

DEPARTMENT OF PUBLIC TRANSPORTATION

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Douglas J. Schuetz
Acting Commissioner

Michael T. D'Angelo
Deputy Commissioner

May 5, 2017

Kevin J. Novak
Project Manager
NYS DOT Main Office
50 Wolf Road
Albany, NY 12232

Dear Mr. Novak,

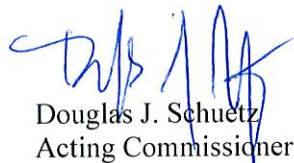
Members of the Rockland County Departments of Planning & Public Transportation staff have reviewed the Final Design Report/Environmental Assessment for the Lower Hudson Transit Link (LHTL) Project and offer the following general comments followed by specific comments.

As Rockland County has asserted since the inception of the LHTL concept, it is essential that the commute experience and travel times for existing TAPPAN ZEEExpress (TZx) customers be improved with this project. As stated in the Design Report before us, the first item in Objective 1 of this project is to "Improve the existing bus transit system by reducing travel times...". Rockland County and TZx riders look forward to a Lower Hudson Transit Link service plan and schedule that will do so.

As stewards of the TZx service for the past 28 years, Rockland County has an understandably keen interest in ensuring an equitable transition to the LHTL. As we move closer to the end of TZx and the start of NYSDOT's LHTL, we must ensure that the project meets the interests and needs of our existing riders and Rockland residents who are sure to form the basis of the initial ridership for the LHTL service.

Thank you for the opportunity to comment.

Sincerely,



Douglas J. Schuetz
Acting Commissioner

C: County Executive Ed Day

GENERAL COMMENTS ON LHTL PROJECT AND CORRIDOR

The capacity and functioning of the Tappan Zee Bridge and I-87/287 corridor is the single-most significant transportation issue facing Rockland County. Traffic congestion is directly associated with higher crash rates, wasted fuel, increased air pollution and increased cost of doing business in the region. The LHTL has the potential to help reduce congestion by reducing the number of single-occupancy vehicles in the corridor. However, to do so, the LHTL must improve travel times of existing transit services to provide the required incentive. In addition to what is already planned for the LHTL, Rockland County provides the following for continued consideration for the LHTL service in order to realize improved travel times:

- The LHTL Team should consider using existing highway capacity in the Thruway shoulders during peak travel times between at least Exit 12 (Palisades Center) and the bridge and between the bridge and White Plains, where feasible. Rockland County has consistently called for this bus on shoulder approach in order to reduce travel time. This should be studied in the short-term so that the LHTL can move toward a true BRT service in the future.
- The LHTL project should continue to be developed and expanded beyond bridge opening. NYSDOT and MTA must study and develop a plan for the LHTL to use portions of the abandoned Piermont line (Suffern to Spring Valley) to speed the LHTL service and transition toward a true BRT system.
- In an effort to reduce congestion, the Thruway Authority should consider eliminating the Spring Valley toll booth and replace it with high speed readers for trucks only.
- NYSDOT & and the Thruway Authority should consider ways to reduce truck traffic in the I-287 Corridor, especially during peak travel times.
- The Haverstraw/Ossining Ferry service should be expanded during mid-day and weekends. This would serve as incentive for commuters north of the LHTL service area to switch to transit, and carpool and vanpool services should be enhanced in the I-287 corridor.

Harlem Line service from the White Plains Rail Station must increase capacity as a new LHTL destination. Currently the Harlem Line has the highest percentage of standees rates in the entire Metro-North system. We need to ensure that riders to White Plains consistently have a train seat as they do now at Tarrytown.

The LHTL project should support ongoing development/improvement of Park & Ride lots both in the I-287 corridor and outside the corridor to ensure opportunities for LHTL growth.

We look forward to seeing a service plan to determine how connections/coordination with TOR and Bee-Line bus systems can be achieved.

FINAL DESIGN REPORT COMMENTS

Page 1-1:

1.1. Introduction – paragraph 2 discusses that the LHTL will enhance the operational efficiency of the existing TZx bus transit system and Transport of Rockland (TOR) with several specific measures.

COMMENT: There is no discussion of measures to enhance the existing TZx commute to Tarrytown Station, which is a priority destination for Rockland County commuters. Emphasis is only placed on improved access to the White Plains Metro-North Station.

COMMENT: There should be no reference to the LHTL enhancing the operational efficiency of TOR, as this is not part of the scope of this project.

COMMENT: Consider capitalizing "station" in "Metro-North station" to be consistent with the rest of the document

The introduction also states that, “Studies related to the provision of dedicated bus lanes on the New NY Bridge are ongoing; however, bus lanes on the New NY Bridge are not included in the scope of the Lower Hudson Transit Link Project.”

