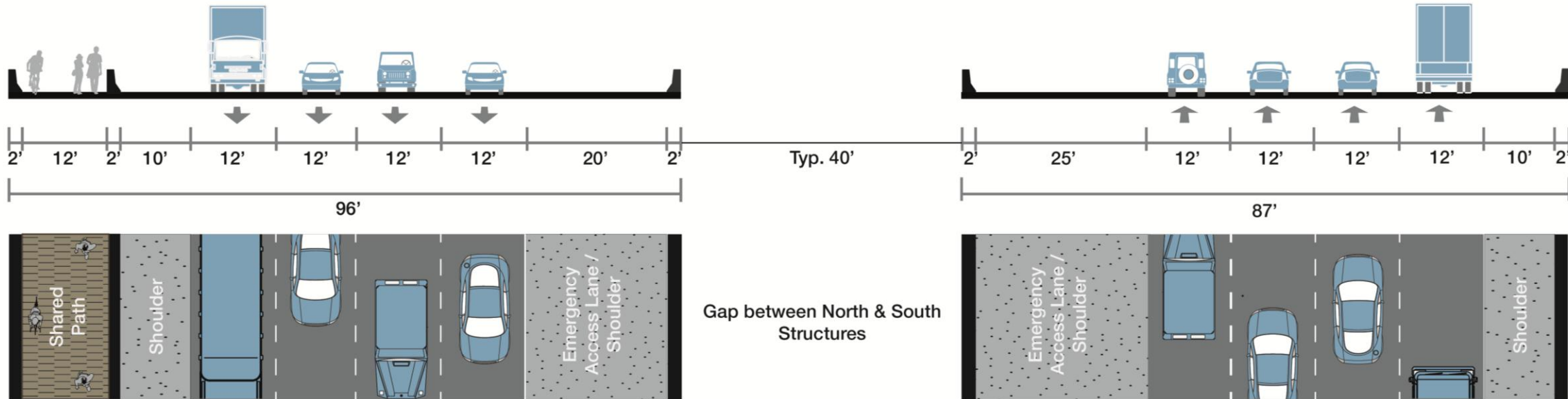




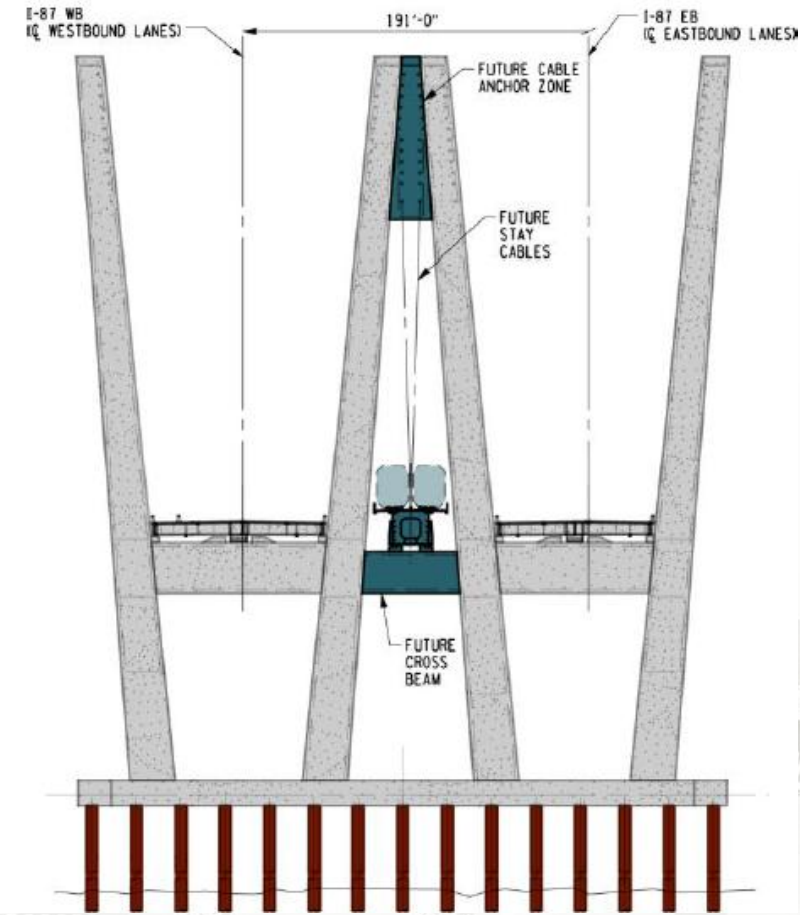
Transit on the New NY Bridge

TZB Cross Section



- North bridge incorporating 12ft shared use path and space for future bus lane
- South bridge with space for a future bus lane
- Gap between the two decks for “potential future loading”

