



# Bike and Pedestrian Masterplan

## ADVISORY COMMITTEE #3

MUD Workshop

with

BFJ Planning and KB Engineering

# AGENDA

## Welcome and Opening Remarks

### A/ Recap from AC#2

Recap from Advisory Committee Meeting #2  
Updated Vision, Goals and Strategies

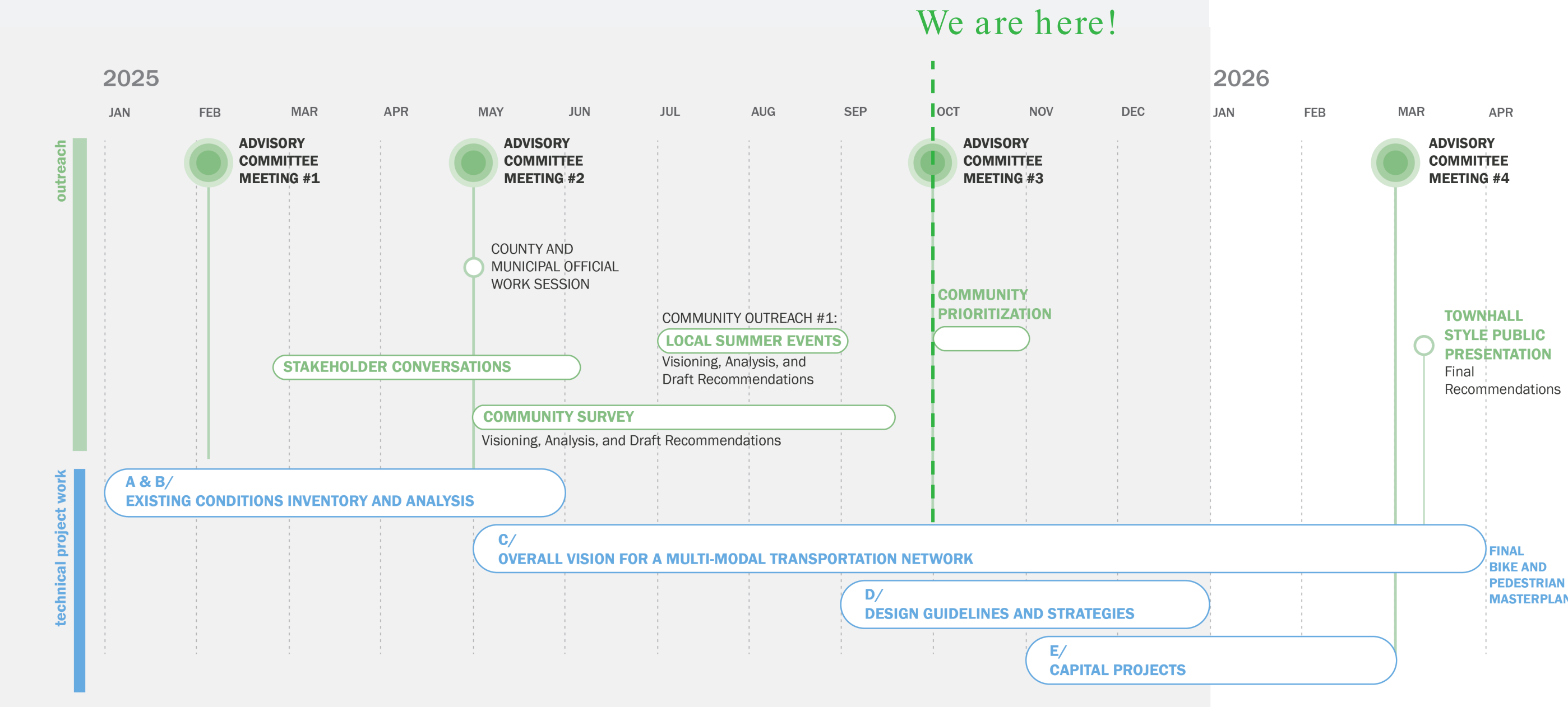
### B/ Project Updates

Key takeaways from community outreach including  
survey and local outreach

### C/ Working Session and Planning Workshop

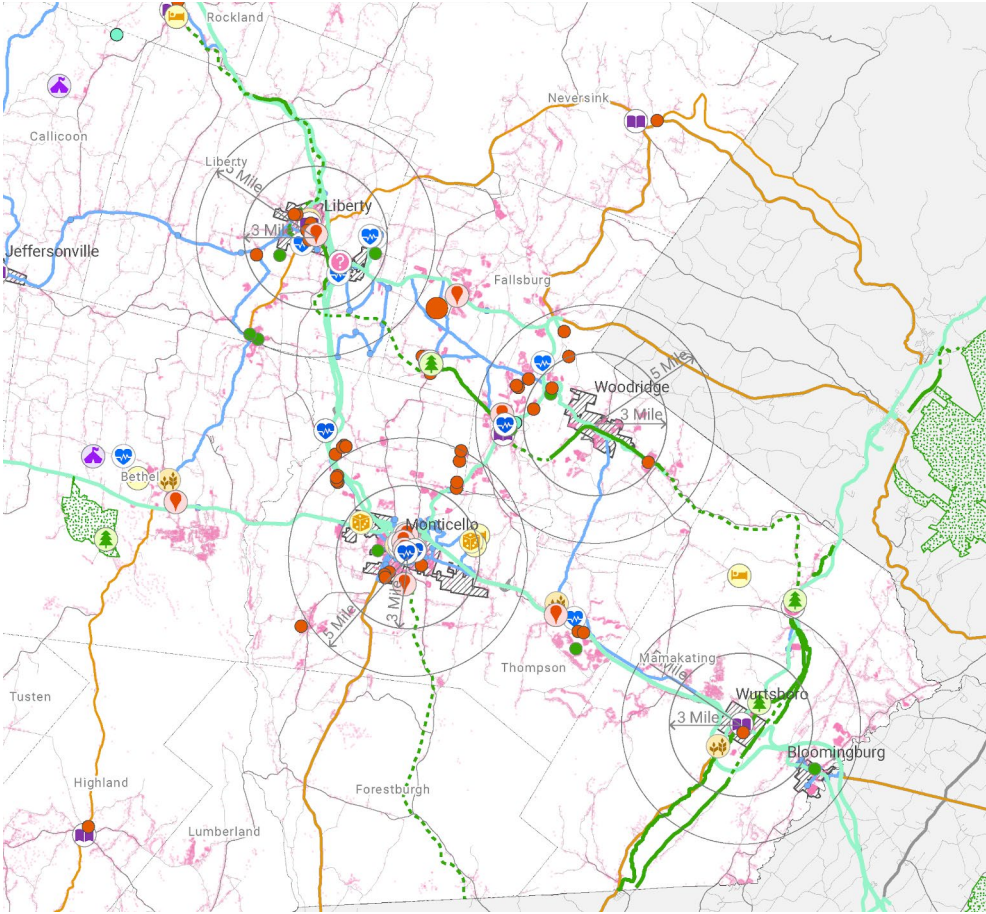
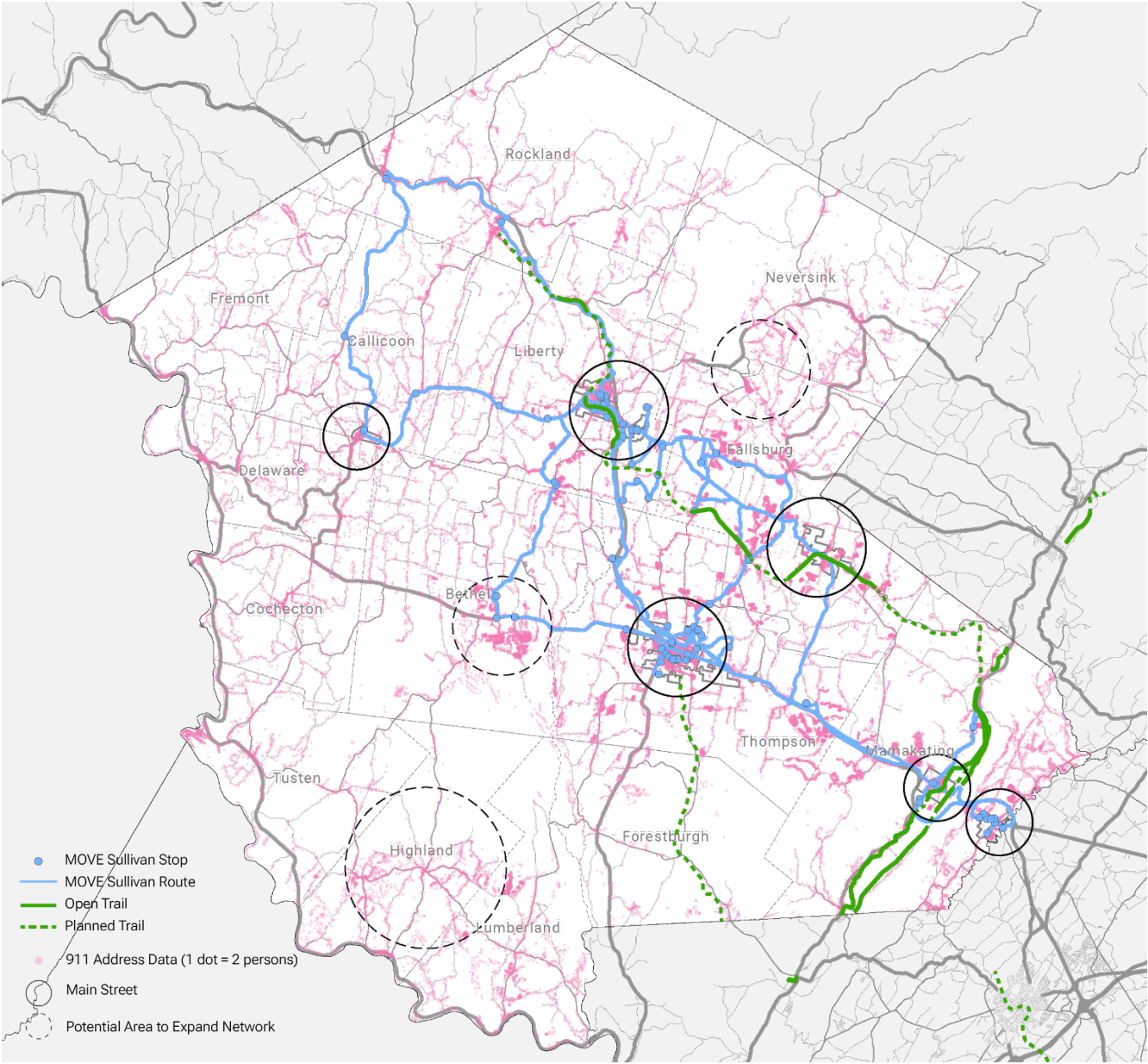
### D/ Next Steps

# A/ PROJECT AND PROGRESS UPDATE



# Recap from Advisory Committee Meeting #2

## Population Center and Focus Area



The Last 2-3 Miles in Relation to Everyday Destinations

Population Density and Transportation Network

# Recap from Advisory Committee Meeting #2

## Emerging Themes

### Pedestrian and bike safety education

Given the existing road conditions, pedestrians often walk outside designated areas or along roads without street lighting at night, positioning themselves in danger. Meanwhile, drivers sometimes fail to follow road signs / speed limits. Therefore, traffic -calming measures and educational toolkits should be considered in the design.

### County’s rich natural resources, rural character, and environmental quality

The County has over 100,000 acres of farmland, marking a significant characteristic of the physical context. The rural areas are often less-populated, car-oriented, and lack public transit options. The difference in context and environmental quality would require an adaptive and moderate intervention to preserve the rural characteristic and improve walkability and bikeability.

### Interconnected recreation and mobility network

The County has 25 miles of existing O&W Rail Trail network passing through the county’s population centers: Liberty, Hurleyville, Woodridge, etc. There are over 50 miles of recreational trails planned to connect the fragmented trail segments. When these recreational trails intersect with main streets, activity nodes, and other highly trafficked areas, there’re always insufficient signages marking the urban trailhead or the next continuous trailhead.

