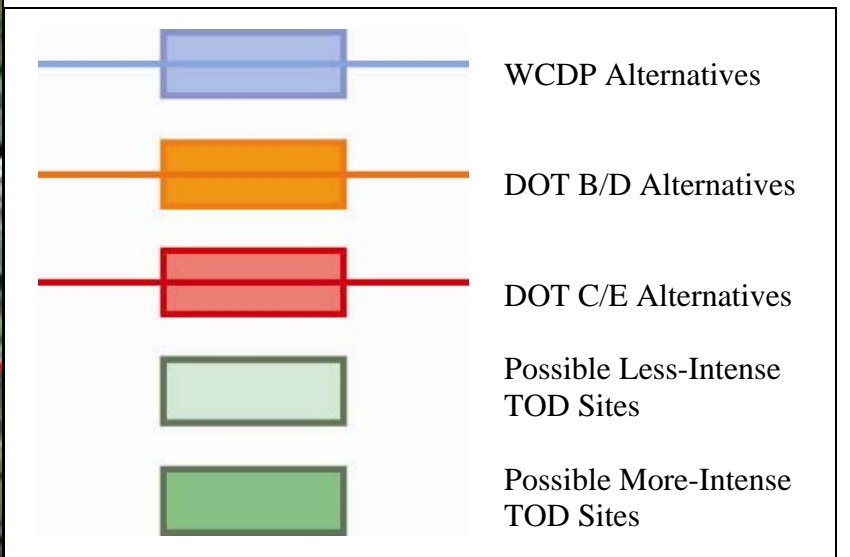


**I-287 BRT Corridor Segment Analysis
TARRYTOWN (01) – Overview**

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> • Tarrytown Train Station • Shopping Center on NE corner of 119/9 – low scale • 303 South Broadway – large office building with large parking lot • Residential (Condos NE of Broadway, NW of Broadway, VanWart/Paulding neighborhood) • Doubletree Hotel • Hitachi • Office Buildings on 119 • Kraft offices • Downtown Tarrytown • MFH in vicinity of train station
Connections to be Made	<ul style="list-style-type: none"> • Metro North (generally and Tarrytown Station) • Bee-Line busses from north, south and east (13, 1T, 1W, Loop T) • Hudson Riverwalk – need to provide for construction of Riverwalk in the designs of the bridge and transit improvements.
Possible TOD Opportunities	<ul style="list-style-type: none"> • Shopping Center on NE corner of 119/9 – low scale, overparked at certain times of the day • GM training facility – largely unused • 303 South Broadway – large office building with large parking lot • Office Buildings East on 119 (including 5 ‘cut-off’ houses) • Small scale auto businesses & diner to S of 119 – “inside” exit ramp loop • Adding density to existing multi-family housing • Strip retail by train station
Possible Station Locations	<ul style="list-style-type: none"> • Thruway property – N of 119 & W of Broadway • Shopping Center NE of intersection (PPP?) • Metro North station – east side of tracks
Possible Route Alignments	<ul style="list-style-type: none"> • N side of 287, cross Broadway at 119, travel east on 119 ROW
WCDP Existing Conditions Images?	<ul style="list-style-type: none"> • No
WCDP Visioning/Renderings?	<ul style="list-style-type: none"> • No

Major Constraints (infrastructure, acquisitions, parking, environmental, etc)	<ul style="list-style-type: none"> • Infrastructure to cross Broadway • Quay Condominiums – Large number of residents that may be impacted depending on landing and connection to MNR • Community consensus on vision for area • Topography – elevation increase to NE; steep slope west to river
Community Discussions with WCDP	<ul style="list-style-type: none"> • Informal meetings with municipal officials
Key Differences from NYSDOT	<ul style="list-style-type: none"> • WCDP would place preference on BRT through Thruway property north of toll plaza for new station with BRT then traveling west to Metro-North and east along 119. • DOT is not considering a busway alternative along 119. • WCDP is not proposing a Meadow Street station (not sure of population/activities to be served)
Other Notes	<ul style="list-style-type: none"> • Need to make connection to Sleepy Hollow, a densely populated village just to north of area. This includes transit, pedestrian, and bicycle access. • Need to find a way to support existing downtown of Tarrytown while also encouraging TOD near Broadway/119. Need to make pedestrian and bicycle connection to existing Tarrytown downtown – it is not a far walk. This will make train station stop more of a complete Tarrytown stop rather than just a transfer station to Metro North. • NYS linear park – Old Croton Aqueduct, runs N/S to the east of Broadway • Shouldn’t forget about area within walking distance of train station – there are TOD opportunities as well as areas that should be considered for increased density.



