

UCTC City of Kingston Intermodal Facility Facility Site Location & Conceptual Design Analysis

Final Report

EXECUTIVE SUMMARY

Existing & Future Public Transportation System

As was the case in August 2005, when Abrams-Cherwony made their initial assessment, the public transportation system in Ulster County continues to be somewhat problematic, specifically due to the complexity of coordinating the goals and operations of multiple providers over a large geographic area. Concurrently, the existing intermodal facility lacks the space and design elements to properly handle current operational needs. Growing ridership fueled by rising gas prices, as well as proposed route expansions, will only serve to exacerbate the facility's capacity shortcomings.

Facility Requirements

Taking into consideration the findings from the Abrams-Cherwony Report, as well as input and service data supplied by Adirondack-Pine Hill Trailways, Ulster County Area Transit, and Citibus, the design team was able to compile a comprehensive inventory of operational requirements for the new intermodal facility. Recommended features have been designed to account for fleet size, ridership levels, safety concerns, efficiency drains, and employee and consumer amenity needs for each of the three referenced service providers. They include, but are not limited to:

- Eight Trailways bus slips, minimum
- Staging areas for four buses, three for Trailways and one for a future Coach USA service
- Future self-service ticket/schedule kiosks
- 120 seat Trailways waiting area (six buses x 20 passengers)
- Gates with electronic signage for each bus to improve passenger queuing/boarding process
- Additional parking to meet passenger demand
- Dedicated taxi waiting area and drop-off/kiss-and-ride area to avoid vehicular/pedestrian conflicts
- One 40' UCAT space
- Two 40' Citibus spaces
- Dispatch hotline phone and detailed bus route matrix to facilitate passenger obtainment of schedule information
- Dedicated bicycle areas as well as 'zip' car spaces

Location Analysis / Site Design Concepts

Based on criteria defined by the Technical Advisory Committee (TAC), 16 sites were identified as potential locations for the new intermodal facility. A listing of these 16 sites is included at the end of this Executive Summary. A map of the Washington Avenue Corridor Study Area and a location map identifying each of the 16 sites are

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included in Section VI Location Analysis. From this initial pool, Wendel Duchscherer, the TAC, and the consultant group conferred on the selection of five preferred sites—S1, S1A (a combination of S1 and S2), S2, S9, and S11—deserving of further study and the development of preliminary site design concepts. Weighing the opportunities and constraints of each preliminary site plan presented, the team unanimously agreed to advance site S1 as one of two final sites. There were concerns on relocating two popular local businesses in the process but many thought it was the most walkable site. Site S11 was also a strong contender for further study, primarily due to its proximity to the de facto local bus hub outside of Hannaford's in the Kingston Plaza, the amount of available area for development, and the Plaza owner's willingness to partner with the project. However, there were overriding concerns regarding the expense and time associated with constructing four-way access and exit ramps to I-587, which was a condition of Trailways agreeing to relocate to this location. In addition to the significant construction expense, as well as issues of ownership and maintenance of the ramps, the time involved with implementing the required NEPA and SEQR environmental processes, with no guarantee of a favorable outcome, would likely take a minimum of several years to complete.

It was at this time that site S8, which had been eliminated early in the selection process due to property unavailability, unexpectedly re-entered the market as a viable candidate for development. While this location also has its challenges, its close proximity to the Thruway entrance and existing park-and-ride lots, as well as its current and future available development area and potential to convey a "gateway image" for the region, were viewed as significant positive factors. The team subsequently designated S8 the second of the two final sites. Site S8 is located in a flood plain and would require fill to elevate the building above flood level. This does not preclude the site from being evaluated.

Facility Recommended Plan

If sited correctly, and designed for efficiency, aesthetics, and ease of use, the future Kingston Intermodal Facility will not only improve coordination and interaction of the public transportation system, it is expected to spur economic development in the surrounding area and elevate the public's perception of the city itself. Recognizing the import of constructing a facility that will be perceived positively by residents and visitors alike, Wendel Duchscherer envisions a design that respects the history, architectural character, and ecology of the facility's chosen site (S1 or S8).

To accomplish this goal, Wendel Duchscherer has devised a sound implementation plan to carry out the project from kick-off through construction, including provisions for schedule adherence, cost control, project evaluation, documentation, public outreach, environmental compliance, joint development, and construction documents. The extensive plan reflects our firm's breadth of experience and familiarity with the issues pertinent to intermodal transportation. The proposed facility cost for site S1 is estimated to be approximately \$7.2 million and approximately \$9.2 million for site S8.

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Project costs are eligible to be funded by 80% federal funds and the balance would be fulfilled by local and state matching funds.

Final Note

Near the end of the study, site S1 became unavailable due to private development. Public opinion ultimately did not support the Town of Ulster site (S8). As the study concluded, it was decided to seek a supplementary site. The city owned 'parking garage' site was initially identified, but not advanced due to potential private development. The high level screening process also showed that it was a small site with awkward geometry. The existing parking structure located on the site was demolished by the city in 2008 due to structural deficiencies making the site highly attractive for use by the Intermodal Center as infill development.

An addendum to this report is forthcoming in response to a new site location.

Site Designation	Site Location
S1	Existing Terminal with Platers Company
S2	Former Sheriff's Office and car dealership
S3	Hannaford Plaza – West end
S4	Vacant site south of I-587 between Sandy Rd. and Esopus Creek
S5	Undeveloped Site
S6	Field at N.E. intersection of I-587 and Sawkill Rd.
S7	Vehicle Repair shop at N.E. intersection of I-587 and Sawkill Rd.
S8	Washington Ave./Sawkill Rd.
S9	Existing Visitors Center
S10	Undeveloped site south of Trailways Maintenance Shop
S11	Hannaford Plaza – East end
S12	Lily Pond of Kingston
S13	Dock Street Assoc. site, North of I-587
S14	Uptown Parking Garage
S15	Broadway and I-587 between Sandy Rd. and Powell Lane
S16	WKNY