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Subject: changes to the TZ Bridge
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The proposed introduction of congestion pricing in NYC suggests changes to the TZ Bridge.

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Bus Rapid Transit lanes no longer need to be physically separate from regular traffic lanes. The same electronic devices to be used for congestion pricing can be used to keep bus lanes free of unwanted traffic.

Bus lanes should be the OUTSIDE lanes. That is so "local" buses can use them as well as express buses. The HOV lanes on the LIE are in the middle and cannot be reached except by crossing traffic.

A bus station located under the TZ toll plaza, connected by elevator and escalator, to a new MN station directly under the TZ, can work well. After the first TZ meeting at the Tarrytown Hilton, as part of a committee, I walked under the toll plaza with an engineer from the Thruway. We agreed it was easy to reach a new MN station under the toll plaza by escalator and elevator. Now that the Yankee Stadium has a new MN station, consideration should be given to a new MN station under the TZ bridge. A new TZ Bus-MN station can be built now and does not depend on rebuilding the TZ Bridge.

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