What’s in it for Orange County?

Meeting the region’s mobility needs is critical to serve growing demand, to achieve economic growth and to support our quality of life. Each alternative being evaluated by the Project Team offers different potential benefits to the region, but all are focused on cross-corridor solutions that address traveler needs on both sides of the Hudson River, between Suffern and Port Chester.

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.

Each of the alternatives under study offers different potential benefits to Orange County and the region:

**Traveler Benefits**

- A **one-seat commuter rail link** would be provided from west of the Hudson River to Midtown Manhattan.
- More **transit options** would be available along the I-287 Corridor for the growing commuter population, including that destined for Rockland and Westchester counties, as well as Midtown Manhattan.
- **Transit access** would be improved to employment centers in Westchester, Rockland and Orange counties as well as in Connecticut.
- A **cross-corridor transit link** would provide new transit connectivity among the New Haven, Harlem, Hudson, Pascack Valley and Port Jervis lines, as well as improved mobility in the corridor.
- **Shorter and more predictable travel time** across the Hudson would be provided with all the transit options. For example, a bus trip from Orange County to White Plains could be reduced by as much as 20 minutes.
- **Climbing lanes** along I-287 in Rockland County for trucks and other slow-moving vehicles would keep traffic flowing.
SAFETY BENEFITS
+ Breakdown lanes and a permanent median on the bridge would improve mobility and safety.
+ Improvements to the bridge would meet current seismic and design criteria.

ECONOMIC GROWTH BENEFITS
+ An improved commuting environment would make the Lower Hudson Valley more attractive to new employers – in Orange, Rockland and Westchester counties as well as in Connecticut.
+ Improved access would provide greater mobility for commuters and customers.
+ A better commute would provide greater access to a larger pool of workers from throughout the region.
+ Trucks, which serve area businesses and residents, would move more easily in the region, making deliveries more efficient.

QUALITY OF LIFE BENEFITS
+ New recreational opportunities would be created by pedestrian and bicycle access on the bridge, with connections to pedestrian and bicycle trails on the east side of the river.

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:
Michael P. Anderson, Project Team Leader
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Community Outreach Center
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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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