



Bike and Pedestrian Masterplan

ADVISORY COMMITTEE KICK-OFF

MUD Workshop

with

BFJ Planning and KB Engineering

AGENDA

A/ INTRODUCTION

Welcome remarks by Heather Brown, Consultant Team and Advisory Committee Introduction

B/ PLANNING CONTEXT

Overview of existing plans and initiatives.

C/ Working Session 1: PASS THE MIC

Discussion about key issues and opportunities affecting biking and walkability in Sullivan County.

D/ WORK PLAN OUTREACH PLAN

Overview of key milestones, timeline, engagement methods and deliverables.

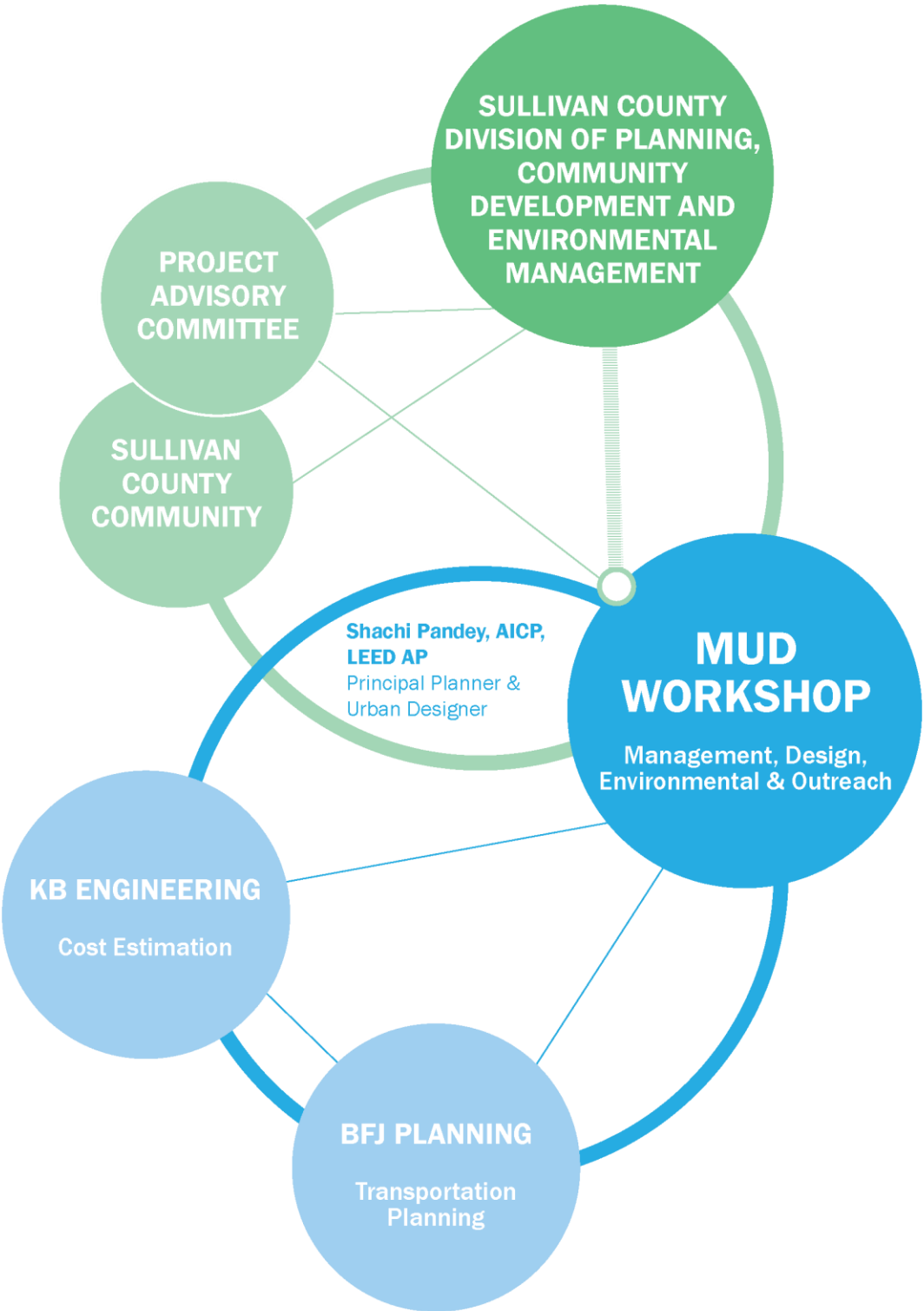
E/ Working Session 2: REFINING THE ENGAGEMENT PLAN

Discussion about methods, tools and community partnerships for a wide and deep engagement.

F/ NEXT STEPS

A/ INTRODUCTION

Welcome Remarks
Consultant Team
Advisory Committee



Advisory Committee Ice
Breaker:

Share a
pedestrian
experience you
would like to
improve in your
community.

Especially during summer, along route 55, there's limited sidewalk for people to walk on.	Callicoon: The population and space taken by parking. The potential risk of crossing.	Pedestrians and bikers are on the road, without designated lanes.	A vision to have more commercial and educational activities on the street. Better connectivity to amenities.	No sidewalk around (but not limited to) the school area.	Even though there are sidewalks, it's hard to balance the rural nature and pedestrian safety.
Connection between major employers. Safety for pedestrians and bikers. Improving the walking and biking environment would encourage commercial activities.	Trail connection with the pedestrian sidewalk. Maintenance of sidewalk. An opportunity in the farming neighborhood.	Road management where shoulders of the roads can be utilized. Bethel	A lot of bikers on the road are not in a safe environment.	E.g. Minneapolis for integrating bicyclists on the roadway.	Many country roads don't have lines, or sidewalks, or traffic measures.
Rails to trails are key elements	Balance traffic and pedestrian traffic in the design of country roads	People scrambling with parking spaces. Rail Trail connection.	interaction of parking spaces with pedestrian traffic	A lot of state roads existing in Sullivan County.	Monticello. Walking without light can be terrifying.
NYS DOS is available as a resources and work with the team on NYS DOT roads	New strategic plan in process by NYS DOT				

(See next slide for a summary of responses)

Advisory Committee Ice Breaker:

Summary of Key Issues

Prompt:

Share a pedestrian experience you would like to improve in your community.

Pedestrian & Bike Infrastructure

- Route 55 has limited sidewalks, making it difficult for pedestrians, especially in summer.
- Roadways leading to schools and other everyday destinations are lacking sidewalks.
- Pedestrians and cyclists share the road without dedicated lanes, markings or signage.
- In Callicoon, most people drive, and parking takes up significant space. Crossing streets can be risky.

Maintenance & Management

- Many county roads lack markings, sidewalks, and traffic control measures.
- Sidewalk maintenance and management are ongoing concerns.
- Better traffic management is needed to balance vehicle and pedestrian movement on county roads.
- State roads in Sullivan County are managed by NYS DOT, who is currently working on a new strategic plan.

Safety

- Walking at night in Monticello feels unsafe due to the lack of streetlights.
- Pedestrian safety around parking areas needs improvement.
- While planning for pedestrian safety, we'll need to consider appropriate measures that respect the County's rural character.
- Biker safety is a major issue. We can learn from some other examples such as Minneapolis where infrastructure for cyclists has been integrated into roadways, trails, greenways and other right-of-ways to provide continuous bike paths.

Summary of Key Opportunities

Prompt:

Share a pedestrian experience you
would like to improve in your
community.

Priority Places To Link On A Bike and Pedestrian Network

- New pedestrian and bike connections should link people to places that they frequent every day: major employers, main street, schools, markets, etc.
- Recreational trails should also be considered as part of the pedestrian network.
- The masterplan should consider ways to continue to expand the "rails-to-trails" network.
- There are several farming neighborhoods throughout the county that can become more walkable, e.g. Bethel.
- In recent years, MOVE Sullivan's expanded bus network has attracted more transit users. Last mile or last two/three mile links should be considered to link people from key destinations to the transit network.
- The plan should consider and coordinate a multimodal strategy for rural areas.

