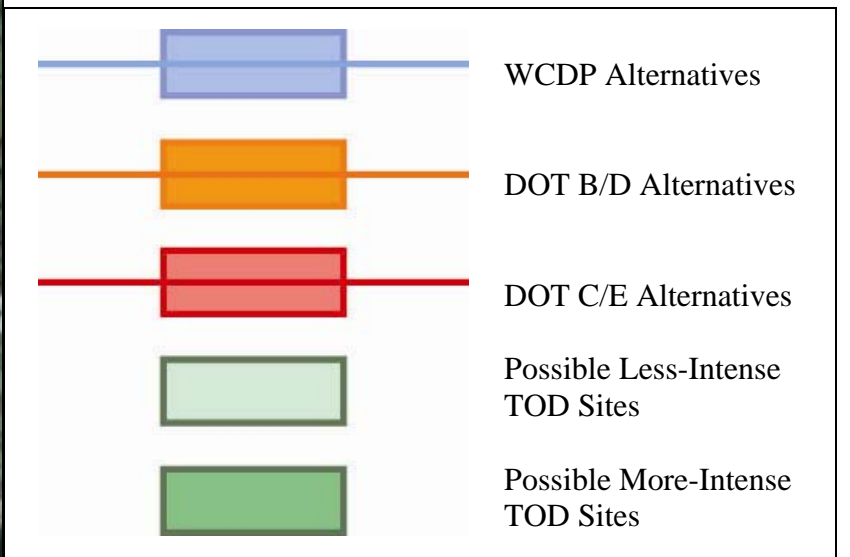


**I-287 BRT Corridor Segment Analysis
PORT CHESTER (10) – Overview**

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> • Downtown Port Chester • Port Chester Train Station • United Hospital (redevelopment) • Kohl’s plaza • Existing residential on both sides RR tracks
Connections to be Made	<ul style="list-style-type: none"> • MetroNorth Railroad • Bee Line • Busses to CT, Stamford • North/South Highway (95) • Rye City • Playland
Possible TOD Opportunities	<ul style="list-style-type: none"> • United Hospital • Kohl’s Plaza • Misc Boston Post Road (BPR) Retail • Neighborhoods around train station (E&W of RR tracks)
Possible Station Locations	<ul style="list-style-type: none"> • United Hospital • Kohl’s Plaza • Main Train Station parking lot • SW corner of Broad/Westchester Ave • NW corner of King/Westchester Ave • B/w King and RR at Adee St • Between King and Willett Ave, along RR tracks
Possible Route Alignments	<ul style="list-style-type: none"> • Boston Post Road (BPR) • Westchester Ave • Broad Street • Pearl Street • Midland Ave • Along MNR ROW
WCDP Existing Conditions Images?	<ul style="list-style-type: none"> • Yes
WCDP Visioning/Renderings?	<ul style="list-style-type: none"> • Yes – WCDP has created a 3D vision of the potential for redevelopment of the Kohl’s shopping center as well as the redevelopment of the area surrounding the train station.

Major Constraints (infrastructure, acquisitions, parking, environmental, etc)	<ul style="list-style-type: none"> • Topography (United Hospital, Train station area) • Village streets are narrow – finding room for ROW and stations in downtown might be difficult • Connecting w/ area east of Midland might be difficult • Big Box/Big Parking along waterfront
Community Discussions with WCDP	<ul style="list-style-type: none"> • The elected leadership of the Village has been very involved in the I-287 corridor project and is actively exploring how best to exploit this opportunity. • We have presented the potential TOD scenarios to the village’s leadership. It has been well received and they have been engaged in trying to move forward with TOD planning.
Key Differences from NYSDOT	<ul style="list-style-type: none"> • NYSDOT is not considering any routes on Village streets • NYSDOT is not considering integrating BPR station into redevelopment of Kohl’s or United Hospital. • NYSDOT is not considering stations at train station other than in main parking lot area.
Other Notes	<ul style="list-style-type: none"> • Route does not necessarily have to come in from the south and turn north to the train station – could come in Westchester Ave, turn south for Kohls. This alternative would actually make a more continuous route if the service continued north on I-95 to Stamford • Several of the route combinations allow for a loop service if that is desired – might be easier to find ROW for one direction of BRT rather than both in this area. Could probably still serve same stations in Rye Brook and Port Chester. • Community just completing a comprehensive plan. • Relatively walkable community – lots of pedestrian activity • Need to find a way to make connection to existing downtown and to activity along Westchester Ave towards Rye Brook. • Where are busses going to layover?



