

Transportation and Stewardship – Discussion Outline (7/26/22)

- 1) What are the a) Stewardship and b) Transportation and Safety requirements for byway designation and where is the guidance information found?
- 2) What are the primary roles/ responsibilities in developing these components of the CMP?
- 3) What does the adopted CMP say on these topics?
- 4) What are some illustrative examples along the byway that will inform these parts of the plan and our byway’s “story?”

1a) What are the Stewardship requirements and where is the guidance information?

CMP must have a “Stewardship Plan”

Stewardship

The stewardship plan addresses the strategies, tools and techniques that will be employed to manage and enhance resources that distinguish the route. The stewardship strategy has sufficient community support to be successfully implemented and provide the needed management for the resources (e.g., conservation easements, education programs, historic district designations, etc.). Standards and management techniques that will be applied to the significant resources are identified and discussed. The stewardship strategy describes how existing and new development may be enhanced while managing the corridor’s significant resources. The stewardship strategy discusses the visitor’s experience, safety and comfort. The level of maintenance and management should be commensurate with the qualities of the corridor. In some cases, it may be adequate to simply continue existing regulations, policies, and economic incentives with a focus on scenic byway goals. (CMP Checklist)

Building Your Byway... (pp. 70-73)

Some key points:

- you are developing strategies to preserve the resources for future generations
- there is no specific template for a stewardship plan; however, the state’s review of the CMP will look for “strategies that have sufficient community support to be successfully implemented”
- how can the visitor experience be enhanced?
- are there threats to resources? mitigation strategies?
- consider regulatory and non-regulatory approaches; design guidelines
- “act as an information conduit” e.g. corridor-wide scenic resource inventory
- no shortage of resources for management strategies, e.g. other CMPs

1b) What are the Transportation and Safety Requirements and where is the guidance information?

CMP must include an “Assessment of and plan for addressing transportation safety”

Transportation Safety

The corridor management plan identifies the potential safety, operational and maintenance impacts of the designation, their causes and mitigation measures. It should be more than a statement of current transportation safety concerns. There is evidence that the agency responsible for maintenance of the highway has been contacted, that appropriate highway design and maintenance standards, and safety and accident records have been reviewed, and that strategies are in place to ensure that an efficient level of highway service and user safety can be provided while maintaining the character of the scenic byway.

Potential improvements are identified (e.g., better drainage, shoulder improvements, etc.). Agreements to jointly review transportation safety with appropriate highway officials on an ongoing basis are in place. If the scenic byway corridor is served by rail services, car ferries, airports, buses, canals, or bicycles, the plan outlines how local and regional transportation planning agencies to these services and facilities as they relate to visitor access and use of the scenic byway are described.

Documentation supporting the scenic byway designation from the jurisdiction responsible for the roadway is required. Letters of support from the appropriate highway agencies are included. (CMP Checklist)

Building Your Byway... (p. **20 text box – Dispersal**; p. 60 text box – Example of detailed inventory; p. 67 text box – Bicycle safety; p. 68 – Road Safety and Maintenance)

2) What are the primary roles in developing these components of the CMP?

In general, **the consultant** will collect data, conduct assessments, and draft these sections of the CMP, integrating them within the overall CMP. The **local byway groups** will complete their inventories, including unique qualities related to transportation; contribute specific recommendations or issues related to transportation; and participate in the review of revision of recommendations in the CMP.

What does the adopted CMP say?

Stewardship pp. 82-90

Includes several recommendations:

- Complete and implement DOT’s Guidelines for the Catskill Park.
- Implement a system of wayfinding signs for state resources along the byway.
- Facilitate the changeover to the new Catskill Park logo signs along the byway.
- Pursue improved sign management strategies.
- Undertake a corridor-wide inventory and analysis of current land use regulations,
- Coordinate training sessions between local planning boards, county planning departments, the Catskill Center, or other partners.
- Consider design guidelines, both local and corridor-wide
- Continue regular communications between DOT, DEC, DEP, county, and local governments; Transportation Working Group
- Consider how byway management goals are **integrated with other plans and projects.**
- Conduct a viewshed inventory and analysis

Transportation Safety P. 104-108

- beginnings of the Catskill Park Transportation Working Group
- targets Margaretville – Arkville stretch of Route 28 for improvement
- what about Olive/ Boiceville?
- cites the significance of the former U&D Railroad corridor
- mentions bike routes and possibility of a bicycle and pedestrian master plan

[The following was not discussed at the meeting.]

