



Thruway Authority



Metro-North Railroad

TZ-024E

TAPPAN ZEE BRIDGE/I-287 ENVIRONMENTAL REVIEW

Let Us Know What You Think

Tappan Zee Bridge/I-287 Environmental Review Scoping Meetings

Wednesday, January 15th, 2003
Palisades Center

The New York State Thruway Authority and MTA Metro-North Railroad are interested in learning more about what you think. Please use this comment form to let us know your thoughts about this important study.

Please leave this form with us tonight or mail to: Veronica Bailey, Howard/Stein-Hudson Associates, 516 West 36th Street, 4th Floor, New York, NY, 10018 or fax to (917) 339-1068.

Name STANLEY M. WEINSTEIN

Organization/Affiliation RESIDENT/COMMUTER

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How did you hear about this meeting?

- Received Flyer
- Web site
- Saw Newspaper Ad
- Radio
- Through a Friend
- If so, which newspaper?
- Journal News
- Pennysaver
- Times Herald Record

Are you a part of any organization that would like to hear more about the project?

I AM ONE OF THOUSANDS. A VERY LARGE BUT NOT VOCAL GROUP

Who can we contact in your organization?

SEE ANNE MARIE SMITH'S STATEMENT FROM THIS (1/15/2003) Scoping session
You must survey this group. Simple clip + return newspaper questionnaire will suffice. These are the people who use the roads. Who knows them better?
Please use the back of this form for comments.

Let Us Know What You Think

Purpose and Need

① Esthetics + a "pretty" to look at bridge or solution would be nice. Functionality is paramount. A subway is not pretty. A SUBWAY MOVES A LOT OF PEOPLE.

② The plan needs to redirect the inordinate flow of tractor trailer / large commercial vehicles toward other Hudson River Crossings, and ...

③ Provide reasonable, frequent, rapid mass transit to Manhattan + Westchester + Bronx.

Goals and Objectives

A Functional solution has priority over a pretty to look at one.

Increased vehicular capacity has always resulted in increased vehicle numbers. I have seen this pattern repeatedly in 24 years of commuting. The goal should be to not primarily increase capacity, but to reduce the need for capacity.

Preliminary Alternatives

① Frequent, 24 hour rail connections to Metro North Tarrytown to + From Rockland!

② Utilize the west bank of the Hudson tracks/pathways for rail service to Seacaucus Transfer Station + Hoboken PATH.

③ Increase the capabilities of NJ Transit service on the

Other Comments Hoboken - Spring Valley Line (2-ways, 7 days, w/ night service).

④ Deny access to 87-The Thruway to large commercial vehicles from Interstate 287 during morning rush.

⑤ Deny access to T2 Bridge to same vehicles during morning rush. If this large commercial traffic can be controlled in some manner as it is now at the George Washington Bridge, similar controls can be affected for the Rockland - T2 - Westchester corridor.