

1 Proceedings

2 Congestion Pricing Study. It suggests
3 that the Harlem Line would provide the
4 best option for the one seat ride to the
5 City, whether Manhattan or the Bronx.

6 We look forward to the results of
7 this study.

8 Thank you.

9 MR. WAITE: Thank you. I'd like to
10 call Joseph Amoon.

11 **TZ-035T** MR. AMOON: Good evening. My name
12 is Joseph Amoon. I live on Depew Avenue
13 in Nyack, within 100 feet of the existing
14 New York State Thruway right-of-way. I
15 also happen to be the Chairman of the
16 Nyack Republican Committee.

17 Many Nyackers throughout the
18 Village, old timers, are still very upset
19 over the first time the New York State
20 Thruway came through and ripped through
21 Nyack and ripped the heart out of South **8**
22 Nyack. They've left problems that have
23 yet to be corrected. A few minutes ago,
24 when I was across the hall in the other
25 room looking at the objectives of this

Proceedings

1
2 Scoping Session, one of the objectives
3 that I did not see, that I think should be
4 there, would be for the Thruway to be very
5 certain that it does everything within its
6 power to correct any adverse impacts on
7 the Nyacks, particularly Nyack and South
8 Nyack. Let me give you a crystal clear
9 example. At morning rush and evening rush
10 hour go to the intersections of Depew
11 Avenue and Route 9W and Upper Depew Avenue
12 and Route 9W and look at the traffic
13 nightmare on our local streets. When the
14 Thruway came through, the engineers just
15 ran it through on a skew, ripping the
16 normal grid pattern, rectilinear pattern
17 of streets, and for, I don't know the
18 exact distance, but for a considerable
19 length there are only two crossings,
20 whether you're a student at Nyack Middle
21 School -- whether you're a student at
22 Nyack Middle School or a local driver
23 having to get across the Villages, you're
24 forced to go on either Clinton Avenue or
25 on Route 9W by Depew. These are funnels

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Proceedings

crossings should be contemplated. It shouldn't all fall within New York State, the corridor where the Tappan Zee Bridge now exists witnessed terrorism, why put all your eggs in one basket. Poor planning. Look at, let's say, a heavy rail crossing at Piermont. Let's say another crossing for cars and perhaps transit at Alpine, Yonkers, where a very busy ferry used to work in the past, before the Tappan Zee Bridge was built. And look to the north of Rockland County somewhat. Should the -- should the Bear Mountain Bridge remain as small as it is? Why is all the capacity -- why do we have cars from North Jersey going north to go south? It makes no sense. Make Jersey carry part of the load.

Now, one of the big problems is that these decisions may very well be made by the New York State Thruway Authority, and if you go further south then you end up having to deal with New Jersey, and perhaps the Port Authority. Well, some of

20

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Proceedings

our leaders at the Federal level, I guess,
and at the State level should -- should
get together to look at what's best for
the entire region as a whole, and not just
stick it to the Tappan Zee Corridor.

02

And while you're at it, one good
thing you could do is, if you go with a
tunnel option, you could return the land
on top back to the community. You could
perhaps reconnect some of our local
streets, restoring a portion of the
rectilinear grid pattern to alleviate some
of the local traffic problems that you
have created, and you would also help us
out by giving us land for additional ball
fields. When the girls started playing as
much ball as the guys, the number of our
fields didn't automatically double. We
could use some of our land back for that.
And perhaps, in wrapping up, we could
erect a band shell with a river view and
some good might come of this.

03

If you continue a tunnel across
Westchester and Long Island Sound, perhaps

1 Proceedings

2 one day Rocklanders could again enjoy day
3 trips to the beaches in Suffolk County.

4 Thank you.

5 MR. WAITE: Sorry about the
6 pronunciation, but the next speaker is
7 Cyrille Paul.

8 TZ-036T MS. PAUL: My name is Cyrille Paul,
9 and you don't have to apologize, because
10 everybody has trouble with that.

11 I am a resident of South Nyack. I
12 happen to be Vice President of the Board
13 of the Salisbury Point Co-op that sits
14 right next to the Tappan Zee Bridge.

15 In referring back to some comments
16 that have already been made, I certainly
17 do agree that commuters are important and
18 that it is important for them to have
19 input, but I urge continued consideration
20 of the people who live along the current
21 Thruway, as people have spoken, and also
22 who live directly next to the bridge.

23 Someone talked about a three level
24 bridge, and my heart hasn't stopped
25 pounding since he said that. I just can't