



# SUFFOLK COUNTY BLUEWAY TRAIL PLAN



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# CHAPTER 1.0

## INTRODUCTION



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## 1.0 INTRODUCTION

### 1.1 Overview

Suffolk County has many valuable assets that contribute to its desirability as a place to live, work and visit. Key among these assets is the County’s integral connection to surface water bodies. Coastal waters – including the Atlantic Ocean and South Shore Bay system to the south, Peconic Bay complex between the two East End forks, and Long Island Sound and its tributary embayments to the north – define the County’s basic geography, delineating more than 1,000 miles of shoreline interface between the land and the water; and numerous freshwater lakes and streams are scattered throughout the County.

The intrinsic value of surface water bodies in Suffolk County is multi-faceted. They sustain regionally significant ecosystems, support a valuable fishing industry, and provide a foundation for a wide variety of recreational activities, ranging from passive enjoyment of the beauty of natural settings to more active pursuits. Hand-powered watercraft is a popular means to appreciate these resources in a manner that provides an intimate experience. Such watercraft – e.g., canoes, kayaks, paddleboards, etc., collectively called “paddlecraft”<sup>1</sup> – are highly portable and can be utilized in areas that are not accessible by other means; they immerse the participant in nature while minimizing impacts.

Paddling is a widely available form of recreation. It can be enjoyed by almost anyone and suitable venues can be found within easy reach of almost any location in Suffolk County. It is relatively inexpensive, particularly when compared to the costs associated with the alternative of power-boating. Rental equipment and pre-planned paddling routes are offered at many locations in the County for individuals who wish to participate on a trial basis; and this is how many enthusiasts get their start.

Paddling sports generally do not need extensive infrastructure. At its most elemental level, all that is necessary is a location to place the boat into the water at the start of the paddling trip and to retrieve the boat at the end (i.e., a launch site). However, certain ancillary features generally are considered necessary or desirable to properly accommodate paddlers and minimize potential impacts, including the availability of adequate parking for vehicles that are used to transport the boats to the waterways, structures to allow the boats to be easily launched and retrieved (e.g., ramps, floats, etc.), and comfort stations. The availability of other amenities can enhance the experience, such as compatible recreational facilities (e.g., picnic areas, hiking trails, etc.), equipment rental, boat storage and snack bars, as well as linkages to nearby points of interest, such as parks, historical resources, downtowns and scenic overlooks. Even with expanded accommodations, however, paddle sport infrastructure generally does not entail great public expense.

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<sup>1</sup> Except as otherwise indicated, the use of the term “kayak” in this report is intended to encompass all varieties of hand-powered paddlecraft, including canoes, paddleboards, etc.



Despite its popularity, opportunities exist to expand the appeal of paddling in Suffolk County. Although a solid infrastructure base is present, providing numerous locations and facilities to support paddling, this can be expanded to better encourage and accommodate people who are looking for outdoor recreational adventures that combine exercise with enjoyment of the County's scenic beauty.

In consideration of the foregoing, Suffolk County applied for and was awarded a grant from the New York State Department of State (NYSDOS) under the State's Environmental Protection Fund (EPF) program to develop a "Blueway Trail Plan." This plan seeks to create "a route for non-motorized boats along a waterway that combines recreation and environmental awareness while linking communities and land-based attractions."

The development of a Suffolk County Blueway Trail was conceived and has been spearheaded by Suffolk County Legislator Kara Hahn, a paddling enthusiast with a deep appreciation for the County's natural environment. Legislator Hahn saw this opportunity as an initial phase of a comprehensive program directed at increasing awareness of local waterways through paddling, educating residents and visitors about the resources, and creating new opportunities for economic development for local business.

The formulation and implementation of the Suffolk County Blueway Trail Plan will fulfill numerous goals and policies of the New York State Coastal Management Program (CMP) and Local Waterfront Revitalization Programs (LWRPs) in communities that have adopted such plans<sup>2</sup>. These relevant goals and policies include encouraging public access to and utilization of waterways for recreational purposes, revitalizing deteriorated waterfront areas, facilitating the siting of water-dependent uses, and strengthening the economic base of waterfront areas, among others.

The concept for blueway trails is similar in many ways to its land-based counterpart, greenway trails. Both networks provide a range of experiences, accommodating novices with "easy" routes that are short in distance and have a low level of difficulty, as well as longer, more challenging routes for seasoned participants. In either case, there is a strong focus on safety. Land trails are kept clear of pedestrian/biking hazards and education is provided regarding other risks (e.g., signs warning of the presence of ticks that transmit Lyme disease, and precautions that should be taken); water trails are similarly investigated to classify and advise on the level of challenge/difficulty, and are accompanied by suitable educational information regarding risks and precautions (e.g., the basic danger involved in being out on the water, and general boater safety rules). Additionally, both greenway and blueway trail users benefit from ancillary features and facilities that support and enrich the experience.

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<sup>2</sup> Communities in Suffolk County that have approved LWRPs include: Town of East Hampton; Village of Greenport; Village of Head of the Harbor; Village of Lloyd Harbor; Village of Nissequogue; Village of Ocean Beach; Town of Smithtown; and Town of Southold



One aspect that differs somewhat between land-based and water-based trails pertains to connectivity. Although both systems allow for travel between node points, this is generally more applicable to land-based trails due to their more discretely defined routes (i.e., the cleared paths), the greater distances that can be traveled during a single trip (particularly by bike), and longer history of trail mapping and usage. **Travel between landing sites on the Suffolk County Blueway Trail is possible, and encouraged where feasible; however, the primary intent, particularly at this early stage in the process, is to facilitate access to the water by hand-powered boats, focusing primarily on 20 priority sites scattered throughout the County's 1,000+ miles of shoreline. A more detailed examination of interconnecting waterside activity nodes, with each other and with land-based trails, is a subject for a future phase of the Blueway Trail development plan.**

## 1.2 Overall Methodology

As noted in the previous section, this report presents an initial phase of a program to enhance facilities throughout Suffolk County for paddle sports and, thereby, to encourage increased public participation in this activity and to support local businesses. Ultimately, at the culmination of an extensive investigation, 20 locations across the length and breadth of the County were identified as locations prioritized where physical improvements would advance this goal, based on analysis of a total of more than 250 locations that were identified for consideration during the public outreach process. It is anticipated that subsequent phases of improvements will follow at additional locations to expand upon the recommendations set forth herein, which will bring the benefits of paddling to an ever-increasing participant base as time goes by.

The recommendations of this Blueway Trail Plan were guided by public input received through various avenues of communication and involvement of the Project Advisory Committee. The public participation component of the planning process is discussed below in **Section 1.3**.

The 20 highest priority sites were selected based on a ranking analysis that was performed for all 250+ sites that were included in the assessment. The 20 locations that are recommended for improvements were among a group of sites that received the highest cumulative scores for a range of parameters that included public versus private ownership, presence of restrooms, proximity to commercial facilities, pedestrian-friendliness, bike-friendliness, availability of parking, and proximity to a downtown area. Based upon observations made during field inspections, some locations that received a high composite ranking were eliminated from the final list of recommended improvement sites for various reasons, including those that would require excessive improvements or were determined to be unsuitable from a paddling or economic development standpoint. Such highly ranked locations that were not included on the final action list for this initial phase of the Suffolk County Blueway Trail initiative could be reassessed in future phases. However, such reassessment should occur after the implementation of improvements at other sites which were identified as providing a greater potential for

advancing the program's goals. See **Chapter 3** for a more detailed discussion of the process that led to the selection of the 20 priority sites that have been identified for improvements and the specific improvements that are recommended at each site.

### 1.3 Public Participation

The development of the Suffolk County Blueway Trail included a robust public participation component to obtain input useful for the inventory and analysis on which the plan was based, and to ensure that the preferences and concerns of involved stakeholders were given proper consideration in formulating the plan. A detailed discussion of the wide-ranging elements of the civic engagement/community outreach plan is presented in **Appendix A**. A summary of these public participation elements is presented below:

- A Project Advisory Committee (PAC) was established to provide overall guidance to the planning process for the development of the Suffolk County Blueway Trail. A range of key stakeholders comprised the PAC membership, providing various perspectives, including government agencies (e.g., town, county, state and federal), paddle sports organizations, and environmental/ educational/ tourism organizations. Among their many invaluable contributions, the PAC provided input regarding the location of existing hand-powered boat launch sites and a “wish list” of improvements by completing the on-line inventory tool (see below), expanded the outreach list with additional contacts, spread the word about the availability of the on-line inventory tool and meetings via email blasts and social media posts, assisted with field work, contributed to the discussion at PC meetings with ideas and concerns, and provided input on draft work products. The final PAC contact list totaled 65 individuals, with PAC meetings typically attended by about 20 to 25 members.
- A separate outreach list was compiled for email communications with local governments (i.e., towns and villages) and other stakeholders throughout Suffolk County. Initial contact was made to every Town and Village in the County, and with multiple officials in individual municipalities in many cases. This list contains more than 80 contact names.
- An additional outreach list was compiled for individuals without an organizational affiliation who expressed interest, either in conjunction with completing the on-line inventory tool, or from visits to the web site or at the Long Island Maritime Museum Seafood Festival (see below). This list currently contains 59 names.
- A web site was created and advertised –  
<https://www.suffolkcountyny.gov/Departments/Economic-Development-and-Planning/Blueway-Trail> );
- An on-line public survey (inventory tool) was created and advertised, and the information collected regarding launching locations and “wish list” improvements was used in preparing the plan. A total of 259 unique responses were received.

- Ten thousand bookmarks, with links to the web site and on-line survey, were created and distributed throughout the County at public libraries and County parks, as well as numerous other locations with a connection to paddle sports. The PAC also assisted with distribution of the bookmarks.
- A vendor booth was sponsored at the Long Island Maritime Museum Seafood Festival on August 24-25, 2019, where Blueway Trail information (including the bookmarks) was displayed and distributed, and input was received.
- A public meeting was held on September 30, 2020, to discuss the Suffolk County Blueway Trail and receive input which was taken into consideration in the preparation of the plan.
- A public open house was held on July 29, 2021 to provide an overview of the methodology, inventory of launch sites, prioritization of projects for the first phase of implementation and recommendations. The posters were added to the Suffolk County Blueway Trail webpage following the open house with an invitation to provide additional feedback by email.



# CHAPTER 2.0

## GENERAL ELEMENTS

### OF A BLUEWAY TRAIL





## 2.0 GENERAL ELEMENTS OF A BLUEWAY TRAIL

As discussed in **Chapter 1**, a blueway trail is essentially the water-side equivalent of a land-side hiking or biking trail. The basic requirement for a blueway trail is shorefront locations where hand-powered boats can be launched and retrieved. Things that are interesting to see or do along the route create enjoyment that adds appeal beyond the exercise to be gained from paddling, including scenic resources within the water body itself and along the shoreline and within sight at inland locations. Numerous other elements serve as supporting infrastructure which further enhances the experience.

The primary goals for this plan are to create a blueprint for enhancing participant enjoyment of the Suffolk County Blueway Trail and to expand the participant base and, in doing so, to create new opportunities for economic development for local business. Achieving these goals starts with an inventory of the elements that comprise the existing blueway trail in Suffolk County, and then assessing the degree to which these elements satisfy the needs and preferences of paddlers, and culminating in the formulation of a program of enhancements to these elements to optimize the benefits realized from the blueway trail. Thus, as with any investigation, the development of a blueway trail is based on knowledge of existing conditions: i.e., defining the elements of a blueway trail and describing how these elements are distributed among the existing locations in Suffolk County that are used for paddling.

As noted in **Chapter 1**, the inventory phase examined more than 250 locations, submitted by the public, located throughout Suffolk County at which hand-powered boats are launched at present or potentially can be used for launching in the future. Some of these locations currently are little more than shoreline points of access, without ancillary features or facilities, while others are highly developed with the physical components that serve and support the use of adjacent waters by paddlers. Based on the information collected at these 250+ sites and input from the PAC and public, the following items have been identified as being important physical elements of the land-side sites that comprise a blueway trail:

- **Ownership** – As a general matter, public ownership of land-side paddling support facilities is preferable to private ownership, as the expenditure of public funds for improvements is more readily justified under the former scenario, and the use of a privately-owned site can complicate the assurance of access rights for the public. Where available, the use of County-owned land is the most preferred option for improvements to the Suffolk County Blueway Trail because the potential for proprietary issues to arise is eliminated. However, even where multiple levels of governmental authority are involved, appropriate legal arrangements typically can be readily negotiated, in the form of Inter-Municipal Agreements.
- **Boat launching/retrieval facilities** – The most basic form of access for boat launching is an area along the shoreline that allows boats to be dragged to and from the water.

However, such sites are not user-friendly, particularly for less experienced paddlers, and entail the potential for adversely impacting aquatic resources. Formal, constructed launching facilities – such as ramps, docks, floats, etc. – facilitate the process of transferring the boat into and out of the water, accommodating a wider range of users.

- **Availability of vehicle parking** – The large majority of paddlers transport their boats to the water atop their vehicles. Therefore, the availability of sufficient parking near launch sites is of critical importance, since insufficient parking will either discourage the use of the launching facility or encourage illegal or improper parking. Mere capacity is not the only consideration regarding parking availability. Often, the parking that is provided near launch sites is owned by the towns and villages, and the legal use of such parking is limited to the respective municipal residents or requires a use fee. As noted previously, Inter-Municipal Agreements can be negotiated in such situations, to provide non-resident access, which generally is a prerequisite to allow the expenditure of County funds for facility improvements. However, existing blueway facilities for which parking is restricted to local residents are often essentially precluded from use by out-of-towners, even if access to the launching facilities themselves are open to the public.
- **Nearby comfort stations** – The convenient availability of restrooms is important to encouraging the greatest possible level of participation, particularly with respect to families and less experienced paddlers.
- **Proximity to commercial facilities and downtown areas** – This is a critical element with respect to the economic development goal of the County’s blueway trail plan. Readily accessible commercial facilities and downtown areas will encourage paddlers to combine their boating adventure with a meal, the purchase of provisions or other shopping, again enriching the experience and encouraging broader and repeated participation. This exposes users to new commercial areas as a by-product of the blueway trail (whereas visitors are exposed to new areas of the County through use of blueway launch sites).
- **Proximity to other land-side attractions** – Although suitable attractions are available, as a general matter, virtually anywhere boating can occur in Suffolk County due to the beauty of scenery, the experience can be enhanced by the availability of land-side attractions, such as parks, historical resources, and scenic overlooks. These types of ancillary features, which are not integral to the use of hand-powered boats, provide special diversions that help to link the blueway facilities themselves to a larger network of features, which helps to create a true, integrated “trail.” With the availability of such features, participants are encouraged to expand beyond the paddling aspect of the trip, which increases the level of interest and enjoyment, consistent with the goals of the County’s Blueway trail plan.
- **Handicapped accessibility** – Historically, it has not been common practice to construct hand-powered boating access facilities to accommodate people with handicaps and,



therefore, that segment of the population is largely excluded from participation. More recently, the broad spectrum of public works projects has made appropriate accommodations for handicapped access, in accordance with the requirements of the Americans with Disabilities Act (ADA), and the improvements that are made for the Suffolk County Blueway Trail under this plan will include features that are ADA-compliant to the extent practicable.

- **Accessibility to pedestrians and bicyclists** – The creation of linkages between the water and other modes of transportation, particularly via travel by foot and bike, provides a multi-modal experience to further enrich the enjoyment for participants. It also can serve to facilitate access to nearby commercial facilities and downtown areas and other land-side attractions, thereby advancing the economic development goal of the plan.
- **Support facilities** – In addition to the facilities directly involved in moving boats between the land and the water (e.g., ramps, docks, floats, etc.), certain other facilities can be provided at blueway trail sites to support paddling. The availability of boat storage allows paddlers to more readily engage in upland activities (e.g., side trips to nearby attractions and downtowns) while knowing that their boats are secure. Equipment rental allows paddling to be experienced by novices and others who do not have their own equipment and would not otherwise be able to participate.
- **Signage** – The value of the various physical elements of the blueway trail described above is enhanced when information on their availability is effectively communicated to participants. This communication often can be most readily accomplished by well-designed signage, which may include:
  - Directional signage – wayfinding signage to identify the location of launch sites (from land). These signs should piggy-back onto existing roadway signs to direct users to launch sites from nearby roads. Other directional signage may be appropriate depending upon the location. For example, signage may identify the location of nearby downtowns and other upland attractions, a connecting bikeway or hiking trail, nearby outfitter, or to highlight the location of features of interest within the adjacent water body.
  - Adopt-a-launch-site signage – small placards may be used as a way of identifying sponsorships if used to fund improvements.
  - Launch signage – to identify launch locations from the water. These signs are generally attached to a piling or bulkhead and are of sufficient height to be visible from the waterbody.

- Kiosk signage can serve a variety of purposes:
  - General Launch Information - information about the launch site amenities, location, waterbody, paddling routes, stopping points, and nearby attractions.
  - Safety information – for example, to remind paddlers to always wear life vests and adhere to other boating safety practices, information about local emergency services and boater safety classes, local hazards (e.g. low bridges, areas subject to high current)
  - Environmental education – local habitats, wildlife sightings, and sensitive areas (including areas to avoid disturbing where there are nesting sites or other sensitive environmental resources)
- Other signage – For example, to highlight local restrictions at nearby parking facilities.

As discussed further in **Chapter 3**, the 20 priority sites selected for implementation of the Suffolk County Blueway Trail under this plan generally have been determined to have a high ranking based on the above considerations, although recommended improvements have been identified at each location to more fully achieve the specified objectives. In particular, there is an almost universal need for signage to make facilities more user-friendly and widespread opportunities to implement ADA-compliant construction to facilitate access to individuals with handicaps.

In addition to the physical improvements that are described above, the implementation of a blueway trail program involves a number of other elements, including:

- **Intermunicipal Coordination** – intermunicipal coordination will be required to further the recommendations for launch site improvements within village and town parks. The plan provides concepts for locations and types of amenities/improvements which will be refined based upon input from the town and village representatives.
- **Design** – following agreement with park owners, conceptual plans will need to be further developed for sites (including precise location and type of improvements, sign location and design). Where significant improvements are proposed (such as new ramps/docks and floats), engineered plans may be required before permits can be obtained.
- **Permitting** – A range permits and other approvals may be needed before a blueway trail improvement can be constructed, with the precise list depending on site-specific and project-specific characteristics. The primary permits/approvals that may be involved in such projects include the following:
  - Property owner – applies for locations that are not County-owned, including Inter-Municipal Agreements as needed to site facilities on properties owned by other

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governmental entities or other types of use agreements for privately-owned properties

- Local municipality – Even when a local permit is not technically required, as actions on Suffolk County properties generally are exempt from local regulation, it is good practice to coordinate County construction projects with the local government to minimize the potential for avoidable conflicts. If town or village property is the site of a project, the project may be required to adhere to internal procedures of the municipality in order to obtain authorization to proceed
- New York State Department of Environmental Conservation (NYSDEC) Approvals – A blueway trail, by definition, involves the placement of physical facilities within and/or adjacent to water bodies. Therefore, NYSDEC permitting is usually required, potentially including a Tidal Wetlands permit, Freshwater Wetlands permit, and/or water quality certification
- Local wetland permits – some towns and villages have adopted their own wetlands regulations and require permits for construction or any disturbance of wetlands
- U.S. Army Corps of Engineers (USACE) – required for activities in Waters of the United States, including the in-water placement of boating access facilities (e.g., ramps, docks, etc.); unlike NYSDEC requirements, for which regulations extend to upland areas adjacent to water bodies and wetlands, USACE authority pertains only to in-water activities.
- **Public safety** – Ensuring public safety is a critical element of any successful program that fosters public activity. This is particularly true for the Suffolk County Blueway Trail plan due to the inherent safety challenges involved in any on-water pastime such as boating. An effective boating safety program takes advantage of all available means of communication, using a range of media (e.g., on-site signage, social media, etc.) and tapping into various authoritative sources (e.g., boating safety organizations, paddling advocacy groups, local boating businesses, etc.).
- **Public outreach** – As discussed in **Section 1.3**, preparation of the Suffolk County Blueway Trail Plan included substantial public outreach using a variety of methods. The public outreach that has been completed to-date was essential to ensuring that the elements of the plan properly account for the input and concerns of stakeholders. However, public outreach will be a continuing element covering various topics to ensure the long-term success of the Suffolk County Blueway Trail program. This ongoing outreach will include:
  - Retaining the Suffolk County Blueway Trail web page, providing updates as appropriate;



- Using suitable means (e.g., press releases, email blasts, web site updates, etc.) to provide announcements of key milestones, such as when construction starts on new or upgraded blueway trail facilities, and when these facilities become available for public use;
- Enlisting the continuing participation of key stakeholders as a vital interface with the paddling public; and,
- Developing a marketing plan to maximize the degree to which this initiative advances the economic goals and objectives of the Suffolk County Blueway Trail.

# CHAPTER 3.0

## INVENTORY & PRIORITIZATION OF PROJECTS



### 3.0 INVENTORY AND PRIORITIZATION OF PROJECTS

As noted in previous chapters, the investigation of launch sites for this blueway trail plan included an inventory and analysis of more than 250 sites throughout Suffolk County. Relevant information regarding these sites was collected by various means, including the personal knowledge of members of the Project Advisory Committee (PAC), input and participation from Suffolk County Legislator Kara Hahn, contributions from Suffolk County staff, and input from other individuals who participated in the public outreach program. See **Section 1.3** and **Appendix A** for a detailed discussion of the methods that comprised the public outreach program, which provided the database of existing facilities from which the recommendations were derived.

Below is a discussion of the process that resulted in the selection of the 20 priority sites (**Section 3.1**), a description of the range of system-wide facility improvements recommended for these sites (**Section 3.2**), and the specific program of improvements proposed at each site in the Suffolk County Blueway Trail (**Section 3.3**).

#### 3.1 Priority Site Selection Process

The majority of initial baseline data and locations of existing paddling launch sites throughout Suffolk County was collected through an on-line survey. A mapping “application” was created using ArcGIS Survey 123 which allowed users to enter a paddle launch location on a map and complete survey (on a smart phone or computer) about that site. The survey consisted of a series of questions to record data on the location of the launch site, existing facilities and features, and to a wish list of desired improvements for the site. The use of this survey tool helped to standardize the information being collected, so that objective comparisons could be made more readily among the sites; these head-to-head comparisons would serve as the primary basis for prioritizing the sites selected for facility improvements for the first phase of the Suffolk County Blueway Trail to be implemented.

The members of the PAC were made aware of the availability of the survey, as were paddling enthusiasts and other interested parties; and their participation was critical to the completeness and accuracy of the facility inventory, given the sheer number of sites and geographic area that needed to be covered. Launch site information was supplemented at the Long Island Maritime Museum Seafood Festival on August 24-25, 2019 where there was a Suffolk County Blueway Trail Project booth. Paddlers that visited the booth were asked about favorite launch locations which was recorded on paper and entered into the electronic survey following the festival. See **Appendix A** (Attachment A) for a printout of the full survey questions and **Appendix B** for a short version of the survey.



Upon completion of the initial system-wide data collection process through Survey 123, the results were reviewed to eliminate duplicate sites and synthesize information for each discrete site into a single database entry. This information was then transferred to an Excel spreadsheet. The spreadsheet database was reviewed line-by-line, and relevant information was added and other adjustments were made as appropriate to allow a more comprehensive review and comparison; this included adding some sites that are identified in reliable sources (e.g., local paddling guides and similar publications) but were overlooked in the survey. The final database contained more than 250 unique paddling access sites throughout Suffolk County.

In consultation with County representatives on the PAC, a rating system was devised to rank the 250+ sites with respect to a range of attributes that support the County's blueway trail goals and to facilitate the identification of sites that are most suitable for improvements to advance those goals, with a special focus on connectivity and economic development potential. The final list of criteria and the maximum potential score for each is listed below:

- Ownership (2 points, for public land; with an extra point for Suffolk County ownership)
- Restrooms (1 point, if present)
- Location within 0.25 mile of a commercial land use (4 points)
- Walkability score (3 points)
- Bike-ability score (0.25 point)
- Parking accessibility (4 points)
- Location with one-half mile of a County-designated downtown (5 points)

The rating evaluation outlined above resulted in 25 sites that were in the top tier of highest ranked locations, indicating that they possessed the attributes that generally were considered most conducive to the advancing the goals of the Suffolk County Blueway Trail initiative for the first phase of implementation. Because of their existing characteristics, these sites would enable the County to initiate a County-wide Blueway Trail with minimal investment and would render the greatest economic benefit to the local communities. These 25 sites generally are located within public parks, with available parking, restrooms and other amenities. In addition, these sites are mostly within walking distance (or a short drive in some cases) to commercial centers or downtowns. In addition, the 20 locations are dispersed throughout Suffolk County and provide opportunity to access the various water bodies and reflect a variety of different environmental settings.

In order to further refine the list and to arrive at the final roster of 20 locations at which improvements would be recommended, a more detailed analysis was conducted into the suitability of each candidate site, including visual inspection by members of the PAC. Additionally, a more in-depth assessment was made of the feasibility of providing enhanced

public access and the practicality of achieving the economic development objectives of the program, by means of thorough field observations of the site itself and of nearby commercial uses and their connectivity to the paddling access location. Due consideration was also given to assuring a suitable geographic balance of distributing project sites throughout the County, and to local knowledge regarding site-specific advantages and drawbacks of each candidate site. For example, some of the 25 potential priority sites were omitted from further consideration due to access constraints, inappropriate conditions for novice paddlers and/or families, remoteness from commercial areas, or site conditions that were not conducive to safe public access.

The intensive inventory and analysis process described above resulted in 20 locations that have been selected for the first phase of the Suffolk County Blueway Trail improvements, identified as follows:

1. Cold Spring Harbor (Town of Huntington) (Site ID: 1<sup>1</sup>)
2. Huntington Harbor (Town of Huntington) (Site ID: 199)
3. Northport Harbor (Town of Huntington) (Site ID: 207)
4. Santapogue Creek (Town of Babylon) (Site ID: 42)
5. Village of Babylon (Town of Babylon) (Site ID: 209)
6. Nissequogue River/ Paul T. Given County Park (Town of Smithtown) (Site ID: 118)
7. Lake Ronkonkoma (Town of Smithtown) (Site ID: 106)
8. Greens Creek (Town of Islip) (Site ID: 48)
9. Port Jefferson Harbor (Town of Brookhaven) (Site ID: 130)
10. Setauket Harbor (Town of Brookhaven) (Site ID: 136)
11. Setauket Harbor Creek Access (Town of Brookhaven) (Site ID: 137)
12. Stony Brook Harbor (Town of Brookhaven) (Site ID: 128)
13. Carmans River (Town of Brookhaven) (Site ID: 65)
14. Violet's Cove (Town of Brookhaven) (Site ID: 208)
15. Downtown Riverhead/Peconic River (Town of Riverhead) (Site ID: 94)
16. Village of Greenport (Town of Southold) (Site ID: 179)
17. Village of Sag Harbor (Town of Southampton) (Site ID: 187)
18. Shinnecock Bay/Creek Access (Town of Southampton) (Site ID: 77)
19. Stevens Park/ Westhampton Beach (Town of Southampton) (Site ID: 72)
20. Fort Pond (Town of East Hampton) (Site ID: 148)

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<sup>1</sup> The Site ID numbers are project-specific codes that were consecutively assigned during compilation of the initial inventory of 250+ sites and do not reflect any geographic or jurisdictional sequence.



**Figure 1** identifies the locations of the 20 sites selected for improvements as part of the initial implementation of the Suffolk County Blueway Trail plan, and also shows the distribution of the other 230+ sites that were included in the overall inventory compiled during the investigation. The existing attributes of each of the 20 priority sites, along with site-specific recommendations, are detailed in the Project Profiles presented in **Section 3.3**, with the individual Project Profiles for the 20 priority sites presented in **Section 3.3.1** through **Section 3.3.20**.



**Legend**

- Recommended Priority Projects

**FIGURE 1  
LAUNCH SITES INVENTORIED**



Sources: ESRI WMS, Survey123, NYS GIS

Scale: 1 inch equals 9 miles

This map was prepared with funding provided by the NYS Department of State under Title 11 of the Environmental Protection Fund.



**Suffolk County  
Blueway  
Trail Plan**

### 3.2 Summary of System-wide Blueway Trail Improvement Recommendations

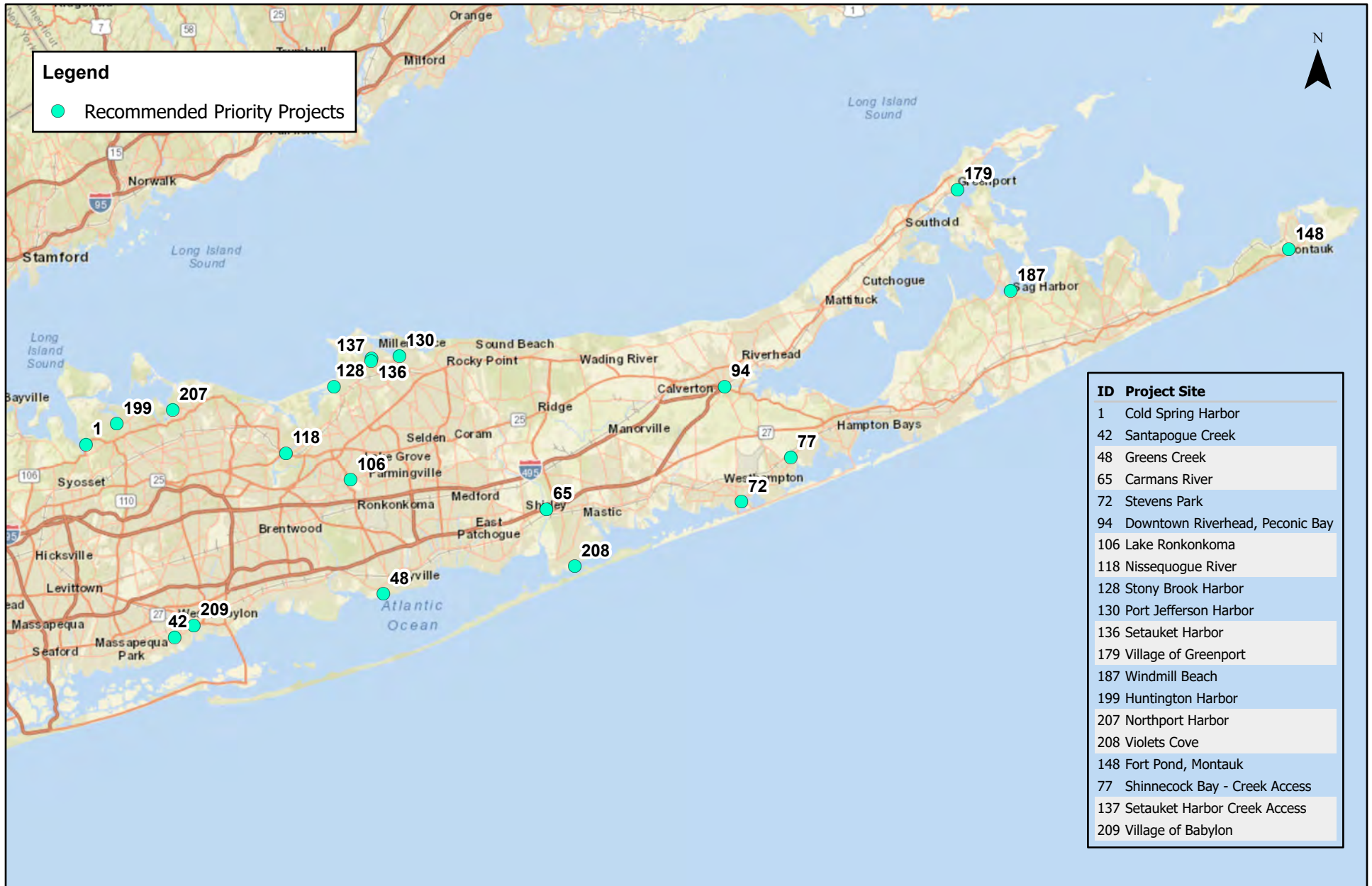
Each of the 20 priority sites has its own individual characteristics, which results in 20 unique Project Profiles and 20 discrete, site-specific recommendations for the Suffolk County Blueway Trail initiative. However, there are several common themes among these proposed improvements, consistent with the general elements of a blueway trail discussed in Chapter 2. More specifically, the key elements of the recommended improvements include:

- **Signage** – On-site informational signage is recommended for all 20 priority locations, including directional signs (to guide people to launch location), a landing sign (to identify the launch/landing location) and a kiosk sign to provide basic information to paddlers and more detailed information about the site and its environs. Signage is an inexpensive means of enhancing participant awareness and knowledge, which increases safety and facilitates a more enjoyable paddling experience.
- **Paddler access improvements** – Projects are proposed at 15 locations to facilitate boat access, including new or improved ramps/floats at ten locations, along with a range of associated enhancements to support boat launching, such as canoe/paddleboard/kayak drop-offs, upgraded paths to existing launch facilities, floats at existing launch facilities, and modifications to accommodate handicapped users in accordance with the Americans with Disabilities Act. These proposed improvements are directly related a fundamental objective of the Suffolk County Blueway Trail initiative: i.e., to provide for functional and convenient hand-powered boating access to the County’s waterways that is available to as many users as practicable. Of particular importance to the program is the provision of expanded access for handicapped individuals, whose special needs are not well served at older, existing facilities.
- **Small boat storage** – Twelve locations are proposed for small boat storage racks, with an additional rack proposed at one of these locations for storage to accommodate existing dinghy use. Storage racks, particularly with locking capabilities, allow paddlers to safeguard their boats while they partake of other activities (e.g., visits to nearby downtowns, commercial facilities, or other attractions), thereby helping to advance the economic development goals of the Suffolk County Blueway Trail initiative.
- **Comfort facilities** – Dedicated seasonal bathroom trailers and/or “Innovative/Alternative” (I/A) sanitary waste disposal systems are recommended at nine locations that currently lack such facilities. These improvements will greatly enhance the user-friendliness of almost one-half of the 20 priority locations. The I/A installations, identified for six locations, are recommended in lieu of standard subsurface sewage disposal

systems (i.e., septic systems) at locations in proximity to critical natural resources or other conditions resulting in very high levels of environmental sensitivity; this includes the restroom at the Carmans River, Stony Brook Harbor and Stephens Park locations, which currently are served by a conventional septic system and are recommended for conversion to I/A systems. At other locations, seasonal bathroom trailers are recommended, which use waste storage tanks and avoid waste discharges into the ground that often are associated with the release of nutrients to nearby surface water bodies.

- **Parking lot improvements** – Enhanced parking accommodations are proposed at five locations, including formalizing parking (e.g., striping to delineate individual spaces) and associated signage, and grass paver installation at sites that are especially environmentally sensitive. These proposed improvements will increase parking capacity at the affected sites by clearly delineating the most efficient layouts, while minimizing potential impacts through the use of green technologies.
- **Miscellaneous improvements** – A range of other project elements has been identified for implementation at various locations among the 20 priority sites, including bulkhead improvements, geese mitigation, green infrastructure, fencing, picnic tables, invasive species removal, wetland restoration, and shoreline stabilization. Except for green infrastructure, which would be installed at two locations, each of these individual features is recommended at only one location. These miscellaneous improvements will serve a range of purposes – including physical enhancements to existing features, installation of ancillary facilities, and environmental restoration – which are all designed and intended to optimize site utilization for, and in support of, paddling activities in a manner that minimizes potential impacts.

A customized program of recommended improvements has been formulated for each of the 20 priority sites that have been selected for action under the Suffolk County Blueway Trail initiative. As shown in **Figure 2**, the network of 20 priority locations proposed for capital improvements will provide a geographically expansive network of upgraded paddling access facilities covering the north and south shores of Suffolk County’s Western Towns, extending to the North and South Forks on the East End, and also including an inland location at Long Island’s largest freshwater lake. These improved facilities will serve as the cornerstone of a County-wide network of more than 250 paddling access locations that have been identified during the inventory phase of this investigation, providing a level of consistency with regard to the facilities provided – including



**FIGURE 2**  
**SUFFOLK COUNTY BLUEWAY TRAIL PRIORITY PROJECTS**

Sources: ESRI WMS, Survey123, NYS GIS

Scale: 1 inch equals 9 miles

This map was prepared with funding provided by the NYS Department of State under Title 11 of the Environmental Protection Fund.



**Suffolk County**  
**Blueway**  
**Trail Plan**

convenient vehicle-to-water transfer and comfort stations, along with accommodations for handicapped access – and tied together with uniformly themed signage. The recommendations presented in this report should be viewed as the first phase of an ongoing program to enhance the connection between the people of Suffolk County and the waterways that surround them via the Suffolk County Blueway Trail.

**Chapter 4** discusses other elements that are part of a recommended comprehensive implementation program for the Suffolk County Blueway Trail, including boating safety and other important boater education topics, continuing public outreach through the web site and other means, funding sources to allow recommendations to reach fruition, potential sponsorship opportunities, and promotional efforts. Additionally, it is noted that the full inventory completed for this investigation identified numerous locations which, while not included among 20 priority sites highlighted for proposed improvements, already possess essential facilities and supporting amenities to serve the paddling public and could supplement the 20 priority sites with the addition of signage. These currently high-functioning sites are also discussed in **Section 4.4**, as part of the broader implementation program for the Suffolk County Blueway Trail.

