



Reshaping Westchester's I-287 Corridor

Making the most of a major investment in regional transit service



Goals for my project



- Main strategies for advancing TOD
 - Public education
 - Route and station planning



westchester 2025 /plan together



Public education on BRT

- Developed presentation about BRT and its applicability to this project
 - Presented to community officials
 - Posted on website
 - Presented to Westchester County Planning Board
- Met with each I-287 corridor community in Westchester
 - Group and one-on-one settings
- Community Reaction



Created website

- General information on project status and timeline
- In-depth resources on BRT & TOD
 - Reports
 - Research
 - Case studies
 - Helpful organizations

TOD resources
[Project For Public Spaces' Transportation Campaign](#)
[PFS - Building Community Through Transportation](#)

[Reconnecting America](#)
[Center for Transit Oriented Development](#)

[Regional Plan Association's TOD Website](#)

[Tri-State Transportation Campaign's TOD Clearinghouse](#)

[Smart Growth Network: A Project of Sustainable Communities Network](#)

[Transit Oriented Development Encyclopedia](#)
A Web site maintained by the Victoria Transport Policy Institute.

[Gaining Ground Information Database](#)
Pace Land Use Law Center's research library for the exploration of innovative land use laws, regulations, and practices.

TOD reports and case studies
[TOD in the US: Experiences, Challenges, and Prospects](#) (2004, 544 pages/PDF)
This seminal report looks at TOD experiences throughout the country, compiled by the Transit Cooperative Research Program (TCRP), a program of the Transportation Research Board which is an arm of the National Academies.

[The Zoning and Real Estate Implications of TOD](#) (1999, 51 pages/PDF)
This TCRP report looks at some of the more legal and regulatory impacts of TOD.

[TOD and Joint Development in the US: A Literature Review](#) (2002, 144 pages/PDF)
This TCRP report provides a comprehensive review of many aspects of TOD as well as references to many of the leading researchers and practitioners of TOD.

[Effects of TOD on Housing, Parking, and Travel](#) (2008)
This report offers original data on TOD residential trip generation and parking, and the behavior and motivation of TOD residents, employees, and employers in their mode choice. It also identifies best practices that promote, maintain, and improve TOD-related transit ridership; authored by TCRP.

[TOD: Developing a Strategy to Measure Success](#) (2005, 32 page/PDF)
This report offers a strategy to evaluate the success of TOD, presents the results of a TOD indicator survey, and identifies ten indicators that can be used to monitor and measure its impacts; authored by the Transportation Research Board of the National Academies.

[A Literature Review of Transit Supportive Development](#) (2007, 19 pages/PDF)
A literature review of transit-friendly development by the Regional Plan Association.

[Examining Accessibility and Proximity-Related Effects of Bogotá's Bus Rapid System Using Spatial Hedonic Price Models](#) (2003, 123 pages/PDF)
An Master's project academic paper authored by Felipe Targa which shows that in for every 0.1 km property was located closer to Bogotá's BRT system its value increased by 3.71%.

[Analysis of Bogotá's BRT System and its Impact on Land Development](#) (2003, 10 pages/PDF)
Reports empirical evidence on how the BRT system effects land development outcomes, such as dollar values. Written by Felipe Targa and Daniel A. Rodríguez; published in the Carolina Planning Journal.

[New Britain-Hartford Busway Station Area Planning Project](#)
(Scroll down for reports on the various stations.)
The reports on this Web site of the Capitol Region Council of Governments in Connecticut, discuss the planning principles used to encourage smart growth around the transit stations created along Hartford's new BRT system. In addition, these reports go beyond merely a statement of principles; they go into detail about how these principles will be implemented at each station along the BRT route.

[Bus Transit Oriented Development - Strengths and Challenges Relative to Rail](#)
By Professor Graham Currie as published in the Journal of Public Transportation, Vol. 9, No. 4, 2006.

