

Appendix



Photo by: Gerald Berliner

APPENDIX A: FEDERAL REQUIREMENTS CHECKLIST ULSTER COUNTY TRANSPORTATION COUNCIL

FAST Act Reference	Relevant UCTC LRTP Section or Page reference
The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. [23 CFR § 450.324 (a)]	Plan 2045 addresses a 25 year planning horizon in coordination with the Mid Hudson TMA MPOs of Dutchess and Orange County
In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. [23 CFR § 450.324 (a)]	Refer to pages 24-27
The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multi-modal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 CFR § 450.324 (b)]	Refer to Sec. 4
The MPO shall review and update the transportation plan at least every 5 years. [23 CFR § 450.324 (c)]	Last updated 9/30/15; latest iteration approved 9/22/2020
The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update. [23 CFR § 450.324 (e)]	US Census 2018 American Community Survey represents the latest available source of socio-economic and demographic information available and has supplemented previous data where available. Other data sources such as LEHD, NPMRDS and NYSDOT data sources similarly supplement previous versions
The metropolitan transportation plan shall, at a minimum, include: [23 CFR § 450.324 (f)] ...	
(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;	Refer to Sections 3 and 4

FAST Act Reference	Relevant UCTC LRTP Section or Page reference
(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multi-modal and inter-modal facilities, non-motorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and inter-modal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	Refer to Sections 3 and 4 for existing facilities; Refer to Section 9 for proposed facilities
(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d).	Refer to Section 7
(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including—	Refer to Section 7
(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and	Does not apply; 2020 is first year UCTC is required to include a System Performance Report
(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.	Does not apply
(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;	Refer to Section 6
6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Refer to Sections 4 and 6
(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multi-modal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	Refer to Sections 4, 6, & 9

FAST Act Reference	Relevant UCTC LRTP Section or Page reference
(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate;	Refer to Sections 4, 6, & 9
(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;	UCTC meets air quality attainment; Refer to Section 9 for Plan of Projects and reference materials
(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	Refer to Section 5
(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.	Refer to Section 8
(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	Refer to methodology detailed in Section 8
(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	Refer to methodology detailed in Section 8
(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new of funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	Refer to methodology detailed in Section 8 and discussion in Section 9 regarding Innovative Finance

FAST Act Reference	Relevant UCTC LRTP Section or Page reference
(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect 'year of expenditure dollars,' based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	Refer to methodology detailed in Section 8
(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/ cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	This is the case in UCTC's Long Range Plan; refer to methodology detailed in Sections 8 and 9
(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	Does not apply to UCTC
(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	Refer to Section 9
(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	
(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Refer to Section 4
The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and nonmotorized users. [23 CFR § 450.324 (h)]	Refer to Section 7

APPENDIX B: ULSTER COUNTY AREA TRANSIT FLEET INVENTORY

Veh ID	Year	Body Mfg.	Model	Length	Seats	Fuel
42	05	ORION	ORION 7	40	34	HYBRID/D
55	10	ORION	ORION 7	35	32	HYBRID/D
56	10	ORION	ORION 7	35	32	HYBRID/D
57	10	ORION	ORION 7	35	32	HYBRID/D
58	10	ORION	ORION 7	35	32	HYBRID/D
59	10	ORION	ORION 7	35	32	HYBRID/D
60	12	GILLIG	LOW FLOOR	29	26	DIESEL
61	12	GILLIG	LOW FLOOR	29	26	DIESEL
62	14	EL DORADO	PASSPORT	30	25	DIESEL
63	14	EL DORADO	PASSPORT	30	25	DIESEL
67	15	EL DORADO	PASSPORT	30	25	DIESEL
69	15	EL DORADO	PASSPORT	30	25	DIESEL
70	15	EL DORADO	PASSPORT	30	25	DIESEL
71	15	EL DORADO	PASSPORT	30	25	DIESEL
72	15	ARBOC	SPIRIT	24	17	UNLEADED
73	17	EL DORADO	PASSPORT	30	25	DIESEL
74	17	EL DORADO	PASSPORT	30	25	DIESEL
75	17	EL DORADO	PASSPORT	30	25	DIESEL
76	17	EL DORADO	PASSPORT	30	25	DIESEL
78	18	GILLIG	LOW FLOOR	30	26	DIESEL
79	18	GILLIG	LOW FLOOR	30	26	DIESEL
80	18	ARBOC	SPIRIT	26	21	UNLEADED
81	18	ARBOC	SPIRIT	26	21	UNLEADED
82	18	ARBOC	SPIRIT	26	21	UNLEADED
83	19	GILLIG	LOW FLOOR	40	31	DIESEL
84	19	ARBOC	LOW FLOOR	26		GAS
85	19	ARBOC	LOW FLOOR	26		GAS
86	19	COACH/FORD	PHOENIX	23	18	GAS
87	19	COACH/FORD	PHOENIX	23	18	GAS
9072	07	GILLIG	LOW FLOOR	35	32	DIESEL
9073	07	GILLIG	LOW FLOOR	35	32	DIESEL
9111	11	GILLIG	LOW FLOOR	35	32	DIESEL
9112	11	GILLIG	LOW FLOOR	35	32	DIESEL
9161	16	FORD	PHOENIX	23	14	GAS
9162	16	FORD	PHOENIX	23	14	GAS

Model	Trans	Del Date	Fund Source	PIN	Cost New	Miles
ORION VII	ELECTRIC DRIVE	12/19/09	NY-03-450,X549,X553	8TRU30.001	\$468,509	287,670
ORION VII	ELECTRIC DRIVE	7/29/10	ARRA-NY-96-X021-00	8TRU30	\$553,192	372,630
ORION VII	ELECTRIC DRIVE	10/07/10	ARRA-NY-96-X021-00	8TRU30	\$553,192	402,860
ORION VII	ELECTRIC DRIVE	10/14/10	NY-90-X614-00	8TRU30	\$553,192	374,426
ORION VII	ELECTRIC DRIVE	10/21/10	NY-90-X614-00	8TRU30	\$553,192	368,821
ORION VII	ELECTRIC DRIVE	10/14/10	NY-90-X654-00	8TRU30	\$553,192	404,918
LOW FLOOR	B400R	01/09/12	NY-90-X654-00	8TRU53	\$353,009	283,373
LOW FLOOR	B400R	01/10/12	NY-90-X654-00	8TRU53	\$353,009	277,059
HC/TC	3000 pts	07/12/13	NY-90-X668-00	8TRU28	\$223,226	174,111
HC/TC	3000 pts	07/12/13	NY-90-X668-00	8TRU28	\$223,226	192,081
HC/TC	3000 pts	12/29/14	NY-90-X720-00	8TRU62	\$238,600	221,190
HC/TC	3000 pts	11/24/15	NY-90-X752-00	8TRU62	\$198,627	174,658
HC/TC	3000 pts	11/24/15	NY-90-X752-00	8TRU62	\$198,627	189,526
HC/TC	3000 pts	11/24/15	NY-90-X752-00	8TRU62	\$198,627	167,336
CG33803	6L90	07/23/15	LOCAL FUNDS	8TRU82	\$142,000	111,903
HC/TC	B400R	01/25/17	NY-90-X765-00	8TRU64	\$247,855	144,261
HC/TC	B400R	01/27/17	NY-34-0016-00	8TRU84	\$247,855	137,429
HC/TC	B400R	01/27/17	NY-34-0016-00	8TRU84	\$247,855	160,537
HC/TC	B400R	01/25/17	NY-34-0016-00	8TRU84	\$247,855	126,470
LOW FLOOR	B400R	03/12/18	2017-045	8TRU78	\$407,803	57,681
LOW FLOOR	B400R	03/16/18	2017-045	8TRU78	\$407,803	50,058
CG33803	6L90	10/03/18	2018-009	8TRU	\$145,500	32,100
CG33803	6L90	10/03/18	2018-009	8TRU	\$145,500	25,278
CG33803	6L90	10/03/18	2018-009	8TRU	\$145,500	36,810
LOW FLOOR	B400R	03/15/19	2018-009	8TRU	\$433,166	13,532
CG33803	6L90	10/02/18	2019-073	8TRU	\$145,540	3,923
CG33803	6L90	02/27/20	2019-073	8TRU	\$148,492	4,416
E-450	Z-TYPE	06/03/20	2019-038	8TRU	\$66,511	359
E-450	Z-TYPE	06/03/20	2019-038	8TRU	\$66,511	368
LOW FLOOR	B400R	09/15/07	NY-03-0425	8TRU22	\$307,160	330,404
LOW FLOOR	B400R	09/15/07	NY-90-X552-00	8TRU22	\$307,160	319,877
LOW FLOOR	B400R	04/01/12	NY-96-X024 NY-90-X552	8TRU22	\$378,295	239,187
LOW FLOOR	B400R	04/01/12	NY-90-X67-00 NY-96-X024	8TRU22	\$378,295	237,915
E-450	Z-TYPE	06/20/16	NY-90-X769-00	8TRU74	\$66,511	44,915
E-450	Z-TYPE	06/20/16	NY-90-X769-00	8TRU74	\$66,511	46,259

APPENDIX C: CONSULTATION WITH RESOURCE AGENCIES

In compliance with 23 USC 134(i) 4, 135(f) 2(D), 134(g) 1, 135(b) 2, and 134(g) 3, the following message was distributed by UCTC on July 27, 2020:

ULSTER COUNTY TRANSPORTATION COUNCIL

Patrick K. Ryan, County Executive, Chair

July 27, 2020

RE: Consultation with Regulatory Agencies in the Development of UCTC's Long Range Transportation Plan

Dear Sir or Madame:

The Ulster County Transportation Council (UCTC) has recently begun the development of its latest 5-year update to its Long Range Transportation Plan as described under US Code Title 23 §134(i) – Metropolitan Transportation Planning (“Development of Transportation Plan”).

The UCTC has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning processes for the Kingston Urbanized Area and, together with Orange and Dutchess Counties, a portion of the Mid-Hudson Valley Transportation Management Area (TMA).

The Fixing America's Surface Transportation (FAST) Act requires Metropolitan Long Range Transportation Plans (LRTPs) to be developed, as appropriate, in consultation with State and local agencies regarding land use management, natural resources, environmental protection, conservation, and historic preservation. The consultation shall involve, as appropriate, comparing available plans, maps or inventories. (References include: 23 USC 134(i) 4, 135(f) 2(D), 134(g) 1, 135(b) 2, and 134(g) 3.)

The FAST Act also requires LRTPs to include a generalized discussion of potential environmental mitigation activities and potential mitigation areas, including activities that may have greatest potential. The mitigation discussion shall be developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies (references include: 23 CFR 134(i) 2(B), 135(f) 4, and 134(g) 3(B)).

I would therefore like to take this opportunity to encourage your organization to participate in our Long Range Plan update process. A detailed description of the update, including schedules, drafts and opportunities for public engagement, can be found online at <https://ulstercountyny.gov/transportation-council/long-range-transportation-plan>

An approved Long Range Transportation Plan must be completed no later than September 30, 2020.

Sincerely,

Brian C. Slack
Principal Transportation Planner
Ulster County Transportation Council

bsla@co.ulster.ny.us u (845) 334-5590
CC: D. Doyle, Director

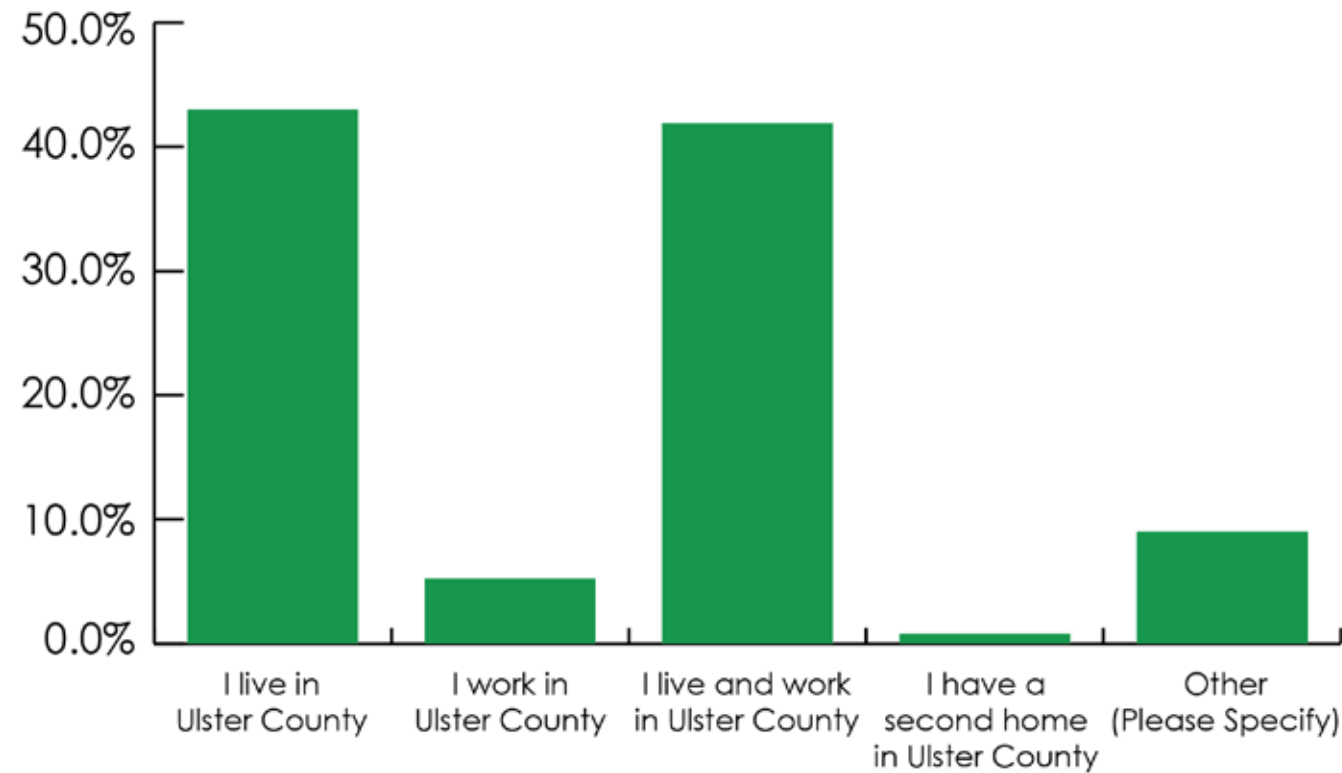
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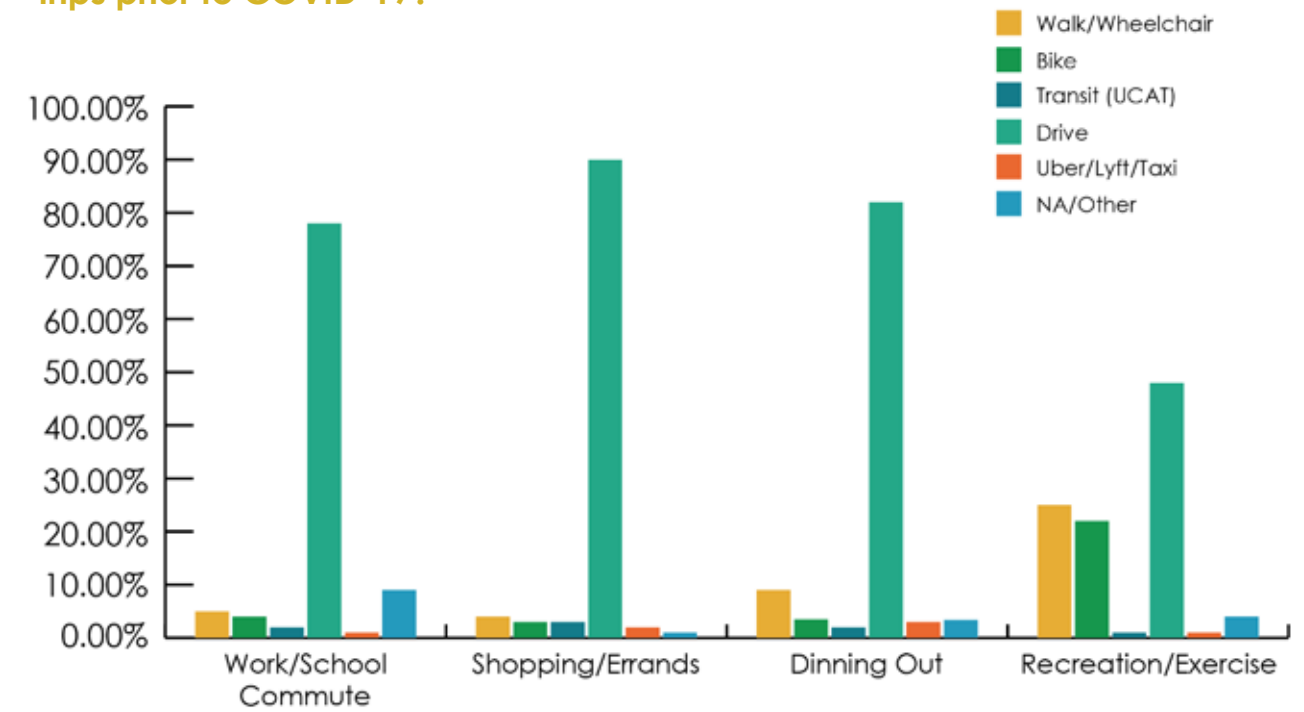
APPENDIX D: SURVEY RESPONSE SUMMARY