### **3.3 Site-Specific Blueway Trail Improvement Recommendations**

The following sections (3.3.1 through 3.3.20) present the site-by-site Project Profiles of the 20 locations that have been selected for the first phase of the Suffolk County Blueway Trail improvements. Each summary consists of three pages, with a summary and accompanying representative photographs on the first page, and the following pages providing a project profile which includes detailed site information, an aerial view, conceptual graphics illustrating potential improvements, project partners, and listing of recommended improvements, permitting considerations, costs and general timeframe.



**3.3.1 Cold Spring Harbor (Town of Huntington) – Site ID: 1**

This Town of Huntington site is currently improved with a concrete launching ramp and sandy area used for dinghy storage. It is located across the street from the Cold Spring Harbor State Park hiking trails. Limited parking is available at the site with additional parking and bathrooms available across the street. Proposed for this site is a stabilized path for paddlers to access the water via the beach, boat dinghy storage, kayak storage, and Blueway signage.





# COLD SPRING HARBOR

This Town of Huntington site is currently improved with a concrete launching ramp and sandy area used for dinghy storage. It is located across the street from the Cold Spring Harbor State Park hiking trails. Limited parking is available at the site with additional parking and bathrooms available across the street.

Recommended for this site is a stabilized path for paddlers to access the beach, boat dinghy storage, kayak storage, and Blueway signage.

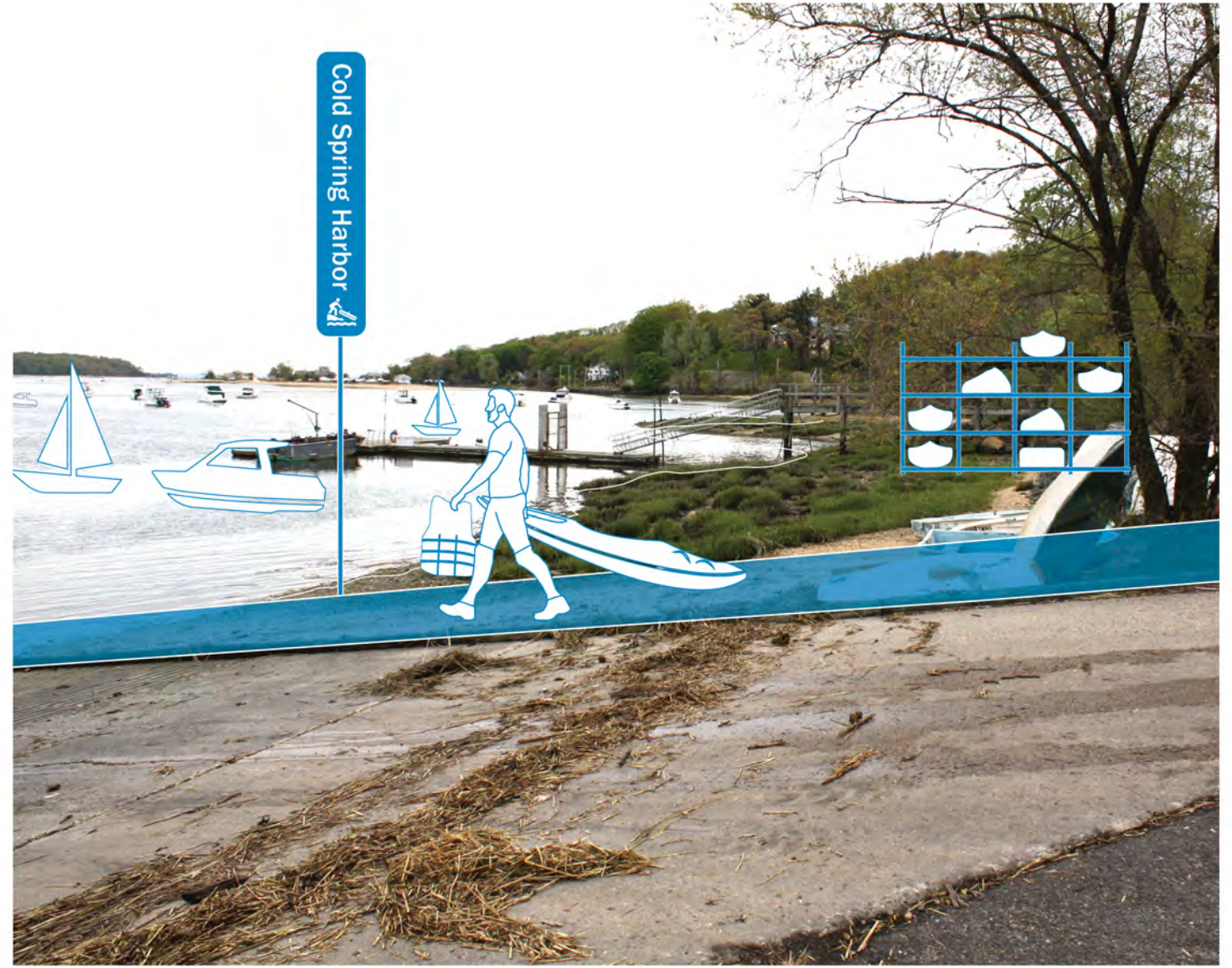
## SITE AND SURROUNDS

- Name: Cold Spring Harbor
- Street Address: 100-198 NY-25A, Cold Spring Harbor, NY 11724
- Tax Map Number: 0400-064.00-01.00-001.000 & 0400-064.00-01.00-003.001
- Jurisdiction: Town of Huntington

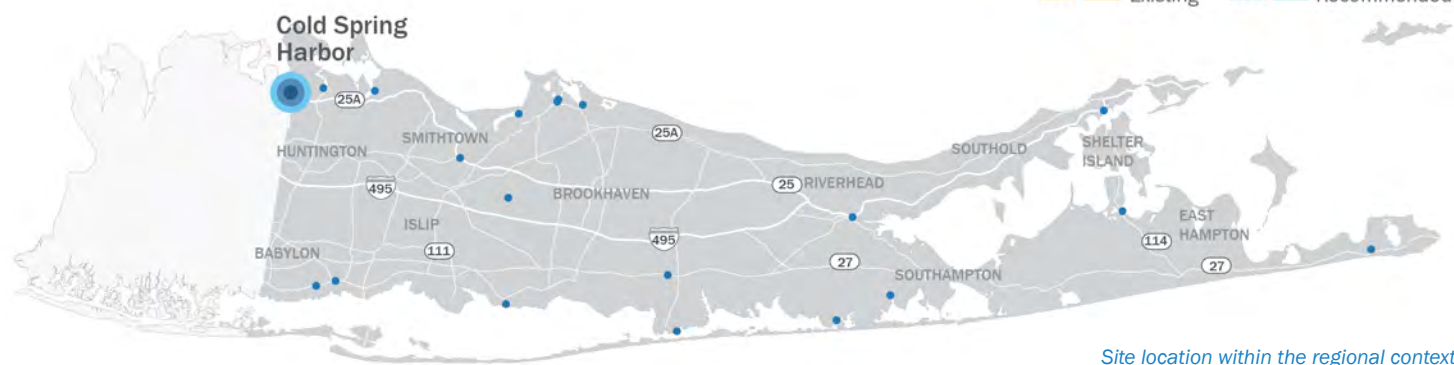
Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



## SITE PROGRAMS AND IMPROVEMENTS

Existing				
Recommended				



## OVERVIEW AND PROJECT PARTNERS

This location is a popular motorboat launch site in the Town of Huntington and any improvements will need to be coordinated with the Town. Including this location on the Blueway Trail provides a relatively inexpensive opportunity to expand non-motorized boating and paddling activities at an existing site with numerous nearby amenities and attractions in downtown Cold Spring Harbor. Residents and visitors will benefit from the recommended addition of a stabilized path for paddlers to access the beach, so paddlers can avoid the existing boat ramp utilized by motorboats. In addition, boaters with current moorings at the site will benefit from the recommended formalized storage racks for boat dinghies. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Harbor Road.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way

of experiencing the scenic waterfront and wildlife of Cold Spring Harbor. In addition to the recreation and health benefits, expanding the participant base creates new opportunities for economic development by attracting new visitors. Paddlers can take advantage of the site's close proximity to downtown Cold Spring Harbor and combine a boating adventure with a meal, shopping, a short walk to the Firehouse Museum or Whaling Museum, or a short drive to the Cold Spring Harbor Fish Hatchery, enriching the experience and encouraging broader and repeated participation.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign Two 12x18" signs to be affixed to existing poles	\$ 240	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks Rack with storage for 8 kayaks P&UD	\$ 2,000	Medium-Term
5.	Boat dinghy storage	\$ 4,500	Medium-Term
6.	Stabilized path for paddlers to access beach	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Town of Huntington
2.	NYS Department of Environmental Conservation (or letter of non-jurisdiction to confirm non approval needed) may be required for paddler path.

\* Depends on final design

**3.3.2 Huntington Harbor (Town of Huntington) – Site ID: 199**

This Town of Huntington site is currently improved with boat launching facilities including boat ramps, docks, and finger floats. Limited on-street parking is available, much of which is restricted to permit holders or Town residents; additional parking and bathrooms are available at Town ballfields across the street. The site is proposed to be improved with Blueway signage, kayak storage racks, and a kayak launch to be connected to one of the existing floating docks.





# HUNTINGTON HARBOR

This Town of Huntington site is currently improved with boater facilities including boat ramps, docks, and finger floats. Limited on-street parking is available, much of which is restricted to permit holders or Town residents; additional parking and bathrooms are

available at Town ballfields across the street. The site is recommended for improvements including Blueway signage, kayak storage racks, and a kayak launch float to be connected to an existing floating dock.

## SITE AND SURROUNDS

- Name: Huntington Harbor
- Street Address: 26 Mill Dam Rd, Halesite, NY 11743
- Tax Map Number: 0400-286.00-01.00-001.002
- Jurisdiction: Town of Huntington

Aerial view showing existing features and recommended improvements



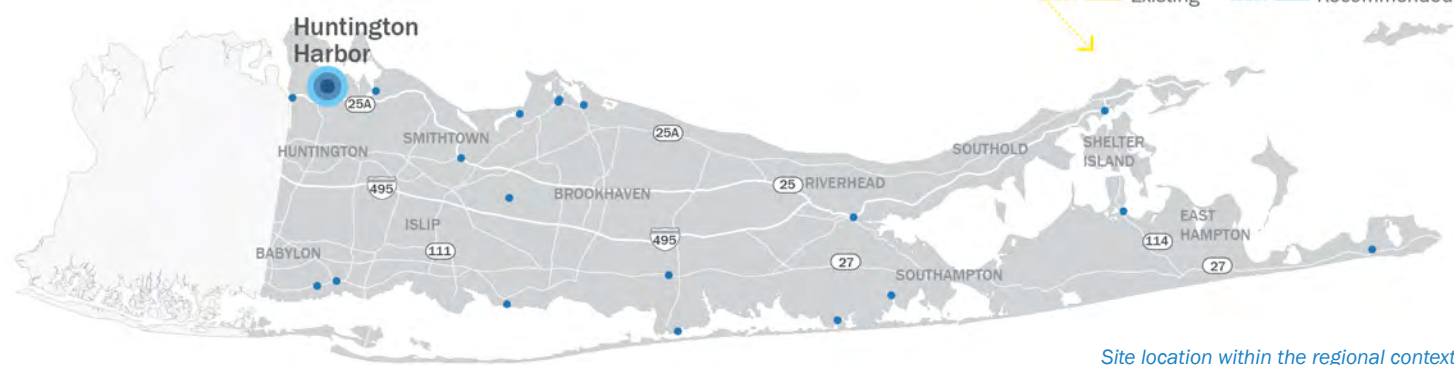
POSSIBLE BEACH LAUNCH



Recommended kayak launch to connect to existing floating docks

Blueway Signage

Conceptual illustration showing recommended improvements



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is a popular marina and boating launch site with boat ramps, docks, and finger floats in the Town of Huntington and any improvements will need to be coordinated with the Town. Including this location on the Blueway Trail provides an opportunity to expand non-motorized boating and paddling activities at an existing site within walking distance of a deli and a few restaurants and across the street from a Town Park with ball fields, parking, and bathrooms. Residents and visitors will benefit from the recommended addition of a kayak launch to the existing floating docks, which should be ADA accessible if feasible. Short-term boat storage will provide an opportunity for paddlers to lock up their equipment for short durations while enjoying nearby amenities. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Mill Dam Road.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way

of experiencing the scenic waterfront of Huntington Harbor. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development. Paddlers can take advantage of the close proximity to restaurants and businesses to east along New York Avenue and East Shore Road, and a short drive to the Huntington downtown business district, enriching the experience and encouraging broader and repeated participation.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Two 12x18" signs to be affixed to existing poles]	\$ 240	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [One rack for 8 kayaks]	\$ 2,000	Medium-Term
5.	ADA accessible kayak launch	\$ 30,000	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Town of Huntington
2.	New York State Department of Environmental Conservation
3.	US Army Corp. of Engineers
4.	New York State Department of State consistency certification, anticipated for kayak launch

**3.3.3 Northport Harbor (Town of Huntington) – Site ID: 207**

This Village of Northport site is located in the heart of downtown Northport at the terminus of Main Street. The site is improved with fixed docks, floats, and a boat mooring field, and is adjacent to an active Village park with playground equipment, grass area, bandstand, bathrooms. Public parking is available on the street and in an adjacent parking lot. The site is proposed to be improved with Blueway signage, kayak storage racks, and an ADA accessible ramp and kayak float to be connected to an existing floating dock.





# NORTHPORT HARBOR

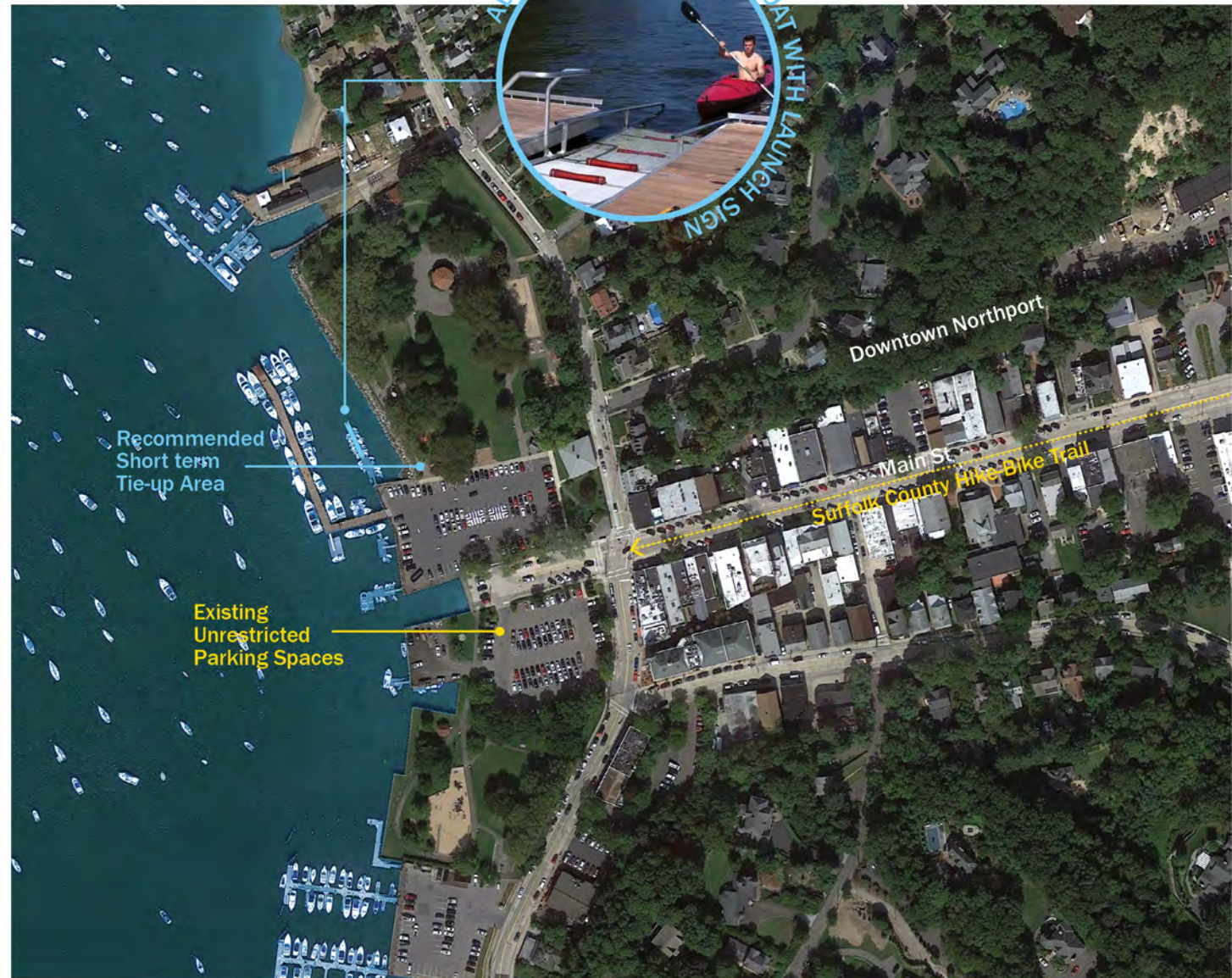
This Village of Northport site is located in the heart of downtown Northport at the terminus of Main Street. The site is currently improved with fixed docks, floats, and a boat mooring field, and is adjacent to an active Village park with playground equipment, grassy play area, bandstand, and bathrooms. Public parking

is available on the street and in an adjacent parking lot. The site is recommended to be improved with Blueway signage, kayak storage racks, and a kayak launch to be connected to the existing floating docks.

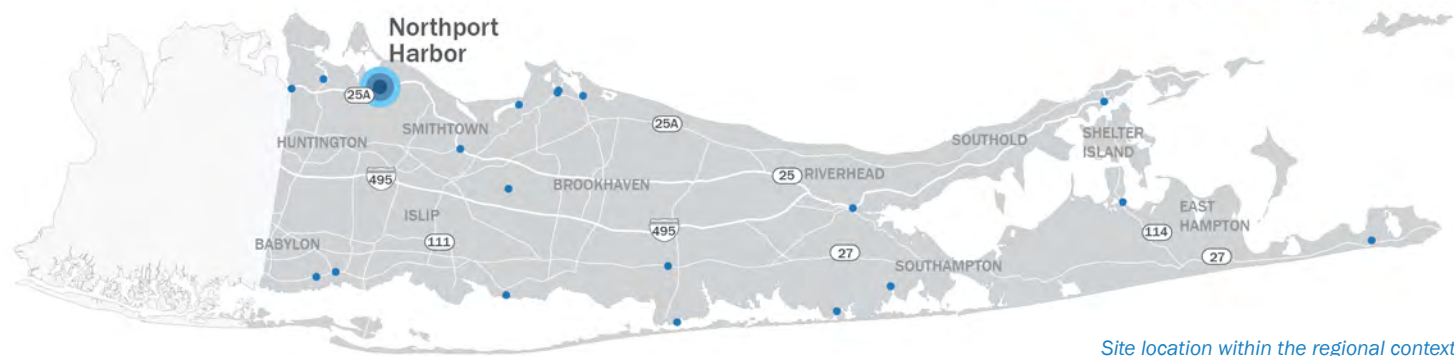
## SITE AND SURROUNDS

- Name: Northport Village Dock
- Street Address: 1 Main Street, Northport, NY 11768
- Tax Map Number: 0404-009.00-01.00-004.000
- Jurisdiction: Village of Northport

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is adjacent to a popular park and active boating waterfront in the Village of Northport and any improvements will need to be coordinated with the Village. Including this location on the Blueway Trail provides an opportunity to expand non-motorized boating and paddling activities at an existing site within walking distance of the downtown. Residents and visitors will benefit from the recommended addition of a kayak launch to the existing floating docks, which should be ADA accessible if feasible. Short-term boat storage will provide an opportunity for paddlers to lock up their equipment for short durations while visiting downtown Northport. This location is within paddling distance of Scudder Park, a nearby Village beach, which provides an opportunity for a potential future paddling route. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Main Street.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy

lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Northport Harbor. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as it provides another activity to encourage visitors to downtown Northport. Paddlers can take advantage of the close proximity to restaurants, shopping, and the John W. Engeman Theater, all within walking distance of the site.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [Two racks for 8 kayaks each]	\$ 4,000	Medium-Term
5.	ADA accessible kayak launch	\$ 30,000	Long-Term

## REGULATORY CONSIDERATIONS

1.	Coordination with and any local approvals from the Village of Northport
2.	New York State Department of Environmental Conservation
3.	US Army Corp. of Engineers
4.	New York State Department of State consistency certification, anticipated for kayak launch

### 3.3.4 Santapogue Creek (Town of Babylon) – Site ID: 42

This site is owned by Suffolk County and managed by the Town of Babylon. The site is located in a residential area and is within walking distance of commercial uses on East Montauk Highway. The site is relatively undeveloped with no signage (no restrictions posted), parking (except for an unimproved shoulder) or paddling improvements. The site is proposed to be improved with Blueway signage, a stabilized shoreline, wetlands restoration, invasive species removal, and grass pavers to formalize the parking area.





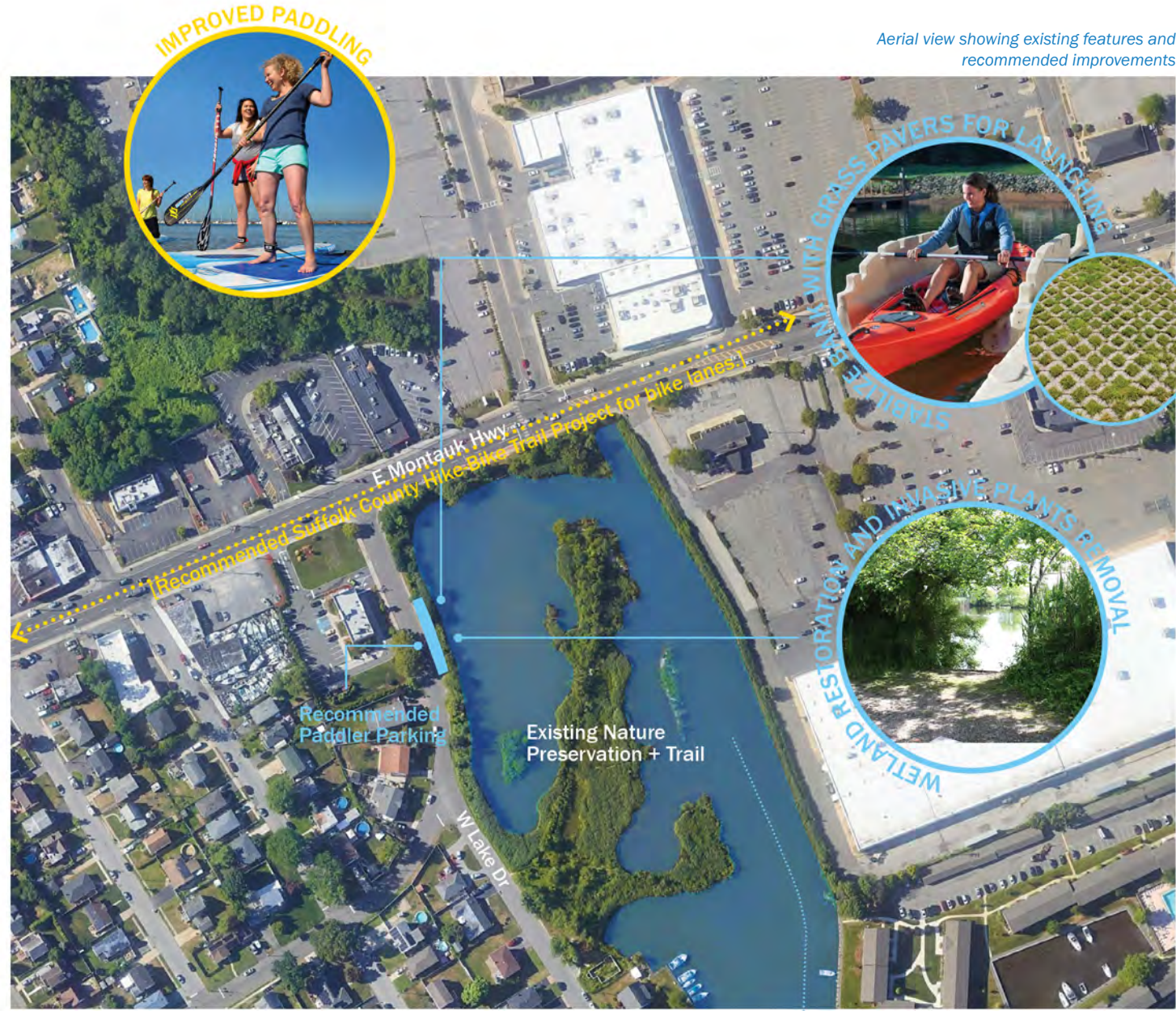
# SANTAPOGUE CREEK

This site is owned by Suffolk County and managed by the Town of Babylon. The site is located in a residential area and is within walking distance of commercial uses on Montauk Highway. The site is relatively undeveloped with no signage (no restrictions posted), parking (except for an unimproved

shoulder) or paddling improvements. The site is recommended to be improved with Blueway signage, a stabilized shoreline, wetlands restoration, invasive species removal, and grass pavers to formalize the parking area.

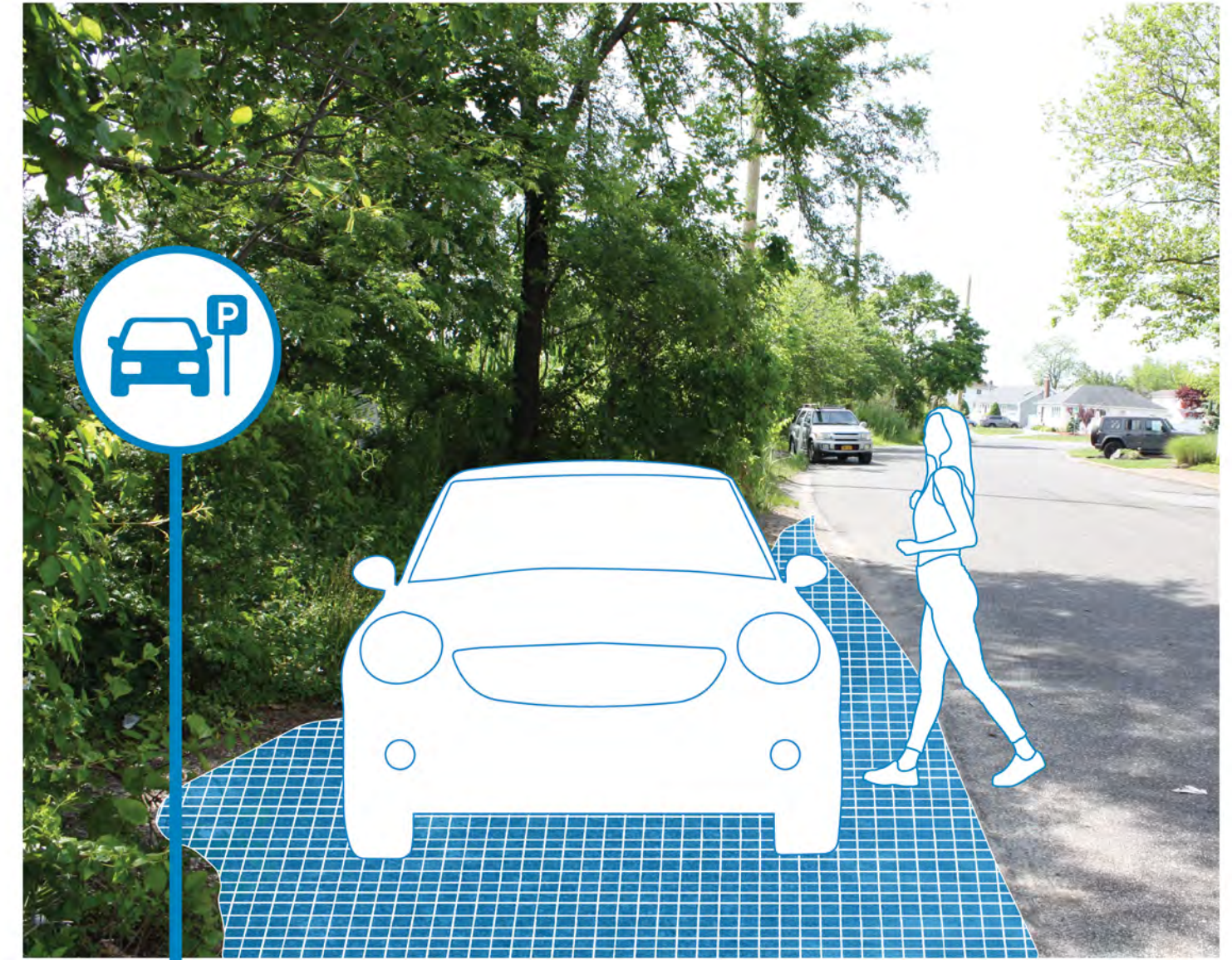
## SITE AND SURROUNDS

- Name: Santapogue Creek
- Street Address: 111 West Lake Drive, Lindenhurst, NY 11757
- Tax Map Number: 100-226.00-04.00-102.000
- Jurisdiction: Suffolk County



Aerial view showing existing features and recommended improvements

Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing				
Recommended				



Site location within the regional context



## OVERVIEW AND PROJECT PARTNERS

This location is an underutilized County owned site in the Town of Babylon and any improvements will need to be coordinated with the Town. Including this location on the Blueway Trail provides a relatively inexpensive opportunity to expand non-motorized boating and paddling activities at an existing site with nearby commercial uses along Montauk Highway. Located along the east side of the creek and south of the launching site is the Bergen Point Golf Course and Bergen Wastewater Treatment plant property. In addition, Venetian Shores Park is located at the mouth of the creek and contains a restroom, swimming beach, playground and concessions during the warmer months. The site is along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Montauk Highway.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy

lifestyle, while also being a low-impact way of experiencing the scenic waterfront and wildlife of Santapogue Creek. Paddlers can take advantage of the close proximity to Venetian Shores Park and visit commercial uses along Montauk Highway.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign Two 12x18" signs to be affixed to existing poles	\$ 240	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Grass pavers to formalize parking area	Variable*	Medium-Term
5.	Stabilize shoreline/wetlands restoration/invasive species removal	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Coordination with the Town of Babylon
2.	NYS Department of Environmental Conservation (or letter of non-jurisdiction to confirm non approval needed) may be required for parking improvements, shoreline stabilization, and wetlands restoration.
3.	NYS DOS consistency certification for shoreline stabilization and wetlands restoration
4.	US Army Corp. of Engineers approval for shoreline/wetlands restoration

\* Depends on final design



### 3.3.5 Village of Babylon (Town of Babylon) – Site ID: 209

This Village of Babylon owned property is located on the south side of Montauk Highway, just south of Argyle Lake. The site is currently improved with a small parking area, green space, benches, kayak storage racks, and a floating dock with kayak tie-up locations adjacent to a bulkhead with boat slips. The site is within walking distance of additional parking locations, various shops and restaurants in downtown Babylon, Argyle Park, the Babylon LIRR train station and the Babylon Public Library. The site is proposed to be improved with Blueway signage, an ADA accessible ramp and float if feasible, short-term kayak tie ups, and a kayak wash-down station.





# VILLAGE OF BABYLON

This Village of Babylon owned site is located on the south side of Montauk Highway, just south of Argyle Lake. The site is currently improved with a small parking area, green space, benches, kayak storage racks, and a floating dock with kayak tie-up locations adjacent to a bulkhead with motor-boat tie up locations. The site is within walking distance

of additional parking locations, various shops and restaurants in downtown Babylon, Argyle Park, the Babylon LIRR train station and the Babylon Public Library. The site is proposed to be improved with Blueway signage, an ADA accessible ramp and float if feasible, short-term kayak tie ups, and a kayak wash-down station.

## SITE AND SURROUNDS

- Name: Village of Babylon
- Street Address: Near 200 West Main Street, Babylon, NY 11702
- Tax Map Number: 0102-013.00-01.00-078.000
- Jurisdiction: Village of Babylon

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is an existing motorboat tie-up location in the Village of Babylon and any improvements will need to be coordinated with the Village. Including this location on the Blueway Trail provides a relatively inexpensive opportunity to expand non-motorized boating and paddling activities at an existing site within walking distance of downtown Babylon and Argyle Park. Residents and visitors will benefit from the recommended addition of an ADA accessible ramp and launch, kayak storage racks, short-term tie up locations, and a wash down station. Short-term boat tie-ups and storage will provide an opportunity for paddlers to lock up their equipment for short durations while enjoying shopping or dining in the Downtown. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Montauk Highway.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of

experiencing the scenic waterfront of Babylon. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development. Paddlers can take advantage of the close proximity to downtown Babylon, enriching the experience and encouraging broader and repeated participation.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Two 12x18" signs to be affixed to existing poles]	\$ 240	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
5.	Short-term tie up location	Variable*	Medium-Term
6.	ADA accessible ramp and kayak float	Variable*	Long-Term
7.	Kayak wash-down station	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Village of Babylon
2.	New York State Department of Environmental Conservation
3.	United States Army Corp. of Engineers
4.	New York State Department of State consistency certification, anticipated for kayak launch

\* Depends on final design

**3.3.6 Nissequogue River/ Paul T. Given County Park (Town of Smithtown) – Site ID: 118**

This site is within the Paul T. Given County Park in the Town of Smithtown. The site is currently improved with a parking area, on-site picnicking area; with nearby activities including Caleb Smith State Park to the west and to Blydenburgh County Park to the south and nearby commercial facilities including a supermarket, convenience store, donut shop, and bagel shop. Existing steps provide access to the Nissequogue River. The site is proposed to be improved with Blueway signage, an ADA accessible route to the water and ADA accessible ramp and float, and seasonal bathroom trailer.





# NISSEQUOGUE RIVER

This site is within the Paul T. Given County Park in the Town of Smithtown. The site is currently improved with a parking area, on-site picnicking area; with nearby activities including Caleb Smith State Park to the west and to Blydenburgh County Park to the south and nearby commercial facilities including a supermarket, convenience store, donut shop, and

bagel shop. Existing steps provides access to the Nissequogue River for paddlers. The site is recommended to be improved with Blueway signage, an ADA accessible route to the water and ADA accessible launch, and seasonal bathroom trailer.

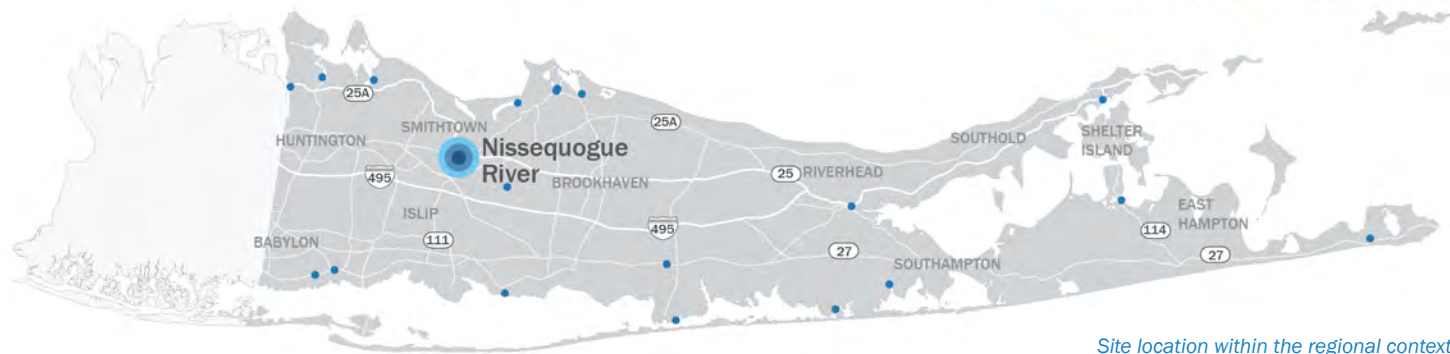
## SITE AND SURROUNDS

- Name: Nissequogue River
- Street Address: 410 W Main St, Smithtown, NY 11787
- Tax Map Number: 0800-072.00-04.00-026.000 & 0800-076.00-04.00-001.000
- Jurisdiction: Suffolk County

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is an existing paddle craft access facility in a County-owned Park in the Town of Smithtown. Including this location on the Blueway Trail provides an opportunity to expand nonmotorized boating and paddling activities at an existing site within walking distance of commercial facilities. A staircase provides access to the water; however, residents and visitors will benefit from the recommended addition of an ADA accessible launching facility and seasonal bathroom trailers. The site is at southerly terminus of a 4.5-mile paddling route which has its northerly terminus at the Town of Smithtown boat ramp at Old Dock Road in Kings Park. This section of the river is tidal, which creates strong currents, so careful planning is needed for longer paddling trips. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Jericho Turnpike/Main Street/Route 25A.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of the

Nissequogue River. This location is highly sheltered, which is suitable for beginners and families with young children and no power boat activity was present in the immediate vicinity which makes the site a great opportunity to observe nature and wildlife. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development. Paddlers can take advantage of the close proximity to nearby commercial uses, enriching the experience and encouraging broader and repeated participation.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Two 12x18" signs to be affixed to existing poles]	\$ 240	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	ADA accessible route to water and launching site	Variable*	Long-Term
5.	Bathroom trailer (seasonal)	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Coordination and Intermunicipal Agreement with the Town of Smithtown
2.	New York State Department of Environmental Conservation
3.	Town of Smithtown Freshwater Wetland approval

\* Depends on final design

### 3.3.7 Lake Ronkonkoma (Town of Smithtown) – Site ID: 106

This site is within a County-owned Park along Lake Ronkonkoma and is a unique location as an interior freshwater paddling opportunity. The Park is improved with parking, walking paths, playground, picnic tables, ballfields, bathrooms and a beach area. There are a few commercial uses within walking distance, but there may not be a continuous sidewalk. An existing sign states that no swimming or boat launching is permitted at the site and more investigation is needed to determine why boat launching is not permitted since there are nearby DEC boat launching facilities. The site is proposed to be improved with Blueway signage and kayak storage racks. The Town of Islip beach is located on the west side of Lake Ronkonkoma and there is an opportunity for shared amenities for paddlers – currently restricted to Islip residents. Thus, it is recommended that an IMA be established to allow paddlers to use the facilities at the Town park.





