



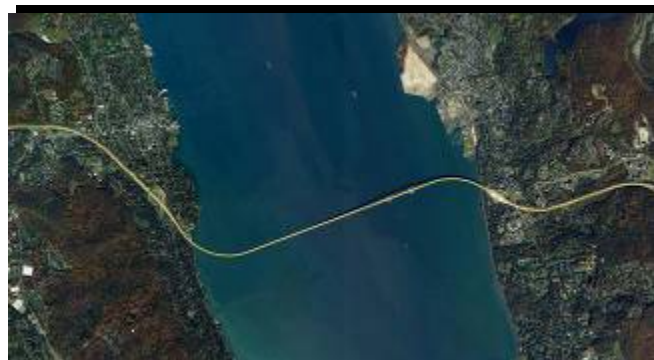
TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

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

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***Stakeholders' Advisory Working Groups (SAWGs)
Joint Land Use/Traffic & Transit SAWG Meeting #2***

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



May 5, 2009

**Joint Land Use/
Traffic and Transit SAWG
May 5, 2009**

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Slide 1

Agenda

- Transit Alignment Options Work Plan Update
- Hillburn to Monsey BRT and CRT Options
- Working Discussion

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Slide 2

Tonight's meeting will briefly recap the transit mode recommendations made in the *Transit Mode Selection Report* and how they will be cast into new DEIS alternatives. The next step in the process is the evaluation of Transit Alignment Options. The BRT and CRT options in the west end of the corridor in Hillburn and Suffern will be reviewed this evening, mostly in the format of hands-on discussion around maps and engineering drawings on the wall and the table.

DEIS Roadmap

Scoping Closure

Start of EIS

Scoping Summary Report

Design and Operating Criteria

Transit Alignment Options

Highway Accommodations and Improvements

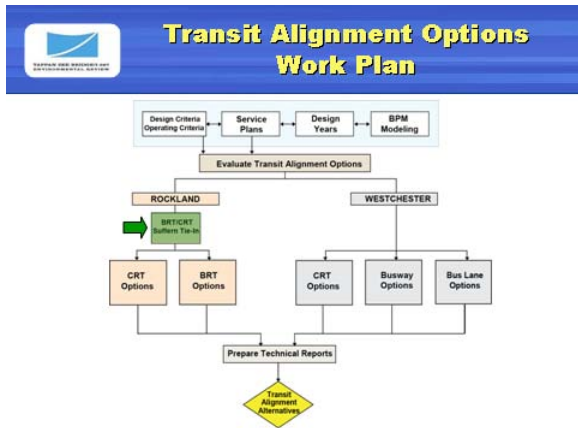
Bridge Options

DEIS Alternatives A, B, C, D, E

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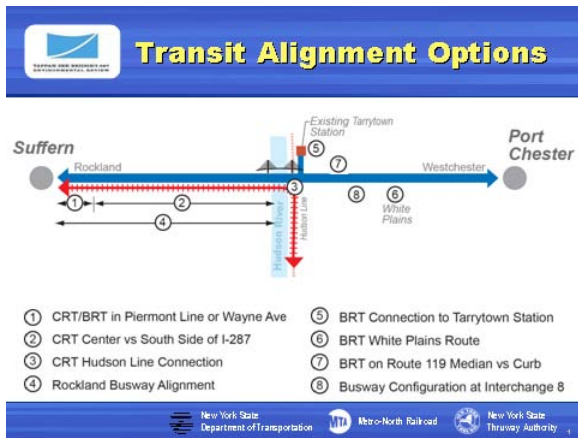
Slide 3

The *Scoping Summary Report* is almost completed and 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.



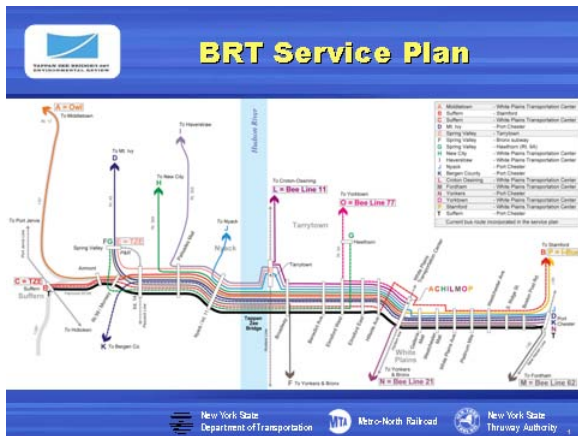
Slide 4

Transit Alignment Options – 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. Tonight we focus on the BRT/CRT Sufferen tie-in.



