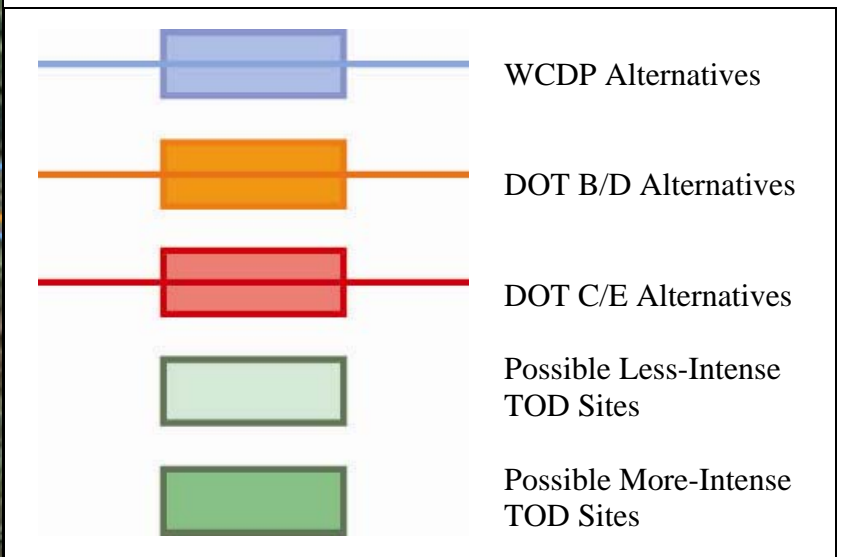
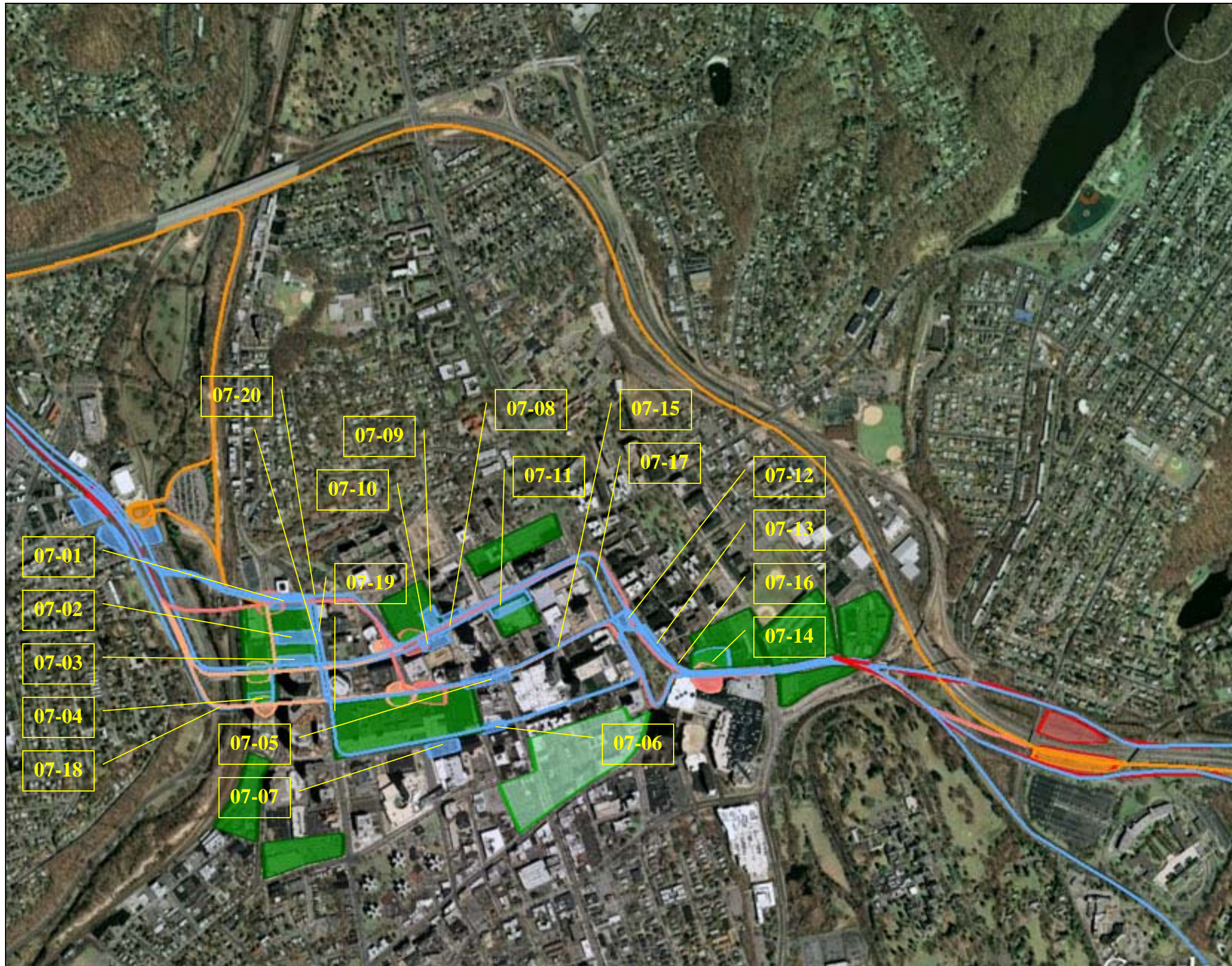


**I-287 BRT Corridor Segment Analysis  
WHITE PLAINS (07) – Overview**

<b>Key Existing Land Uses to be Served</b>	<ul style="list-style-type: none"> <li>• Downtown Office Buildings</li> <li>• Downtown Housing (Public, Luxury, and in b/w)</li> <li>• Government Offices</li> <li>• Galleria</li> <li>• The Westchester</li> <li>• City Center</li> <li>• Mamaroneck Ave shops &amp; bars</li> <li>• WP Hospital</li> <li>• N. Broadway / Lake St area</li> </ul>
<b>Connections to be Made</b>	<ul style="list-style-type: none"> <li>• Metro North Station</li> <li>• Bee Line Busses (Trans Center)</li> <li>• Bronx River Reservation/Trailway</li> <li>• Westchester County Airport (HPN)</li> </ul>
<b>Possible TOD Opportunities</b>	<ul style="list-style-type: none"> <li>• Train station area (parking lots)</li> <li>• Bank St (b/w Marine and Quarropas)</li> <li>• Galleria</li> <li>• White Plains Mall</li> <li>• Hamilton Garage</li> <li>• Parking lot on Barker b/w Broadway and Church</li> <li>• USPS facility on Fischer</li> <li>• E Post Rd (b/w Broadway and Mitchell)</li> <li>• Stop &amp; Shop / Car Dealership on Westchester Ave</li> <li>• The Container Store on Westchester Ave</li> </ul>
<b>Possible Station Locations</b>	<ul style="list-style-type: none"> <li>• Train Station <ul style="list-style-type: none"> <li>○ Water Street</li> <li>○ New Street</li> <li>○ Hamilton</li> <li>○ Main/Bank</li> </ul> </li> <li>• Downtown <ul style="list-style-type: none"> <li>○ Hamilton/Renaissance (N or S)</li> <li>○ Hamilton/Church</li> <li>○ Main/Mamaroneck</li> <li>○ Martine/Court</li> <li>○ Martine/MLK</li> </ul> </li> <li>• East End <ul style="list-style-type: none"> <li>○ S. Broadway/Main</li> <li>○ Franklin Ave</li> <li>○ Westchester Ave/Paulding</li> </ul> </li> </ul>
<b>Possible Route Alignments <u>Eastbound</u> Service</b>	<ul style="list-style-type: none"> <li>• Entrance to White Plains (from west) <ul style="list-style-type: none"> <li>○ Water Street Connection to N Lexington</li> <li>○ Hamilton ('against the grain')</li> <li>○ Main Street then on to Bank and Hamilton</li> </ul> </li> <li>• Downtown Routing <ul style="list-style-type: none"> <li>○ Hamilton</li> <li>○ Main</li> </ul> </li> <li>• Exit (towards Harrison/Rye) <ul style="list-style-type: none"> <li>○ Westchester Ave – via either Armory or S. Broadway 'against the grain'</li> </ul> </li> </ul>

<b>Possible Route Alignments <u>Westbound</u> Service</b>	<ul style="list-style-type: none"> <li>• Entrance to White Plains (from east) <ul style="list-style-type: none"> <li>○ Westchester Ave</li> </ul> </li> <li>• Downtown Routing <ul style="list-style-type: none"> <li>○ Martine – via either S. Broadway or a new ROW through park</li> <li>○ Hamilton via Broadway</li> </ul> </li> <li>• Exit (towards Greenburgh) <ul style="list-style-type: none"> <li>○ Hamilton</li> <li>○ Water St Connection – either via MLK or N Lexington 'against the grain'</li> </ul> </li> </ul>
<b>WCDP Existing Conditions Images?</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>WCDP Visioning/Renderings?</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Major Constraints (infrastructure, acquisitions, parking, environmental, etc)</b>	<ul style="list-style-type: none"> <li>• Not a lot of vacant land downtown or many areas to widen ROW.</li> <li>• Lots of on-street parking</li> <li>• Through roads are one-way and very, very wide</li> <li>• Trans Center is set back a block or two from main thoroughfare and key land uses.</li> <li>• Lots of big box and indoor retail and malls</li> <li>• Not a lot of open space downtown – anything that impinges on that may be a potential problem</li> </ul>