# LAKE RONKONKOMA

This site is within a County-owned Park along Lake Ronkonkoma and is a unique location as an interior freshwater paddling opportunity. The Park is improved with parking, walking paths, playground, picnic tables, ballfields, bathrooms and a beach area. There are a few commercial uses within walking or short driving distance. An existing sign states that no swimming

or boat launching is permitted at the site and more investigation is needed to determine why launching is not permitted. There is a nearby DEC boat launch and the Town of Islip has a beach with amenities on the west side of the lake. The site is recommended to be improved with Blueway signage and kayak storage racks.

- SITE AND SURROUNDS**
- Name: Lake Ronkonkoma County Park
  - Street Address: Lake Shore Road, Lake Ronkonkoma, NY 11779
  - Tax Map Number: 0800-171.00-06.00-001.000
  - Jurisdiction: Suffolk County

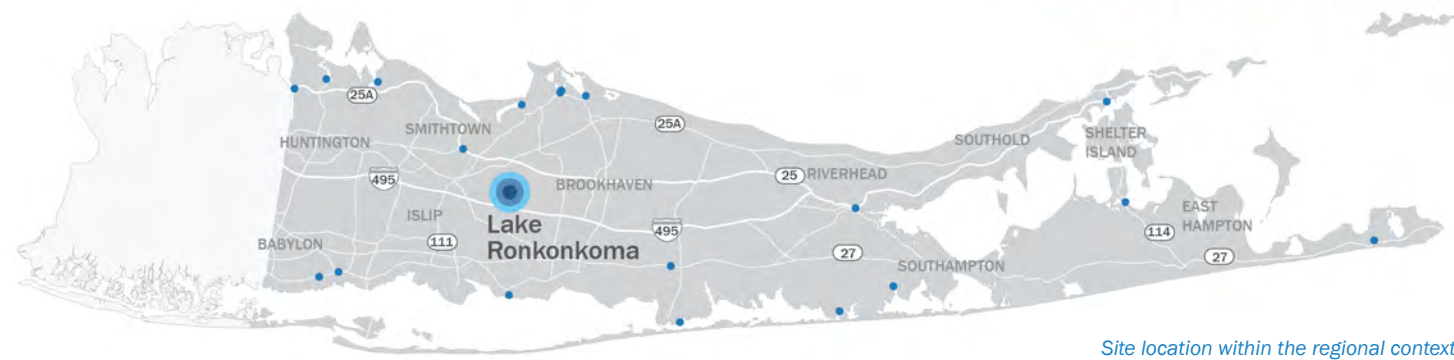
Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



Site location within the regional context



## OVERVIEW AND PROJECT PARTNERS

This location is an existing County-owned Park and therefore is accessible free of charge to all County residents. Including this location on the Blueway Trail provides a relatively inexpensive opportunity to upgrade an existing informal, shoreline launching area to provide enhanced paddle craft access and expand nonmotorized boating and paddling activities at the largest lake in Suffolk County. Residents and visitors will benefit from the recommended addition of kayak storage racks and Blueway signage to increase awareness of the site. Existing nearby commercial uses include a convenience store, grocery store, and is within a short drive of the Hawkins Avenue commercial district. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Smithtown Boulevard.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront Lake

Ronkonkoma. Due to this site’s location within a County Park, parking and access are available to all County-residents. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as participants can visit nearby commercial facilities.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Two 12x18” signs to be affixed to existing poles]	\$ 240	Short-Term
2.	Kiosk sign [One 2x3’ sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24” sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [One rack for 8 kayaks]	\$ 2,000	Medium-Term

## REGULATORY CONSIDERATIONS

1.	Coordination with the Town of Smithtown recommended and IMA with Town of Islip for use of the Town facilities on the lake.
2.	Town of Smithtown wetlands permit may be required, dependent upon improvement locations.

### 3.3.8 Greens Creek (Town of Islip) – Site ID: 48

This site is within Greens Creek County Park and is located on the east side of Clyde Street near the mouth of Greens Creek in the Town of Islip. The site is within a primarily residential area, and it is within walking distance to the Clam Bar restaurant. This County Park contains a large grass area with a bulkhead and boardwalk in excellent condition along Greens Creek and a beach area at the shore of the Great South Bay. On-street parking is available along Clyde Street. Recommended improvements include seasonal bathroom trailers or an I/A system possibly in partnership with the local restaurant owner, Blueway signage, kayak storage racks, and invasive species removal.





# GREENS CREEK COUNTY PARK

This site is within Greens Creek County Park and is located on the east side of Clyde Street near the mouth of Greens Creek in the Town of Islip. The site is within a residential area, and is within walking distance to the Clam Bar restaurant and other marine related uses. This County Park contains a large grassy area with a bulkhead and boardwalk in excellent condition along Greens Creek, and a beach area at the

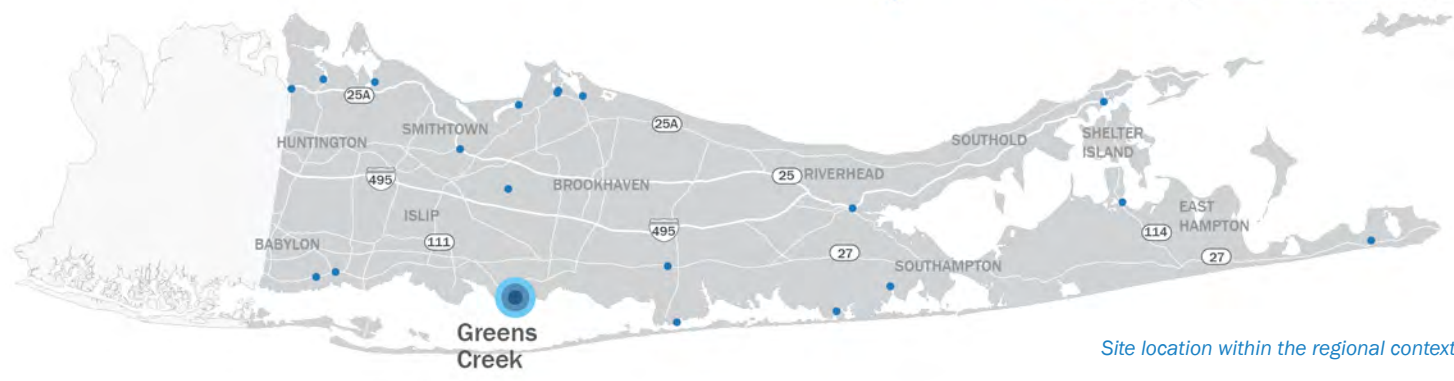
shore of the Great South Bay. On-street parking is available along Clyde Street. Recommended improvements include Blueway signage, kayak storage racks, invasive species removal, and seasonal bathroom trailers or I/A wastewater treatment system, possibly in partnership with the local restaurant owner and an agreement to allow use of the restroom by paddlers.

- SITE AND SURROUNDS**
- Name: Greens Creek County Park
  - Street Address: 125 Clyde Street, West Sayville, NY 11796
  - Tax Map Number: 0500-452.00-01.000, 004.001, 0500-430.00-11.00-001.000 & 0500-430.00-11.00-002.001
  - Jurisdiction: Suffolk County

Aerial view showing existing features and recommended improvements

Conceptual illustration showing recommended improvements

STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing				
Recommended				



## OVERVIEW AND PROJECT PARTNERS

This location is an existing County-owned Park and therefore is accessible free of charge to all County residents. Including this location on the Blueway Trail provides an opportunity to expand nonmotorized boating at an existing site within walking distance of a waterfront restaurant and local maritime uses. Residents and visitors will benefit from the recommended addition of kayak storage racks, invasive species removal, and a seasonal bathroom trailer or potentially access to a restroom that is improved with an Innovative/Alternative onsite wastewater treatment system through a public private partnership with the owner of the nearby Clam Bar. Boat storage will provide an opportunity for paddlers to lock up their equipment for short durations while enjoying the nearby restaurant and the amenities at the County Park.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to encourage paddling and nonmotorized boating, especially for beginner

paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Greens Creek and the Great South Bay.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign Two 12x18" signs to be affixed to existing poles	\$ 240	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Picnic Tables: Four 6' recycled plastic ADA picnic tables with mounting kit	\$ 4,400	Medium-Term
5.	Kayak storage racks with storage for 8 kayaks	\$ 2,000	Long-Term
6.	Invasive Species Removal	Variable*	Long-Term
7.	Seasonal bathroom trailer or I/A wastewater system as public private partnership with Clam Bar	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Coordination with the Town of Islip (parking is within a Town right-of-way)
2.	NYS DEC (or letter of non-jurisdiction) may be needed for invasive species removal
3.	NYS DOS consistency certification for shoreline stabilization and wetlands restoration
4.	US Army Corp. of Engineers approval for shoreline/wetlands restoration
5.	Suffolk County Department of Health Services approval of I/A System, if proposed.
6.	Town of Islip Planning Wetlands & Watercourses Permit

\* Depends on final design



**3.3.9 Port Jefferson Harbor (Town of Brookhaven) – Site ID: 130**

This site is within the Village of Port Jefferson Jeanne Garant Park in the southeast corner of Port Jefferson Harbor and is currently improved with a beach area, fixed pier with finger floats, promenade, shelters and lawn area where concerts and other events are held. The site is located in downtown Port Jefferson and within walking distance of many shops, restaurants, the Bridgeport-Port Jefferson Ferry, and adjacent to the Town-owned Centennial Park. Metered parking is available on-site but is in high demand and bathrooms are available in the Park. The site is proposed to be improved with Blueway signage, kayak storage racks, ADA accessible launch, kayak drop-off location, and a reconfigured parking lot.





# PORT JEFFERSON HARBOR

This site is within the Village of Port Jefferson Jeanne Garant Park in the southeast corner of Port Jefferson Harbor and is currently improved with a beach area, fixed pier with finger floats, promenade, shelters and lawn area where concerts and other events are held. The site is located in downtown Port Jefferson which is within walking distance of many shops, restaurants, the Bridgeport-Port Jefferson Ferry, and

adjacent to the Town-owned Centennial Park. Metered parking is available on-site but is in high demand and bathrooms are available in the Park. The site is recommended to be improved with Blueway signage, kayak storage racks, ADA accessible launch, kayak drop-off location, and a reconfigured parking lot.

## SITE AND SURROUNDS

- Name: Port Jefferson Harbor
- Street Address: 101-A E Broadway, Port Jefferson, NY 11777
- Tax Map Number: 0206-008.00-01.00-010.004, 0200-001.00-01.00-002.000
- Jurisdiction: Village of Port Jefferson

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is within a highly utilized waterfront park in the Village of Port Jefferson and any improvements will need to be coordinated with the Village. Including this location on the Blueway Trail provides an opportunity to expand non-motorized boating and paddling activities at an existing site within a popular downtown. Residents and visitors will benefit from the recommended kayak drop-off location and short-term kayak storage will provide an opportunity for paddlers to lock up their equipment while exploring the downtown. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on East Broadway.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Port Jefferson Harbor. This location provides multiple paddling route options to

accommodate paddlers with different levels of experience and all ages. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as it provides another activity to attract visitors to downtown Port Jefferson and the numerous restaurants, shops, lodging facilities, and events within walking distance.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [Two racks for 8 kayaks each]	\$ 4,000	Medium-Term
5.	ADA accessible kayak launch	\$ 30,000	Long-Term
6.	Improved kayak drop-off location	Variable*	Long-Term
7.	Reconfigured parking lot to add parking stalls	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Town of Brookhaven
2.	NYS DEC approval (or letter of non-jurisdiction) may be required for improvements
3.	Suffolk County Department of Health Services approvals would be required for I/A wastewater system
4.	Town of Brookhaven wetlands permit may be required

\* Depends on final design

**3.3.10 Setauket Harbor (Town of Brookhaven) – Site ID: 136**

The site is owned by the Town of Brookhaven and is located on north/west side of Shore Road. The site currently consists of a paved area with a pier and float, with a sandy beach area to the west which may be suitable for launching small boats. There are no signs restricting. There is a private marina located east of the site, which may provide an opportunity for shared facilities for paddlers in future. The site is within walking distance of commercial uses on Main Street. The recommendations for the site include Blueway signage, improved parking, a seasonal concession, bulkhead improvements, and a seasonal bathroom trailer or I/A wastewater system through a public private partnership with the adjacent property owner if feasible.





# SETAUKET HARBOR

The site is owned by the Town of Brookhaven and is located on north/west side of Shore Road. The site currently consists of a paved area with a pier and float, with a sandy beach area to the west which may be suitable for launching small boats. There are no signs restricting parking. There is a private marina located east of the site, which may provide an opportunity for shared facilities for paddlers and the site is within walking distance of commercial uses on Main Street.

Aerial view showing existing features and recommended improvements



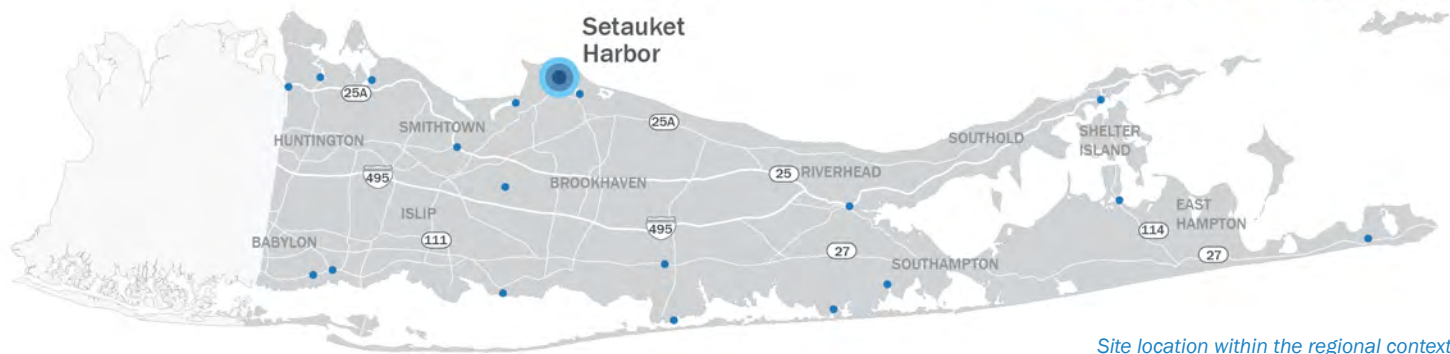
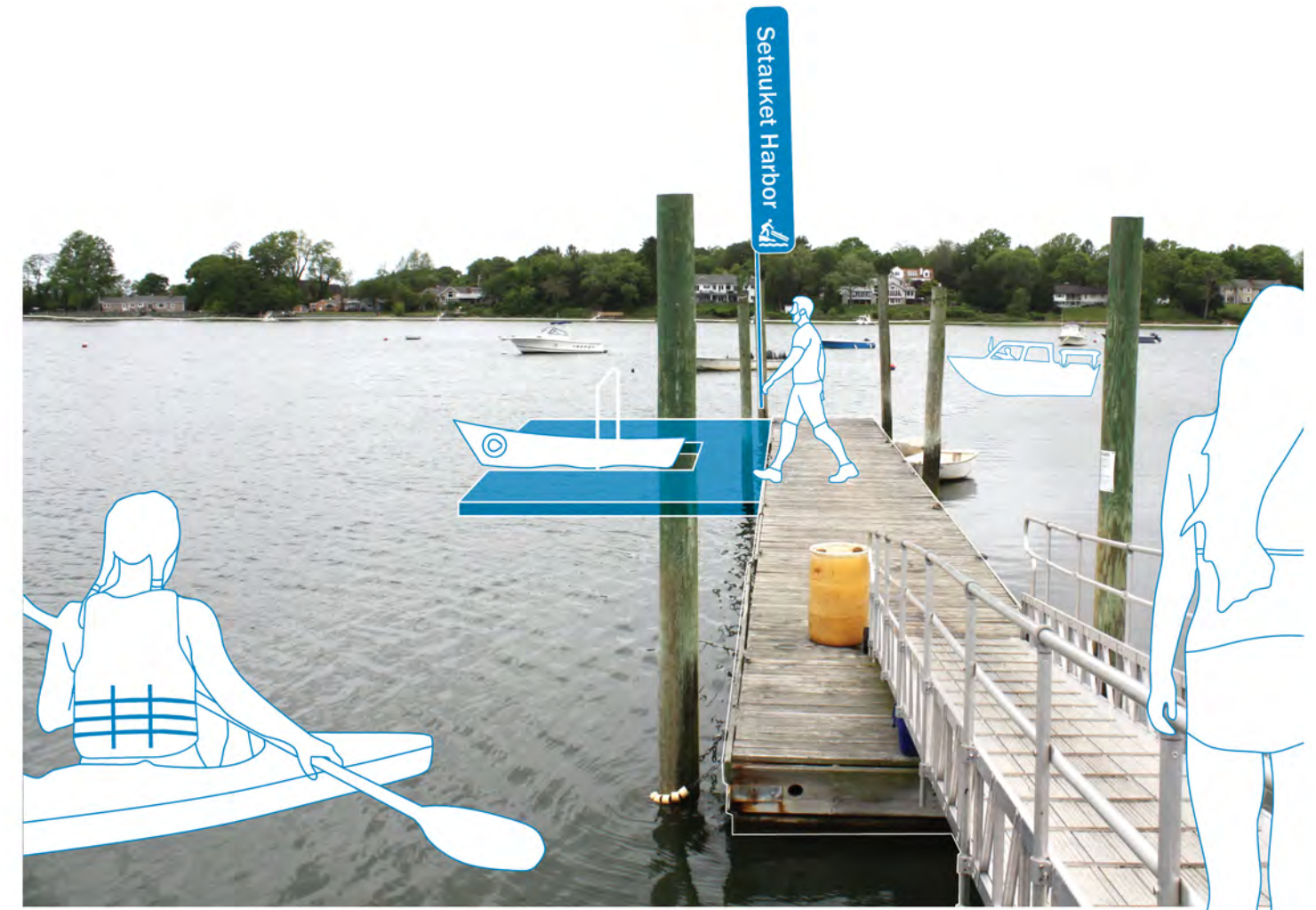
XXXX Existing XXXX Recommended

The site is recommended to be improved with Blueway signage, improved parking, a seasonal concession, bulkhead improvements, and a seasonal bathroom trailer or potentially the installation of an I/A System through a public private partnership with adjacent property owner if feasible.

## SITE AND SURROUNDS

- Name: Setauket Harbor
- Street Address: 66 Shore Rd, Setauket-East Setauket, NY 11733
- Tax Map Number: 0200-063.00-03.00-001.000
- Jurisdiction: Town of Brookhaven

Conceptual illustration showing recommended improvements



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This Town of Brookhaven park property is currently improved with a ramp and floating dock, paved parking area and an adjacent beach area; any improvements will need to be coordinated with the Town. There is potential for a partnership for shared bathroom facilities and outfitter concessions at a neighboring private marina to the east which would need to be explored. Including this location provides an opportunity to transform the site through bulkhead improvements, and addition of a kayak float for improved non-motorized boating and paddling access within walking distance of the Setauket downtown. The site is located within 0.3 miles of an on-road bicycle route along the Route 25A/Main Street to the south.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating, especially

for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront. In addition, expanding the participant base creates new opportunities for economic development by encouraging visitors to the area.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Improved parking on pier with signage and striping	Variable*	Medium-Term
5.	Seasonal concession options – in coordination with adjacent marina	Variable*	Long-Term
6.	Bulkheads improvements to existing pier	Variable*	Long-Term
7.	Seasonal bathroom trailer or I/A wastewater system in public-private partnership with adjacent marina	Variable*	Long-Term
8.	ADA accessible kayak float, if feasible	\$ 30,000	Long-Term

## REGULATORY CONSIDERATIONS

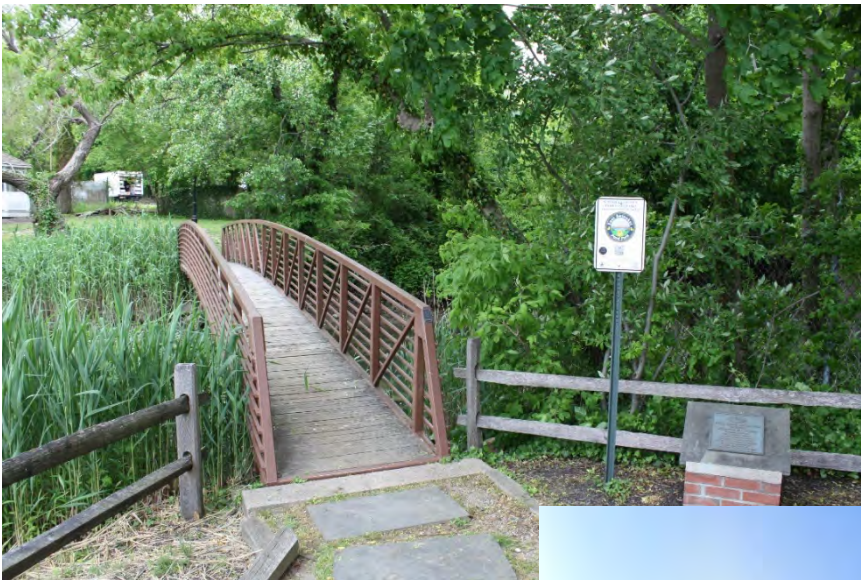
1.	Inter-Municipal Agreement with the Town of Brookhaven
2.	Agreement with adjacent marina owner/operator if public private partnership is pursued
3.	US Army Corp of Engineers approval
4.	New York State Department of State approval
5.	NYS DEC approval for kayak float, improvements to parking
6.	Suffolk County Department of Health Services approvals for I/A wastewater system
7.	Town of Brookhaven Wetlands approval

\* Depends on final design



### 3.3.11 Setauket Harbor Creek Access (Town of Brookhaven) – Site ID: 137

The property is owned by the Town of Brookhaven and is located along Setauket Creek, at the head of Setauket Harbor, and just north of Route 25A/Main Street and is within the Setauket downtown business district. The site provides access via a boardwalk and bridge to an adjacent preserve, however there is no clear opportunity for direct access to the water at the site. The property is improved with a parking lot that is also utilized by an adjacent business located on Main Street. An opportunity exists to explore a public private partnership with the property owner to the north where a former boat rental business was located, and provide Blueway signage, an ADA accessible launch site, and installation of an I/A System.





# SETAUKET HARBOR CREEK ACCESS

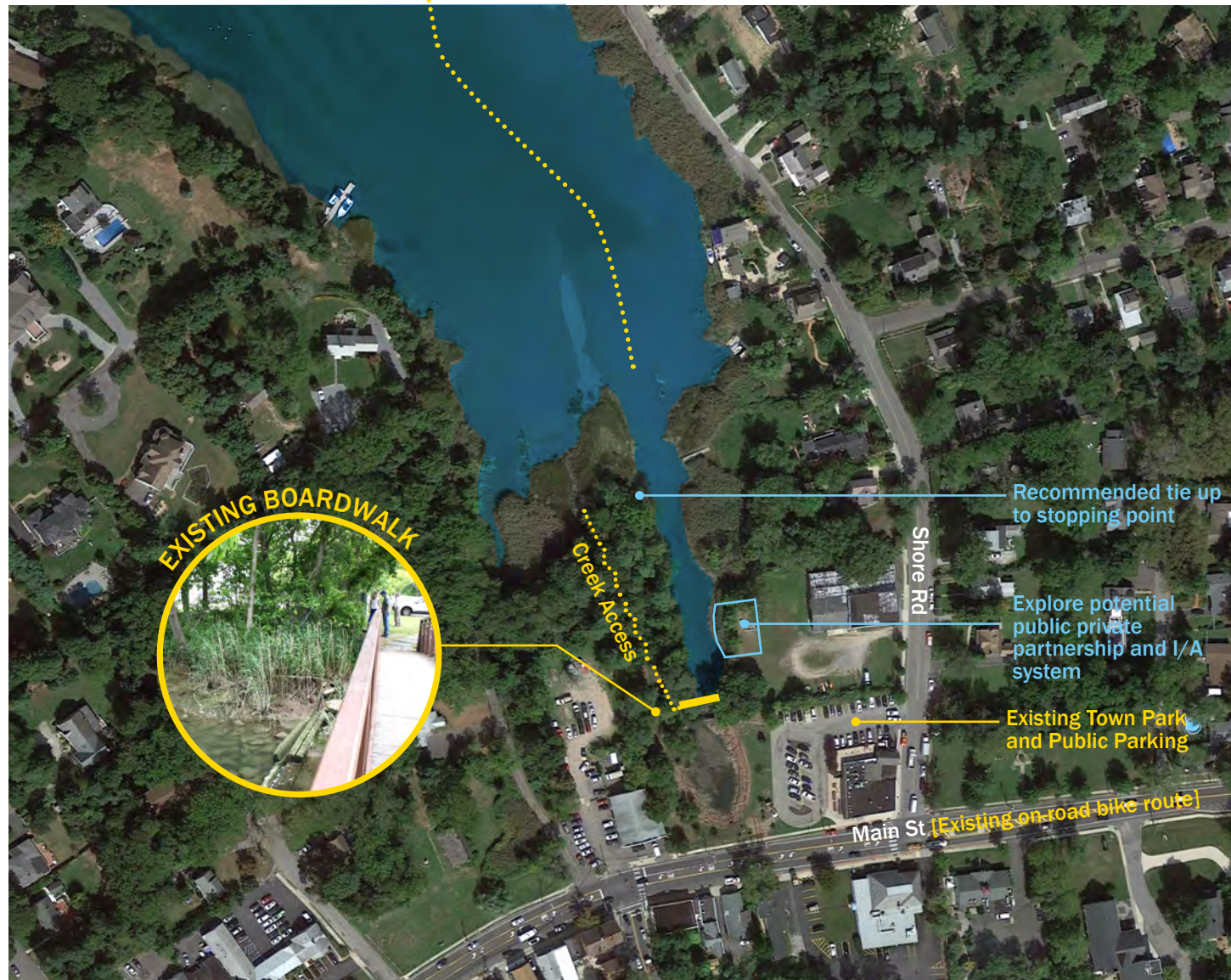
The property is owned by the Town of Brookhaven and is located along Setauket Creek, at the head of Setauket Harbor, and just north of Route 25A/ Main Street, within walking distance of the Setauket downtown business district. The site provides access via a boardwalk and bridge to an adjacent preserve, but there is no clear opportunity for access to the water at the site. The property is currently improved with a parking lot that is utilized by a deli located on

the adjacent tax parcel. An opportunity exists to explore improvements at the adjacent property where access with boat rentals was previously provided through a public private partnership. The site is recommended to be improved with Blueway signage, an ADA accessible launch and an I/A System on the neighboring property.

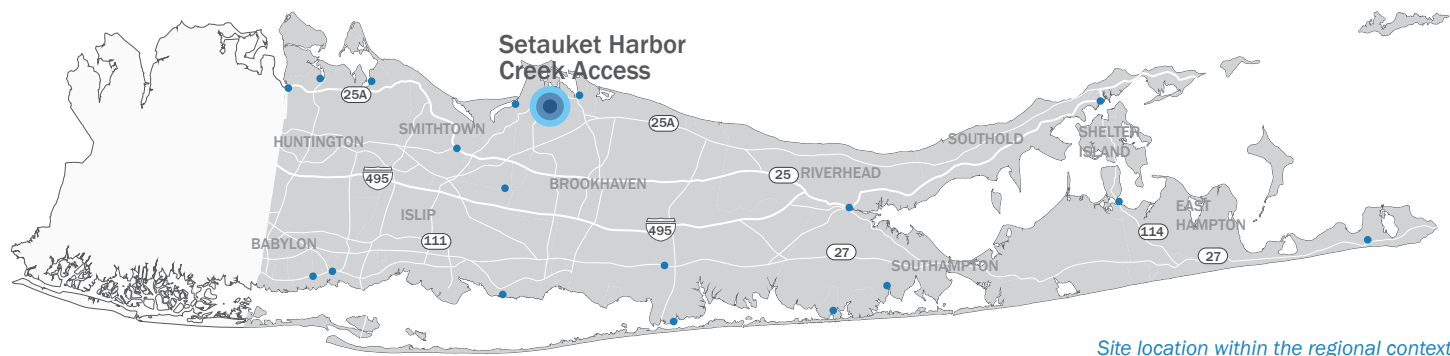
## SITE AND SURROUNDS

- Name: Setauket Harbor Creek Access
- Street Address: 301 Main St, Setauket- East Setauket, NY 11733
- Tax Map Number: 0200-089.00-03.00-009.001
- Jurisdiction: Town of Brookhaven

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is a Town-owned waterfront property in the Town of Brookhaven and any improvements will need to be coordinated with the Town. In addition, coordination with northern property owner provides an opportunity for a launch site from this location which is not practical from the Town park. Including this location provides an opportunity to expand non-motorized boating and paddling activities at an existing underutilized waterfront property within walking distance of commercial uses. Residents and visitors will benefit from the recommended kayak launch, the numerous paddling routes located in the vicinity an the existing on-road bicycle route on Main Street.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Setauket

Harbor. This location provides multiple paddling route options to accommodate paddlers with all experience levels. In addition, expanding the participant base creates new opportunities for economic development as it provides another activity to encourage visitors to Setauket.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	I/A system in public-private partnership, with public access to water on adjacent private land	Variable*	Long-Term
5.	ADA accessible kayak launch (on adjacent private land)	\$ 30,000	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Town of Brookhaven
2.	Agreement with adjacent property owners if a public private partnership is pursued
3.	US Army Corp. of Engineers Approval
4.	New York State Department of State Coastal Consistency Certification
5.	NYS DEC approval (or letter of non-jurisdiction) may be required
6.	Suffolk County Department of Health Services approvals for I/A wastewater system
7.	Town of Brookhaven wetlands approval

\* Depends on final design

**3.3.12 Stony Brook Harbor (Town of Brookhaven) – Site ID: 128**

This site is located within the Town of Brookhaven Sand Street Beach which is improved with a beach launching area and bathrooms. The site is located on the east side of Stony Brook Harbor near its inlet connection to Long Island Sound and West Meadow Creek, and is within walking distance of the Stony Brook Village Center. This site is within close proximity of two other Town of Brookhaven properties, including a large public parking lot with beach for launching and a private paddling equipment rental operator and a Town marina with boat ramps, docks, and waterfront promenade. It is recommended that the site be improved with Blueway signage, small boat drop-off location, and an I/A wastewater system to upgrade the current bathroom facilities.





# STONY BROOK HARBOR

This site is located within the Town of Brookhaven Sand Street Beach which is improved with a beach launching area and bathrooms. The site is located on the east side of Stony Brook Harbor near its inlet connection to Long Island Sound and is within walking distance of Stony Brook Village Center. This site is within close proximity of two other Town of

Brookhaven properties, including a large public parking lot with beach for launching and a private paddling equipment rental operator and a Town marina with boat ramps, docks, and waterfront promenade. The site is recommended to be improved with Blueway signage, kayak drop-off location, and an I/A System.

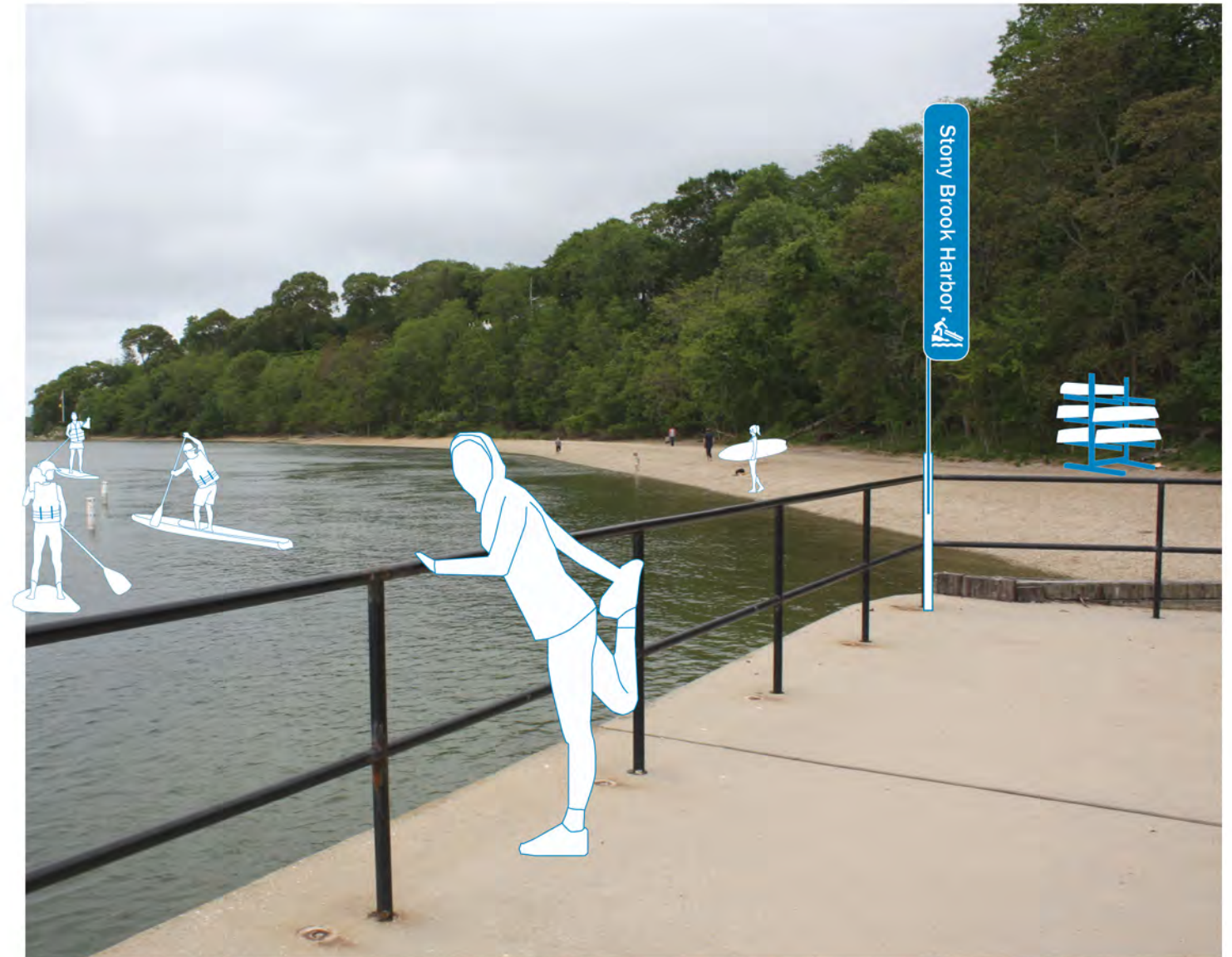
## SITE AND SURROUNDS

- Name: Stony Brook Harbor
- Street Address: 50 Shore Road, Stony Brook, NY 11790
- Tax Map Number: 0200-196.00-01.00-001.000
- Jurisdiction: Town of Brookhaven

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This location is a Town Beach in the Town of Brookhaven and any improvements will need to be coordinated with the Town. Including this location on the Blueway Trail provides an opportunity to expand non-motorized boating and paddling activities at an existing beach within walking distance of Stony Brook Village Center, lodging facilities, a Town marina, historic Stony Brook Grist Mill, Avalon Nature Preserve, a large Town parking lot, and another Town beach area. Residents and visitors will benefit from the recommended kayak drop-off location and the numerous paddling routes located in the vicinity. The site is within paddling distance of a local vineyard, which creates the opportunity for programming and events.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Stony

Brook Harbor. Sand Street Beach is a short distance from West Meadow Creek to the north, which provides a sheltered environment that is most suitable for beginner paddlers. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as it provides another activity to encourage visitors to Stony Brook Village Center.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	I/A system as part of public-private partnership to allow public access to water on adjacent private land	Variable*	Long-Term
5.	Kayak drop-off location	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Town of Brookhaven
2.	NYS DEC approval (or letter of non-jurisdiction) may be required for improvements
3.	Suffolk County Department of Health Services approvals would be required for I/A wastewater system
4.	Town of Brookhaven wetlands permit may be required

\* Depends on final design



**3.3.13 Carmans River (Town of Brookhaven) – Site ID: 65**

This Town of Brookhaven site is located on the west side of Carmans River and the north side of Montauk Highway. The site is currently improved with a boardwalk leading to a floating dock; paddling equipment rental business, picnic tables, and a gravel parking area which is free to Town residents and non-residents who rent paddling equipment (paid parking is available for non-residents who do not rent paddling equipment). Nearby amenities and attractions include a deli, grocery store, and the Wertheim National Wildlife Refuge. The site is recommended to be improved with Blueway signage, green infrastructure/stormwater improvements in the parking area, and an I/A wastewater system to replace the current sanitary system at the existing restroom facility.





