

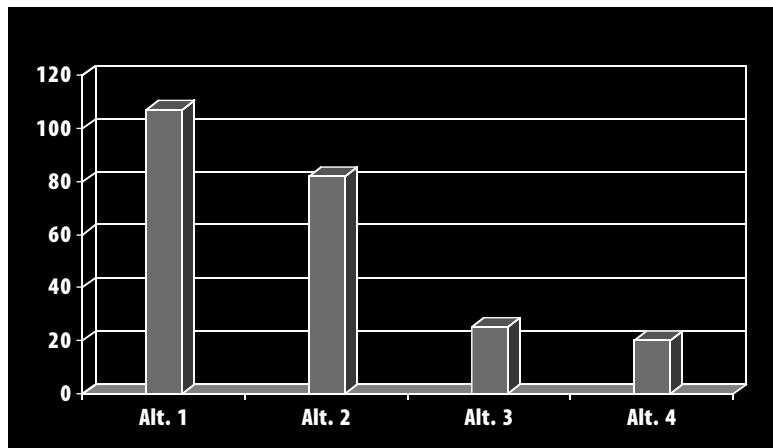
Evaluation of Alternatives

The following is a summary of how the four alternatives compared, based on the future conditions, in 2020, if no congestion management plan were implemented.

Performance Measure	Alternative			
	1	2	3	4
Decrease auto miles traveled?	Yes	Yes	No	No
Reduce number of auto trips?	Yes	Yes	No	No
Reduce auto travel time lost in congestion?	Yes	No	Yes	Yes
Reduce congested route miles?	Yes	No	Yes	Yes
Increase vehicle occupancy?	Yes	Yes	No	No
Increase speed of intra-Island transit?	Yes	Yes	Yes	Yes
Increase auto speed?	Yes	No	Yes	Yes
Reduce truck delay?	Yes	No	Yes	Yes
Increase share of person trips by transit?	Yes	Yes	No	No
Decrease tailpipe emissions?	Yes	Yes	No	No

Note: Bold type represents projected improvement of 10% or greater (Yes), or conditions worsening by 10% or more (No), as compared with the conditions in 2020 without the Alternative.

Overall Effectiveness



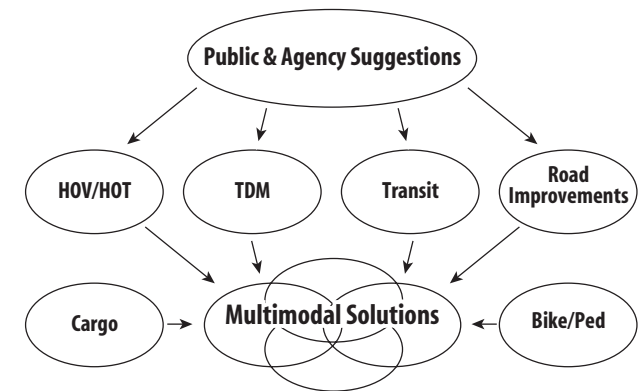
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What Transportation Options Were Considered?

Shaping the Solutions

Over 500 potential congestion-management solutions were suggested by the public, transportation agencies, advocacy groups, and other stakeholders for consideration in the *LITP2000* Study. All 500 were evaluated to find which would most effectively deal with Long Island's traffic problems. The best performing strategies were combined to create four different multi-modal alternatives for further testing and evaluation (outlined below).



The first rounds of testing made it clear that transit improvements should be considered the primary component of any *LITP2000* solution. Travel patterns on Long Island are varied and complex, so state-of-the-art computer programs developed just for the Study were used to determine where the most trips on Long Island would be best served by new transit improvements. Because further evaluation showed that there are locations where transit improvements alone wouldn't be enough, complementary roadway improvements were

identified with the cooperation of each Long Island town's supervisor or planning and highway departments. A well-designed transit system will help reduce reliance on autos, particularly during rush hours.

Other LI transportation improvements that any LITP2000 solution would be integrated with:

- ✓ Local bus system improvements
- ✓ LIRR East Side Access Project, providing connection to Grand Central Terminal
- ✓ Improved LIRR services planned to be in place by 2010 and 2020
- ✓ LIE HOV lanes, Exits 32 to 64
- ✓ Bicycle and pedestrian improvements

Alternative 1

(The Proposed Plan)

- Long Island Rapid Commute (LIRC) transit system
 - About 90 Transit routes
 - Priority lanes (about 70 miles) on expressways and parkways (carpools permitted to use excess capacity, if any)
- Roadway improvements (about 130 miles)
- Goods movement, bicycle and pedestrian strategies

Alternative 2

Same as Alternative 1 but with value-pricing toll strategies. A toll would be charged during peak travel times for people traveling alone in their cars on certain roadways. This toll would encourage people to travel outside of rush hours, to form carpools, or to take advantage of the new LIRC transit system.

- LIRC transit system, roadway improvements, goods movement, bicycle and pedestrian strategies, all same as in Alternative 1

- Value pricing
 - Barrier-free electronic tolls on all parkways and expressways (\$0.15 per-mile fee for all vehicles except buses and carpools)
 - Parking charges at work sites (fees of \$1.50 per day for all vehicles)

Alternative 3

- Roadway improvements (about 190 miles)
- 2+ carpool lanes on the Southern State Parkway
- Goods movement, bicycle and pedestrian strategies

Alternative 4

Roadway improvements as in Alternative 3, but also with High-Occupancy-Toll (or "HO/T") lanes. HO/T lane users driving alone would be charged during rush hours, while car-poolers would ride for free.

- Roadway improvements (about 190 miles)
- HO/T lanes on 12 miles of the Northern State Parkway
 - Barrier-free electronic tolls (\$0.15 per-mile fee for all vehicles except 2+ carpools)
- Goods movement, bicycle and pedestrian strategies

Sophisticated technical procedures were used to evaluate these four congestion-management alternatives. **The testing of Alternatives 1 through 4 revealed that:**

- Alternative 1 would be the most effective in managing congestion.
- Roadway pricing strategies (Alternative 2) would result in intolerable congestion on parallel roadways and local streets.
- Roadway improvements alone (Alternatives 3 and 4) would not substantially relieve congestion.

Alternative 1 has been recommended as the proposed plan.