

TZB-122E

Question 1: Why do most suburban highway bridges have six or eight lanes of traffic in each direction, while our new, "Improved" Tappan Zee will only have four?

What is the sense of building a new bridge if it doesn't have the capacity to handle today's traffic, much less the future's?

Question 2: Who's back yard is the new, cross-westchester rail line going to run through? How are "dedicated bus-ways" going to be incorporated into current traffic patterns without further snarling traffic for people in private cars? Some mention has been made of an elevated line, do you know what building an "el" does to property values and quality of life for the people who live underneath it? Bad idea!

Question 3: Who's taxes and tolls are going to pay the billions of dollars for the new bridge? Motorists, mostly. Yet every_single_aspect of the new bridge seems designed to ignore the needs of the motorist, or worse yet, designed to seemingly "punish" drivers for having the audacity to actually want to drive an automobile on the new bridge. The bridge that we are paying the bills for, I might add.

Question 4: Remember the Watergate scandal? If we spend twenty-billion dollars for a new bridge that doesn't increase auto capacity over the old bridge, they'll be a scandal that'll make Watergate, Troopergate, Travelgate, et al look like a picnic by comparison. All they'll need is a name for it.....TappanGate, perhaps?

Given the answers to these questions, it looks like the No Build option is best. Maybe a few years down the road we'll build another bridge alongside, with more traffic lanes for motorists, and finally get the long-awaited traffic relief that we need.

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