

Reshaping Westchester's I-287 Corridor

Making the Most of A Major Investment in Regional Transportation



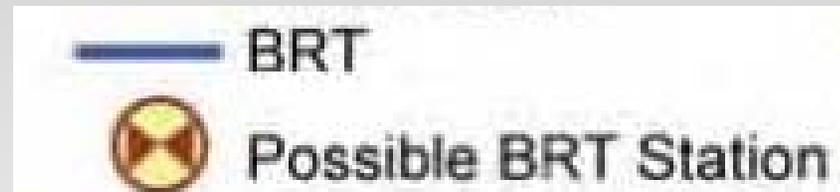
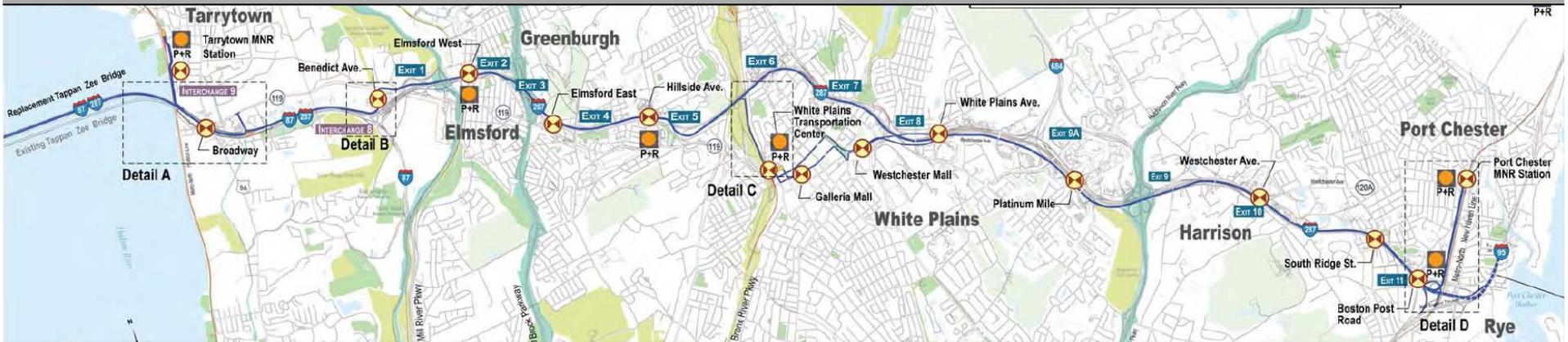
NYMTC Brown Bag Lunch

*Bill Brady, AICP
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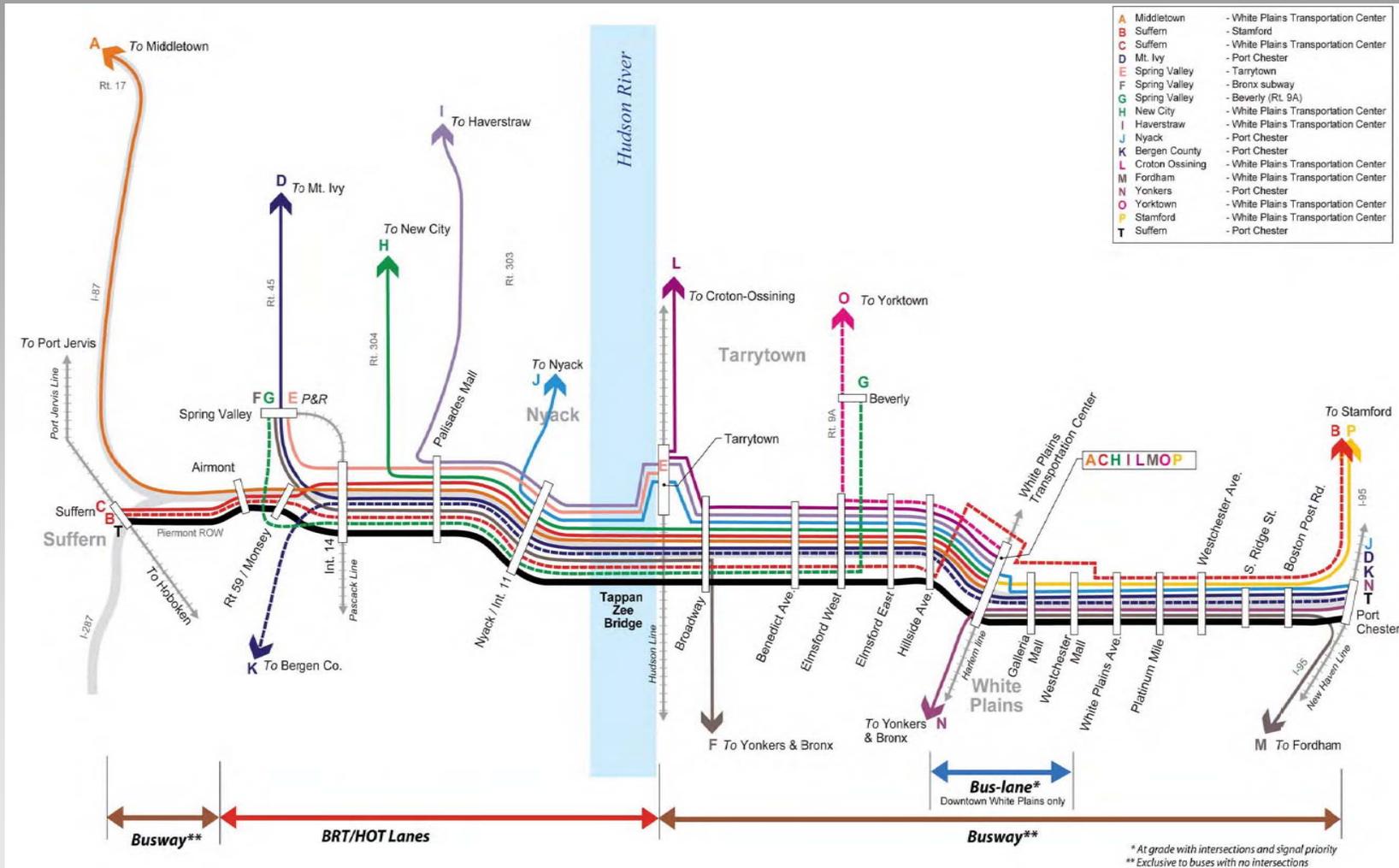


I-287 Corridor Project





I-287 Corridor Project





What is BRT?

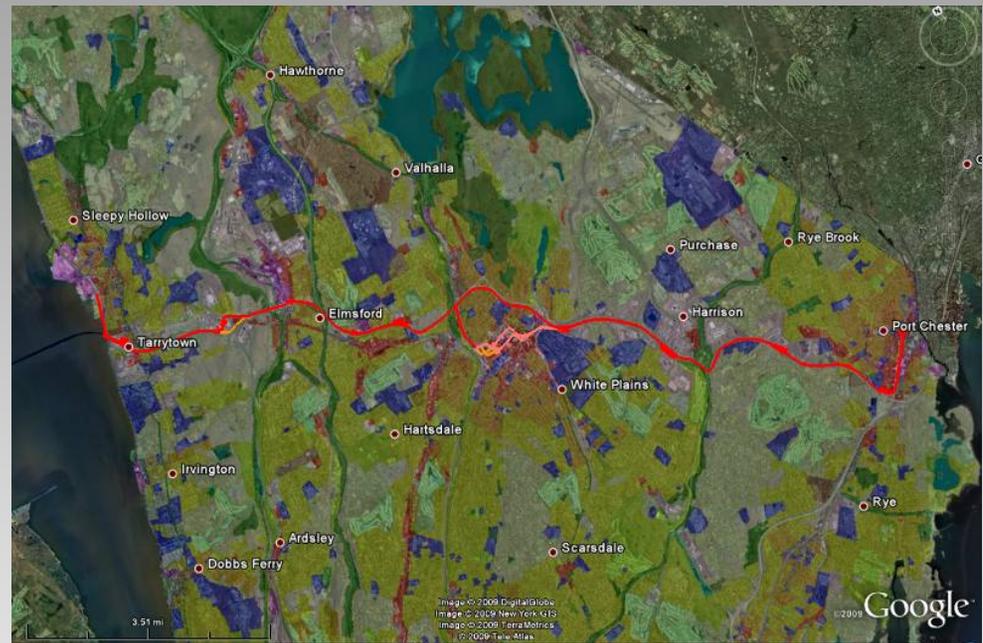
- NOT simply another bus service
- Can take many forms
- For I-287, BRT will likely include
 - Stations
 - Pre-paid fare
 - Limited stops
 - Separated runningway
 - Level boarding





