

TZB-129E

I would recommend options 4A and 4B in that order. By rejecting an LRT option, one which would have allowed easier integration with existing transfer stations in Tarrytown, White Plains, Rye, West Nyack, Nanuet and Suffern as well as linking to Rockland and Westchester bus routes, your remaining plans have left us with two options. I find an integrated rail plan as the only logical alternative. BRT options though saving on initial infrastructure costs are ultimately illusory solutions. The BRT plan will require more manpower to operate multiple buses, generate more pollution, and can be eliminated or reprioritised at will by politicians usurping the needs of an integrated regional mass transit policy. The original design of the second level of the George Washington bridge as having a rail line linking western suburbs to New York city mass transit being replaced by car lanes is an example of politicians bowing to special interests instead of good planning practices.

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The only other reason that I would suggest an LRT option is that a fully integrated CRT, the so called "one ride" option is prohibitively expensive. The switching and storage facilities for a "single ride" rail option from Rockland to NYC would require extensive storage areas in Rockland for commuter trains and switching facilities in Tarrytown and White Plains would require extensive land appropriations in congested semi urban areas where space is at a premium. Creating a fast cross counties link to existing local and regional mass transit systems is the best long term solution to creating a long term mass transit option for the region. CRT is the only way to achieve the one ride option but a very expensive way to build a point to point cross county shuttle service. Based on your remaining options though it is the only way left.

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As part of the new bridge option creating a four lane highway extension for the stretch of 287 from West Nyack to the Garden State Parkway in Rockland to alleviate congestion during rush hour should have been done when the moveable barriers were first constructed. If nothing else creating this four lane extension should be done today. The need for a new bridge span with a minimum eight lanes appears self evident.

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Sincerely,

Henry A Pade
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