

# Corridor-wide and Regional Recommendations

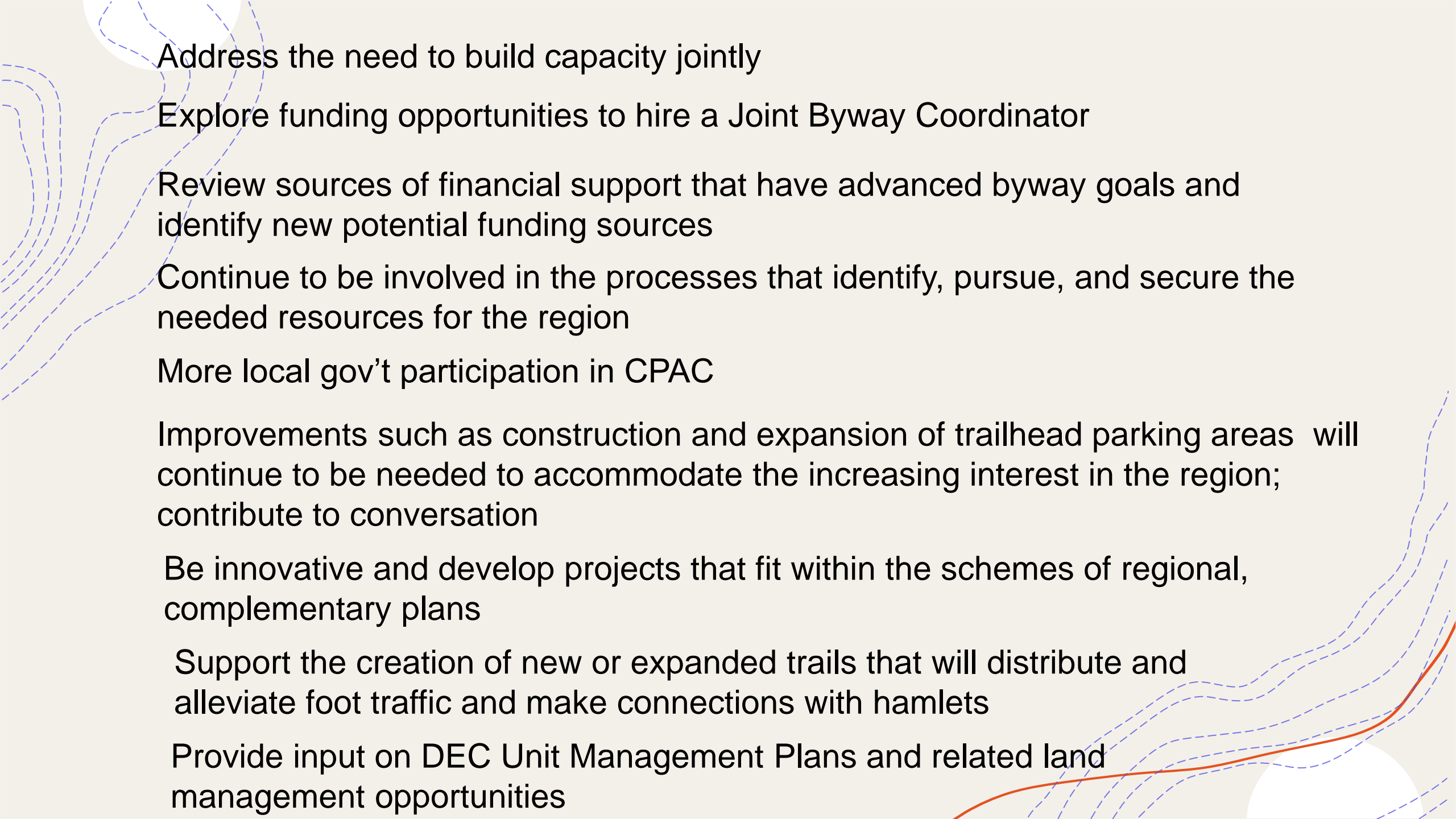
Effective byway management is regional in nature and will thrive with dynamic partnerships and action-oriented results

Continue the meetings and activities of the Joint Scenic Byway Group (CMSB & MCSB)

The Joint Scenic Byway Group was formed to unite these byways in exploring cooperative promotional efforts, along with related transportation interests.

