that bicyclists will not be required to dismount at the juncture of the side path and Esposito Trail. Current plans call for "bicyclists yield to pedestrians" signage (as recommended), along with a change of surface treatment to alert users of both facilities of this potential conflict point.

The side path, as you know, terminates at South Franklin Street and Clinton Avenue. The proposed design, therefore, takes into account the elements that exist beyond the side path terminus. These features include sidewalks, pedestrian ramps/crosswalks, and pedestrian/traffic signalization (including pedestrian actuation). In order to enhance safety for all users, cyclists will be advised to walk their bikes across these pedestrian facilities. The proposed ADA compliant sidewalks and pedestrian ramps, together with full signalization of this currently un-signalized intersection, is to provide safety for all users. Adding a traffic signal to this intersection will serve to slow/calm motorized vehicles, and design features of the side path terminus will likewise serve to slow/calm non-motorized vehicles.

Your concerns about the signing and the design of the gates are well taken. The Authority will supplement the existing signage to include some of the signs you mention, including the "Turning Vehicle Yield Sign" at the roadway intersection and "Yield to Pedestrians" at the side path cross-over. The Authority will also replace the "in-line swinging" gate design with off-set, ADA-compliant bike chicanes (see attached plan) with requisite advance signage.

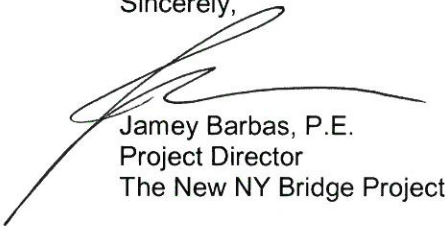
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Thank you again for your input.

Sincerely,
Jamey Barbas, P.E.
Project Director
The New NY Bridge Project

Sincerely,



Jamey Barbas, P.E.
Project Director
The New NY Bridge Project

Attachment: Figure 1

cc:

Ken McLeod, League of American Bicyclists
Virginia Sullivan, Adventure Cycling Association
Ed Sobin, Appalachian Mountain Club NY / NJ
Cyndi Steiner, New Jersey Bike & Walk
Coalition
James Weisman, United Spinal
Stephen Brehl, Rockland Bicycle Club
Michael Reade, Walkill Valley Rail Trail
Association
Emily Flynn, Bike Friendly Kingston

Rona Shapiro, Yonkers Bike Club
Dave Zornow, Bike Nyack
Ian Thomas, America Walks
Kenneth Podziba, Bike New York
Christy Guzzetta, New York Cycle Club
Steve Vaccaro, Five Boro Bicycle Club
Edith M Prentiss, Disabled In Action of Metro NY
Bob Hermann, Westchester Cycle Club
Marc Soloff, Bicycle Touring Club of North
Jersey
David Gordon, Mid Hudson Bicycle Club

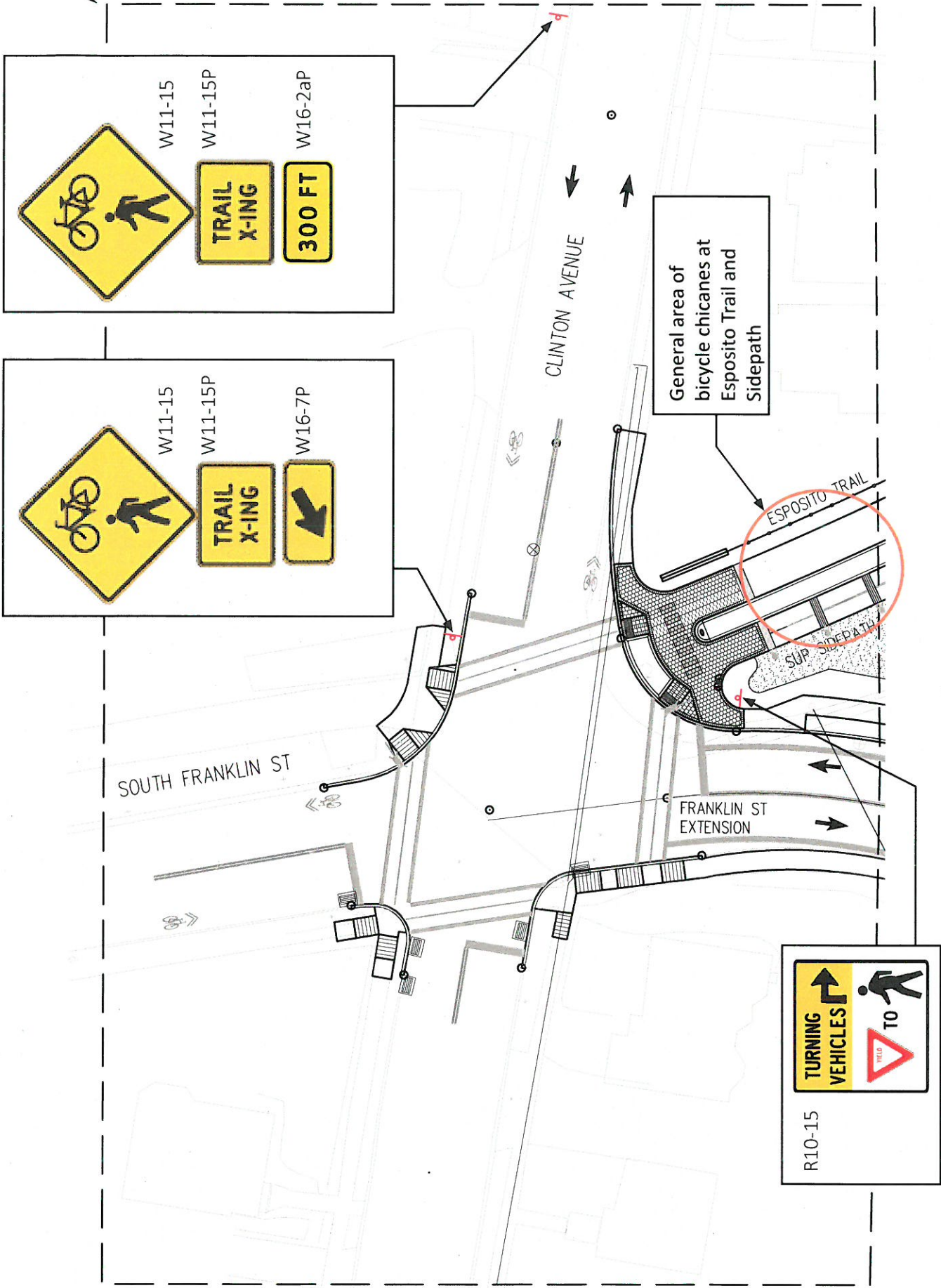


Figure 1.