

IV.

STREETS AND HIGHWAYS AND OTHER PRINCIPAL TRANSPORTATION FACILITIES

INTRODUCTION

The Master Plan recognizes that the automobile will continue to be the principal mode of transportation in the Southampton Community. Mass transit systems in sparsely developed areas of Suffolk County cannot be expected to do more than offer limited service to such areas. Consequently, the major emphasis of this discussion will be on streets and highways.

STREETS AND HIGHWAYS

The most significant public improvement to be made in the Southampton Community will be the construction of the Sunrise Highway. It will offer immediate relief for those existing east-west arteries which now have restrictive widths, generally 66 feet, and numerous intersecting streets. These existing highways have grossly inadequate traffic capacity for periods of peak traffic flow during the summer resort season. The construction of the Sunrise Highway Extension will also result in a major shift in traffic flow patterns and their impact on certain roads. In all, a more efficient total system is possible.

The Master Plan for Streets-Highways and Transportation Facilities is found on Map 2. It should be noted that there are four basic classifications of streets and highways shown. They include limited access highways, secondary highways, collector streets and local streets.

Limited Access Highways

There are several limited access highways proposed for the Southampton Community. Of these, the Sunrise Highway has already been mentioned. It will form the arterial backbone of the community with the significant results already noted. It and the Long Island Expressway, will be the best routes to reach the inner metropolitan area, or in reverse direction, the best ones to take to reach eastern Suffolk resorts. East of the Shinnecock Canal, the Sunrise Highway alignment has not been finalized by the state. Recently, two public hearings were held to solicit responses to several proposed alternate alignments. The Master Plan proposes that alternate "E" be accepted. Not only was it determined to be the least

costly but it would substantially support the planning objectives of the community. This alternate follows very closely the state's proposal alternate "D" except for approximately three miles between Towd Road and North Sea Road. It should be emphasized that the easterly extension of Sunrise Highway from Shinnecock Hills to East Hampton is of great importance to the community. It will assure that existing hamlets along both the south and north shores will continue to be readily accessible, pleasant places to live, and that seasonal visitors will find them attractive as a part of a total quality resort environment. As a by-pass for through traffic it permits the Master Plan to project an improved scale of local development along these shore hamlets, reflecting community needs and taking advantage of both the area's historic past and aesthetic features. If the Sunrise Highway were not to be extended, secondary highways and collector streets would have to be substantially reconstructed to accommodate anticipated seasonal traffic volume increases, while allowing for local traffic circulation, including emergency vehicles, and general traffic safety.

In the western portion of the Southampton Community the Long Island Expressway will be linked with the Sunrise Highway via a new limited access highway between Port Jefferson and Westhampton Beach. Known as County Road 111, this proposal connects with Mill Road (C.R. 71) at Montauk Highway where a grade separated interchange is proposed. The Master Plan recommends that this limited access highway be rerouted further north of the railroad to go further east and to directly serve the new Suffolk County Airport. This would provide the airport with direct access to the Plan's proposed industrial area immediately to the west. It would also expedite commercial and employee traffic movement between the airport and other industrial centers in Western Suffolk.

Besides the generally east-west highways already mentioned, several others will be of prime importance in the western part of the community. They are radial highways focused on the county seat and business center in-and-about the Hamlet of Riverhead. Most of these are existing county roads. In addition, there are new county proposals and others that are roads either newly proposed in the Master Plan or recommended for an upgrading in classification and improvement. As a result of the projected Sunrise Highway interchange with the Old Riverhead Road (C.R.31) and the presence of such major traffic generators as the county seat and Riverhead business center on the north, Westhampton Beach on the south and eventually the county airport and industrial area in between, the Old Riverhead Road will require major improvement in the future. The Quogue-Riverhead Road (N.Y.S. Route 113) will have a similar need. The county's new eastern circumferential around

