

UCTC  
Technical  
Meeting  
June 23, 2010

# Ulster County Year 2035 Long-Range Transportation Plan Update

Technical Committee Meeting  
June 23, 2010

Ulster County Transportation Council





# SLIDE SHOW AGENDA

- **Overview of the Draft Document**
  - Introduction
  - Goals and Objectives
  - Profile of the Region
  - Existing Conditions and Needs
  - Financial Plan
  - Performance Monitoring Plan
- **Discuss Remaining Chapters/Schedule**





# Chapter 1: Introduction

## UCTC/LRTP Background

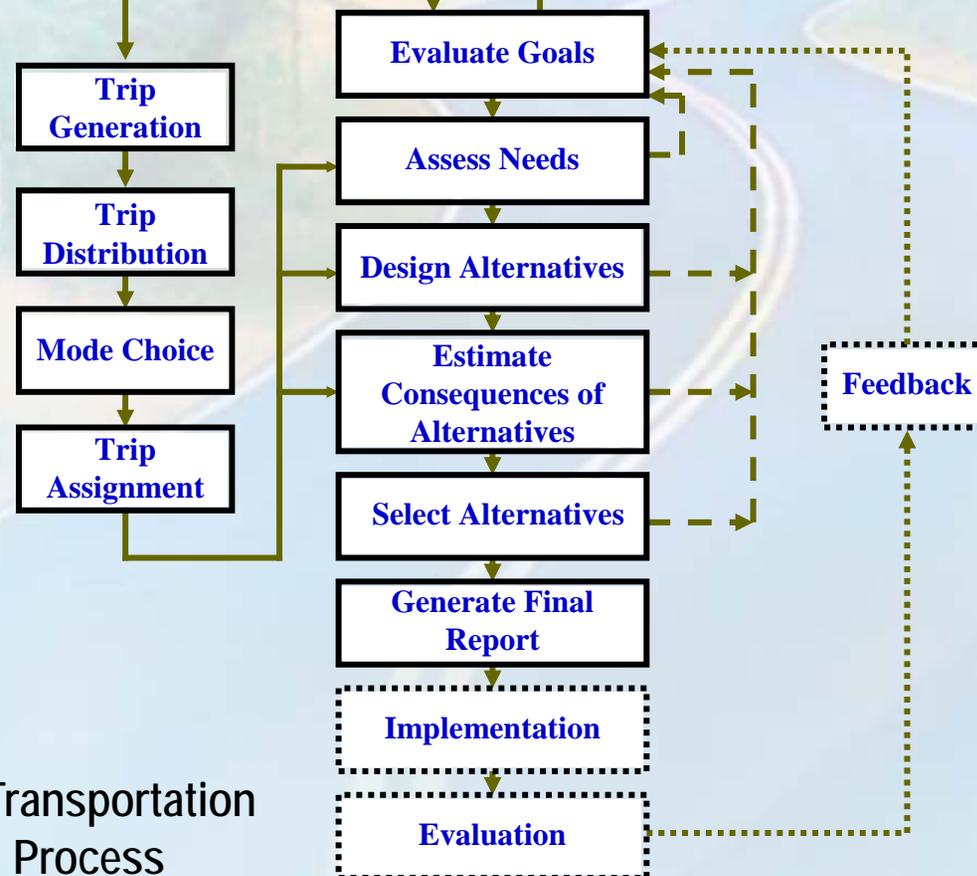
- Federal Requirements
- Planning Process Defined
- Recently Completed Plans Identified
  - State Plans
  - Regional and Local Plans
- Master Plan Based on Many Plans



# Chapter 1: Introduction



Completed Transportation and Transit Plans,  
Traffic Count Data, and Land Use Plans



Long Range Transportation  
Planning Process





## Chapter 1: Introduction

### State Plans Recently Completed:

- NYSDOT Master Plan (2006)
- NYS Rail Plan (2009)
- NYS Safety Plan (2010)
- NYS Airport Master Plan (2009)
- NYS Energy Plan (2009)
- 1-87 Multimodal Master Plan (2006)
- NYS Thruway Mobility Report (2008)
- NYS Bridge Authority Program (2010)
- Lower Hudson Valley ITS Plan (1998)



# Chapter 1: Introduction



## Local Plans Recently Completed:

- 15 transportation and transit-related studies completed over the past five years
- Includes countywide, subarea, and corridor studies
- Most study recommendations likely to fall under long-range implementation





# Chapter 1: Introduction

## Local Plans Recently Completed:

- **Countywide**
  - **Public Transit Systems Coordination Study**
  - **Public Transit Integration Study (UCAT/Citibus)**
  - **Coordinated Public Transit - Human Services Transportation Plan**
  - **Non-motorized Transportation Plan**
  - **Congestion Management Study for TMA (includes Dutchess and Orange Counties)**





# Chapter 1: Introduction

## Local Plans Recently Completed:

- Area
  - New Paltz Transportation and Land Use Study
  - Saugerties Area Mobility Analysis
  - Kingston Area Intermodal Facility Study
  - Kingston Uptown Stockade Transportation Plan
  - Kingston Route 32 at Fair Street Intersection Study
  - Marlboro Hamlet Area Transportation Plan





# Chapter 1: Introduction

## Local Plans Recently Completed:

- Corridor
  - Town of Ulster/City of Kingston Washington Avenue Corridor Study
  - City of Kingston/Town of Ulster Railroad Corridor Quiet Zone Study
  - Advance Train Detection/Arrival Prediction Study
  - Ulster & Delaware Railroad Corridor Rail with Trail Study





## Chapter 2: Goals and Objectives



- Present Draft Goals and Objectives
- Correspond to SAFETEA-LU Planning Factors
- Linked to Performance Measures in Chapter 9





## Chapter 2: Goals and Objectives



- A Goal is a general statement of purpose representing a long-term desired end.
- An Objective is an intermediate result to meet a goal and is often measureable.
- Goals and Objectives can be further measured using performance measuring techniques.





## Chapter 2: Goals and Objectives



1. System Preservation. Emphasize the preservation of the existing transportation system as well as being adaptable to new, more efficient systems.
  - Provide for the continuing preservation and maintenance needs of transportation facilities and services in the region;
  - Maximize the use of existing facilities.





## Chapter 2: Goals and Objectives



2. Economic Vitality. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
  - Implement strategies and facilities to improve freight mobility and support tourism;





## Chapter 2: Goals and Objectives



3. Safety. Increase the safety of the transportation system for motorized and nonmotorized users.
  - Provide a safe environment for the traveling public and address roadway hazards.





## Chapter 2: Goals and Objectives



4. Security. Increase the security of the transportation system for motorized and nonmotorized users.
  - Provide a secure environment for the traveling public.





## Chapter 2: Goals and Objectives



5. Mobility. Increase mobility and accessibility options for people and freight.
  - Relieve congestion on the surface transportation system for all modes.
  - Increase the use of alternative modes of travel.





## Chapter 2: Goals and Objectives



6. Connectivity. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Increase the number of bridges with a bridge rating of 5.0 or higher;
  - Improve connectivity between low income and minority populations to major employment and activity centers.





## Chapter 2: Goals and Objectives



7. Environment. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - Provide transportation alternatives that are suited to, and supported by, existing and future land uses in the region.
  - Develop a transportation system that supports the region in providing healthy air quality.





## Chapter 2: Goals and Objectives



8. System Management. Promote efficient system management and operations;
  - Encourage the use of Intelligent Transportation Systems (ITS);
  - Reduce the number of incidents for all modes of travel.





## Chapter 2: Goals and Objectives



9. Funding. Maximize the utilization of federal aid programmed;
  - Increase the rate of federal aid project obligations;
  - Increase the number of completed federal aid projects.





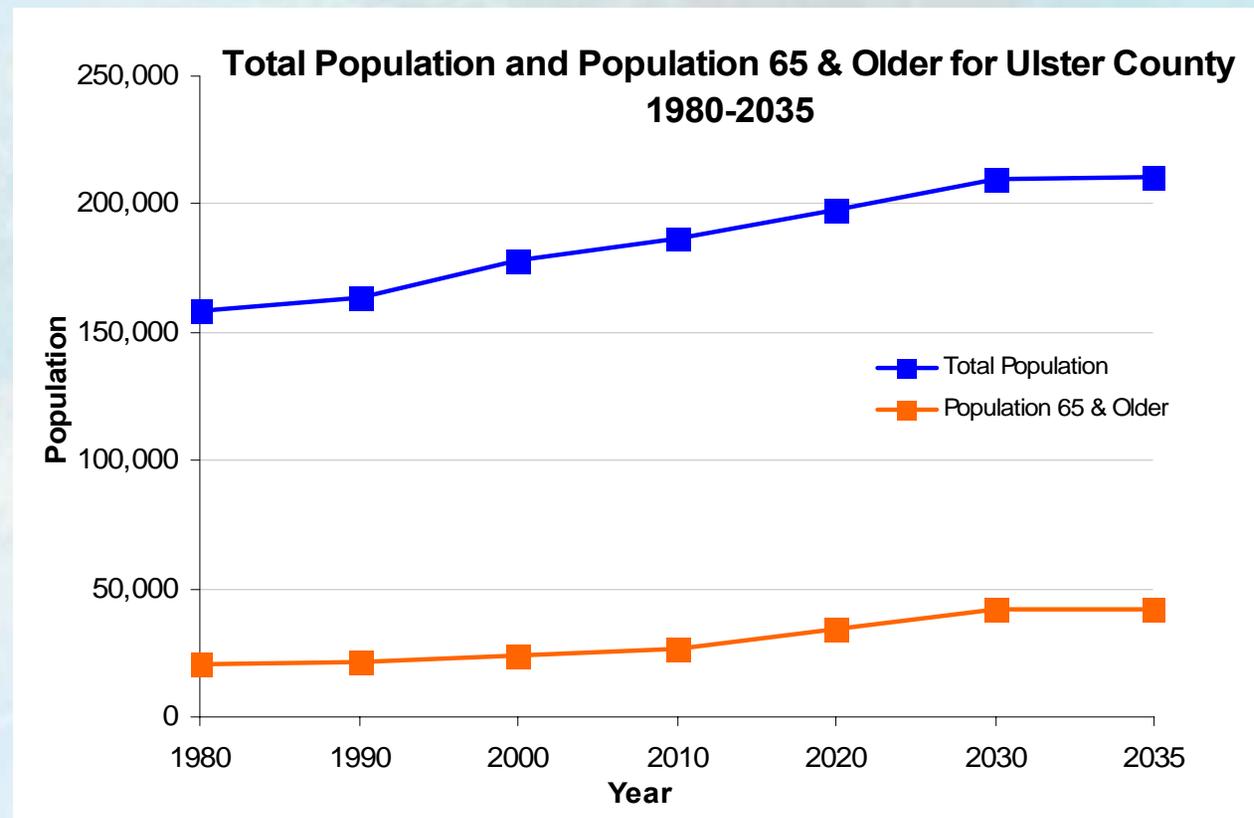
## Chapter 3: Profile of the Region

- Demographic Analyses
- Environmental Justice Analyses
  - Communities of Concern
  - TIP Projects Overlay
- Environmental Mitigation Strategies
- Air Quality
- TMA/Congestion Management Process





