SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

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Special thanks to the many people who participated in the development of this Plan:

Project Advisory Committee

The Advisory Committee includes public and private stakeholders who provided valuable input. Participating agencies and organizations are included in the Appendix.

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EXECUTIVE SUMMARY

PROJECT OVERVIEW

A scenic byway is a roadway corridor that has outstanding scenic, natural, recreational, cultural, archaeological or historic significance. The Select Historic Long Island Parkways are designated as scenic byways under the New York State Scenic Byways Program because of their outstanding and unique historic and scenic character, and are also recognized in State and National Registers of Historic Places.

These Parkways are also significant because of their association with Robert Moses, Long Island’s master planner and builder. The Parkways were built as part of the Long Island State Park system to enhance and extend the park experience onto the roadways. Jones Beach State Park and Bethpage State Park, along with their associated parkways, represent some of the finest examples of Moses’ vision of Long Island.

The New York State Department of Transportation (NYSDOT) developed this Corridor Management Plan (CMP), which outlines strategies to protect, improve and promote the places and features that characterize these historic Parkways. The range of topics addressed includes economic development, multi-modal transportation, education/stewardship and land use. The plan assesses the unique character of the Parkways and identifies actions that may be taken by local communities, managing agencies and others to accomplish the goals and objectives of the plan. These recommendations could be implemented as resources permit, with consideration given to the staffing and maintenance constraints of the identified agencies.

SELECT HISTORIC LONG ISLAND PARKWAYS

(Constructed between 1927-1936)

- Bethpage State Parkway, 2.4 miles
- Wantagh State Parkway (South of the Southern State Parkway), 7 miles
- Meadowbrook State Parkway (South of the Southern State Parkway), 7 miles
- Loop Parkway, 2.7 miles
- Bay Parkway, 3.2 miles
- Ocean Parkway, 15.7 miles

MUNICIPALITIES ALONG THE PARKWAYS

Nassau County
- Town of Hempstead
- Town of Oyster Bay
- Village of Freeport
- Village of Massapequa Park

Suffolk County
- Town of Babylon
- Town of Islip
- Village of Farmingdale

This one-and-a-half year project engaged public and private stakeholders in a collaborative process to improve the traveler’s experience and benefit the local economy through Byway tourism. Input from the public and an Advisory Committee of public and private stakeholders was instrumental in guiding the planning process.

The Select Historic Long Island Parkways are owned by New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) and managed by NYSDOT. This project is sponsored by NYSDOT with funding from the Federal Highway Administration (FHWA).
Vision and Goals

Chapter 7 (Action Plan) represents strategies to achieve the following goals. Also included are illustrative maps of the Parkway corridor, potential lead organizations and possible funding sources.

**Vision Statement**

- To preserve and build upon Robert Moses’ vision of a transportation system comprised of “linear parks” that provide access to quality recreational opportunities for Long Island residents and visitors.

- To enhance and extend the natural, historic and recreational experience beyond the boundaries of Jones Beach and Bethpage State Parks, onto the Parkways and adjacent communities.

- To recognize and work to protect the outstanding intrinsic qualities -- historic, scenic, natural, recreational, cultural and archaeological -- of the parkways, Jones Beach and Bethpage State Parks and the byway corridor communities. These important resources will be used as leverage to promote the byway corridor as a regional destination.

- To preserve the transportation function of the parkways for commuters, travelers and visitors, consistent with the vision of Robert Moses.

**GOAL 1:** Employ strategies that preserve and enhance enjoyment of the byways’ intrinsic qualities while continuing to meet current standards for safety and accessibility.

**GOAL 2:** Promote economic development strategies that build upon existing assets and work to revitalize byway communities.

**GOAL 3:** Enhance the existing park and parkway network by expanding opportunities for multimodal travel to destinations throughout the corridor for people of all ages and abilities.

**GOAL 4:** Foster support, stewardship and public awareness of the scenic byway corridor through public outreach and education.

**GOAL 5:** Support land use that is compatible with protection and enjoyment of the natural environment.

**GOAL 6:** Continue dialogue among advisory committee members, state and other local agencies, and the public regarding Byway goals and objectives.
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7.2 **Goal 2:** Promote economic development strategies that build upon existing assets and work to revitalize byway communities.

7.3 **Goal 3:** Enhance the existing park and parkway network by expanding opportunities for multimodal travel to destinations throughout the corridor for people of all ages and abilities.

7.4 **Goal 4:** Foster support, stewardship and public awareness of the scenic byway corridor through public outreach and education.

7.5 **Goal 5:** Support land use that is compatible with protection and enjoyment of the natural environment.

7.6 **Goal 6:** Continue dialogue among Advisory Committee members, state and other local agencies, and the public regarding Byway goals and objectives.

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CHAPTER 1 – Introduction

1.1 Project Purpose and Overview

The Long Island parkway system embodies the major advancements in scenic roadway design, engineering and public recreation in America during the post-war 1920s. Robert Moses, the architect of the Long Island parkway system, was the primary force behind creating a network of State Parks and scenic roadways throughout New York State. Moses’ intent was to adapt naturalistic design into existing landscapes; to create a seamless network of scenic roadways and parks to connect metropolitan New Yorkers with the natural environment.

The parkway system created to link Jones Beach State Park and Bethpage State Park with communities and recreational facilities throughout Long Island is one of the finest examples of Robert Moses’ vision for a State Parkway system. The six selected Parkways, true to their original intent, continue to provide access to recreational and natural resources across Long Island, including a number of state and local parks. Although the Parkways are attractions themselves, Jones Beach and Bethpage State Parks are the two major destinations within this scenic byway system.

The challenge today is to protect the unique qualities and resources on and along the Parkways while continuing to meet modern traffic demands and traveler needs. This planning effort strives to maintain a balance between preserving the original character of the Parkways and applying current planning and design best practices.

New York State Scenic Byways Program

The goal of the New York State and National Scenic Byways Program is to enhance the traveler’s experience of roadways of regional, state and national significance. The programs seek to provide access to the outstanding scenic, historic, archaeological, cultural, recreational and natural qualities of our country and to provide safe and attractive multi-modal facilities for travelers.

The Corridor Management Plan (CMP) for the Historic Long Island Parkways addresses relevant planning and design issues to determine how the Parkway system can be preserved and effectively promoted as a New York State Byway. This planning effort aims to:

- Recognize the valuable intrinsic qualities of the Parkways and the Corridor Study Area (CSA);
- Build local support and stewardship;
- Promote strategies that preserve the integrity of the Parkways’ original designs;
- Improve the aesthetic and functional aspects of the Parkways; and
- Market the byways to benefit the local and regional economy.

Route Description and Corridor Study Area (CSA)

The Select Long Island Historic Byways are:

- Wantagh State Parkway (south of the Southern State Parkway): Constructed 1927-1932, 7 miles, Nassau County
Meadowbrook State Parkway (south of the Southern State Parkway): Constructed 1932-1935, 7 miles, Nassau County
- Bethpage State Parkway: Constructed 1934-1936, 2.4 miles, Nassau County
- Loop Parkway: Constructed 1932-1934, 2.7 miles, Nassau County
- Bay Parkway: Constructed 1930-1934, 3.2 miles, Nassau County
- Ocean Parkway: Constructed 1930-1934, 15.7 miles, Nassau and Suffolk Counties

The total length of this scenic byway network is approximately 38 miles. An overview of each parkway is included at the end of this chapter.

The municipalities located along the byway are:

**Nassau County**
- Town of Hempstead
- Town of Oyster Bay
- Village of Freeport
- Village of Farmingdale
- Village of Massapequa Park

**Suffolk County**
- Town of Babylon
- Town of Islip
Corridor Study Area (CSA)

The select Long Island Parkways are integral to a larger park and parkway system on the South Shore of Long Island and within New York State. Although each parkway has its own unique features, it is considered a critical part of the landscape that defines the South Shore. The corridor boundary describes the visual character of the byway by its view from the road, associated intrinsic qualities, and patterns of land use. For this project, a byway community is defined as a community adjacent to a parkway, particularly those communities that can be seen from the Parkways and are linked to the byway’s story and interpretive themes.

Defining the extent of the Parkways is complex. Each of the six Parkways is a “linear park” integral to two major parks – Bethpage and Jones Beach State Parks. As one enters any of the Parkways, the visitor’s experience of the park begins. Driving through a corridor landscaped on both sides with mature vegetation, the Parkways invite travelers to slow down, enjoy the scenery and experience the recreational facilities.

The Parkways travel through the South Shore Estuary Reserve (SSER), an area designated by the New York State Legislature to preserve and protect one of the state's most diverse estuaries and its 326 square mile watershed in Nassau and Suffolk Counties. The Reserve's shallow, interconnected bays and tidal tributaries provide highly productive habitats and support the largest concentration of water-dependent businesses in the State. Sweeping views from the parkway bridges to East Bay, South Oyster Bay, Middle Bay and Great South Bay of this ecologically diverse landscape contrast with the close-in vegetation along the parkway segments on the mainland.

A critical goal of the South Shore Estuary Reserve Council, an organization of municipalities and stakeholders chaired by the New York State Secretary of State, is to protect and interpret the rich maritime heritage of Long Island’s South Shore. These important waterfront areas are included in the Corridor Study Area (CSA) as areas of cultural and historical importance.

The Corridor Study Area map on page 2 illustrates the extent of this greenway park system including critical transportation links and waterfront communities.

1.2 Historical Context

Rapid population growth and development in the New York metropolitan region following World War I created an enormous need for public infrastructure, including public parkland. When the population of New York City reached 5.6 million in 1920, it was evident that existing city and regional parks (namely Central Park, Prospect Park and the Palisades Interstate Park Commission facilities across the Hudson) were not large enough to accommodate the growing demand for recreational space.

The Long Island State Parks Region and Long Island State Park Commission (LISPC) were created in 1924 to address this dire need for more parkland. Robert Moses, the President of LISPC and architect of the State Park system, considered it his personal mission to create a network of state parks and Parkways on Long Island for the enjoyment of metropolitan New Yorkers. It is noteworthy that Robert Moses had a home in Babylon and regularly spent time there.
The plan for Long Island was based on the assumption that patrons would travel to the parks in private autos. Moses conceived of a linear system that connected New York City with a series of parks at graduated distances from the center. The construction of a roadway system that provided public access to the parks was an essential component of the Long Island Plan; the roads essentially justified the expenditure of public funds to create massive recreational facilities across Long Island. Further, the Parkways would redefine the act of driving into a recreational experience; in essence, the park environment would begin as soon as travelers reached the Parkways.

The intense pace of development on Long Island during the 1920s and 30s gave a sense of urgency to park acquisition and parkway development. In 1900, Nassau County had a population of 55,448 – by 1930, it was over 300,000 (a 441 percent increase!). Further, rumors about acquisition of land for the parkway and parks were beginning to increase property values, threatening the state’s ability to obtain the needed land.

As part of the legislation to create a State Park system, LIPSC was given authority to condemn private land for public parks. Not surprisingly, the Commission ended up alienating many Long Island residents, civic groups and the press. Although the State claimed the parks were established for the public good, many residents did not believe they would be able to share in the economic benefits of the area’s development.

Today, Long Island is comprised of relatively dense and generally affluent communities. Population in both Nassau and Suffolk counties nearly doubled following World War II. More than ever, Jones Beach State Park, Bethpage State Park and the parkway system are relied on to serve the recreational and traveling needs of metropolitan New Yorkers as well as visitors.1

**Development of Jones Beach and Bethpage State Parks**

*Jones Beach State Park*

The area now known as Jones Beach State Park was originally a self-sustaining barrier beach of shifting land and water created by glacial activity. The natural environment of the island is comprised of ocean beaches, primary and secondary dunes, and intervening lowlands, marshes and flats.

By the mid 1920s, when the plan for Jones Beach was conceived, the area was sparsely populated and remote. Fishermen’s cottages and vacation homes dotted the landscape. Baymen fished the waters for oysters, clams and shellfish. The only way to reach the barrier island was by ferry from Seaford or Bellmore on the Long Island mainland.

Significant engineering projects were undertaken to connect the island to the mainland and make the beach suitable for recreation. Fill was dredged from the bay and redistributed to create bases for causeways. Artificial dunes were built and planted with beach grasses on the oceanfront. Land had to be raised 14’ above the high water mark before Jones Beach and its supporting transportation system could be constructed.

The development of the park system can be described in three general phases, according to the National Register nomination package for Jones Beach State Park, Causeway and Parkway System:\(^2\):

- **1926-1934**: Creation of major buildings, roads and infrastructure. Establishment of the Jones Beach Parkway Authority (1933) to raise capital for and exert greater control over future improvements.
- **1934-1943**: State and federal relief programs during the Great Depression provided funds for new buildings and supplemental features.
- **1943-1954**: Significant increase in funds and patrons, included repair and rehab of park facilities and infrastructure following World War II.

The Park was opened to the public on August 4, 1929. Attendance reached 1.5 million in the park’s first full year of operation. Today, over seven million people visit Jones Beach State Park each year, according to NYSOPRHP annual reports.

**Bethpage State Park**

Before Bethpage State Park was opened to the public, the land belonged to Benjamin Yoakum, a wealthy railroad executive. In 1923, he opened a facility with an 18-hole golf course and County Club. In 1931, LISPC leased the property from the Yoakum estate. In 1932 the course was opened for public play and re-named the Bethpage Golf Club.

During the Great Depression, as many as 1,800 people were employed under the Work Relief Project Act (WPA) on the construction of the Bethpage facilities including the Clubhouse, the redesign of the Green Course and construction of the Blue and Red Courses, which were both opened in 1935.\(^3\) Despite its status as a premier golf course, Bethpage is known for its extraordinary value, offering reasonable clubhouse and green fees for the general public. Approximately 300,000 rounds are played annually on the five courses at Bethpage, according to the NYSOPRHP Web site.\(^4\)


\(^4\) [http://nysparks.state.ny.us/parks/108/details.aspx](http://nysparks.state.ny.us/parks/108/details.aspx)
1.3 Characteristics and Elements of Each Parkway

Wantagh State Parkway, South of the Southern State Parkway (Constructed 1927-1932)

Overview

The Wantagh State Parkway opened on the same day as Jones Beach in 1929. The Parkway was included in the park’s initial design and when opened, provided the first public access to Jones Beach State Park. Wantagh State Parkway is characterized by sweeping views of the East Bay and South Oyster Bay from its three channel crossings, and its grand, formal entrance to Jones Beach State Park. Together with Ocean Parkway, Wantagh State Parkway forms the axis around which the structures and facilities in Jones Beach State are symmetrically arranged.
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

Meadowbrook State Parkway, South of the Southern State Parkway (Constructed 1932-1935)

Overview

The Meadowbrook State Parkway was constructed from Merrick Road to Jones Beach State Park in 1934 to alleviate southbound traffic on the Wantagh State Parkway. In 1935, the Meadowbrook State Parkway was extended 2.8 miles north to the Southern State Parkway in North Merrick. Roughly 7 miles of the 12.8-mile parkway is designated as a scenic byway. Historic wooden guide rail, wooden light poles and expansive views of the Middle and East Bay define the byway.
Bethpage Parkway (Constructed 1934-1936)

Overview

Bethpage State Parkway was opened in 1936 to serve as a parkway connection from the Southern State Parkway to Bethpage State Park in eastern Nassau County. The 2.4-mile roadway runs south to north through the Town of Oyster Bay in Nassau County, and terminates at a traffic circle in Bethpage State Park. Historic bridges and a dense landscaped edge of mature woodland vegetation define Bethpage State Parkway’s unique character. The beauty of this natural environment is particularly spectacular during the fall season, when bright red, orange and yellow foliage illuminate the roadway corridor.
Loop Parkway (Constructed 1932-1934)

Overview

The 2.7-mile Loop Parkway connects the Meadowbrook State Parkway with the waterfront community of Point Lookout on Lido Beach. Loop Parkway was constructed almost entirely on hydraulic fill on lands donated to New York State by the Town of Hempstead. Although a short stretch of roadway, Loop Parkway has three channel crossings, and is characterized by expansive views of the Middle Bay, Jones Inlet, and fleeting views of structures on Jones Beach State Park.

Recent improvements to the parkway include modified historic design elements including wooden light poles and guiderails. These elements reflect standards proposed by the Historic Long Island Parkway Task Force and address safety concerns. The visual effect is aesthetically pleasing and retains the historic character-defining features of the Long Island Parkways.
Bay Parkway (Constructed 1930-1934)

Overview

Bay Parkway acts as a spur that provides access from the Meadowbrook State and Ocean Parkways to the west end of Jones Beach. As Bay Parkway elevates over the Wantagh State Parkway near the Jones Beach traffic circle, a grand view of the water tower and Atlantic Ocean beyond is seen to the south. Views of the Atlantic Ocean, Jones Inlet and Point Lookout are impressive from the West end of Jones Beach which is a significant habitat for nesting terns, piping plovers and skimmers. The Parkway spans 3.2 miles.
Ocean Parkway ( Constructed 1930-1934)

Overview

Ocean Parkway runs west to east approximately 15.7 miles from Jones Beach State Park in Nassau County to Captree State Park in Suffolk County. The longest of the selected byways, it passes through three State Parks, two counties and four towns (Hempstead, Oyster Bay, Babylon and Islip). The parkway was built as the primary east-west route connecting Jones Beach State Park with Gilgo Beach State Park, Captree State Park, and routes to Fire Island and the mainland via the Robert Moses State Parkway. An open, flat landscape and beach environment characterize Ocean Parkway.
1.4 Project Process

The following research methods were employed to arrive at the findings presented in this report:

- Review of key documents
- Base mapping with GIS information obtained from NYSDOT, Region 10
- Field visits: Intrinsic quality inventory, photo logs, etc.
- General internet search. Relevant articles obtained from local and national media sources
- Correspondence with NYSDOT Maintenance and Operations and Region 10 staff, Advisory Committee members and the public

A series of technical memos were prepared on each of the following topics, from which the Corridor Management Plan was developed:

- Vision and Goals
- Corridor Profile and Stewardship Plan
- Transportation, Safety, Operations and Maintenance Report
- Interpretive Plan
- Marketing, Tourism Development and Visitor Experience Plan

Public involvement is an important element of developing a successful corridor management plan. A public meeting was held on May 12, 2009 to introduce the byways program and gather input from the general public.

To guide the CMP process, an Advisory Committee was formed to provide expertise and input into various elements of the CMP (see Appendix A). Meetings were formatted as working sessions with Advisory Committee members and the project team. Committee members have been integral in formulating specific management strategies for the Select Historic Long Island Parkways. Two Project Advisory Committee meetings and one focus group session were held since project initiation:

- Advisory Committee #1, April 2, 2009: Introduction to the NYSDOT and National Scenic Byways Program, the Select Historic Long Island Parkways and discussion of a draft Vision and Goals Statement.
- Advisory Committee #2, May 12, 2009: Discussion of critical issues and introduction to draft stewardship strategies.
- Public Meeting #1, May 12, 2009: Introduction to the NYSDOT and National Scenic Byways Program, the Select Historic Long Island Parkways and discussion of a draft Vision and Goals Statement.
- Focus Group Sessions, June 11, 2009: Focus group discussions on management strategies related to the following areas; Preservation and Landscape Maintenance, Tourism and Marketing, Transportation and Connectivity, and Interpretation and Stewardship.
- Advisory Committee Meeting #3, September 24, 2009: Review of findings from Focus Group Sessions and Technical Memorandums, and presentation of the Byway Story and Tourism, Marketing and Promotion Opportunities.
- Joint Advisory Committee #4/Public Meeting #2: June 2, 2010
1.5 Vision and Goals for the Long Island Scenic Parkways

The vision and goals for the Select Long Island Parkways were formed through collaboration with New York State Department of Transportation, Advisory Committee members and the public. The vision statement establishes the underlying philosophy for preserving corridor resources while the following goals and objectives provide a general framework for forwarding this vision.

**Vision Statement**

- To preserve and build upon Robert Moses’ vision of a transportation system comprised of “linear parks” that provide access to quality recreational opportunities for Long Island residents and visitors
- To enhance and extend the natural, historic and recreational experience beyond the boundaries of Jones Beach and Bethpage State Parks, onto the adjacent Parkways and communities
- To recognize and work to protect the outstanding intrinsic qualities -- historic, scenic, natural, recreational, cultural and archaeological -- of the Parkways, Jones Beach and Bethpage State Parks and the byway corridor communities. These important resources will be used as leverage to promote the byway corridor as a regional destination
- To preserve the transportation function of the Parkways for commuters, travelers and visitors, consistent with the vision of Robert Moses

**Goals and Objectives**

1. Employ strategies that preserve and enhance enjoyment of the byways’ intrinsic qualities, while continuing to meet current standards for safety and accessibility
   - a. Reconcile historic parkway design standards with current design guidelines, policies and standards
   - b. Provide opportunities for travelers to stop and enjoy scenic views and other areas of importance
   - c. Minimize physical and visual intrusions to the traveler experience
   - d. Promote preservation and restoration of existing historic structures

2. Promote economic development strategies that build upon existing assets and work to revitalize byway communities
   - a. Pursue opportunities which aim to increase tourism during off-peak or shoulder seasons
   - b. Link historic preservation with tourism and economic development
   - c. Capitalize on main street strategies to create “gateways” from local downtowns to the byway corridor and support downtown revitalization
   - d. Support the recreational boating and commercial fishing industry
   - e. Promote sustainable tourism (ecotourism)

3. Enhance the existing park and parkway network by expanding opportunities for multi-modal travel to destinations throughout the corridor for people of all ages and abilities
   - a. Enhance opportunities for regional and local mass transit connections to byway resources
b. Enhance opportunities for non-motorized/multi-modal transportation along all selected Parkways  
c. Identify and strengthen a non-motorized transportation network to link area attractions  

4. Foster support, stewardship and public awareness of the scenic byway corridor through public outreach and education  
   a. Identify and interpret points of interest and intrinsic qualities of the byway corridor  
   b. Emphasize the history and importance of parkway development and the unique cultural traditions of Long Island's South Shore  
   c. Develop and implement a sign plan that educates visitors and conveys the interpretive themes of the byway corridor  
   d. Strengthen partnerships with historical societies, museums, schools, community organizations and local businesses  

5. Support land uses that are compatible with protection and enjoyment of the natural environment  
   a. Support activities and land uses that maintain the enjoyment of existing features and their preservation  
   b. Protect and promote the outstanding biological diversity of the South Shore  
   c. Emphasize measures to mitigate runoff, preserve habitats and otherwise manage and improve environmentally sensitive areas  
   d. Discourage incompatible land use and support policies that limit negative impacts on natural resources  
   e. Expand on opportunities for active and passive recreation and identify areas that are appropriate for water and land-based recreational activities such as bird watching, swimming, fishing, golfing, hiking, cycling, etc.  
   f. Identify future businesses that are compatible and will help promote the Corridor Management Plan Vision and Goals with an emphasis on eco-tourism and heritage tourism  

6. Continue dialogue among advisory committee members, state and other local agencies, and the public regarding Byway goals and objectives  
   a. Identify and collaborate with related initiatives within the byway corridor, such as the South Shore Estuary Reserve (SSER)  
   b. Strengthen partnerships with the private sector
CHAPTER 2 – Corridor Context

2.1 Demographics and Land Use

Long Island experienced two major waves of population growth in the 20th century. The first was in tandem with the building of infrastructure and transportation networks in the 1920s and 1930s. The second, and largest, period of growth occurred immediately following World War II. Federal policies addressing the needs of returning war veterans and the growing American ideal of homeownership spurred intense suburban development on Long Island. The map below illustrates the population density for the area as of the 2000 US Census.

