

Hudson River Crossing Study		Comments and Responses	2/6/2008
Page #	Comment	Response	
CDTC			
	I see no mention of the upstream queuing at Exits 7 & 8 in the WB AM peak. This was a major finding and it should be discussed in some depth. This explains the average driver perception that the bridge is congested. Ramp metering should be discussed in this context as well, in some detail, even though further study is needed and recommendations are preliminary.	This is addressed on page 18 in the final report.	
33	I thought we concluded that the high speed rail estimated of rehab cost was way too high. If we wanted to consider putting funding in the TIP to rehab this bike ped crossing for the Livingston Ave Bridge, how would we proceed? What obstacles are still in the way?	This is addressed on page 36 in the final report.	
29	We should mention bike ped accommodations on the other Troy bridges; that they are generally good (or not?); or at least state that they are important.	The Bergmann team was tasked by the study steering committee at the beginning of the project to focus our review on four bridges...Troy-Green Island Bridge has bike lanes and sidewalks, Troy-Watervliet Bridge has sidewalks only, Collar City Bridge is limited access and prohibits bicyclists and pedestrians.	
	Update the demographic forecast to 2040	Report language has been clarified.	
12	On describing the concentrated scenarios, its more than just urban infill. The best thing here is to use the New Visions wording.	The wording has been changed to what is used in the New Visions Plan.	
12	Ten percent of daily traffic is in the PM peak alone.	Rewritten and now 13%	
	We should include Lindsay's charts with bandwidth proportional flows.	It is now included in the appendix	
20	Another factor is avoiding the Exit 24 toll booth traffic, which can be especially bad in the PM peak, especially Friday afternoons in the Summer	The text has been modified to include tollbooth delay.	
	Discuss the benefits of diverting truck traffic— both safety (weaving at PIB), and extra toll revenues	This is discussed on page 22. "Additional rationale for doing this is to increase toll revenues and better safety at Patroon Island Bridge during rush hour from fewer trucks."	
27	CDTC has conducted a linkage study that has made recommendations for the Harriman Campus— mixed use, more connectivity, etc. This should be referenced.	This is addressed on page 29 in the final report.	
30	The Menands Bridge connects to South Troy near HVCC; not below it.	Changed	
30	fifth line from the bottom— favor instead of favoring	Changed	
37	specify transit for river crossings	Further discussion of transit on the river crossings is beyond the scope of the study.	
46	noticeably; patron should be patrons;	Changed	
47	To the north of the, the Hoosick Street, Troy-Green Island	Changed	
7-Figure3	There is no pink bar showing I-787 NB traffic	The figure has been updated with the NB	

		787 volumes marked in pink.
12	para 4, line 2: We are not really looking for rationale for widening. The widening was done in the CDTC VISUM model to assess the potential impacts of widening on demand. The benefits identified are higher ramp volumes and potentially, safety.	This is clarified in the report.
12	last para: Change figures 6 & 7 to figures 9 & 10	Figure numbers have been updated.
12	last para: Mention that figure 9 is Westbound and figure 10 is Eastbound	There are no westbound/eastbound numbers presented in these figures. The numbers for each bridge are a total in both directions during the indicated peak hour.
14	last para: Change figures 9 & 10 to figures 11 & 12	Figure numbers have been updated
14	last para: Mention that figure 11 is Westbound and figure 12 is Eastbound	There are no westbound/eastbound numbers presented in these figures. The numbers for each bridge are a total in both directions during the indicated peak hour.
16	point 3): again, we are not looking for a rationale to widen the bridge	The wording of point 3 has been changed.
17	para 2: change "... are included in an attachment" to "... are included in Appendix B"	Changed
21	line 4: Add the percentage of potential truck diversions and benefits (more tolls, better safety at Patroon Island Bridge, etc.). This could be a benefit from re-designation too.	Additional description of benefits has been included in this section.
22	last para: change figure 11 to figure 14	Figure numbers have been updated
23	last para: change figure 12 to figure 15	Figure numbers have been updated
25	2 nd para: change figure 12 to figure 16	Figure numbers have been updated
26	2 nd para: change figure 14 to figure 17	Figure numbers have been updated
27	2 nd bullet: change "... infeasible to due cost.." to "... infeasible due to cost.."	Changed
37	Under the sub title " <u>Limited Service</u> ", change "Patron Island Bridge" to "Dunn Memorial Bridge"	Changed
39	1 st para: Change ".. concurrent with these changes, it has become increasing difficult.." to ".. concurrent with these changes, it has become increasingly difficult.."	Changed
41	5 th para: Missing a period after the first sentence. The second sentence is not clear enough. What network issues?	Changed. The paragraph has been reworded.
41	6 th para: no need for comma after ITS.	Changed
41	footnote # 12: Change the color to black.	Changed
43	7 th para: Change "Capital Area" to Capital Region"	Changed
44	2 nd para: Change "Capital Area" to Capital Region" (two places)	Changed
44	3 rd para: Change "Capital Area" to Capital Region"	Changed
44	3 rd para: Change "..flexibility alter travel.." to "..flexibility to alter travel"	Changed

