EXISTING & FUTURE PUBLIC TRANSPORTATION SYSTEM

Current Services and Need

UCTC faces several challenges in providing public transportation service throughout Ulster County. These include:

- A large geographic area with dispersed development, relatively low density, high automobile ownership rates, and a complex public transportation system due to the number of different service providers.
- The level of schedule and fare coordination among the various service providers is not as high as desired.
- With multiple service providers, the needs, goals and objectives for all these providers may not always align or be the same.

As mentioned in other areas of this report, the current intermodal facility has been identified as being poor for both current as well as future intermodal operational needs. In general, most program areas are too small to handle an operation of this size. These include baggage, administrative offices, and waiting/queuing space for passengers. These problems are exacerbated during times of peak travel throughout the year.

Citibus

"Kingston CitiBus operates three bus routes throughout the year in the City of Kingston….One of these bus routes also serves Port Ewen. Route A connects Hannaford's in the Kingston Plaza shopping center with both the uptown and the Rondout areas of Kingston via Broadway. Route B connects Hannaford's in the Kingston Plaza shopping center with both Hurley Avenue and the Business Resource Center via the uptown and the midtown areas of Kingston. Route C connects Hannaford's in the Kingston Plaza shopping center with Port Ewen via both the Rondout and Golden Hill areas of Kingston. While the three routes converge on Hannaford's, they do not operate on a "timed-transfer" basis.

Kingston CitiBus also operates a fourth bus route from June through October. This seasonal bus route - the Kingston Historic Trolley - connects the Trolley Museum in the Rondout section of Kingston with the Ramada Inn, located west of the New York State Thruway (Interstate 87)." Abrams-Cherwony Report, pg. 5.

Citibus does not have a pulse operation. The maximum number of buses in the new Facility at one time would be two, one paratransit and one fixed route bus. The bus movement preferences are easy-in / easy-out bus bay. There are nine full-time bus drivers and three substitute drivers (including paratransit drivers) working in two shifts.

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All shifts start at the DPW garage and change shifts at office. The largest bus is 35' with bike racks. The total fleet is three trolleys, three paratransit vehicles and three 35' buses.

Adirondack-Pine Hill Trailways

> "Trailways operates several bus routes through Ulster County connecting upstate New York locations with New York City as well as Long Island. Adirondack/Pine Hill Trailways provides the only "one-seat ride" service (i.e., no transfer required) between Kingston and the Port Authority Bus Terminal in New York City on Manhattan's west side. Adirondack/Pine Hill Trailways also provides service north to Albany." Abrams-Cherwony Report, pg. 6.

Trailways requires eight buses on site at the same time twice a day Friday and Sunday. At holiday peak times, there can be 11 -12 buses on site at one time. There is also a need for a four bus staging area (three for Trailways and one for Coach USA in the future). Buses are 45' long with a 46' turning radius. Trailways has a total of five to six employees, with three (two agents and one baggage person) on site at once. The staff works two shifts. Staffing stays the same during peak holiday periods since they simply process more passengers and buses.

Ulster County Area Transit (UCAT)

> "Ulster County Area Transit (UCAT) operates two different types of bus routes: the Regular Routes and the Rural Routes. UCAT's Regular Route network consists of nine bus routes which provide public transportation service throughout Ulster County. Only one of the UCAT Regular Routes - the Newburgh Service - leaves Ulster County to serve Newburgh, located in neighboring Orange County. Buses operate between the more densely developed communities of Ulster County along many relatively major roadways. Much of the service area is rural in nature. The UCAT bus network is essentially focused on the Kingston Plaza shopping center in Kingston; however, both the Ulster County Community College (UCCC) and the Hudson Valley Mall are very important locations on the UCAT Regular Route network. UCAT's Regular Routes are "Flexible Fixed Routes", meaning that the bus will go off-route to serve locations within approximately three quarters of a mile of the bus route on a pre-arranged reservation basis. Reservations should be made no less than 24 hours in advance. This arrangement allows UCAT to satisfy the requirements of the Americans with Disabilities Act and not have to operate a complementary demand responsive paratransit system.
>
> UCAT's Rural Route service is a demand responsive service which essentially supplements the Regular Routes in communities where experience has shown that additional service is needed on certain days.

Similar to the UCAT Regular Routes' "off-route" flex service, reservations for the UCAT Rural Route service must be made no less than 24 hours in advance. The communities…receive UCAT Rural Route service connecting them to either Kingston or New Paltz; however, service operates on a "rover" basis, with only certain communities receiving service on certain weekdays.

Because of the size of its service area, UCAT employs a distance-based zone fare system."   Abrams-Cherwony Report, pgs. 5-6.

Some of the UCAT information in the Abrams-Cherwony Report of August 2005 is misleading. UCAT buses go everywhere in the county. UCAT is a deviated fixed route, hub and spoke system with no pulse. Some of UCAT's routes are a series of short runs. All buses have bike racks. The new facility would warrant two UCAT spaces. Most buses are 40', but they do have some smaller size buses. While UCAT would ideally require two dedicated bus slips in the new facility, during the study it was agreed that three bus slips would be adequate to care for Citibus and UCAT's combined operational needs, with coordinated scheduling. The program therefore shows one bus slip for UCAT.

Future Services and Need

<u>Citibus</u>

2005: 125,071 passengers
2006: 100,491
2007: 88,117
2008: 43,000 (first 2 quarters)

Notes:

- Declining ridership could be attributable to driver error in entering data. Third quarter adds the seasonal Historic Trolley and is expected to exceed 30,000 trips or more. Source: Toni Roser, Citibus Manager.
- Within next ten years, paratransit may grow and there may be a need for one more fixed route.

<u>Adirondack/Pine Hill Trailways</u>

2007: 266,000 passengers (95% of the riders go to NYC)
         (22,500 passengers in May 2008)

Notes:

- According to meeting minutes generated in November of 2006, Trailways suggested their trend to be "slow steady growth – 4% per year."

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However, recent numbers are averaging 6% and climbing with escalating fuel costs. According to the American Public Transportation Association (APTA), this fuel cost is creating overwhelming transit ridership need across the country, many areas seeing double digit increases.

Ulster County Area Transit (UCAT)

2005: 169,818 passengers
2006: 184,968
2007: 193,306
2008: 106,519 (first 2 quarters)
2008: 240,290 actual

Notes:

- May provide future bus service to Amtrak.
- Currently planning new service to Metro North from Rosendale.
- UCAT will be moving from "route deviation" to "point deviation" to save time and money resulting from less deadhead miles.
- Source: Tom Jackson, UCAT Transit Planner

Site Preferences

The design team worked with the Technical Advisory Committee (TAC) to study the Washington Corridor Study Area (see Section VI Location Analysis for Study Area map) for potential sites which would meet the needs of the future Kingston Intermodal Facility. The initial 16 sites were a compilation of physical walking tours of the area as well as extensive GIS surveys which analyzed available properties for the proper acreage.