



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

**New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority**

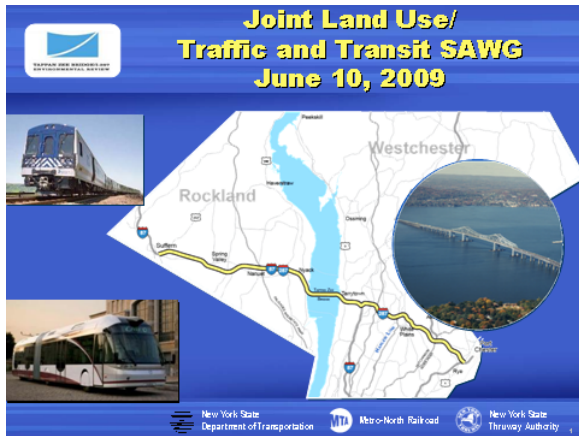
Presentation

***Stakeholders' Advisory Working Groups (SAWGs)
Joint Land Use/Traffic and Transit SAWG Meeting #3***

***Tappan Zee Bridge/I-287 Corridor
Environmental Review***



June 10, 2009

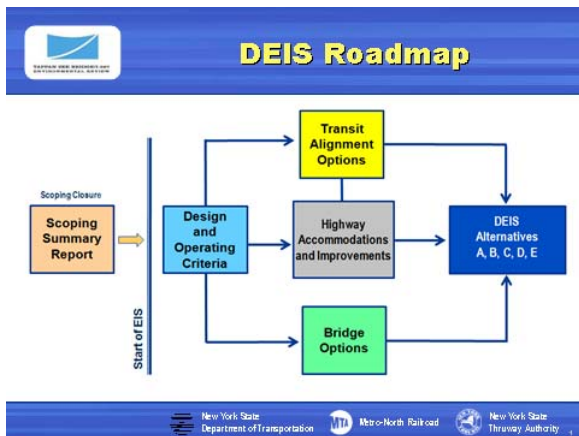


Slide 1



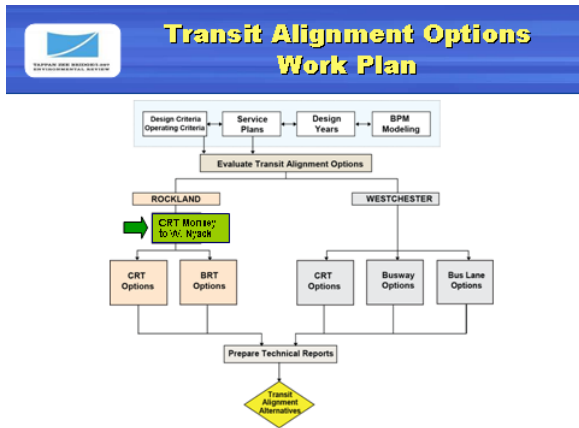
Slide 2

Tonight's meeting will focus on the commuter rail transit (CRT) options in the I-287 segment between Monsey, NY to West Nyack, NY, Rockland County. The meeting format will be a hands-on discussion around maps and engineering drawings.



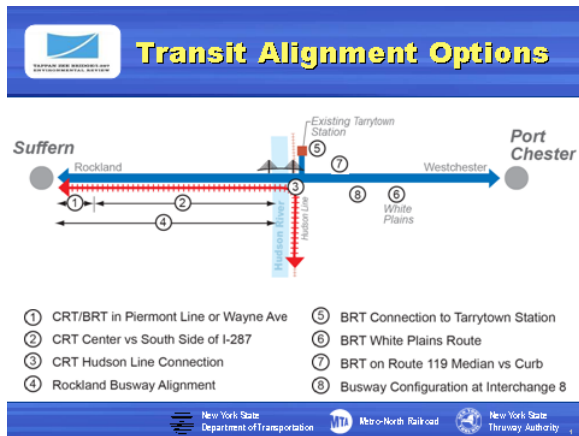
Slide 3

The Project's Scoping Summary Report was published today and enables us to move forward with the analysis of alternatives. The evaluation of transit options is the next step in the ultimate definition of DEIS alternatives. A similar process will be used to narrow down highway and bridge options as well as shown in the overall DEIS Roadmap, shown here.