Design-Builder's Strategy for Potential Future Loading



Main Span Strategy



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Transportation

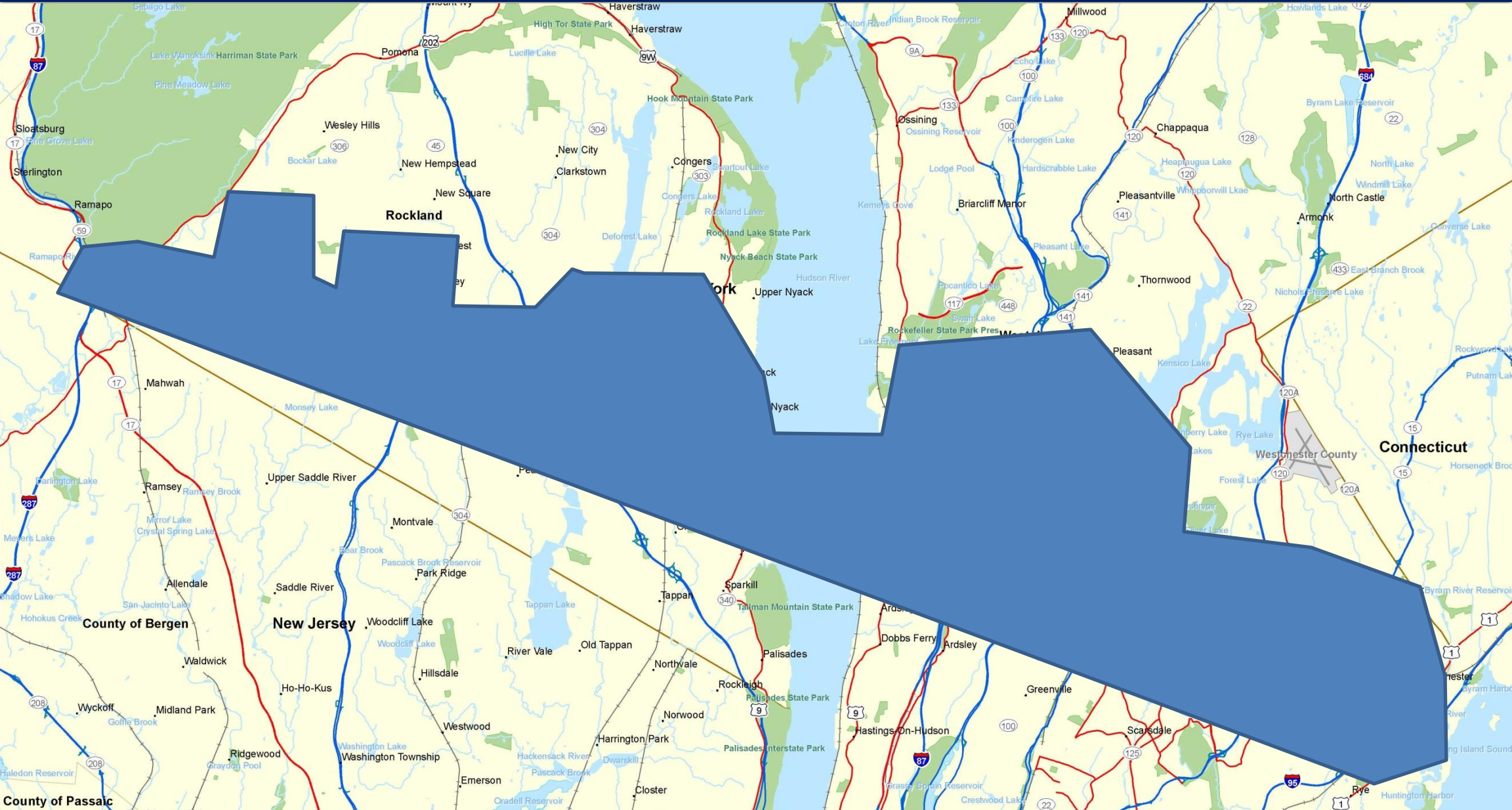


Thruway
Authority

The background image is a blue-tinted photograph of a large bridge under construction. In the foreground, a tractor is visible on the left, and a worker stands near some equipment. The bridge's steel truss structure is prominent, with several large rectangular openings. The word "Corridor" is overlaid in the center in a yellow, bold, sans-serif font.

Corridor

Area of Transit Consideration



The background image is a monochromatic blue overlay on a photograph. It depicts a large steel truss bridge spanning a body of water. In the foreground, on the left, is a large piece of construction machinery, possibly a bulldozer or excavator, with a person standing near it. The overall scene suggests infrastructure development or maintenance.

Previous Studies

Previous Studies

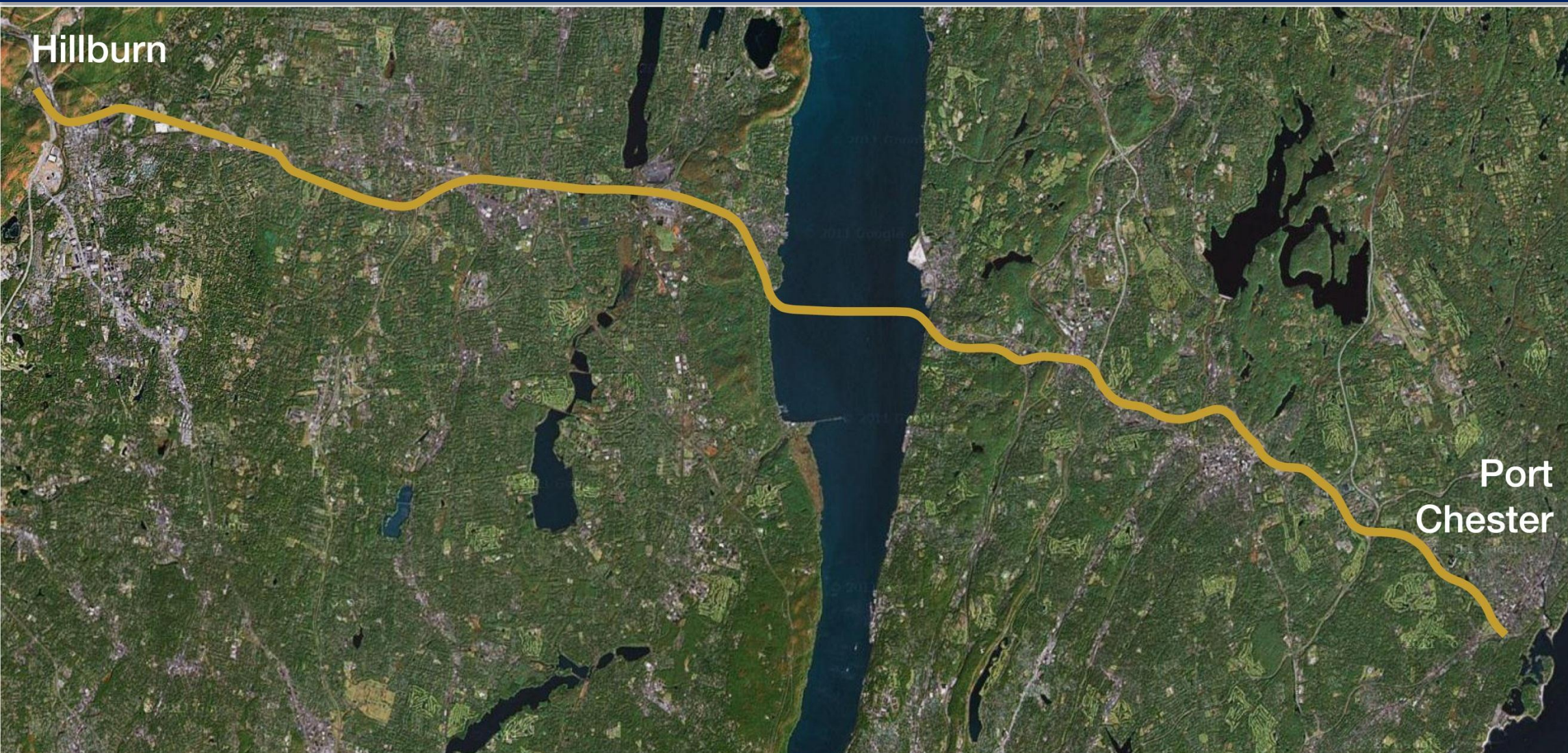
- Tappan Zee Bridge/I-287 Corridor Transit Mode Selection Report (2009) :
<http://www.newnybridge.com/documents/brt/tmsr.pdf>
- Tappan Zee Bridge/I-287 Transit Alignment Options Report (2011):
<http://www.newnybridge.com/documents/brt/taor.pdf>
- Tappan Zee Bridge/I-287 Corridor BRT Studies:
<http://www.newnybridge.com/documents/brt/index.html>
- Other Reports?



