



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

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

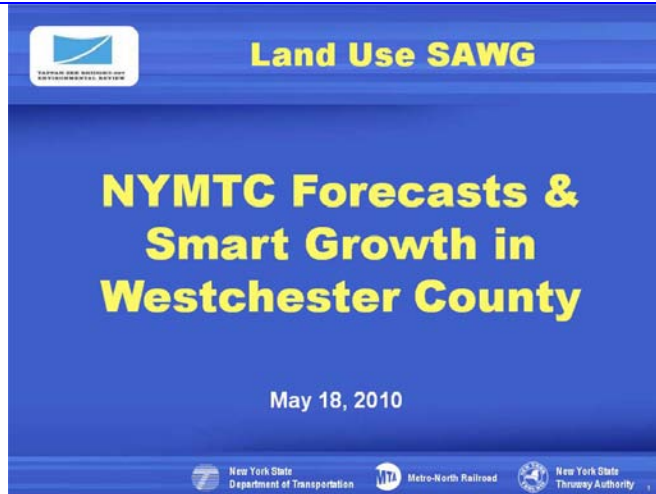
Presentation - Part I

***Stakeholders' Advisory Working Groups (SAWGs)
Land Use SAWG 5***

Tappan Zee Bridge/I-287 Corridor Project



May 18, 2010



Land Use SAWG

**NYMTC Forecasts &
Smart Growth in
Westchester County**

May 18, 2010

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

Slide 1. Title.

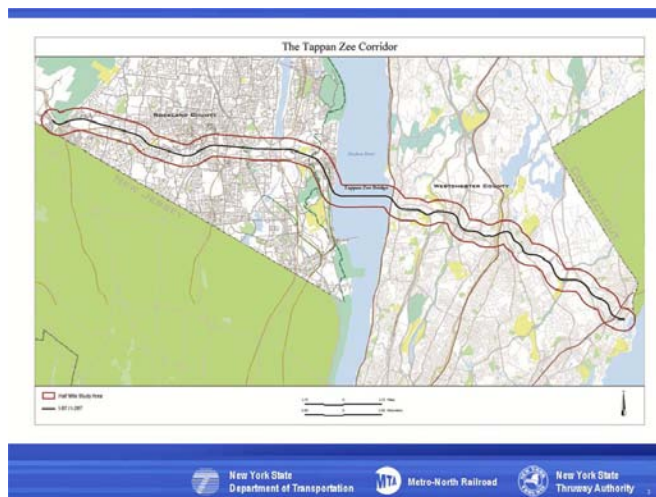


Agenda

1. Overview: Past Trends, Future Forecasts
2. Westchester Forecasts
 - Population
 - Employment
3. Westchester County Planning Smart Growth Policies
4. Discussion

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Slide 2. Agenda.

