

**DRAFT**  
**MEETING SUMMARY**  
**New Paltz Community Advisory Committee (CAC) – Carmine Liberta Bridge**  
**New Paltz Community Center**  
**April 8, 2015 - 1:00 PM**

**In Attendance:**

Gail Gallerie, William Weinstein, Jeff Logan, Richard Gottlieb, Allan Stout, Kathleen Coumbs, Peter Ferrante, Ed Pine, Dennis Doyle, Kenneth Wishnick, Joe Snyder.

**Also:**

Carol Johnson, Fran Wishnick, Louis Tierney, Mark Rosen, Leslie Rosen, Butch Dener, Harry Ellis, Tim Rogers, Ray Lunati, Paul Brown, Steve Lutterman, Eric Roth, Marianne Ananew.

**Introductions**

Dennis Doyle called the meeting to order at 1:05PM and asked those in attendance to introduce themselves.

**Consensus on the Meeting Summary**

Mr. Doyle asked for a consensus on the March 11<sup>th</sup> meeting summary. The committee members were all in favor.

**Presentation by County Staff**

County staff provided a slide presentation to show an overview of bridge types & styles, lane/width considerations and traffic control during construction.

**Highlights**

- Present bridge has 11.5 or 12 foot wide lanes and a sidewalk
- Present bridge is 180 feet long
- Plan to reuse existing abutments
- New bridge suggested configuration is two 11 foot wide lanes, two 4' shoulders (class 2 bike shoulders) and a 5/6' sidewalk
- County prefers shoulders rather than designated bike lanes, but could use sharrows
- Municipality will need to maintain the sidewalk
- Design objectives for floodplains - NYSDOT uses 50-yr and 100-yr flood plain, Existing bridge is above the 100yr-flood plain and the proposed bridge also be above the 100-yr flood plain.
- Temporary bridge will have to make up a 8 to 10 foot elevation difference
- Suggested 20mph speed limit on either side of Temporary bridge and restrictions on left turns exiting Huguenot Street.

**Bridge Type Discussion**

**Girder span bridge** – Due to depth of Beams it will be necessary to elevate the bridge and roadway 18-24" to avoid the 100yr. flood elevation. This is one of the most expensive options due to the amount of steel used for the girders.

Mr. Gottlieb asked if any design would be prone to debris getting hung up underneath. Mr. Doyle stated if water gets above 100 year floodplain there would be more resistance with a girder bridge. He added the existing bridge does not appear to constitute a hydraulic constriction in the floodplain. Likely due to large area west of the bridge that floods before the bridge does and placement of the abutments. An example of a girder bridge is in Kerhonkson – it does have a center pier (due to its length).

**Truss span bridge** would not require a change in road elevation. Truss bridge would have two 11-foot lanes, two 4-foot shoulders inside the truss and one 5-6-foot cantilevered sidewalk outside the truss. Mr. Doyle showed examples of non-overhead trusses from US Steel – Cambridge, Cambridge Flat, Viking & Seneca. Mr. Doyle added that we are confirming with the manufacturer the Viking and Seneca for use at this location due to total span and bridge width. The bridge design offers for the finish of the truss (galvanized, painted or weathered steel). The Discussion included lighting types and railings alternatives.

#### Advantages/disadvantages

Both Cambridge styles are about the same cost, the Viking is a little more and the Seneca is the most expensive. Certain bridges mean more members to maintain and inspect.

Galvanized offers less maintenance.

Paint would mean more cost to maintain and no guarantee on how long the paint would last. Likely if paint is chosen that the County would choose a galvanized underlayment.

No figures on maintenance costs yet.

No design is inherently safer than the others.

Mr. Doyle stated that the County has some concern with weathered steel finish. Would likely only use weathered steel for the trusses and galvanized for underpinnings. He added that weathered steel can't be painted, but galvanized steel can. Mr. Doyle stated the opportunity to use native materials, for example Shawangunk conglomerate as part of an overlook/approach. There are many different styles and types of lighting. Fixtures would be LED Full cut-off fixtures to be night sky compliant. Depending on budget lights could be installed by the County however the municipality would be required to assume electric and maintenance costs. A guest suggested solar options. Mr. Doyle noted the difficulties of using solar on a bridge/ maintenance, size, but community could purchase renewable energy elsewhere.

A guest stated snow creates a problem clearing cantilevered sidewalks and asked if can snow be blown into the river or does it need to be hauled? Mr. Doyle & Mr. Pine would need to check on snow removal but noted that clearing is needed for the existing bridge.

