

TAPPAN ZEE HUDSON RIVER CROSSING PROJECT

Shared-use Path Facilities and Pedestrian/Bicycle Connections
Responses to Comments on the Environmental Assessment
and Draft Section 4(f) Evaluation



Rockland and Westchester Counties, New York



Federal Lead Agency: Federal Highway Administration

Joint Lead Agencies: New York State Department of Transportation
and New York State Thruway Authority

June 2016

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LIST OF ATTACHMENTS

Attachment A: Public and Agency Comments on the Environmental Assessment and Draft Section 4(f) Evaluation

- A-1 Transcripts of Public Hearings
- A-2 Written Comments

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Responses to Comments on the Environmental Assessment

1 INTRODUCTION

This document summarizes and responds to comments on the Environmental Assessment (EA) for the Shared-use Path Facilities and Bicycle/Pedestrian Connections (Proposed Action) associated with the replacement of the Tappan Zee Bridge (Replacement Bridge), issued by the Federal Highway Administration (FHWA), the New York State Thruway Authority (NYSTA), and the New York State Department of Transportation (NYSDOT) on February 29, 2016. As noted in the EA, the Replacement Bridge previously underwent environmental review as part of the Tappan Zee Hudson River Crossing Project (TZHRCP) Environmental Impact Statement (EIS), for which a Final EIS (FEIS) and a Joint Record of Decision (ROD) and Findings Statement were issued in 2012. As the Proposed Action is a new element of the TZHRCP involving both federal and state approvals, additional environmental review was undertaken.

A public review period for the EA was established through April 1, 2016, during which two public hearings were held: one in Sleepy Hollow, Westchester County, New York on March 15, 2016; and one in South Nyack, Rockland County, New York on March 16, 2016. A transcript of oral comments provided at the public hearings and all written comments received through the close of the public comment period are provided in **Attachment A**.

Section 2 below contains a summary of the substantive comments received during the public comment period and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the EA. Where more than one commenter expressed similar views, those comments have been grouped and addressed together. Section 3 lists the elected officials, organizations, and individuals that provided comments on the EA.

The EA presented two alternatives for the Proposed Action: Alternatives E and F. The parking accommodations and limited ancillary facilities at the eastern terminus in Tarrytown, Westchester County, were the same under each alternative, but they differed at the western terminus in South Nyack, Rockland County. Based on the public comments received during the public review period, there was substantially greater support for Alternative F than Alternative E. Based on this public input, and after consideration of the impacts and benefits described in the EA, Alternative F has been selected as the Preferred Alternative.

2 COMMENTS AND RESPONSES ON THE EA

2-1 PURPOSE AND NEED

Comment 1: The shared-use path should be well connected to adjacent towns, bike paths, and public transportation.

Response: As described in the FEIS for the TZHRCP and continued under the Proposed Action, way-finding signage would be provided to guide users to the shared-use path from public transportation, bicycle routes, the local roadway networks, and other trails that are in proximity to the shared-use path termini, such as the Esposito Trail.

Comment 2: It is unrealistic to have walkers on the bridge unless they live within walking distance. There is no room to park and people will try to park on Salisbury property.

Response: The primary purpose of the Proposed Action is to provide off-street parking and limited ancillary facilities to accommodate users of the shared-use path on the Replacement Bridge. The provision of off-street parking at each termini of the shared-use path under the Proposed Action would avoid having users park on local streets or private parking lots. In addition, there would not be an entrance to the shared-use path near Salisbury Point.

2-2 ALTERNATIVES

2-2-1 ALTERNATIVE E

Comment 3: A number of commenters supported Alternative E, stating reasons including it would be the least disruptive to traffic patterns, parking would be better situated, and it would be the most cost-effective.

Response: After consideration of the impacts and benefits described in the EA and public input received during the public review period, Alternative E is not being advanced and Alternative F has been selected as the Preferred Alternative.

Comment 4: A number of commenters opposed Alternative E stating a variety of reasons, including potential visual impacts and other negative impacts on village character; it would increase traffic and parking on local streets; the switchback ramps and stairs would impede cyclists; there would be

limited access for cyclists (except from the Esposito Trail); the paved bike/pedestrian path would be built next to the Esposito Trail; parking would extend the path too far; pedestrians would have to cross a high-traffic area; there would not be room to expand the parking area; it would eliminate a visual barrier between a residential area and Interstate 87/287; there would be no pedestrian crossing near Shadyside Avenue; and the tunnel under Broadway would have safety concerns.

Response: After consideration of the impacts and benefits described in the EA and public input received during the public review period, Alternative E is not being advanced and Alternative F has been selected as the Preferred Alternative.

Comment 5: The switchback ramp should be designed to allow bicycling up and down with sufficient turning radius at the ends of the ramp.

Response: The switchback ramp included under Alternative E would have been designed in accordance with all applicable design standards and bicyclists would be required to dismount. However, after consideration of the impacts and benefits described in the EA and public input received during the public review period, Alternative E is not being advanced and Alternative F has been selected as the Preferred Alternative.

Comment 6: The stairway next to the Village Hall connecting South Broadway to the Esposito Trail should be removed. Leaving that stairway intact will encourage tourists to park on South Broadway to gain entrance to the shared-use path.

Response: The existing stairway next to South Nyack Village Hall is within the jurisdiction of the Village and whether it remains is a local decision. It would also be at the discretion of the Village to implement parking restrictions to prevent users of the shared-use path from parking on local streets.

2-2-2 ALTERNATIVE F

Comment 7: A number of commenters supported Alternative F, stating a variety of reasons, including its beneficial effects on quality of life; it would help ameliorate damage from the original bridge on the neighborhood; it would redirect motorists from South Broadway to the Interstate 87/287 southbound/eastbound access ramp off Hillside Avenue; it would best accommodate visitors in terms of parking and minimizing traffic off local streets while using State-owned land within Interchange 10; it would provide room for the parking lot to expand; it would add a needed

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pedestrian crossing at the south end of the village; it would be more cyclist-friendly; and it would avoid construction of switchback ramps and a pedestrian overpass.

Response: Based on consideration of the impacts and benefits described in the EA and public input received during the public review period, Alternative F is being advanced as the Preferred Alternative.

Comment 8: A number of commenters opposed Alternative F, stating a variety of reasons, including cost; it would not change the volume of cars going across the bridge; it would close the local access ramp off South Broadway; it would intermingle the shared-use path and the Esposito Trail; it would make parking difficult to access from the highway; and it would create ambiguity at the end of the shared-use path at Clinton Avenue and Franklin Street.

Response: Based on consideration of the impacts and benefits described in the EA and public input received during the public review period, Alternative F is being advanced as the Preferred Alternative.

Comment 9: The Federal Highway Administration should approve Alternative F and issue the Shared-Use Path Parking Facilities and Bicycle/Pedestrian Connections project a Finding of No Significant Impacts (FONSI). By so doing, this aspect of the project work can move forward immediately, saving both time and money for the overall project.

Response: Based on consideration of the impacts and benefits described in the EA and public input received during the public review period, Alternative F is being advanced as the Preferred Alternative.

Comment 10: Alternative F would be less expensive if (1) the paved section on the Esposito Trail was removed, (2) the ramp connecting the shared-use path to the Esposito Trail was removed, (3) there is no connection at all from the shared-use path to the Esposito Trail, or (4) an inexpensive staircase like they have for the Highline in New York City is installed.

Response: The paved side path included under Alternative F would be separate and adjacent to the Esposito Trail. The Esposito Trail will remain in its gravel/cinder form. The Esposito Trail surface is not conducive to all cyclists, such as those with thin-tire bicycles, which would be accommodated by the paved side path. Removing a connection to the Esposito Trail would be inconsistent with the Proposed Action's objective to "provide access from existing bicycle and pedestrian routes to the

shared-use path” and would be inconsistent with local and regional plans that promote connectivity of pedestrian and bicycle facilities. The paved side path would provide a continuous paved surface for users of the shared-use path to connect to the local street network and other trailways, if they could not use the Esposito Trail. Furthermore, installing a staircase in place of the pedestrian and bicycle ramps would limit accessibility and would not meet the principles of the Americans with Disabilities Act (ADA).

Comment 11: There should be no connection to the Esposito Trail from the shared-use path. The Esposito Trail is currently used by joggers, dog walkers, parents with babies in strollers and young children and families playing. The addition of cyclists will make this path unsafe.

Response: Removing a connection to the Esposito Trail would be inconsistent with the Proposed Action’s objective to “provide access from existing bicycle and pedestrian routes to the shared-use path” and would be inconsistent with local and regional plans that promote connectivity of pedestrian and bicycle facilities. The Proposed Action will include a paved side path separate and adjacent to the Esposito Trail to provide a continuous paved surface for users of the shared-use path and minimize conflicts with Esposito Trail users.

Comment 12: Under Alternative F, would it be possible for a cyclist approaching the access point from the Rockland side to reach the comfort station directly from the Esposito Trail without having to enter the bridge ramp, go to the junction of the two paths and turn back to go to the parking area and comfort station?

Response: It would be unsafe to provide direct access to the comfort station from the Esposito Trail as it would require crossing three lanes of the heavily traveled highway ramp system.

2-2-3 ALTERNATIVES – OTHER

Comment 13: Concept B should be implemented on the Westchester County side.

Response: The Preferred Alternative (Alternative F) incorporates the same design features for the Westchester County side as were previously presented under Concept B. Concept B was eliminated due to design considerations on the Rockland County side.

2-3 TRANSPORTATION

Comment 14: The amount of parking for the shared-use path has been underestimated. The number of parking spaces in South Nyack in Interchange 10 should be expanded. The catchment area that was used to analyze the need for parking at the path should be enlarged. It was only 15 miles, whereas it should extend farther.

Response: The catchment area was developed based on evaluation and surveys of similar facilities in the region and in other parts of the country. Based on the data collected, a 15-mile catchment area was deemed appropriate, and therefore the 15-mile catchment area was used for parking estimation. It should be noted that the parking area allows for expansion, should there be additional demand in the future.

Comment 15: Closing the entrance ramp to the bridge in South Nyack is a bad idea as it is used to commute to Westchester County. The EA wrongly concludes that “while closing the local access ramp from South Broadway may inconvenience some motorists...the diversion of vehicles [to Route 9W] would not result in significant adverse impacts to traffic conditions.” Alternative F will dramatically worsen the morning rush hour. The hundreds of vehicles from the three main sources of traffic approaching this Interchange in the morning—South Broadway/ Cornelison Avenue, Route 9W southbound, and Route 9W northbound—will be diverted onto Route 9W, will join southbound traffic, and will cause vehicles to come to a standstill at a new traffic light at S. Franklin Street extension. Once these vehicles get through the new traffic light, they will merge with Route 9W northbound traffic, and begin a slow-motion circular odyssey, crossing from the west side of the Thruway to the east side of the Thruway, then crossing back to the west side, before making a heavy merge onto the highway itself.

Response: Alternative F will preserve the ability to make all key movements associated with current commuter demands, diverting some traffic to the improved Route 9W corridor to reduce traffic on congested local streets such as South Broadway and Clinton Avenue. While diversions will increase daily traffic along the Route 9W corridor between the South Franklin Street Extension and Shadyside Avenue, this is a state highway and principal arterial intended to serve commuter flows. By contrast, South Broadway in the area south of Clinton Avenue is a locally maintained collector roadway.

As presented in the EA, traffic operations associated with Alternative F were examined for Years 2018 (Estimated Time of Completion) and 2028 (10 Year design horizon) in accordance with NYSTA, NYSDOT and industry protocols for data collection and analysis. The analysis revealed that the Route 9W corridor currently has sufficient capacity to handle these increased flows between intersections, and the geometric and operational modifications included under Alternative F will maintain peak period operations along the new diverted routes at Level of Service C or better through Year 2028. Design components include widened approaches and progressive signalization that encompass state of the art technologies for traffic detection and signal phasing. In combination, Alternative F processes the diverted volumes at similar or slightly better levels of service than existing routings along Clinton Avenue, South Broadway and the South Franklin Street Extension.

Comment 16: Those of us whose daily commute begins on the east side of the Thruway will actually be required to cross the Thruway an astonishing 3 times before entering. This is more than an “inconvenience”. Travelling back and forth over the highway in a wide circle, while stuck in congested traffic, will be an incredible collective waste of time and fossil fuel and will result in an immense increase in vehicle emissions in the area. It will be harmful to the environment and destructive of the quality of life of the entire community.

Response: While new traffic patterns may result in an inconvenience to some motorists, the traffic analysis found that with the closure of the local access ramp off South Broadway, traffic circulation at Interchange 10 and surrounding roadways will operate at acceptable levels of service. Conversely, some motorists originating west of Interstate 87/287 will experience a more direct routing into Interchange 10, avoiding the local street congestion that has been noted during the weekday morning peak period along Clinton Avenue and South Broadway. The air quality analysis presented in the EA determined that Alternative F would not result in any significant adverse impacts. In addition, reduced traffic on South Broadway and Clinton Avenue would provide a quality of life benefit to residents on these local streets.

Comment 17: Under Alternative F, consider maintaining access to Interchange 10 from the south end of South Broadway to avoid the extensive detour and multiple traffic signals that motorists who currently use the South Broadway entrance would need to otherwise endure.

Response: Closing the existing local access ramp from South Broadway would be necessary to accommodate the shared-use path. While closing the

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existing local access ramp from South Broadway may result in a longer or circuitous route for some motorists, the traffic analysis presented in the EA found that closure of that ramp would not result in significant adverse traffic impacts. Thus, maintaining local access to Interchange 10 from South Broadway is not warranted.

Comment 18: Traffic in South Nyack is already poor. Consider traffic patterns and signal timing with any new traffic signals to ensure efficient traffic flow.

Response: An extensive program of traffic data collection, analysis and alternative design development was included in the EA. Alternative F will include some roadway modifications and new traffic signals, which will be coordinated with other proximate signals pursuant to NYSDOT requirements. The traffic analysis presented in the EA concluded that changes in traffic patterns would not result in significant adverse impacts and that traffic circulation would operate at acceptable levels of service. Also note that peak usage of the shared-use path and proposed parking accommodations would not coincide with peak periods of commuter traffic.

Comment 19: Consider traffic impacts on Route 59 and at Interchange 11 from closing the local access ramp off South Broadway.

Response: For motorists destined for Interstate 87/287 southbound/eastbound, Interchange 10 provides the easternmost highway access point before crossing the Hudson River. As such, it is not expected that motorists who currently use Interchange 10 would travel further west to Interchange 11 to then head southbound/eastbound. Northbound/westbound access to Interstate 87/287 from Interchange 10 would remain unchanged under the Proposed Action, and motorists would not likely divert to Interchange 11.

Comment 20: The parking lot associated with Alternative F cannot be easily accessed from the highway. This favors only local users, but does not accommodate users from the larger community or outside the immediate area.

Response: The parking area would be accessible from Route 9W. Under Alternative F, the parking area would not be directly accessible from Interchange 10, which currently only provides an exit from Interstate 87/287 northbound/westbound immediately after crossing the Hudson River; however, a parking area will be provided in Westchester County, east of

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the Hudson River. Users from points west of the Hudson River using Interstate 87/287 could access the parking area via Interchange 11 to Route 9W.

Comment 21: Consider potential impacts from increasing truck traffic using Old Mountain Road as a result of the new bridge, which is not designed to accommodate large trucks.

Response: Truck traffic was considered as part of the analysis presented in the EA. Existing restrictions on truck size and weight along the Route 9W corridor south of Interchange 10, and vehicle and turning restrictions along Old Mountain Road will be maintained. Providing more direct access into Interchange 10 from southbound Route 9W (rather than by way of the South Franklin Street Extension, Clinton Avenue and South Broadway) would provide a safer alternative for demands from areas west of Interchange 10 to gain access to the bridge, and reduce travel on South Nyack local streets.

Comment 22: Bus routes (e.g., Tappan Zee Express and NYC buses) need to be rerouted to South Franklin Street, or moved to Route 9W under Alternative F. The stops should no longer be on South Broadway and Clinton Avenue. There is no need for buses to turn on Clinton Avenue with this alternative.

Response: As discussed in the EA, the bus stop on South Broadway near South Nyack Village Hall may need to be relocated due to the closure of the local access ramp to Interchange 10 from South Broadway. Also as discussed in the EA, NYSDOT and NYSTA are currently investigating transit improvements along the Interstate 87/287 corridor under a separate independent action, and any modifications would be planned to be compatible with Alternative F and coordinated with the appropriate transit operators.

Comment 23: The ability to have bicycle access on the bridge will encourage recreation, reduce vehicle usage, and promote tourism. Bike access will link major cycling routes on both sides of the river, greatly enhancing the local cycling experience and the local communities.

Response: Comment noted.

Comment 24: On the Westchester side, there is no indication of incorporating the nearby North/South County Trailway. The Trailway is a major north-south route for cyclists, and the most direct route between the break in

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the trail at Elmsford and the NNY Bridge is NY 119, a busy, high-speed 4-lane roadway with mostly no shoulders. Are there any plans to create access from the Trailway to the bridge?

Response: Connections from the shared-use path to the North/South County Trailway are outside the scope of this action. However, as part of construction of the Replacement Bridge and shared-use path, way-finding signage will be provided from the shared-use path to public transportation, bicycle routes, the local roadway networks, and other trails that are in proximity to the shared-use path termini.

Comment 25: The shared-use path needs to be safely and easily accessible to cyclists and pedestrians, and particularly those with disabilities.

Response: The Preferred Alternative will be designed pursuant to the American Association of State Highway and Transportation Officials (AASHTO) standards, as well as the Americans with Disabilities Act (ADA).

Comment 26: The shared-use path will overcrowd the parks in Rockland County, which are all overflowing with crowds and bicycles and joggers. This project will bring havoc with traffic flow and residents.

Response: The shared-use path is being included as part of the replacement of the Tappan Zee Bridge to support regional initiatives to enhance pedestrian and bicycle mobility. The Proposed Action will enhance access to the shared-use path by providing parking for users. As shown in the traffic analysis presented in the EA, the Proposed Action will not result in any significant adverse traffic impacts.

Comment 27: A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared-Use Path due to high traffic volumes at this juncture. The nearest existing crosswalks are not convenient.

Response: Based on projected vehicular and pedestrian movements, the shared-use path entrance onto Route 9 does not meet the warrants for signal control pursuant to the Manual of Uniform Traffic Control Devices (MUTCD). Existing crosswalks at Prospect Avenue and Route 119 north and south of the shared-use path terminus, respectively, will be available for pedestrians and can be accessed by existing sidewalks. However, NYSTA and NYSDOT will work with the Village of Tarrytown and other key stakeholders to identify any additional appropriate crossings, which could, for example, include a new crosswalk at the existing signal for the

shopping center just south of the shared-use path terminus. Furthermore, a 10-foot-wide paved pedestrian and bicycle side path is being contemplated as part of a separate independent project along the west side of Route 9 from the shared-use path terminus to the DoubleTree hotel, located south of Interstate 87/287 and Route 119, which will facilitate enhanced access to any new and existing crosswalks in this area. Appropriate signage and striping associated with pedestrian and bicyclist use of the nearby crosswalks will be added in final design.

Comment 28: There needs to be excellent wayfinding signs on the shared-use path for people who are crossing, especially on the Westchester side.

Response: As described in the FEIS and continued in the EA, NYSTA will collaborate with key stakeholders to implement appropriate way-finding signage to direct users of the shared-use path to any new or existing street crossings, public transportation, bicycle routes, the local roadway networks, and other trails that are in proximity to the shared-use path termini.

Comment 29: There should be multiple access points to the shared-use path, such as River Road/Piermont Avenue (State Bicycle Route 9). This would be a shorter entrance for people entering the bike path

Response: Access to the shared-use path is being restricted to the parking area and an access point from Clinton Avenue where the Esposito Trail currently intersects Clinton Avenue to limit visitors from parking on local streets within residential neighborhoods, in response to community feedback.

Comment 30: If Alternative E or F is chosen, there is value to having the initially proposed bicycle/pedestrian ramp at South Broadway/Cornelison Avenue as an additional access point for people walking and biking to/from the south on Route 9W and those living in neighborhoods south and southwest of the bridge.

Response: The entrance point at South Broadway and Cornelison Avenue was eliminated in response to community feedback, as a number of residents and local officials were opposed to potentially increased pedestrian and bicycle traffic in this neighborhood. However, existing staircase access from South Broadway to the Esposito Trail (which will also provide access to the paved side path under the Preferred Alternative) may remain, at the discretion of the Village of South Nyack.

2-4 COMMUNITY CHARACTER

Comment 31: The character of surrounding neighborhoods must be protected from the car, bike, and foot traffic and parking from the project.

Response: The proposed parking areas would be located in areas that would be accessible from main roadways (such as Route 9W in Rockland County or Route 9 in Westchester County) and that would be removed from residential neighborhoods. As discussed in the EA for the Proposed Action, the local street network would be able to adequately accommodate vehicular, pedestrian, and bicycle traffic associated with the Proposed Action, and the siting of the parking area and pedestrian/bicycle connections would not adversely affect neighborhood character.

Comment 32: Some of the parking locations are remote and potentially dangerously unattended, instead of being in well-trafficked, public use areas. The proposed facilities should be manned 24/7 by a NYS Trooper at no cost to South Nyack and should be maintained, especially the bathrooms, on a daily basis by NYSTA and NYSDOT at no cost to South Nyack.

Response: The locations of the parking area were selected because they would be within NYSTA-owned property and within an existing transportation facility (Interchange 10). A plan for operating the shared-use path will be developed by NYSTA in coordination with appropriate stakeholders, including the Village of South Nyack, to determine appropriate operations and security measures at the parking areas and ancillary facilities.

2-5 VISUAL AND AESTHETIC RESOURCES

Comment 33: Alternative E Visualization—the ramp behind the Police Station: the sound wall would need to be raised to increase the sound abatement as well as hide walkers on the walkway.

Response: The sound wall was designed in accordance with state and federal policy. Please note that Alternative E will not be advancing, as Alternative F has been selected as the Preferred Alternative.

Comment 34: Alternative E Visualization—the ramp behind the Police Station: trees need to be replaced around the police station, not shrubs and vines.

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Response: Please note that Alternative E will not be advancing, as Alternative F has been selected as the Preferred Alternative. NYSTA will work with the Village of South Nyack to finalize appropriate landscaping around Village Hall and the police station under the Preferred Alternative.

Comment 35: Tarrytown has wonderful stone architecture that should be used as a model to tie the facility in to the community.

Response: Contextual materials and aesthetic considerations will be incorporated into the design of the parking area and limited facilities at the Westchester County terminus of the shared-use path to the extent practicable.

2-6 NATURAL RESOURCES

Comment 36: It must be ensured that the shared-use path is ecologically sensitive.

Response: The EA concluded that the Proposed Action would not result in any significant adverse impacts to ecological resources.

Comment 37: Use porous pavement wherever possible.

Response: Porous pavement will be considered for the extension of the shared-use path adjacent to the Esposito Trail and will also be considered for use in the parking area.

2-7 GENERAL

Comment 38: Clarify if fencing and/or fence separation on the Esposito Trail would be necessary.

Response: The paved side path that would be constructed adjacent to the Esposito Trail would be separated from the Esposito Trail by a fencing system, designed with input from the Village of South Nyack. The two paths would have different surfaces (pavement on the side path versus cinder/gravel on the Esposito Trail) to accommodate the need of different users, and the rail will keep these users separated.

Comment 39: The gray box pictured in the rendering for the shared-use path facilities near Tarrytown is very drab and not inviting. There is an opportunity to make it beautiful.

Response: The NYSTA Maintenance facility referenced in this comment is being reconstructed as part of the Replacement Bridge project and is outside the scope of the Proposed Action. No changes are being considered to

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this facility, although more plantings are being added to the landscape plan to address this concern and NYSTA will continue to work with the Village of Tarrytown regarding community concerns related to construction of the Replacement Bridge.

Comment 40: Consider naming one of the rest areas on the shared-use path after Pete Seeger.

Response: Comment noted.

Comment 41: The path needs to be open 24/7.

Response: The hours of operation for the shared-use path will be determined as part of a plan for operations of the shared-use path that NYSTA will be developing in coordination with appropriate stakeholders.

Comment 42: The path should not be open 24/7.

Response: This is outside the scope of the Proposed Action. The hours of operation for the shared-use path will be determined as part of a Shared-Use Path Operations Plan that NYSTA will be developing in coordination with appropriate stakeholders.

Comment 43: Bicyclists in Westchester would not use the parking lot for the shared-use path; the land for the parking lot should be otherwise used, e.g., for benches or seating.

Response: While it is expected that many cyclists would travel to the shared-use path on their bicycles, pedestrians and some cyclists would potentially drive to the facility. The parking area and associated small visitor center would incorporate landscaped seating and gathering areas.

Comment 44: South Nyack residents should be able to park in shared-use path parking during the week during business hours. It would be a great perk for residents and could keep some cars off the bridge. There could also be an opportunity to coordinate a TZ Express bus stop here.

Response: As described in the EA, the number of parking spaces was determined based on the projected number of recreational users of the shared-use path. It has not been designed as a commuter lot, that would be outside of the scope of the EA.

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Comment 45: Consider the length of the bridge, and the climate in this part of the country. Concerns for the shared-use path include shelter from sudden storms, medical emergencies, and crime.

Response: The shared-use path was proposed as part of the environmental impact statement (EIS) for the Tappan Zee Hudson River Crossing Project (TZHRCP), prepared for the Replacement Bridge, which included a robust public outreach program. There was substantial public support for the shared-use path and it was included as part of the Replacement Bridge. Emergency access will be maintained to the shared-use path.

Comment 46: Consider shuttles from the train to the bridge for out-of-town visitors.

Response: Comment noted. NYSTA will be working with stakeholders to develop a plan for operating the shared-use path to address this and many other issues.

Comment 47: Native plants should be used for all landscaping.

Response: The landscape plan for the Proposed Action would include native species indigenous to this region of New York to the greatest extent practicable in accordance with a landscape plan that would be in compliance with Executive Order (EO) 13112, "Invasive Species", which states that federal agencies must prevent, to the extent practicable and permitted by law, the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause.

Comment 48: We support any noise abatement measures under Alternative F.

Response: Under Alternative F, the existing noise wall along South Broadway between Smith Avenue and the existing local access ramp to Interchange 10 will be replaced and designed in accordance with federal and state policy.

Comment 49: Consider locating the emergency access point at River Road rather than Smith Avenue.

Response: Existing grades preclude the ability to provide emergency access from River Road to the shared-use path. Please note that the Preferred Alternative (Alternative F) does not include an emergency access point from Smith Avenue, as this alternative does not include a switchback ramp and emergency access can be gained from the parking area.

3 LIST OF INDIVIDUALS AND ORGANIZATIONS THAT COMMENTED ON THE EA

Barbara and Cliff Ackerson, written comments dated March 7, 2016, Comment Nos. 7

Jack Adams and Katherine Carson, written comments dated March 1, 2016, Comment Nos. 7

Julie Agoos, written comments dated April 1, 2016, Comment Nos. 7, 31

Thomas Aitken, written comments dated March 8, 2016, Comment Nos. 7

Kathleen Aitken, written comments dated March 16, 2016, Comment Nos. 7

Louise Albertson, written comments dated March 4, 2016, Comment Nos. 7

Mr. Alpert, oral comments provided March 16, 2016, Comment Nos. 4, 15

Mike Angarola and family, written comments dated March 10, 2016, Comment Nos. 7

Kate Armstrong, written comments dated March 15, 2016, Comment Nos. 7

Michael J. Arougheti and Elinor Bly, written comments dated March 6, 2016, Comment Nos. 7

Stephen Arthur, written comments dated March 16, 2016 and March 21, 2016, Comment Nos. 25, 41

Margaret Auer, written comments dated April 1, 2016, Comment Nos. 7

Sharon and Tom Bailey, written comments dated March 8, 2016, Comment Nos. 7

Janice Baragwanath, written comments dated March 14, 2016 and March 30, 2016, Comment Nos. 7

Diane Barbara, written comments dated March 2, 2016, Comment Nos. 4, 7

Elizabeth Barry, written comments dated March 15, 2016, Comment Nos. 2, 26

David Bedell, oral comments provided March 16, 2016, Comment Nos. 24, 28, 41, 47

Leanne Bloom, oral comments dated March 15, 2016, Comment Nos. 39

Susan Bortstein, written comments dated March 5, 2016, Comment Nos. 7

Theresa Breen, written comments dated March 3, 2016, Comment Nos. 7, 30

Amy Briamonte, written comments dated March 1, 2016, Comment Nos. 7

Cindy Brome, written comments dated March 19, 2016, Comment Nos. 7, 23, 24, 27

Beth E. Brown, written comments dated March 4, 2016, Comment Nos. 7

Nancy A. Houghton Brown and Howard H. Brown, Jr., written comments dated March 4, 2016, Comment Nos. 7

Donald and Shane Burd, written comments dated March 13, 2016, Comment Nos. 7

Veronica Cahill, written comments dated March 1, 2016, Comment Nos. 7

Jason and Rhonda Campagna, written comments dated March 13, 2016, Comment Nos. 7

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David Carlucci, New York State Senator, written comments dated March 4, 2016, Comment Nos. 7

Michael Chesterman, written comments dated April 1, 2016, Comment Nos. 44

Bonnie Christian, Mayor of South Nyack, written comments dated March 8, 2016 and oral comments provided March 16, 2016, Comment Nos. 7

Diane Churchill, written comments dated March 16, 2016, Comment Nos. 7, 8

Dan Cohen, written comments dated April 1, 2016, Comment Nos. 7

Mara Cohen, written comments dated March 16, 2016, Comment Nos. 4, 7

Tahrah Cohen, written comments dated March 11, 2016, Comment Nos. 7

Steven J. Collazuol, PE & LS, written comments dated March 7, 2016, Comment Nos. 7

Daniel Convissor, written comments dated March 14, 2016 and oral and written comments dated March 15, 2016, Comment Nos. 4, 7, 27, 29, 30, 41, 49

David Copley, Westchester Cycling Club, written comments dated March 15, 2016, Comment Nos. 23, 41

Harriet Cornell, Rockland County Legislator, oral comments provided March 16, 2016, Comment Nos. 7

Robert Courtwright, written comments dated March 3, 2016, Comment Nos. 7

John B. Cowan, RN, MS, written comments dated March 5, 2016, Comment Nos. 7

Thomas Cromie, written comments dated March 15, 2016, Comment Nos. 23

Charles and Barbara Cross, written comments dated March 8, 2016, Comment Nos. 4, 7

Jeff Croyle, written comments dated March 8, 2016, Comment Nos. 7

Paul Curley, written comments dated March 31, 2016, Comment Nos. 8, 15, 16

Edwin J. Day, Rockland County Executive, written comments dated January 29, 2016, Comment Nos. 7

Elizabeth Declet-Petrossian, written comments dated March 6, 2016, Comment Nos. 7

John Dedyo, written comments dated March 23, 2016, Comment Nos. 15, 19

Jan Degenshein, AIA, AICP, LEED, AP, written comments dated March 7, 2016, Comment Nos. 7

Peter DeMaio, oral comments provided March 16, 2016, Comment Nos. 7

Ed and Betty Dempsey, written comments dated March 1, 2016, March 2, 2016, and March 16, 2016, Comment Nos. 4, 7

Ed Dempsey, written comments dated March 16, 2016, Comment Nos. 11, 45

Aaron Deutsch, written comments dated March 21, 2016, Comment Nos. 29, 41

Shared-use Path Facilities and Bicycle/Pedestrian Connections
Responses to Comments on the Environmental Assessment

Diane Deveau and Kevin Fletcher, written comments dated March 20, 2016, Comment Nos. 7

Lisa Devo, written comments dated April 1, 2016, Comment Nos. 7

Carol Drummond, written comments dated March 10, 2016, Comment Nos. 7

Isabel Ebrahimi, written comments dated March 31, 2016 and April 1, 2016, Comment Nos. 4, 7

Faith Elliot, oral comments provided March 16, 2016, Comment Nos. 7

Daphne Estwick, written comments dated March 21, 2016, Comment Nos. 7

Russell Paul Fernando, written comments dated March 7, 2016, Comment Nos. 7

Victoria Ficco-Panzer, written comments dated March 7, 2016, Comment Nos. 4, 7

Richard Fine, written comments dated March 29, 2016, Comment Nos. 23

Scott Fine, written comments dated March 8, 2016, Comment Nos. 7

Denise Finnigan, written comments dated March 2, 2016, Comment Nos. 7

David Fleischmann, oral comments provided March 16, 2016, Comment Nos. 15

Jill Footlick-Shaw, written comments dated March 19, 2016, Comment Nos. 3, 8, 15,

Bruce D. Forrest, MD, MBA, and Eva B. Schadeck, Ph.D., written comments dated March 9, 2016, Comment Nos. 7

John and Vicky Forster, written comments dated March 16, 2016, Comment Nos. 7

Margaret Fraser, MD, written comments dated March 1, 2016, Comment Nos. 7

George Galione, written comments dated March 10, 2016 and March 16, 2016, Comment Nos. 7, 26

Kathy Galione, written comments dated March 16, 2016, Comment Nos. 14, 37, 38

Mark Garragan, Westchester Cycle Club, oral comments provided March 15 2016, Comment Nos. 41

Michael P. Gaughan, written comments dated March 21, 2016, Comment Nos. 29

David Geber, written comments dated March 19, 2016, Comment Nos. 7

Ken Geles, written comments dated March 2, 2016, Comment Nos. 7

Desiree Giler Mann, written comments dated March 28, 2016, Comment Nos. 3, 8

Lanie Goldberg, written comments dated March 2, 2016, Comment Nos. 7

Patricia Grippo Gonzalez, written comments dated March 15, 2016, Comment Nos. 7

Sean Gordon, written comments dated March 15, 2016, Comment Nos. 4, 23, 25

Suzanne Hope Graham, written comments dated March 7, 2016, Comment Nos. 7

Theresa A. Graves, written comments dated March 16, 2016, Comment Nos. 7

Responses to Comments on the Environmental Assessment

Rowan Griffith, written comments dated March 3, 2016, Comment Nos. 4, 7

Michelle Grondahl, written comments dated March 10, 2016, Comment Nos. 7

Mary Hagan, written comments dated March 15, 2016, Comment Nos. 7

Elizabeth Hanson, written comments dated March 7, 2016, Comment Nos. 7

Christopher Hartmann, written comments dated March 16, 2016, Comment Nos. 7, 23, 24, 25, 27

Noreen Hasslinger, written comments dated March 3, 2016, Comment Nos. 7

Mr. Haynes, oral comments provided March 16, 2016, Comment Nos. 36

Virginia Heagney, Scot Heagney, Scot Heagney, Jr., and Ran Williams, written comments dated March 17, 2016, Comment Nos. 7

Greg Healey, written comments dated March 22, 2016, Comment Nos. 8, 15, 20

Debbie and Gary Hecht, written comments dated March 3, 2016, Comment Nos. 7

Susan D. Hendricks, written comments dated March 11, 2016, Comment Nos. 7

Linda and Terry Higgins, written comments dated March 13, 2016, Comment Nos. 7

Jeffrey Hirsch, written comments dated March 15, 2016, written and oral comments dated March 16, 2016, and written comments dated April 1, 2016, Comment Nos. 4, 7, 10, 11, 22

Jennifer Hirsch, written comments dated March 2, 2016, Comment Nos. 7

Jennifer Hirsch, written comments dated March 16, 2016, Comment Nos. 7, 22

Judith Hirschhorn, written comments dated March 15, 2016 and oral comments provided March 16, 2016, Comment Nos. 7

David Hodoson, oral comments provided March 15, 2016, Comment Nos. 7, 23, 27, 41 43

Lee A. Hoffman, Jr. written comments dated April 1, 2016, Comment Nos. 4, 7

Miriam Hoffman, Jr. written comments dated April 1, 2016, Comment Nos. 7

Michael Hogan, oral comments dated March 16, 2016, Comment Nos. 8, 15, 17

Phillip Holland, written comments dated March 9, 2016, Comment Nos. 7

Rebecca Holt Fine, written comments dated March 16, 2016, Comment Nos. 7, 11

Karen Houghton, written comments dated March 9, 2016, Comment Nos. 7

Allison Howitt, written comments dated March 14, 2016, Comment Nos. 7

Pamela and Jeffry Horowitz, written comments dated March 15, 2016, Comment Nos. 7

Rita Ibrahim, written comments dated March 4, 2016, Comment Nos. 4, 7

Ji liong, written comments dated March 16, 2016, Comment Nos. 23

Erica Jacobs, written comments dated March 16, 2016, Comment Nos. 4, 7, 23, 24

**Shared-use Path Facilities and Bicycle/Pedestrian Connections
Responses to Comments on the Environmental Assessment**

Ellen K. Jaffe, written comments dated March 17, 2016, Comment Nos. 7, 23, 24, 27
Ellen C. Jaffee, Assemblymember, State of New York, written comments dated March 15, 2016 and oral comments provided March 16, 2016, Comment Nos. 7
Richard and Joan Jansen, written comments dated March 11, 2016, Comment Nos. 7, 48
Patricia Kahn, written comments dated March 14, 2016, Comment Nos. 7
Dan Kaplan, written comments dated March 4, 2016, Comment Nos. 7
George Kaplan, written comments dated March 16, 2016, Comment Nos. 7
Debra Karten, written comments dated March 11, 2016, Comment Nos. 7
Bonnie Kelly, written comments dated March 10, 2016, Comment Nos. 7
Chris Kelly, written comments dated March 2, 2016, Comment Nos. 4, 7
Quinn Kelly, written comments dated March 21, 2016, Comment Nos. 1, 29, 41
Maeve Kinkead Streep, written comments dated March 6, 2016, Comment Nos. 7
Randy Krengel, written comments dated March 2, 2016, Comment Nos. 7
Rebecca Lang, written comments dated April 1, 2016, Comment Nos. 4, 7
Joyce Lannert, written comments dated March 15, 2016, Comment Nos. 35, 39, 46
Floyd Lapp, oral comments provided March 16, 2016, Comment Nos. 14
Stephen J. Larson, Ph.D. CFP, and Robert B. Larson, Esq., written comments dated March 2, 2016, Comment Nos. 7
Lynn Lauber, written comments dated March 18, 2016, Comment Nos. 7
Kendall Leader, oral comments provided March 16, 2016, Comment Nos. 7
Kristy Leader, written comments dated March 10, 2016 and written and oral comments dated March 16, 2016, Comment Nos. 4, 7
Arthur Leibowitz, written comments dated March 2, 2016, Comment Nos. 7
Katherine Leinart, written comments dated March 1, 2016, Comment Nos. 3, 7
Alain Leinbach, Trustee, Village of South Nyack, written comments dated March 16, 2016, Comment Nos. 4, 7
Nicki Levine, written comments dated March 7, 2016, Comment Nos. 7
Sue and James Lindsey, written comments dated March 17, 2016, Comment Nos. 7
Mark H. Linehan, written comments dated March 15, 2016, Comment Nos. 5, 7
John Lockwood, oral comments provided March 16, 2016, Comment Nos. 7
Meghan Lockwood, written comments dated March 7, 2016, Comment Nos. 7
Scott and Nina Louis, written comments dated March 7, 2016, Comment Nos. 7

