



Ulster County / New Paltz Intermodal

Technical Memo One

Transit Service Area and Land Use Characteristics

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EXECUTIVE SUMMARY

The Ulster County Transportation Council has initiated this study to explore and define opportunities for expanding the Village of New Paltz's transit service facilities. The ultimate goal is to create a multi-modal transit system that will allow the Village's transit use to grow and to enable various transportation types including buses, pedestrians, cyclists, taxis, and personal vehicles. Such a facility would have to consider economic and environmental sustainability as well as the needs of stakeholders and the complete spectrum of different user groups.

Previous planning studies have identified the need for a new or expanded facility in New Paltz to meet the growing needs of the ridership and providers, and to enhance local multi-modal options. The existing facility is situated in an ideal location which is central to much of the employment and population densities of the area, located within walking distance from many homes, businesses and the college. However, due to its size it has several limitations in both capacity and efficiency of operations. Both UCAT and Trailways have indicated a desire for an improved facility which has capacity for additional busses and easier access, and both service providers anticipate an increase in ridership into the foreseeable future. A facility which could serve both providers, accessible by other modes of transportation, would be ideal for allowing and encouraging an efficient local transportation network.

Public opinion on the location of the bus station, based on the findings of the first public workshop, was very strongly in favor of maintaining the current location or keeping it within the same general vicinity. Walkability from the nearby residential areas, village downtown and the college campus were high priorities among many people. There is also a large segment of the population which utilizes the Thruway Park-and-Ride to commute into the city, and therefore seems less invested in the village facility location.

Locating potential candidate areas for a new facility poses many challenges due to the lack of available parcels, relatively small lot sizes and land use constraints. Although some potential vacant sites are available, preliminary analysis seems to indicate that expansion of the existing site or the public/private redevelopment of a commercial property is the more likely scenario. These site selection options will be analyzed and weighed in more detail in Tech Memo 3.

The conclusions drawn through analysis, interviews, and public input involve the strong desire to maintain a walkable central location on part of the community, the need for easy access and continued high ridership numbers on part of the bus service providers, and the general lack of obvious solutions due to small lots and low availability of vacant land. The overall challenge, aside from just finding the best location for the facility, is to create a system that maximizes support for the transit services and serves the needs of the community while recognizing all public and private investments.

EXISTING STUDIES

Several prior planning efforts related to this feasibility study have been conducted over the years which have been reviewed in preparation for this work. These planning studies include:

Ulster County Transit Development Plan – Nelson/Nygaard

Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis – Abrams-Cherwony & Associates

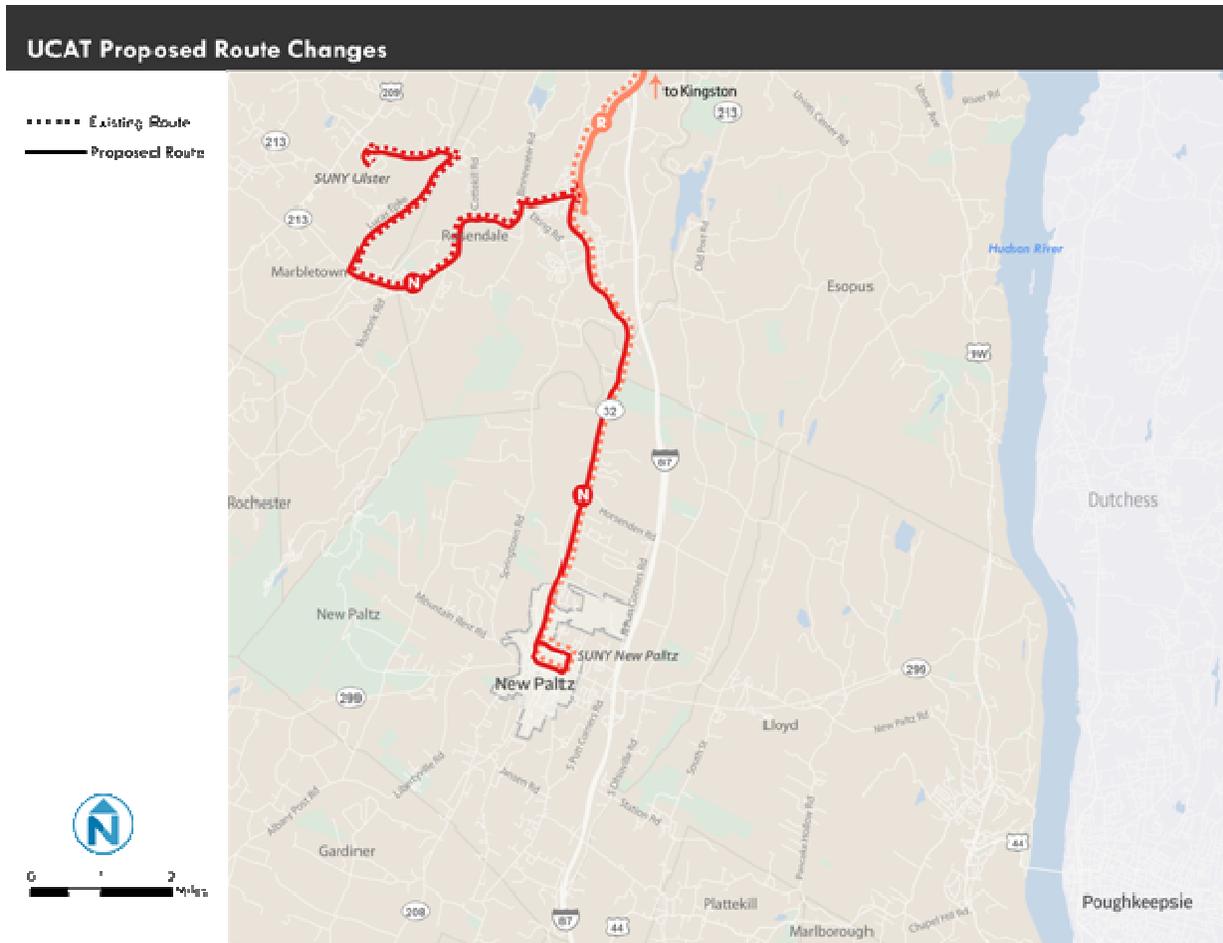
The New Paltz Transportation-Land Use Project – Resource Systems Group

Ulster County Transit Development Plan - 2012 (Nelson/Nygaard)