Mr. Gottlieb asked if bike people prefer an inner or outer lane. Mr. Weinstein – no preference, both are viable options.

Mr. Weinstein asked if we could cantilever both sides for bike lanes. Mr. Doyle stated he wasn't sure that would work because it would substantially change the width of the bridge. A guest asked about having a separate bridge for pedestrians. Mr. Doyle said we have had a discussion about a separate bridge for bicycles and pedestrians. The budget would be severely impacted if both the vehicular bridge has a walkway and a second

bridge is also built. At this time to reduce some of the additional costs we would need to reduce the bicycle pedestrian accommodations on the vehicular bridge to include only 12 or 13-foot wide lanes.

Mr. Brown asked what the law says about bikes riding with traffic or in their own lane. He also asked if there is a bike lane on the bridge, where do the pedestrians go?

Mr. Weinstein stated that bicycles are supposed to ride with the traffic. He explained that sharrows are stencils painted on the road for bikes and other vehicles in the traffic lane. Mr. Stout stated that he prefers to have sharrows on the bridge shoulders, separate from the sidewalk. A guest stated there are not many pedestrians on that bridge, except on the day of the Regatta. Mr. Weinstein stated he likes the painted sharrow version, as it creates ample bike lanes and makes the bridge more of a gateway. He added that cyclists like to stay in the direction they are going.

Mr. Wishnick asked if sidewalks had to be on the north side of the bridge or could they be located on the south side. Mr. Doyle answered there was a potential for conflict with the business/house on the south side. It would also impact access to OSI's trail location which west of the Wallkill is on the north side.

Mr. Weinstien wanted to clarify that the second bridge could become an overlook or bike/ped bridge. Mr. Doyle stated not the temporary bridge but rather a new pedestrian bridge for that location would be needed. Mr. Weinstein stated if there is a bike ped/bridge the dynamic would be totally different from how a bicyclist would use the regular bridge. Mr. Doyle stated that given the location of the proposed temporary bridge the detour would be short. Mr. Doyle stated we are skeptical about benches on the bridge (noise/maintenance). Thought should be given to creating an overlook on the north side using abutments constructed for the temporary bridge.

A guest knew much of the local history including a 1900's dance hall in that location and that there also was a house there up till 1940. House was moved and joined to another house on the other side (Groovy Blueberry building). The river bank has eroded a lot in the past 60 years. Old abutments used for original covered bridge. A guest added they were also used until 1938 for 1<sup>st</sup> iron bridge located there. These older abutments are in good shape as are the ones supporting the existing bridge. One guest suggested talking to Ron Knapp local historian who is also Director for the Preserve. Mr. Doyle stated that Mr. Knapp has reached out to the County this issue and expressed his concerns for the abutments. Mr. Logan stated that people have been camping and vandalizing under the existing bridge. Chief Snyder stated that lighting is a deterrent and added that with either a beam bridge or modified truss bridge you will pick up a lot of sight distance. Mr. Dener stated he keeps painting over graffiti on the bridge and has replaced 43 flags on the Carmine Liberta memorial.

#### Committee Discussion on Style Preference

Mr. Weinstein stated the flat style with no structure is visually unappealing – too invisible. He would like a painted structure or interesting details.

Mr. Logan liked the truss span and added that a Viking style for the pedestrian bridge could mimic and compliment the truss span style of the other bridge.

Chief Snyder said he preferred the girder style due to visibility coming off Huguenot and Water streets. He added the bridge being wider would help. Mr. Doyle added we could use stop bar lines.

Mr. Wishnick asked about using narrower lanes to slow traffic. Mr. Doyle stated that the “edge definition” on a truss will help calm traffic. Also lanes need to be wide enough to pass within the white lines without moving into the oncoming lane to avoid cyclists.

Mr. Ferrante said he preferred the Cambridge Truss, either weathered or painted, with 4 foot bike lanes and a cantilevered pedestrian sidewalk. He does not like the idea of a separate second bridge for pedestrians and noted that the temporary bridge during year of construction will cut off access to his second field. Mr. Ferrante added that once bridge construction is done he would like the field back the way it was.

Mr. Gottlieb stated he prefers any Truss style. He felt the separate pedestrian bridge is a bit much (extravagant). He added that New Paltz is a modest town and if we turn the bridge into a luxury it will stick out. Keep it simple.

Mr. Weinstein would like to keep bike/ped bridge in the running and offered that we could look to defray cost to farm – perhaps with tax considerations. He added that this is our opportunity to create something unusual – not lavish, but creative that reflects the community’s style. He liked the idea of the bridge being a destination, a place to linger that connects with the non-motorized transportation to ridge.

