



EXISTING TRANSIT SYSTEM AND MARKET WATERTOWN-JEFFERSON COUNTY AREA TRANSPORTATION COUNCIL TRANSIT STUDY

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INTRODUCTION

The 2016 Jefferson County Coordinated Transportation Plan for Mobility Services has created a framework for a potential expansion of transit in the county. The recently established MPO, the Watertown Jefferson County Area Transportation Council (WJCATC), is proposing a regional transit network for Watertown, Fort Drum and surrounding communities. The new transit network should be organized considering ridership potential, the eventual operating organization, and likely financial resources. Beyond the identification of corridors, schedules, and budget, the best organizational structure for regional transit must be determined. Currently, many parts of the region lack the density to support frequent, fixed-route service. In order to serve these areas, the new network would need to employ a wider variety of mobility services to meet the community's needs over the years to come.

PROJECT GOALS

NYSDOT, in consultation with the Project Advisory Committee, has identified the following goals and objectives to guide this transit study:

1. Develop an overall transit evaluation criteria for each regional transportation corridor.
2. Prepare a preliminary visual representation of transit for each corridor.
3. Develop a corridor screening, ranking, and selection process to recommend corridors that will benefit from the implementation of a new transit system.
4. Analyze financial feasibility for operating costs associated with providing the transit service

Project Advisory Committee

The Project Advisory Committee consists of key involved agencies and departments, appointed officials, and other local government representatives. A detailed list of members is included in the Project Management and Coordination Plan, previously supplied to NYSDOT.

The committee is a working group requiring active participation by members at a number of in-person meetings and teleconferences. Project Advisory Committee meetings will clarify topics and issues and aid decision-making regarding specific work tasks, event scheduling, and the advancement of the study. These meetings allow for input solicitation on draft deliverables so that recommendations can be refined.

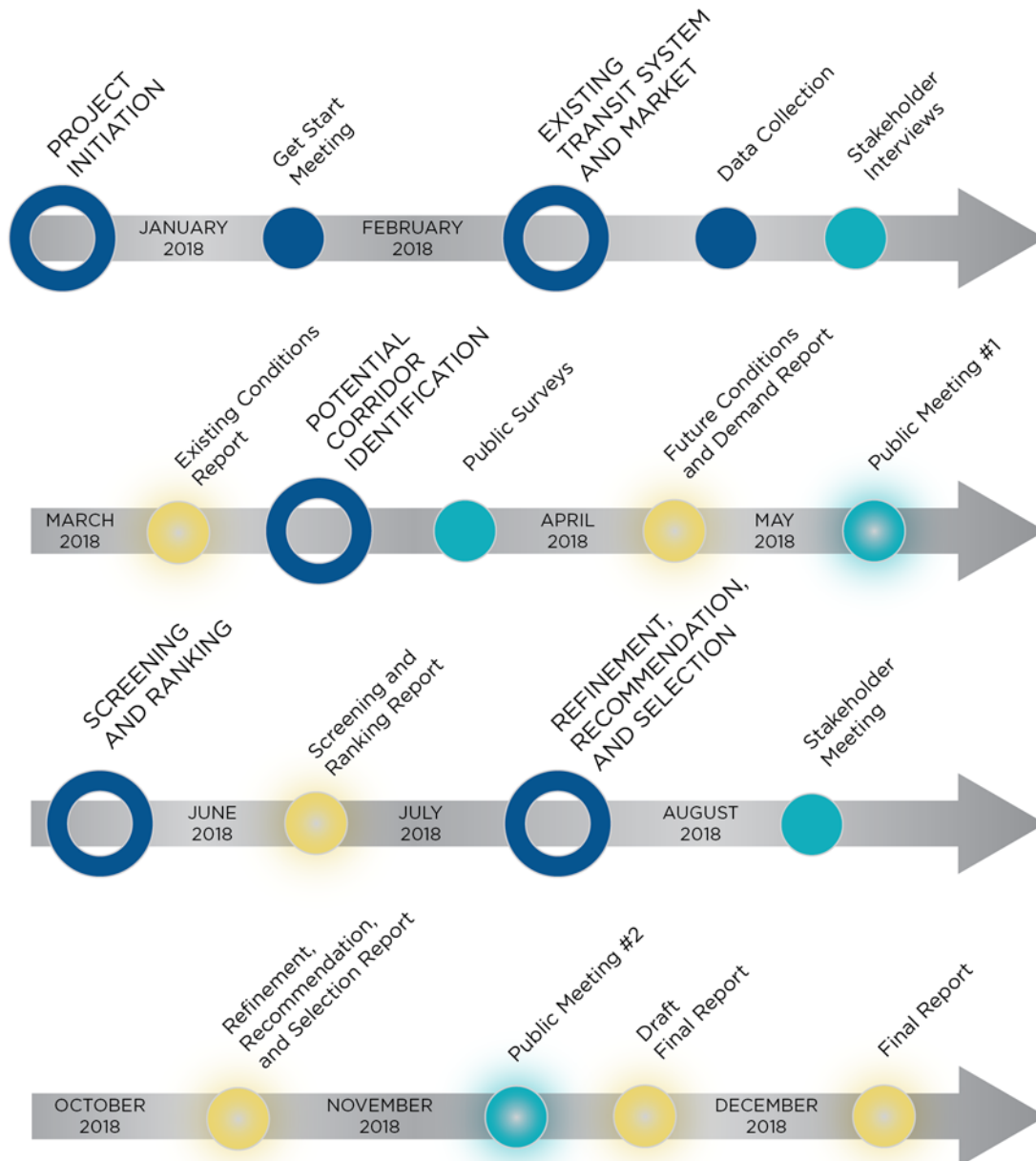
Currently, four in-person advisory committee meetings are anticipated, coinciding with other stakeholder and public events. All members of the advisory committee will be invited to an additional number of teleconferences coinciding with, or for the purpose of delivering progress reports. Date ranges for each meeting/teleconference are provided in the Public Involvement Plan previously supplied to NYSDOT.

The Advisory Committee includes representatives of the following agencies:

- New York State Department of Transportation – Region 7
- Jefferson County Planning Department
- City of Watertown Public Works Department, Citibus
- City of Watertown City Manager's Office
- Fort Drum
- Volunteer Transportation Service/North Country Mass Transit

Project Schedule and Scope

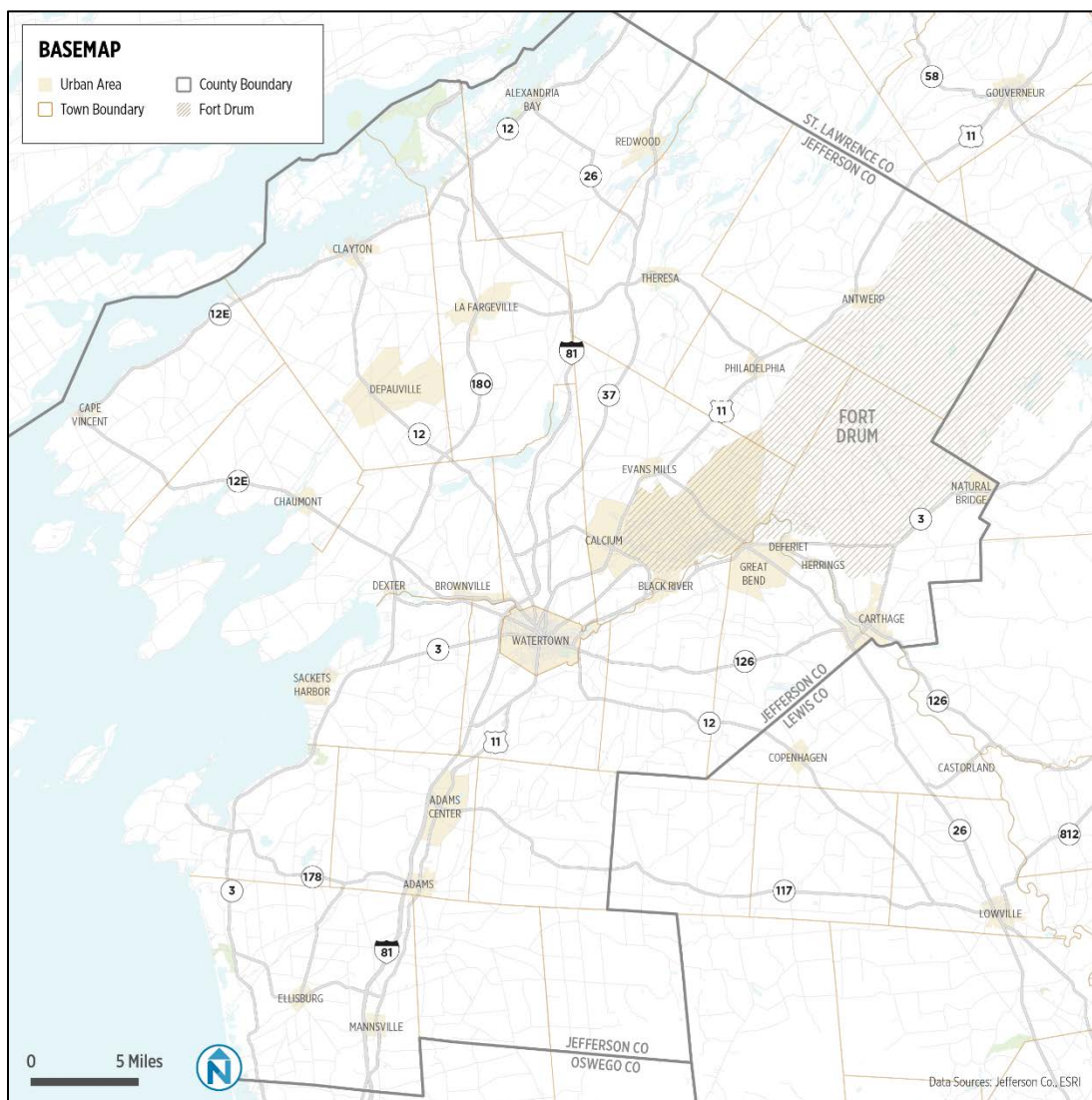
Figure 1 Complete Project Schedule



STUDY AREA

The transit study area (see Figure 2) encompasses not only the entirety of Jefferson County, but also nearby villages of Lowville, Lewis County and Gouverneur, Saint Lawrence County. These additional villages have been included in order to fully consider operators based outside of Jefferson County who serve regional institutions. The area is a mix of villages and rural towns anchored by the City of Watertown and the Fort Drum military installation. The study area was also designed to be legible and intuitive, include all regional arterial roads, and include all regional services facilities and cultural attractions. The study area is estimated to be home to just over 125,000 residents in over 62,000 housing units.¹ In 2015, Jefferson County plus the villages of Gouverneur and Lowville was the place of employment for just over 40,000 workers.²

Figure 2 WJCATC Transit Study Area



¹ U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

² U.S. Census Bureau, Center for Economic Studies, 2015 Work Area Profile Analysis

PREVIOUS STUDIES

Mobility needs and meeting them via transit and transportation services has been an active area of study within the region dating back to 2011.

- The **Fort Drum Transit Needs Assessment (2011-2012)**, prepared for the Fort Drum Regional Liaison Organization, outlined a series of strategies to meet identified needs. The needs assessment revealed a large amount of inter-county travel between Fort Drum, the Wal-Mart retail area, Watertown, and Lowville. Conversations with providers revealed in many cases a desire to reach new markets, coordinate service, and try new delivery options. The study identified a number of opportunities for new and increased transportation services.
 - Maximized use of inter-city bus service.
 - The development of vanpools and more extended use of the Mass Transit Benefit Program.
 - Extension of the Lewis County LOOP Purple Route to Watertown.
 - Improvement of the legibility of information & marketing materials.
 - Inclusion of transit information in soldiers' welcome packets.
 - Development of minimum service standards for taxis.

Possible frameworks for project and strategy implementation were produced by project stakeholders. The first option involved the formation of a regional transit committee made up of organizations and providers in Jefferson County, southern St. Lawrence County, and northwestern Lewis County. Other options would see the newly formed committee hire a mobility manager either on a temporary or permanent basis.

