



Public Meeting

April 18, 2012



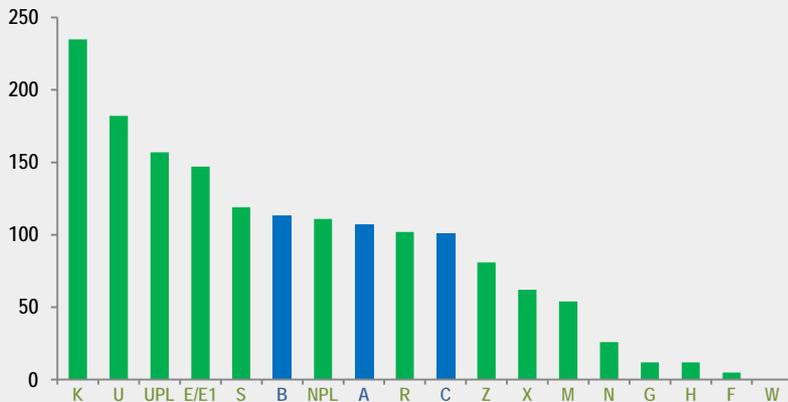
Service Analysis



Fixed-Route Ridership



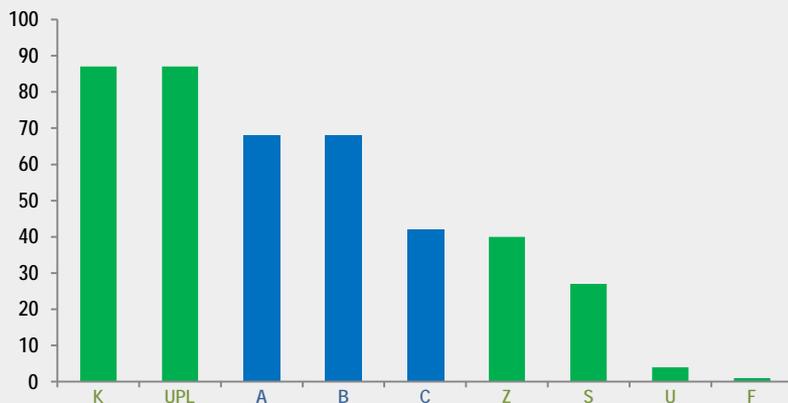
Average Weekday Ridership



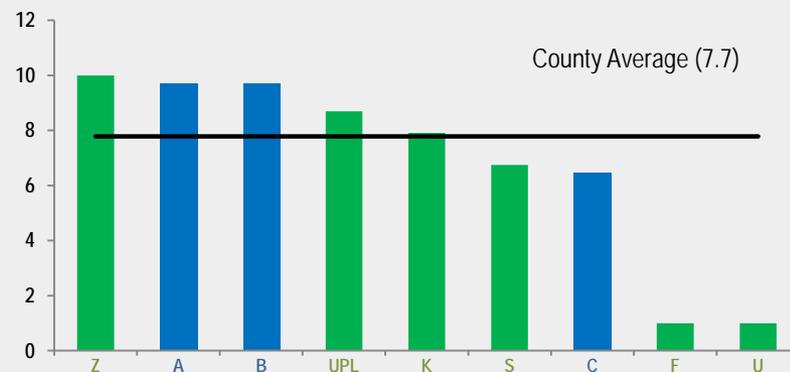
Average Weekday Ridership per Trip



Average Saturday Ridership



Average Saturday Ridership per Trip

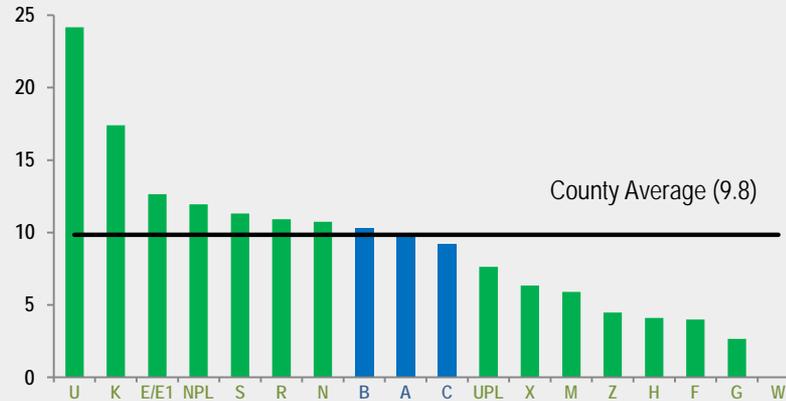




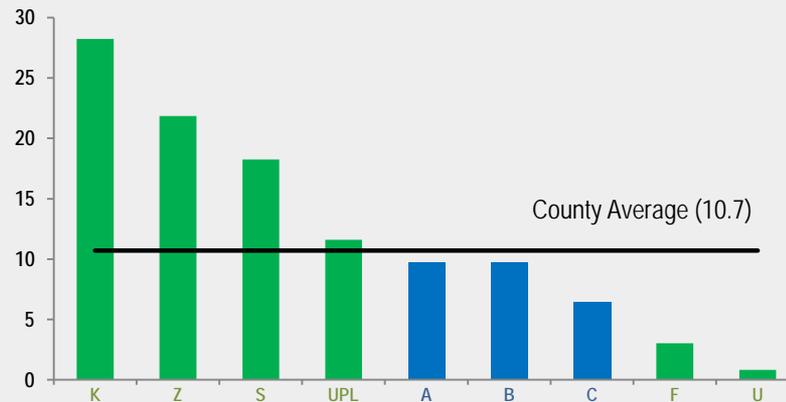
Fixed-Route Productivity



Weekday Passengers per Revenue Hour



Saturday Passengers per Revenue Hour

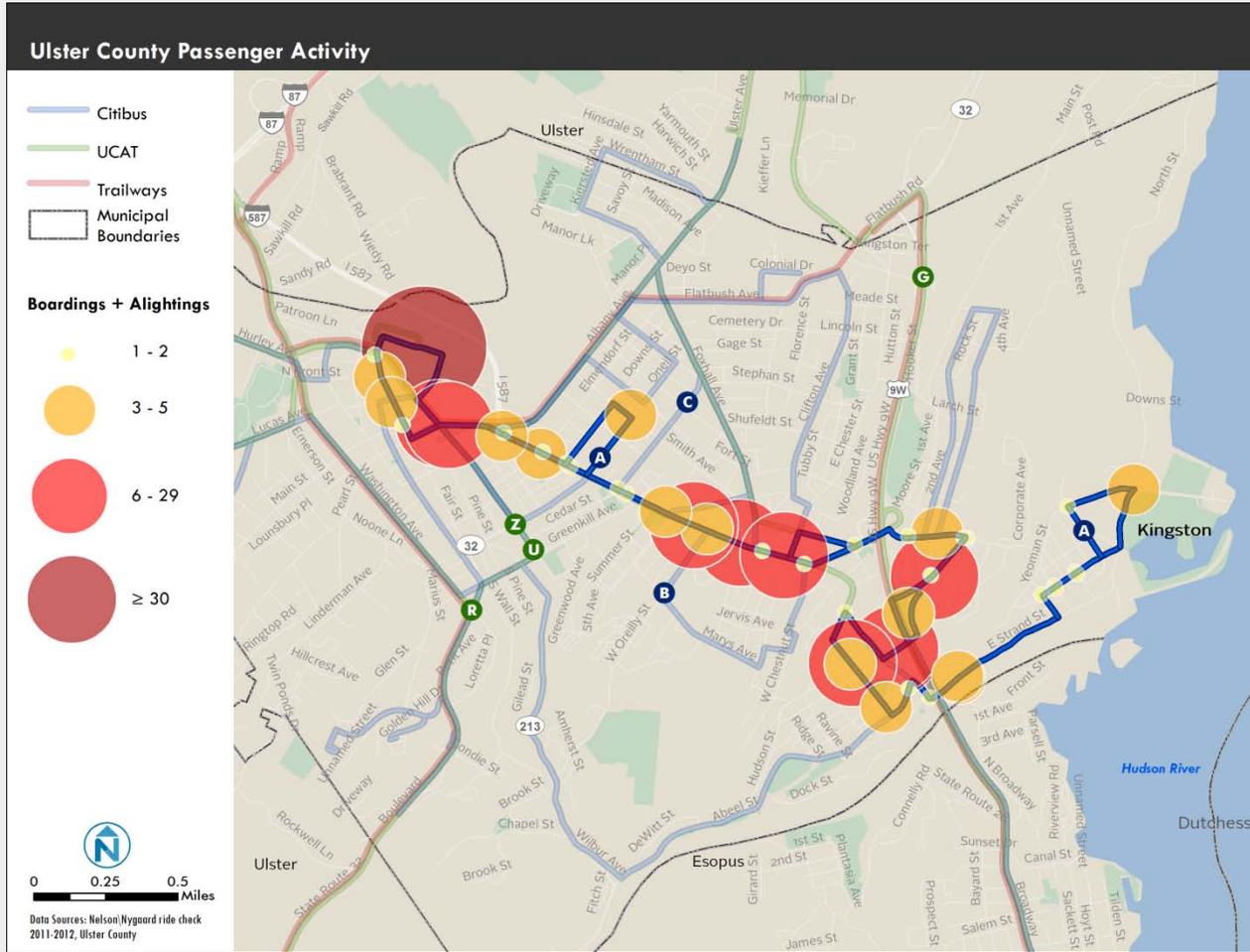




Citibus A Route - Kingston

Serves:

- Hannaford / Kingston Plaza
- Academy Green Park and Residences
- Broadway Corridor Commercial District
- YMCA
- Kingston High School
- Rondout Gardens Residences
- Kingston City Court
- West Strand Historic District

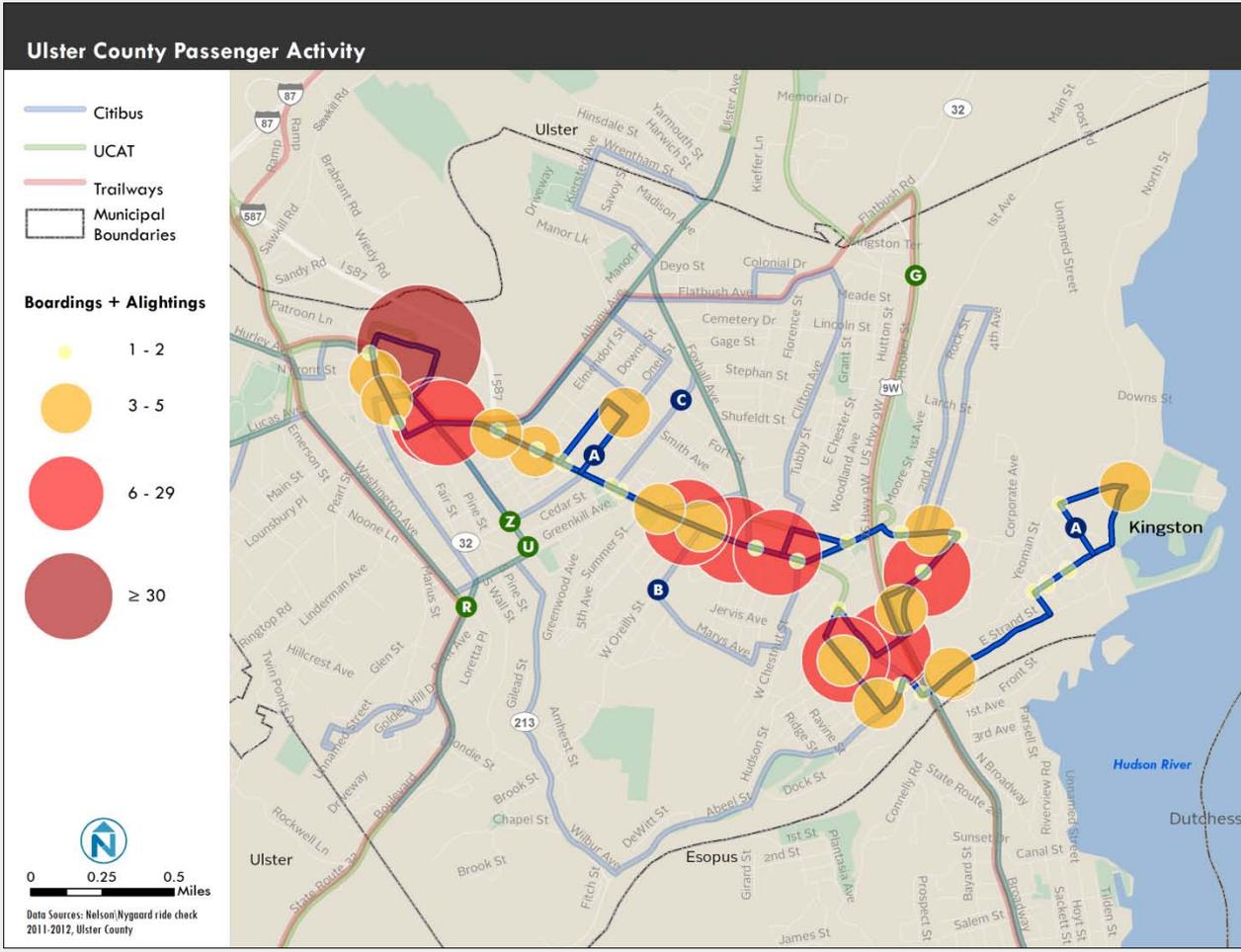




Citibus A Route - Kingston

Strengths:

- Fairly direct route with few deviations.
- Connects two well-defined anchors (uptown and downtown) and runs along a good transit corridor (Broadway) with a mix of uses (retail, restaurant, healthcare, educational, government).

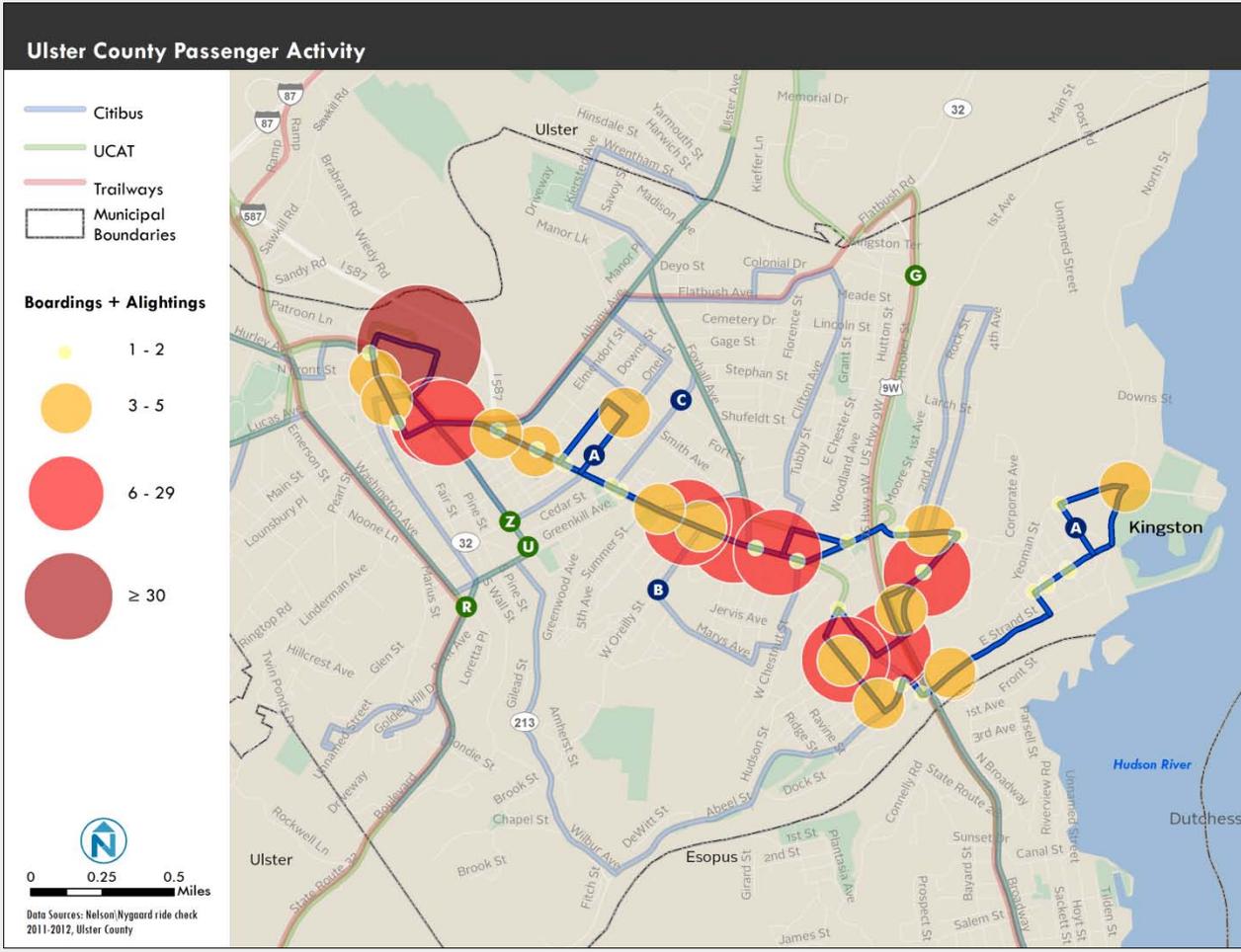




Citibus A Route - Kingston

Weaknesses:

- Circuitous routing in downtown (Broadway, McEntee, Wurst, Spring, Abeel) which adds to travel time, but generates little ridership.
- Inconsistent service along O'Neil, Smith, Downs loop (served in uptown direction only).
- Service gaps during driver breaks.

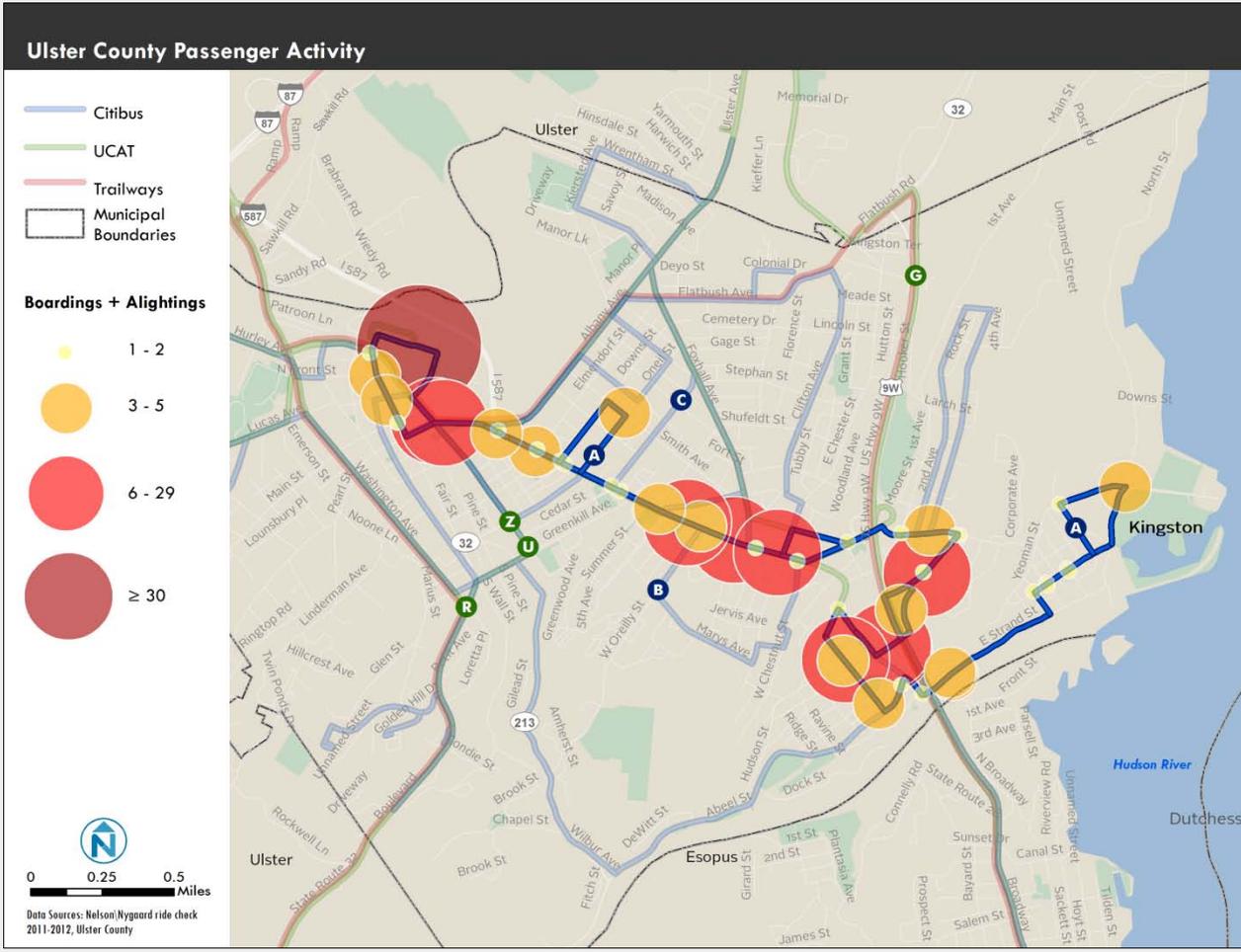




Citibus A Route - Kingston

Potential Improvements:

- Simplify routing in downtown to help speed up service.
- Provide consistent routing as much as possible.
- Eliminate service disruptions associated with driver breaks.
- Pulse schedules.



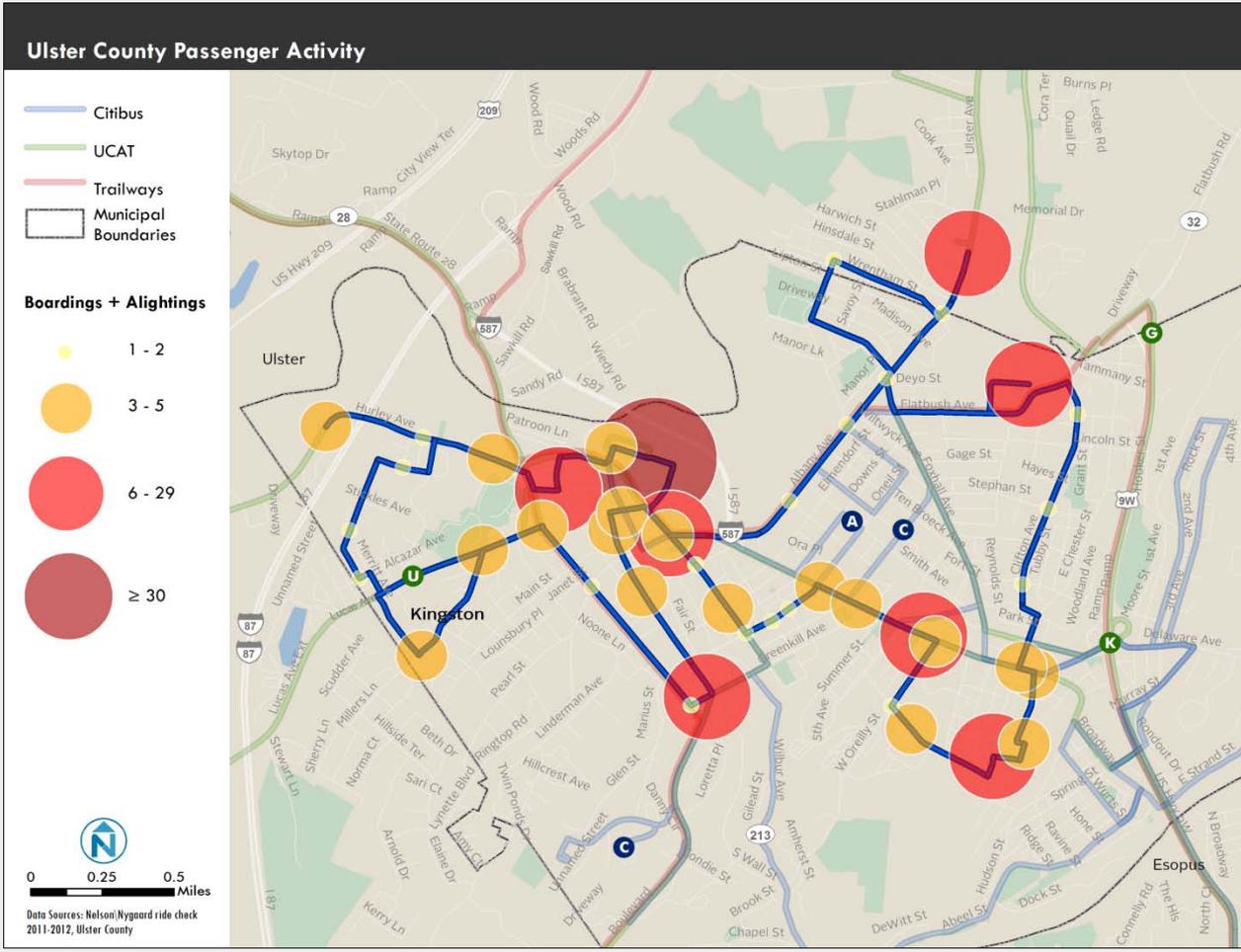


Citibus B Route - Kingston



Serves:

- Hannaford / Kingston Plaza
- VA Kingston Clinic
- Kingston Trailways Bus Station
- Stony Run Apartments
- Bailey Middle School
- Fairview Garden Apartments
- Hudson Valley Senior Residences
- Ulster County Supreme Court
- Academy Green Park and Residences
- Kingston Library
- YMCA
- Ulster High School
- Benedictine Hospital
- Colonial Gardens Residences
- Kingston Business Resource Center
- Ulster-Greene ARC Kingston



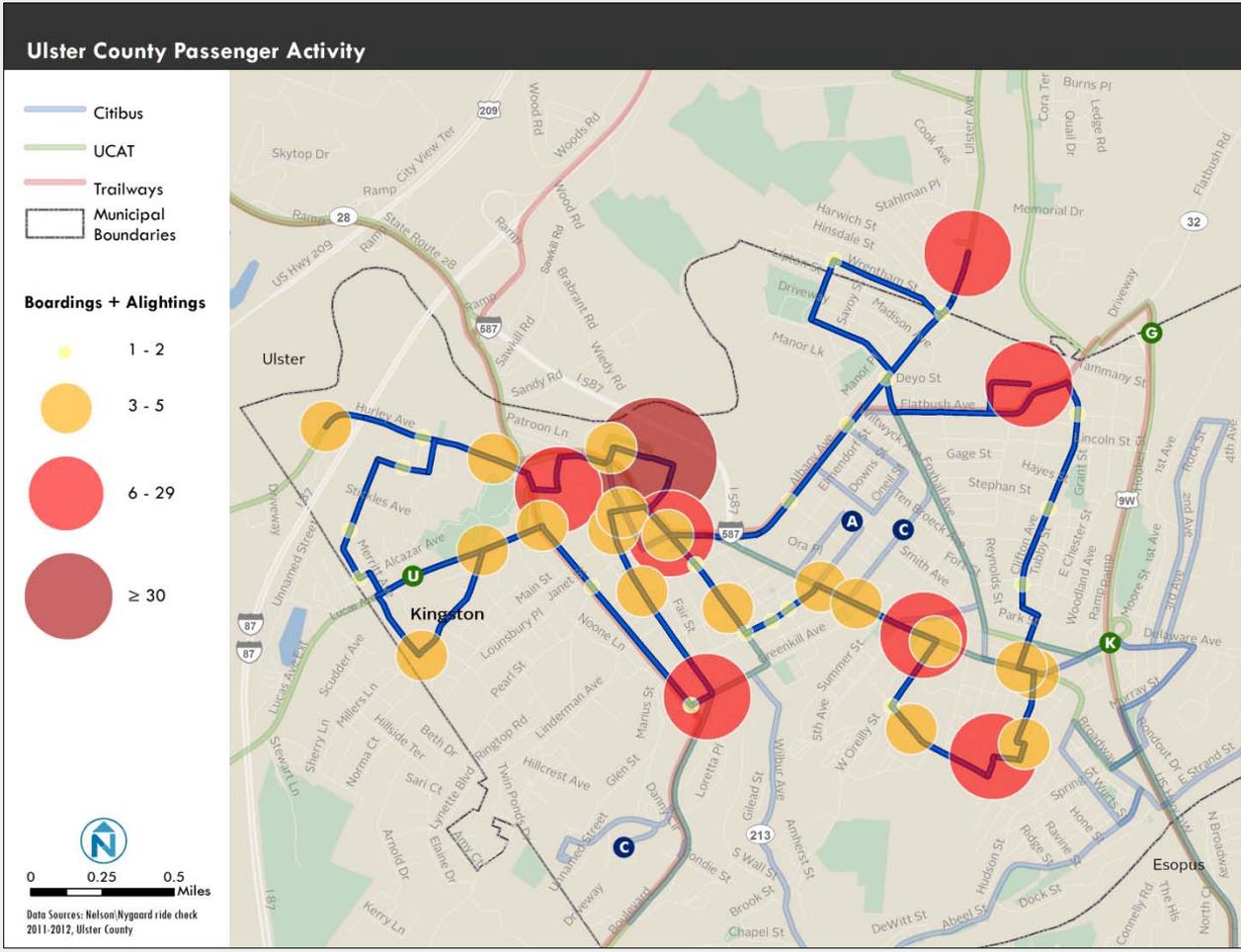


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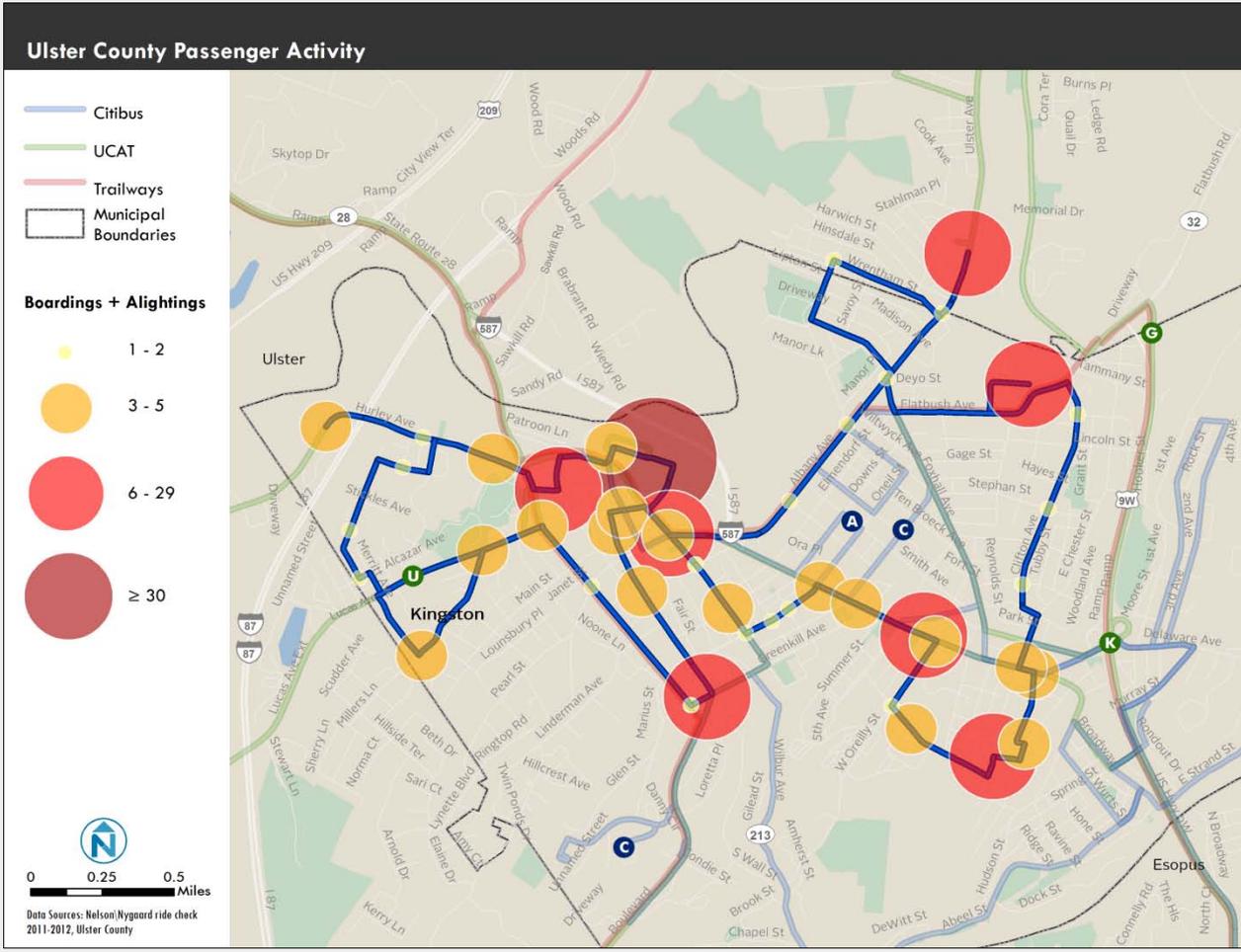




Citibus B Route - Kingston

Strengths:

- Highest weekday ridership among Citibus routes, and highest weekday ridership per trip of all routes.
- Serves several major ridership generators including Stony Run Apartments, Kingston Plaza, Colonial Gardens Residences, and the Kingston Business Resource Center.
- Route is well-used on both weekdays and Saturdays

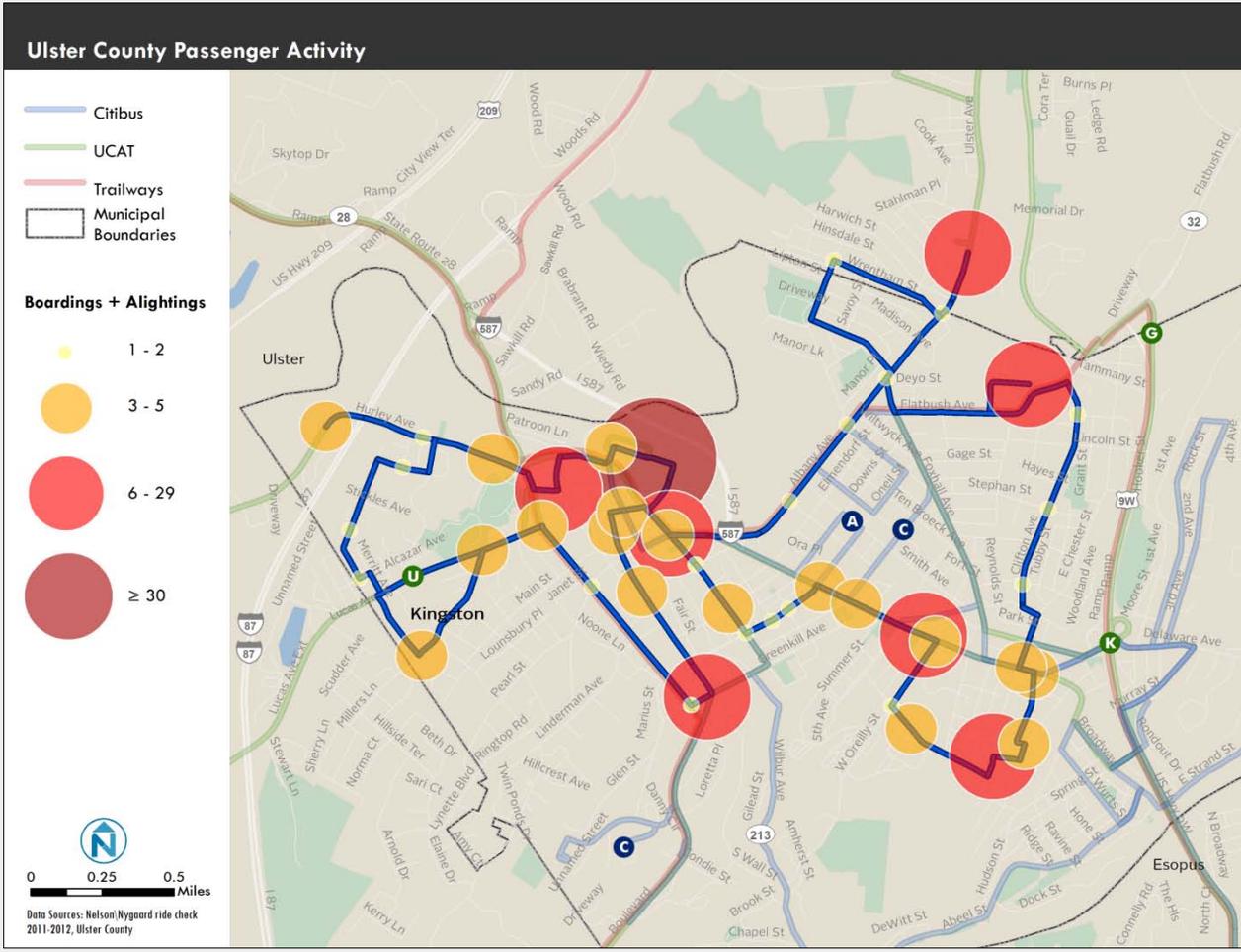




Citibus B Route - Kingston

Weaknesses:

- Route is long and circuitous, resulting in poor weekday on-time performance and long travel times for passengers.
- Large loops do not provide bi-directional service, reducing directness of trips for passengers.
- Several long route segments with very low ridership, including Washington Avenue and Clifton Avenue.
- Route is over-stretched.