## Chapter 3: Profile of the Region

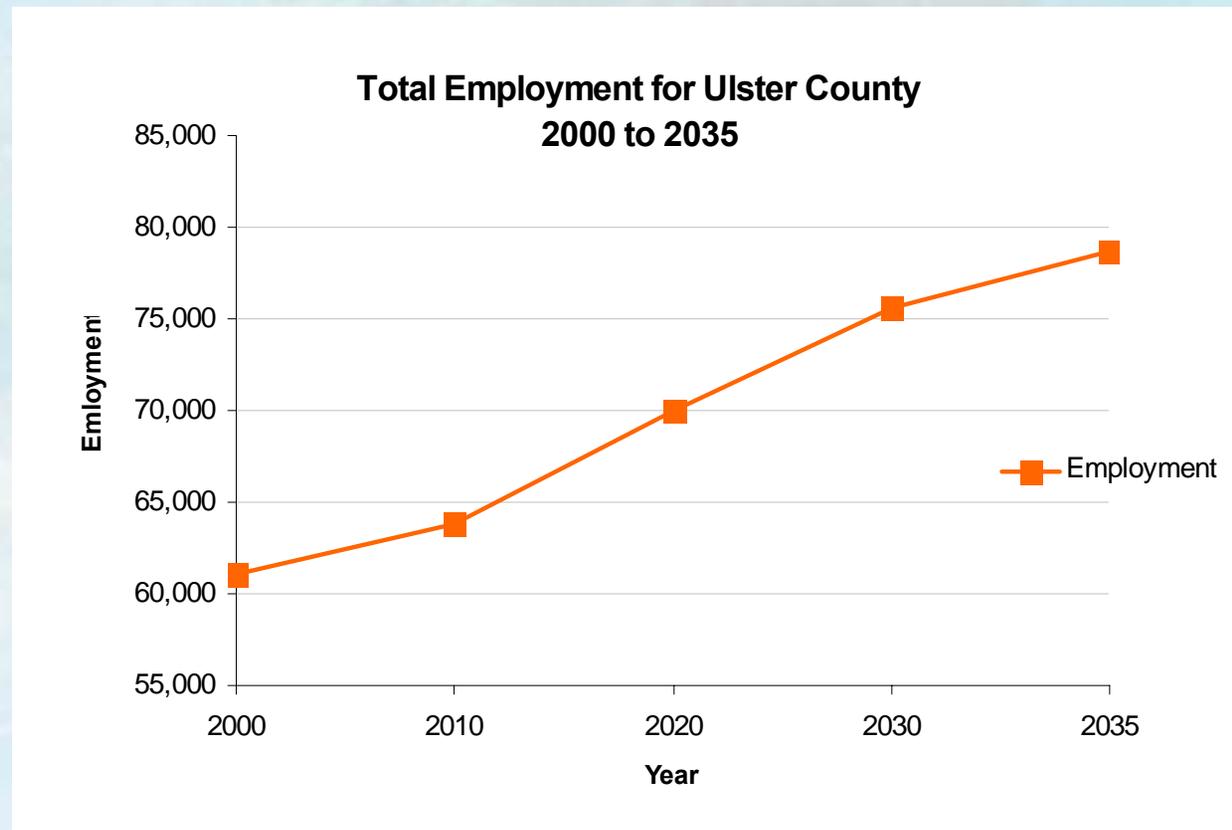


Source: U.S Census Bureau and Ulster County Planning Department





## Chapter 3: Profile of the Region

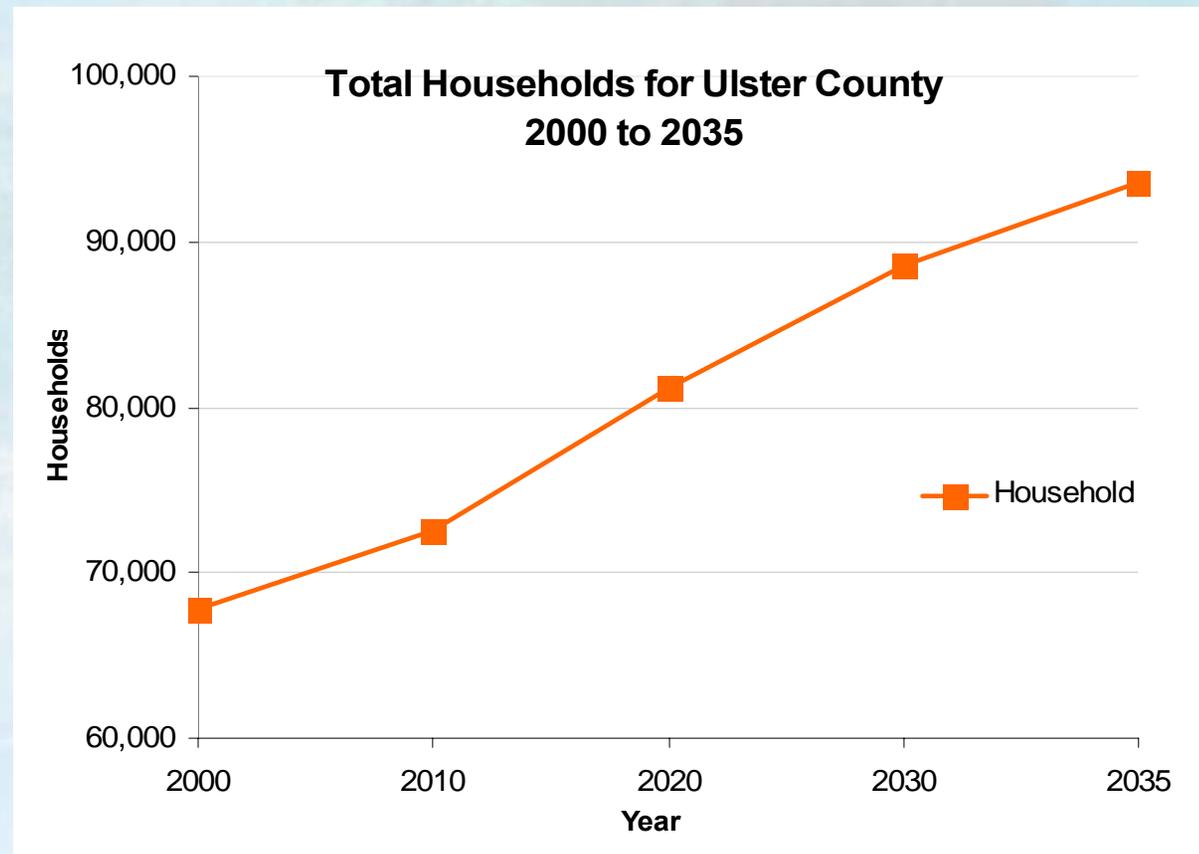


Source: U.S Census Bureau and Ulster County Planning Department





## Chapter 3: Profile of the Region

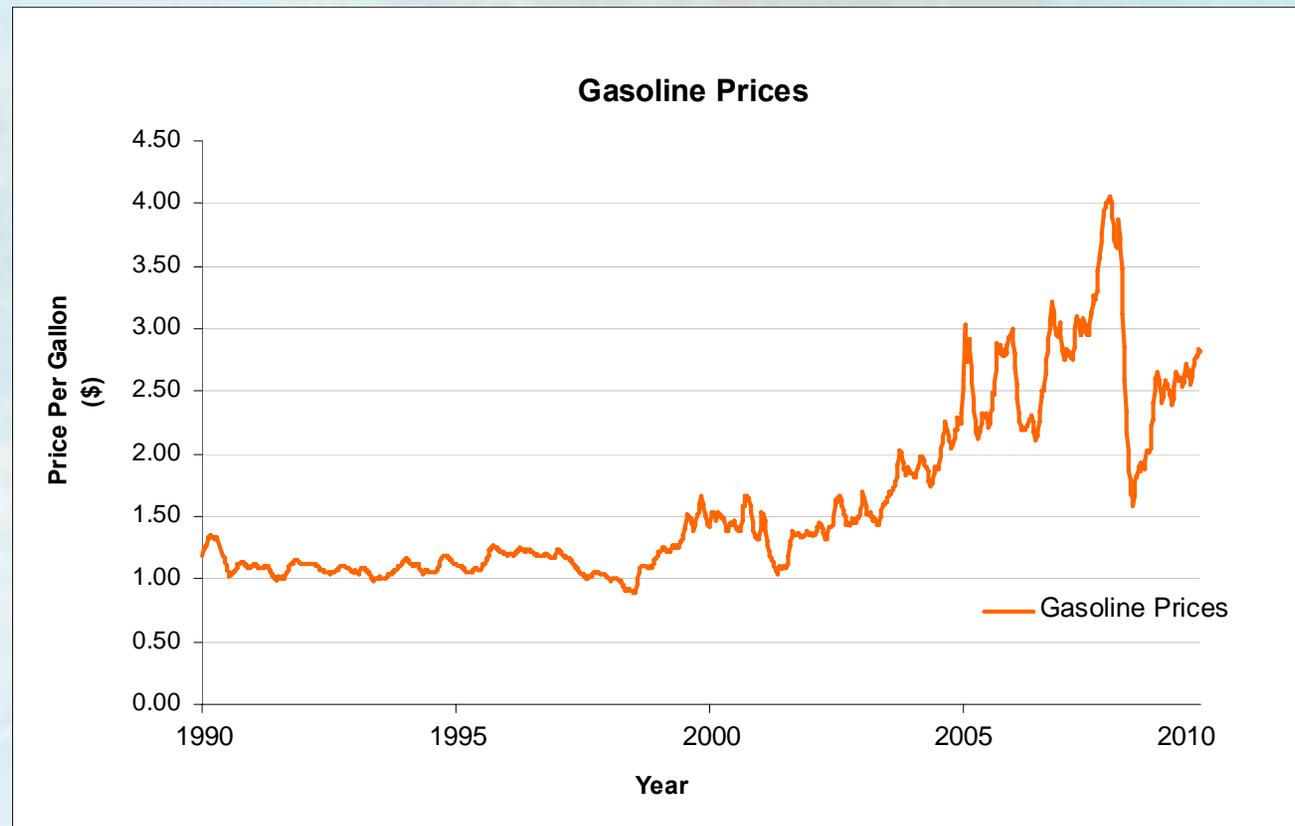


Source: U.S Census Bureau and Ulster County Planning Department





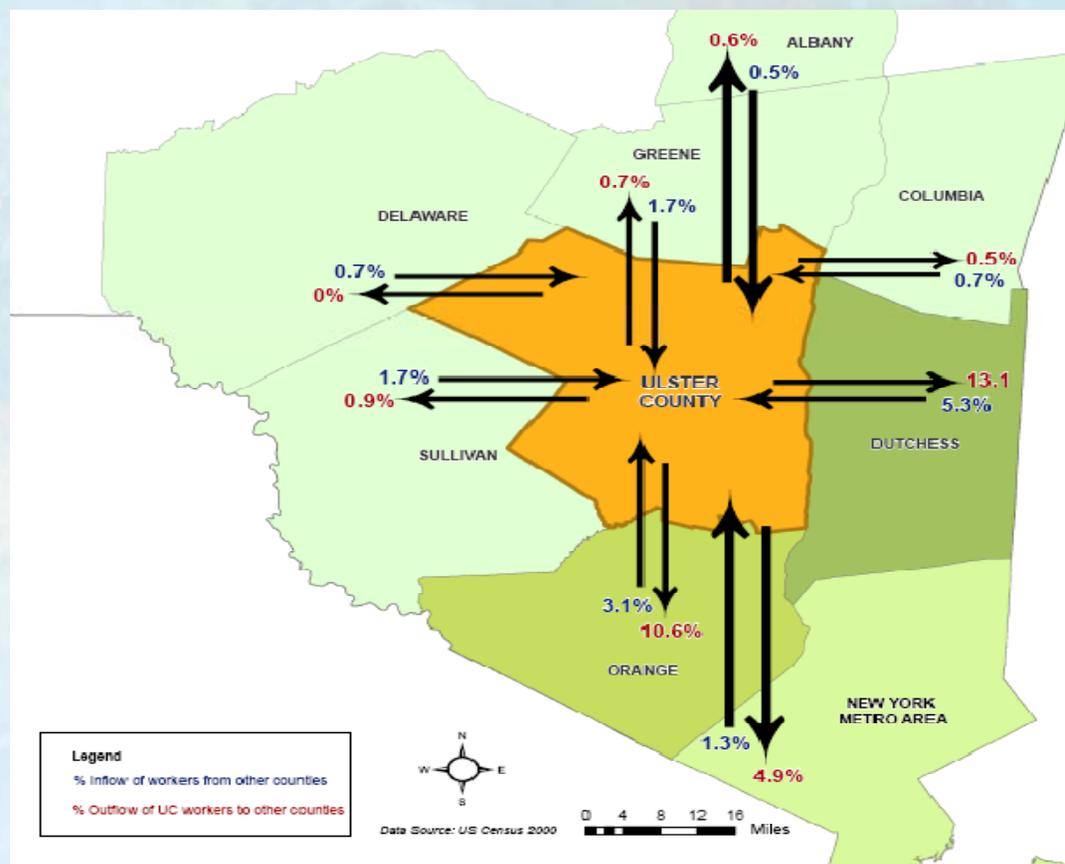
## Chapter 3: Profile of the Region



Source: U.S. Department of Energy



# Chapter 3: Profile of the Region



Source: 2000 US Census Bureau



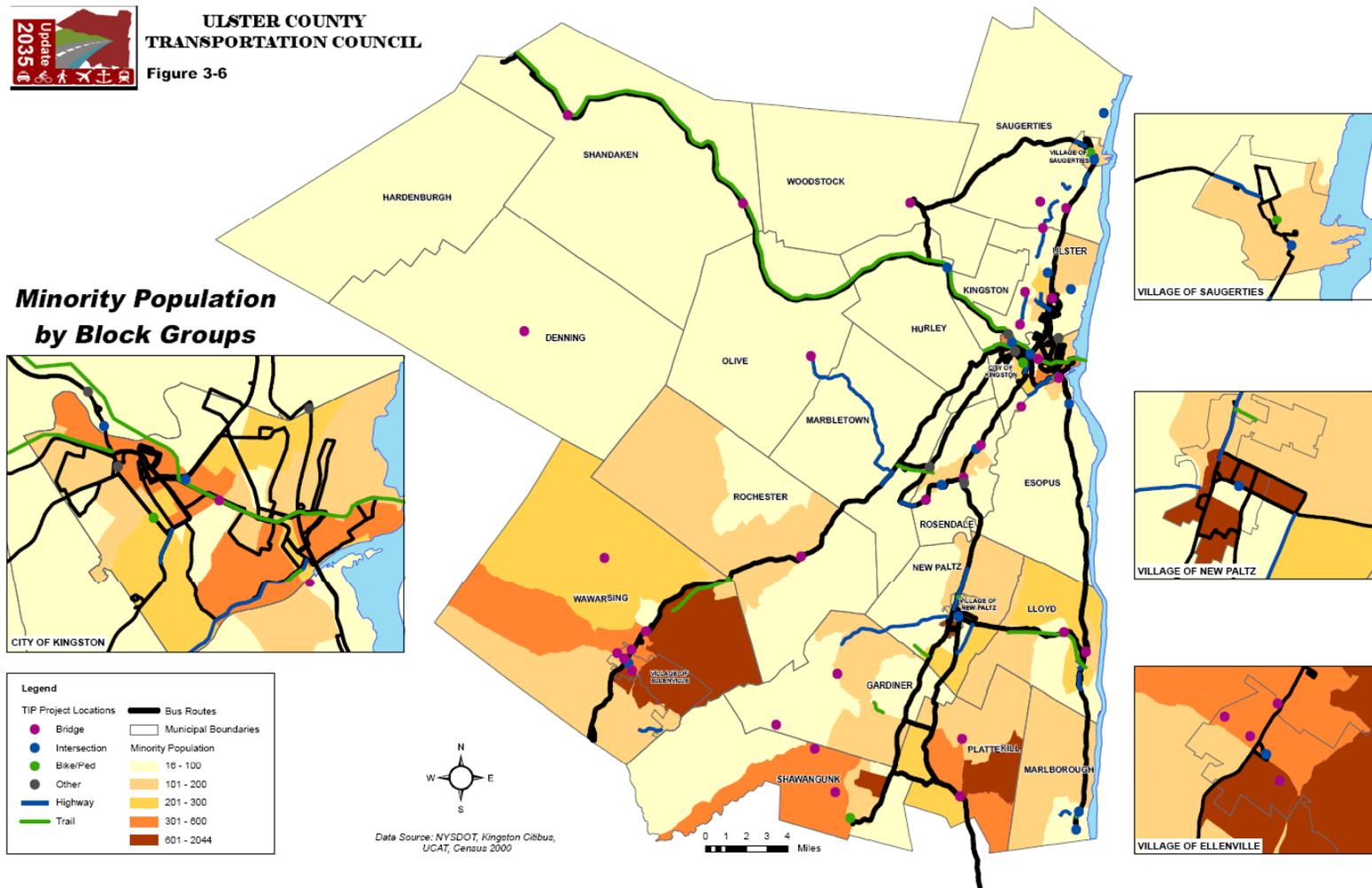
# Chapter 3: Profile of the Region



**ULSTER COUNTY  
 TRANSPORTATION COUNCIL**

Figure 3-6

## Minority Population by Block Groups

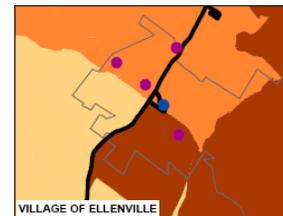
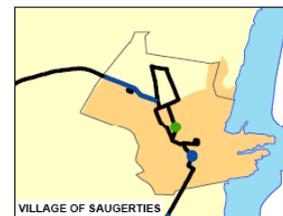


