

Ulster County Year 2035 Long-Range Transportation Plan Update

Public Meeting
August 3, 2010

Ulster County Transportation Council





AGENDA

- **Overview of the Draft Document**
 1. Introduction
 2. Goals and Objectives
 3. Profile of the Region
 4. Existing Conditions and Needs
 5. Public Involvement Initiatives
 6. Financial Plan
 7. Recommended Plan
 8. Implementation Plan
 9. Performance Monitoring Plan
- **Remaining Schedule**





Chapter 1: Introduction

UCTC/LRTP Background

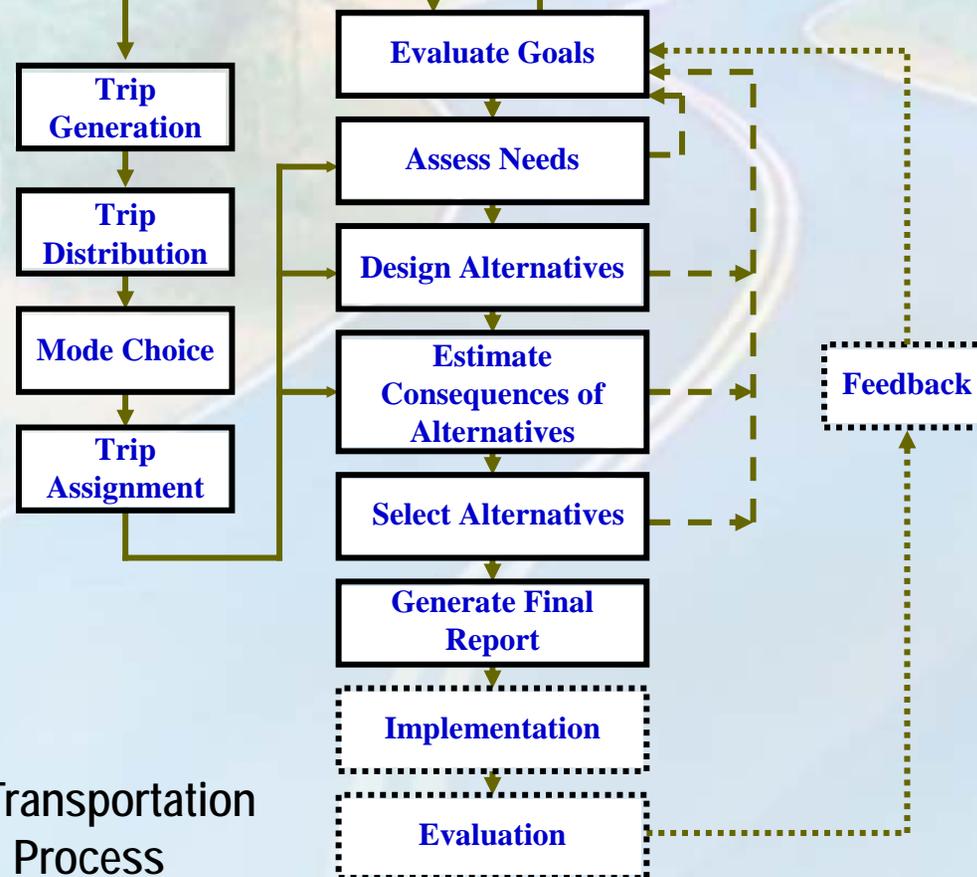
- Federal Requirements
- Planning Process Defined
- Recently Completed Plans Identified
 - State Plans
 - Regional and Local Plans





Chapter 1: Introduction

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



Long Range Transportation
Planning Process





Chapter 1: Introduction

State Plans Recently Completed:

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





Chapter 1: Introduction



Local Plans Recently Completed:

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





Chapter 2: Goals and Objectives



1. System Preservation. Preserve the existing transportation system while being adaptable to new, more efficient systems.
2. Economic Vitality. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.





Chapter 2: Goals and Objectives



3. Safety. Increase the safety of the transportation system for motorized and nonmotorized users.
4. Security. Increase the security of the transportation system for motorized and nonmotorized users.





Chapter 2: Goals and Objectives



5. Mobility. Increase mobility and accessibility options for people and freight.
6. Connectivity. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;





Chapter 2: Goals and Objectives



7. Environment. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;





Chapter 2: Goals and Objectives



8. System Management. Promote efficient system management and operations;
9. Funding. Maximize the utilization of federal aid programmed;





