



Rethinking Transportation: Plan 2040

SEEKING PUBLIC INPUT

August 20, 2015

What Is UCTC?

The Ulster County Transportation Council is responsible for developing transportation plans and making decisions about how Federal transportation funds will be spent.

The UCTC Policy Committee is the decision making body.



What's the Purpose of This Plan?



A Long Range Transportation Plan...

- Helps establish a **community vision**
- Shows how transportation investments can help achieve that vision by looking at:



Important Considerations

- This is a **25 year plan!** Only a portion of the recommendations will be accomplished in the next 5 years.
- The plan is “fiscally constrained.” UCTC can include only projects for which they can pay.
- The plan is updated every 5 years to account for unexpected changes and trends.

We Began with a Vision for Ulster County

2040 VISION STATEMENT

In the year 2040, Ulster County's transportation system is capable of affordably supporting its vibrant communities, which are attractive to businesses and to people of all ages and stages of life. The transportation system provides appropriate links to the region and beyond, and is viewed by all as an economic and environmental asset and a major contributor to quality of life. Communities are supported by a transportation system that provides safe access by all modes of travel. There is a robust economy, with diverse businesses whose need for efficient freight and personal transportation service is routinely met.



We Established Goals

- **System Preservation** - Invest in transportation system infrastructure to bring all facilities and modes into a state of good repair.
- **Economic Vitality** - Invest in transportation system improvements that are necessary to support the current regional economy and future proposals for economic development.
- **Safety** - Improve the safety of all users of the transportation system by responding to identified safety deficiencies and proactively addressing future safety needs.
- **Security** - Ensure that transportation system users have a secure environment and that the transportation system provides residents of Ulster County with adequate service in the context of severe weather events.

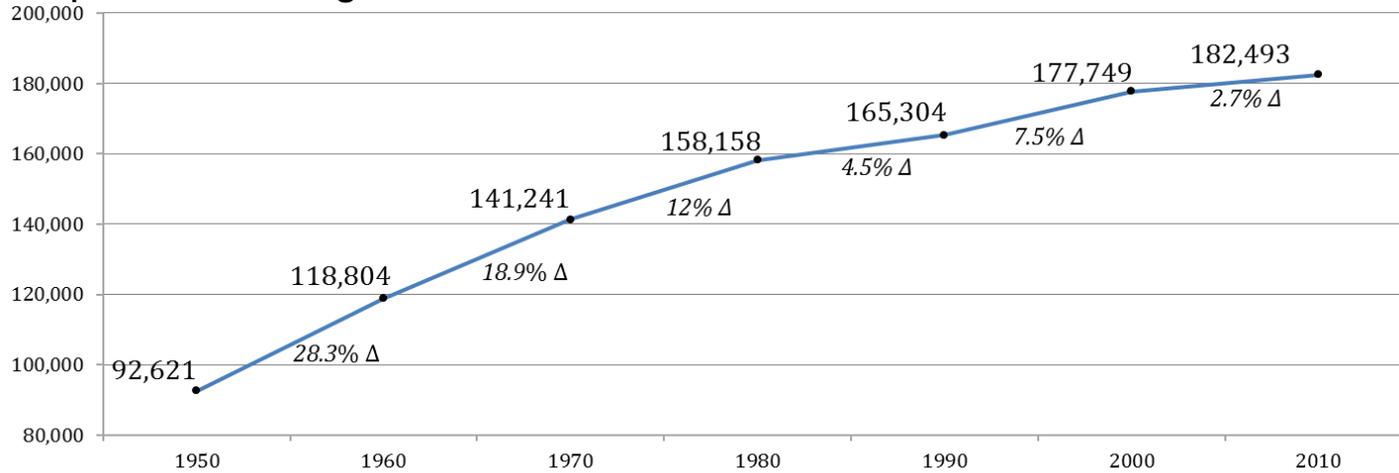


- **Mobility and Reliability** - Provide for efficient and reliable travel by all modes by investing in strategies that mitigate both recurring and non-recurring congestion.
- **Accessibility and Connectivity** - Create and maintain a well-connected transportation system that provides access throughout Ulster County for people and goods travelling by all modes.
- **Protect and Enhance the Environment** – Make Ulster County a sustainable place by protecting and enhancing the natural and built environment, reducing greenhouse gas and other motor vehicle emissions, supporting sustainable construction and maintenance practices, and coordinating land use and transportation plans