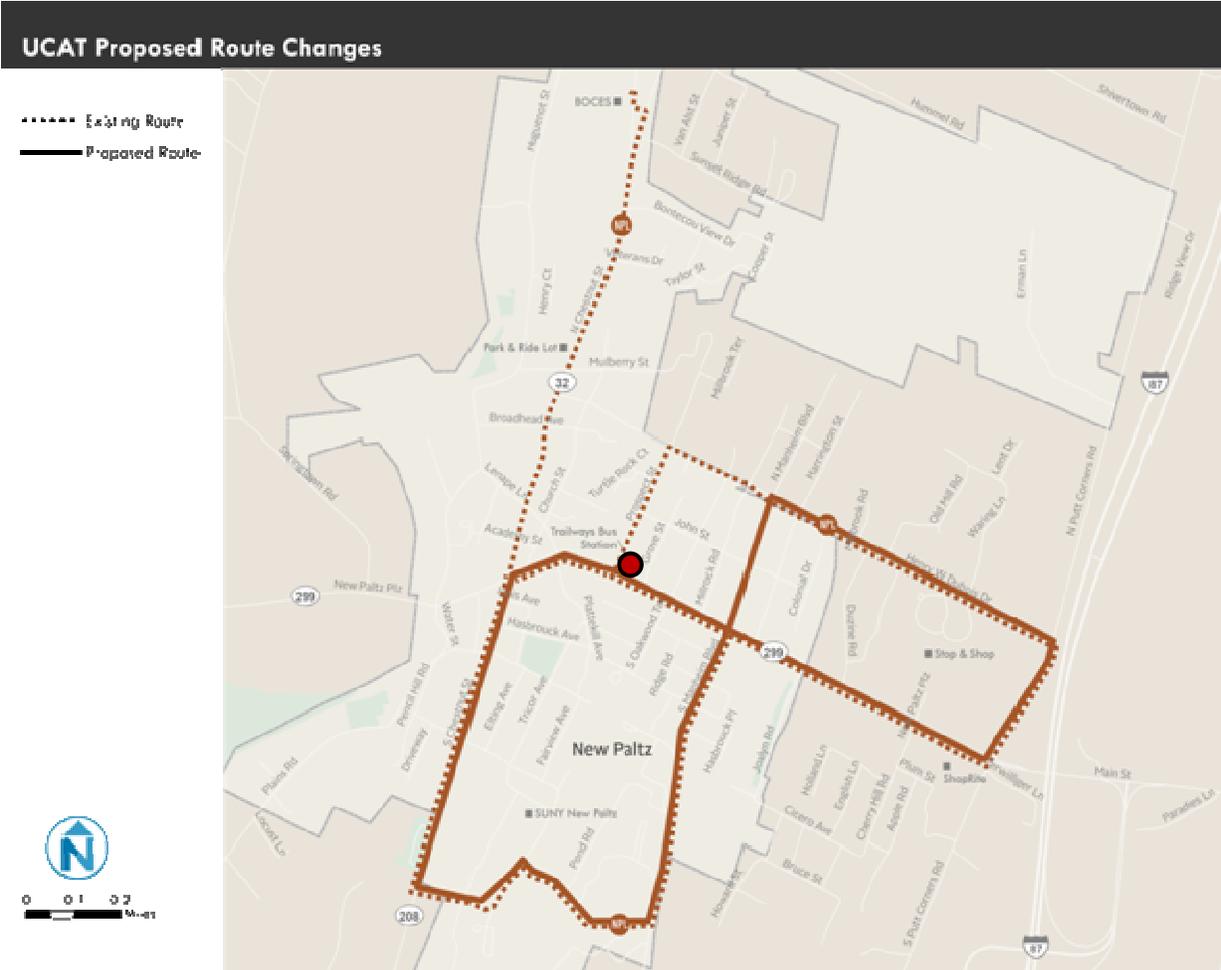
This county-wide study focused on the performance of existing transit services in Ulster County from a service productivity and passenger experience perspective. General findings of this Plan that influence this study included:

- Riders want more service. The overall perception is that most existing services are not frequent enough, and do not operate sufficient hours in the evening/weekends, making it difficult for residents without vehicles to meet their mobility needs.
- The actual and desired travel patterns of county residents (transit riders and non-riders) transcend municipal boundaries. For example, Kingston residents travel to retail destinations in the Town of Ulster on a regular basis and would like to do so more easily. Similarly, Ulster County residents have a strong interest in regional destinations within the county, such as SUNY Ulster, in neighboring counties, such as Newburgh and Poughkeepsie, and in more distant regional destinations like Albany and New York City.
- Improve Passenger Information
 - Standardize format of passenger schedules from UCAT and Kingston Citibus and include information about both systems on each system's published materials to make transfers between the two systems more seamless for passengers. Some of this has already been implemented.
 - Provide interline information on published passenger schedules to allow riders to see where one-seat connections are available even if the vehicle headsigns change along the way. This recommendation has been implemented.
 - Participate in Google Transit Partners Program to allow current and prospective passengers to see area transit information on Google Maps.
 - Mark bus stops with signs and provide route and schedule information at key stops. This recommendation has been implemented.
 - Increase campus presence at SUNY New Paltz and SUNY Ulster. This includes attending orientation events and ensuring that passenger schedules are available and prominently displayed at both campuses and on each school's website.
- Implement "College Link" route to create one-seat ride between SUNY New Paltz with SUNY Ulster. This has since been implemented. (See route map on next page.)
- Streamline NPL route by eliminating service along North Chestnut St. Would result in shorter, more direct trips between SUNY New Paltz, Main Street retail, and apartments on Dubois St. (See route map on page 5.)
- Streamline X Route in Newburgh to improve on-time performance and reduce out-of-county operations. (See route map on page 6.)

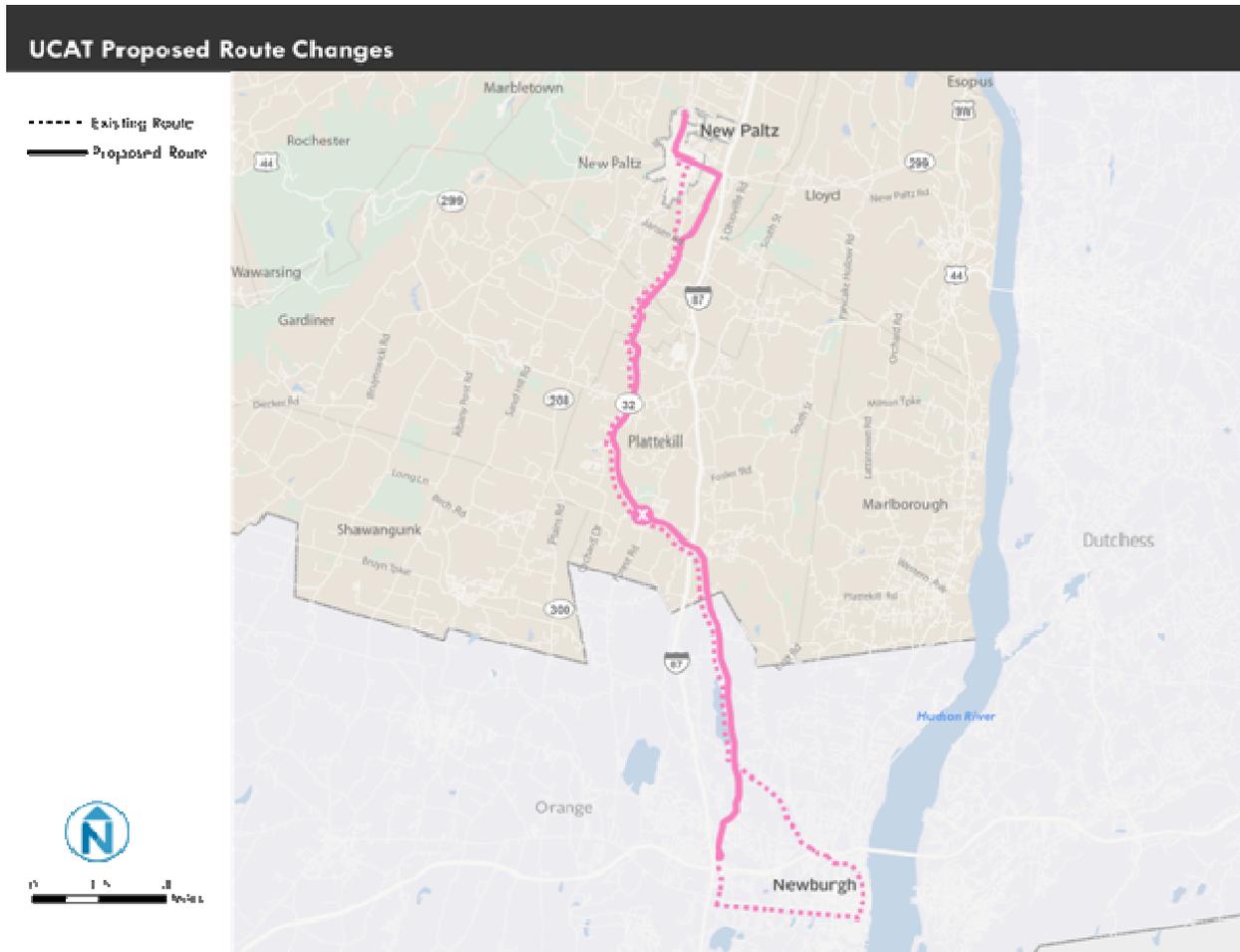
- Merge H route with UPL to reduce redundancy of service. This recommendation has since been implemented.
- Reduce variants on UPL schedule to make it simpler to understand and remember.