<b>Community Discussions with WCDP</b>	<ul style="list-style-type: none"> <li>• WCDP has not had substantive discussions with municipal officials about this segment of the corridor.</li> </ul>
<b>Key Differences from NYSDOT</b>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering an EB route on Hamilton or any stations on Hamilton east of MLK.</li> <li>• NYSDOT is not considering a route on Martine Ave.</li> <li>• NYSDOT's downtown stations are focused around MLK, whereas WCDP sees opportunities for stations slightly farther to the east to serve both the Galleria and the center of downtown.</li> <li>• Key uses identified by WCDP are broader than NYSDOT's Trans Center, Galleria, The Westchester.</li> <li>• WCDP is not recommending a station at White Plains Avenue in WP because it does not believe it would be well utilized at this time. If St. Agnes, NY Presbyterian, or the IBM site are redeveloped, this decision should be revisited.</li> </ul>
<b>Other Notes</b>	<ul style="list-style-type: none"> <li>• NYSDOT should be open to making recommendations to White Plains for altering existing one-way configurations if a preferred BRT route goes 'against the grain'.</li> <li>• Transit connections (Metro North, Bee-Line) are tremendous in this area.</li> <li>• WP is becoming more of a 7-day a week community and more of a 16-hour a day community.</li> </ul>







**I-287 BRT Corridor Segment Analysis  
WHITE PLAINS (07) – Route Station Alternatives Analysis**

<b>Route / Station Alternative</b>	<b>Description</b>	<b>Key Benefits</b>	<b>Possible Drawbacks</b>	<b>Key Differences from NYSDOT</b>	<b>Other Notes</b>
Water St Station (07-01)	Station would be located on Water St-b/w Ferris and N Lexington	<ul style="list-style-type: none"> <li>•Immediately adjacent to Trans Center (Bee-Line Bus) and WP Metro North Station.</li> <li>•Could be located on either (or both) sides of Water Street</li> </ul>	<ul style="list-style-type: none"> <li>•Main users would be transit riders-not a large density of other uses nearby</li> <li>•Integrating a separate BRT ROW with the existing heavy bus traffic might be difficult</li> </ul>	<ul style="list-style-type: none"> <li>•NYSDOT is considering a station in this location.</li> </ul>	
New St. Station (07-02)	Station would be located on New St-b/w Ferris and N Lexington	<ul style="list-style-type: none"> <li>•Immediately adjacent to Trans Center (Bee-Line Bus) and WP Metro North Station.</li> <li>•Could be located on either (or both) sides of New Street or maybe in median.</li> </ul>	<ul style="list-style-type: none"> <li>•Main users would be transit riders-not a large density of other uses nearby</li> <li>•Integrating a separate BRT ROW with the existing heavy bus traffic might be difficult</li> <li>•Might require construction of an additional elevated roadway to accommodate the BRT route</li> </ul>	<ul style="list-style-type: none"> <li>•NYSDOT is NOT considering a station in this location.</li> </ul>	
Hamilton/Ferris Station (07-03)	Station would be located on Hamilton Ave -b/w Ferris and N Lexington	<ul style="list-style-type: none"> <li>•Immediately adjacent to Metro North Train Station</li> <li>•One-Block from Trans Center</li> <li>•Site is currently a parking lot</li> <li>•If Hamilton is used for either EB or WB BRT routing, this station would allow the BRT to serve the transit users while not needing to deviate from a straight line route.</li> <li>•Slightly closer (1 block) to other office/residential users.</li> </ul>	<ul style="list-style-type: none"> <li>•Would require acquisition.</li> </ul>	<ul style="list-style-type: none"> <li>•NYSDOT is NOT considering a station in this location.</li> </ul>	