At present, population is concentrated in Nassau County (4,652 persons/sq. mile) and western Suffolk County (2,417 persons/sq. mile). Local governments in both Nassau and Suffolk Counties have prioritized managing growth and preserving remaining open space in their comprehensive plans.

Land uses within Nassau and Suffolk Counties, including areas adjacent to the Parkways, are predominantly single-family residential with commercial corridors and industrial areas. There are higher concentrations of multi-family development in established villages and cities such as Hempstead, Rockville Centre and Freeport.

The regional demographic trends include:
- Increasingly fewer opportunities for development and growth;
- Higher costs of purchasing and maintaining homes; and,
- Aging population.

Population Density - 2000 U.S. Census
2.2 Existing Protections/Regulatory Framework

State and National Historic Register Listing

In 1987, the New York State Historic Preservation Office (SHPO) determined that the following segments of the Long Island Parkways were eligible for the State and National Register of Historic Places:

- Bethpage State Parkway
- Meadowbrook Parkway (south of the Southern State Parkway)
- Wantagh State Parkway (south of the Southern State Parkway)
- Loop Parkway
- Bay Parkway
- Ocean Parkway

The following properties are officially listed on the National Register of Historic Places:

- Jones Beach State Park, Causeway and Parkway System. The listing includes Ocean Parkway (within Jones Beach State Park), Wantagh State Parkway and Meadowbrook State Parkway (south of the Southern State Parkway), Bay Parkway, and Loop Parkway

The following properties are officially listed on the New York State Register of Historic Places:

- Bethpage State Parkway, Bridle Path and Bethpage State Park
- Ocean Parkway (Meadowbrook Parkway to Robert Moses Causeway)
- Wantagh State Parkway (Southern State Parkway to Ocean Parkway)
- Bay Parkway (West End to Marine Theater)

All segments of the selected byways are listed on the National or New York State Historic Registers. In addition, Gilgo, Captree, and Robert Moses State Parks and Robert Moses State Parkway have been determined eligible for National and State Register Listing. Although they are not officially listed on the National Register, they are all afforded the same historic protections under a SHPO ruling of National and State Historic Register eligibility.

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1 The State and National Registers of Historic Places are official lists of buildings, structures, districts, objects, and sites significant in the history, architecture, archeology, engineering, and culture of New York State and the nation. The same eligibility criteria are used for both the New York State and National Registers. In New York, the Commissioner of the New York State Office of Parks, Recreation and Historic Preservation, who is also the State Historic Preservation Officer (SHPO), administers these programs.
State and National Environmental Review

Under the State Environmental Quality Review Act (SEQRA) and the National Environmental Policy Act (NEPA), a wide range of publicly sponsored developments are subject to environmental review. Regulations developed pursuant to the act mandate that lead public agencies must consider whether projects will have a negative impact on resources of environmental, social and economic importance, and if so, establish conditions to mitigate that impact.

Land Use Regulations

Various local, State and Federal protections apply to land and waterways on or adjacent to the selected Parkways.

Zoning

The New York State constitution established a state policy to conserve and protect scenic beauty. State law allows all municipalities to protect scenic views under Municipal Home Rule Law, which allows them to adopt land use laws to protect and enhance their physical and visual environments. Towns and villages may also consider viewshed protection in their definition of open space.

Although the Parkways themselves are located on State lands and subject to New York State laws, local zoning code prescribes the appropriate land use for corridor communities. A cursory review of municipal/county zoning and land use, including restrictions on land or adjacent to Parkways, open space and scenic viewsheds indicates that none of the adjacent municipalities have adopted measures to protect scenic views.

The South Shore Estuary Reserve Comprehensive Management Plan recommends zoning for water-dependent uses in the Village of Freeport, which would specify permitted uses, standards and guidelines for Freeport’s waterfront areas. Measures to protect and enhance the waterfront of adjacent communities provides ancillary benefits as promotion of the Select Historic Parkways extends to adjacent communities that offer attractions and services for visitors.

Tidal Wetland Protections

The New York State Department of Environmental Conservation (DEC) limits development on or adjacent to tidal wetlands (generally 300 feet landward), although consideration is given in cases of social or economic hardship. Under DEC’s rules, land use on sections of the Parkways adjacent to tidal wetlands must be, “compatible with the preservation, protection and enhancement of the present and potential values of tidal wetlands.”

New York State and Federal Coastal Policies

The federal Coastal Zone Management Act and the New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act establishes protocol for the appropriate use and protection of the nation’s and the State's coasts and waterways.

Under these policies, significant Coastal Fish and Wildlife Habitats have been identified, a number of which are located on or adjacent to the Parkways. While coastal policy generally supports increased recreational usage and human enjoyment of coastal areas, it limits land development and other activities that may have a negative impact on the health of significant coastal habitats. ³

2.3 Related Planning Initiatives

South Shore Estuary Reserve

The South Shore Estuary Reserve was formed by the New York State Legislature at the urging of Long Islanders concerned with the long-term health of the South Shore Estuary.

The estuary is geographically defined as the area from Atlantic Beach on the western end to the eastern end of Shinnecock Bay, encompassing the villages and towns along the shore. A significant portion of the Corridor Study Area, including Jones Beach State Park north of mean high tide, is located within the Estuary Reserve.

A Comprehensive Management Plan for the Estuary was adopted to establish a consensus-based blueprint for the protection and restoration of the estuary's natural, cultural and economic-related resources. The management plan contains recommended actions focused on improving water quality, restoring and protecting living resources, expanding public use and enjoyment of the estuary, sustaining and expanding the estuary-related economy and increasing education, outreach and stewardship in the Reserve. ⁴

South Shore Bayway

The South Shore Bayway is envisioned as a dynamic network of recognized Destinations and Connectors where residents and visitors can enjoy, explore, and experience the heritage, natural beauty, and recreation resources of the Long Island South Shore Estuary Reserve. Maritime centers, parks, cultural and historic sites, museums, natural areas, and waterfronts will be connected together by road corridors and trails from western Hempstead through Southampton Village. Access to the water and the development of a cohesive and interpretive signage program are integral to the Bayway system. Montauk Highway/Merrick Road is the Bayway's major east-west roadway corridor.


All selected Parkways (except for Bethpage at this time) are recommended as connectors in the South Shore Bayway Strategic Implementation and Marketing Plan (SIMP). In addition, recognized destinations within the Corridor Study Area (CSA) include:

- Zach’s Bay at Jones Beach State Park
- The Nautical Mile on Woodcleft Avenue, Freeport
- John F Kennedy Sanctuary and Preserve, Oyster Bay
- Lido Beach Marine Conservation Area, Point Lookout
- Norman J. Levy Park and Preserve, Merrick
- Theodore Roosevelt Nature Center at Jones Beach
- Oak Beach Park, Babylon
- Captree State Park, Islip

Key goals and recommendations of the Vision Report for the South Shore Bayway that relate to the scenic byway plan of the Select Historic Long Island Parkways include:

- Provide the public with a comprehensive overview of the Bayway’s environment, natural and cultural resources, and promote stewardship of the estuary through the Bayway’s Web site.
- Increase awareness of the Bayway through coordinated signs, exhibits, logos and guidebooks.
- Feature existing maritime centers such as Freeport, Point Lookout, Captree Basin, Merrick and Seaford.
- Incorporate existing recreation areas such as parks, beaches, multi-use trails and watersport centers.
- Create a Bayway water trail to connect by waterfront access sites, maritime centers, recreation areas and cultural sites along the Long Island and barrier island shoreline. This boating trail will become an integral component of a State-wide Blueway Trail.
- Incorporate environmental education into Bayway signage and interpretive materials
- Protect, interpret and access the scenic resources of the South Shore.
- Provide increased parking with attention to the pedestrian character of areas, sensitive cultural and environmental features, and neighborhood access and safety concerns.

Using these goals as guidelines, the short-term Capital Improvement Plan for the Bayway proposed the following projects within the Byway CSA:

- Provide signage on Sunrise and Montauk Highways and key intersections to direct visitors to Bayway destinations.
- Construct a fishing pier at Oak Beach Park, Town of Babylon (in construction).
- Develop a Nassau County Water Trail for non-motorized boating.
- Extend the existing Wantagh Parkway shared-use path beyond the South Shore Estuary Reserve’s northern boundary (in design).
- Inspect and repair fishing pier at Captree Island State Park.
- Install interpretive signage at Zach’s Bay at Jones Beach, Robert Moses and Heckscher State Parks.
- Construct the Ocean Parkway Bike Path (in design).
• Repair, resurface aged parking lots at State Parks.
• Repair, rehabilitate aging historic structures.
• Improve LIRR and MTA railroad stations as gateways to the Bayway with interpretive signage and bike lockers.

Long Island Non Motorized Transportation Study (LINMTS)

The Long Island Non Motorized Transportation Study (LINMTS) Final Report, though not officially adopted to date, has been completed by NYSDOT and the New York Metropolitan Transportation Council (NYMTC) to address bicycle and pedestrian issues throughout Long Island. The study identifies improvements to make bicycling, walking, and other non-motorized transportation modes more attractive and convenient. The following list contains existing, planned and proposed bike paths or walkways on or adjacent to the selected Long Island Historic Parkways, as discussed in LINMTS.

Existing Facilities:

• Jones Beach Boardwalk* (west of Jones Beach Causeway): 2 miles
• Wantagh Parkway* (Ellen Farrant Memorial Bikeway): 4.5 miles
• Bethpage Parkway Bikeway: 6.8 miles
• Wantagh Park: 3 miles
• Hempstead Turnpike Multi-Use Path (NYSDOT): 1.5 miles
• Little Swift Creek Harbor Walk (Freeport)
• Guy Lombardo Promenade (Freeport)

The Jones Beach Boardwalk and Wantagh State Parkway bikepath were included in the original design of Jones Beach State Park and the Parkway system. These facilities have been modified since their construction but retain the historic design elements and intent.

Planned/Programmed Improvements (2010-2030):

• Ocean Parkway: Jones Beach State Park to Captree State Park, 14 miles – in design.
• Robert Moses Causeway: Northbound bridge over Great South Bay, from Captree State Park to Montauk Highway, 3 miles – in planning.
• Bethpage Parkway Extension: From Bethpage State Park to Syosset LIRR station, 7 miles – in design.
• Prospect Avenue: New Cassel (Wantagh Parkway to Brush Hollow Road), 1 mile.
• Wantagh Parkway: From Cedar Creek Park to Eisenhower Park, 11 miles – in design.
Unprotected Woodlands Taskforce Management Plan for the Meadowbrook Parkway Corridor (MPC)

The Unprotected Woodlands Taskforce was formed to reduce illegal activity and promote stewardship of the Meadowbrook Parkway Corridor. The Taskforce is headed by Nassau County legislators Norma Gonsalves and David Denenberg. The MPC encompasses woods behind Brookside School in Merrick and along the Meadowbrook Parkway. The Management Plan aims to protect and provide management directions for the corridor and maintains that creating public access would reduce vandalism and encourage stewardship of the woodlands. Key goals of the plan are to:

- Provide passive recreation (i.e., designate nature trails in corridor)
- Ensure public access through by providing adequate signage, public parking and non-motorized transportation facilities
- Reduce vandalism, litter and general misuse of the natural environment
- Promote environmental education and stewardship of the corridor

2.4 Major Development Proposals

- **Trump on the Ocean, Jones Beach State Park**: Trump on the Ocean is envisioned as a 33,000 square foot luxury dining and catering facility on Jones Beach. The seven-acre development site is located in the heart of Jones Beach State Park, just east of the traffic circle on the oceanfront. The development replaces the Moses’ original Boardwalk Restaurant, which was recently demolished. New York State OPRHP and Trump are currently in a legal standoff over plans for development. The legal battle stemmed from criticism by prominent local and State officials that Trump’s proposal did not fit with the park’s historic design or intent.

- **Bethpage-Grumman Facility/Lunar Module Park, Oyster Bay**: At Lunar Module Park, a vacant industrial site will be redeveloped into research and technology business center. Portions of the site that are currently owned by Nassau County or the Town of Oyster Bay, which is within the study area, are moving towards redevelopment. However, the US Navy, who owns an additional 105 acres withdrew its initial offer to transfer lands acres to the County, stalling development plans.

- **The Lighthouse at Long Island, Town of Hempstead**: This proposal includes a plan to rehabilitate the Nassau County Coliseum and create 5.5 million square feet of mixed-use development, which will accommodate convention facilities, hotels, Class A office space, and 2,300 new residential units. The Town of Hempstead, which is within the study area, is the lead agency for ongoing SEQR review.
CHAPTER 3 – Inventory of Intrinsic Qualities

3.1 Statement of Significance – Historic, Recreational and Natural Qualities

The National Scenic Byway Program has established six intrinsic qualities, or criteria, for considering whether a road warrants designation. The qualities are: archeological, cultural, historic, natural, recreational and scenic. The definitions in the following exhibit are provided as guidance by the National Scenic Byways Program. Historic, recreational and natural resources are recognized as the most important intrinsic qualities of the Select Historic Long Island Parkways.

In the analysis and review of the potential intrinsic qualities of the Select Long Island Parkways as defined by the National and State Scenic Byways Programs, the primary attraction as a historic quality is supported by the determination that the Parkways were deemed eligible for listing on the National and State Registers of Historic Places in 1987. This determination was made by the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) on the following basis:

“The Long Island Parkways have significance within the categories of transportation, landscape architecture, community/regional planning, and for its association with Robert Moses’ ambitious plans for the Long Island State Park System.”

Distinctive character-defining features of parkway design include, “uniform picturesque appearance of roadbeds, pathways, stone-arched bridges and walls which are set within generous, lushly planted landscapes. In addition, light fixtures, guide rails, fences and some roadside signs retain the original rustic wood construction of the Parkways historic design scheme.”

The creation of the Long Island State Parkways and Parks Region established the standard for Parkways in New York State and across the nation. During the post-war boom of the 1920’s and 30’s The Long Island State Park Commission (LISPC) created a network of parks and Parkways that:

- Provided metropolitan New Yorkers access to large expanses of parkland and oceanfront beaches for the first time, offering working-class citizens the opportunity to escape city life and enjoy the natural environment.
- Recognized and strengthened the link between private auto use and public recreation as auto ownership among middle-class Americans rapidly increased.
- Enhanced and expanded the recreational experience where motorists could enjoy the natural environment while traveling along the Parkways to and from the park resources.

The Select Long Island Parkways are linear parks offering the traveler a wealth of recreational qualities. Driving the Parkways is an enjoyable recreational experience enroute to Jones Beach and Bethpage State Parks, which offer access to the Atlantic Ocean and the Great South Bay with numerous beachfront and water-related resources. Both passive and active recreational facilities abound in these parks and other facilities along the Parkways, offering residents and visitors the opportunity to enjoy a wealth of activities from sunbathing, watching sunsets and bird watching to
fishing, swimming, boating and golfing. Numerous local and county parks expand the potential for outdoor recreation for millions of Long Islanders.

Defined not only by the designed features of the parkway system, the Parkways’ character is also defined by the natural qualities of the landscape that surrounds them and the significant natural features of Long Island’s South Shore Estuary. This environment once offered Long Island baymen a livelihood fishing the surrounding waters for shellfish and led to cottage settlements. Local support and recognition of the splendors of the bays, barrier beaches and tributaries that connect the beauty, history and natural resources of this ecologically-sensitive estuary is noted in the South Shore Estuary Reserve’s “A Vision for The South Shore Bayway”:

“The South Shore Estuary was formed during the past 5,000 - 10,000 years by the interaction of rising seas and the glacially-deposited material that makes up Long Island. This interaction shaped the barrier island system and enclosed 173 square miles of bays now characterized by tidal marshes, mud and sand flats, beds of underwater vegetation, and extensive shallows. This barrier and bay system continues to be re-worked by the constant actions of the tides, wind, waves, and coastal storms. The relatively calm, protected waters of the South Shore Estuary provide the basis for the water-related economic and recreational activities that have evolved from boat building and the harvesting of oysters, hard clams, and salt hay, to recreational boating, sport fishing, waterborne transportation, and tourism.”

The historic, recreational and natural qualities of the Select Long Island Parkways are significantly important to warrant Parkway designation as a New York State Scenic Byway.

3.2 Scenic Character of the Select Historic Parkways

Although each of the selected Parkways has a unique scenic character, this group of Parkways was created based on a cohesive design philosophy and as such, share a number of common design elements. Together, these design elements contribute to the experience of travelers, making the Parkways themselves an important part of the scenic quality.

Moses evoked a “rustic” environment along sections of the roadway by mandating the installation of wooden lightpoles and guiderails and concrete, stone-faced bridges. In addition, he ensured that commercial intrusions and truck traffic were restricted from the roadways.

Within the parks, Moses directed the construction of massive yet elegant public facilities. Structures within Jones Beach State Park and Bethpage State Park were constructed with expensive brick and stone materials, evoking a sense of grandeur. Carnival attractions, which were the main draw at Coney Island and other seaside destinations of the time, were banned at Jones Beach State Park. Moses insisted on focusing attention on the natural qualities of each park; he wanted to provide visitors with opportunities for clean, wholesome fun.

Although scenic views vary by parkway, the south shore landscape is generally open and flat. Portions of the Parkways located south of the mainland offer beautiful, expansive views of the salt

1 http://www.estuary.cog.ny.us/bayway/visionreport.pdf
marshes and bay waters. Parkway segments on the mainland generally do not have any wide clearings or expansive views, but rather are bound by a continuous, woodland edge.

The main detraction to scenic integrity along the byways is residential frontage, particularly along portions of the Meadowbrook and Wantagh State Parkways on the mainland. In addition, opportunities are limited to stop and enjoy the scenery along all of the Parkways. By design, shoulders and curbs are narrow or do not exist in many places along the byways.

3.3 Intrinsic Qualities Highlights

**Historic Qualities**

**Wantagh State Parkway, South of the Southern State Parkway (Constructed 1927-1932)**
The Wantagh State Parkway south of the Southern State Parkway is listed on the National Register of Historic Places. Wooden guide rail and light poles, concrete, stone-faced bridges, a seven-lane toll plaza and a stone gas station are all contributing features to its historic designation. The Wantagh State Parkway has particular historic significance because it provided the first public access to Jones Beach State Park.

**Meadowbrook State Parkway, South of the Southern State Parkway (Constructed 1932-1935)**
The Meadowbrook State Parkway from the Southern State Parkway to Jones Beach is listed on the National Register of Historic Places. Contributing features include grassy medians, wooden guide rails and light poles, a seven-lane toll plaza, and concrete stone-faced bridges along the roadway.
Bethpage Parkway (Constructed 1934-1936)
Bethpage State Parkway is listed on the State Register of Historic Places and is eligible for the National Register of Historic Places. The adjacent bridle path, original stone-arched bridges and roadway design are significant contributing features to the parkway’s historic character.

Loop Parkway (Constructed 1932-1934)
Loop Parkway is listed on the National Register of Historic Places. Contributing features include wooden guiderails and light poles and bridges.

Recent improvements to the parkway include modified historic design elements such as wooden light poles and guide rails. These elements reflect standards proposed by the Historic Long Island Parkway Task Force and address safety concerns. The visual effect is aesthetically pleasing and retains the historic character-defining features of the Long Island Parkways.

Bay Parkway (Constructed 1930-1934)
Bay Parkway is listed on the National Register of Historic Places. It provides a connection to the historic Nikon at Jones Beach Theater on Jones Beach.

Ocean Parkway (Constructed 1930-1934)
As mentioned above, Ocean Parkway is the primary east-west access route through Jones Beach State Park. Often called the “crown jewel” of Long Island, Jones Beach State Park is on the National Register of Historic Places and contains many significant historical resources. From west to east, Ocean Parkway offers connections to and views of the West Bathhouse, the oceanfront Boardwalk, the Jones Beach Water Tower, and the East Bathhouse – all of which are listed as significant contributing features to the park’s historic designation.

Recreational

Wantagh State Parkway, South of the Southern State Parkway
A multi-use path was built as part of the Wantagh State Parkway’s original design. The Ellen Ferrant Memorial bikeway, running from Cedar Creek County Park to Jones Beach State Park, is a regional attraction and draws visitors from all over Long Island and New York State. Jones Beach State Park is a major recreational destination offering a multitude of active and passive recreation opportunities. In addition, a number of local parks (Forest City Park, Millpond County Park, Wantagh County Park, and Cedar Creek County Park) also border the byway. South Oyster Bay is a regional destination for waterfowl hunting.

Meadowbrook State Parkway, South of the Southern State Parkway
The byway is bordered by a number of recreation facilities, including the Merrick Road Town Golf Course and the Roosevelt County Preserve, with fishing opportunities. Middle and East Hempstead Bay is open to the public for waterfowl hunting and receives heavy recreational fishing pressure, of regional significance.
Bethpage Parkway
Bethpage State Park is best known for its five golf courses, including the highly rated Black Course, which was the site of the U.S. Open Championship in 2002 and 2009. In addition to golf, visitors also use the park's picnic facilities, playing fields, tennis courts, hiking and biking trails and cross-country skiing trails. In the 1980s, a multi-use path was built adjacent to the Parkway. The path is well traveled by cyclists and pedestrians of all ages.

Loop Parkway
The barrier island has a number of recreation facilities including Lido Beach Town Park, Nassau Beach County Park, Point Lookout Town Park and two public marinas with boats available for rent or charter. Water sports, such as boating, kayaking, jet skiing and fishing are extremely popular on the island.

Bay Parkway
Short Beach Island and Short Beach provide fishing and picnicking facilities on the West End of Jones Beach. In addition, the Theodore Roosevelt Nature Center, offers educational tours and programs for all ages.

Ocean Parkway
Ocean parkway provides access to a wide array of recreational activities. Jones Beach State Park, Tobay Beach, Gilgo State Park, Cedar Beach Park, Oak Beach and Captree State Parks are particularly popular for swimming, fishing, boating and bird watching. Although bicycling and walking are officially prohibited along Ocean Parkway, NYSDOT reports that pedestrians and cyclists are often seen utilizing the parkway’s edge. Recreational facilities within Jones Beach State Park include the boardwalk, a mini golf course, and two swimming pools. To the east, Gilgo Beach State Park is an undeveloped area with expansive views of the Atlantic Ocean. This park is especially popular with anglers fishing for stripe bass, blue fish and a variety of salt-water species. Captree State Park is popular with fishers and picnickers. Fishing boats, scuba diving, sightseeing and excursion boats dock at the Captree boat basin.

