

1 Proceedings

2 under the Alps, rather than up and over
3 the Alps.

4 And so anyway, world class
5 technology, probably underground,
6 definitely non-polluting, maximum safety,
7 maximum social justice, all of these
8 things should be in the scoping sessions.

9 MR. WAITE: Before I call our next
10 speaker, I just want to recognize in the
11 audience the Mayor of Sleepy Hollow, Phil
12 Zigereli, and also here Michael Sun from
13 Senator Oppenheimer's office.

14 My next speaker card is for Robert
15 ~~Hintersteiner, followed by Maureen Morgan.~~

16 **TZ-005T** MR. HINTERSTEINER: My name is
17 Robert Hintersteiner. I'm a Professional
18 Engineer. I'm a transportation forensic
19 engineer. And I have been in my business
20 from 1989. I was a former traffic
21 engineer of the City of White Plains. I
22 was with the City of New York, and the
23 State of New York before that. During the
24 past five years I published -- I got a
25 book published last year on the Tappan Zee

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2 Bridge. Where Do We Go From Here? It's
3 out and it's available.

4 And basically what I'm going to
5 discuss are some of the problems that I
6 found by doing my alternative analysis of
7 the Bridge in this region. And one of the
8 things I have not seen come from any of
9 the studies is: What are the existing
10 problems? And you can't determine what to
11 do with the Bridge or anything that
12 crosses it unless you determine what the
13 existing problems are.

14 And one of the problems is, is we
15 are caught up in the mystique of owning
16 our own vehicles. Going anywhere --
17 anywhere, anytime. The transportation
18 system is the traffic generator.

19 Wouldn't want to become another Los
20 Angeles with sprawling out of the five
21 counties. The Tappan Zee Bridge will have
22 enormous impact to the New York City and
23 entire New England regional area. A new
24 Tappan Zee Bridge is needed. Any
25 improvement to the Tappan Zee Bridge must

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be done along the I-287 Corridor, from
Suffern to Port Chester.

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The current traffic values that I've taken from the 2000 study of the Tappan Zee Bridge and previous studies and projected them. For the year 2000 Tappan Zee Bridge value was eight -- let's see, 5,000 eastbound in the morning vehicles per hour, and 3,250 vehicles westbound for a total of 8,400 vehicles in the morning. In the p.m. you have 3,760 vehicles eastbound and 5,400 vehicles westbound, or 9,100 vehicles during the peak hour.

Now, I projected these volumes to 2040, not just 20 years, but 2040, and I come up with a total a.m. peak hour at 17,460 vehicles. More than twice what it is today. This is 60 percent growth. And if you do the numbers, this is the same growth factor that the State of New York uses as one and-a-half percent per year.

In the p.m. it's going to be 18,000 -- two -- 920 vehicles per hour in the p.m. peak hour. That's both directions,

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2 with 11,000 of it going to Rockland County
3 in the p.m.

4 The traffic in White Plains is a
5 major problem too, because if you take --
6 look at the Tappan Zee Bridge, you have to
7 look at White Plains, because that's the
8 major generator. That's where most of the
9 people are going. Now, you have currently
10 13,700 vehicles in the a.m. on 287 in the
11 vicinity of White Plains. That's from
12 Exit 5 through Exit 8. In the evening you
13 have 13,000 vehicles. By 2040 that's
14 going to increase to 28,500 vehicles per
15 hour in the morning peak hour and 26,200
16 in the evening peak hour. When you do
17 your designs, you have to take these
18 numbers into consideration, otherwise
19 you're just projecting a parking lot.

20 Now, one of the factors is where is
21 the traffic coming from and where is it
22 going? The traffic distribution from the
23 2000 report has 30 percent of the traffic
24 going to New York City vicinity, and 70
25 percent going to Westchester County. Of

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the total volume on the Bridge, in the a.m. peak hour, 60 percent was heading to Westchester. That only brings up one conclusion, 40 percent is going to Rockland County, which means that Rockland County has become a viable commercial area, which you're having commuting increasing going to Rockland County, and in the future this may be increased to 50/50.

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Now, what are the required number of lanes?

MR. WAITE: About a minute and-a-half.

MR. HINTERSTEINER: Oh, I have a minute left?

MR. WAITE: I'll give you a little longer.

MR. HINTERSTEINER: I don't know if anyone else has these numbers. You don't even have the numbers, that's one of the problems. That's why I have the numbers. I didn't know I have a time limit.

MR. WAITE: Yes, I announced that.

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2 MR. HINTERSTEINER: I came in late.

