IV. LARGE IMPACT STRATEGIES

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IV. LARGE IMPACT STRATEGIES

The Southampton Transportation Advisory Task Force developed numerous recommendations in an attempt to address the transportation difficulties and challenges confronting Southampton. Some are site specific, such as:

- "Restrict left turns from Halsey Lane onto Montauk Highway," in Bridgehampton or

- "Interconnect the parking areas on the northern side of Main Street (behind the store) from Lumber Lane to Corwith Road" in Bridgehampton.

Some are global, while unlikely to result in a significant decrease in traffic congestion that may enhance traffic flow, such as:

- "Evaluate and expand traffic calming programs," or

- "Evaluate the potential effectiveness of roundabouts, along with other traffic designs (e.g., continuous flow intersections) as an alternative to both electronic (signalized and mechanical) signage controlled intersections."

While others are aimed at improving safety and aesthetics, but will not provide congestion relief, such as:

- "All road infrastructure efforts should wherever possible include burial of adjacent utility lines and the removal of telephone poles….", or

- "Any solutions should preserve the historic, rural character of the community through the use of abundant landscaping and traffic calming."

Each of these and many other recommendations need to be further evaluated to see how they fit into an overall plan to improve Southampton's Transportation System. The implementation of many of these recommendations will enhance the safety, capacity and aesthetic quality of the transportation system. The committee's recommendations that relate specifically to either safety or capacity enhancements to the existing highway system generally fall under the more general category of "Access Management" while the aesthetic enhancements can be placed under "Traffic Calming" measures. Much of the Land Committee's Recommendations dealt with the hamlets of Bridgehampton and Water Mill. Access Management and Traffic Calming Strategies should be developed on a Town-wide basis and then tailored to specific hamlets within the Town. In the end, each proposed technique must be evaluated by qualified professionals based on the individual circumstances of a particular location or hamlet area.

The principals of Access Management are discussed in Section V.B. entitled, "Access Management Strategies." Recommendations for Town Access Management of its

roadways are continued in Section V.C. entitled, "Access Management Recommendations." These recommendations are further refined in Section VII.D. entitled, "Hamlet Strategies" which reviews the transportation elements of each current Hamlet Plan and discusses some of the specific recommendations of the Land Committee with respect to Water Mill and Bridgehampton.

Most of the recommendations generated by the Southampton Transportation Advisory Task Force are not "large impact strategies" that are going to result in significant change in traffic congestion in the future; however, there were several such recommendations made. The "large impact strategies" that will be discussed in this segment of the report results from a single recommendation, a series of cohesive recommendations or by taking several recommendations together to form a single strategy.

A. County Road 39 Improvements

With regard to County Road 39, The 1999 Comprehensive Plan Update[10] stated the following:

> "For County Road 39, three at times contradictory goals should be addressed: (1) improve the steady volume and safety of traffic flow, yet (2) improve access to the existing business centers on County Road 39, and (3) improve the visual appearance of the corridor as the principal gateway to Southampton."
>
> "County Road 39 generally now consists of one eastbound lane and one to two westbound lanes."
>
> "In 1994, the Town commissioned a study that provides a thorough analysis of existing conditions along County road 39, and provides a series of recommendations and alternatives for County Road 39's upgrade, as follows:

- "Short-term: Working within the existing rights-of-way, (1) re-stripe County Road 39 to extend the four-lane configuration (two westbound, one eastbound, one center lane for left turns), and (2) re-stripe and/or widen particular intersections (St. Andrews Road, Magee Street, and David White's Lane)."

- "Intermediate-term: Working generally within the rights-of-way, (1) reconfigure the roadway to make the four-lane configuration continuous, (2) redesign the more problematic intersections (Hill Station road, Tuckahoe Road, Tuckahoe Lane, Magee Street,

[10] 1999 Southampton Town Comprehensive Plan, pp. 392-393.

Sandy Hollow Road/Sebonac Road and North Sea Road), and (3) reconstruct the St. Andrews Road bridge."

- "Long-term: (1) Redesign additional intersection (Shrubland Road and Montauk Highway), and (2) as eastbound traffic increases, and as Suffolk County proposes, significantly enlarge the rights-of-way, entailing the reconstruction of County Road 39 as a continuous five-lane thoroughfare (two westbound, two eastbound, and one center lane for left turns)."

"These recommendations are intended to improve traffic flow, access and safety along County Road 39. The following specific recommendations are made within the context of a proposed overall plan for traffic flow, access, safety and design improvements (as discussed later)."[11]

- "Prepare an official Town street map, showing, for County Road 39, where a dedication of land would be required (in connection with site plan approvals for new development and redevelopment) in order to create the approximately 80-foot rights-of-way required to implement the long-term recommendations above, or further recommendations for the County Road 39 Corridor Study to be undertaken by Suffolk County, in the event that the Town supports these long-term improvements. This would reduce the acquisition cost for NYSDOT and Suffolk County, and, in the long run, any hardship for property owners who might otherwise develop their properties unmindful of the long-term plans for the thoroughfare."

- "Approach commercial property owners about shared access/egress. This may involve making property owners aware of existing zoning incentives (e.g., the shared parking regulations recently adopted by the Town); in some cases, it may require public expenditure (e.g., to pay for landscaping improvements). County Road 39 retail businesses just east of Shrubland Road, west of Tuckahoe Lane and near Magee Street are a particular priority."

- "Provide a rear access road alongside the railroad rights-of-way just west of Tuckahoe Lane, providing shared access/egress for businesses on the south side of County Road 39, in connection with reduced access / egress along County Road 39 itself. To the extent practical, create a similar access road on the north side as well."

[11] 1999 Southampton Town Comprehensive Plan, pp. 393-396.

- "Consider reducing turns from a number of streets. As examples, consider closing Greenfield Road (refer to A on Map 14), and prohibiting left turns from Shrubland Road, St. Andrews Road, Hubbard Lane, Bishop's Lane and Sandy Hollow Road."

- "Implement the redesign of C.R. 39, Sebonac Road and Sandy Hollow Road intersection, including the installation of a traffic signal."

- "Time new and existing traffic signals to allow steady passage of cars west to east and east to west, depending on day of the week and time of day."

"The recommendations above are predicated on an implicit quid pro quo. The Town, for its part, is expected to apply its full regulatory powers to shape development so as to reduce traffic conflicts and reduce the ultimate cost of street improvements; but the County and State, for their part, are expected to redesign County Road 39 so as to improve safety and ensure throughput while enhancing existing businesses and property values along the thoroughfare (and scenic qualities of the gateway into eastern Southampton Town.)"

"Guaranteeing that all of the recommendations go forward simultaneously will require a partnership between the Town, Village or Southampton, County and State, as well as between government and private property owners and business. Towards this end, an Advisory Task Force should be created, with membership drawn from all of these concerned entities and groupings, to assure that the tripartite goals of improving traffic, bolstering businesses and enhancing scenery are kept in balance. This Task Force should be activated in time to provide input on the County Road 39 Corridor Study, which should be initiated in 1999."

"Further towards the end of integrating priorities, the upgrade of County Road 39 should be segmented geographically, into "Access and Design Management Areas." The initial priority should then be placed on the thoroughfare from Tuckahoe Road to Sandy Hollow Road, where (1) traffic bottlenecks and conflicts are acute, but also where (2) comprehensive plan studies have recommended rezonings and urban design improvements to shore up local businesses, and (3) other Town-sponsored planning studies provide a land use vision."[12]

The Town Board did establish the Transportation Advisory Task Force, providing it with a town-wide charge of duty to consider "the movement of people, goods and services throughout the Town", in the various transportation modes by land, sea and air.

[12] 1999 Southampton Town Comprehensive Plan, p. 396 and Southampton Town Department of Planning and Natural Resources Draft and Tuckahoe Corridor Study 1993.

It should be noted that the short-term improvements recommended by the 1999 Comprehensive Plan were largely implemented by the Suffolk County DPW. In addition, two of the "more problematic intersections" recommended for intermediate improvements (C.R. 39 at Sandy Hollow Road and C.R. 39 at North Sea Road) have been reconstructed. The proposed reconstruction currently being considered would implement the remaining recommendations of the 1999 Comprehensive Plan regarding improvements to C.R. 39 and its intersections. Other recommendations regarding access management and land use issues are being further evaluated in this report and the environmental studies that will be undertaken in connection with the preliminary design of the proposed Suffolk County Improvement.

Proposed County Project to Reconstruct County Road 39

The Land Committee of the Southampton Transportation Advisory Task Force developed a series of recommendations for the reconstruction of County Road 39. On a parallel course the Suffolk County Department of Public Works (SCDPW) has developed several improvement alternatives for the same segment of highway, including a "No Build" or "No Nothing" alternative. The County's alternatives will be evaluated in the next phase of the County project during the preliminary design and environmental assessment of the alternative's impacts. The project, should it go forward with one of the design alternatives currently under consideration by the SCDPW will accommodate existing and future traffic growth projections[13] until the year 2029, if traffic growth patterns remain constant at the present rate. With a reduction in the existing growth rate, the "congestion-free life" of the project can be extended; with accelerated traffic growth, it may not last that long. Coupled with other traffic demand reducing strategies, such as improved transit and rail systems, the proposed improvement could be all that is ever needed.

The SCDPW has completed a planning study of potential improvements to be undertaken on County Road 39. The Study recommends that several alternative designs be evaluated in the preliminary design and environment assessments of the proposed project.

One alternative involves the reconstruction of County Road 39 for its entire length within the study area (Sunrise Highway terminus to Montauk Highway) to consist of two travel lanes in each direction. The proposed cross section also includes a median area which could be constructed as a two-way left-turn lane (TWLTL) along the roadway's entire length. A 1.80M (6 ft.) shoulder would be provided on either side of the widened road.

The safety shoulder on the side of the roadway is designed to provide the following benefits:

- Aid in recovery of temporary loss of control

[13] Traffic growth projections based upon current zoning, economic growth indicators (such as new housing unit building permit activity), employment center locations, etc.

- Store vehicles off traveled way in emergency
- Aids in routine maintenance operations
- Provides clear area free of obstructions
- Aids in horizontal sight distance
- Aids in maximizing traffic flow and capacity
- Helps keep storm water flow off of travel lane
- Aids police enforcement of traffic laws

It is evident that the lack of shoulder on County Road 39 is currently a hindrance to the smooth flow of traffic at the present time. For this and the benefits noted above, the proposed shoulder on County Road 39 is considered in all design alternatives.

Figure IV-1 presents a cross section of the alternative, which depicts a TWLTL in the median area and 1.80M (6 ft.) shoulders. The required R.O.W. is 28.0M (91.8 ft.). This will require property acquisition of 7.88M (25.8 ft.) on the section of County Road 39 west of North Sea Road where the existing R.O.W. is generally 20.12M (66 ft.). East of North Sea Road, the existing R.O.W. is 24.38M (80 ft.) and requires a lesser taking of 3.6M (11.8 ft.). This right-of-way acquisition will be in general, split evenly on both sides of the roadway.

The second alternative would provide two lanes in each direction, 6 foot shoulders, but instead of the continuous two-way left turn lane a raised median would be used with dedicated left turn lanes provided only at currently signalized intersections and at Hills Station Road and Tuckahoe Lane, which are currently unsignalized. Figure IV-2 presents a cross section of this alternative depicting a raised median area and 1.8M (6 ft.) shoulders. The construction of a raised median will affect traffic patterns into and out of properties along County Road 39. This effect will be most acute in regard to larger commercial vehicles, necessitating truck jughandle turns.

The obvious effect of any type of raised median is the physical obstacle to left turns into and out of adjacent properties. This reduces movements to right turns in and out only. Unless the adjacent property has frontage on a side street with a median opening, vehicles approaching from or departing to the opposite direction must negotiate a U-turn or utilize other roadways to turn around.

In the case of passenger cars, the proposed design will provide adequate width for them to make a U-turn at the next intersection. As depicted on Figure IV-3, even a small single-unit truck cannot negotiate this maneuver. To account for the commercial traffic on County Road 39, if a median were constructed, a system of jughandles would need to be put in place to allow for turnaround of larger vehicles. This would require the use of existing roadways and/or construction of some new ones. An example of a portion of this system is presented conceptually on Figure IV-4. The spacing and location of these turnarounds would depend on the level of service afforded to larger vehicles and what level of inconvenience decision makers believe they should be subject to, given funding resources.