Main/Bank Station (07-04)	This station would be located on the north side of Main Street b/w the RR tracks and Bank St	<ul style="list-style-type: none"> <li>•Would allow for a Main St BRT route to continue through WP without the need to deviate from the shortest route</li> <li>•Closer to residential/office uses</li> <li>•Immediately adjacent to entrance to Metro North platform</li> </ul>	<ul style="list-style-type: none"> <li>•3 blocks from Trans Center</li> <li>•Would take well-used municipal parking lot – would likely have to create structured parking instead</li> </ul>	<ul style="list-style-type: none"> <li>•NYSDOT is considering a station in this location.</li> </ul>	
Main/Mmk Station (07-05)	This station would be located on Main street between Court St/Renaissance Sq and Mamaroneck Ave	<ul style="list-style-type: none"> <li>•Prime downtown location-heart of downtown</li> <li>•Close to City Hall</li> <li>•Adjacent to City Center</li> <li>•Adjacent to Galleria</li> <li>•Adjacent to new residential high-rise</li> <li>•Adjacent to public plaza</li> <li>•Many Bee-line routes stop in this vicinity</li> </ul>	<ul style="list-style-type: none"> <li>•Very busy intersection – might be hard to find space for station w/o encroaching on public plaza</li> <li>•Not much room to expand street ROW- buildings close to street line and public plaza on street line</li> </ul>	<ul style="list-style-type: none"> <li>•NYSDOT is considering a station in this location.</li> </ul>	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Martine/Court Station (07-06)	This station would be located on Martine Ave in the vicinity of Court Street (either E or W of Court)	<ul style="list-style-type: none"> <li>• Existing Bee-Line stop of many routes</li> <li>• One block removed from heart of downtown – close to action, but not right in the middle</li> <li>• Immediately adjacent to County Office Building</li> <li>• Immediately adjacent to Galleria</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection already very busy with Bee-Line buses going west on Martine and North on Court Street</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location.</li> </ul>	
Martine/MLK Station (07-07)	This station would be located on Martine Avenue on the SE side of the intersection w/ Martin Luther King Blvd	<ul style="list-style-type: none"> <li>• Large empty space in front of County Ofc building parking lot – provides room to expand Martine ROW and/or construct station</li> <li>• Immediately adjacent to County Office Building, Galleria, White Plains Library</li> </ul>	<ul style="list-style-type: none"> <li>• Two plus blocks from heart of downtown, which is on other side of small hill</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location.</li> </ul>	
Hamilton Median Station (07-08)	This station would be located in the median of Hamilton Ave in the area of Renaissance Sq	<ul style="list-style-type: none"> <li>• One block removed from center of downtown</li> <li>• Station could serve both EB and WB service</li> <li>• Hamilton quite wide in this area</li> <li>• Close to many office uses</li> </ul>	<ul style="list-style-type: none"> <li>• Farther from Bee-Line bus connections – most Bee-line routes travel on Main or Martine</li> <li>• Does not provide opportunity to integrate station into any redevelopment effort</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location</li> </ul>	