NYS DOT Bicycle and Pedestrian Section

		<p>General response: we agree with these comments...they are consistent with the information we presented in our draft plan. The scope of the study focused on bicycle/pedestrian issues for four bridges (Patroon, Livingston, Dunn Memorial and Troy-Menands). The strong interest and support for improved bicycle/pedestrian access across the Hudson River became clear as the study evolved - we strongly agree that more work and study needs to be done in this area, and we believe the report reflects that sentiment. Unfortunately, many suggestions and recommendations received are beyond our scope. ADA compliance is a very important concern, and would be required in any major renovations or new construction. We feel that these issues have been addressed in the draft, a few minor edits to the text to clarify certain points will make these issues clearer.</p>
31	<p>If the intent of this study is to review long term regional transportation capacity needs for eight structures across the Hudson River, then why look at only four (Patroon Island, Livingston Avenue RR, Dunn Memorial and Troy Menands) bridges for bicyclists and pedestrians? Why not include a more comprehensive review of pedestrian and bicycle accommodations for the Route 2, Green Island, or Route 7 bridges? These structures (with the exception of Route 7) are a vital link and carry a considerable number of non-motorized uses. This study needs to look at methods to increase the capacity for non-motorized users for all eight structures –where permitted as required by federal regulations and Department policy On page 18-1 of Chapter 18 of the Highway Design Manual (see first attachment), 5th paragraph, 3rd sentence says the following:</p> <p>"Considerations of pedestrian (and bicycle) needs should include, at a minimum, a presumption that pedestrians (and bicyclists) will be accommodated..."</p>	<p>The Bergmann team was tasked by the study steering committee at the beginning of the project to focus our review on four bridges...Troy-Green Island Bridge has bike lanes and sidewalks, Troy-Watervliet Bridge has sidewalks only, Collar City Bridge is limited access and prohibits bicyclists and pedestrians.</p>
31	<p>This study appears to focus primarily on the recreational potential for bicycle and pedestrian users (i.e. access to the Mohawk –Hudson Bike –Hike Trail) What about on-road cyclists? This study should also focus on the potential to improve on-road bicycle facilities across all eight structures, where permitted, as an alternative to motor vehicle use. This study should also discuss the potential to construct / include bicycle facilities such as; bicycle lanes, wide outside curb lanes, shared use</p>	<p>These bridges primarily are along I-787 and other limited access highways that prohibit bicycling and walking. The adjacent shared use trails along the river are used for both transportation and recreation. The Dunn Memorial Bridge includes NYS Bike Route 5, we agree that on-street bikeways should be added to the approach roads in Rensselaer and</p>

