

TZB-203E

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Comments from the Sierra Club rep.

Traffic and Transit Stakeholders' Advisory Working Group:

I wanted to comment on the new alternatives and also give some input on some important considerations when making the transit modality choice. I have been reviewing the TZB website and SAWG presentations to try and keep current with the many developments in the project study.

Alternative 4B should be dropped.

Alternative 4A is the best alternative for the region. If Alternative 4A is NOT built, then any built alternative that IS built should PLAN for a future implementation of Alternative 4A, as needs and finances allow.

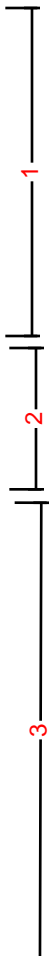
It appears that the new Option 4D is the most popular and most efficient. If it is built, it should allow for conversion to CRT, which is Alternative 4A in the future. There should be a version of Alternative 4A that does NOT use subway through White Plains.

Consideration of reducing vehicle miles travelled. The single alternative or option that is best able to reduce future vehicle miles traveled, both is the AM Rush, as well as for all times, is the single most important consideration.

Currently, many commuters travel to White Plains on buses, which is not a sustainable transit mode.

Consideration of White Plains Travelers: Commuters and travelers (those traveling in the midday, or evening for retail, recreational, and commercial purposes other than working) heading to or from White Plains from Orange/Rockland Counties, Westchester County, and Connecticut should be given a heavy consideration when picking transit modality. Is the largest preponderance of commuters and travelers headed to the Westchester/I-287 corridor headed to White Plains, or are they headed to other destination in the corridor?

If most of the commuters or travelers are headed to White Plains, then CRT is the better option.



Further, consideration should be given to those commuters and travelers headed to Manhattan's East Side (Grand Central Terminal and surroundings). CRT will offer commuters and travelers from Mid-Hudson better access to the East Side, thus potentially attracting more drivers from cars and reducing travel on buses, which is not sustainable.

Revised travel demand numbers, which consider the NJ Transit Trans-Hudson Express Tunnel project, should be released to the public before the Tappan Zee/I-287 transit modality decision is made.

That is my two cents worth. I hope it is helpful.

Best regards,

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