

# TAPPAN ZEE HUDSON RIVER CROSSING PROJECT

## Mass Transit Task Force Meeting #2

January 18, 2013



**NEW YORK STATE**



Andrew M. Cuomo  
Governor



New York State  
Department of  
Transportation



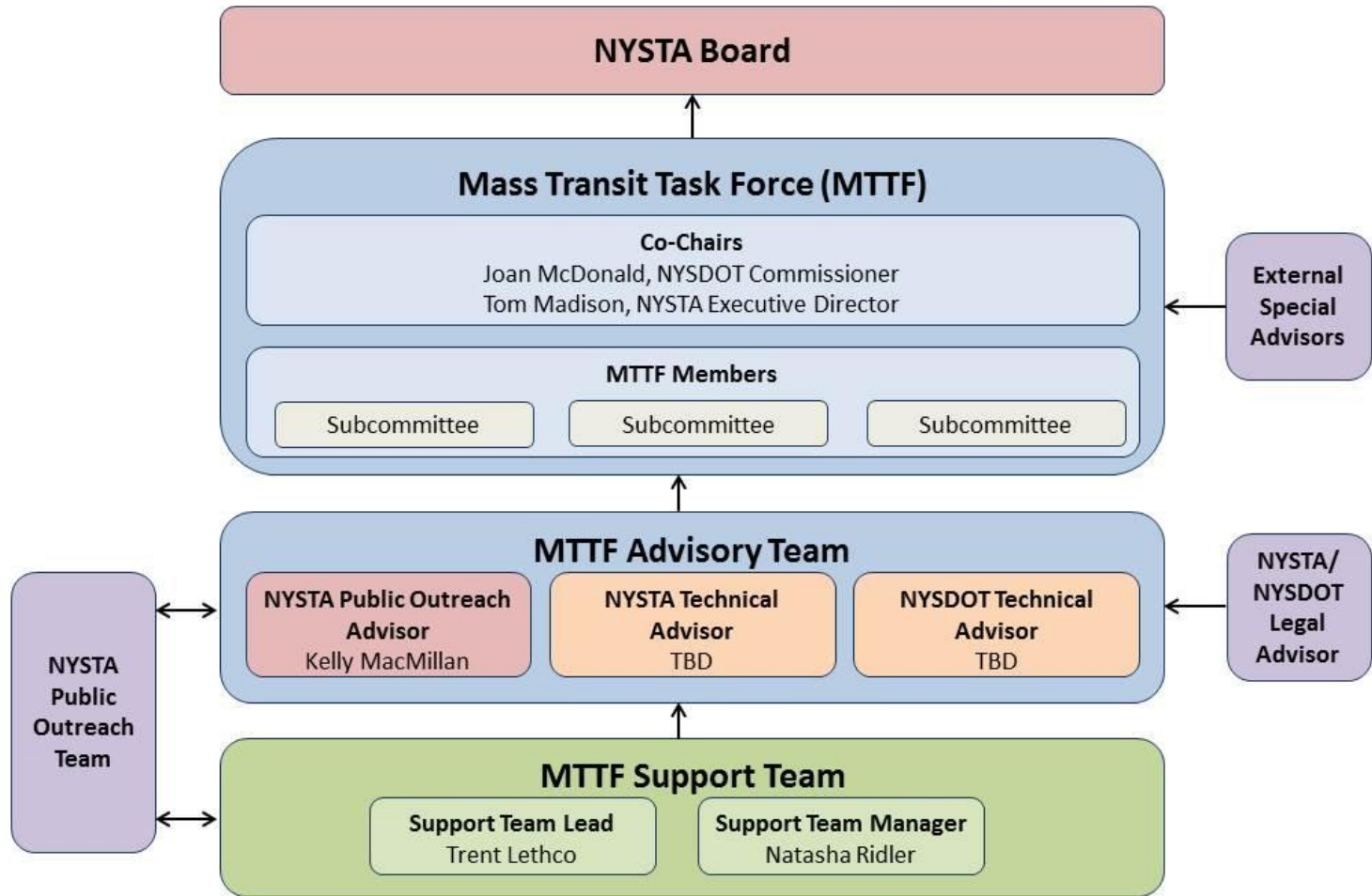
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# Agenda