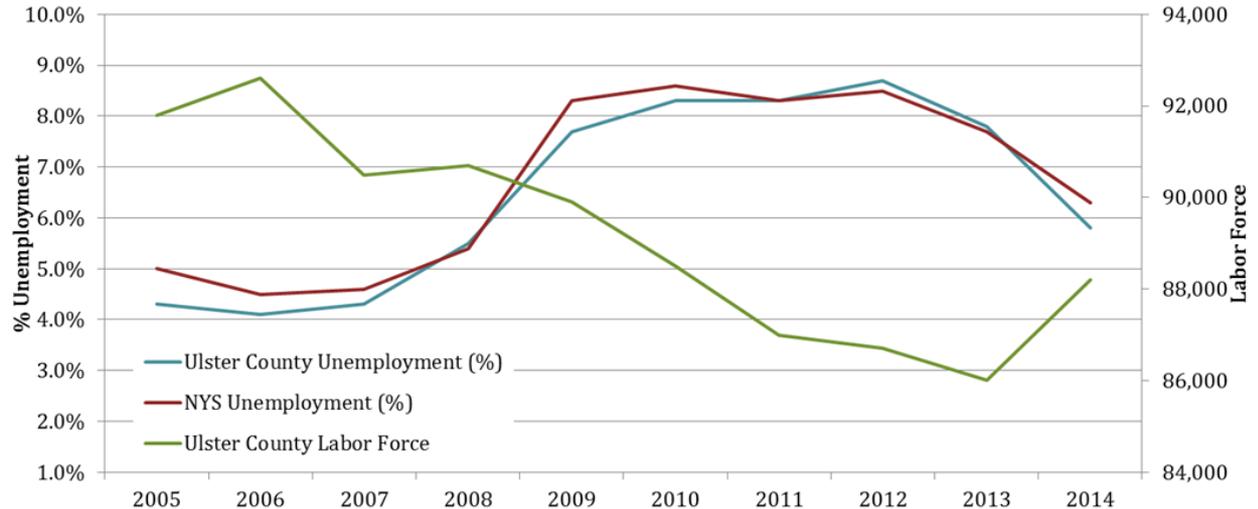


Who We Are

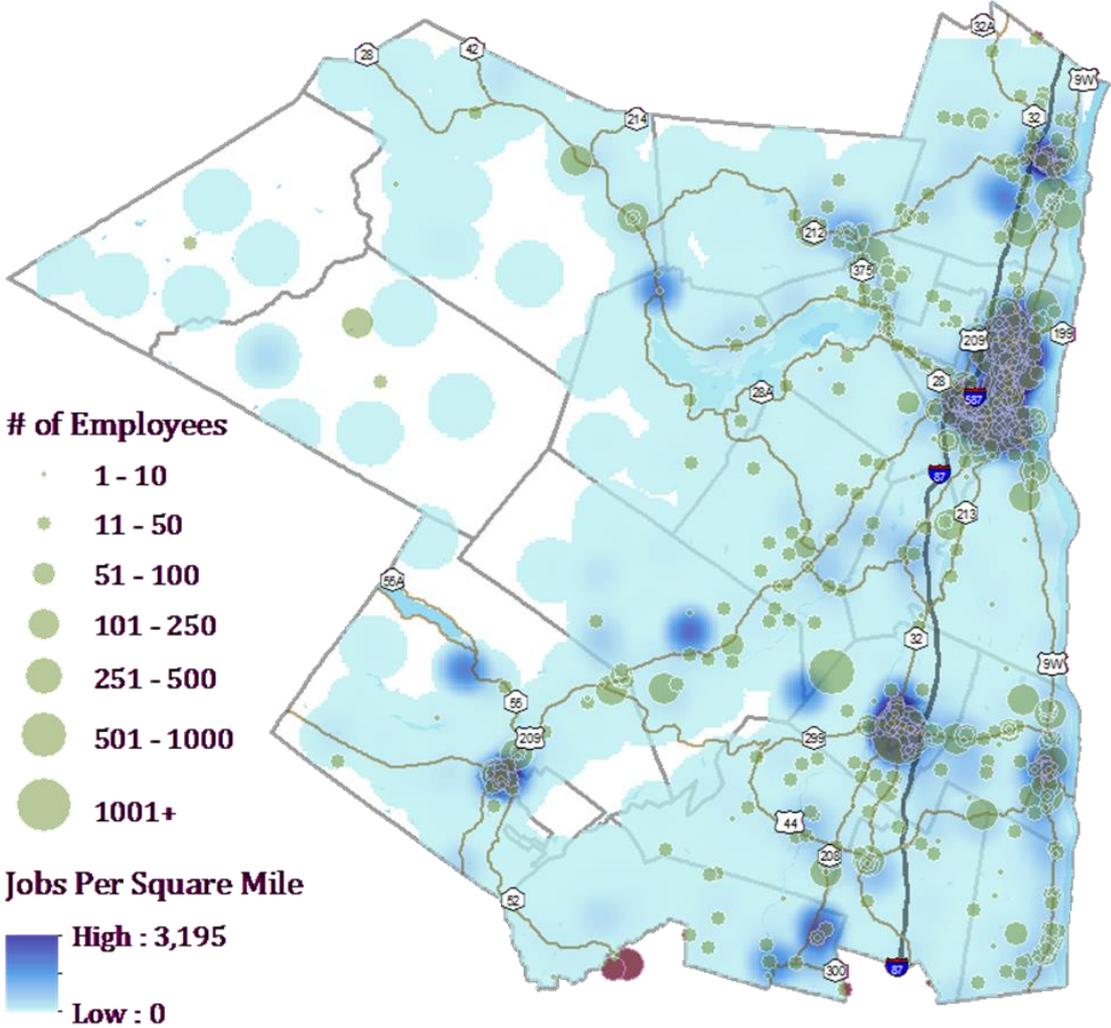
Population Change 1950 - 2010



Labor Force, Past 10 Years

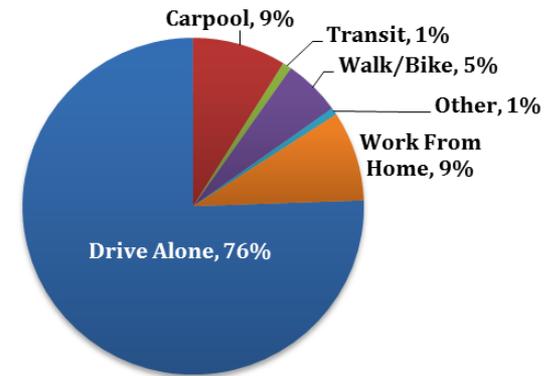


Where We Work



How We Travel

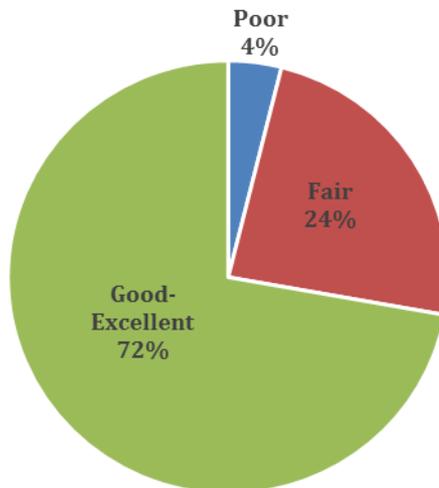
- By **car** on roads that are only occasionally congested
- By **bus** on UCAT, Kingston Citibus, Trailways
- By **bike** on streets and trails
- By **foot** on sidewalks and trails



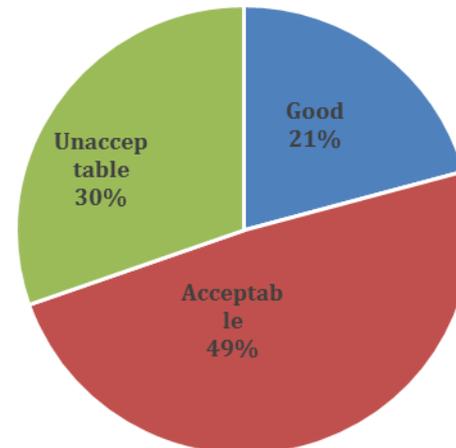
Our Roadways

Jurisdiction	Centerline Miles	Percentage
NYS DOT	293.33	13%
County	422.64	18%
Town	1,414.68	60%
City or Village	125.82	5%
Other State Agencies	9.3	0%
Other Local Agencies	27.8	1%
NYS Thruway	46.6	2%
Other Toll Authority	1.62	0%
Bureau of Fish and Wildlife	0.03	0%
Army	0.12	0%
Total	2,341.94	100%

