



New Paltz, NY INTERMODAL FEASIBILITY STUDY



Public Presentation May 7, 2015 – New Paltz Community Center





Thank you for coming this evening!

Tonight's Agenda

1. Introductory Presentation

Review of project, work and analysis completed.

2. Site Selection Alternatives

A review of the feasible site alternatives.

3. Discussion

Discussion and comment period.



Advisory Committee

Behan Planning & Design	Nelson \ Nygaard	Alfandre Architecture
<ul style="list-style-type: none"> • Land Use Planners • Public Outreach • Stakeholder Meetings • Site Identification • Site Comparison Analysis 	<ul style="list-style-type: none"> • Transportation Specialists • Ridership / Route Analysis • Preliminary Site Identification • Facility Needs Analysis • Programming 	<ul style="list-style-type: none"> • Architects • Preliminary Site Planning • Conceptual Facility Design • Design Visualizations • Cost Estimating





Technical Advisory Committee

Representatives from:

- Village of New Paltz
- Town of New Paltz
- Trailways Bus Service
- UCAT Bus Service
- SUNY New Paltz
- NYS DOT
- Ulster County

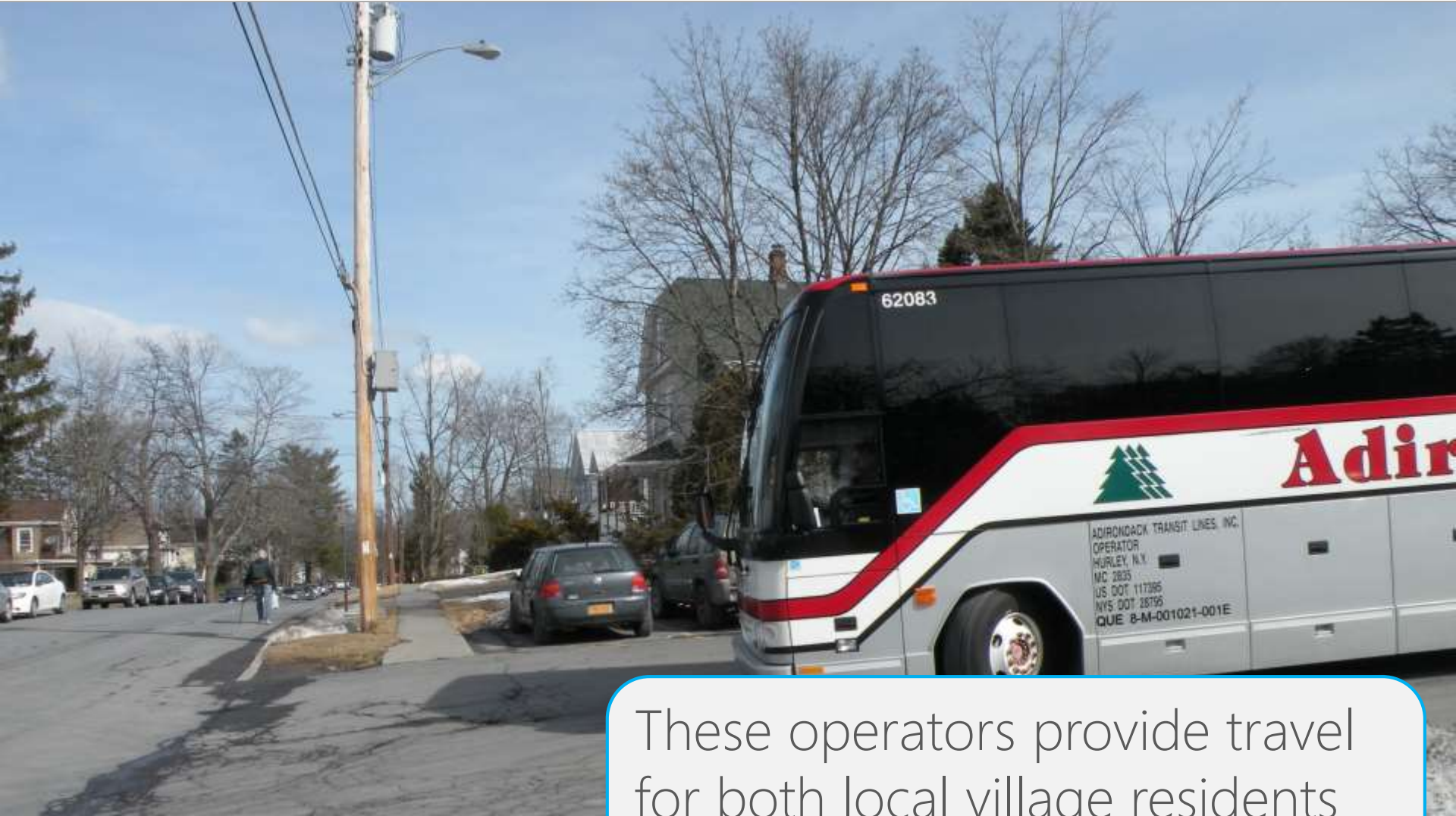


Existing Station





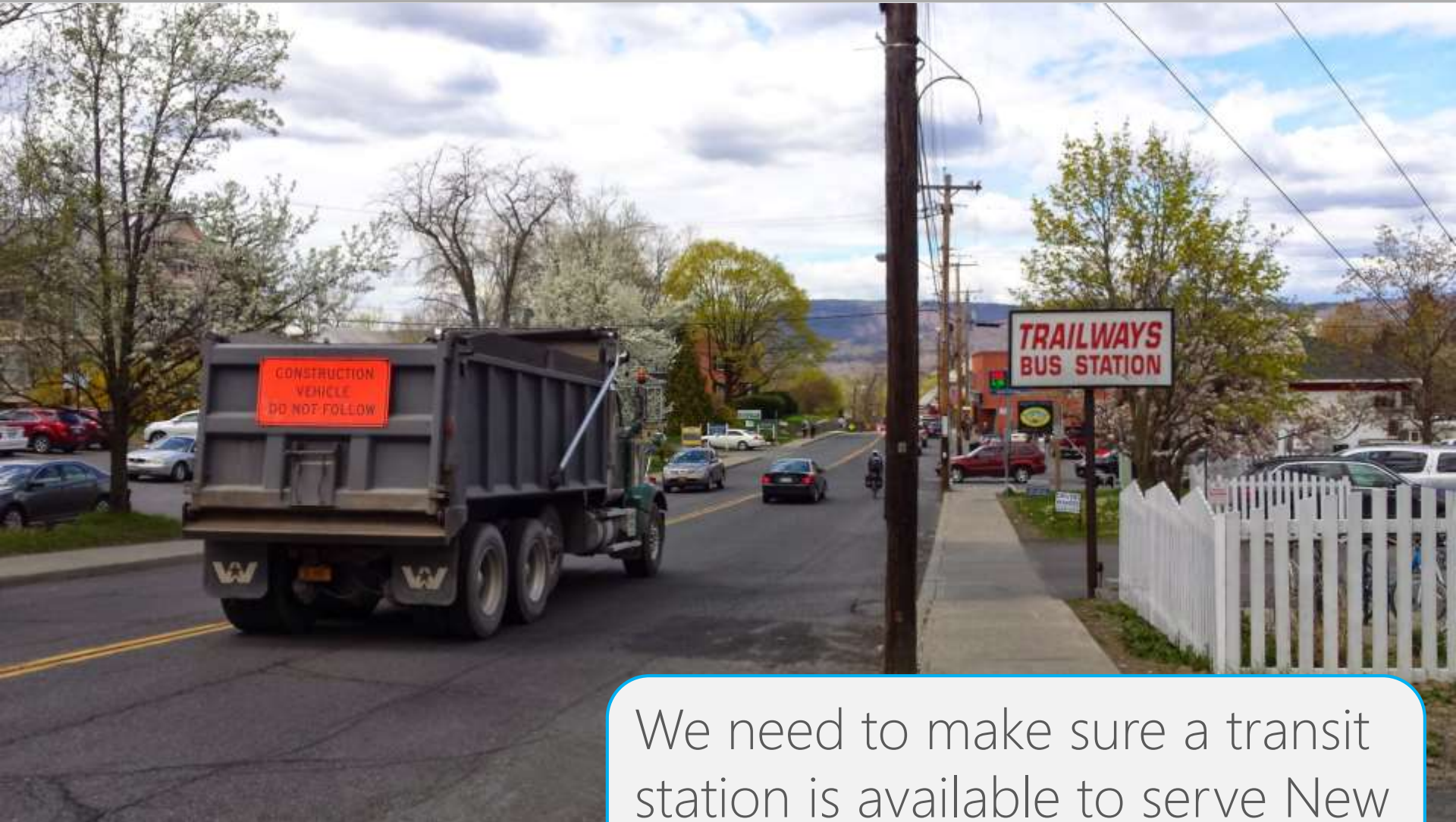
Public transit provided by Trailways and UCAT is an important community service.