3 MR. WAITE: Sorry.

4 MR. HINTERSTEINER: Now, if you
5 figure it out -- I'll just sum it up. If
6 you have four lanes of today's traffic,
7 you have approximately 2,000 vehicles per
8 hour, and if you are -- projected 2040
9 you'll have 2,700 vehicles per hour. And
10 if you have a Level E of service, which is
11 zero capacity, at 2,200 vehicles per hour.

12 Now, the population growth will it
13 be one percent or 40 percent by 4040 --
14 2040, and that will be 54 million to 64
15 million people increase. At least 1.5
16 percent. I said that before. Eligible
17 drivers will be 23 million to 50 million
18 by 2040. People are living longer. There
19 are 70,000 people today in the United
20 States that are over -- centoriums. By
21 2015 one million will be over 100 and
22 they'll be driving. Immigrants drive as
23 soon as they come. Teenagers drive as
24 soon as they reach legal age.

25 Now, truck traffic. Five axle

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vehicles going across the Hudson River in 1999, this is from the NYMTIC reports, 22.7 billion a year or 87,000 trucks per day cross the Hudson River from the Outer Bridge to I-87 -- I-84. Long hold trucks, 37.1 billion by 2040 or 150,000 tractor trailers on the highway by 2040, but you have the Port Authority, which is creating problems. They're quadrupling their containerization at the Port. So that's going to bring up, you're going to have something like -- by 2040 64,000 containers coming into the Port a year. Today it's only 10,000 per day.

MR. WAITE: I know I'm rushing you, but you will, you can, and I urge you to, leave all that, submit it for the record too.

MR. HINTERSTEINER: What I would like to do is talk about this, but also since I've been e-mailing this group since last June, nobody has responded to my e-mails about the book or anything. So I'm going to donate one copy of my book,

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which is alternative analysis of the
Bridge. I'm a traffic engineer. I went
through this many years, and I've
discussed tunnels and everything, all the
alternatives, where to build it, where not
to build it and what kind of social and
economic problems you're going to have,
and what happens if you do this type of
design and what happens if you do that
type of design. So, here, I'm going to
donate this one book to the group.

MR. WAITE: Thank you.

MR. HINTERSTEINER: And I'll just
tell you that you're going to have 212,000
containerization trucks crossing the
Hudson River every day by 2040. And we
need the trucks. You can't eliminate the
trucks. And maybe later I'll talk again.
I'll talk about mass transportation, what
can we do about getting people out of the
cars. So I'll end it for now, and then
we'll talk about transportation later.

MR. WAITE: Thank you.

Maureen Morgan. Following Maureen

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2 MR. WAITE: That's fine. Assuming
3 you pick up where you left off.

4 TZ-008T MR. HINTERSTEINER: I'll pick up
5 where I left off.

6 Just wanted to mention about freight
7 and traffic here. Freight traffic. And
8 that's one of the big problems we have.
9 Okay. With the containerization port
10 being built in Newark, that's going to
11 increase the 50 million -- 53 million
12 containers in New Jersey per year or an
13 added -- will put on an extra 212,000
14 tractor trailers on the road a year.
15 Problem comes: Where is it going to go?
16 Plus, also, it's going to require at least
17 238,000 additional employees just to
18 maintain its operation, regionally. So
19 these are people from all over the region
20 servicing the facilities. Now, the truck
21 handles 99 percent of all box containers.
22 The only railroad crossings are Selkirk,
23 New York. Freight trains take three days
24 to travel from Newark to New York City via
25 Selkirk, going across the bridge up near

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2 Albany. It's the only rail crossing along
3 the Hudson River.

4 Additional Hudson freight crossings
5 are needed. Now, why do we need trucks?
6 Goods are manufactured globally. Goods
7 need to be shipped to every store.
8 Customers demands goods; clothing, food,
9 furniture, and you have to take your
10 garbage away. All this is important. 8
11 That's why we need trucks. And that's why
12 the truck industry is growing, because we
13 have -- our demands. It has shown that
14 the freight traffic increases in direct
15 proportion to consumers demand. The more
16 we want, the more there's truck traffic.

17 Now, one -- one of the things I did
18 in my analysis is I looked at the existing
19 Tappan Zee Bridge problems. The Tappan
20 Zee Bridge is 3.2 miles long at its widest
21 section on the Hudson River. The Hudson
22 River is an Atlantic tidal flow. The
23 Hudson River extends to Albany. The tidal
24 flow extends to Albany. Estuary extends
25 to Troy, New York. That means that the

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Hudson River, sea and salt water, sea water extends all the way up the Hudson River to Troy, New York under a tidal flow situation. That is why the area the Dutch called it a zee. A zee means ocean flowing river. And it's only the one in the world. The west channel of the Tappan Zee Bridge is 800 feet deep, filled with silt and sand. The east channel is 300 feet deep, filled with sand, clay and silt. The west channel water level is seven feet. And the east channel is 40 feet. That's where the boats, ships go up to the Hudson River to Troy, which happened to be one of the earliest commercial centers in the -- in our time, in the 1800's and the 1700's.

