

Sullivan County Coordinated Transportation Services Plan
Sullivan County – Division of Community Resources



Coordinated Transportation Services Plan Update

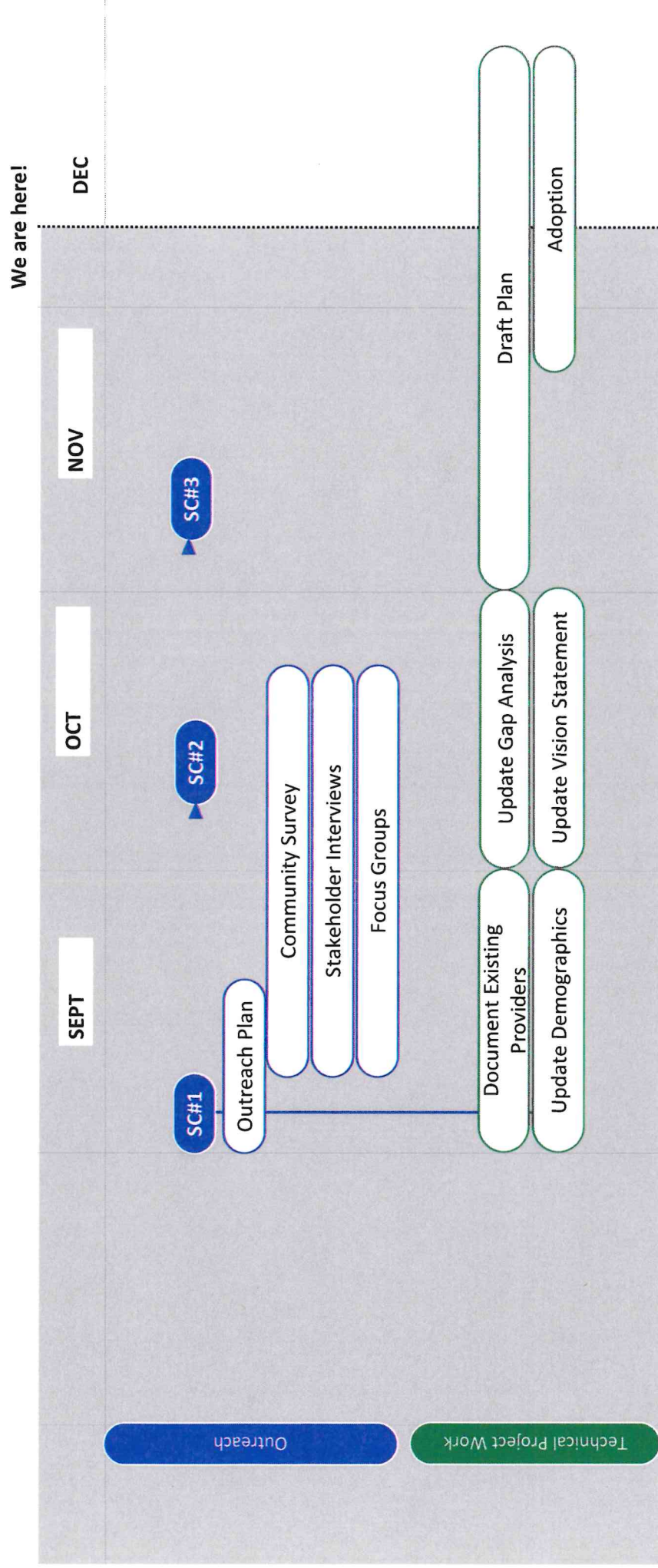
Kittelson & MUD Workshop

Why are we here?

Identify opportunities to better integrate transportation services across Sullivan County

Enhance and maximize services to best meet community needs.