COMMENT: This statement is problematic, in that the project has already been publicly presented many times over the past six years as allowing buses to use the emergency lanes on the new bridge. For the LHTL to dramatically improve travel times, dedicated transit lanes are really needed throughout the corridor, but especially on Route 59, Route 119, in downtown White Plains and on the Thruway itself. In the absence of dedicated transit lanes, use of the emergency lanes on the bridge would at least speed that part of the trip.

1.2.1. Where is the project located? – this section indicates that the project area extends between Sloatsburg and Port Chester.

COMMENT: This is inaccurate because the scope of the originally recommended MTTF project has been significantly reduced from this intended project area. It should state “between Suffern, NY and White Plains, NY.”

Exhibit 1.2-A, Project Location

COMMENT: Inconsistent abbreviations in Item 2 (Route Name), showing “White Plains Rd” with road abbreviated and “Tarrytown Road” with road spelled out.

COMMENT: Item 5 City/Village/Township): The State of New York has Towns, not Townships; also, only Cities, Villages and Hamlets are named...consider adding Towns

Page 1-3:

A. Traffic Congestion

COMMENT: Consider adding a clearer description of the lane groups that operate at LOS E or worse during the morning and evening peak hours

B. Safety

COMMENT: Consider either adding which bus stops had collisions involving pedestrians or bicyclists, or remove "the" in "there were a total of 35 collisions involving pedestrians or bicyclists at the bus stops along the project's corridor"

COMMENT: Consider adding "lack of" before each of the deficiencies listed at the existing bus stops and adjacent intersections, or making the examples of deficiencies into a bullet list

C. Transit System

COMMENT: Consider adding descriptions of the Westchester Bee Line bus service, to which LHTL will connect

1.2.3 – Purpose and Objectives of project: The stated purpose of the project is to “provide an enhanced bus transit system with pedestrian safety improvements, advanced bus transit access to White Plains Metro-North Station, and Integrated Corridor Management in Rockland and Westchester Counties.”

COMMENT: As we have stated from the start of this project, we are concerned that the primary emphasis is being placed on travel to White Plains Station when Tarrytown Station is more than eight miles closer to Rockland County. In addition, without dedicated transit lanes in Westchester, as recommended by the Mass Transit Task Force (February 2014 MTTF Report, page 11), the report does not demonstrate how “advanced transit access” will be provided.

This section also indicates that Objective 1 is to “improve the existing bus transit system by reducing travel times, improving bus stops and optimizing routing between Rockland and Westchester Counties.”

COMMENT: We question the feasibility of “reducing travel times” when existing TZx commuters can travel express during the AM peak from the Palisades Center Park & Ride to Tarrytown in 20 to 30 minutes and the LHTL service appears to only be planning for limited, local service to Tarrytown.

COMMENT: Consider adding the "ICM" acronym after "Integrated Corridor Management"

Page 1-4:

Improved Access to the White Plains Metro-North Station

Page 5

COMMENT: Should Option 1 say Via Bronx River “Parkway” instead of Bronx River “Park”?

Page 1-5:

It is stated that, "The Option 2D alternative is similar to the existing route/circulation patterns"

COMMENT: This is unclear – consider changing to say, “similar to the existing TZx route/circulation patterns”

Page 1-8:

1.5. Costs and Schedule

It is indicated in this section that construction will be complete in April 2019.

COMMENT: What components will be in place at the start of the LHTL service and which will not? Will projected travel times be fully realized without the missing components? Would delays to this construction schedule necessitate a delay to the start of the LHTL service?

1.7. Opportunities for Public Involvement

COMMENT: In the last sentence, suggest changing “regular basis” to “periodic basis” to be more accurate.

Page 1-9:

It is acknowledged in paragraph 3 that at the Rockland open house in October 2016, comments were received regarding the lack of a direct (express) connection between Lot J (Palisades Center Park & Ride) and the Tarrytown Metro-North Station.

COMMENT: Rockland appreciates the acknowledgement of these comments, and would request that this vital express connection be maintained in the actual LHTL Service Plan.

Page 2-1:

The final paragraph discusses the Mass Transit Task Force (MTTF), stating, “Following a 15-month planning process, the MTTF released a consensus plan, which made recommendations for improving transit in the I-287 corridor and within the region.”

COMMENT: It should be noted that the members of the MTTF did not vote upon, approve or sign-off on the Final Report. In fact, MTTF members were provided with a 4-5 page draft outline upon which to comment and did not see the actual Final Report until it was released.

Page 2-2:

COMMENT: Are the Westchester County projects intended only to be a list of active projects cited in the comp plan referenced above, or is it intended to be a list of all ongoing relevant projects?

Page 2-3:

It is stated, “The following projects in Rockland County are located within or near the project area:”

COMMENT: This statement should be changed to say, “The following projects identified in Rockland County’s 2011 Comprehensive Plan, some of which are now complete, are located within or near the project area:”

COMMENT: Add to the end of the second bullet following “pedestrian mall”: “(now known as the Shops at Nanuet).”

