

II. INTERMODAL TRANSPORTATION OPERATIONS WITHIN THE TOWN

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The primary highway system in eastern Southampton Town, (east of the Shinnecock Canal) experiences severe congestion during a significant portion of the day seven days a week. This congestion is found on County Road 39 eastbound during the morning peak commuting periods from Monday to Friday during most months of the year. The same congestion is found eastbound on Saturday mornings and extending into the afternoon. Overflow from this congestion has created congestion on Montauk Highway between Hampton Bays and Southampton Village and a numerous local residential roadways adjacent to these two roadways. Montauk Highway between Southampton Village and the East Hampton Town line experiences congestion in both directions. The spillover from the Montauk Highway congestion is causing congestion and inappropriate use of local parallel roads such as Noyac Road, Scuttle Hole Road and Head of Pond Road. The congestion, 1) delays all travel around eastern Southampton Town, 2) creates increased accident potential, 3) delays emergency vehicle response to incidents and the transportation of victims to Southampton Hospital, and 4) delays both local bus service and intercity motor coach service.

The existing non-auto/truck transportation modes within Southampton Town offer little aid in overcoming these congestion problems.

The existing elements of the transportation system in Southampton Town do not conduct operations in a coordinated cohesive fashion. With the exception of the Hampton Bays and Southampton train stations, there is no direct service from Suffolk County Transit (SCT) to LIRR facilities. Bus service to these train stations is provided approximated every two hours. There are only two bus visits per day to the Suffolk County Gabreski Airport by SCT. There is no direct one-seat ride from Westhampton or Speonk to Southampton by municipal bus. The LIRR does not run trains to serve the A.M. and P.M. weekday peak hours of traffic flow within the Town, oriented to its employment centers and commuter needs. There is a lack of intermodal transportation connections in the Town of Transportation.

The lack of coordination that currently exists between the public transit service providers is because each service is designed to meet its primary passenger needs. The LIRR's primary mission is transporting commuters in and out of New York City and it serves hundred of thousands of passengers a day across Long Island and the Metropolitan region. Train service on the South Fork is sporadic and little used except on weekends. SCT is covering a large area with limited resources, and for the most part, scant ridership on its bus routes. It focuses its routes on meeting the needs of as many riders as possible

and moves along primary routes like Montauk Highway. Detours off of the primary routes to the LIRR train stations would add delays in covering the primary route, and because present train service is so sporadic, would more often than not find no riders at the train stations seeking bus transit connection.

The Long Island Rail Road stations (with the exception of the Hampton Bays Station) are not located adjacent to the hamlet centers. Access to hamlet centers is gained by foot, local taxi or private auto.

There is no regular air transportation service to Gabreski Airport and no regular local transit service from Gabreski Airport. East Hampton Airport also has no regular air transportation service or local transit service.

The elements of the local highway system, which supports the Suffolk County Transit bus operation, as well as, the Hampton Jitney and Hampton Luxury Line, exhibit traffic congestion and cause route delays. Route delays create uncertainty in arrival and departure times and make coordination with other elements of the transportation system difficult. There is no dedicated bus lane or HOV lane and therefore not much incentive to use bus service, car pools, or vanpools in terms of saving time. The incentives for using buses are limited at present to reducing fuel costs, wear and tear on one's personal auto or the only transportation option for those without autos or drivers licenses. Inconvenient schedules, long wait times for connections and routing that does not bring potential passengers within close walking distance origins and destinations are major disincentives to use.

In addition, there is a lack of directional signage to facilitate access to transit facilities such as train stations. Similar to "wayfinding" signage that is installed to direct persons to "points of interest" such as beaches, marinas, parks and business districts, there is a need to have indicator signage, such as shown in Figure II-1 below, to point out directions to certain transportation elements.



Figure II-1