

# **III. TRANSPORTATION ADVISORY TASK FORCE RECOMMENDATIONS**

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### III. TRANSPORTATION ADVISORY TASK FORCE RECOMMENDATIONS

The Southampton Transportation Advisory Task Force developed a series of recommendations to improve the transportation system within the Town. A compilation of transportation recommendations by mode includes the following: land (motorized and non-motorized transport); bus transit and rail (commuter and freight); aviation (fixed and rotary wing); and marine.

The recommendations were developed through the Southampton Intermodal Transportation System (SITS) process working with the Task Force Transportation Coordinator Consultant to the Town of Southampton, Dr. Clifford R. Bragdon, AICP. The consultant segmented the Task Force into three working committees, focused on specific modes in order to propose a series of recommendations (e.g., Land; Bus Transit/Rail; Aviation/Marine).

A consensus-based approach was utilized during the entire 18-month process, with the Task Force and working committees voting on recommendations that were developed over time. In excess of 400 hours of effort was expended during this period. It also included the development and use of 3D/4D visualization and real-time computer-based simulation technology to allow the stakeholders an opportunity to envision and “see” the future from many perspectives. This visioning tool facilitated the discussion and debate of options and alternatives to be recommended as part of the Southampton Intermodal Transportation Study (SITS).

The recommendations were originally presented by Dr. Bragdon in the Southampton Intermodal Transportation Study, June 2003. In that report, the recommendations were grouped by short range, mid-range and long term implementation time frames. This presentation format led to redundancy as recommendations were often repeated in each time frame. In this section for purposes of updating the Town’s 1999 Comprehensive Plan, the Task Force recommendations are consolidated into a single list. Some recommendations of Dr. Bragdon, which were not specifically related to Town transportation issues or discussed by the Task Force, have been omitted.<sup>9</sup>

The recommendations are summarized and presented by mode as follows:

- Table III-1, Land Committee Recommendations
- Table III-2, Rail and Transit Committee Recommendations
- Table III-3, Aviation and Maritime Committee Recommendations

Note that Table III-1 contains the recommendations of the Land Committee excerpted from the Land Committee’s Phase II Report, June 20, 2002. Recommendations of the other committee’s are excerpted from The Southampton Intermodal Transportation Study (SITS), June 2003.

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<sup>9</sup> Examples: Incorporate UN Agenda 21 Sustainable Resolution into logistics and management procedures for rail; Survey US Transportation providing for availability of rail engine and passenger car stock; consider the application of Terra Fly at FIU for planning and simulation.

### **Emergency Evacuation**

1. The Land Committee finds that the evacuation of the East End population during emergency conditions is of vital concern. The Committee also finds that efforts being made to improve the transportation system of the South Fork must include the ability to evacuate the East End Population during emergency situations (coastal flooding, hurricanes, terrorism, nuclear disasters, etc.). The Land Committee therefore recommends that the Town take immediate steps to seek common ground with the Town and Village governments on the South Fork to establish an entity/authority to work with appropriate County, State and Federal agencies to put together an emergency management and evacuation plan/strategy sufficient to allow for the rapid exodus of the East End population during such events, and for subsequent access for rescue teams. Such a plan should be prepared and implemented as quickly as possible (using a fast-track process).

### **Overall Concepts or Issues**

1. The Land Committee recommends the Town investigate the concept of establishing a local Multi-Town Transportation Authority as a means to have greater regulatory authority and control over the various issues related to transportation planning, management and improvements needed to resolve the traffic congestion found on the East End. The Land Committee endorsed the need for coordination with the incorporated Villages in the Town of Southampton as well as East Hampton Town and Village. With so much of the traffic passing through Southampton seeking to get to East Hampton, the use of the East Hampton Airport as a transportation hub (in conjunction with a similar facility at the Westhampton Gabreski Airport) is logical. East Hampton involvement is critical and necessary.
2. The Land Committee endorsed as a long-range concept, the "Joint Use Corridor" to be located along the Long Island Railroad right-of-way, extending from County Road 39 eastward to the East Hampton Airport. This limited access road/rail corridor would have the potential for alleviating a significant portion of the traffic which is attempting to

simply pass through the Water Mill and Bridgehampton communities in its trek eastward. The Land Committee recognizes that such an important undertaking is fraught with difficulty, and therefore recommends that it be approved only after appropriate technical studies (planning, environmental, engineering, economic, etc.) show that it is feasible. As a first step, the Land Committee recommends the evaluation of this alternative by SEEDS (Sustainable East End Development Strategies).