Streetscape Design and Siting Local Destinations

- Urban centers should encourage more retail, educational, and other amenities to locate on main streets.
- Given the different types of roadways / pathways, the masterplan should consider a range of streetscape design typologies that can provide guidance for implementation.

B/ PLANNING CONTEXT

Existing plans and initiatives

Resilient Sullivan

Coordinated Transportation Plan

O&W Trail Feasibility Study

MOVE Sullivan

Comprehensive Housing Strategy

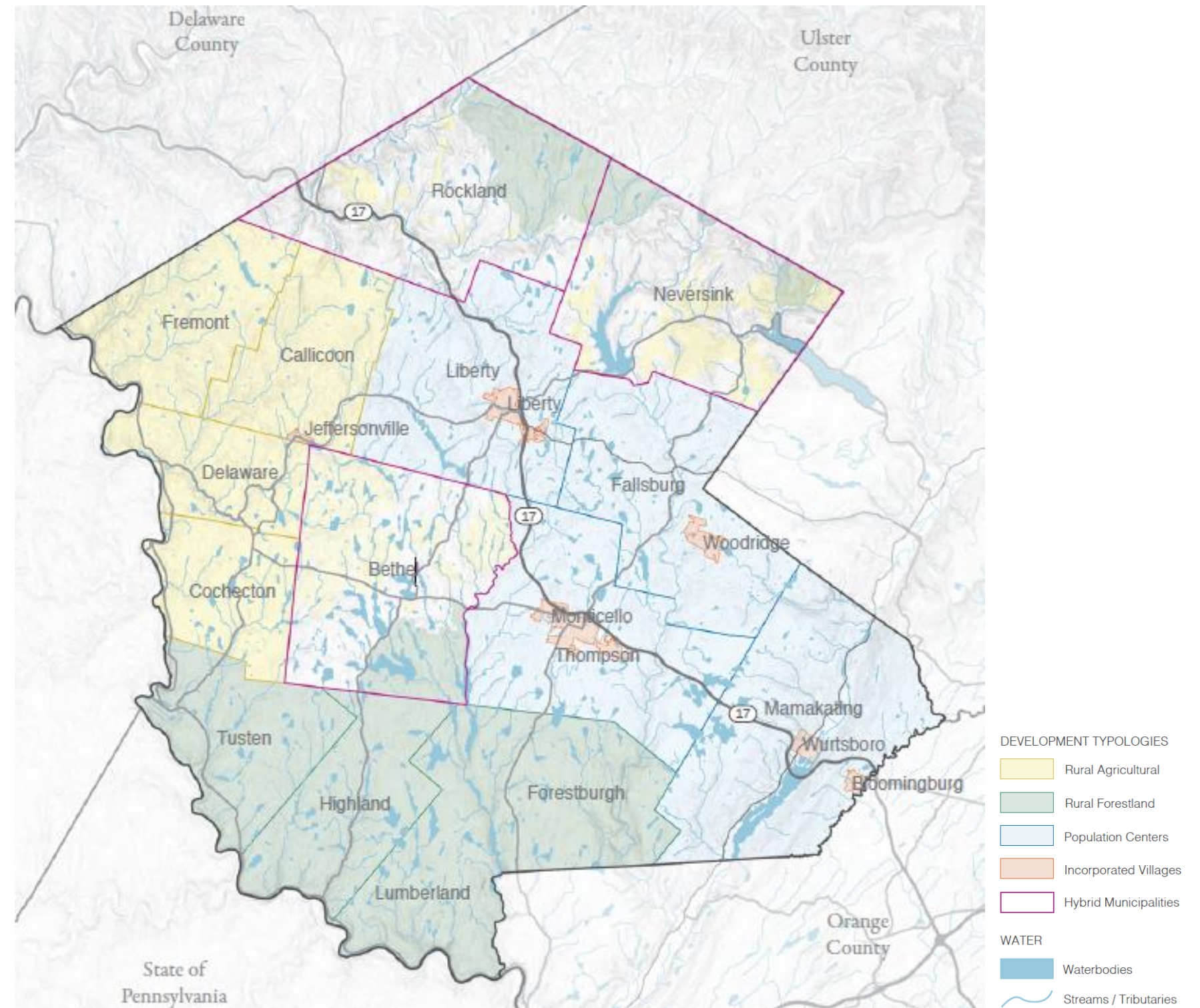
SULLIVAN COUNTY RESILIENCY PLAN (2024)

- The plan provides recommendations, strategies and actions to prepare Sullivan County to address emerging challenges facing the environment, economy and community.
- Five emergent themes including **Housing, Farm & Farmland, Food Jobs, Health & Services, Natural Resources, and Utilities** put forward community-centric goals.

EMERGENT THEMES	GOALS
HOUSING	Ensure housing availability and affordability by supporting strategic growth in Sullivan County that avoids sprawl and promotes safe, walkable communities.
FARMING AND FARMLAND	Ensure the economic viability of farmland conservation by supporting farmland owners, and agriculture and associated activities.
FOOD, JOBS, HEALTH AND SERVICES	Improve access to healthy food, healthcare, jobs, and emergency services.
NATURAL RESOURCES	Recognize and protect the role of natural infrastructure both as an economic driver and ecological resource in Sullivan County.
UTILITIES	Ensure access to quality and reliable electrical, telecommunications, and internet utilities throughout the County, and prepare for emerging challenges by modernizing both water and solid waste infrastructure.

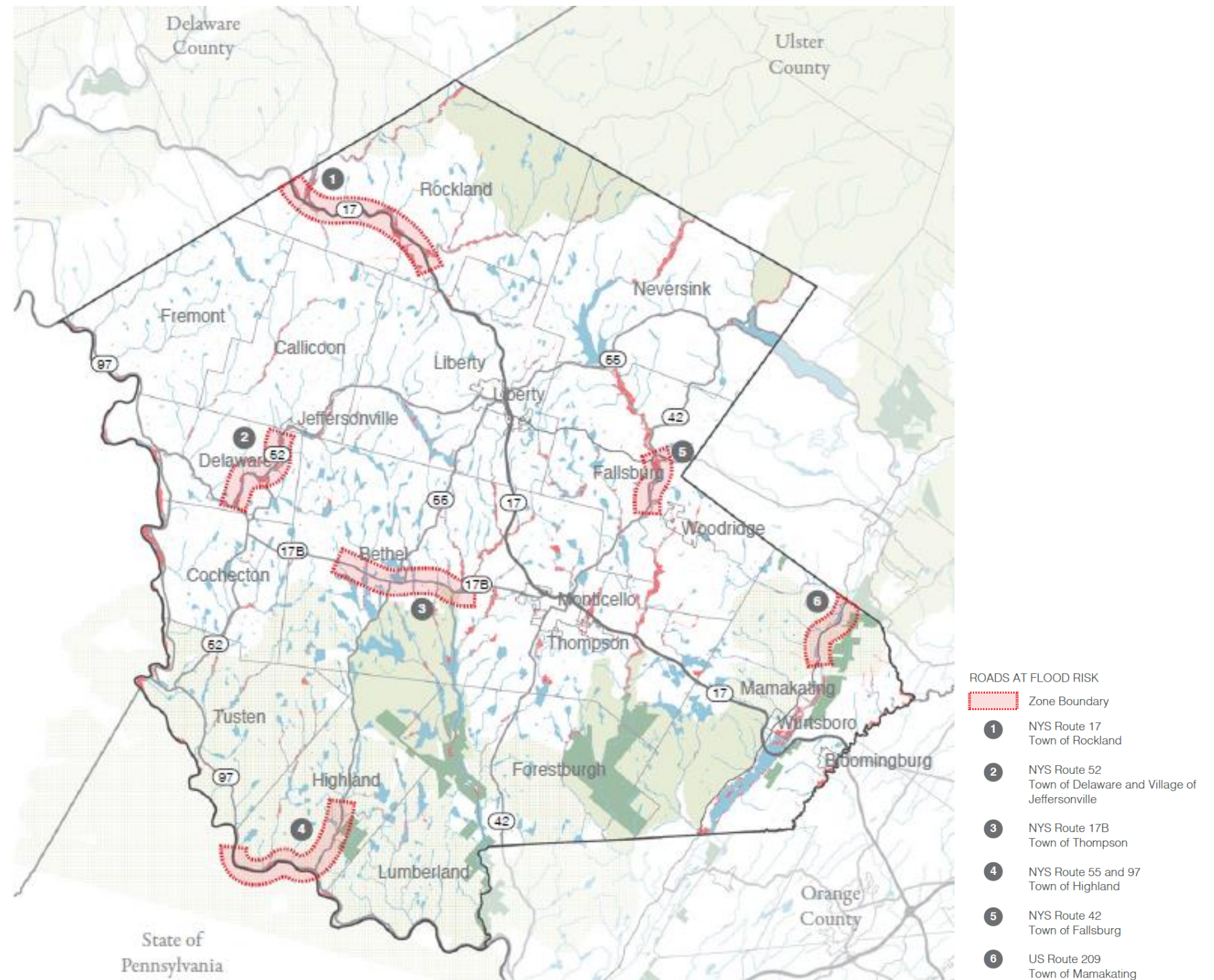
SULLIVAN COUNTY RESILIENCY PLAN (2024)