### Capital and investment sources

The County has a total of 385 miles of roadway, and the funding and resources required to construct and maintain these roads is a key concern. Additionally, part of the sidewalk system is maintained by property owners, but the code enforcement is often executed ineffectively.

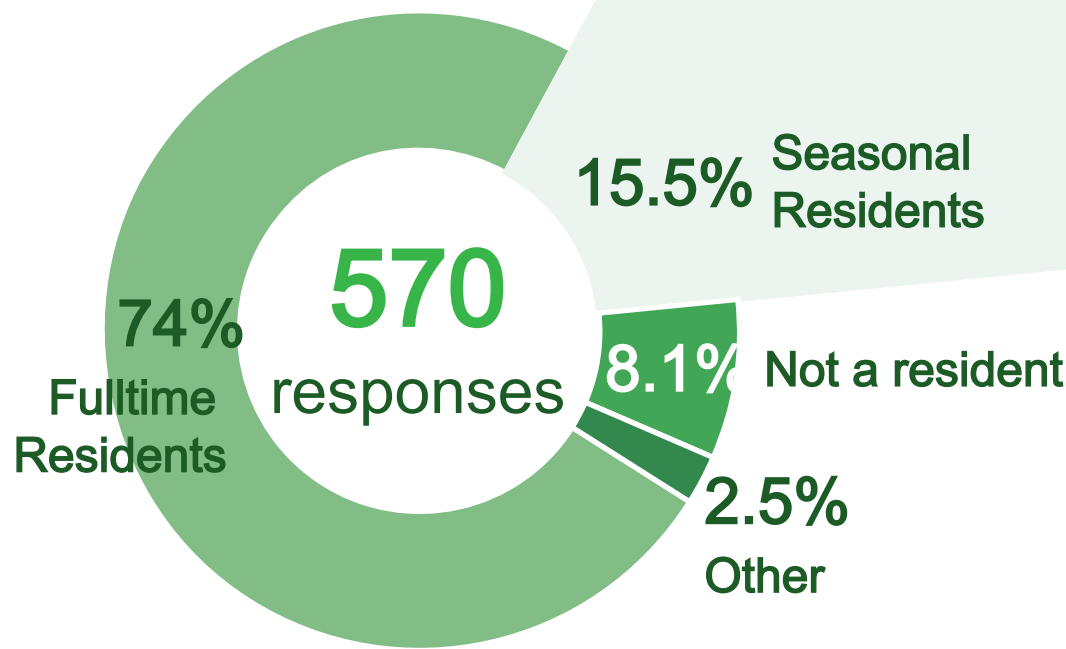
### Mass of activities necessary for biking and walking

Walking and biking are not preferred travel options to everyday destinations and activity centers due to the long distances between destinations and the lack of facilities accommodating pedestrians and cyclists.

## B/ Project Updates

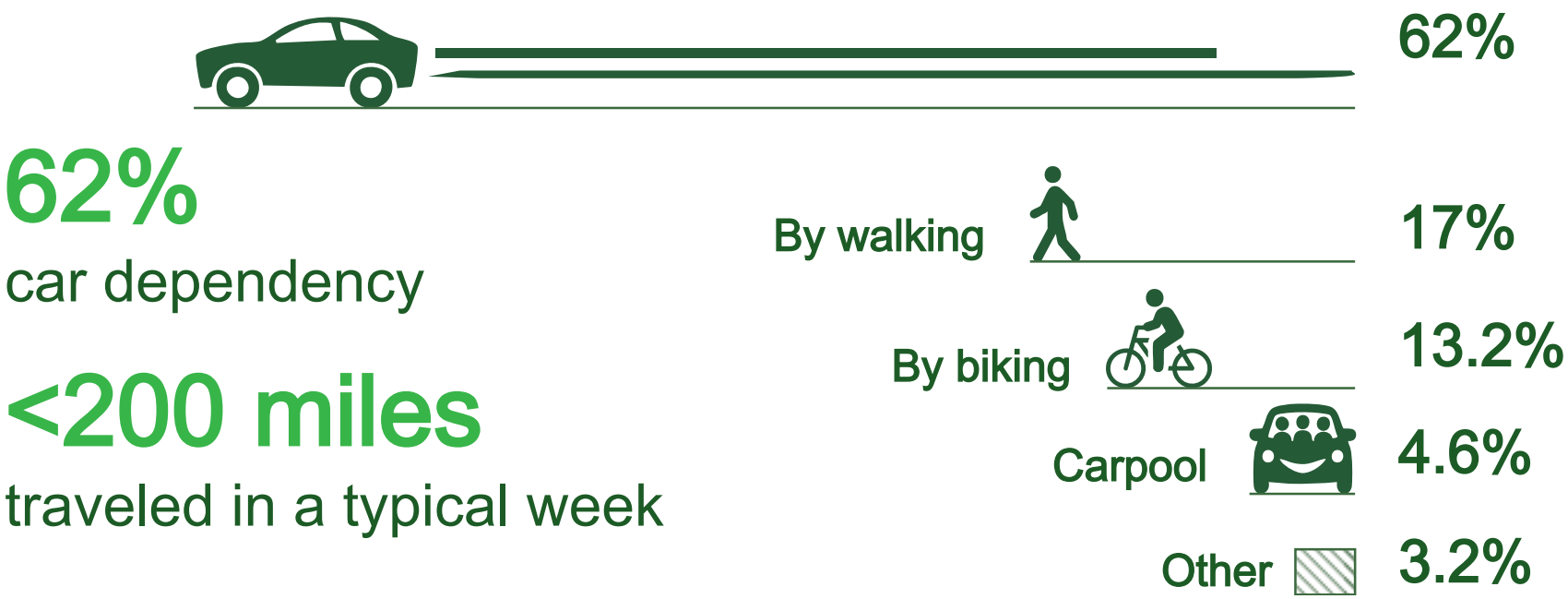
- Key takeaways from community outreach including community survey and pop-up events
- Bike and pedestrian alignment options

# Key Takeaways from Online Survey



from April 30<sup>th</sup> to September 5<sup>th</sup>.

## Primary Mode of Transportation



62% car dependency

<200 miles traveled in a typical week

# Key Takeaways from Online Survey

## Walking: Behavior and Needs



**April - October**  
are the months when  
people walk the most.



is usually how  
far people walk  
in a single trip.

