

OCTC Transit Sub-Committee Meeting
Wednesday May 5, 2021
10:00 a.m. to 11:00 a.m.



Zoom Meeting Information:

<https://us02web.zoom.us/j/84785481689?pwd=VGV3K3JxWnkxU2UyK1hQSHE0TDIqZz09>

Dial by your location: +1 646 876 9923 US (New York)

Meeting ID: 847 8548 1689

Passcode: 914500

MEETING PARTICIPANTS

Name:	Organization:
Jessica Ridgeway	Orange County Planning
Alan Sorensen	Orange County Planning
Julie Richmond	Orange County Planning
Rob Parrington	Orange County Planning
Ashlee Long	Orange County Planning
Lauren Burns	Orange County Planning
Zack Coleman	Orange County Planning
Chris Titze	Transpo Group
Scott Manley	Town of Newburgh
Mike Sweeton	Town of Warwick
Dan Coots	NYSDOT
Greg Hart	NYSDOT
Tom Faggione	Orange County Legislator
Nancy Project	Vision Hudson Valley
Chaya Knopfler	Kiryas Joel - Rider Advocate
Julisa Sierra	Middletown – Rider Advocate

TRANSIT PROJECT UPDATES

Transit Orange Website

Redesign is 85% - 90% complete. Still adding narrative and confirming information.

- Aim is to make Transit Orange brand more prominent and identify all services available throughout the county. Want to bring a sense of continuity among different services, as the County does not operate any services, they are contracted out.
- The system map has undergone an overhaul as well. Focus is to show how connecting services play a role in Orange County. Looking also to develop localized map for each of the

fixed-route systems. Even though there are different operators, bus riders will see a cohesively branded maps, signs, and brochures throughout.

Transit Orange Website

- Currently maintained as a pilot. Still adding data, direct connection with website with consistent branding as well.
- Cambridge Systematics is managing update. It is an open-source trip planning software program that leverages County's General Transit Feed Specification (GTFS) data feed. Users will be able to plan a trip from origin to destination both on desktop and mobile devices and get information on services available – the trip planner also provides details about what each service requires (reservations, etc.)
- Key Feature - Connects existing services together (demand responsive, para transit, and fixed route), so users will get accurate and timely information for each leg of their trip.

Major Employer Transit Service (METS) Plan

- Ongoing for about 24 months. Plan goals include examining best practices in Public-Private Partnership (PPP) transit service models utilized in coordination with major employers, identifying opportunities to expand or improve connections of public transportation to major employers, and developing public transportation service strategies to improve the mobility needs of Orange County for advancement. Seven (7) METS locations within close proximity to one another have been grouped into service areas for additional analysis and strategy development. The project is broken up into five tasks: Task 1: Examine Public Private Partnership Transit Models; Task 2: Transit Market Demand Analysis; Task 3: Feasibility Assessment; Task 4: Alternatives Analysis; Task 5: Draft and Final Service Plan. Twenty-six (26) employment locations were identified as major employers and “cut sheets,” or one-page summaries have been completed for each METS location detailing findings including: description, sector, number of employees, key employers, day trips by purpose, and analysis output.
 - Wrapping up task 4 (alternatives analysis), almost ready to submit draft final report.
 - The service goals and evaluation criteria are as follows:
 - Provide mobility and access for all residents to the mobility options needed to connect to jobs, offer a high-quality transportation alternative to driving alone, that is reliable and affordable, be cost-effective, making the best use of county funding, and leveraging other private and public sector sources. support economic development by connecting workers to existing and future employers, provide connections to existing transit services, equitable distribution of services by identifying opportunities to improve accessibility for those with the greatest need.
- Big picture strategies that came out of this analysis were: private shuttle, fixed route expansion, Dial-a-Bus expansion, or employer programs. Then, how these strategies aligned with the employers was analyzed.
- Big Picture Takeaways: Temporal Mismatch: Fixed Route and DAB service hours do not adequately overlap, long headways limit flexibility for commuting purposes. Geographic gaps: transit opportunity areas identified for fixed route services; independent Dial-a-Bus service areas create interconnectivity issues. Technology: Dial-a-bus could be improved through implementation of fare payment and real-time scheduling enhancements.

- **Big Picture Transit Solutions:** Private shuttles, Public Transit Expansions (expanded service areas, extended service hours, reduced headways), Employer/County Programming: used to bridge gap between transit services.
 - Next steps include finalizing planning level service evaluation and developing recommendations, evaluating the impacts of the COVID-19 pandemic on public transportation demand and service delivery, examining social service facilities as employment and transit demand centers, and developing and submitting draft and final report.
- **Next Steps –** Finalizing evaluation on the impact of COVID-19 on public transportation demand and service delivery. Conduct Stress test analysis on project recommendations as a result of the pandemic. Develop and submit draft and final executive report.

Schunnemunk Rail Trail Project

- Orange County Planning/Transit Orange and Orange County Parks, The Orange County Land Trust, Open Space Institute (OSI) are pursuing a multimodal trail through the Town of Cornwall, Village of Washingtonville, Town of Blooming Grove, and Town of Chester at Camp LaGuardia. This project is a great improvement to county's multimodal transportation system and has the added benefit of recreation. This 9.8 mile expansion of the Heritage Trail network and will improve public transit use and services by providing pedestrian and bicycle connections to existing transit services.
- Funding is FTA 5307 for design and engineering, right of way, construction, and construction review. The project will also include a public art component as well as maintenance.
- The abandoned rail line will first be acquired by OSI and then Orange County. Once Orange County acquires it, it will be permanently protected and be used to facilitate non-motorized (bicycle and pedestrian) connections to the Salisbury Mills Train Station, Chester Park and Ride, and Dial-a-Bus in the Village and Town of Chester.
- Acquisition of land for the final connection to the Heritage Trail is currently being pursued.
- Next step is to add this project onto the Orange County Transportation Council (OCTC) Transportation Improvement Program (TIP) – it will be presented to the full OCTC Committee in coming weeks.

Rider Advocate Role Discussion

This committee is meant to be a platform for information sharing in both directions. Rider advocates will not be commenting on municipal level issues or operations as there are already mechanisms in place for reporting these items. Adjustments can, of course, be made as necessary but there are three main functions of the rider advocate role:

1. Provide feedback from a rider perspective and stay informed on on-going projects.
2. Be advocates for transit both within their community and identify potential transit issues observed throughout the county
3. Identify and suggest potential projects for eventual adoption into OCTC programming. (UPWP and TIP)

Next Meeting – August 4, 2021 at 10AM