1. Welcome and roll call
2. MTTF Internal Governance Protocol
3. MTTF Transparency and Public Involvement
4. Revised Charter and Work Program
5. Visioning for Transit
6. Transportation Data Subcommittee Update
7. Next Steps



# Organizational Chart



# Key Monthly Dates

- 2nd Friday of every month - monthly meeting agenda issued to MTTF members
- 3rd Tuesday of every month - briefing conference call with MTTF Co-chairs
- 3rd Wednesday of every month - meeting materials sent to MTTF members
- 3rd Friday of every month - monthly meeting
- 4th Monday of every month - MTTF members send formal comments on meeting materials.



# The Box Demonstration

[https://www.box.com/files#/files/0/f/568754994/Mass\\_Transit\\_Task\\_Force](https://www.box.com/files#/files/0/f/568754994/Mass_Transit_Task_Force)



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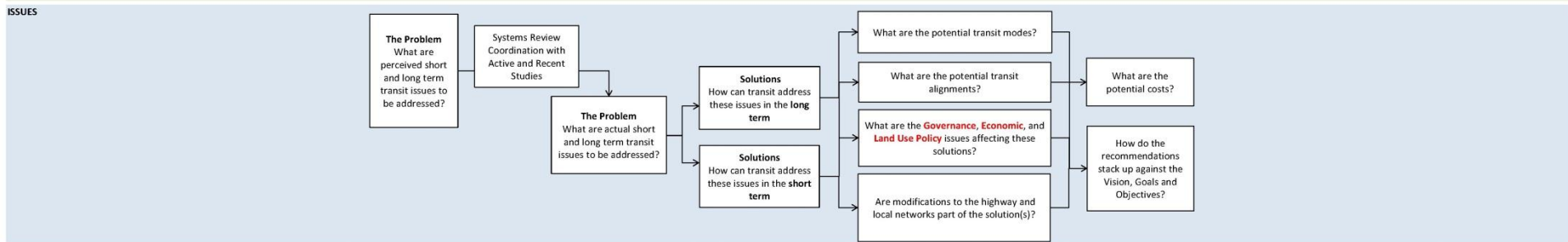
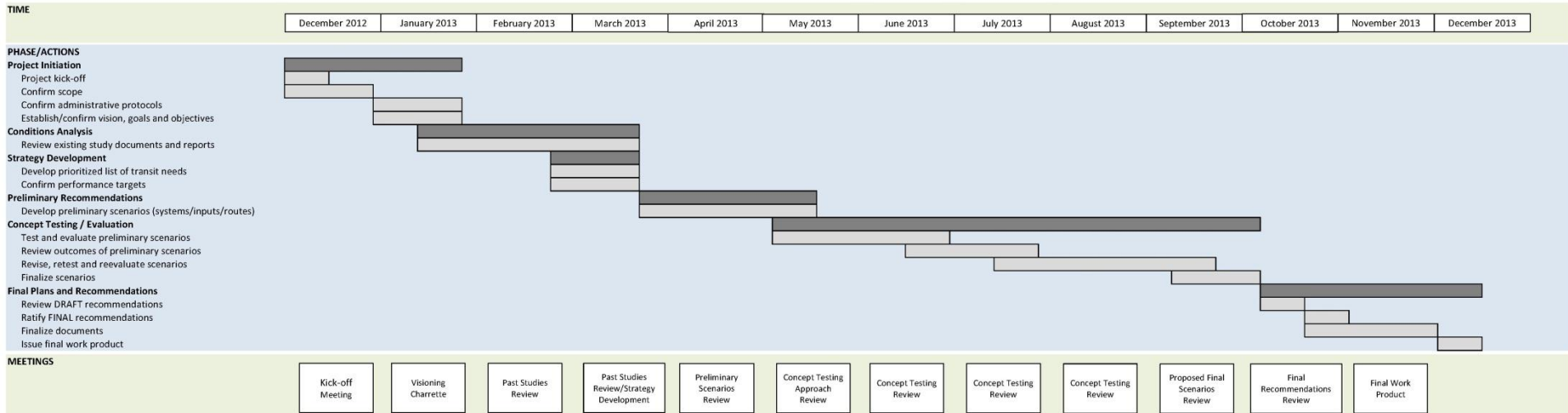


