V. LAND USE STRATEGIES

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V. LAND USE STRATEGIES

A. Preservation and Smart Growth

The construction of single-family homes is one of the primary driving forces generating the current increase in traffic during the peak summer season. The increase in new home construction permitted over a 10% or 23,000 person increase in year round and seasonal residents and guests during the same nine year period. In addition, the construction of over 500 houses per year represents thousands of jobs spread out to construction sites all over the South Fork. The increase in the number of homes built between 1991 and 2000 dramatically increased the number of jobs devoted to single-family home construction and increased the flow of traffic during the A.M. and P.M. peak hours. There is some evidence that as the number of houses being constructed fell off following 2000, that increases in A.M. and P.M. weekday peak hour of a traffic flow stabilized and possibly decreased temporarily, while total daily traffic flows continued to rise. **As these new single-family homes are occupied, they on average, generate 10 or more daily trips when in use. The residents generate trips to stores, schools, recreation and work activities. Service providers generate trips for fuel oil deliveries, landscaping, sanitation, cleaning services and others.** Many of these additional trips occur outside of the weekday A.M. and P.M. peak hours and thus, have contributed to the continuing increase in total daily traffic. In addition, the needs of the service industry for employees draw personnel from outside the South Fork because there is not a sufficient pool of employable personnel within the area, or housing costs in the vicinity are out of reach for such employable personnel.

A large portion of the commercial space constructed in the Town of Southampton only attracts trips created from the existing population and from the new population resulting from the construction of single-family houses. In other words more retail space, medical offices, business offices, and contractors facilities are necessary to serve the expanding year-round and seasonal population resulting from the expanding housing stock. These new commercial facilities are generally not attracting customers from outside the Southampton and East Hampton area but are primarily serving the ever-increasing residential population.

The expanding commercial properties do require additional employees and there is ample evidence that the expanding commercial activities must import labor from outside the South Fork to meet their workplace needs. These new employees then add to A.M. and P.M. weekday traffic flows.

Thus, the rate at which single-family homes are constructed has a substantial impact on the rate of traffic growth, particularly during peak summer conditions. How the existing and expanding housing stock is occupied will additionally provide an increase in traffic growth outside the peak summer periods. As baby boomers retire, there is a possibility that many summer homes may become retirement homes or seasonal retirement homes. This trend would increase the off-season population in the area and

the need for additional off-season services both of which will lead to further off-season traffic increases and therefore year-round traffic congestion.

The Town of Southampton and its Villages, through the Community Preservation Program, have acquired many properties in order to protect environmentally sensitive land and reduce buildout. In addition, Suffolk County through the farmland preservation program has acquired the development rights to other properties in agricultural production assuring it will remain as such and not be subdivided into single-family home sites. The Town and County have also acquired some sites outright for parklands. All of these actions in the past and future will limit overall growth and suppresses the rate of single-family home construction. Thus, land acquisition and purchase of development right programs are a positive strategy in the attempt to limit traffic growth in Southampton Town.

Another strategy with respect to land use is "Smart Growth" wherein development is directed to existing hamlet centers and employment centers, and where transit facilities are readily available. Housing closer to employment or vice versa reduces traffic demands and concentrates both employment centers and housing near transit routes. It facilitates alternative modes of transportation to/from work and home to encourage people to forego use of their automobile. As noted in this report, there is a significant movement of traffic eastbound into eastern Southampton Town and East Hampton each morning as people from the west drive to employment in the east. Additional affordable housing east of the Shinnecock Canal would allow working class people to live closer to employment and reduce the lengthy commute through the Town.

Transportation mode choices are made based on convenience, time savings/delays and monetary costs. In Southampton Town, it is difficult to provide a convenient timely ride from most origins to most destinations. This is because the residential areas are spread out and not necessarily adjacent to the primary highway system that transportation providers use. Also with an economy based on the service and resort community, job locations are not clustered. There are major employment centers within the Town. In particular within the Village of Southampton; which has the Town Hall, Town Court facilities, Southampton Hospital, support businesses, a major commercial shopping district and a substantial industrial and commercial area on C.R. 39. Other employment centers include the other major commercial shopping district, hamlet centers and shopping center business districts within the Town, as well as, public schools, Southampton College, Suffolk County Community College and other major employers. A public transportation system that can adequately serve these employment centers should help to reduce auto trips.

The successfulness of public transportation is dependent on how accessible it is to employment centers and the residential housing the employees come from. In the Town of Southampton, the Town has placed a great effort on keeping the hamlet centers strong and not allowing business to spread out along major routes, as is typified in western Suffolk County. A secondary effect of this policy is that it helps concentrate jobs in the hamlet centers which can be served more readily by public transportation. Unfortunately, the hamlet centers are not always clustered around the rail road stations with the exception of Speonk and Hampton Bays where many businesses are within walking distance of the train station. In order to provide service to the train station, additional feeder bus lines must be added to circulate between the train stations and the hamlet centers such as in Westhampton Beach, Southampton Village and Bridgehampton. The Town should attempt to cluster commercial/industrial uses close to train stations or convenient to feeder bus service similar to the Smart Growth guidelines for orienting high density housing on proximity to public transit.

While it is desirable to concentrate employment near transit facilities, it is equally desirable to locate residents near the transit facilities and employment centers. The location of apartments above commercial properties within the hamlet centers not only locates residents within walking distance of employment opportunities but also places the residents closer to public transportation, shopping and the necessary services.

If the goal is a successful public transit system that is affordable and has the ability to relieve highway congestion, employees and jobs must be concentrated close to it for convenience and sustainability. Smart Growth techniques, however, tend to be contrary to current zoning practice that spreads dwelling units out onto bigger and bigger lots making the individual homes less accessible to public transportation systems. While increasing the overall density of housing in the Town is often viewed as undesirable, moving density away from outlying areas and redirecting growth into hamlet centers and concentrating it near public transportation facilities would be supportive of the public transportation system.

There are various land use strategies to manage growth and direct development into hamlet centers adjacent to public transit such as mandatory transfers of development right programs. Detailed analysis of these and other planning and zoning tools and the legal intricacies involved are outside the scope of this study. However, the SEEDS Study is expected to test these concepts.

B. Access Management Strategies

Streets and highways constitute a valuable resource as well as a major public investment. It is essential to operate them safely and efficiently by managing the access to and from abutting properties. Owners have a right of reasonable access to the general system of streets and highways. Roadway users also have certain rights. They have the right to freedom of movement, safety, and efficient expenditure of public funds. The need to balance these competing rights is especially acute where significant changes to the transportation system and/or land use have occurred or are envisioned to occur. The safe and efficient operation of the transportation system calls for effectively managing the highway access, via driveways or streets, to adjacent developments. This requires the proper spacing of streets and driveways.

The spacing of access for driveways and streets is an important element in the planning, design, and operation of roadways. Access points are a primary source of accidents and congestion. Their location and spacing directly affect the safety and functional integrity of streets and highways. Too many closely spaced street and driveway intersections, for example, increase accident potential and delays and preclude effective traffic signal coordination. Too few inhibit access and over-concentrate entering and exiting traffic movements.

Despite the importance of access spacing for driveways and streets, it is often overlooked in current roadway and site planning efforts. Part of the problem stems from the constraints posed by existing streets and developments and the previous subdivision of property along the highway system. However, the lack of sound spacing standards and guidelines is an equal, if not more important, constraint.

Regulating access is called "access control." It is achieved through the regulation of public access rights to and from properties abutting the highway facilities. These regulations generally are categorized as full control of access, partial control of access, access management, and driveway/entrance regulations. The principal advantages of controlling access are the preservation or improvement of service and safety.

The functional advantage of providing access control on a street or highway is the management of the interference with through traffic. This interference is created by vehicles or pedestrians entering, leaving and crossing the highway. Where access to a highway is managed, entrances and exits are located at points best suited to fit traffic and land-use needs and are designed to enable vehicles to enter and leave safely with minimum interference from through traffic. Vehicles are prevented from entering or leaving elsewhere so that, regardless of the type and intensity of development of the roadside areas, a high quality of service is preserved and crash potential is lessened. Conversely, on streets or highways where there is no access management and roadside businesses are allowed to develop haphazardly, interference from the roadside can become a major factor in reducing the capacity, increasing the crash potential, and eroding the mobility function of the facility.

Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Access management applies to all types of roads and streets. It calls for setting access policies for various types of roadway, keying designs to these policies, having the access policies incorporated into legislation, and having the legislation upheld in the courts.

Access management views the highway and its surrounding activities as part of a single system. Individual parts of the system include the activity center and its circulation systems, access to and from the center, the availability of public transportation, and the roads serving the center. All parts are important and interact with each other. The goal is to coordinate the planning and design of each activity center to preserve the capacity of the overall system and to allow efficient access to and from the activities.

Access management extends traffic engineering principles to the location, design, and operation of access roads that serve activities along streets and highways. It also includes evaluating the suitability of a site for different types of development from an access standpoint and is, in a sense, a new element of roadway design.

Driveway/entrance regulations may be applied even though no control of access is obtained. Each abutting property is permitted access to the street or highway; however, the location, number, and geometric design of the access points are governed by the regulations.

Access management addresses the basic questions of when, where, and how access should be provided or denied, and what legal or institutional changes are needed to enforce these decisions. In a broad context, access management is resource management, since it is a way to anticipate and prevent congestion and to improve traffic flow.

As the number of driveways along a highway increases, the crash rate also increases. The effect of driveway and business frequency on crash rates is shown in Figure V-1 and V-2. As the number of business and access points increases along a roadway, there is a corresponding increase in crash rates. This contrasts sharply with freeway crash rates that remain the same or even decrease slightly over time.

The generalized effects of access spacing on traffic crashes were derived from a literature synthesis and an analysis of 37,500 crashes. This study's analysis shows the relative increase in crash rates that can be expected as the total driveway density increases. Increasing the access frequency from 10 to 30 access points per kilometer [20 to 50 access points per mile] will result in almost a doubling of the crash rate. Each additional access point per kilometer increases the crash rate about 5 percent; thus, each additional access point per mile increases the crash rate about 3 percent.

Figure V-1 and V-2

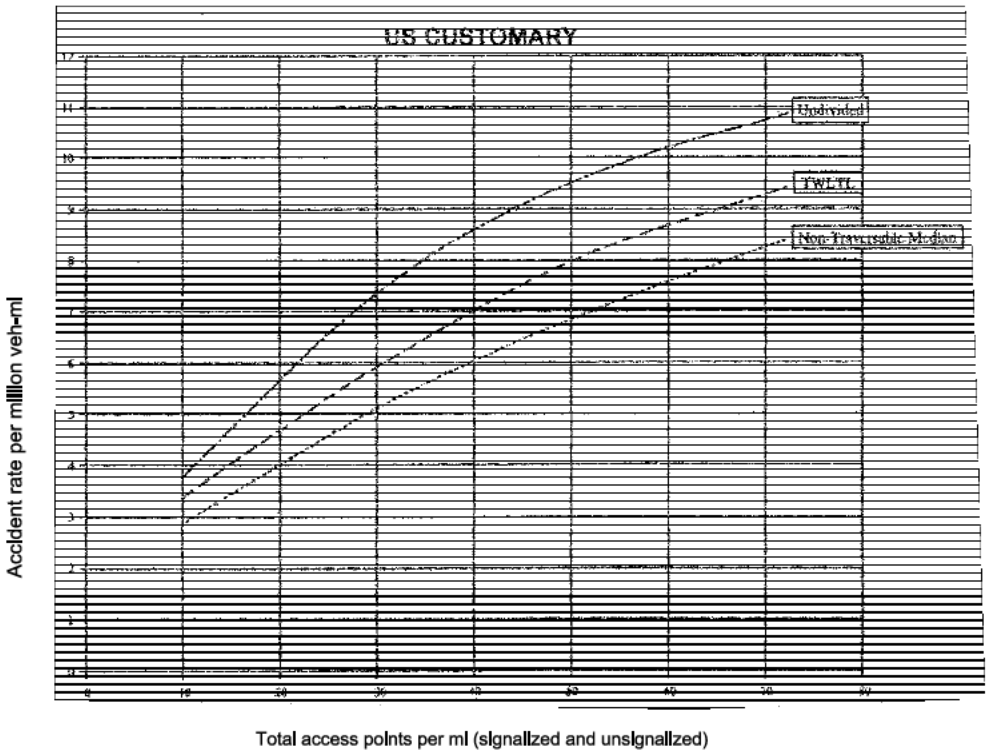


FIGURE V-1
ESTIMATED CRASH RATES
BY TYPE OF MEDIAN-
URBAN AND SUBURBAN AREAS

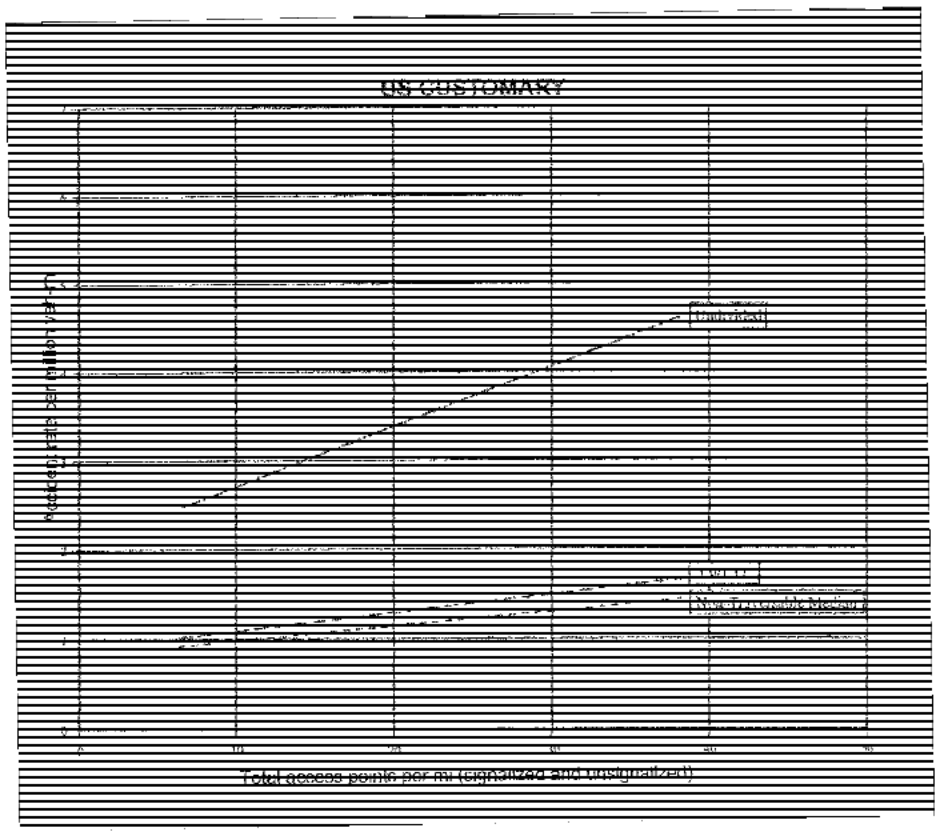


FIGURE V-2
ESTIMATED CRASH RATES
BY TYPE OF MEDIAN-
RURAL AREAS (18)

Figures V-1 and V-2 show crash rates by access frequency and type of median for urban/suburban and rural roads, respectively. Crash rates rise for each type of median treatment with an increase in access frequency. Non-traversable medians generally have a lower crash rate than two-way left turn lanes and undivided roadway sections for all access densities. Provision of non-traversable medians will eliminate left-turn movements at some intersections and driveways, but may increase U-turn volumes at other locations on the same road or may divert some traffic to other roads.

In summary, some degree of access control or access management should be included in the development of any street or highway, particularly on a new facility where the likelihood of commercial development exists. The type of street or highway to be built should be coordinated with the local land-use plan to ensure that the desired type of access can be maintained through local zoning ordinances or subdivision regulations. The control of access may range from minimal driveway regulations to full control of access. Thus, the extent and degree of access management that is practical is a significant factor in defining the type of street or highway.

An access classification system defines the type and spacing of allowable access for each class of road. Direct access may be denied, limited to right turns in and out, or allowed for all or most movements depending upon the specific class and type of road. Spacing of signals in terms of distance between signals or through bandwidth (progression speed) is also specified.

Highways with full access control consistently experience only 25 to 50% of the crash rates observed on roadways without access control. These rates are defined in terms of crashes per million vehicle kilometers [miles] of travel. Freeways limit the number and variety of events to which drivers must respond and thus lower crash rates result. Sunrise Highway is such a facility and the roadway proposed for the joint uses corridor would also be a limited or controlled access facility.

The safety and operating benefits of controlling access to a highway have long been recognized and well documented. As access density increases, there is a corresponding increase in crashes and travel times.

It is not necessary to apply access management techniques to every roadway within the Town. Rather, **the most important roads within the Town should be identified for protection through access management strategies**. These roadways should be those that currently carry substantial traffic volumes or ones that may in the future as the Town continues to develop. At a minimum all State highway facilities should be identified for protection as well as most County Highway facilities. These highways are the principal arterial routes which carry most of the vehicular trips within the Town. They are:

- North Sea Road (C.R. 38)
- Sandy Hollow Road (C.R. 52)

- Old Riverhead Road (C.R. 31)
- Quogue-Riverhead Road (C.R. 104)
- Cross River Drive (C.R. 105)
- Bridgehampton-Sag Harbor Turnpike (C.R. 79)
- Montauk Highway (C.R. 80, NYS Route 27 and NYS Route 900W)
- County Road 39
- Flanders Road (NYS Route 24)

Several Town roadways that currently carry in excess of 5,000 vehicles per day should be added to the listing of principal arterials. These roadways include:

- Old Country Road (Town) – Southampton/Brookhaven Town Line to Montauk Highway (C.R. 80).

- Noyack Road/Brickiln Road (Town) – North Sea Road (C.R. 38) to Bridgehampton-Sag Harbor Turnpike (C.R. 79).

- Scuttle Hole Road (Town) – Montauk Highway (NYS Route 27) to Bridgehampton-Sag Harbor Turnpike (C.R. 79).

The important roadways within Southampton Town traverse hamlet centers, strip commercial areas and rural residential areas. Access management techniques for each general land use type would be different. In the hamlet centers, while the movement of traffic thru the community is important, pedestrian activity and the preservation of the community character are also important. In the rural residential areas, the issues differ from those created by commercial driveways and activities. In all locations access management techniques are often pitted against existing land subdivision which created small lots, each seeking its own access to the highway.

Hamlet Centers

Each hamlet center needs to have its own strategy developed to protect its character while at the same time accommodating the present and future traffic demands. Strategies should be developed that reduce the number of through trips through these communities by either providing a successful public transportation system or by moving traffic to by-pass routes such as the joint use corridor. Connectivity between parking areas and improved circulation behind the hamlet centers as developed in the Water Mill, Bridgehampton and Hampton Bays Hamlet Studies is important.

Commercial Areas Outside Hamlet Centers

High density traffic generating land uses should be kept within the hamlet centers as a means of maintaining the centers' viability rather than placing new uses outside the center and drawing the traffic away from the hamlet centers. Lighter density uses which

generate less traffic and are not always suitable for hamlet centers could be located on arterials outside the hamlet centers. Such uses would include:

- Plumbing contractors and supply facilities
- Electrical contractors and supply facilities
- Automotive dealerships
- Automotive repair shops
- Garden centers
- Marine sales

In addition to the above uses, which generate light volumes, there are several uses found outside the hamlet centers which generate considerable numbers of turning movements in and out of relatively small sites. These uses are:

- Gas Stations/Quick Marts
- Convenience Stores
- Fast-food and Take Out Restaurants
- Deli's

To date, the Town's Highway Business Zoning Districts have fostered generally low traffic generating uses with the exception of those land uses noted above. The high volume uses that are found on C.R. 39, Montauk Highway and other important Town arterials (e.g., Route 24) tend to benefit from high pass-by activity meaning that traffic utilizing the site comes from the passing traffic stream rather than generating new destination type traffic. Indeed, a high percentage of traffic utilizing some of the high volume uses and gas stations in particular, come from the adjacent stream of traffic. This means that a high percentage of traffic using the site is a right turn in and right turn out.

The Town should be encouraged to reduce the presence of high traffic volume uses in the Highway Business Zone where possible.

In some cases where the size of property permits adequate buffering senior citizen or multi-family housing may be appropriate provided adequate safe access to the adjacent highway can be provided. For high volume roadways such as C.R. 39 or Montauk Highway this would mean access via a traffic signal, preferably an existing traffic signal or to another roadway which intersects the major arterial highway at a traffic signal.

Formalizing Access Points

The quality of the site access to commercial property along major highways within the Town varies greatly. Some properties have no formal access. Rather they are provided with a continuous asphalt apron along the entire frontage of the site and no formal designated parking area. Movements in and out of these sites are chaotic. Traffic movements from one site can also interfere with those of an adjacent site. Formalized

access should be developed for each of the existing sites where formalized access does not exist.

