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George Paschalis

From: Stew Schectman [sschectman1@hotmail.com] **Sent:** Tue 4/1/2008 10:25 AM
To: tzbsite@dot.state.ny.us
Cc:
Subject: Re: Comments for TZB/I87 Corridor Environmental Review
Attachments:  [TZB-I87 corridor review - comment2_Mar31.doc\(44KB\)](#)

Hello,
I emailed a "comments" document late last night. I didn't proofread or check it closely. If possible now, I would like to replace that document with this very similar one, attached here.

Thank you,
Stew Schectman
914-631-4549

----- Original Message -----

From: [Stew Schectman](#)
To: tzbsite@dot.state.ny.us
Sent: Monday, March 31, 2008 10:17 PM
Subject: Comments for TZB/I87 Corridor Environmental Review

TO: Michael P. Anderson, P.E., Project Director,
Tappan Zee Bridge/I-287 Environmental Review

I am attaching a document with my comments.

Thank you,
Stew Schectman
914-631-4549

TO: Michael P. Anderson, P.E., Project Director,
Tappan Zee Bridge/I-287 Environmental Review

I would like to add a short set of my personal observations and suggestions to the scoping process of the TZB/I-287 Environmental Review. Realizing that today (actually tonight) is the deadline for the public input part of this part of the review, I will try to be brief, while knowing there is more explanation and argument that might be provided. Hopefully there will be future opportunities for follow-up and public involvement.

- The inclusion of any CRT across the I-87 corridor is NOT a good idea.
- A one-seat CRT ride, to Grand Central, from Rockland/Orange (i.e. Port Jervis, Suffern, even Stewart Airport), going down the Metro-North's Westchester lines (Hudson or Harlem) is NOT a good idea.
Following years of discussion, proposals, meetings, I guess that if you don't lean to the "NO CRT" opinion (especially the one-seat down through Westchester aspect), then the rest of my points probably won't matter much to you!
- BRT alternatives, specifically Alternative 3's Option A and B, with dedicated bus lanes and some high-speed busway along I-287, is the best long range plan for the region's future.

Ok, I live in Tarrytown and, in this regional environmental review that does matter a lot to me. Now that that's stated, I'll go on.

- Don't plan/build a transit loop road from I87/287 into downtown Tarrytown and the Metro North station.
The road infra-structure in the northern, denser area of Tarrytown, from the Hudson River (and Metro-North station) east to Broadway, and beyond, is solely a two-lane, early 20th century road network. It may have the most congested, un-expandable, roads of any village, or otherwise, in the region... particularly the Broadway (Rte 9) section from Rte 119, north through Tarrytown and Sleepy Hollow. It really does not permit a serious traffic-flow (for those who might want that!), now or ever. There is no major, or even secondary, east-west "release" route except the Rte 119 – I87/287 corridor. Further north there is the interesting 117 connection - to Rte 9A, Saw Mill and Taconic parkways. Rte 117 may be destined to low utilization from the south on Broadway, and that is fine because Rte 9, below Rte 117, can't handle more car/truck and it won't help improve traffic flow. Rte 117 as an alternative bus route east, and beyond, might be a future plus overall.
- The TZB toll-plaza and west facing slope below going down to the Metro North Hudson line tracks is the best focus for a multi-modal east-west to north-south mass transit / highway. It is a good spot for that, provided that vehicle traffic is not added to the limited north-south Broadway (Rte 9) roadway through Tarrytown, Sleepy Hollow and Ossining. That traffic, as with a possible loop road, into the Tarrytown station area, won't move people in cars/buses efficiently, and will surely hurt the local environment.

People (i.e. "pedestrian") movement within the TZB toll-plaza extended area, at multiple levels, could be an attractive, future-thinking, successful, 21st century transportation plan within an already built-up, but tricky geography (and not as distant in the future as the separate, new/existing, possible bridge expansion plan. Metro-North, the MTA could move on a plan for a station sooner.) It actually could be not just a regional, but more widely renowned accomplishment... with modern, enclosed, windowed, escalators and people-movers, shops, waiting areas, a view of the Hudson River from below the bridge (more precisely, several hundred feet south), looking west, north and south. For commuters it would be part of the solution to a difficult daily trip, which over years may get longer, and more unpredictable. And for other travelers and visitors, it could be a transport help, plus an "attraction".

BRT buses (and cars), going in both directions on the bridge, would drop-off and pick-up in the toll-plaza area, mostly in the in expandable section on the eastbound part before the tolls.

The State Police offices and the Thruway buildings could be replaced by facilities needed for the functioning of a multi-modal transit hub. Also the Bridge-Plaza shopping center (Stop&Shop, bank and gas station), opposite on Rte 9, could be replaced with other BRT, parking and auxiliary services Those existing government/commercial functions would be better situated further east on the six-lane Route 119, where there is a good deal of available space.

The toll-plaza, Metro-North station, and at least these two critical surrounding properties, would form the heart of an efficient, appealing, busy area. The needs of a modern, people-oriented transportation center... walkways/ people movers would be enclosed and pleasant. No cars or buses or shuttles imposing on the people at that point and time in their travel.

A final note is that my comments have been within the framework of the TZB/I87 Corridor review's proposed major alternatives that eventually would include a new/replacement or a widened bridge component. But further review might demonstrate viability for a more conservative version of a proposed TZB toll-plaza transit hub, with Metro North station below, that had a significantly rehabilitated bridge, as included in Alternative 2.

Stew Schectman