Responses to Comments on the Environmental Assessment

Nancy Low-Hogan, Rockland County Legislator, oral comments provided March 16, 2016, Comment Nos. 7

Nita M. Lowey, United States House of Representatives, written comments dated January 26, 2016, Comment Nos. 7

Marcia Lynch, written comments dated April 1, 2016, Comment Nos. 7

Kate Marshall, written comments dated March 17, 2016, Comment Nos. 23, 25

Geraldine McBrearty, written comments dated March 15, 2016, Comment Nos. 7

Anthony and Lucinda McClarty, written comments dated March 7, 2016, Comment Nos. 7

Catherine McCue, written comments dated March 15, 2016, Comment Nos. 4, 7

Julie McDonald, written comments dated March 2, 2016, Comment Nos. 7

Thomas McManamon, written comments dated March 7, 2016, Comment Nos. 7

Brian McNulty, written comments dated March 16, 2016, Comment Nos. 7

Gigi McPartland, written comments dated March 16, 2016, Comment Nos. 7

Lois Mergentime, written comments dated March 12, 2016, Comment Nos. 7

Thomas Merwin, written comments dated March 15, 2016, Comment Nos. 7

Joan E. Moffett, written comments dated March 2, 2016 and March 15, 2016, Comment Nos. 4, 7

Shane Moran, written comments dated March 21, 2016, Comment Nos. 23, 25

Sonya Munroe, written comments dated March 14, 2016, Comment Nos. 27, 41

Rosemary Narcisi, written comments dated March 2, 2016, Comment Nos. 7

Peter Noonan, written comments dated March 9, 2016, Comment Nos. 7

Margaret Neuer, written comments dated March 30, 2016, Comment Nos. 25, 29, 41

Joel Newton, written comments dated April 1, 2016, Comment Nos. 7

Richard and Mary Jane O'Connor, written comments dated March 5, 2016, Comment Nos. 7

Therese O'Dowd, written comments dated March 4, 2016, Comment Nos. 4, 7

Steven Odrich, written comments dated March 16, 2016, Comment Nos. 25

Robert Olsson, oral comments provided March 15, 2016, Comment Nos. 23

Bill Orme, written comments dated April 1, 2016, Comment Nos. 30, 41

Brent Osborne, written comments dated March 15, 2016, Comment Nos. 7

Carmel Osborne, written comments dated March 15, 2016, Comment Nos. 7

Bonnie J. Ossman, written comments dated March 3, 2016, Comment Nos. 7

Marla Pasquale, written comments dated March 16, 2016, Comment Nos. 7

Shared-use Path Facilities and Bicycle/Pedestrian Connections
Responses to Comments on the Environmental Assessment

Pam Peters, written comments dated March 8, 2016, Comment Nos. 7
D. Phantom, written comments dated March 5, 2016, Comment Nos. 7
Dr. Prah, oral comments provided March 16, 2016
Lee. S. Prisament, written comments dated March 6, 2016, Comment Nos. 7
Edward Pugliese, Westchester Cycle Club, oral comments provided March 15, 2016
(Pugliese), Comment Nos. 23, 41, 43
Philip Putter, written comments dated March 2, 2016, Comment Nos. 7
Travis Rabbit, MPH, MSc. PA-C, written comments dated March 17, 2016, Comment
Nos. 23
Marcia Rappaport, written comments dated March 14, 2016 and April 1, 2016,
Comment Nos. 7
Larry Reilly, written comments dated March 14, 2016, Comment Nos. 4, 27, 29, 30, 41
Frank Richards, written comments dated March 5, 2016, Comment Nos. 7
Mark Robohm, written comments dated March 16, 2016, Comment Nos. 25
David Rocco, written comments dated March 15, 2016, Comment Nos. 40
Howard Rodriguez, written comments dated March 16, 2016, Comment Nos. 8
Karen Rodriguez, written comments dated March 16, 2016, Comment Nos. 15
Ms. Rodriguez, oral comments provided March 16, 2016, Comment Nos. 8
Ms. Rogers, oral comments provided March 16, 2016, Comment Nos. 32, 42
Gerald E. Ross, written comments dated March 15, 2016, Comment Nos. 7, 13, 23,
Jennifer Rothschild, written comments dated March 5, 2016 and oral comments
provided March 16, 2016, Comment Nos. 7
DeWitt Rulon, written comments dated March 2, 2016 and oral comments provided
March 16, 2016, Comment Nos. 7
Vera Rulon, written comments dated March 19, 2016, Comment Nos. 7
Ian Russell, oral comments provided March 16, 2016, Comment Nos. 48
Lisa Marie Ryan, written comments dated March 15, 2016, Comment Nos. 7
Michael Ryan, written comments dated March 15, 2016, Comment Nos. 7
Stephen and Marsha Safran, written comments dated March 2, 2016, Comment Nos. 7
Hank Schiffman, written comments dated March 15, 2016, Comment Nos. 23
Sandra Schmidt, written comments dated March 3, 2016, Comment Nos. 7
Rob Schoenbohm, written comments dated March 16, 2016, Comment Nos. 7, 13, 25
Paul Schuman, written comments dated March 20, 2016, Comment Nos. 29, 41

Responses to Comments on the Environmental Assessment

Charles E. Schumer, U.S. Senator, written comments dated March 29, 2016, Comment Nos. 7, 9

Kelly Schunk, MPH and Elliot Berkowitz, written comments dated March 11, 2016, Comment Nos. 7

Vicki Schwaid, written comments dated March 19, 2016, Comment Nos. 7

Jill and Mark Schwarz, written comments dated March 15, 2016, Comment Nos. 7

Roger Seiler, written and oral comments dated March 16, 2016, Comment Nos. 7, 14

Michael Shaw, written comments dated March 16, 2016, Comment Nos. 3, 15

Richard Shea, Philipstown Supervisor, written comments dated March 16, 2016, Comment Nos. 25

Bahram Shirazi, written comments dated March 31, 2016, Comment Nos. 7, 8

Cyrus Shirazi, written comments dated March 29, 2016 and March 31, 2016, Comment Nos. 7, 8

Murray Shor, written comments dated March 3, 2016, Comment Nos. 4, 7

Marci Silverman, written comments dated March 15, 2016, Comment Nos. 7, 23

Flavia Silvestri, written comments dated March 7, 2016, Comment Nos. 7

Gino Silvestri, written comments dated March 1, 2016, Comment Nos. 7

Elaine and Sam Simon, written comments dated March 10, 2016, Comment Nos. 7

Maryann Slattery, written comments dated April 1, 2016, Comment Nos. 7

Jennifer Smith and Erik Simon, written comments dated March 9, 2016, Comment Nos. 7

Peter Smolin, written comments dated March 2, 2016, Comment Nos. 7

John Squires, oral comments provided March 15, 2016, Comment Nos. 23, 25

Matthias Stadtfeld, written comments dated March 16, 2016, Comment Nos. 7, 13, 23, 24, 27

Myra Starr, written comments dated March 2, 2016, Comment Nos. 7

Andy Stewart, Orangetown Supervisor, oral comments provided March 16, 2016, Comment Nos. 7

Merry Street, written comments dated March 16, 2016, Comment Nos. 33, 34

Brian Sullivan, written comments dated March 16, 2016, Comment Nos. 7

Joan Sullivan, written comments dated March 1, 2016 and March 16, 2016, Comment Nos. 4, 7, 8

Janey Tannenbaum, written comments dated March 2, 2016, Comment Nos. 7

Anya Taylor, written comments dated March 9, 2016, Comment Nos. 7

Nora Tegni, written comments dated March 15, 2016, Comment Nos. 7

Shared-use Path Facilities and Bicycle/Pedestrian Connections
Responses to Comments on the Environmental Assessment

Bardyl R. Tirana, written and oral comments dated March 16, 2016, Comment Nos. 7
Roanne Torrens, written comments dated March 7, 2016, Comment Nos. 7
Susan Truss, written comments dated March 10, 2016, Comment Nos. 7
Barbara Valente, oral comments provided March 16, 2016, Comment Nos. 18, 21
Jeff Vogel, written comments dated March 17, 2016, Comment Nos. 4, 7, 12, 24, 25, 27
Carol Waaser, written comments dated March 25, 2016, Comment Nos. 4, 5, 7, 12, 13, 23, 24, 27
Mark Walter, written comments dated March 2, 2016, Comment Nos. 7
Keith Walters, written comments dated March 8, 2016, Comment Nos. 6, 7
Charles Wang, written comments dated March 15, 2016, Comment Nos. 7
Mark Wasserman, written comments dated March 15, 2016, Comment Nos. 23, 25
Neile Weissman, written comments dated March 16, 2016, Comment Nos. 7, 13, 23, 24, 27
Anne R. Welles, written comments dated March 10, 2016, Comment Nos. 7
Colleen Werkheiser, written comments dated March 13, 2016, Comment Nos. 7
Daniel and Lila White, written comments dated March 2, 2016, Comment Nos. 7
J. Kenneth Wickiser, written comments dated March 16, 2016, Comment Nos. 23
Ken and Cora Wilder, written comments dated March 4, 2016, Comment Nos. 7
Barbara Willen, written comments dated March 8, 2016, Comment Nos. 7
Nancy Willen, written comments dated March 5, 2016, Comment Nos. 7
Earl and Margaret Williams, written comments dated March 2, 2016, Comment Nos. 7
Margaret Williams, oral comments provided March 16, 2016, Comment Nos. 7
Sally and Michael Witte, written comments dated April 1, 2016, Comment Nos. 7
Aaron Wolfe, written comments dated March 16, 2016, Comment Nos. 23
Alden Wolfe, Chairman of the Legislature of Rockland County, written comments dated March 22, 2016, Comment Nos. 7
Carol Wood, written comments dated March 16, 2016, Comment Nos. 7, 23, 24, 25, 27
Amy and Richard Yee, written comments dated March 7, 2016, Comment Nos. 7
Tracy Young, written comments dated March 16, 2016, Comment Nos. 4, 7, 23, 24, 25, 27
Jim Zisfein, written comments dated March 16, 2016, Comment Nos. 4, 7
Lynda Zittel, written comments dated March 16, 2016, Comment Nos. 4, 7

Responses to Comments on the Environmental Assessment

Nicholas Zittell, written comments dated April 1, 2016, Comment Nos. 7

Laurence Zuckerman, written comments dated March 21, 2016, Comment Nos. 29, 41

Anonymous / Illegible (Multiple), Various Dates, Comment Nos. 7, 25, 41

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**Attachment A: Public and Agency Comments on the Environmental
Assessment and Draft Section 4(f) Evaluation**

Attachment A: Public and Agency Comments on the Environmental Assessment and Draft Section 4(f) Evaluation

A-1 Transcripts of Public Hearings

March 15, 2016: Sleepy Hollow High School, Sleepy Hollow, Westchester County, New York

March 16, 2016: Nyack Middle School, South Nyack, Rockland County, New York

- - - - - x

THE NEW NY BRIDGE

SHARED-USE PATH

- - - - - x

Held at Sleepy Hollow High School
210 North Broadway
Sleepy Hollow, New York
March 15, 2016
Public Session

ROCKLAND & ORANGE REPORTING
2 Congers Road
New City, New York 10956
(845) 634-4200

1 Proceedings

2 MR. SAEED: Good evening and
3 welcome. My name is Khurram Saeed, and
4 I'll be serving as the moderator and
5 hearing officer for this evening's public
6 hearing.

7 Before we get started, I'd like to
8 make a brief statement on behalf of the
9 New York State Thruway Authority and
10 Tappan Zee Constructors regarding this
11 weekend's tragic accident.

12 Everyone on the New New York Bridge
13 team is enormously saddened by the tragedy
14 that occurred over the weekend. We share
15 a kinship with all of those who brave the
16 dangers of working on the river. And
17 although Paul Amun, Timothy Conklin and
18 Henry Hernandez were not part of the New
19 New York Bridge Project, our thoughts and
20 deepest sympathies go out to their
21 families and friends.

22 I have some official information
23 here that I'd like to share before this
24 public hearing can begin. It's a little
25 long, so thank you in advance for your

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2 patience.

3 First of all, I'd like to thank the
4 Tarrytown School District for allowing us
5 to use their building.

6 In case of an emergency, please
7 remain calm and exit this room using the
8 exits located at the side rear, which will
9 lead you to the hallway, where you can
10 exit to the outside.

11 The restrooms are located at the end
12 of the hallway, to our left.

13 Parking and limited ancillary
14 facilities are being proposed for the
15 users of the shared-use path on the
16 New NY Bridge in South Nyack and
17 Tarrytown.

18 This public hearing is one of two
19 public hearings sponsored by the Federal
20 Highway Administration, the New York State
21 Thruway Authority, and the New York State
22 Department of Transportation to receive
23 comments on the Environmental Assessment
24 that has been prepared for the Shared-Use
25 Path Facilities and Bicycle/Pedestrian

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2 Connections.

3 This meeting also fulfills the
4 requirements of Article 2 of the New York
5 State Eminent Domain Procedural Law for
6 Right-of-Way acquisition required for
7 construction.

8 The New NY Bridge was previously the
9 subject of an Environmental Impact
10 Statement prepared for the Tappan Zee
11 Hudson River Crossing Project in
12 accordance with the National Environmental
13 Policy Act and the New York State
14 Environmental Quality Review Act.
15 However, as the parking and other
16 facilities would be new elements of the
17 Tappan Zee Hudson River Crossing Project
18 involving both federal and state
19 approvals, it requires additional
20 environmental review.

21 The EA has been prepared in
22 accordance with the National Environmental
23 Policy Act of 1969 (NEPA; 42 USC
24 Section 4321 and others) and also
25 satisfies environmental review

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2 requirements of the New York State
3 Environmental Quality Review Act (SEQRA;
4 6 NYCRR Part 617 and 17 NYCRR Part 15),
5 and a number of other federal and state
6 regulations and requirements, including
7 Section 106 of the National Historic
8 Preservation Act and Section 4(f) of the
9 U.S. Department of Transportation Act.

10 These public hearings are one of
11 many opportunities to make formal
12 statements on the Environmental Assessment
13 before any project decision-making occurs.
14 Written comments can also be submitted by
15 e-mail, mail, fax or through the use of
16 comment cards, which can be left at the
17 registration table. Written comments on
18 the Environmental Assessment will be
19 accepted through Friday, April 1st, 2016.

20 Based on the findings of the
21 Environmental Assessment, the oral
22 comments received tonight, and written
23 comments received during the public
24 comment period, the lead agencies will
25 make a determination of the significance

1 Proceedings
2 of the impacts pursuant to the National
3 Environmental Policy Act of 1969 and the
4 New York State Environmental Quality
5 Review Act. If it is determined that the
6 proposed action will not result in any
7 significant impacts that were not
8 previously identified in the Environmental
9 Impact Statement prepared for the Tappan
10 Zee Hudson River Crossing Project, a
11 Finding of No Significant Impact and
12 Negative Declaration will be prepared to
13 conclude the environmental review process.

14 To assist interested parties in
15 formulating their comments, the
16 Environmental Assessment document is
17 available at the project website, at
18 www.NewNYBridge.com/SUP, and for public
19 inspection during normal business hours at
20 established repositories throughout the
21 region, including local libraries and the
22 New NY Bridge Outreach Centers. The
23 addresses for the repository locations are
24 available on-line, or on one of the
25 display boards in the open house, and at

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2 the registration desk. We also have two
3 copies here.

4 The proceedings of this meeting are
5 being recorded by a stenographer, and a
6 verbatim, written transcript will be
7 prepared and reviewed by the lead agency
8 and project sponsors.

9 We ask that all persons sign in at
10 the registration table, so that we can
11 have a record of all those who came to
12 this meeting. For those of you who wish
13 to make oral comments today in front of
14 all the attendees, please fill out a
15 "Speaker's Card" which are available at
16 the registration table, and give it to one
17 of the staff at the registration table.

18 At the appropriate time, I will call
19 you up to the microphone. We will need to
20 confine oral comments to a length of about
21 two minutes, so that everyone who has
22 signed up will have a chance to speak. I
23 will let you know when we're coming close
24 to the end of those two minutes, so that
25 you can try to wrap up your comments. In

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2 accordance with our policy, elected and
3 appointed officials will be given the
4 first opportunity to speak. Others will
5 then be called to make their statement in
6 the order in which they're received. So
7 that everyone who desires to speak has the
8 opportunity and their statements made part
9 of the official record, we will not be
10 responding to your questions from the
11 floor at this meeting.

12 You can provide any additional
13 comments in writing. Written statements
14 may be submitted in any of these three
15 different ways: You can drop off these
16 comments with us tonight. There is a box
17 at the registration table; or, you may
18 send them to us by e-mail at
19 info@newnybridge.com no later than
20 April 1st; or, you can mail them to any of
21 the addresses listed on the comment cards.
22 They must be postmarked no later than
23 Friday, April 1st, 2016.

24 Written statements will be given the
25 same weight and consideration as oral

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2 statements made at this meeting. So if
3 you have a written statement and you also
4 want to speak tonight, you do not have to
5 read everything in it, as long as you
6 submit that written statement. You can
7 hand in that statement and it will become
8 part of the record and considered. If
9 you have already provided written comments
10 before today, you do not have to resubmit
11 them; they are already part of the record
12 and will be responded to.

13 Staff will remain at the boards and
14 available to answers any questions that
15 you may have on any of the issues
16 presented, but those conversations will
17 not be part of the formal record. So
18 please keep these things in mind when you
19 submit your verbal or written comments.

20 Before I call on some speakers, I'd
21 like to introduce the people on the dais.
22 We have Jamey Barbas, from the New York
23 State Thruway Authority; and, Daniel
24 D'Angelo, from the New York State
25 Department of Transportation. Also in

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2 attendance tonight is John Burns, from the
3 Federal Highway Administration.

4 Okay. Let's begin our public
5 hearing. When I call your name, please
6 identify yourself for the record.

7 Let's start with John Squires.

8 MR. SQUIRE: Hi. I'm John Squires.
9 I'm from Millwood, New York. And I want
10 to compliment the New York State Thruway
11 Association on the plan for mixed use,
12 bridge cycling, walking.

13 I'm a cyclist. I live next to North
14 County Parkway Trailway, and I just want
15 to comment on the economic and great
16 recreation resource that it's been to
17 Central and North Westchester.

18 My hope is that the bridge pathway
19 will provide the same for both sides of
20 the river. Obviously, it will reduce
21 traffic congestion through commuting by
22 bicycle, and encourage Rockland County
23 residents and Nyack residents to ride on
24 the bridge at no cost, or, if they wish,
25 to White Plains. I hope that happens. I

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2 often see that on the North County
3 Trailway, when I ride in the morning on
4 the Trailway.

5 I can't really speak to the
6 questions of how many walkers will use the
7 parking lot facilities on the Rockland
8 County side, but I can actually speak to
9 how many cyclists will. I think it will
10 be very unlikely that the cyclists will
11 actually use those lots. Cyclists, after
12 a long ride, want to have a cafe, or a
13 beer, or they want to eat. They're
14 hungry. They're looking for services.
15 And, as can be attested by what you see in
16 the communities that attract cyclists from
17 New York and from Rockland County, right
18 below Nyack. And I really believe that
19 the cyclists who use the bridge will pass
20 through, probably into town, and look for
21 these services, or come through the other
22 way, into Tarrytown, to do the same. So I
23 think whatever the New York State Thruway
24 Association is thinking of in terms of
25 cycling impact on those lots, will be

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2 very, very minimal. I just wanted to
3 speak to that. And I hope you conclude a
4 great plan. We're really looking forward
5 to the pathway being in, so
6 congratulations.

7 Thank you.

8 MR. SAEED: Thank you very much.

9 The next speaker will be Daniel
10 Convissor.

11 MR. CONVISSOR: Good evening. My
12 name is Daniel Convissor. I live in
13 Sleepy Hollow, New York.

14 I would like to thank you for the
15 opportunity to make a presentation tonight
16 about the Shared-Use Path Environmental
17 Assessment.

18 Not addressed in the assessment is
19 the necessary requirement that 24-hour
20 access be provided. I'd like to just
21 state that here, and encourage the Thruway
22 Authority to provide 24 access for
23 bicycles and pedestrians. It's a
24 transportation resource being built here,
25 and similar to the road, the Thruway

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2 Authority doesn't close the road
3 overnight, so, similarly, it should be
4 open for bicyclists and pedestrians as
5 well. The Thruway is open at all times
6 of the night.

7 We need a signal at the Westchester
8 end of the path, and a cross walk. Right
9 now that's not in the plan. There's an
10 apartment complex across the street, with
11 380 residents, there's a shopping center,
12 a bank. This would draw large numbers of
13 people across the roadway at that point,
14 and we need to provide safe crossing for
15 those people using the road. And finding
16 a safe crossing at that point would be
17 very hard. It's a 50-wide roadway, with
18 five lanes of traffic, and, you know, lots
19 of people driving in and out of the
20 shopping center, so it would be very hard
21 to find a gap in traffic to get across.

22 I think Alternative F is fantastic.
23 If one of the alternatives is chosen, it
24 should be that one. Alternative E is
25 problematic, with the switch back ramps

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2 and stairways.

3 In addition to that, on the Rockland
4 side, we need to add access to bicycling
5 Route 9, which is River Road, at the
6 bottom of the hill in Grandview-on-Hudson,
7 because that's 1.3 miles shorter and eight
8 feet less of climbing. So this is a
9 significant transportation route and
10 recreational route for cyclists coming
11 from New York City, ending up on bike
12 Route 9. It's very heavily used, and
13 would be very advantageous to have an
14 access point here to get onto the bridge
15 and into Tarrytown, and take the train
16 back to the City, for example. And
17 concerns I imagine people have about
18 parking at that access point would be
19 ameliorated, because there is the official
20 parking spots are going to be added up at
21 the Interchange 10, and we just have
22 parking regulations and signage to the
23 effective parking lot, so you would not
24 need parking spaces there at the access
25 point.

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2 Similarly, the initially proposed
3 access point at Cornelius Avenue, or
4 whatever it's called, pardon me, and
5 South Broadway, I think it would be good
6 to keep in the plan, to take it from the
7 initial plan and keep it in the new plans,
8 to provide access for people living south
9 of the bridge and west of the bridge,
10 south of the Thruway, to keep them from
11 having to travel further into the whole
12 interchange complex, and come back around,
13 you know, to the bridge, versus the other
14 parts of the roadway network, and save
15 them travel time.

16 Thank you very much.

17 MR. SAEED: Thank you for your
18 comment.

19 Okay. Next up we have David
20 Hodoson.

21 MR. HODOSON: My name is David
22 Hodoson. I'm a resident of Sleepy Hollow.
23 Thank you very much the wonderful signage
24 or displays that you've put together, and
25 the wonderful job you've been doing so

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2 far on the bridge. I really appreciate
3 the public ability to comment.

4 I am a biker, and I do use the
5 bridge quite often, and I've always been
6 upset that there's one day a year we get
7 to use the old bridge, so this is
8 fantastic. I'm very excited that you're
9 giving us the ability to comment on the
10 intersections and things that are
11 happening around the bridge.

12 My number one concern is the
13 crossing on Route 9, in Tarrytown, that I
14 just saw the new designs here. I haven't
15 fully been able to understand them, but
16 it's very, very complicated there now.
17 It's very hard to cross those roads. And
18 I had initially thought that an island or
19 some bridge would be more tunnelled, would
20 be something that you guys could look at.
21 Since I've seen the new designs, I think
22 we're on the right track there. But I
23 have a 11-year old who likes to ride with
24 me, and, you know, it's just a very
25 chaotic situation. As Dan just mentioned,

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2 there's the bank and the deli and
3 everything over there.

4 My number one concern with the
5 parking is I don't think the bicyclers, as
6 this gentleman just said, are going to use
7 the lot that much. I live in Sleepy
8 Hollow. There's no way I would drive over
9 there, and then park my car, and then just
10 go over the bridge and back. I would bike
11 from my house, or, you know, park
12 somewhere else. I would much rather see
13 that usage of the parking, and I can't
14 speak for the walkers, but for the bikers,
15 I would prefer some conveniences, some
16 lookouts, some benches, some other use of
17 that land. So, you know, your calculation
18 1.8 lots per person, whatever you're going
19 to come up with, you know, I don't know
20 where you're getting that. Maybe the
21 Mid-Hudson Bridge can give you some
22 experience, or something, but I can't see
23 a lot of people using that.

24 The Alternative F, as Dan mentioned,
25 looks to me also the best, but, you know,

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2 that just looks like a great idea.

3 And the time of day, to me I don't
4 think I'm going to be biking back at 2:00
5 in the morning, but I can't see why you
6 would close the bridge for any particular
7 reason. And I do have a boat, as well,
8 and I have ended up at Nyack, with no way
9 to get home, and if the bridge was open,
10 maybe I could walk home, or have a fold-up
11 bike on the boat, or something. So I
12 would see that there should be really no
13 reason to keep the bridge closed at any
14 particular time, that I could see, and it
15 would be advantageous to keep it open,
16 especially until 10:00, 11:00, 12:00 at
17 night for me, and very early in the
18 morning, 5:00 in the morning would be a
19 great time to start. We have the North
20 County Trailway. We have some other
21 projects to open up a bike lane all the
22 way north. If people are going to be
23 commuting to the City, train stations,
24 however they commute, you know, why close
25 it.

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2 Thank you very, very much.

3 MR. SAEED: Thank you.

4 The next speaker will be David
5 Bedell.

6 MR. BEDELL: Good evening. My name
7 is David Bedell. I live in Sleepy Hollow.
8 And I'm also very excited about the
9 shared-use path. It has the potential to
10 create a really wonderful network
11 connecting both sides of the river, which
12 would make it a real, real nice place to
13 live and a really nice place to visit.

14 And, you know, as a Westchester
15 resident, I'll direct my comments towards
16 that side of the path tonight.

17 I think, as people have pointed out,
18 the intersection of 9 and 119 is extremely
19 busy and complicated, and it was
20 disappointing that that intersection was
21 segmented from the rest of the project.

22 And my comment is really to the DOT,
23 that if a project to evaluate that
24 intersection, given the new uses and given
25 the development happening in Sleepy Hollow

1 Proceedings

2 and Tarrytown, is not already underway,
3 that a project should be started.

4 And it is entirely, you know,
5 Route 9. Route 9 is a state route. 119
6 is a state route. It's basically the
7 state's in a good position to do
8 something, do something there.

9 And just to mention, you know, as
10 people come to and from the shared-use
11 path from Tarrytown, it essentially ends,
12 and several places aren't -- can't be
13 directly linked to the shared-use path,
14 and so if the state has -- can reconfigure
15 the roadway. For instance, southbound
16 traffic can be expanded to two lanes, it
17 could be expanded slightly later, and make
18 Broadway narrower, for a cross walk, or
19 something like that. So I would urge the
20 state to open a project for that.

21 There also needs to be excellent
22 wayfaring signs for people who are
23 crossing, especially on the Westchester
24 side. They're gonna end up at Broadway, a
25 bit of a ways from downtown Tarrytown, and

1 Proceedings

2 it won't be obvious where to get on from
3 Croton-on-Hudson, for instance. I suggest
4 just very good wayfaring signs.

5 I'd also like to see -- I'd also
6 like to see native plants used for all
7 landscaping. The county, on Riverwalk,
8 has a policy to use native plants. The
9 Village of Sleepy Hollow does. And I'm
10 not sure what the DOT's policy is. I see
11 a lot of native plants used on the Thruway
12 and different kinds of plantings. I'd
13 like to ask that that be -- those be used
14 in this project.

15 And, lastly, I would also like to
16 urge the path be open at very extended
17 hours, so people can use it as much as
18 possible.

19 Thank you.

20 MR. SAEED: Thank you.

21 Before we get to our next speaker,
22 I'd just like to recognize Tarrytown
23 Mayor, Drew Fixell, who is joining us
24 here tonight, as well as Tarrytown Village
25 Administrator Mike Blau, and Kathlyn

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2 Conolly, representing Congresswoman Nita
3 Lowey's office is also here.

4 Welcome, and thank you for coming
5 out.

6 Okay. Robert Olsson, for our next
7 speaker.

8 MR. OLSSON: Hi. I'm Robert
9 Olsson. I represent the Croton-on-Hudson
10 bicycle pedestrian community. And I want
11 to recognize the fact that your including
12 the bicycle pedestrian lane at this
13 crossing is really a significant step for
14 the next 50 years. I'm going to look at
15 it in the bigger picture, in that there's
16 a lot of ground swell that I'm seeing
17 locally and in New York City towards
18 non-motorized vehicles, and that this
19 project and the inclusion of bicycle
20 pedestrian lane is -- is de facto
21 recognition of that cultural trend. And
22 the Tappan Zee Bridge also serves, as you
23 probably know, as a crossing for bicycle,
24 pedestrians, it will provide that. The
25 nearest one to the south is the George

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2 Washington Bridge, and the nearest one to
3 the north is the Bear Mountain Bridge. So
4 this location is really, really an
5 essential point where people can cross.
6 And it serves not only for economic
7 development on either side of the river,
8 as was pointed out by other speakers,
9 about how people will ride and find
10 destinations to have a cup of coffee or a
11 sandwich someplace, but also there are
12 support industries of people who cannot
13 afford cars to access the Tarrytown Train
14 Station or going to their job in Nyack or
15 Tarrytown for their jobs. They would be
16 now likely to have that option, rather
17 than taking a bus or -- or getting a ride
18 with some other people.

19 And the important thing is that our
20 continued option to a non-motorized access
21 between places is also a very green
22 consideration in cutting down overall
23 carbon emissions for the region, which is
24 a big benefit for everybody.

25 And I thank you for allowing me to

1 Proceedings

2 speak.

3 MR. SAEED: Thank you very much.

4 Leanne Bloom. Leanne Bloom is our
5 next speaker. Here she comes.

6 MS. BLOOM: Thank you. My name is
7 Leanne Bloom. And I'm a resident of
8 Tarrytown. I have my one year old in the
9 back, so thanks for being patient.

10 I love Tarrytown. I think it's a
11 great town, and I, unfortunately, think
12 that maintenance building is a blight on
13 our beautiful town, and it makes me sad
14 every time I see that rendering. Forbes
15 rated Tarrytown one of America's prettiest
16 towns. Can we think about that just for a
17 minute? Of all of America, Tarrytown is
18 rated as one of America's prettiest towns.
19 That gray box does not belong in America's
20 prettiest town. It certainly doesn't
21 belong at the gateway of our beautiful
22 town or the entrance of our beautiful
23 town.

24 And I appreciate -- I love the idea
25 of the shared-use path. I love the idea

1 Proceedings

2 of biking. I love the idea that other
3 people have said about it being a real
4 community place. That rendering doesn't
5 look like that to me. It looks like a lot
6 of cement. It looks like 135 parking
7 spaces. In the dead of winter -- three
8 months of the year it might be green,
9 but, instead, what it's going to look like
10 nine months of the year is a lot of gray
11 and drab, really not a very inviting place
12 to be.

13 If you walk along Main Street, you
14 can see what makes Tarrytown so beautiful,
15 and why so many of us choose to make this
16 our home. We love our town. And this --
17 that whole area, that whole corridor, this
18 could have been an opportunity to recreate
19 another main street. We -- you know, too
20 many places have torn down too many
21 historic places, and just -- it's just
22 really, really sad that this is not an
23 opportunity to make something more
24 beautiful.

25 And it certainly doesn't honor our

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2 heritage, because this is a place where
3 Kykuit, Lyndhurst, Washington Irving, the
4 Rockefeller, Van Cortlandts, the
5 Phillipsburg Manor, all of these really
6 powerful names in New York history have
7 called home, or have, you know, have said
8 that this is a beautiful place. And our
9 heritage, you know, it shows when you
10 visit this town. And that gray box
11 doesn't honor that historical heritage.
12 And I'd like to see -- I'd love to see
13 a -- at least a nod made to saying, you
14 know, we want to belong here, and we want
15 to beautify your area, and not just be a
16 place for, you know, whatever your -- the
17 snowplow to get -- to be able to like save
18 five minutes.

19 MR. SAEED: Thank you very much.

20 Okay.

21 Next up is Edward Pugliese. Sorry
22 if I mispronounced it.

23 MR. PUGLIESE: It's quite all
24 right.

25 My name is Ed Pugliese. I'm from

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2 Somers, New York. Thanks for letting me
3 have the opportunity to talk. I'm with
4 the Westchester Cycle Club. We are
5 looking forward to this opportunity to
6 have a new route available to us. We
7 frequently go over the Bear Mountain
8 Bridge, the Mid-Hudson Bridge, the Walkway
9 Over the Hudson, and the Newburgh-Beacon
10 Bridge, and this will open up a lot more
11 routes for us.

12 In addition to the Westchester Cycle
13 Club, I know that the New York Cycle Club
14 goes over the Washington -- George
15 Washington Bridge, and to be able to make
16 a loop around, would make their rides more
17 interesting, so having this resource is
18 just a great opportunity.

19 Unfortunately, with just a limited
20 amount of time to make comments, I don't
21 think I could do justice. I would offer
22 our cycle club's expertise to add any
23 further plans, if you'd like to contact
24 us.

25 As far as parking, very few of our

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2 rides would require parking spots near the
3 bridge. We frequently will start
4 mid-county and then make our way around,
5 but we do frequently stop at facilities
6 that are near the bridge, for meals, or if
7 somebody needs an emergency repair. So,
8 parking, I can't comment on that piece.

9 And that's probably the best that I
10 could do in that short time.

11 Thank you.

12 MR. SAEED: Okay. Thank you very
13 much.

14 MR. PUGLIESE: Oh, I'm sorry, the
15 open times. Yes. In the summer we do
16 like to leave early in the morning, to
17 avoid the -- the heat of the summer. So
18 having as early as possible an opening
19 time, not being closed, would be helpful
20 to us.

21 And thank you.

22 MR. SAEED: Thanks again.

23 We have no more comments at this
24 time.

25 Do we have another card?

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2 MR. GARRAGAN: Hello. My name is
3 Mark Garragan. I'm also from the
4 Westchester Cycle Club and the Board of
5 Directors. This is really just a personal
6 comment.

7 First, with regard to access. I do
8 agree with the earlier speakers, that
9 we're interested in 24-hour access for
10 commuters and people to go over any time,
11 but even just from an enjoyment aspect, I
12 actually like to go out for moonlight
13 rides, and would love to go over that
14 bridge under a full moon. So I certainly
15 would urge 24-hour access.

16 Then I disagree a little bit with
17 the other folks that downplayed the need
18 for parking, because I do quite a bit of
19 destination cycling. I do drive to
20 somewhere and then start off on something
21 longer. If you live in Tarrytown or
22 Sleepy Hollow, you probably just ride
23 right to the bridge, but if you live
24 further away in the county or Connecticut
25 or down in Yonkers, you're probably going

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2 to drive there and then start a ride
3 there, and maybe go over into Nyack, up to
4 Rockland Lake, or something like that. So
5 that could be -- I could see it being a
6 starting point, very much like the
7 Walkway Over the Hudson, which I drive to
8 and go across, and lay down 25, 30 miles
9 going over and back.

10 And then for those of us that are
11 not more serious cyclists, just crossing
12 the bridge and coming back. For some
13 people that six-mile adventure, whatever
14 it is, that is the ride. So I think there
15 will be some need for parking on both
16 sides for the destination cyclists.

17 That's it. Thank you.

18 MR. SAEED: Thank you. I apologize,
19 but I did have your card here.

20 I think that's the last speaker at
21 this point.

22 Is there anybody else, or do we have
23 anymore cards?

24 (No response given).

25 MR. SAEED: Okay. Well, the public

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2 hearing is going to continue until
3 8:00 p.m., so I'll be here until then.

4 (Whereupon, there was a recess
5 taken.)

6 MR. SAEED: Thank you for attending
7 tonight. You can provide any additional
8 comments in writing. Written statement
9 may be submitted in any of three different
10 ways: You can drop off these comments with
11 us tonight. There is a box at the
12 registration table. You may send them to
13 us by e-mail at info@newnybridge.com no
14 later than April 1st; or, you can mail
15 them to any of the addresses listed on the
16 comment cards. They must be postmarked no
17 later than Friday, April 1st, 2016.

18 Based on the findings of the
19 Environmental Assessment, the oral
20 comments received tonight and written
21 comments received during the public
22 comment period, the lead agencies will
23 determine if the proposed action will
24 result in any significant impacts that
25 were not identified in the Environmental

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Impact Statement (EIS) prepared for the
Tappan Zee Hudson River Crossing Project
(TZHRCPP). If it is determined that there
will be no significant impacts, a Finding
of No Significant Impact (FONSI) and
negative declaration will be prepared to
conclude the environmental review process.
The lead agencies will then decide which
alternative will be progressed.

Thank you and good night.

THE FOREGOING IS CERTIFIED to be a
true and correct transcription of the
original stenographic minutes to the best
of my ability.

Jacqueline Padilla, CSR

Jacqueline Padilla, CSR



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THE NEW NY BRIDGE

SHARED-USE PATH

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Held at Nyack Middle School
98 South Highland Avenue
Nyack, New York
March 16, 2016
Public Session

ROCKLAND & ORANGE REPORTING
2 Congers Road
New City, New York 10956
(845) 634-4200

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2 MR. SAEED: Good evening and
3 welcome. My name is Khurram Saeed, and
4 I'll be serving as the moderator and
5 hearing officer for this evening's public
6 hearing.

7 Before we get started, I'd like to
8 make a brief statement on behalf of the
9 New York State Thruway Authority and
10 Tappan Zee Constructors regarding this
11 weekend's tragic accident.