What is your connection to Ulster County?

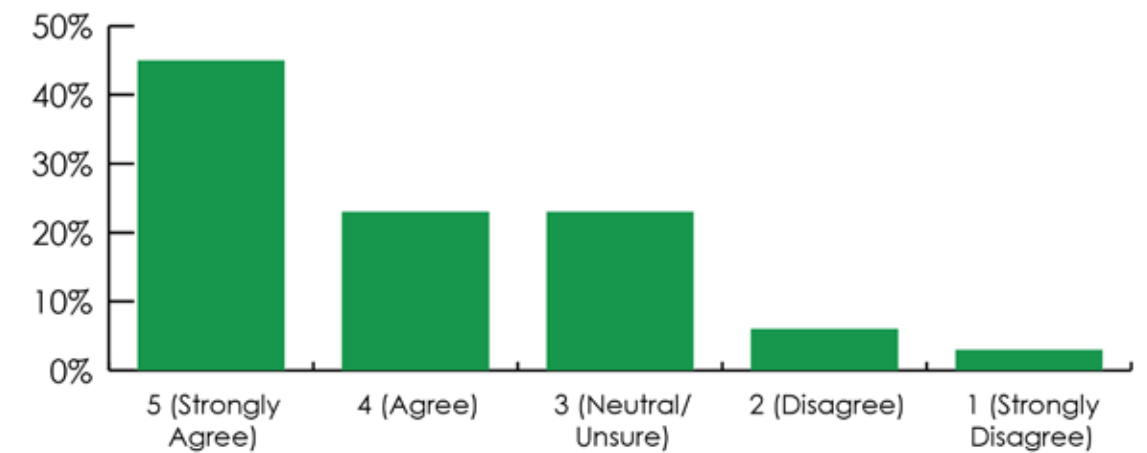
Answer Choices	Responses	
I live in Ulster County	43.01%	157
I work in Ulster County	5.21%	19
I live and work in Ulster County	41.92%	153
I have a second home in Ulster County	0.82%	3
Other (Please Specify)	9.04%	33
Answered: 365		



What was your primary mode of transportation for the following types of trips prior to COVID-19?

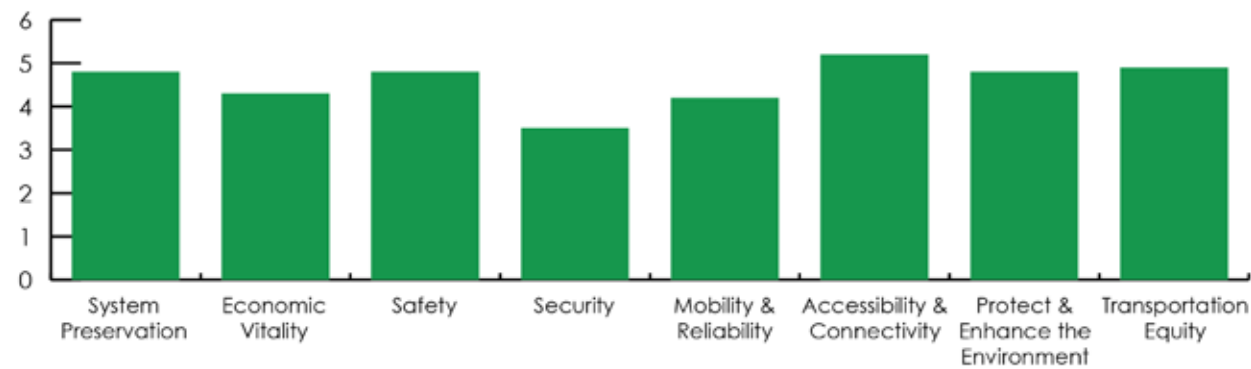


The Ulster County Transportation Council (UCTC) has drafted the following Vision Statement that serves as a foundation for the Plan's goals and objectives. Please use the slider (1 being strongly disagree and 5 being strongly agree) to indicate your level of agreement with the Vision Statement, as shown below:



“In the year 2045, Ulster County’s transportation system is capable of affordably supporting its vibrant communities, which are attractive to businesses and to people of all ages and stages of life. The transportation system provides appropriate links to the region and beyond, and is viewed by all as an economic and environmental asset and a major contributor to quality of life. Communities are supported by a transportation system that provides safe access by all modes of travel. There is a robust economy, with diverse businesses whose need for efficient freight and personal transportation service is routinely met.”

The Plan has eight goals that inform priorities and strategies to implement the Vision. Please review and rank the goals by sliding them into position or changing them numerically (1 being the highest priority and 8 being the lowest).



PLEASE TELL US IF ANYTHING IS MISSING FROM THE GOALS

Servicio de transporte para las áreas más limitadas y lejanas | Transportation service for the most limited and remote areas

Make it affordable

No mention of trailways bus or rail commuters

Creativity approach all goals with both environmental and conservation in mind while thinking outside the box and being innovative

This format ranking 1-8 is not easy to use

Though I don't note that anything is missing, I suggest that these be the 8 guiding principles with ranking.

9w corridor service, with parking spots.

Efficiency: Run all programs in a way that are respectful of the taxpayers and ensure that the system has minimal waste. This should be priority 1!

The goals seem fine on the surface; however many of them should be combined as one. Example: Equity, safety, and security should be one item. This should be number 1. If you need eight goals try to create them without making people choose among those.

SAFETY> Bike riding on the "nt state bike path" is NOT SAFE in New Paltz

Nah that's a pretty solid list ngl

Ensuring that the transportation systems stay up to date & relevant with progressing technologies.

Stop spending money on rail trails and fix the roads and bridges first

Major community outreach and better marketing. Our LOOP bus is an incredible resource that not many people use or really understand. People assume it's just for college kids due to the huge SUNY logo on the side.

When conflicts arise between protecting the environment and encroaching on it through a new Transportation access, protection of the environment should be the highest priority.

Would be great to see a more explicit commitment to people of color and to making transportation in our county equally available for people of all income levels. (This is similar to the wording in the "transportation equity" section, but a bit stronger.)

Complete streets that include protected bike lanes

It's not clear what modes of transportation you're considering within these goals. They should be more specific about reducing cars on the roads and providing more sidewalks and safe routes for bikers and pedestrians. Everything is so vague that the statement could be interpreted a thousand different ways, which seems counterproductive, depending on who is running the local governments.

Transportation be available to get you to other counties for work, pleasures etc.

Ability to connect to Dutchess system frequently during morning and evening rush hours to allow greater use of public transportation and less MH Bridge congestion.

Supporting and developing active transportation networks. Develop rail trail signage systems.

Safe travel by bike and foot is important to residents and to bring recreation dollars into the county.

Connect Ulster County to communities across the Hudson River

Accessible, ease, connectivity of communication to the public... it is often difficult to navigate transportation options.. different technologies and sources of communication should be utilized and/or updated.. city maps, websites, literature and be posted in frequently visited areas.

The busses should operate on a consistent schedule seven days a week, for longer hours.

The goals are great. Equity is listed as my first because those included in that goal are suffering now from the poor transportation system.

The time frame is too long in Vision Statement. This is needed much sooner.

I haven't read the *entire* document, but what I read looks good!

These are difficult to rank in this way because all of these goals are dependent on one another to function smoothly.

Transportation within the county should also focus on connecting transportation with tourism and unique shopping within the county (I.E. - Kingston Stockade District, Woodstock, Saugerties, Phoenicia, New Paltz, Walkway over the Hudson, Rocking Horse Ranch, Mohonk Mountain House, Minniwaska, Ice Caves Mountain, Skydive The Ranch, etc).

Safety should include review and vetting of herbicide use along transportation system,

It is there, but connectivity of existing modes could be accomplished now.

Creating transportation that connects Dutchess and Ulster County together. I am a Bard student and rely on getting medical care in Kingston. Without a car I end up spending a lot of money for ubers and lyfts.

Align transport systems so that they aid climate change mitigation and social and economic restructuring

N/a

Seems like there's overlap between some of the goals, or at least, a few that focusing on will have also positive impact in some of the others

Bicycle secure parking.

Can there be transportation between red hook and Kingston?

They confuse me and overlap--can't expect to get reliable data since it makes there be a winner and loser in the above goals, whereas many people want things equally but have to put some at the bottom of list. I would not have conflated security in basic transport plus possibly-foolish efforts to run no matter what in 'severe weather events'. Those seem like two different things.

Nothing

Without equity our transit system won't abide.

I ranked safety low be/c I think it is a given. Severe weather is increasing and trying to ensure that "we" can get around in the midst of it will likely be an expensive implausibility. Emergency services will have to be prepared for terrible conditions. As the exodus from the south grows, congestion can only be countered by not expecting one car for every person.

Yes, interconnecting through-out the region: between counties, between eastside & westside of the Hudson River corridor, with urban centers. To have a network. Parking lots are also an important part of the network. Well-maintained sidewalks are important more state and county roads, along with alternative transportation.

Please add a public bus across the river. Kingston is the closest town to Bard College, and we need this connection A LOT.

A goal sets a concrete destination with clear steps to achieving it. These are not goals. These are rambling concepts written in "Committee Jargon." An excellent transportation plan will simultaneously achieve all of these concepts without having to pick one as most important and one as least important.

any mention of links from ground transportation to waterborne movement of goods and people and the logistics, infrastructure, and connections between

In 25 years, many people will be working virtually. The major job markets will be the metropolitan areas and individuals working from home will require access to NYC on a once a week or more basis. There needs to be a high-speed rail installed along the Hudson from Albany, one from Boston, and one going south out of NY. Locally, the technology to facilitate automated driving will be required in 25 years. To the greatest extent possible, things that people need will be grouped in communities to limit the need for transportation and the

cost of it. It appears as if our highway system is adequate, but will have to be maintained. Traffic flow could be significantly improved by Smart Lights, which register when cars are waiting, and by such developments as roundabouts. It is difficult to predict whether individuals will adopt the use of public transportation. At this moment, it appears that many people are going to struggle to survive, in which case, owning and maintaining a car may not be affordable for a number of people. In that case, public transportation, whether it be a bus or an automated taxi system, will be critical.

Numbering as the survey demands isn't the best way to do this. There should be a 3 tier priority system that you divide up the points into.

A high priority should be making transportation economically accessible, ensuring that transportation is right and not a privilege. Accessibility for elderly and disabled users should also be a high priority.

ZERO CARBON PLAN

Rural transportation is needed.

How about prioritizing non-motorized transportation. Ulster did have a plan, seems it's abandoned. Too much pabulum about "all modes." Cars already have all the roads, what about a commitment to the "other modes" like walking, bike lanes, more U-CAT routes. What about e-vehicles? Didn't exist until recently and now eBikes, eScooters, maybe eSkates soon. Also above there is no option to use multiple modes as "primary," like bike to a U-CAT, or walk on both ends of a trip, etc.

Parking and bypass routes around the center of towns heavily impacted by tourism, such as Woodstock and Saugerties.

Improve rail system on this side of the Hudson to allow better access to NYC without driving.

Education, awareness and promotion of services, especially to vulnerable community members, non-english speakers, etc

do not want to see buses day and night this is the country not the city we don't need to be like the city

I'd like transportation from Bard College to Kingston

More bike lanes and other environmentally supportive methods of transportation

Continuing education and safety training for bus drivers. Some get complacent, I know, I work there.

Nothing I can think of.

Better transportation for college students.

Connect Bard to Kingston!

Improved support for alternative transportation (specifically for bicycle and pedestrian routes of travel).

No

I live in Dutchess county and would really like to have public transport to work in Ulster County!

Encourage intergovernmental coordination. Examine methods to fund transportation.

Ensuring daily service, affordable, reliable public transport to all and bike lanes everywhere in Ulster County

Create/expand public transportation systems that support health (bike lanes!) and lower GHG emissions (public transport)

Better para-transit system (further the the current 1.5 miles from fixed route) and better hours for people traveling to and from work in nyc.

Strict penalties for land developers and builders who do not follow zoning laws. Zoning laws should not be changed to suit the land developers/builders which will lead to more congestion (especially over the bridges), deforestation which takes away animal's habitat and destroys ecosystems.

Provide more alternatives beyond the train and the Adirondack Trailways for people who have to commute to NYC for work because it's too difficult to make a living in Ulster County. The bus in particular is very mixed in it's quality of service. We live in Kerhonkson and have a very long drive just to catch the bus. We need more options desperately.

bike lanes with barriers against cars more rail trails walkways for children going to school

In my opinion, none.

Be cost effective. Substitute Uber/Lyft for bus routes.