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2 Draft Design Report: Ocean Parkway Multi-use Path
**Natural**

**Wantagh State Parkway, South of the Southern State Parkway**
This portion of the Wantagh Parkway is entirely within the New York State Coastal Area Boundary and the South Shore Estuary Reserve. Areas of natural importance include the East Hempstead Bay and South Oyster Bay, as well as the freshwater streams and ponds bordering the Parkway (see Meadowbrook for details).

**Meadowbrook State Parkway, South of the Southern State Parkway**
The designated parkway segment is located within the NYS Coastal Area Boundary and South Shore Estuary Reserve. Significant Coastal Fish and Wildlife habitat areas include East Hempstead Bay, located between the Meadowbrook and Wantagh State Parkway right of ways, and Middle Hempstead Bay. The East Hempstead Bay, Middle Hempstead Bay and South Oyster Bay (just east of the Wantagh State Parkway) represent some of the largest undeveloped coastal wetland ecosystems in New York State. The freshwater streams and ponds bordering the Meadowbrook State Parkway are also important to support wildlife and provide recreational venues. Common terns and a variety of nesting heron species inhabit the bays.

The salt marshes, intertidal flats, and shallows are used extensively as feeding areas for nesting birds and for shorebirds during migration. In addition to having significant bird concentrations, the bays are a productive area for marine finfish, shellfish, and other wildlife. Hard clams, soft clams, ribbed mussels and blue mussels inhabit the area, however most of the area is not certified for commercial shell fishing.

**Loop Parkway**
All of Loop Parkway is located in the New York State Coastal Area Boundary and the South Shore Estuary Reserve. Nassau Beach is a significant coastal habitat just one mile west of Point Lookout. The beach is a significant nesting area for least terns and piping plovers.

**Bay Parkway**
Bay Parkway is located entirely within the NYS Coastal Area Boundary and South Shore Estuary Reserve. West End Beach is an undeveloped barrier island habitat for nesting terns, piping plovers and skimmers.

**Ocean Parkway**
All of Ocean Parkway is located within the New York State Coastal Area Boundary and the South Shore Estuary Reserve. Areas that have been identified as significant coastal fish and wildlife habitats include the storehouse at Jones Beach State Park, South Oyster Bay, Parking Lot 9 at Jones Beach State Park, Tobay Sanctuary, Great South Bay West, Gilgo Beach, Cedar Beach, and Sore Thumb. Gilgo Beach is an important nesting area for least terns, which are on the federal list of endangered species. Piping plovers are listed as a threatened species that live and nest in various locations along the barrier island.

Vegetation along the parkway is classified as maritime dune and shrub land; Bayberry and Sea Myrtle largely compose the vegetation immediately adjacent to the parkway. Due to the Parkway’s location on a barrier island, it is subject to flooding and frequent closures, particularly on its eastern end.
Scenic

Wantagh State Parkway, South of the Southern State Parkway
Expansive views of marshland and tidal flats in the East Bay and South Oyster Bay can be seen at the parkway’s three channel crossings (over Flat Creek, Goose Creek and Sloop Channel). Serene views of wildlife are glimpsed from the parkway’s southbound lanes towards Seaman Pond and Wantagh Pond. The traveler experience is degraded somewhat along the northbound lanes on the mainland due to encroachment from residential neighborhoods adjacent to the parkway.

Meadowbrook State Parkway, South of the Southern State Parkway
Expansive views of the Middle and Easy Bay are found at the parkway’s three channel crossings (over the Freeport Creek, the Bay of Fundy and Sloop Channel). Detracting features include the Wastewater Treatment Facility and power plant just west of the Parkway in the Village of Freeport.

Bethpage Parkway
Bethpage State Parkway does not have any wide clearings or expansive views. The byway is lined with dense, mature woodlands, providing a visual screen from the surrounding residential neighborhoods. This beauty of this natural environment is particularly spectacular during the fall season, when bright red, orange and yellow foliage illuminate the roadway corridor.

Loop Parkway
Of all the Parkways, Loop parkway has the most expansive and continuous views of the water. From the bridge over Swift Creek, travelers get a glimpse of the Jones Beach Water Tower and other structures on Jones Beach State Park.
Bay Parkway
Views on the beach and ocean are obscured by parking lots on the parkway’s south side. However, impressive views of the Meadowbrook Causeway and Sloop Channel are found near the US Coast Guard Station on the north side of the Parkway. As Bay Parkway elevates over the Wantagh State Parkway near the Jones Beach traffic circle, a grand view of the water tower and Atlantic Ocean beyond is seen to the south. Views of the Atlantic Ocean, Jones Inlet and Point Lookout are impressive from the west end of Jones Beach.

Ocean Parkway
Within Jones Beach State Park, Ocean Parkway is a formally landscaped boulevard with wide plazas. At its west end, the parkway is physically at its farthest point from the waterfront, and views of the water are distant. As one drives east of the Jones Beach traffic circle, the barrier island narrows, and views of Zach’s Bay and the Nikon at Jones Beach Theater emerge to the north.

Continuing east of Jones Beach State Park, Ocean Parkway transforms into a more open, scenic drive. However, water views to the south are almost completely obstructed by sets of dunes and beach grass, which act as protection from powerful winds and storm damage. Expansive views northward to the Great South Bay and the Long Island mainland come into focus near Gilgo Beach and continue eastward to Cedar Beach. Additional views are offered east of the Ocean Parkway terminus in Captree State Park. From the park picnic area, visitors are treated to a stunning view of the Fire Island Bridge and monument on Robert Moses State Park.
### 3.4 Inventory of Scenic Views and Points of Interest

The following tables highlight scenic views and points of interest as shown on the map that follows.

#### Scenic Views Table

<table>
<thead>
<tr>
<th>View#</th>
<th>Parkway</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1</td>
<td>Meadowbrook State</td>
<td>Just south of the Waste Treatment Facility/Powerplant</td>
<td>Short SW view to Freeport Creek and Cow Meadow County Park, first glimpse of marsh/water landscape</td>
</tr>
<tr>
<td>S2</td>
<td>Meadowbrook State</td>
<td>Bridge over narrows</td>
<td>West view to the Narrows and Marsh. Expansive view eastward to Marsh and tidal flats.</td>
</tr>
<tr>
<td>S3</td>
<td>Meadowbrook State</td>
<td>Bridge over Fundy Channel</td>
<td>West view to Bay of Fundy, Meadow Island. East view to marsh, tidal flats, Crow Islands</td>
</tr>
<tr>
<td>S4</td>
<td>Loop Parkway</td>
<td>Bridge over Swift Creek</td>
<td>North view to Bay of Fundy, Marsh, tidal flats. SE view to JBSP, view of JB Water Tower</td>
</tr>
<tr>
<td>S5</td>
<td>Loop Parkway</td>
<td>Draw bridge over Long Creek</td>
<td>View north to marsh, and glimpse of mainland. View south to tidal flat, Point Lookout and West End of Jones Beach</td>
</tr>
<tr>
<td>S6</td>
<td>Loop Parkway</td>
<td>Bridge to Point Lookout</td>
<td>View west to Lido Marina. View east to Marina, Point Lookout residential (across Reynolds Channel)</td>
</tr>
<tr>
<td>S7</td>
<td>Meadowbrook Parkway</td>
<td>Sloop Channel Crossing</td>
<td>Expansive view west towards Marsh, tidal flats, Point Lookout and West End of Jones Beach. View of Sloop Channel, JBSP and Water Tower</td>
</tr>
<tr>
<td>S8</td>
<td>Bay Parkway</td>
<td>Near State Police Station/Coast Guard Parking Lot</td>
<td>View NE to Meadowbrook Parkway, Sloop Channel Crossing</td>
</tr>
<tr>
<td>S9</td>
<td>Bay Parkway</td>
<td>West end of Loop</td>
<td>South view, glimpse of Short Beach and Atlantic Ocean</td>
</tr>
<tr>
<td>S10</td>
<td>Bay Parkway</td>
<td>Bridge to JB Theater. Elevated above Wantagh Parkway</td>
<td>Southward view of JB Water tower and Atlantic Ocean</td>
</tr>
<tr>
<td>S11</td>
<td>Ocean Parkway</td>
<td>Just east of JBSP Traffic Circle</td>
<td>Continuous View NE and NW to Zach’s Bay and JB Theater</td>
</tr>
<tr>
<td>S12</td>
<td>Ocean Parkway</td>
<td>Continuous from Gilgo Beach State Park to Cedar Beach</td>
<td>Northerly view to the Great South Bay, Marsh Land and Mainland Long Island</td>
</tr>
<tr>
<td>S13</td>
<td>Ocean Parkway</td>
<td>Captree State Park Loop</td>
<td>Southward view to Robert Moses Causeway and Monument on Fire Island</td>
</tr>
<tr>
<td>S14</td>
<td>Wantagh Parkway</td>
<td>Sloop Channel Crossing</td>
<td>Eastward view to Marsh and tidal flats. Westward view to Marsh and SW view to JBSP</td>
</tr>
<tr>
<td>S15</td>
<td>Wantagh Parkway</td>
<td>Goose Creek Bridge</td>
<td>Eastward view to Marsh and tidal flats. Westward view to Marsh and tidal flats</td>
</tr>
<tr>
<td>S16</td>
<td>Wantagh Parkway</td>
<td>Flat Creek Bridge</td>
<td>SE view to East bay, Marsh and tidal flats. West view to Marsh and tidal flats.</td>
</tr>
<tr>
<td>S17</td>
<td>Wantagh Parkway</td>
<td>Wantagh Pond, Southbound lane</td>
<td>South view of pond, wildlife</td>
</tr>
<tr>
<td>S18</td>
<td>Wantagh Parkway</td>
<td>Seaman Pond, Southbound lane</td>
<td>South view of pond, wildlife</td>
</tr>
</tbody>
</table>
# Points of Interest Table

The Select Historic Long Island Parkways and their associated historic elements, such as wooden guiders, lightposts and stone-arched bridges, are attractions themselves within this scenic corridor. This table highlights other major destinations and natural, cultural and historic points of interest along the scenic parkway route.

<table>
<thead>
<tr>
<th>Resource</th>
<th>Description</th>
<th>ADDRESS/NOTES</th>
<th>Natural</th>
<th>Historic</th>
<th>Scenic</th>
<th>Cultural</th>
<th>Recreational</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bethpage State Parkway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bethpage State Park</td>
<td>Bethpage State Park is best known for its five golf courses, including the highly rated Black Course, which was the site of the U.S. Open Championship in 2002. Bethpage State Park hosted the U.S. Open in 2009.</td>
<td>Farmingdale, NY</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Bethpage Bridle Path</td>
<td>This multi-use path runs the length of Bethpage Parkway.</td>
<td>Starts at Bethpage State Park, cuts through Massapequa Preserve to Merrick Road. An on-road connection can be made to the Multi-Use Path along Wantagh Parkway.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Massapequa Preserve</td>
<td>423 undeveloped acres of woodlands, ponds, lakes and freshwater wetlands that border Massapequa Creek. Largest passive-use park in Nassau County.</td>
<td>From South Farmingdale to Merrick Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Wantagh Parkway</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Forest City Park</td>
<td>Nature trails, swimming &amp; diving pools, paddle tennis, public &amp; private picnic areas, baseball field, playground</td>
<td>West of the Wantagh State Parkway, north of Jerusalem Avenue, and south of the Southern State Parkway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Seaman Pond</td>
<td>Popular spot for fishing and bird-watching.</td>
<td>West of the Wantagh State Parkway off of Old Mill Road</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Wantagh Pond</td>
<td>A popular fishing and birding spot. A paved path winds around the pond, offering opportunities for wildlife observation and fishing access.</td>
<td>West of the Wantagh State Parkway on the north side of Merrick Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Ellen Farrant Memorial Bikeway</td>
<td>A multi-use trail parallels the parkway to Jones Beach State Park, near the Nikon at Jones Beach Theater.</td>
<td>From Cedar Creek Park south to Jones Beach State Park</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Cedar Creek Park South</td>
<td>The county park offers a wide array of recreational facilities including tennis courts, handball/paddle courts, basketball courts, softball fields, soccer fields, and jogging paths.</td>
<td>Seaford, Merrick Road east of Wantagh Avenue</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Wantagh Toll Plaza</td>
<td>A toll plaza on the parkway welcomes visitors to Jones Beach State Park.</td>
<td>Wantagh Parkway near at the entrance to Jones Beach State Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Wantagh County Park</td>
<td>The park, located on the waterfront, offers numerous opportunities for recreation and magnificent views of the water.</td>
<td>Wantagh, 1 King Road, just south of Merrick Road</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Meadowbrook State Parkway</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Roosevelt County Preserve</td>
<td>Linear preserve adjacent to the Meadowbrook State Parkway provides scenic views and numerous recreational opportunities, including fishing at Mulliner Pond, Smith Pond and East Meadow Pond.</td>
<td>Adjacent to the Meadowbrook Parkway from the Southern State to Sunrise Highway</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Merrick Road Toll Plaza</td>
<td>A seven-lane toll plaza welcomes visitors to Jones Beach State Park.</td>
<td>Near the entrance to Jones Beach State Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Merrick Road Town Golf Course</td>
<td>This course features well-manicured greens and fairways.</td>
<td>Clubhouse Road Merrick, NY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Norman Levy Nature Preserve</td>
<td>A town landfill transformed into a nature preserve and is recognized as a South Shore Bayway destination. Offers views of the Manhattan skyline, New Jersey Palisades and Jones Beach Water Tower.</td>
<td>On Merrick Road, just east of the Meadowbrook Parkway</td>
<td></td>
<td></td>
<td>X</td>
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31
## Points of Interest Table

<table>
<thead>
<tr>
<th>Resource</th>
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<th>Natural</th>
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<th>Recreational</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cow Meadow Park and Preserve</strong></td>
<td>This park and preserve protect and showcase 150 acres of Long Island's marine wetlands, including salt marsh, mud flat and tidal creek habitats.</td>
<td>Village of Freeport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Loop Parkway</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Point Lookout Town Park</strong></td>
<td>Popular spot for birdwatching.</td>
<td>Town of Hempstead</td>
<td>X</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Point Lookout South Shore Estuary Reserve (SSER) Maritime Center</strong></td>
<td>The maritime center adjoins the Reynolds Channel on the north side of Point Lookout and supports a substantial commercial fishing fleet. Commercial water dependent facilities Jones Inlet Packing, Doxsee Offshore Seafood and berthing spaces for commercial fishing boats are located along Bayside Drive. Boat slips in the East Marina are reserved for Town residents while the West Marina is open to the general public.</td>
<td>Town of Hempstead</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Nassau Beach</strong></td>
<td>Significant Coastal Habitat</td>
<td>One mile west of Point Lookout</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Ocean Parkway</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Jones Beach State Park</strong></td>
<td>Often called the &quot;crown jewel&quot; of Long Island, the park offers 6.5 miles of ocean beach, one half mile of bay beach and two swimming pools. Highlights include the Jones Beach Water Tower, East and West Bathhouses, Boardwalk and the Nikon at Jones Beach Theater. &quot;Castles in the Sand&quot;, a permanent exhibit located in the East Bathhouse, provides visitors with historical background on the development of Jones Beach and the Parkway system.</td>
<td>Western End of Jones Beach Island</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Tobay Beach</strong></td>
<td>Two miles on ocean, some bay swimming allowed on South Oyster Bay. Pavilions, food stands, surfing and soft boarding area, picnic area.</td>
<td>Town of Oyster Bay</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Gilgo Beach</strong></td>
<td>Seven miles on ocean. Surfing areas, fishing areas, handicapped fishing docks, food stand, picnic area, showers, playground.</td>
<td>Town of Babylon</td>
<td>X</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td><strong>Gilgo State Park</strong></td>
<td>Provides fishing opportunities and scenic views.</td>
<td>South shore of barrier island with Atlantic Ocean and Great South Bay frontage</td>
<td>X</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td><strong>Cedar Overlook Beach</strong></td>
<td>Food stand, picnic area, showers, playground, surf casting, fishing dock. For Town of Babylon residents only.</td>
<td>Town of Babylon</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Captree State Park and SSER Maritime Center</strong></td>
<td>The park features a boat basin with open and charter boats available for fishing, as well as scuba diving, sightseeing and excursion boats. The Captree Basin is designated a South Shore Estuary Reserve &quot;Maritime Center&quot;</td>
<td>Eastern Tip of Jones Beach Island</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>John F. Kennedy Memorial Wildlife Sanctuary</strong></td>
<td>500-acre sanctuary is considered to be one of the most important refuges for waterfowl in the northeast. The main attraction here is Guggenheim Pond. Visitors must obtain a pass from the Town of Oyster Bay Parks Department.</td>
<td>Town of Oyster Bay, just west of the Tobay Beach-bayside</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Bay Parkway</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>U.S. Coast Guard Station</strong></td>
<td>The primary mission of the station is search and rescue, but all personnel are also actively engaged in law enforcement and environmental protection.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td><strong>Jones Beach West End</strong></td>
<td>Provides surf fishing, a boat basin and undeveloped areas that are home to a variety of migratory birds and native plants.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Theodore Roosevelt Nature Center</strong></td>
<td>An environmental education center offering activities for children. An exhibit area depicts a variety of marine habitats including the South Shore Estuary Reserve, the seashore and the dune environment.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### Byway Community Resources

- Ocean Parkway
  - **Jaymar Beach**
  - **Westhampton Beach**
  - **Quogue State Park**
  - **Westhampton Dunes State Park**

- Loop Parkway
  - **Prince's Neck Wildlife Preserve**
  - **Buzzards Bay National Wildlife Refuge**
  - **Back Bay National Wildlife Refuge**

- Inlet Parkway
  - **Fire Island National Seashore**
  - **Golden Beach**

- Fire Island Parkway
  - **South Beaches**
    - **Shirley Beach**
    - **Fire Island Beach**
  - **Montauk**
## Points of Interest Table

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</tr>
</thead>
<tbody>
<tr>
<td>Woodcleft Avenue/The Nautical Mile</td>
<td>Waterfront area with restaurants and workboats, open-air bars, fish markets and a public esplanade. Woodcleft Canal was historically a community of Baymen, and many continue to live here today. The Nautical Mile is an SSER Maritime Center.</td>
<td>Woodcleft Avenue, Freeport</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeport Creek</td>
<td>A natural waterway that was once the center of marine activity in the Village. Freeport Creek is the hub of commercial boatyard and marina facilities for recreational boaters.</td>
<td>Freeport, near the Meadowbrook State Parkway</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hudson Canal</td>
<td>The Town of Hempstead's Guy Lombardo Marina occupies a prominent location at the mouth of the canal and provides about 250 slips for recreational vessels.</td>
<td>Freeport, between Woodcleft Avenue and the Hudson Canal</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sea Breeze Park</td>
<td>New park with recently constructed boardwalk and and boating dock at the south end of the Nautical Mile.</td>
<td>South Ocean Avenue, Freeport</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Island Marine Education Center</td>
<td>Informational and education center on marine history of the South Shore.</td>
<td>202 Woodcleft Avenue, Freeport</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Village of Freeport</td>
<td>Main street with visitors services and historic buildings. The Village was settled by Dutch and English in the 1700s. Location of the annual Long Island Traditions Maritime Folk Festival during June and July; Woodcleft Canal, Freeport Creek and Hudson Canal Freeport's &quot;Maritime Center&quot; as established by the South Shore Estuary Reserve.</td>
<td>Downtown Freeport, Town of Hempstead</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeport Post Office (NRHP)</td>
<td>Historic building listed on the National Register of Historic Places.</td>
<td>132 W Merrick Road</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Farmingdale Train Station</td>
<td>Historic Queen Anne style building, built in 1890. On the National Register of Historic Places.</td>
<td>Off Secatogue Avenue, on Front Street and Atlantic Avenue, Farmingdale</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Farmingdale Village Green</td>
<td>Landscaped area near historic village hall. Free outdoor entertainment in the summer.</td>
<td>Downtown Farmingdale</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Village of Farmingdale</td>
<td>Historic downtown with visitor services, eateries, specialty stores, and an annual street fair.</td>
<td>Town of Oyster Bay, near Bethpage State Park</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>African American Museum</td>
<td>Provides art installations, historical exhibitions, film programs, community service events, and educational programming. <a href="http://www.aamoflongisland.org">www.aamoflongisland.org</a></td>
<td>110 N Franklin Street, Hempstead</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Hofstra University</td>
<td>Private university with total enrollment around 12,400. Large, open campus with notable library, art museum, and various cultural opportunities.</td>
<td>Town of Hempstead</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Wantagh Museum and Wantagh Preservation Society</td>
<td>Comprised of the historic LIRR Station, The &quot;Jamaica&quot; Railroad Car and the Original Wantagh Post Office, all listed on the National Register of Historic Places.</td>
<td>1620 Wantagh Avenue, Wantagh</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Quaker Meeting House</td>
<td>A symbol of Quaker settlement and link to the colonial history of Farmingdale and Bethpage.</td>
<td>Quaker Meeting House Road, Farmingdale</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Old Bethpage Village Restoration</td>
<td>Provides visitors with an opportunity to experience life in a recreated mid-19th-century American village. The 209-acre village includes an assortment of homes, farms and businesses.</td>
<td>Old Bethpage, 1303 Round Swamp Road</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Grace Church (NRHP)</td>
<td>Built in 1844, Old Grace Church is the oldest church in Massapequa. It is situated on part of what once was the estate of Massapequa's founding family, the Joneses.</td>
<td></td>
<td></td>
<td></td>
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<td>X</td>
<td></td>
</tr>
<tr>
<td>Fire Island National Seashore</td>
<td>About 22 miles of Fire Island is part of the 5,930-acre Fire Island National Seashore, operated by the National Park Service. The Fire Island Lighthouse and Visitor's Center is open for information and interpretive tours.</td>
<td>Fire Island</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Moses State Park</td>
<td>A recognized South Shore Bayway destination with five miles of quality beaches and excellent birding opportunities.</td>
<td>Fire Island</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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</table>
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<tr>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Natural</td>
<td>Historic</td>
</tr>
<tr>
<td>Brookside Preserve</td>
<td>22-acre freshwater preserve</td>
<td>Brookside Avenue north of Sunrise Highway, Freeport</td>
<td>X</td>
</tr>
<tr>
<td>Seaford SSER Maritime Center</td>
<td>From this maritime center, boating access to East Hempstead Bay to the west is via the Island Creek Channel; access to Oyster Bay to the east is via Seaford Creek.</td>
<td>Along Island Creek and Ocean Avenue, between Cedar Creek Park on the west and Seaman's Creek on the east</td>
<td>X</td>
</tr>
<tr>
<td>Merrick SSER Maritime Center</td>
<td>The Merrick maritime center includes commercial marinas and boatyard facilities, a major yacht club, and waterfront restaurants along Whaleneck Road.</td>
<td>Adjoining Merrick and Carman's coves on East Hempstead Bay</td>
<td>X</td>
</tr>
<tr>
<td>Amityville SSER Maritime Center</td>
<td>Several marina and boatyard facilities along the eastern shore of Narrasketuck Creek. From the Creek, boaters have access to South Oyster Bay to the west and Great South Bay to the east.</td>
<td>Along Narrasketuck Creek, Town of Babylon</td>
<td>X</td>
</tr>
<tr>
<td>Lindenhurst SSER Maritime Center</td>
<td>Areas of marine commercial development are found on the west side of the Neguntatogue Creek. On the east side of the Creek, a substantial marina facility adjoins the Town of Babylon's Venetian Shores Park. The Neguntatogue Creek Channel connects Lindenhurst with the East-West Channel. Boaters also have easy access to the East Fox Channel that connects with the New York State Boat Channel.</td>
<td>Along Neguntatogue Creek, Town of Babylon</td>
<td>X</td>
</tr>
<tr>
<td>West Babylon SSER Maritime Center</td>
<td>A relatively small area of marine commercial development. Boaters have access to Great South Bay and to South Oyster Bay via the West Babylon Creek Channel and the East-West Channel as well as the East Fox and Oak Island Channels.</td>
<td>Town of Babylon, the west side of West Babylon Creek and Bergen Avenue</td>
<td>X</td>
</tr>
<tr>
<td>Babylon SSER Maritime Center</td>
<td>A major maritime center and, because of its long and continuous history of maritime activity, a &quot;significant cultural maritime place&quot; in the SSER. Sampawams Point at the mouth of the Creek on Babylon Cove is a prominent waterfront feature on which a Village beach and swimming pool have been developed. Boaters have direct access to Great South Bay and to the north-south Oak Island Channel that connects with the New York State Boat Channel.</td>
<td>Shoreline between the Carlls River and Sampawams Creek, Town of Babylon,</td>
<td>X</td>
</tr>
</tbody>
</table>