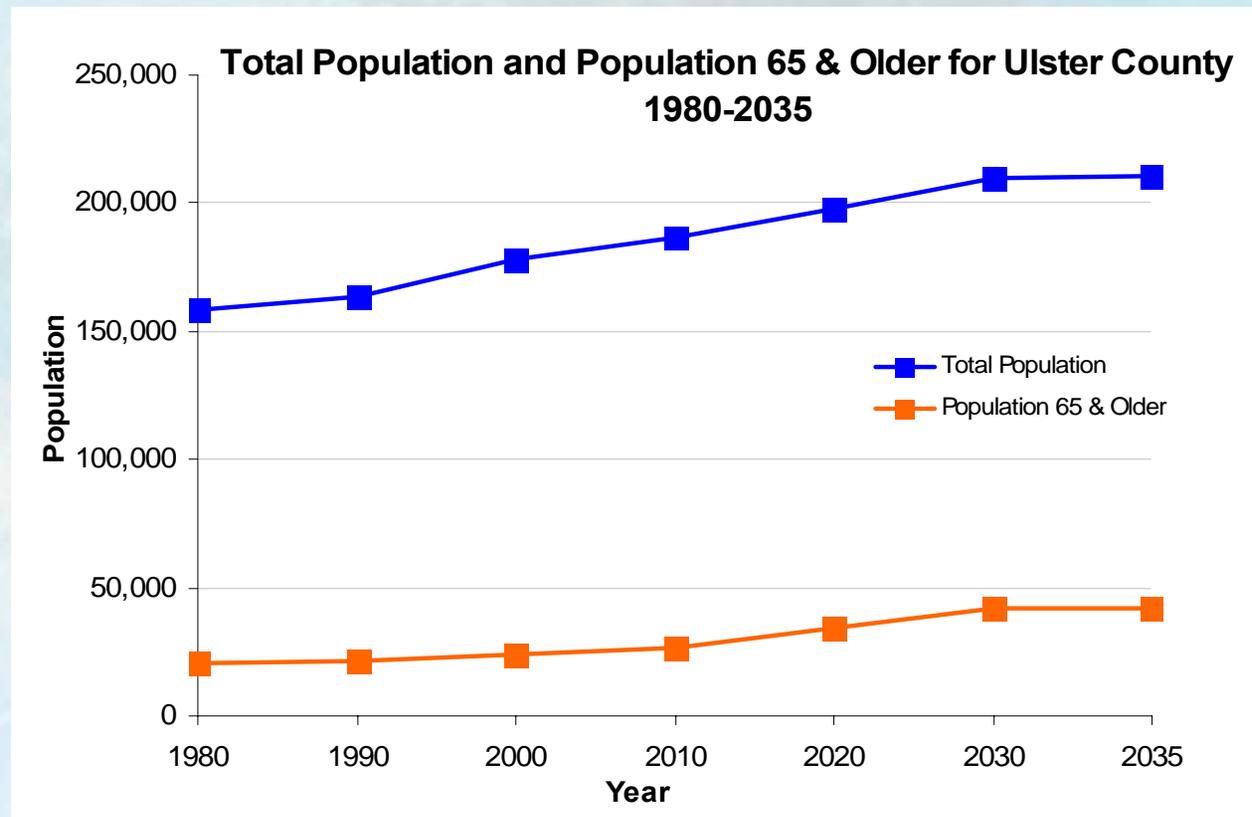
Chapter 3: Profile of the Region

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





Chapter 3: Profile of the Region

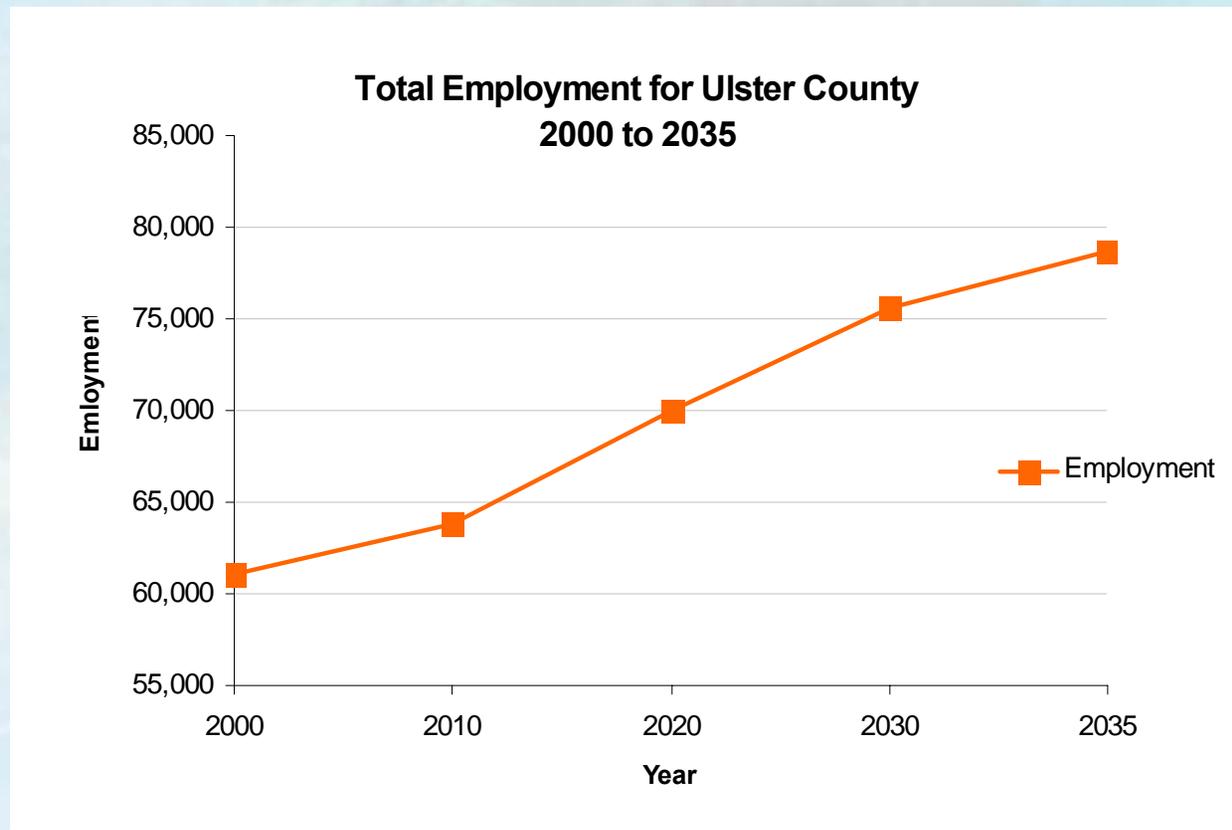


Source: U.S Census Bureau and Ulster County Planning Department





Chapter 3: Profile of the Region

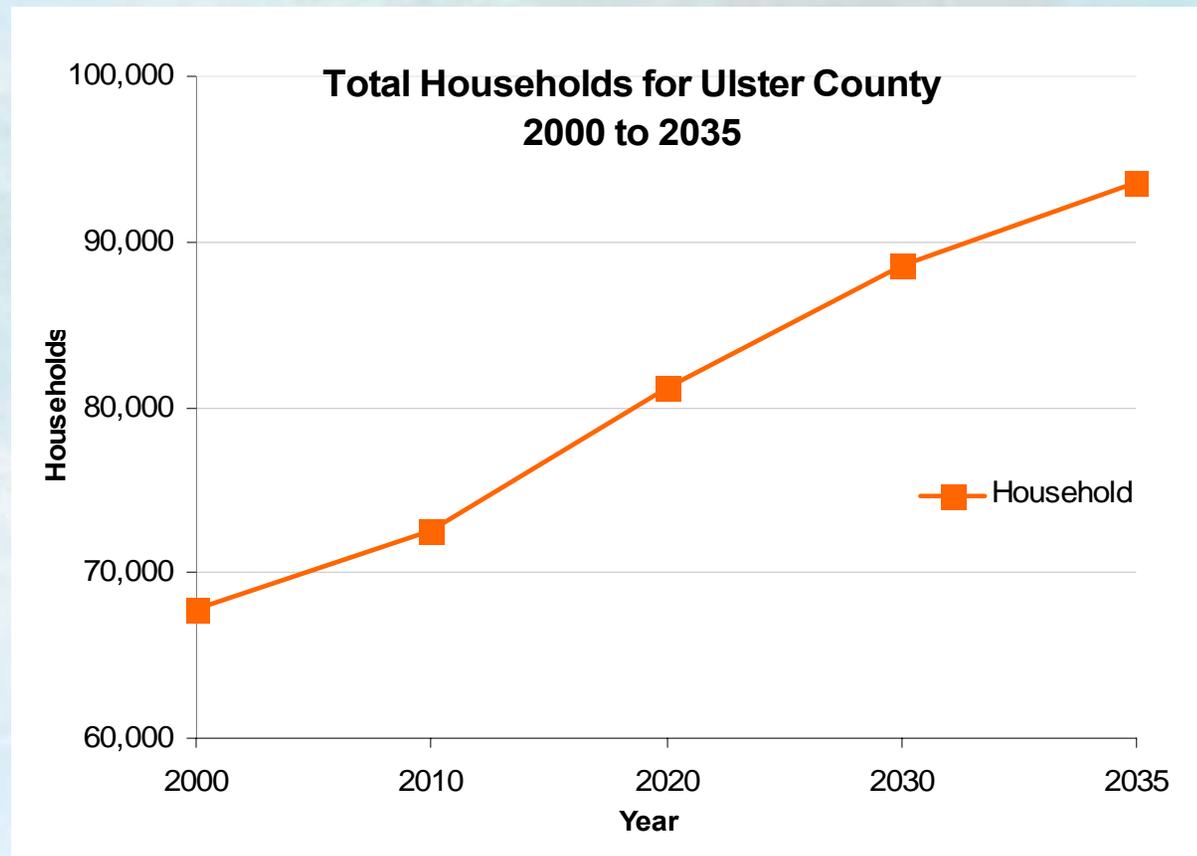


Source: U.S Census Bureau and Ulster County Planning Department





Chapter 3: Profile of the Region

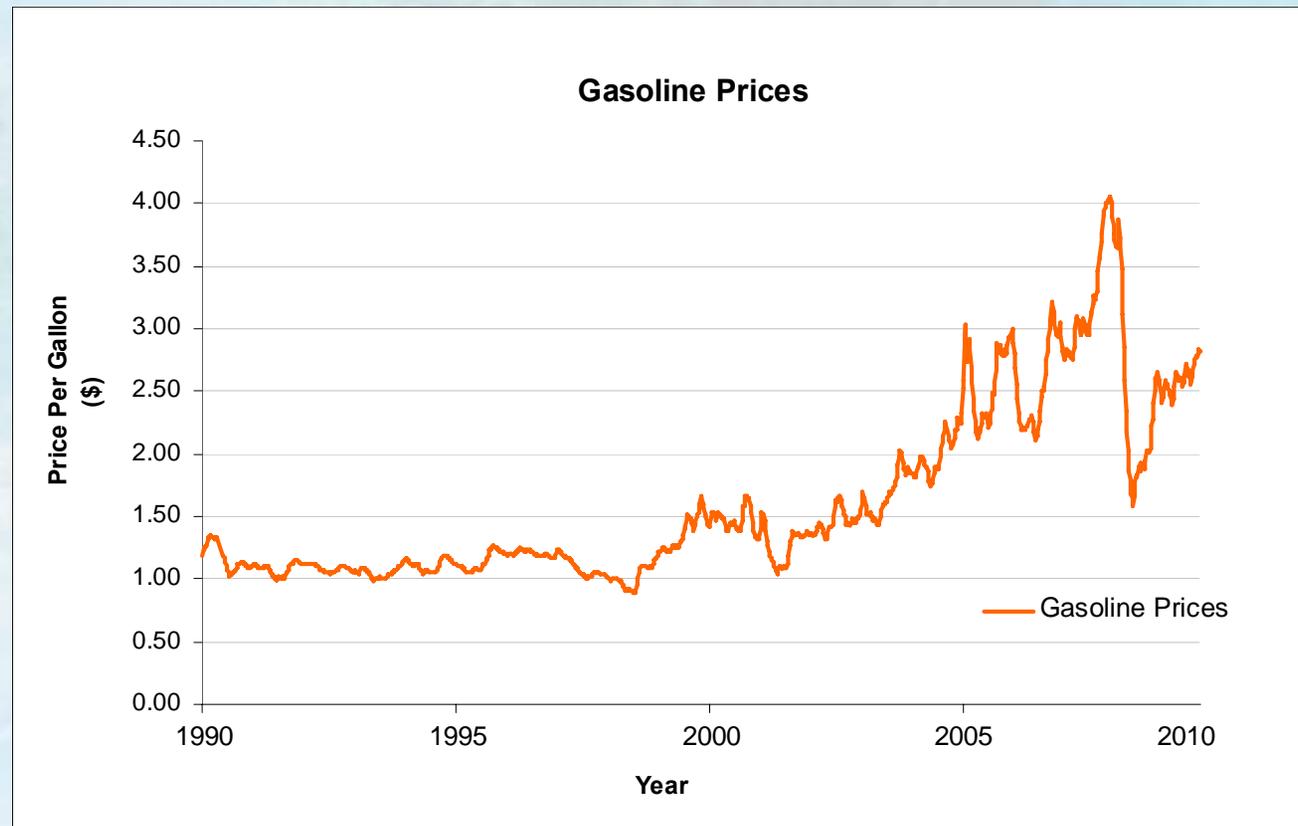


Source: U.S Census Bureau and Ulster County Planning Department





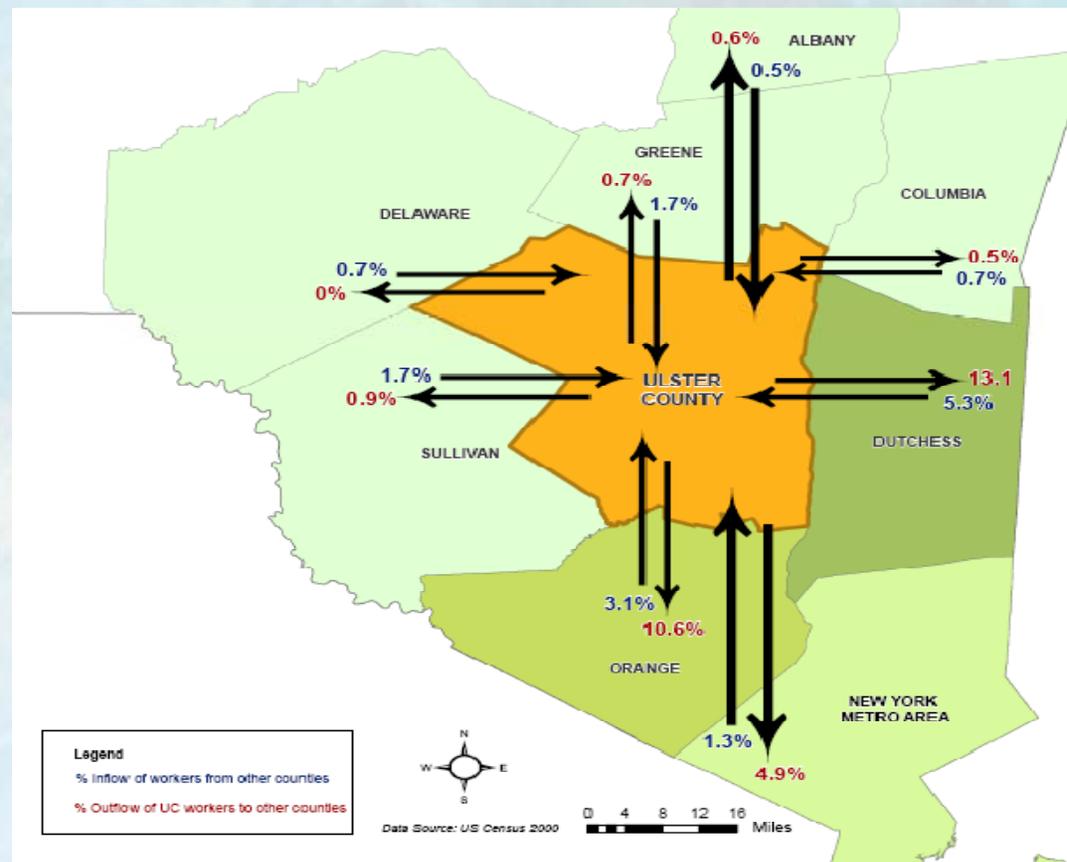
Chapter 3: Profile of the Region



Source: U.S. Department of Energy



Chapter 3: Profile of the Region



Source: 2000 US Census Bureau

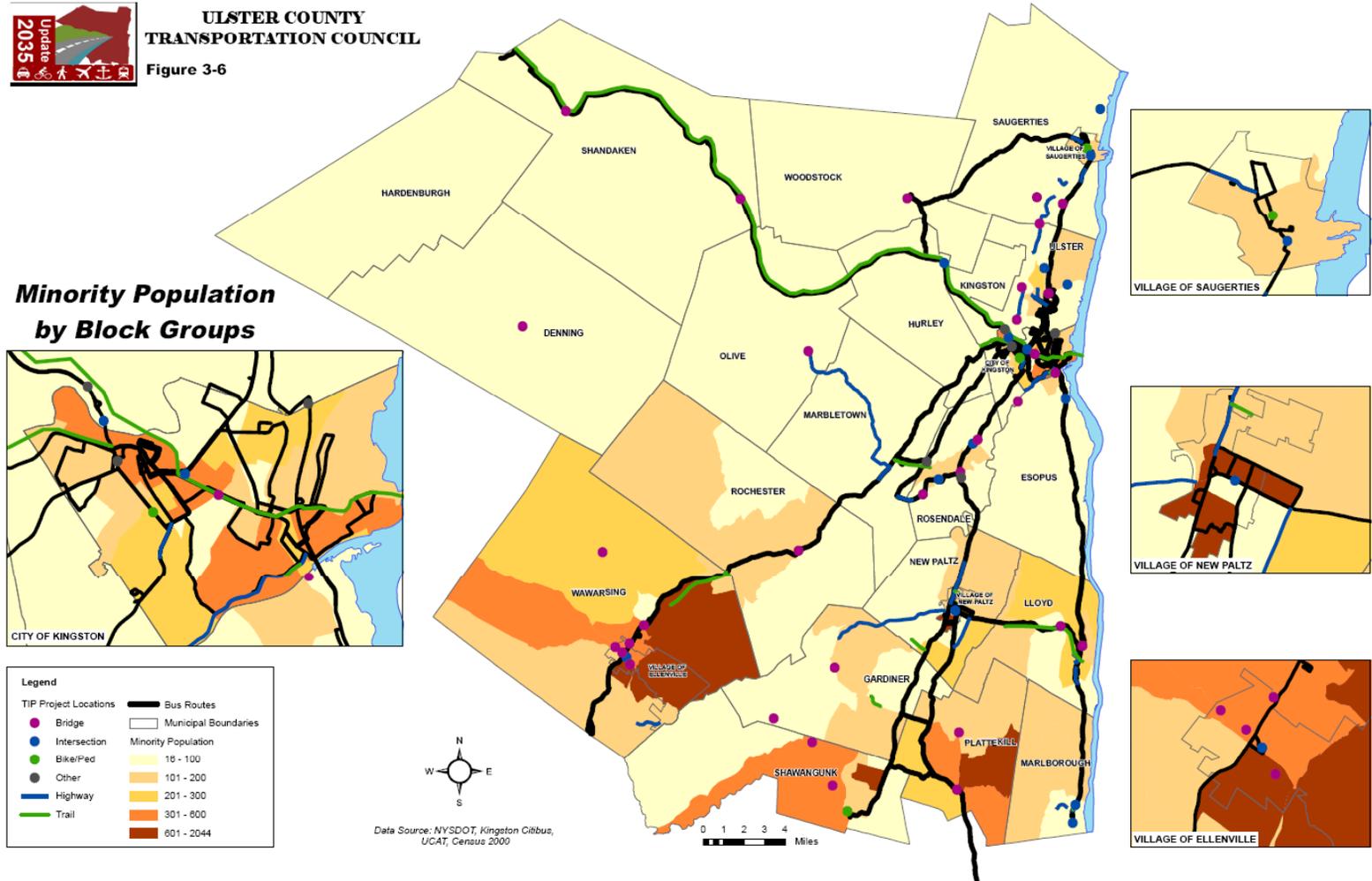


Chapter 3: Profile of the Region



**ULSTER COUNTY
TRANSPORTATION COUNCIL**
Figure 3-6

