

TZ-047E

**Unknown**

**From:** Tzbsite [tzbsite@thruway.state.ny.us]  
**Sent:** Tuesday, January 21, 2003 10:26 AM  
**Subject:** Re: Opinions on the TZB Options

Mr. Garham,  
Thank you for taking the time to contact the New York State Thruway Authority regarding the future of the Tappan Zee Bridge.

We will forward your email to the Tappan Zee Bridge Team for inclusion in the public comment aspect of the Scoping portion of the Environmental Review of the Bridge and the I-287 Corridor.

We appreciate your comments and hope that you will continue to be a part of this vital process as we move forward.

Sincerely,  
The Department of Public Affairs

>>> "Barry Graham" <barry@barrygraham.com> 01/20/03 09:55PM >>>  
I spoke to Tom Mahar, who was very helpful, and suggested that I attend one of the scoping meetings to put forward my opinions on the TZB options.

Unfortunately I was unable to attend the meetings, but I do have some suggestions that I would like to be considered, with regard to the issue of crossing the river. I am including them below. If this is not the right place, please can you forward them to the right person? Thanks.

The ideas are as follows:

\* As regards whether a new crossing should be built, whatever is the quickest method that will cause the least disruption should be used, and it should be sufficient to cause significant reductions in congestion at peak hours.

\* Install high speed tolls at the bridge - no matter what option is chosen for the future of the crossing. Technically it is possible for EZPass tags to be read at speeds of 55 mph, and there are places where this happens.

The opening of the I87/I287 improvement this year should make it easier to do this.

\* High speed rail line that terminates in NYC not Hoboken. There are two stations here, Spring Valley and Suffern. Both terminate at Hoboken.

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To be really useful, they need to terminate in NYC. Then the use would increase substantially.

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\* Easy parking at stations. At the moment, especially in Suffern, it is a real challenge to find parking if you are an occasional user of the train.

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It is almost impossible to find the parking lot, and when you do, just as

hard to pay. It needs to be easy to use the parking lot - signage needs to

be improved, and pay and display meters should be in operation.

\* Trains to the airports. Links should be created between existing services

in Rockland and the airports that have trains - Newark and JFK. In the long

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term, high speed rail travel should be available to all three NY airports,

as well as Westchester.

\* Better hours at Spring Valley. Currently only three or so trains a day

run in each direction. The service should run from at least 5 in the morning until midnight, all day.

\* Ferry from Nyack to NYC.

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\* Express Bus to Monsey that runs late. Monsey Trails is great, but stops

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at 8pm from NYC to Monsey.

\* Speed limit should increased to 65 mph.

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