Transportation equity should mention specifically measures to promote and ensure racial equity and inclusion in all aspects of public transportation

Innovation such as on call ride share model

Commitment to use 100% electric buses.

Communication - Just because you build it does not make people use it. How to incentivize and advertise a new transportation system?

1) Had a hard time distinguishing System Preservation apart from Safety, Security, Protect & Enhance Environment, Economic Growth. I put System Preservation 7th but it is inherent in all the others - when looking at Preservation projects in the System, the criteria for prioritization should be Safety, Security, Transportation Equity, etc. as ranked above.

2) Economic Vitality will be an outcome, a product, of investments in and focus on the other goals. Marketing to promote the ease, connectivity, affordability, cleanliness, and climate benefits of using public transportation in an area where the majority of adults own a personal vehicle and either don't think about alternative transportation or presume undesirable conditions.

No

Sanitation - cleaning and disinfecting regularly, especially the seats and handles and anything else that gets touched.

reducing number of cars on roads (which will likely reduce congestion)

A rethinking of changing how to safely move transportation into modes less harmful to the environment.

I would bike to work if my road wasn't so dangerous to cyclists, or if I had access to the rail trail closer to my home.

I would also happily take a shuttle or bus to work and the grocery store if there was a stop near my apartment building.

Please create a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff, to facilitate the Bard community's connection to our nearest urban area, and to help residents of Kingston who work at Bard College have greater access to their livelihoods.

cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff

Help address subsurface utilities that pose long term system preservation issues.

Bike lanes and bike racks.

Linkages to Dutchess and other regional systems and the Metro North and AMTRAK train lines as well as Stewart and Albany Airports

recreational transportation

I think that "Transportation Equity" likely includes this, but I think that fare equity for public transportation (for example, ensuring that low-income residents don't pay more as a result of monthly vs. daily fare structure) should be a crucial consideration.

I did not see the word "rural" once in the goals and Ulster County includes a lot of rural area. The rural area routes have historically been effected by extreme weather events that cut people off from accessing food, water and services.

Please consider a bus system that links the Kingston area with Dutchess County: Bard College , Poughkeepsie, even Hudson or at least other towns in Dutchess County

Perhaps this is in the Connection goal, but public transport across the river would be great.

These goals are a bit vague. I'd like to see an investment in infrastructure to encourage bicycle use as a practical form of transportation on roads (i.e. bike lanes) and road design that encourages pedestrian usage, so that people will want to walk places instead of getting into their cars.

These are excellent goals. As a member of the Bard College community, I support the recommendation for public transit from campus to Kingston .

I wouldn't say that anything is missing but it's difficult to rank them. That is, I think all the goals are very important, perhaps equally so.

I would appreciate having a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff

Creating more bicycle infrastructure which also promotes cycling as alternative means of transportation.

Can this happen any earlier?

A loop bus/public transportation option across the bridge to Dutchess County would be great. I would like to see a bus route connecting Ulster and Dutchess Counties to provide the people in those communities easier access to retail, educational and cultural activities.

No discrimination on public transportation

It would be great to see public transportation extended to cover a cross-river route over the Kingston/Rhinecliff bridge.

As an employee of Bard College, I'd appreciate a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff/Rhinebeck, to facilitate the Bard community's connection to our nearest urban area.

Affordability of fare.

Fix the sidewalks

Reliable, regular, affordable mass transportation options to NYC should be the #1 goal, particularly from the Ellenville region. The difference between Ellenville and New Paltz or Kingston is the lack of access to NYC.

Regional connectivity, to e.g. Poughkeepsie, NYC, Albany

IF FUNDING RESOURCES WERE UNLIMITED, WHAT IS ONE THING THAT YOU WOULD DO TO IMPROVE TRANSPORTATION IN ULSTER COUNTY?

Servicio comunitario | Community service

Make it free for students and part-time workers with valid IDs

Have a light rail along the Hudson to make it easier to connect with train stations across the River.

Provide more of it to more destinations for free

Bike lanes on major roads, sustainable public transportation into rural roads.

Better schedules, keeping updates current

Introduce fees for parking and park/natural resource access for non-UC residents.

Bus or light rail running continuously on all major thoroughfares
Greatly increase the frequency of buses, the range of buses especially in rural areas, and fix the disabled/Medicare rider discount so that it's all day and not just 9am to 3pm. Us disabled people have lives outside of the morning.

Build pedestrian walkways and bike ways underground and in bridges vs trails and sidewalks and crosswalks.

Light rail to and from Poughkeepsie, Newburgh and Kingston; better bike paths through the village

commuter light rail. or expand rural bus service

Widen car lanes (a lot) to accommodate bikes and pedestrians

Add light rail connecting Kingston, New Paltz, western Ulster County to Poughkeepsie & Newburgh (employment hubs) with multiple stops both lower-income neighborhoods and those with many businesses/employers. Connect more rural areas to places with greater density to facilitate employment opportunities in both areas and to raise the tax base/employment in rural communities.

Removal of dangerous dead trees along our roadways. This has cost the lives of people in our county and continue to be a danger.

More Bus service, more bike lanes, BRING BACK THE WEST OF HUDSON PASSENGER TRAIN!!!!!!
Better bus system (more often and more lines), shuttle routes for tourist destinations (like wineries, breweries & parks) and bringing back safe rider-like services (provide a van or two or 2 in the county at night to prevent DUIs)

Down with car culture!

Light rail system to outlying communities

9w corridor service

Better bike/walking lanes along roadways

Additional bike paths and additional land protected from development since thee we t

Is one of the reasons why people come to

Visit and live here!

Advertising

1. BIKE LANES—you have more people in Kingston using bikes out of necessity than in any other community: keep them safe.

2. There should always be a free morning and evening bus/shuttle—this area will only get more difficult for those already vulnerable.

Congestion & littering issues

Busses on 20 minute schedule 6am- 7pm Woodstock-Kingston-Rosendale-New Paltz and Kingston-Marbletown-Accord-Ellenville and hourly 8pm-11pm and 5am. Also have van buses to connect Gardiner, Highland, Kehonkson, Phoenicia and Saugerties to the main routes.

Repave all roads and provide more options for people to take public transportation and/or taxi services to go out to towns like New Paltz and Kingston. (I've been stuck in NP at 11pm on a Friday night in the summer with no way of getting home via taxi)

We need real public transportation asap. All of us are driving endlessly for errands when we should be required to and able to use real public transportation. And with no resource barrier any public transportation should be 100 percent green. Hydrogen fuel cell buses? And constant rotating between towns too with great timetables. Would also cut down on drunk driving!

Increase transportation times and add more busses and vans.

Be like little towns in Mexico. Give access to everywhere by public transportation

Build routes and increase frequency.

Better bike lanes

More bike trails

Have better transportation alternatives for folks in rural/semi-rural areas. We have a nonprofit on Old Post Road in Esopus - it's impossible for our volunteers and clients to reach us without cars. There is a stop on 9W and Old Post, but for people with disabilities or people not in excellent physical shape, they can't go from that stop up the steep hill to us. We're about a mile and a quarter up the hill from that stop, so it's pretty useless for most people. Also, kids from SUNY New Paltz would love to volunteer here, but they have no way to get here without using cars.

The public transportation options are anemic at best, especially in rural areas, such as Esopus. People here are constantly driving into New Paltz or Kingston for basic necessities. We have to find better, greener, and more efficient ways to get people around.

More options for getting to LGA JFK and EWR Airports

Electric and kneeling busses

If our incredible trails & mountain range is the tourist draw WHY is this not served with public transportation?

Continue to expand and improve connections to Metro North in P'keepsie.

Make the towns more walk/bike friendly and improve bussing

Mass transit between New Paltz and Poughkeepsie train station.

A new bridge to Dutchess County at the end of NY299 East

Expand bus routes and UCATS key infrastructure through larger Towns in Ulster County like Lloyd, Gardiner and New Paltz.

More round a bouts

Increase availability and accessibility.

Create alternate pathways in & around New Paltz to reduce traffic from the interstate during peak tourist season.

More paved and connected traffic free ped/cycling paths

A car ferry for north and south riding on the Hudson River.

An interconnected web of bike/walking trails and improved sidewalks

Bridge and existing roadways

A robust system of buses and rail trails. As an environmentalist I am a bit torn, but I do think a paved rail trail would make it more viable as a commuting path. It is currently considered more recreational.

Clear lines marking outside lanes and reflective markers in the middle of the road so drivers can see in foggy conditions.

Frequent and widespread above ground transportation

More rail trails.

Please help with a public transit connection across the Kingston-Rhinebeck Bridge. This would make things *much* easier for me. Connection between Rhinebeck/ Red Hook/ Tivoli and Kingston would open up economic opportunity and assist train transit to NYC.

Bike Lanes and bus system

1) Ideally, we'd have trains providing service north-south and across the river.

2) Better bus service would be a plus--more routes and more frequent service. I love riding public transit, but the current service is too infrequent to be useful for me. I also don't really understand the bus maps--where and how do I get on? Do I just wave down the bus?

Bus service between Kingston and the Rhinebeck area, including up to Bard, would be really useful for some.

3) I would like a paved, separated-from-traffic bike route connecting all communities, including Saugerties-Kingston-Rosendale-New Paltz and the surrounds (paving the rail trails?). There would be covered bike shelters with places to securely lock one's bike (combination of racks, bike lockers, bike valet) at transit hubs and major destinations.

Stop digging up the streets for no apparent reason

Add routes based on survey of those who would use them. Make it possible for those who work in Dutchess to get from home to work. The bridge traffic pre-COVID19 was too congested.

Increase bus hours in the evenings and expand service on weekends in Kingston.

Provide medical transport for EVERYONE who needs it.

Availability to more parts of the county and more time options for public transport.

Reduce on-street parking to one side of the road only. Increase municipal parking garages in strategic locations. Add bike lanes in the vacated parking spaces. Create loop roads around/over/under main streets for tough traffic.

Include bike and walk lanes in all road upgrades/repaving projects.

I would provide regular and reliable service throughout the county on a set schedule

Connect more trails - hiking, biking, rail trails, etc - so that residents can go farther off roads and connect to other trails, towns, and businesses.

Connect Ulster and Dutchess transportation across the Kingston Bridge.

Remove the commercial cargo rail from midtown Kingston

definitely trains, or find a way to connect as many rail trails as possible to make safer and more interconnected bike paths

Equip all busses with wifi and outlets for charging.

Make it as green and as environmentally friendly as possible!!

Fix & properly maintain roads and bridges

Improve accessibility and availability immediately.

Maintain the roads properly, including establishing a mandatory standard that all manhole covers in the county be flush with the road surface.

Unlimited? More trails and separated bike lanes on *every* street and low-cost short-term rental system (such

as Bixi/Citi Bike) for bikes and scooters! Oh, and enforcement for people running red lights and stop signs in the City of Kingston!

I would consider having trolleys that access different locations in the county do dependence on automobiles becomes less imperative.

Regular bus service from New Paltz to Accord.

I would increase stops, destinations (including tourist, shopping, and medical), and frequency throughout the county to keep us all connected, provide exclusive and low cost/no cost busing to the elderly and handicapped (one route exclusively for such places as The Birches, Ulster Gardens, and other senior and/or section 8 housing with fees based on income by requiring a special pass), and have limited runs throughout the night for people going to/from work (I.E. - hospital workers).

The Albany Avenue/Ulster Avenue Corridor from Foxhall Avenue to Chambers Elementary School. A road diet, new sidewalks, trees, etc

Passenger train service.

Reestablish train transportation!

uniform surfaces and wide shoulders - manage trees and growth along sides of the trails

Reliable public transport, bus, light rail, separated bike paths, sidewalks.

complete rail trail linkages

Please consider creating a cross-bridge public bus line that connects Kingston and Bard!!!

Open air trolleys in the warmer months that move from uptown to downtown Kingston

My experience is with UCAT. I would like the bus to have a as robust a schedule going east and west as it does going north and south on rout 209. And to run on holidays- many people still have to get to work on holidays. I've used the bus only when my car wasn't working and am grateful for it!

Ability to get from one transportation hub to the other, for example, bus station to train station. Wifi and mobile device charging on the bus.

Expand non-motorized along all roadways by adding a 15-20 foot path that has a barrier to secure the site from motorized vehicles from crossing over and prevent accidents

free, ubiquitous bus service pleasantly radiating from centers

Keep Dennis Doyle.

Promote more "mass transit"

Expand routes

electric commuter bus running continuously throughout major County routes
Find and implement ways to effectively communicate to all residents and visitors in the County the various modes of transportation available to them on an ongoing basis.

Create an educational component for middle school through high school on all modes of transportation available in the County including trips to ride, use, experience.

Bike racks all shopping centers, supermarkets, and government buildings; racks not the usual hold front wheel only cheapies, but hold the bike securely at least two places (good designs online).

Accessibility to all people

If funding resources were unlimited, I would like to see more access to public transportation, especially since housing is becoming more expensive in Kingston. Low income families are moving to areas that are more affordable, but lack adequate public transportation. For example, if you move to Accord, and don't live on 209, it might be harder for you to access transportation because the bus stop is not within walking distance to your house. I would also like to see the bus schedule times extended. Sometimes people have to wait a long time to get a connecting bus.

something 100% environmentally excellent

We just need way more of it. More routes, more connections and more service time. I would use it if it were there, but it is not so I must drive instead.

Provide free, sustainable transportation to all residents of Ulster County, normalizing and expanding the routes of travel to encourage residents to make use of public transportation and decrease greenhouse gases and other pollutants.

I would want more reliable public transportation that was more easily accessible and understandable. I would want a system that runs so well, that more people utilize the buses than their own cars for getting to work and school. I would want clearly marked bus stops and routes that cover more area. Also I would want more sidewalks to connect residents to the bus stops safely. Boulevard should have a sidewalk connecting Kingston to the Institute for Family Health and the Jail. The sidewalks also should be maintained, so those in wheelchairs or with strollers can easily utilize them.

More/better bike lanes and mass transit options like light rail (in an unlimited resource setting)

replace/upgrade sidewalks and curb ramps in villages and cities

Added routes

Illegal drugs

replace all deficient bridges

To protect our environment and secure our economy, replace all internal-combustion engines with less harmful alternatives; to promote equity, fully fund carpooling / ride-sharing; schedule regular busing or equivalent along ALL state and county roads, major & arterial city and village streets, and to all recreation areas; and give bicycles and a pair of shoes to all who want them;

I don't know exactly--but something truly visionary. Where is in the world is it already being done?

Make all cars and trucks electric And build more e-charging stations.

Green infrastructure as part of every aspect of transportation for better water quality, air quality, and improved opportunities for open space and linear parks.

More buses across the river. Encourage people NOT to rely on their private cars.

If funding were unlimited I'd love to see trolley lines reappear navigating from town to town. Once upon a time you could take a trolley from New Paltz to Highland - wouldn't it be great if you still could?