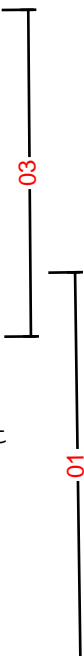
The Bridge is floating. It's on floating caissons. Eight stories high, solid concrete, hollow boxes. And the Thruway Authority just did a study on 'em and they found out they're dry. There's no water in them. But one other problem comes in, they're on piles, wood piles,

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and they're 200 feet long. Now, what happened was, around 1990 the environmentalists did a wonderful thing, they forced the clean up of the Hudson River. Now we got fish back into it. Also we got mullets and anchor worms, which love the wood piles. And that is having a toll. It takes about 25 years for them to destroy the wood pile. So you can estimate what's going to happen in 20 years from now, by 2020, parts of that bridge may be sinking because there's nothing holding up the caissons. And one day it will just go (indicating.)

Now, the existing bridge must remain. Here are the design criterias I feel you must fix. The existing bridge must remain while you're building a new one. The existing I-287 Corridor must remain. You don't want to take any new lanes. Location of a new bridge must not destroy existing communities, that means Nyack, Tarrytown or anywhere else it's placed along the Hudson River. A new



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2 bridge must be -- use the existing
3 portals.

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4 And the reason why the Bridge was
5 put up here -- you have to know a little
6 history. The Port Authority has control
7 of 25 miles of Hudson River north of the
8 Statue of Liberty. This means the Port
9 Authority has control of whatever is going
10 across the Hudson River. And in New York
11 State they don't have control here,
12 because New York State, Rockland County.
13 So the New York State Thruway is built at
14 this point. It was not built up further
15 up the Hudson because they came down to
16 Suffern and they had to go through the
17 Ramapo Mountains, which would have been a
18 lot more construction to come up and go
19 down, so they built it through the
20 flattest part of the land, and Rockland
21 County, and it came through Westchester
22 County, and they picked the longest part
23 of the River to do this.

24 The Bridge was -- proposals for the
25 Bridge that came across, expand existing

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bridge to eight lanes. A new ten lane
bridge over Nyack and through Tarrytown,
with six lanes on I-287 is a proposal. It
won't work. You got a reverse hour glass
effect. You can't have ten lanes on the
Bridge or eight lanes on the Bridge and
only have six lanes on I-287. I-287 has
to be improved. A vehicle tunnel is
proposed with ten lanes and a commuter
rail. That's three miles under Hudson,
and you need at least a mile and-a-half to
two miles on each side. So you're talking
about at least six miles, maybe eight
miles of tunnels. Talking about a twin
bridge. Build one next to it, tear this
one out. There's a commuter rail along
the Hudson. These are all proposals that
have been on the books. And it's in the
2000 report. All this information I got
out of the 2000 Tappan Zee Bridge Report
and the earlier one.

Now, if the Bridge was twelve lanes,
therefore I-287 has to be twelve lanes.
The Corridor cannot be widened. With less

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2 than twelve lanes, rush hour will extend
3 to six hours. Travel time will be
4 measured in hours, not miles.

5 Also, you have to remember that if
6 anyone has been on the New Jersey Turnpike
7 lately, you go below 13, Exit 13, and
8 south, they used to be six lanes, then it
9 widened up to twelve lanes and now it's 14
10 lanes wide, flat. The length of three
11 football fields wide.

12 Also, you have to consider the
13 environmental groups when you have to come
14 over some obstacles presented by
15 environmental groups. Some oppose any
16 work in the Hudson River, oppose any
17 expansion of the highways. There's the
18 NIMBY groups. Not In My Back Yard. I
19 don't want another highway in my backyard.
20 I don't want expansion. Also, the
21 transportation advocates. They only want
22 to build mass transportation, nothing
23 about cars. We have to live with both.
24 We can't live one without the other.

25 Now, where do we go from here? A

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example, we have existing tunnels, with existing experience. The Holland Tunnel was built around 1906 to 1910. It's two tubes, with two lanes in each tube, mile and-a-half long. Each tube has a ten store -- two ten story ventilating buildings just to ventilate the tubes every nine minutes with fresh air. That means if you have ten lanes, six miles or more long, you need something like 40 of these buildings just to ventilate the system. And we have the technology to increase the fan power to take the exhaust out, so that means that everybody would have to have behind their house a ten story building just to ventilate the tunnel. So a tunnel is a good idea, but you can't ventilate it.