These operators provide travel for both local village residents and college students every day.



The community and the college campus continue to grow every year.



We need to make sure a transit station is available to serve New Paltz into the future.



New Paltz, NY

INTERMODAL FEASIBILITY STUDY



PARK & RIDE

EXISTING STATION

PARK & RIDE



Benefits of current location

- 1 Walking distance from village & campus
- 2 Nearby shops and services
- 3 Visually fits in with community





Limitations of current location





1

Limited Parking





2

Circulation Difficult





3

Traffic Congestion





4

Left Turns





5

No Room To Grow

Existing site leaves no room to grow or redevelop to meet growing ridership and service demands.





Limitations of current location

- 1 Lack of parking
- 2 Poor circulation
- 3 Traffic back-ups along Main Street
- 4 Difficult left turns getting out
- 5 Growing ridership demand – no room to grow

Our work aims to find a design solution or alternative sites which would eliminate these problems and secure a reliable transit station in New Paltz for the future.



What options are there?

- Keep and/or upgrade the existing facility.
- Find a new vacant site.
- Find municipal owned land which could be redeveloped.
- Find an existing privately developed site which could be redeveloped. (*Public / Private partnership*)



Public Workshop

A Public Workshop was held in November to discuss the issues.



Public Workshop



Does New Paltz Need A New Bus Station?

Residents and students are invited to attend a workshop to provide input on potential future locations for a new bus station to replace the existing UCAT/Trailways facility located on Main Street in New Paltz. Comments and suggestions from the public are welcomed and encouraged.

Where: SUNY New Paltz Campus - **Student Union Building**

(Downstairs Atrium- Room 62/63 Parking available at Administration Lot #15 or across street at Route 32 Lot #28)

When: November 21st at 7pm

This workshop is an early step in an ongoing planning process for the *New Paltz Intermodal Feasibility Study*, conducted by Ulster County Transportation Council.

Workshop Schedule

7 pm - 7:30 pm

Introduction

Get up to speed on what this feasibility study is about, the planning efforts to date, and why this work is important, including a question and answer period.

7:30 pm - 8:30 pm

Discussion Groups

Attendees are invited to join one of several discussion tables, provided with maps and aerial photos of the New Paltz area. Each table discusses their ideas and suggestions for a future bus terminal location.

8:30 pm - 9 pm

Wrap Up

At the end of the meeting, attendees come together again to share their suggestions and concerns, including a question and answer period. The workshop concludes with a wrap-up summary and outline of the next steps.

Questions? Contact Planning Staff at (845) 340-3340 or uctc@co.ulster.ny.us



Public Workshop

- “Walking to the bus is important.”
- “There is no parking downtown.”
- “Don’t make new stops – I don’t want to be on a bus any more than necessary.”
- “Too much traffic congestion.”



Public Workshop

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



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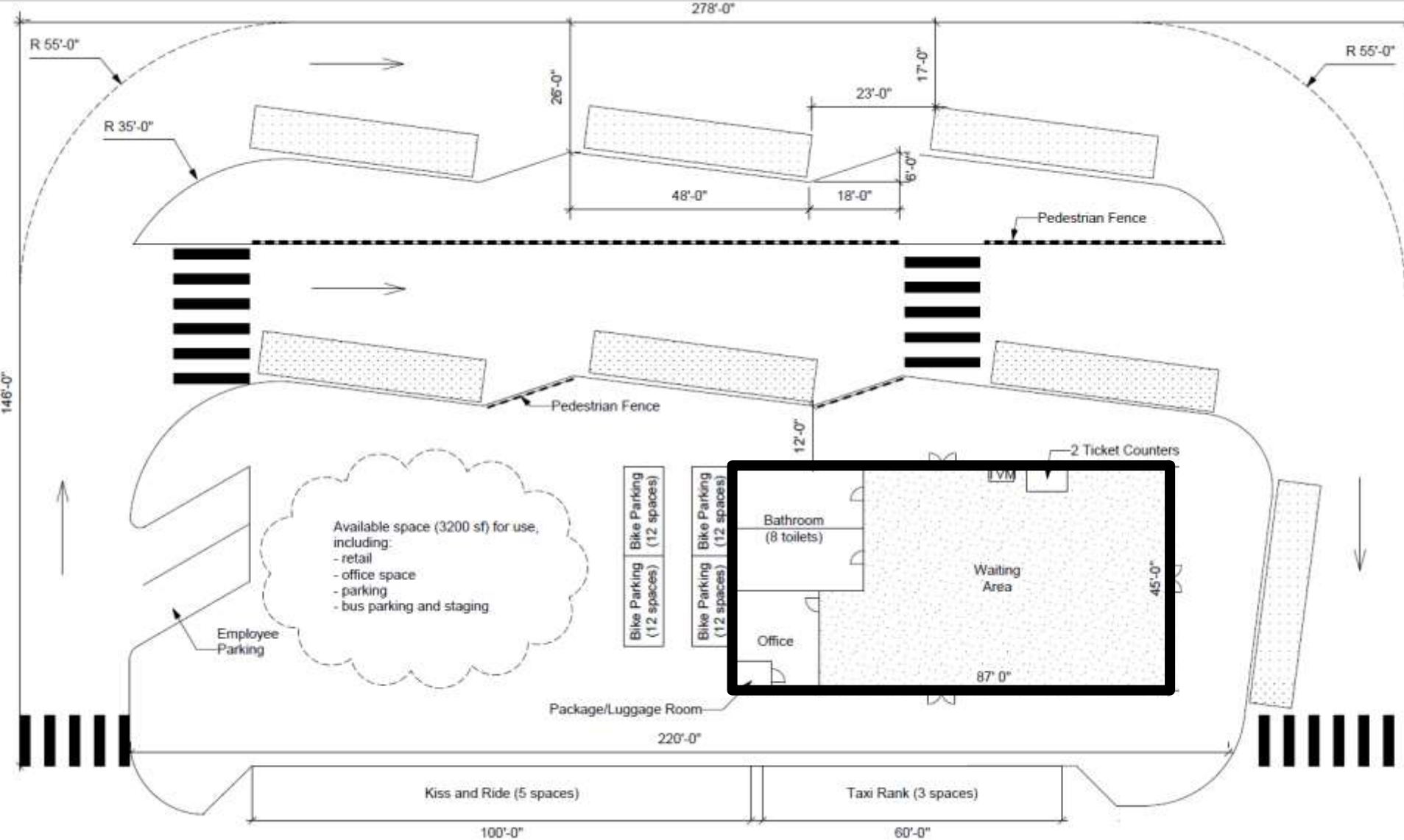
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➤ Walkability, central location and parking