3. The Land Committee recommends that efforts undertaken to improve traffic flow needs to be balanced against the need to protect the rural, residential character and safety of the secondary street systems found throughout the community. Because these secondary residential roads which run through some of the only remaining open and rural areas of the Town primarily east of the Shinnecock Canal, the Land Committee supports the concept that these roads should not be used, or encouraged to be used, for bypass or through-traffic purposes and that the residential values associated with these areas should be guarded against excessive traffic and congestion. Preventative design measures such as traffic calming and landscape design, etc., should be considered for these roads.
4. The Land Committee recommends that any effort for modification and/or improvement to any road should include the evaluation of the appropriateness of introducing traffic calming efforts to improve traffic flow, safety, and sustainability along with appropriate landscaping to ensure safety, and to maintain rural, aesthetic and historic character of the area.
5. The Land Committee believes that the creation of a balanced transportation plan needs to incorporate safe conditions for bicycle travel and management (e.g. storage and parking facilities) as an alternative mode of transport. Therefore, the Land Committee endorses the concept that a transportation plan needs to incorporate an integrated bicycle plan as an alternative mode of transport.

**Table III-1 – Recommendations of The Land Committee STATF**

6. The Land Committee recommends that Demand Reduction Strategies and Transportation Demand Management (for example, commuter tax credits, the use of intermodal transit such as the rail & bus systems) should be vigorously pursued by the Town to reduce the volume of automobile traffic on our street systems, and thereby reduce traffic congestion and the problems attendant therewith.
7. The Land Committee supports the concept of creating "Park and Ride" facilities at appropriate locations to reduce the volume of traffic on our street systems and thus reduce congestion.
8. The Land Committee endorses as a general policy the concept that wherever possible and appropriate, left hand turns onto and off of the entire length of Montauk Highway should be eliminated. In addition, the Land Committee believes that adequate enforcement is required to enforce these turn restrictions, wherever created.
9. The Land Committee recommends that all road improvement efforts being undertaken should wherever possible include the burial of adjacent utility lines and removal of telephone poles, as a safety measure and as an aesthetic improvement to our community.
10. The Land Committee takes note of the recommendations put forward by the Village of Southampton Traffic Advisory Committee, and suggest that they be evaluated by a professional traffic engineer prior to implementation. Further, the Land Committee expressed concern about the proposal to route all truck traffic along Windmill Lane to County Road 39, and recommends that such a change be evaluated fully in connection with the various recommendations of the Town Transportation Advisory Task Force and that such changes be considered for postponement until such time as changes are made to County Road 39.

**Site/Area Specific Recommendations for Water Mill**

1. The Land Committee recommends the creation of an alternative landscaped service road parallel and north of Montauk Highway (behind

the commercial district) to provide increased safety and easier access to the parking areas of the commercial district, extending from Deerfield Road to Water Mill Square, as recommended in the 1998 Louis K. McLean Associates Transportation Study and the current Hutton Associates Draft Hamlet Study.

2. The Land Committee recommends and endorses the creation of well-landscaped pedestrian and bicycle access ways in concert with this northerly parallel vehicular service road.
3. The Land Committee recommends the elimination of left-hand turning movement out of the Water Mill Square parking area to improve safety and reduce traffic conflicts. The implementation of this recommendation should include the installation of appropriate signage.
4. The Land Committee recommends the elimination of left-hand turning movement out of Old Mill Road to improve safety and reduce traffic conflicts. The implementation of this recommendation should include the installation of appropriate signage.
5. The Land Committee recommends the removal of the parking spaces located along the southerly side of Montauk Highway from the Post Office to Proprietor's Lane.
6. The Land Committee recommends the relocation of the Post Office mailbox drops to a location not on Montauk Highway (such as within the Water Mill Square parking lot, or along the edge of Station Road).
7. The Land Committee recommends that traffic calming principles and abundant landscaping be used along Montauk Highway in Water Mill to improve traffic flow while reducing traffic speed and increasing pedestrian safety.
8. The Land Committee supports the addition/creation of a center left hand turn lane to be striped within the existing pavement at intersections with secondary streets and near commercial businesses to improve traffic flow by moving turning movements to the side of east-west travel.

