

# Ulster County Transit System Coordination & Development Plan



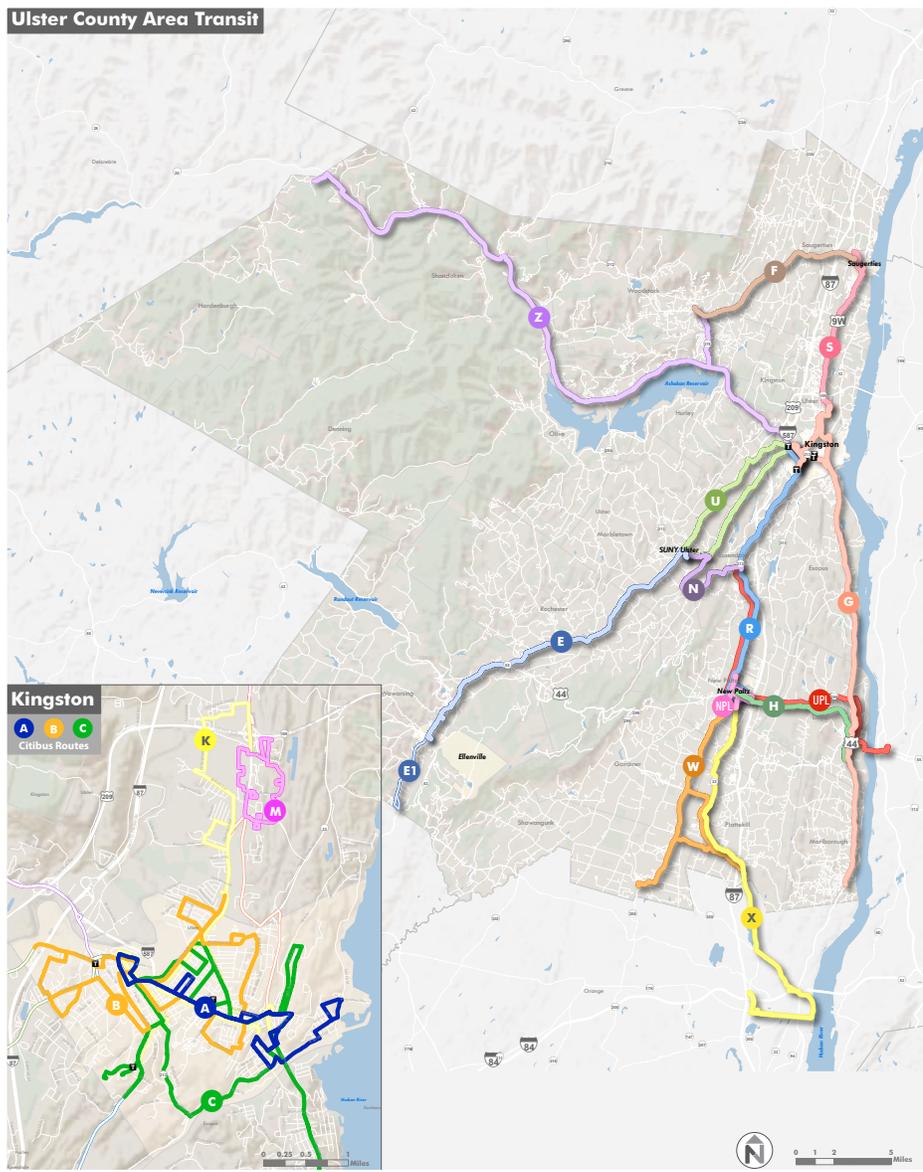
## Update - October 2012

The *Ulster County Transportation Coordination and Development Plan* started in September 2011. It is a collaborative effort among Ulster County and the Ulster County Transportation Council (UCTC), in conjunction with the City of Kingston's Citibus and the Ulster County Area Transit (UCAT). The goal of the Plan is to provide better service and integration between transit systems and to provide public transportation that is more responsive and accessible to residents and visitors of the County at a lower cost.

The *Ulster County Transportation Coordination and Development Plan* has continued to advance over the past several months. The data collection and analysis portion of the process is winding down and the Study Team has been working to derive a series of transit recommendations to best meet the needs of Ulster County residents and businesses.