Project Timeline



Content Overview

- Introduction
- Baseline Conditions
- Community Involvement
- Vision & Goals
- Needs Assessment
- Recommendations
 - Service Plan
 - Capital Plan
 - Management and Partnership Plan
 - Information and Technology Plan
 - Funding Sources
 - Implementation Plan
- Looking Forward

Sullivan County Coordinated Transportation Services Plan

Sullivan County Coordinated Transportation Services Plan Update

Kittelson Engineering, PA and MUD Workshop



November 2025 Draft

Introduction

- Project purpose and process
- History of services
- Community involvement overview
- Updating the plan
- Benefits of rural transportation services

Interim Memos:



Transportation Providers



Demographics and Transit Markets



Outreach and Needs Assessment



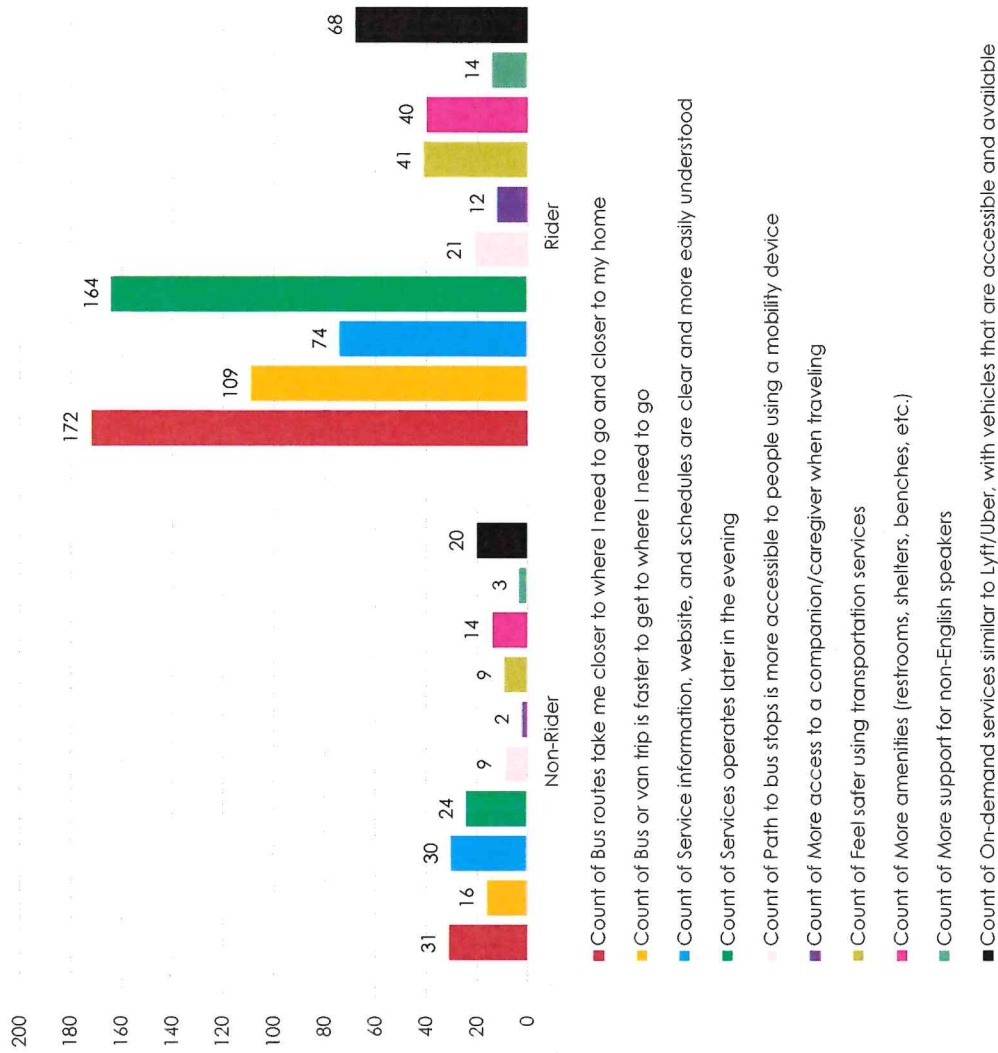
Updated Gap Analysis

The map displays Sullivan County, New York, with five scenic routes highlighted in different colors: Route A (purple), Route B (blue), Route C (green), Route D (red), and Route E (orange). The routes are interconnected, showing a network of scenic drives throughout the county. Key geographical features include the Shawangunk Mountains to the west and the Shawangunk Kill flowing through the center. Major roads such as Route 28, Route 30, and Route 31 are clearly marked. The map also shows the county's boundary and its location relative to neighboring counties: Otsego to the north, Ulster to the east, and Delaware to the south. A legend in the bottom right corner provides a key for the symbols used: County Boundary (black line), County (black outline), Waterway (blue line), Town (black dot), Route A (purple line), Route B (blue line), Route C (green line), Route D (red line), Route E (orange line), and Scenic Loop (dashed line).

