

ULSTER COUNTY TRANSPORTATION COUNCIL
Policy Committee Meeting

Meeting Transcript
November 24, 2020
Meeting held via Zoom at 10:00 am

0:00:07.680,0:00:13.440

BS: Everyone at this point and at when I name your municipality, if the voting member present could

0:00:13.440,0:00:16.518

please state their name. Ulster County?

0:00:16.518,0:00:17.766

EP: Ed Pine

0:00:17.766,0:00:19.313

BS: City of Kingston?

0:00:19.313,0:00:20.760

JS: John Schultheis

0:00:20.760,0:00:21.680

BS: Town of Saugerties?

0:00:25.600,0:00:28.025

LT: Leeanne Thornton

0:00:28.025,0:00:31.360

BS: and Vernon Benjamin, you're here as well. Town of Ulster?

0:00:35.040,0:00:37.440

BS: New York State Department of Transportation

0:00:38.560,0:00:41.131

SJ: uh Sandra Jobson

0:00:41.131,0:00:43.772

BS: New York State Thruway Authority?

0:00:43.772,0:00:46.304

LP: Lizy Philip

0:00:46.304,0:00:47.760

BS: Village of Saugerties?

0:00:51.200,0:00:53.420

BS: Town of Rosendale

0:00:53.420,0:00:55.366
JW: Yep I'm here.

0:00:55.366,0:00:56.960
BS: Town of Lloyd?

0:00:56.960,0:00:58.581
FP: Fred Pizzuto

0:00:58.581,0:01:00.480
BS: Town of Plattekill?

0:01:00.480,0:01:02.080
TW: Tom Wilkin

0:01:02.080,0:01:04.598
BS: Village of Ellenville?

0:01:04.598,0:01:06.230
Town of New Paltz?

0:01:06.230,0:01:07.409
NB: Neil Bettez

0:01:07.409,0:01:09.246
BS: Town of Woodstock?

0:01:09.246,0:01:10.632
BM: Bill McKenna

0:01:10.632,0:01:11.840
BS: Town of Rochester?

0:01:16.320,0:01:18.960
That's ten members present, that's a strong quorum.

0:01:20.160,0:01:26.000
DD: Thank you everyone. Call for citizens
comments. Do we have any citizens comments

0:01:33.040,0:01:38.320
DD: Okay. Approval of the June, 16 2020 Policy
Committee meeting summary. Can I have a

0:01:38.320,0:01:41.297
vote for discussion purposes please?

0:01:41.297,0:01:44.042
TW: Wilkin, so moved.

0:01:44.042,0:01:45.840

DD: Thank you Mr. Wilkin. Do I have a second?

0:01:48.160,0:01:50.829

FP: Second, Fred.

0:01:50.829,0:01:53.840

DD: Thank you Fred. I have a motion and a second. Any comments or discussion?

0:01:58.800,0:02:01.719

DD: Hearing none all of it all in favor?

0:02:01.719,0:02:04.084

Various: Aye

0:02:04.084,0:02:04.800

DD: Any opposed?

0:02:07.280,0:02:10.168

DD: Any abstentions?

0:02:10.168,0:02:12.296

DD: So carried.

0:02:12.296,0:02:18.531

Next item is approval of July 21, 2020 Policy Committee meeting summary. Do I have a motion for discussion purposes?

0:02:20.320,0:02:22.121

TW: Wilkin, so moved.

0:02:22.121,0:02:24.449

DD: Thank you Mr. Wilkin. Do we have a second?

0:02:24.449,0:02:26.122

FP: Second, Fred.

0:02:26.122,0:02:27.658

DD: Thank you again Fred.

0:02:29.280,0:02:30.160

Any discussion?

0:02:33.840,0:02:35.840

Hearing none, all in favor?

0:02:35.840,0:02:37.840

Various: Aye

0:02:38.480,0:02:39.360

DD: Any opposed?

0:02:42.640,0:02:44.351

DD: Any abstentions?

0:02:45.000,0:02:50.072

So carried. Item number four, communications and announcements. Brian?

0:02:50.072,0:02:55.267

BS: I have no major communications or announcements at this point in time.

0:02:55.267,0:03:03.680

We are still awaiting word for a Transportation Alternatives Program funding announcement from the New York State DOT

0:03:04.720,0:03:10.320

the the last I heard, that will go out in the fall so it's still fall so we're we'll

0:03:10.320,0:03:16.000

still keep our our ears open and same for Bridge New York from the New York

0:03:16.000,0:03:21.200

State DOT. There should be an application for those funds coming up soon. And also

0:03:22.080,0:03:29.200

at the conclusion or near the end of this meeting David will be giving an overview of the UCTC

0:03:29.200,0:03:34.480

bridge funds that are available. We do have two million dollars in funding left over from the

0:03:34.480,0:03:41.280

last TIP build that we will be releasing to Ulster County uh members and those are off

0:03:41.280,0:03:46.723

system bridge funds and we'll talk about that more at the end of the meeting.

0:03:47.571,0:03:51.920

DD: Thank you Brian. Does any of the Council members have any communications or announcements they wish to share?

0:03:58.080,0:04:05.120

DD: Hearing none, new business. Item A, resolution 2020-17 support for the New York State Department

0:04:05.120,0:04:10.080
of Transportation (NYSDOT) targets for safety performance measures. Do I have a motion for

0:04:10.080,0:04:12.200
discussion purposes?

0:04:12.200,0:04:15.000
BM: I'll make a motion.

0:04:15.000,0:04:17.191
DD: Thank you Bill. Do I have a second?

0:04:17.191,0:04:18.000
TW: Wilkin, second.

0:04:19.120,0:04:22.874
DD: Thank you Mr. Wilkin. I have a motion and a second. Brian?

0:04:22.874,0:04:36.720
BS: Yes, during the uh October UCTC Technical Committee meeting David and I presented the latest targets for safety which is a requirement by the

0:04:36.720,0:04:43.920
FHWA that MPOs passed performance management targets across a variety of different categories.

0:04:44.480,0:04:51.440
The safety target is required to be updated annually by metropolitan planning organizations.

0:04:52.160,0:05:02.080
The requirement came into effect in 2015 through the

0:05:04.240,0:05:08.880
previous transportation authorization act and it's been carried through the current.

0:05:13.520,0:05:19.520
MPOs are required to either pass their own safety targets for their respective planning areas

0:05:19.520,0:05:25.600
or they have the option to adopt the statewide target prepared by the New York State Department

0:05:25.600,0:05:32.000
of Transportation. New York State DOT has been working very closely with the 14 MPOs statewide

0:05:32.000,0:05:39.920
and today I believe all of the MPOs have chosen to opt and pass the state target which is a

0:05:39.920,0:05:48.480
statewide target addressing the five performance areas. MPOs have 180 days to pass that target

0:05:49.440,0:05:54.240
after NYSDOT approves it through their highway safety improvement program. That

0:05:54.240,0:06:01.760
program was approved on August 31st 2020. So we are within that time period to approve this target.

0:06:02.880,0:06:09.120
The target deals with three different major categories: the number and rate of fatalities,

0:06:10.240,0:06:17.680
serious injuries, and also bike and fatalities bike and pedestrian fatalities and serious injuries.

0:06:18.960,0:06:24.800
We take a five year history, these are 2021 targets, and that five year history is for

0:06:24.800,0:06:32.480
the period 2014 through 2018. So each year when we pass the new target we drop the oldest year

0:06:33.120,0:06:39.920
which in this case 2013 data is dropped and we add the latest year which is 2018 data.

0:06:40.800,0:06:48.320
We have a five year history which allows us to smooth the trend lines of any anomalies or

0:06:48.320,0:06:55.840
jumps in data don't have a major effect on the trend line and the other reason why

0:06:55.840,0:07:02.160
we have a, that's the other reason why we have a fatality rate which considers the amount

0:07:02.160,0:07:07.840
of vehicle miles traveled in the state in
order to adjust and smooth out the trend line

0:07:08.720,0:07:15.520
across these categories. So finally the the safety
performance measure, like all the other performance

0:07:15.520,0:07:21.760
measures, is an attempt and motivation by
congress and by the Federal Highway and

0:07:21.760,0:07:28.160
Transit Administrations to encourage uh the
State Department of Transportation and MPOs

0:07:28.720,0:07:37.440
to make sure that our federal transportation
expenditures are tied directly to performance

0:07:37.440,0:07:43.200
and improvement in the system. That's the reason
why we're doing performance measure management

0:07:43.200,0:07:46.320
and that's one of the reasons why
we're passing this resolution today.

0:07:48.800,0:07:51.760
That's it and if there are any questions
we're happy to try to answer them.

0:07:53.680,0:07:59.360
VB: I have a question. The safety measures
deal exclusively with fatalities and I have

0:07:59.360,0:08:04.720
no problem with that but I think that it's
it is demonstrated that in some instances

0:08:04.720,0:08:11.680
the frequency of minor accidents are such
that some type of a button or a click should

0:08:11.680,0:08:18.000
kick in to raise that to a higher level of
attention, and I don't know that there is that

0:08:18.560,0:08:24.240
in our system or if this is the venue

for doing that. I know that it was worked

0:08:24.240,0:08:29.840

out over a period of years in the situation in Saugerties but I wish that there was a greater

0:08:29.840,0:08:39.840

a better model to follow in terms of connecting the State DOT issues with the local experiences.

0:08:41.040,0:08:47.600

BS: Yeah, and I thank you Vernon for your comment. I will say that this of course is a national performance

0:08:47.600,0:08:54.080

measure that we're passing today so it's a very broad brush approach to try to encourage states

0:08:54.080,0:09:02.000

and MPOs to have their transportation dollars follow where the where the problems are. To the

0:09:02.880,0:09:08.720

point that you raised, and really I think is incumbent upon individual MPOs working

0:09:08.720,0:09:15.680

with the region Department of Transportation offices to really focus down on the fine-tuned

0:09:16.720,0:09:22.560

efforts and issues that may be occurring within the planning areas and I believe we're doing that

0:09:23.200,0:09:27.440

through all our individual corridor studies and also, as we mentioned before,

0:09:27.440,0:09:36.000

through the um rural road safety uh efforts that David Staas in our office has been working

0:09:36.000,0:09:42.000

on. So, your comment is certainly noted and I think um the MPO has a lot of ability to

0:09:42.000,0:09:45.920

really begin to focus on some of those local issues and we'll continue to do so.

