

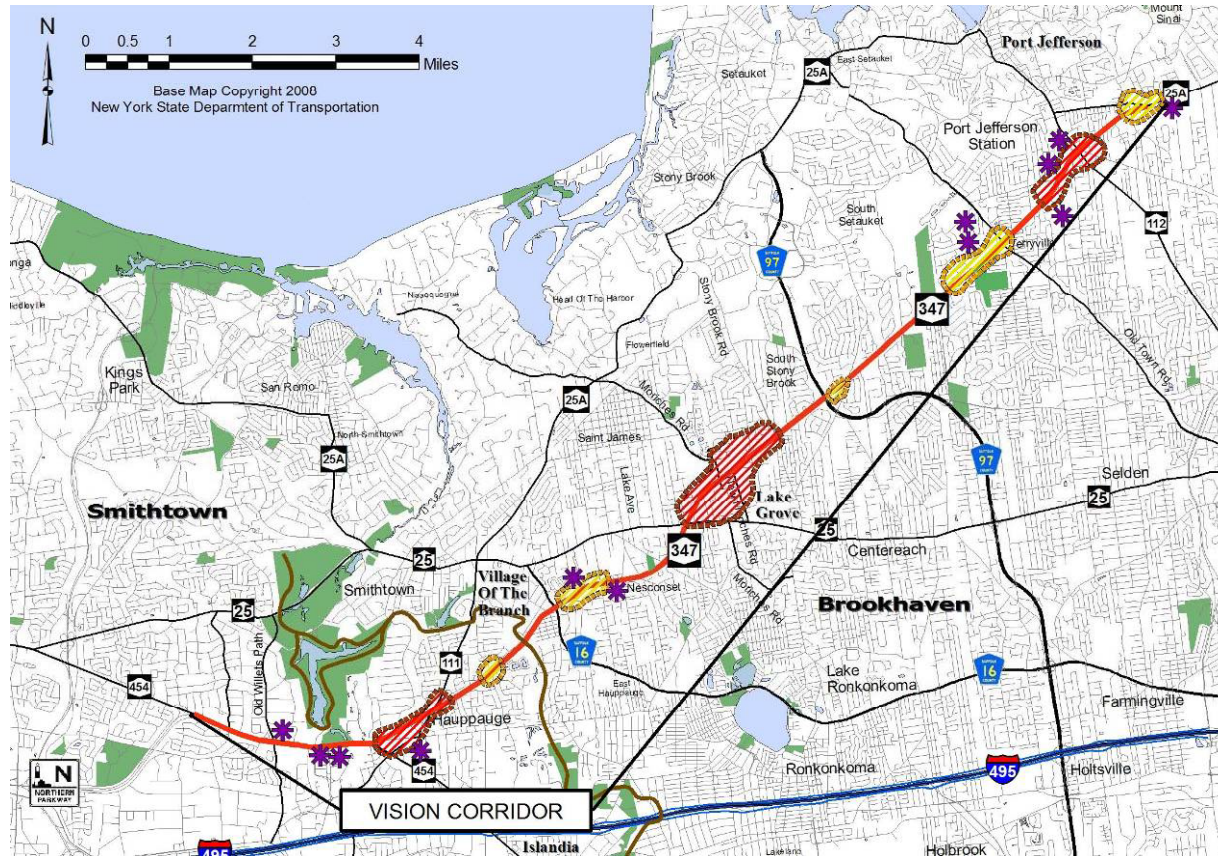
The *GREENING* of  
Route 347



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# The *Greening* of Route 347



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# The *Greening* of Route 347: History

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# The *Greening* of Route 347