- Sullivan County's diverse densities were categorized into five land classifications based on population density, average lot size/land subdivision, impervious surface, tree canopy cover, and whether they are included in the NYS Agricultural District Area. These included **Rural Agricultural Municipality, Rural Forestland Municipality, Rural Suburban Municipality, and Incorporated Villages.**
- Specific recommendations, actions, and strategies respond to these land classifications. E.g., **Improve neighborhood amenities for safe outdoor activities/walking, enhance streetscapes in incorporated villages, and focus on natural trail connections in rural forestland.**



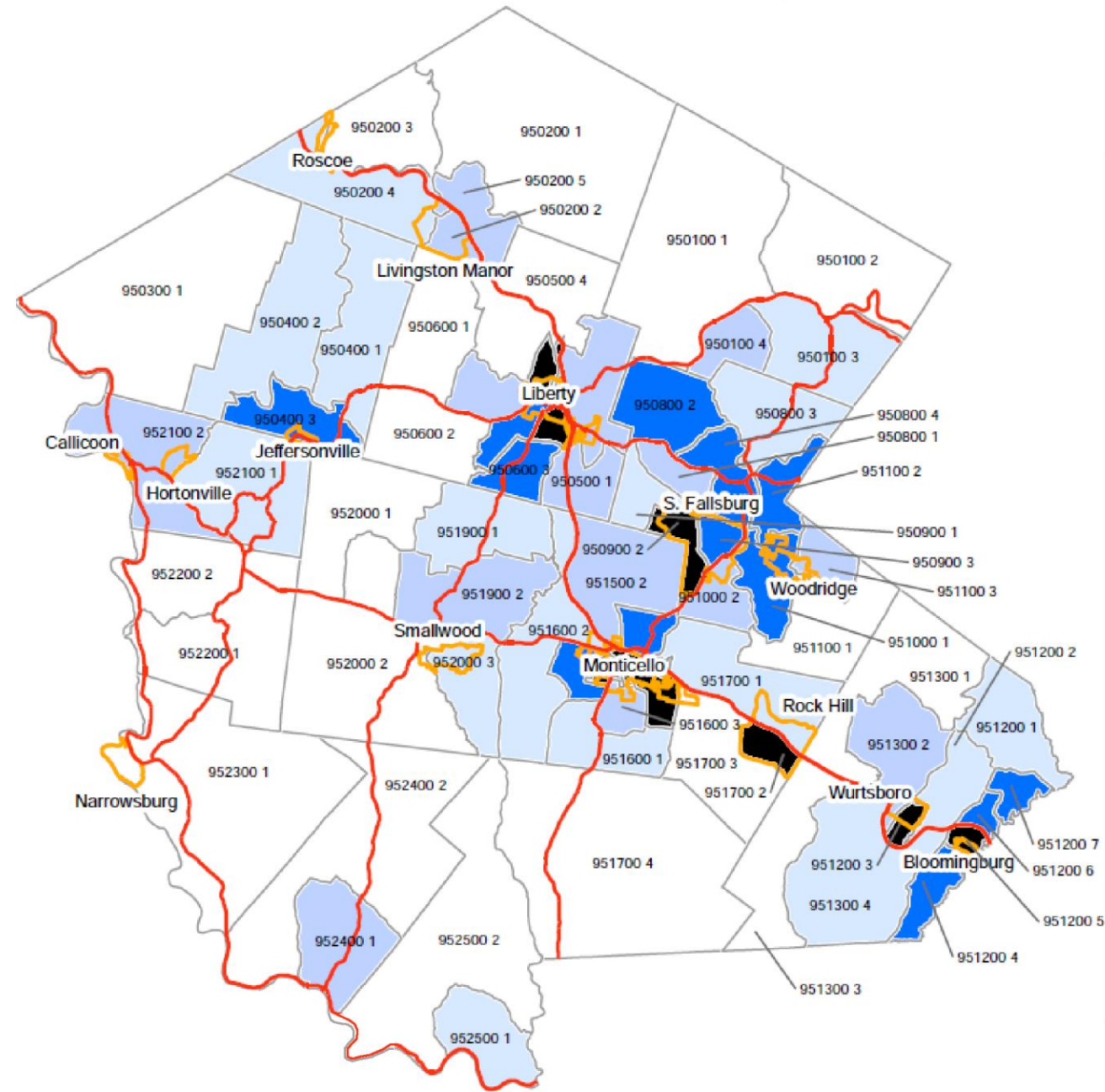
SULLIVAN COUNTY RESILIENCY PLAN (2024)

- A key objective of the resiliency plan is connecting people to their places of work, education, amenities such grocery store, farmers markets, hospitals and clinics more seamlessly.
- As roadways are prone to risks from extreme weather, a multi-modal transportation network can mitigate impacts by providing other alternatives.
- The bike and pedestrian masterplan will strengthen the existing transportation network (private cars, buses, taxis) by providing multiple choices for each trip.

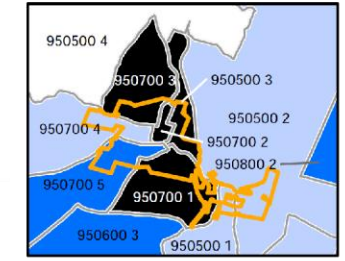


SULLIVAN COUNTY COORDINATED TRANSPORTATION SERVICES PLAN (2015)

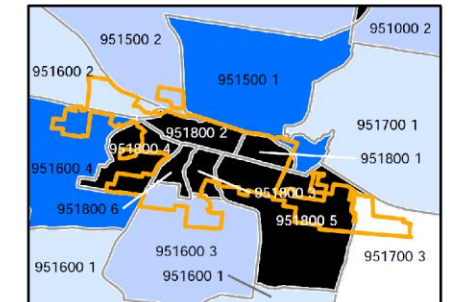
- The plan envisions a transportation system to meet the transportation needs of residents and visitors and provide access to medical facilities, education, shopping, employment, and recreation.
- It focuses on several factors including socio-economic characteristics, densities, service gaps etc. to determine areas of highest transit needs.
- Highlighted areas include: Bloomingburg, Wurtsboro, Rock Hill, Monticello, Smallwood, Woodbridge, S. Fallsburg, and Liberty.