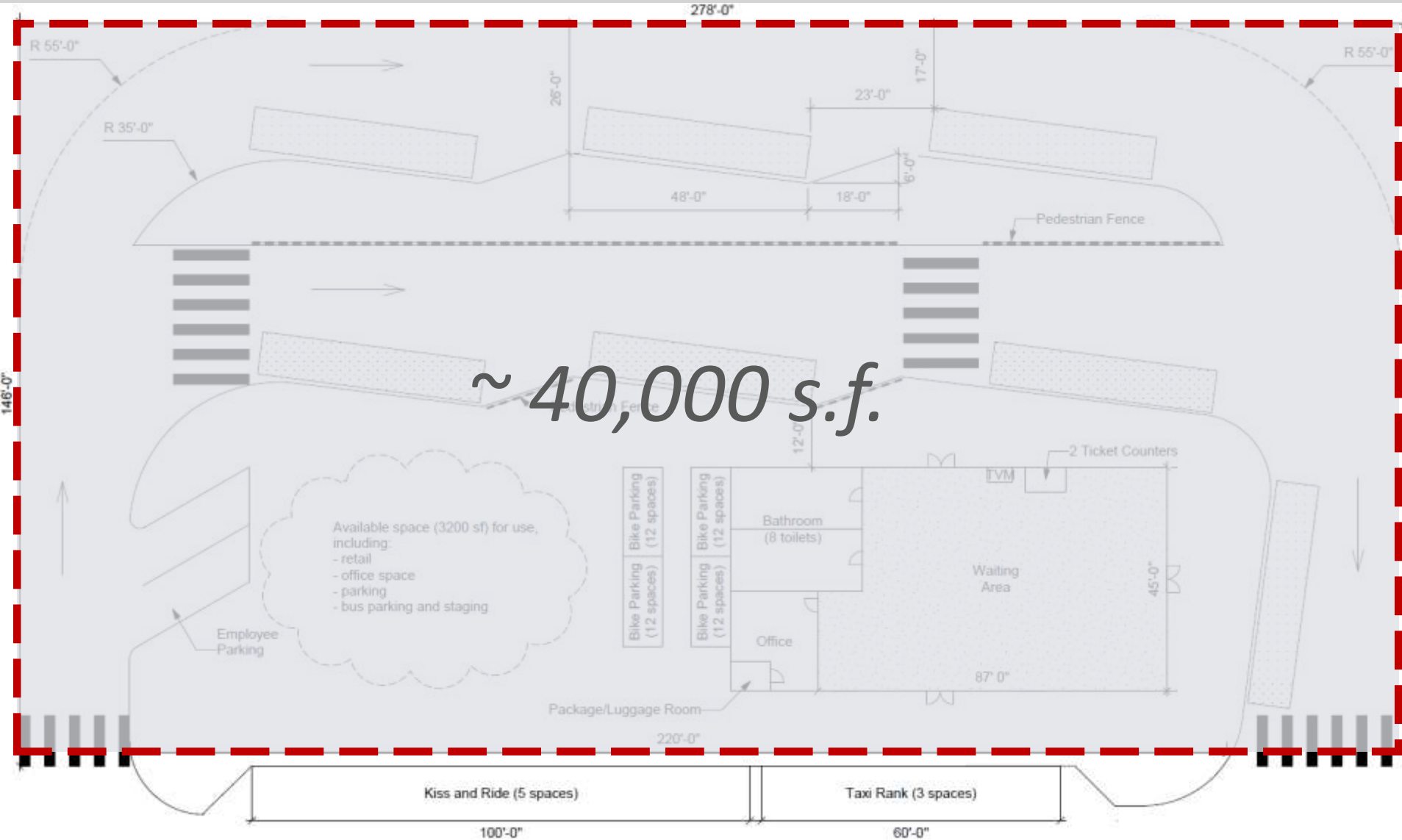


Basic Programming





Basic Programming

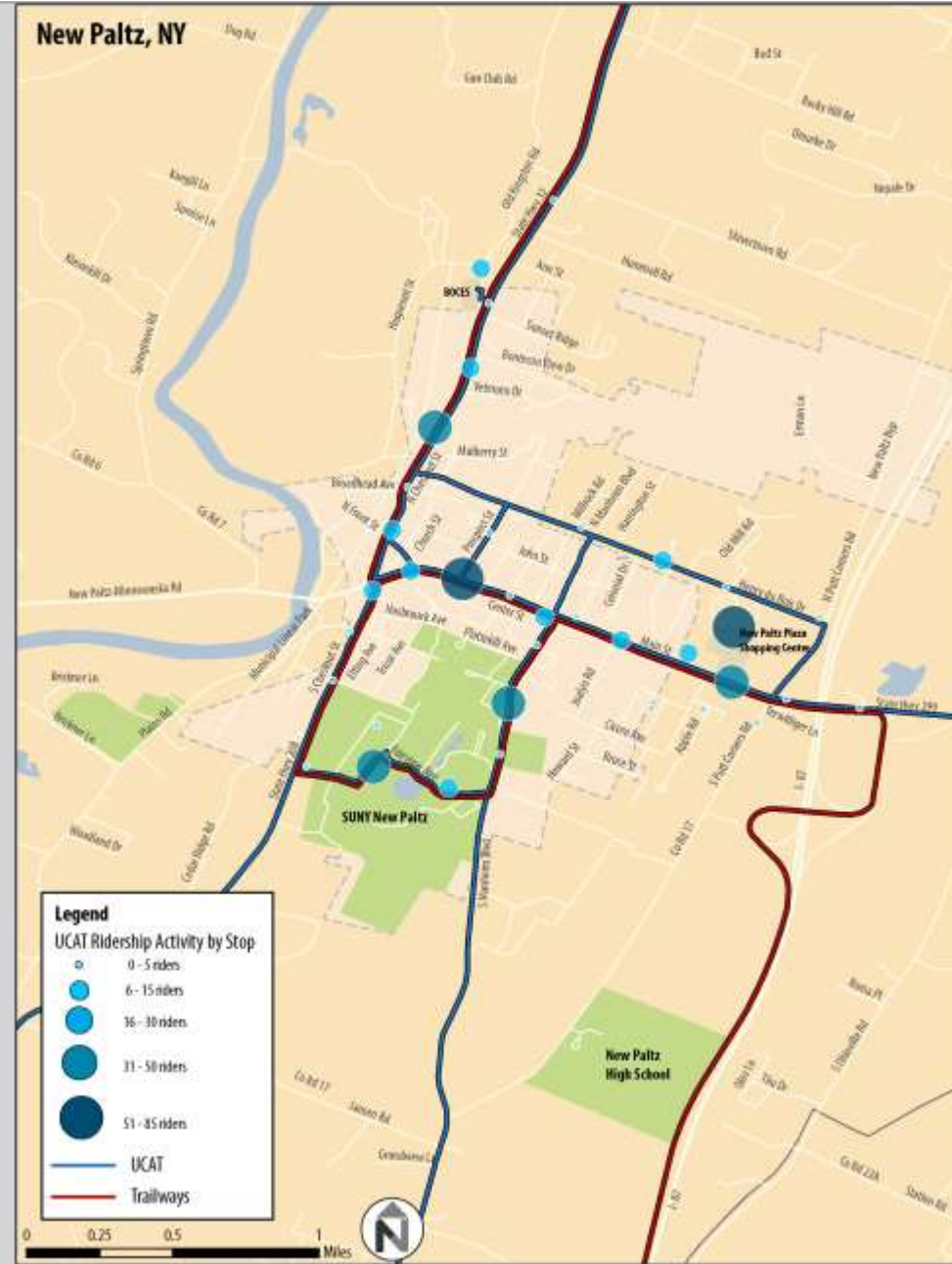




Initial Analysis

The team began an analysis looking at what could be done with the existing site, as well as potential options for a new site.

New site criteria focused on properties which could accommodate a 40,000 s.f. site plan. Properties along existing bus routes were preferred.





Initial Analysis

The initial site selection pass identified ~ 70 properties in the greater town/village area which could potentially accommodate the facility.





Site Scoring

The scoring process began to filter the sites which were best suited as potential alternate sites.