Legend	
	TIP Project Locations
	Bridge
	Intersection
	Bike/Ped
	Other
	Highway
	Trail
	Bus Routes
	Municipal Boundaries
	Minority Population 10 - 100
	101 - 200
	201 - 300
	301 - 600
	601 - 2044



Data Source: NYSDOT, Kingston Citibus, UCAT, Census 2000

0 1 2 3 4 Miles



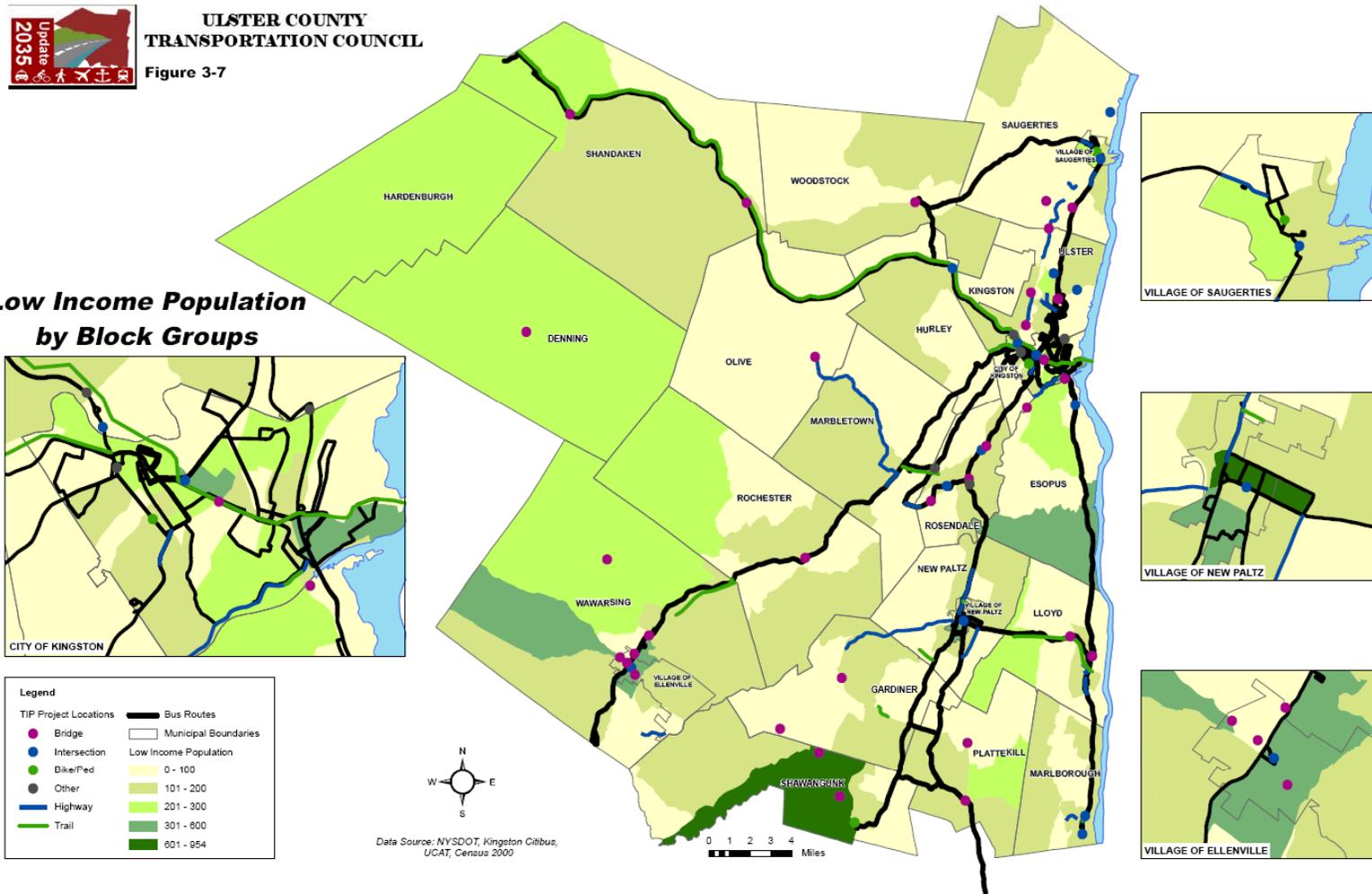
# Chapter 3: Profile of the Region



## ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 3-7

### Low Income Population by Block Groups



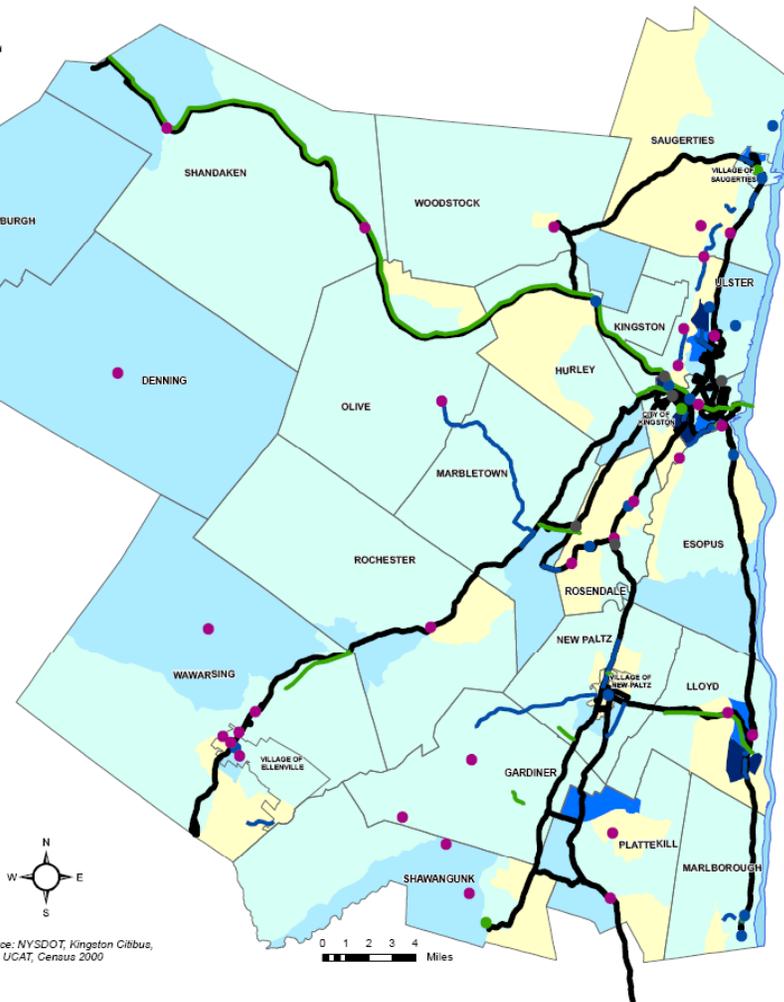
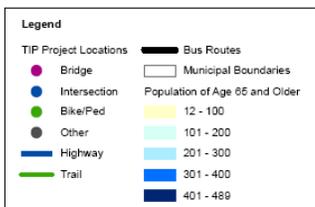
# Chapter 3: Profile of the Region



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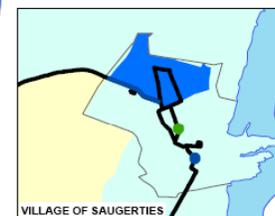
Figure 3-8

**Population of Age  
 65 and Older  
 by Block Groups**



Data Source: NYSDOT, Kingston Citibus,  
 UCAT, Census 2000

0 1 2 3 4  
 Miles



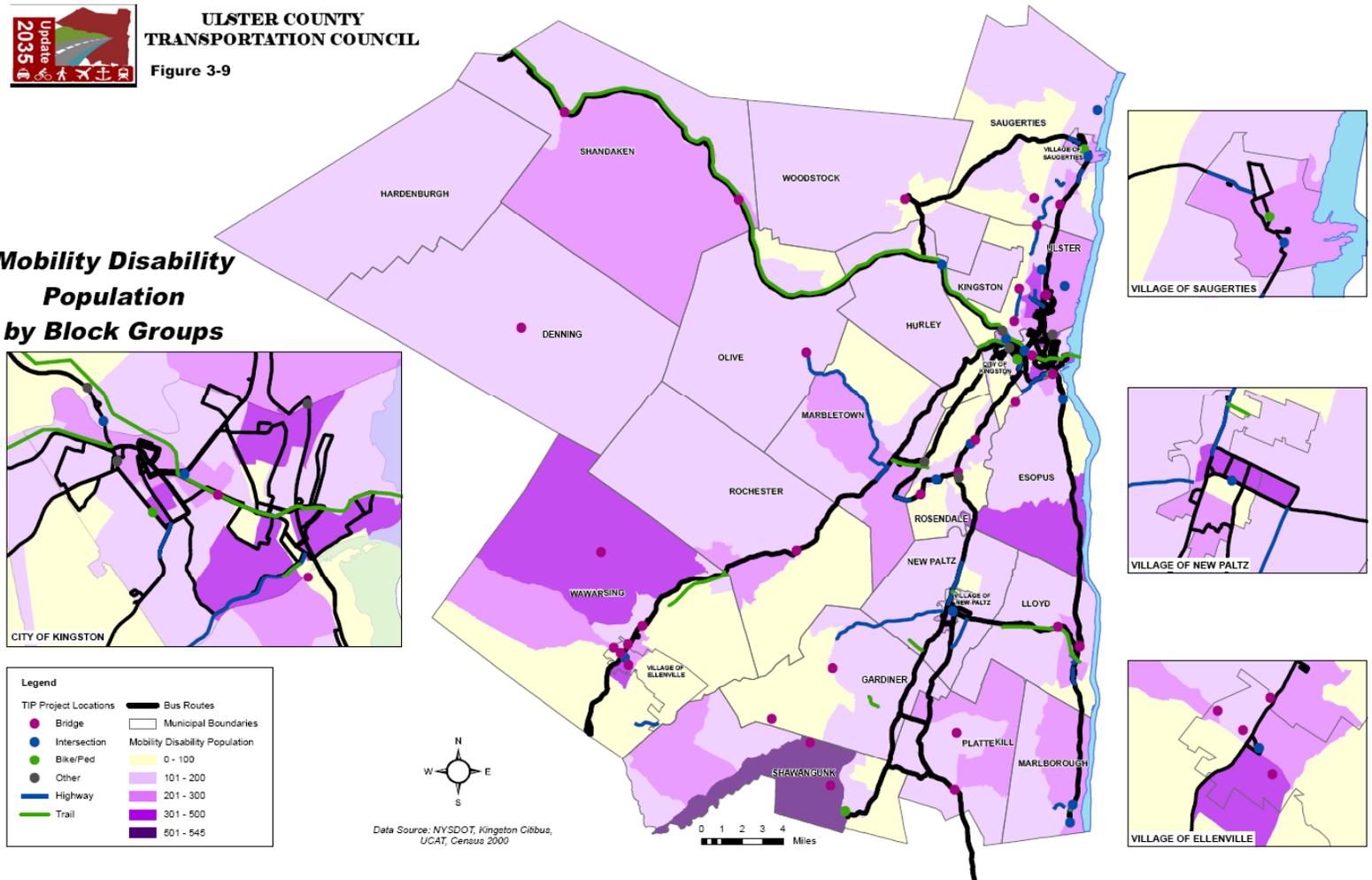
# Chapter 3: Profile of the Region



**ULSTER COUNTY  
 TRANSPORTATION COUNCIL**

Figure 3-9

**Mobility Disability  
 Population  
 by Block Groups**

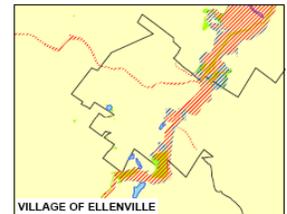
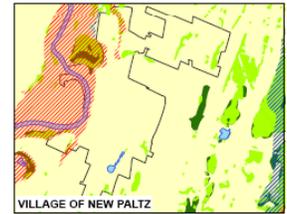
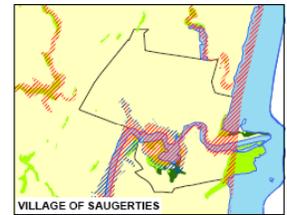
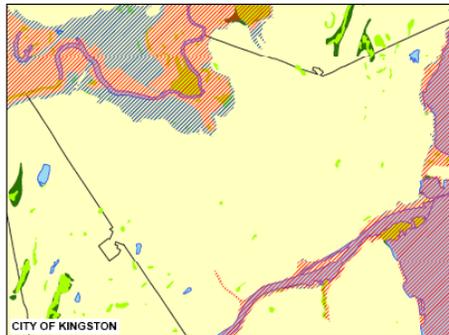
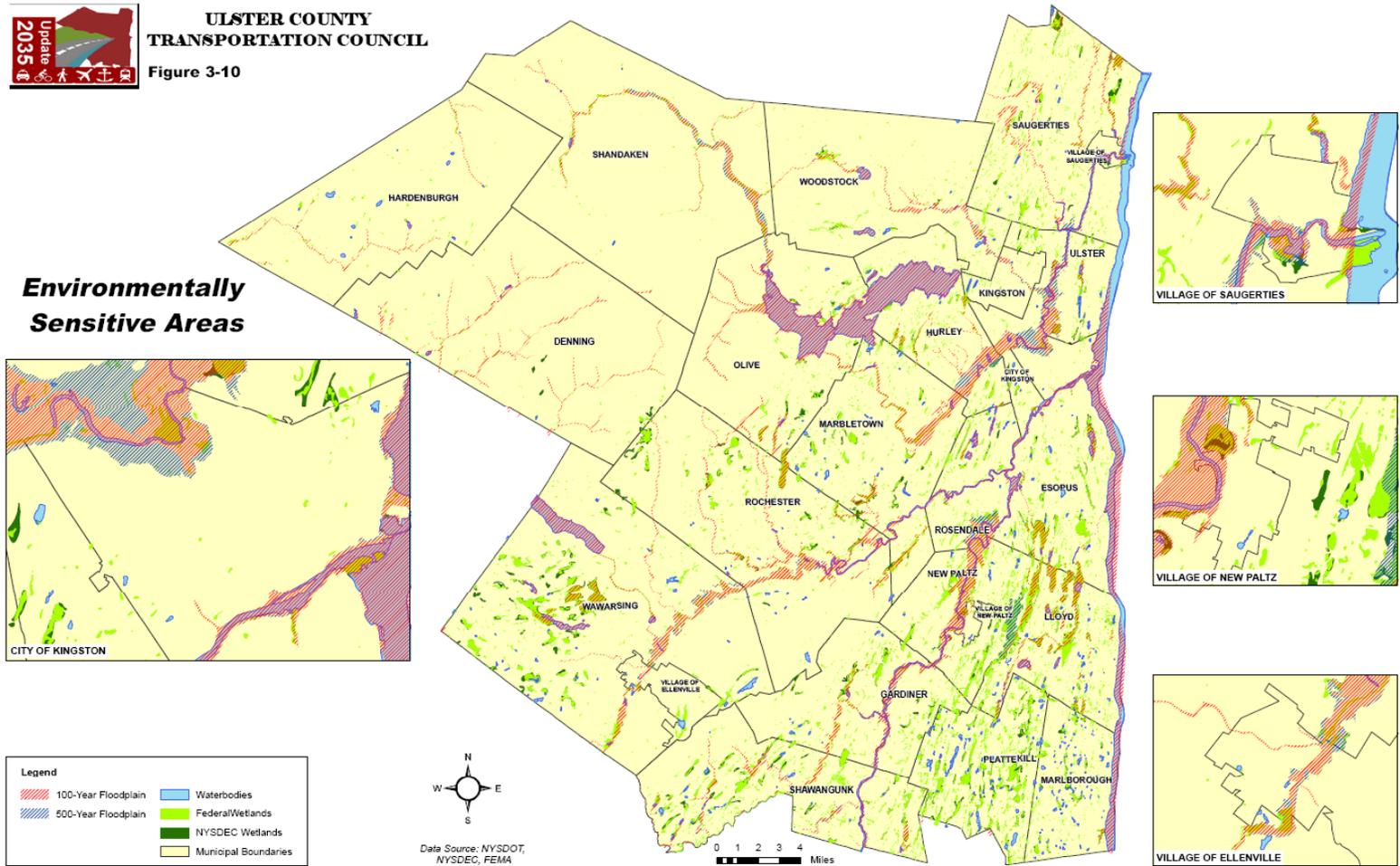