0:09:47.040,0:09:47.663

VB: Thank you

0:09:47.663,0:09:53.779

DD: So just, just a quick uh other response
Vernon is it doesn't just focus on fatalities,

0:09:53.779,0:10:01.308

it also focuses on serious injuries as well. So
there's serious injuries in here and they're both for, and it also includes uh

0:10:01.308,0:10:10.640

fatalities and and serious injuries for non-motorized as well. So you see those, you see those
numbers in the
in the forecast, so the moving average forecast

0:10:10.640,0:10:16.000

uh, this is a conservative forecast by NYSDOT, the
moving average forecast is you can see the numbers

0:10:16.000,0:10:23.209

-7.8% when they take that trend line forward
and then NYSDOT has capped those at uh -2%

0:10:23.209,0:10:27.760

So you can see the difference between what
they expect uh versus what their cap rate, what

0:10:27.760,0:10:32.080

what their cap rate is if they use this if they
used a simple moving average and move that forward.

0:10:33.360,0:10:38.240

And I also would say that when when the
Transportation Council does studies, one

0:10:38.240,0:10:42.960

of the things that we do look at with respect to
our intersection studies or our corridor studies

0:10:42.960,0:10:47.360

is the segment looking at the segments and
looking at them is whether or not they have

0:10:47.360,0:10:52.080

accident rates higher than the state average
for the particular type of road that it is.

0:10:52.080,0:10:57.200

So we try to capture that uh that issue that
you raised Vernon when we do our, when we do

0:10:57.200,0:11:02.720
our studies to make sure we're looking at not just fatalities but also looking at sections of

0:11:02.720,0:11:09.360
roadways that have higher accidents than normal relative to the statewide average. Anything else?

0:11:11.920,0:11:15.360
DS: I would say that this is a great opportunity to mention the County

0:11:15.360,0:11:19.520
Road Safety Action plan where we're going through and calculating out crash rates

0:11:20.320,0:11:25.520
across all segments of roads within Ulster County as well as intersection crash rates.

0:11:25.520,0:11:31.440
We're identifying top 10 locations and different treatments for those as well as

0:11:31.440,0:11:36.000
looking at systemic improvements that we can do throughout the system to reduce

0:11:36.640,0:11:42.240
the over represented crashes that we do see and that's kind of a newer undertaking from the MPO

0:11:42.240,0:11:46.640
so we'll be looking forward to those results to guide some of our safety work going forward.

0:11:50.400,0:11:51.440
DD: Any other comments?

0:11:54.000,0:11:57.200
So excuse me, before I forgot myself when I was asking for

0:11:57.200,0:12:01.920
people to approve resolutions I'm just going to ask if there's anybody opposed. Anyone opposed?

0:12:05.360,0:12:08.628
Any abstentions? Herb you had something to say?

0:12:08.628,0:12:10.122

HL: No, no

0:12:10.122,0:12:12.000

DD: Okay. Any abstentions?

0:12:14.080,0:12:15.280

Hearing none, so carried.

0:12:18.240,0:12:18.740

BS: Thank you

0:12:23.440,0:12:27.440

DD: So the next item on the agenda is item

B: Connect Mid-Hudson Transit Study. It's

0:12:27.440,0:12:32.800

a presentation of the project findings by
our consultant, Foursquare uh and Boris uh

0:12:33.840,0:12:38.240

Palchik is here um to do that presentation.

Good morning Boris. How are you?

0:12:41.360,0:12:47.360

BP: Sorry I was muted. Good morning. I am going
to try to share my screen so one second.

0:12:48.720,0:12:55.440

Okay can you guys see my screen? Okay excellent
great so um yeah so what we're going to do today

0:12:55.440,0:13:00.240

is provide an overview of the key findings
and recommendations of the Connect Mid-Hudson

0:13:00.240,0:13:05.840

Regional Transit Plan which is a study we've
been working on for really a couple years now.

0:13:06.400,0:13:11.200

And so just to begin I want to give a little
bit of a background for anyone who hasn't been

0:13:11.200,0:13:16.960

following along or just as a review so the the
study focused on identifying opportunities to

0:13:16.960,0:13:22.480

improve transit connections between the three
county study areas; Orange, Dutchess, and Ulster

0:13:22.480,0:13:27.520
counties, as well as between the study area and major employment hubs outside the region so

0:13:27.520,0:13:34.000
New York City and Albany. The key areas of analysis in the study included taking a look at the

0:13:34.000,0:13:38.960
effectiveness of the existing regional services, reviewing the service performance and customer

0:13:38.960,0:13:45.520
satisfaction monitoring process, opportunities for new technology and service models, and then capital

0:13:45.520,0:13:50.400
improvements that could alleviate corridor congestion and capacity constraints at park

0:13:50.400,0:13:55.920
and rides. So the recommendations that we will be talking about today do reflect the pandemic

0:13:55.920,0:14:00.960
related changes to travel patterns that clearly, you know, we can't avoid acknowledging those

0:14:01.600,0:14:06.720
the the impacts of the pandemic um are that you know travel patterns have really changed quite

0:14:06.720,0:14:12.400
a bit since we started this study a couple years ago. By April of 2020, most transit

0:14:12.400,0:14:17.040
operators in the region were either suspended or or had significantly reduced their service.

0:14:18.560,0:14:23.840
Many of them, most of them really did start coming back online in around June of 2020

0:14:24.400,0:14:29.520
but every agency and every system has come online at a different pace. Some are almost completely

0:14:29.520,0:14:34.960
back up to speed like uh UCAT in Ulster County.

Others are still really at a fraction of their of

0:14:34.960,0:14:42.480
their service. In September of 2020, just to give
you kind of a sense of really the big the impact

0:14:42.480,0:14:48.240
on travel patterns in the region, Metro North
ridership in September 2020 was down 75%

0:14:48.240,0:14:54.720
compared to uh September the year prior and Metro
North is you know a really good kind of proxy

0:14:54.720,0:15:00.080
measure for commuting patterns in this region.
So that's that's something we want to note and

0:15:00.080,0:15:05.440
that's still the case, the ridership is still
significantly down. The data that we collected

0:15:05.440,0:15:12.480
for the study occurred before the pandemic however
and and it's still I think useful data because we

0:15:12.480,0:15:18.160
believe that in the long term commuting patterns
will probably resemble, more resemble the past

0:15:18.160,0:15:24.480
patterns versus the the current patterns but with
lower volumes uh overall for for quite some time.

0:15:25.280,0:15:31.280
The the big difference kind of going forward
um that we we think may may be the case is

0:15:31.280,0:15:34.880
this the role of Stewart airport really
might change. It's already changed during

0:15:34.880,0:15:40.320
the pandemic it may continue to sort of have a
different uh role in the region going forward

0:15:40.320,0:15:45.760
um and the shift really involves moving away
from being a passenger gateway to New York City

0:15:45.760,0:15:51.840

and more toward being a key cargo hub for the
for the region and in terms of travel patterns

0:15:51.840,0:15:57.600

what that means is probably more intra-regional
job access trips so people heading to jobs at

0:15:57.600,0:16:04.320

Stewart being a bigger component of travel to the
airport versus trips to and from New York City.

0:16:04.880,0:16:11.440

So I think that's that's kind of the way that we
see things going forward. As far as the approach

0:16:11.440,0:16:16.960

to the to the study itself, there were three
key data sets that we took into consideration

0:16:16.960,0:16:22.720

to familiarize ourselves with the service in the
region. One was a market analysis to understand

0:16:22.720,0:16:28.000

you know what does what does the market say, two is
the uh service analysis where we looked at the uh

0:16:28.000,0:16:34.000

service as it is on the ground today, and the third
component is um outreach uh from key stakeholders.

0:16:34.000,0:16:39.200

So all those three things together helped us
understand kind of the key issues in the region.

0:16:40.080,0:16:45.200

So I'll start with just a little bit about the
public outreach. There was a public survey that we

0:16:45.200,0:16:51.040

did early on in the study in the winter of 2018. We
publicized that through press releases and we had

0:16:51.040,0:16:54.800

12 pop-up events around the region where we went
to park and rides where we went to universities

0:16:55.360,0:16:59.920

and so on and you know told people
that the survey was available online.

0:17:00.640,0:17:05.600

We had a pretty good response rate,
um almost 1300 surveys were submitted.

0:17:05.600,0:17:11.120

75 of those were riders um 24 were non-riders.
I guess I should say 25 if you round up but

0:17:12.720,0:17:18.800

the survey itself helped our team understand how
area commuters interact with existing services

0:17:18.800,0:17:23.520

and helped us kind of highlight some of the
some of the key concerns that they had um

0:17:23.520,0:17:28.480

but this group was a self-selected group because
the survey was done online so it's not like a

0:17:28.480,0:17:33.200

census where we go door-to-door so you know we
can't say there was necessarily a representative

0:17:33.200,0:17:37.440

sample of all riders or all commuters because
it was a self-selected uh group of participants.

0:17:38.640,0:17:44.080

Nevertheless, some of the issues that came up in
the survey um will kind of go through by category.

0:17:44.080,0:17:50.080

So regional connections was was something that
came up uh numerous times so we heard from survey

0:17:50.080,0:17:55.760

takers that connections in Poughkeepsie were
were fairly good to Metro North trains but not

0:17:55.760,0:18:01.520

that great for connections between local services
like UCAT to Dutchess County public transit. Those

0:18:01.520,0:18:06.880

connections were not well timed. We heard also
in terms of regional rail connections, the issue

0:18:06.880,0:18:12.160

wasn't so much timing it was more access in terms
of parking availability. So parking challenges at

0:18:12.160,0:18:17.680
Reincliff and Poughkeepsie train stations limited folks access to the regional rail service.