Coordination and outreach

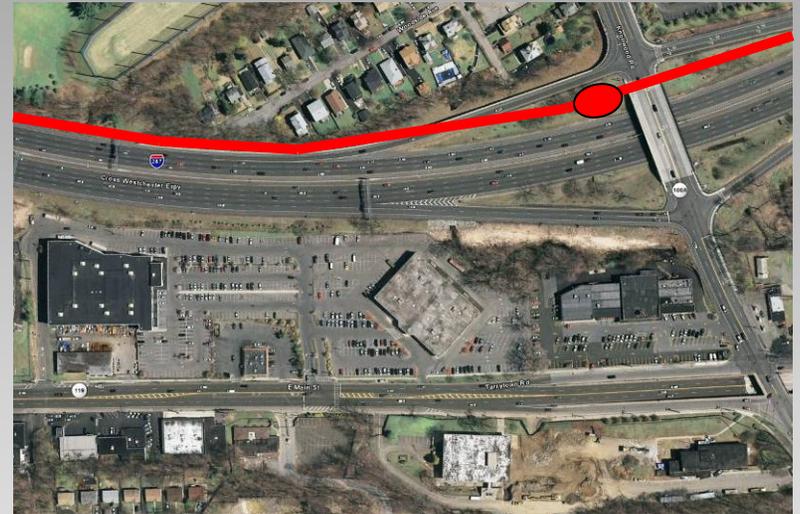
- Project Team
- Westchester County and 9 municipalities
- TOD Training Team
- Municipal comprehensive plan updates





Rail and station alternatives

- 80+ route-station alternatives
- Potential TOD locations
- Fact sheets for each alternative
- Land-use impacts of new BRT service
- Generate local discussion