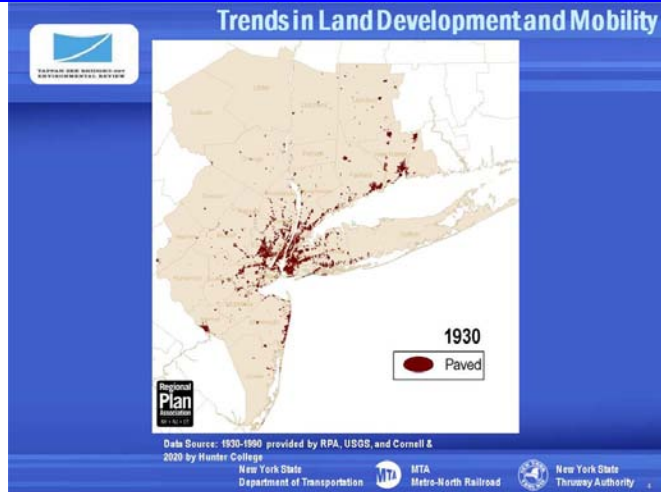


The Tappan Zee Corridor

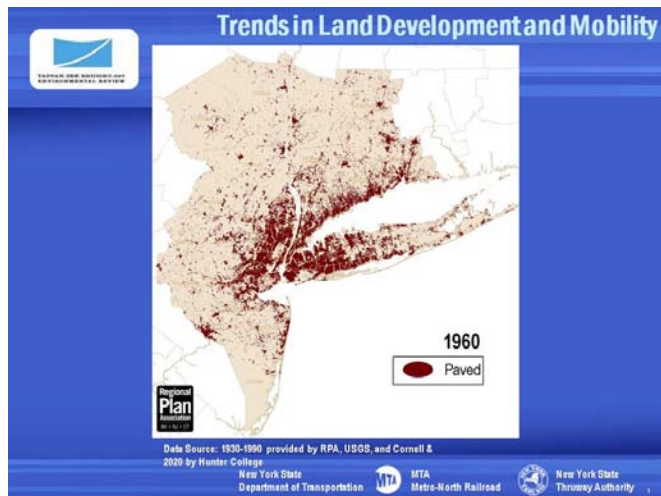
2011-2012

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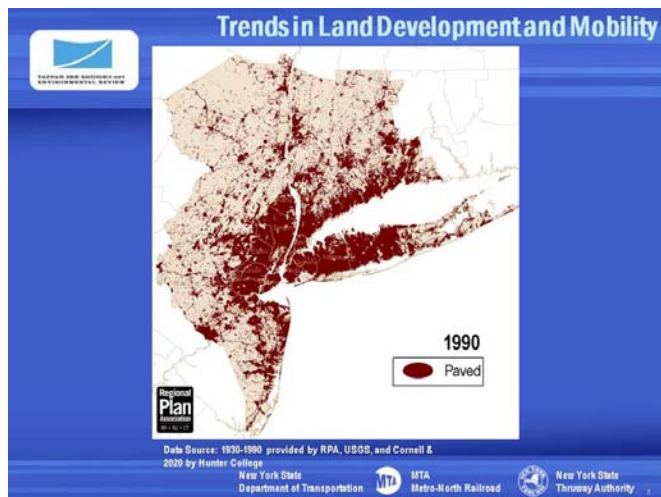
Slide 3. To orient the discussion, we begin with the Tappan Zee Corridor, which refers to the Thruway/I-287 corridor across Rockland and Westchester Counties. This is the alignment of proposed new transit, with Bus Rapid Transit (BRT) across both counties and Commuter Rail Transit (CRT) across Rockland, connecting to the Hudson Line in Westchester. This will be an important new link in the regional transit network, and add a circumferential link to the usual radial pattern, thereby strengthening suburban connectivity and an opportunity for new smart growth centers in the region.



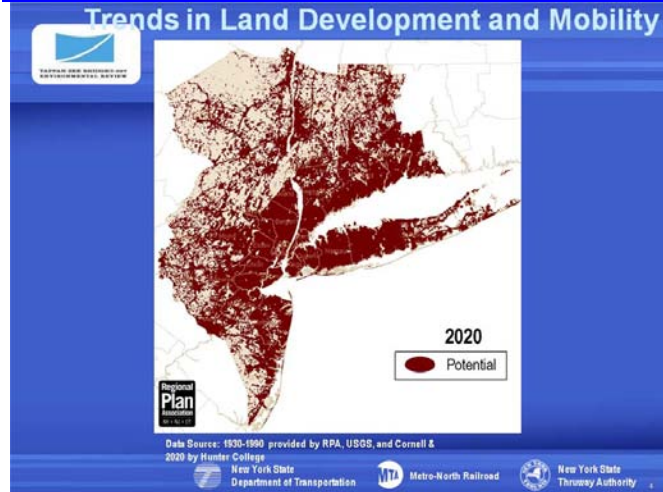
Slide 4. Before beginning the discussion of NYMTC, we should understand recent growth trends in the region. This series of four slides from the Regional Plan Association shows developed areas at three time points: 1930, 1960, and 1990 and projects to 2020. (NYMTC forecasts now extend to 2035). Growth has been dramatic in the past and seems inexorable for the future too. We see the way the region has sprawled in the past, the question is how will it develop in the future?