	<p>pathway, shoulder etc... as a means to increase capacity for non-motorized users. As CDTC's Bicycle and Pedestrian Game Plan and Toolbox state that:</p> <p><u>"While moving towards a regional bicycle and pedestrian system, increasing capacity for cyclists and pedestrians at the limited number of river crossing should be a priority"</u></p> <p>This study doesn't appear to reflect this stated goal.</p>	Albany.
32 –Troy-Menands Bridge	<p>Are bicyclists permitted to operate on this structure? If so –how many use this structure? If not –what steps can be taken to promote on-road bicycling as a possible alternative to the long line of cars traveling to HVCC. What about access to Route 9 or the street network for south Troy? This section should discuss what facilities may be needed to encourage on-road bicycling and pedestrian activity. Improvements to make this structure ADA compliant?</p>	<p>We did mention the connections to the funded South Troy shared-use path along the river. The current bridge configuration does not allow bike/ped use, and we recommended ramps to connect the bridge to the shared use paths on both sides to make this use possible. The ramps would have to be designed to be ADA compliant.</p>
35 – Livingston Avenue Bridge	<p>The report doesn't discuss why pedestrians would even desire to use this structure. What are the logical termini for pedestrians and bicyclist using the sidewalk along this structure? Does a seven foot wide timber deck comply with ADAAG Standards? A seven foot timber deck would be too narrow to accommodate both bicycles and pedestrians together, nor does not meet either Federal or State standards for a shared use facility. The seven foot timber walkway may need to be removed and widened to accommodate both bicycle and pedestrian traffic and meet ADAAG standards.</p>	<p>Logical Termini are the Corning Preserve / Downtown Albany and the new Rensselaer Waterfront redevelopment zone / Amtrak station area. No, the existing historic structure doesn't meet ADA, we agree that in an ideal world we will have funding for a full 10' wide shared use path on the bridge.</p>
36 –Dunn Memorial Bridge	<p>The study fails to address the importance of the Dunn Memorial Bridge as a major crossing point on the Hudson River for both pedestrians and bicyclists. The next closest structure south which accommodates both non-motorized uses is the Rip Van Winkle Bridge in Catskill, - 27 miles away. The study should address the fact the Dunn- Memorial Bridge is a popular pedestrian link between Albany and Rensselaer, but is not ADAAG compliant. The structure is also signed to carry <u>both</u> State Bicycle Routes 5 & 9 across the Hudson between cities of Albany and Rensselaer. The eastern termini ties into the City of Rensselaer sidewalk network, whereas, the western termini ties into the Mohawk- Hudson Bike-Hike Trail and the Corning Preserve and City of Albany sidewalk network.</p>	<p>We mention this in our draft...and clearly described the need to remove the 'dogleg' in the Dunn approach on the Albany side. The steep slope issue was noted, including the current requirement that bicyclists walk across the bridge. We agree that this structure does not meet current ADA compliance, but it was designed prior to current regulations.</p>
38–Table 3	<ul style="list-style-type: none"> • The Study should add the attribute "ADA Accessible" when summarizing all eight structure for bicycle and pedestrian access. • Under the attribute "Access to Trails", the bullets for the Livingston Avenue RR and Troy Menands bridges should be removed. At present there is no trail access from these 	<p>These bullets are being mis-interpreted. The responses above are consistent with the chart. None of the bridges are fully ADA accessible. There are existing paths on the Livingston and Menands bridges – and they have the potential to provide access to adjacent trails. It's the approaches that are missing. On and off</p>