Ulster County Area Transit



## Recommended Improvements

The *Ulster County Transportation Coordination and Development Plan* highlights a number of recommendations that can improve the transit experience for users in Ulster County. These include both options related to improving passenger information as well as improving the service design. Some of the more significant route specific recommendations related to service design are described on the following pages.



## Route Specific Recommendations

### 1. Promote SUNY Ridership

**Remove North Chestnut Street from the NPL Route** - This would increase service frequency and reduce travel time between SUNY Ulster, Main Street retail destinations, and Dubois Street residential areas. This change which would have no impact on operating cost, would make the route far more attractive to students residing in off-campus apartments along Dubois Street, and may compel existing riders to ride more often as service would be available more frequently. Without NPL service, North Chestnut Street would still be served by other UCAT service including the UPL Route.

**Rebrand the interlined R/N trips as a single route connecting the two SUNYs** – With this change, the service will be easier for prospective passengers to understand. UCAT staff has discussed branding such a service as “College Link,” which is a good way to get the attention of students who would certainly benefit from the service, but may not be aware of it.

### 2. Streamline Saugerties – Kingston Corridor

Streamlining service between Kingston and Saugerties could be done in two ways, each relying on the M Route to play an important role:

1. Inter-line the S and K routes at TechCity instead of Hudson Valley Mall. This alignment would decrease scheduled travel time as well as the potential for unscheduled delays caused by heavy traffic in the vicinity of the mall. To allow S and K Route passengers to access the mall, a branch could be added to the existing M Route loop to provide a connection between TechCity and the mall area S.
2. Inter-Line the S and K routes at Hudson Valley Mall, but avoid Ulster Avenue traffic congestion, by using Frank Sottile Boulevard as the main alignment through the mall area. Under this scenario, the M Route would again be used to link the Tech City with the mall area, with the Social Security Administration Office added to the M Route alignment as well.

The decision on which of the two scenarios would better serve passengers depends on the evolution of TechCity and the restructuring of Kingston Citibus service. If TechCity evolves into a major employment center, direct service to the campus from both Kingston and Saugerties could make transit an appealing choice for workers. However, if TechCity remains underutilized, more passengers would likely benefit from a direct link to Hudson Valley Mall.

Figure 1



Figure 2-1

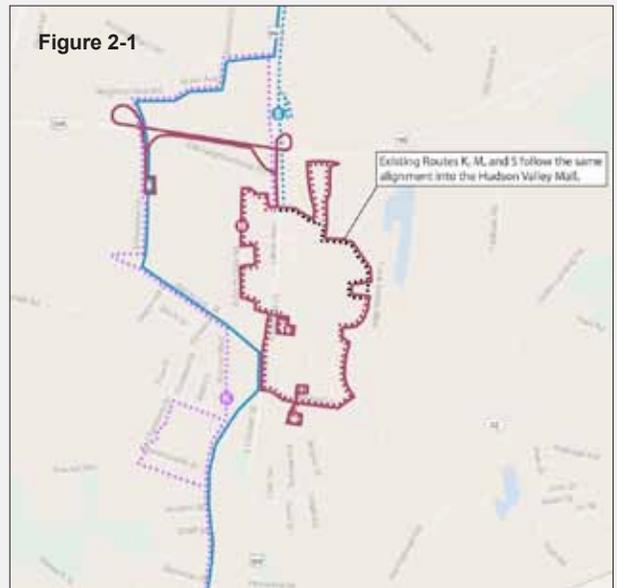
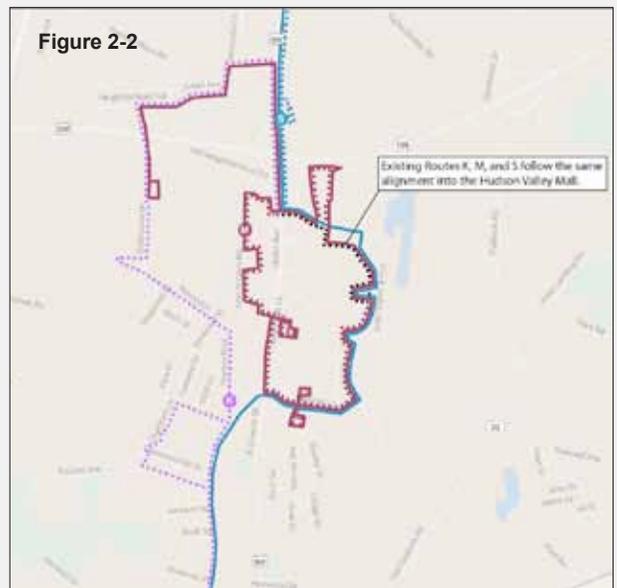