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# Work Program

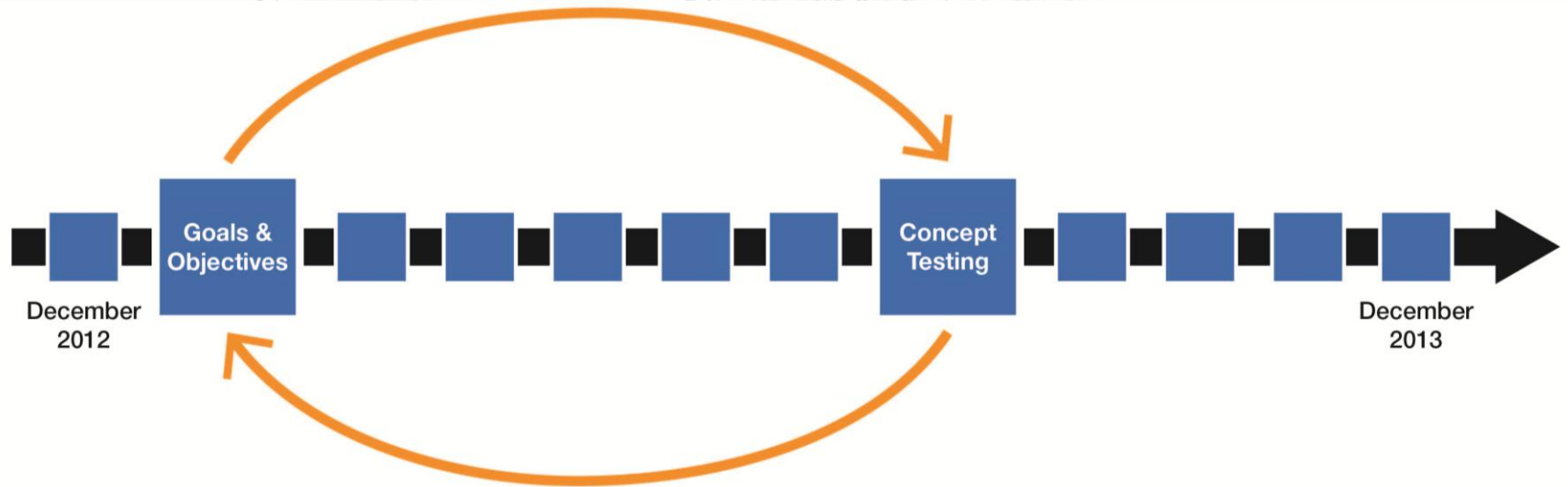


# Work Program

- January – Visioning Workshop
- February – Past Studies Review
- March – Past Studies Review/Strategy Development
- April – Preliminary Scenarios Review
- May – Concept Testing Approach Review
- June – Concept Testing Review
- July – Concept Testing Review
- August – Concept Testing Review
- September – Proposed Final Scenarios Review
- October – Final Recommendations Review
- November – Final Work Product

# Goals & Objectives

- Goals - general, aspirational statements that describe a desired future state or what should be achieved. Typically long-term.
- Objectives – specific, measurable strategies or implementation steps necessary to attain the established goals. Often include defined completion dates.





# Existing Goals & Objectives

DEIS, February 2008

- **Improve the Mobility of people, goods and services for travel markets served by the Tappan Zee/I-287 Corridor**
  - Reduce traffic congestion levels
  - Improve travel times for local trips
  - Improve travel times for regional trips
  - Provide modal travel alternatives not subject to roadway congestion
  - Increase the share of travel demand accommodated by transit and ridesharing
  - Provide a non-motorized means of travel, such as bicycle and pedestrian, across the Hudson River



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# Existing Goals & Objectives (cont.)

