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

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.

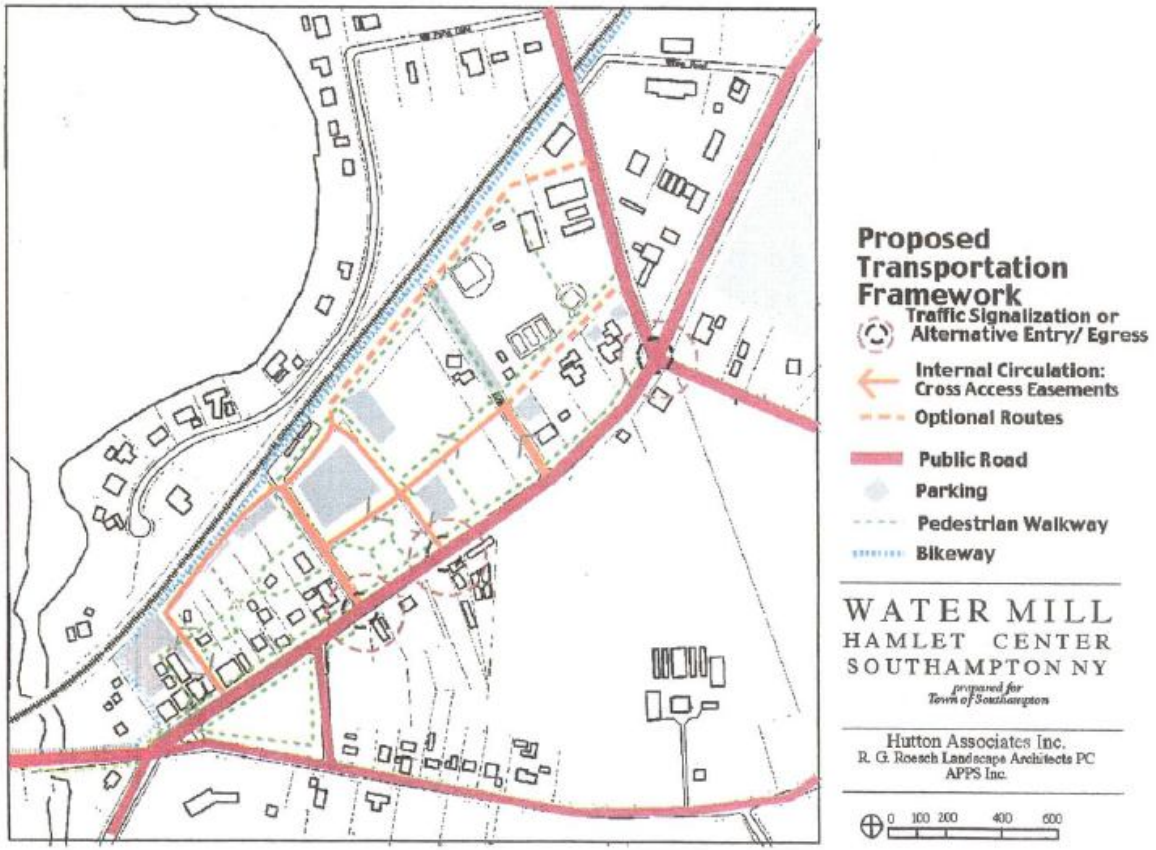

Proposed
Transportation
Framework
Traffic Signalization or
Alternative Entry/ Egress
Internal Circulation:
Cross Access Easements
Optional Routes
Public Road
Parking
Pedestrian Walkway
Bikeway
WATER MILL
HAMLET CENTER
SOUTHAMPTON NY
prepared for
Town of Southampton
Hutton Associates Inc.
R. G. Roesch 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 evaluated on a case-by-case basis by the State after the road is created. It is likely that

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

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 with fewer cars. 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.


DUNN
ENGINEERING
ASSOCIATES, P.C.
FIGURE V-14
PROPOSED TURNAROUND
AT LITTLE COB ROAD

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. 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 aesthetic 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 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.

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

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 emergency vehicle access be provided via an alternate highway facility, such as the joint use corridor roadway, the space for 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

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

FIGURE V-15
POSSIBLE MONTAUK HIGHWAY MEDIAN
BRIDGEHAMPTON

| DATE | SCALE | DRAWN |
|---|---|---|
| DATE | SCALE | PPPPP-TTTT-XX |

"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.