## Smith Haven Mall



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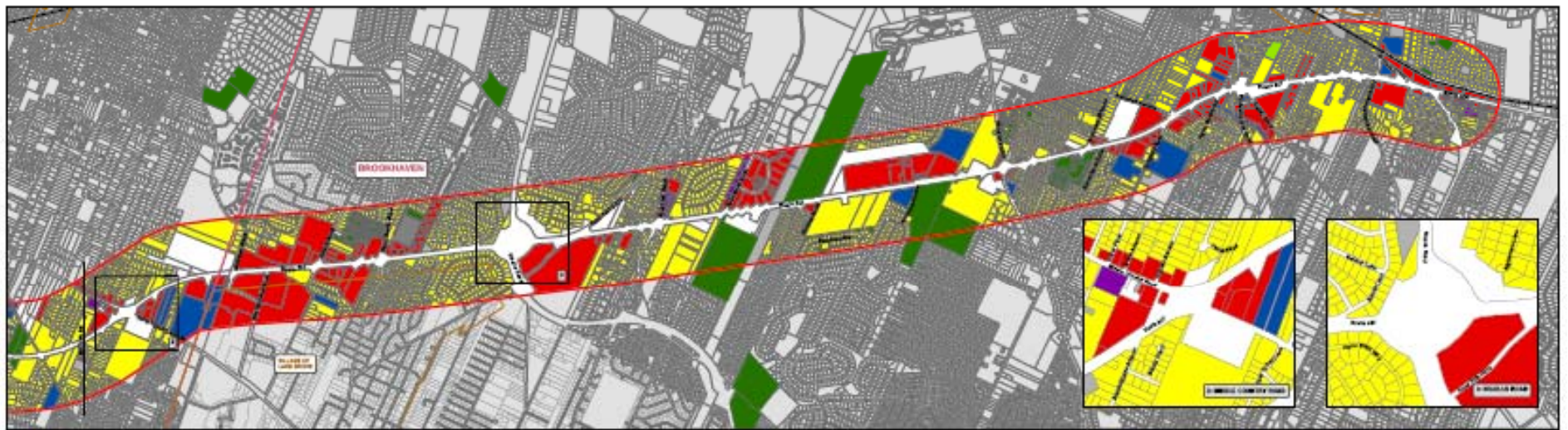
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# The *Greening* of Route 347:



## Community Connection

New York State  
Department of Transportation

A Newsletter About the Route 347 Improvement Project

October 1995  
Vol. 1, No. 3

### PUBLIC AND DOT EXCHANGE INFORMATION AND VIEWS AT OPEN HOUSE

In June, DOT hosted a public information open house about the *Route 347 Improvement Project*. With the summer now behind us, we feel the time is right to recap what was accomplished at the open house and to let you know where the project stands today.

The purpose of the open house was to enlarge the dialogue DOT had initiated with the community during earlier phases of study, and to obtain as much input and insight as possible from the public while project alternatives are being developed. At the open house, which was preceded by meetings with Town and County staff and elected officials, the public was invited to examine preliminary plans for the reconstruction alternatives being evaluated. In addition, they had an opportunity to meet one-on-one with DOT's design and environmental team to ask questions and offer comment.

"We want to talk early and regularly with the community," said DOT's Design Supervisor Peter Burke. "Often, the people who live and work in the area have important perspectives on problems, as well as ideas for solutions that are creative and practical. These have to be considered."

The open house was part of the ongoing public involvement and scoping process for the *Route 347 Improvement Project*, which covers 15 miles from the Northern State Parkway to Route 25A. Its purpose is to improve mobility in the corridor by correcting congestion-related problems that slow traffic and contribute to high accident rates on this busy highway.

The six-hour open house was advertised in local papers, on a highway variable message sign near the Northern State Parkway and in a 1000-piece mailing to property owners and others in the highway vicinity. Most of the more than 150 residents, motorists, business people

and representatives of organizations and agencies who attended found the open house to be an effective format for promoting interaction and for helping people understand the reconstruction alternatives and methods used to analyze environmental impacts.

### PUBLIC OUTREACH CONTINUES AS PROJECT DEVELOPS

A wide range of comments, both positive and negative, was offered at the open house. Comments dealt with local access and effects on specific properties, as well as broader environmental issues, such as the general quality of life in Suffolk County. The reconstruction plans are currently being refined based on the valuable input received at the open house, as well as at subsequent meetings with agencies and community organizations, and in comments received from the public.