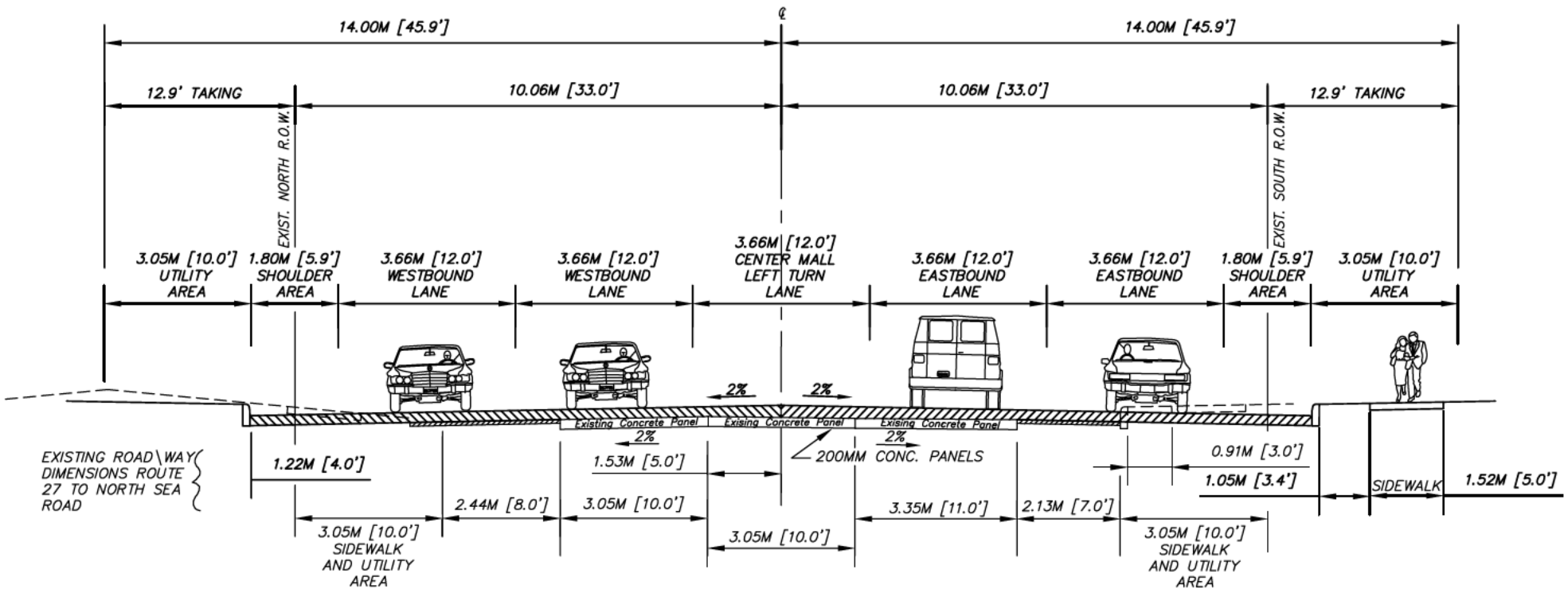


FIGURE IV-1
ALTERNATE 1
PROPOSED TYPICAL SECTION C.R. 39

TWO LANES IN EACH DIRECTION WITH A CENTER
TWO-WAY LEFT TURN LANE AND SIX FOOT SHOULDERS

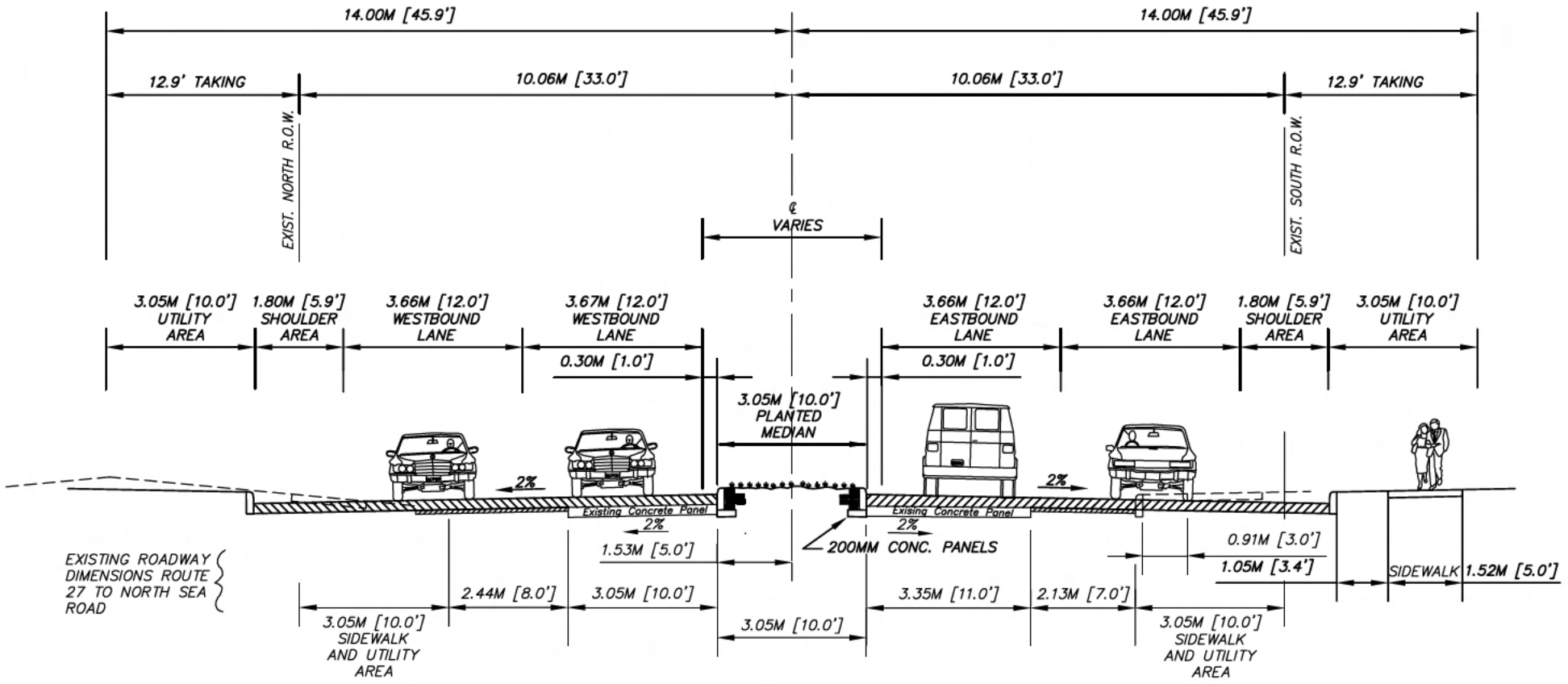


FIGURE IV-2
ALTERNATE 2
PROPOSED TYPICAL SECTION C.R. 39

TWO LANES IN EACH DIRECTION WITH A PLANTED MEDIAN
IN ALL AREAS WITH JUGHANDLES AT INTERSECTIONS
AND SIX FOOT SHOULDERS

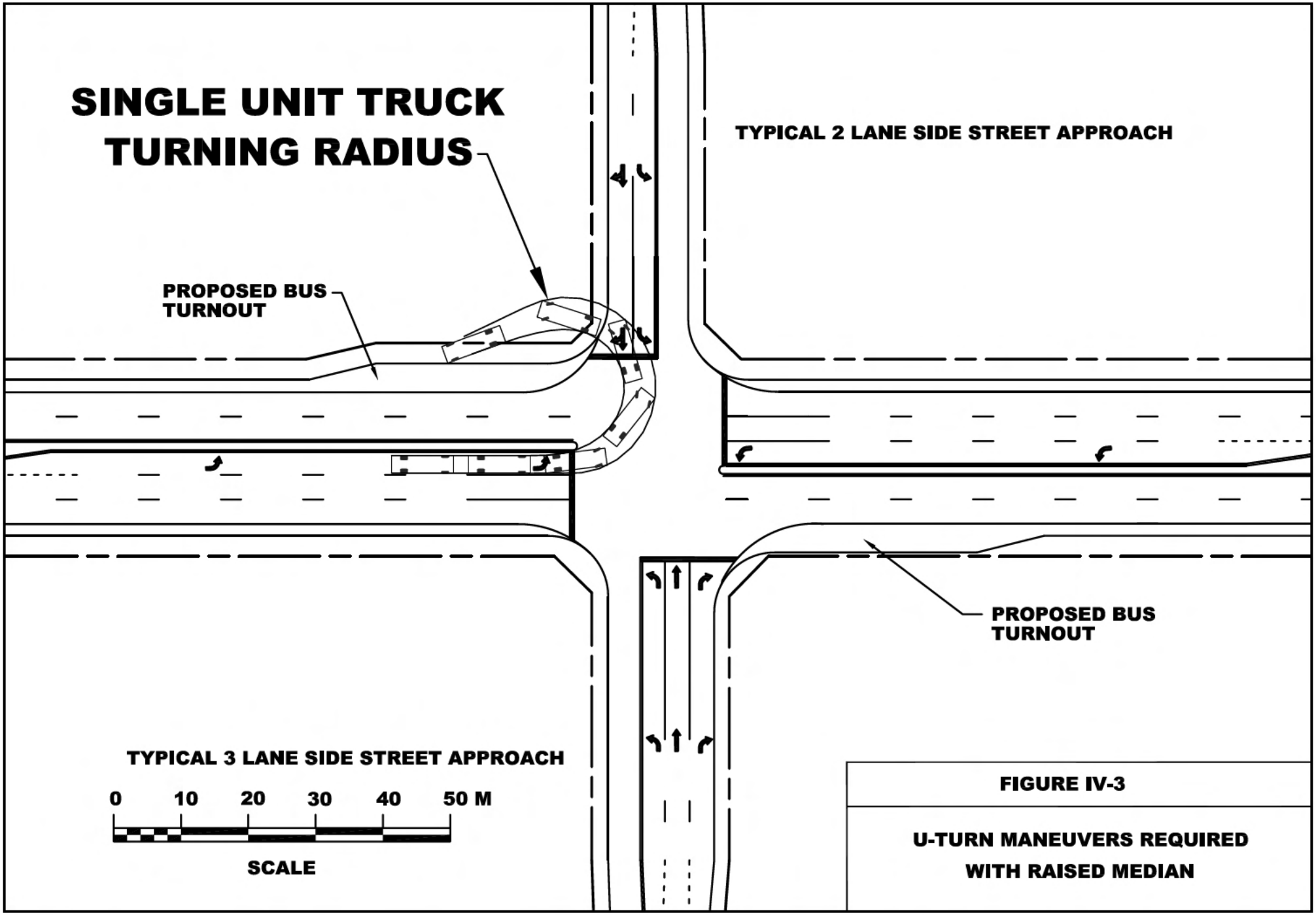
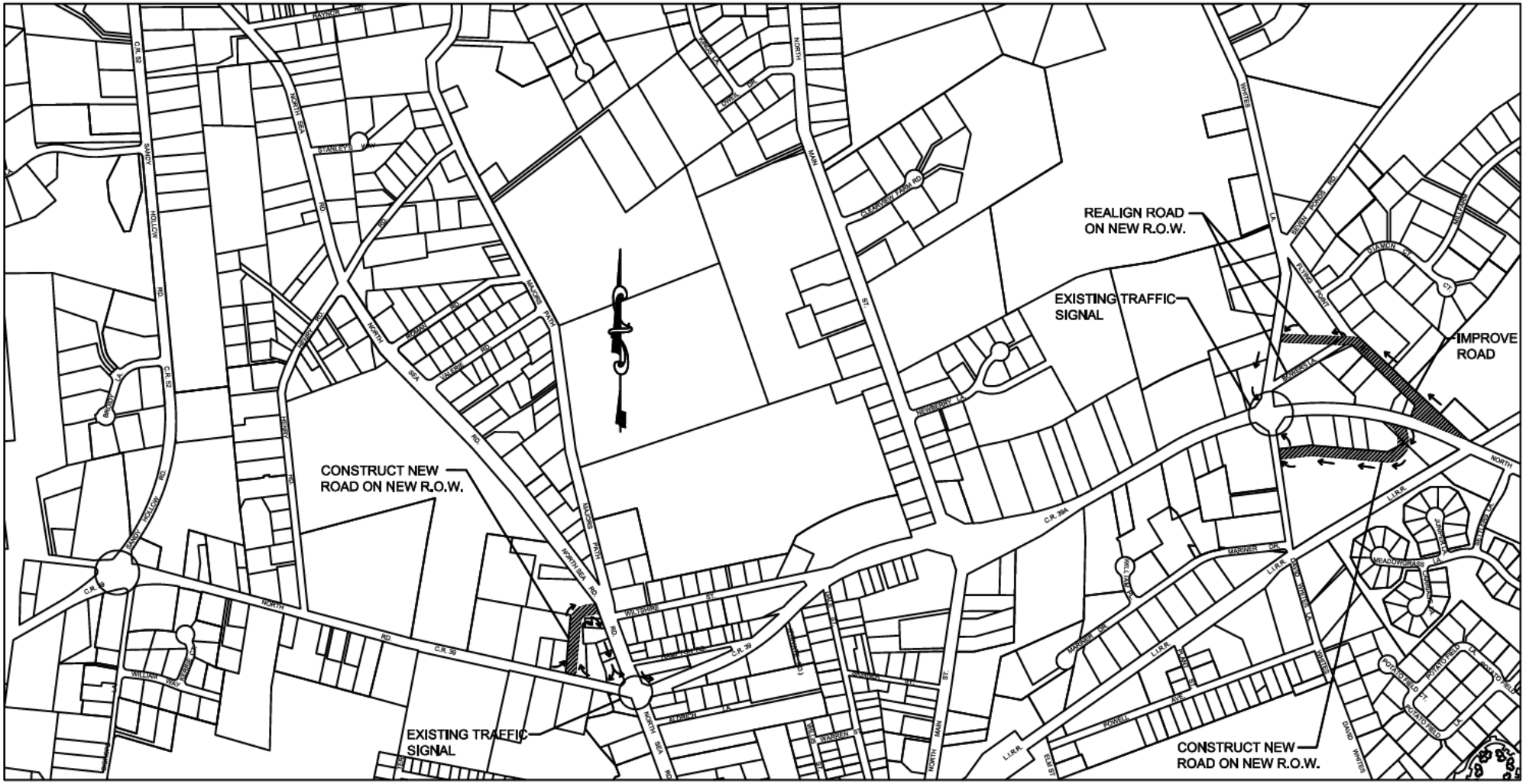


FIGURE IV-3

U-TURN MANEUVERS REQUIRED WITH RAISED MEDIAN



COUNTY ROAD 39 CORRIDOR		
FIGURE IV-4 ACCESS IMPROVEMENTS TO FACILITATE USE OF FULL MEDIANS		
DUNN ENGINEERING ASSOCIATES P.C.		
DATE AUGUST 2002	SCALE N.T.S.	DRAWING NO. SHEET 4 of 5

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The proposition of increasing commercial traffic on side streets potentially used for jughandles or the acquisition of substantial property close to residential neighborhood is not one which adjacent residents would consider a positive change. Much of the need for these jughandles or turnaround areas can be avoided if the raised median treatment is limited to those stretches of County Road 39 that are residential in character or undeveloped. **Therefore, a third alternative for the C.R. 39 project proposed by the SCDPW is to provide a mix of raised medians and two-way left turn lanes.**

Each of the three "Build Alternatives" and the "No Build Alternative" will be fully evaluated in the environmental phase of the project.

It should be noted that all three of the "Build Alternatives" provide an improvement that will accommodate traffic in the County Road 39 Corridor successfully for a twenty-year period following completion of the project. This analysis is based upon an estimated completion of construction by the year 2009 and an average growth in peak summer traffic over the years until 2029 of 1.48%. This twenty-year life span is important to justify the substantial cost of the proposed project.[14] It should be further noted that with a reduction in the existing growth rate, the "congestion-free life" of the project can be extended; with accelerated traffic growth, it may not last that long. Coupled with other traffic demand reducing strategies, such as improved transit and rail systems, the proposed improvements could be all that is ever needed.

Comparison of County Road 39 Alternatives/Recommendations

The Land Committee recommendations of the Southampton Town Transportation Task Force were provided in Section III. A Comparison of Land Committee Recommendations for C.R. 39 with County Design Alternatives," with the Land Committee's recommendations with the project design alternatives currently under consideration by Suffolk County is provided below:

[14] It is anticipated that the project would cost between $40 and $50 million dollars and would use Federal Aid.

1. STATF Land Committee Recommendation: Bridge Across Saint Andrews Road

Immediate actions should be taken by Suffolk County to proceed with the design, funding and improvement of the bridge across Saint Andrews Road to accommodate 4 travel lanes (2 eastbound, 2 westbound), a median and shoulders within the existing right-of-way as stated in the 1994 Dunn Engineering Associates Report. Since this bridge is in deteriorating condition (and safety might become an important factor), and is considered a critical lynchpin to any future improvements to the long-term traffic flow in our community, its replacement should be made a high priority. Plans for the replacement and widening of this bridge should include any improvements which might be considered for long-range planning for the C.R. 39 corridor.

Comparison with SCDPW Project Design currently under consideration:

The County has given a high priority to the reconstruction of the St. Andrews Road Bridge and it will precede any longer range improvements of County Road 39. The County is currently in discussions with the Long Island Rail Road to determine if the bridge can be placed closer to the railroad using railroad rights-of-way. This would reduce potential impacts of proposed widening of C.R. 39 on both the Shinnecock Hills Golf Course, and the Southampton Golf Course, and the Montessori School.

2. STATF Land Committee Recommendation: Bridge Inspections

The C.R. 39 bridge which spans Saint Andrews Road is considered an absolutely critical element of the east-west traffic corridor on the South Fork. Similarly, the S.R. 27A bridge across Mill Pond/Mecox Bay in Water Mill is also vital. These bridges have been given little attention and show serious signs of deterioration - spalling concrete, exposed reinforcing steel bars, etc. - raising serious concerns about their safety and ultimate lifespan, given the ever-increasing traffic demand. The failure of any of these bridges would cause havoc to the transportation network of the South Fork. It is therefore recommended that at its earliest opportunity the Town retain an independent bridge inspector/engineer to make a physical examination of all of the bridges within the Town, and advise on their safety, lifespan and need for improvements to ensure that they can continue to function as future improvements are contemplated. This effort should be coordinated with the responsible County/State authorities. Any improvements required for safety should be expedited.

Comparison with SCDPW Project Design currently under consideration:

The St. Andrews Road Bridge is inspected regularly by the SCDPW and its load rating remains consistent with its design. Much of the spalling under the bridge is the concrete encasement of the structural steel girders and is not structurally significant.

Note: All bridges including County and Town facilities, are inspected at least every two years by the State on its designated representative. If a bridge is noted as deficient, it is inspected every year.

3. STATF Land Committee Recommendation: Takings

The County should proceed as quickly as possible with designing and implementing an action plan for the taking of the necessary right-of-way width to accommodate long-range future improvements to County Road 39. Road improvements and widenings have been recommended since at least 1994 in the Dunn Engineering Associates report commissioned by the Town. Since real estate values appear to only escalate as time goes on, acquisition sooner rather than later of the necessary right-of-way width is recommended. The Committee stresses that those recommendations contained in this report that do not require the acquisition of land should be fast-tracked, so as to provide relief as quickly as possible to the traffic congestion along this roadway.

Comparison with SCDPW Project Design currently under consideration:

The County cannot actively begin acquiring property until the environmental studies are complete and a Findings Statement has been approved as required by the State Environmental Quality Review Act (SEQRA). Through the development process administrated by the land use boards in the Town of Southampton (e.g., Planning Board), dedications of property to the County for the eventual widening can reduce rights-of-way costs. It is recommended that the County and the Town work together to facilitate such dedications and the eventual takings so that the property owner is not penalized by the creation of nonconformance within zoning standards which in turn diminish the value of the property. The County must compensate the property owner for any loss of property value when acquiring property.

4. STATF Land Committee Recommendations: Require Common Access Easements/Agreements

Efforts need to be proactively taken to reduce traffic conflicts (turning movements) on County Road 39. During the review of any site plan application, the Town Planning Board should require common access easements/agreements between property owners to reduce the number of curb cuts onto County Road 39, and to provide better safety to the patrons of the businesses that occur along this street frontage. It is recommended that this be done through some type of financial incentive vs. the institution of a penalty (a "carrot" vs. "stick") toward the property owner. Research should be undertaken by the Town Intermodal Transportation and Land Use Development Division to both evaluate the potential for common access points for existing businesses and determine whether a tax incentive program, or low interest improvement loans could be established to assist in accomplishing the goal of reducing access points along this corridor. It is recommended that research also be undertaken to determine whether any monies are available from public sources (County, State, Federal, etc.) to be used to induce property owners to meet

such an objective. It is recommended that an overall plan of the existing conditions (buildings, curb cuts, parking areas, property lines, etc.) be created so that a comprehensive evaluation of how coordination of accesses can be accomplished. A plan should be developed which examines how to link parking lots and accessways, so that the connection of sites and development of common access points is logical.

Comparison with SCDPW Project Design currently under consideration:

As recommended through Common Access Easements/Agreements in Chapter VII the elimination of curb cuts through Common Access Easements/Agreements along C.R. 39 and other important highways is highly recommended.

The County has funded and facilitated a Draft Access Management Plan for C.R. 39. The Town of Southampton needs to adopt this plan as an update to its Master Plan and formulate strategies to implement the recommendations contained therein.

5. STATF Land Committee Recommendation: Eastbound/Westbound Travel Lanes

It is recommended that C.R. 39 be designed to accommodate 2 eastbound and 2 westbound travel lanes, with shoulders for vehicular safety (for breakdowns and deceleration lanes for access to existing driveways). It is recommended that the attempts be made to avoid an urbanized look by designing it without curbs (like a smaller scale design of a Sunrise Highway) with landscaped/grassy areas as medians and beyond the shoulders - giving it an aesthetically-attractive rural appearance. Since this is a highly visible entrance to the South Fork, the design of the median and the roadway edges needs to respect this important aspect of the roadway.

a. **Immediate/Short Term:** Undertake whatever re-paving or minimal widening is needed along with the installation of a temporary concrete median/barrier so that the center turn lane can be eliminated and utilized for a second eastbound lane, thus providing 2 eastbound and 2 westbound lanes within the existing right-of-way. At Saint Andrews Bridge, some "smart" signage to allow for a reversible two lane condition where only three lanes exist should be explored (for the AM and PM peak travel periods).

b. **Long Term:** Complete takings as necessary, and undertake the widening of C.R. 39 to permit the creation of a 4 lane road having a center landscaped median, only a limited number of left turns which would be carved out of the median at selected locations, with appropriate signage and shoulders for safety.

Comparison with SCDPW Project Design currently under consideration:

The County has determined that utilization of a reversible lane on C.R. 39 is impractical due to safety, access demands and rights-of-way issues. The County's

proposal for C.R. 39 improvements include provision of two lanes in each direction. Three alternative median treatments are proposed. One alternative includes a median with openings only at major intersections. All currently signalized intersections plus Hill Station Road and Tuckahoe Lane are included. A second alternative provides for a continuous two-way left turn lane rather than a raised median and a third alternative calls for a mix of the two alternatives. The alternatives will be evaluated in the environmental impact review phase of the project. Enhancements to project design can also be considered during the environmental review process.

6. STATF Land Committee Recommendation: Medians and Jug Handle Turns

The center turning lanes should be eliminated throughout much of C.R. 39, and an appropriately landscaped smart median be designed in its place. Only at selected intersections should left turns be permitted, which are designed to fit within the area reserved for the landscaped median. The intersections to be considered are as follows:

a. Tuckahoe Road @ Southampton College
b. Magee Street
c. North Sea Road
d. North Main Street
e. David Whites Lane

The remainder of the intersections should be restricted from left hand turns, with the placement of a landscaped median, consisting of native grasses and shrubs. The selection of plant materials should be designed so as to minimize the need for maintenance of any landscaped median. The aesthetic design of this median is critical, given that C.R. 39 will act as the main entrance to the South Fork communities. It should be aesthetically pleasing to the eye.

It is also recommended that in order to move traffic more smoothly through the C.R. 39 corridor, an assessment should be made of all of the existing intersections to determine whether it would be appropriate to consider permanent closures at particular locations. From our experience of travel, some intersections are considered to be unsafe, underutilized, or pose significant and unnecessary traffic conflict. The rationale for such closures would include (but not be limited to):

- Ability for travelers to find appropriate alternative accesses/streets;
- Ability to improve traffic safety (including evaluation of accident history, review of vertical/horizontal alignments and sight distances);
- Ability for such a closure to have a significant beneficial impact on traffic throughput.