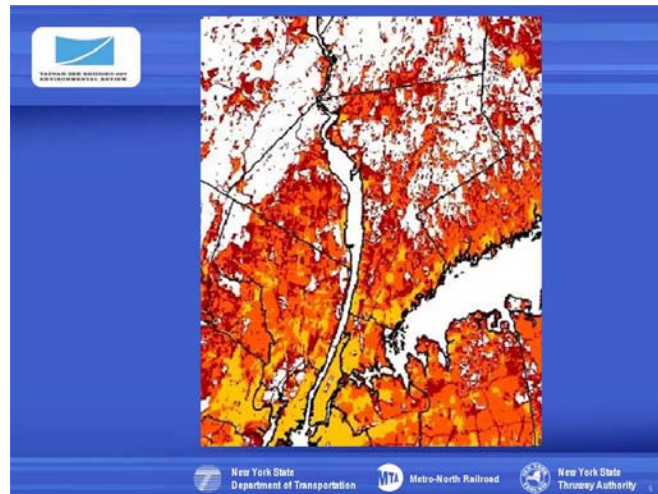
Slide 5. 1960.



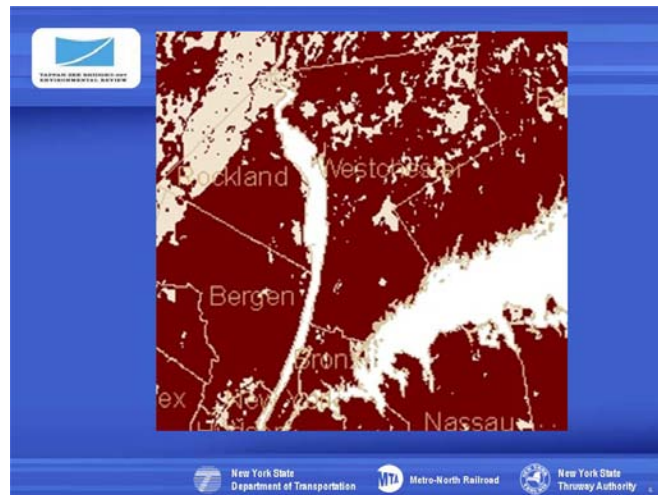
Slide 6. 1990.



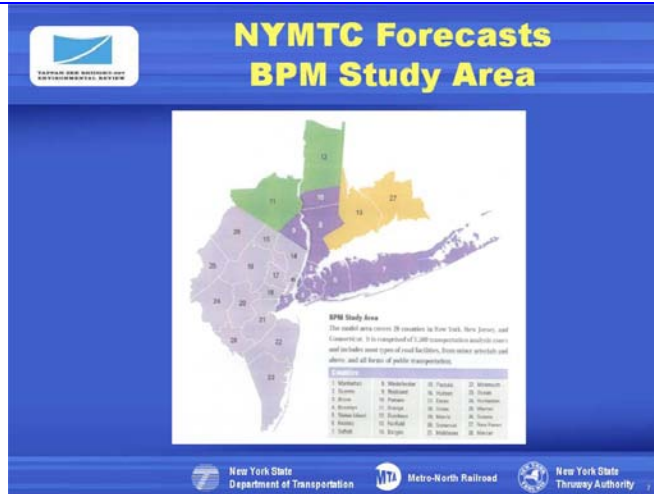
Slide 7. 2020.



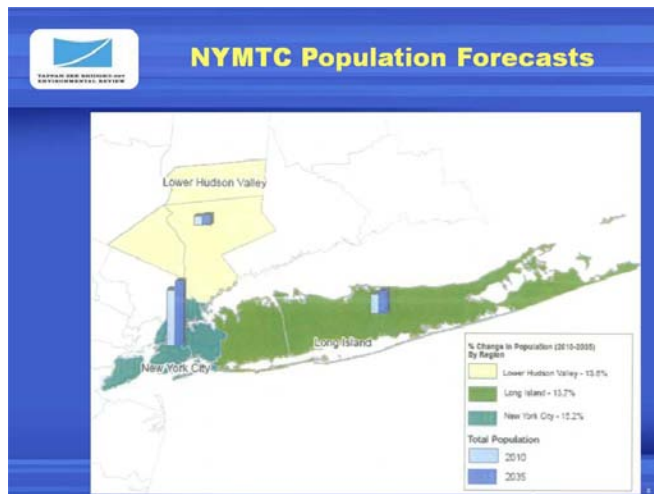
Slide 8. This blow up shows the dynamism of growth in Westchester and Rockland Counties to 1990. Note in yellow (1930) the few urbanized areas in Rockland (the Nyacks, Spring Valley and Suffern) and in Westchester how the urbanized areas were mostly the older river ports and commuter centers along the railways.