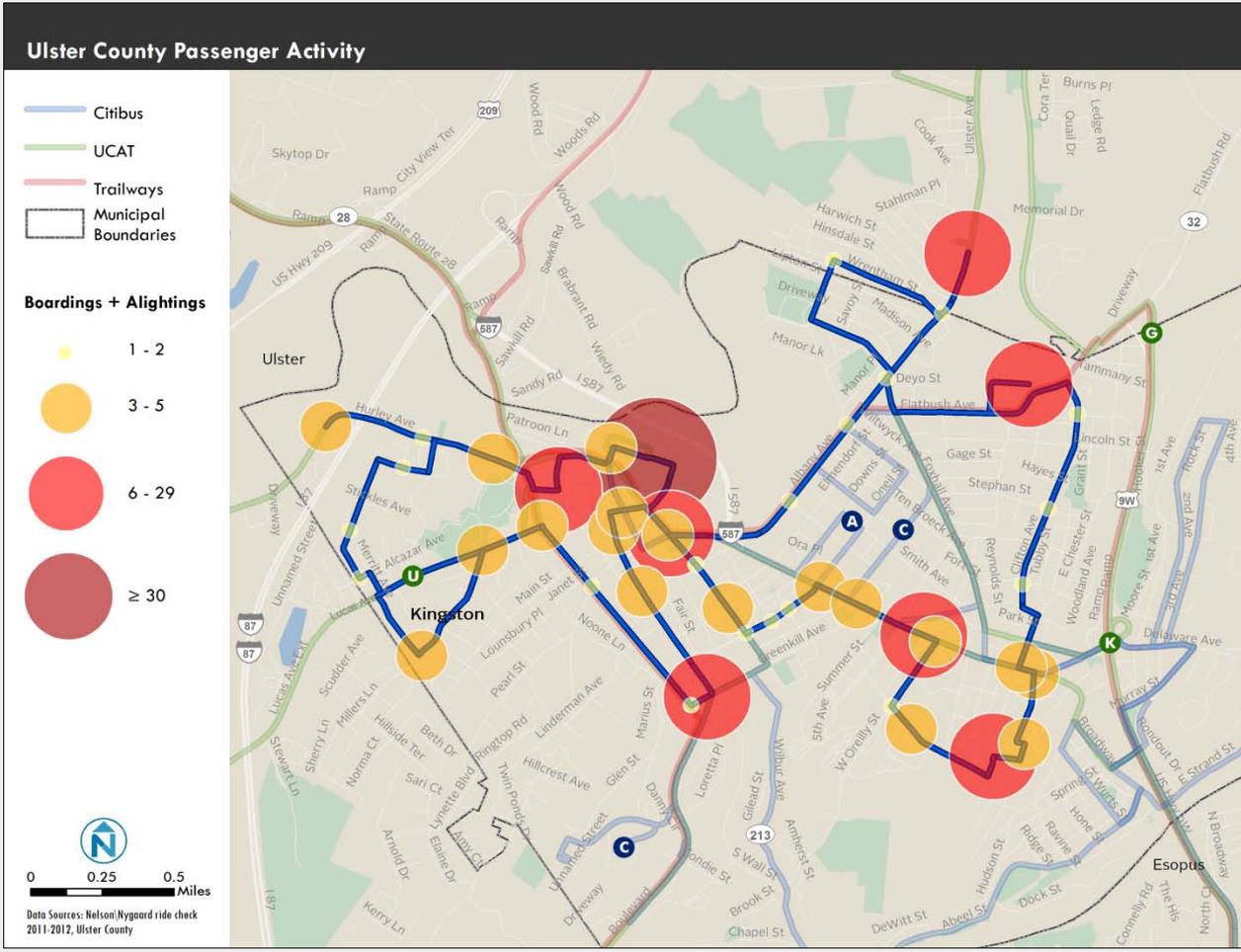




Citibus B Route - Kingston

Potential Improvements:

- Simplify routing and focus on major destinations.
- Provide bi-directional service along well-defined corridors.
- Consider transitioning to anchored "flex" service – allows for predictable connections between major destinations and flexibility in areas of dispersed ridership.



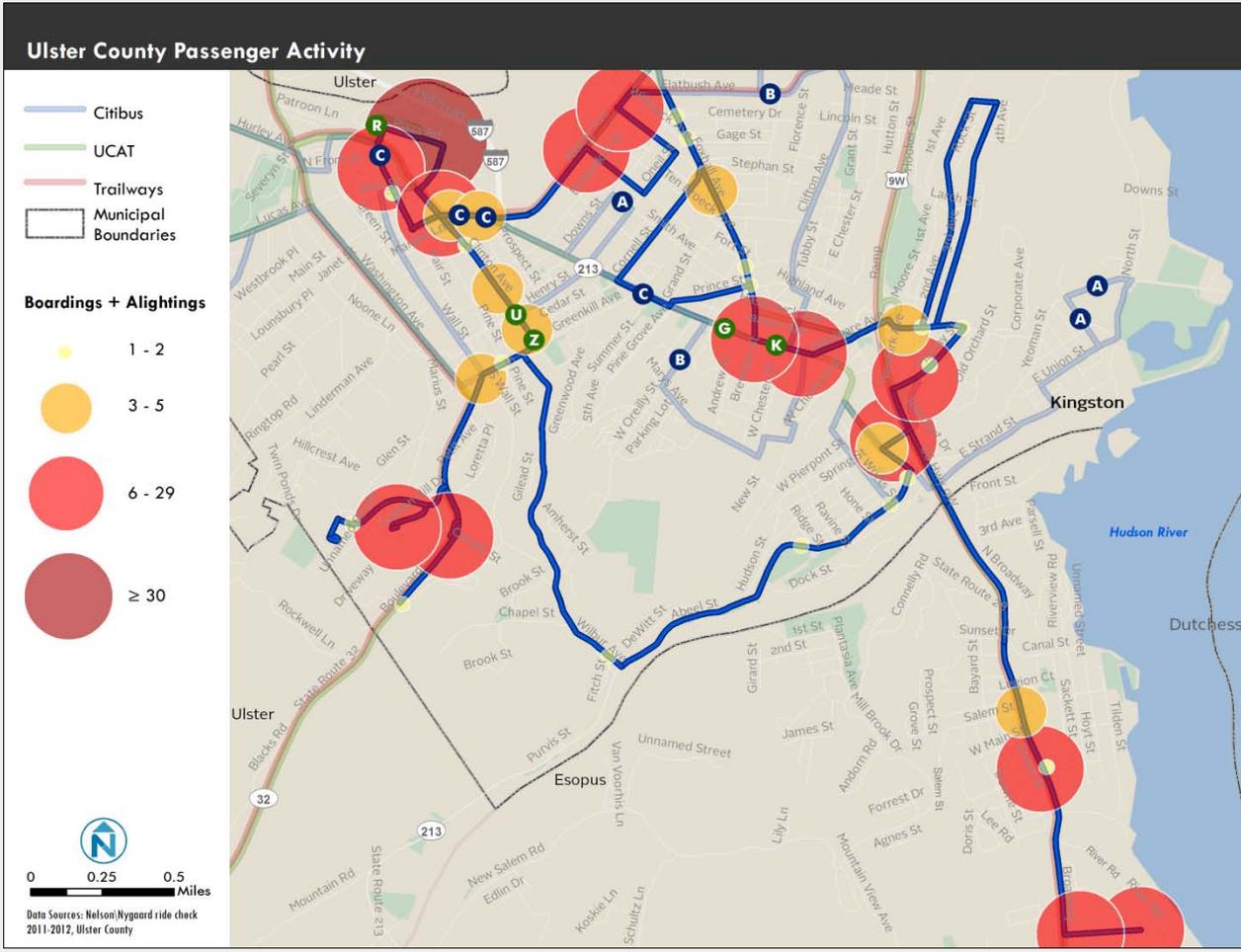


Citibus C Route - Kingston



Serves:

- Ulster County Infirmery
- Ulster County Mental Health
- UCAT Operations and Maintenance Facility
- Gateway Industries Employment Center
- Ulster County Sheriff's Department and Jail
- Kingston Library
- Academy Green Park and Housing
- Hannaford / Kingston Plaza
- Wall Street / Fair Street business district
- Kingston Hospital
- Rondout Gardens Residences
- Ulster BOCES
- The Birches Senior Residences
- Kingston City Court

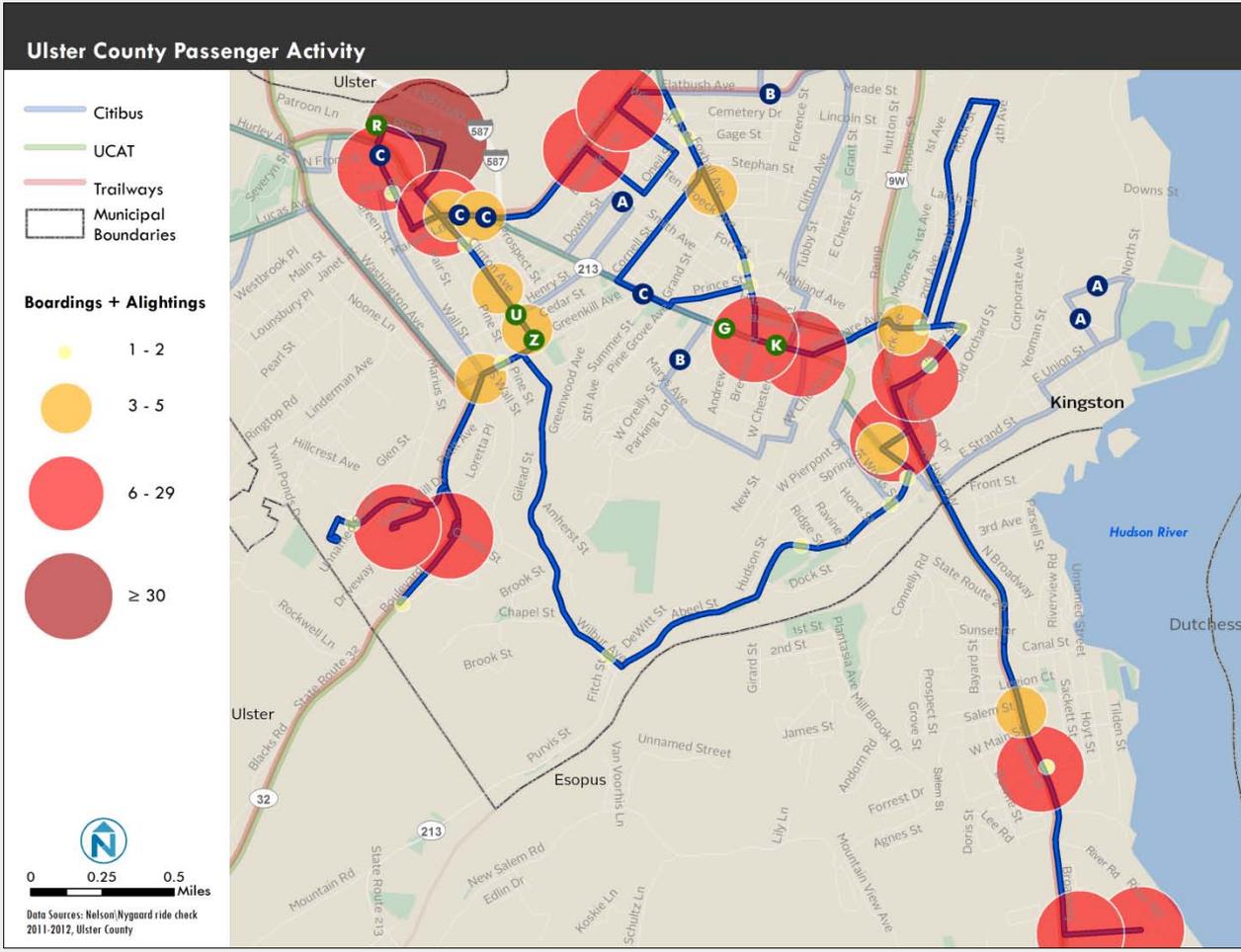




Citibus C Route - Kingston

Strengths:

- High ridership in Port Ewen shows the potential of service across municipal borders without restrictions.
- Route has pockets of high ridership which highlight areas of Kingston with high transit need.



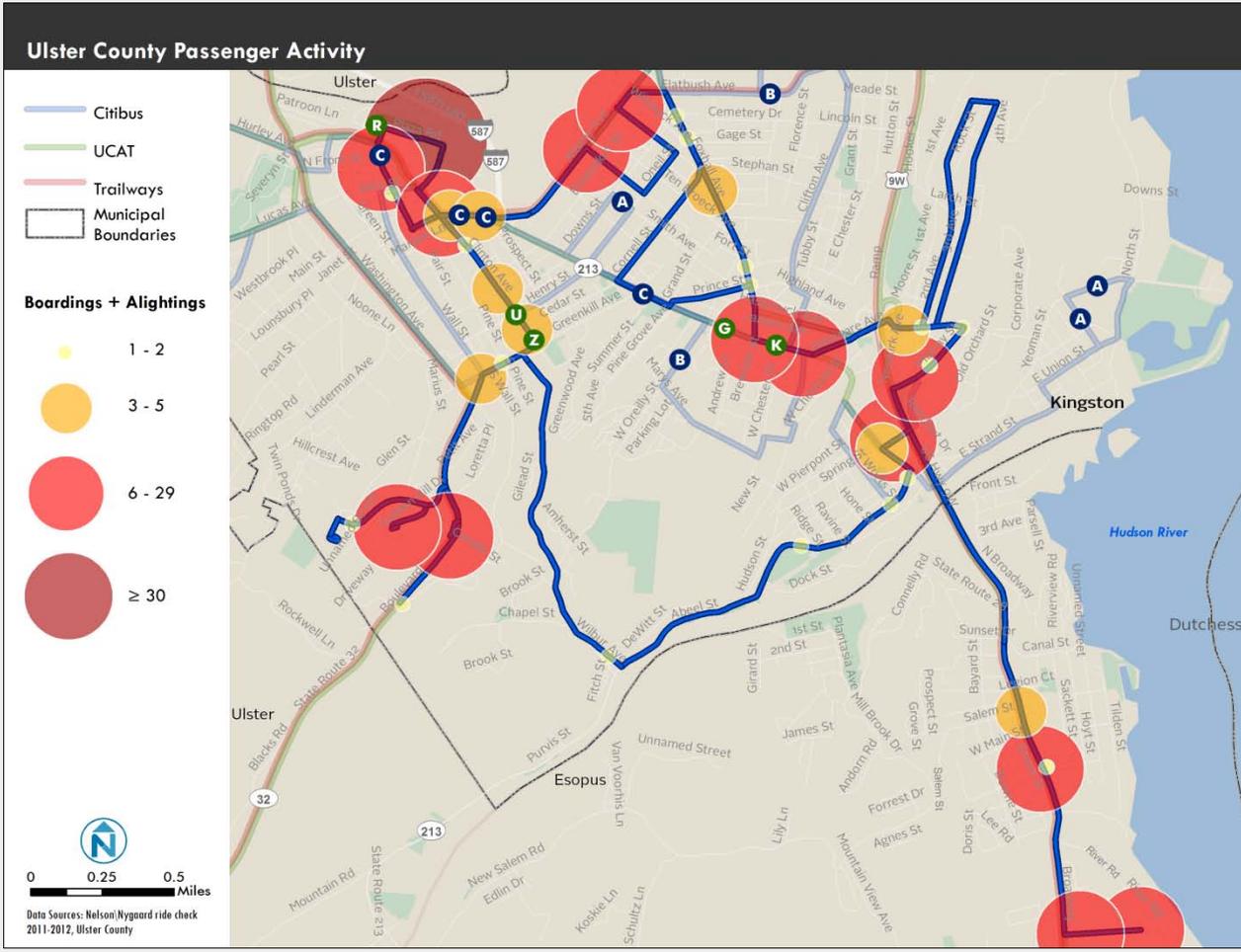


Citibus C Route - Kingston



Weaknesses:

- Route is long and circuitous, resulting in poor weekday on-time performance and long travel times for passengers.
- Large loops do not provide bi-directional service, reducing directness of trips for passengers.
- Several long route segments with very low ridership, including Abeel Street and Wilbur Avenue.
- Route serves several destinations on Saturday that are closed and have no potential for ridership, including several in the Golden Hill Complex.

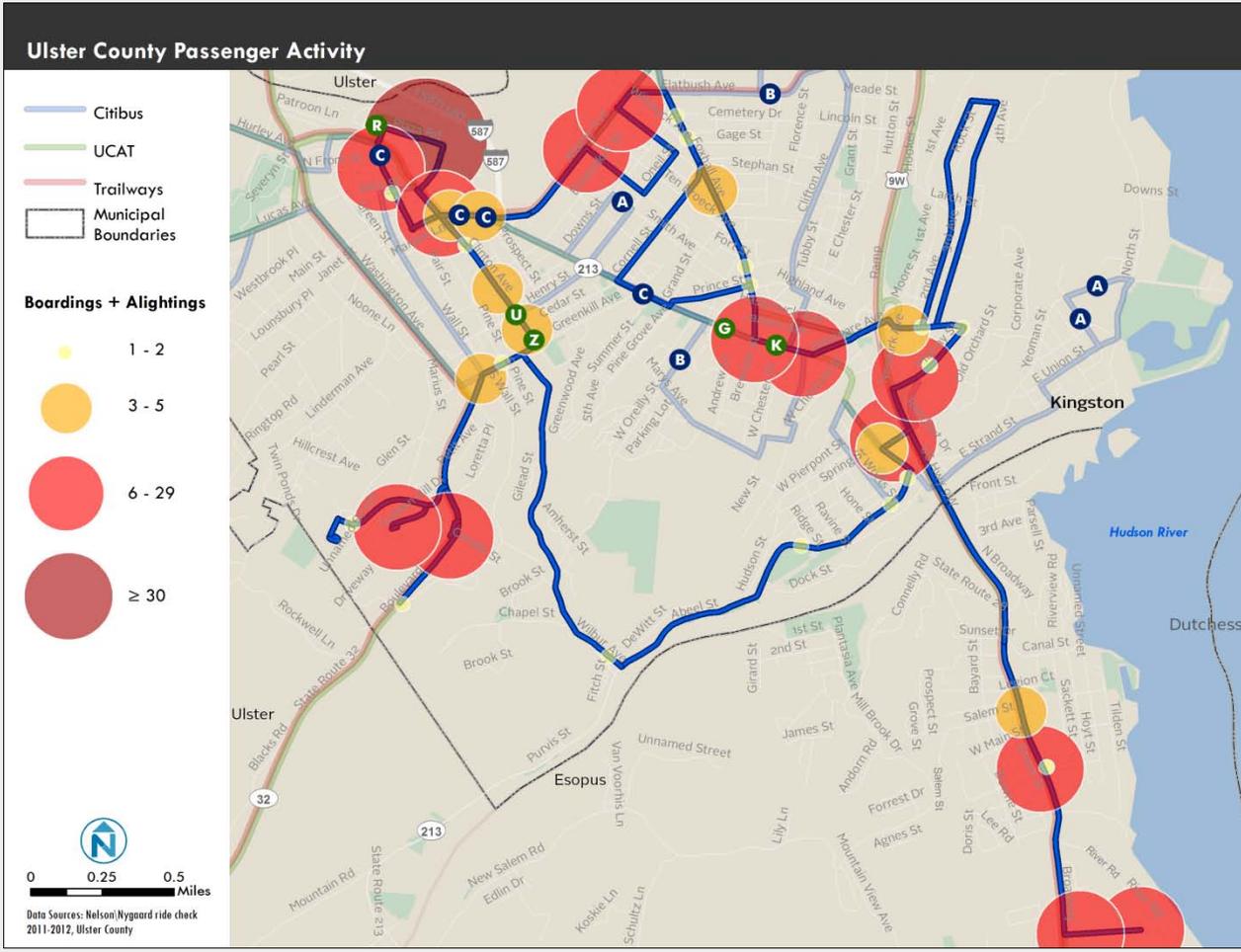




Citibus C Route - Kingston

Potential Improvements:

- Adjust route on Saturdays so as not to serve closed locations.
- Consider new anchored "flex" service for southern portion of Kingston.
- Simplify routing and provide bi-directional service focusing on major destinations.
- Consider serving other destinations beyond Kingston border.



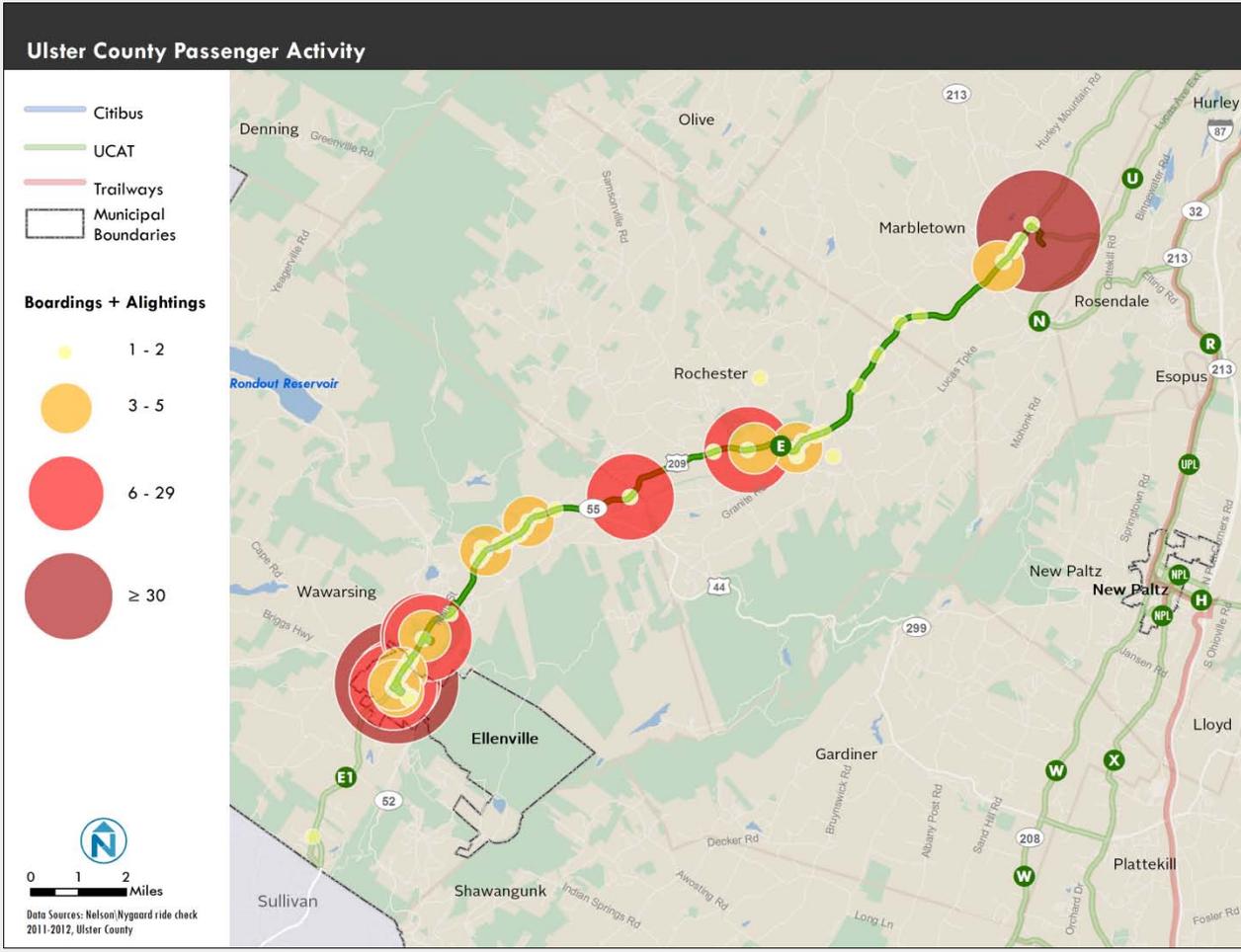


UCAT E/E1 Route - SUNY ULSTER / ELLENVILLE / SPRING GLEN



Serves:

- SUNY Ulster
- Hamlet of Stone Ridge
- Hamlet of Accord
- Hamlet of Kerhonkson
- Hamlet of Napanoch
- Eastern New York Correctional Facility
- Ellenville ShopRite
- Village of Ellenville
- Hamlet of Spring Glen (on-request)



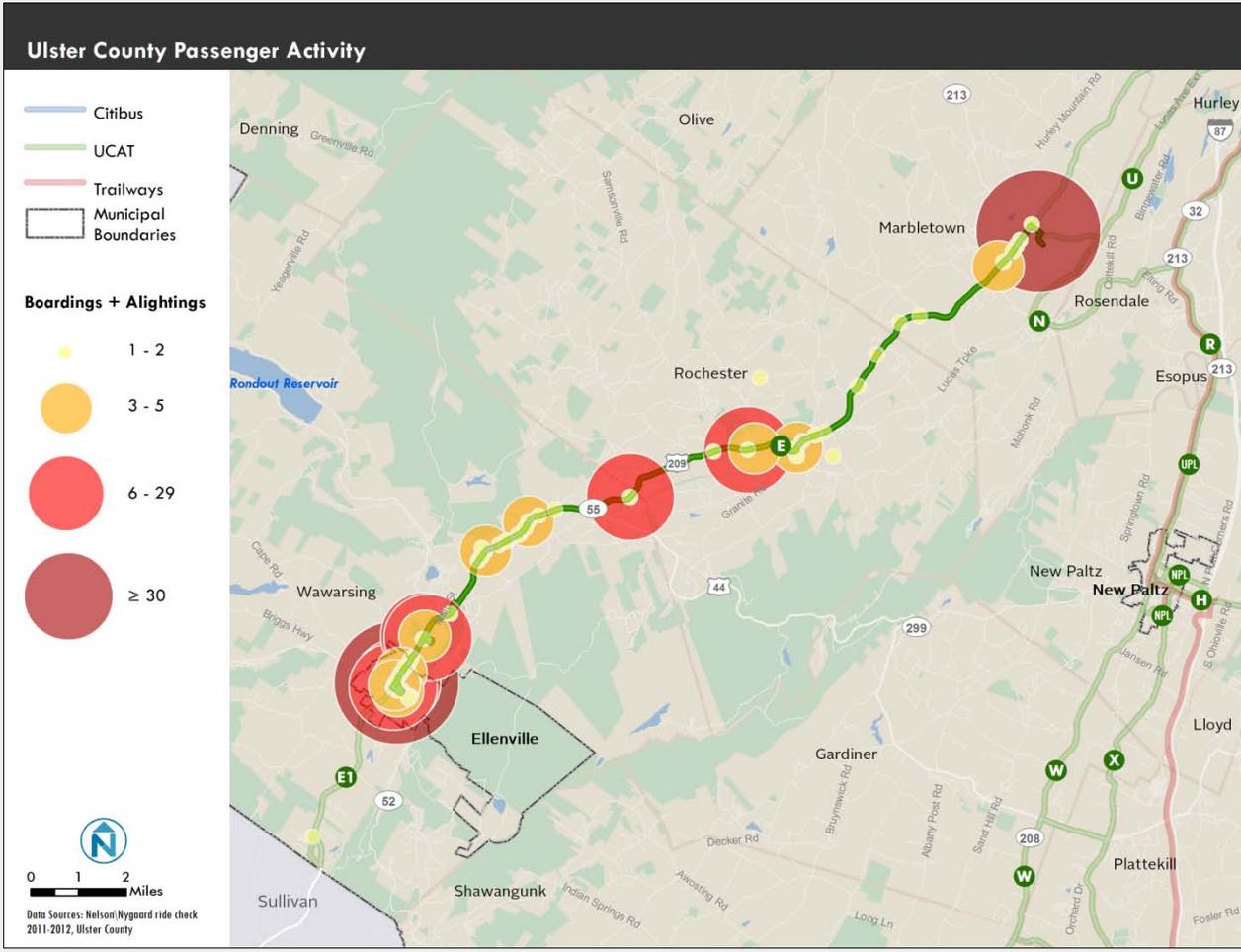


UCAT E/E1 Route - SUNY ULSTER / ELLENVILLE / SPRING GLEN



Strengths:

- 4th highest ridership among UCAT and Citibus routes
- Above county average for ridership per trip and ridership per revenue hour.
- Very direct route with few deviations.
- Connects two well-defined anchors (SUNY Ulster and Ellenville).
- Well-coordinated connections to other UCAT routes.



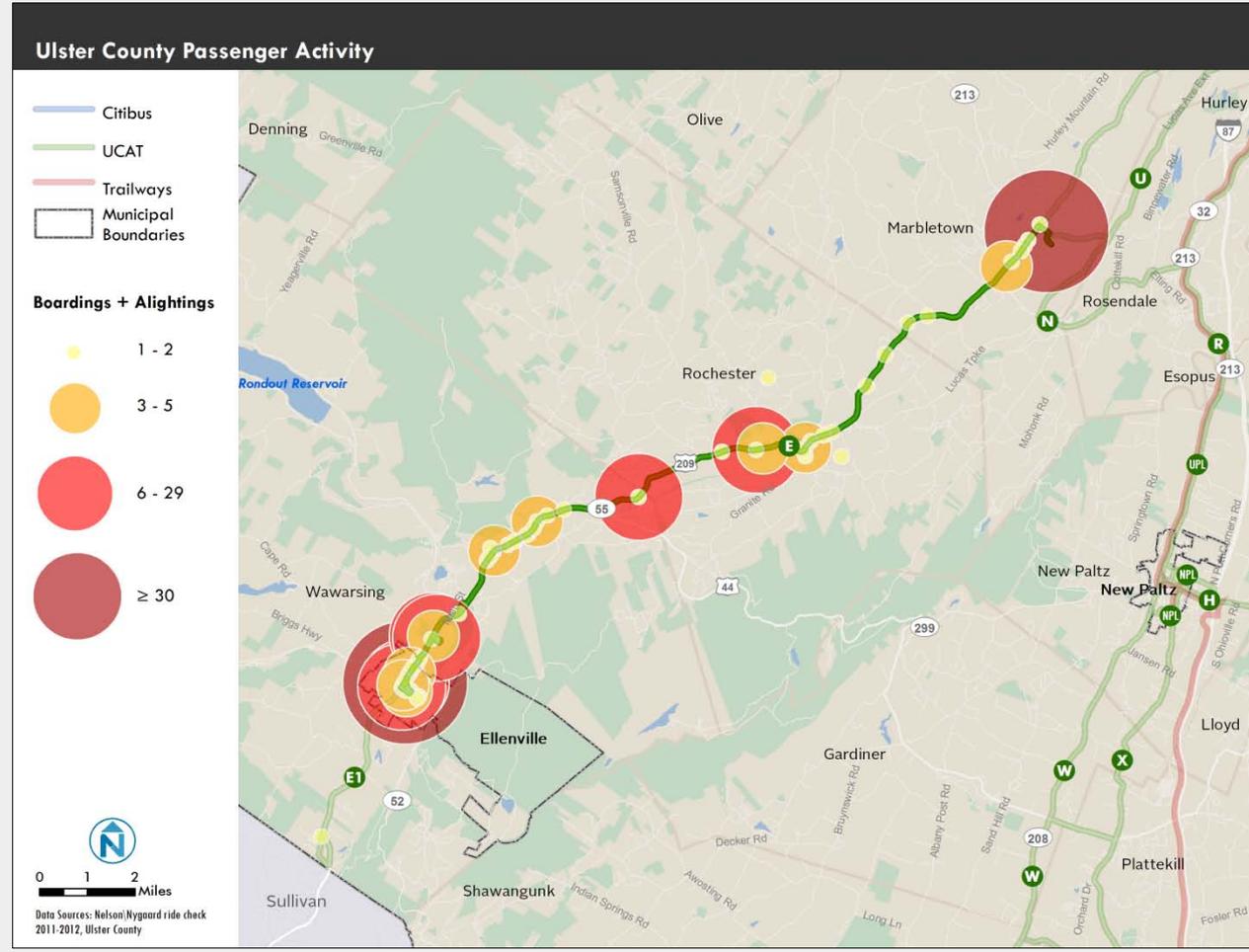


UCAT E/E1 Route - SUNY ULSTER / ELLENVILLE / SPRING GLEN



Weaknesses:

- No reference to E1 route in E schedule. Passengers may not realize that service is available on-request, as this is only explained in fine print in a separate E1 passenger schedule.
- No Saturday service – E Route is the highest ridership route without Saturday service.



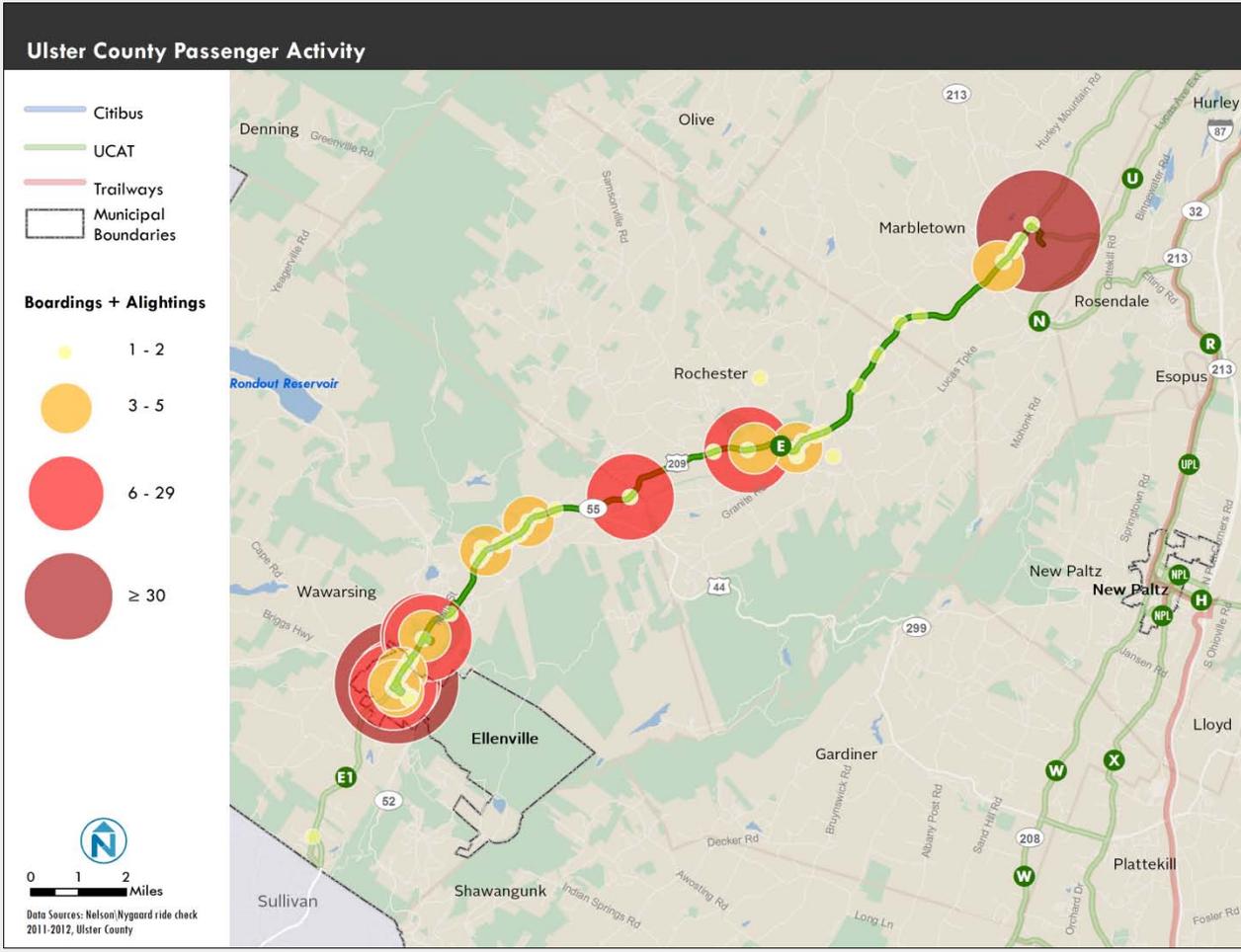


UCAT E/E1 Route - SUNY ULSTER / ELLENVILLE / SPRING GLEN



Potential Improvements:

- Add Saturday service.
- Combine E and E1 passenger schedules.
- Modify E1 Schedule - the current E1 schedule is not well timed to accommodate work or school trips.
- Eliminate E1 Route if schedule adjustments fail to attract more riders
- Serve Spring Glen with rural route service only.



