

Goal:

The efficiency of the highway system should be enhanced and the use of public transit, walking and bicycling should be increased.



TRANSPORTATION

The efficient movement of people and goods is important to the quality of life and economic vitality of the community. The County recognizes the direct relationship between land use policies and transportation. Typically, land that is the most accessible is more highly valued.

Currently, roads are the primary transportation facility in the County.

The County's roadway system is a combination of Federal, State, County, Town and Private roadways. Planning for State and Federal roadways in Sullivan County is done by the New York State Department of Transportation.

Planning for local County roads and streets is done by the Department of Public Works. The Transportation Engineer is actively involved in planning for improvements for local and state roads as well as coordinating facility improvements with the local municipalities.

While the County is committed to improving transportation facilities to accommodate local development and regional travel demands, transportation infrastructure, including highways and public transit, represents a huge and ongoing public investment. New York State, Sullivan County and local municipalities struggle to maintain the existing network of roads, bridges and public transit. In the fiscal year 2004, annual transportation expenditures by all levels of government within Sullivan County exceeded approximately \$45 million dollars. In addition, to construct a roadway system, the County relies on funding and construction participation from both the public and private sectors.

Increased development pressures in Sullivan County, particularly if large scale development proposals come to fruition, will continue to exacerbate stresses on our transportation systems and underscore the need for appropriate planning. To improve, maintain and insure the integrity of the County's transportation system, the County will continue to pursue, to the extent possible, alternative funding sources.

The **Sullivan 2020** transportation goal, strategies and action steps are intended to be a framework for decision making at the State and local level. The transportation element places a strong emphasis on managing existing transportation resources, especially roads serving the villages, towns and rural

areas. Measures taken to conserve the existing capacity of State and County roads should not only improve safety and traffic operations, but also should have the added benefit of enhancing the visual character of the County when viewed from its highways and roads.

The County's Transportation Development Plan (TDP), being developed as a component of the **Sullivan 2020** strategic plan, will establish a long range vision to meet the County's public transportation needs.



Policy Area III Infrastructure

Goal:

The efficiency of the highway system should be enhanced and the use of public transit, walking and bicycling should be increased.

STRATEGY 3.20

Make selective additions or modifications to the highway network to address capacity limitations that cannot otherwise be addressed.

Timeframe

SHORT TERM

INTERMEDIATE

LONG TERM

Steps	Leadership Role (C/M/P)	Status (A/P/C)
Inventory existing roadway conditions.	C/M	
Complete a traffic signal upgrade and intersection evaluation program. Prioritize areas in need of improvement.	C/M	
Work with municipalities to assess future transportation infrastructure needs, including roadways, transit, bicycles, and pedestrian access needed to support local planning efforts.	C/M	
Provide education to municipalities about land use planning strategies that can improve transportation infrastructure.	C/M	
County (through Division of Planning) and Department of Public Works (DPW) to provide technical assistance to municipalities regarding safety & design of access and egress to major developments through the mechanism of site plan and development reviews.	C/M	
Coordinate with state and local governments to inventory existing truck routes and analyze current and future capacity and need.	C/M	



Leadership Role: C – County M – Municipality P – Partners
Status: A – Active P – Pending C – Complete

Resources

Documents

- ◆ **HVQoL = Transportation: A Strategy for Transportation and Quality of Life in the Hudson Valley Region**; 2003 Research report produced by Mid-Hudson Pattern for Progress
- ◆ **New York State Scenic Byways Sign Manual**
- ◆ **Planning for Transportation in Rural Areas**. Federal Highway Administration. July 2001

Organizations and Programs

- ◆ ***NYS DOT's Arterial Access Management Initiative*** - www.dot.state.ny.us
An ongoing effort to assist local governments in integrating transportation considerations with their planning and development activities. The initiative focuses on State arterials, experiencing traffic and development growth. Technical assistance is provided to communities interested in developing and drafting transportation sensitive zoning and subdivision ordinances, training in the application of access management standards and requirements to site plan reviews, innovative financing for local system needs and peer-to-peer linkage in support of local initiatives.
- ◆ ***Context Sensitive Solutions (CSS)*** - www.dot.state.ny.us/design/css/css.html
A philosophy wherein safe transportation solutions are designed in harmony with the community. The Dept. of Transportation's CSS strives to balance environmental, scenic, aesthetic, cultural, natural resources, community and transportation service needs. Context sensitive projects recognize community goals, and are designed, built and maintained to be sustainable while minimizing disruption to the community and the environment.
- ◆ ***Quality Communities Clearinghouse*** - www.qualitycommunities.org
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Funding Sources

- ◆ **The Transportation Enhancements Program (TEP)** - www.dot.state.ny.us/progs/tep.html
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- ◆ **Scenic Byways Program** - www.dot.state.ny.us/scenic/scenic.html
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**Policy Area III
Infrastructure**

Goal:

The efficiency of the highway system should be enhanced and the use of public transit, walking and bicycling should be increased.

