

George Paschalis

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Subject: Comment/question
Attachments:

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Michael Anderson,
 6 Nov 08

I attended the public information meeting in Rockland on 29 October. The presentations were very informative and the documents posted on the web site are also helpful. Nevertheless, here is an issue that still puzzles me.

The transportation components being studied for the Tappen Zee corridor seem to address two main markets: (i) residents of Rockland employed in Westchester, particularly in White Plains, and (ii) residents of Rockland and Orange employed in Manhattan, particularly east Midtown.

Exemplified by Alternative 4D, the cross corridor trips are addressed by a robust bundle of bus routes and the Manhattan trips by a CRT connection between Suffern and the Hudson Line just south of Tarrytown.

With respect to CRT the analyses anticipate that a substantial number of trips will choose the route across Rockland and along the Hudson line to Grand Central rather than the Main-Bergen line and the Pascack Valley line to Penn Station. Two sets of questions:

How favorable is the route to Grand Central? How many of these trips have a substantial time saving and how many have a marginal advantage? What is the effect of splitting service between Grand Central and Penn Station on the frequency and attractiveness of service on the Main-Bergen line and the Pascack Valley line?

How would the attractiveness of the proposed CRT plan compare to extending ARC to Grand Central? What would the trip times between Suffern or Spring Valley and Grand Central be crossing the Hudson at Tappen Zee versus crossing at Penn Station? How much more frequent would service be on the Main-Bergen line and the Pascack Valley line if service were not split to the Hudson Line and how would this affect their attractiveness?

Although the merits of extending ARC from Penn Station to Grand Central are rather outside the Tappen Zee corridor it does effect the value of the proposed CRT. Are the questions outlined above ones that will be included in your analysis?

John West