Access Spacing and Reducing Access Points

Driveway spacing is one of the principle tools used to minimize the potential conflicts between through traffic and traffic generated by development. The establishment of traffic-sensitive minimum driveway spacing standards has two principal effects; it limits the number of conflict points and separates conflict points. Spacing standards are particularly effective in helping to avoid future traffic problems in lightly to moderately developed areas facing development pressure. The contrast between good and poor driveway spacing is illustrated in Figure V-3.

There are no clear, widely accepted standards for driveway spacing. Standards based strictly on traffic and engineering factors are generally quite large and may be difficult, particularly in areas where existing frontage requirements are as narrow as 150-feet and some existing parcels may be smaller. In practice, existing or proposed standards generally reflect a balance between traffic and engineering considerations and requirements, local development objectives, and existing land-use characteristics (lot sizes, land-use type, frontage requirements, and the like). Further, even where minimum spacing standards have been adopted the actual spacing allowed between driveways is a function of the size of each proposed development, the volume of traffic generated by development, roadway characteristics, and existing and projected traffic conditions. Larger developments, thus, generally require larger driveway spacing.

In contrast with a number of other states, New York has not established driveway spacing standards but rather left such action to municipal discretion. As a result, a number of Towns in the State have moved to establish local standards. The standards proposed for two Towns, Canadaigua and Farmington, reflect two of the most significant determinants of driveway spacing, speed and the size of development, as shown below.

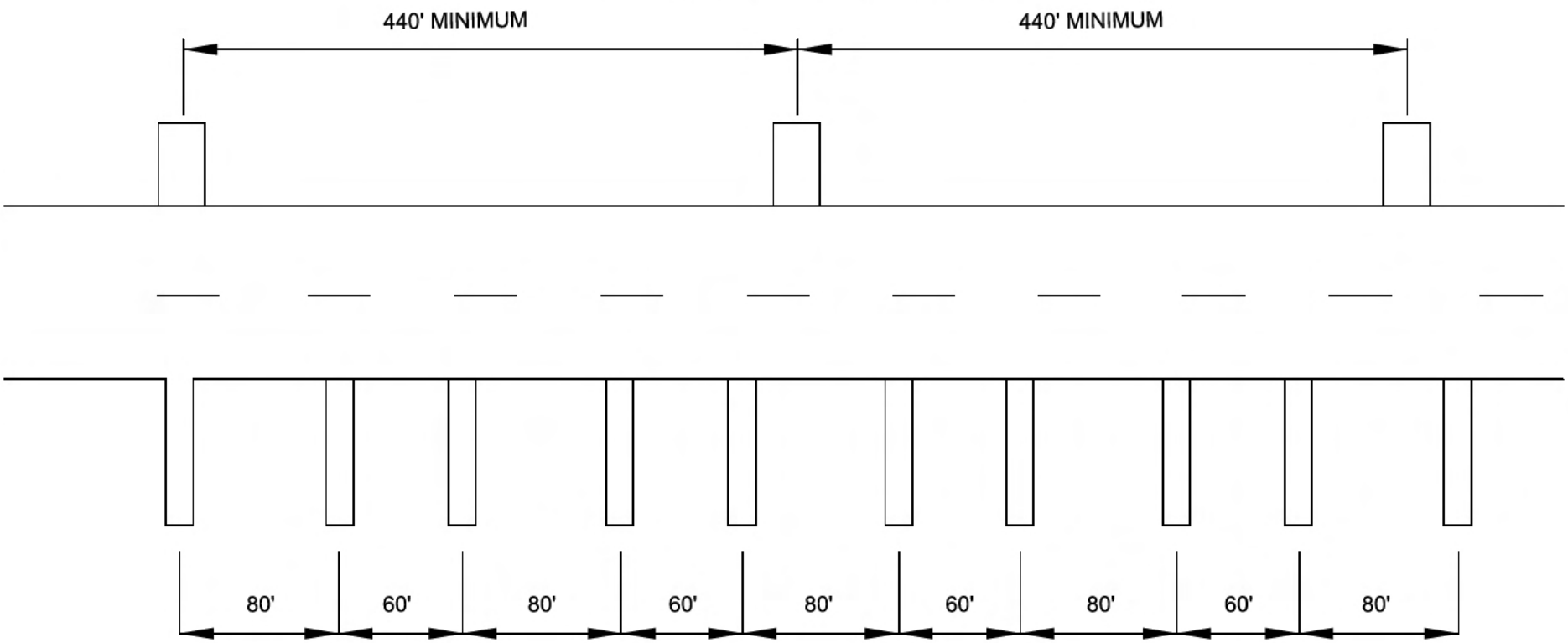
Posted Speed	Small Generator	Medium Generator	Large Generator
	0 to 100 PHT	101 to 200 PHT	201 PHT or more
Less than 45 mph	220 feet, 67 meters	330 feet, 100 meters	550 feet, 168 meters
45 mph or greater	330 feet, 100 meters	440 feet, 134 meters	660 ft, 200 meters

PHT, Peak Hour Trips

Table V-1
Proposed Driveway Spacing Standards for Canadaigua and Farmington

Figure V-3

GOOD SPACING, FEWER CONFLICTS



POOR SPACING, MANY CONFLICTS

DRIVEWAY SPACING CAN DRAMATICALLY AFFECT THE NUMBER OF CONFLICT POINTS ALONG A ROADWAY

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SOUTHAMPTON TRANSPORTATION PLAN

FIGURE V-3

DATE	SCALE	DEA NO.
01/28/04	NONE	23057.00

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Minimum Corner Clearance Standards

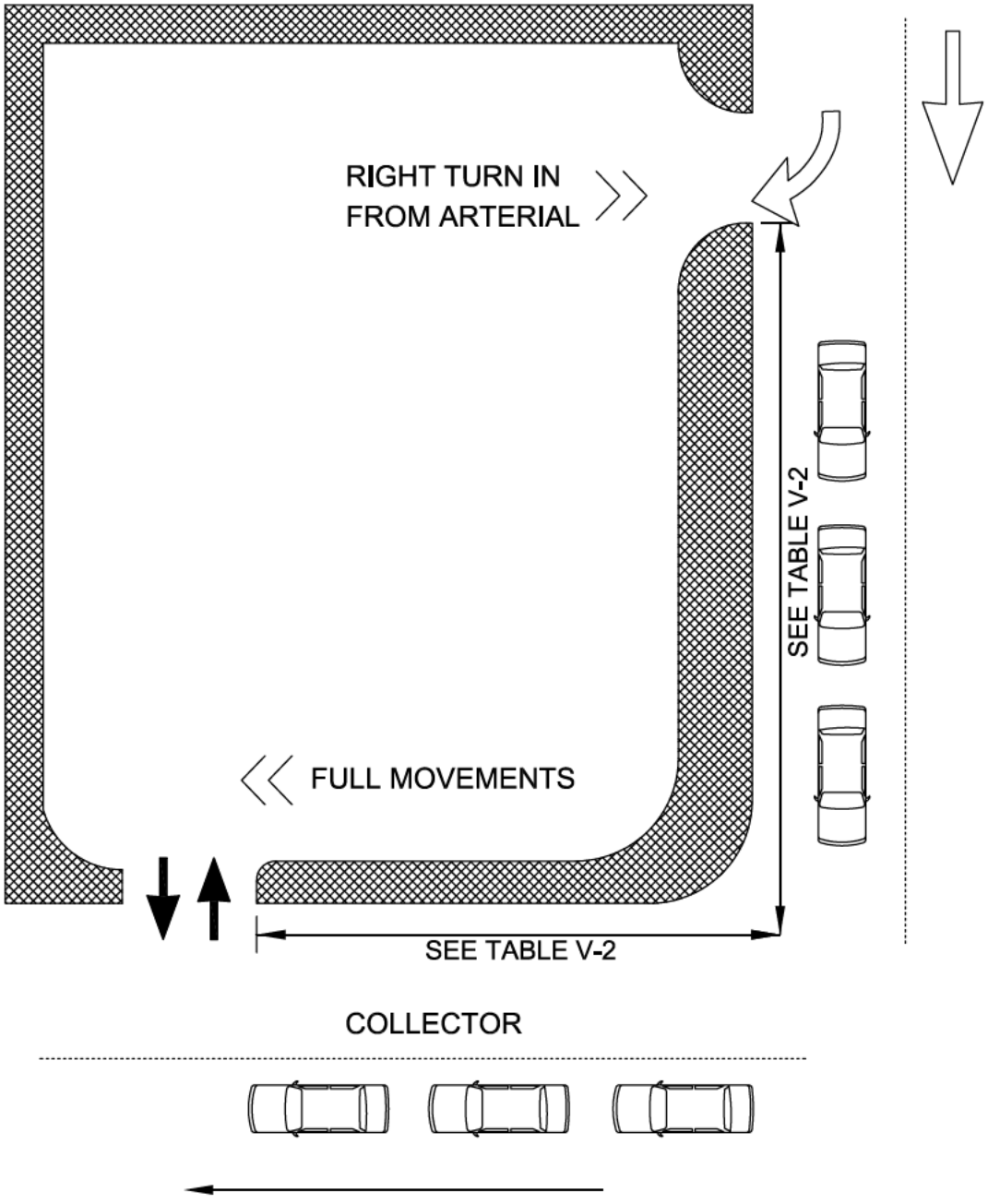
Corner properties, properties with frontage on intersecting roads, present special problems in the location and design of driveways. Such properties are particularly attractive to businesses which generate a high volume of drive-by, drop-in customers (e.g., gas stations, convenience stores and fast food franchises) and, thus occasion frequent conflicts between through traffic, vehicles entering or exiting the intersection, and vehicles entering or exiting the site. Vehicles stopped in the travel lanes waiting to turn into a corner property may, and often do, block traffic on the adjacent roadways. Further, because these driveways increase the number and density of conflict points, they place increased demands on drivers attention with a resulting deterioration in driver performance. Accidents at intersections are about three times more frequent than between intersections.

In practice, corner clearance for driveways from existing, developed properties reflects the tension between traffic and safety needs (generally determined through an analysis which addresses the type of development and development generated traffic, road and intersection characteristics, and existing and projected traffic conditions) and property rights and local development objectives. That is, the corner clearance of existing driveways at many developed properties is in conflict with the safe and efficient movement of traffic through the intersection.

Corner properties often offer the motorist on opportunity to exit the site onto a low (or lower) volume side street that, in turn, allows signalized access to the major arterial or an alternate path to a destination. The presence of the traffic signal, however, often creates queues and driveway placement must therefore be sensitive to actual queuing that takes place. The driveway to the site must be placed far enough from the stop line at the signal so that queues do not impair the ability of traffic to enter and exit the site.

While there are no widely accepted standards for minimum corner clearance those developed in Florida are frequently used as a model. In New York, the Town of Penfield for instance requires a minimum corner clearance of 230 feet. While the Towns of Canandaigua and Farmington have proposed ordinances which would set corner clearance at 220 feet for full access – all movements, and 110 for partial access – right turn in and/or out only. Such ordinances often conflict with property sizes that have smaller frontage then the distances prescribed. Key geometric considerations in the placement of driveways on corner properties are illustrated in Figure V-4. In determining the actual location for driveways proposed to serve corner properties three conditions are generally attached to minimum corner clearance spacing requirements as shown in Table V-2.

Figure V-4



CORNER TREATMENTS INCLUDE DRIVEWAY LOCATION AND MAY INCLUDE TURN RESTRICTIONS

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FIGURE V-4

DATE	SCALE	DEA NO.
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Position Relative to Intersection	Access Allowed	Minimum Distance from Intersection (ft.)	Restrictive Median
Approaching	Right In/Out	115	Yes
Approaching	Right In	75	Yes
Departing	Right In/Out	230	Yes
Departing	Right Out	100	Yes
Approaching	Full	230	No
Approaching	Right In	100	No
Departing	Full	230	No
Departing	Right Out	100	No

Table V-2
Corner Clearance At Intersections

The actual driveway spacing is to be determined through an analysis of the effect vehicles entering or exiting a corner property have on traffic operations and safety on the road. Actual queuing at a signalized intersection is an important factor that must be considered. Thus, driveways from corner properties generating a high volume of trips should be spaced to exceed minimum spacing requirements and should be placed outside of queuing that may normally occur at an adjacent traffic signal.

Driveways should not be allowed within the functional area of an intersection and particularly within the boundaries of turn or merge lanes. That is, driveways should not be placed where the attention of through drivers is focused on entering and exiting an intersection or diverging from or merging with through traffic.

For properties that cannot meet the minimum corner clearance standards or where there is a high volume of through traffic across the driveway, driveways should be sited as far as possible from the intersection, shared and/or cross access with abutting properties should be provided, and turn restrictions (right in and/or out only) should be required.

As with driveway spacing, minimum corner clearance standards in New York have been adopted by local law applying within an overlay district. Supporting elements can include zoning and/or site plan requirements for minimum frontage, lot sizes exceeding the corner clearance standard, reverse access, and the like.

Full access to State, County and important town facilities should be discouraged where properties have access to adjacent side streets, particularly when signalized. In addition, when access to these roadways is via an approaching lane right turns out of the access driveway should be prohibited in order to avoid vehicles exiting the site and crossing the thru lanes to access the left turn lane on arterial highway.

Shared Driveways and Cross Access Driveways

Shared driveways are driveways serving two or more abutting properties. They may or may not be comprised of land from each property. Shared driveways allow for larger driveway spacing and improved management of traffic entering and exiting a development.

Cross access driveways interconnect the parking facilities of two or more abutting properties. They are always comprised of land from each property. Cross access driveways provide an opportunity for vehicles to move from one development to another without recourse to the roadway, thus reducing traffic volumes on the road and eliminating conflicts with entering or exiting vehicles.

Shared and cross access driveways are key elements of almost all access management plans. Indeed, in areas which are heavily developed cross access driveways provide the most significant traffic relief short of closure and retrofit of existing driveways, driveway signalization, and capacity enhancement.

Provisions for shared and cross access driveways are most effective and uniformly applied if enacted by local law. These requirements would then be implemented as part of a subdivision or site plan approval. In all cases the land comprising the shared or cross access driveway should be recorded as an easement and constitute a covenant running with the land. Joint maintenance agreements should also be incorporated to the property deed.

Incentives for cross access agreements provisions within the Zoning Code could be made so that combining of accesses is more palatable to the developer. Normally properties are required to have vegetative buffers along each side yard adjacent to an adjoining commercial property. The code could be modified to allow this provision to be waived when adjoining properties combine parking and access facilities. This gives the properties more room for parking and also permits a larger building. Each property that comes before the Planning Board would be requested to provide a reciprocal access easement for the adjoining property and allowed to reduce the ten foot buffer requirement as long as the reciprocal access is granted.

So as not to burden the property owner granting the easement the Planning Board also should have the ability to waive the requirement for any parking spaces lost in actually creating the access between the adjacent sites.

It will take many years before the impact of such a policy is felt. Reciprocal access agreements can usually only be obtained when a site comes before the Planning Board and as the initial approvals and easements are granted the adjoining properties are unlikely to have an access easement in place. The actual connection between the adjacent properties cannot be accomplished until agreements are in place for both

properties. As more and more existing properties have the easements, the likelihood of making actual connections will increase.

Recommendations for Cross Access and Shared Driveways

It appears that cross access between sites works best when placed in front of the development's buildings. Access behind the buildings is useful but is not readily apparent to motorists unless internal signing is provided. The cross access provided should not require circuitous movements. In addition, it is more likely that a successful joint access plan can be more readily implemented in front of site building rather than behind. Many of the highway business uses have secured rear yards for the storage of building materials, automobiles or service vehicles. These businesses cannot readily connect through these secure yards.

Shared and joint access driveways should be provided wherever possible to reduce the number of commercial access points. All commercial properties should provide reciprocal access easements to adjacent commercial properties with potential future connection points defined but also allow for adjustments when the adjoining property is eventually developed.

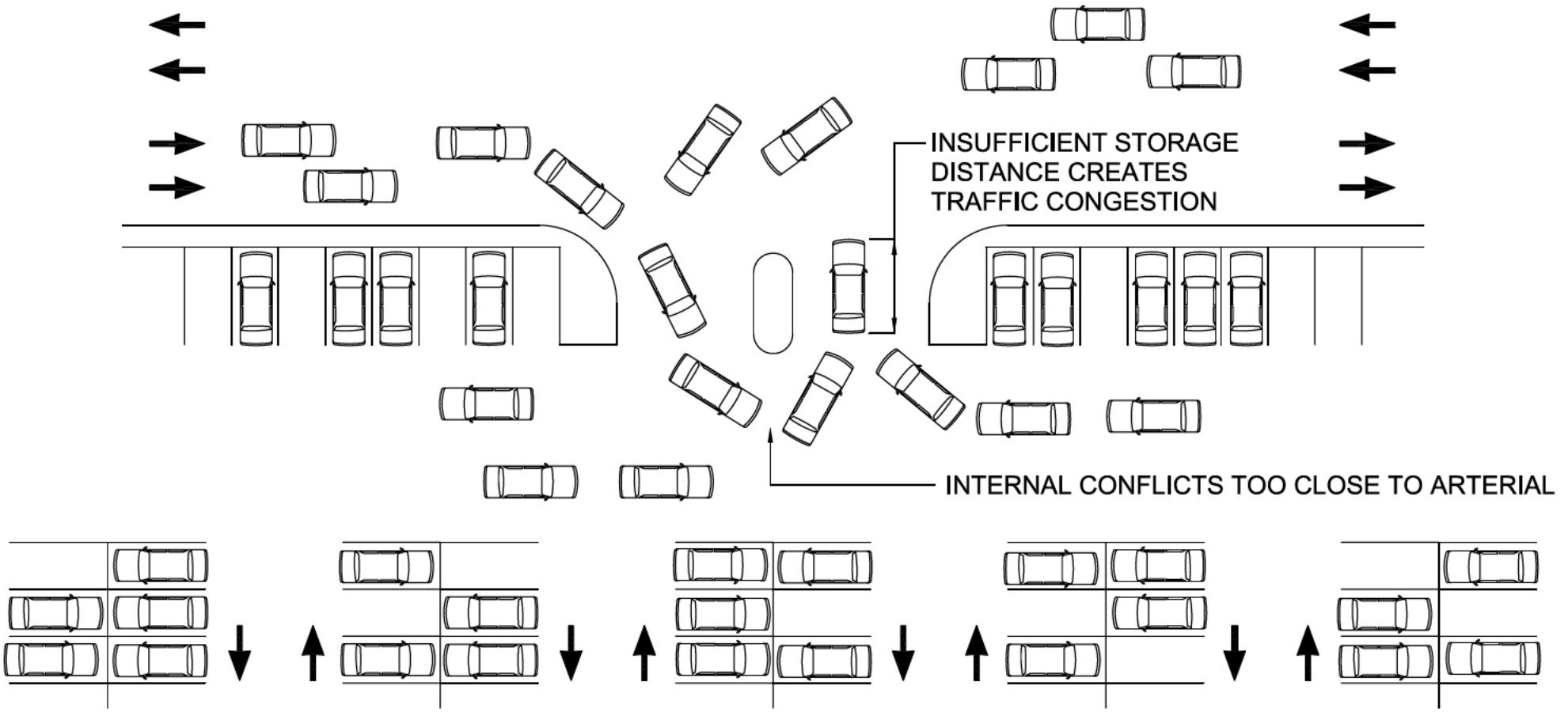
Access Point Design Standards

Traffic entering and exiting a development conflicts with through traffic under the best of normal circumstances. Inadequately designed driveways can, however, measurably reduce safety and increase congestion, as shown below and as exemplified by traffic back-ups on roads serving developments with inadequate driveway designs.

Driveways should be designed to allow vehicles to exit and enter the roadway quickly and safely, and with as little impact as possible on through traffic. Driveway design needs are based on existing and projected traffic conditions; the type and volume of traffic generated by the development; the physical characteristics of the road and site; necessary accommodations for transit, pedestrians and bicyclists; and, parking and internal site circulation requirements. The principal elements of driveway design affecting traffic and safety include driveway width, radii, and flare as well as throat length, turn restrictions (e.g., islands) and driveways crossing pedestrian paths.

Figure V-5 shows a driveway with inadequate throat between the highway and the first internal conflict point. There is only queuing for one vehicle in the exit driveway. If two or more vehicles wish to leave they will likely interfere with incoming traffic. An incoming vehicle may encounter a conflict with internal traffic while still trying to get off of the highway safely. A minimum of 50 feet of throat should be provided for low volume driveways. As driveway volumes increase, the length of throat should be

Figure V-5



POORLY DESIGNED DRIVEWAYS AND PARKING AREAS CAN DEGRADE TRAFFIC OPERATIONS ON THE ROAD AND SITE

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FIGURE V-5

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increased. High volume sites with signalized access should have at least 150 feet of stacking or queuing area so that the traffic signal's green time can effectively be used and that entering traffic is not impeded by internal conflicts that could cause queuing onto the highway.

