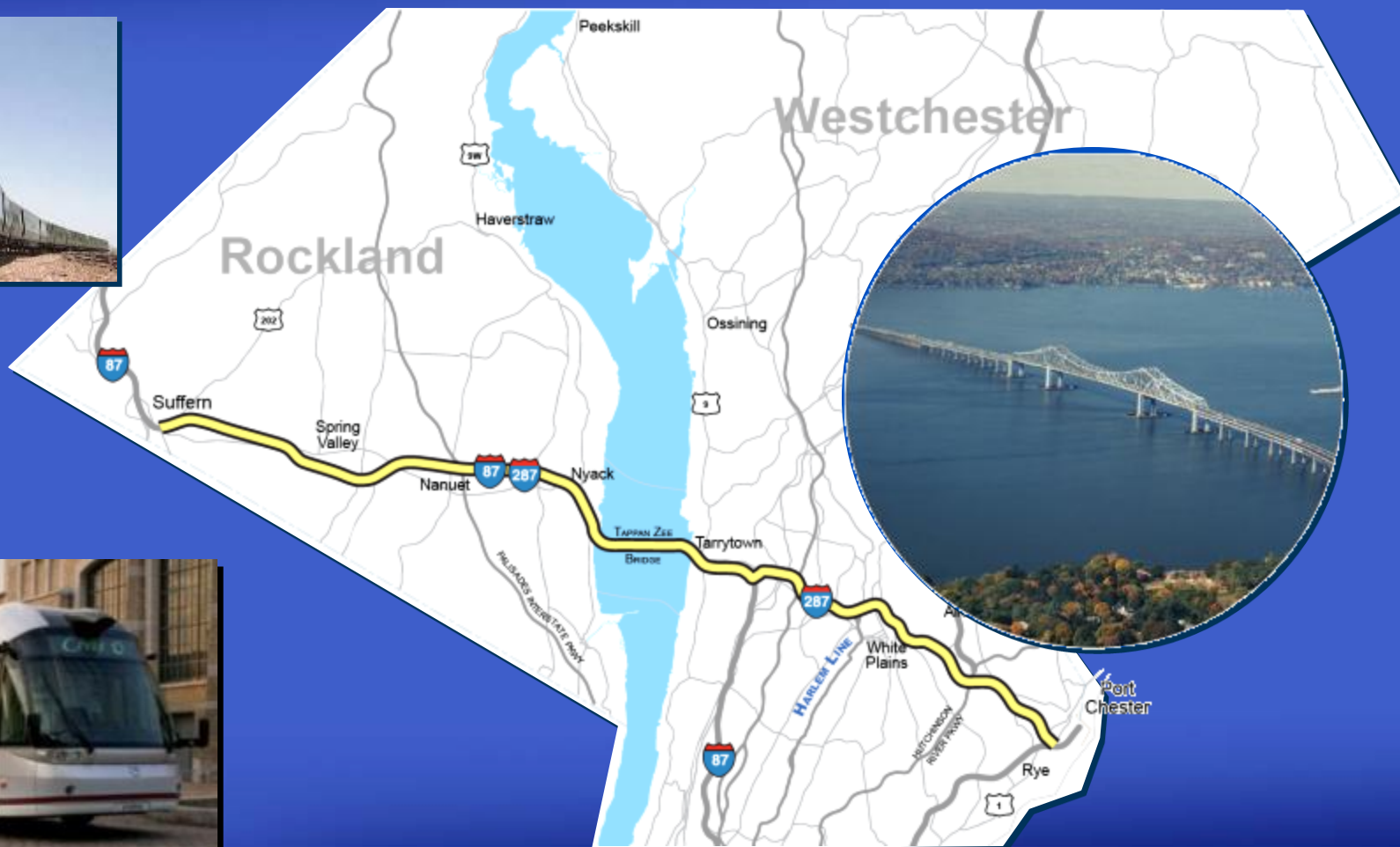




Joint Land Use/ Traffic and Transit SAWG October 1, 2009



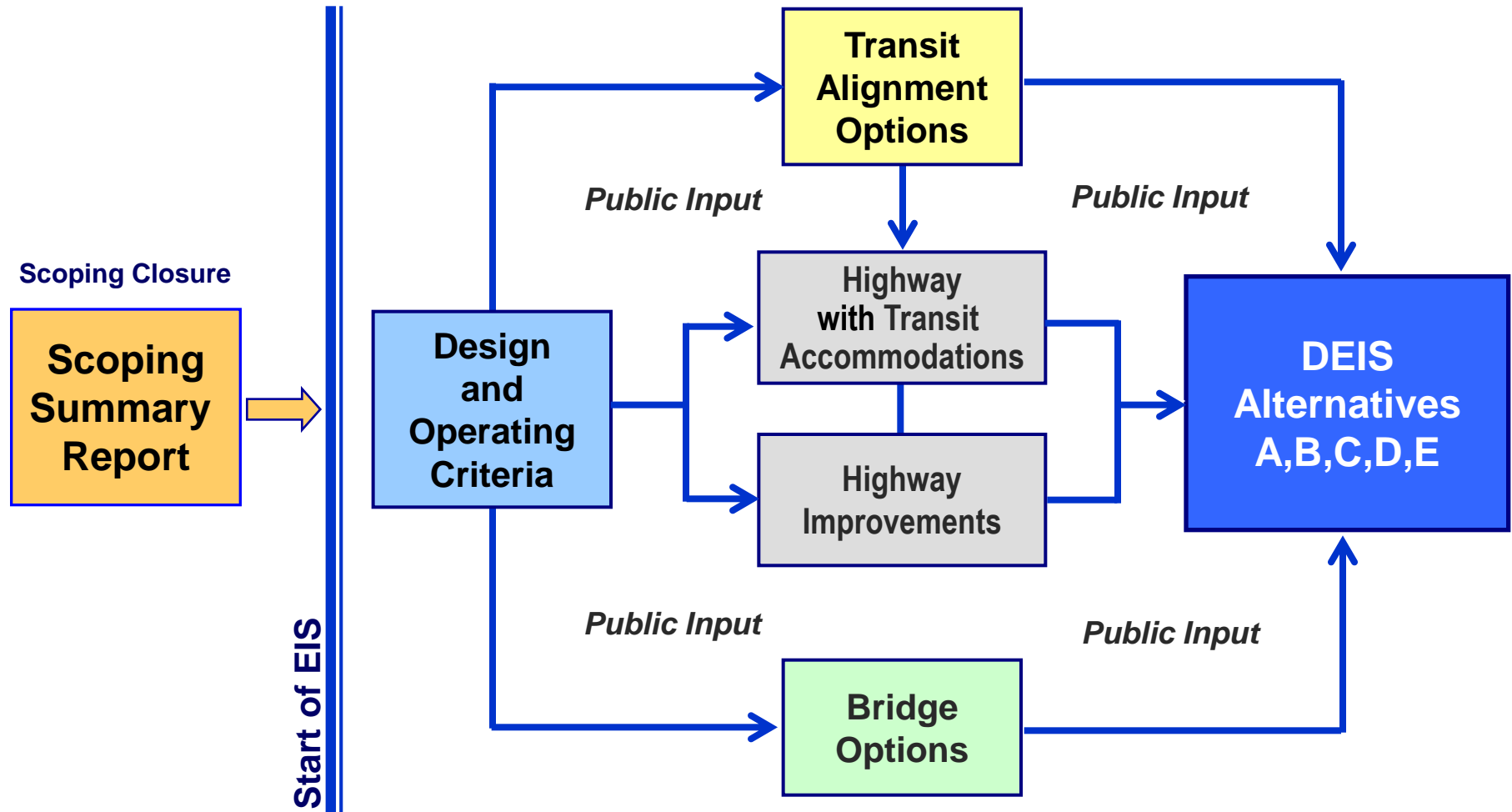


Agenda

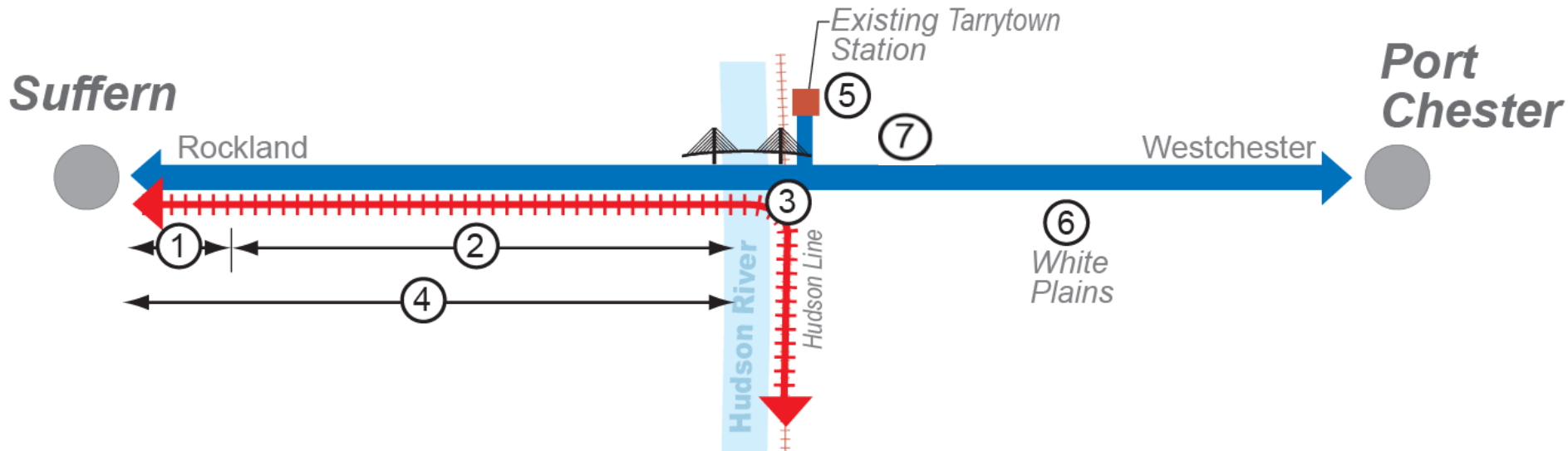
Busway Alignment Options along I-287 in Rockland County

- BRT Service Plan
- Typical Busway Alignment Locations
- Rockland Busway Alignment Options
- Plans of North Side Busway

Alternatives Roadmap



Transit Alignment Options



- | | |
|---|---|
| ① CRT/BRT in Piermont Line or Wayne Ave | ⑤ BRT Connection to Tarrytown Station |
| ② CRT Center vs South Side of I-287 | ⑥ BRT White Plains Route |
| ③ CRT Hudson Line Connection | ⑦ Busway Configuration at Interchange 8 |
| ④ Rockland Busway Alignment | |



Evaluation Criteria

- Transportation Criteria:
 - Travel Time
 - Traffic Level of Service
 - Transportation System Integration
- Engineering Criteria:
 - Operations and maintenance
 - Constructability/phasing issues



Evaluation Criteria

- Environmental Criteria:
 - Land use/potential for transit oriented development
 - Displacements and acquisitions
 - Wetlands
 - Parklands
 - Historic and archaeological resources
 - Hudson River ecosystems
 - Air quality and noise
 - Visual
- Cost Criteria:
 - Capital costs

