

TZB-133E

Dear Mr Anderson,

The following are my opinions and reasons supporting why a replacement of the TZ Bridge would best be served by one that includes a "Light" rail system from Suffern to Port Chester.

The bridge must be replaced not repaired. The causeway is on wood piles and has to be completely rebuilt. It makes no sense to have a new 2 mile causeway attached to an inadequate truss bridge section built on hollow caissons that could deteriorate as well. With no breakdown lane or shoulder it is too dangerous to keep as is.

That said why do I believe it should be equipped to carry Light Rail, not commuter rail or Bus Rapid Transit?

Light Rail is better because;

- 1 - less prone to weather delays in winter. BRT lanes don't do well in snow or ice. Buses also get jammed up when exiting to local roads.
- 2 - would run much more frequently than commuter rail and would be less expensive.
- Frequency, speed and convenience are needed to get people out of their automobiles.
- 3- Light rail can accelerate and brake quickly than commuter rail so there can be more stations to serve local needs
- 4 - Light Rail is far more comfortable than any bus. As a veteran commuter I can attest to that!
- 5 - Light rail has greater capacity then BRT. Several units can be attached to match needs and only require one operator.
- 6 - Light rail can climb steep grades as opposed to commuter rail. Commuter rail on the TZ bridge would require a lot higher causeway then at present to gain sufficient elevation, increasing costs.
- 7 - Light rail is much cheaper to construct and maintain than commuter rail.
- 8 - Light rail is easily handicap accessible. Just check out other systems in operation today
- 9 - There is no compelling reason to build a one seat capability at Tarrytown with the coming NJT tunnel expansion already approved and in design stage, which will give Rockland and Orange counties a one seat ride to Penn Station. An elevator transfer at Tarrytown would be a far cheaper option for those who want to go to the Bronx and west side. Most commuters are not going to midtown Manhattan.
- 10 - Additional branches could be constructed at a later date, as is being done in many other metropolitan areas, to expand service as needed.
- 11 - There are numerous successful light rail systems in use, providing real examples of how it should be done. Just look at St Louis, Denver, Salt Lake City, San Jose, Sacramento, Los Angeles, Dallas, the NJT's Bergen Hudson and River Line systems, etc. to see how successful they are in an automobile raised culture.

I would be happy to discuss any of the above points in greater detail. Thank you,

Sincerely,
Richard J. Harrington
58 Poplar St
Nanuet, NY 10954
845-623-7634
March 31, 2008
patrichh@optonline.net