

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Proceedings

Next we have Douglas Willinger.

TZ-052T

MR. WILLINGER: Good evening. My name is Doug Willinger. I have an organization called Tacoma Park Highway Design Study. I'm based in Maryland, but I'm originally from New York. Lived in New Rochelle for 25 years, and my family has lived in Mount Kisco for three -- for the past three years, and we're very much interested in what happens with 287, not just for ourselves, but for future generations. And because this project is gonna have a long lifetime, it should definitely have more capacity, including railroad. A railroad along 287 would be one of the most beneficial things you could do for the area. It would tie together the existing north/south lines. It should run all the way to the Connecticut border, that way in Westchester we would have rail as an option for many more trips, which would allow you to go south and then east or west, to by -- to go to another rail line,



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Proceedings

to allow more effective use of rail for many more local trips. It might not be a huge percentage, but if it takes five percent or three percent of all the trips in the region over the next few decades, it's definitely worth it, for helping reduce pressure on the Corridor, which I think should also include more capacity to acknowledge the fact that it's really two freeways, it's 87 and it's 287. It's also a rarity in some parts of the east/west corridor. The only other east/west corridor we have is the Cross Bronx Expressway. We know how over jammed that is.

And I'm amazed that there's not more talk about more tunneling. Maybe not for this project because of the grade requirements, although it deserves a fully objective look. And if they don't do a tunnel, they should at least urban deck portions of it, like near the water, to help reduce the impacts, like covering over a portion of the toll plaza perhaps

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Proceedings

and rebuilding the mansion that used to be there, a place called the Luke Estate. It's a historical landmark that was torn down for the original bridge construction.

I'd love to see an urban deck there, with the mansion back, used as like offices or something, but that's radical, I admit that, but I'd like to see more use of tunneling for other corridors, like perhaps making the Cross County Parkway more useful, hooking up with I-95 with a drilled tunnel beneath New Rochelle to hook up with 95 or a drilled tunnel to Jersey and drill tunnels across Manhattan, which are desperately needed for like Canal Street, which is a traffic nightmare, as well as the approaches to the Brooklyn Battery Tunnel, which under The Listening To The City Program we had last summer, the public opinion was overwhelming for a West Street 9A tunnel, but now it's being sidelined because of a vocal minority of people who are afraid of the construction disturbance. We need to

03
05
10

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

19
20
21
22
23
24
25

Proceedings

come up with better construction disturbances to minimize impacts, certainly, but we need to do that instead of just push the problem away and having nothing going through Manhattan, having it increase the load on the Cross Bronx for traffic that has to get to Long Island, which is a ripple effect up to 287. That needs to be acknowledged too. We need multi-modal, long-term planning, and we should definitely have combined extra highway with, and I believe high speed, heavy rail connecting east/west to Cross Westchester.

My web site is highways and communities.com, and I can be contacted through that for any sort of information.

MR. WAITE: Our next speaker is Dorile(sic) Madronero.

MS. MADRONERO: It's Dorice, D-O-R-I-C-E.

MR. WAITE: Sorry, Dorice.

MS. MADRONERO: That's okay. My name is Dorice Madronero, D-O-R-I-C-E.