- More recently, Volunteer Transportation Center, in conjunction with the WJCATC, prepared the **Jefferson County Coordinated Transportation Plan for Mobility Services (2016)**. The plan is intended to help improve the coordination of transportation services for persons with disabilities, older residents, and individuals with lower incomes. The provisions ensure that communities and organizations coordinate transportation resources provided through multiple Federal programs. Through the plan, local transportation partnerships can coordinate various solutions, such as shared vehicles, funding, maintenance, training, information technology, dispatch services, and intelligent transportation services. The plan puts forward preliminary steps for increasing ride coordination, expanding routes along the major corridors, sharing equipment, and maximizing service hours.

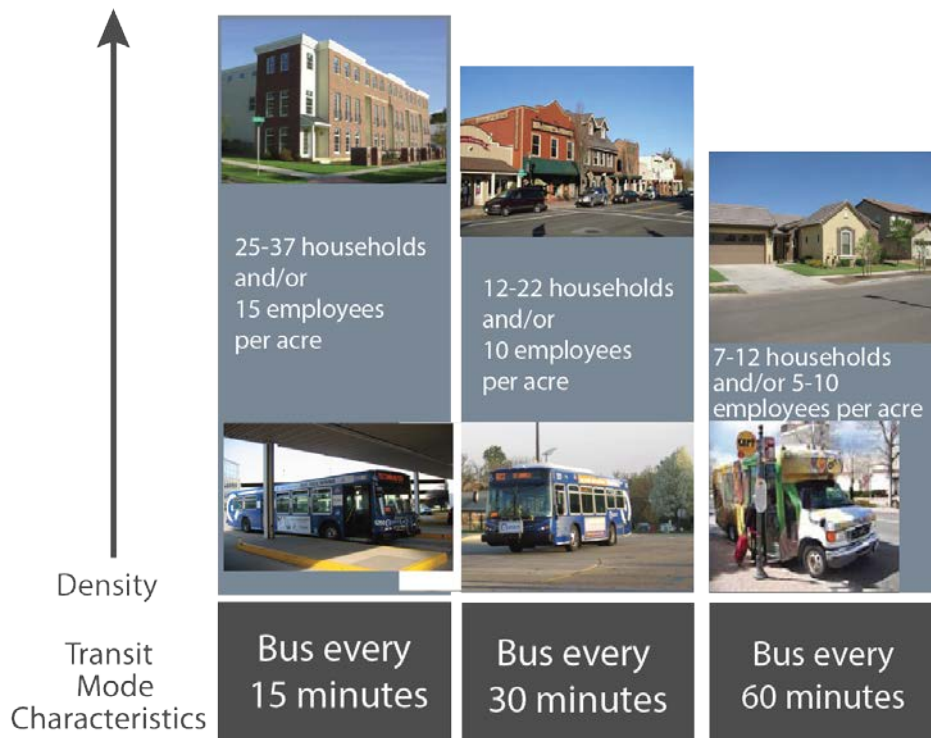
MARKET FOR TRANSIT

Successful fixed-route public transportation is most efficient in communities where clusters of people and destinations exist. An equally important purpose of public transportation is to provide opportunities and mobility to vulnerable populations. Therefore to gain an understanding of where potential transit needs exist, the study team considered the size, spatial distribution and characteristics of the local population. In particular, population/employment densities, growth trends, commute flows, and community demographics are examined. Population growth and density and the demographic factors studied lead us to a Transit Propensity Index; a measure of the highest concentrations of potential riders and markets for public transportation. Additionally, individuals with certain demographic characteristics are more likely to rely on public transportation due to economic or physical constraints and/or limited access to private automobiles.

POPULATION & EMPLOYMENT

Population and employment densities help to determine where transit routes can be operated cost-effectively where resources are limited. Serving population and employment centers makes transit more financially efficient. Most transit systems serve a wide mix of riders, including those who choose transit for their commute, those who rely on transit to complete daily tasks such as shopping, and those who find transit convenient for transacting personal business including medical appointments. These, and a whole host of other reasons for choosing transit, form the foundation of the market for service. Figure 3 illustrates the typical socioeconomic characteristics needed to support different levels of transit service. In urban areas where transit service is more closely spaced together, higher densities are needed, while in smaller communities where there are relatively few routes and potential transit corridors, lower densities can support a less frequent level of service.

Figure 3 Density and Level of Transit Service Supported



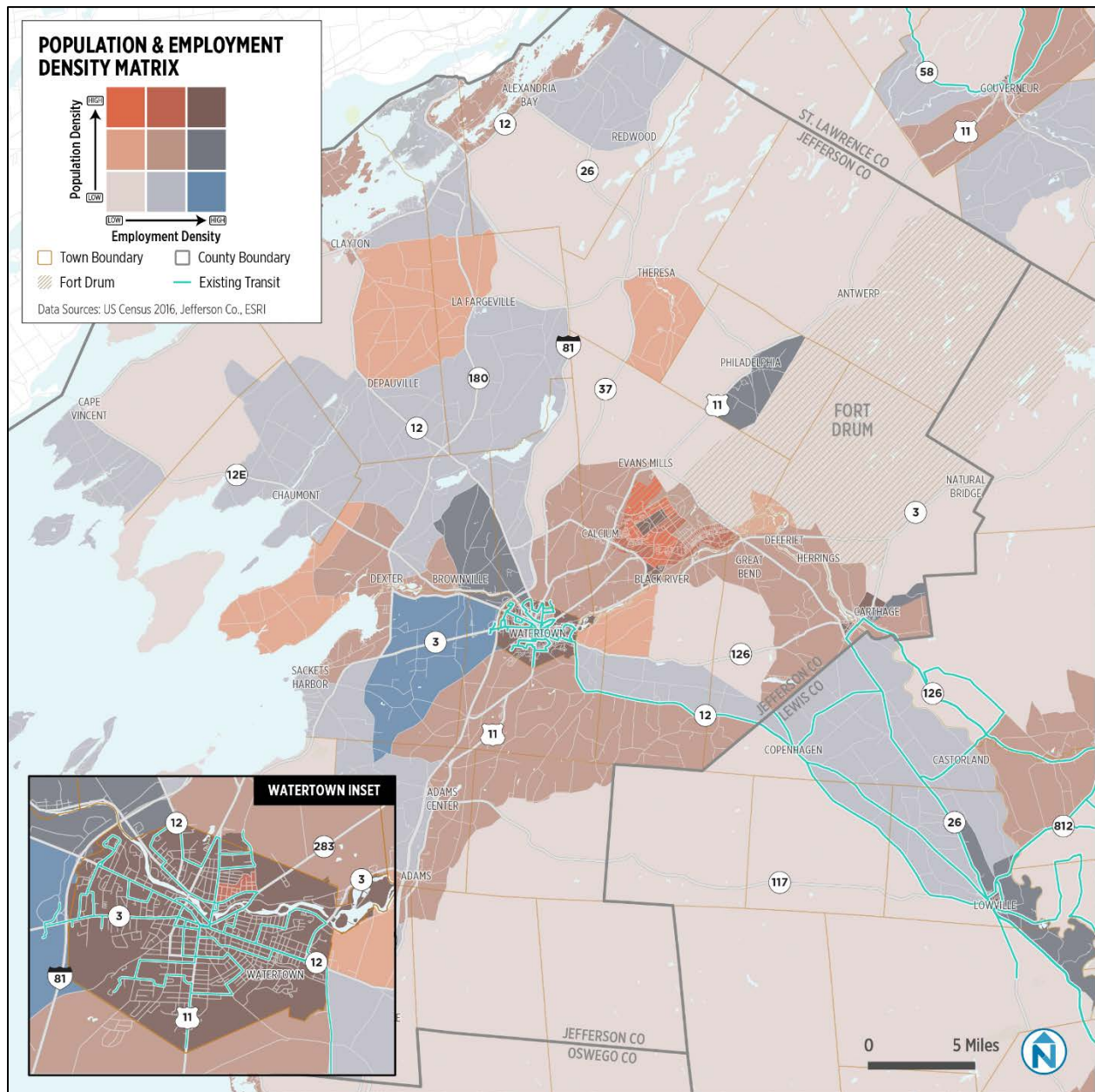
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Source: Adapted from various sources, including TCRP Report 100: Transit Capacity and Quality of Service Manual.

Population and Employment Density

The study area as a whole is sparsely populated with a total population of just over 125,000 individuals spread over 1,273 square miles; a population density of just over 98 persons per square mile. As shown in Figure 4, the highest levels of population density are located in the City of Watertown, in the villages of Carthage, Lowville, and Gouverneur, and within Fort Drum. The highest levels of employment density are seen within the city, in the commercial and industrial areas immediately west of the city, in Philadelphia coinciding with Indian River Central School District facilities, in Lowville, in Carthage, and at Fort Drum.

Figure 4 Population and Employment Density



Population and Employment Trends

The study area has a stable population with slow growth owing mainly to activity at Fort Drum. The largest cities and villages have seen moderate population decline since 2010.

Figure 5 Study Area Population Trends

Location	2010 ³	2013 Estimate ⁴	2016 Estimate ⁵	Change 2010-2016
Jefferson County	116,229	118,073	117,966	1.5%
City of Watertown	27,023	27,453	26,997	-0.1%
Fort Drum CDP	12,955	13,745	13,500	4.2%
Village of Lowville	3,470	3,715	3,282	-5.4%
Village of Gouverneur	3,949	3,927	3,831	-3.0%
Study Area Total	123,648	125,715	125,079	1.2%

According to LEHD statistics, employment opportunities in the study area have declined 3.5% since 2010. While some localities like Lowville have seen gradual increases, the largest absolute decline is associated with Fort Drum. The military tracks on-post employment independently of census bureau surveys due to the transient nature of operations. As of May 2010, the Fort was home to 18,958 active military members. By February 2018, that figure had declined 22% to 14,780 soldiers.

Figure 6 Study Area Employment Trends

Location	2010 ⁶	2015 ⁷	Change 2010-2015
Jefferson County	36,267	36,120	-0.4%
City of Watertown	17,515	15,823	-9.7%
Study Area Total	58,349	56,315	-3.5%

³ U.S. Census Bureau, 2010 Source File 1

⁴ U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates

⁵ U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

⁶ U.S. Census Bureau, Center for Economic Studies, 2010 Work Area Profile Analysis

⁷ U.S. Census Bureau, Center for Economic Studies, 2015 Work Area Profile Analysis

DEMOGRAPHIC ANALYSIS

Demographic characteristics have a direct impact on the demand for public transportation and mobility services. In particular, the location and concentration of individuals who are more likely than the general public to use public transportation need to be quantified in order to appropriately prioritize transportation resources. These individuals tend to be older adults, persons with disabilities, persons with low incomes, limited English speakers, and those who do not have access to an automobile. Data for this analysis is primarily drawn from the 2016 American Community Survey 5-year estimates.