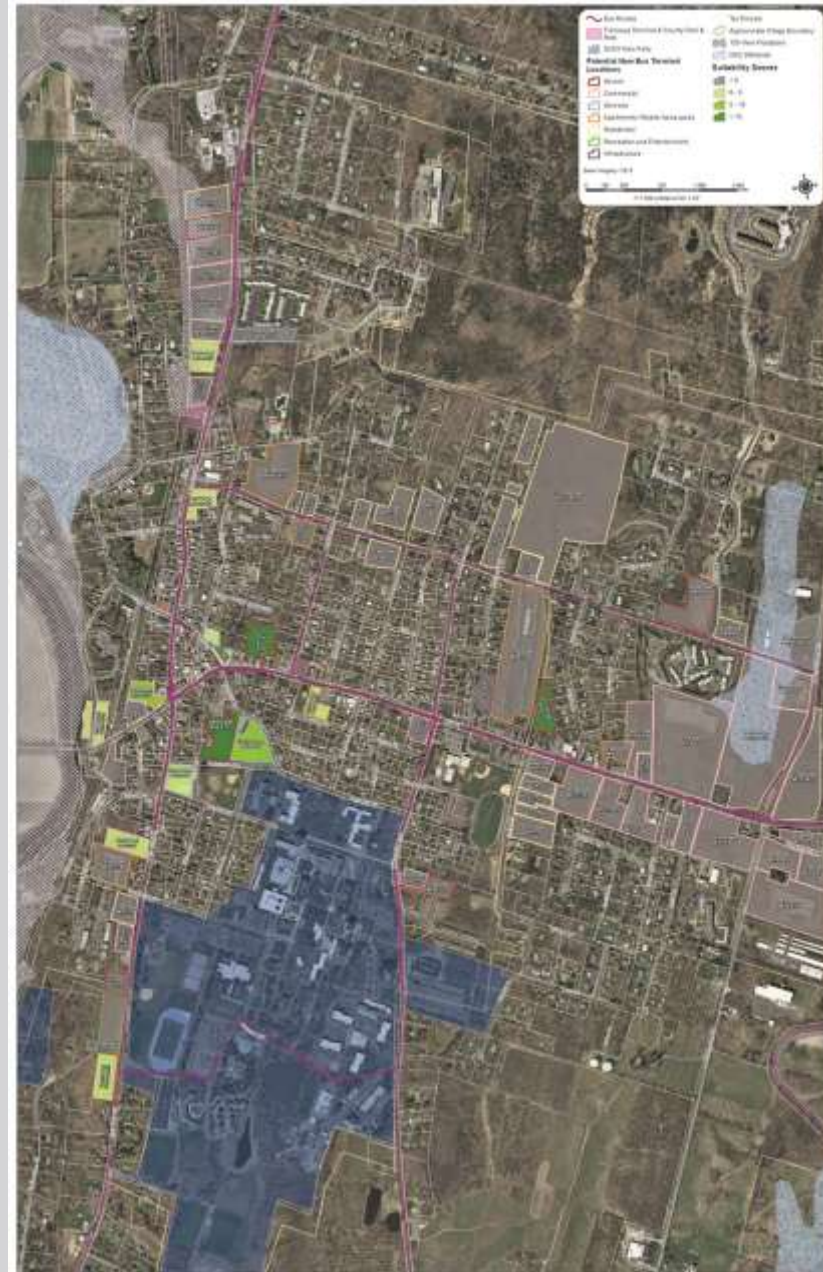


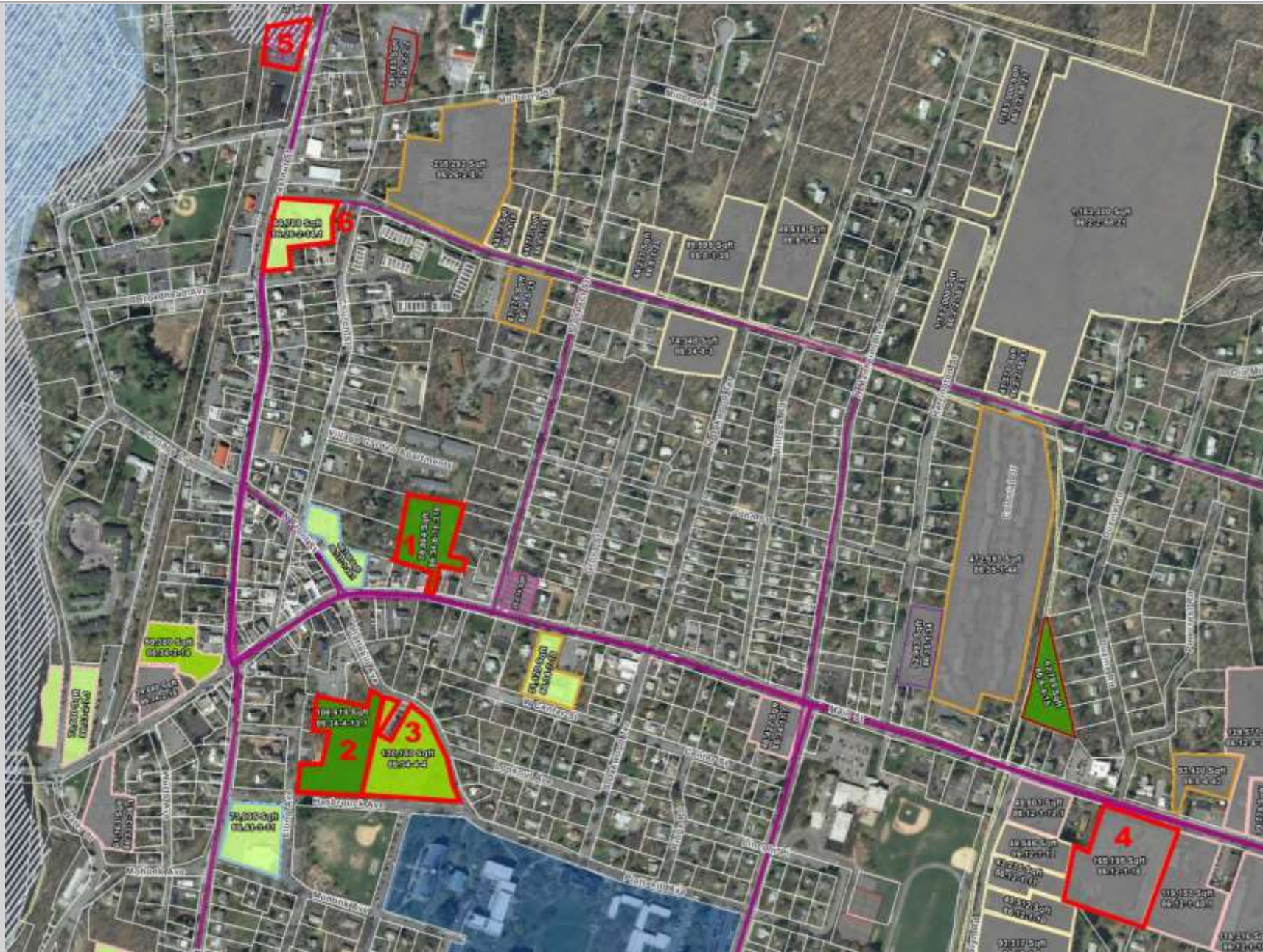


Site Scoring

The scoring process began to filter the sites which were best suited as potential alternate sites.

Lower ranked sites were eliminated due to factors such as distance from village center, property acquisition costs, site constraints and other factors.

