

Welcome

Goethals Bridge Replacement Environmental Impact Statement (GBR EIS)

Public Open Houses
Elizabeth, NJ (06/27/06)
Staten Island, NY (06/28/06)

Lead Federal Agency:



Project Sponsor:



Consultant Team:
Berger/PB Joint Venture



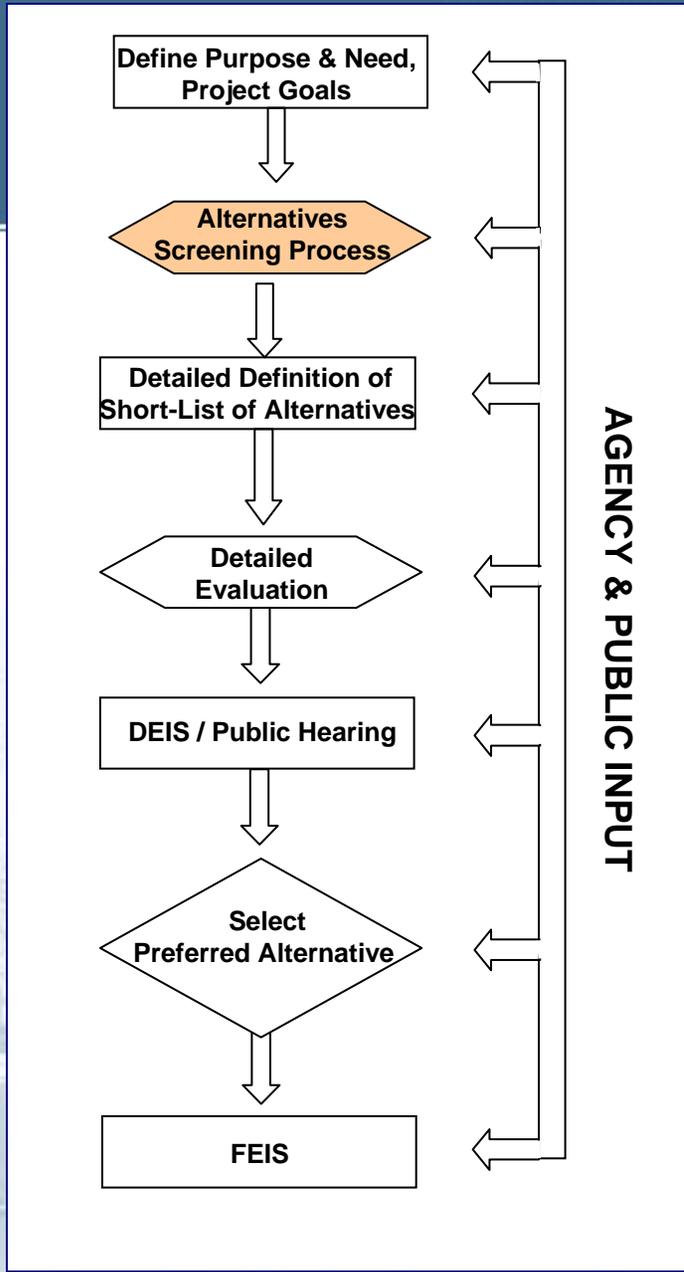


Agenda

- Current Status of EIS Process
- Purpose and Need
- Screening of Alternatives
- Summary of Findings
- Schedule
- Questions and Answers
- Open House Continued at Board Stations



Where are we?