Pavement Rating



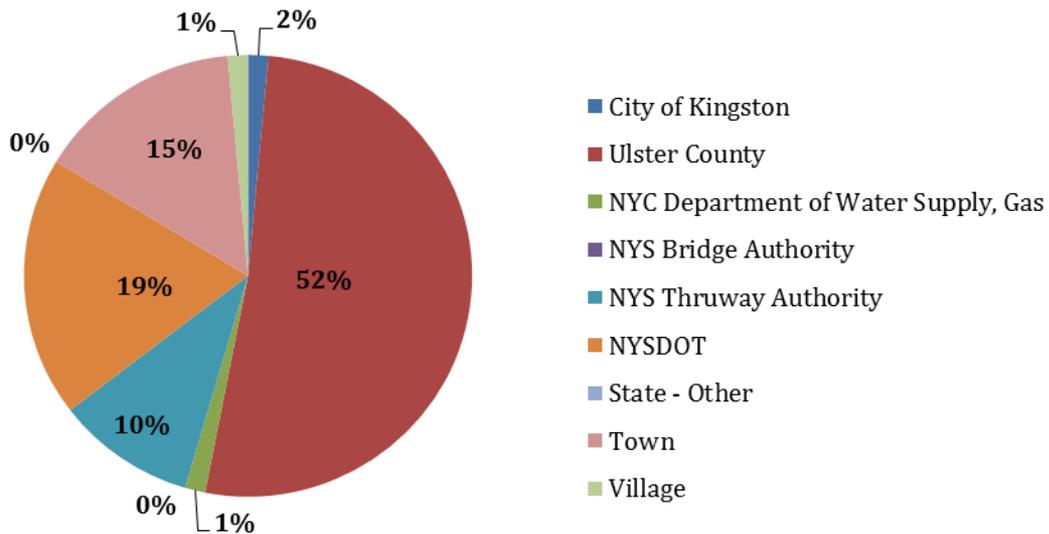
IRI



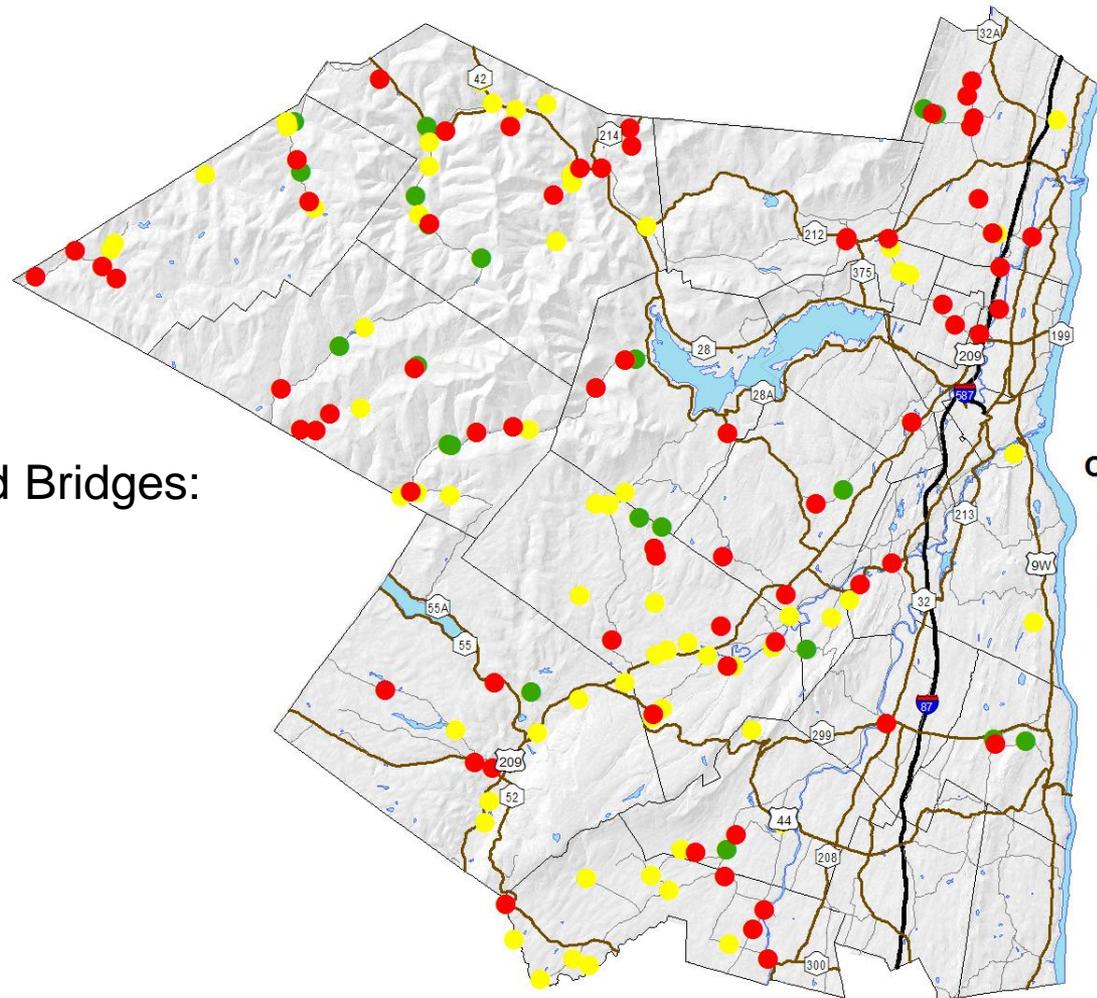
State
Touring
Routes

And Bridges

Owner	#of Bridges	% Functionally Obsolete	% Structurally Deficient
City of Kingston	1	0%	100%
Ulster County	154	12%	23%
NYC Department of Water Supply, Gas	10	20%	10%
NYS Bridge Authority	3	67%	0%
NYS Thruway Authority	30	47%	23%
NYSDOT	109	22%	12%
State - Other	1	0%	0%
Towns	73	26%	14%
Villages	4	0%	25%
Total	385	21%	18%