DOT will continue to reach out to

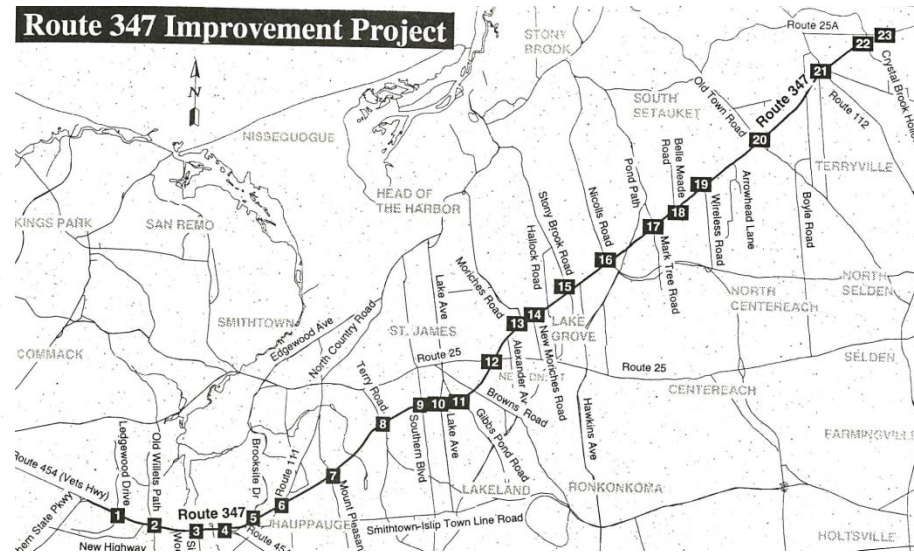
the public with newsletters, local meetings and a public hearing next spring.

In this issue of the newsletter, we answer some of the questions most frequently asked about the project. We have placed copies of the preliminary project plans in 17 public and college libraries so you may review them at your convenience (see back page for library listing). We have also established a toll-free project information number (1-800-949-4774). Please call if you have comments or questions.



Members of the community discuss the *Route 347 Project* with representatives of the *NYS DOT* project team.

### Route 347 Improvement Project





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# The **GREENING** of Route 347

Safety, sustainability, choice



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# The Vision Plan

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# Framework for Change

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## “The Threads that Weave”

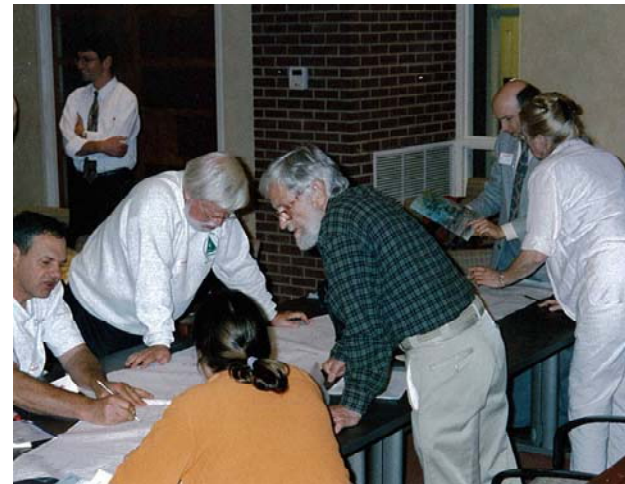
### Concepts in the Vision Plan

- Context Sensitive Solutions
- Environmental Stewardship
- Walkability
- Bike Accessibilty
- Smart Growth
- Sustainability
- GreenLITES



# Framework for Change

- **Vision Plan Builds on the current approved design alternative**
- **Improves 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**



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# Improve Mobility; Decrease Congestion & Delay

## Additional roadway lanes:

- Increase roadway capacity during peak 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
- Better Coordinated traffic signals for more efficient traffic flow





