

**Poughkeepsie-Dutchess County Transportation Council**  
**Technical Committee Meeting**

**Wednesday, May 28, 2014**

**Dutchess County Planning Department (Main Conference Room)**  
**27 High Street (2nd Floor), Poughkeepsie, NY**

- 1. Introductions** – See attached list.
- 2. Announcements** – Mark DeBald (PDCTC) made the following announcements:
  - **PDCTC Voting Membership**: As per our operating procedures, on April 1st the Town of LaGrange replaced the Town of Pleasant Valley as a voting member and the Village of Fishkill replaced the Village of Wappingers Falls. Each new member will serve a two-year term.
  - **Transportation Alternatives Program (TAP)**: This federal program provides funding for pedestrian and bicycle facilities, safe routes to school projects, and historic preservation, environmental mitigation, and other infrastructure improvements. Applications are due to the NYSDOT-Region 8 TAP Coordinator (Ms. Carolyn Ryan at Carolyn.Ryan@dot.ny.gov or 845.431.5884) by **June 11, 2014**. See the [NYSDOT TAP website](#) for more information. Information is also posted on the PDCTC website. There is \$2.8 million is available for Region 8. Applications have been submitted to NYSDOT for pre-review by the Villages of Rhinebeck and Wappingers Falls, Town of Red Hook, and City of Beacon. Awards will be announced in the fall.
    - Tom Weiner noted that the Town of Hyde Park intends to apply as well.
  - **Transit Funding**: FTA Section 5310 Program: NYSDOT continues to refine the application process for the MAP-21 FTA Section 5310 program (Enhanced Mobility of Seniors and Individuals with Disabilities), which provides capital and operational assistance for projects that expand transportation options for non-profit and public agencies that serve target clients. Our combined TMA (tri-county area) apportionment for FFY 2013 and 2014 is \$666,071. We will issue a public notice when the application period is opened by NYSDOT. The TMA will prioritize the eligible projects.
    - Bob Balkind asked if the Office of the Aging is eligible for this funding. He noted that they are interested in purchasing two 15-passenger vans (about \$80,000) and added that DPW does purchasing for all County departments. Mark noted that they are eligible.
  - **FFY 2013 and 2014 FTA Section 5307 Funding**: No new information to report. New York, New Jersey, and Connecticut are still trying to resolve their issues over the allocations.

- Federal Issues:

- Highway Trust Fund: Based on current spending and revenue trends, the U.S. Department of Transportation estimates that the Highway Account of the Highway Trust Fund will run out before the end of FFY 2014. The Highway Account began FFY 2014 with approximately \$1.6 billion in cash. A \$9.7 billion transfer from the General Fund to the Highway Account was processed shortly after the start of the fiscal year (\$10.4 billion was authorized in MAP-21, reduced by sequestration). The cash balance has dropped by nearly \$3.2 billion since the General Fund transfer occurred. As of April 25, 2014, the Highway Account cash balance was \$8.7 billion.
- GROW America Act: The *Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act*, or GROW AMERICA, is the President's \$302 billion, four year transportation reauthorization proposal that provides increased and stable funding for highways, bridges, transit, and rail systems. The President's proposal is funded by supplementing current revenues with \$150 billion in one-time transition revenue from business tax reforms. This transfer would prevent Trust Fund insolvency for four years and increase investments to meet national economic goals. [As per USDOT, only 8% of core federal transportation funding is under local control].

Highlight: High-performing MPOs will be granted control of a larger portion of funds under two federal transportation programs – the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP) – and these MPOs will also receive funds through a \$1 billion set aside under the new Fixing and Accelerating Surface Transportation (FAST) program, which is modeled after the DOE's "Race to the Top" program.

- MAP-21 Reauthorization: On May 15<sup>th</sup> the Senate Committee on Environment and Public Works unanimously approved a six-year measure to reauthorize the highway portion of the current surface transportation bill, MAP-21, upon its expiration September 30<sup>th</sup>. The MAP-21 Reauthorization Act provides \$265 billion for highway programs over six years and continues the core program structure put in place in MAP-21 including the National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program and Congestion Mitigation and Air Quality Improvement Program. The bill also creates a new National Freight Program that distributes funding to state transportation departments via formula. Funding is continued at current levels through fiscal year 2020, adjusted for inflation. To pay for the bill, Congress needs to find up to \$18 billion per year to make up for obligations not covered by revenue going into the Highway Trust Fund.

- Training Opportunities:

- Designing Pedestrian Facilities for Accessibility: NYSDOT Region 8 is hosting a free two-day training on **June 10-11** on the construction and maintenance of pedestrian facilities. Experts from FHWA and NYSDOT will provide information and best practices on the physical attributes of pedestrian facilities and applicable laws and regulations. This

training session will also be recorded. Among the topics expected to be covered are: Laws, Regulations, and Pedestrian Characteristics, Transition Plans, Curb Ramps and Other Transitions, Detectable Warning Surfaces, Pedestrian Crossings, Accessible Pedestrian Signals, Street Furniture and Parking, and Work Zones & Maintenance. Please contact Lisa Mondello or Jim Rapoli at Region 8 at (845) 431-5991 to reserve a seat.

- FHWA Everyday Counts/High Friction Surface Treatments Webinar: NYSDOT Region 8 will host a FHWA webinar on High Friction Surface Treatments on **June 26, 2014 from 2-4 p.m.** at NYSDOT Region 8, 4 Burnett Blvd., Poughkeepsie, NY - 3rd Floor Classroom. Contact: Irene Hanson (845) 431-5722/Irene.Hanso@dot.ny.gov. As part of the safety focus area of the Every Day Counts initiative, FHWA is promoting site-specific applications of high-quality, durable aggregates using a polymer binder that restores and maintains pavement friction where the need for a safer pavement surface is the greatest. The webinar will present information on HFST and how this technology can help improve safety at curves, intersections, ramps, and bridges.

### **3. Public Participation**

Marlene Stein (MTA) noted that MTA's Capital Plan is expected to be approved in September.

### **4. Draft Coordinated Public Transit-Human Services Transportation Plan**

Jennifer Coccozza (PDCTC) gave a presentation on the current update to the Coordinated Plan and reviewed some of the issues brought up at three forums held in February and April. The last Coordinated Plan was done in 2008. To be eligible for FTA Section 5310 funds, projects must be consistent with the Coordinated Plan. One of the members mentioned that the Office for the Aging's senior summer picnics would be a good venue for more input.

### **5. Project Updates**

- Pine Plains Pedestrian Plan: The Town Board appointed a volunteer *Walks Initiative Task Force* and *Trails & Bikeway Committee* to work with the County Planning Department to improve walking and biking in Pine Plains. For the *Walks Task Force*, this means completing a pedestrian plan for the Town Center. For the *Trails Committee*, this means completing a Town-wide Trail and Bikeway Plan. The inventory was completed last summer and a joint survey has been developed to gather public feedback. The survey was released over the Memorial Day weekend and is available in paper and online form (see the [PDCTC website](#)). Responses are due July 11<sup>th</sup>.
- Beacon Main Street Parking Analysis: Based on local concerns about parking capacity and utilization along the Main Street corridor in the City of Beacon and a request from the City, we are conducting a parking analysis for Beacon. The Main Street Parking Analysis will include an assessment of existing parking conditions (i.e. capacity and utilization) and estimates of future parking needs based on planned projects in and around the Main Street

corridor. The analysis will assess future parking needs for the next ten years (2025). The analysis will identify recommendations to improve parking conditions and pedestrian connections, and if necessary, lessen the impact of parking on vehicular and non-vehicular safety and mobility along the corridor. The proposed study area would cover the 0.85 mile segment of Main Street from Route 9D (Wolcott Ave/North Ave) to the west and Churchill St to the east.

- Upper Route 9G Corridor Management Plan (CMP): Based on local concerns about transportation safety along the Route 9G corridor in the Town of Red Hook and Village of Tivoli, the PDCTC intends to complete a Corridor Management Plan (CMP) focused on the four-mile segment of Route 9G from CR 78 (Broadway/West Kerley Corners Rd) in the Village of Tivoli/Town of Red Hook to Route 199 (West Market Street) in the Town of Red Hook. In addition to this priority corridor, the CMP will also evaluate overall safety and operations on two secondary corridors in the area: the section of CR 78 (Broadway) from the Hudson River to Route 9G in Tivoli and CR 103 (Annandale Rd) from Route 9G to Route 199 (West Market St) in Red Hook.

The CMP will identify short- and long-range recommendations to improve vehicular and non-vehicular safety and mobility along the corridor. It will also evaluate the impacts of development proposals and local land use laws on future operations and safety, and in turn, provide ways to mitigate these impacts. The project would build upon previous PDCTC studies, including the Village of Tivoli Streetscape Plan, Route 9 Land Use & Transportation Study in Poughkeepsie and CR 93 (Myers Corners/Middlebush Rd) Corridor Management Plan (CMP) in Wappinger. As with those studies, the Upper Route 9G CMP will include an assessment of current traffic and safety conditions, estimates of future growth, and suggested changes to roadway characteristics, intersection configurations, and safety and traffic flow improvements, as well as pedestrian, bicycle and transit improvements. An Advisory Committee has been established, as well as a preliminary scope identifying key intersections for analysis.

- *Walk Bike Dutchess* implementation: Since PDCTC approval in March, staff met with DPW to discuss ways we can coordinate to implement some of the recommendations in the Plan. Discussion items included:
  - Project Coordination: DPW develops its list of planned capital projects 1-2 years ahead. DPW will forward its capital projects list to PDCTC to review for potential walking/bicycling elements or other issues. In the late winter/early spring, PDCTC will email the list of planned capital projects to local officials (Mayors, Supervisors, & Highway Superintendents) asking for input/feedback on the projects, including any walking/bicycling elements. In the same email, PDCTC will ask local officials for information about their planned road projects for the upcoming year, and will share this information with DPW.
  - Quarterly Coordination meetings: DPW staff and Planning/PDCTC staff will meet quarterly to discuss planned and current projects that affect County roads. Water &

Wastewater Authority staff is willing to participate if they have a project or longer-term plans involving County roads.

- CDBG Coordination: Planning/Community Development staff will include DPW in CDBG application review meetings, and send DPW the list of infrastructure projects once it is approved.
- DPW Bond Projects:
  1. PV-15, CR 72 (North Ave) near Sherow Rd: Depending on ROW and wetland impacts, DPW may widen the east shoulder of the bridge and road to create a 4'-6' shoulder. The entire road will be shifted east. Based on discussions, DPW will consider widening both shoulders.
  2. RH-18, CR 79 (Linden Ave) over Sawkill Creek: DPW intends to replace the existing sidewalk along the east side of the bridge. If ROW is not too constrained, the design can incorporate a wide shoulder adjacent to the sidewalk to allow for a bike lane over the bridge. PDCTC staff expressed support for a wide shoulder in addition to the sidewalk replacement, if feasible.
  3. S-37, CR 19 (Bulls Head Rd) over Wappingers Creek: The design will consider widening of the south shoulder of the bridge and road to create a 4'-6' shoulder. Based on discussions, DPW will consider widening both shoulders.
  4. PO-15X, CR 28 (New Hamburg Rd) over Wappinger Creek: If the consultant's recommendation is to simply repair steel bridge elements and repaint the bridge, there will likely not be the opportunity to add a widened shoulder or sidewalk. If the consultant recommends a superstructure replacement, there would be an opportunity to add a wide shoulder. Due to the rural nature of the approach roadways the cost of a curbed sidewalk across the bridge may not be warranted. If a sidewalk were constructed, bicycles would be forced to use the travel lane since the sidewalk is typically built with only a 1' offset from the travel lane to the face of curb. Based on discussions, DPW will share design concepts with PDCTC staff, and will consider a shared-use path for walking and bicycling on one side of the bridge.

Emily Dozier (PDCTC) added that she is working on project recommendation maps to illustrate the locations of the recommendations in the Plan, by municipality. These maps will be provided to the municipalities for reference. She is also updating the formatting and adding images to the Plan chapters. Updated chapters will be posted on the website this summer:

[www.dutchessny.gov/WalkBikeDutchess](http://www.dutchessny.gov/WalkBikeDutchess).

Bicycle parking racks are available for pick-up at the County Transit facility for those municipalities that requested them. Letters were sent by County Transit on May 20<sup>th</sup>. We hope to have more racks available to municipalities next year. Let Emily know if you are interested. The next meeting of the Bicycle-Pedestrian Advisory Committee is July 31<sup>st</sup>. Contact Emily if you would like to be added to the email list.

- TIP Viewer Update: the PDCTC's TIP Viewer application has been updated to reflect project changes made since last May. Please visit the site on our website at <http://geoaccess.co.dutchess.ny.us/tip/>
- Traffic Count Program: Emily noted that the PDCTC is about halfway through the 10 weeks of traffic counts, which began in April and should end in July/August. All affected municipalities should receive notification prior to the count tubes being installed. If there are any questions or issues, contact Emily.

**6. Public Participation** – Mark asked if there were any announcements from the group; there were none.

**7. Next Meeting: Wednesday, June 25, 2014 at 10:00 a.m. at Dutchess County Planning.** [Note: this meeting was subsequently cancelled.] The Executive Committee might meet in October, pending a resolution on the regional transit funding impasse.