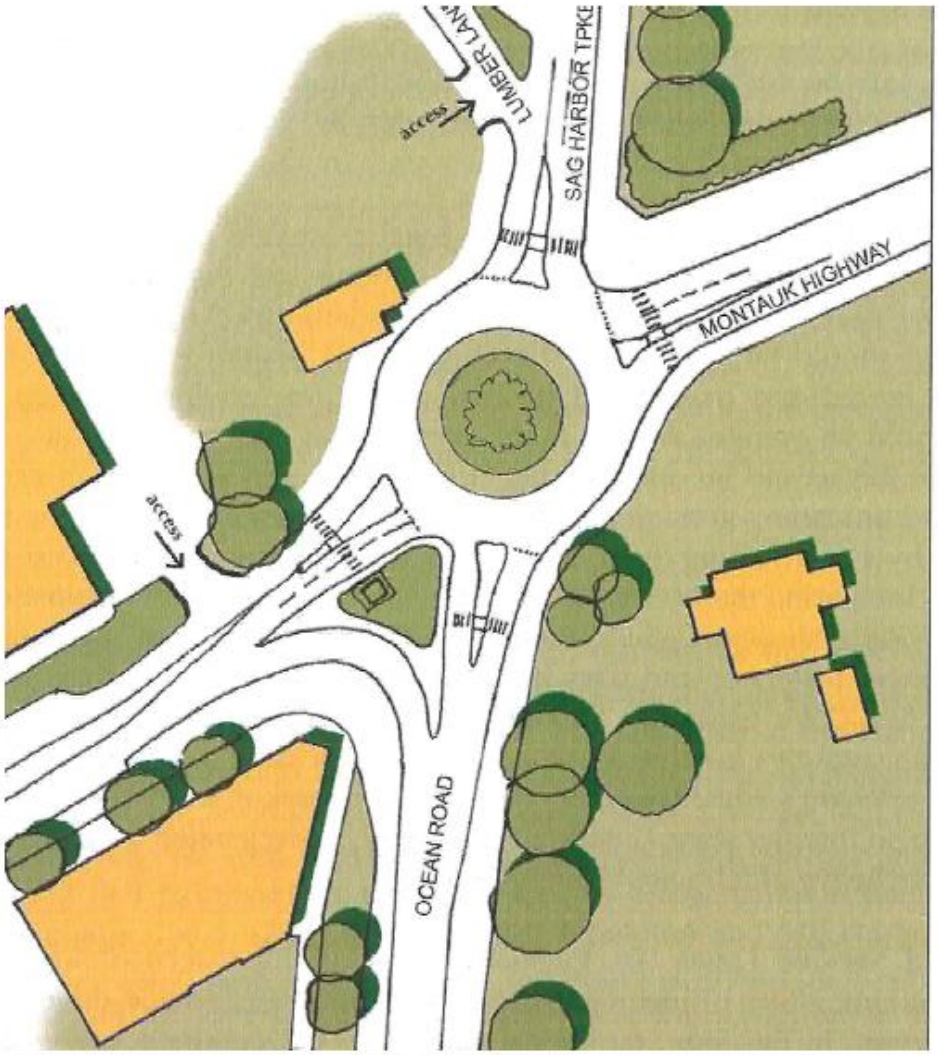
The Land Committee also noted that traffic heading southbound from the Sag Harbor-Bridgehampton Turnpike and turning west onto Montauk Highway be taking a "right-turn on red after stop" is slowing the east-west traffic flow. The Land Committee recommended that a restriction be instituted during the summer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




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

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
80 Main Street
Westhampton Beach, NY 11978
(631) 288-3480

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.

  Montauk Highway will continue to carry high volumes of traffic that will make lefts off Montauk Highway or onto Montauk Highway exceedingly difficult and

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

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 town line. 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 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)

[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.

