



CONNECT MID-HUDSON TRANSIT STUDY

STAKEHOLDER MEETING PRESENTATION



Project Background

- Following the 2000 Census, the Mid-Hudson Valley region was designated as a Transportation Management Area (TMA)
- The Mid-Hudson Valley Transportation Management Area (MHVTMA) includes the Metropolitan Planning Organizations (MPOs) in Orange, Dutchess, and Ulster Counties
- TMAs must develop a Congestion Management Process (CMP) that identifies actions and strategies to reduce congestion and increase mobility



Project Background

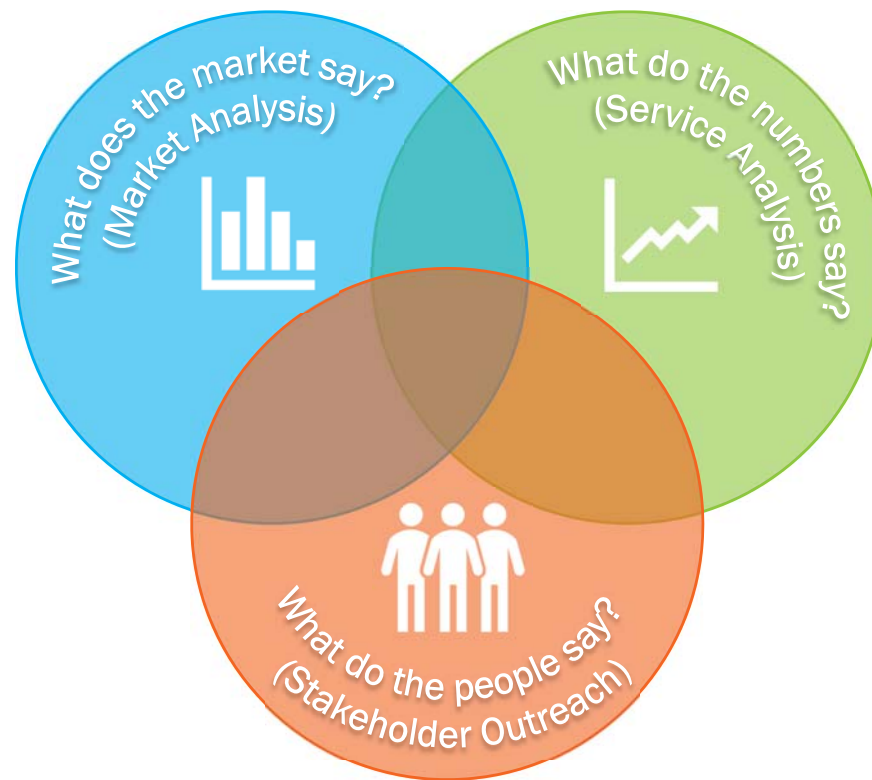
- Connect Mid-Hudson has several objectives:
 - Identify ways to better coordinate and connect existing transit systems in the study area and region
 - Develop strategies to improve transit operations in the region
 - Determine how the various transit systems can better connect major urban and employment centers to one another and to major transportation facilities

Service Providers:

- Transit Orange
- Dutchess County
- UCAT
- Coach USA
- Adirondack Trailways
- Trailways
- Leprechaun Lines
- NJ Transit
- Metro North
- Amtrak
- NY Waterway