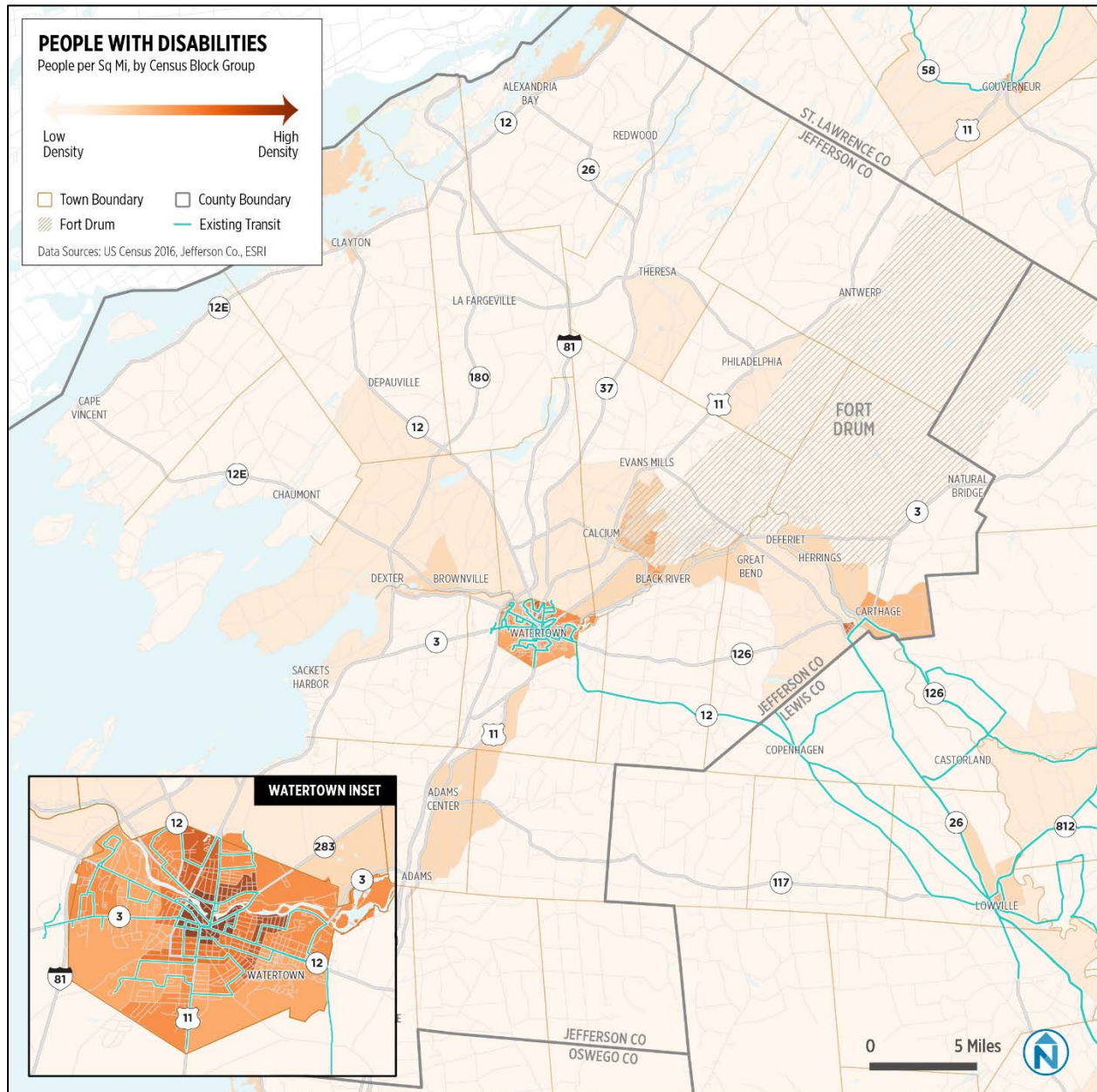
The following series of maps shows the spatial distribution of each population independently and identifies areas that have a higher concentration of these individuals. When looking at the maps, it is important to note that the maps highlight relative population, or, the percentage of the targeted population as compared to the population overall. This means that some areas will be marked as having a relatively high concentration of a particular population, even if the absolute number of these individuals is small. Relative results for an area should be compared with the population and employment density matrix seen in Figure 4 to better understand the context of that demographic.

People with Disabilities: Persons with disabilities often are heavily dependent on public transit service. Some types of disabilities may prevent people from driving. Access to transportation is an important factor in allowing persons with disabilities to access service and live independently. Public transit providers are required to provide ADA Paratransit for persons whose disability prevents them from utilizing fixed-route transit service.

The highest concentrations of disabled persons live in Watertown and West Carthage. Secondary concentrations are found in Carthage and Black River. Rural areas within the study area have comparatively low densities of disabled residents.

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Figure 7 People with Disabilities Concentration

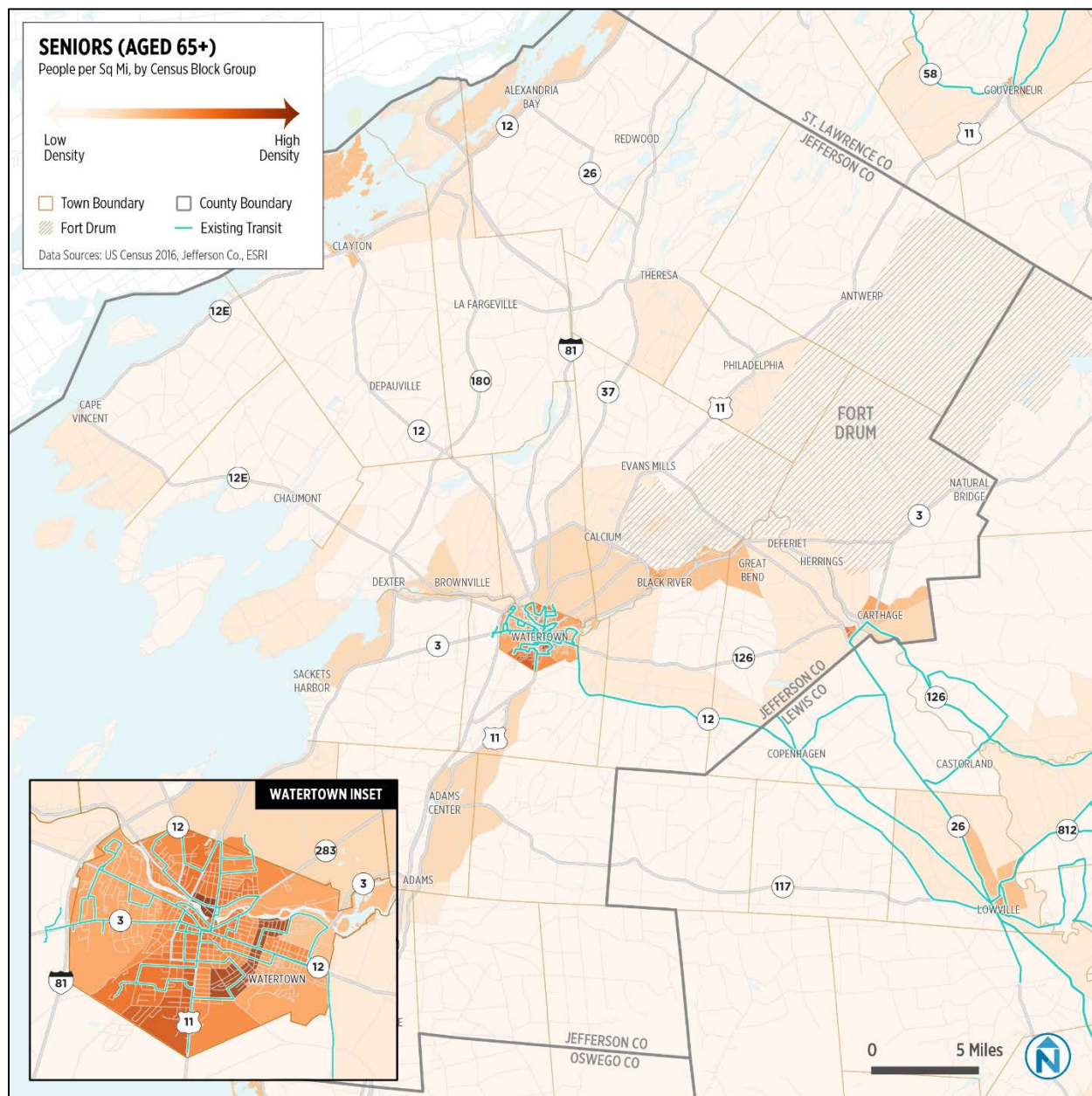


Older Adults: Older adults typically use public transportation more frequently than the general population. Seniors often exhibit higher demand for transit as they become less capable or willing to drive themselves, or can no longer afford to own a car on a fixed income.

Older adults who live in the study area are concentrated similarly to those with disabilities, with older adults choosing to live in the city and village centers rather than in the rural areas. Watertown again has a higher proportion of older adults than other areas in the region.

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Figure 8 Senior Concentration



Limited English Speakers: Limited English proficiency correlates closely to income and can be another indicator of a household's relative dependency on transit. Significantly less than 1% of households within the study area identified as limited English speaking households.

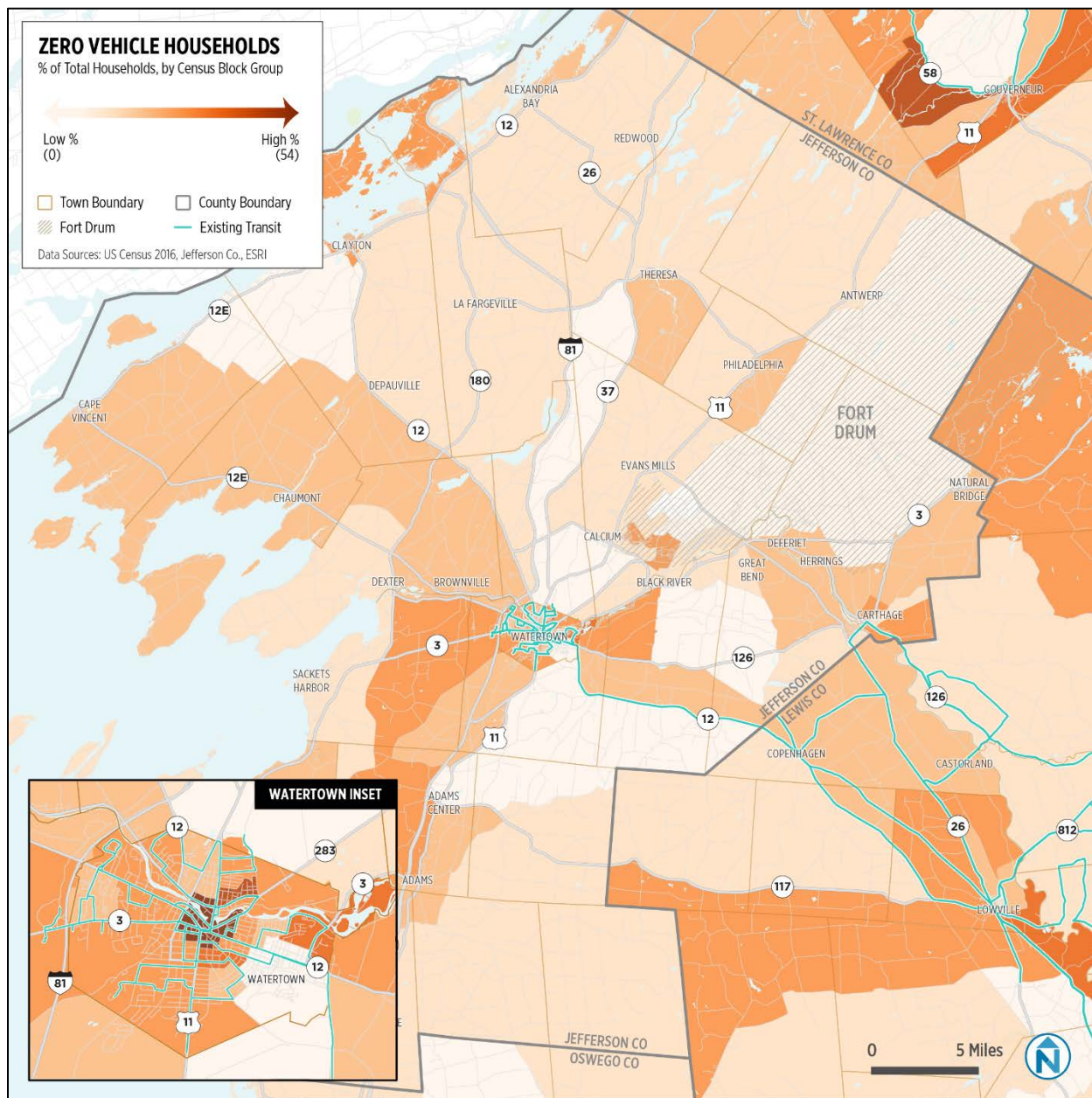
Zero Vehicle Households: One of the most influential indicators of transit demand is whether a household has access to a personal vehicle. This indicator may represent households without the economic means of owning a vehicle, households that choose not to own a car, or individuals who are unable to drive.

Households without a vehicle are more distributed throughout the study area. Very few areas see household vehicle access rates higher than 90%. Roughly half of the households within the census block

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groups corresponding to Downtown Watertown do not have access to a private vehicle, the highest levels found in the study area.

