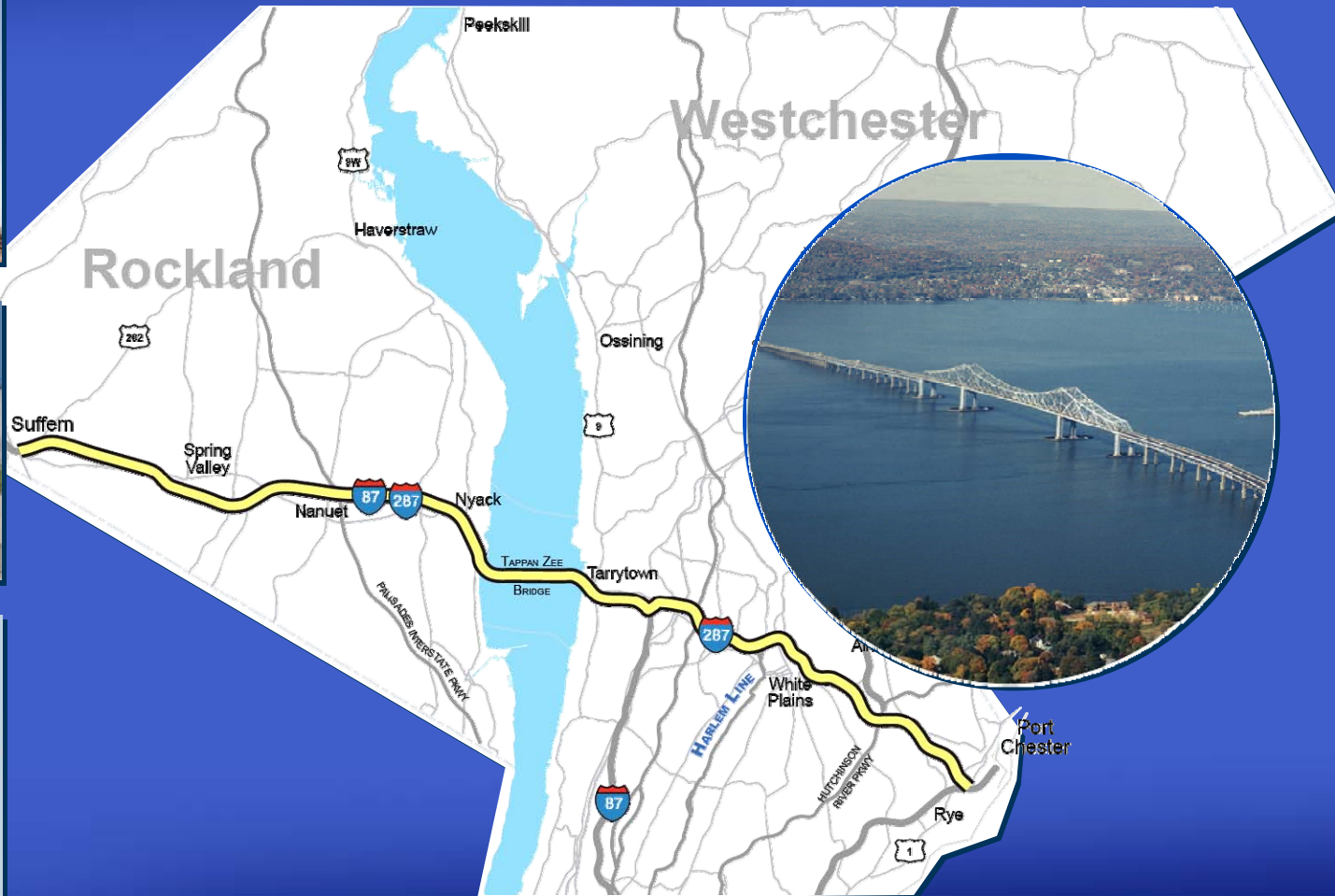




Stakeholders' Advisory Working Groups Project Update - January 29, 2009



New York State
Department of Transportation



Metro-North Railroad



New York State
Thruway Authority



Agenda

- **Scoping Closure Process**
- **Alternatives to be Studied in the DEIS**
- **Transit Oriented Development (TOD) Training**
- **SAWG Meetings Update**
- **Next Steps and Schedule**