Slide 9. By 2020, Regional Plan forecasts that only the lakes, parks and highlands will remain undeveloped in both Rockland and Westchester counties. This evening's discussion will address how Westchester County will try to guide development in a smarter pattern than traditional sprawl, (and a future SAWG will do the same for Rockland County).



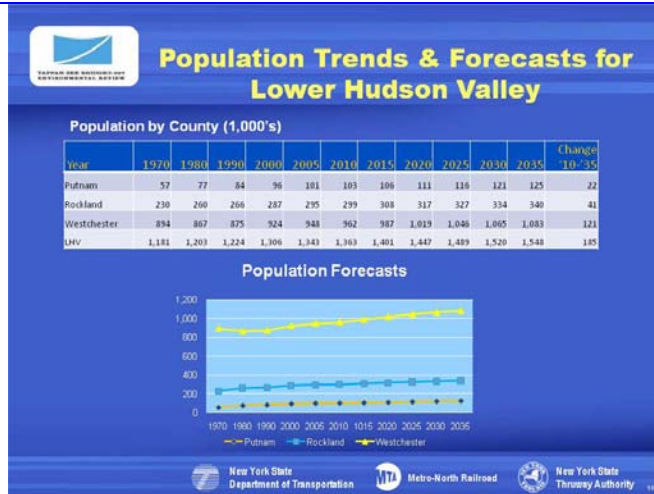
Slide 10. We turn now to the New York Metropolitan Transportation Council (NYMTC). This agency has an official function forecasting future socioeconomic growth. It uses these socioeconomic forecasts to predict travel patterns in its Best Practices Model (BPM). The BPM covers 28 counties in the region, although NYMTC is the Metropolitan Planning Organization (MPO) for only the ten counties shown in purple in this map.



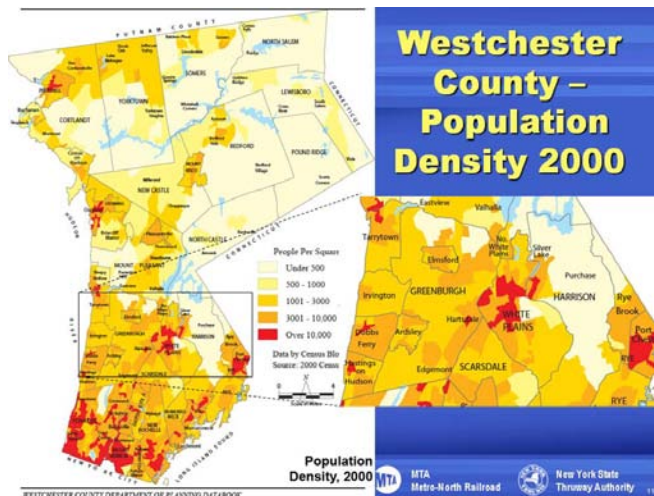
Slide 11. NYMTC's population forecasts for three subregions is shown in this slide. New York City grows most and fastest at 15.2 % over the 25 years 2010-2035; compared to 13.6% in the Lower Hudson Valley and 13.7% on Long Island.



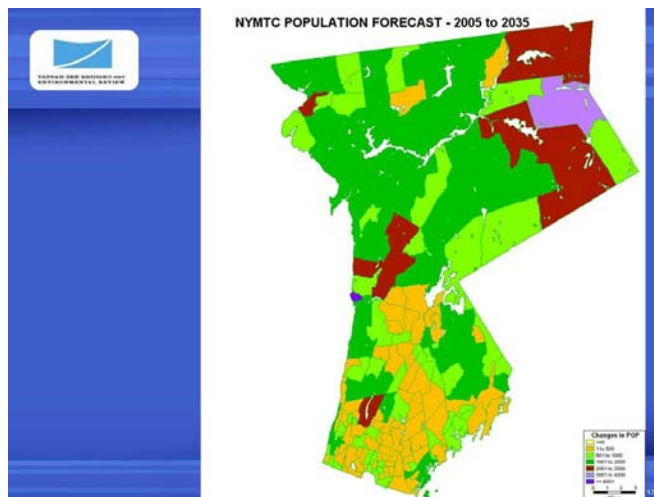
Slide 12. Employment is forecast to grow at even faster rates, with the Lower Hudson Valley leading at 26% growth, compared to 21% for NYC, and 15% for Long Island.



