



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

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

### TRANSPORTATION OPTIONS

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.



Light Rail Transit  
Michael Rosenthal - NJ TRANSIT



Bus Rapid Transit  
MTA New York City Transit



Commuter Rail Transit  
MTA Metro-North

## \* Transportation options explained

The Tappan Zee Bridge and the I-287 Corridor are regional lifelines, but they are congested and subject to major delays that pose **mobility concerns**. These problems are growing. There are no simple fixes. These are the issues that must be considered:

- + Highway and public transportation options
- + Environmental and economic conditions
- + Quality of life for residents and travelers

The six alternatives under study in the Draft Environmental Impact Statement process of the Tappan Zee Bridge/I-287 Environmental Review include services to improve mobility in the corridor, and some include various types of transit. Here is what is under study:

### BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) is a roadway-based rapid transit system that is in many ways similar to commuter rail service. It offers high-capacity rapid transit service on reserved lanes both on freeways and city streets, enabling buses to travel at higher speeds and to have more reliable travel times. By using roads, BRT doesn't require expensive tracks and other support infrastructure. Vehicles can be low-emission hybrid electric or powered by compressed natural gas (CNG).



## COMMUTER RAIL TRANSIT (CRT)

Commuter Rail Transit (CRT) is electric or diesel-propelled heavy railway train service operating at high speeds (70-100 mph). Stations are generally two or more miles apart in urban areas and further apart in less developed rural areas. CRT is usually fully grade separated or can cross streets at grade. CRT in the NYC Metropolitan region is operated by Metro-North Railroad, Long Island Rail, and New Jersey Transit.

## LIGHT RAIL TRANSIT (LRT)

Light Rail Transit (LRT) operates electric or diesel vehicles carrying up to 200 passengers at speeds up to 55 mph. LRT runs either on tracks on exclusive lanes in city arterials or in a separate right-of-way. Light rail vehicles can operate singly or in trains and are generally much quieter than buses.

## HIGH-OCCUPANCY TOLL LANES (HOT)

High-Occupancy Toll (HOT) lanes are vehicle lanes that are reserved for high-occupancy vehicles and single-occupancy vehicles that choose to pay a variable toll, which is set to maintain the uncongested level of service. HOT lanes are also used by buses and emergency service vehicles.

## TRAVEL DEMAND MANAGEMENT/TRANSPORTATION SYSTEMS MANAGEMENT MEASURES (TDM/TSM)

Travel Demand Management and Transportation Systems Management (TDM/TSM) measures are relatively low-cost measures that are implemented to inform travelers of current conditions and to potentially change travel patterns. Such measures might include new park and ride facilities, changes to toll facilities, and mechanisms that encourage drivers to shift the time and frequency of on the road travel.

Each of the alternatives under study offers different potential benefits to the region. The study is focused on finding cross-corridor solutions that address traveler needs on both sides of the Hudson River, between Suffern and Port Chester.



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### 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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