Reshaping Westchester's I-287 Corridor
Making the Most of A Major Investment in Regional Transportation

NYMTC Brown Bag Lunch

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12/16/09
I-287 Corridor Project

Westchester Planning
What is BRT?

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

<table>
<thead>
<tr>
<th>Route / Station Alternative</th>
<th>Description</th>
<th>Key Benefits</th>
<th>Possible Drawbacks</th>
<th>Key Differences from NYSDOT</th>
<th>Other Note</th>
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<tr>
<td>5 Broadway</td>
<td>This route would connect the Main Street station (07-13) with Woodlawn Aves via a new alignment that would follow along the north east side of Woodlawn Avenue in the portion of the ROW that is currently planted.</td>
<td>• Make direct route from Main St to Woodlawn Ave • Eliminates the need for a sharp turn at the Avenue • Allows EB service to each route possible station locations</td>
<td>• Would require the use of ROW that is currently being used as a green space. • NYSDOT is NOT considering this connection route</td>
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<td>Hamilton Ave, Bardonia Route (07-17)</td>
<td>This route would enter White Plains from the south, travel along Hamilton Ave, proceed through downtown, connect to Main Ave, and continue following either route 07-11 or 07-16.</td>
<td>• Very direct route through White Plains • Keeps EB and potentially WB service immediately adjacent to train station • East end of Hamilton Ave is quite wide and currently supports traffic in both directions • Sign posts downtown stations 1 block removed from center of downtown • Some SE service close to several potential redevelopment sites (WP Mall, Hamilton parking garage, and on 3rd Ave).</td>
<td>• Would allow for possibility of EB and WB service to travel along the same route.</td>
<td>• NYSDOT is not considering SE service on Hamilton. • It appears that with the exception of one, maybe two, participants, Hamilton Ave's ROW would be expanded without impacting any buildings.</td>
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<td>Main St, Bardonia Route (07-18)</td>
<td>This route would enter White Plains from the north along Main St, proceed north on Main St before turning east on Hamilton Ave. It would then continue to follow route 07-17.</td>
<td>• Would not need to reverse traffic flow on Main or Park St.</td>
<td>• Would require two 90-degree turns upon entering White Plains • Not the most direct route through White Plains.</td>
<td>• NYSDOT is considering this route. • While the route could return to Main St at North Lexington that would mean closing ½ of a block, just to service one (very important) station. • If a Main St alignment is used, traffic would either have to be allowed on some street and/or WB service will have to enter a major “detour” to service the Transit Center.</td>
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<td>Martin Ave Westchester Route (07-19)</td>
<td>This route would begin on Woodlawn Ave in the vicinity of the Woodlawn Mall, make the U-turn onto J. Broadwater Ave, before turning west on Martin Ave all the way to N. Lexington, at which point it would turn north toward the Transit Center.</td>
<td>• Route would be closer to the Galeria, government offices, and downtown. • Route would be closer to the E. Post Road Corridor, which could be a candidate for development. • Could leave White Plains via Hamilton Ave or Woodlawn Ave 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 buses.</td>
<td>• Would require a U-turn at J. Broadwater Ave. • Would require going “against the grain” on N. Lexington for at least two blocks, possibly four if option US-106 is used to access a new White St extension. • Slightly farther away from office buildings on Hamilton, and employment sites on Hamilton (WP Mall, Hamilton Garage)</td>
<td>• NYSDOT is considering a similar route.</td>
<td></td>
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</table>
Visioning future TOD

Catalog of alternatives developed by WCDP

Interactive Google Earth format

Community outreach
Visioning future TOD

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Community outreach
I-287 Corridor website
www.westchestergov.com/BRT

I-287 Corridor and Tappan Zee Bridge Plan

Westchester's first east-west bus rapid transit system

In September 2006, 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.

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.
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 four segment plans, developed independent of the New York State Tappan Zee Study Team, are intended to elicit community dialogue regarding station placement, service catchment 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 Corridor website
www.westchestergov.com/BRT
Regional buildout

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

- Predicts future trends
- Foundation for vision plan
4/6/8 Development Vision with Maximum Coverage
4/6/8 Development Vision with Floor Area Ratio (FAR) Constraints

Image © 2009 New York GIS

Village of Port Chester
Bedford Village
Village of Irvington
Presentation Finale: I-287 corridor flyover

To be shown LIVE 12/16/09
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