

TZB-221E

George Paschalis

From: Christie Marcella **Sent:** Thu 3/27/2008 9:32 AM
To: George Paschalis
Cc:
Subject: FW: Tappan Zee Bridge/I-287 Environmental Review: Comment Period for the Scop...
Attachments:

Another comment. It's funny how people just hit "Reply" and don't actually read the email.

Best,

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From: Jsmal25@aol.com [mailto:Jsmal25@aol.com]
Sent: Wednesday, March 26, 2008 7:59 PM
To: Christie Marcella
Subject: Re: Tappan Zee Bridge/I-287 Environmental Review: Comment Period for the Scop...

The writer supports a mass transit link to be incorporated within the final construction of a new bridge. Since it is widely believed that this study will ultimately be decided on funding (or the lack there of) the writer of this article supports these reasonable alternatives –

The East-West bound Traveler can be effectively served by-

A modern, full-corridor (Suffern to Port Chester) **exclusive BRT system during peak AM (eastbound), PM (westbound) and weekend periods-** ensuring traveling time predictability and thus attracting ridership. Consider BRT lane(s) that can be used as a HOT lane(s) whereby cars are offered

the privilege to pay a higher rate to ride during off periods. Implement a state of the art BRT system - BRT stations equipped with real time bus arrival information screens, buses equipped with wireless internet capabilities and GPS equipped buses that would enable cell phone users the ability to track the exact location of buses thru their cell phone (allowing the savvy traveler to utilize his/her waiting and riding time more efficiently). Construct bus lanes and/or use technology that provides for a smooth riding experience. Effectively coordinate Hudson, Harlem, New Haven, PVL, and Port Jervis train schedules with the BRT system. And make the fares competitive. Sell travelers with these options and people will ride on it. BRT has the edge in cost and offers the most system flexibility of all the alternatives.

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The Rockland to Manhattan traveler can be effectively served from a cost saving measure of one of the alternatives AND thru joint cooperation from outside agencies:

1. Expansion of the Hudson line over a new bridge span and terminating at West Nyack, NY. This option also leaves the door open for future rail expansion on both sides of the Hudson.

2. Joint support from NJT and Metro North:

Consolidation of stations along the PVL during peak AM/PM periods and/or creation of an express train if the newly installed passing tracks permit such usage. One such suggestion is all stations south of Rt 17/ Rt 46 would remain in tact. Eliminate stops at Hackensack, Anderson, River Edge, Emerson, Westwood, Woodcliff Lake, Park Ridge, Montvale or Pearl River, Nanuet and Spring Valley stations. Add a new Hackensack station with the implementation of commuter service on the NYS&W. Keep the North Hackensack, Oradell, Hillsdale, and either Montvale or Pearl River stations in tact. Realign the Clarkstown, NY station adjacent to I-287 and create a new Ramapo, NY station westbound along the I-287 right of way (or continuing the existing PVL line about 1 mile west along the Piermont right of way).

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