- Formed in 2015; Includes nine scenic byway municipalities
- Received Smart Growth Grant (assisted by T. Shandaken and Catskill Center;
- Funded joint marketing of byways; Intern; assisted the development of the nomination to extend the MCSB; convened the Transportation Working Group on a regular basis; Advancement of Catskill Park Guidelines> Transportation conference

Continue to be involved in efforts to implement recommendations of the Greater Region Rec Plan, the Catskill Advisory Group Report, and other efforts that complement byway efforts to enhance recreation and non-motorized trail systems



Address the need to build capacity jointly

Explore funding opportunities to hire a Joint Byway Coordinator

Review sources of financial support that have advanced byway goals and identify new potential funding sources

Continue to be involved in the processes that identify, pursue, and secure the needed resources for the region

More local gov't participation in CPAC

Improvements such as construction and expansion of trailhead parking areas will continue to be needed to accommodate the increasing interest in the region; contribute to conversation

Be innovative and develop projects that fit within the schemes of regional, complementary plans

Support the creation of new or expanded trails that will distribute and alleviate foot traffic and make connections with hamlets

Provide input on DEC Unit Management Plans and related land management opportunities

# Transportation Working Group (TWG)

Support and participate in the regular convening of the TWG

Began @ 2016 to implement the recommendation from the 1999 Catskill Forest Preserve Public Access Plan: convene on a regular basis

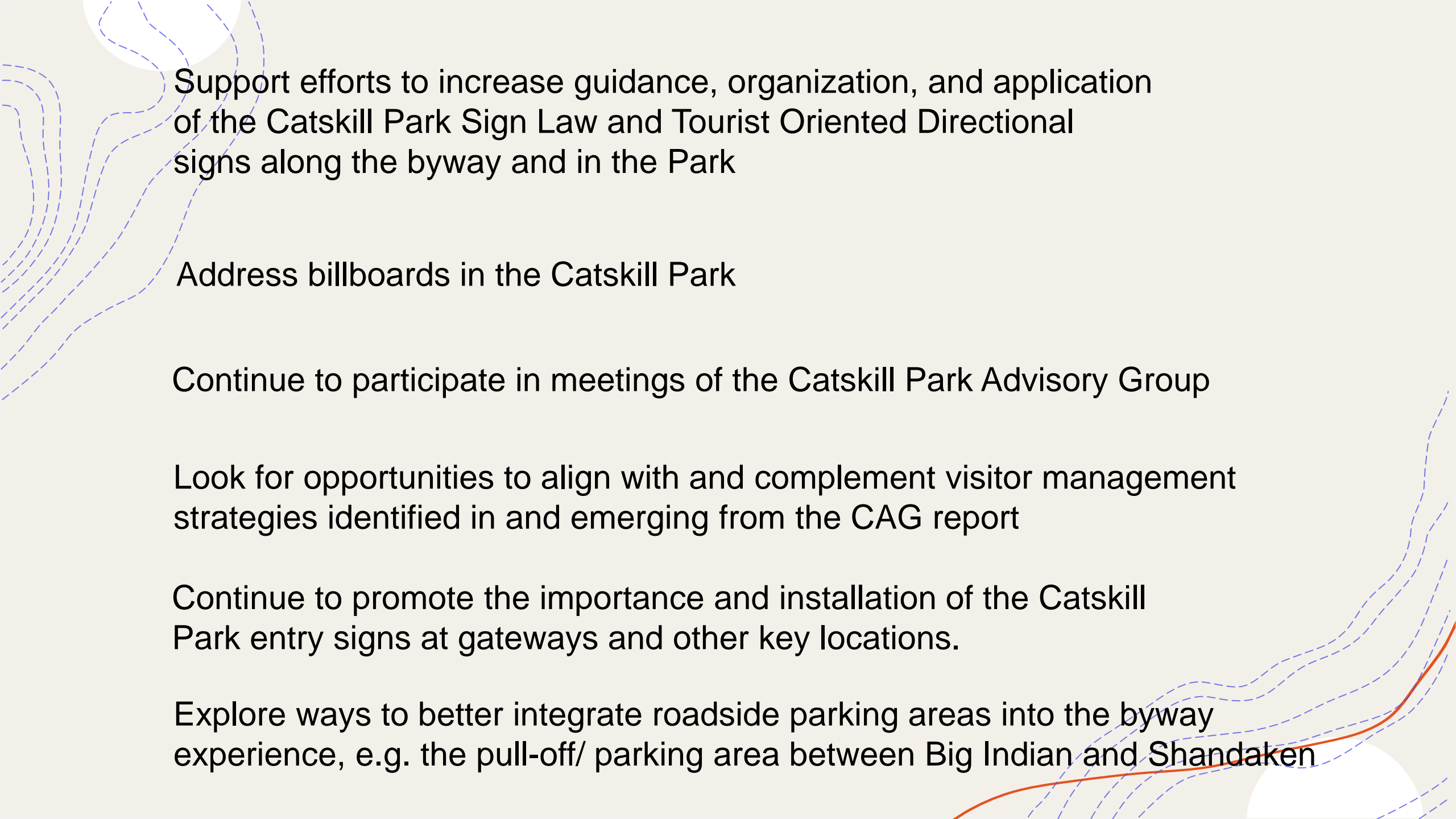
Comprised of DOT, DEC, DEP, local gov'ts and regional organizations