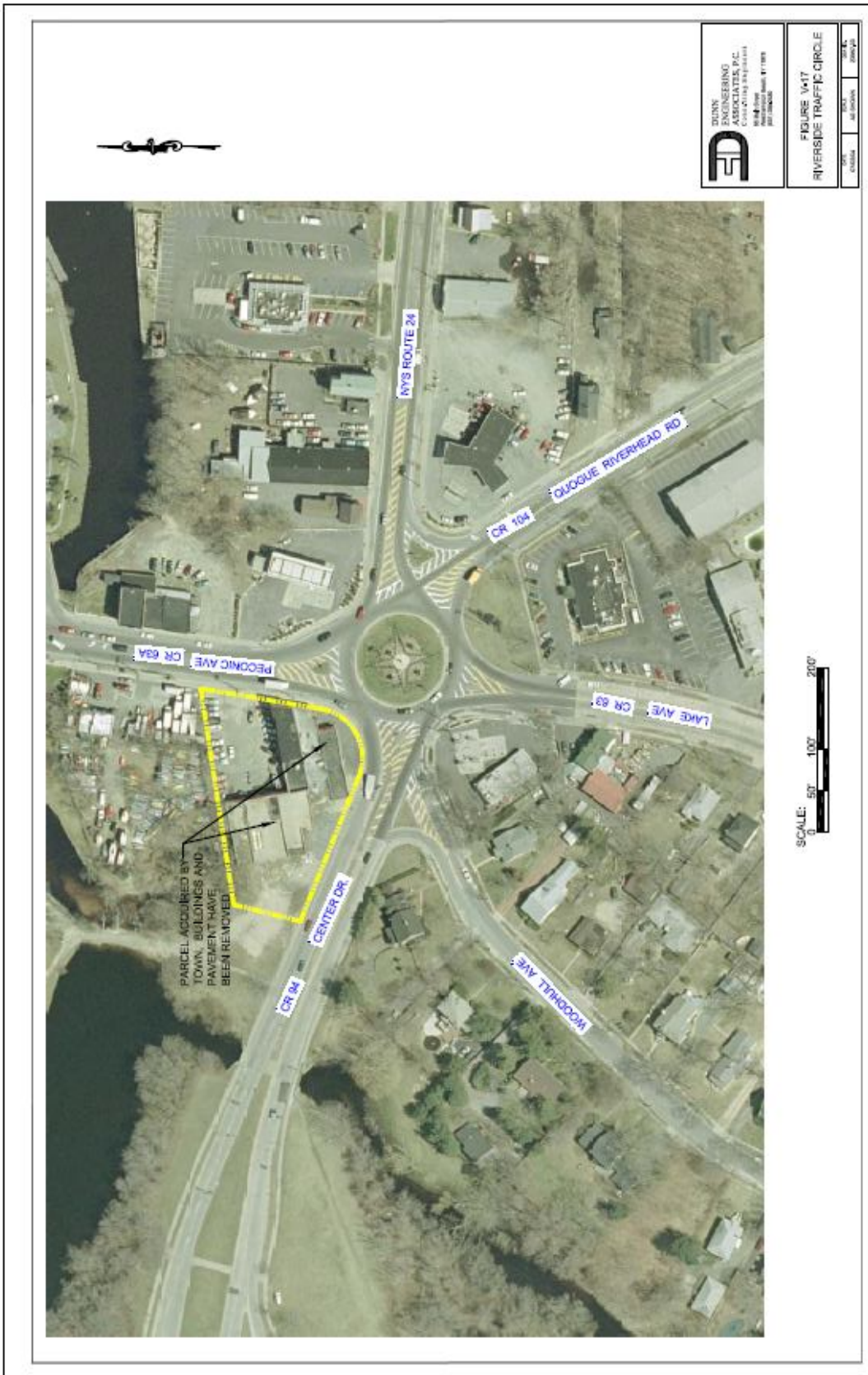
is often congested and is a critical link between Southampton and Riverhead. The area is shown in Figure V-17, Riverside Traffic Circle.

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.


DUNN ENGINEERING ASSOCIATES, P.C.
FIGURE V-17
RIVERSIDE TRAFFIC CIRCLE
NYS ROUTE 24
QUOGUE RIVERHEAD RD
CR 104
PECONIC AVE
CR 63A
LAKE AVE
CR 63
CENTER DR
CR 94
WOODHULL AVE
PARCEL ACQUIRED BY TOWN. BUILDINGS AND PAVEMENT HAVE BEEN REMOVED
SCALE:
0
50'
100'
200'

> "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:

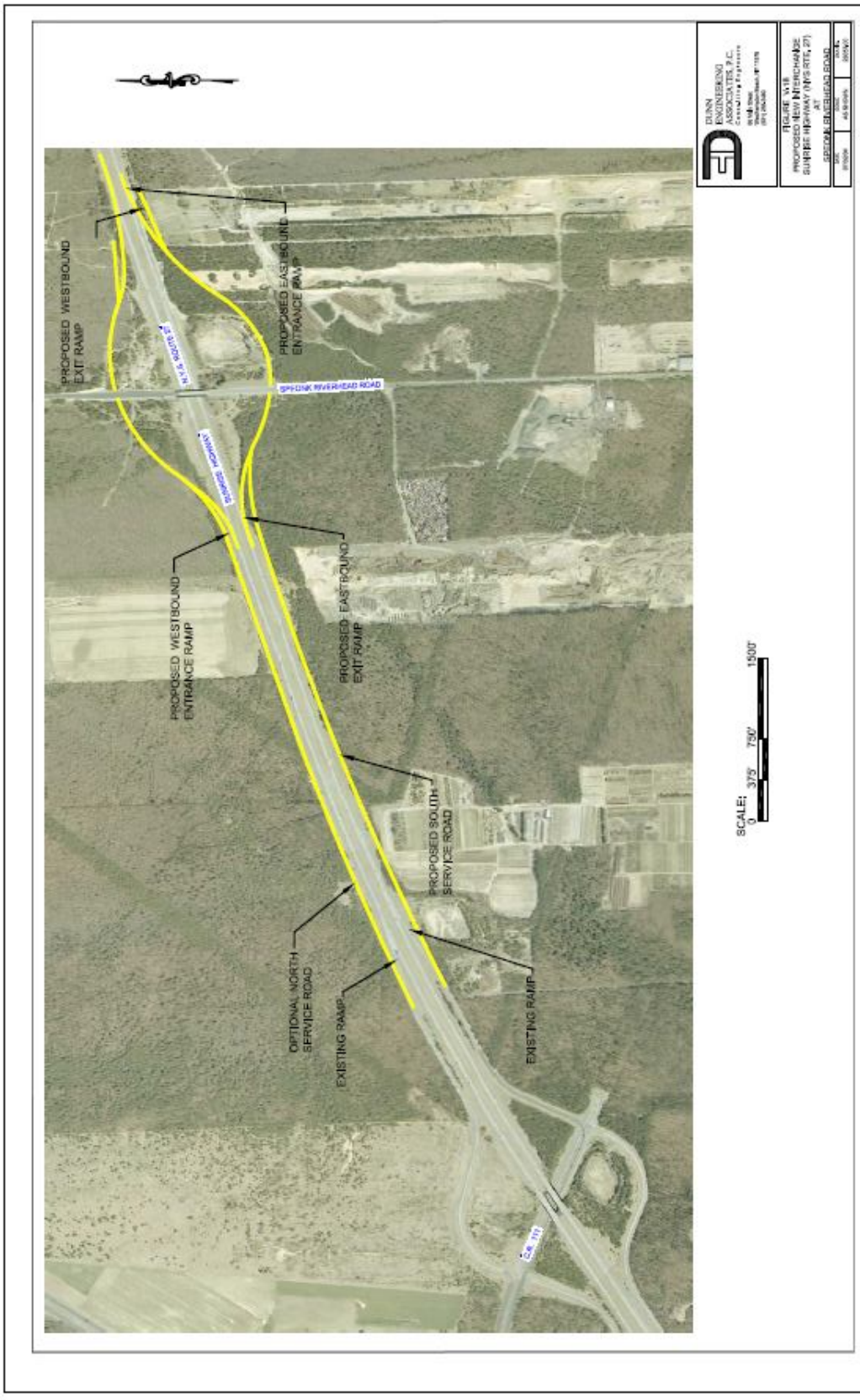
> "These major roadway improvements can be implemented as one overall project or undertaken as two independent projects, as land in the area develops and the demand arises. As an alternative funding source, the Town should investigate the feasibility of obtaining contributions from property owners and 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


PROPOSED WESTBOUND EXIT RAMP
PROPOSED EASTBOUND ENTRANCE RAMP
SUNRISE HIGHWAY
SPRUNK RIVERHEAD ROAD
PROPOSED WESTBOUND ENTRANCE RAMP
PROPOSED EASTBOUND EXIT RAMP
PROPOSED SOUTH SERVICE ROAD
OPTIONAL NORTH SERVICE ROAD
EXISTING RAMP
EXISTING RAMP
SCALE: 0 375' 750' 1500'
DUNN ENGINEERING ASSOCIATES, P.C.
FIGURE XVIII
PROPOSED NEW INTERCHANGE
SUNRISE HIGHWAY (NYS RTE. 27)
AT
SPRUNK RIVERHEAD ROAD

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;