Figure 9 Zero Vehicle Household Concentration

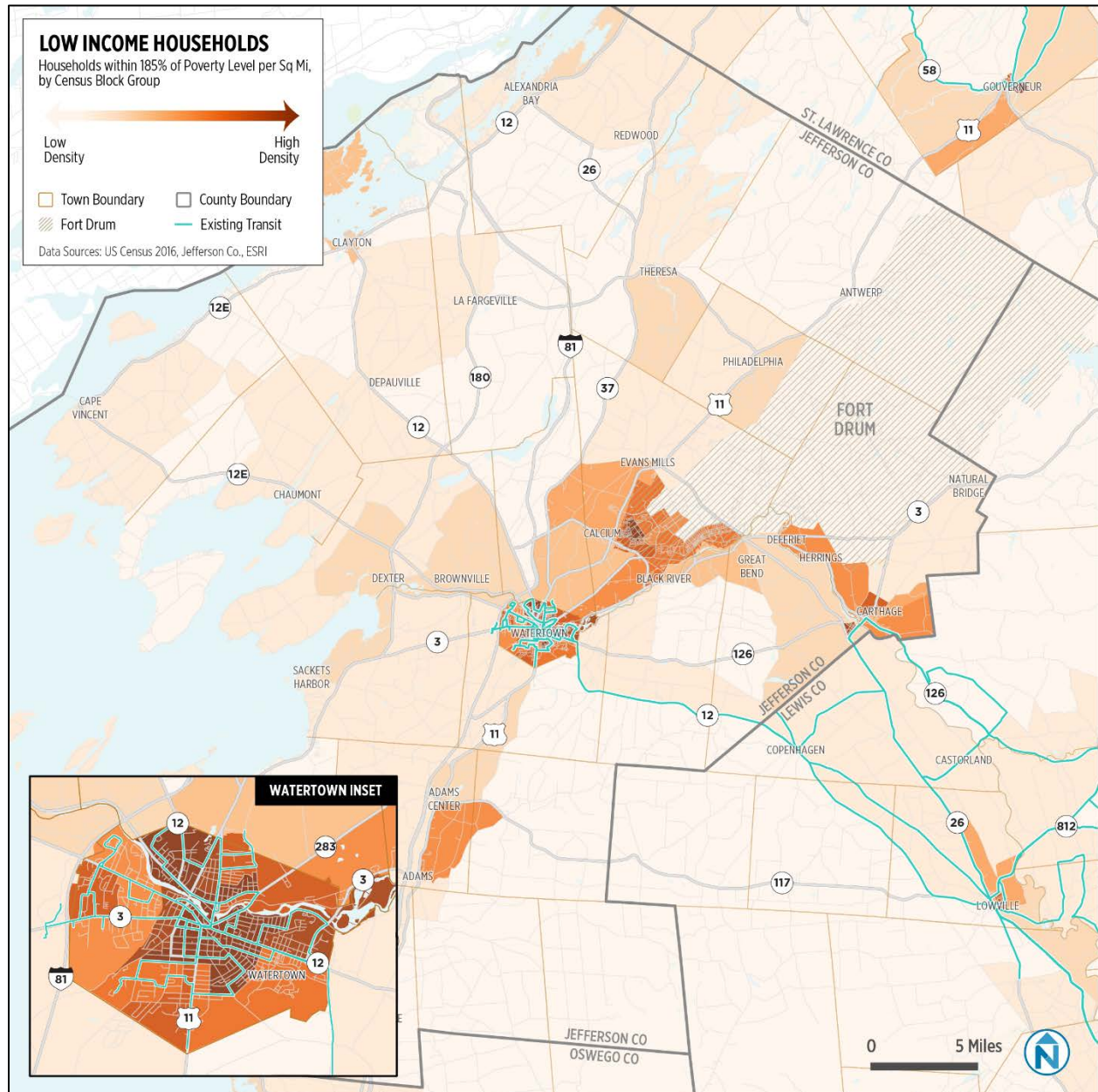


Low Income Households: For the purposes of this analysis, households are classified as low-income if they earn up to 185% of the federal poverty threshold, which is the income eligibility criteria for various social service programs in New York. For a four-person household, this equates to annual income of just over \$46,000.

Figure 10 shows the distribution of low-income households per square mile throughout the county and adjacent areas. Again the highest densities are found in the City of Watertown, on Fort Drum, and in the villages of Carthage, Lowville, and Gouverneur, representing an overlap between low income households and other transit dependency factors described above.

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Figure 10 Low Income Household Concentration



Transit Propensity Index

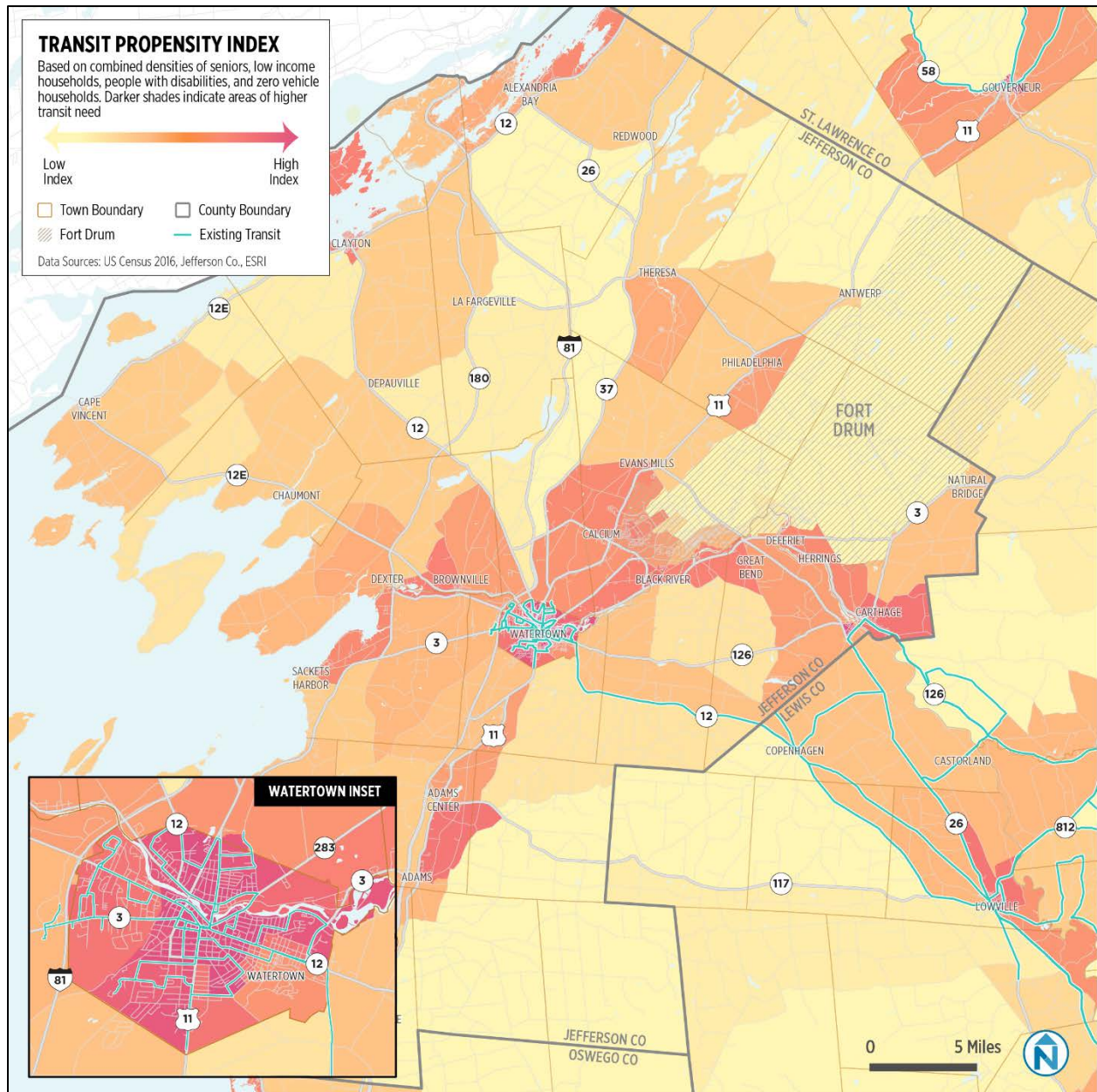
A transit propensity index was developed to illustrate the combination of the factors analyzed and displayed above. The index aggregates, without weighting, the following demographic variables: households with income at/below 185% of the federal poverty level, persons with disabilities, older adults (age 65+), and zero-vehicle households.

These segments of the population are most likely to depend on transit for their transportation needs, and Figure 11 shows where the highest densities of these populations are located in the study area. The concentrations of high overall transit propensity match closely with the concentrations of older adults, people living below 185% of the poverty level, households without access to a vehicle, and persons with

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disabilities. Figure 11 illustrates that the locations with populations most likely to be reliant on transit are found in much of the City of Watertown, West Carthage, and in the Village of Gouverneur. Moderate to high transit propensity is shown in other locations including Lowville, Carthage, Adams, Clayton, Alexandria Bay, on and near Fort Drum, and west of Brownville.

Figure 11 Transit Propensity Index



TRAVEL PATTERNS

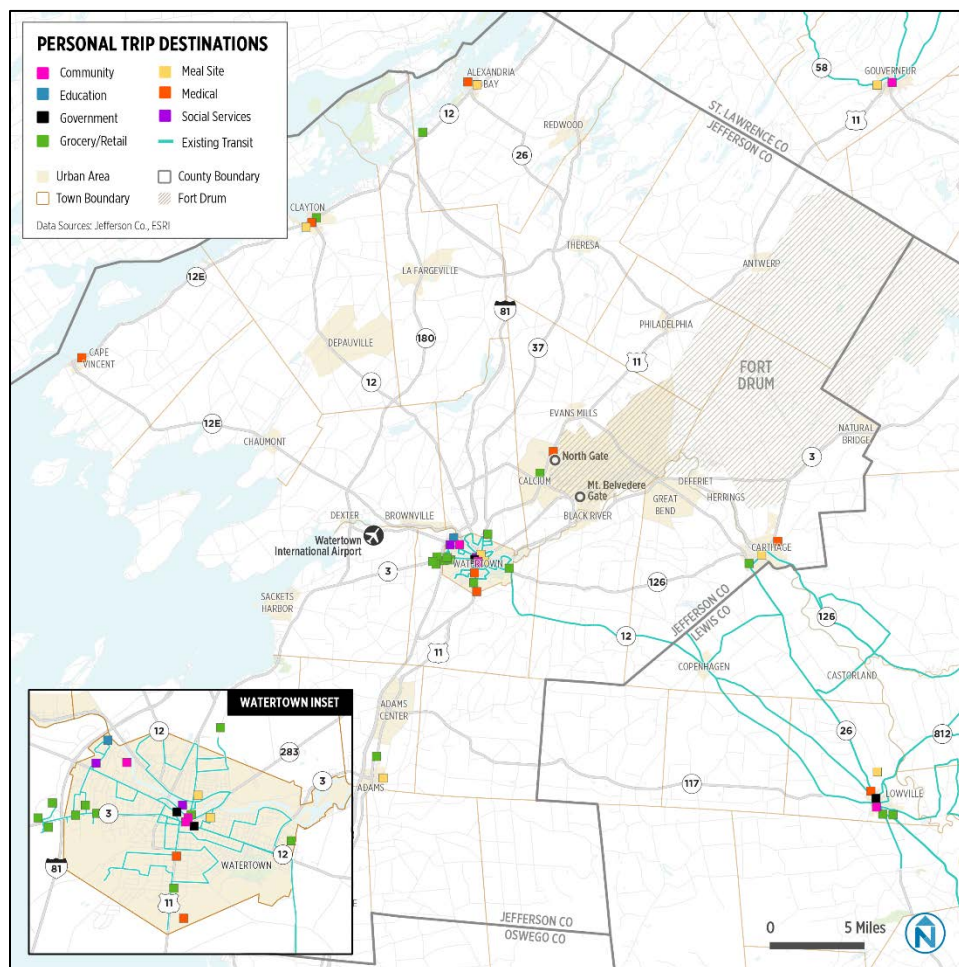
Destinations and Activity Centers

Locating the most common destinations within the study area assists in identifying primary travel corridors and travel patterns. This analysis includes destinations for both choice riders and transit-dependent riders who tend to frequent social services and senior programs. Major destinations include a range of sites such as shopping centers, educational facilities, medical facilities, senior centers, congregate meal sites⁸, and other institutional resources such as libraries or municipal offices.

