

TZB-073E

Nyack Republican Committee
Towns of Orangetown and Clarkstown
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Tappan Zee Bridge Scoping Comments

Greetings:

There should be **no ferry** as part of the project. There should be no plans or provision made to accommodate a ferry in the future. Only when the corridor is no longer congested and there are other alternatives, i.e. crossings, for the commuters to take; and the parking and traffic congestion problems in downtown Nyack are solved, then and only then can it be wise for Nyack to consider a local ferry stop.

Park & Ride Lots should have EZ-Pass pricing in a way that effectively incentivizes Orange County and New Jersey commuters to park their cars in Orange County or New Jersey Park & Ride Lots. As many of their cars as possible should be removed from the thruway to reduce congestion and pollution in Rockland County.

EZ-Pass Tolling and Congestion Pricing in a dynamically differential way should further prevent western Rockland, New Jersey, Orange & Ulster County commuters from exiting the thruway to take Route 59 and local streets on their way to get back on the thruway in South Nyack at the last entrance possible to cross the Tappan Zee Bridge. The thruway's congestion is causing congestion on Route 59 and our local streets, ((Kilby Street, Upper Depew Avenue, Route 9W, "F" Bridge, Clinton Avenue, South Broadway or Main Street to South Broadway), (this effect should be studied via systematic traffic counts and considered by a competent traffic engineer). These motorists are "hapless Harry" frantic frustrated commuters racing about just as local Village people are going to work and our children are walking to school, especially Nyack Middle School. There are too many "outsiders" cars with too many drivers taking too many chances.

Turning lanes and traffic signals are needed at the intersections of Upper Depew Avenue and Route 9W; and also at Depew Avenue and Route 9W. This is a complex multi-intersection problem at especially morning and evening rush hours. This problem should be fixed as part of the tappan zee bridge project as a large part of the problem is caused by traffic from the thruway and also because the original imposition of the thruway severed the street grid funneling traffic past these intersections as well as increasing the traffic in general.

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It is unfortunate that the NYS Thruway staff and her consultants are unwilling or unable, (not competent at it, perhaps), to build river crossing tunnels. Private sector railroad corporations built Hudson River tunnels 100 years ago. The Port Authority is capable. The Port Authority is building another one. Let the record show that the New York State Thruway Authority politically manipulated the alternatives to eliminate the tunnel options. The tunnel(s) are the best solution and would enable local land to be freed up to restore the street grid; provide more adequate space for sports now that the girls play as much sport as the boys; provide safe bicycle ways; and allow the pollution from the vehicles using the crossing to be concentrated and “scrubbed” by a ventilation system.

04

It is sad to listen to the old-timers talk of how the evil Governor Dewey lied to the people about building the first Tappan Zee Bridge. The hatred of these good and decent people who talk about the lousy way they were treated is a sad thing to see. Every reasonable step that can be made to reduce the inconvenience of the River Villagers should be done. As much as possible, reduce the noise heard from our residences. Limit the hours to normal business hours. Do not interfere with local traffic during rush hour and school transit times. Have construction vehicles and the construction workers vehicles use the thruway not local streets. Make every possible accommodation to not adversely impact our quality of life during the construction period. Do not cause our property values to diminish during the construction period. Even if it is more expensive, have the “costs” be diffused among the users of the thruway and not concentrated to the host communities.

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35% of the Tappan Zee Bridge traffic is from New Jersey. Another major Hudson River Crossing is needed south of the Tappan Zee Bridge and north of the George Washington Bridge. Alpine-Yonkers would be a great location provided a few roads were built/extended. Alpine-Yonkers was the site of a ferry. This bridge would diversify the crossings thus increasing security. It would be a more efficient commute for the most northerly of NJ & the most southerly of Rockland residents thus reducing travel times and air pollution. It does not make sense to make people go North to go South.

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Attention Federal Officials and Statewide/Regional Officials: Many of our problems are due to the politics of the bureaucrats in the thruway. Any solution south of the Tappan Zee is the jurisdiction of the Port Authority a bi-state agency with New Jersey. We need our federal officials to step in and help make the best solution for the people who are in this border area.

These comments are rushed and free. If you care to have my further input as I have local knowledge, you can pay for it.

I am glad of your promise that only one residence in the River Villages in Rockland County is endangered by your project. Please try to save that one house.

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Joseph K. Brady-Amoon, M.P.A.