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

Scoping Summary Report

Design and Operating Criteria

Transit Alignment Options

Highway with Transit Accommodations

Highway Improvements

Bridge Options

DEIS Alternatives A,B,C,D,E

Start of EIS

Public Input

Public Input

Public Input

Public Input
Transit Alignment Options

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

Service Plan provides a trunk route, from Hillburn to Port Chester with frequent service throughout the day, serving all stations on the route.

Service Plan also provides Feeder Bus routes that enter the trunk line at a station and continue to a station on the trunk route or off the corridor.
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.
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