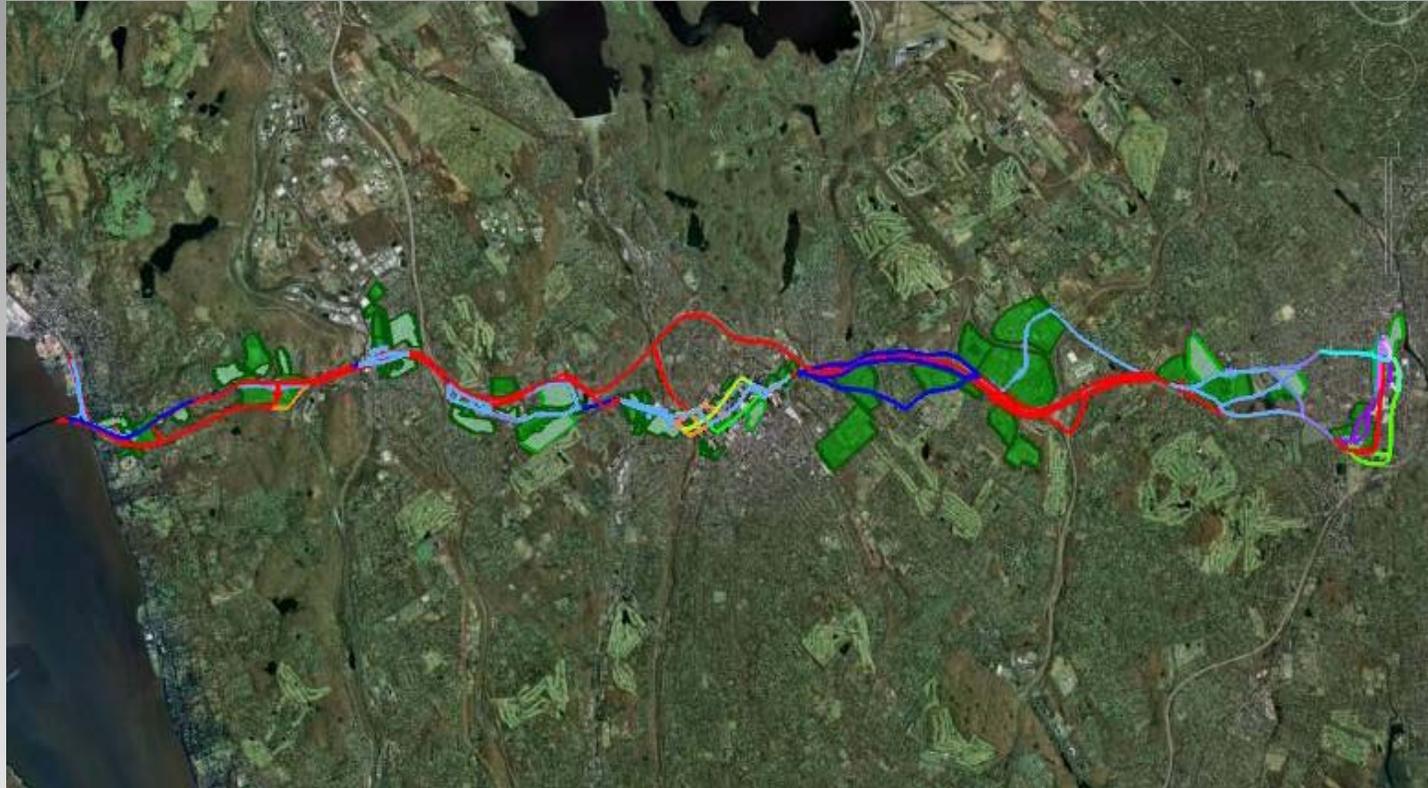


Rail and station alternatives

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
S. Broadway Eastbound Connector (07-16)	This route would connect the Main Street route (07-15) with Westchester Ave via a new <u>guideway</u> that would travel along the north east side of Westchester Avenue in the portion of the ROW that is currently planted	<ul style="list-style-type: none"> • More direct route from Main St to Westchester Ave • Eliminates the need for a hairpin turn at the Armory • Allows EB service to reach more possible station locations 	<ul style="list-style-type: none"> • Would require the use of ROW that is currently being used as green space 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this connector route 	<ul style="list-style-type: none"> •
Hamilton Ave. Eastbound Route (07-17)	This route would enter White Plains from the west 'against the grain' on the north side of Hamilton Ave, proceed through downtown on Hamilton, turning south on S. Broadway and then following either route 07-15 or 07-16.	<ul style="list-style-type: none"> • Very direct route through White Plains • Keeps EB (and potentially WB) service immediately adjacent to train station • East end of Hamilton is quite wide and currently supports traffic in both directions. • Supports downtown stations 1 block removed from center of downtown. • Brings EB service close to several potential redevelopment sites (WP Mall, Hamilton parking garage, area on Barker). • Would allow for possibility of EB and WB service to travel along the same route. 	<ul style="list-style-type: none"> • Would require reconfiguring the western portion of Hamilton Ave to support BRT service that was 'against the grain' of current traffic flow. • Would be 1-plus blocks from Galleria in downtown. • Would be 2-plus blocks from government buildings in downtown. 	<ul style="list-style-type: none"> • NYSDOT is not considering EB service on Hamilton. 	<ul style="list-style-type: none"> • It appears that with the exception of one, maybe two, <u>pinchpoints</u>, Hamilton Ave's ROW could be expanded without impacting any buildings.
Main St. Eastbound Entrance Route (07-18)	This route would enter White Plains from the west along Main Street, then turn north on Bank Street before turning east on Hamilton – it would then continue to follow route 07-17.	<ul style="list-style-type: none"> • Would not need to reverse traffic flow on Main or Bank St. 	<ul style="list-style-type: none"> • Would require two 90-degree turns upon entering White Plains • Would not be the most direct route through White Plains. 	<ul style="list-style-type: none"> • NYSDOT is considering this route. 	<ul style="list-style-type: none"> • While the route could return to Main St at North Lexington that would mean circling ¾ of a block just to service one (very important) station. • If a Main St entrance is used, traffic will either have to be altered on some street and/or EB service will have to endure a major 'detour' to service the Trans Center.
Martine Ave. Westbound Route (07-19)	This route would begin on Westchester Ave in the vicinity of The Westchester Mall, make the U-turn onto S. Broadway, before turning west on Martine all the way to N. Lexington, at which point it would turn north toward the Trans center.	<ul style="list-style-type: none"> • Route would be close to the Galleria, government offices, and downtown. • Route would be close to the E. Post Road Corridor, which could be a candidate for redevelopment. • Could leave White Plains via Hamilton or a new Water St extension. • This is the route that was chosen as the preferred alternative for the Central Avenue BRT. • This is the current route of most WB Bee-Line busses. 	<ul style="list-style-type: none"> • Would require a U-turn at S. Broadway. • Would require going 'against the grain' on N. Lexington for at least two blocks, possibly four if option 07-19b is used to access a new Water St extension. • Slightly further away from office buildings on Hamilton, and redevelopment sites on Hamilton (WP Mall, Hamilton Garage) 	<ul style="list-style-type: none"> • NYSDOT is considering a similar route. 	<ul style="list-style-type: none"> •



Visioning future TOD



Catalog of alternatives developed by WCDP

Interactive Google Earth format

Community outreach



Visioning future TOD



Catalog of alternatives developed by WCDP

Interactive Google Earth format

Community outreach



I-287 Corridor website

www.westchestergov.com/BRT

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I-287 and Tappan Zee Bridge

I-287 Corridor and Tappan Zee Bridge Plan

Westchester's first east-west bus rapid transit system

In September 2008, the New York State Department of Transportation announced that a Bus Rapid Transit system (BRT) will be constructed along the I-287 corridor in Rockland and Westchester counties as part of the project to replace the Tappan Zee Bridge (TZB). The new BRT system is expected to be operational the day that the new bridge opens and will be the first east-west rapid transit system in the county. Not only will the transit system help relieve congestion, it will provide linkages between the county's three existing north-south rail systems.



Bus Rapid Transit

Transit-Oriented Development

Project Timeline

Task Force

County Planning Meetings

Background

The new rapid transit system will provide unique opportunities to Westchester County and the region. To make the most of these opportunities, Westchester County is actively working with the TZB project team to help ensure the success of the new mass transit system. Recognizing that many decisions regarding the system must still be made, the county is recommending that the following characteristics be included in the final design of the new BRT system:

- The BRT system should be separated from general traffic as much as possible. Ideally, the new BRT system should operate in its own independent right-of-way.
- Stations should be accessible to pedestrians and should be strongly integrated with the surrounding land use – that is to say, they should not be in the middle of parking lots or in the middle of I-287.
- The new BRT system should be designed so as to complement existing bus and train transit services and, where possible, should exploit the opportunities for local feeder service.

The Westchester County Planning Board and County Department of Planning are also actively working with the eight municipalities along I-287 that will be affected by this project, offering services to make sure the outcome of the state's planning process will support the vision of the towns, villages and cities along the corridor. Specifically, we are working with local communities to explore how the BRT system will support local land use strategies, such as Transit Oriented Development (TOD).

To learn more about the key planning issues associated with the Tappan Zee Bridge and I-287 corridor use the navigation on the right. The information will be updated frequently as it becomes available. You may also visit the official Web site of the [Tappan Zee Bridge/I-287](#) project.



I-287 Corridor website

www.westchestergov.com/BRT

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Westchester County, New York

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Department of
Planning

Route and Station Ideas

Alternative BRT route alignments and station development concepts

The following visioning exercise, developed by the Westchester County Department of Planning, highlights potential Bus Rapid Transit (BRT) alignments and 3D modeling techniques used to maximize transit oriented development (TOD) opportunities across the I-287 corridor. These ten segment plans, developed independent of the New York State Tappan Zee Study Team, are intended to elicit community dialogue regarding station placement, service catchments areas, etc. Please note that the plans are conceptual in nature and have yet to be evaluated for feasibility based on current engineering standards. Follow [link for methodology](#).

To view the 3D models in your browser you must install the [Google Earth Plugin](#).



Tarrytown Segment

[See PDF of Detailed Plan Alternatives](#)



Benedict Avenue Segment Plan

[See PDF of Detailed Plan Alternatives](#)



I-287 and Tappan Zee Bridge

[Bus Rapid Transit](#)

[Transit-Oriented Development](#)

[Route and Station Ideas](#)

[Project Timeline](#)

[Task Force](#)

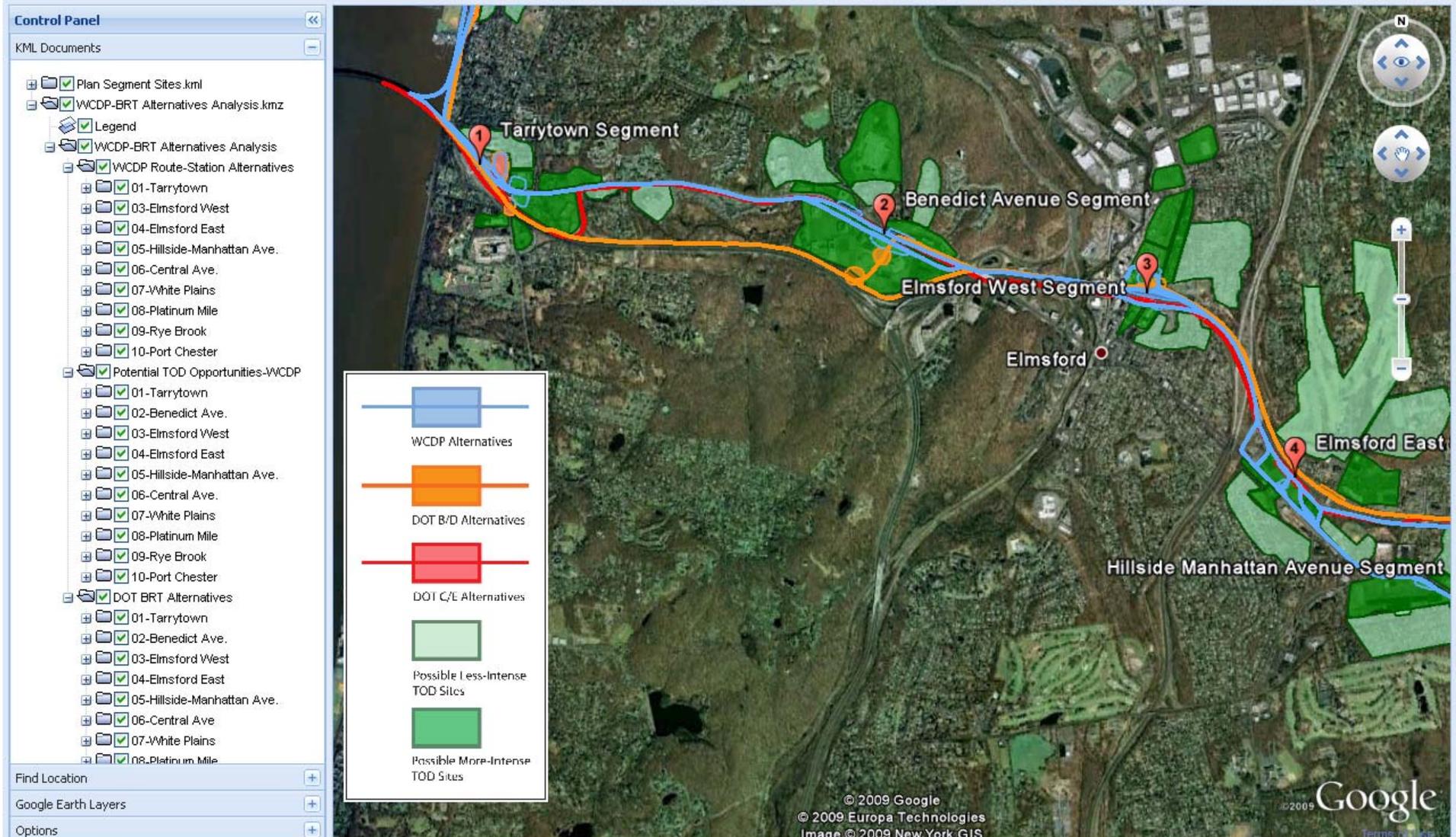
[County Planning Meetings](#)