12 Everyone on the New New York Bridge
13 team is enormously saddened by the tragedy
14 that occurred over the weekend. We share
15 a kinship with all of those who brave the
16 dangers of working on the river. And
17 although Paul Amun, Timothy Conklin and
18 Henry Hernandez were not part of the New
19 New York Bridge Project, our thoughts and
20 deepest sympathies go out to their
21 families and friends.

22 I have some official information
23 here that I need to read before the public
24 hearing can begin. It will take a few
25 minutes, so I thank you in advance for

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2 your patience.

3 First of all, I'd like to thank the
4 Nyack School District for allowing us the
5 use of their building.

6 In case of an emergency, please
7 remain calm and exit this room probably
8 right from there, it will take you
9 outside. And the restrooms are located in
10 the rear of this cafeteria.

11 We are here tonight because parking
12 and limited ancillary facilities are being
13 proposed for users of the shared-use path
14 on the New NY Bridge in South Nyack and
15 Tarrytown.

16 This public hearing is one of two
17 public hearings sponsored by the Federal
18 Highway Administration, the New York State
19 Thruway Authority, and the New York State
20 Department of Transportation to receive
21 comments on the Environmental Assessment
22 that has been prepared for the Shared-Use
23 Path Facilities and Bicycle/Pedestrian
24 Connections.

25 This meeting also fulfills the

1 Proceedings
2 requirements of Article 2 of the New York
3 State Eminent Domain Procedural Law for
4 Right-of-Way acquisitions required for
5 construction.

6 The New NY Bridge was previously the
7 subject of an Environmental Impact
8 Statement prepared for the Tappan Zee
9 Hudson River Crossing Project in
10 accordance with the National Environmental
11 Policy Act and the New York State
12 Environmental Quality Review Act.
13 However, as the parking and other
14 facilities would be new elements of the
15 Tappan Zee Hudson River Crossing Project
16 involving both federal and state
17 approvals, it requires additional
18 environmental reviews.

19 The Environmental Assessment has
20 been prepared in accordance with the
21 National Environmental Policy Act of 1969
22 (NEPA; 42 USC Section 4321 and others) and
23 also satisfies environmental review
24 requirements of the New York State
25 Environmental Quality Review Act (SEQRA;

1 Proceedings

2 6 NYCRR Part 617 and 17 NYCRR Part 15),
3 and a number of other federal and state
4 regulations and requirements, including
5 Section 106 of the National Historic
6 Preservation Act and Section 4(f) of the
7 U.S. Department of Transportation Act.

8 These public hearings are one of
9 many opportunities to make formal
10 statements on the Environmental Assessment
11 before any project decision-making occurs.
12 Written comments can also be submitted by
13 e-mail, mail, fax or through the use of
14 comment cards, which can be left at the
15 registration table. Written comments on
16 the Environmental Assessment will be
17 accepted through Friday, April 1st, 2016.

18 Based on the findings of the
19 Environmental Assessment, the oral
20 comments received tonight, and written
21 comments received during the public
22 comment period, the lead agencies will
23 make a determination of the significance
24 of the impacts pursuant to the National
25 Environmental Policy Act of 1969 and the

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New York State Environmental Quality Review Act. If it is determined that the proposed action will not result in any significant impacts that were not previously identified in the Environmental Impact Statement prepared for the Tappan Zee Hudson River Crossing Project, a Finding of No Significant Impact and Negative Declaration will be prepared to conclude the environmental review process.

To assist interested parties in formulating their comments, the Environmental Assessment document is available at the project website, at www.NewNYBridge.com/SUP, and for public inspection during normal business hours at established repositories throughout the region, including local libraries and the New NY Bridge Outreach Centers. The addresses for the repository locations are available on-line, or on one of the display boards in the open house, and at the registration desk. We also have two copies here.

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2 The proceedings of this meeting are
3 being recorded by a stenographer, and a
4 verbatim, written transcript will be
5 prepared and reviewed by the lead agency
6 and project sponsors.

7 We ask that all persons sign in at
8 the registration desk, registration table,
9 so that we can have a record of all those
10 who came to this meeting. For those of
11 you who wish to make oral comments today
12 in front of the attendees, please fill out
13 a "Speaker's Card" which are available at
14 the registration table, and give it to one
15 of the staff.

16 At the appropriate time, I will call
17 you up to the microphone. We will need to
18 confine oral comments to a length of about
19 two minutes, so that everyone who has
20 signed up will have a chance to speak. I
21 will let you know when you have about 15
22 seconds left, so that you can try to wrap
23 up your comments. In accordance with our
24 policy, elected and appointed officials
25 will be given the first opportunity to

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2 speak. Others will then be called to make
3 their statement in the order in which
4 they're registered. So that everyone who
5 desires to speak has the opportunity and
6 their statements made part of the official
7 record, we will not be responding to your
8 questions from the floor at this meeting.

9 You can provide any additional
10 comments in writing. Written statements
11 may be submitted in any of three different
12 ways: You can drop off these comments
13 with us tonight. There is a box at the
14 registration table. You may send them to
15 us by e-mail, at info@newnybridge.com no
16 later than April 1st. Or you can mail
17 them to any of the addresses listed on the
18 comment cards. They must be postmarked no
19 later than Friday, April 1st, 2016.

20 Written statements will be given the
21 same weight and consideration as oral
22 statements made at this meeting. So if
23 you have a written statement and you also
24 want to speak tonight, you do not have to
25 read everything in it, as long as you

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2 submit that written statement. You can
3 also hand in that statement and it will
4 become part of the record and considered.
5 If you have already provided written
6 comments before today, you do not have to
7 resubmit them; they are already part of
8 the record and will be responded to.

9 Staff will remain at the boards and
10 available to answers any questions that
11 you may have on any of the issues
12 presented, but those conversations will
13 not be part of the formal record. So
14 please keep these things in mind when you
15 submit your verbal or written comments.

16 Before I call on some speakers, I'd
17 like to introduce the people on the dais.
18 To my left is David Capobianco, from the
19 New York State Thruway Authority; and,
20 Daniel D'Angelo, from the New York State
21 Department of Transportation. Also in
22 attendance tonight is Mr. John Burns, from
23 the Federal Highway Administration.

24 Okay. Before we begin our public
25 hearing, I'd like to recognize government

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officials who are joining us tonight.

Representing US Senator Kirsten
Gillibrand is Susan Spear. We have
Patrick Sheehan, from Senator Carlucci's
office, Senator David Carlucci. Also on
hand is a representative for Assemblywoman
Ellen Jaffee. Rockland County Legislator
Harriet Cornell is with us. Orangetown
Town Supervisor, Andy Stewart, is here.
We have Mayor -- South Nyack Mayor, Bonnie
Christian, and members of the South Nyack
Tappan Zee Bridge Task Force. South Nyack
Trustee Alain Leinbach is also here.
Larry Lynn, Mayor of Grandview, I believe
is in the room. And Nyack Trustee Marie
Lorenzini. Catherine McCue, from the
South Nyack Board of Trustees is also
here.

And I hopefully did not miss
anybody.

MS. HOGAN: Nancy Low-Hogan.

MR. SAEED: And Nancy Low-Hogan is
also joining us.

Thank you very much.

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2 A VOICE: Charles Boone, Trustee of
3 South Nyack.

4 MR. SAEED: And Charles Boone,
5 member of South Nyack Board.

6 Okay. Let's begin the public
7 hearing. We will start with elected
8 officials.

9 Mayor Christian, the floor is yours.

10 MS. CHRISTIAN: Okay. Everybody
11 knows how strongly I feel about Concept F.
12 I know the residents of South Nyack do.
13 And I think the Task Force and our Board
14 of Trustees has made it quite clear that F
15 is the only concept that we will accept in
16 South Nyack. It keeps the parking --

17 (Applause).

18 MS. CHRISTIAN: -- it keeps the
19 parking off of our streets. It keeps the
20 traffic off of our streets. It's a safety
21 hazard the way it is now. We cannot have
22 anything less than putting it in. If you
23 take Concept E, you're putting it in and
24 somebody else's backyard. We're not here
25 to do that. We're here to keep South

1 Proceedings

2 Nyack's characteristics and integrity
3 intact while we know the SUP is coming and
4 New York Thruway is building their bridge,
5 so we must have Concept F.

6 MR. SAEED: All right. Next up we
7 have Sara Levine, representing
8 Representative Nita Lowey.

9 MS. LEVINE: Good evening. I'm
10 reading a letter that Congresswoman Lowey
11 sent on January 26th to Ms. Maria Lehman,
12 the Interim Executive Director.

13 Dear Ms. Lehman: I am writing to
14 support the Village of South Nyack Board
15 of Trustees' resolution on January 12th,
16 2016 endorsing the South Nyack Tappan Zee
17 Task Force recommendation for Concept F
18 for the proposed shared-use path.
19 Concept F provides adequate parking for
20 SUP users while substantially reducing the
21 traffic load on local Village streets and
22 keeping options open for future economic
23 development.

24 Before making its recommendation,
25 the Task Force reviewed more than a dozen

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2 concepts for the SUP and evaluated the
3 advantages and disadvantages of each
4 concept. The Task Force and the Village
5 Board of Trustees favor Concept F because
6 it has room to expand parking capacity,
7 has the parking lot adjacent to SUP's
8 first point of access, and adds a
9 pedestrian crossing from Shadyside Avenue
10 to the SUP parking area. Concept F also
11 removes the majority of morning commuter
12 traffic from the Village, while adding
13 more distance between Route 9W and the
14 homes on the corner of Shadyside Avenue.
15 Although Concept F does not provide a
16 direct connection from the SUP parking lot
17 to the Esposito Trail, requiring a "spur",
18 and may increase traffic on Route 9W
19 between Franklin Street and Shadyside
20 Avenue, the Task Force concluded that its
21 advantages far outweigh any downside.

22 Concept F was also selected because
23 it does not close the northbound entrance
24 to Thruway, which several other concepts
25 will require. Nor does it require the

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2 construction of overhead switchback ramps
3 above South Broadway at Cornelison or the
4 construction of an overpass at Franklin
5 Street.

6 For all these reasons, I support the
7 Village Board's resolution endorsing the
8 Task Force recommendation for Concept F
9 for the proposed SUP. If you have any
10 questions or would like additional
11 information, please contact my District
12 Representative Sara Levine in my Rockland
13 District Office at 845-639-3485.

14 MR. SAEED: Thank you.

15 Legislator Harriet Cornell is up.

16 MS. CORNELL: Do you mind if I use
17 that? (Indicating.) Because those are a
18 little high for me.

19 First of all, Khurram, I want you to
20 know how much I miss you at the Journal
21 News.

22 I'm Rockland County Legislator
23 Harriet Cornell. And I chair the
24 Legislature's Special Committee on
25 Transit. From 2005 to 2013, I served as

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2 Chairwoman of the Legislature. And during
3 that period of time, I devoted a majority
4 of my time to the issue of the new bridge,
5 to the study of various kinds of mass
6 transit that could be utilized, and to
7 insuring that the residents of Rockland
8 County were kept informed about the
9 planning process and were consulted about
10 their concerns and for their ideas.

11 I held regular public meetings
12 attended by the Thruway, DOT and
13 Metro-North when they were working as a
14 triumvirate on the bridge, and later
15 planned those public meetings with DOT
16 when it was the lead agency. DOT adopted
17 my idea to utilize the best minds and
18 talents of Rockland residents, and they
19 created working groups which met
20 regularly.

21 During those years, I served on the
22 Westchester-Rockland Task Force for Bridge
23 and Transit Planning which was created by
24 two County Executives, and much was
25 accomplished. After Andrew Cuomo became

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2 Governor, there was a hiatus in bridge and
3 transit planning with the counties, but at
4 the end of 2012 he created the Governor's
5 Task Force on Mass Transit, and appointed
6 me as one of the members.

7 When the issue of a Shared-Use Path
8 was initially raised by DOT during the
9 planning sessions with the original
10 Westchester-Rockland Task Force, I
11 immediately raised the concern about the
12 need to recognize that there would
13 inevitably be hugely elevated traffic and
14 parking problems, and used as an example
15 the popularity of the Walkway over the
16 Hudson. I pointed out that South Nyack's
17 residential streets could no way be --
18 could in no way be subjected to that, and
19 careful consideration and planning needed
20 to take place. It's no stretch to imagine
21 hundreds of cars with four people inside
22 and bicycles atop them coming to South
23 Nyack on a beautiful day, parking on
24 narrow residential streets, looking for
25 bathrooms and food, and destroying the

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2 quality of life for residents. I raised
3 my concerns over and over again with state
4 planners and consultants during the many
5 meetings of the two Task Forces.

6 Over the years, Mayor Christian and
7 before her, Mayor Dubow, and other South
8 Nyack elected officials with their
9 planners and their citizens, have
10 developed detailed plans for Exit 10 that
11 might in some small way repair what was
12 destroyed and lost in South Nyack years
13 ago when the bridge was erected. Whether
14 those plans will ever come to pass, I
15 don't know.

16 But what I do know is that Mayor
17 Christian and her team have worked
18 tirelessly on the issue of the terminus of
19 the shared-use path. They have looked at
20 every possible solution, studied every
21 possible alternative, and stood fast in
22 the determination to preserve the
23 character of their Village.

24 I support what they support, which
25 is Concept F, because it will greatly

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2 reduce traffic and wear and tear on
3 Village roads by moving the South Broadway
4 entrance to the interchange to Route 9W.
5 It will discourage visitor parking on
6 residential streets. Visitor parking,
7 bathroom facilities and walkways will be
8 kept away from homes and within the
9 interchange on Thruway property. It
10 provides for a new pedestrian crossing at
11 the south end of the Village, connecting
12 the west side of the Village to the east
13 side of Route 9W.

14 I support concept F because state
15 governments like -- because state
16 government, like local government, needs
17 to listen to the voice of the people. The
18 people have lived for 60 years, people of
19 South Nyack have lived for 60 years, with
20 the ramifications of losing their
21 commercial center because of the bridge; a
22 cost that far surpasses any cost
23 differential between the two concepts on
24 the table. So please show that you hear
25 the voice of these people by adopting the

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2 best choice for South Nyack, Plan F.

3 Thank you.

4 MR. SAEED: County Legislator Nancy
5 Low-Hogan is here. My apologies not
6 acknowledging you earlier.

7 MS. LOW-HOGAN: It's okay.

8 Which microphone should I use?

9 Sorry, I shouldn't turn my back to
10 you.

11 A VOICE: We're a little more
12 important.

13 MS. LOW-HOGAN: Okay. I'm just
14 going to be very brief.

15 I want to thank Bonnie Christian,
16 Mayor Christian. I'd like to thank the
17 Trustees of our Village of South Nyack,
18 the Thruway Authority, the Task Force, and
19 perhaps, most importantly, all of the
20 residents of South Nyack, who have been so
21 vigilant for years about this issue.

22 I often reflect on how the community
23 involvement, having to do with the
24 location of the shared-use path and its
25 original location at the corner of

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2 Cornelison and South Broadway, how it was
3 because of, frankly, the community that
4 that location was moved, and what a
5 powerful statement that makes about
6 community involvement, and, frankly, the
7 power of the people. And I truly believe
8 it's one of the best examples of that.

9 I agree with what my colleague in
10 the Legislature, Harriet Cornell, just
11 said, I support what the Mayor and the
12 Board of Trustees and the Task Force have
13 studied and worked on so long, Concept F.
14 And the main reason is because it looks to
15 me like it has the least negative impact
16 on South Nyack. And that's what it's
17 always been about, ever since we started
18 on this journey. So I support Concept F.
19 And I urge the -- our partners to please
20 do the same.

21 Thank you very much.

22 MR. SAEED: Supervisor Andy Stewart
23 will be our next speaker.

24 MR. STEWART: Thank you, Khurram,
25 and welcome. Just very briefly.

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2 I just wanted to say, number one,
3 echoing Bonnie Christian and the other
4 elected officials here, the community has
5 spoken; our duly elected officials of
6 South Nyack have spoken; the Task Force
7 has spoken, it's clear that Concept F is
8 preferred by our community.

9 Having said that, I also want to
10 say, number one, how excited I am, because
11 I love the JB Clarke Rail Trail. That was
12 part of my and all of our everyday life.
13 It's maintained in our area of South
14 Nyack. I want to thank the Village of
15 South Nyack for that. I live in the
16 Village of Nyack. And it's great. I'm
17 really looking forward to having that
18 little spur, and being able to go off
19 onto the bridge. That's really exciting.
20 I think we have something to look forward
21 to there. While we've been so concerned
22 about mitigating any negative impact from
23 the parking, and this plan clearly gets us
24 moving in the right direction, let's all
25 take a moment also to be thrilled that

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2 this new recreational resource is going to
3 be there. That's something to be happy
4 about.

5 Number three, just sort of pointing
6 out the elephant in the corner of the room
7 here, the overall -- overhaul of the
8 interchange is out there, and we know that
9 that's got to happen at some point. It's
10 a capital project. Where's the money
11 going to come from? I don't know if
12 anybody here knows. But as a capitol
13 project, it really should be a part of a
14 plan. You know, the state should be able
15 to tell the community, you know, on "X"
16 date, you know, it's in order. There's a
17 pipeline. Capital projects cost a lot of
18 money, but they get done eventually,
19 because bridges wear out, roads to need be
20 to replaced, that interchange, contingent
21 on the successful study that South Nyack
22 is doing about how that land should be
23 used, it needs to be overhauled. And I
24 think that we need to hear a commitment
25 and some sense of a time frame that that

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2 capital project is on a list, it is in the
3 pipeline, and it will get done, because
4 ultimately we're trying to build the best
5 possible thing for the community around
6 kind of a bowl of spaghetti, which was the
7 interchange that was designed and is no
8 longer, it was never really the right
9 interchange I think for what got built.
10 So can we please get a sense of when is
11 that gonna happen. You know. And how is
12 that decision going to be made, so that we
13 at least know that it's in the pipeline.

14 Thank you very much.

15 MR. SAEED: Thank you.

16 Representing Senator David Carlucci
17 is Patrick Sheehan.

18 MR. SHEEHAN: Good evening. The
19 Senator isn't here tonight, so I'm going
20 to be representing him. He's in Albany
21 today, and will be there tomorrow. I'm
22 going to be reading a letter he sent to
23 Ms. Maria Lehman, New York State Thruway
24 Authority.

25 Dear Ms. Lehman, I am writing to

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2 give my support to the Nyack -- excuse
3 me -- to give my support of the Village of
4 South Nyack Board of Trustees' resolution
5 so January 12th, 2016 endorsing the South
6 Nyack Tappan Zee Task Force recommendation
7 Concept F for the proposed Shared-Use
8 Path.

9 Concept F has several aspects that
10 benefit the Village of South Nyack,
11 would benefit -- have a benefit impact on
12 the Village for years to come if the
13 Thruway Authority chose this plan.

14 Parking is a major concern for nearby
15 residents, and Concept F will eliminate
16 those concerns. The plan provides room
17 for the parking lot to expand, puts the
18 parking lot across from the SUP central
19 point, and adds pedestrian crossing from
20 the Shadyside Avenue to the parking lot.
21 Traffic on Village roads is also a point
22 of concern and constituents worry they
23 will have to pay the price for years to
24 come. Concept F eliminates that concern
25 by removing the majority of the morning

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2 commuter traffic from South Nyack and
3 adding more distance from Route 9W as well
4 as homes on the corner of Shadyside
5 Avenue.

6 Additionally, Concept F does not
7 close the northbound entrance to the
8 Thruway, which several other concepts
9 require. It also eliminates the
10 construction of overhead switchramps above
11 South Broadway at Cornelison or the
12 construction of an overpass at Franklin
13 Street.

14 For all these reasons just listed, I
15 support the Village Board's resolution
16 endorsing the Task Force recommendation
17 for Concept F. If you have any further
18 questions or concerns, please feel free to
19 contact my District Representative,
20 Patrick Sheehan, at my District Office in
21 New City at 845-623-3627. Sincerely,
22 Senator David Carlucci.

23 Thank you very much.

24 MR. SAEED: I understand we have a
25 comment from Assemblywoman Jaffee.

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2 Would you like to read it into the
3 record?

4 MS. CHRISTIAN: Yes. Just for the
5 record, Village of South Nyack is filming
6 this. So if any of our residents or
7 anybody else could not get here tonight,
8 they can listen and view it on our
9 website.

10 I write to you requesting -- this is
11 directed to the New York Thruway
12 Authority.

13 I write to you requesting that the
14 New York State Thruway Authority, New York
15 State Department of Transportation and the
16 New New York Bridge Project accept
17 Concept F for the New York Bridge
18 Shared-Use Path Terminus in South Nyack,
19 New York.

20 First, I want to thank the State for
21 hearing the cries of the residents and
22 agreeing to go back and revisit a concept
23 that didn't address the real concerns and
24 needs of the residents of South Nyack. In
25 March of 2014, a "terminus" concept was

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2 presented to the residents of South Nyack
3 for the New York Bridge project's
4 shared-use path. The bike and pedestrian
5 path would include six belvederes that
6 would provide residents and visitors an
7 opportunity to explore the beauty of the
8 Hudson Valley. This addition to Rockland
9 County will truly make us The Gateway to
10 the Hudson Valley.

11 However, this concept was deeply
12 flawed. The concept didn't coincide with
13 the landscape of the Village. It didn't
14 foresee or anticipate neither of the
15 amount of visitors, and their parking
16 needs, nor the safety of local
17 pedestrians. It would have greatly
18 disturbed the charming Village of South
19 Nyack, a Village with fewer than 4,000
20 residents. A Village that still carries
21 the scar of destruction when over 100
22 homes and the heart of its business
23 district was destroyed by the State in
24 1952 for the then new Tappan Zee Bridge.

25 Second, the residents, the Mayor and

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2 the five members of the Tappan Zee Task
3 Force, made up of the residents of South
4 Nyack, including former Country -- County
5 Legislator, Chairman of the South Nyack
6 Planning Board, a highway administrator, a
7 local business leader, a professional
8 survey -- surveyor, are to be commended
9 for their constant and consistent
10 dedication to finding the best possible
11 solution for the location of the terminus.

12 Which brings me to the options as
13 presented in December 2015 for the
14 terminus. The Tappan Zee Task Force,
15 after complete and thorough review,
16 weighing all the concerns, concluded that
17 Concept F was the best option for the
18 Village. Subsequently, the Village Board
19 concurred and voted to Concept F agreeing
20 with the Task Force's findings. While
21 there may be no perfect solution to handle
22 traffic, visitors, parking, noise and
23 safety, I trust that the Task Force and
24 Village Board have done due diligence
25 given the very reality of the project.

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2 I look forward to being one of the
3 first Rockland County residents to walk
4 out into the middle of the SUP and take in
5 the beauty of our Hudson Valley.

6 Best regards, Ellen C. Jaffee.

7 MR. SAEED: We'll now move on to the
8 public.

9 Our speaker is Bardyl Tirana.

10 MR. TIRANA: Bardyl Tirana. I'm a
11 resident of South Nyack. I've prepared a
12 written position, which I'll leave with
13 you.

14 It seems to me that Concept F does
15 everything that the Tappan Zee Bridge and
16 the Department and the Thruway want done
17 to take care of pedestrians, runners, and
18 bicyclists, and the Concept F has a place
19 where everybody can come, if they're
20 headed to the west, and they can go
21 immediately, safely, without any hazard
22 north into Nyack, or they can go south,
23 across the Thruway, easily to whatever
24 their destination is. Or if they're
25 coming by car, to park, in Exit 10, and

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2 then use the SUP to go east. That is
3 easy. Everything is co-located. It's a
4 marvelous use of Exit 10.

5 Thank you.

6 MR. SAEED: Thank you very much.

7 Just a reminder, we're going to
8 limit the comments to two minutes.

9 Mr. Floyd Lapp.

10 MR. LAPP: My name is Floyd Lapp.
11 I've been an urban planner for more than
12 half a century; probably more important to
13 the discussion, a Rockland resident,
14 celebrating our 44th anniversary today.

15 (Applause.)

16 MR. LAPP: Thank you very much.
17 Same wife, same family. Very rare these
18 days. Thank you.

19 So I dare not take issue with the
20 excellent work that's been done about the
21 preferred alternative, but as a
22 transportation planner, I would like to,
23 on the one hand, congratulate the people
24 who did the analysis for Rockland County
25 to come up with 54 parking spaces, but

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2 I'd seriously like you to take another
3 look at what's called in the analysis, the
4 catchment area. On average, based on the
5 very fine analysis that was done of other
6 locations up and down the Hudson, and even
7 away from the region, the catchment area
8 is only 15 miles. And having spent,
9 unfortunately, a good part of my life
10 commuting from New City, to the George
11 Washington Bridge, that's about 25 or
12 30 minutes, at 50 miles an hour. So,
13 clearly, somewhere to the south of us, in
14 Orangetown, would be the termination of
15 the southern boundary, let alone the
16 elimination of New York City and environs.
17 And if you view the New New York Bridge,
18 not with that awkward name, but with
19 something more appropriate, like Hudson
20 Gateway, I think it's going to lead to a
21 lot of tourism, especially with the vein
22 work in back of the bike and ped facility.
23 So I'm asking the people involved to
24 respectfully take another look at the
25 catchment area, to enlarge it, so that the

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2 type of excellent description that could
3 happen, if we don't gage the parking
4 accurately, that Harriet Cornell eluded
5 to, does not occur.

6 Thank you for the analysis. Please
7 take an extra look at parking catchment
8 area.

9 MR. SAEED: Thank you.

10 David Fleischmann.

11 MR. FLEISCHMANN: Yes, sir. Good
12 evening. I hear a lot of good voices from
13 the people who live in South Nyack. They
14 say the bridge is all about South Nyack
15 and the people who come to visit. I am,
16 perhaps, a different voice. I'm one of
17 the daily commuters. I live in New City.
18 I take whatever Tappan Zee Bridge approach
19 that has the least or worst traffic. Like
20 many people along the bridge with me,
21 we've moved here from Westchester or the
22 Bronx or, you know, somewhere else because
23 it was cheaper. Unfortunately, we're
24 Westchester. We're not New York City.
25 We're not the next Brooklyn or Hoboken.

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2 That, unfortunately, is Rockland's
3 differentiate. It's cheaper.

4 Unfortunately, that is no longer the case,
5 or almost no longer the case, and the
6 traffic has gotten much worse no matter
7 what approach I take. I understand
8 they're going to close one of the
9 southbound Tappan Zee Bridge approaches.
10 Traffic already is extremely bad.

11 And what I am suspecting is going to
12 happen is that traffic, yes, it will go
13 away from those South Nyack roads, in many
14 ways though I think it's going to go away
15 entirely, and they're going to say, you
16 know what, why are we commuting to
17 Westchester from here? It's no longer
18 cheaper. The traffic is getting much
19 worse. There is no particular reason to
20 come here every night. Okay. Palisades
21 Mall. Nyack. Theaters. We'll do that on
22 the weekend. And then you're going to
23 lose those 12,000 taxpayers, and what's
24 going to happen? So what? Who cares,
25 it's quiet. Yeah, but, you know what,

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2 it's going to get even harder here then
3 for the people who stay, because the
4 operating costs of the County are going to
5 be spread out among a smaller tax base.

6 I understand there are people who
7 are retired, they want it quiet. But,
8 remember, you had a job once, too. You
9 don't always have the option to work from
10 home. And the worse that commute gets,
11 the more people are going to question why
12 they do that. You know, the rolls are
13 going up. It's getting harder. The
14 conditions that were true when I came
15 here, almost 20 years ago, many people --
16 thousands of people I know have already
17 left. You know, they moved out.
18 There's no point in having this commute
19 anymore.

20 So just please keep that in mind.
21 You know, 12,000 daily commuters, versus a
22 couple hundred pedestrians and bicyclists
23 on the weekend. Please keep that in mind.

24 MR. SAEED: Thank you very much.

25 Jeff Hirsch will be our next

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2 speaker.

3 MR. HIRSCH: Hi. Good evening.

4 Thank you for having me up here.

5 First of all, I want to begin by
6 saying, Concept E will not happen. We
7 will not let it happen here. South Nyack
8 will only accept Concept F. I repeat. E
9 won't happen. If we have to seek legal
10 measures, we will. If we have to do
11 something worse, drastic than that, we
12 will do that as well.

13 But I have several ways to make
14 Concept F even more cost effective and
15 beneficial. I sent an e-mail, that was
16 responded to. Thank you for that, from
17 Mr. Morrissey. I don't know if he's here.

18 But, number one, there's no need to
19 have a paved section on Esposito Trail.
20 There's no need to have a ramp
21 connecting --

22 (Applause.)

23 MR. HIRSCH: Thank you.

24 -- the shared-use path to that. If
25 you've been to -- I have a picture here.

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2 And I can submit this as well -- the
3 Highline, in New York, they have lots of
4 steps going up there. Anyone on a bike or
5 a wheelchair, who needs wheeled access, is
6 welcome to access the shared-use path
7 through the parking lot, and feed into the
8 town with their packs of bikers, that we
9 don't want on our path. That path is used
10 by children, dogs, walkers, people with
11 kids in strollers, joggers. If they start
12 sending packs of bikers on the path,
13 there's going to be injuries and problems.
14 So they can eliminate that, or not have a
15 connection at all, and just have Esposito
16 Trail go directly over the bridge, as it
17 has. Anyone on the SUP can go into the
18 parking lot. Or just put that set of
19 steps right here, and anyone can see that
20 little picture, simple steps. You got
21 your mountain bike. Throw it on your
22 shoulder, like we all know how to do, and
23 walk up and down the stairs. Road bike.
24 Whatever you want to do. The inexpensive
25 staircase.

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2 So while I do think the new Tappan
3 Zee Bridge is great. I think its
4 construction is beautiful. I look forward
5 to walking out there myself. I'd go down
6 the steps or go through the parking lot.

7 But then the other concerns we have
8 is with the ease that that parking lot is
9 going to face -- we live on Clinton
10 Avenue. I've been there for, what;
11 15 years now or so? Right? Something
12 like that, hon. I got two boys over
13 there. Our neighbors.

14 MR. SAEED: Mr. Hirsch, you have
15 15 seconds. Please wrap up.

16 MR. HIRSCH: So maintenance and
17 security. There should be a policeman, a
18 State Trooper there, 24/7. Who should be
19 cleaning those bathrooms? And who is
20 taking care of watching any sort of
21 unsavory activity going on in that parking
22 lot?

23 Thank you.

24 MR. SAEED: Thank you very much.

25 Barbara Valente.

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2 MS. VALENTE: Gosh, I have to
3 fellow Jeff. My name is Barbara Valente.
4 I'm a 20-year resident of 9W, in
5 Grandview, and I'm very -- we've all sort
6 of watched what South Nyack has done over
7 the last two years, three years to work
8 with you guys, and it's very impressive.

9 Unfortunately, we're here -- I'm
10 here tonight on behalf of some neighbors.
11 We've noticed, over the last three years,
12 two years, an increase in traffic on 9W,
13 an incredibly increase in traffic. Since
14 when you come around the curve and it goes
15 down to one lane, where you go through
16 the toll, we've had days where there has
17 been, and some of our neighbors who are on
18 that same path of the school bus, it backs
19 up in front, all the way almost to the
20 cul-de-sac at Treeline Terrace, and
21 because people are all bottlenecking in to
22 try to go onto the bridge. And so I'm
23 sure that it will get worked out, as all
24 of this happens and looking at the two
25 different proposals, it seems like that

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2 may, but we're just very concerned about
3 the traffic pattern. There's some days
4 where it feels like the streetlight at the
5 college and the street like down in
6 Sparkill are not combined, and so if
7 you're putting in more street lights, so
8 then we're sitting here, waiting to get
9 out of our driveways, and the school bus
10 is late because they're coming north, on
11 9W, and they can't get through because
12 bridge traffic is all the way backed up,
13 you know, almost a whole mile from the
14 bridge.

15 The other thing we're concerned
16 about is trucks. There's been an
17 increase in truck traffic. There's rumors
18 that that will get worse once the bridge
19 happens.

20 And, also, on that Old Mountain Road
21 path, that comes down at the blinking
22 light, bigger trucks coming down. They
23 may start coming down more often, to try
24 to get on the bridge, you know, bypass
25 whatever and take a sneak around to the

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2 bridge, and then they get stuck at the
3 bottom, because it's not really setup for
4 bigger trucks, and that's going to mess
5 up traffic more.

6 So we very much, my neighbors and I,
7 appreciate what you guys have all done,
8 and all the community has done, but as
9 sort of the step children of all of this,
10 we're a little concerned about the traffic
11 on 9W and the impact of that.

12 MR. SAEED: Thank you very much.

13 DeWitt Rulon.

14 MR. RULON: Good evening. Thank
15 for the opportunity to speak tonight. I'd
16 like to thank the Task Force, the Village
17 Board Trustees, New York State Thruway
18 Authority for reconsidering the placement
19 of the shared-use path.

20 One of the solutions to satisfy all
21 the residents of the Village, I hope you
22 hear the voices tonight, and decide to
23 move forward with Concept F. Concept F
24 provides the best solution, considering
25 the desires of the residents of South

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2 Nyack, and the need to solve parking,
3 traffic and quality of life concerns.

4 Thank you.

5 MR. SAEED: Thank you very much.

6 Next speaker will be Judith
7 Hirschhorn.

8 MS. HIRSCHHORN: Good evening.

9 I've been a resident of South Nyack for
10 more than 25 years. I'll keep my remarks
11 brief.

12 I would say that in the number of
13 years all of you are going to go away,
14 back to your homes, on to other new
15 projects, we would ask that your legacy
16 here be a positive one. Option F is the
17 only positive one. Don't do to South
18 Nyack what the first bridge did to South
19 Nyack.

20 Thank you.

21 MR. SAEED: Thank you very much.

22 Jennifer Rothschild.

23 MS. ROTHSCILD: Congratulations,
24 Khurram. I miss you at Low-Hud.

25 MR. SAEED: Thank you very much.

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2 MS. ROTHSCILD: I'd also like to
3 thank the Thruway Authority, and everyone
4 else involved in making this space
5 available, and in such a orderly way of
6 allowing the public to speak, and all of
7 the officials who have already spoken so
8 eloquently, particularly our South Nyack
9 Mayor and Village Trustees.

10 I do think the process has evolved
11 just miraculously. And I can really,
12 truly say that from my heart, because I've
13 been one of those people who was involved.
14 I live in the immediate neighborhood. And
15 over the course of time I was part of a
16 group called TZ Vis -- I mean -- nope --
17 TZ Gateway Alliance. And we did meet with
18 Brian Conybeare and others at the Main
19 Street office, and a number of people from
20 outside of South Nyack. I also hosted
21 Senator Carlucci in my home, and a number
22 of people there. And about a year and a
23 month or two ago I hosted a very large
24 meeting of local residents, with the South
25 Nyack Task Force. And it was very

1 Proceedings

2 stressful, but it has come to a wonderful
3 conclusion.

4 And so I would just like to
5 reiterate what everybody said about
6 Concept F. I think it is best for the
7 South Nyack neighborhood and reconnecting
8 the two sides of the Village. But I would
9 also like to stress that Concept F is best
10 for the Thruway Authority, because the
11 current entrance to the eastbound, or is
12 it southbound to the bridge from South
13 Broadway, is very dangerous. It's
14 dangerous for pedestrians. It's dangerous
15 for cars in the area, particularly buses;
16 they have a terrible time trying to make
17 that hairpin turn. And I've witnessed, on
18 many, many occasions, buses having to
19 enter, backup, backup again. If you have
20 so many increased numbers of people coming
21 to this area, it would be highly dangerous
22 to allow that situation to continue. If
23 you do a Concept E, you'll have a lot of
24 witnesses on that flyover to testify in
25 any sort of ensuing lawsuit.

1 Proceedings

2 I think you should keep that in
3 mind. Thank you.

4 MR. SAEED: Thank you very much.
5 Thank you for your compliments.

6 Michael Hogan is our next speaker.

7 MR. HOGAN: My, I feel like a
8 contrarian. I am a constituency perhaps
9 of only one. I live on South Broadway,
10 and on Livingston, and I get out -- it
11 takes me about 30 second to get on the
12 Exit 10, as it is currently constructed,
13 to go east on the Tappan Zee Bridge.

14 The way Concept F is designed, I
15 would have to go up to Clinton, turn left,
16 to Franklin, across over to I guess it's
17 Highland coming down. In essence, it's
18 five traffic lights. A stop sign and five
19 traffic lights. Which, you know, for a
20 community in my particular situation is a
21 significant issue from the current
22 configuration.

23 Concept F to me would be very
24 acceptable if we have some access to 9W at
25 the very south end of South Broadway. As

1 Proceedings

2 it appears, there are very strong, very
3 obviously this evening or very few people
4 in my situation, so there wouldn't be many
5 people, cars needing to get on that way,
6 but it certainly would avoid a tremendous
7 720-degree, five traffic light voyage as
8 it currently looks in the representations.

9 Thank you very much.

10 MR. SAEED: Thank you. We
11 appreciate your comments.

12 A VOICE: They closed the ramp to
13 the bridge where the Thruway police used
14 to be.

15 MR. SAEED: We have folks outside
16 who will have the answers to all these
17 questions.

18 Ian Russell will be our next
19 speaker.

20 MR. RUSSELL: I'm Ian Russell. I
21 live at 281 South Broadway, simply
22 directly across from the Town Hall, and
23 the exit that everybody was talking about.

24 First, I'd like to thank very much
25 Bonnie and Trustees and the South Nyack

1 Proceedings

2 Task Force. You've done an excellent job
3 getting us to this point. I was very
4 happy to see, in both the visualizations
5 out there, of that entrance and
6 non-entrance, the Concept F, a new sound
7 wall basically covering between South
8 Broadway bridge and the Esposito Trail. I
9 would like to say that I expect that that
10 would actually be part of the final
11 construction. And not only will it be
12 there, but that it will also ameliorate
13 the sound levels emanating from the
14 Thruway, such that the Thruway at that
15 point would be in compliance with federal
16 and state guidelines, which currently I'm
17 certain it is not.

18 Thank you.

19 MR. SAEED: Thank you very much.

20 Roger Seiler.

21 MR. SEILER: I came here this
22 evening with a few lingering questions.
23 I'm happy to announce that they were
24 satisfactorily answered by the people in
25 the hallway.

1 Proceedings

2 I want to thank Mayor Bonnie
3 Christian and the members of the Task
4 Force, including Gerry Eildelwich, Richard
5 Kohlhouse, Nancy Wellen, Greg Tulen and
6 Connie Coker, who put in hundreds of
7 hours, over several years working on this
8 Task Force. And having had my questions
9 answered satisfactorily, I do support F.