**Table III-1 – Recommendations of The Land Committee STATF (continued)**

9. The Land Committee recommends that as opportunities present themselves, 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.
10. The Land Committee recommends that the Town 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.
11. The Land Committee recommends that the State traffic light signals 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.
12. The Land Committee has asked the Town to prepare computer simulations (visualizations) of the following alternatives:
  - a. The elimination of parking on the southern side of Montauk Highway, thereby improving the existing travel lanes and northern side parking;
  - b. The creation of an additional travel lane, and what might be necessary to accommodate such an improvement (e.g. widening); and
  - c. The creation of an additional travel lane to be used as a reversible lane.
13. The Committee felt strongly that any design of these options should preserve the historic, rural character of the community through the use of abundant landscaping and traffic calming.
14. To aid in traffic flow and alleviate congestion caused by merging traffic, the Land Committee endorses the extension of the eastbound merge lane on Montauk Highway from Flying Point Road east to the intersection of Head of Pond Road.
15. The Land Committee supports the concepts of traffic calming on Montauk Highway beginning near Head of Pond Road and extending toward the western end of the commercial area (depending upon a traffic engineer's determination) around the spot where a 40-mile per hour speed limit sign now stands.
16. The Land Committee agrees that the 40 mile-per-hour speed limit should be reduced to 30 miles per hour east of Head of Pond Road through the hamlet to Scuttle Hole Road (subject to traffic engineering review).
17. The Land Committee agrees that to improve traffic flow, the Town should restrict left turns from Halsey Lane onto Montauk Highway.
18. The Land Committee agrees that bicycle travel along Montauk Highway (Route 27) as it currently exists is hazardous and should be examined to create safer bicycle travel through the community, including the potential to create safe passage on alternative roads.
19. The Land Committee agrees that signs indicating "no parking" should be installed along the south side of Montauk Highway (Route 27) after Head of Pond Road extending up to the commercial district.
20. The Land Committee supports the concept of a circle or roundabout at the intersection of Little Cobb Road and Montauk Highway, however traffic engineering will be needed to evaluate among other things the intersecting roads and road curvature as well as the existing grades, which may cause safety and visual hazards.
21. The Land Committee concurs that the U.S. Post Office in Water Mill should be approached to create a rear entrance for use by the public, to reduce the on-street traffic conflict along Montauk Highway by patrons of the Post Office.

**Table III-1 – Recommendations of The Land Committee STATF (continued)**

**Site Specific Recommendations for Bridgehampton**

1. The Town should investigate and make efforts to coordinate/interconnect the parking areas on the northern side of Main Street (behind the stores), from Lumber Lane to Corwith Road, for vehicular as well as pedestrian access.
2. The Town should investigate a summer shuttle bus service to the beach areas, using areas such as the Bridgehampton High School, or other parking areas found to be appropriate within the hamlet, with attention being paid to ensuring that the business district parking areas are not utilized for such parking.
3. The Town should examine the potential for fee-based parking within the hamlet commercial district to avoid the occupation of the spaces needed by business by long-term parkers.
4. The Town should examine the relocation of the bus and taxi stops to the Long Island Railroad station along Maple Lane, through the creation of an intermodal hub with sufficient parking, to eliminate some of the vehicular and pedestrian traffic conflicts along Main Street.
5. The Town should look at increasing off-street parking areas in an attempt to reduce Main Street parking demand and thus reduce traffic conflicts.
6. 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.
7. The Land Committee found that to improve pedestrian safety and to reduce traffic conflicts and congestion, the Town should prohibit any parking along Montauk Highway on the opposite side of any farm/produce stands. The Land Committee further urges the Town to encourage all farm/produce stands to provide appropriate off-street parking sufficient to meet the demands of their patrons.
8. The Land Committee recommends the examination of all alternatives for the major north-south crossing roads in the Hayground/Bridgehampton area in an effort to improve traffic flow, (including lights, barbell medians, roundabouts, jug handles and other progressive traffic management techniques), to find a way to allow for better street crossings while not impeding traffic flow.
9. In Bridgehampton, the Land Committee recommends the 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.
10. The Land Committee finds 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 suggests an examination be undertaken of this intersection to see what type of improvements should be made to alleviate this condition. The Land Committee recommends the examination also include the evaluation of the potential for acquisition and use of properties contiguous to this intersection for alternative design possibilities.
11. The Land Committee also finds that traffic heading southbound from the Sag Harbor/Bridgehampton Turnpike and turning west onto Montauk Highway by taking a "right turn on red after stop" is slowing the east-west traffic flow. The Land Committee recommends that a restriction be instituted during the summer months prohibiting "right-turn on red after stop".
12. The Land Committee recommends 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 recommends that the Town evaluate whether this traffic light requires