A smart median is recommended for the entire length of C.R. 39, beginning with the S.R. 27 merge (to the west) and ending with Flying Point Road and Montauk Highway (to the east). The Land Committee also believes that there may be several locations along County Road 39 where traffic conflicts can be reduced through the introduction of "jug-

handle" turns. Jug-handle turns would allow vehicles to cross on-coming traffic at a limited number of controlled/signalized intersections. While the existing level of development poses serious restrictions for the introduction of these types of improvements, they should be examined. One such example is eastbound C.R. 39 at Magee Street, using Hubbard Lane to Magee Street, turning north crossing at the Magee Street traffic light to head north on North Magee Street. There may be other opportunities.

Comparison with SCDPW Project Design currently under consideration:

The County recognizes that the provision of a raised median separating traffic and preventing left turns at all but signalized intersections, will provide a safer facility with more capacity. These benefits will be weighed in the environmental process and public involvement process against the need to provide open access to commercial properties and the additional cost to complete the project. The actual make-up of the raised median that could be incorporated into the project must still be evaluated based on safety and maintainability. Guiderail or median barrier would have to meet Federal Safety Standards, if provided. Vegetation would need to be low water use material and at the same time be capable of withstanding road salts and other environmental stresses inherent in a highway median. Maintenance of the vegetative median will have to be addressed prior to its creation, including the possibility of the Town forming a Business Improvement District (special assessment district) for C.R. 39 landscape enhancements.

The County will consider restricting movements at some intersection through the use of the median. The median also provides access controls.

Should the County's final plan install a full median along C.R. 39, provisions will have to be made to provide for truck and bus movements. Jughandles will likely be a part of such a design.

7. <u>STATF Land Committee Recommendations: Appropriate Landscaping/Signage</u>

Landscaping and signage should appropriately reflect our (somewhat) rural community, and soften from an aesthetic point of view the need for traffic improvements. Medians and shoulders should be landscaped, and the existing and future signage be improved to prevent the "up-island" urban feel of this main corridor. From a visual perspective, to date the current roadway <u>does not</u> enhance one's sense of this being a special place upon arrival.

Comparison with SCDPW Project Design currently under consideration:

The C.R. 39 redesign will include enhanced signage to provide positive guidance to the motorist. The median can also be landscaped as was done on County Road 50 in Islip near the Hecksher State Parkway (See Figures IV-5 and IV-6). The County is considering a similar treatment on County Road 48 in Southold. It must be noted,

FIGURE IV-5
UNION BOULEVARD MEDIAN
WEST OF CONNETQUOT AVENUE
ISLIP, NEW YORK

FIGURE IV-6
UNION BOULEVARD MEDIAN
EAST OF CONNETQUOT AVENUE
ISLIP, NEW YORK

however, that the County does not typically maintain planted medians. As noted previously, it is intended that should a median treatment be used, that it should have landscaping to soften the visual impact of the roadway. Selection of plant materials will be critical. They must be low maintenance, drought resistant and able to withstand stresses caused by the highway environment such as the application of winter salts for deicing. One option, as stated earlier, is the possibility of the Town forming a Business Improvement District (special assessment district) for C.R. 39.

8. STAFT Land Committee Recommendation: Bicycles

There should be no plans whatsoever for the installation of bicycle lanes along C.R. 39. The improvement of this road is considered the only real solution for traffic throughput, is considered a major vehicular traffic corridor, and therefore is considered to be unsafe for bicycle travel (like Sunrise Highway or the Long Island Expressway). In fact, New York State has issued grant monies to the Village of Southampton for the implementation of a bicycle route along Hill Street (S.R. 27A). It is therefore recommended that bicycle lanes be encouraged to be along Montauk Highway and Hill Street, which is expected to have a reduced traffic volume once C.R. 39 is improved to it's fullest extent, and is expected to be a more safe, scenic and bucolic route for bicycle travel.

Comparison with SCDPW Project Design currently under consideration:

There are no plans for bicycle lanes to be added to C.R. 39. Six-foot shoulders will be provided between the travel lane and the edge of pavement/curb. Such a shoulder could be used bicycles but its purpose is to promote vehicle safety and improve highway drainage. It should be noted also that Sunrise Highway and the Long Island Expressway are "Limited Access Highways" and have special designation within state law which restricts bicycles and pedestrians. C.R. 39 is not a limited access highway and restriction of bicycle use may not be possible.

9. STAFT Land Committee Recommendation: Utility Relocation

Because of the close proximity of telephone poles to the existing or expanded right-of-way and the unsafe condition they current present, discussions should commence immediately with the requisite utilities to begin the process for the relocation of existing utility poles, or the preferred alternative, the burial of the utility lines, in order to accommodate future road improvement efforts. Since this is considered to be a major effort, it's design and implementation should commence immediately, so that it will not delay future road improvement work.

Comparison with SCDPW Project Design currently under consideration:

The elimination of utility poles is not currently contemplated in the design alternatives. All alternates would include the use of curb to help delineate the

roadway and protect the utility poles. The poles would be set back four feet behind the curb but in front of the sidewalk, if present. Another alternative would place the poles ten feet beyond the curb and thus behind the sidewalk, if present, but this alternative would require 3 feet more of rights-of-way. Cost is a major factor in the removal of the utility poles. In connection with the removal of poles on a one-quarter mile segment of Montauk Highway in front of the Hampton Bays Center the cost was over $400,000 and partially financed by the Hampton Bays Lighting District (Special Assessment with the remainder by the developer of the Hampton Bays Town Center). C.R. 39 is six miles long which could add nearly $10 million dollars to the cost of the project. In addition to burying the cables along the highway, new service connections must be provided to each customer and transformers, now located on the poles, must be either buried or located on adjacent property. Once the poles are gone, breakaway street lighting poles system would be needed to provide lighting.

The buying of utility lines in the future could be facilitated by proactive site plan requirements that reserve space for, or require ground mounted transformers that might serve multiple properties and utility easements to access the transformers. This will add cost to new developments but would reduce the eventual cost of a transfer to underground facilities. The Town, with utility companies, should consider long range planning to facilitate such a changeover.

The Town could also establish a Special Assessment District for C.R. 39 to cost share underground expenses, as was done for a portion of (C.R. 80) via the Hampton Bays Lighting District in conjunction with the new shopping center project east of Ponquogue Avenue.

10. STATF Land Committee Recommendation: Bus/Public Transportation Pulloffs

There should be a comprehensive network of bus pull-offs to facilitate ingress and egress of passengers, as well as eliminating bus/vehicle conflict that currently occurs without adequate separation. Each of these pull-off locations should include a new energy-designed bus shelter, as well as sidewalks, signage, landscaping and lighting and street furniture as determined to be appropriate. These locations should be coordinated/located with input from public transportation officials.

Comparison with SCDPW Project Design currently under consideration:

As currently proposed, all alternatives include bus turnouts at each significant intersection. Bus shelters, additional signage, lighting and sidewalk areas will be considered in the development of the C.R. 39 project design.

11. STATF Land Committee Recommendation: Sunrise Highway Intersection Merge

It is suggested that three specific recommendations be implemented together (but should not be considered on a piecemeal basis) for this area:

a. Dramatically increase the length of the merge of the two lanes into one for Sunrise Highway, so that by the time they get near the Peconic Road overpass, they are in a single lane heading eastbound.

b. Eliminate one of the two eastbound lanes at the North Road intersection. (Another option would be to restrict one of the two lanes to a right turn only, allowing traffic to head westbound.)

c. Create a turn restriction during morning weekday peak periods (for example, 6:00 A.M. to 10:00 A.M.) at the Peconic Road access to eliminate the substantial bypass traffic from turning into the Hill Station Road intersection. To notify motorists, consideration should be made to installing illuminated signs (similar to school zone signs) which light up when the turn restriction is in force. The hours should be carefully reviewed since consistency is an important traffic management attribute.

d. Combined with the creation of 2 eastbound travel lanes, this would reduce the traffic merge from a 7:1 ratio, to a 5:2 ratio (or better, if Hill Station Road traffic is reduced), which would hopefully ease a traffic conflict and allow the transitions to occur quicker and more smoothly.

Comparison with SCDPW Project Design currently under consideration:

The proposed County Project will substantially alter the existing merge. The two thru lanes on Sunrise Highway will continue onto C.R. 39 without merging. The merge lane from North Road will be lengthened to provide for a smoother transition and the median opening at Inlet Road will be removed. It will still be necessary to carry the two eastbound lanes on North Road through the westbound Sunrise Highway lanes in order to minimize red times for westbound traffic. The two eastbound North Road lanes will be merged into a single lane before merging with the eastbound C.R. 39 lanes. This transition will be lengthened. The improvement will increase the capacity of the roadway such that congestion will not occur at this location and the need to restrict movements at other neighborhood access streets will not be necessary.

12. STATF Land Committee Recommendation: S.R. 27 Widening from eastern terminus of C.R. 39 to Head of Pond Road

S.R. 27 should be widened to accommodate two eastbound travel lanes from the C.R. 39 terminus to the area beyond Duck Walk Vineyards and Whitmore's Landscaping. The

merge transition into a single lane should be of sufficient length to allow vehicles to get into a single lane before reaching Head of Pond Road.

Comparison with SCDPW Project Design currently under consideration:

Montauk Highway (NYS Route 27) would be widened to provide two eastbound travel lanes east of Flying Point Road. The additional length of the two eastbound lanes would provide a smoother transition from two lanes to one.

13. STATF Land Committee Recommendation: Origination & Destination Data

The Transportation Advisory Task Force should be provided with the Origination and Destination Data collected in the C.R. 39 Study, along with the traffic flow maps. This information may aid the Task Force and the Land Committee in determining the appropriateness of recommendations. The Committee recognizes that the Town has requested such information both verbally and in writing, as recently as the July 30, 2001 letter to the Suffolk County Dept. of Public Works (see attached). The Committee believes that this information is vital in determining what other roadway improvements may be necessary to alleviate traffic congestion

Comparison with SCDPW Project Design currently under consideration:

Traffic data was provided by SCDPW to the Southampton Transportation Advisory Task Force in October 2001 following the Land Committee's Interim Report.

14. STATF Land Committee Recommendation: Traffic Enforcement Division

The Land Committee recommends that the Town of Southampton create a division within the Police Department which is specifically charged with traffic control and enforcement. This division should be adequately staffed, and should designate an individual to be a liaison with the community, who can be the point person to receive public comment - i.e. needs for personnel to enforce traffic ordinances. The Town should evaluate what vehicle and traffic regulations need to be modified or added to the Town Code to enhance traffic enforcement actions. The Town Intermodal Transportation and Land Use Division should explore what public funding sources are available to the Town for traffic control and enforcement.

Comparison with SCDPW Project Design currently under consideration:

A Transportation Planning and Traffic Safety Division for the Towns Department of Public Works or Department of Land Management is recommended in Chapter VI.

15. STATF Land Committee Recommendation: Timing of Improvements

Contracting for any construction work along C.R. 39 should include provisions that

require the work to be appropriately manned, expedited, and completed in such a manner so as to avoid work being conducted during the Memorial Day - Labor Day season when traffic is heaviest. Given that C.R. 39 carries such a substantial volume of traffic, the closure of a portion of this roadway to accommodate improvements will only exacerbate traffic congestion on the other outlying roads. Accordingly, the road work should be appropriately timed to avoid the heaviest usage periods.

Comparison with SCDPW Project Design currently under consideration:

The County will schedule construction work to minimize interference to the public. Work should be scheduled such that lane closures will not occur during the peak summer season. The County has indicated that it will also be sensitive to the "morning rush hour" issue to minimize disruption.

Final Recommendations for County Road 39

Through the development of this report much discussion has been held with regard to County Road 39 and the County's proposed improvement. These discussions have resulted in a refinement/modification and re-emphasis of the Town's recommendations for the future improvement.

1. The County should consider resurfacing County Road 39 and restriping it between Flying Point Road and Sandy Hollow Road. The purpose of the restriping would be to provide two westbound thru lanes, a center left turn lane and an eastbound thru lane. While providing no relief for eastbound traffic it does provide the second westbound thru lane the eventual reconstruction would but at an earlier date.

2. The Town feels strongly that the key to improving safety and monitoring the capacity of County Road 39 is to limit access and minimize the use of traffic signals. The use of a raised landscape median with openings only at essential locations will accomplish this goal. The Town also recognizes that completely restricting access to all commercial property may create undue hardship on local businesses. These competing needs/desires must be fairly balanced. Access for trucks and other traffic that would no longer have direct access to adjacent properties should be accomplished using a variety of circulation enhancement techniques. These alternatives include:

    a. The use of roundabouts at locations such as Sandy Hollow Road and Flying Point Road/Hampton Road, to replace existing traffic signals.

    b. The use of service or access road such as a roadway placed along the north side of business properties on the north side of C.R. 39 between North Main Street and David White's Lane. See Figure IV-7.

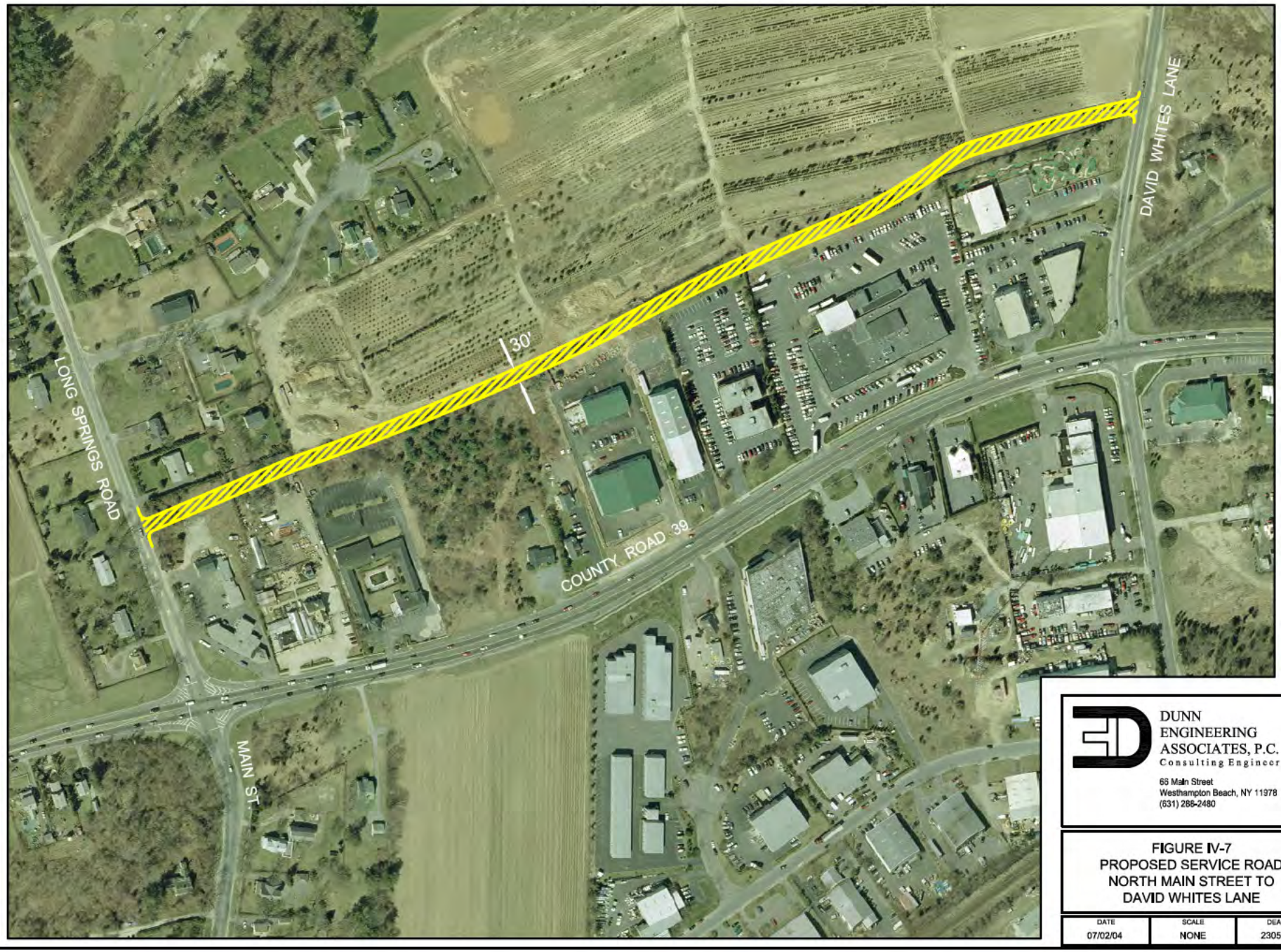

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FIGURE IV-7
PROPOSED SERVICE ROAD
NORTH MAIN STREET TO
DAVID WHITES LANE

DATE	SCALE	DEA NO.
07/02/04	NONE	23057.00

c. Median turnarounds such as might be placed on Sunrise Highway (NYS Route 27) between the Peconic Road Bridge and the North Road intersection merge. See Figure IV-8, which shows such a median turnaround on Sunrise Highway (NYS Route 27).

d. The use of jughandles such as at night be placed east of David White's Lane and shown in Figure IV-9.

e. The use of "mughandles" that can be created in relative small areas (approximately 50 feet by 180 feet) and which will allow trucks and buses of all sizes to make u-turns. See Figure IV-10 for Mughandle Layout and Figure IV-11 for a possible location.

All of these techniques should be used to facilitate the use of the medians to control turning lanes.

Widened shoulders to provide continuous right turn acceleration/deceleration lanes in front of some key commercial segments.

3. To enhance the safety of the roadway and to create a more scenic gateway to the Hamptons it is recommended that utility poles flanking County Road 39 be removed and the lines buried. It is further recognized that the cost of this work is not traditionally included in highway improvement projects and that the Town should seek supplementary Federal Aid to cover some or all of these costs.

4. To help maintain the rural character of the area, particularly in the Shinnecock Hills area, sidewalk areas should be discouraged except where necessary. It is recognized that pedestrian safety and assuring pedestrian access to the public transportation system is of paramount importance. There is already some accident experience that indicates pedestrian crossings to access transit system stops, which are not in the vicinity of traffic signals with pedestrian features, may be a problem. Locations near bus stops and some residential areas may require sidewalks for pedestrian safety. The area in the vicinity to Magee Street may be an area of concern, where the presence of pedestrians is more likely due to the proximity of the Tuckahoe School, residential housing, retail business and public transit. The entire corridor should be carefully examined.