**Attendance List**

Meeting: PDCTC Technical Committee      Date: 5/28/2014

	<b>First Name</b>	<b>Last Name</b>	<b>Affiliation</b>	<b>Phone Number</b>
1	Robert	Balkind	DCDPW	845-486-2925
2	Don	Beer	Town of Poughkeepsie	845-790-4736
3	Fred	Bunnell	Public/Resident	845-452-7030
4	Carol	Campbell	Town of Pleasant Valley	845-635-3598
5	Jennifer	Cocozza	PDCTC	845-486-3617
6	Mark	Debald	PDCTC	845-486-3600
7	Emily	Dozier	PDCTC	845-486-3600
8	Paul	Hesse	City of Poughkeepsie	845-451-4046
9	Wanda	Livigni	Town of LaGrange	845-452-8562
10	Ray	Oberly	Town of Clinton	845-266-5096
11	Cynthia	Ruiz	DCPT	845-473-8521
12	Marleen	Stein	MTA HQ	212-878-7080
13	Tom	Weiner	NYS DOT	845-431-5723
14	Barbara	Zulauf	Town of Beekman	845-249-8448

system performance for efficient goods movement on highways significant to freight. The redesignated NN would be composed of all NHS and NFN routes and would provide for a more rational, comprehensive network of routes and promote the efficient flow of interstate commerce. The Federal Highway Administration would undertake a rulemaking to update the process for identification of the NN, reasonable access to the NN, and requests for additions, deletions, exceptions and restrictions of NN routes. The rulemaking also would review whether to retain the term “National Network.”

This provision would not result in adjustments to the current length and width limitations found in 49 U.S.C. 31111 and 31113, or the Longer Combination Vehicle freeze enacted by the Intermodal Surface Transportation Efficiency Act of 1991 (49 U.S.C. 31112).

In order to allow States sufficient time to transition to the redesignated network, the Secretary would be prohibited from enforcing the amendments made by this section until three years after the effective date of this Act.

#### Subtitle C--Planning

#### **SEC. 1201. TRANSPORTATION SYSTEM RESILIENCE ASSESSMENT.**

This section would make infrastructure vulnerability and resilience assessment a focus area in the transportation planning process by requiring that a resilience assessment be a component of State DOT’s and MPOs long-range plans.

This section would create better stewardship of the investment in our highway system by improved planning for the risks that extreme weather events and future climate change pose. It will ensure that all States and MPOs identify these risks and address them in their long range plans. It will also increase the predictability of asset management cycles by reducing unplanned asset degradation from extreme events. As a result, future highway and transit projects, operations, and systems will be more resilient to extreme events and better suited for future climate changes.

#### **SEC. 1202. CONSOLIDATED AND HIGH PERFORMING METROPOLITAN PLANNING ORGANIZATIONS.**

This section would prevent new MPOs from being designated within metropolitan statistical areas already served by an existing MPO in order to improve coordination and consistent planning, and would require coordinated planning and performance target setting in areas where multiple MPOs are already designated within a single Metropolitan Statistical Area.

This section would also authorize the Secretary to create a high-performance tier of MPOs, and would grant certain benefits to the MPOs that qualify for the high-performance designation. The high-performing designation would be granted by DOT on the basis of criteria including whether the MPO has an equitable and performance-based

approach to decision-making and, if necessary, whether it has consolidated with or practices coordinated planning with other MPOs within its MSA. Designation as a high-performing MPO would qualify the MPO for suballocation of additional funds, including Surface Transportation Program incentive funds, Transportation Alternatives Program incentive funds, and Metropolitan Mobility funds, which are part of the FAST Program in addition to priority consideration within Metropolitan Planning Funds. High-performing MPOs would receive a 50% increase in STP and TAP funds. In addition, obligation authority suballocated to all MPOs would be made available on an annual basis but would remain available for a four-year period.

**SEC. 1203. PARTICIPATION OF PUBLIC PORT AUTHORITIES.**

This section would formally include public ports in the Metropolitan Transportation Planning and Statewide Transportation planning processes, in order to ensure that port plans reflect and are reflected in MPO and Statewide transportation programs. First and last mile linkages between ports and the landside transportation system directly impact port capacity and efficiency, and depending on how those roads and rail lines are designed, nearby communities as well. Incorporating ports into local transportation plans can maximize port efficiency while minimizing community impacts.

**SEC. 1204. STRENGTHENING THE STATEWIDE AND NONMETROPOLITAN PLANNING PROCESS.**

This section would require State financial plans and system performance reports; both items are currently optional for States. This section would also add a certification process comparable to the MPO Certification Process. The certification provision would provide a process to ensure that States have met the requirements of 23 U.S.C. 135, as well as other Federal laws, regulations, and orders applicable to the statewide and nonmetropolitan and the metropolitan planning processes.

This section would strengthen the statewide and nonmetropolitan transportation planning process and increase its comparability to the metropolitan planning process. This is especially important in light of the MAP-21 transition to a performance-based, outcome-driven statewide planning process where investment decisions are tied to performance outcomes, and MPO coordination is required.

**SEC. 1205. REMOVAL OF THE CONGESTION MANAGEMENT PROCESS.**

Currently, MPOs serving areas over 200,000 people are required to undertake a Congestion Management Process. Congestion management is the application of strategies to improve reliability and reduce congestion in the transportation system. Because congestion reduction is one of the national performance goals, it is duplicative to require additional planning focused solely on this element. This section would remove this duplicative requirement.

**SEC. 1206. PUBLIC INVOLVEMENT IN PLAN DEVELOPMENT.**

This section would strengthen public involvement in transportation planning during the development and implementation of the transportation plan. It also affirms the importance of public involvement during the optional scenario planning efforts.

**SEC. 1207. CONNECTION TO OPPORTUNITIES NATIONAL GOAL AND POTENTIAL PERFORMANCE MEASURE.**

This section would establish a new national goal of achieving a transportation system which connects people to economic opportunities, with an emphasis on improving the ability of disadvantaged residents to reach jobs, schools, and other opportunities. It would provide the Secretary with the option of developing a connectivity performance measure, under a framework outlined in section 1209. It also would provide the Secretary with the option of developing a multimodal freight performance measure in accordance with the National Freight Strategic Plan.

**SEC. 1208. WORKFORCE DEVELOPMENT.**

Under current law, the Secretary, in cooperation with the Secretary of Labor and any other department or agency of the Government, State agency, authority, association, institution, Indian tribal government, corporation (profit or nonprofit), or any other organization or person, is authorized to develop, conduct, and administer surface transportation and technology training, including skill improvement programs, and to develop and fund summer transportation institutes. This proposal would continue and enhance the current program. Under this proposal, State DOTs participating in this program would be required to develop a workforce plan that identifies immediate and anticipated demographic and workforce gaps, establish a "workforce development compact" with the State workforce investment board, among other agencies that have training and education programs, and measure program outcomes.

This section also would establish a Jobs-Driven Skills Training incentive, which would provide funding for States to develop comprehensive workforce development programs including transportation technology and skills training, apprenticeship, and skill improvement programs leading to career pathways for disadvantaged populations. To be eligible for funding under this program, a State would obligate in that fiscal year funding from funds apportioned to the State under NHPP and/or STP. These funds would be matched by DOT up to two to one basis. Up to 20 states would also be eligible to receive incentive funding in support of its existing On-Job-Training/Supportive Services (OJT/SS) program without the obligation of STP or NHPP funds, if the State demonstrates that it operates the OJT/SS program in partnership with an institution or agency that has established skills training, recruitment, and placement resources and has demonstrated success in job placement.

**SEC. 1209. MEASURING TRANSPORTATION CONNECTIVITY PILOT ACTIVITIES.**

This program would provide funding to large MPOs to identify and implement approaches to improving their residents' ability to connect to opportunities through the transportation network, and directs the USDOT to conduct a Connection to Opportunities Pilot Study and determine the need for a National Connectivity Performance Measure. Up to ten Metropolitan Planning Organizations would be funded to conduct inventories of the degree of connectivity provided through automobiles, public transportation and non-motorized modes, and then to develop or deploy pilot measure(s) and targets that would aim to improve connectivity for all residents, with a special emphasis on improving and increasing connections for disadvantaged Americans and neighborhoods with limited transportation options. MPOs selected would be designed as mentor pilots and novice pilots, depending on their existing capacity in advanced data-intensive planning frameworks. The USDOT would manage knowledge-sharing and peer exchanges among grant recipients, and conduct a Connection to Opportunities Final Report which would include recommendations on establishing a national Connectivity performance measure. Under this proposal, the Secretary would have the discretion to promulgate a rule establishing such a measure.

**SEC. 1210. PERFORMANCE-BASED PROJECT SELECTION.**

This proposal would ensure that national goals and performance measures inform investment decisions by States and Metropolitan Planning Organizations. The proposal would require that the TIP project selection process uses transparent performance-based funding principles. Project selection would occur through clear rankings of proposed projects according to their ability to help achieve performance targets or to their inclusion of elements that are known to support outcomes that will help achieve these targets.

**SEC. 1211. STORMWATER PLANNING.**

This section would amend the statewide and metropolitan transportation planning processes, to require States and MPOs to consider whether a proposed project would reduce stormwater impacts.

Subtitle D--Congestion Mitigation and Air Quality Improvement

**SEC. 1301. ELIGIBLE PROJECTS.**

Projects that contribute to attainment or maintenance of national ambient air quality standards are eligible for CMAQ funds in areas that do not meet or previously did not meet air quality standards (nonattainment and maintenance areas). This section would amend 23 U.S.C. 149 (b) to clarify that a State may obligate CMAQ funds in nonattainment or maintenance areas for a transportation project or program that would likely contribute to the area's attainment or maintenance of a national ambient air quality standard.

**SEC. 1302. SPECIAL RULES.**

# 2014 Coordinated Public Transit Human Services Transportation Plan

A.K.A. “The Coordinated Plan”

# Coordinated Plan

Purpose: To identify ways to improve transportation services for people with disabilities and older adults.

Updated: Every 4-5 Years

Goals:

- Identify gaps in transportation services
- Identify opportunities for cooperation and coordination among agencies
- Prioritize projects for future implementation

# What information goes into a Coordinated Plan?

- Input from agencies, transportation providers, and individuals
- Information from related plans and studies
- Data and statistics
- Survey

# Plans and Studies

1. Coordinated Transportation Services Study (2003)
2. Coordinated Public Transit Human Services Transportation Plan (2008)
3. Senior Transportation Services in Dutchess County (2007)
4. Northeast Dutchess County Transit Feasibility Study (2010)
5. Dutchess County Transit Development Plan (2009)
6. Dutchess County Division of Aging Services Needs Assessment (2011)
7. City of Poughkeepsie Bus Study