# Chapter 3: Profile of the Region



**ULSTER COUNTY  
 TRANSPORTATION COUNCIL**  
 Figure 3-10

## Environmentally Sensitive Areas



Legend	
	100-Year Floodplain
	500-Year Floodplain
	Waterbodies
	Federal Wetlands
	NYSDEC Wetlands
	Municipal Boundaries



Data Source: NYSDOT,  
 NYSDEC, FEMA

0 1 2 3 4  
 Miles

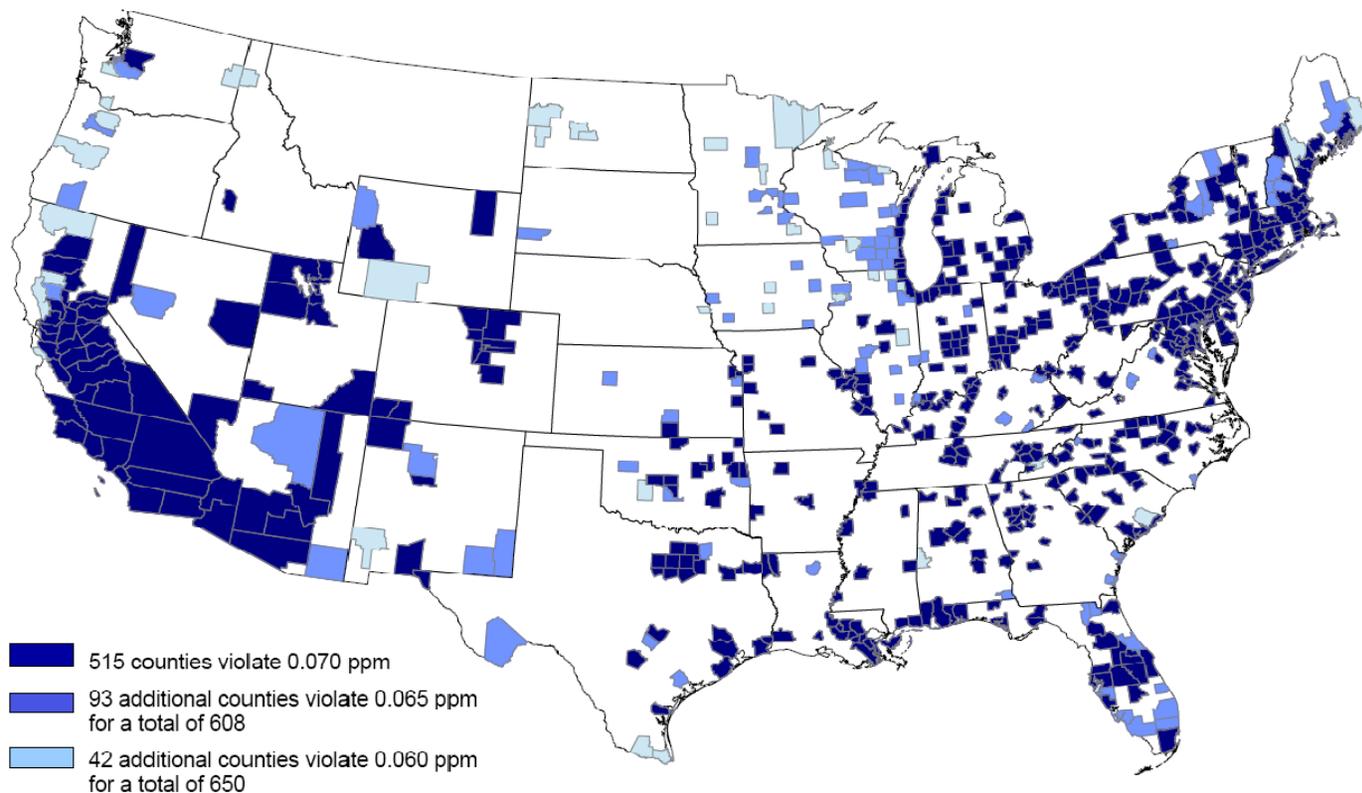


## Chapter 3: Profile of the Region

### Counties With Monitors Violating Proposed Primary 8-hour Ground-level Ozone Standards 0.060 - 0.070 parts per million

(Based on 2006 – 2008 Air Quality Data)

EPA will not designate areas as nonattainment on these data, but likely on 2008 – 2010 data which are expected to show improved air quality.



**Notes:**

1. No monitored counties outside the continental U.S. violate.
2. EPA is proposing to determine compliance with a revised primary ozone standard by rounding the 3-year average to three decimal places.





## Chapter 4: Existing Conditions and Needs

- Roadway Inventories
- Traffic Network Analyses
- Bicycle and Pedestrian
- Public Transit & Special Needs Transportation
- Park and Ride Facilities
- Transportation Enhancements
- Safety
- Freight
- Railroad
- Aviation
- Security





## Chapter 4: Existing Conditions and Needs

Paving Condition for Federal Aid Eligible Roads

Functional Classification	Total Miles	Centerline Miles		% Poor ( ≤ 5 )			% Fair to Good ( ≥ 6 )		Average Rating	
		Rural	Urban	Rural	R Miles	Urban	U Miles	Rural		Urban
Interstate	40.54	9.08	31.46	0.00%	0.0	0.00%	0.0	100.00%	100.00%	<b>7.92</b>
Expressways	4.24	0.00	4.24	N/A		0.00%		N/A	100.00%	<b>7.52</b>
Principal Arterials	81.98	35.64	46.34	2.30%	0.8	0.86%	0.4	97.70%	99.14%	<b>6.89</b>
Minor Arterials	133.03	58.81	74.22	1.70%	1.0	2.93%	2.2	98.30%	97.07%	<b>6.77</b>
Major Collectors	202.05	66.44	135.61	3.61%	2.4	3.98%	5.4	96.39%	96.02%	<b>6.76</b>
<b>Total</b>	<b>461.84</b>	<b>169.97</b>	<b>291.87</b>							





## Chapter 4: Existing Conditions and Needs

Bridge Conditions By Functional Classification and Jurisdiction

Urban	State			Local		
	Deficient	Total Bridges	% Deficient	Deficient	Total Bridges	% Deficient
Interstate	1	11	9%	0	0	N/A
Expressway	0	9	0%	0	0	N/A
Principal Arterials	1	20	5%	1	1	100%
Minor Arterials	4	17	24%	0	0	N/A
Collectors	4	12	33%	5	7	71%
Local	0	3	0%	4	16	25%
<b>Total</b>	<b>10</b>	<b>72</b>	<b>14%</b>	<b>10</b>	<b>24</b>	<b>42%</b>

Rural	State			Local		
	Deficient	Total Bridges	% Deficient	Deficient	Total Bridges	% Deficient
Interstate	2	4	50%	0	0	N/A
Expressway	0	0	N/A	0	0	N/A
Principal Arterials	1	11	9%	0	0	N/A
Minor Arterials	1	19	5%	0	0	N/A
Collectors	5	32	16%	10	45	22%
Local	0	4	0%	19	155	12%
<b>Total</b>	<b>9</b>	<b>70</b>	<b>13%</b>	<b>29</b>	<b>200</b>	<b>15%</b>



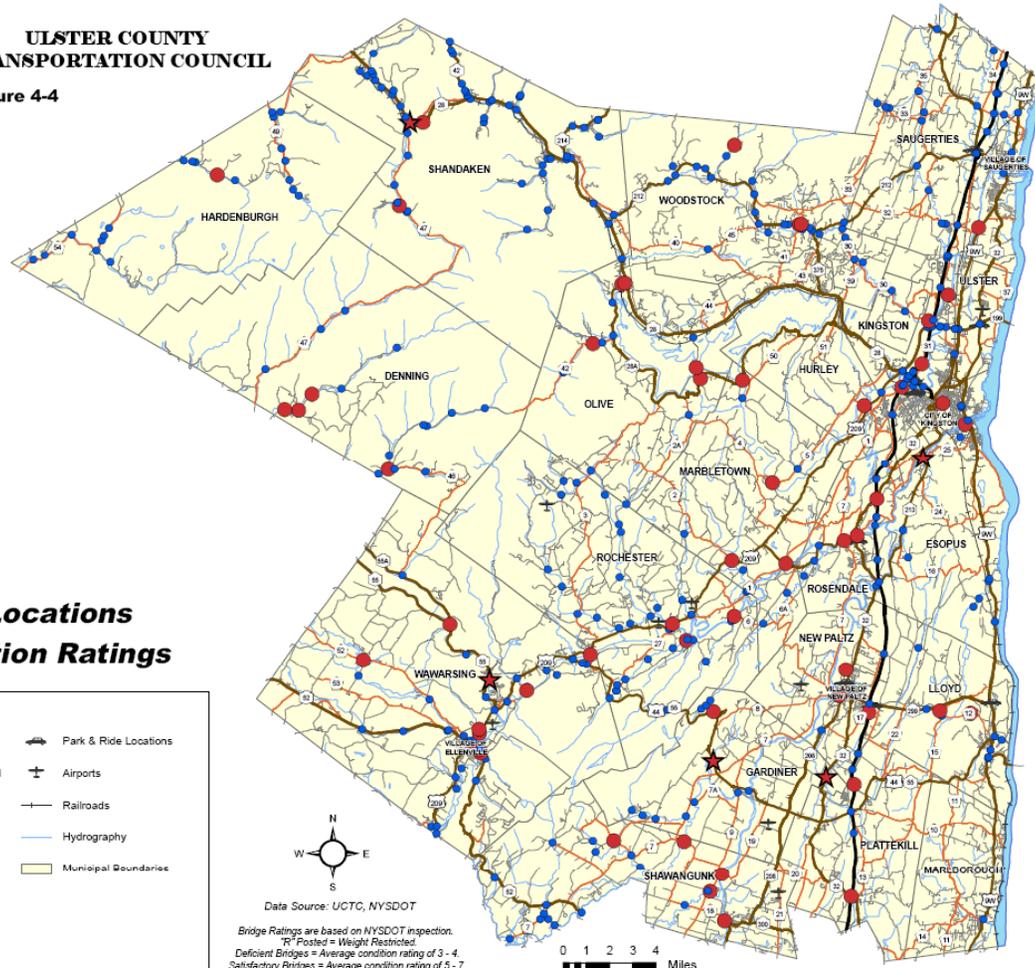
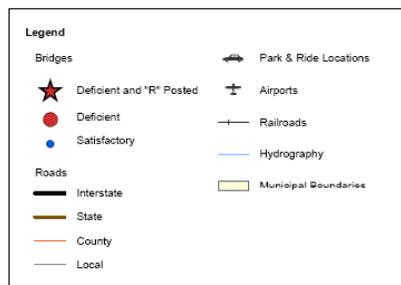
# Chapter 4: Existing Conditions and Needs



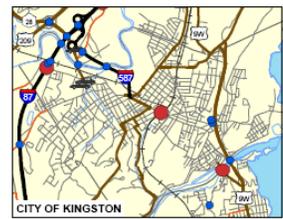
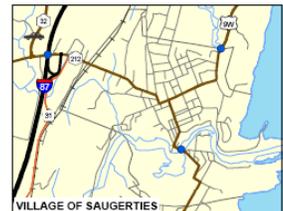
## ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 4-4

### Bridge Locations and Condition Ratings



Data Source: UCTC, NYSDOT  
 Bridge Ratings are based on NYSDOT inspection.  
 "R" Posted = Weight Restricted.  
 Deficient Bridges = Average condition rating of 3 - 4.  
 Satisfactory Bridges = Average condition rating of 5 - 7.