Revised "College Link" route which has been implemented.



Streamlined New Paltz Loop (NPL) route which has been recommended.



Streamlined 'X' Route in Newburgh which has been recommended.

Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis - 2005
 (Abrams-Cherwony & Associates)

This county-wide study provided a broad overview of the issues facing transit users in Ulster County and a strategic approach to mitigating the challenges. The study recommendations were generally less detailed than the Transit Development Plan described above. Recommendations relevant to New Paltz include:

- Upgrade New Paltz Shuttle Route to provide consistent 30-minute headway throughout the entire service day. This recommendation has been implemented.
- Upgrade the New Paltz bus terminal to include the following features:
 - 3,000 to 4,000 sq ft
 - Parking
 - 3 or 4 off-street bus berths (sawtooth design)
 - 2 on-street bus berths for local service
 - Central business district location. Expand existing facility if possible.
- Expand the Thruway Park-and-Ride lot. This recommendation has been implemented.
- Implement UPass program for SUNY New Paltz. This has been implemented.
- Implement UniTicket with Metro North Rail Road. This has been implemented.

Considerations of an alternate or satellite terminal site feasibility.

- SUNY New Paltz Campus
 - There was concern that a satellite location would require the duplication of the ticket office function already provided for at the downtown terminal, however tickets are now available at the SUNY campus.
- Exit 18 of NYS Thruway
 - Site is not convenient to either the downtown New Paltz area or to the SUNY New Paltz campus.
 - Site is oriented almost exclusively to automobile access.
 - Issues related to the provision of a ticket agent would also be a concern.

The New Paltz Transportation-Land Use Project – 2006 (Resource Systems Group)

This report focused on an analysis of the existing transportation systems and land use patterns within both the Town and Village of New Paltz, based largely on concern about the growing vehicle congestion problem. While the focus of the study was largely on density, roadway improvements, parking and access options, several recommendations were made regarding transit service improvements, as follows:

- Generally reduce the vehicle congestion problem with the enhancement of varied intermodal transportation options.
- Develop, by trial, several bus loops through the Village and Town.
- Investigate the option of a free or subsidized local bus service to increase bus ridership.
- Installation of bus shelters, particularly along Main Street routes.
- Establish a multi-modal transportation center within the village, ideally proximate to the existing station location, which can handle additional passenger and parking capacity. The study notes that the current location of the bus terminal is ideal, however severely space-constrained. It should be noted that the multi-modal transportation center scored the highest in the report evaluation matrix of the prioritized long-term improvements in the study.
- Establish and expand Park-and-Ride lots in and around New Paltz. Since this report, two of the recommended locations (Route 32 North and SUNY campus) have been implemented.

Additionally, a key component of the study recommended the creation of a one-way vehicular loop around the village. This recommendation, although not likely to be implemented in the foreseeable future, could be an important consideration for facility placement. However, even if the one-way configuration is not implemented, the existing Main Street / Hasbrouck circuit provides good access opportunities.

Overall, the study recommends "serious consideration" of a new or expanded intermodal facility either at the existing location or at the Thruway Park-and-Ride location. Preliminary programming for this facility is recommended around 3,000-4,000 s.f. in size with off-street berths for 3-4 buses and more parking. If kept at its current location, additional property acquisition would be required, but would be "the most effective means of expanding the amenities".

SERVICE AREA PROFILE

INTRODUCTION

This profile provides an overview on the existing transit services and the environment in which these services operate. This section will also review population and employment data to pinpoint places with transit-supportive environments.