It is stated, “..in the Transportation chapter, recommendations call to support Bus Rapid Transit...in the New NY Bridge/I-287 Corridor” and “expand and improve public transit bus service.”

COMMENT: The full title of Recommendation #2 in the Transportation chapter of Rockland County’s Comprehensive Plan actually states the following: “Support Bus Rapid Transit and High-Occupancy Vehicle Lanes in the Tappan Zee Bridge/I-287 Corridor”. The intention was to support the concept of allowing high-occupancy vehicles and rapid buses to share lanes which would provide additional capacity for vehicles while reducing travel time for transit trips.

COMMENT: It should be noted that recommendation #3 in the Transportation Chapter was to: “Support ‘Early-Action Projects’ for the Tappan Zee Bridge/I-287 Corridor” in order to address the challenging traffic congestion in the TZB/I-287 corridor. The following concepts that were listed are pertinent to the LHTL project:

- Improve Intelligent Transportation System (ITS) in the corridor.
- Enhance real time traffic information for drivers and transportation agencies.
- Examine the feasibility of a fifth lane on the Tappan Zee Bridge (peak direction) as an exclusive BUS/HOT/HOV lane.
- Examine the feasibility of allowing “buses in the shoulder,” a traffic management tool used in several other states which allows buses to use shoulders on arterial roads or highways to bypass congestion, at the approach to the Tappan Zee Bridge.
- Examine the feasibility of a direct bus connection – including “slip ramps” for TZx buses traveling across the Tappan Zee Bridge to provide more efficient service to the Tarrytown Metro-North rail station.
- Improve bus travel times along Route 59.

Page 7

It is stated, “In general and specific ways, the Plan recommends actions in line with the LHTL program”

COMMENT: Consider providing more clarification for this statement.

Pages 2-2 through 2-6:

COMMENT: Include only goals for each comprehensive plan that are relevant to the Proposed Project

COMMENT: Consider reorganizing the list of municipalities by County

Page 2-5:

COMMENT: The first line in the second paragraph should be corrected to say, “The Village of Tarrytown’s comprehensive plan” (not “Town”)

Pages 2-7 through 2-8:

COMMENT: Exhibit 2.2.1.2: verify that the information is still up to date

Page 2-8:

COMMENT: This list omits projects from the Town of Ramapo and the Ramapo Villages. We have brought this to the attention of the project team, prior to the release of the Final Design Report.

COMMENT: The sentence at the bottom is incorrect. It is not a “full list”

COMMENT: This list requires a footnote to indicate that the list contains only the projects under the purview of the Rockland County Department of Planning under GML 239 at a certain point in the past. It does not represent a complete list of proposed development within the County. Also, some of the projects on the list have been developed and were maybe reviewed for something else (e.g., Nanuet Shops).

COMMENT: Consider adding the Rockland County private projects into the same document as the Westchester County Projects, since the project covers more mileage in Rockland County.

Page 2-9:

2.2.2.2 Alternate Routes, paragraph 2, describes the communities connected by the Bear Mountain Bridge.

COMMENT: Consider changing the description to state, “...the Bear Mountain Bridge, connecting Orange and Rockland Counties (US 6) on the west of the Hudson River with Westchester and Putnam Counties (US 202 and Route 9D) on the east of the Hudson River.

COMMENT: 2.2.2.2 Alternate Routes: consider adding an introduction to explain the goal of the alternate routes study

Page 8

COMMENT: Consider giving more details on the deficiencies of NY-119 and NY-59. Additionally, it isn't clear how the access by pedestrian and bicyclists to bus stops and train stations is a deficiency.

COMMENT: Consider providing further clarification about what is meant by "poor levels of service are also frequent at the end of many weekends and during holiday travel periods due to high demand."

Page 2-10:

At the top of the page, one of the deficiencies listed includes that the White Plains Metro-North Station currently provides inadequate access, namely the bus connection is from the TransCenter, two blocks from the station's main entrance.

COMMENT: The fact that there is currently no bus connection to the Station is not a deficiency of the Station, but rather a deficiency of the current service.

COMMENT: Consider explaining how the fact that the TransCenter (for bus connections) being two blocks away from the Station is also a deficiency.

COMMENT: Rockland remains concerned about the general accessibility of the White Plains Metro-North Station, and is especially concerned with regard to its ADA accessibility for people with disabilities, especially as compared to the higher level of accessibility offered at Tarrytown Station.

COMMENT: Addressing the accessibility deficiency in the manner proposed by this report (by no longer serving the interior bus connection lanes within the TransCenter) will disenfranchise existing riders who need to make bus connections.

In the I-287 Corridor Transit Enhancements section, it is stated that, "The New NY Bridge will have four general traffic lanes and one wide shoulder suitable for future express bus service in each direction."

