

**George Paschalis**

**From:** GESiburn [gesiburn@optonline.net]

**Sent:** Mon 3/31/2008 7:11 AM

**To:** tzbsite@dot.state.ny.us

**Cc:**

**Subject:** TZB

**Attachments:**

**My opinion: Build a new bridge using 9 to 12 lanes, divided into three sections. Open 2 sections in the morning going east and one going west. Reverse this in the afternoon. Movable barrier is a joke. Include a monorail system in the same configuration with three tracks, two going east in the morning and one home, in the afternoon reverse this. One track could be express and the other local. Express track could come from Stewart Airport in Orange county come down the middle of the thruway and meet the path or go straight into NYC or the other airports. Second rail line would go down the PIP across the river into Manhattan.**

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**Three lane benefit is if there is an accident you could close one of the three and use the other two without interruption. Monorail would be over the center lanes and keep a space between them for snow removal and other drainage. Also facilitate maintenance as and entire section could be closed without affecting traffic flow on off hours and limit danger to workers.**

**Over all with a decent monorail system there would be less vehicular traffic gas consumption and more people would use Stewart. You could have commuter lots in Harriman, Suffern, Nanuet, and in Westchester for commuters into the city. I am sure you could also have commuter lots in the Ft. Lee area and cut traffic on the George. All would eliminate thousands of cars entering the city and clogging the roads everyday. Cheap in the long run and I am sure there are Federal funds available for the development of the monorail system. It could be a model for every city.**

**Gene E. Siburn, Stony Point, NY**