Address identified “hot spots”, potential pedestrian crossings, advancement of tools and resources for state highway corridors, e.g. Catskill Park Viewer, guidelines

Assess regional transportation data with partners and explore strategies to offset congestion and foster balance in traffic patterns

Pursue the extension of existing and creation of new bike routes

Explore shuttle systems, regional and multi-modal transportation solutions; regional gateway coordination



Support efforts to increase guidance, organization, and application of the Catskill Park Sign Law and Tourist Oriented Directional signs along the byway and in the Park

Address billboards in the Catskill Park

Continue to participate in meetings of the Catskill Park Advisory Group

Look for opportunities to align with and complement visitor management strategies identified in and emerging from the CAG report

Continue to promote the importance and installation of the Catskill Park entry signs at gateways and other key locations.

Explore ways to better integrate roadside parking areas into the byway experience, e.g. the pull-off/ parking area between Big Indian and Shandaken

# Dispersion

“Encourage a greater distribution of visitors throughout the region to decrease negative environmental impacts on existing high-trafficked sites and to promote the economic sustainability of more remote areas.” - Greater Catskill Region Comprehensive Recreation Plan (CRCRP)

Dispersion is one of six organizing principles of the CRCRP

Related terms: Dispersal; Distribution; Regional Circulation; Staycation; Capacity Planning

Scenic byways are integral to dispersion. A scenic byway:

- naturally evolves from points of interest that are already geographically distributed
- is an existing mechanism enabling proactive application of balancing visitors with a series of locations; enables more balance with extended byway system
- is complementary to and can work in cooperation with “whole park management” principles identified in the Catskill Strategic Planning Advisory Group report

# Dispersion

Catskill Region Comprehensive Recreation Plan recommends “passport” programs to encourage dispersion. Passports “inspire friends and families to seek out a checklist of sites around the Catskills.”

Catskills Getaway Giveaway,  
Shandaken Artists Studio Tour  
Leaping Trout Project  
Joint pass to the area’s ski facilities  
DEC Catskill Fire Tower Challenge  
Hudson River School Art Trail

Continue to partner with businesses and other stakeholders to promote the byway

Geocaching (recommendation in 2015 “Byway Business” project)

- Existing programs can be synchronized with byway
- Great Lakes Seaway National Scenic Byway (in NY)

“Bring existing regional passport programs under one umbrella program” and “consider expansion of the program to include waterfalls, boating on reservoirs, birding, or other popular activities.” CRCRP

# Shift toward interpretive materials that address key educational topics that promote sustainability

The stories of the Watershed and the Catskill Park are largely about sustainability

Essentially, the history of the Catskills is an ideal foundation upon which to engage the visitors in the actions needed to continue to sustain the quality of the place.

There is potential for interpretive projects to help offset and transition a burdening condition of overuse to a collective mindset that includes more visitor participation in place-sustaining activities.