But using existing portals is important. This way you don't disturb anybody.

Now, my proposal, after looking at the whole situation, I spent five years on this, getting all the data, working out

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all the numbers, coming up with these proposals, it was determined that you need six lanes for traffic westbound and six lanes eastbound. You would put this in a triple decker bridge, narrow triple decker bridge, six lanes in each direction. And you would have six lanes on I-287. The lowest level of the Bridge will be for freight railroad, since we have such large freight railroad traffic, we need railroads to handle it, and the only way you have to do it is provide railroad crossings off the Hudson. Now, you have two major railroads in this area. One is the Norfolk Southern, coming from the southern tier of New York State, and CSX, coming from Down and Upstate New York. Both of them use two different routes. So you have to combine the routes to get across the Hudson River. Now, I have -- later on I can pass out an article that was published in the Journal News, published August 4th, regarding my proposal. And I have copies of that, if

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2 you haven't got copies of it before. It
3 talks about the three decker bridge and
4 what to do.

5 Now, with the I-287, what would have
6 to be done, you need also six lanes,
7 double decker. But one nice feature about
8 it, you double decker I-287 you don't have
9 to take land to widen up the roadway to 12
10 lanes. They did that in Salt Lake City,
11 they just widened up for the Olympics, six
12 lanes to twelve lanes. And this is a big
13 river now. With that, if you double deck
14 the expressway, you can also have --
15 provide two tracks for freight railroad.
16 Freight rail could also be electric.
17 Doesn't have to be diesel. You transfer
18 everything to electric. And this way you
19 have -- now you use the Thruway from
20 Suffern to Port Chester for two tracks of
21 freight railroad without a gray crossing,
22 and it could be all electric, and you tie
23 in all your freight, you take the traffic
24 Upstate, New York or to Long Island,
25 wherever it's needed. There is

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2 approximately 300,000 trucks a day on the
3 Cross Bronx Expressway. There are -- they
4 expect over 150,00 trucks on I-95 in
5 Greenwich in ten years. These are all
6 published in the local newspaper and
7 previous articles. So I have drawings of
8 what it would look like around.

9 Now, what would it do, it would
10 merge New York I-87 with New York I-287 in
11 Suffern. They merge now, but you would
12 need six lanes for each. You also merge
13 I-95. Since the book has been published I
14 got a call from the construction industry
15 in Connecticut. They've been talking
16 about double decking I-95 for five, six
17 years now and got nowhere. So they're
18 very much interested in even double
19 decking I-95 up past New London and
20 putting freight railroad in. And this
21 double decking could go down to I-95 and
22 the Brooklyn Expressway. You also provide
23 two tracks running parallel to I-287 from
24 Suffern, which I talked about. Four
25 tracks across the Bridge.

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Now, what will it do, tracks? You can remove 80,000 tractor trailers a day off your highways by 2040. And you only require -- you don't have to take right-of-way. You have the existing right-of-way. And you increase the freight traffic in New York and New England region. And it's all containerization, they all can be double stacked, because we have the technology now to do it. Now, we reduce the number of trucks on the highway using our highways and local streets. Reduce air pollution and noise pollution. Reduce air quality -- improve air quality of life in our area.

Also, we could talk about a mass transportation system from Stewart Airport to New York City and elsewhere, because Stewart Airport is becoming -- they're trying to make it a freight terminal, with airs. Now, if you can transfer some of the freight from Kennedy, you can go and transfer it up to Stewart. You have the

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2 freight railroads servicing Stewart. You
3 only need to build tracks for five miles
4 to go into Stewart from existing Port
5 Jervis Railroad.

6 Now, commuter rail. Direct route
7 from Port Jervis to New York City. You
8 avoid going through New Jersey, Bergen
9 County. You have it along the 287. And
10 you have increase -- presently you have
11 1.3 million riders a year using the Port
12 Jervis Line. And that's only having six
13 or seven trains in the morning going in
14 and six or seven trains coming back.
15 That's all you have. No reverse commute.
16 No trains during the day. No other trains
17 at night. And with that you can increase
18 it to 2.85 million riders per year during
19 the first day of operation, which means
20 you have, what, 11,400 riders per day.
21 How do I get that number? You take ten
22 percent, being very conservative, of the
23 commuter traffic on the Tappan Zee Bridge,
24 that's the 30 percent you're talking
25 about, take ten percent of that, you take

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existing railroad commuters and the bus commuters going down to New York City, going to New Jersey and New York, you take that into account, that's where you get these numbers. And then you have whatever growth that it would generally attract.