# CARMAN'S RIVER

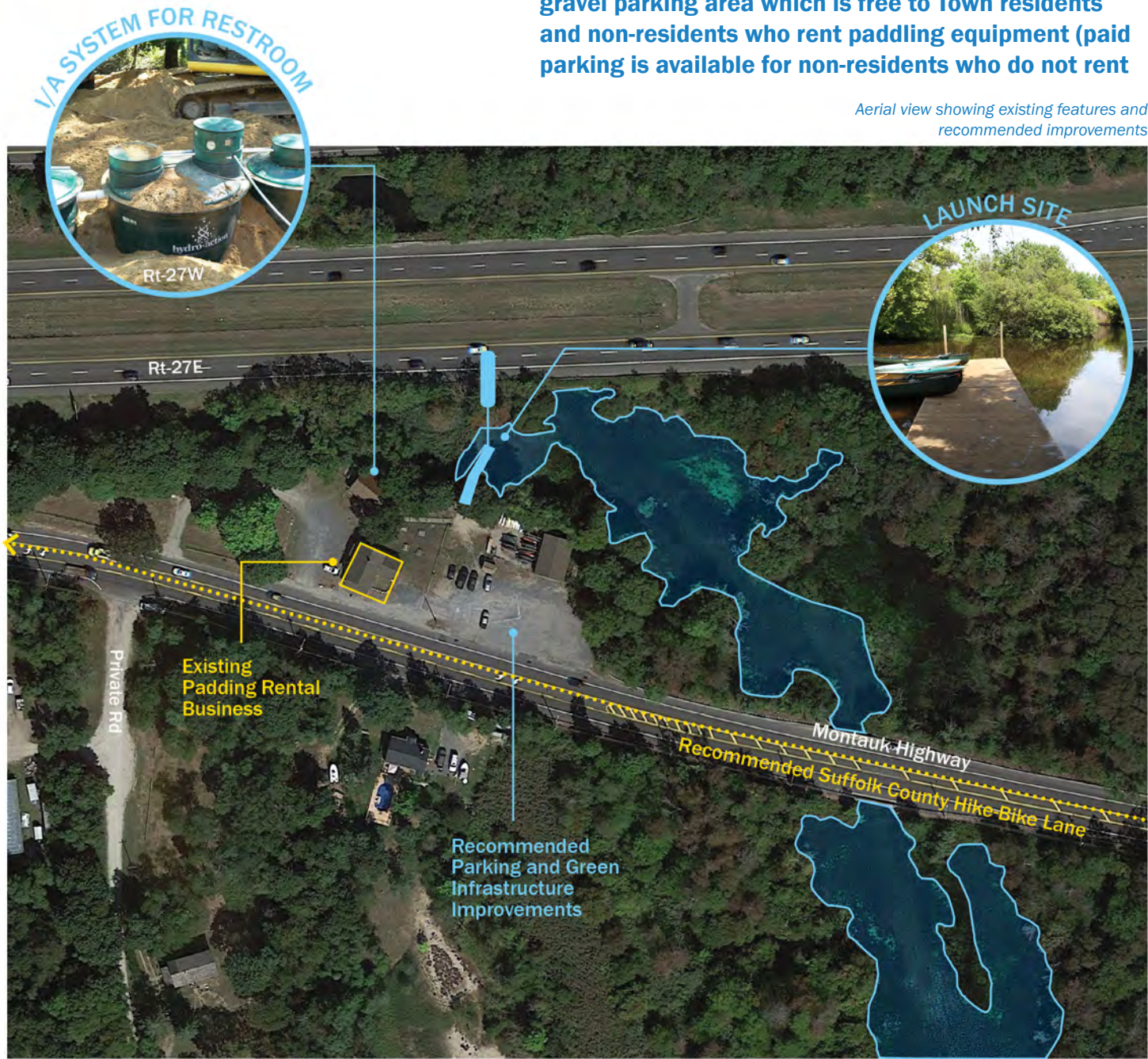
This Town of Brookhaven site is located on the west side of Carman's River and the north side of Montauk Highway. The site is currently improved with a boardwalk leading to a floating dock; paddling equipment rental business, picnic tables, and a gravel parking area which is free to Town residents and non-residents who rent paddling equipment (paid parking is available for non-residents who do not rent

paddling equipment). Nearby amenities and attractions include a deli, grocery store, and the Wertheim National Wildlife Refuge. The site is recommended to be improved with Blueway signage, green infrastructure/stormwater improvements in the parking area, and an I/A System as an upgrade to the current restroom facilities.

## SITE AND SURROUNDS

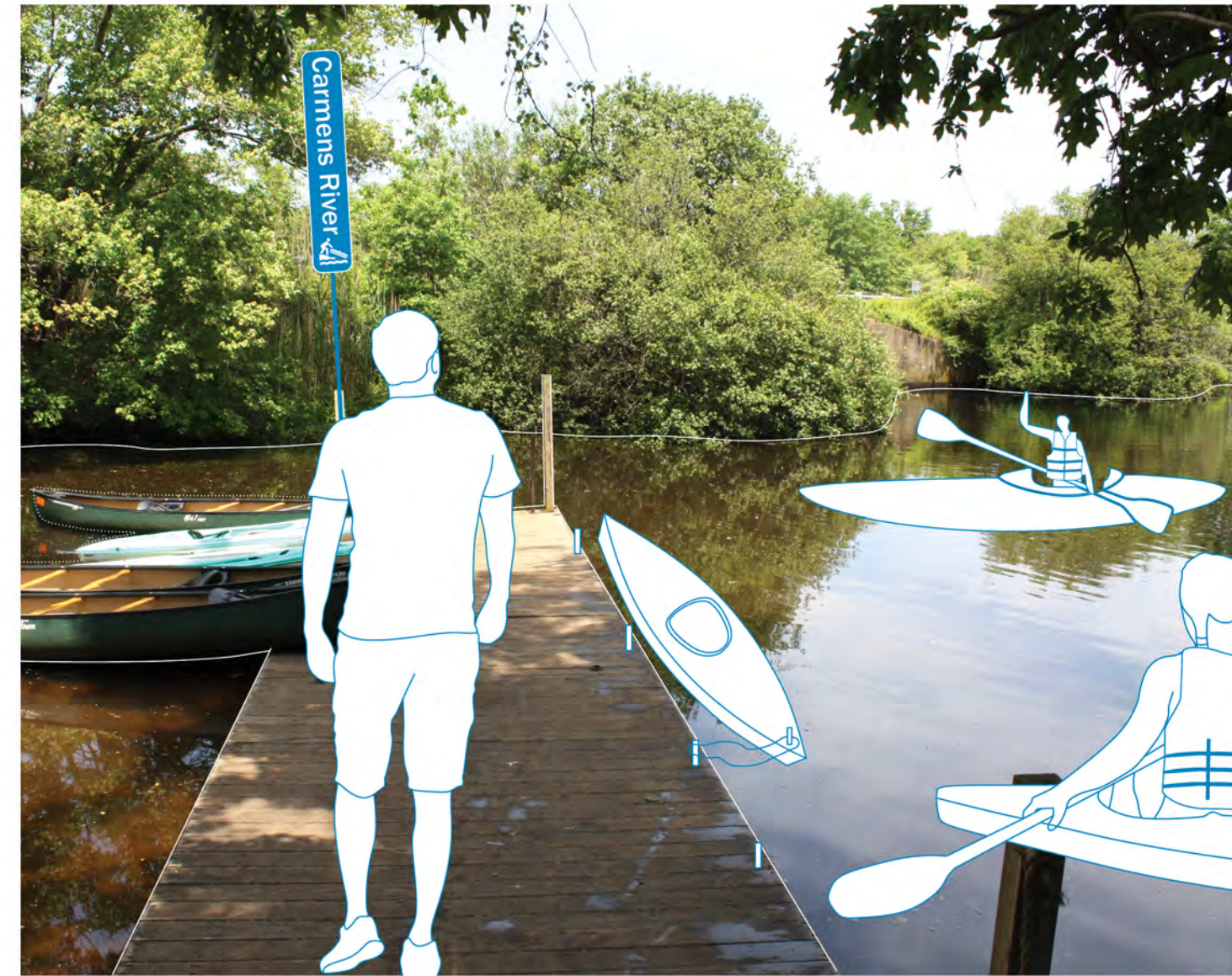
- Name: Carman's River
- Street Address: 2979 Montauk Hwy, Brookhaven, NY 11719
- Tax Map Number: 0200-849.00-03.00-003.000
- Jurisdiction: Town of Brookhaven

STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



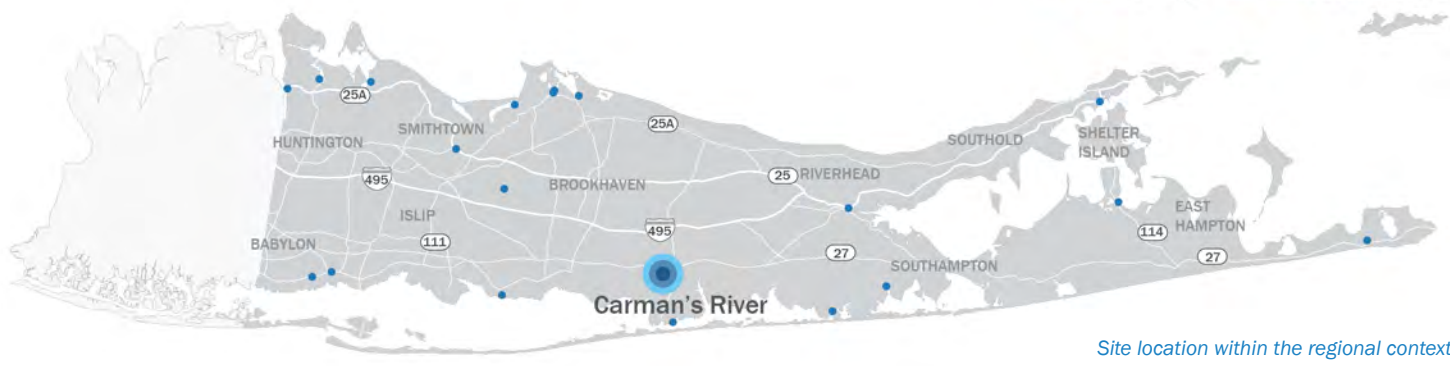
Aerial view showing existing features and recommended improvements

Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing				
Recommended				





## OVERVIEW AND PROJECT PARTNERS

This location is a Town-owned existing paddling and launch facility in the Town of Brookhaven and any improvements will need to be coordinated with the Town. Including this site provides an opportunity to improve and expand an existing non-motorized boating and paddling activities along the Carmans River. Residents, visitors, and the environment will benefit from the recommended green infrastructure/stormwater improvements to the parking area as flooding and pooling occur in the unpaved parking lot. The site is along a proposed County Hike-Bike Trail prioritized project that will install bike lanes and signage on Montauk Highway.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Carmans River. The sheltered environment of

Carmans River is suitable for all paddling skill levels. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as it provides another activity to encourage visitors to the area and nearby commercial areas in Shirley and Mastic to the east, and Brookhaven hamlet to the west.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Green infrastructure/stormwater improvements in parking area	Variable*	Medium-Term
5.	I/A system as part of public-private partnership to allow public waterfront access on adjacent private land	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Town of Brookhaven
2.	Possible public-private partnership with paddling equipment concessionaire
3.	Suffolk County Department of Health Services approvals would be required for I/A wastewater system
4.	NYS DEC approval (or letter of non-jurisdiction) for work within wetland regulated areas for an I/A System if proposed, and/or green infrastructure/stormwater improvements
5.	Town of Brookhaven wetlands permit

\* Depends on final design

**3.3.14 Violet's Cove (Town of Brookhaven) – Site ID: 208**

This County-owned site is primarily within a residential area and approximately one mile south of the Mastic Beach Commercial District on Neighborhood Road which has a number of commercial food options. The site is on the west side of the inlet to Violets Cove, on the south shore of Mastic Beach peninsula, and the north shore of Narrow Bay. The site has long water frontage on Violets Cove/Narrow Bay and contains a large area that could be used for parking and an existing building in poor condition that needs to be demolished or fenced off prior to returning the site to an active use. The site is recommended to be improved with Blueway signage, ADA accessible launch, kayak storage racks, grass pavers for the parking area, and fencing or demolition of the existing building.





# VIOLET'S COVE

This County-owned site is primarily within a residential area and approximately one mile south of the Mastic Beach Commercial District on Neighborhood Road which has a number of commercial food options. The site is on the west side of the inlet to Violets Cove, on the south shore of Mastic Beach peninsula, and the north shore of Narrow Bay. The site has long water frontage on Violets Cove/Narrow Bay and contains

a large area that could be used for parking and an existing building in poor condition that needs to be demolished or fenced off prior to returning the site to an active use. The site is recommended to be improved with Blueway signage, ADA accessible launch, kayak storage racks, grass pavers for the parking area, and fencing or demolition of the existing building.

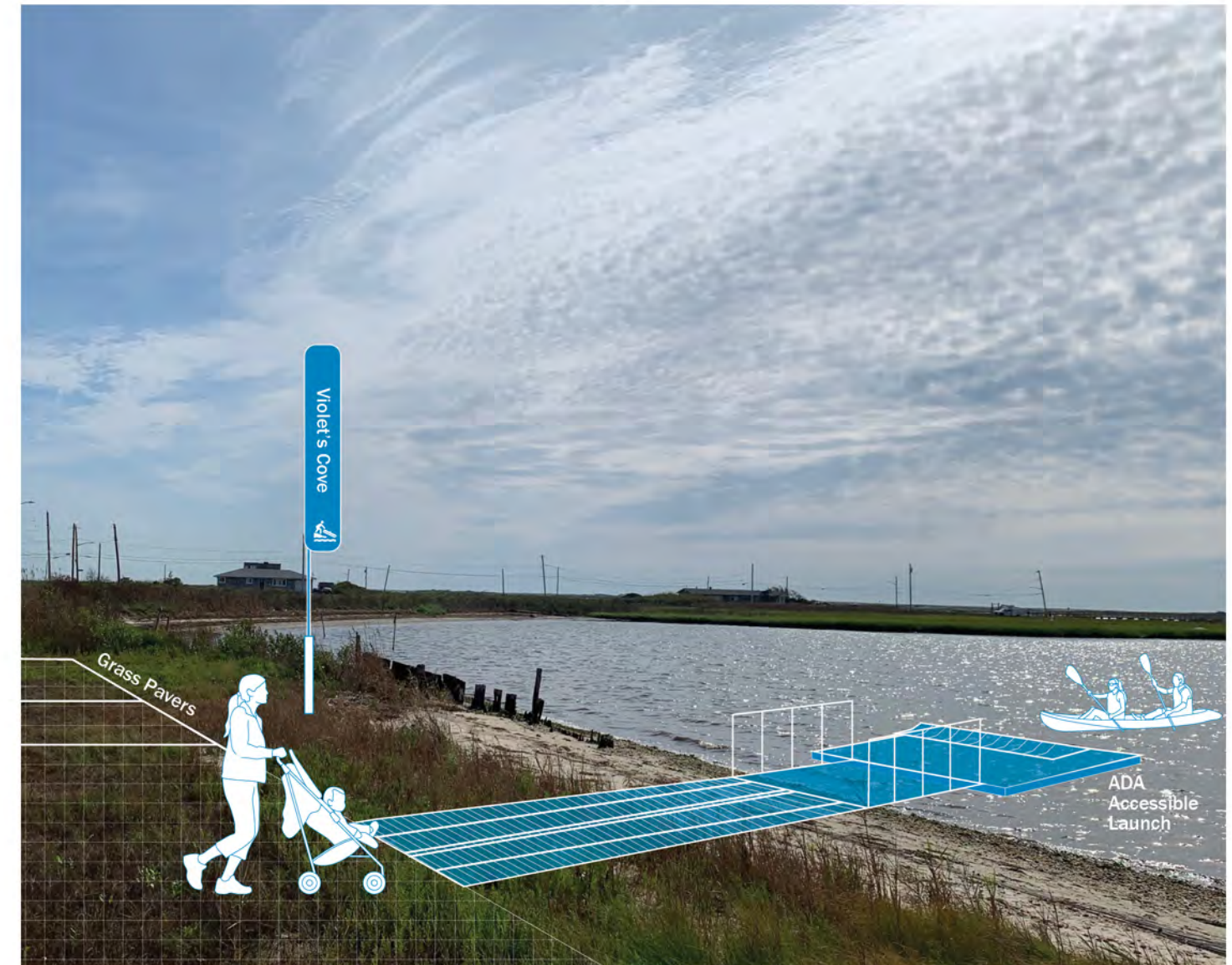
## SITE AND SURROUNDS

- Name: Violet's Cove
- Street Address: 2 Violet Road, Mastic Beach, NY 11951
- Tax Map Number: 0200-984.60-10.00-002.000
- Jurisdiction: Suffolk County

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing								
Recommended								



## OVERVIEW AND PROJECT PARTNERS

This location is a County-owned property in the Town of Brookhaven. Including this location on the Blueway Trail provides an opportunity to revitalize an existing waterfront site and improve and expand non-motorized boating and paddling activities in Violet’s Cove. The site is located across Narrow Bay from Smith Point County Park, which has an ocean beach, food concession, playground, campground, and other public facilities. Residents and visitors will benefit from the recommended removal or fencing around the existing building in poor condition, the addition of recreational amenities, an ADA accessible launch, and kayak racks to provide storage for paddlers.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of

experiencing the scenic waterfront of Violet’s Cove. In addition to the recreation and health impacts, the project seeks to expand the paddling participant base.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18” signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3’ sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24” sign with support]	\$ 600	Short-Term
4.	Fencing around existing building or demolition of existing building	Variable*	Medium-Term
5.	Kayak storage racks [One rack for 8 kayaks]	\$ 2,000	Medium-Term
6.	Grass pavers for parking area	Variable*	Medium-Term
7.	ADA accessible kayak launch	\$ 30,000	Long-Term

## REGULATORY CONSIDERATIONS

1.	Coordination with the Town of Brookhaven recommended
2.	US Army Corp of Engineers Approval
3.	New York State Department of State Coastal Consistency Certification
4.	New York State Department of Conservation approval for improvements within regulated areas for kayak launch and parking improvements
5.	Town of Brookhaven Wetlands approval

\* Depends on final design



**3.3.15 Downtown Riverhead/Peconic River (Town of Riverhead) – Site ID: 94**

This site is owned and maintained by the Town of Riverhead and consists of a boardwalk along the Peconic River with a bulkhead and floating launch dock and benches. Parking and bathrooms are available at the site. The project site is located in the heart of downtown Riverhead and within walking distance of various restaurants, shops, two hotels, and many unique attractions such as the Long Island Aquarium, Long Island Science Center, Suffolk Theater, and East End Arts Center. The site is recommended to be improved with Blueway signage, ADA accessible launch, kayak storage racks and a kayak drop-off location

**INSERT PROJECT PROFILE PAGE 1**





# DOWNTOWN RIVERHEAD

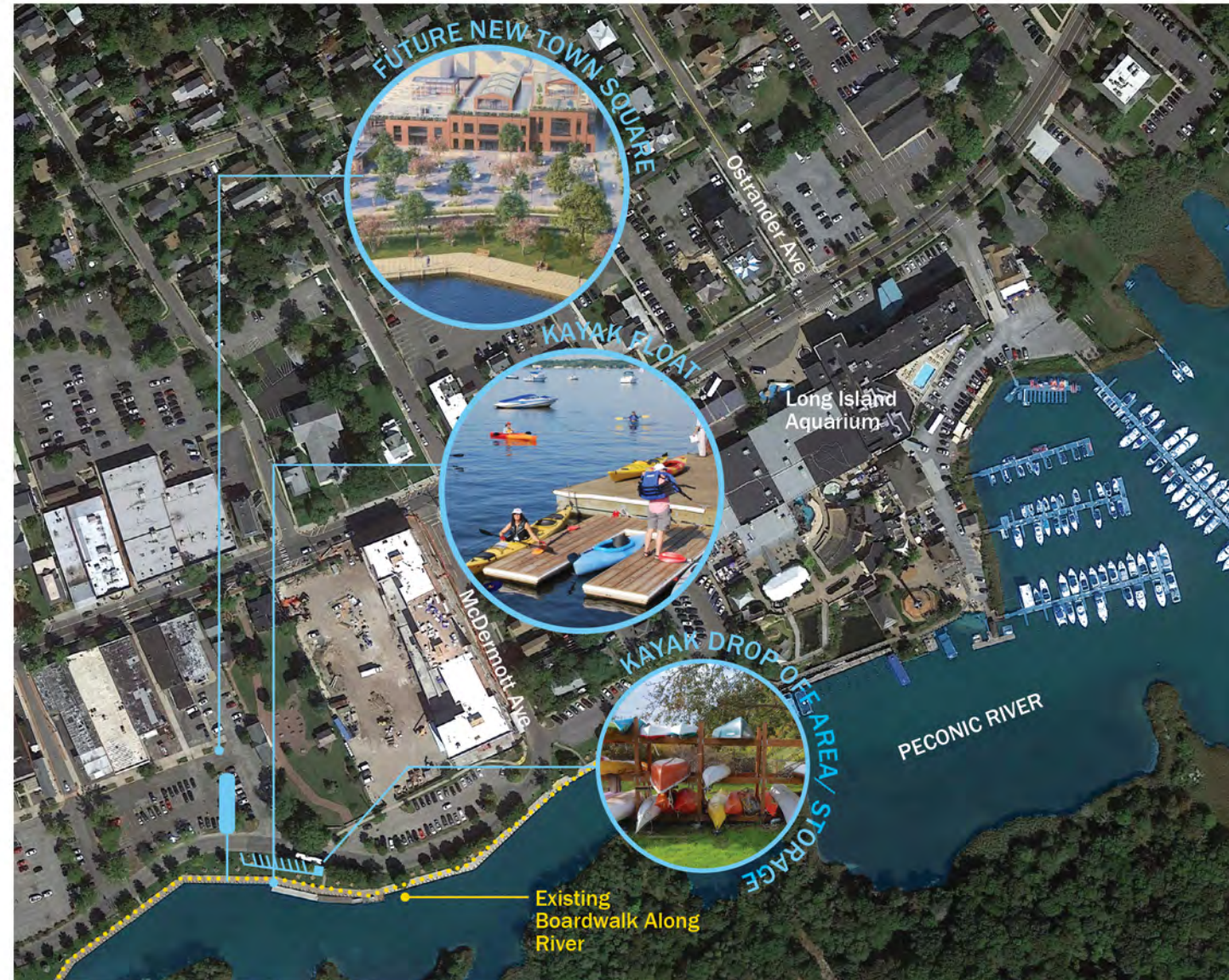
This site is owned and maintained by the Town of Riverhead and consists of a boardwalk along the Peconic River with a bulkhead and floating launch dock and benches. Parking and bathrooms are available at the site. The project site is located in the heart of downtown Riverhead and within walking distance of various restaurants, shops, two hotels,

and many unique attractions such as the Long Island Aquarium, Long Island Science Center, Suffolk Theater, and East End Arts Center. The site is recommended to be improved with Blueway signage, ADA accessible launch if feasible, kayak storage racks and a kayak drop-off location.

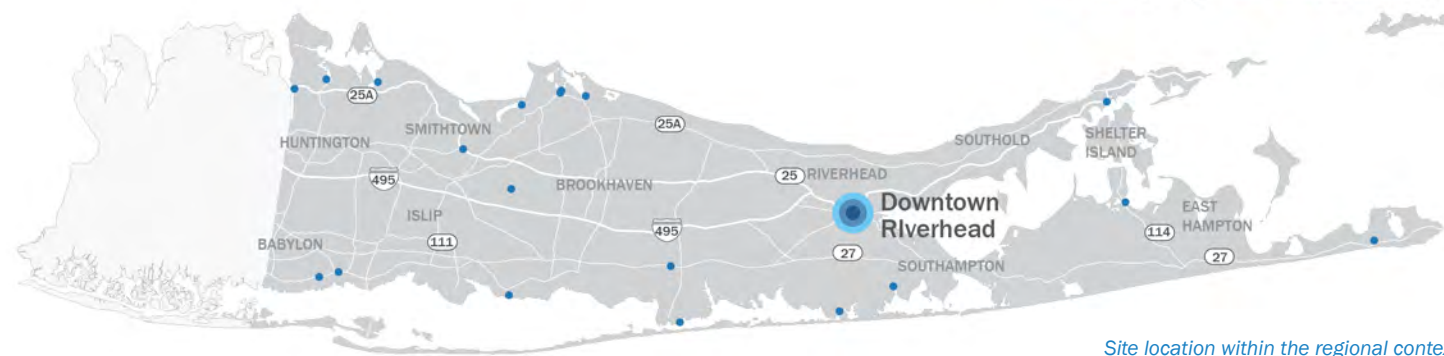
## SITE AND SURROUNDS

- Name: Downtown Riverhead
- Street Address: McDermott Avenue, Riverhead 11901
- Tax Map Number: 0600-129.00-01.00-023.000
- Jurisdiction: Town of Riverhead

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This Town-owned site is located along a popular waterfront promenade on the Peconic River in the Town of Riverhead and any improvements will need to be coordinated with the Town. Including this location on the Blueway Trail provides an opportunity to expand nonmotorized boating and paddling activities at an existing site within the downtown which contains numerous lodging facilities, restaurants, shopping, and cultural attractions including theaters and the Long Island Aquarium. The Town of Riverhead has indicated a willingness to work with the County to incorporate blueway trail improvements into the Town’s ongoing planning for a mixed-use Town Square in the downtown and the Town of Southampton is planning a Maritime Trail, with sustainable, recreational and ecological uses accessing the Peconic from the opposite (south) side of the river.

lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Riverhead, Peconic River and Peconic Bay. In addition to the recreation and health benefits, expanding the paddling participant base creates new opportunities for economic development as it provides another activity to encourage visitors to downtown Riverhead, where paddlers can take advantage of the short-term tie ups and enjoy the proximity to restaurants, shopping and numerous other amenities, all within walking distance.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18” signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3’ sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24” sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [Two racks for 8 kayaks each]	\$ 4,000	Medium-Term
5.	ADA accessible kayak float, if feasible	\$ 30,000	Long-Term
6.	Kayak drop-off location	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Intermunicipal Agreement with the Town of Riverhead
2.	New York State Department of Environmental Conservation
3.	United States Army Corp. of Engineers Approval anticipated for kayak launch
4.	New York State Department of State consistency certification, anticipated for kayak float
5.	Town of Riverhead wetlands permit

\* Depends on final design

**3.3.16 Village of Greenport (Town of Southold) – Site ID: 179**

This launch area consists of a beach area and existing piers on land owned by New York State and maintained by the Village of Greenport. Parking and a small picnic area are available at the adjacent Long Island Railroad Museum property, which is owned by the MTA. The MTA property also contains the East End Seaport Museum and Marine Foundation. The site is adjacent to existing ferry dock and marinas to the east and a short walk to downtown shops and restaurants in Greenport as well as the Antique Carousel at Mitchell Park and Peconic Star Lighthouse Tours. The site is recommended to be improved with Blueway signage, ADA accessible launch, kayak storage racks and a seasonal bathroom trailer.





# VILLAGE OF GREENPORT

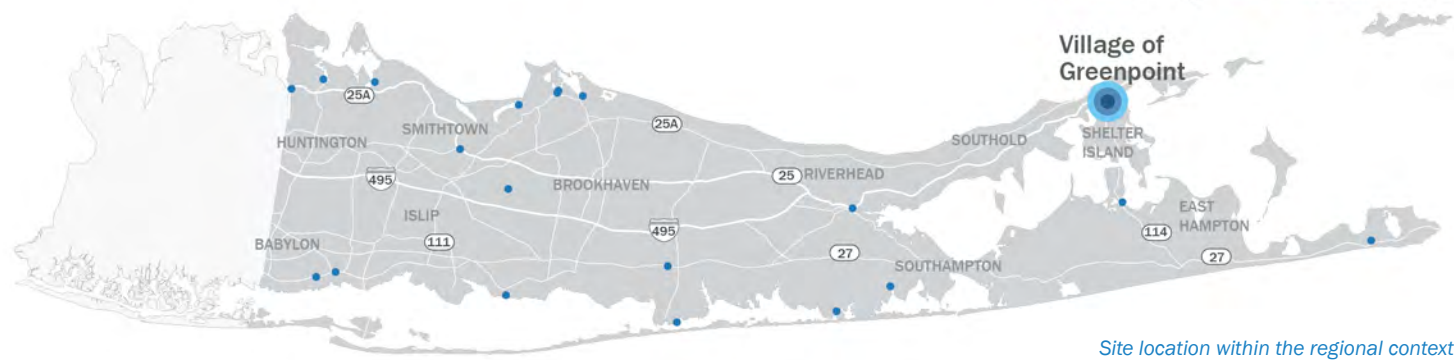
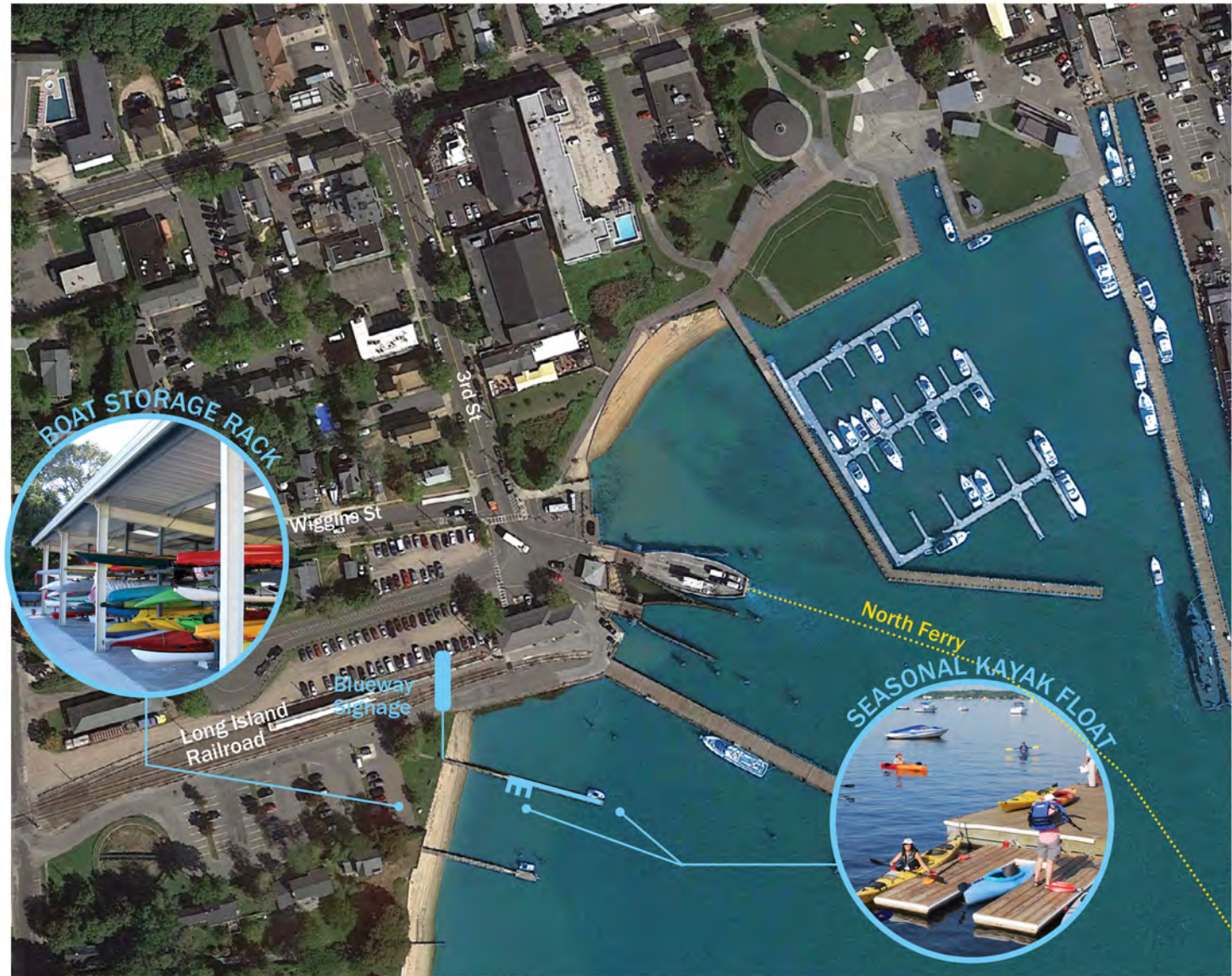
This launch area consists of a beach area and existing piers on land owned by New York State and maintained by the Village of Greenport. Parking and a small picnic area are available at the adjacent Long Island Railroad Museum property, which is owned by the MTA. The MTA property also contains the East End Seaport Museum and Marine Foundation. The site is adjacent to existing ferry dock and marinas to the east and a

short walk to downtown shops and restaurants in Greenport as well as the Antique Carousel at Mitchell Park and Peconic Star Lighthouse Tours. The site is recommended to be improved with Blueway signage, ADA accessible launch if feasible, kayak storage racks and a seasonal bathroom trailer.

## SITE AND SURROUNDS

- Name: Village of Greenport
- Street Address: 100 3rd Street, Greenport, NY 11944
- Tax Map Number: 1001-006.00-09.00-001.002 & 1001-006.00-04.00-014.005
- Jurisdiction: Beach and water access owned by NYS. Parking lot and small park area owned by MTA LIRR.

Aerial view showing existing features and recommended improvements



Site location within the regional context



Conceptual illustration showing recommended improvements

## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This State-owned location in the Village of Greenport features a beach launch area and piers, which is recommended for upgrades to enhance utilization by paddle craft. Any improvements may need to be coordinated with NYS, the MTA, and/or the Village. Including this location provides an opportunity to expand non-motorized boating and paddling activities at an existing site within walking distance of the downtown and numerous restaurants, shopping, and attractions. The site is in an area where strong tidal currents occur and subject to frequent boat traffic, and therefore, appropriate messaging for signage would need to be developed in coordination with the site owner to advise paddlers of potential hazards.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Greenport. In addition, expanding the

participant base creates new opportunities for economic development by attracting new visitors. Paddlers can take advantage of the close proximity to downtown Greenport and combine their boating adventure with a meal or shopping, enriching the experience and encouraging broader and repeated participation.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [Two racks for 8 kayaks each]	\$ 4,000	Medium-Term
5.	ADA accessible kayak launch, if feasible	\$ 30,000	Long-Term
6.	Seasonal bathroom trailer	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Intermunicipal Agreement with the New York State (landowner), MTA (parking access), and Village of Greenport (for maintenance of proposed improvements)
2.	New York State Department of Environmental Conservation
3.	US Army Corp. of Engineers
4.	New York State Department of State consistency certification, anticipated for kayak launch
5.	Village of Greenport Wetlands Permit

\* Depends on final design



**3.3.17 Village of Sag Harbor (Town of Southampton) – Site ID: 187**

This launch site is located within Steinbeck Park, which is owned by the Town of Southampton but is under perpetual lease to the Village. Steinbeck Park is currently planned to be ADA accessible and improved with a beach area, outdoor theater, grass area, walking paths and a pier. The site is connected to Windmill Beach via an underpass at the bridge on Ferry Road and there are public restrooms available in Marine Park within a few minutes' walk. The site is recommended to be improved with Blueway signage, ADA accessible launch if feasible, and kayak storage racks.





