



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 #4***

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

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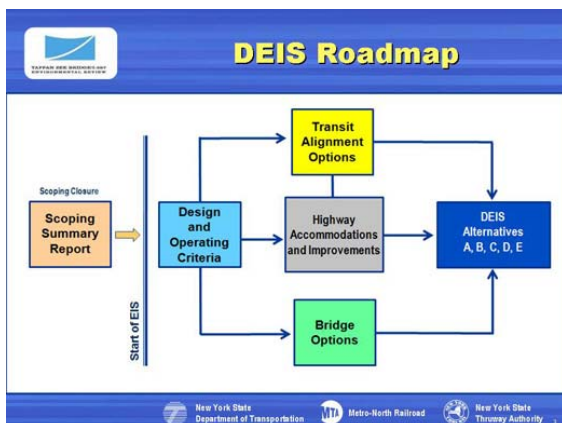
July 30, 2009



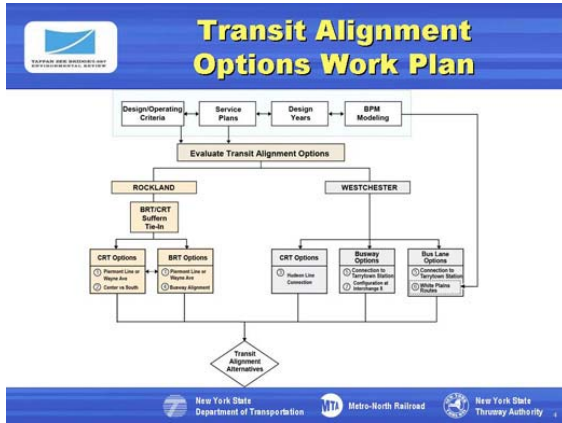
Slide 1. This is the title slide for the joint session of the Land Use and Traffic and Transit Stakeholders' Advisory Working Groups (SAWGs) that occurred on July 30, 2009.



Slide 2. Tonight's meeting will focus on the bus rapid transit (BRT) options in the segment of I-287 Corridor between Tarrytown and White Plains, in Westchester County, New York. The meeting format will be a hands-on discussion around maps.



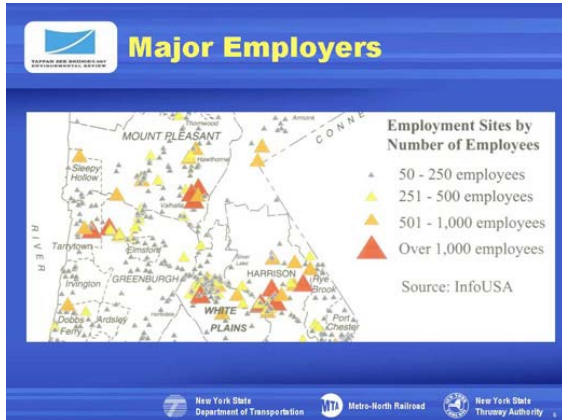
Slide 3. The project's *Scoping Summary Report* was published last month and enables us to move forward with the analysis of alternatives in the Draft Environmental Impact Statement (DEIS). The evaluation of transit options is the next step in the ultimate definition of the alternatives to be studied in the DEIS. A similar process will be used to narrow down highway and bridge options, as shown in the overall DEIS Roadmap presented on this slide.



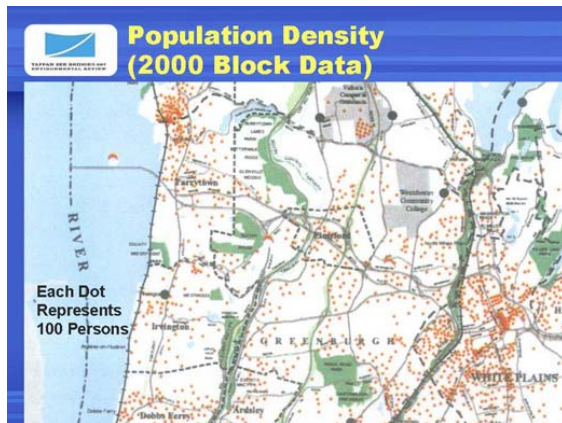
Slide 4. Transit Alignment Options Work Plan – There are currently seven major CRT/BRT alignment options identified in the corridor that support the transit mode recommendation moving forward. These options will be evaluated to establish the full corridor alignments for each alternative. The full corridor 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’s focus is on the Busway and Bus lane Options between Tarrytown and White Plains Options 5 the BRT connection to Tarrytown Station, and Option 7 the Busway configuration at Interchange 8.