4) What are some illustrative examples along the byway that will inform these parts of the plan and our byway’s “story?”

Shawangunk Mountains Scenic Byway - Distributing Traffic (Text box – Dispersal) (BYB p. 20)

An interesting perspective on the issue of increased traffic is provided by the Shawangunk Mountains Scenic Byway. The eastern portion of that byway was experiencing large amounts of traffic around the Mohonk Preserve, a popular recreational destination. On some weekends, by 10:00am the parking lot was completely full. Byway advocates were therefore not looking to increase the traffic in the area, as it was unable to handle the traffic it already had. During one of the public meetings, this point was brought up by concerned residents.

Byway advocates took this objection seriously and found a way to address it in a creative and beneficial way. They decided that a goal of the CMP should be to distribute traffic more evenly throughout the region. By better advertising the many amenities that existed all around the Shawangunk Mountains, it would be possible to better distribute the traffic they were already getting. The inventory of resources created during the byway planning and nomination process served as a springboard for creating a regional guidebook that made visitors aware of the many other sites the area had to offer. Instead of simply turning visitors away when capacity had been reached, Mohonk

Preserve staff now had a regional guide that they could hand out to visitors pointing them toward other sights and experiences in other locations.

East Branch Delaware River Enhanced Recreational Access Plan (Excerpts)

“The meaning of a “Hub” is a community-center – or similar area – where there is a cluster of existing recreational access points or there is the potential to create a number of them that will spur use, and eventually have a positive economic impact in the community. These access points and areas could/should offer a diversity of recreational uses and are primarily hamlet or village centers.

The one exception to this is the Water Discovery Center area, where a cluster of opportunities exist in and around this large area of open space on the East Branch Delaware just outside of Arkville. (p. i)

The Hub areas have been identified as:

- Fleischmanns Village (Bush Kill, Emory Brook, Vly Creek)
- Arkville hamlet – Water Discovery Center site – (Dry Brook, East Branch Delaware)
- Margaretville Village (East Branch Delaware River)
- Roxbury hamlet (East Branch Delaware River headwaters)
- Andes hamlet (Tremper Kill)

With respect to the Hub areas defined here, it should be noted that the purpose of enhancing recreational access to areas within the Hub is critical, however, the Hub may also serve as a centralized location where tourists can access information, buy supplies, have dinner, rent a room, participate in a community gathering/event, etc. Hubs should not be thought of as “the only destination”, but also considered to be able to help direct users to other locations within the surrounding region.

A way to think of this would be to imagine someone who was going to be able to spend only one day in a particular area to recreate and thus would likely be formulating their opinion on the recreational opportunities in the area based upon that experience. Without question, the more they can experience and learn about in that time, the better. To best cater to a variety of audiences, these Hubs would be most effective by offering a little bit of something for all interests, ages, and ability levels.”

Greater Catskill Region Comprehensive Recreation Plan (Excerpts)

“Provide a short pedestrian connection paralleling Route 28 from the town center of Margaretville to the Dry Brook Ridge trailhead. This trail spur will make the connection between the Dry Brook Ridge Trail and its offshoots more visible and easier to access for people of all ages and abilities, in turn helping to promote Margaretville as a trail town.

Study pedestrian crossing improvements at the following locations:

- Route 28 at Margaretville to Dry Brook Ridge trailhead
- Route 28 at Boiceville to the Ashokan Rail Trail and angler parking lot along Route 28 A
- Route 28 near the Visitor Center
- Route 28 near Olive Plaza in Olive to the Ashokan Rail Trail
- Route 28 near Basin Road in West Hurley to the Ashokan Rail Trail
- Route 23 near the Escarpment Trailhead parking lot
- Route 23A through Kaaterskill Clove
- Route 214 near the Devil's Path Trailhead

Responsible Agencies: NYDOT, local communities”

Consider how each community includes unique expressions of the shared resources along the greater corridor