Stop drivers from killing vulnerable road users. Require sidewalks along every municipal street. Reduce road lane width and speed for drivers in cars. Paint a bike lane on every road, removing on-street parking, as needed. Build a robust bicycle road and trail network with UCAT connections. Increase the UCAT system with all buses running hourly from 6 am to 12 am. Add UCAT service to Lake Minnewaska, Mohonk Preserve and Mohonk Mountain House to reduce driving. Reduce all town speed limits to 20 mph and all highways to 45 mph. It works on Rt 28. It should be standard on all of Ulster's State Highways. Install bike racks everywhere.

Provide better links to other transportation hubs (eg Amtrak) at more frequent intervals.

provide free public transit throughout the County and preserve and improve the working waterfront while confronting sea level rise and global warming

Installation of a high speed train to NYC.

Funding isn't unlimited and there isn't any one cure-all.

If funds were non-issue, busses should be free and run frequently. Specifically make the service to Poughkeepsie more streamlined.

Expand frequency and stops to neighboring towns that offer attractions such as farms/farmers markets, wineries, distilleries, hiking, recreation, etc. Also, market the improved transportation offerings, as many residents do not know about it/are unfamiliar.

Build new Rail and get the transportation network be zero carbon.

Create a rail system that ran along the thruway or 9w with reliable electric bus service in each town to travel out from the rail system.

Rural transportation.

a train system. frequent bus stops

Provide more public transportation for people without cars.

How about if intelligence was unlimited? How about running a town like a parking lot, gates at every street route in that would not allow more vehicles in than could be safely accommodated.

Shared ride point to point, to reduce need for private cars.

Bike lanes.

Improve the rail system. Would allow more people to work in NYC metro, improve economic situation in Ulster County.

More frequency, longer running hours of buses.

We are significantly hamstrung by 2 major issues: 1) The Thruway is badly outdated and cannot support modern traffic levels. We would be in a much better position to market abandoned sites, compete for new business and support our tourism economy if the Thruway were expanded to 3 lanes in each direction between Harriman and Albany. An economically meaningful number of Downstate/NJ tourists are avoiding coming up here because of the horrible return trip on weekends. They're leaving earlier, and taking their dollars with them when they do come up here. Expanding the Thruway would put us on a more level playing field with other regions of the country that have better infrastructure. And the project would inject a lot economic activity into the Hudson Valley as we begin to recover from the Pandemic. 2) Pat Ryan has talked about quality train service on this side of the river - it would be huge. Our residents would have more opportunities for employment, 2nd home money would come here more freely from Downstate, and tourism would certainly increase markedly. Local transportation improvements would naturally follow from foundational improvements like those above, as we'd have more economic activity in general.

Traffic studies to improve commuting corridors and transportation links. The traffic in Ulster County along certain routes is heavy.

Run buses on schedules where people can actually use them to commute to a job. The Z line, specifically...

Create a monorail rapid transit network around the county, and connect it to Poughkeepsie train station. With unlimited resources, I would like to see a transportation system that addresses the needs of the lower income community as a whole. There are many instances where the route is just too complicated or involves too many stops. A more direct and simplified system of transportation should be available to those in need which should include medical transportation and to work so they can continue to provide for their families as best they can.

run more buses daily m- fri but weekend service should remain limited

Infrastructure and continuous upgraded vehicles.

Add something like light rail from the Rondout to Uptown Kingston, then along the 28 and/or 209/199 corridors. And while we're at it, why not add 9W or 32 to that mix, if funding was unlimited? While COVID is currently making mass transit less safe, thinking about greener transportation options will serve our communities well in the future. Parking lots are not the priority in the most vibrantly realized cities/regions.

Create more transportation from remote areas to Kingston

Improve and increase public transportation options so that county residents aren't so dependent on automobiles.

Make the buses more available during peak times and places. For example, currently, the Saugerties/Kingston bus only runs hourly, making it impossible for students to get to SUNY Ulster for 8:00/9:00 am classes; and is an unreasonable form of transportation to get to and from work.

More bike lanes

Connect across the River

Electric buses

Add service throughout the system, allow the busses to run into later in the evening.

More busses and easier ways to get across the river into Kingston

Make a cross bridge public bus that would bring bard/red hook/ Tivoli to Kingston!!! Please!!!!
Bicycle and pedestrian only routes through every town that are easily and safely accessible. More ev charging stations using alternative energy sources.

I'd love to see a fully electric bus fleet complete with free wifi in addition to gondolas.

Make it more accessible to people in rural areas.

Another bridge across the Hudson River

Increase frequency of bus trips to improve availability and usefulness.

Public transportation to locations not served or not well served at present.

Have it go across the bridge to Dutchess county!

Improve alternative modes sidewalks, bicycle parking and bikeways. Lobby to allow municipalities to designate roads to speed limits less than 30 mph (without state approval of each individual situation)
Expand public transport to reach all Ulster County residents, ensure safe bike lanes available throughout the county, and reinstate and expand upon the railway infrastructure for passenger transport that was destroyed during the last century. The last one is especially relevant to establish more serious connectivity to places outside the county.

\$ for infrastructure/paving especially busy roads like 32, 44, and 299

Better bike lanes and more spaces to charge electric vehicles.

Bike routes throughout the county so kids and students bike to school/college. Great public low emissions transportation systems.

Improve the para transit for the elderly and disabled(I am legally blind and cannot drive so I am stranded if my wife is unavailable to drive me since I live 1 mile past the 1.5 mile limit) that live more than the current 1.5 miles from a fixed route

RESTRUCTURE/INCREASE PARATRANSIT - Just as welfare offers trips (car service) to/from doctors offices free of charge, there should be a way for disabled people who are not on welfare to get to the doctor's office. Instead (as in the case of my legally blind husband) they said they are unable to go more than a mile and a half off the route to pick/drop him off which would mean my husband would have to walk a mile on a state highway with no sidewalks & then wait for a pick up. I think it is disgusting that NY/Ulster County cares more about building a rail trail/walkway over the needs of the disabled.

Invest in water ferry transportation

Provide a bus that allows Bard College students a safe and secure ride to Kingston.

more rail trails to encourage bike commuting

Bike lanes

If funding sources are unlimited (as stated in your question) why pick just one thing? Do you mean if resources were limited? I mostly drive myself but I have used the UCAT system occasionally over the years and I think public transportation is so important. I have noticed that the bigger buses are often quite empty (but that may be due to the routes/times I have been on). If not already done, I would conduct a study on ridership and perhaps purchase more smaller buses, preferably hybrid.

More service

Make it possible to efficiently travel around time reliably and without extended waits covering and connecting a vast area so that it would be possible to live here without a car.

More lanes on 9w in smaller towns

Invest heavily in a range of non-fossil fuel based transportation options; incentivize people's use of those options

We need more buses everywhere! And more often!

Better service to outlying areas. Improve access to SUNY Ulster

Provide more areas for charging electrical cars.

My top choice would have to be bike accessibility. The current state of the rail trails (though maximizing the environments nature state while simultaneous providing a path for transportation) is not accessible for road bikes. Individuals riding on road bikes must take to streets with 55mph speed limit which poses a danger to bicyclists. Figuring out how to develop a flat paved path system similar to that of present-day Europe would be beneficial to many residents of Ulster county. There are currently two paved trails: one beginning in New Paltz and extending eastward toward Poughkeepsie and the other near Hurley. Ulster should consider the development of similar trails that connect the many nearby towns and villages in the county (i.e. Stone Ridge, Hurley, Rosendale, High Falls, Ashokan, New Paltz, Clinton dale, Modena, Gardiner, etc.)

Return Money to taxpayers

Sustainability - reduce greenhouse gas and other motor vehicle emissions from all public transportation

Continue connecting,expanding and maintaining access to bike paths

Make ubiquitous and easy

It would be fantastic if the public transportation system (i.e. a bus line) could connect to Dutchess county, especially Bard College and the Rhinecliff train station. That type of extension would serve many residents of both counties and bolster the economic vitality of Ulster county.

make it more accessible for bikes and pedestrians

Fill in all the potholes and road damage that are causing damage to vehicles and endangering the lives of motorists - and then maintain the roads so that these safety issues do not reoccur. Although unlimited funds would allow for further improvements, these basic deficiencies are currently my primary concerns.

More and nicer buses on more routes.

Develop projects that repair the system from the bottom up, from the sewers to the surface, and create access for all modes of travel but prioritizes pedestrians, bicyclists, and non-motorized travel and develop a very frequent transit system that would effectively enable people to make the switch from the personal vehicle to other modes of travel

Establish a network of electric light rail systems throughout the county to provide easy access to all major destinations for both locals and tourists.

Run UCAT and LINK bus services at weekends, connect rail trails

Find a way to widen Main Street in the Village of New Paltz or feasibly route around it - or something, please.

Restore the rail trails back to (light) rail. As much as I love rail trails for nonmotorized transportation (I am chair of New Paltz Bike/Ped Committee), I wish we kept the infrastructure for light rail...

Light rail

more buses to more places

I use the bus to go to the train it's fine with me

Programs such as state-wide refillable passes (paper and digital) that work across all types of public transportation could be very helpful. There should be shuttle loops to all state parks and shopping at least hourly, as well as express lines. I live on Vineyard Ave in Highland. There is no sidewalk or shoulder, and it would be both dangerous and lengthy for me to walk from my residence to a bus stop. I would have to drive to the bus stop, which defeats the purpose. So, I also suggest to increase development of walkways leading to bus stops that are very clearly called out so everyone knows where to go and are capable of walking there. It would also be very nice if there were bike rentals readily available and biking lanes on all our main roads!

Bring the trollies back.

local trains

Address equity. I've seen people waiting a long time for a taxi outside of Hannaford in Kingston. I've even given people rides home because they were waiting longer than the time it took me to shop. As a society, we should be working to help people with limited means. I can't fully appreciate how challenging it must be to get groceries home when you don't own a car. These individuals are unlikely to respond to this survey. Maybe someone could do qualitative research at places like grocery stores.

Airport transit—Stewart. Albany. Tri-state via hubs such as rail/bus connections. Rail connection. Improve accessibility of schedule. Improve online presentation of schedule.

More access in rural areas.

Have buses start running in New Paltz at 7 am on weekdays because part of the year we have to be at work by 8 am. Also, if the busses can stop at or by the Old Main circle.

Wider coverage.

Increase public transportation options

Increase the number of routes and frequency.

Expanding the public transportation network to suburbs

certain places are hubs. For example SUNY New Paltz. It would be nice to go to campus taking a bus from Kingston (where many staff and faculty leave), going to Esopus, and to New Paltz on the 9W, 299 route. Some folks coming from the South could take the bus at the Highland P&R.

Expanded and improved mass transit

Add a train on this side of the river.

I would add safe cycling routes along more roads and shuttles with request-a-stop option.

bike lanes everywhere

More bus routes

Bike Rentals

Fix the potholes and other road imperfections.

Please create a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff, to facilitate the Bard community's connection to our nearest urban area, and to help residents of Kingston who work at Bard College have greater access to their livelihoods.

Bike lanes on 9W, Ulster Ave, Albany Ave and a hugely expanded rail system. But hey, I'm a big biker

Total conversion to zero emissions vehicles and transportation.

Integrate sewer and water systems into the Complete Streets model, acknowledging the fact that the long-term sustainability of these streetscapes is contingent on the fact that aging underground utilities do not fail and compromise street surfaces.

Limit cars in Uptown, Midtown, and Rondout neighborhoods, encourage walking and/or bicycling, and offer short distance alternative transport modes for those who cannot walk or bicycle.

Take it to the larger roads in all Towns to provide a wider range of transport to seniors to do errands and shop

Run on weekends

More routes

Protected bike lanes, connected rail trail that don't use shared roadways.

The most glaring hole in Ulster County's transportation system is the lack of any public transport link connecting Ulster County, especially Kingston, to Dutchess County. I work at Bard, and it would be transformative for me to be able to get to work on public transport, or to be able to get my students to Kingston to engage the community over here (many students do not have cars). I also have frequently had guests arrive at Rhinecliff station by train, and the difficulty of them not being able to easily cross the river has been a constant problem. Uber/Lyft is not reliable or fast enough in this area to compensate.

Clean, safe and energy efficient modes of transportation county-wide with links to other counties on both sides of the Hudson River, train stations and airports

Easy and efficient access to transportation to all residents, whether vehicle users or not.

(Given that establishing a County-wide subway system would be somewhat outlandish,) I would eliminate fares for public transportation.

service across the bridge to Rhinecliff

Connections to Dutchess County / Red Hook and Rhinebeck specifically

I work at Bard College and it would be incredibly helpful to have some sort of public transportation from the Kingston area to the college.

Greatly expand the transportation network to support all modes equally: pedestrian, bicycle, mass transit, water, air, rail.

Invest in bridges to ensure that they are resilient against extreme weather events so that people have access to essential goods and services.

repair roads

Make is solar powered and free.

More bike infrastructure. Public transport for commuters across the river.

In addition to actively building infrastructure for increased bicycle transit and pedestrian usage, I'd like to see a bus/shuttle from Kingston to Rhinebeck/Rhinecliff train station/Bard College.

Light rail through Kingston!

Have the public transportation much more visible and work more seamlessly into our lives, so that even those with cars/means to get around without would prefer to take part in order to reduce carbon emissions, and to not overburden vulnerable populations with having to go out of their way or do extra work to be able to just live their lives.

Make it as green as possible.

A light-rail system linking the two sides of the Hudson.

Bard's interest in having a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff

Make it possible for everyone to get where they need to go

Invest in more public transit connecting towns, especially between Ulster and Dutchess

Create a transportation system that is publicized and gives easy access to everyone. there should be no need to for bus stops without seating/roof. Make sure that people can connect to the schedule and time frame of buses through an app/number that actually updates it in real time. Create a system that connects ulster county to other towns, Red Hook, New Paltz, Tivoli, Rhinebeck, etc. Since people from everyone rely on Kingston's resources, if someone lost their job or their car, they need to be able to get around.

Evaluate the areas rail trails/ paths and create a commute by bike route plan vision.

Up-grade all county roads with 3-5 foot shoulders where possible. This would allow safer bicycle usage as well as vehicle driver comfort. Road travel surface would get longer life also.

Add more busses

Have regular bus stops from Kingston to Red Hook, Bard College, Tivoli, Rhinebeck.

Cross bridge transportation to Dutchess County.

And a light rail system in Kingston.

Connect Ulster County with Dutchess County via affordable, frequent public transit across the Kingston Bridge.

Connections to Dutchess County, in particular service across the Kingston-Rhinecliff Bridge.

connectivity to Ulster county from Bard college/Tivoli/Red Hook - its something all of my students wish were improved and I myself wish for too

Ulster county is severely lacking in accessible pedestrian options. Roads should include sidewalks, and it is vital that these sidewalks do not dead end at the edge of a construction project. They should be part of a network that allows people to get around and recreate.

Extend routes/increase service!

Would love to see a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff, to facilitate the Bard community's connection to our nearest urban area!

