

The Bayard Cutting Connector

*A Vision to Connect Bayard Cutting Arboretum to the Great River Train Station,
Heckscher State Park and Connetquot River State Park Preserve*



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1. Project Summary

Project Overview

This plan establishes a vision to enhance regional bicycle and pedestrian connectivity between the Bayard Cutting Arboretum and the Great River Long Island Rail Road (LIRR) Train Station as well as Connetquot River State Park Preserve and Heckscher State Park. Specifically, this plan establishes routes and conceptual designs between all four destinations, and provides recommendations for amenities to extend access and ensure optimal comfort and mobility for users of all ages and abilities. Ultimately this plan will lay the groundwork for enhanced active transportation connections between greenspaces throughout the region, the existing Long Island Greenbelt Trail, and ultimately the Long Island Greenway.

Approach

This project proceeded in four phases:

- 1) **Digital Route Survey**—Leveraging satellite imagery, a detailed digital route survey was used to identify an optimal trail alignment and document characteristics such as crossing typologies and transitions between on and off road facilities.
- 2) **Parcel Analysis**—In tandem with the digital route survey, a parcel analysis was used to identify areas where the route could feasibly align while minimizing private property encroachment.
- 3) **Stakeholder Consultation**—Numerous work sessions were held with Bayard Cutting Arboretum staff and board members as well as external stakeholders to vet options and alternatives for each of the proposed routes.

- 4) **On-Site Verification**— With the results of analysis and feedback from the county incorporated into the route, an end to end ground survey was conducted to verify conditions in the field and ensure that there were no fatal flaws not visible through digital imagery.

Results

The final result of this report is basic improvements at the Great River Station—including enhanced bike parking and wayfinding—as well as conceptual designs for three routes including 1) an off-road shared use path and intersection improvements between the Great River Train Station and the Bayard Cutting Arboretum; 2) a road diet and intersection improvements heading north from the train station to the existing shared use path running along the southern border of Connetquot River State Park Preserve ; and 3) an on-road route on Great River Road from the Arboretum to Heckscher State Park. In addition to these primary routes, this vision plan includes a longer term opportunity to formalize the existing Long Island Greenbelt Trail route with an off-road shared use path adjacent to the Heckscher State Parkway. Planning level cost estimates are provided for each of these route alignments, but the combined estimated total for the train station improvements and three primary route alignments is estimated to cost \$1,285,500 for all near-term options. The off-road connection to Heckscher State Park is estimated to cost approximately \$1,950,650.

Route Map



Figure 1. Proposed project map with ridership and visitor data.

2. Background

Study Area Overview

Established in 1897, the LIRR Great River train station is the lynchpin for the study area and serves approximately 48,037 passengers each year. The train station is located in the Hamlet of East Islip, a community of nearly 14,000 according to the 2020 census, situated within the Town of Islip, a municipality home to nearly 340,000 according to the 2020 Census—making it the fourth most populous city or town.

In total, the three public green spaces studied total nearly 6,000 acres: Bayard Cutting Arboretum - 691 acres; Heckscher - 1,600 acres; and Connetquot - 3,473 acres. While all three provide outdoor recreation opportunities, Bayard has enhanced environmental education and stewardship related learning activities, with a new 1600 square foot visitors center built in 2024 that serves as a centerpiece for enhanced learning. Each of these resources has modest parking and entrance fees.

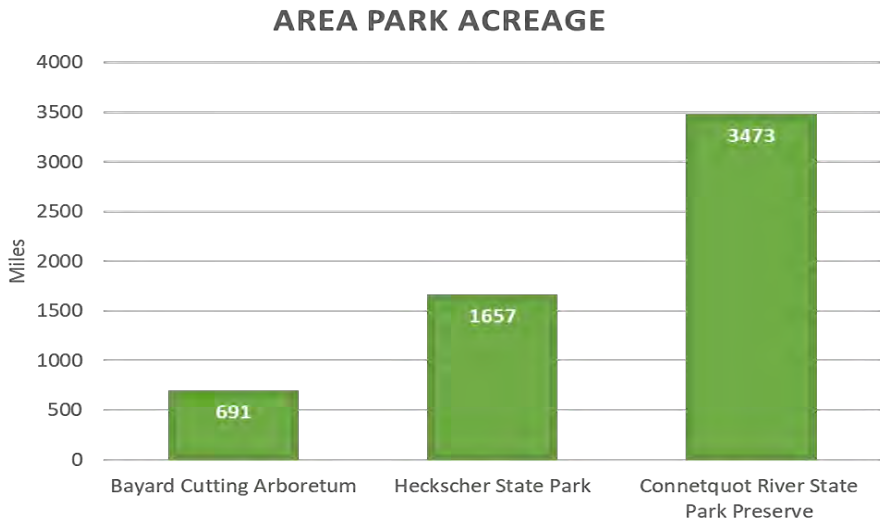


Figure 2. Connetquot Ave facing north.

On-Site Survey and Existing Conditions Analysis

Leveraging satellite imagery, a detailed digital route survey was used to identify optimal route alignments and document characteristics such as crossing typologies and transitions between on and off road facilities. In June of 2025, Urban Cycling Solutions carried out an in-person site survey and existing conditions analysis, complete with extensive photo documentation. In addition to verification of existing conditions observed in satellite imagery, this site visit was used to explore route alignment options that provide safe, feasible connectivity options for all three destinations. A key element of the field survey was an evaluation of user behavior and design challenges at intersections. This served as the basis for recommended upgrades like enhanced signals and markings. Traffic safety, vehicular volume, park visitation, and parcel data was also analyzed as part of the route alignment process.



Figure 3. Bayard Cutting Arboretum entrance at Ruland Road and Montauk Highway.

3. Great River LIRR Station Improvements

Overview

The LIRR Great River Train Station is a lynch-pin facility in this vision plan, serving as a central point in the proposed network, and a primary entry point for many potential visitors to destinations throughout the region. A series of specific upgrades to the station's immediate surroundings will provide users with a safer and more seamless transition to the arboretum and both state parks in the area.