	<p>structures.</p> <ul style="list-style-type: none"> • Under the attribute “Bike Access” both on road and shared use path use should be taken under consideration. • Under the attribute “Ped Access” the bullet indicating the Livingston Avenue RR bridge and the Troy –Menands Bridge are open to pedestrian access should be removed. Neither are currently open to the public. 	road improvements would only be appropriate if the region allows access to limited access highways.
38	The discussion on the Dunn Memorial Bridge should note the bridge is not currently ADA Compliant. Include a reference to State Bicycle Route 5 also being signed on this structure.	This has been addressed in the final report.
39	The discussion for both the Troy-Menands Bridge, and Livingston Avenue RR Bridge should mention the importance of being ADA compliant.	This has been addressed in the final report.
50	<p>The discussion for the Troy –Menands, and Livingston Avenue RR bridge need to be ADA compliant.</p> <p>The discussion under the Bicycle and Pedestrian Accommodation should also include bicycle and pedestrian access to the Route 7 Bridge, the Green Island Bridge, and the Route 2 Bridge. A mention should be made whether these structures are ADAAG compliant.</p>	<p>This has been addressed in the final report.</p> <p>The Bergmann team was tasked by the study steering committee at the beginning of the project to focus our review on four bridges...Troy-Green Island Bridge has bike lanes and sidewalks, Troy-Watervliet Bridge has sidewalks only, Collar City Bridge is limited access and prohibits bicyclists and pedestrians.</p>
Special Note	The benefits of pedestrian (and bicycle) traffic as a vital means of emergency evacuation during a sudden catastrophic disaster is also addressed on page 18-70 of the Highway Design Manual. Needless to say, all 8 structures (depending upon the scope and scale of a potential catastrophic disaster) would offer an opportunity for non-motorized traffic to cross the river - even if the highway and transit system are completely immobilized and/or overwhelmed with excessive vehicular traffic. For more info on this vital safety issue, please see the second attachment.	Agreed – this is why we included the potential for a shared use path in a potential new bridge scenario for the PIB.
CDTA		
	<p>Focus more on river crossings as whole, not just Patroon Island</p> <p>§ Introduction section focuses on PIB almost exclusively</p> <p>§ Suggest one or two page “fact sheet” on each bridge –existing condition, planned maintenance/ replacement/ rehabilitation, bike/ped, transit, ITS</p>	An additional table describing recommendations for each bridge has been included in the report.
	Water-based transit recommendation –needs more on the technical basis of recommendation. We see the need for much more in-depth study that would address issues of the institutional framework, regulatory issues, landside capital, overall feasibility and market demand before such	Comment noted but a more detailed study of water-based transit is beyond the scope of the study. It is recommended as something to look into more detail in the future.

	a recommendation is implemented.	
	Travel Demand Management discussion should be more detailed and given more emphasis. This alone could eliminate the need for additional capacity on the crossings.	Additional detail on Travel Demand Management has been added to the final report on page 42.
	Bike/ped accommodations review for only 4 bridges. Maybe it makes sense to justify why bike/ped are not feasible in cases of the other 4 bridges, otherwise the statement is too general. The "fact sheet" approach could also address this issue.	The Bergmann team was tasked by the study steering committee at the beginning of the project to focus our review on four bridges...Troy-Green Island Bridge has bike lanes and sidewalks, Troy-Watervliet Bridge has sidewalks only, Collar City Bridge is limited access and prohibits bicyclists and pedestrians.
	CDTA does run 33X trips on the Patroon Island Bridge: 1 AM, 1 PM trip only, however. Should be in "limited" category.	Changed
NYSTA		
3	1st paragraph - The names of the bridges should be consistent between the text and Figure 1. Also, please consider using the "common names" of the bridges. For example, Congress Street Bridge rather than (or in addition to) Troy-Watervliet Bridge, and Collar City Bridge for Hoosick Street Bridge. It might be worth mentioning that the Patroon Island and Castleton Bridges carry interstate traffic.	Bridge names have been changed throughout the report to be consistent.
20	3rd paragraph - I'm having a hard time with the paragraph. While the Thruway is two miles longer between these two points, the speed limit is 65 mph v. 55 mph on freebie 90. Even without considering congestion, it should be faster to drive the Thruway. Add the usual am and pm congestion on freebie 90, and the Thruway should be the clear time winner.	This paragraph has been rewritten.
21	2nd from last paragraph - Need to explain what's meant by "redesignation."	Clarified
22	2nd paragraph - Should describe where the I90 currently runs (i.e., Thruway westbound drops it at Interchange B1 and picks it up again at Interchange 24).	Clarified
32	2nd paragraph - My experience on the Menands Bridge, heading toward Troy, is that the Bridge is less of a problem than the traffic trying to get up Morrison Ave. There is a dedicated right turn lane for this traffic, but it doesn't start until some distance after you get off the bridge. Traffic trying to get into this lane fairly frequently blocks access to the right lane that heads up Mill Street (where I want to be!). The biggest problems here seem to be when class times correspond with the pm peak.	Agreed, congestion is mostly due to delays at the intersection just east of the bridge. Since this intersection is so close to the bridge and because of the close interchange to the west, traffic problems should be considered before major investments are made on the Troy-Menands Bridge.