Greatest Transit Needs Index



Liberty

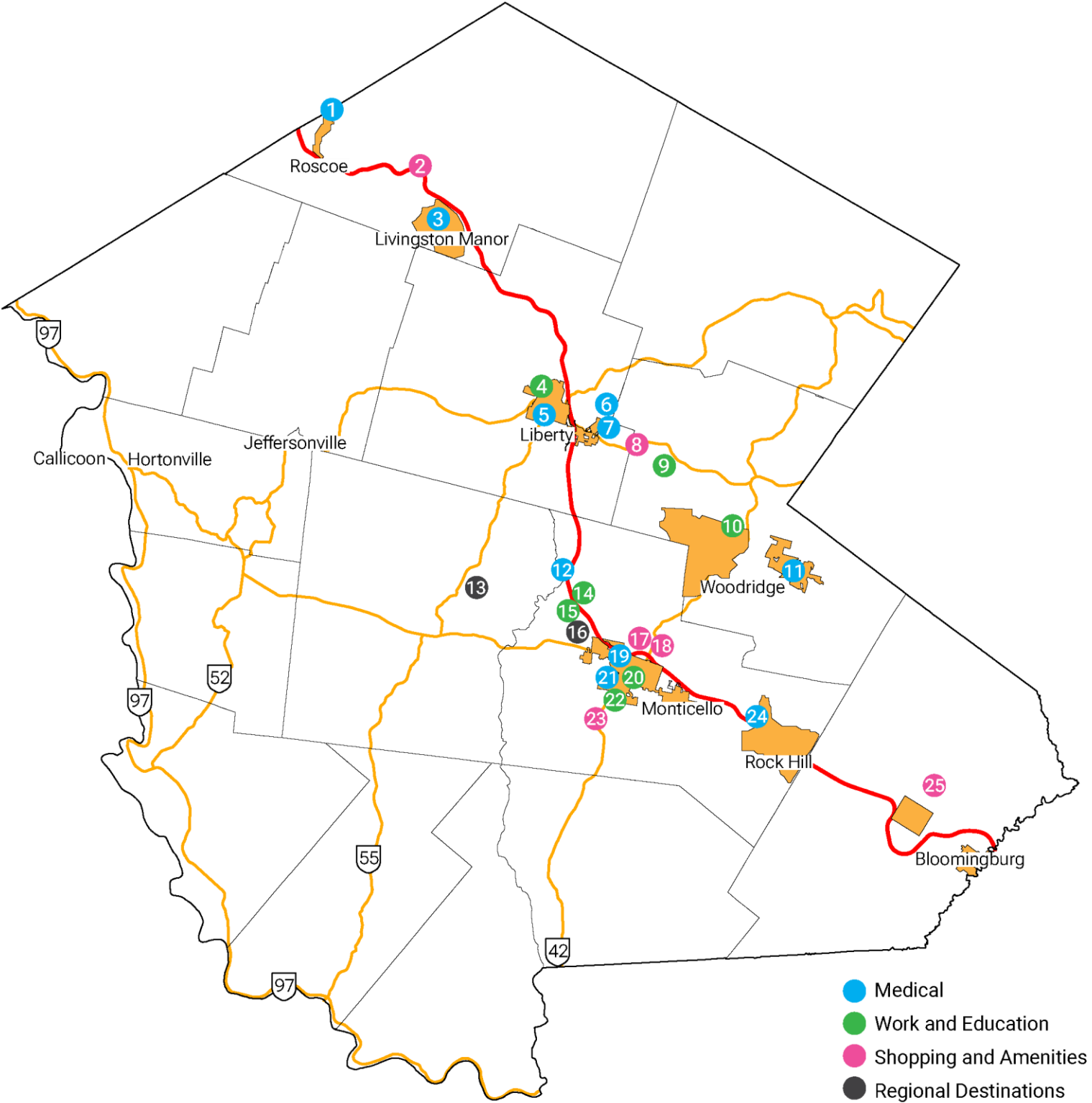
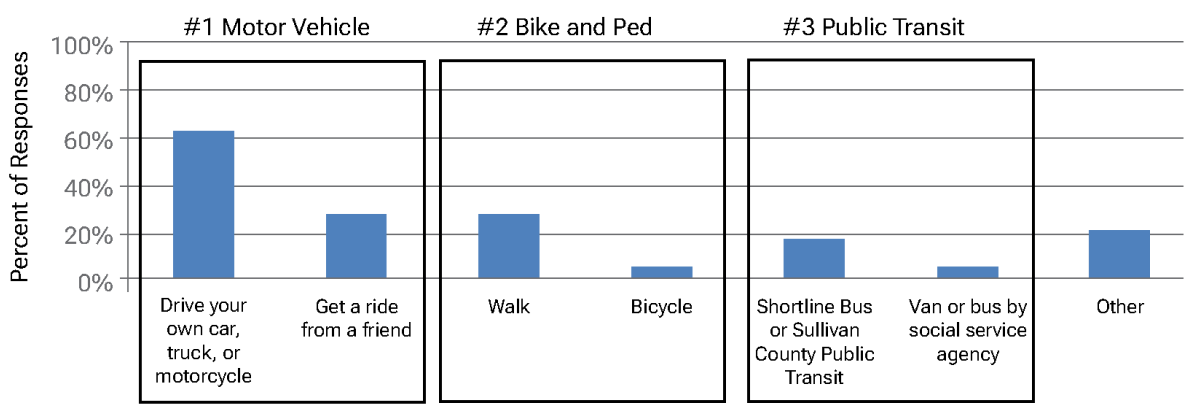


Monticello

-  Major Roads
 Places
 Block Groups
- ### Greatest Transit Needs
-  1 Low
 2
 3
 4
 5 High

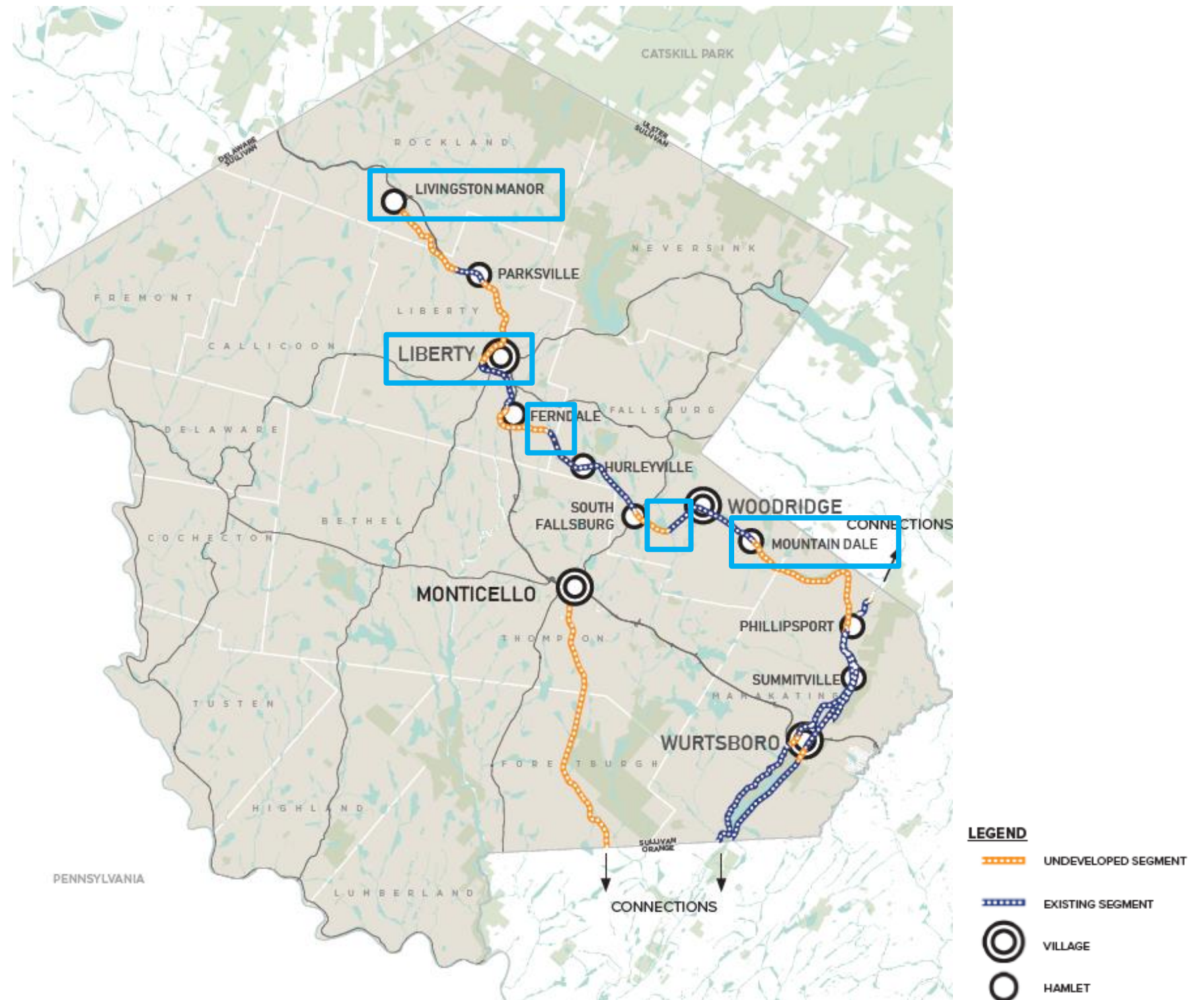
SULLIVAN COUNTY COORDINATED TRANSPORTATION SERVICES PLAN (2015)