Existing Conditions

The Great River Train Station is situated on LIRR's Montauk Branch serving 48,037 passengers per year. This station currently features an elevated platform enabling passengers to walk directly onto train cars. The station provides bidirectional service: on weekdays, trains typically operate with approximately 4 trains in each direction during the morning and evening rush hours (peak-hour frequency), offering commuters multiple departure times during rush periods to travel to and from major employment centers like Jamaica and Penn Station. During off-peak hours, trains operate roughly hourly, while weekend service maintains a reduced but consistent schedule, often requiring a transfer at a junction like Babylon. This established, multi-directional service pattern is vital, as it ensures the station functions as a reliable gateway, supporting both daily commuters and recreational visitors who will utilize the new shared-use pathway.

The existing bicycle parking capacity is minimal and outdated, relying exclusively on a single 'fence post' type bike rack located on the north side/westbound track, which can only accommodate between 8 to 10 bikes. This type of bike rack also provides minimal security

by providing a single point of contact between bike frames and the rack. This lack of secure, sheltered, and modern infrastructure represents a significant deterrent for commuters and visitors considering cycling to or from the station. Despite these current limitations, the station's role as a major regional access point is confirmed by its documented annual ridership of 48,037 passengers. The continued reliance on this station by thousands of riders annually highlights the critical need for improved multimodal facilities to serve the existing passenger base and encourage greater use of sustainable transportation options like cycling, directly leveraging the new shared-use pathway. Just beyond the station is an at-grade crossing of two tracks on Connetquot Ave, a configuration that requires careful navigation for all pedestrians, especially those with bikes or mobility limitations.



Figure 4. Great River Train Station at-grade crossing.



Figure 5. Great River Train Station Eastbound Track.

Proposed Improvements

The proposed improvements focus on significantly increasing bicycle capacity, enhancing shelter and security, and providing clear navigational guidance to connect arriving passengers directly to the new shared-use path routes. These upgrades are designed to transform the station into a true multimodal hub.

1. Enhanced Bicycle Parking and Facilities: The current limited parking will be replaced and expanded. On the westbound Side, the existing fence post rack will be replaced with six in-ground U-Racks, immediately doubling the capacity to 12 bikes. This area will be covered by a new canopy and will include a self-service bike repair station. On the eastbound side, an addition of six new U-Racks will be installed, also increasing capacity on this side. Like the westbound track, this area will feature a canopy and a bike repair station, providing convenience and protection from the elements for all commuters and

recreational users. In total, 16 new U-Racks will be installed across the station area.

2. Wayfinding and Navigational Guidance: Clear, unambiguous guidance is essential for directing users onto the new pathways. This can be achieved using a combination of pavement decals and directional signage:

- *Pavement Decals:* In consultation with Long Island Rail Road, wayfinding decals will be placed directly on the pavement to guide cyclists and pedestrians visually from both platforms toward the start of the new path connections.
- *Directional Signage:* New signage will be installed that clearly indicates the direction and provides measured distances to key recreational destinations, including the Bayard Cutting Arboretum and both Heckscher and Connetquot State Park. In addition to the station, additional signage is recommended on municipal and state parks property at points along each route.



Figure 6. Rendering of a proposed bike shelter.

4. The Bayard Connection

Overview

This route is designed to be a primary active transportation corridor connecting the improved Great River Train Station directly to the Bayard Cutting Arboretum. The vision for this route includes improvements at two intersections, and the construction of a new dedicated path for bicyclists and pedestrians as well as new bicycle parking and amenities at the arboretum.

Existing Conditions

Beyond the Great River Train Station—heading south—there is no infrastructure to support safe bicycle and pedestrian connections to the arboretum. The .33 mile stretch of roadway between the station and the arboretum is characterized by a challenging mix of limited or non-existent pedestrian facilities and high-volume vehicular traffic (estimated at 8,000–12,000+ Annual Average Daily Traffic). Today, bicyclists and pedestrians are forced share the road with cars or walking on adjacent grassland, creating significant safety and accessibility concerns for both cyclists and pedestrians. Compounding these issues are two roadway intersections with extremely limited accessibility. Specifically:

- The intersection of **E Roslyn St and Connetquot Ave** is currently designed to prioritize vehicle throughput, resulting in long crossing distances and poor visibility for non-motorized users attempting to access the parkland entrance. This inadequate infrastructure acts as a major deterrent, undermining the potential of the Great River Train Station as a multimodal entry point to the Arboretum