Riverhead will also have an important impact on these two roads. Known as County Road 105, this limited access highway will link the north and south forks of Suffolk County. It has been proposed to end it on Quogue-Riverhead Road. Beyond this, the Master Plan recommends that Quogue - Riverhead Road and Old Riverhead Road, south of their intersections with County Road 105 as far as Montauk Highway, be designed and improved as limited access highways. It is further recommended that County Road 105 be extended westerly to more directly connect with Old East Moriches-Riverhead Road (C.R.63) just east of the Wildwood area. This would more nearly complete an outer loop around the Hamlets of Riverhead and Riverside. Although East Moriches-Riverhead Road (C.R.51) has been recently been improved to four lanes with a median separator, the Master Plan recommends that this county road also be kept as free from direct marginal access as possible. Consequently, it is classified as a limited access highway in the Master Plan. Through strict control over site plan review and subdivision design, developing land uses along this highway should be required to front all uses on internal streets with only necessary well spaced access streets intersecting the highway.

As noted, limited access highways will be the state or county facilities. Their cross-sectional standards and construction specifications will be determined by the appropriate agencies. Their rights-of-way widths may be expected to range between 120 and 500 feet, depending on the facility and its location. Particular consideration should be given to enough right-of-way to protect abutting properties and possibly to permit a green-belt park linkage or a ground water catchment area.

Secondary Highways

Next in importance to the limited access highways are the secondary highways. They connect major population centers and traffic generators within a regional or sub-regional area. They have considerable continuity, are expected to carry heavy traffic volumes at moderately high speeds, and, because they are particularly vulnerable to diminution of their capacity for carrying traffic and to the creation of hazardous conditions as a result of development along their right-of-way, require protection from uncontrolled deleterious development. The cross-section should be planned for a right-of-way width of between 84 and 120 feet with a potential four traffic lanes and shoulders. This is shown on Diagram D-2.

Efforts should be made to improve circulation and safety at all important intersections along secondary highway alignments. New residential and nonresidential development should be encouraged to face internal streets or service roads. Thus, access to the highway will be less hazardous and also the highway's traffic

capacity will be maintained at a higher level. In keeping with the existing natural beauty found along many of these highways, the use of natural cover as highway screening will prove beneficial.

Where existing development is sparse, roads designated for this classification may only need two traffic lanes prior to the time when more intensive development occurs. However, their appropriate rights-of-way should be secured in advance of development.

Among existing roads, the secondary highway system would include all of Montauk Highway (C.R.80), Riverhead-Hampton Bays Road (N.Y.S. Route 24), North Sea-Noyack Road-Sag Harbor Road (C.R.38), Bridgehampton-Sag Harbor Turnpike (C.R.79), County Road 39, the souther half of Quogue-Riverhead Road (N.Y.S. Route 113), and the eastern portion of Old Country Road (C.R. 71), and Old East Moriches-Riverhead Road (C.R. 63).

New secondary highways would include a totally new road system within the proposed industrial area north and west of the Suffolk County Airport. These need not be constructed until such time as industrial development is imminent and may be programmed as part of industrial subdivision activity. The Speonk-Riverhead Road and Phillips Avenue alignment should be improved to meet secondary highway specifications once the limited access highways are completed in the area. It is anticipated that this highway will have increasing importance as the western portion of the community develops. At that time, the possibility of an interchange with the Sunrise Highway may be anticipated since the state has provided sufficient land for this purpose. In the Riverside area, secondary highways would complete the inner circulation system. The Master Plan proposes that the traffic circle be replaced by a signalized, four leg intersection. The four legs would include County Road 94 from the west, Riverhead-Hampton Bays Road (N.Y.S. Route 24), from the east, Peconic Avenue from the north, and Quogue-Riverhead Road (N.Y.S. Route 113) from the south. Old East Moriches-Riverhead Road (C.R.31) would be realigned eastward to the Quogue-Riverhead Road about two-tenths of a mile east of the same circle. This realignment together with the intersection improvement could be part of a neighborhood rehabilitation program much needed in this area. More detailed discussion of these improvements will be found in the description of the Flanders-Riverside Hamlet Detail Master Plan in Section VII.

In the eastern half of the Southampton Community two new secondary highways are proposed by the Master Plan. One would be needed as a north-south traffic distributor, connecting with the Sunrise Highway about halfway between the Tuckahoe-Southampton Village interchange and the eastern most interchange on Bridgehampton-Sag Harbor Turnpike. It would essentially follow

the alignment of Roses Grove and Deerfield Roads. The second would act as a northern circumferential road around the hamlet center at Bridgehampton. It would extend easterly to serve the proposed industrial development west of East Hampton Airport.