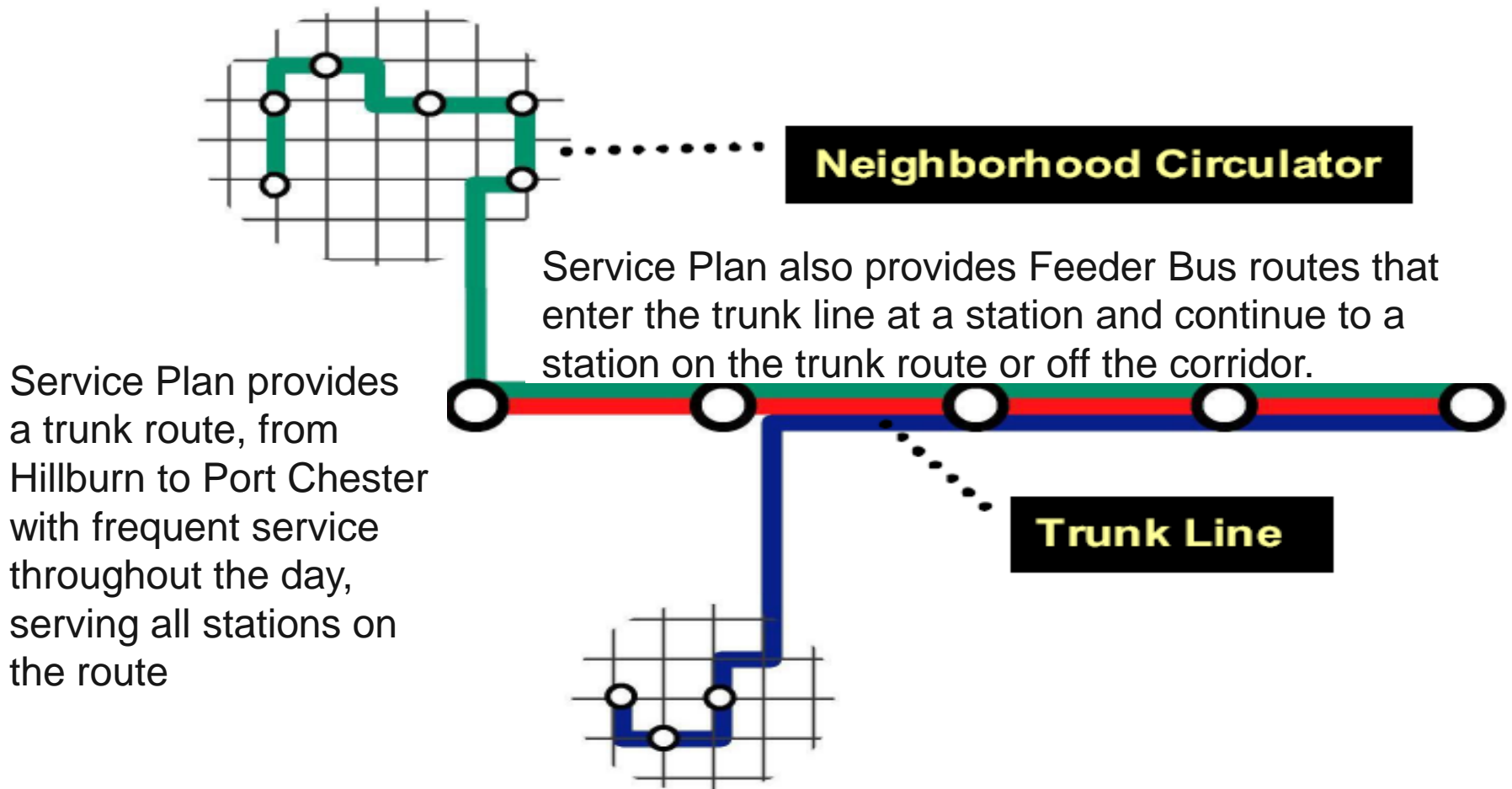


BRT Service Plan

Key Elements

