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2 convey people across the Hudson River.

3 Scenic Hudson appreciates the  
4 opportunity to provide these comments.

5 And we may submit additional comments as  
6 the process unfolds before March 4th.

7 Thank you very much.

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8 MR. WAITE: The next speaker is  
9 Armand D'Amour, followed by Sher Chorost.

10 TZ-010T MR. D'AMOUR: Good evening. I'm a  
11 former Trustee of the Village of Elmsford.  
12 I'm speaking on my own, not for the  
13 Village of Elmsford, but I've represented  
14 them for many years in many of these  
15 meetings.

16 Seems to me that we have a lot to  
17 look at here tonight. And I've been  
18 preaching many things for the past 15  
19 years, it doesn't seem to be getting  
20 anywhere. We are presently rebuilding 287  
21 Corridor with six lanes. And I've seen  
22 pictures out there of 10, 12 lanes of  
23 tunnels and what have you coming across at  
24 the same site in Tarrytown. It seems to  
25 me you can't put a ten pound item into a

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2 five pound bag. So you have a problem  
3 there that the Tappan Zee Bridge has a  
4 capacity, has seven lanes, and it's  
5 carrying max traffic now for the amount of  
6 roadway we have for the Corridor of 287.  
7 If we make more lanes over there, we're in  
8 trouble, because we will not have a route  
9 to feed it, other than 119. And I live in  
10 Elmsford, and I know what it is every  
11 Friday night, now it's nearly every night  
12 with problems, even though the  
13 construction is going on, it would be  
14 horrendous.

15 I believe that we should rebuild the  
16 Tappan Zee Bridge, make it work. We will  
17 now have the new 287 and it will work  
18 better. What we do need is a long range  
19 plan. And I've been preaching this for  
20 probably 15 or 20 years, but it seems like  
21 nobody is listening. We need a tunnel.  
22 Events wise, in case of a nuclear leak,  
23 terrorism, it'd be a lot safer. It  
24 belongs halfway between the Tappan Zee  
25 Bridge and the Washington Bridge. We have

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2 a natural corridor already in Yonkers with  
3 the Cross County. What we need to do is  
4 rebuild that Cross County. It's a  
5 hodgepodge of roads that doesn't make much  
6 sense at times. Connecting 95 north of  
7 New Rochelle, coming across the Cross  
8 County, and the Cross County ends in a  
9 natural valley, and that's the 9A Corridor  
10 or the Saw Mill River Valley, which is  
11 much lower than the mountains along the  
12 River, it makes a natural entrance for a  
13 tunnel. Under the -- from the Saw Mill  
14 River Valley connecting to the Cross  
15 County, right across -- and you can't  
16 touch the Palisades because of the  
17 historic value and everything else that  
18 they've talked about, so you come out a  
19 mile, mile and-a-half on -- again, in a  
20 natural valley behind the Hudson  
21 Palisades. Now you're a short distance  
22 from the Washington Bridge. Probably four  
23 miles. What does it do? Now you've got a  
24 real Interstate 95, which you do not have  
25 right now. You've got a Cross Bronx

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park -- Cross Bronx mess that is not a true interstate. It has 95 on it, but it doesn't really do anything for the real traffic coming out of Canada, New England going south. 95 comes down now, crosses in Yonkers into a tunnel and comes out and goes right into the Jersey Turnpike. Relieves probably a third of the traffic from the Tappan Zee Bridge, a third of the traffic from the Washington Bridge. Now you've made these bridges useful again because they're not overloaded. You then also on your north south roads, where it is nearly 20 miles from bridge to bridge, you cut that in half. So the people going to a bridge only have to travel half the distance on your north south roads, so you've relieved the traffic on those roads. It makes too much sense it seems like I brought it up so many times nobody wants to touch it because it touches two states. Eventually New York and New Jersey are going to have to get their heads out of the sand and really bite the

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2 bullet and do something that makes a lot  
3 of sense. And I hope that tonight I  
4 brought some of this out.

5 And, also, with the nuclear plant  
6 not ten miles up the road, terrorism and  
7 what have you today, what better than to  
8 split the distance, give the people a  
9 chance to be able to be evacuated a lot  
10 easier and would make a lot of sense when  
11 you have another outlet, not just be  
12 confined to one area twenty miles apart.

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13 MR. WAITE: Before the next speaker,  
14 I -- in listening to the previous speaker,  
15 it just struck me that just in case  
16 there's a misunderstanding, there is a  
17 table out in the hall, and it's probably  
18 the last one you come to as you go around  
19 the corner and down the corridor, that we  
20 allowed one of our proposers to put up  
21 some stuff. It's not really a project  
22 sponsor table. It shows tunnel material.  
23 I don't know how many lanes are on those  
24 drawings, but I did hear a comment about  
25 twelve lanes or so many lanes in tunnels.