- A community survey revealed that the top three types of trips for Sullivan County resident are trips to **Work, Medical Facility** and **Grocery Store**.
- The top three modes of transportation are **motor vehicles**, followed by **bike and pedestrian** and **public transit use**.



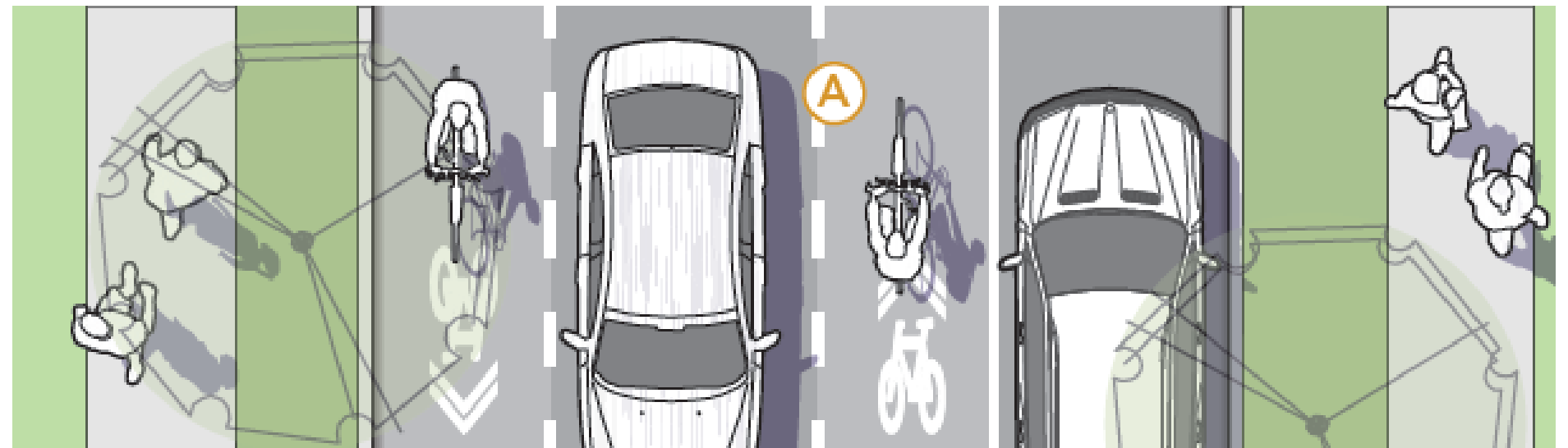
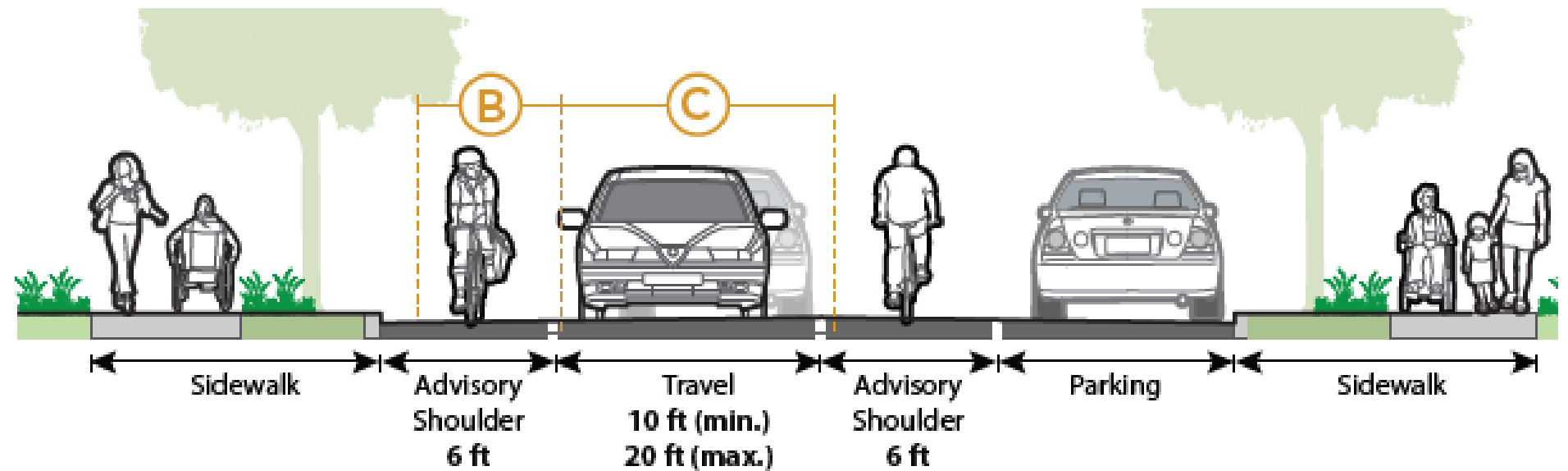
O&W Rail Trail Feasibility Study (2019)

- The O&W Rail Trail proposal intends to provide **economic improvements** and a **safe alternative transportation route** for residents.
- The Trail connects a series of fragmented trail sections to form a **continuous route** through Sullivan County.
- The following segments are the **highest priority**:
 - 1/ Mountindale segment upgrades
 - 2/ Alta Lake segment
 - 3/ The Livingston Manor segment (on-road connection)
 - 3/ Liberty Rail Trail segment upgrades
 - 4/ Neversink on-road connection to Little Beaver Kill Spur



O&W Rail Trail Feasibility Study (2019)

- The feasibility study provides a set of design guidelines to accommodate **different user types**, as well as **guidelines for shared roadways, bike lanes, and advisory shoulders** for a safe transportation network.