Minority Population by Block Groups



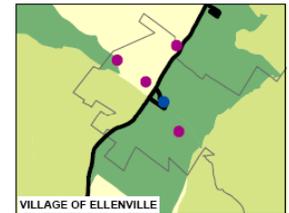
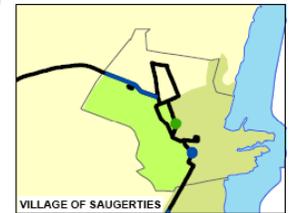
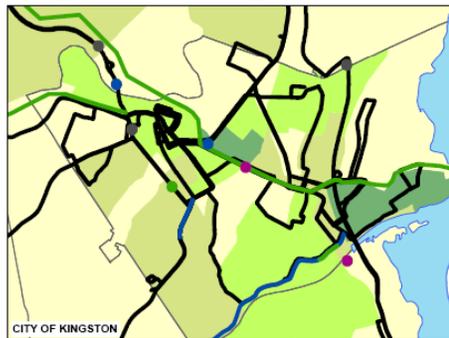
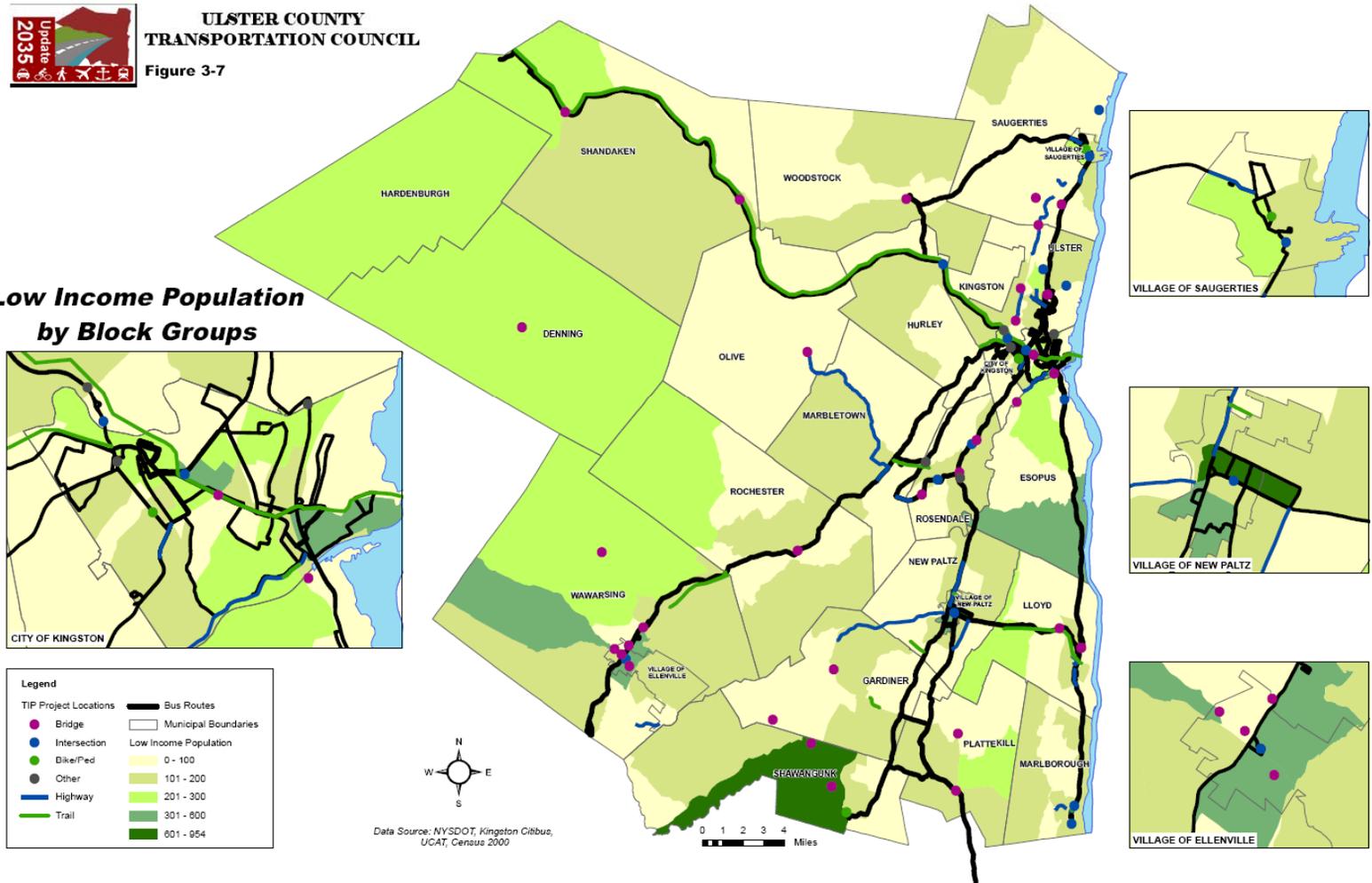
Chapter 3: Profile of the Region



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Figure 3-7

**Low Income Population
by Block Groups**



Legend	
● TIP Project Locations	— Bus Routes
● Bridge	▭ Municipal Boundaries
● Intersection	▭ Low Income Population
● Diker/Ped	0 - 100
● Other	101 - 200
— Highway	201 - 300
— Trail	301 - 600
	601 - 954



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



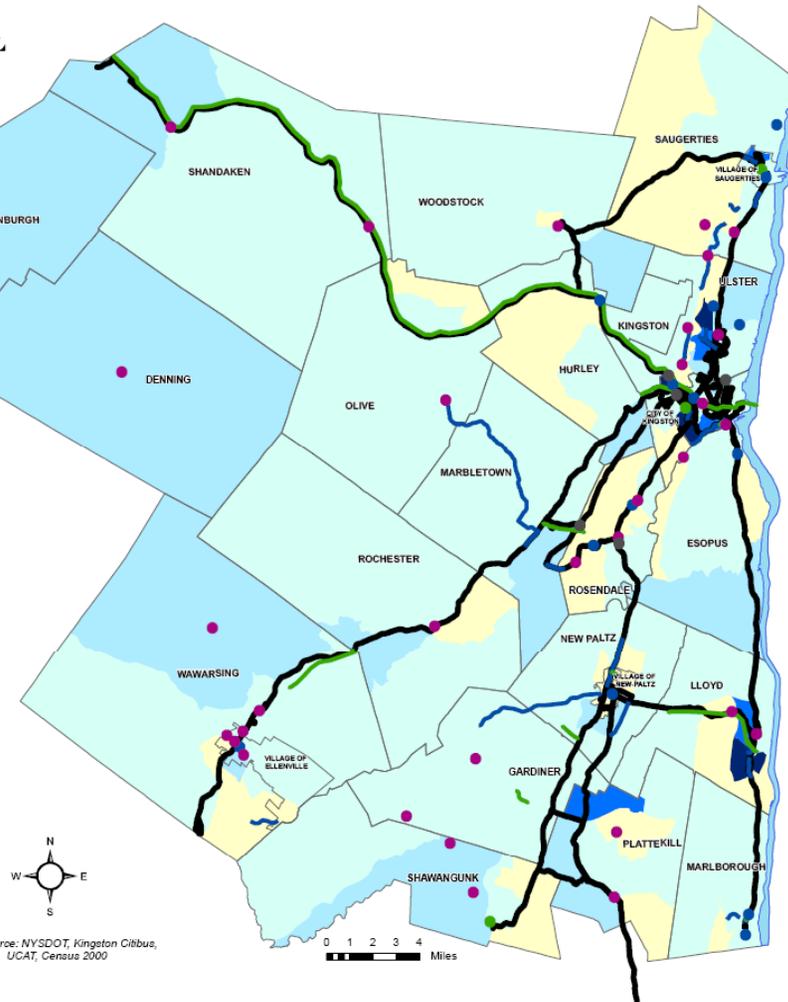
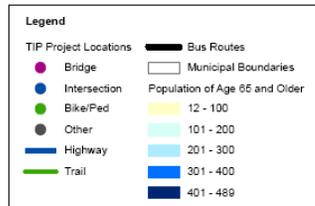
Chapter 3: Profile of the Region



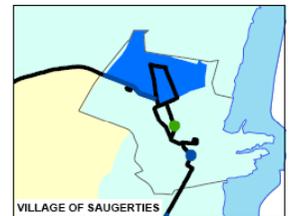
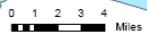
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Figure 3-8