**Source:**
- South Shore Estuary Reserve, Natural Areas Interactive Map and Recognized Destinations and Connectors: [http://www.estuary.cog.ny.us/nrag/guide.htm](http://www.estuary.cog.ny.us/nrag/guide.htm)
- Town of Oyster Bay: [http://www.oysterbaytown.com/index.asp?Type=B_BASIC&SEC=%7B140FBE53-F5C4-432F-B6C2-771115C05E3%7D](http://www.oysterbaytown.com/index.asp?Type=B_BASIC&SEC=%7B140FBE53-F5C4-432F-B6C2-771115C05E3%7D)
- Town of Hempstead: [http://www.townofhempstead.com/content/teツアー/tourism.html](http://www.townofhempstead.com/content/teツアー/tourism.html)
- Nassau County: [http://www.nassaucountyny.gov/agencies/parks/WhereToGo/index.html](http://www.nassaucountyny.gov/agencies/parks/WhereToGo/index.html)
CHAPTER 4 – Parkways Assessment

Introduction

In addition to displaying the intrinsic qualities that support byway designation, the selected Parkways must provide a safe travel environment conforming to basic highway design standards. These historic Parkways were designed to perform in the context of an earlier era of transportation standards. Over time, changes in design and operation guidelines have affected elements of the original parkway design. Balancing the Parkways’ function as modern transportation corridors with the aesthetics of their historic design intent is a challenge that requires special care during reconstruction, repair and maintenance. Historic parkway elements such as bridges, lights, guide rail, and landscaping differentiate the parkway from modern roadways. The combined impact of all historic parkway elements communicates a unique experience to roadway users. Maintaining the visitor experience of a classic historic parkway is a primary objective of the byway designation.

This chapter provides an overview of existing conditions and summarizes past and pending changes that have or could potentially impact the Parkways’ historic character. Also included is a summary of findings from the research prepared in support of the Corridor Management Plan. The technical memorandum provides an overview of the Parkways’ roadway profile, pavement conditions, roadside elements, accessibility and mobility. The intent is to identify potential safety, operational or maintenance impacts on the designated byways.

4.1 Changes and Challenges to Historic Elements

In 1976, maintenance of the Parkways was transferred from the Long Island State Park Commission (LISPC) to the New York State Department of Transportation (NYSDOT), although New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) maintains ownership. To accommodate the increase in traffic and to reduce crashes, NYSDOT began to modify the parkway in accordance with federal and state traffic safety guidelines.

Initial changes to the Parkways generally maintained their original design. However, as suburban development and private auto use increased, the Parkways had to serve not only increased recreational use, but also heavy commuter traffic. Undivided Parkways were widened to accommodate greater traffic volumes. Guide rails, medians, travel lanes, and bridges were upgraded to comply with new safety guidelines. Speed limits were raised from 40 miles per hour to 45 mph in 1959, 50 mph in 1963, and 55 mph in 1974.

Although engineering improvements and other design specifications were modified over time, this selected group of historic Parkways retains much of its original character. Jones Beach State Park also retains a high level of historic integrity as noted in the nomination package for Jones Beach State Park, Causeway and Parkway System:

“Few large-scale original features have been lost; expansions generally preserve the original plan, and new and replacement features are generally sympathetic with the original aesthetic. Perhaps the biggest losses are small-scale features, such as signs, railings, light fixtures, etc.”

The following narrative outlines the original design, changes (if any) and current or proposed improvements for each of the selected Parkways.
Wantagh State Parkway

Original Design
Originally known as the "Jones Beach Causeway," the Wantagh State Parkway from Merrick Road to Jones Beach State Park was constructed between 1927 and 1929 on hydraulic fill across the islands of Great South Bay and marshes on lands donated to the state by the Town of Hempstead. The original 40-foot wide roadway carried four narrow lanes - two northbound and two southbound - with no separating barrier. The Wantagh State Parkway was extended north from Merrick Road to the Southern State Parkway in 1932 and to the Northern State Parkway in 1938.

A 13.6-mile pedestrian path was also constructed along the northbound lanes of the parkway from Jones Beach to Merrick Road approximately 80 years ago. This path was eventually extended to the Northern State Parkway in 1938.

Changes from Original Design
In the 1950s and 1960s, Wantagh State Parkway was widened to three lanes in each direction separated by a 10-foot-wide median between Jones Beach and the Southern State Parkway. Other additions included a brick and stone gas station and seven-lane toll plaza. After assuming maintenance of the Parkways, NYSDOT installed new MUTCD-compliant signs along the parkway. A new Sloop Channel bridge opened in May 2009.

Proposed Improvements
NYSDOT is moving forward with replacement of the drawbridge at Goose Creek. Since Wantagh Parkway is the “gateway to Jones Beach,” new projects continue to improve the nearby recreation facilities.
Meadowbrook State Parkway

Original Design
Meadowbrook State Parkway connects Northern State Parkway, Southern State Parkway and Jones Beach State Park. It originally featured two 24-foot two-lane roadways separated by a wide grass median. The causeway leading to Jones Beach was constructed on hydraulic fill over marsh and islands across the bay.

Changes from Original Design
To meet the growing popularity of Jones Beach State Park, the LISPC widened the Meadowbrook State Parkway from four to six lanes south of the Southern State Parkway after World War II. New lighting fixtures installed in 2001 south of Merrick Road were designed to approximate the original wooden light post style while conforming to modern design standards.

Proposed Improvements
There are no scheduled improvements to Meadowbrook Parkway.

Bethpage State Parkway

Original Design
Bethpage Parkway was constructed from 1934 to 1936 with one 22-foot-wide undivided lane in each direction. All crossroads and the LIRR main line are grade-separated from the Parkway.

Changes from Original Design
Bethpage State Parkway has evolved from its original design as a recreational route in the 1930s to a largely commuter route today. To accommodate this change, safety improvements were implemented in the early 1980’s including wider travel lanes and shoulders, and the installation of new signs. Bethpage State Parkway remains as a unique two-lane parkway on Long Island. As part of this rehabilitation project was the construction of a multi-use pedestrian and cycling trail parallel along the east right-of-way of the parkway. The trail runs along the entire length of the parkway between Bethpage State Park and the Southern State Parkway and continues southward to Massapequa Preserve.

Proposed Improvements
An extension of the Bethpage Parkway from Central Ave to Seaord Oyster Bay Expressway at Broadway is listed in the NYMTC TIP.
Loop Parkway

Original Design
As the causeway connecting Meadowbrook Parkway with Long Beach, the Loop Parkway was constructed from 1932-1934 on hydraulic fill over marsh and islands. The parkway is comprised of two 24-foot-wide lanes in both directions separated by a wide grassy median.

Changes from Original Design
Loop Parkway recently underwent construction with rehabilitation of its three channel crossings, and the installation of new signs, wooden guide rails and sand-filled impact attenuators. The new lighting fixtures are replicas of the original wooden light poles, but reflect modern design standards.

Proposed Improvements
There are no planned or proposed improvements on Loop Parkway.

Bay Parkway

Original Design
Bay Parkway was constructed between 1930 and 1934 and primarily provides access to the boat basin, fishing piers, as well as parking fields along the beach. It has three lanes eastbound and two lanes westbound. The two roadways are separated by a grass-covered median for 1.5 miles.

Changes from Original Design
Many of the original wooden light poles have been lost or damaged.

Proposed improvements
No programmed or proposed improvements to Bay Parkway.
Ocean Parkway

Original Design
Ocean Parkway was constructed from 1930 to 1934 extending from the Meadowbrook Parkway to the Robert Moses Causeway. The original design included two 24-foot wide roadways in each direction, with a third eastbound lane provided between Meadowbrook State Parkway and Gilgo Beach State Park. Within Jones Beach State Park, the parkway is a formally landscaped boulevard with wide plazas, providing a division between massive parking fields to the north and the beach area to the South. Underpasses allow visitors to walk to the beach without crossing the parkway. East of Jones Beach State Park, the parkway transforms into a more informal and open scenic drive along the barrier beach.

Changes from Original Design
Ocean Parkway has retained much of its historic design character although many of the original light poles are no longer standing or were replaced with alternative light fixtures. Additional parking areas were added south of the parkway, and the large reflecting pools located in the median on either side of the Water Tower were removed.

Proposed Improvements
NYSDOT is planning a 14-mile multi-use path along the northern edge of Ocean Parkway. The path will eventually connect to the Long Island mainland via bikeways along the Wantagh State Parkway and the Robert Moses Causeway. Proposed facilities include bicycle parking, rest areas, water, telephones and other amenities. Reconstruction of the Jones Beach State Park Boardwalk, from the east bathhouse to the west bathhouse, is currently underway. New replica wooden lightpoles are planned along Ocean Parkway.

4.2 Summary of Transportation Inventory

Below is a summary of findings from research conducted in support of the Corridor Management Plan. See Chapter 7 – Action Plan for general recommendations pertaining to the select historic Long Island Parkways transportation network.

Functional Classification and the National Highway System

All six Parkways, Meadowbrook Parkway, Wantagh Parkway, Loop Parkway, Ocean Parkway, Bay Parkway and Bethpage Parkway are principal arterial expressways, Class 12 under Federal Functional Classification.
None of the six Parkways are part of the Strategic Highway Network (STRAHNET), and they are not listed as either a Qualifying Highway or Access Highway (AH) to the National Network of Designated Truck Access Highways.

**Trucks and Commercial Vehicles**

Trucks and other commercial vehicles, with exception of emergency vehicles, maintenance vehicles and local deliveries, are prohibited on all these Parkways. No trucks are permitted on the Parkways as adequate vertical clearance is typically not provided. However, the Loop and Ocean Parkways can legally accommodate commercial vehicles as no overpasses exist.

**Traffic Volumes and Crash Summary**

A table showing the Annual Average Daily Traffic (AADT) by roadway and segment is included in Appendix C, along with a crash summary table and figures showing High Accident Locations (HALs) based on NYSDOT reports.

**Medians and Clear Zone**

Except for Bethpage State Parkway, the other five selected Parkways are all divided by a raised or depressed grass median throughout the study area, a typical parkway feature.

Where the left clear zone is insufficient, barriers are typically installed within the median. For the purpose of reserving the historical features and conforming to the roadside design requirement, steel-backed timber guide rails are widely used at many locations along the Meadowbrook Parkway, Loop Parkway, Ocean Parkway and Bay Parkway.

On Wantagh State Parkway, the replica wooden median barriers consist of three-strand cable railing pulling through the center of timber posts, shielded by timber railing on both sides. Only timber materials of the barriers appear on the roadway.

Field observations along the mainlines of the six Parkways and associated ramps indicate that a wide range of objects including trees, abutments, light fixtures, and utility poles are present within the study area right-of-way. In general these obstructions are located outside the clear zone, and guide rail has been installed where clear zone widths are inadequate.

**Signs**

A few overhead signs exist along the Meadowbrook State Parkway in the study area. In general, ground-mounted, single or double-post, traffic signs are utilized along the subject corridors and appear in compliance with National and/or New York State Manual of Uniform Traffic Control Devices (MUTCD). Large guide signs are generally ground-mounted with H-beam posts and
concrete footings. Ground-mounted, wood-framed informational signs are typically utilized along parkway sections within Jones Beach State Park.

Implementations of Intelligent Transportation Systems (ITS) are proposed throughout the corridor. Overhead and ground mounted sign structures shall be designed using wood or brown painted metal, similar to the historic lighting replicas. Also the consolidation of equipment (i.e., transponders and cameras) to as few of poles as possible provides less intrusion into the historic view shed. Also the proper placement of traffic related cabinets outside or buffered from the view shed is preferred.

The sign system used on the parkways are adequate to guide visitors onto, along and off the parkway without confusion. However, there are few signs that provide wayfinding information to attractions and destinations other than Jones Beach and Bethpage State Parks and associated attractions, such as the Nikon Theater. This applies especially to Ocean Parkway, which provides access to a number of adjacent parks and communities with visitor amenities. Interpretive signs are not found along the parkway, which has no turnouts for scenic viewing areas, which can offer opportunities for locating interpretive signs. Interpretive signs are typically located within the parks (see Chapter 5 – Interpretation for information about existing interpretive signs).

A common logo based on the Fire Island lighthouse is used on the Parkway signs. The first letter of the Parkway name is used in conjunction with the logo to differentiate the Parkways (“O” for Ocean, “W” for Wantagh, etc.). Although these logos and signs differ from those originally used on the Parkways, NYSDOT developed these to establish a unique identity for Parkways on the Long Island coastline while meeting current sign standards. The black and white logo is reminiscent of the original Parkway logo.

NYSDOT does not maintain an inventory of parkway signs, although a sign inventory was conducted for Wantagh State Parkway in 2005.

Current law prohibits the use of off-premise signs (advertising signs such as billboards located off business premises) within 500 feet of state parks and parkways without a written permit from the agency with jurisdiction. On-premise signs (advertising signs located on the business’s property) are allowed but limited to a size not to exceed 24 square feet. OPRHP enforces these policies and there are no off-premise signs allowed on the Parkways. Municipalities regulate signs through local ordinances and are responsible for enforcement within the state law.

As designated scenic byways, the Parkways are also subject to federal laws that regulate signs on scenic byways. Jurisdictions over scenic byways - in this case OPRHP – are responsible for enforcing the federal prohibition of new off-premise outdoor advertising. State scenic byways programs must regulate signs within the limits of federal regulation. The legal restrictions currently in force are in accordance with the federal prohibition.
The designated parkways are also subject to the New York State Scenic Byways Sign Manual. The Sign Manual provides information on how to develop signage for New York State scenic byways. The purpose is to improve the traveler's experience and promote understanding of the scenic byways defining qualities through a coordinated sign system. The guidelines also help to create a consistent byways “brand” across the state. The types of signs covered by the manual are:

- Byway Identification Signs
- Byway Community Identification Signs (State supplied)
- Byway Community Identification Signs (Locally provided)
- Tourist Oriented Directional (TOD) Signs
- Destination Markers
- Byway Pedestrian Directional Signs
- Interpretive Signs

The Manual also provides guidelines for the development of byway logos, which must be approved by the main office of the Scenic Byways Program.

The purpose of the following sign recommendations is to provide travelers with the necessary information to access the designated parkway, to find their way to byway attractions, destinations and services, and to make transitions from vehicles to the walking and biking facilities that lead to byway destinations.

- Scenic byway identification signs in accordance with the New York State Scenic Byways Manual should be located at all entrances to the designated parkways. Because parkways are limited access roadways with routes that are clearly identified and defined, byway identification signs (route markers) are deemed unnecessary. Currently, parkways designated as New York scenic byways have not been signed. Community identification signs as specified in the Manual may be considered on the parkways where appropriate (especially where tourist services or attractions are located), such as on Ocean Parkway.
- Other sign types described in the Manual should be applied where appropriate. There is a need to improve wayfinding signs to significant byway destinations, especially along Ocean Parkway. Pedestrian directional signs that lead to byway destinations should also be applied to bicycling facilities. See Chapter 5 – Interpretation and Chapter 7 – Action Plan for recommendations pertaining to interpretive sign locations.

Bicycle/Pedestrian Facilities

The existing and planned bicycle network for Nassau and Suffolk Counties is depicted on NYS Department of Transportation’s (NYSDOT) “Long Island Bikeways and Trailways” map. Existing off-road shared-use path facilities include the Bethpage Bikeway from Bethpage State Park to the Massapequa Preserve on Merrick Road in Massapequa and the Wantagh Parkway Shared-Use Path from Cedar Creek Park on Merrick Road in Seaford to Jones Beach State Park.

Planned additions to this network by the NYSDOT include a 13.5 mile extension of the Wantagh State Parkway Shared Use Path from Eisenhower Park to Cedar Creek Park. Connections between...
the new and existing WSP paths at Cedar Creek will provide linkage to Jones Beach State Park and ultimately to Captree State Park via NYSDOT’s proposed 14.4-mile Ocean Parkway Shared-Use Path. The NYSDOT is also planning to extend the existing 6.8 mile Bethpage shared-use path from the picnic fields at Bethpage State Park through Trail View State Park on to Syosset, terminating at the LIRR Station, in a combination Shared Use Path/On-Road facility with a total length of 13.5 miles.

The Nassau County Department of Public Works has initiated the design and construction of their “Emerald Ribbon” Pedestrian & Bicycle Pathway Project which will connect to the study area. Phase 1 will consist of constructing 7 miles of two-way multi-use paths between Eisenhower Park and Hofstra University while providing internal circulation routes within the Nassau Hub to the various destination points: Nassau Coliseum, Nassau Community College, Mitchell Field sports complex, and Museum Row comprised of the Cradle of Aviation, L.I. Children’s Museum, and Firefighters/Police Museum. Phase 2 of the project is currently in the design stage. It will consist of a 3.8-mile multi-use pathway segment that will begin at the eastern terminus of Phase 1, the intersection of Merrick Avenue and Charles Lindberg Boulevard, and will proceed north and east along the perimeter of Eisenhower Park to an ending point near Carmans Avenue at the beginning of the proposed Wantagh State Parkway Shared-Use Path extension. Although there is public interest in developing additional shared use paths in the project area, such as along the Meadowbrook Parkway, these initiative will require coordination with Office of Parks, Recreation and Historic Preservation (OPRHP) and New York State Department of Transportation (NYSDOT), the agencies that have jurisdiction over the Parkways.

The culmination of the Emerald Ribbon two (2) phased project and NYSDOT’s Shared Use Path projects will provide Long Islanders with an unprecedented 30+ miles of continuous, on and off-road, non-motorized routes connecting Nassau and Suffolk County’s largest and most significant parks, universities and area attractions.
CHAPTER 5 – Interpretive Plan

5.1 Introduction

An interpretive plan is a critical element of any Scenic Byway CMP. Interpretive programs distinguish the scenic byway from all other roads; they tell a story that draws attention to what is significant and worth preserving about a scenic corridor. Creation of a successful interpretive program can work to create a sense of community ownership and promote stewardship of corridor resources, as well as contribute to economic development for byway communities. This interpretive plan defines a message about the Select Historic Long Island Parkways and byway communities that will provide visitors with a memorable experience.

Interpretation of byway resources should have a lasting image; well-crafted interpretive stories should be thematic, relevant, and organized to engage people. In his landmark book on heritage interpretation, Freeman Tilden describes interpretation as,

“An educational activity, which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information.”

Byway themes will acknowledge and complement interpretive programs related to human development and natural resources. In particular, byway themes were informed by extensive research conducted by the South Shore Estuary Reserve (SSER) and Long Island Traditions. These programs are briefly described in this plan.

Traveling along the Long Island scenic Parkways, however, presents a unique opportunity to focus on the story behind this extraordinary State Park and Parkway system. Primary and secondary byway themes were developed with input from Advisory Committee members, as well as a thorough review of existing interpretive programs and select historical documents related to the Parkways.

The following table displays the primary and secondary themes which will be explored in this interpretive plan:

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<tr>
<th>Primary Interpretive Theme</th>
<th>Secondary Interpretive Themes</th>
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<td>The Long Island State Park and Parkway System</td>
<td>South Shore Nature and Recreation</td>
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<td>South Shore Waterfront Communities</td>
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</tbody>
</table>

1 Freeman Tilden, 1957
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

The byway interpretive program forwards the Vision and Goals of the Select Historic Long Island Parkways. This plan lays the groundwork for actions that foster public awareness of the scenic byway and identifies organizations that will be critical partners for protection and enhancement of corridor resources. Collectively these actions aim to compel residents and visitors of the byway corridor to enjoy, protect and preserve the unique natural and cultural environment of Long Island’s South Shore.

5.2 Existing Interpretive Plans, Programs and Activities

“Sandy Shores” Exhibit

This set of interpretive signs was produced by Long Island Traditions, a local non-profit organization, with a grant from the New York State Scenic Byways program in 1997. The first sign, near the entrance to the Wantagh Bikeway, is titled, “Wantagh Parkway: A Scenic Byway to the Shore”. This exhibit explores the development of Wantagh Parkway and displays various historical artifacts and photos of the roadway and surrounding landscape. Part 2 of the series, located near the Goose Creek Bridge, showcases the area’s cultural and maritime history while Part 3, near the terminus of the Wantagh Bikeway, explains the development of Jones Beach State Park. This exhibit is a great example of the interpretive activities that are supported by the National and New York State Scenic Byway Programs.

South Shore Estuary Reserve

- Long Island Traditions/South Shore Portal

Long Island Traditions has been documenting the South Shore’s maritime traditions and architecture since 1987. The South Shore Web portal is a valuable resource for discovering the rich and varied cultural history of the South Shore Estuary Reserve. Highlights include interviews with community figures and historians and architectural surveys of traditional bay homes and waterfront estates.