# Vision for a **Green** Route 347: Modified “**Boulevard / Greenway**” Design

- Narrower Lane Widths & Shoulders
- Street Trees
- Raised Planted Median
- Planted Buffer
- Continuous Sidewalk
- Continuous **Shared-Use Path**
- Shorter pedestrian crossing **distance**:
- Longer pedestrian **crossing times**



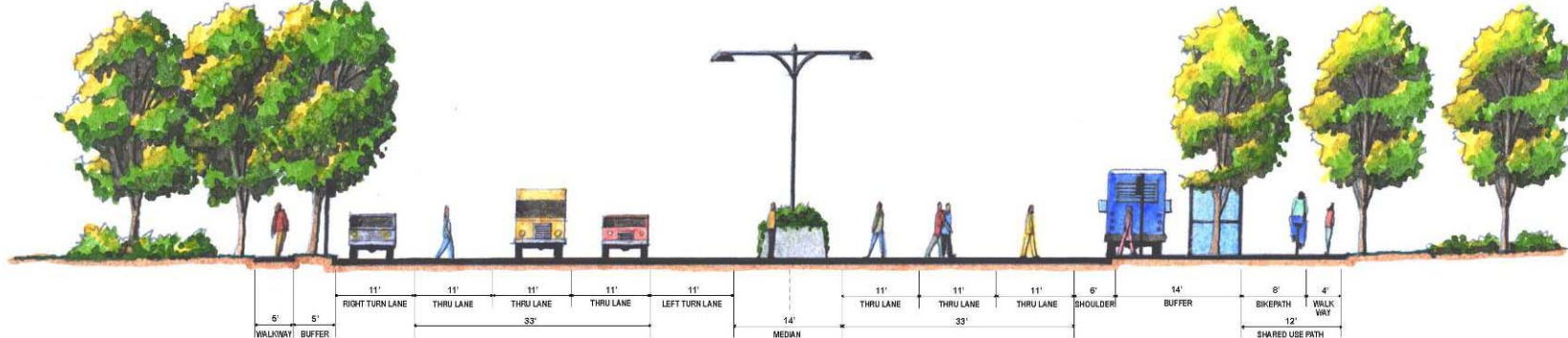
Typical Intersection Bird's Eye View



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# Vision for a Green Route 347



Typical Plan View and Cross Section



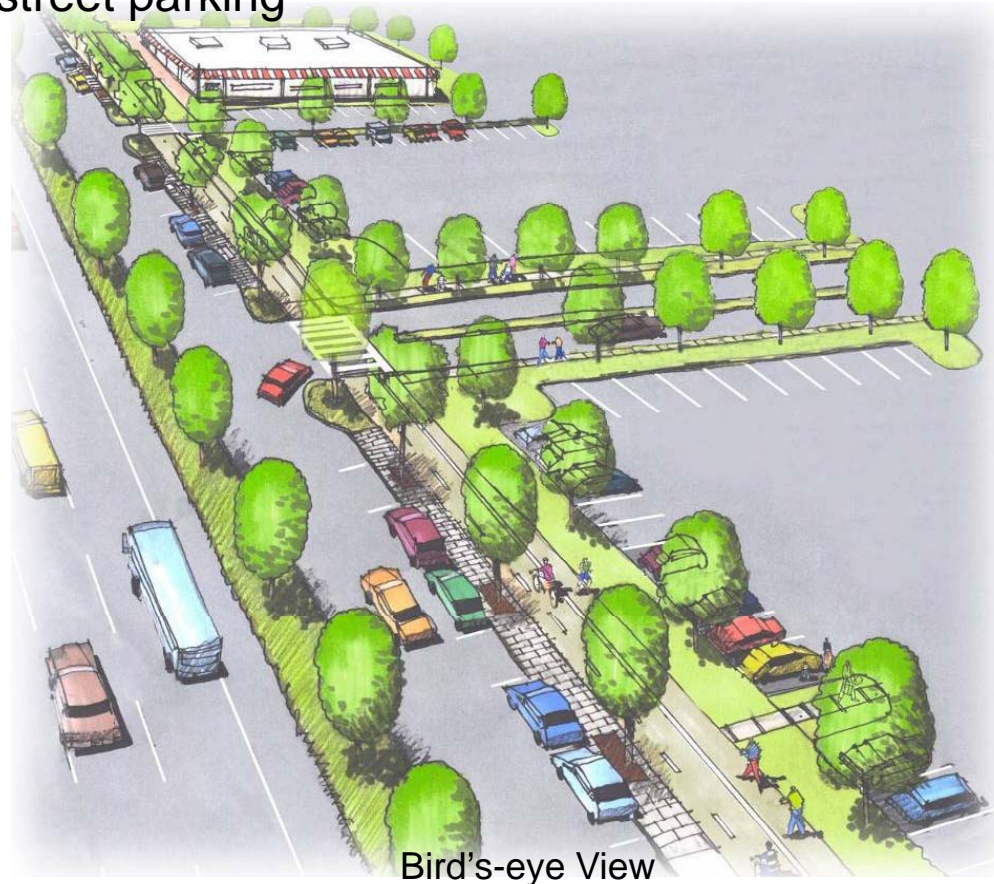
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# Partnering Opportunity: Special Frontage Road Concept