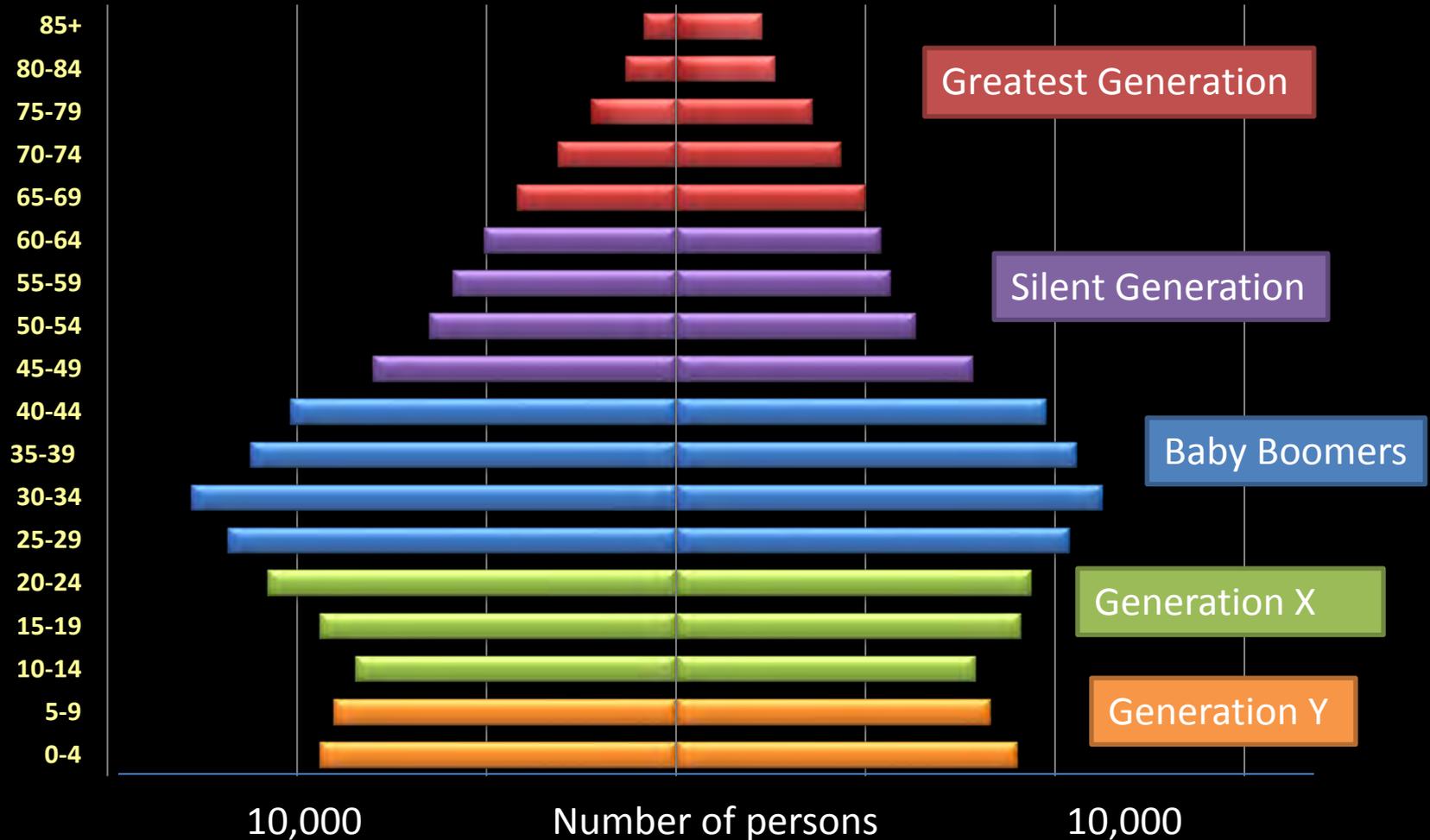
# Data and Maps

# Dutchess County Age Distribution

## 1990

Males

Females



COUNTY OF DUTCHESS

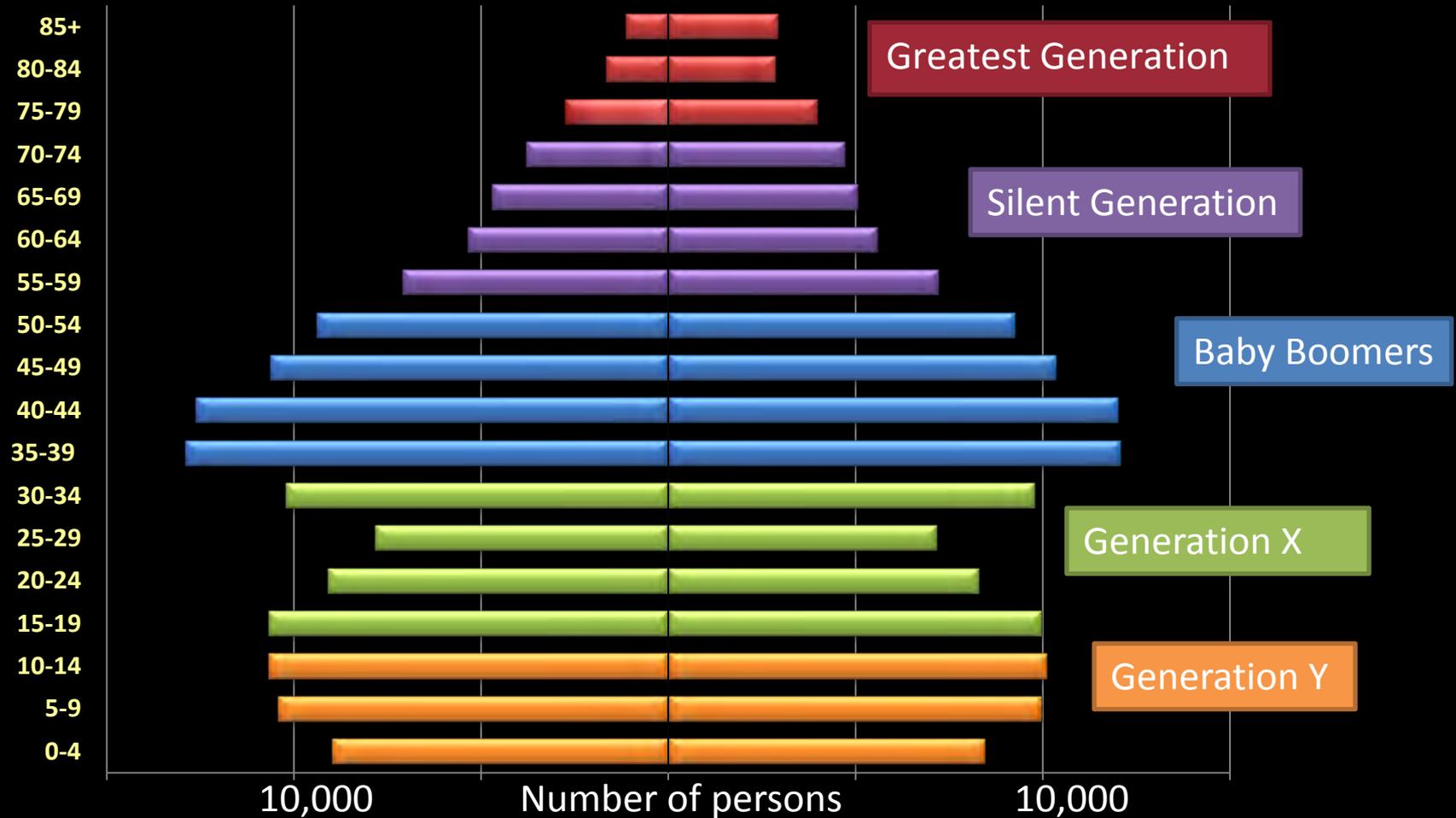
DEPARTMENT OF PLANNING AND DEVELOPMENT

# Dutchess County Age Distribution

## 2000

Males

Females



COUNTY OF DUTCHESS

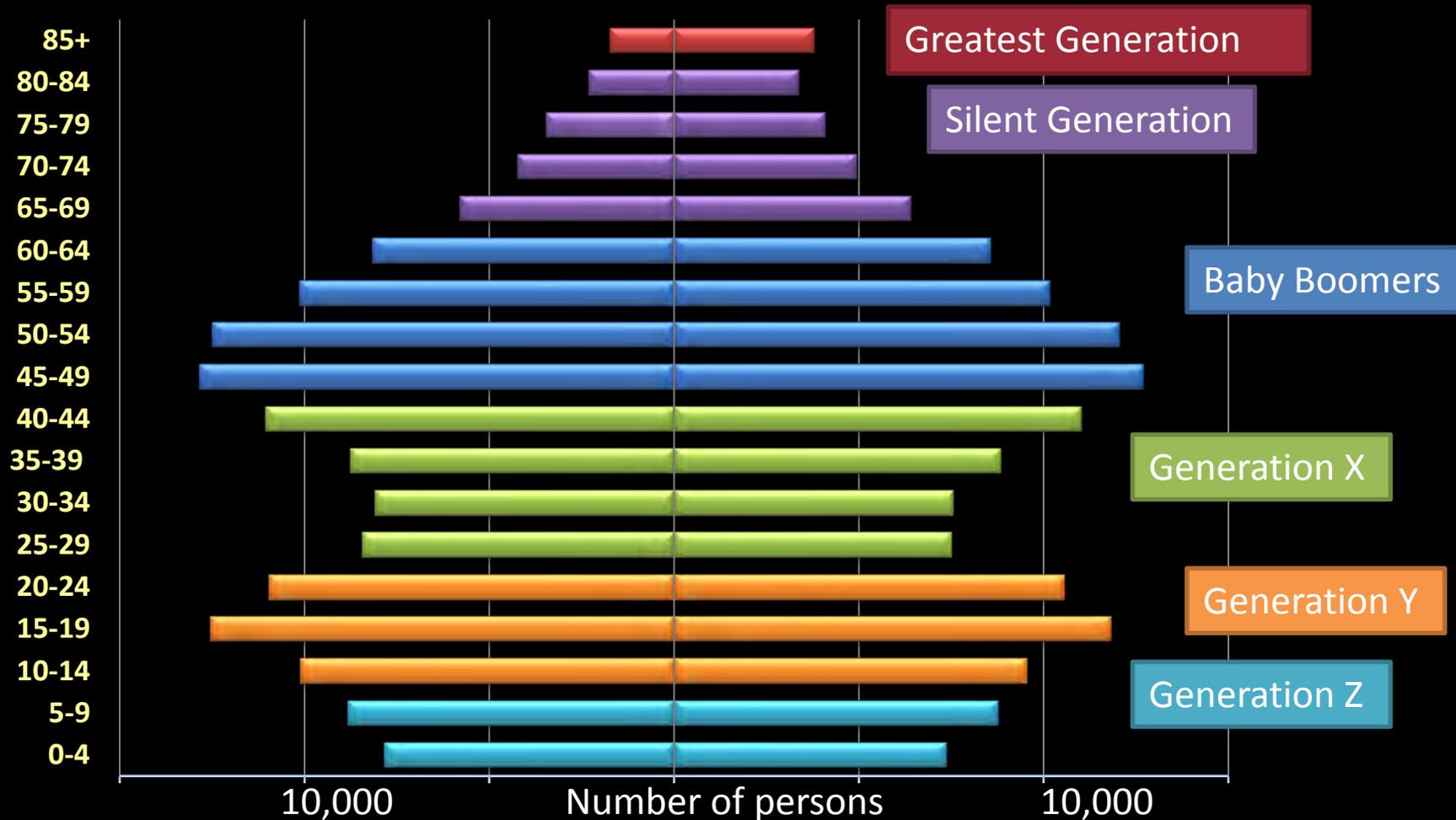
DEPARTMENT OF PLANNING AND DEVELOPMENT

# Dutchess County Age Distribution

## 2010

Males

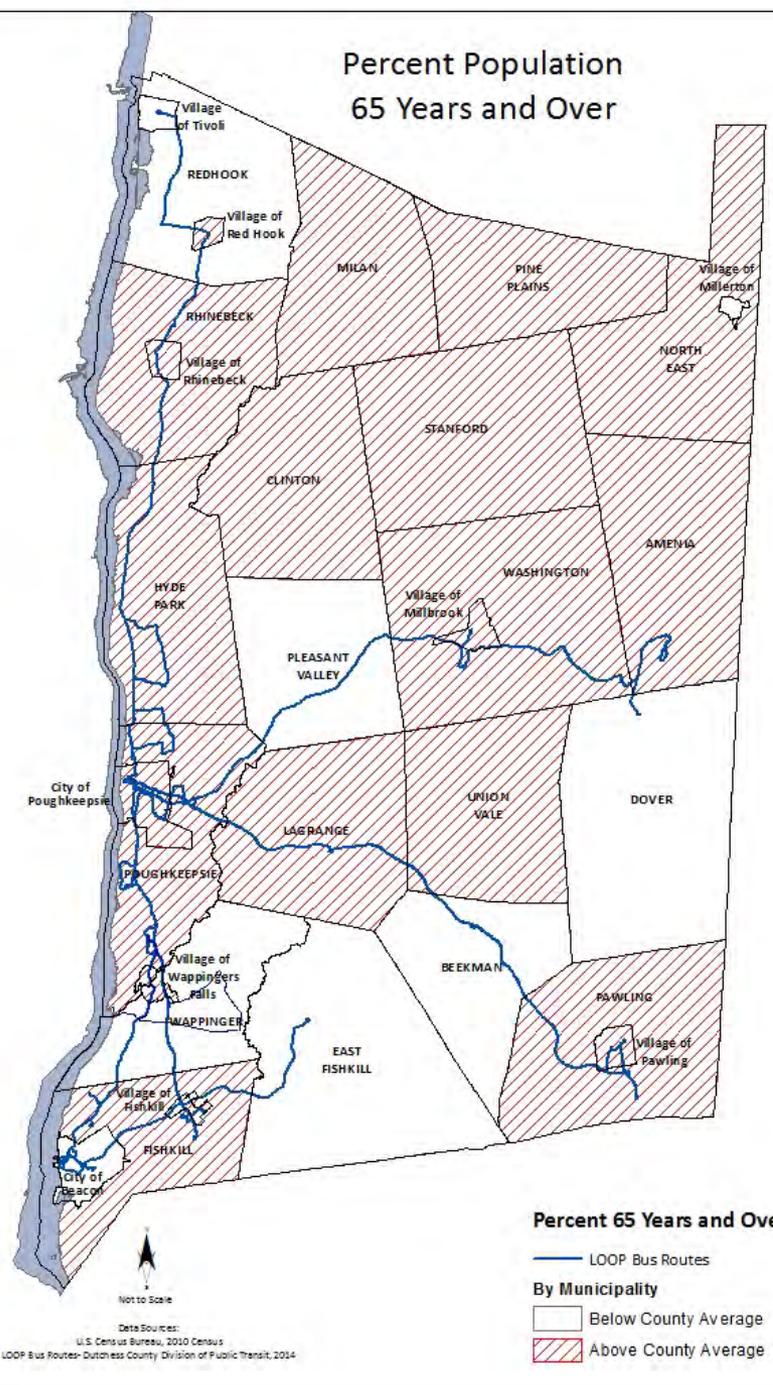
Females



COUNTY OF DUTCHESS

DEPARTMENT OF PLANNING AND DEVELOPMENT

# Percent Population 65 Years and Over



## Percent 65 Years and Over

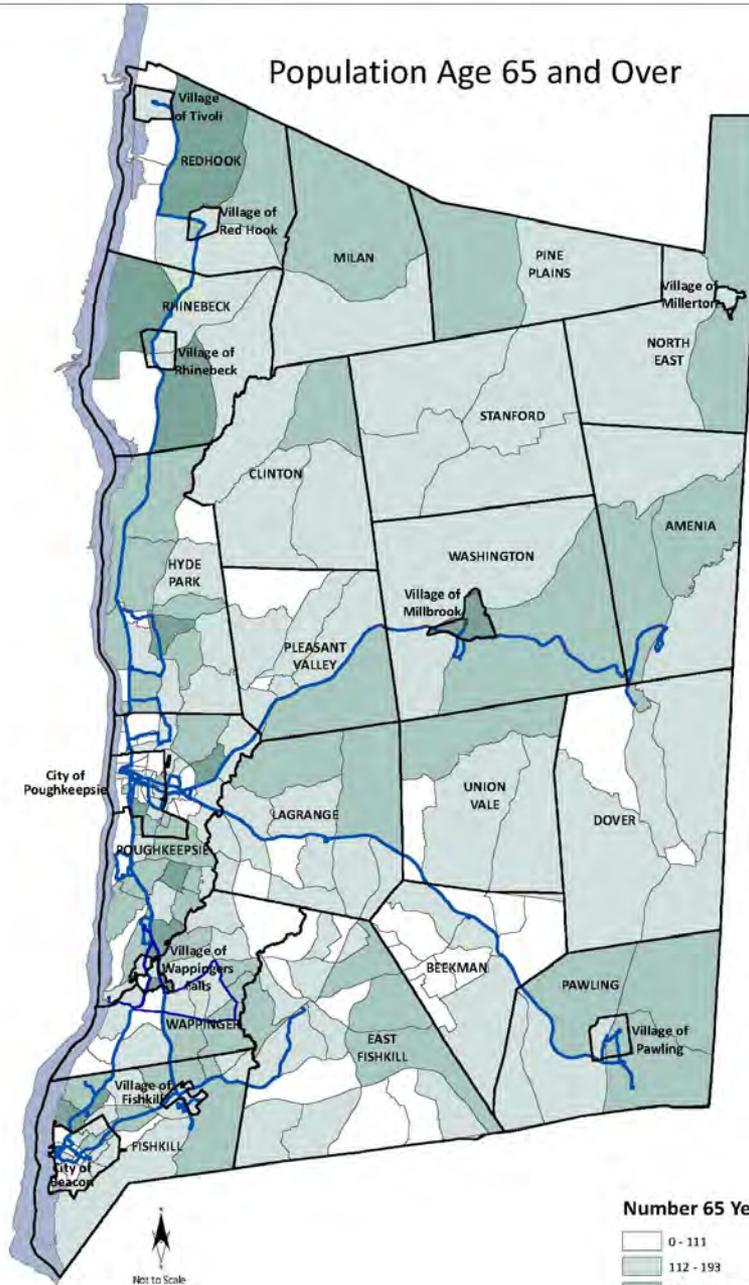
- LOOP Bus Routes
- By Municipality
  - Below County Average
  - ▨ Above County Average



Not to Scale

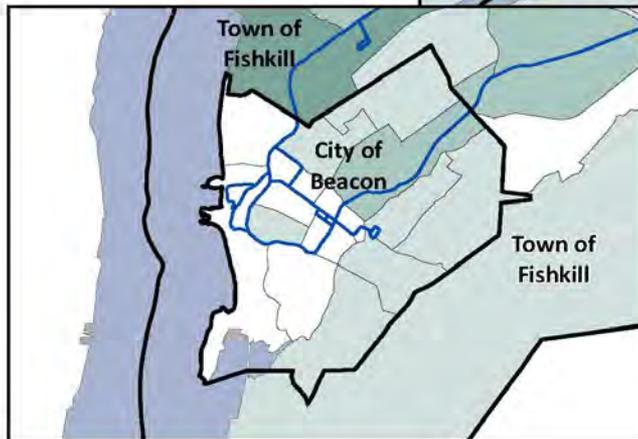
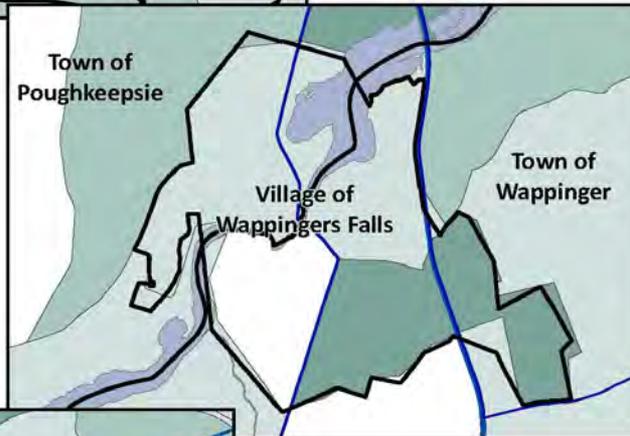
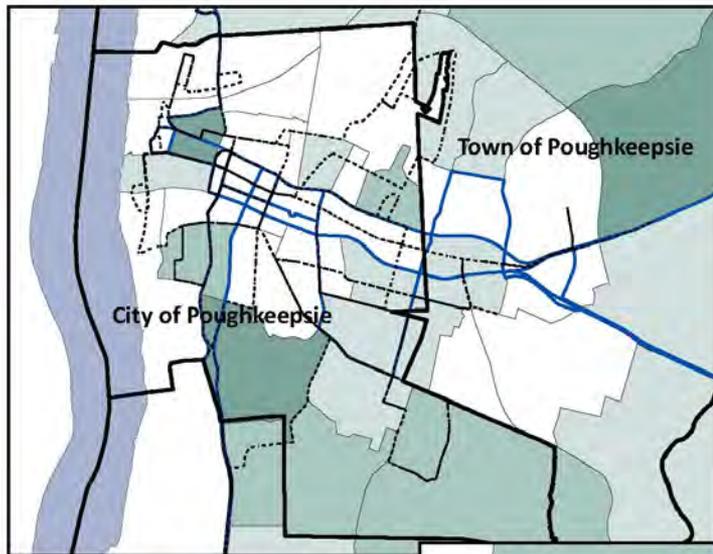
Data Sources:  
 U.S. Census Bureau, 2010 Census  
 LOOP Bus Routes-Dutchess County Division of Public Transit, 2014