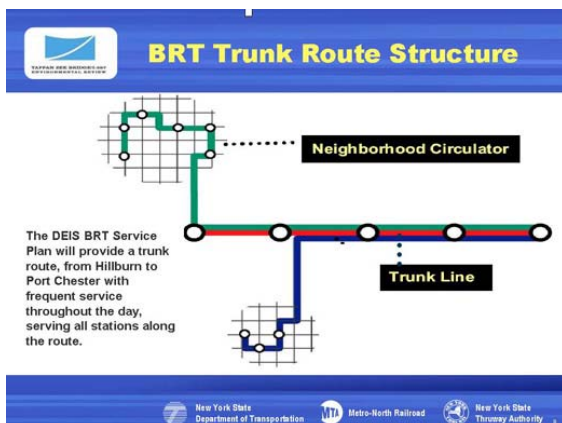
Slide 5. Service on the cross-Rockland CRT originates from Port Jervis, Harriman and Hillburn. Multi-modal stations in Rockland will be located at Hillburn, Interchange 14 and Palisades Mall.



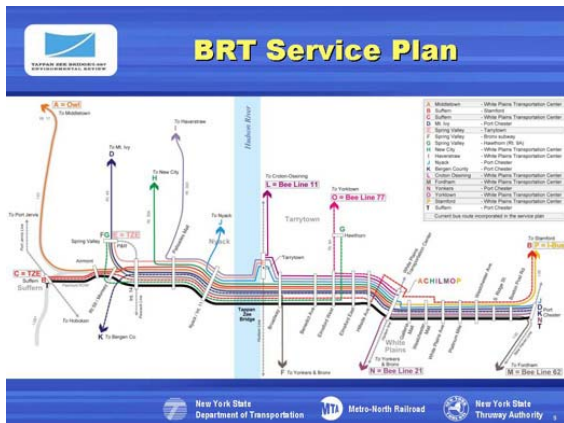
Slide 6. This slide shows clusters of employment along the corridor. Note the concentration of major employers along Route 119 in Tarrytown and Greenburgh to the west of Elmsford, and the string of smaller employers along Route 9A north of Elmsford and east of Elmsford on Route 119.



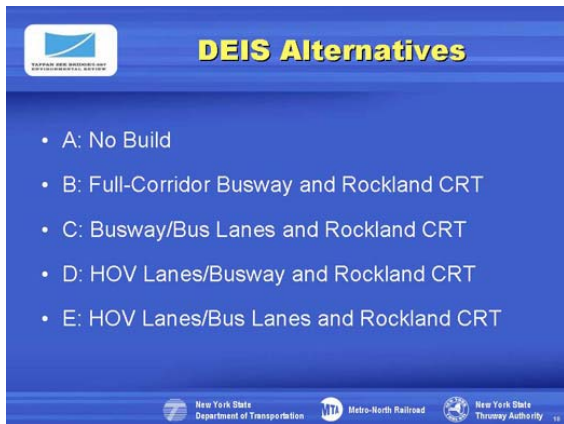
Slide 7. Similarly, this slide shows population density based on census block data. Note the population clusters in Tarrytown, the Benedict Avenue part of Greenburgh, in Elmsford, and in the Fairview section of Greenburgh. In the segment of Route 119 between Tarrytown and Elmsford, population clusters exit on both north and south sides of the highway.



Slide 8. Feeder services serve both the BRT Trunk Route T and the CRT stations. BRT trunk structure allows a one-seat ride to many destinations.

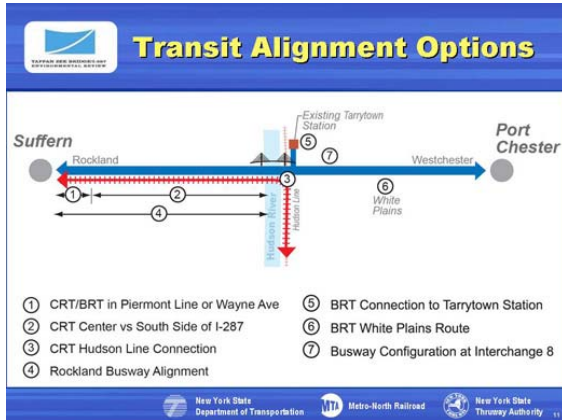


Slide 9. There are 17 bus routes in the Service Plan with eight routes based on existing service and nine new routes including the trunk line (T). In Rockland County, the BRT Service Plan will connect with CRT at Hillburn, Interchange 14, and Palisades Mall, and with three additional BRT stations. In Westchester County, the BRT trunk extends from the Tappan Zee Bridge across the county to Port Chester with 14 stations on the trunk line plus the connection to Tarrytown Metro-North Station. Transfer capability will be provided to the Metro-North Hudson, Harlem and New Haven Lines.