As part of understanding transportation needs, key destinations are represented spatially in Figure 12. Key destinations are mapped together with existing transportation routes to understand how well the routes are matched with the destinations. Mapped destinations include the shopping centers, schools, medical services, community centers and senior centers listed in Figure 26 in the Appendix.

Unsurprisingly, the major destinations within the study area are clustered around the more urban areas: Watertown, Carthage, Lowville, and Clayton.

Figure 12 Common Personal Trip Destinations within Jefferson County and Adjacent Communities



⁸ Jefferson County Office for the Aging. <http://www.co.jefferson.ny.us/index.aspx?page=298>

Regional Employment Location and Travel Patterns

The largest employer in the region is the 10th Mountain Division and Fort Drum, employing over 22,000 people. This figure includes 14,780 soldiers and approximately 3,700 civilian employees.⁹ Other major employers include area hospitals, New York State offices, various county offices, local school districts, and several large industrial and manufacturing businesses, among others. Major employers in the study area are listed in Figure 13 below. In some instances, a specific total number of employees is replaced by a given range.

Figure 13 Major Regional Employers

Name	Address	Place	Employees ^{10,11}
Fort Drum	1000 10 th Mountain Division Drive	Fort Drum	18,480
Samaritan Medical Center and Senior Village	800 Washington Street	Watertown	2,455
New York State	Various	Various	1,900
Jefferson County	Various	Various	830
Convergys	146 Arsenal Street	Watertown	800
Jefferson Rehabilitation Center	Various	Various	548
Lewis County General Hospital	7785 North State Street	Lowville	350-675
Jeff-Lewis BOCES	20104 NY Route 3	Watertown	500
Kraft Heinz	7388 Utica Boulevard	Lowville	375-450
Watertown City School District	Various	Watertown	417
Carthage Area Hospital	1001 West Street	Carthage	384
City of Watertown	Various	Watertown	367
Gouverneur Correctional Facility	112 Scotch Settlement Road	Gouverneur	367
New York Air Brake Corp.	748 Starbuck Avenue	Watertown	355
Lewis County	Various	Various	280-300
Car-Freshner Corporation	21205 Little Tree Drive	Watertown	279
Jefferson Community College	1220 Coffeen Street	Watertown	273

⁹ February 2018 UCFR Population. Fort Drum.

¹⁰ Jefferson County Economic Development. <http://www.jcida.com/Data-Demographics/Major-Employers-List.aspx>

¹¹ Lewis County Economic Development. <https://naturallylewis.com/goodcompany/major-employers>

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Name	Address	Place	Employees ^{10,11}
Lowville Academy and CSD	7668 North State Street	Lowville	240-260
Johnson Newspaper Corp.	260 Washington Street	Watertown	246
Watertown Family YMCA	119 Washington Street	Watertown	239
National Grid	21265 NY Route 232	Watertown	200
Gouverneur Hospital	77 West Barney Street	Gouverneur	200

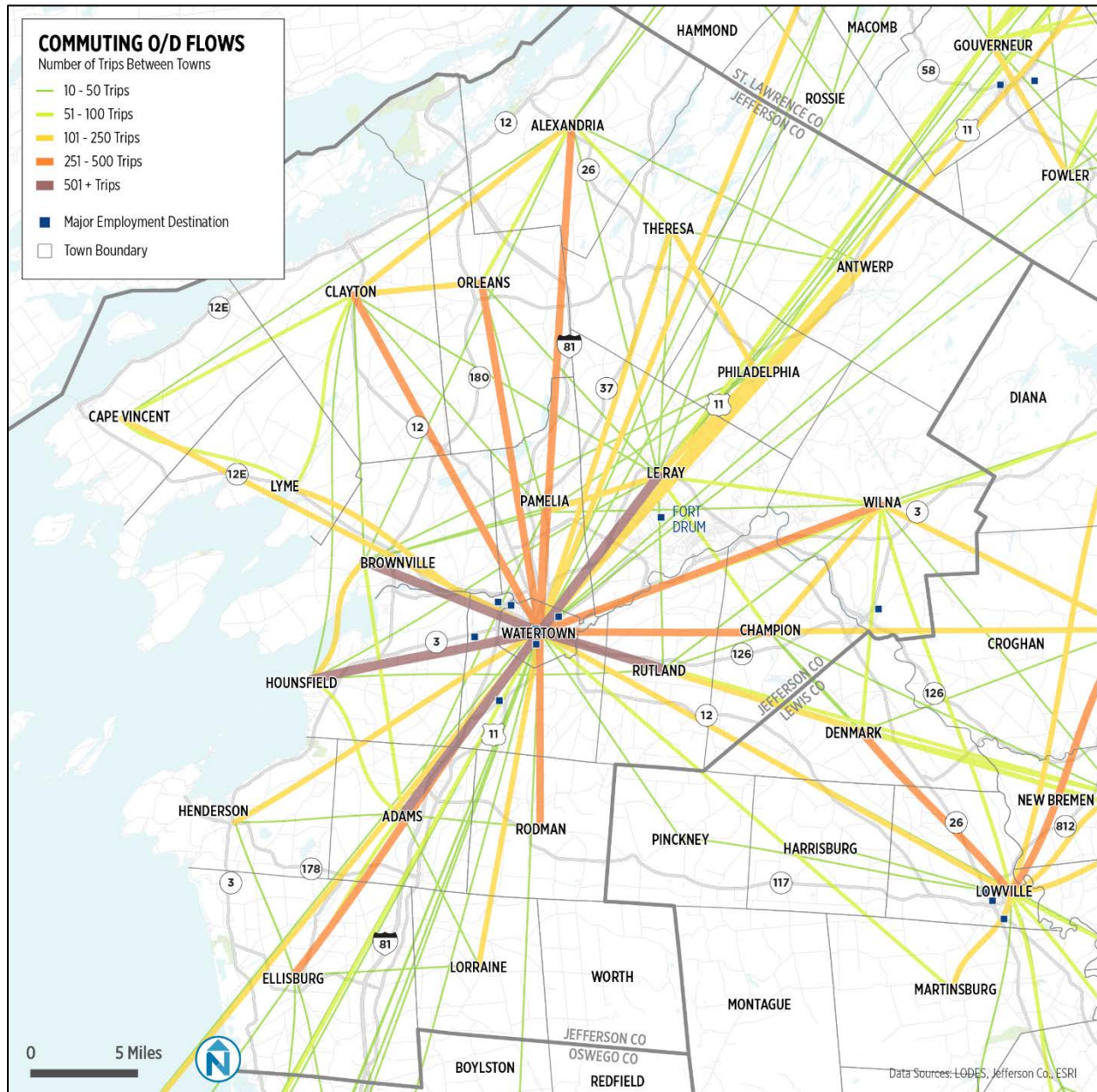
Sources: Jefferson County Economic Development, Lewis County Economic Development

Figure 14 illustrates regional commute patterns to and from locations within the study area. According to U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data,¹² a large majority of Jefferson County residents work within the county (71%), and relatively few travel to Lewis (1.6%) and St. Lawrence (3.2%) Counties for work. Conversely, 27% of workers residing in Lowville work in Jefferson County, over a third of these in the City of Watertown. Far fewer Gouverneur-based employees work in Jefferson County (13%) while less than a quarter of those are commuting to Watertown. The largest concentrations of commuters to Jefferson County coming from outside of the country travel from Lowville, Croghan, and Denmark.

¹² U.S.Census Bureau, Center for Economic Studies, 2015 Work Area Profile Analysis

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Figure 14 Regional Commute Patterns

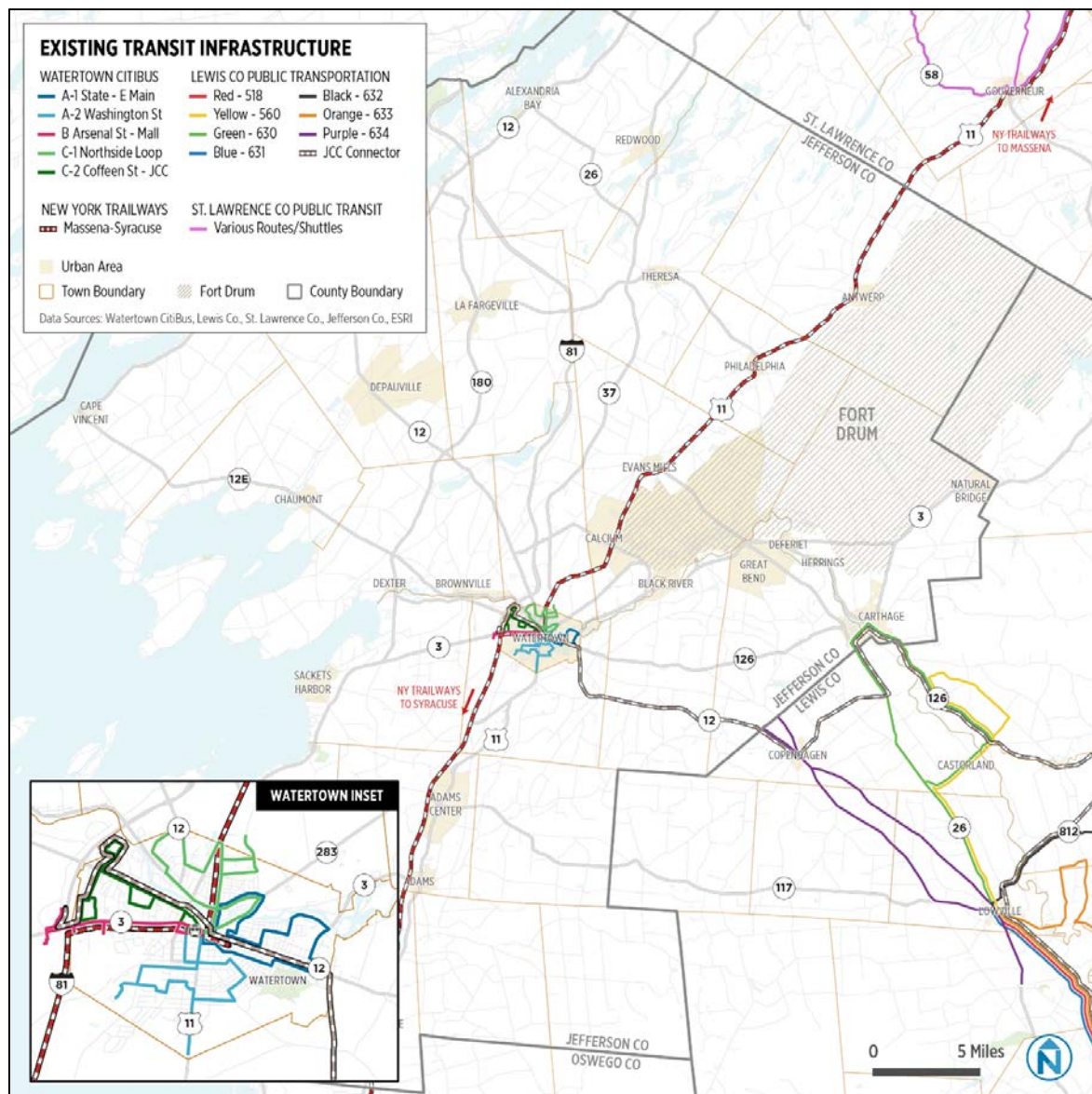


TRANSPORTATION AGENCIES AND SERVICES

The study area is home to three public transit operators in the three counties, two of which operate county-wide and the third confined to the City of Watertown. Complementing these transit providers are four major human service transportation operations, along with some small private operators, who transport individuals unable to use fixed-route service and handle non-emergency medical transportation needs of those living in the study area. This chapter describes the services offered by the major transportation providers in detail and lists other providers of more specialized transportation.