The background image is a blue-tinted photograph. In the upper half, a large steel truss bridge spans across the frame. In the lower left, a yellow backhoe loader is visible, with a person standing next to it. In the lower right, a long, low bridge or viaduct stretches into the distance. The overall scene suggests a transportation infrastructure project.

TZB / I-287: Final Alternatives

TZB / I-287 Corridor Study Extents



Mode Alternatives Explored

- Bus Rapid Transit (BRT)
- Light-Rail Transit (LRT)
- Commuter Rail Transit (CRT)



BRT – Typical System Elements

- Exclusive transit lanes
- Simple route layout
- Signal prioritization
- Amenities at stops / Less frequent stops
- Multiple-door boarding and alighting
- Level boarding and alighting
- Fare prepayment / Frequent service
- Feeder network
- Coordinated land use planning
- Higher capacity vehicles
- Branded vehicles and stations
- Operating Speed: 8-12 MPH
- Distance between Stations: 0.25-2 Miles



LRT– Typical System Elements

- Overhead power supply
- Can operate in mixed traffic
- Typically low top speeds than heavy / commuter rail: 20-60 MPH
- Distance between Stations: 1 Mile
- Close station spacing.
- Broad choice of guideway types.
- Short trains (one to four cars in length).
- (Coordination with local bus services.
- On-board fare collection.
- Moderate passenger capacity.




























CRT – Typical System Elements

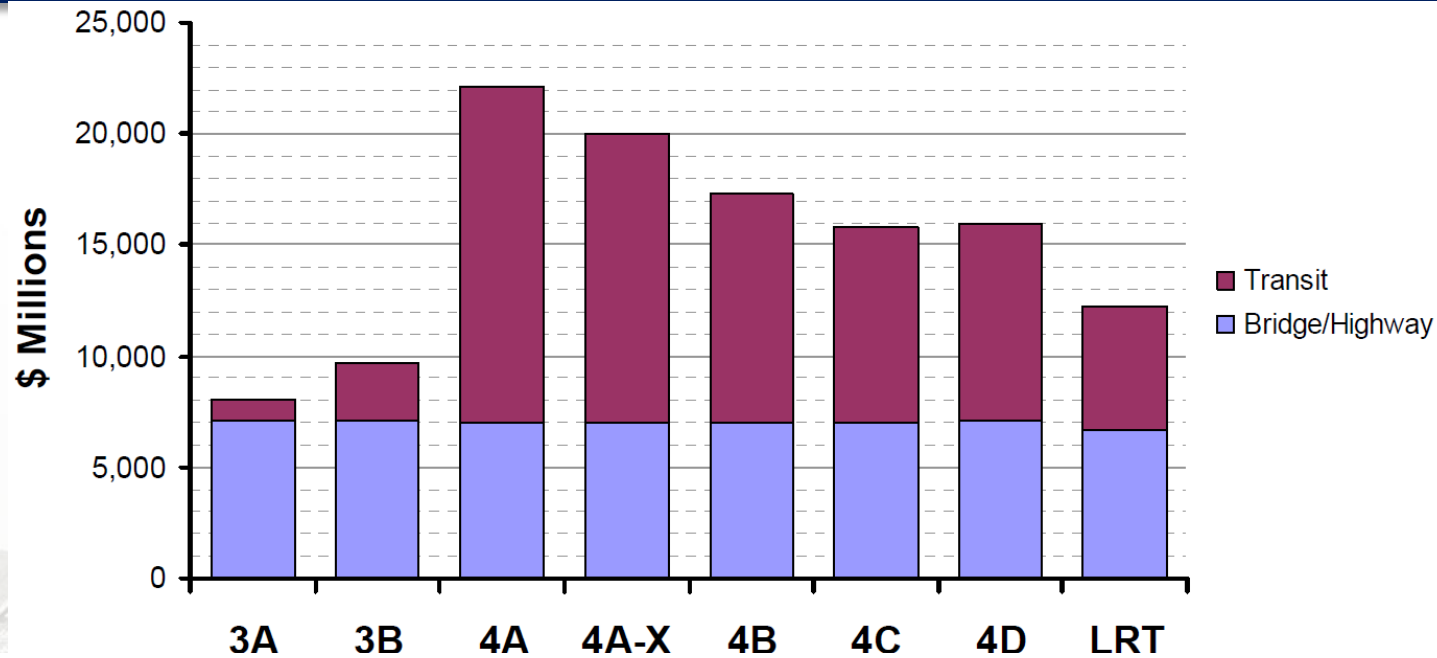
- Electric or Diesel railway
- High top speeds (90 mph or more)
- Long station spacing (2-5 Miles)
- Guideways largely limited to exclusive ROWs
- Long trains (four to 10 cars)
- Coordination with local bus services
- On-board fare collection
- High passenger capacity
- Convenient transfers
- Station locations coordinated with land use plans
- Signal system



Options / Alternatives Explored

Mode	Alternative / Options		Rockland	Hudson Line Connection	Westchester
			Suffern ←		→ Port Chester
BRT	3A	Full Corridor Bus Rapid Transit Westchester Local	 In New BRT/HOT Lanes	 Transfer	 Exclusive Lanes/Busway
	3B	Full Corridor Bus Rapid Transit Westchester Express	 In New BRT/HOT Lanes	 Transfer	 Exclusive Busway
CRT	4A	Full Corridor Commuter Rail Transit		 Direct T2S	
	4A-X	Full Corridor Commuter Rail Transit		 Transfer	
LRT & CRT	4B	Rockland Commuter Rail Transit Westchester Light Rail Transit		 Direct T2S	
BRT & CRT	4C	Rockland Commuter Rail Transit Westchester Bus Rapid Transit		 Direct T2S	 Exclusive Lanes
	4D	Rockland Commuter Rail Transit Full Corridor Bus Rapid Transit	 +  In New BRT/HOT Lanes	 Direct	 Exclusive Lanes/Busway
LRT	LRT	Full Corridor Light Rail Transit		 Transfer	

