

TZB-123E

Whatever alternative is chosen, mass transit and preferably light rail/rail should be chosen to interconnect with the existing Metro North lines. The fact that NJ Transit is also proposing a 1 stop ride for Rockland commuters to NYC should not detract from the many possibilities that exist for the entire tri-state area and New England via Amtrak. Although the Amtrak connection is now in New Rochelle, think of the possibilities if it were in Portchester/Rye. No more going into NYC to travel west or north in NYS. If the LIRR connection to Grand Central is complete, additional riders may venture by Metro North and then need to transfer within the county to commute or conduct business. Similarly for Westchester and CT Metro North Commuters, the service and transfers by bus to other lines is not dependable in inclement weather and is slow and not efficient all day long. Service across the county should be on a 15 min / 20 min schedule to maximize usage.

Obviously a tunnel eliminates the need for snow removal and salting as well as the need for high wind warnings and reduce speed limits. What are the economics of maintenance for a tunnel versus a bridge? Have they been factored into the cost?

The mass transit alternative should have a dedicated track (lane) and an elevated line may be more efficient in the long term. The possibility that a tunnel or bridge (with Mass Transit) may be built some day between LI and Rye (even if politicians are against it) should act as an incentive to bring a mass transit option across the County to the Long Island Sound Shoreline.

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Make sure that we put into practice the lessons everyone should have learned from the JFK express - Train to the Plane - Transfers between mass transit alternatives and the existing Metro North stations should be easy with baggage and for everyone, not just the athletes among us, and not require long stairways and corridors. Alternatives to elevators should be ramps, not steps as baggage is the big issue. Minimal waiting times are a must.

Did anyone consider building spurs interconnecting with the existing Metro North Lines so that Metro North trains could run directly across the TZB?

The existing bridge, if not rehabilitated for car/trucks or rails - should be used for recreation - biking - fishing - walking - photography and offer a greenway to connect Westchester and Rockland County. Many other type of activities - Marathons, walkathons, bikeathons, etc., could and have already been conducted on the bridge. Don't let the millions of dollars recently spent on rehabilitations go down the river.

A decision needs to be made quickly and efficiently. Time waits for nobody and NYS needs the alternatives in Mass Transit to stay competitive.

Mark L. Kramer, Consulting Meteorologist
WeatherMark LLC
23 Salem Drive
Scarsdale, NY 10583
e-mail: mkramer@weathermarkpro.com