-
- | Month | Average Daily Fixed-Route Ridership | Monthly Paratransit Ridership |
|-----------|-------------------------------------|-------------------------------|
| January | 436 | 230 |
| February | 472 | 218 |
| March | 478 | 262 |
| April | 490 | 272 |
| May | 521 | 296 |
| June | 546 | 270 |
| July | 590 | 347 |
| August | 605 | 338 |
| September | 570 | 259 |
| October | 517 | 304 |
| November | 494 | 279 |
| December | 461 | 235 |

Community Involvement

- Highlights the key activities and groups met with
- Summarizes community survey
- Findings from involvement are incorporated into the Vision & Goals, Needs Assessment, and Recommendations



Outreach Conducted

Stakeholder Interviews

- Refuah Health
- SC Division of Health and Human Services
- ARC Greater Hudson Valley
- Garnet Medical Center Catskills
- New Hope Community
- SUNY Sullivan Community College
- Sullivan County Partnership for Economic Development
- Center for Discovery

Workforce Development Board Focus Group

- Irwin Siegel Agency (Jacob Lerner)
- ShopRite Supermarket (Romina Villardi)
- A. Alport & Son (Dory Alport)
- Jeff Bank (Claire Taggart)
- Sullivan County Chamber of Commerce (Ashley Leavitt)

Human Service Provider Focus Group

- Sullivan County Office for the Aging
- Workforce Development Board of Sullivan, Inc.
- A Single Bite @ Catskills Food Hub
- Action Toward Independence, Inc.
- Cornell Cooperative Extension

Orthodox Jewish Focus Group

- Mosdos Monticello
- Menachem (Manny) Steinberg
- Samuel Weingarten

Education, Employment, and Training Focus Group

- Workforce Development Board of Sullivan, Inc.
- Center for Workforce Development
- Sullivan County BOCES

