



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

RECEIVED  
3/31/08

Public Scoping Update Meeting  
Tuesday, February 26, 2008  
Performing Arts Center, Purchase College

TZB-214E

## Scoping Update Comment Form

You are invited to comment on the Tappan Zee Bridge/I-287 Corridor Project and the accompanying Scoping Update Packet in the space below. Note that in compliance with NEPA and SAFETEA-LU Section 6002, public comments are being specifically requested on the included purpose and need (Section 3.0 Appendix A), range of alternatives (Section 4.0), assessment methodologies (section 6.0), and coordination plan (Section 5.0 Appendix B).

See attached comments.

Name: Thomas J. Soyk, P.E., PTOE

Interest Represented: City of White Plains Department of Traffic

Address: 255 Main Street, White Plains, NY 10601

Please add my name to the Tappan Zee Bridge/I-287 Corridor Project Mailing list.

Comments can be submitted in writing through March 31, 2008 to the address listed below:

**Mr. Michael P. Anderson**  
**NYSDOT**  
**Tappan Zee Bridge/I-287 Corridor Project Director**  
**660 White Plains Road, Suite 340**  
**Tarrytown, NY 10591**

**Tappan Zee Bridge/I-287 Corridor Study Scoping Update Comments**

(Submitted by the City of White Plains Traffic Dept.)

3/31/08

The City of White Plains supports the improvement of the Tappan Zee Bridge/I287 Transportation Corridor to meet the future needs of the region. There are several transportation issues, however, that may not have been fully addressed thus far in this project and that should be considered for both the future of White Plains and regional access. They are as follows:

1. The City of White Plains is a major retail center and therefore has traffic activity that is not typical of many other cities of similar size and character. Peak shopping times, particularly during the months of November/December, can raise peak traffic volumes as much as twenty (20) percent with a lessened potential for serving extra trips by transit. This fact must be considered when accessing the impact of roadway impacts both in White Plains and in corridors serving the City.
2. Weekend related traffic flows in the I287 Corridor have a major impact on White Plains and must be considered as part of any traffic analyses. At the present time, the City implements a series of traffic signal adjustments to accommodate increased diversion of traffic from the I-287 corridor on Thursday and Friday afternoons. These signals are adjusted even further during the summer months and for holiday weekends. The design for the new bridge should at least make provision for future increases in this activity and not preclude the use of reversible lanes on the Bridge, even if only necessary for weekend and seasonal traffic. Provision of a future five lane section of roadway between the TZ Bridge and the connection to I-87 in Tarrytown/Greenburgh should at least not be precluded by any proposed changes to the corridor.
3. At times there has been an active proposal to add a third track on the Harlem Line between White Plains and the Bronx. This is a key component to future transit capacity and, if realized, would support a potential future direct rail connection from rail along the I-287 corridor to the Harlem line. Even though this connection is not part of current proposals, the designs advanced should allow for a potential future connection.

There are also various components which should be incorporated into the LRT and BRT concepts which relate to downtown routes and are important to the City of White Plains. They are as follows:

1. Consideration should be given to designing the crossing of the railroad for the LRT or BRT concepts to fit within the proposed northern arterial route

right-of-way. This crossing should also be planned with provision to accommodate some type of roadway connection(s) to the Bronx River Parkway (BRP). A BRP connection would help to relieve congestion on Main Street and Hamilton Avenue and could improve the ability to absorb LRT modifications to the street system as well as providing better connections for a future BRT on the Central Avenue corridor. Any crossing of the railroad should also be designed to coordinate with potential future transit oriented development at the train station.

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2. When the downtown LRT and BRT routes are better defined, The City would be interested in providing extra links, or provision for future links, to the downtown LRT track, so that a downtown circulating loop could be created using portions of the track. It is hoped that separate vehicles could then be utilized for downtown circulation on this loop. Additional stations could be created for the loop and some stations could be designed to handle both the loop and the LRT through routes. These stations would allow for transfers and could improve walking distances to major downtown destinations. Downtown BRT stations could in a similar manner provide for both loop activity and through routes if designed with the loop concept in mind. The City believes that some type of downtown transit circulation is a critical component necessary for encouraging transit as an option for traveling to and from White Plains.
3. Any LRT/BRT alternatives which provide for elevated routes in the Westchester Avenue corridor could also provide an opportunity for an above grade connection for pedestrians between the Franklin Avenue neighborhood and downtown. Such a component to the proposed plan would generate support from these downtown residents and would be of interest to the City.
4. Any proposed BRT recommendations should be coordinated with recommendations from the ongoing study of BRT for the Central Avenue Corridor.

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