Options / Alternatives Explored: Estimated Capital Cost

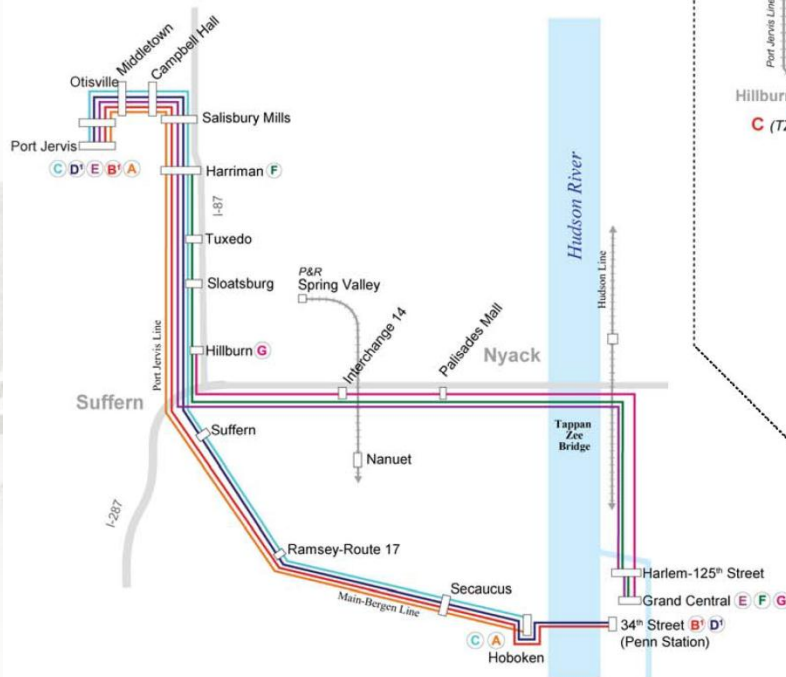


	Capital Cost Estimate (millions) 2012 dollars							
	3A	3B	4A	4A-X	4B	4C	4D	LRT
Bridge/Highway	\$7,130	\$7,130	\$6,980	\$6,980	\$6,980	\$6,980	\$7,130	\$6,690
Transit	\$897	\$2,548	\$15,111	\$13,022	\$10,372	\$8,775	\$8,869	\$5,561
	\$8,027	\$9,678	\$22,091	\$20,002	\$17,352	\$15,755	\$15,999	\$12,251

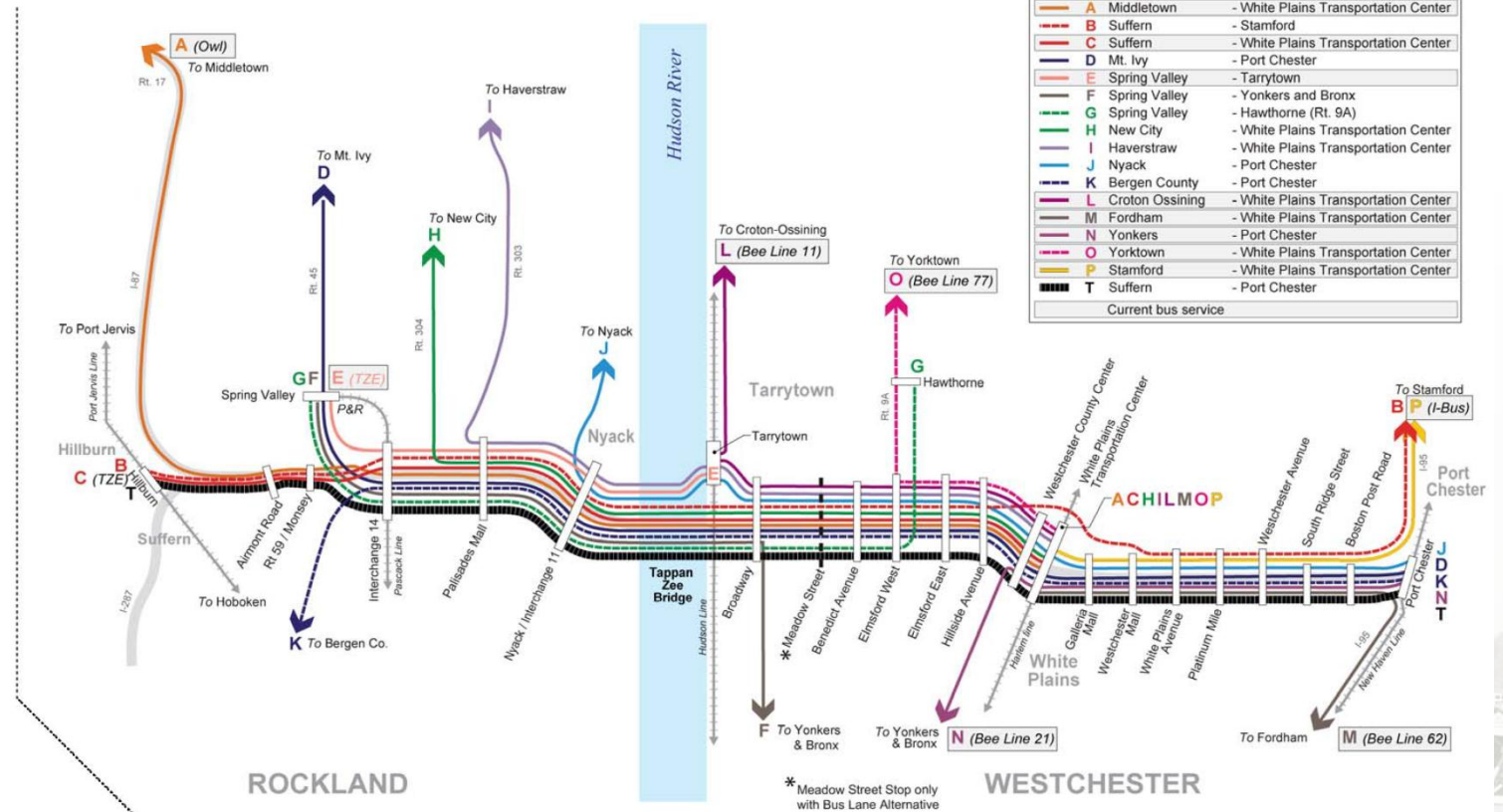
DEIS Option: CRT in Rockland to GCT / BRT Full Corridor

No. of Trains	Headways (minutes)	
1	60	A Port Jervis - Hoboken
1	60	B ¹ Port Jervis - New York Penn Station
1	60	C Port Jervis - Hoboken
1	60	D ¹ Port Jervis - New York Penn Station
2	30	E Port Jervis - Grand Central Terminal
4	15	F Harriman - Grand Central Terminal
4	15	G Hillburn - Grand Central Terminal