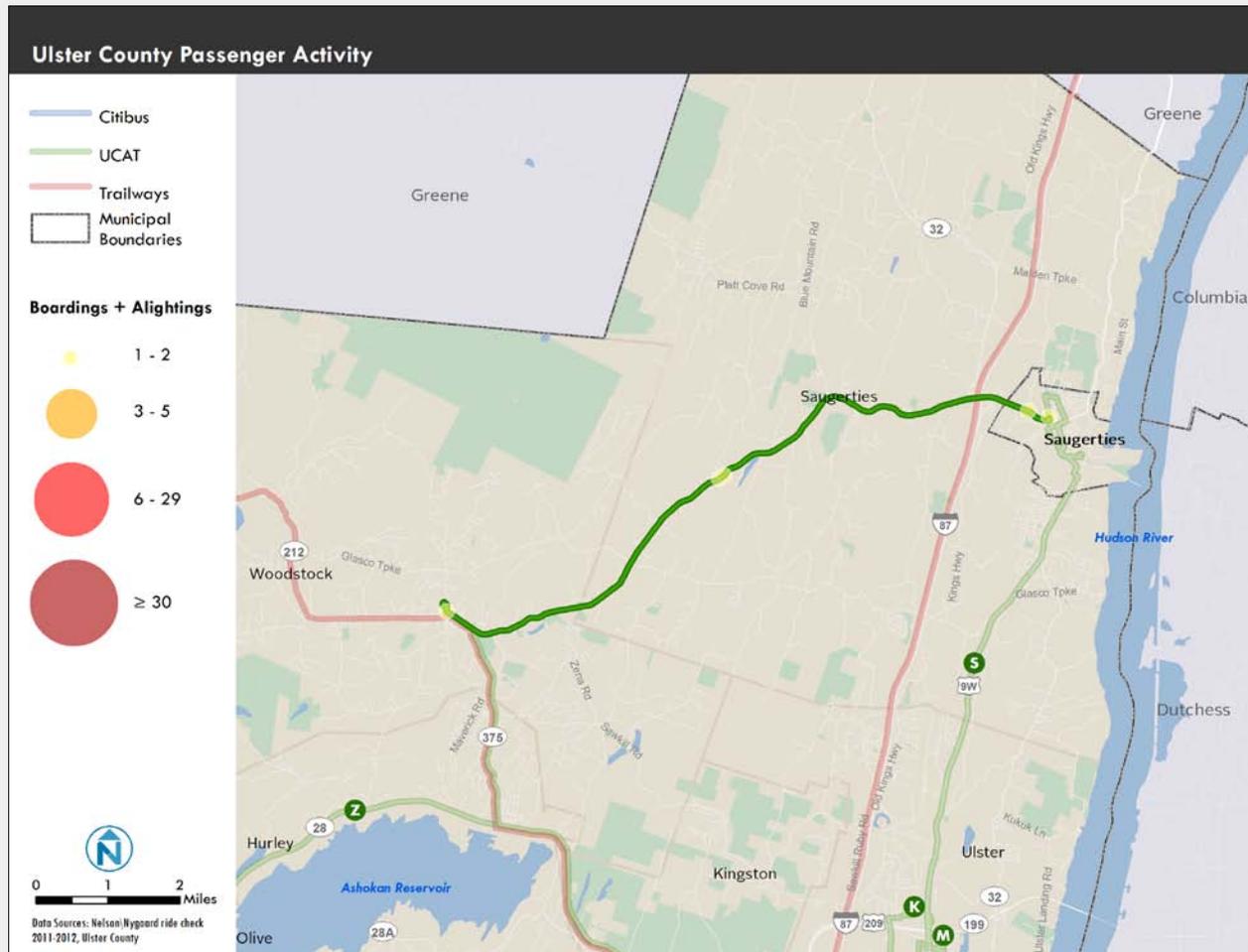


UCAT F ROUTE – WOODSTOCK / SAUGERTIES



Serves:

- Saugerties Post Office
- Ulster-Greene ARC Saugerties
- Saugerties Price Chopper
- Saugerties Trailways Bus Station (Sunoco Mart)
- Woodstock Trailways Bus Station (Houst & Son Hardware)
- Hamlet of Shokan



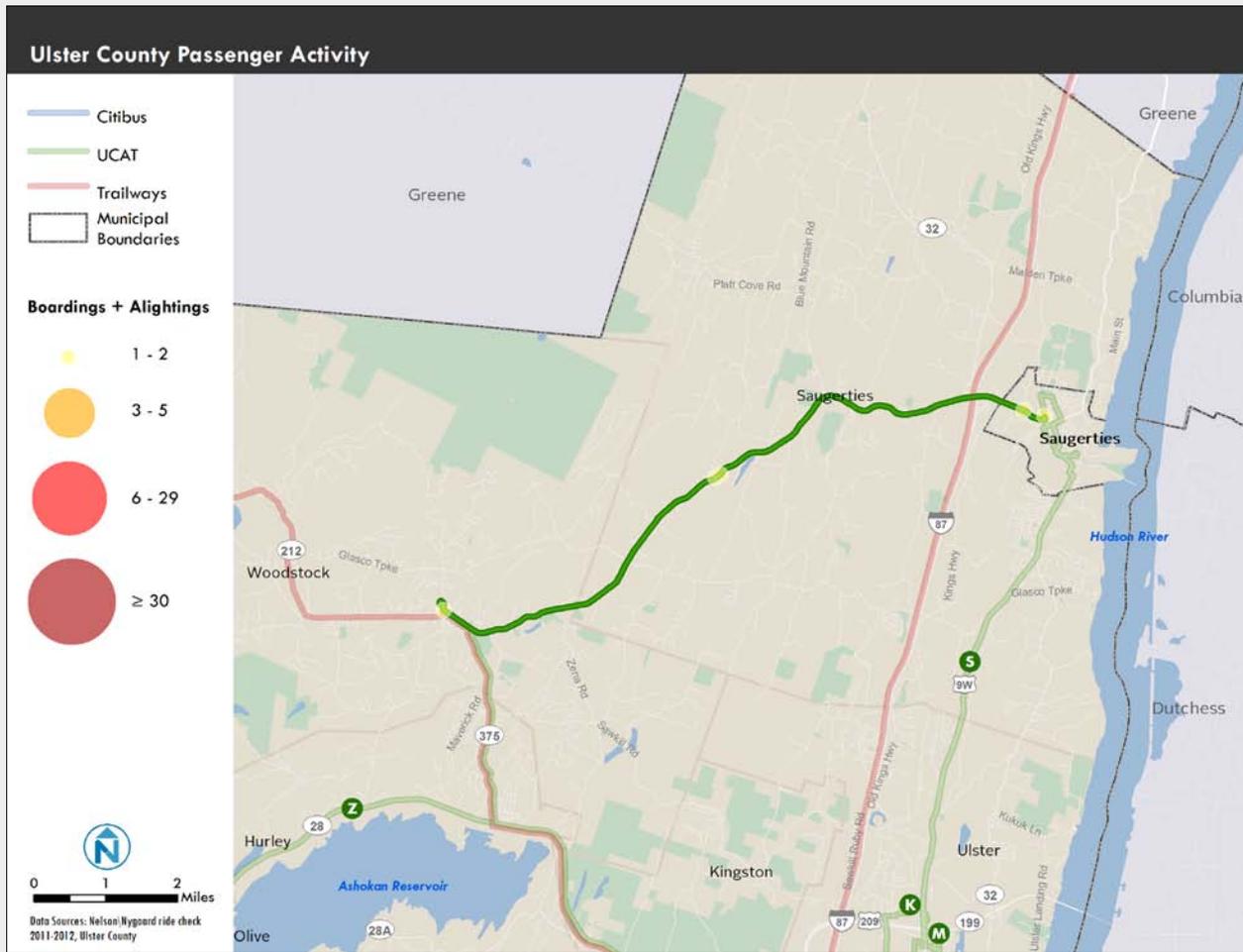


UCAT F ROUTE – WOODSTOCK / SAUGERTIES



Strengths:

- Provides direct link between Woodstock and Saugerties.



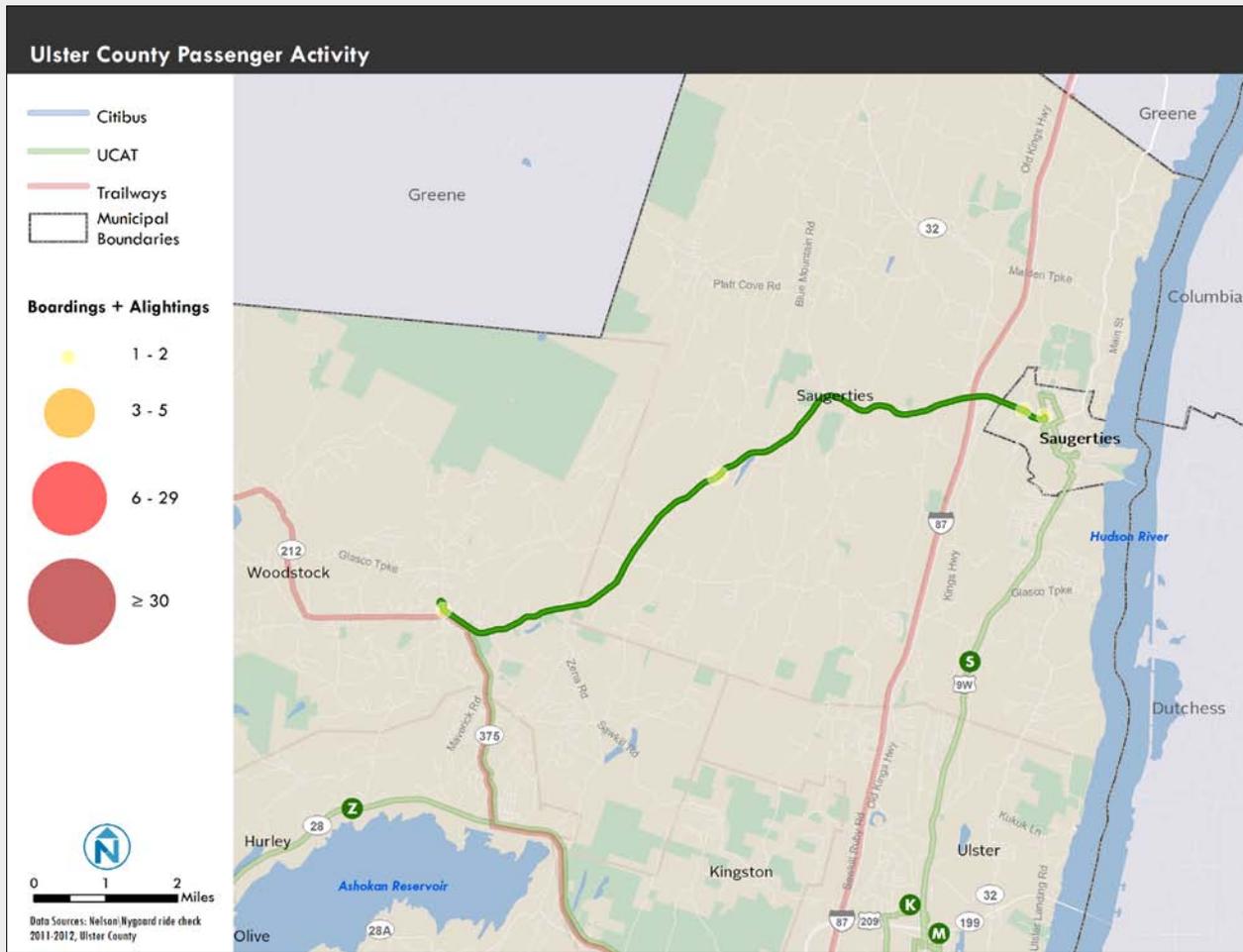


UCAT F ROUTE – WOODSTOCK / SAUGERTIES



Weaknesses:

- Very low ridership (5 boardings per day).
- Poor on-time performance (50%).
- Service schedule (10:30 am – 3:20 pm) does not match typical commuting times.
- Service is too infrequent (2 RT per day) to accommodate diverse travel times.



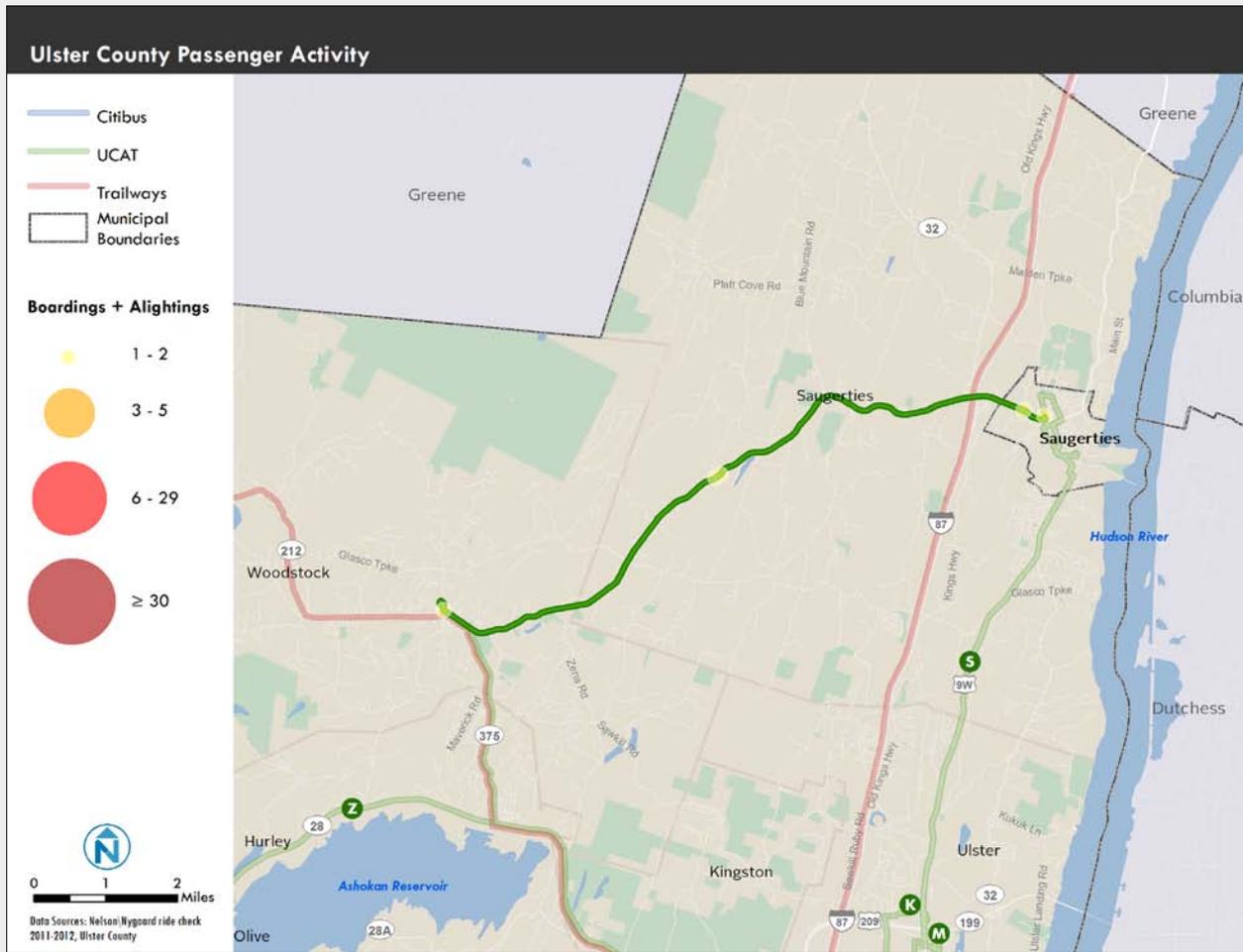


UCAT F ROUTE – WOODSTOCK / SAUGERTIES



Potential Improvements:

- Modify F Schedule to facilitate work and school trips.
- Eliminate route if schedule adjustments fail to attract more riders – serve area with Saugerties rural route service.





Ulster County Transit System Coordination & Development Plan

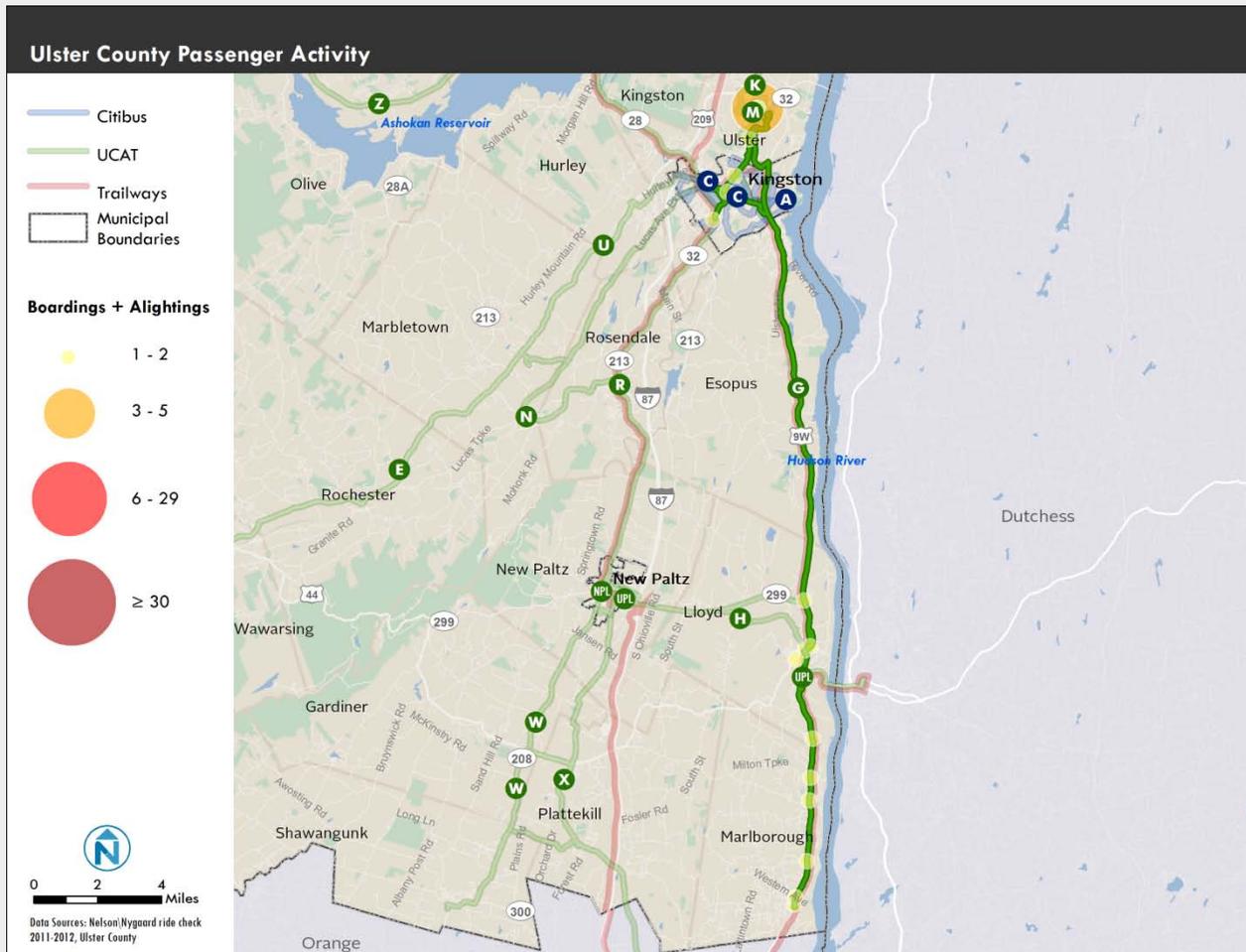


UCAT G ROUTE - KINGSTON / MARLBORO



Serves:

- Hannaford / Kingston Plaza
- Hudson Valley Mall
- Ulster BOCES (Port Ewan)
- Hamlet of Esopus
- Hamlet of West Park
- Highland Park & Ride
- Hamlet of Highland
- Hannaford / Bridgeview Plaza
- Hamlet of Milton
- Hamlet of Marlboro



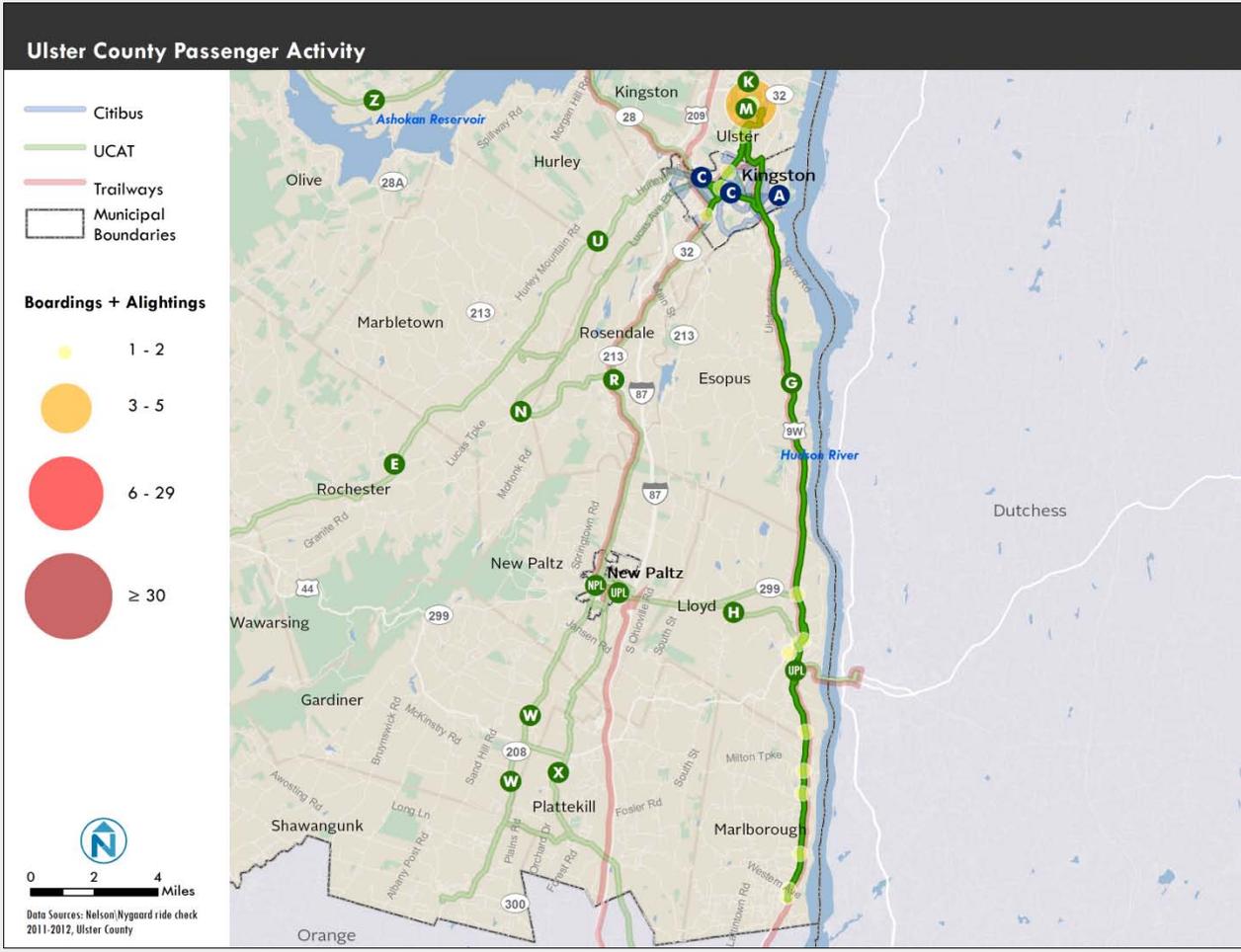


UCAT G ROUTE - KINGSTON / MARLBORO



Strengths:

- Provides direct link between Kingston and Marlboro.
- Well designed schedule that matches typical commuting times.



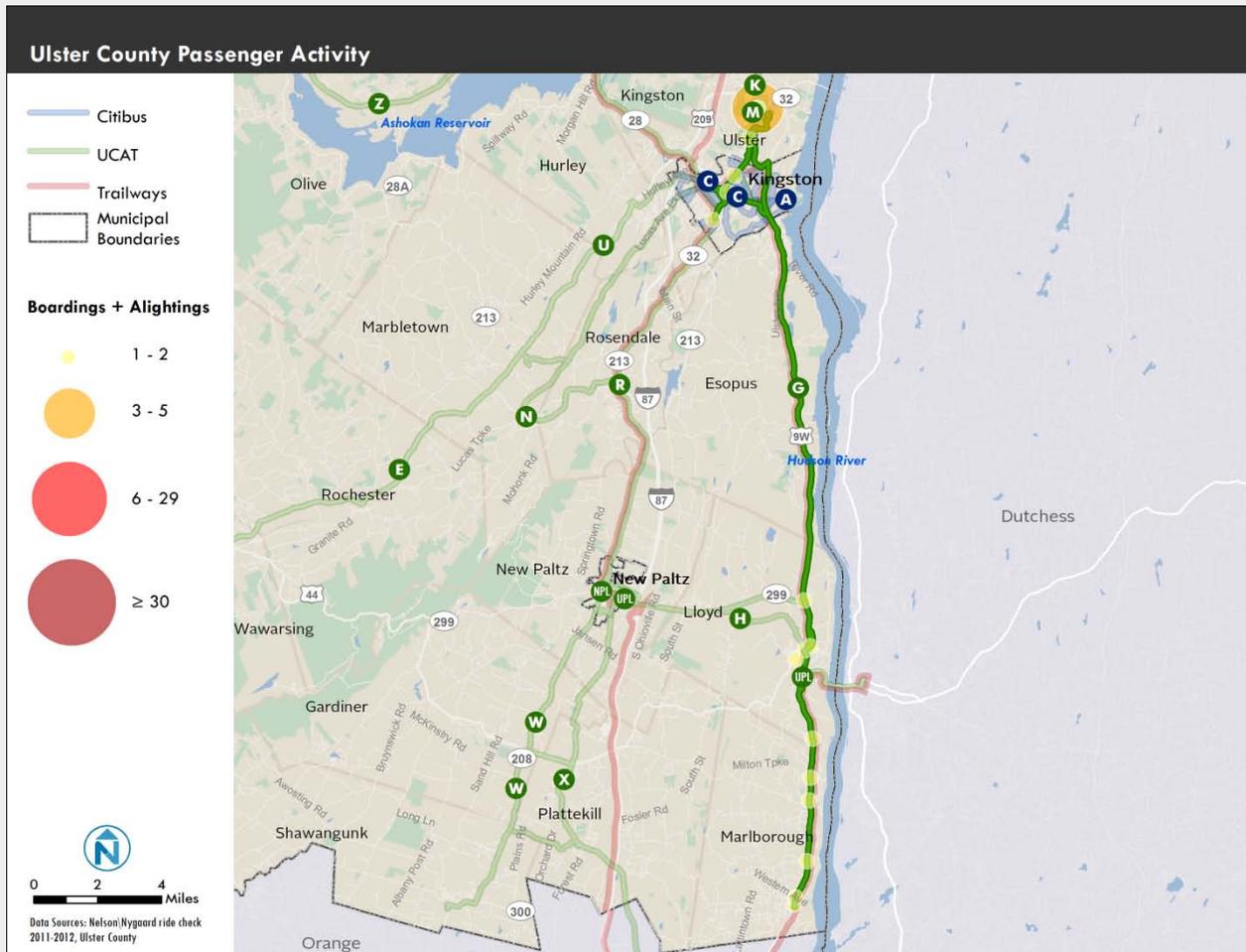


UCAT G ROUTE - KINGSTON / MARLBORO



Weaknesses:

- Very low ridership (12 boardings per day) despite limited but well designed schedule.
- Below average ridership per trip (3) and ridership per revenue hour (2.7).
- Service is too infrequent (2 RT per day) to accommodate diverse travel times.



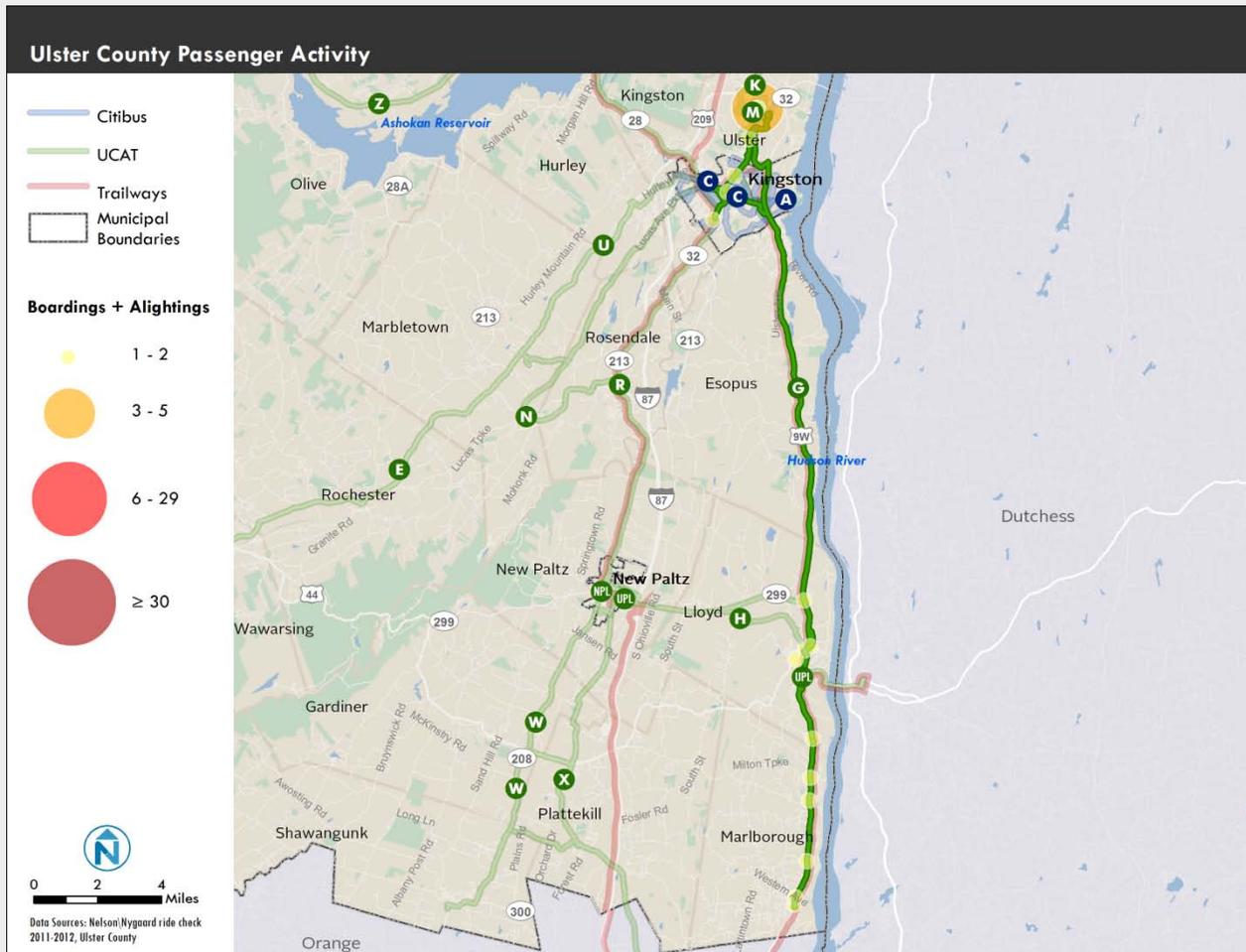


UCAT G ROUTE - KINGSTON / MARLBORO



Potential Improvements:

- Replace fixed-route service with anchored "flex" service – could be anchored at Marlboro, Highland, and New Paltz.
- Anchored flex service would not necessitate ADA complementary paratransit service, which is required for fixed-route service.



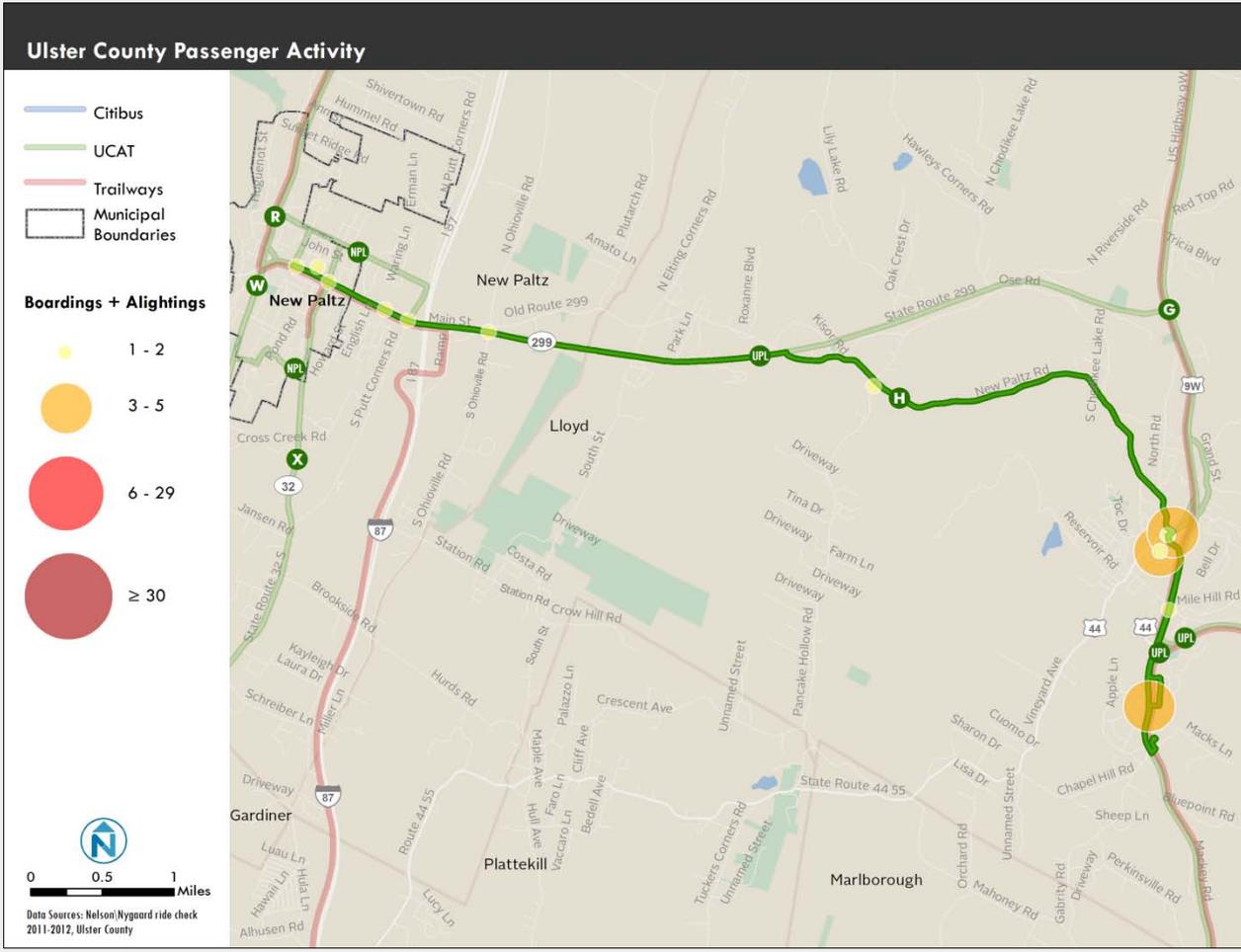


UCAT H ROUTE - NEW PALTZ / HIGHLAND



Serves:

- Wingate Nursing Home
- Bridgeview Plaza
- Hamlet of Highland
- Hamlet of Lloyd
- Ulster County Mental Health (Highland)
- New Paltz Stop & Shop
- New Paltz ShopRite
- New Paltz Trailways Bus Station



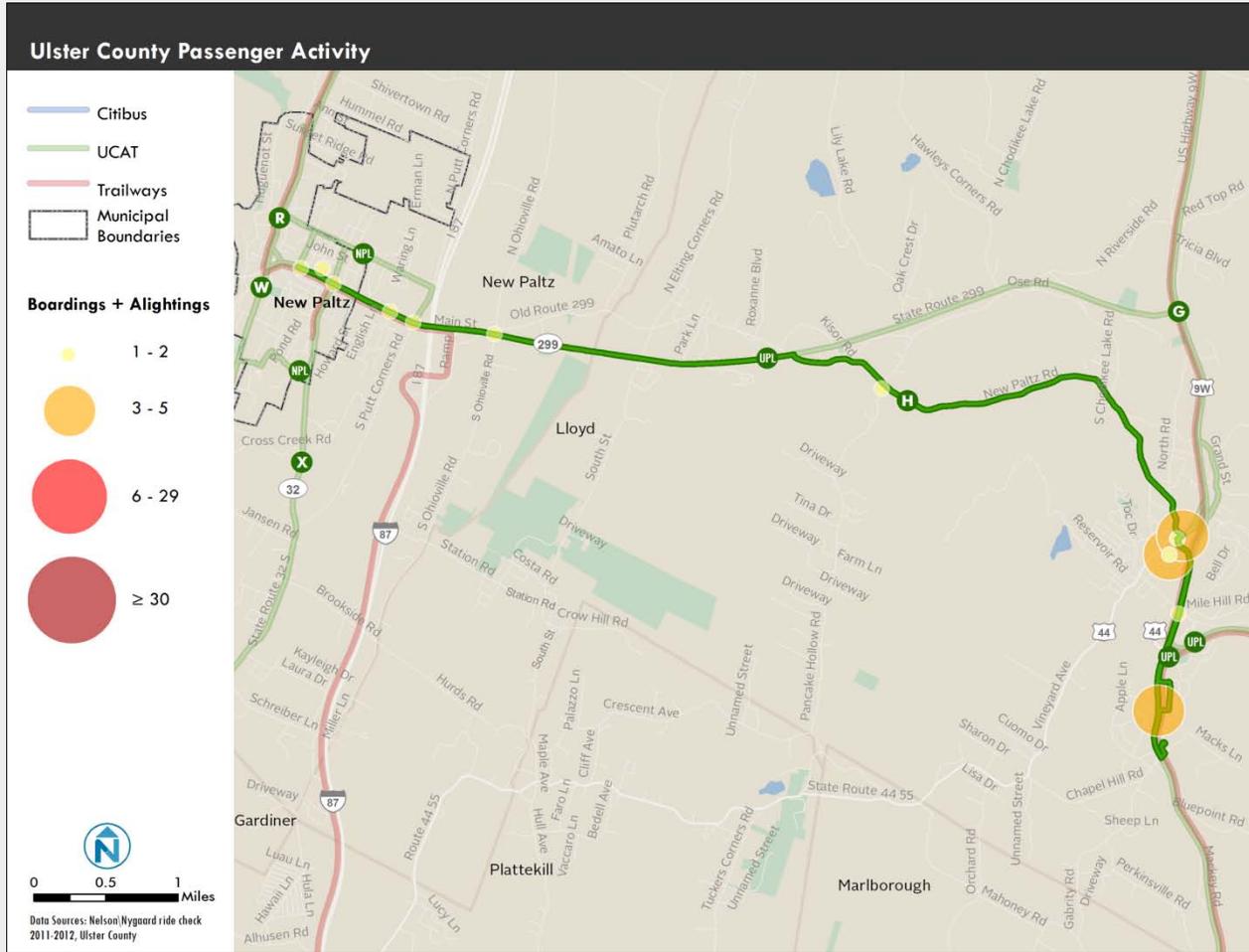


UCAT H ROUTE - NEW PALTZ / HIGHLAND



Strengths:

- Provides direct link between New Paltz and parts of Highland not served by the UPL.
- Serves important destinations such as Wingate Plaza and Wingate Nursing Home.