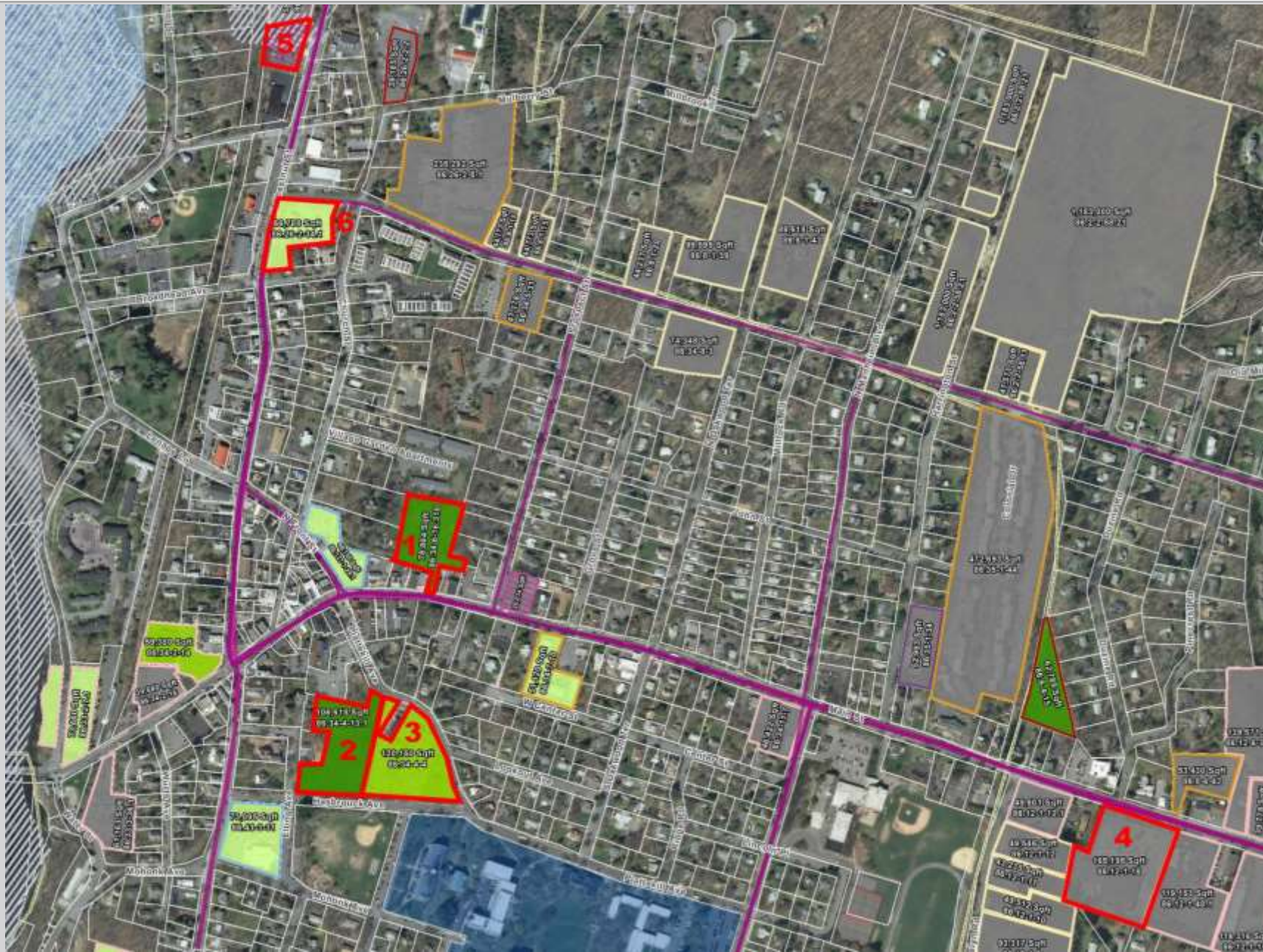






Site Scoring

Site Scoring & Suitability Assessment – Comparison Matrix														
Site	Vacant	Layout	Access	Parking	Frontage	Residential Conflicts	Other Uses	Zoning	Walkability	Signal Turn	Size (s.f.)	Land Value / Improved Value	ADVANTAGES	DISADVANTAGES
1 123 Main 86.34-6-16.310	●	●	●	●	⊘	●	⊘	⊘	●	●	78,864 s.f.	\$135,200	<ul style="list-style-type: none"> • Close proximity to center of village, and to existing facility location. • Could accommodate about 12 parking spaces. • Could potentially accommodate signal turn from Prospect. • Property essentially vacant. • Property owner and lien-holder looking for a use for this property. 	<ul style="list-style-type: none"> • Low visibility – would be hard for people to find bus terminal if they were not familiar with it. • Difficult pedestrian access - pedestrians may be forced to walk through alley from Main Street which may also be used by vehicles. • Would require easement or property acquisition from adjacent parcels to get driveway in from Prospect Street, alley from Main Street is likely too narrow. • Taxi stand and kiss-and-ride likely has limited space and would be required to be internal to the site. • No direct curb-side stopping area for local UCAT buses. • Existing parking spaces would be lost. • Would impact about 4 or 5 adjacent residential properties.
2 The Pit 86.34-4-13.1	●	●	●	●	●	●	⊘	⊘	●	⊘	106,618 s.f.	\$271,400	<ul style="list-style-type: none"> • Close proximity to center of village and SUNY. • Could accommodate about 40 parking spaces. • Property is vacant. 	<ul style="list-style-type: none"> • Steep slopes on eastern side may present grading difficulties. • Secondary curb-cut site access from Hasbrouck may not be feasible, may require connection through to village municipal parking lot instead. • Potential impact on 2 adjacent residential properties. • Site location not very conducive to additional support uses.
3 Village Hall / DPW 86.34-4-4	⊘	●	●	●	●	●	●	⊘	●	⊘	120,160 s.f.*	\$741,500	<ul style="list-style-type: none"> • Close proximity to center of village and SUNY. • No impact to adjacent residential properties, minor impact to residential properties along revised routes. • Potential for reconfiguration/mix or services with Village Hall. 	<ul style="list-style-type: none"> • Existing parking spaces would be lost. Could only accommodate about 15 parking spaces, but these would not likely be dedicated to bus terminal. • Would require relocation of existing DPW facility. • Some of "available" lot area is already dedicated to existing fire house and Peace Park. • Taxi stand / kiss&ride space likely limited.
4 RiteAid Plaza 86.12-1-16	⊘	●	●	●	●	●	●	●	●	●	165,195 s.f.	\$2,612,500	<ul style="list-style-type: none"> • Could accommodate about 80 or more parking spaces. • Could accommodate other supporting uses on site. • Wide frontage would allow separate access drives for buses and private cars. • Very minor impact on adjacent residential properties – allows room for significant buffer. 	<ul style="list-style-type: none"> • Far away from village center, and on eastern edge of residential core. • Property already developed.
5 Route 32 Park&Ride (plus adjacent) 86.26-1-14.210	⊘	●	●	●	●	●	●	●	●	●	30,985 s.f. (63,641 w/ STS)	\$169,900 (+\$475,800 STS)	<ul style="list-style-type: none"> • Could accommodate about 37 parking spaces (shared with Park and Ride) • Potential for signal turn at Mulberry Street, though may be hard to justify. • Would help to offset underutilization of existing Park&Ride lot. • Directly adjacent to Walkkill Valley Rail Trail. • No impact to adjacent residential properties. 	<ul style="list-style-type: none"> • Would require acquisition of existing STS property. • Portion of existing Park&Ride parking lot within 100-year floodplain. • Not within village center core.
6 Corner Gas Station 86.26-2-34.1	⊘	●	●	●	●	●	●	●	●	●	66,788 s.f.	\$713,800	<ul style="list-style-type: none"> • Has been for sale for several years. • Could accommodate about 40 parking spaces. • Could potentially accommodate a turn signal at Henry Dubois. 	<ul style="list-style-type: none"> • Site layout somewhat awkward – may be difficult to consolidate public parking in one area and avoid confusion with bus travel lanes. • Would impact about 4 adjacent residential properties. • May be difficult to provide taxi stand / kiss&ride pull off space. • Property already developed, remediation of gas tanks. • Not within village center core.
<p>● GOOD / YES ● PROBLEMS / REQUIRES WORK ⊘ BAD / NO</p>														