COMMENT: Again, we point out that over the course of the past six years, the LHTL project has already indicated that transit buses would be allowed to use these wide shoulders, or "emergency" lanes, at bridge opening.

COMMENT: Exhibit 2.2.2.4.a: format first column so Westchester is on one line, verify that the information is still up to date and show the sponsoring agency for each project (not just the project location)

Page 2-11:

COMMENT: Exhibit 2.2.2.4.b: verify that the information is still up to date

COMMENT: Consider expanding on what the Control of Access means, including what portions of NY-59 and NY-119 are partially controlled.

COMMENT: Exhibit 2.2.2.4b, states the word "Compete" and should be "Complete" and the word "a" should be "as"

Page 9

COMMENT: Exhibit 2.2.2.4b, Timeframe is 2023? NYSDOT has a current Complete Streets policy but we don't see many measures being implemented on the Route 59 corridor in the short term and only this reference to future implementation in the Report. All of the *Route 59 and Route 45 Pedestrian Safety Study* recommendations should also be implemented in the short-term.

Page 2-12

COMMENT: Exhibit 2.3.1.4, reference to Local Townships, should be local Municipalities, or local towns and Villages

COMMENT: Add the Appendix reference to show where the variable message signs are located, similar to how on page 2-11, Appendix C references where the traffic signals are located.

COMMENT: Consider describing in greater detail the division of labor between NYSTA and NYSDOT regarding operational responsibility of the corridor and the LHTL service, especially since this section indicates that NYSTA manages operations and NYSDOT manages traffic locally.

Page 2-13:

COMMENT: Describe what is meant by "asset" when talking about Asset conditions

Page 2-15:

COMMENT: Consider describing what peak hour factor is in section 2.3.1.6 before presenting it in Exhibit 2.3.1.6

Page 2-16:

COMMENT: It is indicated that an accident summary was performed for each of the three corridors in the project. Was accident history data studied for ramps not planned to receive ramp metering? Consider presenting this information and total corridor accident information as a comparison measure and for determining potential future locations for ramp metering.

Page 2-17:

COMMENT: In the table, consider adding descriptions next to each interchange number and direction, such as the Town/Village/City or intersecting roadway to familiarize the reader with the interchange numbers

Page 2-18:

COMMENT: Consider putting Exhibit 2.4.1.8d onto next page, for easiness of reading

COMMENT: Section 2.3.1.9 is missing numerous jurisdictions, including Clarkstown PD, Orangetown PD, Spring Valley PD. Fire Districts within the Thruway/59 Corridor (that intersect with I-287 and Route 59) should also be listed. Those are as follows: Piermont, Nyack, Central Nyack, West Nyack, Nanuet, East Spring Valley, Spring Valley, South Spring Valley, Monsey,

Page 10

Tallman, Suffern, Hillburn, Ramapo Fire Protection District #1, Ramapo Fire Protection District #2, Sloatsburg

Pages 2-19 through 2-20:

COMMENT: Exhibit 2.3.1.12: consider removing CL(mile) and Lane (mile) columns as they do not have any information

Page 2-21:

In the Pedestrian section, under Existing Conditions, it is stated that there are plans in the NYMTC TIP for constructing additional sidewalks and pedestrian ramps on NY-59.

COMMENT: Consider indicating what agency is leading this project and timeframes associated with it.

COMMENT: Change the word “listed” to “proposed” in the sentence regarding the Mid-Hudson South Region Bicycle-Pedestrian Master Plan’s discussion of “a complete sidewalk and bicycle route on NY-59 in Rockland County.”

COMMENT: Consider reorganizing the existing conditions for the pedestrian sidewalk assessment to state the respective County in which the pedestrian infrastructure is discussed

COMMENT: In the Planned Improvements section, add “-2016” to the “2015” timeframe of the Routes NY-59 and NY 45 Pedestrian Safety Study

Page 2-22:

COMMENT: Consider separating planned improvements for bicyclists between Westchester and Rockland County

In the Transit section (2.3.2.3.), paragraph two states, “There are multiple park and rides located along NY-59 within Rockland County in Suffern, Spring Valley, Nanuet, and South Nyack.”

COMMENT: The above statement should be corrected to state “...in Suffern, Monsey, Spring Valley, Nanuet and West Nyack.”

Page 2-23:

COMMENT: Paragraph 1, change “Nanuet Mall” to “Shops at Nanuet and Palisades Center.”

COMMENT: Private operators list should say: “Coach USA’s Rockland Coaches and Shortline, Monsey Trails, Saddle River Tours/AmeriBus, Clarkstown Mini Trans and Spring Valley Jitney”

COMMENT: Pertaining to the discussion on this page regarding OWL bus service within Rockland County, will OWL service continue to serve Rockland after the LHTL begins?