# Population Age 65 and Over

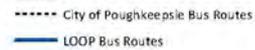
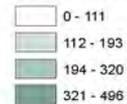


Data Sources:  
 Population Data - US Census Bureau, 2010 Census  
 LOOP Bus Routes - Dutchess County Division of Public Transit, 2014

# Population Age 65 and Over



### Number 65 Years and Over

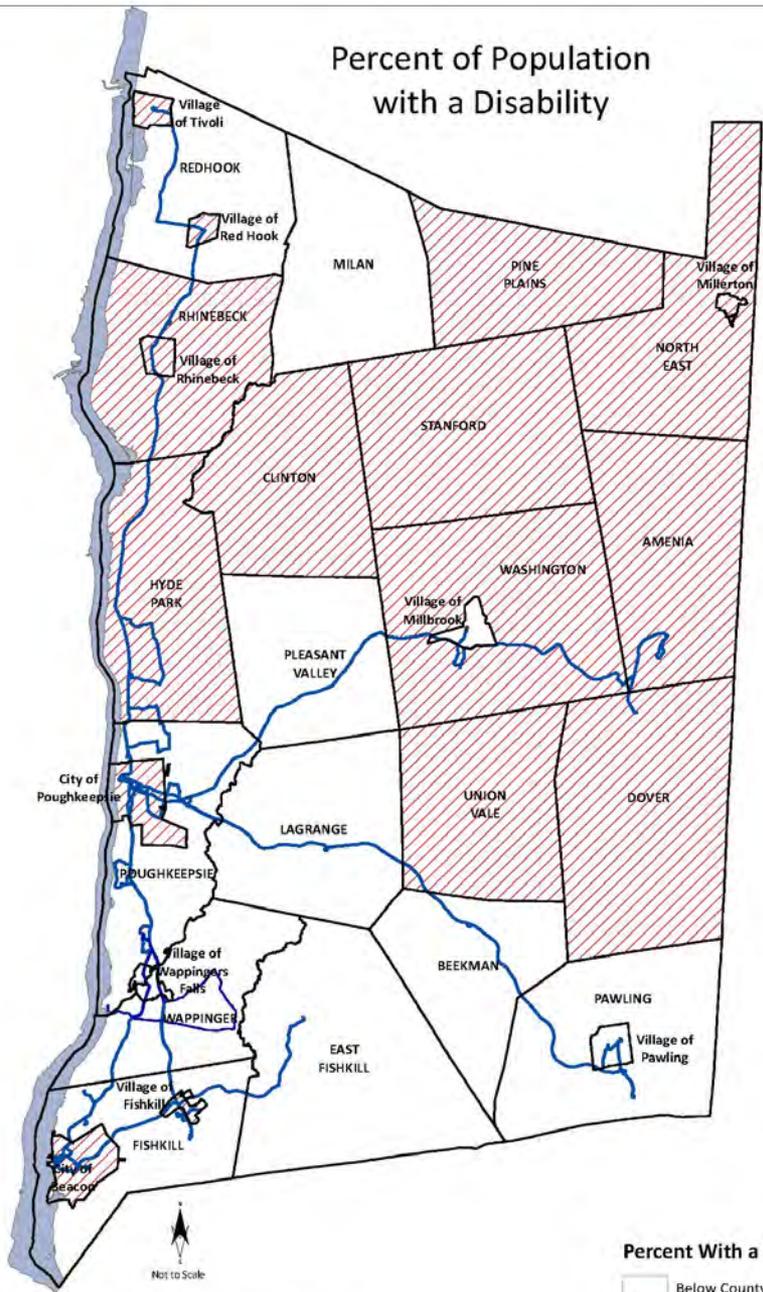


Data Sources:  
 Population Data- U.S. Census Bureau, 2010 Census  
 City of Poughkeepsie Bus Routes- City of Poughkeepsie  
 Transit System, 2014  
 LOOP Bus Routes- Dutchess County Division of Public Transit, 2014



Not to Scale

# Percent of Population with a Disability



**Percent With a Disability**

- Below County Average
- Above County Average
- LOOP Bus Routes

Data Sources:  
 Population Data- ACS 5-year Estimates, 2008-2012  
 Table: B1810 Disability Characteristics of the Civilian Non-institutionalized Population  
 LOOP Bus Routes- Dutchess County Division of Public Transit, 2014



# Surveys

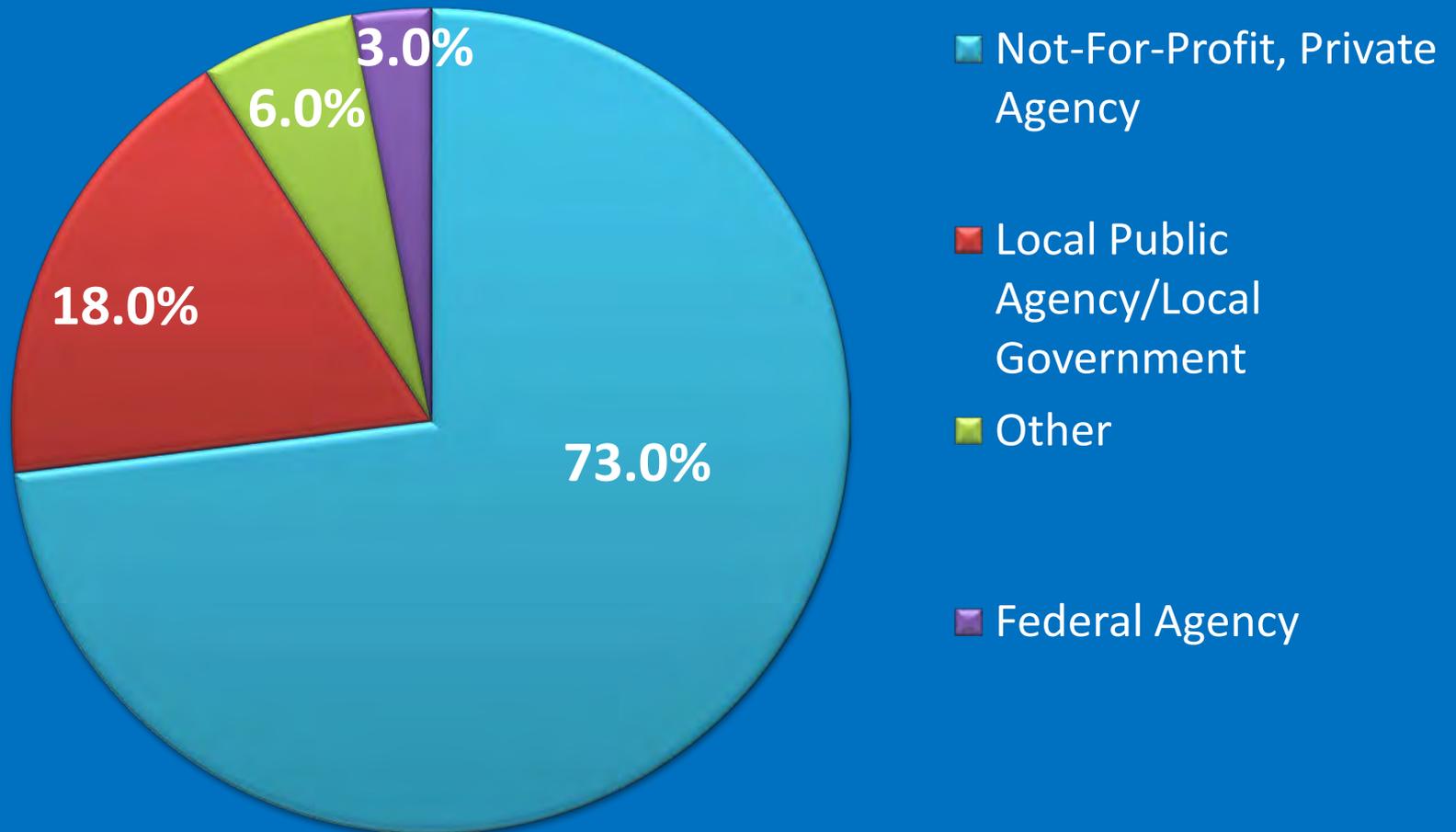
	Agencies	Individuals
Number of Participants	35	110

