



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

## THE TAPPAN ZEE BRIDGE/I-287 ENVIRONMENTAL REVIEW

### BENEFITS

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.

## \* What's in it for Rockland 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 Rockland 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 Westchester County and 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 Pascack Valley, Port Jervis, Hudson, Harlem and New Haven lines, as well as improved mobility in the corridor.
- + **New transit stations** in Rockland County would allow more points of entry into the public transportation system.
- + Rail trips into Manhattan's east side would be shortened by 25 to 45 minutes.
- + **Shorter and more predictable travel time** across the Hudson River would be provided with all the transit options. For example, a bus trip from Suffern to White Plains now takes 70 minutes—with one of the new transit options, that trip would take take less than 40 minutes.
- + **Climbing lanes** along I-287 in Rockland County for trucks and other slow-moving vehicles would keep traffic flowing.



## SAFETY BENEFITS

- + **Breakdown lanes** on the bridge would improve mobility and safety.
- + Improvements to the bridge would meet current **seismic and design criteria**.
- + **Highway improvements** would provide for a faster, safer and more reliable trip.

## ECONOMIC GROWTH BENEFITS

- + An **improved commuting** environment would make the Lower Hudson Valley more attractive to new employers – in Rockland, Westchester and Orange counties as well as in Connecticut.
- + Improved access would provide **greater mobility** for commuters and customers.
- + A better commute would provide Rockland County employers with **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 transit stations** would offer the opportunity for transit-oriented development.
- + **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.
- + Transit options and safety improvements would **decrease overflow traffic** on local roads.



### GET INVOLVED, STAY INVOLVED

Visit the project Web site:

<http://www.tzbsite.com>

Send us an e-mail:

[tzbsite@thruway.state.ny.us](mailto: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

Tappan Zee Bridge/I-287 Corridor

Environmental Review

Community Outreach Center

333 S. Broadway, Tarrytown, NY 10591

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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