In addition to the length of the driveway throat, the presence of turning lanes, width of the ingress lanes, curb radius (if used) and type of intersection are all important in facilitating safe traffic flow.

Research has found that accident rates increase exponentially as the speed differential in the traffic stream increases (V.G. Stover and F.J. Koepke, *Transportation and Land Development*, ITE, 1988). While the actual accident rates may change over time and by location, the ratio of the accident rates provides a good indication of the relative accident potential at different speed differentials. The relative accident potential values in Table VII-3 were obtained by dividing the accident rate at each speed differential by the accident rate of vehicle(s) traveling about 10 mph slower than other traffic. This indicates, for example, that a vehicle traveling 35 mph slower (a 35 mph speed differential) than other traffic is 90 times more likely to become involved in an accident than a vehicle traveling only 10 mph slower. A vehicle traveling 20 mph slower than the traffic stream has 3.3 times the likelihood of being involved in an accident as one going 10 mph slower than the other traffic.

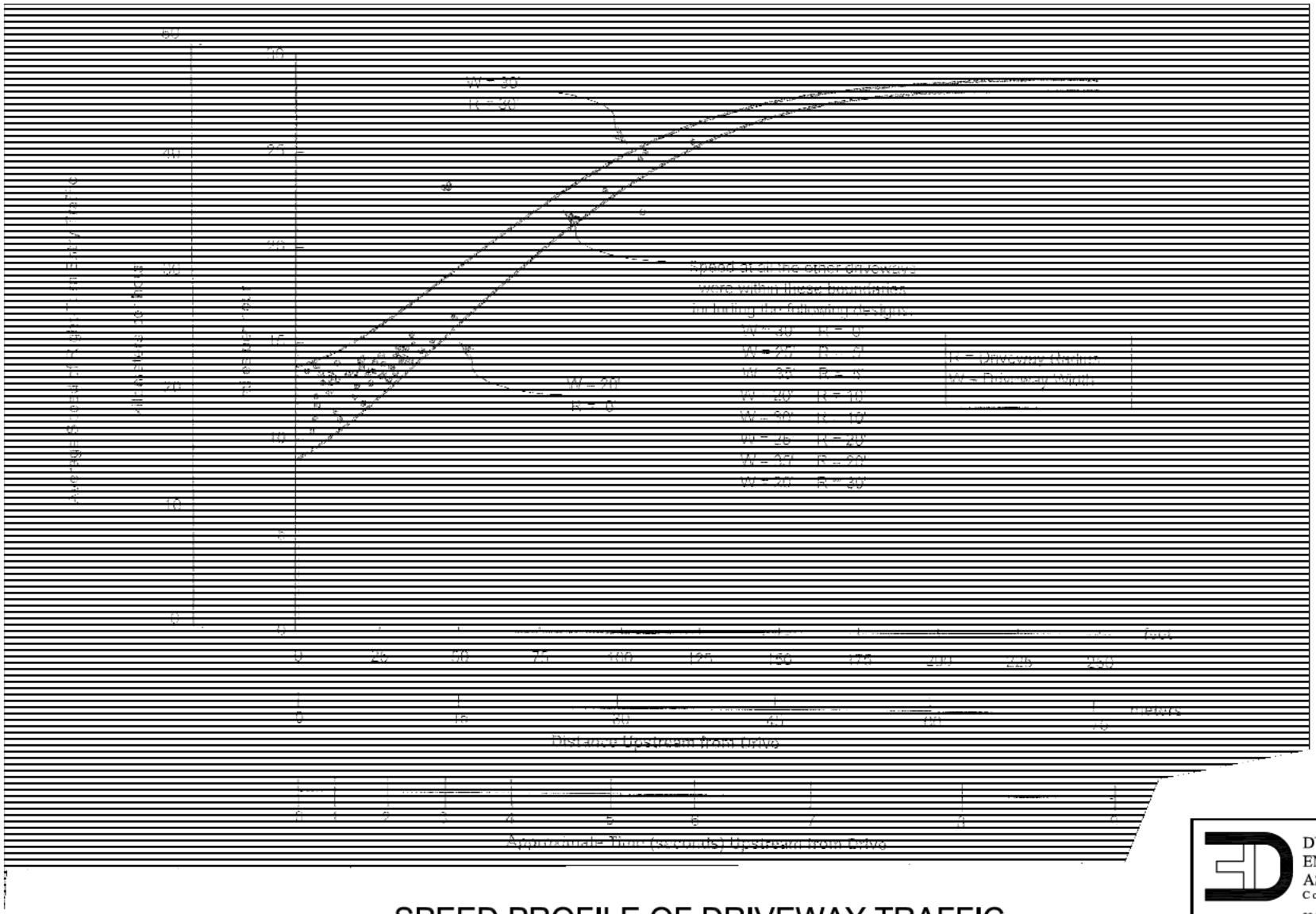
Speed Differential	-10	-20	-30	-35
Relative Accident Potential	1	3.3	23	90

Table V-3
Relative Accident Potential on At-Grade Arterials

Although the relative accident ratio may vary somewhat, the data clearly shows that the likelihood of accidents increases dramatically as the difference in the speed of vehicles in a traffic stream increases. This underscores the need to separate through traffic from vehicles that are turning right or left.

Figure V-6 shows the observed speed profiles of right-turning vehicles on the approach to a driveway. As indicated in the figure, a variety of driveway throat widths and curb return radii result in very similar speeds. The driveways ranged from a 30-foot width and 30-foot radius (a total curb opening of 90 feet) to a width of 20 feet and zero radius (a "dropped" curb or "dustpan" design) having a total opening of 20 feet. The speed profiles for a variety of throat widths and curb return radii fell between these limits and were surprisingly similar. The forward speed at the point where the right-turning vehicles cleared the through traffic lane ranged from about 9 to 14 mph (14 to 22 km/h).

Figure V-6



SPEED PROFILE OF DRIVEWAY TRAFFIC

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

SOUTHAMPTON TRANSPORTATION PLAN

FIGURE V-6

DATE	SCALE	DEA NO.
01/28/04	NONE	23057.00

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

Clearance was considered to have occurred when a following vehicle could pass without encroaching upon the adjacent traffic lane. Thus, the turning vehicle need not have cleared the curb line. Very high speed differentials between the turning vehicles and through traffic are generated which, in turn, produce a high accident potential. Thus, auxiliary left-turn and right-turn lanes (bays) are needed at intersections and driveways on major roadways.

The fact that excessive speed differentials are created a considerable distance upstream from the point at which the driveway maneuver is made likely results in an under-reporting of driveway related accidents. It also shows that turn lanes are needed to achieve acceptable speed differentials between driveway traffic and through vehicles on arterial streets.

Use of a taper on the upstream side of the driveway does not significantly influence the speed of the vehicle making the driveway maneuver. However, the taper results in a reduction in exposure time (the time which the turning vehicle is blocking the through traffic lane).

Protecting the Upstream Functional Area of An Intersection

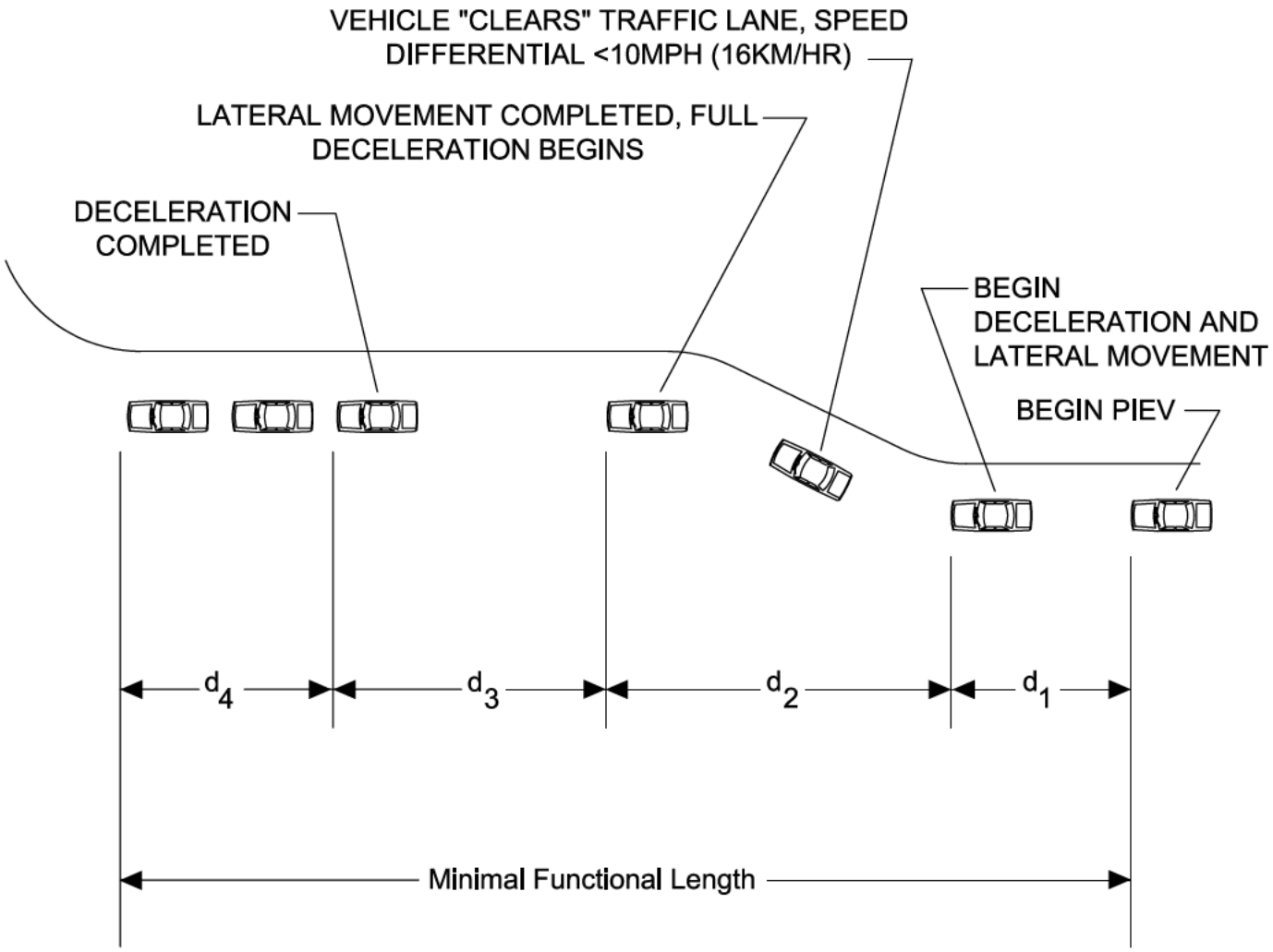
The elements that define the upstream functional area of an intersection are shown in Figure V-7. They include the following:

d_1 – The perception-reaction time required by the driver. For motorists who frequently use the street, this may be as little as one second or less. However, strangers may not be in the proper lane to execute the desired maneuver and may require several seconds.

d_2 – Braking, while moving laterally is a more complex maneuver than braking alone – perhaps one-half the deceleration rate used in d_3. Lateral movement is commonly assumed to be 4 feet per second (1.2 meters per second) under urban conditions and 3 feet per second (0.9 meters per second) for rural conditions. At low deceleration rates, the driver will have shifted laterally so that a following vehicle can pass without encroaching on the adjacent lane before a 10 mph (16 km/h) speed differential occurs. At deceleration rates greater than about 4 fps^2 (1.2 mps^2), the speed differential will exceed 10 mph (16 km/h) before the turning vehicle "clears" the through traffic lane. Clearance is considered to have occurred when a following vehicle can pass without physically encroaching on the adjacent lane.

d_3 – Deceleration after moving laterally into the turn bay should be at a rate that will be used by most drivers. Studies have found that most drivers (85%) will utilize a deceleration rate of 6 fps (1.8 mps^2) or more; only about 50% can be expected to accept a rate of 9 mps^2 (2.7 mps^2) or greater (M.S. Chang, C.J. Messer, and J. Santiago, "Timing Traffic Signal Change Intervals Based on Driver Behavior," TRB, 1985), the rate used by AASHTO in establishing safe stopping sight distances.

Figure V-7



d_1 = distance traveled during perception-reaction time.

d_2 = distance traveled while driver decelerates and maneuvers laterally.

d_3 = distance traveled during full deceleration and coming to a stop, or to a speed at which the turn can be comfortably executed.

d_4 = storage length.

Note: Elements (i.e., d_1, d_2, d_3 and d_4) apply equally to left turns and right turns.

DETERMINANTS OF THE INTERSECTION MANEUVER DISTANCE

DUNN ENGINEERING ASSOCIATES, P.C.
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SOUTHAMPTON TRANSPORTATION PLAN

FIGURE V-7

DATE	SCALE	DEA NO.
01/28/04	NONE	23057.00

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

d_4 – Length required to store all turning vehicles.

Functional upstream intersection areas for different speeds, excluding queue storage, are given in Table VII-6. In calculating the deceleration distances, full deceleration rates of 6 fps^2 (1.8 mps^2) and 9 fps^2 (2.7 mps^2) were used. The 6 fps^2 (1.8 mps^2) deceleration is accepted by 85% of drivers. This value is used for a "desirable condition" since it will be used, or accepted, by most drivers. Since only 50% of drivers accept an acceleration of 9 fps^2 (2.7 mps^2), this value is used as a limiting condition or upper limit for design. Maneuvering from the through lane into a right-turn or left-turn lane while decelerating only. Therefore, a lower deceleration rate was used in calculating distance d_2 and d_3.

The difference in the maneuver distance required for peak (congested) and off-peak speeds will provide some storage during peak periods when queuing is likely to occur. This difference will generally be sufficient to provide the necessary right-turn storage on arterial approaches at intersection with collector streets. At high-volume intersections, the functional limits are commonly controlled by peak-period conditions since pear period maneuver distance plus storage for queuing is longer than the maneuver and storage distances needed in the off-peak. Thus, the functional area is comprised of the distance shown in the "Total" column in Table V-4 plus the queue storage requirement.

Speed		Minimum Maneuver Distance (1) in Meters (Feet)							
		Desirable Conditions (2)				Limiting Conditions (3)			
		Deceleration (4)		Total (5)		Deceleration (4)		Total (5)	
km/hr	mph	meters	feet	meters	feet	meters	feet	meters	feet
50	30	70	225	100	325	50	170	65	215
55	35	90	295	130	425	65	220	80	270
65	40	115	375	160	525	85	275	70	335
70	45	140	465	190	630	105	340	125	405
80	50	170	565	230	750	125	410	145	480
90	55	205	675	265	875	150	495	170	565
95	60	240	785	305	1005	170	565	200	655

(1) All values rounded to nearest 5 meters (5 feet).
(2) 2.5 second perception-reaction time; 1.1 mps^2 (3.5fps^2) average deceleration while moving laterally into the turn bay and an average 1.8 mps^2 (6fps^2) deceleration thereafter. 16 Kps (10 mph) speed differential.
(3) 1.0 second perception-reaction time; 1.4 mps^2 (4.5 fps^2) deceleration while moving laterally into the turn bay and an average 2.7 mps^5 (9.0 fps^2) deceleration thereafter. 16 Kps (10 mph) speed differential.
(4) Distance to decelerate from speed to a stop while maneuvering laterally into a left or right turn bay.
(5) Deceleration distance plus distance traveled in perception-reaction time.

Table V-4
Functional Intersection Area, Excluding Storage

Assuming a zero storage distance for queued vehicles at the driveway, a right turn lane with taper totaling 105 meters (340 feet) would be necessary to provide adequate maneuvering room so that right turning traffic from the highway, with a 45 mile per hour speed limit, would have little or no impact on through traffic movements. This turning lane would also provide the safer condition in that differential speeds between right turning vehicles and through vehicles would be minimized. Driveway spacing and even property widths on along many important roadways are less than the recommended length than that of the right turn lane and taper, so the provision of right turn lanes at driveways may be difficult to achieve. In addition, the construction of the right turn lane would require up to an additional twelve feet of property if there were no shoulder present.

As noted previously the goal is to reduce the speed differential between the vehicle slowing to turn and the through traffic stream. The design of the actual driveway has only marginal impact. However, it is clear that an intersection type driveway with a 30 foot width and 30 foot radius curb returns provides the best design for a relatively high speed roadway. This design provides an exit speed of approximately fourteen miles an hour and will better accommodate trucks which frequent the Highway Business uses.

The fourteen mile per hour exit speed is still substantially less than the posted speed limit along most of the important roadways creating a substantial speed differential. The provision of even a minimal 100 foot of right turn lane will help reduce the speed differential making the driveway safer to operate and with less interference with thru traffic. The longer the right turn lane, to a maximum of 340 feet with taper, the less interference the driveway will have and the safer it will be.

As noted previously, many properties have less frontage width than the length of the desirable right turn lane. Driveways are also likely to be located less the 340 feet apart. In order to minimize the interference and maximize the safety of driveway operation consideration could be given to a full width (12 foot) shoulder along adjacent commercial properties that would essentially operate as a continuous right turn lane. It could also serve as a acceleration lane when exiting a site. Such on option requires considerably more rights-of-way, is costly and will have a negative visual impact because it increases the overall width of the highway.

Commercial Driveway Design

In general, it is recommended that driveways be spaced as widely apart as possible, be constructed with an intersection type approach with a minimum 30-foot width with 30-foot curb returns. Where higher volumes of traffic can be expected to utilize a particular driveway, right turn lanes at least 100 feet long should be used.

Truck Access

The commercial properties along many of the important Town arterials fall within the Highway Business zoning category. Many of the existing properties are service related, building material supply business or automotive dealerships, which generate a relatively high number of large truck trips. While still a small percentage of the overall number of trips found on the highway system, **large trucks can be particularly disruptive if the site they are servicing does not have adequate access or on-site circulation.** It has been observed on a number of occasions both directions of traffic on an important roadway have been stopped while large commercial vehicles are backed into and out of a site. Automotive carriers have been observed unloading in shoulder areas of the road rather then on site. **It is extremely important that during the coarse of site plan review that the types of vehicles that will service a site and how they can be accommodated on site be carefully examined.**

SUMMARY

The Arterial highway system supporting the Town of Southampton is valuable. In order to maximize the value of the public's investment, preserve the capacity of the roadway and maintain public safety, an access management plan has been developed.

The key recommendations of this access management plan are:

- Continue to allow only low traffic generation uses to be developed on certain roadways.
- Require cross access easements between all commercial properties.
- Driveway spacing should be maximized with 330 feet of space between driveways for minor generators and 440 feet of space between driveways for major generators.
- Reduce the total number of driveways by combining access points for adjacent properties.
- Properties with access to side streets should be provided with access to the side street only; set-back at least 150 feet from arterial roadway.
- Through the use of cross access easements interconnectivity between adjacent sites should be developed, so that vehicles can cross adjacent properties to gain access to side streets, particularly those with traffic signalized access to the arterial can be gained.

- Where possible, existing residential properties should be provided with alternate access via side streets, and new subdivision roads.

- Where possible, existing residential driveways onto the arterial highways should be combined and improved to provide adequate sight distance and the smoothest flow possible on and off the roadway.

- A minimum corner clearance of 230 feet for full access driveways and 100 feet for right turns should be maintained wherever possible.

- Right turn acceleration and deceleration lanes should be considered, where feasible.

- A minimum set back of 50 feet from the arterial highway right-of-way for parking and parking aisles should be established.

- The minimum width of a commercial driveway should be 30 feet and should have an unobstructed throat of at least fifty feet. Commercial driveways should be constructed to intersection type standards with 30 foot curb return radii.

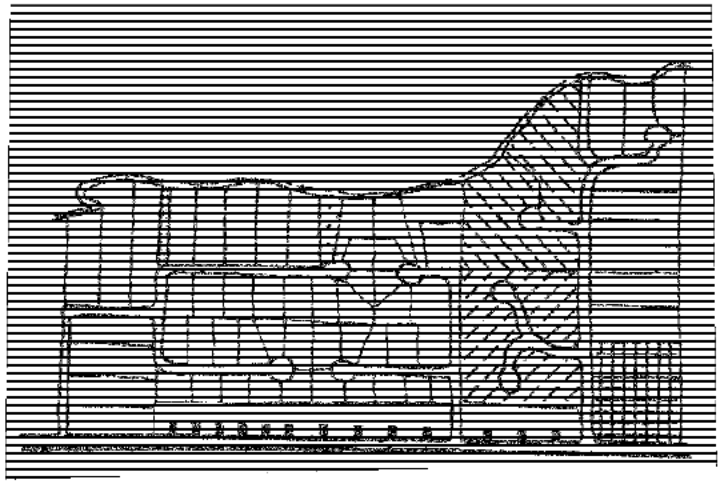
- Commercial site plans must provide for adequate on-site truck circulation. Adequate space must be provided on site to allow trucks likely to serve the site to turn around on site. Continued enforcement may be necessary to assure that the designated space for truck circulation is maintained.