Scoping Closure Process



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Major Public Meetings

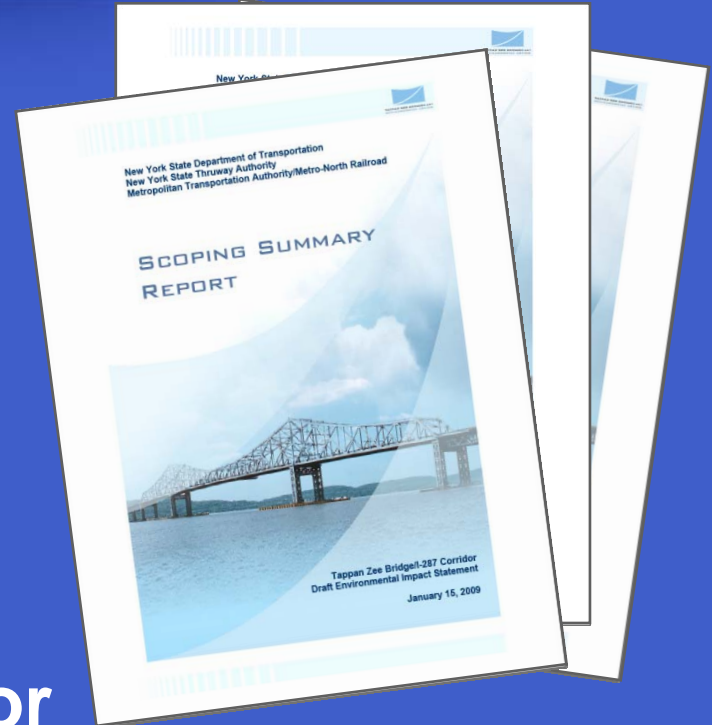
- Scoping Meetings (January 2003)
- Scoping Update Meetings (February 2008)
- Public Information Meetings (October 2008)





Reports

- Scoping Summary Report
- Scoping Comments Report
- Final Transit Mode Selection Report
 - Cross- Corridor BRT
 - Rockland – NYC CRT
- Final Alternatives Analysis for Bridge Rehabilitation and Replacement Report
 - Bridge Replacement





Transit Mode Selection Report Recommendation

- **Analyze Full Corridor Bus Rapid Transit and Commuter Rail from Orange / Rockland to Grand Central Terminal in the DEIS**
 - Tier 1 Transit ROD; Tier 2 Hwy / Bridge ROD in 2010
 - Begin design of highway / bridge in 2010
 - Begin construction of highway / bridge in 2012
- **Begin Tier 2 Transit DEIS in 2010**
 - Decide advancement of BRT / CRT in single or sequenced DEIS
- **Implement Full Corridor BRT Upon Completion of Bridge**
- **CRT Advances as Circumstances and Finances Dictate**





Bridge Rehabilitation/Replacement Report Recommendation

Replacement of TZB Recommended

1. Rehabilitation of existing bridge in-kind is not viable

- Does not meet project purpose and need
- Retains serious vulnerabilities

2. Rehabilitation options require extensive new work

- Costs are comparable to replacement options
- River impacts comparable in all options

3. Rehabilitation options retain serious vulnerabilities

- Existing main span retained is non-redundant
- Retained main span will continue to deteriorate

4. Replacement options have high life cycle (150 yrs)





Scoping Summary Report Background

- Scoping Update Packet (February 2008)
- Response to public comments
- Incorporates the results of:
 - Scoping Comments Report
 - Transit Mode Selection Report
 - Bridge Rehabilitation or Replacement Report





The Scoping Summary Report

- Presents project purpose and need
- Describes public outreach program
- Presents summary of public comments
- Describes alternatives to be addressed in the DEIS
- Presents the scope of environmental and transportation studies for the DEIS
- Concludes Scoping Process





Scoping Comments Report

- **Provides responses to public comments**
 - **January 2003 Scoping Meetings**
 - **February 2008 Scoping Update Meetings**
 - **October 2008 Public Information Meetings**
- **Summarizes comments by category and in detailed individual matrix format**
- **Comments reflected in the Scoping Summary Report**





Comments Overview

- Presented publicly at the three sets of meetings
- Dictated privately to stenographer at the meetings
- Via comment forms, e-mail, etc.
- Classified in 55 different categories
- Evaluated and considered
- Addressed as appropriate (general and specific)





Comments Statistics

Total Numbers of Comments Received

Source				
	2003	2008	2008 PIM	TOTAL
Federal Agencies	10	16	0	26
State Agencies	28	33	6	67
Local Municipalities	39	78	28	145
Concern Groups	199	116	61	376
General Public	180	374	172	726
TOTALS	456	617	267	1,340





Comments Statistics

Distribution and Percentages of Comments by Supercategory (All meetings)

Supercategory	Number of Comments in Supercategory	Supercategory's Percentage of Total Comments
Transportation	514	38%
Environment	306	23%
River Crossing	278	21%
Process	241	18%





Transportation Comments

- Need for transit in the corridor recognized by local communities
- Strong support for transit expressed
- Preferences for various modes





Environmental Comments

- Relationship of land use and transit-oriented development is important
- Concern about sprawl and growth-inducing impacts
- Suggestions made on various environmental studies





River Crossing Comments

- Support for bridge replacement
- Support for bridge rehabilitation
- Support for bridge with supplemental tunnels