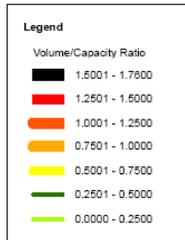
# Chapter 4: Existing Conditions and Needs



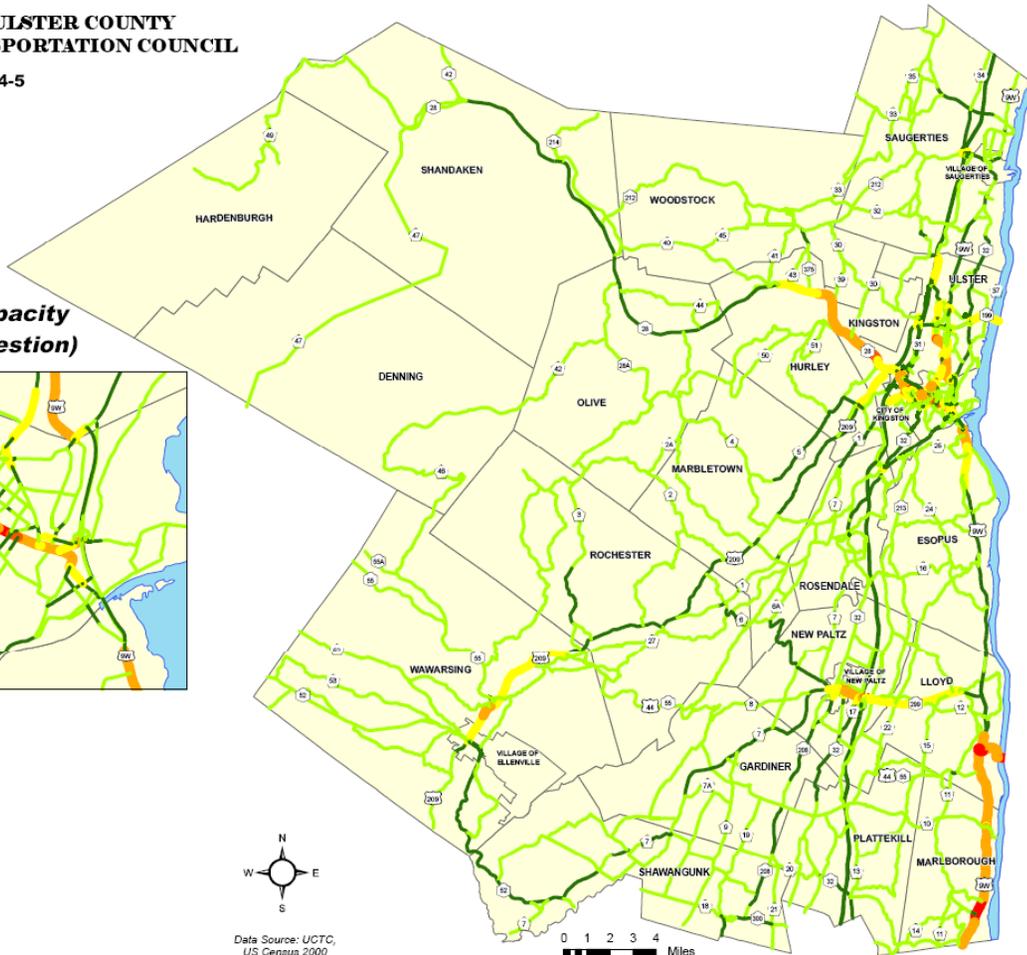
**ULSTER COUNTY  
 TRANSPORTATION COUNCIL**

**Figure 4-5**

**Year 2010  
 Existing Volume/Capacity  
 (A measure of congestion)**



Data Source: UCTC,  
 US Census 2000



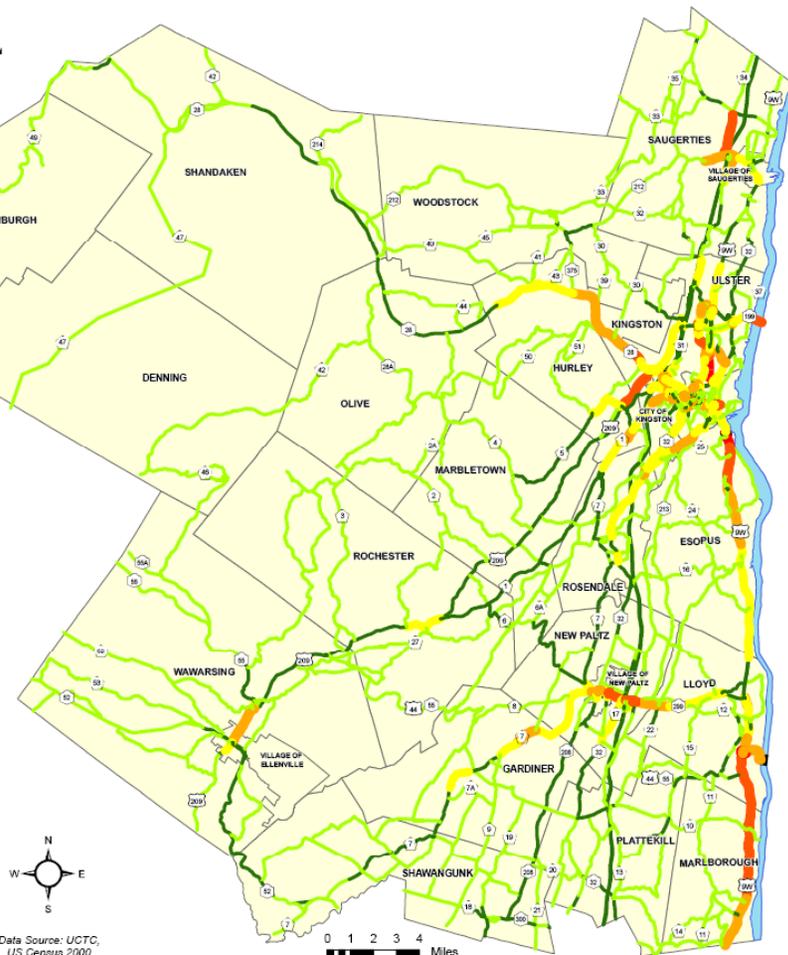
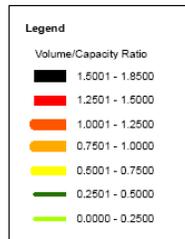
# Chapter 4: Existing Conditions and Needs



## ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 4-6

**Year 2035**  
**Future Volume/Capacity**  
**(A measure of congestion)**



Data Source: UCTC,  
 US Census 2000



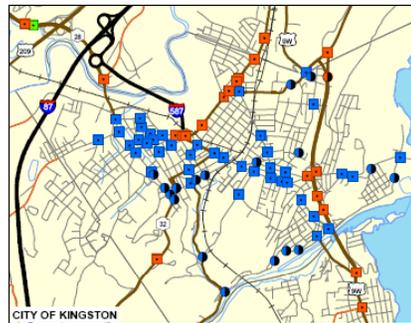
# Chapter 4: Existing Conditions and Needs



## ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 4-7

### Ulster County Traffic Signal Locations

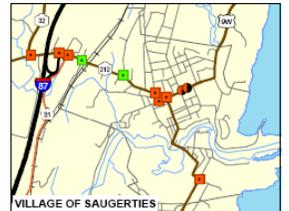
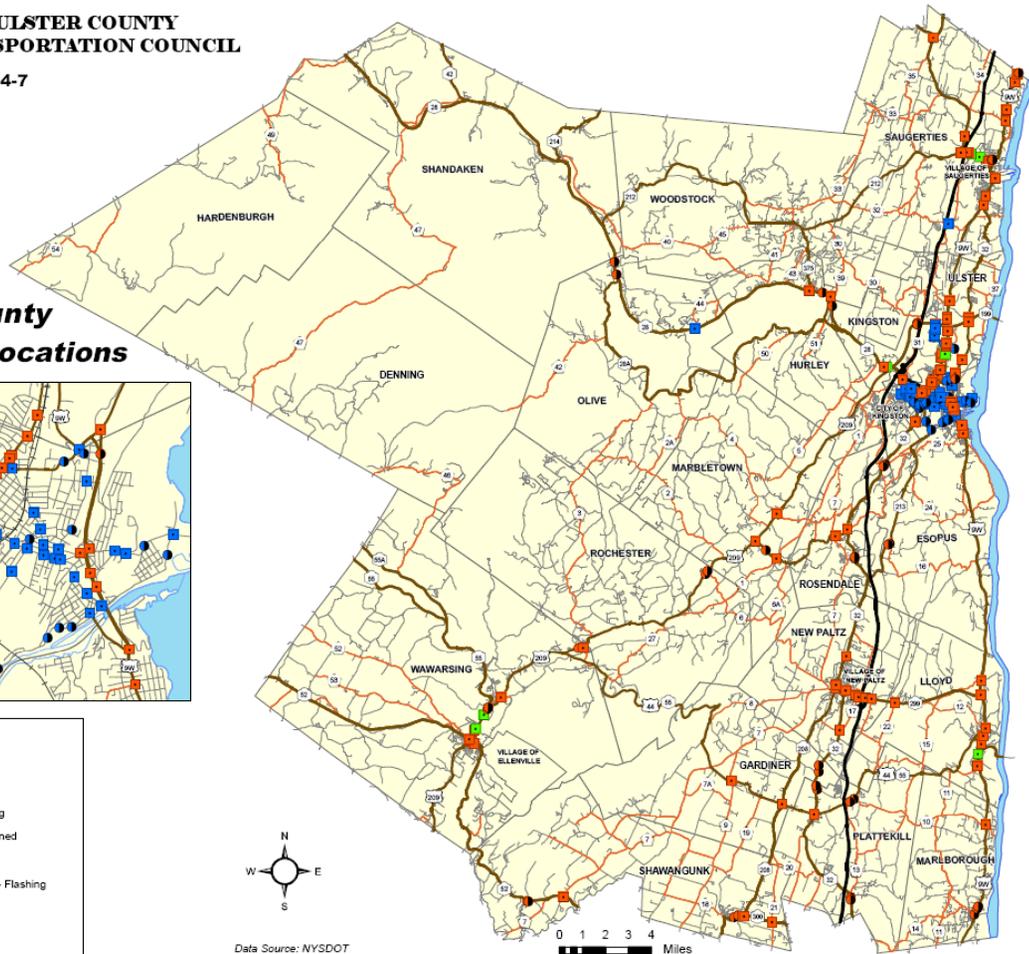


- Legend**
- Traffic Signal Locations
- NYSDOT Maintained
  - NYSDOT Maintained - Flashing
  - Fire House - NYSDOT Maintained
  - Local Municipality Maintained
  - Local Municipality Maintained - Flashing
  - Private - NYSDOT Maintained
  - ▲ Private - Permittee Maintained