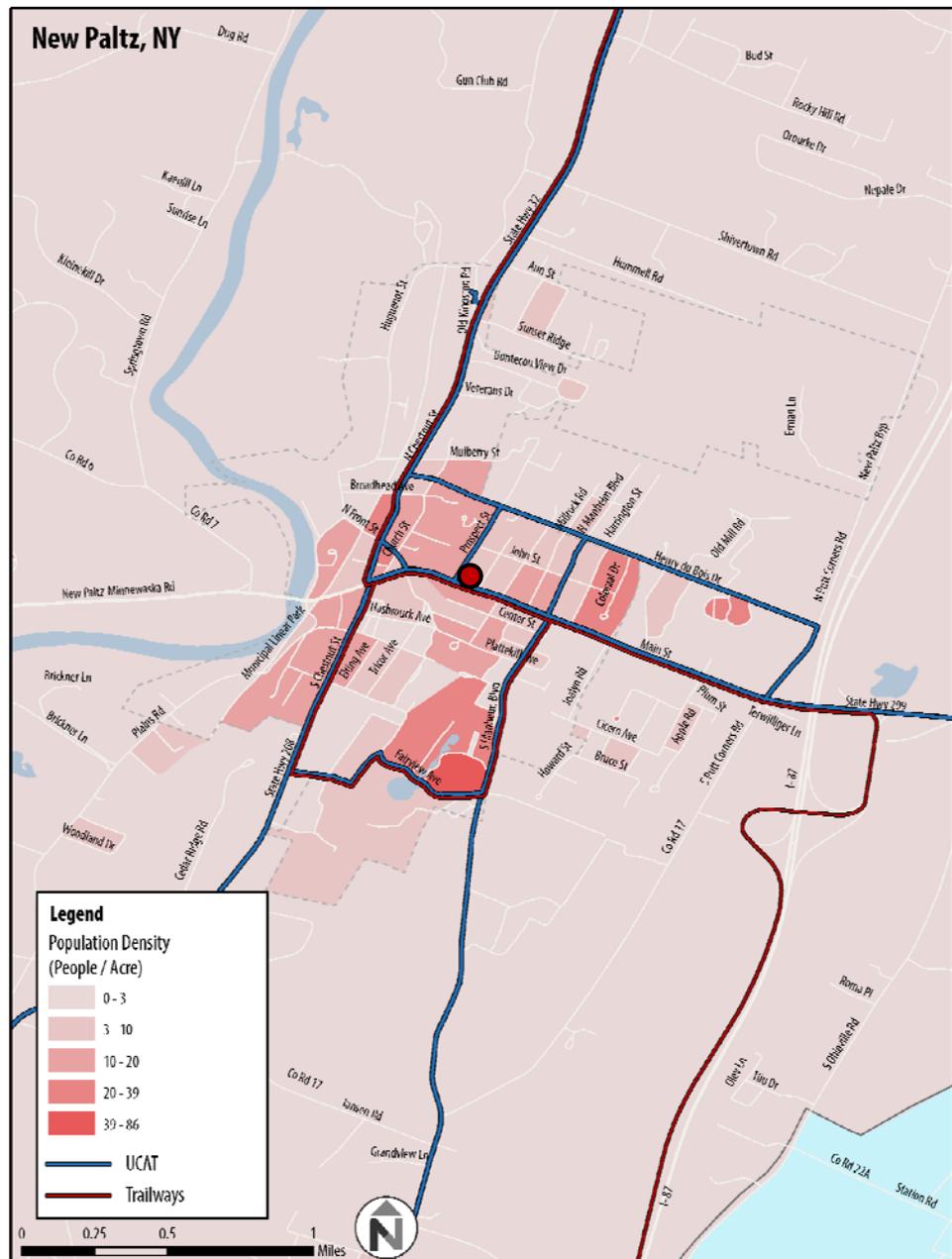
POPULATION AND EMPLOYMENT

Although most of New Paltz has fairly low density (3 persons per acre or less), there are several areas in the village that have higher population densities. SUNY New Paltz has the highest densities, ranging from 36 to 86 people per acre. Additionally, Meadowbrook Farms, a senior living facility located on Henry Du Bois Drive just west of the New Paltz Bypass, has higher density. There are also some concentrations of higher population near Main Street and North Chestnut Street. A map of population density, based on the 2010 Census data, is below.

Employment is concentrated mostly at SUNY New Paltz, as well as near the intersection of Main Street and North Chestnut Street. The BOCES facility, located in the northern quadrant of the village on Old Kingston Road, also appears to be a major employment center.

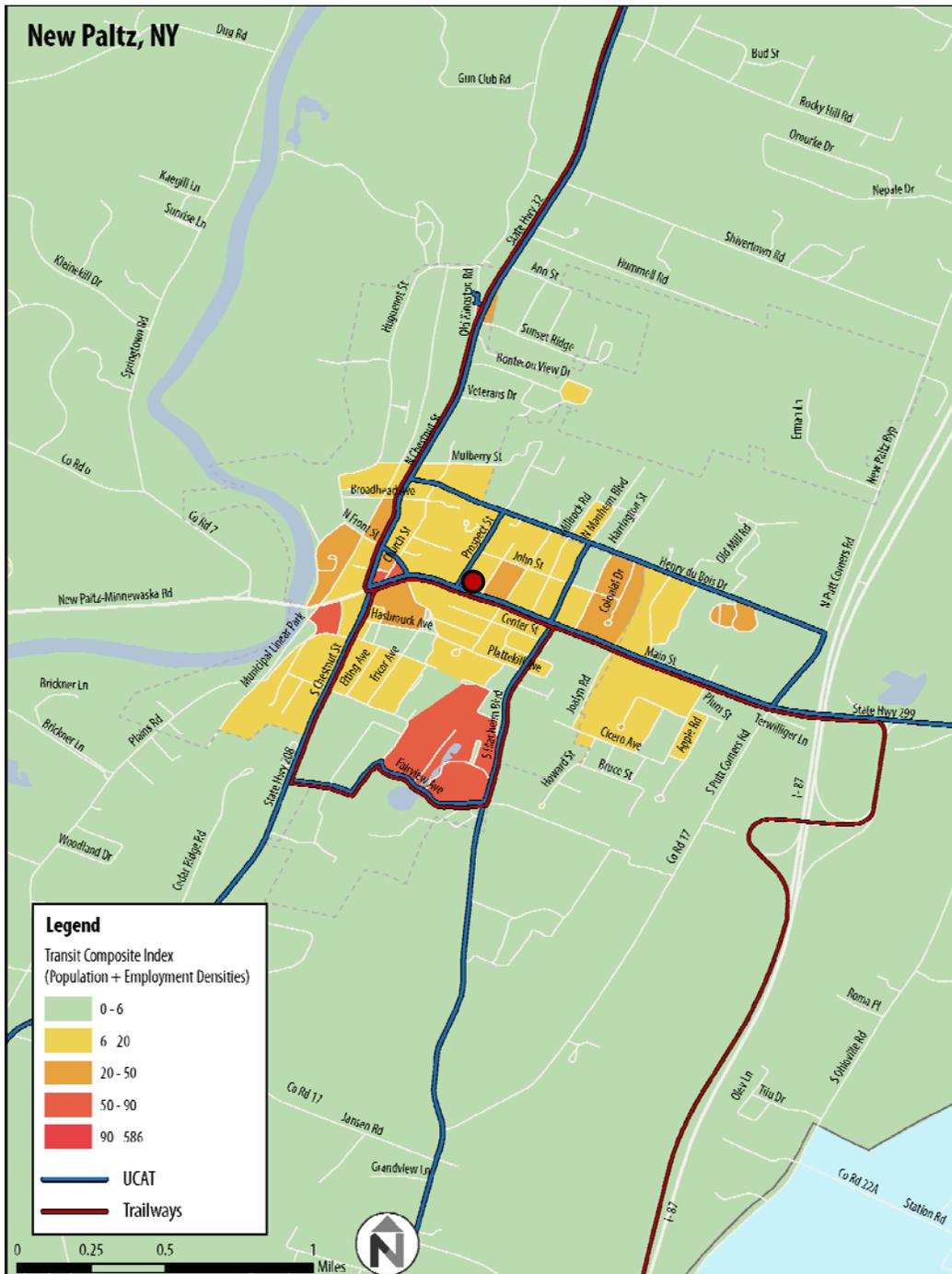
On the map included on the next page, New Paltz Plaza is not shown as having a large concentration of employment. However, this is likely due to the fact that the shopping center lies within a very large land parcel, thus resulting in relatively low employment per acre.

Employment statistics are taken from the 2011 Census Longitudinal Employer Household Dynamics (LEHD) Origin Destination Employment Statistics.



COMPOSITE TRANSIT INDEX

A composite index was made to demonstrate where transit supportive densities are located. This index is based on the combined population and employment density. Areas with high density population and/or employment are generally more transit-supportive than low density. The following map helps to compare different areas' propensities to support transit. Major areas that have a high potential transit market are at SUNY New Paltz, the center of New Paltz Village, and BOCES on Old Kingston Road. The village core and main Street areas ranked highly in this index, which supports the public comments about keeping the facility in the existing location. Also ranked highly are SUNY New Paltz and several apartment complexes, due to their relative population density.



OVERVIEW OF TRANSIT SERVICES

There are several transit services available in New Paltz. This section is an overview of UCAT, Trailways service, as well as Park-and-Ride facilities in New Paltz.

UCAT

Ulster County Area Transit (UCAT) provides a “flag-stop” fixed route system connecting New Paltz to various other points in Ulster County as well as Poughkeepsie for Metro-North service to New York City. This system allows passengers to flag down arriving buses as well as get off anywhere along the prescribed route, even if it is not at an official stop. UCAT has six routes that serve New Paltz with various frequencies and schedules (see Table 1).

CL Campus Link connects SUNY New Paltz to SUNY’s Ulster Campus.

UPL Ulster Poughkeepsie Link connects Ulster County with Metro North in Poughkeepsie, and serves the Route 32 Park-and- Ride in New Paltz. Select trips also serve the campus of SUNY New Paltz

NPL New Paltz Loop circulates to serve BOCES, SUNY Paltz, Stop & Shop and ShopRite stores.

R Kingston/New Paltz operates between New Paltz and Kingston via Rosendale and Ulster.

W New Paltz/Walkkill/Pattekill connects New Paltz to Gardiner, Plattekill, and Walkkill. The service only has one trip in each direction in the morning, and one trip in each direction in the afternoon.

