

TZB-154E

Car traffic seems to follow a rule: We plan a highway to carry some number of vehicles, and in time, that number is greatly exceeded, leading to excessive traffic that wastes time and gasoline. I think this is because capacity is determined very significantly by people's tolerance for traffic. We seem to have a very high tolerance for it.

I think the same thing will happen with the 287 corridor. If 170,000 cars per day are carried easily across a new Tappan Zee Bridge, then more people will move into the area that bridge's capacity is exceeded.

It makes sense, then, to build high-quality, extensive public transportation systems. I am, as a taxpayer, quite willing to pay large sums of money for such systems.

In the era of global warming and high gasoline prices, I don't think it makes sense to rebuild the 287 corridor unless our aim is to reduce the actual number of car trips and replace that travel with use of public transportation.

Given the travel patterns and sprawling nature of so much of Rockland and Westchester, public transport would have to be very invasive in order to actually reduce car travel, with large-scale use of eminent domain to route transport directly to existing centers of population and transfer of highway space from cars to buses or trains. The public does not seem ready for this.

And in fact, the tiered planning system adopted for the environmental analysis of this project means we can't even have the discussions necessary in all the communities affected to see what tradeoffs they would be willing to make.

Thus I am a public transportation proponent unwilling to take the \$12 billion gamble at this time. We need to have agreement from the municipalities before we commit to any particular plan, and to directly confront sprawl as the fundamental source of the 287 corridor's problems.

I therefore support Alternative 2, repairing the existing bridge with traffic management.

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