



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

**New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority**

Meeting Minutes

Stakeholders' Advisory Working Group (SAWGs)

Bridge SAWG Meeting #21

Tappan Zee Bridge/I-287 Corridor Project



September 30, 2010

Attendance at Bridge Stakeholders' Advisory Working Group (SAWG) Meeting September 30, 2010 Bridge SAWG 21	
<u>Stakeholders' Advisory Working Group Members</u>	
Marion Franklin Milton Hoffman Marilan Lund John Messina	Paul Richards Mary Jane Shimsky, Office of Assemblyman Richard Brodsky
<u>Project Team Members</u>	
Kristine Edwards, New York State Department of Transportation (NYSDOT) Peter Casper, New York State Thruway Authority (NYSTA) Jill Ross, NYSTA Joe Pasanello, MTA Metro-North Railroad (MNR)	Mark Roche, Arup Rita Campon, Parsons George Paschalis, HSH

INTRODUCTION: The following pages outline the material presented at this meeting of the Bridge Stakeholders' Advisory Working Group (SAWG). The meeting's purpose was to update the SAWG members on the status of the replacement Tappan Zee Bridge options, discuss the issues and challenges of the Westchester landing, and illustrate the steps undertaken to prepare visualizations of the replacement Tappan Zee Bridge, which are used in the Draft Environmental Impact Statement (DEIS) to determine potential visual impacts of the new bridge.

The venue: Village Hall, Tarrytown, NY

1. Bridge Slide Presentation

2. Visualization Slide Presentation

3. Comments (C), Questions (Q), and Answers (A)

Q: How many options will be evaluated in the DEIS?

A: One single level bridge and one dual level bridge will be evaluated in the DEIS

Q: Will the project undertake a noise analysis of the two bridge options?

Q: Would noise walls be reinstated along Van Wart Avenue after the completion of construction?

A: Yes, a noise analysis is part of the DEIS. Noise walls will be used as a way to mitigate noise impacts. It is possible that the existing walls along I-287 will be replaced and others could be added, if they are found to be necessary.

Q: How high does a noise wall have to be to be effective?

A: 20-30 feet, similar to the existing noise walls in Rockland County.

Q: Would the noise walls block the views of the river?

A: We are not yet certain that noise walls are warranted since the specific noise analysis is yet to be completed. But if noise walls are added, it is possible that they may change the views from some locations

Q: Where would the noise walls begin given the huge, 100-foot drop as the replacement Tappan Zee Bridge would approach the Westchester landing?

A: Depending on the results of the noise analysis, walls may be warranted on the bridge near the Quays. They might be located on the upper level, but we should await the noise analysis results before discussing the walls in detail.

Q: Is the bike path the same as the pedestrian walkway?

A: Yes, the path would be shared by both pedestrians and bicyclists.

Q: Would the new bridge have sightseeing points along the bicycle/pedestrian path?

A: Sightseeing points, or belvederes, are possible, but these details will not be decided until the future design process.

C: Belvederes on the shared use path would be great.

Q: What would the elevation of the shared use path be?

A: It would be located at the same elevation of roadway along the bridge for the safety and security of the users. At the landings, it would vary depending on how it connects to local roadways/paths.

Q: Stop and Shop will be moving from its location in the plaza on South Broadway to Route 119. Could that location be used for the proposed bus rapid transit (BRT) station instead of the location currently proposed (at the Troop T headquarters, north of the toll plaza and west of South Broadway)? An overpass could be built to connect the Stop and Shop area. This would minimize the impacts north of the toll plaza and west of South Broadway because there are a lot of important elements and facilities at that location.

A: An overpass alignment was considered that would have used the Stop and Shop location, but it was dropped from further consideration because it would require high grades and create a difficult landing in Tarrytown. However, it is important to note that the commuter rail transit (CRT) and/or BRT station locations have not been finalized at this time, so additional analysis can still be conducted.

C: Transit is being added to serve Rockland, but Westchester appears to be receiving most of the impacts. Tarrytown really suffers.

C: Nyack, especially South Nyack, will experience a huge negative impact.

C: This is a regional transportation project rather than a specific solution for Tarrytown and Nyack.

Q: Who owns the land that would be used to accommodate the future bus rapid transit (BRT) station in Tarrytown?

A: The majority of the land is owned by NYSTA, though the adjacent land may be used temporarily while the new bridge is under construction.

Q: Doesn't the short tunnel have many more advantages than the long tunnel?

A: Each has advantages and disadvantages. Both will be evaluated in the DEIS.

Q: Given how much is happening with the BRT on the north side of Tarrytown, wouldn't it make sense to select the short tunnel option to connect the CRT with Metro-North's Hudson Line?

A: Again, we have to weigh the advantages and disadvantages of each tunnel option. For example, the short tunnel option might make more sense in some ways, but it would impact the Irving neighborhood of Tarrytown.

Q: Will you need ventilation facilities for the BRT?

A: No, the tunnels carrying the BRT would be fairly short and therefore would not need to be ventilated. However, the tunnel carrying the CRT to the Hudson Line would need a ventilation system.

Q: Can the CRT vent building be located in the Stop and Shop area?

A: The CRT and BRT facility locations have not been finalized at this time. Instead they are being located in a general, though somewhat conservative, area such that the analysis can be conducted. For reference, a vent building would be about 100 feet by 100 feet and be between 20-30 feet tall. The locations of the vent buildings and other facilities will not be decided until the future Tier 2 transit analysis.

Q: What will happen to the proposed fifth lane at the toll plaza if cashless tolls are implemented?

A: A fifth lane would not be necessary and only four lanes would be included in the Westchester design.

Q: By the time construction begins, the experiment to make the Henry Hudson Bridge entirely cashless may be successful. What if the new Tappan Zee Bridge were entirely cashless? Would we be able to eliminate the need for additional lanes and impacts to adjacent property on the Westchester landing?

A: Yes, but the team is basing the design on an estimated 60-70% EZPass usage and the need to accommodate non-EZ pass users.

C: Video enforcement of toll payments may need to be modified.

C: Although the South Broadway Bridge in Tarrytown was recently reconstructed, we have assumed that it would need to be replaced as part of the project. The new roundabout at South Broadway would change traffic movements and would potentially impact the Shell property.

Q: How does footprint at Interchange 9 differ from what's there now?

A: The difference would be associated with the inclusion of the HOV/HOT/BRT lanes in two of the DEIS Alternatives. The two ramps of interchange 9 for westbound traffic would be shifted to provide sufficient space for HOV/HOT/BRT exit and entry ramps. The existing ramps would be spread apart by approximately 30-feet.

C: You should extend the range of the visualizations south to include views from Irvington, Dobbs Ferry's Waterfront Park, and MacEachron Waterfront Park in Hastings-on-Hudson.

C: Cable-stayed bridges are taller than arch bridges, but they seem to be more slender and graceful. They have more height but are less bulky.