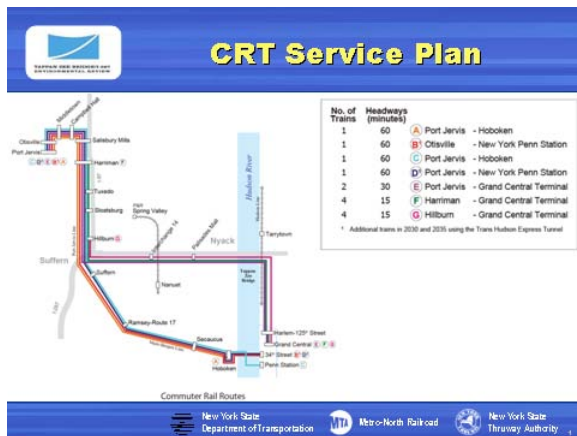
Slide 5

The Sufferen tie-in has two major options to select from. These are: using the Piermont Line from Airmont Road to Sufferen, or staying on I-287 and then using an alignment adjacent to Wayne Avenue in Sufferen. This choice is shown as Option one of the eight major ones shown here.



Slide 6

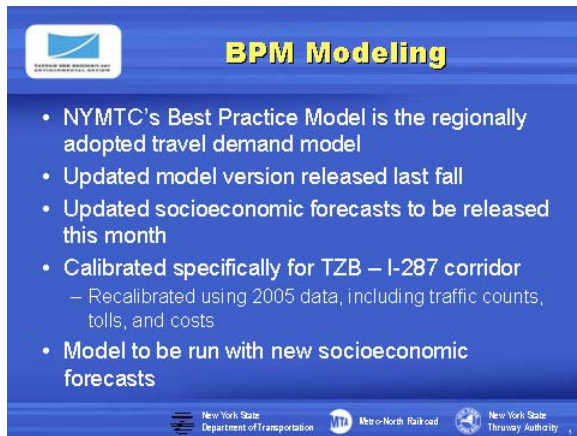
To recap the service plans, this slide shows the BRT Service Plan with the 30-mile Trunk line, where service is all day at frequent intervals. All other bus routes can be feeders to the trunk off-peak, but provide one-seat rides during peak periods. Some lines proposed are modifications to existing routes, Bee Line, Tappan Zee Express and OWL.



Slide 7

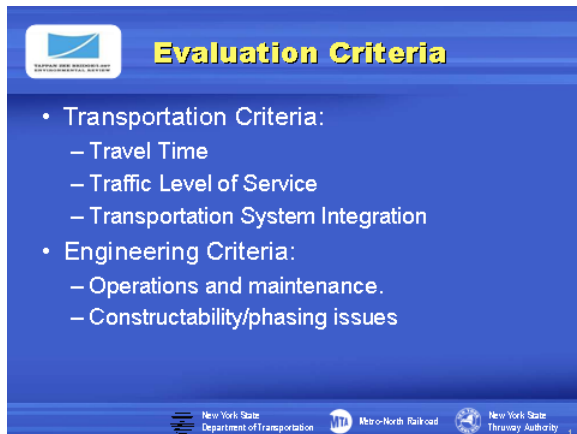
To recap the CRT Service Plan: Multi-modal stations are provided at Hillburn, Interchange 14 and Palisades Mall.

Feeder services serve both the BRT Trunk Route T and the CRT. CRT allows a one-seat ride to many destinations.



Slide 8

The Best Practices Model (BPM) is used to predict future transit demand and traffic volumes. BPM has been used in previous phases of the project and will be recalibrated because of a revised model and socioeconomic forecasts from NYMTC. The calibration will focus on the I-287 Corridor.



Slide 9

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.




Evaluation Criteria

- **Environmental Criteria:**
 - Land use/potential for transit oriented development
 - Displacements and acquisitions
 - Wetlands
 - Parklands
 - Historic and archaeological resources
 - Hudson River ecosystems
 - Air quality and noise
- **Cost Criteria:**
 - Capital costs

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Slide 10



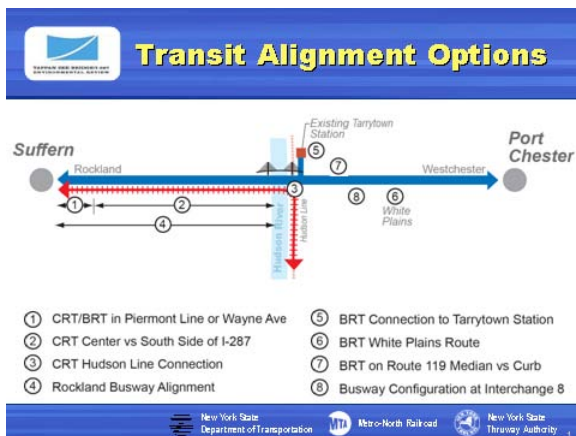
Next SAWGs

- CRT in Rockland and Westchester
- BRT in Rockland
- BRT in Westchester

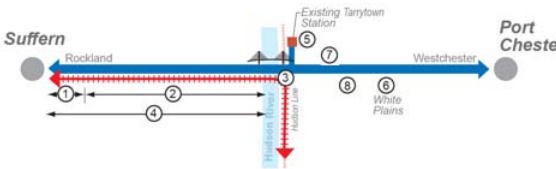
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Slide 11

