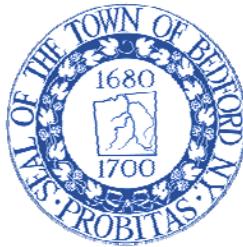


**TOWN OF BEDFORD  
OFFICE OF THE SUPERVISOR**

**Chris Burdick**  
Supervisor

**Lee V. A. Roberts**  
Deputy Supervisor

**Phyllis Cohen**  
Confidential Secretary  
to the Supervisor



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September 17, 2019

Sandra Jobson, RA, RLA, AICP  
Regional Planning and Program Manager  
New York State Department of Transportation  
Eleanor Roosevelt State Office Building  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

**Re: I-684/I-84 Corridor Study – Transportation Partnering Committee**

Dear Ms. Jobson:

The Town of Bedford appreciates the opportunity to be involved in the Transportation Partnering Committee and to provide input into the I-684/I-84 Corridor Study. Improvements to I-684 are critical to the Town of Bedford, not only for our resident commuters, but also because it bisects the hamlet of Katonah, delays send diversions to our local roads and our emergency services are utilized for the high number of accidents.

As presented at the July 25, 2019 meeting, I am in agreement with the study's main areas of focus including the I-684 Exit 5/6 Interchange with the Saw Mill River Parkway and Route 35 and the I-684/I-84 Interchange. I am also in agreement with the corridor concerns issues including congestion, Metro North access, noise and safety.

During this study, the Town of Bedford requests NYSDOT and their consultants consider the following:

- Reconstruction of Exit 5/6 Interchange for I-684 and improvements at Route 35 entrance/exits to eliminate congestion and increase throughput by addition of 3<sup>rd</sup> lane, reconfiguration of interchanges and improved signal timing. Further, safety issues such as weaving and deficient median barriers be addressed.
- Noise impacts and construction of noise walls in high density areas, such as Katonah,
- Improved access to Metro North Stations and expansion of parking lots, including study of direct two-way connection at Katonah Station Route 35,
- Congestion reduction strategies via addition of a High Occupancy Vehicle lane or added Park and Ride locations in the northern section of the corridor,
- Environmental/sustainable considerations such as charging stations at rest areas and solar powered LED roadway lighting.
- Mass transit integration in the form of bus routes along the corridor, potentially combined with park and ride locations or accommodation of future light rail service.

I look forward to working with NYSDOT and their consultants to develop the best plan for the corridor and neighboring residents.

Sincerely,

Chris Burdick  
Town Supervisor  
Attachment

## I-684/I-84 Corridor Study – Town of Bedford Investigation and Design Consideration Requests

### I-684/I-84 Corridor Roadway Improvements Initiatives:

1. Investigate alternate alignments at the Exit 5/6 Interchange considering the following:
  - a. Maintain 3 lanes on the I-684 mainline through the interchange
  - b. Elimination of the mainline/service road configuration to allow maximum use of Right of Way
  - c. Separation of Exit 5 and 6 entrance/exits while minimizing weaving for best throughput
  - d. Direct connection from Saw Mill River Parkway to I-684 Southbound to eliminate turn arounds at Exit 6
2. Reconstruct I-684 Southbound through Exit 6 to eliminate weaving between traffic to Saw Mill River Parkway and traffic entering I-684 from Route 35
3. Investigate use of Divergent Diamond Interchange on Route 35 to minimize signal cycle and improve traffic flow, particularly if turnaround for Saw Mill River Parkway traffic cannot be eliminated.
4. Replace substandard guide rail with new 42inch single slope faced concrete barriers to provide non-mountable, crashworthy barrier.
5. Improve roadway drainage with properly crowned sections. Upgrade exiting drainage systems to control water runoff. Place new drainage systems and water detention basins.
6. Improve roadway surface by removing old deteriorated concrete paving slabs to provide proper subbase. Replace with pavements meeting maximum friction properties, endurance and noise reduction properties. Rehabilitate/replace asphalt shoulders and medians curbs.
7. Investigate direct connection from Route 35 to Katonah Metro North parking lot 1 through existing bridge right of way
8. Rebuild and Reconfigure I84/684 intersection to eliminate bottleneck points.
9. Create a High Occupancy Lane (HOV) for morning and evening rush hours.
10. Work with MTA to create new access ramps from I684/I84 directly into commuter parking lots.
11. Improve Pedestrian access to MTA stations.
12. Upgrade signage with new sign structures and high reflective sign panels.

### I-684/I-84 Environmental Initiatives:

1. Place full height noise barrier walls along I684/I84 in high density areas, such as Katonah, Purdys and Croton Falls.
2. Plan for new park and ride commuter lots to encourage reduction of CO2 and traffic.
3. Create HOV lanes to reduce CO2 and traffic
4. Look for Right of Way land where solar fields can provide energy without traffic impact.
5. Remove and maintain vegetation in medians and shoulders of I-684/I-84 to improve site distance for motorists and reduce accidents.
6. Consider new landscaping plan with low maintenance new trees and shrubs to help absorb noise and CO2.
7. Improve drainage systems to control water runoff and erosion.
8. Allow for onsite recycling the existing milled and crushed concrete for the new roadway subbase to minimize trucking, noise and reduce cost.
9. Use recycled asphalt, rubber and glass in the new asphalt pavement design.
10. Enhance structural elements such as bridge abutments, retaining walls and noise walls with architectural finishes and patterns that are aesthetic and conform to the surrounding area.
11. Place electric charging stations on I684 and I84.
12. Use LED lighting.
13. Look at potential ways to use large unused NYS Right of Way areas for future solar panel fields to supplement electrical demand.
14. Look at potential ways to introduce future lightrail systems that can provide mass transit, reduce CO2 emissions and be environmentally sensitive.