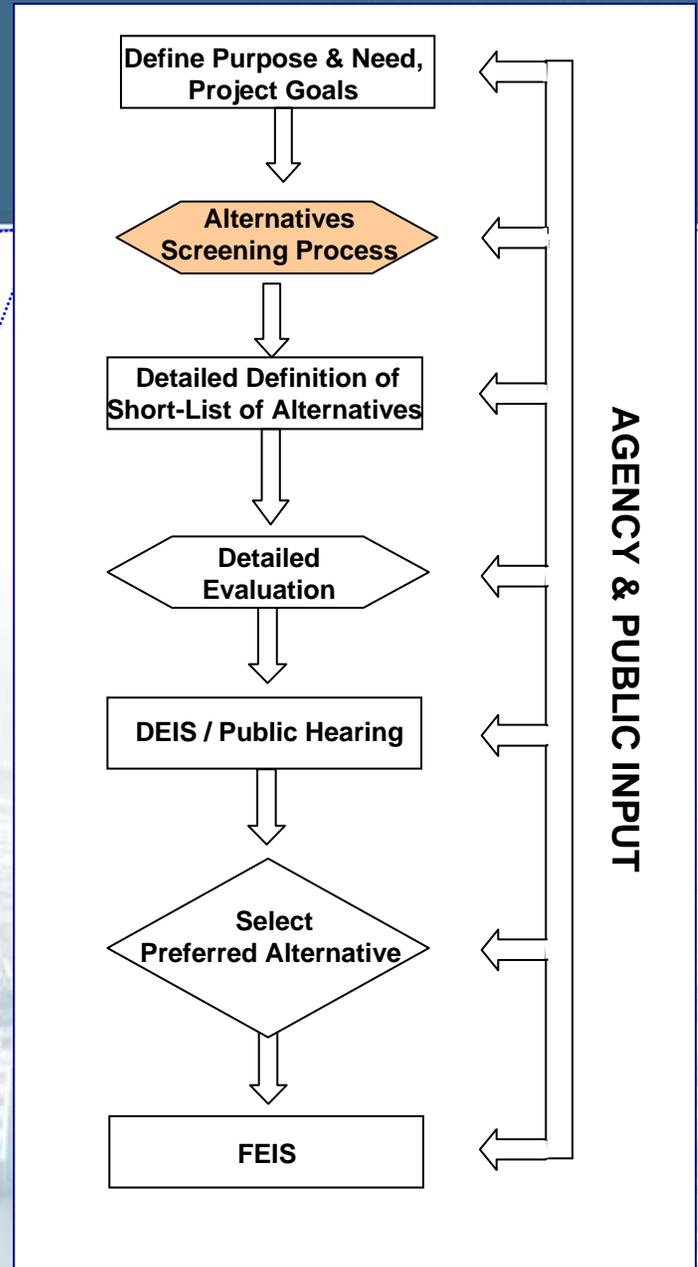
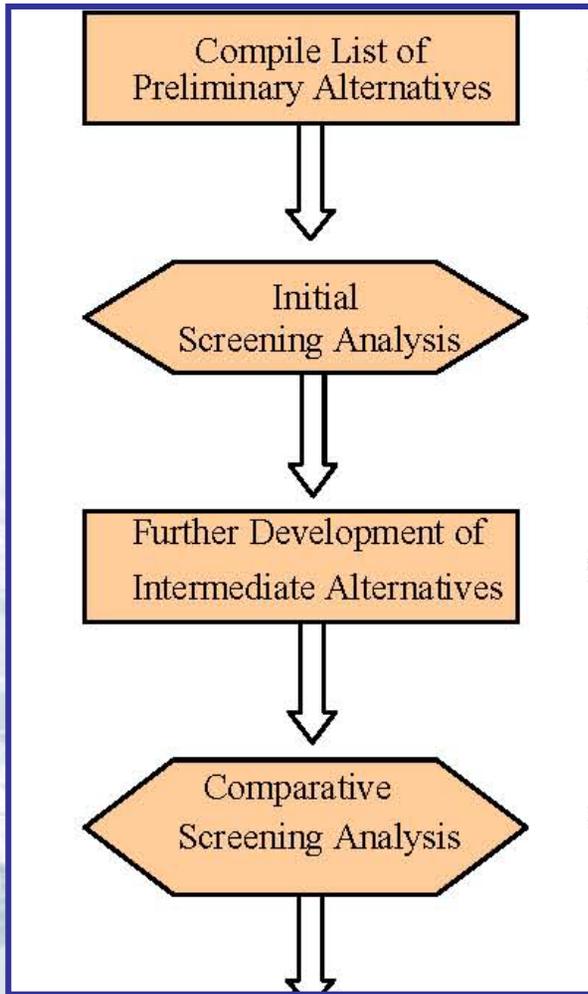
Purpose & Need for the Proposed Goethals Bridge Replacement

■ Existing Goethals Bridge:

- functional & physical obsolescence;
- need for ongoing maintenance, repair & rehabilitation at increasing costs;
- need for seismic retrofit;
- deficiency as a reliable transportation link;
- deteriorating traffic conditions & relatively higher accident levels;
- configuration/design and approach limitations for:
 - maximizing traffic flow improvements with E-ZPass technology
 - providing dedicated space for potential future transit & other non-SOV commutation options
 - providing safe/reliable truck access across the bridge
 - providing safe/secure pedestrian/bike access across the bridge



Context of Alternatives Screening Process





Preliminary Alternatives

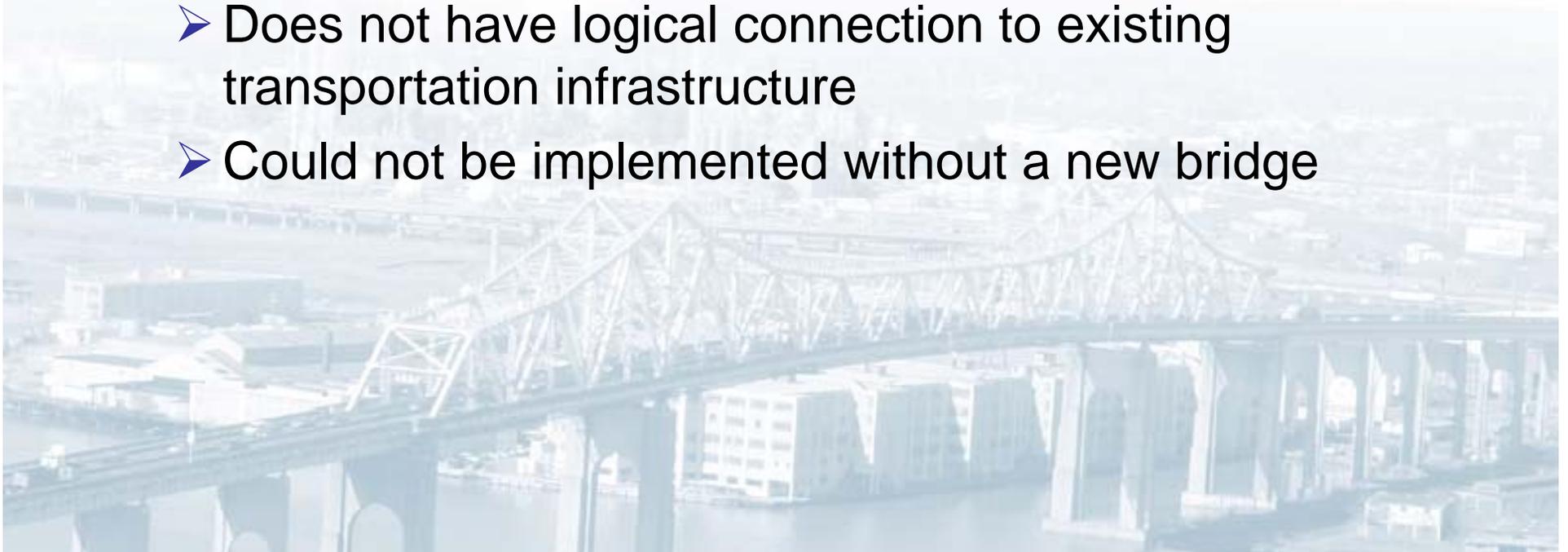
15 Preliminary Alternatives:

- 6 New-Crossing Alternatives
- 2 Transit Alternatives
- 3 Freight-Movement Alternatives
- 4 Travel Demand Management Alternatives



Key Reasons for Eliminating Preliminary Alternatives

- Does not address Project Purpose and Need & Goals
- Found to be Not Reasonable or Feasible
 - Does not have logical connection to existing transportation infrastructure
 - Could not be implemented without a new bridge





Additional Factors Considered for Screening of Remaining Alternatives

- Traffic / Transportation Performance
 - Goethals Bridge & Approaches
 - At Other Staten Island Bridges
- Environmental Impact Potential
- Construction Considerations





Advisory Committees Coordination

- Technical Advisory Committee
- Environmental Task Force
- Stakeholders Committee
- Additional Agency Meetings