Design guideline for advisory shoulders

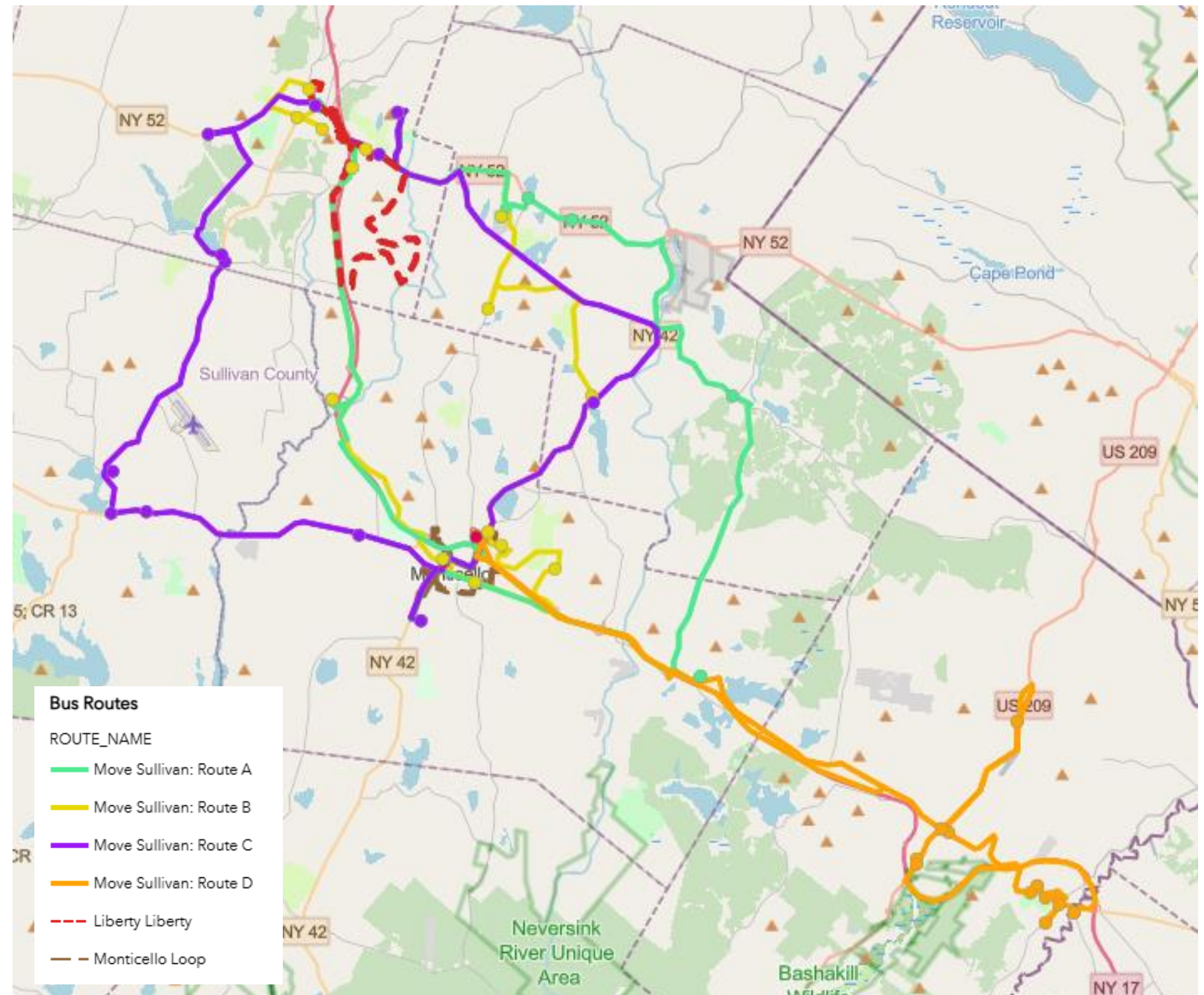
MOVE Sullivan (2019)

- Launched in 2019, MOVE Sullivan now serves 42 stops across 18 communities in the county as a **fixed-route, fixed-stop service**.
- The current service is the core of what will become a comprehensive transportation network over the next several years.
- Despite this progress, significant **gaps remain in meeting the transportation needs of county residents**.
- There are additional opportunities to **link existing providers** to build a more comprehensive countywide system



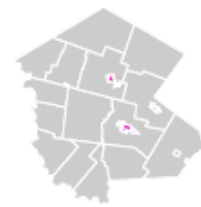
MOVE Sullivan (2019)

- The network comprises six routes (A, B, C, D, Monticello Loop, Liberty Loop). Service generally runs from **6am to 6pm with headway every two hours at best.**
- Route E provides pilot connections to Livingston Manor, Roscoe and Jeffersonville.
- Many of the county's largest employers are **located outside the core communities served by MOVE Sullivan**, which leaves opportunities for potential future service expansion.
- Based on demand, future improvements could include **evening and weekend service, as well as funding to improve bus shelters.**

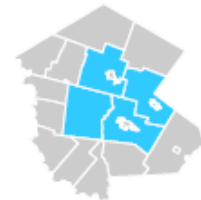


Sullivan County Comprehensive Housing Strategy (2022)

- The study identified **housing market challenges** including a shortage of quality year-round rental units, rising home prices, disinvestment in older properties, and limited new development.
- Seasonal and short-term rentals limit housing availability for residents.
- There were 50,966 housing units in the county in 2020, but only 28,762 of them (56%) were occupied by resident households.
- The study identifies four general geographic housing market areas.



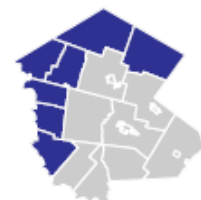
**Core
Villages**



**Outer
Core**



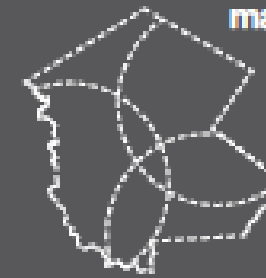
**Rural
South/East**



**Rural
North/West**

FOUR KEY FINDINGS

1 Sullivan County is not one housing market—it has at least four overlapping markets



2 Home prices have risen, but they are still broadly affordable and reflect significant liabilities and challenges



3 Rental housing is in short supply—especially rentals in good condition



4 New housing of any kind must be subsidized to be affordable to households earning less than \$75,000

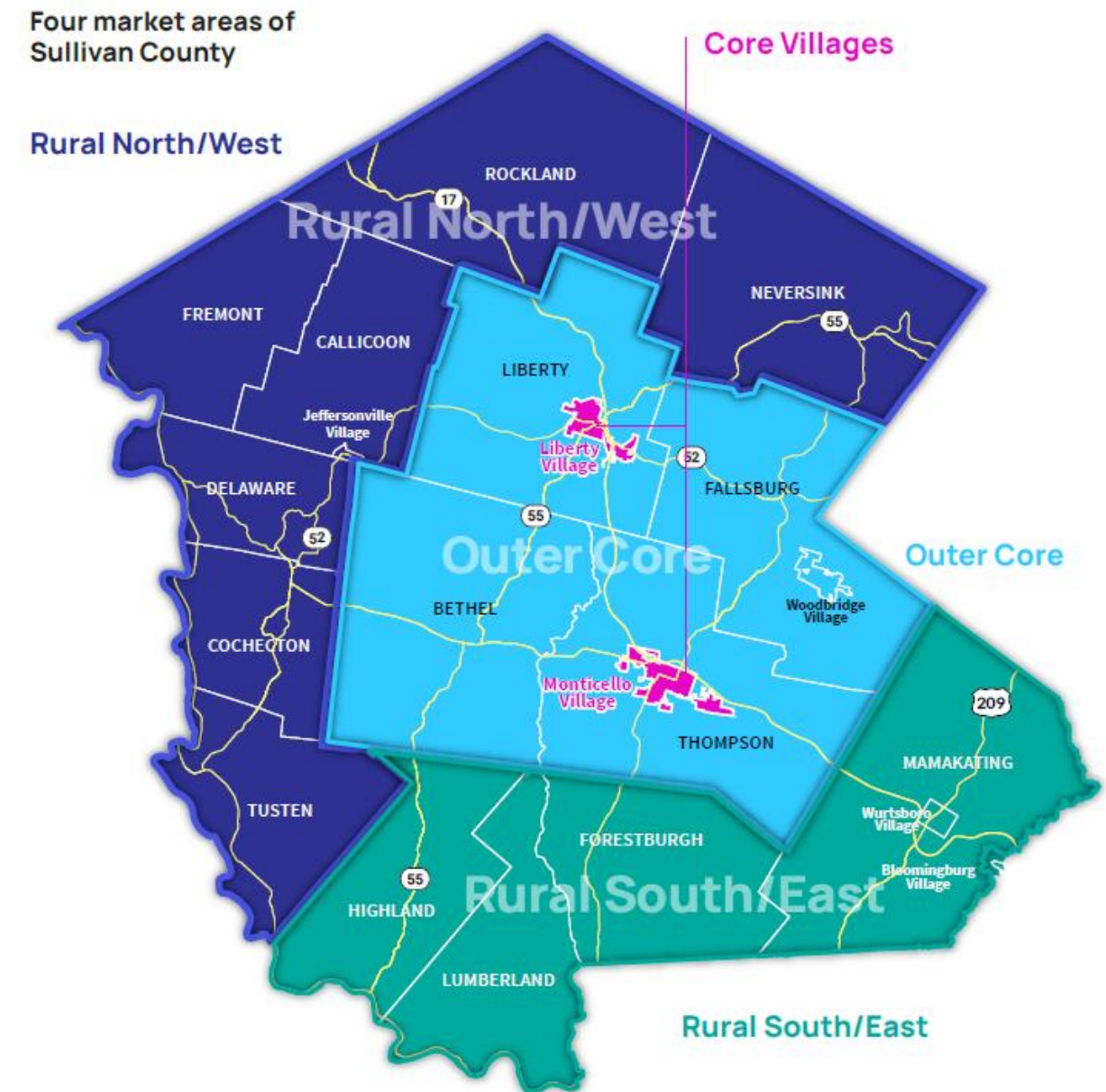
Sullivan County Comprehensive Housing Strategy (2022)

