Lower Hudson Transit Link Program

DO YOU USE TRANSIT IN THE LOWER HUDSON VALLEY?

Yes, I do!
(Indicate with Blue Dot)

No, excited to try!
(Indicate with Blue Dot)

No, because...
(Tell us why on a sticky note)

Tell us what route you take — or would take — on the map below. (Green dot for origin and Red dot for destination)
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PROJECT OVERVIEW

Project Needs

The New York State Department of Transportation (NYSDOT) is sponsoring the Lower Hudson Transit Link (LHTL) program. The LHTL is a program of technology and transportation strategies to improve travel conditions for all travelers across the I-287 corridor between Rockland and Westchester Counties.

Project Goals

The goals of these infrastructure and technology improvements, together with transit enhancements are to:

- Improve reliability and safety for travelers
- Improve the availability, accessibility, and quality of transit services in the Lower Hudson Valley
- Reduce travel times along the I-287 corridor for buses and other vehicles
- Increase access to jobs, housing, and other transportation systems
- Increase the attractiveness, utilization, and quality of regional inter-county transit services
- Complement investments made in building the New NY Bridge (NNYB)
- Advance recommendations made by the Mass Transit Task Force (MTTF)
- Increase environmental sustainability and economic competitiveness

Project Elements

The LHTL proposed program improvements include:

- Pedestrian safety and access improvements — making it safer and easier for users of all ages and modes — along the corridor
- New bus stations and passenger amenities
- New transit service featuring state-of-the-art vehicles
- Smart traffic signals that adapt to traffic conditions in real time
- An Integrated Corridor Management (ICM) system that will optimize the operation and performance of the corridor and new transit service. ICM uses technology and operational coordination to manage the flow of traffic on roadways and adapt to conditions in real time to reduce congestion.
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ENVIRONMENTAL ASSESSMENT (EA)

The Process

Define our Project → Analyze environmental impacts → Prepare EA → Publish Notice of Availability of EA → Circulate EA for public review → Receive and consider public comments → Determine significance of impacts and publish findings

What’s being analyzed?

Social impacts, including:
- Land Use, Neighborhoods and Community Cohesion
- Social Groups, School Districts, Recreational Areas, and Places of Worship

Economic impacts, including:
- Regional and Local Economies
- Business Districts
- Specific Business Impacts

Environmental impacts, including:
- Wetlands, Waterbodies and Watercourses, Rivers
- Floodplains and Coastal Resources
- Groundwater Resources, Aquifer and Reservoirs, and Stormwater Management
- General Ecology and Wildlife Resources
- Historic and Cultural Resources
- Parks and Recreational Resources
- Farmlands

Visual Resources
Air Quality
Energy
Noise
Asbestos
Hazardous Waste and Contaminated Materials

The LHTL project environmental assessment thus far has not identified significant adverse impacts in the above areas.

Why an Environmental Assessment?

The LHTL project is a federally-funded project which requires review under the National Environmental Policy Act (NEPA) of 1969 (23 CFR Part 771). Because the project is proposed by the New York State Department of Transportation, it also requires an environmental impact assessment as prescribed by 6 NYCRR Part 617 under New York State Environmental Quality Review Act (SEQRA). This project is being progressed as a NEPA Class III action, which are projects for which the significance of the environmental impact is not clearly established. Under SEQRA, the project is classified as a non-Type II project, which includes actions for which the environmental impacts are not clearly established and require an Environmental Assessment (EA). The EA is being prepared to assist in making the determination of whether the project would result in significant impacts and require the preparation of an Environmental Impact Statement (EIS).
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Planned Station Locations

Rockland County

LHTL Transit Route Map

- Suffern
- Airmont
- Monsey Park & Ride
- Spring Valley (Transit Center)
- Nanuet Park & Ride (Exit 14)
- Palisades Center - Lot J
- Palisades Center - Macy's
- Rt. 59 and Mountainview
- Downtown Nyack
- South Nyack

Lower Hudson Transit Link Route Map

- Tarrytown MNR
- Elizabeth St.
- Rt. 119 and Broadway
- Westchester County Center
- Galleria
- Broadway
- Court St.
- White Plains MNR
- NNYB
- MNR Hudson
- MNR White Plains

Department of Transportation

ANDREW M. CUOMO
Governor
MATTHEW J. DRISCOLL
Commissioner
Lower Hudson Transit Link Program

Planned Station Locations

LHTL Transit Route Map

Westchester County

- Tarrytown Station (MNR)
  - Lower Hudson Transit Link Route Map
  - Elizabeth St.
- Westchester County Center
- White Plains Station (MNR)
- Galleria Mall
- Main St and Broadway
- Court St.
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CAPITAL WORKS

New Bus Station Area

High-quality bus stations with amenities will improve the transit experience for all riders. The diagram below shows a typical bus station area, though layouts will vary by location. Some stations will have two fare payment machines and a double shelter; bicycle rack configurations and landscaping will vary.