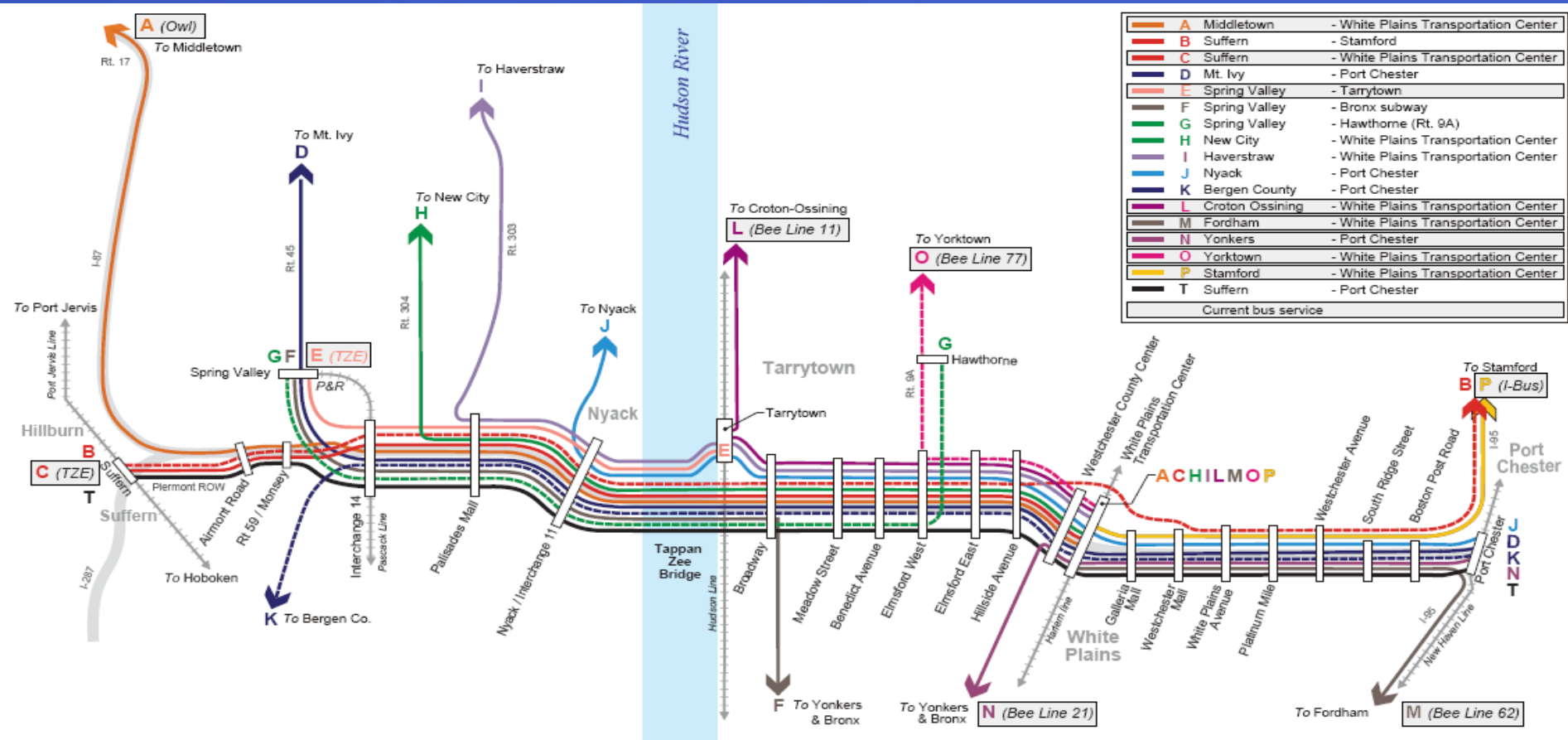
- Trunk Route Service
- Feeder Bus Access
- Local Bus Transfers

