UCTC Year 2045 Long Range Transportation Plan

August 2020 Virtual Public Meetings

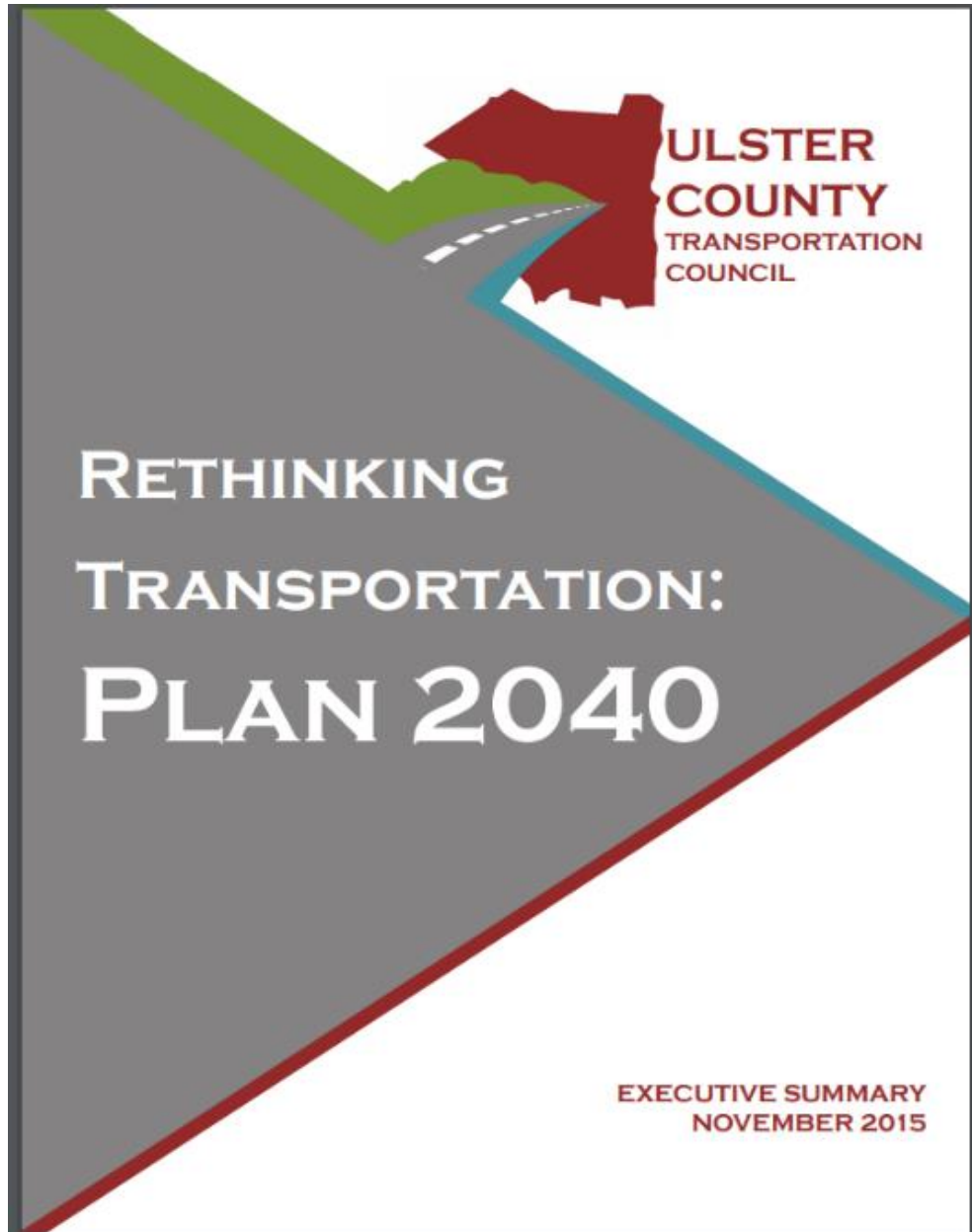https://ulstercountyny.gov/transportation-council
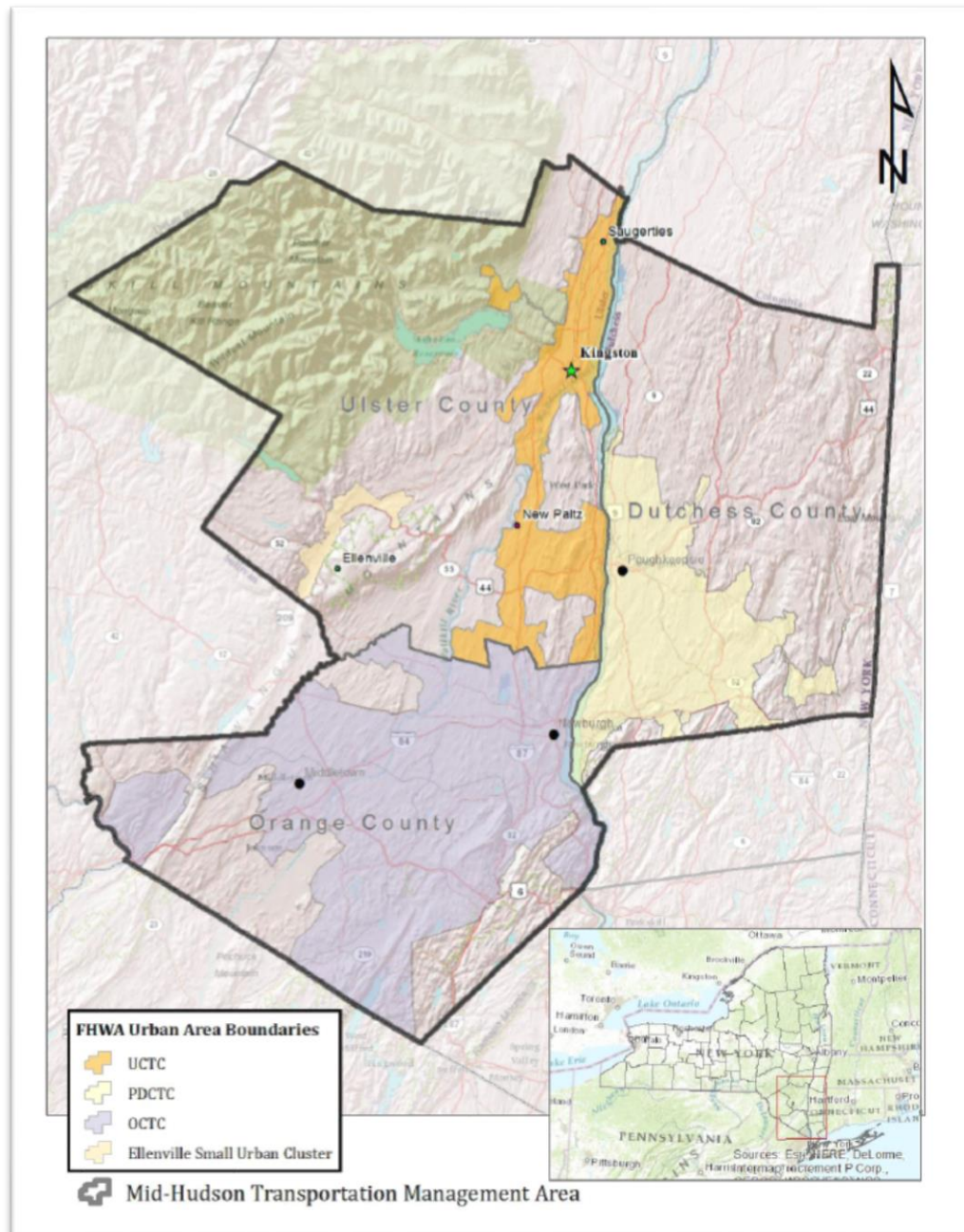
What Is UCTC?

