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.

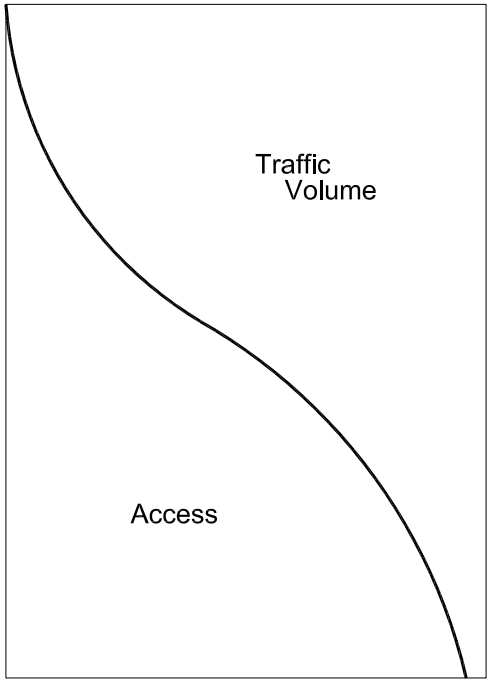
Freeways such as Sunrise Highway (Route 27) permit no access and carry large volumes of traffic more safely than any other type of roadway. Major arterials carry very high volumes of traffic and ideally would have access but limited to widely spaced intersections and, with the presence of a median, would 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.



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^{o}	90^{o}	90^{o}
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

DRIVEWAY SPACING

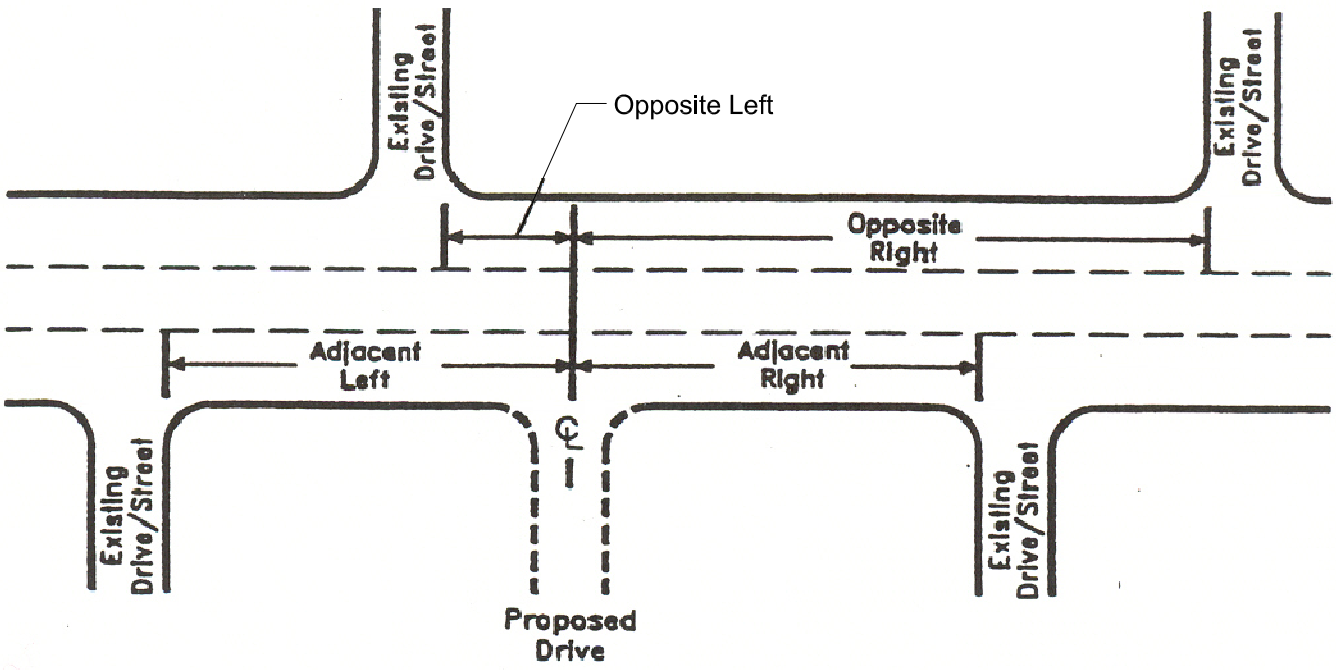


FIGURE V-11
MEASUREMENTS OF DRIVEWAY SPACING

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.