NYSDOS		
SAC	Andrew Labruzzo's name should be deleted from the SAC list under NYSDOS	The name has been removed.
Rensselaer County		
	In the Interaction with Thruway section, the time and distance has been tested between Thruway exits B-1 and 24. As a large portion of rush hour drivers on the Patroon Island Bridge seem to have a downtown Albany destination, perhaps the study should look at the time and distance between exits B-1 and 23, which is a much closer destination to downtown Albany, the motorists' final destination.	The relationship of travel between B-1 and downtown Albany was looked at but not addressed in the report. Vehicles traveling from B-1 to downtown Albany have three bridges that can be used, and this use is mostly dependant starting location. There are very little opportunities for diversion for this small population of users.
28	The last seven words of the first full paragraph should be stricken. Why is the time and gas of Rensselaer County residents not considered as important as that of those who live on the other side of the river? The time saved going from my office to the Rensselaer City Hall using I-787 is probably 10 and maybe more minutes than if I had to drive through Troy and up Route 4, then back down into the city of Rensselaer. Also, if all Rensselaer County trips that did a double river crossing were to take Route 4, Route 4 would fail as a roadway. The other parallel roadways to I-787 on this side of the river would be Bloomingrove Drive and NY 150. To say that the double crossings are unnecessary is like telling people in Cohoes not to take I-787 to get to Albany.	The wording has been removed from the final report.
30	Third paragraph, it is mentioned that the Dunn Memorial Bridge ramp on the Rensselaer side is oversized. Although there are two entrance/exits to go to the train station or Columbia Turnpike, the idea of tightening up the ramps to make a smaller footprint would be very difficult, since cars and trucks need to go up at least 50 feet in a very short distance. Removing the ramps to Columbia Turnpike would reduce the footprint and increase traffic on Broadway that would need to take the turn to go to Columbia Turnpike.	This comment is addressed in the report. The language about the Dunn Memorial Bridge ramp being oversized has been clarified.
40	There is an error on which bridges have limited services. The Dunn Memorial Bridge is listed (in conflict with the previous paragraph), but should say Patroon Island Bridge (the Schodack park and ride run). The Patroon Island Bridge should be removed from the no transit service paragraph. It is interesting that the bridges that provide pedestrian access also are the ones that have CDTA service.	This has been corrected.
Albany Bicycle Coalition		
	I am writing to encourage CDTC to ensure bridges, as well as streets, are complete for all users - pedestrians, bicyclists, people using wheelchairs, parents with strollers, and motorized	Agreed, comment noted.

	<p>vehicles.</p> <p>In this age of skyrocketing health care costs, global warming and increased pollution, it is critical that people using non-motorized modes of transportation have safe access to streets and bridges. Safe streets will increase non-motorized transportation, thus increasing physical activity, and reducing traffic and pollution. Having complete streets can save lives in many ways, not the least of which is reducing pedestrian and bicyclist fatalities from impacts with cars and trucks!</p> <p>Regulations already exist to encourage this practice. From the Federal Highway Administration website: "When a highway bridge deck- on which bicyclists are permitted or may operate at each end of the bridge-is being replaced or rehabilitated with Federal funds, safe accommodation of bicycles is required unless the Secretary of Transportation determines that this cannot be done at a reasonable cost. 23 USC Section 217 (e)"</p> <p>The cost of not accommodating bikes in the long run is probably more expensive when considering the health and environmental burdens of an automobile-only bridge.</p>	
NYSDOT		
	<p>The report is very long and it is very hard to find the substance in the report. Even within the "Recommendations" section, the conclusions are not apparent, it is mostly a discussion. The report needs some work on presentation and clearly needs an executive summary.</p>	<p>An executive summary and a clearer recommendations table have been added to the report.</p>
	<p>One minor comment, reference to the T-way bridge as the "Castleton-on-Hudson Bridge" is confusing. Reference to the T-way would be helpful.</p>	<p>Castleton-on-Hudson is the official name of the bridge and will continue to be used in the report.</p>
NYSDOT – Bike/Ped		