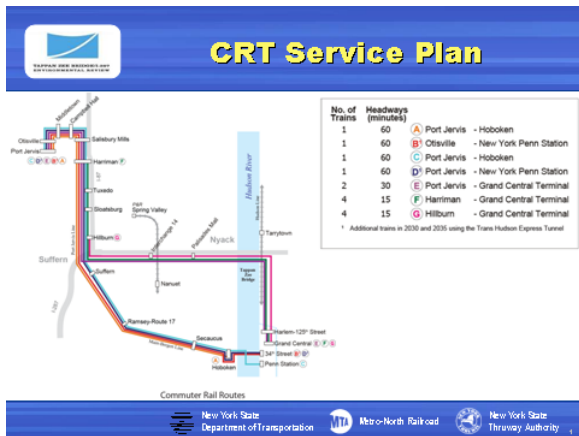
Slide 4

Transit Alignment Options Work Plan – There are currently eight major CRT/BRT alignment options identified in the corridor that support the transit mode recommendation moving forward. These options will be evaluated soon after scoping closure to establish the full corridor alignments for each alternative. The full corridor alignments will be the basis for the Tier 1 Transit Impact Evaluations and an integral part of the Tier 2 Bridge/Highway Impact Evaluations.



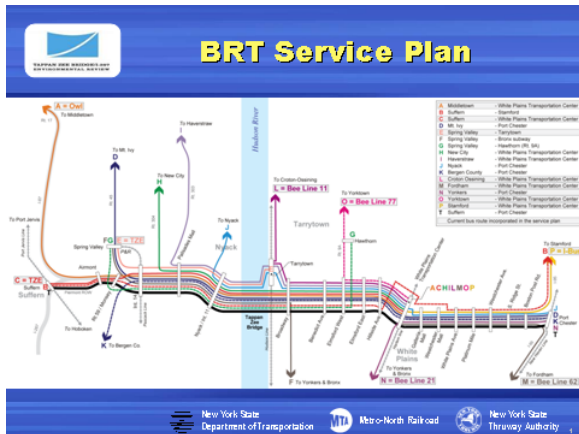
Slide 5

Tonight we focus on Option 2: the CRT median and south side options between Monsey and West Nyack. The other transit alignment options are shown in this figure. These will be examined in future SAWG meetings.



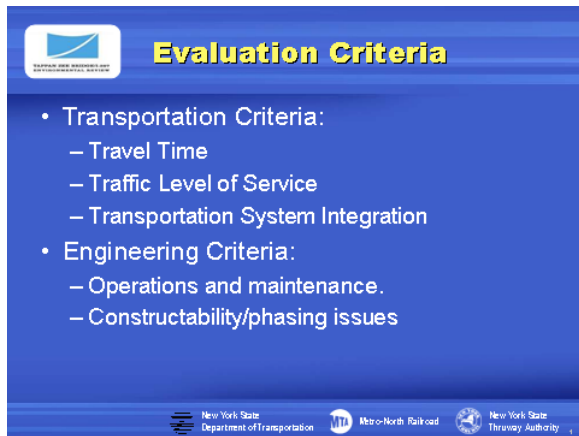
Slide 6

The CRT Service Plan: Multi-modal stations are proposed in the areas of Hillburn, Interchange 14 and Palisades Mall. Interchange 14 and Palisades Mall are located in tonight's area of discussion.



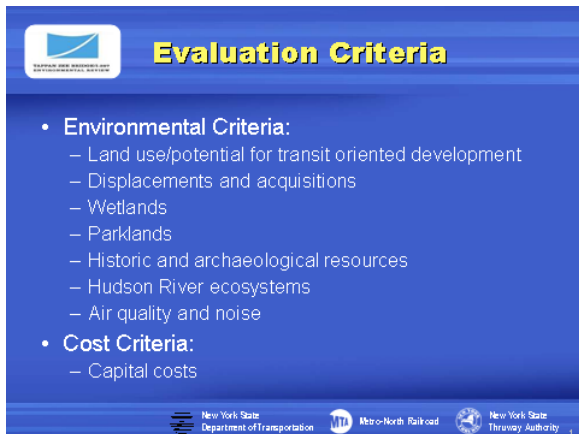
Slide 7

The BRT Service Plan will connect with CRT at Hillburn, Interchange 14, and Palisades Mall, with additional stops/stations along its 30-mile Trunk lines. All other bus routes can be feeders to the trunk.



Slide 8

The evaluation criteria used to select among options will be similar to that used for the Transit Mode Selection Report and the Bridge Replacement and Rehabilitation report. They will focus on Transportation, Engineering, Environmental, and Cost criteria as shown in this and the next slide.



Slide 9

Next SAWGs

- CRT tie-in to Hudson Line in Westchester
- BRT in Rockland
- BRT in Westchester

Slide 10

The next several joint Land Use/Transit SAWGs will continue to be a hands-on discussion of other alignment options in the corridor.

