



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

## *Draft*

# *Level 1 Screening Criteria*

At the close of the Scoping Period on March 4, 2003, the study team compiled the alternative elements suggested by the public and participating agencies. These ideas were then added to the many other alternative elements developed from previous studies and the study team's own work to form a "Long List" of alternative elements. The Long List now contains over 150 different elements. The alternative elements fall into four categories, as follows:

- Transportation Demand Management/System Management (TDM/TSM),
- Improvements to Existing Transit Services,
- River Crossing Improvements, and
- Corridor-Wide Roadway and Transit Solutions.

A two-level screening process will be used to narrow the Long List of alternative elements so that the alternatives most likely to satisfy the study goals and objectives may be carried forward into the more detailed EIS process. Level 1 screening will narrow the alternative elements within the four categories listed above. The elements that remain after Level 1 screening will be combined into corridor-wide alternatives. Level 2 screening will then reduce the corridor-wide alternatives to a limited number of alternatives for detailed examination in the EIS.

### **How will the alternatives be evaluated?**

The Tables that follow summarize the screening criteria to be used in Level 1 screening. The criteria to screen transportation demand management/transportation systems management (TDM/TSM) and improvements to existing transit services are shown on Table 1. The criteria to screen river crossing improvements and corridor-wide roadway and transit solutions are shown on Tables 2 through 5. The criteria for river crossing improvements and corridor-wide roadway and transit solutions have been separated into three sections: transportation performance (Tables 2 and 3), environmental screening (Table 4) and cost effectiveness (Table 5).

For Level 1 screening, detailed design information will not be available, so evaluations at this level will be based on qualitative, professional judgments. For Level 1 screening, information will be presented in one of the following ways:



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- **Pass/Fail.** For example, river crossing alternatives either will or will not include a pedestrian/bicycle facility.
- **Numerical result.** For example, travel time will be summarized by the number of minutes for a trip.
- **Poor/Fair/Good.** This is a three-point level of impact/effectiveness rating. For example, impact on parkland will be assessed as poor, fair or good.

### Why would an alternative be eliminated?

An alternative may be eliminated for one or more of the following reasons:

- \* An alternative offers little or no benefit based on the study goals and objectives compared to the no build alternative, particularly in relationship to impacts and costs.
- \* An alternative presents serious negative impacts that cannot be avoided, minimized or mitigated.
- \* An alternative does not meet the study's goals and objectives.

For additional information on the screening process as well as the progress of the study, please visit [www.tzbsite.com](http://www.tzbsite.com) or visit one of our two community outreach centers now open in Tarrytown (Tel: 914-524-0273) and Nyack (Tel: 845-348-7714).



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TABLE 1: TDM/TSM and Improvements to Existing Transit Services (Rating)

Criteria	Measurement Methods	Rating		
		Poor	Fair	Good
		○	◉	●
Traffic Operations	Potential to reduce congestion and/or incrementally increase vehicular capacity			
Auto Occupancy	Potential to increase ridesharing			
Peak Period Trip Reduction	Potential to reduce peak period vehicle trips			
Air Quality Impacts	Potential reductions in regional vehicle miles of travel			
Other Significant Adverse Impacts	Significant adverse impacts to other environmental resources, as appropriate given the characteristic of the improvement			
Cost Effectiveness	Rating on anticipated benefits in relation to costs			
Transit Ridership	Forecast increase in daily transit ridership as a result of the specific improvement	Number of riders		
Environmental Justice Impacts	Potential for disproportionate impacts to low income and/or minority populations	Yes/No		



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TABLE 2: River Crossing and Corridor-Wide Improvements  
Transportation Performance (Rating)

Criteria	Measurement Methods	Rating		
		Poor	Fair	Good
		○	◉	●
Freight	Potential to accommodate freight			
Non-Vehicular Travel	Inclusion of pedestrian and bicycle facilities			
Structural Integrity	Structural sufficiency rating, based on degree to which river crossing is brought into compliance with current structural standards			
Seismic Standards	Seismic sufficiency rating, based on degree to which river crossing is brought into compliance with current seismic standards			
Vulnerability	Assessment based on type and characteristics of structure(s)			
Alternative Modes on Separate Rights-of-Way	Presence of alternative modes on separate rights-of-way	Yes/No		
Non-Vehicular Travel	Inclusion of pedestrian and bicycle facilities	Yes/No		



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**TABLE 3: River Crossing and Corridor-Wide Improvements  
Transportation Performance (Quantified)**

<b>Criteria</b>	<b>Measurement Methods</b>	<b>Units/Rating System</b>
Travel Time (Highway)	AM peak period/peak direction travel times for selected pairs of origin and destinations	Average Time (minutes)
Travel Time (Transit)	AM peak period/peak direction travel times for selected pairs of origins and destinations	Average Time (minutes)
Alternative Modes on Separate Rights-of-Way	Presence of alternative modes on separate rights-of-way	Yes/No
Route Miles of Alternative Mode	Route miles of alternative mode facility provided	Number of Miles
Mode Split	AM peak period/peak direction percent of travel by transit and ridesharing at selected screenlines	Percentage
Mode Split	AM peak period/peak direction percent of travel by transit for selected travel markets	Percentage
Transit Ridership	Transit riders per day at key screenlines	Number of Riders
Reserve Capacity (Highway and Transit)	Year 2020 reserve peak period/peak direction person-capacity by all modes at selected screenlines	Persons per Hour



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**Level 1 Screening Criteria**

**TABLE 4: River Crossing and Corridor-Wide Improvements  
Environmental Screening (Rating)**

Criteria	Measurement Methods	Rating		
		Poor	Fair	Good
		○	◉	●
Land Use	Consistency with existing land use, and adopted land use plans and policies			
Socioeconomic	Impact on future growth plans			
Air Quality	Year 2020 change in daily regional vehicle miles of travel			
Acquisitions, Displacements and Relocations	Level of acquisitions, displacements and relocations			
Historic and Archaeological Resources	Potential to impact resources listed on or eligible for listing on the National or State Register of Historic Places			
Parklands and Section 4(f)/6(f)	Potential to impact permanently parks and 4(f)/6(f) resource			
Ecosystems	Potential impacts to endangered species			
Water Resources	Potential impacts to Hudson River ecosystems and water resources			
Construction Impacts Severity	Construction impact severity			
Construction Impact Duration	Construction impact duration			



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TABLE 5: River Crossing and Corridor-Wide Improvements  
Cost Criteria (Rating)

Criteria	Measurement Methods	Dollars
Capital Cost	Estimated capital cost in \$2003	\$

Criteria	Measurement Methods	Rating		
		High	Medium	Low
		○	◉	●
Operating and maintenance cost implications	Operating and maintenance cost implications			