What would motivate  
you most to walk?

Safety from traffic

Trail access

Sidewalks and pedestrian  
infrastructure

# Key Takeaways from Online Survey

## Bicycling: Behavior and Needs



**May - October**  
are the months when  
people walk the most.



is usually how  
far people bike in  
a single trip.

What would motivate  
you most to bike?

Safety from traffic

Dedicated bike lanes

Wider road shoulders

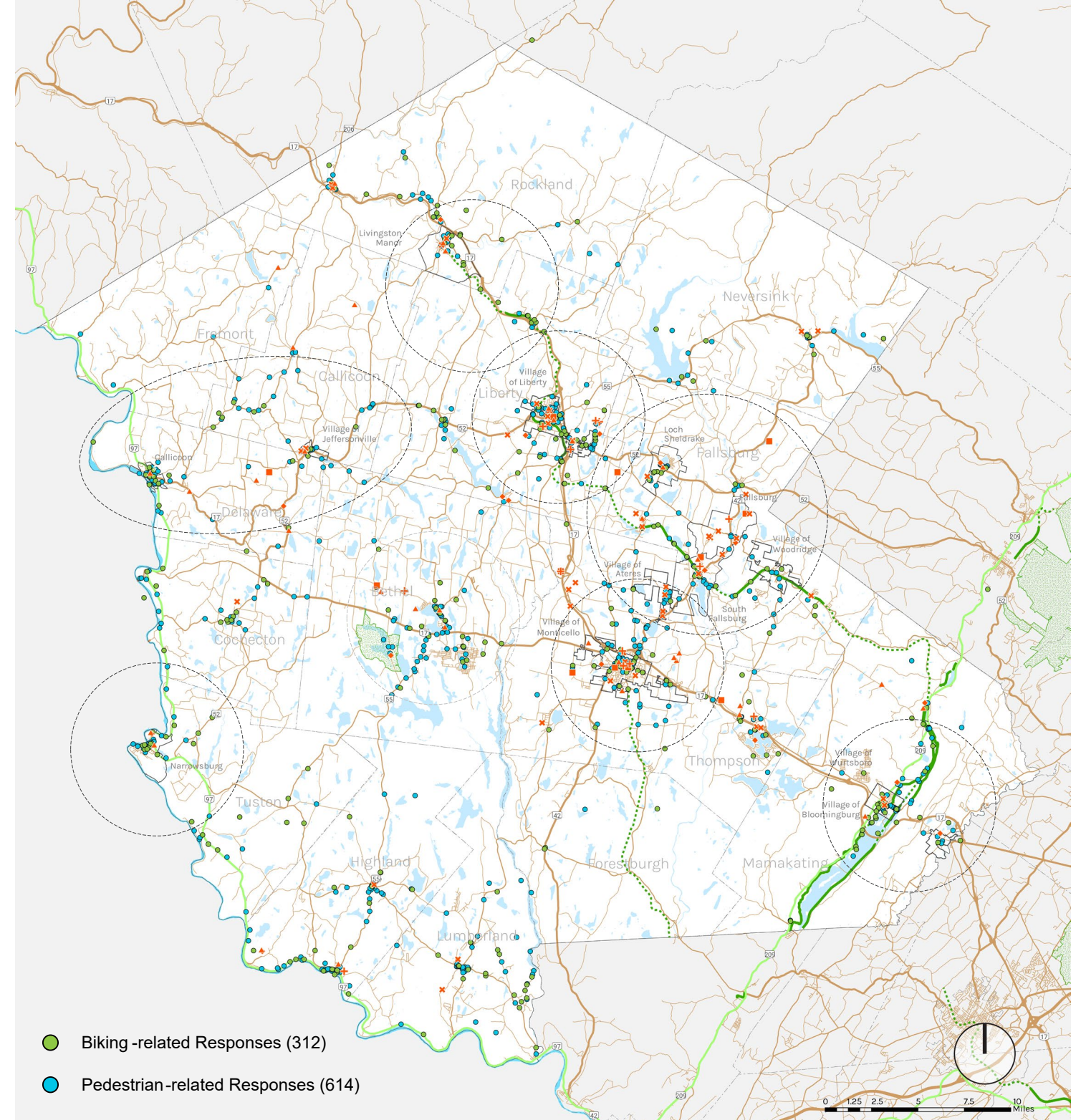
## Key Takeaways from Online Survey Map-based Responses

### Biking:

1. More trail / greenway access
2. Separated paths
3. Slower vehicle speed / traffic calming
4. Sidewalks / crosswalks in more area
5. Better lighting