Strategic Responses:

- Prioritize needs and opportunities across the income spectrum.
- Pursue three specific opportunities to move forward in an incremental but substantial way.
 - a. Improve 240 existing rental units; Preserve affordability.
 - b. 40 new units of new rental housing (\$20,000-\$35,000 income bracket).
 - c. 40 new market-rate rental units, (\$35,000-\$50,000 income bracket).

A/ Quality of Place: Housing investments should be complemented by other forms of community investment that improve public space and streetscapes.

B/ Achieve mixed-income results: A proposed housing investment should not further entrench poverty in a location where poverty rates are already higher than the county average.



Consultant team will review and build on the findings and recommendations of these County Plans.

Are there any local plans and initiatives the Advisory Committee suggests we include in our analysis?

(See next slide for a summary of responses)

Several municipalities are carrying out their own comprehensive plans.	Thompson, Rockland, Liberty	River management plan for Delaware. Scenic Delaware.	Office of Aging - post-pandemic senior study.	

Advisory Committee
Feedback:

Local Plan and Initiatives to Consider

Prompt:

Consultant team will review and build on the findings and recommendations of these County Plans.

Are there any local plans and initiatives the Advisory Committee suggests we include in our analysis?

- Several municipalities are carrying out their own comprehensive plans. E.g. ,Thompson, Rockland, Liberty.
- Western Sullivan County includes the Delaware (Lower) River Management Plan, Lower Delaware Wild & Scenic Action Plan (2007 - 2011).
- The Sullivan County Office for Aging launched the Senior Needs Assessment & Gap Analysis (2023), which is the first senior needs assessment in Sullivan County since the COVID-19 Pandemic.

C/ WORKING SESSION 1

Pass the Mic!

In one minute, please summarize any issues and/or opportunities that have not been addressed at the County or Municipal level.

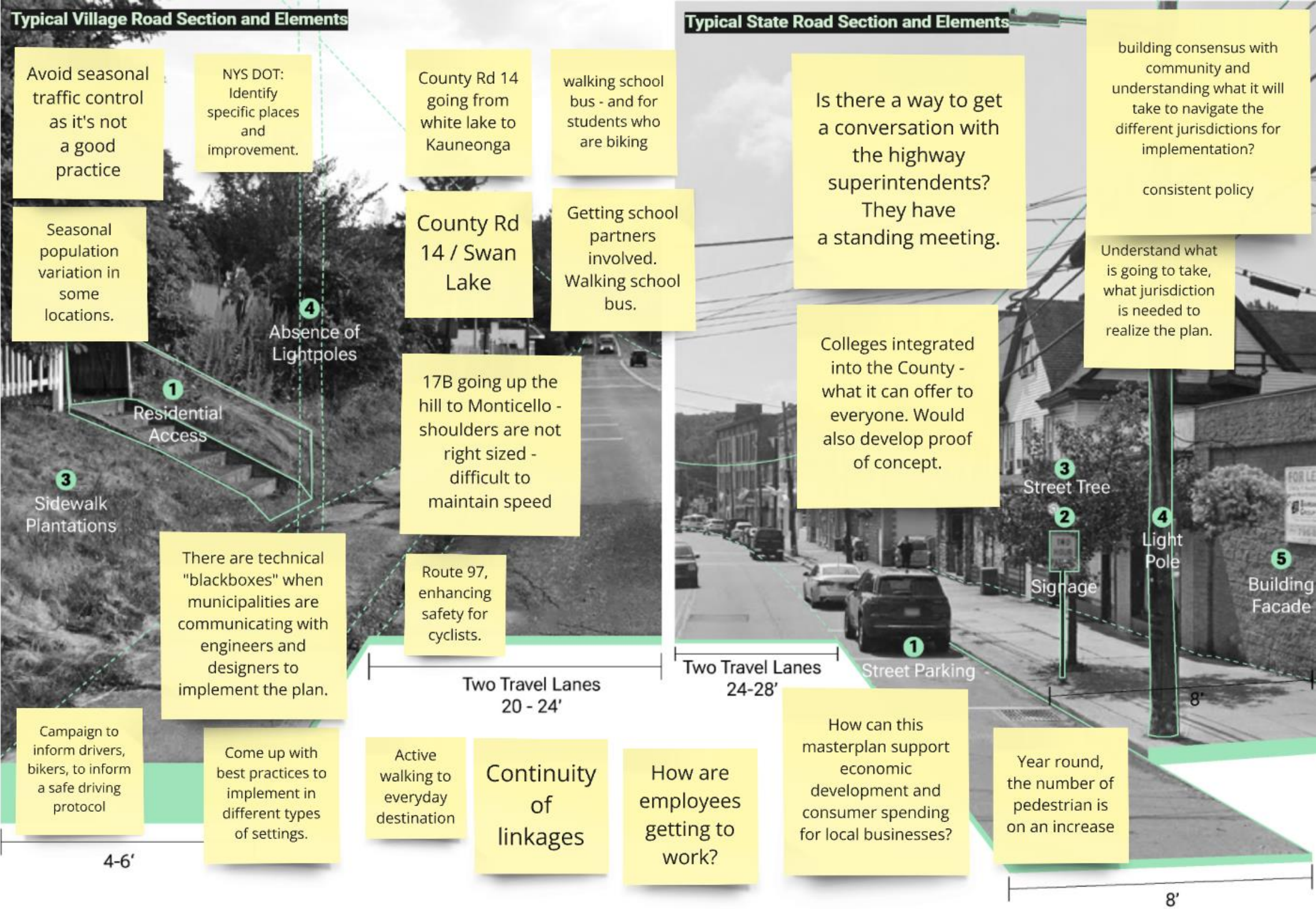
This could include policies, places you would like to see connected in a walkable/ bikeable network, challenges to biking and walking, etc.

C/ PASS THE MIC

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(See next slide for a summary of responses)



Pass the Mic:

Places of Priorities

Prompt:

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This could include policies, places you would like to see connected in a walkable/ bikeable network, challenges to biking and walking etc.

- County Route 14 (State Route 55) / Swan Lake Road from White Lake to Kauneonga Lake.
- State Route 97 – Enhancing safety for cyclists.
- State Route 17B going up the hill to Monticello – shoulders are not properly sized, making it difficult to maintain speed.
- NYS DOT will identify additional places and improvements.