Vision Statement

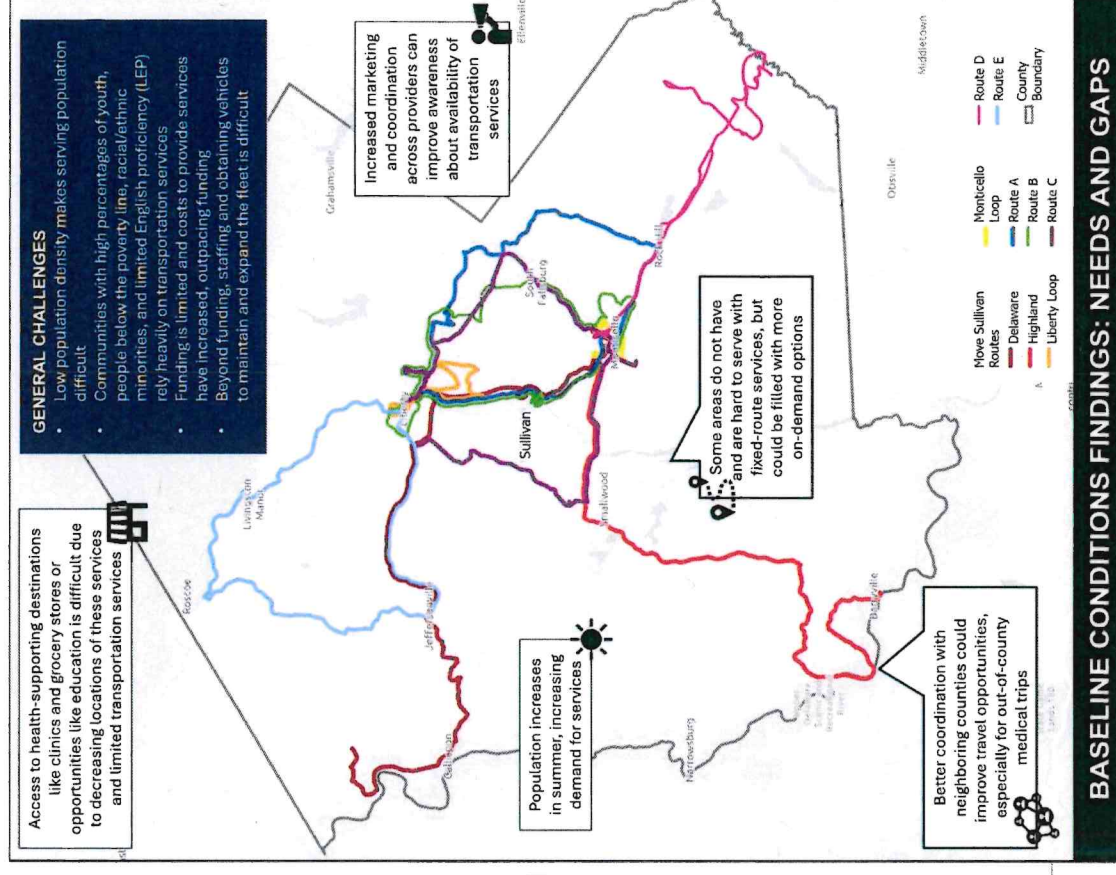
Strengthen the Move Sullivan network for greater economic mobility, access to medical services and other critical resources for all communities across the County by expanding routes and hours of operation, improving transit infrastructure, and adding “last-mile” transit access.

Goals Statements

1. Align Move Sullivan schedules and frequency with essential trips such as access to medical services, major industry work shifts, and day-to-day activities to meet needs and grow ridership.
2. Increase access to the transportation service network through investments in last-mile travel including on-demand transportation services, micromobility options, and paratransit services.
3. Invest in infrastructure such as bus shelters and low floor buses to enhance user experience.
4. Explore incentives to increase ridership and access with potential implementation partners.
5. Providing an accessible information distribution framework / system to accommodate a broad user demographic.

