

**TZB-031E**

Following Mr Anderson's presentation at the Westchester County Center today (March 28), I repeat here the comment I made at the meeting. Please note that I have not discussed the point with Mayor Fixell, who provides positions for the Village of Tarrytown, so I make the comment simply as a Westchester resident and a member of the Tarrytown Planning Board.

The question arises of reach to the north and the south of the project corridor. It is clear that users joining and leaving the corridor are part of the assessments, but not how far the possibility of transit extensions has to be taken into consideration. In the material presented today, the only locations mentioned beyond the corridor are NYC and the existing Tarrytown station.

Depending on the type of transit to be used, other candidates appear to be attractive. Rail may be less flexible, but BRT does lend itself to a wider network. Spurs, extensions or loops could make sense east of Port Chester, north to Sleepy Hollow, and perhaps to communities in Rockland. It may be preferable to make these formal parts of a BRT network, rather than having existing services come to BRT (already crowded) transfer points on the corridor.

Even if they are not specified in the final scoping document, I would like to propose that these possibilities be addressed in the DEIS.

Thank you!

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