



Jeanette Diane Wolfberg  
Apartment 616  
60 Barker Street  
Mount Kisco, NY 10549

914-241-4476

March 25, 2008

TZB-216E

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

Dear Mr. Anderson:

The main goal for the TZ Bridge/ I-287 Corridor should be to **reduce pollution and preserve land while accommodating projected increases of travel on that corridor.** Therefore, any result:

1. should not increase the number of lanes for automobiles and trucks.
2. should include rail at least across the bridge, ideally from Suffern to Port Chester. **Light rail is preferable to heavy rail.** Light rail can be established more cheaply, more quickly, and without massive property-dislocating structures.
3. should include a lane for pedestrians and cyclists.
4. should not include building a new motor vehicle bridge. For once that is built, it would be easy to keep using the old bridge in addition, and there would be many more traffic lanes. In addition, a new bridge would dislocate property.
5. should include bus rapid transit **only if bus-only lanes are made from existing traffic lanes.** For it would be easy to convert bus-only lanes to general traffic lanes, and we would end up with more traffic lanes.
6. should not include construction of HOV or HOT lanes. Those are just guises for essentially general-traffic lanes.
7. should provide for mass transit **in both directions** throughout the day. This might mean double tracking.
8. could include cross-river ferries--at least while construction is taking place on the bridge.

In addition, to support and increase rail commuting from Rockland County to Manhattan, the Pascack Valley and Port Jervis lines should be improved. The Tappan Zee rail route's main focus should be different: east-west travel and the connections it will allow.

Thank-you for considering this input. Hopefully it will be helpful.

Sincerely,

*Jeanette Wolfberg*