VISION PLAN
FOR A
GREEN ROUTE 347

New York State Department of Transportation
Region 10, Long Island

Presenters:
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Introduction

NYSDOT Region 10 & Route 347 Are Going Green!

- Protect and improve the environment
- Improve safety and mobility
- Integrate transportation system into the fabric of the communities
History & Background of Route 347

- **1950’s:** Roadway changed from farming delivery route to suburban arterial as east-west through route

- **1960’s & onward:** Development boom along the corridor & throughout adjacent communities

- **1990’s:** Studying improvements and developing options

- **Recent project developments:**
  - 2005 Public Scoping Process completed
  - 2006 Draft Environmental Impact Statement released
  - 2006 Public Hearing held
  - 2007 Final Environmental Impact Statement (FEIS), Record of Decision (ROD)/Design Approved
  - 2007 State Environmental Quality Review Act Record of Decision approved
Framework for Change

“The Threads that Weave”

Concepts in the Vision Plan

- Sustainability
- Smart Growth
- Context Sensitive Solutions
- Environmental Stewardship
- GreenLITES
- Shared-use path for bicyclists, pedestrians and transit users
Framework for Change

• Builds on the current approved design alternative in the Final Environmental Impact Statement

• Focus is on improving Quality of Life, Aesthetics & the Environment
  – Bikes & pedestrians
  – Access to Mass Transit & Connections
  – Adds Vegetation
  – Conserves Energy

• Integrates Transportation System with Local Land Use Plans

• Partner with Communities and Stakeholders
A Sustainable Environment

NYSDOT implemented “GreenLITES” (Leadership In Transportation & Environmental Sustainability), a project rating program

- Encourages the use of best practices for protecting & improving the environment
- Route 347 aims be a model for this program
- Four levels of successfully attaining sustainability
- The goal is to achieve the highest level of recognition, Evergreen
Adjacent Land Use

Design will be tailored to integrate with changing adjacent land use.

RESIDENTIAL

OFFICE SPACE

COMMERCIAL

PARKLAND

GOVERNMENT OFFICES
Route 347 Existing Conditions

Typical View at Existing Intersection
Improve Mobility; Decrease Congestion & Delay

Additional roadway lanes:
• Increase roadway capacity during peak congestion hours
• Improve safety & traffic flow through elimination of bottlenecks.

New 45mph speed limit:
• Minimize speeding during “off-peak” hours
• Increase safety for motorists & pedestrians

Utilize “Intelligent Transportation System” technology:
• Traffic sensors & “real-time” travel information signs
• Coordinated traffic signals for efficient traffic flow
Traffic Calming Measures

- Modified “Boulevard / Greenway” Design
  - Narrower Lane Widths
  - Narrower Shoulders
  - Street Trees
  - Raised Planted Median Islands
  - Planted Buffer between Multi-Use Path and Roadway
Traffic Calming Features

- Reduced speed limit to 45 mph
- Speed indicator signs
- Decorative pavement
- Enhanced visibility & motorist cues at high pedestrian activity areas
Vision for a **Green Route 347**

Typical Intersection Bird’s Eye View
Vision for a **Green Route 347**

Typical Intersection Plan View
Vision for a Green Route 347

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February 5, 2009

Typical Plan View and Cross Section

A VISION PLAN FOR A GREEN ROUTE 347
Pedestrian Enhancements

- Continuous sidewalk on north side of roadway
- Continuous separate shared-use path for bicyclists and pedestrians
- Shorter pedestrian crossing distances
- Longer crossing times at crosswalks
- New pedestrian refuge areas in median
- Fully accessible, Americans With Disabilities Act (ADA)
A Pedestrian-Friendly & Safe Environment

- Count-down timers
- Crosswalk signal buttons
- Ladder Crosswalks
- Refuge Islands
- ADA compliant curb ramps
Special Frontage Road Concept

For application at “Community Centers”
- Commercial buildings along sidewalk
- Encourages “walkable” communities
- Provides on-street parking