The next several joint Land Use/Transportation SAWGs will also be more hands-on discussion, rather than PowerPoint presentations. The next will be on CRT in Rockland, particularly the choice between in the center of I-287 or on its south margin.



Transit Alignment Options

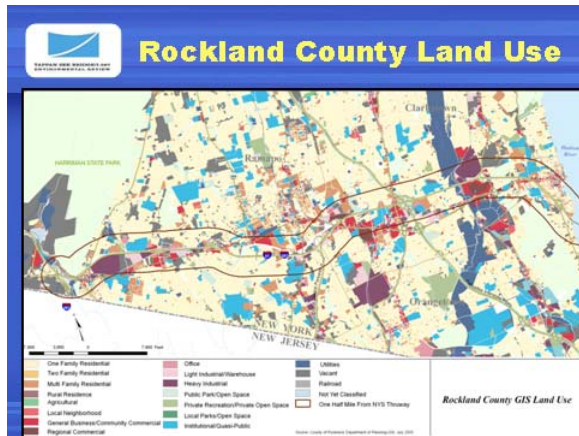


- ① CRT/BRT in Piermont Line or Wayne Ave
- ② CRT Center vs South Side of I-287
- ③ CRT Hudson Line Connection
- ④ Rockland Busway Alignment
- ⑤ BRT Connection to Tarrytown Station
- ⑥ BRT White Plains Route
- ⑦ BRT on Route 119 Median vs Curb
- ⑧ Busway Configuration at Interchange 8

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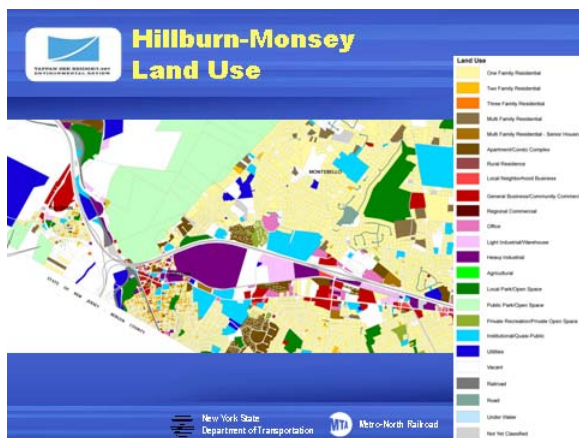
Slide 12

Returning to this evening's focus on Transit Option 1, with CRT on the Piermont Line or I-287/Wayne Avenue.



Slide 13

A brief overview of the corridor land use in Rockland shows mostly low- to moderate-density suburban residential users with some older, denser urban areas (e.g., Nyack, Spring valley, Suffern). Substantial commercial activity occurs along the corridor, in particular following the Route 59 corridor (e.g., Palisades Center, Nanuet, and Airmont). There is some light manufacturing, mining, and warehousing, and a scattering of institutional uses (e.g., schools, hospitals). Little vacant land is apparent, except on the steep slopes in the Hillburn area to the west.



Slide 14

This slide presents a more detailed view of land use in the Hillburn to Monsey segment of the corridor, the subject of tonight's discussion. Hillburn to Suffern represents the beginning of the Ramapo Pass, a narrow cut in the Ramapo Mountains created by the Ramapo River and long used as an important rail and highway corridor. The narrow valley is dominated by rail, rail yards, highways, and electric transmission lines. Industrial and commercial uses are also found along the local highways here. More dense compact villages are presented in the historic villages of Hillburn and Suffern, with more suburban densities beyond. Industrial uses have also located between the Thruway and the Piermont Line, including the former quarry east of Suffern. Other important employers in the area are Avon, Novartis, and the Good Samaritan Hospital in Suffern, and the Dress Barn and other warehouses in the Montebello section south of the Thruway. Other commercial uses occupy the segment between the Thruway and Route 59 east of Airmont Road. Institutional uses in the area include schools, libraries, and the Salvation Army Officer Academy. Little vacant land is apparent, except on the steep slopes of the Hillburn area to the west.