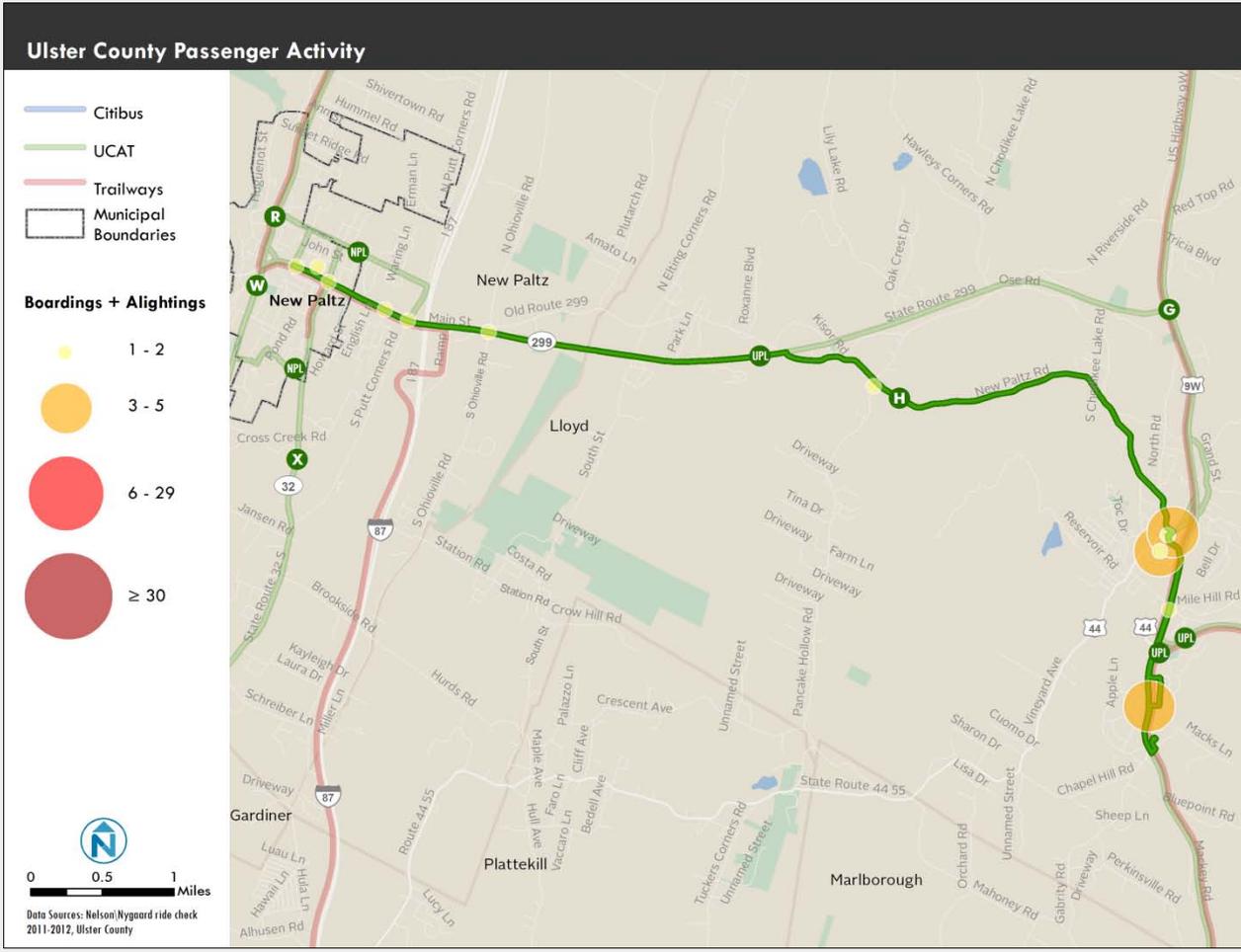


UCAT H ROUTE - NEW PALTZ / HIGHLAND



Weaknesses:

- Much of the route is redundant with the UPL Route.
- Very low ridership (12 boardings per day).
- Likely undercounting of ridership due to extensive inter-lining with the R Route in New Paltz.
- Lack of information on inter-line opportunities on passenger schedules.
- Schedule (9:15 am – 3:15 pm) does not match typical commuting times.



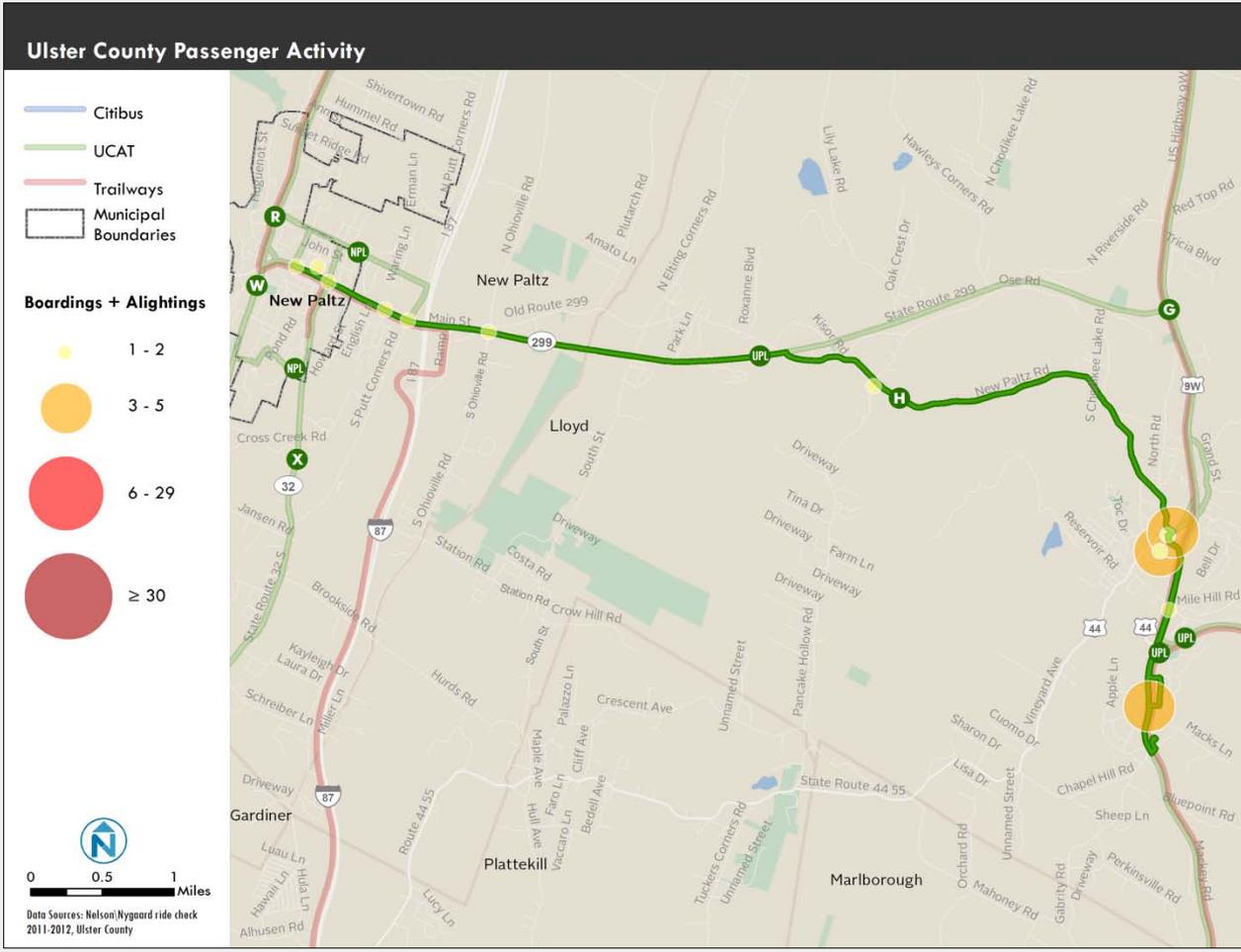


UCAT H ROUTE - NEW PALTZ / HIGHLAND



Potential Improvements:

- Advertise inter-line opportunities on passenger schedules to give passengers a more complete picture of their travel options.
- Replace fixed-route service with anchored "flex" service – could be anchored at Marlboro, Highland, and New Paltz.



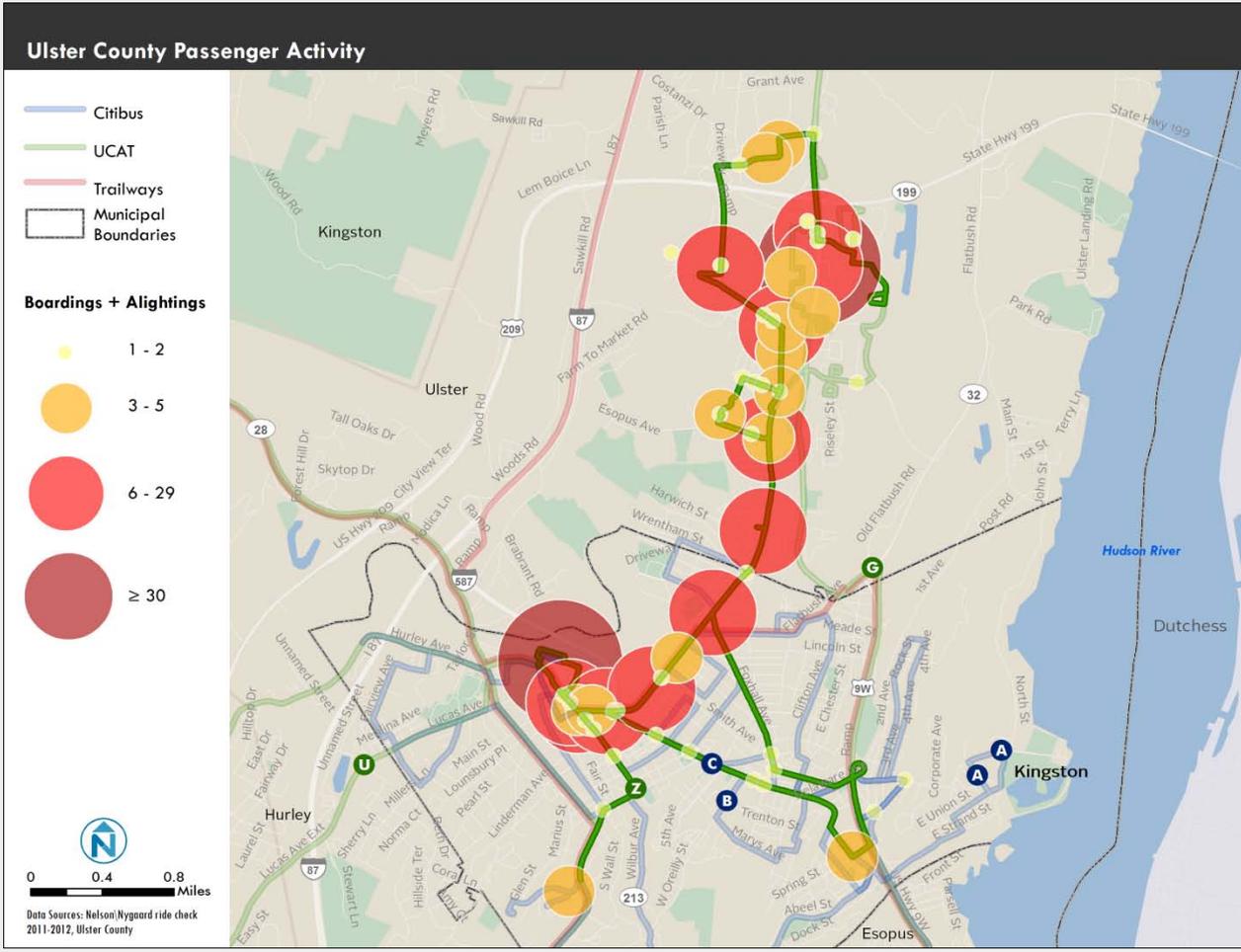


UCAT K ROUTE – KINGSTON / ULSTER MALL AREA



Serves:

- Hannaford / Kingston Plaza
- Kingston Business Resource Center
- Tech City Office Park
- Social Security Administration
- Hudson Valley Mall





Ulster County Transit System Coordination & Development Plan

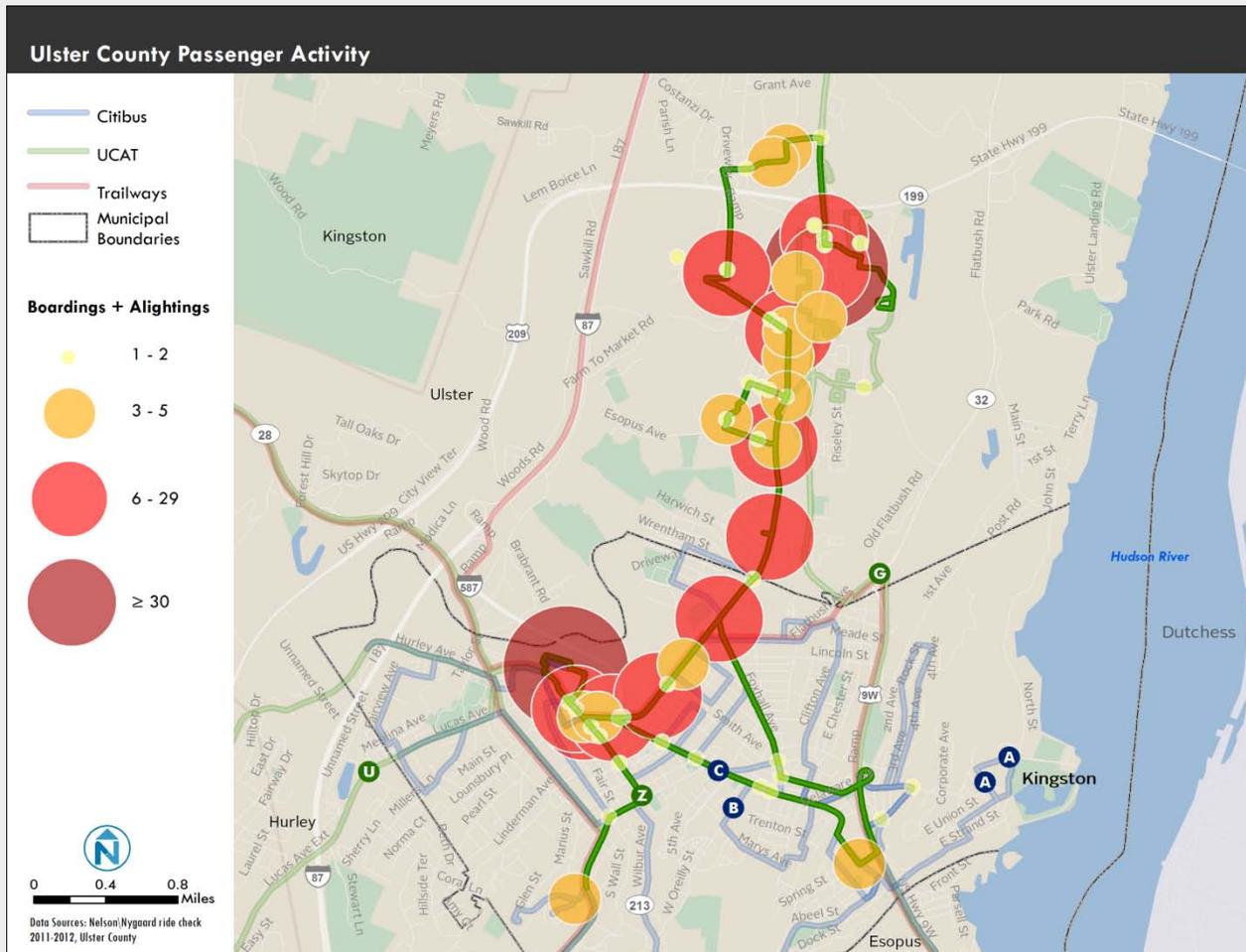


UCAT K ROUTE – KINGSTON / ULSTER MALL AREA



Strengths:

- The K Route has the highest total ridership of all UCAT and Citibus routes on weekdays (235 boardings) and Saturdays (87 boardings).
- Among the highest ridership per trip and ridership per revenue hour on weekdays and Saturdays.
- Provides needed service in Kingston when Citibus is not running.
- Relatively direct route with well defined anchors (Kingston Plaza and Ulster Mall Area).



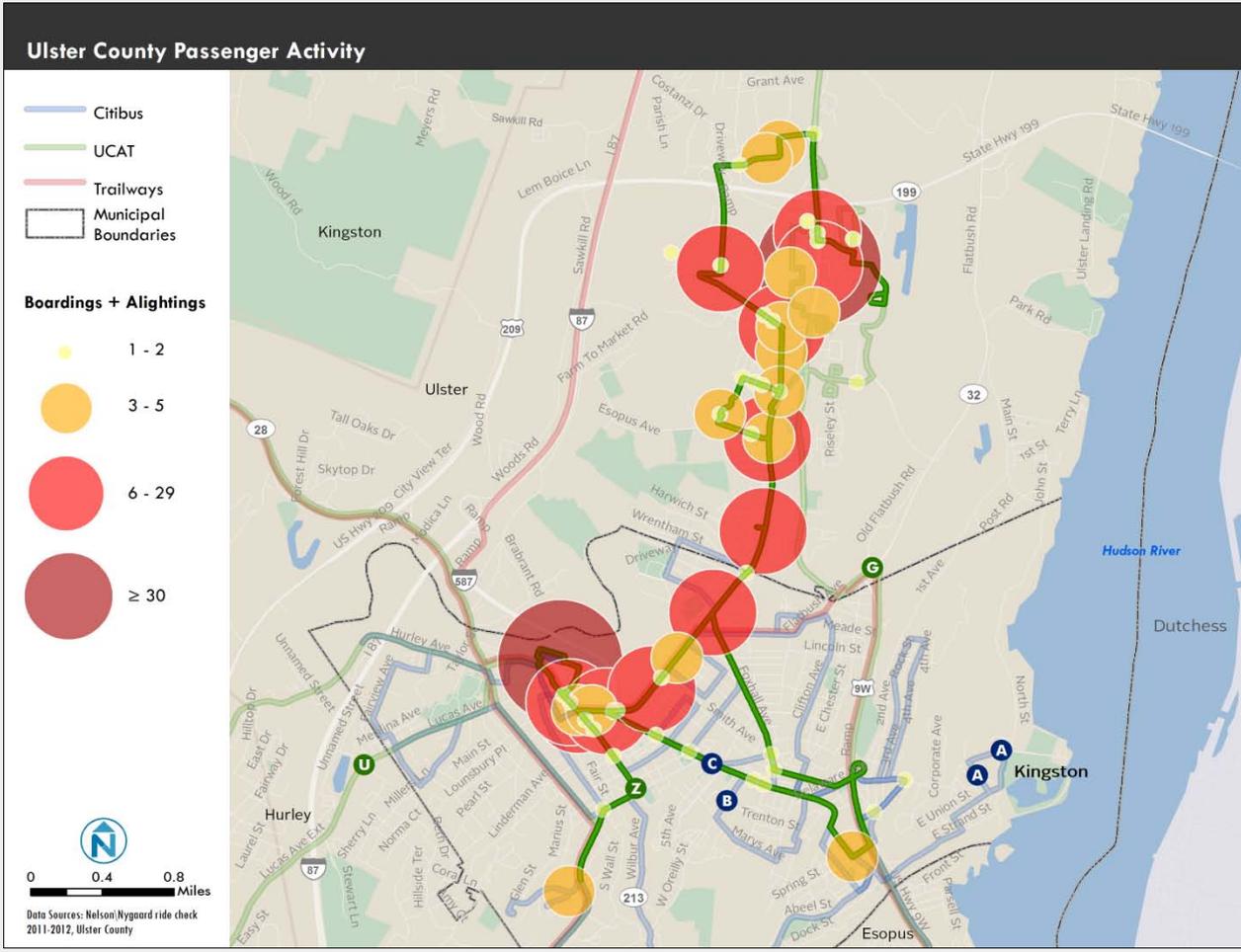


UCAT K ROUTE – KINGSTON / ULSTER MALL AREA



Weaknesses:

- Poor Saturday on-time performance due to expanded routing.
- Operates “closed-door” along Albany Avenue.
- Time consuming routing through the Mall Area (nearly 20 minutes).
- No indication of inter-line with S Route on passenger schedules.



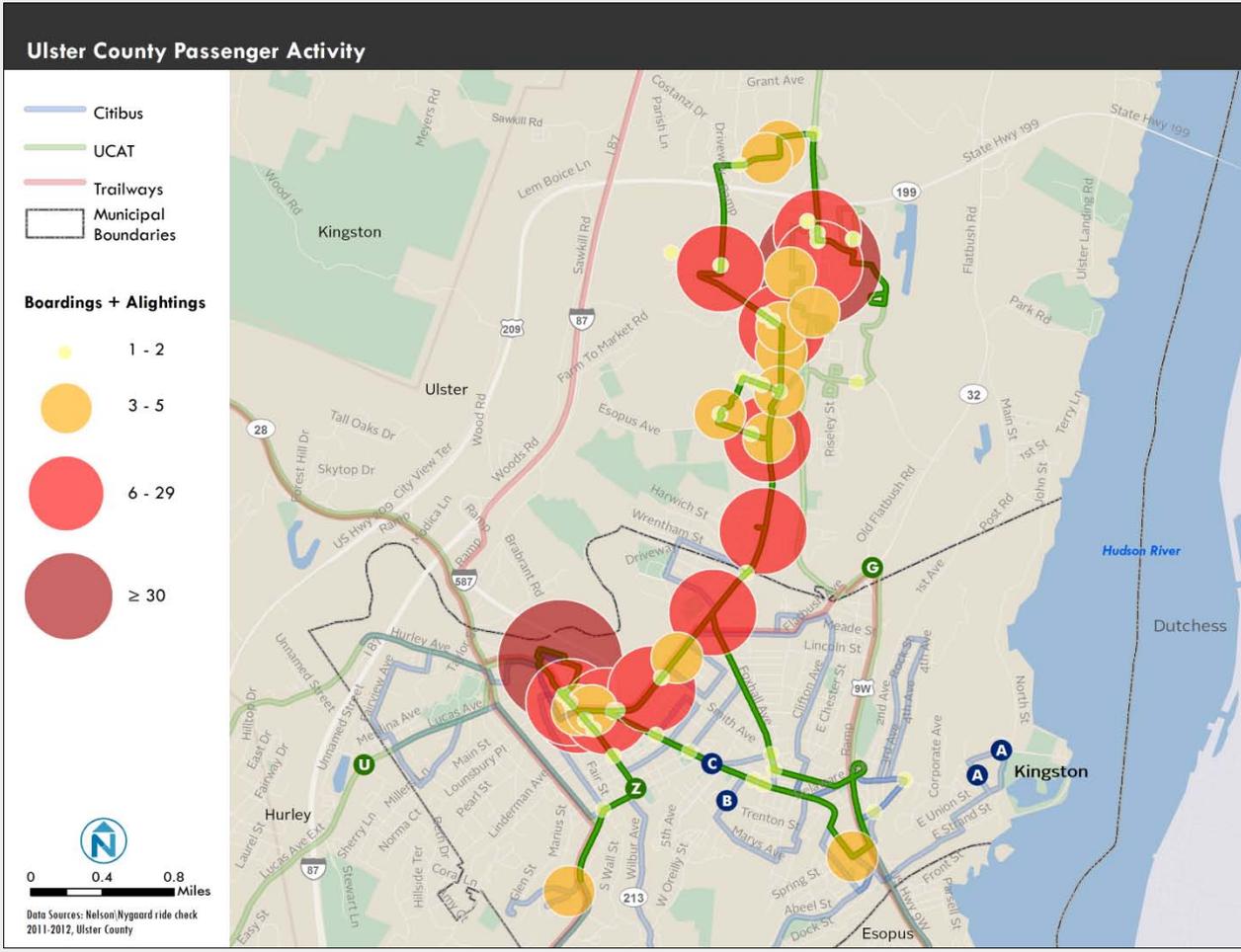


UCAT K ROUTE – KINGSTON / ULSTER MALL AREA



Potential Improvements:

- Avoid Hudson Valley Mall if the M Route is operating – this time could be better spent improving service frequency, on-time performance, or both on the K and S Routes.
- Consolidate K Route and S Route into one route to simplify service and provide one-seat ride between Saugerties and Kingston.



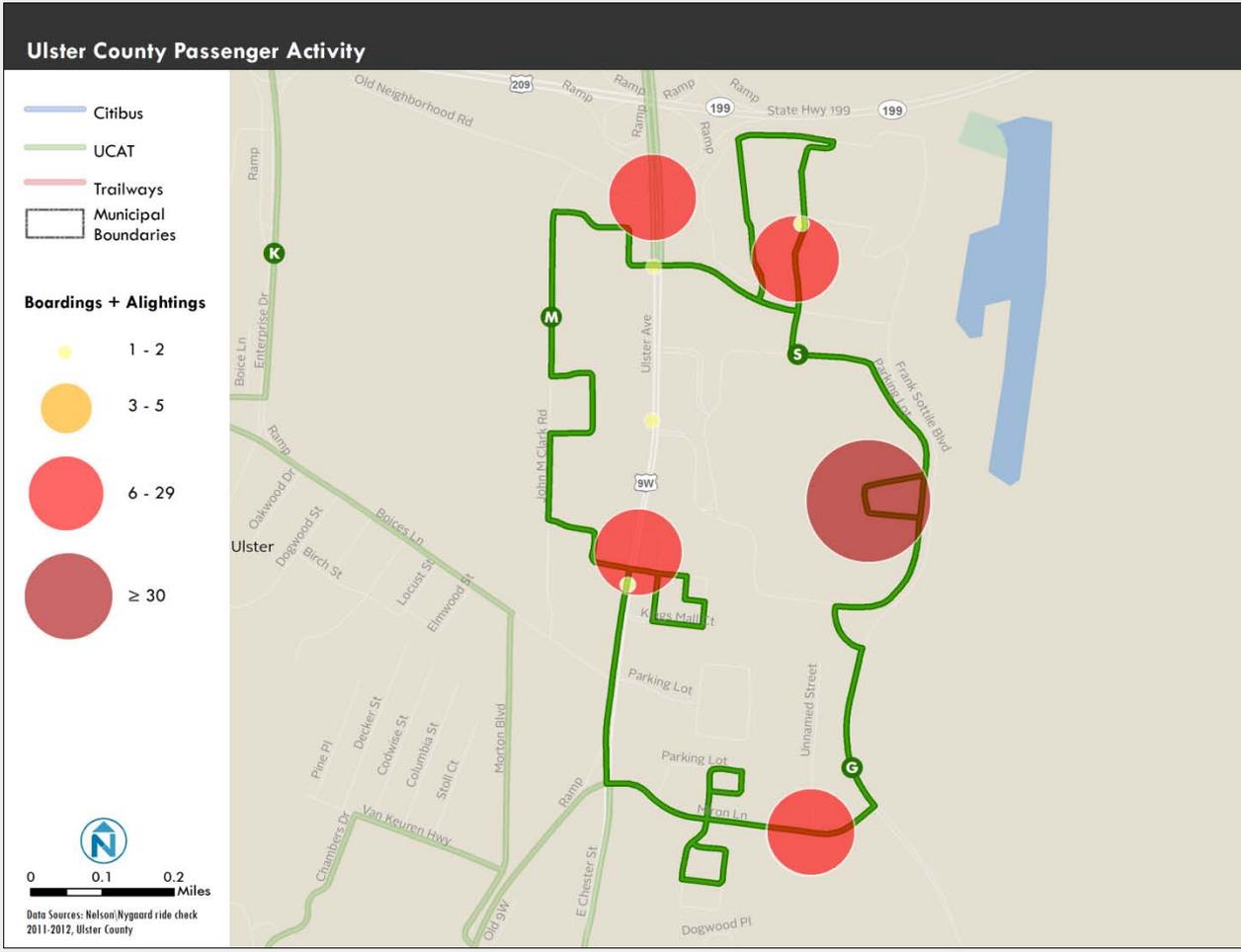


UCAT M ROUTE - ULSTER MALL AREA



Strengths:

- The M Route connects many major retail destinations and provides circulation in an environment that is very challenging for pedestrians (especially crossing US 9W).
- Well positioned to serve a greater role in the future (including connections to Tech City).



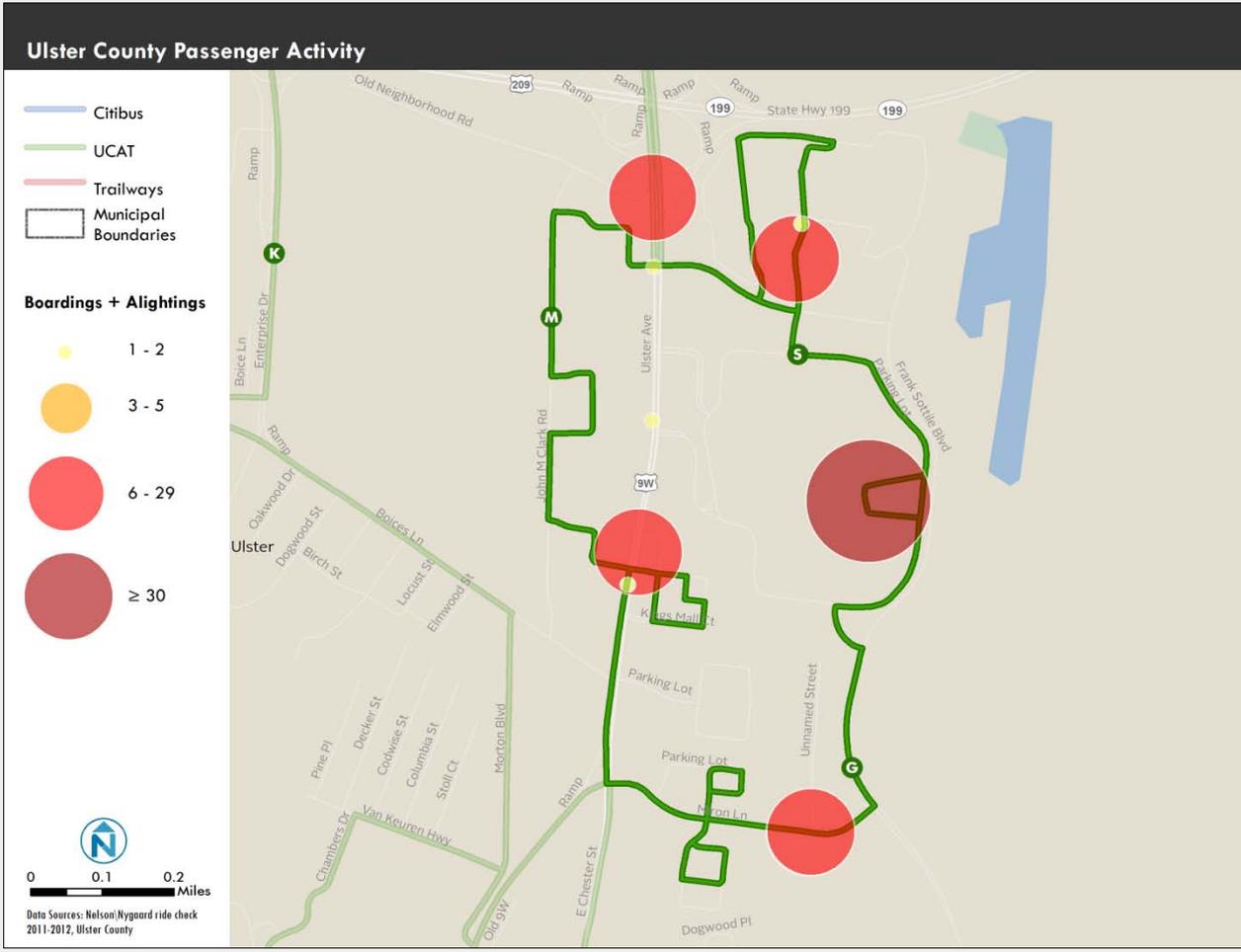


UCAT M ROUTE - ULSTER MALL AREA



Potential Improvements:

- Extend route to serve Tech City to generate additional lunch-time trips by Tech City workers.
- Strategically increase frequency during specific times of the day (lunch hour for example).
- Brand service to attract choice-riders.
- Work with developer to improve pedestrian links and passenger amenities to speed up service and improve passenger experience.
- Increase service during peak shopping season.



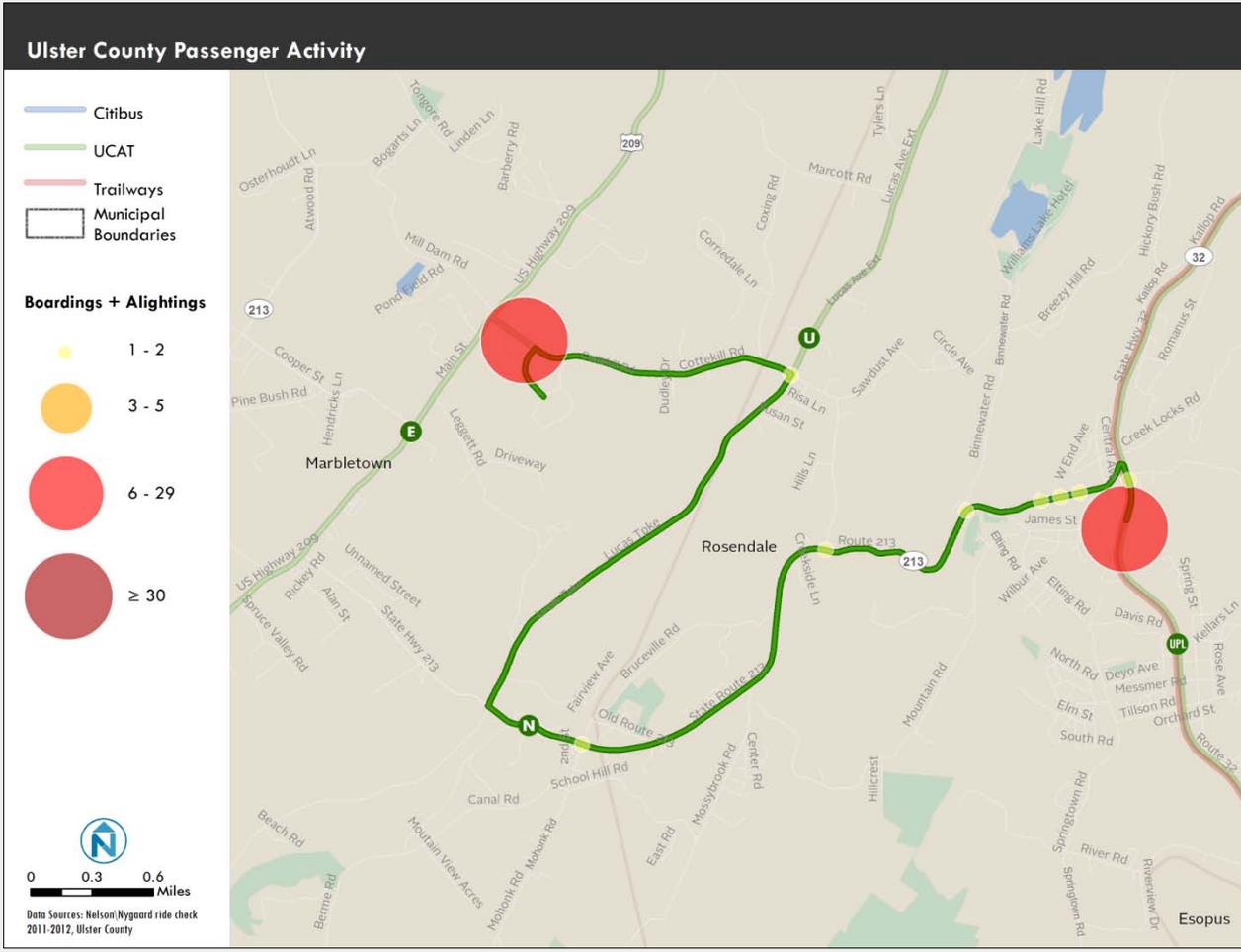


UCAT N ROUTE - SUNY ULSTER / ROSENDALE



Serves:

- SUNY Ulster / Ulster Community College
- Hamlet of Cottekill
- Hamlet of High Falls
- Rosendale Park & Ride





Ulster County Transit System Coordination & Development Plan

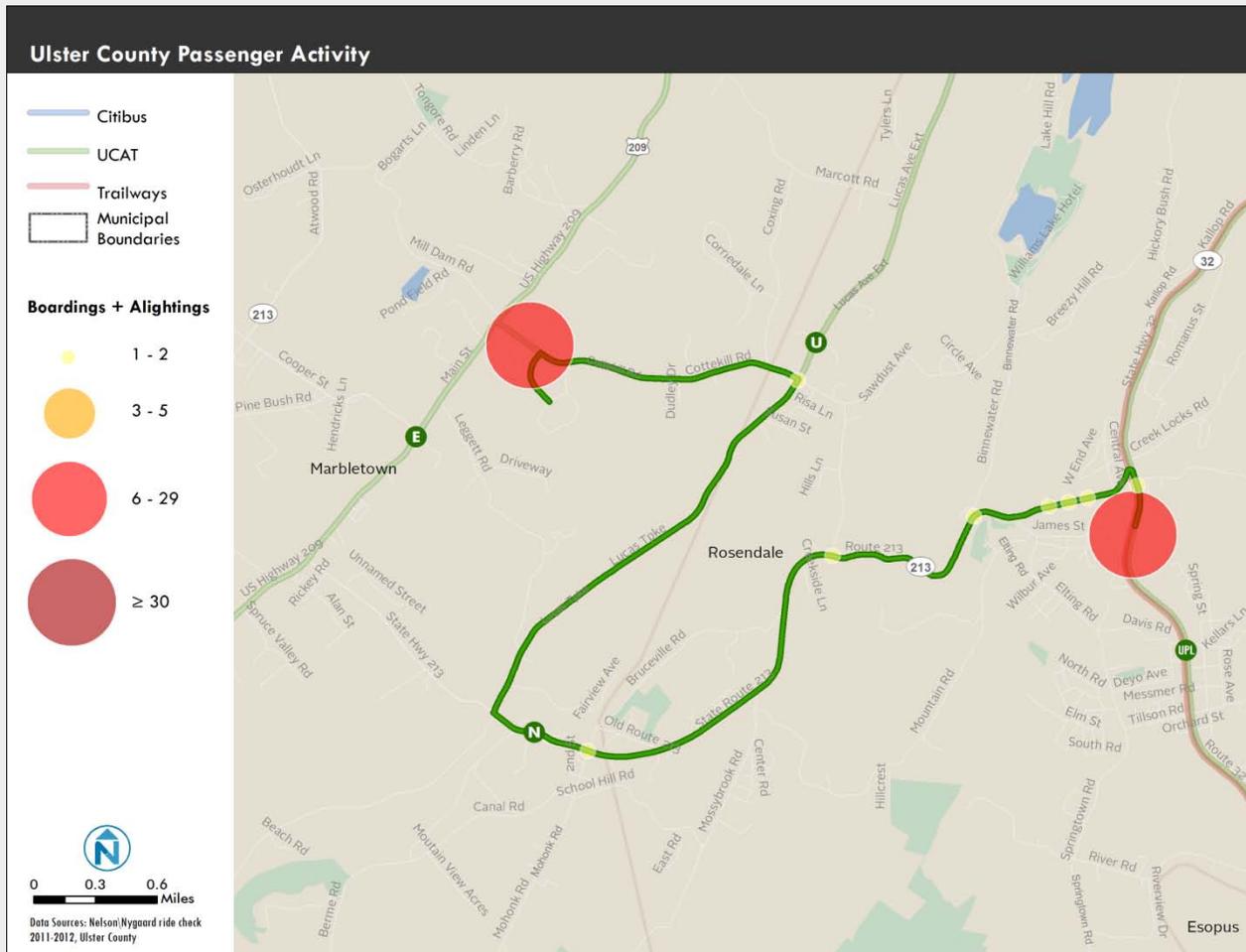


UCAT N ROUTE - SUNY ULSTER / ROSENDALE



Strengths:

- The N Route provides a critical link between SUNY Ulster and Rosendale (with one-seat connection to New Paltz) – without this link, passengers would have to travel into Kingston to get from the US 209 corridor to the NY 32 corridor.
- Passengers per revenue hour (10.7) is above average (9.8) due to the low number of revenue hours provided (4 RT per day).
- N Route ridership is likely much stronger than it appears, due to the results of inter-lining on ridership assignment.