Process Comments

- Tiering process questioned
- Concerns about segmentation
- Strong public involvement program encouraged





Alternatives to be Studied in the DEIS



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New DEIS Alternatives

- A: No Build
- B: Full-Corridor Busway and Rockland CRT
- C: Busway/Bus Lanes and Rockland CRT
- D: HOV/Busway and Rockland CRT
- E: HOV/Bus Lanes and Rockland CRT

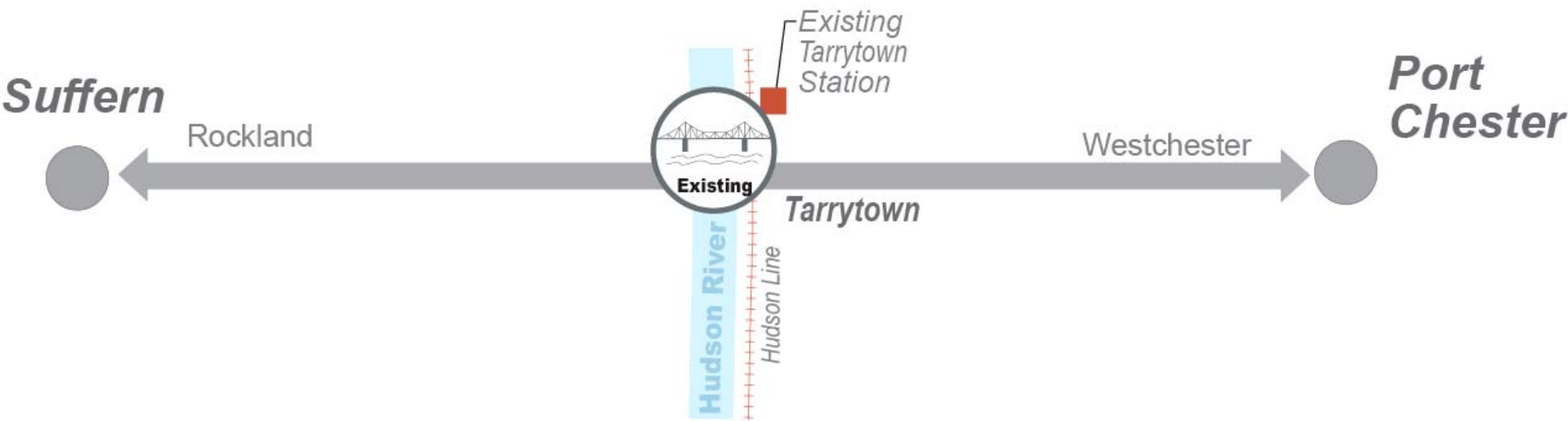


BRT Travel Ways

- **Busway**
 - Dedicated barrier-separated lanes
 - No mixed traffic
- **HOV Lanes**
 - Highway lanes shared with HOV vehicles
- **Bus Lanes**
 - Dedicated in-street lanes
 - No mixed traffic