Long Island Traditions also leads a bay house tour out of Freeport every summer. Participants travel to bay homes via passenger boats, while learning about the history of bay life and efforts to preserve important and threatened cultural resources.
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

- South Shore Estuary Reserve Environmental Education/Stewardship pamphlets

The South Shore Estuary Reserve Council, chaired by the Department of State and comprised of local government representatives, has published a number of pamphlets to educate residents and visitors about the ecology of South Shore watershed. Educational materials are focused on promoting everyday practices that contribute to the long-term health of the Reserve. Suggested household actions include cleaning up pet waste, reducing the use of pesticides and fertilizers, planting native species and participating in habitat restoration projects.

- New York State Coastal Resources Interpretive Program (NYSCRIP)

The New York State Department of State, Division of Coastal Resources, developed the New York State Coastal Resources Interpretive Program (NYSCRIP) in 2003. NYSCRIP uses illustrative signage to interpret local, regional, and state coastal resources. Municipalities, agencies, and organizations associated with the South Shore Estuary Reserve are encouraged to participate in NYSCRIP.

NYSCRIP kiosks have been installed in the South Shore Bayway Maritime Centers of Freeport, Bay Shore, and Patchogue. Signs are in the design and planning stage in the communities of Hempstead, East Rockaway, Oyster Bay, Babylon, Islip, Brookhaven, Patchogue, and Southampton.

Jones Beach State Park

A permanent history exhibit titled “Castles in the Sand” is featured at the East Bathhouse. The exhibit illustrates the history of Jones Beach and other state parks. Interpretive signs have also been installed along the Jones Beach Boardwalk. In addition, nature programs and education materials related to the South Shore Estuary Reserve are offered at the Theodore Roosevelt Nature Center on the West End.

Captree Boat Basin

The Yankee III, based out of the Captree Basin, offers a hands-on educational experience for elementary and high-school students. The four-hour program is conducted by a marine biologist, and allows students to perform simple oceanographic experiments while on board. The tour runs along the Great South Bay and Fire Island Inlet.
**Existing Resource Interpretation**

Three major themes to organize the interpretation and management of SSER resources are outlined in the South Shore Estuary Reserve Comprehensive Management Plan. The interpretive themes for the Select Historic Long Island Parkways will build off of this framework, and be directly linked to the goals and action strategies of the South Shore Estuary Reserve. The interpretive themes of the SSER are:

**Maritime Heritage**

The south shore of Long Island has a rich maritime history that is recognizable throughout the region in its village centers, working waterfarts, natural systems and wildlife areas, and historic and cultural institutions. This unique mix of resources provides an opportunity for residents and visitors to understand and appreciate the maritime resources that provided food, shelter, and recreational opportunities for many generations of Long Islanders. An example of an opportunity for education about the maritime heritage is the educational boat tours of the Miss Freeport V located on the Nautical Mile in Freeport.

The Long Island Parkways are included as a sub-theme under “Maritime Heritage.”

**Enjoying the Estuary**

Millions of people flock to the south shore bays and barrier islands annually to enjoy the recreational, natural, scenic, and cultural resources that the Reserve has to offer. Within the region, there are diverse activities and attractions for all ages, lifestyles, and ability levels. From boating along the shore and tributaries of the Reserve to lounging at the beach, fishing in the surf, or sailing on the bays, people can find many ways to relax and enjoy the many wonders found in the Reserve.

**Protecting the Coast**

The 500 square miles of tidal estuaries constituting Long Island’s south shore bays are the heart and soul of the Bayway. This vast network of marshes, bays, sandflats, barrier beaches, and rivers offers tremendous potential for expanded public waterfront access, low impact recreation, and education in coordination with continued conservation of fragile marine resources. The environmental health and scenic integrity of Long Island is of utmost importance to the Reserve. Increasing population and development pressures continually threaten to undermine the water quality, wildlife habitat, and scenic character of the region. It is critical that residents and visitors to the Reserve become informed about the issues that threaten the resources that make the Long Island’s south shore so unique.

### 5.3 Select Historic Long Island Parkways Interpretive Strategy

The following themes for the Select Historic Long Island Parkways are linked to existing initiatives to protect and promote the outstanding biodiversity and rich cultural history of the South Shore as mentioned above. However, traveling along the byway presents a unique and important opportunity to explore the legacy of Robert Moses and the creation of the Long Island Park and Parkway system during a period of rapid growth on Long Island.
Primary Interpretive Theme

The Long Island State Park and Parkway System

The Long Island Parkways are emblematic of the vision and power of Robert Moses, Long Island’s master builder, to provide metropolitan New Yorkers with direct, scenic routes to the finest natural and recreational resources within the region.

- Moses harnessed the momentum of the automobile revolution and state parks movement, using the Long Island Parkways to strengthen the link between private auto use and public recreation. These Parkways effectively transformed the act of driving into a rustic, recreational experience for the motoring public.

Major Sub-themes:
- Legacy of Robert Moses
- State Parks Movement
- Automobile Revolution
- Expanded Public Access to Nature

- The extent and popularity of this park and parkway system highlights the success of massive public works projects carried out by the Long Island State Park Commission (LISPC) and the Works Progress Administration (WPA). The very creation of a park and parkway system through a largely undeveloped and inaccessible landscape comprised mainly of farmland and tidal wetlands was a feat of human engineering and ingenuity.

Major Sub-themes:
- Public Works (LISPC, WPA)
- Urban Planning and Landscape Design
- Engineering/Transportation Advancements

- This development did not come without social and environmental costs; the creation of the Long Island Parkways, and subsequent suburbanization of Long Island, drastically altered the natural and cultural environment of the South Shore.

Major Sub-themes:
- Suburbanization
- Environmental and Social Impacts of Development
Secondary Interpretive Themes

South Shore Nature and Recreation

The outstanding natural and scenic resources of Long Island’s South Shore have served as solace and retreat from the congestion and stress of city life for generations of New Yorkers.

- The Long Island State Park and Parkway system offered middle-class citizens (auto-owners) the opportunity to access and experience the natural wonders across the island for the first time.

- Jones Beach State Park, Bethpage State Park and the supporting open space and transportation network continue to offer visitors a wealth of water and land-based recreational activities such as swimming, fishing, bird-watching, golfing, boating, hiking and biking.

South Shore Waterfront Communities

The South Shore’s cultural and historical resources reflect its strong maritime heritage and the communities, past and present, which have thrived on the abundant natural resources of the area.

- Native Americans, the first settlers of Long Island, developed techniques to efficiently harvest the rich natural resources of the South Shore. Many of their fishing techniques were shared with early colonial settlers. These settlers took over lands from the Native Americans, taking advantage of fertile agricultural lands and water resources for export to the growing urban centers of New York and Brooklyn.

- Beginning in the early 1700s, Baymen fished and harvested the bay, building a robust economy and transforming communities such as Freeport into vibrant commercial centers. Many of their bay homes and businesses remaining standing today, providing a glimpse of their unique architectural and cultural traditions.

Select Historic Long Island Parkways Welcome Areas and Interpretive Sites

As part of the Byway Corridor Profile, a point of interest survey was completed to identify areas of significance along the parkway corridor. This inventory included significant natural, historic, recreational and scenic resources and naturally guided the formation of an interpretive story for the byway. The following interpretive sites are points of interest which are directly linked to the major byway themes as detailed above.

Scenic Byway “Welcome Areas” are locations that could act as major points of access for the byway network. Existing commercial and/or visitors centers are well-suited for interpretive exhibits which orient byway travelers and explain the overall purpose and extent of the byway system.
Consideration should be given to creating outdoor welcome areas, if indoor space at these facilities is not feasible (note: many facilities, such as the East and West bathhouses at Jones Beach State Park, operate seasonally). The following exhibit displays interpretive locations, organized by byway theme, and calls out welcome areas and gateways for the corridor. Proposed Gateways are entry points along the roadway where aesthetic improvements to historic elements such as bridges and guardrails are recommended to enhance the visitor experience. Locations that are also included in the South Shore Estuary Reserve Bayway network are designated with an asterisk.

Scenic Byway “Welcome Areas”

- **Jones Beach State Park**: Central locations such as the mall, bathhouses, or historic gas stations may be appropriate byway welcome areas at Jones Beach State Park.
- **Bethpage State Park**: The Bethpage Clubhouse offers parking, traveler services, and access to recreational facilities. A multi-use path runs from the park to Massapequa Preserve along the Bethpage State Parkway. An east-west link to the Wantagh State bikeway has been recommended in previous transportation planning studies and would create an important non-motorized route through the corridor.
- **Downtown Freeport**: Downtown Freeport may be used as a starting point for visitors reaching the corridor via transit or alternative modes of transportation.
- **Point Lookout**: Lido Boulevard in downtown Point Lookout offers traveler services including restaurants, gas stations, public boat launches and shopping opportunities.

Scenic Byway “Gateways”

- **Wantagh State Parkway** at the Southern State Parkway
- **Meadowbrook State Parkway** at the Southern State Parkway
- **Bethpage State Parkway** at the Southern State Parkway
- **Ocean Parkway** at Captree State Park

**Priority Interpretive Sites**

- **Jones Beach State Park**, various locations: In addition to existing interpretive material at the Jones Beach Boardwalk and the East Bathhouse, key sites to explore the design and creation of this park are located the Central Mall, West Bathhouse and Zach’s Bay/Nikon at Jones Beach Theater. Interpretive materials could also be handed out at the Jones Beach tollbooths and parking fields.

Secondary Theme: *South Shore Nature and Recreation*

- **Bethpage State Park**: Bethpage State Park’s golf courses and clubhouse were built through the efforts of the Works Progress Administration (WPA). Potential interpretive sites include the clubhouse and along hiking trails.
Wantagh Parkway, Historic Gas Stations: When the Parkways first opened, these brick gas stations provided traveler services for visitors to Jones Beach. The stations, which were abandoned in the 1980s, could offer an opportunity for adaptive reuse as interpretive centers.

Captree State Park*: The boat basin at Captree is heavily utilized for fishing and boating excursions. The key interpretive sites are located at the boat basin and picnic area looking towards Robert Moses State Park. In addition, existing interpretive activities led out of the Captree Basin could be expanded.

Secondary Theme: South Shore Waterfront Communities

Freeport, “Nautical Mile”*: The Nautical Mile is an historic maritime center, and remains a real “working waterfront” of the South Shore.

Robert Moses State Park*: Established in 1924, this land became the first state park on Long Island. Visitors arrived by ferry until the Robert Moses Causeway was constructed in 1964.

Gilgo Beach State Park*: A quiet, undeveloped alternative to the popular beaches at Jones Beach and Robert Moses. Gilgo Beach is a popular fishing, bird-watching and surfing location.

High Hill Beach (near current location of Field Six): This former vacation colony was relocated to make room for the expansion of Jones Beach State Park. Many of these homes were relocated to the present-day community of West Gilgo Beach.

Theodore Roosevelt Nature Center: This environmental center on the west end of Jones Beach has interpretive and educational activities for all ages. Advisory Committee members have remarked that this facility is currently underused.

SSER Maritime Centers* (Merrick, Seaford, Amityville, Lindenhurst, and West Babylon): These areas, identified and extensively studied by the South Shore Estuary Reserve, are important centers of cultural and historic importance on the South Shore.

Various County and Local Parks (Roosevelt Preserve, Norman Levy Preserve, Tackapausha Preserve, Massapequa Preserve): These natural and recreational resources are important links in the network of linear parks along the byway.

Channel Crossings, various locations: Channel crossings on the Loop, Meadowbrook and Wantagh Parkways offer expansive views of the Middle and Great South Bays. Construction of these crossings however, had detrimental effects on the health of the South Shore ecosystem and homes built on the marshland. Scenic pull-offs near the channel crossings, if feasible from a design and safety perspective, would present opportunities to reflect on the natural and cultural history of the bay landscape. Interpretive signs are already posted near the Goose Creek Channel on the Wantagh bikeway as part of the “Sandy Shores” exhibit.
Brooklyn Water Works* (Wantagh Pump House): Until it was decommissioned in the late 1800s, this system carried New York City’s primary source of water. Some of the right-of-way for the Brooklyn Water Works was used for the construction of the Long Island Parkways.

Select Historic Long Island Parkway Interpretive Media

The byway can be explored through a variety of different media and transportation modes. The following recommendations focus on strategies to connect with byway travelers and communicate the major byway themes. Since many of the interpretive themes are related to themes of the SSER Bayway Destinations and Connectors, media efforts could be coordinated. Advisory Committee members stressed the importance of promoting digital technologies to connect with younger byway travelers and minimize visual and physical impacts on the corridor. These strategies complement efforts to market the byway corridor and related resources.

Written Materials, Pamphlets, etc.

- Scenic Byway maps and informational pamphlets can be handed out at toll booths, parking fields and scenic byway welcome areas. Informational pamphlets can also be stocked in rest areas and hotel lobbies.

- Friends groups could contribute to a “Historic Long Island Parkway” calendar which highlights points of interests and historic photos of the byway.

Television, Radio, Internet

- Important byway sites and resources could be highlighted on local television and radio programs. New York City’s “Cool in your Code” infotainment program can be used as an example.

- Interpretive programming could be transmitted through radio airwaves as visitors are traveling down the byway.

- A Web site could be developed to coordinate different sources of information, events, and activities related to the scenic byway. Podcasts and audio tours could be available for download and made available through personal mobile media devices.

- Local media sources should be engaged in on-going byway initiatives. Local issues and events get more public attention and support when covered by local media outlets such as Newsday.

- Events and community issues could be publicized through social networking sites such as Twitter and Facebook to target youth involvement.

Interpretive Tours

- Jones Beach State Park Tour: This tour emphasizing park design and development could be self-guided (audio, podcast or paper map) or led by an expert guide. A walking tour along the Jones Beach Boardwalk, the bathhouses and major facilities would engage visitors in the natural and cultural features of the historic park. A cycling tour along Ocean Parkway to Captree State Park could also be arranged when the multi-use path is completed.
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

- **South Shore Oral History Tour:** This tour would engage visitors in personal stories related to the history of communities and natural areas of the South Shore. A story map with identified locations would direct visitors to call a number from their cell phones to learn about that site’s relevance and history from community figures and historians. St. John’s [HERE]Say Water Street, an innovative digital interpretation program, could be used as an example.

- **Boat Tours:** Captains could take byway visitors on recreational boating tours during gaps in fishing seasons. Captains have deep local knowledge of the bays and could be trained to lead educational tours out of Freeport or Captree State Park. Visitors may also take self-guided tours utilizing the SSER blueway trail, when fully implemented.

- **Bethpage to Jones Beach Cycling Tour:** A formalized route between the Bethpage multi-use path and Wantagh bikeway would provide a continuous non-motorized link through the corridor. These paths would present opportunities to explore parkway design and natural elements of the corridor. Exhibits would complement existing interpretive signs along the Wantagh bikeway.

- **South Shore Birding Tour:** The South Shore has a number of areas with significant concentrations of shorebirds. In particular, the west end of Jones Beach, Zach’s Bay and various locations within the Great South Bay are regionally important nesting areas. The Coulee National Scenic Byway, in Washington State, can be used as an example of a successful birding trail. Byway representatives formed a successful partnership with Audubon Washington to create a popular interpretive and educational program on birding.

### 5.4 Stewardship/Partnership Strategies

A key recommendation of Advisory Committee members is to coordinate inter-agency/inter-municipal support to forward stewardship of parkway resources as a cohesive transportation, park and open space system. These agreements could look to the Hempstead Harbor Management Plan in the towns of North Hempstead and Oyster Bay, a successful example of a cohesive framework for balancing competing needs and interests on shared natural resource. The Hempstead Harbor Protection Committee and Manhasset Bay Protection Committee work with other governmental agencies as well as environmental, educational, community and business groups to protect and improve the water quality of their water bodies. This approach saves municipal expenses, and provides for a more coordinated approach to solving harbor problems.

In addition, numerous local organizations have been identified by advisory committee members and the public as potential partners for interpretation, education and stewardship of corridor resources. These organizations include:

- The South Shore Estuary Reserve (SSER), New York State Department of State
- New York State Office of Parks, Recreation and Historic Preservation

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2 http://www.batteryradio.com/Heresay/AboutUs.html
3 http://www.byways.org/explore/byways/54772/stories/71784
4 http://www.hempsteadharbor.org/
Stewardship and enhancement of corridor resources is dependent on the successful coordination among state and local government agencies, local non-profits, and private entities. The organizations identified above have strong ties to the communities they serve, and as such, have a critical role to play in the long-term success of the byway.
CHAPTER 6 – Tourism and Marketing

6.1 Economic Benefits and Potential for Tourism

Tourism, one of the world’s largest industries, contributes $737 billion in spending to the U.S. economy, creating 7.6 million jobs and $115 billion in taxes. Tourism can become a far more significant contributor to the economy of Long Island and of the South Shore. The tourism potential for national and international travelers could be increased if lodging, visitor services and amenities are improved, events are added and recreational activities are increased. Encouraging existing visitors to explore more widely and stay longer maximizes the economic benefit.

As part of preparing the Public Awareness Plan for the America’s Byways Resource Center, DCI and Longwoods International undertook research on the America’s Byways Collection (the 145 National Scenic Byways and All-American Roads designated by the Federal Highway Administration as possessing one or more of six intrinsic qualities). This research provides a basis for defining possible marketing strategies for the selected Long Island Parkways.

Findings indicate the primary motivators for “marketable trips” (those that are not prompted by visiting friends and relatives or by business needs, for example) are the desire for touring, outdoor experiences and to attend a special event. The Parkways and associated destinations offer attractions for all three. Marketable trips were defined as follows:

- **A Touring Trip** is a trip by car, motorcycle, recreational vehicle (RV), bus or train through areas of scenic beauty, culture or general interest. You may have flown to a destination before beginning your trip.

- **An Outdoors Trip** is a trip whose main purpose is to experience the natural environment, where you may engage in outdoor activities such as camping, hiking, hunting, fishing, rafting, viewing wildlife, eco-touring or outdoor educational activities.

- **A Special Event Trip** is a trip taken primarily for the purpose of attending an event such as a fair, festival, pageant, concert, race, sports meet or a professional or college ball game.

Many facilities, amenities, events and festivals already exist, but with more appropriate marketing, tourism along the Parkways and in the Parkway communities can be capitalized on more effectively. Holding special events can help to achieve the tourism potential of the Parkways, associated destinations and nearby communities. For example, festivals that highlight local foods, crafts, history, personalities and unique attractions draw travelers to communities around the world. Athletic events such as a triathlon, for example, would take advantage of the excellent running, biking and swimming facilities available in and around Jones beach State Park.

As designated scenic byways and transportation gateways to the many tourism attractions in the region, the Parkways can play a role in realizing the South Shore’s tourism potential. This chapter presents strategies that could elevate awareness of the historic, natural and recreational qualities of the Parkways as part of a larger tourism and marketing effort that would bring economic benefits to the region.
**Partnerships**

Partnerships with such organizations as the LI Convention & Visitors Bureau, Chambers of Commerce and the Metropolitan Transportation Authority can lead to productive and economically beneficial opportunities for both residents and visitors.

The South Shore Estuary Reserve (SSER) is an important partner for the Parkways, which can capitalize on the eco- and nature-based tourism potential. The SSER’s vision of “an enlightening, fun and easy-to-navigate network of recreational, historic, cultural and naturally beautiful maritime destinations that would encourage people to promote and explore the Reserve, raise public awareness about the natural and cultural resources within the Reserve and encourage stewardship of the Reserve resources” is dependent upon access to the Reserve via the Wantagh, Meadowbrook, Loop, Bay and Ocean Parkways in the western part of the Reserve. Because of their close relationship, Bayway, Byway and New York State Coastal Resources Interpretive Program (NYSCRIP) logos could be used together on appropriate interpretive signage and materials.

The South Shore Estuary Reserve (SSER) has a management and marketing plan in place for the Long Island South Shore Bayway that touches upon many of the byway communities, as well as the waterways accessible from the Parkways. Fishing, kayaking, boating and wildlife viewing, among other opportunities are featured and promoted. Planning is underway for the Blueway Trail, a non-motorized water trail for canoeing, kayaking and rowing in the Nassau County portion of the Reserve with a view to eventually connecting with a similar non-motorized water trail in Suffolk County.

**6.2 Visitor Experience**

People travel along the Long Island Parkways to access destinations and events, as well as for their scenic beauty. The Parkways themselves are both a “scenic drive” destination and also linear parks, providing an attractive and leisurely means for visitors and residents to gain access to places such as Jones Beach State Park and its beaches; Bethpage State Park where the U.S. Open was held in 2009; and nearby communities and their tourism “magnets,” including the Nautical Mile in Freeport.

Visitors to the Parkways come from near and far, though as with most destinations, the surrounding communities are the primary source of visitors, followed by the NY and CT metropolitan areas and international visitors.

According to the Long Island Convention & Visitors Bureau (LICVB), they include:

- **Local residents** (Tier 1) seeking either recreation – primarily during the summer months - or a shorter commute.

- **Regional day trippers** (Tier 2) from New York City – Brooklyn, Queens and Bronx, New Jersey and Connecticut. Most of these visitors arrive during the summer to enjoy the beach or attend a concert.

- **International travelers** (Tier 3) an influx from the UK in August and September and Germany/Scandinavia mid-late November, most of whom are combining a visit to Long Island with their travels to NYC.
Jones Beach State Park — the beach and the Nikon Theater — is the focus of most visitors to the area. From their inception, the Parkways themselves were designed to provide city dwellers access to outdoor recreation resources, with Jones Beach as one focal point/destination. Most visitors arrive by private car, particularly those from out of the area, but more and more residents and parkway travelers are enjoying bicycle and hiking trails (the LICVB reports that the largest number of inquiries they receive are about hiking opportunities), fishing, kayaking, and bird-watching.

Many visitors will travel the Parkways to attend special events (concerts and festivals at Jones Beach State Park and major golf tournaments and polo games at Bethpage State Park) or simply to enjoy the extensive recreational opportunities at the two State Parks, which serve as the Parkways “anchors.” Recreational attractions include picnic areas, tennis courts, bridle paths, playing fields and golf courses at Bethpage, and beaches, fishing areas, a boardwalk and the Theodore Roosevelt Nature Center at Jones Beach, for example.

“Day trippers” — the majority of Parkways visitors from Tier 1 and Tier 2 — will require little more than basic travel amenities: refueling stops, bathroom facilities, a range of food establishments and, for beach-goers, changing facilities and showers.

Tier 1 and Tier 2 travelers mostly experience the Parkways in the traditional summer season – Memorial Day to Labor Day – though a more extensive schedule of events and festivals could encourage travel in the shoulder seasons of Spring (March to May) and Fall (September to November). There are already some events taking place in September and October, noted later in this section, and others could be developed.

Tier 3 travelers are reported by the LICVB to come in September from the UK and in October from Germany and Scandinavia. The LICVB cooperates with New York City’s tourism marketing organization, NYC & Co., to attract these and other international visitors.