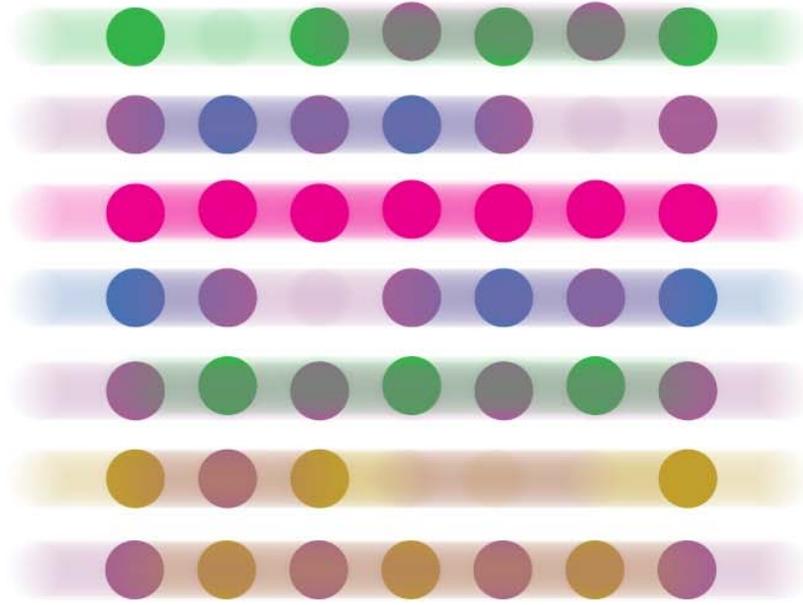
[Background](#)



I-287 Corridor website

www.westchestergov.com/BRT





westchester 2025 /plan together

a partnership for Westchester's future

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Regional buildout

The screenshot shows the ArcGIS interface with a map of Westchester County. The map displays various zoning and parcel layers, including 'PCH Underdeveloped' and 'PCH Downtown Parcels'. A table titled 'Attributes of NewWcmun' is visible at the bottom, listing various attributes for different parcels.

FID	Shape	AREA	PERIMETER	WCMUN_ID	WCMUN_ID	MUNI	NAME	ACRES	MUNICODE	TOWNSHIP	REGION	SUBREGION	SUBREG	SPRA
28	Polygon	36615000	31907.9	34	28	ARD	Ardley	840.65	3	GRB	Central	CENTRAL COUNTY	CC	N
6	Polygon	1103450000	1510011	11	5	BED	Bedford	25333.69	2	BED	North	NORTH COUNTY WATERSHED	NOV	N
16	Polygon	152205000	58793.4	21	15	BRM	Briarcliff Manor	3494.5	3	OST	North	HUDSON RIVER SHORE	HRS	N
18	Polygon	14021000	21072.4	23	17	BRM	Briarcliff Manor	321.91	3	MTN	North	HUDSON RIVER SHORE	HRS	N
38	Polygon	27100600	21393.6	45	35	BRV	Bronxville	622.21	3	ECH	South	BRONX RIVER VALLEY	BRV	N
7	Polygon	40855800	31332.1	12	6	BUC	Buchanan	938.01	3	COR	North	HUDSON RIVER SHORE	HRS	N
3	Polygon	967872000	229228	5	38	COR	Cortlandt	22221.28	2	COR	North	HUDSON RIVER SHORE	HRS	N
10	Polygon	132644000	82907.7	15	9	CRO	Croton-on-Hudson	3045.39	3	COR	North	HUDSON RIVER SHORE	HRS	N
27	Polygon	67480700	34535.3	33	27	DFB	Dobbs Ferry	1548.84	3	GRB	Central	HUDSON RIVER SHORE	HRS	N
33	Polygon	95466400	60491.4	40	32	ECH	Eastchester	2191.83	2	ECH	South	BRONX RIVER VALLEY	BRV	N
24	Polygon	28992800	24113.5	30	24	ELM	Elmsford	665.65	3	GRB	Central	CENTRAL COUNTY	CC	N
21	Polygon	497073000	161242	26	20	GRB	Greenburgh	11412.33	2	GRB	Central	CENTRAL COUNTY	CC	N

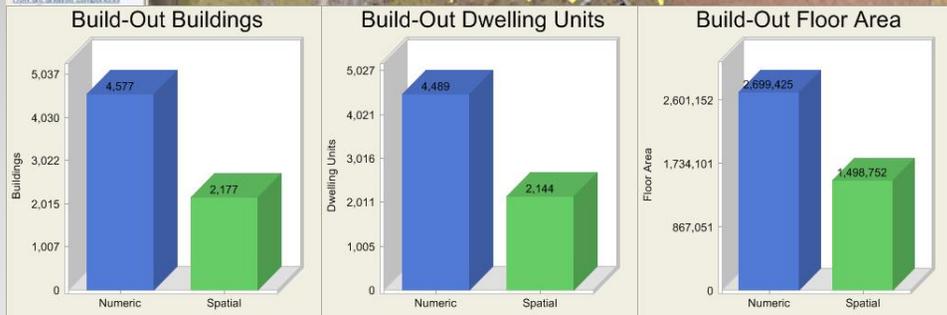
- Helps determine infrastructure needs
- Informs capital decisions
- Tests existing zoning