10 And I have an important
11 announcement, and that is, I have nothing
12 further to say.

13 MR. SAEED: Thank you.

14 In that case, we'll move on to John
15 Lockwood.

16 MR. LOCKWOOD: Hey, how you doing.
17 We have the best DPW in the area.

18 (Applause.)

19 MR. LOCKWOOD: Anybody who has moved
20 from South Nyack to Nyack knows that. But
21 so they're already burdened. Right now
22 because of our tax burden, because our
23 commercial area was stolen, 50 years ago,
24 we don't have enough taxes to take care of
25 that in perpetuity. Is it perpetuity? Is

1 Proceedings
2 that the word? So we're going to run out
3 of being able to afford that DPW. If we
4 add an extra burden, it's absurd, to
5 throw it on. If we can put it on a state
6 road. If we can put all the burden and
7 all that traffic onto our Village roads,
8 we can't afford to do that. So, I mean,
9 obviously, hopefully put bed and
10 breakfasts back in. Maybe we could do
11 that, to make some taxes come in. But
12 right now we can't afford our DPW as it
13 is. For you guys to extra an burden is
14 just absurd. It's really not worth
15 talking about. F is the only thing to do.

16 MR. SAEED: Thank you.

17 Thank you all for keeping your
18 comments under two minutes.

19 Margaret Williams is our next
20 speaker.

21 MS. WILLIAMS: I'm Margaret
22 Williams. I want to repeat what I think
23 just about everybody said, except that one
24 gentleman who might change his mind,
25 Concept F is the only option which meets

1 Proceedings

2 the needs of the community of South Nyack.
3 The 1955 bridge construction destroyed the
4 heart of South Nyack. Any concept, other
5 than Concept F, will add to the travesty
6 of 1955.

7 MR. SAEED: Thank you.

8 Next up is Faith Elliot.

9 MS. ELLIOT: I'd like to thank my
10 brother-in-law, John Cammeron, for making
11 the amazing banner that hung on the corner
12 of Cornelison for a long time.

13 (Applause)

14 MS. ELLIOT: And I would like to
15 thank Mr. John McCade, now retired from
16 Federal Highway, who, when I called, after
17 the original plan to take the Wisener's
18 yard and spill hundreds of bikers onto
19 South Broadway, listened, responded, met
20 and worked with the Thruway, and with the
21 citizens. That's a very gutsy thing for a
22 government official to do. And I
23 certainly do appreciate it.

24 I'm here to lend my com -- my
25 support to Concept F. I don't believe

1 Proceedings

2 it's a panacea, but I do think it's the
3 best of a bad number of choices.

4 But I also want to say to the
5 people, the Thruway, in a project of this
6 magnitude, owes it to our region to do a
7 good project. They owe it to the
8 citizenry that it's going to affect, to
9 work and to get down to the brass tacks,
10 and to do something that is going to work
11 for the community.

12 So while we are definitely grateful
13 that the lines of communication have
14 opened up so very much, we cannot take
15 that as government doing us a favor.

16 And I would also urge the citizenry,
17 who has become so active and so involved
18 and so educated on this concept, to remain
19 vigilant, to keep the channels of
20 communication open with the government on
21 all levels, and go for F. But don't stop
22 at F, and because there will be many
23 improvements that still need to be made.
24 There will be unforeseen things that will
25 happen, and it cannot stop there. For

1 Proceedings

2 instance, tonight I learned that the
3 original concept is not completely off the
4 table. So let's join together in eternal
5 vigilance.

6 MR. SAEED: Thank you.

7 Kristy Leader.

8 MS. LEADER: Good evening. I'm
9 Kristy Leader. I'm a South Nyack
10 resident. I live on Clinton Avenue. I'm
11 here with many of my neighbors. We our
12 among the group that is to be most
13 affected by this shared-use path and what
14 you guys decide to do.

15 I just want to thank the Mayor and
16 my wonderful neighbors for the many, many
17 conversations that we've had. We live
18 right on Clinton and Franklin Avenue. I'm
19 here to speak on behalf of my children. I
20 have three children in Nyack School
21 District. Our youngest has not even
22 started kindergarten yet, so we plan to
23 be here for a long time. We love Nyack.
24 We moved here to raise our family because
25 we feel like it's a wonderful place. We

1 Proceedings

2 hope for it to continue to be a wonderful
3 place. So, as I said, I'm here to speak
4 on behalf of the parents. Our small
5 children love our block. They love being
6 able to walk to the Franklin Park. They
7 love to be able to walk to their friends'
8 houses, in a safe community, where we can
9 feel good about them doing that.

10 Concept E puts a parking lot and a
11 bathroom in our backyard. Literally from
12 where we live and from where our kids get
13 on the bus stop, we would be able to see
14 the bathroom. We have very grave concerns
15 about who would be hanging out in that
16 bathroom, in that parking lot, how they
17 would be kept clean, who would be hanging
18 out there at night. We all know what has
19 happened to Memorial Park. It's been left
20 with disgusting bathrooms and desolate.
21 That's a whole nother meeting for us to
22 get very involved in, for another day, but
23 we don't want that to happen to our
24 beautiful neighborhood. So we very, very
25 strongly support Concept F. We hope that

1 Proceedings

2 you guys will do right by our children,
3 for the next 30 years, that hopefully
4 they will be here and doing right by this
5 community.

6 Thank you.

7 MR. SAEED: Thank you.

8 Next is Peter DeMaio.

9 MR. DeMAIO: I'll make this very
10 brief.

11 When I heard about this concept last
12 year, I was very alarmed that it would do
13 a great harm to our Village, and as
14 everyone has already mentioned. So I'm
15 really here just to reenforce the F
16 concept. I think that would do the least
17 harm. And, I mean, after all, a lot of
18 people have lived in this Village for a
19 long time. My wife and I have been here
20 for 40 years. We live on Piermont Avenue,
21 close to Village Hall, and we just don't
22 want to see the neighborhood destroyed or
23 changed.

24 Everyone has been very eloquent
25 about that, so I have nothing more to say,

1 Proceedings

2 really. Just concept F is what I'm
3 supporting.

4 Thank you.

5 MR. SAEED: Kendel Leader is our
6 last speaker.

7 MR. LEADER: Good evening. I would
8 like to start by thanking the Mayor and
9 everybody involved. I would like to thank
10 the Clinton crew.

11 (Applause.)

12 MR. LEADER: I would like to just
13 offer a different perspective on this. We
14 are babies of Nyack, because we just moved
15 to Nyack, to South Nyack specifically,
16 and one of the things that bothered us, or
17 what we thought about before we moved here
18 was the impact it would have on our
19 property. Our property value. Everybody
20 here cares about their property value.
21 The thought of having Concept E scared us.
22 We looked at, and the only thing that was
23 on the Internet, and everything thing that
24 we looked at was Concept E. Nothing else
25 was available. And we took a risk,

1 Proceedings

2 because we know that we come to a town
3 where everybody would fight and stand up
4 and say, we don't want it here.

5 So I'm just here to say, for the
6 good of all the Village, Mayor, please
7 let's fight this.

8 MS. CHRISTIAN: You got me.

9 MR. SAEED: Thank you.

10 MR. LEADER: Concept F, people.

11 MR. SAEED: Thank you.

12 If anybody else would like comment,
13 fill out a card. You have time in the
14 public hearing.

15 You're also welcome to go back
16 outside and look at the boards and ask
17 questions.

18 (Whereupon, there was a recess
19 taken.)

20 MR. SAEED: Thank you for attending
21 tonight. You can provide any additional
22 comments in writing. Written statement
23 may be submitted in any of three different
24 ways: You can drop off these comments with
25 us tonight. There is a box at the

1 Proceedings

2 registration table. You may send them to
3 us by e-mail at info@newnybridge.com no
4 later than April 1st; or, you can mail
5 them to any of the addresses listed on the
6 comment cards. They must be postmarked no
7 later than Friday, April 1st, 2016.

8 Based on the findings of the
9 Environmental Assessment, the oral
10 comments received tonight and written
11 comments received during the public
12 comment period, the lead agencies will
13 determine if the proposed action will
14 result in any significant impacts that
15 were not identified in the Environmental
16 Impact Statement (EIS) prepared for the
17 Tappan Zee Hudson River Crossing Project
18 (TZHRCPP). If it is determined that there
19 will be no significant impacts, a Finding
20 of No Significant Impact (FONSI) and
21 negative declaration will be prepared to
22 conclude the environmental review process.
23 The lead agencies will then decide which
24 alternative will be progressed.

25 Thank you and good night.

THE FOREGOING IS CERTIFIED to be a
true and correct transcription of the
original stenographic minutes to the best
of my ability.

Jacqueline Padilla, CSR

Jacqueline Padilla, CSR



- - - - - x

THE NEW NY BRIDGE

SHARED-USE PATH

- - - - - x

Held at Nyack Middle School
98 South Highland Avenue
Nyack, New York
March 16, 2016
Private Session

ROCKLAND & ORANGE REPORTING
2 Congers Road
New City, New York 10956
(845) 634-4200

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Proceedings

MS. RODRIGUEZ: I just want to say
that I'm opposed to them closing the
Exit 10 ra -- the entrance in South Nyack.
Very opposed. That's how I get to work
everyday.

That's basically it. I'm just very
opposed to them closing the entrance.

1 Proceedings

2 MR. ALPERT: 2015 Concept E. We do
3 not want this plan.

4 Advantage: Does not close Thruway
5 northbound entrance.

6 Disadvantages: Parking, restrooms,
7 lighting visible to homes on Clinton.

8 Parking furthest from SUP,
9 encouraging parking on streets nearest
10 Village Hall.

11 Three, no room for parking lot
12 expansion.

13 Four, overhead switchback ramps, way
14 of elevating 17 feet.

15 A, may be visually massive above
16 South Broadway at Cornelison. B, may
17 include street lights. C, emergency
18 access gate install needed on Smith.

19 Five, paved bike/ped path built next
20 to existing path on Esposito Trail from
21 Clinton to Village Hall.

22 Six, morning commuter traffic will
23 continue "as is" on South Broadway,
24 Clinton, Cornelison, and River Road.

25 Seven, pedestrian crossing to

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Proceedings
parking lot in high traffic area by
Franklin and Clinton.
Eight, no pedestrian crossing near
Shadyside.
Thank you.

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Proceedings

MR. HAYNES: I was wondering if this
is ecologically friendly in some way.

That's my concern.

Is it ecologically friendly?

And is it going to have an effect on
the animals?

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Proceedings

DR. PRAH: I'm just going to say
that I came to Rockland County in the late
Fifties, and I feel that the Tappan Zee
Bridge needed to be replaced, not to be
repaired for the length of years that it
has been here.

And I just think that they're doing
a good job.

I'm the President of the NAACP, and
I am Dr. Francis Prah, and I live in South
Nyack.

1 Proceedings

2 MS. ROGERS: My concern is who is
3 going to police or take the time to
4 basically police that whole area of
5 parking and bathrooms and the trail, the
6 SUP.

7 That's one.

8 Number two, because if South Nyack
9 becomes part of it, we already pay about
10 68 percent of our taxes for Village for
11 police. Very small village.

12 The other thing is to have a time
13 limit; that that trial is not open 24/7,
14 otherwise folks will be out there at 11:00
15 and 12:00 nighttime, sitting down and
16 enjoying themselves, and that's usually
17 when trouble begins. They've had to close
18 down Memorial Park after dark. They did
19 that. It seems to me that we have to come
20 up with something.

21

22

23 *****

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THE FOREGOING IS CERTIFIED to be a
true and correct transcription of the
original stenographic minutes to the best
of my ability.

Jacqueline Padilla, CSR

Jacqueline Padilla, CSR



**Attachment A: Public and Agency Comments on the Environmental
Assessment and Draft Section 4(f) Evaluation**

A-2 Written Comments

From: cerb16@aol.com
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Fwd: Mayor's Update - March 1, 2016

Sent: Mon 3/7/2016 3:58 PM

We are South Nyack residents and we support "Concept F" in South Nyack for the shared use path.
Barbara & Cliff Ackerson

Sent from my iPad

From: jack kelly <lizkeljack@yahoo.com>

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: South Nyack resident input on plan F

Sent: Tue 3/1/2016 8:58 PM

To the NYS Thruway Authority and NY State DOT,

We are South Nyack residents who support the Plan F design for the Shared Use Path. It is the best possible alternative to help our small community deal with the predicted increase in visitors to our village. It will help reduce not only traffic and parking, but wear and tear on our streets. At the same time, it will give visitors a safe place to park and restrooms in close proximity to the entrance of the SUP. Thank you for offering this plan as an option. It is the best possible solution to many of our concerns.

Sincerely,

Jack Adams and Katherine Carson

43 Elysian Avenue

South Nyack NY 10960

Sent from my iPhone

From: Julie Agoos <JAgoos@brooklyn.cuny.edu>
Sent: Friday, April 01, 2016 2:53 PM
To: NNYB Info
Subject: PLAN F

Categories: handled

To whom it may concern:

I am writing to voice my concern regarding protection of south Nyack neighborhoods from car, bike, and foot traffic and parking, and my support for (and only for) the Plan F exit for the new bridge project.

Thank You,
Julie Agoos

From: Kathleen Aitken <kathleenaitken@hotmail.com>
Sent: Wednesday, March 16, 2016 2:26 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F new TZ bridge

Categories: handled

I support "Concept F" in my home village of South Nyack for the Shared Use Path. I believe this plan will enhance the visitors experience as well as prevent difficult local situations. Thank you for all the hard work on this project.

Sent from my iPad

From: tom aitken <tomofdoe@hotmail.com>
To: NNYB Info
Cc: bonie.christian@southnyack.ny.gov
Subject: concept "F"

Sent: Tue 3/8/2016 8:49 PM

I suport concept "F" as a resident of South Nyack, NY 10960 thank you, Thomas Aitken
49 Elysian Ave
South Nyack, NY 10969-4331



From: lalbertson <lalbertson@verizon.net>
To: NNYB Info
Cc: Bonnie.Christian@SouthNyack.NY.gov
Subject: SUP

Sent: Fri 3/4/2016 6:57 PM

I am a resident of South Nyack and I support "Concept F" in South Nyack for the shared use path.

Louise Albertson

Sent from my iPad

From: mike angarola <mangarola@yahoo.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Thu 3/10/2016 1:11 PM

As a resident of South Nyack for over 25 years, my wife and I support Concept F in South Nyack for the shared use path. We live on Smith Ave, in the shadows of the New Bridge, and feel this is by far the most suitable concept.

Thank You,

Mike Angarola and family

From: kate.armstrong@randrealty.com
Sent: Tuesday, March 15, 2016 7:44 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: South Nyack Resident

Categories: handled

I support Concept F. My husband also supports Concept F. We feel it is the best proposal especially for the residents of South Nyack. We just love living here and don't want to see our neighborhood devastated because of a bad decision made by NYS Thruway Authority.

We are doing the best we can with all the construction that has been going on and continues to go on. The new Bridge will be beautiful and is very much needed and so we had no choice. But now that we do have a choice, please listen to our voices and choose Concept F.

Thank you.

Kate Armstrong
Licensed Real Estate Salesperson
Better Homes and Gardens Rand Realty
cell - 845-548-6729
www.randrealty.com

From: Nelly Bly <blynelly@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: support for Concept F

Sent: Sun 3/6/2016 5:39 PM



As south nyack residents, we support the Concept F for the terminus of the shared use path. We have concerns about the impact that the bridge has on our little village, both positive and negative. We are strongly in favor of all the benefits such a concept would bring us as well as helping to ameliorate all the damage that the original bridge did to our neighborhood. It has always stuck us that exit 10 was perhaps the worst-designed highway exit in the world. Concept F makes use of a lot of that wasted space in a way that brings our fractured village a little closer together, while allowing us to preserve our neighborhood, and to enjoy and share the access to the paths and trails that benefits residents and visitors alike.

Thank you for listening.

Elinor Bly

Michael J. Arougheti

51 Glen Byron Ave., South Nyack

From: Stephen Arthur <stephen.donald.arthur@gmail.com>
Sent: Wednesday, March 16, 2016 8:28 PM
To: NNYB Info
Subject: Tappan Zee Bridge needs 24/7 cyclist/pedestrian path access
Categories: handled

Please meet the needs of all modes of transportation on the Tappan Zee Bridge.

Anything is missing a golden opportunity.

Most NYC and MTA bridges are open 24/7 for cyclists and pedestrians without any problems, but look at the disaster they have on the Verrazano Narrows, Throgs Neck, and Whitestone Bridges by denying cyclists and pedestrian any access at all!

You have a chance to solve the design and access correctly, right from the start.

Don't blow it!

Thanks,

Stephen

From: Stephen Arthur <stephen.donald.arthur@gmail.com>
Sent: Monday, March 21, 2016 10:36 PM
To: Saeed, Khurram
Cc: Marcy, Daniel; NNYB Info
Subject: The New Tappan Zee Bridge - Cyclist's perspective

Categories: handled

Please consider these two articles from popular cycling blogs as additional 'official' comments on the Tappan Zee SUP.

In short, we need

- 1) 24/7 access to the bridge SUP
- 2) sensible multiple access points to the SUP for both those who arrive by car (the parking lot), and those who bike to the SUP (River Road/Piermont Avenue/Bike Route 9 crossing), or live locally.

2016-03-20 BikeBlogNYC - "New Tappan Zee Bridge bike/ped path set to open in 2018, but..."
<http://www.bikeblognyc.com/2016/03/new-tappan-zee-bridge-bikeped-path-set-to-open-in-2018-but/#comments>

2016-03-21 - BikeSnobNYC - "Burning Bridges"
<http://bikesnobnyc.blogspot.com/2016/03/burning-bridges.html>

I can empathize with the local residents, as a huge ugly stadium that attracts millions of people per year was built right in my back yard (Barclay's Center), that I have yet to enter, under shady circumstances <http://atlanticyardsreport.blogspot.com/>

But in the case of the SUP, it is free to use for anyone, not charging exorbitant prices like at Barclay's, so my fear is that the local residents will be shooting themselves in the foot in the long run, once they see how wondering the SUP will be for them personally.

Why make it harder for them to walk their dog on the SUP, take a bike ride, or baby stroller? If their narrow view prevails, I think everyone will lose in the long run.

We can't let that happen!

Stephen

From: Margaret Auer <margret.auer@gmail.com>
Sent: Friday, April 01, 2016 6:57 PM
To: NNYB Info
Subject: Plan F

Categories: handled

Hi,
I'm Margaret Auer, and live at 11 Voorhis Pt, S Nyack. I only want plan F,

Thanks,
Margaret

Sent from my iPhone

From: sharon@pointcomfort.net
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support for "Concept F"

Sent: Tue 3/8/2016 4:34 PM

To: NYS Thruway Authority/NYS DOT

We are residents of South Nyack.
We support "Concept F" for the Shared Use Path.

Sharon & Tom Bailey
225 South Boulevard
South Nyack, NY 10960

From: jbwatercolors@verizon.net
Sent: Monday, March 14, 2016 2:40 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support Concept F

Categories: handled

To whom it may concern:

I am a South Nyack resident in favor of "Concept F" in South Nyack

Best regards,

Janice Baragwanath

From: jbwatercolors@verizon.net
Sent: Wednesday, March 30, 2016 10:06 AM
To: NNYB Info
Subject: plan F

Categories: handled

Unfortunately I was not able to attend meeting earlier this month. I am definitely in favor of Plan F.

Sincerely,

Janice Baragwanath

South Nyack Resident

From: Diane Barbara <dbarbaranp@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: SUP

Sent: Wed 3/2/2016 7:10 PM

NYS Thruway Authority,

I have been a South Nyack resident for many years and firmly object to plan E. Our village was ravaged with the first TZ bridge due to poor planning and poor vision. I support plan F which will keep traffic and noise off our local streets with access on to Rte. 9W. There will also be room for parking expansion with plan F.

Diane Barbara
4 Salisbury Point
S Nyack NY 10960

From: Elizabeth Barry <ebarry1934@icloud.com>
Sent: Tuesday, March 15, 2016 8:15 PM
To: NNYB Info
Subject: Walkers on bridge

Categories: handled

It is unrealistic to have walkers on bridge unless they live within walking distance. There is no room to park and people will try to park on Salisbury property. As it is people from across the street try to park on our property.
Mrs. Elizabeth Barry

Sent from my iPhone

From: Susan Bortstein <sbortstein@aol.com>
To: NNYB Info
Cc:
Subject: Concept f

Sent: Sat 3/5/2016 3:26 PM

We support concept f for nyack

Sent from my iPad

From: Theresa Breen <tbreen317@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Thu 3/3/2016 1:47 PM

Hello,

I am a south nyack resident and I fully support "Concept F" in South Nyack for the Shared Use Path.

Keep our village charm in tact and put the entrance to the interchange at Route 9W.

Thank you!

Theresa Breen

From: Amy Briamonte <amybriamonte@icloud.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: I support Concept F

Sent: Tue 3/1/2016 9:36 PM

Thank you for giving me the opportunity to express my support for Concept F regarding the shared us path and the interchange of the NYS Throughway.

Thank you,

Amy Briamonte
South Nyack Resident

70 Clinton Ave
Nyack, NY 10960

Amy Briamonte
(O): 845 480 5760
(M): 917 981 1055
amybriamonte@icloud.com

From: cindy.brome@gmail.com on behalf of Cynthia Brome
<cbrome@alum.swarthmore.edu>
Sent: Saturday, March 19, 2016 7:51 PM
To: NNYB Info
Subject: new Tappan Zee Bridge bike lane

Categories: handled

I am a New Yorker who bicycles daily for transportation as well as recreation. My mother lives in Kendal on Hudson in Sleepy Hollow. Being able to bike to visit her would be a great opportunity to see her more often, as well as get some much-needed R and R.

A fully accessible bike lane on the new Tappan Zee bridge will enable me and my biker friends to make longer and more frequent journeys, since it will also give us the option of taking Metro North from the city. I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access.

With this in mind, I urge you to select Option F on the Nyack approach to the shared use path. Concept F is the only solution that is viable for cyclists. Without it, our travel will be impeded.

On the Westchester side, Concept B looks like a very viable solution. I have two concerns, however.
1) Are there provisions for cyclists traveling to and from the nearby North/South County Trailway? The most direct route is on NY-119 -- a busy, high-speed 4-lane roadway with mostly no shoulders. **This would be extremely dangerous.**

2) Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Thank you for your time and consideration.

Sincerely,
Cindy Brome

75 Bank St. #4D

New York, NY 10014

From: Beth Brown <bbrown@compostolaw.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov; Andrea Composto
Subject: Support of Concept F in South Nyack

Sent: Fri 3/4/2016 9:50 AM

To Whom It May Concern:

My name is Beth E. Brown and I live at 79 Smith Avenue in South Nyack, New York along with my wife, Andrea F. Composto. We have been residents of South Nyack since 2008 and we love our neighborhood!!!!

**"We support "Concept F" in South Nyack
for the Shared Use Path."**

We respectfully request that our support of **Concept F** become a reality. We wholeheartedly believe that this is the best option for South Nyack residents and that this plan will protect the integrity and character of our neighborhood!!!!

Thank you!

Beth E. Brown, Office Director
The Law Offices of
COMPOSTO & COMPOSTO
142 Joralemon Street, Suite 9C
Brooklyn, New York 11201
(718) 875-5199
(718) 855-6866 - fax

15 N. Mill Street; Suite 218
Nyack, New York 10960
(845) 639-7586
(845) 213-3901 - fax

bbrown@compostolaw.com
www.compostolaw.com

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Through the NYS Department of Economic Development,
Division of Minority and Women's Business Development**

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From: Nancy Houghton Brown <windhover1@optonline.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Choice for Pedestrian/Bike Access to New Bridge

Sent: Fri 3/4/2016 9:30 PM

To the NYS Thruway Authority/NYS Department of Transportation:

As residents of Grand View-on-Hudson residing just a half mile south of the new bridge on Piermont Road (a.k.a. River Road), my husband and I are very concerned about the proposed solutions to accommodating users of the pedestrian and biking lane wishing to access the bridge. We are strongly in favor of Concept F. We hope you will be too!

Sincerely,
Howard H. Brown, Jr.
Nancy A. Houghton Brown

From: don.burd@verizon.net

Sent: Sun 3/13/2016 12:21 PM

To: NNYB Info

Cc:

Subject: Shared Use Path in South Nyack

We are residents of South Nyack and we support "Concept F" for the Shared Use Path. Its adoption will discourage visitor parking on our village streets and help to control wear and tear on our local roads.

Donald Burd
Shane Burd
4 Salisbury Point
South Nyack, New York

From: Veronica Cahill <madigranny@aol.com>

Sent: Tue 3/1/2016 7:48 PM

To: NNYB Info

Cc:

Subject: Concept F

I am a resident and I approve concept F thank you Sent from my iPhone

From: Jason Campagna <campagna.jason@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov; Rhonda Campagna
Subject: South Nyack SUP

Sent: Sun 3/13/2016 4:54 PM

We are South Nyack residents- 29 Division Avenue, and we support concept "F" for the shared use path.

Thank you very much,

Jason and Rhonda Campagna
29 Division Avenue
917-791-0671

Independent Democratic Conference Whip

Chair

Social Services

Committees:

Alcoholism and Drug Abuse

Energy and Telecommunications

Infrastructure and Capital Investment

Insurance

Investigations and Government Operations

Mental Health & Developmental Disabilities

Racing, Gaming and Wagering

Rules

Veterans, Homeland Security
and Military Affairs

THE SENATE
STATE OF NEW YORK



DAVID CARLUCCI
SENATOR, 38TH DISTRICT

Albany Office:
Room 848, L.O.B.
Albany, New York 12247
(518) 455-2991
Fax (518) 426-6737

Rockland Office:
20 South Main Street
New City, NY 10956
(845) 623-3627
Fax (845) 708-7701

Westchester Office:
2 Church Street, Ste. 210
Ossining, NY 10562
(914) 941-2041
Fax (914) 941-2054

E-Mail Address:
Carlucci@nysenate.gov

March 4, 2016

Ms. Maria Lehman, Interim Executive Director
New York State Thruway Authority – Administrative Headquarters
200 Southern Boulevard
P.O. Box 189
Albany, NY 12201-0189

Dear Ms. Lehman,

I am writing to give my support of the Village of South Nyack Board of Trustees' resolution on January 12th, 2016 endorsing the South Nyack Tappan Zee Task Force recommendation for Concept F for the proposed Shared-Use Path (SUP).

Concept F has several aspects the benefit the Village of South Nyack and would have a benefit impact on the village for years to come if the Thruway Authority chose this plan. Parking is major concern for nearby residents and Concept F eliminates those concerns. The plan provides room for the parking lot to expand, puts the parking lot across from the SUP's entry point, and adds a pedestrian crossing from Shadyside Avenue to the parking lot. Traffic on village roads is also a point of concern and constituents worry they will have to pay the price for years to come. Concept F eliminates that concern by removing the majority of the morning commuter traffic from South Nyack and adding more distance from Route 9W as well as the homes on the corner of Shadyside Avenue.

Additionally, Concept F does not close the northbound entrance to the Thruway, which several other concepts require. It also eliminates the construction of overhead switchback ramps above South Broadway at Cornelison or the construction of an overpass at Franklin Street.

For all the reasons just listed, I support the Village Board's Resolution endorsing the Task Force's recommendation for Concept F. If you have any further questions or concerns, please feel free to contact my District Representative, Patrick J. Sheehan, at my District Office in New City at 845-623-3627.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Carlucci'.

Senator David Carlucci
38th Senate District

DCS:PJS

From: Michael Chesterman <gmcheste@us.ibm.com>
Sent: Friday, April 01, 2016 2:35 PM
To: NNYB Info
Subject: Comment on path in South Nyack

Categories: handled

Hi

I would like to see that an accommodation is made for South Nyack Residents to be able to park their during the week during business hours. I have not heard or seen any dialog in reference to how the TZ Express bus would be incorporated into these plans. This type of request needs to be thought out from the very beginning. It would really be a great perk for residents and a way to keep some cars off the bridge. Maybe save half the spots for South Nyack Residents. The path will receive the greatest use during the weekends and later afternoon early evenings during the week so saving some spots for the bus would not have a direct impact during the high use periods of the weekends.

Most of all the passion around this is the 20 or so residences who live in closest proximity to the path. The Greater community must be listened to. This will be a tremendous asset to Nyack and the NY Metro area. It needs to be done right.

Mike Chesterman
Hub Manager NY Boston
Summit Program Early Hire Professionals
Phone; 914-772-2224
email: gmcheste@us.ibm.com

From: Bonnie Christian <bonnie.christian@southnyack.ny.gov>

Sent: Tue 3/8/2016 9:21 AM

To: NNYB Info

Cc: Bonnie Christian

Subject: I Support Concept F

As a 4th generation resident of South Nyack and as the Mayor of South Nyack **I support Concept F** for the Shared Use Path.

Thank you,
Bonnie Christian

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments:

I live at 88 Clinton, near the corner of Franklin.

I support my neighbor's pleas for Alternative F.

However, I am concerned with the intermingling of the SUP and Esposito Trail and I am concerned with the ambiguity of the end of the shared use path at Clinton and Franklin.

Name:

Diane Churchill

Interest Represented:

Address:

88 Clinton Ave. S. Nyack

Email:

diane@dianechurchill.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
Project Director, New NY Bridge
New York State Thruway Authority
303 South Broadway, 4th Floor
Tarrytown, NY 10591

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Room 715
Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Dan Cohen <dancohen320@gmail.com>
Sent: Friday, April 01, 2016 5:39 PM
To: NNYB Info
Cc: mara
Subject: I SUPPORT PLAN F

Categories: handled

I am writing to urge the Tappan Zee Bridge Authority to endorse PLAN F for the Nyack terminus. It is by far the best and most workable plan.

Thank you for your attention.

Best,
Dan Cohen
23 Clinton Ave.
South Nyack, NY
917-744-2358

Sent from my phone

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments:

Without question, I am all for "F"! "E" will not direct the traffic - foot + auto parking - out of South Nyack residential neighborhoods. Although it will add a few minutes of looping to get onto the Turnway going east, I personally don't mind trading that for our neighborhood.

Name:

Mara L Cohen

Interest Represented:

Resident

Address:

23 Clinton Ave

Email:

S. Nyack

maralinden@yahoo.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

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Project Director, New NY Bridge
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303 South Broadway, 4th Floor
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Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Tahrah <cartoontc@aol.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Fri 3/11/2016 1:09 PM

As a resident of south nyack I support 'concept F' for the shared use plan.
Thank you,
Tahrah Cohen.

Sent from my highPhone

From: Steve Collazuol <sjcollazuol@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Mon 3/7/2016 8:18 PM

To whom it may concern,

We are South Nyack residents and fully support the Concept F in South Nyack for the shared use path.

Thank you,

Steven J. Collazuol, PE & LS

From: Daniel Convissor [mailto:danielc@panix.com]

Sent: Monday, March 14, 2016 10:57 AM

To: Denise Scaglione; Dorothy Handelman; Glenn Rosenbloom; Jennifer Lobato-Church; John Leavy; Karin Wompa; Ken Wray; Lynn Moffat; Anthony Giaccio; Fiona Hodgson; Mike Blau; Patrick Natarelli; Charles Schumer; Kirsten Gillibrand; Thomas Abinanti; Alyssa Jacobs; Andrea Stewart-Cousins; Terrence Murphy; Alfreda Williams; Paul Feiner; Linda Cooper; Steven Oakes
Subject: tappan zee bridge bike/ped path hearing

Dear Government Officials:

The Tappan Zee Bridge folks are holding a hearing about configuring access points for the new bridge's "Shared Use Path"

I'll start with my feedback on the proposals. Hearing information can be found at the bottom. It's important that you take a moment to send an email to info@NewNYBridge.com. Feel free to copy and paste. :)

MY FEEDBACK

=====

24 Hour Access

* The path needs to be open 24/7. It's a transportation resource, just like the roadway. Would the Thruway Authority close down the road overnight? No! Similarly, around the clock access is required for people cycling and walking. For example, this opens up job opportunities for low income individuals and those who don't drive or don't have access to a car.

Westchester County Side

* A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Rockland County Side

- * Alternative E should be rejected because the narrow switchback ramps and stairs significantly reduce the attractiveness of cycling or walking the bridge.
- * An access point needs to be added at River Road (State Bicycle Route 9) in Grand View on Hudson. The area is presently being used for bridge construction. Entering the bridge here is 1.3 miles shorter and has 80 feet less climbing for people walking and cycling from points south. The emergency access point can be here as well, instead of Smith Ave.

Between the new parking lot being discussed in the Environmental Assessment, signage of that lot existing and proper parking regulations will dissuade people from parking cars at this path entrance.

- * Similarly, if Alternatives E or F are chosen, there is value to having the initially proposed bicycle/pedestrian ramp at South Broadway / Cornelison Ave as an additional access point for people traveling to/from the south on Route 9 and those living in neighborhoods south and southwest of the bridge.

HEARING DETAILS

=====

Sleepy Hollow High School, 210 North Broadway

Nyack Middle School, 98 South Highland Ave

Open house at both locations from
Public hearing starts at

You can also comment by emailing Info@NewNYBridge.com

If you want to read about the proposals and/or see the diagrams, the essential information is on PDF pages 35 - 41 in this document:

http://www.newnybridge.com/documents/sup/EA_Shared-Use%20Path%20Facilities_2016-02-26.pdf

Thanks,

–Dan

Tappan Zee Shared-Use Path and Bicycle/Pedestrian Connections

Sleepy Hollow High School, March 15, 2016

by Daniel Convissor (Email: danielc@panix.com Twitter: @DanielConvissor)

24 Hour Access is Necessary

The path needs to be open 24/7. It's a transportation resource, just like the roadway. Would the Thruway Authority close down the road overnight? No! Similarly, around the clock access is required for people cycling and walking. For example, this opens up job opportunities for low income individuals and those who don't drive or don't have access to a car.

Add Signal & Crosswalk at Westchester End

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 here is a ~52 foot wide, five-lane, road with significant vehicle counts.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will experience difficulty navigating the left turn.

Pick Alternative F

On the Rockland County side, Alternative F offers simple path access and off-street parking. Alternative E should be rejected because the narrow switchback ramps and stairs would significantly reduce the attractiveness of cycling or walking the bridge.

Add Access at Bicycle Route 9

An access point needs to be added at River Road (State Bicycle Route 9) in Grand View on Hudson. Entering the bridge here is 1.3 miles shorter and has 80 feet less climbing for people coming from the south on this enormously popular bicycle route. The area is presently being used for bridge construction. The ground's grade from the road to the bridge makes building a ramp pretty easy. The emergency access point could probably be here as well, instead of Smith Ave.

Between the new parking lot being discussed in the Environmental Assessment, signage of that lot's existence and proper parking regulations will dissuade people from parking cars at this path entrance.

Add Access at Route 9W

If Alternatives E or F are chosen, there is value to having the initially proposed bicycle/pedestrian ramp at South Broadway / Cornelison Ave as an additional access point for people walking and biking to/from the south on Route 9W and those living in neighborhoods south and southwest of the bridge.

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: Apart from the vehicle access issue. The ability to have bicycle access on this bridge will encourage recreation reduce vehicle usage, & promote tourism. Internationally promoting cycling is seen as a universal good, we are so far behind most European countries in promoting cycling as a healthy lifestyle and ^{a way to} reduce carbon emissions.
The better access will ~~link~~ ^{link} major cycling routes on both sides of the river, greatly enhancing the local cycling experience

Name: David Copley
 Interest Represented: Westchester cycling club
 Address: 10 West Elizabeth St Tarrytown NY 10591
 Email: revdavidc@gmail.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
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 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

As a cyclist with limited access to a vehicle this bridge will be a great boom.

I would envision that lower income families may see this bridge option as improving local access as well as general recreational usage.

I see this bridge access as improving the lifestyle of local residence and be a greater good for the local communities.

Access - 24 hr access would be ideal and closure, potentially
Timing usage.

From: robert courtwright <rcourtwright@hotmail.com>
To: NNYB Info
Cc:
Subject:

Sent: Thu 3/3/2016 6:12 PM

I support "concept F" in South Nyack for the shared use path.

From: john cowan <bonzodddb@gmail.com>
To: NNYB Info; bonnie.christian@southnyack.ny.gov
Cc:
Subject: Tappan Zee Shared Use Path

Sent: Sat 3/5/2016 10:44 AM

I am John Cowan, a 10 year resident of South Nyack, and I strongly support "Concept F" for the Shared Use Path in South Nyack. Our town's commercial center was destroyed by the original 1955 bridge, but a neighborhood feeling remains and can be sustained most effectively utilizing "Concept F". And, just to put in a vote for retaining the Tappan Zee name, we should value and hold dear our Dutch settlers and our wonderfully diverse New York history. A New New York Bridge? How sadly unimaginative and anti-history of Our New New York fathers. For what it's worth. Thanks for your time. John B Cowan RN,MS, retired after 31 years psychiatric nursing for New York State.

From: Thomas Cromie <tom@pelotongrp.com>
Sent: Tuesday, March 15, 2016 3:32 PM
To: NNYB Info
Subject: bike path

Categories: handled

To whom it may concern,

I think it would be a serious mistake to not provide a cycle path on the new Tappan Zee bridge. As you well know, the bridge is subject to major traffic delays during rush hour, which presents an environmental cost due to cars idling, noise pollution for nearby residents, etc. Anything that can be done cost effectively to help reduce the infrastructure load or anxiety load for someone wanting to get from Nyack to Tarrytown would be a good idea.

Furthermore, providing a bike path would help engender local tourism, with people able to easily move between Rockland and Westchester Counties. I could nip over the the Runcible Spoon for a coffee and pastry, something I definitely wouldn't consider if I had to get in my car and pay a toll/parking/gas etc.

We are in the 21st century, evolving towards a more sustainable lifestyle and economic model. Leaving off a bike path puts us squarely back in the 20th century. Even the builders of the George Washington Bridge had the foresight to include a pedestrian pathway. If cost is considered an obstacle, well, painting the bridge is a maintenance cost the government **chose to assume**. The bridge could easily have been built without paint, but they chose a more aesthetically costly option.

Best regards,

Tom Cromie

From: Charles Cross <cjcross3ny@yahoo.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared Use Path

Sent: Tue 3/8/2016 6:18 PM

To Whom It May Concern,

We are 45 year residents of South Nyack and very concerned that the Thruway Authority/Department of Transportation is still considering Concept E for the shared-use path terminus in South Nyack.