**I-287 BRT Corridor Segment Analysis
PORT CHESTER (10) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
United Hospital Station (10-01)	This station would be located somewhere on the United Hospital property	<ul style="list-style-type: none"> • Opportunity for station to be integrated in TOD • Site is currently vacant, redevelopment is in early stages of planning • Opportunity for PPP • Major site of interest to the Village • Good connections to Bee-Line busses heading into Rye 	<ul style="list-style-type: none"> • Topography – hospital sits on the hill 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this location for a station. 	
Kohls Plaza Station (10-02)	This station would be located in the Kohl's plaza	<ul style="list-style-type: none"> • Ability to integrate station into TOD redevelopment • Opportunity for PPP • Opportunity to keep current vehicular alignment of BPR • Good connection to Bee Line buses into Rye • Provides opportunity to keep BRT route on private property through PPP, thus helping to lower the cost of acquisition 	<ul style="list-style-type: none"> • Slight elevation decrease west to east on property 	<ul style="list-style-type: none"> • NYSDOT is proposing to locate the station to the south of the southern most building – not within the current parking lot. 	<ul style="list-style-type: none"> • WCDP has produced a 3D model showing what a potential redevelopment scheme for the Kohl's plaza, that integrates a BRT station, might look like
PC MNR Station (10-03)	This station would be located somewhere in the main parking lot of the Port Chester Metro North station on the west side of the tracks	<ul style="list-style-type: none"> • Good connection to train station • Good connection to many Bee-line routes • Minimal need for acquisition, but would likely have to build structured parking • This is the proposed location of Port Chester's Intermodal facility 	<ul style="list-style-type: none"> • Would likely have to build structured parking to replace MNR's parking facility • A bit removed from traditional downtown Port Chester, which is mostly located on the eastern side of RR tracks. 	<ul style="list-style-type: none"> • This is approximately where NYSDOT is proposing to locate the BRT station. 	<ul style="list-style-type: none"> • WCDP has produced a 3D model showing what a potential redevelopment scheme for the area around that train station, that integrates a BRT station, might look like
Adee St Station (10-04)	This station would be located in between the railroad tracks and King Street, at the intersection of Adee Street.	<ul style="list-style-type: none"> • Property is currently being used as a small parking lot for the railroad station • Station is somewhat closer to the traditional downtown of Port Chester 	<ul style="list-style-type: none"> • Not all Bee-Line buses in the area currently go up to Adee Street – many stop at Westchester Avenue 	<ul style="list-style-type: none"> • NYSDOT is NOT considering a station at this location. 	
King St Station (10-05)	This station would be located on what is currently private property NW of the intersection of King street and Westchester Avenue	<ul style="list-style-type: none"> • Good access to Metro North, Bee-Line routes • Very close to downtown Port Chester and G&S • At the major thoroughfare of Westchester Ave 	<ul style="list-style-type: none"> • There is a privately owned building and parking lot currently on the parcel – acquisition would be required 	<ul style="list-style-type: none"> • NYSDOT is NOT considering a station at this location. 	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Willett Ave Station (10-06)	This station would be located on the eastern side of the railroad tracks, between Willett Ave and Adee St	<ul style="list-style-type: none"> • Not in the busiest part of Port Chester, might be easier to acquire land • Very close to RR station 	<ul style="list-style-type: none"> • Land is currently used as a privately owned parking lot – acquisition and replacement parking would be required • Farther away from downtown / G&S • Would have to cross King Street to get to train station • Not every Bee-Line route goes as far north as Adee St currently 	<ul style="list-style-type: none"> • NYSDOT is NOT considering a station at this location. 	
Broad St Station (10-07)	This station would be located on what is currently private property (parking lot) on the SW side of the intersection of Broad St and Westchester Ave	<ul style="list-style-type: none"> • Land is currently a vast parking lot • Good connection w/ Bee-Line • Allows BRT route to avoid area east of RR tracks 	<ul style="list-style-type: none"> • Topography challenge • Have to cross New Broad Street and Westchester Ave to reach train station • Slightly farther removed from downtown 	<ul style="list-style-type: none"> • NYSDOT is NOT considering a station at this location. 	
BPR Route (10-08)	This route would travel along Boston Post Road (or within Kohl's plaza), and continue on Main Street.	<ul style="list-style-type: none"> • Would travel through or near three of the four large sites identified as possible TOD's • If routed through Kohl's, PPP is possible • If routed through Kohl's, BPR vehicular alignment could be unchanged for much of route 	<ul style="list-style-type: none"> • Very busy roads – would likely require significantly altering traffic patterns to maintain an exclusive busway and might require significant acquisitions • Might require new crossing of the railroad tracks 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	<ul style="list-style-type: none"> • Could be combined with other routes depending on final station location and overall trunk line alignment
Westchester Ave Route (10-09)	This route would travel along Westchester Avenue, connecting Port Chester's train station with Rye Brook's Westchester Ave Departure (09-08)	<ul style="list-style-type: none"> • Direct entrance to downtown Port Chester from Rye Brook • Could make the train station and downtown Port Chester the first Port Chester stop heading east • Very good connection to train station and Bee-Line • Depending on other routes chosen for Port Chester, route could avoid the east side of the RR tracks, where space is at a premium 	<ul style="list-style-type: none"> • Westchester Ave ROW is somewhat tight and BRT busway might require significant acquisitions, and possibly demolition of some buildings • Westchester Ave has a slight grade 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	<ul style="list-style-type: none"> • Could be combined with other routes depending on final station location and overall trunk line alignment so that the Hospital and Kohl's could be served
Broad St Route (10-10)	This route would travel along New Broad St and Broad St	<ul style="list-style-type: none"> • Not as heavily utilized by vehicles as BPR, Main St, or Pearl St • Only one real 'pinch-point' where it would be tough to expand ROW without demolishing buildings • Avoids the need for multiple turns to serve the train station 	<ul style="list-style-type: none"> • Slightly removed from traditional downtown to the east of the RR • Grade on both sides of road 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	<ul style="list-style-type: none"> • Would need to be combined with either the BPR Route (10-08) or the Westchester Ave Route (10-09)