0:18:18.480,0:18:22.880
As far as passenger amenities, we heard about the New Paltz park and ride shelter

0:18:22.880,0:18:29.680
uh people told us that it was insufficient for uh you know the amount of traffic, the amount

0:18:29.680,0:18:36.000
of ridership and commuters that go through New Paltz uh park and ride and they requested um a more

0:18:36.000,0:18:42.480
robust shelter with better kind of climate control and so on. And then as far as service gaps go, so

0:18:42.480,0:18:48.560
we heard about the UCAT KS route, um it's not a very frequent service in general but during the

0:18:48.560,0:18:54.560
midday there's a 90-minute gap in service between Kingston and Saugerties so people did mention that

0:18:55.360,0:19:00.640
also. From Walkkill residents, we heard that there is no current service to Walkkill and a desire

0:19:00.640,0:19:07.280
to see some service in the future. And then Ulster Avenue, this one is somewhat of an obsolete issue

0:19:07.280,0:19:13.840
now because the at the time UCAT and Citibus were still separate entities and so UCAT riders

0:19:13.840,0:19:18.560
were complaining about closed-door service along Ulster Avenue um which was an area that was served

0:19:18.560,0:19:23.840
by Citibus now that's that's really not an issue anymore but that came up in the survey as well.

0:19:25.680,0:19:29.280
Okay so that was what we heard

from stakeholders, then when we started

0:19:29.280,0:19:34.880
doing the analysis of the market. The one thing we found was the top commuting destinations for

0:19:34.880,0:19:39.520
Ulster County residents were within the county itself so 45% of community trips are

0:19:39.520,0:19:45.760
internal to the county. These kind of trips are best served by local transit services like UCAT

0:19:46.320,0:19:49.280
versus, you know, regional providers like like Trailways.

0:19:50.880,0:19:57.280
When we look at local service however, uh the the key to success for local type services is density.

0:19:57.280,0:20:02.400
So the more people and jobs there are per acre the the better local transit service tends

0:20:02.400,0:20:06.880
to perform. We looked at something we call transit potential which is a measure of an area's

0:20:06.880,0:20:12.400
population and employment density and as a rule of thumb we like to see five people or jobs per acre

0:20:13.120,0:20:20.080
in order to support fixed route service. In Ulster County the urban areas, so Kingston,

0:20:20.080,0:20:25.600
New Paltz, Saugerties they have the highest transit potential. There are, so on on the map you kind

0:20:25.600,0:20:31.360
of see areas that are yellow, orange, and red. Those are areas that do have the five people

0:20:31.360,0:20:36.960
or jobs per acre and then areas that are green or gray lack that density. Some some

0:20:36.960,0:20:42.160

smaller clusters of transit supported density can be found in Walkkill, Ellenville, and Woodstock.

0:20:44.080,0:20:49.520

So when we look at regional service, density, while it's somewhat important, it's not nearly

0:20:49.520,0:20:53.200

as important as for local service. For regional service, what's really important

0:20:53.200,0:20:58.480

is that the service is designed to meet commuters pain points. So pain points include traffic

0:20:58.480,0:21:06.080

congestion, parking costs, travel time, things like that. When we looked at Ulster County, all the

0:21:06.080,0:21:12.160

major regional community patterns... So we defined major as 500 trips per day at least

0:21:12.160,0:21:17.680

between municipalities so that could be from New Paltz to Poughkeepsie or from from New Paltz to

0:21:18.240,0:21:24.400

Manhattan, those those are what we called um major trips. So, we found that in Ulster

0:21:24.400,0:21:29.440

County, at least all of the major trip patterns were actually served fairly well; in other words

0:21:29.440,0:21:35.280

they had direct connections and fairly frequent service hourly or better during peak periods.

0:21:37.040,0:21:43.360

However, there still are some pain points that kind of still need to be addressed. So while commuting

0:21:43.360,0:21:49.120

by transit allows Ulster County residents to avoid the stresses and the pain points I mentioned and,

0:21:49.760,0:21:54.240

for example, parking in New York City, there are other pain points that might drive people away. So,

0:21:54.240,0:21:59.280
for example, poor on-time performance. If people try a commuter service and it's not reliable,

0:21:59.280,0:22:03.360
they they won't come back again. They'll try it once or twice and then they'll try to find other

0:22:03.360,0:22:10.240
options. Similarly, limited parking availability. We heard earlier from the passenger survey that some

0:22:10.800,0:22:15.360
rail stations have limited parking which is what drives people to look for other options,

0:22:15.360,0:22:17.840
including bus service, for their commuting needs.

0:22:18.960,0:22:22.880
So, there are some congestion hot spots in Ulster County or at least there were

0:22:22.880,0:22:31.040
pre pre Covid. New York Route 32 at the I-587 terminus; we know that NYSDOT is actually currently

0:22:31.040,0:22:36.240
working on a roundabout at that intersection to improve the congestion of the throughput.

0:22:37.120,0:22:43.600
The other congestion hot spot we identified was the New York Route 299 at the I-87 interchange.

0:22:44.880,0:22:50.640
As far as capacity constraints at park and rides, so we heard about the Rosendale park

0:22:50.640,0:22:56.480
and ride. Again this is all pre Covid so but but I'm gonna kind of mention anyway. Also the

0:22:56.480,0:23:00.960
New Paltz park and ride, the New York State Thruway park and ride at New Paltz.

0:23:02.720,0:23:08.560
So, another service issue that's that's sort of unique to this area is..

0:23:10.000,0:23:14.080

First of all to identify the service issues that I mentioned earlier, those pain points,

0:23:14.080,0:23:20.480

poor on-time performance and and and so on, requires regular monitoring of the service

0:23:20.480,0:23:24.560

and regular investigation of customer complaints. But in the Mid-Hudson region

0:23:24.560,0:23:29.680

you have kind of this fairly unique situation where you have you have private operators.

0:23:31.120,0:23:36.560

Many times, you have in other parts of the country, you have commuter services that are

0:23:36.560,0:23:42.800

that are publicly uh operated or publicly, you know, overseen even if it's a private contract.

0:23:42.800,0:23:47.280

But the Mid-Hudson region you have a lot of private carriers that receive operating assistance

0:23:47.280,0:23:51.120

through STOA which is a Statewide mass Transportation Operating Assistance program

0:23:51.920,0:23:56.080

and they do submit some ridership and service statistics reports

0:23:56.080,0:24:01.040

but generally those are not detailed enough to really evaluate the service effectiveness

0:24:01.600,0:24:07.680

or customer satisfaction so it's sort of this kind of gray area where these private operators

0:24:07.680,0:24:13.120

are kind of policing themselves in a way when it comes to customer service, customer satisfaction,

0:24:13.920,0:24:20.400

things like on-time performance. So those are some of the key issues that we we found

0:24:20.400,0:24:23.680
and now we'll kind of switch gears
and go to recommendations where we

0:24:23.680,0:24:26.960
have come up with recommendations to
address those those kind of issues.

0:24:28.400,0:24:32.400
So the first one actually addresses the last
issue that I know that I noted which is that these

0:24:32.400,0:24:37.280
private operators, that are publicly subsidized,
kind of operate and almost police themselves in

0:24:37.280,0:24:42.240
a way so the recommendation that we come up with
is what's called a transit ombudsman position.

0:24:42.240,0:24:47.120
So a transit ombudsman is a public advocate
uh charged with representing the interests of

0:24:47.120,0:24:51.600
consumers or taxpayers by investigating
complaints related to publicly funded

0:24:51.600,0:24:57.920
services such as transit. So publicly subsidized
private operators are overseen today by NYSDOT

0:24:57.920,0:25:03.760
that's that goes that question, but the
agency itself isn't really uh structured to

0:25:04.320,0:25:09.600
provide the type of robust oversight of things
like customer complaints that probably needs to be

0:25:09.600,0:25:14.800
happening given the amount of commuter service
that is being provided by these private operators.

0:25:15.440,0:25:22.560
So as I said, the operators are largely policing
themselves. So there are examples around

0:25:22.560,0:25:27.360
the country and another in other countries as

well. This this public transit ombudsman is from

0:25:27.360,0:25:32.880

Australia, the state Victoria state in Australia has an office that is specifically designed to

0:25:32.880,0:25:39.280

provide oversight just on transit services. In Washington state in the Seattle area, King County

0:25:39.280,0:25:46.080

also has an office of ombudsmen. They have several uh ombudsmen positions within that office that

0:25:46.080,0:25:53.360

are assigned to different uh areas of focus like transit like land use and so on. So there are some

0:25:53.360,0:25:59.040

examples to look at in addition to serving as an advocate for commuters though. The transit

0:25:59.040,0:26:03.600

ombudsman could take on some additional roles in the area. For example they could be responsible

0:26:03.600,0:26:08.640

for service monitoring and reporting including on-time performance and parking ride utilization.

0:26:08.640,0:26:13.840

These things happen now but they're happening not with a whole lot of frequency so it would

0:26:13.840,0:26:20.480

be useful to have someone who has like kind of a regular recurring review of of on-time performance

0:26:20.480,0:26:26.720

and park-and-ride utilization to really capture trends as they happen. The ombudsman could also

0:26:26.720,0:26:33.360

be a resource for service planning and mobility management, providing reports to the TMA on

0:26:33.360,0:26:38.640

on trends that emerge and even being you know in the role of coordinating with, let's say,

0:26:38.640,0:26:44.080

new companies that did want to set up in the region um and they're you know asking what are

0:26:44.080,0:26:48.480

all the transit options for my employees and so on. That could be a role of the ombudsman as well.