Alternatives Advanced Through Screening

- **6-lane bridge replacement capacity:**
 - Single 6-lane bridge replacement – south
 - Single 6-lane bridge replacement – north
 - Twin 3-lane bridge replacements – south
 - Twin 3-lane bridge replacements – north

- **Complementary Transit Options**
 - Bus Rapid Transit (BRT) Service
 - Ferry Service

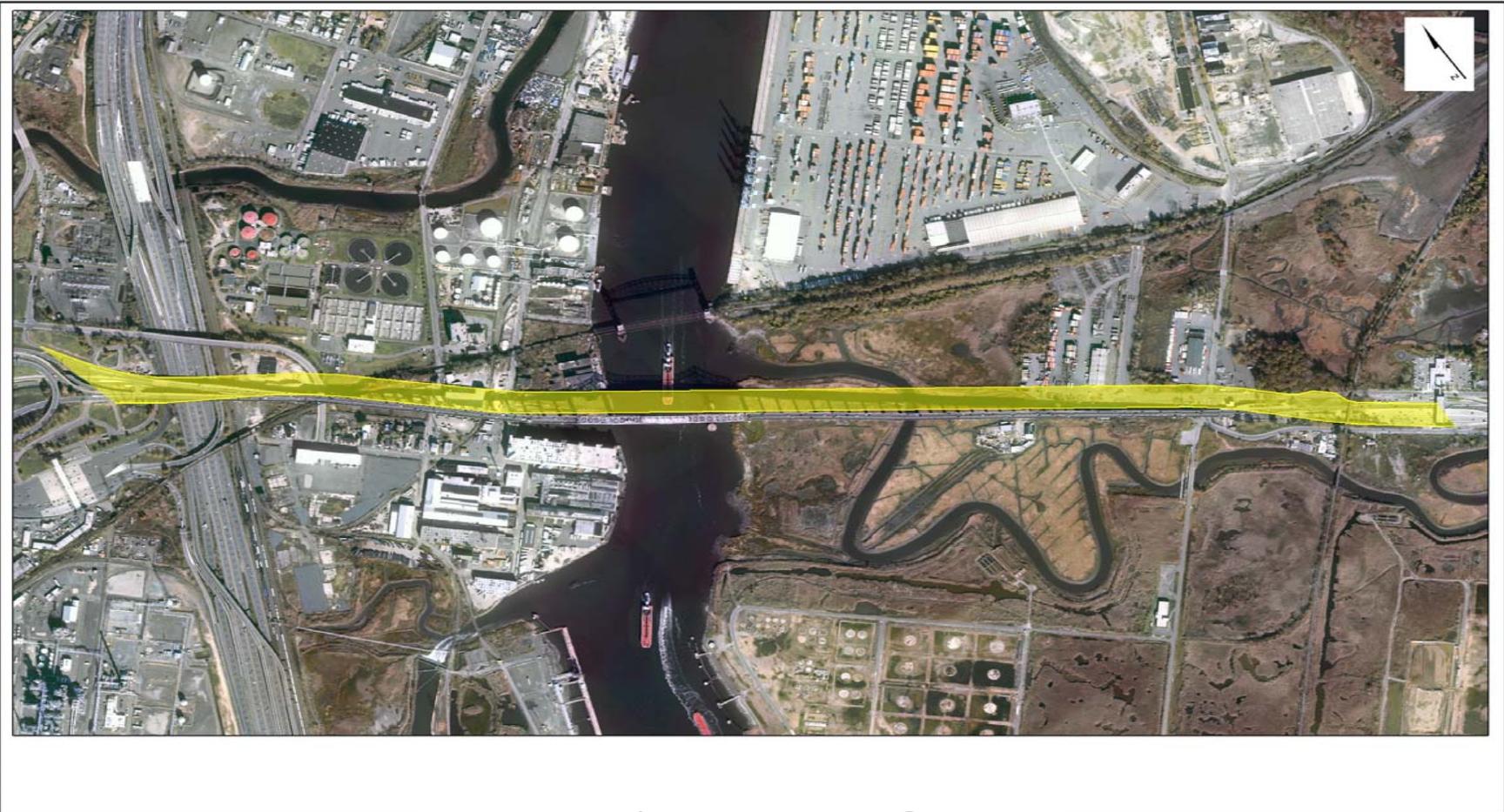


Single 6-Lane Bridge Replacement South





Single 6-Lane Bridge Replacement North





Twin 3-Lane Bridge Replacements South





Twin 3-Lane Bridge Replacements North





Complementary Transit Options Considered

- BRT in combination with 6-lane bridge replacement
 - Assumes 2 general purpose lanes and 1 BRT lane in each direction