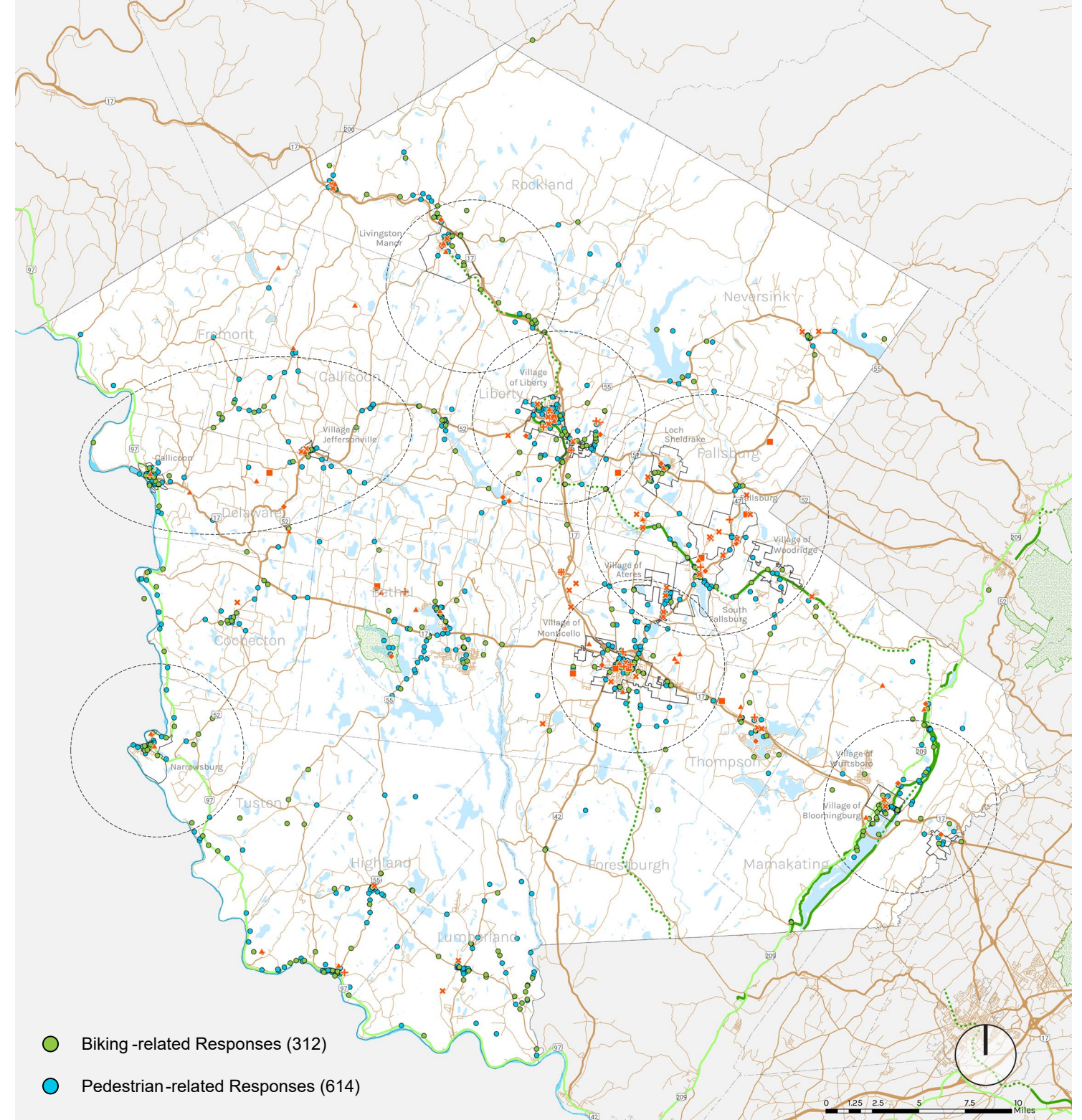
### Pedestrian:

1. Sidewalks / crosswalks in more area
2. Separated paths from bike and traffic
3. More trail / greenway access
4. Slower vehicle speed / traffic calming
5. Better lighting



# Key Takeaways from Advisory Committee Meeting #2 Key Areas

- Village of Monticello
- Village of Liberty
- Livingston Manor / Parksville
- Narrowsburg
- South Fallsburg / Loch Sheldrake / Hurleyville / Village of Ateres
- Village of Wurtsboro / Village of Bloomingburg
- Village of Jeffersonville / Callicoon



# Progress from Advisory Committee Meeting #2

## Updated Vision, Goals, and Strategies

### Goal 1

Develop an educational campaign for road safety, ensuring the protection of drivers, cyclists, and pedestrians.

### Goal 2

Develop design guidelines that incorporate pedestrian and bicycle infrastructure while respecting the rural character of Sullivan County.

### Goal 3

Establish local pedestrian and bike networks within 3 -5 mile radius of key population centers.

### Goal 4

Collaborate with municipal leaders, not -for -profits, and State agencies to develop a regional pedestrian and bike network that strengthens multi -modal transportation opportunities.

### Goal 5

Develop guidance on future land use and zoning plans for municipalities.

# Key Takeaways from Local Outreach Events

Presented draft vision, goals, and strategies for residents to provide feedback on.

Recurring themes from local outreach event:


- Road safety education / incentive
- Sidewalks
- Separate bike and vehicular traffic
- Traffic calming & signage
- Enhance the link between trail and Main Streets / road network

**GOAL 1:** Total Count: Agree 10 Disagree 0

Add a ● if you agree and a ● if you disagree.


Develop design guidelines that incorporate pedestrian and bicycle infrastructure while respecting the rural character of Sullivan County.

Put a ● dot on the images that best depicts bike and pedestrian network / safety interventions you'd like to see in Sullivan County, and a ● dot on any you do not favor.




Edge Lane Road

Favor 10 Do Not Favor 1




Shared Use Path

Favor 0 Do Not Favor 0




Raised Sidewalk and Speed Table

Favor 1 Do Not Favor 1




Paved Shoulder

Favor 4 Do Not Favor 0



Recreational Trails and Roadway Intersection

Favor 9 Do Not Favor 0



Protected and Separate Bike Lane and Sidewalk

Favor 9 Do Not Favor 0

Sullivan County Bicycle and Pedestrian Master Plan Goals

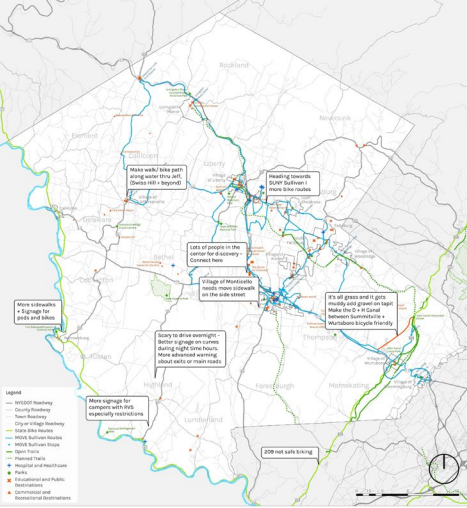
Sullivan COUNTY CARRIES

**GOAL 2:** Total Count: Agree 10 Disagree 0

Add a ● if you agree and a ● if you disagree.

Establish local pedestrian and bike networks within 3-5 mile radius of key population centers.

Put dots or sticky notes on the map to mark where you see potential pedestrian and bike networks.