## For application at “Community Centers”

- Commercial buildings along sidewalk
- Encourages “walkable” communities
- Provides on-street parking
- Creates a “Downtown” character
- Promotes “**SMART GROWTH**”



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# Parks to Ports Greenway

- “Parks to Ports theme”
  - Re-defines Route 347 as a **greenway**
  - Logo ties together many assets & destinations
  - **Promotes tourism**
- New “**shared-use path**”
  - Continuous 15-mile bike & pedestrian route
- “**Green Gateways**”
  - Highlights entrances to communities & business areas
- “**Greenway Stops**” (along the shared-use path)
  - Connects people with the adjacent land use & surrounding communities



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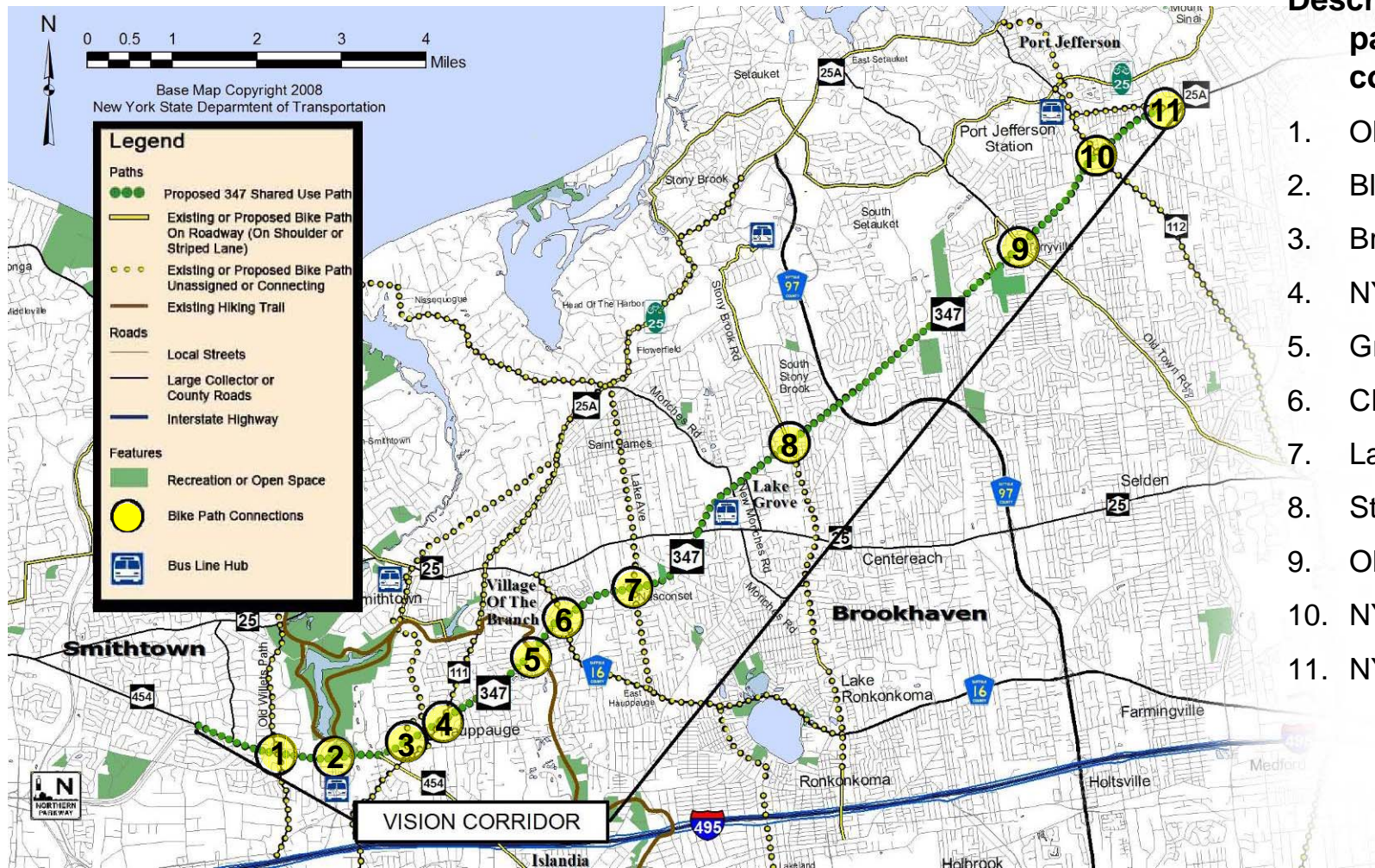
# Existing Use