Ulster County Transit System Coordination & Development Plan



UCAT N ROUTE - SUNY ULSTER / ROSENDALE



Weaknesses:

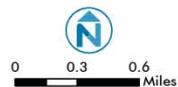
- Limited schedule for such an important link.
- Lack of information on inter-line opportunities on passenger schedules.

Ulster County Passenger Activity

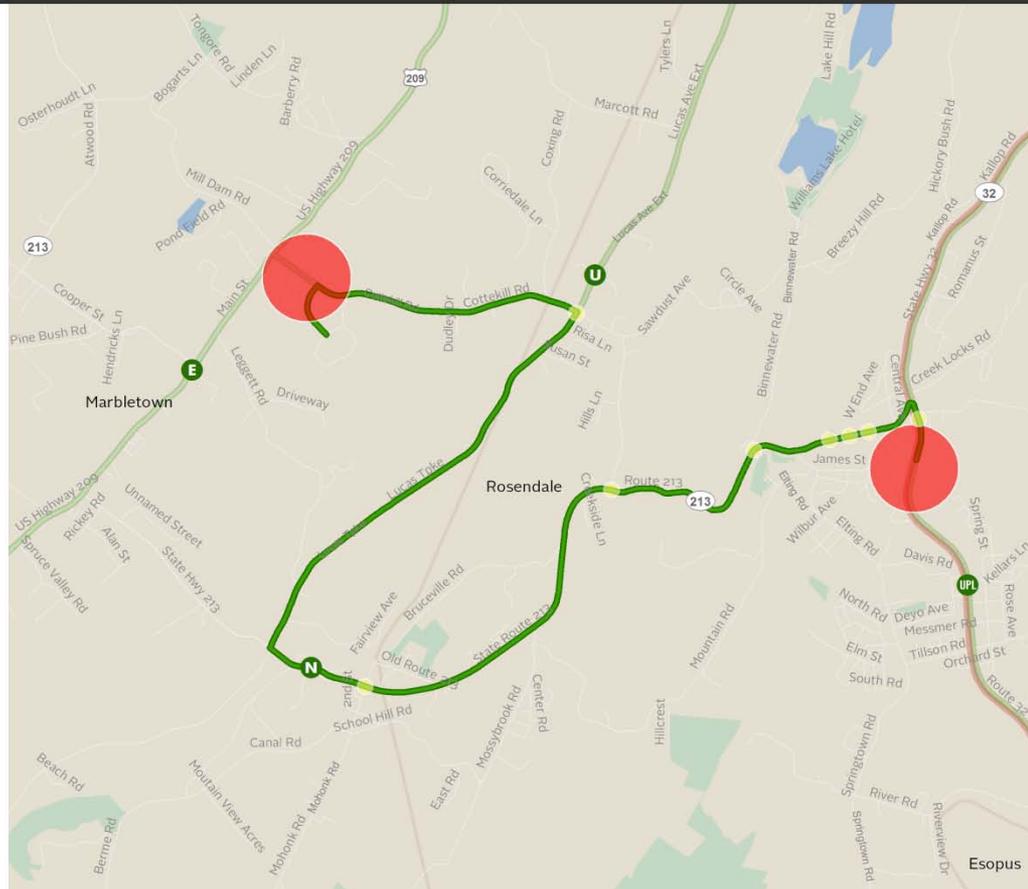
- Citibus
- UCAT
- Trailways
- Municipal Boundaries

Boardings + Alightings

- 1 - 2
- 3 - 5
- 6 - 29
- ≥ 30



Data Sources: Nelson/Nygard ride check 2011-2012, Ulster County



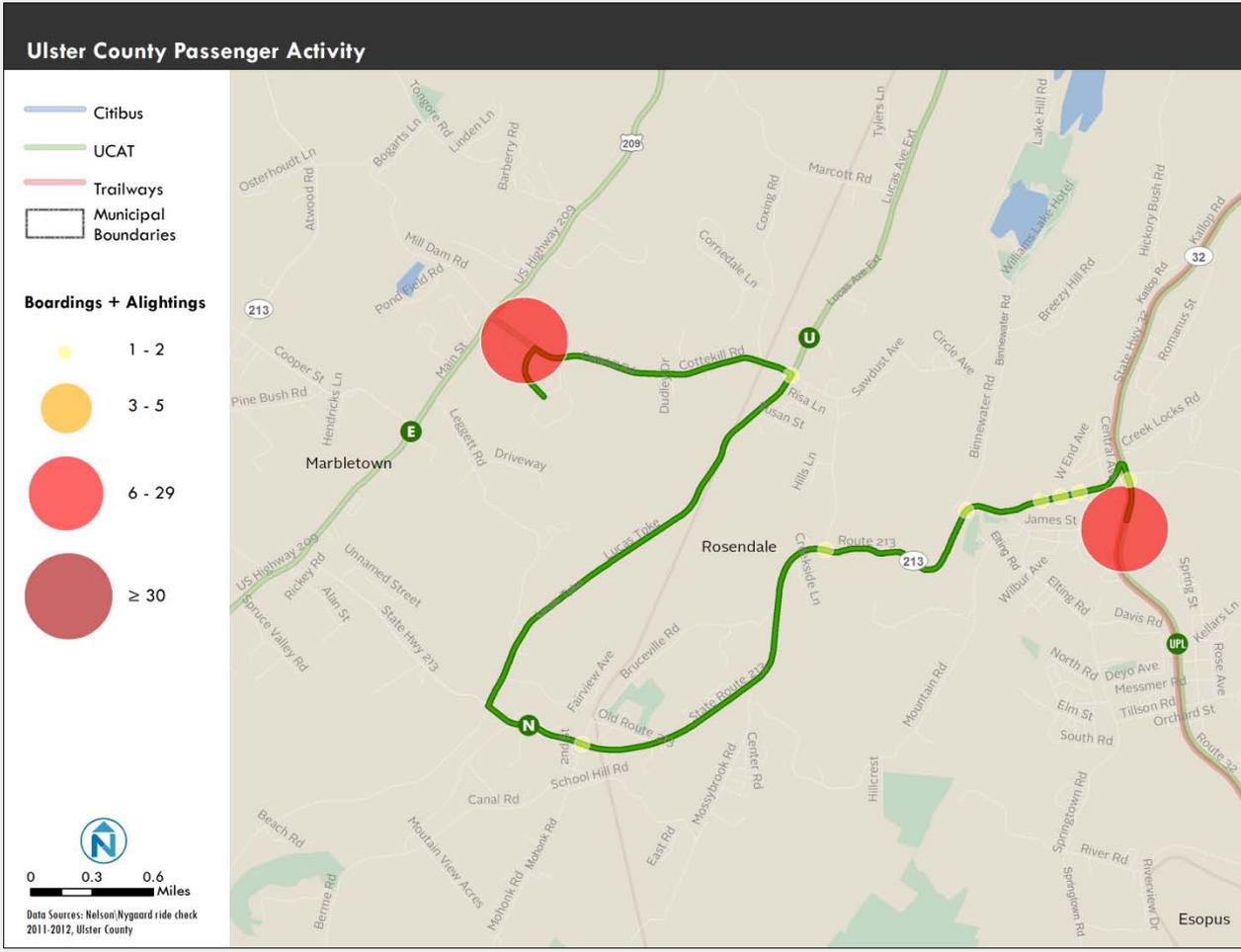


UCAT N ROUTE - SUNY ULSTER / ROSENDALE



Potential Improvements:

- Advertise inter-line opportunities on passenger schedules – particularly important information for students taking classes at both SUNY Ulster and SUNY New Paltz.
- Consider different inter-lining or consolidation arrangements to increase service across this important corridor “bridge” – one possibility is to inter-line the E Route (US 209) with the X Route (NY 32).



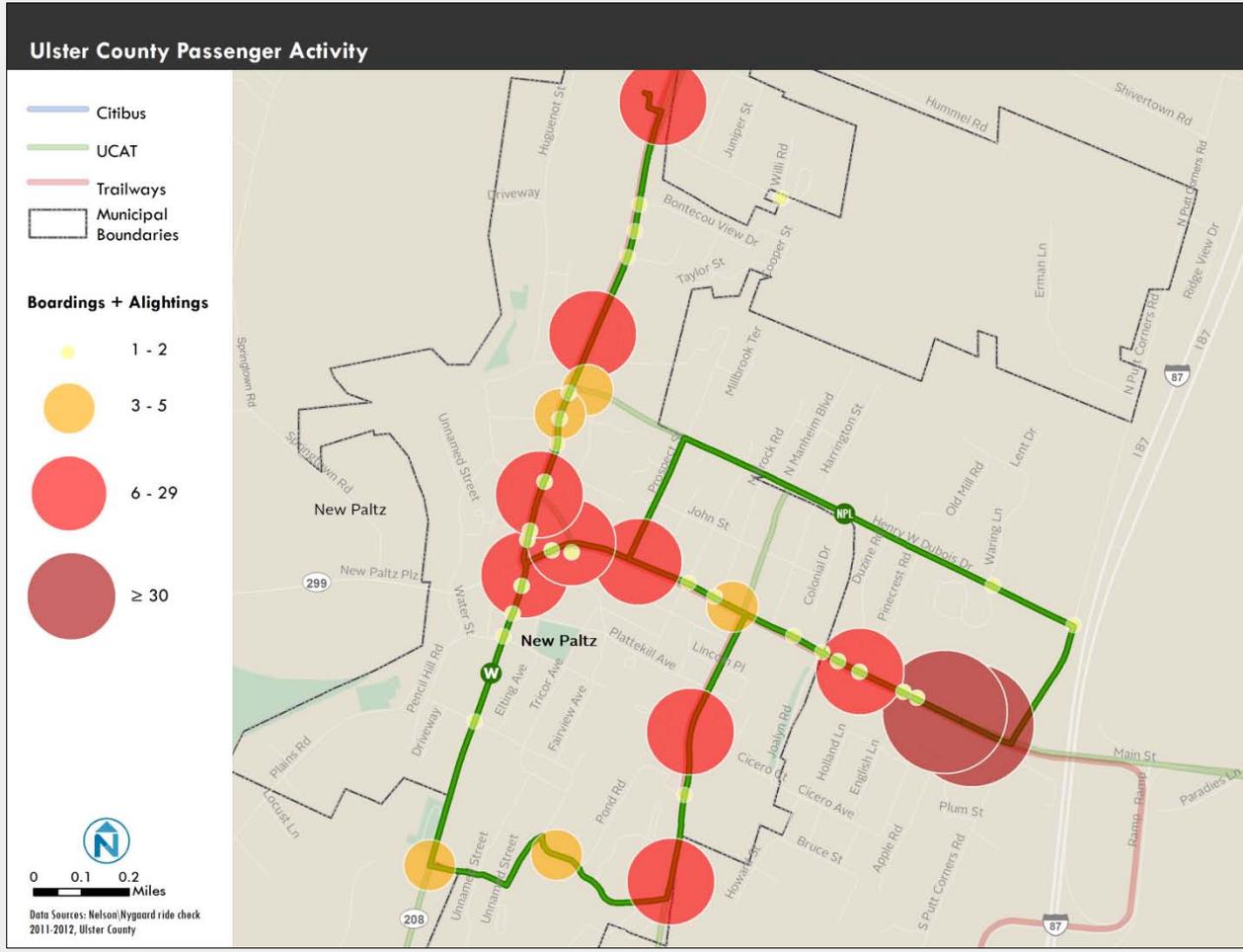


UCAT NPL ROUTE - NEW PALTZ LOOP



Serves:

- New Paltz BOCES
- New Paltz Park & Ride
- SUNY New Paltz
- New Paltz Trailways Bus Station
- New Paltz Stop & Shop
- New Paltz ShopRite



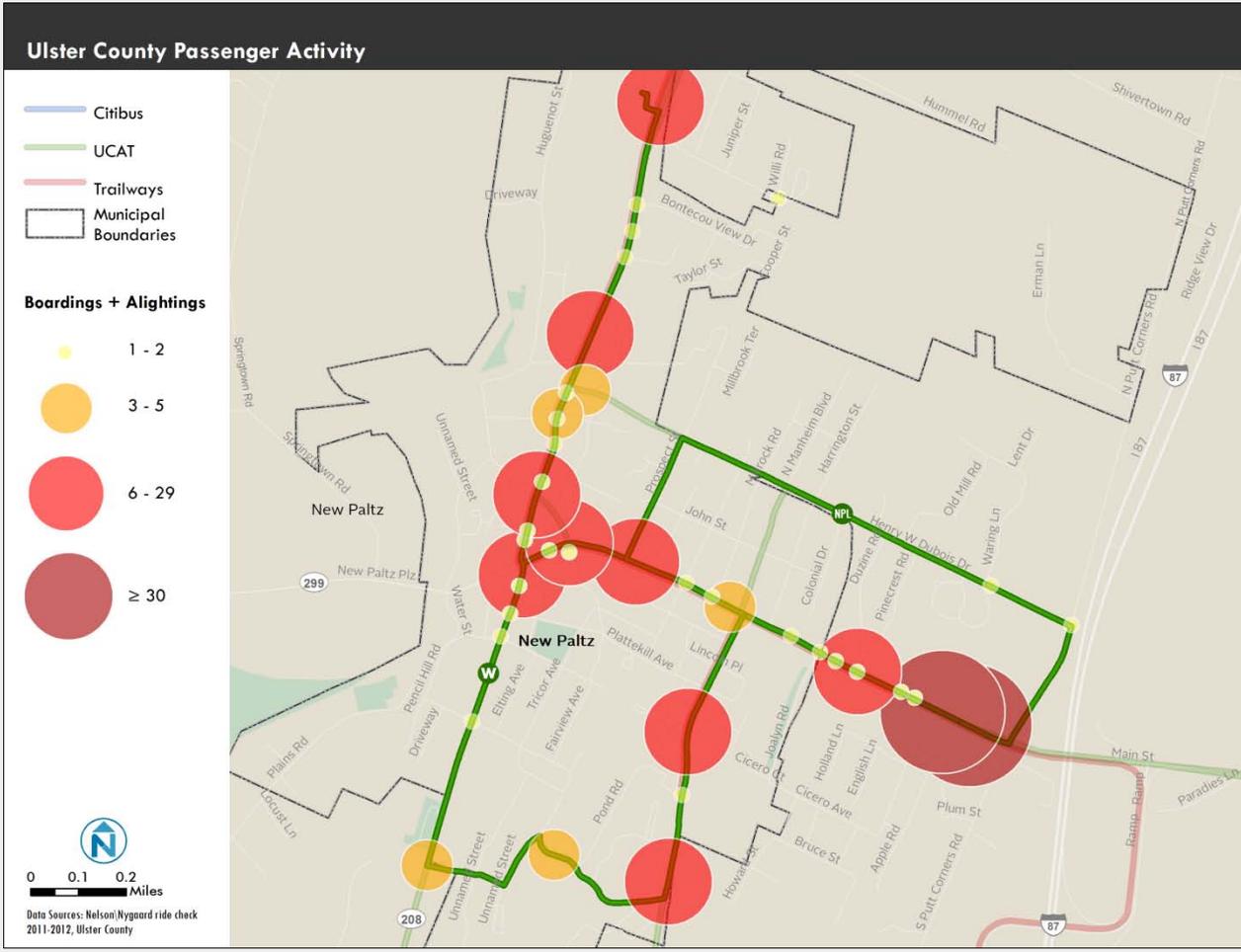


UCAT NPL ROUTE - NEW PALTZ LOOP



Strengths:

- The NPL Route connects several important destinations in New Paltz.
- Fourth highest ridership per revenue hour (11.9).



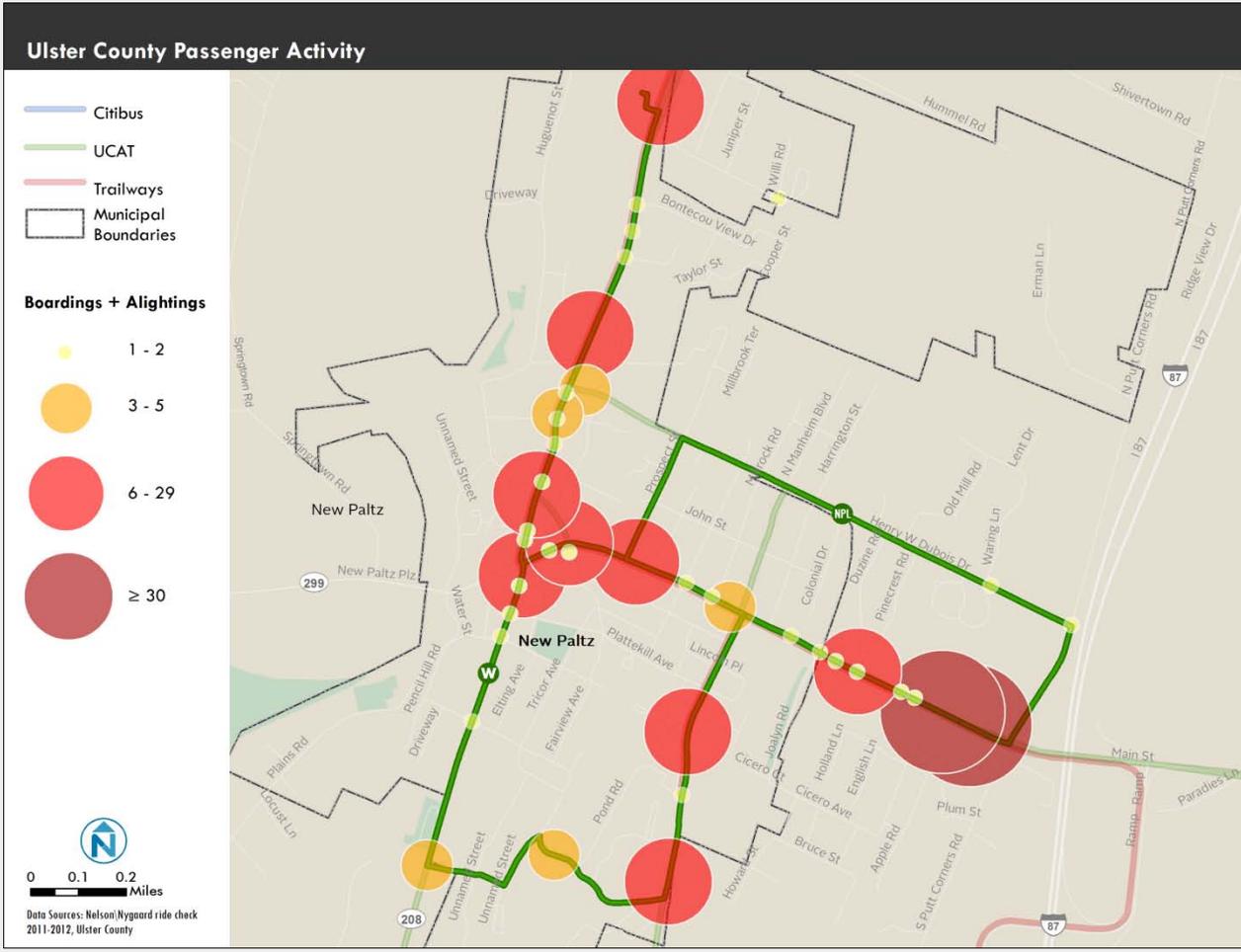


UCAT NPL ROUTE - NEW PALTZ LOOP



Weaknesses:

- Below average ridership per trip (4.8).
- Passengers traveling from SUNY New Paltz to destinations along Main Street must first travel north on Chestnut to BOCES.
- Low ridership along Dubois Drive.



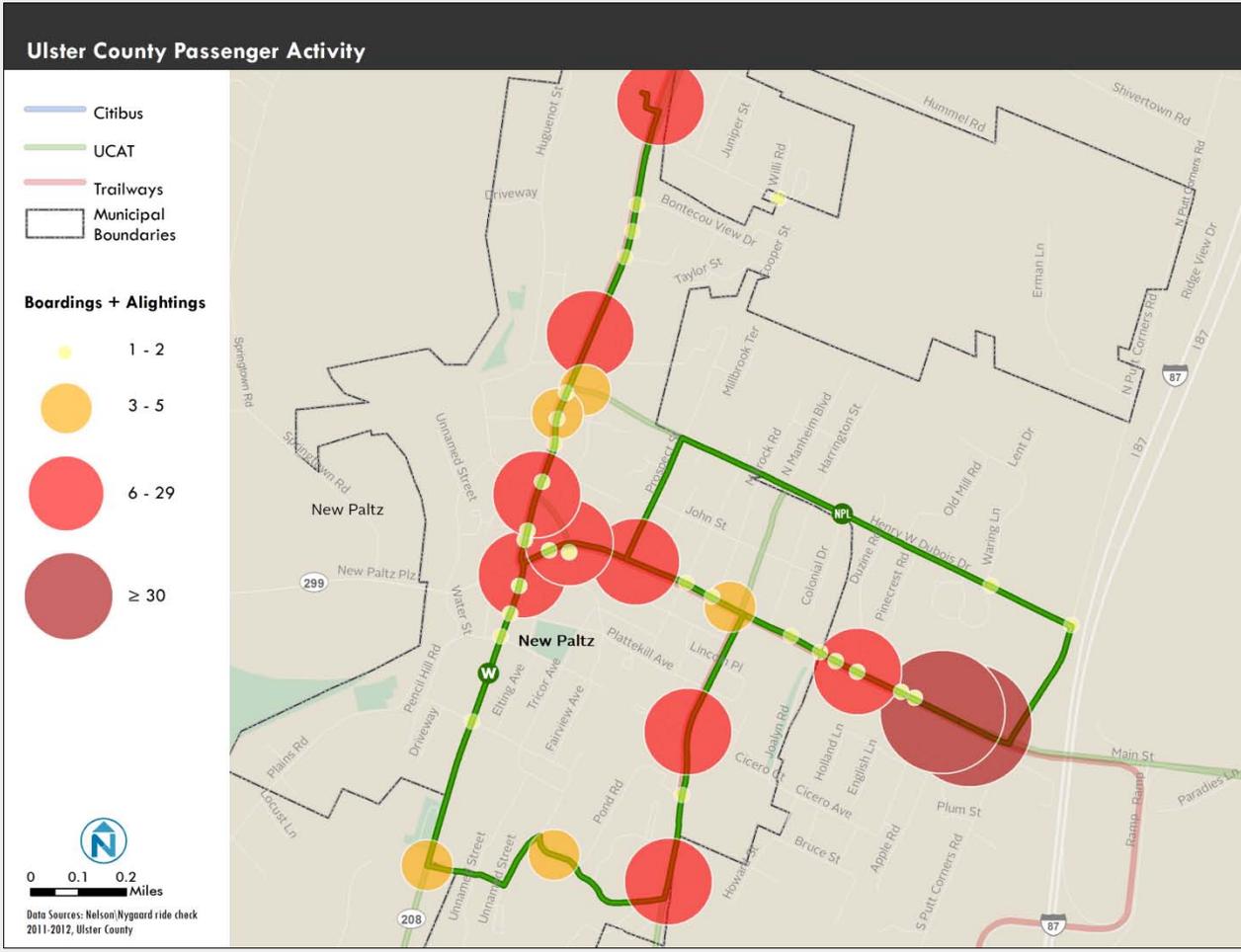


UCAT NPL ROUTE - NEW PALTZ LOOP



Potential Improvements:

- Eliminate NPL service along Chestnut Street, north of Main – this corridor is also served by the UPL and R Route, both of which also serve Main Street.
- A shorter, more direct NPL Route could allow for increased service frequency and attract higher ridership from Dubois Street apartments.



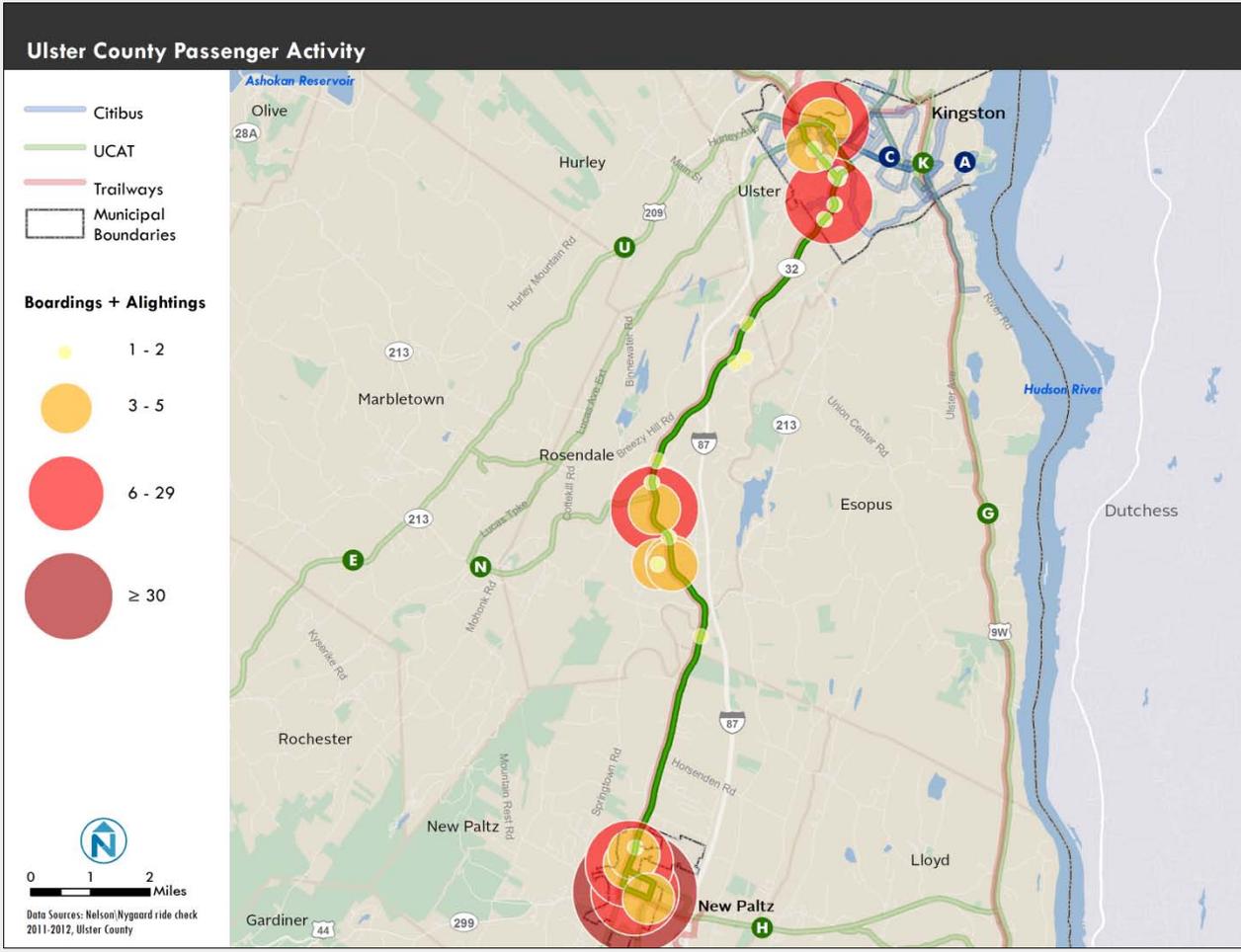


UCAT R ROUTE – KINGSTON / NEW PALTZ



Serves:

- Hannaford / Kingston Plaza
- Golden Hill Complex
- Hamlet of Bloomington
- Rosendale Park & Ride
- Hamlet of Tillson
- New Paltz Park & Ride
- New Paltz Trailways Bus Station





Ulster County Transit System Coordination & Development Plan

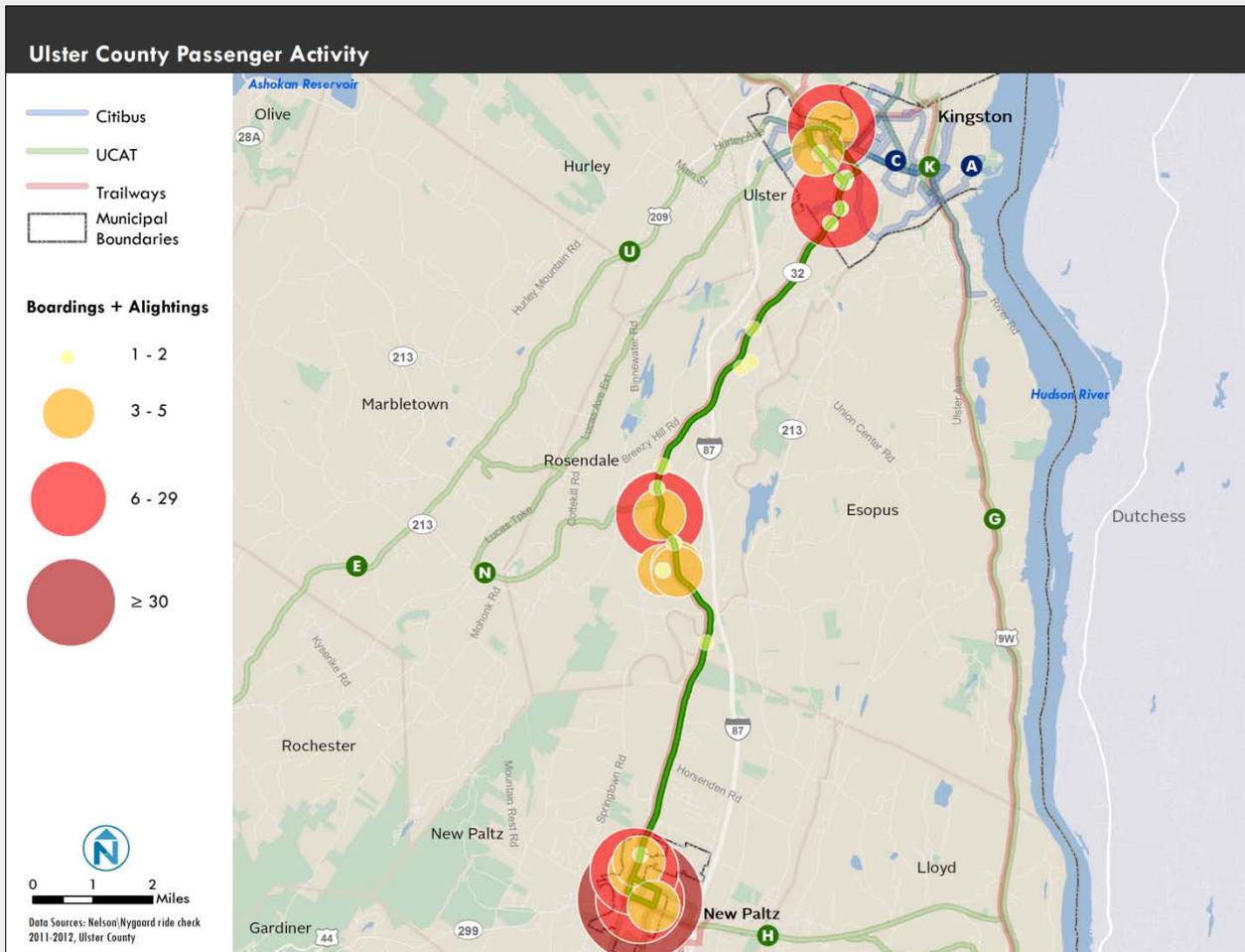


UCAT R ROUTE – KINGSTON / NEW PALTZ



Strengths:

- Above average ridership per revenue hour (10.9).
- One-seat connection between New Paltz and SUNY Ulster through inter-lined service (Route N).
- Provides most direct link between Golden Hill Complex and Kingston Plaza.



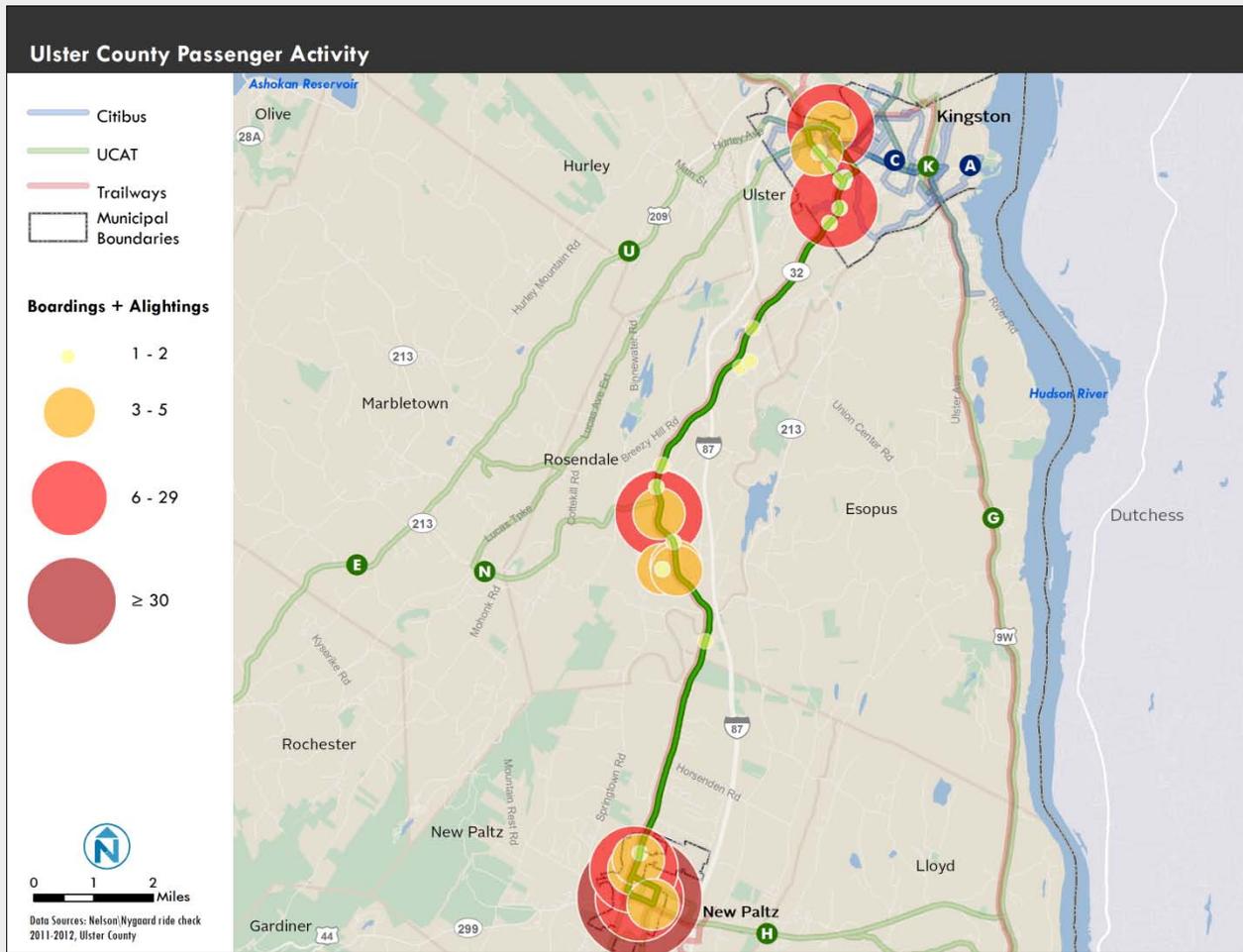


UCAT R ROUTE – KINGSTON / NEW PALTZ



Weaknesses:

- Long stretch of unproductive service between Golden Hill Complex and Rosendale.
- Redundant with UPL Route between New Paltz and Rosendale.



