



THE TAPPAN ZEE BRIDGE/I-287 ENVIRONMENTAL REVIEW

ALTERNATIVES

This fact sheet is part of an extensive public outreach program that is at the center of a regional study to improve mobility within the I-287 Corridor, between Suffern and Port Chester, and to address structural issues related to the Tappan Zee Bridge. The study is being conducted by the New York State Department of Transportation, the New York State Thruway Authority and MTA Metro-North Railroad under the supervision of the Federal Highway Administration and the Federal Transit Administration, the federal co-leads for the National Environmental Policy Act (NEPA) process.

* The choices ahead

The Tappan Zee Bridge is handling more than 135,000 vehicles a day—far more per day than intended—and traffic, congestion and delays are mounting. The bridge will require significant rehabilitation from here forward, and costs will increase. It now costs many millions of dollars a year to maintain and repair the bridge.

- + Do we continue to repair the bridge or do we replace it?
- + If we replace the bridge, what type of transit do we add to get some of the tens of thousands of cars off the road?

During the first stage of the Tappan Zee Bridge/I-287 Environmental Review, the Alternatives Analysis, more than 150 suggestions on how to improve conditions in the I-287 Corridor were identified, studied and combined into 16 different scenarios that were analyzed for their environmental impact, constructability, cost and ability to improve mobility in the I-287 Corridor. The six alternatives that remained at the end of that screening process are now being studied in more detail in the Draft Environmental Impact Statement (DEIS) process.



**\$\$
MILLIONS**
to keep the
bridge open
& safe

Adding buses or
commuter trains would
get some of the cars
off the road



THE ALTERNATIVES WE WILL STUDY IN THE DEIS ARE:

[Alternative 1] : No Build. Required as part of the DEIS process, this alternative keeps the existing Tappan Zee Bridge and works to avoid further deterioration of the bridge and I-287. This alternative also includes corridor and highway transportation improvements, including I-287 in Westchester County, authorized in the region's Transportation Improvement Program (TIP).

[Alternative 2] : Rehabilitation of the existing Tappan Zee Bridge with some new low-cost transportation improvements. This includes rehabilitation and seismic retrofit of the seven-lane Tappan Zee Bridge, authorized corridor improvements as in Alternative 1. It also includes capital commuter rail improvements west of the Hudson River including increased parking facilities and low-cost Travel Demand Management and Transportation Systems Management (TDM/TSM) measures to change travel patterns to reduce the number of vehicles using highways, such as new park & ride facilities, changes to toll facilities and congestion pricing.



[Alternative 3] : New bridge, highway improvements and a full corridor Bus Rapid Transit (BRT) system >> Key elements:

- + A new bridge, with four general purpose (mixed-traffic) lanes in each direction, shoulder lanes for breakdowns, one lane in each direction for high-occupancy vehicles and for single-occupancy vehicles willing to pay a higher toll (High Occupancy Toll or HOT lane) and a pedestrian/bicycle path.
- + New cross-corridor BRT in reserved lanes between Suffern and Port Chester. In Rockland County, reserved lanes would accommodate ridesharers and those willing to pay higher tolls. In Westchester County, BRT would be in bus-only reserved lanes.
- + I-287 improvements in Rockland County including extended climbing lanes for slow moving traffic, especially trucks.
- + TDM/TSM measures (Alternative 2)

[Alternative 4A] : New bridge, highway improvements and commuter rail between Suffern and Port Chester >> Key elements:

- + A new bridge (Alternative 3), with 2 tracks to accommodate cross-corridor commuter rail that would link the New Haven, Harlem, Hudson, Pascack Valley and Port Jervis lines.
- + New commuter rail service between Suffern and Port Chester, providing a one-seat ride for Rockland and Orange counties via direct connection to the existing Hudson Line and a new station near the Tappan Zee Bridge toll plaza. A transfer at White Plains would allow passengers to access the Harlem Line, and trains would continue into Connecticut up the New Haven line.
- + Authorized TIP improvements (Alternative 1), TDM/TSM measures (Alternative 2) and changes to I-287 (Alternative 3).

[Alternative 4B] : New bridge, highway improvements, commuter rail between Suffern and Tarrytown, and Light Rail Transit (LRT) between Tarrytown and Port Chester >> Key elements:

- + The same new bridge facility described in Alternative 4A.
- + Commuter rail from Suffern to a new Westchester County rail station near the existing Tappan Zee Bridge toll plaza, providing a one-seat ride to Midtown Manhattan for Rockland and Orange counties. This commuter rail service also would include a transfer to a new cross-Westchester County LRT service at the new Tappan Zee rail station for travel eastward to White Plains and Port Chester (allowing transfers to the Harlem and New Haven lines).
- + Authorized TIP improvements (Alternative 1), TDM/TSM measures (Alternative 2) and changes to I-287 (Alternative 3).

[Alternative 4C] : New bridge, highway improvements, commuter rail between Suffern and Tarrytown, and Bus Rapid Transit (BRT) between Tarrytown and Port Chester >> Similar to Alternative 4B:

- + The same new bridge facility described in Alternative 4A.
- + Commuter rail from Suffern to a new Westchester County rail station near the existing Tappan Zee Bridge toll plaza, and providing a one-seat ride to Midtown Manhattan for Rockland and Orange counties. This commuter rail service also would include a transfer to a new cross-Westchester BRT service at the new Tappan Zee rail station for travel eastward to White Plains and Port Chester (allowing transfers to the Harlem and New Haven lines).
- + Authorized TIP improvements (Alternative 1), TDM/TSM measures (Alternative 2) and changes to I-287 (Alternative 3).

GET INVOLVED, STAY INVOLVED

Visit the project Web site:

<http://www.tzbsite.com>

Send us an e-mail:

tzbsite@thruway.state.ny.us

Visit the Community Outreach Centers:

• Tarrytown Office

Wednesdays/Thursdays, 10 am-3 pm
333 S. Broadway, Tarrytown, NY 10591
(914) 524-0273

• Nyack Office

Wednesdays/Thursdays, 4 pm-8 pm
Saturdays, 11 am - 4pm
203 Main St., Nyack, NY 10960
(845) 348-7714

Write to us:

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To join the Tappan Zee Bridge/I-287 Environmental Review mailing list and learn more about this study, please complete the form below and return to:

Michael P. Anderson, Project Team Leader, Tappan Zee Bridge/I-287 Corridor Environmental Review, Community Outreach Center, 333 S. Broadway, Tarrytown, NY 10591

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