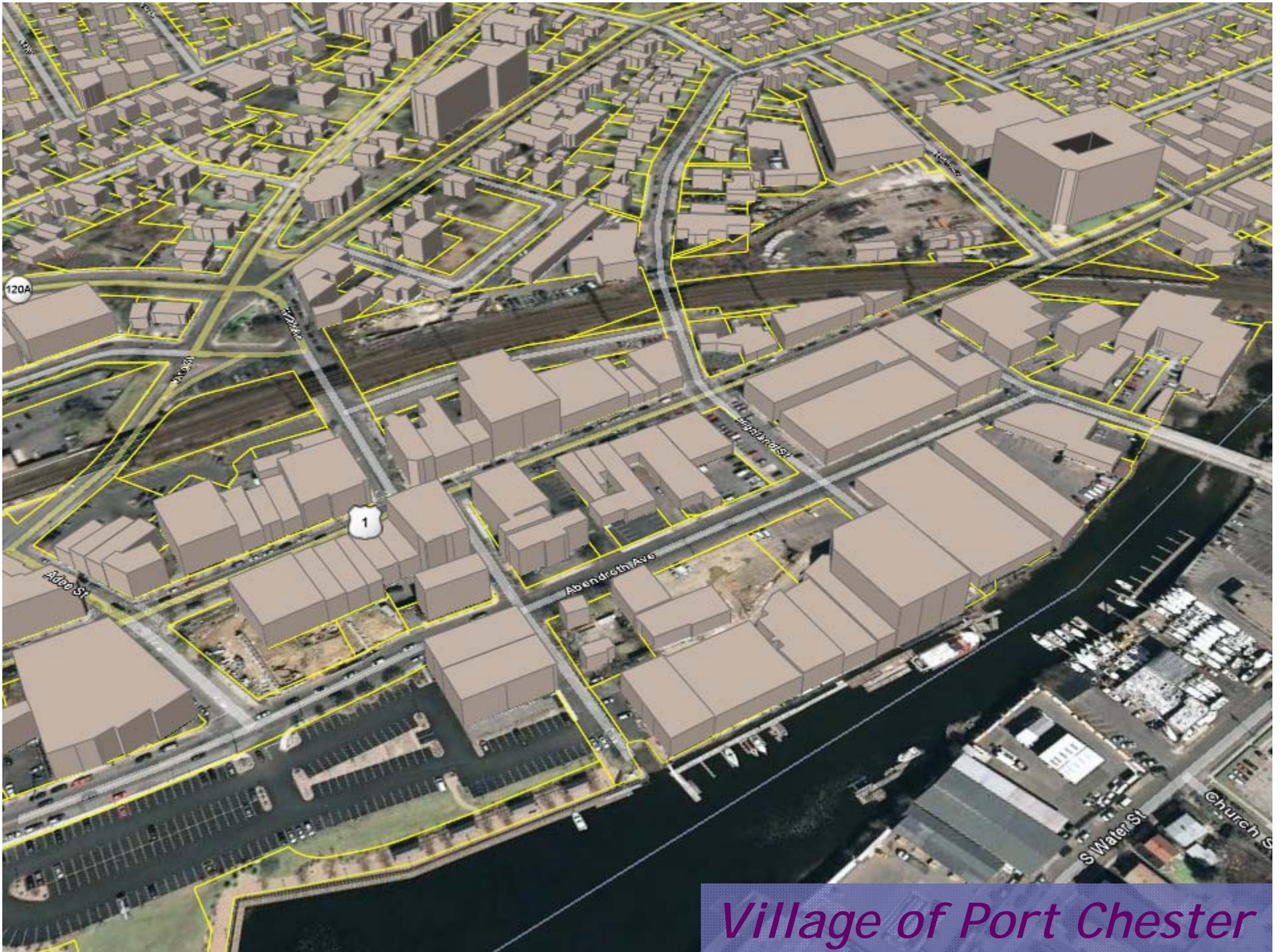


Regional buildout



- Predicts future trends
- Foundation for vision plan





Village of Port Chester

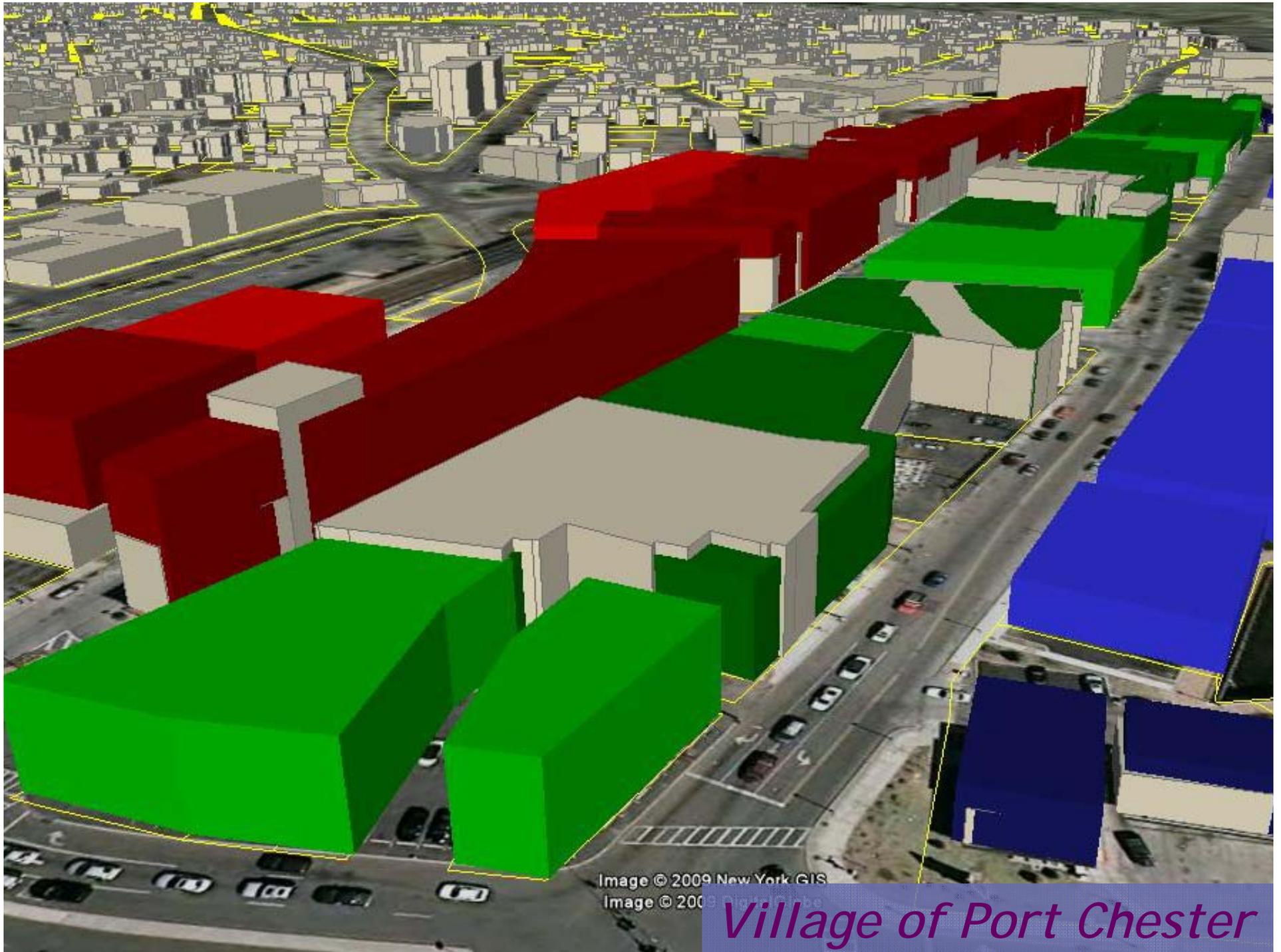


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Image © 2003 DigitalGlobe