Renaissance North Station (07-09)	This station would be located on the north side of Hamilton Avenue at the intersection of Renaissance Plz – station could be located either to the east or west of Renaissance/Cottage	<ul style="list-style-type: none"> <li>• One block removed from center of downtown</li> <li>• Both areas are underutilized for downtown parcels-gas station, mall parking lot</li> <li>• Could integrate stations into redevelopment of either or both parcels</li> <li>• Hamilton ROW is quite wide in this area – limited needs for acquisition</li> <li>• Close to many office uses</li> </ul>	<ul style="list-style-type: none"> <li>• Farther from Bee-Line bus connections – most Bee-line routes travel on Main or Martine</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location</li> </ul>	
Renaissance North Station (07-10)	This station would be located on the south west corner of the intersection of Hamilton and Renaissance Sq	<ul style="list-style-type: none"> <li>• One block removed from center of downtown</li> <li>• Area is open space in front of a private parking structure</li> <li>• Hamilton ROW is quite wide in this area – limited needs for acquisition.</li> <li>• Close to many office uses</li> </ul>	<ul style="list-style-type: none"> <li>• Farther from Bee-Line bus connections – most Bee-line routes travel on Main or Martine</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location</li> </ul>	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Hamilton Church Station (07-11)	This station would be located along the south side of Hamilton Ave, between Church St and EJ Conroy Drive	<ul style="list-style-type: none"> <li>• One-plus block removed from center of downtown</li> <li>• Opportunity for PPP and redevelopment of garage</li> <li>• Station could be integrated into redevelopment of parking garage</li> </ul>	<ul style="list-style-type: none"> <li>• Farther from Bee-Line bus connections – most Bee-line routes travel on Main or Martine</li> <li>• Would require redevelopment of parking garage and integration of station into that design</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location</li> </ul>	
Broadway/Main Station (07-12)	This station would be located in the median of S. Broadway at Main Street (the island formed by Main Street/Broadway/Westchester Ave)	<ul style="list-style-type: none"> <li>• Station could be located in median and not require widening of ROW</li> <li>• 2-plus blocks from WP middle school</li> <li>• Close to residential uses on the N. Broadway corridor</li> <li>• Could serve both EB and WB service</li> </ul>	<ul style="list-style-type: none"> <li>• Located on mapped White Plains parkland</li> <li>• Area contains steep slopes, especially to south and east</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location</li> </ul>	
Franklin Ave Station (07-13)	This station would be located on Westchester Ave in the vicinity of Franklin Ave. (Is planted area in front of buildings ROW or parkland? Road surface would need to be expanded allowing for a station on either side, or the middle, of Westchester Ave)	<ul style="list-style-type: none"> <li>• Might not need to acquire ROW, merely expand road surface if this is currently ROW for Westchester Ave and not parkland</li> <li>• 2 blocks from WP Middle school</li> <li>• Adjacent to The Westchester Mall</li> <li>• Close to some residential uses</li> <li>• Expanding road