**I-287 BRT Corridor Segment Analysis
TARRYTOWN (01) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Thruway Property Station (01-01)	Station location on Thruway property, west of Broadway	<ul style="list-style-type: none"> • No Acquisition Required • Easy Connections to Bee-Line bus • Very close to TOD opportunities • Does not take up private property that could be redeveloped • Less of a backtrack to get to Tarrytown MNR station • Great connection to 303 Broadway. 	<ul style="list-style-type: none"> • Need to make sure station is visible from Broadway/119 and that station is not 'buried' near landing site b/c of constraints of Thruway property. • Pedestrian connections to major areas to be served need to be carefully planned – crossing both Broadway and 119 might be difficult. • Marginally longer walk to office buildings and other uses east on 119. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • This station location only works if BRT route can reach north side of the Thruway. If the BRT alignment is on the south side of the Thruway or in the median, BRT lanes will need to drop under general traffic lanes to access Thruway property – similar connection via flyover now shown for Interchange 9 BRT route.
Stop & Shop Plaza Station (01-02)	Station Location in Stop & Shop plaza to NE of intersection of Broadway and 119.	<ul style="list-style-type: none"> • Could serve as anchor for revitalization of underutilized plaza • Easy connections to existing multi-family housing to north. • Good connections to existing Bee-Line bus routes • Could possibly be served even if BRT route is in the middle of the highway as it crosses the bridge • Easier connection to Hitachi 	<ul style="list-style-type: none"> • Slightly longer backtrack to get to Tarrytown MNR station • Marginally more removed from 303 S. Broadway corporate building • Would require acquisition or PPP with plaza owners • Plaza area not as large as area of land to S of 119 – might be easier to have PPP with area to South given that they have more land to turn into a TOD if so inclined 	<ul style="list-style-type: none"> • DOT is not currently contemplating a station at this location. 	<ul style="list-style-type: none"> • Slightly more removed from Quay condominiums.
Hess Station (01-03)	BRT station in and possibly to the east of the Hess station to the SE of the intersection of Broadway and 119.	<ul style="list-style-type: none"> • Station is on large area of land that could be targeted for TOD • Leaves the Stop & Shop Plaza (across 119) intact so that any redevelopment there could make use of as much of its limited land as possible. • Might be possible for BRT route to make this stop even if alignment is in the center of the Thruway over the bridge. • Good connection to existing Bee-Line routes. 	<ul style="list-style-type: none"> • Slightly more removed from existing multi-family housing to north of 119 • Topographical challenges – Thruway is ~30-40 feet below grade at Hess station. • Would require acquisition or PPP • Any PPP would be complicated by the multiple owners of the property to the S of 119. • Might require a slightly longer backtrack of BRT route to get to Tarrytown MNR station. 	<ul style="list-style-type: none"> • DOT is not currently contemplating a station at this location. 	<ul style="list-style-type: none"> • Hess station is relatively new (~2004) and is one of the largest gas stations in the vicinity (most pumps, largest land area, largest store).