# Survey Results (Agencies)

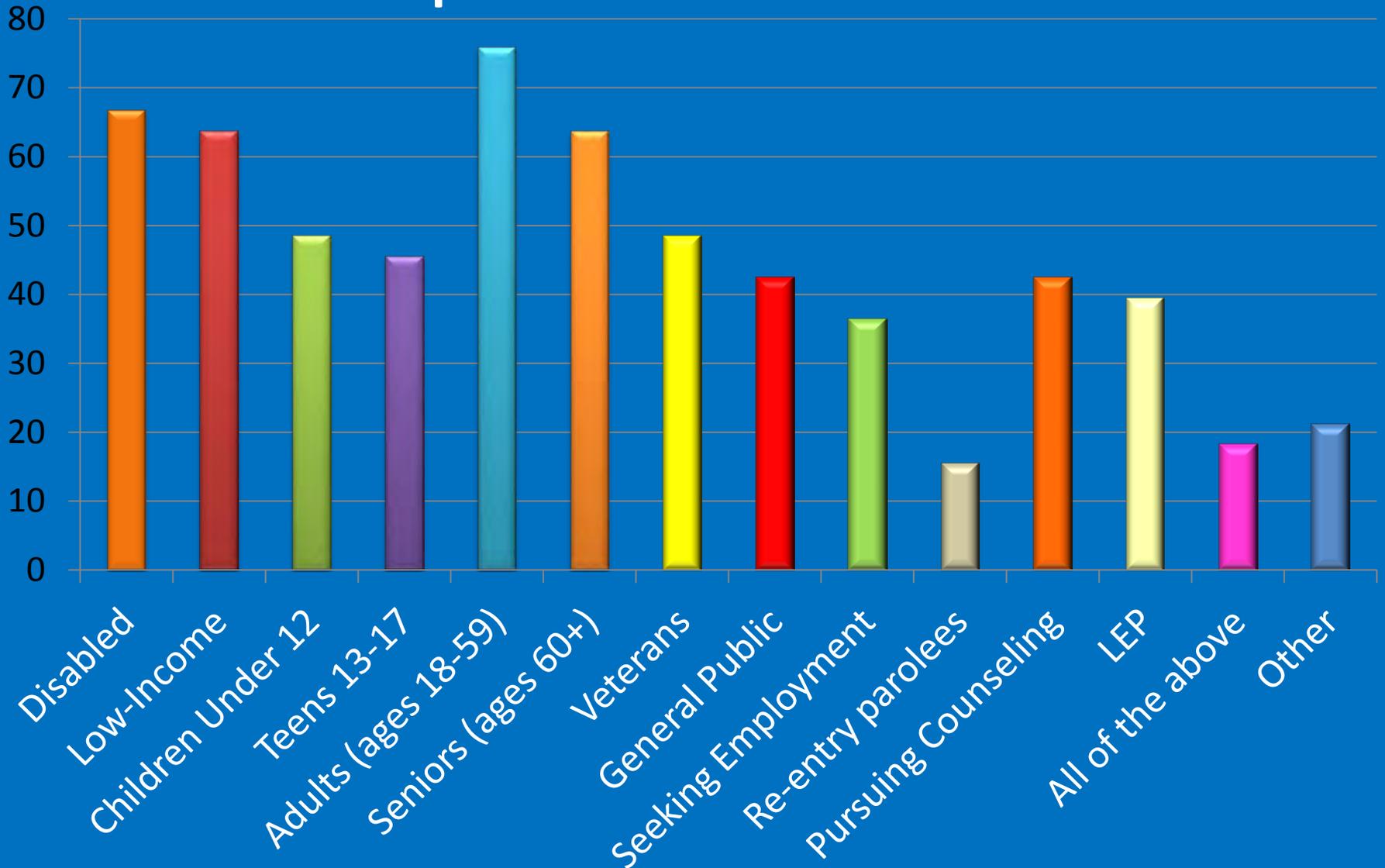
# Participating Agencies

- American Red Cross of the Mid-Hudson Valley
- Astor Early Childhood Program
- Cardinal Hayes Home for Children
- Catholic Charities Community Services
- Department of Community and Family Services
- Devereux Foundation
- Dutchess County Division of Veterans Services
- Dutchess County Mental Hygiene - ITAP
- Foundation for Community Health
- Foundation for Community Health
- Friends of Seniors of Dutchess County Corp.
- Gateway Community Industries
- Grace Smith House, Inc.
- Greystone Programs, Inc.
- GSH
- Hudson River Health Care
- Hudson River Housing, Inc.
- In Flight, Inc.
- Lutheran Care Center at Concord Village
- Mental Health America of Dutchess County
- Mid-Hudson Addiction Recovery Centers
- North East Community Center
- Northern Dutchess Hospital
- Pawling Resource Center
- PEOPLE, Inc
- Poughkeepsie Housing Authority
- Somos la Llave
- U.S. Department of Veterans Affairs

