

**TZB-053E**

Dear Mr.Anderson,

I am writing this letter to you in my capacity as a Rockland resident and one who crosses the TZ bridge every day to go to work in the Bronx. I have read all the options and alternatives that are proposed to improve the situation. I personally feel that all the options proposed (except the option 1, No build option) will cost the local Governments and the tax payers a lot of money. Secondly, the I think the real issues are not addressed while expensive alternatives are proposed.

When I cross the bridge every morning to go to Bronx, I find that about 90% of the traffic is taking the 287 East lanes and around only 10% is going hough the 87 South lanes. This situation creates a block and I tend to get delayed just to get access to 87 South. I look around myself to see the people who cross the bridge and get into 287, I see several cars which are invariably a sports car or minivan or an SUV with a seven seats. The l driver will invariably be the single occupant, very likely going to work somewhere in Westchester County. Thus, the real problem is the number of vehicles that burden the bridge in the rush hour on a typical working day.

I propose a simple and inexpensive alternative solution that will keep the TZ bridge as it is and will enhance the life of the bridge at the same time. I personally feel that NO amount of federal regulations and tax payer money ( to build a new bridge) etc will solve TZ bridge problem UNLESS the PEOPLE who use it come to a clear understanding and do a little compromise and adjustment of their life styles , from Monday through Friday in the form of carpooling or using public transportation

I propose that from Monday through Friday, the should be a form of obligatory mass transit with mini-buses running every 5 minutes from 6AM to 9.30AM. There should be a number of pick up stops along Route 59 and other western towns such as Spring valley, Suffern, Monsey and areas western and other major arteries that feed into 87 South and into the bridge. Some buses may be routed to Tarrytown Train Station and many others may be routed to several points in Westchester where majority of the people who cross the bridge go to work. Park and Ride stops along the way, which already exist are a good option, but we can open up a few more These mini buses can work out a work-place-drop off and work-place-pick up in the evening for several regular customers. Others may only require minimal walking (which is good for them) to catch the ride back. Thus, if 10 working people decide to take the mass transit, we can take 10 cars off the road and it s less of a burden for the bridge. Peoples' co-operation is entirely necessary for the success of this experiment. To join, we can offer deep discounts or even a free ride across the bridge to convince people that this is an attractive option. If this catches the fancy of the people who use the bridge, it will be a complete success. As I said earlier, under the given circumstances, it is the people who have to make adjustments and all the options proposed by the TZB authorities will only impose more financial burden on people. If we build a new bridge, there will be more people who will use the bridge to clog up the system again in a couple of years.

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Thus, from Monday through Friday, we can use 2 dedicated lanes for minibuses and 1 dedicated lane for commercial vehicles ( 18 wheelers) and still keep 1 dedicated lane for cars that will have to pay a nominal congestion price. This will greatly reduce the burden on the bridge and increase its life span. This will also free up some lane space from to time to do some necessary repairs.

I propose this alternative since this will not require any extra money, a new bridge and the legal wranglings that will only tie things up.

New Yorkers in general and Rocklanders ( and Westchester residents) in particular and other people who use the bridge every day should realize that the TZ bridge is precious and we can and should do something about it to make it last longer. It is our obligation. If, we the people, get together , cooperate and collaborate in a civilized manner, we can all make the journey across the bridge through the week days an enjoyable one. This will also help us save thousands of man hours (waiting in traffic) wasted in terms of work place productivity and incidentally we can all save on gas whose price is going through the roof.

If in the event a new bridge is decided in the future,, we can still implement some of these ideas written here so that it will be easy on both these bridges.

In a nutshell, *we the people* hold the key to either the success or the failure of the aging/ailing TZ bridge. I personally feel that we should all be thankful and at the same time kind to it by using mass transit ( natural gas driven that is), which the local Government can easily provide at a miniscule fraction of the cost of the new bridge.

I would appreciate receiving your comments

Thanking you  
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3.30.08

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