Visitor Amenities and Overnight Stays

Tier 3 travelers and some from Tier 2 could be encouraged to stay in the area one or more nights. However, an inventory of visitor facilities in the area shows that there are few accommodation options near the Parkways. There is presently limited lodging for overnight visitors whether they arrive by land or boat. According to the LICVB, visitors are disappointed to learn that there are no places to stay on the beach and only one on the water, the Freeport Motel and Boatel.

Marina facilities for traveling boaters are also scarce, yet water-based recreational potential is great. The most comprehensive listing of marinas we have located (at citidexli.com) cites 31 facilities on the South Shore, from Long Beach to the Shinnecock Canal. Among them, there are reportedly more than 3,100 slips - but only 76 are confirmed as available for transient boaters. A typical ratio is 90 percent seasonal, 10 percent transient. Several marinas note “if available,” while other explicitly state “no transients.”

Camping increased in Summer 2009 due to the sluggish economy. However, there are few opportunities near the Parkways. There are 74 RV hookups and a tent camping area with sanitary facilities at Nassau Beach Park, near Point Lookout and Long Beach.
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

In the Parkway communities there are adequate restaurant and food services, including fast food, chain establishments and locally-owned delis, restaurants and diners. Providing wayfinding, informational and physical links between the Parkways, parkway facilities and the nearby communities will improve how visitors access these services and amenities.

Opportunities for Improvement

Beautiful and historic as the area is, from the visitor’s perspective there are a number of areas that could be improved:

- No accommodations on the beach and limited access for non-residents in the town owned beaches. There are few accommodations of any size near any of the Parkways
- Few nearby campsites/campgrounds
- Due to the protective dunes, difficult if not impossible to see the Ocean from Ocean Parkway
- Little food service availability along the Parkways, other than in the summer season, though there are a variety of restaurants and food service establishments in the nearby communities
- Lack of information, through brochures, signs or other methods, about the historic, natural and cultural assets of the Parkways, and lack of wayfinding signs, etc.
- Lack of pull-offs and parking areas for scenic and wildlife viewing, photography and resting on all Parkways

6.3 Marketing

Most travel today is planned on the Internet, with official web sites of the target communities and/or region among the primary sources of information. According to the latest research on the “I Love NY” Web site, 71% of consumers plan to use the Internet to make their travel arrangements, with the use of searching for destination selection up 14% to a full 50% of all consumers.

Marketing the Parkways via the Internet is presently an untapped opportunity; only the Town of Hempstead has a “Tourism” category on its Web site. The others surveyed (Freeport, Oyster Bay, Babylon, Bethpage) focused on local residents, with information highlighted on fire/police/waste pick-up services, local sports leagues and town meetings as examples. Searching under “Events” (a more common category) leads to outcomes of mostly local interest, with only a few incorporated in the regional information on the LICVB Web site.

Under the “events” category on the LICVB Web site, several of the major events of importance to the Parkways are listed, including the Jones Beach Air Show, Fourth of July fireworks and Freeport’s Nautical Mile Festival. All events listed are during the traditional summer season (Memorial Day-Labor Day). All of these events serve to increase awareness and visitation to the Parkways.

The activities outlined below are not expensive, and should not be time-consuming to implement – but they ARE critical to a successful initiative in helping the Parkways and the surrounding communities reach their full tourism potential.

Most travel planning has now migrated to the Internet. A Web site should be created, with links to all destinations and organizations offering information about the Parkways and their recreational destinations and travel options. The South Shore Estuary Reserve Council has created a Web site for the Long Island South Shore Bayway and plans to make it available to the public.
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

An inexpensive, but well-designed two-color **rack card or tri-fold brochure** should be developed to include:

- A simple map showing the Parkways, the nearby communities and the region in relation to New York City and the LIRR
- Special features that include a brief history of the Parkways
- Where to go for more information for activities and events

The resulting collateral piece should be produced in sufficient quantity to supply brochure racks at transportation hubs, accommodations, local Chambers of Commerce and tourist offices, as well as the LICVB. An annual or semi-annual **events calendar**, also rack-size, would help further motivate the “Special Event” traveler.

**Postcards** are an effective way of disseminating the images of the Parkways’ scenic beauty and architectural attractiveness. Distribution should include gift shops along the Parkways, particularly at Jones Beach, as well as in nearby communities.

Much travel coverage has moved online, with the elimination of newspaper and magazine travel sections. The New York metropolitan area, however, still has four daily newspapers serving the region, a number of regional weekly and monthly magazines and Web sites, all of which focus on local events, attractions and other activities. An example is the newspaper article, “Summer Drives: Ocean Parkway.” **Basic press materials** should be developed and posted on partner and tourism web sites, as well as distributed to the local and regional media:

- Fact sheet on the Parkways
- Map of the Parkways, showing distance from NYC, points in New Jersey and Connecticut, JFK, Islip and LGA airports and other primary markets
- Digital images with captions of iconic sights on the Parkways

**Deals and discounts** are currently major motivators for travel decisions; money is tight, and there is a general awareness that in response to difficult conditions, many destinations and individual properties are offering special discounts, or value-added deals (free breakfast, complimentary admissions, etc.). Our research indicated incentives were not apparent for the communities adjacent to the Parkways.

Since many residents of New York’s five boroughs do not own a car, working with the Metropolitan Transportation Authority (MTA) to develop one day packages that include train fare, plus a rental car, could encourage more travelers to experience the Parkways and nearby communities, and do so in ways that incorporate elements such as bike trips, boating, and other multi-modal options.
Summer drives: Ocean Parkway

June 27, 2009 by DANIELLE KRAESE / danielle.kraese@newsday.com / Newsday

There's nothing quite like a summer drive. When the weather's nice and your day is free from other obligations, consider taking a little road trip to explore a new neighborhood - or two.

On Long Island, you can spend an afternoon beach-hopping on a quiet oceanside drive or take a meandering journey past glorious Gold Coast mansions. You might head east, following a trail of farm stands and wineries . . . or west through a string of downtowns just beggning you to stop and wander.

We'll help you get there. Our "Summer Drives" series kicks off with a trip along Ocean Parkway - including a few diversions worth stopping for.

Now, put your windows down and turn up the feel-good tunes - we're going for a ride.

The Drive: Ocean Parkway Distance: About 15 miles Good for: Scenic views, beach-lovers, peace and quiet

Away from the bustle of Jones Beach, Ocean Parkway runs in an east-west loop, linking several beach and recreation areas. To get there, head south on the Wantagh Parkway or the Robert Moses Causeway.

Pit stops (from west to east):

Singleton's Seafood Shack: Tobay Beach, 516-679-3900. Fuel up on a plate of steamers or a lobster roll at this beach-side seafood shack. If you're just stopping to eat, you can skip the $10-$30 beach parking fee.

Cedar Beach: Babylon, 631-693-2100. Parking: $15 weekdays, $25 weekends for nonresidents. Stretch out in the sand and enjoy the view. Play basketball or volleyball - or turn the kids loose on the playground.

Oak Beach: Babylon, 631-893-2100. The Oak Beach Inn is no more - but it's worth pulling into the parking lot for the great view of the Robert Moses Bridge. Unwind by the docks or meander down a 1 1/2-mile road where you can catch glimpses of beach-side houses.

Captree State Park: Off Robert Moses Causeway, 631-669-0449. Parking: $6. With plenty of tables by the sand, this is an ideal place for a picnic. Head to the Captree Cove Restaurant for a drink or dessert (631-587-3447, captreecoverestaurant.com). Try a sightseeing cruise aboard the Moon Chaser ($12, 1 p.m. Wednesday-Sunday beginning July 8, 631-265-1848, themoonchaser.com) or board a party boat for a few hours of fishing (captreefleec.com).

Fire Island Lighthouse: East of Robert Moses State Park, 631-661-4876, fireislandlighthouse.com. Cost: $8 parking; $6 lighthouse admission ($4 ages 12 and under). Park at Field 5 at Robert Moses and take a long walk (just under a mile) along the boardwalk to the lighthouse. If you still have energy, you can climb 182 steps to the top of the tower for sweeping views.
Hospitality Training is another strategy that would help to raise awareness of the Parkways. Front-line staff at area accommodations, restaurants, shops, gas stations, etc. need to be informed about the Parkways and their assets. They are frequently the source for visitors seeking something more to do to round out their experience in the area. Many areas have found that a once-a-year familiarization tour for new staff, often sponsored by the local Chamber of Commerce and typically held at the beginning of the summer, is very useful. Including the Parkways on such a tour, with a knowledgeable guide, will also be helpful. In lieu of formal training in a workshop setting, distribution of the collateral will help to raise awareness, particularly if staff are introduced to the piece and encouraged to offer it to visitors.

Developing a logo representing the Select Historic Long Island Parkways helps to establish a brand identity that can be recognized by the public. The logo can be used on identity signs at the Parkway entrances and at the entrances of the adjacent shared use paths, as well as on interpretive signs (see Chapter 5: Interpretive Plan for proposed locations). The logo also can be used on printed materials and Web sites. Scenic byway logos must be approved by the main office of the NYSDOT Scenic Byways Program.

The American Marketing Association (AMA) defines a brand as a "name, term, sign, symbol or design, or a combination of them intended to identify the goods and services of one seller or group of sellers and to differentiate them from those of other sellers." In this case, branding distinguishes the Parkways designated as New York state scenic byways from the rest of the Parkway system. A distinct logo reinforces the image of these Parkways as historic roadways that are part of a historic park system. Although this image is best communicated through the careful preservation of original design aesthetic, the consistent use of a distinctive logo will help to promote public recognition of the unique qualities of the designated Parkways.

These marketing strategies can raise awareness of the Select Historic Long Island Parkways while adding value to the promotion of visitor destinations and attractions throughout the South Shore region.
CHAPTER 7 – Action Plan

The purpose of this Chapter is to summarize the corridor management strategies and recommendations based on the earlier discussions and findings, and to organize them by the Goals presented in Chapter 1. Those that are specific to a location are shown on the aerial maps that follow.

Potential funding strategies and sources are suggested and then applied to the recommendations in an Implementation Summary Table. The Table also suggests organizations that could potentially advance the recommendations. These recommendations should be implemented as resources permit, with consideration given to the staffing and maintenance constraints of the identified agencies.

7.1 GOAL 1: Employ strategies that preserve and enhance enjoyment of the byways’ intrinsic qualities while continuing to meet current standards for safety and accessibility

**NYSDOT will continue to prioritize safety improvements to accommodate all users of the Parkway system.**

New York State Department of Transportation will prioritize safety improvements to accommodate all users of the Parkway system, including transit and non-motorized transportation users. High accident locations have been identified and mapped in the Appendix.

*Recommend design guidelines for rehabilitation and reconstruction of parkway elements that get beyond a case-by-case review and are integral to each agency’s process.*

For example, use guidance from “*Proposed Treatments for the Rehabilitation of the National Register Eligible Long Island Parkways*” along with recently completed improvements on the Loop Parkway.¹

Lighting, signs, guide rails and medians, among other design elements installed on the Loop Parkway were based on historic design standards retrofitted for today’s functional challenges in safety while meeting historic and aesthetic goals. Guidelines are recommended for the following parkway elements that reflect the original historic parkway design intent with improved standards to meet current challenges:

- Lighting
- Guide rails and Median Barriers
- Curbs
- Shoulders
- Medians

¹ “*Proposed Treatments for the Rehabilitation of the National Register Eligible Long Island Parkways*” prepared by the Historic Long Island Parkways Task Force in 1997. This guidance was never formally adopted by NYSDOT but is applied on a case-by-case basis.
A plan should be developed similar to the one prepared for the Shore (Belt) Parkway in New York City.

Currently, visitors utilize shoulder areas along the Wantagh, Meadowbrook and Ocean Parkways as parking to access recreational and scenic destinations on the Great South Bay and Atlantic Ocean. Locations near the drawbridges on the Meadowbrook and Wantagh Parkways are particularly well-used as access points for fishing. These recreational users could be accommodated with limited parking and pull-off areas along the Parkways, if feasible from a safety and design perspective. Potential locations for pull-offs have been identified by Advisory Committee members, and are displayed on the Recommendation Maps for Loop, Ocean, Wantagh and Meadowbrook Parkways.
Consider restoring the Historic Gateway to Jones Beach State Park at the intersection of Wantagh Parkway and Ocean Parkway.

This central gateway, which includes the Jones Beach Water Tower and the Central Mall, defines the axis by which elements in the park are symmetrically arranged. Unique landscaping features of the original gateway included two large reflecting pools flanking the east and west sides of the traffic circle, lush ornamental plantings and a large rectangular lawn on the Central Mall. According to an assessment of the park’s historic features completed by the Society for the Preservation of Long Island Antiquities in 2004, “the two reflecting pools that once embellished the Ocean Parkway approaches to the Water Tower have been filled with lawn panels and ornamental plantings throughout the park have been dramatically reduced.”

Improve the safety and appearance of the Bethpage State Park Traffic Circle

As part of the proposed Vision Plan for this parkway, prepare a landscape improvement plan to enhance the traffic circle; a strategic plan for parking during major events; and a detailed plan for way-finding to safely and effectively direct all travelers to park facilities.

Examine the reuse and rehabilitation of the historic gas stations on Wantagh Parkway including traffic safety impacts of left lane ramps

A good example of the reuse of historic structures along a parkway can be found on the Palisades Parkway in New York State. This historic gas station has been converted to a visitors’ information center and interpretive site for many natural and recreational resources along the parkway including Bear Mountain State Park. Alternative uses for the Wantagh structures might include a gift shop, café or bicycle shop. The study should include the traffic safety impacts of left lane ramps.

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Examine improvements to the historic toll booth areas on the Meadowbrook and Wantagh parkways

The toll booths located on the Wantagh and Meadowbrook Parkways are listed as contributing structures to the National Register of Historic Places designation and therefore will remain at their location. However the approach to them is confusing and unattractive. Devising measures to improve the approach, circulation and physical appearance of the area will enhance these entrance ways.

Historically, each parking field had its own toll booths, which if re-established could better distribute traffic entering Jones Beach State Park. Toll booths at each parking field would also present an opportunity for park staff to provide visitor information and materials for special events.

As NYSOPRHP develops a Master Plan for Jones Beach State Park, it should include a section for the Scenic Byways aspects of the park along with the preservation priorities that would support such a Vision Plan.

As recommended by the Preservation League of New York State and the Society for Preservation of Long Island Antiquities, funding should be acquired to move forward with the creation of a Preservation Master Plan for Jones Beach State Park. A Master Plan will document and provide an historical framework to establish guidelines for appropriate conservation of historic design elements; and encourage and guide public interpretation and education of the park’s history. Developing detailed recommendations and setting priorities for long-term restoration, rehabilitation and improvement projects will enhance the aesthetic qualities of the historic structures, recreational facilities and operations of the park, which is a major interpretive and destination node for the Select Long Island Parkways.

In addition, incorporating Ocean, Wantagh, Meadowbrook and Bay Parkways into the Jones Beach Master Plan will better assure preservation and project implementation of the Jones Beach State Park, Causeway and Parkway System on the Long Island State Parkways and Park Region. Integrating the Parkways into the Jones Beach Master Plan recognizes the link between the Parkways and state parks along with their significant role in the region’s transportation network.

7.2 GOAL 2: Promote economic development strategies that build upon existing assets and work to revitalize byway communities

*Develop facilities that allow visitors to explore the area more widely and stay longer, such as improved lodging, visitor services and amenities*

There is presently limited lodging for overnight visitors whether they arrive by land or boat. Overnight hotel and camping facilities are in great demand, particularly near the waterfront and beaches. Although most parkway communities have restaurant and food services, many visitors do not know these facilities are available. Providing way-finding, informational and physical links between the Parkways, visitor facilities and the nearby communities will improve how visitors access these services and amenities.

Since many residents of New York’s five boroughs do not own a car, a relationship could be established with the MTA/LIRR to develop one day packages that could encourage more travelers to experience the Parkways and nearby communities in ways that incorporate bike trips, boating, and other multi-modal options.

*Provide information to increase public awareness of the byway corridors and its associated recreational activities and special events throughout the year*

- Develop a logo to establish a unique identity for the designated Parkways that can be used on signs and promotional materials.
- A Web site should be created, with links to all destinations and organizations related to the Parkways and their recreational and travel options.
- A two-color rack card or tri-fold brochure should be developed.
- Postcards are an effective way of disseminating the images of the Parkways’ scenic beauty and architectural attractiveness.
- Press materials should be developed and posted on the Web site, as well as distributed to the local and regional media including a fact sheet and map of the Parkways.
- Advertising is particularly suited to marketing special events (festivals, fairs, tournaments, concerts) in partnership with other organizations. Appropriate online advertising, such as on the Long Island Convention and Visitors Bureau (LICVB) or I Love NY Web sites, could also be effective.
- Front-line staff at area accommodations, restaurants, shops, gas stations, etc. should to be informed about the Parkways and their assets. Many areas have found that a once-a-year familiarization tour for new staff, often sponsored by the local Chamber of Commerce, is a great boost for local tourism.
Market the Parkways as a cohesive network of recreational, cultural, historic and natural resources, taking advantage of the South Shore Estuary Reserve’s plan for a South Shore Bayway through a coordinated approach

The South Shore Estuary Reserve’s (SSER) vision for a South Shore Bayway is described as, “an enlightening, fun and easy-to-navigate network of recreational, historic, cultural and naturally beautiful maritime destinations that would encourage people to promote and explore the Reserve, raise public awareness about the natural and cultural resources within the Reserve and encourage stewardship of these resources.”

The Meadowbrook, Loop, Ocean and Wantagh Parkways and selected resources are already recognized as potential “connectors” and “destinations” in the SSER Bayway Plan.

A complementary relationship between the Select Historic Long Island Parkways and the South Shore Bayway has been established in this corridor management planning process and should be further strengthened. Efforts to increase awareness of resources and support local tourism as proposed in the South Shore Estuary Reserve Strategic Implementation and Marketing Plan, should be coordinated with similar Scenic Byway initiatives. SSER designation may also be extended to include Bethpage State Park and Parkway.

Focus on the potential to expand and promote water-based recreational opportunities as an economic development strategy

Fishing, kayaking, boating and wildlife viewing, among other activities, should be featured as prime tourism opportunities along these scenic byways. The creation of the Blueway Trail, a canoeing, kayaking and rowing water trail, is one of the core initiatives of the SSER, and is planned to extend along the South Shore from Nassau to Suffolk County. This initiative has great potential to draw non-motorized watercraft fans to the area, which will require appropriate docking sites, food services and other amenities.

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7.3 GOAL 3: Enhance the existing park and parkway network by expanding opportunities for multimodal travel to destinations throughout the corridor for people of all ages and abilities

Explore continuity between the parks, paths (pedestrians, bicycle) and Parkways by completing shared-use path connections.

This may include:

- Connect cyclists from Wantagh shared-use path to Jones Beach boardwalk & beach. Current conditions require cyclists to leave bikes at the end of the bikeway or walk bikes through the parking field. Examine solutions such as a striped or hashed bike lane through parking lots to provide a safe and unimpeded connection to the boardwalk.
- Connect Bethpage & Wantagh shared-use paths
- Improve pavement conditions along Bethpage State shared-use path
- Examine the possibility of creating an off-road shared-use path along Bay Parkway, including the potential to create a separate path with a wider buffer for cyclists

Promote transit and non-motorized transportation options to and from byway communities and destinations.

A comprehensive system of transit and non-motorized transportation access to byway resources will relieve congestion along the Parkways and help to strengthen the links between byway communities, the Parkways and related resources. The following recommendations are focused on addressing critical improvements to support an alternative transportation network for the Byway:

- Improved or new transit connections, such as shuttle or ferry services, to connect transit stations with State Parks and other byway destinations as an alternative to driving the Parkways.
- A Bike station (a secure facility providing bike parking, lockers and rentals for commuting and recreational needs) at a transit station or other accessible location.
- Parking and other visitor services near transit and non-motorized transportation facilities, such as the Bethpage and Wantagh bikepaths. Visitor services should be expanded at Cedar Creek County Park in Wantagh where the Wantagh bikepath begins.
- Scenic vistas, restroom facilities and other visitor services along the Ocean Parkway bike path (in design).

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Note: Riding bicycles on the boardwalk is not a reasonable expectation during the period from Memorial Day to Labor Day, but access by bicycle to locations nearer the beach than the existing terminus of the Wantagh path is a desirable outcome.
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

- Examine the opportunities for transit and non-motorized connections from Captree State Park at the eastern end of Ocean Parkway to Robert Moses State Park and the Long Island mainland.

7.4 GOAL 4: Foster support, stewardship and public awareness of the scenic byway corridor through public outreach and education

Explore the development of interpretive materials and activities to connect byway travelers with the parkway resources and engage them through major byway themes that tell the stories about the parkways and its neighboring communities.

Focus on ways to connect with byway travelers and communicate the major byway themes, as detailed in Chapter 5: The Parkways Story and Themes. Advisory Committee members stressed the importance of promoting digital technologies to connect with younger byway travelers, which has the added benefit of reducing the need for written materials and sign clutter along the roadways. Examples of interpretive media such as pamphlets, television, radio and internet programming and concepts for interpretive tours, are presented in Chapter 6: Marketing, Tourism and Visitor Experience.

As resources permit, designate welcome areas, gateways and priority interpretive sites for the Scenic Byway System.

Scenic Byway “Welcome Areas” are locations that could act as major points of access for the byway network. Existing museum, commercial and/or visitors centers are well-suited for interpretive exhibits which orient byway travelers and explain the overall purpose and extent of the byway system. Consideration should also be given to outdoor displays at these locations where indoor space is not available. Outdoor displays, made out of weatherproof materials, would be available year-round and may require less maintenance.

- Jones Beach State Park
- Bethpage State Park
- Downtown Freeport
- Point Lookout

Scenic Byway “Gateways” are entry points along the road corridor where aesthetic improvements are recommended to historic elements such as bridges and guiderail to enhance the visitor experience. Proposed Gateways include:

- Wantagh State Parkway at the Southern State Parkway
- Meadowbrook State Parkway at the Southern State Parkway
- Bethpage State Parkway at the Southern State Parkway
- Ocean Parkway at Captree State Park
The following interpretive sites are points of interest that are directly linked to the major byway themes. Themes and additional interpretative sites are described in *Chapter 5: The Parkways Story and Themes*.

- Jones Beach State Park
- Bethpage State Park
- Wantagh Parkway, Historic Gas Stations
- Captree State Park

*Explore the installation of scenic byway identification, way-finding and interpretive signs in accordance with the NYS Scenic Byway Manual and other relevant guidance as resources allow*

The New York State Scenic Byways Sign Manual provides guidelines for different signs. The byway signs help visitors in identifying byway routes and accessing byway destinations and attractions, with the goal of providing a positive visitor experience. An effective sign system also addresses the needs of visitors on foot or bike. The manual also addresses interpretive signs that communicate the byway stories and themes.

