



TAPPAN ZEE BRIDGE/I-287 ENVIRONMENTAL REVIEW

RECEIVED 2/23/08

Public Scoping Update Meeting Tuesday, February 26, 2008 Performing Arts Center, Purchase College

TZB-113E

Scoping Update Comment Form

You are invited to comment on the Tappan Zee Bridge/I-287 Corridor Project and the accompanying Scoping Update Packet in the space below. Note that in compliance with NEPA and SAFETEA-LU Section 6002, public comments are being specifically requested on the included purpose and need (Section 3.0 Appendix A), range of alternatives (Section 4.0), assessment methodologies (section 6.0), and coordination plan (Section 5.0 Appendix B).

(PLEASE SEE ATTACHED)

Name: MARTY ROSS

Interest Represented: (PERSONAL ONLY)

Address: HASTINGS - ON - HUDSON, N.Y.

Please add my name to the Tappan Zee Bridge/I-287 Corridor Project Mailing list.

Comments can be submitted in writing through March 31, 2008 to the address listed below:

Mr. Michael P. Anderson
NYSDOT
Tappan Zee Bridge/I-287 Corridor Project Director
660 White Plains Road, Suite 340
Tarrytown, NY 10591



Dear Sir:

I have followed the Tappan Zee project with interest; as a regular bridge user, I've wasted many hours of time and hundreds of gallons of fuel sitting endlessly in traffic waiting to cross the "old" bridge, which is woefully undersized for the amount of traffic it carries. As you well know, the old bridge, thanks to the movable barrier, has the equivalent of four General Purpose traffic lanes in each direction.

So now we're getting a new bridge, \$14Billion worth of new bridge. And according to the proposals presented in your prospectus ("Scoping Update Packet", Feb 08), regardless of the alternative chosen, we will end up with, you guessed it, four General Purpose traffic lanes in each direction. Net gain to the average driver: Zero.

No gain. Instead, we're getting a "Mass Transit Option", which might have actually had some effect IF the only traffic problems on the Tappan Zee had been rush-hour backups caused by commuters. Been on the bridge at 2PM lately? The T.Z. is clogged with traffic all morning, all afternoon, and well into the night. These folks aren't commuters, they're a million different people going a million different places, the vast majority of which are not served by mass transit and never will be, not unless we're planning to put subway tracks in people's back yards. Which means that even if we successfully bully, cajole and threaten every single commuter out of their car and onto a bus, the bridge will still be snarled with non-commuter traffic, all morning, all afternoon and well into the night. Failure, from Day One. Is that what we're getting for our \$14 Billion?

Look at the prospectus, page 43. Your own figures show that 85% of bridge users are single occupant vehicles. Given that, and given the fact that the purpose of ANY project is to produce a result that BEST suits user's needs, this means the T.Z. project has FAILED by a factor of 85% before the first shovel has even gone into the ground! Has ANY project ever been allowed to continue when even early-stage projections show a failure rate so astronomically high? I really don't think so.

How did this happen? Most projects are tailored to meet the needs of the end users who will pay for the funding, yet this project seem instead to be designed to placate the desires of the "Radical One Percent" who will never even use the bridge; the anti-car "activists" who have never studied internal combustion theory, and therefore don't realize that automotive engines produce little or no emissions as cruising speed, and maximum emissions in stop-and-go traffic. Our pollution problems would have been greatly reduced if only we'd been allowed to have seven or eight lanes of smooth-flowing traffic in each direction. Unfortunately, we'll never get a chance to experience that, because it appears that "Social Engineering", rather than Civil Engineering, has carried the day.

I'm a former trucker and have driven most of our nation's highways, crossing our mightiest rivers: the Mississippi, the Missouri, the Red River, the Colorado. In each case the crossing is a simple matter of thirty seconds spent on a bridge with no backup in either direction. Only here, in New York, has a river been allowed to become an impregnable barrier between two communities; I've got

good friends in Peirmont I've not seen in a month, even though they live five miles from my front door! And thanks to the failure of the new, \$14Billion bridge, it looks like I'll not be seeing them anytime soon.

Sir, I mean no offence, but if we're not allowed to have a "new" bridge that actually addresses our needs we might as well stick with the one we've got. At least we won't be \$14Billion in debt as we sit in line waiting to cross the bridge.

Thanks very much for your time,

-Marty Ross
Hastings, New York

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