

1 Proceedings

2 Nyack, Grandview and Tarrytown are
3 entitled to assurances that they will not
4 be displaced or unreasonably disrupted by
5 extensive reconstruction of the Tappan Zee
6 Bridge.

7 But in our view, simply rebuilding
8 the Tappan Zee will create a hellish,
9 long-term nightmare for these residents.
10 After spending more than \$1 billion just
11 to repair the structure, we would be left
12 with the same seven undersized lanes and
13 no ability to move breakdowns or accidents
14 to a shoulder area. I believe it's time
15 for bold action to build it, and we must
16 build it right.

17 Thank you for your time.

18 MR. WAITE: I'd like to call Patrick
19 Munroe down for an opportunity to speak.

20 TZ-020T MR. MUNROE: My name is Patrick
21 Munroe. I'm a resident of Sleepy Hollow.

22 I'm about to call for a different
23 type of bold action from the type that the
24 previous speaker mentioned.

25 By way of introduction, I've lived

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in Sleepy Hollow since 1944. Between 1971 and 1999 I served three terms on the Village's Board of Trustees. My statement is about two or three minutes long.

We don't need another Tappan Zee Bridge or a bigger one. If anything, we may need to repair and better maintain the one we have.

Why don't we need another bridge?

Because the design of the present one is adequate to handle the traffic that now crosses the River, even during morning and evening rush hours.

We don't need a bigger bridge for the same reason I've just given. And because it would be madness to invite more traffic across the River than we now have, especially during rush hours.

Why madness? For at least the following three reasons.

Number one: Because our fixation on the automobile has ruined many urban and suburban areas of this country, and continues to threaten them. The long

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range solution to moving commuters, travelers and commercial goods in and out of our cities and suburbs is not more and bigger highways and bridges.

Number two: The simpler, safer and less expensive ways to move traffic across the River. Here are the following: A, redesign, reconfigure bridge lanes to enable emergency vehicles to remove injured people and disabled vehicles more quickly and to redirect traffic around accidents.

B, reintroduce ferry service, not only between Nyack and Tarrytown, where it existed back in the Fifties, but also between these two committees; Nyack and Tarrytown, and Manhattan. Ferries already carry commuters back and forth across the River below the George Washington Bridge. Historically the River has been a marvelous way to move people and goods.

C, redevelop and reopen commuter and freight rail lines between Nyack and the New Jersey coast of the Hudson River.

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And the third reason of many more, why it would be madness to do what I suggest, in the 1960's New York State planners thought a Hudson River expressway along our side of the River was the solution to traffic problems. We proved that they were mistaken. And for the same reason that dozens of other Metropolitan areas across this country have discovered since then; namely, that in the long run more and bigger highways in and out of cities worsen the very problem that they were intended to solve. This is historical fact that no engineer worth his or her soul doubts. So let's not repeat the mistakes of the past. Let's not threaten the Hudson River and let's not lower the quality of life for River Town residents anymore than we already have. Let's be bold in a different way, and seek the common sense solutions that will earn the gratitude of generations to come, rather than their contempt.

Thank you.

The Tappan Zee Bridge

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JAN 24 2003

DMJM + HARRIS

We don't need another Tappan Zee Bridge or a bigger one. If anything, we may need to repair and better maintain the one we have.

Why don't we need another bridge?

Because the design of the present one is adequate to handle the traffic that now crosses the river, even during morning and evening rush hours.

We don't need a bigger bridge for the same reason I've just given, and because it would be madness to invite more traffic across the river than we now have, especially during rush hours.

Why madness? For several reasons:

1. Because our fixation on the automobile has ruined many urban and suburban areas of this county and continues to threaten them. The long-range solution to moving commuters, travelers, and commercial goods in and out of our cities and suburbs is NOT more and bigger highways and bridges.
2. The simpler, safer and less expensive ways to move traffic across the river here are:
 - A. To redesign bridge lanes to enable emergency vehicles to remove injured people and disabled vehicles more quickly and to redirect traffic around accidents.
 - B. To re-introduce ferry service not only between Nyack and Tarrytown, but also between these two communities and

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Manhattan. Ferries already carry commuters back and forth across the river below the George Washington Bridge.

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C. To re-develop and re-open commuter and freight rail lines between Nyack and the New Jersey coast of the Hudson River.

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3. In the 1960s, New York State planners thought a Hudson River Expressway along our side of the river was the solution to traffic problems. They were mistaken, and for the same reason that dozens of other metropolitan areas across this country have discovered since then: in the long run, more and bigger highways in and out of cities worsen the very problem that they are meant to solve.

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Let's not repeat the mistakes of the past. Let's not threaten the Hudson River and lower the quality of life for river-town residents any more than we already have. Let's be bold and seek the common-sense solutions that will earn the gratitude of generations to come rather than their contempt.

Patrick Munroe
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