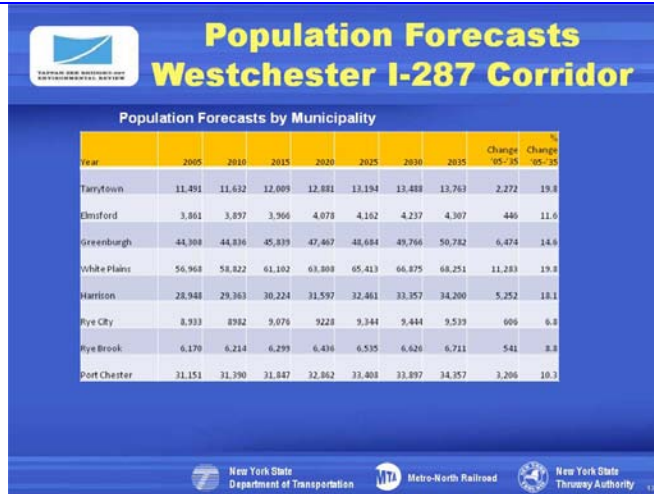
Slide 13. Among the three counties of the Lower Hudson Valley subregion, forecast population growth is led by Westchester, adding 121,000, an increment three times that of Rockland. The graph shows the relatively steady growth pattern.



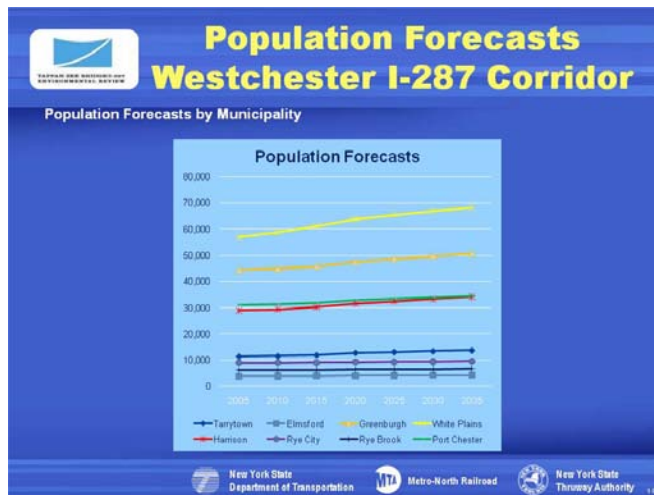
Slide 14. This map from Westchester County Planning shows the distribution of population from the 2000 Census. The insert blow-up of the I-287 Corridor portion clearly shows the existing population centers of White Plains, Port Chester and Tarrytown. Note also the low density areas of Harrison, northern Greenburgh, and much of the county's north country.



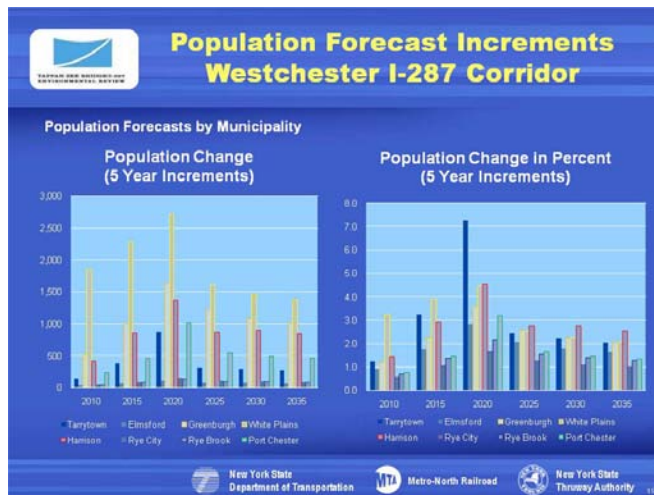
Slide 15. In this map NYMTC's forecast data are shown at the traffic analysis zone (TAZ) level for Westchester County. The greatest growth is shown in the purples and reds. Specific large-scale projects are picked up, e.g., Ridge Hill in Yonkers and the proposed former GM site in Sleepy Hollow, but elsewhere the greatest growth is forecast in the presently less developed north and northeast of the county, e.g., Lewisboro, Pound Ridge, and North Salem.