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



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



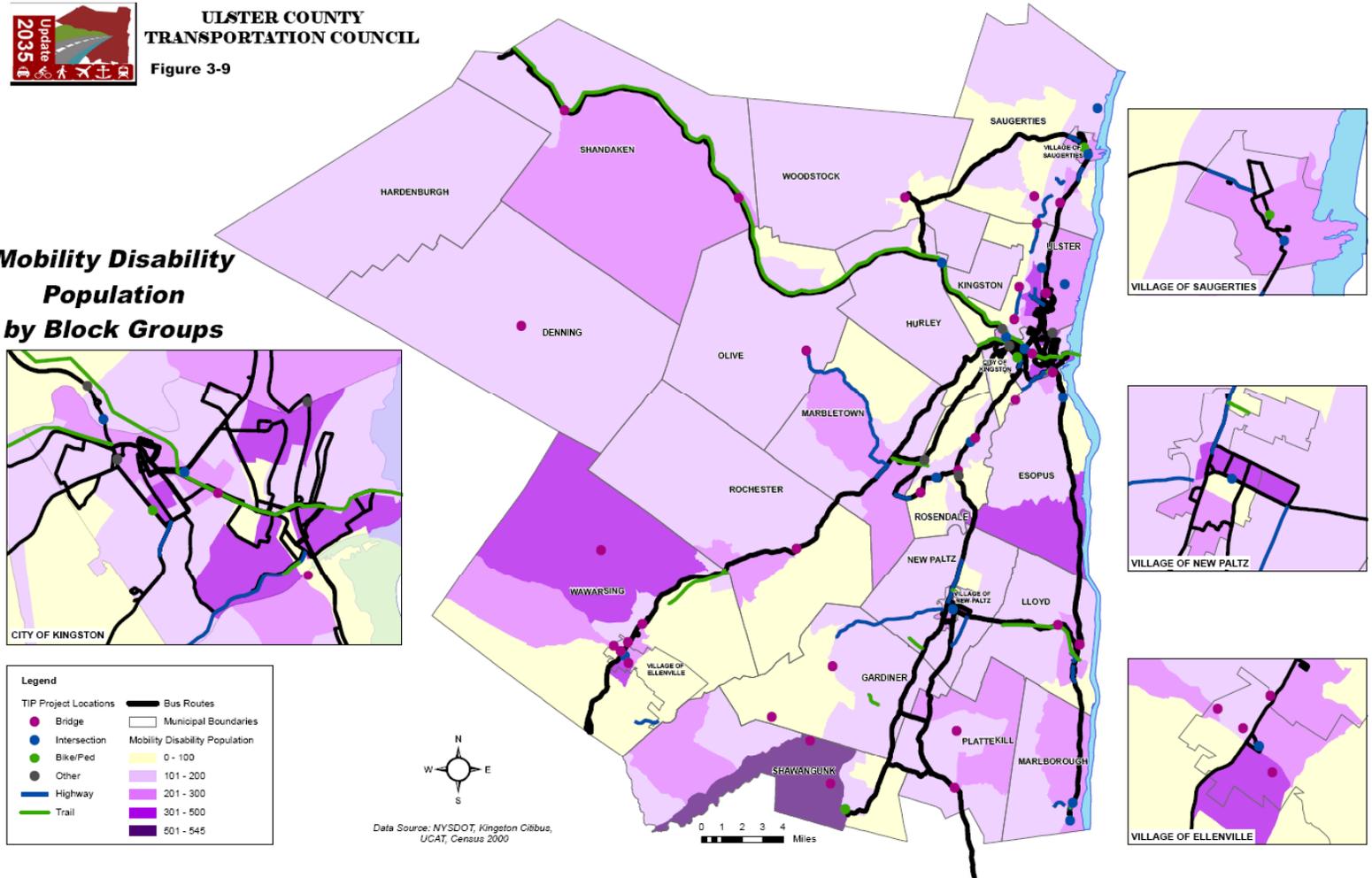
Chapter 3: Profile of the Region



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Figure 3-9

Mobility Disability Population by Block Groups

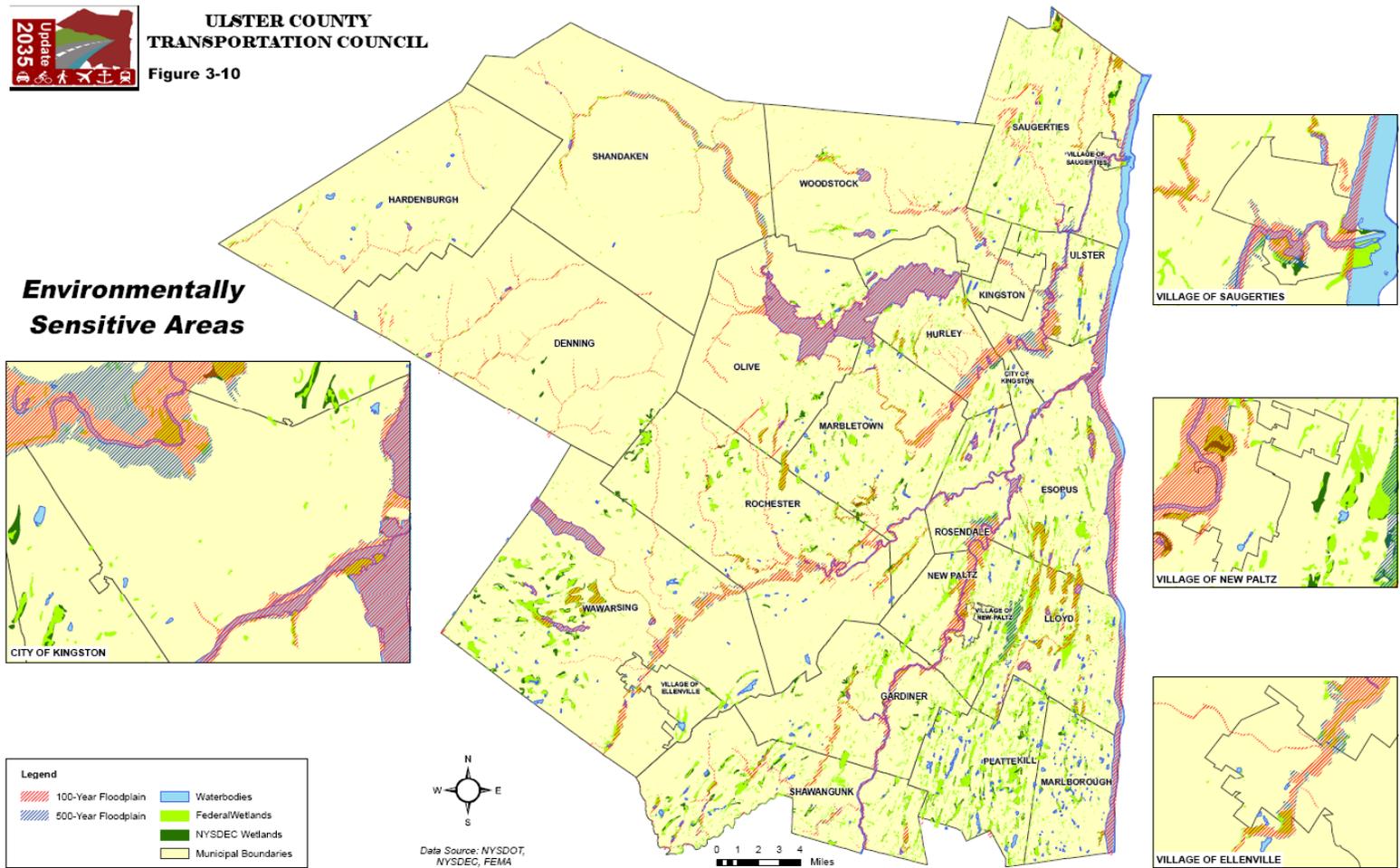


Chapter 3: Profile of the Region



**ULSTER COUNTY
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Figure 3-10

Environmentally Sensitive Areas



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

North Arrow
Data Source: NYSDOT,
NYSDEC, FEMA

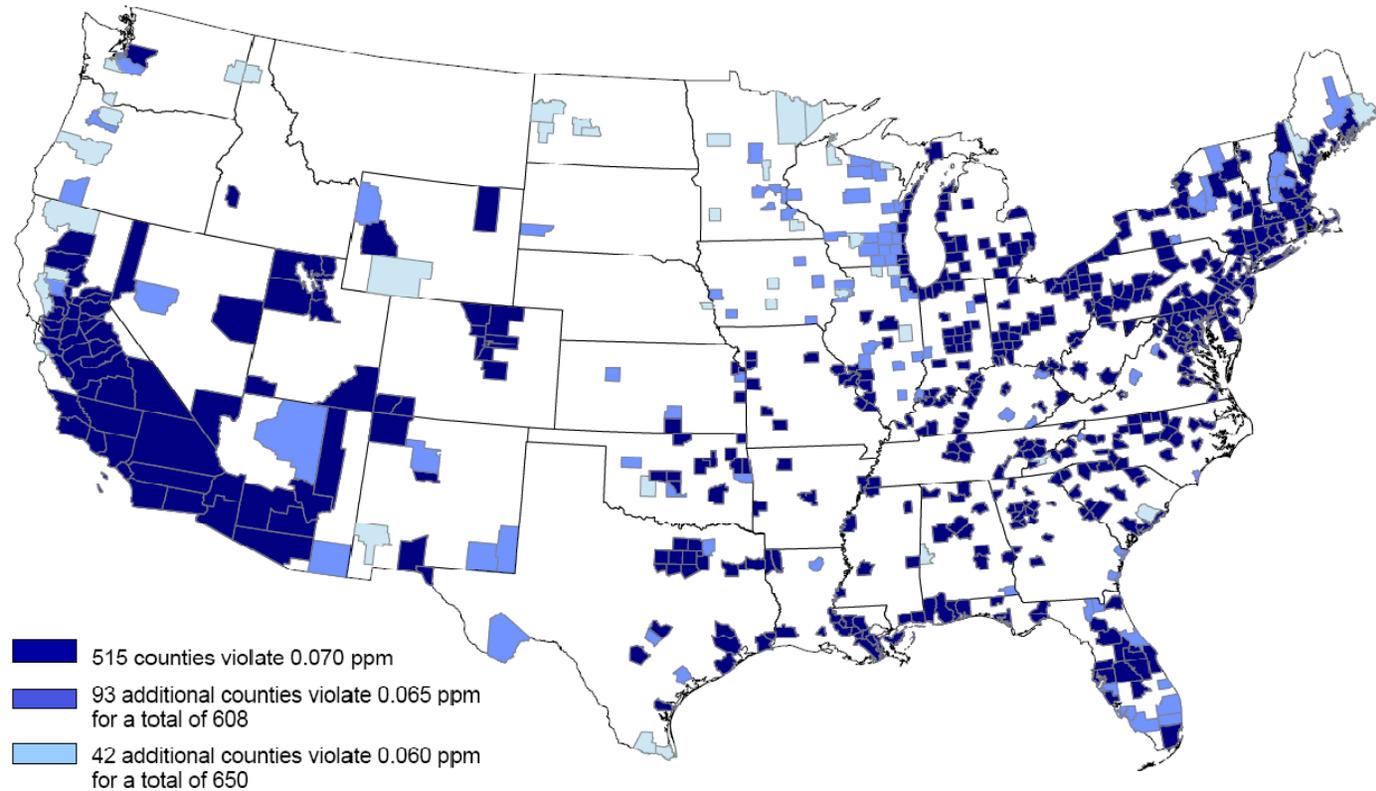


Chapter 3: Profile of the Region

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

(Based on 2006 – 2008 Air Quality Data)

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



Notes:

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





Chapter 4: Existing Conditions and Needs

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





Chapter 4: Existing Conditions and Needs

Paving Condition for Federal Aid Eligible Roads

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





Chapter 4: Existing Conditions and Needs

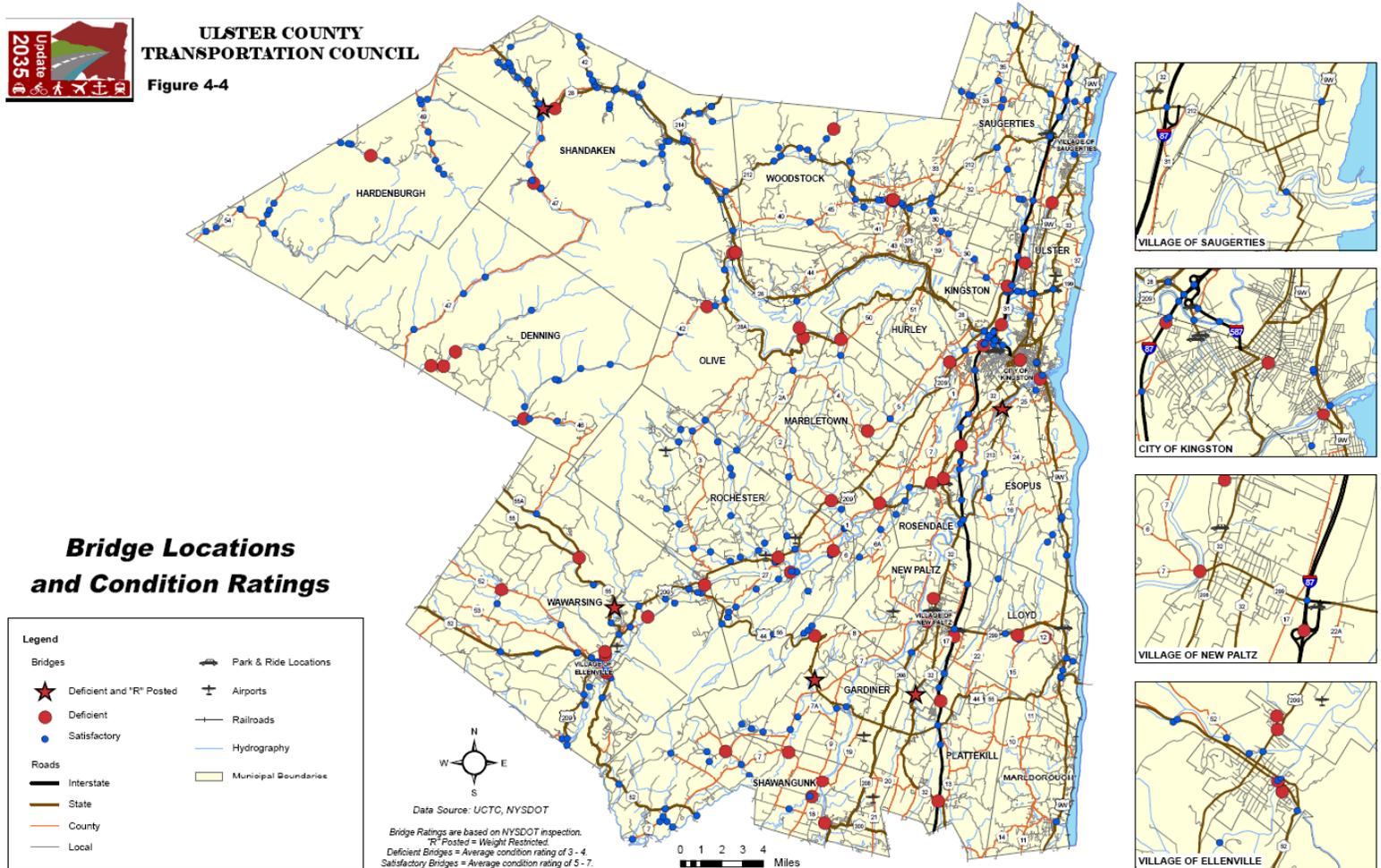
Bridge Conditions By Functional Classification and Jurisdiction

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

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



Chapter 4: Existing Conditions and Needs



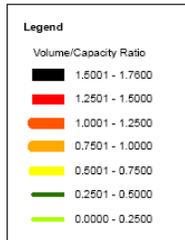
Chapter 4: Existing Conditions and Needs