Under that option the visitor parking is much too far away from the path terminus to be of practical use, the paving over of the grassy area along Road F would be very unattractive and eliminate what is now a visual barrier between a residential area of the village and the roadbed of the Thruway and the proposed tunnel under Broadway would be a potentially dangerous site completely outside of the view of the local police as an attractive nuisance for vagrants in inclement weather and a site of criminal activity year-round.

Concept F is a far better alternative both for potential visitors to the shared-use path and for the residents of South Nyack with far less negative impact on the community.

We strongly urge you to adopt Concept F.

Very Truly Yours,
Charles and Barbara Cross
14 Gesner Ave.
South Nyack

From: Jeff Croyle <jeff.croyle@isg-one.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared Use Path - Rockland

Sent: Tue 3/8/2016 7:18 AM

My family lives in South Nyack and we strongly support Concept F and urge that that plan be selected and implemented.

Jeff Croyle
Partner



+1 845 323 0039 Mobile
jeff.croyle@isg-one.com | www.isg-one.com



let's connect ...

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Please consider the environment before printing this email or attachment

Paul J. Curley
8 DePew Avenue
Nyack, New York 10960

March 31, 2016

New NY Bridge Outreach Team
303 South Broadway, Suite 413
Tarrytown, New York 10591
Email: Info@NewNYBridge.com

I am a resident of Nyack, New York who commutes over the Tappan Zee Bridge each day using Interchange 10. I am vehemently opposed to "Alternative F".

Currently, Interchange 10 is poorly designed. "Alternative F" will make it much worse, and will result in an environmental disaster.

The Environmental Assessment wrongly concludes that "Alternative F" will not result in any adverse traffic impacts and therefore there is no need to study issues such as increased CO emissions. According to the Assessment: "While closing the local access ramp from South Broadway may inconvenience some motorists...the diversion of vehicles [to Route 9W] would not result in significant adverse impacts to traffic conditions."

This is obviously false. "Alternative F" will cause the morning rush hour traffic to be dramatically worse. Currently, there are 3 main sources of traffic approaching this Interchange in the morning: (1) South Broadway/Cornelison Ave, (2) Route 9W southbound and (3) Route 9W northbound. "Alternative F" will divert hundreds of vehicles that approach from South Broadway/Cornelison Avenue onto Route 9W, where they will join southbound traffic. This increased volume will then come to a standstill at a new traffic light at S. Franklin St. extension. The traffic back-ups approaching this intersection will be incredible, resulting in a waste of time, waste of fuel, and increased emissions from idling vehicles.

Then, once these vehicles get through the new traffic light, they will merge with third group, Route 9W northbound traffic, and begin a slow-motion circular odyssey, crossing from the west side of the Thruway to the east side of the Thruway, then crossing back to the west side, before making a heavy merge onto the highway itself.

Those of us whose daily commute begins on the east side of the Thruway will actually be required to cross the Thruway an astonishing 3 times before entering. This is more than an "inconvenience". Travelling back and forth over the highway in a wide circle, while stuck in congested traffic, will be an incredible collective waste of time and fossil fuel and will result in an immense increase in vehicle emissions in the area. It will be harmful to the environment and destructive of the quality of life of the entire community.

"Alternative F" is a bad idea, and the process by which it has been pushed forward has also been flawed. Changes to Interchange 10 have been presented as a local South Nyack issue, even though this will affect traffic patterns well beyond South Nyack. Many Nyack residents use this interchange to get on the bridge, but we have been largely ignored in this process. Instead, the anxieties of South Nyack residents, fearful of SUP tourism, have been allowed to monopolize the discussion. For reasons that I cannot comprehend, many South Nyack residents seem obsessed over SUP parking, but not at all interested about the daily traffic on their streets, the negative effect on air quality, and damage to the quality of life of thousands of area commuters every day.

In conclusion, I strongly object to every aspect of "Alternative F". The design is simply ridiculous. And I believe the Environmental Assessment is deeply flawed. "Alternative F" will result in a traffic nightmare and will be an environmental tragedy for South Nyack and beyond.

Sincerely

A handwritten signature in blue ink, appearing to be 'P. Curley', with a long horizontal flourish extending to the right.

Paul J. Curley

Cc: Jamey Barbas, P.E.
Peter Osborn
Daniel D'Angelo, P.E.

From: Curley, Paul (NYC-IPG) <paul.curley@interpublic.com>
Sent: Thursday, March 31, 2016 4:58 PM
To: NNYB Info
Subject: Comment on Shared Use Parking and Environmental Assessment

Categories: handled

I am a resident of Nyack, New York who commutes over the Tappan Zee Bridge each day using Interchange 10. I am vehemently opposed to "Alternative F".

Currently, Interchange 10 is poorly designed. "Alternative F" will make it much worse, and will result in an environmental disaster.

The Environmental Assessment wrongly concludes that "Alternative F" will not result in any adverse traffic impacts and therefore there is no need to study issues such as increased CO emissions. According to the Assessment: "While closing the local access ramp from South Broadway may inconvenience some motorists...the diversion of vehicles [to Route 9W] would not result in significant adverse impacts to traffic conditions."

This is obviously false. "Alternative F" will cause the morning rush hour traffic to be dramatically worse. Currently, there are 3 main sources of traffic approaching this Interchange in the morning: (1) South Broadway/Cornelison Ave, (2) Route 9W southbound and (3) Route 9W northbound. "Alternative F" will divert hundreds of vehicles that approach from South Broadway/Cornelison Avenue onto Route 9W, where they will join southbound traffic. This increased volume will then come to a standstill at a new traffic light at S. Franklin St. extension. The traffic back-ups approaching this intersection will be incredible, resulting in a waste of time, waste of fuel, and increased emissions from idling vehicles.

Then, once these vehicles get through the new traffic light, they will merge with third group, Route 9W northbound traffic, and begin a slow-motion circular odyssey, crossing from the west side of the Thruway to the east side of the Thruway, then crossing back to the west side, before making a heavy merge onto the highway itself.

Those of us whose daily commute begins on the east side of the Thruway will actually be required to cross the Thruway an astonishing 3 times before entering. This is more than an "inconvenience". Travelling back and forth over the highway in a wide circle, while stuck in congested traffic, will be an incredible collective waste of time and fossil fuel and will result in an immense increase in vehicle emissions in the area. It will be harmful to the environment and destructive of the quality of life of the entire community.

"Alternative F" is a bad idea, and the process by which it has been pushed forward has also been flawed. Changes to Interchange 10 have been presented as a local South Nyack issue, even though this will affect traffic patterns well beyond South Nyack. Many Nyack residents use this interchange to get on the bridge, but we have been largely ignored in this process. Instead, the anxieties of South Nyack residents, fearful of SUP tourism, have been allowed to monopolize the discussion. For reasons that I cannot comprehend, many South Nyack residents seem obsessed over SUP parking, but not at all interested about the daily traffic on their streets, the negative effect on air quality, and damage to the quality of life of thousands of area commuters every day.

In conclusion, I strongly object to every aspect of "Alternative F". The design is simply ridiculous. And I believe the Environmental Assessment is deeply flawed. "Alternative F" will result in a traffic nightmare and will be an environmental tragedy for South Nyack and beyond.

This message contains information which may be confidential and privileged. Unless you are the intended recipient (or authorized to receive this message for the intended recipient), you may not use, copy, disseminate or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail, and delete the message. Thank you very much.



**COUNTY OF ROCKLAND
OFFICE OF THE COUNTY EXECUTIVE**

Allison-Parris County Office Building
New City, New York 10956
Tel. (845) 638-5122
Fax. (845) 638-5856

Edwin J. Day
County Executive

January 29, 2016

Ms. Maria Lehman, Interim Executive Director
NYS Thruway Authority
220 Southern Boulevard
PO Box 189
Albany, New York 12207-0189

Re: South Nyack Shared-Use Path Concept

Dear Ms. Lehman:

The Village of South Nyack Board of Trustees' passed a resolution on January 12th, endorsing the South Nyack Tappan Zee Task Force recommendation for Concept F for the proposed Shared-Use Path (SUP), which I support. Concept F provides adequate parking for SUP users and reduces the traffic load on local Village streets.

Concept F was one of more than a dozen concepts that were reviewed by the Village Task Force. Concept F removed the majority of morning commuter traffic from the Village, while adding more distance between Route 9W and the homes on the corner of Shadyside Avenue. It also has room to expand parking capacity, and adds a pedestrian crossing from Shadyside Avenue to the SUP parking area.

Concept F does not close the northbound entrance to the Thruway, nor does it require the construction of overhead switchback ramps above South Broadway at Cornelison or the construction of an overpass at Franklin Street.

Due to the above, I support the Village Board's resolution endorsing the recommendation for Concept F for the proposed SUP. If you need more information, please do not hesitate to contact me.

Very truly yours,


Edwin J. Day
COUNTY EXECUTIVE

From: Elizabeth declet <ededet53@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Plan F

Sent: Sun 3/6/2016 4:52 PM

“We support “Concept F” in South Nyack for the Shared Use Path.”

As a resident at Salisbury Point that will be effected by the decision

concerning the Shared Use Path, I am urging that “Concept F”

be the chosen method. Please let me know how I can assist with

the assurance that this decision, which is the correct one for those

of us that live in South Nyack is selected.

Thank you,

Elizabeth Declet-Petrossian

From: John Dedyo <johndedyo@hotmail.com>
Sent: Wednesday, March 23, 2016 4:07 PM
To: NNYB Info
Subject: comment on closure of thruway access at Exit 10

Categories: handled

Hello,

Can you please tell me what studies have been done as to the traffic impact of closing the access to the bridge from South Broadway? That closure will move traffic into other surface roads in town and onto Route 59 in Nyack in order to get to the entrance at Exit 11. That entrance is already very overburdened, particularly at rush hour. I did not see any indication in the Environmental Assessment or elsewhere that this impact has been considered or studied.

I can be reached at this email address and at 845-304-9738.

Thanks.

John Dedyo

From: Jan Degenshein <jan@degenshein.com>
To: NNYB Info
Cc: Bonnie Christian
Subject: Shared Use Path

Sent: Mon 3/7/2016 3:38 PM

My wife, Alison Lee, and I are both residents o South Nyack. In addition, I have a professional business in South Nyack. We support "Concept F" for the shared use path.

Jan Degenshein AIA AICP LEED AP

Jan Degenshein

ARCHITECT PLANNER PC

205 S. Broadway

Nyack, NY 10960

tel: 845-358-8400

email: jan@degenshein.com

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From: EJEJDempsey@aol.com
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support Concept F

Sent: Wed 3/2/2016 11:20 AM

To Whom It May Concern,

We live in South Nyack, at Salisbury Point,NY and we support "concept F" in South Nyack for the Shared Use Path.

Thank you in advance for your prompt attention.

Ed & Betty Dempsey

From: EJEJDempsey@aol.com
Sent: Wednesday, March 16, 2016 9:53 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: horrendous parking, pedestrian, and biker gatherings in S Nyack

Categories: handled

Please, will someone in Albany "LOOK" and "SEE" the impending disaster our small community may endure if the NYThruway's cruel Concept E is activated. Concept F is the sane, popular & correct choice. Please do the right thing and support the people.

Betty & Ed Dempsey of South Nyack

From: Ed Dempsey <ejjdempsey@aol.com>

Sent: Tue 3/1/2016 7:22 PM

To: NNYB Info

Cc:

Subject: Bike & pedestrian path

Please don't make this intolerable for South Nyack residents! Choose Plan F, that's PLAN "F". Thank you for your consideration. Betty & Ed Dempsey
Sent from my iPhone

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: CONCERN WITH PEOPLE VENTURING ACROSS
A 3 MILE RIVER IN THE COLD OF WINTER OR
THE HEAT OF SUMMER IN THE NORTH EAST
OF THE USA. (HAS THIS WORKED ELSEWHERE IN
THIS CLIMATE ZONE) SHELTER FROM SUDDEN STORMS,
MEDICAL EMERGENCIES, CRIME, THREE MILES IS
A LONG TREK. INTERACTION WITH BIKERS,
DID ANYONE OBSERVE THE CIRCUS ON THE

Name: ED DEMPSEY
 Interest Represented: LIVE CLOSE TO PROPOSED PATH
 Address: 4 SALISBURY PT. J. HYACKE 10960
 Email: 845-358-8492 - SNAIL MAIL, PLEASE

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: BROOKLYN BRIDGE. PROBLEMS EVERY DAY
(SPEEDY BIKERS VS TOURISTS).

Name:

ED DEMPSEY

Interest Represented:

live close to proposed path

Address:

4 SALISBURY PT APT 2A SYRACUSE 10760

~~Email:~~

SNAIL MAIL PLEASE (845-358-8482)

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
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- **FAX** comments to (914.524.5455); OR
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 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Aaron R. Deutsch <aaron@hausinteractive.com>
Sent: Monday, March 21, 2016 12:50 PM
To: NNYB Info
Subject: Tappan Zee Bridge SUP Comment

Categories: handled

Hi New Bridge people,

I heard that you're having some trouble setting suitable access for the new pedestrian/cycling path. I'd like to add my name to the request that an additional access point be added at the River Road/Piermont Avenue/Bike Route 9 crossing for the SUP. 24 hour access would be best for those who need to get to early morning trains/work but an early morning (4:30am) opening could also suffice.

You guys and gals are planning a major infrastructure artery and there is no sense in artificially limiting it as it will be more difficult to "fix" later vs. doing it right the first time.

Thanks,

--

Aaron R. Deutsch
Haus Interactive
Planetarium Station, PO Box 250
New York, NY 10024
347-560-4429
www.hausinteractive.com

From: dienro7 Deveau/Fletcher <dienro7@hotmail.com>
Sent: Sunday, March 20, 2016 7:36 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: concept F

Categories: handled

To Whom It May Concern,

I am a South Nyack resident and unfortunately missed the meeting on March 16th. My husband and I are in favor of concept F which we believe will serve our lovely village the best. We certainly hope the Thruway Authority and the NYS Department of Transportation acts in good faith to build a walkway that enhances the bridge while protecting the quiet and safety of our home.

Sincerely,

Diane Deveau and Kevin Fletcher
23 Washington Ave
South Nyack

From: lisa Devo <lisa@soapandpaperfactory.com>
Sent: Friday, April 01, 2016 4:16 PM
To: NNYB Info
Subject: 7 shadyside ave

Categories: handled

please put me down for PLAN F.

thanks

Lisa Devo
Soap & Paper Factory
229 N Rte 303
Suite 101
Congers NY 10920
845.353.4566 P
917.591.6114 F
<http://www.soapandpaperfactory.com>

FB: Soap and Paper Factory
INSTA: SoapandPaperFactory

From: Carol Drummond <carolgypsy2003@yahoo.com>
To: NNYB Info
Cc: Bonnie Christian
Subject: Support of Concept F in South Nyack for Shared Use Path

Sent: Thu 3/10/2016 12:35 PM

As a South Nyack resident I am in support of "Concept F" for the shared use path. My families home was taken when the current TZ bridge was constructed and now is the time to keep the new bridge from destroying our neighborhood again.

Carol Drummond

Jamey Barbas P.E.
New York State Thruway Authority
Project Director
303 South Broadway,
Fourth Floor
Tarrytown, NY 10591

March 29, 2016

Dear Jamey Barbas,

My name is Isabel Ebrahimi I reside at 220 Piermont Avenue in South Nyack NY and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live one block away from the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact our village.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and our Village. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,



Isabel Ebrahimi

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: Please implement plan F

Name: Isabel Ebrahimi
 Interest Represented: My community
 Address: 220 Piermont Neck NY 10960
 Email: Isabel_Ebrahimi@yahoo.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11 A Clinton Ave.
Room 715
Albany, NY 12207

March 29, 2016

Dear Mr. Osborn,

My name is Isabel Ebrahimi I reside at 220 Piermont Avenue in South Nyack NY and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live one block away from the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact our village.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and our Village. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,

A handwritten signature in black ink, featuring a stylized 'I' and 'E' followed by a long horizontal flourish.

Isabel Ebrahimi

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: I Support Plan F

Please take into consideration of the impact of
the traffic and congestion of placing a 52 car
parking lot on Clinton between South Broadway & Franklin
on our community. Please implement
Plan F. Thank you

Name: Isabel Ebrahimi

Interest Represented: My community

Address: 220 Piermont Ave NYack NY 10960

Email: _____

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
Project Director, New NY Bridge
New York State Thruway Authority
303 South Broadway, 4th Floor
Tarrytown, NY 10591

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Room 715
Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Isabel Ebrahimi <isabel_ebrahimi@yahoo.com>
Sent: Thursday, March 31, 2016 1:36 PM
To: NNYB Info
Subject: Tappan Zee Exchange: Share Used Path Parking
Categories: handled

To whom it may concern,

My name is Isabel Ebrahimi I reside at 220 Piermont Avenue in South Nyack NY and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live one block away from the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact our village.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and our Village. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,

Isabel Ebrahimi

From: Daphne Estwick <daphneestwick@gmail.com>
Sent: Monday, March 21, 2016 10:17 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: I support Concept F

Categories: handled

Greetings. I am a South Nyack resident and I support “Concept F” in South Nyack for the Shared Use Path. Thank you.

--Daphne Estwick

From: Russell Paul Fernando <rp1961ch@gmail.com>

Sent: Mon 3/7/2016 4:43 PM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov; rp1961ch@gmail.com; jill.schwartz@southnyack.ny.gov

Subject: I support Concept F

Being a South Nyack resident for over 50 years I am very invested in our community. I do not want to see the village of South Nyack destroyed by wreckless planning that would destroy the physical beauty or peaceful environment that is very much a part of South Nyack.

My mother Marguerite Fernando was President of The Village Party and oversaw fundraising and construction of The Children's Park of South Nyack on Elizabeth Place where I would play as a child.

It is for these reasons I support Concept F which would minimize the impact of the new bridge to the residents of South Nyack and our community preserving the beauty and pristine complexion of our beloved village.

Please listen to the concerns of the people of South Nyack. We love our home and want to keep it beautiful and peaceful.

Sincerely,

Russell Paul Fernando

35 Smith Avenue
South Nyack, NY. 10960

845/499-3934

Resident of South Nyack since 1963!

Sent from my iPhone

From: Victoria Ficco-Panzer <memavicky@aol.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: I support Concept F

Sent: Mon 3/7/2016 10:24 PM

As South Nyack residents since 1996,we have been constantly having to adjust to the changes that the Thruway has in store for us.The residents of South Nyack,and Salisbury Point in particular,are now going to be exposed to increasing local traffic,and increased visitor parking on village streets,should the Thruway Authority persist in pushing through Concept E.We have read the information the Authority has provided,but respectfully request that Concept F be the one chosen for the SUP.

Victoria Ficco- Panzer
2 Salisbury Point,Apt.1-C
Nyack,NY10960
Sent from my iPad

From: New NY Bridge <info@newnybridge.com>
Sent: Tuesday, March 29, 2016 10:34 PM
To: NNYB Info
Subject: NNYB Web Contact Form - Bike and pedestrian path parking concepts: richard fine
Categories: handled

From: richard fine
Subject: Bike and pedestrian path parking concepts

Message is regarding: Bike and pedestrian path parking concepts

Contact Information

First Name: richard
Last Name: fine
Email Address: richardfine42@hotmail.com
Join Mailing List?: Subscribe to New NY Bridge Project Updates
Telephone: 914-523-3207
Organization:

Address

Street: 107 w 86 st 10g
City: ny
State: New York
Zipcode: 10024

Message Body:

just wanted to say that i hope the bike / ped extension on the new bridge remains. as a former [40 year] rockland resident, i still look forward to joining biking friends on this new outlet for enjoyable riding. best of luck and thanks, richard fine

--

This e-mail was sent from a contact form on New NY Bridge (<http://www.newnybridge.com>)

From: SCOTT FINE <skfine@yahoo.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shard Use Path resolution F

Sent: Tue 3/8/2016 1:43 PM

To whom it may concern at that New NY Bridge and NY State Thruway authority,

I am a South Nyack resident who is and will continue to be affected by the new construction of the bridge and it's future shared use path. As much as I am delighted about the future of the bridge and it new uses for pedestrian usage, I urge the overseeing departments to consider adapting the shared use path, 'Concept F' to be the only reasonable solution for interconnecting the shared use path to the bridge and the South Nyack community.

This adaptation will best integrate the South Nyack community, as well as enable the absorption of throngs of visitors who will need to utilize and pass through South Nyack to use the vehicular as well as pedestrian outlets to the bridge.

Concept F would enable not only a solution for today, but for the future of South Nyack and visitors for generations to come.

Please do not repeat the legacy of the original bridge and how it decimated South Nyack's community, pride and sense of place.

Scott Fine

South Nyack, NY

From: Denise Finnigan <dfin1826@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Plan F

Sent: Wed 3/2/2016 8:29 PM

I am a resident of South Nyack and I am displeased with your choice for new interchange layout.

My vote is for PLAN F. This is a much better choice for our small community.

Regards,

Denise Finnigan

Sent from my iPad

From: Jill Footlick <jillfootlick@mac.com>
Sent: Saturday, March 19, 2016 4:09 PM
To: NNYB Info
Subject: Plan E Is the obvious and best choice

Categories: handled

Dear New NY Bridge Authority,

As a resident of Upper Grandview, I am aghast that there is consideration being given to Plan F for the new bridge. Those of us living in Upper Grandview do not have an elected official to represent us in this matter as the residents of South Nyack do, however we are taxpayers and should be given our say. Plan E is the most beneficial (and cost efficient) for the many residents of Upper Grandview, Grandview, Nyack and Piermont.

Plan E is the most cost efficient and best plan being put forward. It disrupts the fewest people and allows the best flow on and off the bridge. I live with my family on 9W, not far from the main onramp. I have seen first hand how quickly 9W, a main thoroughfare for school buses, trucks and cars can back up with the smallest accident or sun glare on the bridge. We are a commuting town and to close off one entrance ramp to the bridge and not replace it with another will cause a ripple effect of massive traffic all the way down 9W and up Broadway.

My husband and I would have been at the open houses to voice this opinion, but we were working and unable to attend.

PLEASE DO NOT USE PLAN F. IT IS A PLAN THAT SEEMS TO HELP VERY FEW AT THE EXPENSE OF MANY TAX PAYING RESIDENTS OF UPPER GRANDVIEW, GRANDVIEW, NYACK AND PIERMONT. PLAN E IS CLEARLY THE BEST CHOICE.

many thanks,
Jill Footlick-Shaw
Resident of Upper Grandview

From: Bruce Forrest <forrestbd@hotmail.com>
To: NNYB Info
Cc: Bonnie Christian
Subject: We Support "Concept F" in South Nyack for the Shared Use Path

Sent: Wed 3/9/2016 9:19 PM

I regret that neither of us shall be able to attend meeting at the Nyack Middle School on March 16th, 2016.

However, through this email, I wish it to be recognized that both of us fully support "Concept F" in South Nyack for the Shared Use Path.

We are both residents of the Village of South Nyack and I (Bruce Forrest) am a member of the Zoning Board of Appeals for the Village of South Nyack.

regards,

Bruce D. Forrest, MD, MBA
Eva B. Schadeck, PhD

135 Piermont Avenue
South Nyack, NY 10960

From: John Forster <johnforster@verizon.net>
Sent: Wednesday, March 16, 2016 9:27 AM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: South Nyack Shared Use Path

Categories: handled

Dear NYS ThruWay Authority/NYS Dept of Transportation:

We want to go on record: We strongly support CONCEPT F.

We are 27-year residents of South Nyack, living on South Broadway. We see this as a very important decision. And it is clear to us that CONCEPT F is the proposal that would leave the character of our neighborhood intact. A SUP terminus on South Broadway would be devastating.

Thanks,

John and Vicky Forster

From: Margaret Fraser <fraser88@gmail.com>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: TZ Bridge

Sent: Tue 3/1/2016 7:28 PM

Hello,

I am a South Nyack resident, and am very concerned about the character of my town.

I support Concept F for the shared use path. And I vote!

Thanks,
Margaret Fraser MD
92 Washington Street
Nyack, NY 10960

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: I think the designers are not
going to realize the overcrowding this
will bring "IE" the parks in Rockland Cnty
are all full with overflow crowds + bicycles
+ joggers will bring havoc with traffic
flow + Residents.

Name: Geo Galione

Interest Represented: _____

Address: 234 S. Blvd, So Nyack

Email: bobopd31@optonline.net

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: George Galione <bobopd31@optonline.net>
To: NNYB Info
Cc:
Subject:

Sent: Thu 3/10/2016 3:48 PM

I AM A RESIDENT OF SOUTH NYACK AND SUPPORTCONCEPT F IN SOUTH NYACK FOR THE SHARED USE PATH.....GEORGE GALIONE 234 SO BLVD.

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: inclusion of porous pavement wherever possible.

Lighting on esposito trail. Fencing, ^{and} or fence separation on
esposito trail - is it necessary?

it looks as if you've added some parking from earlier iterations -
that's good! Please don't underestimate the potential for parking needs

Name: Kathy Galione

Interest Represented: South Nyack resident

Address: 234 s. blvd S. nyack ny 10960

Email: peacemosaic@hotmail.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
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 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Michael P. Gaughan <gachainmadhcp@hotmail.com>
Sent: Monday, March 21, 2016 3:20 PM
To: NNYB Info
Subject: Tappan Zee Bridge SUP Comment

Categories: handled

An additional access point is needed at the River Road/Piermont Avenue/Bike Route 9 crossing for the SUP, and keep it open 24/7

As a Bicycle rider who does use Metro-North to get out of the City when the urge moves me, I feel it is a no-brainer to connect the New Tappen Zee Bridge path to River Road and not end it in a Parking lot. Bicycle are a mode of Transportation and have the same right to the Street as Cars.

Michael P. Gaughan
Brooklyn

From: cellodude51@gmail.com on behalf of David Geber <david.geber@verizon.net>
Sent: Saturday, March 19, 2016 6:49 PM
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Concept F in South Nyack

Categories: handled

To The NYS Thruway Authority:

I am a 26-year resident and homeowner in South Nyack. My family and I support Concept F in South Nyack for the Shared Use Path.

Thank you,

David Geber
59 Elysian Avenue
South Nyack

From: Ken Geles <kg_g1@yahoo.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: WE SUPPORT CONCEPT F

Sent: Wed 3/2/2016 8:26 PM

NYS Thruway Authority/NYS Department of Transportation-

"We support "Concept F" in South Nyack for the Shared Use Path."

**South Nyack Resident
Ken Geles**

From: New NY Bridge <info@newnybridge.com>
Sent: Monday, March 28, 2016 1:26 PM
To: NNYB Info
Subject: NNYB Web Contact Form - Bike and pedestrian path parking concepts: Desiree Giler Mann

Categories: handled

From: Desiree Giler Mann
Subject: Bike and pedestrian path parking concepts

Message is regarding: Bike and pedestrian path parking concepts

Contact Information

First Name: Desiree
Last Name: Giler Mann
Email Address: desireegilermann@hotmail.com
Join Mailing List?: Subscribe to New NY Bridge Project Updates
Telephone: 9179398802
Organization: Resident of South Nyack

Address

Street: 275 Piermont Ave
City: South Nyack
State: New York
Zipcode: 10960

Message Body:

I wish to express my support for Alternative E for Bike/Pedestrian Path parking. This is primarily because it keeps open the Thruway on-ramp near South Nyack Village Hall, which I have used as a commuter into NYC/Westchester since 1994, when I first moved to South Nyack. It is for the same reason that I do NOT support Alternative F for Bike/Pedestrian Path parking, which closes said on-ramp. Both alternatives provide essentially the same amount of parking space and the same amenities, so I advocate for Alternative E, which will have the least impact to the community, will maintain our current access and will cost less (leaving funds for projects with more substantive benefits). Moreover, the location of the parking nearest to Franklin invites users to come into the villages of The Nyacks and meaningfully engage in the community (as opposed to merely veering into the shoulder of the Thruway, as Alternative F would have users do). I note that the additional expense associated with re-routing roads to accommodate Alternative F does not seem like money well spent for the benefit of the South Nyack community — I appreciate that the construction companies and their suppliers will realize short-term benefit from this, but I cannot see how that additional money for Alternative F will be making South Nyack a better place for residents. The residents of South Nyack have suffered greatly during the building of the new bridge — from the construction noise, to traffic (i.e., air pollution, noise pollution, congestion, re-routing, etc, which lead to lower enjoyment of our homes and lost productivity in our jobs, whether they be work-at-home or commuting) — and permanently closing our access to the very bridge which has tortured the community seems unjust. I personally selected my homes in South Nyack over the last 20 years (having always been within 1/3 mile from the on-ramp) for their proximity to the bridge and I can attest that when the on-ramp has been closed in the past for maintenance/construction, it added 10 min to my

morning commute, re-routing me through Nyack via various traffic signals. Alternative F will have negative impacts on South Nyack residents by adding 2+ miles to access the bridge (appx. an extra 500 miles per year for commuters who used the Village Hall on-ramp), which will increase commute times (when every minute counts!), increase fuel costs as our mileage increases, and increased pollution in our community as we have to travel out of our way to get to the same destinations over the bridge. Whilst those incremental increases may seem negligible to someone outside the community, they add up over the days, weeks, years and decades many of us homeowners plan to remain in South Nyack. Do not punish us further for living here, and don't waste our money – tax-payer money – on boondoggles that do not make a material difference to the community.

--

This e-mail was sent from a contact form on New NY Bridge (<http://www.newnybridge.com>)

From: Lanie Goldberg <laniegoldberg1@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: bridge plans

Sent: Wed 3/2/2016 10:15 PM

We support “Concept F” in South Nyack for the Shared Use Path. Please do not let the bridge destroy our neighborhood and our local streets (at our expense!). I just moved to South Nyack because of the peaceful, beautiful neighborhood, and do not want our local roads to become crowded with traffic and cars from visitors. Highway entrances belong on Thruway or state property, not in the middle of neighborhoods and local roads.

Thank you for your consideration of our neighborhood! Please help us preserve it!

**Lanie Goldberg
South Nyack Resident**

From: Patricia Gonzalez <gonzalezp.nyc@gmail.com>
Sent: Tuesday, March 15, 2016 6:14 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F for Shared Use Path

Categories: handled

I am a South Nyack resident and sending this email to support Concept F for the Shared Use Path

Patricia Grippo Gonzalez
3 Salisbury Point 4D
Nyack NY

From: Sean Gordon <s.gordon@cryeprecision.com>
Sent: Tuesday, March 15, 2016 2:50 PM
To: NNYB Info
Subject: Tappan Zee Bridge Bike Path

Categories: handled

Hello,

I have been cycling from Brooklyn to Piermont, Nyack, and Bear mountain regularly since 2008. I very much enjoy visiting Nyack and its businesses. I think you guys have a gem of a community, and I would hate to see it changed. I would be thrilled to see a new Tappan Zee bridge bike route that allowed easy between Rockland and Westchester counties.

I very much hope that the new shared use path is safely and easily accessible to cyclists and pedestrians, and particularly those with disabilities. This naturally would preclude the use of stairs, steep ramps, or tight switchbacks (like we have on the George Washington Bridge).

I think any demands for additional parking areas in your community are superfluous. I do not think residents of Nyack should be made to accommodate those who want to park and ride. The majority of competitive cyclists just want to ride their bikes. Cycle commuters should also ride their entire commute or use a multi-modal commute combining cycling and public transport, but not driving, parking in your community, and then cycling into the city.

I hope that cyclists like myself can continue to respectfully enjoy your lovely town and be good patrons for your businesses.

Sean Gordon
Industrial Designer
Crye Precision
718-246-1515 x27 lab
207-233-2143 cell

63 Flushing Ave
BNY Bldg 275 Suite 303
Brooklyn, NY 11205
[CRYE PRECISION](#)

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From: shopegraham@verizon.net
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Mon 3/7/2016 2:59 PM

I am a South Nyack resident and I support "Concept F" in South Nyack for the Shared Use Path. Suzanne Hope Graham

From: Theresa Graves <tanngresses@gmail.com>
Sent: Wednesday, March 16, 2016 10:10 AM
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Concept F - South Nyack

Categories: handled

We support “Concept F” in South Nyack for the Shared Use Path.”

--

Theresa A. Graves
(South Nyack Resident)
2 Salisbury Point
#1D
South Nyack, NY 10960

914.584.0997 (cell)
email: tanngresses@gmail.com

From: Rowan Griffith <ragriffith@aol.com>

Sent: Thu 3/3/2016 11:58 AM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: WE SUPPORT "CONCEPT F" IN SOUTH NYACK FOR SHARED USE PATHWAY

As a South Nyack homeowner and resident I am VEHEMENTLY opposed to Concept E. I support Concept F because Concept E will negatively impact our way of life in our Village.

As a long time Village resident said "The 1955 bridge destroyed our commercial center. Don't let the new bridge destroy our neighborhood".

Sent from my iPad

From: Michelle Grondahl <casag1@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: I support Condept F

Sent: Thu 3/10/2016 3:51 PM

To Whom It May Concern,

I am a South Nyack resident and I support "Concept F" in South Nyack for the Shared Use Path.

Sincerely,
Michelle Grondahl

From: mrh1026@aol.com
Sent: Tuesday, March 15, 2016 10:06 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: SHARED USE PATH

Categories: handled

I support Concept F in South Nyack for the Shared Use Path.

Mary Hagan

From: betsyah@aol.com

Sent: Mon 3/7/2016 3:29 PM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: I Support Concept F

I am a resident of South Nyack, and I am writing to tell you that I support "Concept F" in South Nyack for the Shared Use Path.

Sincerely,

Elizabeth Hanson
245 South Broadway

From: Christopher Hartmann <hudsonhartmann@gmail.com>
Sent: Wednesday, March 16, 2016 6:16 PM
To: NNYB Info
Subject: Bicycle access to New Tappan Zee Bridge

Categories: handled

I am a New Yorker who bicycles daily for transportation as well as recreation. Being able to bike out of the city for a few hours or days is an emotional lifeline and also good for the state's tourist economy. Points north, in Rockland, Westchester, and counties north, are frequent destinations for me and all of my cycling friends.

A fully accessible bike lane on the new Tappan Zee bridge will enable us to make longer and more frequent journeys, since it will also give us the option of taking Metro North from the city. I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access.

With this in mind, I urge you to select Option F on the Nyack approach to the shared use path. Concept F is the only solution that is viable for cyclists. Without it, our travel will be impeded.

On the Westchester side, Concept B looks like a very viable solution. I have two concerns, however.

1) Are there provisions for cyclists traveling to and from the nearby North/South County Trailway? The most direct route is on NY-119 -- a busy, high-speed 4-lane roadway with mostly no shoulders. This would be extremely dangerous.

2) Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

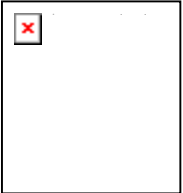
Thank you for your time and consideration.

Sincerely,

--

Christopher Hartmann, M.A. SpEd, M.A. EdL

Co-founder of the



www.indefianceseries.com

From: Hasslinger, Noreen <nh2299@cumc.columbia.edu>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: I support Concept F in South Nyack

Sent: Thu 3/3/2016 8:35 AM

TO: The NYS Thruway Authority NYS Department of Transportation

I am a South Nyack resident and I support Concept F for the Shared Use Path for the bridge.

Thank you.

Noreen Hasslinger

3 Salisbury Point, Apt 5D

Nyack, N.Y. 10960

From: virginia heagney <kumikoandywarhol@yahoo.com>
Sent: Thursday, March 17, 2016 8:08 AM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: support concept F

Categories: handled

We live at Salisbury Point 1 in unit LB. We would like you to know that we support Concept F.

Thank you, Virginia Heagney, Scot Heagney, Scot Heagney Jr. and Ran Williams

From: greg healey <greghealey@hotmail.com>
Sent: Tuesday, March 22, 2016 3:50 PM
To: NNYB Info
Cc: John.Burns@dot.gov; news12hv@news12.com
Subject: Alternative F: not good planning.

Categories: handled

Alternative F: not good planning.

RE: New TZ Bridge : Shared pathway

Hello,

I was not able to attend the Open House / Public meeting since I commute to NYC every day for work and get home to late for the meeting.

Please read and consider my comments below as official concerns regarding the Plan.

Upon review of the 'favored' Plan F, there are serious objections / concerns.

1.

No one can get to the parking lot! Look at the map and try to figure out how somebody gets to the parking lot from the highway? They can't! So only locals can use the parking lot?!? Wouldn't they take their bike? Seems like something the entire community is paying for should be able to be used by the entire community. We want to encourage people from outside the area to come, use the path, shop in our store, eat in our restaurants. Not having access to the lot from the highway does not make any sense.

2.

The meeting time for hearing public opinion on the plans which drastically impact commuting is at a time when commuters cannot attend. It does not seem logical to have a meeting concerning people who use the ramp / intersection daily starts at 5:00 when only people who stay locally can attend. Anybody who uses the on ramp knows that traffic gets backed up all the way to lower Broadway some days. Where is the traffic going to back up now? It seems a study with some data and a plan for the traffic, needs to take place, rather than the opinion on a few people who live on the street.

Greg Healey, Nyack resident

greghealey@hotmail.com

From: Debbie Hecht <diz18@aol.com>

Sent: Thu 3/3/2016 9:01 AM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: South Nyack Shared Use Path

As South Nyack residents, "We support "Concept F" in South Nyack for the Shared Use Path."

Debbie and Gary Hecht
64 Clinton Ave.
South Nyack, NY

Sent from my iPad

From: Susan Hendricks <shoofry42@yahoo.com>

Sent: Fri 3/11/2016 1:08 PM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: I support "Concept F" for the new bridge Shared Use Path

To the NYS Thruway Authority/NYS Department of Transportation:

I am a South Nyack resident who lives next to the Tappan Zee Bridge and the construction site for the new NY bridge across the Hudson.

I STRONGLY SUPPORT 'CONCEPT F' IN SOUTH NYACK FOR THE SHARED USE PATH.

It is the only alternative that is acceptable to residents here, who fear that any other option will destroy our village neighborhoods.