¹ Additional trains in 2017 & 2047 using the Trans Hudson Express Tunnel



Commuter Rail Transit Service Plan



Bus Rapid Transit Service Plan



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Governor

FHWA



New York State
Department of
Transportation

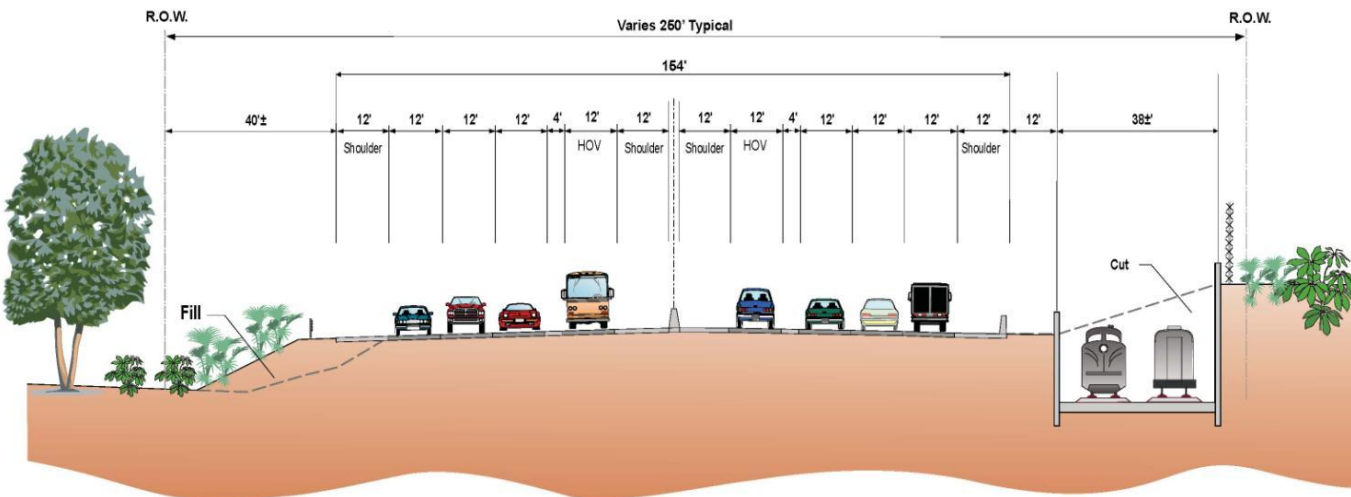
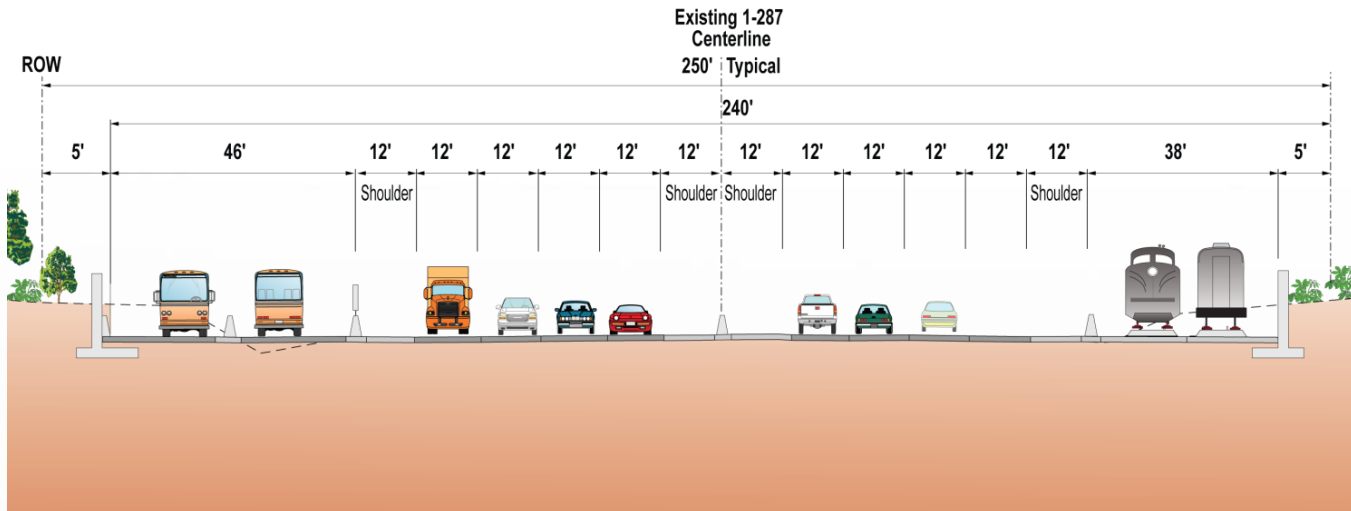