A consistent approach to signing in accordance with the Sign Manual helps to establish a unique identity for the Parkways. The sign manual also addresses guidelines for the development of logos that can be included on signs and used on marketing and promotional materials as well as Web sites.

As resources allow, identity signs may be installed at the entrances to the Parkways and as appropriate. Directional or way-finding signs may also be installed as needed to direct visitors to key attractions. The use of byway directional signs also applies to pedestrians and bicyclists.

This plan proposes locations for interpretive signs at gateways and key attractions. However, the content and location of byway interpretive signs should be coordinated with the South Shore Estuary Reserve under the New York State Coastal Resources Interpretive Program, which have interpretive sign programs that are complementary to the stories and themes proposed for these selected Parkways.

**7.5 GOAL 5: Support land use that is compatible with protection and enjoyment of the natural environment**

*In accordance with guidelines set under GreenLITES project rating system, promote the Parkways as a sustainable system*

Maintaining and improving the ecological quality of the South Shore Estuary Reserve ensure that the byway corridor’s scenic, natural and recreational intrinsic qualities can be enjoyed by byway visitors. Clean water is imperative. It leads to healthy eco-systems that contribute to the byway corridor’s flora and fauna that is important to the interpretive, tourism and quality-of-life opportunities. Protecting scenic areas includes not only the view of the area but the vegetation, wildlife, water and air quality, among other features that contribute to the quality of the scenic view.
The linearity of the Parkways and their strategic location to the bays and Atlantic Ocean present the opportunity to invest in an ecological approach that should contain a stormwater management system that minimizes runoff and maximizes its efficiency in collecting, filtering and managing water in a sustainable manner. The Parkways already have a system for capturing and distributing stormwater, which could be enhanced by developing “green solutions” to improve the end result of highway runoff and storm drainage using bio-swales and other best management practices. These enhancements could be incorporated into the proposed Vision Plans for each Parkway.

Other energy conservation measures could also be introduced into the maintenance and operations of the Parkways. For example, “A Vision Plan for a Green Route 347” has been proposed by NYSDOT Region 10 in accordance with NYSDOT GreenLITES (Leadership in Transportation Energy Sustainability) project rating system. This plan proposes design solutions to protect and improve the environment, improve safety and mobility, and integrate the transportation system into the community focusing on:

- Protecting and improving the natural and wildlife habitats including the use of native plants;
- Protecting and improving water quality, ecosystems and native habitats and ecological recharge areas;
- Reducing energy consumption including techniques to minimize dark sky lighting; and promote transit use.

Adjacent municipalities should consider adopting policies to protect a zone of influence (or overlay zone) to improve and protect the scenic and natural qualities of the byway corridor in accordance with NYSDOT/OPRHP policies

A critical area adjacent to the road itself, which may or may not include the right-of-way, presents an opportunity to provide design elements, planning policies and measures that can effectively improve the view and function of the byway corridor. Within the viewshed of the Parkways, this zone of influence contributes to or negatively impacts the byway’s intrinsic qualities.

Although the Parkways are managed and maintained by NYSDOT and NYSOPRHP, other stakeholder organizations and adjacent communities offer resources, capabilities and responsibilities to improve and manage this zone of influence. There are three partnerships that are an example of this including:

- The Town of Babylon, in an Environmental Study of the Barrier and Bay Island Communities, identified the necessary continuation of beach nourishment and dune restoration that if discontinued would result in the loss of Ocean Parkway.
- NYS DEC’s grant programs and various initiatives to increase access to and improve quality of a number of sites along the Parkways for fishing, wildlife viewing and boating.
- The South Shore Estuary Reserve Council Comprehensive Management Plan and efforts to protect and improve the natural and scenic qualities of the South Shore Estuary Reserve.

In addition, the proposed Vision Plans for each parkway can identify solutions for the buffering of negative views, finding safe access to quality scenic views and improving the South Shore Estuary ecosystem, among others.
Consider planting of native species where feasible

With the desired goal of improving the natural ecosystem, native plant species could be incorporated into future landscape improvement plans without jeopardizing the historic design intent. This action will need to be carefully implemented to avoid any conflicts with the historic preservation of the parkway features.

7.6 GOAL 6: Continue dialogue among advisory committee members, state and other local agencies, and the public regarding Byway goals and objectives

Implement the actions as feasible through the continued coordination of the management committee (DOT/PARKS), other relevant agencies, and local communities

The Management Committee already provides oversight of the Select Long Island Parkways and is the appropriate organization to continue their ongoing coordination as well as administering the action recommendations outlined in the CMP as feasible. There may be opportunities as the Management Committee seeks implementation measures to collaborate with other organizations to efficiently and effectively achieve the byway vision.

A partnership with the South Shore Estuary Reserve Council is encouraged to further the byway vision. The South Shore Estuary Reserve Council has an important role within a good portion of the byway’s corridor study area. Its efforts to enhance, preserve, interpret and promote the intrinsic qualities of the parkway natural and scenic landscape are compatible with the goals of this CMP.

A strong partnership with New York State Department of State through the NYSDEC is encouraged to further the byway vision for current and future recreational activities along the Parkways. DEC’s Division of Fish, Wildlife and Marine Resources is working/or already has cooperative agreements with OPRHP for their Water Access Project to Mullener Pond and Freeport Reservoir for primarily fishing and boat launching activities.

In addition, numerous local organizations have been identified by Advisory Committee Members and the public as potential partners for interpretation, education and stewardship of corridor resources. These organizations include:

- Long Island Traditions
- Society for Preservation of Long Island Antiquities
- Long Island Greenbelt Conference
- Friends of Massapequa Preserve
- Hofstra and Stony Brook Universities
- Youth groups, such as Boy/Girl Scouts, YMCA. etc.
- Local historical societies
Coordinate shared responsibility for stewardship of the historic parkways

Continue partnership for balancing competing needs and interests of shared natural and cultural resources to protect and improve the quality of the State Park and Parkway network.

Continue dialogue with the appropriate partners to gain recognition for the Long Island Scenic Byways and effectively promote them as a regional asset

With always-constrained budgets limiting the potential reach and frequency of a tourism marketing campaign for the Parkways and their surrounding communities, appropriate marketing partnerships are an essential means of getting the word out as broadly as possible, and stretching municipal and agency budgets.

From encouraging travelers to other parts of Long Island to experience the Parkways, to reminding residents of the wealth of opportunities that lie on their doorstep, cost-effective marketing partnerships that preserve each partner’s brand identity and reach target audiences important to each are a true win-win scenario.

Potential partners include the LICVB, South Shore Estuary Reserve (Bayway initiative), Chambers of Commerce and tourism offices in the adjacent towns, maritime industry associations, and the MTA/LIRR.
Select Historic Long Island Parkways: Meadowbrook, Wantagh State Parkways

Recommendations:
1. Examine Reuse of Abandoned Gas Stations
2. Forward Creation of a South Shore Blueway Trail
3. Provide Improved Transit Connections to State Parks and other Byway Destinations
4. Potential Welcome Center in Downtown Freeport
5. Expand Visitor Services at Cedar Creek County Park, if resources permit
6. Connect Wantagh Bikepath with Boardwalk and Ocean Parkway Bikepath (in design)
7. Study Feasibility for Scenic Pullout and Improved Access to Ponds
8. Examine Use of the Brooklyn Waterworks ROW for a Multi-Use Trail
9. Improve Safety and Appearance of the Historic Toll Booth Area, if funding allows
10. Study Feasibility of Providing Parking and Water Access at Channel Crossings

Scenic Views:
- Explore Opportunities to Provide Parking and Water Access near Channel Crossings
- Improve Safety and Appearance of the Historic Toll Booth Area, if funding allows
- Study Feasibility of Providing Parking and Water Access at Channel Crossings
- Examine Use of the Brooklyn Waterworks ROW for a Multi-Use Trail
- Study Feasibility of Providing Parking and Water Access at Channel Crossings
Select Historic Long Island Parkways: Bethpage State Parkway

Recommendations

**Improve the Safety and Appearance of the Bethpage Traffic Circle**

**Provide Parking and Facilities for Cyclists using the Bethpage Bikeway, if funding permits**

**Complete Connection to the Wantagh Bikeway**

**Potential “Gateway” to Bethpage State Parkway**

**Improve Pavement Conditions along the Bethpage State Bikeway**

**Potential Welcome Center at Bethpage State Park**

**LEGEND**

- **Yellow** Recommendations
- **Blue** Scenic Views
Select Historic Long Island Parkways: Loop, Bay State Parkways

Explore Opportunities to Provide Parking and Access to Scenic Views, Recreational Areas and Fishing Sites

Recommendations

- Consider creation of a Multi-Use Path
- Enhance Recreational Boating and Commercial Fishing Opportunities
- Explore Opportunities to Provide Parking and Access to Scenic Views, Recreational Areas and Fishing Sites
- Consideration of a Welcome Center at Point Lookout

LEGEND
- Recommendations
- Scenic Views
Provide Restrooms and other Visitor Services along the Ocean Parkway Bikepath (in design).

Explore Opportunities to Provide Access to Scenic Views, Recreational Areas and Fishing Sites.

Explore Opportunities to Provide Parking and Access to Sore Thumb and Fishing and Hunting Areas to the North.

Examine the Possibility of Providing Parking and Access to Sore Thumb and Fishing Areas to the North.

Select Historic Long Island Parkways: Ocean Parkway
7.7 Funding Strategy

The following section is a compilation of possible funding sources that could be used to fund projects along the Select Long Island Parkways. Major funding sources including programs under the Federal Surface Transportation Act, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the New York State Environmental Protection Funds (EPF) are briefly described below. Note that in New York State both the Scenic Byways program and the Transportation Enhancement Program (currently SAFETEA-LU) are administered by the New York State Department of Transportation. It is important to recognize that funding under SAFETEA-LU was scheduled to end in 2009, but has been extended by Congress through 2010, and that a new transportation bill is anticipated for the upcoming years. The new bill will not be a reauthorization of SAFETEA-LU. The emphasis of this bill is uncertain but there is a large constituency that is campaigning for the opportunity to chart a new direction in transportation that focuses on more options, less driving, world-class transportation, and safer and cleaner and more livable communities. Both the National Scenic Byways and Transportation Enhancements Program have much support but may change as the legislation develops.

The funding table below suggests major federal, state and private funding sources, program descriptions and links for more information. The list of funding resources is not exhaustive, but aims to identify logical funding sources that potentially can be applied to various projects recommended in this Corridor Management Plan including bicycle and pedestrian facilities, acquisition of parks, open space and billboards, historic preservation, safety improvements and resource interpretation, among others.

**SAFETEA-LU**

*National Scenic Byway Program*

Funding for the National Scenic Byways Program is discretionary but the funds each year continued in the various transportation bills since the Program’s inception in 1991. Approximately $23 million dollars annually have been allocated for projects to move forward the National and State Scenic Byways Programs, and individual State and National Scenic Byways and All American Roads. Since its inception, $347 million dollars have been awarded nationally for 2672 projects in 52 states. New York received $18 million. Eligible projects in this program include:

- State and Tribal Program Development and Implementation;
- Development of Corridor Management Plans;
- Safety Improvements;
- Byway Facilities;
- Access to Recreation;
- Resource Protection;
- Interpretive Information; and
- Marketing Programs.

The Federal Highway Administration (FHWA) administers the National Scenic Byways Program through the State Departments of Transportation and Tourism Departments. Each year, FHWA announces a funding round, which allows State Scenic Byway Programs and individual sponsoring byway organizations to apply for funding based on the eligibility categories. Applications are
submitted to the agency who administers the State Scenic Byways Program, which reviews them for eligibility and also prioritizes them for submittal to FHWA. The FHWA has a panel of experts, which reviews applications throughout the United States to awards the discretionary funds. Local support is critical for any application to be awarded funds.

Transportation Enhancements Program

This federally funded program focuses on non-traditional transportation-related projects that promote alternative modes of transportation while preserving and protecting environmental resources. Counties, municipalities and non-profit organizations are eligible to apply. The program is intended to foster more livable communities, enhance the overall travel experience, and promote new transportation partnerships. State and Nationally designated Scenic Byways with completed Scenic Byway Corridor Management Plans are eligible for enhancements project funding under Category 4, Scenic or Historic Highway Programs, one of the 12 Transportation Enhancements Program eligibility categories.

Projects related to scenic byways which may qualify include “acquisition of scenic easements and scenic or historic sites,” “landscaping and other scenic beautification” and “provision of facilities for pedestrians and bicycles” among others. Grants are restricted for design, property acquisition or construction of facilities.

NYS Environmental Protection Fund

The Environmental Protection Fund (EPF), which is primarily administered through the Office of Parks, Recreation and Historic Preservation (OPRHP), provides a reliable and dedicated source of funding to municipalities and not-for-profit organizations for essential environmental programs in New York State. The State Legislature adopted a $222 million EPF program in April 2009. These funds are used for a variety of projects which generally aim to protect and improve air and water quality, improve parks and historic properties and support environmental education. Projects are selected based on a competitive rating system.

In addition, EPF’s Local Waterfront Revitalization Program (LWRP), administered through the Department of State, is an important source of funding for preservation and enhancement of water resources in New York State. LWRP funds can be used for projects such as: Completing or implementing a Local or Regional Waterfront Revitalization Program, redeveloping urban waterfronts, creating a blueway trail and interpreting waterfront resources. Scenic Byway projects linked with the South Shore Estuary Reserve Council, a major recipient of LWRP assistance, may also be eligible for these funds. However, the New York State Environmental Protection Fund’s future is uncertain and the LWRP program is undergoing internal review at the Department of State.
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<th>Funding Program</th>
<th>Agency/Organization</th>
<th>Program Notes</th>
<th>Source</th>
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<td><strong>FEDERAL PROGRAMS</strong></td>
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<tr>
<td>Transportation Enhancement Program (SAFETEA-LU)</td>
<td>FHWA/NYS DOT</td>
<td>TE supports projects that expand transportation choices including safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments that increase recreation, accessibility, and safety. Communities may also use funds to contribute to the revitalization of local and regional economies by restoring historic buildings, renovating soundscapes or providing transportation to museums and visitors centers.</td>
<td>[<a href="http://www.trans">http://www.trans</a> transportation.dot.gov](<a href="http://www.trans">http://www.trans</a> transportation.dot.gov)</td>
</tr>
<tr>
<td>National Scenic Byways Discretionary Grant Program (SAFETEA-LU)</td>
<td>FHWA/NYS DOT</td>
<td>Scenic Byway funds can be used in the development and provision of tourism implementation, construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers. Eligible groups include public organizations, non-profits and Indian Tribes.</td>
<td>[<a href="http://www.byways">http://www.byways</a> online.org](<a href="http://www.byways">http://www.byways</a> online.org)</td>
</tr>
<tr>
<td>Congestion Mitigation Air Quality Improvement Program (SAFETEA-LU)</td>
<td>FHWA/FTA/NYS DOT</td>
<td>Applicable to a wide variety of transportation projects aimed at improving air quality and reducing emissions. Includes construction of pedestrian and bicycle transportation facilities and nonconstruction projects (such as maps, brochures, and public service announcements).</td>
<td><a href="http://www.fhwa.dot.gov/environment/emapps">http://www.fhwa.dot.gov/environment/emapps</a></td>
</tr>
<tr>
<td>Highway Safety Improvement Program (SAFETEA-LU)</td>
<td>FHWA/NYS DOT</td>
<td>Programs which aim to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, publicly-owned bicycle and pedestrian pathways or trails.</td>
<td><a href="http://www.fhwa.dot.gov/safety/crest">http://www.fhwa.dot.gov/safety/crest</a></td>
</tr>
<tr>
<td>Boating Infrastructure Grant Program (SAFE TEA-LU)</td>
<td>FHWA/NYSOPRHP</td>
<td>Funding to state agencies for the development and maintenance of facilities for recreational vessels.</td>
<td><a href="http://nysparks.state.ny.us/grants/programs/boating.asp">http://nysparks.state.ny.us/grants/programs/boating.asp</a></td>
</tr>
<tr>
<td>Recreational Trails Program (Highway Trust Fund)</td>
<td>USDOT/FHWA/NYSOPRHP</td>
<td>RTP projects must be legally and physically accessible to the public. Proposed projects must be identified in, or further a specific goal of, a trail plan referenced in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) or the State Recreational Trail Plan.</td>
<td><a href="http://www.nysparks.com/grants/programs/recreation.asp">http://www.nysparks.com/grants/programs/recreation.asp</a></td>
</tr>
<tr>
<td>Land and Water Conservation Fund</td>
<td>US Fish and Wildlife</td>
<td>Provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to stimulate non-federal investments in the protection and maintenance of recreation resources.</td>
<td><a href="http://www.nps.gov/acre/programs/lwcf/fed_state.html">http://www.nps.gov/acre/progra ms/lwcf/fed_state.html</a></td>
</tr>
<tr>
<td>Coastal and Estuarine Land Conservation Program</td>
<td>NOAA</td>
<td>The program provides state and local governments with matching funds to purchase significant coastal and estuarine lands or conservation easements on such lands.</td>
<td><a href="http://coastallandmanagement.noaa.gov/">http://coastallandmanagement.noaa.gov/</a></td>
</tr>
<tr>
<td>Historic Preservation Fund, Certified Local Government CLG grants</td>
<td>National Park Service/NPS</td>
<td>Funding can be used to pay part of the costs of staff salaries, surveys, comprehensive preservation studies, National Register nominations, educational materials, architectural plans, historic structure reports, and engineering studies necessary to preserve historic properties. However, CLG funds can only be used for village preservation commission projects.</td>
<td><a href="http://www.nps.gov/history/hps/HPF/index.htm">http://www.nps.gov/history/hps/HPF/index.htm</a> and <a href="http://nysparks.state.ny.us/grants/programs/certified.asp">http://nysparks.state.ny.us/grants/programs/certified.asp</a></td>
</tr>
<tr>
<td>Institute of Museum and Library Services</td>
<td>IMLS</td>
<td>Funding available to State and local government agencies, non-profits, libraries, museums and schools for various conservation, public engagement and educational programs.</td>
<td><a href="http://www.imls.gov/">http://www.imls.gov/</a></td>
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<tr>
<td><strong>STATE PROGRAMS</strong></td>
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<tr>
<td>Local Waterfront Revitalization Program (Environmental Protection Fund)</td>
<td>NYS Department of Environmental Conservation (DEC)</td>
<td>Grants available to local governments for planning, design and construction projects that advance protection or implementation of Local Waterfront Revitalization Programs, community revitalization strategies, waterfront management plans, coastal education programs, blueway trails, and urban waterfront redevelopment.</td>
<td><a href="http://nyswaterfronts.com/grants/DECCPP/PPP.asp">http://nyswaterfronts.com/grants/DECCPP/PPP.asp</a></td>
</tr>
<tr>
<td>Other EPP Programs (Parks, Historic Preservation Acquisition)</td>
<td>NYSOPRHP</td>
<td>These funds are generally used for acquisition and/or development of parks, recreational facilities and historic properties.</td>
<td><a href="http://nysparks.state.ny.us/grants/">http://nysparks.state.ny.us/grants/</a></td>
</tr>
<tr>
<td>New York Main Street Program</td>
<td>NYS Office of Community Renewal</td>
<td>Provides funds and technical assistance to business improvement districts and not-for-profit organizations that aim to revitalize historic downtowns, mixed-use neighborhood commercial districts, and village centers.</td>
<td><a href="http://nymainstreet.org/grants/questionanswer.php">http://nymainstreet.org/grants/questionanswer.php</a></td>
</tr>
<tr>
<td>Architecture, Planning and Design, Capital Funding Initiative</td>
<td>NYS Council on the Arts</td>
<td>Projects that stimulate and promote excellence in design and planning in the public realm for the benefit of all New Yorkers. The program aims to increase awareness and appreciation of the designed environment and to advance innovation in the design and planning fields.</td>
<td><a href="http://www.nyca.org/public/guidelines/architecture/index.htm">http://www.nyca.org/public/guid elines/architecture/index.htm</a></td>
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<tr>
<td>Funding Program</td>
<td>Agency/Organization</td>
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<tr>
<td>Habitat/Access Funding Grants</td>
<td>NYS Department of Environmental Conservation</td>
<td>Habitat/Access Grants fund projects that improve fish and wildlife habitat; and public access for hunting, fishing, trapping; and other fish and wildlife related recreation.</td>
<td><a href="http://www.dec.ny.gov/permits/329.html">http://www.dec.ny.gov/permits/329.html</a></td>
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<tr>
<td>PRIVATE/NON-PROFIT PROGRAMS</td>
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<tr>
<td>National Trust Preservation Fund/Johanna Foster Fund for Historic Preservation</td>
<td>National Trust for Historic Preservation</td>
<td>Financial assistance available to nonprofit organizations, public agencies, for-profit companies, and individuals involved in preservation-related projects.</td>
<td><a href="http://www.preservationnation.org/resources/find-funding/grants/">http://www.preservationnation.org/resources/find-funding/grants/</a></td>
</tr>
<tr>
<td>Preserve NY, Technical Services</td>
<td>Preservation League of NYS</td>
<td>Provides support for cultural resource surveys, historic structure reports, and historic landscape reports. Applicant must be a not-for-profit group.</td>
<td><a href="http://www.preserve">http://www.preserve</a> ny.org/resources/find-funding/grants/</td>
</tr>
<tr>
<td>Capacity Building Grants</td>
<td>Parks and Trails New York</td>
<td>Funds are available to non-profit organizations and can be used to increase organizational viability, generate community support, grow membership, and attract additional volunteers.</td>
<td><a href="http://www.pmy.org/advocacy/grants.shtml">http://www.pmy.org/advocacy/grants.shtml</a></td>
</tr>
<tr>
<td>Keystone Initiative, Charter and Venture Grants</td>
<td>National Fish and Wildlife Foundation</td>
<td>The National Fish and Wildlife Foundation provides funding on a competitive basis to projects that sustain, restore, and enhance our Nation's fish, wildlife, and plants and their habitats.</td>
<td><a href="http://www.nfwf.org/AM/Template.cfm?Section=GrantPrograms">http://www.nfwf.org/AM/Template.cfm?Section=GrantPrograms</a></td>
</tr>
<tr>
<td>Various</td>
<td>Kresge Foundation</td>
<td>Awards grants to nonprofit organizations in six fields of interest: health, the environment, community development, arts and culture, education, and human services, with an emphasis on improving opportunities for poor, disadvantaged and marginalized individuals, families, and communities.</td>
<td><a href="http://www.kresge.org/index.php/what/index/">http://www.kresge.org/index.php/what/index/</a></td>
</tr>
<tr>
<td>Various</td>
<td>The Graham Foundation</td>
<td>Project-based grants to individuals and organizations that produces public programs to foster the development and exchange of diverse and challenging ideas about architecture and its role in the arts, culture, and society.</td>
<td><a href="http://www.grahamfoundation.org/foundation/grantguidelines.asp?Mission">http://www.grahamfoundation.org/foundation/grantguidelines.asp?Mission</a></td>
</tr>
<tr>
<td>Various</td>
<td>America the Beautiful Fund</td>
<td>Assists community-level programs and projects to save the natural and historic environment and improve the quality of life. Since 1965 the fund has developed more than 51,000 citizen initiated volunteer projects.</td>
<td><a href="http://www.americathebeautiful.org/about/index.php">http://www.americathebeautiful.org/about/index.php</a></td>
</tr>
<tr>
<td>Various</td>
<td>Trust for Public Land</td>
<td>Helps communities take action on parks and land conservation by providing objective advice based on extensive experience, the latest technology and analytical frameworks, and a proven approach to realizing parks and conservation goals.</td>
<td><a href="http://www.tpl.org/tier2_kad.cfm?folder_id=3129">http://www.tpl.org/tier2_kad.cfm?folder_id=3129</a></td>
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## Implementation Summary Table

