

TZB-054E

Dear DOT,

(1) The bridge needs better maintenance, not a replacement.

All of the legitimate complaints that have been documented so far about the structure of the bridge could have been addressed through timely and competent repair. And they still can be.

(2) A new bridge, or anything else that invites more eastbound traffic from Rockland into Westchester, would be counterproductive.

All of the studies nationwide of new-bridge and new-highway construction for rush-hour traffic from suburbs into cities have found that, at best, they are temporary solutions and soon create worse problems. Within a year or two of opening, they bring greater volume, longer delays, worse congestion, and more highway fatalities. The long-range answer for commuters is better rapid transit.

A long-range answer to these problems in the TZB corridor includes these:

(A) Use the Hudson River to ferry commuters and their cars into NYC from various points on both shores.

(B) Redevelop existing railroad paths that run south down the west side of the river and use them for commuter service to the city.

All of the NYC-bound morning rush-hour traffic into Westchester should, instead, go south on the west shore. Creative leadership in both states can propose practical methods of shuttling these commuters between NYC and New Jersey.

State and local officials in the 21st century must be held to this standard: Move people and freight in and out of cities in ways that minimize disruption of residential living, that do not pollute the planet, that minimize fatal accidents to commuters, and that prevent vehicle breakdowns and accidents from interfering with traffic flow.

Sincerely,

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