Village of Port Chester



Village of Port Chester

4/6/8 Development Vision with Maximum Coverage

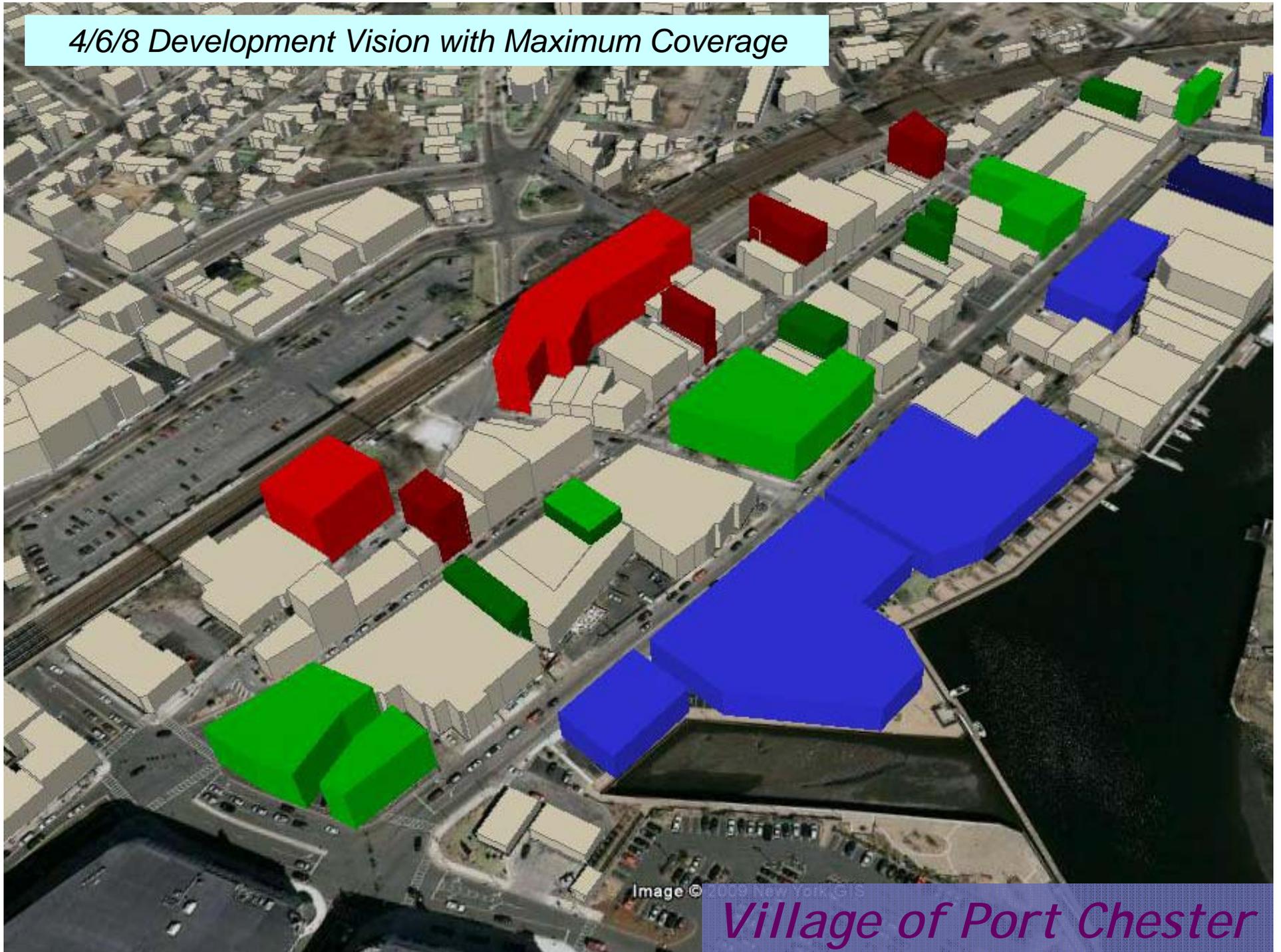


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Village of Port Chester