# VILLAGE OF SAG HARBOR

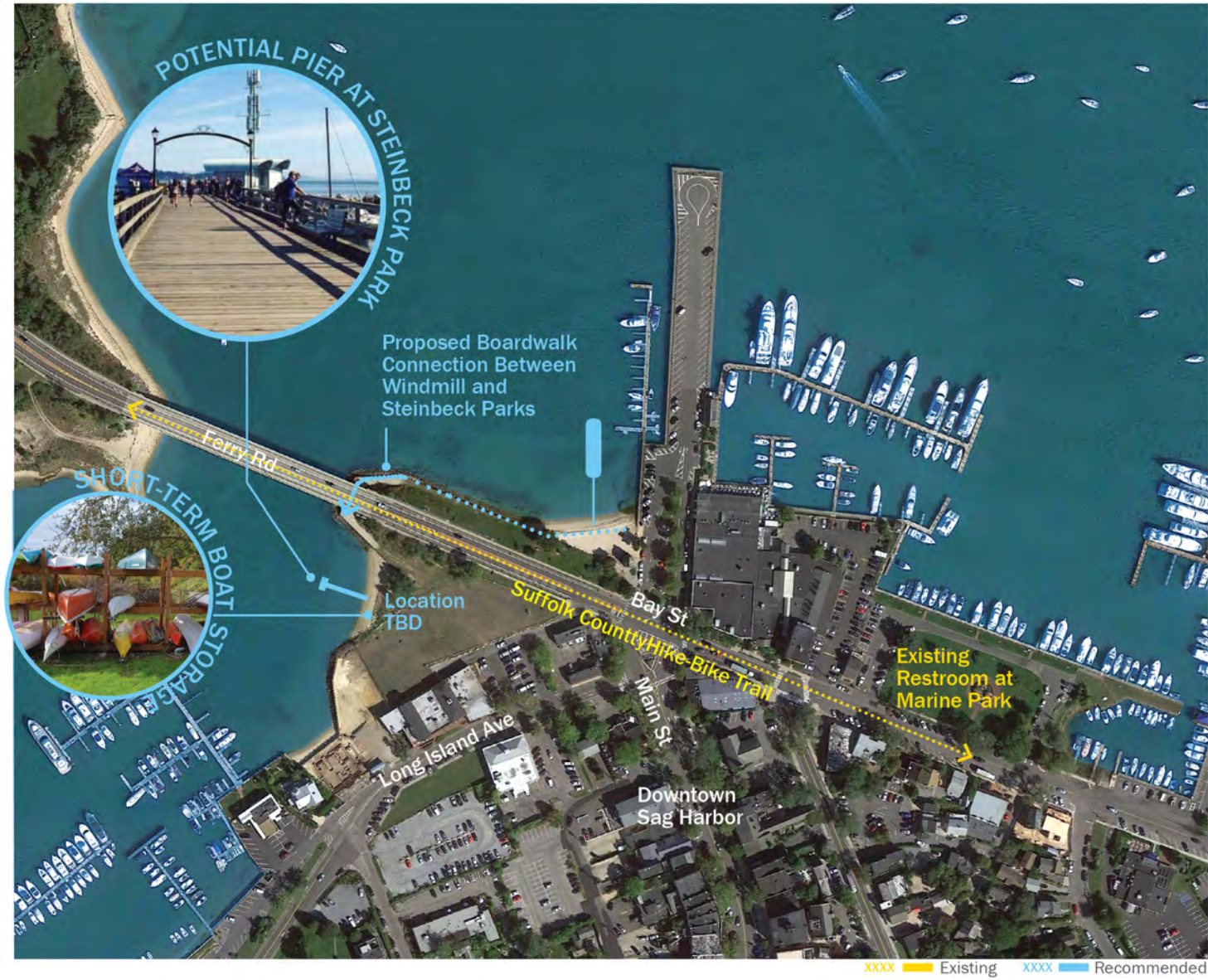
This launch site is located within Steinbeck Park, which is owned by the Town of Southampton but is managed by the Village of Sag Harbor. Steinbeck Park is currently planned to be ADA accessible and improved with a beach area, outdoor theater, grass

area, walking paths and a pier. The site is recommended to be improved with Blueway signage, ADA accessible launch if feasible, and kayak storage racks.

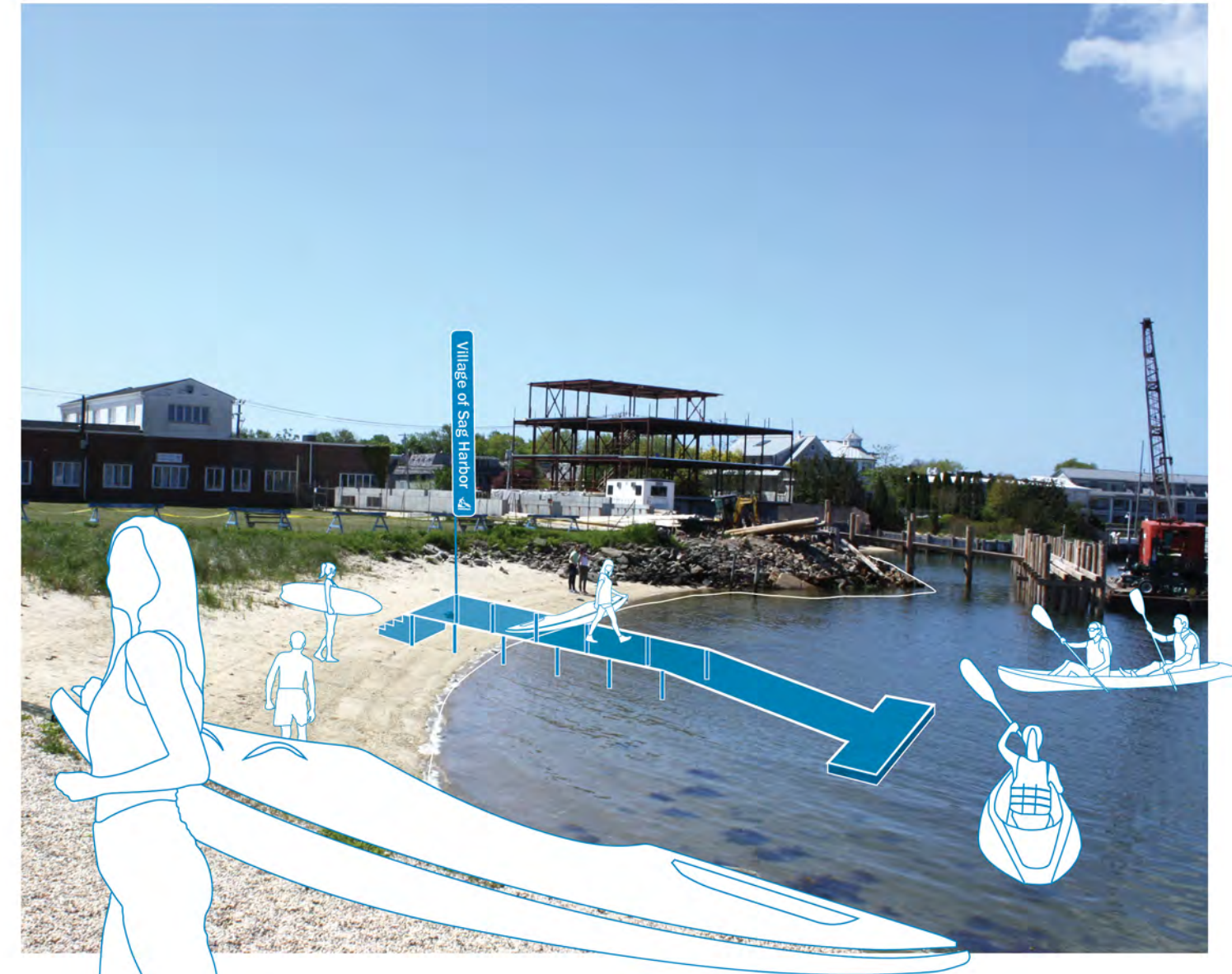
## SITE AND SURROUNDS

- Name: Windmill Beach
- Street Address: 7 Ferry Road, Sag Harbor, NY 11963
- Tax Map Number: 0903-002.00-02.00-005.003
- Jurisdiction: Village of Sag Harbor

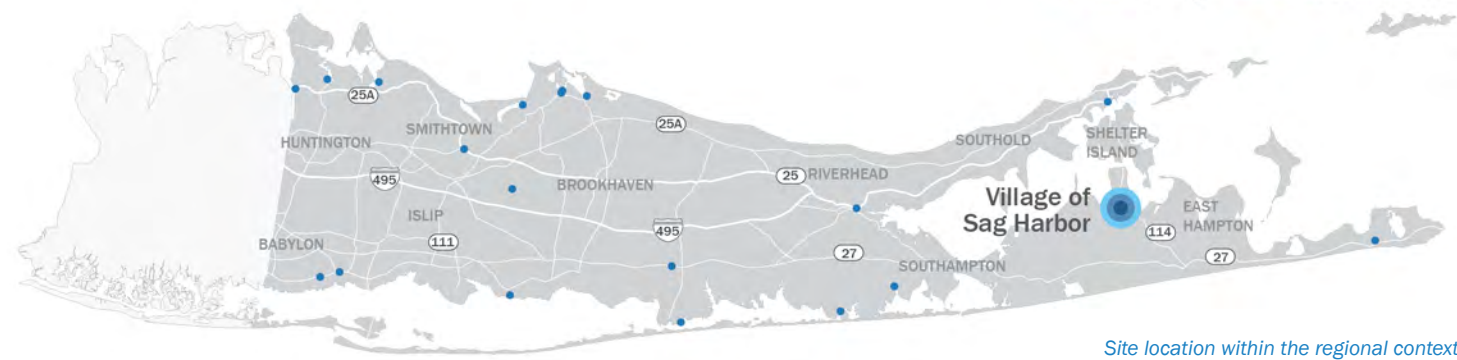
Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

			<b>Existing</b>	
				<b>Recommended</b>



## OVERVIEW AND PROJECT PARTNERS

This Town of Southampton-owned property was purchased by the Town with Community Preservation Funds and is currently being improved as a public park. The park, known as John Steinbeck Park, is managed by the Village of Sag Harbor by agreement with the Town of Southampton, and any recommended improvements need to be coordinated with the Village and Town. The Village has expressed interest in including the site as a Blueway trail launch site. Including this location provides an opportunity to expand non-motorized boating and paddling activities at a newly improved park within walking distance of other waterfront parks and attractions, numerous restaurants, shops, and other businesses in downtown Sag Harbor. Residents and visitors will benefit from the recommended addition of a kayak float and kayak storage racks which will allow paddlers to tie-up their equipment while visiting the downtown. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Ferry Road.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially

for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Sag Harbor. In addition, expanding the participant base creates new opportunities for economic development by attracting new visitors. Paddlers can take advantage of downtown Sag Harbor and combine boating with a meal/shopping, enriching the experience and encouraging broader, repeated participation.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [Two racks for 8 kayaks each]	\$ 4,000	Medium-Term
5.	ADA accessible kayak launch, if feasible	\$ 30,000	Long-Term

## REGULATORY CONSIDERATIONS

1.	Intermunicipal Agreement with the Village of Sag Harbor
2.	New York State Department of Environmental Conservation
3.	US Army Corp. of Engineers
4.	New York State Department of State consistency certification, anticipated for kayak launch
5.	Village Wetlands Permit

\* Depends on final design

**3.3.18 Shinnecock Bay/Creek Access (Town of Southampton) – Site ID: 77**

This privately owned site is located on the east side of Weesuck Creek and just south of Montauk Highway in the Town of Southampton. The property is currently improved with a restaurant with a view of the creek and a picnic area with tables. The site is adjacent to a Town-owned site along Montauk Highway with a fixed dock extending from a bulkhead which was deemed inaccessible from the roadway and therefore this adjacent privately owned site is recommended for a public private partnership. The site is recommended to be improved with Blueway signage, ADA accessible launch, formalized parking area, and an I/A wastewater system to replace the existing sanitary system at the restaurant if a public private partnership is feasible.





# SHINNECOCK BAY

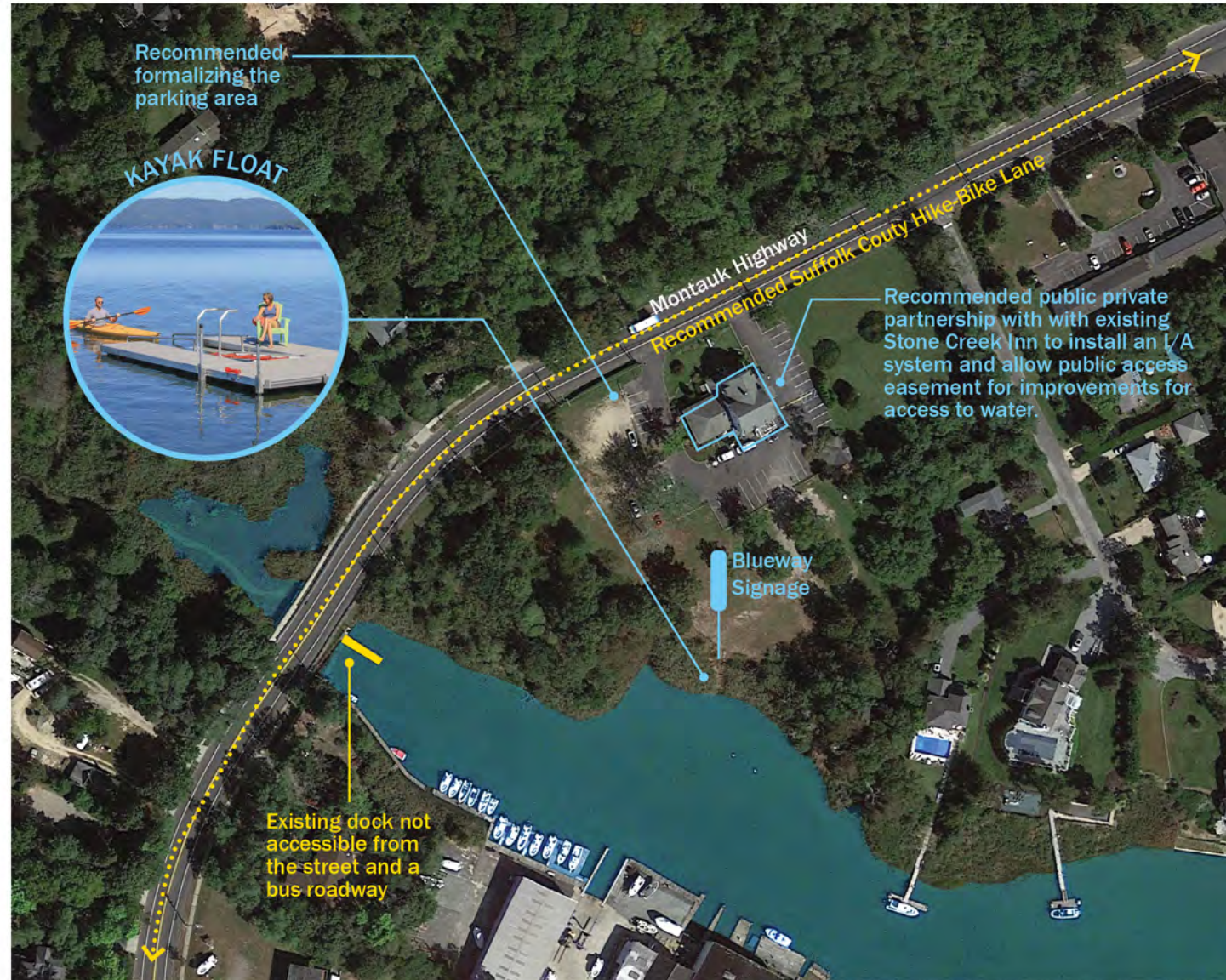
This privately-owned site is located on the east side of Weesuck Creek and just south of Montauk Highway in the Town of Southampton. The property is currently improved with a restaurant with a view of the creek and a picnic area with tables. The site is adjacent to a Town-owned site along Montauk Highway with a fixed dock extending from a bulkhead which was deemed

inaccessible from the roadway and therefore this adjacent privately owned site is recommended for a public private partnership. The site is recommended to be improved with Blueway signage, ADA accessible launch, formalized parking area, and an I/A System to replace the existing sanitary system at the restaurant.

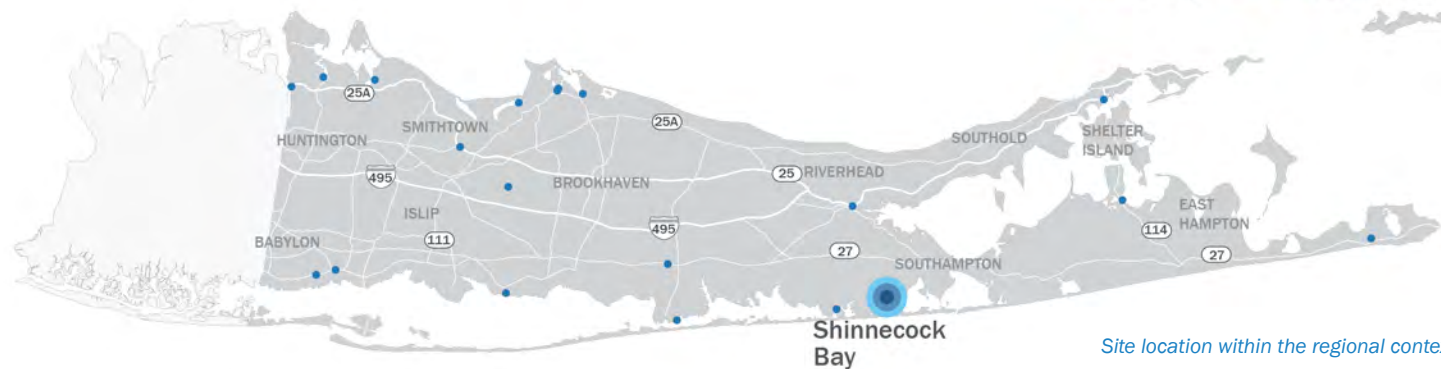
## SITE AND SURROUNDS

- Name: Shinnecock Bay - Creek Access
- Street Address: 405 Montauk Highway, East Quogue, NY 11942
- Tax Map Number: 0900-316.00-01.00-047.001
- Jurisdiction: Private Owner

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



## SITE PROGRAMS AND IMPROVEMENTS

Existing



Recommended





## OVERVIEW AND PROJECT PARTNERS

This privately-owned location is currently developed with a restaurant and any improvements need to be coordinated with the property owner, who expressed an initial interest in the project during a site visit. Including this location on the Blueway Trail provides an opportunity to expand non-motorized boating and paddling activities at an existing private site within walking distance of restaurants, a hotel and a convenience store. Residents and visitors will benefit from the recommended addition of an ADA accessible kayak launch and parking area which will allow paddlers to access Weesuck Creek and Shinnecock Bay from a safe location. The site is located along the route of a proposed Suffolk County Hike-Bike Trail prioritized project that would include bike lanes and signage on Montauk Highway.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating, especially for beginner paddlers and all ages, as a

means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of Shinnecock Bay. In addition to the recreation and health impacts, expanding the participant base creates new opportunities for economic development by attracting new visitors to the existing restaurant and nearby commercial activities.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Formalize parking area with signage and striping	Variable*	Medium-Term
5.	ADA accessible kayak launch	\$ 30,000	Long-Term
6.	I/A wastewater system	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Agreement with the property owner
2.	New York State Department of Environmental Conservation
3.	United States Army Corp. of Engineers Approval anticipated for kayak launch
4.	NYS DOS consistency certification (or non-jurisdictional letter) anticipated for kayak launch and may be needed for parking lot improvements
5.	Suffolk County Department of Health Services approval would be required for I/A System
6.	Town of Southampton wetlands permit

\* Depends on final design



**3.3.19 Stevens Park/ Westhampton Beach (Town of Southampton) – Site ID: 72**

This Village of Westhampton Beach owned site is located at Stevens Park, an existing waterfront park and marina on east side of Moneybogue Creek. The site is currently improved with a boat ramp, floating dock, kayak racks, kayak rentals, parking, and bathrooms. Stevens Park is within walking distance of a number of restaurants and shops in downtown Westhampton Beach to the north, and approximately one mile from Rogers Beach. The site is proposed to be improved with Blueway signage, ADA accessible launch, green infrastructure, geese mitigation program, and an I/A wastewater system to upgrade the existing restrooms.





# STEVENS PARK

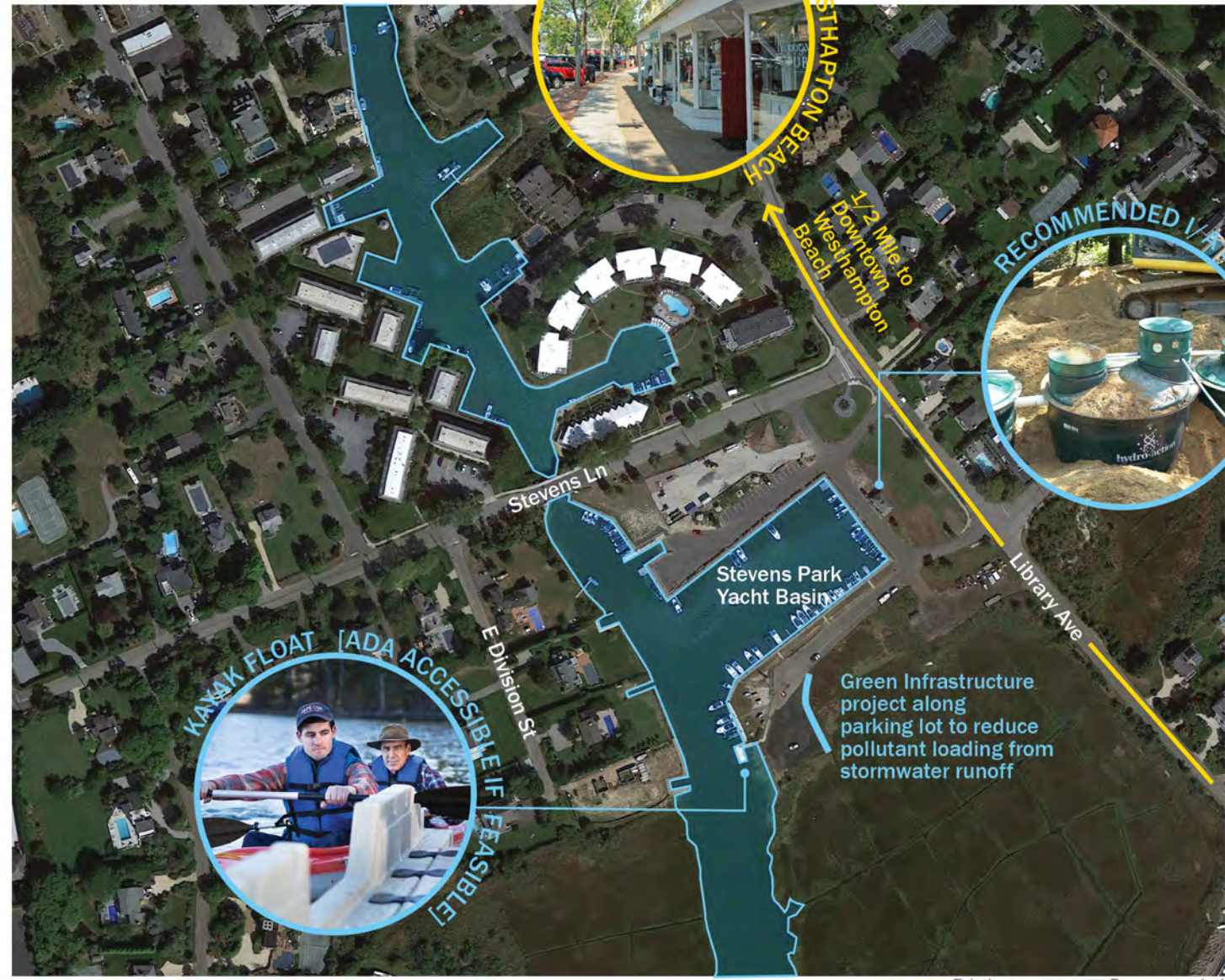
This Village of Westhampton Beach owned site is located at Stevens Park, an existing waterfront park and marina on east side of Moneybogue Creek. The site is currently improved with a boat ramp, floating dock, kayak racks, kayak rentals, parking, and bathrooms. Stevens Park is within walking distance

of a number of restaurants and shops in downtown Westhampton Beach to the north, and approximately one mile from Rogers Beach. The site is recommended to be improved with Blueway signage, ADA accessible launch, green infrastructure, geese mitigation program, and to upgrade the restrooms with an I/A System.

## SITE AND SURROUNDS

- Name: Stevens Park
- Street Address: 1 Library Ave, Westhampton Beach, NY 11978
- Tax Map Number: 0905-015.00-01.00-001.000
- Jurisdiction: Village of Westhampton Beach

Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



## SITE PROGRAMS AND IMPROVEMENTS

Existing					
Recommended					



## OVERVIEW AND PROJECT PARTNERS

This site is located within the Village of Westhampton Beach’s Stevens Park and any improvements will need to be coordinated with the Village. Including this location on the Blueway Trail provides an opportunity to expand nonmotorized boating and paddling activities at an existing park and marina within walking distance of the Westhampton Beach downtown. Residents and visitors will benefit from the recommended addition of an ADA accessible kayak launch and a geese mitigation program. The site has public bathrooms. If the restrooms are not connected to the local sewer district, installation of an I/A system would provide an environmental benefit.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and nonmotorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way of experiencing the scenic waterfront of

Westhampton Beach. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as it will attract new visitors to the many businesses and attractions in nearby downtown Westhampton Beach.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18” signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3’ sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24” sign with support]	\$ 600	Short-Term
4.	Green infrastructure for southern parking area	Variable*	Medium-Term
5.	Geese mitigation program	Variable*	Medium-Term
6.	ADA accessible kayak launch	\$30,000	Long-Term
7.	I/A wastewater system	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with the Village of Westhampton Beach
2.	NYC DEC may be needed for kayak launch, geese mitigation measures, parking lot improvements, and I/A wastewater system
3.	United States Army Corp. of Engineers Approval anticipated for kayak launch
4.	NYS DOS consistency certification, anticipated for kayak launch
5.	Suffolk County Department of Health Services approvals required if I/A System proposed

\* Depends on final design



### 3.3.20 Fort Pond (Town of East Hampton) – Site ID: 148

This site is owned by New York State and is a DEC fishing access site, although the underwater land and pond is owned by the Town of East Hampton. The site is located on the north side of South Erie Street and is within walking distance of a variety of restaurants, shops, lodging facilities, and recreational activities including mini-golf, paddle boat rentals, and the Montauk Skatepark in downtown Montauk. The site is currently improved with a concrete boat ramp into Fort Pond, bathrooms, grass area, and a gravel parking area. A gravel parking area is located on the site with on-street parking available in the vicinity. The site is recommended to be improved with Blueway signage, ADA accessible boardwalk, ramp and kayak float, kayak storage racks, and an I/A wastewater system.





# FORT POND

This site is owned by NYS and is a DEC fishing access site, although the underwater land and pond is owned by the Town of East Hampton. The site is located on the south side of S. Erie Avenue and is within walking distance of a variety of restaurants, shops, lodging facilities, and recreational activities including mini-golf, paddle boat rentals, and the Montauk Skatepark in downtown Montauk. The site is currently improved

with a concrete boat ramp into Fort Pond, bathrooms, grass area, and a gravel parking area is located on the site with on-street parking are available in the vicinity. The site is recommended to be improved with Blueway signage, ADA accessible launch/boardwalk, kayak storage racks, and an I/A System.

## SITE AND SURROUNDS

- Name: Fort Pond
- Street Address: 34 S.Erie Street, Montauk, NY 11954
- Tax Map Number: 0300-052.00-01.00-008.000
- Jurisdiction: State of New York

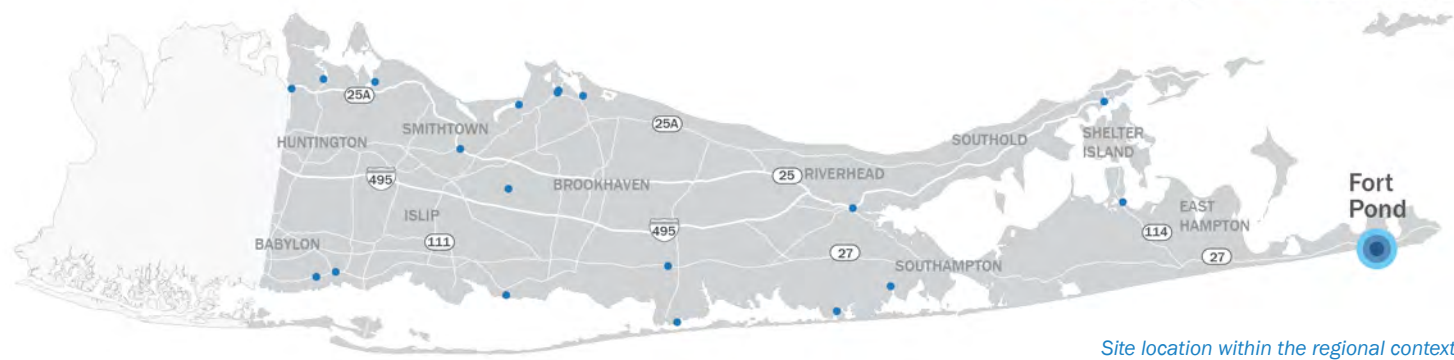
Aerial view showing existing features and recommended improvements



Conceptual illustration showing recommended improvements



STRATEGIC SITE PROFILE / SUMMER 2021  
Suffolk County Blueway Plan / Department of Economic Development and Planning / Prepared by NPV and MUD Workshop



Site location within the regional context

## SITE PROGRAMS AND IMPROVEMENTS

					<b>Recommended</b>



## OVERVIEW AND PROJECT PARTNERS

This site is owned by New York State with the underwater lands owned by the Town of East Hampton and any improvements will need to be coordinated with the State and Town. Including this location on the Blueway Trail provides an opportunity to expand non-motorized boating and paddling activities at an existing facility within walking distance of the numerous shops, restaurants, and lodging facilities in Montauk. The site is sheltered, with little power boat activity, and appears to be a suitable paddling location for beginners. Residents and visitors will benefit from the recommended addition of an ADA accessible kayak launch and boardwalk and the storage racks will provide an opportunity for paddlers to store equipment while visiting downtown Montauk.

## PROJECT IMPACTS

The primary impacts from the proposed improvements are to enhance and encourage paddling and non-motorized boating, especially for beginner paddlers and all ages, as a means of recreation and part of a healthy lifestyle, while also being a low-impact way

of experiencing the scenic waterfront of Fort Pond. In addition to the recreation and health impacts, expanding the paddling participant base creates new opportunities for economic development as it provides another activity to encourage visitors to downtown Montauk.

## POTENTIAL SOURCES OF FUNDS

Effort has been made to develop recommendations with considerable public support, with conceptual visual representations, to provide strength to any grant applications. Applicable grants are frequently available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as the REI Environmental Grant. Public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can be explored to reduce materials costs, construct, and install signage, or assist with other needed improvements.

## RECOMMENDED IMPROVEMENTS

	Type of Improvements	Cost Estimate	Estimated Timeframe
1.	Directional sign [Three 12x18" signs to be affixed to existing poles]	\$ 360	Short-Term
2.	Kiosk sign [One 2x3' sign with single post]	\$ 900	Short-Term
3.	Landing sign [One 12x24" sign with support]	\$ 600	Short-Term
4.	Kayak storage racks [One rack for 8 kayaks]	\$ 2,000	Medium-Term
5.	ADA accessible kayak launch	\$ 30,000	Long-Term
6.	ADA accessible ramp/boardwalk leading to waterfront	Variable*	Long-Term

## REGULATORY CONSIDERATIONS

1.	Inter-Municipal Agreement with New York State
2.	Coordination with Town of East Hampton recommended
3.	NYS DEC approval (freshwater wetlands) anticipated for kayak launch and boardwalk
4.	US Army Corp. of Engineers Approval anticipated for kayak launch
5.	NYS DEC consistency certification, anticipated for kayak launch

\* Depends on final design



# CHAPTER 4.0

## IMPLEMENTATION





## 4.0 IMPLEMENTATION

Implementation of the Suffolk County Blueway Trail entails a multi-faceted approach. In addition to construction of the 20 recommended priority projects that were identified for the first phase of improvements through the inventory and analysis process discussed in **Chapter 3**, a number of other elements are necessary for the enduring success of the program. The requirements for implementing the 20 priority projects are discussed below in **Section 4.1**. Other implementation elements of the Suffolk County Blueway Trail program are discussed in **Section 4.2**. All measures involved in implementing the initial improvements for the 20 recommended priority projects for the Suffolk County Blueway Trail discussed in Section 4.1 are summarized in **Table 1** at the end of this chapter.

### 4.1 Summary of Recommended Priority Projects

**Chapter 3** identifies 20 locations that are recommended for physical improvements as part of the first phase of implementation of the Suffolk County Blueway Trail initiative. These improvements are detailed in the Project Profiles presented in **Section 3.3**, and are summarized as follows (note that the sites are listed geographically from west to east and not on the basis of priority):

1. Cold Spring Harbor (Town of Huntington) (Site ID: 1)
  - Signage – directional signage, kiosk, landing sign (note: this component is recommended for all 20 sites)
  - Kayak storage racks
  - Storage for existing dinghies
  - Path for paddlers to enter water
2. Huntington Harbor (Town of Huntington) (Site ID: 199)
  - Signage – directional signage, kiosk, landing sign
  - Kayak launch to connect to existing floating docks
  - Kayak storage racks
3. Northport Harbor (Town of Huntington) (Site ID: 207)
  - Signage – directional signage, kiosk, landing sign
  - Kayak launch to connect to existing floating docks
  - Kayak storage racks
4. Santapogue Creek (Town of Babylon) (Site ID: 42)
  - Signage – directional signage, kiosk, landing sign
  - Stabilize shoreline
  - Wetlands restoration
  - Grass pavers to formalize parking area
  - Invasive species removal



- 
5. Village of Babylon (Town of Babylon) (Site ID: 209)
    - Signage – directional signage, kiosk, landing sign
    - Kayak storage racks (for short-term tie-up)
    - ADA kayak launch
    - Wash-down station
  6. Nissequogue River/ Paul T. Given County Park (Town of Smithtown) (Site ID: 118)
    - Signage – directional signage, kiosk, landing sign
    - ADA-accessible route to water and launching site
    - Bathroom trailer (seasonal)
  7. Lake Ronkonkoma (Town of Smithtown) (Site ID: 106)
    - Signage – directional signage, kiosk, landing sign
    - Kayak storage racks
  8. Greens Creek (Town of Islip) (Site ID: 48)
    - Signage – directional signage, kiosk, landing sign
    - Kayak storage racks
    - Picnic tables
    - Season bathroom trailer or I/A wastewater system as public-private partnership with Clam Bar
    - Invasive species removal
  9. Port Jefferson Harbor (Town of Brookhaven) (Site ID: 130)
    - Signage – directional signage, kiosk, landing sign
    - Kayak storage racks
    - Improvements to create kayak drop-off location
    - Parking lot improvements to increase stalls
  10. Setauket Harbor (Town of Brookhaven) (Site ID: 136)
    - Signage – directional signage, kiosk, landing sign
    - Bathroom trailer, or partner with adjacent marina for I/A wastewater system
    - Bulkhead improvements
    - Formalize parking (signage, striping)
  11. Setauket Harbor Creek Access (Town of Brookhaven) (Site ID: 137)
    - Signage – directional signage, kiosk, landing sign
    - Kayak launch to connect to existing boardwalk
    - I/A wastewater system



12. Stony Brook Harbor (Town of Brookhaven) (Site ID: 128)
  - Signage – directional signage, kiosk, landing sign
  - Improvements to create kayak drop-off location
  - I/A wastewater system
  
13. Carmans River (Town of Brookhaven) (Site ID: 65)
  - Signage – directional signage, kiosk, landing sign
  - Green infrastructure/stormwater improvements
  - I/A wastewater system
  
14. Violet’s Cove (Town of Brookhaven) (Site ID: 208)
  - Signage – directional signage, kiosk, landing sign
  - Kayak storage racks
  - ADA ramp to launch
  - Fencing around existing building
  - Grass pavers for parking area
  
15. Downtown Riverhead/Peconic River (Town of Riverhead) (Site ID: 94)
  - Signage – directional signage, kiosk, landing sign
  - Kayak storage racks
  - Improvements to create kayak drop-off location
  - Kayak launch to connect to existing floating dock
  
16. Village of Greenport (Town of Southold) (Site ID: 179)
  - Signage – directional signage, kiosk, landing sign
  - Kayak storage racks
  - Bathroom trailer (seasonal)
  - Kayak launch to connect to existing pier
  
17. Village of Sag Harbor (Town of Southampton) (Site ID: 187)
  - Signage – directional signage, kiosk, landing sign
  - Kayak storage racks
  - Kayak launch
  - Float to connect to kayak launch
  
18. Shinnecock Bay/Creek Access (Town of Southampton) (Site ID: 77)
  - Signage – directional signage, kiosk, landing sign
  - Formalize parking area
  - Kayak launch
  - I/A wastewater system

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19. Stevens Park/ Westhampton Beach (Town of Southampton) (Site ID: 72)

- Signage – directional signage, kiosk, landing sign
- Kayak launch
- Geese mitigation program
- Green infrastructure for southern parking area
- I/A wastewater system

20. Fort Pond (Town of East Hampton) (Site ID: 148)

- Signage – directional signage, kiosk, landing sign
- Kayak storage racks
- ADA kayak launch
- ADA ramp or boardwalk leading to water

Implementation of the improvements summarized above will require a coordinated effort to advance the recommendations to reality, from the conceptual plans that are presented in the Project Profiles in **Section 3.3**, including funding, and progressing through a well-defined sequence of steps, as described below and summarized in **Table 1** at the end of this chapter. The County has submitted application for funding for two of the projects through the NYS Consolidated Funding Application (CFA) and will continue to pursue available funding opportunities.

