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
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
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)
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)
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### Comments Statistics

#### Distribution and Percentages of Comments by Supercategory
(All meetings)

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<th>Supercategory</th>
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<td>Process</td>
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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
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

CRT in the Median
Commuter Rail Transit
Rockland Options

CRT on South Side of I-287
Suffern Tie-In Options

BRT/CRT
Wayne Avenue or Piermont ROW
Busway Alignment Options in Rockland

BRT in Busway on North or South Side

North Side Option

South Side Option

Suffern

Nyack
Busway Alignment Options in Rockland

BRT in HOV/HOT Lanes

Suffern

15

Nyack

10
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

Downtown White Plains

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
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
SAWG – 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