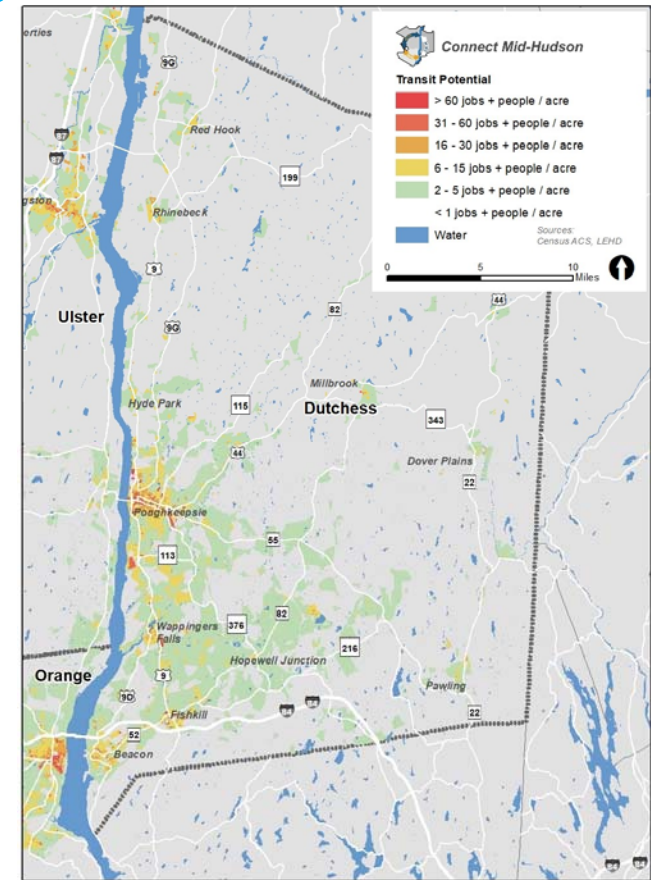


Project Approach



Market Analysis – Dutchess County

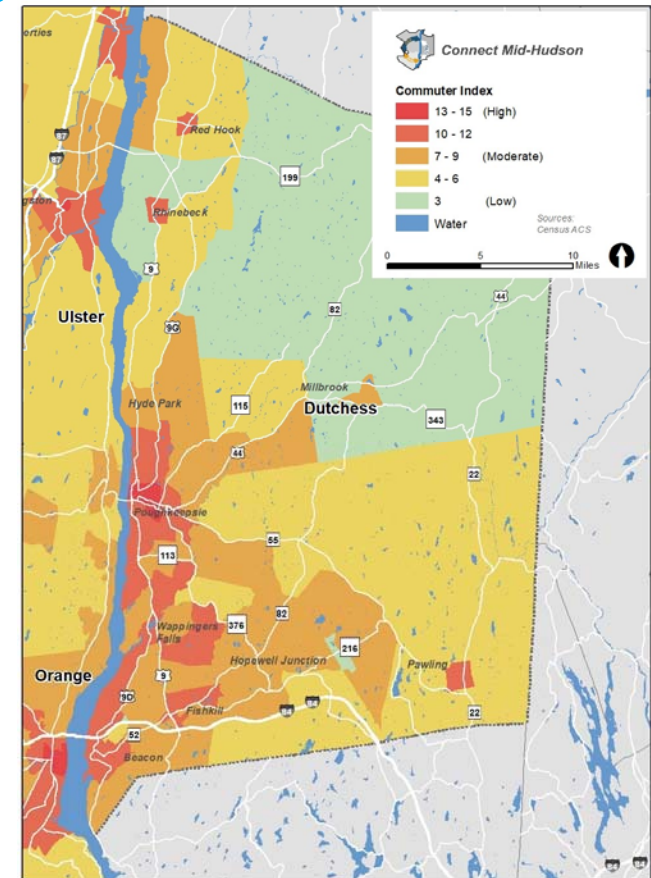
- Transit Potential
 - Transit service is generally most efficient in areas with high concentrations of people and businesses.
 - For commuter services, density is less important because of larger capture areas, but still useful to identify where riders will likely be coming from and going to.