#### **4.1.1 Final Engineering Design**

The conceptual drawings included in the Project Profiles provide preliminary illustrations of improvements that are being recommended for the 20 selected priority locations, and are intended to guide future steps which will culminate in the construction and utilization of these improvements by Suffolk County Blueway Trail users. These illustrations are based on limited visual observations that were conducted during this study for the purpose of formulating a system-wide plan, and should not be taken as representing definitive design layouts. A further, more detailed investigation at each location will be needed to determine the optimal design and placement of the improvements, accounting for all relevant site-specific parameters.

For many of the recommended facility improvements, detailed engineering design drawings and specifications will be required to serve as the basis for soliciting construction bids and to define the specific requirements for project construction. These construction documents should be prepared in accordance with the guidance provided below for the various key elements of the recommended improvements. In addition, it may be worthwhile, particularly for any site that would be subject to extensive construction work, to enlist the services of a design professional to prepare an overall site plan to assist in identifying the most appropriate placement and configuration of the improvements in the spatial context of all existing and proposed facilities and features at the given location.

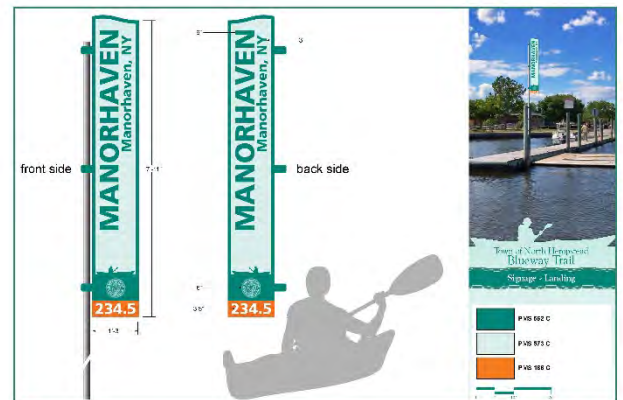


The components of the recommended physical improvements at the 20 priority locations in the Suffolk County Greenway Trail are described as follows:

**Signage** – Recommended for all 20 priority locations, signage is an inexpensive means of enhancing awareness and knowledge, which increases safety and knowledge, and facilitates a more enjoyable paddling experience.

The recommended signage package at each priority location includes: (a) directional signs, to guide people to the launch site from nearby roadways; (b) one or more landing signs, to identify the launch/landing location, and possibly to provide other basic information to paddlers about facility and nearby attractions; and (c) a kiosk to display more detailed information about the site and its environs.

All signage to be installed for the Suffolk County Blueway Trail should have consistent construction, content and design/format, to illustrate that the 20 project locations (and all future improvements) are part of a single, integrated network. This consistency can be further emphasized with a Suffolk County Blueway Trail logo, which would have to be designed (see discussion in **Section 4.2**, under Additional Implementation Elements).



Once a decision is made on the physical characteristics of the signage (i.e., material of construction, dimensions, colors, content, etc.), the only other important design consideration is location, which will depend upon the existing facilities and degree of improvements proposed at the given location. In some cases, the methods for affixing the signage needs to be determined, through field-verification to capitalize on existing signs/signposts. A coordinated plan should be developed for each site to indicate precise locations for directional signage, including identifying existing signs that can be piggybacked with Blueway Trail directional signs (with permission), and locations where free-standing signs are necessary or otherwise would be more appropriate. Although, as indicated, some degree of planning is needed to ensure consistency and optimal signage layout at each location, this can be accomplished using sketches and simple specifications; detailed engineering design is not required.

The signage package could include, at the kiosk recommended for each location, a directory of restaurants, shops, services and cultural/historic resources in the vicinity that

would be of interest to paddlers and others. It is recommended that each location have at least two directional signs placed along nearby roadways to provide guidance to Blueway Trail access sites; where necessary to provide wayfinding, additional directional signage should be recommended. Suffolk County staff could play a lead role in determining placement of these signs. Coordination involving municipal parks and highway departments, as well as their counterparts in Suffolk County, along with nearby private businesses, will help to maximize the effectiveness of site signage. In general, County and local government parks and public works agencies are expected to have in-house capabilities to undertake the installation, and perhaps some fabrication, of the types of signs that are recommended for the Suffolk County Greenway Trail.

Additionally, small placards may be used to acknowledge an “Adopt-a-Launch-Site” supporter or other sponsorships if used to fund improvements.

- **Boat Access** – Boat access improvements are recommended at three-quarters of the 20 priority locations. The Project Profiles for these sites provide conceptual drawings to illustrate the types of facilities that would serve the intended purpose(s); however, as indicated previously, these illustrations are conceptual and are not intended, and should not be taken as, definitive design recommendations. Additional site-specific investigation and analysis are needed to determine the most appropriate design for each individual location and facility, accounting for the full range of relevant factors, including the layout of other features and facilities on the site, topography, bathymetry, soil/sediment characteristics, etc. Coordination with the park owner will also play an important role in the design of access facilities. The need for detailed engineering drawings and specifications would vary, depending on the specific facility under consideration. Some pre-manufactured products can be installed without any further design effort, while other features (e.g., new launching ramps) would require fully engineered plans; and some features represent an intermediate situation, with some engineering design needed to properly install pre-manufactured structures.

It is recommended that Americans with Disabilities Act (ADA)-compliant launches and related access facilities be installed wherever feasible, and that a priority be assigned to implement these improvements at those locations among the 20 priority sites at which such access currently is not available. The features provided by ADA-compliant launches – such as handrails for stabilization while getting in or out of a kayak, and ramps to convey the kayak between the land and the water – are essential in providing expanded recreational opportunities to individuals with disabilities, and also can be of benefit to all paddlers. Various options for ADA-compliant launches are presented below for illustration purposes only; this is not a comprehensive list of product availability, nor is it intended in any way to represent an endorsement of any particular product(s). Specific designs with more precise costs will have to be developed for each location to provide for site-specific universal accessibility.



**Dock Doctors** – The illustration below shows a design from Dock Doctors, which is constructed from wood and aluminum and offers modular designs with multiple layout options. (Phone: 1-800-870-6756; Website: [www.thedockdoctors.com](http://www.thedockdoctors.com)). The estimated cost of timbers to construct such a dock, using municipal workers, is \$28,000±. The cost to purchase this system is \$17,990± using Trex Decking.

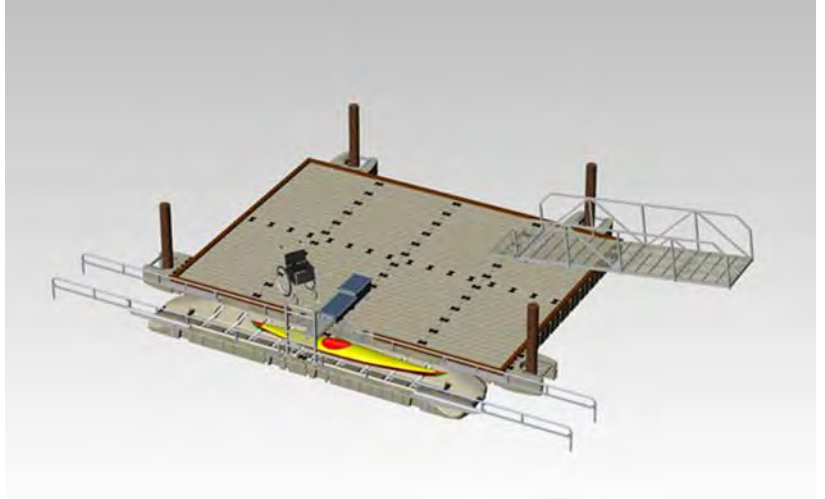


**AccuDock™** – AccuDock's ADA-Compliant Transfer Platform provides safe, easy, and stable access to and from the water. AccuDock has provided docks for National Park locations, the US Fish and Wildlife Service, US Department of the Interior and at public marinas using ADA-compliant kayak/canoe launch docks



and gangways. As described on the AccuDock website, *"The Accudock™ Safe Launch... ramp has an adjustable placement mount on the front side to get the proper slope required on the ramp to ensure that the ramp is completely universal no matter type of kayak or who is using it."* The standard sizes available are 12' x 18' with a transfer platform and 3' x 8' safe launch, 16' x 18' with a transfer platform and a 3' x 12' safe launch and a 16' x 26' with transfer platform and a 3' x 12' safe launch. ADA-accessible canoe launch docks require a 4' x 12' canoe slip with an overhead assist bar. (Phone: 954-785-7557, Website: [www.accudock.com](http://www.accudock.com)).

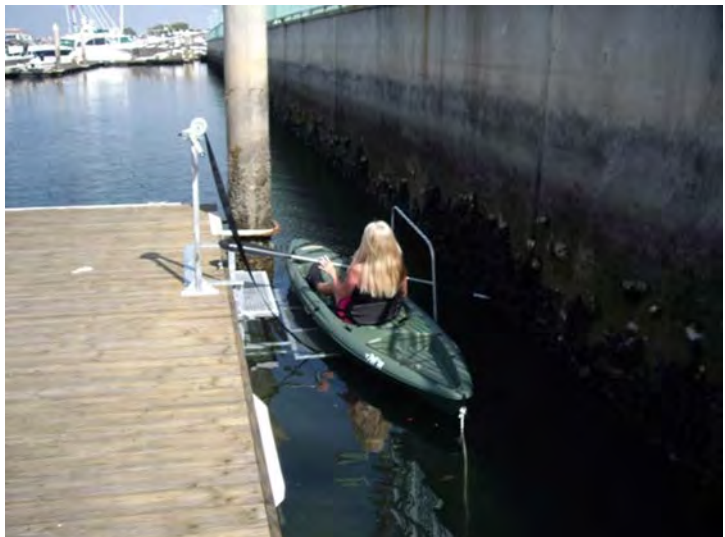
**EZ Dock** – According to their company profile, the EZ Launch for kayaks and canoes was the first system built specifically for paddlers. The first dock systems went into production in 1991 and are reportedly still being used. The floating system adjusts to changing water levels. It can be configured for universal accessibility by adding the Transfer Station accessory. The company is based on Long Island. (Phone: 516-468-3625, Website: [www.ezdockli.com](http://www.ezdockli.com)).



**Mobi-Mat** – Mobi-Mats provide a stable and smooth surface for wheelchair maneuverability. Suffolk County has utilized Mobi-Mats at two of their beaches. Mobi-Mats are made of 100% recycled polyester, are lightweight, easily installed and removed, and provide a permeable surface. Mobi Mats are available in 60" or 78" widths and meet ADA guidelines. (Phone: 1-800-957-6287, Website: [www.mobi-mat.com](http://www.mobi-mat.com)).



**Launch Assist Buddy** – The Launch Assist Buddy is a retractable platform which can be mounted to boat docks or sea walls to assist paddlers to enter and exit a kayak from a stable platform. Although these systems are not ADA-compliant, they provide an alternative to installation of a separate kayak float, where this option is not feasible.





This feature would be especially useful to individuals who may need extra stability when entering or exiting platforms or floating docks. A quote of \$2,499 for each Launch Assist Buddy has been obtained. This quote may change depending on how many are purchased and the current price at time of purchase. (Phone: 714-458-4899, Website: kollarkayaklaunchsystem.com).

- **Other Improvements** – The investigation and analysis conducted for this report identified a series of other improvements at various locations throughout the Suffolk County Blueway Trail network, beyond the two main recommendations discussed above with respect to signage and boating access improvements. Recommendations for the final engineering design of these additional project components are discussed below. See the Project Profiles in **Section 3.3** for a detailed description of the recommended improvements on a site-by-site basis.

- **Small Boat Storage Racks** – Besides signage and launching access improvements (which are recommended at all 20 sites and at 15 sites, respectively), small boat storage is the next most common recommendation, identified for 12 sites. Kayak storage racks are manufactured products, which do not require project-specific engineering design. To simplify, it is necessary only to select:
  - a. a suitable location for rack placement, preferably in reasonable proximity to the launch area, to minimize the distance over which the kayak has to be hand-carried; and
  - b. a storage capacity, based on the level of utilization of the site and the anticipated need for additional storage in consideration of the availability of nearby attractions that would encourage paddlers to want to venture from the Blueway Trail site to engage in other activities.

As discussed previously, it is recommended that locking capabilities be provided on all storage racks so that paddlers are comfortable leaving their boats behind to travel off-site.

- **Parking** – Parking enhancements, which are recommended at five locations, should be designed to maximize parking capacity, while still ensuring public safety and convenience. This mostly will entail formalizing the parking layout to define individual parking stalls at locations where parking currently occurs in a haphazard manner which reduces functional capacity. Proper stormwater management will be an important aspect of the design for these sites, which are located adjacent to surface water bodies. Direct runoff to surface waters should be avoided; and to the degree practicable, green technologies should be employed to achieve this objective. Two of the five locations identified for parking improvements are recommended for grass pavers, and the remaining locations should consider similar treatments or other pervious pavement designs to control surface runoff.

The complexity of the parking improvements at a given location will dictate whether engineering design is needed. Simple pavement striping can proceed based on sketch drawings; while reconstruction generally will require engineered drawings, especially if drainage improvements are involved.

Restricted parking is one of the obstacles that was expressed by many members of the PAC and public as limiting their exploration of other locations. Therefore, there is broad support from paddlers for the County to pursue methods that increase the availability of restriction-free parking for the general public to enjoy convenient and inexpensive access to the many waterbodies throughout the County. At locations that are not owned by the County, IMAs for sites with governmental ownership, or similar agreements for privately owned sites, will be needed to ensure general public parking access to the improved facilities funded by the County. The Project Profiles in **Section 3.3** identifies the ownership of each of the 20 project sites, and the need for IMAs or other agreements to assure the necessary access.

- **Comfort Stations** – The plan recommendations call for the installation of dedicated on-site bathroom facilities, which would provide a critical amenity at nine locations currently lacking such accommodations. These new facilities should be designed to function in a manner that does not pose the potential for water quality impacts to the underlying groundwater and nearby surface water bodies, which is accomplished by the use of pre-manufactured portable trailers or Innovative/Alternative (I/A) wastewater systems that are recommended. In conjunction with the installation of these facilities, it will be important to establish an effective protocol to ensure their long-term functionality, including a maintenance program for proper servicing as needed or that properly removes wastes on a timely basis to a suitable disposal location.
- **Miscellaneous Improvements** – The improvements identified for the 20 priority locations for the Suffolk County Blueway Trail also include ten additional components, nine of which are identified for implementation at only a single site, while the remaining component (green infrastructure) is recommended for two sites. Some of these components – i.e., dinghy storage, wash-down station and picnic tables – are pre-manufactured items which, similar to kayak storage racks as discussed above, do not require engineering design and would be subject to the selection of the most suitable manufacturer/model and placement at the most appropriate location on the site. Fencing, which is recommended for installation around an existing vacant/deteriorated building at one location (unless this building is demolished and removed as part of the initial improvements to establish public access) requires on-site construction and, therefore, should



undergo a detailed engineering design before installation; however, fencing installation generally is a relatively straightforward undertaking that potentially could be directly undertaken by municipal forces. The remaining list of miscellaneous improvements – i.e., geese mitigation, green infrastructure, invasive species removal, wetland restoration, shoreline stabilization, and bulkhead improvements – are more generally described at this point, mostly in terms of a problem/issue that should be addressed, which may require an interim step of technical analysis to conceptually formulate the best solution before engineering design can proceed.

Certain recommended capital improvements will require land surveying to establish existing planimetry and topography (or bathymetry for in-water placements), which will serve as the basis for detailed engineering design drawings. In general, this includes any construction that involves land disturbance, such as fixed structures for boat launching (e.g., ramps and similar facilities), parking lot improvements with grading modifications, wetland restoration, shoreline stabilization, and bulkhead rehabilitation.

#### 4.1.2 Environmental Review and Permitting

Prior to commencing construction of any given project, all required permits and approvals will have to be procured. This includes:

- **State Environmental Quality Review Act (SEQRA)** – SEQRA, codified under 6 NYCRR Part 617, requires that any action that is funded, approved or undertaken by an agency must be reviewed to determine the potential for significant environmental impacts; and if potential significant impacts are identified, mitigation must be considered to minimize the impacts. SEQRA, at 6 NYCRR § 617.5, also identifies a list of “Type II Actions” that are minor in nature and are pre-determined not to result in a significant impact on the environment and, therefore, are not subject to review under SEQRA. The preparation of the Blueway Trail Plan is considered a Type II Action, as per § 617.5 (21), which covers *“conducting concurrent environmental, engineering, economic, feasibility and other studies and preliminary planning and budgetary processes necessary to the formulation of a proposal for action, provided those activities do not commit the agency to commence, engage in or approve such action.”*

Recommended physical improvements at individual project locations will need to be reviewed pursuant to SEQRA based on site-specific design plans. As indicated above, any such projects that are determined to be classified as Type II will be exempt from SEQRA review. Any non-Type II actions will be required to undergo SEQRA review, which starts with the preparation of an Environmental Assessment Form (EAF) describing the project and assessing the potential for environmental impacts. If based on the information

presented in the EAF it is determined that the project does not pose the potential for significant impacts, a Negative Declaration is issued, ending the SEQRA process. If, on the other hand, it is determined that there may be significant impacts, the preparation of an Environmental Impact Statement is required. The projects recommended in this plan are of small scale, such that it is expected they will either be classified as Type II or will involve the preparation of an EAF and issuance of a Negative Declaration at most.

- **Environmental Permits** – A key requirement for implementing the recommended projects under this plan is the regulatory process established by the environmental review agencies. This includes three key agencies with jurisdiction over activities within or adjacent to surface waters – U.S. Army Corps of Engineers, New York State Department of State, and New York State Department of Environmental Conservation – summarized as follows:

- **Army Corps of Engineers (USACE)** – USACE regulates activities below the Spring High Water line in tidal waters or sites that are located in other “Waters of the United States” pursuant to Section 10 (Rivers and Harbors Act) and Section 404 (Clean Water Act). For many common activities, such as maintenance of currently functional structures, the USACE has issued 16 Nationwide Permits and 32 general conditions to reduce the need for individual permits, as the Nationwide Permits do not necessarily require an application submission to the USACE. These Nationwide Permits were last published on January 13, 2021 and went into effect on March 15, 2021. A copy of the Federal Register that describes these permits is available online at: <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Nationwide-Permits/>. If an Individual Permit or a Letter of Permission is required for a project, a full application package must be submitted to the USACE. A USACE application package typically includes a Joint Application Form, 8 ½ x 11 plans, a Federal Consistency Assessment Form, an Environmental Questionnaire, an Essential Fish Habitat Form, and photographs of the site. It is noted that USACE will not issue a permit without first receiving a consistency determination from NYSDOS (see below).
- **New York State Department of State (NYSDOS)** – Any project located within a Significant Fish and Wildlife Habitat area or requiring an individual permit from the USACE is subject to review and consistency determination by NYSDOS. NYSDOS also reviews the project’s consistency with the State Coastal Policies under the Coastal Management Program (and/or consistency with an adopted Local Waterfront Revitalization Program). Each of the State Coastal Policies “... either promotes the beneficial use of coastal resources, prevents their impairment, or deals with major activities that substantially affect numerous resources.” If a consistency determination is required, a typical application



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package to NYSDOS includes 8 ½ x 11 plans, a Joint Application Form, a Federal Consistency Assessment form, and an assessment of the project's consistency with applicable coastal policies and project site photographs.

- **New York State Department of Environmental Conservation (NYSDEC)** – NYSDEC regulates activities within and adjacent to tidal wetlands under Article 25 of the NYS Environmental Conservation Law. NYSDEC tidal wetland jurisdictional areas depend on the location of the project site, and may extend a maximum of 300 feet from the flagged wetland boundary, or to the 10-foot elevation contour, or to a man-made structure (e.g., bulkhead or road) that was constructed prior to August 20, 1977 and has been continuously maintained and functional since that date. Full details regarding NYSDEC tidal wetland jurisdictional area boundaries can be found in 6 NYCRR § 661.4. The NYSDEC regulations also outline standards for determining whether a project is generally compatible or incompatible with tidal wetland functions. Projects identified as generally compatible typically will be permitted (subject to conditions), while projects identified as incompatible would only be permitted if extreme hardship or need is demonstrated. A tidal wetland application package to NYSDEC usually includes project plans, an application fee, a Joint Application Form, a Short Environmental Assessment Form, a location map, a wetlands map, and photographs of the project site.

NYSDEC also regulates activities within and adjacent to freshwater wetlands, under Article 24 of the NYS Environmental Conservation Law, with the regulations found in 6 NYCRR Parts 663-665. These regulations and application requirements are similar to those that have been adopted in New York State for tidal wetlands, with one major difference being that the regulated area for freshwater wetlands extends 100 feet from the flagged wetland boundary with no exceptions for intervening structures or topography. The State Freshwater Wetland regulations are potentially applicable at only a limited number of sites in the Suffolk County Blueway Trail (i.e., Lake Ronkonkoma and Fort Pond, among the 20 locations that ultimately were selected for improvements under this investigation).

- **Local Wetland Permits**  
Local approvals may be required depending upon the municipality. The Towns of Brookhaven, Riverhead, Huntington, and the Villages of Sag Harbor and Greenport require local approval for improvements for projects within regulated wetlands.

In general, environmental permitting can proceed based on detailed conceptual design plans, before preparation of final engineering plans and specifications has been completed. Fully engineered plans would be needed for a building permit or equivalent approval.

### 4.1.3 Construction

Once the required permits have been obtained and the necessary funding is in-place, project construction can commence. At that time, where applicable, the final engineering plans and specifications are issued for bidding, and the responsible bidder at the lowest cost is awarded the contract to perform construction, assuming that a decision is made to proceed with the project – occasionally, all bids are rejected; for example, if the lowest bid greatly exceeds the budgeted or anticipated cost. Typically, inspection services are engaged during construction to ensure that the work proceeds in accordance with the project plans and specifications, and to identify and address any unforeseen issues that may arise as soon as possible.

The recommended implementation plan calls for physical improvements at 20 different locations throughout Suffolk County, involving multiple components at each site, varying in complexity from relatively simple – such as individual signs to provide information to paddlers (e.g., landing signs, and locational signs identifying facilities and nearby attractions) – to more complex construction that requires the use of heavy equipment for installation (e.g., in-water landing structures, bulkhead refurbishment, wetland restoration, etc.). It would not be practical to undertake all of these improvements concurrently, due to logistical and fiscal constraints. Accordingly, it is important that an appropriate phasing program be formulated for the recommended improvements, to allow the most efficient use of County resources, while also ensuring that the benefits of the Blueway Trail initiative are realized as expeditiously as practicable.

Often, multi-phased public works projects start with components that are most readily implemented and are relatively low in cost, which serves to generate early, positive awareness regarding the overall project prior to the commitment of a major investment. In the present case, this could be applied to the installation of signage, which would allow initial improvements for the Suffolk County Blueway Trail program to be quickly extended to all 20 sites in a manner that helps to promote the County's initiative. If this does proceed as the first phase of construction, the signage at each site should subsequently be upgraded as necessary to reflect the ensuing phase(s) of improvements (e.g., to account for the provision of additional facilities that will be installed at a later date).

Regardless of whether signage installation is undertaken as the initial phase of implementation for the Suffolk County Blueway Trail improvement program, it is highly recommended, as discussed previously, that ADA compliance upgrades occur as a priority at locations where the absence of the necessary accommodations currently precludes or significantly hinders handicapped access. The Project Profiles in **Section 3.3** identify sites that have a clear need for physical improvements to enhance handicapped access, based on preliminary visual observations made during the field visits. However, these site inspections were not intended to provide a detailed evaluation of ADA compliance, which requires measurements and analysis of the New



York State Building Code and other applicable construction standards. This type of evaluation should be undertaken as part of the process of developing a specific plan for improvements at any given site to identify ADA compliance issues, including issues pertaining to existing facilities as applicable, in order to ensure that the completed project complies with the requirements of the law.

Beyond the foregoing recommendation that signage and enhanced handicapped access be addressed during early phases of the implementation program, it is recommended that the following factors be considered when weighing the options among facilities and locations to determine construction phasing priorities:

- Usage – Prioritize locations and improvements that serve a larger paddler population, or that have the capacity and potential to host large-scale usage, generally should be assigned a higher priority for improvements, so that the widest benefit is realized as early as possible
- Cost – This factor should be balanced with usage, so that projects providing the “biggest bang for the buck” receive a high priority in phasing decisions; in this way, a facility with moderate usage proposed for low-cost improvements may receive a higher priority assignment than a more popular facility that requires extensive and costly renovations
- Potential economic benefits – Economic development is one of the key goals of the Suffolk County Blueway Trail program, so locations that are identified as having a high potential for advancing this goal (e.g., sites that are located within short walking distance to downtowns or other commercial uses) may be placed high on the phasing priority list
- Permitting – Projects that have a favorable balance between usage and cost but which are hindered by drawn-out permitting processes may be delayed, while projects that quickly receive all the necessary approvals would be able to proceed sooner; this includes a general priority for projects at County-owned sites because there is no need to negotiate an IMA or other access agreement
- Geographic distribution – As the construction program proceeds, it may be necessary to adjust the phasing plan in order to ensure that project roll-out occurs relatively evenly throughout the County, so that a given area does not see all its projects at the end of the list.

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## 4.2 Additional Implementation Elements

### 4.2.1 Intermunicipal Agreements

Blueway Trail site improvements at locations that are owned by Suffolk County will automatically be accessible to all residents of Suffolk County. Therefore, all other things being equal, County-owned sites typically will enjoy a certain logistical advantage over sites owned by other entities which may have access restricted to local residents for which special agreements are necessary to expand access to all County residents. These agreements also are required to establish responsibilities for long-term maintenance and other obligations between the County and the property owner, which are not needed for County-owned sites. Five of the 20 priority project sites are owned by the County: Violets Cove (Site ID: 208); Greens Creek (Site ID: 48); Lake Ronkonkoma (Site ID: 106); Nissequogue River / Paul T. Given County Park (Site ID: 118); and Santapogue Creek (Site ID: 42).

Fifteen of the 20 proposed project locations and/or associated ancillary facilities (e.g., parking) are under ownership of public entities other than Suffolk County. In order for the County to participate in the implementation of the recommended improvements at these locations in a manner that appropriately benefits County residents, suitable Intermunicipal Agreements (“IMAs”) will have to be executed between Suffolk County and the involved governmental agencies. One proposed project location (Shinnecock Bay/ Creek Access, Town of Southampton – Site ID: 77) is privately-owned and will require a suitable agreement similar to an IMA in order to proceed.

The specific locations among the 20 priority project sites that require IMAs or other agreements are identified in the Implementation Matrix (**Table 1**) at the end of this chapter.

### 4.2.2 Education

Proper education on a range of topics is essential to a safe and enjoyable paddling experience, with education directed at adherence to general boater safety rules being of particular importance. Paddling clubs, U.S. Coast Guard Auxiliary, local flotillas, and other boater advocacy organizations take this matter seriously and use their influence to encourage safe boating through their web sites, social media, newsletters, and other means. However, the Suffolk County Blueway Trail initiative is intended to encourage wider participation in paddle sports, including individuals who may not be members of organized groups or who otherwise may not be receiving information from such groups. Therefore, boating safety education is a critical element of the Suffolk County Blueway Trail initiative.

The importance of proper boating safety protocols cannot be overstated. Because of the design and small size of paddlecraft, their operators are particularly vulnerable to the hazards inherent to boating. Although the basic safety rules are relatively straightforward and concise, boating accidents continue to occur, and failure to follow one or more of these rules is responsible for the overwhelming majority of such incidents. Therefore, in order to broadcast the necessary



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information to paddlers utilizing the upgraded facilities in the Suffolk County Blueway Trail, it is recommended that the recommended kiosk at each of the 20 project locations display the following boater safety information, at a minimum:

- Wear a personal floatation device (PFD; i.e., life jacket) at all times while on the water
- Always check the weather (including temperature, and wind speed and direction) and tide conditions before entering the water, and plan accordingly
- Dress for the water temperature. The general rules are:
  - If the sum of the air and water temperature is less than 110°, stay out of the water
  - If it is a bit warmer, but the sum of the air and water temperature is still less than 100°, wear a wet suit
  - If the water temperature is between 50° and 60°, wear a wetsuit
  - If the water temperature is less than 50°, only experienced paddlers with drysuits should be on the water
- Educate yourself about the waterbody – find out about local conditions and hazards such as channels used by motorized boats, areas subject to high current and tidal fluctuations, etc.
- Have a float plan; or at the very least, have someone that knows where you are going and when you expect to return
- Never paddle alone.

It is also recommended that the foregoing information be posted on the Suffolk County Blueway Trail website, and that the County work with other stakeholders to identify other suitable means of enhancing safety education for paddlers visiting the Blueway Trail facilities. The safety information can also describe the degree of difficulty and challenge at each site, particularly highlighting paddling areas that are suitable for beginners and families (e.g., in protected embayments and channels) versus those that only should be entered by more experienced individuals (e.g., open waters).

The education element of the Suffolk County Blueway Trail program should also extend to the important natural resources located within and adjacent to the waterways comprising the trail. Seasoned paddling enthusiasts generally are well-versed on these resources and their sensitivity, and the need to use that knowledge to avoid causing impacts while on a paddling trip. However, the project goals include expanding public participation in paddling, and novice participants may not have this same level of environmental knowledge. Therefore, whenever feasible, efforts should be made to provide relevant information so that paddlers can enjoy the activity in a manner that enjoys the natural setting without doing harm.

In order to maximize participant enjoyment of the full benefits available from the Suffolk County Blueway Trail, information should also be made readily available to paddlers regarding the features and facilities that are available outside of the immediate area of the access sites, particularly including nearby downtown areas and other commercial uses, and other attractions

and points of interest. Increasing the degree to which paddlers patronize these facilities, of which they might not otherwise be aware, would help to advance the economic development goal of the program.

Another key element of the public education program involves communicating relevant site-specific information to the paddling community, so that paddlers can make informed decisions to maximize their safety and enjoyment in utilizing the Suffolk County Blueway Trail. Ideally, this would take the form of a system-wide evaluation to distinguish among sites on the basis of various characteristics which help guide paddlers to those sites that are best suited to their capabilities and interests. Factors considered in this evaluation may include, but are not necessarily limited to:

- Ease of access (e.g., handicapped accessibility, lack of local residency restrictions, availability of convenient parking, distance and travel impediments between cartop loading area and launching location, etc.)
- Factors that affect the degree of challenge, and which also dictate any given site's suitability for the range of paddling capabilities from novice to expert – these factors include type of water body (i.e., lake, river/stream, bay, sound, or ocean), exposure to wind and waves, presence of strong currents, tidal range, etc.
- Suggested loops and typical time commitments involved for paddling each, which is dependent on various factors such as whether the site serves a small, enclosed water body, or is in an open water body and is separated from the nearest points of interest by significant distances
- Degree of motorized boating activity in the area
- Nearby points of interest, including the nature of these features (e.g., birding opportunities, historic shoreline development, fishing locations, etc.) and distance from the launch site
- Convenient availability of amenities such as restrooms, concessions, nearby businesses, etc.

All of the education topics discussed above can be communicated as part of the Suffolk County Blueway Trail program through various means, including on-site postings (on the kiosk recommended at each location) and the website. Additionally, local paddling clubs and advocacy groups can be enlisted to broadcast information about the Blueway Trail to their members, particularly through their social media platforms.

#### **4.2.3 Ancillary Facilities and Amenities**

Additional ancillary facilities and improvements that would further enhance the availability of paddling to potential participants and enhance the paddling experience include:

- **Equipment Rental** – Consideration could be given to entering into concession agreements with one or more local outfitters to rent kayaks, canoes, paddleboards and accessories at



appropriate sites among the 20 priority locations, or in County parks at other locations that support significant paddlecraft activity. A renewable yearly contract could be awarded to the provider and a fee established to provide a source of revenue to the County.

- **Bike Sharing** – Consideration could be given to establishing a bike-sharing program to provide alternative transportation from landing sites, which would allow paddlers increased access to the many businesses, and cultural, historic and natural resources in the surrounding area. Bike-sharing programs are gaining popularity in cities and on college campuses, whereby users can purchase a subscription for a low fee, or rent a bike on a one-time basis using a credit card (with a deposit to cover the replacement cost for the bicycle, which is reimbursed minus the fee upon return). A pilot bike-sharing program could be established in one of the parks to test the viability of wider application. Parks with on-site personnel who could manage the program would provide a better opportunity for success. Alternatively, owners of businesses located near the Blueway Trail may wish to explore the feasibility of renting bicycles. As indicated in the Project Profiles in **Section 3.3**, many of the 20 recommended Blueway Trail project sites also are identified as part of the County’s Hike-Bike Trail initiative, and the feasibility of bike rentals near Blueway Trail sites could be coordinated as part of that initiative.

#### 4.2.4 Public Outreach and Trail Promotion

Various modes of continuing public outreach are available to assist in promoting and ensuring the success of the Suffolk County Blueway Trail, including the following:

- **Website:** Update the Suffolk County Blueway Trail website/web page<sup>1</sup> with information about the recommended launch sites and existing established launch sites, links to tide charts and weather, and educational materials (especially boater safety rules). Photos of landings and nearby attractions could also be included. Links to other websites, such as other Blueway Trail websites, the local Chambers of Commerce, environmental groups and local paddling groups, could also be helpful for paddlers. This Suffolk County Blueway Trail website/web page should continue to be updated on a regular basis to reflect facility improvements as they come on-line, as well as upcoming work, special events, and other topics of interest. The website/web page should also include a link to this report once it has been finalized.
- **Blueway Trail App:** A programmer could be retained to create an app for smartphone and tablet users which provides trail, tide, emergency services, and local area information that can be used both on the water and in planning a trip. Initial discussion with the creator of the app for the Calusa Blueway in Florida estimated the cost of development at between \$15,000 and \$25,000; however, a second estimate

<sup>1</sup> <https://www.suffolkcountyny.gov/Departments/Economic-Development-and-Planning/Blueway-Trail>

for a basic app (which includes the trail map and local amenities) would be less than \$10,000. No fee structure was made available to generate an interactive app which assists in trip planning to account for tides, currents, and wind speed/ direction. Such an app is reportedly feasible; however, based upon discussions with programmers, it would be “extremely expensive” to develop due to the many layers of input required. However, there are many navigational apps, displaying charts and/or tide information which are available for download to smart phones, including “Crew Nerd,” “Knot Guide,” “Canoe/Kayak Trip Planner Checklist” and “Tide App.” These apps, or others, can be printed on maps, brochures and even kiosks.

- **Work with local volunteer groups.** Local paddling clubs, volunteer groups, nonprofit organizations and other key stakeholders can be invaluable for promoting the trail and providing a venue for public education (including boater safety, environmentally responsible use of the waterway, treatment of wildlife), raising funds for improvements on the Blueway Trail and group activities.
- **Google Earth Place File:** A “kmz” place file can be created and updated to include each site and local amenities along the Suffolk County Blueway Trail, which can be linked to the County’s website and linked to Google Earth. The points can contain detailed information about each location as well as routes from each launch.
- **Print maps on water resistant paper.** A preliminary cost of approximately \$3,500 for 5000 copies printed on 11” x 17” paper was obtained for a recent project in the Town of Oyster Bay. Costs may vary at the time the maps are produced. This price is given for informational purposes only.
- **National Databases.** Once established, the Suffolk County Blueway Trail should be registered on the National Recreational Trail Database which is managed by American Trails a national, nonprofit organization<sup>2</sup>. National Recreation Trails (NRTs) provide for numerous outdoor recreation activities in a variety of urban, rural, and remote areas. Over 1,200 trails in all 50 states, available for public use and ranging from less than a mile to 485 miles in length, have been designated as NRTs on federal, state, municipal, and privately owned lands. The application process is rigorous<sup>3</sup> and there are a number of designation criteria for eligibility which need to be provided in a detailed application submission. The applications are reviewed on an annual basis and due November 1 each year. Supporting materials such as maps, photos, letters of support are encouraged. Similarly, the Suffolk County Blueway Trail should request inclusion in the National Water Trails System (a subset of the National Recreational

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<sup>2</sup> Visit <https://www.americantrails.org/about-us> for more information about American Trails.

<sup>3</sup> See <https://www.americantrails.org/national-recreation-trails/application-process-doi> for information on the application process and requirements.