Bridge locations

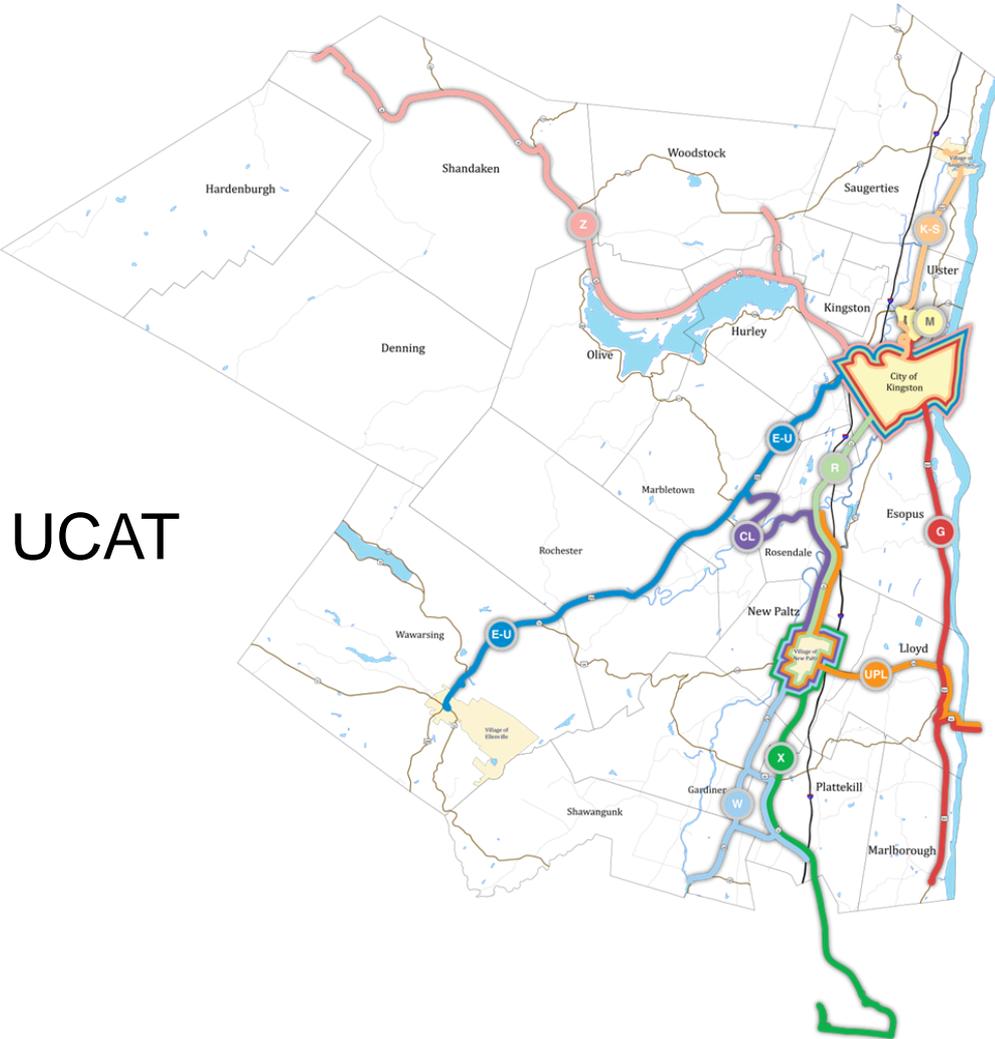


Condition Ratings

- Good (CR > 6.0) [21]
- Fair (CR 5.0 to 6.0) [65]
- Deficient (CR < 5.0) [68]

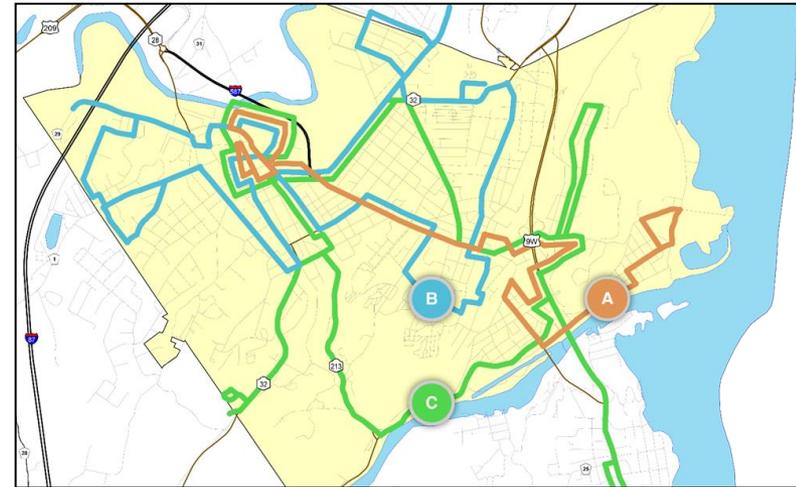
Ulster County Owned Bridges:
Current Conditions