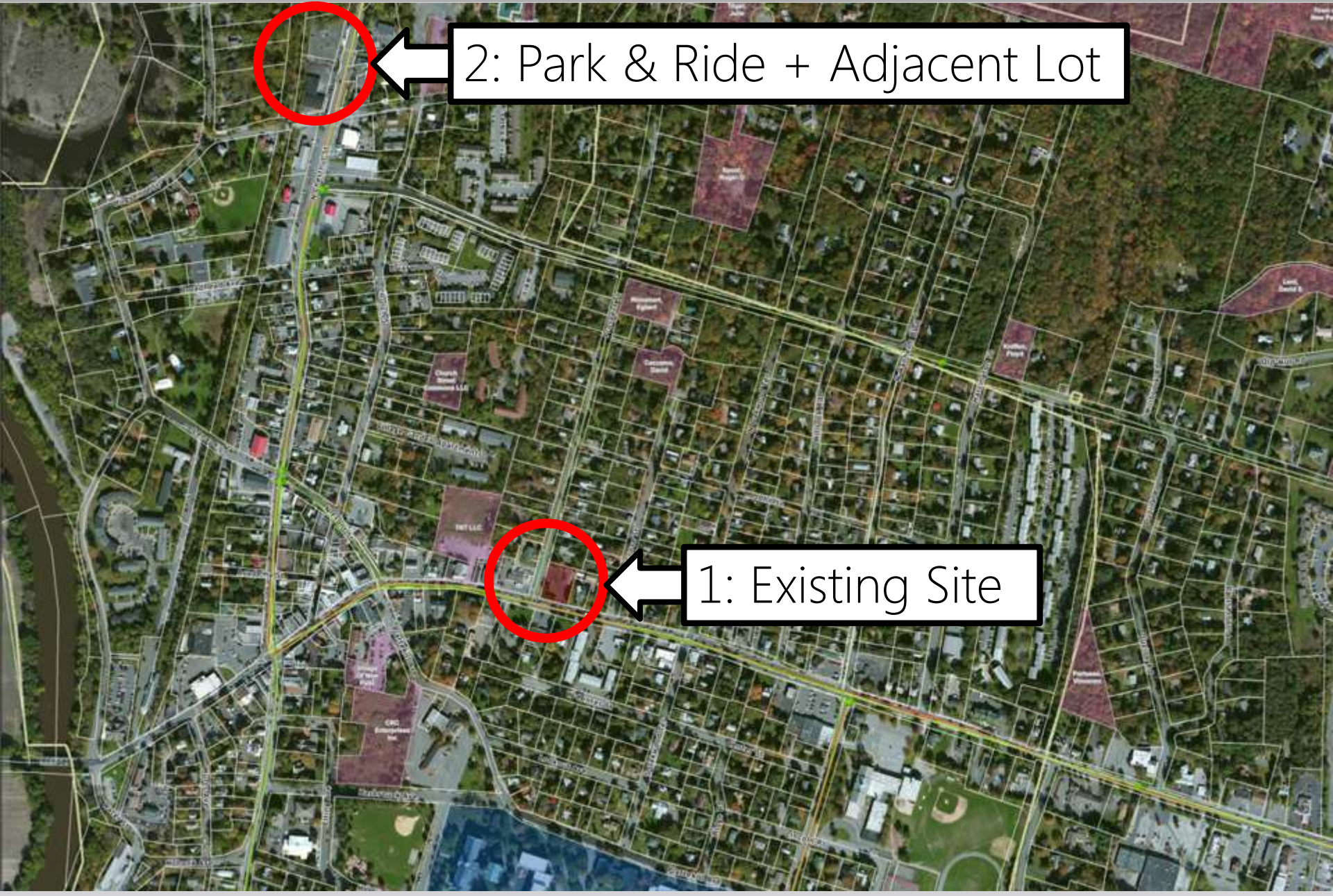




New Paltz, NY

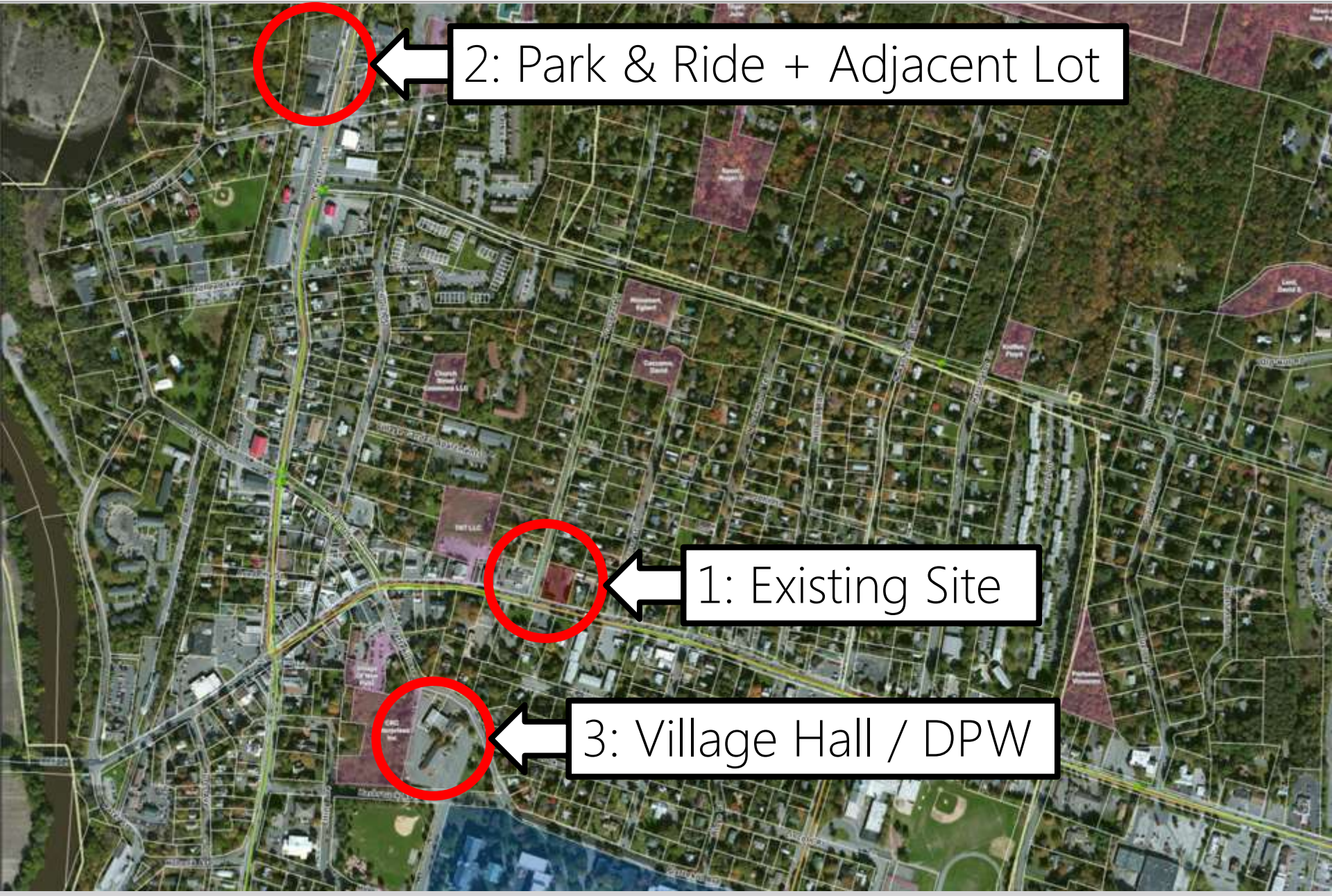
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2: Park & Ride + Adjacent Lot