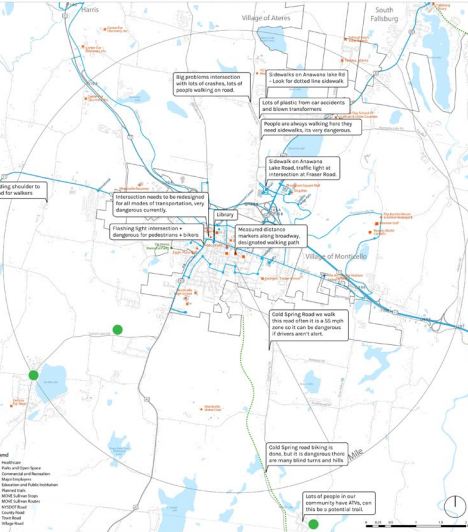


Sullivan County Bicycle and Pedestrian Master Plan Goals

Sullivan COUNTY CARRIES

**Monticello**

Mark the locations that you would like the pedestrian and bicycle network to connect to.



Please add any additional thoughts on a sticky note here

- Road leading from Cooke School to Clinton Ave needs a pedestrian walk.
- Bike + Pedestrian Network in Secret Lake neighborhood
- Build a sign to the casino - They may offer funding to help.

Sullivan County Bicycle and Pedestrian Master Plan Goals

Sullivan COUNTY CARRIES

**GOAL 3:** Total Count: Agree 10 Disagree 0

Add a ● if you agree and a ● if you disagree.

Develop an educational campaign for road safety, ensuring the protection of drivers, cyclists, and pedestrians.

Please share your ideas and strategies to support the goal.

1. Signage and pedestrian safety markings e.g. crosswalks, at key intersections.

2. Guidebook for pedestrian and bicyclist safety.

3. Distribution of reflective clothing and accessories to spot bikers and pedestrians at night.

Please provide additional suggestions here.

1. Have a guidebook + an app or a real person to interact with in addition

2. If a kid had a bike helmet on, they got free pizza; incentivize good habits

3.

4.

5.

6.

7.

8.

Sullivan County Bicycle and Pedestrian Master Plan Goals

Sullivan COUNTY CARRIES

**GOAL 4:** Total Count: Agree 10 Disagree 0

Add a ● if you agree and a ● if you disagree.

Collaborate with municipal leaders, not-for-profits, and State agencies to develop a regional pedestrian and bike network that strengthens multi-modal transportation opportunities.

Please share your ideas and strategies to support the goal.

1. Plan a bike share system to connect key regional destinations such as SUNY community college campus.

Please provide additional suggestions here.

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16.

Sullivan County Bicycle and Pedestrian Master Plan Goals

Sullivan COUNTY CARRIES

**GOAL 5:** Total Count: Agree 9 Disagree 0

Add a ● if you agree and a ● if you disagree.

Develop guidance on future land use and zoning plans for municipalities.

Please share land use / zoning / development issues you are facing in your neighborhood or municipality.

1. Plan a form-based code and provide development design guideline that benefit the pedestrian and bicycle network.

Please provide additional suggestions here.

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Sullivan County Bicycle and Pedestrian Master Plan Goals

Sullivan COUNTY CARRIES

### Vision Statement

Sullivan County will foster the development of a bike and pedestrian network(s) to connect residents, workers, and visitors to local and regional destinations. Local bike and pedestrian networks centered around the County's population centers will connect Main Streets and MOVE Sullivan bus stops to the surrounding areas, and link Village and Town centers on a multi-modal regional network. This will reduce overall vehicle miles traveled, lower carbon emissions, and foster healthier, more resilient communities.

# Workshop 1: Refining Goals and Strategies

Please review the vision and goal statements and write your suggestions for actions and strategies here.

The image shows a hand holding a pen, writing on a workshop form titled "Sullivan County Bicycle and Pedestrian Master Plan". The form is part of a stack of similar documents. The visible form contains the following text:

**Sullivan County**  
**Bicycle and Pedestrian Master Plan**

**Vision Statement**  
Sullivan County will foster the development of a bike and pedestrian network to connect residents, workers, and visitors to local and regional destinations.  
  
Local bike and pedestrian networks centered around the County's population centers will connect Main Streets and MOVE Sullivan bus stops to the surrounding areas, and link Village and Town centers on a multi-modal regional network.  
  
This will reduce overall vehicle miles traveled, lower carbon emissions, and foster healthier, more resilient communities.

**Goal 1/ Establish local pedestrian and bike networks within 3-5 mile radius of key population centers.**

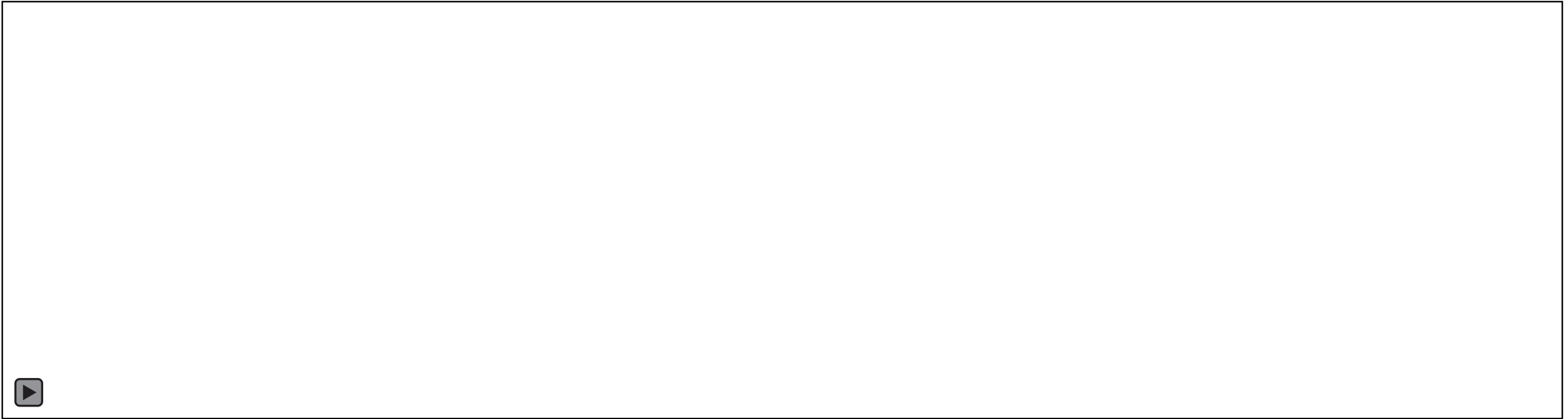
**Strategies**  
Write your suggestions for actions and strategies here  
  
E.g.: Prioritize connection to Main Street/ Shopping Areas in all population centers.