BRT Route Structure



BRT Service Plan

The Service Plan applies to both Busway and Bus Lane Alternatives





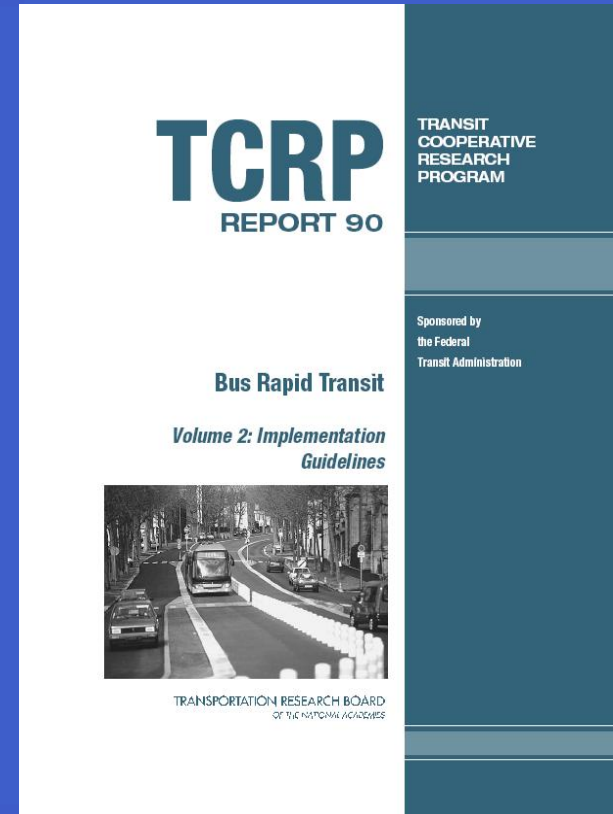
Context for Rockland Busway

- A BUSWAY will be one of two BRT alignment alternatives in Rockland County that will be evaluated in the DEIS; the other is BRT in HOV/HOT lanes.
- BUSWAY alignment options will be evaluated with the proposed CRT alignment options: south side of I-287 or in the median.



Busways in Freeway Corridor: *[from TCRP- Report 90]*

- use existing publicly owned land
- operate in reserved lanes with full control of access
- are grade-separated with uninterrupted flow and
- can be located within the freeway **median** or along one **side**



Rockland BRT Busway Alignment Options



Side running



Median running



Side Running Busway with Online Stations *[from TCRP- Report 90]*

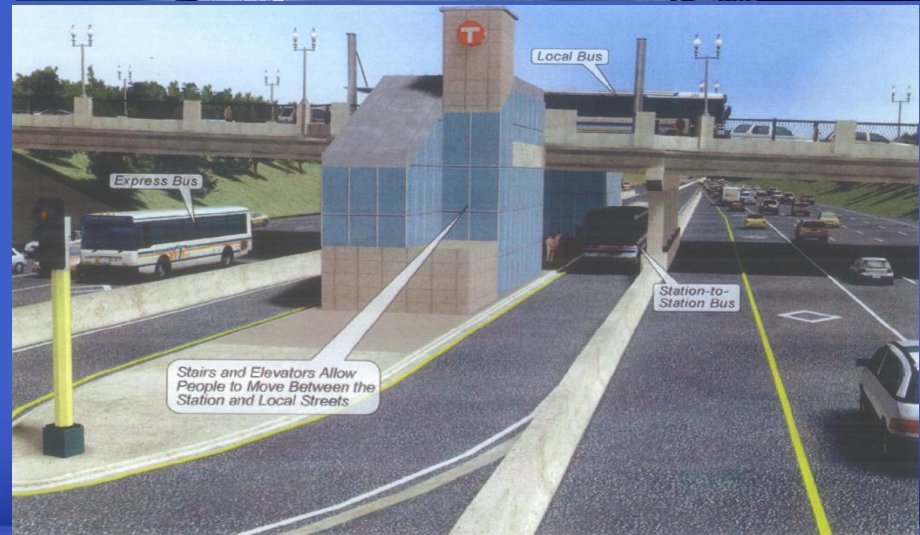
- Better BRT identity
- Easier passenger access to stations
- Simpler access for Feeder Buses
- More conducive to TOD
- Requires grade separations to avoid conflicts with interchange ramps



Median Running Busway with Online Stations *[from TCRP- Report 90]*



- Works best with a central destination focus (e.g. express from Spring Valley to White Plains)
- Pedestrian and Feeder Bus access to stations in the median can be difficult



Median Busway with Offline Stations

Offline stations require flyovers
and add to travel time.





Rockland Busway Assumptions

1. BRT Alignment will be located within the I-287 right-of-way.
2. Highway improvements with a Busway alternative would not include HOV/HOT lanes.
3. This project provides the infrastructure for the Busway trunk line and stations.



Thank You