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2 tremendous congestion. I just think if we  
3 keep adding more lanes and more bridges  
4 then more people will come, and it's -- I  
5 think we have to really look at public  
6 transportation, really look at the  
7 alternatives to -- to what we have coming  
8 through Tarrytown and over the Bridge or  
9 whatever we end up with.

10 Thank you.

11 MR. WAITE: Thank you. If I could  
12 have your attention for a second. I have  
13 a couple more speaker cards. I'd like to  
14 give these people an opportunity to  
15 address the room.

16 I'd like to call John Edwards to the  
17 podium.

18 TZ-018T MR. EDWARDS: My name is John  
19 Edwards. I have a been a native of Sleepy  
20 Hollow, just prior to moving to White  
21 Plains recently.

22 My concerns on this whole issue is  
23 that you cannot get rid of the Tappan Zee  
24 Bridge. No way can that happen. The  
25 reason being, there is no better location

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for the interlinking of the different highway systems. From having worked on the Tappan Zee Bridge as a toll collector, I can tell you that if we do not do a situation where we turn the Tappan Zee Bridge into a one way only situation, such as everything comes east on the Tappan Zee Bridge, and then you find an alternate way of bringing people back, such as tunnels under the River, by two four lane tunnels, this whole issue is gonna put us right back to square one because you will not have met the needs of the growing population.

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From my perspective here in Sleepy Hollow, I could tell you right now this Village alone is going to jump in population by no less than 65 percent. That's without the new business community. Add that in, you've got another 15 percent growth. All of this is going to have to be addressed as a part of this whole deal, because all these people, all these businesses, all these delivery trucks are

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2 going to be going across that bridge  
3 sooner or later.

4 From the toll collector perspective,  
5 I can tell you that the volume during rush  
6 hour was never fully met, and this is back  
7 in the late '70's, because I could easily  
8 pull 150 to 200 cars an hour, and that  
9 would go on for like five hours. So to  
10 make this anything less than eight lanes  
11 coming into Westchester simply is not  
12 going to meet the needs of the growing  
13 population in Rockland, it's not going to  
14 meet it in Westchester, and then take into  
15 consideration that White Plains currently  
16 has a multi-million dollar construction  
17 situation going on, and many of those  
18 projects are going to bring in thousands  
19 and thousands of cars. There are going to  
20 be all those people who are going to need  
21 access to the various roadways. I don't  
22 know how you're going to fully deal with  
23 this. I don't envy your task, but this is  
24 monstrous.

25 You've got to take into

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consideration also that when the 287 starts backing up, it's horrible beyond belief on Fridays. I used to work at IBM, and that's out by Exit 9 on 287. I could get as far as maybe the first Exit 8, and the traffic would be backed up all the way from the Tappan Zee Bridge by 6:00 at night, and it would take you at least two hours or an hour and-a-half, if you don't use the byways and the back roads, to get to Sleepy Hollow, and even longer if you're going to Rockland. It has to be incorporated into this whole deal that you have light rail. If you don't have that, you're not going to discourage people from using their cars. You've got to set up park and ride situations that encourage people to get out of their cars and to use the light rail situation to get across the Bridge and throughout Westchester County and throughout Rockland County, as well.

The problem with car pooling a lot of times is, very simply, people don't want to drive with strangers. And,

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2 greater demand. And if it's not met with  
3 mass transportation, again, you're going  
4 to have cars all over the place, and in  
5 the end the congestion on Route 9 is going  
6 to be horrible.

7 Regarding the issue of the tunnel.  
8 My concern from the Tarrytown perspective  
9 would simply be this: Where are the  
10 entrances? Where are the exits? How many  
11 more houses are going to be taken down in  
12 order to accommodate? When the Tappan Zee  
13 Bridge was first put up, way back in I  
14 think it was the Fifties, Tarrytown lost  
15 over 200 houses to this project. How many  
16 more people are going to be displaced?  
17 Are we going to have a situation like the  
18 George Washington Bridge down there? Are  
19 you going to do a double decker bridge?  
20 Top deck for eastbound, bottom for  
21 westbound? I mean, there's a lot that  
22 needs to be done.

23 As far as 287's concerned, since you  
24 seem to be incredibly land locked on both  
25 sides, as far as adding additional lanes,

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2 I don't know how you're going to deal with  
3 it. I can tell you, from years of driving  
4 on that road, especially now the SUVs are  
5 using the shoulder as their own private  
6 lane just to get ahead of everybody else.  
7 And I hate to pick on SUV's, but the  
8 bottom line, they're the ones that are  
9 doing it the most. And there are a lot of  
10 shoulder hoppers running around on the  
11 shoulders all over the place. So there is  
12 a definite need for at least two more  
13 lanes each way on 287.

14 As part of this whole process you've  
15 gotta also look into the proper linkage  
16 into the Connecticut Turnpike, because  
17 from my experiences going to Port Chester,  
18 at 5:30 at night on a Friday, or even a  
19 Thursday night, it starts to backup going  
20 east around Exit 10 somewhere around say  
21 5:30 at night, 4:30 at night on -- on  
22 heavy weekends. And it will backup from  
23 Exit 10 on 287 all the way into  
24 Connecticut. And I've seen it backed up  
25 from the TZ all the way into Connecticut.

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2 There has -- somehow you gotta find ways  
 3 of putting additional lanes into 287.  
 4 Double decker highway is not appropriate  
 5 here for Westchester. Frankly, I think  
 6 the people here would skin you alive if  
 7 you tried it, but I don't envy you. But  
 8 you've gotta do light rail. You've gotta  
 9 coordinate with the Bee Line. The Tappan  
 10 Zee Bridge should be completely repaired.

11 And then the tunnel system, if  
 12 that's workable, that's the way I think  
 13 you should go.

14 Thank you.

15 MR. WAITE: Thank you. Our next  
 16 speaker is Matthew Pepe.

17 **TZ-019T** MR. PEPE: Good evening. My name is  
 18 Matthew Pepe. I represent the  
 19 Construction Industry Council. We're  
 20 located in Tarrytown. We represent about  
 21 650 companies in Westchester, Putnam,  
 22 Rockland, Orange, Dutchess Counties. I  
 23 appreciate the opportunity to speak  
 24 tonight.

25 Long ago the advisory committee that