DEIS, February 2008

- **Maximize the flexibility and adaptability of new transportation infrastructure to accommodate changing long-term demand**
  - Maximize ability to accommodate increases in travel demand
  - Minimize constraints to serving future travel patterns and markets
- **Maintain and preserve vital elements of the transportation infrastructure**
  - Assure that the Corridor's transportation infrastructure meets applicable standards for structural design and integrity



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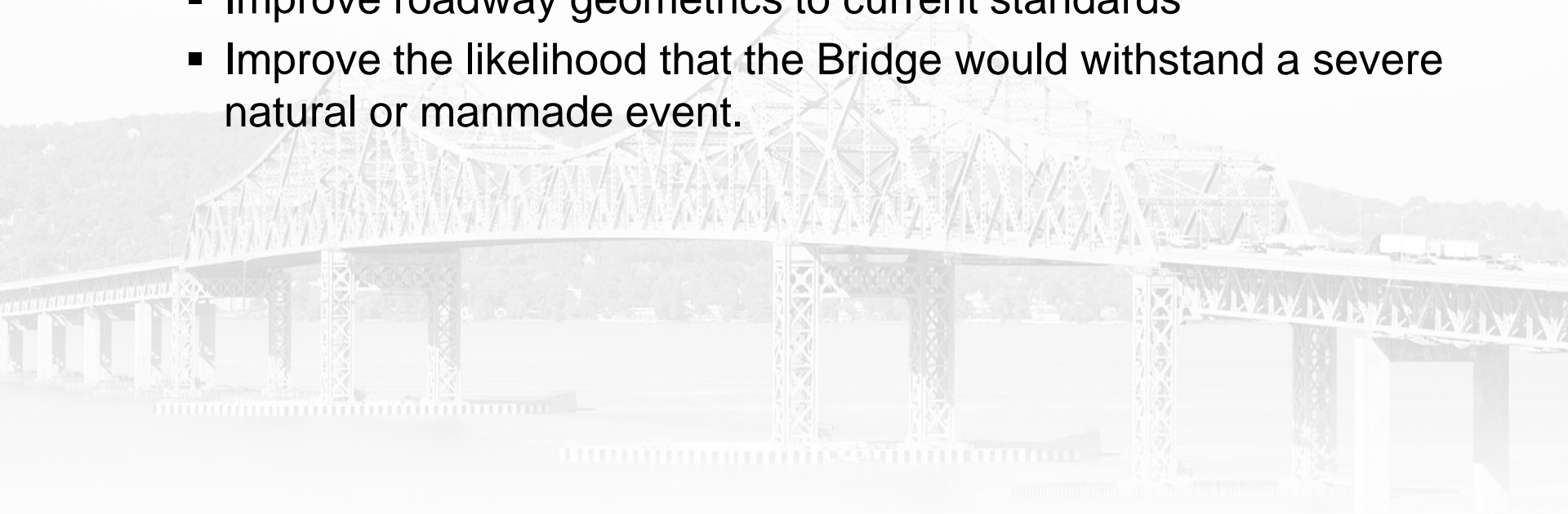


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# Existing Goals & Objectives (cont.)

DEIS, February 2008

- **Improve the safety and security of the transportation system**
  - Reduce motor vehicle accident severity and rates
  - Improve roadway geometrics to current standards
  - Improve the likelihood that the Bridge would withstand a severe natural or manmade event.



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# Existing Goals & Objectives (cont.)