Rural Residential Areas

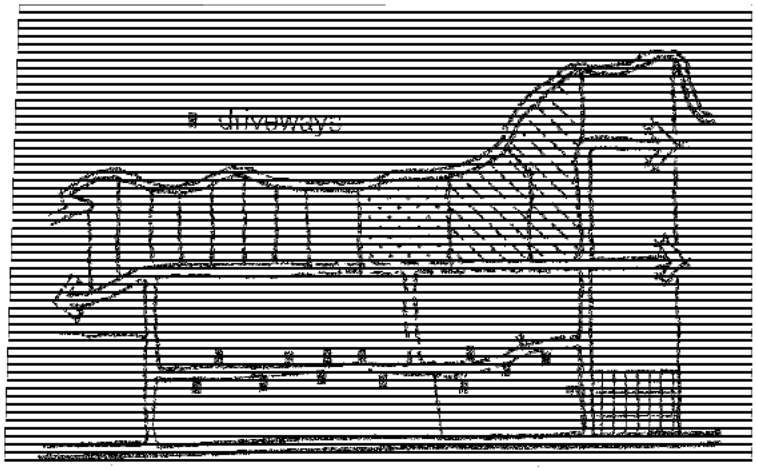
While access and driveway standards discussed for commercial areas would apply in rural residential areas, parcels of existing properties are larger and there is more opportunity to plan for better connectivity through the design of subdivision roadways. As in commercial areas, direct access to important highways should be discouraged with access ideally provided by subdivision roads which access existing cross streets which in turn access the important highway facilities. Figure V-8, Connectivity of Supporting Streets shows two different subdivisions of property adjacent to an arterial highway, one that places numerous driveways onto the arterial and does not allow for connectivity of cross streets and one that protects the integrity of the arterial by minimizing driveways and provides connectivity.

Flag lots, which are prevalent along many important Town roadways, create numerous additional driveways even when adjacent flag lots use merged driveways. Figure V-9, Stacked Flag Lots shows an example of the unsuitable use of flag lots.

Figure V-8 & Figure V-9



POOR CONNECTIVITY INCREASES DEMAND
FOR ARTERIAL ACCESS.



IMPROVED CONNECTIVITY INCREASES
OPPORTUNITIES FOR ALTERNATIVE ACCESS

FIGURE V-8
CONNECTIVITY OF SUPPORTING STREETS

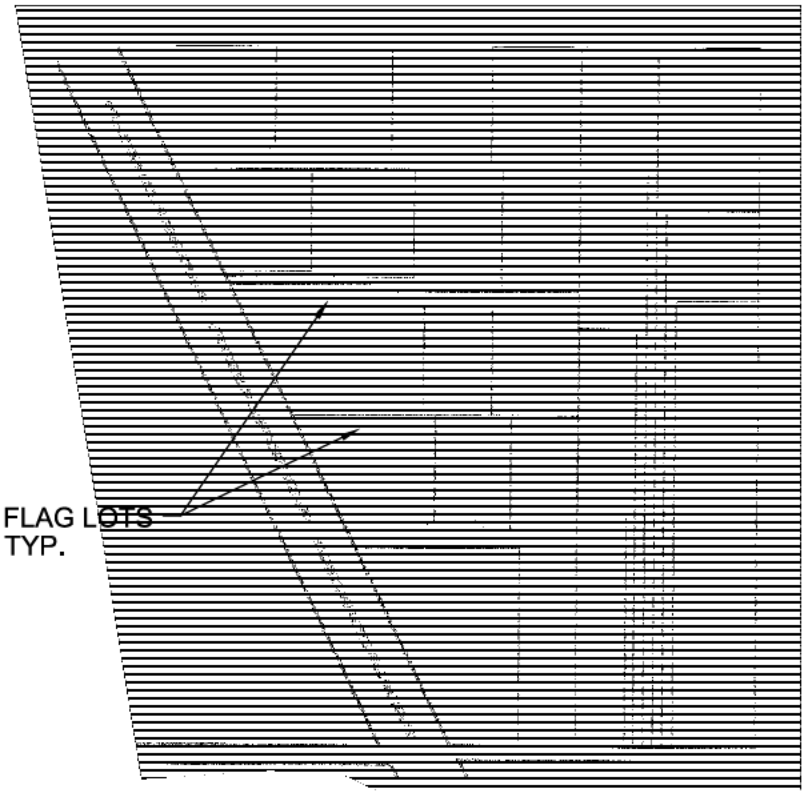


FIGURE V-9
STACKED FLAG LOTS
STATE HIGHWAY

Flag lots are lots shaped like flags with long access "poles". They can be useful for providing access where there are unique site constraints. However, landowners may stack flag lots when dividing a parcel to provide interior lots with direct access to a major highway facility, thereby avoiding the expense of platting and providing a road and a properly designed and constructed access. That expense is ultimately shifted to the buyer. **The use of flag lots is often done to increase the yield and density on a property, which is not necessarily beneficial to the Town's overall growth strategy**. The narrow frontages result in a series of immediately adjacent driveways or become shared private access drives for multiple properties. Without formal agreements specifying use and maintenance of the drive, disputes often erupt and local governments may be asked to intervene or to adopt the private drive into the public street system. **Long private shared driveways often provide inadequate access for emergency vehicles and present other difficulties for service vehicles.**

A better practice would be to prohibit flag lots except for specified situations, such as to eliminate access to collector or thoroughfare streets or to preserve natural amenities or important historical or archaeological values. The objective is for sites to be designed with an internal street system that conforms to established access management and street design standards and good site design practices.

When access is to be granted to a State County, and Town Highway facility, the most important aspect is that the access point must have adequate sight distance available in order to operate safely. Ideally, enough sight distance should be available such that vehicles entering the highway from the access driveway or new subdivision road can see a sufficient distance such that an adequate gap in traffic can be found so that the vehicle from the access drive can enter the stream of traffic on the highway without causing vehicles on the highway to slow.

Table V-5 entitled, "Stopping Sight Distance and Recommended Intersection Sight Distance", provides the stopping sight distance and recommended intersection sight distances for various design speeds. The design speeds should be measured in the field at the access location and should represent the speed at which 85 percent of the vehicles passing that point are at that speed or a lower speed. The stopping sight distance is the distance of an average vehicle operating at the design speed to safely stop. The recommended intersection sight distance are based on the minor street vehicle being able to see a gap in traffic long enough to exit onto the roadway, make the desired right or left turn and get up to speed without interfering with other vehicles or the roadway.

The stopping sight distance should be the absolute minimum sight distance provided for any access point onto a Town, County or State roadway. The recommended intersection sight distance should be provided whenever possible. As the volume of traffic on the roadway to be accessed increases and/or the volume of traffic expected to exit the access point increases, the importance of meeting the recommended intersection sight distance standards increases.

Design Speed (mph)	Stopping Sight Distance (ft)	Right Turning Vehicles		Left Turning Vehicles	
		Intersection Sight Distance for Passenger Cars		Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)	Calculated (ft)	Design (ft)
15	80	143.3	145	165.4	170
20	115	191.1	195	220.5	225
25	155	238.9	240	275/6	280
30	200	286.7	290	330.8	335
35	250	334.4	335	385.9	390
40	305	382.2	385	441.0	445
45	360	430.0	430	496.1	500
50	425	477.8	480	551.3	555
55	495	525.5	530	606.4	610
60	570	573.3	575	661.5	665

Note: Intersection sight distance shown is for a stopped passenger car to turn left or right onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Table V-5
Stopping Sight Distance and Recommended Intersection Sight Distance
Assumes Stop Control of Driveway/Minor Street

Sight distance restrictions are caused by both horizontal and vertical roadway features. It is often possible to overcome horizontal sight distance restrictions by trimming vegetation on the applicant's property or along the public rights-of-way. The cleared area would then be planted with vegetation that would grow low to the ground and prevent taller vegetation from intruding into the area needed for sight distance. These improvements mitigate the potential safety concerns inherent with inadequate sight distance and should be the applicant's burden.

Vertical sight distance restrictions are usually harder to remedy because they are often the result of the public highway's profile. Some improvement may result from the grading of the access driveway or subdivision road, but often the remedy is to reshape the roadway profile at considerable expense. There are also occasions when horizontal sight distance

restrictions cannot be overcome by clearing on the applicant's property or within the public rights-of-way.

The obstacles to creating the recommended sight distance, or at a minimum the safe stopping distance, must be weighted against the potential for safety problems by examining the potential site exiting traffic and the adjacent highway volume. As both increase, the probability of creating a problem also increases. In many cases, the magnitude of the potential problem may be worth the cost of mitigation measures involving reconstruction of public roadways. Access should not be provided if safe stopping distance requirements cannot be met.

C. Access Management Recommendations

In New York State, as in most States, the State Agency responsible for the operation of the Town's most important roadways has little authority regarding the land uses and zoning adjacent to its highway. This is also true of Suffolk County, which owns and operates most of the remaining important highways within the Town. The two agencies do, however, retain the ultimate authority to regulate access to their roadways. The actual design of the access, what movements will be permitted and how many access points an individual property may be authorized is determined by the agencies. These agencies do not have the authority to deny access to the roadway nor dictate how the land the access serves will be used or how the site will be laid out. These limitations restrict both the State and County's ability to develop and implement progressive access management programs.

The Town has a far greater ability to enact and carry forward access management programs to protect the Towns most critical roadways because the Town has the authority to set land use policy, zoning controls and local ordinances.

The 1999 Comprehensive Plan Update noted the need for access management and stated the following about the Town's:

"Land Use Regulations"

> "The Town's zoning and site plan review regulations should be adjusted to reduce traffic conflicts (often referred to as "friction") on motorist-priority streets. Specifically:
>
> - The Town should promote common access driveways for small (up to 10-unit) residential subdivisions, especially those which exit directly onto motorist priority streets (§292-36).
>
> - The Town should encourage new commercial development to share safe access/egress with neighboring commercial developments, through site plan review (§292-36) but also through zoning incentives, such as reduced parking requirements for new developments that provide off-street lot-to-lot connections- and reduced access and egress points (§330-93, §330-100).
>
> - In general, the Town should limit high traffic-generating commercial development to hamlet centers and shopping centers. Outside of hamlet centers,

defined highway business areas and other commercial concentrations, low traffic-generating commercial uses are preferred.

- The NYSDOT is attempting to work in partnership with local governments to develop access standards on all streets under State jurisdiction (which in Southampton include County Road 39, Route 24, Route 27 and parts of Route 27A). In anticipation of such legislation, the Town should work with NYSDOT on "access management plans" for these streets as well as the other thoroughfares and arterials in the town. The access management splans should then be incorporated into the appropriate land use regulations.

- Lastly, the Town should re-evaluate street dimensions promulgated by the Town Code (§292-36), to conform to the shifting motorist/non-motorists priorities promulgated by the new classification standards.[20]

In addition, the 1999 Comprehensive Plan Update with regard to the development of subdivisions also states:

> "The Town's Subdivision Regulations also provide a means to promote traffic calming, bicycling and walking on mixed priority and non-motorist priority streets. Specifically:
>
> - The required centerline radius of 200 feet is equivalent to a "design speed" on curves of approximately 25-30 miles per hour on asphalt; however, this standard means the streets can be driven by more aggressive drivers at speeds approaching 45 miles per hour. This and similar design standards should be revisited (§292-36).
>
> - Cul-de-sacs contribute to a didactic arterial pattern that makes it hard to walk or bicycle from place to place without following the same path as automobiles. Town regulations now say that the use of cul-de-sac streets "shall be minimized unless they are found to be well-conceived elements of a planned residential development plan" (§292-36D(1)). More aggressively, the Town should mandate street connections, in concert with traffic calming on those streets, to improve walking and bicycling connections while preserving the quietude and privacy of those streets.

[20] 1999 Southampton Town Comprehensive Plan Update, page 391.

- The Town now allows country lanes (§292-3), involving reduced pavement and no curbs, but disallow shared driveways. The Town Code should mandate country lanes on all cul-de-sacs, allow shared driveways in all small subdivisions (§292-26), etc.

- The Town's Subdivision Regulations (§292-36) also require sidewalks in business and industrial districts and residential districts at the discretion of the Planning Board and Superintendent of Highways. Instead, the regulations should require sidewalks, (1) in all business districts on mixed priority and non-motorist priority streets, (2) on additional streets targeted by the Town and as indicated on the official Town street map to be prepared (as recommended by the 1999 Comprehensive Plan Update); and (3) as specified in hamlet center and other area-specific plans adopted by the Town."[21]

Roadway Classification

Not all roadways require access management and different roadways require different access management standards based on their purpose and characteristics. The whole purpose of subdivision roads is to provide access to the individual properties which front on them. These roads carry low volumes of traffic with low opening speeds. Access spacing and design is not critical to the safe operation of traffic on the roadway because of the slow speeds but more importantly low volumes.

Freeways such as Sunrise Highway (Route 27) permit no access and carry large volumes of traffic more safely than any other type of roadway. Major arterials carry very high volumes of traffic and ideally would have access but limited to widely spaced intersections and, with the presence of a median, would allow right turns in and out of adjoining properties. These access points would also be widely spaced. Unfortunately, the Town's major arterials have developed without the current foresight that the protection of arterials from unregulated access and the negative aspects of the development of numerous small parcels of residential and commercial properties along these arterials can have on safety and capacity. In addition, in the Town of Southampton many of the major arterials pass through hamlet centers, which present the need to maintain the character of the hamlet, all while enhancing the safety of vehicles and pedestrians. The combination of access management techniques along with traffic calming techniques can meet these goals.

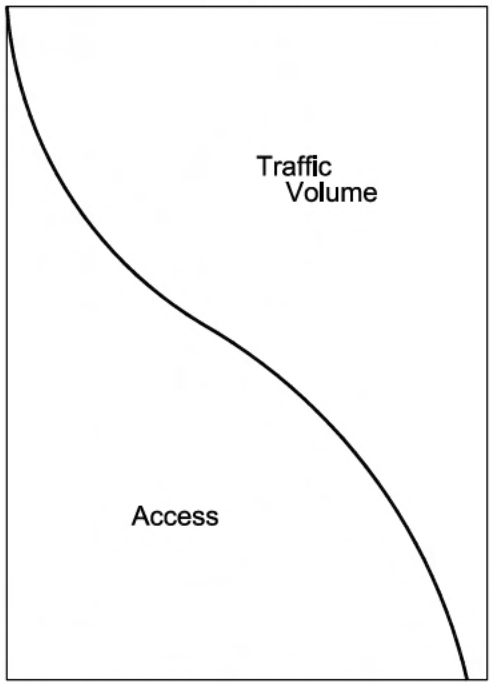
[21] 1999 Southampton Town Comprehensive Plan Update, page 392.

Figure V-10 entitled, “Hierarchy of Roadways” presents graphically the ideal relationship of access, volume and type of roadway. Also presented is a proposed roadway classification system for the Town of Southampton. Access Management standards to be subsequently recommended will be based on this classification system.

Recommended Standards

The recommended standards for Access Management with the exception of sight distance recommendations must be implemented with flexibility. Sight distance issues are directly related to the safe operation of the Town’s roadways and should be more strictly enforced. Some existing properties along roadways in the Town are too small to allow strict enforcement of many of the other standards and thus flexibility during the development process.

Figure V-10



ADT-Average Daily Traffic

Functional Class	Proposed Town Classification	Traffic Volume
	Freeway	>30,0000 ADT
Arterial	Major Arterial	>20,000 ADT
	Minor Arterial	5,000 TO 20,000 ADT
Collector	Major Collector	2,500 TO 5,000 ADT
	Minor Collector	500 TO 2,500 ADT
Local	Loop Road	>500
	Cul-de-Sac	>500 ADT

FIGURE V-10
Hiearchy of Roadways
Proposed Classification System

Sight Distance

As noted previously in this report, adequate sight distance for vehicles to turn on and off of a roadway is the most critical factor in providing safe access. Safe stopping sight distance must be provided for access to any roadway as a minimum. Intersection sight distance should be provided for accesses when possible, but the need to achieve this preferred sight distance is less essential with diminishing highway volumes and lower access volumes.

Table V-5, Stopping Sight Distance and Recommended Intersection Sight Distance (see page 114), provides the required stopping sight distances at various design speed. Design speed should be measured in the field at the location of the access under free flow conditions. Design speed should be set at the 85th percentile of the speed measurements taken.

Table V-6, Application of Intersection Sight Distance Standards, defines when intersection stopping sight distance should be applied.

Roadway Type	Peak Hour Access Volume		
	0 to 50	50 to 100	Over 1000
Major Arterial	Necessary	Necessary	Necessary
Minor Arterial	Recommended	Necessary	Necessary
Major Collector	Recommended	Recommended	Necessary
Minor Collector	Recommended	Recommended	Recommended
Local Street	Recommended	Recommended	Recommended

Table V-6
Application of Intersection Sight Distance Standards

Driveway Spacing

As shown in Figure V-10, Hierarchy at Roadways, the Towns most important roadways should have less access then lower functioning roads. The safety issues related to the number of access points provided on high volume roads is well documented and has been previously discussed. Table V-7, Proposed Driveway Standards presents recommended standards for the placement and design of driveways and subdivision roadways. Figure V-11 indicates how driveway and subdivision road placement should be measured.

Requirements	Street Class	Residential Driveway (1 to 3 Units)	Commercial, Multi-Family Driveway and Subdivision Road	Industrial Driveway
Driveway Throat Width[1]	Local	10-20 ft.	27-39 ft.	27-45 ft.
	Minor Col.	10-20 ft.	27-39 ft.	30-45 ft.
	Major Col.	12-27 ft.[2]	27-39 ft.	35-45 ft.
	Arterial	12-27 ft.[2]	30-39 ft.	40-45 ft.
Driveway Curb Radius[1]	Local	2.5-10 ft.	10-20 ft.	10-20 ft.
	Minor Col.	2.5-10 ft.	15-20 ft.	15-20 ft.
	Major Col.	10-15 ft.	15-20 ft.	20-25 ft.
	Arterial	15 ft.	20-30 ft.	20-30 ft.
Min. Throat Length[3]	Local & Minor Col.	--	25	50
	Major Col.	25 ft.	50[4]	50
	Minor Arterial	25 ft.	50[4]	50
	Major Arterial	25 ft.	50[4]	50
Min. Centerline Driveway Spacing Along Roadway	Local	15 ft.	100 ft.	100 ft.
	Minor Col.	15 ft.	150 ft.	150 ft.
	Major Col.	100 ft.	200 ft.	200 ft.
	Arterial	100 ft.	250 ft.[5]	250 ft.[5]
Driveway Angle[6]		70-90°	90°	90°
Min. Distance[7] From Driveway to Intersection Along:	Local	30 ft.	75 ft.	75 ft.
	Minor Col.	50 ft.	100 ft.	100 ft.
	Major Col.	100 ft.	150 ft.	150 ft.
	Arterial	100 ft.	180 ft.	180 ft.
Max. Approach Grade[8]	Local & Minor Col.	+9%	+6%	+6%
	All Others	+6%	+3%	+3%
Min. Approach Length[9]	Local & Minor Col.	6 ft.	9 ft.	9 ft.
	All Others	9 ft.	17 ft.	17 ft.

Notes:

1. The requirements for Driveway Throat Width and Driveway Curb Radius are for standard undivided two-way operation and may be varied by the Town, if, traffic volumes, truck usage, shared driveways, and other factors warrant the variance. Driveway "Throat" is the portion of the driveway between the back of the sidewalk and the first parking space on aisle for apron type driveways and between the end of the curb returns and the first parking space on aisle for intersection type driveways.
2. Residential properties on Major Collectors and Arterials must provide vehicle turnarounds to avoid backing out onto busy streets.
3. Driveway Throat is measured from the roadway rights-of-way line to the first internal intersection, parking space or aisle.
4. High volume driveways must be provided with additional throat. When exit lane volumes exceed 100 vehicles per hour, the driveway throat should be 100 feet. Lane volumes exceeding 150 vehicles per hour require 150 feet of throat.
5. Driveways on arterials served by deceleration lanes may be spaced at two hundred foot (200') minimum intervals.
6. Measured as intersection of the tangent centerline of driveway with the tangent portion of the public street curb line, extending a minimum of twenty feet (20') from the future curb line.
7. Distance measured from intersection of extended curb line of the adjacent street to centerline of driveway. In no case shall the driveway centerline be closer than one hundred feet (100') to the curb return departure of the major street facility.
8. The percent of slope measured along the centerline of the driveway from the flow line of the future curb line.
9. The minimum distance over which the maximum approach grade must be maintained measured from the flow line of present curb or a known future curb, as determined by the Town.