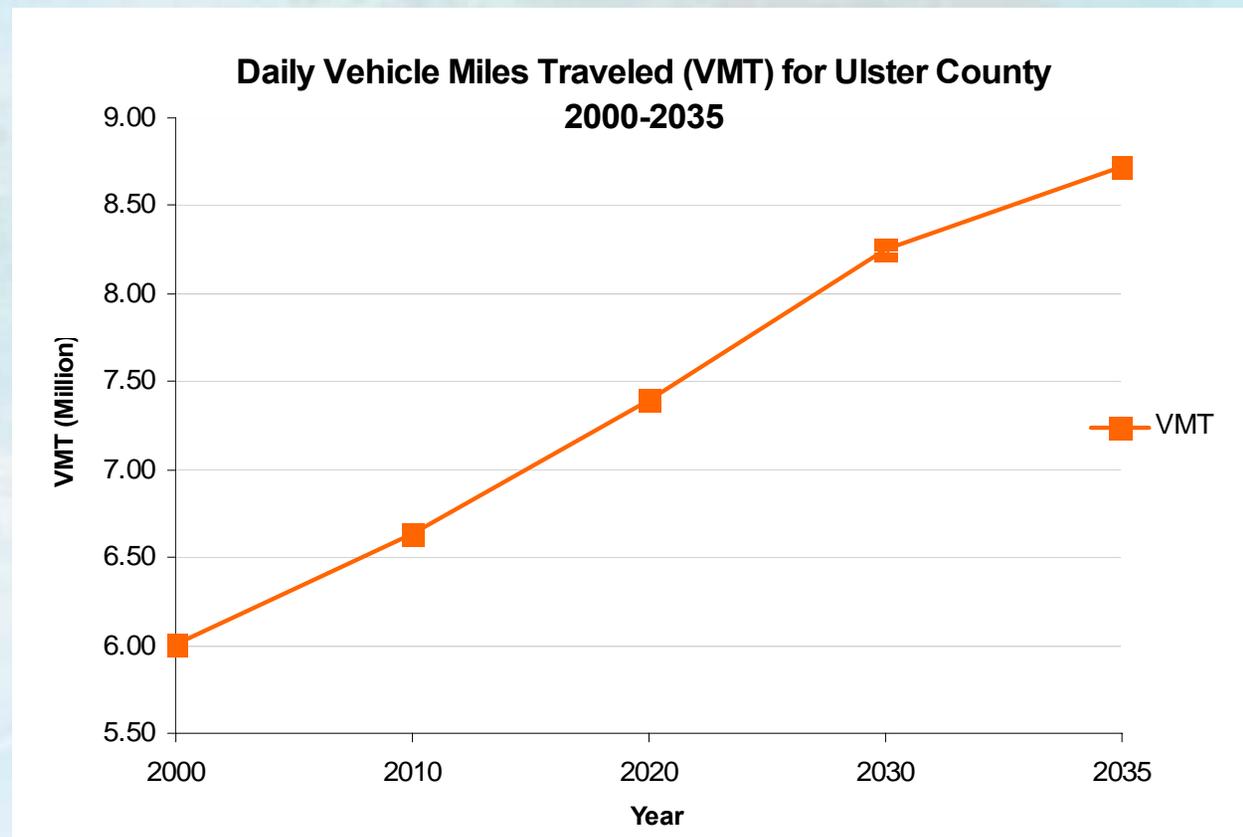
Data Source: NYSDOT

0 1 2 3 4  
 Miles





## Chapter 4: Existing Conditions and Needs



Source: NYSDOT and Ulster County Planning Department

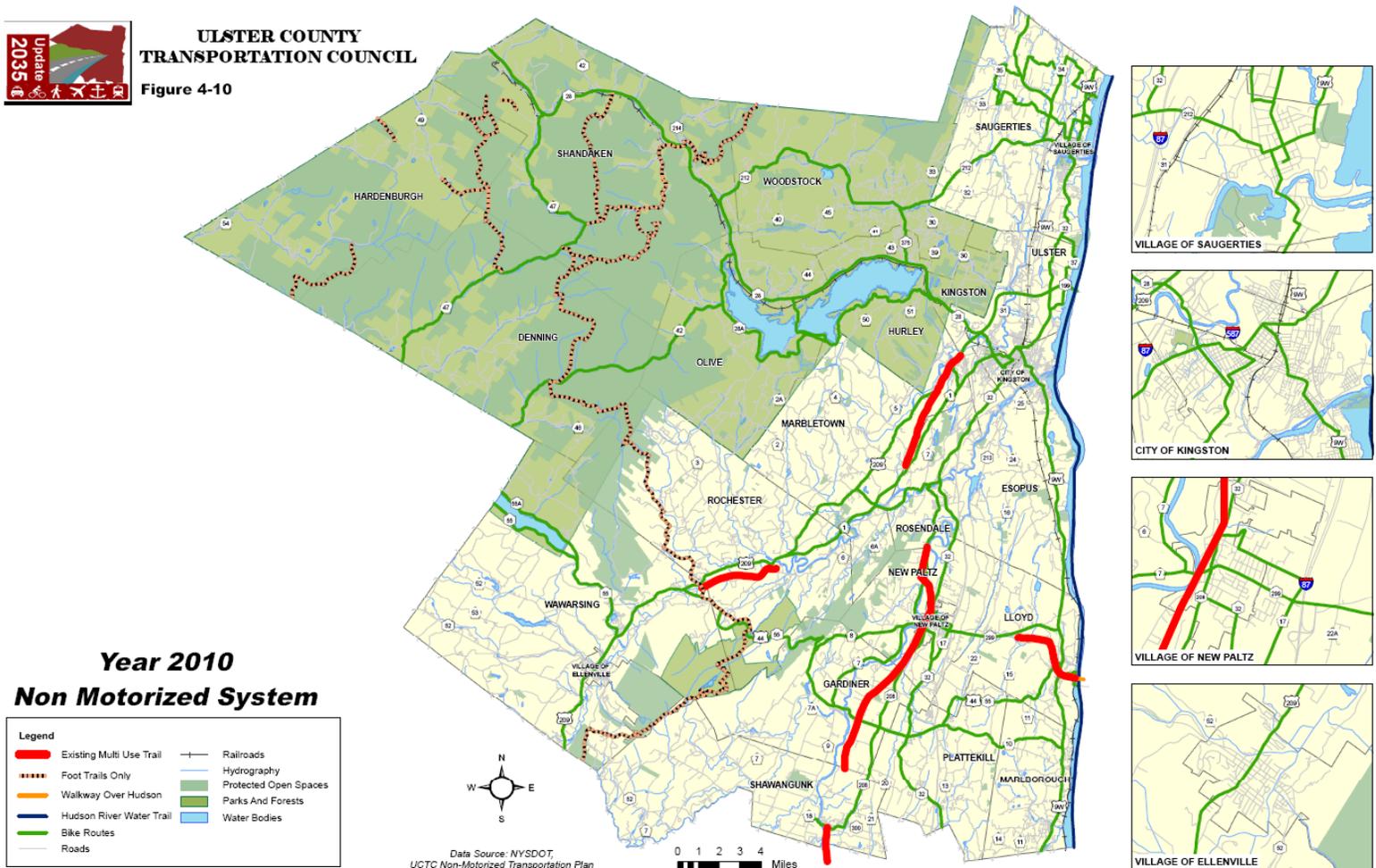


# Chapter 4: Existing Conditions and Needs



## ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 4-10

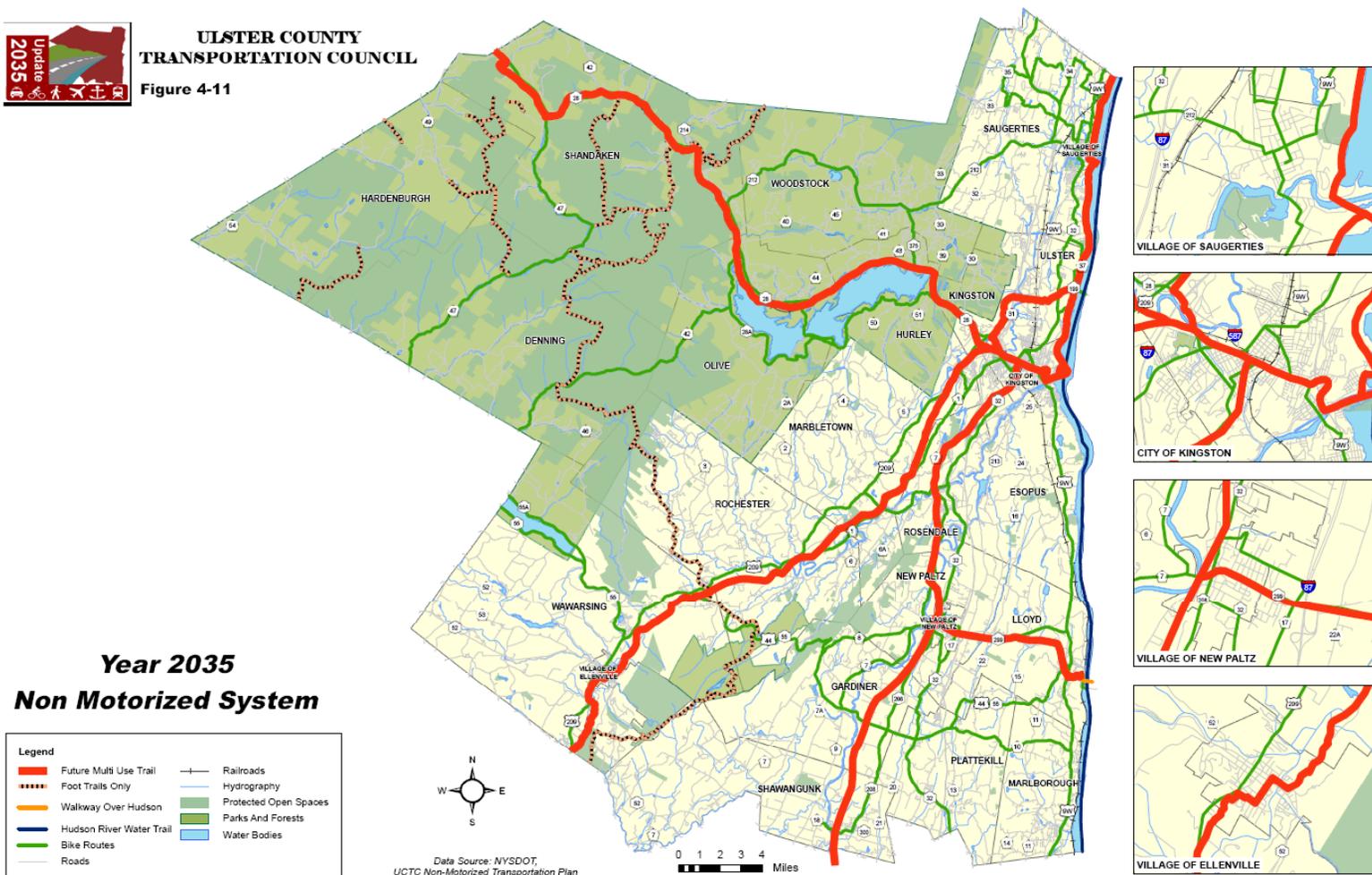


# Chapter 4: Existing Conditions and Needs



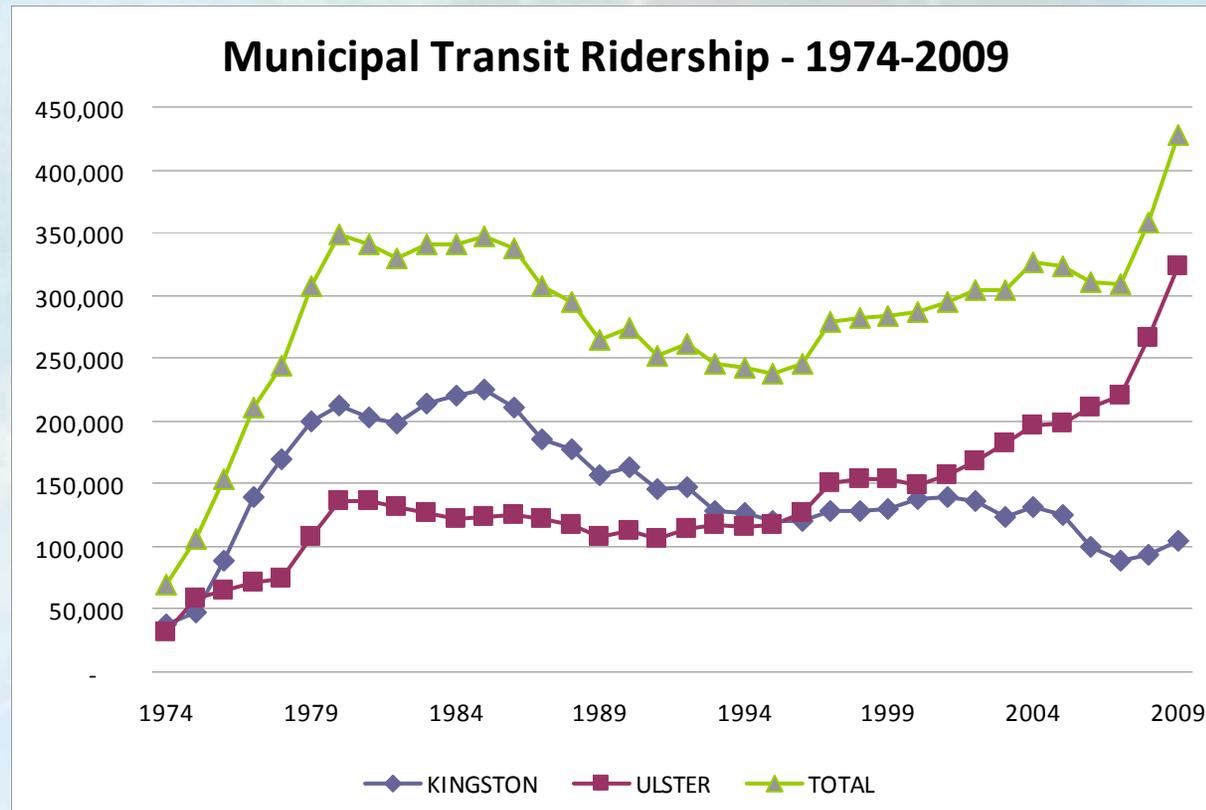
## ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 4-11





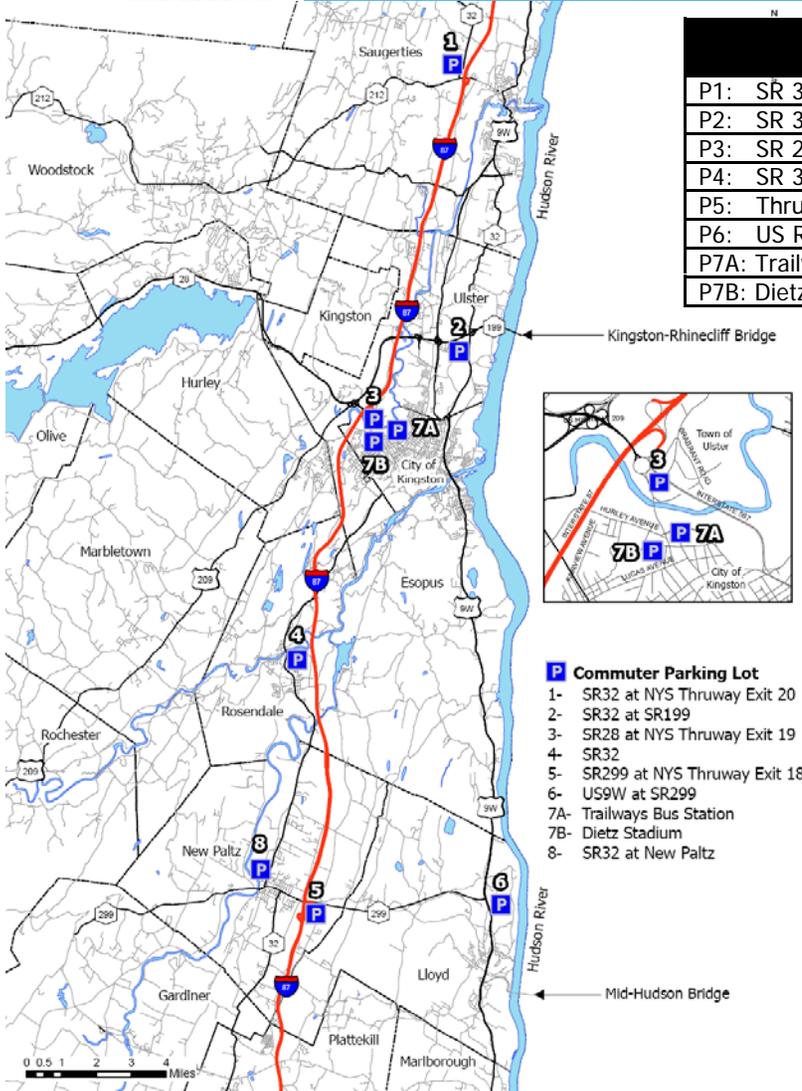
# Chapter 4: Existing Conditions and Needs



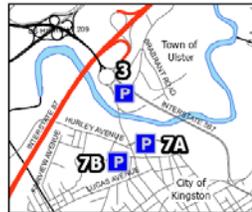
Source: NYSDOT Public Transportation Bureau



# Chapter 4: Existing Conditions and Needs



Parking Facility	Average Occupancy			Percent Change	
	2006	2007	2008	06-07	07-08
P1: SR 32/Thruway Exit 20 SB, Saugerties	60%	60%	110%	0%	+50%
P2: SR 32 and SR 199,	50%	71%	63%	+21%	-8%
P3: SR 28/I-587/Thruway Exit 19, Ulster/Kingston	102%	108%	156%	+6%	+48%
P4: SR 32, Rosendale	45%	96%	88%	+51%	-8%
P5: Thruway Exit 18, New Paltz	104%	101%	71%	-3%	-30%
P6: US Route 9W/SR 299, Lloyd	26%	26%	32%	0%	+6%
P7A: Trailways Bus Station,	-	100%	83%	-	-17%
P7B: Dietz Stadium,	-	25%	86%	-	+61%



- P Commuter Parking Lot**
- 1- SR32 at NYS Thruway Exit 20
  - 2- SR32 at SR199
  - 3- SR28 at NYS Thruway Exit 19
  - 4- SR32
  - 5- SR299 at NYS Thruway Exit 18
  - 6- US9W at SR299
  - 7A- Trailways Bus Station
  - 7B- Dietz Stadium
  - 8- SR32 at New Paltz