Proposal commuter stations along the new route will be provided. You have one -- you have Suffern. You have Palisades. You would have one in Tarrytown. Tarrytown you can't make it the same level, but you would have it at Elmsford, Ardsley, and I would suggest you use the old put line, not going down to -- going down the Hudson Line because of the terrain. If you have to go down from the Tappan Zee Bridge down to the Hudson Line, that means you have to build a viaduct about ten miles long, because you can't have a grade of more than one, one and-a-half percent, so you're blocking all the views of all the houses along the Hudson River. And that won't go over well. But if you use the old put line

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from Elmsford south to New York City, the only problem you have is that you have the Hudson Parkway on one side and you have businesses on the other side, and you make a new bicycle path adjacent to it. There's enough right-of-way for it to improve the bike path going all the way down to New York City and up. And it can be done, the right-of-way is still there. I did some research on it.

Also, you can provide service directly into Penn Station and to Grand Central. And you make the turn off at the highway -- at Kings Bridge. And I have a diagram here showing what it would look like and where it would be.

Also, what do you do with the 70 percent traffic going to Westchester County? I also propose a subway system running under Route 59, under the Hudson River and under 119 to Port Chester, with a spur going to the White Plains Airport and connecting SUNY Purchase. This would provide service for the commuters. It's

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2 like the subway system. And it would
3 use -- it would be 75 feet underground to
4 100 feet underground, and you use tunnel
5 boring machines, and it would work very
6 efficiently because then you don't have
7 any environmental issues, plus, also,
8 anything 20 feet under your house is owned
9 by the Federal Government. You don't have
10 to buy any land. If you go overhead,
11 you're going to have to buy land.

12 I have here a proposal for a tunnel
13 55 foot, 56 foot in diameter, four tracks.
14 And in that tunnel it's wide enough to put
15 the middle pipeline, and we can get gas,
16 natural gas. And that middle pipeline
17 would serve two purposes at all the
18 terminals -- no, not the terminals, but
19 the yards that we created for operating
20 the trains would be gas turbine
21 generators, which will provide its own
22 electricity for the system. So you don't
23 have to depend on existing Con Ed New York
24 State system for power which is not there.
25 You provide your own. Then you can sell

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2 power to them. Could be self-sufficient,
3 more self-sufficient. And I have maps and
4 articles on this showing the proposed
5 route. The proposed route will be a four
6 track subway from Suffern to Port Chester,
7 75 feet under 59 in Suffern, 75 feet under
8 Hudson River, 75 feet under Route 119
9 Westchester Avenue and Westchester to Port
10 Chester, with a spur to White Plains, 75
11 feet underground to Anderson Hill Road,
12 with possible stations at Manhattanville
13 College, SUNY Purchase and Westchester
14 Airport. It's a 35 mile tunnel. It would
15 take approximately, with the tunnel boring
16 machines, two to four years to build. The
17 tunnel boring machines can do the whole
18 thing in two years. They just a put --
19 it doesn't matter what type of soil
20 conditions you have because they just put
21 a subway under the Nile River, and they
22 did it in five weeks. Two tubes. And it
23 was done very efficiently and it works
24 well. You can get a lot of this
25 information off the Discovery Channel and

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the History Channel, which they constantly show photos -- movies on how they constructed the tunnel, which is all tunnel boring machines.

Now, what kind of ridership do we expect under this proposal? Proposed first year of operation would be about 20,000 riders per day. And that's with five million riders per year. Which is a good start. How did I get this estimate? I took ten percent of the traffic on I-287 to Rockland to Rockland, people going from Rockland to Rockland, staying in the County on I-287 you would use about 4,000 riders per day.

MR. WAITE: I know I told you I'd get back, but I did promise our stenographer a break at 5:30, and we're a little past that.

MR. HINTERSTEINER: Okay. I'm just about finished. It's a couple more pages.

MR. WAITE: Okay. Great. Thanks.

MR. HINTERSTEINER: I have a different type of speech for Rockland.

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2 Rockland to Westchester would be
3 7,000 riders per day. And Westchester to
4 Westchester would be 9,000 riders per day.
5 So this is where you get your 20,000
6 riders per day. That's ten percent. If
7 you go 20 percent, you're doubling that.
8 You're talking about 40, 000 riders per
9 day. Remember that the transportation
10 system is the traffic generator. Like you
11 build highways, it generates traffic. If
12 you build a subway system, it will
13 generate the traffic. And all the
14 stations will be located in downtown
15 areas, near shopping centers and near the
16 residential units.