- Ferry service in combination with 6-lane bridge replacement
 - Assumes 3 general purpose lanes in each direction with complementary ferry service



Traffic / Transportation Performance on Goethals Bridge & Approaches

- All four 6-lane bridge replacement alternatives:
 - Would improve future operating conditions on bridge from total breakdown (failure condition) to heavy traffic but without excessive delays (acceptable condition)
 - Would result in 35% fewer accidents than with existing bridge

- With complementary Ferry service:
 - No additional improvement in operating conditions
 - No additional improvement in accident levels



Traffic / Transportation Performance on Goethals Bridge & Approaches (cont'd)

- All four 6-lane bridge replacement alternatives with two lanes dedicated to BRT service:
 - Less improvement in operating conditions on bridge than without dedicated BRT lanes (improvement from breakdown conditions to still unacceptable at-capacity conditions)
 - Would not achieve desired congestion reduction on Goethals Bridge & approaches
 - Would result in 25% more accidents than 6-lane bridge replacement without dedicated BRT lane



Traffic / Transportation Performance on Other SI Bridges and Region-wide

- All four 6-lane bridge replacement alternatives (with or without complementary transit service) would result in:
 - No change in operating conditions on other Staten Island bridges
 - Slightly greater number of regional vehicle trips (except with BRT)
 - Slightly reduced regional vehicle miles traveled



6-Lane Bridge Replacement with Dedicated BRT Lanes

- BRT would result in only a few instances of travel time savings (transit trips would generally be longer than by auto)
- AM peak-period ridership would result in:
 - 50-52 bus trips per hour, or avg. of ~1 bus/minute in BRT lanes on Goethals Bridge
 - BRT lanes on Bridge would be under-utilized while general-use lanes would be congested



6-Lane Bridge Replacement with Dedicated BRT Lanes (cont'd)

Therefore...

- Further study of using one general-purpose lane in each direction on a replacement bridge(s) for a dedicated BRT lane is not warranted at this time

However...

- The use of BRT on either side of the bridge would not be precluded
- Expanded express bus service warrants investigation in EIS as an element of potential special-use lanes (e.g., HOVs, congestion-pricing) on proposed replacement bridge(s)