Sincerely,

Susan D. Hendricks
1 Salisbury Point
South Nyack NY 10960

From: linda j higgins <tlhiggins4@aol.com>
To: NNYB Info
Cc:
Subject: Concept F in South Nyack

Sent: Sun 3/13/2016 8:47 PM

**"We support "Concept F" in South Nyack
for the Shared Use Path."**

**Linda and Terry Higgins
South Nyack residents**



From: Jeffrey Hirsch <jeff.hirsch@hirschorg.com>
Sent: Tuesday, March 15, 2016 12:51 PM
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov; Jennifer Hirsch
Subject: We Support "Concept F" in South Nyack for the Shared Use Path

Categories: handled

Dear NYS Thruway Authority/NYS Dept of Transportation:

I am a South Nyack Resident and live right off Interchange 10 and Esposito trail. My wife and I firmly support "Concept F" as the only viable, cost effective plan for the New TZB South Nyack SUP Terminus. Other more costly alternatives would be more desirable but "F" is a reasonable compromise. In fact I think there are several changes to "F" that would be cost saving and make "F" less expensive.

1. Remove the paved section on Esposito trail
2. Remove the ramp connecting SUP to Esposito trail
3. Either have no connection at all from the SUP to Esposito trail or,
4. Put up an inexpensive staircase like they have for the <http://www.thehighline.org/> in NYC. (see picture below)

Send bikes and people who need wheeled access into parking lot and packs of street bikers can then access Nyack like the other motor vehicles they are supposed to. Foot Traffic and folks that can throw their bike on their shoulder and ride on gravel path are welcome to use steps. Or have no access to Esposito trail from SUP at all. There will be sidewalks to parking lot for access on foot. Esposito trail is currently used by joggers, dog walkers, parents with babies in strollers and young children and families playing. It is no place for packs of street bikers that will hog the trail as they do on the roads already.



Thank you kindly in advance!

Jeffrey A. Hirsch

CEO: Hirsch Holdings | Editor in Chief: *Stock Trader's Almanac*

Investment Committee Member: Probabilities Fund Management, LLC

84 Clinton Ave | Nyack NY 10960

M: 845-358-4220 | jeff.hirsch@hirschorg.com

<http://www.stocktradersalmanac.com> | @AlmanacTrader

From: Jeffrey Hirsch <jeff.hirsch@hirschorg.com>
Sent: Friday, April 01, 2016 4:31 PM
To: Marcy, Daniel; NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov; lalbertson@verizon.net; jedelregno@aol.com; jessica.hans.smolin@gmail.com; smolinpa@gmail.com; tumbleweed626@gmail.com; kendol@leaderelectricalinc.com; 'Kristy Leader'; 'Jennifer Hirsch'
Subject: We Support "Concept F" WITH CHANGES in South Nyack for the Shared Use Path
Categories: handled

Dear Mr. Marcy and NYS Thruway Authority/NYS Dept of Transportation:

Please forgive the last minute submission. But myself and my fellow residents of South Nyack, especially my neighbors on Clinton Ave and the surrounding neighborhood want to reaffirm our support of Concept F, **BUT WITH SOME CHANGES**. As I conveyed in my comments at the meeting, the paved section and wheeled access to Esposito trail is unacceptable and disruptive to our neighborhood. There is no reason packs of street cyclists need access or should be on that trail and furthermore the changes and expansion of the trail as proposed in Concept F completely ruin the trail. Any handicapped and road cycle access can come from the connection to the parking facility. Please save us all some time, effort and money and leave Esposito Trail untouched with a possible staircase as I have recommend below. No need for a ramp.

We will vehemently fight for this change to F. Leave Esposito Trail alone. It saves you money and its saves our neighborhood.

In addition we need confirmation from you, the Thruway Authority and the NYS DOT that this facility with be manned 24/7 by a NYS Trooper at no cost to South Nyack and it will also be maintained, especially the bathrooms on a daily basis by the Thruway Authority and the NYS DOT at no cost to South Nyack.

As for the bus routes, they need to be rerouted so they do not turn down Clinton Avenue in either direction. The street is too narrow and the bus cannot make the turn without going completely in the oncoming traffic lane. They should be rerouted to Franklin entirely from downtown Nyack or better yet put the stop on 9W, the thruway itself like they do in I-95 in Fort Lee NJ or in the parking lot on Interchange 10.

Also please heed the words of the Senior Senator from NY and get this plan on the schedule without further ado.
<http://www.lohud.com/story/news/local/tappan-zee-bridge/2016/03/29/schumer-path-tappan-zee/82394444/>

We need to hear from you immediately on confirmation that F with our changes will be implemented. If construction starts without our prior knowledge of what is being done or anything other than F with these changes is pushed through, we will be forced to take legal action. So please, do the right thing.

Thank you in advance.

Yours sincerely,

Jeffrey A. Hirsch
CEO: Hirsch Holdings | Editor in Chief: *Stock Trader's Almanac*
Investment Committee Consultant: Probabilities Fund Management, LLC
84 Clinton Ave | Nyack NY 10960

M: 845-358-4220 | jeff.hirsch@hirschorg.com
<http://www.stocktradersalmanac.com> | @AlmanacTrader

From: Jeffrey Hirsch [<mailto:jeff.hirsch@hirschorg.com>]
Sent: Tuesday, March 15, 2016 12:51 PM
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov; Jennifer Hirsch
Subject: We Support "Concept F" in South Nyack for the Shared Use Path

Dear NYS Thruway Authority/NYS Dept of Transportation:

I am a South Nyack Resident and live right off Interchange 10 and Esposito trail. My wife and I firmly support "Concept F" as the only viable, cost effective plan for the New TZB South Nyack SUP Terminus. Other more costly alternatives would be more desirable but "F" is a reasonable compromise. In fact I think there are several changes to "F" that would be cost saving and make "F" less expensive.

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3. Either have no connection at all from the SUP to Esposito trail or,
4. Put up an inexpensive staircase like they have for the <http://www.thehighline.org/> in NYC. (see picture below)

Send bikes and people who need wheeled access into parking lot and packs of street bikers can then access Nyack like the other motor vehicles they are supposed to. Foot Traffic and folks that can throw their bike on their shoulder and ride on gravel path are welcome to use steps. Or have no access to Esposito trail from SUP at all. There will be sidewalks to parking lot for access on foot. Esposito trail is currently used by joggers, dog walkers, parents with babies in strollers and young children and families playing. It is no place for packs of street bikers that will hog the trail as they do on the roads already.



Thank you kindly in advance!

Jeffrey A. Hirsch

CEO: Hirsch Holdings | Editor in Chief: *Stock Trader's Almanac*

Investment Committee Member: Probabilities Fund Management, LLC

84 Clinton Ave | Nyack NY 10960

M: 845-358-4220 | jeff.hirsch@hirschorg.com

<http://www.stocktradersalmanac.com> | @AlmanacTrader

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From: Jennifer Hirsch <jenhutt@mail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: concept f

Sent: Wed 3/2/2016 9:14 AM

"We support "Concept F" in South Nyack
for the Shared Use Path.

Jennifer Hirsch

Sent using the mail.com mail app

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: In support of plan F, bus routes for
the T2 Express and NYC buses need to be
moved to 9W. The stops should no longer be
on south Broadway and Clinton. There is no need
for buses to turn on Clinton Avenue with the new concept F.

Name: Jennifer Hirsch
 Interest Represented: Plan F
 Address: 84 Clinton Ave
 Email: jenhutt2@mail.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Judith Hirschhorn <judith.hirschhorn@verizon.net>
Sent: Tuesday, March 15, 2016 10:12 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: SUP

Categories: handled

As a resident of South Nyack for more than 25 years, I am writing to support option F for the SUP on the new TZ bridge. I have closely studied the two options for the SUP for the new TZ bridge, and only option F would protect the integrity of the village of South Nyack. I can't help but reflect on the fact that the construction of the current bridge destroyed all of the commercial area in South Nyack.. Option E would effectively destroy the residential part of South Nyack. I am hoping that you will learn from the mistakes of the first bridge and do better this time. It is unfair to make this small village the sacrificial lamb again.

Thank you.

Judith Hirschhorn

From: Lee Hoffman <LHoffman@hkelderlaw.com>
Sent: Friday, April 01, 2016 2:52 PM
To: NNYB Info
Subject: SUP terminus

Categories: handled

I am a resident of South Nyack.

I strongly support Plan "F" for the SUP terminus – any other plan will have significant negative impacts on our community .

These negative impacts (traffic, trash, police oversight, etc) would be unfunded mandates – costs imposed upon the Village of South Nyack and perhaps the Villages of Nyack and Grandview-on-Hudson and the Town of Orangetown, without any guarantee of reimbursement from New York State.

The entire terminus complex should be on state or Thruway Authority land so the state, not local municipalities, is responsible for the expenses associated with the terminus.

PLEASE NOTE MY NEW EMAIL ADDRESS

lhoffman@hkelderlaw.com

Lee A. Hoffman, Jr.
Hoffman & Keating
82 Maple Avenue
New City, NY 10956

845 634 8169 (ph)
845 634 7963 (fax)

From: Miriam Hoffman <mhcser@aol.com>
Sent: Friday, April 01, 2016 2:42 PM
To: NNYB Info
Subject: Plan F

Categories: handled

I am writing to let you know that I am in favor of Plan F. None of the other options are appropriate or good for South Nyack. Please honor Plan F.

Mimi Hoffman
221 Piermont
S. Nyack, NY

From: Philip Holland <goawaymore@msn.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We support Concept F

The Hollands, 144 Clinton Ave.

Philip Holland
GoAway Travel, Inc.
845-353-3447 Phone only
845-323-5247 Text/Mobile/Email.
goawaymore@msn.com (email)

www.goawaytravel.cc (website)

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: I support Concept F. I request that
serious consideration be given to NOT
connecting the SUP and the existing
Esposito trail. I expect that use by
bicyclists of the Esposito trail will go up
tremendously and it will become an unsafe
"highway" for them to explore the community.
We use ^(the Esposito trail) to stroll, jog, take kids into nature and
that would maximize tourism to a trail not designed for
and higher use recreation

Name: _____
Interest Represented: Rebecca Holt Fine, South Nyack resident
Address: 55 Glen Byron Ave # South Nyack
Email: becky10@ix.netcom.com

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Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Jeffry Horowitz <jeffry.horowitz@gmail.com>
Sent: Tuesday, March 15, 2016 9:09 PM
To: NNYB Info
Cc: Bonnie Christian
Subject: We support "Concept F" in South Nyack for the Shared Use Plan

Categories: handled

Pamela and Jeffry Horowitz
4 Salisbury Point
Apt 1 B
South Nyack, NY 10960

From: karen houghton <karenhoughton148@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov; Michael Houghton
Subject: I support Concept F in South Nyack

Sent: Wed 3/9/2016 11:06 AM

I am a resident of South Nyack, NY and support "Concept F" in South Nyack for the Shared Use Path.
I look forward to the meeting on March 16th !
Many thanks for listening to the residents of our village.

Karen Houghton
148 South Broadway
South Nyack NY 10960

From: Allison Howitt <allison_howitt@hotmail.com>
Sent: Monday, March 14, 2016 12:36 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support of Concept F

Categories: handled

Dear NYS Thruway Authority,
As the homeowner at 70 Smith Ave in South Nyack, NY, I would like you to know that I support 'Concept F' for the Shared Use Path. This is the option that is best for myself and my community.

Regards,

Allison Howitt
Cell phone: +1.203.918.8466

From: Rita Ibrahim <rmibrahim38@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.gov
Subject: SUP/exit10

Sent: Fri 3/4/2016 5:57 PM

I am adamantly opposed to you Plan "E" ! We think Plan "F" is much more sensible for the benefit of South Nyack.
Are you really so determined to destroy a residential area of South Nyack?

Rita Ibrahim
4 Salisbury Pt. #3B
Nyack, NY 10960

From: ji liong tjhia <hakkanesecyclist724@hotmail.com>
Sent: Wednesday, March 16, 2016 10:15 AM
To: NNYB Info
Subject: Biking path

Categories: handled

I Live in Clifton NJ

As ado cyclist,I like doing long distance bike riding along the Hudson river corridor, trails such OCA(old croton aqueduct) and north county trails is my regular route, my route usually from Clifton to fort lee then x-ing into city via van Cortland park in Bronx, from there I can choose either to go on North county trails or OCA

If the Tappan zee bike path is built, it would be an important route for all cyclist like myself and my friends also hundreds of others bicycles club from NY and NJ as well, not only benefiting for the local economic but also for all users health being, also tourist from enjoying the Hudson river views,.. please, to whom in charge of this great project to make it reality for all of us, every time I drove by on this bridge,I imagine myself one day will be able to crossing it on my bicycles along with my friends and my kids

Thank you

Sincerely yours

Ji liong

Sent from [Mail](#) for Windows 10

From: Erica Jacobs <ejacobs@mail.rockefeller.edu>
Sent: Wednesday, March 16, 2016 5:32 PM
To: NNYB Info
Subject: NNY Bridge connections to Shared Use Path

Dear New Tappan Zee Bridge Planners,

I'm a recreational cyclist who lives in Manhattan and loves to ride in both Rockland and Westchester, where there are many scenic routes.

I'm really looking forward to the opportunities provided by the pedestrian/bike facilities on the new bridge, and would like to respectfully submit input regarding the design of the proposed pedestrian/bike approaches to the bridge.

As I understand it, Concept F on the Rockland side would make it possible and safe for bikes to get access to the bridge.

Concept E, by contrast, with switchbacks and stairs, would impede access for experienced cyclists and possibly prevent access for less experienced cyclists and children riding bikes, as well as severely complicating access for elderly or disabled pedestrians. It would also hamper safe traffic flow by both bikes and pedestrians/runners by impeding the line of sight. It just seems unnecessarily dangerous for all users.

On the Westchester side, Concept B looks good, although it would be best if it provided for some connection with the North/South County Trailway.

Thanks for listening,

-Erica Jacobs

From: Tiffany Card <cardt@assembly.state.ny.us>
Sent: Wednesday, March 16, 2016 4:12 PM
To: NNYB Info
Cc: Bonnie Christian
Subject: SUP Comments
Attachments: SNyack SUP Proposal.pdf

Categories: handled

NYS Thruway Authority/NYS Department of Transportation/New NY Bridge,

Please find Assemblymember Ellen Jaffee's comments on the proposals for the SUP Terminus in South Nyack.
Thank you,

Tiffany Card
Chief of Staff
Assemblymember Jaffee
97th District



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

ELLEN C. JAFFEE
Assemblymember 97TH District

COMMITTEES
Chair, Committee on Oversight,
Analysis and Investigation
Environmental Conservation
Children and Families
Health
Higher Education
Economic Development, Job Creation,
Commerce, and Industry
Mental Health
Steering Committee

March 15, 2016

The NYS Thruway Authority/NYS Department of Transportation
The New NY Bridge
303 South Broadway, Suite 413
Tarrytown, New York, 10591

I write to you requesting that the NYS Thruway Authority/ NYS Department of Transportation and the New NY Bridge Project accept "Concept F" for the New NY Bridge Shared Use Path Terminus in South Nyack, NY.

First, I want to thank the State for hearing the cries of the residents and agreeing to go back and revisit a concept that didn't address the real concerns and needs of the residents of South Nyack. In March of 2104, a "terminus" concept was presented to the residents of South Nyack for the New NY Bridge project's Shared Use Path. The bike and pedestrian path would include six belvederes that would provide residents and visitors an opportunity to explore the beauty of the Hudson Valley. This addition to Rockland County would truly make us The Gateway to the Hudson Valley.

However, this concept was deeply flawed. The concept didn't coincide with the landscape of the Village. It didn't foresee or anticipate neither the amount of visitors, and their parking needs, nor the safety of local pedestrians. It would have greatly disturbed the charming Village of South Nyack, a Village with fewer than 4,000 residents. A Village that still carries the scar of destruction when over 100 homes and the heart of its business district was destroyed by the State in 1952 for the then New Tappan Zee Bridge.

Second, the residents, the Mayor and the five members of the Tappan Zee Task Force, made up of residents of S. Nyack including a former country legislator, chairman of the South Nyack planning board, a highway administrator, a local business leader and a professional surveyor, are to be commended for their constant and consistent dedication to finding the best possible solution for the location of the terminus.

Which brings me to the options as presented in December 2015 for the terminus. The Tappan Zee Task Force, after complete and thorough review, weighing all the concerns, concluded that Concept F was the best option for the Village. Subsequently, the Village Board concurred and voted for Concept F agreeing with the Task Force's findings. While there may be no perfect solution to handle traffic, visitors, parking, noise, and safety, I trust that the Task Force and Village Board have done due diligence given the very reality of the project.

I look forward to being one of the first Rockland County residents to walk out into the middle of the SUP and take in the beauty of our Hudson Valley.

Best regards,

Assemblymember Ellen C. Jaffee

From: Ellen K Jaffe <ellen.k.jaffe@verizon.net>
Sent: Thursday, March 17, 2016 4:39 PM
To: NNYB Info
Subject: I urge you to select Option F on the Nyack approach to the shared use path
Categories: handled

I am a New Yorker who bicycles daily for transportation as well as recreation. Being able to bike out of the city for a few hours or days is an emotional lifeline and also good for the state's tourist economy. Points north, in Rockland, Westchester, and counties north, are frequent destinations for me and all of my cycling friends.

A fully accessible bike lane on the new Tappan Zee bridge will enable us to make longer and more frequent journeys, since it will also give us the option of taking Metro North from the city. I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access. With this in mind, I urge you to select Option F on the Nyack approach to the shared use path. Concept F is the only solution that is viable for cyclists. Without it, our travel will be impeded.

On the Westchester side, Concept B looks like a very viable solution. I have two concerns, however. 1) Are there provisions for cyclists traveling to and from the nearby North/South County Trailway? The most direct route is on NY-119 -- a busy, high-speed 4-lane roadway with mostly no shoulders. This would be extremely dangerous.

2) Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Thank you for your time and consideration.

Sincerely,

Ellen Jaffe

248 Lafayette Street

NY NY 10012

From: jrjansen40@verizon.net
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Fri 3/11/2016 9:21 AM

We reside at 3D Shadyside Avenue, South Nyack, NY and have lived here for 42 years. We support "Concept F" in South Nyack for the Shared Use Path. We would also support any noise abatement measures.

Richard and Joan Jansen

From: jbmom7@aol.com

Sent: Mon 3/7/2016 2:17 PM

To: NNYB Info

Cc:

Subject: concept f

I am a South nyack resident and support Concept F in south Nyack for the shared use path

From: johnkellyiv@gmail.com on behalf of Pooka John <pookajohn@gmail.com>
Sent: Tuesday, March 29, 2016 2:18 PM
To: NNYB Info
Subject: Bike access

Categories: handled

I heard there was some question about the Tappan Zee Bridge SUP. I don't know what the controversy is. If people want to bike over the bridge, it decreases the congestion for the rest of us. Give them a great facility 24/7 and it will help decrease traffic. I don't get why you need so many parking spots for a bike facility. Maybe more of a standing zone to pick up someone. That's my public comment: create a great bike facility to relieve the bridge traffic. Give easy access to some local stores and it might even bring some money in.

From: Patricia Kahn <patkahn@gmail.com>
Sent: Monday, March 14, 2016 7:24 AM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support for TZ Bridge bike path Concept F

Categories: handled

To whom it may concern:

I am writing to express my strong support for Concept F for the South Nyack entrance to the Shared Use Pathway over the new TZ Bridge. This is by far the better option for the users of the new path, as it offers good (and safe, from a traffic perspective) parking as well as restroom facilities. And it's far better for South Nyack, protecting our small village roads from being overrun with the influx of cars that the exciting SUP is expected to bring to us.

Patricia Kahn

From: Daniel Kaplan <djkaplan@verizon.net>

Sent: Fri 3/4/2016 8:23 AM

To: NNYB Info

Cc: bonniechristian@southnyack.us.gov; djkaplan@verizon.net

Subject: Shared path

To New York State thruway authority:

I am a south nyack resident and I support "concept F" in south nyack for the shared path.

Sincerely,
Dan Kaplan
121 depot place

Sent from my iPhone

From: George Kaplan <blackmidnightraider@gmail.com>
Sent: Wednesday, March 16, 2016 1:08 PM
To: NNYB Info
Subject: Tappan Zee

Categories: handled

On the Nyack approach to the shared use path, Concept F is the only solution that is viable for cyclists. Please go with Concept F."

regards.
Geo Carl Kaplan
347 597 7166

From: Debra <furndeb@aol.com>
To: NNYB Info
Cc: bonnie.chrustian@southnyack.ny.gov
Subject: we support Concept F

Sent: Fri 3/11/2016 8:45 AM

I am a South Nyack resident and support "concept F" in South Nyack for the shared use path. This is of upmost importance in our Village for quality of life issues. Thank you for your consideration. Debra karten

Sent from my iPad

From: Bonnie Kelly <bonniekelly28@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Thu 3/10/2016 9:39 AM

I am a South Nyack resident and my husband and I Support Concept F in South Nyack for the shared use path.

Bonnie Kelly

--

Bonnie Kelly
Wright Bros. Real Estate
845-304-8856
bonnie.kelly@wrightinnnyack.com
bonnie.wrightinnnyack.com



*Wright Bros. is now on Facebook & Twitter! Please
"Like" us and "Follow" us there
!*

From: ckelly20@optonline.net

Sent: Wed 3/2/2016 9:45 PM

To: NNYB Info; bonnie.christian@southnyack.ny.gov

Cc:

Subject: South NYACK CONCEPT F

I am a South Nyack resident for 30 years. I support Concept F only. Do NOT implement concept E. Our village has been compromised by the existing and now new bridge. We deserve a break from over 50 years of traffic, sound and air pollution.

Chris Kelly
845-596-5165
40 Glen byron ave
South nyack

From: Quinn Kelly <qtk2@cornell.edu>
Sent: Monday, March 21, 2016 9:36 AM
To: NNYB Info
Subject: Comment on New Tappan Zee Bridge

Categories: handled

To whom it may concern:

Please make sure that the new Tappan Zee Bridge shared use path is well connected to adjacent towns, bike paths, and public transportation, including an access point at the River Road/Piermont Avenue/Bike Route 9 crossing. Also the path absolutely NEEDS to be open 24 hours a day! If you close it you could very well strand unsuspecting bicycle and pedestrian users on the wrong side of the river!

Thank you for your consideration.

Best,
Quinn Kelly
Hudson Valley cyclist, driver, & hiker

From: Maeve Kinkead <mtkinkead@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared Use Plans and New Tappan Zee Bridge

Sent: Sun 3/6/2016 12:35 PM



As a resident of the village of South Nyack, I support "Concept F" for the Shared Use Plan for the new bridge.

Maeve Kinkead Streep
24 Division Avenue
South Nyack, N.Y. 10960

--
Maeve Kinkead
mtkinkead@gmail.com
845-729-1014

From: randy krengel <rkrengel15@gmail.com>
To: NNYB Info
Cc:
Subject: bonnie.christian@southnyack.ny.gov

Sent: Wed 3/2/2016 8:28 PM

**"We support "Concept F" in South Nyack
for the Shared Use Path."**

As a south nyack resident , I feel strongly that "concept F is the right choice for the shared use path. Please consider the lives you change with this decision. Please make the right decision for the right reasons. Thank you.

Sincerely,
Randy Krengel

From: Peter Lang <periclang@gmail.com>
Sent: Friday, April 01, 2016 11:56 AM
To: NNYB Info
Categories: handled

To whom it may concern,

My name is Rebecca Lang, and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live in Upper Nyack close to the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact the surrounding environment.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and the village of South Nyack. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,

Rebecca Lang

--

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: The design of the maintenance facility leaves much to be desired!
The fact that the blue stripes recall the blue bridge span doesn't save it.
Tarrytown has wonderful stone architecture which should be used as a model to tie the facility into the community.

How about shuttles from the train to the bridge for out-of-town visitors.

Name: Joyce Lannert

Interest Represented: _____

Address: 141 West Main, Tarrytown

Email: jlannert@optonline.net

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 Tarrytown, NY 10591

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 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: slarson1@ramapo.edu
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject:

Sent: Wed 3/2/2016 11:18 AM

NYS Thruway Authority and NYS Department of Transportation,

We support Concept F in South Nyack for the Shared Use Path.

Thank you!

Stephen

Robert

Stephen J. Larson, PhD, CFP®
Associate Professor of Finance
Ramapo College of New Jersey

Robert B. Larson, ESQ.
Dental Practice Attorney

From: Lauber519@aol.com
Sent: Friday, March 18, 2016 7:13 PM
To: info@newnybridge.com.
Subject: F Plan

Categories: handled

I favor the F plan for the Tappan Zee Bridge shared use. I have been a South Nyack resident for 12 years.

Lynn Lauber
19 White Ave., Nyack NY 10960

From: kristy.leader@yahoo.com
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: South Nyack Shared Use Path

Sent: Thu 3/10/2016 11:04 AM

Dear NYS Thruway Authority/ New York State DOT,

I am a resident of South Nyack, New York. I live on Clinton Ave at the corner of Clinton and Franklin Ave. We LOVE our South Nyack Community. We have 3 young children and love all that South Nyack has to offer them. Currently our children can enjoy playing outside in our yard, taking neighborhood walks and walking to their friends/neighbors houses.

WE SUPPORT "CONCEPT F" IN SOUTH NYACK FOR THE SHARED USE PATH

We feel that "Concept F" will allow our family to continue to enjoy the wonderful quality of life that we have in South Nyack. We have grave concerns about some of the other options and how they will impact our home, our residential neighborhood and our children's lives.

Thank you for your attention to this critical matter.

Sincerely,
Kristy Leader
90 Clinton Ave
South Nyack, NY 10960
914-907-5268
Kristy.Leaders@yahoo.com

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: As residents of Clinton Ave in So, Nyack we feel strongly that concept F is best for our community. The other options are simply unacceptable. We have grave concerns about E placing a parking lot + bathroom close to where our children play + live. The traffic, sewage + congregating of strangers close to where our children live, play + wait for the school bus is a huge concern.

Name: Kristy Leader And we fear that the impact

Interest Represented:

Address: 90 Clinton Ave, So, Nyack

Email: Kristy.Leaders@yahoo.com

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- **FAX** comments to (914.524.5455); OR
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Jamey Barbas, P.E.
Project Director, New NY Bridge
New York State Thruway Authority
303 South Broadway, 4th Floor
Tarrytown, NY 10591

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Room 715
Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

would be devastating to our wonderful
community.

From: Arthur Leibowitz <arthurleibowitz@hotmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Fw: New Tappan Zee Bridge

Sent: Wed 3/2/2016 11:09 AM

Typo in original.

From: Arthur Leibowitz <arthurleibowitz@hotmail.com>
Sent: Tuesday, March 1, 2016 9:31 PM
To: info@neewNYbridge.com
Cc: bonnie.christian@southnyack.ny.gov
Subject: New Tappan Zee Bridge

I am a resident of South Nyack and have been watching the construction of the new bridge with a great deal of apprehension.

The various meetings concerning the bridge have been greatly appreciated. They have provided much needed information concerning your plans.

I, and all of my neighbors, am strongly in support of Concept F for the following reasons.

It will provide visitor parking and bathroom facilities that are on NYS Thruway property and which is much more convenient to the users of the shared use path.

It will discourage visitor parking on our village streets.

It provides the opportunity to increase the number of parking facilities. There is no way to know accurately how many visitors will want to take advantage of the shared use path. The pedestrian bridge in Poughkeepsie attracts hundreds of visitors daily. The actual usage is greatly in excess of the number of visitors anticipated in Poughkeepsie.

If the new bridge attracts a large number of visitors daily it will interfere with the traffic flow on the bridge as well as destroy the peaceful residential neighborhood of South Nyack.

Concept F will save wear and tear on our village roads thereby saving us tax dollars for resurfacing.

Moving the local entrance to the bridge from South Broadway to route 9W will greatly reduce traffic on local roads and provide a better traffic flow.

It will provide a much needed new pedestrian crossing at the south end of the Village connecting the west side of the Village to the east side.

Please adopt Concept F in South Nyack for the Shared Use Path.

From: kateleinart@me.com
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Shared Use Path plan

Sent: Tue 3/1/2016 7:58 PM

To Whom It May Concern at the NYS Thruway Authority/NYS Department of Transportation:

I am a South Nyack resident, and I am writing to express my support of **Concept E**. I support this concept because I do NOT want the exit closed. I am of working age and use this exit to get to and from my job in Yonkers every day. My son and I also use it on weekends to cross over to participate in a variety of leisure activities across the Hudson. I am greatly appreciative that both these new plans include a parking area that will discourage parking on our local streets. I live within a few blocks of the bridge, so this directly affects me. Thank you for considering our wishes.

Sincerely,
Katherine Leinart
128 Piermont Avenue
South Nyack

From: alain.leinbach@jeffersondevelopment.com on behalf of Alain Leinbach
<alain.leinbach@southnyack.ny.gov>
Sent: Wednesday, March 16, 2016 1:21 PM
To: NNYB Info
Cc: Bonnie Christian
Subject: South Nyack SUP Terminus

Categories: handled

As a long-time South Nyack resident and elected official, I feel that it is important to make clear my position on the South Nyack SUP Terminus design.

Having grown up in South Nyack and married into a third generation South Nyack family, I have always been aware of the damage done to the village sixty years ago by the Thruway Authority and the lingering sentiment among its residents. It is exciting to me to see that the leaders of the New NY Bridge project have acted in a manner so different than their predecessors. While it is clear that the New NY Bridge project will significantly impact South Nyack and other communities, it is also clear to me that the project management has a real desire to mitigate the negative impacts and help these communities exploit the potential opportunities this project brings. While the state has a long way to go to repair the damage done, I am optimistic that there is a real desire within the leadership to try for a different outcome this time.

This is why it is particularly important that the SUP Terminus on the Rockland side NOT be implemented as described in Concept E.

Concept F is an opportunity to move some of the exit 10 traffic from a municipal road to a state road. This is critically important since the village cannot allow the increasing traffic congestion and wear-and-tear on its roads to continue. Steps will have to be taken to mitigate these problems if the entrance is left on South Broadway. Implementing Concept F solves these issues with a relatively small marginal cost to the state.

Alain Leinbach
Trustee
Village of South Nyack

From: Naomi Levine <runningbrookml@aol.com>

Sent: Mon 3/7/2016 12:17 PM

To: NNYB Info

Cc:

Subject: Bridge

Please support Concept F to save the character of the quaint Village of Nyack , New York.

Sincerely,

Nicki Levine

Sent from my iPad

From: SueLindsey@aol.com
Sent: Thursday, March 17, 2016 4:26 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Categories: handled

We are South Nyack residents and we support Concept F in South Nyack for the Shared Use Path.

Sue Lindsey
James Lindsey

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: AS A CYCLIST, I PREFER ALTERNATIVE
F BECAUSE IT AVOIDS THE NEED FOR THE
RAMP. I UNDERSTAND THAT THE RAMP IS
DESIGNED TO PEDESTRIAN (NOT CYCLING)
DESIGN STANDARDS. THIS MEANS A PEDESTRIAN
FACILITY IN THE MIDDLE OF A BICYCLE ROUTE!
AT THE LEAST, THE RAMP SHOULD BE DESIGNED
TO ALLOW BICYCLING UP+DOWN. THE MAIN NEED
IS SUFFICIENT TURNING RADIUS AT THE ENDS OF THE RAMP.

Name: MARK H. LINEMAN

Interest Represented: CYCLING + WALKING { YORKTOWN TRAIL TOWN COMMITTEE
WESTCHESTER CYCLES

Address: 1190 PARK LANE, YORKTOWN, NY 10598

Email: MHL@LINEMAN-US

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Meg Lockwood <meglockwood21@gmail.com>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: South Nyack Shared Use Path

Sent: Mon 3/7/2016 7:36 PM

To NYS Thruway Authority/NYS Dept of Transportation:

I reside in South Nyack at 216 S Broadway. I support **Concept F** in South Nyack for the Shared Use Path.

Thank you.

Meghan Lockwood

From: Scott Louis <scottnlouis@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F - South Nyack SUP

Sent: Mon 3/7/2016 5:40 PM

My wife and I are residents of South Nyack, and we support "Concept F" for the South Nyack Shared Use Path (SUP).

Sincerely,

Scott & Nina Louis



Nita M. Lowey
Congress of the United States
17th District, New York

January 26, 2016

lowey.house.gov

WASHINGTON

2365 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6506
FAX: (202) 225-0546

WESTCHESTER

222 MAMARONECK AVENUE
SUITE 312
WHITE PLAINS, NY 10605
(914) 428-1707
FAX: (914) 328-1505

ROCKLAND

67 NORTH MAIN STREET
SUITE 101
NEW CITY, NY 10956
(845) 639-3485
FAX: (845) 634-4079

Ms. Maria Lehman, Interim Executive Director
New York State Thruway Authority - Administrative Headquarters
200 Southern Boulevard
P.O. Box 189
Albany, New York 12201-0189

Re: South Nyack Shared-Use Path Concept

Dear Ms. Lehman:

I am writing to support the Village of South Nyack Board of Trustees' resolution on January 12, 2016 endorsing the South Nyack Tappan Zee Task Force (Task Force) recommendation for Concept F for the proposed Shared-Use Path (SUP). Concept F provides adequate parking for SUP users while substantially reducing the traffic load on local Village streets and keeping options open for future economic development.

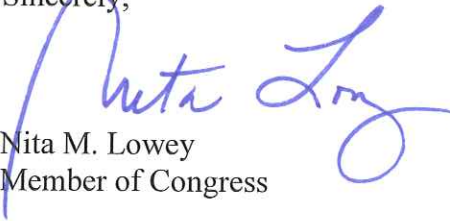
Before making its recommendation, the Task Force reviewed more than a dozen concepts for the SUP and evaluated the advantages and disadvantages of each concept. The Task Force and the Village Board of Trustees favor Concept F because it has room to expand parking capacity, has the parking lot adjacent to SUP's first point of access, and adds a pedestrian crossing from Shadyside Avenue to the SUP parking area. Concept F also removes the majority of morning commuter traffic from the Village, while adding more distance between Route 9W and the homes on the corner of Shadyside Avenue. Although Concept F does not provide a direct connection from the SUP parking lot to the Esposito Trail, requiring a "spur," and may increase traffic on Route 9W between Franklin Street and Shadyside Avenue, the Task Force concluded that its advantages far outweigh any downside.

Concept F was also selected because it does not close the northbound entrance to the Thruway, which several other concepts would require. Nor does it require the construction of overhead switchback ramps above South Broadway at Cornelison or the construction of an overpass at Franklin Street.

For all these reasons, I support the Village Board's resolution endorsing the Task Force recommendation for Concept F for the proposed SUP. If you have any questions or would like

additional information, please contact my District Representative Sara Levine in my Rockland District Office at 845-639-3485.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nita Lowey", is written over the printed name and title.

Nita M. Lowey
Member of Congress

From: Marcia Lynch <mtl3333@aol.com>
Sent: Friday, April 01, 2016 9:42 AM
To: NNYB Info
Subject: Plan F

Categories: handled

Hello.....I live on Clinton Avenue in S. Nyack and I support Plan F to keep the 52 parking lot off Clinton Avenue.
Sincerely,
Marcia T. Lynch

Sent from my iPhone

From: Katie Marshall <kttrue@gmail.com>
Sent: Thursday, March 17, 2016 12:22 PM
To: NNYB Info
Subject: New Bridge

Categories: handled

To whom it may concern,

The new bridge offers new opportunities for cyclists who have been unable to cross the Tappan Zee bridge. Cyclist cannot even commute to the train station in Tarrytown because bicycles are not allowed on cross-bridge mass transit buses. Recreational riders from Westchester County communities have to ride all the way up to the Bear Mt. bridge to cross the river. The new bridge has the potential to be a great link for commuters traveling from Rockland County to New York City and a wonderful recreational route for cyclists and pedestrians on both sides of the river.

The objection that cyclists will park their cars in the South Nyack neighborhood, taking spaces and bringing undesirable traffic into the area is weak. Currently there are no parking problems in South Nyack, and there is relatively little traffic. Studies performed by the Environmental Assessment project the need for 54 parking spaces on the Rockland side. The George Washington Bridge accommodates approximately 1,500 cyclists a day on weekends and there are NO parking set-asides in Fort Lee, NJ, for cyclists, and no parking spaces *at all* on the New York City side. So, while projected numbers of cyclists are much lower for the new bridge, there will not be parking problems because most cyclists actually ride their bikes from other places to the bridge crossings.

In response to objections by residents of South Nyack, there have been some plans that make cycling across the bridge difficult, if not impossible to access, (such as a flight of stairs over which cyclists would have to carry their bicycles). Some of the parking locations suggested are remote and potentially dangerously unattended, instead of being located in a well-trafficked, public use areas. These solutions seem to be a way to hinder, if not halt, the use of this resource that we share.

The truth is, the new bridge is certain to bring a greater amount of motorist traffic, resulting in more noise for South Nyack residents. However increased bicycle use could actually mean fewer cars, which would be a good thing for everyone.

Please move forward with a fair and reasonable plan that will allow access to bicycle commuters and recreational cyclists.

Kate Marshall

From: Geraldine McBrearty <geraldinemcbrearty1014@gmail.com>
Sent: Tuesday, March 15, 2016 2:42 PM
To: NNYB Info; bonnie.christian@southnyack.ny.gov
Subject: Pedestrian-Bicycle Path in South Nyack

Categories: handled

"We support "ConceptF" in South Nyack for Shared Use Path."

Geraldinemcbrearty
125 Depot Place
Nyack, NY 10960

From: Lucinda McClarty <mcclarty2@verizon.net>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Support Concept F

Sent: Mon 3/7/2016 5:04 PM

We are South Nyack residents and support "Concept F" in South Nyack for the Shared Use Path.
Thank you.

Anthony & Lucinda McClarty
mcclarty2@verizon.net

From: Catherine McCue <catherinemccue@verizon.net>
Sent: Tuesday, March 15, 2016 7:47 PM
To: NNYB Info; Bonnie Christian
Subject: The south Nyack SUP

Categories: handled

Please register my vote for plan F for the location of the parking lot for the SUP for the new path linked to the north span of the bridge and South Nyack. Plan E is unacceptable due to the proximity to residential neighborhood who want no part of the extra traffic congestion and parking issues visitors would impose on the residents. Listen to the voice of the people !

Catherine McCue
Village Trustee
South Nyack, N Y

Sent from my iPhone

From: Julie McDonald <jmcdance@icloud.com>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Concept F

Sent: Wed 3/2/2016 6:31 AM

I am a South Nyack resident.
I support "Concept F" in South Nyack
for the Shared Use Path.