Page 11

Page 2-24:

COMMENT: Exhibit 2.3.2.3 and Exhibit 2.3.2.4 - Consider changing the size of the image for it not to be blurry, TZx should be included, “Atlantic” is spelled incorrectly

COMMENT: Exhibit 2.3.2.3 or 2.3.2.4 should include Haverstraw-Ossining Ferry

Page 2-25:

COMMENT: In item 1, add the word “nearby” when describing connections to TOR and Shortline Bus services.

COMMENT: In item 2, consider clarifying that the Village of Spring Valley owns only a small portion of the station, including a bus layover area and the entrance/exit roadways. The Station is the responsibility of Metro-North Railroad.

COMMENT: Also in item 2, add “TZx”, “Spring Valley Jitney” and “Monsey Trails” as connecting services and add “Coach USA’s” before “Rockland Coaches”.

COMMENT: In item 3, add the word “nearby” before “connections” in the final sentence.

COMMENT: In item 4, add “OWL” as a connecting service at Tarrytown

COMMENT: In item 6, add the following as connecting services at the White Plains TransCenter: TZx, I-Bus, Shortline, Leprechaun, Greyhound and Trailways.

Page 2-26:

COMMENT: In the first paragraph about Rockland County, add “Rockland Riverfront Communities Council” following “Rockland County” in the first sentence and correct the second sentence to read as follows: “The longest, continuous section of the Greenway Trail runs from Railroad Avenue in West Haverstraw south to Tallman Mountain State Park, and encompasses over 29 linear miles of trail.”

Page 2-27:

COMMENT: In the Interstate 287 section, add the word “are” prior to “no provisions” in the final sentence.

COMMENT: In the NY-59 section, correct the description to read as follows: “It consists of one lane per direction between Suffern and Spring Valley, two or more travel lanes in each direction between Spring Valley and Nyack with dedicated turn lanes at major intersections, and reverts to one lane in each direction at South Highland Avenue in Nyack.”

COMMENT: Based on the above lane configuration and high traffic, much of the Route 59 corridor contends with severe congestion. The LHTL project should continue to examine how it

can interlink with the rapidly expanding land use development along Route 59. NYSDOT must look at Access Management on State Route 59 in the Monsey Area. On Route 59 from Route 306 to Route 45 (1.3 miles), there are a total of 74 private drives and public road intersections. There are 32 westbound (with 19 private driveways) and 42 eastbound. (with 32 private driveways). The purpose of access management is to ensure that roadways function safely and efficiently while providing sufficient access to adjacent properties. Good access management reduces traffic congestion and improves safety for motorists, bicyclists, and pedestrians.

Pages 2-26 through 2-27:

COMMENT: Verify that the information is still up to date

Pages 2-28 through 2-29:

COMMENT: In the table, consider adding descriptions next to each interchange number and direction, such as the Town/Village/City or intersecting roadway to familiarize the reader with the interchange numbers

Page 2-30:

COMMENT: Consider adding locations/names of municipalities where these structures are located.

Page 2-31:

COMMENT: Exhibit 2.3.3.10 The Rail line in Suffern that runs through Hallett Place is an active Freight Line operated by Norfolk Southern (Limited Freight Service)

COMMENT: 2.3.4.1. Landscape – add “Suffern” prior to “Tarrytown and Nyack”

COMMENT: 2.3.4.1. Terrain – add the location (municipality) for where these streets are located

COMMENT: 2.3.4.2. Opportunities for Environmental Enhancements – consider adding the environmental benefit associated with using transit instead of single-occupancy vehicles.

Page 3-1:

3.1. Alternatives Considered and Dismissed from Further Study

COMMENT: We are concerned that this report indicates that the full-build alternative recommended in the MTTF Report has been eliminated/dismissed from further consideration. Project components such as the additional routes and dedicated bus lanes were presented to MTTF members in June 2015 as “future project phases that will be implemented as funding allows”. Consider rephrasing the way this information is presented to allow for possible future implementation.

Page 3-2:

COMMENT: In the table on this page, for West Nyack, add “Bus Stop at Palisades Center” following the word “Macy’s” in the “Stop” column, and replace “at NY-59” with “in parking lot at Lower Level Macy’s Entrance” in the “Location” column.

Page 3-3:

COMMENT: Based on this statement in the third paragraph, “The proposed safety improvement measures would include recommendations formulated by the 2007 Rockland County Department of Public Transportation *Route 59 Corridor Transit Operations Study*,” consider indicating which safety measures came from this report and any other reports.

Pages 3-3 and 3-4:

COMMENT: The table requires a title and table number; consider adding all municipalities concerned since some cells are blank

Page 3-4:

COMMENT: There are no entries in this table for LHTL stops at the Palisades Mall

Page 3-5:

COMMENT: Consider adding discussion of why other options were dismissed. The option numbers given are 1, 2B, 2C, 2D and 4: what were options 2A and 3?

COMMENT: Consider adding the information regarding the work being done by the LHTL project to achieve improved access to Tarrytown Station, including the signal improvements along Route 9.

