

Ulster County Transportation Council New Paltz Intermodal Facility Plan

Plan Summary – May 2015



PURPOSE OF PLAN

The Ulster County Transportation Council (UCTC) New Paltz Intermodal Facility Plan (“the Plan”) was initiated at the request of the community and bus service providers with support from the New York State Department of Transportation (NYSDOT). The Plan’s primary purpose is to guide decision-makers on how best to meet future transit needs of the New Paltz area. Consultants involved in the Plan’s effort include transit and planning professionals as well as a local architectural firm. A Community Advisory Committee consisting of local residents, community leaders, bus service providers, and oversight agencies was formed to guide the Plan from its inception. UCTC also funds other efforts that recognize the importance of bus service to the New Paltz area. This includes funding made available to increase bus service to New York City, expand park and ride facilities, provide bus “link” service to Poughkeepsie, and purchase buses for the community shuttle service.

CURRENT STATUS

The work done to date illuminates needed improvements and offers alternatives for consideration, including alternative locations for a bus station. The Advisory Committee listened closely to all stakeholder concerns and worked to present viable alternatives that balance competing community needs. Input from two public meetings and discussions within the Advisory Committee suggests that a level of support exists for some improvements to meet both the existing and future bus service needs, including addressing the inadequacies of the existing bus station if that alternative is chosen.

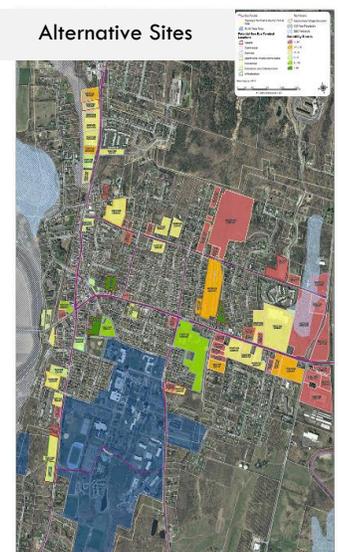
Existing Bus Station



ALTERNATIVES CONSIDERED

The Plan includes a comprehensive look at possible locations for a new facility. Alternative site configurations and facility sizes are also part of the analysis. Finally, several alternative layouts for the existing bus station location were prepared. The initial examination of feasible locations for a new facility identified approximately 70 sites that potentially could meet future transit needs. To narrow these sites, a scoring matrix that incorporated public input was developed. This ranked sites as highly desirable if they provided for walkability, proximity to the New Paltz core business district and could accommodate adequate free parking.

Alternative Sites



the pros and cons of each site. These are included as part of the [latest presentation](#).

ALTERNATIVE & CONCEPTUAL SITE PLANS

Several alternative site plans were developed for the following locations: 1) Adjacent to the existing Village Hall; 2) The former STS site including the existing park and ride; and 3) The existing bus station location. Each location offers unique advantages and disadvantages that are outlined in the presentation.

For each of the locations the Advisory Committee choose a site plan to advance to concept level for cost estimates and public presentation. For the existing bus station location site two site plans were advanced.

NEW PALTZ INTERMODAL - SITE ALTERNATIVES SUMMARY PAGE

	ONE	TWO	THREE	FOUR	FIVE	SIX
EXISTING SITE						
PARK & RIDE						
VILLAGE HALL						

CONCEPT PLANS



The two concept plans for the existing bus station site on Main Street are as follows:

1. The first alternative would utilize the existing building and make some changes in the arrangement to buses and on-site parking as well as provide on-street improvements. This alternative is designed to improve overall safety at the site where currently pedestrians and cars are mixing with buses. This alternative also provides sidewalks across what is now open street frontage at the gas station located west of the Prospect Street to further improve pedestrian safety for all users in this area. A total of 3 bus bays are provided in this alternative comparable to what is there now. An on-street pull-off is provided for the New Paltz shuttle bus (UCAT) under this alternative.
2. The second alternative requires acquisition of an adjoining property. This alternative provides additional on-site parking, additional green space, and an additional bus bay. The on-site parking would be available for taxis, drop offs, and rental/zip cars, etc. A new building would be constructed located at the front of the site allowing better pedestrian access and bus bay orientation. This alternative includes the on-street improvements noted in the first alternative.

For each alternative, parking is shown located on a vacant lot behind Main Street. This parking was included in each of the alternatives to address the parking needs of both the bus station and Main Street businesses. The Advisory Committee felt that this parking met an important overall community need. The parking is not necessary for the implementation of either of the existing site alternatives if the community continues to allow parking on Prospect Street that currently helping to meet the bus stations needs.

Routing Alternative: The use of Prospect Street by buses during the day was included in the most recent presentation as a routing alternative that would allow limited bus operations to avoid congestion and turning movements on Main Street during peak periods. This routing alternative was recognized as having significant impacts by the Advisory Committee and is not necessary for the implementation of either of the existing site alternatives. Significant concerns about this routing alternative were raised at the public meeting and additional concerns were seen in comments submitted by email after the meeting. The final report will note these concerns as major issues and this routing alternative will be dismissed.

NEXT STEPS

UCTC working with the Advisory Committee will prepare a draft final plan for comment by early summer and will incorporate the comments received into a Final Plan. The Final Plan will be provided to the UCTC Policy Committee and the community. Before any improvements to meet the bus service needs of the community are begun community support and leadership from the Town of Village of New Paltz will be needed.

Should the community wish to start the next phase in the planning and design process, UCTC will seek the necessary federal funding to support this effort. Part of moving forward will include confirming the alternative analysis in the Plan and conducting additional public outreach. UCTC can assist in this process but the Village, Town or the private sector will need to lead it.