X New Paltz/Newburgh connects New Paltz with Newburgh in Orange County via Plattekill. It serves the waterfront area of Newburgh, where there are connections to the Newburgh-Beacon Ferry, as well as to the Newburgh and Mid-Valley Malls.

Table 1: Weekday Service Statistics for UCAT Routes Serving New Paltz

Route	Service Span	Daily Trips*	Peak Frequency
CL Campus Link	7:45 AM – 4:55 PM	11	60 min
UPL Ulster Poughkeepsie Link	5:20 AM – 9:40 PM	32	15 min
NPL New Paltz Loop	8:00 AM – 9:30 PM	22	30 min
R Kingston/New Paltz	5:20 AM – 9:35 PM	18	30 min
W New Paltz/Walkkill/Pattekill	2 AM trips / 2 PM trips	4	Irregular
X New Paltz/Newburgh	2 AM trips / 6 PM trips	8	Irregular

* Daily trips serving New Paltz. Trips that bypass New Paltz are not counted.

Fares for UCAT are based on zones. For one zone, the fare is \$1, and for each additional zone there is a charge of \$0.25. UCAT does offer discount passes such as monthly unlimited pass, and 20-ride and 40-ride tickets. For the Ulster-Poughkeepsie Link, tickets are between \$1.25 and \$2.00 depending on the destination. Special passes called UniTickets allow for unlimited rides on both the Ulster-Poughkeepsie Link and Metro-North trains. These passes cost \$141.25 for a weekly pass, and \$444.00 for a monthly pass.

As seen in the map below, UCAT’s ridership activity in New Paltz is concentrated in several locations. The Route 32 Park-and-Ride and the New Paltz Plaza Shopping Center both have significant ridership. Additionally, SUNY New Paltz has high ridership on several locations on campus. Finally, there is some ridership activity located near Main Street and Chestnut Street.

ADIRONDACK TRAILWAYS

Regular inter-city bus service to and from New Paltz is provided by Adirondack Trailways. In addition to relatively frequent service to New York City’s Port Authority Bus Terminal, there is direct service to Long Island, Westchester County, Albany, Kingston, Oneonta, and intermediate points. Trailways handles an average of 278 boardings during a typical summer day in New Paltz and 354 when college is in session.

The main Trailways bus terminal in New Paltz is located at 139 Main Street and is equipped with a ticket office open throughout the day. There are generally 18 weekday departures to New York, 11 Saturday departures, and 17 Sunday departures. Returning to New Paltz, there are 19 trips on weekdays, 15 on Saturdays, and 15 trips on Sundays. Some additional trips are added during peak travel periods, such as Friday afternoons. The fare to New York is \$21.00 in each direction. A discounted mid-week same-day return fare is also available for \$35.00.

Their service also extends to the SUNY New Paltz campus once a day on weekdays at 12:30 pm, making three stops around the loop. On Fridays—and the day before a holiday break—this campus service is extended to also include three NYC-bound buses at 2:00 pm, 3:00 pm and 5:45 pm and two Long Island-bound buses at 3:00 pm and 5:50 pm.

Trailways buses also serve the Park-and-Ride facility located at Exit 18 of the New York Thruway, which is largely used by commuters to New York City.

PARK-AND-RIDE FACILITIES

There are two major Park-and-Ride facilities located in New Paltz. The New Paltz Village Park-and-Ride, located on North Chestnut (NY Route 32), is served by UCAT buses only. The parking utilization at this facility is quite low, ranging from 10% to 16% of its 63 spaces being used in recent survey counts. Although Trailways buses do operate past the Park-and-Ride on NY Route 32, they do not stop at the location.

The Exit 18 Park-and-Ride has high parking utilization and is a regularly scheduled stop for Trailways. 66% to 93% of 151 spaces were utilized during recent survey counts. The difference in parking utilization rates between the two New Paltz facilities is largely due to the fact the Thruway location is where the commuters park to use the bus service or for carpooling in private vehicles.

Table 2: Park-and-Ride Utilization (2013)

	No. of Cars	% Occupied
Exit 18 / NY Thruway – Capacity: 151 cars		
Monday	113	75%
Tuesday	141	93%
Wednesday	121	80%
Thursday	124	83%
Friday	100	66%
New Paltz Village (NY Route 32) – Capacity: 63 cars		
Monday	10	16%
Tuesday	9	14%
Wednesday	6	19%
Thursday	10	16%
Friday	8	13%

SUMMARY RESULTS OF STAKEHOLDER INTERVIEWS

TRAILWAYS INTERVIEW - NOV. 8, 2013

Participants:

Anne Noonan, Trailways
Mark Bounnard, Trailways
Bill Dederick, Trailways

Are there other stations that Trailways serves that you really like and that get things “right?”

Rochester, NY

- Serves Greyhound, Trailways, and Amtrak
- Soon to be replaced by new Intermodal Center (maybe the current one isn't THAT great?)

Corning, NY

- Just opened
- Includes local and intercity bus, and UPS store

What are the best and worst features worth mentioning about the current New Paltz Facilities?

Route 32 Park-and-Ride

- Not served by Trailways
- Unsafe for pedestrians to cross state highway

SUNY

- Will be much better after improvements are made
- Buses will be able to turn around at site, rather than making a large loop around campus

Main Street

- Great location in terms of access by foot, bike, or transit
- Possible room for expansion to neighboring property if same owner as current station

Thruway Park-and-Ride

- Good access for Park-and-Ride commuters
- No overnight parking probably limits potential passengers who may want to stay in NYC overnight.

What would you like to see in a new transit center in New Paltz?

Location

- Should be accessible to both UCAT and Trailways riders
- Should be easily accessible by pedestrian and cyclists
- Proximity to SUNY New Paltz is very important

Bay Space and Geometry

- 5 Trailways buses serving the station at one time is pretty common on weekends
- Could share bays with UCAT - not insisting on dedicated bays
- Turning radii must accommodate 45ft coaches
- Trailways doesn't mind if buses have to back up, but believe that UCAT does mind

Counter Space

- At least 2 computer terminals for ticketing
- Must be able to secure computers / printers at night

Info Display

- Law requires certain announcements to be displayed
- Need space to display service change announcements
- Currently taping announcements to doors and walls

Luggage handling (and lost luggage)

- Most luggage handled by passengers themselves, but occasionally there are bags that get separated from passengers (bus transfers, forgotten on bus, etc)
- Need secure room for luggage

Back Office Space

- Current agent uses office space to run both Trailways and Taxis
 - Agent runs Trailways ticketing, but is not a Trailways employee (no Trailways employees in New Paltz)
- Safes must be included for cash

Break Rooms

- Not needed in New Paltz because buses only pass through
- Check with agent (will likely attend public meeting)

Package Service Area

- More important than luggage room for Trailways
- Handle lots of e-bay shipping
- Some packages are very large (auto parts for example)

Passenger Waiting Area (in /out)

- Prefer inside waiting / outside queuing
 - Most space-efficient approach because multiple "gate" doors are not necessary when people queue outside
- Outside should still be covered

Vehicle Maintenance

- Doesn't happen in New Paltz except in case of serious breakdown
- If emergency maintenance is required, truck is sent from Kingston
- Vehicle staging area (away from passengers) can also serve as site for repair work

Vehicle Staging / Storage

- Need staging space when extra vehicles are needed to handle high demand, but not over-night storage
- Would like staging area as close as possible to station to minimize staging time (as opposed to at stadium somewhere)

Parking (staff / passenger, long / short term)

- Don't want a massive parking lot, but would value some overnight parking
- Believe that on-street parking on Prospect Street near Main Street station is mostly filled with Trailways commuters.