0:26:49.600,0:26:59.920

So that's one recommendation. The next is related to passenger information and mobile payment. So the

0:26:59.920,0:27:06.160

transit agencies, nationally transit agencies kind of pioneered the development of specific apps

0:27:06.720,0:27:12.480

to allow users to plan trips and track vehicles from from their own devices and there's hundreds

0:27:12.480,0:27:16.880

and hundreds of these apps around the country the different agencies developed on their own

0:27:16.880,0:27:22.640

but, in recent years the trend in the industry is moving away from from that approach to one where

0:27:23.680,0:27:29.200

third-party, basically transit operators make their data available open source and they rely

0:27:29.200,0:27:34.320

on third-party developers to take the lead in developing the apps, maintaining the apps and

0:27:34.320,0:27:40.720

and so on. So this allows the transit operators themselves to to focus on their you know core uh

0:27:40.720,0:27:46.080

service areas on operating the service itself even on data management to making sure to make sure

0:27:46.080,0:27:50.640

that the data that goes out there the open source data that goes out there is updated accurate

0:27:50.640,0:27:56.880

and so on. But several large agencies including Baltimore, Boston, LA, Montreal, they've all suspended

0:27:56.880,0:28:01.600
the development of their own in-house apps and they're focusing entirely just on maintaining the

0:28:01.600,0:28:07.680
open source data. There's three uh large there's there's three apps that have kind of emerged as

0:28:07.680,0:28:15.280
the largest players in the industry in this third party transit app kind of world one is called just

0:28:15.280,0:28:21.520
transit one is called move it and one is called city mapper. The key benefits of of these

0:28:21.520,0:28:29.360
apps, the third party apps, is that they really do allow for multi kind of multi-modal planning.

0:28:29.360,0:28:34.320
They typically don't include just one system which is the case when you have the transit

0:28:34.320,0:28:40.640
operator itself developing the app. These apps allow people to see multiple transit systems that

0:28:40.640,0:28:46.000
have may be operating in their in their area including non-transit options like scooters,

0:28:46.000,0:28:52.000
microtransit, uber, and lyft, those kind of things all in one place. So it simplifies multi-modal

0:28:52.000,0:28:57.840
trip planning and and it also increasingly includes in-app features like mobile fare payment.

0:28:59.280,0:29:05.440
To participate in these apps you can be a very passive participant which means that

0:29:05.440,0:29:10.960
you can make your what's called GTFS feed that's General Transit Feed Specification, which is what

0:29:10.960,0:29:14.080
goes into google maps and things like that, you can make that available

0:29:14.080,0:29:18.960

open source and then do nothing else and if you do that then these apps will sort of

0:29:18.960,0:29:24.320

automatically pull data into them for others to use or, you can have a more formal relationship

0:29:24.320,0:29:29.360

with these apps which is required to have some of the additional features like uh mobile payment

0:29:29.360,0:29:34.320

because you have to have agreements on sort of behind the scenes how you transfer the payments

0:29:34.320,0:29:39.840

from you know the app to the agency and so on. So this does require regional coordination

0:29:41.280,0:29:46.320

this may be a more longer term aim because some of the agencies have recently signed

0:29:46.880,0:29:53.440

contracts with with app developers that focus just on their unique system so it may take a

0:29:53.440,0:29:57.120

few years for those contracts to expire but ultimately it would be good to have sort of

0:29:57.120,0:30:02.400

this regional approach to this may be overseen by the ombudsman position we mentioned previously.

0:30:04.960,0:30:07.040

I know there's been a lot so far, maybe I should

0:30:07.040,0:30:09.920

take a pause to see if there's any questions before I continue.

0:30:12.320,0:30:17.085

DD: Thanks Boris. Does anybody have any questions? Vernon?

0:30:17.085,0:30:26.000

VB: Yes, uh are you going to talk about climate change? Rollout of the COCPA is happening this year and the transportation advisory panel

0:30:26.560,0:30:32.480
is is going through a whole number of changes
on what to do about uh public transportation as

0:30:32.480,0:30:33.852
well as private.

0:30:33.852,0:30:37.564
BP: Well we'll be talking about
this service recommendations in a minute.

0:30:37.564,0:30:43.977
So, with service recommendations if you can make this service more appealing to riders, you
know, you can increase the transit mode share

0:30:43.977,0:30:47.679
um which is a win for on the climate change side as well.

0:30:48.000,0:30:52.640
VB: I have the opinion that uh, or the feeling that
uh we're doing pretty well as far as reaching

0:30:52.640,0:30:59.440
disadvantaged communities and tying them in with
major employment areas. I uh, I think that that's

0:30:59.440,0:31:04.880
true and also in our community which doesn't quite
have that but has a lot of like disadvantaged

0:31:04.880,0:31:12.560
people who live around the community are being
kind of being treated well but the outreach to the

0:31:12.560,0:31:18.640
rural areas suggests that improvements
could be done there and maybe related to

0:31:18.640,0:31:24.960
improvements in the actual transit vehicles
in terms of storage capacity and ability to

0:31:24.960,0:31:27.280
reach out to a wider geographic area.

0:31:27.280,0:31:39.440
BP: Yeah that's a great segue exactly perfect segue to the next uh segment. So all right so let's
talk about um
service. So one of the recommendations that

0:31:39.440,0:31:46.160

we really did zero in on especially post Covid
is um a service called microtransit service. So

0:31:46.160,0:31:52.080

microtransit is a technology driven demand
response service that allows riders to directly

0:31:52.080,0:31:58.720

request vehicles in real time through a smartphone
app or or by or by phone. It's a very versatile

0:31:58.720,0:32:03.920

solution that can provide both local coverage
and regional first last mile connections so on

0:32:03.920,0:32:10.160

the local coverage side that's getting people
from their homes to shops, to medical facilities,

0:32:10.160,0:32:15.600

to to job access, and then on the regional first/last mile connection that is talking about

0:32:15.600,0:32:20.560

complementing uh the regional investments, whether
it's rail service or commuter bus service, getting

0:32:20.560,0:32:25.360

people that first/last mile connection once they
get into your county, how do they get to their

0:32:25.360,0:32:32.000

final destination? This is an application that
can be used in in rural lower density areas um as

0:32:32.000,0:32:37.840

well as in areas that you know are more urban but
fixed route service isn't necessarily working for

0:32:37.840,0:32:42.480

other reasons like poor pedestrian environment and
so on which makes it difficult for people to get

0:32:42.480,0:32:49.040

to bus stops from bus stops um and so on. So
it's a technology that is similar in terms of its

0:32:49.040,0:32:54.000

user interface to uber and lyft so a lot of people
already familiar with how it works but, unlike uber

0:32:54.000,0:33:00.320
and lyft, it uses a set fleet of vehicles so it gives you more control of the service branding,

0:33:00.320,0:33:05.680
the vetting of the drivers, the training of the drivers. These pictures on the right are from a

0:33:05.680,0:33:12.480
service in Albany that launched about a year ago called flex by CDTA so this is the app that

0:33:12.480,0:33:17.280
they use where you can see where the vehicles are at any given time and you can request the vehicle.

0:33:17.280,0:33:25.200
This is what the vehicles look like and the pilot program that they launched has a defined zone. It's

0:33:25.200,0:33:30.480
not city-wide at least not yet. It has a defined zone and it's a zone that is difficult to serve

0:33:30.480,0:33:34.960
with fixed route transit service because of the pedestrian environment because the density so

0:33:34.960,0:33:42.400
that's where they chose to launch it. Speaking of vehicles, as Mr. Benjamin mentioned um, the types of

0:33:42.400,0:33:46.720
vehicles that are typically used for micro transit service are smaller than your typical transit

0:33:46.720,0:33:52.240
vehicle. They're vans, sometimes even minivans, so they're right sized either for

0:33:52.240,0:33:58.160
lower density environments kind of in rural areas or just currently because of lower travel demand

0:33:58.160,0:34:04.480
for for Covid-19. They're a bit, you know, maybe more appropriately sized until ridership volumes

0:34:05.520,0:34:13.040
increase. So we found several, we identified several opportunities in all three of the study areas the

0:34:13.040,0:34:18.800
study area counties. We'll focus here on Ulster
County but the zones that we did identify

0:34:19.600,0:34:23.840
are, they they reflect the findings of the market
analysis as well as the service analysis and

0:34:23.840,0:34:28.240
stakeholder input. The zone boundaries that we
defined up to now they're they're still they're

0:34:28.240,0:34:33.360
kind of preliminary and flexible they could
change over over time as kind of more study

0:34:33.360,0:34:38.480
before implementation and additional zones may
be considered as well if the first few that we

0:34:38.480,0:34:42.320
kind of saw as the best candidates immediate in
the immediate future if those work out you could

0:34:42.880,0:34:48.080
expand this to other zones. So I'll kind of go
through and give some brief overviews of the

0:34:48.080,0:34:53.680
zones so the first one is the southern Ulster
County microtransit zone. That's the 9W corridor south

0:34:53.680,0:34:59.360
of Highland. This could restore service to the
communities of Marlborough, Milton, and Highland

0:34:59.920,0:35:05.440
that were previously served by the KPL route that
service was discontinued in March 2020 because of

0:35:05.440,0:35:12.240
Covid. But even without Covid this is a pretty
low density environment so fixed route service may

0:35:12.240,0:35:16.160
never have really been the best option for
it. Microtransit is probably a much better fit.

0:35:16.160,0:35:21.040
It would also provide a link to Poughkeepsie

so people could make that kind of regional

0:35:21.040,0:35:26.240

first mile/last mile connection to Metro North railroad or to local service in Dutchess County.

0:35:26.880,0:35:33.520

So that's the southern Ulster County zone. The next one is the Ulster County US 209

0:35:33.520,0:35:40.438

microtransit zone, that's over here. That would provide service to the communities of Ellenville,

0:35:40.438,0:35:51.480

Napanoch, and I'm going to butcher this one, I'm sorry, uh Kerhonkson, and if I'm not mistaken, Accord, Stone Ridge, and um SUNY Ulster.