Done

Coordinate with Project Team

- Planning-level meetings to discuss route and station alternatives
- TOD training team
 - NYSDOT pilot program
 - Basic training to all Westchester communities
 - Detailed training for eight communities in Westchester and Rockland



Developed route & station alternatives

- Focused on potential positive land-use impacts of new BRT service
- Identified areas with potential for TOD or transit oriented amenities
- Developed 80+ route-station alternatives
- Created fact sheets for each alternative
 - Summarized previous County comments to NYSDOT

Westchester County Department of Planning
BRT System Alternatives Analysis
1-237 BRT Alternatives - White Plains

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
2. Broadway Eastbound Connector (07-16)	This route would connect the Main Street route (07-15) with Westchester Ave via a new guideway that would travel along the north east side of Westchester Avenue in the portion of the ROW that is currently planted.	<ul style="list-style-type: none"> • More direct route from Main St to Westchester Ave • Eliminate the need for a hairpin turn at the Avenue • Allow EB service to reach more possible station locations 	<ul style="list-style-type: none"> • Would require the use of ROW that is currently being used as green space 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this connector route 	•
Hamilton Ave. Eastbound Route (07-17)	This route would enter White Plains from the west "against the grain" on the north side of Hamilton Ave, proceed through downtown on Hamilton, turning south on 2. Broadway and then following either route 07-15 or 07-16.	<ul style="list-style-type: none"> • Very direct route through White Plains • Keep EB (and potentially WB) service reasonably adjacent to train station • East end of Hamilton is quite wide and currently supports traffic in both directions • Support downtown station 1 block removed from center of downtown • Bring EB service close to several potential redevelopment sites (VP Mall, Hamilton parking garage, arena on Harbor) • Would allow for possibility of EB and WB service to travel along the same route 	<ul style="list-style-type: none"> • Would require reconfiguring the western portion of Hamilton Ave to support BRT service that was "against the grain" of current traffic flow • Would be 1-2 blocks from Galleria in downtown • Would be 2-3 blocks from government buildings in downtown 	<ul style="list-style-type: none"> • NYSDOT is not considering EB service on Hamilton 	<ul style="list-style-type: none"> • It appears that with the exception of one, maybe two, gaps/gaps, Hamilton Ave's ROW could be expanded without impacting any buildings
Main St. Eastbound Express Route (07-18)	This route would enter White Plains from the west along Main Street, then turn north on Bank Street before turning east on Hamilton - it would then continue to follow route 07-17.	<ul style="list-style-type: none"> • Would not need to reverse traffic flow on Main or Bank St. 	<ul style="list-style-type: none"> • Would require two 90-degree turns upon entering White Plains • Would not be the most direct route through White Plains 	<ul style="list-style-type: none"> • NYSDOT is considering this route 	<ul style="list-style-type: none"> • While the route could return to Main St at North Laramie that would mean crossing 1/2 of a block just to service one (very congested) station • If Main St entrance is used, traffic will either have to be allowed on main street and/or EB service will have to make a major "detour" to service the Trans Center
Martine Ave. Westbound Route (07-19)	This route would begin on Westchester Ave in the vicinity of The Westchester Mall, make the U-turn onto 2. Broadway, before turning west on Martine all the way to N. Laramie, at which point it would turn north toward the Trans Center.	<ul style="list-style-type: none"> • Route would be close to the Galleria, government offices, and downtown • Route would be close to the E. Post Road Corridor, which could be a candidate for redevelopment • Could serve White Plains via Hamilton or a new White St extension • This is the route that was chosen as the preferred alternative for the Central Avenue BRT • This is the eastern end of most WB Bus-Line buses 	<ul style="list-style-type: none"> • Would require a U-turn at 2. Broadway • Would require going "against the grain" on N. Laramie for at least two blocks, possibly four if option 07-19 is used to access a new West St extension • Slightly further away from office buildings on Hamilton, and redevelopment sites on Hamilton (VP Mall, Hamilton Garage) 	<ul style="list-style-type: none"> • NYSDOT is considering a similar route 	•