5. Landscaping is essential both on the median and along the sides of the road. Some of the landscaping should be evergreen to maintain a green look during the late fall to early spring period. The landscaping should not mask the commercial signage or reduce sight distance along the roadway, or for entering or exiting traffic at driveways or intersecting roadways. A landscape architect should be used to develop plans for the roads landscaping.

NOTE: THIS AERIAL VIEW OF CR 94 NEAR THE COUNTY CENTER IN RIVERHEAD SHOWS AN EXAMPLE OF A MEDIAN TURNAROUND. THE INTRODUCTION OF CR 94A IN THE MIDDLE OF THE TURNAROUND IS NOW CONSIDERED AN INAPPROPRIATE DESIGN FOR A HIGH VOLUME ROADWAY AS IT CREATES SHORT WEAVES ACROSS MULTIPLE LANES OF TRAFFIC. AN ALTERNATE TURNAROUND DESIGN MIGHT PLACE THE TURNAROUND "BACK TO BACK" OR USE A ONE DIRECTIONAL TURNAROUND. THE WIDTH OF THE MEDIAN IS THE SAME UNDER ALL CASES IN ORDER TO ACCOMMODATE THE TURNING RADIUS OF TRUCKS. A 180 FOOT MEDIAN IS SHOWN WITH 36 FEET OF PAVEMENT EACH SIDE. A MINIMUM MEDIAN OF 100 FEET WITH 36 FEET OF PAVEMENT EACH SIDE AND TEN FOOT UTILITY AREAS IS REQUIRED FOR A TOTAL OF 192 FEET.

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FIGURE IV-8
MEDIAN TURNAROUND

DATE	SCALE	DEA NO.
06/25/04	NONE	23057.00

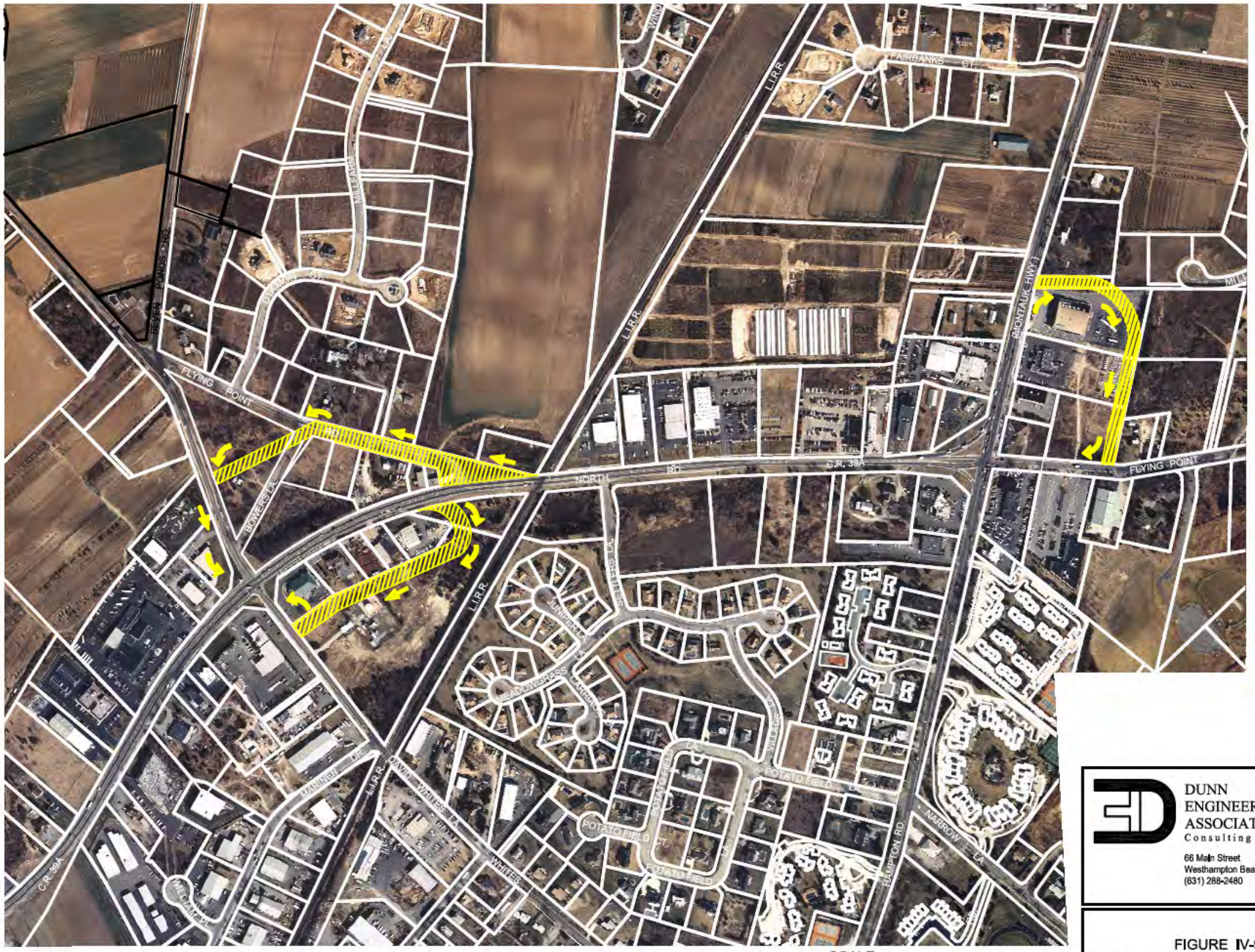

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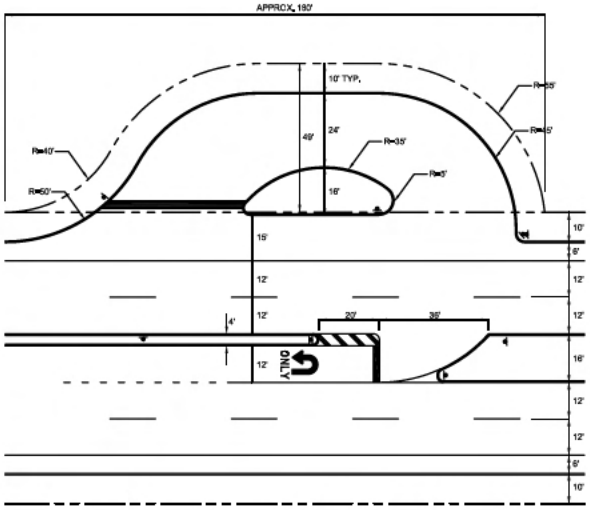
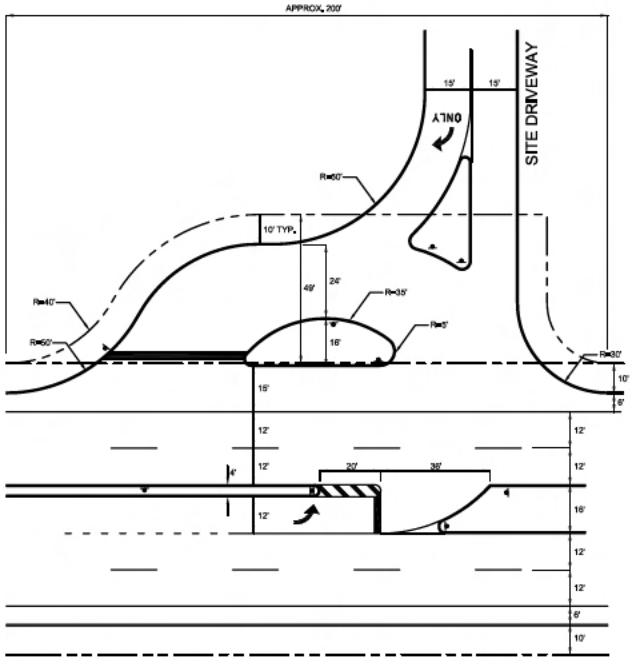
FIGURE IV-9
POSSIBLE "JUGHANDLE" LOCATIONS

DATE	SCALE	DEA NO.
07/02/04	AS SHOWN	23057.00



4-LANE SECTION
U-TURN POCKET



4-LANE SECTION
U-TURN POCKET WITH
3-WAY SITE ACCESS

SCALE:
0 20' 40' 80'

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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SUFFOLK COUNTY
DEPARTMENT OF
PUBLIC WORKS

FIGURE IV-10
"MUG HANDLE"
U-TURN POCKET
TYPICAL PLAN

DATE	SCALE	DGN NO.
06/23/04	AS SHOWN	23057.00
DESIGNED BY: M.J.P.	DRAFTED BY: T.S.B.	SHEET NO. OF

SCALE
0 75 150 300
FEET

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FIGURE IV-11
POSSIBLE "MUGHANDLE" LOCATIONS

DATE	SCALE	DEA NO.
07/02/04	AS SHOWN	23057.00

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It should be noted that the County's current plan provides for the placement of a ten-foot strip of property along the highway. Typically, this land would be used for the placement of signs, sidewalks and other appurtenances necessary along the highway. Some landscaping can be provided in this area but the space limitation and the need to provide adequate sight distance for side streets and driveways along the highway will severely limit the ability to provide significant landscaping close to the roadway.

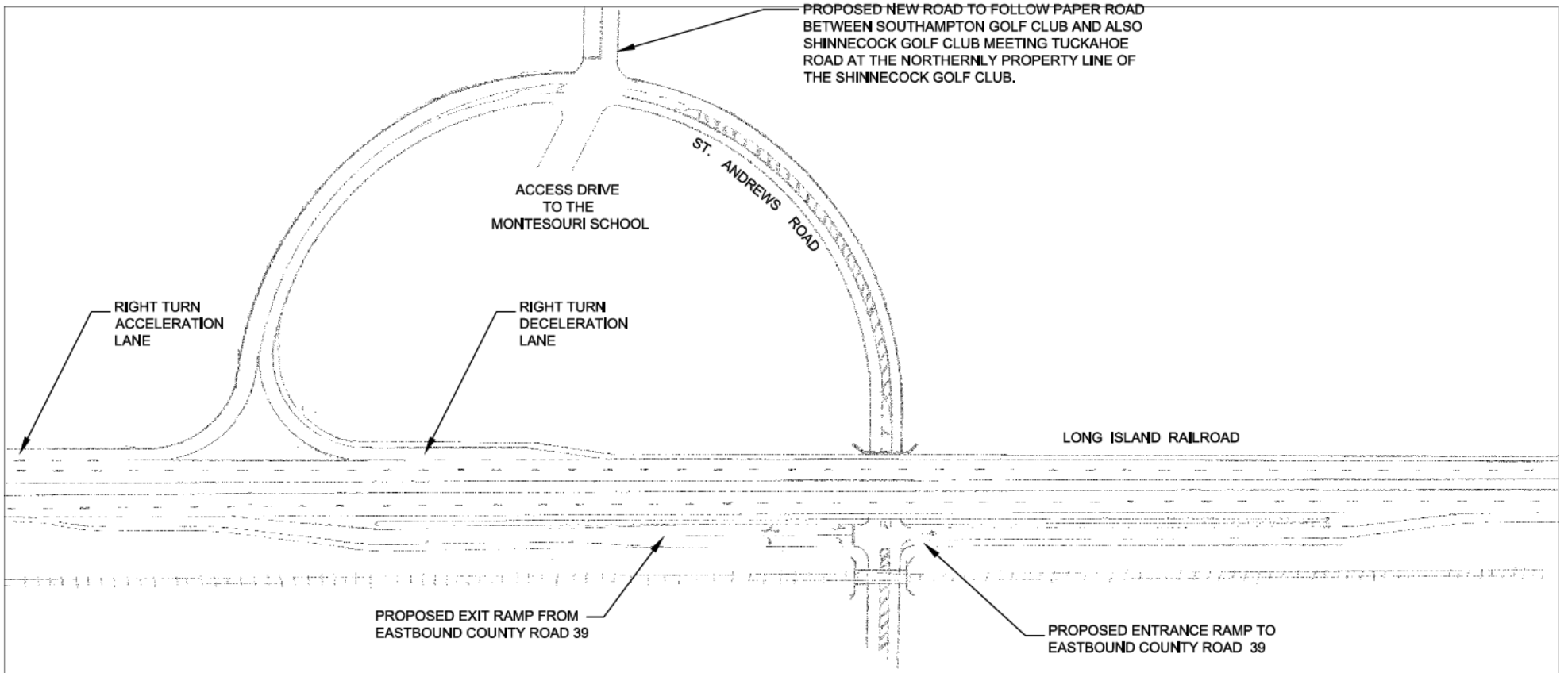
The Town currently requires a fifty foot set back of parking and other site improvements from the highway boundary in the Highway Business District that lines much of C.R. 39. This area is landscaped and provides a wide green vegetative border to the highway. Should the proposed County project go forward 13 feet of an existing buffer it could be required to provide for the road improvement. For properties which have been provided with this buffer damage to the operation of the property is minimized. Although the buffer has been reduced to 70% of the required fifty foot buffer remains, allowing for a substantial green vegetative area adjacent to the highway.

It is important that the use of the 50-foot front yard buffer be maintained along C.R. 39 and extended to other commercial uses along the roadway.

It is further recommended that the Town and County work closely with the adjacent property owners during the site plan review process, the design of the highway and property acquisition phase of the project to coordinate landscaping within the rights-of-way with that on the adjacent property.

6. The County should consider an alternative which ends at the eastbound second lane on County Road 39 between North Main Street and David White's Lane. This will allow traffic destined for Southampton Village to access the Village via the improved facility. The reduction in lanage west of David White's Lane is designed to keep the pressure off of Water Mill and Bridgehampton and the potential congestion resulting lane merge east of the LIRR tracks. The capacity to be built into the intersection of C.R. 39 at Flying Point Road/Hampton Road Montauk Highway should keep that intersection flowing well and not produce a queue which would reach the tracks.

7. The use of traffic signals should be minimized and they should be removed wherever possible. The proposed use of roundabouts at Sandy Hollow Road and at Flying Point Road/Hampton Road are examples. The existing bridge at St. Andrews Road should be examined and might be used as an alternative means of carrying traffic across County Road 39 instead of the use of a traffic signal at Tuckahoe Road. Figure IV-12, Proposed St. Andrews Road Interchange/Turnaround shows a possible interchange created around the



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COUNTY ROAD 39
VISION PLAN

FIGURE IV-12
PROPOSED ST. ANDREWS ROAD
INTERCHANGE/TURNAROUND

DATE	SCALE	DEA NO.
10/27/04	NTS	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
RH	CD	OF

reconstructed St. Andrews Road Bridge. Ramps would be constructed to and from eastbound C.R. 39 to connect eastbound County Road 39 to St. Andrews Road. This would allow u-turns to be made from either east or west of St. Andrews Road. If the traffic signal at Tuckahoe Road were eliminated, left turns from northbound Tuckahoe Road could be accommodated by a u-turn at St. Andrews Road. Traffic wishing to access Southampton College on Montauk Highway would utilize the St. Andrews Road Interchange and St. Andrews Road to Montauk Highway.

An additional option shown in Figure IV-12A, Proposed C.R. 39 East of Hill Station Road is the construction of a new roadway between the Southampton Golf Club and the Shinnecock Golf Club. The Tuckahoe Road connection to County Road 39 would be closed and removed. Figure IV-12B, C.R. 39 at Tuckahoe Road with Median shows how the intersection may be configured if the traffic signal were removed and Tuckahoe Road north of C.R. 39 closed. Likewise, between where the proposed new road will intersect Tuckahoe Road and the Shinnecock Golf Club parking and clubhouse Tuckahoe Road would be closed and removed. The Shinnecock Golf Club would then take access off of the proposed new road via a relocated St. Andrews Road. This option would remove Tuckahoe Road from the Shinnecock Golf Course where it crosses the fairway of one of the holes. It would eliminate four pedestrian/roadway crossing conflicts. Further, it would connect the proposed St. Andrews Road interchange to Sebonac Road allowing residents in the area north and west of the Golf Course to access C.R. 39 safety and without the need for a traffic signal.

8. The Sunrise Highway (NYS Route 27) transition into County Road 39 needs to be simplified through the use of a landscaped median so that traffic from North Road (C.R. 39A to the west) and Inlet Road are not allowed to enter the eastbound traffic lanes. Both sides of the highway and the median should have enhanced landscape to signal a change in the character of the roadway.