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

- The UCTC Policy Committee is the decision-making body

What Is a Long-Range Transportation Plan?

- Federally-required document

- Updated every 5 years

- Strategy and capital improvement program developed to guide the effective investment of public funds in multimodal transportation facilities

- All of UCTC's products and actions must be in accordance with it

Year 2045
Long Range
Transportation
Plan

https://ulstercountyny.gov/transportation-council/long-range-transportation-plan

What's the Purpose of This Plan?

A Long Range Transportation Plan…

- Helps establish a **community vision**

- Shows how transportation investments can help achieve that vision by looking at:

Needs	Alternatives & Constraints	PRIORITIES

2045

Important Considerations

This is 25-year plan! Only a portion of the recommendations will be accomplished in the next 5 years.

The plan is "fiscally constrained." UCTC can include only projects for which they can pay.

The plan is updated every 5 years to account for unexpected changes and trends.

The plan is SMART – **S**pecific, **M**easurable, **A**ctionable, **R**ealistic, and **T**imebound

Public Outreach to Date: Survey Findings
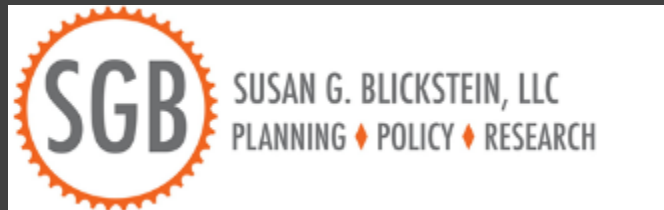
- Stakeholder focus groups held in July
- Survey open July 13, 2020 to August 4, 2020
- 365 responses
- Majority live or live and work in Ulster County (85%)
- Almost two-thirds (65%) of participants between 35 and 64 years old
- Majority of participants identify as White and non-Hispanic/Latinx
- Surveys are one of several outreach tools to gather public input – stakeholder groups were also held
- Survey provides a window into travel modes/trip purpose, public input on the Plan's draft Vision Statement and Goals, and other transportation trends and improvements

Feedback on UCTC's Draft Vision Statement

Two-thirds strongly agree (45%)/agree (22%) with the Vision; almost 25% neutral/unsure (10% disagree/ strongly disagree).
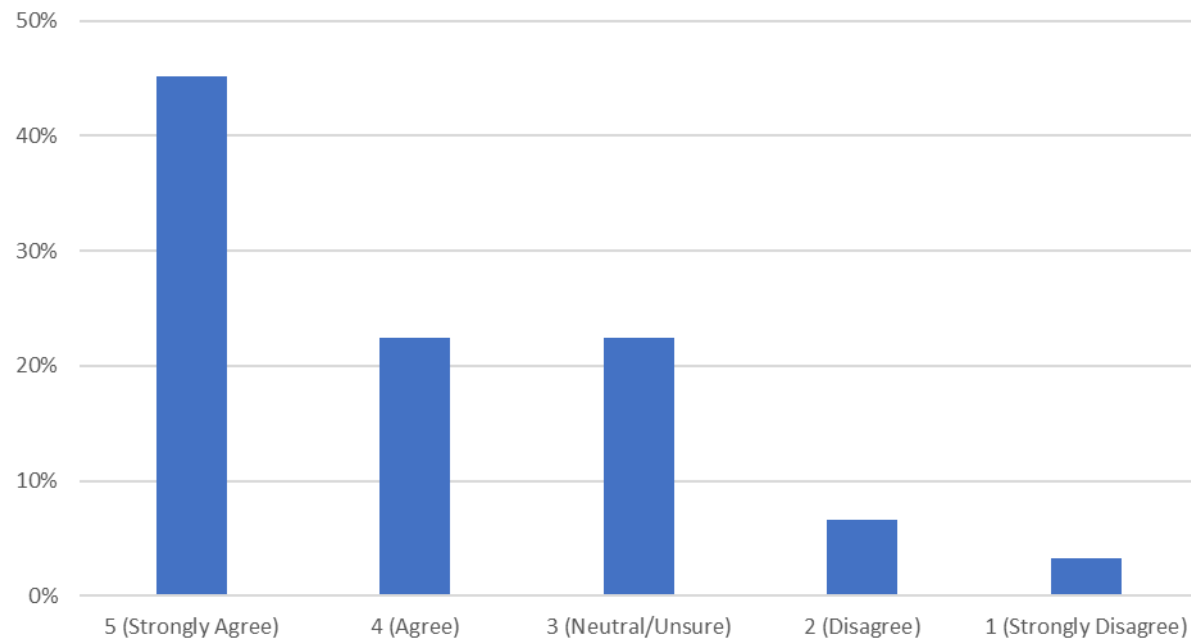
General Comments

4 Please share any other comments you have for the future of transportation in Ulster County.

1. Expand public transit coverage and frequency (including possibility of light rail) and strengthen transit connectivity between Ulster and Dutchess County.

2. Improve and expand bicycle and pedestrian infrastructure.

3. Provide more alternative transportation options and reduce dependence on single-occupancy vehicles.

4. Make the transportation system more sustainable and resilient.

5. Strengthen rail trail connectivity in the region.

Figure 3.9: Employment and the Top 50 Major Employers within Ulster County[xii]