## Chapter 4: Existing Conditions and Needs

### Crash Data, 2006-2008

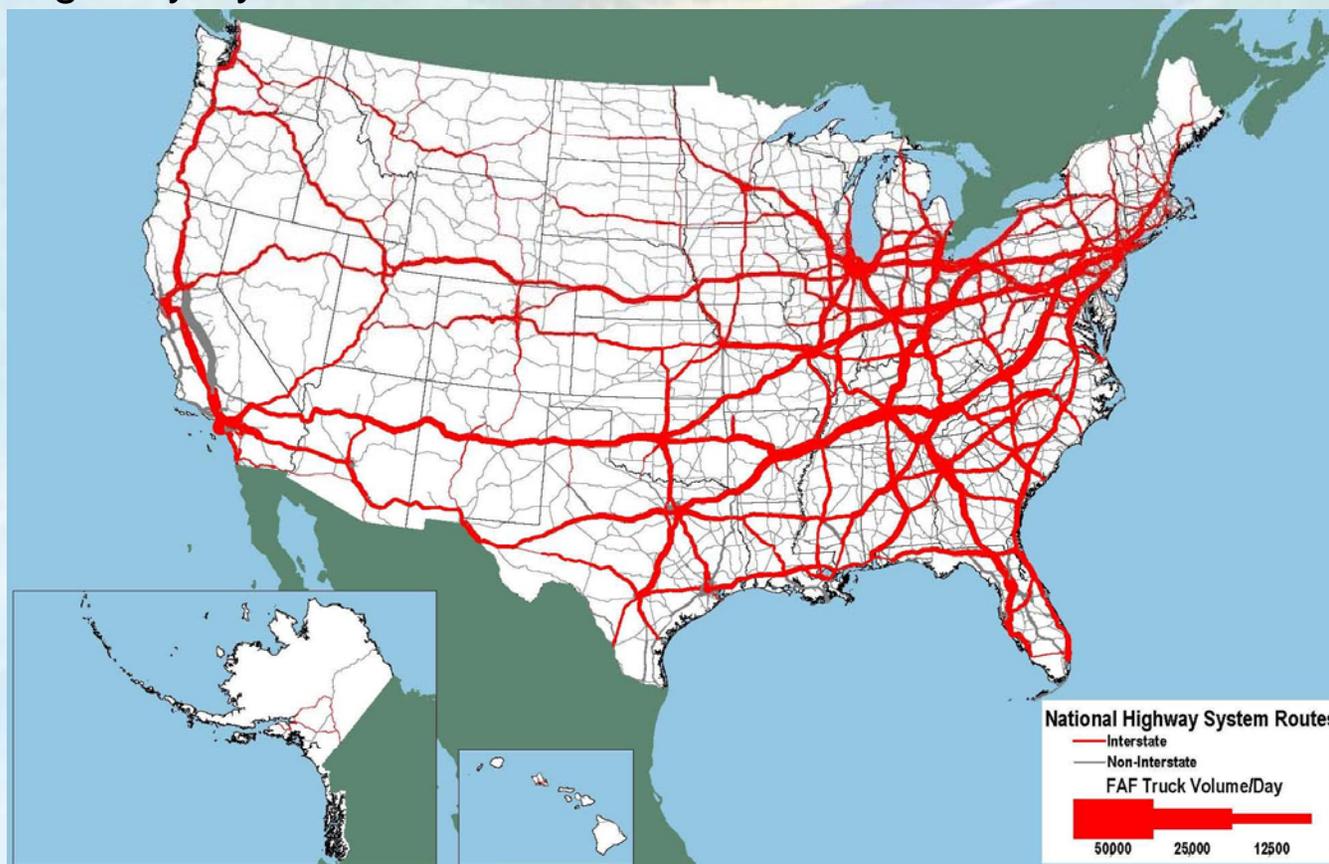
	2006		2007		2008		Total for 3 years	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Total Crashes</b>	<b>3,260</b>		<b>3,633</b>		<b>5,614</b>		<b>12,507</b>	
Fatal	30	0.92%	27	0.74%	25	0.45%	82	0.66%
Injury	1,504	46.13%	1,479	40.71%	2,005	35.71%	4,988	39.88%
Other Crashes	1,726	52.94%	2,127	58.55%	3,584	63.84%	7,437	59.46%
<b>Crash Type</b>	<b>3,260</b>		<b>3,633</b>		<b>5,614</b>		<b>12,507</b>	
Automobile Crashes	1,667	51.13%	2,023	55.68%	3,077	54.81%	6,767	54.11%
Bicycle crashes	28	0.86%	38	1.05%	33	0.59%	99	0.79%
Pedestrian Crashes	53	1.63%	49	1.35%	63	1.12%	165	1.32%
Other Crashes	1,512	46.38%	1,523	41.92%	2,441	43.48%	5,476	43.78%
<b>Total Fatalities</b>	<b>30</b>		<b>27</b>		<b>25</b>		<b>82</b>	
Automobile Crashes	17	56.67%	18	66.67%	11	44.00%	46	56.10%
Bicycle crashes	0	0.00%	1	3.70%	0	0.00%	1	1.22%
Pedestrian Crashes	3	10.00%	0	0.00%	2	8.00%	5	6.10%
Other Crashes	10	33.33%	8	29.63%	12	48.00%	30	36.59%
<b>Total Injuries</b>	<b>1,504</b>		<b>1,479</b>		<b>2,005</b>		<b>4,988</b>	
Automobile Crashes	1,085	72.14%	975	65.92%	1,249	62.29%	3,309	66.34%
Bicycle crashes	24	1.60%	28	1.89%	1	0.05%	53	1.06%
Pedestrian Crashes	52	3.46%	32	2.16%	4	0.20%	88	1.76%
Other Crashes	343	22.81%	444	30.02%	751	37.46%	1,538	30.83%

Source: NYSDOT. Note: "Other Crashes" includes animal, railroad train, deer, guide rail, trees, buildings, fences, bridge structures, snow embankments, curbing and all other crash types.



## Chapter 4: Existing Conditions and Needs

### Average Daily Long-Haul Freight Truck Traffic on National Highway System in 2002

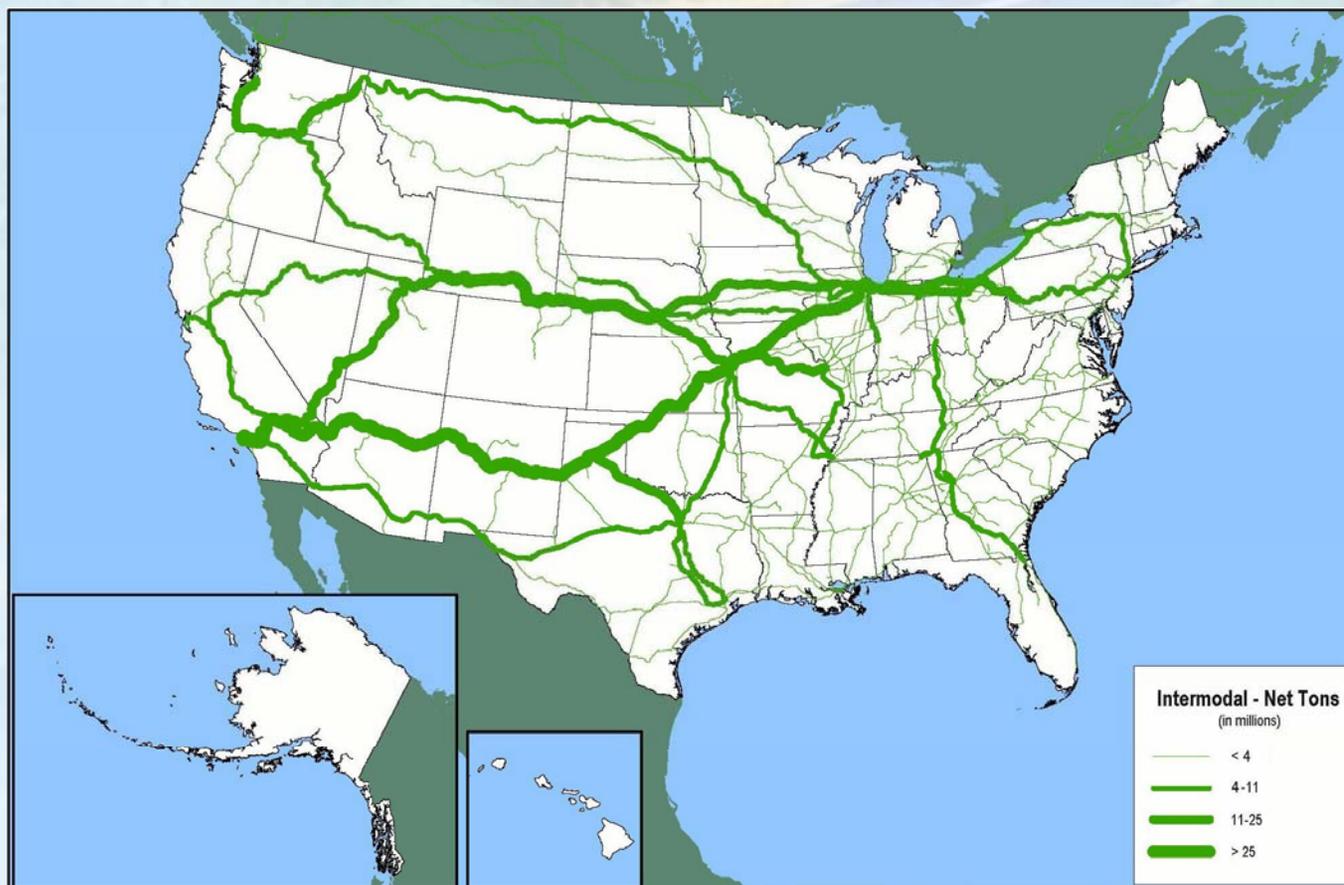


Note: Long-haul freight trucks serve locations at least 50 miles apart, excluding trucks that are used in intermodal movements.  
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007.



## Chapter 4: Existing Conditions and Needs

Tonnage of Trailer-on-Flatcar and Container-on-Flatcar Rail  
Intermodal Moves: 2008

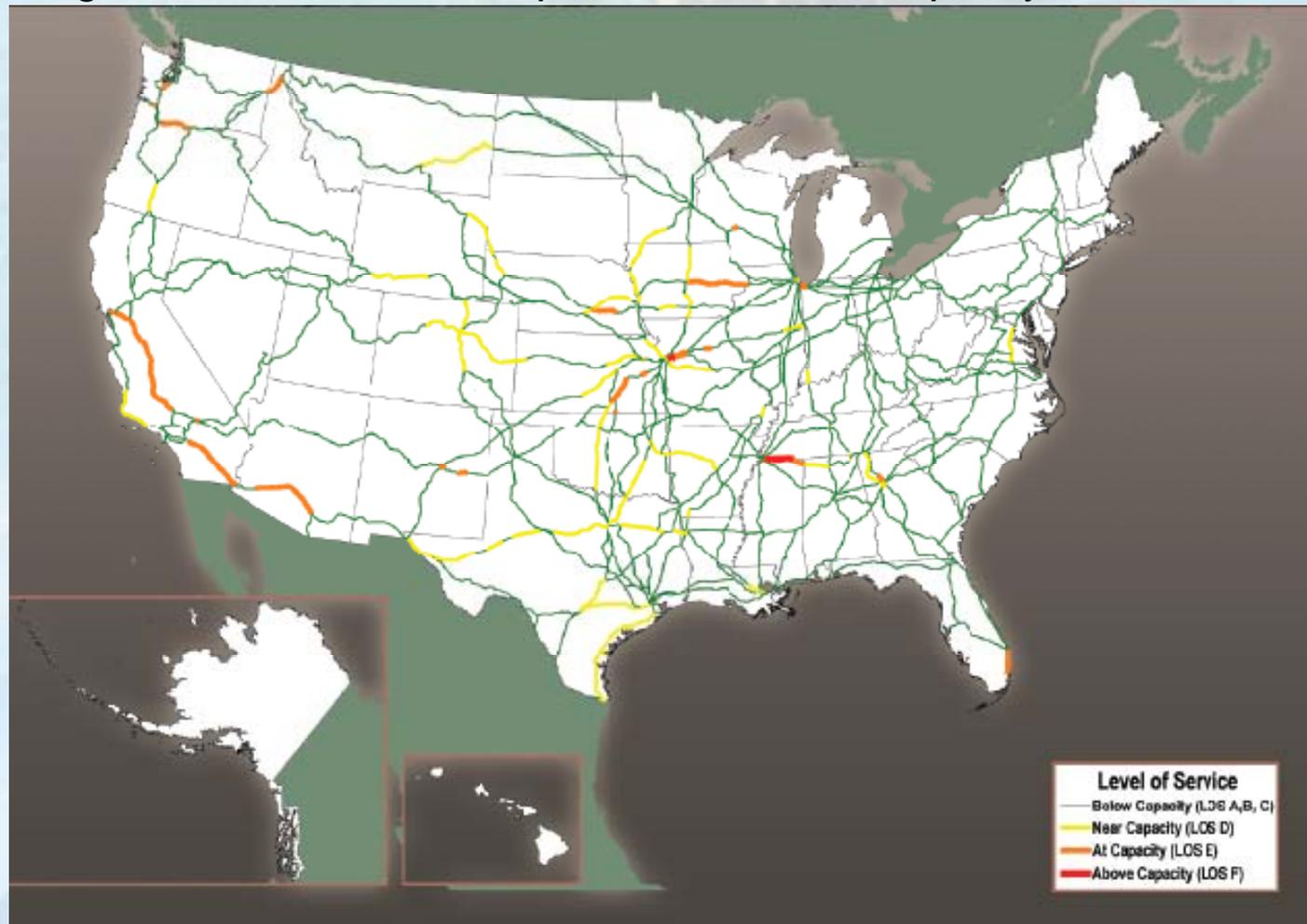


Source: U.S. Department of Transportation, Federal Railroad Administration, November, 2008.