Ms. Coumbs asked if a pedestrian bridge could be added in the future. Mr. Doyle stated if the community wants a second bridge after the vehicle bridge is constructed with bike lanes on it, the county would work with New Paltz and support its grant opportunities, but would not offer funding. Mr. Doyle added that the up-charge for a second bridge would be at least \$150,000 if not more.

Mr. Logan stated the pedestrian bridge could be a destination; an attraction with a pocket park with and access from the bridge to ridge. He asked if there were any pedestrian studies done in New Paltz? Mr. Doyle stated that we have not done pedestrian or cyclists counts.

Mr. Logan stated the pedestrian bridge would connect to OSI lands west of the Wallkill, all the way to Buttermilk Road. Mr. Doyle stated there have been discussions with OSI regarding the location of the trail on the other side. Either a walkway on the bridge or a second bridge would be able to provide a connection to the trail.

A Guest stated there have been 2 presentations to the Town Board: one for a rail trail to Highland and the second was a connection trail to Ferrante’s property. The walking bridge would be a connection. He mentioned that his son rides his bike on the rail trail because he doesn’t feel safe on the roadway. Mr. Doyle asked if he would consider the new bridge with 4 foot shoulders and sidewalks? The Guest said he felt having a separate bridge is safer for his son on a bicycle. Mr. Weinstein stated he was unaware of a public presentation on flats bike/ped plan, but the second bike/ped bridge fits that vision; bringing bicyclists and pedestrians closer to the farm stand, fairgrounds and the Preserve. Mr. Doyle stated the plan and draft plan he’s seen does not hug 299, it follows the river north of 299 crossing Mountain Rest Road to hug the forest line. He added that it doesn’t seem like a path that most cyclists would use. Mr. Doyle stated there is funding on the TIP for future shoulders along 299. A guest stated the current trail does not preclude the earlier flats design along 299.

Ms. Gallerie likes the Cambridge design and added she feels conflicted about the badly needed conditions for bike/pedestrian use in this area (i.e.: single vs. 2<sup>nd</sup> bridge).

Mr. Stout said he is conflicted between personal views vs. representing the community. The fiscal issue – the amount of money going into a 2<sup>nd</sup> bridge is not money well spent because the volume of pedestrians crossing the bridge is small. He stated that a five foot sidewalk on new automobile bridge would serve just as well. Unless he hears from the community, he would not want to support more maintenance for the municipality.

A Guest said he prefers less (minimum) framework best for view.

#### Traffic Concerns

Traffic concerns are not an issue with the bridge. Problems arise at the intersections. Long range traffic for New Paltz - no growth west of the Wallkill. The road segments can handle significant more capacity than the intersections.

Mr. Stout suggested possibly making Huguenot Street going one way north during construction Mr. Doyle stated we don't want to because of the businesses. Jeff Logan asked about making a temporary shared driveway for Le Stazione and Gilded Otter. Mr. Doyle stated we would like to make the least disruptions as possible although patrons would be better served to exit the Gilded Otter going north and the County may consider restriction of left turns exiting Huguenot Street during construction.

#### Utilities

- AT&T on Central Hudson pole – Central Hudson has been contacted and will move the pole on the northeast side of the bridge to the southeast side as well as move poles now in Mr Ferrante's field to south side of 299 west of the Wallkill.
- A Betterment Agreement with Village will be needed for the County to relocate the Village waterline on the existing bridge to the temporary bridge and back.
- The Village should consider asking their engineer whether to move line to temp bridge & back - or – bore under creek to get lines off bridge would be the most cost effective way to deal with the waterline.

#### SEQRA

- UC lead agency – will need SEQRA work if there is a second bridge
- Still exploring West of Wallkill – discussion with OSI re: temporary construction easement
- Showed survey map – county owns lands to the north and west of the Wallkill

#### Construction

- Schedule - Start in Spring through late Fall
- Temporary road surface – Oil & chip surface with geotextile underneath

#### Carmine Liberta Plaque

Mr. Dener stated the Carmine Liberta facet of the bridge was most important to him. He wanted assurance the plaque will be replaced. Mr. Doyle stated County Executive Hein made a pledge at the first meeting that the plaque honoring Carmine Liberta would be returned to the new bridge.

**Next Meeting**

Wednesday, May 13<sup>th</sup> at 1:00pm at the New Paltz Community Center

The meeting ended at 2:48 pm.

A field visit to the bridge location after the meeting was conducted .