

TZB-172E

Dear DOT and whom it concerns,

Using the Tappan Zee Bridge regularly over the last seventeen years at all hours, including rush hours, I would like to comment that there is NOT a need for a new bridge to allow higher traffic volume, despite what the experts tell us.

Instead, we simply need a provision for mass transit far beyond what currently is offered.

Here is one idea which would involve minimal cost (relative to bridge construction) but could greatly change the amount of rush-hour (and other times) congestion: Greatly increased bus service, with express exit and entrance ramps built from the higher TZB section east of the superstructure directly down to the Tarrytown train station, could be combined with a more timely coordination between bus and train schedules to make the bus/train combination a much more time-efficient and desirable option for Rockland residents traveling to Manhattan.

The bus service could be not just one bus line serving all of the Thruway corridor, but three or four, each operating twice per hour, giving each area its own express line to both of the hourly scheduled trains. Some lines could go directly to White Plains, better serving people who need to commute to there from Rockland.

In order to allow the buses to arrive only 4-5 minutes before the train leaves, "Bus Only" lanes could be designated (by overhead signs, with those lanes clearly painted also) for certain minutes of each hour and half-hour in order to make sure that the buses were not delayed. Giving the buses this priority would also show the public that the transit option was being given serious priority rather than being a cumbersome option, as it is now.

The bridge's current configuration, with the movable lanes, is really not a bottleneck for traffic. The four lanes provided for peak hour operation can handle as much traffic as the highways on both sides of the bridge, and in fact, the traffic jams (e.g. Friday afternoons westbound and early mornings eastbound) normally extend far past the bridge.

Additional tweaking of the EZ Pass system to greatly encourage all to participate could allow nearly all of the lanes to be express at the toll, which would additionally relieve congestion there.

We are tired of hearing about the fiction of the TZ bridge's inadequacies for the traffic load. If a larger but similar bridge were to be built, it would fill to capacity in a short few years, as people would choose to use it more than other options like the GWB (or chose to move to Rockland to take advantage of driving on the new bridge). The fictions are promulgated by those who have a great economic or political interest in the building of a new bridge--including the Thruway Authority.

Thank you for reading. I hope you will consider my idea.

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