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Public Comments

(The following comment was made by
MR. STEVEN ALPERT, giving his residence
address as 17 Meadowbrook Lane, Suffern,
New York 10901:)

MR. ALPERT: My understanding is that
only five percent of the commuters crossing
the Tappan Zee Bridge are headed into
Manhattan. Ninety-five percent are headed
into Westchester County and/or Connecticut
and other areas. I'm talking about the
eastbound crossings, of course, at this
point, not the westbound crossings.

But yet the connection to a transit
system is strictly, as proposed in the
current proposals, to the Hudson Division of
the Metro-North Railroad and not currently to
connect to any of the other -- the MTA,
what's the word I'm looking for, excuse me,
the Metro-North trains such as the Harlem
Division and the New Haven Division except
via the BRT, bus rapid transit, which
basically means a potential one-seat ride for
the least number of people, five percent that
are going that way all the way to New York



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Public Comments

City, and a multiple-seat road for the people that are going to Westchester County or, say, anywhere in Connecticut or anywhere north and south in Westchester, when they would be the ones better served by a train system if one were to be implemented, which is why I tried to mention at the very end of my presentation in front of the audience, that even if the current proposal that they've chosen does not include a train service all the way from Suffern to Portchester, they should at least have the capability to add that later without building yet a new bridge. There should be the capability of tying into some new potential Westchester County based cross Westchester train service to connect the various Metro-North railroads. I believe that's the only thing I didn't finish saying. I had a whole list of points, but I think I hit all of them with the intensity I wished except for that one.

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