Top 50 Employers

# of Employees
- · 1 - 125
- • 126 - 250
- • 251 - 500
- • 501 - 1000
- • 1001 - 10000

Jobs per Square Mile

Value
High : 5,100
Low : 0
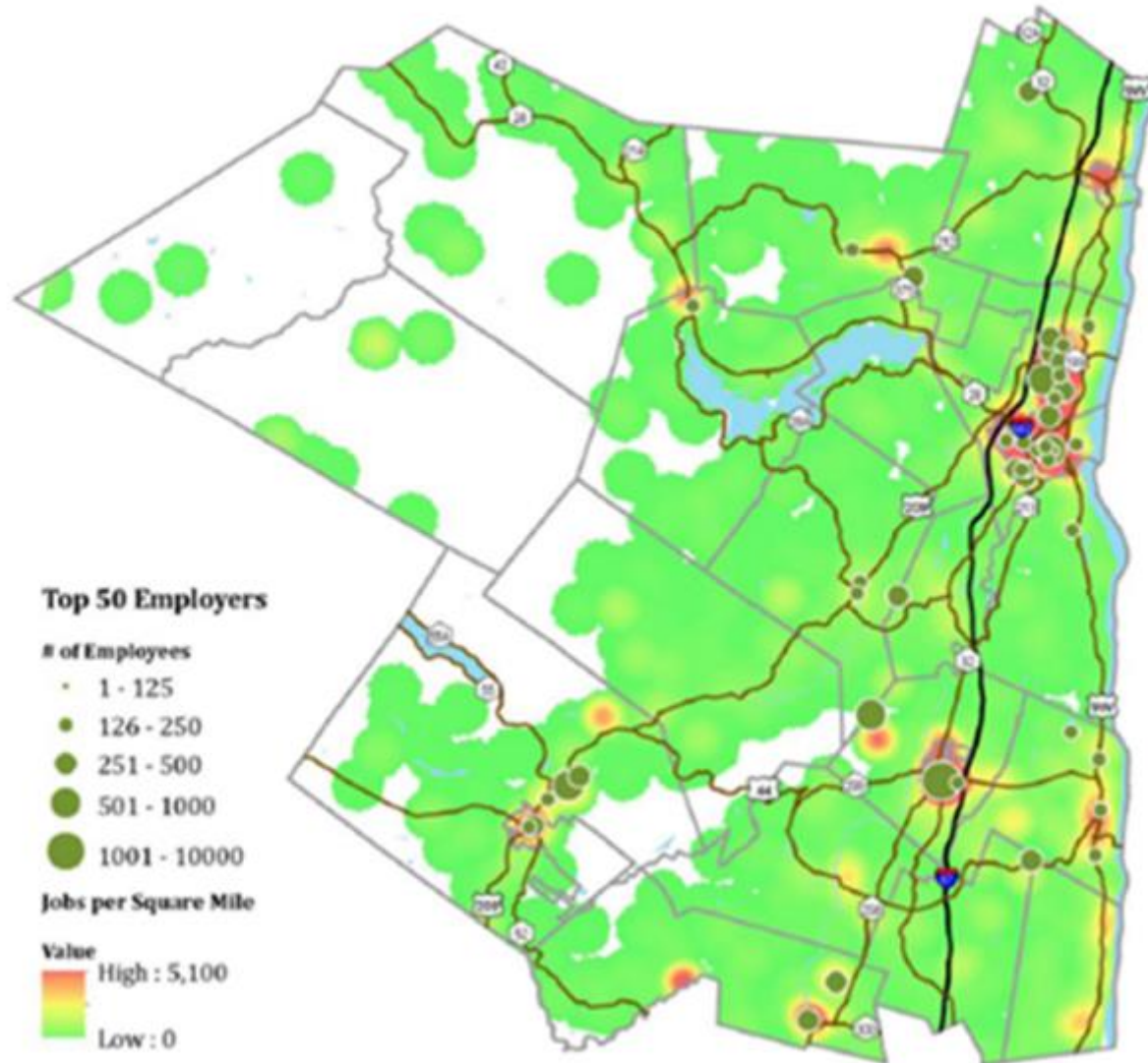
Where Do We Begin?

- Transportation demand is based on travel patterns - where people live and places they go (work, school, shopping, health care…)

Figure 4.6: Critical Transportation Corridors
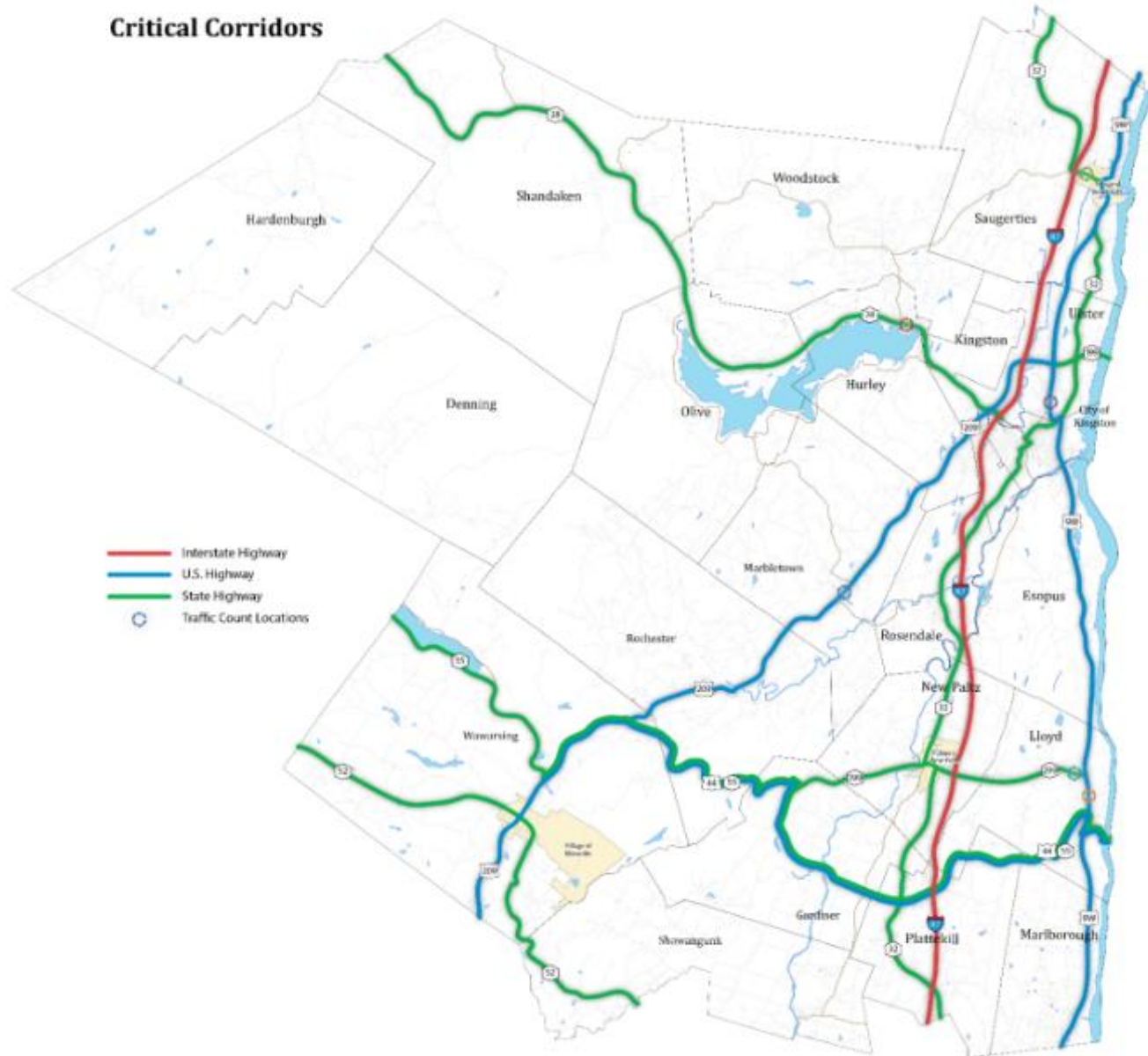
Where Do We Begin?