**Table III-1 – Recommendations of The Land Committee STATF (continued)**

full signalization (vs. for example, a flashing light) during off-peak hours during the off-season.

13. The Land Committee recommends 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.
14. The 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.

**Additional Study and/or Unresolved Issues**

**Proposed Questionnaire/Poll**

1. The Land Committee supports the completion of a random-sample informational poll/questionnaire of the residents of the Town of Southampton asking their opinions about particular traffic issues. The Land Committee believes that such an effort should be undertaken by professional pollsters to ensure accuracy in the reporting, and the elimination of biases.
2. The Committee stressed that they wanted to see a final draft of the questions, as revised by the pollster prior to the initiation of the polling, although it was noted that the pollster may want the final determination on the wording of the questions and other technical matters.
3. The poll should include the areas both east and west of the Shinnecock Canal. The Committee discussed the idea of restricting the pool to the area only east of the canal, but the consensus of the Committee was that the scope of the poll should be Town-wide.

4. The poll should be a telephone interview, not a mailed written poll, and should be undertaken by a professional polling organization, selected through an open bid process.
5. The Committee supports the concept that there should be "ground rules" established on the use of the information by Committee members prior to the receipt of the polling data.
6. The members of the Committee discussed whether the poll should be preceded by some type of explanatory information including a description of the problem and some historical perspective. It was decided that this issue should be left up to the polling organization selected to undertake the poll. There was discussion and general agreement of the Committee that the poll results should not be considered as being binding on future actions.

**Further Study**

7. The Land Committee believes that the completion of computer-generated visualizations of alternatives for Water Mill and Bridgehampton, using the services of Yossi Kaner, is helpful in identifying for discussion various alternative improvements, and encourages the Town to utilize this technology to assist in the evaluation of feasible alternatives.
8. The Land Committee believes that the Hamlet Studies (draft of which is completed for Water Mill, and study just commenced for Bridgehampton) need to consider the transportation issues which have been grappled with by both the Land Committee and the Task Force. Therefore it is recommended that the consultants involved in the completion of these reports have the opportunity to receive input from the Committee and the Task Force on the issues that face these two communities.
9. The Land Committee requests the Town to provide transportation planning, engineering and landscape design assistance (including the use of outside consultants) to allow for the appropriate level of evaluation of

**Table III-1 – Recommendations of The Land Committee STATF (continued)**

all possible alternatives for S.R.27 from Flying Point Road to the East Hampton Town border. This effort should evaluate the prior recommendations made in Phase I (i.e. County Road 39) in concert with any future considerations thereafter, in order to create a seamless/cohesive traffic improvement plan for our community. Any plans should include appropriate design of landscaping to retain the rural and aesthetic qualities of the community, and include traffic calming.

10. In the event that all of the studies of the S.R. 27/Montauk Highway corridor conclude that no substantial improvements are either feasible or acceptable the Land Committee recommends a re-evaluation of the location and design of the easterly terminus of the Phase I improvements proposed for County Road 39 (in order to resolve, among other things, the commuter problem). The purpose of this evaluation is to allow for some portion of the recommendations contained in Phase I to be implemented, to improve traffic flow, safety and reduce congestion into and around the Village of Southampton.
11. The Land Committee recognizes that the transportation problems in and around Southampton will not end with the completion of the Task Force's report. Accordingly, the Land Committee recommends that continued effort be undertaken, and strongly recommends that a high-level, policy and decision-making committee be established with representatives of the Long Island Railroad, the Metropolitan Transit Authority, the NYS Dept. of Transportation and the Suffolk County Dept. of Public Works along with selected officials/representatives of the Towns of Southampton and East Hampton and the State of New York. This Committee should make efforts on a fast-track basis to actively evaluate and aggressively pursue improvements to the transportation systems on the East End to alleviate traffic congestion.