Table V-7
Proposed Driveway Standards

Figure V-11

DRIVEWAY SPACING

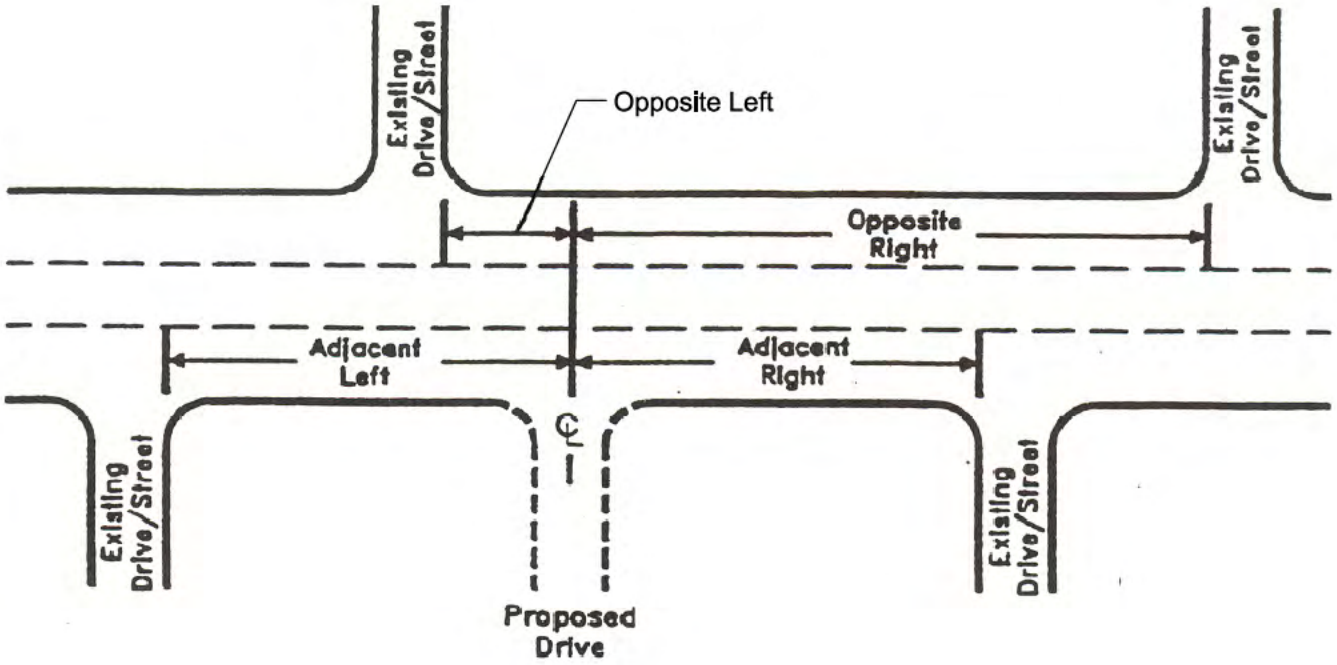


FIGURE V-11
MEASUREMENTS OF DRIVEWAY SPACING

It must be noted that due to the size of existing properties along Town roadways, the existence numerous pre-existing driveways that these standards cannot always be met by individual sites. Combining adjacent sites and the use of shared driveways will help achieve the goals of these standards. In addition, when a site cannot meet the standards, reducing the volume of traffic utilizing the proposed driveway it is another way to mitigate the potential impacts of non-compliance.

Access Easements

All commercial properties being developed adjacent to commercially zoned properties should be required to grant access to the adjoining properties in order to gain interconnectivity of commercial properties. The location of the access easements must be determined during the site plan review to achieve maximum interconnectivity between properties. In general, the access easements should be behind buildings in the hamlet centers and in front of buildings not within the hamlet centers.

Auxiliary Turn Lanes

The benefits of providing auxiliary turn lanes to separate turning traffic from thru traffic on heavily traffic roadways has been previously demonstrated. The following standards are proposed to mitigate the impacts turning traffic from new developments will have on thru traffic:

Warrants for Left-Turn Lane

On highways where physical medians do not separate traffic, a left-turn lane is required when any two (2) or more of the following are satisfied.

A. Major or Minor Arterial
   1. Posted speed $\geq$ 45 mph
   2. Left-turn volume $\geq$ 10 vph
   3. Limited sight distance
   4. Multi-lane divided roadway
   5. Signalized access is proposed

B. Major Collector

   1. Posted speed $\geq$ 35 mph
   2. Left-turn volume $\geq$25 vph in peak hour of the street
   3. Signalized access is proposed

   Note that where medians are created by pavement markings alone left turning vehicles have the right to turn across them and the warrants for left turn lanes apply. These turn lanes can be provided within the striped median.

Warrants for Right-Turn Lane

A right-turn deceleration lane is required when any two (2) or more of the following are satisfied:

A. Major or Minor Arterial

1. Posted speed $\geq$ 45 mph
2. Right-turn volume $\geq$ 30 vph in peak hour of the street
3. Limited sight distance for through drivers to see turning vehicle
4. Signalized access is proposed

B. Major Collector

1. Posted speed $\geq$ 35 mph
2. Right-turn volume $\geq$ 45 vph in peak hour of the street
3. Limited sight distance for through drivers to see turning vehicle
4. Signalized access is proposed

The taper design of left turn lanes must meet the criteria set forth in the Manual of Uniform Traffic Control Devices. Storage length shall the anticipated queuing during peak condition with a 95% confidence level. Right turn lanes shall have a minimum length of 125 feet with a 75-foot taper. Additional right turn length meeting the criteria presented in Table V-4 (see page 108) should be considered whenever practical.

Traffic Studies

All proposals for commercial development, multi-family housing developments or single family home subdivisions should present data of the anticipated traffic they will generate.

Data should include peak hourly A.M. and P.M. daily, and peak hourly weekend traffic data. Anticipated daily traffic flows should also be presented. In addition, each proposed development should provide sight distance measurements at the developments proposed access to the highway system.

Developments that generate significant traffic should be required to submit Traffic Impact Studies that evaluate the operational and safety aspects of the proposed access but also evaluate the impact of the site generated traffic on adjacent intersections, particularly adjacent signalized intersections. Significant traffic generation to require a full Traffic Impact Study would be those proposed to generate in excess of 200 trips during one or more peak hours a day.

Projects that generate more than 25 trips but less than 200 trips during a peak hour should provide a traffic analysis that evaluates the safety and operation of the proposed access. The analysis should evaluate the characteristics of the roadway being accessed and provide traffic volume data. Sight distance measurements for the access should be provided and this information compared against sight distance standards. The analysis should also provide a recommended driveway design based on Town Standards and recommendations for remediation of features which do not meet standards. In cases where a significant portion or amount of site-generated traffic will utilize a single intersection to gain access to the regional highway system that intersection should also be evaluated (i.e. as when a subdivision road accesses a local collector road that feeds the majority of site traffic to the local collector's intersection with a major County or State arterial; the collector/arterial intersection should be examined.).

When possible, traffic data should be collected between Memorial Day and Labor Day.

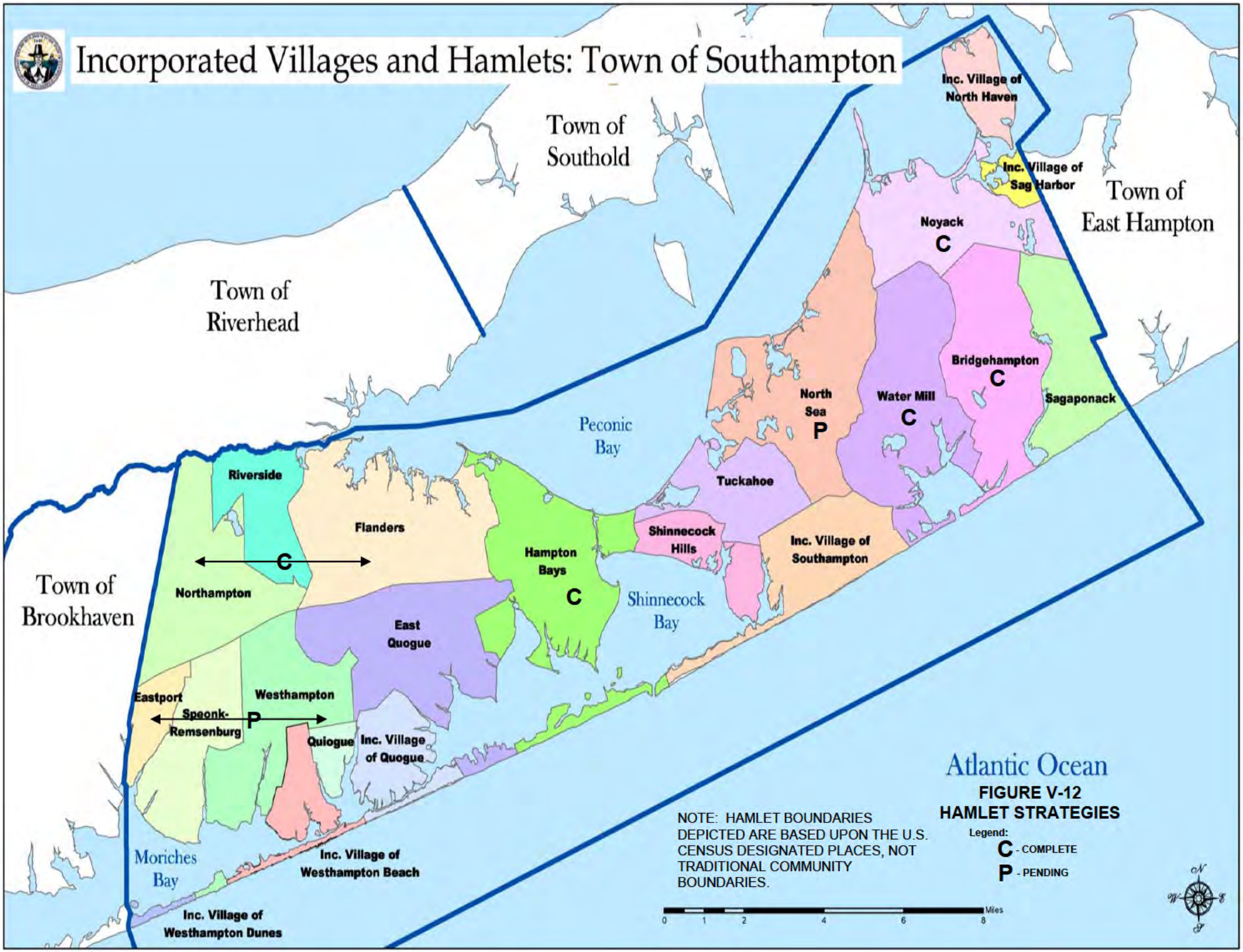
D. Hamlet Center Strategies

The 1999 Comprehensive Plan Update notes the following with regard to "Land Use Planning and Transportation in Hamlet Centers."[22]

> "The primary land use strategy to reduce automobile trips is to reinforce increased density and a mix of uses in the town's hamlet and village centers."
>
> "Higher densities are needed in order to generate more support for rail and bus service, both of which are to be focused in hamlet and village centers. Simply put, the more people there are than can walk to a transit facility, the better the ridership possibilities become, without added strain on the streets that also may access that transit facility."
>
> "A mix of uses is significant in order to reduce automobile trips between uses e.g., not just one-stop-shop for stores (as also met in shopping centers and malls), but also one-stop for the library, post office, a visit to a friend, and a meal out."
>
> "The land use techniques to achieve higher density mixed-use districts in hamlet and village centers are addressed in detail elsewhere in the Hamlet Business Strategies Chapter of the comprehensive plan. A number of transportation-related strategies bear repetition, nonetheless. These include: locating mini-intermodal (train/bus/taxi/bicycle) centers in the hamlet and village areas; traffic calming and sidewalks to create walkable hamlet and village areas; consolidated parking and service roads to ease intra-hamlet circulation; eased parking regulations, including those with regard to change of use in Village business districts; and beach access linkages to and from hamlet centers. The intent of these recommendations is to make the village and hamlet centers more convenient places for all local residents."

The Town of Southampton has been developing Hamlet Center Strategies for hamlets within the Town. Figure V-12 shows each of the 16 hamlets and 6 incorporated Villages within the Town. Also indicated is whether a Hamlet Center Strategy has been adopted by the Town or whether a study is pending. Each of the Incorporated Villages has a Master Plan adapted by the Village, which serves as its strategy.

[22] 1999 Southampton Town Comprehensive Plan, p. 415.


Incorporated Villages and Hamlets: Town of Southampton
Town of Southold
Town of Riverhead
Town of East Hampton
Town of Brookhaven
Inc. Village of North Haven
Inc. Village of Sag Harbor
Noyack
C
Bridgehampton
C
Sagaponack
North Sea
P
Water Mill
C
Peconic Bay
Tuckahoe
Shinnecock Hills
Inc. Village of Southampton
Riverside
Flanders
Hampton Bays
C
Northampton
C
Shinnecock Bay
East Quogue
Eastport
Speonk-Remsenburg
P
Westhampton
Quiogue
Inc. Village of Quogue
Moriches Bay
Inc. Village of Westhampton Beach
Inc. Village of Westhampton Dunes
Atlantic Ocean
FIGURE V-12
HAMLET STRATEGIES
Legend:
C - COMPLETE
P - PENDING
NOTE: HAMLET BOUNDARIES DEPICTED ARE BASED UPON THE U.S. CENSUS DESIGNATED PLACES, NOT TRADITIONAL COMMUNITY BOUNDARIES.
0 1 2 4 6 8 Miles
N
W
S

DRIVEWAY SPACING

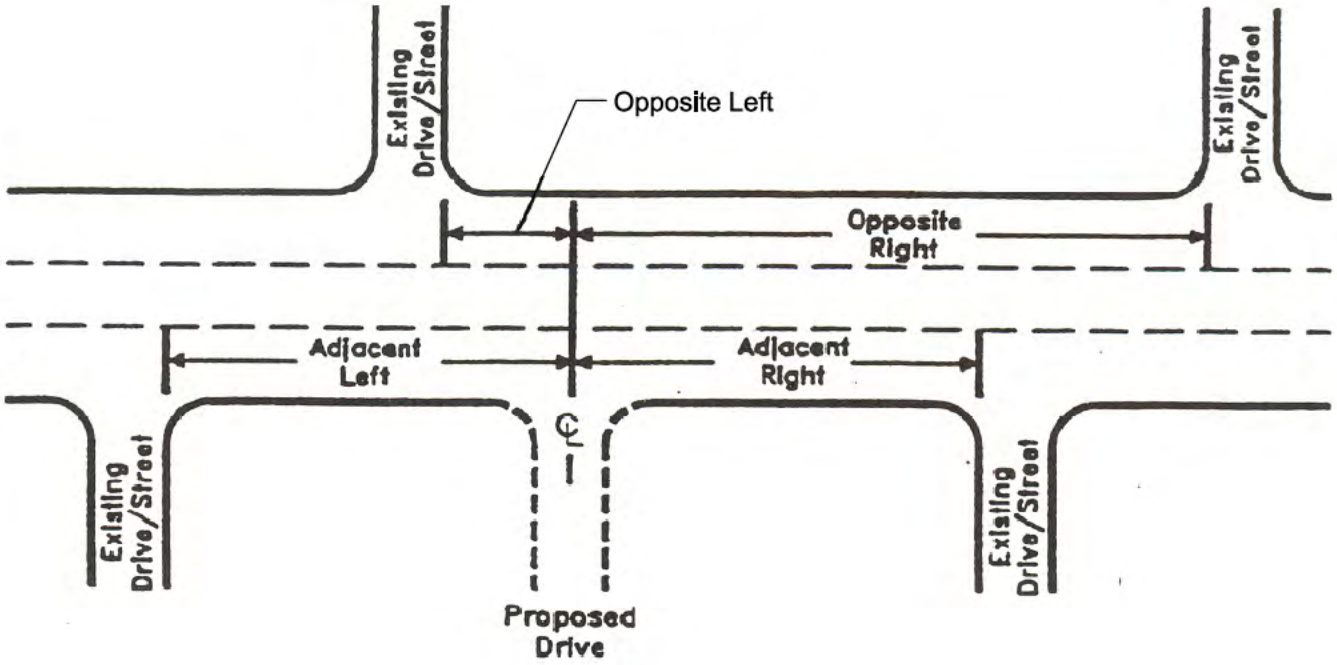


FIGURE V-11
MEASUREMENTS OF DRIVEWAY SPACING

Figure VII-12

Each of the strategies incorporates a transportation element designed to improve traffic conditions, traffic safety, pedestrian safety and protect the integrity and character of the community.

In addition to the Hamlet Center Strategies, the Land Committee of the STATF presented recommendations for improvements of Transportation conditions in the hamlets of Water Mill and Bridgehampton. Many of these recommendations were consistent with those of the Water Mill Hamlet Study. There were also many additional recommendations that were not included in the Hamlet Strategy.

Water Mill

Figure V-13, Proposed Transportation Framework, Water Mill Hamlet Study[23] shows the hamlet center and key elements of the proposed transportation plan for it. The recommendations contained in the hamlet center strategy include:[24]

- "Creation of secondary access ways within the hamlet center, using easements granted by adjacent landowners. One such access way would connect Deerfield Road to Station Road parallel to Montauk Highway. A second access way would connect Station Road parallel to the rail tracks to the northern edge of Water Mill Square.

- "Perpendicular entries/exits back to Montauk Highway occur at four main locations (traffic signals subject to continuing study and exploration of alternative entry/egress improvements):

    - "at Water Mill Square (no traffic signalization is possible, but exiting would be restricted to right turn out only);
    - "at a one way pair consisting of Station Road (traffic in) and the new road immediately to the east (traffic out), served by synchronized traffic lights to operate as a pair, allowing simultaneous in/out left turns;
    - "at Nowedonah Avenue, a minor one-way entry not served by a traffic light;
    - "and at Deerfield Road, a major north/south arterial that serves as the eastern boundary of the hamlet center – also proposed as a major traffic light intersection.

[23] Water Mill Hamlet Center Strategy, p. 29.
[24] Water Mill Hamlet Center Strategy, p. 30 & 31.

Figure V-13

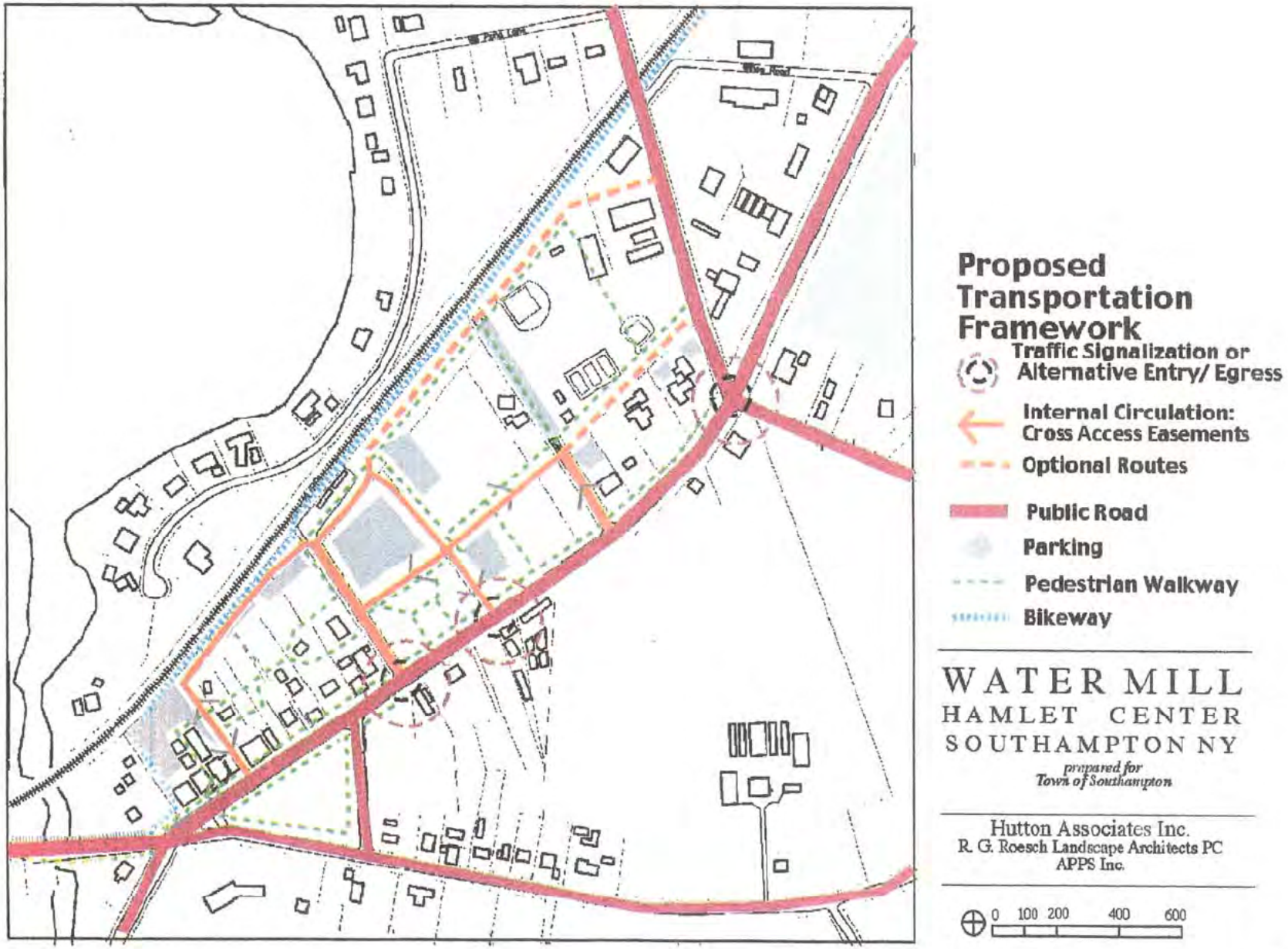

Proposed
Transportation
Framework
Traffic Signalization or
Alternative Entry/ Egress
Internal Circulation:
Cross Access Easements
Optional Routes
Public Road
Parking
Pedestrian Walkway
Bikeway
WATER MILL
HAMLET CENTER
SOUTHAMPTON NY
prepared for
Town of Southampton
Hutton Associates Inc.
R. G. Roesch Landscape Architects PC
APPS Inc.
0 100 200 400 600

FIGURE V-13

- "As bicycle travel on Montauk Highway in Water Mill's commercial district can be hazardous, installation of bike route signs directing bikes to use Halsey Lane to Rose Hill Road as a bypass of the commercial district, provided that adequate pavement width (24' minimum) exists along that route.