# Chapter 4: Existing Conditions and Needs

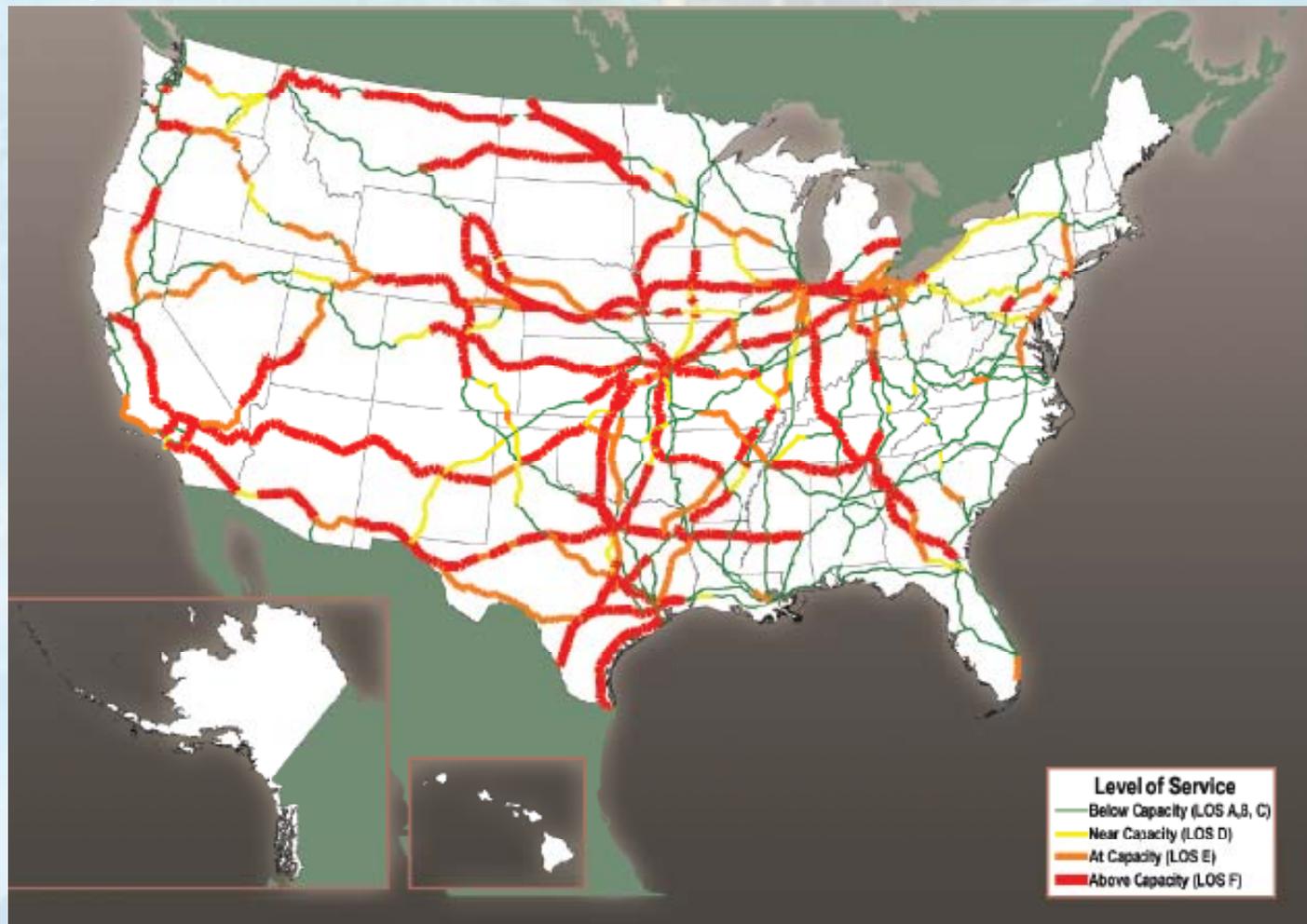
Freight Train Volumes Compared to Current Capacity, 2007





## Chapter 4: Existing Conditions and Needs

### Freight Train Volumes in 2035 Compared to Current Capacity





# Chapter 4: Existing Conditions and Needs

## Agencies and Security Efforts by Sectors of Concern

AGENCY	SECTOR OF CONCERN				
	ROADS	TRANSIT	AIR TRANSPORTATION FACILITIES	CARGO FACILITIES AND COMMODITY MOVEMENTS	TRANSPORTATION SECURITY PLANNING
<b>U.S. DEPARTMENT OF TRANSPORTATION</b>	•	•	•	•	•
Federal Highway Administration	•				•
Federal Transit Administration		•			•
Federal Railroad Administration		•			•
Federal Aviation Administration			•	•	•
<b>U.S. DEPARTMENT OF HOMELAND SECURITY</b>	•	•	•	•	•
Transportation Security Administration			•	•	•
U.S. Customs and Border Protection			•	•	•
Federal Emergency Management Agency	•				
U.S. Coast Guard				•	
Transportation Research Board					•
<b>STATE OF NEW YORK</b>					
NYS Thruway Authority	•				•
NYS Bridge Authority	•				•
NYS Department of Transportation	•	•	•	•	•
Office of Cyber Security and Critical Infrastructure (CSCIC)					•
Emergency Management Office					•
Metropolitan Transportation Authority		•			•
Homeland Security Office	•	•	•	•	•
Port Authority of New York New Jersey		•	•	•	•
State Police	•				•
<b>LOCAL EFFORTS</b>					
Emergency Communications/ Emergency Management	•	•		•	•
Ulster County Area Transit		•			
Kingston Citibus		•			





## Chapter 4: Existing Conditions and Needs



- **Highway and Bridge Needs**
  - Kingston-Esopus Suspension Bridge rehabilitation
  - Frank Sottile Blvd. Extension to Route 299
  - Kingston area needs
  - New Paltz/Gardiner area Route 299
  - Saugerties area needs
  - Ellenville area needs
  - County and City of Kingston need additional engineering staff





## Chapter 4: Existing Conditions and Needs



- **Railroad Corridor Needs**

- Quiet Zones
- Implement Train Detection/Arrival Prediction recommendations
- Saugerties Kings Highway Corridor RR Crossings consolidation
- Grade separation facility for vehicles and pedestrians between Flatbush and Smith Avenues, Kingston
- Pedestrian “wait stations”
- Define the future for the Ulster & Delaware Railroad Corridor
- Should spend more federal aid on RR corridor improvements to address Environmental Justice issues





## Chapter 4: Existing Conditions and Needs

- **Transit/Demand Management Needs**

- Kingston Citibus and UCAT need to improve the coordination of services
- Kingston Area Bus Terminal
- Route simplification for Kingston Citibus
- Transit operators need to report on operations
- Improve/expand park & ride lot facilities
- Implement more technologies to benefit bus operators and the Public
- Continue to encourage Transit Oriented Development





## Chapter 4: Existing Conditions and Needs

- **Bicycle/Pedestrian Needs**

- Complete the multi-use trail system countywide
- Define the long-term future for the Ulster & Delaware Railroad Corridor
- Implement recommendations of the UCTC Non-motorized Transportation Plan





## Chapter 4: Existing Conditions and Needs

### Transportation Enhancement Needs

Ranking	Project Title	Project Applicant	Project Location	Total Cost
1	Gardiner Sidewalks	Town of Gardiner	Gardiner Reformed Church to Gardiner Library	\$1,057,490
2	MultiUse Trail Community Connector	Town of Saugerties	Connect Village of Saugerties with HITS Site	\$1,565,820
3	Bicycle/Pedestrian Connections	Town of Lloyd	Adjacent to or near Hudson Valley Rail Trail	\$1,269,000
4	Hurley Walkable Community	Town of Hurley	A SR2S project in the Hurley Hamlet	\$356,712
5	Walkable Community	Village of New Paltz	Various sidewalk work in Village	\$991,510
6	Milton on Hudson Railroad Station	Town of Marlborough	Rehabilitate Milton Train Station	\$1,196,854
7	Pedestrian/Bicycle Lanes	County Public Works	Main Street to Lucas Avenue in Town of Hurley	\$941,500
8	Mountain View Bike Route	County Public Works	West Saugerties in the Town of Saugerties	\$1,343,500
9	Waterfront Trail and Intermodal Link	City of Kingston	Trail connecting Kingston Point Park to Rondout area	\$2,628,906
10	Felton Park Area Sidewalks	Town of Plattekill	Connects Park to Modena	\$1,350,000
<b>Total</b>				<b>\$12,701,292</b>

### Transportation Enhancement Needs (ARRA)

Priority	Project Title	Project Description	Project Sponsor	Total
1	ADA Compliance, Multicounty	ADA Improvements Countywide	NYS DOT	\$800,000
2	Gardiner Sidewalks - Phase 1	Gardiner Hamlet - PIN 878021	Gardiner	\$1,200,000
3	D&H and O&W Trail Enhancements	Ellenville to Wawarsing, PIN 875849	Village of Ellenville	\$377,000
4	MultiUse Trail Community Connector	Village to HITS Site	Town of Saugerties	\$1,566,000
5	Bicycle/Pedestrian Connections	Adjacent to Hudson Valley Rail Trail	Lloyd	\$1,270,000
6	Hurley Walkable Community	A SR2S project in the Hurley Hamlet	Hurley	\$357,000
7	Walkable Community	Various sidewalk work in Village	New Paltz	\$992,000
8	Milton on Hudson Railroad Station	Rehabilitate Milton Train Station	Marlborough	\$1,197,000
9	Pedestrian/Bicycle Lanes	Main St. to Lucas Ave	County	\$942,000
10	Mountain View Bike Route	West Saugerties	County	\$1,344,000
11	Waterfront Trail and Intermodal Link	Trail: Kingston Point Park to Rondout	City of Kingston	\$2,629,000
12	Felton Park Area Sidewalks	Connects Park to Modena	Plattekill	\$1,350,000
<b>TOTAL</b>				<b>\$14,024,000</b>





# Chapter 4: Existing Conditions and Needs

## Safe Routes to School Needs

PIN	Project Title	Project Applicant	Project Location	Total Cost
<b>Project Needs Funded</b>				
876039	Safe Sidewalks to Plattekill Elem. School	Town of Plattekill	Adjacent to Route 32 near Orange/Ulster County line	\$400,000
876042	Ostrander Gets Moving	Town of Shawangunk	Ostrander Elementary School, Walkill Hamlet	\$26,000
Sub Total				\$426,000
<b>Project Needs Not Funded</b>				
	Lucas Avenue Sidewalk	City of Kingston	Near Bailey Middle School and 4 other Middle Schools	\$550,000
	Safety Improvements	Town of Shawangunk	Near Borden Middle School & Ostrander Elem. School	\$507,661
	Middle School Sidewalks	Village of New Paltz	Near Center, Harrington, and South Oakwood Streets	\$380,000
Sub Stotal				\$1,437,661
<b>Total Needs</b>				<b>\$1,863,661</b>





## Chapter 4: Existing Conditions and Needs



- **Waterway Needs**
  - Kingston-Rhinecliff passenger ferry study
  - Hudson River barge traffic
- **Aviation Needs**
  - Kingston-Ulster Airport
  - Kobelt Airport, Wallkill
  - Joseph Y. Resnick Airfield, Ellenville
- **Freight Needs**
  - Saugerties Town/Village Needs
  - Marlboro Hamlet
  - Double Track for CSX Railroad Corridor



## Chapter 6: Finance Plan



- Federal Requirements
- Resource Descriptions
- Funding Needs
- Anticipated Funding Resources





## Currently Programmed Projects



- Bridge projects: \$82.4 million
- Intersection/traffic signals: \$35.3 million
- Paving projects: \$31.8 million
- Transit: \$26.2 million
- Trail and sidewalk projects: \$20.9 million
- Railroad Xing improvements: \$5.1 million
- Studies \$0.5 million
- Other \$11.0 million
  
- Total Programmed: \$213.2 million





## Chapter 6: Draft **25 Year** Financial Needs and Anticipated Resources



- Maintenance Needs: \$414.449 million
- Operations Needs: \$42.052 million
- Corrective Maint. Needs: \$866.217 million
- Transit/Demand Management: \$446.205 million
- Other State Needs: \$497.567 million
  
- Total Local System Needs: \$656.912 million
  
- Total Needs: \$2,477.197 million
- Total Anticipated Revenues: \$1,000.960 million
- Difference: **-\$1,476.237 million**





## Chapter 9: Performance Monitoring Plan

- Monitor and Evaluate Plan Implementation
- Multimodal & Diverse
- Designed to “Fit” Ulster County





# Chapter 9: Performance Monitoring Plan

## Performance Measures Compared to Goals

Performance Measures	Plan Goals Addressed
Volume/Capacity ratio (Level of Service/Congestion Measurement)	Support Economic Vitality
	Increase Safety & Security
	Increase Mobility
	Promote Efficient System Management
Crash rate	Increase Safety & Security
	Promote Efficient System Management
	Increase Mobility
% of federal aid eligible roadways with pavement conditions rated "fair" or better	Support Economic Vitality
	Increase Safety & Security
	Increase Mobility
	Promote Efficient System Management
Federal aid obligation ratio	Maximize Federal Funds Programmed
	Support Economic Vitality
Average capacity of park and ride lots	Promote Efficient System Management
	Protect the Environment
	Promote System Preservation
% of bridges with bridge condition rating of 5.0 or higher	Promote System Preservation
	Support Economic Vitality
	Preserve Connectivity
	Increase Safety & Security
Transit fare box recovery ratio	Increase Mobility
	Promote Efficient System Management
	Improve Connectivity
	Support Economic Vitality
Number of multiuse trail miles developed	Increase Mobility
	Improve Connectivity
	Support Economic Vitality
Vehicle miles traveled	Increase Mobility
	Support Economic Vitality
	Protect the Environment
Public Opinion Survey	All Goals





# Chapter 9: Performance Monitoring Plan

Performance Measures	Existing 2009	2035 Estimates	Change from 2009
Number of system miles with vehicle/capacity ratio greater than 1.0	6.1	20.1	229.5%
Crash data (2006-2008 data):			
Total injury crashes over 3 year period	4988	8081	62.0%
Total fatality crashes over 3 year period	82	57	-30.5%
Percent of system pavement conditions rated "fair" or better			
State and local federal aid system only	96.2%	95.0%	-1.2%
Federal aid obligation ratio	53.7%	70.0%	30.4%
Average capacity of park and ride facilities (2008 data)	86.2%	301.7%	250.0%
Percent of bridges with condition rating of 5.0 or higher			
State Bridges	13.3%	15.0%	12.8%
Local Bridges	19.5%	23.0%	17.9%
Transit fare box recovery ratio (2004-2008 data)			
Ulster County Area Transit	9.2%	8.9%	-3.3%
Kingston Citibus	11.6%	5.0%	-56.9%
Adirondack/Pine Hill Trailways (Statewide)	40.7%	39.5%	-2.9%
Number of multi-use trail miles developed	28.1	127.4	353.4%
Vehicle miles traveled (VMT) in millions of miles	6.5	8.6	32.3%
Public survey results (in 2010)			
Overall satisfaction of the existing transportation system	42.6%	51.0%	19.7%
Those perceiving an improved transportation system	30.2%	51.0%	68.9%





## NEXT STEPS

- Online Survey Ends July 1, 2010
- Draft Recommended Plan (Ch. 7)
- Draft Implementation Plan (Ch. 8)
- Draft Public Involvement Chapter (Ch. 5)
- Draft Executive Summary
  
- Meet July 29, 2010, to discuss Draft Final Plan
- Initiate Public Comment Period July 30 to August 20
- Hold Public Meeting August 3, 2010
- Consider and Incorporate Public Comments
- Adopt Draft Final Plan in September 2010





# Questions?

- **LRTP Contact**

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