



Traffic Calming Project Report

For Mill Lane to Factory Avenue and Especially the Intersection
Of Main Road, Love Lane and Old Sound Avenue

Prepared by the MLCA's Mattituck Hamlet Traffic Improvement Round Table

Submitted Tuesday, April 19, 2016 to:

Southold Town Supervisor Scott Russell

New York State Assemblyman Anthony Palumbo

New York State Senator Ken LaValle

Suffolk County Legislator Al Krupski

Contents:

Summary

Background and Timeline

MLCA Hamlet Traffic Improvement Round Table

March 19, 2016 Public Meeting

The Alternatives (A, B and C)

Next

Contact Information

Attachments

Hamlet Traffic Calming Project Report

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Summary

The Mattituck-Laurel Civic Association (MLCA) is the most recent of many voices to call for safety improvement at the intersection of Main Road, Love Lane, and Old Sound Avenue in Mattituck (hereafter referred to as The Intersection).

Through the year-long public process discussed in this report, the MLCA generated an original, detailed recommendation for improving traffic and pedestrian safety at The Intersection and in the Hamlet, and presented that recommendation for public discussion on March 19, 2016. At the end of the meeting, elected officials in attendance asked the MLCA to prepare and submit three alternative recommendations for The Intersection and Hamlet. One alternative would be the MLCA's original recommendation and the two others would reflect public input from the meeting.

Today, after a year of gathering information from community members about their concerns, the MLCA is providing Southold Town, New York State, and Suffolk County three alternative scenarios for safety improvement at The Intersection and in the Mattituck Hamlet business corridor. All three alternatives would improve safety, but only one – the original – would do so while minimizing cost and expediting implementation.

Background and Timeline

Following is an overview of historic and current attention to the need for resolution of traffic and pedestrian safety issues in Mattituck Hamlet.

- 1999 Scenic Southold Corridor Management Plan and 2010 Mattituck Business Corridor Study included recommendations similar to those that would be generated by MLCA's Mattituck Hamlet Traffic Improvement Round Table in 2016.
- January 2015 Mattituck Chamber of Commerce's "State of Mattituck" meeting: Southold Town Supervisor Scott Russell called for improved safety at The Intersection.
- March 2015 to Present, MLCA canvassed community members in front the Mattituck and Laurel post offices, Handy Pantry, and (the former) Waldbaum's: Since the earliest days of this direct, ongoing outreach, people repeatedly offered their concerns about The Intersection.
- August 8, 2015: MLCA hosted an open discussion on the need for and concerns about possible changes to The Intersection. Attending were representatives from:
 - Southold Town Board, Police, Planning, and Engineering
 - Mattituck Fire Department, Chamber of Commerce, Presbyterian Church, Church of the Redeemer, North Fork Community Theater, and community members.
- August 26, 2015: MLCA sponsored and Presbyterian Church hosted an open-to-the-public meeting, shared the information gathered on August 8, and received feedback from the more than 60 community members attending.

- November 4 and December 9, 2015, and January 30, 2016: MLCA's Mattituck Hamlet Traffic Improvement Round Table met on these dates and produced a draft traffic-calming recommendation based on recognized local concerns.
- February 24, 2016 MLCA Monthly Meeting: Members supported the Round Table's draft recommendation.
- February 29, 2016 Southold Town Board Transportation Commission Meeting: The draft recommendation was presented for the commission's information and input. The commission thanked the Round Table and encouraged it to continue its work.
- March 19, 2016 MLCA Public Meeting: At the Presbyterian Church after presentation of the draft recommendation and community input from more than 60 attendees, Southold Town Supervisor Scott Russell asked the MLCA to submit to Southold Town the Round Table's recommendation and two additional traffic-calming alternatives based on input from the meeting, and in cooperation with the other elected officials represented there, pledged to fund a traffic study.
- April 18, 2016: MLCA discussed its Hamlet Traffic Calming Project at the Mattituck Chamber of Commerce monthly meeting.
- On Tuesday, April 19, 2016, MLCA submitted alternatives A, B and C (this report) to the Southold Town Board. The alternatives are presented below.

MLCA Hamlet Traffic Improvement Round Table

After the 2015 summer meetings, the MLCA formed the Round Table to consider and create specific, detailed recommendations for how to make the Hamlet – especially The Intersection – safer and better for cars *and* people. The group represented a range of local expertise and experience and the Love Lane neighborhood. All Round Table members were residents of Mattituck or Laurel. With the delivery of this report, the Round Table is dissolved.