   Figure IV-12C, Proposed Sunrise Highway to County Road 39 Transition, shows a possible treatment that would simplify the transition from the Sunrise Highway (NYS Route 27) expressway to the County Road 39 arterial roadway, others may be considered. Figure IV-12D shows the Proposed Route 27/C.R. 39 Transition with the Turnaround on Sunrise Highway (NYS Route 27) previously shown in Figure IV-8. In this treatment North Road is separated from the Sunrise Highway/C.R. 39 transition and would become a “local” roadway. Access is provided to westbound Sunrise Highway and access from eastbound and westbound County Road 39 is provided to Inlet Road. Full access to Sunrise Highway to North Road also provided to the west at the Shinnecock Hills Interchange. Figure IV-12C shows a possible treatment designed as part of the County Road 39 reconstruction to provide a second eastbound lane. The same treatment could be utilized as an interim measure to reduce interference of the existing merge. The transition from two lanes to one would be accomplished as it

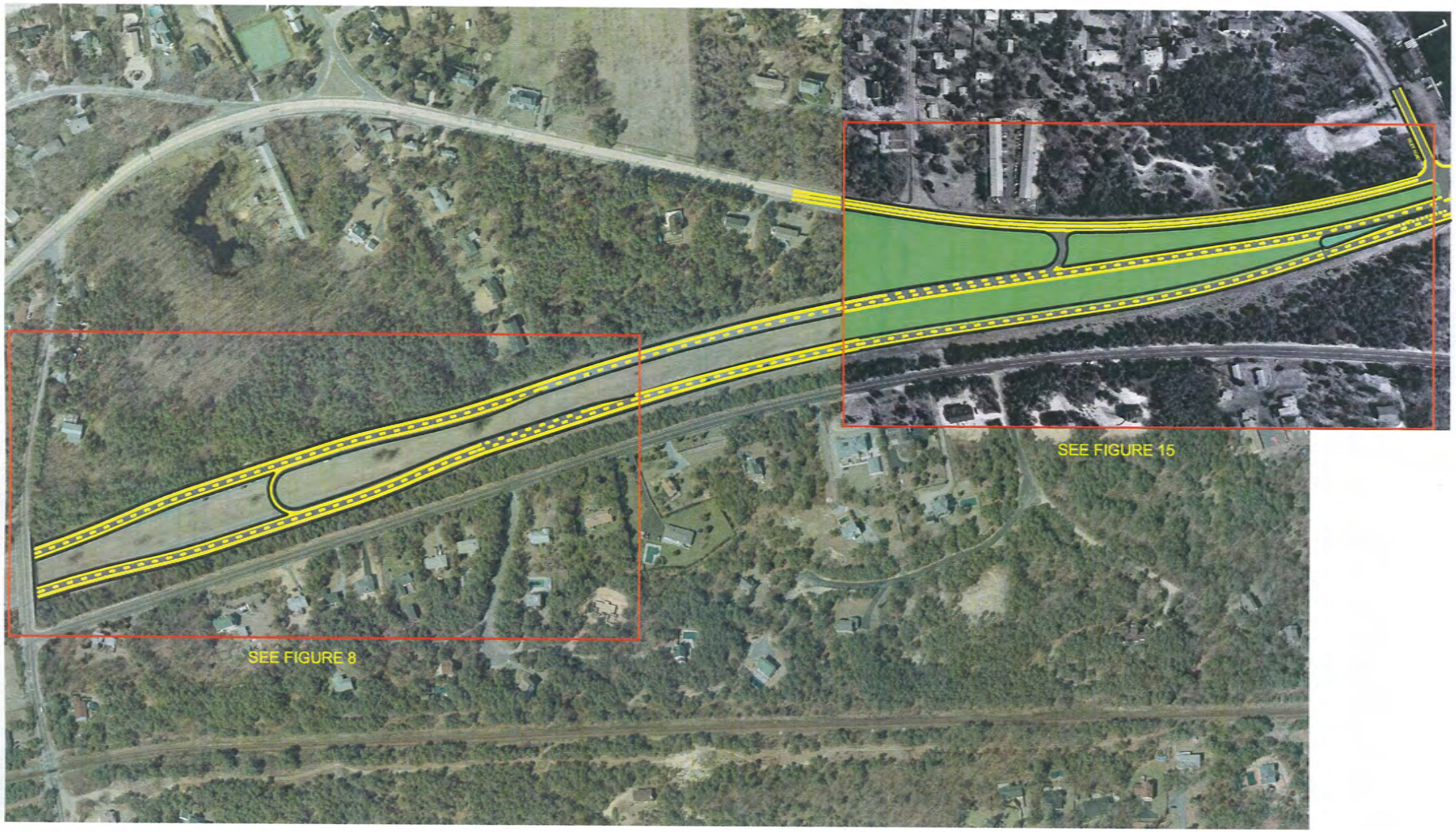

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FIGURE IV-12D
MODIFIED TRANSITION
WITH TURNAROUND

DATE	SCALE	DEA NO.
09/29/04	1: 5000M	23057.00

0 20 40 60 80 100 M

SCALE

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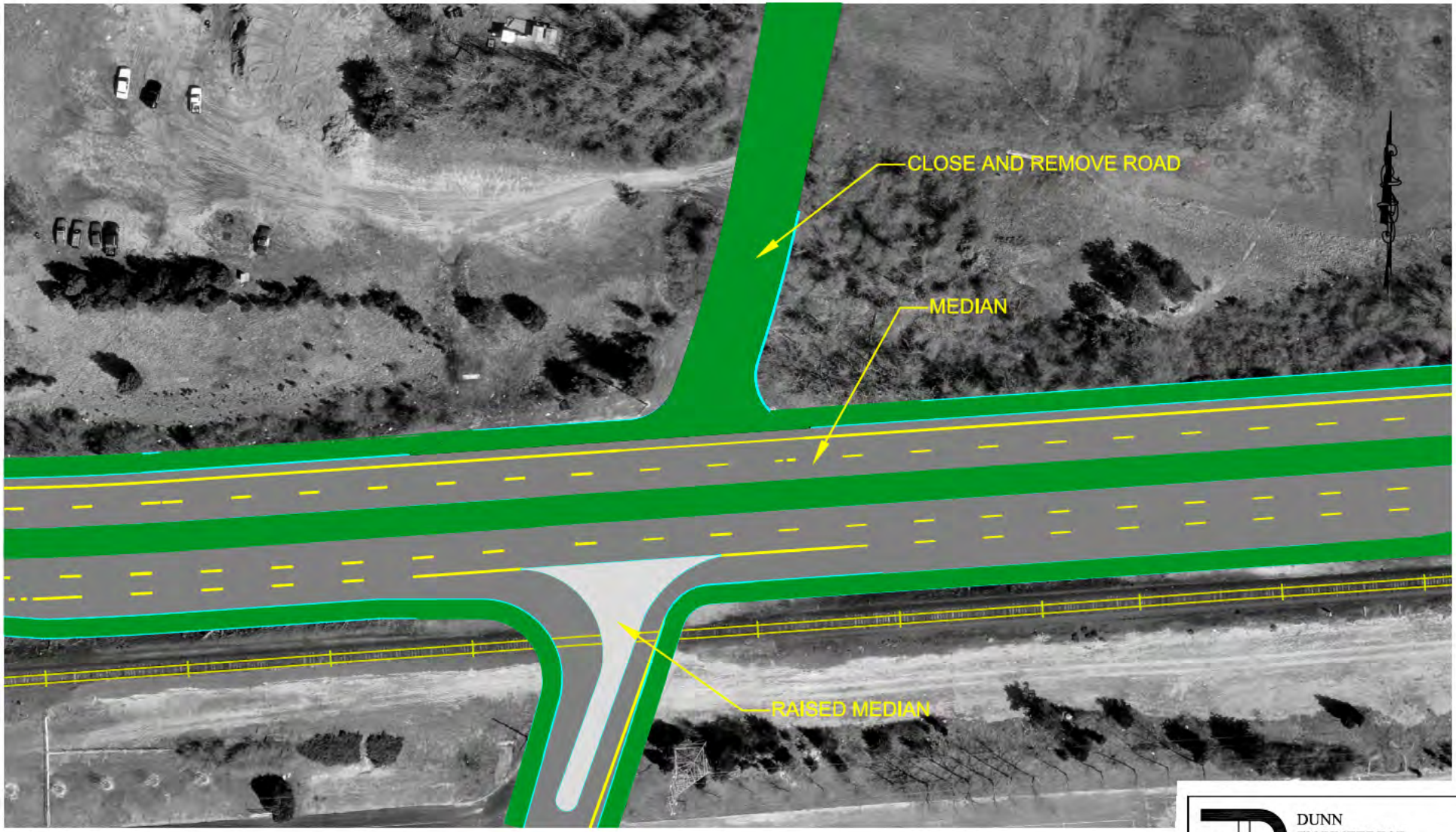
COUNTY ROAD 39

FIGURE IV-12C
POSSIBLE RECONSTRUCTED
SUNRISE HIGHWAY/ CR 39
TRANSITION

DATE	SCALE	DEA NO.
10/27/04	NTS	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
RH	TB	OF



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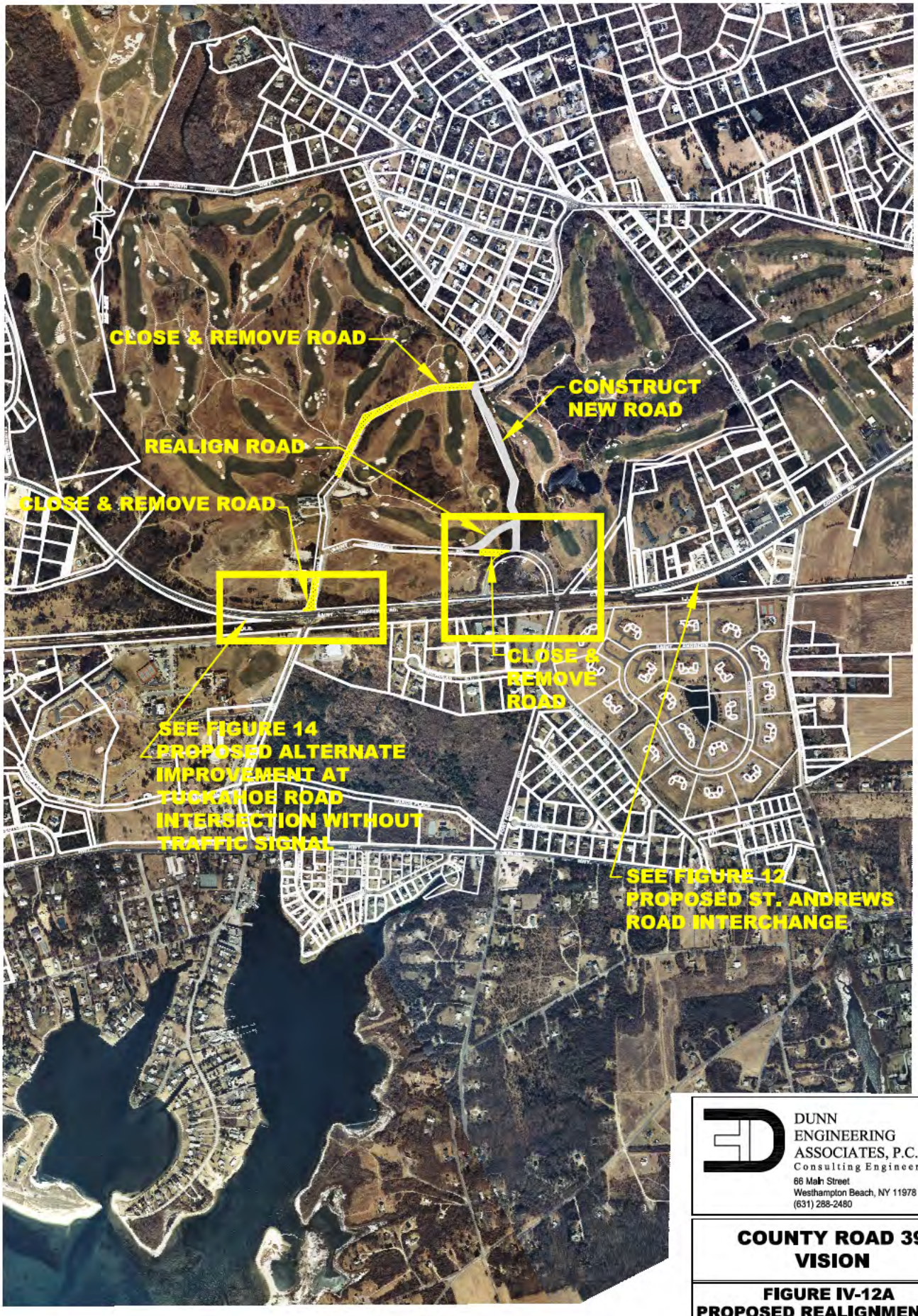
COUNTY ROAD 39 VISION

FIGURE IV-12B
COUNTY ROAD 39 AT
TUCKAHOE ROAD WITH
ST. ANDREWS ROAD INTERCHANGE

DATE	SCALE	DEA NO.
10/04/04	1: 1000	23057.00



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COUNTY ROAD 39 VISION

FIGURE IV-12A
PROPOSED REALIGNMENT AT TUCKAHOE ROAD

DATE	SCALE	DEA NO.
11/04/02	AS SHOWN	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
R.H.	T.S.B.	OF

Figure IV-12A

Figure IV-12B

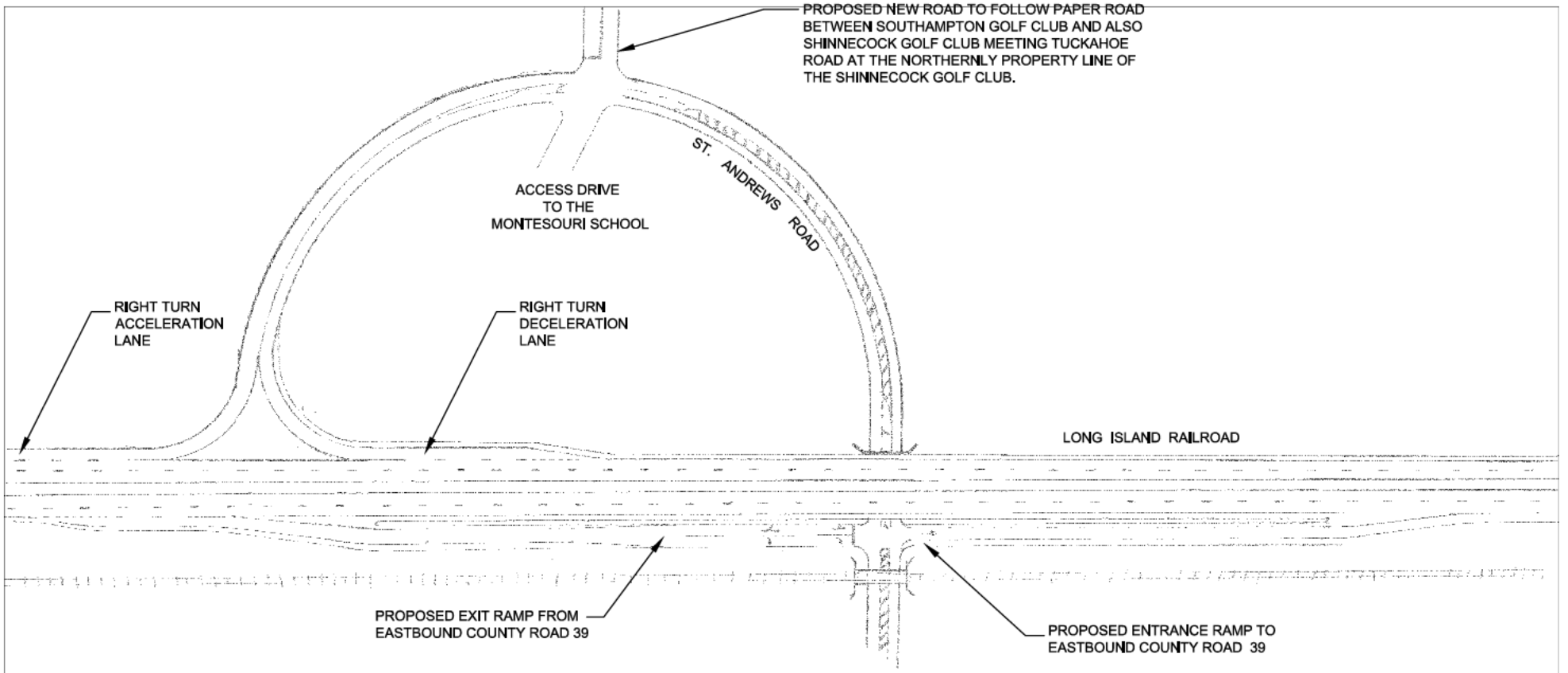
Figure IV-12C

Figure IV-12D

currently does. This treatment precludes traffic from North Road and Inlet Road from interfering with the smooth transition from two lanes to one lane and jumping ahead of the queue. Consideration should also be given to making Hill Station Road south of County Road 39 one way southbound to Longview Drive to prevent traffic from exiting Sunrise Highway and using local residential streets to jump the Sunrise Highway queue by making a right turn onto C.R. 39 from Hill Station Road.

9. End of "expressway" and oversized speed limit signs should also be used to inform motorists of the change in highway character.

As noted previously, the design alternatives will be evaluated in detail during the preliminary design/environmental impact analyses for the project before a final alternative is selected. The SCDPW has indicated that there will be additional public meetings and a detailed analysis of costs and benefits before any decision on final design is reached. It is anticipated that the project would cost between $40 or $50 million dollars and would use Federal Aid.



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COUNTY ROAD 39
VISION PLAN

FIGURE IV-12
PROPOSED ST. ANDREWS ROAD
INTERCHANGE/TURNAROUND

DATE	SCALE	DEA NO.
10/27/04	NTS	23057.00

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RH	CD	OF

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B. An Improved Public Transportation System

Several Southampton Town Transportation Task Force recommendations involved improvement of the existing public transportation system including the Long Island Rail Road and Suffolk County Transit. In order to provide a public transportation system, these two entities must be examined together including support facilities. Task Force recommendations included the following significant recommendations:

- Adopt demand reduction strategies and transportation demand management (e.g., commuter tax credits, the use of intermodal transit such as the rail and bus systems) to reduce the volume of automobile traffic and associated traffic congestion. *Land Committee*

- Examine the feasibility of joint use park and ride facilities at stations for automobiles, bus and rail, including using time-share/flex car sustainable vehicle program and expanded services provided for parked cars. *Land Committee*

- Consider commuter train service (e.g., Inter-Hamlet Train) for South Fork. *Rail and Transit Committee*

- Insure that full signalization is in place on the Montauk line to East Hampton as a minimum. *Rail and Transit Committee*

- Institute a full schedule inter-hamlet train service at least hourly following the demonstration pilot and its evaluation. *Rail and Transit Committee*

- Analyze and recommend more responsive and additional passenger service to/from NYS (e.g., 2 commuter trains A.M. east to west and 2 Commuter Trains P.M. west to east). *Rail and Transit Committee*

- Extend the LIRR service further to the east (Southampton/East Hampton), rather than terminating in Speonk. *Rail and Transit Committee*

- Develop and install a signalization system for physically tracking rail movements through Southampton and East Hampton. *Rail and Transit Committee*

- Develop acceptable exceptions to Federal regulation (e.g., FRA) to demonstrate prototype program (e.g., pilot). *Rail and Transit Committee*

- Develop and install a signalized system for physically tracking rail movements through Southampton, using sensing technology (e.g., differential gps). *Rail and Transit Committee*

- Examine transportation demand management, demand reduction techniques to encourage rail use (quantify benefits). *Rail and Transit Committee*

- Evaluate additional rail station stops (e.g., reopening and new in conjunction with Inter-Hamlet service Hamlet service. *Rail and Transit Committee*

- Examine the feasibility of joint use park and ride facilities at stations for automobiles, bus and rail. *Rail and Transit Committee*

- Continue to expand public bus service and routes for serving passengers on both forks of eastern Long Island. *Rail and Transit Committee*

- Develop a bus feeder connect system, time integrated with the LIRR schedule, on a loop basis to support the commuter population. *Rail and Transit Committee*

- Develop and conduct an operational review of the public transit system (e.g., improve rail/bus) scheduling to establish a more "seamless" connection for users). Look at rider impact rather just cost efficiencies. *Rail and Transit Committee*

- Examine the feasibility of a summer "Pilot" bus shuttle program for selected hamlets to improve business center parking and enhance vehicle beach access, to relieve vehicle congestion (i.e., East Hampton Village operated such a shuttle for several years under a grant but discontinued the shuttle when the grants ran out. *Rail and Transit Committee*

- Develop express bus routes connecting Ronkonkoma station with Riverhead and then the South Fork. *Rail and Transit Committee*

The Land Committee and Rail and Transit Committee of the Southampton Town Task Force both envisioned better public transportation facilities in order to attract people to forego automobile use in order to lessen traffic congestion.