TRANSIT SERVICES

Figure 15 Fixed-Route Transit Services Inventory



Citibus

Service Overview

Public transportation in Watertown is provided by Citibus, a service of the Department of Public Works of the City of Watertown.

Fixed-Route Service

The Citibus fixed-route system consists of five local routes (Figure 16) that run Monday through Friday 7 a.m.-6:15 p.m. and Saturdays 9:40 a.m.-5 p.m. There is no fixed-route service on Sundays or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day or Christmas. All routes serve the Arcade Street Transfer Station, which is the primary transfer point between Citibus routes. Routes A-1 and A-2 are interlined through the downtown area, as are C-1 and C-2. Citibus currently operates exclusively within the Watertown city limits with two exceptions: Salmon Run Mall and retail plazas west of I-81 and Seaway Plaza just north of the city limits in the Town of Pamela.

Figure 16 Citibus Weekday Service Characteristics

Number	Route Name	Begin	End	Daily Trips	Common Headway
A-1	State-East Main	7:00AM	6:15PM	9	80 min
A-2	Washington	7:40AM	5:35PM	8	80 min
B-1	Arsenal-Mall	7:00AM	6:15PM	17	40 min
C-1	Northside Loop	7:00AM	6:15PM	9	80 min
C-2	Coffeen-JCC	7:40AM	5:35PM	8	80 min

Demand-Response Service

Citibus also provides ADA paratransit service Monday through Friday from 7 a.m. to 6:15 p.m. and Saturday from 9:40 a.m. to 5:35 p.m. for eligible passengers. The service origin and destination must be within $\frac{3}{4}$ mile of Citibus fixed route service. Paratransit service is under contract by Guilfoyle Ambulance Service.

Fares and Rider Policies

Fixed-Route Service

The single fares for fixed-route service follow a one zone policy. Individual base fare is \$1.50 per ride for adults, \$0.50 for children aged 12 and under. There is no charge for transferring to another bus. Coupon books may be purchased to lower the per-ride cost. Regular coupon books cost \$20 for 20 rides and \$10 for 10 rides. An unlimited monthly pass costs \$40.

The City of Watertown also offers a transit half-fare program in compliance with the Federal Transit Administration's half-fare requirements. Senior citizens (65 years of age or older), persons with disabilities and Medicare card holders are eligible to receive a 50% discount of the cash fare upon boarding fixed route services and/or all current rates for coupon books and the monthly unlimited pass.

Fixed route service is not coordinated with any other agency. There are no timed transfers at route end points. Connection may be made to Lewis County Transit at Jefferson Community College or Salmon Run Mall just outside of Watertown.

Paratransit

Individuals are eligible for the paratransit service if:

- Have a disability and reside in or have business in the City of Watertown
- Need a wheelchair, walker or other mobility aids in order to travel
- Are blind or visually impaired
- Are unable to get on or off the fixed route buses
- Are unable to walk to the nearest bus stop
- Are unable to read, understand or follow bus information
- Are unable to use the transit system for reasons other than mobility, such as seizures

All persons with disabilities wishing to be certified eligible must complete an application form that is signed by a licensed or certified health care professional.

Passenger fare is \$3 per trip, paid directly to the service contractor.

Lewis County Public Transportation

Service Overview

Public transportation in Lowville is provided by Lewis County Public Transportation, an office of Lewis County Government. Service is operated by Birnie Bus Service, Inc.

Fixed-Route Service

The Lewis County fixed-route system consists of seven local routes (Figure 17) that operate Monday through Friday from 6:25 a.m. to 5:15 p.m. Additionally, there are daily connector routes serving colleges and shopping centers in the larger cities of Watertown and Utica. There is no fixed-route service on Saturdays, Sundays, or on New Year's Eve, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day or Christmas. All routes serve Lowville, though common stops do not act as transfer points due to the nature of most routes performing one commute trip in each direction per day. Routes 518, 630, 631, 632, 633, and 634 may deviate $\frac{3}{4}$ miles from the posted routing and schedule to perform incidental non-emergency medical transportation functions. Route 630 and the connectors operate outside of Lewis County boundaries.

Figure 17 Lewis County Transportation Weekday Service Characteristics

Number	Name	Begin	End	Round Trips
518	Red	7:45AM	4:30PM	1
630	Green	6:25AM	5:15PM	1
631	Blue	6:50AM	4:25PM	1
632	Black	6:30AM	4:30PM	1

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Number	Name	Begin	End	Round Trips
633	Orange	6:25AM	4:00PM	1
634	Purple	6:40AM	4:30PM	1
	Lowville Loop	9:50AM	1:30PM	3
548	Utica Connector (T,Th)	6:45AM	4:15PM	1
549	Utica Connector (M,W,F)	6:25AM	5:00PM	1
	JCC Connector	6:45AM	7:15PM	1

Demand-Response Service

Lewis County Public Transportation also offers a “Dial-A-Ride” service and will deviate from the route up to ¼ of a mile for individuals who cannot travel to the scheduled bus stop locations. Dial-A-Ride transportation service is available Monday through Friday from 6:30 a.m. – 4:30 pm. All requests must be received and confirmed by Birnie Bus personnel by 2:00 pm the day prior.

Fares and Rider Policies

Fixed-Route Service

The single fares for fixed-route service are based on origin and destination pairs ranging from \$0.50 (Castorland – Naumburg) to \$5.50 (Lowville-New Hartford, Port Leyden-Watertown). Students with valid student identification may ride for a \$1 flat fare. Children three to eleven years old, seniors sixty-five and older, and Medicaid/Medicare recipients qualify for half price fare. An unlimited monthly pass is available for \$25.

Fixed route service is not coordinated with any other agency. There are no timed transfers at end points. Connection may be made to Citibus at Jefferson Community College and Salmon Run Mall.

Dial-A-Ride

Passenger fares for Dial-A-Ride service are 2 times greater than the regular fare for that particular ride. The general public is eligible for this service.

St. Lawrence County Public Transit

Service Overview

St. Lawrence NYSARC officially operates the public transportation for St. Lawrence County. Buses stop at more than 50 locations throughout St. Lawrence County, including two in Gouverneur. Public transit routes are not merged with public transit routes and demand-response service is no longer operated by NYSARC, but rather contracted through Volunteer Transportation Center.

Fixed-Route Service

The St. Lawrence County fixed-route system consists of a number of regularly scheduled single trips between listed stops. Some trips are arranged as transit routes with multiple stops while others are

designated as shuttles and make direct trips between only two stops. In some cases, a shuttle trip is one functional leg of a larger transit route. Six of these trips serve Gouverneur on weekdays. There is no weekend service.

Figure 18 St. Lawrence County Transportation Gouverneur Service Characteristics

Origin(s)	Destination(s)	Depart	Days
Canton, Ogdensburg, Others	Canton	7:05AM	M-F
Canton	Community Health Center, Canton	7:58AM	M-F
Canton, Potsdam, Massena, Ogdensburg, Others	Canton	9:45AM	M-F
Canton	Ogdensburg, Canton, Others	12:58PM	M-F
Canton	Ogdensburg, Massena, Potsdam, Canton	1:45PM	M-F
Community Health Center, Canton	Canton, Ogdensburg	3:50PM	M-F

Fares and Rider Policies

Fixed-Route Service

The single fares for fixed-route service follow a one zone policy. One way fares are \$2 per ride; children under three ride for free. Passes may be purchased from any bus driver or at the operations center in Canton. A 20-ride pass costs \$36, while a 30-ride pass costs \$53, and a 40-ride pass costs \$68. There is no publicly posted discounted rate for certain populations.

Routes serving Gouverneur are not coordinated with any other agency. There are no timed transfers at end points or connections to destinations in Jefferson County.

Route Deviation

Route deviation up to 2 miles is available for \$2.00/mile. To deviate more than 1 mile, the customer must notify St. Lawrence County Public Transit at least 24 hours in advance. Buses are wheelchair accessible.

New York Trailways

Trailways operates intercity bus service between Massena and Syracuse en route to New York City via US 11 and Interstate 81. Stops within the study area include Gouverneur, Evans Mills (just north of Fort Drum), and Watertown. The daily schedule consists of two southbound trips leaving Gouverneur at 9:10 a.m. and 1:55 p.m. and arriving in Watertown at 10:10 a.m. and 2:50 p.m. before departing for Syracuse. Two daily northbound trips depart Watertown at 8:20 a.m. and 6:45 p.m. The one-way fare for service between Gouverneur and Watertown is \$11.

HUMAN SERVICES TRANSPORTATION PROVIDERS

Volunteer Transportation Center

The Volunteer Transportation Center (VTC) provides door-to-door rides for the last 24 years to health, social, and other destinations for residents of Jefferson, Lewis and St. Lawrence Counties who lack other transportation alternatives. There is no explicit cost to ride, though the organization does solicit donations from riders. Rides requests to medical appointments, grocery shopping, and nursing home visits are accommodated, though grocery trips must be booked at least two days in advance and can only take place Monday through Friday. Medical destinations make up the massive majority of rides provided. There is no range limit to the service. Previous destinations served include New York and Buffalo. VTC aspires to provide transportation for any and all trip purposes in the future.

Jefferson Rehabilitation Center

The JRC provides door-to-door transportation to its clients, all persons with developmental disabilities, to agency facilities, programming, and work sites. JRC operates several facilities in Jefferson County, including its main center in Watertown and residential facilities around the county. Transportation generally occurs in single trip pairs coinciding with the beginning and the end of the program day while some lesser transportation activity occurs during the mid-day.

NYSARC of St. Lawrence County

NYSARC administers a number of programs for clients and provides transportation to those programs, including specialized recreational programs such as fitness and the arts, which may occur on weekend days. During the week, door-to-door transportation serves career opportunity programs and practical skills rehabilitation. Much like the JRC, all transportation is pre-planned and routed so that the typical operational day experiences some mid-day gaps between pick-up and drop-off of clients.

Samaritan Keep Home

Samaritan Keep Home is a nursing facility in Watertown that also offers Adult Day Care and other assisted living services. In-house operated transportation is among program offerings. The vehicle fleet is also contracted by MAS to fulfill Medicaid-eligible trips (ambulette service) throughout Jefferson County. Service is available from 5 a.m. to 9 p.m. seven days a week.

Jefferson County Department of Social Services

Jefferson County Department of Social Services is the designated Medicaid agency for the county and provides a range of human service programs. DSS is responsible for coordinated non-emergency medical transportation (NEMT), a benefit for Medicaid recipients. Jefferson County DSS contracts NEMT coordination to Medical Answering Service (MAS), based in Syracuse, who screens for eligibility and brokers NEMT to approved providers in the area through a state agreement. Jefferson County also contracts with the Volunteer Transportation Center for volunteer driving services for clients in other programs such as child and adult protective services.

Lewis County Department of Social Services

Like Jefferson County, Lewis County DSS is the Medicaid agency responsible for NEMT and a number of smaller human service programs for the county. Lewis County also contracts with MAS per the 2013 transportation Medicaid management contract for the Finger Lakes Northern New York region. Various levels of transportation utilized include; volunteer (VTC), public transit (Lewis County Public Transportation), taxi, and ambulette. The county also contracts with the Volunteer Transportation Center to provide volunteer rides for non-Medicaid trips.

St. Lawrence County Department of Social Services

St. Lawrence County DSS is also the NEMT coordinator for its county. Unlike Jefferson and Lewis counties, St. Lawrence coordinates NEMT in-house, using DSS employees to locate volunteer rides or hire other transport services. St. Lawrence County also uses the public transportation provider in the county for trips whenever possible.