Other visible text on the stack includes: "Corporate respecting", "not-for-profits, and an and bike network opportunities.", "Develop new partnerships for", "fety, trians.", "ht.", and "ng".

**Let's take a quick break!**

**Workshop 2:**  
**Prioritizing Walking and Biking Routes**  
**Identifying Partnerships**

## Workshop: Priority Projects and Implementation



Each alignment has been evaluated according to the following criteria:

- Response density from the survey
- Proximity / connection of the alignment to transit network, recreational networks and local destinations
- Road jurisdiction
- Household density
- Pedestrian- and bicycle-related accidents

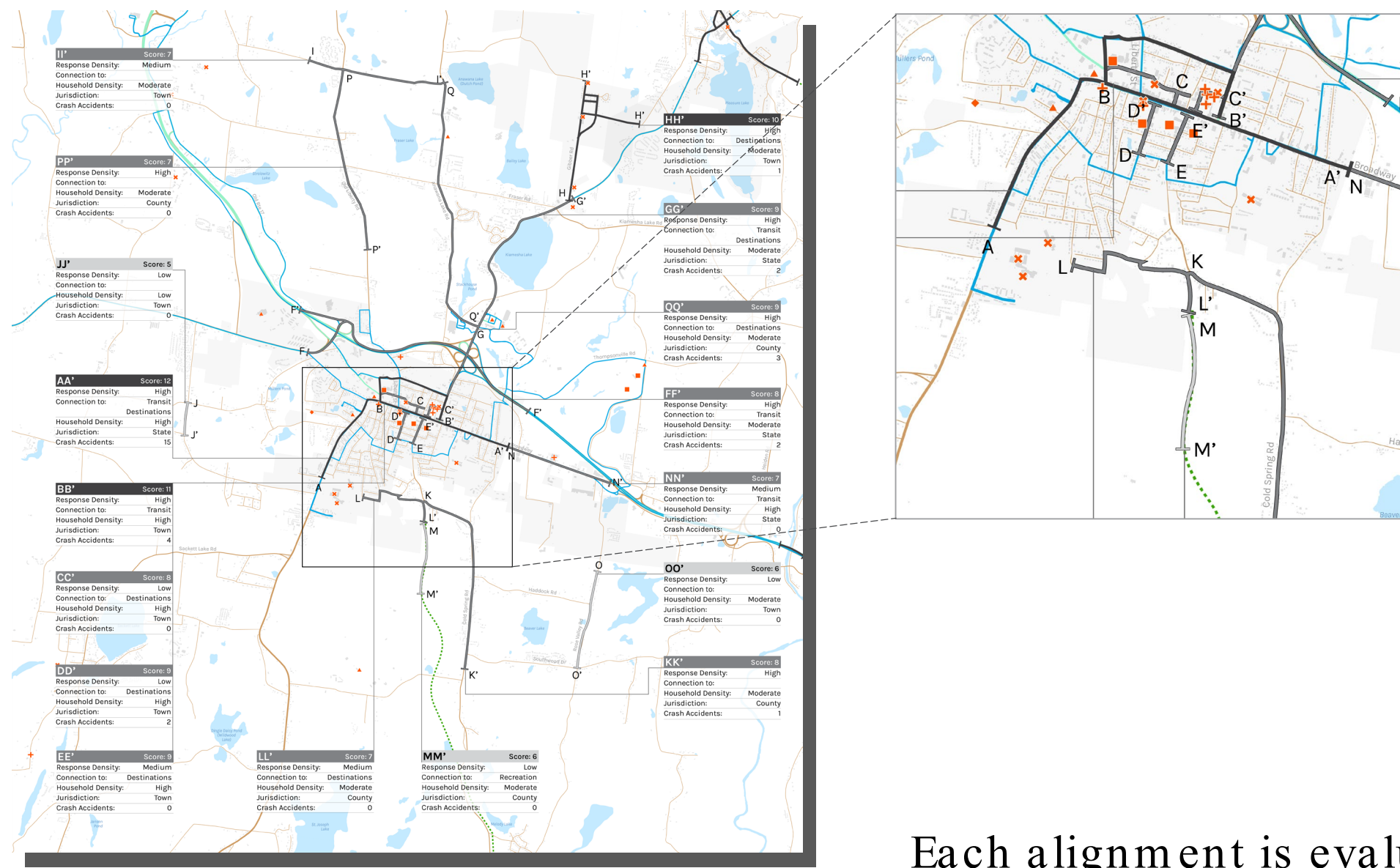
# Workshop: Priority Projects and Implementation

Line Name	Response Density - Enter Number of Survey Responses along the Alignment			Does the alignment augment connection to transit?		Does the alignment augment connection to recreational destinations and routes?		Does the alignment augment connection to local destinations?		How does the alignment augment connections to transit, recreation and local destinations?	What is the density of households around the alignment? Enter Low / Moderate / High		What is the road jurisdiction? Enter Town / County / State		Number of Fatal Crashes	Number of Non-Fatal Crashes	Total number of Crashes : Fatal + Non - fatal crashes	What is the Crash Score ?	Total Score 1 without Response Density ( Add scores for Connections to transit/	Total Score 2: Total Score 1+ Response Density Score	Total Score 3: Total Score 1+ Response density at County Level
	Description	Rank	Score		Score		Score		Score												
AA'		16 High	3	Overlap with MOVE Sullivan Route Has MOVE Sullivan stops	1		0	Monticello High School Eagle Plaza Mall Public Library The Arc Greater Hudson Valley	1	2	High	3	State	1	0	15	15	3	9	12	12
BB'		18 High	3	Overlap with MOVE Sullivan Route Has MOVE Sullivan stops	1		0		0	1	High	3	Town	3	0	4	4	1	8	11	11
CC'		2 Low	1		0		0	Hospitals	1	1	High	3	Town	3	0	0	0	0	7	8	8
DD'		2 Low	1		0		0	Major Employer Offices	1	1	High	3	Town	3	0	2	2	1	8	9	9

Each alignment has been evaluated according to the following criteria:

- Response density from the survey
- Proximity / connection of the alignment to transit network, recreational networks and local destinations
- Road jurisdiction
- Household density
- Pedestrian- and bicycle-related accidents

# Workshop: Priority Projects and Implementation



Focus Area Alignment Evaluation Map

<b>AA'</b>	Score: 12	High priority
Response Density:	High	
Connection to:	Transit	
	Destinations	
Household Density:	High	
Jurisdiction:	State	
Crash Accidents:	15	

<b>DD'</b>	Score: 9	Medium priority
Response Density:	Low	
Connection to:	Destinations	
Household Density:	High	
Jurisdiction:	Town	
Crash Accidents:	2	

<b>MM'</b>	Score: 6	Low priority
Response Density:	Low	
Connection to:	Recreation	
Household Density:	Moderate	
Jurisdiction:	County	
Crash Accidents:	0	

Each alignment is evaluated and rated for project feasibility analysis.