- Travel patterns follow fixed routes, some of which are more critical than others…

Figure 3.12: Anticipated Major Developments and Priority Growth Areas[xvii]
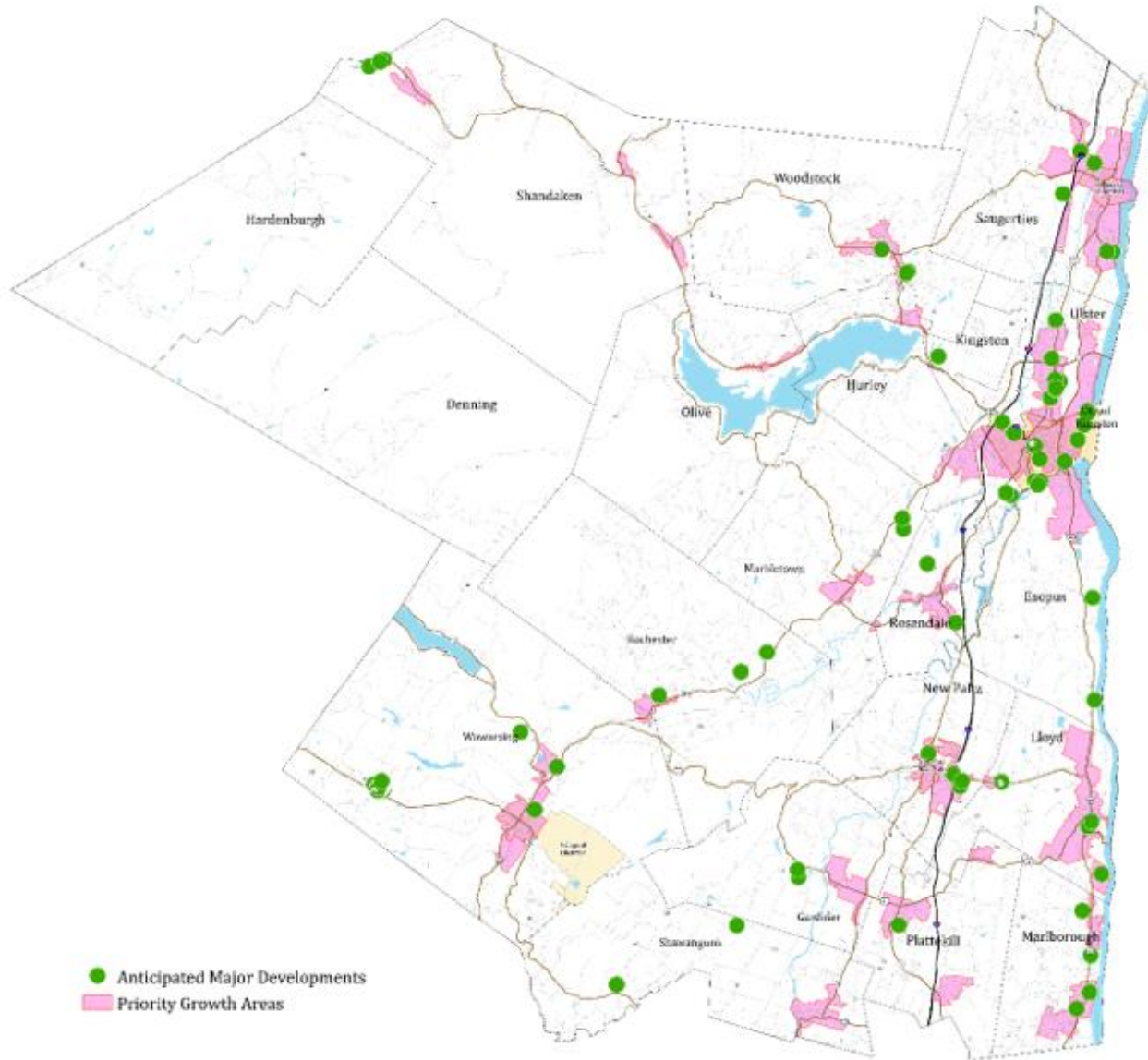
Where Do We Begin?

- Priority Growth Areas follow:
  - Critical Corridors
  - Employment Centers
  - Population Centers

Selection of Independent Population Projects for Ulster County
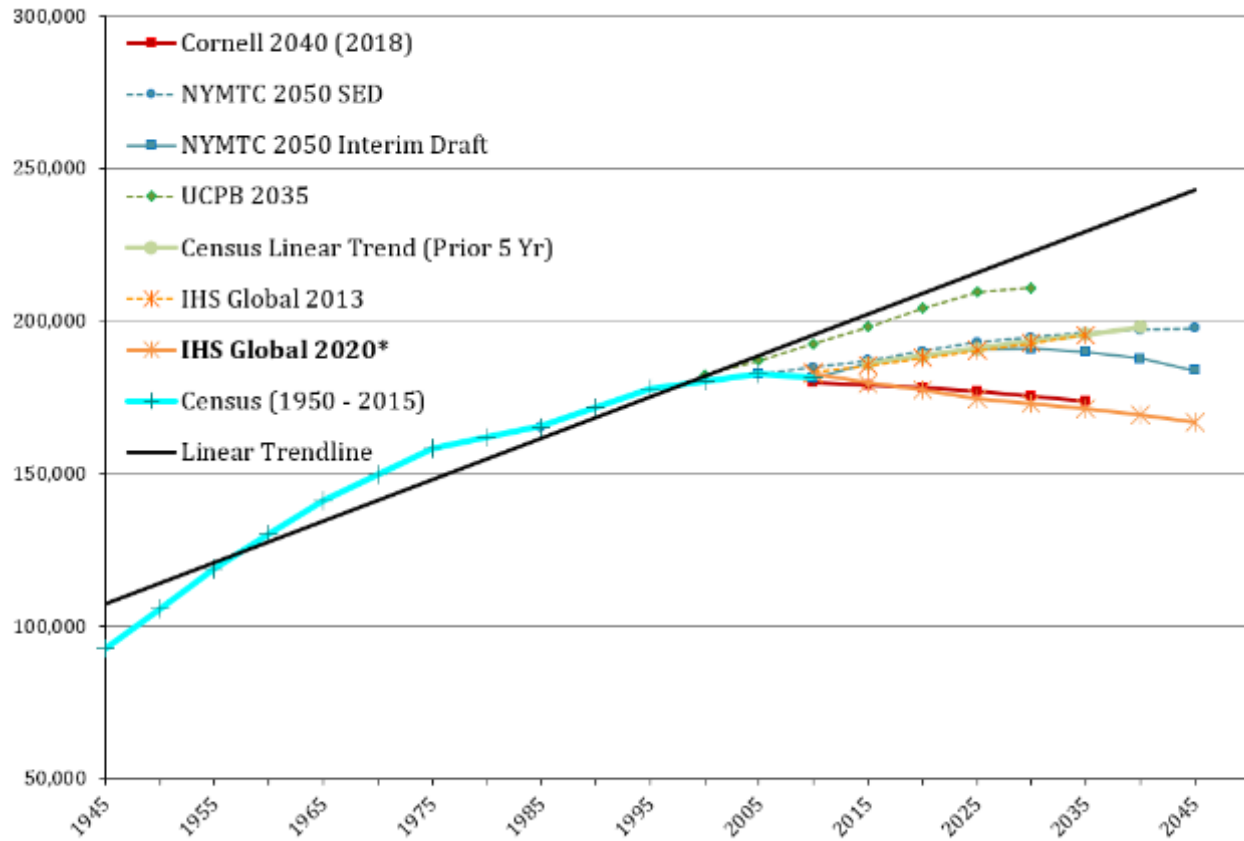
Where Do We Begin?

- Transportation is directly influenced by Population

- In Ulster, population growth is:
    - Gradual
    - Older
    - Southern
    - Unknown beyond 5-10 years...