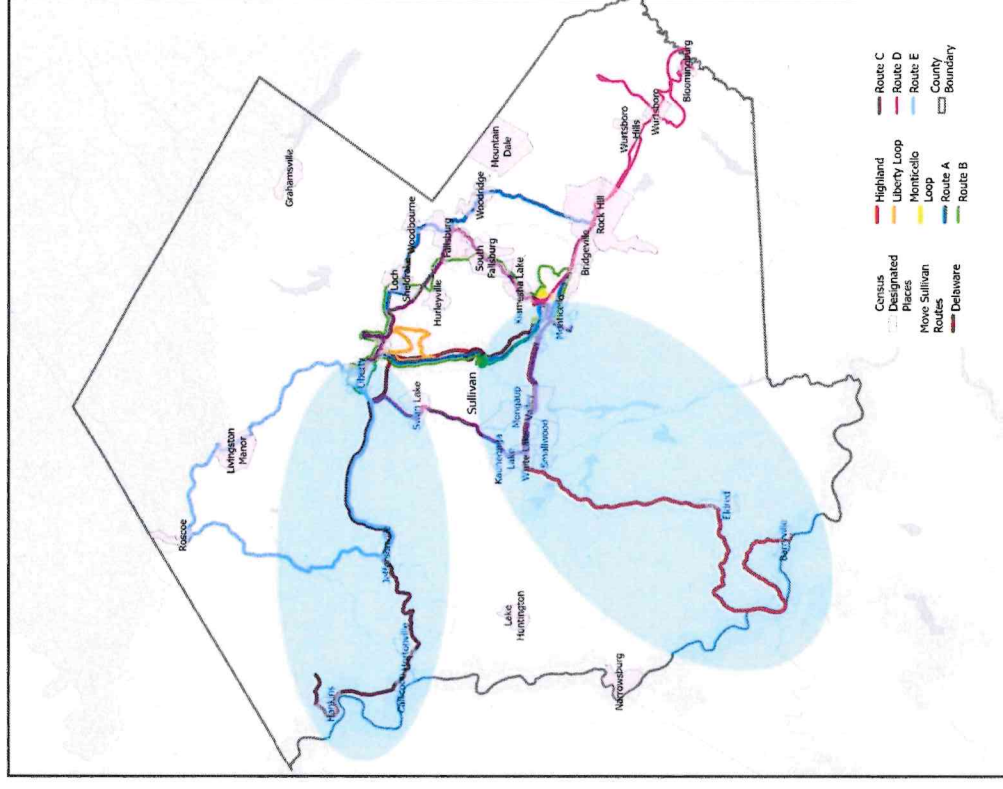
Needs Assessment

- Incorporates findings from outreach and the baseline conditions analysis
- Points to which recommendations section includes strategies to meet these needs



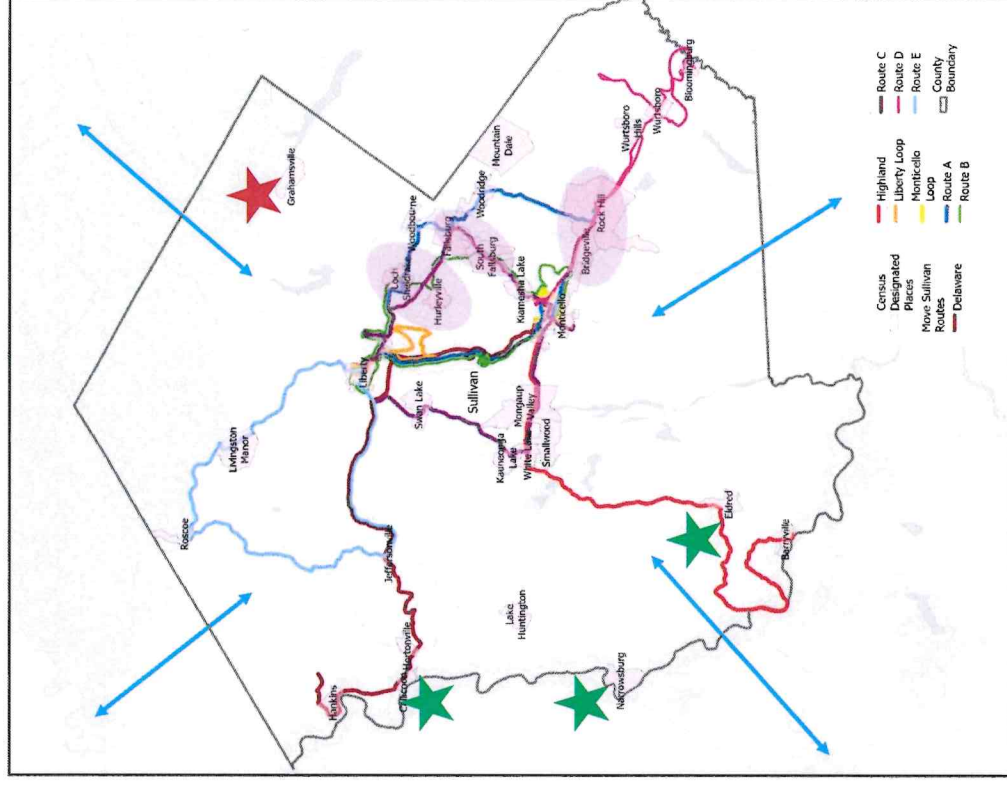
Recommendations – Service Plan – Demand-Response