The Long Island Rail Road is the greatest underutilized transportation facility within the Town. As noted previously, the LIRR runs only a handful of trains each weekday and none during the critical A.M. and P.M. peak hours of traffic flow. Federal rules for operating heavy rail systems prohibit the railroad from running more than a single train in track areas which do not have full instrumentation and signalization to identify where trains are and to control signals and switching from a central location. The LIRR has long range plans to add the appropriate signalization but no specific time frames are available. Another obstacle to local service is the type of train that must be run. It has

been suggested that smaller, lighter, one or two car trains would be more suitable to handle local transportation rather than the large diesel locomotives with multiple cars. It must, however, be remembered that in addition to being flexible and dealing with the different types of passengers it carries, the LIRR must also be able to carry the huge loads of passengers it currently handles on summer weekends. The rail system must accommodate both kinds of trips.

In addition to being underutilized, the LIRR track system is not subject to congestion compared to the surrounding highway system. The trains can operate at higher speeds than vehicles on the highway system. Trains may, therefore, operate with considerable time-savings over personal autos or the bus system point-to-point. In order to attract additional use of a public transportation system, it is essential that it offer faster rides and be competitive from a time perspective with the private auto.

Figure IV-13, Proposed Public Transportation System Alternative, provides a conceptual outline of public transportation systems incorporating rail and bus operations into one cohesive system. Such a system has the best chance of attracting motorists out of the personal automobile and reducing congestion on the highway system.

As noted previously, the Town of Southampton's A.M. and P.M. weekday peak hours of traffic include large portions of people from outside the Town commuting to jobs within the Town or in East Hampton. **To have an impact in reducing vehicle traffic flow within the Town inter-hamlet or local service should be provided to stations further to the west, at least to the Mastic-Shirley station.** Therefore, the local system would need to extend westward into Brookhaven Town to the Mastic/Shirley train station and eastward to Montauk. Figure IV-13 only shows that portion of the system within Southampton Town but all elements, such as park and ride, auxiliary bus and express bus facilities, would need to be provided outside of the Town of Southampton to support the rail facility.

In order to reduce the size of the area that local shuttle buses must serve in support of each train station, the opening of closed stations should also be investigated, (e.g., Quogue, Southampton College, Water Mill) although adding additional stops will stretch out time schedules and may make train service less competitive with auto use. It is the unfortunate trade off necessary to place the transit service in close proximity to the ridership.

The proposed rail service would provide east or westbound service every ½ hour from 6:00 A.M. to 7:00 P.M. Hourly service would be provided after 7:00 P.M. As it takes over one hour to transit the distance between Shirley and Montauk, it would take a minimum of three trains in each direction plus spares to operate the proposed schedule or a total of 8 new trains.

N
W E
S
0 0.5 1 2 3 4 MILES

Long Island Sound

Little Peconic Bay

Great Peconic Bay

Shinnecock Bay

Atlantic Ocean

Mecox Bay

NYS RT14

CR60

NOYAC RD

NOYAC RD

SCUTTLE HOLE RD

CR79

SAGG RD

NYS RT27

Bridgehampton R.R. Station

CR94

CR63

CR105

NYS RT24

CR51

CR104

NYS RT27

CR31

NYS RT27

NYS RT27

CR80

CR80

Hampton Bays R.R. Station

LEWIS RD

CR80

CR104

OLD COUNTRY RD

Westhampton R.R. Station

Speonk R.R. Station

CR80

CR80

CR39

CR39

SEBONAC RD

CR52

CR39A

CR39

Southampton R.R. Station

HAMPTON RD

NYS RT27

NYS RT900V

HILL ST

LEGEND

EXISTING STATIONS

RE-OPENED STATIONS

LOCAL CIRCULATION SERVICE

LOCAL CIRCULATION SERVICE

LOCAL CIRCULATION SERVICE

EXPRESS SERVICE

FIGURE IV-13
PROPOSED RAIL / BUS TRANSPORTATION SYSTEM
TOWN OF SOUTHAMPTON

Figure IV-13

The trains need not be the large trains currently running on the LIRR and also need not be "multi-mode trains"[15] as it is only intended to use these trains operate locally and not into New York City. Transfers from the local service to City bound trains would be incorporated into the regular schedule at the Mastic Shirley Train Station except for weekends and holidays when the local service would be adjusted to allow the larger existing trains to utilize the local facility.

To facilitate the expanded rail service the following improvements would be necessary.

- The signal and monitoring system between Mastic Shirley and Montauk would need to be upgraded so that the location of all trains would be known and that switching could be accommodated from a central control facility, either operated from Jamaica, as is the existing system, or from a local East End facility. Track improvements would be necessary also.

- Except from a capital cost perspective, the installation of a second track would best facilitate east/west train movements. An alternative might be the placement of sections of dual track in order to allow east/west trains to pass at strategic points. The location and length of dual track facility that would be needed would be determined by the scheduling of trains to provide half hour service. In addition, control over trains within the system by a central control facility would be a necessity.

- Re-opened or new train stations would require new-elevated platforms. Similar to those constructed at Speonk, Westhampton, Hampton Bays, Southampton and Bridgehampton.

- New or expanded parking facilities need to be provided at new, re-opened and many existing train stations.

- Local circulation facilities at all stations must be modified to allow for convenient drop-off by buses, taxis and personal automobiles.

- Auxiliary bus or shuttle service must tie into each station to support the train service and allow for quick connection to downtown hamlets and employment facilities. Southampton Town Hall and the Southampton Hospital in Southampton, Town Police, Highway and Park facilities in Hampton Bays and Gabreski Airport in Westhampton, are specific examples.

Revitalizing the Long Island Rail Road to provide enhanced local service as described would require a large commitment of capital funds and operating funds. The allocation of capital funds for LIRR improvements is controlled largely by the MTA-LIRR. Federal

[15] Multi-mode trains are the diesel/electric trains that currently service the Town of Southampton.

funds received by the LIRR are administered through the Transportation Coordinating Committee as explained in Section VII of this report.

Capital expenditures would include:

- Improved instrumentation, signalization and operating controls,
- New rolling stock,
- Possible construction of new stations,
- Increased parking at many stations,
- New buses to support operations at each train station;
- Creation of dual track sections to allow for trains to pass.
- Creation of a new central control facility.

Operating expenditures would include:

- Fuel, maintenance and drivers for new buses,
- Fuel, maintenance and operators and conductors for new trains.
- Maintenance and operation of new control facilities.

As both large capital and operating expenses would be required to provide a competitive system, a detailed feasibility study should be conducted to assure that such a program is economically feasible, would attract sufficient ridership to be viable, and would reduce traffic demand on the surrounding highway system. The proposed improved public transit system would also need to be evaluated from the environmental perspectives. Noise quality may become an issue should the number of trains using the LIRR tracks goes from ten trains a day to 60. While smaller and presumably quieter trains could be used, the trains would still be metal wheels on metal tracks. Signaling at at-grade crossings could also be an issue. Expansion of the existing bus systems using the existing highway system is not anticipated to raise environmental issues, although other issues may be triggered by re-opening some train stations (i.e., Village of Quogue) and by the need to a acquire more space for parking in the vicinity of existing and proposed train stations.

Another concern with respect to increased use of the LIRR system would be safety at existing at-grade crossings of the railroad with the highway system. Some grade crossings could become capacity problems for the adjoining roadways with more frequent closures of at-grade crossings to allow passage of trains. Such crossings would include:

- North Phillips Avenue, Speonk
- Old Riverhead Road (C.R. 31), Westhampton
- Springville Road, Hampton Bays
- Ponquogue Avenue, Hampton Bays
- County Road 39, Southampton

- Bridgehampton-Sag Harbor Turnpike (C.R. 79), Bridgehampton

The proposed inter-hamlet train system and accessory bus transit feeder service must be fully evaluated.

Enhanced Intercity Coach Operations

It may not be possible to significantly increase LIRR service between the Hamptons and New York City due to the capacity limitations of the railroads' operations to the west and increasing this service may not be economically viable. Intercity motor coach transport as provided by the Hampton Jitney and Hampton Luxury Liner currently fill this need and can continue to do this in the future to augment the proposed inner-hamlet train service and enhanced operations. Both motor coach services have the ability to add or subtract buses as demand increases over time or decreases due to seasonal fluctuations, making them efficient, profitable, and able to provide frequent service that best serve their customers.

The Town should support these motor coach operations to the maximum extent possible. Stops in each hamlet should be established with safe secure off-street parking. Bus shelters should be provided with adequate lighting, pay phones, signing and motor coach service information. Connectivity to the local transit system is also necessary.

C. The Joint Use Corridor

The Land Committee of the Transportation Advisory Task Force developed two recommendations that concerned differing use of the existing LIRR rights-of-way east of County Road 39. Those recommendations were:

> *"The Land Committee endorsed as a long-range concept, the "Joint Use Corridor" to be located along the Long Island Railroad right-of-way, extending from County Road 39 eastward to the East Hampton Airport. This limited access road/rail corridor would have the potential for alleviating a significant portion of the traffic which is attempting to simply pass through the Water Mill and Bridgehampton communities in its trek eastward. The Land Committee recognizes that such an important undertaking is fraught with difficulty, and therefore recommends that it be approved only after appropriate technical studies (planning, environmental, engineering, economic, etc.) show that it is feasible. As a first step, the Land Committee recommends the evaluation of this alternative by SEEDS (Sustainable East End Development Strategies)."*

As noted previously, the LIRR right-of-way is underutilized when compared to the adjacent highway system. During the typical weekday, the LIRR may carry a few hundred passengers during an entire day. The adjacent highway system (i.e., Route 27 Montauk Highway in Water Mill) carries that many vehicles in less than fifteen minutes. Several trains on Friday afternoon/evening in the summer carry up to 1,200 passengers past Southampton. Montauk Highway carries a similar volume in a one hour period at the same time. Providing inter-hamlet trains with feeder bus service would dramatically increase use of LIRR rights-of-way and potentially reduce use of the adjacent highway system. Whether that plan is enough to provide sufficient transportation capacity in the future needs to be evaluated more fully.

Scenario One:

Replacing the LIRR with a Highway

The location of the Joint Use Corridor is shown in Figure IV-14, Joint Use Corridor. The Corridor lies along the Long Island Rail Road tracks and right-of-way and extends from County Road 39 to Townline Road and Southampton's border with East Hampton.

Ideally, it would extend into East Hampton Town. Two alternatives for this corridor should be considered. One would consider the removal of the LIRR tracks and replacement with a roadway. There is 66 feet of right-of-way available along the LIRR from C.R. 39 east through the Village of East Hampton. Additional right-of-way is available at existing and former train stations. Within the right-of-way two lanes in each

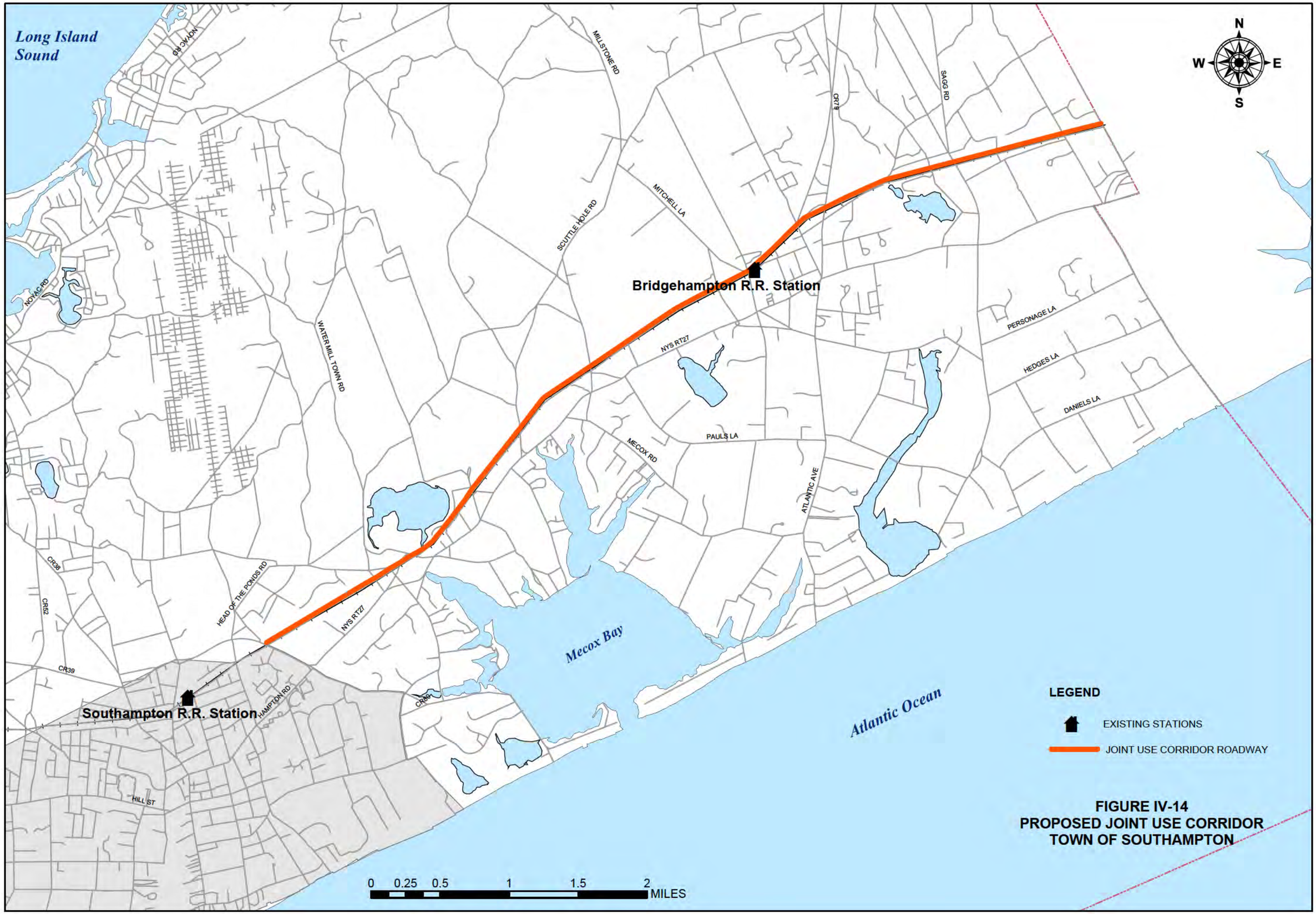


FIGURE IV-14
PROPOSED JOINT USE CORRIDOR
TOWN OF SOUTHAMPTON

Figure IV-14

direction with six foot shoulders on each side could be provided with a three feet allowed on either side for fencing and buffering. Acquisition of additional right-of-way would be necessary to provide interchanges or at-grade intersections.

In such a plan one issue to overcome would be the summer Friday and Sunday trains that carry over a thousand travelers beyond the Southampton train station. During the weekend, and on Saturday bus service, operated on the new roadway could easily be substituted for the rail service with the bus or buses meeting the LIRR at the Southampton Station. In order to overcome the summer weekend problem, **a new station and visitors center could be designed east of C.R. 39. The station would be designed specifically to accommodate the transfer of up to 1,500 passengers into up to 30 buses, which would then continue the trip to points further east.** Such a transfer avails an opportunity to provide direct connecting service to Water Mill, Sag Harbor, Sagaponack and Amagansett, which are not currently serviced by the trains or not served by the Cannonball. **The buses could easily be accommodated on the new two-lane highway, (constructed on the LIRR right-of-way) which would have a minimum capacity of 3,000 vehicles per hour.**

Another service the LIRR provides is freight service, which reduces the number of trucks using the highway facilities. Freight service to Southampton east of Southampton Village and the Town of East Hampton is sporadic and could easily be replaced by trucks. There is not enough freight to require the construction of a separate freight transfer facility in Southampton. **Rather, the freight would need to be broken down onto trucks much further west then Southampton Town and trucked via the LIE, Sunrise Highway and County Road 39 to the new roadway. In this way, heavy trucks would not burden the historic Main Streets of Water Mill and Bridgehampton.**

Within the Town of Southampton changing the use of the LIRR corridor from a train facility to a highway facility may test well in relieving the capacity deficiencies within the eastern portion of the Town.

Scenario Two:

The "Joint Use Corridor"

The Joint Use Corridor envisioned adding a highway within the existing right-of-way of the Long Island Rail Road, not replacing it. The new highway would begin at a County Road 39 and extend eastward through the Town of Southampton and into East Hampton. For the purpose of this examination it will be assumed that the Joint Use Corridor will extend to Townline Road, which will be used to carry traffic back to Montauk Highway. A far better solution would be to carry the joint use corridor into East Hampton Town to at least Stephen Hands Path.

The Joint Use Corridor, as originally discussed in the SITS Report of June 2003, incorporated the following principals:

1. "Establish needed transportation access to the east, but utilizing existing rights-of-way (Long Island Rail Road) on a joint basis (rail and toll-road)."
2. "Restrict access to this joint use corridor by motor vehicle, to a maximum of three egress points along its entire length (7.2 miles)."

3. "Construct two lanes, with an emergency lane/paved shoulder that are depressed an average of 12 feet below grade level, to sound attenuate the road noise including controlling the line of sight and providing a more convenient evacuation route (manmade and natural disasters)."

4. "At grade level construct a single rail line to support a dual-use passenger and freight track, with proper signalization."

5. "Construct ten (2-lane) overpasses to allow separation of the rail and toll-road from the existing roadway system."

6. "Install adequate drainage system utilizing lift stations and gravity flow with outfalls."

7. "Utilize reinforced earth/geo-grid, satisfying NYSDOT specifications for roadway retaining walls."