How Do We Travel?

- By **car** on roads that are only occasionally congested

- By **bus** on UCAT, New Paltz LOOP, Trailways

- By **bike** on streets and trails

- By **foot** on sidewalks and trails

How Do We Travel

Ulster County Commute to Work
by Mode, 2018

Carpooled, 7.5%

Worked at home, 7.0%

Public transportation (excluding taxicab), 2.5%

Walked, 4.3%

Taxicab, motorcycle, or other means, 1.1%

Bicycle, 0.3%

Drove alone, 77.2%

Where Do We Work?

24,194 Employed in Ulster, Live Outside

33,809 Live in and Employed in Ulster

43,323 Live in Ulster, Employed Outside
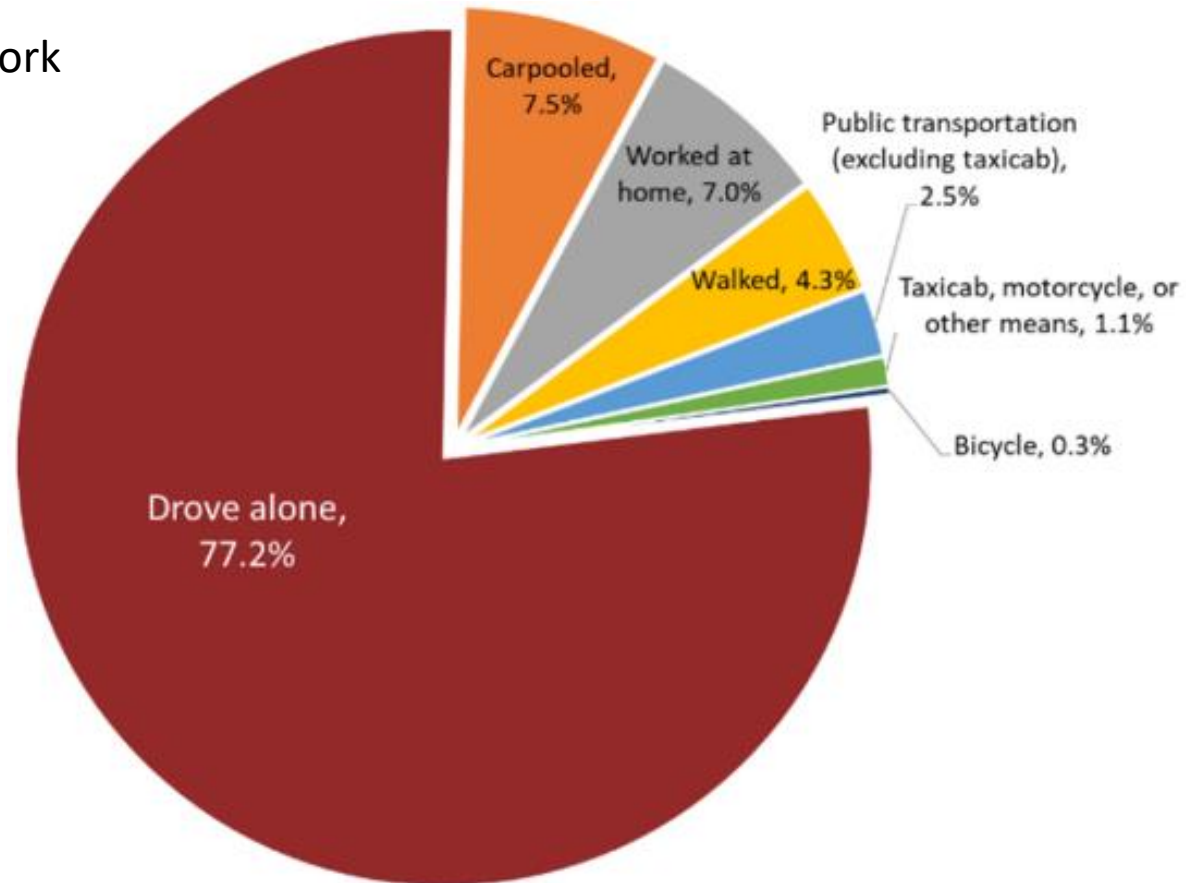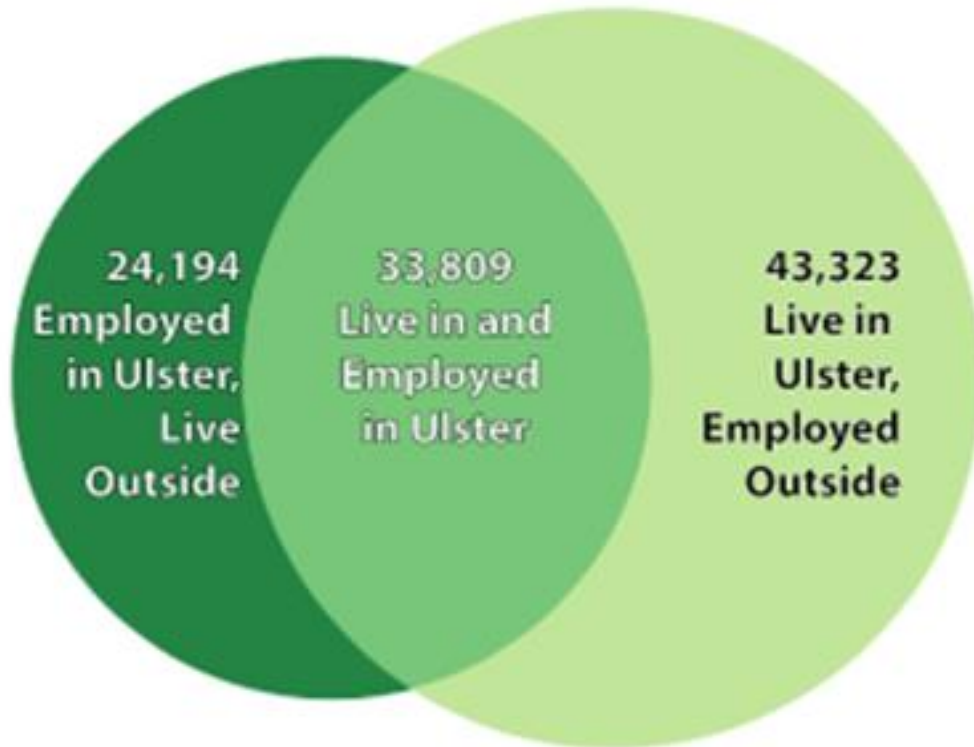
Figure 4.8: Commutation To and From Ulster County
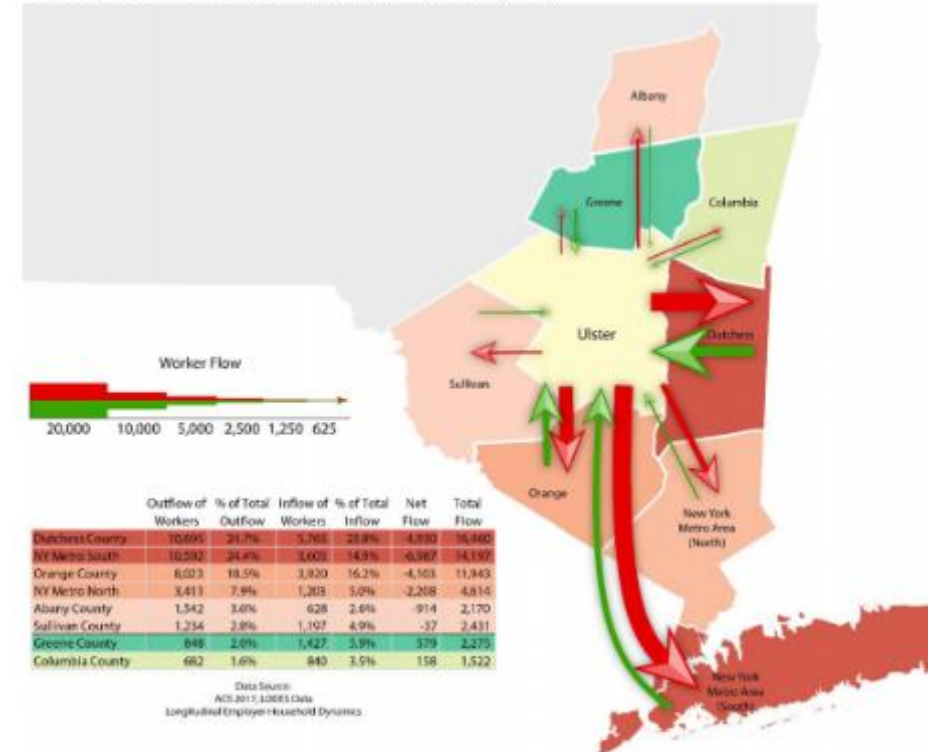
Aging Infrastructure

