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Proceedings

Laura Walls.

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MS. WALLS: My name is Laura Walls. I'm the Research Director with Mid-Hudson Pattern for Progress. Pattern appreciates the opportunity to submit comments with regard to the Tappan Zee Bridge I-287 Corridor Alternatives Analysis Scoping Process.

We have recently completed and today released a transportation strategy for the Hudson Valley region. And many elements of the strategy that we've released today are applicable to the scoping process, and we're going to share them in this commentary.

Pattern's objective in developing a strategy was to look at the Hudson Valley as a whole and to look into the future, 20 years and beyond. What we saw was a region that will continue to grow and one that must seize now all opportunities for expanding travel choices and for meeting the region's continually increasing need for mobility of people and product.

03

1 Proceedings

2 Pattern for Progress is a public  
3 policy and research organization serving  
4 the nine county Hudson Valley region. Our  
5 research recognizes the Hudson Valley as a  
6 single region and a region that holds a  
7 prominent place in the North America  
8 Northeast Super Region and is a key  
9 strategic component of the New Atlantic  
10 Triangle. Our research demonstrates,  
11 particularly with regard to the region's  
12 geographic location, its relationship to  
13 the global economy, that transportation  
14 impacts exceed traditional boundaries and  
15 requires planning to be expansive and to  
16 take a big picture look.

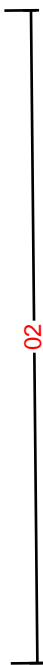
17 For example, in the scoping  
18 documents you have Figure 1 which shows  
19 the Corridor that's under study. In that  
20 Figure 1 you also have -- you include  
21 I-684, 84, Stewart Airport, and we think  
22 that that's very important, because the  
23 Newburgh-Beacon Bridge, over which I-84  
24 travels, has seen an increase in truck  
25 traffic of over 37 percent on it between

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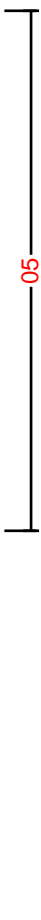
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1996 and 2000. That increase in truck traffic is in large part a relief valve for the traffic that's coming over the -- would traditionally come over the Tappan Zee Bridge. So that really is part of the impact area when you look at the Tappan Zee Bridge. And so, you know, we would say that that's strategically important in the kind of analysis that you're going to undertake.



Pattern recommends that the study area be expanded from a corridor-wide study to a region-wide study. It is also important to consider the fact that for 30 plus years Pattern and other county, state, and regional entities have recognized the need for an additional Hudson River crossing. In the study that we've just released today, we reaffirm the need for an additional span north of the Mid-Hudson Bridge. And that was proposed about 30 years ago. That would be an additional span that would connect Route 299 in Ulster County to a new proposed



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Proceedings

route in Dutchess County. And we have, again, brought that back to light, to say that that's an important piece of transportation strategy for the Hudson Valley region.

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We're also saying that it's Pattern's opinion that in this scoping process for the Tappan Zee Bridge, that all the Hudson River crossings need to be looked at between the George Washington and Albany.

Consistent with the scoping materials identified -- the scoping materials identification of the Tappan Zee Bridge as a life line structure, Pattern identifies in its transportation strategy the need for and opportunities to build enhanced security into the regional transportation system. We refer you to our strategy which is in the envelope that I gave you, which draws upon the work of experts in the field of surface transportation security who recommend a dual use approach in strategic

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transportation planning. The dual use approach sees security as part of a broader picture and intends that security objectives are advanced in concert with other transportation goals.

In our strategy we identify the Hudson Valley's transportation system as not yet fully matured, to the extent that we still -- we see that there are roadways yet to be built and multimodal options yet to be developed. In this way we believe that the region is fortunate to still have the opportunity to build into it additional security enhancements and to plan redundancies in other security strategies. A secure network will adapt to disruption in one sector or route with continued movement of people and goods through other sectors and groups. Redundancies are necessary not only for security and economic reasons, but also because they provide the choices essential for quality of life factors.

Another quality of life impact



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identified by Pattern is the increase in commercial truck traffic. The scoping packet identifies goods movement for study, but unless the movement of goods into and out of Stewart Airport and other subregions that affect our Hudson Valley region, the impact findings for the Tappan Zee will be inconclusive.

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We see many opportunities presented by this study, and I'm just going to list a few: Enhanced transportation and economic security through providing for system redundancies. Planning for the long term, 50 years and beyond. The kinds of capital investments we're going to make warrant really looking beyond a 20 year period. Recognizing and integrating the needs of the larger region. Breaking the transit barrier of the Hudson River. Expanded operation of transit services, including surface and marine transportation. We encourage a very thorough look at all the opportunities ferry service provides on the River, and

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Proceedings

also its opportunity for freight analysis.

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We recognize that all of these opportunities present a tall order, and we share the goal of the study to develop feasible cost effective solutions that can be implemented within a reasonable time horizon. On the other hand, we also recognize that the capital outlays for infrastructure improvements will be massive and will be expected to serve the Northeast through the Century.

So this is our proposal that we make for consideration. The Corridor study should be expanded to encompass a much broader region and should be undertaken in two phases. Phase one should assess alternatives for meeting immediate needs in an accelerated time frame. And Phase Two should assess long range alternatives for maximizing capital investments that will affect the entire region.

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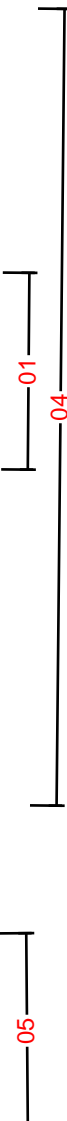
The scoping materials identify alternatives that can be readily implemented, such as transportation

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Proceedings

demands -- demand management strategies,  
new improved public transit service, bus  
rapid transit, which can be accelerated  
into -- which can be integrated into an  
accelerated Phase One of the study. We  
see alternatives such as those have an  
important relationship to Phase Two of the  
plan as well. In particular, our  
transportation study identifies the need  
for surface transportation services in the  
form of bus transit, walkways, bikeways  
and also marine services in the form of  
ferries as vital components of a long term  
strategy. Bus and ferry transit offers  
not only immediate opportunities for  
moving people, but also builds enormous  
flexibility into a long-term  
transportation system that will enable it  
to grow and change overtime, and also to  
meet the needs, the flexibility needs, to  
deal with any natural or manmade disaster.

The opportunities to meet both our  
immediate needs and our future needs are  
not mutually exclusive. We must be



1 Proceedings

2 careful not to rush the planning of the  
3 long-term, future needs because of  
4 pressure on the immediate needs.  
5 Likewise, we must no longer ignore the  
6 immediate needs that we have. With  
7 deliberate and thoughtful planning we can  
8 maximize the opportunities that this  
9 scoping session provides for us.

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10 Thank you.

11 MS. MAINIERO: Thank you, speakers.

12 I apparently right now do not have  
13 anyone else signed up. If you wish to  
14 sign up, please see Veronica. We'll be  
15 here, and you may take a walk through the  
16 informal area to look at the boards, but  
17 we'll be here until 9:00.

18 Okay. We will officially break  
19 between 6:00 and 6:30, and we will resume  
20 at 6:30.

21 (Whereupon, there was a recess in  
22 the scoping session.)

23 MS. MAINIERO: Good evening. I  
24 would like to welcome you and formally  
25 open the Public Scoping session for the