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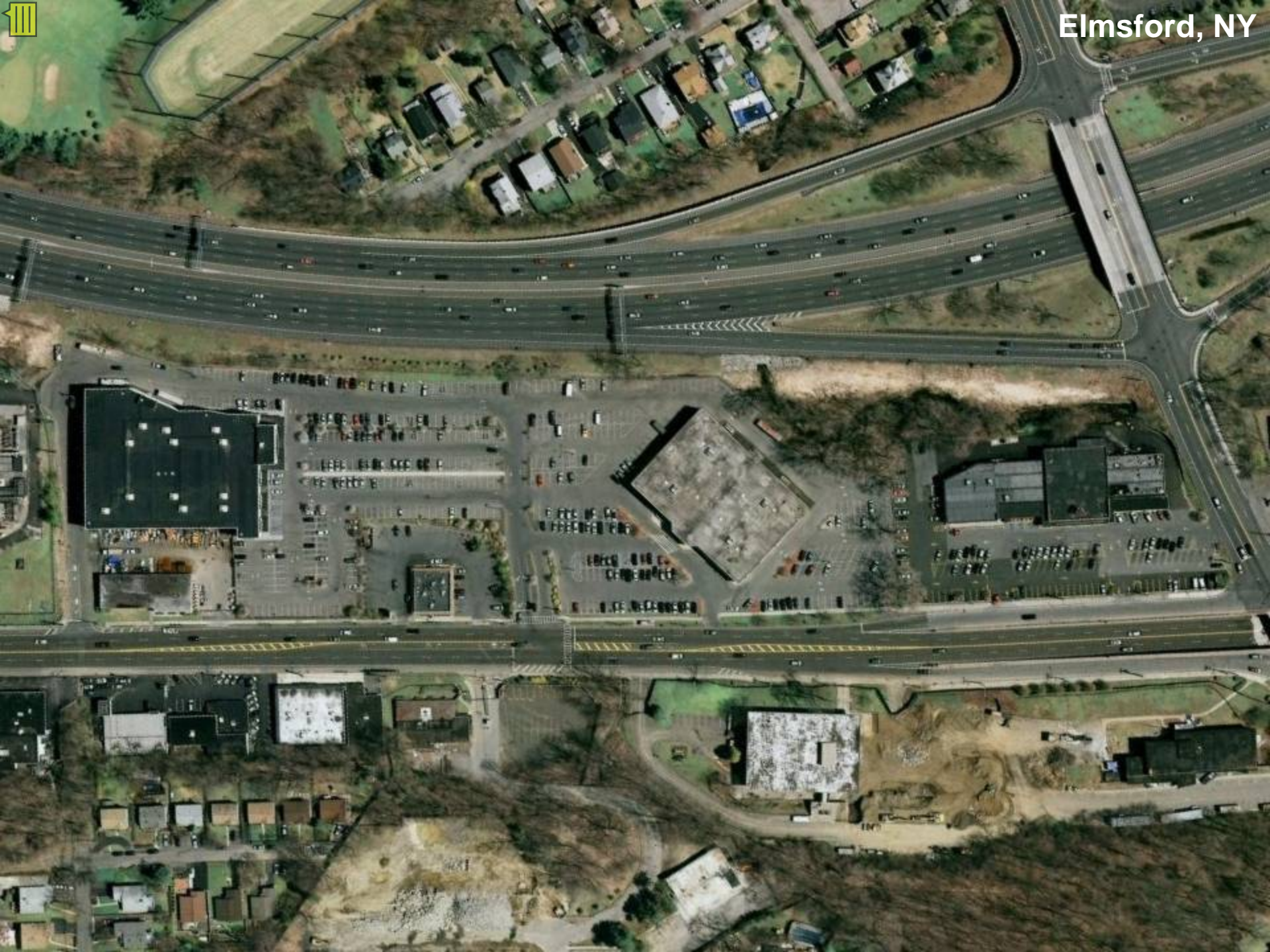
Developed route & station alternatives

- Comprehensive catalog of alternatives developed by Westchester County
 - Includes major DOT options
 - Identifies areas of potential TOD
- Interactive Google Earth format
 - Layer other information (GIS)
 - Incorporate 3D visioning of certain station areas
 - Tool to facilitate planning dialogue with communities
- Community Reaction