Thank you.
Julie McDonald
7 Elizabeth Place
South Nyack

From: Pete McManamon <mayo2k@optonline.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Sharded Use Path

Sent: Mon 3/7/2016 4:11 PM

I am a resident of South Nyack and I support the "Concept F" in South Nyack Shared Use Path. The Shared Use Path has a negative impact on South Nyack. "Concept E" is the least objectionable.

Thomas McManamon

From: Brian McNulty <bmcnulty321@yahoo.com>
Sent: Wednesday, March 16, 2016 6:38 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We Support "Concept F"

Categories: handled

"We support "Concept F" in South Nyack for the Shared Use Path."
Thanks!!
The McNulty Family

From: JM3 <starcat@optonline.net>
Sent: Wednesday, March 16, 2016 7:55 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov; ggpower@optonline.net; 'Bryant Holmes'; joseph.mcpartland@apcc.com
Subject: "We support "Concept F" in South Nyack for the Shared Use Path."
Categories: handled

We sincerely request that you support our quality of life. It's a burden right now to contend with the noise, dust and closed roads. We'll have to live with this for the next few years. But the shared use path would be a permanent barrier to the peace and safety of our neighborhoods. These bicyclists are all out-of-towners who refuse to treat us with respect. They often cycle in large packs – blocking the road and intimidating and cursing us – very thug-like behavior. Please help us. We're paying a high enough price already. And BTW, my family NEVER uses the TZB. So we are carrying the burden of making travel easier for people from all over the state and indeed all over the country. And we derive no value at all. Please make the additional investment to preserve our neighborhoods and property values.

Sincerely, Gigi McPartland Salisbury Point, South Nyack

From: Lois Mergentime <loismergentime@optonline.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Tappan Zee Bridge Shared Use Path

Sent: Sat 3/12/2016 5:13 PM

As a resident of South Nyack, New York, I am writing to strongly endorse and support "Concept F" in South Nyack for the Shared Used Path. This will be so helpful in maintaining the quality of life in our village.

Lois Mergentime
272 Piermont Avenue
South Nyack, NY 10960

From: Tom Merwin <tm10@columbia.edu>
Sent: Tuesday, March 15, 2016 2:01 PM
To: NNYB Info
Subject: Cycling path

Categories: handled

Being able to safely ride across the new Tappan-Z is critically important.

Concept B on the Westchester side seems ok. Are there plans to connect the path to the trailway?

On the Nyack side, **Concept F** is the only solution that is viable for cyclists.

Please go with Concept F.

Thomas Merwin, Cyclist

NYC

From: michael@demarcoinc.net
To: NNYB Info; bonnie.christian@southnyack.ny.gov
Cc:
Subject: We support "Concept F" in South Nyack for the Shared Use Path

Sent: Fri 3/11/2016 9:10 AM

"We support "Concept F" in South Nyack for the Shared Use Path"

Sent from my Verizon Wireless 4G LTE smartphone

From: mimizen@aol.com
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: "We support "Concept F" in South Nyack for the Shared Use Path."

Sent: Tue 3/1/2016 8:10 PM

**We are south Nyack residents and "We support "Concept F" in South Nyack
for the Shared Use Path."**

From: Joan E. Moffett <joanemoffett@gmail.com>

Sent: Wed 3/2/2016 9:12 PM

To: NNYB Info

Cc:

Subject: Plan F

Absolutely no to Plan E but YES to Plan F. Joan E. Moffett, Salisbury Point - Bldg. 4 . Apt. 6A.

“The 1955 bridge destroyed our commercial center”

Don't let the new bridge destroy our neighborhood” – A South Nyack resident

STEP TWO: Today – Don't Wait Until the March 16th Meeting

Send the following email (and please state that you are a South Nyack resident) to:
The NYS Thruway Authority/NYS Department of Transportation and be sure to copy South Nyack Mayor, Bonnie Christian:

Email: info@newNYbridge.com
cc: bonnie.christian@southnyack.ny.gov

“We support “Concept F” in South Nyack for the Shared Use Path.”

Thank you for your continued support,

Bonnie Christian

From: shane@gojifitness.com
Sent: Monday, March 21, 2016 12:57 PM
To: NNYB Info
Subject: Bike path

Categories: handled

Hello,

I am a long-time resident of Piermont, NY and an avid cyclist. I often commute to and from NYC by bicycle as well as do my training on the roads in and around Rockland county. Building this new bridge without a bicycle friendly path is a huge mistake. I know hundreds of cyclists in Westchester county who would love to visit new roads and towns on this side of the river if they had easy access (often the GWB or Bear Mtn Bridge are too far). I'm sure that a solution to any concerns regarding the path can be resolved with input from both sides of the issue. Providing easy bike access to the train in Tarry Town will also reduce car traffic and pollution in the area. Commuting by bike has been on the rise for many years now and this will continue if city planners further encourage this practice. Thank you for your time.

Shane Moran

Co-Founder/Owner

Goji Fitness, LLC

USA Cycling Coach

shane@gojifitness.com

 [Facebook](#)



From: Sonya Munroe <sonyamunroe@yahoo.com>
Sent: Monday, March 14, 2016 6:30 PM
To: NNYB Info
Subject: TZ bridge shared use bike/pedestrian path
Categories: handled

Dear Sir or Madam:

Please allow me to add these suggestions for the subject plan in anticipation of tomorrow night's presentation.

- The **path needs to be open 24/7**, just like the car lanes. Those who are serious about reducing our carbon footprint may well choose to ride their bikes to work across the river, and the bike path will have to be open for them. Bike riding should be encouraged to replace car driving.
- The **intersection of Route 9 and the Shared Use Path on the Westchester side will need a traffic light** so folks can safely cross Route 9 to reach the path. Also consider having a median half way across Route 9 for slower elderly and very young walkers. Everyone should have access to and be able to enjoy the pedestrian walk on the bridge, no matter what age they are - with safety.

My husband and I are among thousands of Sleepy Hollow and Tarrytown residents whom the State bitterly disappointed by excluding bikers and pedestrians when the bridge opened in 1955. Please do the right thing by us this time.

I look forward to tomorrow's presentation and hope that you will include these 2 suggestions in the final plan.

With kind regards,
Sonya Munroe
63 New Broadway
Sleepy Hollow NY 10591

From: eidola6@aol.com
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We want Concept F

Sent: Wed 3/2/2016 8:17 PM

Hello,

As a resident of South Nyack and a Nyack business owner "We support "Concept F" in the Shared Use Path."

**Rosemary Narcisi
Salisbury Point**

From: Margaret Neuer <margaret_neuer@yahoo.com>
Sent: Wednesday, March 30, 2016 11:50 AM
To: NNYB Info
Subject: Tappan Zee Bridge SUP Comment

Categories: handled

It is terrific that there will be pedestrian and cycle access to the bridge, enhancing business for restaurants and small ships on both sides of the river.

HOWEVER, PLEASE

- Add an access point at the River Road/Piermont Avenue by Bike Route 9. Cycling and walking will only displace automobiles when it is made convenient to community businesses and resources.
- Keep it open 24/7. This is important for people who evening and night shifts (typically lower income residents who can really benefit financially from being able to bike or walk to work), as well as for casual and recreational users.

Thank you
Margaret Neuer

[Sent from Yahoo Mail on Android](#)

From: JOEL NEWTON <joelnewton1@icloud.com>
Sent: Friday, April 01, 2016 10:35 AM
To: NNYB Info
Subject: Plan F for SUP

Categories: handled

To whom it may concern,

I am writing to voice my strong support for plan F, specifically the provision to provide SUP parking as far away from South Nyack residential areas as possible. As a South Nyack resident myself, I am keenly aware of the residents' concerns, and it seems like the compromises worked out in proposal F are amply sufficient and fair.

It is a treat for us, one we bought into when we moved here and have grown accustomed to, to walk out our doors and up the street and enjoy a quiet residential atmosphere free of parking lots and the like. We see no reason to let that change when there is a perfectly viable alternative.

Sincerely,

Joel Newton
Clinton Ave

Sent from my iPhone

From: Peter Noonan <petecpd@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: New TZ Bridge Concepts

Sent: Wed 3/9/2016 1:42 PM

To whom it may concern.

After a careful review and as a resident of Rockland County, I am in favor of "Concept F" for the shared use path in South Nyack. I hope the Thruway Authority will give strong consideration to the desires of their neighbors in South Nyack. Thank you.

Peter Noonan
11 Atlantic Ave.
Nanuet, N.Y. 10954

From: Mary Jane O'Connor <mjoc28@verizon.net>

Sent: Sat 3/5/2016 11:09 AM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: South Nyack

**"We support "Concept F" in South Nyack
for the Shared Use Path."**

**Richard and MJ O'Connor
4 Balsam Court
New City, NY**

From: Therese O'dowd <terriodowd2@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept "F" for the Shared Use Path....

I am a South Nyack resident and I am definitely not in favor of the "E" Concept for the Shared Use Path.

The 1955 bridge destroyed our commercial center. Please don't let this bridge destroy our neighborhood. We, in South Nyack are in favor of the "F" Concept.

Sincerely,

Therese O'Dowd

From: stevenodrich@gmail.com
Sent: Wednesday, March 16, 2016 12:02 PM
To: NNYB Info
Subject: Bike/ped path

Categories: handled

I'd like to register my support for a bike/ped path on the new Tappan zee bridge. I'm astounded that it isn't an automatic feature of the design in this day and age. The age old GW bridge has ped/cycling access and it is a boon to both NJ and NY communities on either side of the bridge. Of course it will bring a lower carbon footprint and more business to both sides of the bridge. It is truly a no brainer. I live in Westchester and hope my support helps this important issue.

Steven Odrich

From: New NY Bridge <info@newnybridge.com>
Sent: Wednesday, March 30, 2016 10:13 AM
To: NNYB Info
Subject: NNYB Web Contact Form - Bike and pedestrian path parking concepts: Bill Orme
Categories: handled

From: Bill Orme
Subject: Bike and pedestrian path parking concepts

Message is regarding: Bike and pedestrian path parking concepts

Contact Information

First Name: Bill
Last Name: Orme
Email Address: bill.orme@gmail.com
Join Mailing List?: Subscribe to New NY Bridge Project Updates
Telephone: 9176071026
Organization:

Address

Street: 18 Cranberry Street
City: Brooklyn
State: New York
Zipcode: 11201

Message Body:

As a regular user of the current T-Zee bridge as a motorist, and as a New York cyclist who very much looks forward to being able to bike across the new bridge, I join those who have called for 24/7 bike lane access and improved access and exit bike lanes on the western (Nyack) end of the new bridge.

--

This e-mail was sent from a contact form on New NY Bridge (<http://www.newnybridge.com>)

From: Brent Osborne <bvosborne80@gmail.com>
Sent: Tuesday, March 15, 2016 8:46 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We support "Concept F" in South Nyack for the Shared Use Path.

Categories: handled

We support "Concept F" in South Nyack for the Shared Use Path.

I am a South Nyack resident.

Sincerely,

Brent Osborne
73 Depot Place
South Nyack, NY 10960
bvosborne80@gmail.com

From: Carmel Osborne <cosborne8016@gmail.com>
Sent: Tuesday, March 15, 2016 8:51 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We support "Concept F" in South Nyack for the Shared Use Path.
Categories: handled

We support "Concept F" in South Nyack for the Shared Use Path.

I am a South Nyack resident.

Sincerely,

Carmel Osborne
73 Depot Place
South Nyack, NY 10960
cosborne8016@gmail.com

From: Nyack Wine Cellar <nyackwinecellar@aol.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared use path

Sent: Thu 3/3/2016 5:41 PM

We are residents of South Nyack. We support plan F for the shared use of path Bonnie J Ossman

Sent from my iPhone

From: MARLA PASQUALE <mp10isplyr@gmail.com>
Sent: Wednesday, March 16, 2016 7:45 PM
To: NNYB Info
Subject: Pedestrian bicycle path in South Nyack

Categories: handled

Hello,

I'm writing in favor of "concept F" in South Nyack for the shared path.

Thank you,
Marla Pasquale
52 River Rd
Grandview, NY 10960

From: Pam Peters <peterspamelaj@yahoo.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We support "concept F" in South Nyack for the SUP

My family lives in South Nyack and we strongly support Concept F and urge that that plan be selected and implemented.

From: Phantom <phantom@dianak.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Sat 3/5/2016 1:38 PM

My husband and I are south Nyack residents and we support "Concept F" in South Nyack for the Shared Use Path.

*The 1955 bridge destroyed our commercial center.
Please dn't let the new bridge destroy our neighborhood*

D

Sent from my teleportation remote.

From: Lee Prisament <leeprisament@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concepts for the Shared Use Path

Sent: Sun 3/6/2016 11:04 PM

I strongly support "**Concept F**" in South Nyack for the shared use path.

Sincerely,

Lee S. Prisament

Resident South Nyack

36 Clinton Ave.

South Nyack, NY 10960

From: Philip Putter <phputter@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared use path

Sent: Wed 3/2/2016 11:41 PM

"We support "Concept F" in South Nyack
for the Shared Use Path."

Thank you,
- Dr. Phil -

From: TA Rabbit ECCC Track <eccctrack@gmail.com>
Sent: Thursday, March 17, 2016 7:37 PM
To: Marcy, Daniel
Subject: Tappan Zee bicycle access

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I am a physician assistant at Weill Cornell Medical Center, on the Liver Transplant Surgery service. My fiancé is a PhD candidate and professor at NYU. Last year we considered buying a home in Nyack. The house was perfect for us, we loved it. But, we realized that without a bike path across the Tappan Zee to the train station, living on the West side of the river was not a viable option for us. Commuting across a toll bridge by car and paying for parking at a train station is both a daunting, unpleasant and expensive endeavour that we did not wish to undertake. We now live in Westchester instead of Rockland County, although I still sometimes think about that perfect home that was so close to all of the local Nyack shops that we love.

I am shocked that the residents of Nyack are heavily opposed to bicycle traffic in their town. Nyack is already a bicycle destination and there are many local businesses that I'm confident could not have reached their current level of success without NYC bicycle traffic. Westchester bicycle traffic can surely only strengthen the local economy by bringing more consumers to local restaurants and shops.

The new bridge offers new opportunities for cyclists who have been unable to cross the Tappan Zee bridge. Cyclists cannot even commute to the train station in Tarrytown because bicycles are not allowed on cross-bridge mass transit buses. Recreational riders from Westchester County communities have to ride all the way up to the Bear Mt. bridge to cross the river. The new bridge has the potential to be a great link for commuters traveling from Rockland County to New York City and a wonderful recreational route for cyclists and pedestrians on both sides of the river.

The objection that cyclists will park their cars in the South Nyack neighborhood, taking spaces and bringing undesirable traffic into the area is weak. Currently there are no parking problems in South Nyack, and there is relatively little traffic. Studies performed by the Environmental Assessment project the need for 54 parking spaces on the Rockland side. The George Washington Bridge accommodates approximately 1,500 cyclists a day on weekends and there are NO parking set-asides in Fort Lee, NJ, for cyclists, and no parking spaces *at all* on the New York City side. So, while projected numbers of cyclists are much lower for the new bridge, there will not be parking problems because most cyclists actually ride their bikes from other places to the bridge crossings.

In response to objections by residents of South Nyack, there have been some plans that make cycling across the bridge difficult, if not impossible to access, (such as a flight of stairs over which cyclists would have to carry their bicycles). Some of the parking locations suggested are remote and potentially dangerously unattended, instead of being located in a well-trafficked, public use areas. These solutions seem to be a way to hinder, if not halt, the use of this resource that we share.

The truth is, the new bridge is certain to bring a greater amount of motorist traffic, resulting in more noise for South Nyack residents. However increased bicycle use could actually mean fewer cars, which would be a good thing for everyone.

Please move forward with a fair and reasonable plan that will allow access to bicycle commuters and recreational cyclists.

Thank you,

Travis Rabbit, MPH, MSc. PA-C
35 Coachlight Square
Montrose NY 10548

--

"Do the kind thing, and do it first" - Sir William Osler

From: marcia rappaort <m.rappaport@att.net>
Sent: Monday, March 14, 2016 10:25 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support of "Concept F" in S. Nyack

Categories: handled

Dear NYSTA/NYS DOT ,
I am a South Nyack resident who supports Concept F in South Nyack for the Shared Use Path.

This way of connecting the path will mean a lot to the integrity of our community.

Thanks,
Marcia Rappaport
S. Nyack

From: marcia rappaort <m.rappaort@att.net>
Sent: Friday, April 01, 2016 2:54 PM
To: NNYB Info
Subject: Plan F for exit to the shared use path

Categories: handled

Dear Reader:

As a South Nyack resident, I strongly believe that ONLY Plan F is acceptable for the exit to the shared use path.

Sincerely,
Marcia Rappaort
36 Clinton Avenue
S. Nyack, NY

From: Larry Reilly <larrybike@gmail.com>
Sent: Monday, March 14, 2016 12:27 PM
To: NNYB Info
Subject: Tappan Zee Bridge Bike/Ped comments

Categories: handled

24 Hour Access

* The path needs to be open 24/7. It's a transportation resource, just like the roadway. Would the Thruway Authority close down the road overnight? No! Similarly, around the clock access is required for people cycling and walking. For example, this opens up job opportunities for low income individuals and those who don't drive or don't have access to a car.

Westchester County Side

* A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Rockland County Side

* Alternative E should be rejected because the narrow switchback ramps and stairs significantly reduce the attractiveness of cycling or walking the bridge.

* An access point needs to be added at River Road (State Bicycle Route 9) in Grand View on Hudson. The area is presently being used for bridge construction. Entering the bridge here is 1.3 miles shorter and has 80 feet less climbing for people walking and cycling from points south. The emergency access point can be here as well, instead of Smith Ave.

Between the new parking lot being discussed in the Environmental Assessment, signage of that lot existing and proper parking regulations will dissuade people from parking cars at this path entrance.

* Similarly, if Alternatives E or F are chosen, there is value to having the initially proposed bicycle/pedestrian ramp at South Broadway / Cornelison Ave as an additional access point for people traveling to/from the south on Route 9 and those living in neighborhoods south and southwest of the bridge.

Larry Reilly

From: Frank Richards <fx.richards@gmail.com>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Concept F

Sent: Sat 3/5/2016 10:29 AM

As South Nyack residents, I and my wife support Concept F for the Shared Use Path (SUP) in South Nyack.

Frank Richards

From: Mark Robohm <mark@juicyorange.com>
Sent: Wednesday, March 16, 2016 10:18 AM
To: NNYB Info
Subject: Tappan Zee Cycling Access

Categories: handled

To Whom It May Concern:

I am writing to you with support FOR a cycling and pedestrian path for the new Tappan Zee Bridge. I recently moved to Cold Spring, NY from NYC with my family and I am an avid cyclist. I commute at least 1x a week to the city on my bike when weather permits. Having the Tappan Zee as another option for Hudson River crossing would do the following:

- help promote cycling in the Hudson Valley
- allow for more and better safe travel to/from the city
- promote green commuting to a large amount of people on the West side of the river
- promote the Hudson River landscape in itself
- too many other reason to list....

If NYS was to build such a significant and expensive bridge project and not extend the investments in GREEN travel which were so successfully implemented in NYC, this would be such a stain on the future of NY's commitment to the environment but also her commitment to the people within it as well.

A modern bridge without a bike path is simply short sighted, wrong and would be an immense lost opportunity.

Mark Robohm
mark@juicyorange.com

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Think about waterountains on New Bridge

Comments: I have no issues with your shared use path concept, but I want to know if the names of the rest areas/boupoouts are permanent? I would suggest naming one after Pete Seeger. As for the name, I would not name it after a politician or individual. Call the New Bridge The Tappan Zee Veterans Memorial Bridge. Takes care of everyone who saved our country!

Name: JAWO Rocco

Interest Represented:

Address: Yacktown Heights, NY

Email: coyteroc@optonline.net

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
Project Director, New NY Bridge
New York State Thruway Authority
303 South Broadway, 4th Floor
Tarrytown, NY 10591

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Room 715
Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: ALTERNATE F AS IN FRANKLY is
a BAD IDEA, BESIDES THAT why would
you pay 3.1 million to change this if
it does not change the volume of cars
going across the Bridge, or maybe it
will by cars taking the George
Washington Bridge - SO NO TO
ALTERNATE F. Thank you for HEARING
ME!
 Name: Howard Rodriguez

Interest Represented: _____
 Address: 312 S. BROADWAY NYACK NY
 Email: HRODRIGUEZ1061@GMAIL.COM

Here are the ways your written comments can be received and recorded:

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COMMENT CARD

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Comments: I am opposed to closing the entrance ramp to the bridge in S. Nyack. I moved from Tarrytown to my home 6 yrs ago because of the entrance ramp as I commute to Westchester for my job. I will sell my house + move back to Westchester where my entire family + job is. if the ramp is ~~No~~ to Alternate ~~F~~ Closed.

Name: Karen Rodriguez

Interest Represented: _____

Address: 312. S. Broadway S. Nyack

Email: KCappuzzello@gmail.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
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New York State Thruway Authority
303 South Broadway, 4th Floor
Tarrytown, NY 10591

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Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Gerald Ross <GeraldRoss@fryerross.com>
Sent: Tuesday, March 15, 2016 3:14 PM
To: NNYB Info
Cc: bikerc@verizon.net; Christy.Guzzetta@gesservices.com
Subject: New Tappansee bridge cyclist access

Categories: handled

Gentlemen and Ladies,

I am a resident and taxpayer in New York City, a member of New York Cycle Club and an avid recreational cyclist, having been riding in the New York/New Jersey metropolitan area for over 30 years. I write to urge you to adopt Carol Waaser's recommendation that "Concept F" on the Rockland side of the new bridge and "Concept B" on the Westchester side are the best choices to permit cyclists to use the bridge safely and compatibly with pedestrians.

Ms. Waaser is one of the most knowledgeable people in our club and in New York generally about the needs of and problems faced by cyclists. She is a past president and lifetime member of New York Cycle Club and speaks for all of us on this subject.

You should know that New York Cycle club is one of the largest recreational cycling clubs in the New York/New Jersey metropolitan area, with approximately 2,000 members. We actively promote safe and courteous riding.

Another aspect of the new bridge project that deserves consideration is that a safe and accessible bike path across the new Tappansee bridge will take considerable pressure off the George Washington Bridge, which is seriously overcrowded. As Carol points out, with a Tappansee bike path riders can ride north on one side of the river and south on the other side, spreading bike traffic over a wider area, and bring more business to local shops and restaurants on both sides of the river.

Please incorporate "Concept F" and "Concept B" in your plans for completing the new bridge.

Gerald E. Ross

FRYER & ROSS LLP

551 FIFTH AVENUE, SUITE 422

NEW YORK, NEW YORK 10176

(212) 286-0099; FAX (212) 286-0495; CELL (917)846-7769

E-MAIL: GERALDROSS@FRYERROSS.COM

From: Jennifer Rothschild <jenniroth2@gmail.com>
To: NNYB Info
Cc: Bonnie R. Christian
Subject: Shared Use Path concepts

Sent: Sat 3/5/2016 9:35 AM

I support "Concept F" in South Nyack for the Shared Use Path. I live in the immediate vicinity of this proposal.

Jennifer Rothschild
49 Washington Ave.
South Nyack, NY 10960
845 480 5567
jenniroth2@gmail.com

From: DeWitt <drulon@optonline.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F of the Shared use path support

Sent: Wed 3/2/2016 9:38 AM

To Whom It May Concern,

I am a long time resident of South Nyack and have voiced my concerns regarding the shared use path publicly at various public meetings. Our community is small and the effects of the placement of the shared use path has disproportionate consequences to my neighbors and the community my family lives in. The thruway authority forever changed the Village of South Nyack with the construction of the Tappan Zee bridge and particularly the interchange at exit 10. It is because of this that it is important to weigh the proposed plans to favor the one that has the least negative impact on my neighbors and my community. I support concept F for the reasons below.

It will provide visitor parking, bathroom facilities and walkways while keeping them away from private homes and within the interchange on NYS Thruway property.

It will discourage visitor parking on our Village streets.

It will greatly reduce traffic on our Village roads by moving the South Broadway entrance of the interchange to Route 9W.

It will ultimately save the wear and tear on our Village roads, which will save us money on resurfacing and save on taxes.

It will build a new pedestrian crossing at the south end of the Village; connecting the west side of the Village to the east side of Route 9W.

Best Regards,
DeWitt Rulon
50 Voorhis Ave.
South Nyack, NY

This email has been sent from a virus-free computer protected by Avast.
www.avast.com

From: Vera Rulon <vrulon@optonline.net>
Sent: Saturday, March 19, 2016 11:05 AM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F of the Shared Use Path - South Nyack

Categories: handled

To Whom It May Concern,

I am a lifelong resident of the Nyacks and have resided in South Nyack for over 30 years. Our community is small and the effects of the placement of the shared use path has disproportionate consequences to my neighbors and the community my family lives in. The thruway authority forever changed the Village of South Nyack with the construction of the Tappan Zee bridge and particularly the interchange at exit 10. It is because of this that it is important to weigh the proposed plans to favor the one that has the least negative impact on my neighbors and my community. I support concept F for the reasons below.

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It will greatly reduce traffic on our Village roads by moving the South Broadway entrance of the interchange to Route 9W.

It will ultimately save the wear and tear on our Village roads, which will save us money on resurfacing and save on taxes.

It will build a new pedestrian crossing at the south end of the Village; connecting the west side of the Village to the east side of Route 9W.

Best Regards,

Vera Rulon

50 Voorhis Ave.

South Nyack, NY

From: Lisa Ryan <ryanspeechp@aol.com>
Sent: Tuesday, March 15, 2016 8:06 PM
To: NNYB Info
Subject: Concept F

Categories: handled

I am a 20 year resident of South Nyack and I support concept F in Nyack for the Shared Use Path.

Lisa Marie Ryan

From: Michael Ryan <mikeryan4ckmr@aol.com>
Sent: Tuesday, March 15, 2016 8:03 PM
To: NNYB Info
Subject: Concept F

Categories: handled

To Members of The NYS Authority/NYS Department of
Transportation,

I am a 54 year old
life long resident of South Nyack and I along with my family support Concept F in South Nyack for the Shared Use Path.

Michael Ryan
47 Washington Ave
South Nyack, NY 10960

From: Steve S <safran41@gmail.com>

Sent: Wed 3/2/2016 12:39 PM

To: NNYB Info

Cc:

Subject: Shared Use Path, S. Nyack, NY



We support **Concept F** in South Nyack for the SHARED USE PATH.

Sincerely,

Stephen & Marsha Safran

6 Edgewater Ln.

S. Nyack, NY 10960

From: Hank Schiffman <hank.schiffman@gmail.com>
Sent: Tuesday, March 15, 2016 9:36 PM
To: NNYB Info
Subject: Comments on NNY Bridge connections to Shared Use Path

Categories: handled

As co- Ride Librarian of the New York Cycle Club, with Carol Waaser, I support her comments.

This Shared Use Path is essential to current and future generations for recreation and health.

For cyclists it will open regions to users on both sides of the Hudson. To some members of our region, this has the potential to introduce those otherwise less fit to the process of the enjoyment of exercise.

What Carol alludes to is the importance that users have unimpeded access. Adjacent localities have concerns that need to be addressed, but the final form must not hinder the vision of living up to the potential that this path at its fullest will benefit users.

Hank Schiffman
35 East 9th St, #5
New York City, NY 10003

hank.schiffman@gmail.com

From: Winesabon <winesabon@aol.com>
To: [NNYB Info](#)
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared use path

Sent: Thu 3/3/2016 5:40 PM

I am a South Nyack resident and I support concept F. The path should be part of the interchange Sandra Schmidt

Sent from my iPhone

From: Robert@lightimedesign.com <rjs@lightimedesign.com>
Sent: Wednesday, March 16, 2016 1:32 PM
To: NNYB Info
Subject: Tappan Zee Bridge Cycling Access.

Categories: handled

To Whom it May Concern.

As a New York City resident who cycles both for transportation and recreation I often ride North into either Rockland or Westchester Counties.

A fully accessible bike lane on the new Tappan Zee bridge will provide significantly more route options than currently exist and I believe will encourage more recreational riding by the many cyclist in the New York City, Westchester County and Rockland County areas. With the safety of both pedestrians and cyclists in mind I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access, and provide sufficient safety accommodations for both cyclists and pedestrians in line with current space and egress recommendations by cycling safety authorities.

Regarding the Nyack side: I urge you to select Option F on the Nyack approach to the shared use path. Option F is the only solution that provides unencumbered access for cyclist without compromising the safety of cyclists or pedestrians..

On the Westchester side, Concept B is a very workable solution with some minor concerns regarding linkage to existing cycling routes (particularly safe access from the nearby North/South County Trailway, a major cycling path) and traffic controls at the base of the ramp..

I believe there is an historic opportunity for us to set a high standard for mixed use of a major transportation infra-structure that signals a profound awareness and sensitivity to changing transportation needs. I urge you to fully embrace this opportunity without compromise.

Thank you for your time..

Sincerely,

Rob Schoenbohm
515 East 13th Street #4
New York, NY
10009
212 533 1371
Member: New York Cycling Club, and League of American Cyclists.

From: Paul Schuman <pdschuman1@gmail.com>
Sent: Sunday, March 20, 2016 10:37 PM
To: NNYB Info
Subject: Tappan Zee Bridge SUP Comment

Categories: handled

An additional access point is needed at the River Road/Bike Route 9 crossing for the SUP, and keep it open 24/7. Consider easy access to town of Nyack.

United States Senate

WASHINGTON, DC 20510

March 29, 2016

Administrator Gregory G. Nadeau
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Nadeau:

I write today in regards to the proposed Shared-Use Path Parking Facilities and Bicycle/Pedestrian Connections as part of the Tappan Zee Bridge project. As part of the Environmental Assessment process for the project the Federal Highways Administration (FHWA) and the New York State Department of Transportation (NYSDOT) have conducted a number of public meetings where various alternatives for the terminus of the shared use path have been discussed. The overwhelming consensus at these meetings has been that Alternative F provides both the best facilities for users of the shared-use path, while also protecting the community of South Nyack. In light of the overwhelming local support, I urge you to not only approve alternative F, but also to issue the Shared-Use Path Parking Facilities and Bicycle/Pedestrian Connections project a Finding of No Significant Impacts (FONSI). By issuing a FONSI to this aspect of the project work can move forward immediately, saving both time and money for the overall project. Delays and lengthy reviews of this proposal, which is widely supported by the community, could be significantly detrimental to efforts to advance the shared-use path project.

South Nyack has had a long history with the Tappan Zee Bridge, and construction of the original bridge in 1955 had a number of negative impacts on the local community. Now, as significant progress is being made on a new Tappan Zee Bridge, it's important that the mistakes of the past are not repeated. By approving Alternative F, and expediting all necessarily permits including issuing a FONSI, the FHWA can help play a role in shaping a far more positive legacy for the new Tappan Zee Bridge and South Nyack. Alternative F would provide off-street parking accommodations, connection(s) to parking from the shared-use path, access from existing bicycle and pedestrian routes to the shared-use path, and limited ancillary facilities. In addition, this alternative provides all of these benefits in a way that minimizes community and environmental impacts and does so in a far more successful way than other alternatives that were considered.

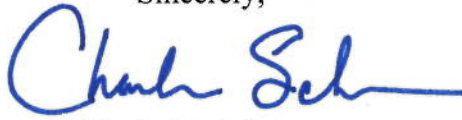
Because the Alternative F proposal is considered a new project element as part of the Tappan Zee Hudson River Crossing Project (TZHRCPP), and it was not considered as part of the environmental review that was conducted in 2012, the proposed action is subject to both NEPA and SEQRA requirements. As you know, while important, those requirements can often be burdensome, time consuming, and costly. In this case, because the Record of Decision that was issued in September of 2012, contained project elements for the shared-use path parking facilities that were more intrusive than the new proposed Alternative F, issuing a FONSI that would waive the full NEPA process for this new project element is appropriate and warranted. South Nyack deserves a plan



for the shared-use path parking facilities that is supported by the community, therefore I urge you to do everything you can to quickly advance Alternative F.

I appreciate your attention to this issue, should you need further information please do not hesitate to contact my office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles E. Schumer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Charles E. Schumer
United States Senator

From: Kelly Schunk <kelly.schunk@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Pedestrian/Bicycle Path in South Nyack

Sent: Fri 3/11/2016 9:21 AM

NYS Department of Transportation and NYS Thruway,

As South Nyack residents we support "Concept F" in South Nyack for the Shared Use Path.

Best wishes,
Kelly Schunk+Elliot Berkowitz
85 Depot Place
South Nyack, NY 10960

--
Kelly Schunk, MPH
(845) 367-2451
kelly.schunk@gmail.com

From: Vicki Schwaid <vschwaid@optonline.net>
Sent: Saturday, March 19, 2016 11:33 AM
To: NNYB Info
Subject: support concept F

Categories: handled

I am in full SUPPORT of Concept F.

I live next to exit 10, and putting the parking lot close to Franklin and Clinton would be disastrous.

Let me ask you one simple question: Would you want a flow of hundreds of cars, strangers on your street? I don't think so. I think it's quite imaginable thinking of the consequences. Please DON'T do it, NO to concept E

If the newNYbridge and NYstate really cares of our concerns then going with Concept F is the concept South Nyack wants.

Thank you,

Vic
vschwaid@optonline.net

From: Jill and Mark Schwarz <jilmar4@verizon.net>
Sent: Tuesday, March 15, 2016 6:29 PM
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: We Support Concept F

Categories: handled

We support Concept F in South Nyack for the Shared-Use path.

Jill & Mark Schwarz
12 Maple Street
South Nyack, N.Y. 10960

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: Strongly recommend that the new
parking lot in mid exit 10 be expanded.
54 spaces not enough for projected traffic.
Better to use "space for additional parking at outset."

Name: Roger Seiler
 Interest Represented: South Nyack resident
 Address: 5 Benachah Ave S. Nyack NY 10960
 Email: roger@leadersft.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
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Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**



Thruway
Authority

Department of
Transportation



From: michael shaw <mshaw8@mac.com>
Sent: Wednesday, March 16, 2016 10:08 PM
To: NNYB Info
Subject: Concept E vs F

Categories: handled

To whom it may concern

As a resident of Upper Grand View I can't see any advantage to concept F over E which is much less invasive and looks much cheaper. The parking is exactly the same and in fact the parking access is much easier with E. If you take the benefits to the residents of south nyack of closing of the Broadway on ramp out of the equation there is really no reason to choose F over E.

The years of road construction required to transform the existing road will create massive traffic along rt 9W and the finished product will only make a smooth traffic pattern congested.

Please choose PLAN E

Thank you
Michael Shaw
1111 Rt 9 W

Sent from my iPad

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments:

OPTION "E" IS THE LOWEST IMPACT MOST COST EFFECTIVE
OPTION. SAME PARKING SPACES - EASY ACCESS TO
PARKING. MUCH LESS DISRUPTION TO EXISTING TRAFFIC
FLOW. CLOSING THE ON RAMP OFF BWAY IS NOT
A GOOD IDEA AND NOT ENOUGH REASON TO INACT
OPTION "F".

Name: MICHAEL SHAW

Interest Represented: Homeowner

Address: 1111 RT 9W UPPER GRANVIEW

Email: MSHAWB@MAC.COM

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
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Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**



Thruway
Authority

Department of
Transportation



From: rrshea7@gmail.com
Sent: Wednesday, March 16, 2016 9:04 AM
To: NNYB Info
Subject: Pedestrian and Cyclist access to the new Tappan Zee

Categories: handled

Dear Sir / Madam

I think it is critical that all efforts be made to accommodate both pedestrians and cyclists on the new Tappan Zee bridge. Anything that promotes alternative modes of transportation must be supported. The benefits to public health and safety are clear. When people walk or bike there is less traffic, less pollution and better positive outcomes as a benefit of physical exercise. Please support a segregated walk/ bike lane.

Sincerely

Richard Shea

Philipstown Supervisor

Sent from Windows Mail

March 29, 2016

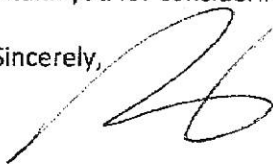
To whom it may concern,

My name is Bahram Shirazi and I reside at 220 Piermont Avenue in South Nyack NY and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live one block away from the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact our village.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and our Village. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,



Bahram Shirazi

From: Bahram Shirazi <bshirazi1@gmail.com>
Sent: Thursday, March 31, 2016 1:40 PM
To: NNYB Info
Subject: New TZ Bridge - Shared Use Path Parking for South Nyack (Clinton and Franklin Avenues)

Categories: handled

March 29, 2016

To Whom it May Concern,

My name is Bahram Shirazi and I reside at [220 Piermont Avenue in South Nyack NY](#) and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live one block away from the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact our village.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and our Village. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,

Bahram Shirazi

917-992-9830

March 29, 2016

To whom it may concern,

My name Cyrus Shirazi and I reside at 220 Piermont Avenue in South Nyack NY and I am writing to you regarding the proposal of the Shared Use Path Parking for South Nyack for the New Tappan Zee Bridge. I live one block away from the proposed parking lot on South Franklin and Clinton Avenue and I am affirmatively against the proposal of the Thruway Authority removing the path and trees and instead build a parking lot. I am against the traffic and congestion it will bring to our village. In addition to how it will negatively impact our village.

I request and support the recently developed plan F, the Proposal of Plan F keeps traffic away from Broadway and our Village. I respectfully request Concept F which utilizes DOT owned land at Exit 10.

Thank you for considering our communities interests and honoring our request to preserve our village.

Sincerely,


Cyrus Shirazi

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: Please Use Plan 2

Name: Cyrus Shirozi

Interest Represented: Resident

Address: 220 Glenmont Ave South Hack 10960

Email: Cshirozi@gmail.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE

- **EMAIL** us at info@NewNYBridge.com;

- **FAX** comments to (914) 524.5455; OR

- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
Project Director, New NY Bridge
New York State Thruway Authority
303 South Broadway, 4th Floor
Tarrytown, NY 10591

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Room 715
Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**



Thruway
Authority

Department of
Transportation



From: Murray Shor <strolling73@gmail.com>

Sent: Thu 3/3/2016 12:59 PM

To: NNYB Info; bonnie.christian@southnyack.ny.gov

Cc:

Subject: Tappan Zee Bridge Plans

I am a resident of South Nyack for the last 15 years--and a resident of Rockland County since 1960, when I was editor of a weekly/county newspaper in Rockland County.

