

CHAPTER 8

IMPLEMENTATION PLAN



IMPLEMENTATION PLAN

The purpose of this chapter is to provide a framework of action upon which the programs, projects, and desires presented throughout this document can become reality. The implementation plan is based on goals, objectives and needs, and identifies the actions required to implement multimodal solutions designed to improve the safety, mobility, and aesthetics of Ulster County.

Fierce competition for limited funds requires local decision-makers to work with citizens, business owners, and other stakeholders to identify alternate funding resources and innovative implementation techniques. To implement the long range transportation plan, the Ulster County Transportation Council (UCTC) must continue to reach out to and work proactively with diverse stakeholder groups. It is recommended that attention be given to identifying alternative funding sources, careful evaluation of the feasibility of projects, garnering public support for critical projects, and investigation of phased implementation of improvements in order to implement this plan. Support must also be provided to the agencies responsible for implementing specific multimodal improvements.

Variables

The execution of the implementation steps identified in this chapter may need to be phased and will be subject to a variety of factors that will determine their timing.

Variable factors to consider include:

- The availability of the personnel and financial resources necessary to implement the specific proposals.
- Whether an implementation step is a necessary independent project or program, or a component of the rational evaluation of a new development project.
- The interdependence of the various implementation items, in particular, the degree to which implementing one item is dependent on the successful completion of another item.
- The relative severity of the problem which a particular implementation item is designed to remedy.

It is vital to the success of this plan that local municipalities continue to work with and educate local citizens and businesses. While public support can encourage implementation, opposition can significantly delay a project.

Key Relationships

An important relationship exists between the community's collective vision for the area and the plans, policies, and actions that ensure this vision becomes a desirable and



functional reality. There is an understanding that the desired future is directly related to the types of transportation investments that will be made.

Another important relationship exists between the human and natural environments. It is essential that the region consider its irreplaceable natural resources when evaluating the impact of changes to its transportation system. It is inevitable that some projects will have an impact on the human and natural environments, but early screening of potential impacts of transportation projects will help to identify how to mitigate or avoid significant impacts that result from construction and development activities and reduce unnecessary delays and expenses throughout the implementation of the project.

The relationship between land use and transportation is also very important. How land use changes directly impacts the demand on the transportation system. Typical urban problems including consumption of sensitive land for development, costly expansion of public infrastructure, and increasing traffic congestion all have an effect on the transportation system and the environment. These relationships are all related to the implementation of Smart Growth initiatives. The Ulster County Transportation Council supports the smart growth initiatives already underway — Main Street revitalization, transit-oriented development, traditional neighborhood development, and rural preservation — and promotes transportation investments that are sensitive to the overall goals of the plan. As the implementation of smart growth initiatives spread to other areas of the region, it is anticipated that this could result in lower vehicle trips and vehicle miles traveled.

Actions

Upon adoption of the plan, the following action items can be used to help implement the Plan. Where possible, early implementation of these items will take advantage of momentum gained during this planning process.

1. **Implement Short-Range Projects.** A number of projects identified in Chapter 7 have been programmed on the UCTC TIP for nearly a decade or longer. Many projects scheduled for implementation were, for whatever reason, not implemented as scheduled. Projects scheduled for implementation but lapse are often resuscitated at the expense of other project needs. The UCTC needs to be vigilant and focused on project implementation to ensure transportation needs are addressed in a timely manner.
2. **Prioritize Long-Term Projects.** Use the existing TIP Project Evaluation and Selection Process developed by the UCTC to prioritize long-term needs and projects to help facilitate future TIP update processes.
3. **Develop a City/County Transit Master Plan.** A City/County Transit Master Plan is needed to identify short-term and long-term transit needs, schedule major infrastructure improvements, and identify funding resources.



4. **Complete the Countywide Multi-use Trail Network.** Multiple rail to trail and rail with trail segments in Ulster County need to be connected into one complete regional network to enhance mobility and protect the environment.
5. **Update Existing Plans.** Many of the existing companion plans have not been updated in several years or conditions have changed enough to warrant re-evaluation of the existing plans. The TMA's Congestion Management System Plan, the State's ITS and Transit Plans, and other plans should be evaluated and modified as appropriate.
6. **Request inclusion of high-priority projects** in future updates of the UCTC Transportation Improvement Program (TIP).
7. **Enhance the Pedestrian Environment** through providing high quality buffers between the pedestrians and moving traffic.
8. **Coordinate with the development review process** to integrate recommended street, bikeway, and greenway networks that create an interconnected network.
9. **Transit Integration** – Where land use and zoning policies will support transit oriented development, target those areas for high quality transit service to increase the benefits of access to all modes of transportation.
10. **Shared Use Driveways** reduce the number of conflict points, making the roadway safer for all modes of transportation.
11. **Improve On-Site Circulation** – prevents internal circulation and congestion problems from affecting operations on the street.
12. **Driveway Spacing** – by keeping driveways as far from street intersections as possible and by spreading the access points as far apart as possible, the number of conflict points are reduced and access is allowed to occur in locations of reduced congestion.
13. **Medians** improve traffic flow and make the roads safer by reducing the number of conflict points and by making the conflicts that occur less severe. Medians also help to reduce delays. Properly landscaped medians will improve corridor aesthetics.
14. **Intelligent Transportation Systems (ITS)** – Inexpensive technologies are currently available to assist with traffic flow management resulting in reduced congestion and delays and improved air quality.
15. Continue to support local initiatives that result in a more efficient, livable transportation system (street connectivity, transit system enhancements, etc.).



16. Reinvest in existing infrastructure and promote infill development or redevelopment instead of sprawl out from the core of the community.
17. Seek state and federal funding supportive of activities to improve the quality of development and protect human health and the environment.
18. Regularly review the congested network and TIP to ensure projects programmed will effectively reduce congestion.
19. Commit the time and resources to successfully implement car pooling, park and ride lot improvements and expansion, and growth management strategies.
20. Foster the interagency cooperation required to successfully implement congestion management process (CMP) strategies.

Closely adhering to the implementation strategies identified above will help achieve the long range transportation plan's goals.