Market Analysis – Dutchess County

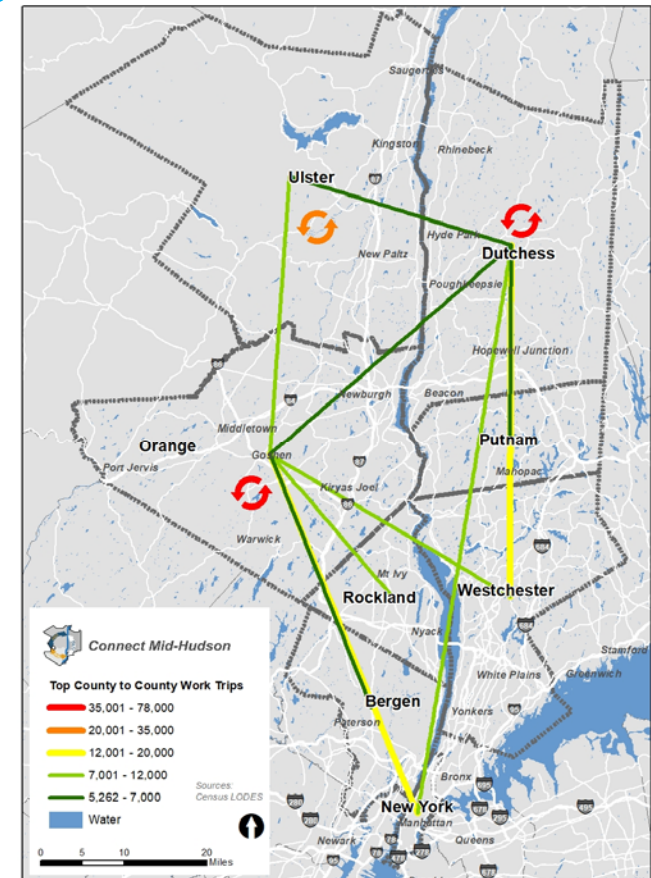
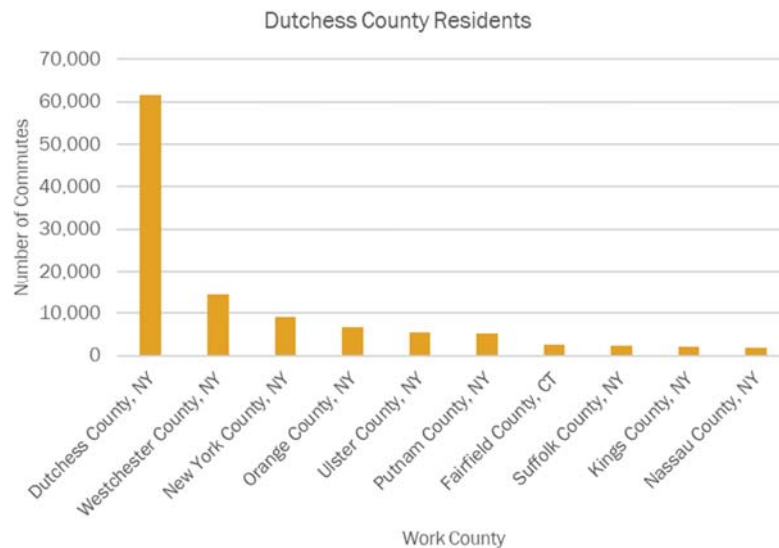
■ Commuter Transit Need Index

- Certain population subgroups are more likely to use commuter services than the population in general.
- Self-declared commuters
 - Residents over 16 who identify as commuting to and from their workplace
- Non-single-occupancy vehicle commuters
 - Commuters who use public transit, vanpools, taxis, carpools, bicycles, or walk to work.
- Zero and one-car households
 - Families with multiple commuters but only a single vehicle, or any size household without a vehicle