COMMENT: Improved access to Tarrytown is important to maintain and satisfy existing ridership demand for that destination, especially given the large number of Rockland residents who travel to Manhattan for work. With a faster ride to Tarrytown, there is potential for the LHTL to attract commuters who currently use other modes to reach Manhattan. This mode transition would not only benefit the LHTL, but Metro-North would see increased ridership. TZx riders who currently travel to Tarrytown are expecting a faster ride to that destination – not a slower or “similar length” ride to White Plains instead. In support of the need to improve and continue providing a robust level of express service to Tarrytown, we offer the 2009-2013 US Census Bureau (American Community Survey) Journey to Work data, which shows the following Rockland resident work destinations:

- Bergen County: 12,005
- Bronx County: 5,712
- Kings County: 1,979
- **NY County (Manhattan): 15,149**
- Queens County: 1,528
- **Westchester County: 10,368**

The description of Option 2D indicates that the TransCenter stops used for existing TZx service will be replaced by two new bus stops serving the Metro-North Train Station and surrounding area.

COMMENT: How will access to the TransCenter for bus connections be maintained and/or affected? While Option 2D improves access to the rail station, it appears that the selected option adds 5 minutes travel time within downtown White Plains and takes away direct access to the TransCenter.

In the final paragraph describing access for riders with a disability, reduced travel time as compared to the existing TZx service is discussed.

COMMENT: This comparison is misleading because it examines travel times to and from two different destinations (TransCenter vs. Rail Station). What should be compared here is ADA access to the Tarrytown Rail Station versus the White Plains Rail Station. For that comparison, we offer the following:

- Tarrytown Rail Station bus stop to elevator = 63 paces
- Proposed LHTL Ferris Ave stop to White Plains Rail Station elevator = 182 paces

COMMENT: Can the new LHTL Bus shelter on Ferris Ave be moved closer to the White Plains Rail Station?

COMMENT: The proposed LHTL Eastbound bus stop on Main Street will serve the underpass for the staircase to the White Plains Rail station platform. Will the LHTL bus have difficulty going from the far right lane to the far left lane to access Dr. Martin Luther King BLVD during peak hours?

COMMENT: Will the Eastbound LHTL always serve the Ferris Ave stop or only if requested by passenger?

Page 3-6:

COMMENT: It is unclear how the “Total Travel” times indicated in Exhibit 3-2-B were determined. We would also note that regardless of how they were determined, a travel time of 42 minutes is the highest of all the options presented and is much higher than what current TZx commuters experience today traveling to Tarrytown Station. This scenario will not meet the project objective of “improving existing travel times” and is misleading as currently presented.

Page 3-7:

Item 4 discusses the ICM components that will be included to minimize bus travel times.

COMMENT: The Mass Transit Task Force recommended bus/transit lanes in Westchester as part of this plan (MTTF Report -page 11); however, there are no bus/transit lanes in this project. How will the shorter travel times be realized?

Pages 3-7 through 3-11:

COMMENT: Exhibit 3-2-C: not all proposed locations for TSP deployment have a milepost associated to them; consider adding all mileposts.

Pages 3-12 through 3-14:

COMMENT: Exhibit 3-2-E: not all proposed locations for proposed traffic signal equipment upgrade have a milepost associated to them, consider adding all mileposts.

Page 3-28:

COMMENT: There should be an acknowledgement of the new bus stop and new travel pattern at the New Route 59 Monsey Park & Ride, soon to be constructed.

Pages 3-31 through 3-47:

COMMENT: Exhibits 3.2.3.2.a, 3.2.3.2.b, 3.2.3.2.c, 3.2.3.2.d, 3.2.3.2.e, 3.2.3.2.f, 3.2.3.2.g, 3.2.3.2.h, 3.2.3.2.i, 3.2.3.2.j, 3.2.3.2.k Note 1: consider adding the respective mph for each table consistent with the anticipated off-peak 85th percentile speed, instead of "XX" or restructure Note 1 to explain that "XX" is variable by interchange.

Page 3-49:

COMMENT: Exhibit 3.2.3.3c is difficult to read at the scale

Page 3-51

COMMENT: What is the enforcement policy and plans for the ramps that will have ramp metering installed both at implementation and ongoing? Plans for Educating the public on this technology? Cost benefit analysis for Ramp metering vs time savings?

COMMENT: Is the business rule of delays of up to four minutes caused by meter operation an acceptable industry standard and practice? Is it a reasonable delay for traveling through this corridor?

COMMENT: It is indicated that transit/ HOV priority lanes will be added to only selected LHTL access ramps with ramp metering to ensure there is no additional delay imposed on transit vehicles. What measures are being taken to ensure that there is no additional delay imposed on transit vehicles at LHTL access ramps with ramp metering and no transit/ HOV priority lane?

Page 3-53 and 3-54:

COMMENT: Formatting (unnecessary bolding?)