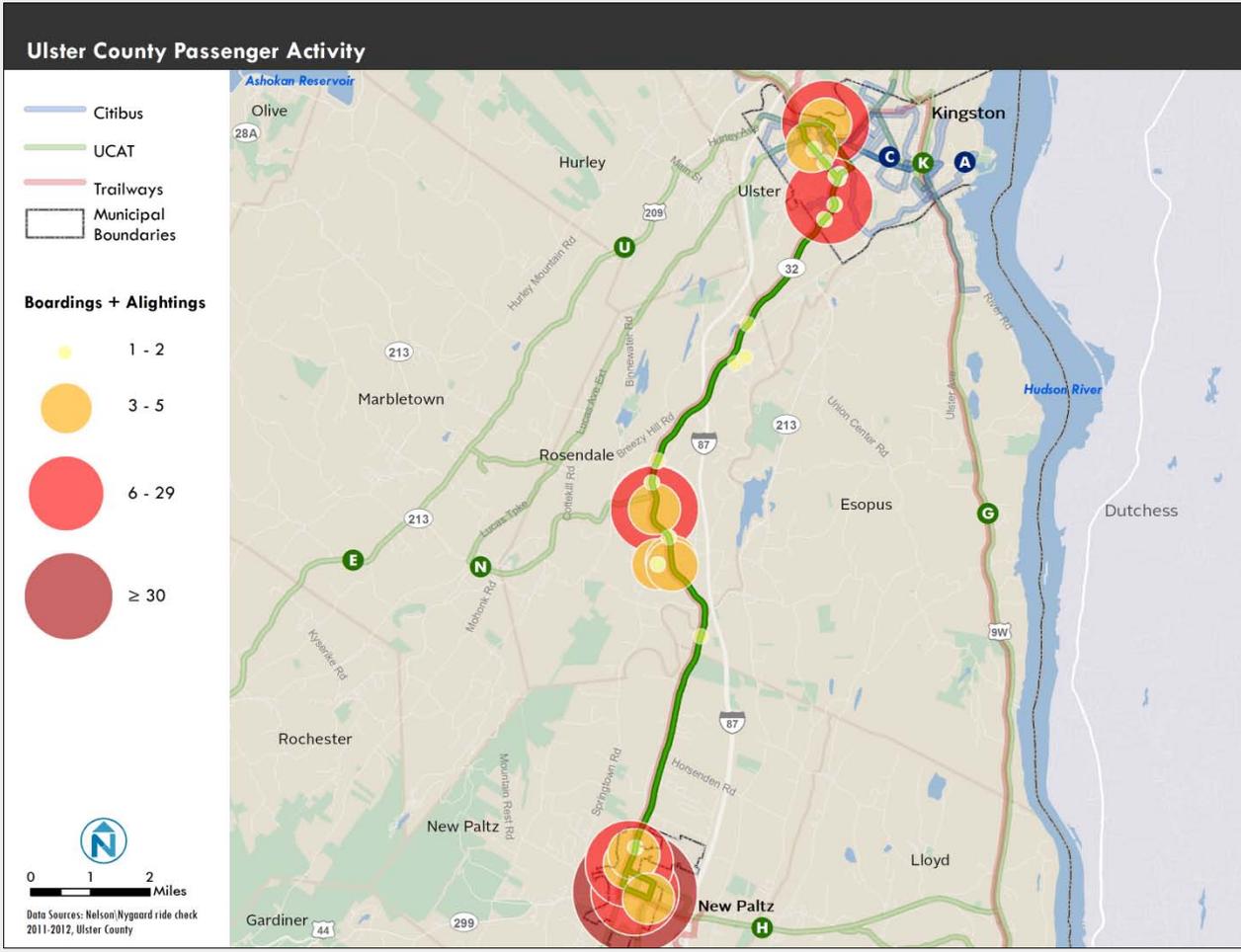


UCAT R ROUTE – KINGSTON / NEW PALTZ



Potential Improvements:

- Eliminate R Route.
- Inter-lining the E Route with the X Route could provide a bridge between the US 209 and NY 32.
- Ridership between the Golden Hill Complex and Rosendale is very light and served by Trailways flag stop service in the NY 32 corridor.
- Service from the Golden Hill Complex to Kingston Plaza can be provided by other UCAT or Citibus services.



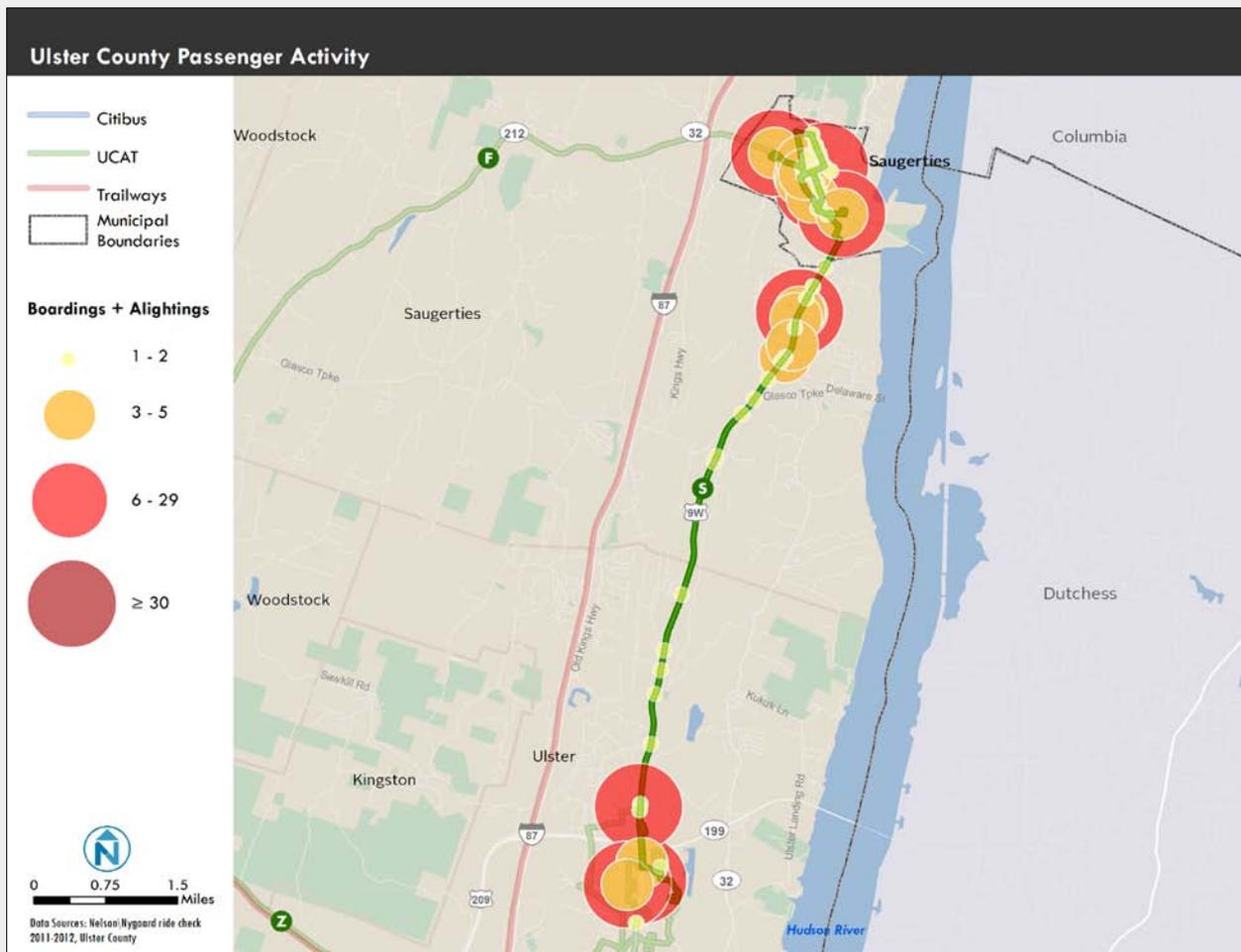


UCAT S ROUTE - ULSTER MALL / SAUGERTIES



Serves:

- Saugerties Price Chopper
- Saugerties Post Office
- Greco Memorial Senior Citizens Recreation Center
- Saugerties Public Library
- Saugerties Main Street Commercial District
- The Mill Senior Residences
- Simmons Retail Plaza
- Lake Katrine Adams Faircare Farm
- Social Security Administration
- Hudson Valley Mall

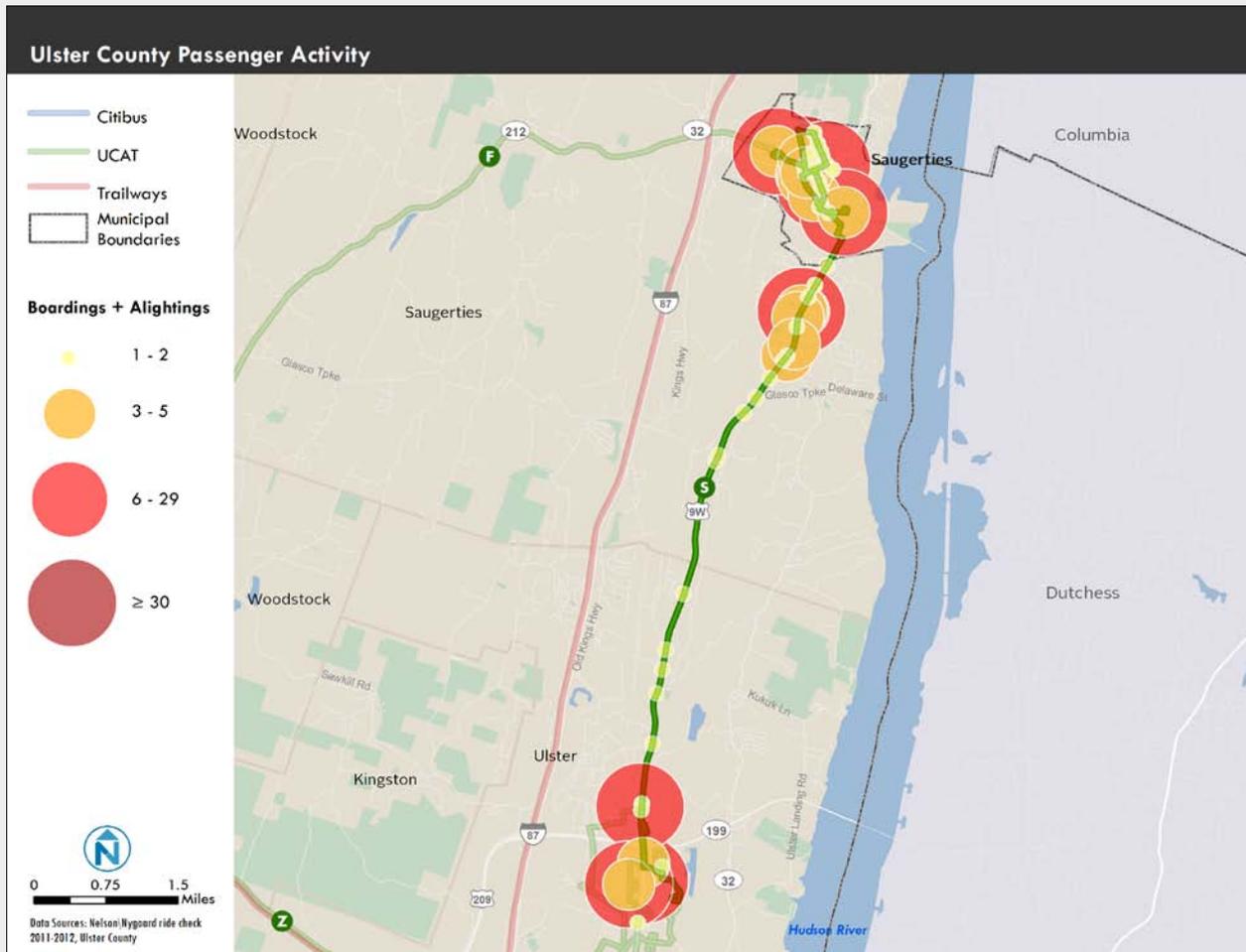


UCAT S ROUTE - ULSTER MALL / SAUGERTIES



Strengths:

- Above average ridership per revenue hour (11.3).
- Fifth highest ridership of all UCAT and Citibus Routes, even with likely undercounting due to inter-lining.
- Provides one-seat connection to Kingston through inter-line with Route K.



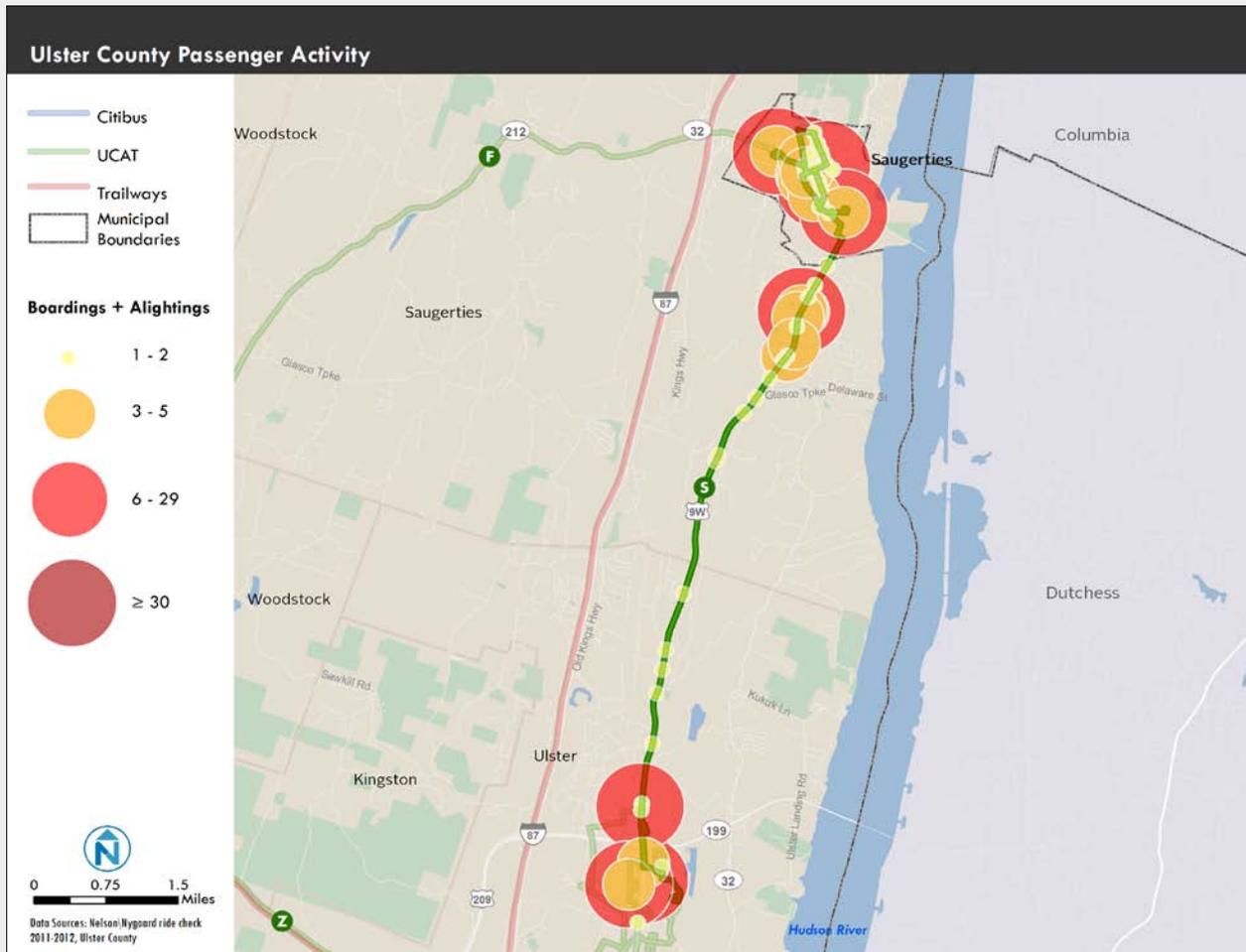


UCAT S ROUTE - ULSTER MALL / SAUGERTIES



Weaknesses:

- Long stretch of unproductive service between southern end of Saugerties and Lake Katrine.
- Unproductive deviation to serve Adams Faircare Farms.
- Time consuming routing through the Mall Area for passengers riding through to K Route.
- No indication of inter-line with K Route on passenger schedules.
- Long travel times for passengers heading from Saugerties to SUNY Ulster.



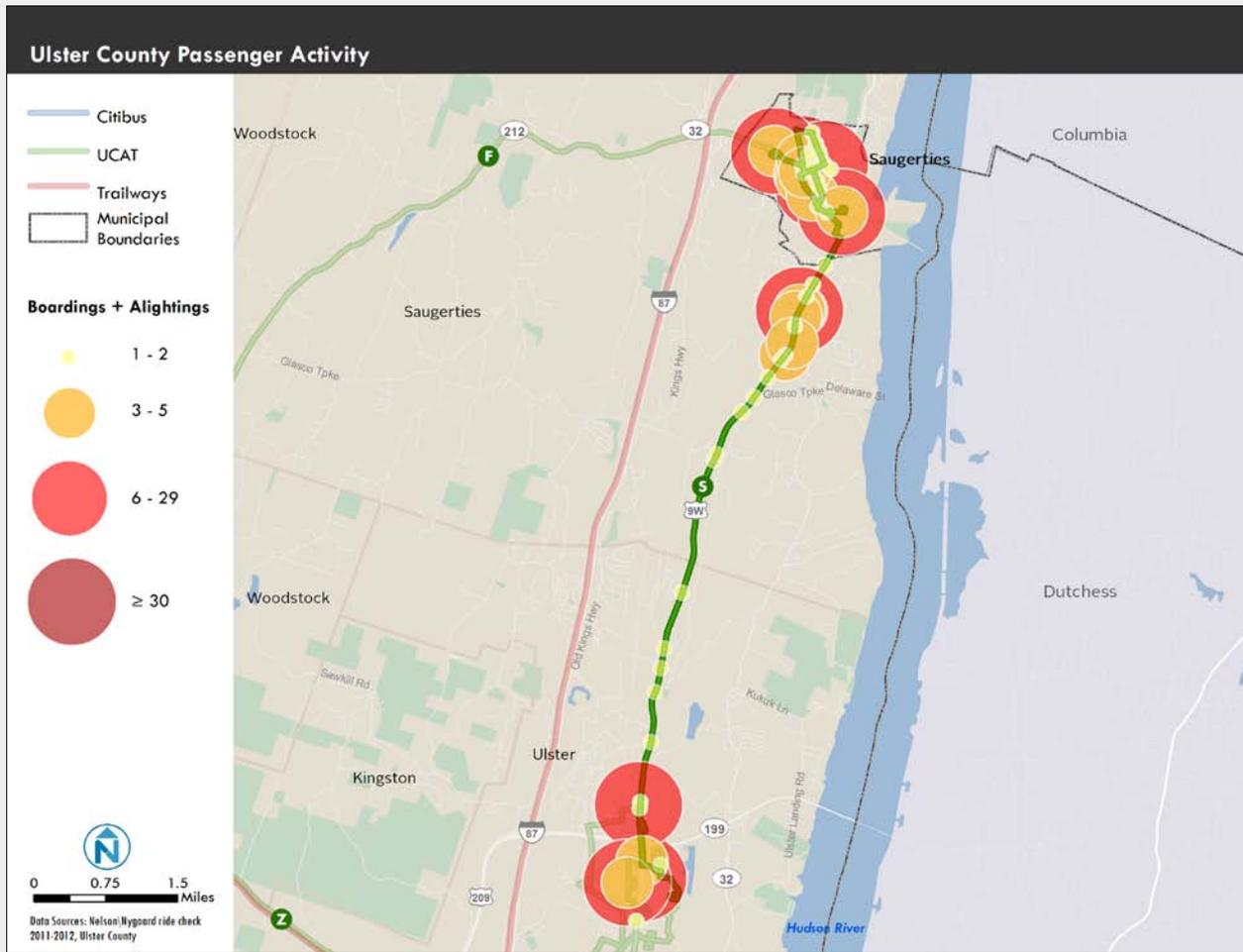


UCAT S ROUTE - ULSTER MALL / SAUGERTIES



Potential Improvements:

- Avoid Hudson Valley Mall if the M Route is operating – this time could be better spent improving service frequency, on-time performance, or both on the K and S Routes.
- Consolidate K Route and S Route into one route to simplify service and provide one-seat ride between Saugerties and Kingston.
- Express service to SUNY Ulster – Saugerties is the most populated point in Ulster County, north of Kingston.



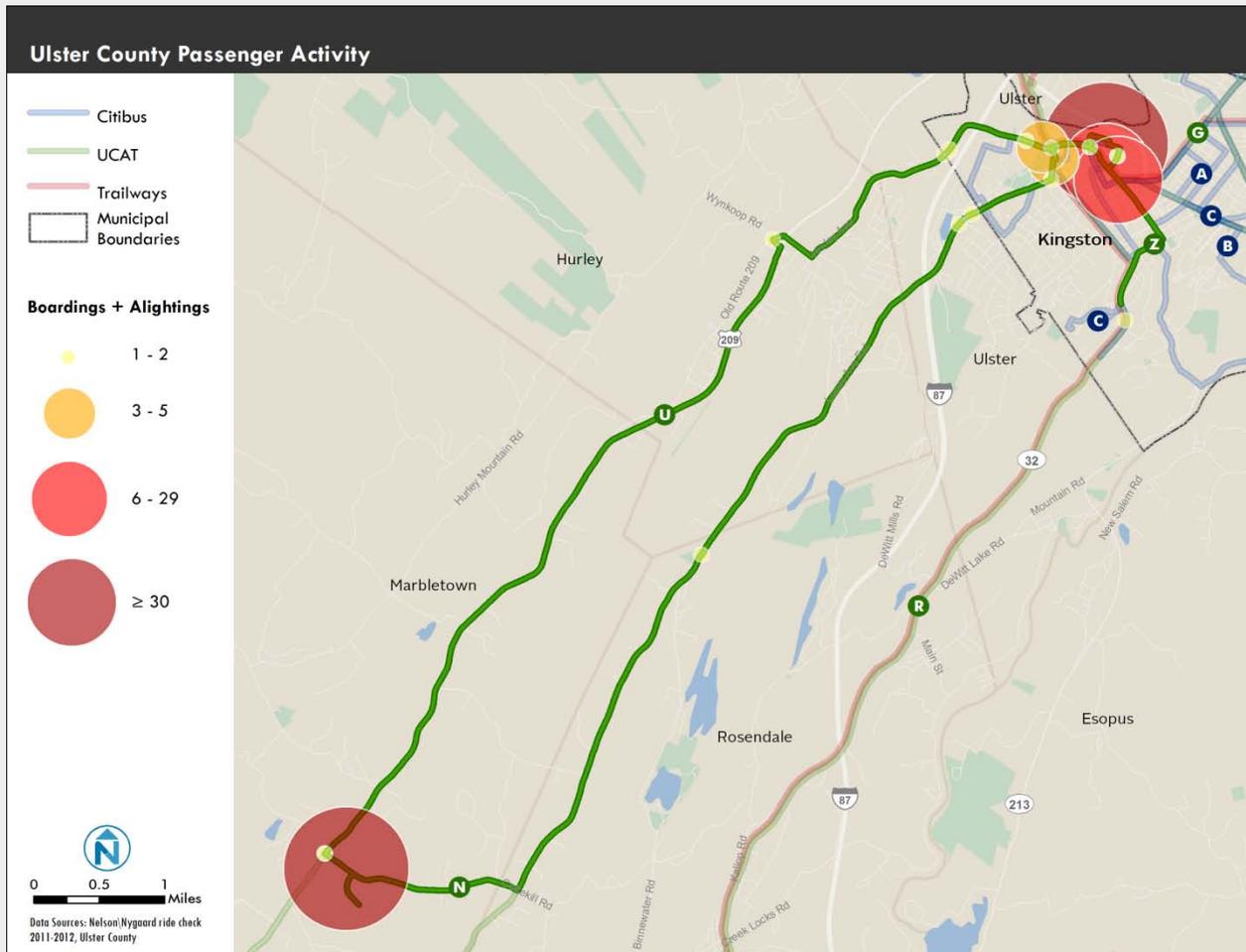


UCAT U ROUTE - KINGSTON / SUNY ULSTER



Serves:

- Hannaford / Kingston Plaza
- Kingston Trailways Bus Station
- VA Kingston Clinic
- Stony Run Apartments
- Hamlet of Hurley
- Hamlet of Marbletown
- SUNY Ulster
- Hamlet of Cottekill



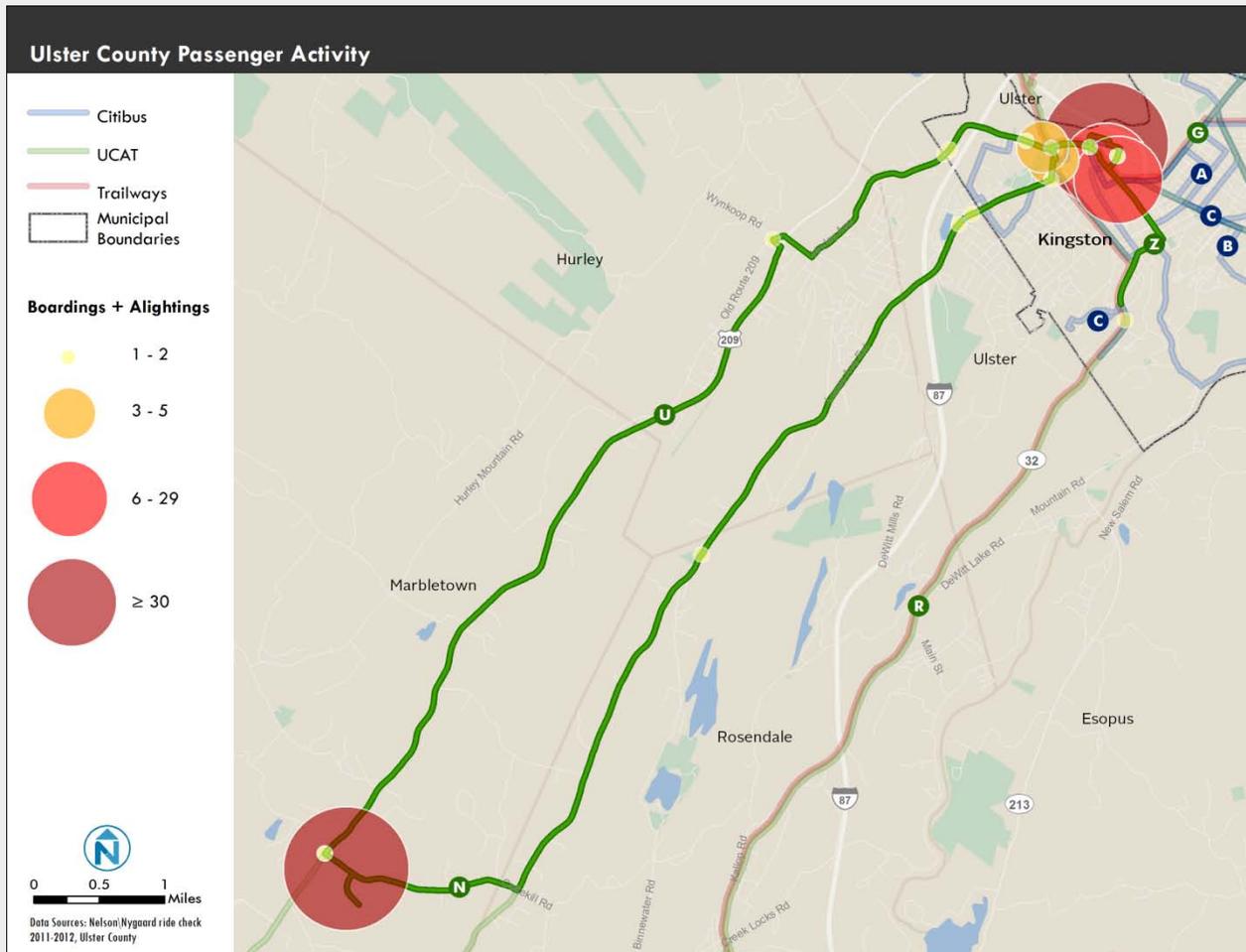


UCAT U ROUTE - KINGSTON / SUNY ULSTER



Strengths:

- 2nd highest weekday ridership (182 boardings) among all UCAT and Citibus routes.
- Highest ridership per revenue hour (24.2) of all UCAT and Citibus routes.
- Clever alternating routing between US 209 and Lucas Avenue to provide appropriate frequency for low-demand area.
- Very direct route connecting well-defined anchors (Kingston and SUNY Ulster).



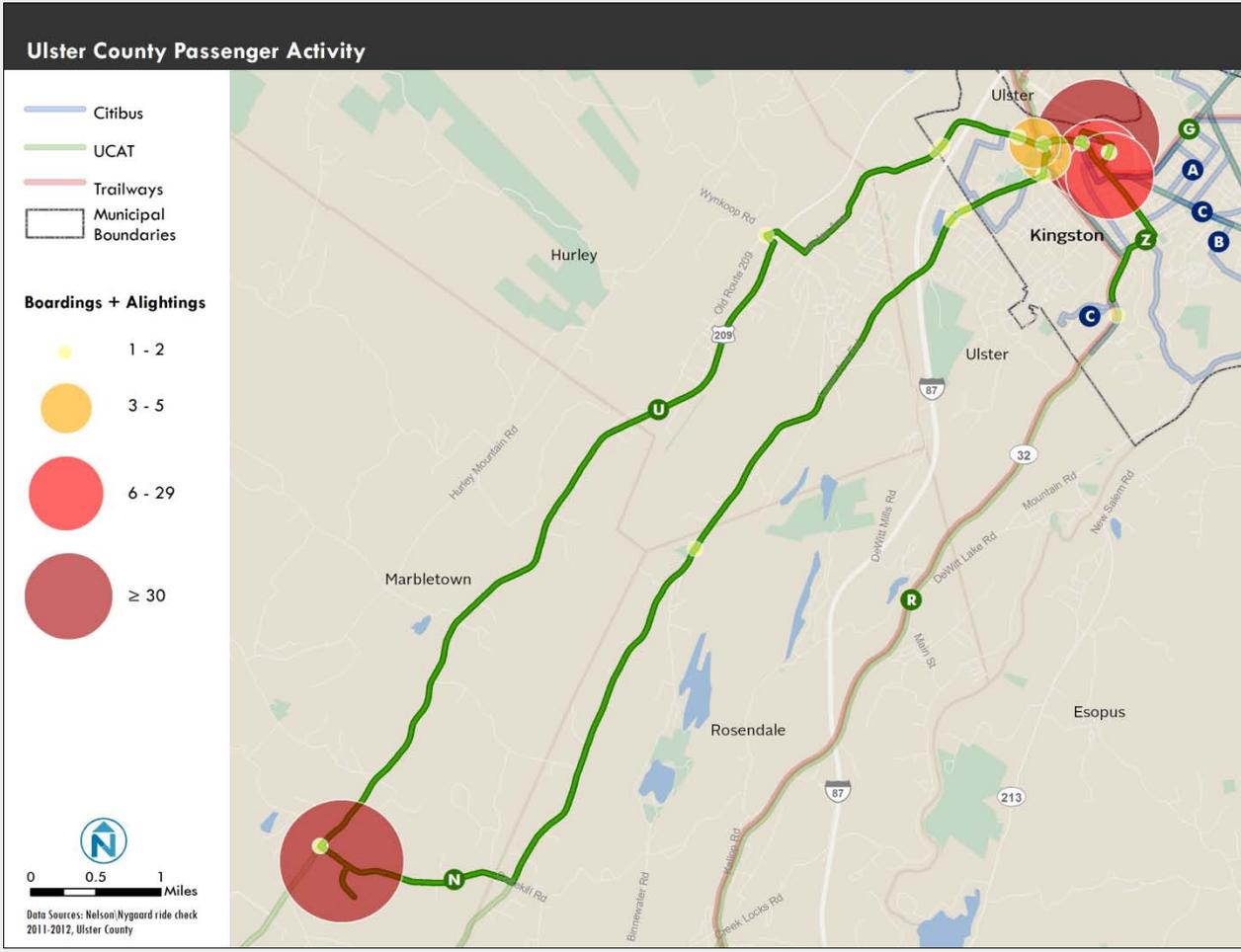


UCAT U ROUTE - KINGSTON / SUNY ULSTER



Weaknesses:

- Very low Saturday ridership (4 boardings).



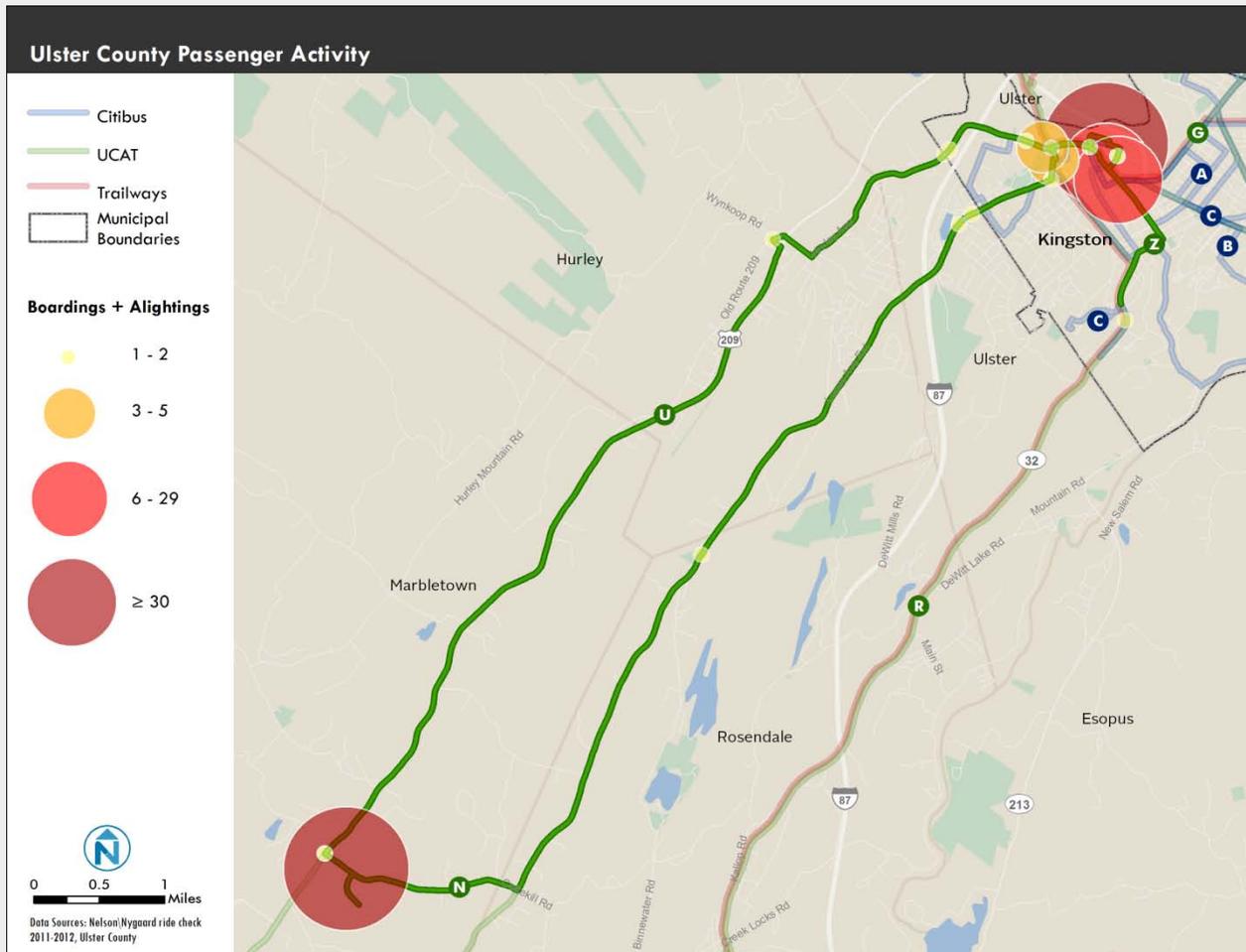


UCAT U ROUTE - KINGSTON / SUNY ULSTER



Potential Improvements:

- Add Saturday service to E Route – the E Route feeds passengers to the U Route on weekdays, and without the service operating on Saturday, the U Route just serves an empty college campus.
- Eliminate Saturday service – without E Route feeder service on Saturdays, there is little point in operating the U Route.