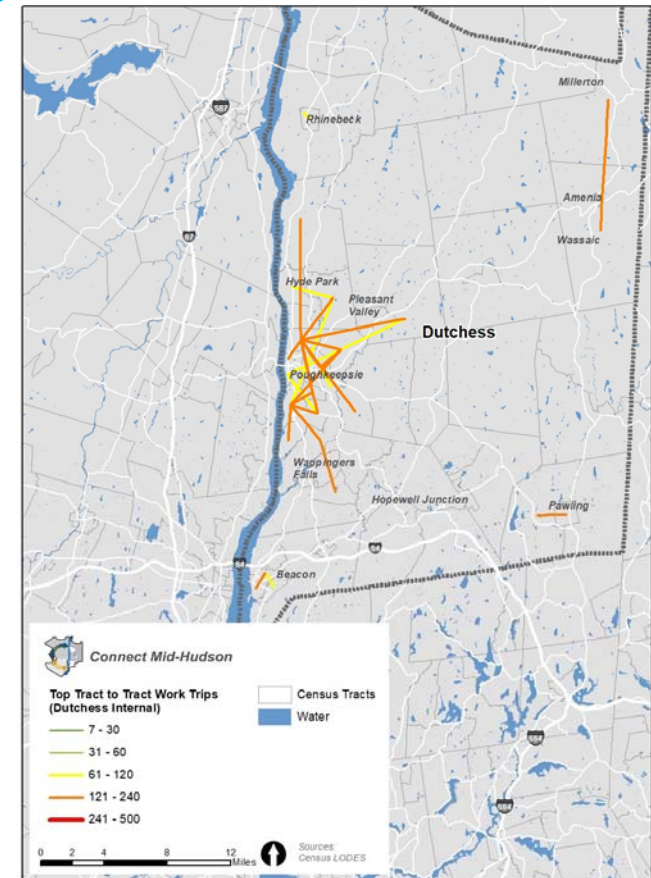
Market Analysis – Dutchess County

- County-to-County Home-to-Work Trips
 - To identify connections that may warrant transit service, it is important to understand the study area's most prevalent travel patterns, regardless of mode.



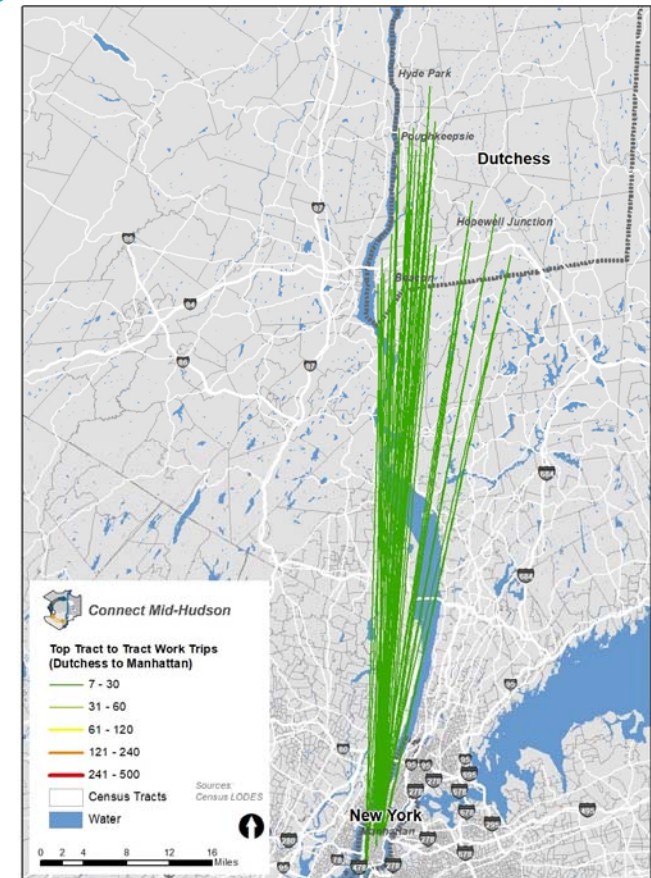
Market Analysis – Dutchess County

- Tract-to-Tract Home-to-Work Trips for Top 3 County Pairs
 - Dutchess County Internal
 - The majority of trips are to Poughkeepsie from the surrounding communities of Hyde Park, Pleasant Valley, and Wappingers Falls.