- Trails Program). The National Water Trails System (NWTS) serves to bring existing and newly identified water trails together into one cohesive national network of exemplary water trails. The National Water Trails System also serves as a network for water resource managers that can benefit from information sharing and collaboration. The National Water Trails System has been established to protect and restore America's rivers, shorelines, and waterways; conserve natural areas along waterways and increase access to outdoor recreation on shorelines and waterways.
- **Sponsorships.** The County could explore partnerships with local businesses and chambers of commerce to sponsor the production of signs, printed maps and other improvements in exchange for marketing opportunities. It is recommended that local outfitters, marinas, restaurants/food stores, sporting goods and suppliers of other sundries be contacted to gauge interest. A Sponsor-a-Blueway launch program could help fund improvements or maintain facilities once established.
  - **Blueway Trail Logo.** It is recommended that a logo be developed for the Suffolk County Blueway Trail, and that this logo be applied as broadly as possible, including signage, promotional and educational materials, the web site, etc. This will emphasize that the Suffolk County Blueway Trail is a single, unified entity. Input from interested stakeholders may be helpful in selecting a suitable design. Existing logos for other blueway trails tend to be relatively simple, with minimal text (usually only the name of the trail), and plain graphics in a few colors limited to outline depictions of paddling equipment (e.g., kayak and/or canoe, or the paddles used for each), or a local natural feature (e.g., wetland grass) and/or wildlife (e.g., waterbird).

In designing a logo for the Suffolk County Blueway Trail, it is further recommended that consideration first be given to coordinating with entities that have developed blueway trail logos that are already in use on Long Island, and which were established utilizing funding from the NYS DOS. Although the Suffolk County logo could still have a certain unique character, it may be worthwhile to have a logo that is largely consistent with other logos to reflect the interconnectedness of the waterways throughout the region. The South Shore Blueway logo was developed for the south shore bays of Nassau County.



- **Marketing Plan** – Developing a marketing plan to maximize the degree to which this initiative advances the economic goals and objectives of the Suffolk County Blueway Trail.

- **Miscellaneous Outreach during Key Milestones** – Using suitable means (e.g., press releases, email blasts, web site updates, etc.) to provide announcements of key milestones, such as when construction starts on new or upgraded blueway trail facilities, and when these facilities become available for public use.

### 4.3 Potential Funding Sources

Suggested public agencies and funding opportunities for The Suffolk County Blueway Trail are identified below. Other opportunities should be explored as they become available. Outdoor recreation projects consistently have been a funding priority for the listed sources. The County has made the effort to adopt a Blueway Trail plan with considerable public support, with visual representations of the conceptual recommendation for each site. During the grant application review, this is a strong consideration in determining grant awards and, therefore, should be stressed in the applications, along with the community demand for these facilities. The funding cycles vary with each source depending on when federal and state legislative bodies authorize funding.

As a result of efforts to achieve broad geographic coverage for the Suffolk County Blueway Trail program, and in consideration of extensive local input, the majority of the 20 priority launch site projects are recommended for locations other than at Suffolk County-owned properties, and most of the non-County sites are municipally owned land (i.e., a total of 12 of the 20 sites are village or town-owned). In these cases, as part of the requisite negotiation of an IMA, the County may wish to seek the participation of each respective host municipality, even if this is for in-kind services in lieu of direct financial support, which could include, for example, the fabrication and installation of signs, installation of pre-manufactured products (e.g., kayak storage racks), and similar contributions.

The funding programs listed below can now be accessed through the New York State Consolidated Funding Application.

- New York State Department of State: Environmental Protection Fund (EPF) – LWRP projects component – This is likely to be a major source of funding to implement the Suffolk County Blueway Trail, as the planning process presented in this report was undertaken with the financial support of the EFP program.
- New York Office of Parks, Recreation & Historic Preservation: Environmental Protection Fund – Parks Development Component and the Heritage Areas Program
- Community Development Block Grants – NYS CDBG program provides funding for revitalization of neighborhoods, and improving community facilities and services.

Other County, State and Federal Funding Sources include:



- Suffolk County funds are available (CP 8734) to replace cesspools and conventional septic systems with Innovative and Alternative Wastewater Treatment Systems (I/A OWTS).
- Long Island Sound Futures Fund – While this fund will not provide support for the development or implementation of a Blueway Trail or its projects, it might be considered if stormwater management is included in the site design for a launch that is situated within the Long Island Sound drainage basin. These grants are highly competitive and funding levels as well as match requirements vary from year to year.
- New York State: Legislative Member Item Funding
- Federal: Legislative Grant Funding
- Federal Highway Administration: Recreational Trails Programs, National Scenic Byways Programs (funded as part of the new MAP-21 legislation)
- National Park Service: Land & Water Conservation Fund
- National Recreational Trails Program
- Local capital budgets.

It is possible to submit applications to private foundation funding sources where outdoor recreation is a priority. Both the Huntington and Levittown Public Libraries maintain a current database for information on private foundation funding sources. Some suggested private opportunities include:

- American Canoe Association in Partnership with LL Bean – This organization awards small grants for waterway clean ups, cleaning in-stream safety hazards, access area maintenance, signage, or erosion control.
- REI Environmental Grants – Recreational Equipment Incorporated awards grants to organizations interested in protecting and enhancing natural resources for outdoor recreation. The company calls on its employees to nominate organizations for these grants, ranging from \$500 to \$8,000. Grants can be used to: protect lands and waterways and make these resources accessible to more people; better utilize or preserve natural resources for recreation; increase access to outdoor activities; encourage involvement in muscle-powered recreation; and promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources.

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Public-private partnerships could be pursued by the County, or partners in the Blueway Trail. Local businesses or industries could provide support by one of these methods:

- Reductions in the cost of materials purchased from local businesses that support Blueway Trail implementation and can supply products for facility development
- Sponsorship of kiosk construction and signage
- Sponsorship of map printing and distribution
- Adopt-a-Trail Programs, which could fund new construction, repair/renovation, maps, brochures, or facilities such as bike racks, picnic areas or birding equipment
- Volunteers may help with construction or maintenance of Blueway Trail facilities. Local Boy Scout or Girl Scout groups, kayak clubs, civic organizations or birding clubs could be approached.

The Project Profiles in **Section 3.3** identify several opportunities for public-private partnerships among the 20 recommended project locations.

#### **4.4 Other Existing Blueway Trail Sites in Suffolk County**

As noted previously, the inventory step of the planning process for the development of the Blueway Trail identified a total of more than 250 sites throughout Suffolk County that serve as waterway access points for hand-powered boats. The analysis of these 250+ sites resulted in a specific program of recommended improvements at 20 of these locations, as well as the implementation of a range of associated elements as described in this chapter of the report, to enhance the Suffolk County Blueway Trail network for the benefit of existing paddlers and to encourage an expanded user base, and also to foster economic development in the adjacent communities. The selection of these 20 sites for improvements highlights them as key nodes in a broader network comprising the Suffolk County Blueway Trail.

The 20 priority sites identified in this report do not encompass the entirety of the Blueway Trail in Suffolk County; but rather, should be viewed as an initial stage in a program to make better public use, in a relatively low-impact manner, of the County's surface water resources. The 230+ paddling access locations that ultimately were not selected for this round of recommended improvements will continue to serve in that capacity. Although some of these sites are little more than points of ingress/egress for boat launching, many are high-functioning facilities which serve significant user bases, and others span the gamut in between these two extremes. Of particular interest are a number of sites that currently already contain infrastructure that effectively already serves many of the County's goals for the Blueway Trail and should be considered an integral component of the County-wide network of Blueway Trail facilities. These additional sites, which are key nodes in the existing Blueway Trail, include, but are not limited to:

1. Belmont Lake State Park (paddleboat rentals and access for other paddlers)



2. Sunken Meadow State Park and Nissequogue River State Park, Kings Park – access to the Nissequogue River
3. Satterly Landing, Mt. Sinai, a Town of Brookhaven Park on Shore Road



4. Suffolk County Peconic River Canoe Launch, a fairly long walk is required to access the Peconic River from the parking lot on Route 25 in Riverhead.



5. New York State Fishing/Canoe Access at Edwards Avenue. Peconic River (upper). Edwards Avenue at Mill Road, Calverton (parking lot on the north side of Mill Road).



6. Coecles Harbor Marine Water Trail, Shelter Island. Access from the end of Burns Road, Shelter Island Heights.



7. Orient Beach State Park, Orient. Launch site to Gardiners Bay to the south and Long Beach (Hallock's) Bay to the north. Note that boat drop-off is approximately halfway around the circle adjacent to the parking lot. Hallock's Bay is a 30-yard carry and Gardiners Bay requires a 50-yard carry.

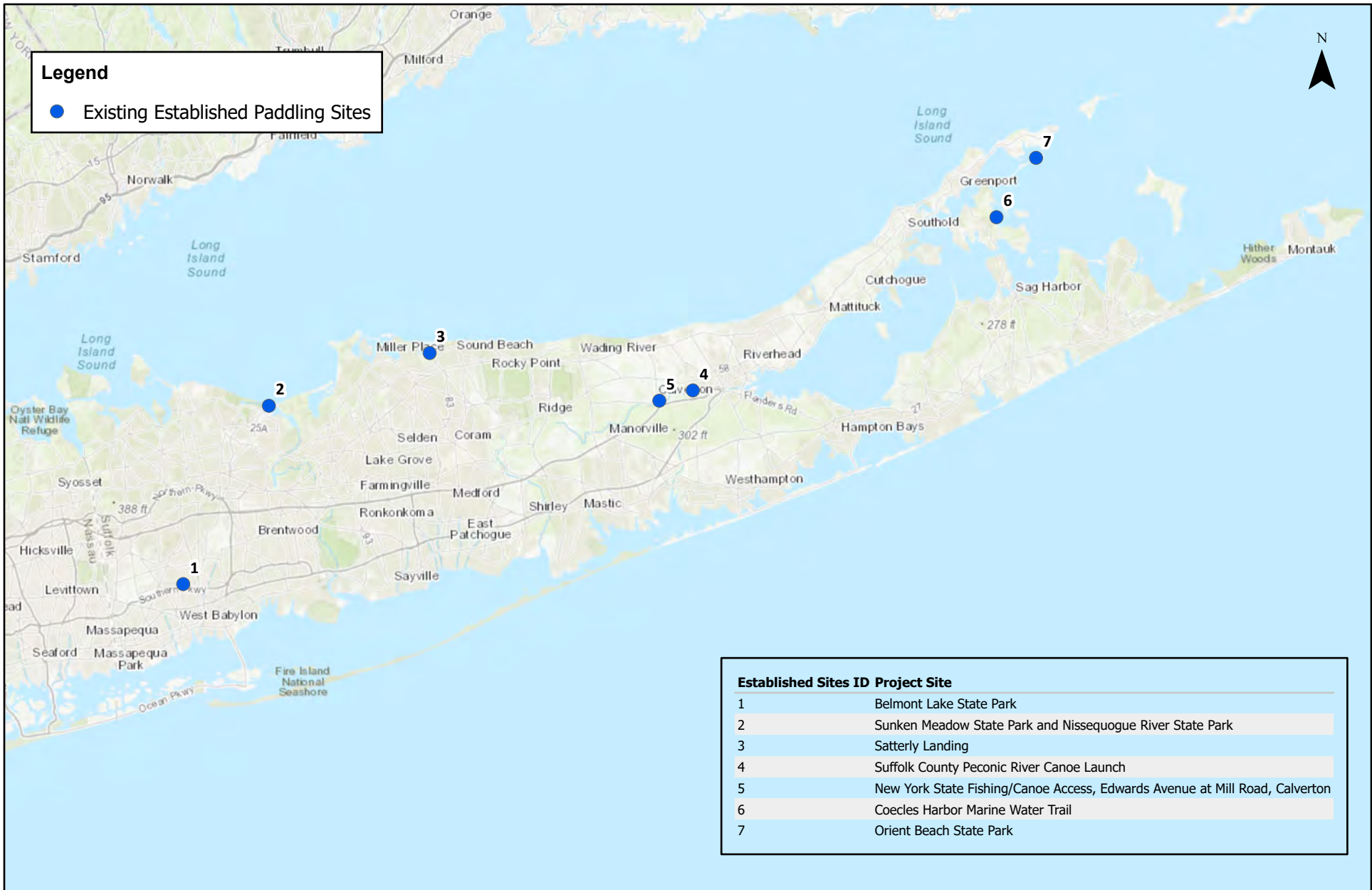




**Figure 3** shows the location of the above-listed seven existing paddlecraft access locations, along with the 20 priority sites recommended for improvements as part of the first phase of implementation of the Suffolk County Blueway Trail.

#### **4.5 Summary Matrix**

Table 1 provides a summary of all measures discussed in this chapter of the report that are involved in the implementation of the Suffolk County Blueway Trail.



**FIGURE 3  
EXISTING ESTABLISHED PADDLING SITES**



Sources: ESRI WMS, Survey123, NYS GIS

Scale: 1 inch equals 9 miles

This map was prepared with funding provided by the NYS Department of State under Title 11 of the Environmental Protection Fund.



**Suffolk County  
Blueway  
Trail Plan**



TABLE 1  
SUMMARY MATRIX

(Note: Locations are listed geographically from west to east, and not on the basis of priority)

Project Site	Project Location by Town	Site ID	County Legislative District	Capital Projects Recommended (with Timeframes)	Land Ownership	Project Partners	Regulatory Considerations
Cold Spring Harbor	Huntington	1	18	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak Storage Racks (Medium-Term)</li> <li>• Storage for existing dinghies (Medium-Term)</li> <li>• Path for paddlers to enter water (Long-Term)</li> </ul>	Town of Huntington	<ul style="list-style-type: none"> <li>• Town of Huntington</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Huntington</li> <li>• NYS Department of Environmental Conservation (or letter of non-jurisdiction to confirm non approval needed) may be required for paddler path.</li> </ul>
Huntington Harbor	Huntington	199	18	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• ADA Kayak launch to connect existing floating docks (Long-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> </ul>	Town of Huntington	<ul style="list-style-type: none"> <li>• Town of Huntington</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Huntington</li> <li>• New York State Department of Environmental Conservation</li> <li>• US Army Corp. of Engineers</li> <li>• New York State Department of State consistency certification, anticipated for kayak launch</li> </ul>
Northport Harbor	Huntington	207	18	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• ADA Kayak launch to connect existing floating docks (Long-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> </ul>	Village of Northport	<ul style="list-style-type: none"> <li>• Village of Northport</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination with and any local approvals from the Village of Northport</li> <li>• New York State Department of Environmental Conservation</li> <li>• US Army Corp. of Engineers</li> <li>• New York State Department of State consistency certification, anticipated for kayak launch</li> </ul>
Santapogue Creek	Babylon	42	14	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Stabilize shoreline (Long-Term)</li> <li>• Wetlands restoration (Long-Term)</li> <li>• Grass pavers to formalize parking area (Medium-Term)</li> <li>• Invasive species removal (Long-Term)</li> </ul>	County of Suffolk	<ul style="list-style-type: none"> <li>• Town of Babylon</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination with the Town of Babylon</li> <li>• NYS Department of Environmental Conservation (or letter of non-jurisdiction to confirm non approval needed) may be required for parking improvements, shoreline stabilization, and wetlands restoration.</li> <li>• NYS DOS consistency certification for shoreline stabilization and wetlands restoration</li> <li>• US Army Corp. of Engineers approval for shoreline/wetlands restoration</li> </ul>
Village of Babylon	Babylon	209	14	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Short-term tie up location (Medium-Term)</li> <li>• ADA kayak launch (Long-Term)</li> <li>• Wash-down station (Long-Term)</li> </ul>	Village of Babylon	<ul style="list-style-type: none"> <li>• Village of Babylon</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Village of Babylon</li> <li>• New York State Department of Environmental Conservation</li> <li>• United States Army Corp. of Engineers</li> <li>• New York State Department of State consistency certification, anticipated for kayak launch</li> </ul>
Nissequogue River/Paul T. Given County Park	Smithtown	118	12 or 13	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• ADA-accessible route to water and launching site (Long-Term)</li> <li>• Bathroom trailer (Seasonal) (Long-Term)</li> </ul>	County of Suffolk	<ul style="list-style-type: none"> <li>• Town of Smithtown</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination and Intermunicipal Agreement with the Town of Smithtown</li> <li>• New York State Department of Environmental Conservation</li> <li>• Town of Smithtown Freshwater Wetland approval</li> </ul>

Project Site	Project Location by Town	Site ID	County Legislative District	Capital Projects Recommended (with Timeframes)	Land Ownership	Project Partners	Regulatory Considerations
Lake Ronkonkoma	Smithtown	106	4	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> </ul>	County of Suffolk	<ul style="list-style-type: none"> <li>• Town of Smithtown</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination with the Town of Smithtown recommended and IMA with Town of Islip for use of the Town facilities on the lake.</li> <li>• Town of Smithtown wetlands permit may be required, dependent upon improvement locations.</li> </ul>
Greens Creek	Islip	48	8	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Long-Term)</li> <li>• Picnic tables (Medium-Term)</li> <li>• Seasonal bathroom trailer or I/A wastewater system as public-private partnership with Clam Bar (Long-Term)</li> <li>• Invasive species removal (Long-Term)</li> </ul>	County of Suffolk	<ul style="list-style-type: none"> <li>• Town of Islip</li> <li>• Suffolk County</li> <li>• Clam Bar restaurant</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination with the Town of Islip (parking is within a Town right-of-way)</li> <li>• NYS DEC (or letter of non-jurisdiction) may be needed for invasive species removal</li> <li>• NYS DOS consistency certification for shoreline stabilization and wetlands restoration</li> <li>• US Army Corp. of Engineers approval for shoreline/wetlands restoration</li> <li>• Suffolk County Department of Health Services approval of I/A System, if proposed.</li> <li>• Town of Islip Planning Wetlands &amp; Watercourses Permit</li> </ul>
Port Jefferson Harbor	Brookhaven	130	5	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> <li>• Improvements to create kayak drop-off location (Long-Term)</li> <li>• Parking lot improvements to increase stalls (Long-Term)</li> <li>• ADA accessible launch (Long-Term)</li> </ul>	Village of Port Jefferson	<ul style="list-style-type: none"> <li>• Village of Port Jefferson</li> <li>• Town of Brookhaven</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Brookhaven</li> <li>• NYS DEC approval (or letter of non-jurisdiction) may be required for improvements</li> <li>• Suffolk County Department of Health Services approvals would be required for I/A wastewater system</li> <li>• Town of Brookhaven wetlands permit may be required</li> </ul>
Setauket Harbor	Brookhaven	136	5	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Bathroom trailer, or partner with adjacent marina for I/A wastewater system (Long-Term)</li> <li>• ADA accessible float, if feasible (Long-Term)</li> <li>• Bulkhead improvements (Long-Term)</li> <li>• Seasonal concession options (Long-Term)</li> <li>• Formalize parking (Signage/Striping) (Medium-Term)</li> </ul>	Town of Brookhaven	<ul style="list-style-type: none"> <li>• Adjacent marina</li> <li>• Town of Brookhaven</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Brookhaven</li> <li>• Agreement with adjacent marina owner/operator if public private partnership is pursued</li> <li>• US Army Corp of Engineers approval</li> <li>• New York State Department of State approval</li> <li>• NYS DEC approval for kayak float, improvements to parking</li> <li>• Suffolk County Department of Health Services approvals for I/A wastewater system</li> <li>• Town of Brookhaven Wetlands approval</li> </ul>



Project Site	Project Location by Town	Site ID	County Legislative District	Capital Projects Recommended (with Timeframes)	Land Ownership	Project Partners	Regulatory Considerations
Setauket Harbor Creek Access	Brookhaven	137	5	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak launch to connect existing boardwalks (Long-Term)</li> <li>• I/A wastewater system (Long-Term)</li> </ul>	Town of Brookhaven and Private Property Adjacent	<ul style="list-style-type: none"> <li>• Adjacent property owner</li> <li>• Town of Brookhaven</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Brookhaven</li> <li>• Agreement with adjacent property owners if a public private partnership is pursued</li> <li>• US Army Corp. of Engineers Approval</li> <li>• New York State Department of State Coastal Consistency Certification</li> <li>• NYS DEC approval (or letter of non-jurisdiction) may be required</li> <li>• Suffolk County Department of Health Services approvals for I/A wastewater system</li> <li>• Town of Brookhaven wetlands approval</li> </ul>
Stony Brook Harbor	Brookhaven	128	5	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Improvements to create kayak drop-off location (Long-Term)</li> <li>• I/A wastewater system (Long-Term)</li> </ul>	Town of Brookhaven	<ul style="list-style-type: none"> <li>• Town of Brookhaven</li> <li>• Suffolk County</li> <li>• Potential programming opportunity with nearby vineyard</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Brookhaven</li> <li>• NYS DEC approval (or letter of non-jurisdiction) may be required for improvements</li> <li>• Suffolk County Department of Health Services approvals would be required for I/A wastewater system</li> <li>• Town of Brookhaven wetlands permit may be required</li> </ul>
Carmans River	Brookhaven	65	3	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Green infrastructure/stormwater improvements (Medium-Term)</li> <li>• I/A wastewater system (Long-Term)</li> </ul>	Town of Brookhaven	<ul style="list-style-type: none"> <li>• Town of Brookhaven</li> <li>• Suffolk County</li> <li>• Existing launch facility and rental operator</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Town of Brookhaven</li> <li>• Possible public-private partnership with paddling equipment concessionaire</li> <li>• Suffolk County Department of Health Services approvals would be required for I/A wastewater system</li> <li>• NYS DEC approval (or letter of non-jurisdiction) for work within wetland regulated areas for an I/A System if proposed, and/or green infrastructure/stormwater improvements</li> <li>• Town of Brookhaven wetlands permit</li> </ul>
Violet's Cove	Brookhaven	208	3 or 7	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> <li>• ADA ramp to launch (Long-Term)</li> <li>• Fencing around existing building (Medium-Term)</li> <li>• Grass pavers for building area (Medium-Term)</li> </ul>	County of Suffolk	<ul style="list-style-type: none"> <li>• Town of Brookhaven</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination with the Town of Brookhaven recommended</li> <li>• US Army Corp of Engineers Approval</li> <li>• New York State Department of State Coastal Consistency Certification</li> <li>• New York State Department of Conservation approval for improvements within regulated areas for kayak launch and parking improvements</li> <li>• Town of Brookhaven Wetlands approval</li> </ul>

Project Site	Project Location by Town	Site ID	County Legislative District	Capital Projects Recommended (with Timeframes)	Land Ownership	Project Partners	Regulatory Considerations
Downtown Riverhead/Peconic River	Riverhead	94	1 or 2	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> <li>• Improvements to create kayak drop-off location (Long-Term)</li> <li>• Kayak launch to connect to existing dock (Long-Term)</li> </ul>	Town of Riverhead	<ul style="list-style-type: none"> <li>• Town of Riverhead</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Intermunicipal Agreement with the Town of Riverhead</li> <li>• New York State Department of Environmental Conservation</li> <li>• United States Army Corp. of Engineers Approval anticipated for kayak launch</li> <li>• New York State Department of State consistency certification, anticipated for kayak float</li> <li>• Town of Riverhead wetlands permit</li> </ul>
Village of Greenport	Southold	179	1	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> <li>• Bathroom trailer (Seasonal) (Long-Term)</li> <li>• Kayak launch to connect to existing pier (Long-Term)</li> </ul>	Village of Greenport	<ul style="list-style-type: none"> <li>• Village of Greenport</li> <li>• Suffolk County</li> <li>• New York State</li> <li>• MTA</li> </ul>	<ul style="list-style-type: none"> <li>• Intermunicipal Agreement with the New York State (landowner), MTA (parking access), and Village of Greenport (for maintenance of proposed improvements)</li> <li>• New York State Department of Environmental Conservation</li> <li>• US Army Corp. of Engineers</li> <li>• New York State Department of State consistency certification, anticipated for kayak launch</li> <li>• Village of Greenport Wetlands Permit</li> </ul>
Village of Sag Harbor	Southampton	187	2	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> <li>• Kayak launch (Long-Term)</li> <li>• Float to connect to kayak launch (Long-Term)</li> </ul>	Town of Southampton (managed by Village of Sag Harbor)	<ul style="list-style-type: none"> <li>• Village of Sag Harbor</li> <li>• Town of Southampton</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Intermunicipal Agreement with the Village of Sag Harbor</li> <li>• New York State Department of Environmental Conservation</li> <li>• US Army Corp. of Engineers</li> <li>• New York State Department of State consistency certification, anticipated for kayak launch</li> <li>• Village Wetlands Permit</li> </ul>
Shinnecock Bay/Creek Access	Southampton	77	2	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Formalize parking area (Medium-Term)</li> <li>• Kayak launch (Long-Term)</li> <li>• I/A wastewater system (Long-Term)</li> </ul>	Private Owner	<ul style="list-style-type: none"> <li>• Property Owner</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Agreement with the property owner</li> <li>• New York State Department of Environmental Conservation</li> <li>• United States Army Corp. of Engineers Approval anticipated for kayak launch</li> <li>• NYS DOS consistency certification (or non-jurisdictional letter) anticipated for kayak launch and may be needed for parking lot improvements</li> <li>• Suffolk County Department of Health Services approval would be required for I/A System</li> <li>• Town of Southampton wetlands permit</li> </ul>



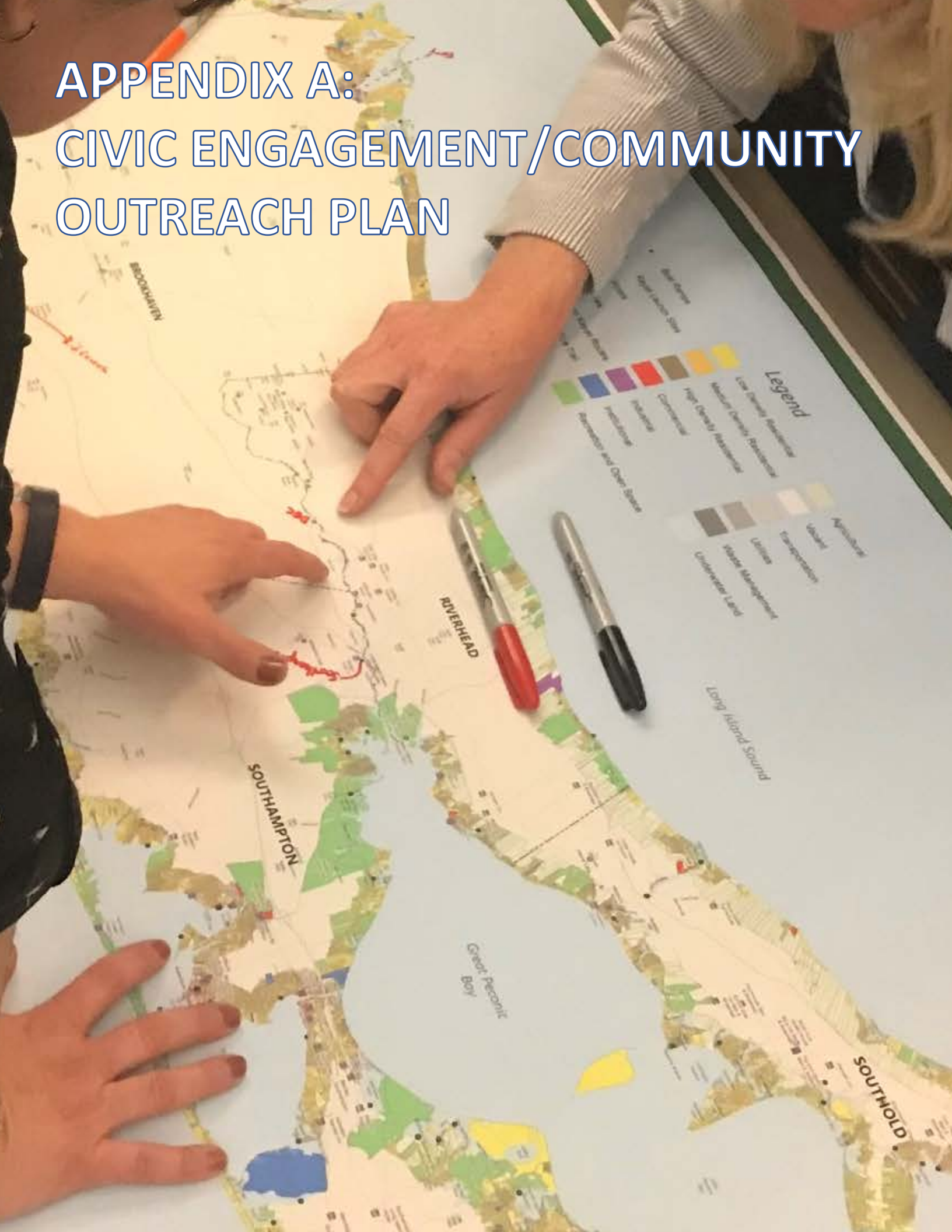
Project Site	Project Location by Town	Site ID	County Legislative District	Capital Projects Recommended (with Timeframes)	Land Ownership	Project Partners	Regulatory Considerations
Stevens Park/Westhampton Beach	Southampton	72	2	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak launch (Long-Term)</li> <li>• Geese mitigation program (Medium-Term)</li> <li>• Green infrastructure for southern parking area (Medium-Term)</li> <li>• I/A wastewater system (Long-Term)</li> </ul>	Village of Westhampton Beach	<ul style="list-style-type: none"> <li>• Village of Westhampton Beach</li> <li>• Suffolk County</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Village of Westhampton Beach</li> <li>• NYC DEC may be needed for kayak launch, geese mitigation measures, parking lot improvements, and I/A wastewater system</li> <li>• United States Army Corp. of Engineers Approval anticipated for kayak launch</li> <li>• NYS DOS consistency certification, anticipated for kayak launch</li> <li>• Suffolk County Department of Health Services approvals required if I/A System proposed</li> <li>• Inter-Municipal Agreement with New York State</li> <li>• Coordination with Town of East Hampton recommended</li> <li>• NYS DEC approval (freshwater wetlands) anticipated for kayak launch and boardwalk</li> <li>• US Army Corp. of Engineers Approval anticipated for kayak launch</li> <li>• NYS DEC consistency certification, anticipated for kayak launch</li> </ul>
Fort Pond	East Hampton	148	2	<ul style="list-style-type: none"> <li>• Signage (Short-Term)</li> <li>• Kayak storage racks (Medium-Term)</li> <li>• ADA kayak launch (Long-Term)</li> <li>• ADA ramp or boardwalk leading to water (Long-Term)</li> </ul>	New York State	<ul style="list-style-type: none"> <li>• Town of East Hampton</li> <li>• Suffolk County</li> <li>• New York State</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-Municipal Agreement with the Village of Westhampton Beach</li> <li>• NYC DEC may be needed for kayak launch, geese mitigation measures, parking lot improvements, and I/A wastewater system</li> <li>• United States Army Corp. of Engineers Approval anticipated for kayak launch</li> <li>• NYS DOS consistency certification, anticipated for kayak launch</li> <li>• Suffolk County Department of Health Services approvals required if I/A System proposed</li> <li>• Inter-Municipal Agreement with New York State</li> <li>• Coordination with Town of East Hampton recommended</li> <li>• NYS DEC approval (freshwater wetlands) anticipated for kayak launch and boardwalk</li> <li>• US Army Corp. of Engineers Approval anticipated for kayak launch</li> <li>• NYS DEC consistency certification, anticipated for kayak launch</li> </ul>

# APPENDICES





# APPENDIX A: CIVIC ENGAGEMENT/COMMUNITY OUTREACH PLAN



Legend	
Low Density Residential	Light Green
Medium Density Residential	Light Yellow
High Density Residential	Yellow
Commercial	Orange
Industrial	Red
Public Use	Purple
Government and Over-State	Blue
Open Space	Light Green
Utilities	Light Grey
State Management	Medium Grey
University Land	Dark Grey
Agricultural	Light Yellow
Forest	Light Green
Wetland	Light Blue
Water	Blue



# SUFFOLK COUNTY BLUEWAY TRAIL CIVIC ENGAGEMENT/ COMMUNITY OUTREACH PLAN

This document was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.



July 2019



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# SUFFOLK COUNTY BLUEWAY TRAIL PLAN

## CMC ENGAGEMENT/COMMUNITY OUTREACH PLAN

DOS Contract: #C1000971

**PREPARED FOR:**

Suffolk County

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**LAST REVISED:**

July 17, 2019

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## 1.0 BACKGROUND AND PURPOSE

This Civic Engagement/Community Outreach Plan for the Suffolk County Blueway Trail Plan project was prepared and funded by the New York State Department of State (NYS DOS) under the Title 11 of the Environmental Protection Fund. The purpose of this document is to provide an overview of the outreach methods and standard protocols for receiving and utilizing input during the preparation of the Suffolk County Blueway Trail Plan. A Blueway Trail is a route for non-motorized boats along a waterway that combines recreation and environmental awareness while linking communities and land-based attractions such as parks, historic sites, and natural areas. This Blueway project is being conducted through the Department of Economic Development and is aimed at increasing water access. Through this increase in recreational opportunities, there is a potential for economic benefits for area businesses and the county as a whole.

For the paddler, the goal is taking the mystery out of getting on the water (providing information on where to park, paddling launch locations – water access and suitable routes –, locations of nearby comfort stations, places to rent or buy equipment, and where to get something to eat. With more than 1,000 miles of shoreline, outreach to paddlers and other stakeholders will be helpful in inventory existing resources and needs for improvements. Accordingly, outreach to paddlers and members of the public interested in paddling in Suffolk County will assist in inventory and will inform the decisions for the creation of the Plan and identification of priority locations where improvements should be made to make it easier and safe to access the waterway for these sports. To assist with preparation of the Blueway Trail Plan, the County of Suffolk has retained a consultant team (hereafter “consultant”), which includes the following firms:

- Nelson, Pope & Voorhis, LLC (NPV)
- CJ2 Communication Strategies LLC (CJ2)
- Metropolitan Urban Design Workshop (MUD)

NPV is the lead project consultant with CJ2 providing services related to civic engagement and community outreach. MUD Workshop will be involved in design aspects of the project and will not be directly involved in the civic engagement and community outreach events, though will provide design related services for outreach materials on an as-needed basis. The consultant has prepared this civic engagement/community outreach plan as a guide for receiving meaningful input from the shoreline communities and other stakeholders that will ultimately inform the decisions and recommendations for implementation of a Suffolk County Blueway Trail Plan. The consultant also will perform the following tasks:

- Prepare materials for outreach events/workshops,
- Plan and present at select project meetings and public workshops,
- Reach out to municipal representatives,
- Meet with stakeholder groups, and
- Assist in coordination and attend two major community events to solicit input from paddlers and others interested in learning more about paddling and the benefits of a Blueway Trail Plan.

Suffolk County has several individuals assigned to the project, including the Director of Planning, Chief Planner, members of the Suffolk County Department of Economic Development and Planning staff, and key liaisons in the Departments of Parks and Public Works. The contact information and specific roles of county representatives are listed in Section 5.2 of this document. The county staff will play a large role in the outreach component of preparation of the Blueway Trail Plan, including:

- Review and approval of the Civic Engagement/Community Outreach Plan,
- Review of outreach materials,
- Assisting in meeting and event coordination,
- Participating in meetings, direct contact with stakeholders, attendance at meetings and events,
- Acting as the main contact between the consultant and the Plan Advisory Committee (PAC), and
- Coordinating with County Public Information and IT for website updates.



## 2.0 CIVIC ENGAGEMENT AND COMMUNITY OUTREACH

### 2.1 Plan Advisory Committee (PAC) Participation

Civic engagement and community outreach will be important because the shoreline of the county is more than 1,000 miles – and thus, inventory of the existing launch sites will require assistance from stakeholders. In addition, the input from paddlers is invaluable in determining what improvements will make launch locations and routes more convenient, accessible, and attractive to users. The county has established a Plan Advisory Committee (PAC) that includes representatives from across Suffolk County and from various agencies (as well as some representatives from Nassau County to provide advice from their experiences with Blueway Trail Projects). The following provides the list of agencies/groups represented by PAC members who have been identified as having an interest in developing the Suffolk County Blueway Trail Plan:

- Suffolk County Legislator Kara Hahn, Chair of the Suffolk County Parks and Recreation Committee
- Suffolk County Department of Economic Development and Planning
- Governmental agencies
  - Federal
    - Fire Island National Seashore
    - National Parks Service
  - New York State
    - Department of State
    - New York State Parks
  - Suffolk County
    - Parks
    - DPW
  - Nassau County
    - DPW
    - Parks
  - Towns (Representatives from Suffolk County Towns<sup>1</sup> and Nassau Town<sup>2</sup>)
- Environmental/Educational/Tourism Groups/Agencies
  - Nature Conservancy
  - Sierra Club
  - Citizens Campaign for the Environment
  - Discover Long Island
  - Cornell Cooperative Extension
- Paddler Groups and Enthusiasts
  - Long Island Paddlers

---

<sup>1</sup> Representatives from the Towns of Babylon, Brookhaven, Huntington, Islip, and Riverhead have attended the PAC meetings to date; however, all of the 10 towns were invited to participate.

<sup>2</sup> The Town of Hempstead is participating in an advisory capacity.