The group met in November, December and January with the goal to:

- Improve traffic and pedestrian safety and flow in the Hamlet business district
- Deliver informed, actionable input to Southold Town, New York State, and Suffolk County

Round Table members were:

- Patricia Acampora, Commissioner, State of New York Public Service Department, Former NYS Assembly Representative for the 1st District for 12 years
- Mike Burke, Retired Southold Town Detective and Policeman
- John Carter, Member, Mattituck-Laurel Civic Association
- Mary Eisenstein, President, Mattituck-Laurel Civic Association
- Warren Jackson, Commissioner, Mattituck Fire Department
- Meryl Kramer, Principal, MK Architect, Greenport
- Danielle LaScala, Owner, Mattituck Florist
- Terry McShane, President, Mattituck Chamber of Commerce
- Debbie Orłowski, Vice President/Branch Manager, Bridgehampton National Bank
- Patrick Smith, Pastor, Mattituck Presbyterian Church
- Susan Tuthill, Trustee, Mattituck Presbyterian Church

The Round Table worked with this community input gathered during 2015:

General concerns

- Traffic and pedestrian safety
- Change of established patterns
- Traffic flow on Love Lane, nearby streets
- Access to Love Lane and hamlet businesses, churches, and NFCT
- Impact on parking availability in the hamlet
- Emergency vehicles, snow removal

Churches' concerns:

- Less parking could discourage attendance at services, events, etc.
- Continued parking availability for:
 - Older/infirm congregation members
 - Church services/events
 - Client/donor access to thrift shop
- Vehicle access: 18-wheeler, box truck deliveries
- Funeral processions
- Emergency vehicles, snow removal

Based on that community input, the Round Table established criteria to act as a baseline for what needed to be accomplished:

- Manage and make safe pedestrian and vehicle traffic at The Intersection
- Install new, safer, more effective pedestrian crosswalks within the Mattituck Hamlet Business Corridor, especially at The Intersection
- Eliminate unimpeded, high-speed cross traffic at the south end of Love Lane
- Calm traffic entering and traveling on Old Sound Avenue west of Love Lane
- Maximize the number of parking spaces on Old Sound Avenue between Love Lane and Westphalia Avenue
- Accommodate safety and access needs of the Mattituck Presbyterian Church, Church of the Redeemer, the NF Community Theater, Love Lane and nearby businesses, and public parking lot
- Minimize traffic interruptions and back-ups on Main Road between Factory Avenue and Mill Lane and especially at The Intersection
- No purchase or condemnation of private property
- Be doable, affordable, and implementable.

The Round Table then deliberated these three questions:

What can be done to calm traffic in the Hamlet?

Where is traffic calming needed most?

How can traffic calming be best achieved?

Using this base of information, the Round Table determined that:

- Calming is needed most urgently at The Intersection.
- Calming at The Intersection can be facilitated and pedestrian safety maximized by introducing functional crosswalks into the hamlet.

The Round Table concluded that these recommendations:

- Promote vehicle and pedestrian safety with minimal impact to traffic flow
- Serve the community now and into the future and
- Constitute sound investment of public funds.

March 19, 2016 Public Meeting to Discuss Traffic Calming in Mattituck

At the MLCA's public meeting on March 19, 2016, at the Presbyterian Church, about 60 community members discussed the Round Table's draft recommendation for traffic calming in Mattituck. The attendees reached a consensus that the hamlet business corridor and especially The Intersection required:

1. Traffic calming measures to increase safety and reduce risk for traffic and pedestrians.
2. The immediate attention of Southold Town, New York State, and Suffolk County officials.

At the meeting were Supervisor Russell, NYS Assemblyman Anthony Palumbo, and Suffolk County Legislator Al Krupski's representative Gwynn Schroeder. At the conclusion of the meeting and with the support of the other elected officials, Supervisor Russell asked the Round Table to provide a range of suggested alternatives (i.e., A, B, and C) for improving traffic and pedestrian safety and management in and around The Intersection. He also asked that these alternatives be provided to the respective governments for evaluation by a professional traffic engineering firm, which would be hired and paid for by the three governments. The requested three alternatives are described next.