STRATEGY 3.21

Maintain facilities at the highest level of quality, commensurate with available resources.

Timeframe

- SHORT TERM**
- INTERMEDIATE
- LONG TERM

Steps	Leadership Role (C/M/P)	Status (A/P/C)
Coordinate maintenance of primary and secondary roads with surrounding counties.	C/M/P	
The County’s investment in the existing roadway system should be protected by emphasizing maintenance of existing facilities over the provision of new facilities.	C	
All new County facilities and developments should be designed to minimize future maintenance costs.	C	
Examine the potential for local access roadways, within developed areas or roadways that serve special interests such as industrial development, to be rehabilitated through special assessments or other funding mechanisms. Work toward assigning primary funding responsibilities to the users benefiting from the improvements.	C/M	



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- ◆ **New York State Scenic Byways Sign Manual**
- ◆ **Fostering Exchange With Local Governments: “Cost Effectiveness of Consolidating Government Highway Services”**. Michael Hattery, NYSDOT. 1996
- ◆ **Planning for Transportation in Rural Areas**. Federal Highway Administration. July 2001

Organizations and Programs

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STRATEGY 3.22

Enhance and promote the use of bicycles and walking as viable forms of transportation by supporting the provision of safe public facilities, including multi-use trails, bicycle routes, bicycle lanes and sidewalks.

Timeframe

SHORT TERM
INTERMEDIATE
LONG TERM

Steps	Leadership Role (C/M/P)	Status (A/P/C)
Develop a bicycle suitability map for Sullivan County. Bikeways should be linked to residential and employment areas, commercial centers, recreational and open space areas, and educational facilities.	C/M/P	
Encourage bikeways and sidewalks to be provided in new developments where warranted.	C/M	
Improve accessibility through construction or improvement of key links in the roadway and bikeway systems and by encouraging improved transit service.	C	
On County owned or controlled land, the County should maintain bike facilities in a reasonably safe condition. In all other instances, the County should encourage a comparable level of maintenance.	C	
Develop a county wide trails plan, serving both transportation and recreation purposes (separating incompatible uses).	C	
Develop a county wide comprehensive park and ride plan.	C	
Assist communities with developing local corridor management plans.	C/M	



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- ◆ **New York State Scenic Byways Sign Manual**
- ◆ **Design Guidance - Accomodating Bicycle and Pedstrian Travel: A Resommended Approach.** USDOT

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**Policy Area III
Infrastructure**

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STRATEGY 3.23

Provide affordable and accessible public transportation to important destinations, hamlets, villages and points outside the county.

Timeframe

- SHORT TERM**
- INTERMEDIATE
- LONG TERM

Steps	Leadership Role (C/M/P)	Status (A/P/C)
Develop county wide Transportation Development Plan (TDP) (see resource)	C	A
Facilitate periodic review of local development proposals to address future performance of the public transportation system.	C	



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- ◆ **Sullivan County Transportation Development Plan**. RLS & Associates. 2005
- ◆ **Planning for transportation in Rural Areas**. Federal Highway Administration. July 2001

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STRATEGY 3.24

Promote a transportation system that supports nodal, compact development patterns and reduces negative environmental effects.

Timeframe

SHORT TERM

INTERMEDIATE

LONG TERM

Steps	Leadership Role (C/M/P)	Status (A/P/C)
Encourage the siting of child care facilities near transportation hubs.	C/M	
Encourage the location of school facilities within walking distance of communities being served.	C/M	
Encourage new developments to use site planning techniques, such as setbacks, screening, berming, and landscaping to mitigate potential negative impacts.	C/M	
Recommend efforts to be made to preserve mature trees, landscape planting, and other elements of the natural environment during the design and construction of road improvement projects. Where disruption of the natural environment is unavoidable, special techniques, including rounded slopes, erosion control, reseeding, and revegetation should be employed to return roadsides to their natural state.	C/M	
In mountainous and other scenic areas, road, bridge and other transportation improvements should be designed to enhance and protect the natural environment.	C/M	
Overlooks and turnouts should be promoted on recreational routes and in unique scenic areas.	C/M	
A visual buffer strip should be preserved along designated federal, state or local scenic highways, to minimize safety concerns and environmental impacts and to preserve corridors for future transportation facilities.	C/M	

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- ◆ **New York State Scenic Byways Sign Manual**
- ◆ **Park-and-Ride Facility Site Location Plan**. Metropolitan Council. 2005
- ◆ **Design Requirements for Park-and-Ride Facilities**.

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