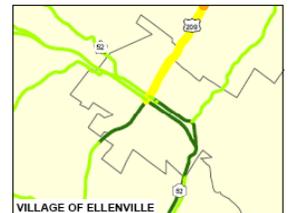
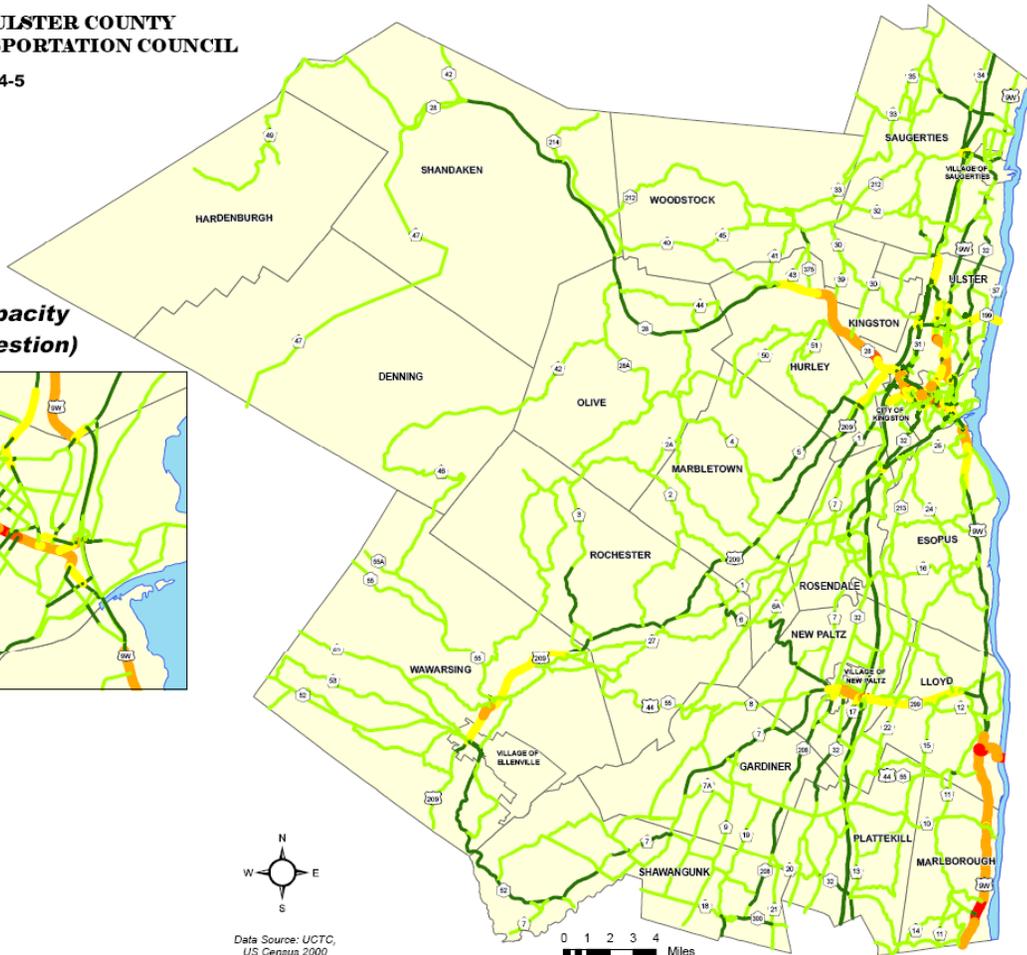
**ULSTER COUNTY
TRANSPORTATION COUNCIL**

Figure 4-5

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



Data Source: UCTC,
US Census 2000



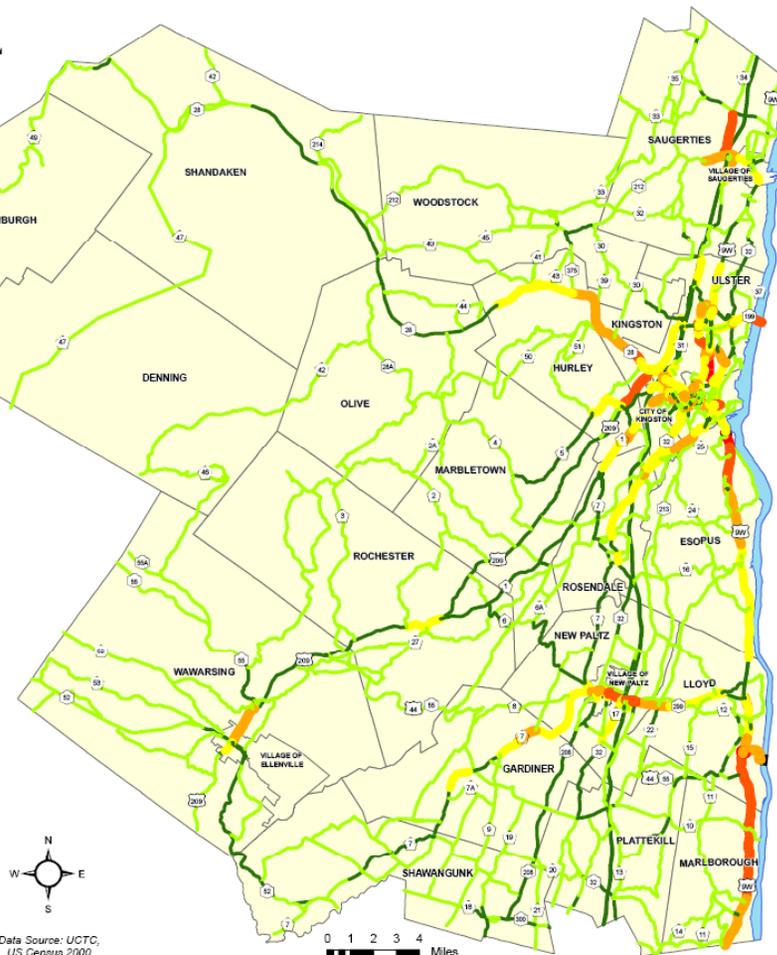
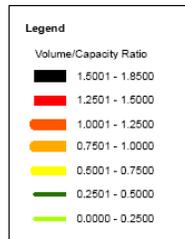
Chapter 4: Existing Conditions and Needs



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TRANSPORTATION COUNCIL**

Figure 4-6

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



Data Source: UCTC,
US Census 2000



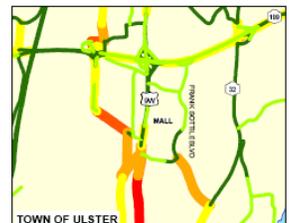
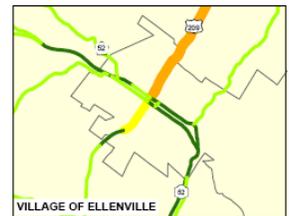
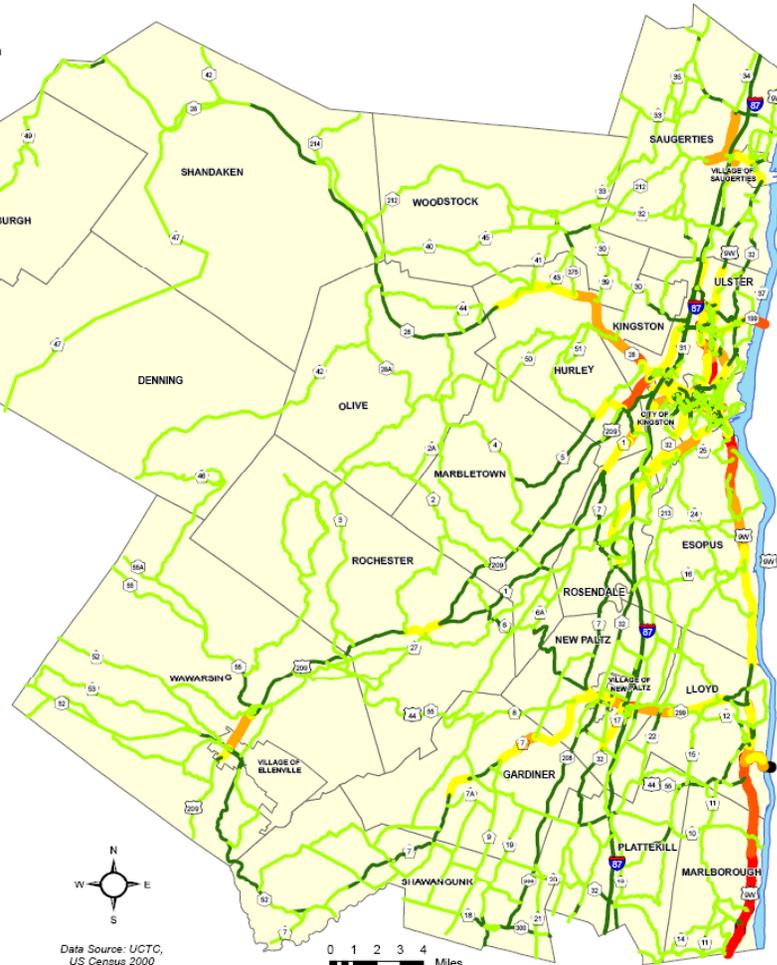
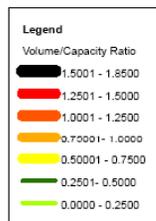
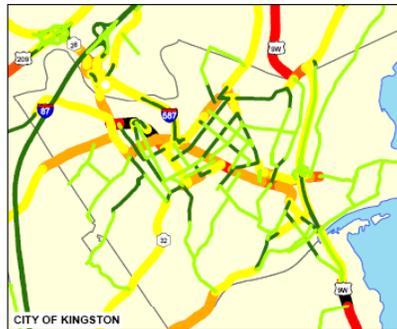
Chapter 4: Existing Conditions and Needs



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Figure 4-7

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



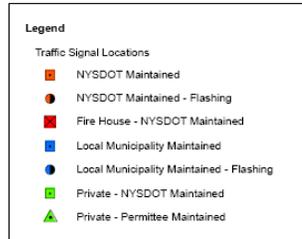
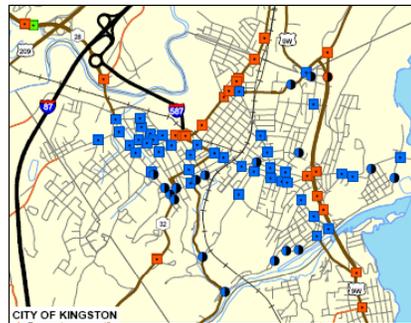
Chapter 4: Existing Conditions and Needs



ULSTER COUNTY TRANSPORTATION COUNCIL

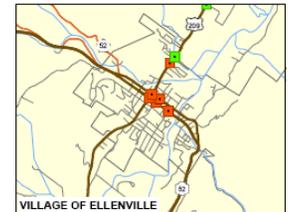
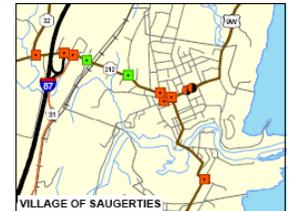
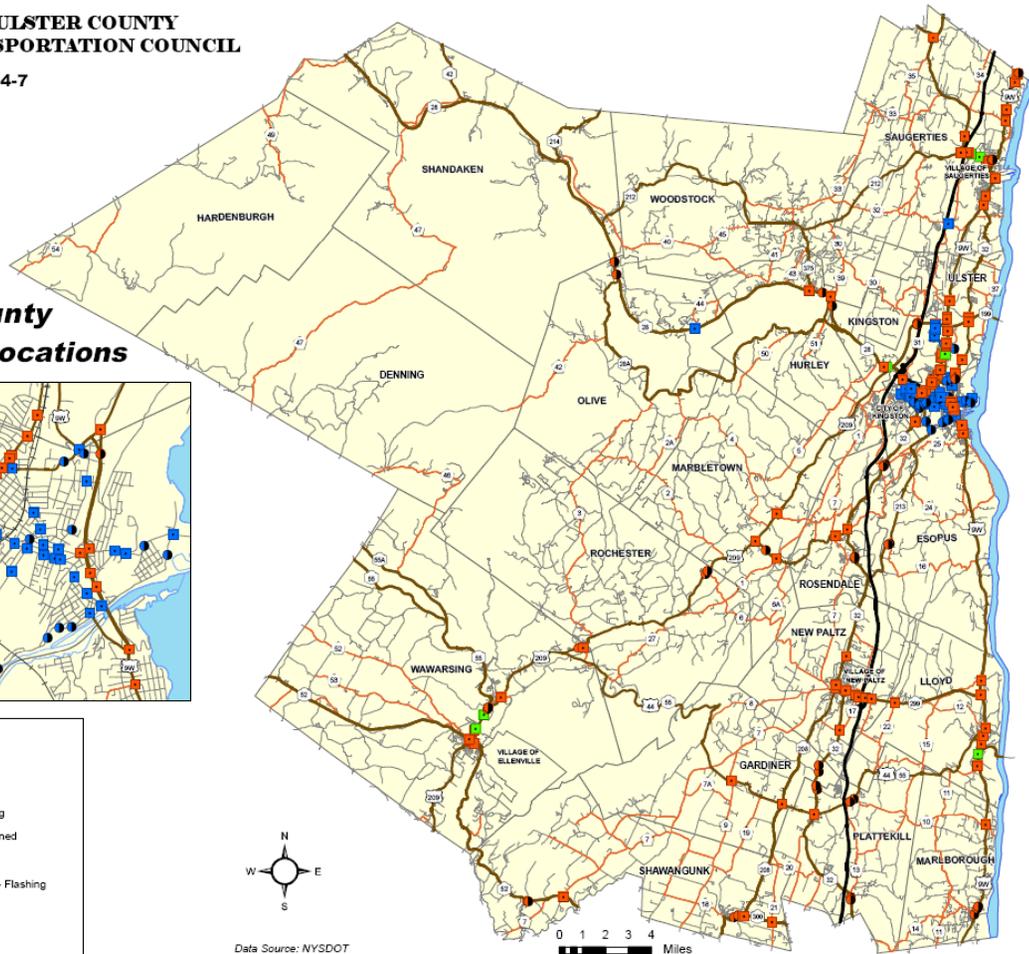
Figure 4-7