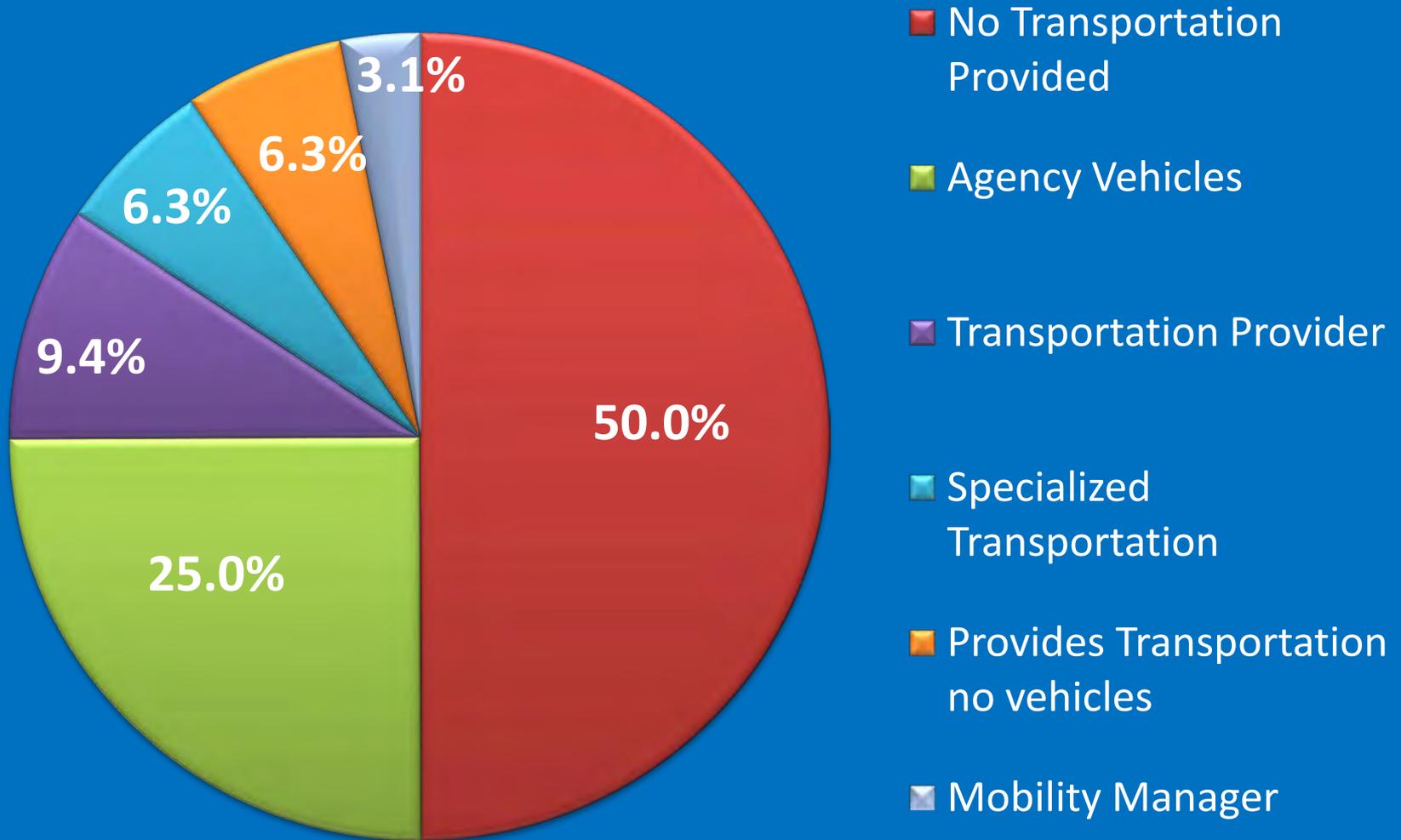
# Agency Response by Type



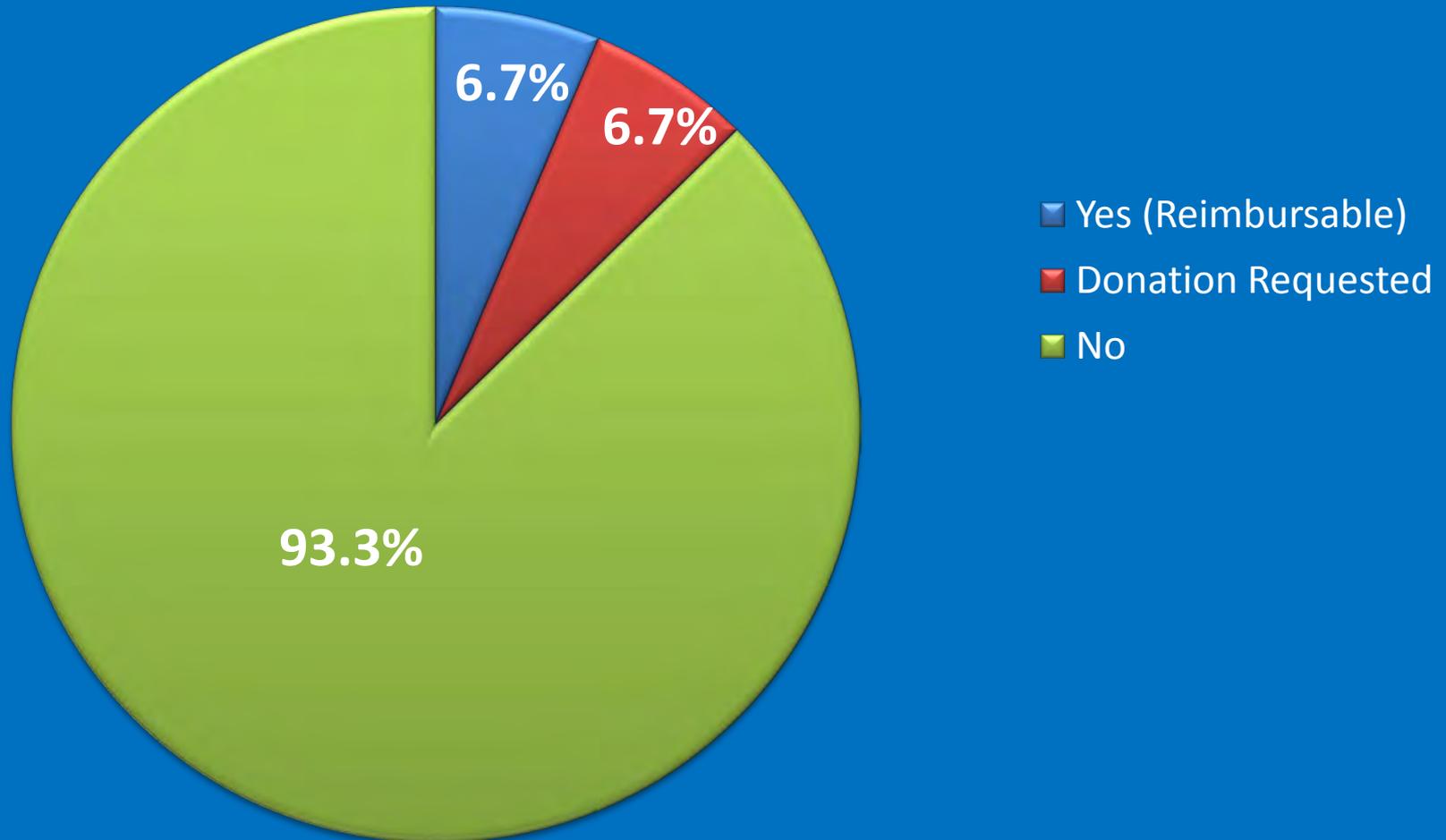
# Populations Served



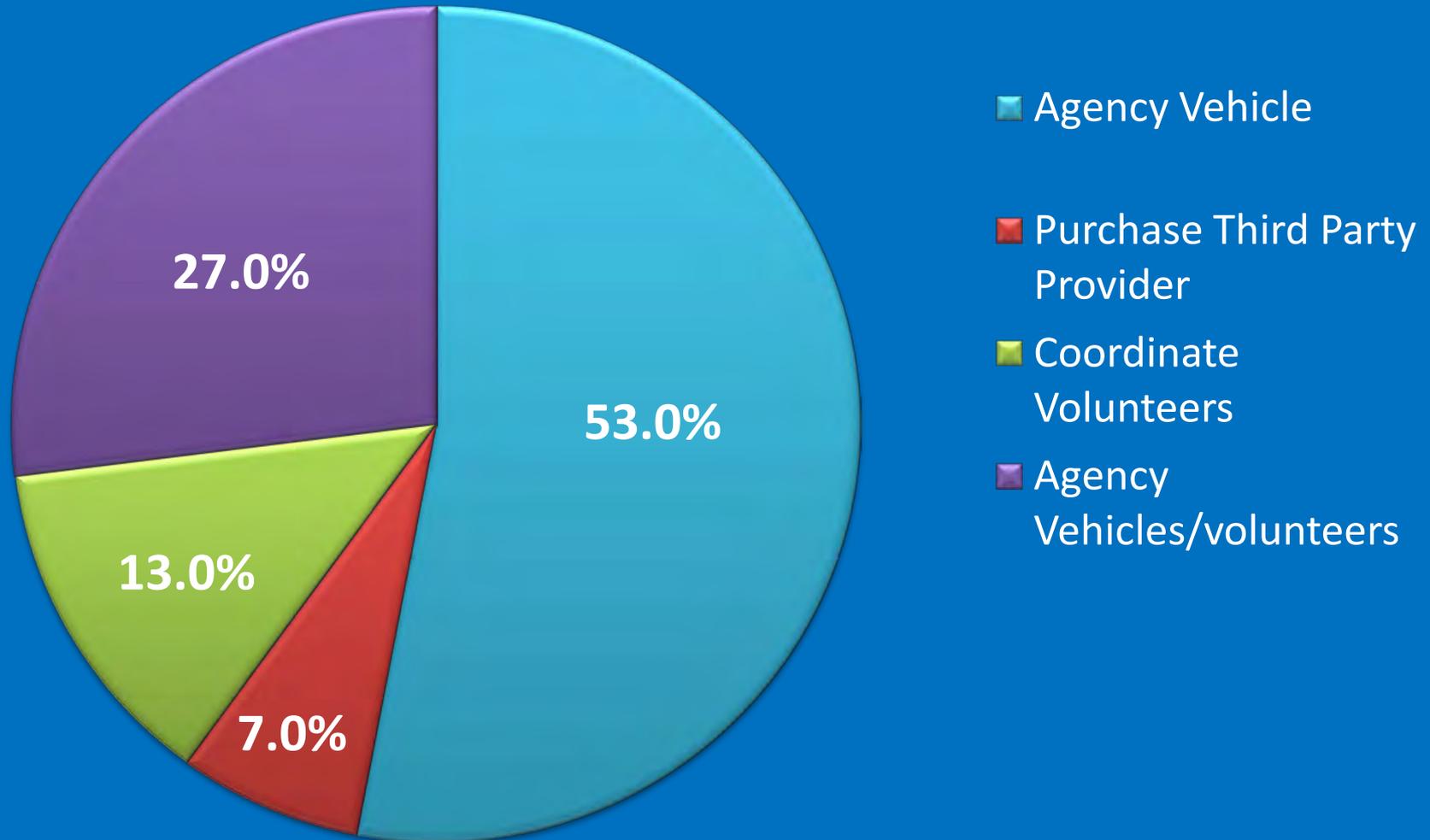
# How is Transportation Service Provided?



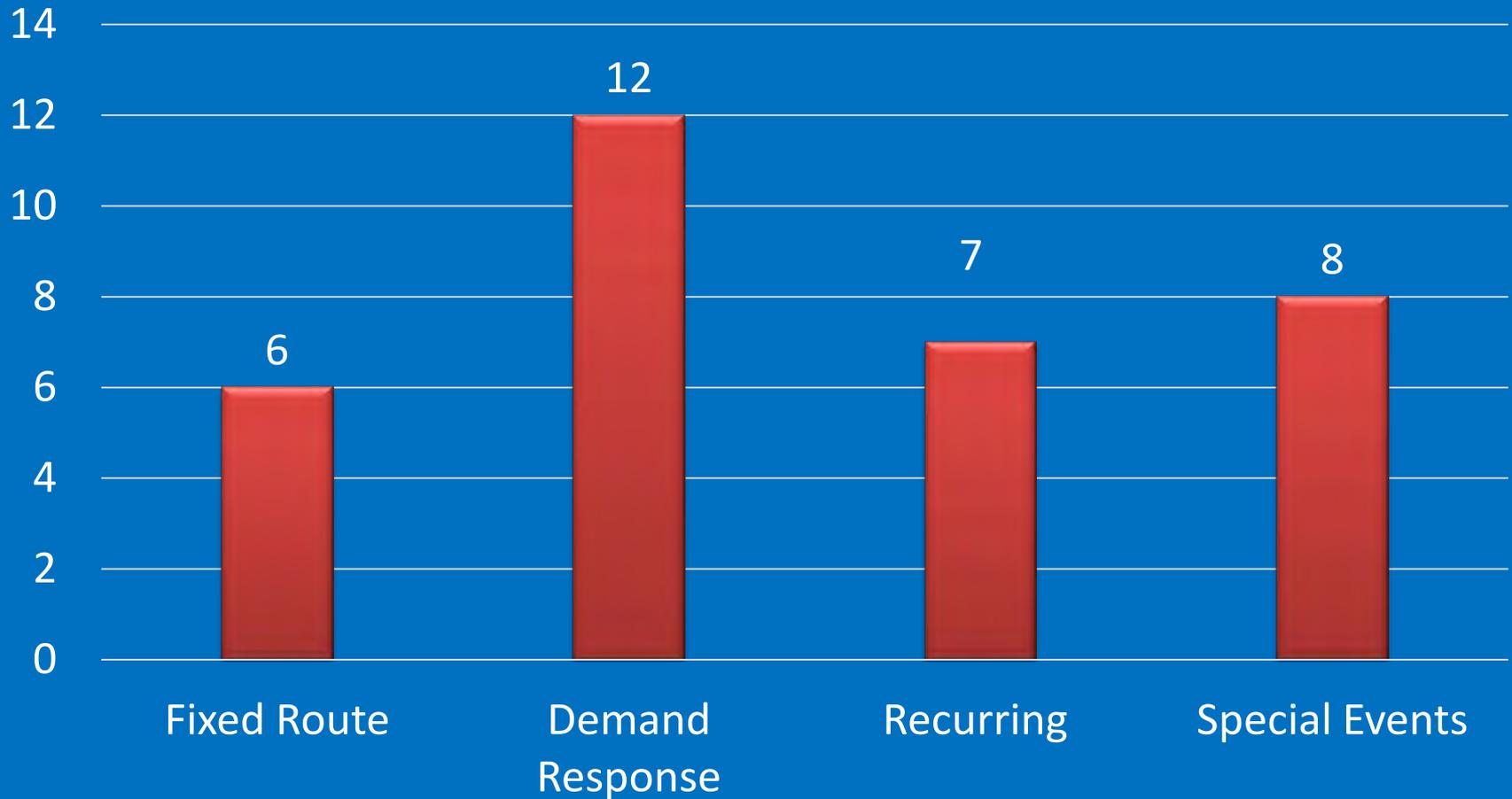
# Fares for Transportation



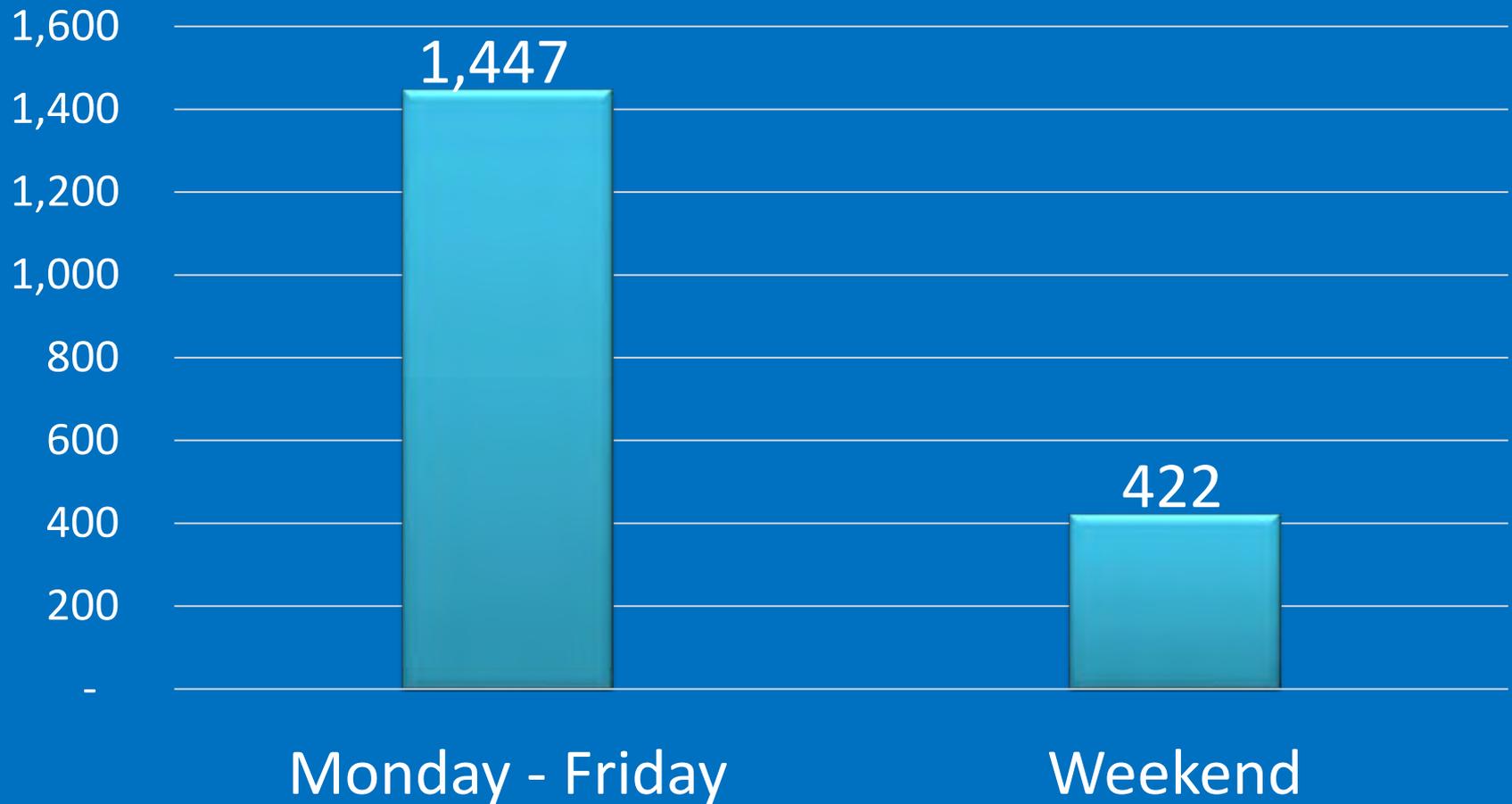
# How do Agencies Provide Transportation?