1: Existing Site



2: Park & Ride + Adjacent Lot



1: Existing Site



3: Village Hall / DPW



Site Alternatives

NEW PALTZ INTERMODAL - SITE ALTERNATIVES SUMMARY PAGE

	ONE	TWO	THREE	FOUR	FIVE	SIX
EXISTING SITE						
PARK & RIDE						
VILLAGE HALL						

Meetings with property owners

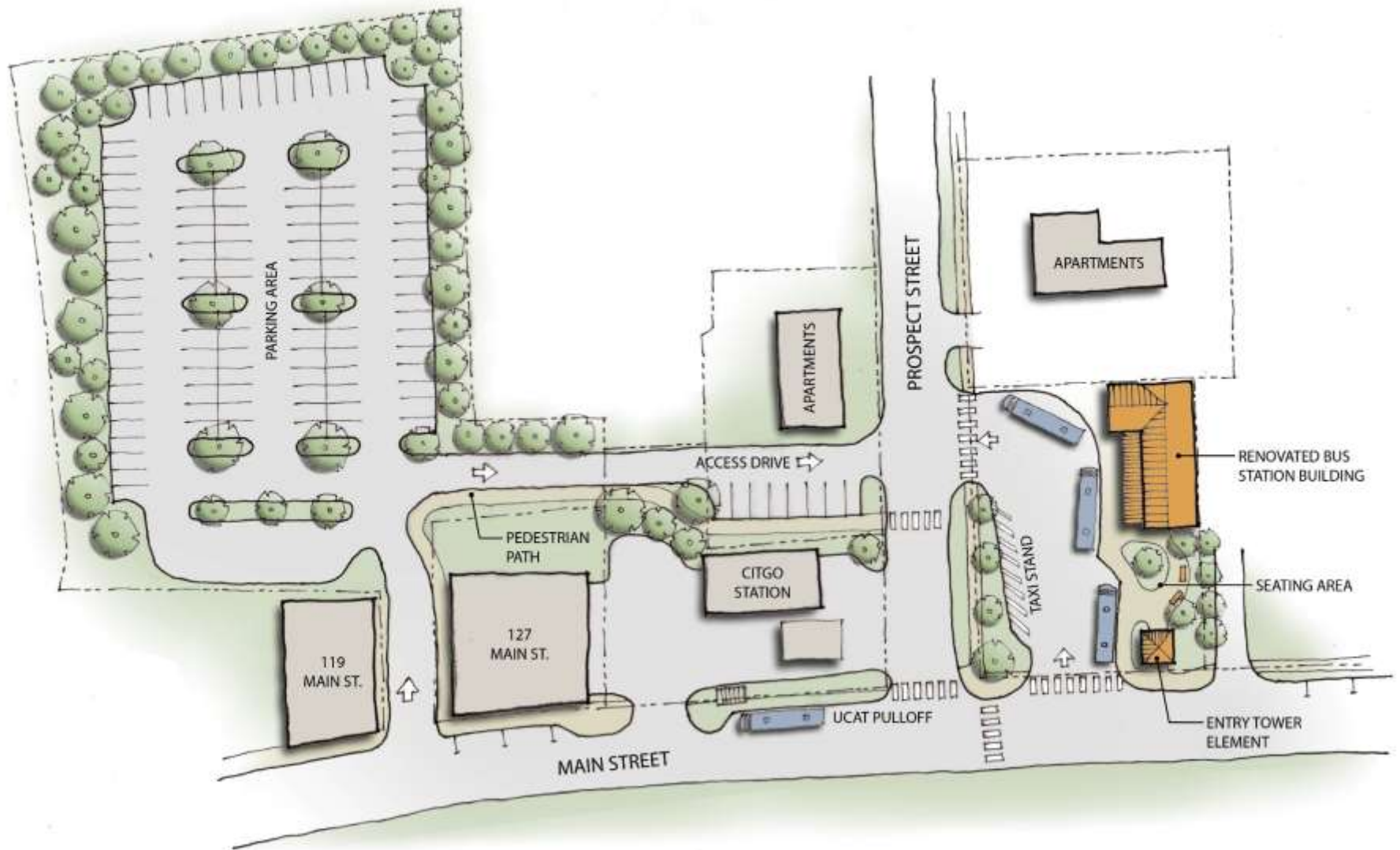


Existing Site





Existing Site – Alternative A





Existing Site – Alternative A

ADVANTAGES

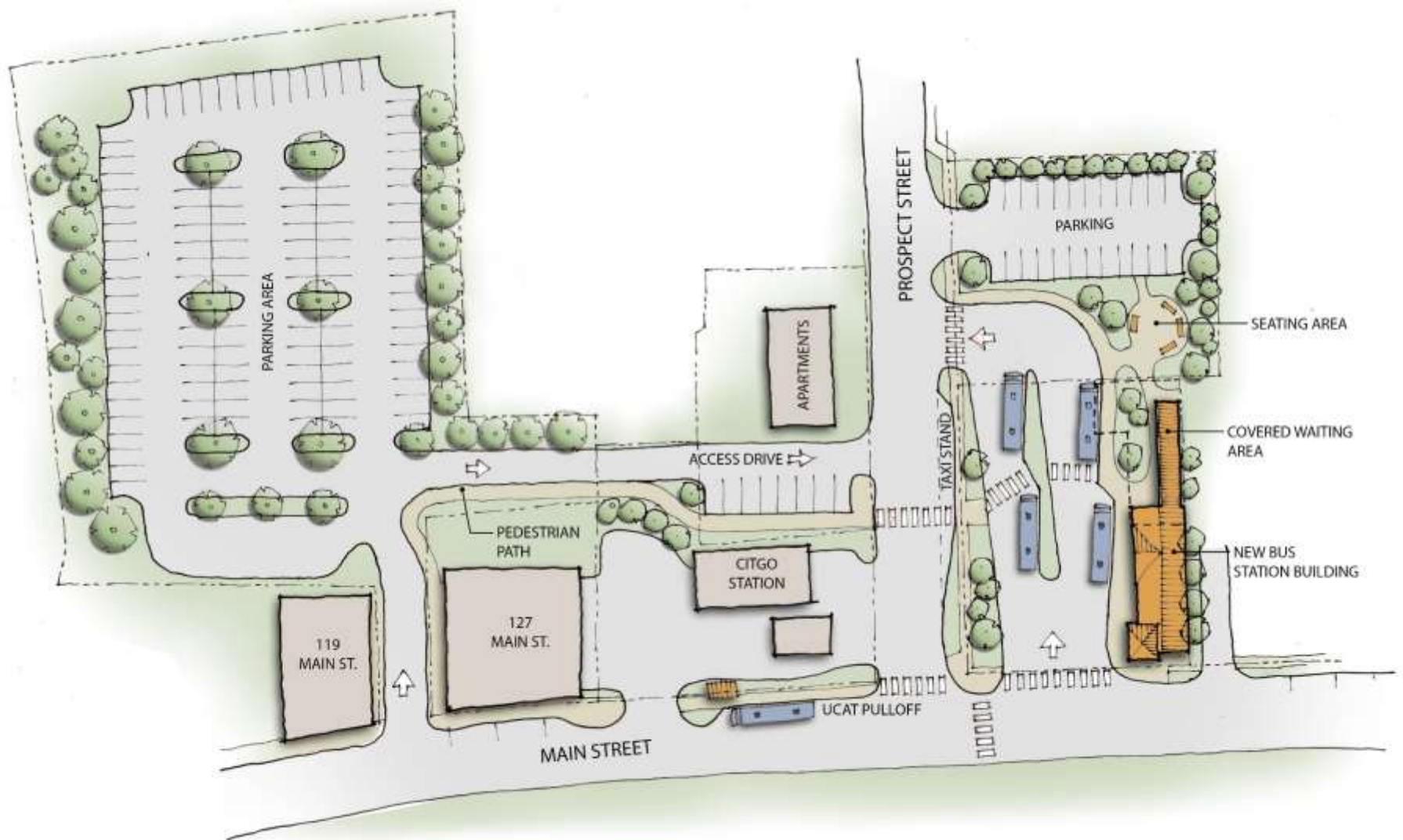
- ✓ Same location.
- ✓ Minimal impact to existing building or operations.
- ✓ Adds ~100+ parking spaces.
- ✓ Relatively lower cost.

DISADVANTAGES

- No increase in passenger capacity or room to grow.
- Still only holds ~3 buses.
- Limited taxi / drop off space.
- Still has left-turn and traffic congestion problems.
- Still has site circulation problems.



