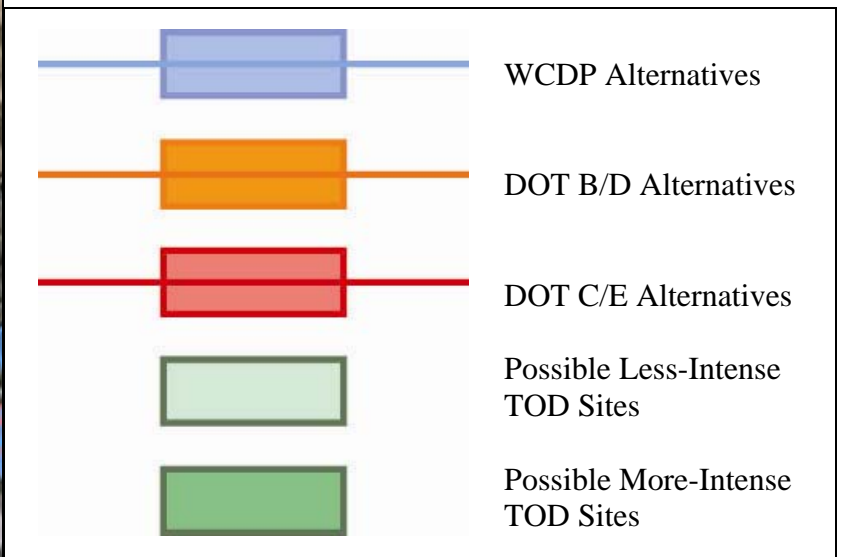


**I-287 BRT Corridor Segment Analysis
CENTRAL AVE. (06) – Overview**

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> • County Center • Loehman’s Shopping Center • Misc Retail on Aqueduct, Tarrytown Rd, and Central Avenue • One office building to north of 119 (behind Staples) • MFH to north of 119, west of Aqueduct • MFH between Aqueduct and Central Avenue • SFH & MFH south of 119 to the east of Central Avenue (Battle Hill)
Connections to be Made	<ul style="list-style-type: none"> • Local Bee Line-E/W on 119 and N/S on Central Ave • Central Ave BRT
Possible TOD Opportunities	<ul style="list-style-type: none"> • Loehman’s Plaza • Misc Retail/Housing along Aqueduct and Central Avenue • Staples/Office Building • Possible slight increase in housing density in SW portion of Battle Hill • TOD/increase in residential density in existing MFH north of 119, west of Aqueduct
Possible Station Locations	<ul style="list-style-type: none"> • Southwest corner of Central Avenue and 119 • Southeast corner of Central Avenue and 119 • In the median of 119 in the vicinity of Central Ave • Western portion of south west parking lot for county center
Possible Route Alignments	<ul style="list-style-type: none"> • Along 119 – either in the median, along the south side, or along the north side

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"> • Very busy section of 119 • Traffic backs up on 119 at light for traffic exiting from 287 • Slight rise in elevation to the south of 119, especially in the eastern section of this area
Community Discussions with WCDP	<ul style="list-style-type: none"> • WCDP has not had substantive discussions with municipal officials about this station location.
Key Differences from NYSDOT	<ul style="list-style-type: none"> • NYSDOT is not considering a busway along 119
Other Notes	<ul style="list-style-type: none"> • 119 ROW is quite wide in this area, including a raised median • Sidewalks are missing in some areas, especially on the south side of 119 • Station location is in the City of White Plains but borders Greenburgh. There will be the need for close collaboration between the two municipalities • Area contains many shopping centers with excess parking



**I-287 BRT Corridor Segment Analysis
CENTRAL AVE. (06) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Central Ave West Station (06-01)	This station would be located on the SW side of the intersection of 119 and Central Avenue – approximately where the diner is	<ul style="list-style-type: none"> • Could be used for both Central Ave BRT and TZB BRT 	<ul style="list-style-type: none"> • Might require acquisition of diner as there is little room to expand the 119 ROW on the north (county center) side of 119 • Slight topography change on site might require excavation/grading 	<ul style="list-style-type: none"> • NYSDOT is considering a station in this area, but has not decided on median or curb side stations. 	
Central Ave East Station (06-02)	This station would be located on the SE side of the intersection of 119 and Central Avenue – where the municipal parking lot is	<ul style="list-style-type: none"> • Relatively flat area • Would not require acquisition from a private entity • Could be used for both the Central Avenue and TZB BRT 	<ul style="list-style-type: none"> • Would require acquisition of a moderately well-used municipal parking facility 	<ul style="list-style-type: none"> • NYSDOT is not considering a station to the south or east of Central Avenue. 	
119 Median Station (06-03)	This station would be located in the median of 119, either on the east, west, or both sides of Central Avenue	<ul style="list-style-type: none"> • Would allow the BRT route to remain in the median of 119 • Would likely limit the need for acquisition 	<ul style="list-style-type: none"> • Probably would not be able to serve both the Central Ave and TZB BRT systems 	<ul style="list-style-type: none"> • NYSDOT is not considering a station to the south or east of Central Avenue. 	
County Parking Lot Station (06-04)	This station would be located in the western (northern) portion of the western most parking lot serving the County Center	<ul style="list-style-type: none"> • Would not require acquiring property from a private owner • Could serve both the Central Ave and TZB BRT systems • Would not require major realignment of vehicular traffic on 119 	<ul style="list-style-type: none"> • Farthest station from possible TOD sites – mainly on south side of 119 and farther west. • Would displace parking spots from a well-used facility 	<ul style="list-style-type: none"> • NYSDOT is considering a station in this area, though it is unclear where they are proposing the exact location. 	
119 Median Route (06-05)	This route would travel along the median of 119	<ul style="list-style-type: none"> • Would give greater flexibility in designing 119 and deciding on which side of 119 any acquisitions would need to take place • Would accommodate a median station • Could easily accommodate the Main Street and or Hamilton Avenue approach to, and departure from, White Plains 	<ul style="list-style-type: none"> • Only accommodates a median station-no opportunity to integrate station into a redevelopment • Crossing all of the intersections in an exclusive guideway might be difficult • Using the Water St Ext entrance to WP would require crossing 119 	<ul style="list-style-type: none"> • NYSDOT is only considering bus lanes along 119, not a busway. 	
119 South Route (06-06)	This route would travel along the south side of 119	<ul style="list-style-type: none"> • Easily services stations on the south side of 119, which is where the majority of existing and future uses will be 	<ul style="list-style-type: none"> • All of the intersections would need to be bridged in order to maintain a busway • Would require a lot of acquisition to keep it on the south side of 119 • PPP would be difficult b/c of the multiplicity of ownership 	<ul style="list-style-type: none"> • NYSDOT is only considering bus lanes along 119, not a busway. 	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
119 North Route (06-07)	This route would travel along the north side of 119	<ul style="list-style-type: none">• Requires the crossing of fewer intersections than either the median or southern routes• Would require acquisition from fewer owners than the southern alignment	<ul style="list-style-type: none">• Might bring alignment too close to County Center to make construction feasible	<ul style="list-style-type: none">• NYSDOT is only considering bus lanes along 119, not a busway.	