

**TZB-035E**

Three years ago, using a basic deductive approach, eight of my Columbia University urban planning graduate students, in a part time 14 week studio, recommended the following :

Build a new eight lane bridge because the new bridge will cost approximately the same as a rehabilitated bridge and will last well into the 21<sup>st</sup> century;

01

Construct a bus rapid transit route (BRT) along the 30 mile corridor from Suffern to Port Chester. BRT was favored because of its flexibility in navigating the low density, rugged topography environment which fixed rail lacks. It is also much less expensive and can be implemented more rapidly ;

02

Promote congestion pricing ,which are variable time of day tolls, along all exits/entrances of the corridor both on the expressway and the adjoining service roads (Route 59 in Rockland and Route 119 in Westchester) using boothless technology. This measure would encourage more transit use, reduce traffic, improve air quality from less automobile use and provide a revenue source for the project;

03

Rail needs can be handled with existing lines into New Jersey and New York City facilitated by the Secaucus Transfer in the Meadowlands and the proposed second tunnel to Penn Station and the potential Moynihan Station;

Transit needs in the Hudson Valley are best handled by BRT and an additional transit mode, such as commuter rail, lacks the demand now and in the foreseeable future;

Promote more compact, transit oriented development by advancing cluster development in the suburban towns and redevelopment in the urban centers to generate more transit oriented development for the future.

04

*This proposal was presented by the students and received very favorable comments from the NYS DOT, Thruway Authority, MTA among many others in 2005 and it still makes sense!.*

Dr. Floyd Lapp, FAICP Adjunct graduate faculty, Columbia University urban planning program since 2003. Dr. Lapp served as Director of Transportation, NYC Department of City Planning (1991-2000) and has 45 years of urban planning, transportation and development experience.