surface could allow for a reconfiguration or the opportunity to retain the current configuration</li> <li>• If traffic patterns were altered, station could serve both EB and WB service</li> </ul>	<ul style="list-style-type: none"> <li>• Area is on a relatively significant slope</li> <li>• Slightly farther away from residential uses on N Broadway</li> <li>• Slightly removed from possible TOD uses farther east on Westchester Ave (car dealer, Stop &amp; Shop, Container Store)</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering a station in this location</li> </ul>	
Westchester Ave/Paulding Station (07-14)	This station would be located on Westchester Ave in the vicinity of Paulding St	<ul style="list-style-type: none"> <li>• Station could be integrated into redevelopment of car dealer/misc retail area or could be located in median of Westchester Ave, which is quite wide in this area.</li> <li>• Closer to other areas of possible TOD (S&amp;S, Container Store, misc auto uses)</li> </ul>	<ul style="list-style-type: none"> <li>• Existing conditions do not allow easy access to middle school</li> <li>• Much farther away from residential uses along N Broadway</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is considering a station in this vicinity.</li> </ul>	
Water St/Main St Eastbound Route (07-15)	This route would enter White Plains from the County Center via a new Water Street extension, turn south on N. Lexington and then east Main Street before heading south on Broadway and then east on Westchester Ave	<ul style="list-style-type: none"> <li>• Water St entrance creates a direct and exclusive entrance to White Plains</li> <li>• Water St entrance puts busses directly at the WP Trans Center</li> <li>• This route would allow WP continue to keep its existing traffic flow</li> </ul>	<ul style="list-style-type: none"> <li>• Limited station possibilities for ‘downtown’ stops</li> <li>• Limited station possibilities for east end stops – stations would need to be east of the Broadway intersection to serve both directions</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is considering a similar route, only they are proposing to use Grove St to connect to Main St and not N. Lexington</li> </ul>	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
S. 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 planted area in front of the existing buildings that is either ROW or parkland.	<ul style="list-style-type: none"> <li>• More direct route from Main St to Westchester Ave</li> <li>• Eliminates the need for a hairpin turn at the Armory</li> <li>• Allows EB service to reach more possible station locations</li> </ul>	<ul style="list-style-type: none"> <li>• Would require the use of land that is currently being used as green space</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is NOT considering this connector route</li> </ul>	
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 S. Broadway and then following either route 07-15 or 07-16.	<ul style="list-style-type: none"> <li>• Very direct route through White Plains</li> <li>• Keeps EB (and potentially WB) service immediately adjacent to train station</li> <li>• East end of Hamilton is quite wide and currently supports traffic in both directions.</li> <li>• Supports downtown stations 1 block removed from center of downtown.</li> <li>• Brings EB service close to several potential redevelopment sites (WP Mall, Hamilton parking garage, area on Barker).</li> <li>• Would allow for possibility of EB and WB service to travel along the same route.