Update on the Transit Proposals

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Agenda

- Short-Term Transit Proposal
  - Ongoing analyses
  - Recap
  - Feedback
- Mid/Long-Term Transit Proposal
  - Recap
  - Feedback
- Next Steps
Short-Term Transit Proposal
Analyses

- Downtown White Plains Traffic Analysis
  - Nearing completion
  - Meetings to follow
- Route 59 Traffic Analysis
  - Data collection week of Sept 30
  - Targeted completion: Mid-October
  - Meetings to follow
- Travel Time Analysis
  - Ongoing
  - Based on recorded travel speeds and drive-time surveys

These tasks are informing the short-term transit proposal.
Recap of Short-Term Proposal

- West-of-Hudson: Hybrid local/express service leveraging strengths of TZx and TOR 59
- East-of-Hudson: East/west, north/south BRT routes converging on White Plains
West-of-Hudson Routing
What We’ve Heard

West-of-Hudson

• Re-time signals along Route 59
• Access Spring Valley Transit Center
• Show Piermont ROW as a routing option
• Remove Esther Gitlow Towers stop
• Maintain service to Tarrytown
• Study conversion of I-287 travel lane to HOV
• Short-term rail service enhancements
What We’ve Heard

West-of-Hudson

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- Short-term rail service enhancements

Response:
Included as a post-MTTF implementation action.
What We’ve Heard

West-of-Hudson

• Include signal re-timing along Route 59 as an action
• Access Spring Valley Transit Center
• Show Piermont ROW as a routing option
• Remove Esther Gitlow Towers stop
• Maintain service to Tarrytown
• Study conversion of I-287 travel lane to HOV
• Short-term rail service enhancements

Response:
Revised.
What We’ve Heard

West-of-Hudson

• Include signal re-timing along Route 59 as an action
• Access Spring Valley Transit Center
• Show Piermont ROW as a routing option
• Remove Esther Gitlow Towers stop
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• Short-term rail service enhancements

Response:
Included as an action for further study.
What We’ve Heard

West-of-Hudson

• Include signal re-timing along Route 59 as an action
• Access Spring Valley Transit Center
• Show Piermont ROW as a routing option
• Remove Esther Gitlow Towers stop
• Maintain service to Tarrytown
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• Short-term rail service enhancements

Response:
Removed.
What We’ve Heard

West-of-Hudson

- Include signal re-timing along Route 59 as an action
- Access Spring Valley Transit Center
- Show Piermont ROW as a routing option
- Remove Esther Gitlow Towers stop
- Maintain service to Tarrytown
- Study conversion of I-287 travel lane to HOV
- Short-term rail service enhancements

Response:
Service to Tarrytown is largely for Metro North access. To boost ridership on TZx, moving the destination to White Plains serves the commute market to White Plains and the transfer to Metro North.
What We’ve Heard

West-of-Hudson

• Include signal re-timing along Route 59 as an action
• Access Spring Valley Transit Center
• Show Piermont ROW as a routing option
• Remove Esther Gitlow Towers stop
• Maintain service to Tarrytown
• Study conversion of I-287 travel lane to HOV
• Short-term rail service enhancements

Response:
This can be included as a post-MTTF action to study if directed by MTTF. Planning and traffic modeling required to understand impacts.
What We’ve Heard

West-of-Hudson

• Include signal re-timing along Route 59 as an action
• Access Spring Valley Transit Center
• Show Piermont ROW as a routing option
• Remove Esther Gitlow Towers stop
• Maintain service to Tarrytown
• Study conversion of I-287 travel lane to HOV
• Short-term rail service enhancements

Response:
Already included as a post-MTTF implementation action.
East-of-Hudson Routing
What We’ve Heard

East-of-Hudson

• All bus infrastructure in White Plains should be short-term
• New routing through White Plains
• Isolate route from White Plains to Valhalla as own route
• Add Platinum Mile stops to short-term
• Study conversion of I-287 travel lane to HOV
What We’ve Heard

East-of-Hudson

• All bus infrastructure in White Plains should be short-term
• New routing through White Plains
• Isolate route from White Plains to Valhalla as own route
• Add Platinum Mile stops to short-term
• Study conversion of I-287 travel lane to HOV

Response:
Yes
What We’ve Heard

East-of-Hudson

• All bus infrastructure in White Plains should be short-term
• New routing through White Plains
• Isolate route from White Plains to Valhalla as own route
• Add Platinum Mile stops to short-term
• Study conversion of I-287 travel lane to HOV

Response:
This is being evaluated as part of ongoing traffic analyses and will be discussed with local stakeholders.
What We’ve Heard

East-of-Hudson

• All bus infrastructure in White Plains should be short-term
• New routing through White Plains
• Isolate route from White Plains to Valhalla as own route
• Add Platinum Mile stops to short-term
• Study conversion of I-287 travel lane to HOV