- Pull out for kiss-and-ride so as not to block traffic flow would be nice

Restrooms

- Can't live without them

Automated Ticketing

- Not necessary because everyone is purchasing online now

Security

- Don't currently have a security guard
- Sometimes bring in off-duty officers for traffic control
- Good lighting and secure storage for money, computers, luggage, and packages are all that is needed

Retail

- Cafes, restaurants, and newsstands are preferred
- ATMs create an secondary income opportunity for the station agent/owner
- Vending machines should be back-up, not primary retail

Taxis

- Complement inter-city bus service
- Taxis need own space (getting in buses' way at current Main Street facility)

Local Transit

- Trailways overall supports co-location as a means to facilitate seamless and complementary connections.
- Some concern over potential competition for Trailways express service to and from NYC.

Bicycle Amenities

- Bike racks are very well used
- Often receive requests for more secure / dry bicycle parking

Community Rooms

- Not opposed
- Believe that there may be opportunity to leverage additional grants if such facilities are included

Hours of operation

- Currently M-F 5:30 PM to 11:00 PM
- Trailways can and does serves closed facilities (argument for outside queuing)

Other Comments

- Would prefer to remain at existing Main Street location, if possible

UCAT INTERVIEW - NOV. 14, 2013**Participants:**

Carol Hargrove, UCAT

Bob DiBella, UCAT

Are there other stations that UCAT serves that you really like and that get things “right?”

None to mention

What are the best and worst features worth mentioning about the current New Paltz Facilities?**Route 32 Park-and-Ride**

- Close proximity to rail trail
- Traffic is pretty heavy, difficult for pedestrians to cross street

SUNY

- UCAT serves several stops around campus, not just one

Main Street

- Well known and popular with passengers
- UCAT buses not allowed to pull into site

Thruway Park-and-Ride

- Not served by UCAT - no traffic light

What would you like to see in a new transit center in New Paltz?**Location**

- Move “through routes” away from Main Street (between Shop Rite Plaza and Front Street). New Paltz Loop (NPL) circulator could still service Main Street
- Henry Dubois Drive is a faster option than Main

Bay Space and Geometry

- Prefer separate bays (less confusing for passengers)
- Need 3 to 4 bays
- Separate driveway/entrance needed for buses to avoid congestion caused by other vehicles
- 40 foot buses max

Counter Space

- More likely to use ticket vending machines than staff, so there may not be any UCAT staff at the facility on a regular basis

Info Display

- Just need wall space, not necessarily a kiosk
- ADA compliance is key

Luggage handling (and lost luggage)

- Not needed

Back Office Space

- Not needed

Break Rooms

- CL and NPL Routes do have breaks in New Paltz
- Currently use Stop & Shop or Trailways for bathroom breaks
- Would like to have a break room available, especially for NPL

Package Service Area

- Not needed

Passenger Waiting Area (in /out)

- Lighting is important
- Prefer for facility to be open whenever service is operating
- ADA Compliance is key
- Should have sufficient seating

Vehicle Maintenance

- Doesn't happen in New Paltz except in case of serious breakdown

Vehicle Staging / Storage

- Some break-time parking would be useful
- Probably won't keep vehicles overnight in New Paltz

Parking (staff / passenger, long / short term)

- Don't want a massive parking lot, but would value some overnight parking. Overnight parking is allowed at the Route 32 Park-and-Ride.

Restrooms

- A must for passengers

Automated Ticketing

- Considering vending machines

Security

- Lighting is most important
- Security guard not needed in New Paltz

Retail

- Cafes, restaurants, and newsstands are preferred
- ATMs create an secondary income opportunity for the station agent/owner
- Vending machines should be back-up, not primary retail

Taxis

- Complement UCAT bus service
- Taxis need own space

Local Transit

- Three primary routes in New Paltz, plus about three others with only one or two trips per day

Bicycle Amenities

- Bike racks are fine
- Don't get many requests for anything more substantial than simple racks

Community Rooms

- Not opposed, but plenty of those already (at schools, colleges, etc..)

Hours of operation

- Currently M-F 5:00 PM to 11:00 PM

Other Comments

Will gladly put surveys out on buses if needed.

SUMMARY RESULTS OF PUBLIC WORKSHOP 1

In an effort to help engage the public in this feasibility study, a Public Workshop was held in New Paltz on November 21st, 2013 at the SUNY Student Union Building. The meeting was well attended, with about 60 people in attendance, including members of the project team. A short introductory presentation was made, followed by a question and answer period and individual break-out sessions to solicit comments from local residents. During the break-out sessions, attendees were asked to identify a list of their important criteria regarding the location of a local bus station, and features they would like it to have. These criteria were scored on a 1st, 2nd and 3rd priority basis.

Overall, many attendees expressed the opinion that the current facility location on Main Street was ideal—it afforded easy walkability access and was close to both the village center and the college campus. Some people questioned if the study was necessary, since—from these user's perspective—the existing bus station served them quite well. Other attendees expressed interest in exploring options for the future so the community would be in a good position to improve transit facilities as the opportunities arose.

The individual table discussions consisted of separate groups, each moderated by a team member representative. The cumulative results of the table discussion rankings for "Location" and "Amenities" desired is summarized below:

TABLE TOTALS: Location Criteria – Number of Table Participants Who Ranked Each Item by Priority

Location Criteria Desired	#1 Priority (3 Points)	#2 Priority (2 Points)	#3 Priority (1 Point)	Total Score
Walkability	17	5	3	64
Central/Downtown/Commercial Area	9	9	1	46
Parking (free)	3	5	3	22
Safety (populated area)	2	1	5	13
Easy Thruway Access	1	3		9
Proximity to College		1	1	3
Mixed Use			3	3
Area with Sense of Community			2	2
Space for Taxis			1	1

TABLE TOTALS: Amenities Criteria – Number of Table Participants Who Ranked Each Item by Priority

Amenities or Services Desired	#1 Priority (3 Points)	#2 Priority (2 Points)	#3 Priority (1 Point)	Total Score
Restrooms	4			12
Waiting Area	1	4		11
Pedestrian Infrastructure	1	1		5
Joint Public / Private Use	1	1		5
Café / News Stand		1	3	5
Retail		1	2	4
Express Service for Long Distance	1			3
Information Kiosk			2	2
Organized Space			2	2
Electric Bike Facilities / EV Stations			1	1
Taxi Pick Up / Drop Off			1	1

Location: A large majority of the respondents identified with a centrally-located facility within walking distance of the village, residential areas and the campus. During the discussions however, a second subset of ridership users emerged who identify themselves as "commuters". These users, who primary use the Park-and-Ride facility near the NYS Thruway to take the bus downstate, instead ranked parking availability and easy access to the Thruway as their top priorities with express service to NYC as the driving factor. It became clear that there are two separate market segments using transit whose needs differ.

Amenities: A majority of respondents are in favor of basic services such as restrooms and waiting area, with several looking for a public/private mix of complementary uses such as on-site retail, cafe, news stand, etc. The details of the workshop discussion regarding desired facility amenities will be provided in Technical Memo Two ("Facility Requirements").

Overall, a majority of the constituents present at the meeting favored keeping the Main Street facility at its current location, however some alternative sites were discussed as possibilities. The details of the workshop discussion regarding desired location will be provided in Technical Memo Three ("Facility Site Selection").