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# Shared-Use Path Connections to Existing Bike-Ped Paths



## Description of Bike path connections:

1. Old Willets Path
2. Blydenburg Park
3. Brookside 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



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# Shared-Use Path: Commercial Setting



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# Shared-Use Path: Park Setting



Potential Connection to Existing or Future Park



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# Greenway Stops

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



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# Screens and Sound Walls

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



Traditional tall concrete sound walls



Low green wall option



# Protect and Improve: Wildlife Habitat & Water Quality

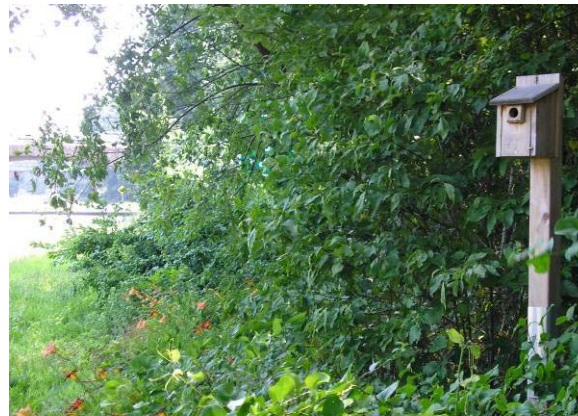
- Improve wildlife connections & habitat
- Treating road runoff to improve water quality
- Eliminating direct discharge to wetlands
- Improving stormwater recharge
- Restoring native vegetation in previously disturbed sites to support wildlife



**BIO-SWALE**



**TUNNEL**



**NESTING BOX**



**RAIN GARDEN**



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# Reduce Energy Use & Promote Transit Use

- Utilize energy efficient traffic signals & control systems
- Promote non-polluting forms of transportation
- Improve multi-modal accessibility to transit



- Utilize “dark skies-friendly”/solar lighting
- Maximize use of site-salvaged, recycled & locally-available construction materials



# 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”



# VISION PLAN FOR A **GREEN** ROUTE 347

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Questions?



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