17 Now, I'd like to talk about the
18 cost, but I won't, but basically I'm
19 leaving it up to you to decide what you
20 would like to do from here.

21 Thank you.

22 MR. WAITE: Let's take a break.
23 We're going to take a break for a few
24 minutes.

25 (Whereupon a recess was taken, and

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2 going up, so now they use the Tappan Zee.
3 And the 18 wheeler trucks are just
4 excessive. Everybody just had mentioned
5 there's 130,000 cars a day. Am I correct?
6 Is that what they said?

7 Now, I would invite any one of you
8 here to come and stand in my backyard with
9 those 130,000 cars a day going by, and I
10 think you would all agree with me that we
11 need some form of a noise barrier that
12 would assist all the residents along those
13 areas.

14 I thank you very much for your time.

15 MR. WAITE: Thank you. Next on our
16 speaker list is Robert Hintersteiner.

17 **TZ-030T** MR. HINTERSTEINER: Good afternoon.
18 I am a traffic engineer living in the City
19 of White Plains, completely independent of
20 any civic group or environmental group or
21 public agency. And I have written a book
22 concerning the Tappan Zee Bridge. Where
23 Do We Go From Here? Provides alternate
24 alternatives. If anyone wants to talk to
25 me later, they can, about it. And I have

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2 some brochures, some items here to pass
3 out later.

4 One of the things I'm advocating
5 here is a rail system from Port Jervis to
6 Suffern along the I-287 to Westchester
7 County and down to New York City. And
8 right now if you use existing numbers on
9 the trains going to New York along the
10 Pascack Line and the Bergen Line, you have
11 approximately 1.3 million riders a year.
12 And by building a transit system to New
13 York City to Westchester you can increase 70
14 it to 2.85 million a year, which means
15 that you could have a ridership of 11,400
16 riders per day, consisting of existing
17 railroad commuters, bus commuters to
18 Manhattan, plus ten percent of the I-287
19 traffic. And you have also to provide new
20 rail stations along I-287. And you can
21 provide service directly into Penn Station
22 and Grand Central Station.

23 And I have more information later,
24 if anyone wants to see it, maps and all.

25 Now, also I'm advocating a subway

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2 system under Route 59 to connect all the
3 communities under the Hudson River and to
4 Westchester, Port Chester and to the White
5 Plains Airport. And I'm calling it now
6 Westchester Rockland Subway. It's a four
7 track subway, running 75 feet under
8 Route 59, connecting all local communities
9 and business centers to Nyack, under the
10 Hudson River, to Tarrytown and then onto
11 119 through White Plains and to Port
12 Chester. And it's a four track tunnel,
13 and it can be built with a TBM machine
14 very easily. And it was reported in the
15 Gannet Chain on August 4th. I have copies
16 of the article outside.

17 Now, the proposal -- what kind of
18 ridership could we have on the subway? In
19 the first year of operation you could have
20 20,000 riders per day. And that is an
21 estimate from five million riders for the
22 first year, with ten percent diversion
23 from I-287. You have to remember, 30
24 percent of the ridership going to New York
25 City commuters go to New York City, 70

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percent go to Westchester. So subway has to be provided to Westchester to serve it. And from this you would have 4,000 riders traveling within the Rockland to Rockland area, 7,000 from Rockland to Westchester, and Westchester to Westchester 9,000 riders a day. That's just in the beginning of its service. If you increase it to 20 percent, then you have 40,000 riders a day or ten million a year, which is -- pays for itself. Remember that the transportation system is the transportation generator. You put it in, people will use it, but you have to put it in the right place; under commercial centers, under residential centers. That's in the middle of 59.

Also I'm proposing a Jersey Rockland Metro. This is to connect -- use all the six existing railroad right-of-ways through Bergen County and Rockland County. This is the West Shore Line too. And provide a trolley system, similar to what they did in Bayonne, just continue it

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right up through here, with 30 minute service, 15 minute service, depending on whatever happens. And these will service all the communities. I have a map showing all the routes. And this will be along the Bergen Line, the main line. Bergen Line goes from Hoboken, to Suffern via Garfield, main line Hoboken Suffern via Pascack -- Passaic. Pascack Valley Line, Hoboken to New City. River line from Hoboken to Newburgh, right along the River. The West Shore Line from Hoboken to Congers. And the Piedmont Railroad from West Haverstraw to Spring Valley. And I have a map on that. And it's based after -- the subway system is modeled after the Washington Metro. If anyone's been down there. And the trolley system is based after the San Diego trolley system, which is very efficient.