Pass the Mic:

Issues and Opportunities

Prompt:

In one minute, please summarize any issues and/or opportunities that have not been addressed at the County or Municipal level.

This could include policies, places you would like to see connected in a walkable/ bikeable network, challenges to biking and walking etc.

Seasonal Population

- The population for the County goes up by four to five times between Memorial Day to Labor Day. These communities need additional attention.
- Avoid enforcing seasonal traffic control – not a good practice.

School Partnership

- Engage school partners – implement a "Walking School Bus" program for students, including those who bike.

Agencies / Jurisdiction

- Engage in a conversation with highway superintendents. There is a standard meeting in place which is on Tuesdays.
- Build consensus within the community and strategize how to navigate different jurisdictions for implementation.
- Understand what is required and which jurisdictions are involved to realize the plan. Address technical barriers in communication between municipalities, engineers, and residents.
- Establish a consistent county-wide policy / guidance.

Education

- Consider methods to educate drivers and bikers on safe driving protocols, such as a campaign.

Pass the Mic:

Expected Outcomes for Masterplan

Prompt:

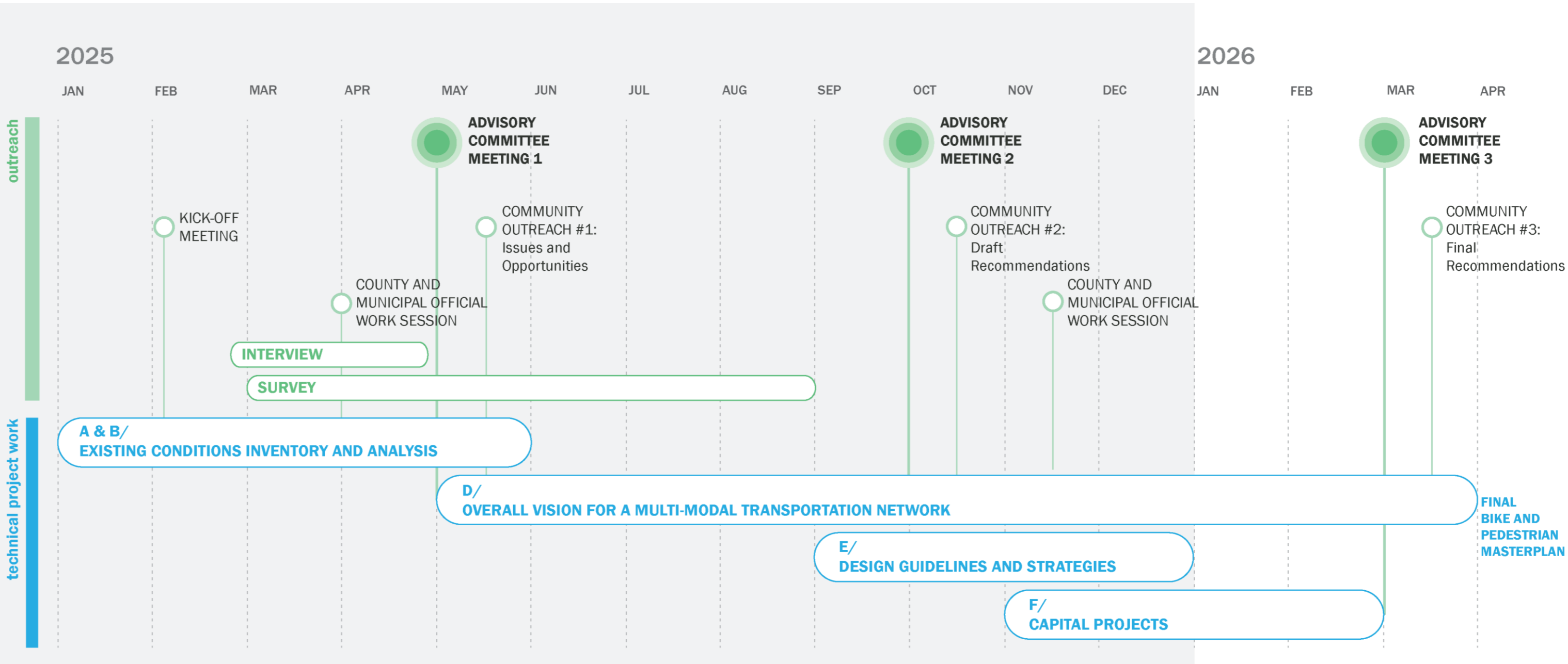
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This could include policies, places you would like to see connected in a walkable/ bikeable network, challenges to biking and walking etc.

- Support economic development and boost local business spending.
- Focus on active walking to everyday destinations, e.g. methods of employees getting to work.
- Develop best practices for implementation in different types of settings, e.g., rural district, incorporated villages, etc.
- Integrate colleges into the vision to offer broader benefits and create a proof of concept.

Overview of key milestones, timeline, engagement methods, and deliverables





Stakeholder Engagement Events

	Tentative Timeline	Goals of Outreach, Discovery, and Building Shared Knowledge Base with Community
Working Session with Key County and Municipal Officials #1	March, 2025	Identification of issues, constraints and opportunities for developing a comprehensive network of bike and pedestrian infrastructure.
Advisory Committee Meeting #1	April, 2025	Presentation of key findings from the analysis; Visioning Session to develop key themes and goals
Advisory Committee Meeting #2	September/ October, 2025	Refinement of vision and goals statements Working session to determine strategies, actions, and projects to support each goal
Working Session with Key County and Municipal Officials #2	Early November 2025	Prioritization of projects for implementation
Advisory Committee Meeting #3	February/ March, 2026	Review and refinement of final recommendation

In addition to these large format stakeholder engagements, the consultant team will conduct 10 Focus Groups organized by topics and interests. These will begin in March 2025; the County will send out invitations in the coming weeks.

E/ WORKING SESSION 2

Refining the Engagement Plan

Feedback on –

- Contacts
- Popular events and gatherings
- Existing communication channels



Community Engagement Events

	Time	Are there any events/ channels that we can partner with?
Online Survey	March to May (and possibly extended through the summer), 2025	Will be hosted on the county website.
Bike and Pedestrian Masterplan Updates	Monthly Update	Will be hosted on the county website.
Community Outreach #1	July, 2025	
Community Outreach #2	October, 2025	
Community Outreach #3	March, 2026	
Any others?		

(See Advisory Committee feedback in green text)	Time	Are there any events/ channels that we can partner with?
Online Survey <ul style="list-style-type: none"> Some parts of the county have limited internet access. The team should consider spot surveys as well as leaving printed survey forms at libraries, Walmart, etc. Collect zip codes from all respondents. Coordinate with pedestrian counting exercise that is being done for the O&W, and with comprehensive plans surveys. 	March to May (and possibly extended through the summer), 2025	Will be hosted on the county website. <ul style="list-style-type: none"> Survey, educational material, and campaigns, should be multilingual including Spanish and Yiddish. QR code and social media promotions for survey on the website of municipalities. Contact superintendents of educational institutions for school and college events.
Bike and Pedestrian Masterplan Updates	Monthly Update	Will be hosted on the county website.
Community Outreach #1	July, 2025	
Community Outreach #2	October, 2025	
Community Outreach #3	March, 2026	
Any others? <ul style="list-style-type: none"> Police agencies (Monticello, Fallsburg, Liberty) Hasidic community Medical facilities (unwalkable population) Highway superintendents (usually meet on Tuesdays) 		<ul style="list-style-type: none"> Chamber of commerce, BOCES Chambers host community events during the summer Breakfast / mixers, bagel festival in Monticello (8/10)

F/ NEXT STEPS

Next Advisory Committee Meeting – April, 2025

Are there any weeks that would not work for you?

A worksheet will be sent out after the Advisory Committee Kick-off. Please fill out the requested questions and provide any feedback you would like to add.