Ulster County Transit System Coordination & Development Plan

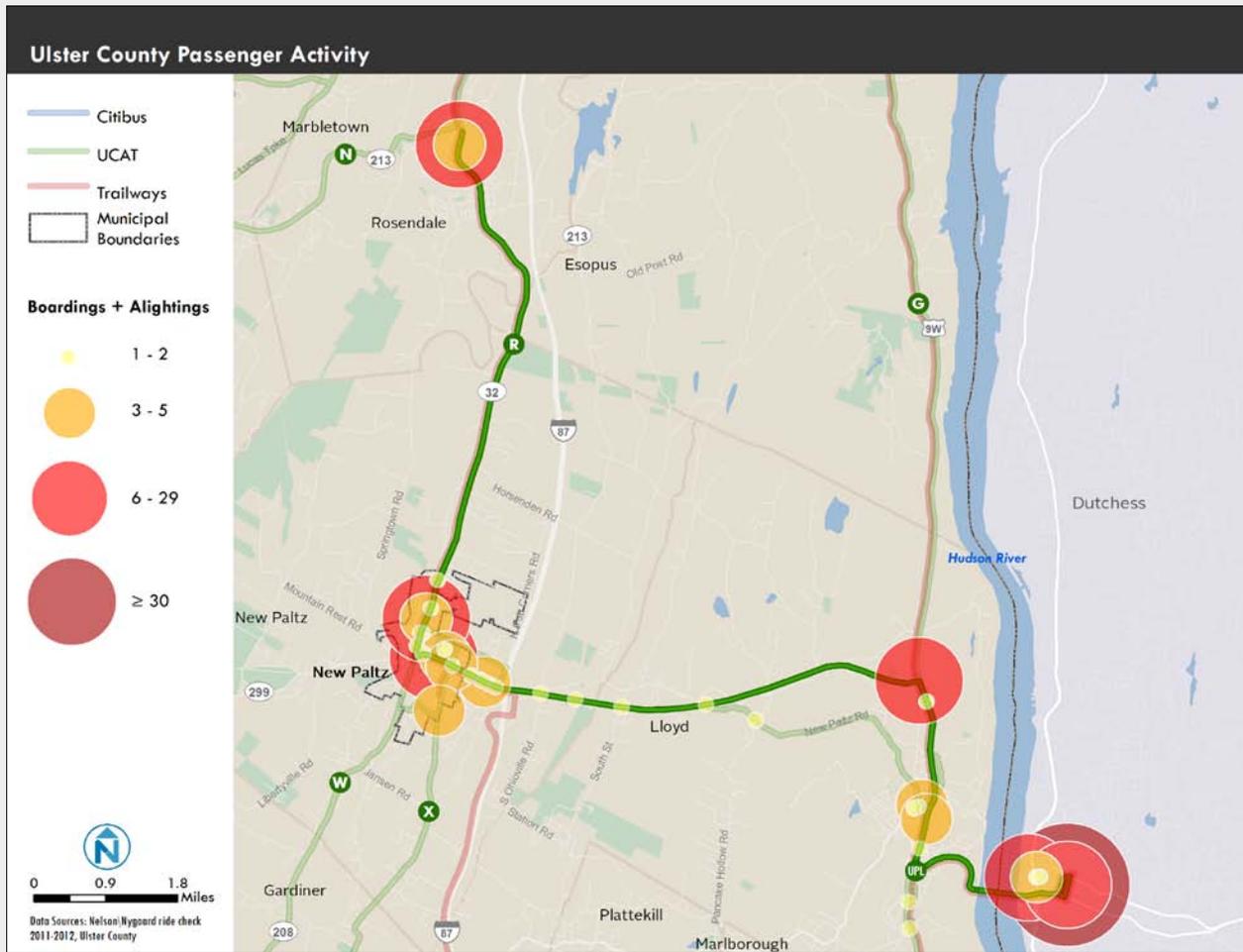


UCAT UPL ROUTE - ULSTER / POUGHKEEPSIE LINK



Serves:

- Rosendale Park & Ride
- Hamlet of Tillson
- New Paltz Park & Ride
- New Paltz Trailways Bus Station
- New Paltz Stop & Shop
- New Paltz ShopRite
- Highland Park & Ride
- Hamlet of Highland
- Downtown Poughkeepsie
- Poughkeepsie Station





Ulster County Transit System Coordination & Development Plan

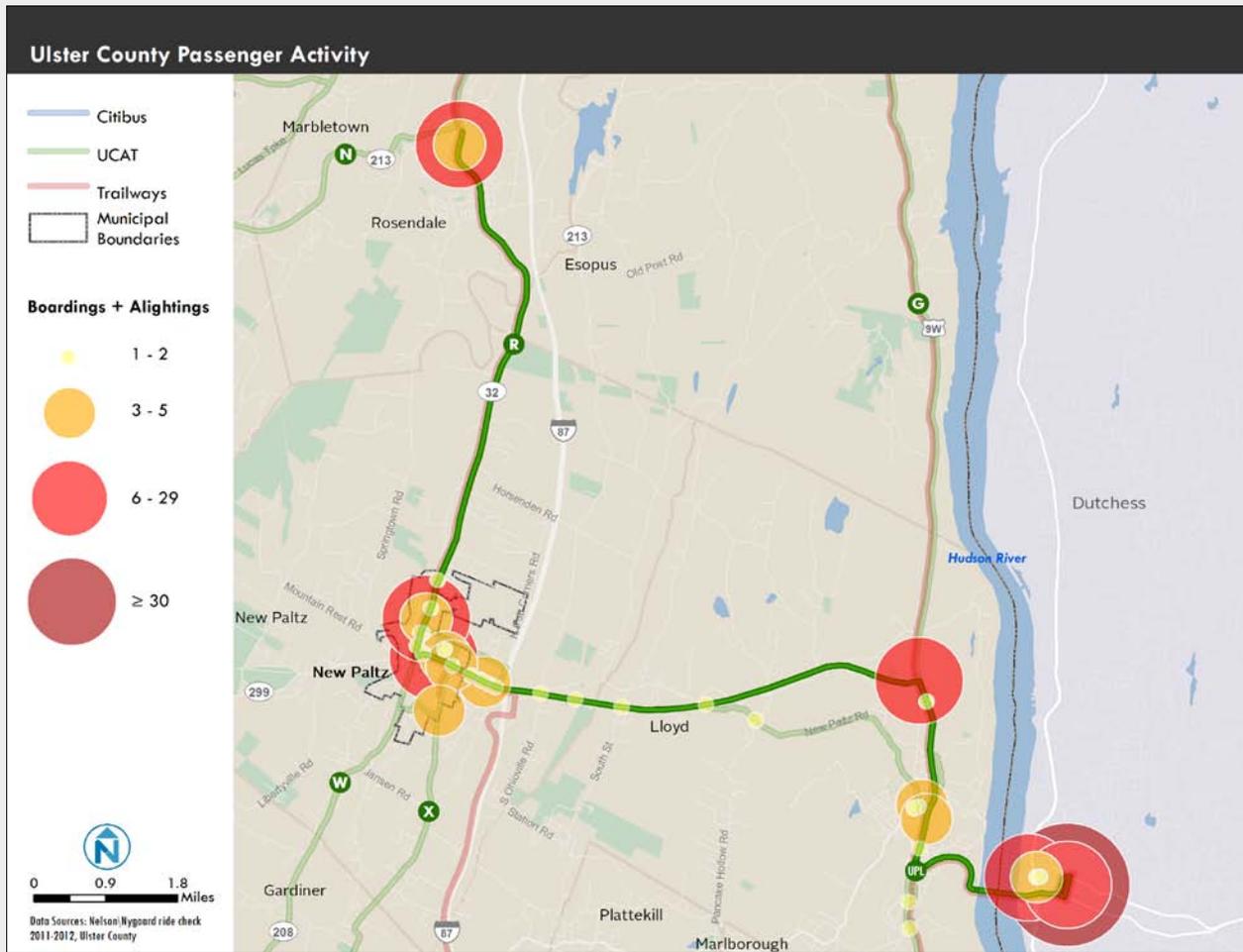


UCAT UPL ROUTE - ULSTER / POUGHKEEPSIE LINK



Strengths:

- Provides important regional connections to Poughkeepsie / Dutchess County and the Metro-North Railroad with service to New York City.
- 3rd highest weekday ridership (157 boardings) and highest Saturday ridership (87 boardings) of all UCAT and Citibus routes.
- Joint fare and marketing efforts with Metro-North Railroad for passenger convenience.



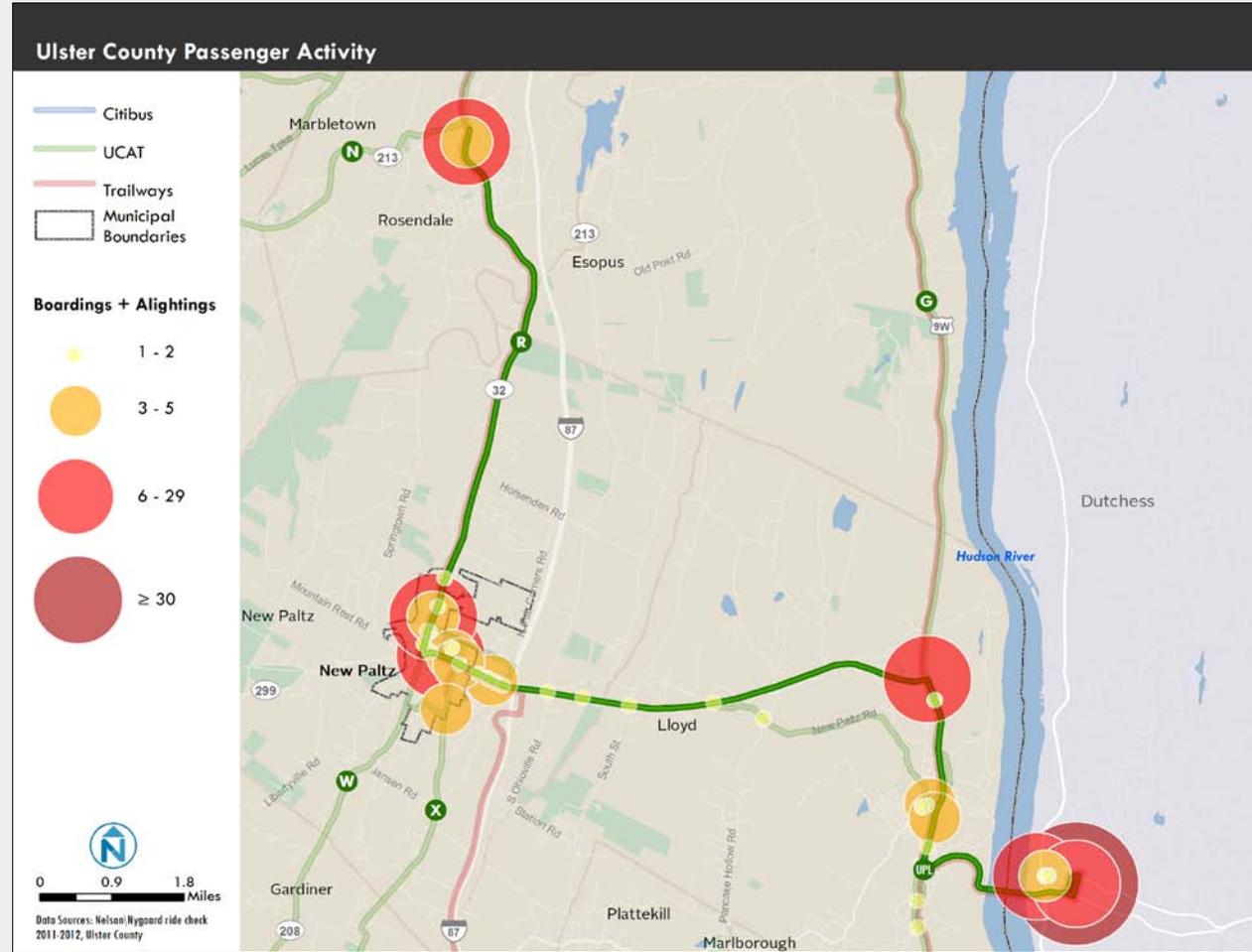


UCAT UPL ROUTE - ULSTER / POUGHKEEPSIE LINK



Weaknesses:

- Very irregular schedule with multiple variants – can be confusing for passengers.



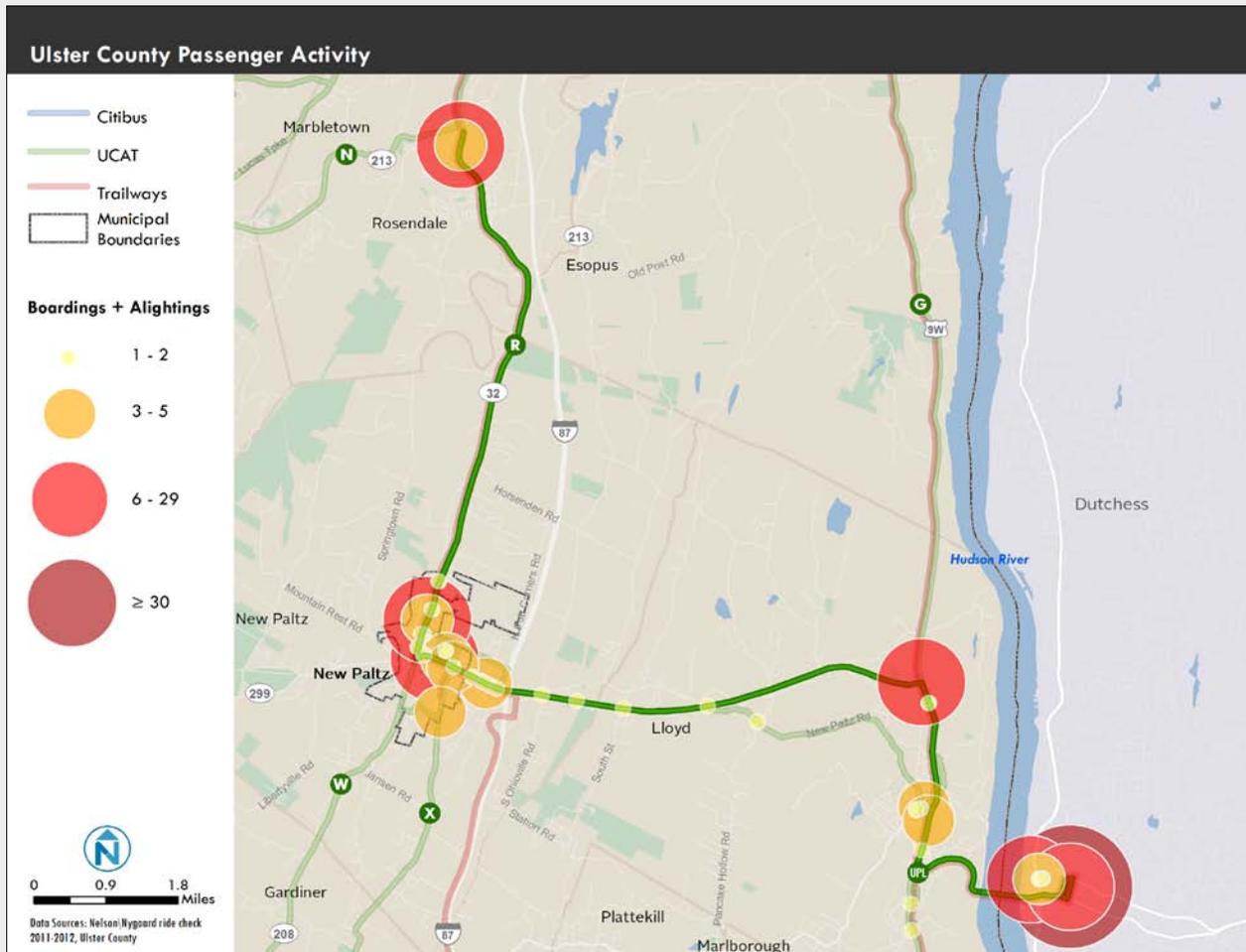


UCAT UPL ROUTE - ULSTER / POUGHKEEPSIE LINK



Potential Improvements:

- Simplify passenger schedule – as a general rule, transit services attract more passengers if they are simple and consistent, and this is especially true for high-profile regional commuter routes.
- Avoid deviations from direct path of travel to serve local destinations like Wingate and Bridgeview Plaza – these destinations should be served by local services.



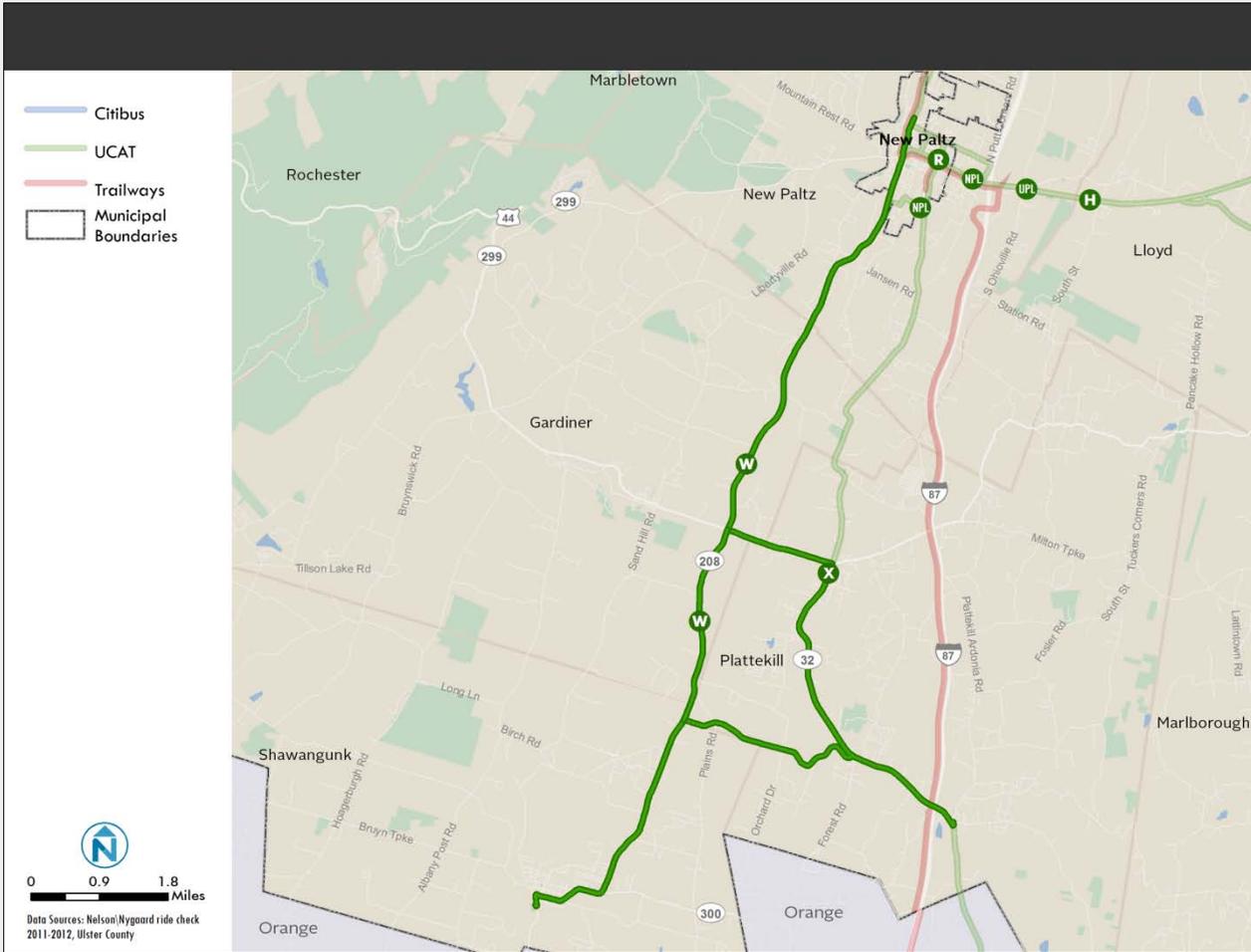


UCAT W ROUTE – NEW PALTZ / WALLKILL / PLATTEKILL



Serves:

- New Paltz Park & Ride
- SUNY New Paltz
- Hamlet of Modena
- Hamlet of Plattekill
- Hamlet of Walkill





Ulster County Transit System Coordination & Development Plan

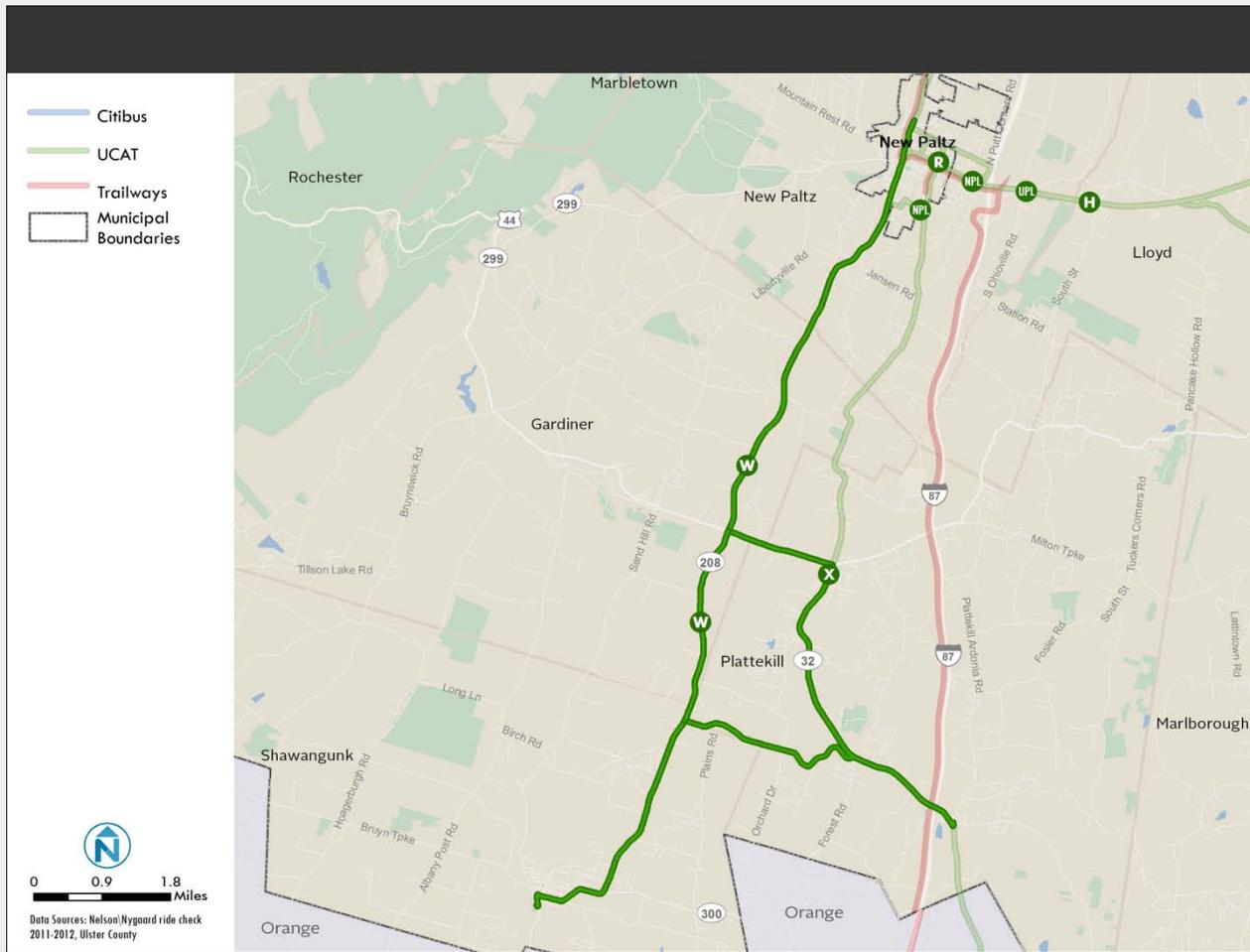


UCAT W ROUTE – NEW PALTZ / WALLKILL / PLATTEKILL



Strengths:

- Provides service to several dispersed communities south of New Paltz.



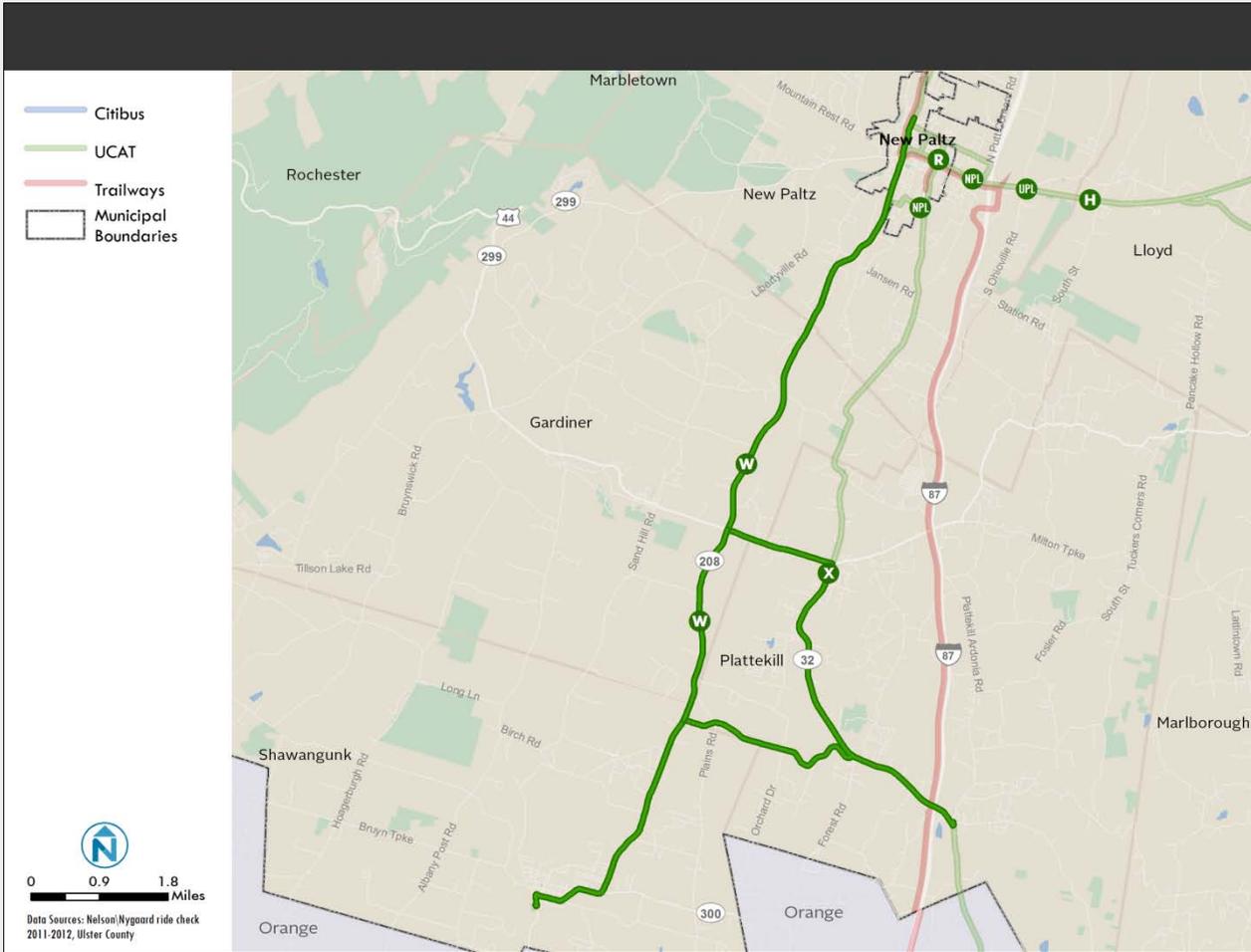


UCAT W ROUTE – NEW PALTZ / WALLKILL / PLATTEKILL



Weaknesses:

- Circuitous routing.
- Very low ridership.
- Ulster County hamlets south of New Paltz are too widely dispersed to serve effectively with fixed-route transit





Ulster County Transit System Coordination & Development Plan

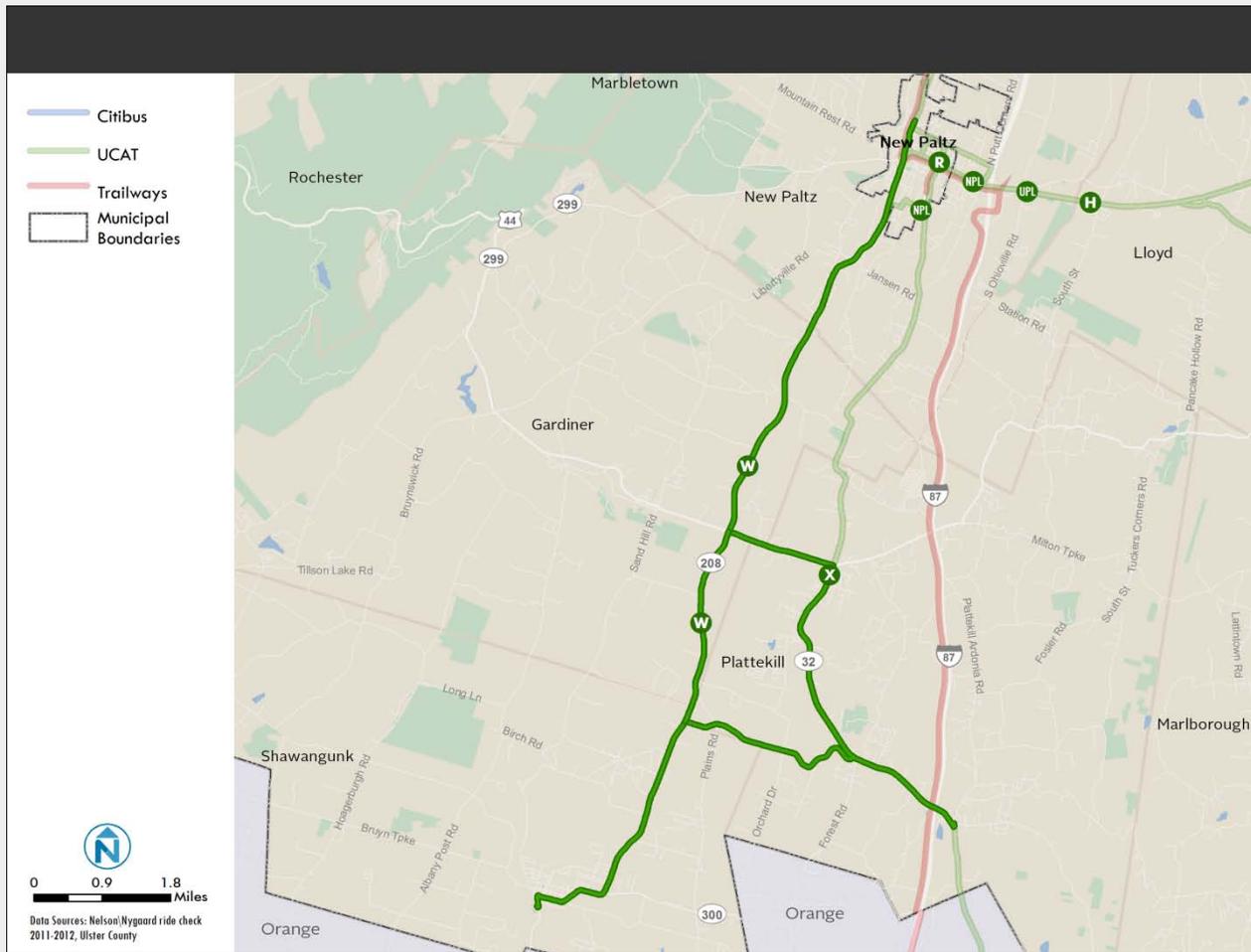


UCAT W ROUTE – NEW PALTZ / WALLKILL / PLATTEKILL



Potential Improvements:

- Replace fixed-route service with anchored “flex” service – could be anchored at New Paltz, Platkill, and Wallkill.
- Anchored flex service would not necessitate ADA complementary paratransit service, which is required for fixed-route service.



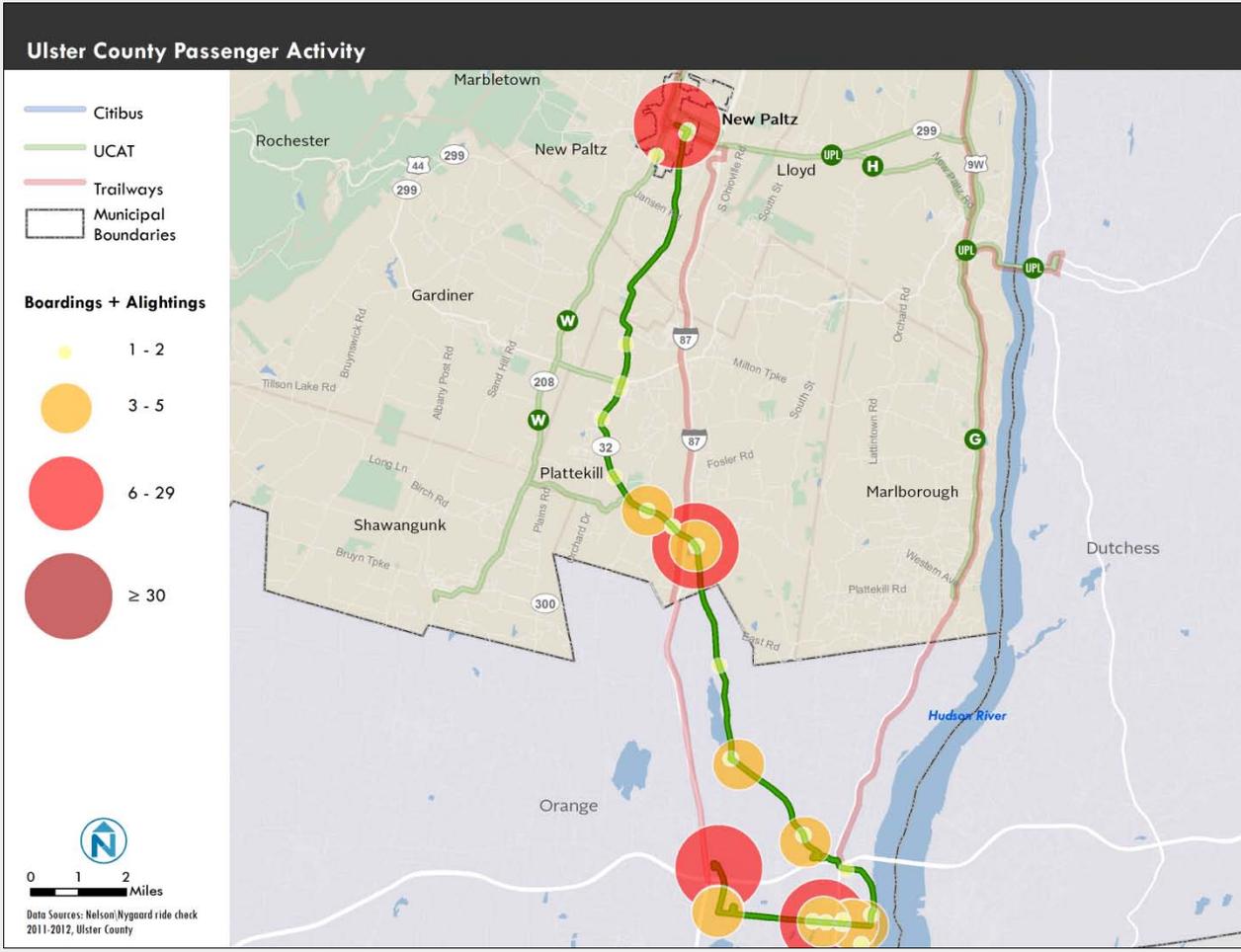


UCAT X ROUTE - NEW PALTZ / NEWBURGH



Serves:

- New Paltz Trailways Bus Station
- SUNY New Paltz
- Hamlet of Modena
- Hamlet of Plattekill
- Newburgh Justice Center
- Newburgh ShopRite
- Mid-Valley Mall
- Newburgh Waterfront
- SUNY Orange
- Orange-Ulster BOCES
- Newburgh Target
- Newburgh Shortline Bus Terminal
- Newburgh Mall



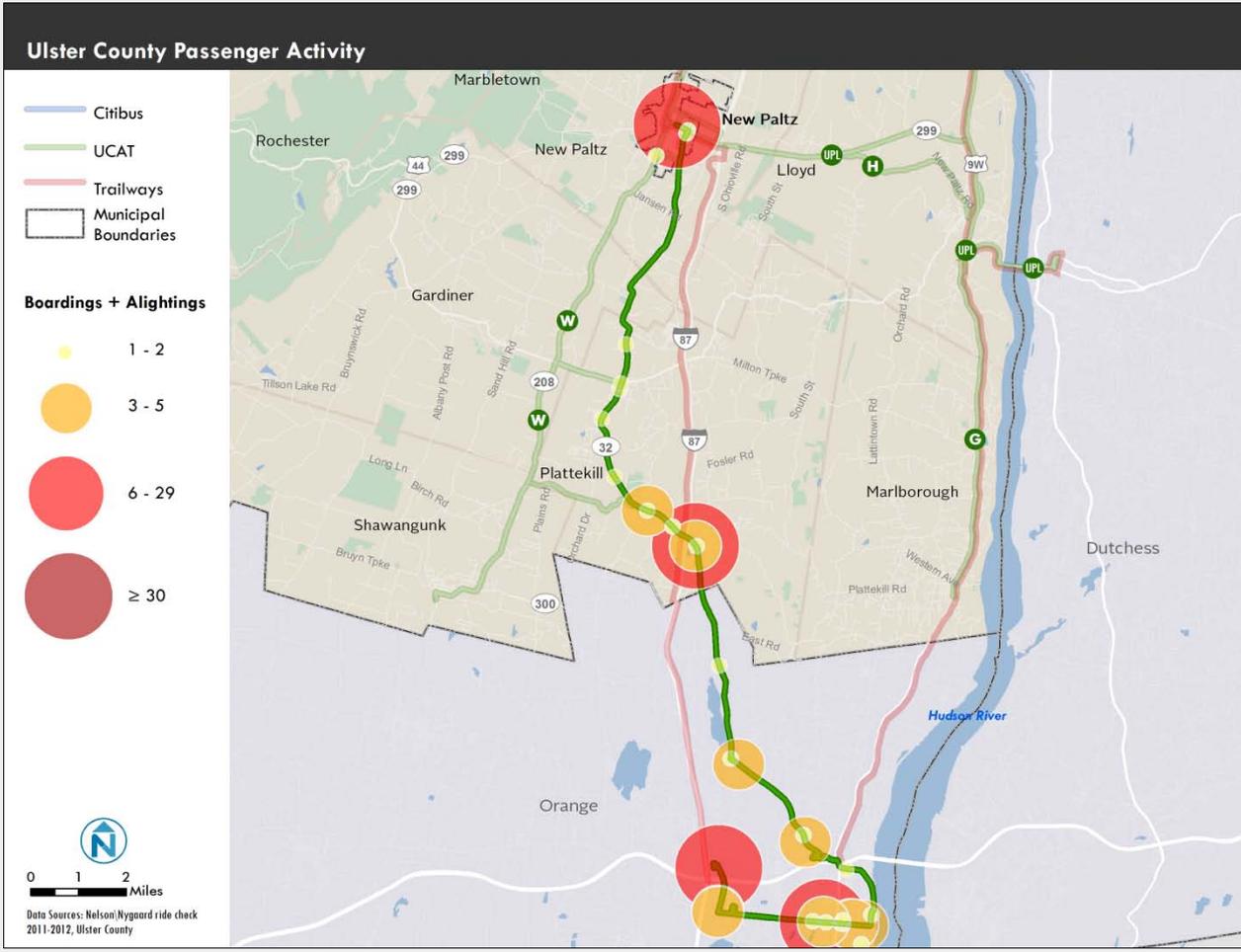


UCAT X ROUTE - NEW PALTZ / NEWBURGH



Strengths:

- Provides important regional connections to Newburgh / Orange County.
- Direct route with clean schedule and three strong anchors (New Paltz, Plattekill, Newburgh).
- Above average ridership per trip (6.2).