**Table III-1 – Recommendations of The Land Committee STATF (continued)**

<b>RECOMMENDATIONS OF THE RAIL AND TRANSIT COMMITTEE</b>
<b>1. Infrastructure</b>
Consider commuter train service (e.g., Inter-Hamlet Train) for South Fork.
Inventory sidings and switches for the reinstatement of rail freight service.
Address the safety and security issue at LIRR stations (e.g., car vandalism, theft) in parking areas.
Examine all bridges, overpasses in terms of safety, line of sight, vehicular and pedestrian.
Incorporate more fully, bicycle access (e.g., routes, signage and Storage).
Provide dedicated parking with time-share sustainable vehicles (e.g., electric / ez-ride, share-a-ride).
Examine and prepare transit oriented development (TOD) plans.
Develop and apply a virtual transport navigator.
Insure all sidings are fully operational for full use of freight activity.
Insure that full signalization is in place on the Montauk line to East Hampton as a minimum.
Institute a capital program with all stakeholders for necessary bridge repairs, overpasses, coordinated with roadway line of sight improvements.
Institute a full schedule inter-hamlet train service at least hourly following the demonstration pilot and its evaluation.
Consider the construction of esthetic designed bicycle storage towers at high user demand stations.
Initiate with the Town and hamlets joint use development plans and programs at each of the LIRR stations and the adjacent area.
Perform a full-scale economic and transportation feasibility study for the establishment of new station at Gabreski Airport HUB, Long Island University and at the western the Joint-Use Corridor; closing Speonk and Southampton.
<b>2. Logistics and Management</b>
Determine LIRR passenger demand to/from Southampton (inter/intra) using a statistically reliable survey instrument (questionnaire).
Analyze and recommend more responsive and additional passenger service to/from NYS (e.g., 2 commuter trains am East to West and 2 Commuter Trains pm West to East).
Extend the LIRR service further to the East (Southampton/East Hampton), rather than terminating in Speonk.
Participate in the development of the Town intermodal transportation map and website.
Develop and install a signalization system for physically tracking rail movements through Southampton and Easthampton.
Develop acceptable exceptions to Federal regulation (e.g., FRA) to demonstrate prototype program (e.g., pilot).
Develop and install a signalization system for physically tracking rail movements through Southampton, using sensing technology (e.g., differential gps).
Examine transportation demand management, demand reduction techniques to encourage rail use (quantify benefits).
Maintain and update the intermodal map/website with public transit information including personal and access in real-time. Coordinate with highway info. system

**Table III-2  
Rail and Transit Committee Recommendations STATF**

<b>RECOMMENDATIONS OF THE RAIL AND TRANSIT COMMITTEE</b>
Monitor the effectiveness of developing and installing an intelligent transportation system and participating in establishing an Intermodal Command Center for information fusion and optimization.
<b>3. Planning and Simulation</b>
Explore marketing opportunities and develop a freight rail service business plan (e.g., refuse, construction materials, lumber, etc.)
Examine and evaluate the joint use corridor design options integrating rail passenger and freight combined with a limited access roadway system.
Examine the feasibility of joint use park and ride facilities at stations for automobiles, bus and rail.
Analyze the role of rail, bus and freight in the Gabreski Airport Master Plan Update and Business Plan.
Evaluate additional rail station stops (e.g., reopening and new) in conjunction with Inter-Hamlet service Hamlet service.
Develop and implement a safety, security and evacuation plan incorporating rail (transportation gridlock, natural disasters and terrorism).
Examine and evaluate the joint use corridor design options integrating rail passenger and freight combined with a limit.
Develop a plan to minimize at-grade rail/intersections with the road system.
Develop a full-scale rail, bus, and freight plan for the Gabreski Airport HUB, coordinated with the Business Plan and Airport Master Plan, including incorporating simulation.
Institute joint use park and ride facilities, and expand parking by integrating mixed use development services for parked vehicles
<b>1. Infrastructure</b>
Insure that all transit stops, transfers, intermodal connections and parking related facilities are accessible, safe, well marked (proper signage).
Examine all possible joint use facilities for parking, passenger and freight transfers.
Facilitate intermodal use of transit.
Consider the utilization of express bus lanes/HOV.
Promote the use of Long Island Transportation Management programs to reduce vehicular demand (737-CARS).
Install sustainably designed bus shelters in Southampton Town.
Design bus turn-outs along primary transit routes to provide proper modal separation.
Establish an information database of intelligence transport system technologies applicable to transit (e.g., time lapsed clocks for arrivals/departures).
Institute bicycle rack mounted systems for buses (e.g., Fort Lauderdale) as well as bicycle storage facilities at selected locations.
Insure buses are routed to LIRR stations.
Develop time-share, flex-car use locations and programs.
Participate in a full-scale economic and feasibility study for the establishment of an intermodal station, serving all modes at Gabreski Airport, the development of the Southampton serving all transit providers and rail.