- **Mid-term recommendation:** As funding is available and ridership demands grow, implement an additional day of service for the Delaware Township, Highland Township, and/or Shopping Bus services.
- **Long-term recommendation:** If ridership patterns and demands for the routes grow and stabilize, transition from providing service to these areas from demand-response to fixed-route service.



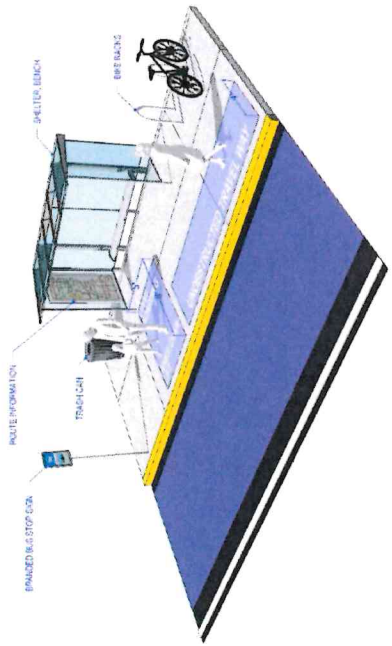
Recommendations – Service Plan – New Routes or Services

- **Short-term recommendation:** Pilot out-of-County medical demand-response service 
- **Short-term recommendation:** Provide intercommunity and/or demand-response service to Eldred, Callicoon, and Narrowsburg 
- **Mid-term recommendation:** Provide intercommunity route service to Grahamsville. 
- **Mid-term recommendation:** Pilot first/last-mile services like on-demand transit along the existing intercommunity routes in communities that don't have local loop service, such as Rock Hill/Bridgeville, Fallsburg/South Fallsburg, or Loch Sheldrake/Hurleyville/Woodbourne.



Recommendations – Capital Plan

- Describes when and how to make improvements to bus stops, including walking and biking access
- Describes considerations for vehicle fleet composition



Sullivan County Coordinated Transportation Services Plan



DESIGNING BUS STOPS



Safe and comfortable facilities can improve the experience of riding transit and increase ridership by improving stop visibility, providing protection from poor weather, and improving access to transit. The following table shows typical stop amenities, describes their typical costs, and provides the activity levels that typically prompt inclusion of them. Scenarios that may trigger higher levels of amenities include:

- **Land use** – assisted living homes, medical facilities, veteran’s resources, and other land uses may increase the need for benches or shelters at stops; low-density areas may see higher bike rack/locker demands due to the longer distance to travel to stops
- **Customer use** – amenities such as trash cans or information cases may be triggered by trash accumulating at stops, bus drivers receiving information requests from riders, or riders directly requesting these improvements
- **Coordination opportunities** – if a local jurisdiction is looking to provide lighting, repaving, etc. on a transit route, installing higher-level bus amenities may be advantageous to reduce cost even if a stop hasn’t reached higher activity levels yet

AMENITY	TYPICAL COST*	STOP LEVEL		
		All Stops	Enhanced Stop	Major bus stop/ Transit Center
Signage & route information	\$300 to \$1,000	○	○	○
Lighting	\$5,000 to \$10,000	○	○	○
Bench	\$500 to \$1,500			
Shelter (small)	\$6,000			
Bike lockers	\$2,000 to \$3,000 per locker			
Bike racks	\$150 to \$300 (two-bike rack)			
Information cases (systemwide route information; advertising)	\$1,000 to \$10,000			
Trash can	\$1,000 to \$1,500			
Shelter/covered area (large)	Varies			

* Costs reflect capital cost to purchase. Additional costs to implement may include permits, fees, and installation.
○ Recommended

Placement and Payouts:

Transit stops should be coordinated with roadway agencies to ensure stops are ADA-accessible and connect to low-stress walking and biking facilities and crossings. This coordination should include maintenance considerations, such as emptying trash cans and snowplow operations.