Page 3-55:

COMMENT: Assumptions lacking details (e.g., 5-10% as compared to what?) and what if all improvements are not made?

Page 3-56:

COMMENT: Exhibit 3.3.1.5c is confusing, showing units in hours? More narrative needs to be added.

COMMENT: Narrative indicates that morning southbound travel in Rockland between Exit 14A and Exit 11 will result in an expected travel time improvement of nearly two minutes, but Exhibit 3.3.1.5b indicates 1.4 minutes. Which is correct?

COMMENT: Narrative indicates that evening northbound travel in Westchester between Exit 5 and the NNYB will result in an expected travel time improvement of over one minute, but Exhibit 3.3.1.5b indicates 2 minutes. Which is correct?

COMMENT: Narrative indicates that evening northbound travel in Rockland between Exit 10 and Exit 14A will result in an expected travel time improvement of more than 30 seconds, but Exhibit 3.3.1.5b indicates 1.1 minutes. Which is correct?

Page 3-60:

COMMENT: The Transit section indicates that the project will provide a regional transit system with an emphasis on BRT to serve bi-county trips and longer-distance intra-county trips. Is this an accurate depiction of the system being proposed?

Page 3-66:

3.3.5. Miscellaneous

COMMENT: At the end of the first paragraph, correct “A” to “Act”.

Page 4-1:

It is stated that, “ICM features would extend along the I-87/I-287 corridor between Sloatsburg in Rockland County and Port Chester in Westchester County.”

COMMENT: This statement should be further clarified to outline what features would extend beyond Suffern to the West in Rockland and beyond White Plains to the East in Westchester.

Page 4-6:

Exhibit 4.2.1.1. shows that data from Census 2000 was utilized for the population of residents with disabilities. The “notes” on the table indicate that there is no comparable table available in the 2010 Census or the American Community Survey.

COMMENT: Information regarding the number of civilian non-institutionalized persons with a disability is available for Rockland and Westchester Counties through the 2015 American Community Survey and should have been used to analyze the affected population. The data should be updated and the “notes” in the table should be deleted.

Page 4-7:

COMMENT: For reference purposes, information regarding the number of minority and/or low-income persons within the project area or two Counties should have been provided.

Pages 4-25 through 4-27:

COMMENT: Make sure that captions are not blurry

COMMENT: DRAWING No. GNP-10 Please see attached Rockland Park & Ride project that will be moving forward and require coordination with DOT since this area will provide a new roadway to access the new Monsey P&R Lot

COMMENT: What will you do to ensure safety of riders on the buses as mentioned in report

COMMENT: DRAWING No. GNP 26 Regarding Mid-Block crossings on Route 59 -need all street lights to LED directly on pedestrian crossing, and solar powered flashing lights., LED Street lights on each side of the crosswalk and near all bus stops (see examples below):



APPENDIX COMMENTS

Appendix B: Support Committees and Stakeholder Groups

COMMENT: The Executive Committee section on this page indicates that Rockland County is a member of the committee with NYS DOT, NYSTA, the Governor’s Office and the Consultant Team project managers. This is factually incorrect. While NYS DOT had previously asked Rockland County to manage the operation of the future LHTL service, that plan was abandoned in 2016 when the State chose instead to procure a turnkey operation. It has not been clarified since the June 2015 MTTF announcement of a “Rockland partnership” that Rockland is, in fact, a stakeholder, not a partner in this project. Please make this correction and clarification.

Appendix B: Consider combining all sub appendices into one main appendix

Appendix B-1 Cover page: Consider Naming Appendix B-1 on the cover page

Appendix B-1, page 9 of the PDF: Make sure that all of the locations are correctly redacted.

Appendix B-2 Cover page: Consider Naming Appendix B-2 on the cover page

Appendix B-3 Cover page: Consider Naming Appendix B-3 on the cover page

Appendix C-1A: Make sure that all Mile markers available are listed in the table; Consider putting the header on all new pages; Fill out City of White Plains information

Appendix C-3: Consider filling out parts of tables left blank

Appendix C-4: Make sure that tables borders are present where they should be

Appendix E: Be consistent in using present and future tense to describe the PIP

Appendix E: Make sure that all bullet lists have proper punctuation

Appendix E Cover page: Consider writing for what PIP is an abbreviation on the cover page (Public Involvement Plan). Consider naming this Appendix "Appendix E" as there is only one section, or add the subset of appendices within the report.

Appendix E Cover page: Consider adding page numbers

Appendix E, page 5 of PDF: First sentence is a run-on, consider rewriting

Appendix E, page 7 of PDF: Consider renaming Appendix A to something else, maybe E-1 or adding "for this protocol" after mentioning Appendix A, as there is already an Appendix A in the final report

Appendix E, page 9 of PDF: Shouldn't the TWG and TAC be written in the present tense?