**Table III-2  
Rail and Transit Committee Recommendations STATF (continued)**

<b>RECOMMENDATIONS OF THE RAIL AND TRANSIT COMMITTEE</b>
Continue to expand public bus service and routes for serving passengers on both forks of eastern Long Island.
Develop a bus feeder connect system, time integrated with the LIRR schedule, on a loop basis to support the commuter population.
<b>2. Logistics and Management</b>
Participate in development of Town intermodal transportation map and website.
Examine public transit and taxi regulations and policies (e.g., safety and pricing).
Develop and conduct an operational review of the public transit system (e.g., improve rail/bus) scheduling to establish a more “seamless” connection for users). Look at rider impact rather just cost efficiencies.
Examine transportation demand, demand reduction techniques to encourage transit use (quantify benefits).
Examine more joint venture (public/private) partnerships.
Examine transportation demand, demand reduction techniques to encourage transit use (quantify benefits).
Determine the feasibility of alternative models for public transit including joint public/private partnerships and privatization of Suffolk County Transit.
Participate in establishing Intermodal Center for information fusion and optimization.
Evaluate and adopt intelligent transportation systems to facilitate transit logistics and management by examining best practices (e.g., Montgomery County Transit).
<b>3. Planning and Simulation</b>
Support Peconic Connections Project providing employee shuttle (e.g., Southampton Town, college, hospital, etc.)
Examine the feasibility of summer “Pilot” bus shuttle program for selected Hamlets to improve business center parking and enhance vehicle beach access (i.e., East Hampton), to relieve vehicle congestion.
Analyze commuter transportation survey by geographic area and demand.
Examine the feasibility of developing additional park and ride sites (e.g., Manorville & NY Route 27 / Route 111, NY 27 Gabreski Airport) and existing NY DOT maintenance facility at Shinnecock Hills, and further East (Co. Rd. 39 & LIRR and East Hampton Airport) and encourage HOV lanes for bus.
Develop express bus routes connecting Ronkonkoma station with Riverhead and then the South Fork.
Examine transportation demand management techniques and applications to encourage transit.
Analyze the potential joint use intermodal facility (bus/rail) in the Town and Village of Southampton.

**Table III-2**  
**Rail and Transit Committee Recommendations STATF (continued)**

<b>RECOMMENDATIONS - AVIATION</b>
1. Develop Airport Master Plan Update for Gabreski Airport.
Examine all possible joint use facilities for parking, passenger and freight transfers.
Examine the relocation of Air Traffic Control Tower to improve safety.
Determine necessary ATC Tower height to maximize line-of-site.
Coordinate update recommendations with Transportation Security Administration (TSA); State, County, regional task force.
2. Perform FAA Part 150 Airport Noise and Land Use Compatibility for Gabreski Airport.
3. Planned Development District (APDD) Phase I (58 acres) – Identify and examine potential uses in Gabreski Airport.
4. Complete Airport Economic Development Plan for Gabreski Airport.

<b>RECOMMENDATIONS - MARITIME</b>
1. Consider establishing Water Ferry/Taxi Passengers Only Service at the following locations.
Greenport to Sag Harbor and return.
Greenport – Sag Harbor – Easthampton and return.
Weesuck Creek to Tiana Beach
Shinnecock Canal to Inlet and Tiana Beach
Eastport (Trumpets) to Pikes Beach and Cupsogue

**Table III-3  
Aviation and Maritime Committee Recommendations STATF**

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