

Summary of Recommendations

Catskill Mountains Scenic Byway (CMSB) Corridor Management Plan (CMP)

The following excerpt is from the CMSB CMP – the document that was approved by New York State for the official designation of the Byway. In addition to providing an overview of the plan’s objectives, this list offers a strong sense of the kinds of activities and related topics the Central Catskills Collaborative has been engaged with since 2008. As the Collaborative, in cooperation with its partners, pursues extension of the Byway, this list of recommendations will be assessed, amended, and expanded. The Collaborative welcomes input on the development of the revised CMP, which is expected to conclude in early 2023.

In realizing the vision for the byway, numerous principles, strategies, and actions have been proposed throughout this plan. This section encapsulates these recommendations and illustrates a series of corridor-wide objectives that will advance the byway vision.

1. Reinforce downtown areas and support local businesses by routing the scenic byway along the main streets of Phoenicia, Pine Hill, Fleischmanns, and Margaretville.
2. Improve the appearance and functionality of areas along Route 28 where there are existing concentrations of businesses, pedestrians and automobile traffic. Specifically, ways to improve pedestrian friendliness and implement context sensitive design should be pursued where appropriate.
3. Make regional connections with other byways and other potential byways. Route 214 from Phoenicia to Lanesville will connect with the proposed Mountain Cloves Scenic Byway; Route 42 from Shandaken to the Greene County line is a scenic arm of this proposed byway that could be linked with future byway efforts in Greene County.
4. Improve the interpretation of the Catskill Park and the New York City Watershed for byway travelers. This includes supporting the construction of the Catskill Interpretive Center and Water Discovery Center; developing a system of wayfinding signage for outdoor public resources adjacent to the byway; establishing a kiosk “trail”; and developing more interpretive information at specific watershed sites such as the Ashokan Reservoir and the Shandaken Tunnel outlet.
5. Improve access to waterways to increase outdoor recreation, support local businesses, and provide greater awareness of and appreciation for our stream systems and the watershed.
6. Implement a system of wayfinding signs for state resources along the byway, including hiking trailheads, public fishing areas, and campgrounds.
7. Pursue the established and relevant objectives of corridor-wide and local planning efforts as they relate to realizing the vision of the scenic byway (e.g. the Catskill Forest Preserve Public Access Plan; the Tourism Development Plan for the Central Catskills; and Stream Management Plans).
8. Strengthen the intermunicipal cooperation of the Collaborative by formalizing the group as the byway management entity; forming a partnership with an area

organization; pursuing funding opportunities to implement the scenic byway corridor management plan and sustain the management entity; and by serving as a proactive example of regional collaboration.

9. Work in cooperation with stakeholders to support and realize greater usage of the former Ulster & Delaware Railroad corridor.
10. Continue to explore partnerships with educational institutions to advance components of the corridor management plan.
11. Communicate regularly with NYS DOT and DEC to implement outstanding recommendations from existing plans and work in partnership on future management and public access projects, such as:
 - i. Complete and implement DOT's Guidelines for the Catskill Park;
 - ii. Implement a system of wayfinding signs for state resources along the byway;
 - iii. Facilitate the changeover to the new Catskill Park logo signs along the byway;
 - iv. Pursue improved sign management strategies and implement a system of tourist oriented directional (TOD) signs;
 - v. Explore improved utilization of existing turnouts and rest areas and creation of new areas as needed;
 - vi. Improve signage and markings for existing bike routes and explore the creation of new bike routes.
12. Explore with NYCDEP and other parties the use of lands along the Ashokan Reservoir for purposes other than fishing.
13. Work to create multiple modes of transportation options – improved bike routes, utilization of the RR corridor, public transportation, jitneys and shuttles, and multi-modal opportunities for recreation.

Stewardship

14. Conduct a comprehensive inventory and analysis of land use tools in the seven municipalities along the byway
15. With byway partners, coordinate public events and land use training sessions on byway related topics such as context sensitive design, access management, design guidelines, and site plan review.
16. Consider the establishment of non-regulatory NYS Route 28 Development Guidelines.
17. Encouraging Growth in Hamlets and Villages.
18. Conduct locally driven viewshed inventories and analyses.

Tourism Development

19. Integrate the scenic byway within county tourism marketing plans and develop travel "packages" and messaging for byway attractions.
20. Promote common (and diverse) themes along the byway to help support longer and repeated visits by travelers.

21. Increase the online presence of the byway among the websites of the two counties and the Collaborative and take advantage of emerging phone technologies.
22. Advance byway promotion efforts beyond the two counties to include the other two counties (Greene and Sullivan) in the designated Catskill Region tourism promotion area.
23. Once approved, use the Bobcat logo of the byway to develop new marketing strategies and integrate it with other regional brands.
24. Include the byway in NYC-based marketing efforts.
25. Foster increased regional coordination among chambers of commerce, lodging establishments, tourism destinations, and regional organizations for improving visitor accommodations along the byway and strengthening relationships among businesses.

Marketing and Promotion

26. Explore utilization of the parking area (east of proposed beginning of byway at RM 28/8601/2034) to provide byway information
27. Create a Scenic Byway Brochure
28. Create a Scenic Byway Website
29. Develop a Kiosk "Trail" to Inform Travelers
30. Hold and Coordinate Corridor-Wide Events throughout the Year
31. Develop a Uniform and Comprehensive Signage System for Our Businesses, Cultural Attractions and Recreational Resources
32. Create a Scenic Byway Driving Tour

Resources Interpretation

33. Support the development of both the Catskill Interpretive Center and the Water Discovery Center at the chosen locations (Mount Tremper and Arkville) respectively; and support cooperative efforts that will advance the establishment of these visitor facilities, or components thereof.
34. Encourage the continued application of the new Catskill Park logo signs along Routes 28 and 28A, as well as adjacent county, town, and village roads.
35. Work with DOT and DEC and other stakeholders to implement a system of wayfinding signs for recreational resources, as well as tourist oriented directional signs that will identify businesses along and adjacent to the byway.
36. Encourage the continued development of a "kiosk trail" along the byway that will interpret the area's resources and provide helpful information to travelers.
37. In addition to improved communications with agencies (DOT and DEC), support increased dialogue between the Collaborative and local businesses to explore additional ways to enhance the provision of information and resources interpretation along the byway.

Support and Implementation

38. Transition the Collaborative and its advisory members from the nominating committee to a formalized board of directors that will guide and sustain the scenic byway. (Note, the Collaborative will remain an advisory entity only; it is

understood that the Collaborative is not now or will not become an entity that has any regulatory power in itself or over any state, county, town, or village local government, agency, board, or committee).

39. Draft and adopt a Memorandum of Understanding between the Collaborative and the supporting organization (e.g. the Catskill Center and/or Central Catskills Chamber and/or other organization) to jointly serve as the management entity.
40. Create a set of bylaws to guide the procedures of byway management entity.
41. Pursue funding opportunities to implement the scenic byway corridor management plan and sustain the newly formed management entity