



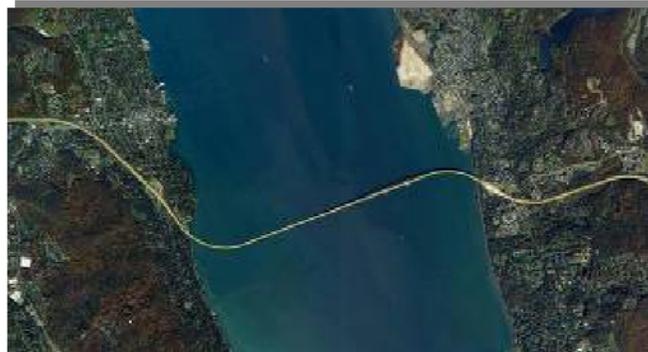
TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

**New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority**

Meeting Minutes

***Stakeholders' Advisory Working Groups (SAWGs)
Joint Land Use/Traffic and Transit SAWG Meeting #7***

Tappan Zee Bridge/I-287 Corridor Project



January 27, 2010

Meeting Title: Stakeholders' Advisory Working Group (SAWG)
Joint Land Use/Traffic and Transit SAWG Meeting #7

Meeting Purpose: Exchange of information

Location Date: Senior Center, Port Chester Village Hall
222 Grace Church Street
Port Chester, New York
January 27, 2010 6:00PM – 7:30PM

Agenda: Item 1. Introduction (Page 2)
Item 2: Presentation (Page 2)
Item 3: Discussion (Page 3)

Attendees:

SAWG Members

Syrette Dym
Jane Keller
Irene Sandford
John Tangredi

Additional Attendees

Bill Brady, Westchester County Planning Department (*representing SAWG member Ed Buroughs*)
Gene Ceccarelli, Port Chester Comprehensive Plan Advisory Committee
Lukas Herbert, Westchester County Planning Department
David Kooris, Regional Plan Association
Christine Sculti, Assistant to the Westchester County Executive

Project Team Members

Yvette Hinds, NYSDOT
Russell Robbins, NYSDOT
Craig Teepell, NYSDOT
Angel Medina, NYSTA
Wai Cheung, NYSTA
Joe Pasanello, MNR
Will Calves, AECOM
Andrew Parker, AECOM
Mark Roche, Arup
Rita Campon, Parsons
George Paschalis, HSH

Agenda Item 1

Introduction

Craig Teepell (NYSDOT) welcomed members of the Traffic and Transit and Land Use Stakeholders' Advisory Working Groups (SAWGs) and introduced the evening's agenda, which focused on the bus rapid transit (BRT) busway and bus lane alternative alignments in Westchester County, east of White Plains to Port Chester. The meeting was the seventh in a series of joint Land Use/Traffic and Transit SAWG meetings concentrating on the various transit alignment options and land use implications across the corridor. Mr. Teepell asked participants to introduce themselves and give their affiliation.

Agenda Item 2

Presentation

Mr. Teepell recapped the DEIS process and status noted that there are no major BRT alignment options under consideration in this section of the corridor.

Will Calves (AECOM, environmental consultant) described the four Build Alternatives, which differ in how they accommodate the BRT system. A modern BRT system is typically characterized by the use of high-tech vehicles, dedicated running ways, aesthetic and appealing stations at various scales, off-board fare collection systems, and complex service planning allowing a variety of trip types to be completed. Unique marketing and branding strategies also are used to make the BRT systems easily recognizable. BRT systems incorporate Intelligent Transportation Systems such as signal priority, automatic vehicle location, system security, and customer information. BRT systems are economical, energy efficient, and environmentally friendly and can contribute to sustainable development strategies in the communities they serve.

In Westchester the alternatives are a BRT system in a *busway* (a dedicated running way, separated by a barrier from other traffic, used only to carry BRT vehicles) or in *bus lanes* (lanes on a street which are reserved for the use of buses). In a major portion of the section of the corridor under discussion (from the Hutchinson River Parkway east to Port Chester), the bus lanes alternative also would function as a busway. The BRT service plan proposes a trunk line between Suffern and Port Chester and assumes a variety of feeder routes along its course. Six BRT stations – White Plains Avenue, Platinum Mile, Westchester Avenue, South Ridge Street, Boston Post Road, and Port Chester – are proposed east of White Plains.