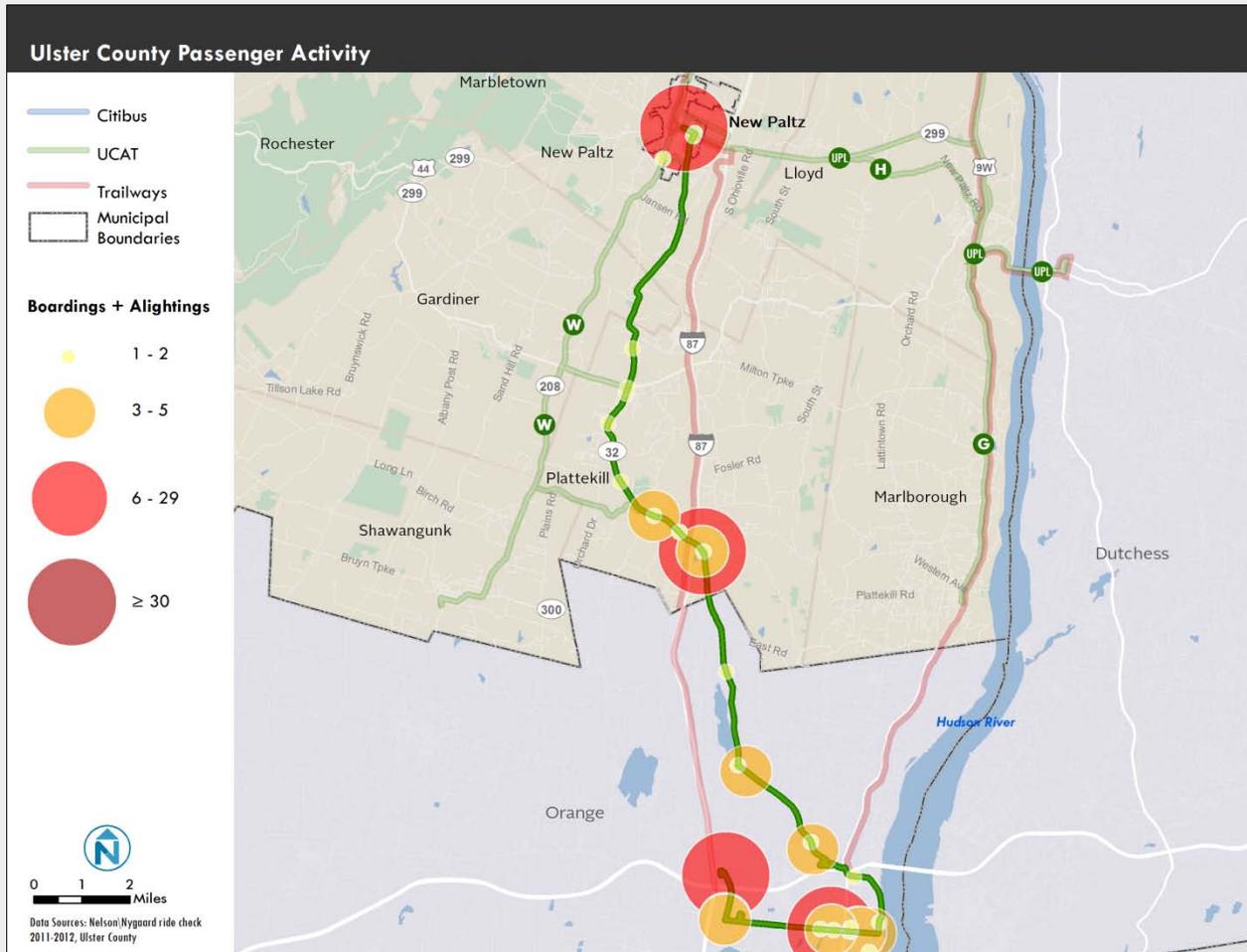


UCAT X ROUTE - NEW PALTZ / NEWBURGH



Weaknesses:

- Poor on-time performance (44%).
- Below average ridership per revenue hour (6.3).



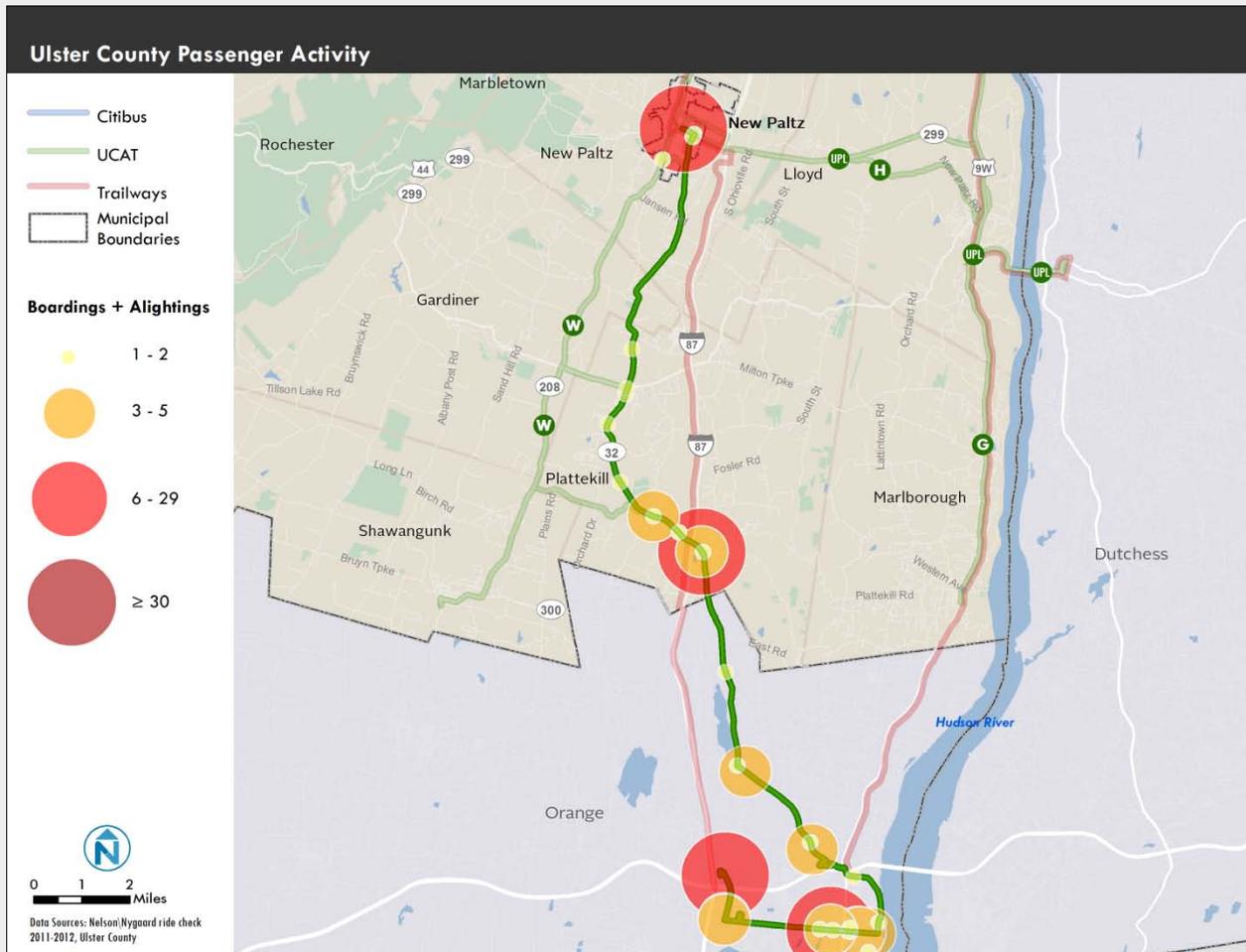


UCAT X ROUTE - NEW PALTZ / NEWBURGH



Potential Improvements:

- Interline or consolidate X and E Route to provide a bridge between the US 209 corridor and the NY 32 corridor - would allow for the elimination of both the N and R Route.
- The two routes provide relatively comparable levels of service, making them a good match for inter-lining.





Ulster County Transit System Coordination & Development Plan

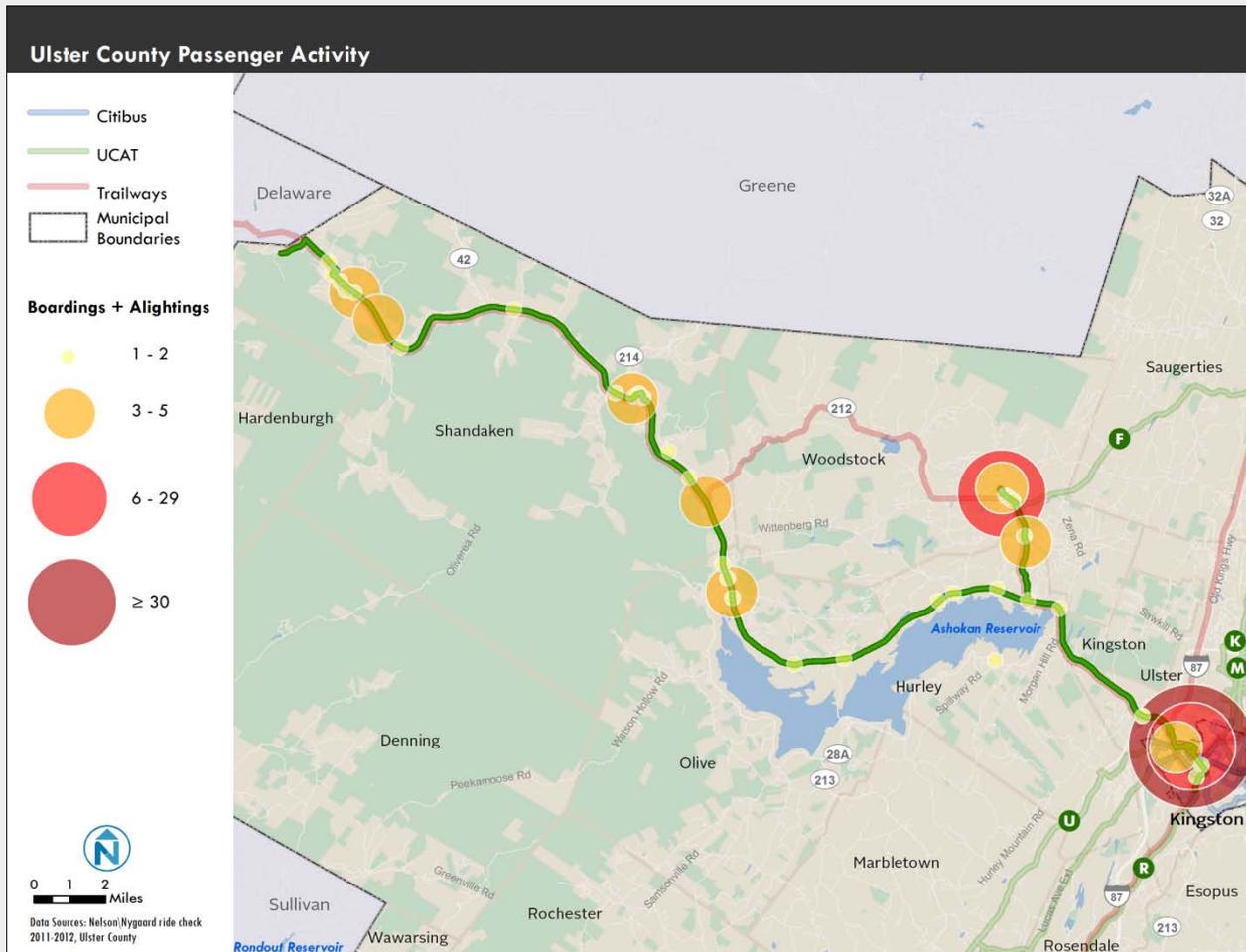


UCAT Z ROUTE – KINGSTON / WOODSTOCK / PINE HILL / BELLEAYRE



Serves:

- Hannaford / Kingston Plaza
- Kingston Trailways Bus Station
- Hamlet of West Hurley
- Woodstock Trailways Bus Station (Houst & Son Hardware)
- Hamlet of Boiceville
- Hamlet of Mt. Tremper
- Phoenicia Trailways Bus Station (Morne Imports)
- Hamlet of Shandaken
- Hamlet of Big Indian
- Hamlet of Pine Hill
- Belleayre Mountain Ski Resort (November 15 to April 15)



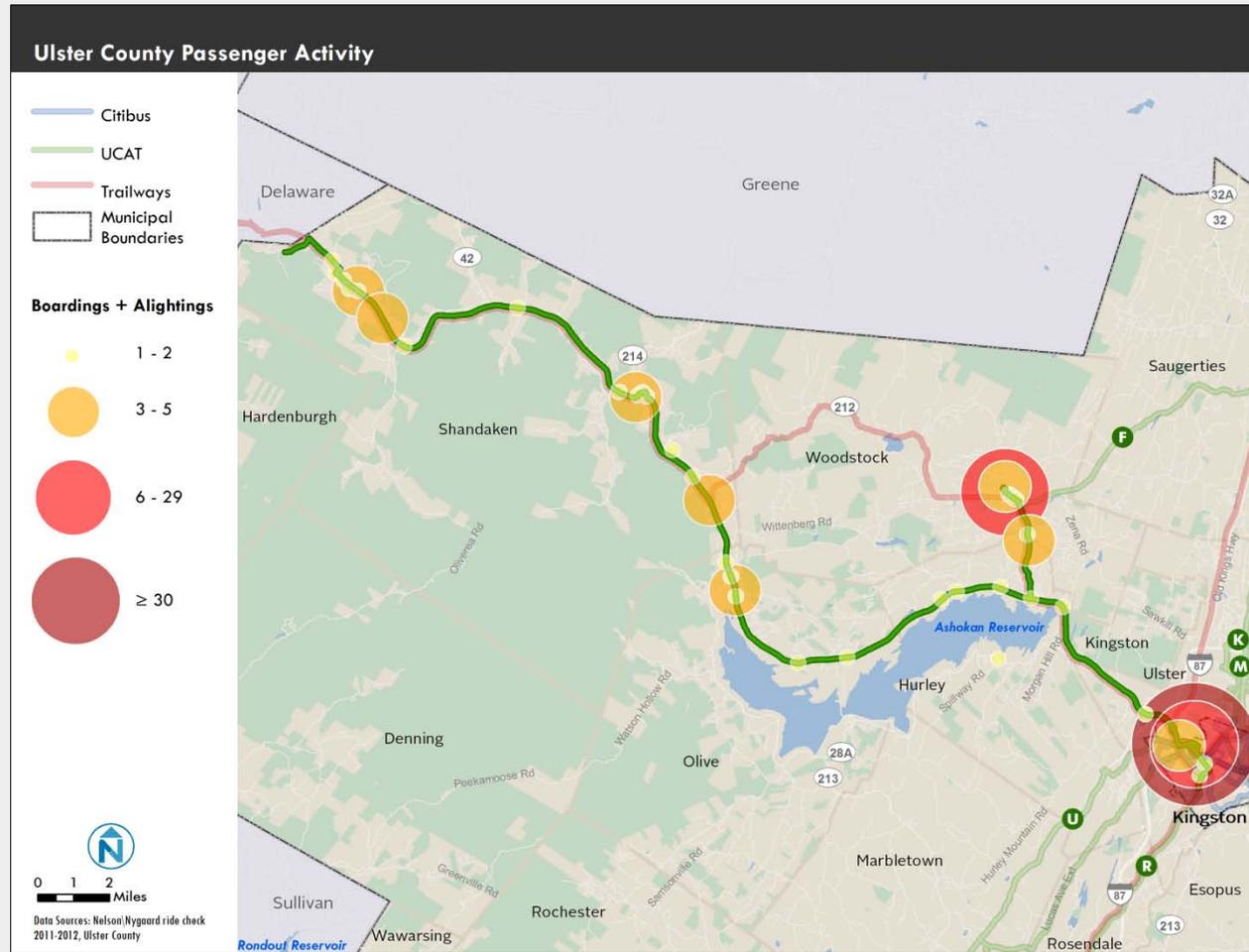


UCAT Z ROUTE – KINGSTON / WOODSTOCK / PINE HILL / BELLEAYRE



Weaknesses:

- Very long trips to Pine Hill, made even longer by deviation to Woodstock.
- Service times out of balance with demand on some trips.



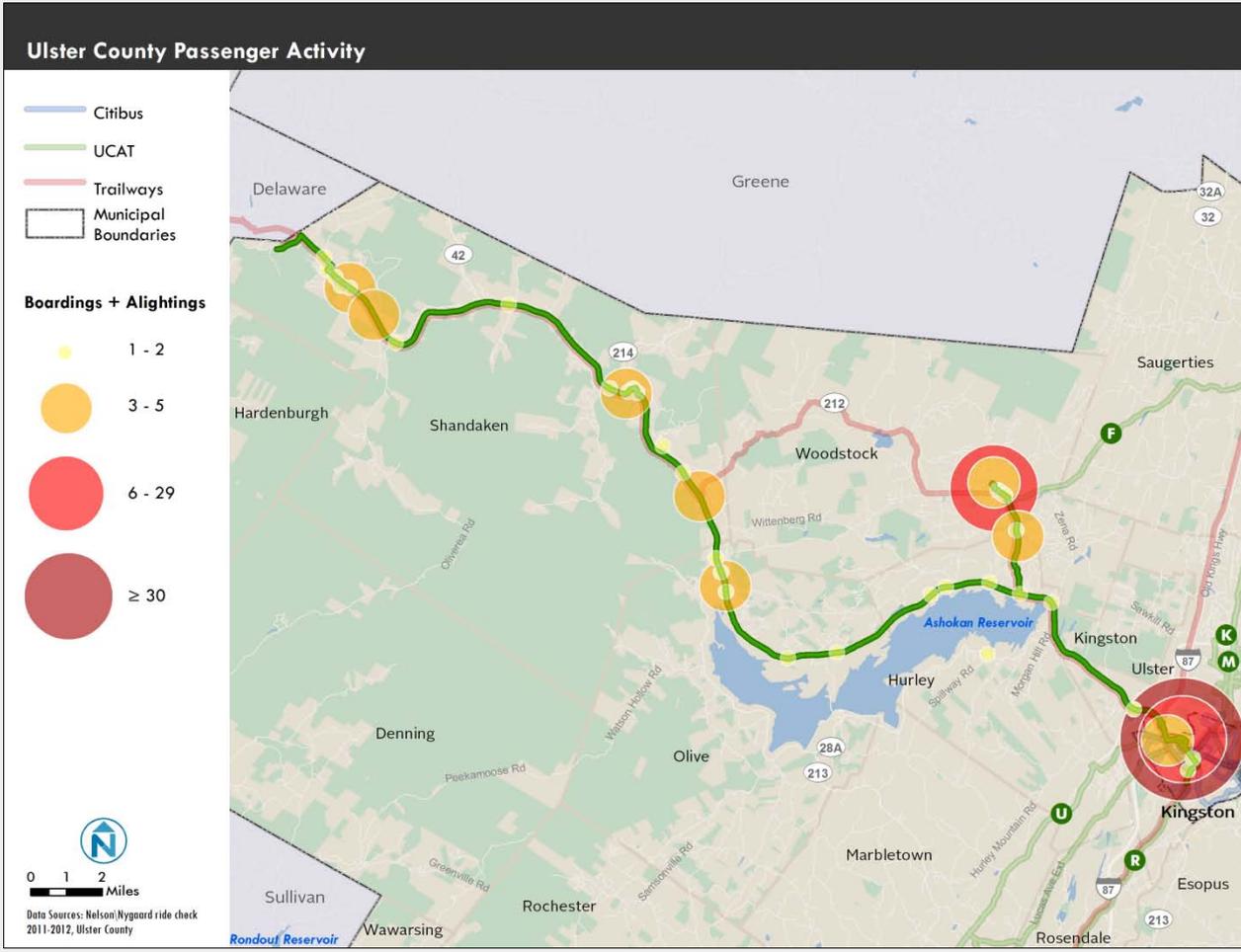


UCAT Z ROUTE – KINGSTON / WOODSTOCK / PINE HILL / BELLEAYRE



Potential Improvements:

- Consider satellite bus storage location to avoid long, unproductive “dead-head” runs.
- Buses assigned to the route could be rotated out periodically, so that regular preventative maintenance can be performed at the main UCAT maintenance facility.

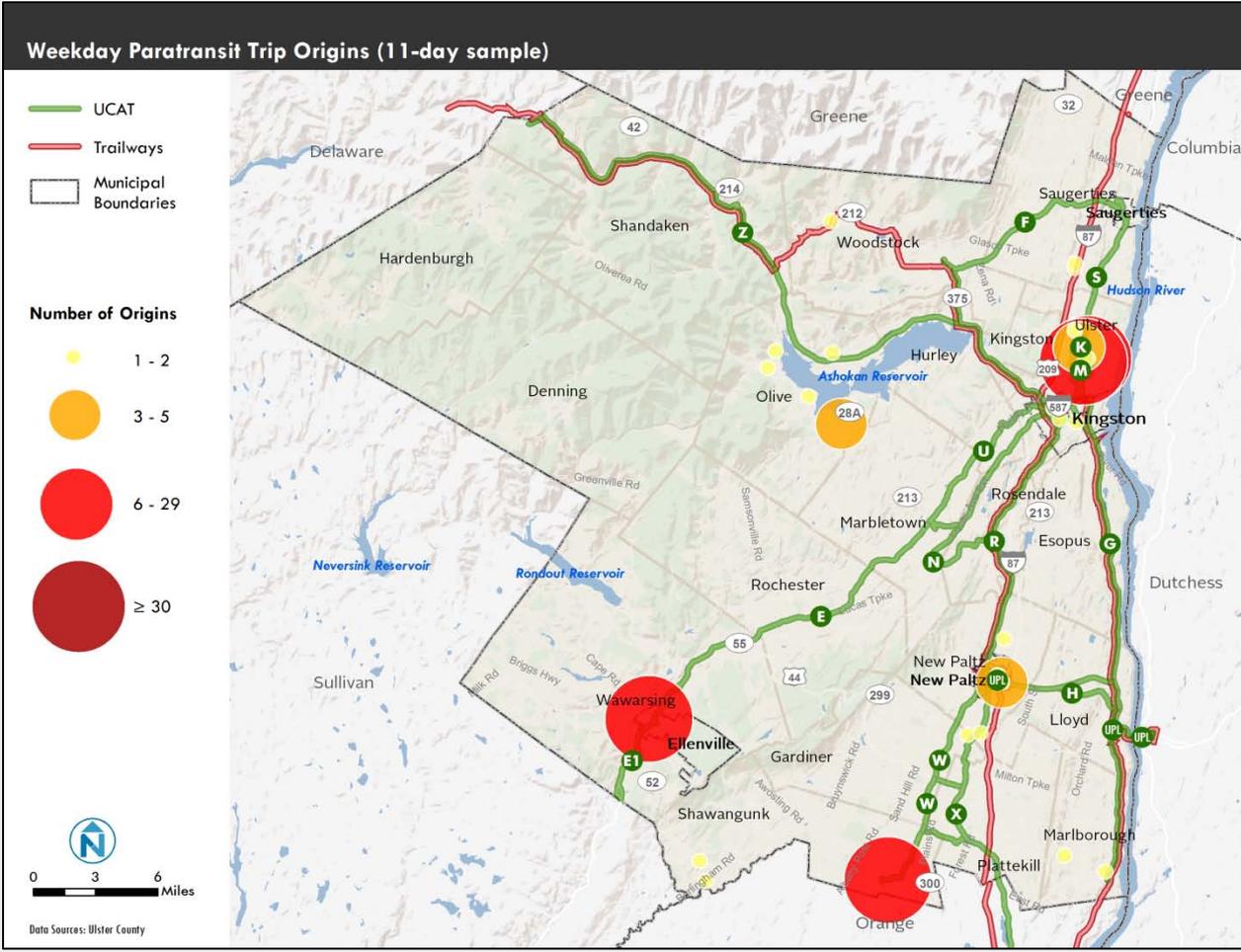




UCAT RURAL ROUTE SERVICE

Observations:

- During the survey period there were 106 trips taken on the Rural Route service.
- The greatest number of trip origins (not including Kingston or the Mall Area) were from Ellenville, Walkill, Olivebridge, and New Paltz.



Citibus A Route

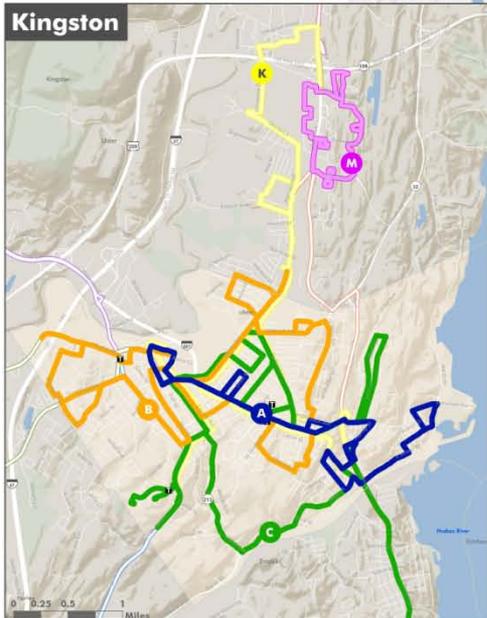
Strengths	Weaknesses
<ul style="list-style-type: none"> Direct route, few deviations Connects two well-defined anchors Runs along a good transit corridor with a mix of uses 	<ul style="list-style-type: none"> Circuitous routing in downtown, which adds travel time Inconsistent service along O'Neil, Smith, and Downs loop Service gaps for driver breaks
Potential Improvements	
<ul style="list-style-type: none"> Simplify routing in downtown to speed up service Provide consistent routing as much as possible Eliminate service disruptions associated with driver breaks Pulse schedules 	

Citibus B Route

Strengths	Weaknesses
<ul style="list-style-type: none"> High weekday ridership and weekday ridership per trip Serves several major ridership generators Route is well used on both weekdays and Saturdays 	<ul style="list-style-type: none"> Long, circuitous route leads to poor on-time performance and long travel times Large loops do not provide bi-directional service Several long route segments with very low ridership
Potential Improvements	
<ul style="list-style-type: none"> Simplify routing and focus on major destinations Provide bi-directional service along well-defined corridors Consider transitioning to anchored "flex" service 	

Citibus C Route

Strengths	Weaknesses
<ul style="list-style-type: none"> High ridership in Port Ewen shows potential of service across municipal borders without restrictions Pockets of high ridership highlight areas of need 	<ul style="list-style-type: none"> Long, circuitous route leads to poor on-time performance and long travel times Large loops do not provide bi-directional service Several long route segments with very low ridership Route serves several closed destinations on Saturday
Potential Improvements	
<ul style="list-style-type: none"> Adjust route on Saturdays so as not to serve closed locations Consider anchored "flex" service for southern portion of Kingston Simplify routing and provide bi-directional service focusing on major destinations Consider serving other destinations beyond Kingston border 	



Z Route - Kingston/Bellecayre

Strengths	Weaknesses
<ul style="list-style-type: none"> Provides regional connections to Woodstock and Pine Hill Strong Saturday ridership, highest Saturday ridership per trip of all routes 	<ul style="list-style-type: none"> Very long trips to Pine Hill, made longer by Woodstock deviation Service times out of balance with demand on some trips
Potential Improvements	
<ul style="list-style-type: none"> Consider satellite bus storage location 	

F Route - Woodstock/Saugerties

Strengths	Weaknesses
<ul style="list-style-type: none"> Direct link between Woodstock and Saugerties 	<ul style="list-style-type: none"> Very low ridership Poor on-time performance Inconvenient schedule Infrequent service
Potential Improvements	
<ul style="list-style-type: none"> Modify schedule to accommodate work or school trips Eliminate route if schedule adjustments do not attract riders 	

S Route - Ulster Mall/Saugerties

Strengths	Weaknesses
<ul style="list-style-type: none"> Above average ridership per revenue hour High ridership, even with possible undercounting of ridership due to inter-lining Provides one-seat connection to Kingston through inter-line with K Route 	<ul style="list-style-type: none"> Stretch from Saugerties to Lake Katrine is unproductive Unproductive deviation to serve Adams Faircare Farms Time consuming routing No indication of inter-line with K Route on schedules Long travel times between Saugerties and SUNY Ulster
Potential Improvements	
<ul style="list-style-type: none"> Avoid Hudson Valley Mall if the M Route is operating Consolidate K Route and S Route into one route Express service to SUNY Ulster 	

G Route - Kingston/Marlboro

Strengths	Weaknesses
<ul style="list-style-type: none"> Direct link between Kingston and Marlboro Well designed schedule 	<ul style="list-style-type: none"> Very low ridership Below average ridership per trip and per revenue hour Infrequent service
Potential Improvements	
<ul style="list-style-type: none"> Replace fixed-route service with anchored "flex" service 	

U Route - Kingston/SUNY Ulster

Strengths	Weaknesses
<ul style="list-style-type: none"> Second highest weekday ridership among all routes Highest ridership per revenue hour among all routes Provides appropriate frequency for low-demand area through clever routing Very direct route connecting well-defined anchors 	<ul style="list-style-type: none"> Very low Saturday ridership
Potential Improvements	
<ul style="list-style-type: none"> Add Saturday service to E Route Eliminate Saturday service 	

R Route - Kingston/New Paltz

Strengths	Weaknesses
<ul style="list-style-type: none"> Above average ridership per revenue hour One-seat connection between New Paltz and SUNY Ulster Direct link between Golden Hill Complex & Kingston Plaza 	<ul style="list-style-type: none"> Long stretch of unproductive service between Golden Hill Complex and Rosendale Redundant with UPL Route between New Paltz and Rosendale
Potential Improvements	
<ul style="list-style-type: none"> Eliminate R Route, inter-line E and X Routes 	

N Route - SUNY Ulster/Rosendale

Strengths	Weaknesses
<ul style="list-style-type: none"> Critical link between SUNY Ulster and Rosendale High number of passengers per revenue hour 	<ul style="list-style-type: none"> Limited schedule Ridership counts may be low due to extensive inter-lining Lack of information on inter-line opportunities
Potential Improvements	
<ul style="list-style-type: none"> Advertise inter-line opportunities on passenger schedules Consider different inter-lining arrangements 	

H Route - New Paltz/Highland

Strengths	Weaknesses
<ul style="list-style-type: none"> Direct link between New Paltz and parts of Highland not served by UPL Route Serves Wingate Plaza, Wingate Nursing Home, and other important destinations 	<ul style="list-style-type: none"> Redundant with UPL Route Very low ridership Ridership counts may be low due to extensive inter-lining Lack of information on inter-line opportunities Inconvenient schedule
Potential Improvements	
<ul style="list-style-type: none"> Advertise inter-line opportunities on passenger schedules Replace fixed-route service with anchored "flex" service 	

NPL Route - New Paltz Loop

Strengths	Weaknesses
<ul style="list-style-type: none"> Provides important connections within New Paltz High ridership per revenue hour 	<ul style="list-style-type: none"> Below average ridership per trip Inconvenient trip between SUNY New Paltz & Main Street Low ridership on Dubois Drive
Potential Improvements	
<ul style="list-style-type: none"> Eliminate NPL service along Chestnut Street, north of Main Street 	

UPL Route - Ulster-Poughkeepsie Link

Strengths	Weaknesses
<ul style="list-style-type: none"> Provides regional connections to Poughkeepsie and the Metro-North Railroad Third highest weekday ridership and highest weekend ridership of all routes Joint fare and marketing efforts with Metro-North 	<ul style="list-style-type: none"> Very irregular schedule with multiple variants
Potential Improvements	
<ul style="list-style-type: none"> Simplify passenger schedule 	

W Route - New Paltz/Walkkill/Plattekill

Strengths	Weaknesses
<ul style="list-style-type: none"> Provides service to several dispersed communities south of New Paltz 	<ul style="list-style-type: none"> Circuitous routing Very low ridership
Potential Improvements	
<ul style="list-style-type: none"> Replace fixed-route service with anchored "flex" service 	

K Route - Kingston/Ulster Mall Area

Strengths	Weaknesses
<ul style="list-style-type: none"> Highest ridership on weekdays and Saturday among all routes High ridership per trip and ridership per revenue hour Provides service in Kingston when Citibus is not running Relatively direct route with well-defined anchors 	<ul style="list-style-type: none"> Poor Saturday on-time performance Operates "closed door" along Albany Avenue Time consuming routing through Ulster Mall Area No indication of inter-line with S Route on schedules
Potential Improvements	
<ul style="list-style-type: none"> Avoid Hudson Valley Mall if the M Route is operating Consolidate K Route and S Route into one route 	

M Route - Ulster Mall Area

Strengths	Weaknesses
<ul style="list-style-type: none"> Connects major retail destinations in an environment challenging for pedestrians Well positioned to serve a greater role in the future 	<ul style="list-style-type: none"> Relatively low total ridership Below average ridership per trip and per revenue hour Reduced service during the busiest shopping season Circuitous routing
Potential Improvements	
<ul style="list-style-type: none"> Extend route to serve Tech City Brand service Work with developer to improve pedestrian links Increase service during peak shopping season 	

E/E1 Route - Ellenville/SUNY Ulster

Strengths	Weaknesses
<ul style="list-style-type: none"> Fourth highest ridership among all routes Above county average for ridership per trip and ridership per revenue hour Very direct route with few deviations Connects two well-defined anchors Well-coordinated connections to other UCAT routes 	<ul style="list-style-type: none"> No reference to E1 route on E schedule; passengers may not know that service is available on-request No Saturday service
Potential Improvements	
<ul style="list-style-type: none"> Add Saturday service Combine E and E1 passenger schedules Modify E1 schedule Eliminate E1 route 	

X Route - New Paltz/Newburgh

Strengths	Weaknesses
<ul style="list-style-type: none"> Provides regional connections to Newburgh/Orange County Direct route, simple schedule, and three strong anchors Above average ridership per trip 	<ul style="list-style-type: none"> Poor on-time performance Below average ridership per revenue hour
Potential Improvements	
<ul style="list-style-type: none"> Inter-line/direct consolidate X and E Routes 	

