

6. Bicycles

Bicycle use is becoming increasingly important on Long Island, both for recreational use and as a means to commute to work in favorable weather conditions. In the Town of Southampton, recreational bicycle use is widespread in the peak tourist season, among visitors and residents alike. Long Island bicycle organizations frequently hold weekend “tours” on eastern Long Island.

Current and Planned Bicycle Facilities

Bicycles are incorporated into the existing transportation system in the following manners according to Chapter 18 of the New York State Department of Transportation Highway Design Manual, page 18-40:

- Bicycle lane – A portion of a roadway, which has been designated by striping, pavement markings and signage for the preferential use of bicyclists.
- Bicycle path – A path that is physically separated from motor vehicle traffic by an open space or barrier and may be in the highway right-of-way or an independent right-of-way.
- Bicycle route – A system or network of roads, streets, paths or ways that are open to bicycle travel and that have been designated by the jurisdiction(s) having authority with appropriate direction and informational route markers (with or without a specific bicycle route number). Established bicycle routes should provide for continuous routing between logical termini.
- Shared roadway – A roadway which may or may not be designated and marked as a bicycle route but which is open to both bicycle and motor vehicle travel and upon which no bicycle lane is designated. Examples may include roads with wide curb lanes and roads with shoulders.

Figure B-11 shows typical signing for bike routes and bike lanes and the differences between the two descriptions.

The Town has designated several roadways within the Town as bicycle routes and has installed signage to designate these routes. Working with a Bike Advisory Committee, the Town is has also proposed a draft plan for a bicycle route system for the entire Town. The draft plan is presented in Figure B-12.

There is currently a proposal with the New York State Department of Transportation, in cooperation with the Towns of East Hampton and Southampton, that would establish a east-west bicycle route through a 2.5 mile portion of the two Towns. This project has

BIKE ROUTES

BIKE LANES

PRIMARY
SIGNS



AUGMENTED
WITH
THESE
SIGNS



AND
ARROW SIGNS BELOW, SUCH AS,



AND
ARROW SIGNS BELOW, SUCH AS,



A BIKE ROUTE IS ROAD, STREET, PATH OR WAY, THE JURISDICTION CONTROLLING THE RIGHTS-OF-WAY HAS DESIGNATED AS "SUITABLE" FOR BICYCLE USE. A SEPARATE LANE OR SHOULDER AREA NEED NOT BE AVAILABLE ON A ROADWAY DESIGNATED AS A BIKE ROUTE.

A BIKE LANE IS A SEPARATE PORTION OF A ROADWAY DESIGNATED FOR PREFERENTIAL USE OF BICYCLISTS. PARKING IS NOT PERMITTED IN THE LANE. THE SIGNS ARE BLACK AND WHITE DESIGNATING THE REGULATORY AUTHORITY OF THE SIGNS. BIKE LANES SHOULD BE A MINIMUM OF 4 FEET WIDE.

*SIGNS REFLECT THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES NOT YET ADAPTED BY NYS.

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FIGURE B-11

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|------------------|---------------|
| DATE 08/04/04 | SCALE NONE |
|------------------|---------------|