I have examined plans the NY Thruway has submitted for the new TZ bridge and I definitely do **NOT** want Plan E.

If I must choose a proposal, I vote **FOR** Plan F.

Thank you for your consideration.

Murray Shor

1 Salisbury Point, Apt. 6B

South Nyack, NY 10960

From: Marci Silverman <mhsilv@yahoo.com>
Sent: Tuesday, March 15, 2016 1:31 PM
To: NNYB Info
Subject: Comments on shared use path

Categories: handled

I am a recreational cyclist living in NYC and applaud the foresight of the designers to include a pedestrian/bicycle path across the bridge.

I wanted to make the point that on the Nyack approach to the shared use path, concept F is the only solution that is viable for cyclists. Please go with concept F.

Thank you for your consideration.

Respectfully --
Marci Silverman

From: Flavia Silvestri <tzflavia@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared used path

Sent: Mon 3/7/2016 6:03 PM

I am a resident of South Nyack and I support "Concept F" in South Nyack for the Shared Use Path.

Flavia Silvestri

285 Piermont Ave

S. Nyack

From: gas421@gmail.com on behalf of Gino Silvestri <gino.silvestri@sothebysrealty.com>
To: NNYB Info
Cc: Bonnie Christian
Subject: Shared Used Path

Sent: Tue 3/1/2016 7:32 PM

To whom it may concern,

I am a South Nyack resident with a house only one block from Cornelison and South Broadway. I have followed the efforts of our Major and the Task Force analyzing the best concepts for the Shared Used Path.

I strongly support "Concept F" in South Nyack for the Shared Use Path."

I will attend the meeting on March 16th to express my support for our community.

**Gino Silvestri
285 Piermont Ave
South Nyack, NY 10960
845-358-6692**

From: Sam and Elaine <snesimon@optonline.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Shared Use Path - Tappan Zee bridge

Sent: Thu 3/10/2016 12:33 PM

To Whom It May Concern:.

Subject: Shared Use Path

From: Elaine and Samuel Simon
2 Salisbury Point 6C
South Nyack, N.Y. 10960

We plan to attend the March 16 community meeting to voice our support for **Concept F** in South Nyack for the Shared Use Path

Elaine and Sam Simon

From: MARYANN SLATTERY <littlekings5@msn.com>
Sent: Friday, April 01, 2016 2:28 PM
To: NNYB Info
Subject: Plans for TZ bridge terminus

Categories: handled

I support plan F - Maryann Slattery South Nyack

From: Jennifer Smith <jennifer.lois.smith@me.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Pedestrian Bicycle Path in South Nyack

Sent: Wed 3/9/2016 9:18 AM

We support Concept F in South Nyack for the Shared Use Path.

Thanks!
Jennifer Smith and Erik Simon
83 Depot Place
South Nyack NY 10960

From: Pete Smolin <smolinpa@gmail.com>
To: NNYB Info
Cc: bonnie.christian
Subject: Concept F for South Nyack

Sent: Wed 3/2/2016 12:12 PM

I am a South Nyack resident and I support Concept F for the Shared Use Path.

Peter Smolin
110 Clinton Ave.

From: Stadtfeld, Matthias <Matthias.Stadtfeld@med.nyu.edu>
Sent: Wednesday, March 16, 2016 9:30 PM
To: NNYB Info
Subject: Tappan Zee Bridge - access for cyclists

Categories: handled

Dear Sir/Madam,

I am a New Yorker who bicycles daily for transportation as well as recreation. Being able to bike out of the city for a few hours or days is an emotional lifeline and also good for the state's tourist economy. Points north, in Rockland, Westchester, and counties north, are frequent destinations for me and all of my cycling friends.

A fully accessible bike lane on the new Tappan Zee bridge will enable us to make longer and more frequent journeys, since it will also give us the option of taking Metro North from the city. I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access.

With this in mind, I urge you to select Option F on the Nyack approach to the shared use path. Concept F is the only solution that is viable for cyclists. Without it, our travel will be impeded.

On the Westchester side, Concept B looks like a very viable solution. I have two concerns, however.

1) Are there provisions for cyclists traveling to and from the nearby North/South County Trailway? The most direct route is on NY-119 -- a busy, high-speed 4-lane roadway with mostly no shoulders. This would be extremely dangerous.

2) Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Thank you for your time and consideration.

Sincerely,

Matthias Stadtfeld

1161 York Avenue, New York

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=====

From: Myra Starr <mstarr146@gmail.com>
To: NNYB Info
Cc: bonnie christian
Subject: Shared Use Path/Concept F

Sent: Wed 3/2/2016 7:57 AM

03/02/2016

To the NYS Thruway Authority/NYS Department of Transportation:

Finally -- we get to Concept F for the Shared Use Path. Here's a concept I can unconditionally support. It will certainly give us a way to welcome visitors while enhancing the amenities that make our residential village so special to us.

So my vote is a "yes" for Concept F, and a thank you to your agencies for working with the Village of South Nyack to make it possible.

Myra Starr
South Nyack Village Historian

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: Alternate E Visualization - ramp behind
Police station - (1) sound wall needs to be
raised to increase sound abatement as well as
hide walkers on walkway. Residents do not wish
to watch [see walkers] ^{intrusive} air path.
(2) Trees need to be replaced around
police station, along ramps etc. Not shrubs + vines.

Name: Merry Street

Interest Represented: _____

Address: 85 Washington St. South Nyack, NY

Email: _____

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- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Brian Sullivan <bpsully@gmail.com>
Sent: Wednesday, March 16, 2016 12:52 PM
To: NNYB Info
Subject: New Bridge - shared use path

Categories: handled

Hello -

I am a recreational cyclist who frequently rides in Rockland and Westchester Counties, and I would like to comment on the proposed routing the the shared use path on the New Bridge.

On the Nyack approach to the shared use path, Concept F is the only solution that is viable for cyclists. Please go with Concept F.

Thanks for your consideration.

best regards,

Brian Sullivan

Jersey City, NJ

From: Joan Sullivan <jshandson@aol.com>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Concept at

Sent: Tue 3/1/2016 9:51 PM

I am a south nyack resident and support a Concept F. It will provide the best be fit to the village and its residents. Joan Sullivan

Sent from my iPhone

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments:

Both plans are poorly conceived and obviously planned by someone who does not live in the area and has absolutely no idea about traffic conditions in the area. Since I live in Smith Nyack and have commuted over the T2B since 1982 I believe Plan "F" serves the needs of the community the best.

Name:

JOAN SULLIVAN

Interest Represented:

SALISBURY POINT CO-OP

Address:

4 SALISBURY POINT S. NYACK NY 10960

Email:

jshandson@aol.com

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

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Project Director, New NY Bridge
New York State Thruway Authority
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Tarrytown, NY 10591

Peter Osborn
Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Room 715
Albany, New York 12207

Daniel D'Angelo, P.E.
Deputy Chief Engineer
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Written comments may be submitted through 5:00 p.m. April 1, 2016.

From: Janey Tannenbaum <janeytann200@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Concept F

Sent: Wed 3/2/2016 8:19 AM

To whom it may concern - I am writing to urge the state to support Concept F for the Shared Use Path.

Yesterday the Tappan Zee Bridge backed up traffic in South Nyack almost up to Ceder Hill as it often does. Anger and frustration caused chaos. Commuter busses gave up and went down Prall Place, a small one car width side street. Cars turned right from Clinton onto South Broadway regardless of the 'no turn on red' signs. Cars on South Broadway before Clinton zoomed into the oncoming lane to turn down Clinton and onto Piermont in the hopes of gaining a few seconds by turning back up to Broadway on Cornelious. Let's not even begin to discuss the horror waiting to happen with the cars rushing down Piermont while the children are running to catch the school busses. If you don't understand the details of this statement....you should, to understand the impact of your options. Where else in the state does a major highway feed off and onto small village streets?

Sincerely, Janey Tannenbaum (South Nyack resident)

From: Anya Taylor <anyataylor313@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gove; bonnie.christian@southnyack.ny.gov
Subject: Shared Use Path

Sent: Wed 3/9/2016 8:40 AM

As a long time South Nyack resident and enthusiast of the village, I support "Concept F" in South Nyack for the shared use Path."
Please keep our village safe and quiet.
Anya Taylor

From: Nora Tegni <norategni@yahoo.com>
Sent: Tuesday, March 15, 2016 7:57 PM
To: NNYB Info
Subject: bonnie.christian@southnyack.ny.gov

Categories: handled

My name is Nora Tegni. I am a South Nyack resident. My husband and I support "Concept F" in South Nyack for the Shared Use Path.
Thank you.

Statement of Bardyl R. Tirana, Resident of South Nyack, NY

To: NYS Thruway Authority and NYS Department of Transportation

**SUBJECT: New NY Bridge - Shared Use Path
Public Hearing March 16, 2016**

I reside at 3 Washington Ave., South Nyack, on the west bank of the Hudson River. I support Concept "F" for the western terminus of the Shared Use Path (the "SUP") of the New NY Bridge.

Under Concept "F", westbound SUP pedestrians, runners and bike riders will be discharged within Exit 10 of the Thruway. Also, visitor parking, bathroom facilities and walkways will be available within Exit 10.

The Esposito Trail crosses the Thruway within the boundaries of Exit 10. Under Concept "F", SUP pedestrians, runners and bike riders will have safe access over the Esposito Trail to the Franklin Street Park, the Village of Nyack and other destinations to the north of Exit 10, and to the Elizabeth Place Park and other destinations south of the Thruway.

Under Concept "F", the location of the western terminus of the SUP within Exit 10 will minimize the impact of having to discharge pedestrians, runners and bikers into South Nyack's residential areas. Furthermore, Concept "F" provides for parking for 54 vehicles within Exit 10, and for the construction of additional parking in the future. This will reduce the need for visitor parking on South Nyack's roads, and the risk of death or injuries resulting from vehicular and bike collisions.

On December 10, 2015, South Nyack prepared and filed an application for funding under the New NY Bridge Waterfront Revitalization Projects 2015. The Application reflects several improvements which South Nyack has planned in large part for the benefit of visitors arriving either from the end of the SUP or from the terminus of the New NY Bridge at Exit 10.

Please let me know if you have any questions. Sincerely,

Bardyl R. Tirana

Bardyl R. Tirana
3 Washington Ave.
South Nyack, NY 10960-4713
845-358-0007
btirana@aol.com

From: Roanne Torrens <roanne2t.torrens@aol.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: CONCEPT F

Sent: Mon 3/7/2016 2:41 PM

Please be advised as a South Nyack resident ,
"WE SUPPORT "CONCEPT F" in South Nyack for the Shared Use Path ."
Thank-You
Sincerely,
Roanne Torrens

Sent from my iPhone

From: Susan Truss <trusses@optonline.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Supporting Concept F in South Nyack for Shared Use Path

Sent: Thu 3/10/2016 12:31 PM

March 10, 2016

Good afternoon! I'm Susan Truss, a 35+ year resident of South Nyack, and I'm writing to let you know that **I strongly support Concept F for the Shared Use Path configuration.**

This option will greatly reduce bridge traffic on our local roads by closing the entrance by Village Hall and reducing the frequent traffic tie-ups (like this morning's) for people "taking the shortcut" onto the bridge right through the middle of South Nyack. (This ties up school busses, people getting to work locally and adds to the noxious gasses spewed onto local neighborhoods.)

Concept F uses space which was formally a part of South Nyack to provide visitor parking, bathroom facilities and walkways while keeping them away from residential areas.

Concept F builds the new pedestrian crossing outside of residential areas by connecting the west side of the Village to the east side of Route 9W.

For these reasons, I believe it in some small way atones for the massive land grab which destroyed central South Nyack during the building of the 1955 bridge building.

My husband and I will be at the March 16th meeting at the Nyack Middle School, but wanted you to have our decision in writing prior to the meeting.

Very truly yours,

Susan Truss

From: Jeff Vogel <jeffvgl@yahoo.com>
Sent: Thursday, March 17, 2016 6:18 AM
To: NNYB Info
Subject: NNY Bridge connections to Shared Use Path

Categories: handled

I agree with Carol Wasser's comments (copied and attached below) and support Concept F as the only viable solution to bicycle access on the bridge.

Respectfully submitted,
Jeffrey H Vogel
Forest Hills, NY

Comments on NNY Bridge connections to Shared Use Path
Submitted by Carol Waaser
January 12, 2016

I am a recreational cyclist living in New York City. I often lead group rides, many of which go through Nyack or Tarrytown. I applaud the foresight of the New Bridge designers to include a pedestrian/bicycle path across the bridge. It will make it possible to do a 50-60 mile loop ride from Manhattan that takes in both Rockland and Westchester Counties. It will also make it possible to do a ride farther north in Rockland, then circle back across the bridge to Tarrytown to take a train home. (Thus, for example, slower riders like myself, with less stamina, will be able to enjoy Rockland Lake State Park without having to cycle all the way back to Manhattan.)

My desire is for the shared use path to be as cyclist-friendly as possible, with no impediments to access. Thank you for considering the following comments as to access to the path.

1. Rockland Side.

a. **Concept E.** This is the most troubling of the access concepts. The drawing shows hairpin switchbacks on the access ramp for cyclists. The caption states: "Ramps and stairs lead to a pedestrian bridge over on- ramp." It's difficult to tell from the drawing whether cyclists would be required to carry their bikes up or down stairs. Both the stairs and the switchbacks are serious impediments to cyclists wishing to use the SUP. The switchbacks are extremely dangerous, especially in a path shared by bikes and pedestrians. UNDER NO CIRCUMSTANCES SHOULD "CONCEPT E" BE CHOSEN if you truly want the SUP to be used by cyclists.

b. **Concept F.** This concept looks very cyclist-friendly. I do have a question as to whether it's possible for a cyclist approaching the access point from the Rockland side to reach the comfort station directly from the Esposito Trail, without having to enter the bridge ramp, go to the junction of the two paths and turn back to go to the parking area & comfort station. However, without question, if Concepts E and F are the two remaining options, then Concept F is the only viable one for cyclists.

2. Westchester Side.

a. **Concept B** looks like a very viable solution. My main concerns from the original drawings seem to have been addressed quite successfully. The SUP no longer has a chicane on the access ramp. There seems to be adequate open space at the bottom for cyclists to gather. And there seems to be direct access to the comfort station.

b. One remaining concern now is with the interaction between cyclists using the SUP and vehicles on US-9. The Rockland side concepts include notes about traffic lights and pedestrian-activated signals; there are no such notes on Concept B. I was told at one point that this would be handled by the DOT (I assume that's the State DOT). Is that still the case? Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

c. The "Purpose and Need" document includes the statement: "Provide routing between the shared use path public access and existing bicycle and pedestrian routes." On the Rockland side, the existing Esposito Trail is incorporated into the planning. On the Westchester side, there is no indication of incorporating the nearby North/South County Trailway. The Trailway is a major north-south route for cyclists. However, the most direct route between the break in the trail at Elmsford and the NNY Bridge is NY-119, a busy, high-speed 4-lane roadway with mostly no shoulders. Are there any plans to create access from the Trailway to the bridge?

Respectfully submitted,
Carol Waaser

From: Carol Waaser <bikerc@verizon.net>
Sent: Friday, March 25, 2016 12:48 PM
To: NNYB Info
Subject: Comments on Access Ramps to the Shared Use Path
Attachments: Comments on NNY Bridge Shared Use Path Access -NYCC.docx

Categories: handled

**Comments on New New York Bridge connections to Shared Use Path
Submitted by Carol Waaser on behalf of the NY Cycle Club
March 25, 2016**

I am a member and former President of the New York Cycle Club, representing over 2,000 recreational cyclists from the New York City area. This letter represents the sentiments of the membership of our club. Many of our group rides go through Nyack or Tarrytown. We applaud the foresight of the New New York (NNY) Bridge designers to include a pedestrian/bicycle path across the bridge. It will make it possible to do a 50-60 mile loop ride from Manhattan that takes in both Rockland and Westchester Counties. It will also make it possible to do a ride farther north in Rockland, then circle back across the bridge to Tarrytown to take a train home. (Thus, for example, slower riders with less stamina will be able to enjoy Rockland Lake State Park without having to cycle all the way back to Manhattan.)

Our desire is for the shared use path (SUP) to be as cyclist-friendly as possible, with no impediments to access. Thank you for considering the following comments as to access to the path.

1. Rockland Side.

- a. **Concept E.** This is the most troubling of the access concepts. The drawing shows hairpin switchbacks on the access ramp for cyclists. The caption states: "Ramps and stairs lead to a pedestrian bridge over on- ramp." It's difficult to tell from the drawing whether cyclists would be required to carry their bikes up or down stairs. Both the stairs and the switchbacks are serious impediments to cyclists wishing to use the SUP. The switchbacks are extremely dangerous, especially in a path shared by bikes and pedestrians. **UNDER NO CIRCUMSTANCES SHOULD "CONCEPT E" BE CHOSEN** if you truly want the SUP to be used by cyclists.
- b. **Concept F.** This concept looks very cyclist-friendly. We do have a question as to whether it's possible for a cyclist approaching the access point from the Rockland side to reach the comfort station directly from the Esposito Trail, without having to enter the bridge ramp, go to the junction of the two paths and turn back to go to the parking area & comfort station. However, without question, if Concepts E and F are the two remaining options, then Concept F is the only viable one for cyclists.
- c. **Access from Bike Route 9/Piermont Ave.** In order to be truly viable, Concept F needs a ramped access point from Piermont Ave. (aka Bike Route 9). A great many cyclists who would potentially use the SUP will not arrive by car. They will have cycled north from NYC or northern NJ and approach the bridge on Piermont Ave. either from the south, having come through Piermont, or from the north, having arrived in Nyack via Bradley Pkwy and Highland Ave., or having cycled up through West Nyack to Rockland Lake and come down either 9W and Old Mountain Rd. or the Hook Mountain/Nyack Beach Bikeway. Since Piermont Ave. is a designated NY State bicycle route, it **must** have a viable access point to the NNY Bridge shared use path.

2. Westchester Side.

- a. **The current Concept** looks like a very viable solution. Our main concerns from the original drawings seem to have been addressed quite successfully. The SUP no longer has a chicane on the access ramp. There seems to be adequate open space at the bottom for cyclists to gather. And there seems to be direct access to the comfort station.

- b. One major concern now is with the interaction between cyclists using the SUP and vehicles on US-9. The Rockland side concepts include notes about traffic lights and pedestrian-activated signals; there are no such notes on the Westchester side. We were told at one point that this would be handled by the State DOT. Is that still the case? There must be provisions for controlling the interaction between bikes and cars at the end of the access ramp.
- c. The "Purpose and Need" document includes the statement: "Provide routing between the shared use path public access and existing bicycle and pedestrian routes." On the Rockland side, the existing Esposito Trail is incorporated into the planning. On the Westchester side, many cyclists use the South and North County Trailways, but there is no viable connection between the Trailways and the bridge. The "Alternatives E & F (Westchester)" illustration labels NY-119 as one of the "On Road Bicycle Routes." In its current state, NY-119 is absolutely NOT a viable bicycle route. It is a fast four-lane car and truck route that, for the most part, has no shoulders between the South County Trailway access in Elmsford and the access ramp to the NNY Bridge. **In order for cyclists to access the NNY Bridge from the Trailways, NY-119 must have a dedicated bicycle lane in both directions, preferably with a physical separation from the traffic lanes.**

Thank you for your careful consideration of these comments.

Respectfully submitted,
Carol Waaser
bikerc@verizon.net

From: Mark <luddite2014@gmail.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support Concept F

Sent: Wed 3/2/2016 11:55 AM

Hello,

We bought our house in South Nyack in 1978 and I'm very worried about the impact of the new bridge on our village. I'm especially concerned about the volume of cars that will be coming to our village for the new walkway on the bridge. I've talked with many of my neighbors and they share these concerns.

This week the backup for eastbound traffic onto the bridge was so gridlocked that buses were going down Prall Place (between Broadway & Piermont Ave.) to bypass Broadway which was at a complete standstill. It's reached a point where it's critical to get the bridge traffic off our local streets and onto 9W. The wear and tear to our local streets from bridge traffic is paid for by our village. 9W is a state road so the expenses of maintaining the road(s) that feed the bridge would then be paid for by the state rather than just village residents.

The new walkway over the bridge will bring potentially hundreds of cars needing parking spots in our village on the weekends. **Concept F** may not fully address the parking required for the new walkway but is the best of the plans submitted.

Please support **Concept F**.

Thankyou.

Mark Walter

From: Keith Walters <kwlcat@verizon.net>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: No Tourist Destinations in South Nyack - Choose Concept F for the SUP.

Sent: Tue 3/8/2016 3:15 AM

First I want to thank everyone involved with removing the idea of having the Shared Use Path (SUP) placed at South Broadway in South Nyack. Since I live on South Broadway I would have had to consider living some place else. The thought of South Nyack becoming a tourist attraction didn't work for me.

Honestly I wish Concept H was still being considered. Granted it was the most ambitious choice, but it would have resolved a great deal of issues that were created when the original Tappan Zee Bridge was built.

Of the two choices being considered Concept F is the best choice. Concept E isn't much better than the original idea of putting the SUP at South Broadway. My neighbors on Franklin Street and Clinton Avenue would get the brunt of the tourist issues and problems.

Concept F will keep the SUP separate from the village as much as possible. In addition it will close off the entrance to the bridge at South Broadway. I will be so glad to not have to see a parade of vehicles crawling down South Broadway in order to get to Westchester.

The only change for Concept F I would like to see is the removal of the stairway next to the Village Hall that connects South Broadway to the Esposito Trail. Leaving that stairway intact will encourage tourist to park on South Broadway to gain entrance to the SUP.

Please do the most to make this right and keep South Nyack from having a major Tourist Distractions.

Sincerely,
Keith Walters
224 South Broadway, South Nyack, NY

From: Charles Wang <cnwang@hotmail.com>
Sent: Tuesday, March 15, 2016 2:36 PM
To: NNYB Info
Subject: Shared Use Path Proposals

Categories: handled

I am a recreational cyclist living in New York State. I support Alternative F for the SUP on the Nyack approach. Thank you.

Charles Wang
35 W 92nd St Apt 7B
NY, NY 10025

From: Mark Wasserman <markw@swmanagement.com>
Sent: Tuesday, March 15, 2016 12:51 PM
To: NNYB Info
Subject: Bike Lane Access for New TappanZee Brige

Categories: handled

To Whom It May Concern,

It is extremely important to make the bike lane access as user-friendly as possible for cyclists. Ease of use for cyclists, both recreational and commuter, will cut down on the number of vehicles using the bridge, thereby limiting traffic and carbon emissions.

This is not the time to be small-minded!

Thank you,

Mark Wasserman
Westchester Resident

From: Neile Weissman <neileweissman@gmail.com>
Sent: Wednesday, March 16, 2016 2:45 PM
To: NNYB Info
Subject: support for bike facilities on new Tappan Zee

Categories: handled

To: info@NewNYBridge.com

I am a New Yorker who bicycles daily for transportation as well as recreation. Being able to bike out of the city for a few hours or days is an emotional lifeline and also good for the state's tourist economy. Points north, in Rockland, Westchester, and counties north, are frequent destinations for me and all of my cycling friends. A fully accessible bike lane on the new Tappan Zee bridge will enable us to make longer and more frequent journeys, since it will also give us the option of taking Metro North from the city. I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access.

With this in mind, **I urge you to select Option F on the Nyack approach to the shared use path. Concept F is the only solution that is viable for cyclists.** Without it, our travel will be impeded.

On the Westchester side, Concept B looks like a very viable solution. I have two concerns, however.

- 1) Are there provisions for cyclists traveling to and from the nearby North/South County Trailway? The most direct route is on NY-119 -- a busy, high-speed 4-lane roadway with mostly no shoulders. This would be extremely dangerous.
- 2) Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9,

north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Thank you for your time and consideration.

Sincerely,

Neile Weissman

309 East 5th Street #19

New York City, NY 10003

From: Anne Welles <annerwelles@gmail.com>
To: NNYB Info
Cc: Bonnie.Christian@SouthNyack.NY.Gov
Subject: I support concept F

Sent: Thu 3/10/2016 5:36 PM

Hello-

I am a South Nyack resident and I strongly support Concept F for the New NY Bridge shared use path.

- Anne R Welles

Sent from my iPhone

From: Colleen Werkheiser <abean34@aol.com>
To: NNYB Info
Cc: Bonnie.Christian@southnyack.ny.gov
Subject: Pedestrain-Bicycle Path in South Nyack

Sent: Sun 3/13/2016 2:26 PM

I support "Concept F" in South Nyack for the shared use path. Thank you!!

Colleen Werkheiser
125 Depot Place
Nyack, NY 10960



From: dannylnw@aol.com

Sent: Wed 3/2/2016 5:31 PM

To: NNYB Info

Cc:

Subject: shared path in south nyack, n.y.

as residents of south Nyack. we support plan F.

Daniel & Lila White

From: Ken <k.wickiser@gmail.com>
Sent: Wednesday, March 16, 2016 5:35 PM
To: NNYB Info
Subject: Letter of Support: Bike Access leading to and on the new Tappan Zee Bridge

Categories: handled

Greetings, I am a government employee, a husband and father of three, a bike commuter, and a longtime resident of NY state in places from Manhattan to Cornwall on Hudson. My family owns two cars and we cross the Tappan Zee bridge regularly to visit friends, go to physicians appointments, and for my work. As a bike commuter, I value protected biking and walking paths away from automobile traffic. In addition, as a bike commuter, if I park my vehicle at a designated lot or location at the head of a trail or path, I am very likely to spend money in that community by going to convenience stores or purchasing food or gasoline. I sincerely wish that the planners of the village in which I reside had the foresight and creativity to construct protected biking paths and to encourage alternate forms of travel that would help enrich the surrounding communities, not only financially, but socially as well. I admire and applaud the efforts to expand protected biking paths and wish the engineers, managers, and supporters of the new bridge project all the best in their efforts to make a world-class bridge across our great river.

Regards, J. Kenneth Wickiser

From: Ken & Cora Wilder <wilderkc@yahoo.com>
To: NNYB Info
Cc: BONNIE.CHRISTIAN@SOUTHNYACK.NY.GOV
Subject: The Shared Use Path

Sent: Fri 3/4/2016 11:24 AM

As a 54-year resident of South Nyack, I support "Concept F.
I pray that the new bridge will not destroy our village.

From: Barbara Willen <willenb15@gmail.com>

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: Pedestrian - bicycle path in South Nyack

Sent: Tue 3/8/2016 7:10 PM

I support "concept f" in south nyack for the shared use path
Thank you.

Barbara Willen
Rockland County

From: Nancy W <nancyl795@gmail.com>
To: NNYB Info
Cc: Bonnie Christian
Subject: Concept F - South Nyack Shared Use Path

Sent: Sat 3/5/2016 10:44 AM

We support CONCEPT F for the Shared Use Path in South Nyack/Rockland County.
Thank you,
Nancy Willen
43 Cedar Hill Avenue
South Nyack, NY 10960
845 353 3321

From: Margaret Williams <nannywills.williams@gmail.com>

Sent: Wed 3/2/2016 4:17 PM

To: NNYB Info

Cc: bonnie.christian@southnyack.ny.gov

Subject: shared use path

We support "Concept F" in South Nyack for the Shared Use Path.

Earl and Margaret Williams

Salisbury Point

South Nyack, NY 10960

From: Sally Witte <witte.sally@gmail.com>
Sent: Friday, April 01, 2016 11:46 AM
To: NNYB Info
Subject: Plan F

Categories: handled

My husband and I are longtime residents of South Nyack. We strenuously oppose a Parking lot in our neighborhood.
We support Plan F.

Sincerely
Sally and Michael Witte
South Nyack, NY

Sent from my iPhone

From: Aaron Wolfe <aaronewolfe@gmail.com>
Sent: Wednesday, March 16, 2016 8:23 AM
To: NNYB Info
Subject: Please support 24 hour bike access on the new Tappan Zee

Categories: handled

As a lifelong recreational and commuting cyclist I urge you to include bike access in bridge plans.

I know many cyclists from around the tri-state area who are looking forward to using the bridge.

Sincerely,

Aaron Wolfe
Cold Spring, NY
Putnam County.

The Legislature of Rockland County



ALDEN H. WOLFE
Chairman

March 22, 2016

New NY Bridge Outreach Team
303 South Broadway, Suite 413
Tarrytown, New York 10591

Dear Members of the Outreach Team:

I would like to voice my support for the Alternative F plan of the Shared Use Path in the Village of South Nyack. This option would close the South Broadway on-ramp and redirect motorists to a new I-87/287 access ramp from Hillside Avenue.

Over sixty years ago, the construction of the Tappan Zee Bridge had a devastating effect on the Village of South Nyack. Back then, there was no real partnership between the State, County and the Village. Now, with the construction of the New NY Bridge, it's heartening that the State has worked collaboratively with the residents to explore alternatives that would divert traffic from residential roads and safeguard the community.

The New NY Bridge brings new opportunities and it's our chance to help market the Village of South Nyack and neighboring communities; highlighting the area's rich history which dates back to the early 1800s and promoting it as a destination to fabulous eateries, store fronts, sight seeing and various recreational activities - including biking, hiking and trail exploration. It also provides for entrepreneurship and economic development.

The Bridge is a gateway to Rockland County, its Towns and Villages, and we need to direct the incoming traffic in the right direction, one that will lead to tourism and prosperity for the Village of Upper Nyack and all of Rockland. I encourage you to chose Alternative F as it's clearly the one that would benefit the entire community.

Yours Truly,

A handwritten signature in black ink, appearing to be "A. Wolfe", written over a horizontal line.

ALDEN H. WOLFE
Chairman of the Legislature

From: Carol Wood [REDACTED]
Sent: Wednesday, March 16, 2016 11:03 AM
To: NNYB Info
Subject: Ensuring bicycle access on the New Tappan Zee

Categories: handled

Hello,

I am a New Yorker who bicycles daily for transportation as well as recreation. Being able to bike out of the city for a few hours or days is an emotional lifeline and also good for the state's tourist economy. Points north, in Rockland, Westchester, and counties north, are frequent destinations for me and all of my cycling friends.

A fully accessible bike lane on the new Tappan Zee bridge will enable us to make longer and more frequent journeys, since it will also give us the option of taking Metro North from the city. I strongly urge that the shared use path be as cyclist-friendly as possible, with no impediments to access.

With this in mind, I urge you to select Option F on the Nyack approach to the shared use path. Concept F is the only solution that is viable for cyclists. Without it, our travel will be impeded.

On the Westchester side, Concept B looks like a very viable solution. I have two concerns, however.

1) Are there provisions for cyclists traveling to and from the nearby North/South County Trailway?
The most direct route is on NY-119 -- a busy, high-speed 4-lane roadway with mostly no shoulders. This would be extremely dangerous.

2) Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 has significant vehicle counts and is over 50' wide at this location.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning

movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will have a difficult time navigating that left turn.

Thank you for your time and consideration.

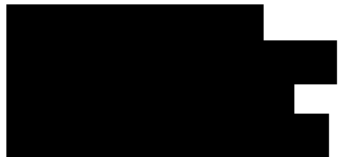
Sincerely,

Carol A. Wood

A black rectangular redaction box covering the signature of Carol A. Wood.

--

Carol A. Wood

A black rectangular redaction box covering the signature of Carol A. Wood.

From: Amy Yee <ay927@icloud.com>
To: NNYB Info
Cc: bonnie.christian@southnyack.ny.gov
Subject: Support Concept F

Sent: Mon 3/7/2016 1:53 PM

Hi

We support Concept F in South Nyack for shared use path. We are residents of south Nyack.

Amy & Richard Yee
119 S. Highland Ave
S. Nyack, NY 10960

amy yue
amy.rph729@gmail.com

From: Tracy Young <tyoung111@gmail.com>
Sent: Wednesday, March 16, 2016 8:45 AM
To: NNYB Info
Subject: Comments on NNY Bridge connections to Shared Use Path
Categories: handled

Comments on NNY Bridge connections to Shared Use Path

Submitted by Tracy Young

March 16, 2016

I am a recreational cyclist living in New York City. I often lead group rides, many of which go through Nyack or Tarrytown. I applaud the foresight of the New Bridge designers to include a pedestrian/bicycle path across the bridge. It will make it possible to do a 50-60 mile loop ride from Manhattan that takes in both Rockland and Westchester Counties. It will also make it possible to do a ride farther north in Rockland, then circle back across the bridge to Tarrytown to take a train home. (Thus, for example, slower riders like myself, with less stamina, will be able to enjoy Rockland Lake State Park without having to cycle all the way back to Manhattan.)

My desire is for the shared use path to be as cyclist-friendly as possible, with no impediments to access. Thank you for considering the following comments as to access to the path.

1. Rockland Side.

a. Concept E. This is the most troubling of the access concepts. The drawing shows hairpin switchbacks on the access ramp for cyclists. The caption states: "Ramps and stairs lead to a pedestrian bridge over on-ramp." It's difficult to tell from the drawing whether cyclists would be required to carry their bikes up or down stairs. Both the stairs and the switchbacks are serious impediments to cyclists wishing to use the SUP. The switchbacks are extremely dangerous, especially in a path shared by bikes and pedestrians. UNDER NO CIRCUMSTANCES SHOULD "CONCEPT E" BE CHOSEN if you truly want the SUP to be used by cyclists.

b. Concept F. This concept looks very cyclist-friendly. I do have a question as to whether it's possible for a cyclist approaching the access point from the Rockland side to reach the comfort station directly from the

Esposito Trail, without having to enter the bridge ramp, go to the junction of the two paths and turn back to go to the parking area & comfort station. However, without question, if Concepts E and F are the two remaining options, then Concept F is the only viable one for cyclists.

2. Westchester Side.

a. Concept B looks like a very viable solution. My main concerns from the original drawings seem to have been addressed quite successfully. The SUP no longer has a chicane on the access ramp. There seems to be adequate open space at the bottom for cyclists to gather. And there seems to be direct access to the comfort station.

b. One remaining concern now is with the interaction between cyclists using the SUP and vehicles on US-9. The Rockland side concepts include notes about traffic lights and pedestrian-activated signals; there are no such notes on Concept B. I was told at one point that this would be handled by the DOT (I assume that's the State DOT). Is that still the case? Are there any plans available for controlling the interaction between bikes and cars at the end of the access ramp?

c. The "Purpose and Need" document includes the statement: "Provide routing between the shared use path public access and existing bicycle and pedestrian routes." On the Rockland side, the existing Esposito Trail is incorporated into the planning. On the Westchester side, there is no indication of incorporating the nearby North/South County Trailway. The Trailway is a major north-south route for cyclists. However, the most direct route between the break in the trail at Elmsford and the NNY Bridge is NY-119, a busy, high-speed 4-lane roadway with mostly no shoulders. Are there any plans to create access from the Trailway to the bridge?

Respectfully submitted,

Tracy Young

--

www.tracyyoung.info

From: Jim Zisfein <jzisfein@gmail.com>
Sent: Wednesday, March 16, 2016 8:59 PM
To: NNYB Info
Subject: Tappan Zee Shared Use Path Options

Categories: handled

I live in Manhattan and often bicycle on either side of the river in Rockland and Westchester Counties, especially on the Old Erie Path, the Esposito Trail, and the N/S County Trailways. I am looking forward to being able to cycle across the river on the new shared use path.

Reviewing the options in the environmental assessment, I note that alternatives E and F are being considered on the Rockland side. **If your intent is to promote cycling you must choose alternative F.** Alternative E with its switchbacks and stairs would make cycling access to the shared use path far more difficult and potentially dangerous.

Jim Zisfein
305 West 98th Street, Apt 3DS
New York, NY 10025
jzisfein@gmail.com

COMMENT CARD

You are invited to comment on the Proposed Action (parking and facilities for the shared-use path for the New NY Bridge) in the space below. If you need additional space, please feel free to use the back or additional sheets of paper.

Comments: My husband and I feel very strongly
that option F is the only option. We cannot
have a public restroom and parking lot in
our ^{neighborhood's} backyard. ^{option F} ~~It~~ will make our block significant
more dirty and dangerous. ^{option F} ~~It~~ keeps the
parking and traffic off of our streets!
We vote F; option E is unacceptable

Name: Lynda Zittel (my husband is Nick Zittel)
 Interest Represented: I live on Clinton Ave in South Nyack
 Address: 44 Clinton Ave. S. Nyack NY 10960
 Email: lyndazittel@verizon.net

Here are the ways your written comments can be received and recorded:

- **SUBMIT** comment tonight. LEAVE COMPLETED COMMENT CARDS AT THE REGISTRATION TABLE
- **EMAIL** us at info@NewNYBridge.com;
- **FAX** comments to (914.524.5455); OR
- **WRITE** to any of the following agencies:

Jamey Barbas, P.E.
 Project Director, New NY Bridge
 New York State Thruway Authority
 303 South Broadway, 4th Floor
 Tarrytown, NY 10591

Peter Osborn
 Division Administrator
 Federal Highway Administration
 Leo W. O'Brien Federal Building
 11A Clinton Avenue, Room 715
 Albany, New York 12207

Daniel D'Angelo, P.E.
 Deputy Chief Engineer
 New York State Department of Transportation
 50 Wolf Road
 Albany, NY 12232

Written comments may be submitted through **5:00 p.m. April 1, 2016.**

From: Nick <nzittell@msn.com>
Sent: Friday, April 01, 2016 8:57 AM
To: NNYB Info
Subject: Proposed action (parking and facilities for the shared-use path for the TZ Bridge)
Categories: handled

To whom it may concern:

With regard to the Proposed Action on parking and facilities for the shared-use path for the new Tappan Zee bridge, I am supporting option F.

Thank you.

Very best regards, Nicholas Zittell

Nicholas Zittell
44 Clinton Avenue
South Nyack, NY 10960

From: Laurence Zuckerman <lazuck@hotmail.com>
Sent: Monday, March 21, 2016 12:13 PM
To: NNYB Info
Subject: New Tappan Zee Shared Use Path

Categories: handled

Hello,

I am very excited about the new SUP.

Please make sure that the path is open 24/7 and that there is a good exit at River Road/Piermont Avenue/Bike Route 9 crossing.

These are essential to making the path successful.

Opponents in Nyack are being shortsighted in their concern about too many cyclists in their town. It will be much more positive than negative.

Thank you for the opportunity to comment.

Sincerely,

Laurence Zuckerman
441 West End Avenue Apt 15B
New York, NY 10024