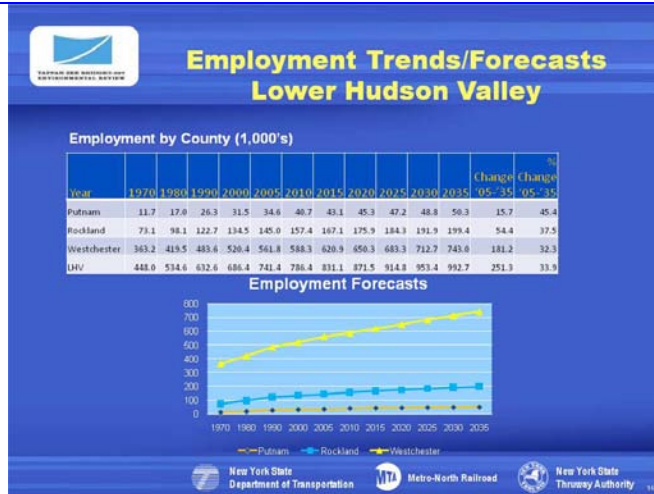
Slide 16. In this table the NYMTC forecast data are compiled from the TAZ data in the municipalities along the I-287 Corridor. (Towns, e.g., Greenburgh, Tarrytown, Elmsford, etc., which are shown separately). The City of White Plains is the largest municipality with the largest forecast (11,283) increment over the period, followed by Greenburgh. Elmsford is forecast to experience the least population growth (446) but, as the village explores the potential of transit oriented development (TOD), this may change given its potential to host two bus stations.



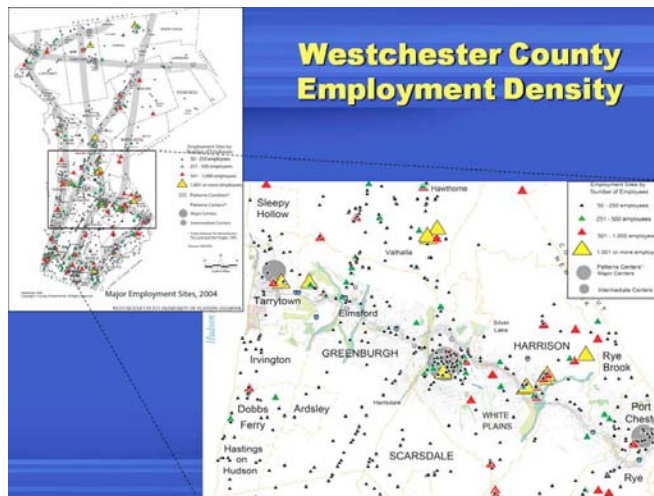
Slide 17. This graph portrays the comparative relationships among the Westchester municipalities' populations; note the similarity between Harrison and Port Chester. Port Chester is another village expressing strong interest in the potential of TOD.



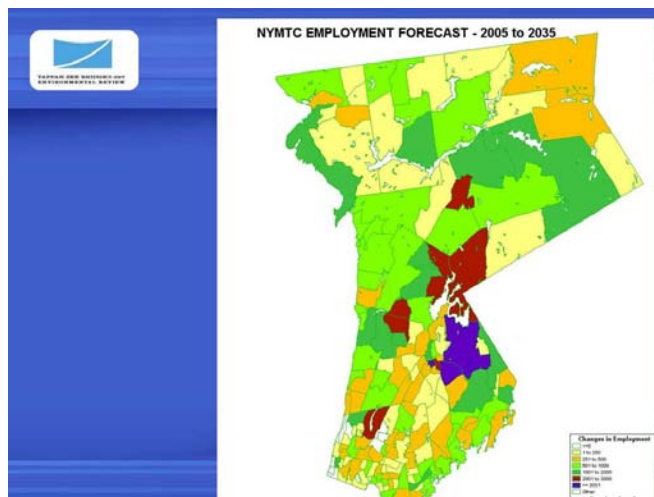
Slide 18
 These graphs show the population change in five year increments and as percent change. In most cases the rate of growth subsides notably after 2020.