Thruway
Authority

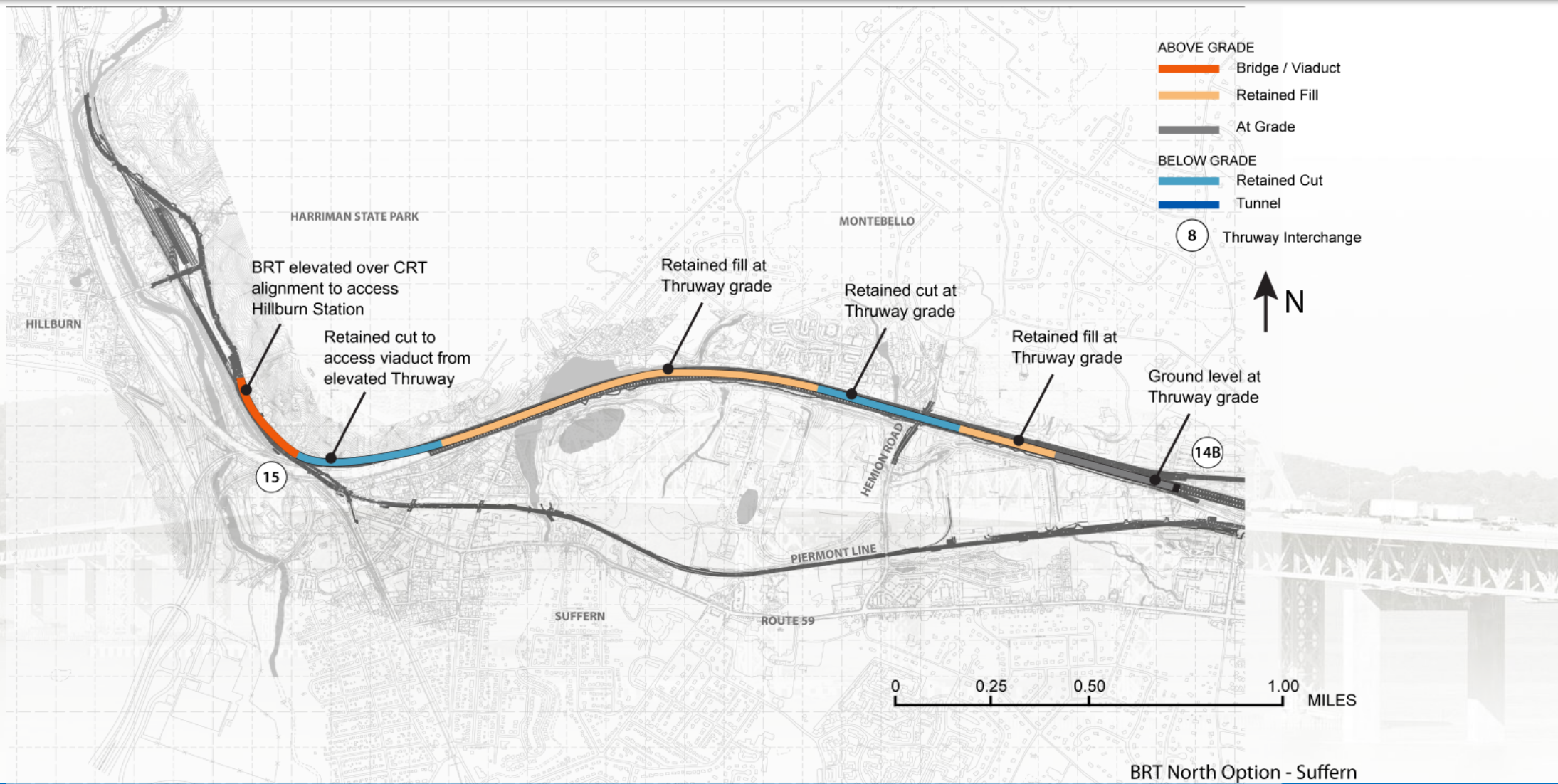
Cross-Rockland Route Options

Dedicated Busway to the north of the I-287

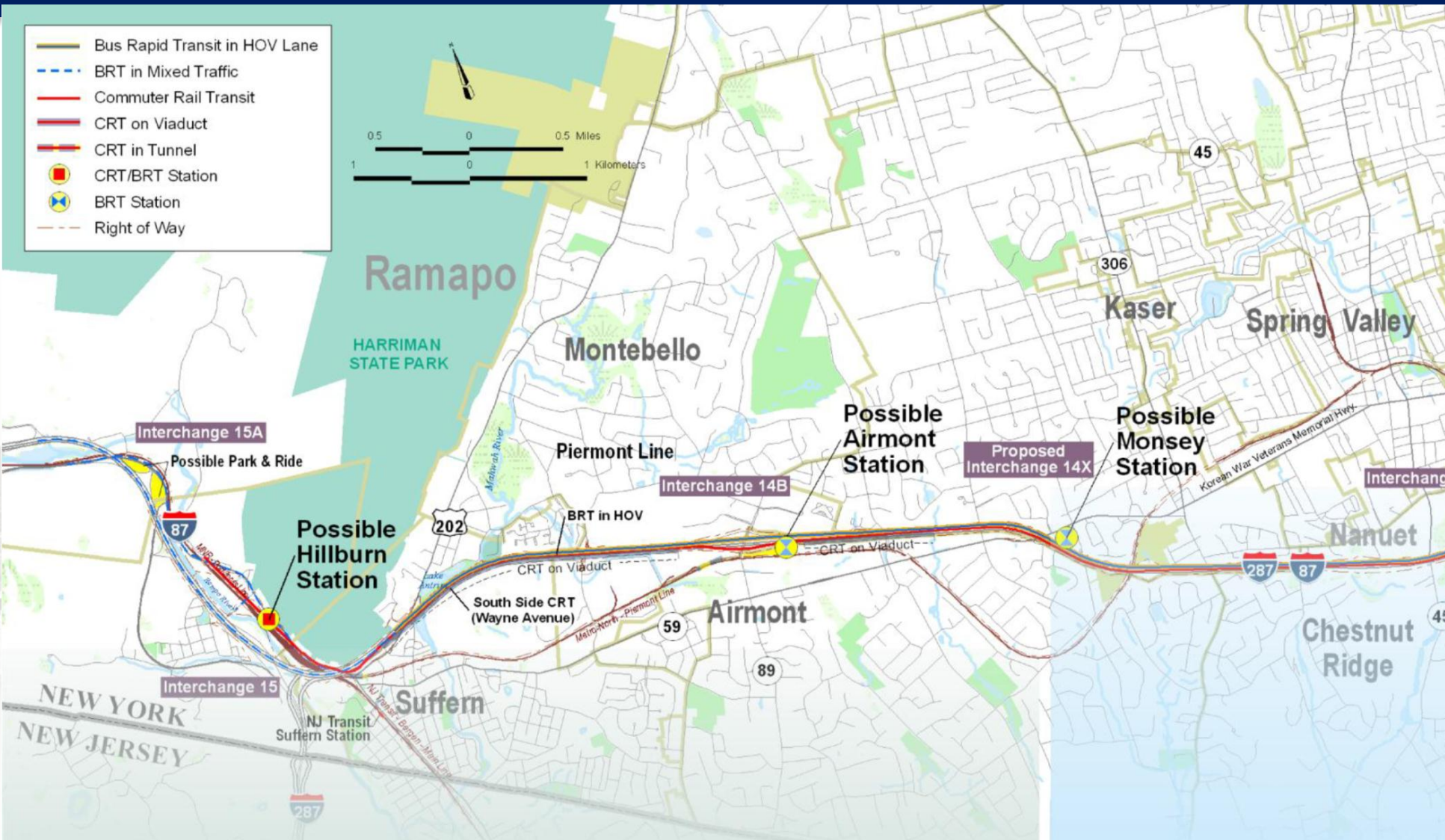
BRT in HOV lanes in the center of the I-287