- Long Island Rowing Club
  - North Atlantic Canoe & Kayak, Inc.
  - Author of “*Paddling Long Island and New York City*” and “*Canoeing and Kayaking New York*”
- Consultant

The PAC contact list will be maintained in an Excel file and shared between the county and consultant and will be updated as changes are needed by the consultant, including a column to indicate attendance at PAC meetings.

In summary, the role of the PAC is to:

- Provide input, views and concerns on behalf of local government, agencies, departments and stakeholders;
- Share information with the other members of the Advisory Group;
- Assist in community outreach; and
- Advise the Department of Economic Development and Planning on the Draft and Final Suffolk County Blueway Trail Plan.

The PAC represents many municipalities and groups, and through this group, the county and consultant will leverage the opportunity to reach thousands of people who may have an interest in paddling themselves or have friends and family that are interested in the sport. Members of the PAC will be tasked with reaching out to their membership through their newsletters, email notifications, and social media sites for which the consultant will provide template language to use in distribution.

The consultant, in coordination with the county, will reach out to the PAC membership via email as needed and ask that they reach out to their contacts to solicit feedback and interest in the Blueway Trail Plan (through links to the county website from their own websites, newsletters, social media pages, and direct emails). In the inventory phase, the PAC will be asked to participate by providing input on launch sites (using the Survey123 app) and to reach out to stakeholders in their groups/agencies by sharing emails. Sample language with attachments (as applicable) for email or newsletter messages will be prepared by the consultant for review and approval by the county and sent to the PAC members.

## **2.2 Direct Contact with Municipalities and Agencies**

Each of the ten towns in the county were invited to join the PAC, and several towns have been represented at meetings (and several follow the progress via email). Specific input from towns will be sought and included in the Plan. The Town of Babylon already has identified several Blueway launch sites and potential routes in their town; and the county has been working with them to promote and to utilize the information they have established. In addition, the Town of Huntington has provided Blueway launch sites and potential routes. Finally, the county is working with New York State and Suffolk County



Parks Department to identify possible launch sites in New York State and Suffolk County Parks. Direct outreach to municipalities will continue through the project term, and the consultants will assist the county in direct outreach to those municipalities that have not attended PAC meetings.

A list of those municipalities that have not responded to the invitation to join the PAC or attend the meetings will be created and divided between the county and consultant for direct outreach (phone calls and interviews in person if requested by municipality). Input received from various municipalities will be memorialized in meeting minutes/meeting notes to be incorporated into the Plan.

The consultant will provide periodic outreach messaging to include in emails to municipalities not represented on the PAC and to contacts at the villages along the shoreline to provide updates about the project, link to the county webpage for more information, and where to attend upcoming meetings or events to provide input.

### **2.3 Public Meetings/Events**

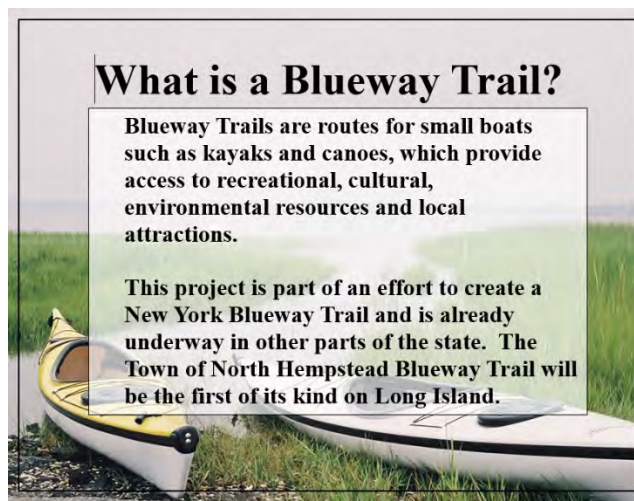
Input also will be sought from members of the general public during the course of the Plan development. Two meetings will be held during the course of the project to receive input from the general public. One meeting will be held for the five western towns and one for the five east end towns. The PAC will be asked to assist in getting the word out about these meetings through their organizations. The county will arrange for meeting space and scheduling and will send out the invitations to the PAC. The meetings will be publicized on the county webpage. Individuals who have indicated interest in the project through submission of inventory information (where email addresses were provided) will receive an email about the public meetings. Minutes of the meetings will be prepared by the consultant and distributed to the PAC by the county.

Due to the large geographical area to cover Suffolk County, the consultants and members of the PAC will look to participate in at least one countywide event where there will be access to a large attendance of the public. Several possible events have been identified, and the consultant will coordinate with the county to prepare for and attend the Long Island Seafood Festival the weekend of August 24 and 25. The consultant will prepare the materials and set up a canopy, table, and chairs, and at least one person will attend for a major portion of both days. Volunteers from the county and PAC will be sought to supplement the consultant attendance. Evening events such as Live After Five held on several weeknights during the summer in Patchogue and similar street fairs will be identified as additional events to receive input from the general public. The consultant will provide the canopy and materials for and will attend at least one additional event (and will provide materials for additional events if county representatives are available to attend).

A list of possible materials to be displayed at public events include the following – and will be developed in coordination with the county:

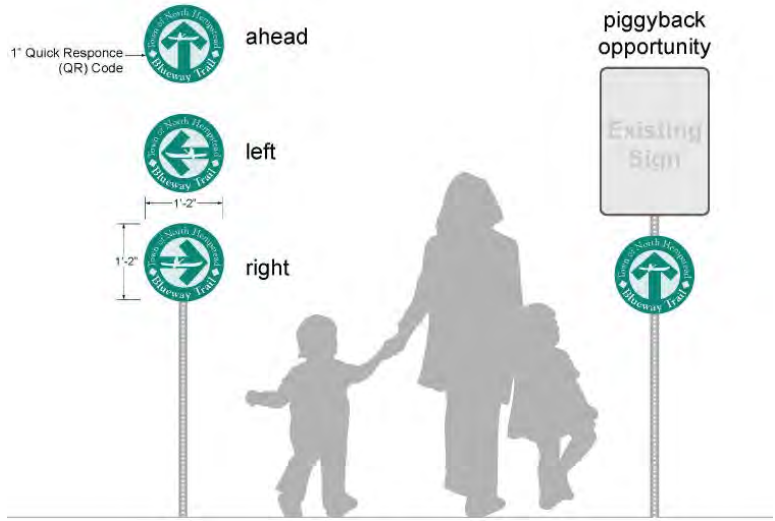
- Map of Suffolk County Parks and existing boat launch facilities
- Blueway Trail Fact Sheet

- Poster of improvements that can make paddling more user-friendly (signage, boat storage, boat floats, mobi-mats, accessible launches, and paddling maps);
- Suffolk County Blueway Bookmark;
- Poster board highlighting natural scenes and wildlife taken by paddlers;
- A “we want your input” (Uncle Sam style) poster; and
- Materials available from the Coast Guard Auxiliary or The American Canoe Association (ACA) (consultant will make inquiries of these organizations).



Source: Signs developed by NPV for use at the Harborfest 2011, Manhasset, NY (top right posted at entrances – others at booth).





Source: Sample signs (and simulation to left) developed for the Town of North Hempstead Blueway Trail Plan, 2013.



Photos by NPV of kayak float and mobi-mat, 2013.

The participants of the events will seek input from attendees, track their input, and provide a method for attendees to follow up at a later date (by customized project email). Following events, the consultant will summarize input received for consideration in development of the Plan.

**2.4 Stakeholder Meetings**

Upon request, the consultant will attend meetings of stakeholder groups to provide an overview of the Blueway Trail Plan project and solicit input. To date, the consultant has been asked to attend meetings of two groups, the SSER and the Long Island Paddlers Group. Input received during these meetings will be summarized and included in the Plan.

## 2.5 Digital Outreach

A number of methods will be employed to reach the public using digital tools (survey application to inventory launch sites and wish list items, a county webpage, and targeted online survey questions, if needed), all of which are discussed in Section 4.0.

NPV periodically posts on their Facebook page to reach their followers. For the launch of the County Blueway Trail Plan website and release of the bookmarks for National Canoe Day on June 26, NPV posted an “Attention All Paddlers” post that reached more than 650 people.

The consultant will provide sample posts for PAC members to share using social media platforms at appropriate times during the project term.

Posts to the Long Island Kayak Paddlers Facebook group may be made by members of this closed group.

A gmail account has been created for feedback about the Suffolk County Blueway Trail – which is monitored by NPV. [suffolkcountybluewayinput@gmail.com](mailto:suffolkcountybluewayinput@gmail.com).



## 2.6 Outfitters

A list of paddler-related businesses will be created, and outreach to these business owners will be undertaken to solicit their assistance in getting the word out about the Blueway Trail Plan as well as to seek input from the businesses and their customers (via flyers/the bookmark/bulletin board postings/website links). The consultant will research businesses and request additional input from the PAC, and the county will make contact and share materials with interested parties.



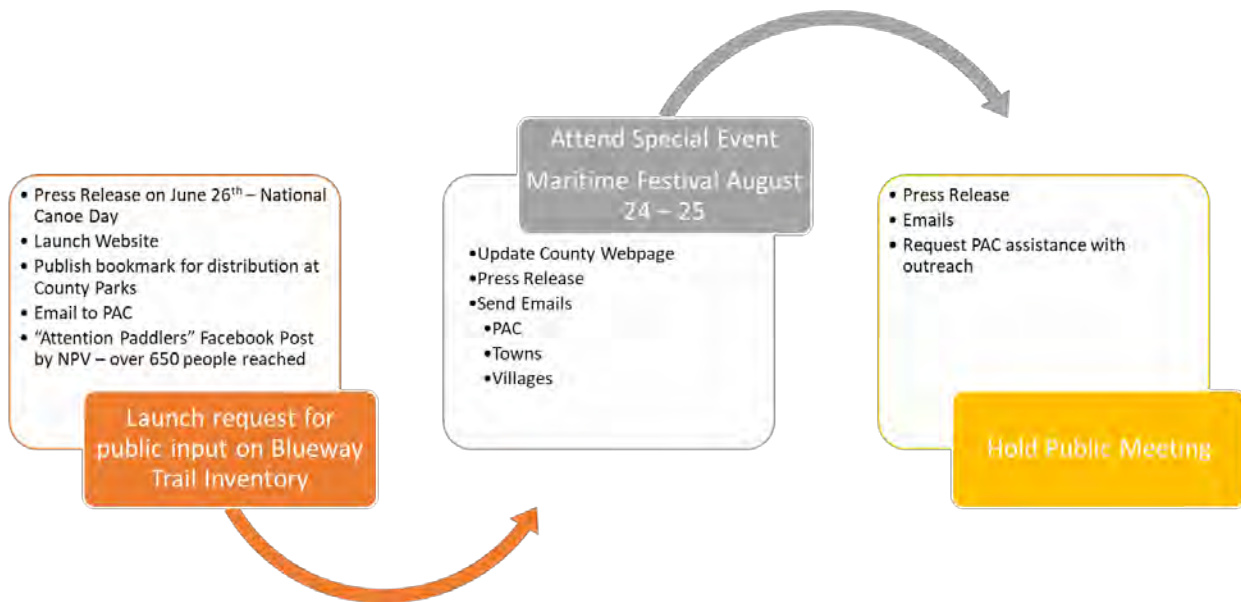
### 3.0 COMMUNICATION PROTOCOL AND INFORMATION SHARING

A monthly (or more regular as needed) conference call between Suffolk County and the consultant will be scheduled to discuss the status of work completed, upcoming meetings, and to share information. The county will share their notes, and NPV will provide meeting minutes for the calls.

The county will continue to be the main contact for the project (i.e., will send correspondence to the public and PAC); however, the consultant will assist in the preparation of email text and assembling attachments as needed.

The County Department of Economic Development and Planning also will partner with the County Executive’s office to provide media advisories and press events highlighting public participation and milestone events for the project. The consultant will assist with developing messages. In some cases, direct emails to the PAC will be sent directly from the consultant with prior permission from the County Project Manager.

The consultant will follow an outreach process to ensure that engagement is maximized. A diagram of the process for three sample engagement events is provided below:



## 4.0 OUTREACH TOOLS AND METHODS

### 4.1 Inventory Tool

To assist in the initial inventory, NPV has developed an inventory tool to collect and organize spatial data about existing boat launches (which will then be incorporated into a GIS map and associated geodatabase). The tool is available through a link that is accessed via desktop or mobile computers (or smartphones). In addition to information about the launch location, this tool requests input on improvements that could be made to the individual launch sites, and once synthesized, will assist in prioritization of projects. The survey was designed specifically to provide to PAC members (including county staff assigned to the project and consultant) to identify specific locations, provide descriptions of the locations, amenities available, and challenges of the location. The launch points inventoried will be downloaded, and the information analyzed and mapped using GIS. Based upon input from the PAC and county, it was determined that the inventory tool should be released to the public – which it was on June 26, National Canoe Day. A press release was released, and a bookmark designed with the link to the survey and QR code (shown here) for direct access via smartphone app. The survey questions are provided in **Attachment A**.



### 4.2 Blueway Trail Plan Web Page

The consultants worked with the county to develop the contents for a Blueway Trail Plan page located on the Suffolk County website at [www.suffolkcountyny.gov/bluewaytrail](http://www.suffolkcountyny.gov/bluewaytrail). The site has been publicized to the general public through press releases, and the county has asked the PAC partners to help get the word out to their groups through emails, newsletters, and social media. The county webpage on the project will be used through the course of the project to post updates, request input, and provide products. The initial webpage content is included in **Attachment B**. Photographs from NPVs library were provided for the county's use, including photos included in this Plan.





### 4.3 Online Survey

The inventory tool described in **Section 4.1** (with a survey link and QR code) has been provided to the public; however, dependent upon the level of input received on desirable launch sites and improvements needed, the county will wish to supplement the input prior to prioritizing projects in the Blueway Trail Plan. As directed by the county, the consultant will provide targeted questions in a follow-up survey using the online platform [surveymonkey.com](https://www.surveymonkey.com), which can be circulated by email through the PAC and posted on the project webpage.



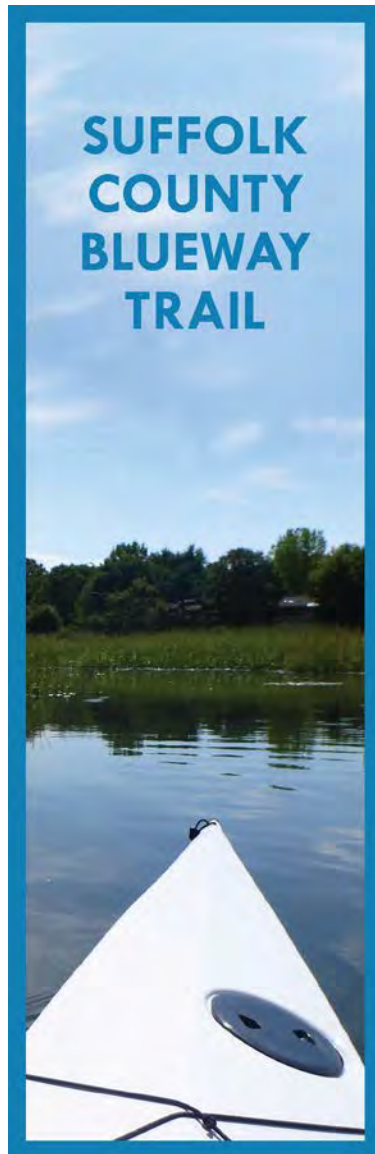
### 4.4 Fact Sheet

A fact sheet has been developed so all of the organizations and PAC members will have the ability to disseminate the same message/information to their organizations. Identification of key organizations and individuals will continue throughout the planning process. PAC will assist by circulating via their organizations' contact lists (email blasts, newsletters, websites, etc.). A draft fact sheet is shown here and provided in **Attachment C**.



### 4.5 Bookmark

The consultant designed a bookmark for distribution at County Parks, with the assistance of the County Parks Department in recognition of National Canoe Day, to publicize the project and request input from paddlers. The product was reviewed by the county and DOS prior to production. Images of the final bookmark appear on the following page.



#### 4.6 Mapping

Due to the vast amount of waterfront that surrounds Suffolk County, the committee will be working very closely with Suffolk's ten towns and various waterfront villages to both gather information and to disseminate information on the Blueway Trail Project. Suffolk County has developed excellent maps identifying all the public areas along the various waterfronts. The identifications are for county, New York State, and federally owned lands. The maps have been distributed to members of the PAC. NPV will provide layers developed using the information gathered on launch sites for overall mapping. Mapping of selected segments will be prepared by the consultant during the course of the project to identify priority sites for implementation of projects.

The consultant will update the map showing the progress on the inventory of launch sites and circulate to the PAC for their information and distribution to their email lists.



## 5.0 KEY PROJECT CONTACTS

### 5.1 Department of State (Funding Agency)

Stephanie Wojtowicz  
LWRP Program Supervisor  
[Stephanie.Wojtowicz@dos.ny.gov](mailto:Stephanie.Wojtowicz@dos.ny.gov)  
(518) 486-7641

Sally Kellogg  
Program Implementation Specialist  
[sally.kellogg@dos.ny.gov](mailto:sally.kellogg@dos.ny.gov)  
(631) 952-6582

### 5.2 Suffolk County Department of Economic Development and Planning

Project Lead: Sarah Lansdale  
Director of Planning  
[Sarah.Lansdale@suffolkcountyny.gov](mailto:Sarah.Lansdale@suffolkcountyny.gov)  
(631) 853-5190

Project Manager: Andrew Freleng  
Chief Planner  
[Andrew.Freleng@suffolkcountyny.gov](mailto:Andrew.Freleng@suffolkcountyny.gov)  
(631) 853-5006

Communications Coordinator: Christine DeSalvo  
[Christine.DeSalvo@suffolkcountyny.gov](mailto:Christine.DeSalvo@suffolkcountyny.gov)  
(631) 853-4770

Planner: John Corral  
[John.Corral@suffolkcountyny.gov](mailto:John.Corral@suffolkcountyny.gov)

Contract Coordinator: Michael Maraviglia  
[Michael.Maraviglia@suffolkcountyny.gov](mailto:Michael.Maraviglia@suffolkcountyny.gov)  
(631) 853-6996

### 5.3 Consultant Team

The general roles and primary contacts for the Consultant Team are provided below:

#### **Nelson, Pope & Voorhis (NPV)**

NPV is the lead consultant on the project and is responsible for the day-to-day administration and management of the Blueway Trail Plan planning process and management of subconsultants. NPV will

be involved in all aspects of the project including the civic engagement and community outreach and direct participation in PAC meetings and communication. NPVs staff will prepare presentations, prepare draft outreach materials, provide photographs for use on the county website from our company's collection, and prepare and arrange for publication of a bookmark for outreach purposes.

Kathryn J. Eiseman, AICP, Project Manager  
Partner and Division Manager, NPV  
Division of Environmental & Community Planning  
[KEiseman@nelsonpopevoorhis.com](mailto:KEiseman@nelsonpopevoorhis.com)  
(631) 427-5665 x 208

Taylor Garner, Assistant Project Manager  
Environmental Planner, NPV  
[tgarner@nelsonpopevoorhis.com](mailto:tgarner@nelsonpopevoorhis.com)  
(631) 427-5665 x 210

### **Metropolitan Urban Design Workshop (MUD)**

MUD is a subconsultant whose primary role will be in design aspects of implementation projects for the Blueway Trail Plan and also to provide design expertise for outreach materials as needed.

Shachi Pandey, AICP, LEED AP  
[shachi@mudworkshop.com](mailto:shachi@mudworkshop.com)  
(732) 299-9218

### **CJ2 Communication Strategies LLC (CJ2)**

CJ2's role is on civic engagement and community outreach in the development of the Blueway Trail Plan. CJ2 will provide expertise in the planning of events and meetings, including input on materials and presentations, press release content, webpage content and other outreach materials.

Judy White  
[judy@cj2.com](mailto:judy@cj2.com)  
(631) 730-2710 x 210



## ATTACHMENTS

## ATTACHMENT A



## Blueway Inventory

### First select which version of the survey you would like to take:

In a rush? No problem, just identify a location and we will check it out!

Full Version (Approximately 5-10 minutes to complete.)

### Please enter your name and affiliation.

This information will only be used if we have follow-up questions about the response. If you prefer to remain anonymous, you may include your initials or leave blank.  
(If not affiliated with a municipality or group, leave blank.)

---

### Description of the property.

(Park name, nearby facility, etc.)

---

1000 

## Where is the site located?

(Street name, intersection, etc.)

1000 //

### Set your Geopoint Location.

In order to set your location you can:

1. Type an address or place into the search bar,
2. Scroll to the site location on the map, or
3. If you are currently at the location, click the circle button under the "zoom out" button and it will detect your location.

If completing this question on a mobile phone, once you find your location (the point should show up on the map close to where you are), click "Ok" in the top right hand corner of the map to save the location.

If completing this question on a computer (or tablet), once you find the correct location you can just continue on to the next question. There is no "Ok" or submit button on the computer.

### Enter the date of data collection.

 m/d/yy

### How would you characterize the site?

Existing launch site for paddlers.

Not a formal launch site, but paddlers can access the water.

Potential opportunity for launch site.



**Please describe any suggested paddling loops that include the site.**

Please include any details about the loop including description of the loop, difficulty level, time to complete, suitability for beginners, etc.

1000 **Is there a downtown or business area near the site?**

(Even if it only consists of a few shops or a deli.)

 Yes No**Is the downtown or business area within walking distance?** Yes No

**Please indicate the name or location of the downtown or business area.**

---

## Who is the owner of the site?

Municipal (State, County, Town, Village)

Private

Not sure

## Indicate ownership, if known.

1000 //

## Is parking available at or near the site?

Yes, in a lot.

Yes, on the street.

Yes, in a lot and on the street.

Not at the site, but within walking distance.

No parking available.



### Is access to the parking area restricted?

Yes, must be a Town or Village resident.

Yes, must be a County resident or pay parking fee if not a County resident.

No, it is open to the public.

Not Sure

Other

### Is there a fee for parking?

Yes, must have a sticker.

Yes, but you can pay for a day pass.

The parking is free.

Not Sure

**Please provide any additional details related to parking here.**

(Number of parking stalls, parking lot material, condition, accessibility, etc.)

1000 //

**Are restrooms available at the site?**

Yes

No

**Please describe any restroom restrictions?**

(Seasonal, daytime hours, etc.)

1000 //

**Is there a motorboat launch at the site?**

Yes

No



### Is there a manmade kayak launch at the site?

 Yes No

### Is there a dock where a kayak float may be feasible?

For an example of a kayak float click [here](#).

When completing the inventory on a computer, the link will automatically open in a new tab,  
When completing on a mobile device, it is recommended that you open the link in a new tab.

 Yes No

### Is kayak/small boat storage available at the site?

 Yes, boat racks for seasonal storage. Yes, a place to tie up for a short period. Yes, both seasonal storage and a place to tie up for a short time period. No storage available. Other

### Are picnic tables present at the site?

Yes

No

### Is the site suitable for swimming?

Yes

No

Not sure

### Is the site suitable for fishing?

Yes

No

Not sure



### Is the site suitable for camping?

 Yes No Not sure

### Are there any known hazards related to the site?

(Shallow water, inaccessible at certain tides, strong current, fetch, motorboat traffic, rocks, etc.)

 Yes Unknown

### Please describe the hazards.

(Shallow water, inaccessible at certain tides, strong current, fetch, motorboat traffic, rocks, etc.)

---

1000 //

**Is there a phone available at the site in case of an emergency?** Yes No Not sure**Is there any information regarding sensitive habitats or endangered species that restricts access to the site?** Yes No Not sure**Please provide any additional information regarding the sensitive resource.**

(Wetland, animal or plant species, signage, etc.)

1000 //



**Are any signs present at the site?**

(Wayfinding, informational, directional, safety, restricted area, etc.)

 Yes No Other

**Please describe the signs.**

---

1000 

**Is rental equipment available at the site?**

(Canoes, kayaks, paddleboards, etc.)

 Yes No

**Please describe the rental options available.**

(Name of company, if they deliver to the site, rental options available, etc.)

---

1000 //

**Are refreshments available at the site?**

(Concession stand, vending machines, etc.)

Yes

No

**Please describe the refreshments available.**

---

1000 //

**Are trash/recycling bins available at the site?**

Yes

No



**Are there any historic or cultural resources present on the site or nearby?** Yes No Not sure**Please describe the cultural or historic resource.**

(Name, location of the resource, proximity to the site, etc.)

---

1000 //

**Please describe any other attractions on the site or nearby.**

(Name, location, proximity to the site, etc.)

---

1000 //

**Provide any additional details about the site here.**

---

1000 //

**Please list your first choice "wish list" idea for the site here.**

(storage facilities, parking, restrooms, boat launches, accessible launches, etc.)

---

1000 //

**Please list your second choice "wish list" idea for the site here.**

(storage facilities, parking, restrooms, boat launches, accessible launches, etc.)

---

1000 //

**Please list your third choice "wish list" idea for the site here.**

(storage facilities, parking, restrooms, boat launches, accessible launches, etc.)

---

1000 //



**Please list any other "wish list" ideas for the site here.**

(storage facilities, parking, restrooms, boat launches, accessible launches, etc.)

---

1000 //

**If you would like to receive updates about this project, please enter your email address.**



---

**We would love to see your photographs of the site! If you have any photographs, please send them to [SuffolkBluewayInput@gmail.com](mailto:SuffolkBluewayInput@gmail.com) with the site location in the subject line.**

Powered by [Survey123](#) for ArcGIS

# Blueway Inventory

**First select which version of the survey you would like to take:**

In a rush? No problem, just identify a location and we will check it out!

Full Version (Approximately 5-10 minutes to complete.)

## Description of the property.

(Park name, nearby facility, etc.)

---

1000 //

## Where is the site located?

(Street name, intersection, etc.)

---

1000 //



## Set your Geopoint Location.

In order to set your location you can:

1. Type an address or place into the search bar,
2. Scroll to the site location on the map, or
3. If you are currently at the location, click the circle button under the "zoom out" button and it will detect your location.

If completing this question on a mobile phone, once you find your location (the point should show up on the map close to where you are), click "Ok" in the top right hand corner of the map to save the location.

If completing this question on a computer (or tablet), once you find the correct location you can just continue on to the next question. There is no "Ok" or submit button on the computer.

## Please describe any suggested paddling loops that include the site.

Please include any details about the loop including description of the loop, difficulty level, time to complete, suitability for beginners, etc.

---

1000 //

## Provide any additional details about the site here.

---

1000 //

## Please list any other "wish list" ideas for the site here.

(storage facilities, parking, restrooms, boat launches, accessible launches, etc.)

---

1000 //

If you would like to receive updates about this project, please enter your email address.



---

We would love to see your photographs of the site! If you have any photographs, please send them to [SuffolkBluewayInput@gmail.com](mailto:SuffolkBluewayInput@gmail.com) with the site location in the subject line.

[Powered by Survey123 for ArcGIS](#)



## ATTACHMENT B



**Suffolk County Government**  
Steve Bellone, County Executive



Search Suffolk County



Departments > [Economic Development and Planning](#) > [Blueway Trail](#)

## SUFFOLK COUNTY BLUEWAY TRAIL PLAN. Your Help Will Make It Happen.

### Our Magnificent Waterways



Suffolk County is a unique place, with the Long Island Sound to the north and the Atlantic Ocean to the south – and an abundance of harbors, bays, rivers and lakes, we are home to more than 1,000 miles of shoreline that provides scores of opportunities for recreation and ecotourism. Kayaking, canoeing, paddle boarding and rowing are wonderful ways to get out onto the water for exercise, appreciation of the natural environment or just enjoy a beautiful day on the water!

### Suffolk County Launches the Blueway Trail Plan

Suffolk County Executive Steve Bellone launched the First Phase of the Suffolk County Blueway Trail Plan on National Canoe Day. The Blueway Trail Plan will make non-motorized water sports: kayaking, canoeing, paddle boarding and rowing more accessible to residents and visitors. Paddlers have long enjoyed the many waterways in Suffolk County, and we want to make it easier for residents and visitors to learn about how more people can take advantage of these sports as another way to enjoy the County's expanse of shoreline.



A Blueway Trail is similar to a hiking trail, in that it provides suggested routes depending upon skill level and locations of features such as rest stops, scenic locations, good birdwatching and amenities such as restrooms, concessions, nearby businesses and parking. Unlike a hiking trail, a Blueway Trail does not have trail markers along the way, but, it does include wayfinding signage to help paddlers find launch locations and provides information such as maps, environmental educational information and safety information.

"The ultimate goal of this initiative is to link the Blueway Trail to our great recreational assets, such as parks, beaches and bike and hiking trails as well as to provide opportunities to advance ecotourism and economic development in Suffolk County," said County Executive Bellone. "Paddling has become very popular as more of our citizens are looking to our waterways to enjoy the outdoors and exercise at the same time. The County is committed to helping our residents enjoy these opportunities by providing information that will be useful and add to the enjoyment of the experience."



### WE NEED YOUR HELP Online Survey

As part of the First Phase of the Blueway Trail Plan, the County will inventory the existing resources for paddlers and solicit feedback from the public to help identify the various launch sites along the County's more than 1,000 miles of waterfront. The County will then develop a wish list to improve the sites for water access and create a more user friendly experience.



It is challenging to identify all of the launch opportunities that exist because of the large amount of shoreline throughout Suffolk County. Your knowledge and experience with the various launch sites throughout the County will be vital in identifying areas that are accessible. Please help us in this First Phase of the Blueway Trail Plan by providing YOUR feedback about locations where launch sites already exist or may be possible with some improvement.

Follow this link to our survey: <https://www.arcg.is/1KyPDq> or use the QR Code below



Thank you in advance for your input. If you have any questions, you can send an email to: [suffolkbluewayinput@gmail.com](mailto:suffolkbluewayinput@gmail.com).

The input received through the survey – which will be open until July 15, 2019 – will be incorporated into a Suffolk County inventory map and an implementation strategy that will analyze potential candidates for improvements to enhance access for paddling and/or to provide amenities. Working with our municipal partners, we will identify funding sources for site specific improvements and develop management, communication and marketing strategies. Our ultimate goal is to link the Blueway Trail to other recreational resources (parks, bike and hiking trails) as well as to provide opportunities to advance ecotourism and economic development in Suffolk County.



The Benefits of Paddling Are Numerous!

It's good exercise, fun and a great way to appreciate our natural environment.

### Additional Blueway Resources

[Discover Long Island Kayaking & Canoeing](#)

[1Paddlers.com](#)

## ATTACHMENT C



# SUFFOLK COUNTY BLUEWAY TRAIL PLAN



## WHAT IS A BLUEWAY TRAIL?

A Blueway Trail is similar to a hiking trail, in that it provides suggested routes depending upon skill level and locations of features such as rest stops, scenic locations, good birdwatching and amenities such as restrooms, concessions, nearby businesses and parking. Unlike a hiking trail, a Blueway Trail does not have trail markers along the way, but it does include wayfinding signage to help paddlers find launch locations and provides information such as maps, environmental educational information and safety information.

## WHAT ARE THE GOALS OF THE SUFFOLK COUNTY BLUEWAY TRAIL?

Paddlers have long enjoyed the many waterways in Suffolk County, and we want to make it easier for residents and visitors to learn about paddling sports. The Blueway Trail Plan will make non-motorized water sports: kayaking, canoeing, paddle boarding and rowing more accessible to residents and visitors by identifying information needed for a safe and fun paddling experience.

Our ultimate goal is to link the Blueway Trail to other recreational resources (parks, bike and hiking trails) as well as to provide opportunities to advance ecotourism and economic development in Suffolk County.

## WHAT ARE THE NEXT STEPS?

The first phase of the plan is to inventory the existing resources for paddlers and identify a wish list of amenities needed to improve launch sites – such as parking, restrooms, or short-term boat storage.

When priority sites have been identified, Suffolk County will work with the various municipalities to identify funding sources for specific project improvements and develop a management, communication and marketing plan.

## HERE'S HOW YOU CAN HELP!

As part of the First Phase of the Blueway Trail Plan, we need your help to inventory the existing resources for paddlers and identify the various launch sites along the County's more than 1,000 miles of waterfront.

It is challenging to identify all of the launch opportunities that exist because of the large amount of shoreline throughout Suffolk County. Your knowledge and experience with the various launch sites throughout the County will be vital in identifying areas that are accessible.

Please help us in this First Phase of the Blueway Trail Plan by providing YOUR feedback about locations where launch sites already exist or may be possible with some improvement.

Follow this link to our survey:

<https://www.arcg.is/1KyPDq> or use the QR Code below:





**APPENDIX B:  
BLUEWAY INVENTORY  
SURVEY-SHORT VERSION**



## Blueway Inventory

Thank you for assisting with the Suffolk County Blueway Trail Plan Inventory!

The goal of this survey is to inventory existing resources and amenities for paddlers, as well as identify opportunities for improvements and "wish list" projects.

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### First select which version of the survey you would like to take:

In a rush? No problem, just identify a location and we will check it out!

Full Version (Approximately 5-10 minutes to complete.)

Powered by Survey123 for ArcGIS



# Blueway Inventory

**First select which version of the survey you would like to take:**

In a rush? No problem, just identify a location and we will check it out!

Full Version (Approximately 5-10 minutes to complete.)

## Description of the property.

(Park name, nearby facility, etc.)

---

1000

## Where is the site located?

(Street name, intersection, etc.)

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1000

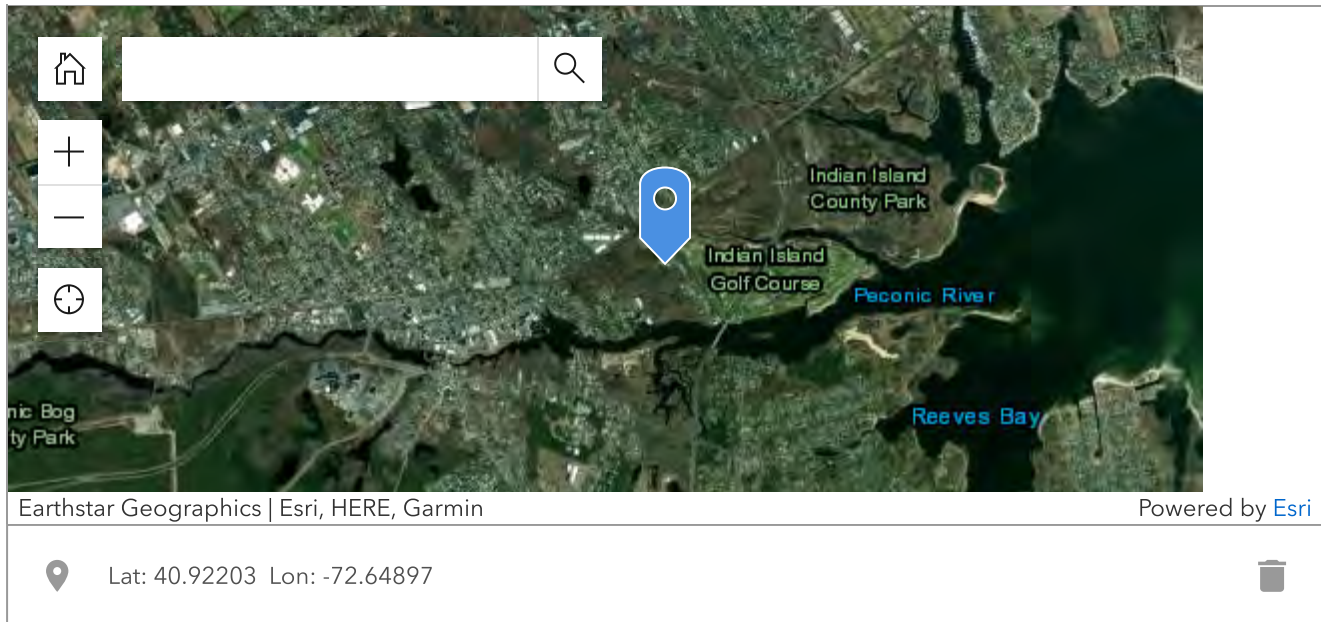
## Set your Geopoint Location.

In order to set your location you can:

1. Type an address or place into the search bar,
2. Scroll to the site location on the map, or
3. If you are currently at the location, click the circle button under the "zoom out" button and it will detect your location.

If completing this question on a mobile phone, once you find your location (the point should show up on the map close to where you are), click "Ok" in the top right hand corner of the map to save the location.

If completing this question on a computer (or tablet), once you find the correct location you can just continue on to the next question. There is no "Ok" or submit button on the computer.



## Please describe any suggested paddling loops that include the site.

Please include any details about the loop including description of the loop, difficulty level, time to complete, suitability for beginners, etc.

1000

**Provide any additional details about the site here.**

---

1000

**Please list any other "wish list" ideas for the site here.**

(storage facilities, parking, restrooms, boat launches, accessible launches, etc.)

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1000

**If you would like to receive updates about this project, please enter your email address.**



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**We would love to see your photographs of the site! If you have any photographs, please send them to [SuffolkBluewayInput@gmail.com](mailto:SuffolkBluewayInput@gmail.com) with the site location in the subject line.**

Powered by [Survey123](#) for ArcGIS