Slide 10. There are five alternatives to be analyzed in the DEIS. Four build alternatives plus the No Build





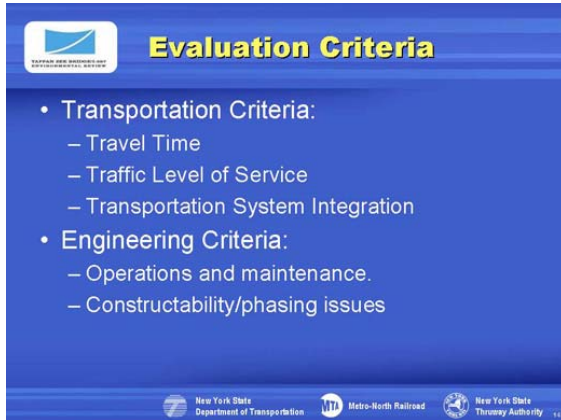
Slide 11. Tonight's focus is on Options 5, and 7, respectively: the BRT connection to Tarrytown Metro-North Station and the Busway alignment options at I-287 Interchange 8. The other transit alignment options are shown in this figure.



Slide 12. There are also Bus Lanes and Busway BRT alternatives in Westchester. However the Bus Lane alternative alignment would run mostly in dedicated lanes on existing arterials. (There are no HOV/HOT lanes in Westchester). The Bus Lane alignment and stations would be located either along the curb or in the median of the arterial.



Slide 13. The Busway alternative in Westchester is also a barrier separated running way constructed exclusively for buses. It would be located adjacent to either side of I-287. BRT stations would be constructed online with the busway.

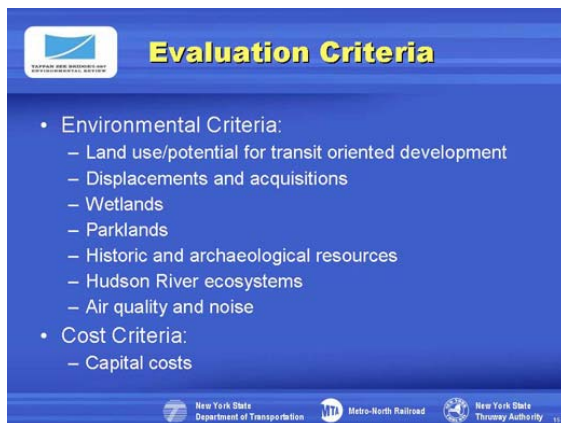


**Evaluation Criteria**

- Transportation Criteria:
  - Travel Time
  - Traffic Level of Service
  - Transportation System Integration
- Engineering Criteria:
  - Operations and maintenance.
  - Constructability/phasing issues

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Slide 14. 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 15. Each of the options will be studied and evaluated in terms of these four criteria.



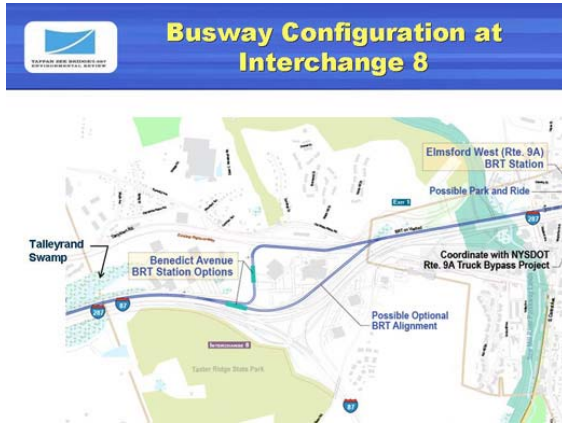
**Westchester Busway/Bus Lane Options**

**BRT Tarrytown to White Plains**

- Identify Options
- Solicit Input
- Evaluate based on criteria
- Make recommendations

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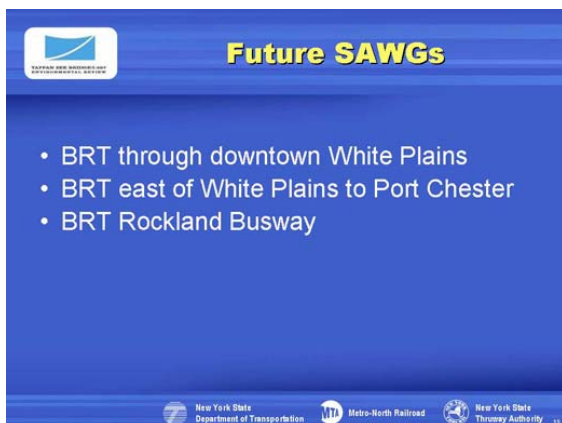
Slide 16. The area we will be covering this evening is from Tarrytown to White Plains (I-287 Exit 5).



Slide 17. We are considering two alignment options at I-287 Interchange 8; one would divert from the Thruway and head north through the office parks to Benedict Ave and continue in the same manner as the Bus Lane alternative. The other option is to remain adjacent to the I-287 interchange.



Slide 18. There are a number of alignment options for the BRT Busway and Bus Lane alternatives to connect from the trunk line to the Tarrytown Metro-North Station. There is also the need to locate a possible BRT Broadway Station on the trunk line.



Slide 19. End slide.