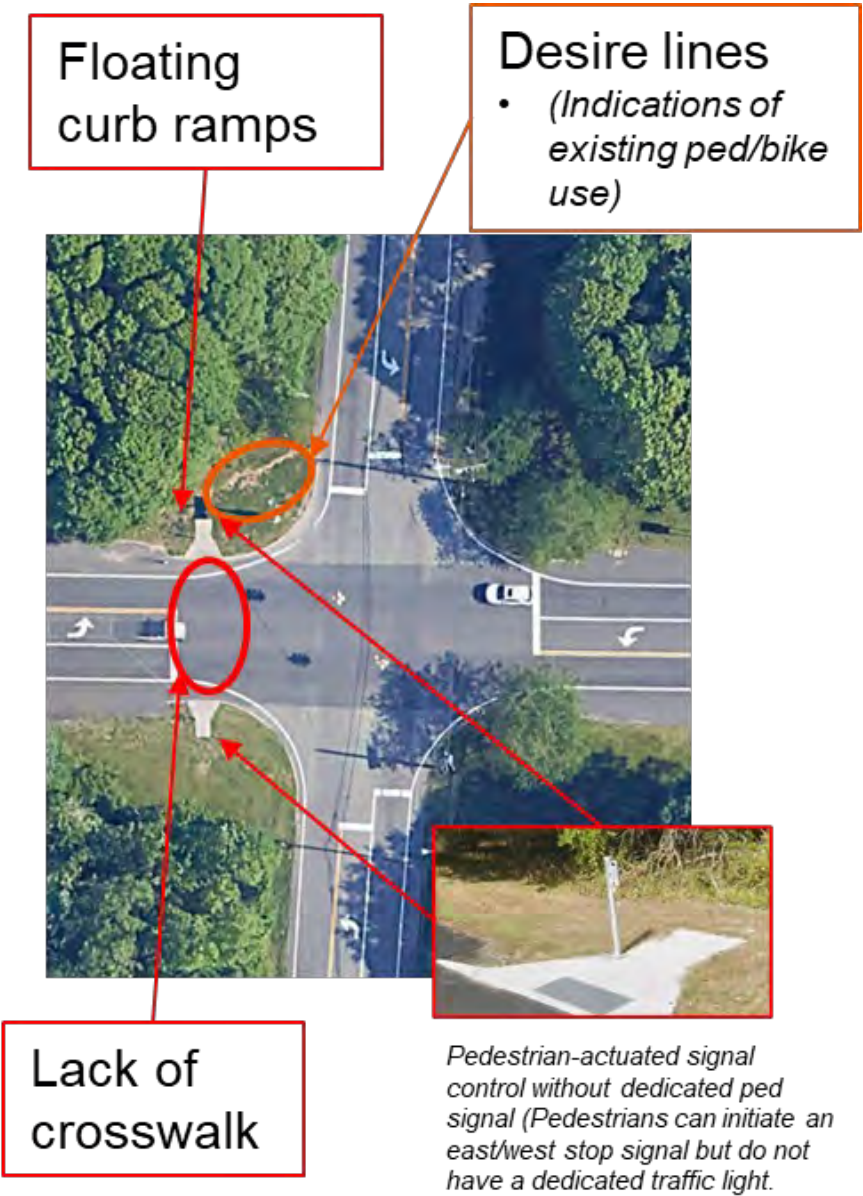


Figure 7. E Roslyn St and Connetquot Ave intersection challenges.

- The second intersection of **Connetquot Ave and Montauk Hwy** near the Arboretum's entrance, presents similar hazards; while it is equipped with pedestrian-actuated signals, it critically lacks the supporting bike and pedestrian infrastructure, such as marked crosswalks, dedicated bike lanes, and appropriate curb ramps, to ensure safe crossings. The existence of the signal without corresponding ground markings and features severely compromises safety and accessibility.



Figure 8. Gatehouse entrance to the Bayard Cutting Arboretum.

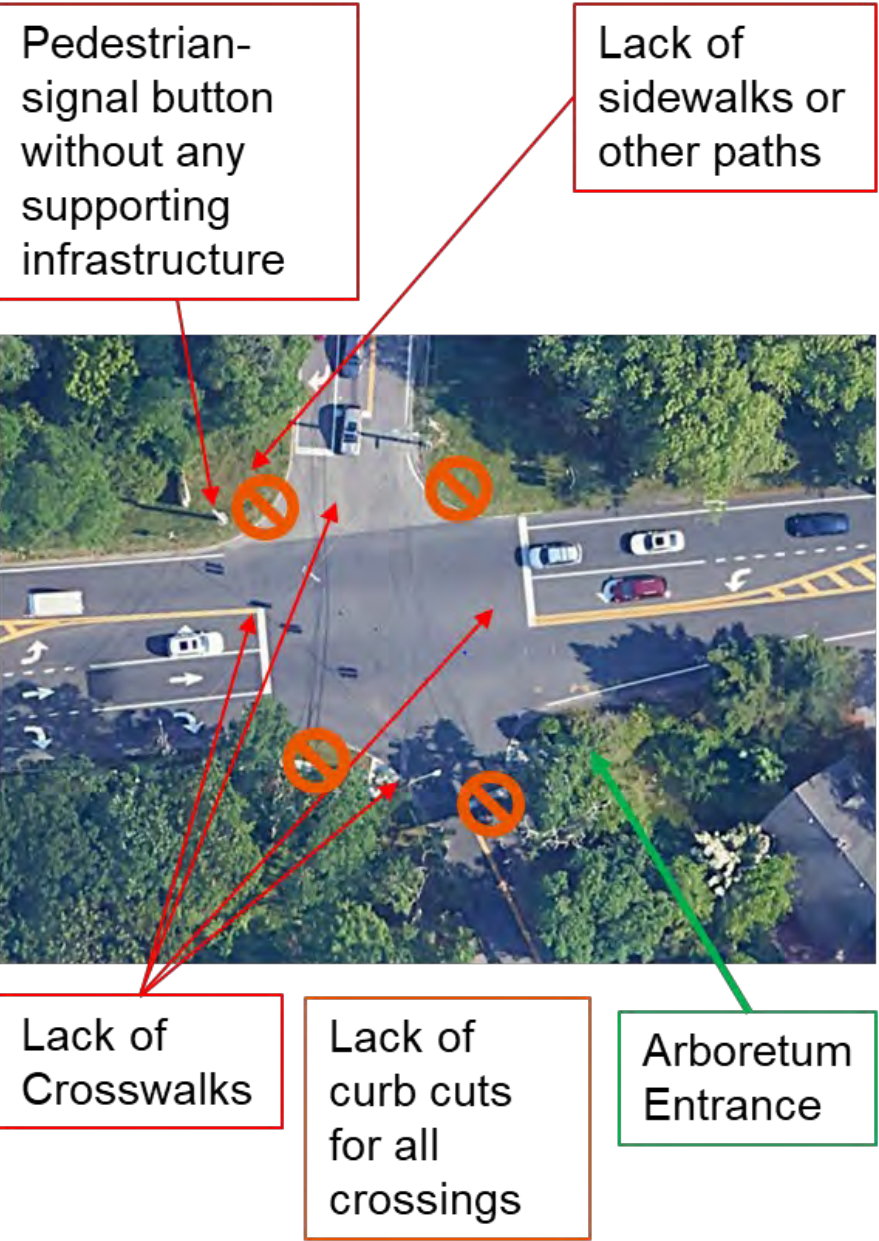


Figure 9. Montauk Hwy and Connetquot Ave intersection challenges.

Proposed Route Improvements

The objective of this route is to convert an existing, often challenging pedestrian environment, which currently forces users to navigate narrow sidewalks or share the road with vehicular traffic, into a safe, dedicated shared-use path suitable for cyclists and walkers arriving via the Long Island Rail Road (LIRR). This transformation ensures that transit users can immediately and securely access one of the area's premier cultural and natural attractions. The core of this plan involves targeted safety enhancements and infrastructure modifications, such as implementing road diet strategies to recalibrate street space away from solely vehicle use, introducing new pedestrian refuge areas to break up long road crossings, and utilizing curb extensions at critical intersections (like E Roslyn St and Connetquot Ave). These measures will effectively shorten the pedestrian crossing distance and increase visibility, collectively ensuring a seamless, secure transition from the train platform to the Arboretum grounds. The goal is a pathway that prioritizes the comfort and safety of all non-motorized users.