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Pearl St Route (10-11)	This route would travel along Pearl Street and North Pearl Street before turning at or around King Street to service the train station	<ul style="list-style-type: none"> • Pearl is a major thoroughfare 	<ul style="list-style-type: none"> • Pearl is a major thoroughfare • Pearl has numerous pinch points near the northern end of the route where buildings might need to be demolished in order to widen the ROW • Route would have to make a severe turn at King Street to service the train station, unless its northern most point was at Westchester Ave 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	<ul style="list-style-type: none"> • Would need to be combined with other routes through Port Chester to serve Kohl's and/or accept service from Westchester Ave
Midland Ave Route (10-12)	This route would travel east along the 287 ROW until the vicinity of Midland Ave. It would then travel north along Midland Ave to Grace Church Street	<ul style="list-style-type: none"> • ROW along 287 should be adequate to handle the BRT • Along Midland, only one or two pinch points where building demolition might be necessary – otherwise, there is plenty of room to expand ROW • Brings service directly into the heart of downtown • Relatively flat street and area to the west – slope up to east 	<ul style="list-style-type: none"> • Slightly longer route to train station • Lots of traffic generating uses (Home Depot) 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	<ul style="list-style-type: none"> • Would need to be combined with either the Grace Church St extension (10-16) and service on Main Street (10-08) or the G&S extension (10-17)
Metro North ROW (10-13)	This route would cross Boston Post Road at the southern end of the Kohl's shopping center, and then turn north. It would travel through the shopping center and exit the shopping center at its northern end where Boston Post Road goes under the RR. From there, it would travel north to the Port Chester Railroad Station along the existing Metro North ROW.	<ul style="list-style-type: none"> • Would allow for station to be integrated into a redevelopment of the existing Kohl's shopping center. • Presents an opportunity for PPP. • Would allow BRT to reach the train station without the need to travel on local streets • Would reduce the amount of elevated viaduct needed along the MNR ROW. 	<ul style="list-style-type: none"> • Would require acquisition or PPP with shopping center owner. 	<ul style="list-style-type: none"> • This is similar to the route being considered by NYSDOT, only in this scenario the route would travel at grade through the existing shopping center. 	
King St Connector (10-14)	This connector route runs along King St from Westchester Ave to N. Pearl.	<ul style="list-style-type: none"> • Allows for Willet and Adee St stations. • Could help to make a loop around train station. 	<ul style="list-style-type: none"> • Very tight ROW • Very active street 	<ul style="list-style-type: none"> • NSYDOT is NOT considering this route. 	
Willet Ave. Loop (10-15)	This connector route runs through the parking lot east of the RR tracks and north of King and Adee Streets onto Willet Ave	<ul style="list-style-type: none"> • Allows for loop around train station. • Allows for station location closer to traditional downtown. 	<ul style="list-style-type: none"> • Would require acquisition or PPP. • Would likely require replacement of parking. 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Grace Church Street Connector (10-16)	This connector route runs from Midland Ave to Main Street along Grace Church Street.	<ul style="list-style-type: none"> • Could connect the Midland Ave and BPR routes. • Relatively wide ROW. • Very active street-both pedestrian and vehicular. 	<ul style="list-style-type: none"> • Very active street-both pedestrian and vehicular. 	<ul style="list-style-type: none"> • NYSDOT is NOT considering this route. 	
G&S Connector (10-17)	This route would travel along Don Bosco and Waterfront Pl through the G&S development before turning west on Westchester Ave.	<ul style="list-style-type: none"> • Would add visibility to BRT service at this key activity producing hub. • Slightly off the beaten path – not a lot of thru traffic. • Provides option of adding skip-stop service to G&S facility. 	<ul style="list-style-type: none"> • Would likely require acquisition or PPP. • Has the potential to affect access to G&S parking facilities. 	<ul style="list-style-type: none"> • NYSDOT is not considering this route. 	