Ulster County Traffic Signal Locations



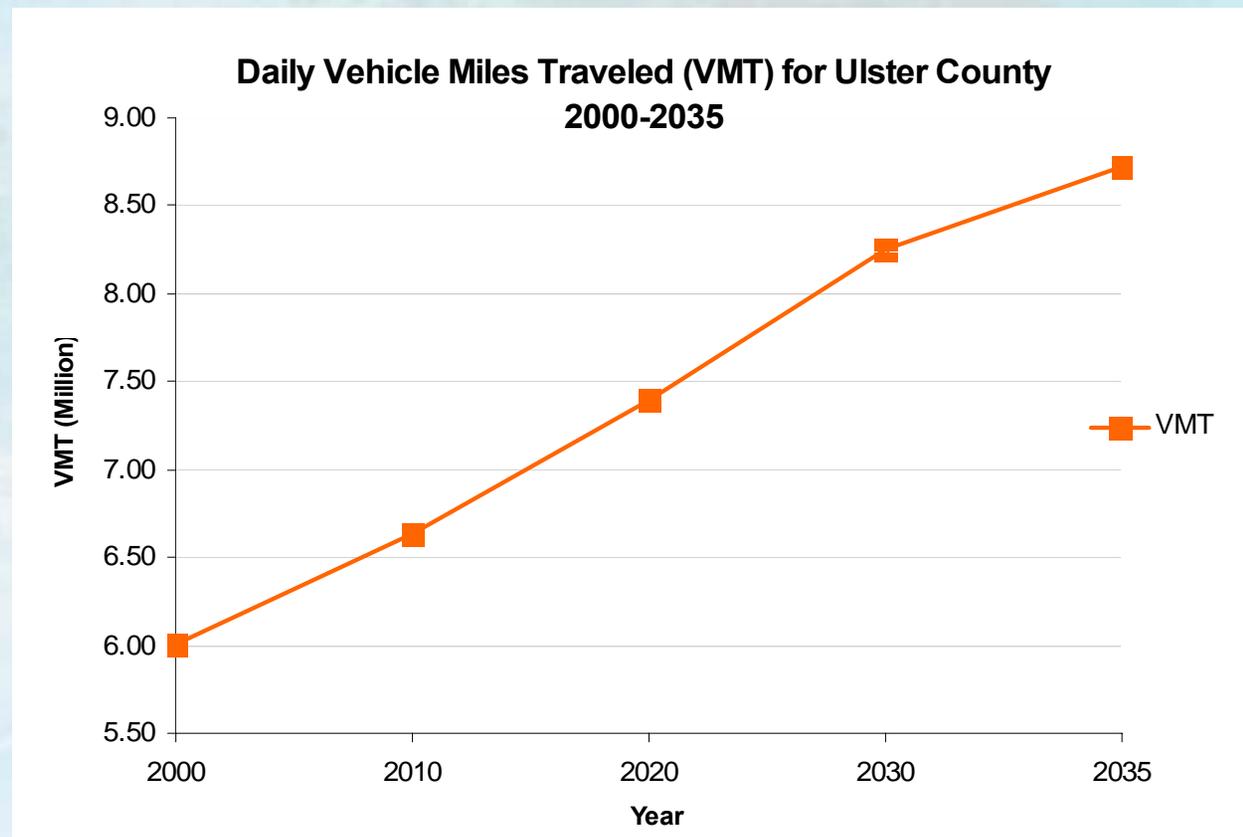
Data Source: NYSDOT

0 1 2 3 4
Miles





Chapter 4: Existing Conditions and Needs



Source: NYSDOT and Ulster County Planning Department

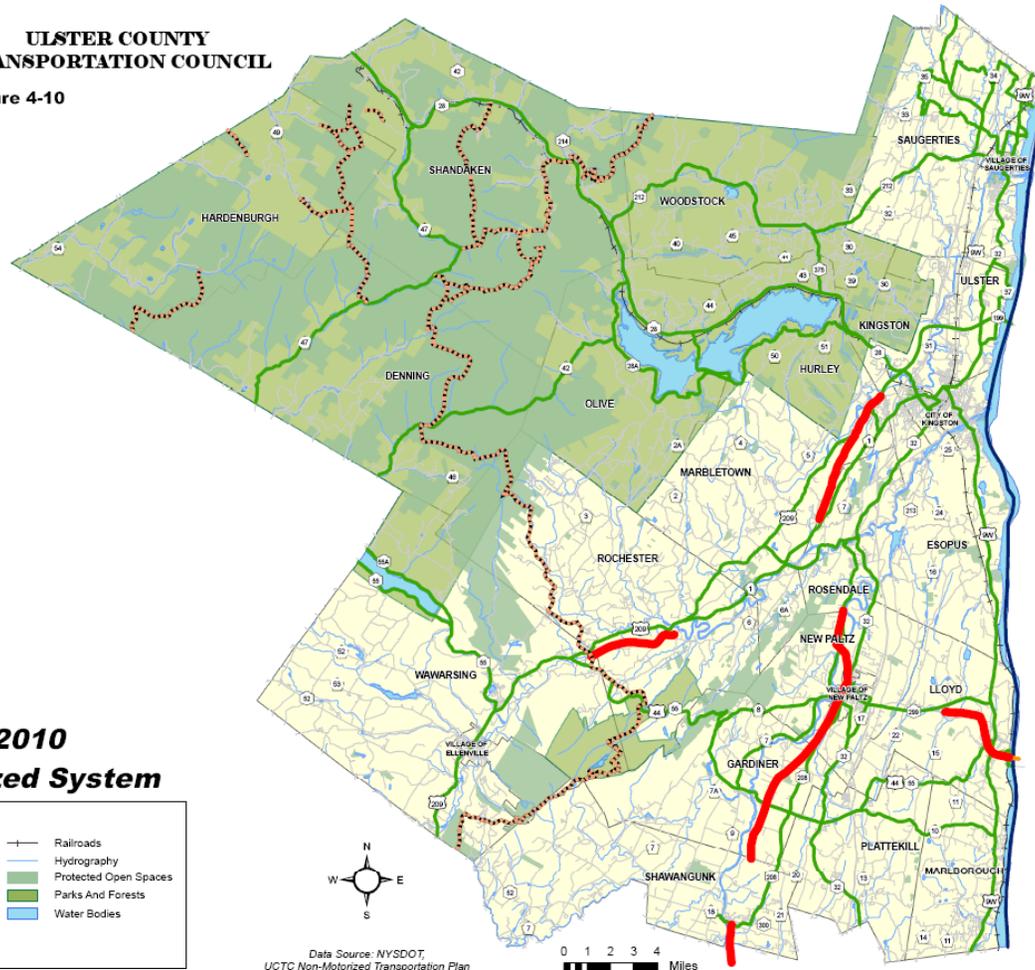


Chapter 4: Existing Conditions and Needs



ULSTER COUNTY TRANSPORTATION COUNCIL

Figure 4-10



Year 2010 Non Motorized System

Legend			
	Existing Multi Use Trail		Railroads
	Foot Trails Only		Hydrography
	Walkway Over Hudson		Protected Open Spaces
	Hudson River Water Trail		Parks And Forests
	Bike Routes		Water Bodies
	Roads		