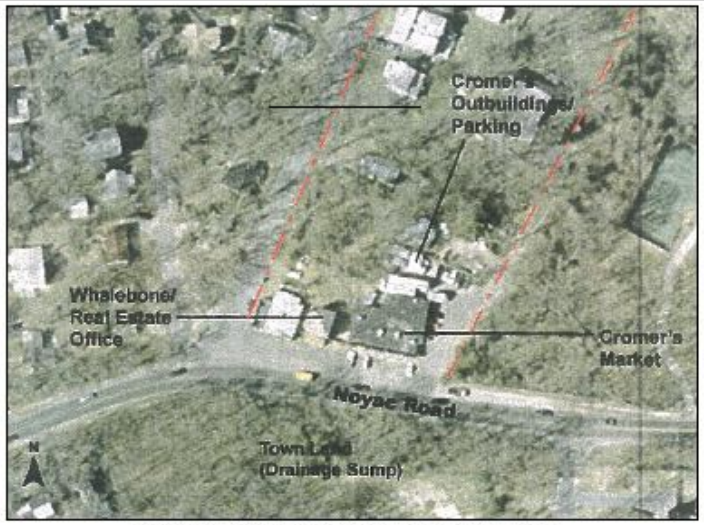
Recommendation:
Provide angle parking, separated from Noyac Road traffic flow, at businesses; realign Elm Street approaching Bay Avenue; utilize Cedar Lane to replace parking spaces lost due to angle parking, and to accommodate spaces lost be prohibiting parking on the north side of Noyac Road east of 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**

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.*

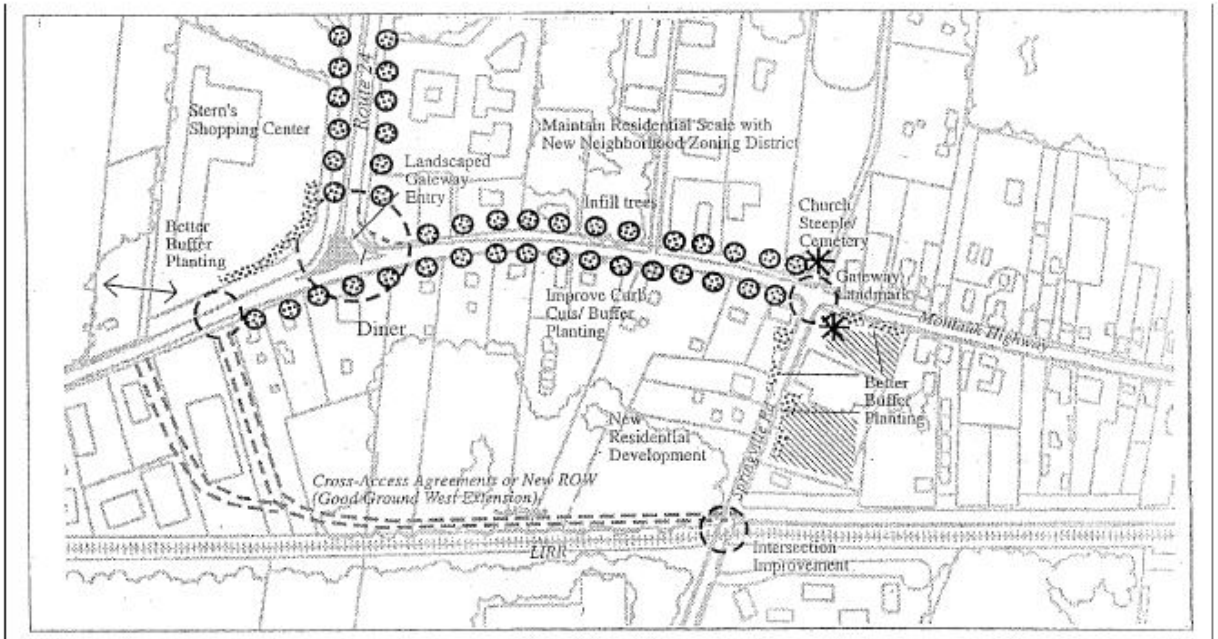
*The new intersection of this roadway with Montauk Highway should be located as far east as practicable. This will allow the roadway to provide left turn lanes from westbound Montauk Highway into the grocery store area while allowing safe access and egress at the church intersection further west.*

*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 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.




CENTRAL GATEWAY
STRATEGY/ BEAUTIFICATION ACTIONS

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

HAMPTON
BAYS
HAMLET
CENTER

DUNN
ENGINEERING
ASSOCIATES, P.C.
Consulting Engineers
99 Main Street
Westhampton Beach, NY 11978
(631) 288-3480

FIGURE V-20

DATE 08/04/04 | SCALE NTS

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 an 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.