Alternative A No Build

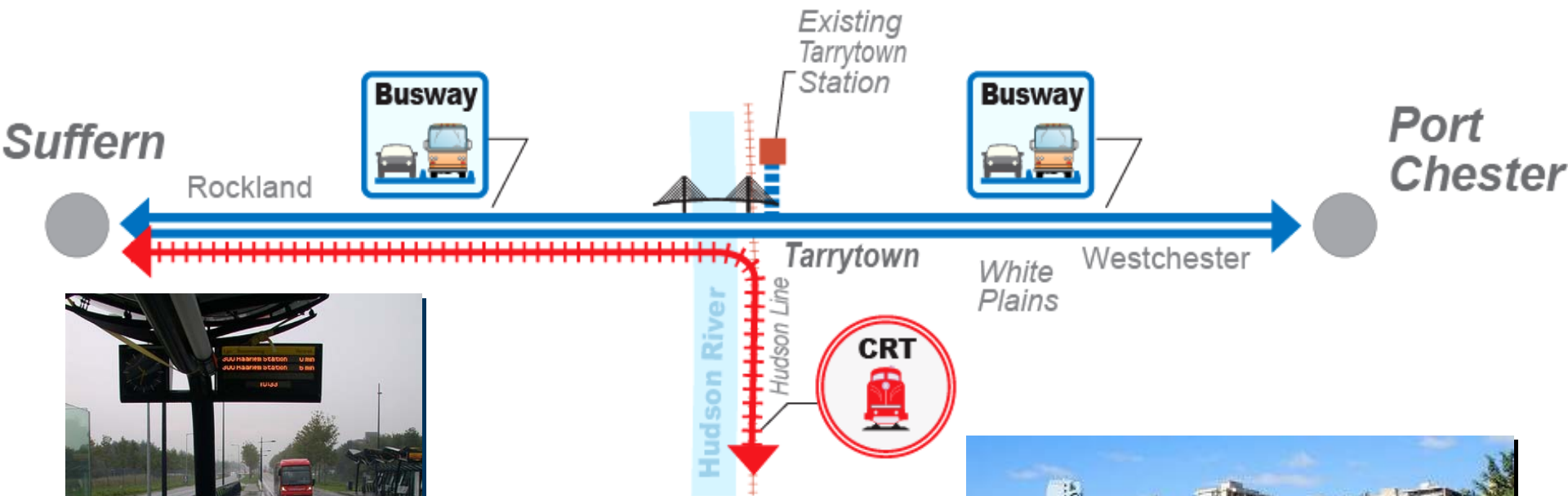


Alternative B

Busway in Rockland

Busway in Westchester

Rockland CRT

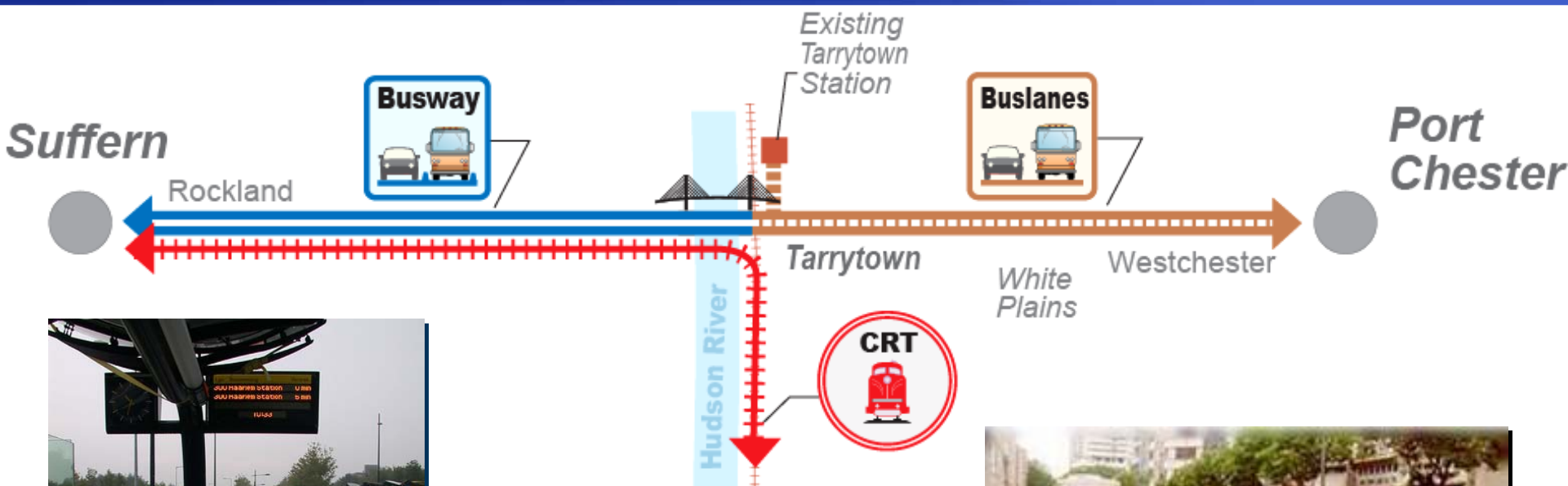