Data Source: NYSDOT,
UCTC Non-Motorized Transportation Plan

0 1 2 3 4
Miles

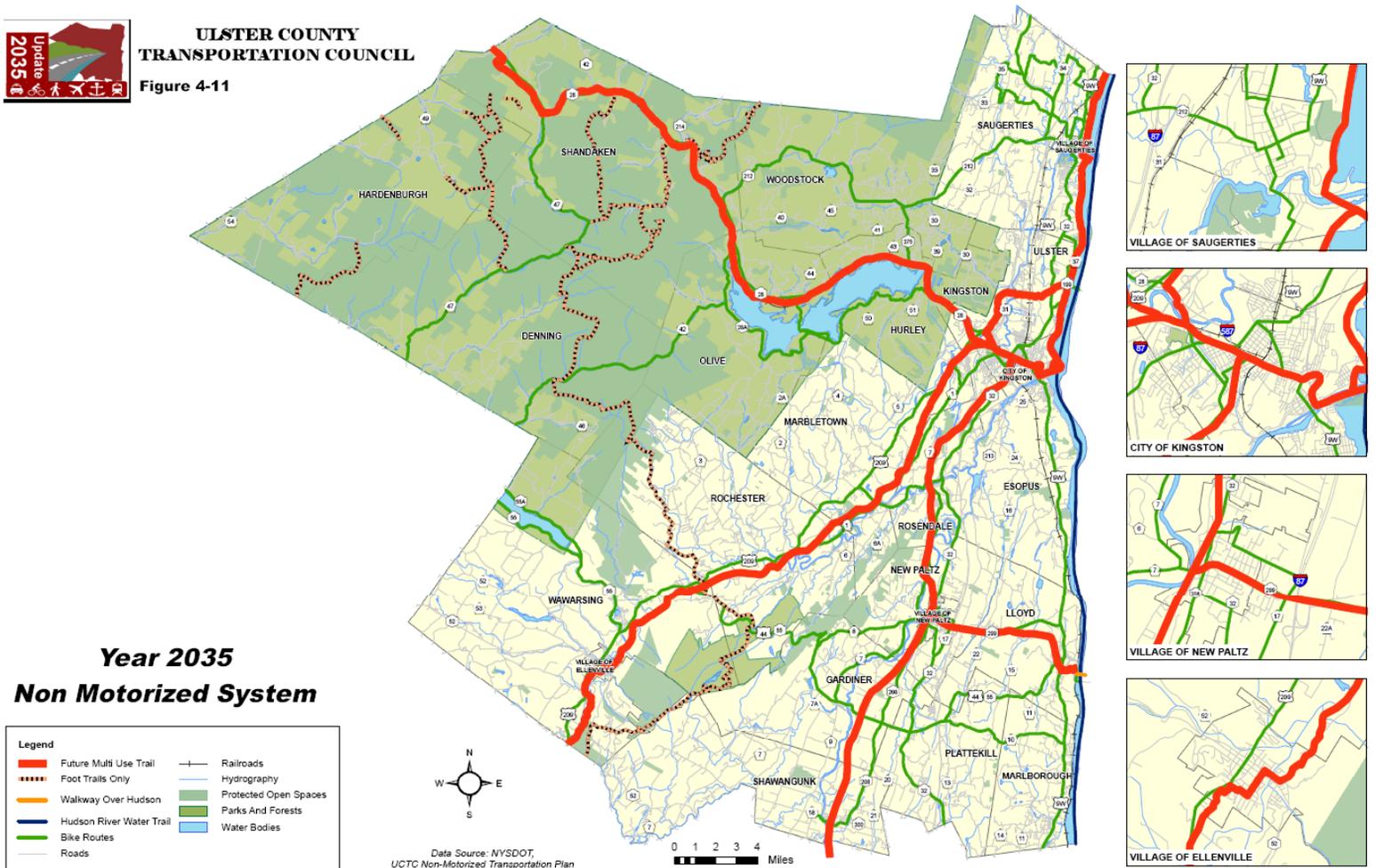


Chapter 4: Existing Conditions and Needs



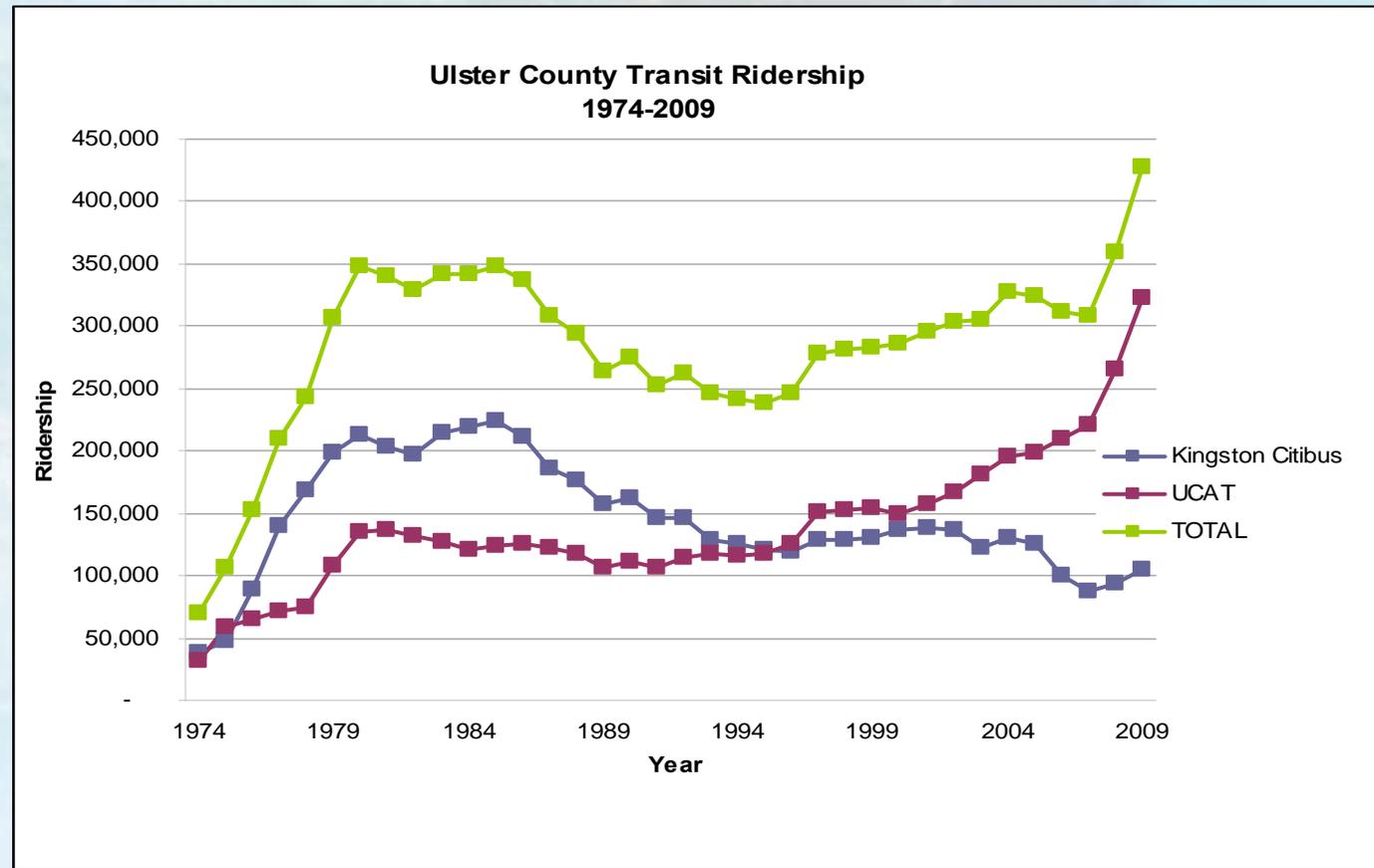
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TRANSPORTATION COUNCIL**

Figure 4-11

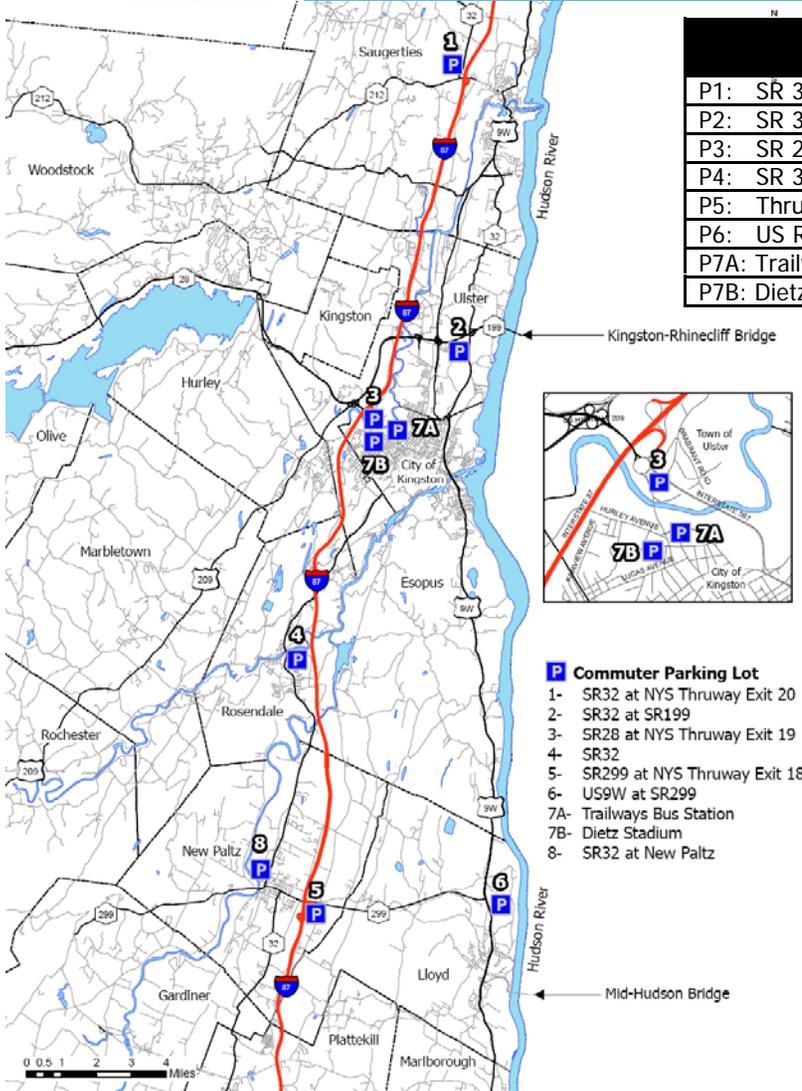




Chapter 4: Existing Conditions and Needs



Chapter 4: Existing Conditions and Needs



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

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



Chapter 4: Existing Conditions and Needs

Crash Data, 2006-2008

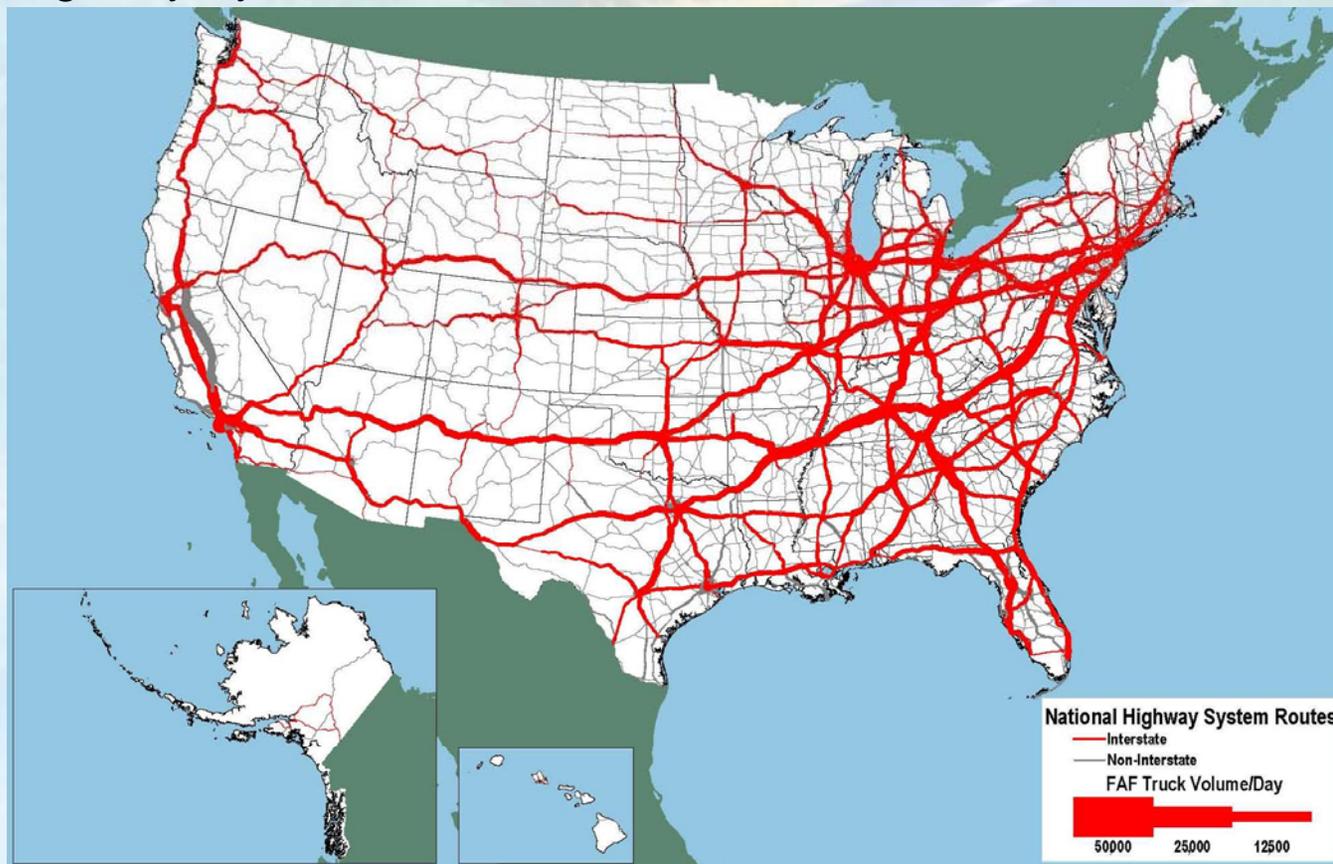
	2006		2007		2008		Total for 3 years	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Crashes	3,260		3,633		5,614		12,507	
Fatal	30	0.92%	27	0.74%	25	0.45%	82	0.66%
Injury	1,504	46.13%	1,479	40.71%	2,005	35.71%	4,988	39.88%
Other Crashes	1,726	52.94%	2,127	58.55%	3,584	63.84%	7,437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