Now, another feature that you can do with the trolley system is connect in the Meadowlands, the sports complex, with a trolley system. Right now a lot of

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2 traffic is generated -- every sports event
3 handle about 60,000 vehicles going in --
4 going to a sporting event. A direct
5 connection from the Bergen Line can be
6 provided to each game, and you could have
7 a total ridership of 12,000 people. This
8 means you get almost 12,000 vehicles off
9 the road for each game.

10 MR. WAITE: Approximately about a
11 minute left.

12 MR. HINTERSTEINER: A minute left?

13 MR. WAITE: Yes.

14 MR. HINTERSTEINER: Okay. One thing
15 also I propose is a three level Tappan Zee
16 Bridge, with the third level used for four
17 track railroads. And later on, in the
18 second session here, I will talk about the
19 three levels of the bridge, and using
20 freight trains, intermodal trains, to take
21 the trucks off the roadway. You have
22 approximately 87,000 trucks crossing the
23 Hudson River. And by 2040 you're going to
24 have 212,000 tractor trailers crossing the
25 Hudson River because of the new

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2 containerization port being put in the
3 Port Authority facilities in Elizabeth.
4 And there is no rail crossing until you
5 get to Albany.

6 I'll end now and I'll continue
7 later.

8 MR. WAITE: Thank you.

9 Our next speaker is Kenneth J.
10 Vogel.

11 **TZ-031T** MR. VOGEL: I'm only 35, so I'd like
12 to be old enough to see all that built.
13 Why I bring that up, because I was at the
14 scoping session for Allied Junction in
15 1992 at the age of 25. We're not even
16 halfway there. I also want to comment on
17 the lady whose backyard is along the
18 Thruway. I have two and-a-half acres, two
19 horses and I only paid \$125,000 for it.
20 Guess what, I live in Ulster County, and
21 me and all my new neighbors, building all
22 new mansions are all commuting down here
23 too. And they're getting more, because
24 every one of the people I graduated high
25 school with, in Bergenfield, New Jersey,

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2 opportunity, and we look forward to the
3 conclusion of this process quickly, and
4 the construction of a facility that's most
5 needed for the Downstate area.

6 Thank you.

7 MR. WAITE: Thank you. Our next
8 speaker is Robert Hintersteiner.

9 TZ-045T MR. HINTERSTEINER: I spoke earlier
10 about using rail transit in Rockland
11 County and Bergen County. I'm going to be
12 talking just now of what kind of traffic
13 problems you are facing now with the
14 Tappan Zee Bridge.

15 Just, my name is Robert
16 Hintersteiner. I'm an independent
17 transportation engineer.

18 The current traffic on the Tappan
19 Zee Bridge is 8,450 vehicles per hour in
20 the a.m. and 9,200 in the p.m. By 2040
21 it's going to increase to 17,460 in the
22 morning, vehicles per hour, to 18,000 to
23 19,000 vehicles per hour in the evening.
24 That's more than double what it is today.
25 The traffic distribution between Rockland

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and Westchester, 30 percent of the traffic goes to New York City; seventy percent goes to Westchester County; sixty percent of the traffic is going to Westchester County, where 40 percent is heading back or going into Rockland County, which shows that Rockland County is a viable economic area which has a lot of commuters coming from Westchester and other areas across the Tappan Zee Bridge. So you have a two way traffic problem. Tappan Zee Bridge currently has 5,200 vehicles in four lanes on 2,080 vehicles per hour, per lane. And Level E of service as a indicator is 2,200 vehicles per hour, per lane. Level D is 1,700 vehicles per hour, per lane.

Now, if you have 11,000 vehicles per lane, with four lanes, you're going to have 2,800 vehicles per hour. If you have six lanes, you're going to have 1,860 vehicles per hour. You will not reach a "D", you'll still have an "E" level of service.

Population growth in the area is one

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2 percent per year. We're about 40 percent
3 by 2040. That means the regional area --
4 it's 54 million today, and will grow up to
5 60 million people by 2040.

6 Vehicle growth is estimated at 1.5
7 percent per year growth or 60 percent by
8 2040. Eligible drivers are increasing
9 from 23 million today to 50 million by
10 2040. What is causing the problems?
11 People are living longer. People are
12 driving into their eighties and nineties.
13 Persons over 100, there's 70,000 in the
14 United States today, by the year 2000
15 Census. By 2015 you'll have one million
16 people over 100. And they will be
17 driving. Immigrants, as soon as they
18 arrive they get a driver's license and
19 drive. Teenagers, as soon as they reach
20 the legal age they get a car and drive.