Appendix E, page 11 of PDF: Consider renaming Appendix B to something else, maybe E-2 or adding "for this protocol" after mentioning Appendix B, as there is already an Appendix B in the final report

Appendix E, page 11 of PDF: Should the General Public section and the Public Involvement Tools, Processes and Protocols be set in the present tense?

Appendix E, page 14 of PDF: If Appendix B was renamed E-2, rename Appendix C to E-3

Appendix E, page 19 of PDF: Consider renaming Appendix D to something else, maybe E-4 or adding "for this protocol" after mentioning Appendix D, as there is already an Appendix D in the final report

Appendix E, page 20 of PDF: Consider renaming Appendix E to something else, maybe E-5 or adding "for this protocol" after mentioning Appendix E, as there is already an Appendix E in the final report

Appendix E, Appendix A: Nina Harvey's name is not vertically aligned with her role and email; consider aligning

Appendix E, Appendix A: Make sure that all roles are capitalized in a consistent way.

Appendix F, pages 3-4 of PDF: Verify that the information is still up to date

Appendix G: Lower Hudson BRT Route 59 Synchro Analysis Intersection Level of Service Summary PM Peak Route 59@Airmont road Page 3

COMMENT: The Westbound Left turn lane goes from a C to D level of service. Will Left turn storage lane be able to accommodate this decrease in level of service?

Appendix A2, pages 12-15 – The new Monsey Park & Ride project needs to be included in the LHTL project's plans, i.e.: the proposed Route 59 access from the Park & Ride is not shown. A crosswalk will need to be added and the stop bar and stop sign will need to be relocated.

Appendix H

COMMENT: The phrase "BRT" is used throughout this document, yet the LHTL project will not be a "BRT" service. Consider noting that "BRT" could be a future level of service not related to the LHTL project.

Appendix H, pages 5-6: Consider presenting data in a table as it can be hard to read

Appendix H, Table 1: Consider resizing table so that it doesn't appear blurry on paper

Appendix H, page 8: The final column indicates that TZx does not connect Intra-regional communities – this should be changed to indicate that it does.

Appendix H, page 9: Consider presenting data in a table as it can be hard to read

Appendix H, page 12: A period is missing at the end of the first paragraph

Appendix H, Page 18 to 21 of PDF: Consider deleting these pages as it is part of Appendix I of the report, already present in separate Appendix I

Appendix I: Consider adding page numbers

Appendix I, page 4 of PDF: In notes for 07-April-2016 meeting, consider spelling "Matt Carmomdy" Matt Carmody

Appendix J: Please make sure that the punctuation in a bullet list within text and tables, and in between rows within tables is consistent; Please make sure that the level of bullets and style is similar throughout the report; Consider adding new headings to tables when they span over a couple of pages; Consider not splitting table rows between pages.

Appendix J, F7: Consider moving section 1.4 to the beginning of the report

Appendix J, F8 through F9: Table 1 presents the ICM System User Needs, with a column "Goals" however, no list of goals is referenced or given

Appendix J, F19: Consider changing "Tables 3 through 30" for easiness of reading

Appendix J, F19, Table 3: there aren't any user needs referenced in the "Use Need" column. Consider expanding on the meaning of the numbers in that column.

Appendix J, F19, Table 3: Consider making sure that the lines within the bulleted list are aligned with each other, especially when they span over a couple of lines.

Appendix J, F19, Table 3: Make sure that the punctuation in between each row under Requirement Description is consistent

Appendix J, F21, Table 3: Consider making list within ICMS-20-3-0 consistent with the other lists of the table

Appendix J, F22, Table 3: Consider making list within ICMS-25-1-0 consistent with the other lists of the table

Appendix J, F54: The second row does not have a Parent System Requirement number

Appendix J, F60: Consider having the header for Table 13 with the rest of the table

Appendix J, F63, 64, 66, 68, 69, 72: Tables 15, 16, 17, 18, 19, 20 have an empty extra column named "review comments;" consider removing this column or populating it with information

Appendix J, F76: Table 21 uses stars throughout; no references are made later in Section 2.7.2 to explain the meaning of these stars

Appendix J, F79: Make sure that the bullets are necessary and with a correct level for sections 2.7.3.1, 2.7.3.2, 2.7.3.3, 2.7.3.4, 2.7.3.5, 2.7.3.6, 2.7.3.7

GENERAL COMMENTS ON REPORT

Make sure that all of the abbreviations are properly spelled out at the first mention

Make sure that the capitalized words are consistent throughout the document

Consider either removing dash after each section title, or adding it after each section title for consistency

Make sure that the levels of heading are consistent throughout the document

Make sure that the spaces between periods and beginning of sentences are consistent

Make sure that the spacing between paragraphs is consistent

Make sure that the spacing between the text body and the headings is consistent, depending on the level of heading

Make sure that headings for exhibits are consistent

When a table spans more than one page, consider adding the relevant headers