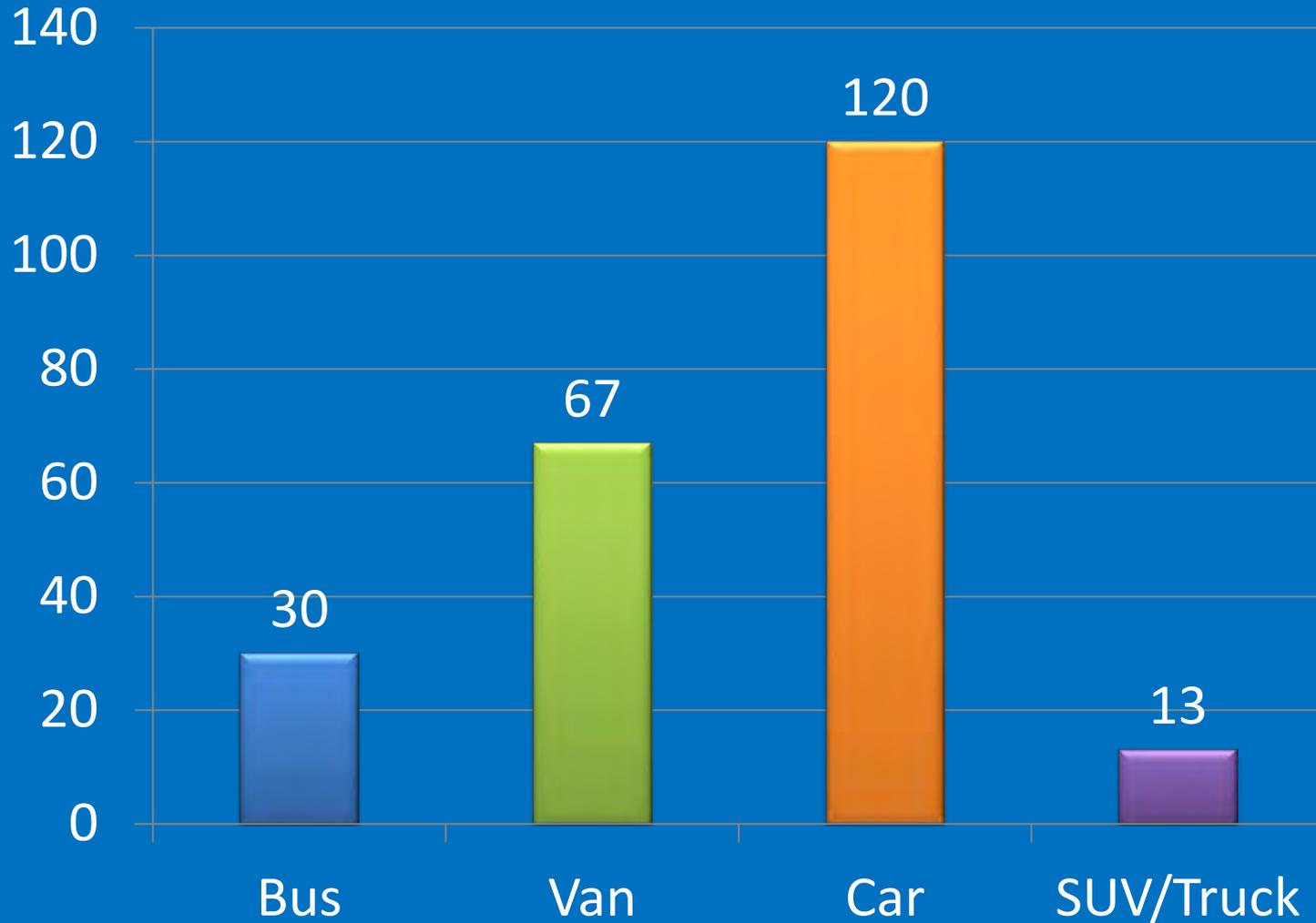
# Trip Types Provided or Purchased



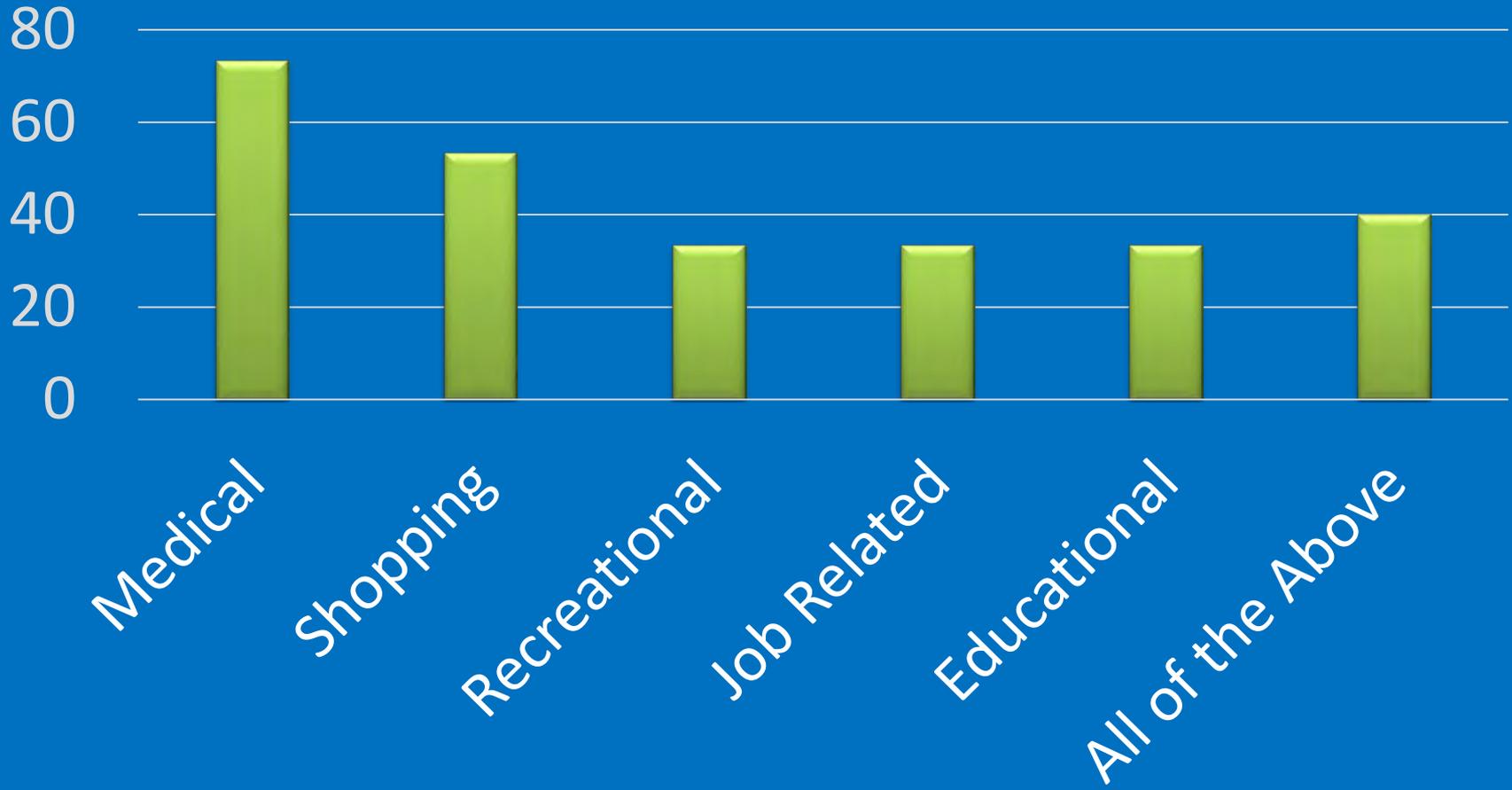
# Weekly Number of Trips Provided, Purchased, or Coordinated



# Number of Vehicles in Service



# % Agency Trip Types



# Ways We Coordinate (as noted by agencies)

- With associated hospitals
- Other agencies
- Local cab companies
- State medical transportation via Medicaid
- NYS Transportation Broker
- Dutchess County Public Transit

# Agency-Defined Needs

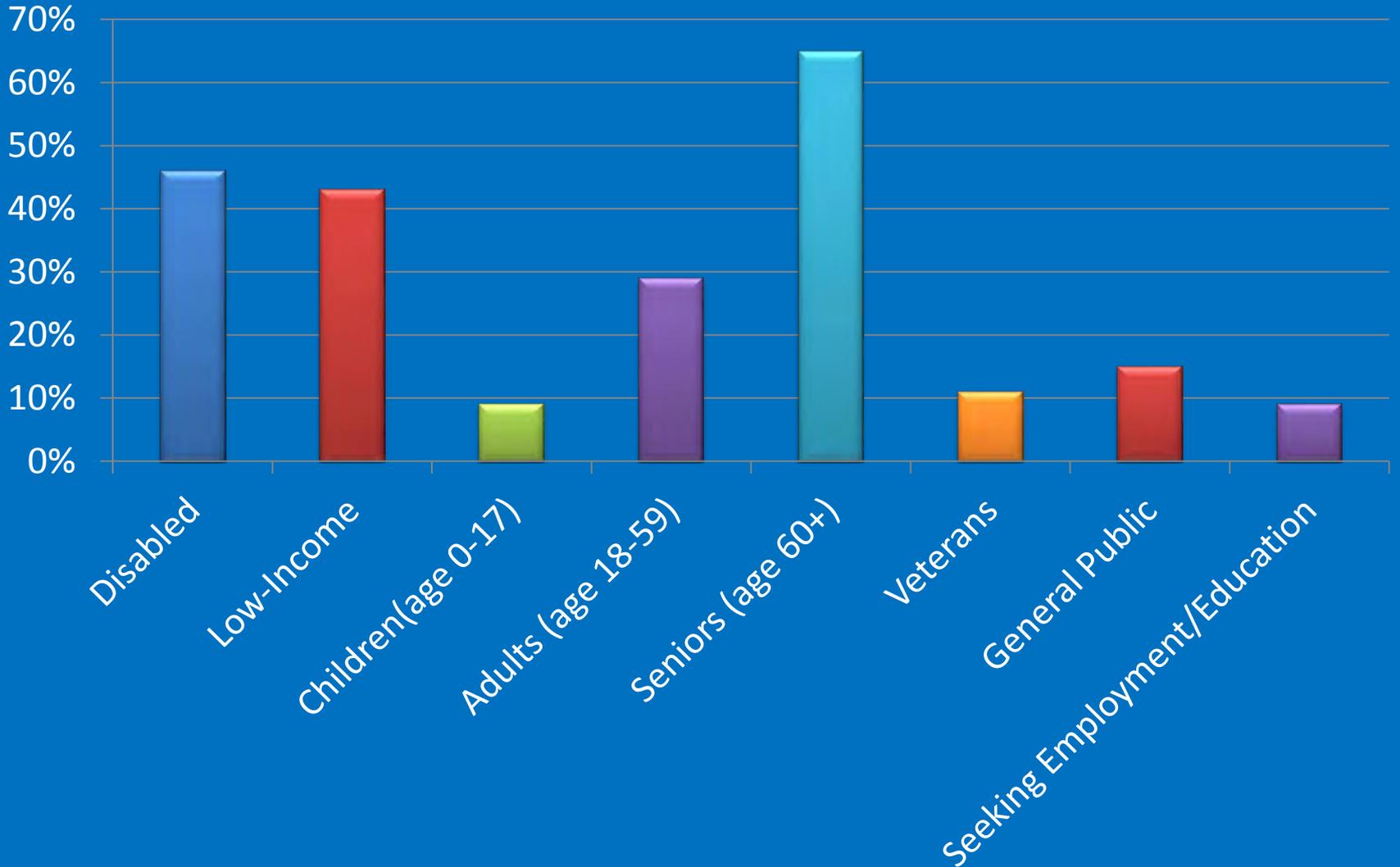
- Limited amount of paid and volunteer drivers
- Need more vans and buses & replacements
- More frequent public transportation
- Transportation on weekends, evenings, and “off-hours”
- Public transportation for rural areas especially northeast Dutchess County
- Rides to specialized medical care outside of Dutchess County (e.g. chemotherapy, dialysis)

# Agency-Defined Needs

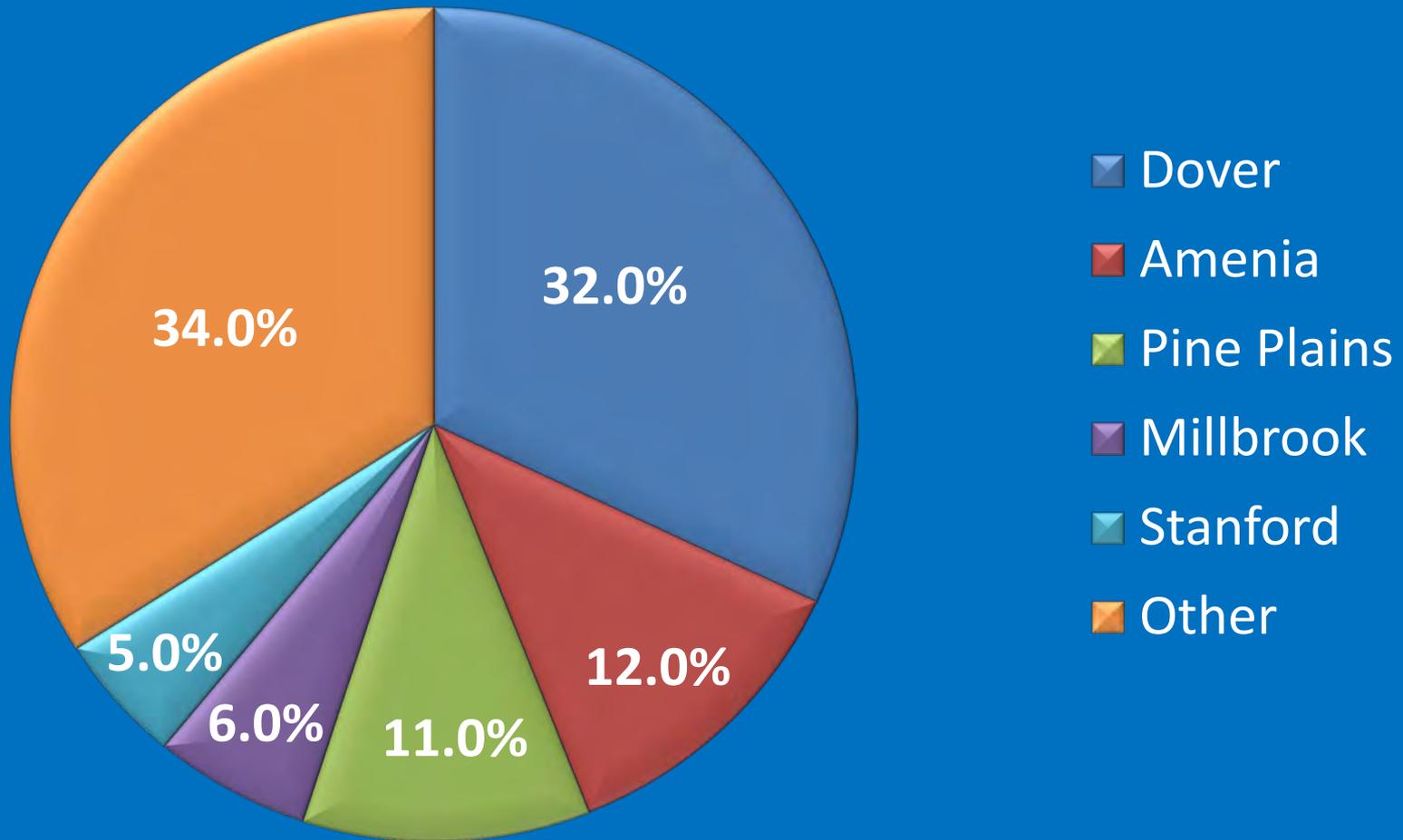
- Transport to food banks, grocery stores and other local areas
- Need for Spanish operators and mobility staff at transportation offices
- Specialized transport to Day Habilitation Programs or Vocational Opportunities
- Vehicles with more wheel chair positions in vehicles