The Alternatives

In preparing its original recommendation, the Round Table established criteria based on community input gathered at several public meetings. The Round Table feels strongly that the community input and criteria included above are essential, locally specific inputs for traffic, design and engineering evaluation. They should be applied equally to alternatives A, B and C.

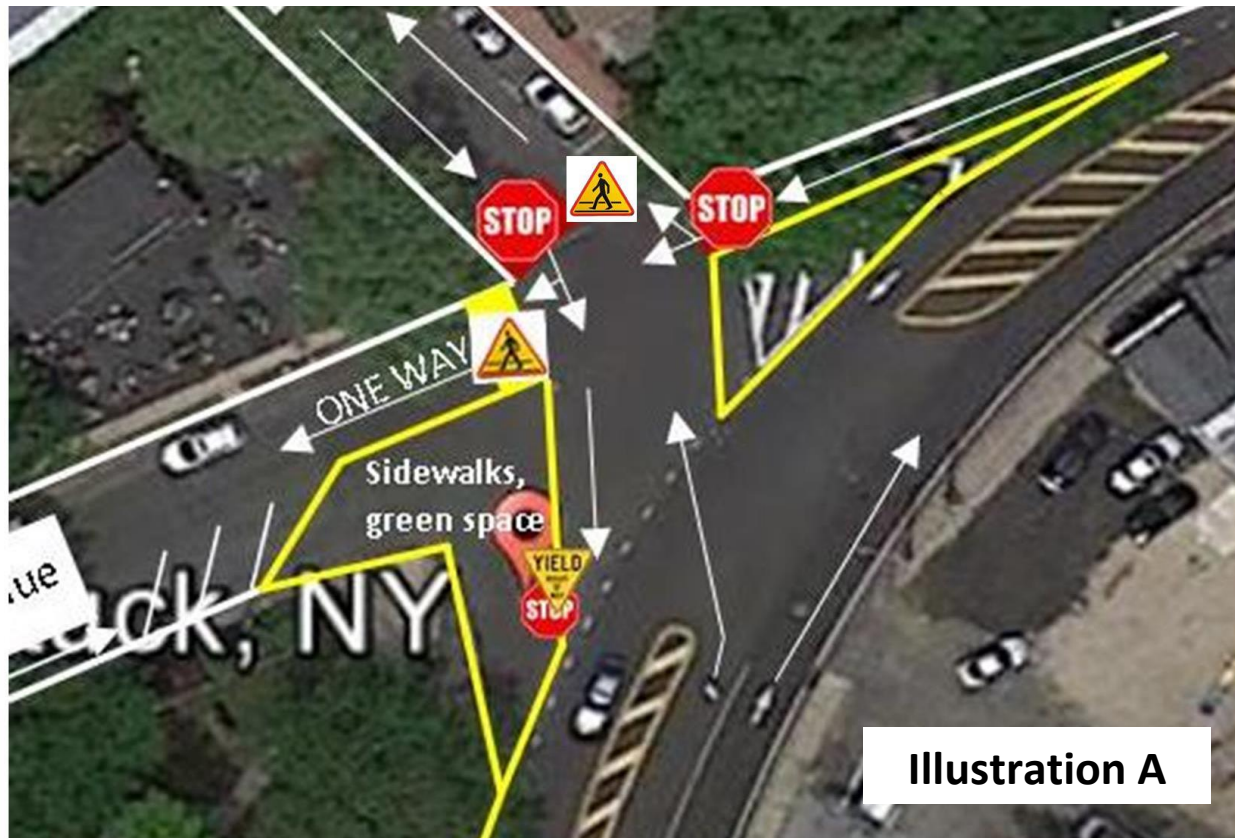
The Round Table considered all public suggestions made at the March 19 meeting, but did not incorporate all of those suggestions into the final three alternatives. However, that public input is summarized below for public awareness and consideration by traffic, design and engineering professionals:

- Better speed management and traffic signage between Factory and Mill
- Reduce the speed limit between Factory and Mill
- Integrate a "walking village mentality" into overall design
- Turn Love Lane into a one-way street heading north
- Close Love Lane to vehicular traffic
- Improve and maximize parking and the parking lots surrounding Love Lane
- Take no action, no change

The Round Table endorses Alternative A as the best of the three alternatives because it calms traffic and safeguards pedestrians while meeting demanding community criteria. Hence, the Round Table has incorporated all major components of Alternative A into alternatives B and C. B and C otherwise contain specific community suggestions from the March 19 meeting.