Typical Station Layout

Legend

1) Real-time bus arrival panel – Journey predictability will improve the passenger experience. Digital screens and mobile apps will inform passengers of arriving buses.

2) Landscaping – Diverse plant species will enhance waiting areas.

3) Trash and recycling bins – Selected transit operator will be responsible for station area maintenance including trash removal.

4) Boarding and alighting area – Dedicated for passengers to get on and off the bus, this 5’ x 8’ zone will be ADA-compliant, allowing persons in wheelchairs to board and alight without interference.

5) Detectable warning pavers – Panels with tactile surfaces will be embedded in the sidewalk to alert visually impaired pedestrians to the curb’s edge.

6) Post-mounted bus stop sign – A branded sign will indicate the stop location and distinguish it from other transit services that may be using the same curb space.

7) Bike rack – Both stations and buses will be equipped with bike racks, facilitating multimodal journeys for passengers, where space allows. The size and configuration of bike racks will vary by station.

8) Fare payment machine – Off-board fare payment machines will allow passengers to pay by credit/debit card before boarding the bus to speed up boarding times.

9) Bus shelter – New shelters will have seating and partial weather protection and feature distinctive materials and branding elements to distinguish LHTL from other systems in the region. Prototype shelters have been installed at W. Elizabeth Street and Broadway in Tarrytown and the Nanuet Park & Ride (Exit 14).
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**CAPITAL WORKS**

**Intersection Safety Improvements**

Each intersection with a bus stop will receive a number of infrastructure enhancements to improve pedestrian safety and access to transit. The toolkit of potential safety improvements are shown in the graphic below and described in the legend.

**Comprehensive Intersection Improvements**

1. **Accessible pedestrian countdown signals** – New pedestrian crossing signals will display how many seconds remain until the light turns red, while emitting audible alerts to notify visually impaired pedestrians. Countdown signals are particularly beneficial for elderly and disabled pedestrians, who may require additional time to cross the street.

2. **Sidewalk upgrades** – Some sections along Route 59 will be upgraded with continuous sidewalks in order to create safer and more attractive pedestrian environments and to improve access to transit.

3. **ADA-compliant curb ramps** – Sloped panels offer disabled pedestrians an accessible transition between the sidewalk and the street. Curb ramps are equipped with detectable warning panels to assist visually impaired pedestrians.

4. **Bus shelter** – New shelters will have seating and partial weather protection and feature distinctive materials and branding elements to distinguish LHTL from other systems in the region. Prototype shelters have been installed at W. Elizabeth Street and Broadway in Tarrytown and the Nanuet Park & Ride (Exit 14).

5. **Bus pad** – A reinforced concrete slab embedded in the roadway directly adjacent to the passenger waiting area will provide extra support for buses and minimizes pavement damage. Bus pads will also help drivers pull up directly to the curb for easier passenger boarding.

6. **High-visibility crosswalks** – “Ladder markings” at intersections make crosswalks more visible to oncoming vehicles. Research indicates that drivers are more likely to yield to pedestrians at high-visibility crosswalks than at basic crosswalks.

7. **Upgraded traffic signals** – New signal infrastructure will improve travel times for all travelers. Transit signal priority at select intersections holds green lights for buses, while optimized signal timing enables smoother traffic flow across the corridor. Additionally, advanced communication technology allows traffic controllers to respond to incidents in real time by moderating signal timing.

**Legend**

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NEXT STEPS

Stay in Touch!

Visit the project website frequently for program updates:
www.dot.ny.gov/LHTL

Sign in today and be added to the project mailing list to receive e-newsletters and future meeting announcements

Send us questions and comments:
LHTL@dot.ny.gov

Thank you for your interest !!