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2 MS. FITZGERALD: Again, we have no  
3 additional speakers. So you can stay here  
4 or go in our informal area, and we'll let  
5 you know if there's anymore.

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6 MR. WAITE: We have another speaker  
7 that's approached, and I'd like to  
8 introduce Chris St. Lawrence, Supervisor  
9 from the Town of Ramapo, up to one of the  
10 microphones. Your choice.

11 TZ-021T SUPERVISOR ST. LAWRENCE: I've never  
12 seen a mike I didn't like, so it's nice to  
13 have two mikes here. I'll prefer this  
14 one, it kind of speaks to the people. I  
15 will be making a statement tomorrow at the  
16 meeting in Rockland County, but I just  
17 wanted to make a brief comment about the  
18 Tappan Zee Bridge in general and the  
19 future of the Tappan Zee Bridge and the  
20 Corridor in particular.

21 I was born and raised in Suffern,  
22 New York in 1950, and at that time there  
23 were 10,000 people in the Town of Ramapo.  
24 Now, 50 years later, as the Supervisor of  
25 the Town of Ramapo, we have 110,000

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people. More than a third of the people that live in Rockland County. And I remember as a small child in 1955 to '56 watching the Tappan Zee Bridge being built, watching some historic homes come down that aren't there now. And I remember my father saying to me, everything is going to change. And it did. And I think we have to be very cognizant now of the potential changes that could take place with whatever is built in replacing the Tappan Zee Bridge, augmenting the Tappan Zee Bridge. And I think that we really need to be looking on a regional basis as to how we deal with our total traffic congestion, land use, land planning. We can't really continue the way that we're going. And I think we have to, especially in the Rockland County side, we have to look on a regional basis.

The Metropolitan Transit Authority, we contribute about 30 million dollars a year in Rockland County in our taxes every year to the MTA, and we don't get much

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2 back. What we get is the push to get all  
3 the people, commuters in Rockland County  
4 to cross the Tappan Zee Bridge and hook up  
5 with the MTA in Tarrytown. And we love  
6 Tarrytown. I always loved Tarrytown  
7 growing up, it doesn't mean that we have  
8 to send all of our residents to Tarrytown  
9 every day across the Tappan Zee Bridge.

10 The West Shore Railroad Line must be  
11 put back into use in Rockland County. It  
12 makes no sense for us to have this --  
13 everything flowing over the Tappan Zee  
14 Bridge. It's a must. You know, in  
15 Suffern, where I grew up the trains are  
16 all full on the Suffern Port Jervis Line.  
17 They have the last direct train that goes  
18 in, it's at 7:00 in the morning. Now  
19 people go up to Sloatsburg and get out of  
20 there or they'll drive all the way up to  
21 Harriman to get on that train, so they can  
22 get an express train in. We don't have  
23 any infrastructure going in on the other  
24 side of the River. Now that is not going  
25 to change the need for the Tappan Zee

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Bridge and for some improvements on the Tappan Zee Bridge, but it is certainly going to put in a better perspective some of the rush hour traffic and the grid lock we have during the rush hour. And when you couple that, one thing you'll notice during rush hour on the Tappan Zee Bridge, one thing that you'll see that you'll notice that is not there, is truck traffic. The truckers know better. And the truckers know if they're heading and they're going from Virginia to Boston and they happen to come across that Tappan Zee Bridge in those hours, they go up to 84 and they use different alternative means. We need to have planning on a regional basis that directs the traffic away from the Tappan Zee Bridge. We -- if you build it, they will come. If you build 14 lanes in each direction on the Tappan Zee Bridge, you'll have 14 lanes filled up with traffic. If you put in some smart regional planning tools, maybe we can ameliorate this bottle neck here.

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There certainly is no question that what is going on in the 287 interchange, this massive change will help in some ways, because if you have a bridge, no matter how many lanes, and it gets to one side or the other and there's only one road, there's no place for the people to go. So you're just building a bottle neck that is just wider over the Hudson River. It's kind of like, you know, an oil slick that's an inch deep that covers a large area, you're still going to have that same problem. We need to be thinking on a regional basis. We need to really be thinking of the Corridor study. We've now connected 287, which we all knew that once that was connected it was going to bring tremendous traffic. There's a small sign when you come up from Oakland, New Jersey going northbound that says, avoid the traffic, go to Interstate 84. It's just a small sign. If you give truckers the incentive, through increased tolls on the Tappan Zee Bridge or an intensive to go up

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to 84 and use other bridges, it will make  
a difference on the traffic on that  
Corridor.

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I look forward to seeing the next  
presentation. I've been to many  
presentations. I know how much this  
impacts the people in the Town of Ramapo.  
I know how much the people in the Town of  
Ramapo complain about the congestion on  
the Tappan Zee Bridge. I think that there  
are ways that we can ameliorate it, other  
than just concentrating on getting people  
across the River on that Bridge. Let's  
build some infrastructure on the western  
part of the River that could alleviate a  
lot of this traffic, and that includes  
also putting more commuter traffic and  
using the River itself as a means for  
commuters. We started this in Haverstraw,  
going over to Ossining, but it's something  
I think that we can do up and down the  
River, where you don't have to be building  
large parking lots.

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And one last thing that I'll say is

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2 this -- this is a personal note -- I'm  
3 saddened when I drive over -- when I drive  
4 home tonight and I see the houses that are  
5 being built on top of the Palisades Ridge.  
6 And I think of what Frank Lloyd Wright  
7 would say, and that is, ridge tops are to  
8 look at, not to be built upon. So we have  
9 to really get a handle on the planning.  
10 We need housing. We need good housing all  
11 across the area. We need good  
12 transportation, but we can't just rely on  
13 this Tappan Zee Bridge of getting people  
14 back and forth across the River. We need  
15 to come up with real solutions on the  
16 Rockland County side, so that we're not  
17 exporting our commuters into Westchester  
18 everyday.

19 Thank you very much.

20 MR. WAITE: Thank you.

21 We have another speaker that's  
22 requested to speak to us, and it's Stan  
23 Kachnowski from Columbia University.

24 And we'll give you a second for your  
25 camera.

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