Alternative C

Busway in Rockland

Bus Lanes in Westchester

CRT in Rockland

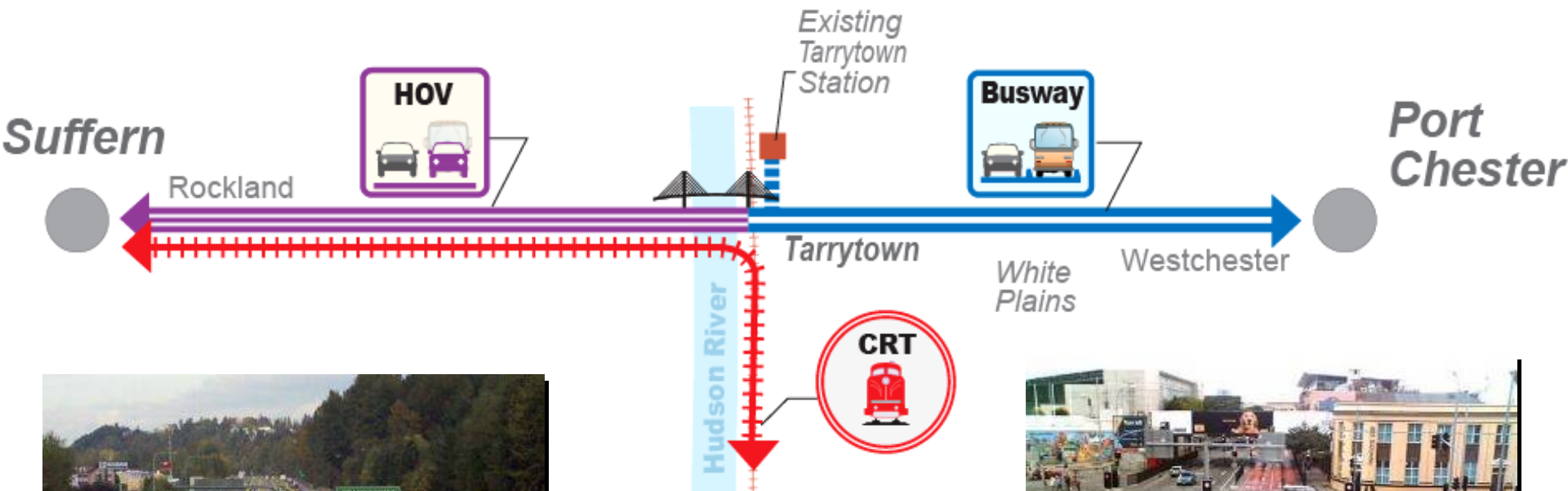


Alternative D

HOV Lanes in Rockland

Busway in Westchester