0:35:51.480,0:35:58.240

So this would provide better frequency and coverage than is currently provided by UCAT on the UE route

0:35:58.240,0:36:03.040

and the route itself, the UE route, could continue to exist but it could potentially be truncated

0:36:03.040,0:36:09.120

at SUNY Ulster. So the college becomes kind of a transit hub and if you truncate a route, the

0:36:09.120,0:36:14.400

UE route for example, it could then provide more frequent service in the corridor where it remains

0:36:15.600,0:36:20.320

because it's a shorter route and then provide for connections to the microtransit service.

0:36:20.880,0:36:29.440

After that, the next zone is the Woodstock area zone. So that would be um replace.. So the UCAT

0:36:29.440,0:36:33.520

Z route currently provides service from Kingston to Belleayre Mountain

0:36:33.520,0:36:38.480

but in order to serve Woodstock it does have to do sort of a time-consuming deviation along

0:36:39.200,0:36:46.080

route 375. So this could provide both better

local coverage in Woodstock, Bearsville's, Zena

0:36:46.080,0:36:54.560

and West Hurley and also allow for the Z route to be streamlined on its way out to Belleayre

0:36:54.560,0:37:01.920

Mountain. Then the last one that is fully in Ulster County is the northern Ulster County micro transit

0:37:01.920,0:37:08.560

zone. So that's the 9W corridor again but this time kind of from Saugerties to the mall area.

0:37:08.560,0:37:14.800

This would serve the communities of Saugerties, Malden, Glasco, and Lake Katrine. It would address

0:37:14.800,0:37:20.320

the limited frequency on the UCAT KS route. That's one of the routes that I mentioned earlier from

0:37:20.320,0:37:24.880

the passenger survey where people said there's a big gap in service during the midday. So this

0:37:24.880,0:37:30.400

could provide more on-demand service all day and provide better coverage in these communities.

0:37:31.360,0:37:36.480

And then the last one I want to note, it's actually mostly in Dutchess County but the reason it's it's

0:37:36.480,0:37:42.880

of note is that it does have a connection um across the Kingston Rhinecliff Bridge to Hudson

0:37:42.880,0:37:48.480

Valley Mall. So this could provide, once people get to Hudson Valley Mall in Ulster County, this

0:37:48.480,0:37:53.680

could provide a connection to the Rhinecliff Amtrak station for example, or to Bard College.

0:37:54.400,0:37:59.280

So this, although it's in Dutchess County is I think of interest to Ulster County as well as well.

0:38:00.240,0:38:07.360

So those are the zones that we preliminary
preliminarily recommended for Ulster County.

0:38:07.360,0:38:13.120

Of course, you know, it could be expanded in the
future to areas like Walkkill. Walkkill is, we

0:38:13.120,0:38:18.720

heard from the passenger survey, that there's
a desire for service there. Fixed route service

0:38:18.720,0:38:22.674

may not make sense so if microtransit works..

0:38:22.674,0:38:32.020

DD: Why not, I'm sorry Boris. Why not consider expanding the Orange County zone that looks
like the Middletown, Newburgh zone up into Walkkill?

0:38:32.020,0:38:42.000

BP: So the the main reason is we were trying to be sort of conscious
of how these will be paid for. So um we try to

0:38:42.000,0:38:46.960

limit them to the extent possible to make it
simpler to pay for them sort of county by county

0:38:46.960,0:38:53.440

without having too much overlap. There's the
one exception was the Dutchess County one because

0:38:54.000,0:38:59.040

it's just sort of like a a point connection just
at the mall versus like providing broad coverage

0:38:59.600,0:39:07.520

in more than one county. So that's.. it was sort of
a, you know, decision just based on simplicity of

0:39:07.520,0:39:12.921

funding at least in the short term, but in the long
term, yeah I think that that would make sense.

0:39:13.470,0:39:19.328

DD: And the same thing with respect to the southern Ulster zone: Why not move it down and
right down into Newburgh?

0:39:19.328,0:39:26.080

BP: It.. You know, that could be. Right, right. So
so this, that one there's also the consideration

0:39:26.080,0:39:34.320

of um size of the zone. So in order to provide sort of competitive um wait wait times. In other words,

0:39:34.320,0:39:38.960

from the time a person makes a reservation to when they're picked up, you have to take two things

0:39:38.960,0:39:42.480

into consideration: the size of the zone, and the number of vehicles that are assigned to that zone.

0:39:43.280,0:39:48.960

Microtransit works best when you have more than one vehicle operating concurrently because then

0:39:48.960,0:39:53.360

you can use an algorithm that determines which vehicle gets assigned to which trip request.

0:39:54.720,0:39:59.680

However, if you have a zone that becomes too large then you have to have, you know, four or

0:39:59.680,0:40:05.120

five vehicles assigned to it and then the cost does start to to increase and so you have to be

0:40:05.840,0:40:11.600

fine, find the right balance between the zone size and the cost of the service and and the pickup

0:40:11.600,0:40:18.480

time. So, you know, over time eventually these could merge into county-wide, region-wide um you would

0:40:18.480,0:40:26.640

just have to uh be you know willing and able to fund funded the larger service the zone sizes.

0:40:28.560,0:40:34.000

SJ: Boris this is Sandra from New York State DOT. This is a great presentation but I'm just curious,

0:40:34.000,0:40:42.263

why did Dutchess county um not see a lot of proposed micro transit zones?

0:40:42.512,0:40:50.000

BP: Well Dutchess County has, they do have, the Dutchess County public transit service um that is you know operating

0:40:50.000,0:40:57.760
in a lot of the areas. UCAT also is local but
Ulster County has um kind of a different.. UCAT

0:40:57.760,0:41:03.440
operates more it's more as a regional type service
and the frequencies really reflect that. Like UCAT

0:41:03.440,0:41:10.400
has more routes that are operating very limited
frequencies and in those cases, microtransit may be

0:41:10.400,0:41:16.000
a better fit than having a service that runs every
two hours or service that has a 90 minute gap.

0:41:17.360,0:41:20.977
So that's kind of the main difference.

0:41:20.977,0:41:23.499
SJ: Okay, thank you.

0:41:23.499,0:41:24.691
VB: I have another question.

0:41:24.691,0:41:25.443
BP: Sure.

0:41:25.443,0:41:33.840
VB: So the microtransit zones: does this imply the the buses will be done away with or they will
be on a more

0:41:35.680,0:41:37.335
lessened route?

0:41:37.335,0:41:41.600
BP: So yeah, that's a
question really of funding um because

0:41:42.480,0:41:47.600
just if I can go back to the example in Albany.
What they did when they launched their pilot

0:41:47.600,0:41:53.760
study, they kept their fixed route service in place
because they wanted to do a real life kind of let

0:41:53.760,0:41:58.720
people vote with their feet. They wanted to see
how people respond to microtransit as an option

0:41:59.440,0:42:05.120
and so there actually are fixed routes that
operate concurrent you know overlapping with the

0:42:05.120,0:42:10.480
microtransit service. But their aim was eventually
to start cutting back those local routes because

0:42:10.480,0:42:17.120
they anticipated that the microtransit model
would be more appealing to riders. I haven't

0:42:17.120,0:42:22.240
checked back with CDTA after. Their pilot's been
in place I think for about a year now, maybe a

0:42:22.240,0:42:26.880
bit over a year now, so it's worth checking back
to see what happened to the fixed route service.

0:42:26.880,0:42:33.440
But to operate both is really uh an issue
of funding. It's it's it's difficult to to

0:42:33.440,0:42:37.920
you know it's difficult enough to find sufficient
funding to operate fixed route service at

0:42:37.920,0:42:42.480
sufficient frequency to attract choice riders
operating both microtransit and fixed route

0:42:42.480,0:42:45.686
is even more challenging with the limited funding.

0:42:45.686,0:42:48.160
VB: Okay I wanted to just point out that the climate

0:42:49.440,0:42:54.160
stuff talked about by the transportation
panel included, I guess as side issues,

0:42:54.160,0:43:01.840
and interest in improving safety and comfort uh
for the transit travelers and the flex fans seem

0:43:01.840,0:43:03.769
seem to accomplish that.

0:43:03.769,0:43:14.320
BP: Yeah, and many.. they're also

designed to complement the fixed routes that do that do do well, that do have reasonably high productivity and so again in that example of

0:43:14.320,0:43:21.120

Woodstock, you do have fixed route service um in the 28 corridor. The question is does it make

0:43:21.120,0:43:27.520

sense to take that service and and deviate it up to the 375 corridor when instead you could just

0:43:27.520,0:43:32.320

streamline the fixed route service and then have the microtransfer work as a feeder to the fixed

0:43:32.320,0:43:38.379

route service? So in some cases they work together and then in some cases it replaces fixed route service.

0:43:39.680,0:43:45.120

DD: Boris, with respect to, with respect to Ulster, you would assume that the um activity center to

0:43:45.120,0:43:50.640

activity center um fixed route service would continue within inside the micro zones and the

0:43:50.640,0:43:56.318

micro zones, I would presume would essentially provide service to destinations interior to the zone.

0:43:56.318,0:44:04.560

BP: They would provide service interior to the zone but in some cases, for example, the uh oops

0:44:04.560,0:44:11.360

sorry, for example the KS route, which is.. Wait actually let me see if I got this one right.

0:44:12.560,0:44:20.640

We talked about um connecting at SUNY Ulster. I guess that's the UE route actually so in that

0:44:20.640,0:44:24.560

case you wouldn't necessarily need to continue running fixed route serviced all the way to

0:44:24.560,0:44:30.480

Ellenville. Instead you could have a microtransit service there and allow people to connect at SUNY

0:44:30.480,0:44:37.760
Ulster to fixed route service if they needed to go beyond that. Every zone is designed every zone is

0:44:37.760,0:44:43.840
also designed to encompass key destinations that people need in their daily lives so getting people

0:44:43.840,0:44:50.960
to you know grocery stores, getting people to medical facilities, educational facilities, that's..