"Operationally, this joint use corridor would function with reversible lanes changing with the time of day. This would be done to maximize traffic direction and traffic flow, compatible with demand. A toll based structure system would be in place, consistent with transportation demand management principles, using a graduated payment system (depending on vehicle type). An intelligent real-time transportation system would be employed in order to monitor traffic, from the standpoint of intermodal transportation, safety, and security."[16]

The proposed Joint Use Corridor was estimated by Transportation Consultant Dr. Bragdon to cost 66 million dollars, but it is far more likely to cost many times more. The ability to sink the roadway by twelve feet while traversing areas against wetlands and ponds creates tremendous engineering obstacles, which can be overcome, but greatly increase construction and operating costs, such as the cost of continuously pumping groundwater and storm water. There are also additional environmental concerns as to where this water will be continuously pumped to.

The Joint Use Corridor concept was based on both uses fitting into the same rights-of-way, which between County Road 39 and the Town of East Hampton is 66 feet. The

[16] SITS Report, June 2003, Dr. Clifford Bragdon, p. 135.

LIRR tracks are set in the middle of the rights-of-way. The presumption in the Joint Use Corridor is that the rail road tracks would be moved to one side and be contained within a small tight rights-of-way with on one side a twelve foot depressed roadway and on the other private property. This concept leaves the railroad with no room on either side of the tracks for maintenance operations and moves the train operation closer to private property. While this may be less important if operating under the present schedule of ten trains per day, it may have major consequences if the inter-hamlet shuttle becomes a reality and the railroad operates with 60 or more trains per day. The Joint Use Corridor proposes to sink the roadway twelve feet to reduce the noise and visual impact of a highway while doubling or tripling the cost of the construction. Increasing the train service may likely also have visual and noise issues with respect to the surrounding communities.

Another major obstacle to the Joint Use Corridor within the existing rights-of-way is that it probably cannot be built without eliminating the existing rail service during a multi-year construction period.

A more practical approach is to construct a new roadway adjacent to and within the railroad rights-of-way as much as possible. Figure IV-15 presents several cross sections that offer several possibilities. The basic road section for the new highway would be 54 feet wide with 15 feet of that using the existing LIRR rights-of-way and 39 feet being constructed on newly acquired property. The new roadway would be placed on the north side of the existing train tracks so as not to interfere with the existing Bridgehampton Train Station or possible re-opening of the Water Mill Station, should the inter-hamlet train become a reality.

It should also be noted that increasing inter-hamlet service may require the installation of a second track. The installation of a second track depending on which side it was installed would preclude the use of any railroad right-of-way. It is, however, appropriate to examine the construction of a new highway facility adjacent to the railroad as an option having the least potential impact of any new facility. One important reason is that the new right-of-way can be obtained without providing for, or compensating for, a right of access to the new facility, as properties abutting the railroad currently enjoy no access rights.

In developing the roadway there are two options. Under Option A, the roadway would be limited access with only 4 access points as follows:

- C.R. 39
- Scuttle Hole Road
- Sag Harbor-Bridgehampton Turnpike
- Townline Road (or Stephen Hands Path Road)

Under Option B, the roadway would be limited access but access would be provided at more cross streets via at-grade intersections.

Figure IV-15

Under Option A, it would be possible to charge a toll for the use of the roadway but under Option B accessibility of the roadway at each at-grade intersection would make toll collection difficult. Tolls are an effective congestion management tool and can defray capitol investment. If a toll facility were constructed, a toll authority would have to be established and Federal Transportation funding would not be available.

Option A

Under Option A, the new roadway would begin at County Road 39. The new roadway would be limited access with the first access to a public highway being at Scuttle Hole Road, the next access point being Sag Harbor-Bridgehampton Turnpike (C.R. 39) and the final access being Townline Road, although the preference would be to have no access to that point, but rather continue the roadway into East Hampton Town to Stephen Hands Path Road.

At each of the access points, additional rights-of-way will need to be acquired in order to provide room for interchanges. The new highway would generally follow the grade of the railroad where possible and overpass Halsey Lane and Butler Lane, Haines Path and Old Farm Road. Constructing underpasses for these three roadways (which the LIRR currently overpasses) would necessitate a difference in elevation of almost thirty-five feet between the railroad tracks and the surface of the new highway.

Table IV-1 provides some preliminary considerations with respect to Option A and B. Table IV-2 provides information on how railroad and the new highway crossings would be accommodated. Figures IV-16 thru IV-19 show a new 54-foot roadway aligned to the north of the existing railroad.

Option B

Under Option B, the new roadway would begin at County Road 39 with an at-grade intersection and follow the railroad eastward. At-grade intersections would be provided at all existing at-grade crossings with the railroad and at those locations where the railroad passes over crossing streets. All at-grade intersections would be controlled by traffic signals in order to provide the necessary safety to an intersection adjacent to an at-grade rail crossing or one whose visibility is shielded by a railroad overpass. The traffic signal would provide signal control on the opposite side of the railroad tracks as well as at the intersection itself. Figure IV-20 shows such a signal installation. The existing overpasses of Head of Pond Road, Hayground Road and Main Street/Sagg Road would be rebuilt and lengthened to carry these cross streets over the new roadway. Each of the existing LIRR overpasses of existing cross streets would be rebuilt to provide turning lanes at the new at-grade intersection, to provide greater visibility and to assure adequate vehicular clearance beneath the railroad bridge. An overpass of the LIRR over County Road 39 should also be included in order to provide additional roadway capacity in the event the inter-hamlet shuttle becomes a reality.

Town or Village • Roadway Segment	Length of Segment (ft)	Additional ROW Needed (ft)	No. of Houses within Proposed R.O.W.	No. of Commercial Buildings within Proposed R.O.W.	No. of Houses within 200'	No. of Houses 200' to 400'	Comments
Bet. So. Hampton & Water Mill • C.R. 39 to Head of Pond Road	5,000	39 to 63	0	0	5	9	Construct interchange at junction of C.R. 39 and bypass; reconstruct underpass at Head of Pond Road.
Village of Water Mill • Head of Pond Road to Upper Seven Ponds Road	2,000	39 to 63	2	0	5	12	Possible encroachment on wetlands at Mill Creek which may require a structure.
• Upper Seven Ponds Road to Scuttle Hole Road	6,000	39 to 63	0	1	8	18	Possible encroachment on wetlands at Mill Pond which may require a structure. Realign rail road to the south to accommodate new road adjacent to Mill Pond Lane. Realignment will affect Water Mill Community Club Property and the old Train Station Building.
Bet. Water Mill & Bridgehampton • Scuttle Hole Road to Long Pond	7,100	39 to 63	0	1	1	3	Possible encroachment on wetlands at Long Pond and Little Long Pond which may require a structure.
Village of Bridgehampton • Long Pond to Sagg Rd/Main Street	13,300	39 to 63	1	2	10	27	Possible conflict with railroad sidings. Consider closing LIRR overpasses at Narrow Lane and Old Farm Road if at-grade alternative used.
Sagaponack • Sagg Road/Main Street to Townline Road	6,000	39 to 63	0	1	14	27	

Table IV-1
Preliminary Engineering
New Highway Along Railroad Right-of-Way

				Future Highway/Cross Street Treatments	
Village	**RR Crossing Location**	**Existing Rail Road Crossing**	**Future Rail Road Crossing**	**Option A**	**Option B**
Southampton	County Road 39	@ Grade	Road Under	Interchange	@ Grade
Water Mill	Head of Pond Road	Road Over	Road Over	Road Over	Road Over
	Upper Seven Ponds Road	@ Grade	Closed	Closed	@ Grade
	Deerfield Road	@ Grade	@ Grade	Road Over	@ Grade
	Scuttle Hole Road	@ Grade	@ Grade	Interchange	@ Grade
	Hayground Road	Road Over	Road Over	Road Over	Road Over
Bridgehampton	Snake Hollow Road	@ Grade	@ Grade	Road Over	@ Grade
	Halsey/Butter Lane	Road Under	Road Under	Road Under	@ Grade
	Lumber Lane	@ Grade	@ Grade	Road Over	@ Grade
	Bridgehampton-Sagg Harbor Turnpike (CR 79)	@ Grade	@ Grade	Interchange	@ Grade
	Haines Path	Road Under	Road Under	Road Under	@ Grade
	Old Farm Road	Road Under	Road Under	Road Under	@ Grade
	Main Street/Sagg Road	Road Over	Road Over	Road Over	Road Over
	Ranch Court	@ Grade	@ Grade	Road Over	@ Grade
	Wainscott Harbor Road	@ Grade	@ Grade	Road Over	@ Grade
	Town Line Road	Road Under	Road Under	Interchange	@ Grade

Table IV-2
Treatment of LIRR Crossings
Within the Joint Use Corridor
Southampton Town

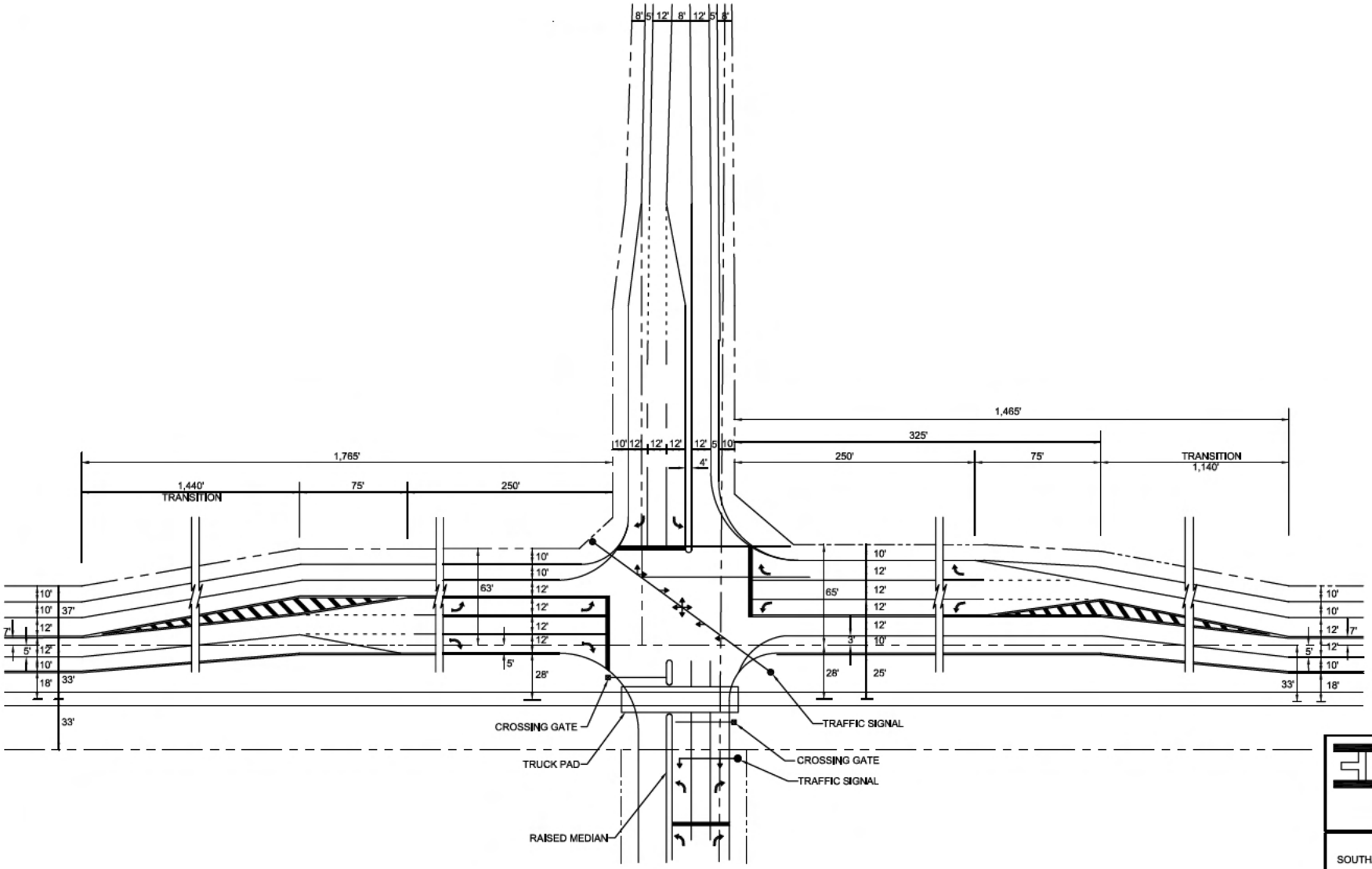
Figure IV-16

Figure IV-17

Figure IV-18

Figure IV-19

Figure IV-20



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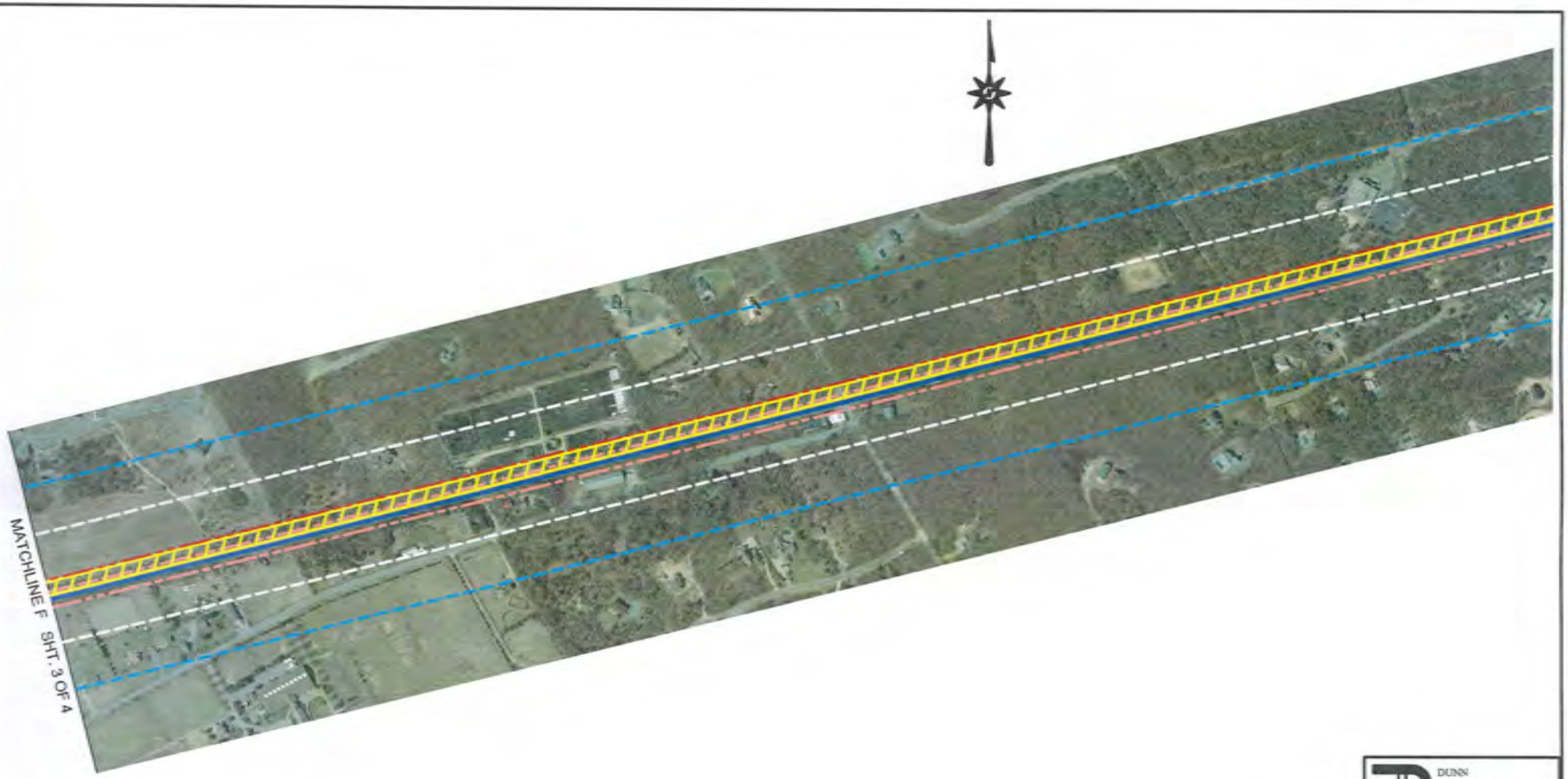
SOUTHAMPTON TRANSPORTATION PLAN

FIGURE IV-20
TYPICAL AT GRADE INTERSECTIONS

DATE	SCALE	DGA NO.
01/30/04	NTS	23057.00
DESIGNED BY: RH	DRAFTED BY: CO	SHEET NO.: OF



LEGEND:

- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED RAILROAD R.O.W.
- EXISTING RAILROAD R.O.W.
- 200' OFFSET FROM NEW ROAD
- 400' OFFSET FROM NEW ROAD