CRT in Rockland

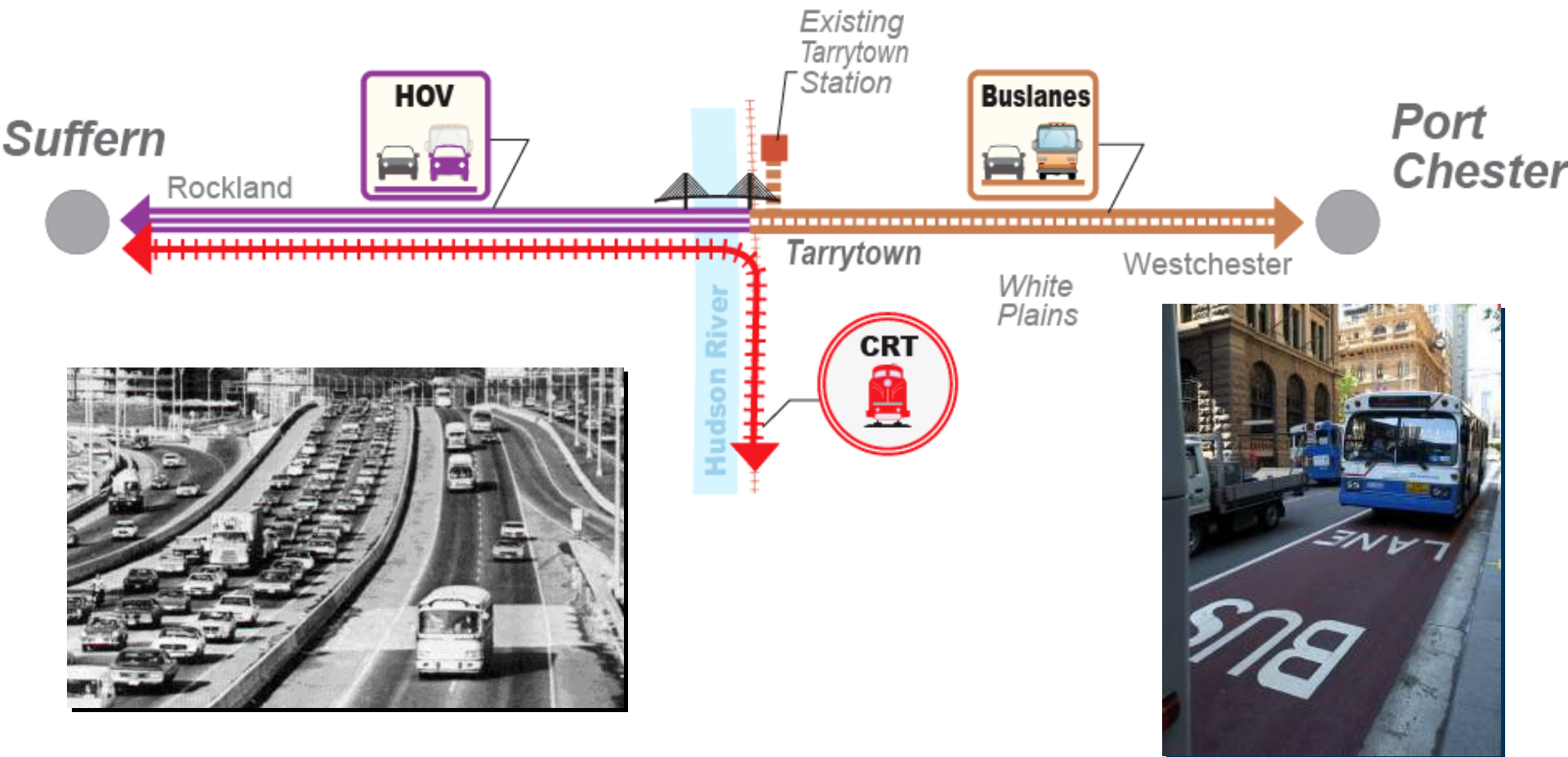


Alternative E

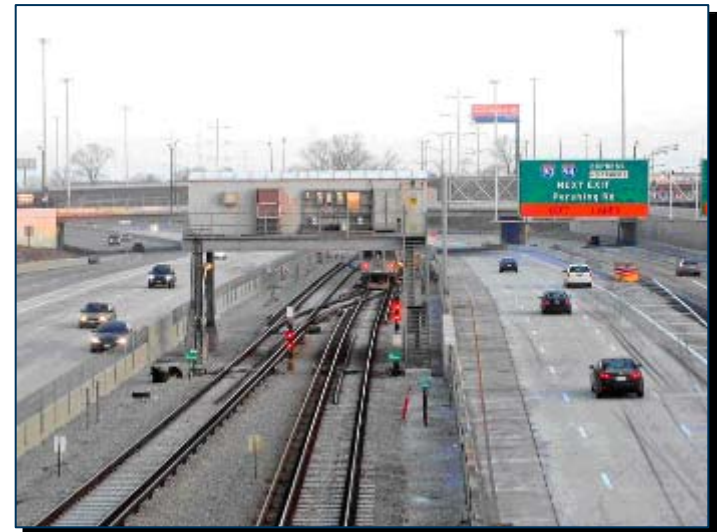
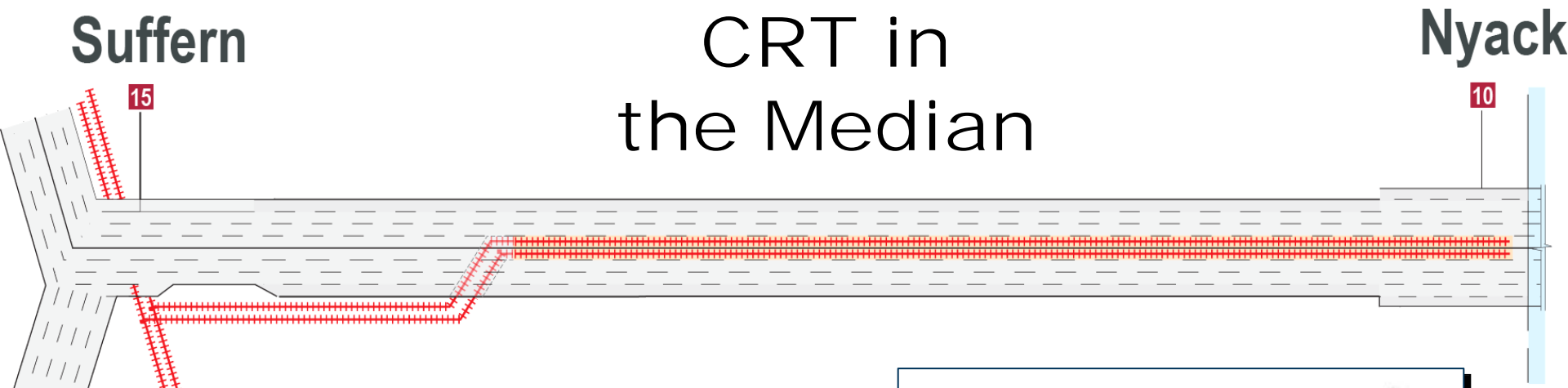
HOV Lanes in Rockland