0:44:50.960,0:44:56.640
that.. The intent is for each zone to sort of be self-sufficient but then also to provide

0:44:56.640,0:45:06.640
connections to regional service to get you know to other destinations. All right so then moving

0:45:06.640,0:45:13.120
on to kind of some capital recommendations. So I want to kind of introduce the concept of

0:45:13.120,0:45:18.160
transit signal prioritization which many of you have probably already heard about. It's a practice

0:45:18.160,0:45:23.200
of providing transit vehicles with priority at signalized intersections to reduce travel time

0:45:23.200,0:45:31.600
and improve reliability. It works in a couple different ways. If a bus approaches a red signal

0:45:31.600,0:45:36.720
when it's already in the red phase, it can shorten the red phase and allow for an early green. On the

0:45:36.720,0:45:41.920
other hand, if a bus is approaching during a green cycle it can extend the green to allow the bus to

0:45:41.920,0:45:50.480
squeeze through before the red begins. There's two ways of of doing TSP. One is called passive TSP and

0:45:50.480,0:45:56.320
one is called active TSP. Active TSP is is this what I just described. Passive TSP is really just

0:45:57.280,0:46:04.400
adjusting uh phase times based on time of day. So
if you have a predominant traffic flow during the

0:46:04.400,0:46:09.920
peak period, you give that direction of service
longer green times during the evening peak and

0:46:09.920,0:46:15.440
then maybe the opposite in the morning. So
it's not dynamic, it's more just like a timed

0:46:15.440,0:46:23.520
uh changes in in phasing. Active TSP, which is
the the one that actually is dynamic, has it's.. it's

0:46:23.520,0:46:29.040
really quickly evolving technology. The the goal in
the next few years is to use what's called visual

0:46:29.040,0:46:36.000
identification of vehicle types so that's kind of
the, you know, AI, newest kind of hype in technology,

0:46:36.000,0:46:41.280
where you have cameras that can identify okay this
is a transit vehicle versus a beer truck and the

0:46:41.280,0:46:46.080
transit vehicle will get signal prioritization
the beer truck would not. That's still an evolving

0:46:46.080,0:46:51.760
technology at the moment though. Active TSP
requires transponders. So transponders on vehicles

0:46:51.760,0:46:59.760
as well as transponders at the signal. There are a
few applications for active TSP in Ulster County.

0:46:59.760,0:47:05.920
The New York Route 299 at I-87 interchange.
This is an an area that has heavy congestion,

0:47:05.920,0:47:12.160
or at least it did before Covid, between five and
six pm. The congestion mostly impacts Route 299.

0:47:12.800,0:47:18.880
That's what you can see here in this picture.

Trailways buses serve a park and ride which

0:47:18.880,0:47:27.040

is located right right around here um East of I-87 with 27 northbound trips and 26 southbound trips

0:47:27.040,0:47:32.400

for a total of 53 weekday trips. The area is also served by the by UCAT NPL route

0:47:33.200,0:47:39.760

so the proposed improvement would include active TSP at the Route 299 and I-87 interchange

0:47:40.320,0:47:46.640

to permit signal preemption for transit buses at the intersection. NYSDOT is actually doing a lot

0:47:46.640,0:47:52.800

of intersection improvements along 299. Some of it may already be done. I think it's still in progress

0:47:52.800,0:47:58.000

in some cases um at Chestnut Street, Manheim Boulevard, Cherry Hill Road, and Putt Corners Road.

0:47:59.040,0:48:05.600

We understand that what NYSDOT is currently doing is making all all signal improvements be

0:48:05.600,0:48:11.120

TSP ready so that doesn't mean that they necessarily have TSP, what it means is

0:48:11.120,0:48:15.760

that the signal boxes that they're installing, the hardware they're installing can be quick,

0:48:15.760,0:48:21.040

very quickly upgraded to TSP technology. It's sort of a plug and play type thing you can plug in

0:48:21.840,0:48:28.080

into the signal controller box an additional kind of chip device that allows it to become a TSP

0:48:28.720,0:48:36.480

compatible signal. So we're recommending coordinating with NYSDOT at these intersections

0:48:36.480,0:48:42.480

to to implement TSP when it becomes viable to do from a funding standpoint.

0:48:44.320,0:48:51.280

Then as far as park and ride capacity goes, the Rosendale park and ride. This is a lot that has,

0:48:51.280,0:48:59.440

that's served by Trailways and has currently 59 spaces. That's the area right here. Prior to Covid,

0:48:59.440,0:49:06.160

parking utilization was near capacity on a nearly daily basis so the lot itself could

0:49:06.160,0:49:13.440

be expanded uh in in two phases. The first phase could add 67 spaces to the to the existing lot,

0:49:14.320,0:49:21.200

the second phase could add a second lot with 132 spaces. The phases do

0:49:21.200,0:49:26.560

require acquisition of property um so the and we understand from NYS DOT there have been

0:49:26.560,0:49:32.800

prior unsuccessful attempts to acquire property in the vicinity of this park and ride but but

0:49:32.800,0:49:39.280

it's something maybe you know post Covid to try again. There's also the possibility that there may

0:49:39.280,0:49:45.680

be some environmental impacts because of wetland areas or possible wetland areas east of the east

0:49:45.680,0:49:51.600

of the lots so this would require additional study and impact study before this can proceed.

0:49:54.080,0:49:58.160

So the lots could actually be expanded in phases. Now with Covid it's probably

0:49:58.160,0:50:03.200

not likely that you would need to have both of them uh you know constructed right away.

0:50:03.200,0:50:07.760

You could have sort of a a phased approach where you first build out

0:50:07.760,0:50:13.760

one and then move on to the next. Any questions about these capital recommendations?

0:50:16.880,0:50:22.400

BP: Okay uh sorry there's one more. So the New York State Thruway park and

0:50:22.400,0:50:27.840

ride in New Paltz. That's that's another one that is a you know fairly large 149 spaces.

0:50:27.840,0:50:30.720

It was also near capacity on a regular basis.

0:50:32.960,0:50:39.840

There is an opportunity to expand, um although again this one has some sensitive land use

0:50:39.840,0:50:44.720

that needs to be investigated further to make sure there's no impact to wetlands.

0:50:45.760,0:50:49.920

This is also the area where we heard from passengers in the surveys that they would like an

0:50:49.920,0:50:56.000

upgrade of this of the shelter that's right here in the picture to allow for a larger and climate

0:50:56.000,0:51:04.240

controlled facility. So those are the park and ride expansion recommendations and the last

0:51:04.240,0:51:11.920

thing I want to mention is that this presentation um will be given to to the public um on December

0:51:11.920,0:51:18.000

10th at 6:00 p.m. We're going to be doing a zoom zoom public meeting so it'll actually include

0:51:18.000,0:51:24.480

discussion of all three county recommendations, not just Ulster County. The meeting will be recorded

0:51:24.480,0:51:31.200
and then posted on the project website which is
connectmidhudson.com on December 11th along with a

0:51:32.080,0:51:38.400
kind of a comment form that people can fill out
after they either attend the the live meeting

0:51:38.400,0:51:45.120
or watch the recorded version of the meeting on
December 11th. So this is this is a zoom meeting.

0:51:45.120,0:51:51.920
I'm sure Brian will uh send everybody an email um
about this. So Tom, I see Tom. You have a question?

0:51:52.560,0:52:01.120
TW: Uh yeah. Going back to the uh the microtransit
on page 18 map that you had questions about on

0:52:03.520,0:52:10.160
like getting Walkkill uh uh different
ways of possibly doing that.

0:52:12.640,0:52:19.680
Has anyone done a study to see where the people
in Walkkill want to go for destination because

0:52:20.880,0:52:26.800
I'm in between Plattekill and Walkkill. I go
to Orange County. Most people in Shawangunk

0:52:26.800,0:52:33.120
go to Orange County. I mean in the past
yeah uh the Walkkill, the New Paltz

0:52:33.120,0:52:40.640
bus uh, I knew some people who were county
employees that rode that, but to me I would think

0:52:40.640,0:52:47.600
most of the people in Walkkill who would be using
it might want to use a like a microtransit to go

0:52:47.600,0:52:55.840
to Walden at a Hannaford there to go shopping, or
possibly up to Modena would be the other way

0:52:55.840,0:53:04.000
or to Pine Bush. That's for shopping,
that would be where they go. But quite often

0:53:04.000,0:53:11.840

a lot of things are tied into Newburgh around
Plattekill and Shawangunk or Middletown and I don't

0:53:11.840,0:53:19.120

come up to Kingston too much. I don't go to, I go to New Paltz some but not too much.. just a
minute.

0:53:30.960,0:53:37.969

TW: I had a phone call coming in. I'll stop it
as soon as I can.

0:53:37.969,0:53:41.662

DD: Tom, you want to... so you're with us again Tom?

0:53:41.662,0:53:46.765

TW: Yeah I just had a landline was ringing
and I was trying to shut it down.

0:53:46.765,0:53:52.775

Uh but I'm just saying I would do a study on the Walkkill area to see where the destinations is

0:53:52.775,0:53:58.880

to see where you're going to hook it up because 100 years ago this whole area went to
Newburgh and it was

0:53:59.680,0:54:05.680

the trolley car went to Newburgh to Walden and
they took the Walkkill valley up up to Gardiner

0:54:05.680,0:54:11.360

and even uh I mean in my area up near the prison
there where the prison is is where there was a

0:54:12.640,0:54:21.680

the New Hurley uh uh stop. And people who came to
New Hurley from Newburgh or came up the river to

0:54:21.680,0:54:28.320

Newburgh took the trolley to Walden and then up
that way. So I'm saying Walkkill and Plattekill

0:54:29.280,0:54:37.028

are tied more into Newburgh or Middletown
or Montgomery than they are to Ulster County.

0:54:37.760,0:54:45.120

BS: That's a good observation and I would just say Tom, um bear in mind that the the nature of
this study

0:54:45.120,0:54:52.560

is very much regional um in its approach and it's a little broader. I think if and when

0:54:52.560,0:55:02.960

we get to a point where we identify the need to begin implementation of microtransit service we

0:55:02.960,0:55:10.400

would need a finer grained market analysis to answer precisely the question that you raised.