Figure 19 Human Services Transportation Providers

Provider	Service Type	Service Area	Operating Hours	Service Features/Fares/Policies
Volunteer Transportation Center	Demand Response	Jefferson, Lewis, and St. Lawrence Counties	24/7 Grocery trips limited to M-F	Door to door transportation for medical appointments, nursing home visits, and grocery shopping
Jefferson Rehabilitation Center	Client Transportation	Jefferson County	6 a.m. to 5:30 p.m. M-F	Door to door transportation for persons with disabilities to work sites/agency programming
NYSARC of St. Lawrence County	Client Transportation	St. Lawrence County	6:30 a.m. to 7:30 p.m. M-F + special weekend groups	Transportation for participants in NYSARC's programs and services
Samaritan Keep Home	Client Transportation	Jefferson/Lewis County	5 a.m. to 9 p.m.	Adult day care program client transportation and Medicaid-eligible ambulette service
Jefferson County Department of Social Services	Medicaid Recipient	Jefferson County	Contracted	Non-emergency medical transportation, protective, and other services
Lewis County Department of Social Services	Medicaid Recipient	Lewis County	Contracted	Non-emergency medical transportation, protective, and other services

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Provider	Service Type	Service Area	Operating Hours	Service Features/Fares/Policies
St. Lawrence County Department of Social Services	Medicaid Recipient	St. Lawrence County	Contracted	Non-emergency medical transportation, protective, and other services

PRIVATE PROVIDERS

Figure 20 Private Transportation Providers

Agency	Service Description
W.E.R. Yellow Cab (Jefferson)	Private taxi service. Airport shuttle service to any airport. 24 hour dispatch.
Lewis County Taxi Service	Local as well as long distance taxi service. Staffed by a single driver. Local trips charge per mile fare while longer trips are flat rate.
Ride Hailing Companies	Lyft/Uber operate in the region via contractors and mobile internet application ride matching. Rides cost passengers a flat fee linked to electronic payment options.
Guilfoyle Ambulance	Provides door to door transportation as a non-emergency medical transportation provider. Can accommodate wheelchairs and stretchers for one-way and round trips both local and long distance. Drivers are certified and registered with New York State. Approved to receive Medicaid and operates Watertown Citibus' paratransit service under contract.

POTENTIAL SERVICES

Fort Drum On-Post Shuttle

Stakeholder discussions with a representative of Fort Drum revealed that the on-post shuttle, profiled in the Fort Drum Transit Needs Assessment, is no longer operating. Its existence was tied to a period in time during which Fort Drum acted as a rapid troop deployment staging area. As deployments have ramped down in recent years, command could not justify continuation of the service. A shuttle remains for soldiers housed in the barracks to access dining facilities on post.

North Country Mass Transit

Following on the findings of the Fort Drum Transit Needs Assessment, a non-profit entity has been formed to fill in transit gaps between Citibus and volunteer services in rural Jefferson County. North Country Mass Transit has prepared proposed routes for the purpose of seeking grants to procure buses. The agency has also purchased property in the town of Pamela to serve as an operational headquarters/maintenance facility.

TRANSIT OPERATIONS

Agency finances, including costs and funding but also performance metrics are fundamental to encouraging and advancing transit agency collaboration. To support this analysis, the consultant team collected and evaluated financial data for each of the three public transit agencies being studied by this effort: Citibus in the City of Watertown; Lewis County Public Transportation (Lewis County), and St. Lawrence County Public Transit (St. Lawrence County). The primary data source for the analysis is data provided by transit agencies to the National Transit Database program.

Understanding the organizational and administrative systems used to manage and operate transportation systems within the study is also critical to developing recommendations for enhanced coordination, cooperation, and potential consolidation. Pertinent notes regarding staffing, capital assets, facilities, and operations have been compiled after discussions with operating agencies.

SYSTEM PERFORMANCE

Transit productivity measures compare and contrast service inputs, outputs and consumption. Service inputs are summarized as total annual operating costs, while service outputs include revenue service hours (hours during which the vehicle is in service and accepting passengers) and revenue service miles (miles traveled while the vehicle is in service and accepting passengers). Service consumption includes ridership and farebox revenues. The performance data is then expressed in terms of three performance indicators commonly used in the transit industry, which can be categorized as follows:

- **Cost efficiency.** These indicators are the ratios of service inputs to service outputs, and measure the efficiency of resource allocation within the agency.
- **Cost effectiveness.** These indicators are the ratio of service inputs to service consumption and measure how well the service is utilized by the community.
- **Service effectiveness.** These indicators are the ratio of service consumption to service outputs and measure how well the capacity of service is being utilized by the consumer.

An assessment of how well the individual transit services performed with regard to the three categories of performance indicators is discussed below and shown in corresponding figures. It is worth noting, however, that different service types will perform differently and are not comparable. Fixed-route bus service, including deviated fixed route service, is a scheduled service that is designed to carry larger numbers of passengers per trip. Demand responsive service provides services to individuals with greater needs and is designed as a more flexible service catering to those needs. As a result, the mix of services provided by an agency can have a significant impact on their relative performance.

Citibus

Between 2014 and 2017, Citibus' annual operating costs remained relatively stable while costs per service hour and per rider increased much more significantly (Figure 21). The vast majority of Citibus' operating costs are associated with the fixed route service.

In terms of revenue, Citibus' largest funding source is locally raised revenue, which accounts for over 50% of the operating revenue. The remaining revenues are provided by the State of New York and account for 30% of the system costs. Passenger fares currently account for 15% of operating costs.

Ridership over the same period has decreased over 11%, from 152,606 trips in 2014 to 135,006 in 2017. Hours of service decreased by 12% while service miles increased slightly. Coupled with slowly increasing costs, each operating hour and each passenger trip required more resources to provide.

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Figure 21 Citibus Financial and Performance Assessment

	2014	2015	2016	2017
Operating Costs				
Fixed Route	\$751,483	\$654,841	\$752,465	\$772,708
Demand Response	\$114,596	\$129,699	\$115,223	\$129,297
Total Costs	\$866,079	\$784,540	\$867,688	\$902,005
Operating Revenues				
State Revenues	\$235,751	\$253,342	\$262,167	\$285,526
Total Farebox	\$158,455	\$151,198	\$133,855	\$131,183
Local Operating Revenue	\$463,155	\$365,175	\$451,191	\$470,436
Operating Statistics				
Revenue Miles	137,717	138,547	142,235	141,191
Revenue Hours	14,782	12,975	13,151	12,937
Ridership	152,606	149,552	135,528	135,006
Performance Measures				
Cost per Revenue Hour	\$58.59	\$60.47	\$65.98	\$69.72
Cost per Revenue Mile	\$6.29	\$5.66	\$6.10	\$6.39
Cost per Passenger	\$5.68	\$5.25	\$6.40	\$6.68
Passengers per Revenue Hour	10.3	11.5	10.3	10.4
Farebox Recovery Ratio	18%	19%	15%	15%
Subsidy/Passenger	\$4.58	\$4.14	\$5.26	\$5.60

Average daily ridership on Citibus fixed routes was approximately 325 one-way passengers in April, 2016. Figure 22 provides summary ridership and productivity statistics that month.

Figure 22 Citibus Fixed Route Characteristics by Route, April 2016¹³

Route	Riders/ Month	Riders/ Weekday	Weekday Revenue Hours	Passengers/ Revenue Hour
A-1 State-E. Main	1,163	52	5.25	10.0
A-2 Washington	555	25	4.67	5.4
B Arsenal	3,143	134	9.92	13.5
C-1 Northside Loop	1015	49	5.25	9.3
C-2 Coffeen St-JCC	670	35	4.67	7.5
System Total	6,828	325	29.76	10.9

¹³ Citibus Boarding Data

Lewis County Public Transportation

Between 2014 and 2016, Lewis County Public Transportation's (LCPT) annual operating costs increased 19% leading to significant increases to costs per passenger (Figure 23). The vast majority LCPT's operating costs are associated with the fixed and deviated route service.

Local operating revenue comprises a larger portion of revenue due to the history of LCPT as an ARC transportation provider. Routes today are legacy ARC routes opened to the general public that still serve the needs of social services agencies and are funded accordingly. Current ARC runs are also open to the public and generate state operating assistance (STOA), which is used to help fund purely public routes.

While ridership over period from 2014 to 2016 has increased by 10%, on-board collected fare revenues have become a very small percentage of operating funds. As operating costs increase, each passenger trip becomes more expensive to subsidize each year.

Figure 23 Lewis County Public Transportation Performance Assessment¹⁴

	2014	2015	2016
Operating Costs			
Fixed Route	-	\$938,229	\$1,045,339
Demand Response	-	\$104,248	\$32,330
Total Costs	\$905,884	\$1,042,477	\$1,077,669
Operating Revenues			
State Revenues	\$240,171	\$280,583	\$158,878
Total Farebox	\$22,744	\$12,220	\$13,322
Local Operating Revenue*	\$642,968	\$749,674	\$905,469
Operating Statistics			
Revenue Miles	240,930	276,401	287,116
Revenue Hours	12,047	13,950	14,503
Ridership	52,954	57,810	58,223
Performance Measures			
Cost per Revenue Hour	\$75.20	\$74.73	\$74.31
Cost per Revenue Mile	\$3.76	\$3.77	\$3.75
Cost per Passenger	\$17.11	\$18.03	\$18.51
Passengers per Revenue Hour	4.4	4.1	4.0
Farebox Recovery Ratio	2.5%	1.2%	1.2%
Subsidy/Passenger	\$16.68	\$17.82	\$18.28

St. Lawrence County Public Transit

St. Lawrence County Public Transit (SLCPT) followed a similar operations profile as Lewis County Public Transportation until 2016 (Figure 24). While operated by NYSARC of St. Lawrence County throughout the data timeframe, previously provided demand-response and paratransit services were discontinued. As

¹⁴ National Transit Database Agency Profiles. <https://www.transit.dot.gov/ntd/transit-agency-profiles/lewis-county>

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operating costs were reduced drastically in 2016, costs per hour and per passenger dropped proportionately. Simultaneously, farebox recovery improved as a similar number of passengers were served at a lower cost.

Figure 24 St. Lawrence County Public Transit Performance Assessment¹⁵

	2014	2015	2016
Operating Costs			
Total Costs	\$677,514	\$729,343	\$427,962
Operating Revenues			
State Revenues	\$279,291	\$515,029	\$180,165
Federal Assistance	-	-	\$140,000
Total Farebox	\$42,079	\$49,858	\$60,096
Local and Other Funds	\$356,144	\$164,276	\$47,701
Operating Statistics			
Revenue Miles	445,048	393,844	424,492
Revenue Hours	17,452	17,245	18,720
Ridership	27,587	26,600	33,785
Performance Measures			
Cost per Revenue Hour	\$38.82	\$42.29	\$22.86
Cost per Revenue Mile	\$1.52	\$1.85	\$1.01
Cost per Passenger	\$24.56	\$27.42	\$12.67
Passengers per Revenue Hour	1.6	1.5	1.8
Farebox Recovery Ratio	6.2%	6.8%	14.0%
Subsidy/Passenger	\$23.03	\$25.54	\$10.89

Volunteer Transportation Center

In 2016, Volunteer Transportation Center:

- Drove 5,482,530 miles
- Completed 134,441 trips
- Counted 222,665 total hours of volunteer driving

While 95% of funding for VTC comes from Medicaid, the organization must raise money for non-senior transportation. Of their operating expenses, \$3.5 million is spent reimbursing volunteer drivers on a per-mile basis. All other expense categories require roughly \$1 million. No passenger fares are collected, though passengers are encouraged to and generally donate quarterly or tri-annually.

¹⁵ National Transit Database Agency Profiles. <https://www.transit.dot.gov/ntd/transit-agency-profiles/st-lawrence-county>

ORGANIZATION, ASSETS, AND OPERATIONS

Citibus

Staff

Citibus drivers are city employees within the Department of Public Works. There are 7-8 full-time unionized drivers and 7-8 part-time non-union drivers. Citibus functions fairly independent of the DPW, while ultimately reporting to the City Manager, and is actively recruiting a new transit manager. The Citibus budget is approved by city council.

All scheduling is performed by the transit supervisor, while city staff provides basic administration such as human resources services.

Fleet

Five 2003 Orion 30-seat buses are 3 years behind in their replacement schedule. A 2010 Starcraft 18-seat bus rounds out the six vehicle fleet. There are three buses operating and three spare buses at any given time. Each bus is equipped with bicycle racks mounted to the front of the vehicle. Racks have a capacity of two bicycles.

Facilities

The transit supervisor's office & maintenance garage is located at 544 Newell Street and is shared with the DPW, though two bays are dedicated to Citibus. There is an operational vehicle wash facility.