Public Transit

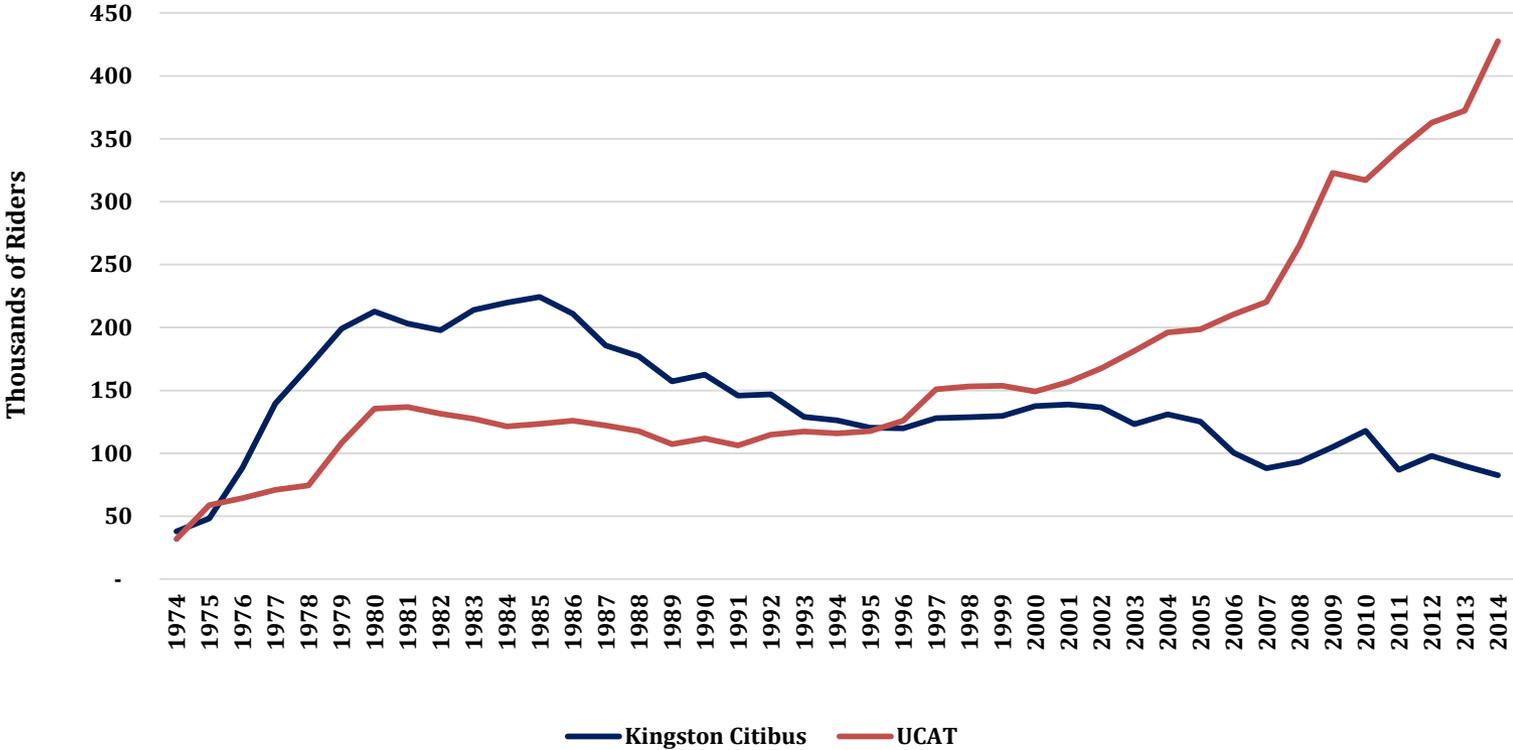


UCAT

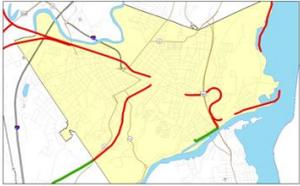
Kingston Citibus



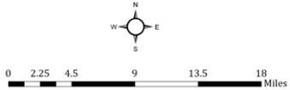
Transit Ridership Trends



A Robust Trail System



Multi Use Trail Infrastructure
Trail Status
 — Existing
 — Future Development
 — Protected Open Spaces
 — Parks And Forests

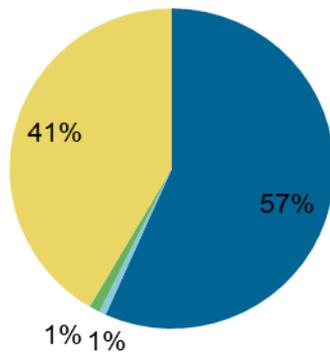


Prepared by
 Ulster County
 Transportation Council
 July 2015

Safety for All Users

Crashes by Type, 4 year average

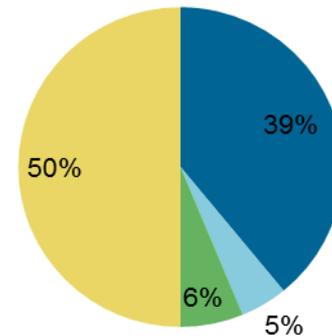
■ Auto ■ Bike ■ Pedestrian ■ Fixed Object, Lane Departure



2011 – 2014 Data
7,129 Crashes/year
16 Fatal crashes/year
1,799 Injury crashes/year

Fatal Crashes, 4 year average

■ Auto ■ Bike ■ Pedestrian ■ Fixed Object, Lane Departure



Understanding Our Transportation Needs

- Transportation serves a wide range of societal needs, so solutions are **Complex**
- An **Affordable** transportation system
- A focus on **Land Use** and **Key Corridors**
- **Meeting User Expectations ~ Measuring Outcomes**
- **Recognizing Uncertainty** and **“Game Changers”**