Figure 4.4: Structurally Deficient Bridges by Owner
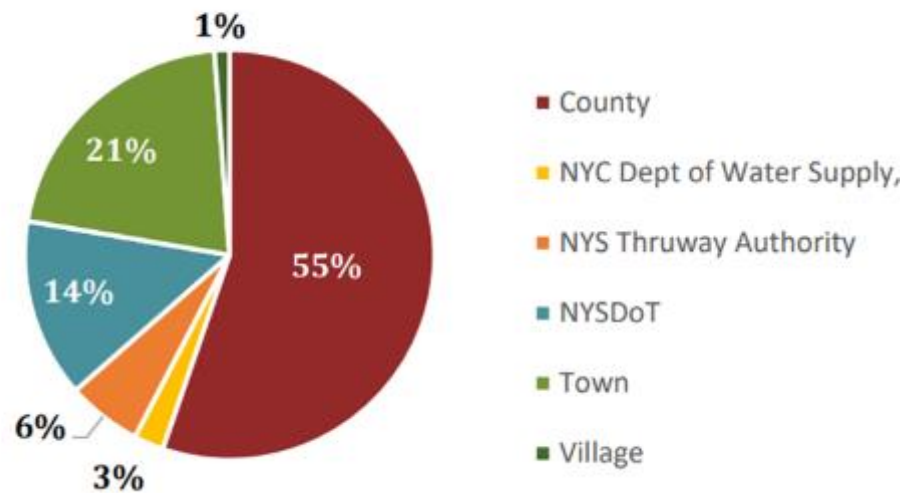
Safety a Major Concern
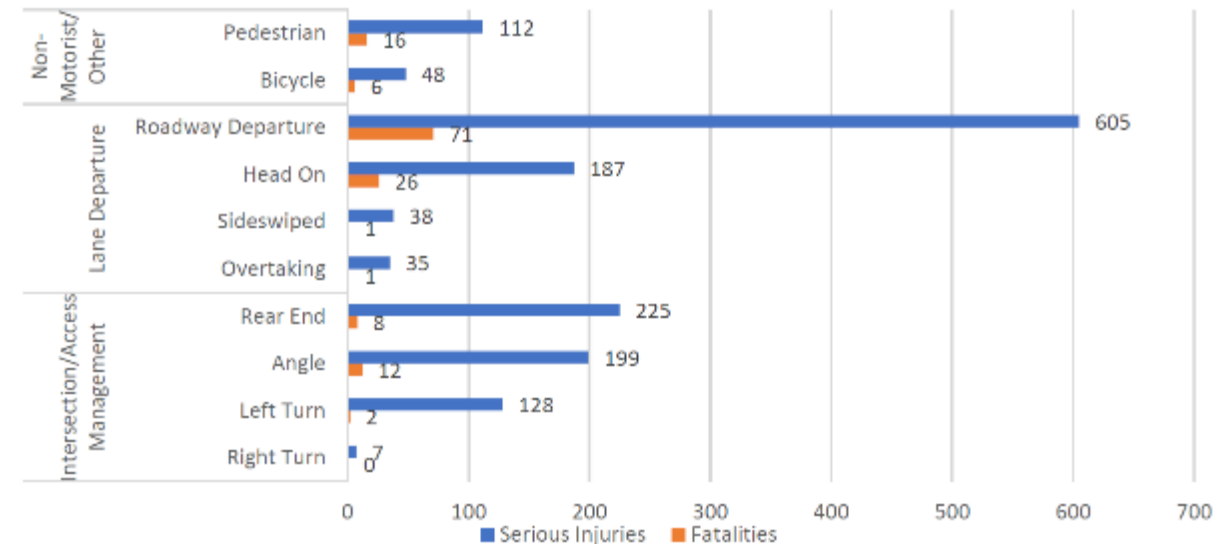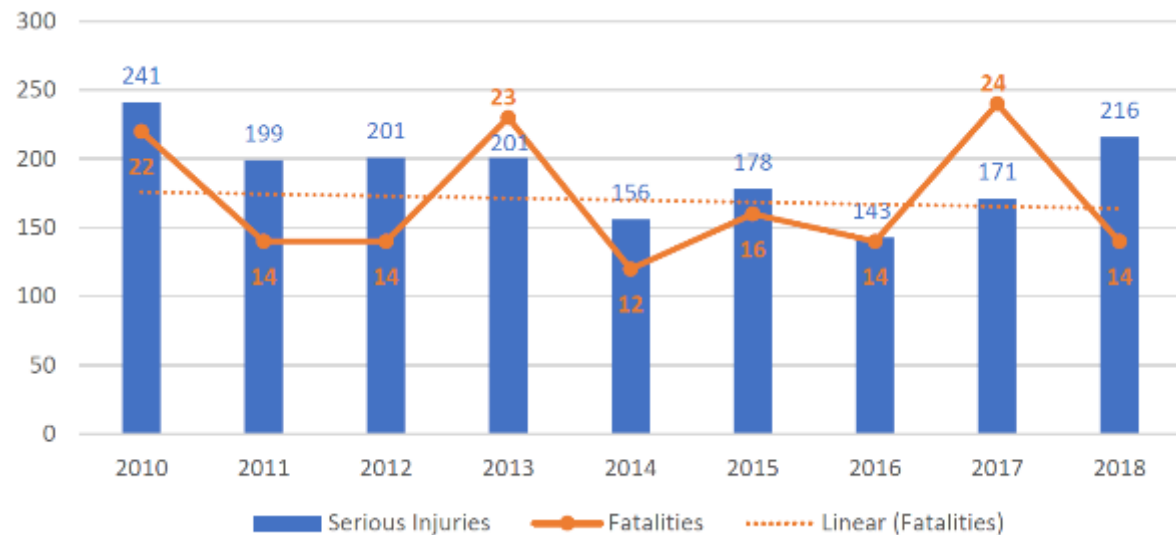
Freight Movement

