



ISSUE 2, JUNE 2008

# WESTCHESTER COUNTY CENTRAL AVENUE BRT ASSESSMENT



## For more information...

Please visit the project web pages located at [www.westchestergov.com/transportation/](http://www.westchestergov.com/transportation/) for more project details. If you have questions or comments, or wish to be placed on our mailing list, please sign up via the website or send us an email at [brt@westchestergov.com](mailto:brt@westchestergov.com) or you can write to us at the address below.

We welcome your questions and comments. We want to hear from you!



STV Incorporated is under contract with Westchester County DOT to perform the study to assess the feasibility of BRT along Central Park Avenue.

**Westchester County Department of Transportation**  
100 East First Street  
Mount Vernon, NY 10550

## What is BRT?

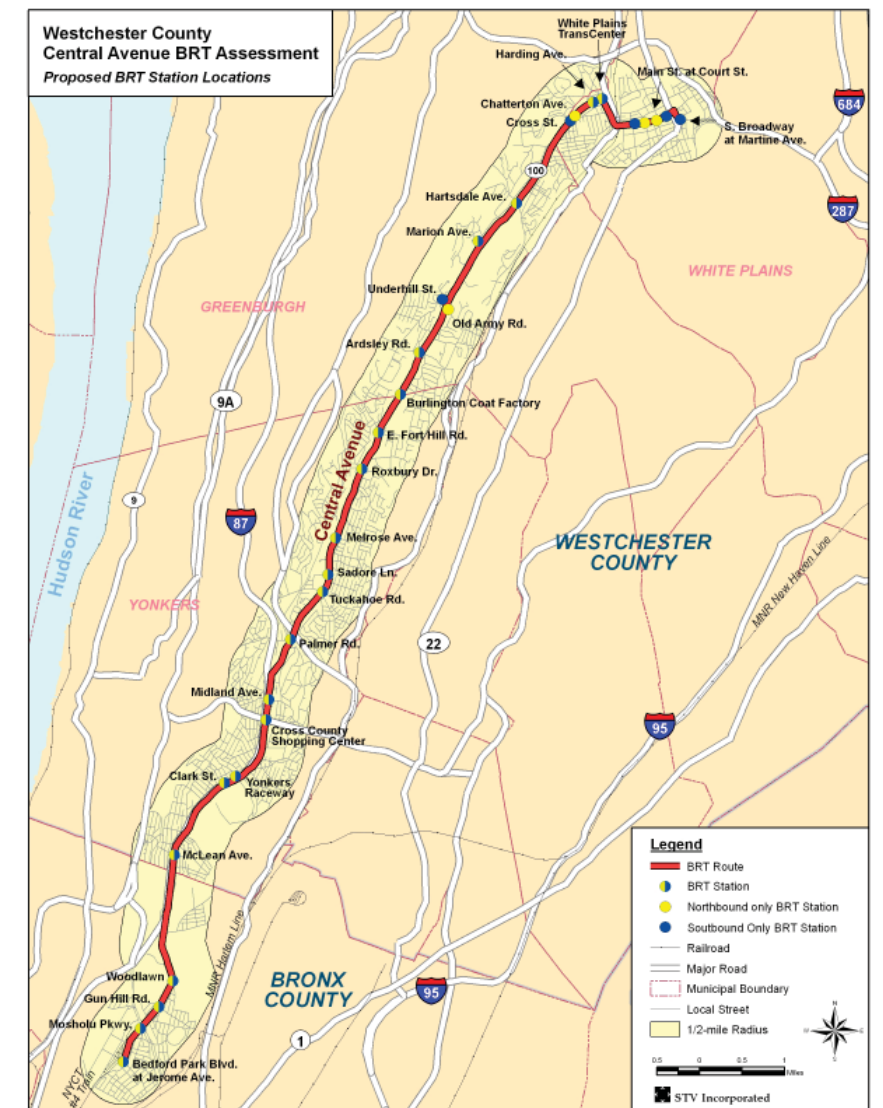
Bus Rapid Transit (BRT) is a high quality, high capacity rapid transit system that offers many of the advantages of rail transit but at a lower and more affordable cost. Instead of trains and tracks, BRT invests in improvements to vehicles, stations, operations, roadways, rights-of-way, intersections and traffic signals to speed up bus transit service.

## Where can BRT take you?

Customers could ride the new BRT to many popular destinations including:

- Downtown White Plains
- Westchester County Center
- Shopping areas along Central Avenue
- Cross County Shopping Center
- Yonkers Raceway
- New York City Subway
- Other Bee-Line Routes

The proposed BRT stations were selected based upon existing customer boarding data, possibilities for intermodal connections or transfers to other bus routes, and opportunities for transit-oriented development (TOD).



## What can BRT do for you?

### More frequent service.

A new BRT service could run in both directions daily – from 7:00 AM to 11:00 PM weekdays and 9:00 AM to 10:00PM weekends. BRT vehicles could arrive every 10-12 minutes.

### A faster trip.

Fewer stations, all-door boarding, exclusive bus lanes, queue jumpers and transit signal priority could combine to save 10 - 24 minutes over today's Route 20 trips!

### A new, stylish ride.

The BRT service could have stylish new low-floor vehicles with high-quality interior materials, improved lighting and large windows. Low-floor BRT vehicles would make boarding easy and fast.

### New stations.

New BRT stations could feature station identity signs, stylish shelters, seating and ticket vending machines. Level boarding platforms could match the low-floor vehicles permitting step-less entry. Route maps, schedule boards, and electronic bus arrival/countdown signs would keep customers informed. Convenient park-and-ride lots and bicycle racks provide parking for customers. Station artwork can enhance the travel experience.



Exclusive lanes for BRT and other Bee-Line buses on Central Park Avenue.



Concept rendering of the proposed BRT station at Fort Hill Road.

## How did we conduct the study and what did we find out?

### Weekday and weekend traffic counts showed:

- > Most congestion occurs during weekday mid-days, the afternoon rush hour and on Saturday afternoons.
- > The corridor is not a traditional "journey to work" corridor, but mainly a "retail corridor."

### Bus ridership counts on Routes 20, 21 and Bx-M4C showed:

- > The Central Avenue corridor accounts for 10% of the Bee-Line System ridership (over 12,000 boardings on Routes 20 and 21).
- > About 30% of Central Avenue customers connect to the New York City subway.

### Travel time analysis on Routes 20 and 21 showed:

- > Up to 40% of a bus's scheduled running time is spent either at a bus stop (loading and unloading customers) or waiting at a traffic signal.

### Traffic simulations were performed.

- > Computer simulations verified that bus priority measures (i.e., transit signal priority and dedicated bus lanes) save time.