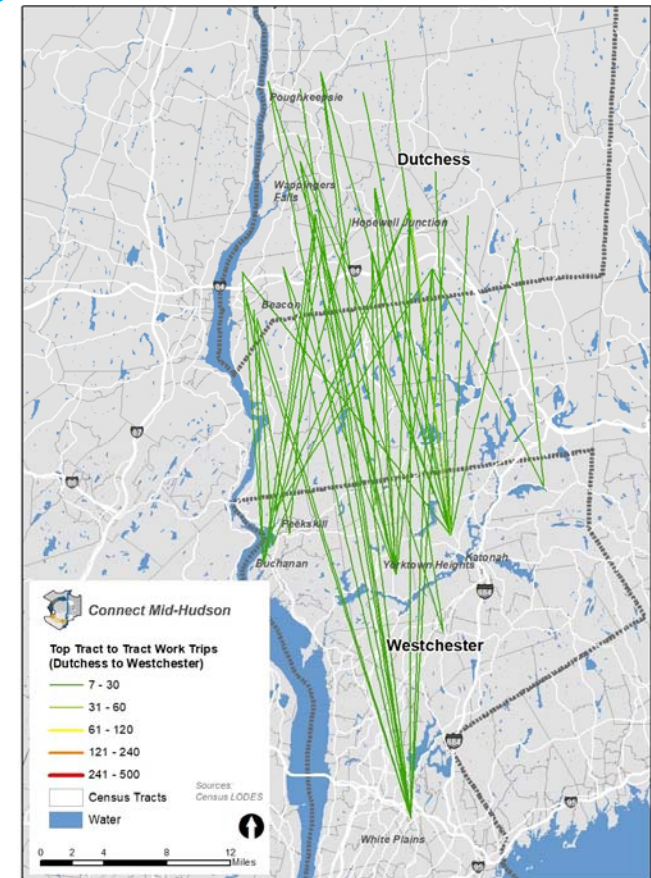
Market Analysis – Dutchess County

- Tract-to-Tract Home-to-Work Trips for Top 3 County Pairs
 - Dutchess County to New York County
 - Majority of trips are to midtown Manhattan, with a smaller number going all the way to downtown.
 - Nearly all of the top trips begin along the US-9 corridor between Poughkeepsie and Beacon, or from the Hopewell Junction and Fishkill areas.



Market Analysis – Dutchess County

- Tract-to-Tract Home-to-Work Trips for Top 3 County Pairs
 - Dutchess County to Westchester County
 - Majority of trips are to White Plains, followed by Yorktown Heights, Katonah, Buchanan, and Peekskill.
 - Majority of trips begin in the southwest portion of the county, including from Beacon, Poughkeepsie, Wappingers Falls, and Hopewell Junction.



Service Analysis – Dutchess County

- Dutchess County Public Transit
 - Routes A, B, C, D, E, and F are longer and connect towns and communities
 - Other routes are more local and circulator in nature
- Metro North
 - Hudson and Harlem Lines
- Leprechaun Lines
 - Poughkeepsie to White Plains
- Coach USA/Shortline
 - Commuter services into Manhattan from Poughkeepsie
- UCAT
 - UPL Link
- Amtrak
 - Service to Albany
- Connections to Orange County
 - Coach USA/Shortline
 - Poughkeepsie-Newburgh-Manhattan
 - Newburgh-Beacon-Stewart Shuttle
 - NY Waterway
 - Newburgh-Beacon ferry
- Connections to Ulster County
 - UCAT
 - Ulster-Poughkeepsie Link