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



Chapter 4: Existing Conditions and Needs

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

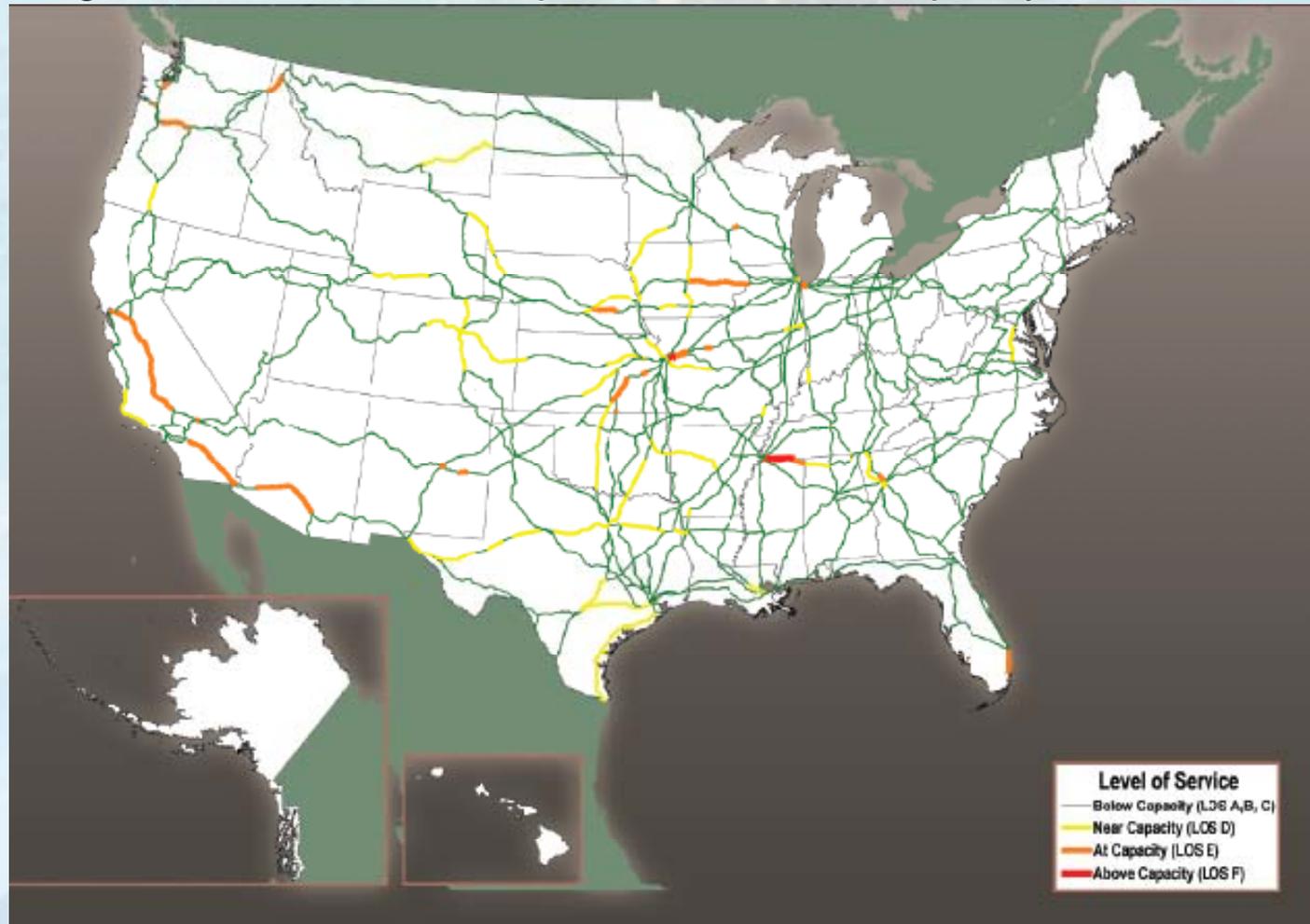


Note: Long-haul freight trucks serve locations at least 50 miles apart, excluding trucks that are used in intermodal movements.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007.



Chapter 4: Existing Conditions and Needs

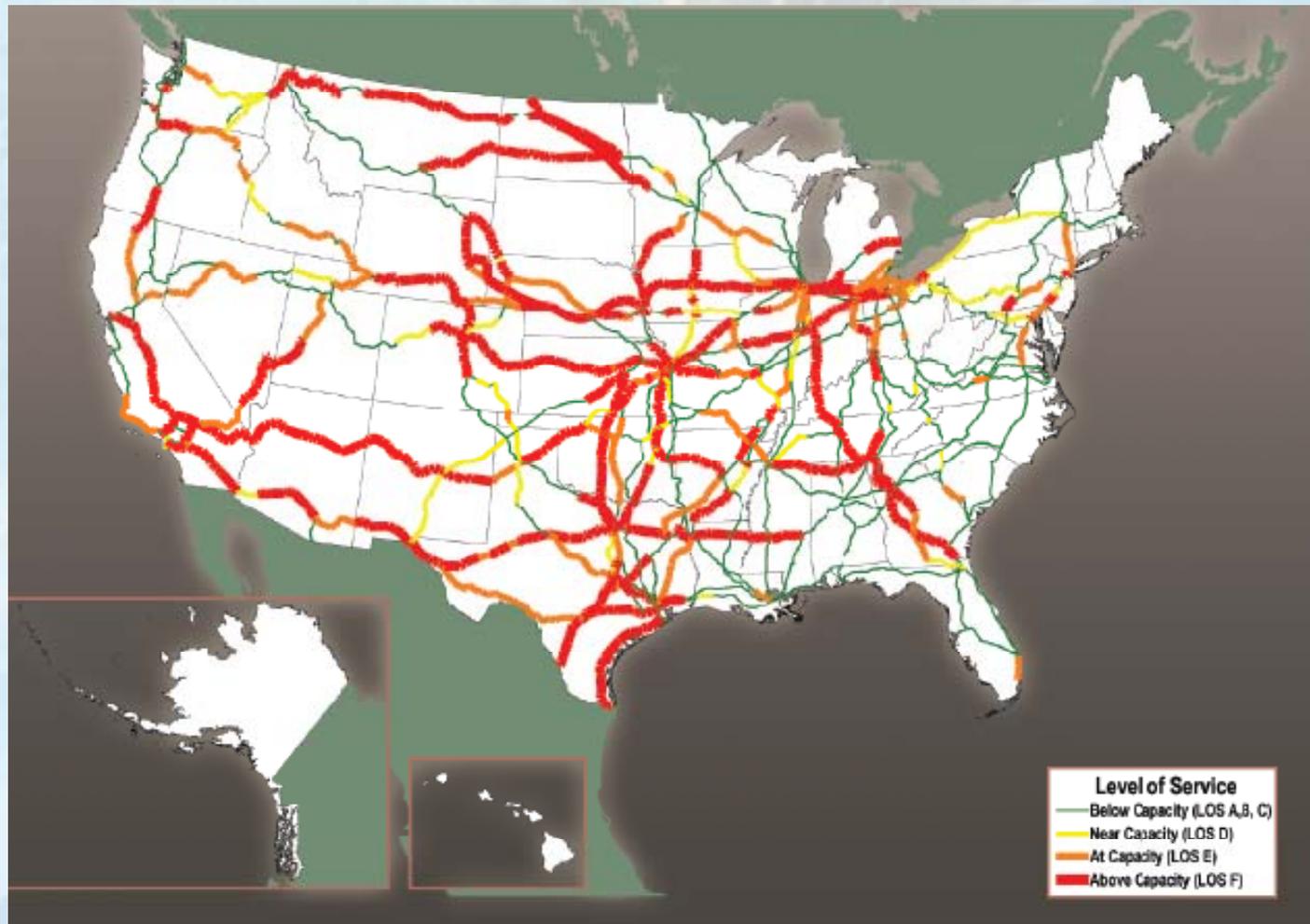
Freight Train Volumes Compared to Current Capacity, 2007





Chapter 4: Existing Conditions and Needs

Freight Train Volumes in 2035 Compared to Current Capacity





Chapter 4: Existing Conditions and Needs



- **Highway and Bridge Needs**
 - Kingston-Esopus Suspension Bridge rehabilitation
 - Frank Sottile Blvd. Extension to Route 299
 - Kingston area needs
 - New Paltz/Gardiner area Route 299
 - Saugerties area needs
 - Ellenville area needs





Chapter 4: Existing Conditions and Needs



- **Railroad Corridor Needs**

- Quiet Zones
- Implement Train Detection/Arrival Prediction recommendations
- Saugerties Kings Highway Corridor RR Crossings consolidation
- Grade separation facility for vehicles and pedestrians between Flatbush and Smith Avenues, Kingston
- Pedestrian “wait stations”
- Define the future for the Ulster & Delaware Railroad Corridor





Chapter 4: Existing Conditions and Needs

- **Transit/Demand Management Needs**

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





Chapter 4: Existing Conditions and Needs

• Bicycle/Pedestrian Needs

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





Chapter 4: Existing Conditions and Needs



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



Chapter 5: Public Involvement Initiatives

- Public Involvement Plan
- Public Meetings
- Public Involvement Tools





Chapter 5: Public Involvement Initiatives

Public Meetings:

Type of Public Meeting	Meeting Location	Date
UCTC Meeting	SUNY Ulster	February 5, 2009
UCTC Meeting	SUNY Ulster	March 5, 2009
UCTC Meeting	SUNY Ulster	May 27, 2009
UCTC Meeting	SUNY Ulster	July 16, 2009
UCTC Meeting	SUNY Ulster	December 7, 2009
UCTC Meeting	SUNY Ulster	February 9, 2010
UCTC Meeting	SUNY Ulster	March 18, 2010
Public Meeting #1	Village of Saugerties	May 13, 2010
Public Meeting #2	Village of New Paltz	May 19, 2010
Public Meeting #3	City of Kingston	May 20, 2010
UCTC Meeting	SUNY Ulster	June 23, 2010
UCTC Meeting	SUNY Ulster	July 29, 2010
Public Meeting #4	City of Kingston	August 3, 2010
UCTC Adoption of Plan	SUNY Ulster	August 31, 2010





Chapter 5: Public Involvement Initiatives

Public Involvement Tools

- Email Broadcasting
- Direct Mailings
- Newspaper Articles and Advertisements
- Project Web Site
- Project Logo
- Public Online Survey
- Open Public Comment Period
- Open Door Policy





Chapter 5: Public Involvement Initiatives

Online Survey Results:

- 59 survey responses received;
- 50% indicated they were somewhat or very satisfied with the regional transportation system;
- 31% indicated the quality of the Ulster County transportation system is better than it was five years ago;
- 88% of those surveyed believe somewhat more or much more money should be spent to maintain and improve the Ulster County transportation system;
- 57% of those surveyed indicated that improved bicycle and pedestrian facilities is the most important transportation strategy.





Chapter 6: Finance Plan



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





Currently Programmed Projects



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

- Total Programmed: \$213.2 million





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



- Maintenance Needs: \$414.449 million
- Operations Needs: \$42.052 million
- Corrective Maint. Needs: \$866.217 million
- Transit/Demand Management: \$446.205 million
- Other State Needs: \$497.567 million

- Total Local System Needs: \$656.912 million

- Total Needs: \$2,477.197 million
- Total Anticipated Revenues: \$1,000.960 million
- Difference: **-\$1,476.237 million**





Chapter 7: Recommended Plan

- List of Transportation and Transit Projects
- Categorized by Sponsor
- Directly linked to the Draft FFY 2011-2015 TIP Update





Chapter 7: Recommended Plan 25 Years

- Bridge projects: \$139.2 million
- Paving/Road Recon. projects: \$127.8 million
- Trail and sidewalk projects: \$34.5 million
- Transit/TDM: \$31.6 million
- Intersection/traffic signals: \$30.2 million
- Railroad Xing improvements: \$18.3 million
- Studies \$0.5 million

- Total Programmed: \$382.1 million
- Total Anticipated Revenues: \$1,000.9 million





Chapter 8: Implementation Plan

- Implementation variables
- Key relationships
- Action steps
 1. Implement Short-term projects programmed;
 2. Prioritize Long-term project needs;
 3. Develop City/County transit master plan;
 4. Complete the countywide multi-use trail network;
 5. Update existing plans;
 6. And many more...





Chapter 9: Performance Monitoring Plan

- Monitor Plan Implementation
- Multimodal & Diverse
- Designed to address Ulster County's needs
- Based on cost of acquiring data





Chapter 9: Performance Monitoring Plan

Performance Measures Compared to Goals

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





Chapter 9: Performance Monitoring Plan

Performance Measures	Existing 2009	2035 Goal	Change from 2009
Number of system miles with volume-to-capacity (V/C) ratio greater than 1.0	6.1	19.9	226.2%
Crash data (2006-2008 data):			
Total injury crashes over 3 year period	4988	2999	-39.9%
Total fatality crashes over 3 year period	82	39	-52.4%
Percent of system pavement conditions rated "fair" or better State and local federal aid system only	96.2%	98.0%	1.9%
Federal aid obligation ratio	53.7%	100.0%	86.2%
Average capacity of park and ride facilities (2008 data)	86.2%	100.0%	16.0%
Percent of bridges with condition rating of 5.0 or higher			
State Bridges	13.3%	25.0%	88.0%
Local Bridges	19.5%	35.0%	79.5%
Transit fare box recovery ratio (2004-2008 data)			
Ulster County Area Transit	9.2%	15.0%	63.0%
Kingston Citibus	11.6%	15.0%	29.3%
Number of multi-use trail miles developed	28.1	127.4	353.4%
Daily vehicle miles traveled (VMT) in millions of miles	6.5	8.6	32.3%
Public survey results (in 2010)			
Overall satisfaction with the existing transportation system	45.7%	51.0%	11.6%
Those perceiving a better transportation system than five years ago	31.0%	51.0%	64.5%





NEXT STEPS

- Public Comment Period July 30 to August 20
- Public Meeting August 3, 2010
- Consider and Incorporate Public Comments
- Adopt Draft Final Plan August 31, 2010



Questions?



- **L RTP Contact**

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