4/6/8 Development Vision with Floor Area Ratio (FAR) Constraints

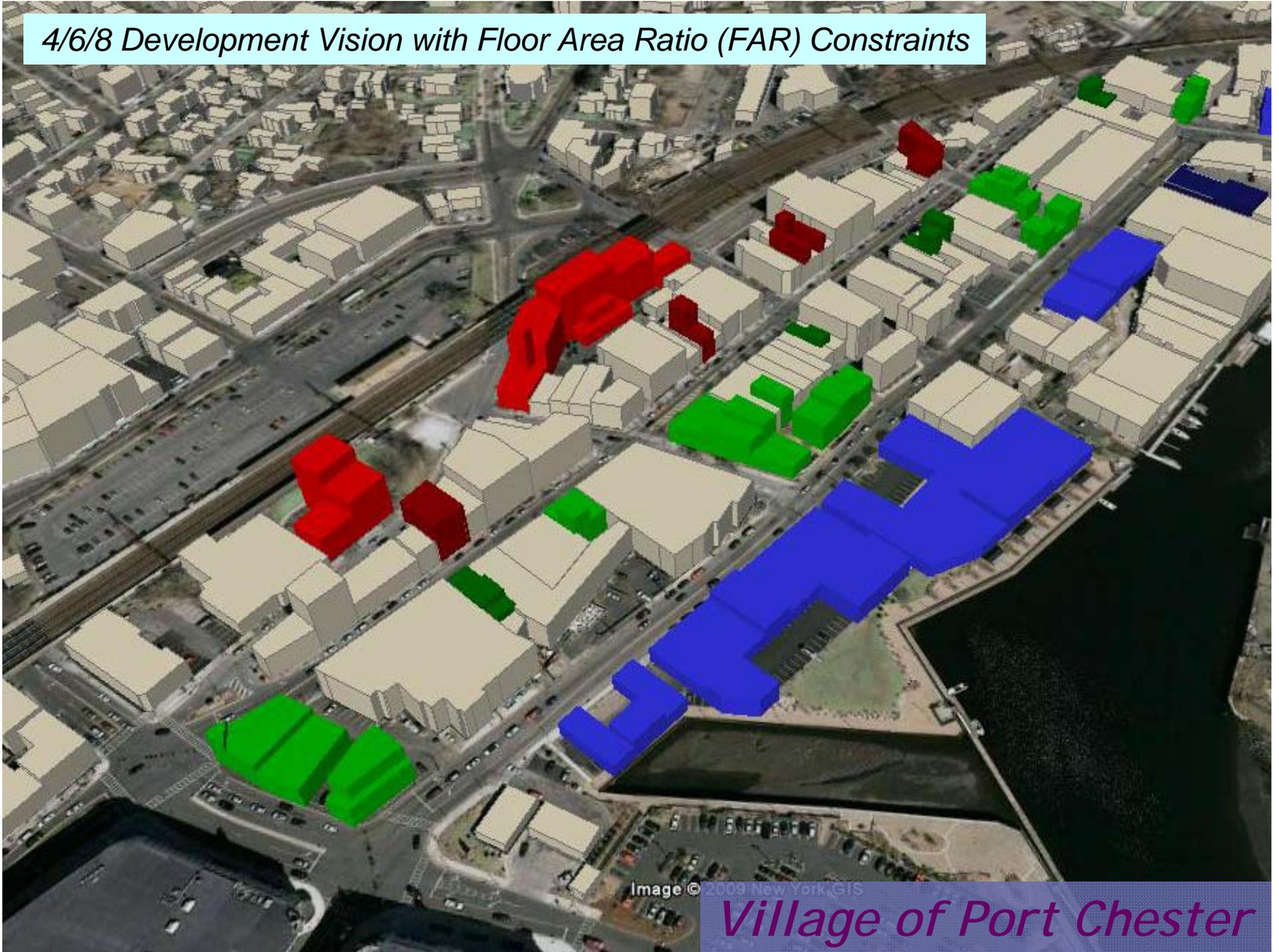
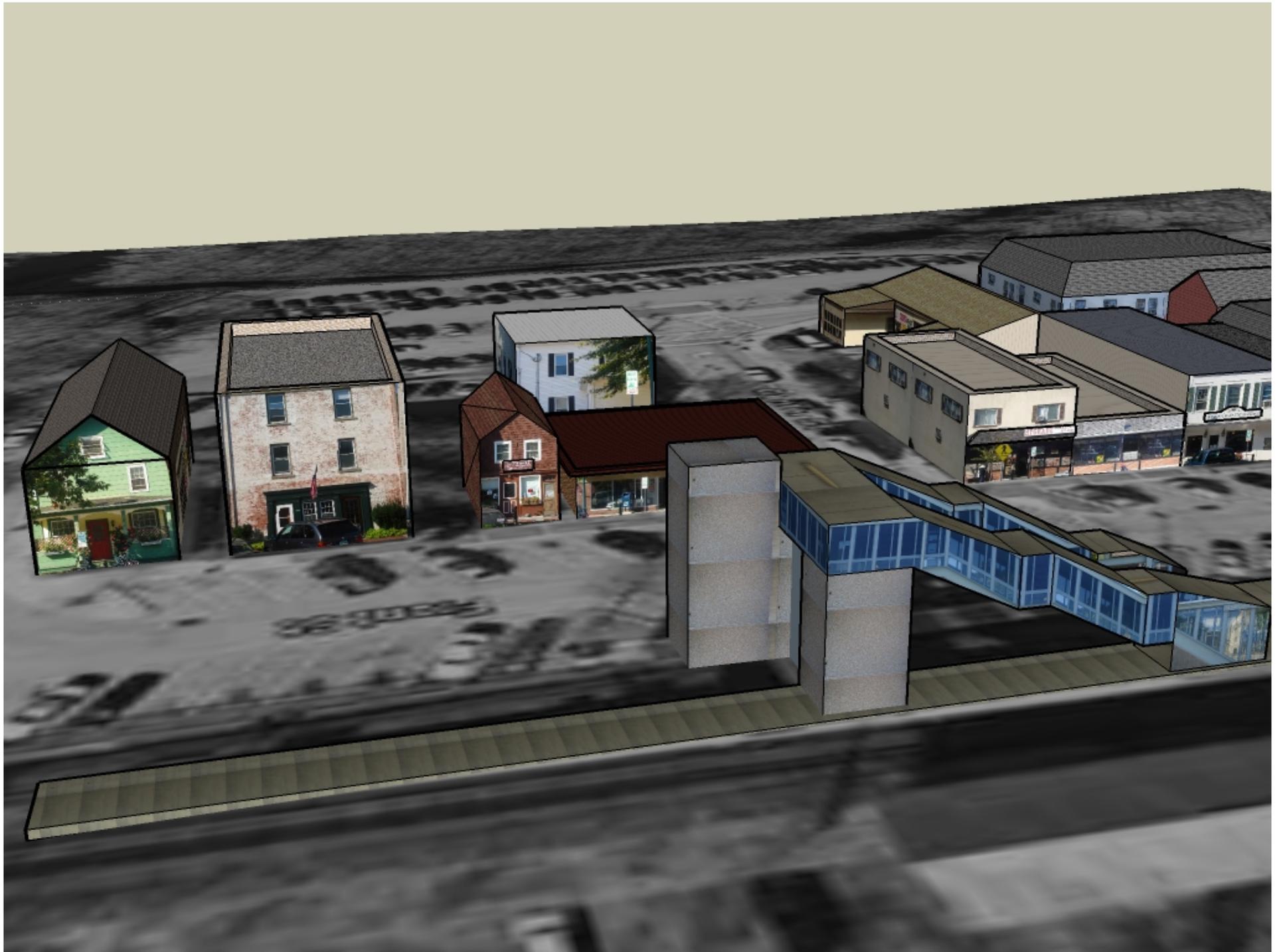
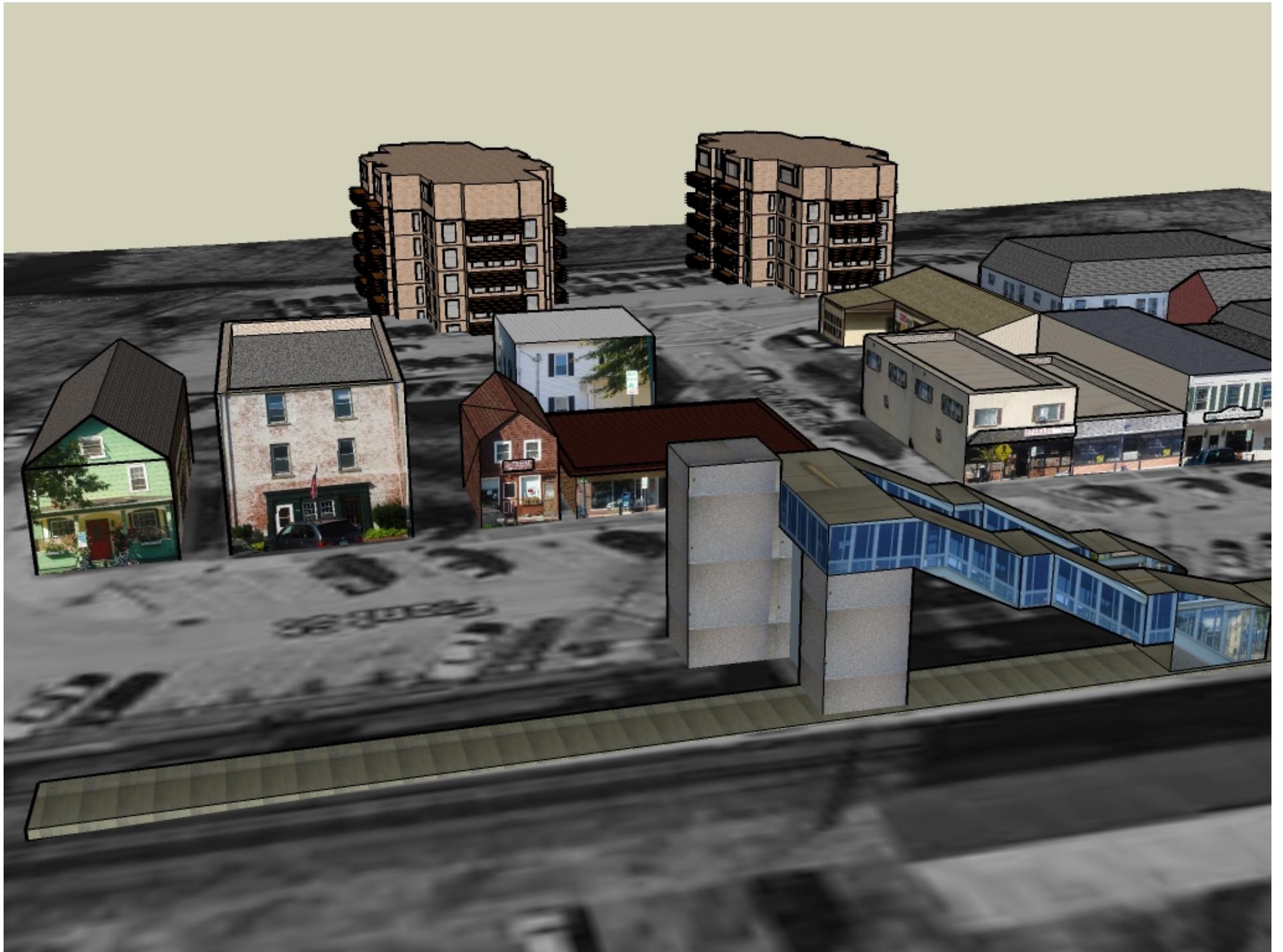
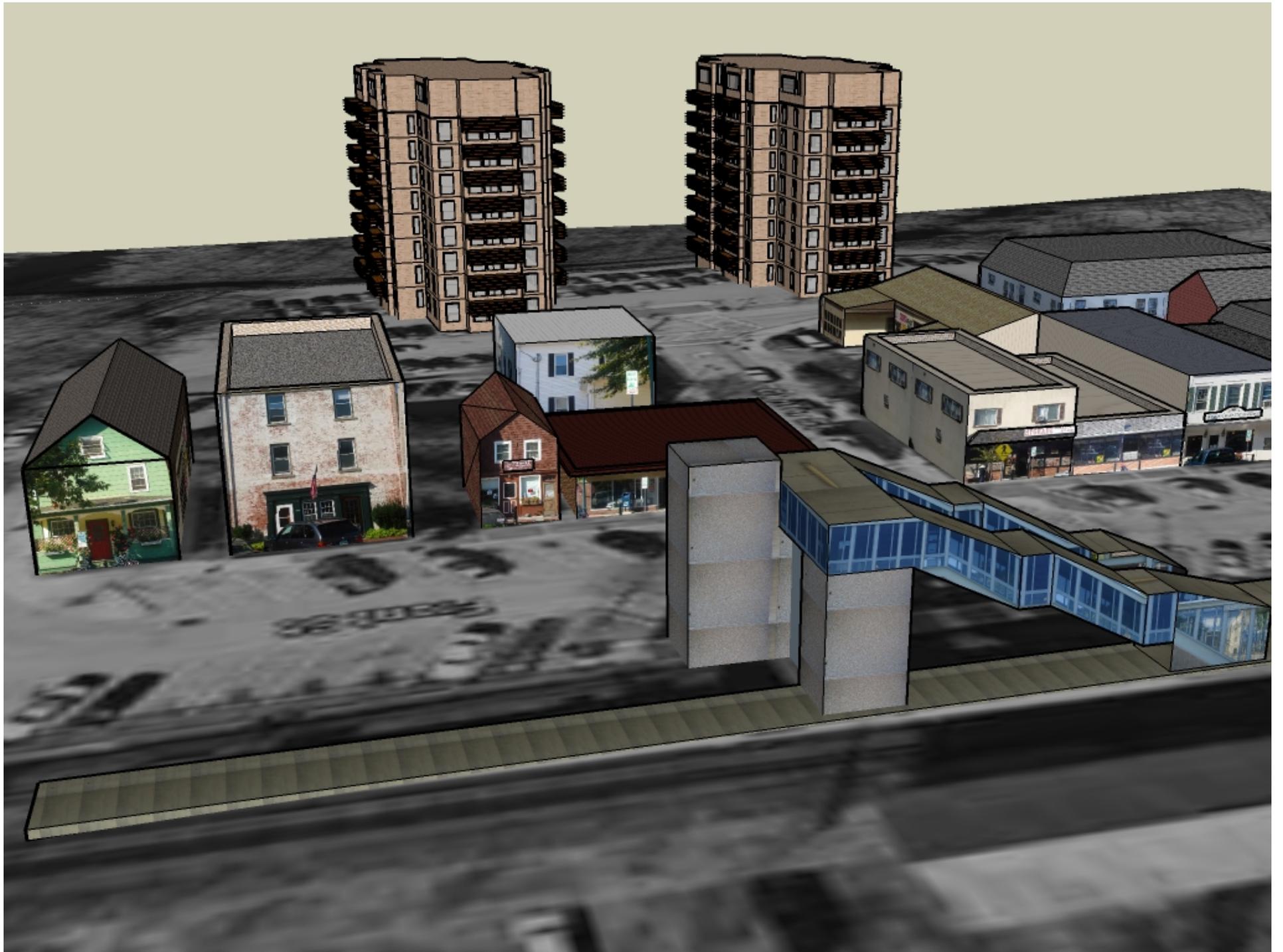