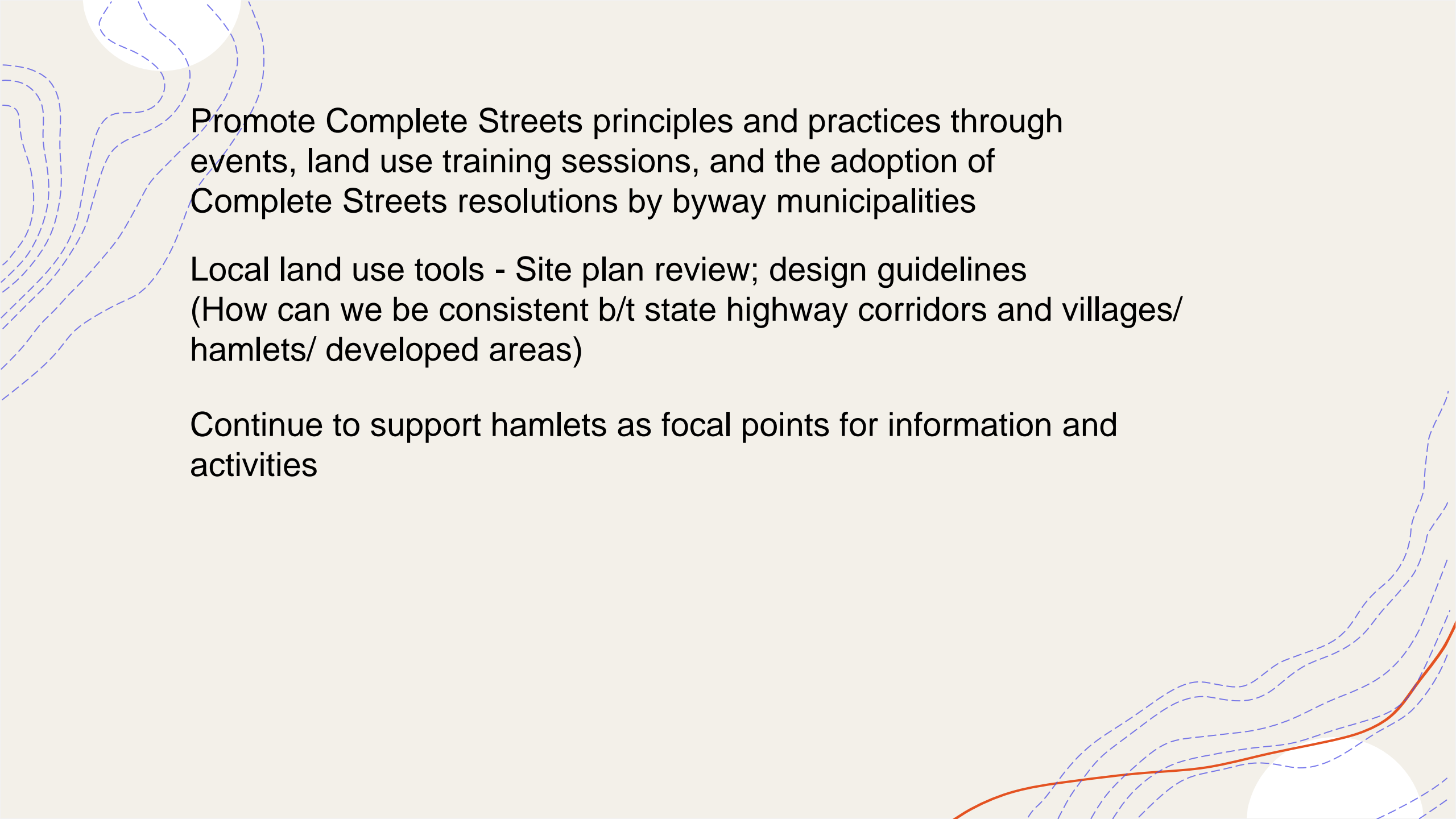
Promote stewardship ethics such as Leave No Trace and lower impact ways to travel to the greater Catskill Region.”

Continue/ expand programming for pollinator habitats –from local gardens to state highway corridors

Creation of the CMSB Sustainability Audio Tour is a great example.

Promote EV charging stations in byway promotional materials.





Promote Complete Streets principles and practices through events, land use training sessions, and the adoption of Complete Streets resolutions by byway municipalities

Local land use tools - Site plan review; design guidelines  
(How can we be consistent b/t state highway corridors and villages/  
hamlets/ developed areas)

Continue to support hamlets as focal points for information and activities