0:55:11.120,0:55:14.185

Where do people want to go specifically.

0:55:14.185,0:55:20.216

TW: Because there's no sense in the connecting it to New Paltz if there isn't much of a demand

0:55:20.216,0:55:27.440

BP: That that, I mean that's actually why one of the reasons that Wallkill was not included in these zones because if you notice the most of the other

0:55:27.440,0:55:33.680

zones have kind of a contiguous market within the county of multiple communities that can be

0:55:33.680,0:55:39.920

you know tied together. Wallkill doesn't so much in Ulster County you're right. It does

0:55:39.920,0:55:46.000

crossing the the county line. The reason that this zone was drawn the way it is is because uh Orange

0:55:46.000,0:55:52.320

County op.. they they're they have a service called Transit Orange that is almost like in name only

0:55:52.320,0:55:58.560

it's it's really just a branding exercise and all the services provided by Coach USA, but Coach USA

0:55:58.560,0:56:04.880

has cut back substantially, especially everything that's not going to New York City. And so a lot of

0:56:04.880,0:56:09.440

the communities like Walden, Montgomery, and all those, they are currently without service at all.

0:56:11.120,0:56:18.480

TW: Walden and Montgomery had a Walden Montgomery bus, micro bus kind of that was used to, I don't know,

0:56:18.480,0:56:23.840

they used to have it. I don't know if they still do but that it was called the Montgomery Walden bus

0:56:23.840,0:56:30.400

or something like that. So I mean they had like little regional bus, micro buses, that did the runs.

0:56:30.671,0:56:31.643

BP: Right.

0:56:31.643,0:56:39.667

DD: So Tom we we got where you're good coming from I think. From my perspective looking at this, I think um

0:56:39.667,0:56:47.365

Boris we'd like you to give you a sense that these micro transit zones perhaps should not be restricted.

0:56:47.365,0:56:54.365

If we're doing a regional study, one would presume that we don't restrict these micro transit zones if they're logical connections across county lines.

0:56:54.365,0:56:56.136

BP: Okay yep.

0:56:56.136,0:57:00.480

DD: I'll just leave it at that. I think that that.. I appreciate where you were coming from with respect to

0:57:01.200,0:57:05.840

um the difficulty in terms of coordinating of funding but I think the region is beyond...

0:57:05.840,0:57:10.640

if we can solve a transit ombudsman that works across the region

0:57:10.640,0:57:16.320

we should be able to solve activities across the region as well okay thank you. Any other questions

0:57:16.320,0:57:18.939

from the Council? Anything else Boris?

0:57:18.939,0:57:27.760

BP: No that's that's it. So um just if you have any constituents or any anybody else that's interested um please let them know that there will be this meeting

0:57:27.760,0:57:33.658

December uh 10th and Brian maybe you could send out this link to everybody later.

0:57:33.658,0:57:38.640

BS: Yeah we're we're just waiting till after the holiday to set up because I think people might be a little tuned

0:57:38.640,0:57:42.257

out right now and I think early next week we'll get this out there.

0:57:42.257,0:57:43.520

BP: Okay great thanks so much

0:57:44.020,0:57:45.967

Various

0:57:46.720,0:57:48.085

DD: Go ahead

0:57:48.085,0:57:54.732

SA: uh this is Sajaa Ahmed, I'm the Ulster County Area Transit Director. I started in this role

0:57:54.732,0:58:03.427

back in December and I haven't had the chance to come to UCTC meetings much lately because of the pandemic but um

0:58:03.427,0:58:13.200

I just wanted to address the group and let you all know that we had a lot of these plans to kind of start working on some of these initiatives and

0:58:13.760,0:58:20.800

especially to kind of publicize our service because that's one of the uh group of feedback

0:58:20.800,0:58:25.200

that we hear all the time is that people don't know or have a good understanding of the UCAT

0:58:25.200,0:58:32.240

system across the county but we had to curtail a lot of those initiatives when Covid began

0:58:32.240,0:58:40.080

to keep our drivers safe. And as we learn more about how this spread um so kind of um we are

0:58:40.080,0:58:45.920

just getting back into our full service um and we're still facing some Covid related challenges

0:58:45.920,0:58:52.800

but um you know looking at microtransit and looking at loops and looking at contracting with

0:58:54.320,0:58:59.920

third-party contractors like Uber, Lyft, and one that we were specifically looking at for

0:58:59.920,0:59:06.800

Ellenville was Via was something that was being worked on and we're hoping to pick that back up um

0:59:07.360,0:59:15.200

as we kind of resume some level of normalcy. Now um overall our ridership is still down 75%

0:59:15.200,0:59:22.720

kind of similar to MTA we just ran the numbers for October. So um uh and you know there there

0:59:22.720,0:59:28.560

are a lot of challenges to come with the second wave of Covid. But um I'm going to knock on my desk, none

0:59:28.560,0:59:35.600

of our employees have contracted it and kept our passengers overall safe. So um but I welcome I I've

0:59:35.600,0:59:40.080

had the pleasure of working with Supervisor Bettez over the past year to work on the New Paltz loop

0:59:40.640,0:59:45.760

system but I'll drop my email in the chat so if any of the town supervisors or town

0:59:45.760,0:59:53.040

representatives have um questions or concerns that they want to bring directly to me, um please do so.

0:59:54.480,0:59:59.600

BP: Via is one of the primary, Via is one of the primary microtransit operators

0:59:59.600,1:00:03.360

in the country so um for everybody's.. Everybody's I'm sure familiar with

1:00:03.360,1:00:06.640
Uber and Lyft but Via you guys may not be familiar with them but that's that's who

1:00:06.640,1:00:09.040
they are. So it's interesting, it's good to hear you guys are working with them.

1:00:11.120,1:00:16.480
DD: Yeah and we also have outreach from Circuit as well which is a which is a non-traditional

1:00:17.120,1:00:24.640
transit operator that relies on um advertising as well as subsidies from the public sector as well.

1:00:26.160,1:00:29.600
Boris can you just talk briefly, I know you did quite a bit of analysis, and I

1:00:29.600,1:00:34.640
think the Council should at least be aware of it, on on funding available for transit?

1:00:34.640,1:00:38.108
Can you just talk briefly about that that funding analysis?

1:00:38.108,1:00:48.480
BP: Sure um you know.. I actually just lost uh electricity in my apartment so I.. Can you guys still see my.. I'm working just off of

1:00:48.480,1:00:53.200
the battery on my my computer but I can't see the presentation anymore. Uh hold on.

1:00:55.120,1:01:00.000
DD: So just just briefly in terms of how you went about it and and and and what what's out there and

1:01:00.000,1:01:02.084
how the current uh funding..

1:01:02.084,1:01:08.303
BP: Okay so okay so the the full implementation um of

1:01:08.303,1:01:15.239
all the recommendations we came up with would require \$113.6 million in funding over the next 10 years.

1:01:15.239,1:01:22.705

That's not that that's not that's not available um currently to the region based on the existing funding sources.

1:01:22.705,1:01:29.646

The recommendations that we came up with kind of come up to a total of about \$25 million worth of capital and operating

1:01:29.646,1:01:36.349

recommendations um and they would kind of rely on some of the unallocated TMA funds.

1:01:36.349,1:01:46.480

There are, there's there's funds that have been flowing into the region um for for for some time um that are that still have not been kind of programmed

1:01:46.480,1:01:53.760

or assigned so those are the unallocated TMA funds. So we recommended creating a regional transit

1:01:53.760,1:02:00.400

fund that's managed by the TMA or by a TMA committee and potentially even overseen by

1:02:00.400,1:02:05.840

the ombudsman position to help kind of formalize the distribution of the unallocated TMA funds.

1:02:07.200,1:02:12.160

So that was kind of the key recommendation that we came up with to to really create like

1:02:12.160,1:02:19.520

a body that could have a process with maybe competitive uh you know grant allocations of

1:02:19.520,1:02:26.480

the unallocated funds just to provide more of a formal process to to the TMA fund distribution.

1:02:28.960,1:02:33.840

DD: Thank you. Any other questions from the council members?

1:02:36.640,1:02:38.762

Thanks Boris, much appreciated.

1:02:38.762,1:02:40.458

BP: Okay great

1:02:40.458,1:02:42.229

DD: Good luck with your electric by the way.

1:02:42.229,1:02:42.729

BP: uh yeah

1:02:43.360,1:02:48.240

I'm gonna drop off now um if that's okay
and try to get that figured out because my

1:02:48.240,1:02:52.160

son is supposed to be doing a third grade
classes and he just lost electricity so.

1:02:53.440,1:02:54.967

BS: Thanks Boris

DD: Thanks again

1:02:54.967,1:02:56.157

BP: Okay bye

1:02:56.157,1:02:59.920

DD: So um again, item number six other old business. Brian?

1:03:01.120,1:03:08.720

BS: Uh yeah and uh David if you could bring the agenda back up um I think reconnect is listed
there um

1:03:08.720,1:03:15.840

I would again just remind members to check out the
reconnect online resource through the county for

1:03:16.640,1:03:19.200

information on access to regional trails and other

1:03:19.840,1:03:26.880

public park type amenities. The UPWP
call for projects is open. It's on our

1:03:26.880,1:03:33.600

website if you go to the UPWP page, on the drop
down menu there's an application form if you're

1:03:33.600,1:03:40.720

interested in applying and for a planning project
or study in your municipality give me a call, send

1:03:40.720,1:03:46.880

me an email, let me know. The application is pretty
straightforward and shouldn't be too complicated.

1:03:48.240,1:03:53.290

David do you want to say a little bit about
off system bridge funds?

1:03:53.290,1:03:54.066

DS: Sure.