Safety and Security

I don't use public transit so can't speak to what is most needed

Transportation connecting to Dutchess County and a closer train connecting to Grand Central

It would be great to see public transportation extended to cover a cross-river route over the Kingston/Rhinecliff bridge.

Invest in expanding the Greenland, put up surveillance cams and/or increase police presence

Cross-bridge public transportation: express making 3 stops in a loop: Kingston--Rhinecliff--Bard College/Red Hook

Better public transportation options on 209 toward Ellenville and across the bridge to Bard College and Rhinecliff.

use electric buses and make schedule and routes more comprehensive and accommodating

Rail access on this side of the river connecting NYC metro area, Albany, Poughkeepsie (Metro North), Kingston.

Light commuter rail lines between the Ulster county municipalities.

more buses/routes

Cross-bridge route to Rhinecliff train station and Bard College.

Make it free for everyone.

Connect all of the multi-use trails.

Free public transportation for all

allow more convenience for seniors to meet medical transportation needs

Increase public transportation to areas of outdoor activities such as state parks and preserves.
connect various bus lines together better

More traffic circles.

Free public transportation that goes to the most remote areas, and all routes runs every 15 minutes

Preservation of our Transportation system. Bring it back to a better than good rating.
I would give a grant to the underpaid taxi companies so they could update their fleet and give a better experience to people using their service.

later service at night time.. expressed shopping

Reliable, regular, affordable mass transportation options to NYC should be the #1 goal, particularly from the Ellenville region.

Invest in ways to improve efficiency without hindering service. Don't ever run a public transit system with the expectation of making a profit. It is an investment.

Better connectivity, to avoid funneling traffic from many directions into a small number of congested locations

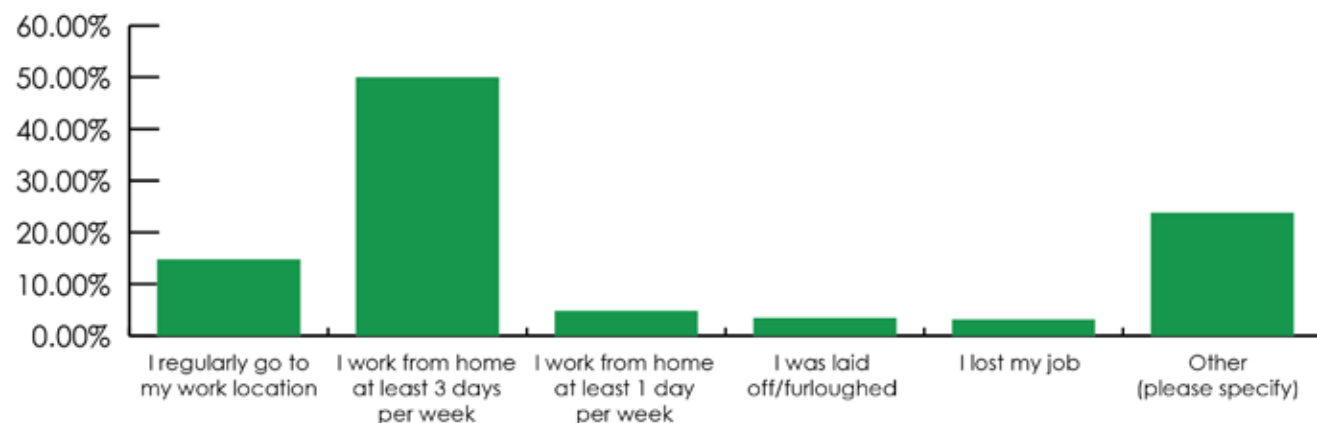
Make schedules accessible And posted in common shopping areas

shoulders and sight distance

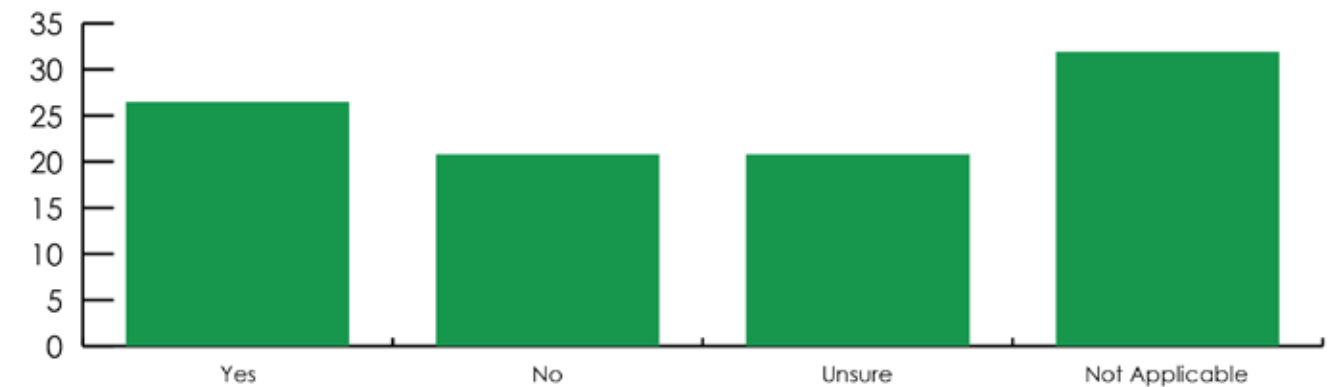
Improve mass transit

provide free electric charging stations in many places and convert all buses to all electric

How have your work patterns changed after COVID-19?



If you indicated that you now work from home some or all the time, please tell us if you think your employer will continue to allow this arrangement in the future (once the current pandemic is over)?



PLEASE TELL US IF AND HOW YOUR TRANSPORTATION AND/OR RECREATIONAL PATTERNS HAVE CHANGED DURING COVID-19?

we use the rail trails much more for biking and running

We walk more.
Reduced outdoor activities

Only drive or walk (no public transportation yet)
I barely go anywhere during Covid.
Drive much less

Do not use public recreational areas as much

I go fewer places, both locally and beyond.

I drive less, take my bike more now that the weather has been better for biking...not sure about winter
No longer commute, spend more time in local nature spots but can only visit mid week as all parks etc are blow out on weekends.

Much less driving - no where to go!

drive less stay home more
I haven't been able to see a dentist, even through an emergency, because my dentist was on a bus line that hasn't operated since March.

Yes

I am driving much less, working from home, and kids are at home.

Driving much less

Was taking the bus to NYC a few days a week. Now I don't.

The lack of commuting means we drive less. We spend more time walking/biking, sometimes for an errand, but mostly for recreation. We no longer go to a gym to workout. Our driving is mostly limited to our town, though we occasionally need to go to Kingston or Poughkeepsie to buy things unavailable here. We are supporting local businesses rather than ordering things online.

Less travel

I worked from home before covid. Now I make Fewer shopping trips.

I drove alot less in 2020 until it got nice out.

I don't use my car except to enjoy outdoor rec away from where ppl are (my hikes and runs tend to be out of town now, as NP gets too busy)

not leaving home very often

Less traffic therefore less travel time on my way to and from work

I am out a lot less and we are down to one car from two

Less international travel and I have made my local travel much more efficient.

Not driving as much, riding bikes more—wish there were bike lanes.

Not driving daily to get to work. Not getting enough exercise.

Traveling less for recreational purposes, staying closer to home.

We have two cars, and one of them used to go to NYC several days a week. Now we only use one car and we have not been to NYC since March. We are driving way way less. Our kids used to take the school buses to and from school but needed to be picked up and driven to a zillion things a week. No one goes anywhere now. Entire days go by where we don't even drive anywhere.

Not dining out as much, fit in shopping before 9 pm, find reliable childcare while we work

More biking

I stay home more often.

Less time on roads

I'm hardly ever leaving the property.

Drive less, bike more.

Driving less, going out to restaurants/events much less, staying home more.

I worked from home for 4+ years prior to COVID then lost my job. I travel even less now.

As a retired senior living alone, I'm mostly staying home, driving to shop and do errands only a couple days per week, mostly for curbside pick-up. Previously, I went out almost every day, as much for the social contact as for practical needs. I'm going to Kingston rather than my usual New Paltz, as the latter seems to be filled with out of state license plates from COVID rampant states.

Driving more for recreation, walking locally to recreation near our house. In New Paltz where the sidewalks are not existent.

Staying local more, less driving to cities like Kingston, Newburgh, Poughkeepsie.

Much less driving, more hiking locally

For a while, we were all home as much as possible. Now that things are out of total lockdown, our schedules have started to move back towards the former routine. The big change will be in processing intake of customers/residents with respect to COVID screening and temperature measures.

Recreationally, everything is dead. The most I can do now to support local businesses is order takeout and tip heavily. As someone with industry training in film, it's terrible to see how quickly what was a once-booming local industry begin to stagnate and retract. Here's hoping the folks leaving NYC start to take their commercial film opportunities upstate, but on the flip-side, that it does not significantly affect local housing rates.

Less travel

Due to my disability, I cannot participate in any event with others. Driving, alone, throughout the Hudson Valley... That's my therapy!

I stay home more often and don't go into town like I used to

More cycling, much less driving

Driving less

I have traveled a lot less, and been home more.

very limited to essential

Used to drive 29 miles to work, did not for three months, and am again.

I rarely go anywhere in order to avoid congested places.

I hardly go out

I primarily drive for transportation, and I have been driving/going out less

More hiking, more rail trailing.

More staying home! Not as much outdoors recreation

now bike for recreation

I drive less overall as I try to avoid running any errands at the big box stores. As I feel more comfortable going out in public again, I prefer to bike or walk when I can.

I don't travel much anymore

Drastically. I stay at home even though we're in stage 4 of reopening. I can't account for others' behaviors/health status so I've stayed home and will probably do so until winter 2021 when a vaccine may become available.

I've been biking more.

I am staying home most of the time- except to leave to get groceries or medications.

I no longer take the bus, because I work from home the vast majority of the time.

Travel has been reduced significantly.

I rely on the WV and W&O rail trails more for recreational walking and biking, especially when private trails are closed or other local trails were jam packed and didn't feel safe. I am generally out 2-3 times a week and commute on them rarely.

I drive far less

I only use my car once every week or two to run errands. If I go to trailheads, I go earlier in the morning or later in the evening to encounter fewer people.

Significantly less transportation use

I have less time for recreation because my kids have no school and camps.

I exercise less

I'm finally able to bike to places more.

Travel less & recreate closer to home in less well known public parks
drive less

hike and bike more

I am not driving to my job for the most part.

I rarely leave home - once a week for shopping, and as needed for medical/dental appointments or automobile service.

I previously commuted to Rhinebeck five days a week. I am now working from home exclusively, and will likely work from home 3 or 4 days a week, once office reopens. I drive fewer miles and walk/bicycle more frequently for short trips.

Running/bicycling for exercise is about the same.

Less driving. No trips to NYC. No air travel to anywhere.

Mostly the same for me though it is really problematic that it is summertime, 90+ degrees, and all of these wonderful local swimming spots are being patrolled. I think it is a HUGE problem that we have all of this natural beauty and it is inaccessible for people to really enjoy. It's a travesty. Anyway, I hope someone puts some thought into how to have inviting spots that are managed and people are not being treated so punitively because no one wants to take on the responsibility (...and I noticed that the DEC is ridiculously hands off). I mean PLEASE...put some trash receptacles around and have someone manage tending to them. This isn't rocket science.

Not going out to restaurants, or bars. Doing more outside social gathering.

I walk and bike more in the city I live in. I drive about 1/16-1/8 of the time and distance I used to on a weekly basis.

No change.

I stay home most of the time. I shop for my household and my daughter's (as she has a new baby) one day a week. I used to visit close friends on a weekly basis, take weekend trips about once a month, visit family scattered about throughout the state, and try to take a vacation every year, but I have no recreational plan or pattern since the pandemic. I don't go anywhere unless I have to because I have a mother who is on oxygen and has a compromised immune system and a brand new grandchild, neither of whom I want to put at risk.

We are not carpooling

Walking more

Not flying or taking bus yet. With precautions still doing everything else.

Total reliance on outdoor recreation.

lots of walking on trails...

I use the bike and hiking trails more often wearing a mask.

More time to bike on trails

we have driven our two electric cars about 75% fewer miles since March.

I use public transportation slightly less frequently but still find I rely on it when I do use it.

Rarely need to fill the gas tank as rarely go anywhere other than work, home and out for essentials.

Drive less. Bike/walk more.

Have mostly not traveled at all. A little more now.

I travel less on the weekends as many places are crowded.

I only drive to work and have greatly reduced shopping

work from home often

I drive a lot less. Bike and walk a lot more

unchanged

My husband and I continue to take drives as a means of relaxation and have increased the number of times we go each week.

Less driving around since for safety reasons

Ride less; shop by bike less.

I have to walk everywhere or call a cab I can't afford a car
Covid-19 has drastically changed our recreational patterns. Social distancing is our new way of life, so socialization has come to a halt.

We stay home alot and go out only in our own car--never use bus or anything except for emergency transportation back from hospital but it wasn't available

less travel

Reliable transportation is increasingly needed as an essential worker. Although recreational activities have decreased, transportation is continuously needed for shopping/ medical care.

I have been going out less, and thus driving less.

Driving to Catskills more often for hiking/other recreation where social distancing is possible; driving to local

towns significantly less (used to drive to Kingston & New Paltz at least 2, 3 times per week and now not at all)

Much less travel both commuting to work and discretionary trips.

Reduced bus schedule limited my shopping

fewer trips for retail/grocery needs

I've had to drive when & where I would have taken the bus, especially on the weekend, early in the morning and late at night, to New Paltz, Poughkeepsie and other more distant locations.

Just much less travel

I drive to work only for now until there's a vaccine. I avoid public transport as much as possible nowadays.

In all ways: much more local and very limited transportation for short chores & recreation.

I drive a lot less - and I love it. When I do drive it is to get out and enjoy the local parks/trails/rivers or to go grocery shopping or pickup. I'm spending more time in the regional/county parks - and love it. Part of this is due to lack of commute to work means I can just leave when I am done and go. I drive slower, and feel more relaxed with less people on the road as well.

I'm bicycling a lot more for transportation and recreation. I'm happy we have the trails that we do have.

During The Pause, the reduced number of cars on roads felt like IT SHOULD BE THAT WAY ALL THE TIME. It was quiet, it was safer, it was approaching peaceful.

Yes we rarely go anywhere very far and only by car or locally by bike

I'm not travelling as much recreationally.

Have no need for recreation before or after. Work needs to be done when it needs to be done.

I rarely shop and mostly do outdoor activities for recreation. I travel to New Paltz less frequently because I'm not comfortable entering businesses.

I am working from home 5 days a week and no longer have a commute to work. With that said, my personal travel on the weekends has increased (hiking, drive in movies, etc.), as I look to leave my home when I have time off/am not working.

The lack of any clean public transportation along with the use of as automobile.

I travel much less and also plan trips such as going to the grocery store on the same day I will need to do something else like a Drs. appointment.

I commute less, but I take more long drives as a way of getting out of my house.