KEY IMPROVEMENTS

1.

.36 mile off-street shared use path oriented on the west side of Connetquot Ave.

2.

New crosswalk and 2 pedestrian signals at Union Blvd

3.

New crosswalks, curb cuts, and signals at Montauk Hwy

4.

Improved bike parking at the arboretum



Figure 10. Map of planned improvements between Great River Station and Bayard Cutting Arboretum

Specifications

The central concept for this route is a new 1,900 foot (.36 mile) off-street shared use path between the Great River LIRR train station and the Gatehouse Entrance to Bayard Cutting Arboretum. This route will be situated on the west side of Connetquot Ave heading south through the intersections of Union Blvd. and Montauk Highway. This will establish a crucial "first-mile/last-mile" connection, allowing LIRR commuters, residents, and visitors to travel safely between the train station and the arboretum. This design will provide a safe and accessible path for bicyclists and pedestrians with physical separation from cars.

At Union Blvd, the shared use path will take advantage of existing pedestrian signals and ADA compliant curb ramps, but will require the installation of a crosswalk on the west side of the roadway. Further south, the intersection of Montauk Hwy, Connetquot Ave, and Great River Road will require a complete overhaul of the intersec-



Figure 11. Shared use path rendering on the west side of Connetquot Ave.



Figure 12. Crosswalk rendering at Union Blvd between existing curb cuts.

tion for bicyclists and pedestrians, adding new accessible paths along two approaches. Specifically, crosswalks should be installed at all four sides of the intersection along with ADA compliant curb ramps. Curb extensions—to shorten crossings and calm traffic—are also recommended in tandem with eight pedestrian crossing signals (one at each end of the crosswalks). These improvements will not only make the intersection safer for bicycle and pedestrians, but enable users to choose the most convenient path. In addition to the paths and intersection improvements, the arboretum will enhance bicycle parking at the gatehouse entrance, providing 8-10 accessible bike racks with a weather protection via an overhead canopy. A fix-it station with a pump is also recommended to mirror proposed improvements at the Great River Train Station, and provide additional value to arboretum visitors arriving by bike. This positioning at the gatehouse entrance promotes bicycling, but enables the existing policy prohibiting cycling on the arboretum property to remain in effect.

5. The Connetquot Connection

Overview

This connection—between the Great River Train Station and the existing shared use path leading to Connetquot Ave at East Roslyn Street—is designed to bridge a crucial gap in the local transportation network, providing a dedicated, safe route for commuters, residents, and visitors who utilize both the train service and the recreational path system. The establishment of this connection will significantly enhance multimodal access to Connetquot River State Park Preserve.

Existing Conditions

The existing shared use path paralleling the Sunrise Highway represents a direct connection between the Great River Train Station, and Connetquot State Park Preserve. This 0.5-mile stretch of Connetquot Ave presents numerous challenges for non-vehicular traffic. In addition to high traffic volume, traffic safety is a significant issue with 55 crashes between 2021 and 2024. The frequency of these incidents - averaging over one crash per month - in this short segment, is an indicator of unsafe roadway conditions that disproportionately impact vulnerable road users and actively discourage connectivity with state park assets on foot or by bicycle.

The roadway itself suffers from inconsistent design. From the train tracks to Freeport Street, the road is 45 feet wide, segmented into two standard 10-foot vehicle travel lanes and a variable shoulder ranging from 10 to 20 feet. Further along, from Freeport Street to East Roslyn Street, the width expands to 55 feet, incorporating a highway overpass which does include existing sidewalks, though these do not integrate seamlessly with the larger network. Critically, while the area is intended to connect to recreation—with an existing shared use path running along Sunrise Highway that grants

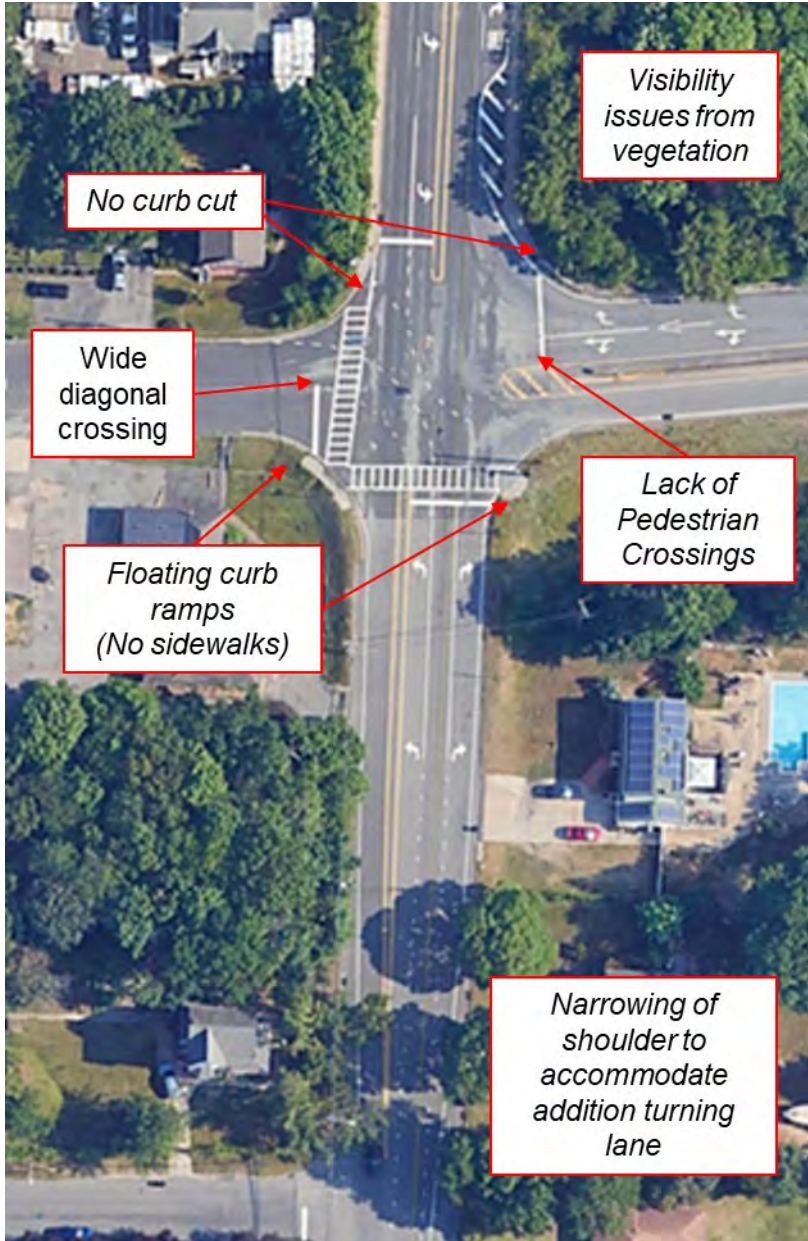


Figure 13. Map of existing conditions on Connetquot Avenue at Jericho Street..