Figure 2-2





## Route Specific Recommendations, continued

### 3. Restructure Kingston Citibus Service

To improve Citibus service, a comprehensive restructuring of the Kingston transit network is proposed. The new network would include two bi-directional routes serving the strongest transit corridors in the city – Albany / Ulster Avenue and Broadway.

The A Route would primarily serve the Albany/Ulster Avenue corridor, while the B Route would serve the Broadway Corridor and nearby destinations, as well as Port Ewen.

Under Citibus' current service structure, three vehicles are each assigned to one route, resulting in hourly service on each route. Under the proposed service design, three vehicles would be assigned to two routes to maximize service frequency. The two routes would be interlined at Kingston Plaza, and each of the three vehicles would alternately serve the A Route corridor and the B Route corridor. By assigning three vehicles to this two-route circuit, service frequencies could be improved to 40 minutes for most of the service day. 18 trips per day in each direction could be provided on each of the two routes, compared to the 11 mostly one-way trips that are currently provided on each Citibus route.



## Integration of Citibus and UCAT into One System

There are reasons to consider integrating the Citibus and UCAT services. Some of these reasons are that the travel patterns of county residents transcend municipal boundaries and the service areas of UCAT and Citibus already do overlap.

Joining the two transit systems can provide benefits to users and operators. From a user perspective, a consolidated system would improve the passenger experience, by removing what is seen as arbitrary boundaries that make mobility more difficult. From an operational perspective, cost savings could be achieved in several areas including fuel, maintenance, and administration.

With respect to fuel, Ulster County can purchase 15,000 gallons of fuel at a time whereas the city cannot. The city's annual fuel cost totals \$90,000. With increased purchasing power, the cost would reduce to \$70,000. With respect

to maintenance, currently City of Kingston staff in the Department of Public Works devote part of their time to Citibus. Since UCAT has its own maintenance staff, city employees could be devoted to other tasks. For example, the city's safety officer and garage foreman maintain both DPW vehicles and Citibus vehicles. Under a merged scenario, UCAT's current maintenance staff would take on Citibus' vehicles. This saves in both the labor and expenses categories. With respect to administration, City staff employed for Citibus bookkeeping could be devoted to other city functions. UCAT's call center and staff could take on responsibility over Citibus, thereby achieving economies of scale.

In summary, Kingston would likely achieve a higher return on its transit investment (in terms of ridership) through UCAT than by continuing to put resources into a stand-alone system.



**Ulster County Area Transit (UCAT)**

One Danny Circle  
Kingston, New York 12401



**Ulster County Transit System  
Coordination & Development Plan**



**Stakeholders -**

- ◆ Citibus
- ◆ City of Kingston
- ◆ Coach
- ◆ Ellenville Regional Hospital
- ◆ Family of Woodstock
- ◆ Gateway Community Industries
- ◆ Hudson Valley Mall
- ◆ Kingston Hospital
- ◆ Kingston Housing Authority
- ◆ Kingston Uptown Business Association
- ◆ New York State Department of Transportation, Region 8 (NYSDOT)
- ◆ Office for the Aging (OFA)
- ◆ Resource Center for Accessible Living (RCAL)
- ◆ Rondout Business Association
- ◆ Rural Ulster County Preservation Company (RUPCO)
- ◆ State University of New York (SUNY) – New Paltz and Ulster
- ◆ Trailways
- ◆ Ulster BOCES
- ◆ Ulster County Area Transit (UCAT)
- ◆ Ulster County Department of Social Services (DSS)
- ◆ Ulster County Mental Health
- ◆ Ulster County Mental Health
- ◆ Ulster County Office of Employment and Training
- ◆ Ulster County Transportation Council (UCTC)
- ◆ Ulster County Veterans Agency
- ◆ Ulster Greene ARC

**Contact for Information:**

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