

TZB-077E

To Whom It May Concern:

Thank you for the open house and workshops that the environmental review board has provided to all people in the Hudson Valley.

This plan tends to affect people in Rockland more than Westchester.

However providing a public transit benefit to the people of Westchester in addition to the bridge across the Hudson River makes the project worthwhile for both sides to consider.

I appreciate the updated purpose and need with the new focus going to separate the two components of the project.

A review of the bridge and the mass transit component should be viewed separately as two objectives instead of one.

All of the evaluation criteria, environment studies, and plans seem acceptable to me.

I hope that this project gets going within a year of two, after reading about this study for many years before I left High School in Rockland to the day I came back from College in Boston and a couple years after.

Improved mobility in the Hudson Valley region will create opportunity for all people to experience the greatness of both counties and the region as a whole.

I still prefer Alternative 4A after all of the objectives have been presented and planned out for years.

Commuter rail transit is probably the most recognizable form of transportation the people will travel on over long distances. Nobody really thinks that a bus is all that entertaining and light rail is not something that I think is practical for people who are likely to travel long distances of over 10 miles in either direction in any given day in this region.

With Alternative 4A, the commuter rail should be electrified when constructed in Rockland and Westchester. Most of Metro – North system is operated on an electrical third rail, while NJ Transit on the Port Jervis line is generally all diesel. With Diesel cost very high and lightly going higher, electric would be the best way to go. Hopefully, the resources of clean natural gas, wind, hydro, and solar energy will one day provide all of the electricity necessary to transport people in this region.

In regard the path, the climbing lanes planned should be sufficient for all of those trucks driving on the highway and provide reasonable movement of people during all times on the corridor. Ramp metering in Rockland is probably not necessary given the distance between exits. In Westchester, ramp metering may be more effective in alleviating congestion.

20

03

A big park and ride hub should be set up at Hillburn to convince people to transport people to/from the city. In regards to Airmont train station the train should probably be at ground level or go under Airmont Rd instead of going under.

03

If a tunnel needs to be built right behind Gail Court, please e-mail me the progress of that possible development because I live on Gail Court and I want to ensure proper emergency access and ventilation is provided for whatever train travels under the road.

01

I like to see the off ramp leading off the Garden State Parkway to Pascack road be improved and modified to accommodate two or three turning lanes and an improved intersection at the bottom.

If the ramp leading of Old Nyack Turnpike to the Thruway needs to be close that is fine with me, but others may be reluctant to give up the convenience of getting on the thruway earlier than the route 59 off ramp; which needs expansion to allow for increased traffic to merge on the Thruway.

03

Stations at Exit 14 and Exit 12 probably need another meeting, I don't know which one is better but they both meet the necessary needs of all people.

The last comment I have is that the train should travel along route 119 to create a town center like feel of transportation access instead of interstate 287.

02

Thanks,
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