

TZ-061E

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**From:** "Patrick Gerdin" <GerdinP@co.rockland.ny.us>  
**To:** <tzbsite@thruway.state.ny.us>  
**Date:** 03/03/2003 5:12 PM  
**Subject:** TZB Scoping Document

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Attached are technical comments from Rockland County Planning  
Thank you for your time

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DR. JAMES J. YARMUS, P.E.  
Commissioner

ARLENE MILLER  
Deputy Commissioner

March 3, 2003

Christopher A. Waite, P.E.  
Executive Project Manager  
NYSTA  
200 Southern Boulevard  
Albany, NY 12209

**RE: Comments on TZB/I-287 Scoping Document**

Dear Mr. Waite:

Below please find the technical comments on the TZB/I-287 Scoping Document.

- **Project Description** - the second paragraph describes the traffic congestion conditions and the resultant impacts in the study corridor, Rockland County would like to see the vital public health factors mentioned specifically. The TZB/I-287 corridor and the traffic it generates has tremendous effects on the local streets and surrounding communities that intersect with the corridor. Insure the needs and concerns of the local communities are addressed, specifically traffic and congestion in and around the communities that intersect with the TZB/I-287 corridor. Study and show how various transportation alternatives will effect future population growth in Rockland and surrounding counties and what will resulting growth mean to existing infrastrucure (water, sewer, gas, and electric).
- **History of Project Planning** –mention specific types of transit improvements (services) recently undertaken in the study corridor. Among others, a good example is the development of the by-pass connection under the bridge to facilitate the TZX bus service across the river to White Plains. Also study ways to enhance these short term improvements.
- **Goal 5** - it is important to support corridor improvements that would create minimum disruption (impact) in the corridor during construction or implementation stages.
- **Preliminary Alternatives** - New/Improved Transit Services bullet – we would like to see a specific mention of Haverstraw-NYC ferry service, and, in particular the West Shore Passenger Rail service to West Haverstraw as examples of suggested alternatives. Existing and future ferry service should include new technology for year around operation (ie. Ice on the Hudson)



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- **ITS Related Programs** – add a new bullet “Interface with the region-wide efforts to develop a regional ITS architecture” i.e., implementing an ITS system architecture which incorporates new technologies and changes in operational procedures to maximize efficiency
- **TDM/TSM** – The current timetable for any new facility to be constructed is 12-15 years. The scope needs to include TDM strategies that will enable west-of-Hudson residents/commuters to continue to cross the already congested TZB. Rockland County commuters need TDM measures that will be implemented along the corridor for both short term and long term (2003-2015). Increased development to the north and west, including casinos in Sullivan County, will continue to generate more traffic in a corridor that is already at capacity. Dedicated bus lane, BRT, and high speed tolls are a few examples. Short and Long Term action projects need to be included in the scope that will address the mobility management in the corridor for the next 15 years before we have a new facility. Also include alternatives that will give west-of-Hudson commuters other transportation choices rather than having to drive across the Tappan Zee Bridge.
- **Commuter Rail/Light Rail/BRT** – Include a study of the Route 59 corridor and the old Erie RR that MNR currently owns to run light rail or heavy rail. An Origin & Destination study needs to be completed to estimate inter and intra trips for Rockland County. Major land use inventory of commercial and residential land that will be affected (positively or negatively) by a transit proposal and stations that will serve the transit options.
- **Freight** – Address movement of freight in the region and in the TZB/I-287 corridor. What will the effects be on the residence and communities with a new facility? How will a new facility enhance movement of freight on the TZB/I-287 corridor? (causing increase in truck traffic and from congested southern Hudson River crossing) Study the west shore line RR (CSX River line) and any rail connection alternatives. Short term/long term improvements to continue to direct freight to New England via I-84/Newburgh Beacon Bridge and study Hudson River freight barge from Port of New York to Albany (PANYNJ/NYS DOT). Build and expand on existing congestion pricing for trucks.
- **Right of Way (ROW)** – All roadway improvements/Transit improvements should include existing ROW and proposed ROW for all alternatives.
- **Best Practice Model (BPM)** – Insure that all base case analysis will be compatible with NYMTC’s BPM and that future analysis will be compatible with NYMTC’s BPM including growth factors, SOV, freight, existing bus, ferry and rail service and transit alternatives. Insure the use of Census 2000 is used and County –to –County work flows

We look forward to working with the Thruway, MTA/MNR and the study team.

Sincerely,

Dr. James J. Yarmus, P.E.  
Commissioner