REVISIONS			
NO.	DATE	DESCRIPTION	BY

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
55 Main Street
Westhampton Beach, NY 11978
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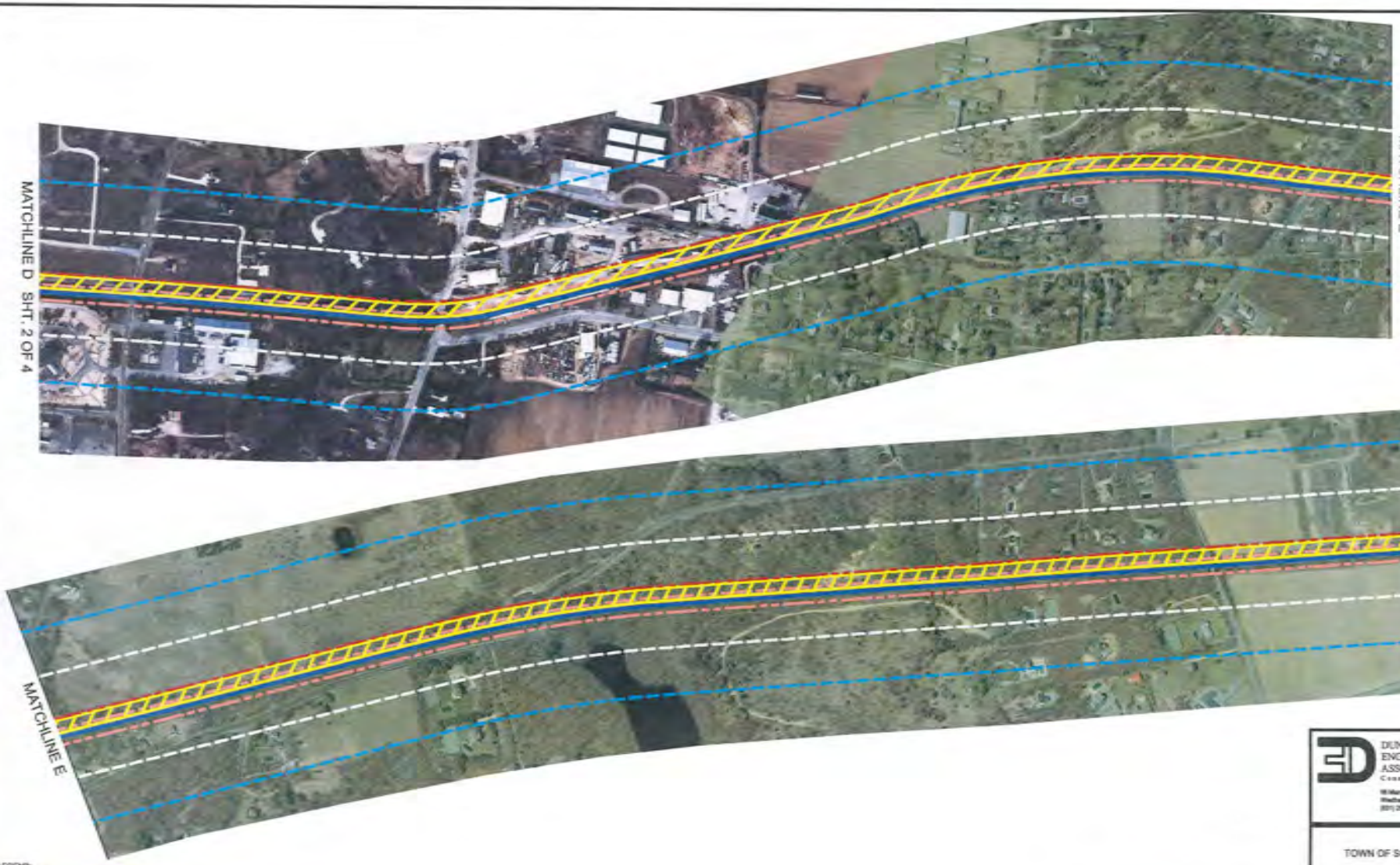
TOWN OF SOUTHAMPTON

FIGURE IV-19
LONG ISLAND RAILROAD CORRIDOR
WITH NEW ROAD ADJACENT
EAST OF SAGG ROAD
TO EAST HAMPTON

DATE	SCALE	JOB NO.
02/2024	1" = 400'	22057.00
DESIGNED BY: R.H.	DRAFTED BY: T.S.S.	SHEET NO. 4 OF 4



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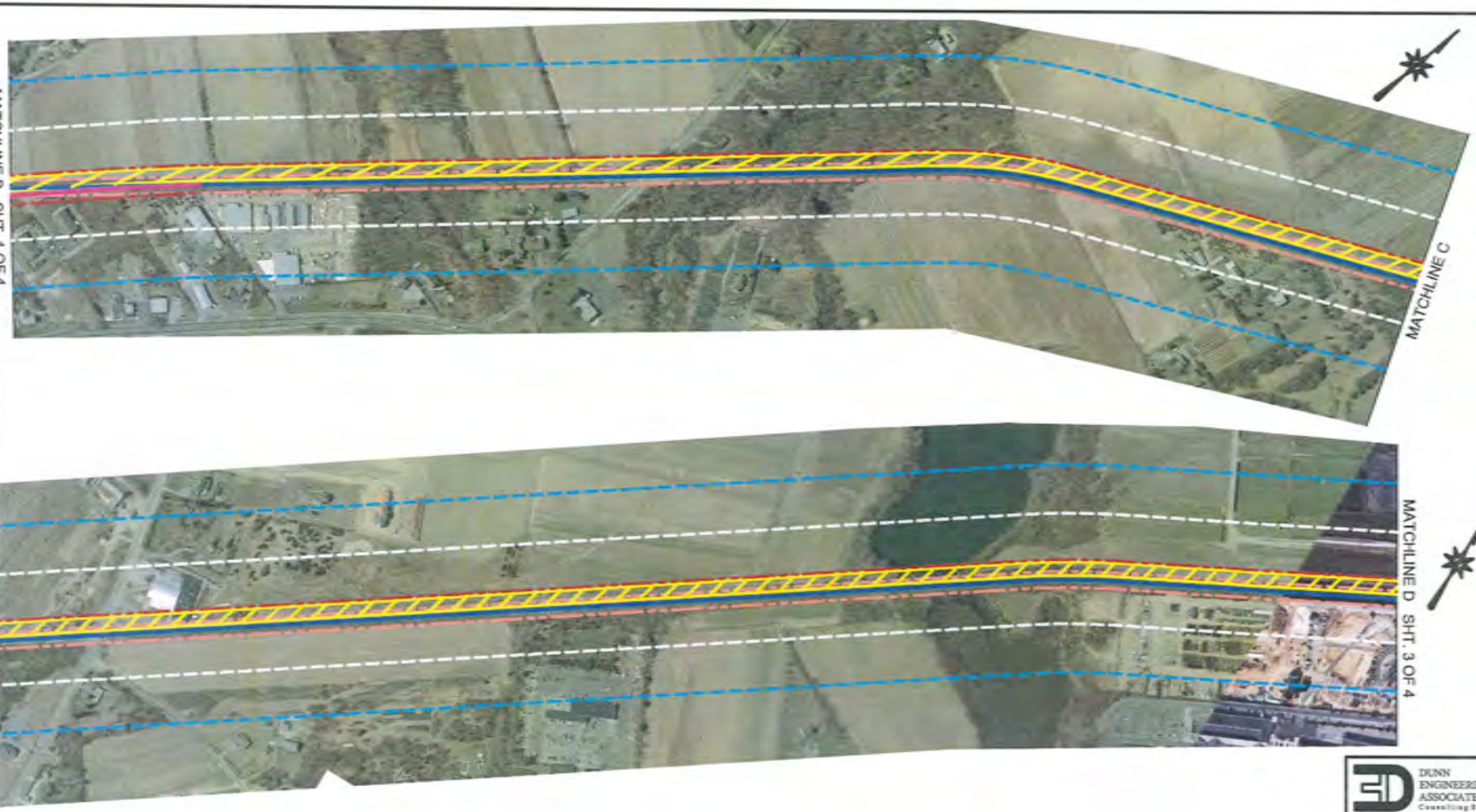
TOWN OF SOUTHAMPTON

FIGURE IV-18
LONG ISLAND RAILROAD CORRIDOR WITH NEW ROAD ADJACENT SNAKE HOLLOW ROAD AND EAST OF SAGG ROAD

DATE	SCALE	JOB NO.
12/03/04	1" = 800'	23057.05
SURVEYED BY: R.K.	DRAFTED BY: T.S.S.	SHEET NO. 3 OF 4

REVISIONS			
NO.	DATE	DESCRIPTION	BY



LEGEND:

- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED RAILROAD R.O.W.
- EXISTING RAILROAD R.O.W.
- 200' OFFSET FROM NEW ROAD
- 400' OFFSET FROM NEW ROAD

REVISIONS			
NO.	DATE	DESCRIPTION	BY

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
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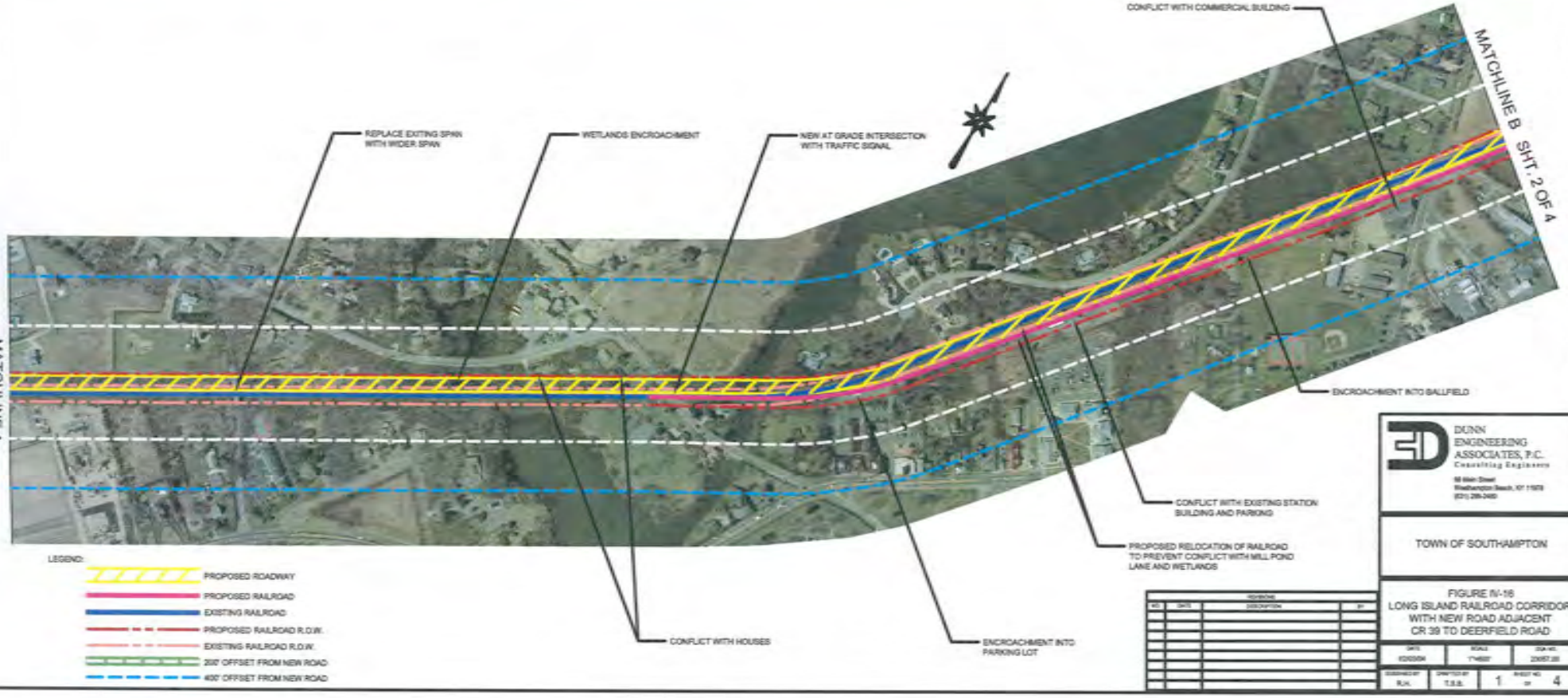
TOWN OF SOUTHAMPTON

FIGURE IV-17
LONG ISLAND RAILROAD CORRIDOR
WITH NEW ROAD ADJACENT
DEERFIELD ROAD TO LONG POND

DATE	SCALE	JOB NO.
12/03/04	1"=400'	22057.00
DESIGNED BY: R.H.	DRAFTED BY: T.S.S.	SHEET NO. 2 OF 4



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Consulting Engineers
60 Main Street
Westhampton Beach, NY 11978
(631) 288-3400

TOWN OF SOUTHAMPTON

FIGURE IV-16
LONG ISLAND RAILROAD CORRIDOR WITH NEW ROAD ADJACENT CR 39 TO DEERFIELD ROAD

DATE	SCALE	JOB NO.
6/2/2004	1"=400'	23057.00

DESIGNED BY	DRAWN BY	SHEET NO.
R.H.	T.S.B.	1 OF 4

There are four existing overpasses of the railroad that would need to be extended to overpass the new highway as well as the existing railroad and there are eight at grade crossings of the railroad where either over- or underpasses of the new highway and railroad would have to be constructed. Underpass construction would present particular problems due to the presence of groundwater close to the surface. The three interchanges constructed at Scuttle Hole Road, Bridgehampton-Sag Harbor Turnpike (C.R. 79) would also require overpasses or underpasses as well as ramps to provide access to the highway.

The implementation of Option B would require far less cost in terms of structures but would raise costs relative to traffic control with the introduction of thirteen new traffic signals, all with railroad pre-emption.

Option A would provide more capacity and result in a safer facility as access would be more limited and be done via interchanges. Option B would provide approximately two-thirds of the capacity of Option A (Say 2200 vehicles per hour per direction), and because of the number of intersections, additional traffic accidents could be expected. In addition, Option B raises the issue of rail/vehicular accidents although the latest engineering practices provide substantial safeguards. It is important to recognize that the railroad abating the proposed highway on the south and since properties to the north never had highway access, there would be no need to grant it in the future. The highway could thus be free from future access that would degrade safety and capacity of the constructed facility.

Option B may well provide sufficient new highway capacity east of County Road 39 and provide a balanced system with County Road 39 once those improvements are completed.

No matter what the future use of the Long Island Rail Road Corridor east of County Road 39, the Town should act to preserve its future use by limiting growth near the rights-of-way. Whether the corridor is only used for increased train service or a joint use by rail and highway new facilities will generate additional noise that will be intrusive to nearby residences. If the joint use corridor is pursued, additional rights-of-way will be required. To minimize eventual costs, buildings should be kept as far from the rights-of-way as possible.

D. East End Transportation Authority

The 1999 Comprehensive Plan Update[17] stated the following with regard to the necessity of "regional cooperation:"

> "Southampton has in recent years experienced the negative results of decades of transportation planning and non-planning. These results have resulted in oppressive traffic, high volumes of traffic on rural streets, and a feeling among residents of being condemned to frustration, especially in the desirable summer season."
>
> "These problems defy easy and quick fixes. Rather, the Town will need to adopt a long-term perspective on implementation. As noted in the 1986 Vollmer study, the Town will need to commence a "system wide program of improvements" to avoid the failure of its street system. This system wide program must incorporate alternative, non-auto, means of travel for Southampton to maintain or enhance its way of life."
>
> "One of the vision goals expressly noted that a "regional perspective" is necessary. The Town of Southampton should "seek inter-municipal, inter-governmental and public/private partnerships to promote alternatives to deal with what are in fact regional transportation issues."
>
> "The Town will also need to build alliances in order to fully implement the goals expressed in this report. Clearly, as described earlier in connection with ISTEA, the State's Transportation Improvement Program (TIP) will need to be amended; the support of both the State Department of Transportation and County Department of Public Works will have to be secured; so too must the support of the Long Island Railroad (LIRR) and the private ferry and bus/jitney operators in town. The Town of Southampton should also reach out to other South Fork communities, as well as perhaps North Fork communities, to join in a regional effort to reduce traffic and promote alternatives to the automobile."[18]
>
> "…There are a number of ways in which the Town can joint with its neighbors to better deal with transportation." One of the strategies noted in the 1999 Comprehensive Plan Update in a footnote is the possibility that "an authority could be formed…made up of South Fork communities, in addition to the

[17] 1999 Southampton Town Comprehensive Plan Update, page 357.
[18] 1999 Southampton Town Comprehensive Plan Update, page 416.

> State. Precedent for revenue sharing…is found in the Triborough Bridge and Tunnel Authority, which is a subsidiary of the MTA.[19]

The Land Committee also suggested, "The establishment of an East End Transportation Authority (at least geographically covering the South Fork) to address all modes of transportation solutions involved in air, land and sea to ensure the public's interest and demand for transportation solutions are effectively integrated". Such an authority may be an avenue toward overcoming the multi-jurisdictional layers of government which do not always focus on the transportation problems in a cohesive manner, particularly on the East End of Long Island.

Such an authority would presumably be capable of operating a coordinated rail/bus transportation system as outlined previously in Section VI.B. Operation of such a system could be locally based with a local control system capable of operating the LIRR track system. The central operations facility would monitor train positions from Shirley/Mastic to Montauk and provide central control of switching. The existing Long Island Rail Road trains would be allowed to enter the system and be locally controlled upon entering. In addition, the authority would operate its own local inter-hamlet trains. These would be coordinated with local connector bus service also operated by the Authority. Using Intelligent Transportation Systems concepts, the position of all trains and buses operated by the Authority would be known and that information could be relayed to local stations and other critical pickup points, so that passengers would know when the next bus or train would arrive.

A cohesive coordinated transportation system as described above and outlined in Section IV.B of this report could best be operated by a separate authority focused on local, rather than larger regional issues. It would be an outgrowth of the development of the coordinated rail/bus transportation system as described. However, the separate authority would not be necessary, if such a coordinated rail/bus transportation system was not eventually to be developed.

Creation of an East End Transportation Authority would require an act of the New York State Legislature. In addition to requiring an act of the Legislature to create, the legislature's approval would also be necessary to create a financing strategy to support its operation and capital program. The legal intricacies and viability of creating such an authority are beyond the scope of this study. Should an integrated rail/bus transit system as previously described in Section IV.B. be feasible from an economic and ridership perspective, a separate local authority to operate it would appear worthy of consideration.

[19] 1999 Southampton Town Comprehensive Plan Update Technical Report on Transportation.

Mortgage tax revenues, by Act of the State Legislature, currently are directed to various transportation and transit entities, such as the MTA. Currently one half of the mortgage transfer tax collected by Suffolk County pursuant to New York State Law is used to fund the MTA. Recently, this tax has yielded well over 5 million dollars annually in the Town of Southampton. Table IV-3 Mortgage Tax Revenues, Towns of Southampton and East Hampton 1999 to 2003, provide data on the mortgage tax revenue generated in the Towns of Southampton and East Hampton over the latest five year period. As it is proposed that an East End Transit Authority assume operation of the MTA's operations, this tax money should be available to fund these facilities. East Hampton's share should also be available if the East End Transit Authority were operating the train facilities in East Hampton.

Mortgage Tax Revenues			
	Southampton	East Hampton	Southfork - Subsidy to MTA via Mortgage Tax
1999	$5,432,779.26	$2,876,856.27	$8,309,635.53
2000	$5,670,022.82	$3,268,326.33	$8,938,349.15
2001	$6,318,299.25	$3,399,073.27	$9,717,372.52
2002	$9,752,434.94	$5,256,725.68	$15,009,160.62
2003	$11,952,038.80	$6,132,114.59	$18,084,153.39
Total Over 5 Years	$38,765,515.07	$20,933,096.14	$59,698,611.21

Table IV-3
Mortgage Tax Revenues
Towns of Southampton and East Hampton
1999 to 2003

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