Figure 14. Beginning of the Connetquot shared use path at East Roslyn St

access to Connetquot River State Park Preserve —the connecting avenue is inadequate, forcing cyclists and pedestrians into unsafe conditions. The two primary intersections along the route, Jericho Street and East Roslyn Street, introduce significant obstacles and design flaws that compromise safety and ADA compliance.

Jericho Street & Connetquot Avenue Intersection:

The Jericho Street intersection is particularly dangerous due to how the vehicle lanes are prioritized. The shoulder, which is the only option for non-vehicular travel, narrows significantly to accommodate an additional turning lane, directly exposing cyclists and pedestrians to vehicle traffic. Moreover, fundamental safety infrastructure is missing: there is a complete lack of pedestrian crossings and no curb cuts in essential areas, making it inaccessible for many users. The design further complicates safe passage with features like floating curb ramps and a wide diagonal crossing, increasing crossing time and exposure. Compounding these issues are visibility issues re-

sulting from overgrown vegetation, obscuring sight lines for both drivers and pedestrians.

East Roslyn Street & Connetquot Avenue Intersection:

The situation at the East Roslyn Street intersection is equally deficient. Pedestrian safety is entirely overlooked as there are no marked crosswalks whatsoever; the only vestige of a crossing is a faded crosswalk that terminates abruptly at a guard rail. This intersection also features a floating curb ramp, a significant design flaw that violates modern safety and ADA compliance standards, thereby failing to provide a safe and usable path for all members of the community.

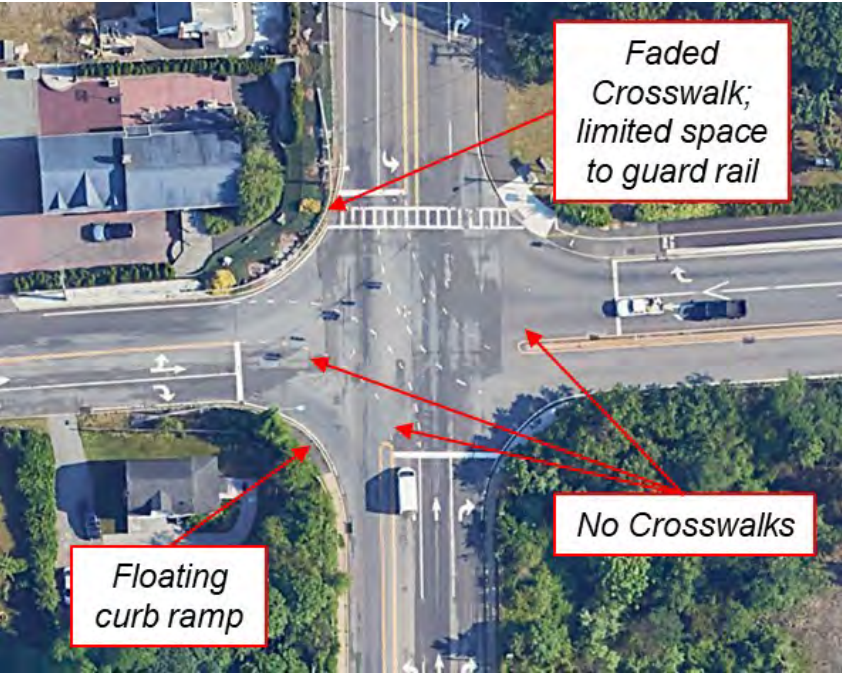


Figure 15. Additional existing conditions on Connetquot Avenue at E Roslyn Street.

Proposed Route Improvements

The objective of this route is to convert an existing, often challenging pedestrian environment, which currently forces users to navigate narrow sidewalks or share the road with vehicular traffic, into a safe, dedicated shared-use path suitable for cyclists and walkers arriving via the Long Island Rail Road (LIRR). This transformation ensures that transit users can immediately and securely access one of the area's premier cultural and natural attractions. The core of this plan involves targeted safety enhancements and infrastructure modifications, such as implementing road diet strategies to recalibrate street space away from solely vehicle use, introducing new pedestrian refuge areas to break up long road crossings, and utilizing curb extensions at critical intersections (like E Roslyn St and Connetquot Ave). These measures will effectively shorten the pedestrian crossing distance and increase visibility, collectively ensuring a seamless, secure transition from the train platform to the Arboretum grounds. The goal is a pathway that prioritizes the comfort and safety of all non-motorized users.

KEY IMPROVEMENTS

- 1. Addition of crosswalks and other Intersection safety Improvements at Jericho Street and East Roslyn Street.
- 2. New Bike Lane via Road Diet: Between Freeport Street and Jericho Street
- 3. Buffered Bike Lanes along Connetquot Avenue from the train tracks up to Freeport Street