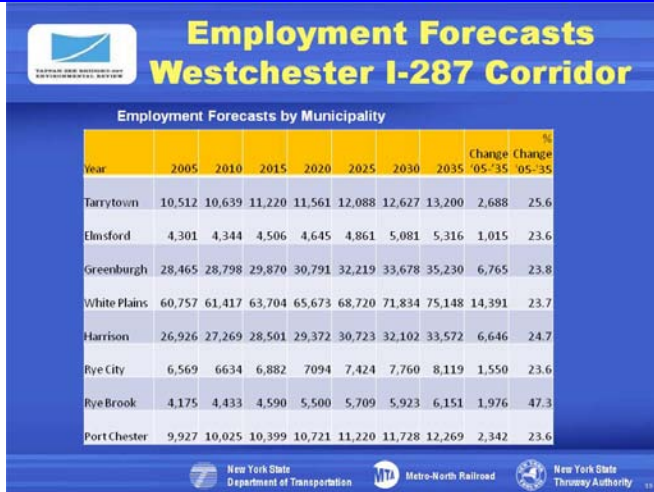
Slide 19. We turn to NYMTC's forecasts of employment growth in the Lower Hudson Valley. Rockland County is forecast to experience a substantial growth of 42,000 jobs over the period 2010-2035, while Westchester adds almost 155,000.



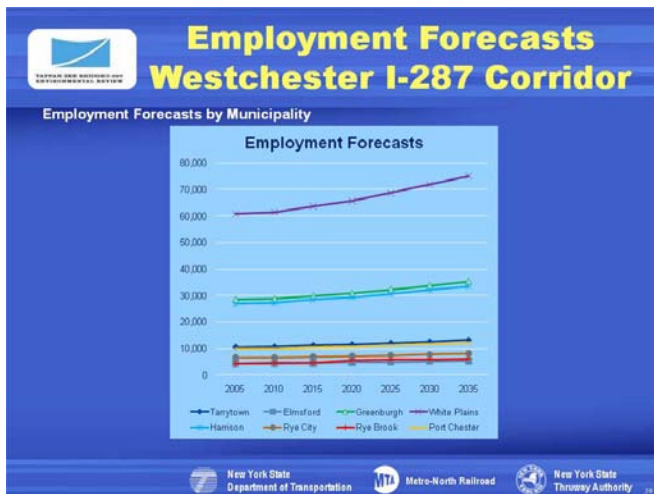
Slide 20. This map from County Planning shows the major employment centers in the county, with a blow-up of the I-287 Corridor, clearly showing White Plains, Tarrytown, Harrison and Port Chester as major centers.



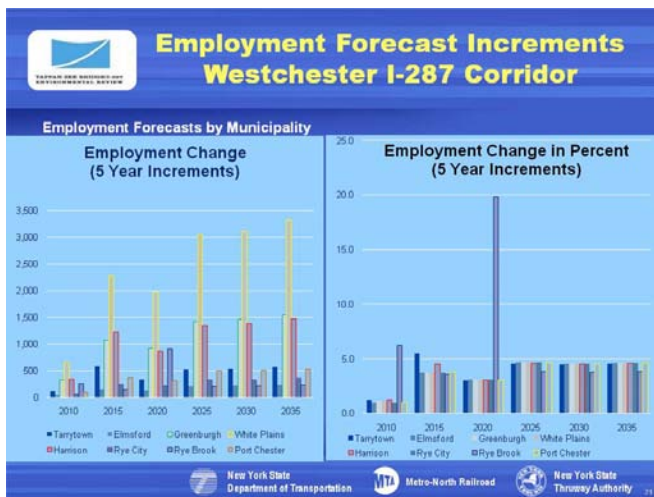
Slide 21. This map shows the NYMTC forecast employment growth in Westchester County using the NYMTC TAZ data. The greatest growth is shown in the red and purple colors. Ridge Hill in Yonkers shows up but most of the large job growth is forecast for White Plains and Harrison, as well as Mount Pleasant, North Castle, Mount Kisco, and Greenburgh.



Slide 22. Using the NYMTC TAZ data in the I-287 Corridor, we see the City of White Plains has the largest forecast growth of jobs over the period (14,391), followed by Greenburgh, and closely by Harrison. Tarrytown and Port Chester have similar, albeit less forecast growth.



Slide 23. This graph portrays the employment projections for the period. White Plains clearly leads, with Greenburgh and Harrison in another tier, still substantially higher than the other municipalities.



Slide 24. Finally, these graphs show the employment change and percent change in five year increments. Most municipalities are forecast to experience a slowdown after 2015 but pick up again after 2020. Rye Brook is forecast to experience a growth surge in 2015-2020 but then return to its typical curve. After 2020, seven of the municipalities run at a similar rate, as shown in the second graph.