Guiding Principles

- New York State DOT's "Forward Four"
 - Preservation First
 - ❖ Maintain an affordable transportation system
 - Systems, Not Projects
 - ❖ Recognize connectivity and mobility
 - Maximize Return on Investment
 - ❖ Make investment choices that result in the best outcomes for users
 - Make it Sustainable
 - ❖ Grow communities by reducing long term impacts



Addressing Needs

- **Infrastructure**
 - ❖ Improve pavements with Preservation First approach
 - ❖ Reduce number of structurally deficient bridges
 - ❖ Maintain bus fleets
- **Safety**
 - ❖ Reduce fatal and serious injury crashes through focused and systemic improvements
 - ❖ Focus on special needs of the most vulnerable: pedestrians, cyclists, young people, seniors

Addressing Needs

- **Security**

- ❖ Provide a resilient transportation system for all residents and businesses in Ulster County

- **Mobility**

- ❖ Address both recurring and non-recurring congestion
- ❖ Support land use decisions that do not add unnecessarily to future congestion
- ❖ Take advantage of emerging technology to improve active management of transportation systems



Addressing Needs

- **Connectivity and Accessibility**
 - ❖ Improve the accessibility of key destinations by all modes
 - ❖ Improve transit service, build sidewalks to fill gaps, complete trails
- **Environmental Protection**
 - ❖ Encourage Smart Growth principles in development
 - ❖ Reduce energy consumption and GHG emissions
 - ❖ Use environmentally friendly construction techniques

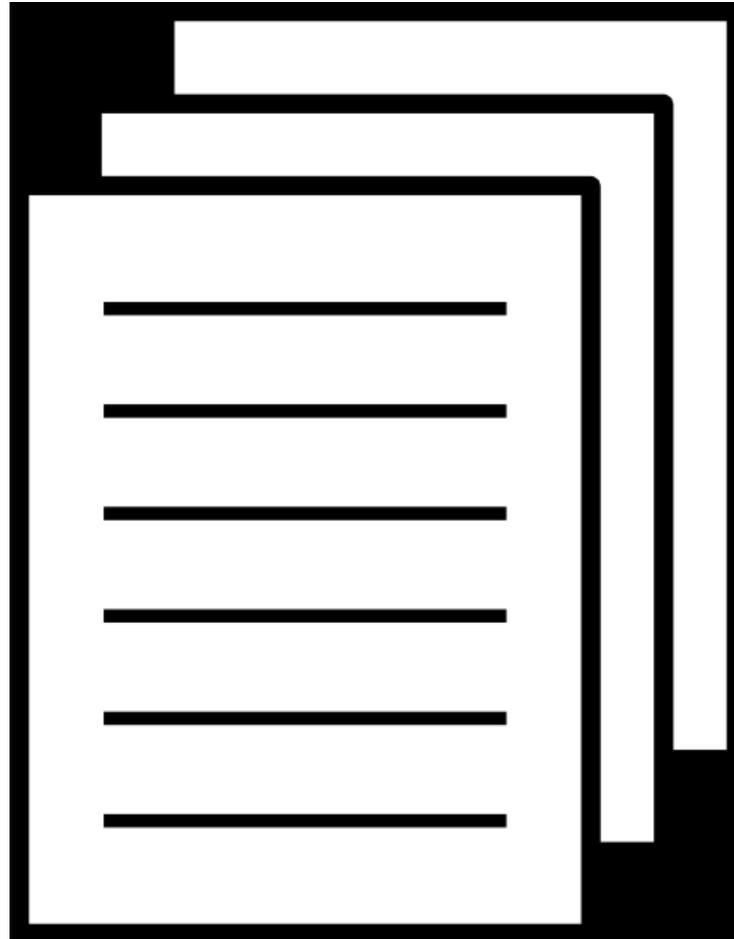


How Do We Get There?

- The Plan must be “fiscally constrained” – UCTC cannot spend more on projects than expected revenue
- 25 year revenue forecasts:
 - Federal Highway programs \$181 million (\$226m matched)
 - Federal Transit programs \$ 90 million (\$112m matched)
 - NYS Dedicated fund \$ 48 million
 - CHIPS \$184 million
 - NYS Transit funding \$ 35 million
- **Total available revenue \$563.4 million**

Recommended Program of Projects

Rethinking Transportation: Plan 2040



Looking Ahead

- Performance Based Planning
- Congressional reauthorization of FHWA and FTA programs
- A continuous planning process