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Village of Port Chester









Bedford Village



Village of Irvington

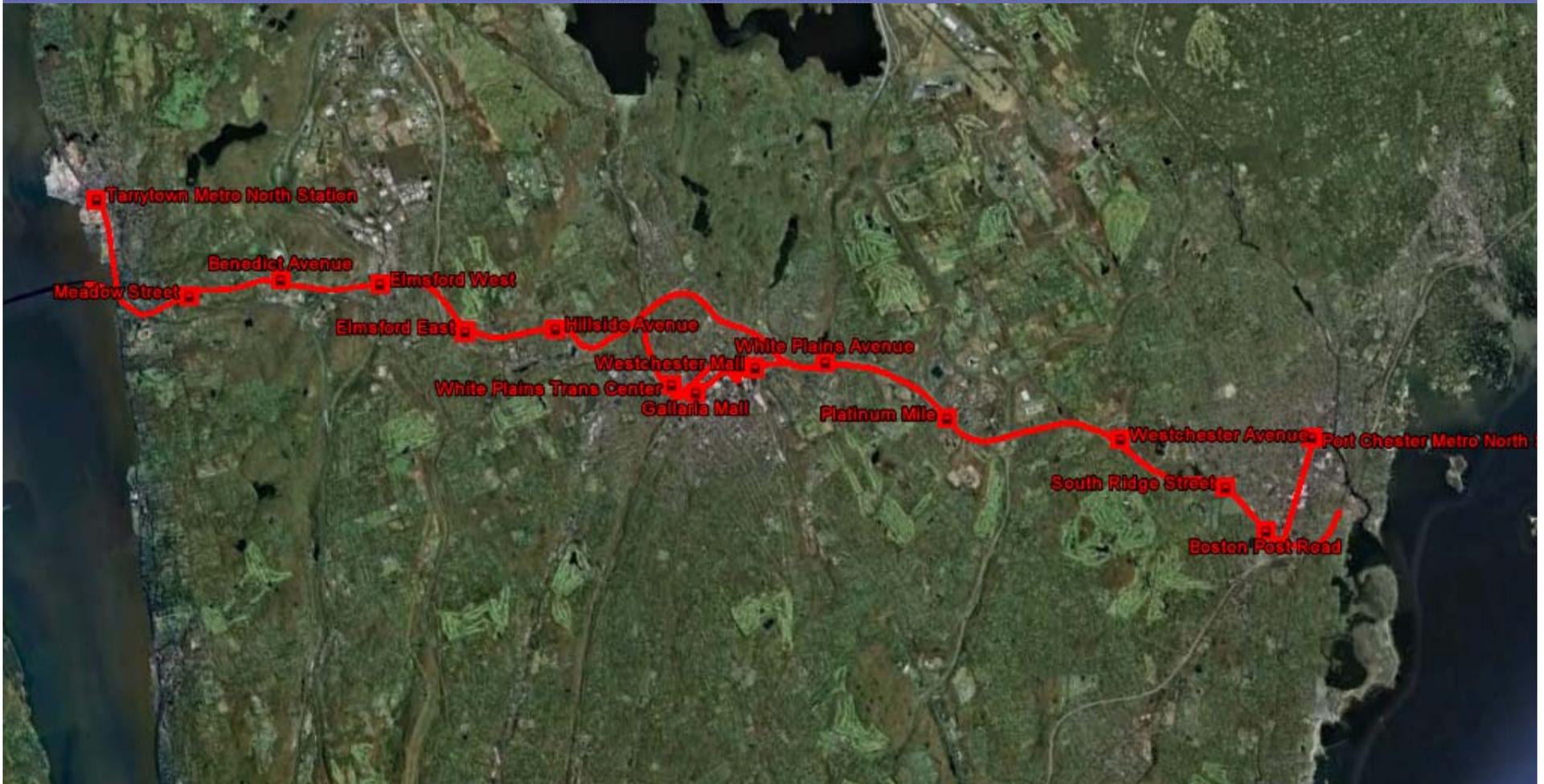


Armonk



Bedford Hills

Presentation Finale: I-287 corridor flyover



To be shown LIVE 12/16/09

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