1:03:54.066,1:03:59.920

DD: And before before you do David let me just go back to the planning call for projects. I would just urge

1:04:00.960,1:04:05.520

Council members in terms of looking at projects to try to ground those project

1:04:05.520,1:04:11.200

requests back into the various studies that the transportation council has done over the years

1:04:11.200,1:04:16.880

to make sure we have some relevance relative to what we're doing as it relates to what our

1:04:16.880,1:04:21.280

studies have asked us or told us to point to do. That's the first thing. The second thing

1:04:21.280,1:04:27.760

is remember we just went through some performance work with respect to NYSDOT with respect to safety

1:04:27.760,1:04:32.720

and we want to make sure that we the studies that we do um that we move from a regional

1:04:32.720,1:04:38.000

safety study which which David is going to talk about it a little bit we want to make sure that if

1:04:38.000,1:04:43.680

we move that way we want to move into looking at safety issues associated with some perhaps local

1:04:43.680,1:04:49.393

local studies that are that are that are necessary. Thank you. David?

1:04:49.393,1:04:58.400

DS: Yeah so going back to the off system bridge call, we do have on the TIP program some funding for off system bridges

1:04:58.400,1:05:05.360

I believe in the amount of a little over 2 million and this funding can only be used on

1:05:06.080,1:05:16.240
bridges that are not on the federal aid system. So we're looking at um bridges that..

1:05:18.480,1:05:22.720
There are a number of local bridges, a lot of County owned bridges. It's about 240

1:05:22.720,1:05:26.640
some odd bridges within Ulster County these funds can be used on.

1:05:27.440,1:05:32.080
We're following a similar application process to the Bridge New York program

1:05:32.080,1:05:37.120
so if you've ever filled out for Bridge New York in the past, the applications is

1:05:37.120,1:05:42.720
basically lifted straight from that just with some additional adjustments to the criteria.

1:05:44.720,1:05:51.200
So the current application, as we have it set up, this is basically it here, um

1:05:52.640,1:05:57.920
you basically put in your bridge identification number, BIN. If you need help identifying that we

1:05:57.920,1:06:04.880
can definitely look up the bridge for you and once you put it in then it will auto populate through

1:06:05.760,1:06:10.800
and bringing up information about, you know, the traffic that's on there, the percentage of truck

1:06:10.800,1:06:18.480
traffic that's seen, um and as well as condition information. And the big one that we're looking

1:06:18.480,1:06:26.560
at is this local bridge priority index which in the past DOT has created as part of

1:06:26.560,1:06:31.840
Bridge New York program. We've

adjusted it to meet our local needs

1:06:33.040,1:06:37.200

and with as current of
information as we have available

1:06:38.560,1:06:45.440

and this is used to help us prioritize the
applications as they come in. There's a narrative

1:06:45.440,1:06:51.520

sheet, you know, we're going through the project
scope and um you know the can the components that

1:06:51.520,1:06:56.320

you're going to be needed to address within
there and I believe that we're looking for

1:06:57.920,1:07:03.360

element specific as we have in the past um just
due to the availability of funds. You know \$2

1:07:03.360,1:07:09.600

million, as you know, a little over that
is the entirety of the program um and you know

1:07:09.600,1:07:16.000

you'll often see bridges go over that amount
so we're really trying to limit it down to

1:07:16.000,1:07:22.800

specific components of a bridge. But if you do have
a need on an off system bridge, by all means apply

1:07:23.520,1:07:28.000

and you know we can adjust from there. So we're
going to be looking for this application to come out

1:07:28.000,1:07:34.240

um shortly I imagine after the thanksgiving
break but we have finished out with the index um

1:07:35.680,1:07:42.160

and you know we have the pro you know the
prioritization details listed as part of the the

1:07:42.160,1:07:47.040

narrative of the application. Is there anything
else that we're going to add into that Brian?

1:07:48.080,1:07:50.749

BS: No I think that covers it. Thank you.

1:07:50.749,1:07:56.274

DD: I would just say that um if you anybody has any questions they can reach out to David directly

1:07:56.274,1:08:02.289

with any questions that you may have. I would hope that we would find some takers for these funds.

1:08:02.289,1:08:06.960

We have a, we have one of the largest numbers of off-system bridges

1:08:07.600,1:08:16.000

uh in Ulster County in the region and so if we don't use it, I'm sad to say that local governments

1:08:16.000,1:08:20.400

are maybe ending up paying their own money uh rather than being able to use federal money

1:08:22.160,1:08:25.920

for these. We can certainly give you deficient bridges as well

1:08:26.640,1:08:31.360

um based on our most recent um reports that we have from NYSDOT.

1:08:31.360,1:08:36.000

In terms of those bridges that have significant problems. Right David, we could do that?

1:08:36.640,1:08:43.200

DS: Yeah there has been a little bit of shift in the uh the bridge condition reporting um but yes we

1:08:43.200,1:08:46.069

can provide that information.

1:08:46.069,1:08:54.775

BS: And I'd just like to remind everyone this is a 20% uh local shares required 80% federal, 20% percent local.

1:08:54.775,1:08:57.680

DD: Thank you somebody said something?

SJ: Dennis this is Sandra

1:08:58.560,1:09:03.600

SJ: How are you? You know some.. another project to think about, I know everyone immediately

1:09:03.600,1:09:10.960
goes to you know let's do a bridge replacement
um and those are much needed but another project

1:09:11.600,1:09:18.960
type to think about and you know maybe the County
DPW um could think about doing something like this

1:09:18.960,1:09:25.280
um county wide for all the for you
know a bigger number of bridges

1:09:25.280,1:09:31.920
is you know keeping them well painted um and
washed um is always a good thing to do too.

1:09:33.600,1:09:39.520
So, you know, maybe somebody wants to think about
doing a county-wide painting contract or something.

1:09:39.520,1:09:43.335
I'm just throwing another idea out there.

1:09:43.335,1:09:46.137
DD: Are those eligible for off-system bridge funding

1:09:46.137,1:09:47.541
BS: Yes

1:09:48.239,1:09:50.904
DD: The TIP doesn't describe it that way.

1:09:53.120,1:09:58.080
BS: But that's uh yeah, and sorry to interrupt
Sandra. That's that we we.. the MPO has put

1:09:58.080,1:10:04.960
an emphasis on element specific work. That was
our local decision. The federal funds however, as

1:10:04.960,1:10:09.317
Sandra is saying are perfectly eligible for those
uses so if someone..

1:10:09.317,1:10:11.280
DD: So painting would be element,

1:10:12.000,1:10:13.941
painting would be element specific.

1:10:13.941,1:10:16.960

BS: Right, right.

1:10:16.960,1:10:19.430

DD: Sandra, anything else?

1:10:19.430,1:10:25.481

SJ: That was it. Just wanted people to think a little bit beyond you know full replacement thank you.

1:10:25.481,1:10:26.083

BS: Thank you Sandra.

1:10:26.083,1:10:30.018

DD: That's a great suggestion, appreciate that very much.

1:10:31.066,1:10:33.829

Anything else on on bridges?

1:10:35.760,1:10:39.480

Hearing none. LRTP graphic design, Brian?

1:10:39.480,1:10:48.880

BS: Yeah we're we're nearly done uh with that contract. it was relatively small and short contract and they are diligently working away

1:10:48.880,1:10:56.240

on reformatting our Long-Range Plan and we should have um you know a draft out probably

1:10:56.240,1:11:02.240

within the next four weeks I would hope. And uh we're working through that we have our

1:11:02.880,1:11:09.680

new logo has been uh finished and they're also working on a design template for our

1:11:09.680,1:11:17.600

um of our reporting documentation going forward. The new report format will be used so I have

1:11:17.600,1:11:23.600

um sort of been sitting on this new logo for a little bit and I think we should do a full um

1:11:24.960,1:11:31.440

um issuance of it and and redo all of our our our uh you know letterheads and stuff like that at the

1:11:31.440,1:11:38.320

beginning of 2021 and roll it out at that point in time. So you'll be seeing it soon.

1:11:39.867,1:11:42.667

DD: Thank you Brian.

1:11:44.240,1:11:46.366

Anything else Brian?

1:11:46.366,1:11:51.680

BS: No, just to let folks know that right now we don't have any agenda items

1:11:52.320,1:11:58.160

or need for a December meeting. So at this point in time, unless something changes, we will be

1:11:58.160,1:12:04.480

essentially canceling the December meeting. I'm using that time to begin the preparation of

1:12:04.480,1:12:11.680

our new Unified Planning Work Program which will then present to the Council Members at a January

1:12:12.320,1:12:14.880

2021 uh Technical Committee meeting.

1:12:17.840,1:12:21.607

DD: Any other business from the Council Members?

1:12:21.607,1:12:30.800

DS: Dennis, one more item I wanted to mention. The uh the County Road Safety Action Plan. I would encourage members, if you have any safety concerns

1:12:30.800,1:12:37.440

or want or please to take some time to review the top locations that have been identified uh within

1:12:37.440,1:12:42.880

the County. We have issued mailings, we did a recent one for planning board members as well.

1:12:43.440,1:12:48.640

Basically we've gone through and identified the top 50 intersections and road segments within

1:12:48.640,1:12:53.280

the county and we're looking for feedback on those locations through an online mapping tool

1:12:54.880,1:13:01.040
where you can basically go through and let us know
if the location makes sense and if there's any

1:13:01.040,1:13:06.800
kind of improvement that you feel would work
there specifically. We're gonna be taking those

1:13:06.800,1:13:13.280
recommendations um into account when we identify
those, you know, finalize those top locations and

1:13:13.280,1:13:17.780
look for treatments moving forward.

1:13:17.780,1:13:24.424
DD: Thank you. Any other any other comments, questions, statements from Council members?

1:13:24.424,1:13:28.560
BS: And the last thing is that we'll
put Boris's presentation on the project website.

1:13:31.600,1:13:35.280
DD: All right thank you everybody for joining
today. Everybody enjoy your Thanksgiving.

1:13:35.280,1:13:37.082
Stay safe and well.

1:13:37.082,1:13:42.800
BS: Thanks everyone. Happy Thanksgiving.

1:13:45.040,1:13:48.960
Various: Bye

Meeting concluded at ~11:16am