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
Corridor
Previous Studies
Previous Studies


- Other Reports?
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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Alternative / Options</th>
<th>Rockland</th>
<th>Hudson Line Connection</th>
<th>Westchester</th>
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### Options / Alternatives Explored: Estimated Capital Cost

#### Capital Cost Estimate (millions)  
2012 dollars

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<th>3B</th>
<th>4A</th>
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</table>
DEIS Option: CRT in Rockland to GCT / BRT Full Corridor
Cross-Rockland Route Options

Dedicated Busway to the north of the I-287

BRT in HOV lanes in the center of the I-287
BRT in HOV Lanes: Int 15 to Int 12
BRT in HOV Lanes: Int 12 to TZB
Cross-Westchester Route Options

Bus Lanes
– Lane conversion

Busway
– Dedicated busway next to highway
Bus Lane - Lane Conversion in Westchester

Feeder Bus Route in General Traffic
- BRT in Exclusive Busway
- HOV Lane
- BRT / HOV Lane
- BRT on Viaduct
- BRT Underground in Tunnel or Cut
- BRT Stop
- BRT Station
- Thruway and Railroad Right-of-Way (ROW)
- Reconstructed Highway
- Park and Ride Facility
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
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?