	Why this study doesn't explore bicycle and pedestrian issues for all eight structure crossing the Hudson River between Rensselaer and Albany counties. Why just the four closest to Albany? There is a substantial need to enhance walking and bicycling facilities on every structure which spans the Hudson River. Any structure constructed or reconstructed using Federal funds - both FHWA & NYS DOT policies will require that bicycle and pedestrian accommodate, at a minimum, be considered.	While I agree with the idea that we may someday need to evacuate downtown Albany across the Hudson river bridges, I think there are a lot of more basic issues that need to be addressed. We can address these comments with one sentence "in addition to the transportation and recreation benefits of pedestrian and bicyclists access to the Hudson River Bridges, it is important to recognize that the bridges can also serve as evacuation routes for people walking across the river in case of a major emergency."
CDTC		
12-13	Not sure what "Rec 2 and Rec 3" mean; in fact I don't understand any of them	A clearer delineation between recommendations and findings as they are highlighted has been made in the final report.
33	"The bridge is currently listed on the TIP as project R178 with \$500 thousand in bike/ped access improvements programmed beginning in 2007" The construction is actually shown in 2008-2009.	The date has been changed in the report.
34	"The Livingston Avenue Bridge provides a unique opportunity for a an "early win" in the effort to improve bike/ped mobility between the shores of the Hudson River. It is the shortest of all the Capital District bridges. The bridge is a "swing" bridge that provits to allow ships to pass." Actually it is the shortest of all the study area bridges.	Wording has been changed in the report.
36	The bridge is listed on the TIP, projects A483 and R269 general repairs for approximately \$6.888 million.	The number has been change in the report.
40	First two paragraphs contradict each other on Dunn. Also, see CDA comment here.	This has been corrected.
49	I don't understand the first paragraph	Wording in the final report have been clarified.
49	We should make it clear that widening the bridge would not solve the merge and weave problems in the morning between Exits 8 and 7. (CMP, second bullet)	Additional explanation for the delays near the Patroon Island Bridge has been included in the report.
50	Middle -Dunn bridge has \$6.888 M programmed.	The number has been changed in the report
51	Second to last bullet: PIB seems very unlikely for BRT in the future.	Comment noted.
Park's and Trails New York		
	Parks & Trails New York would like to express its support for the expansion and improvement of pedestrian infrastructure on each of the bridges that connect Albany and Rensselaer counties. These improvements would be beneficial to cyclists and	Agreed, comment noted.