Maps of the proposed transit alignment alternatives across Westchester County were shown, as well as graphics describing the proposed service plan for the BRT system. In addition, typical cross-sections were shown to demonstrate how BRT could be placed within the existing I-287 right-of-

way (ROW) and on and alongside Westchester Avenue, which serves as a service road to I-287 for much of this section of the corridor.

The proposed BRT system would conform to Westchester County's plans for growth to be directed to corridors and centers where transit and other infrastructure are available. Transit oriented development (TOD) has played a substantial role in White Plains. The project team met with Port Chester officials who appear to be very interested in this type of growth, both at the existing Port Chester Metro-North station and at a proposed BRT station in the area of the former United Hospital site. Officials in Harrison and Rye Brook, however, have no plans to implement TOD measures at present. Few property acquisitions appear to be required to accommodate the BRT system in this section of the corridor, although some impact could potentially occur alongside the tracks of Metro-North's New Haven Line immediately south of the Port Chester Station, and in the area between St. Mary's Cemetery and Abendroth Park.

Agenda Item 3

Discussion

Questions (Q), Answers (A), and Comments (C):

Q: Is the busway separated from other traffic?

A: Yes, its use would be limited to the trunk line and feeder buses.

Q: Will the stations have parking?

A: Some will--for example, at the Kohl's/United Hospital location--but others would be limited to drop-offs, et cetera. The DEIS Ridership analysis will determine the scale of parking required.

Q: Can the commuter rail transit (CRT) system be like an "El" with vehicular traffic beneath?

A: The CRT proposed across Rockland County will have viaduct sections to accommodate steep grades. CRT is not proposed in Westchester. A full-corridor CRT system was considered earlier in the process but was eliminated from further consideration.

C: The northeastern portion of Westchester County has inadequate transportation infrastructure and is to be the subject of a consultant analysis of transportation needs. These needs should not be ignored.

Q: Is the BRT alignment and the station locations fixed at this time?

A: The alignment will be relatively fixed once the *Transit Alignment Options Report* is issued (anticipated in early spring 2010), but the station locations will remain flexible through the future Tier 2 Transit analysis.

C: The service plan is very flexible. It will provide opportunities to add feeder routes as demand warrants.

Q: Who is going to operate the BRT?

A: An operator has not been identified to date.

Q: How will the acquisitions be undertaken for the BRT?

A: Any necessary acquisitions will be conducted under the requirements of the New York State Eminent Domain Procedures Law and the federal Uniform Relocation Procedures Act. Full market compensation and relocation assistance are available to owners and tenants who would be displaced.

Q: How will the BRT operate under winter conditions?

A: There would be standard designs providing for anticipated snow removal. BRT systems operate adequately in cold climates, e.g., Ottawa, Canada. It is anticipated that passengers will be notified of delays via computer systems at the stations and on board buses.

C: I would like to see bicycles on the buses.

A: Bicyclists are an integral service group for this project. Accordingly the project has formed a bicycle/pedestrian advisory panel to provide input to the project team. The replacement Tappan Zee Bridge will include a bicycle/pedestrian path. Stations will provide adequate bicycle storage but bicycles on buses may be limited for passenger safety, depending upon the final vehicle design chosen.

C: You should consider feeder routes to SUNY Purchase and Westchester Community College.

A: Existing buses to these destinations originate in White Plains. There is the possibility for additional routes as the service plan evolves.

C: Northern Westchester County has a growing aging population that requires increasing home health care. We are also looking for ways to facilitate “aging-in-place” communities. Transportation is always cited as the primary need for seniors.

A: It is challenging to service a decentralized, low-density population with this kind of care. The provision of additional public transit and allowing for seniors to reside in associated TOD will be an important option for seniors. The Westchester County Planning Department is establishing a task force to address the issues of a growing senior population.

Adjournment

The meeting adjourned at 7:30PM.