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<th>Potential Funding Source/Collaboration</th>
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<td><strong>GOAL 1: Employ strategies that preserve and enhance enjoyment of the byways’ intrinsic qualities while continuing to meet current standards for safety and accessibility</strong></td>
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</tr>
<tr>
<td>1.1 NYSDOT will continue to prioritize safety improvements to accommodate all users of the Parkway system</td>
<td>New York State Department of Transportation (NYSDOT)</td>
<td>NYSDOT</td>
</tr>
<tr>
<td>1.2 Recommend design guidelines for rehabilitation and reconstruction of parkway elements that get beyond a case-by-case review and are integral to each agency’s process</td>
<td>New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP/ NYSDOT)</td>
<td>NYSDOT, NYSOPRHP, National Scenic Byway Funding (NSBF)</td>
</tr>
<tr>
<td>1.3 Use the Select Historic Long Island Parkways as models to help establish policies, guidelines and processes that are cost effective and efficient in planning, design, construction and maintenance of the entire New York State Parkway System</td>
<td>NYSDOT/ NYSOPRHP</td>
<td>NYSDOT/NYSOPRHP, NSBF</td>
</tr>
<tr>
<td>1.4 As resources permit, prepare a vision plan for each of the select Long Island Parkways. The plan may include specific design recommendations.</td>
<td>NYSDOT/NYSOPRHP</td>
<td>NSBF, Historic Preservation Funds, NYSDOT Transportation Enhancements (TE), Environmental Protection Fund (EPF)</td>
</tr>
<tr>
<td>1.5 As NYSOPRHP develops a Master Plan for Jones Beach State Park, it should include a Vision Plan section for the Scenic Byways aspects of the park along with the preservation priorities that would support such a Vision Plan</td>
<td>NYSOPRHP, Local Communities</td>
<td>NSBF, Historic Preservation Funds, Land and Water Conservation Fund (LWCF), EPF</td>
</tr>
<tr>
<td>Strategy</td>
<td>Potential Lead and Partner Organizations</td>
<td>Potential Funding Source/Collaboration</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td><strong>GOAL 2: Promote economic development strategies that build upon existing assets and work to revitalize byway communities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1 Develop facilities that allow visitors to explore the area more widely and stay longer such as improved lodging, visitor services and amenities</td>
<td>Local Communities</td>
<td>Private Investment</td>
</tr>
<tr>
<td>2.2 Provide information to increase public awareness of the byway corridor and associated recreational activities and special events</td>
<td>Local Communities</td>
<td>NSBF</td>
</tr>
<tr>
<td>2.3 Market the byways as a cohesive network of recreational, cultural, historic and natural resources and coordinate efforts with the South Shore Estuary Reserve’s plan for a South Shore Bayway</td>
<td>NYSOPRHP, SSER, Local Communities</td>
<td>NSBF</td>
</tr>
<tr>
<td>2.4 Focus on the potential to expand and promote water-based recreational opportunities as an economic development strategy</td>
<td>SSER, NYSDEC</td>
<td>NSBF, EPF, Local Waterfront Revitalization Program (LWRP), Boating Infrastructure Grant Program (BIGP), NYSDEC Habitat/Access Grants</td>
</tr>
<tr>
<td><strong>GOAL 3: Enhance the existing park and parkway network by expanding opportunities for multimodal travel to destinations throughout the corridor for people of all ages and abilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1 Explore continuity between the parks, paths (pedestrians, bicycle) and Parkways by completing shared-use path connections</td>
<td>NYSDOT/NYSOPRHP/SSER</td>
<td>NSBF, EPF (Recreational Trails Program) TE, Congestion Mitigation Air Quality (CMAQ), BIGP</td>
</tr>
<tr>
<td>3.2 Promote transit and non-motorized transportation options to and from byway communities and destinations</td>
<td>Local Communities, NYSDOT/ NYSOPRHP</td>
<td>CMAQ</td>
</tr>
</tbody>
</table>
### SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Potential Lead and Partner Organizations</th>
<th>Potential Funding Source/Collaboration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOAL 4: Foster support, stewardship and public awareness of the scenic byway corridor through public outreach and education</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 Explore the development of interpretive materials and activities to connect byway travelers with the parkway resources and engage them through major byway themes that tell the stories about the parkways and its neighboring communities</td>
<td>NYSOPRHP, Local Communities</td>
<td>NSBF, Local Foundations</td>
</tr>
<tr>
<td>4.2 As resources permit, designate welcome areas, gateways and priority interpretive sites for the Scenic Byway System</td>
<td>NYSOPRHP, Local Communities</td>
<td>NSBF, Institute of Museum and Library Services (IMLS)</td>
</tr>
<tr>
<td>4.3 Explore the installation of scenic byway identification, way-finding and interpretive signs in accordance with the NYS Scenic Byway Manual and other relevant guidance as resources allow</td>
<td>NYSDOT/NYSOPRHP, Local Communities</td>
<td>NSBF, EPF (LWRP), NY Main Street Program, IMLS</td>
</tr>
<tr>
<td><strong>GOAL 5: Support land uses that are compatible with protection and enjoyment of the natural environment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1 In accordance with guidelines set under GreenLITES project rating system, promote the Parkways as a sustainable system</td>
<td>NYSDOT, NYSOPRHP, DEC</td>
<td>EPF, NYSDOT</td>
</tr>
<tr>
<td>5.2 Adjacent municipalities should consider adopting policies to protect a zone of influence (or overlay zone) to improve and protect the scenic and natural qualities of the byway corridor in accordance with NYSDOT/OPRHP policies</td>
<td>SSER, Local Communities</td>
<td>NSBF, NYSOPRHP, EPF, local municipalities, organizations and foundations</td>
</tr>
<tr>
<td>5.3 Consider planting of native species where feasible</td>
<td>NYSDOT, NYSOPRHP</td>
<td>NSBF, EPF</td>
</tr>
</tbody>
</table>
## SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Potential Lead and Partner Organizations</th>
<th>Potential Funding Source/Collaboration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOAL 6: Continue dialogue among advisory committee members, state and other local agencies, and the public regarding Byway goals and objectives</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 Implement the actions as feasible through the continued coordination of the management committee (DOT/PARKS), other relevant agencies, and local communities</td>
<td>NYSDOT, NYSOPRHP, NYSDEC, SSER</td>
<td>NSBF</td>
</tr>
<tr>
<td>6.2 Coordinate shared responsibility for stewardship of the historic parkways</td>
<td>NYSDOT, NYSOPRHP, Local Communities</td>
<td>EPF, NSBF</td>
</tr>
<tr>
<td>6.3 Continue dialogue with the appropriate partners to gain recognition for the Long Island Scenic Byways, and effectively promote them as a regional asset.</td>
<td>NYSDOT, NYSOPRHP, Local Communities</td>
<td>NSBF, local organizations</td>
</tr>
</tbody>
</table>

**Agency Abbreviations:**
- LICVB: Long Island Convention and Visitors Bureau
- LIRR: Long Island Railroad
- MTA: Metropolitan Transit Authority
- NYSDEC: New York State Department of Environmental Conservation
- NYSOS: New York State Department of State
- NYSDOT: New York State Department of Transportation
- NYSOPRHP: New York State Office Parks, Recreation and Historic Preservation
- SCT: Suffolk County Transit
- SSER: South Shore Estuary Reserve (under the New York State Department of State)

**Funding Abbreviations:**
- BIGP: Boating Infrastructure Grant Program (under SAFETEA-LU)
- CMAQ: Congestion, Mitigation, Air Quality (under SAFETEA-LU)
- EPF: Environmental Protection Fund
- MLS: Institute of Museum and Library Services
- LWCF: Federal Land and Water Conservation Fund
- NSBF: Federal Land and Water Conservation Fund
- NSBF: Federal Land and Water Conservation Fund
- TEP: Transportation Enhancement Program (under SAFETEA-LU)
Appendix A
To guide the CMP process, an Advisory Committee was formed to provide expertise and input into various elements of the CMP. Committee members have been integral in formulating specific management strategies for the Select Historic Long Island Parkways.

The following organizations were represented on the Advisory Committee and participated in Committee meetings:

- Automobile Club of New York, Inc.
- Concerned Long Island Mountain Bikers (CLIMB)
- Friends of Massapequa Preserve
- Hofstra University
- I. & M Publications
- Legislator, Nassau County Legislature, District #13
- Long Island Convention & Visitors Bureau
- Long Island Greenbelt Trail Conference
- Long Island Traditions
- Nassau County Legislative District 19 and America The Beautiful of Nassau Cty
- Nassau County Legislature, District #15
- Nassau County Planning Commission
- Nassau County Planning Department
- Nassau County Planning Federation
- New York State Historic Preservation Office
- North Shore Land Alliance
- NYS Assembly, District #19
- NYS Assembly, District #19
- NYS Assembly, Minority Leaders Office
- NYS DEC
- NYS OPRHP
- NYS OPRHP - LI Region
- NYS Senate, District #6
- NYS Senate, District #8
- NYS Senate, District #8
- NYS Senate, District #8
- NYS Senate, District #9
- NYS Senate, District #4
- NYSDEC
- Smithtown Traffic Safety & Paumonok Bicycle Advocacy
- Society for the Preservation of LI Antiquities
- South Shore Audubon Society
- South Shore Audubon Society
- South Shore Estuary Reserve Office
- South Shore Estuary Reserve Office
- Suffolk County Planning Department
- Town of Babylon
- Town of Babylon DEC
- Town of Hempstead
- Town of Oyster Bay
- Town of Oyster Bay
- Town of Oyster Bay
- Town of Oyster Bay, Parks Department
- Unprotected Woodlands Task Force
- Village of Freeport, Economic Development & Planning
- Vision Long Island

Christopher McBride
Michael Vitti
Lisa and Richard Schary
Eileen Downing
Laura Schofer
Norma L. Gonsalves
Janet Clark
Lisa and Richard Schary
Nancy Solomon
Robert Young
Dennis Dunne, Sr.
Donald Hohn
Lowell F. Wolf
Sarah Meylan
Kathleen LaFrank
Jane Jackson
Eileen Fineo
David G. McDonough
Meredith Dulberg
Heather Amster
Kenneth Markunas
William H. Mausling
George Gorman
Phil Hecken
Wayne Edward
Sara Holly
Tony Pancella
Tom Locascio
Gordon Canary
Heidi N. O'Riordan
John Saraceno
Alexandra Parsons-Wolfe
Marilyn Hametz
Wendy Murbach
Patrice Benneward
Jeff Fullmer
Dan Gulizio
Brian Zitani
Adrienne Holnes
Kendall W. Lampkin
Kevin Hanifan
Josephine Macchia
Louis J. Miriello
George Baptista
Lisa and Richard Schary
Ellen Kelly
Elissa Ward

1 Within the New York State Department of State, Office of Coastal, Local Government and Community Sustainability
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

New York State Department of Transportation Representatives

NYSDOT, New York State Scenic Byways Program
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10
NYSDOT, Region 10

Mark Woods
Margaret Conklin
Sudha Daniel
Phyllis Elgut
Erin Maciel
Janet Mahoney
Alex Mirsakov
Robb Smith
William Thornewell
Jerome Wilson
INVITEES

To following organizations were invited to send representatives to Advisory Committee meetings:

- America The Beautiful of Nassau County
- Automobile Club of New York, Inc.
- Bethpage State Park
- Carmans Road Civic Association
- Citizens Campaign for the Environment
- Concerned Citizens Association of Farmingdale (CLIMB)
- Concerned Long Island Mountain Bikers
- Development Counselors International (DCI)
- Farmingdale Chamber of Commerce
- Forest City Community Association
- Freeport Community Development Agency
- Friends of Massapequa Preserve
- Friends of the Bay
- Governor Paterson's Office
- Harbour Green Civic Association
- Huntington Audubon Society
- Jones Beach State Park
- Long Island Association, Inc.
- Long Island Bicycle Club & Paumonok Bicycling
- Long Island Birds
- Long Island Convention & Visitors Bureau & Sports Commission
- Long Island Greenbelt Trail Conference
- Long Island Greenways and Healthy Trails (LIGHT)
- Long Island Regional Planning Council
- Long Island Studies Institute
- Long Island Traditions
- Massapequa Shoreville Park Civic Association
- Nassau Council of Chambers of Commerce
- Nassau County
- Nassau County Legislature, District #1
- Nassau County Legislature, District #12
- Nassau County Legislature, District #13
- Nassau County Legislature, District #14
- Nassau County Legislature, District #15
- Nassau County Legislature, District #16
- Nassau County Legislature, District #17
- Nassau County Legislature, District #19
- Nassau County Parks, Recreation & Museums
- Nassau County Planning Commission
- Nassau County Planning Department
- Nassau County Planning Federation
- Nassau Shores Civic Association
- New York State Department of Transportation
- New York State Office of Parks, Recreation & Historic Preservation
- North Massapequa Civic Association
- North Shore Audubon Society
- North Shore Land Alliance, Inc.
- Noticia Hispanoamericana
- NYS Assembly, District #10
- NYS Assembly, District #12
- NYS Assembly, District #13
- NYS Assembly, District #17
- NYS Assembly, District #18
- NYS Assembly, District #19
- NYS Assembly, District #19
- NYS Parks - LI Region
- NYS Senate, District #3
- NYS Senate, District #4
- NYS Senate, District #5
- NYS Senate, District #6
- NYS Senate, District #8
- NYS Senate, District #8
- NYS Senate, District #9
- NYS Senate, District #9
- New York State Department of Environmental Conservation (NYSDEC)
- NYSDEC - Fish, Wildlife and Marine Resources
- Office of Tourism, Town of Hempstead
- Open Space & Trails Advocate
- Oyster Bay Chamber of Commerce
- Oyster Bay Civic Association
- Paumonok Bicycle Advocacy
- Senator Brian X. Foley's Office
- Society for the Preservation of LI Antiquities
- South Shore Audubon Society
- South Shore Estuary Reserve Office
- Special Collections
- State Office Building, 250 Veterans Memorial Highway
- Suffolk County
- Suffolk County Department of Parks, Recreation & Conservation

1 Within the New York State Department of State, Office of Coastal, Local Government and Community Sustainability
### Scenic Byway Corridor Management Plan for Select Historic Long Island Parkways

| Suffolk County Legislature, District #11 | Town of Oyster Bay |
| Suffolk County Legislature, District #14 | Unprotected Woodlands Task Force |
| Suffolk County Planning Department | U.S. House of Representatives, District #3 |
| Supervisor's Office | U.S. House of Representatives, District #4 |
| The Chamber of Commerce of the Massapequas | U.S. House of Representatives, District #2 |
| The Nature Conservancy, L.I. Office (East End) | Village of Farmingdale |
| The Neighborhood Network | Village of Freeport |
| Town of Babylon | Village of Massapequa Park |
| Town of Hempstead | Vision Long Island |
| Town of Islip | |
SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

PLAN COMMENTS

The Corridor Management Plan was posted on the New York State Scenic Byways Web site for review. The following organizations submitted comments:

- Friends of Massapequa Preserve
- Long Island Traditions
- Nassau County Legislature, District Thirteen
- South Shore Estuary Reserve, New York Department of State
- Unprotected Woodlands Task Force/Friends of Massapequa Preserve/Long Island Greenbelt Trail Conference

Comments may be requested from:

Mark Woods
NYS Scenic Byways program
New York State Department of Transportation
Landscape Architecture Bureau
50 Wolf Road, POD 41
Albany, NY 12232
Phone: 518-457-6277
Fax: 518-457-6887
Email: mwoods@dot.state.ny.us
Website: www.nybyways.com
Appendix B
Appendix C
### Traffic Volume Summary by Parkway and Segment

<table>
<thead>
<tr>
<th>Parkway</th>
<th>Beginning Location (including reference marker number)</th>
<th>Ending Location (including reference marker number)</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bethpage State Parkway</strong></td>
<td>907E 0301 1000 Approximately 0.5 miles north of Southern State Pkwy</td>
<td>907E 0301 1009 Interchange B2 Boundary Ave</td>
<td>23,670</td>
</tr>
<tr>
<td></td>
<td>907E 0301 1010 Interchange B2 Boundary Ave</td>
<td>907E 0301 1018 Interchange B3 Rt 24</td>
<td>19,220</td>
</tr>
<tr>
<td></td>
<td>907E 0301 1019 Interchange B3 Rt 24</td>
<td>907E 0301 1024 Interchange B4 Central Ave</td>
<td>17,490</td>
</tr>
<tr>
<td></td>
<td>907E 0301 1025 Interchange B4 Central Ave</td>
<td>907E 0301 1026 Interchange B5 Bethpage State Park</td>
<td>12,990</td>
</tr>
<tr>
<td><strong>Wantagh State Parkway</strong></td>
<td>908T 0301 1000 Near Bay Parkway</td>
<td>908T 0301 1051 Interchange W6 Access to Merrick Rd</td>
<td>11,820</td>
</tr>
<tr>
<td></td>
<td>908T 0301 1052 Interchange W6 Access to Merrick Rd</td>
<td>908T 0301 1057 Interchange W5 Access to Rt 27</td>
<td>20,080</td>
</tr>
<tr>
<td></td>
<td>908T 0301 1058 Interchange W5 Access to Rt 27</td>
<td>908T 0301 1077 Interchange W4 Access to Southern State Pkwy</td>
<td>41,010</td>
</tr>
<tr>
<td><strong>Meadowbrook State Parkway</strong></td>
<td>908E 0301 1000 Approximately 0.1 mile south of Loop Pkwy</td>
<td>908E 0301 1009 Interchange M10 Loop Pkwy</td>
<td>15,910</td>
</tr>
<tr>
<td></td>
<td>908E 0301 1010 Interchange M10 Loop Pkwy</td>
<td>908E 0301 1043 Interchange M9 Merrick Rd</td>
<td>38,090</td>
</tr>
<tr>
<td></td>
<td>908E 0301 1044 Interchange M9 Merrick Rd</td>
<td>908E 0301 1046 Interchange M8 Rt 27 Sunrise Hwy</td>
<td>41,250</td>
</tr>
<tr>
<td></td>
<td>908E 0301 1047 Interchange M8 Rt 27 Sunrise Hwy</td>
<td>908E 0301 1051 Interchange M7 Babylon Pkwy</td>
<td>100,170</td>
</tr>
<tr>
<td></td>
<td>908E 0301 1052 Interchange M7 Babylon Pkwy</td>
<td>908E 0301 1068 Interchange M6 Southern State Pkwy</td>
<td>87,060</td>
</tr>
<tr>
<td></td>
<td>908E 0301 1069 Interchange M6 Southern State Pkwy</td>
<td>908E 0301 1071 Interchange M5 / M4 Rt 24</td>
<td>124,330</td>
</tr>
<tr>
<td><strong>Loop Parkway</strong></td>
<td>908C 0301 1000 Lido Blvd</td>
<td>908C 0301 1027 Access to Meadowbrook Pkwy</td>
<td>29,280</td>
</tr>
<tr>
<td><strong>Bay Parkway</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ocean Parkway</td>
<td>Jones Beach Causeway</td>
<td>3,700</td>
</tr>
<tr>
<td><strong>Ocean Parkway</strong></td>
<td>909D 0301 1000 Near Jones Beach State Park</td>
<td>909D 0301 1020 Access to Wantagh Pkwy</td>
<td>18,890</td>
</tr>
<tr>
<td></td>
<td>909D 0301 1021 Access to Wantagh Pkwy</td>
<td>909D 0301 1025 Parking Field 6</td>
<td>16,420</td>
</tr>
<tr>
<td></td>
<td>909D 0301 1026 Parking Field 6</td>
<td>909D 0301 1063 Suffolk County Line</td>
<td>12,390</td>
</tr>
<tr>
<td></td>
<td>909D 0301 1064 Suffolk County Line</td>
<td>909D 0702 1088 Robert Moses Causeway</td>
<td>14,020</td>
</tr>
<tr>
<td></td>
<td>909D 0702 1089 Robert Moses Causeway</td>
<td>909D 0702 1092 Toll Booths at Captree State Park</td>
<td>1,670</td>
</tr>
</tbody>
</table>
### Crash Summary by Parkway

<table>
<thead>
<tr>
<th></th>
<th>Bethpage State Parkway</th>
<th>Wantagh State Parkway</th>
<th>Meadowbrook State Parkway</th>
<th>Loop Parkway</th>
<th>Bay Parkway</th>
<th>Ocean Parkway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Mainline Crashes</td>
<td>31</td>
<td>110</td>
<td>259</td>
<td>124</td>
<td>N/A</td>
<td>153</td>
</tr>
<tr>
<td>Total Interchange Crashes</td>
<td>36</td>
<td>163</td>
<td>781</td>
<td>68</td>
<td>N/A</td>
<td>76</td>
</tr>
<tr>
<td>Total Mainline and Interchange Crashes</td>
<td>67</td>
<td>273</td>
<td>1,040</td>
<td>192</td>
<td>N/A</td>
<td>229</td>
</tr>
<tr>
<td>Total Pedestrian/Bike Crashes</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>N/A</td>
<td>0</td>
</tr>
<tr>
<td>Total Fatal Crashes</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>N/A</td>
<td>0</td>
</tr>
<tr>
<td>Total Number of High Accident Locations</td>
<td>2</td>
<td>8</td>
<td>17</td>
<td>5</td>
<td>N/A</td>
<td>3</td>
</tr>
</tbody>
</table>

**Note:** The Mainline, Interchange, Pedestrian and Bicycle, and Fatal crash totals are from 3 years of data from November 1, 2005 to October 31, 2008. The number of High Accident Locations is from a 2007 report.
LEGEND

HAL

Bike/Pedestrian Accidents

Fatalities
LEGEND

- HAL
- Bike/Pedestrian Accidents
- Fatalities

Loop Parkway
Figure 4
LEGEND

- **HAL**
- Bike/Pedestrian Accidents
- Fatalities