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Tarrytown MNR BRT Station (01-04)	This is a BRT station at the existing Tarrytown Metro North Station.	<ul style="list-style-type: none"> • Serve train station markets • Serve surrounding residential population (including new development). • Connection to existing Bee-line routes. • Provides connection to existing downtown Tarrytown. 	<ul style="list-style-type: none"> • Will likely require displacement of surface parking 	<ul style="list-style-type: none"> • WCDP believes that this station should be more than a 'transfer station'. There is a large population within walking distance as well as fair amount of commercial activity. Sleepy Hollow connectively required. 	<ul style="list-style-type: none"> • This station could easily be accommodated on either side of the RR tracks. However, we believe that it would be better to have it on east side of the tracks, closer to the existing downtown and on the same side of the tracks as the majority of residents and businesses. • Need to accommodate existing Bee-Line routes that utilize this area and often perform 180 degree turns.
119 Route (01-05)	This route has the BRT system aligned on the north side of the new bridge in a separate busway. It then travels over the Thruway property and east along 119. Depending on the Broadway station location, the busway might traverse the existing Stop & Shop plaza or the Hess gas station location as well.	<ul style="list-style-type: none"> • Most direct route to travel along 119 east of Tarrytown • Serves existing office buildings and residential uses • Serves many areas of potential TOD's. 	<ul style="list-style-type: none"> • Depending on Broadway station location, the route might require limited acquisitions. • In order to maintain a separate busway, there will need to be a significant infrastructure investment to cross Broadway. • Existing uses to south of Thruway (Doubletree hotel, Van Wart/ Paulding neighborhood, Kraft) not as well served as areas to the north • Possible TOD opportunities to south of Thruway not as well served by this route (gas stations and diner, GM training facility) 	<ul style="list-style-type: none"> • DOT is only considering an exclusive busway along the 287 ROW and using bus lanes on 119. • DOT has not published alternative routes that take the BRT over the Thruway property; however, they have informally presented those options to WCDP. 	
Connection to Metro North Station, Alternative 1 (01-06)	This route would connect the proposed Broadway BRT station with the Tarrytown Metro North Station by traveling parallel with Thruway and trunk BRT route, down the hill towards the RR tracks. The route would then bend and continue sloping downward towards the train station.	<ul style="list-style-type: none"> • Limited, if any, acquisitions required. Route would be mostly on Thruway and MNR ROW • Connection to MNR station is imperative • Good connections with Bee-Line busses. • If engineered correctly, would serve to make areas surrounding Broadway BRT stop much more accessible to MNR station. Instead of having to take the 13 or 1T Bee-line bus (up Broadway, down Central Avenue), they could instead board a bus that would travel on an exclusive ROW directly to the train station (and vice versa). This would greatly enhance the property values of the areas nearby and promote their use as potential areas of TOD. • Similar to above, connection could easily be made to Tarrytown waterfront (parks, restaurants), Tarrytown's new MXD, and the possible GM redevelopment from neighborhood near Broadway BRT station. 	<ul style="list-style-type: none"> • Possible visual impacts of viaduct or other guideway structure during the N/S portion of this route along the RR tracks. • Service – would there be a shuttle bus operating along this route requiring a transfer to the train station, or would every third bus, for example, go to the train station and backtrack? 	<ul style="list-style-type: none"> • None-the route is the same. 	<ul style="list-style-type: none"> • Municipal officials expressed residents' concerns regarding visual impacts of guideway along RR tracks. • Officials raised possibility of having an in-line BRT station above/below toll plaza and then a vertical elevator to track level, where a shuttle bus or other vehicle could run at grade.

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Connection to Metro North Station, Alternative 2 (01-07)	This route would connect the trunk BRT route to the Tarrytown MNR station directly from the new TZB.	<ul style="list-style-type: none">• Quicker and more direct connection to train station for commuters traveling to and from Rockland County	<ul style="list-style-type: none">• Does not improve access to Tarrytown train station for Westchester County residents or businesses• Does not encourage TOD at Broadway BRT station.• Might require more complex engineering as much of this route is over water and connection to bridge would require engineering the bridge specifically for this alternative.	<ul style="list-style-type: none">• This route is not considered viable by the Project Team.	