DEIS, February 2008

- **Avoid, minimize and or mitigate any significant adverse environmental impacts caused by feasible and prudent corridor improvements**
  - Minimize community disruption, displacements, and relocations; as well as adverse impacts to public parks, visual resources and aesthetics resulting from mobility improvements in the Corridor
  - Implement mitigation measures that are feasible, constructible, innovative, sustainable, cost-effective and that address regulatory requirements



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# Existing Goals & Objectives

FEIS, July 2012

- **Ensure the long-term vitality of this Hudson River crossing by:**
  - Providing for sufficient strength and stability compliant with current standards to carry transport loading
  - Providing for a robust and redundant structure to survive extreme natural events, including earthquakes and hurricanes
  - Providing for a robust and redundant structure to survive extreme manmade events, including fires, vessel collisions, vehicular overloads, and vehicular accidents;
  - Ensuring compliance with NYSTA operational requirements
  - Providing for a serviceable structure with a life span in excess of 100 years before major maintenance is required



# Existing Goals & Objectives (cont.)

FEIS, July 2012

- **Improve transportation operations and safety on the crossing by:**
  - Ensuring compliance of horizontal and vertical geometry with current engineering design standards, as practicable
  - Providing for horizontal geometry that maximizes sight distances
  - Providing for vertical geometry that minimizes grade changes
  - Providing for standard, 12-foot traffic lanes
  - Providing for adequate separation of eastbound and westbound traffic
  - Providing for shoulders that meet current engineering design standards
  - Eliminating reversible traffic lanes
  - Providing service redundancy to maintain traffic during emergencies
  - Providing for security infrastructure to monitor bridge operations
  - Providing for improved emergency response required

# Existing Goals & Objectives (cont.)

FEIS, July 2012

- **Maximize the public investment in a new Hudson River crossing by:**
  - Providing a cost-effective crossing that maximizes value over the lifespan of the structure
  - Minimizing effects on existing highways
  - Maximizing the use of existing right-of-way
  - Sequencing construction to minimize effects on vehicular traffic operations
  - Reducing maintenance requirements and operating costs
  - Providing for trans-Hudson access for cyclists and pedestrians
  - Providing a crossing that does not preclude future trans-Hudson transit services



# Existing Goals & Objectives (cont.)

## Transit Mode Selection Report, 2009

- Improve the mobility of people, goods and services for travel markets served by the TZB:
  - Reduce traffic congestion levels.
  - Improve travel times for local trips.
  - Improve travel times for regional trips.
  - Provide modal travel alternatives not subject to roadway congestion.
  - Increase the share of travel demand accommodated by transit and ridesharing.
  - Provide a non-motorized means of travel throughout the corridor.





# Existing Goals & Objectives (cont.)

## Transit Mode Selection Report, 2009

- Maximize the flexibility and adaptability of new transportation infrastructure to accommodate changing long-term demand:
  - Maximize the ability to accommodate increases in travel demand.
  - Minimize constraints to serving future travel patterns and markets.
  - Encourage smart growth linked to transit.



# Existing Goals & Objectives (cont.)

## Transit Mode Selection Report, 2009

- Maintain and preserve vital elements of the transportation infrastructure:
  - Ensure that the corridor's transportation infrastructure meets applicable standards for structural design and integrity.
- Improve the safety and security of the transportation system:
  - Reduce motor-vehicle-accident severity and rates.
  - Improve roadway geometrics to applicable standards.
  - Improve the likelihood that the bridge would withstand a severe natural or manmade event.



# Existing Goals & Objectives (cont.)

## Transit Mode Selection Report, 2009

- Avoid, minimize and/or mitigate any significant adverse environmental impacts caused by feasible and prudent improvements:
  - Minimize community disruption, displacements, and relocations, as well as adverse impacts to public parks, visual resources, and aesthetics in the corridor.
  - Minimize adverse impacts to the natural environment, including the Hudson River estuary.
  - Implement mitigation measures that are feasible, constructible, innovative, sustainable, cost-effective and that address regulatory requirements.



# Potential Goals & Objectives

- Provide more transportation choices
- Develop safe, reliable and cost effective transportation choices to decrease overall household transportation costs
- Coordinate policies and leverage future investments
- High quality, high frequency transit service in regional corridors
- A regional transit network that achieves regional coordination and seamless connections
- Transit access and speed improvements on transportation infrastructure, whether highway or rail
- High cost effectiveness through operating efficiencies and high ridership
- Incremental, achievable improvements
- Designs that allow for future and more significant investment