Existing Site – Alternative B





Existing Site – Alternative B

ADVANTAGES

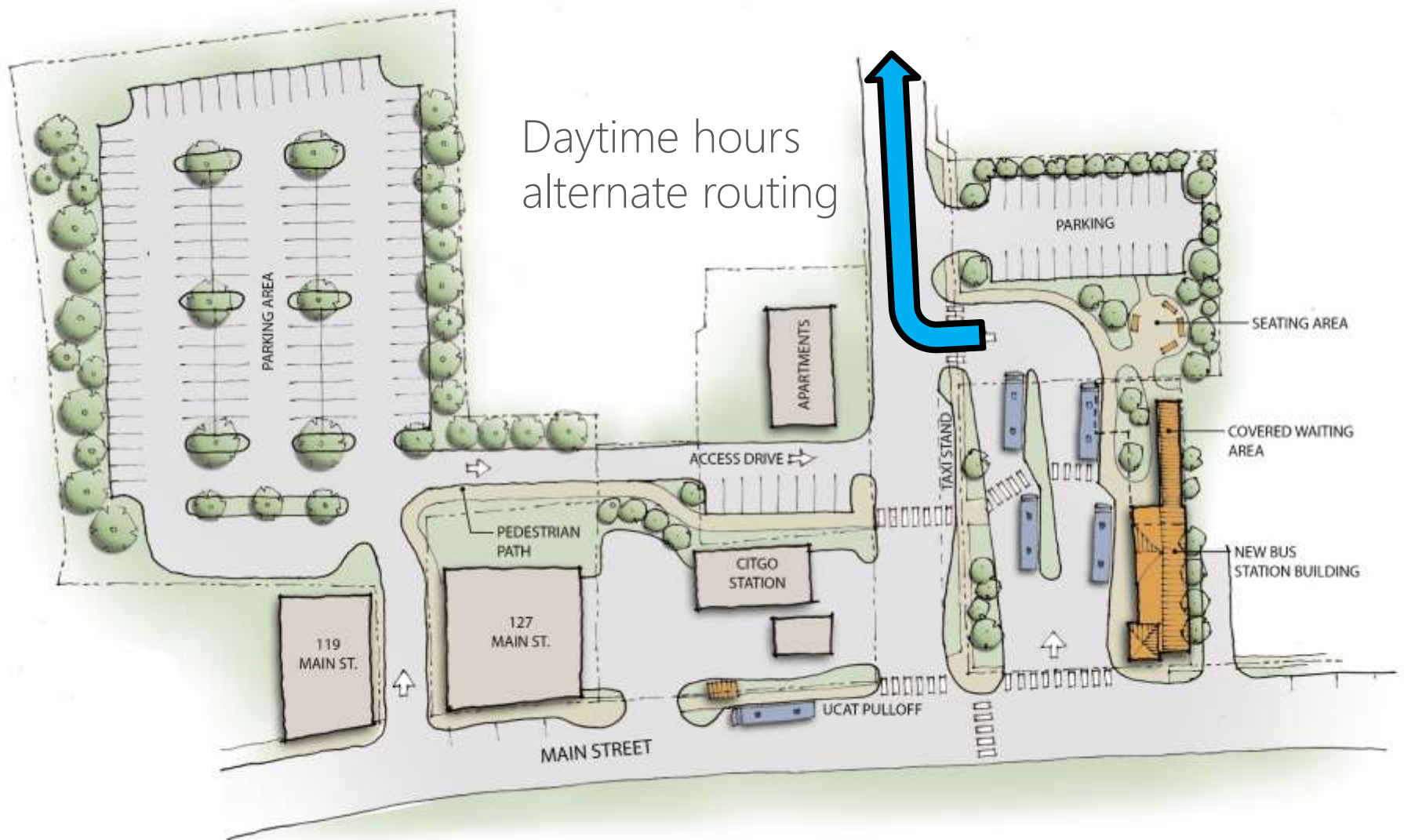
- ✓ Same location.
- ✓ New bus terminal building.
- ✓ Adds ~100+ parking spaces, plus ~12 spaces next door for drop offs and taxis.

DISADVANTAGES

- Only holds ~4 buses.
- Would disrupt terminal operations during construction.
- Still has left-turn and traffic problems.
- Still has site circulation problems.
- Requires adjacent residential property, potential impacts.



Existing Site – Alternative Routing



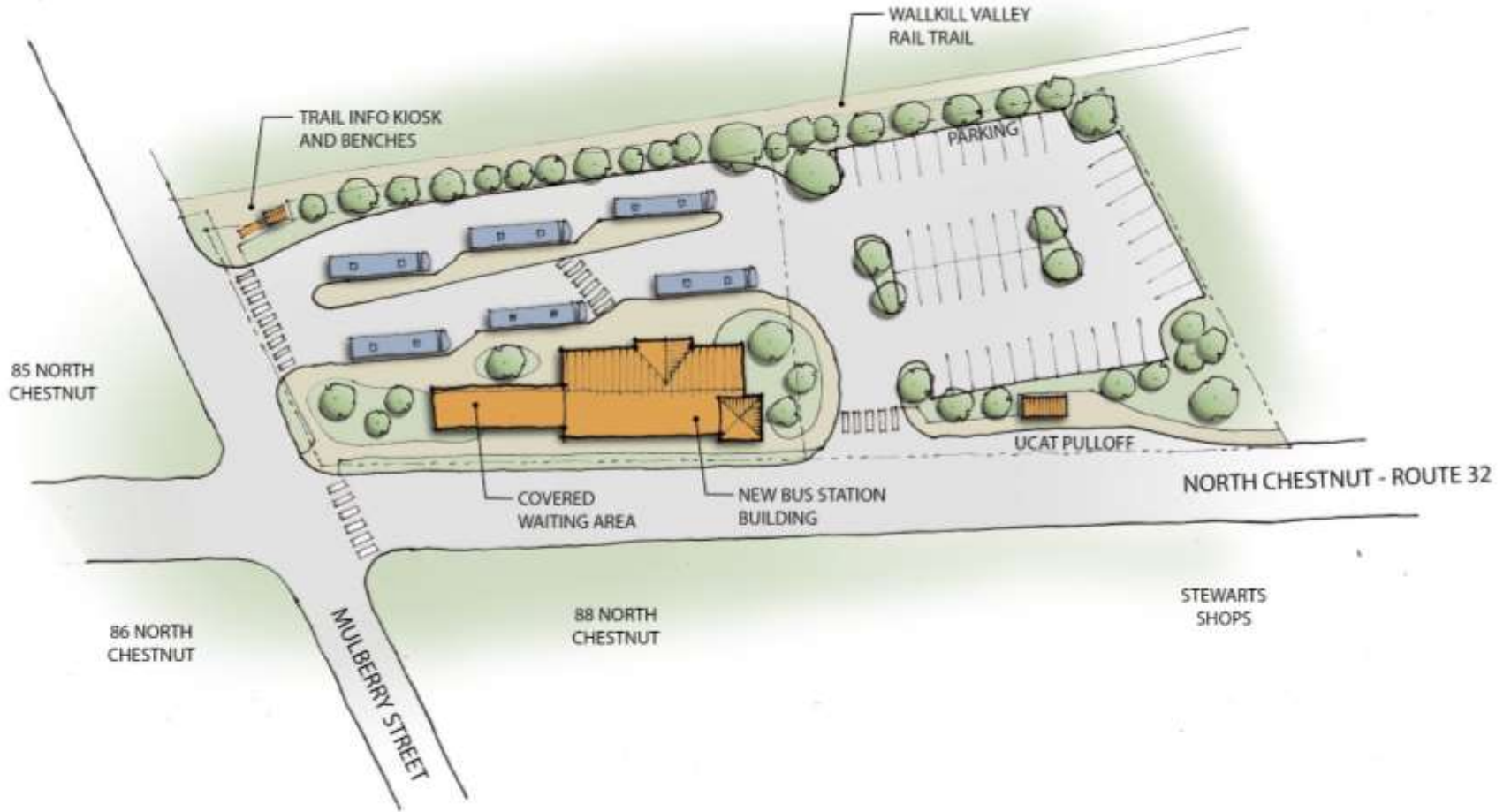


Route 32 Site – Park & Ride





Route 32 Site – Park & Ride





Route 32 Site – Park & Ride

ADVANTAGES

- ✓ Increased capacity accommodates ~6 buses.
- ✓ New bus terminal building.
- ✓ Provides ~45 parking spaces.
- ✓ Adjacent to Rail Trail.
- ✓ Could be completed without disruption to existing operations.
- ✓ No impact to adjacent residential properties.

DISADVANTAGES

- Further from village center and campus.
- Requires acquisition of neighboring property.



Village Hall Site





Village Hall Site





Village Hall Site

ADVANTAGES

- ✓ Close to village center and campus.
- ✓ Increased capacity accommodates ~6 buses.
- ✓ New bus terminal building.
- ✓ Provides parking spaces.
- ✓ Could be completed without disruption to existing operations.

DISADVANTAGES

- Requires relocation of existing DPW garage.
- Small impact to adjacent residential properties.





Next Steps

- ✓ Consider comments received tonight.



Next Steps

- ✓ Consider comments received tonight.
- ✓ Complete alternative analysis and preliminary cost estimates.



Next Steps

- ✓ Consider comments received tonight.
- ✓ Complete alternative analysis and preliminary cost estimates.
- ✓ Prepare final report for consideration by the Community, the Transportation Council and Transit Providers.



Next Steps

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- ✓ Complete alternative analysis and preliminary cost estimates.
- ✓ Prepare final report for consideration by the Community, the Transportation Council and Transit Providers.

To advance beyond this stage will require community support and leadership – a decision after considering the report and listening to all parties – that something should be done.

With that decision, UCTC would initiate the necessary process to obtain federal funding to begin design that would lead to a project.



1



2

Question & Comment Period



3



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New Paltz, NY

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Thank you.



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