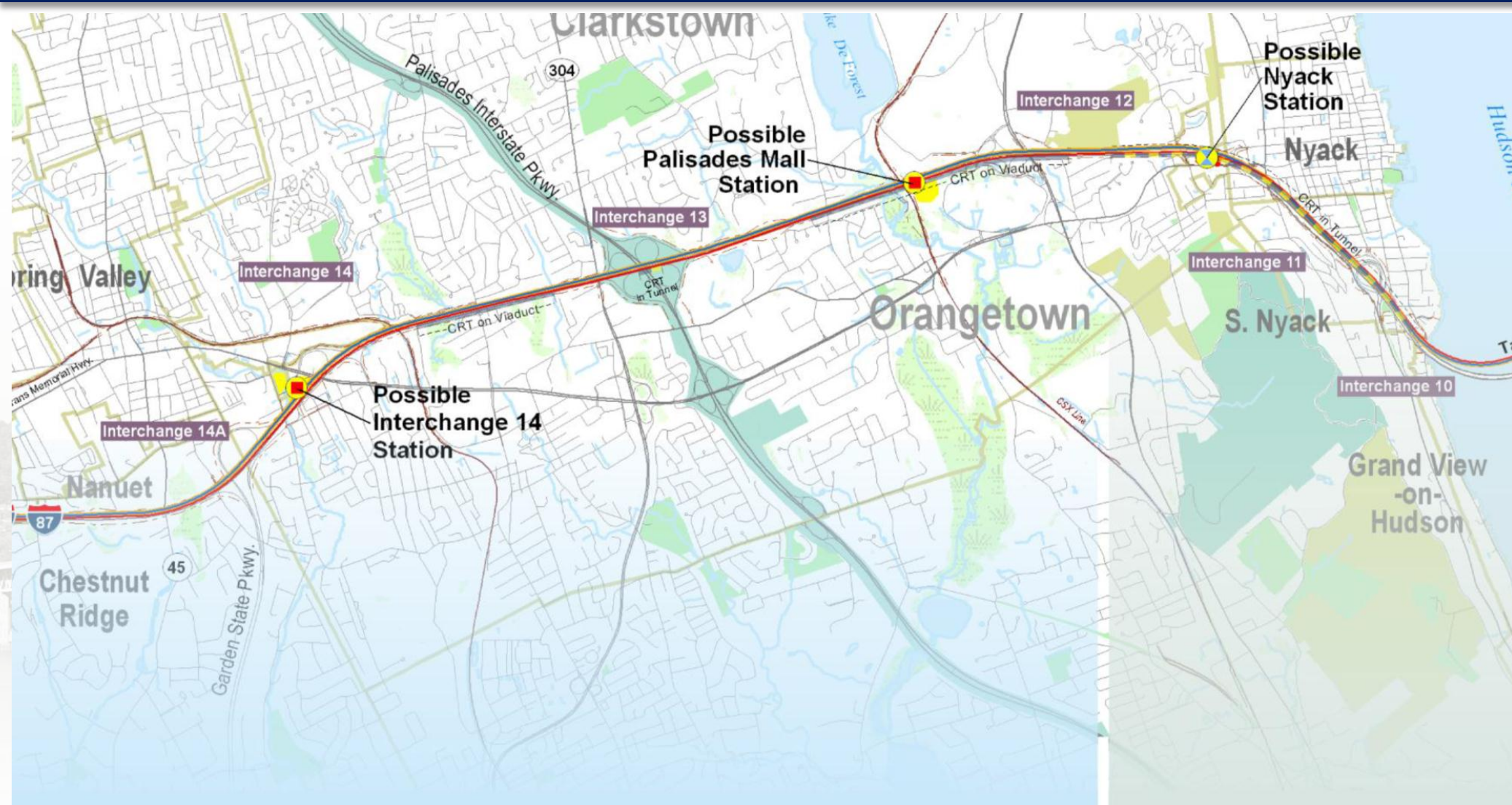
Busway North: Int 15 to Int 12



BRT in HOV Lanes: Int 15 to Int 12



BRT in HOV Lanes: Int 12 to TZB



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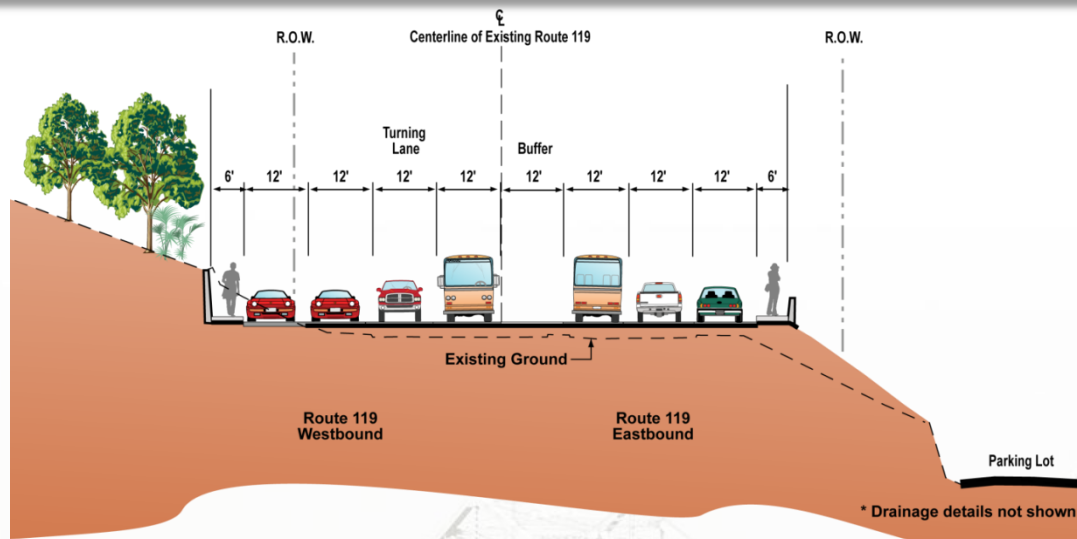