</li> </ul>	<ul style="list-style-type: none"> <li>• Would require reconfiguring the western portion of Hamilton Ave to support BRT service that was ‘against the grain’ of current traffic flow.</li> <li>• Would be 1-plus blocks from Galleria in downtown.</li> <li>• Would be 2-plus blocks from government buildings in downtown.</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering EB service on Hamilton.</li> </ul>	<ul style="list-style-type: none"> <li>• It appears that with the exception of one, maybe two, pinchpoints, Hamilton Ave’s ROW could be expanded without impacting any buildings.</li> </ul>
Main St. Eastbound Entrance 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"> <li>• Would not need to reverse traffic flow on Main or Bank St.</li> </ul>	<ul style="list-style-type: none"> <li>• Would require two 90-degree turns upon entering White Plains</li> <li>• Would not be the most direct route through White Plains.</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is considering this route.</li> </ul>	<ul style="list-style-type: none"> <li>• While the route could return to Main St at North Lexington that would mean circling ¾ of a block just to service one (very important) station.</li> <li>• If a Main St entrance is used, traffic will either have to be altered on some street and/or EB service will have to endure a major ‘detour’ to service the Trans Center.</li> </ul>
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 S. Broadway, before turning west on Martine all the way to N. Lexington, at which point it would turn north toward the Trans center.	<ul style="list-style-type: none"> <li>• Route would be close to the Galleria, government offices, and downtown.</li> <li>• Route would be close to the E. Post Road Corridor, which could be a candidate for redevelopment.</li> <li>• Could leave White Plains via Hamilton or a new Water St extension.</li> <li>• This is the route that was chosen as the preferred alternative for the Central Avenue BRT.</li> <li>• This is the current route of most WB Bee-Line busses.</li> </ul>	<ul style="list-style-type: none"> <li>• Would require a U-turn at S. Broadway.</li> <li>• Would require going ‘against the grain’ on N. Lexington for at least two blocks, possibly four if option 07-19b is used to access a new Water St extension.</li> <li>• Slightly farther away from office buildings on Hamilton, and redevelopment sites on Hamilton (WP Mall, Hamilton Garage)</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is considering a similar route.</li> </ul>	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Hamilton Ave. Westbound Route (07-20)	This route would begin on Westchester Ave. near The Westchester Mall, continue north on Broadway before turning west on Hamilton Ave. It could exit White Plains either on Hamilton or a new Water St. extension (likely accessed by MLK Blvd. 07-20b)	<ul style="list-style-type: none"> <li>• Would not need to alter the existing flow of traffic.</li> <li>• Hamilton Ave.'s ROW is quite wide.</li> <li>• Would support numerous station locations.</li> <li>• Close to sites of potential redevelopment (WP Mall, Hamilton Garage, Barker St property)</li> <li>• Very direct route through White Plains, to Trans Center, and back out of White Plains to the west.</li> <li>• Would allow for both EB and WB service to be on the same road.</li> </ul>	<ul style="list-style-type: none"> <li>• 1-plus block from Galleria</li> <li>• 2-plus blocks from gov't offices</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is considering a similar route.</li> </ul>	