On major roadways with speeds of 35 mph or more, such as state highways, transit agencies may consider bus stops that allow buses to stop out of the traffic lane, to avoid rear-end collisions and discourage unsafe passing of the bus by motorists.



Recommendations – Management and Partnership Plan (1 of 2)

- Identifies key activities to improve coordination and advance partnerships

Mobility Management	Promote coordination between the County, local and regional partners, and other transit providers
	Partner with Employers
	Gain Community Support
	Build Connection with Grassroots Organizations and Healthcare Organizations
	Engage Property Owners for CurbSpace
Marketing and Information	Expand Branding for Move Sullivan
	Provide Maps and Information in Single User-friendly Brochure
	Gather Information in a Single Website
	Provide Real-time Information And Trip-planning Technologies
	Advertise

Recommendations – Management and Partnership Plan (2 of 2)

- Identifies key activities to improve coordination and advance partnerships

Transportation Demand Management	Partner with Employers
	Support Vanpool Programs
	Promote Micromobility
	Leverage Technology and Programs to Support Transportation Options
	Target Tourism
Staff Management and System Performance	Create Measurable Outcomes for Services to Promote Effective Monitoring
	Increase Customer and Stakeholder Satisfaction
	Invest in Training Programs
	Partner with Education and Training Centers

Recommendations – Information and Technology Plan



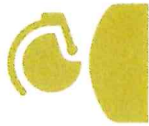
Real-Time Vehicle Arrival
Information



Fare Policies & Payment
Options



Trip Planning Support



Dynamic Dispatch and
App-Based Booking

Recommendations – Capital Plan Implementation Example

Implementation plan also includes identified key partners and funding sources

Strategy	Costs	Benefits	Difficulty of Implementation	Needs Met	Timeframe
Capital Plan					
Provide safe and accessible bus stops, including better amenities and comfortable walking and biking connections, especially at high-activity stops.	\$\$ - \$\$\$	+++	High	●	Short-term through Long-Term
Establish capital replacement plan.	\$	++	Low	●	Short-Term
Obtain low-floor vehicles and adjust fleet size and composition as the fleet is replaced.	\$\$	+++	Medium	●	Short-term through Long-Term
Pursue low-/zero-emission vehicles to stabilize fuel prices.	\$\$\$	++	High	●	Long-Term
Ensure adequate storage and maintenance capabilities to meet future service needs.	\$\$\$	+++	High	●	Long-Term

Recommendations – Funding and Implementation

- Provides summary of recommendations
- Identifies funding sources and key partners to advance recommendations

Improvement Type	Implementation Details	Service Plan	Partnerships	Major Funding Sources
Monticello Loop	Adjust Routing			
	Add Afternoon Service			
	Add Earlier Morning/Later Evening			
Liberty Loop	Adjust Routing on Loop			
	Add Afternoon Service			
	Add Earlier Morning/Later Evening			
Intercommunity Routes	Add Later Evening Service			
	Double Frequencies			
	Add Additional Day of Service for Demand-Response Routes			
Demand Response Routes	Monitor Ridership Patterns and Demands to transition routes from Demand-Response to Fixed-Route			
	Provide intercommunity route service to Grahamsville			
	Provide intercommunity and/or demand-response service to Eldred, Callicoon, and Narrowsburg			
New Routes or Services	Pilot on-demand services in larger communities without existing local service			

Looking Forward

- Recognizes this is a snapshot in time and priorities may change
- Recommends updating the plan periodically to continue understanding needs and priorities

Q&A