	pedestrians, who often have few options when traveling between the two counties. The improvements would promote a better relationship between the two counties by enhancing the physical connection for pedestrian and cyclists that are not well served by current infrastructure.	
	The Dunn Memorial Bridge is currently the only bridge connecting the City of Albany and the City of Rensselaer. Unfortunately the walkway on this bridge is not ADA compliant. Ramps are steep and the path features a dangerous dogleg section that intimidates pedestrians and cyclists. In addition, this connection is poorly signed and difficult to access on both sides of the river. Other possible connections need to be explored.	Agreed, recommendations to this effect are made in the report.
	In particular, development of a bike and pedestrian connection on the Livingston Avenue rail Bridge should be encouraged. This project would be great benefit to both the cities of Albany and Rensselaer as they are currently involved in major redevelopment projects in the areas adjacent to the bridge. Recently the City of Albany has seen serious investment in downtown luxury condominiums while Rensselaer is developing their waterfront into a greenway. The building of bike/pedestrian infrastructure across the bridge would further enhance the relationship between both cities while providing access for Albany's reemerging downtown population to Rensselaer's greenway. The Livingston Avenue Bridge would also serve as a better bike pedestrian connection between the City of Albany and the Rensselaer Rail Station.	It is a recommendation of this study that a bike/ped connection be developed on the Livingston Avenue Bridge.
Albany County Department of Public Works		
	The study should also research possible transit/bike/pedestrian improvements to the Dunn Memorial Bridge. This bridge provides the most direct connection between the Rensselaer Amtrak Station and downtown Albany (Convention Center, Capitol, Plaza, etc)	Agreed. The report reflects this comment.
	The study should include more emphasis/work on transit. If we really believe that the concentrated growth scenarios are better for our region, then transit which connects our cities is one of the best ways to encourage their revitalization. ...	Comment noted. The importance of transit service across the Hudson River was highlighted in the report, as well as the importance of encouraging transit oriented development and exploring Bus Rapid Transit (BRT) in the Hudson River corridor. The potential for Light Rail Transit in the Capital District is mentioned. More detailed analysis of transit was beyond the scope of the study.
	We need to think about long term solutions (New Visions 2030) and less about the Patroon Island Bridge. If they work, aren't the DOT's latest repairs supposed to last 20 years?	Although the primary focus was on the Patroon Island Bridge, the report summarized recommendations for each of the Hudson River Crossings and as a whole system.

NYS DOT		
3	The first paragraph mentions the three Troy bridges. They are not mentioned anywhere else in the report. It is not clear if they play a role relative to the traffic on the other bridges.	It was found that these bridges do not have a strong influence on the Patroon Island bridge traffic and therefore were not a main focus of the study.
	We concur with the recommendation to analyze the Troy-Menands Bridge before programming a major project for it.	Comment noted.
CDTC Bike and Ped Committee		
	As part of the continuing effort to make New York truly reflective of the "Complete Streets" philosophy and in line with the CDTC Bike and Ped committee's previously agreed upon strategy to recommend strongly that all new construction and repair of streets and bridges include accommodations for bicycles and pedestrians, I would like to have these remarks forwarded to the appropriate committee as a recommendation.	Agreed, comment noted.
	The concept of "Complete Streets" is not new in many States, but it is relatively new for New York. Many of us are greatly concerned about heart disease (the number 1 killer in New York) and firmly believe that increased physical activity is the cure. We also believe that many people do not engage in enough physical activity because they do not feel safe doing so. One way to make people feel safer is to make sure that ALL roads have sidewalks, striped bike lanes and accessibility measures. This should include bridges. It is very upsetting to be walking or biking along a roadway and to be suddenly thrown into traffic on a bridge because there is no sidewalk, bike lane or even a wide shoulder.	Agreed, comment noted.
	It seems that regulations already exist to encourage this practice. From the Federal Highway Administration website, we have taken the following words: "When a highway bridge deck- on which bicyclists are permitted or may operate at each end of the bridge- is being replaced or rehabilitated with Federal Funds, safe accommodation of bicycles is required unless the Secretary of Transportation determines that this cannot be done at a reasonable cost. <i>23 USC Section 217(e)</i> "	Agreed, comment noted.
	Our position is that the dollar cost at the time of construction or reconstruction is negligible, particularly in relation to the potential for costs incurred for poor health or accidents. And since economic justice requires us to consider all forms of transportation it should be an easy decision to make –to include provisions for bicycles and pedestrians and wheelchairs and strollers whenever bridges and roads are being constructed, or reconstructed.	Agreed, comment noted.
	When considering the transportation needs of everyone, especially in light of accelerating energy costs, escalating health care costs and the worsening of air quality, it	Agreed, comment noted.

	seems patently unfair to consider only the needs of the one item that uniformly has a negative impact on all of the above – namely, the automobile.	
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