Collector Streets and Local Streets

Collector streets, generally serving several subdivisions or a comparable rural area, are designed to have considerable continuity and to accommodate low to moderate speeds and low to moderate traffic volumes. They are the more important local streets collecting local street traffic and distributing it to the secondary highway system. They should be planned for rights-of-way of no less than 70 feet. Basically they are two-traffic lane roads but they may be enlarged to four lane facilities in more intense land use locations or at important intersections. This expansion of roadway potential is possible by prohibiting curb parking. Numerous existing town roads fall into the collector street classification. They too, may be seen by referring to Map 2.

The Master Plan makes several recommendations for new collector street. In the case of traffic generation potentialities of Southampton College it is suggested that a new collector street be developed to the east of the college which will have access to County Road 39 and thence to the Sunrise Highway. This will be particularly important when the Sunrise Highway is extended easterly. This collector street could be linked with the highway grade separation planned for St. Andrews Road. The collector street could also serve as an eastern end of a loop system serving the motel and waterfront business district east of the Shinnecock Canal. Thus, it would act as a western by-pass for eastbound traffic not wishing to enter the Village of Southampton. Other collector street improvements are noted wherein a direct alignment between road segments are advisable to eliminate zig-zag crossings and overlapping traffic on crossroads.

Local street are designed to have limited continuity and accommodate low speed and very low traffic volumes. Their sole function is to provide access to abutting properties. Certain local streets may be required to serve in a limited "collector" role, gathering traffic from other local streets. Therefore, the standards show cross-sections for two local streets: "A" with a 60 foot wide right-of-way makes it possible to provide two traffic lanes as well as two parking lanes, while the other, "B" with a 50 foot right-of-way can only pass traffic in opposite directions when only one of its parking lanes are in use. The cross-sections for such streets are shown on Diagram D-2.

As the community develops, more collector streets may be anticipated. It is important that the planning board and other municipal officials take particular care in approving new street

layouts and construction in order to assure that the standards established in this Master Plan, the Subdivision Regulations and the Town Specifications for construction are met. Failure of developers to comply with such standards should result in forfeiture of the performance bond.

OTHER TRANSPORTATION FACILITIES

The Long Island Rail Road should consider the location of station stops where they will not block important crossings. This was a significant problem on Ponquogue Avenue in Hampton Bays during summer weekends. In addition, if the Metropolitan Transportation Authority projects more intensive train schedule, several locations should be considered for future highway-rail grade separations as both railroad and highway traffic increase. As indicated on Map 2, they are at Phillips Avenue, Old Country Road (C.R.71), Old Riverhead Road (C.R.31), Lewis Road, Springville Road, Ponquogue Avenue, St. Andrews Road-College Drive, County Road 39, Deerfield Road, proposed Bridgehampton circumferential road, and Bridgehampton-Sag Harbor Turnpike.

Since the Sunrise Highway is projected as the primary arterial route through Southampton for both trucking and passenger vehicles, it is not anticipated that any funds should be expended to increase the roadway clearance of the railroad overpass on Montauk Highway (C.R.80) at Speenk to open up this route for large trucks at this time.

As the Southampton Community grows, bus service may be improved through a continuation of efforts to link the south shore hamlets with such potential traffic generators as the airport, industrial parks, expanding barrier beach facilities, Southampton College, hospital facilities and the village business centers. A further service between the south shore and the Riverhead Hamlet may also prove fruitful.

Airfield development in the Southampton Community will be confined to the former air force base at Westhampton. Studies are now underway by the county as to the best way of initiating a county aviation complex on this site. It is important that this site be protected from encroaching incompatible uses. It is equally important that the county's projected service potential for the airport be such that it will not blight the highly desirable shore areas of the community.

The potential for helicopter service to the business and resort areas on the east side of Shinnecock Canal should be considered. As a result, an appropriate site has been proposed in the Southampton-Shinnecock Hills area. Its flight approach pattern would be over Shinnecock Bay.