

Transit Development Outline

For the City, and town, of Poughkeepsie New York

Submitted by :

Kevin E Newman

kevin@pat.bigk12603.com

REV. 1c 8/28/2007 – revisions include the town of Poughkeepsie

PHASE I {city} *mass transit bus operations upgrade*

NOTE: this phase could be implemented almost immediately

- change route and terminus for the **ROUTE 1 MAIN STREET** – the new terminus to be the TRANSPORTATION CENTER (RR station)
- notify the public in **advance** of change via **bi-lingual flyers available on the buses, bi-lingual posters in public places** along Main St. such as inside the current shelters
- create an **bi-lingual instructional flyer** explaining the **new and improved** transit system, when full implementation is to be expected, **the new rules for riding the buses** such as : pick-up and discharge is to be **only at the designated signed stops**, and transfers to be **only at designated transfer points** .This should provide an introduction to the public, a “sneak peek”, of the new system.
- determine precise location of all stops along the **new #1, #1M (Maplewood), and #1X (express) Main Street** routes
- determine precise timing of the **ROUTE 1** and **ROUTE 1 M**, point-to-point and total to-from eastern terminus
- make new easy to read bi-lingual schedules and maps for the **ROUTE 1, ROUTE 1 M, and the ROUTE 1 X**
- install signs at the designated stops along the #1, #1M, and #1X routes – could make temporary signs out of that corrugated plastic material
- cut most, if not all, of the remaining routes to ½ of the current runs – IE: **every other run** in between would be a **ROUTE 1 or a ROUTE 1 M** – the Main St. bus would alternate between a **ROUTE 1** and a **ROUTE 1 M** – use **ROUTE 1 X** (express) AM run as a way of getting to eastern terminus - would then **return as a ROUTE 1 or 1 M** and one of the **PM ROUTE 1** buses **would return as a ROUTE 1 X**
- evaluation of usage at certain hours for all other routes
- funding appropriation begins for the updating / expansion of current system

(continued on page 2)

PHASE II {city} *continuation of mass city transit bus operations upgrade*

- remaining routes (2,3,4,5 and?) to be **revised / changed**
- determine precise location of all stops along the remaining routes
- determine precise timing of the remaining routes - point-to-point and total to-from outbound termini
- make **new easy to read bi-lingual schedules and maps** for the remaining routes
- **install signs at the designated stops** along remaining routes

This to be completed within a 60 day window of time – **at the beginning of this time period the public is to be notified** with posters etc. as in **PHASE I**, of total change over to the new system, most importantly the **change of location for the primary terminus** – the **TRANSPORTATION CENTER** - and the **moving of the shelter at the old primary stop** at One Civic Center Plaza. The other transit agencies, **LOOP**, Arrow, Coach USA, and New York Trailways, are to be notified as well. At the end of this time period **the shelter at the old primary stop to be moved** to Main Street at Market – facing Main St. in front of the former Plaza Café.

- A test / trial run of a new 35' **Orion VII hybrid** transit bus
- **ordering of new Orion VII hybrid transit buses**
- begin legal proceedings for the establishment of an **independent transit authority**, and-or agency, that would be responsible for all mass transit operations in the city and town of Poughkeepsie – the proposed name for this entity would be the Poughkeepsie Area Transit Authority – the mass transit vehicle system would be publicly known as **Poughkeepsie Area Transit –P.A.T.**



(continued on page 3)

PHASE III {city and town} expansion of transit system

Town:

- feasibility study for the establishment of a **Poughkeepsie “mini trans”** like the **town of Clarkstown, Rockland county NY** - this mini trans bus could be part of the P.A.T. system or be a wholly independent system

City:

- deployment to revenue service of new early 21st century buses

NOTE: there should be a period of training for all drivers just before deployment

- Appropriation of additional funding from sources other than that used for the main fleet of buses – these sources could include **corporate sponsorship**, the **local colleges** etc. This funding would be used for **smaller, special purpose transit vehicles**, such as a **college shuttle mini-bus**, a **trolley bus**, and/or a **para-transit** mini-bus.

- explore vehicle power, and fuel, options for the above – CNG, bio-diesel etc.

- work out the routes and schedules for the above

- explore uses of wireless, and other technology, for the transit system such as vehicle location via GPS, dissemination of information to the public (down-loadable route info to PDA's, enhanced web site with down-loadable schedules etc.), talking bus stops for the blind etc.

- feasibility study of waterfront property off North Water St. being used as a new transit garage / center

- feasibility study of making some of the property under the RR trestle bridge – Walkway Over The Hudson – into small parks – **bicycle/pedestrian path(s) to be part of the overall plan**

- **bike routes and or paths :**

establishment of **additional local bicycle routes** – signage for these routes and additional signage to-from the F.D.R. Mid Hudson Bridge bicycle-pedestrian walkway entrance off Gerard St. – also signage to-from the City of Poughkeepsie Morgan Lake trailhead for the **Dutchess Rail Trail** (should be almost complete by the time of this phase)

- put **bicycle racks** at city hall and other (city) government buildings – work with MTA to see if a bicycle locker, and/or additional bicycle rack(s), could be installed at the transportation center (they have just one bicycle rack now as of 8/28/2007)

- build more parking near trans center and / or developed waterfront property – people coming into the area via personal vehicle **could park in one location and take mass transit to get around**

- encourage everyone, to **ride (bicycle) to work or take mass transit** – get those cars off the roads!

(continued on page 4)

PHASE IV *further expansion of transit system*

City:

- deployment of vehicles and technology from **PHASE III**
- expansion of mass transit bus operations – purchase of additional 35' vehicles (buses) and new drivers
- feasibility study of **other types of mass transit vehicles**, other than buses, to be incorporated into the system – other types of vehicles to be studied for possible use include, but should not be limited to, a ferry / water taxi, **a L.R.V. along Main St.** , or a commuter sea plane

PHASE V

City and town:

- begin construction of **Light Rail Vehicle** line along Main Street – this line could be extended into the town of Poughkeepsie along the route 55 corridor – the **Light Rail Vehicle** would be a part of the P.A.T. system but would be jointly funded by the county along with state and federal funding
- the establishment of a H₂ re-fueling facility at the transit center/garage – initially would be to mix with the CNG for those vehicles that use CNG – this is what is currently being done by the **CATA** system in **State College PA** as a joint project with **Penn State University**
- deployment of other types of vehicles from **PHASE IV**

PHASE VI *the year 2025 or thereabout*

- replacement of oldest hybrid technology diesel-electric, and CNG transit vehicles, with new **hydrogen fuel cell vehicles**
- expansion of L.R.V. system