Bus Lanes in Westchester

CRT in Rockland



Commuter Rail Transit Rockland Options

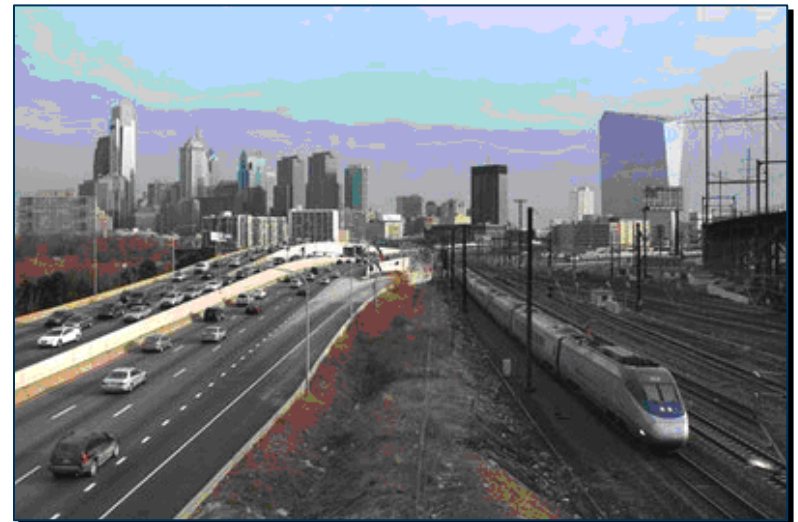


Commuter Rail Transit Rockland Options

Suffern

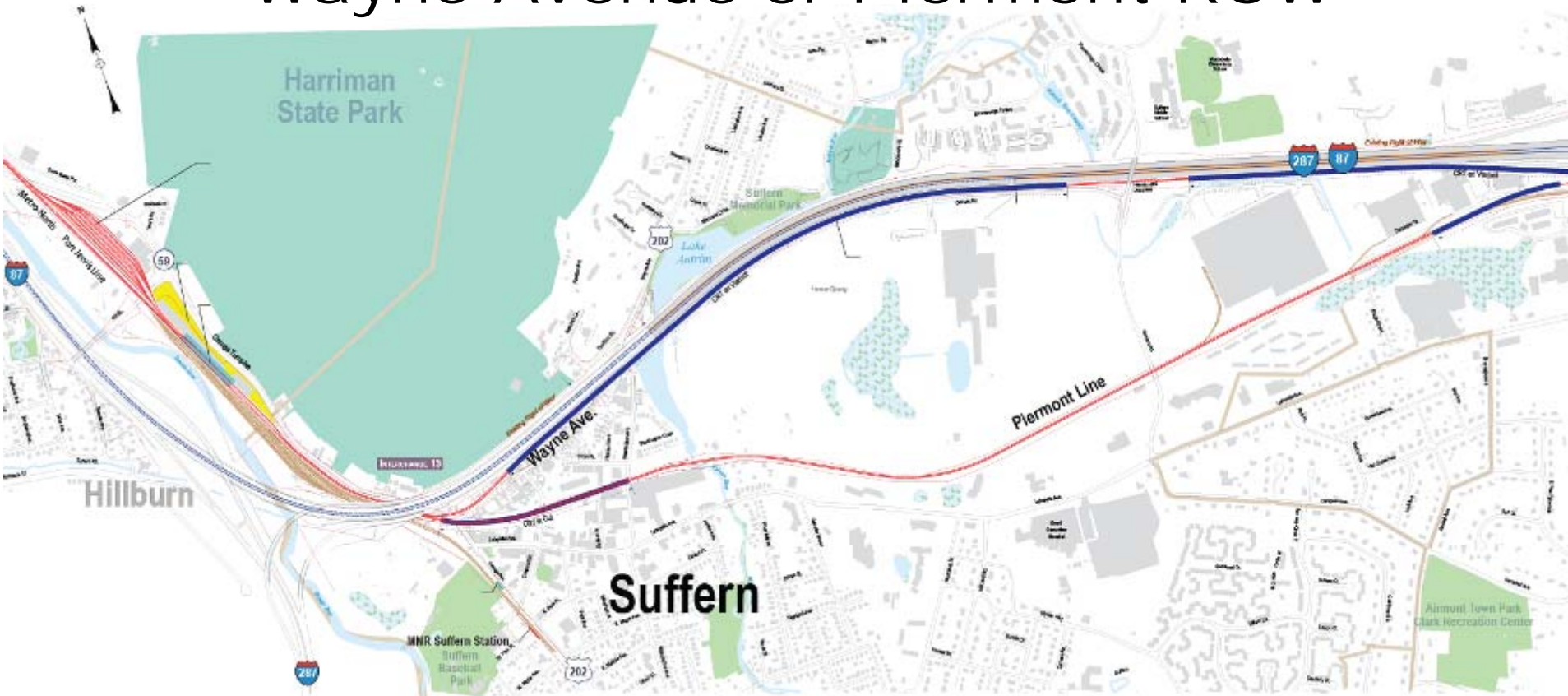
CRT on
South Side of I-287

Nyack



Suffern Tie-In Options

BRT/CRT Wayne Avenue or Piermont ROW



Busway Alignment Options in Rockland

Suffern

BRT in Busway on
North or South Side

Nyack

15

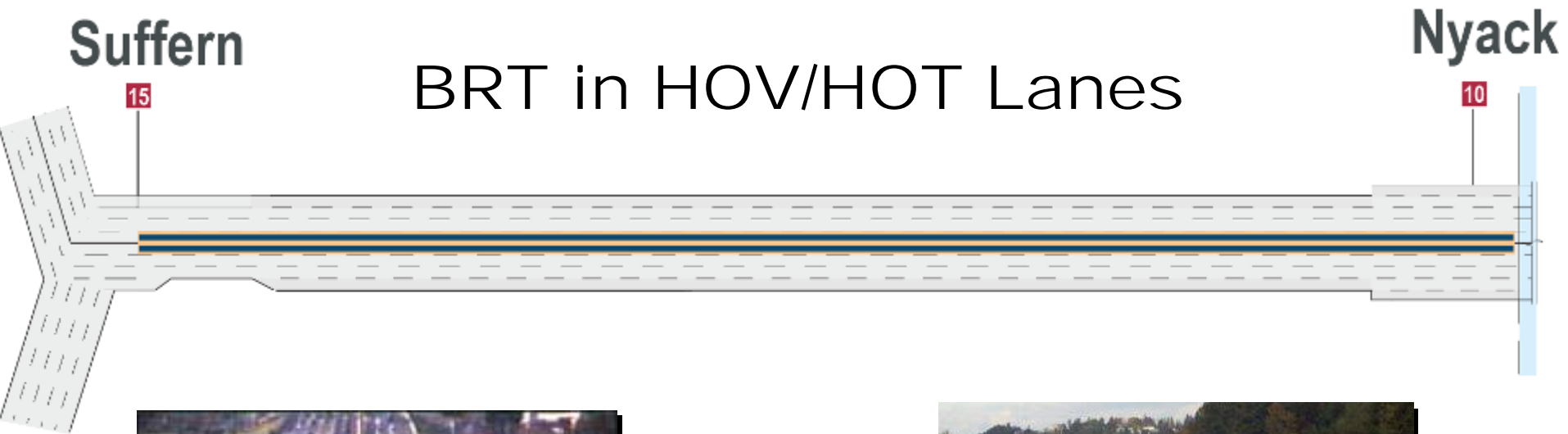
North Side Option

South Side Option

10



Busway Alignment Options in Rockland



Transit Alignment Options in Westchester

- CRT Hudson Line Connection
- BRT Connection to Metro-North Tarrytown Station



Transit Alignment Options in Westchester

- **BRT White Plains route**
- **BRT on Route 119 in Tarrytown (median vs curb)**
- **Busway Configuration at Interchange 8**



**median
vs
curb**



Highway Options in Rockland



- HOV/HOT lanes
- Climbing lanes – eastbound and westbound
- Interchanges

Replacement Bridge Options



Single Level / 3 Spans



Dual Level / 2 Spans

TRANSIT ORIENTED DEVELOPMENT (TOD)





TOD Purpose

- Outreach program on Transit Sensitive Design and a community-based planning program for New York State communities.
- Consists of two activities:
 - Development of Community-Supportive training materials (modules) for community decision-makers, planning staff, and stakeholders.
 - Roll-out of a Community-Supportive training program (sessions) that supports the implementation of innovative projects, TOD development and management strategies.





TOD: Sample Materials

- What is TOD and why it makes sense: the benefits (economic, environmental, affordable housing potential, sustainability, quality communities, etc.)
- What transit/transportation agencies are and are not able to do: mission, jurisdiction
- Potential funding opportunities
- How TOD leads to better land use planning and the creation of quality places in communities
- What communities need to do to make TOD work: Develop a sustainable vision for their future