Figure 4.17: Hudson Valley Region Freight-Generating Industry Density[vii]
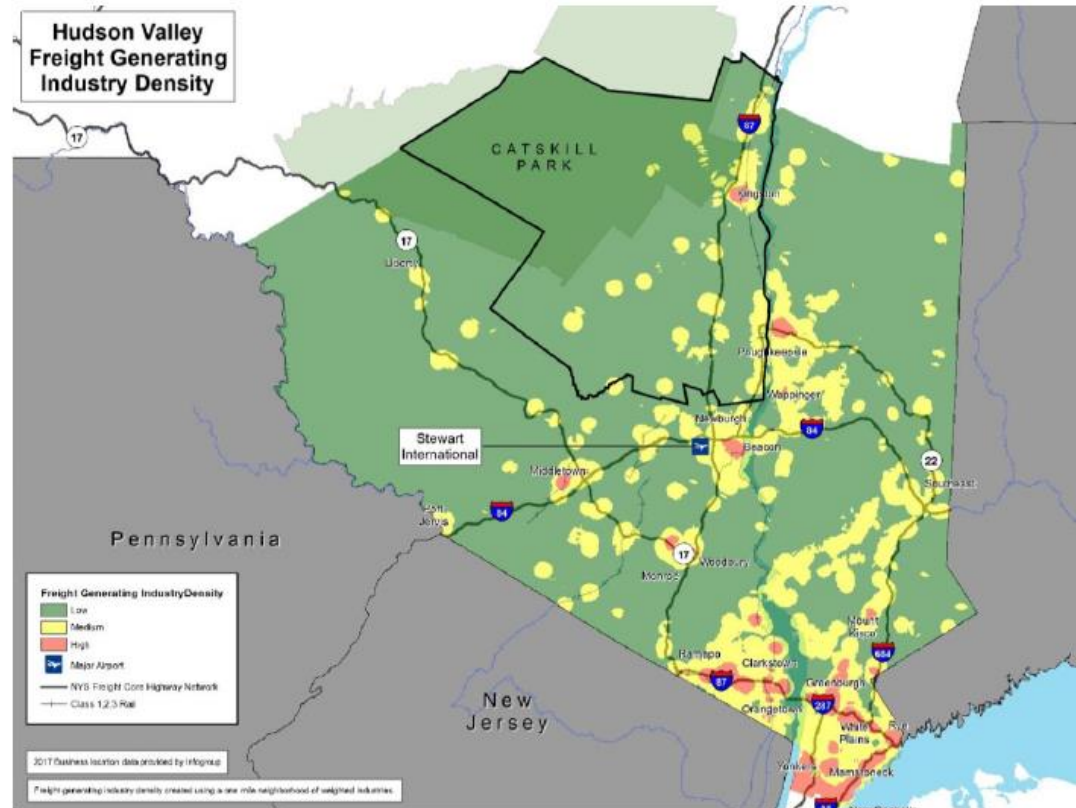
Climate Change

Main Sources Of Greenhouse Gases in NYS

TRANSPORTATION 36%
BUILDINGS 30%
ELECTRICITY GENERATION 15%
WASTE 7%
REFRIGERANTS 5%
AGRICULTURE 4%
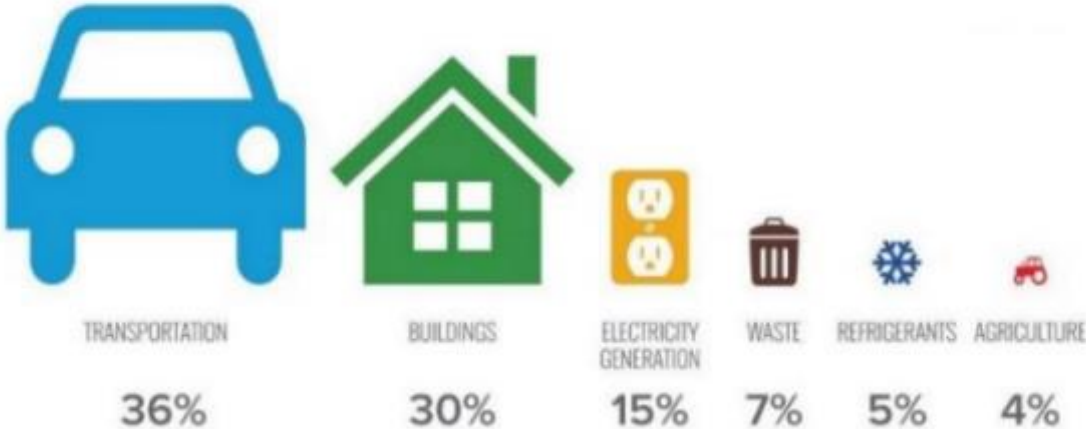
Source: NYSDEC

Estimated Annual Green House Gas Emissions from On-Road Transportation Sources, Ulster County, 2010 - 2018
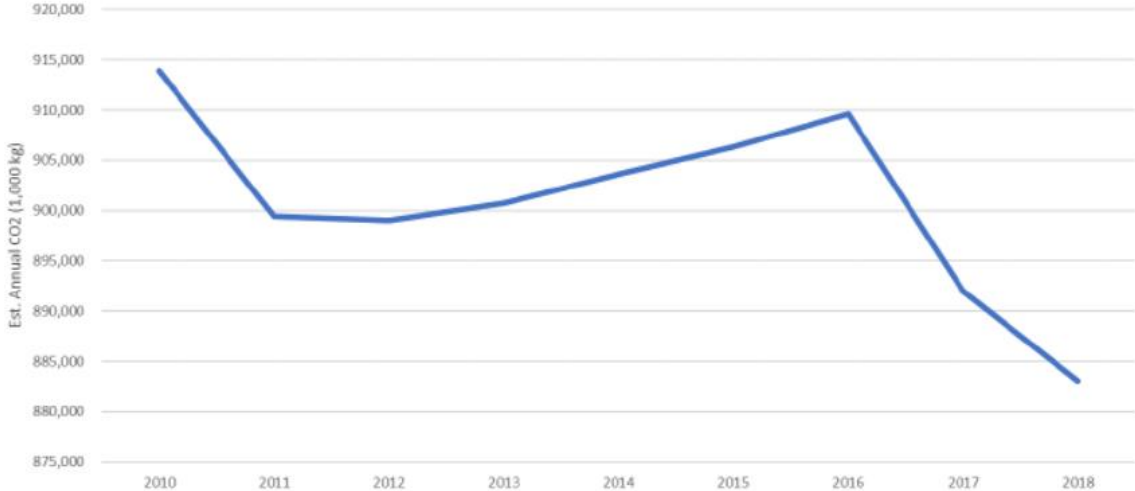
Transportation Resiliency
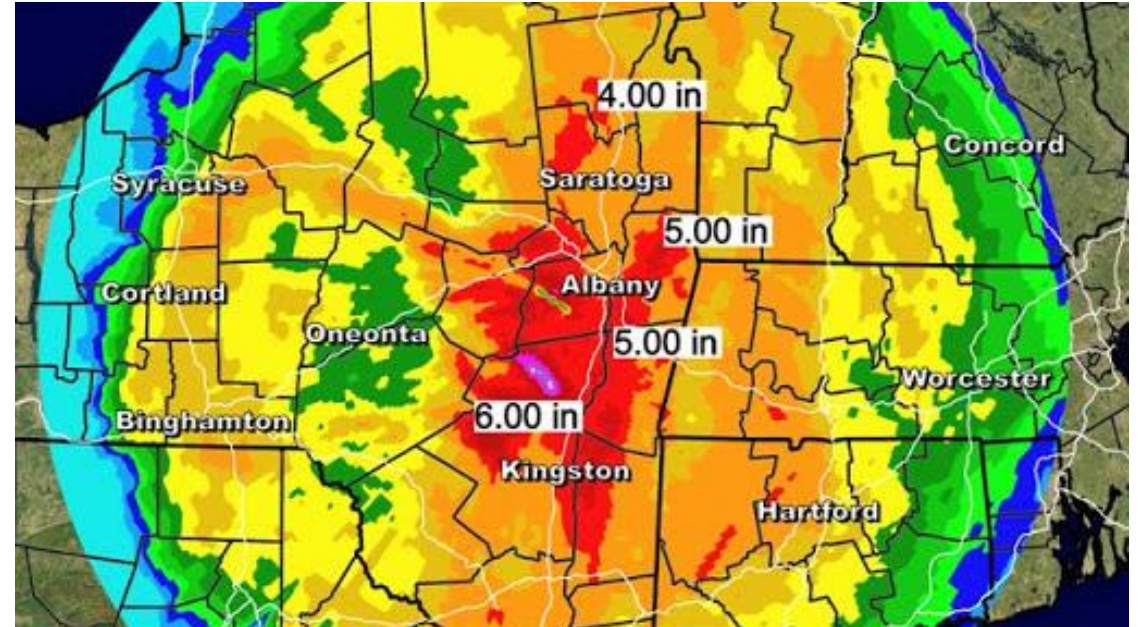
Goals for the Future