Have not changed, except briefly road riding was more pleasurable without excess cars and trucks.

No longer can go to live music events, which I did regularly. No longer shop for myself - I use Instacart.

Attend meetings on Zoom instead of driving to them. Home most of the time.
I have been driving out of New Paltz only for doctors' appointments whereas normally I'd be driving as far as Woodstock, Beacon or the city for recreation and shopping.

Much less driving all around.
yes, driving way less and staying close to home when driving. Recreational patterns have totally changed, as places I normally frequent are overrun with people (state parks, local hiking trails and swimming areas, etc)

Minimal changes

Drastically dropped the amount of driving I do for non necessity shopping, family visits, appointments.
Less driving due to lack of places to go, and also combining trips and shopping for longer periods at one time. I am fortunate to live on a rural road and have large property, so I have stopped using area recreation resources to give space for others that don't have at-home opportunities. (And also to avoid crowds)

I can't go to shows in the city because there are no shows and I'd rather not ride Metro-North currently.
I have not been able to do many things I would normally participate in as they are all closed or the regulations are severe enough its less enticing to go. I remain confident that Ulster has the best in mind for its residents and when it is safe to allow these things to resume, they will. You all do the best you can with what youve got. Thank you

A lot less travel, only very local car travel (only two tanks of gas from March-July). A lot more walking or biking.

no chahbes

I have not been taking trips out of state. I shop less and use my car less.

I only go out when it's necessary. Until COVID-19 is under control, I do not go on recreational activities.

I don't go anywhere.

More hiking, no Recreational shopping

Everything has changed

I make less trips out of my home and order more online to be delivered to my home.

Can't take public muni anymore. Walk or ride bike now
I used to wake up at 4:30 am

To commute on Shortline to the City.

I'm scared to sue public transportation, which sucks because I don't drive.

Less driving. I have less time for recreation because of childcare.
My transportation mode has not changed. I do limit my trips to necessary locations. This means work, medical visits, grocery store, etc.

I haven't been driving as much because I've been working more from home.

Less travel locally and almost none outside the county.

Less driving due to telecommuting, less events to attend.
Less than once a week total for journey to work, social, and recreation combined.

I leave home only for essential tasks.
INCONVIENIENT TRAVELING SCHEDULE FOR MY HUSBAND - Metro North changed it schedule to include additional stops on the 4:45 am train which means he has to take the earlier 4:15 am train to get to work on time. UPL bus had cancelled service and now has a shortened schedule (last bus from Poughkeepsie train station is 5:45 pm). Due to the lack of transportation, I have to pick up/drop off my husband at the train station everyday. PLEASE PLEASE BRING BACK THE 6:50pm UPL (from the Poughkeepsie train station) so I would be able to pick him up in Highland's Sunoco Gas Station and wouldn't have to deal with the bridge traffic.

Lessened

I barely leave Kingston. For context, I've filled my gas tank twice since March. I normally commute to Hudson so fill up 1+ time per week in the pre covid world.
I do not have the UCAT upl bus to take me over the bridge when I return from work in the evening since the bus only runs until 5:45 pm now with no known date to resume a full schedule
We were driving to the New Paltz park and ride 3 days a week and commuting round trip those days. Now we are working remotely full time.
I can't travel to Kingston at all unless I pay for an Uber. They also rarely want to cross the toll bridge so it's hard to even get an Uber.

stay at home and walk and bike a lot

I drove less but still find many roads unsafe for bike travel or walking

Staying closer to home and limiting excursions. I have not used any public transportation during the pandemic.

Limited. Not leaving house more than necessary.

Not much change

Reduced use of automobile; reduced outdoor recreation involving all forms of transportation

I have not taken the metro north and therefore have not used the UCAT bus to get back into ulster county

No

Yes, staying very local

No change.

I rely more heavily on my car. Gyms have closed and the few paths that exist are overcrowded due in part to an influx of tourists in the area.

No intl travel. Drove around NYS instead

Normally I would go camping and hiking and on road trips to visit family and friends a great deal more than I have been able or willing to during Covid.

More time to exercise

I bike more

I travel less now, but will travel more and more as the pandemic situation improves.

I am wanting to bike and walk more rather than drive so that I get get outside

I drive far less than before.

Staying closer to home.

I have used my car so much less that it actually had issues when I started it up again. I have recreated closer to home. As the pandemic has let up a bit, I have driven to the Catskills for recreation.

I don't travel far away (haven't been more than 50 miles from home) and I only recreate locally since COVID-19.

Working from home, no longer need to commute to NYC frequently

I go very few places but walk more which has been wonderful

I was driving over 100 miles per day, 5 days per week, commuting to work, plus personal travel on weekends.

Now I have weeks when I don't drive at all. We walk and hike from our home as a base.

I used to walk 12 minutes (0.7 miles) to work (25 minutes round-trip). Now I work from home. We are taking more neighborhood walks and doing much less soccer-parent taxi service for our children.

Drive a lot less, almost only local trips to grocery store

less driving, no eating out at restaurants, fewer recreational activities apart from hiking

no

I no longer drive to work 5 days a week. I no longer drive to retail shopping on the weekends. I no longer drive to beaches in NY, NJ, CT, MA, & NH. I no longer drive to airports and fly to a vacation spot. I do continue to drive about 5 minutes to local parks for exercise daily. I do continue to drive 5 minutes to the grocery store weekly. I do continue to drive to Hyde Park and Poughkeepsie to visit family weekly. If I owned a bike and there were bike lanes, I would be biking to most places rather than driving as I have much more time flexibility during COVID-19 and am fully taking advantage of having more exercise.

Limited long trips

I have not been driving as much as I was before

minimal travel

I am driving less often locally and not traveling outside of the region.

Less driving of my vehicle. More hiking/biking.

Rarely go out.

I am afraid to touch anything not knowing if it was cleaned.

Less travel.

I drive less

My need and ability to travel is temporarily negligible.

Travel is limited to food shopping. No recreation.

A tank of gas lasts for at least a month. I stay at home most of the time.

not much change

less driving, more recreation by foot from home

I drive much, much less, as we spend most of our time at home. Which also means that we have canceled traveling this summer.

We no longer commute to work and use the car only for necessary shopping trips.

Travel less and recreate (hike and bike) more.

Got to do additional bike riding while in lockdown!

I'm driving much less. I go only to the supermarket and to do essential errands.

I drive a lot less, and go for more walks in the area.

I drive quite a bit less. Do more walking.

We don't leave home very often. Our recreational activities that require transportation are extremely limited.

I hardly drive anymore. I walk. And I do not take the bus to NYC or Amtrak.

Home a lot more often. Less driving. More biking

Not travelling as much.

I carpool less to outdoor recreational activities, which increases the carbon footprint of said activities.

Conversely, less recreational activities overall may offset this change.

Going fewer places, driving less to shop and attend cultural events. Since warm weather, and since I'm working exclusively from my home, I'm driving more to take advantage of recreational opportunities at a greater distance.

I still drive but do not leave my home except to shop for groceries, do banking, and Dr. appointments.

reduced by 90% or more

Driving less often

Not driving or going out.

None

I cycle more.

I am driving less and biking more, because I'm spending more time closer to home.

alot less driving

Yes as doing less driving and in person shopping and dining and not attending cultural events and performances in person

Unchanged.

More use of recreational transportation areas

I spend less time doing recreational activities away from home (specifically shopping and dining).

Similar to before, but most shopping now done online.

I drive much less

We bought kayaks and a roof rack for the car to take them to different places.

I drive very little and I ride my bike much more for local errands and recreation

I drive much less . I no longer go into NYC very often at all

We continue to spend lots of time outdoors, but always have. We now notice many folks doing the same, creating congestion in wild spaces. More bike/hike spaces please!

Leaving the house much less.

I don't go anywhere anymore.

yes, not traveling at all; biking and walking close to home

I rarely drive anywhere, other than to do necessary errands.

I go fewer places.

I carry out most of my errands on foot, except for major grocery shopping (I live in Kingston).

Spending way less money commuting with gas and tolls from Kingston to Red Hook. I now work from home but will be bringing my daughter to the nursery school anyways there starting in September.

I drive much, much less. I still rarely go anywhere. My recreation consists of walking from where I live.

Very little moving around.

Yes, now that I am working from home, and cannot drive, I wish I was able to go to kingston on my own to get groceries. But instead I have to wait for my fiance to get home from work to go anywhere.

Has not continue to bike for both commuting/errands and recreation.

Traveling less locally and cancelled longer distance trips altogether.

not changed

Yes. Fewer trips across the bridge and no recreational activities anymore

Not driving as much, walking and biking more. We need better bike lanes to encourage more bike transportation!

I'm home more; drive less.

I never use public transportation. I started to go to free public areas such as parks a lot more often than the paid recreational areas because there were all closed.

I hardly leave my house! I haven't put gas in my car since April.

Don't do recreation. Only essential shopping (groceries) by car.

We are driving much less, but when we do drive, are making mostly the same trips to the same locations (except to work).

Was WFH for several months, now back in the office 2-3 half days a week (and commuting 40 mins each time). No longer driving to any restaurants, shopping--only to/from work and to/from outdoor recreation (hiking, etc.)

I am no longer commuting to work

Quarantined, less transportation and only going outside for what's needed (food, etc)

I have traveled very little aside from shopping and drives for my 16-year-old to practice
I am doing less traveling for work but traveling more for recreation to get outside in a space that allows me to be socially distanced from other people - trails for hiking and running etc.

decreased

increased walking

much less driving, currently but, that will change and I will be back on the road.

I am traveling far less.

number of trips reduced

I am staying home on the weekends instead of traveling around the region

I don't go very many places.

Significantly less driving. More bicycling and walking.

I've been going to the mountain less because there's no parking up there

Drastically, During our covid-19 pandemic my trips were limited to work and grocery

I basically stopped driving to all the places I used to go to except the supermarket and the farm.

I stay home instead of going out hiking.

Bike more

For me, not much.

bus service has been limited.. walking

Staying local more; less commuting to work as well.

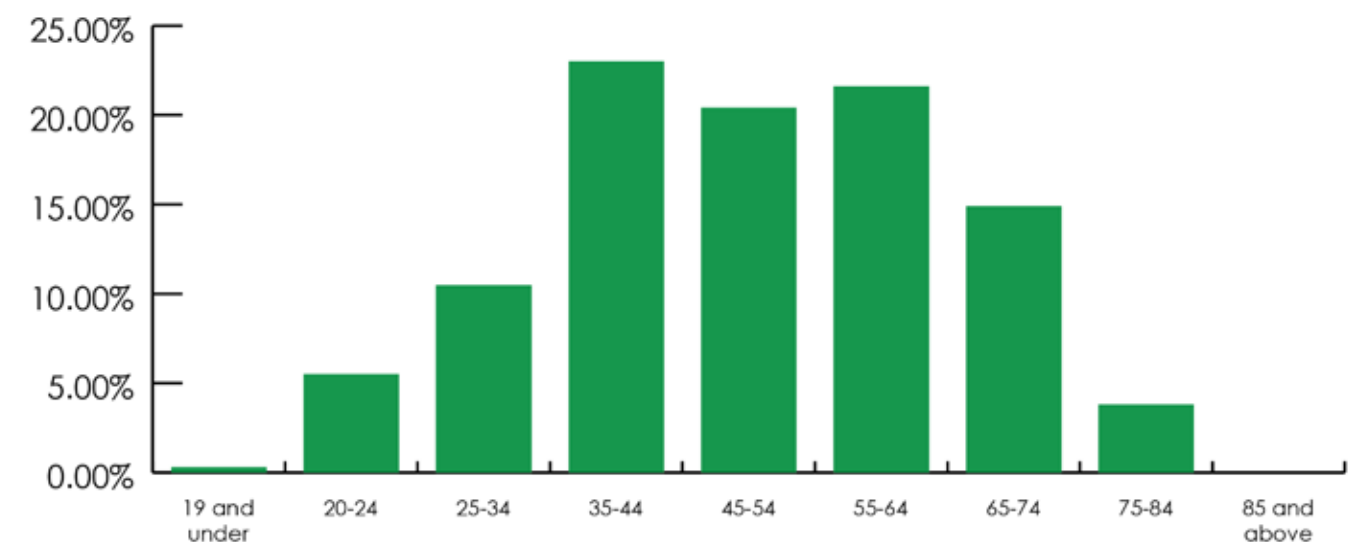
No public transportation right now. But I intend to resume using the bus if and when I work from the office.

Walking/cycling for recreation way up, online shopping except Target/Groceries/Home-Depot. Driving mileage way down, but car getting more wear and tear in the driveway from kids hitting it with their bikes, etc!

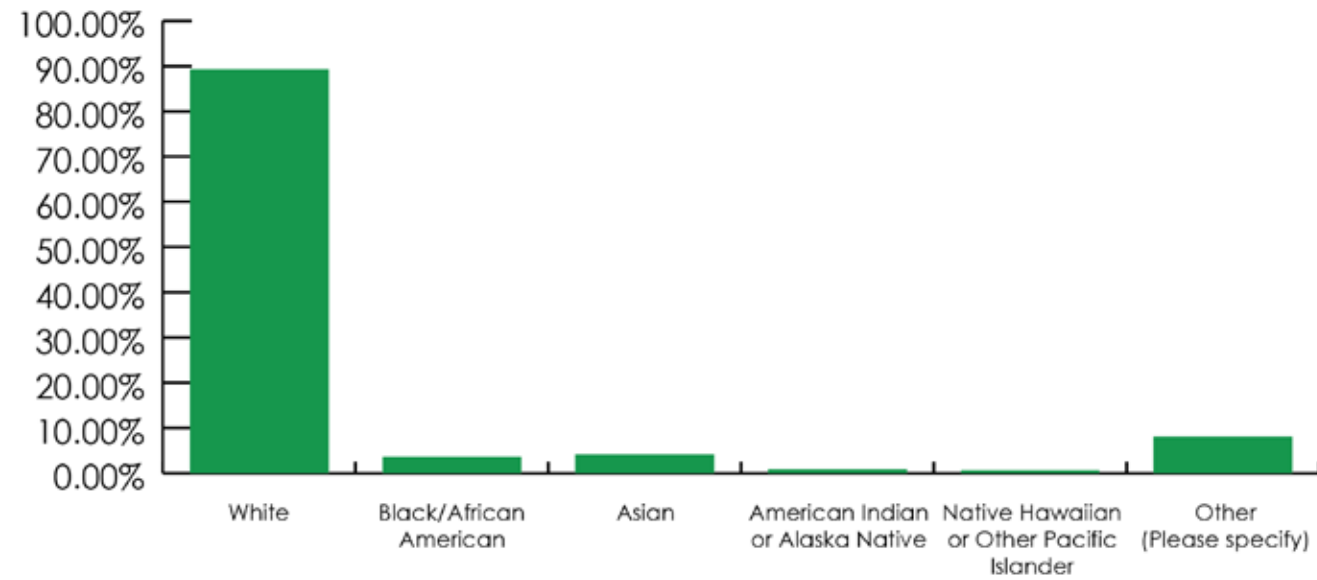
Stay at home more than ever

mostly I stay home now. I used to go on the trails and to the parks.
I have reduced my local travel by chaining errands, shopping less frequently and limiting my patronage at restaurants and other live entertainment opportunities.
much less driving