21 The next problem, besides the
22 vehicle traffic growing at 60 percent, you
23 have the truck traffic growing. The
24 number of trucks, five axle container
25 trucks or tractor trailers going across

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the Hudson River in 1999 was 22.7 billion. This is from the Outer Bridge to I-84. That's about 87,000 trucks per day crossing the Hudson River. Projected long haul is 37.1 billion or 150,000 trucks per day crossing the Hudson River.

Now, I-87 in 1999 had 11,000 trucks per day, and 5,000 of them were tractor trailers.

Then we have another major problem, the Port Authority is just increasing their container port facilities and quadrupling their size by 2040. And they're going to have an estimate of 50 trillion million -- 53 million containers per year coming into the port by 2040. That means that our trucks crossing the Hudson River will be 212,000 tractor trailers a day crossing the Hudson River. And they're going to require an extra 240,000 employees just to manage this.

Now, where do we go from here? The Tappan Zee Bridge, between Nyack Exit 11 and Tarrytown Exit 9, is perfect for a

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bridge going across there. That's one of the options. Then there's a tunnel proposal basically from the same point; Exit 11 to Exit 8. That means ten lanes highways six miles in length. You need three miles under the river and at least a mile and-a-half coming up. And that's a six lane -- ten lane highway. And part of the major problems is ventilation. The Tappan Zee -- let's say the -- Hudson River crossing, the Holland Tunnel right now is 1.6 miles long. Two tubes, each one has two lanes. Each tube has a ten story ventilating tower at each end ventilating the air every 90 minutes. Now, if you project that to ten lanes, six miles, you're talking about anywhere from 30 to 40 10 story buildings dotting the landscape just to ventilate the tunnel. So you don't see the traffic, but you'll see the ventilating towers.

A new bridge should use existing portals. No new location. The upper level of the bridge would have six lanes

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2 westbound, lower level would have six
3 lanes eastbound. And this could be found
4 in an article that's on the table outside.
5 It was put in the Journal News. I wrote a
6 book, came out in June, on the Tappan Zee
7 Bridge. Where Do We Go From Here? And
8 the lower level, it's a three level
9 bridge, would handle freight and commuter
10 trains.

11 Now, the I-287 Corridor would have
12 to be -- the upper level would have to be
13 six lanes westbound, and the lower lane,
14 six lanes eastbound. This is a double
15 decker from Suffern to Port Chester. With
16 that you would also have room for two
17 tracks -- excuse me -- proposed two track
18 running parallel to I-287 using the same
19 right-of-way. You can use this for
20 freight and commuter traffic and it will
21 run from Port Chester to Suffern.

22 MR. WAITE: Going to have to ask you
23 to start summarizing.

24 MR. HINTERSTEINER: Okay.

25 MR. WAITE: Thanks.

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2 MR. HINTERSTEINER: The railroad
3 would remove about 80,000 tractor trailers
4 a day by 2040 along the Tappan Zee Bridge.
5 Now, you would have commuter route, direct
6 route from Port Jervis to New York.
7 Commuter railroad right now runs through
8 Bergen and has 1.3 million riders per
9 year. And if you use it on 287, you would
10 get 2.8 million directly into New York
11 City. That's 11,400 riders a day,
12 consisting of existing bus riders,
13 railroad and plus 10 percent of your
14 Corridor traffic. And this will get you a
15 direct route into Penn Station and Grand
16 Central Station Terminal.

17 Also, what I did earlier, and if
18 anyone wants to talk to me later, I
19 proposed a Westchester subway from Suffern
20 to Port Chester on Route 59, a four track
21 system, 75 feet underground to service the
22 70 percent of the traffic going between
23 Rockland and Westchester. And also I
24 propose, and I'm giving it to -- for part
25 of the record, some of the diagrams about

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2 the proposed subway and also a light rail
3 system being used in Bergen and Rockland
4 Counties along the existing right-of-ways
5 connecting the subway from Rockland to
6 Westchester, so you could get the cars off
7 the road right at the beginning.

8 And I'll be available for any
9 discussions later on, if anyone wants to
10 talk to me. Thank you.

11 MR. WAITE: Thank you. Our next
12 speaker is Elyse Knight.

13 TZ-046T MS. KNIGHT: Good evening. My name
14 is Elyse Knight. And I am here speaking
15 for myself as a resident of Rockland
16 County, although I am a Board member of
17 the Tappan Zee Preservation Coalition.

18 Is it not true that the aim of these
19 meetings is to get Federal money? With
20 funds dried up at the MTA and at the
21 federal, state and local level, how can we
22 be guaranteed that the funds for a rail
23 connection won't evaporate while the
24 bridge is being built, and that the cost
25 of removing the old bridge doesn't become