# Survey Results (Individuals)

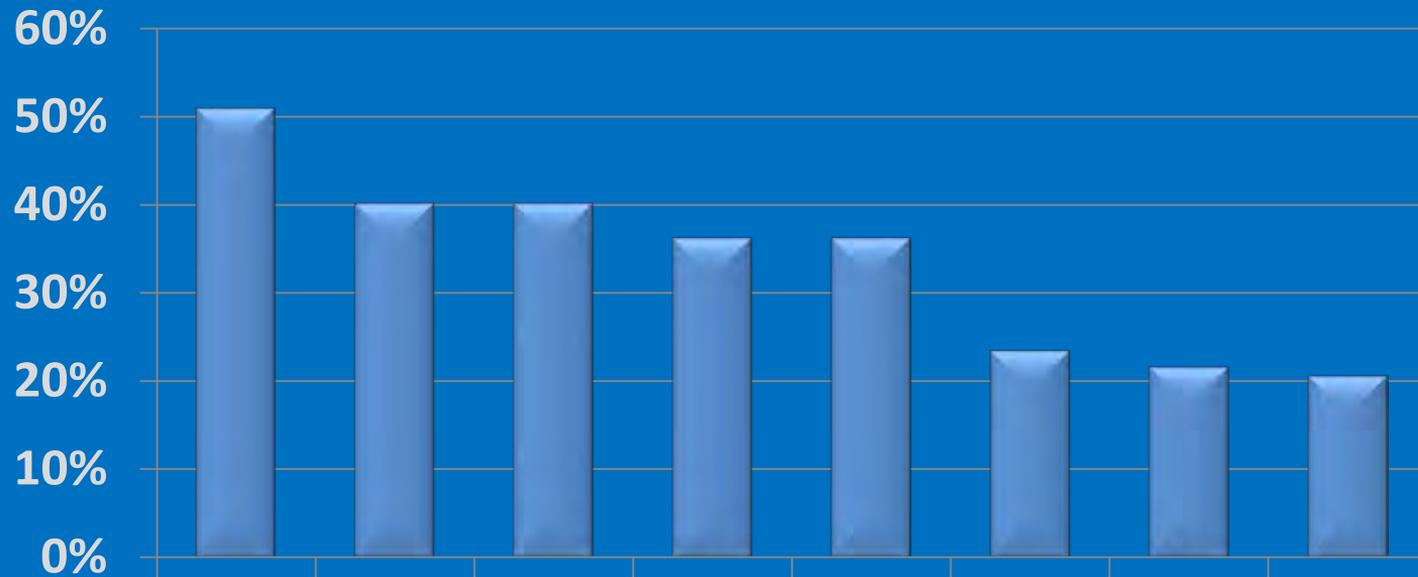
# Respondents



# Where Respondents Live

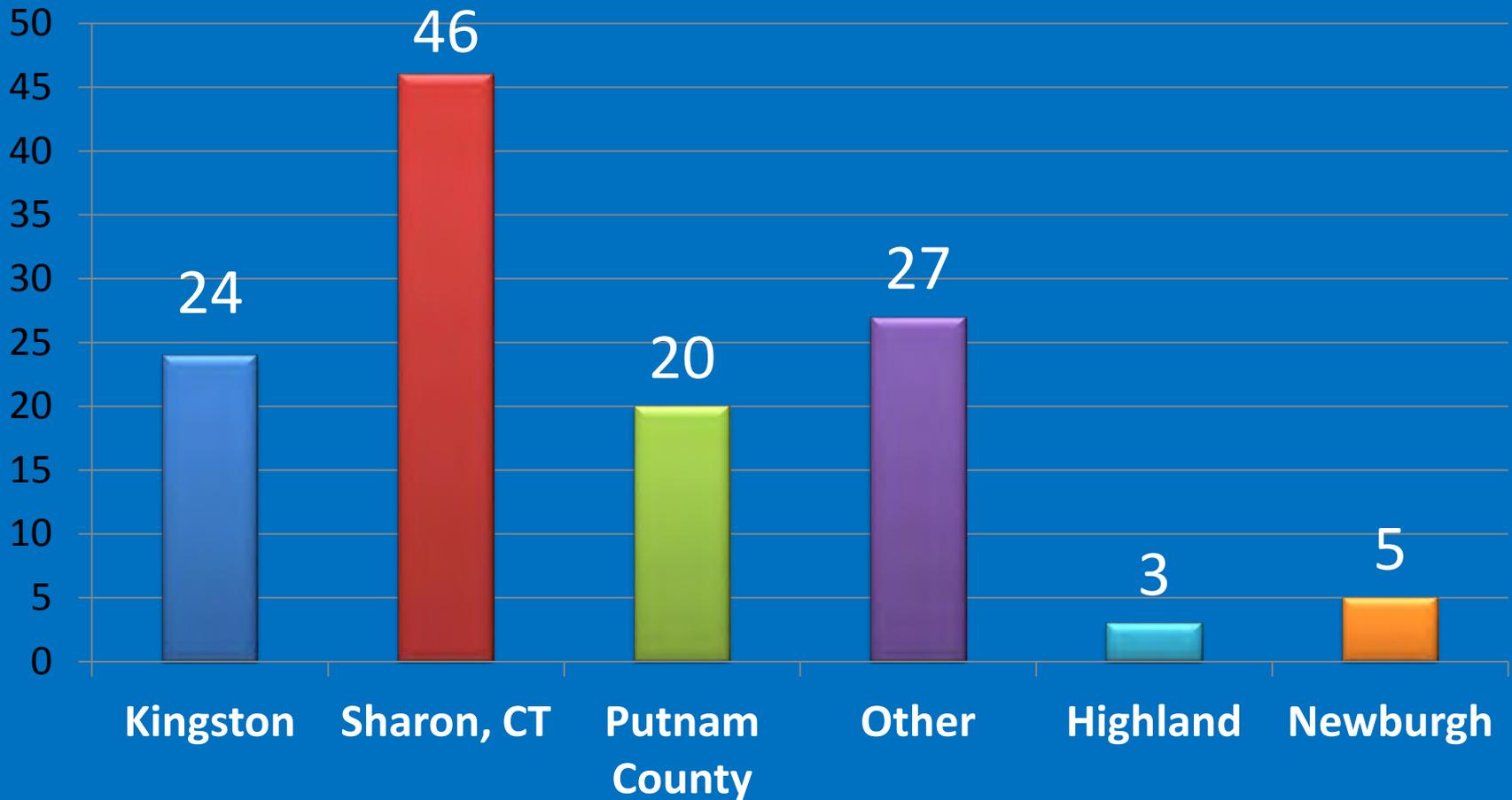


# Top Destinations In Dutchess County

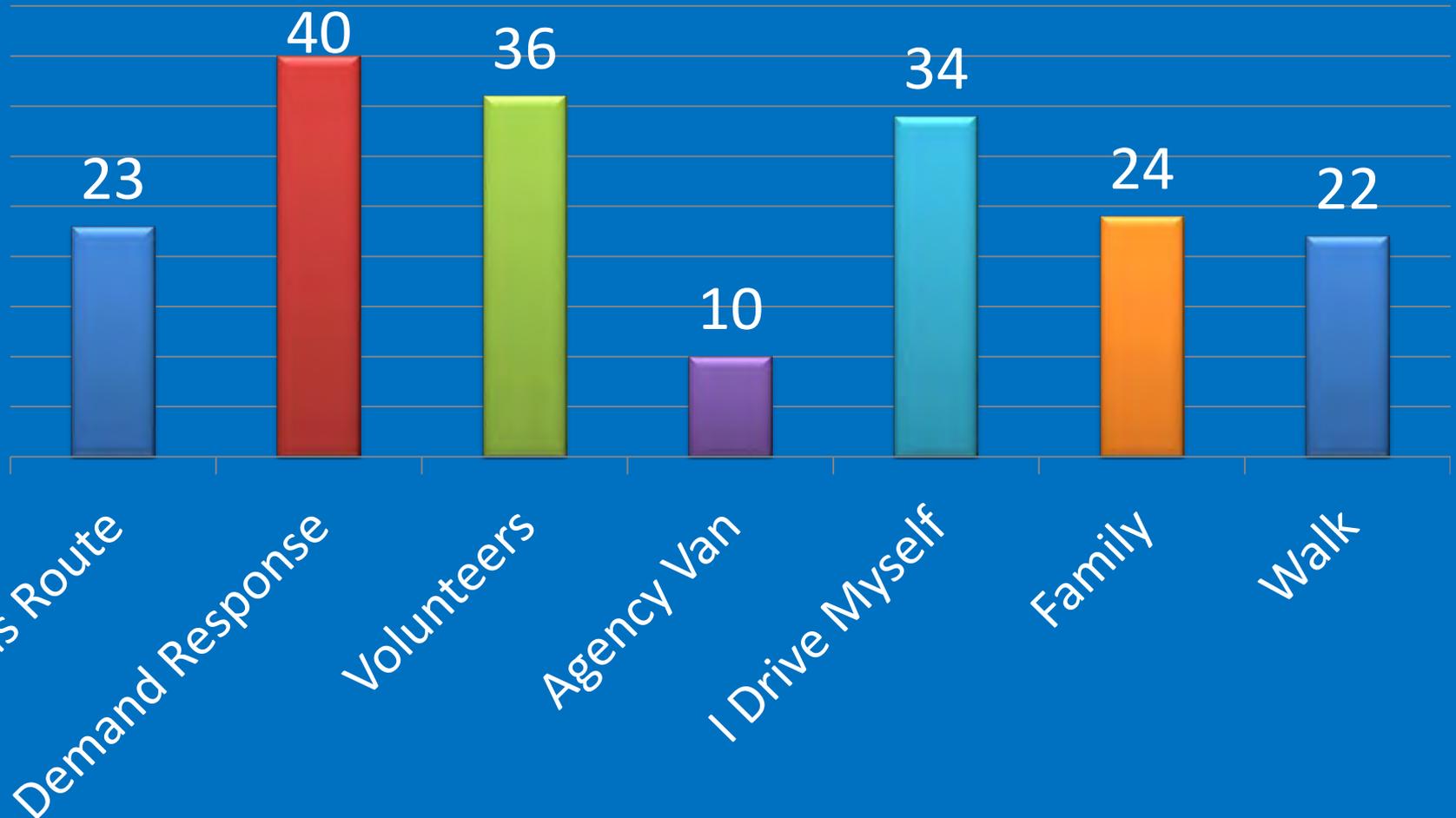


City of Poughkeepsie  
Dover  
Town of Poughkeepsie  
Amenia  
Millbrook  
Pawling  
Rhinebeck (T)  
Rhinebeck (V)

# Destinations Outside Dutchess County (by number)



# Method of Transportation (by %)



# Other Findings

- 90% of respondents felt their vehicle met their needs
  - Need ramps/step stool to go up steps to bus
  - Cannot get into a compact car
- 60% said they can get everywhere they need to go
- Bus trips too long, taxi rides can be 2 hours late in arriving
- Need help with packages
- Transport vehicles will not turn around in driveways
- Need more volunteer drivers and vehicles

# Individual Comments

- Establish a minivan service to transport residents to the bus stop locations
- Offer seniors and non-drivers more flexible days for shopping
- Need shelters for inclement weather
- Suggested the following:
  - Millerton to Poughkeepsie
  - Red Hook to Hyde Park and Rhinebeck
  - Review Wassaic train station arrival times

# Preliminary Recommendations

1. Operations
2. Capital
3. Mobility Management
4. Policy and Education

# Operations

- Expand point-deviated service and paratransit to 1.0 mile or more
- Fuel reimbursement for volunteer drivers with preference for those that are outside of bus routes or provide feeder or door-through-door service
- Revisit DCPT service routes, especially eastern Dutchess County
- Review additional route locations
- Provide more public transport in the evening and weekend hours
- Group Insurance?

# Operations

- Recruit paid and volunteer drivers
- Investigate the provision and encourage the use of shared vehicles
- Encourage more communities to participate in Dial-A-Ride
- Group/share trips by agency type
- Frequent transport for specialized medical care (chemotherapy, dialysis)
- Spanish operators and mobility staff

# Capital

- Fuel purchase
- New vehicles with preference for those that have wheelchair positions
- Replacement vehicles
- Preventative maintenance
- Purchase bus shelters to provide shelter to clients

# Mobility Management

- Develop a central LISTSERV to enable agencies to coordinate trips
- Attend travel training sessions and then develop travel training materials for the public
- Purchase scheduling software to assist volunteer driver programs
- Increase marketing of services to the elderly and disabled
- Investigate taxi services and group discounts
- Central dispatching – investigate how to integrate 511 Vanpool and United Way 211

# Policy and Education

- Form a subcommittee of the PDCTC that becomes well-versed in transportation issues of the elderly and disabled
- Provide semi-annual transportation forums that agencies, transportation providers, and the public are invited to in order to provide up-to-date information and continued discussion.
- Notify agencies of FTA 5310 funding.

# Poughkeepsie-Dutchess County Transportation Council

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