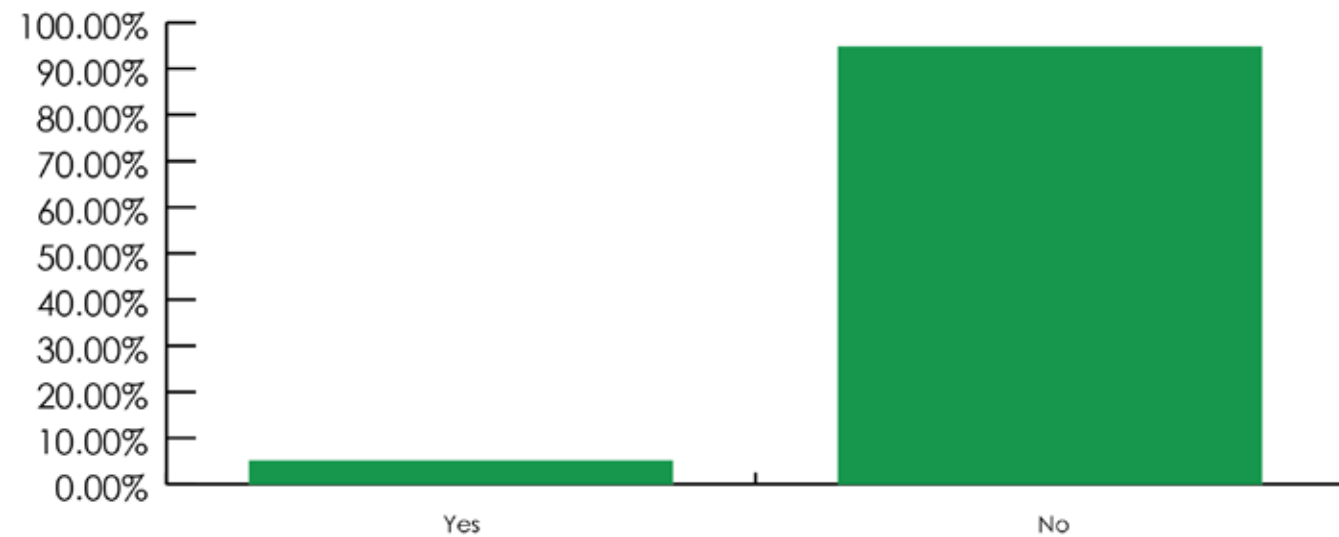
What is your age?



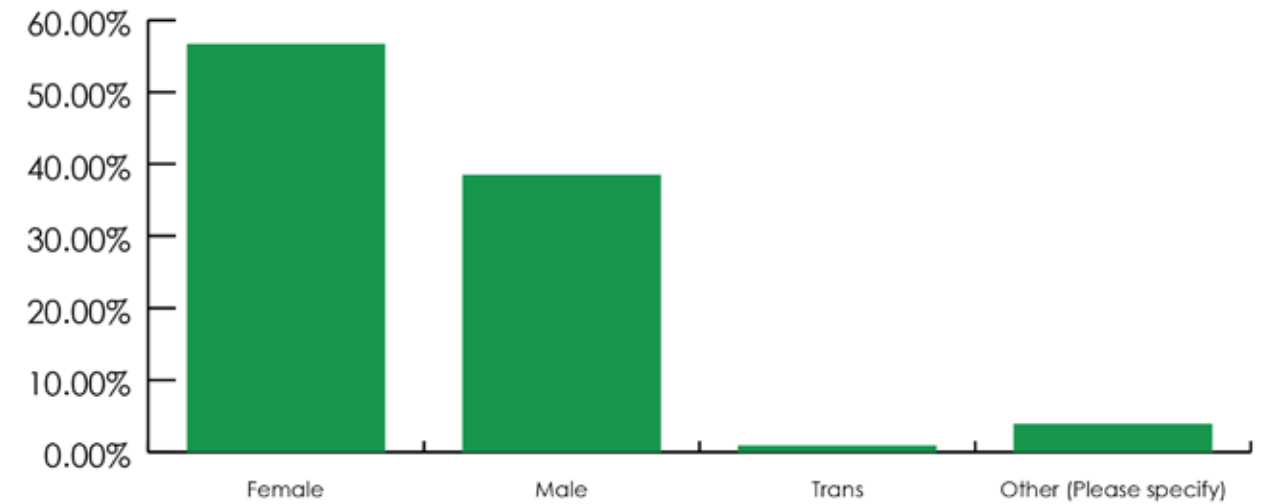
What is your race? (Select all that apply)



Do you identify as Hispanic/Latinx?



What is your gender?



PLEASE SHARE ANY OTHER COMMENTS YOU HAVE FOR THE FUTURE OF TRANSPORTATION IN ULSTER COUNTY.

More buses, better schedules

Be innovative while preserving the history of the area.

I'd love to see us less car-dependent, despite our spread-out geography and low density. We can, however, limit the distances people drive by providing more public transportation. Park & Ride lots (with bike racks!) near efficient bus/light rail service would be a dream come true, especially if they made it easy to transport a bike with you. When the many, many millions of dollars come raining down on us, I hope we will reduce the priority of fossil fuel-based transportation, where through supporting non-powered transportation (safe walking & biking) or through supporting solar/electric, etc. It would also be great to find ways to make it easier to cross the Hudson River.

You have many at-risk families. Ask yourself if your transportation plan assists them.

How about a light rail

I really hope we get real public transportation! Would be so great.

My now-18 YO grandson who has lived with us for several years used UCAT for work, to get to school, and for social occasions until we gave him a car. Just wanted to give you some praise!

Get in touch with seniors & those who USE public transportation> LOCAL LEADERSHIP lives in a bubble & all have cars.....LISTEN TO ACTUAL PEOPLE & stop with the clique hive mind

Keep it up y'all, public transportation is key to developing cities and providing basic access to needs for residents without the finances to afford personal transportation.

More bike paths free from or physically protected from car traffic

Thanks for this survey and your important work. Please work to reduce our carbon footprint by encouraging modes of travel other than cars, and when cars are needed, providing ample electric car charging stations.

Please expand rail trails.

Please help us get across the Kingston-Rhinebeck Bridge with public transit!!

More protected bike lanes in Saugerties so it could be a form of transportation

We need more separated bike/walk lanes, more pedestrian- and bike friendly routes and spaces (this includes covered bike parking), more bus service (always with the bike racks), LOWER SPEED LIMITS (especially through town centers such as Rosendale), better urban planning so that residents aren't forced to drive everywhere.

Transportation is the lifeblood of any community, the community will remain stagnant when its people cannot travel to find a sustainable position because of the lack of transportation

Continue support for rail trail and active transportation networks. Increase bus availability and expand schedules. Lack of, or inefficient transportation affects so many people's access to recreation, jobs, and services.

I live near Ellenville. The only transportation for those without cars is UCAT- which is NECESSARY. I hope when/if I need it, I can get transport for medical appointments- which are almost all out of town.

The schedules could be more clear. Especially where they show links between routes.

More rail trails! These are great modes of transportation for recreation, exercise, and connecting communities for economic growth.

Need to move beyond county lines and connect northern parts of the county....not just south to Poughkeepsie

Public surveys are a great start!

The wildlife is flourishing due to our limited involvement. That's what makes Ulster County so attractive. How can we encourage more of that. Give tax breaks to companies that encourage working from home, something.

Walking on roads in Ulster County is unacceptably unsafe. Few roads have shoulders.

Thank you for your work on this!

A well thought out infrastructure that makes people less dependent on their cars would be so wonderful. To me, transportation also means the upkeep of roads, bridges, and traffic control devices. I would like to see the roads repaired, the traffic control signals (and their cabinets) upgraded and vehicle detection installed, and the brush cleared to make signage more visible (I.E. - South Wall Street in Kingston, Frank Sottile Blvd in T/Ulster).

Thanks for asking for input!

Expand and support UCAT stops/hours.

Upkeep yes, but no more construction when it comes to car transportation.

Please use uniform neat signage in all communities.. mark road crossings also... Clear the parts of the trail which cross in dangerous spots - Main Street in New Paltz.. The unkept garden on the north section must be cleared. Cars cannot see walkers or bikers as they approach Main Street.

Rail trail signage could be improved right now, the O&W and Wallkill Valley Rail Trail have access points a mile apart in Rosendale, there should be a sign at the junction.

N/A

provide guidance for personal mobility changes that coming and its accomodation

Better connections with other rail providers. Why don't we have better connections with Beacon train station and rhinecliff Amtrak station.

Bicyclists should be given access to all bridges. Bicyclists should not be denied any road without there being access to a parallel road. Bicyclists should be accommodated during construction. New buildings, shopping centers, etc. should show their plans to accommodate bicyclists. Stoplights should accommodate bicyclists. Signs should show the most bicycle-friendly roads through congested areas, which should not be the longest way, but the most direct. The first state to grant equal rights to the road to bicyclists was New York in 1887.

Good luck, and make it environmentally good please.

we need more of it.

Switching our way of life to primarily sustainable resources is necessary to lessen the terrible affects of climate change that will increase in times to come.

More greenways/bike lanes would be great, especially on rural routes like Lucas Turnpike that have heavy traffic; some paved bike lanes like HV Rail Trail between Highland/Poughkeepsie would be amazing. Maybe even a more easily accessible bus or light rail route between Kingston/NP/Poughkeepsie, etc. and other Ulster towns would be amazing (more of a pipe dream).

Added senior benefits

I have an EV (Nissan Leaf) and I applaud, encourage and value building the EV infrastructure. Plus a big one: envision and develop the Hudson and Esopus as viable and vital modes of transport and commerce as they were in the last century.

Sidewalks, green spaces for transportation corridors & in urban centers, and a further network to improve private/public transportation that reduces GHG reductions; and that makes mobility a right not a privilege.

Please connect across the river (Red Hook + Bard College), please!

I live close enough to work to use a scooter/bike on a good weather days. The thing that keeps me from buying one and using it is the lack of safe roads that I can go 35mph on. I'd need to travel 44/55 or 208 and with no shoulder, high speed travel and trucks, it's just unsafe. Yet, I so would make this investment to travel this way if it was possible.

Look to The Netherlands for a playbook. Don't f it up.

Please take a look at <https://postcabonlogistics.org> for an overview of moving goods and people from place to place in a carbon constrained future

In order for public transportation to be utilized, it is going to have to be substantially subsidized. The people who will use it generally cannot afford an automobile and are living below or at the poverty level.

Keep it simple.

Accessibility is key

This is so important in terms of equity, job creation, and even tourism to the region. I look forward to seeing the Ulster County transportation system improve.

Rural transportation.

No mention of enhancing enforcement of existing rules of the road, including video. May require state action for full enforcement, but planning to work with law enforcement leaves the stool of "engineering, education, enforcement" more wobbly than it already is.

I dread the point when I may be unable to drive myself. There is NO way to get ANYWHERE without a car. I'm 2 miles from town center and shopping. Many people are much further. BTW, I am on the Woodstock Complete Streets Committee and the Planning Board.

More public transportation is really needed for Ulster County to connect to more affordable housing in the rural areas.

While it is tricky as it may add more automobile traffic, adding an extra lane to the thruway would lessen the congestion and, possibly, pollution.

Please think about and push hard for the larger changes we need to be competitive with other regions of the country. I'm happy to take a call or be part of focus groups, etc. I've long had an interest in transportation and take note of what I see when I travel the country for business. (Also, on another note - removing the toll booths is good start for the Thruway, I'm excited for that project to be completed)

It would be great if the UCAT system was designed to be attractive and useful to tourists/visitors. Many people arrive by Trailways and no one has any idea that they can take a local bus to visit other communities and destinations, like the ART or Belleayre.

Monorails

County level daily transportation connections to Dutchess county seem like a wise idea.

We need more opportunities to use environmentally responsible modes of transportation.

X p.m bus should leave from the plaza, like the a.m run does, instead if heading out from golden hill. A 12:30 to new paid a direct would be a benefit to riders. The alternative is to wait for the 2:20, or to take the ellenville bus to Stone Ridge campus, sit for 20 minutes, then take the college link bus into new paid a.

PLEASE CONNECT BARD AND RED HOOK TO KINGSTON VIA BUS

Our state and nation ought to be further ahead in regard to transportation. I do believe Ulster County has the ability to get ahead on this issue and perhaps be a regional leader on it. I'm happy this survey is being conducted!

Parking for cars in lots at bus stops in Rosendale and New Paltz needs expansion. Better pedestrian access in Kingston southward on Rt. 32 from Stewart's to Golden Hill is important. That area seems to be a disaster waiting to happen.

Accept change.

If transportation will continue to be planned for the benefit of businesses and profits, then it will be a net loss of opportunity for the entire county. People over profits should guide planning henceforth.

More routes for more out of the way resident areas and better para-transit Service

ACCESSIBLE TRANSPORTATION IS EXTREMELY IMPORTANT AND SHOULD BE ADDRESSED AS SOON AS POSSIBLE BECAUSE WE HAVE A LARGE GROUP OF SENIORS, DISABLED AND PEOPLE WHO DON'T DRIVE WHO HAVE TO PAY CAR SERVICE OR RELY ON OTHER PEOPLE JUST TO GET AROUND.

We need to reduce reliance on cars/individual transport to meet climate goals. Biking is vital!

more bike lanes

Public transportation is so important for people to get to work, to the grocery store, so many important destinations. If there isn't a good reliable system the citizens who need it for their essential trips it will be at risk.

Bike lanes

Create a better traffic flow to encourage business growth

The UCAT system is beyond obsolete in comparison to the public transportation systems of other occidental countries. We can agree that some individuals rely on the UCAT as a means to go to and from their home, work, grocery store, etc., but the people of Ulster County deserve a more robust, modern, and efficient system.

After Covid, if there are eventually emission-free or low-emission, frequent buses between Kingston (where I live) and New Paltz (where I work) I would use them instead of driving.

Make it a ride share on call. Add short "trollies" covering short distances in new paltz, Kingston, saugerties, Woodstock, and Ellenville

As I stated earlier, adding a bus line that went into Dutchess County would be a fantastic addition for residents of both areas.

Electric buses will provide cost savings for fuel and maintenance, and remove diesel exhaust from our cities. Please consider making a commitment to use electric transportation.

I think a lot about how Uber, electric vehicles, and scooters would change transportation in the future and how they may present policy and legal issues for use on the existing system. When planning and designing new transportation corridors, it is very difficult to move from our experience now and imagine a completely different paradigm. I wonder how the long-range transportation plan could more effectively inform our planning and design processes for projects now.

Stop burning fossil fuels and start using renewable energy sources.

I appreciate the work you are doing in updating Ulster County's Long-Range Transportation Plan - thank you.