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

Goals for the Future

Mobility and Reliability	Provide for **efficient and reliable** travel by all modes by investing in strategies that mitigate both recurring and non-recurring congestion.
Accessibility and Connectivity	Create and maintain a **well-connected** transportation system that provides access throughout Ulster County for people and goods travelling by all modes.
Environment	Contribute to making Ulster County a **sustainable** place by protecting and enhancing the natural and built environment, reducing greenhouse gas and other motor vehicle emissions, supporting sustainable construction and maintenance practices, and coordinating land use and transportation plans
Equity	Develop and integrate strategies that seek to mitigate negative effects related to the transportation system that impact the **most vulnerable** members of the community, such as low-income residents, minorities, children, persons with disabilities, and older adults.

Performance Measures

Investment Decisions

Using goals, measures, and data to make better informed decisions about how to invest transportation funding.

Aimed at a Better Performing Transportation System

Setting targets, developing plans, reporting results, and being accountable for performance.

For Connected and Productive Communities

Focusing on the efficient delivery of goods and safe, reliable journeys to work, to school, to shopping, to community activities.

Older Driver (65+) Crash Involvement

- Fatal and Serious Injury Crashes
- 5-Year Rolling Average

Younger Driver (Under 25) Crash Involvement

- Fatal and Serious Injury CrashesCrashes
- 5-Year Rolling Average
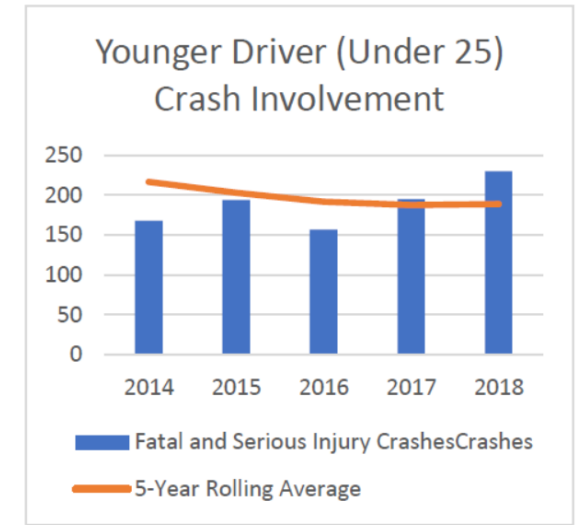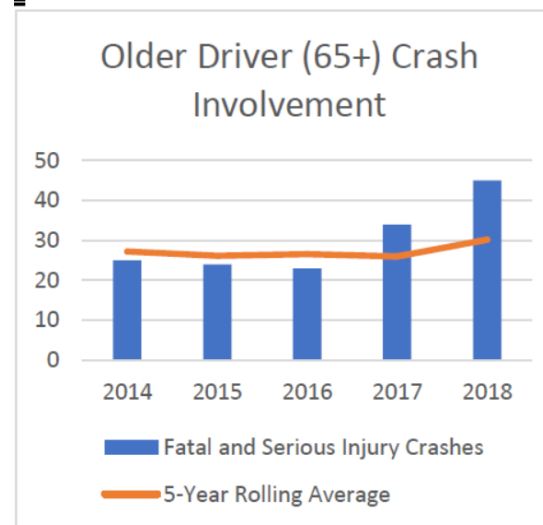
Turning Goals into Strategies and Projects

- Balance priorities

- Near-term vs. Long-term priority

- What is affordable, and how do we get the "most bang for the buck"?

Needs → Alternatives → PRIORITIES

Making Investments: The Financial Plan

Assumes flat funding through the life of the plan
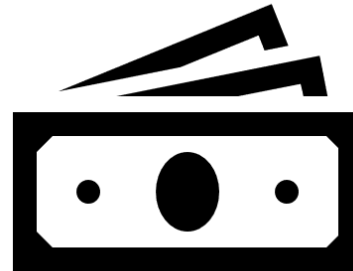
Conclusions

Plan of Projects

Preservation First	Extend the Useful Life of Existing Facilities
	Maintain the System that we Have

Resiliency	Local and County Bridges are Aging at a Steady Pace
	Securing funds for their continued maintenance and reconstruction will be critical to maintain a connected system

Safety	Improve the safety of all users of the transportation system by responding to identified safety deficiencies and proactively addressing future safety needs.

Mobility	Continue to plan for and invest in local and regional transit facilities and operations to improve mobility for all.

Turning Plans into Projects...

- City of Kingston Traffic Signal Warrant Evaluation (2020)

- Building a Better Broadway – Corridor Conceptual Design (2015)

- Town of Ulster Boices Lane Rail Crossing (2013)

- City of Kingston I-587 Plan (2011)

- Ulster County Non-Motorized Transportation Plan (2008)

- Ulster County Transit Integration Plans (2006, 2012, 2018)

More Ways to Participate

- UCTC Long Range Plan website:

http://ulstercountyny.gov/planning/active-studies/year-2040-long-range-transportation-plan-lrtp

- Submit Comments to by 8/31/2020:
  - uctc@co.ulster.ny.us

- Important Dates:
  - UCTC Technical Committee Meets **8/25/2020**
  - UCTC Policy Committee Meets **9/22/2020**

- To be added to the UCTC Mailing List, visit the homepage:
- https://ulstercountyny.gov/transportation-council