Elmsford, NY









Elmsford, NY







Port Chester, NY



Port Chester, NY



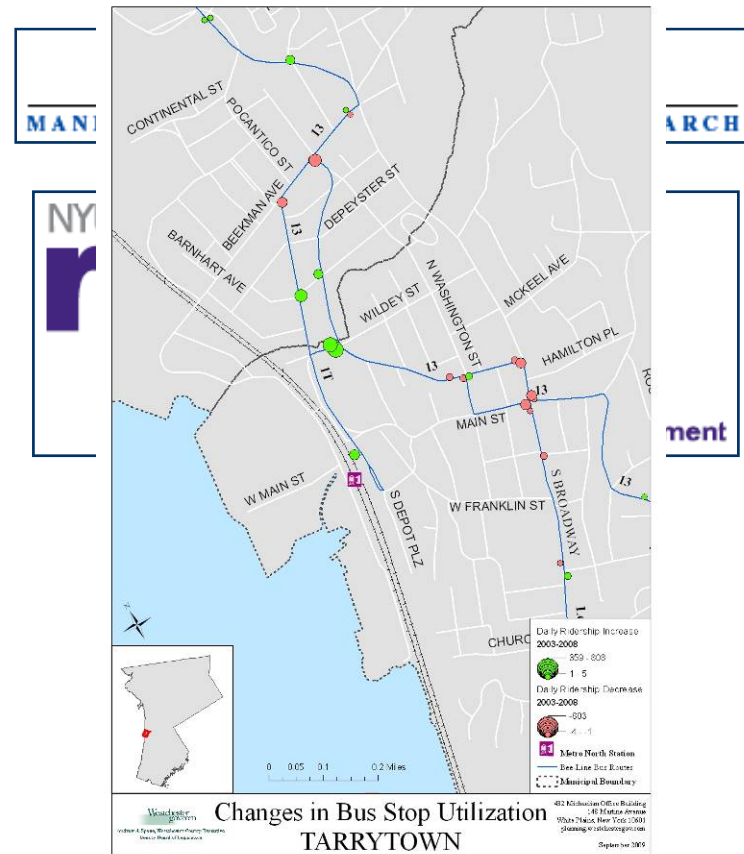
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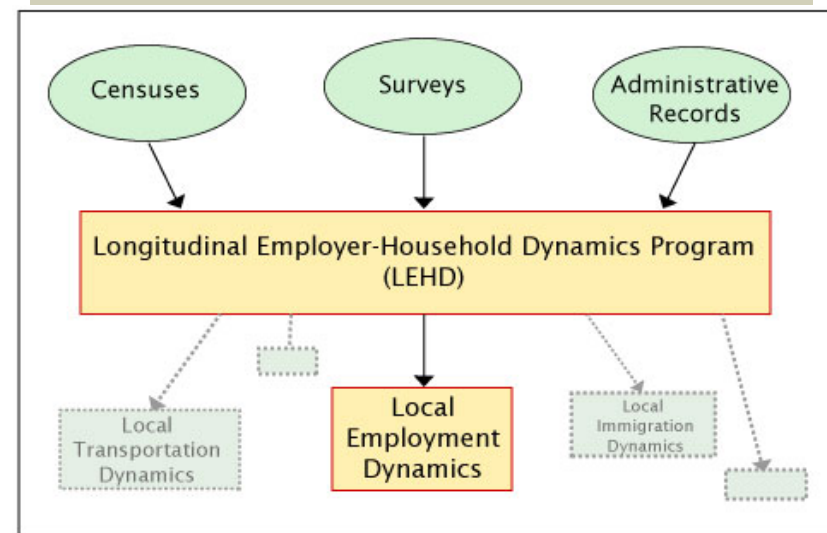
Other activities

- Analyzed Bee-Line ridership in and around the corridor
- Attended numerous conferences, including:
 - Manhattan Institute – P3's
 - Rudin Center – TOD
 - RPA – Regional Assembly



Looking forward

- Continue working with communities on station-level planning efforts
 - Work with and exploit TOD training team's expertise
- Integrate route-station catalog with planning department website
- Analyze new LEHD journey-to-work data



photography



THANK YOU

- Questions?

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