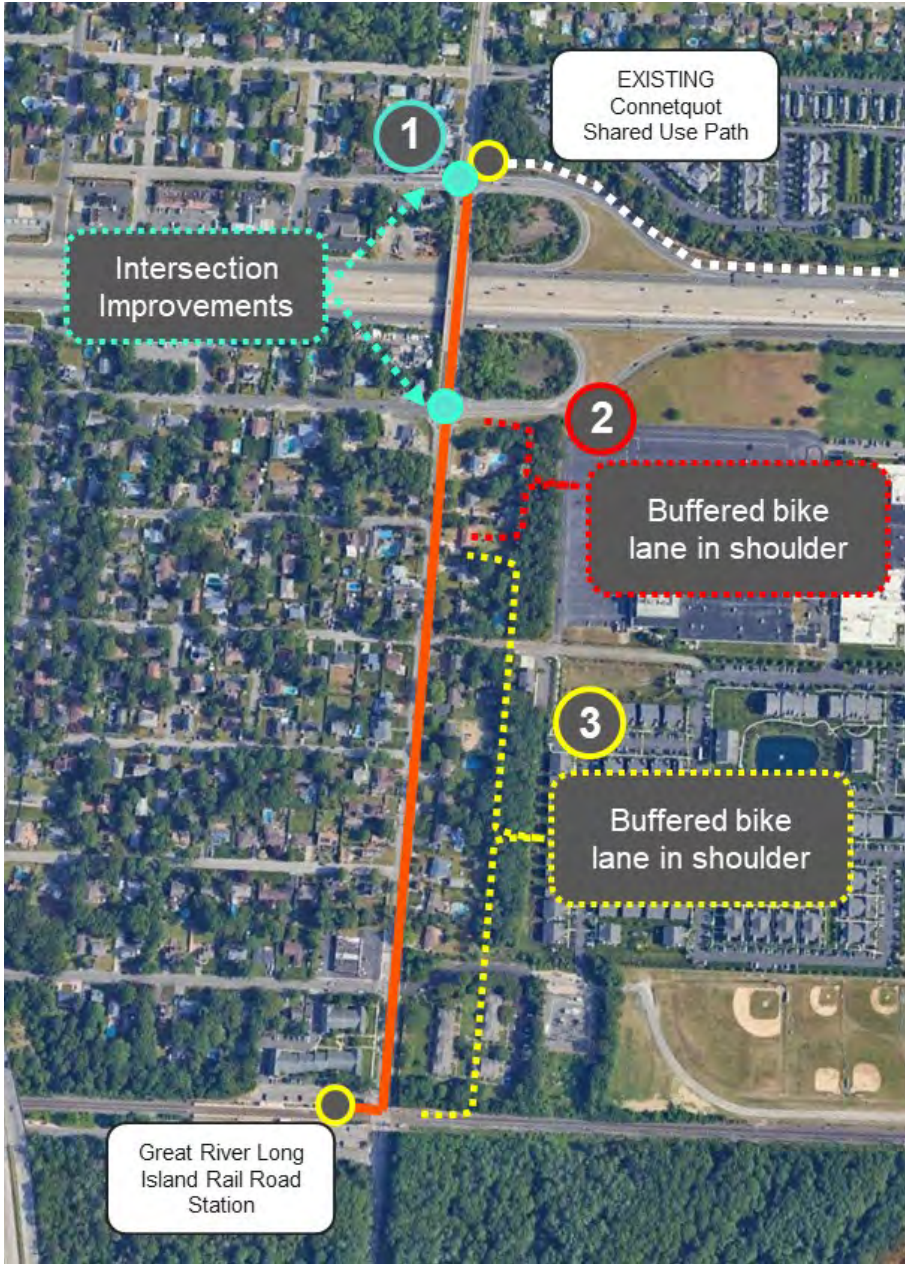


Figure 16. Proposed Connetquot Avenue improvements between Great River Train Station and East Roslyn Street.

Specifications

Buffered Bike Lanes: The existing, underutilized shoulder space along Connetquot Avenue—from the train tracks up to Freeport Street—will be repurposed to install buffered bike lanes. This section of Connetquot Avenue is 45 feet wide, featuring two 10-foot vehicle lanes. By optimizing the existing shoulder—which ranges in width from 10-20 feet—a dedicated bike path will be marked with a painted, striped buffer zone that visually and physically separates the cyclist's lane from the adjacent vehicular travel lane. This protective measure is critical for safety, as it minimizes the risk of side-swipe incidents, reduces the stress for cyclists navigating higher-speed vehicle traffic, and ultimately increases the comfort level for riders of all skill levels, thereby encouraging higher utilization of this active transportation corridor.

New Bike Lane via Road Diet: Connetquot Avenue expands to roughly 55 feet between Freeport Street and Jericho Street requiring a more significant design intervention via a road diet. A road diet involves reconfiguring the cross-section of the road, typically by reducing the number or width of vehicular travel lanes, to reallocate space for other uses. In this instance, the reduction in vehicle lane space will be used to create a dedicated new bicycle lane, potentially converting the segment from two lanes in each direction (or two wide lanes) to one lane in each direction with a center turn lane, thereby freeing up width for the bicycle facility. This comprehensive redesign is expected not only to manage vehicle speeds more effectively but also to improve the overall safety of the corridor for all users by simplifying conflict points and providing a continuous, protected path for cyclists that transitions seamlessly from the buffered lanes further north.

Intersection Safety: Safety improvements are planned for the two high-priority intersections: Jericho Street and East Roslyn Street. These enhancements will focus critically on pedestrian and cyclist visibility and protection in areas currently defined by a lack of crosswalks and proper curb ramps. The plan includes the installation of new pedestrian crossing signals to regulate traffic during crossings, ensuring designated and safe periods for non-vehicular travel. Furthermore, the implementation of curb extensions (often called bulb-outs) on all four corners of the intersections is planned. Curb extensions physically shorten the crossing distance for pedestrians, reducing their exposure time in the travel lanes, and they make waiting pedestrians more conspicuous to drivers approaching the intersection, significantly reducing potential conflicts and enhancing compliance with the Americans with Disabilities Act (ADA) standards which are currently lacking at both locations. Signal timings will also need to be updated to reflect ADA compliance. The improved geometry will also help visually narrow the roadway, which is another effective measure for encouraging lower vehicle speeds.



Figure 17. Existing conditions at East Roslyn Street and Connetquot Avenue.

6. The Heckscher Connection

Overview

This purpose of this route is to establish a safe, non-vehicular connection between the Bayard Cutting Arboretum and Heckscher State Park, bridging a crucial gap in the local active transportation network. Currently, direct bicycle and pedestrian access is not suitable for inexperienced riders, or those with limited mobility, forcing park users to rely on personal vehicles. The subsequent sections detail the existing corridor conditions and evaluate two distinct strategies for establishing this vital multimodal link: a near-term, lower-cost on-road solution and a long-term, more comprehensive off-road path.