- Creates a “Downtown” character
- Promotes “SMART GROWTH”
Special Frontage Road Concept

Service Frontage Road Conceptual Plan View and Cross Section
Special Frontage Road Concept
Parks to Ports & Harbors Greenway

Vision for a **Green** Route 347

- **“Parks to Ports & Harbors”:** unifying theme
  - Ties together many assets & destinations
  - Creates a “sense of place”
  - Helps re-define Route 347 as a **greenway**

- A Pedestrian Friendly & Safe Environment
  - New *continuous 15-mile bike and pedestrian “shared-use path,”* separated from roadway
  - Improved Safety for motorists & pedestrians

- **“Green Gateways”** will highlight entrances to communities & business area

- **“Green Stops”** along the shared-use path to better connect people with the adjacent land use & surrounding communities
Parks to Ports & Harbors Greenway

a Corridor Theme...
Existing Use
Shared-Use Path Connections to Existing Bike-Ped Paths

Description of Bike path connections:
1. Old Willets Path
2. Blydenburg Park
3. Brooksite Dr
4. NY 111
5. Greenbelt trail
6. CR 16/ Terry Rd
7. Lake Ave
8. Stony Brook Rd
9. Old Town Rd
10. NY 112
11. NY 25A
Shared-Use Path: Residential Setting
Shared-Use Path: Park Setting

Potential Connection to Existing or Future Park
Greenway Stops

“Greenway Stops”: benches, interpretive signs & information kiosks

Key locations being considered:
1. Blydenburg Park
2. Mt. Pleasant Rd
3. Greenbelt trail
4. CR 16/ Terry Rd
5. Smith Haven Mall
6. Setauket Woods
7. Shakespeare in the Park @ NY 112
Going Green

• Modified “boulevard / greenway” design: green tree-lined roadway with planted median

• Enhanced green open space & vegetated buffers

• Green “living” walls or shorter visual screens as alternatives to traditional tall concrete sound walls

• Native plants to promote a healthy ecosystem and support native wildlife

• Reduce energy consumption
Screens and Sound Walls

Alternatives to traditional sound walls will be offered in the form of low “green” visual screens which will allow the preservation of existing vegetation.

Traditional tall concrete sound walls

Low green wall option
Protect and Improve Wildlife Habitat

- Protect & preserve native ecology, native trout streams, wildlife habitat & other environmental assets
- Use of tunnels & nest boxes to improve wildlife connections & habitat
- Planting native vegetation to support wildlife
Protect and Improve Water Quality

- Treat road runoff to improve water quality
  - Eliminate direct discharge to wetlands
  - Bio-filtration basins & bio-swales
  - Native plantings & phyto-remediation
  - Restore native vegetation in previously disturbed sites

- Improve ecosystem and native habitats

- Ecological recharge basins
Reduce Energy Consumption

- Utilize energy efficient traffic signals and control systems.
- Maximize use of site-salvaged, recycled & locally-available construction materials.
- Promote non-polluting forms of transportation, i.e. walking, biking
- Promote transit
- Utilize “dark skies-friendly” lighting
Promote Transit

• Construct bus turnouts & improve aesthetics bus stops
• Partner with transit agencies
• Integrate transit stops with local land uses
• Improve multi-modal accessibility of transit
Suffolk County Transit Connections

Smith
Haven Mall

Smithtown
LIRR Station

Government
Buildings

Port Jefferson
LIRR Station

Stony Brook
University/
LIRR Station

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Land Use-Transportation Connection

Integrating Route 347 into the surrounding communities

• Partnering with local communities & businesses to integrate project with local plans

• Partnering with local governments, civic groups and businesses to preserve & maintain “greenway”

• NYSDOT will continue to work with local municipalities to integrate their land use plans into the final design of a Green Route 347
Public Participation

Engage Stakeholders

• Ongoing public involvement

• Communication & transparency
  – Meetings with local stakeholders
  – Ongoing project updates through final design & construction

• Complementing & building on existing community efforts
  – “Shakespeare in the Park”