- "Approach to Water Mill Post Office to consider a "rear entrance" for patrons to reduce the on-street traffic friction along Montauk Highway.

- "New parking located adjacent to proposed development sites: at Water Mill Village and adjacent to new access way west of Station Road."

A key element of the strategy is the provision of a new roadway/access that would connect the parking facilities behind Water Mill Square with Station Road and thence with the parking lot behind the Water Mill Village Square through to Nowedonah Avenue and eventually Deerfield Road. The Land Committee made a similar recommendation but further recommended that commercial properties should be interconnected with service roads behind the commercial businesses east and west of Deerfield Road intersection, to encourage vehicular access onto secondary roads as opposed to the creation of multiple curb-cuts onto Montauk Highway.

A traffic signal would be installed at Deerfield Road/Davids Lane. This signal would allow left turns onto Montauk Highway from both the north and south sides and allow movements across. This is the only intersection, other than Old Mill Road, that can serve both sides of Montauk Highway. Other access to the Water Mill Commercial Center (north side Montauk Highway between Old Mill Road and Deerfield Road) would have either restricted access or signalized access.

The Southampton Transportation Advisory Task Force Land Committee in their final Report[25], which endorsed the 1998 Transportation Study by Louis K. McLean, preferred one signal at Deerfield Road, while the Hamlet Center Strategy[26] preferred a split signal with eastbound to northbound left turns into the commercial center handled by a signal at Station Road and left turns onto Montauk Highway handled by a signal located between Station Road and Nowedonah Avenue. Right turns in and out would be allowed out Water Mill Square and Nowedonah Avenue at a new access point. Any new signals added in the Water Mill hamlet area must be coordinated with each other and the existing signal at Montauk Highway and Station Road, should it remain in place.

The STATF Land Committee further recommended that left turns should be restricted at the intersection of Old Mill Road/Halsey Road at Montauk Highway. This restriction would not be dependent on the creation of the access road and signalization at Deerfield Road but should be evaluated by the State because of geometry and sight distance issues. The other access elements, dependent on the proposed access roadway should also be

[25] Final Report of the Land Committee, June 2002, page 12.
[26] Water Mill Hamlet Center Strategy, p. 30 thru 31.

evaluated on a case-by-case basis by the State after the road is created. It is likely that the signal at Deerfield Road will be sufficient given adequate circulation north and south of Montauk Highway.

Both the Hamlet Center Strategy and the STATF Land Committee agreed that bicycle traffic through the hamlet center on Montauk Highway was not desirable and the hamlet study suggested an alternate using Halsey Lane and Rose Hill Road. If parking on the south side of Montauk Highway where eliminated as suggested in another suggestion by the Land Committee, it may be possible to create shoulders thru the hamlet center for bicycles.

The Hamlet Center Strategy recommended that a rear entrance be created for patrons of the Post Office to reduce on-street friction on Montauk Highway. The Land Committee concurred with this recommendation and also recommended that the Post Office drop off boxes to be removed from Montauk Highway to a location not so heavily trafficed. These recommendations should be pursued and will become even more important if the connecting road to Deerfield Road can be developed.

The Hamlet Center Strategy recommended that proposed new development be provided with adequate off street parking. All development should always provide adequate on site parking. The garden center on the south side of Montauk Highway east of Station Road utilizes head-in parking directly off of Montauk Highway. This parking activity creates a high potential for accidents. Parking should be on site served by a single access driveway meeting the standards provided in Section V-C. The Land Committee recommended that parking on the south side of Montauk Highway from Head of the Pond Road east, through Proprietors Lane should be eliminated. The elimination of the parking would reduce side friction through the hamlet, increase safety and reduce the number of pedestrian crossings of Montauk Highway, as shown in Figure V-14, particularly midblock crossings. The space freed up thru the elimination of parking could be used to create shoulders adjacent to travel lanes that might be used by bicycles.

The STATF Land Committee recommended the creation of a turnaround for westbound traffic on Montauk Highway at the intersection of Little Cobb Road and Montauk Highway. This concept shown in Figure V-14 would need further evaluation by the State to determine if the intersecting roads and road curvature, as well as, the existing grades, may cause safety or visual hazards, for such a design. Other treatments should also be considered with a goal toward maximizing safety, maintaining thru traffic volumes while maintaining an attractive gateway to the Water Mill hamlet. The study area should include the intersection of Head of Pond Road and consider issues between C.R. 39 and Old Mill/Halsey Road.

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FIGURE V-14
PROPOSED TURNAROUND
AT LITTLE COB ROAD

DATE	SCALE	DRAWING
06/25/04	NONE	23057.00

Figure VII-14

The STATF Land Committee recommended the addition/creation of a center left hand turn lane on Montauk Highway to be striped within the existing pavement at intersections with secondary streets and at significant commercial businesses accesses to improve traffic flow, by moving the turning movements out of the path of east-west thru travel. The State should add left turn lanes at all side streets where left turns are permitted and at all significant commercial driveways. All new commercial developments or new subdivision roadways should be required to provide a left turn lane on Montauk Highway in order to gain the access. Right turn lanes should also be considered.

Other recommendations of the Land Committee should be forwarded to the State for consideration. The State is the only authority having jurisdiction on Montauk Highway. These recommendations of the Land Committee include:[27]

1. "The Town should request the NYS Dept. of Transportation undertake a short-term test of the traffic light at Station Road, to see if maintaining a blinking yellow east-west signal from the hours of 10 P.M. to 9:00 A.M. on a daily basis will improve the flow of traffic through this intersection.

2. "The Town should request the State traffic signals within the Town be augmented with closed loop signal software to allow for the monitoring of the operation of the signals at any particular intersection from the State's regional office. This will allow monitoring and more responsive action to problems."

3. "The Town should request that the 40 mile-per-hour speed limit on Montauk Highway should be reduced to 30 miles per hour immediately east of Head of Pond Road through the hamlet to Scuttle Hole Road (subject to traffic engineering review by the State)."

4. "The center lane should not be taken away as it is used by emergency vehicles."

Bridgehampton

A principal recommendation of the hamlet strategy is to provide a "raised landscaped median" for Montauk Highway through the commercial area. The landscaped median is envisioned to improve the aesthetics of Montauk Highway, reduce speeds, improve safety, and facilitate pedestrian crossings. It should be punctuated with pedestrian crossings and openings to allow left turns into and out of the major driveways such as the main municipal parking lot and any new shared parking areas. Pedestrian crossings would be added at the most desirable crossing locations (for instance, near the parking lot entrances.) A safe pedestrian wait area (called "refuges") would exist in the median allowing pedestrians to cross in two phases. The town should study this measure, identify several design solutions, and consider testing median boundaries and

[27] Final Report of the STATF Land Committee, June 2002, p. 13 and 14.

configurations this summer. It is also proposed that the raised median would be designed to accommodate emergency vehicles, i.e., allowing emergency vehicles to pass a line of traffic. The raised median concept is shown in Figure V-15.

Unfortunately, there is not sufficient space to provide the raised median with plantings and still allow emergency vehicle passage. The installation of a raised median must therefore be carefully weighed against the need to provide alternate emergency vehicle access. Should alternate emergency vehicle access be provided via an alternate highway facility, such as the joint use corridor roadway the presence of the median would pose less of a difficulty. It must be noted that Montauk Highway is a State highway and permission to install a median would be necessary. Ideally, such an installation would be a State project. Additionally, any highway improvement project needs to be mindful of impacts to emergency services.

Another major recommendation of hamlet strategy is the reconstruction of the complex intersection of Montauk Highway at Bridgehampton-Sag Harbor Turnpike/Ocean Road/Lumber Lane into a median roundabout. This intersection has identified accident and capacity problems. The intersection of Lumber Lane with Bridgehampton-Sag Harbor Turnpike less than 100 feet north of Montauk Highway makes traditional intersection improvements difficult. This is further complicated by the location of the Starbuck's parking lot access onto Lumber Lane close to Bridgehampton-Sag Harbor Turnpike. This parking lot access will become increasingly important, if another hamlet strategy that would provide interconnected parking facilities behind the commercial buildings on the north side of Montauk Highway in the down town center were implemented.

The strategy notes, "that a well-designed roundabout at this location would improve safety significantly: 1) the current conflicts between turning movements would be eliminated, 2) the roundabout would slow traffic without leading to congestion, and 3) pedestrians could cross more safely. A roundabout here, with a landscaped center, would mark the eastern gateway into Bridgehampton in an elegant way. With the roundabout, left turns out of Lumber Lane would be prohibited as they could be made via the roundabout. Left turns into Lumber Lane could probably be maintained, but this needs to be studied. Left turns into the Starbucks parking lot should be prohibited since they can be made via the roundabout."[28]

[28] A Plan for the Bridgehampton Hamlet Center, February 2004, page 48.

Before Streetscape Improvements

After Streetscape Improvements Showing Raised Landscaped Median.

SOURCE: A PLAN FOR THE BRIDGEHAMPTON HAMLET CENTER, FEBRUARY 2003

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Consulting Engineers

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FIGURE V-15
POSSIBLE MONTAUK HIGHWAY
MEDIAN
BRIDGEHAMPTON

DATE	SCALE	DEA NO.
DATE	SCALE	PPPPP-TTTT-XX

Figure V-15

"The high summertime traffic volumes would likely require that the east and west entrances into the modern roundabout be two lanes wide. Due to the roundabout's size (maybe an outside diameter of 130' plus space for pedestrians), the northwest corner property (the beverage center) would have to be acquired. As per modern roundabout design guidelines, the pedestrian crossings would be built at least a car length away from the outer circle of the roundabout and would be controlled with yield-to-pedestrian signs. Crossing pedestrians are visible as cars are turning. Pedestrians could cross using the splitter island, in two phases. The existing crossing near the library and Starbucks could be preserved."[29]

Figure V-16 from the Bridgehampton Hamlet Study provides a sketch of the possible roundabout at the intersection of Montauk Highway at Bridgehampton- Sag Harbor Turnpike.

The Southampton Transportation Advisory Task Force Land Committee in their final report[30] made two recommendations with respect to this intersection.

The STATF Land Committee noted that the current configuration of the Ocean Road/Sag Harbor-Bridgehampton Turnpike intersection with Montauk Highway is a major choke point to traffic flow. The Land Committee recommended an examination be undertaken of this intersection to see what type of improvements should be made to alleviate this condition. The Land Committee further recommended the examination also include the evaluation of the potential for acquisition and use of properties contiguous to this intersection for alternative design possibilities.

The Land Committee also noted that traffic heading southbound from the Sag Harbor-Bridgehampton Turnpike and turning west onto Montauk Highway be taking a "right-turn on red after stop" is slowing the east-west traffic flow. The Land Committee recommended that a restriction be instituted during the summer months prohibiting "right-turn on red after stop".

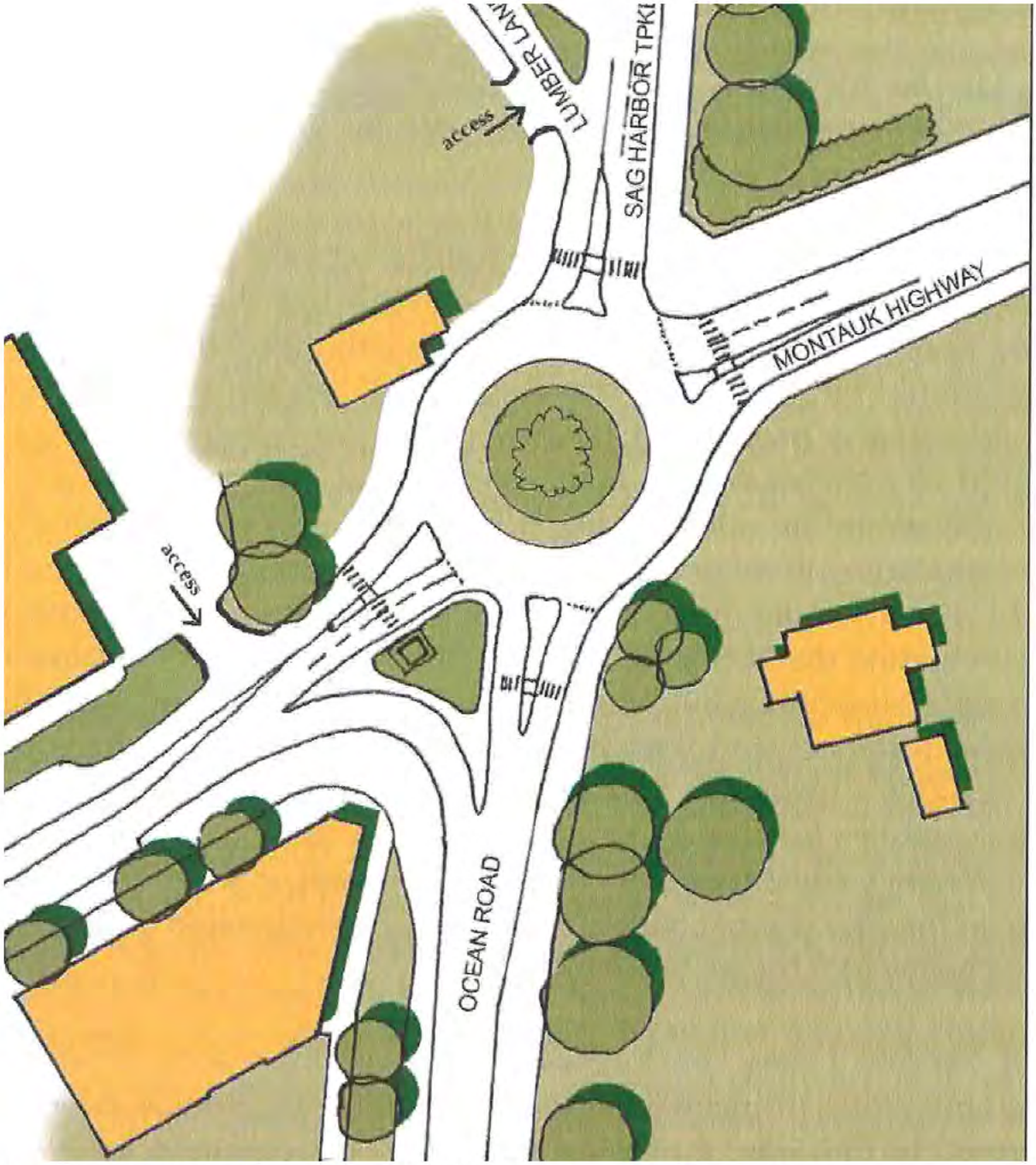
The hamlet strategy also makes the following additional recommendations:[31]

- "The intersection of Montauk Highway with Snake Hollow Road should be improved by at least adding a short left turn lane for vehicles to turn left into Snake Hollow Road.

  "A Signal Warrant Study should be undertaken for this location. In addition, the State should determine if a full signal is needed at Butter Lane."

[29] A Plan for the Bridgehampton Hamlet Center, February 2004, page 48
[30] Final Report of the STATF Land Committee, June 2002, page 16.
[31] "A Plan for the Bridgehampton Hamlet Center, February 2004, page 49.

Figure V-16



SOURCE: A PLAN FOR THE BRIDGEHAMPTON HAMLET CENTER, FEBRUARY 2003, PAGE 43

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Consulting Engineers
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Westhampton Beach, NY 11978
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FIGURE V-16
POSSIBLE ROUNDABOUT
MONTAUK HIGHWAY AT OCEAN RD/
SAG HARBOR TURNPIKE

DATE	SCALE	
DATE	SCALE	

The STATF Land Committee further recommended:[32]

- "Examination of restricting left turns at street intersections, including: School Street, Church Lane, Corwith Lane, Norris Lane and Hildreth Lane, among others. Other intersections and turn areas (e.g., into parking lots, etc.) should also be examined to determine if this restriction is appropriate.

- "That the traffic light located at Sagg Main Street be equipped with sensors to allow for a predominate east-to-west flow of traffic on Montauk Highway, and prevent the interruption of this flow without there being vehicles attempting to enter this intersection from a north-south direction. The Land Committee further recommended that the Town evaluate whether this traffic light requires full signalization (vs. for example, a flashing light) during off-peak hours during the off-season.

- "That an eastbound left turn lane be designated within the Montauk Highway right-of-way for entry into the Poxabogue Golf Course property, so long as the existing land use remains at this site.

- "That examination of cross-streets and the potential for the restriction of left-turn movements at any particular street intersecting with Montauk Highway should be examined as a whole, (e.g., all of the crossing streets examined simultaneously vs. individually) to allow for a comprehensive analysis of how traffic can move in and around the community.

- "The Land Committee recommends that to reduce cross traffic conflicts and improve safety, the Town should consider prohibiting northbound traffic from making a left turn onto Montauk Highway from Mecox Road."

  These recommendations of the Hamlet Strategy and the Land Committees, as well as some recommendations made in connection with the Water Mill community relate to how access to Montauk Highway will be evaluated. The Hamlet Study recommends the study of several intersections for potential signalization while the Land Committee takes a broader view recommending a general examination of cross streets and the potential for restricting movements at some locations to provide for safety and better traffic flows.

  Often individual intersections are examined on a case-by-case basis to determine if signalization is "warranted" based on the accident experience, traffic volumes and delays that are occurring at that location only. This can lead to a hodgepodge of signals some spaced too closely or too far apart and signals that do not adequately serve the communities on both sides of the arterial.

[32] Final Report of the Land Committee, June 2002, page 16.

Montauk Highway will continue to carry high volumes of traffic that will make lefts off Montauk Highway or onto Montauk Highway exceedingly difficult and potentially dangerous. Crossing Montauk Highway can be even more difficult. As vacant properties continue to develop north and south of Montauk Highway additional traffic will be added to the collector street system that accesses Montauk Highway. This added traffic will find it more difficult to gain access to Montauk Highway, congestion will be created on the side street approaches and potential accident problems will develop. Requests will be made for traffic signals to allow for safe and timely access.

In order to protect the ability of Montauk Highway to safely carry traffic and provide the motorist with safe convenient access it is recommended that an Access Management Plan be developed for Montauk Highway between County Road 39 and the East Hampton Townline. The plan must be a joint project of the Town of Southampton and the NYS Department of Transportation. This Access Management Plan, in addition to implementing and refining the Access Management requirements for developing private properties would develop a strategy for modifying the existing collector street access to Montauk Highway by determining:

- At which locations should left turns and cross movements would be permitted.
- At which locations should left turns and cross movements would be prohibited.
- At which locations should left turns and or right turn lanes be provided on Montauk Highway.
- If adequate access is to be provided via traffic signals, the optimum spacing of signals should be established and access based on the optimum signal spacing.
- Are there alternates to traffic signal access such as roundabouts, or coupled media turnarounds?
- Are medians appropriate at some locations?
- Are some new connecting roadways parallel to Montauk Highway necessary to permit traffic from one north/south collector with restricted access to move to another adjacent connector with full access and traffic signal or roundabout to enhance safety?