Response:
It is presented as its own route.
What We’ve Heard

East-of-Hudson

• All bus infrastructure in White Plains should be short-term
• New routing through White Plains
• Isolate route from White Plains to Valhalla as own route
• Add Platinum Mile stops to short-term
• Study conversion of I-287 travel lane to HOV

Response:
Included.
What We’ve Heard

East-of-Hudson

- All bus infrastructure in White Plains should be short-term
- New routing through White Plains
- Isolate route from White Plains to Valhalla as own route
- Add Platinum Mile stops to short-term
- Study conversion of I-287 travel lane to HOV

Response:
Yes, this can be included as a post-MTTF action to study further. Planning and traffic modeling required to understand impacts.
Recap

• BRT is preferred mode
• Conversion to LRT in “long, long-term” should not be precluded
• CRT in “long, long-term” not ruled out
• Monorail ruled out
• West-of-Hudson rail improvements (including potential new line) to serve NYC market
Mid/Long-Term Transit Proposal

- West-of-Hudson Rail Improvements
- Gateway Tunnel with Bergen Loop
- Infill Stations along Proposed BRT Routes
- BRT Infrastructure
- TOD
- In-line Station at Palisades Center
- Interchange 10 Reconstruction
- White Plains Station Improvements

Infill Stations along Proposed BRT Routes w/ BRT Infrastructure
HOV / HOT / XB Lanes on I-287
West-of-Hudson Rail Improvements w/ Gateway Tunnel

TOD
In-line Station at Palisades Center
Interchange 10 Reconstruction
White Plains Station Improvements
What We’ve Heard

• Include Interchange 14X
• Adjust phasing of HOV/HOT/XB lanes on I-287
• Include Tarrytown Connector
• Include ferry service
• Include service to Stewart Airport
• Move to short-term:
  – White Plains Station improvements
  – In-line station at Palisades Center
What We’ve Heard

- Include Interchange 14X
- Adjust phasing of HOV/HOT/XB lanes on I-287
- Include Tarrytown Connector
- Include ferry service
- Include service to Stewart Airport
- Move to short-term:
  - White Plains Station improvements
  - In-line station at Palisades Center

Response:
Should this be included for further study to fully understand costs and benefits?
What We’ve Heard

• Include Interchange 14X
• Adjust phasing of HOV/HOT/XB lanes on I-287
• Include Tarrytown Connector
• Include ferry service
• Include service to Stewart Airport
• Move to short-term:
  – White Plains Station improvements
  – In-line station at Palisades Center

Response:
Phasing must coincide with Thruway plans to upgrade I-287 crossings. Corridor preservation study included as a short term action to ensure I-287 widening possible when bridges are replaced along corridor.
What We’ve Heard

- Include Interchange 14X
- Adjust phasing of HOV/HOT/XB lanes on I-287
- Include Tarrytown Connector
- Include ferry service
- Include service to Stewart Airport
- Move to short-term:
  - White Plains Station improvements
  - In-line station at Palisades Center

Response:
Need direction from MTTF.
What We’ve Heard

- Include Interchange 14X
- Adjust phasing of HOV/HOT/XB lanes on I-287
- Include Tarrytown Connector
- Include ferry service
- Include service to Stewart Airport
- Move to short-term:
  - White Plains Station improvements
  - In-line station at Palisades Center

Response:
Does the MTTF believe this should be included in the final recommendations?
What We’ve Heard

• Include Interchange 14X
• Adjust phasing of HOV/HOT/XB lanes on I-287
• Include Tarrytown Connector
• Include ferry service
• Include service to Stewart Airport
• Move to short-term:
  – White Plains Station improvements
  – In-line station at Palisades Center

Response:
Removed as outside of MTTF scope. Service currently being studied by Metro-North.
What We’ve Heard

- Include Interchange 14X
- Adjust phasing of HOV/HOT/XB lanes on I-287
- Include Tarrytown Connector
- Include ferry service
- Include service to Stewart Airport
- Move to short-term:
  - White Plains Station improvements
  - In-line station at Palisades Center

Response:
Advanced to short-term.
What We’ve Heard

- Include Interchange 14X
- Adjust phasing of HOV/HOT/XB lanes on I-287
- Include Tarrytown Connector
- Include ferry service
- Include service to Stewart Airport
- Move to short-term:
  - White Plains Station improvements
  - In-line station at Palisades Center

Response:
Proposal should be studied in the corridor preservation program. Phasing must coincide with widening of I-287.
Next Steps
Next Steps

- Meetings with City of White Plains / Westchester County
- Meetings with Rockland County
- Concept revision/refinement
- Presentation of final proposal to MTTF
- Implementation plan
Discussion