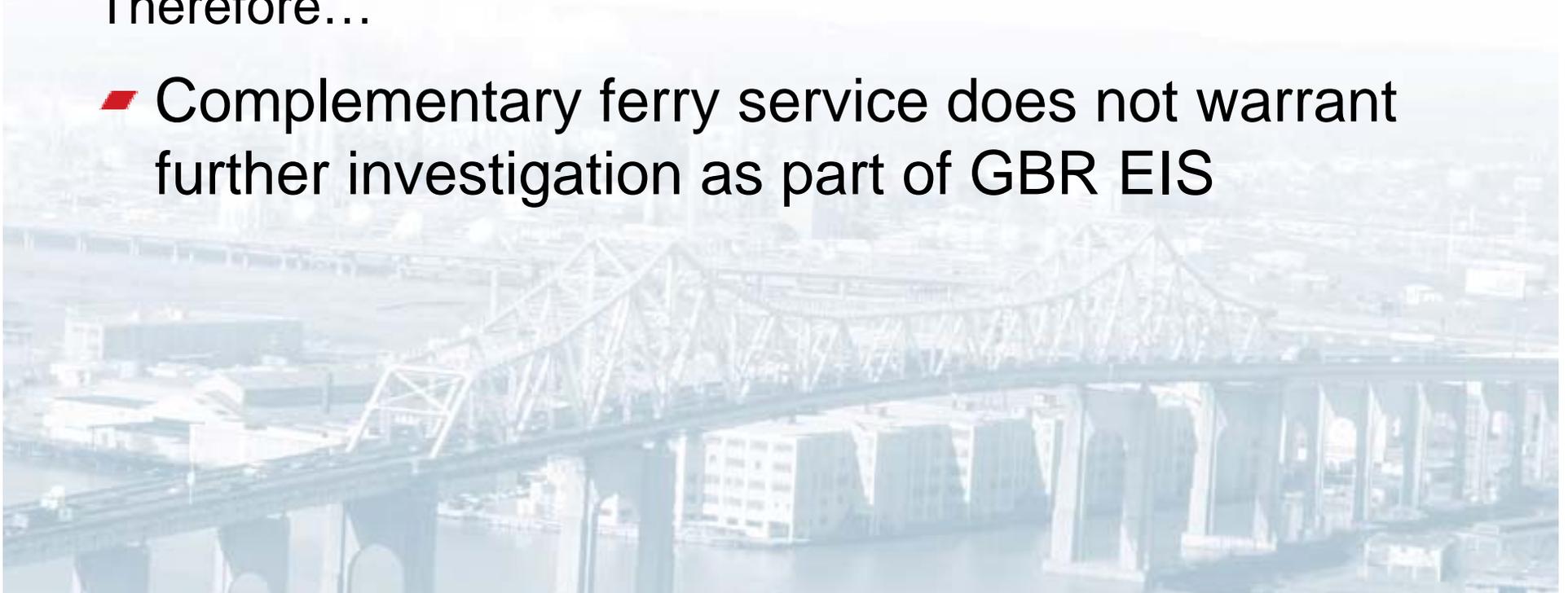


6-Lane Bridge Replacement with Complementary Ferry Service

- AM peak-period ridership is very limited

Therefore...

- Complementary ferry service does not warrant further investigation as part of GBR EIS





Environmental Screening Measures

- Wetland Resources
- Protected Species Habitat
- Essential Fish Habitat
- Cultural Resources
- Parkland and Recreational Areas
- Property Acquisition or Proximity Effect
- Noise-Sensitive Land Uses
- Known Hazardous Substance Sites
- Air Quality



Select Environmental Findings (Preliminary)

MEASURES	Alternatives				
	2030 No- Action	Single 6-Lane Replacement Bridge		Twin 3-Lane Replacement Bridges	
		South	North	South	North
Business Displacements	N/A	4	2	4	2
Residential Unit Displacements	N/A	28	0	11	9
New York Container Terminal Acreage Affected	N/A	0	4.1	0.15	2.17
Utility Impacts	N/A	0	1	0	0
Transportation Infrastructure Relocations	N/A	1	3	1	1
Wetland Acreage Affected	N/A	3.55	3.42	3.59	3.20
Areas of Potential Archaeological Sensitivity within Alignment	N/A	1	2	2	2
Hazardous Substance Sites within Alignment	N/A	1	0	1	1

Construction Considerations

MEASURES	Alternatives				
	2030 No-Action	Single 6-Lane Replacement Bridge		Twin 3-Lane Replacement Bridges	
		South	North	South	North
Duration of Construction (years)	N/A	4.5 yrs	5 yrs	6 yrs	6.5 yrs
Complexity of Traffic Maintenance During Construction	N/A	Medium	High	Medium	High
Preliminary Construction Cost Estimate (2005 dollars)*	N/A	\$500M	\$561M	\$547M	\$604M

***Construction cost estimate does not include all project costs, excluding costs such as property acquisition, demolition of the existing bridge, impact mitigation, relocation of other facilities, etc.**

No Clear Winner or Loser

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BEST WORST



Summary Findings

- All four bridge replacement alternatives proposed to be carried forward for detailed evaluation in DEIS
 - Single 6-lane bridge replacement – south
 - Single 6-lane bridge replacement – north
 - Twin 3-lane bridge replacements – south
 - Twin 3-lane bridge replacements - north



Summary Findings (cont'd)

- Complementary BRT and Ferry services are not proposed to be carried forward for detailed evaluation in the DEIS

However...

- Potential special-use lanes (e.g., express bus service, HOVs, congestion pricing) are proposed to be carried forward for detailed evaluation in the DEIS



EIS Schedule

- Newsletters
- Final Public Outreach Meetings
 - Fall 2006
 - Presentation/Discussion of Impacts of DEIS Alternatives
- Draft EIS/Public Hearings – early 2007



www.goethalseis.com

Thank you.