TOD: The Developer's Perspective

- Designing TOD projects so they work at the neighborhood level
- Design guidelines for successful mixed use Transit Oriented Development
- Designing with users in mind
- Designing elements that create vital places around transit facilities
- Designing TOD and how it relates to transportation planning, urban design and the opportunities to create community assets around transit facilities
- Transportation planning to increase transit ridership through creation of TOD
- Provide the communities, officials and planners with the materials and resources to implement transit oriented development planning in their communities.





SAWG Meetings Update



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SAWGs – In General.....

- SAWGs will continue throughout DEIS
- Play important role as forum to exchange information and ideas, discuss issues, and solicit feedback
- Thank you to all our SAWG members





Future SAWG Topics

- Some SAWG groups will meet together
 - In next few months, Land Use & Traffic/Transit to focus on CRT alignment issues and BRT routes in Rockland and Westchester
 - Env and Bridge SAWG to look at permitting and procurement
 - Joint SAWG (all 4 groups) on transit-oriented development training initiative





Future SAWG Topics

Individual groups to continue:

- **Land Use:** continue to look at local plans and issues, TOD Initiative, Secondary and cumulative impacts.
- **Transportation:** busway / bus lane alignments; CRT alignments, interchanges, bicycles and pedestrians
- **Environment:** river ecology, storm water management, noise, hazardous materials. May do some field trips.
- **Bridge:** what will be studied in EIS, form/fit/function



Next Steps and Schedule





Next Steps

- Publish Scoping Summary Report
- Begin Detailed Financial Studies
- Update Project Schedule
- Open House – Alternatives in DEIS
- Publish DEIS
- Public Hearing
- Publish FEIS
- Records of Decision
- Procurement : Transit –Ready Highway and Bridge work
- Tier 2 Transit DEIS