New York State
Department of
Transportation

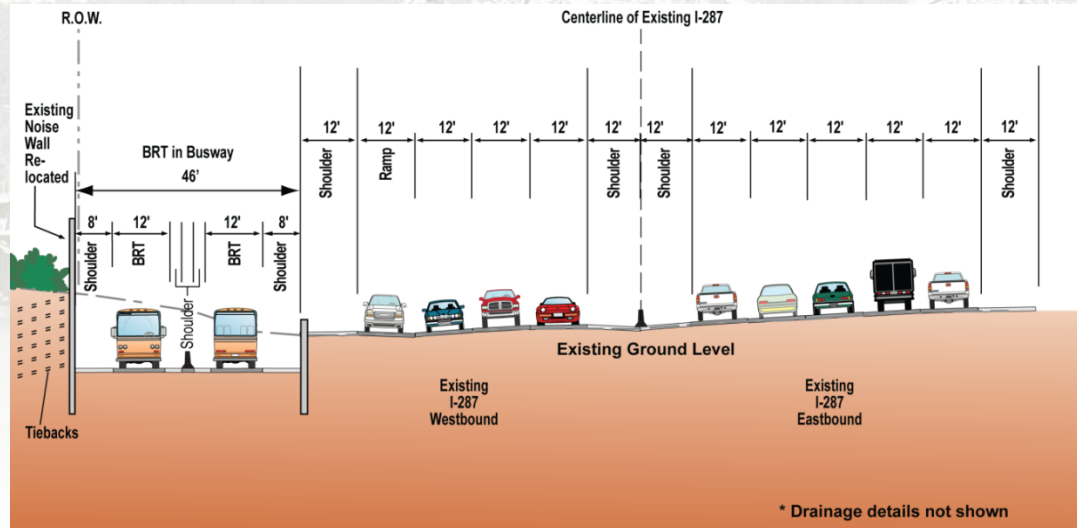


New York
Thruway
Authority

Cross-Westchester Route Options



Bus Lanes
– Lane conversion

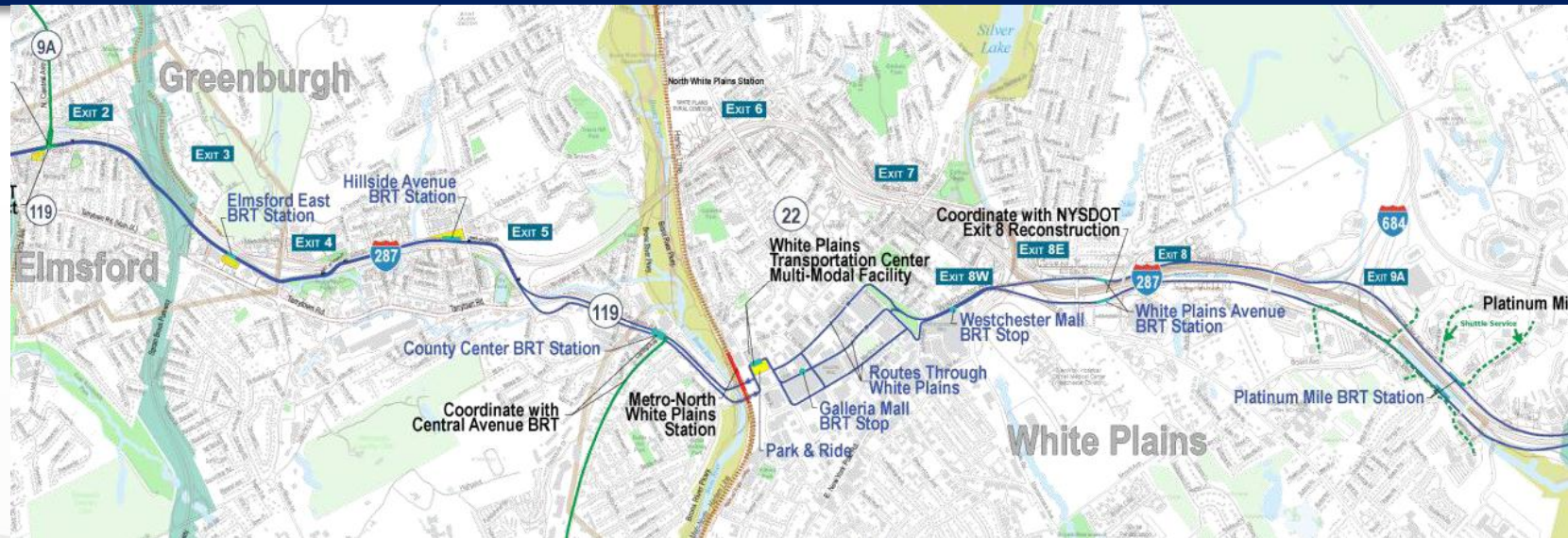


Busway
– Dedicated busway next to highway

Bus Lane - Lane Conversion in Westchester



Bus Lane - Lane Conversion in Westchester

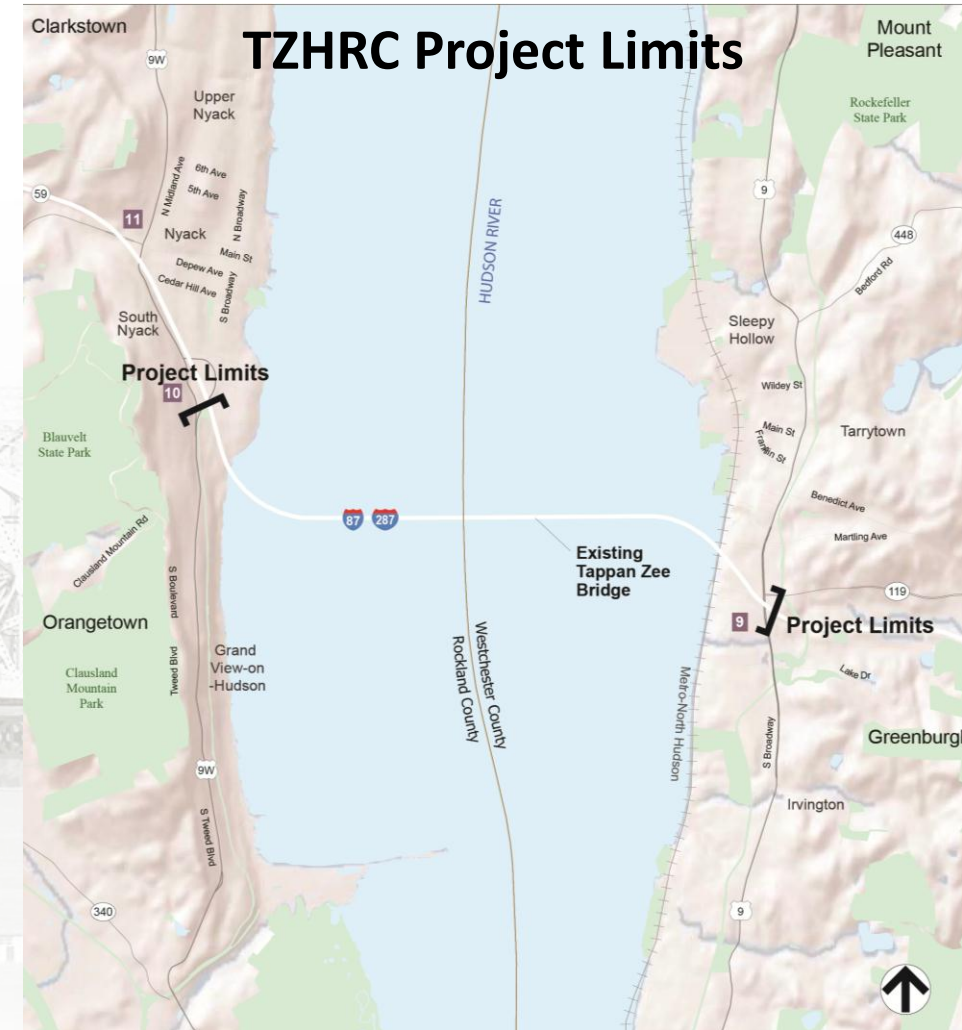


Busway in Westchester



Project Status

- August 2011 – Governor calls a halt to the TZB / I 287 30 Mile Corridor project
- Tappan Zee Hudson River Crossing (TZHRC) Project commenced in 2011, with smaller corridor and scope:
 - New Project Scope and NOI – October 2011
 - DEIS issued – January 2012, received 3400+ comments
 - FEIS issued July 2012
 - Record of Decision signed by FHWA 25th September 2012



The background image is a blue-tinted photograph of a large bridge under construction. In the foreground, a tractor is visible on the left, and a worker stands near some equipment. The bridge's steel truss structure is prominent, and its approach spans extend into the distance. The text "Next Steps" is centered in a bold, yellow font.

Next Steps

Questions Moving Forward

- How to define the study area?
- What is the transit vision?
- Adopt TZB / I-287 study and provide phasing and funding plan? Or pursue alternative vision and study?