An example of the decision making in the access management plan would accomplish relates to the hamlet strategy recommendation that a signal warrant study be undertaken at the intersection of Montauk Highway at Snake Hollow Road. It is a high accident location and generates considerable turning movement traffic due to the presence of the

bank, an access to the Bridgehampton Commons Shopping Center and a direct connection to Mitchell Lane and Scuttlehole Road. A signal located at this location will, however, not provide the community south of Montauk Highway any enhanced access. It is located less than 1000 feet from the Bridgehampton Commons traffic light and thus is too close for optimal spacing.

The location of a signal at Butter Lane/Halsey Lane might be a better location to serve the communities on both sides of Montauk Highway with left turn restrictions then imposed at Snake Hollow Road and Hildreth Lane. This location would be almost 2000 feet distant from the signal at Bridgehampton Commons. In order to fully realize the benefits of this proposed signalized access point, a roadway, either just north of the Bridgehampton National Bank, or incorporated into the bank's site plan should be provided.[33] An additional connection between Butter Lane and Corwith Avenue would further enhance the effectiveness of the signal.

This kind of strategy should be developed for all of Montauk Highway east of CR 39 utilizing Federal Aid Funding and eventually developing into a NYSDOT improvement project.

The Hamlet Strategy recommended the interconnection of parking lots behind the commercial buildings on Montauk Highway between Lumber Lane and Corwith Lane and similarly connecting the parking lots of Newman Village, the Post Office and the Catholic Church to Corwith Lane and Butter Lane. This was also a major recommendation of the Land Committee in addition to a recommendation for additional off-street parking. These recommendations should be pursued by the Town.

Flanders/Northampton/Riverside

Transportation problems were not a key focus of the Flanders/Northampton/Riverside Revitalization Study, which issued its final report in November 2003. In 2003 and 2004 the NYSDOT reconstructed all of NYS Route 24, (Flanders Road), which is the main artery passing through the area. As noted previously, the intersection of NYS Route 24 (Flanders Road) at County Road 105, which had been a high accident location, was also reconstructed and it is anticipated that this reconstruction will lead to a decrease in accidents.

The reconstruction of NYS Route 24, (Flanders Road) provided for a single travel lane in each direction with a center two-way left turn lane and shoulders eight to ten feet wide. The wide shoulders facilitate bicycle travel along the corridor. In addition to the pavement improvement and shoulders, new curbing and sidewalk was installed in commercial and residential areas to enhance pedestrian safety. New curb cuts and

[33] Note that as this document was being prepared the State installed a new traffic signal at the intersection of Montauk Highway (NYS Route 27) at Butter Lane/Corwith Avenue. Left turns at the intersection of Montauk Highway (NYS Route 27) at Church Lane were restricted.

driveway apron construction was also used to better define and control access to properties along the road.

The reconstruction of NYS Route 24 (Flanders Road) did not include significant work at the Riverside traffic circle. As mentioned previously, this location, where NYS Route 24 intersects with County Road 31 Westhampton Riverhead Road, County Road 63A (Peconic Avenue), County Road 94, (Center Drive), and County Road 63 (Lake Avenue) is often congested and is a critical link between Southampton and Riverhead. The area is shown in Figure V-17, Riverside Traffic Circle.

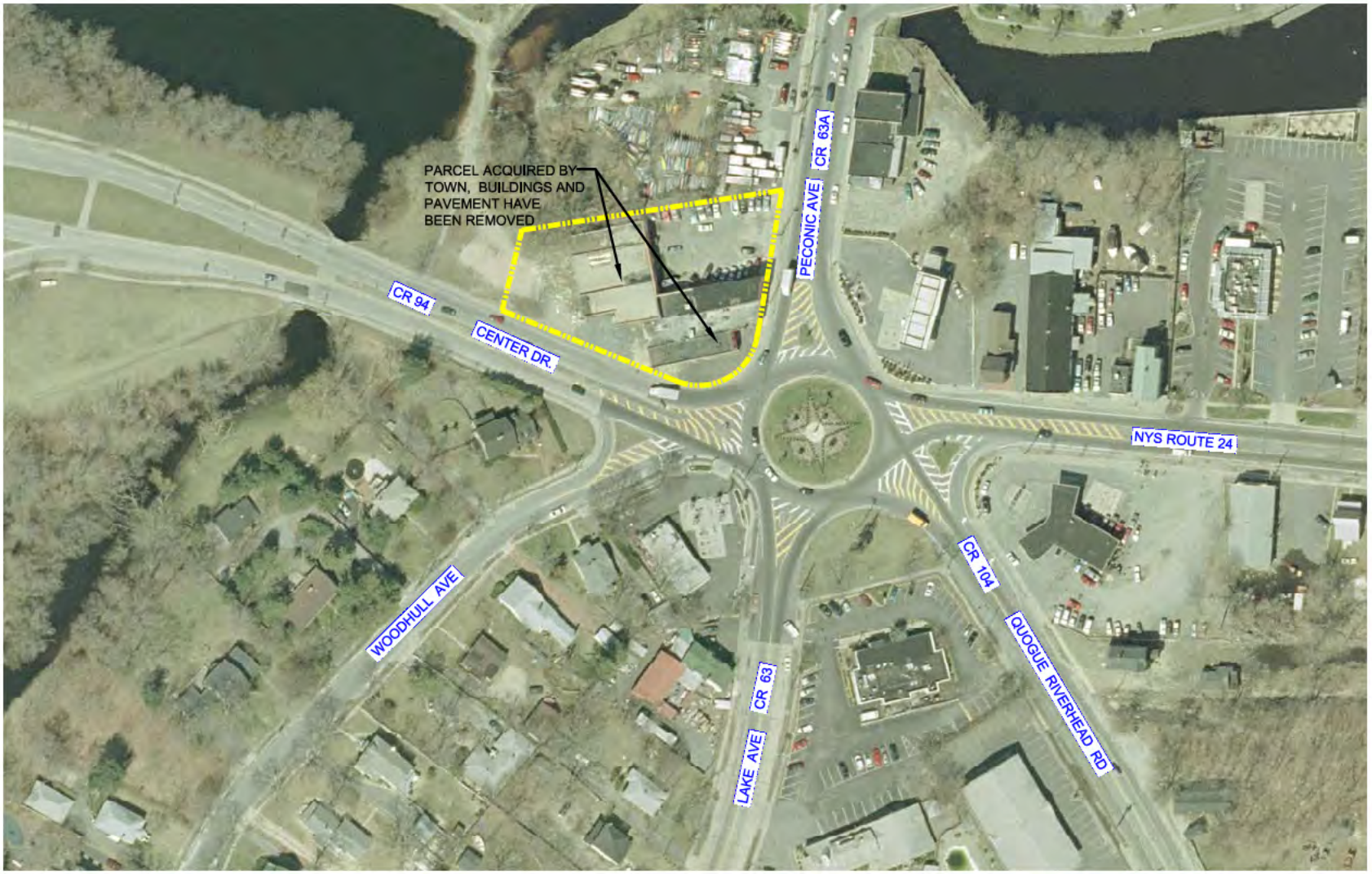
The Flanders/Northampton/Riverside Revitalization Study notes that the 1999 Comprehensive Plan Update states:

> "the Circle is central to the self-image of Flanders, Riverside and Riverhead."

The Revitalization Study further states:

> "Accordingly, this area is of particular interest and concern to this study. General observation indicates that it does not efficiently act as a conduit for commuter and local traffic, in particular during peak periods. Moreover, the area should serve as a key gateway, welcoming people into the Town of Southampton and the hamlet of Riverside. Existing uses however are not inviting and do not connote any sense of "arrival." Further this area is an extremely complex mix of traffic, land use and zoning."
>
> "In terms of traffic, it has six points of entry that serve both local and regional automobile and truck traffic, as well as serving as a pedestrian and bicycle crossing, and access off of the circle is an impediment to existing and adjacent businesses. This traffic mix not only poses several safety concerns, but any impediment on the smooth flow of traffic is often an inhibiting factor to land use and economic development."
>
> "Accordingly, a more specific study should be undertaken to investigate how this circle and the surrounding uses can be reconfigured or redesigned to better accommodate the traffic (perhaps through a by-pass road) and serve as a gateway. Review of the zoning adjoining this Circle and the arterials of Riverleigh Avenue, Peconic Road and Route 24 up to the Old Quogue Riverhead Road intersection should also be part of such a study."
>
> "The proposed traffic/land use study for the Riverside Traffic Circle Area however, should seek alternatives that protect the Circle itself.

Figure V-17



SCALE:
0 50' 100' 200'

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

FIGURE V-17
RIVERSIDE TRAFFIC CIRCLE

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

> "Throughout the public involvement process, the Circle was identified as a key site with respect to the identity of this area and any reuse should maintain and enhance this identify and not eliminate it. This can be accomplished with better signage and attractive landscaping."

The Town of Southampton purchased the site of the former Tirecraft building adjacent to the traffic circle, for community preservation purposes to enhance the area gateway. Reconfiguration of this complex traffic circle area may necessitate widenings and sidewalk improvements in the vicinity of this parcel.

In addition, there are concerns with regard to speed limits on some of the roads leading to the Traffic Circle, such as County Road 63 (Lake Avenue) and the need for traffic calming in this predominately residential area.

The possibility of curb bump outs, a raised center median, bicycle lane improvements, may enhance safety for motorists, bicyclists, and pedestrians and should be further studied for this area.

Speed limits in other residential areas, such as Old Quogue Riverhead Road, should also be lowered consistent with the 30 mph speed limit instituted in other residential areas. Hamlet center areas, such as Riverleigh Avenue (C.R. 104) with the new State Police Barracks and a mix of commercial uses and residential uses, should be lowered consistent with the 35 mph speed limit instituted in other hamlet center areas/village business areas.

The SCDPW needs to undertake such a Study at the circle as the majority of intersecting routes are County Roads and the Riverside circle itself is owned and maintained by Suffolk County.

Eastport/Remsenburg/Speonk/Westhampton

The draft Eastport/Remsenburg/Speonk/Westhampton Area Strategy Study (May 2004) recommended a wide array of traffic calming measures to be introduced on the County and Town arterial highways to lower travel speeds and promote a safer environment particularly for pedestrians and bicyclists. The Study also contains a recommendation for a new interchange on Sunrise Highway, (NYS Route 27) at Speonk-Riverhead Road and the completion of the Sunrise Highway South Service Road between County Road 111 and Speonk-Riverhead Road.

The creation of the new interchange would divert existing truck trips that were destined for industrial sites on Speonk-Riverhead Road and the north side of Old County Road from Old County Road to Sunrise Highway and the proposed new interchange. The construction of the interchange would also facilitate access to the Suffolk County

Speonk-Riverhead Road would allow for development of sites along the proposed service road. A possible option to this plan would be construction of only the easterly portion of the Speonk-Riverhead Road interchange along with the construction of the North and South Service Roads between C.R. 111 and Speonk-Riverhead Road. Under this alternative, greater ramp spacing is provided along Route 27 and the existing underutilized ramps west of C.R. 111 will carry the additional traffic loads generated. The interchange alternatives are shown in Figure V-18, Proposed New Interchanges Sunrise Highway (NYS Route 27 at Speonk-Riverhead Road).

The Area Strategy Study stated:

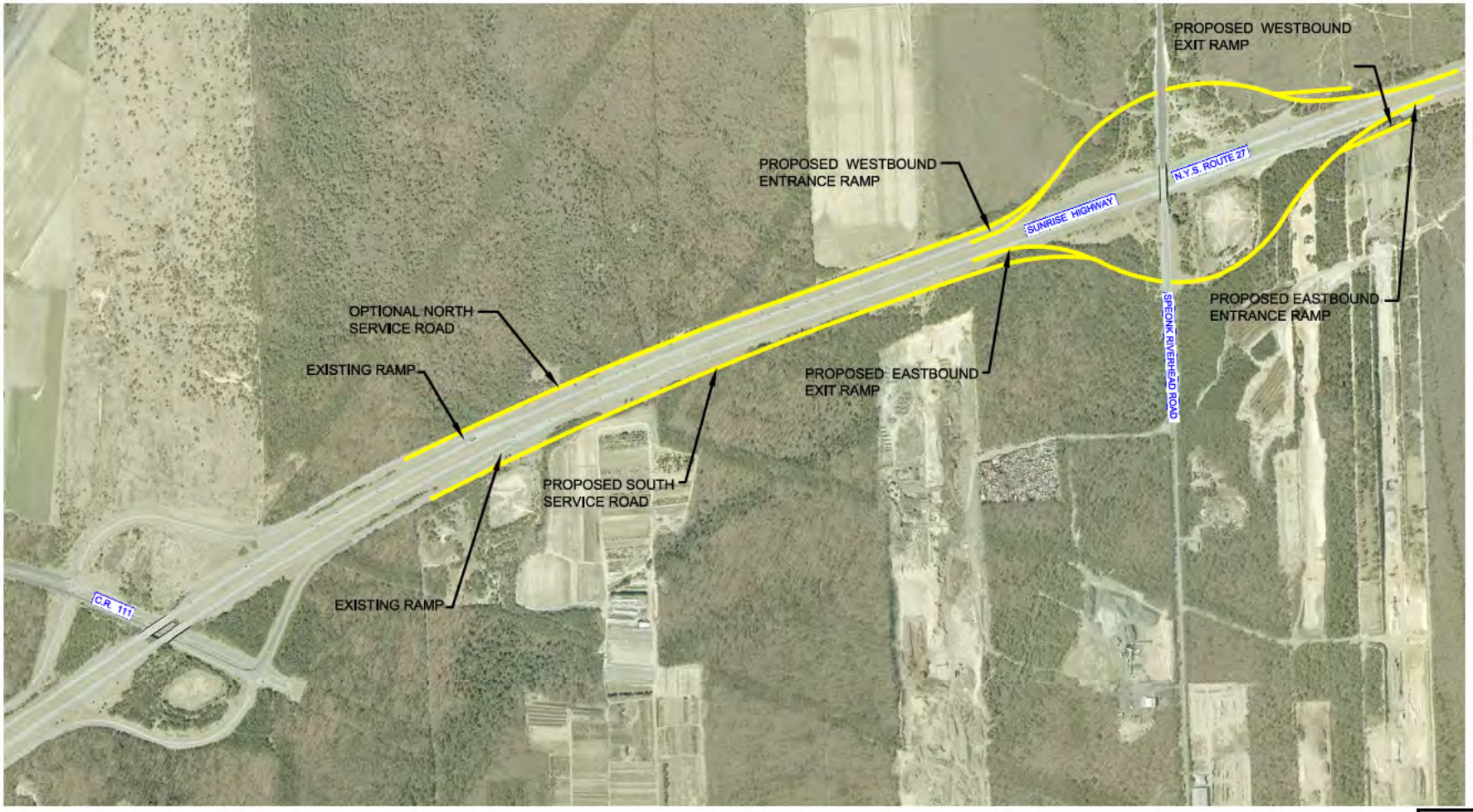
> "These major roadway improvements can be implemented as one overall project or undertaken as two independent projects, as land in the area develops and the demand arises. As an alternative funding source, the Town should investigate the feasibility of obtaining contributions from property owners and developers based on the need for traffic mitigation measures associated with their projects. This type of funding mechanism has been utilized effectively in other areas, particularly when rezoning is being requested."[34]

The traffic calming measures in the Area Strategy Study included the following elements:

- Reduction of speed limits and making speed limits more consistent along a given roadway, for example Montauk Highway.
- Elimination of passing zones along Montauk Highway and Old Country Road.
- Restripe and narrow travel lanes to provide wider shoulders to diminish thru traffic, provide traffic calming, and enhance pedestrian and bicycle safety.
- Sign and designate bicycle lanes and routes.
- Construct sidewalk "bump outs," "neckdowns" and speed tables/raised crosswalks to slow traffic and create a more pedestrian friendly environment in certain hamlet center areas.
- Install curb and sidewalk to enhance pedestrian connections
- Add roundabouts at Dock Road intersection with Montauk Highway and South Country Road and on Old Country Road at North Phillips Avenue and Speonk-Riverhead Road.

These recommendations need further site-specific evaluation for appropriateness. Of particular concern would be the use of speed tables or raised crosswalks at sites on Montauk Highway (C.R. 80) where ADTs exceed 13,000 vehicles per day and there is commercial traffic. The State of Maryland, which has studied the use of speed tables and

[34] Eastport/Remsenburg/Speonk/Westhampton Area Strategy Study.



SCALE:
0 375' 750' 1500'

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Consulting Engineers
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Westhampton Beach, NY 11978
(631) 288-2480

FIGURE V-18
PROPOSED NEW INTERCHANGE
SUNRISE HIGHWAY (NYS RTE. 27)
AT
SPEONK RIVERHEAD ROAD

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

Figure V-18

raised crosswalks, recommends they not be used on roadways where ADTs exceed 4,000 vehicles per day or at locations where traffic is not residentially based. There was also a recommendation to establish a consistent speed limit along Montauk Highway that should be further evaluated. The roadway has different geometric characteristics and abutting Land uses. A speed limit appropriate for a hamlet center is not necessarily appropriate between hamlet centers. The adoption of an inappropriate speed limit tends to increase enforcement problems and encourages non-compliance with the law.

The Area Strategy Study also recommends improvement of the Long Island Rail Road facilities and local bus service including:

- Establishment of a multi-modal hub at the Gabreski Airport with relocation of the train station to Airport property.

- Enhancement of the Speonk LIRR station for use as a multimodal transportation hub, as an alternative, because the Speonk station already has more frequent train service.

- Explore the feasibility of establishing local shuttle bus service to transport residents and visitors from the LIRR to the hamlet centers, beaches, and other employment centers or destinations such as Suffolk County Community College.

- Provide amenities, i.e., bus shelters, motorcycle lockers and bicycle lockers at the railroad stations.

- Provide additional transit service for seniors, beachgoers, and students.

- Provide improved parking facilities and landscaping at the Westhampton Station, if the train station is not relocated to a Gabreski Airport Hub.

- Correcting unsafe conditions for certain at-grade LIRR crossings in Eastport.

A Scenic Overlay Zoning District is recommended for Old Country Road in the Area Strategy Study. Such overlay zone should also entail access management strategies.

The Westhampton area has a “problem” site identified at the intersection of Montauk Highway and Old Country Road and Mill Road. This traffic signalized intersection has crosswalks installed and “pedestrian walk signals and push-button equipment. The intersection should be improved with sidewalk connections to facilitate pedestrian use of these facilities removed. Pedestrian improvements along Cook’s Pond on Old Country Road are also suggested due to unsafe conditions. This will require more substantial engineering evaluation and environmental review.

The intersection of Summit Boulevard with Montauk Highway has also been noted to be problematic for motorists and bicyclists due to sight visibility issues and speed of oncoming travel around "Novicks Curre" on Montauk Highway.

Noyac Hamlet Center Study

Noyac Road is the principal arterial transversing the hamlet of Noyac and there are several clusters of commercial activity along this road, which serve the surrounding community. The residents of the Noyac community perceive that there have been dramatic increases in traffic on Noyac Road that are not directly related to the Noyac community itself. Rather, the increase is related to traffic forced off other routes, primarily Montauk Highway, by congestion. This traffic is transient and seeking thru travel to Sag Harbor and East Hampton. The traffic includes an inordinately high percentage of trucks.

The draft Noyac Hamlet Center Study (May 2004) further states, "Although much of this traffic, including trucks, would be better served on a new parallel roadway (designed to safely accommodate this traffic at reasonable speeds and featuring minimal residential uses), no such roadway exits nor is being proposed."

The Noyac Hamlet Center Study recommends a number of traffic calming and safety measures that should be evaluated on a site-by-site basis. Many of the recommendations are not site specific and are similar to those that have been recommended in other hamlet studies. They also have application on other roadways within the town. These recommendations include:

- Install "Speed Awareness Signs". These are signs that provide a large digital readout of the speed of an approaching vehicle. Their presence tends to reduce traffic speeds.

- Limit the width of travel lanes to 11 feet (12 on curves) and install "wide edge lines". This measure is designed to make the road appear narrower and slow drivers. It has the added advantage of providing more shoulder area for bicycles and the wider edge lines better demark the pavement for the motor vehicles from the shoulders for the bicycles. Ideally, 5-foot minimum shoulders should be provided for bicycles on all major town arterials. (Most County and State facilities already do this except C.R. 39).

- Install "in pavement" reflectors which improve safety by providing positive guidance to the motorist, particularly on nights with wet pavement. In addition, a motorist can feel them if a vehicle stray's over them.