Transit Alignment Options

① CRT/BRT in Piermont Line or Wayne Ave ⑤ BRT Connection to Tarrytown Station
 ② CRT Center vs South Side of I-287 ⑥ BRT White Plains Route
 ③ CRT Hudson Line Connection ⑦ BRT on Route 119 Median vs Curb
 ④ Rockland Busway Alignment ⑧ Busway Configuration at Interchange 8

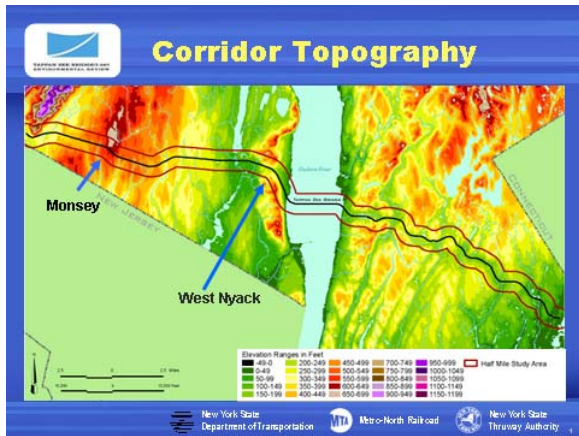
Slide 11

This evening's focus is on Transit Option 2, with CRT along I-287, either in its median or on its south side.

Rockland County Land Use

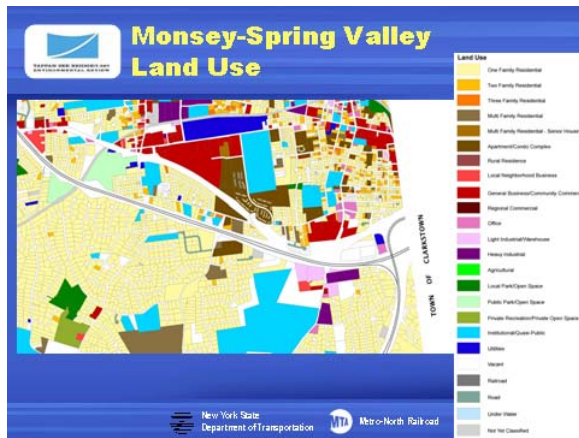
Slide 12

This map of corridor land use in Rockland shows mostly low to moderate-density suburban residential users with some denser urban areas (e.g., Nyack, Spring valley, Suffern). Substantial commercial uses occur along the corridor, in particular following the Route 59 corridor (e.g., Palisades Center, Nanuet, and Airmont). There is also some light manufacturing, mining, and warehousing, and a scattering of institutional uses (e.g., schools, hospitals). Little vacant land is apparent.



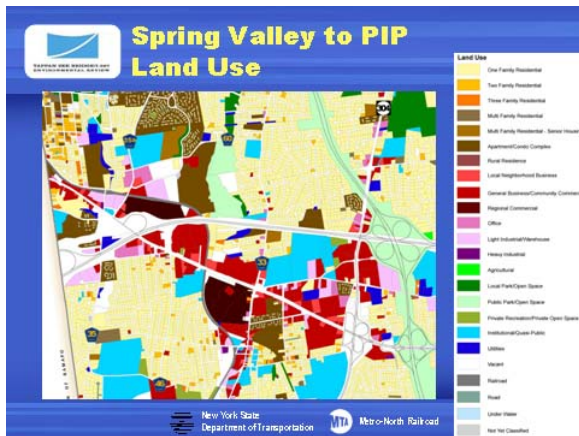
Slide 13

I-287 traverses a varied and distinctive terrain in this segment of the corridor in Rockland County, generally finding a path of moderate grade changes. In the west, in Monsey, it is at the crest of the Rockland Plateau. Thereafter, it descends eastwards to cross the broad Hackensack River Valley, before rising again to pass through the Palisades Ridge, where the CRT would descend in a tunnel to the Tappan Zee Bridge.