# Workshop: Priority Projects and Implementation

**Step 1:**  
Review the population center  
(7 total) boards around the room.  
Each population center has a  
distinctly colored site card.  
Select and note the alignment  
you would like to evaluate.

**Step 2:**  
Select '1' if your answer to  
the prompt is 'yes'

**Step 3:**  
Total your score in the circle.

Alignment ID  
Monticello  
JJ

**2** IMPLEMENTATION CAPACITY (Total your score in the circle)

Select the score 0 / 1

- ✓ Do you have or are you willing to apply for and manage funds needed to begin implementation?
- ✓ Are you able to dedicate time / staff for project management / coordination?
- ✓ Do you have or can you obtain site control needed for implementation?

**3** PROJECT ALIGNMENT (Total your score in the circle)

Select the score 0 / 1

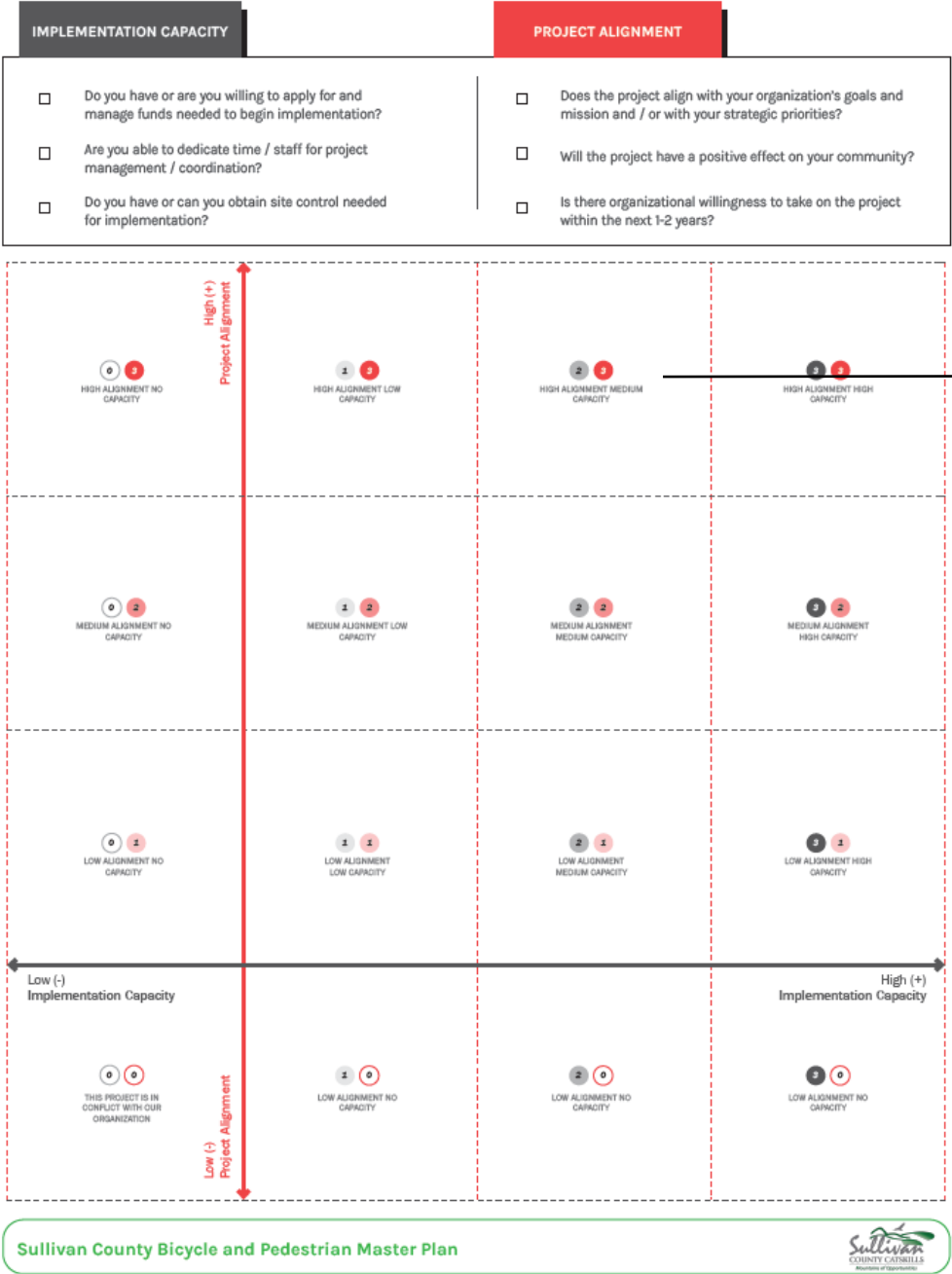
- ✓ Does the project align with your organization's goals and mission and / or with your strategic priorities?
- ✓ Will the project have a positive effect on your community?
- ✓ Can your organization begin implementing the project within the next 1-2 years?

Color the heart if you can support the project in other ways.

Name & Affiliation X

Site Card

# Workshop: Priority Projects and Implementation



Project Feasibility Matrix

**Step 4:**  
Each project card has two scores : **Project Alignment** and **Implementation Capacity** . Look at the scores on your card and place it in the matching box on the matrix.



## C/ Next Steps

Discussing Advisory Committee  
Meeting#4 Goals