Existing Conditions

The corridor connecting the Gatehouse entrance of the Bayard Cutting Arboretum (at the corner of Montauk Highway and Connetquot Avenue) to Heckscher State Park currently lacks any dedicated non-vehicular route. For pedestrians and cyclists, there is no direct, safe pathway, necessitating the use of motor vehicles to travel between these two major state park resources. This existing conditions analysis includes two potential route alignments consistent with the near and long term recommendations.

Great River Road Corridor Connection—The nearer term and lower cost connectivity solution would be a route following Great River Road. The area surrounding this proposed connection is currently a locally-designated bike route characterized by local roadways with varying widths and inconsistent pedestrian infrastructure such as intermittent sidewalks exhibiting different levels of quality. The existing environment presents a safety challenge for non-motorized

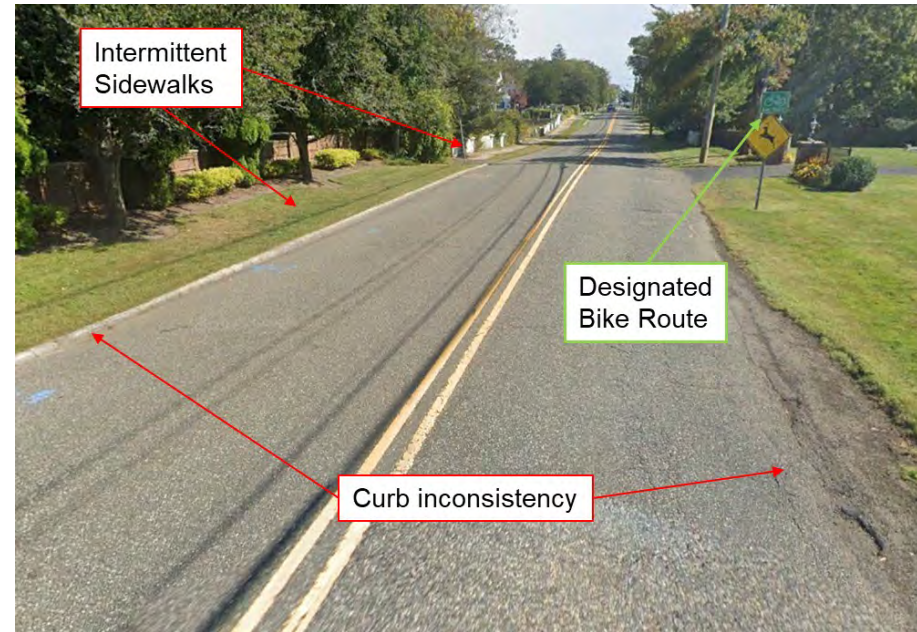


Figure 18. Existing conditions at Great River Road facing South at

users attempting to navigate between the two parks. Eighteen (75%) of 24 crashes (including one fatality) occurred at the intersection of Montauk Hwy.

While specific data on traffic volume is unavailable, the residential nature of the Great River/River Road corridor, Annual Average Daily Traffic (AADT) figures are expected to be in the low-to-moderate range (likely under 5,000 vehicles per day), but traffic calming remains crucial due to the narrow widths (30-35 ft) and lack of separation. Great River Road is a 40 foot roadway with a single vehicular lane in either direction, providing ample space to accommodate additional infrastructure to support nonvehicular uses.

Heckscher State Parkway Right-of-Way & the Long Island Greenbelt Trail—

The Long Island Greenbelt Trail is a significant regional hiking route that stretches for approximately 32 miles from its southern terminus at Heckscher State Park all the way north to its northern terminus at Sunken Meadow State Park on the North Shore (also known as Governor Alfred E. Smith State Park). As it winds its way north, the trail connects several major parklands on Long Island, including the Connetquot River State Park Preserve, and the nascent Long Island Greenway. The trail provides significant regional connectivity for hikers, offering a continuous natural corridor through central Suffolk

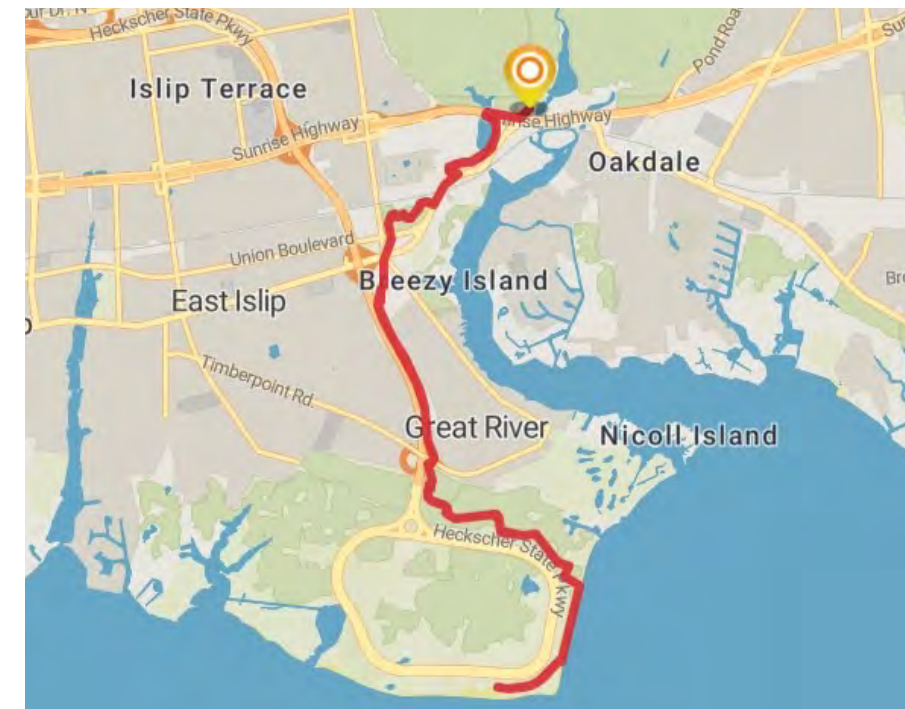


Figure 19. Southern portion of the Long Island Greenbelt Trail from Sunrise Highway to Heckscher State Park.