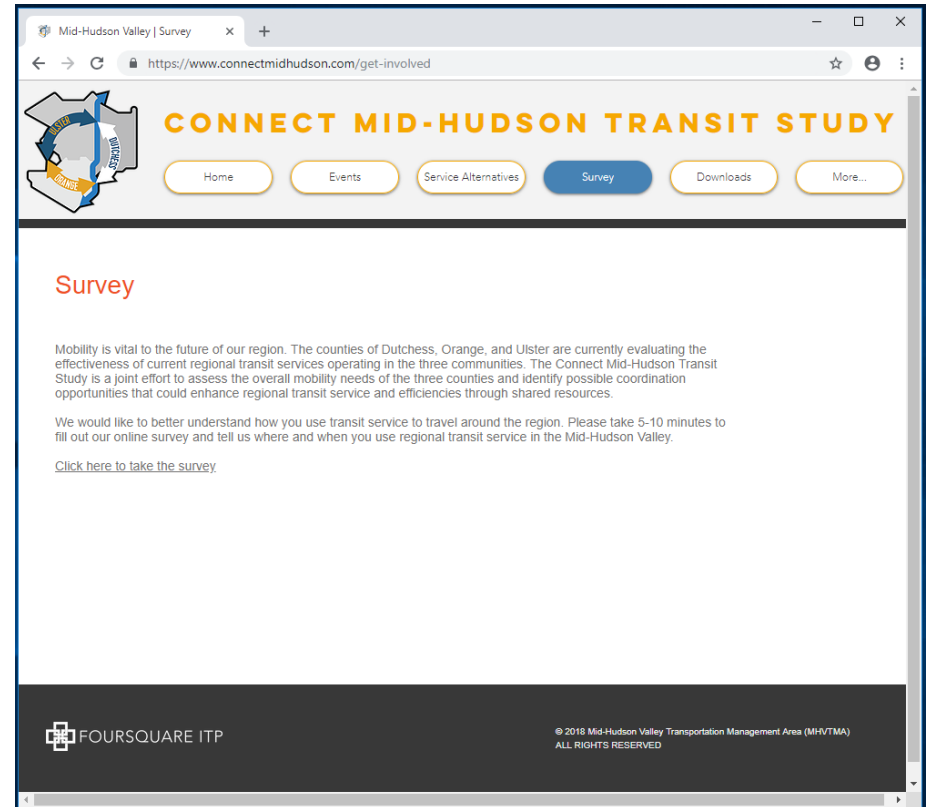
Passenger Facilities – Dutchess County

- Dutchess County Transit Center (aka, “The Hub”)
 - Dutchess County Public Transit
- Metro North Stations
 - Six on Harlem Line
 - Not as much transit service due to Park and Rides
 - Three on Hudson Line
 - Poughkeepsie station is a major connection point between various providers
- Various Park and Rides
 - East Fishkill - I-84
 - East Fishkill - Taconic Parkway
 - Fishkill - Dutchess Stadium
 - Hyde Park - Dutch Reform Church
 - LaGrange - Taconic Parkway
 - Stanford - Taconic Parkway



Stakeholder Outreach – Dutchess County

- Stakeholder meetings this month
- Public meetings likely next month (dates TBD)
- Project website now active
 - www.ConnectMidHudson.com
 - Includes transit survey
 - Designed for riders and non-riders
 - In English and Spanish
 - Focuses on how and why people use (or don't use) transit in the Mid-Hudson Region



Stakeholder Outreach – Dutchess County

- What are the transit operators in Dutchess County doing well?
- How could the transit operators in Dutchess County serve commuters better?
- What are the top 1 or 2 most important goals that Dutchess County transit operators should focus on in coming years?



Stakeholder Outreach – Dutchess County

- Are there any current commuter routes in Dutchess County that should be changed or eliminated?
- Are there travel flows or that not currently well-served by transit that should be?
- Are there other service issues that need attention (service frequency, hours of operation, fares, etc.)?



Stakeholder Outreach – Dutchess County

- Do passengers have the tools they need to understand and use commuter services in Dutchess County?
- Do the transit operators in Dutchess County provide an inviting passenger environment?
- Are there other communities that “get transit right” and could serve as a model for Dutchess County?





THANK YOU



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