HIGH/LOW SCENARIO OF EXPECTED RIDERSHIP

UCAT

UCAT's average daily ridership in the Town of New Paltz is currently about 440 passenger boardings per day. This number however includes all bus stops in New Paltz, as many are just local trips from one on-street stop to another. Approximately 51-85 boardings per day currently take place in front of the Trailways Terminal on Main Street. From this information, we assume that those boardings represent the minimum activity that would likely take place at that site, or at a new intermodal center if one were created nearby.

Between 2009 and 2012, the growth rate in UCAT's system-wide ridership ranged from -5% to 12%. Between 2009 and 2010 ridership fell 5%, but has grown for the past two years at a rate of 9% and 12%, respectively. A reasonable average annual growth rate for UCAT is approximately 6%. Thus, we expect UCAT boardings at a multimodal facility to grow from between 51-85 currently to 85-147 per day in the next decade.

TRAILWAYS

Determining the existing ridership for Trailways is difficult due to the fact that the New Paltz ridership data does not differentiate between the Main Street terminal, the Thruway Park-and-Ride lot or the SUNY campus. All Trailways passengers boarding or disembarking anywhere in New Paltz are counted as one location. This over-estimates the number of riders utilizing a single site. However, it is possible to cross-reference other data to estimate the ridership at various locations.

Overall, Trailways experiences between 274-283 boardings during a typical summer day in New Paltz and between 308-400 when SUNY is in session. It is also known that on average, between 100-150 cars park at the Thruway Park-and-Ride location. Some of these vehicles are bringing more than one passenger to this facility, and some passengers are dropped off, meaning that the number of riders is slightly higher than the number of vehicles, however this lot is also used by some car-pooling commuters who commute in their personal cars. Given this, we are assuming that the average number of riders to and from the Thruway Park-and-Ride is about 110-160 daily. Subtracting this number from the total average boardings suggests that the Main Street terminal and SUNY campus locations experience a combined 123-164 boardings during the summer and between 198-240 during the school season.

During the summer season when school is out, a majority of the boardings are anticipated to be located at the Main Street site, therefore a summer boarding average of 143 is expected to be reasonably accurate. During the winter months however, the average ridership increases by approximately 75 daily boardings, largely due to SUNY students. For the purposes of this estimate, it is assumed that approximately half of that winter increase (~38 boardings) are SUNY students boarding at campus locations, and the remainder are boarding at the Main Street terminal. Therefore, we have assumed that Trailways experiences an average of 181 daily riders at the Main street facility when school is in session.

Trailways has indicated that, on a typical Friday, it is common for the Main Street facility to have as many as 5 buses on site at once. That facility needs to accommodate up to 75 passengers on a typical Friday, and although the peak demand may be significantly higher than that on certain days of the year, Trailways does not think it is necessary to accommodate the peak at all times.

Trailways ridership, because they are well established, is expected to remain somewhat steady over the next several years, and is not anticipated to experience as much growth as UCAT. **[NOTE: This memo is pending expected ridership growth rates from Trailways]**

EXISTING AND EXPECTED RIDERSHIP: Estimated Average Daily Boardings by Provider				
Service Provider	Current Average Daily Boardings		Assumed Annual Growth Rate	10-Year Projected Average Daily Boardings
	Low	High		
UCAT (Near Main Street terminal)	51	85	6%	85 - 147
Trailways (Main Street Terminal)	143	181	(TBD)%	(TBD)
Estimated Total	194	266		

It should be noted that these projections could be largely affected by outside national economic trends, including but not limited to heavy fluctuations to gas prices or unemployment rates.

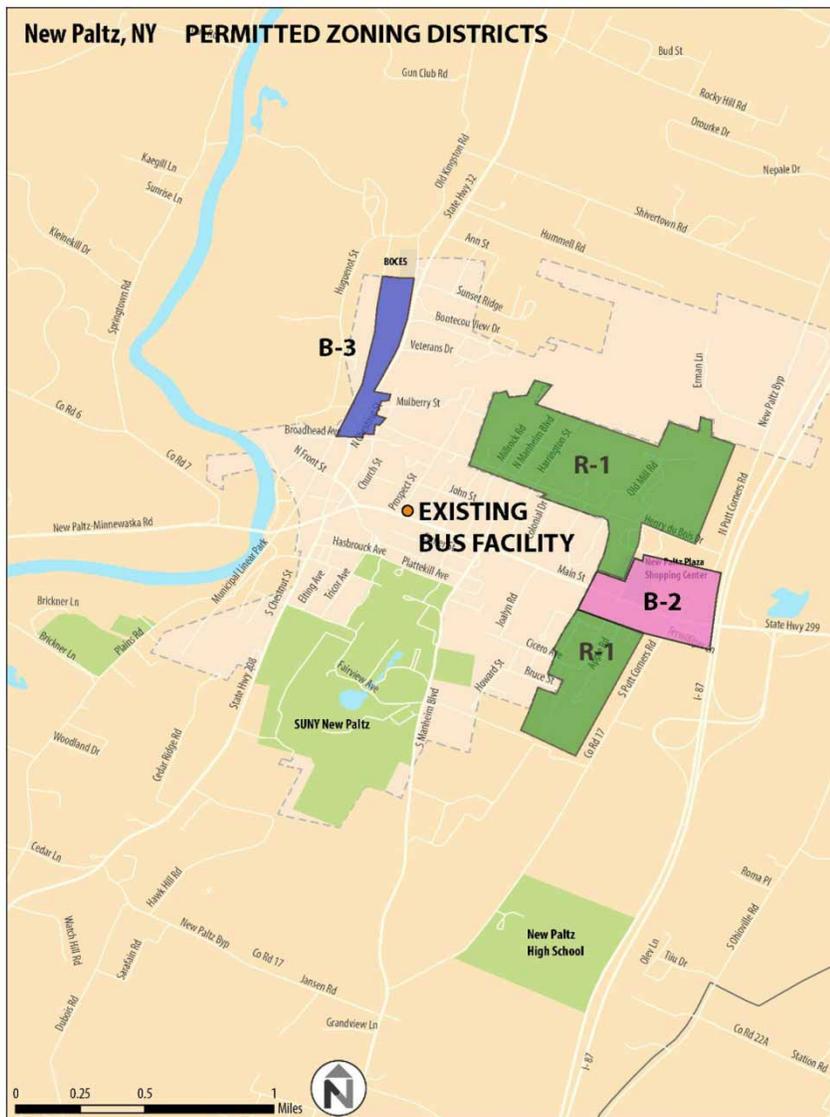
LAND USE OPPORTUNITIES, CONSTRAINTS & CANDIDATE AREAS

EXISTING ZONING

The existing zoning in New Paltz Village currently permits bus stations and similar uses as accessory use under the definition of "Transportation Use", as follows:

TRANSPORTATION USE: *A depot, terminal or station where passengers are picked up and deposited by duly licensed vehicles and which also may provide customary accessory uses, including customer parking and automobile rental.*

This use type is permitted only within the B-3 zoning district, and is not permitted (even by Special Permit) in the remainder of the zoning districts within the village. This district mostly extends along the west side of North Chestnut Street (Route 32) at the north end of the village, bounded by the Wallkill Valley Rail Trail.



The existing bus facility, located at the corner of Prospect and Main Street, is in the B-1 district and would be regarded as a pre-existing non-conforming use. Under §212-54 of the village code, a non-conforming use may only be reconstructed or rebuilt provided it does not constitute a substantial enlargement of that use and the rebuilding would alleviate existing nuisances. It is currently not possible to state, without a determination from the Planning Board, if an expansion of this facility would be permitted.