- Upgrade curve warning and speed limit signs. The location and size of existing warning and speed limit signs should be reviewed. Larger signs then typically used are permitted by the Manual of Uniform Traffic Control Devices (MUTCD) when

greater emphasis on visibility is desired. All signs should use Type IX retro-reflective sign sheeting to provide maximum visibility at night.

- Rumble strips should be considered at key locations such as where speed limits are reduced or prior to curve warning signs. Care must be exercised in their placement as they can generate considerable noise and be an annoyance to nearby residences.

- Consider flashing beacons to augment signing at significant hazards.

- Create "gateways." On approaches to commercial areas, gateways can be created. These can consist simply of a sign on the right side of the road and some landscaping, which could extend into the shoulder area. They can be supplemented with rumble strips.

- Intersection sight distance survey. The available sight distance along Noyac Road for motorists stopped on intersection approaches should be measured. This distance should first be optimized by clearing vegetation within the roadway right-of-way where required. If limited sight distance still exists, intersection-warning signs should be installed in advance of these locations for motorists approaching on Noyac Road.

- Install crosswalks. Wherever there are a significant number of pedestrians crossing the roadway, crosswalk installation should be considered. Sidewalks should either exist or be constructed at these locations. The use of textured crosswalk wherein a different paving material is used between the white crosswalk lines to raise the visibility of the crosswalk and add to its attractiveness. It may also be desirable to construct sidewalk "bulb-outs" into the roadway shoulder area at some locations. This would further enhance the visibility of the pedestrian to the motorist and shorten the crossing distance where the pedestrian is "exposed" to approaching motorists. Pedestrian crossing warning signs should be installed at all crosswalks.

- Provide shoulder pavement markings and delineators. Shoulder pavement markings can be used to further delineate the shoulder area, and to assist in lowering speeds on curves. These markings consist of wide, diagonal white ("zebra") strips installed across the shoulder. On straight sections and on approaches to curves, these could be installed at intervals of 100 feet. Closer to the beginning of the curve, the spacing interval is gradually reduced. The motorist becomes accustomed to passing each stripe in a particular time interval, say every 2 seconds, on the straight section. When the interval is shortened, a subtle suggestion is given to the motorist that he is traveling too fast, because the stripes are being passed more quickly (the markings can also consist of a "chevron" shape, and be placed in the travel lane itself on approaches to curves.

- The Noyac Hamlet Center Study also supports the use of innovative signs, however it must be recognized that the Town should not install traffic control devices which do not conform to the MUTCD or which are not granted an exception for trail use by the State.

The Hamlet Center Study also identified four "problem" areas which exhibited the potential for higher safety concerns. These areas were:

1. Problem:
   Cromer's Market Area – Existing parking is "head-in," and continuous access along the north side of Noyac Road leads to multiple points of conflict between vehicles entering parking spaces, backing from parking spaces, and proceeding through the area;

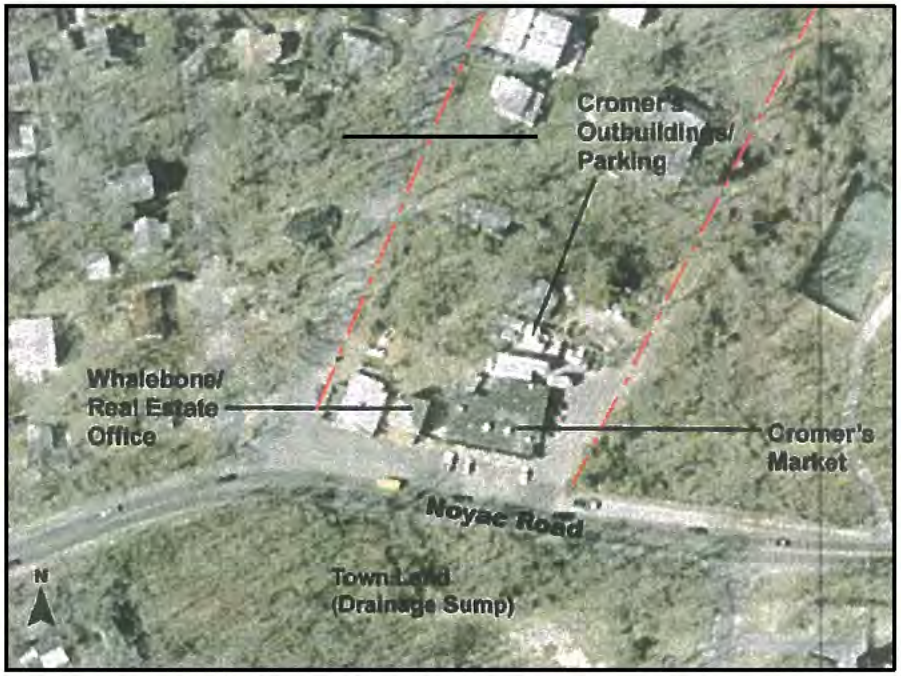
   Recommendation:
   Provide angle parking, separated from Noyac Road traffic flow, at businesses; realign Elm Street approaching Bay Avenue; utilize Cedar Lane to replace parking spaces lost due to angle parking, and to accommodate spaces lost be prohibiting parking on the north side of Noyac Road east of Cedar Lane; realign Noyac Road to smooth the horizontal curve and provide proper roadway banking, or super-elevation, around the curve. A possible alternative implementing these recommendations is shown in Figure V-19, Possible Alternative Noyac Road at Cromer's Market.

2. Problem:
   Deli Area – Pedestrian crossings from vehicles parked on the shoulder along the north side of the roadway are a concern;

   Recommendation:
   In conjunction with sidewalk construction to connect businesses in this area, establish crosswalk(s) incorporating the sidewalk "bulb-outs" and pedestrian warning signs.

3. Problem:
   Trout Pond – The horizontal "S" turn on Noyac Road, combined with a change in vertical grades in this area, is a potential safety problem.

   Recommendation:
   Realign Noyac Road to soften the horizontal "S" turn and change in vertical grades. The super-elevation of the curves and the design of the curves should be designed to meet the American Association of State Transportation Officials (AASTO) standards.



EXISTING CONDITION CROMER'S MARKET

CROMER'S MARKET / THE WHALEBONE GENERAL STORE

THIS SITE IS LOCATED ON THE NORTH SIDE OF NOYAC ROAD AT THE INTERSECTION OF NOYAC ROAD AND BAY AVENUE. THE CROMER'S MARKET AREA (WHICH INCLUDES BOTH THE MARKET AND THE ADJACENT WHALEBONE GENERAL STORE AND REAL ESTATE OFFICE COMPLEX) WAS CITED IN EVERY PUBLIC MEETING BOTH AS A KEY COMMUNITY LAND USE AND AS A PROBLEM SITE DUE TO TRAFFIC AND CIRCULATION PROBLEMS. ISSUES INCLUDED THE NEED FOR MORE PARKING, THE DANGEROUS PULL-IN SPACES ADJACENT TO NOYAC ROAD, HOW TO IMPROVE THE COHESIVENESS BETWEEN ADJACENT STORES, AND HOW TO ENHANCE SERVICE AND DELIVERY.

** EXCERPTED FROM "THE NOYAC HAMLET CENTER STUDY", PAGES 28 & 39.*

POSSIBLE ALTERNATIVE

POSSIBLE DEVELOPMENT APPROACH

THE SEEDS FOR A SOLUTION LIE IN THE FORTUITOUS MIX OWNERSHIP OF ADJACENT PROPERTIES - ESPECIALLY THE TOWN-OWNED PROPERTY ACROSS NOYAC ROAD FROM THE COMPLEX, A "SUMP" MAINTAINED TO CONTROL RUNOFF, AND DRAINAGE IN THE AREA. THE PROPERTY LIES ON THE INSIDE OF A PARTICULARLY PROBLEMATIC CURVE. BY SHAVING OFF A SLIVER OF NO MORE THAN 10 TO 15 FEET (AND ALSO POSSIBLY MINOR FRONTAGE FROM AN ADJACENT PRIVATE PROPERTY TO THE WEST), THE CURVE CAN BE STRAIGHTENED, SIGHT LINES IMPROVED, AND THE ROAD MOVED TO THE SOUTH TO FREE UP LAND ADJACENT TO THE STORES SUFFICIENT TO ALLOW A ONE-WAY ANGLED PARKING, SEPARATED FROM THE HIGHWAY BY A 4'-0" WIDE MEDIAN (THE MEDIAN SHOULD BE CONFIGURED AS SHOWN TO ALLOW CURB CUTS FOR EACH INDIVIDUAL PROPERTY IN ORDER TO SERVE ALL BUSINESS EQUALLY). STRAIGHTENING THIS CURVE IS A SAFETY PRIORITY CITED BY MANY COMMUNITY PARTICIPANTS. TRAFFIC CALMING MEASURES - LANDSCAPING ADJACENT TO CROMER'S MARKET, SIGNAGE AND STRIPING - WOULD BE USED TO COUNTERACT ANY POTENTIAL INCREASE IN TRAFFIC SPEED.

FIGURE V-19
POSSIBLE ALTERNATIVE
NOYAC ROAD AT CROMER'S MARKET

Figure V-19

4. Problem:
Long Beach Road Intersection – The existing intersection configuration, which includes a "circle" for vehicles entering or exiting Long Beach Road, can be confusing to motorists.

Recommendation:
A redesigned roundabout would make the intersection more "driver-friendly," reduce delays for southbound Long Beach Road traffic and calm through-traffic on Noyac Road. It should be noted that the Town recently received a grant from the State to construct the redesigned roundabout.

The Noyac Hamlet Center Study also contained the following specific recommendations with regard to Noyac Road:

- Reconstruction of Noyac Road – Pursue Federal and State funding to reconstruct the pavement and drainage system, while incorporating traffic calming measures.
- Reduction of "Through" Traffic – A bypass roadway parallel to Montauk Highway would eliminate "through" traffic volumes on Noyac Road.
- Reduction in Truck Traffic – It is recommended that trucks over 10,000 pounds be excluded from Noyac Road.

There were several land use and design recommendations included in the Noyac Hamlet Center Study that were integrally related to the transportation recommendations. Potential development scenarios for several key locations within the Study Area, including the commercial node surrounding 'the Deli,' the 'Motel Site' and Cromer's Market area, were developed to depict proposed features and investigate alternative design elements to be implemented. The following design recommendations for these three existing commercial 'nodes' along Noyac Road have been developed.

For the area between the "Deli" and Trout Pond, the Study recommends controlling access in front of the buildings with angled parking; improving the use of rear-yard to increase availability of on-site parking space; and amending zoning to achieve desired uses and site configurations.

A recommendation for Noyac Road to have an Access Management Study has been suggested as well as the possibility of transferring this County Road over to the Town of Southampton as its present status as a town-maintained County Road has caused some community concerns.

Hampton Bays Hamlet Center Strategy

The Hampton Bays Hamlet Study recommends the following significant transportation improvements among others:

1. At the NYS Route 24/Montauk Highway Intersection and Montauk Highway to Springville Road.

- Create larger landscaped median

The geometry of the NYS Route 24 entry should be refined in order to expand upon the current beautification efforts, creating a larger triangular median area at its intersection with Montauk Highway. This median can be bermed and landscaped, and can serve as the venue for a new visual terminus or a piece of public art – a welcoming symbol for visitors and an attractive focal point at the foot of NYS Route 24.

- Improve traffic flow

In the process, the intersection will be reoriented to intersect with Montauk Highway further to the east, at more of a 90 degree angle rather than the current oblique intersection. At the same time, the right of way can be expanded so that two south to eastbound lanes are created, rather than the present one-lane situation, which is a major cause of local summertime traffic congestion. These will lead into a consistent two-lane treatment along Montauk Highway extending to Springville Road, avoiding problems with fluctuating right-of-way width and merging traffic lanes. Eastbound from the NYS Route 24 intersection, an additional turning and through-traffic lane will accommodate increased traffic from additional development west of Stern's. Northbound movements would consist of two eastbound to northbound lanes and two westbound to northbound lanes through the NYS Route 24 intersection.

2. Proposed Good Ground Road Extension

Good Ground Road should be extended as a new connection to the east, and potentially to the west, taking locally-bound traffic off eastbound or westbound Montauk Highway before reaching major bottleneck intersections at Ponquogue Avenue, Springville Road or NYS Route 24. This will substantially improve traffic flow by providing additional left turn locations prior to problem intersections while deterring regional bypass movements. It will also allow residents to more easily access the hamlet center/rail station from the existing Good Ground Road as well as more easily connect to southbound Springville Road or Ponquogue Avenue. Such a connection could be either a public road or a series of across-access drives between defined parking areas, designed to public road standards.

- To the east, the new 'Good Ground Road East' extension through the grocery store development should be designed not simply as a travel lane through a parking lot, but as a traditional town or hamlet street, with sidewalks, curbs

and gutters, providing pedestrian amenity and ADA-compliant access for elderly and disabled. It would use landscaping and tree planting and minimize curb cuts and intersections, in order to create an attractive pedestrian as well as auto-related environment. Stop signs and paved crosswalks will ensure reasonable speed for entering autos, providing safe and convenient access for s hoppers with grocery carts, and an adjacent pick-up lane will allow direct loading.

This extension might be either a public right of way or a privately built and maintained road, built to public roadway standards as described above and acting as an easement through the Hampton Bays Center, coordinated with the LIRR property south of Key Food now used for parking. The development must maintain the amount of parking currently provided on the LIRR property. As an option, an alternative parking plan could be negotiated between the developer, the railroad and the town.

The new intersection of this roadway with Montauk Highway should be located as far east as practicable. This will allow the roadway to provide left turn lanes from westbound Montauk Highway into the grocery store area while allowing safe access and egress at the church intersection further west.

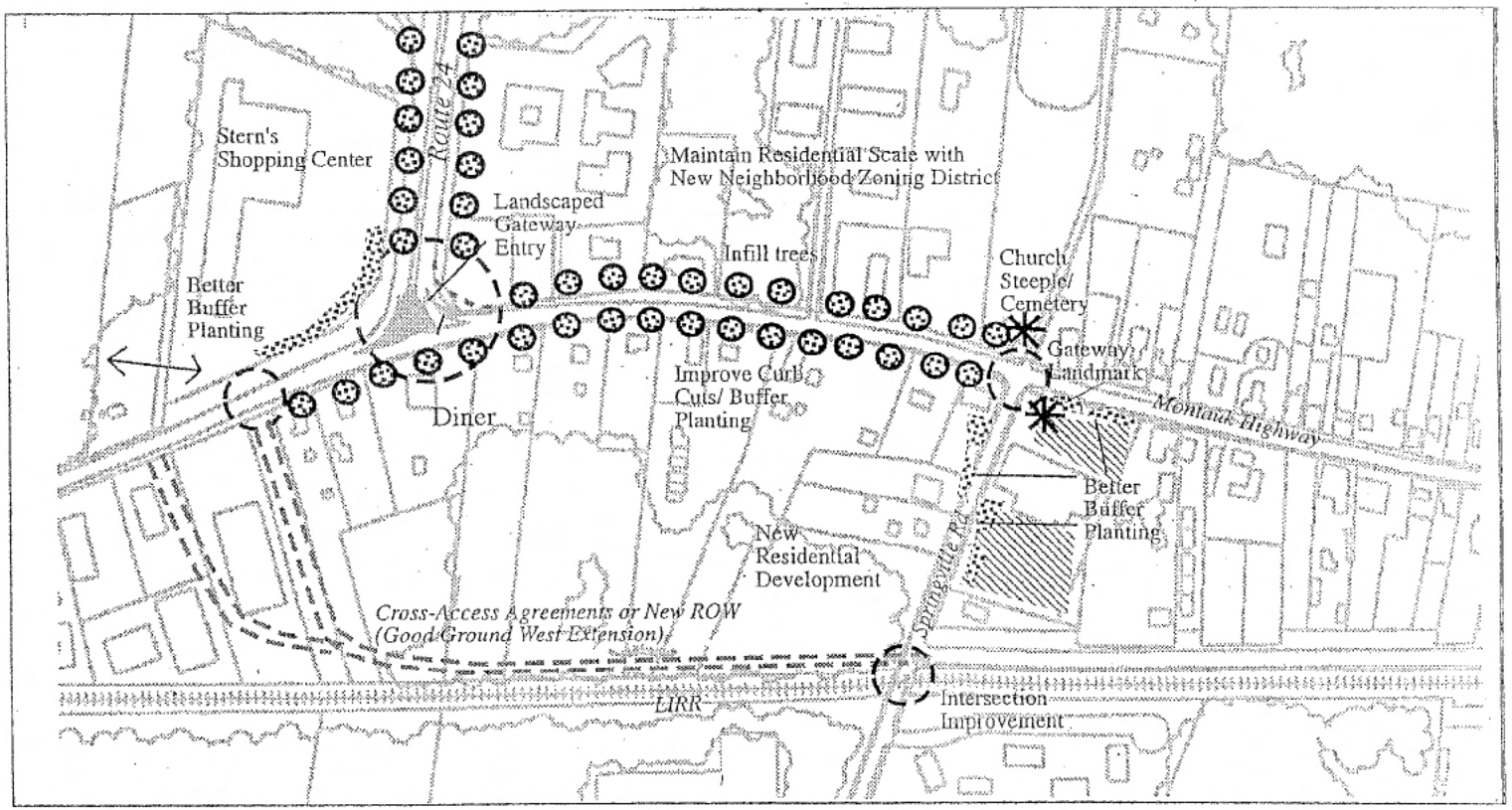
- A potential 'Good Ground Road West' extension will perform the same function from the westerly portion of Montauk Highway, allowing eastbound residents to avoid NYS Route 24 and other intersections.

  As with Good Ground East, this extension might be either a public right-of-way or simply a set of cross easements through adjoining properties.

  This extension should not intersect at NYS Route 24, as this will encourage regional through traffic to use the new road as a bypass. Rather, if possible, the intersection should take place further west at the existing Stern's traffic light so that it serves local resident traffic rather than Route 24-generated eastbound through traffic. Such an intersection would require a major roadway easement acquisition and possibly relocation of an existing business. Another option is to shift the entire intersection slightly westward (also requiring acquisition but currently no relocation).

While the Hampton Bays Hamlet Study recommends that the proposed Good Ground Road Extension should not intersect with Montauk Highway at NYS Route 24, it is believed that consideration should be given to such a connection (See Figure V-20). Such a connection would allow traffic destined for Springville Road and Ponquogue Avenue south of the railroad to avoid Montauk Highway and lessen the traffic pressure on the County facility. In addition, it would allow trucks to access the stores on the south side of Montauk Highway from behind and allow more direct truck access to the

Figure V-20



CENTRAL GATEWAY
STRATEGY/ BEAUTIFICATION ACTIONS

Hutton Associates Inc.
R. G. Roesch Landscape Architects PC
AIPS Inc.
L. K. McLean Associates PC

HAMPTON
BAYS
HAMLET
CENTER

DUNN
ENGINEERING
ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

FIGURE V-20

DATE	SCALE	
08/04/04	NTS	

commercial businesses south of the railroad (i.e., commercial docks, restaurants, marinas and etc.) Note, that truck turns off of Montauk Highway are extremely difficult due to narrow lanes. The primary purpose of this modification would be to get as much traffic (autos and trucks) off of Montauk Highway where pedestrians and shopping activity is far higher than along Good Ground Road.

In addition, a Planned Development District is being contemplated for property assemblages located west of the Macy's (KIMCO) Shopping Center on the west side of Rt. 24. Recently, the Suffolk County DPW has advised Town Officials that relocation of the existing signalized intersection on C.R. 80 for the Macy's (KIMCO) Shopping Center may be necessary as part of the PDD's transportation mitigation requirements. The purpose of this relocation would be to provide a single signalized intersection on Montauk Highway (C.R. 80) which would serve the PDD and the existing shopping center.

Montauk Highway could benefit from the traffic calming strategies recommended in other areas including enhanced pedestrian crosswalks and "bump outs" to facilitate pedestrian activity. The Hamlet could also benefit from an access management plan that would provide interconnected parking facilities behind the buildings fronting on Montauk Highway. Driveways would be minimized and where possible, access provided to Good Ground Road rather than Montauk Highway.

A more detailed study is necessary for the Montauk Highway Corridor in Hampton Bays particular the properties between Springville Road and East Tiana Road and Bellows Terrace Road to include preliminary traffic engineering analysis for a potential Good Ground Road westerly extension.

Such a evaluation of the Montauk Highway (County Road 80) and Flanders Road (NYS State Route 24) intersection, drainage needs, and potential new road extension should involve the SCDPW and NYSDOT. Reconstruction, realignment, and improving this central gateway to Hampton Bays will require substantial capital dollars and most likely will need federal aid to bring it to fruition. Developments in the vicinity of this transportation improvement area should be required to contribute the costs involved as part of any rezoning requests and traffic impact mitigation conditions.