I would love to see more frequent routes in New Paltz. I would also love to see service expanded to Mohonk Preserve and Minnewaska.

I recommend that you do a study on the infrastructure in European countries that effectively use public transportation, and see how it can be applied to New York. Make it easy and appealing to all. Consider campaigns to change the mindset of Ulster County residents who always use their personal vehicle. thanks for being there

I hope that we will see more bus and light rail availability in the county soon.

It would be great if there were reliable, affordable ways to get to towns for shopping, recreation spots for hiking, etc., without needing a car. It is a failing in the U.S. generally. As in other things (e.g., healthcare) we are behind Europe in this.

We have lived here for 20 years. Driving to work was once pleasant, but is now frustrating with many drivers taking risks (speeding, tailgating, passing on double lines, cutting people off, etc.). It would be good to find a way to improve drivers as well as the mode of transportation. Perhaps make drivers take a road test every five years to keep their licenses?

There should be a lot more safe trails for people to walk and ride bikes on, ones not shared with cars preferably.

Please create a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff, to facilitate the Bard community's connection to our nearest urban area, and to help residents of Kingston who work at Bard College have greater access to their livelihoods.

Golf carts.

Few cars, more alternative modes of transport for all ability levels. More public education and funding for bicycling, better bike lanes and protection for cyclist, driver education about how to share the road with cyclists, etc.

I would love to see more public transportation in this area, and much better biking infrastructure in Kingston.

I do think a public transportation link from Red Hook or Bard College to Kingston shopping and/or cultural areas, at least on weekends, would be a good idea.

I think that it would be good to have a public transportation option that would go across the Kingston-Rhinecliff Bridge between Kingston, Bard College, and Rhinecliff. This would connect the Bard College community to its nearest urban area and be mutually beneficial for the College community and the Ulster County economy (it would also allow Ulster County residents greater access to the programming offered by the College, specifically artistic and cultural events).

Bicycle transportation is seriously undervalued here.

There needs to be a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff train station. Many people commute via Amtrak and we need a way to reduce all those cars on the bridge.

Bicycle & pedestrian friendly cities can be a major driver of economic growth because of the lifestyle it supports and the people it attracts.

Need to link Kingston Northern Dutchess (Bard/ Rhinecliff) with public transportation across the Kingston Bridge.

As mentioned earlier, I support transit between Bard College campus and Kingston.

I wish that some organization would resurrect public transportation to NYC by boat on the Hudson. It would be fantastic to commute across the river by bus to work (at Bard) and also for student to have public transportation to get to Ulster county for shopping, recreation, and to interact with community groups.

Please consider alternatives such as cycling for transportation.

Please concentrate on maintaining better road surfaces. More paving, less chip/seal.

DO NOT PUT UNNECESSARY traffic lights !!!!! They only slow down traffic and ANNOY everyone!!!!

If we had a bus, so many of my underserved students from Ulster County could take classes for free at Bard College.

Less cars, more sidewalks (especially around the Mall area). better bike lanes, light rail system in Kingston Bard College's plans for expanding tuition-free education for members of the Kingston community would be significantly supported by improvements in public transit infrastructure crossing the Hudson River. This would benefit both the college and the community tremendously.

please note in future surveys the term "female" and "male" refer to sexes not gender identities.

Would love to see a cross-bridge public transportation option that would go from Kingston in a loop to Bard and Rhinecliff, to facilitate the Bard community's connection to our nearest urban area!

I work at Bard, and I am thinking about where to buy a home. If there were an easy public transport option over to Kingston I'd love to look there!

I work at Bard College. There are MANY foreign students and students with no cars (hundreds!) who would LOVE to have ways to get to Kingston to shop at the malls/stores on 9W (in addition to the trips 2x/week provided by Bard). You might consider facilitating this to increase tax revenue from this source (working with Bard's transportation office to offer different days/times). Thanks!

Please continue to ask the people for input!

It would be great to see public transportation extended to cover a cross river route over the Kingston/

Rhinecliff bridge.

I do NOT support BIKE LANES

Would love to see improved public transportation along 209 as well as a cross-bridge route.

Thanks for doing this work.

they could streamline in a little bit more better

More buses! More Bike racks! Thank you.

I believe that the pandemic will have long lasting impact to the travel patterns in the Hudson Valley. I think travel between Urban centers will lessen as we come out of the crisis.

I feel there is going to be a revolutionary transformation for passenger and Freight Vehicles due to electrification. Tesla currently holds over 80% of the market and no competition has the engineering expertise or the battery capacity to catch up. They have over 18,000 installed chargers in the continental United States. No one else has anything close. Ford and VW are working on a competitive system with a few thousand installed. The Tesla Chargers are automatically billed to your account and avoid all the awkward problems with the competition. I have close friends with a Bolt who do extensive traveling, they report total disasters with maintenance and payments for the competitive, widely spaced chargers. I find it very strange that New York State is using taxpayer funds to subsidize these substandard, expensive chargers. VW is required as part of their diesel cheating scandal to install a nationwide charging system. In light of all this I think New York State's efforts are a waste of time and money.

I tried to take your survey, but it refused to advance to the second page.

With great respect for your hard work

Alex Wade

8/31/2020

Hi Brian,

Per our conversation just now, attached is the Ex Summary of the 2019 State of the Trails Report submitted by UCTAC to the Economic Development, Tourism, Transit & Housing Committee (our parent committee) in June, 2020.

Please accept this as a comment on the draft LRTP.

Best,

Kevin Smith,

2020 UCTAC Chair (attachment follows)

Kevin D. Smith, Chairman

Woodstock Land Conservancy

Ulster County Trails Advisory Committee 2019-2020 Summary to the Legislature

May 2020 COVID-19 Update: Ulster County's shared-use trails provide an extraordinary refuge, supporting physical and mental health, social connection and access to nature.

The coronavirus pandemic brought an enormous increase in visitation to parks and trails in early 2020. With the closing of schools, workplaces, shopping centers and movie theaters, people turned to the public spaces that remained open. Nationwide, many trails and parks reported increased usage ranging from 200% to over 470%. Locally our parks, preserves and trails revealed themselves as the essential public infrastructure they

APPENDIX E: PUBLIC COMMENTS

Submitted during the period August 1 – August 31, 2020

8/27/2020

Ulster County Transportation Plan comments

Congratulations for a job well done. If it weren't for the covid-19, I would have very few comments. However, I feel that the recent events have completely upended all of the financial assumptions in this document. New York State and New York City are on the verge of bankruptcy. Terrified residents of New York City have poured into our area. I am afraid that the 20% local match for Highway projects will no longer exist. Furthermore, even the federal funds may be cut due to the need for immediate stimulus and the fact that it takes many years to actually spend Highway funds.

My biggest worry is the large number of substandard bridges in our County. It seems highly unlikely that in the near term there will be funding for repairs or replacement. Even though repairs are already scheduled, it may be necessary to implement one-way traffic and/or load limits for these bridges.

I have noticed major increases in traffic volume on route 212 and connecting roads. Much more hiking, biking and overall traffic. This may be temporary, but will have an impact on traffic patterns.

The table on Railroad traffic dates back to 2014 before the massive increase in the use of tanker cars.

are, as essential refuges during a public health crisis. The demand was so great that some trails and trailheads filled beyond their safely manageable capacity and were forced to close.

This showed us what planners, park and recreation professionals have known and argued for a long time: we invest in parks and trails because they are critical to our quality of life, our health, and our economy. We are now witnessing and living this reality firsthand in Ulster County in unprecedented fashion. In the second half of 2020, as the County and region shifts its focus to when and how to responsibly ‘reopen’ our businesses and vital tourism sector, our trails and parks will be central to those efforts as well.

We literally changed the Trails Map in 2019: Ulster County Government’s bold vision and commitment – with partners in government, NPOs and trail organizations – to build and steward a connected network of high-quality shared-use trails – is paying off. 2019 saw the largest expansion of shared-use trails in Ulster County in several decades. The County will continue reaping those benefits as several Empire State Trail & other trail projects are slated for completion. By year’s end, a major portion of Ulster County’s premier shared-use trail network will be open as part of New York’s 750-mile Empire State Trail! It could not come at a more important time for the County.

Trail Vital Signs – Snapshot of major 2019-2020 Projects & Forecast:

- 75 miles of nonmotorized multi-use trails completed and in public use, out of a potential 123 miles.
- 20 miles of new trail were opened in 2019, on 4 trail corridors
- Ulster County trails received at least 600,000 visitors in 2019
- The longest continuous off-road stretch is 22 miles, on the Wallkill Valley Rail Trail
- 12.4 miles of new trail are in active planning stages and could open in 2020
- The Empire State Trail will be completed, connecting Ulster County to a 750-mile trail system extending statewide, from New York City to Canada, and from Albany to Buffalo.
- A Corridor Revitalization Study will examine the 5-mile segment of County-owned corridor between Highmount and Big Indian in the Town of Shandaken.
- 12 miles of the Wallkill Valley Rail Trail, from Rosendale to Kingston, is undergoing restoration by the Open Space Institute (OSI) and Wallkill Valley Land Trust during summer and fall of 2020.
- Closing just 4 gaps totaling 9.6 miles would result in a continuous trail from the City of Kingston to Ellenville, and from Kingston to Wallkill, ‘knitting’ six new communities into the trail network.

See p.2 UC Trails “Vital Signs” Table summary of major shared-use trail projects (completed, under-construction, in-planning, envisioned) & p. 3 Map 2020 UC Shared-Use, Non-Motorized System

“Vital Signs” of Ulster County Trails - Status of Rail Trails & Shared-use Paths, 2019-2020										
Railroad corridor/ section	Total corridor length (miles)	Completed trail in use		Completed trail needing upgrade	Trail planned or in construction		Trail route defined but not planned or constructed	Trail corridor acquisition needed (miles)	Mileage completed in 2019	Mileage planned to open in 2020
		Off-road	On-road Connection		Off-road	On-road Connection				
U&D: Highmount to Big Indian	5.0						5.0			
U&D: Big Indian - Phoenicia	8.0						8.0			
U&D: Phoenicia to Boiceville	6.0						6.0			
U&D: Ashokan Rail Trail (NYC DEP)	11.5	11.5							11.5	
U&D: Basin Rd. to Rte 28A	1.6						1.6			
U&D: Rte 28A to Kingston Plaza	4.5							4.5		
U&D to O&W: Rte 209 corridor link	1.8						1.8			
U&D: Kingston Midtown Linear Park	0.8				0.8					
U&D: Kingston Point Rail Trail (Phase 1)	1.1	1.1							1.1	
U&D: Kingston Point Rail Trail (Phase 2. Trolley Museum)	0.4						0.4			
U&D: Kingston Point Trolley Path	0.8	0.8					(footpath link)			
O&W: “Kingston Rail Trail Project” (Kingston - Hurley connector)	1.8				1.8					1.8
O&W Rail Trail: Hurley to Accord	13.0	13.0								
O&W Rail Trail: Accord to Kerhonkson	4.3	3.5					0.8			
O&W Rail Trail: Kerhonkson - Ellenville	5.8	1.2			4.6					
O&W Rail Trail: Ellenville - Spring Glen	4.5						4.5			
Wallkill Valley Rail Trail: Gardiner to Ulster*	22.0	22.0		11.0	9.0*					9.0*
Wallkill Valley Rail Trail: Shawangunk Correctional	1.4							1.4		
Wallkill Valley Rail Trail: Town of Shawangunk	2.4	2.0	0.4							
Wallkill Valley Rail Trail: Walden/Orange County section	2.2	2.2								
Wallkill Valley Rail Trail: Kingston connection (EST)	2.5					2.5				2.5
Empire State Trail (EST): Kingston to Rhinecliff Bridge	3.7					3.7				3.7
Rhinecliff Bridge walkway and approach (EST)	1.9				1.9	1.6				1.9
Hudson Valley Rail Trail: Town of Lloyd	3.5	3.5								
Hudson Valley RT: Town of Lloyd (Phases 3 & 4)	2.0	2.0							2.0	
Hudson Valley RT New Paltz Connection (EST)	3.1	1.6	1.5						3.1	
River to Ridge Trail & Foothills Loop	6.0	5.2	0.8						2.2	
Walkway over the Hudson	1.3	1.3								
Totals:	122.9	70.9	2.7	11.0	9.1	7.8	23.6	10.4	19.9	9.9

*Note: 2020 Improvements to 9 miles of existing Wallkill Valley Rail Trail (by Open Space Institute) in Towns of Rosendale and Ulster are not included in totals.

8/31/2020

Brian,

I really needed to submit this particular message your way before 5:00 p.m. today, at the conclusion of the business day. What I can honestly state, very briefly/concisely, is the very important message sent by me to other transportation agencies, as well as public transportation authorities (In Eastern New York State, Throughout The State of Vermont, & Western Massachusetts). The fact of the matter is that I really need to be in close proximity from my immediate family members since my devotion/loyalty is 100% extremely sincere. There are a lot of other considerations that I need to really carefully determine, also based on various, precarious past circumstances (in this one particular case, commuting scenarios that must never ever occur again). I will NOT (and cannot) (and MUST NOT) settle for, as one individual had responded to me on the phone, at the beginning of this particular month (August 2020), "It is just the nature of the beast." The aforementioned, Brian, is just not right, and, also, NOT fair. And I am really 100% determined to do all the can be possibly done by me to find a realistic, doable, long term solution, not just for my own sake, but for other individuals as well - really helping to better our communities (ameliorate society for the 100% positive). What has been written by me to the various above other transit organizations is, most likely, as one other individual had told me once, and 100% agreed, is the implementation of a microtransit van/shuttle service available to all (Who Who Work/Live In Ulster County) [Scheduled Either 24 Hours In Advance or 48 Hours In Advance], within the same hours as regular fixed route bus service. It should, as well as really could be a 100% vital service, considering various situations that are a real reality right now (the new normal, as one of my siblings stated to me), painting not a good picture of the public transportation situation in so very many countless (too many to even count) locations. In other words, not a lot of people are taking public transportation due to various, legitimate reasons.

It should be a major priority for the administrative representatives throughout the Ulster County, New York seat to make 100% sure that all passengers are confident, as well as both safe and secure. It should also be majorly important for the public transit service serving the county is receiving the accounted revenue via these particular 'lifeline' mobility methods (the regular fixed route bus service and the microtransit van/shuttle service, available to all, scheduled in advance).

I am submitting this particular letter to your attention before 4:50 p.m. today, and will next access e-mail at some point during the evening, tomorrow, September 1, 2020.

Take good care, Brian. Stay safe. Be well.

Sincerely,

Andrew Barret

cc: Mr. Jordan Posner, Mobility Coordinator, Green Mountain Transit
Ms. Michele Boomhower, Director of Policy, Planning, & Intermodal Development, Vermont Agency of Transportation



2045

Long Range Transportation Plan

For the Period October 1, 2020
to September 30, 2024



Prepared By:

Ulster County Transportation Council
244 Fair Street, Kingston, NY 12402-1800
<https://ulstercountyny.gov/transportation-council>