Town of Southampton

Bike Lanes/ Routes

DRAFT

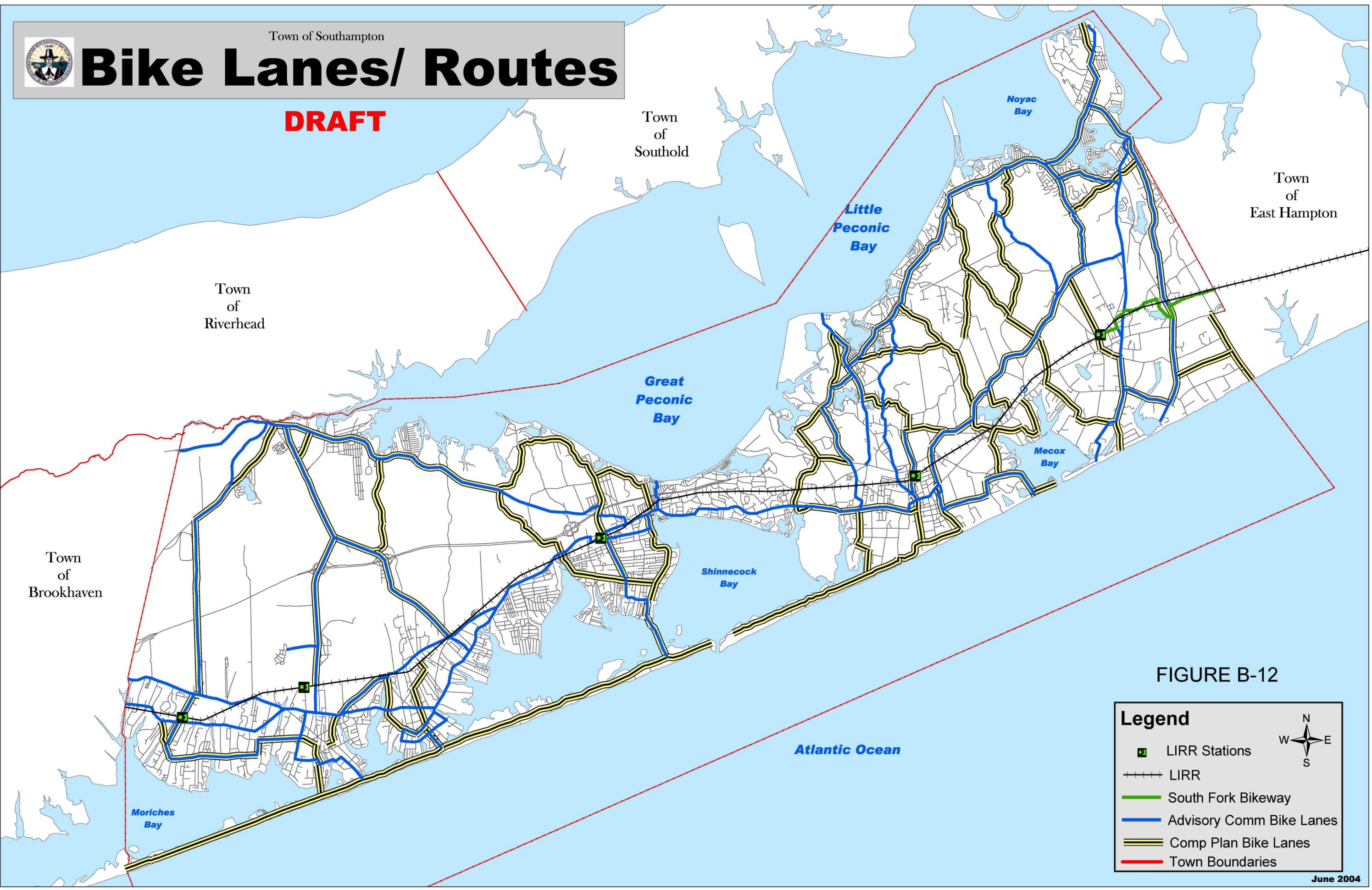


FIGURE B-12

Legend

- LIRR Stations
- LIRR
- South Fork Bikeway
- Advisory Comm Bike Lanes
- Comp Plan Bike Lanes
- Town Boundaries

been called the “South Fork Bike Path” initiative. The route would feature a dedicated bicycle path adjacent to the Long Island Rail Road right-of-way in both Towns. It should be noted that the proposed bicycle path may conflict with joint use corridor recommendations discussed in Chapter VI of this report. This conflict could be relieved through the acquisition of additional rights-of-way so that both facilities could be incorporated attractively into the surrounding landscape. In Southampton Town, existing roadways are also being used with shoulder areas dedicated to bike lane use. The first phase of the proposed bicycle path would begin in Bridgehampton and extend into the Town of East Hampton.

Deficiencies

Most County and State highways within the Town of Southampton provide shoulders in addition to travel lanes, which facilitate bicycle use. Several exceptions are noteworthy:

- The entire length of Sunrise Highway (NYS Route 27) while providing wide enough shoulders is restricted to motorist use, horses, pedestrians and bicycle use is prohibited (by operation of State Highway Law as a Limited Access Highway).
- County Road 39 from Sunrise Highway to North Main Street lacks sufficient shoulder width (significant safety issues).
- Montauk Highway (C.R. 80 and NYS Route 27) in the hamlets of Eastport, Speonk, Westhampton, East Quogue, Hampton Bays, Water Mill and Bridgehampton has parking in the shoulder areas, which forces bicyclists to use the same travel lanes as motor vehicles for portions of the route.
- Occasionally, at intersections equipped with extra turning lanes on all State and County facilities, bicyclists are forced to use the same travel lanes as motor vehicles.

Town highway facilities generally do not provide sufficient shoulder width, (minimum four feet, desirable six feet) to accommodate bicycles in dedicated lanes other than in the same travel lanes as motor vehicles. Most town roadways do, however, meet the minimum requirements for shared lanes at 12 feet and a desirable width of 14 feet.

Recommendations

Implement a system of bicycle lanes, paths and routes to promote safe bicycle travel in the Town. Establishment of these routes should be preceded by a study of the affected roadways to determine whether appropriate pavement widths and signs can be provided to establish the facilities. Where vehicular volumes on a roadway exceed 5,000 vehicles per day, increasing pavement width to provide eleven foot wide vehicular travel lanes and four foot minimum width shoulders, separated by a 6” or 4” wide edgeline, should be considered.

A bicycle education effort should be encouraged. Additional bicycle racks should be provided at beaches, employment centers and shopping areas. Bicycle racks or lockers should be installed at train stations.

In conjunction with improvements identified elsewhere, buses should have the capability of transporting bicycles. Recognizing the fact that this is a difficult task with existing equipment, perhaps buses with this capability can be gradually “phased-in” in the future.