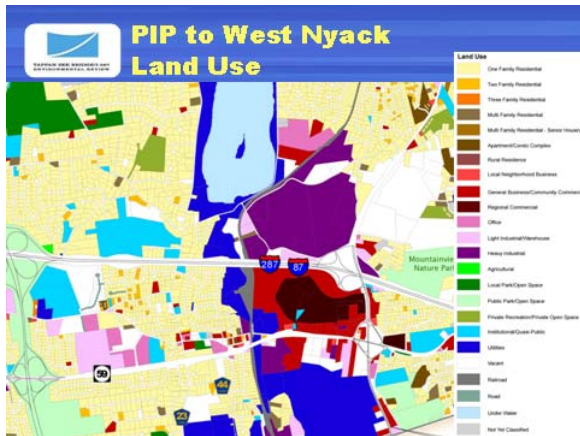
Slide 14

This slide presents a more detailed view of land use in the Monsey to Spring Valley segment of the corridor in Ramapo. Note the two parks (Schwartz and Monsey Glen) on either side of I-287 in the west of this slide. Spring Valley is represented by the mixed uses and heavier densities to the north of I-287. Interchange 14 with the Garden State Parkway is at the east side at the border with the Town of Clarkstown.



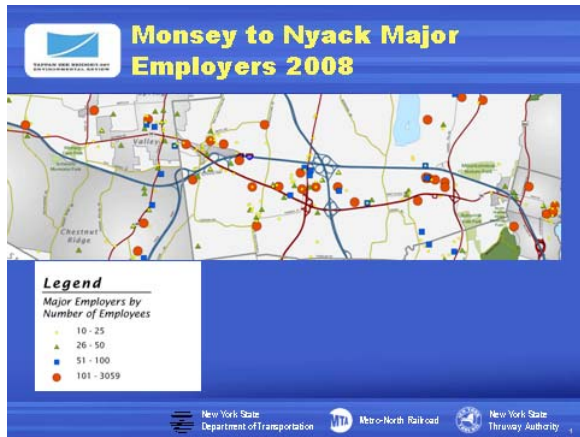
Slide 15

This slide presents a more detailed view of land use in the Spring Valley and Nanuet area of the corridor in Clarkstown. Note the higher density residential developments in the Spring Valley area, as well as the substantial commercial activity along Route 59.



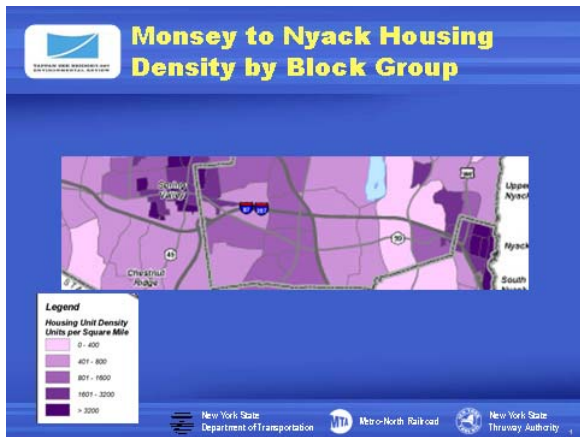
Slide 16

This slide presents land uses in the eastern section of tonight’s study area, in the West Nyack area. Note the water utility lands along the Hackensack River, and the regional commercial center of the Palisades Mall. Other noteworthy features are: the complex of Jewish community organizations and the Salvation Army in the southeast corner of the Palisades Interstate Parkway (PIP), the Clarkstown South High School north of I-287, the quarry to the north of the Palisades Mall, Mountainview Nature Park north of I-287 at the eastern edge of the map, and the generally low density residential elsewhere.



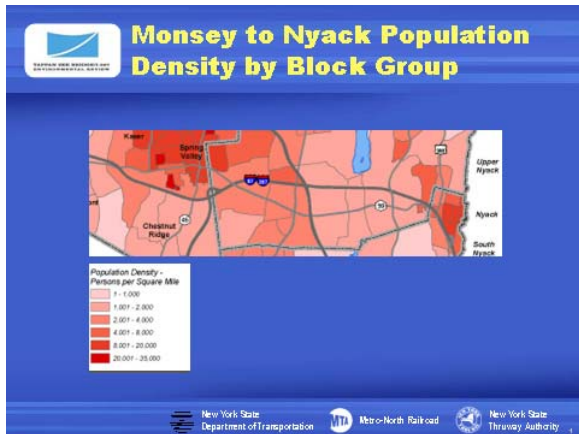
Slide 17

This slide shows clusters of employment along the corridor. No clear pattern exists likely to differentiate between south side/median options, although there do appear to be more employment centers south of I-287.



Slide 18

This slide shows housing densities at the census block group level. With the exception of Spring Valley, there appears to be little to differentiate housing densities on the north or south of I-287.



Slide 19

Similarly, this slide shows population density by census block group with little to differentiate densities on the north or south side of I-287, with the exception of the Spring Valley area..