County. While an important asset for regional hikers it does not currently offer a dedicated route for cycling or pedestrian traffic. The southernmost alignment of the Greenbelt trail represents an ideal off-road connection between the arboretum and Heckscher State Park as it travels along side the Heckscher State Parkway directly into the park. This trail does not have a formal asphalt or crushed stone surface, but is situated within state-owned right of way with an available width ranging from 20 feet to 80+ feet between the edge of the highway and wooded forest. This ample space provides a consistent opportunity for a formalized trail surface with separation from vehicular traffic, and minimal need for woodland clearance.



Figure 20. Timber Point Road Entrance to Heckscher State Park's Shared Use path.

Proposed Route Improvements

There are two options to connect Bayard Cutting Arboretum and Heckscher State Park. Both aim to link these valuable Long Island green spaces, but they differ significantly in cost, scope, and implementation timeline. Option 1 is an on-road alignment on Great River Road, and option 2 is a formalization of the existing Long Island Greenbelt Trail with an off-road shared use path along the Heckscher State Parkway. The Great River Road option offers a rapid, cost-effective solution with immediate safety and connectivity improvements, while the Greenbelt Trail route provides a formalized, dedicated, and ultimately safer long-term asset, albeit at a significantly higher initial cost.

Specifications

Option 1: The Great River Road Route - This proposed route alignment is the lower cost, more readily implementable option, focusing on enhancing existing roadway infrastructure to achieve connectivity and immediate safety improvements. The route includes roadway improvements on Great River Road, River Road and Woodhollow Road. The core enhancement to this route involves implementing a road diet along Great River Road. This process reallocates existing roadway width by reducing the size of vehicular lanes to create space for other uses. The space gained from the road diet would be used to add a dedicated bike lane on Great River Road, significantly improving safety for cyclists by separating them from vehicular traffic. As the route turns westward on River Road and South on Woodhollow Road, the bike lane will transition to a shared lane for cyclists and cars with painted ‘sharrows’ and ‘share the road’ bike route signage.

Option 2: The Long Island Greenbelt Trail Route—This higher cost,

more aspirational option calls for the creation of a dedicated, high-quality shared use path within the existing Long Island Greenbelt trail alignment between the arboretum and Heckscher State Park. With this option a 15 foot wide asphalt shared use path will be installed on east side of the Heckscher State Parkway from Great River Road to Timber Point Road. From there, the existing sidewalk would be widened to continue the path eastward toward Timber Point Road. Significant intersection upgrades are required at River Road and Timber Point Road where prospective users turn south toward the park entrance. This includes high visibility crosswalks and pedestrian-actuated flashing beacons as well as other traffic calming measures. Given the lack of sidewalks on Timber Point Road, a shared bicycle and pedestrian lane is recommended on the south side of the roadway.

KEY IMPROVEMENTS

1.

Road diet on Great River Road narrowing vehicular travel lanes to accommodate a bike lane in both directions.

2.

Addition of on-road ‘sharrows’ and signage on River Road and Woodhollow Road.

3.

15’ shared use path in state right of way adjacent to the Heckscher State Parkway

4.

Expansion of existing sidewalk to accommodate two-way traffic.

5.

Addition of a crosswalk, signage and crossing beacons at intersection

6.

A shared, on road bicycle and pedestrian lane on Timber Point Road



Figure 21. Proposed on and off-road route alternatives and improvements between Bayard Cutting Arboretum and Heckscher State Park

7. Implementation

Planning-Level Cost Estimate

A planning-level cost estimate was developed for each of the proposed connections. Corridor construction unit costs are based on equivalent cost factors from similar regional projects, and will vary based on implementation strategy (ex. in-house/municipal vs contractor). Each estimate includes a 30% construction contingency. All costs are subject to change pending design development.

Great River Train Station Improvements			
Item	Unit	Quantity	Cost
Wayfinding signs	\$400	2	\$800
Wayfinding decals	\$200	8	\$1,600
Bicycle shelter	\$7,500	2	\$15,000
Bike Repair Stand	\$1,200	2	\$2,400
U-Racks	\$200	16	\$3,200
Subtotal			\$23,000
Construction Contingency (30%)			\$6,900
			TOTAL \$29,900

Bayard Connection			
Item	Unit	Quantity	Cost
Off-Street Path	\$1,000,000.00*	0.36 miles	\$360,000
High Visibility Crosswalks	\$2,600.00	3	\$7,800
Curb Ramps	\$2,500.00	4	\$10,000
Pedestrian Signals	\$1,700.00	6	\$10,200
Bicycle shelter (Bayard)	\$7,500	1	\$7,500
Bike Repair Stand (Bayard)	\$1,200	1	\$1,200
10'x12' Concrete Pad (Bayard)	\$2,000	1	\$2,000
U-Racks	\$200	8	\$1,600
Subtotal			\$400,300
Construction Contingency (30%)			\$120,090
			TOTAL \$520,390



Connetquot Connection			
Item	Unit	Quantity	Cost
Roadway Improvements*	\$200,000	0.33 miles	\$66,000
Pedestrian Signal Installation	\$75,000	2	\$150,000
High-Visibility Crosswalk	\$2,500	3	\$7,500
Pedestrian island	\$10,000	2	\$20,000
Curb Extension	\$2,500	8	\$20,000
Subtotal			\$263,500
Construction Contingency (30%)			\$79,050
			TOTAL \$342,550

Great River Road Heckscher Connection			
Item	Unit	Quantity	Cost
Bike lanes	\$200,000	1.42 miles	\$284,000
Sharrows	\$350	40	\$14,000
Shared Route Signage	\$200	20	\$4,000
Subtotal			\$302,000
Construction Contingency (30%)			\$90,600
			TOTAL \$392,600

Long Island Greenbelt Trail Heckscher Connection			
Item	Unit	Quantity	Cost
Shared Use Path	\$1,000,000	1.43 miles	\$1,430,000
High-Visibility Crosswalk	\$2,500	1	\$2,500
Rapid Flashing Beacons	\$10,000	1	\$10,000
Bike/Ped Lane	\$200,000	.29 miles	\$58,000
Subtotal			\$1,500,500
Construction Contingency (30%)			\$450,150
			TOTAL \$1,950,650

The train station Improvements and Bayard Connection are the highest priorities for implementation followed by the Connetquot Connection. The Great River Road Connection to Heckscher State Park is prioritized based on cost and ease of implementation.