The existing zoning in the Town of New Paltz appears to permit bus stations and similar uses by Special Permit under the name of "Public Utility or Transportation Use", however this use is not actually defined in their code. This use type is permitted in zones B2, R1 and RV. (It is also permitted in zones A1.5, A3 and I-1, however these zones are far outside of the target study area.)

EXISTING LAND USE

The existing land use within the greater New Paltz Village and Town area is mostly developed commercial

lots along the primary transportation corridors, which is generally ideal for transportation-related uses. Just outside the commercial corridors, the land uses quickly transition into single-family and multi-family residential uses, sometimes just within a half block distance of the main roads. These areas are generally not

as ideal for transportation uses due to the potential conflict of noise with residential homes. For this reason, the facility should ideally be outside of the established residential neighborhoods, to avoid such a conflict.

Like many older historic New York villages, the majority of the lot sizes are extremely small, as small or less than the existing facility site. This makes available choices limited without the merging of multiple properties. Outside of the village boundaries, closer to the Thruway, the lot sizes generally become much larger, and several are up to twice the size of the existing facility site.

In identifying potential site locations, there are generally 3 options: 1) Vacant sites; 2) Underutilized sites; and 3) Existing developed sites which could be redeveloped as part of a public/private joint venture. There are very few individual parcels which are vacant, or otherwise underutilized. Some exceptions to this include:

- The vacant parcel behind the current Village Hall offices (locally referred to as "The Pit");
- A vacant lot on the north side of Main Street (behind 119 Main) about one-third of which is currently being used for parking;
- A triangular shaped lot on the north side of Main Street (behind 231 Main) just outside of the Village boundary which currently does not have any legal road frontage, however appears to be adjacent to a paper-street or utility easement;
- A vacant or underutilized site on the west side of Route 32, opposite Bontecou View Dr.;
- A vacant lot at the end of Pencil Hill Road, although this lot configuration and size is not ideal;
- Assorted private properties on the north side of town, in notably residential neighborhoods, although these lots are quite small;

Existing developed sites which could be potential public/private (or public/public) ventures include:

- The existing Village Hall and DPW garage property on Plattekill Ave (may or may not also include "The Pit" property behind it.) This option would allow for new Village Hall offices to be created along with other public services at one central location, and could relocate or integrate the existing DPW functions with the bus storage and maintenance operations in the rear.
- The commercial plaza at the southwest corner of S. Manheim Blvd. and Main Street (home of LaBella pizza and Convenient Deli.) This vicinity, due to its location at the signalized intersection, would be easier for the buses to access, allowing them to make left or right turns at the light instead of waiting for breaks in the traffic.
- The existing gas station site at the corner of Route 32 and Henry Dubois Drive.
- The Village of New Paltz Park-and-Ride lot on Route 32.

OPPORTUNITIES

The best opportunities for a multi-modal facility lie in finding underutilized locations to revitalize within the village center as part of a Transit Oriented Development (TOD) design. The project could be used as leverage to enhance current properties and buildings within underutilized lot(s). In this win-win situation, the new transportation facility would increase patronage to surrounding businesses, provide revenue for renovations, stimulate economic development and also provide conveniently located transportation access to those wishing to maintain walkability.

The general area that includes Village Hall and 'The Pit' would be one possible example. This could be a good public-private partnership with enough land to provide space for a parking garage and other important amenities.

Another possibility would be for the current bus station location to expand, which would require land acquisition from nearby land owners. This could be a good option as it would take into consideration the current property owner's long-time stake in the bus station, as well as satisfy many members of the New Paltz community who are happy with the current location and want it to stay as close to downtown as possible.

CONSTRAINTS

Like many older historic New York villages, the majority of the lot sizes are extremely small, as small or less than the existing facility site. This makes available choices limited without the merging of multiple properties. Outside of the village boundaries, closer to the Thruway, the lot sizes generally become much larger, and several are up to twice the size of the existing facility site.

However, many people within the New Paltz community are very clear that they want the facility to remain in a downtown location for several reasons. These reasons include walkability, commercial interests, and the level of safety attained within a highly public, populated area.

While all their reasons are quite valid, securing a downtown location with enough space may prove challenging. There are simply not very many vacant/underutilized sites in downtown New Paltz, which is the opposite of many towns and cities in New York state that have faced large declines in population over the past century. This fact is ultimately good for the Village of New Paltz, but it makes finding a multi-modal transportation facility in a downtown location a challenge.

If the current facility location were to be expanded, an important consideration would be how to continue bus service operations during the construction period. The service providers would not want to lose ridership due to interruptions, and therefore a temporary staging area may need to be identified.

While the existing zoning does not seem to support a facility within the Main Street area, it may be possible to expand the existing facility with variances. If a new facility were proposed in this same area, it may require a change to the zoning code. Given the apparent widespread public support for the facility at or near its current location, changing the zoning may not be very difficult. An intermodal facility at this location would be in keeping with the overall goals of the New Paltz Comprehensive Plan. It should also be noted that a facility on government-owned land may be exempt from these zoning limitations.

Another constraint is the continued traffic and congestion along the primary Main Street route, since the bus companies naturally seek the most efficient routes in terms of time and fuel. Although the local side-streets afford the least congestion and quickest travel times, they lack the central focus point of a Main Street

CANDIDATE AREAS

To identify candidate areas, an overlay of the following geographic areas can be applied:

- Permitted zoning districts
- Locations desired by the public
- Areas of higher population and employment densities
- Vacant, Underutilized or Potential Partnership sites
- Existing site and surrounding area

An overlay of the above characteristics indicates a mix of options, with allowed zoning districts notably not overlapping with much of the other three criteria. However, as noted above, the zoning districts could be changed if necessary given enough public support. Overall, the remaining four criteria seem to indicate a center of gravity for a candidate area within the immediate village area.



SUMMARY OF POTENTIAL PARTNERS

Potential partners include existing bus operators such as Trailways and UCAT, the owner of the existing bus station and owners of adjacent properties, owners of candidate properties including owners of larger potentially underutilized parcels including the 'Pit' property off Plattekill Avenue, the Village of New Paltz, and the New Paltz School District. Conversations with potential partners will be initiated by the consultant team as a later task in this study.

CONCLUSION

The Village of New Paltz has an active transit system which is expected to continue to grow in the coming years. The current bus station facility is well-positioned in the heart of the community, but will become increasingly challenged to properly accommodate public-transit users as currently configured. Any required upgrades to the current facility, or creation of a new facility, will require a solid community-supported plan and a concerted effort to secure funding for capital improvements. It is wise to develop this plan now before the opportunities become fewer or the constraints become greater.

Use patterns, existing investments and community preference offer several alternative opportunities including a new transit hub concept, flex service to high demand locations as is done now for SUNY New Paltz, and expansion or improvements to the existing site. New Paltz's strong sense of place and vibrant downtown area, coupled with the land use patterns and current transit characteristics, point toward supporting a transit hub concept. This would accommodate the highest number of service providers and the greatest spectrum of the population as practically possible. The goal is a mutually beneficial community-based transit system which many people can take advantage of while at the same time ensuring its continued availability to the community and service providers.

New Paltz has continued to maintain its strong central focus, and a high demand for walkable downtown transit creates both an opportunity—and a challenge—in terms of accommodating an ideal facility into the existing fabric of the community. Despite a lack of simple and obvious "perfect" solution, the project team is determined to find workable options within the Village of New Paltz and to keep the transit facility as walkable as reasonably possible. They would ideally seek out a private-public partnership that would benefit all parties involved, including the users and the private stakeholders. Current users are urged to keep in mind that the creation of a suitable multi-modal transportation facility will ensure that the bus services they rely on will be able to continue and enhance their services into the future.