Citibus maintains nine shelters throughout the system including the primary Arcade Street Transfer Station. Shelter locations generally coincide with apartment complex entrances.

- Arcade Street Transfer Station
- Kelsey Creek Apartments – 1213 Superior Street
- Production Unlimited – 615 West Main Street
- JRC – 420 Gaffney Drive
- Stateway Plaza – 1290 Arsenal Street (Buffalo Wild Wings)
- East Hills Apartments – 1708 Ohio Street
- Maple Court Apartments – 620 Weldon Drive
- Skyline Apartments – Grove Street near Maywood Terrace
- Factory Street westbound near High Street

Lewis County Public Transportation

Staff

Lewis County Public Transportation drivers are employees of Birnie Bus Service and number 10 regular drivers. Part time substitutes are brought in from school bus contracts as needed. A part time dispatcher shares duties with the contract transit supervisor, one of whom can be reached while driving via cell phone if necessary.

Fleet

Birnie Bus dedicates 14 vehicles, with capacity ranging from 22 to 32 seats, for fixed and deviated route service. Most vehicles feature wheelchair lifts and flip seats, transit buses 22 seats. For Dial-a-Ride services, Birnie employs three minivan sized vehicles.

Facilities

Vehicles are serviced at corporate headquarters in Rome. Lowville operations can perform minor maintenance using a part-time mechanic.

St. Lawrence County Public Transit/NYSARC

Staff

NYSARC of St. Lawrence county drivers are separated into two groups. The first, consisting of 16 drivers, serves NYSARC program routes. The second, consisting of 8 drivers, operates the public transit routes. All drivers with the exception of two are full-time employees and are overseen by a transit supervisor, who is CDL licensed and prepared to fill-in as needed.

Fleet

The NYSARC vehicle fleet consists of 34 total vehicles. Six are transit buses dedicated to public route service. The remaining 28 vehicles are available to the NYSARC program. As all vehicles are DOT inspected, two non-transit buses serve as spare vehicles for the public transit division.

Facilities

Most vehicles are stored at the NYSARC facility on Commerce Lane in Canton while some are stored in Norwood, Massena, and Ogdensburg. The Canton facility features a four bay maintenance facility staffed by NYSARC employee mechanics.

Volunteer Transportation Center

Staff

The Volunteer Transportation Center boasts a 250-driver volunteer pool, each of whom are provided with maintenance and supplementary liability insurance. There are 25 employees, among those are two staff drivers. Volunteer drivers are put through a background check before they may drive clients. Volunteers' vehicles must not be 15 years old or greater and must pass an internal inspection. Smoking must not have previously occurred in volunteer vehicles.

Fleet

VTC owns and operates four wheelchair vans for non-emergency medical transport trips.

Operations

Dispatch is focused on combining rides as a resource management technique. Software developed by VTC takes proximity and common destinations into account. If drivers should experience difficulty or vehicle trouble, they are to contact the main dispatch office where a dispatcher is on call 24 hours a day, 7 days a week.

Jefferson Rehabilitation Center

Staff

The Jefferson Rehabilitation Center (JRC) employs ten drivers, a master driver, and mechanics. The master driver acts as an operations supervisor. Drivers are required to have a 19-A endorsement on their commercial driver's license as well as submit to a background check and drug testing.

Fleet

JRC owns and operates five 24-passenger buses and eight 14-passenger buses with the ability to accommodate two wheelchairs.

Operations

Vehicles are maintained in house at a garage with lift by JRC employees. Dispatch and routing are not dynamic, follow a set schedule, and designed by supervisory employees using regional knowledge rather than software.

Samaritan Keep Home

Staff

Samaritan Keep Home employs a transportation coordinator who fulfills dispatch duties in directing a mix of 16 full and part-time drivers who, like JRC drivers, possess 19-A certifications.

Fleet

Samaritan owns and operates eleven wheelchair lift-equipped buses, the largest accommodating 16 passengers.

Operations

Dispatch is dynamic and performed by the transportation coordinator. Staff is on-call for weekend activity. Maintenance is performed in a Samaritan-owned garage by a contract mechanic.

GAP ASSESSMENT

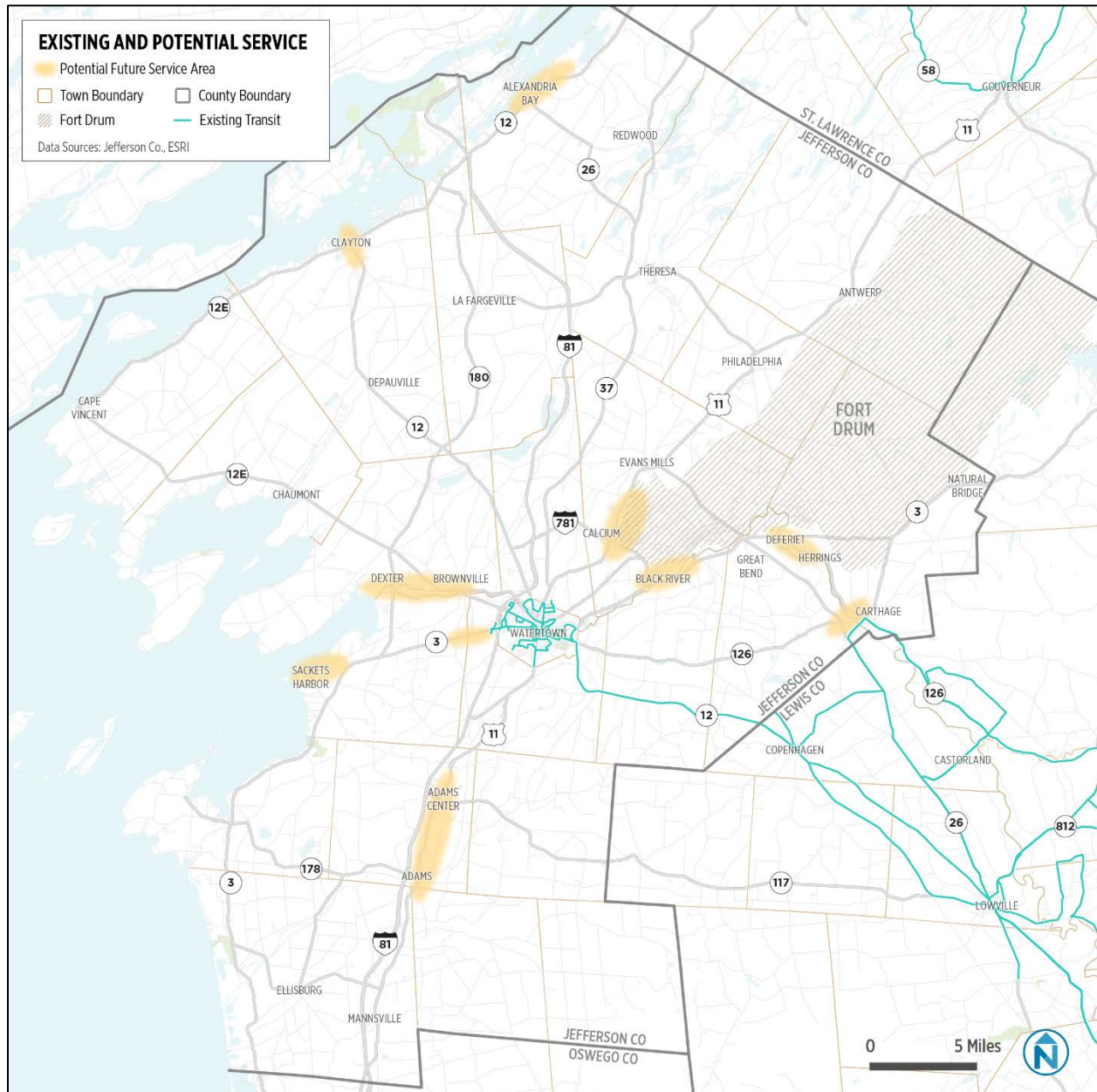
Based on the analyses performed in previous sections, as well as interviews conducted with area stakeholders, operators, and providers, potential new transit service areas have been identified and displayed in Figure 25. These areas include:

- Adams and Adams Center
- Sackets Harbor
- Town of Watertown immediately west of the commercial areas, including Jefferson-Lewis BOCES
- Dexter and Brownville
- Clayton
- Alexandria Bay
- Calcium (Fort Drum West)
- Black River (Fort Drum South)
- Deferiet and Herrings
- West Carthage and links to other Carthage service

From a temporal standpoint, areas currently served by transit see gaps with respect to evening and weekend service. Expanding service span will be included as part of the next step in the study; the selection and evaluation of candidate transit corridors.

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Figure 25 Potential Future Transit Service Areas



APPENDIX

Figure 26 Major Regional Personal Trip Destinations Table

Destination	Address	Place	Type
Jefferson Community College	1220 Coffeen Street	Watertown	Education
Watertown International Airport	22529 Airport Drive	Dexter	Transportation
Public Square Historic District	Public Square	Watertown	Retail
Arsenal Plaza	1283 Arsenal Street	Watertown	Retail
Raymour Flanigan Plaza	1125 Arsenal Street	Watertown	Retail
Stateway Plaza Shopping Center	1222 Aresenal Street	Watertown	Retail
Salmon Run Mall	21182 Salmon Mall Run Loop West	Watertown	Retail
Plaza at Salmon Run	21082 Pioneer Plaza Drive	Watertown	Retail
Northland Plaza	144 Eastern Boulevard	Watertown	Grocery/Retail
Seaway Shopping Center	22070 US Route 11	Watertown	Grocery/Retail
Walmart Supercenter	20823 NY Route 3	Watertown	Grocery/Retail
Walmart Supercenter	25737 US Route 11	LeRay	Grocery/Retail
Walmart Supercenter	7155 East State Street	Lowville	Grocery/Retail
Clayton Shurfine	503 State Street	Clayton	Grocery
Price Chopper/Aldi	60 High Street	Carthage	Grocery
Price Chopper	43615 NY Route 12	Alexandria Bay	Grocery
Tops	10916 US Route 11	Adams	Grocery
Tops	1330 Washington Street	Watertown	Grocery
Lowville Plaza/Tops	7395 Turin Road	Lowville	Grocery
Samaritan Medical Center	830 Washington Street	Watertown	Medical
Samaritan Medical Center	1575 Washington Street	Watertown	Medical
Samaritan Family Health Center	26908 Independence Way	LeRay	Medical

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Destination	Address	Place	Type
Samaritan Family Health Center	782 East Broadway Street	Cape Vincent	Medical
Samaritan Family Health Center	909 Strawberry Lane	Clayton	Medical
River Hospital	4 Fuller Street	Alexandria Bay	Medical
Carthage Area Hospital	1001 West Street	Carthage	Medical
Lewis County General Hospital	7785 North State Street	Lowville	Medical
Jefferson Rehabilitation Center	453 Gaffney Drive	Watertown	Social Services
Watertown Post Office and Vet Center	210 Court Street	Watertown	Social Services
Countryview Apartments	87 East Street	Adams	Senior Meal Site
Alexandria Bay Municipal Building	110 Walton Street	Alexandria Bay	Senior Meal Site
Long Falls Apartments	222 State Street	Carthage	Senior Meal Site
Paynter Senior Center	914 Strawberry Lane	Clayton	Senior Center/ Meal Site
Hilltop Towers	113 West Main Street	Watertown	Senior Housing/ Meal Site
Midtown Towers	142 Mechanic Street	Watertown	Low-Income Housing/Senior Meal Site
Gouverneur Community Center	4673 NY Route 58	Gouverneur	Senior Center/ Meal Site
Maple Ridge Center	7421 East Road	Lowville	Senior Meal Site
Watertown City Offices	245 Washington Street	Watertown	Government
Jefferson County Offices	175 Arsenal Street	Watertown	Government
Lewis County Offices	7660 North State Street	Lowville	Government
Watertown Family YMCA	119 Washington Street	Watertown	Community
Alex T. Duffy Fairgrounds	970 Coffeen Street	Watertown	Community
Flower Memorial Library	229 Washington Street	Watertown	Community
Gouverneur Public Library	60 Church Street	Gouverneur	Community
Lowville Free Library	5387 Dayan Street	Lowville	Community