
EXECUTIVE SUMMARY

The County of Rockland has undertaken the County-wide Bus Stop Study in an effort to define the existing conditions and utilization of bus stop facilities throughout Rockland County, and develop an implementable bus stop program that meets today's passenger needs. An important part of this program is a three-tiered "Bus Stop Blueprint" package of design concepts that can be applied to serve current passenger demands and provide guidelines for planning for future passenger needs.

Economic and population growth in Rockland County have resulted in more residents, workers, automobile drivers, and transit users. In 2006 annual ridership on Transport of Rockland (TOR) services surpassed 3 million, an increase of 27 percent over 2002 ridership. In addition to TOR, many other transit services such as COACH USA, Short Line, Monsey Trails, Clarkstown Mini-Trans, and the Spring Valley Jitney contribute to an extensive transit network of increasing importance to Rockland County. Combined, these services carried approximately 7 percent of all workers who live in Rockland County to their place of work in 1990. In 2000, 8.2 percent of all workers residing in Rockland used these transit services for commuting trips.

This study identifies the need for formal bus stops in Rockland County, the intersections or other types of locations where bus stops should be placed, and design concepts that can be applied to the recommended bus stop locations. This document serves as a starting point and conceptual guideline from which site design, structure design, and development of bus stop facilities may commence.

Data Collection

In order to assess existing passenger utilization of bus stop facilities, the Project Team conducted boarding and alighting counts on-board TOR and

Clarkstown Mini-Trans services. The boarding and alighting counts allowed the team to determine where and in what quantities passengers used bus stop facilities or demonstrated demand for such facilities where they do not currently exist. A photographic record of existing conditions at the locations where passengers boarded and alighted buses was assembled.

Policy Transition

The data collection effort revealed significant operational and safety problems associated with the "flag-down" service policy currently in use on transit services in Rockland County. The flag-down policy often results in frequent stops to serve passengers waiting at various locations along short roadway segments, which contributes to delays for transit and private vehicles. Additionally, the absence of clearly designated bus stops in safe locations often results in flag-down requests in areas that are unsafe for passenger pick-ups or drop-offs. This study recommends that transit services operating within Rockland County transition from flag-down service to serving passengers from fixed bus stop locations.

Bus Stop Location Plan and Design Concepts

A network of recommended bus stop locations was assembled based upon location attributes such as passenger demands, conditions that affect passenger and vehicular safety, appropriate spacing between bus stops, proximity to ridership generators such as employment centers or residential communities, and the presence of bus stop facilities or demands on the opposite side of the street.

Each of the recommended bus stop locations was assigned a tier level which corresponds with one of three conceptual design packages. This three-tiered set of "Bus Stop Blueprint" packages calls for bus stop apparatus and design features that serve various levels of passenger demand. Tier 1

bus stops are designed to serve the lightest passenger demands, while Tier 3 bus stops are intended to serve the heaviest passenger demands.

Implementation Plan

In order to implement the recommended Bus Stop Plan, the Rockland County Department of Public Transportation and the Rockland County Department of Planning are advised to engage in an Implementation Program that consists of ten steps:

1. Plan adoption
2. Cooperate with transit operators
3. Cooperate with municipal departments and New York State Department of Transportation
4. Site design
5. Property owner outreach
6. Installation of bus stop infrastructure
7. Removal of unnecessary infrastructure
8. Phase-in of “fixed-stop only” service
9. Monitor system performance
10. Expand and evolve with passenger demand

Tier One Bus Stop Concept



Tier Two Bus Stop Concept



Tier Three Bus Stop Concept

