

1 Proceedings
2 Rockland's Department of Planning and
3 Public Transportation, with many members
4 here this evening, will submit detailed
5 comments on the technical merits and
6 issues associated with the draft Scoping
7 Document. And I encourage residents, both
8 those who are already involved in advocacy
9 groups and those who are not, to stay
10 informed about this project, get involved
11 and participate fully in every public
12 comment opportunity along the way.

13 Very truly yours, Scott Vanderhoef,
14 Rockland County Executive.

15 MR. WAITE: Thank you.

16 Next I'd like to invite John
17 Shields, the Mayor of Nyack to the podium.

18 TZ-026T MAYOR SHIELDS: Good evening. Thank
19 you. The Village of Nyack and the
20 adjoining Villages of South Nyack and
21 Grandview are probably the communities
22 most concerned about this bridge.

23 I understand the need for connecting
24 communities and I also understand the need
25 for ultimately connecting with Stewart Air

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2 Force Base. However, what we're most
3 concerned about is that no bridge
4 expansion should require any taking of any
5 land in our communities. That's what
6 happened before when the bridge was built.
7 And our main thrust is that no land be
8 taken in any of our communities.

9 Now, as I said, I don't represent
10 South Nyack, but I know one of the
11 Trustees is here, and I think she would
12 support that statement.

13 A VOICE: I do.

14 MAYOR SHIELDS: Thanks.

15 So I think the discussion should
16 really focus on public transportation.
17 There's a discussion of light rail versus
18 commuter lines. And we really got to
19 understand the difference between these
20 two and which one will serve us better.
21 They're two different forms of
22 transportation and they're not always
23 compatible.

24 I think that increasing public
25 transportation should make our lives

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2 more -- increasing private transportation,
3 excuse me, would make our lives more
4 arduous, not more convenient. And any of
5 us who have commuted into New York City,
6 as I did for 30 years, understands that
7 private transportation is not a
8 comfortable way to travel into the City.

9 Locally in this Corridor we have
10 very serious clean air issues, which we're
11 all concerned about. Increasing private
12 vehicular traffic can only increase our --
13 increase the bad air quality in an already
14 bad air quality area. How many roads can
15 we ever build? As more roads are built,
16 where will the cars go, where will they
17 park? New York City had a disaster
18 following the Robert Moses plan for
19 transportation, which was vehicular
20 traffic; the Cross Bronx Expressway, which
21 destroyed a community, and a Long Island
22 Expressway, which has become a parking
23 lot.

24 We need solutions for people, and
25 I'm talking about human solutions, about

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2 how we live. Although we need a bridge
3 connecting Rockland and Westchester, there
4 should be emphasis on public
5 transportation. There is no logic, in my
6 view, in building more roads to
7 accommodate more cars, to build more roads
8 to accommodate more cars. In the long run
9 viable public transportation for commuting
10 is the only rational plan.

11 I would also like to ask all of my
12 citizens and people in the community, as
13 the former speaker said, to get involved.

14 Thank you.

15 MR. WAITE: Our next speaker is Thom
16 Kleiner.

17 MS. FITZGERALD: We'll come right
18 back. He's just being interviewed.

19 MR. WAITE: Okay. Ann Marie Smith.

20 TZ-027T MS. SMITH: Thank you and good
21 afternoon. I'm a Councilwoman in the Town
22 of Clarkstown, and I'm well aware of
23 controversy that can arise with a new
24 project, such as today's subject. The
25 facility we now meet in certainly had its