Alternative A*

For the three-street intersection at Main Road, Love Lane and Old Sound Avenue (Illustration A):



1. Traffic exiting Main Road (heading west) to Love Lane and Old Sound Avenue
 - a. Install a stop sign where Main Road exit meets Love Lane
 - b. Define the current turn lane from Main Road as a single lane with a low, curbed island separating it from Main Road's through traffic (see Attachment A)
 - i. The curbed island should occupy approximately the same footprint as the existing painting on the pavement.
 - ii. The curb should be low with gently inclining brick, such as at the intersection of Route 58 and Osborn Avenue in Riverhead (see Attachment A).
 - c. Right turn (north) onto Love Lane after stop at Main Road/Love Lane intersection
 - d. Straight (west) onto Old Sound Avenue after stop at Main Road/Love Lane intersection
2. Traffic exiting Love Lane (heading south; existing stop sign)
 - a. No left turn (east) onto Main Road
 - b. Right turn (west) onto Old Sound Avenue after stop at Main Road/Love Lane intersection
 - c. Right turn onto Main Road (west) after stop at Main Road/Love Lane intersection, then stop/yield to Main Road traffic (as determined best by traffic professionals)
3. Continue to allow a left turn (north) onto Love Lane from Main Road

* Alternative A is the recommendation the Round Table presented at the March 19 meeting. That recommendation is included in its entirety plus one additional component which was suggested at the public meeting: Creation of a pedestrian crosswalk across Route 48 at the north end of Love Lane.

**For calming traffic, enhancing parking, and accommodating pedestrians on Old Sound Avenue
(Illustration B):**



4. Define the traffic entrance to Old Sound Avenue from Main Road and Love Lane as a single lane (also see Illustration A)
5. Use curbing and raised pedestrian crossing to control traffic speed at the entrance to Old Sound Avenue from Main Road and Love Lane (see Attachments C and D for examples)
6. Establish a broad, landscaped berm around the entrance to Old Sound Avenue; connect this berm via pedestrian crosswalk to Love Lane sidewalks and crosswalk
7. Create diagonal parking along the south side of Old Sound Avenue (which remains one way going west) between the aforementioned berm and Westphalia Avenue
8. Place a landscaped barrier on the south side of Old Sound Avenue at its intersection with Westphalia Avenue to better direct traffic to the left (north) onto Westphalia Avenue.
9. Place a stop sign on Old Sound Avenue at Westphalia Avenue

The Round Table considered crosswalks from two perspectives:

- Establishing safe pedestrian crossing opportunities
- Calming traffic on Route 25
 - Show drivers they are in shared space
 - Expect and respect pedestrians

The Round Table concluded that traffic calming and pedestrian safety can be maximized by functional crosswalks in the hamlet.

For crosswalks across Main Road in the vicinity of The Intersection (Illustration C):



10. Install two crosswalks, each with pedestrian-activated flashing lights, one at the intersection of Main Road and New Suffolk Avenue, one at the intersection of Main Road and Wickham Avenue (see Attachment B)
 - a. Signage and paint on pavement are insufficient to command driver attention
11. Install a traffic-calming and pedestrian-friendly crosswalks across Old Sound Avenue and across Love Lane (see Illustration A for location; see Attachments C and D for examples)
 - a. As appropriate for a "walking village"
12. Build a continuous sidewalk on the south side of Main Road from New Suffolk Avenue to the existing crosswalk at Maple and Reeve avenues
13. Install a crosswalk (similar to those described in 10. above) at the intersection of Route 48 (North Road) and Love Lane (see Attachment B)
14. No pedestrian crosswalk traversing Main Road at the Main Road/Love Lane/OSA intersection: The limited sight lines and traffic speed and volume on this curve are not conducive to safe, confident pedestrian crossing.

Alternative B

All of Alternative A, except:

- Replace “stop sign(s)” with “traffic light(s)” throughout The Intersection
- Include turning lanes
- Continue to allow a left turn off of Love Lane onto Main Road.

Alternative C

All of Alternative A, except:

- Replace “stop sign(s)” with “traffic light(s)” throughout The Intersection
- Straighten Main Road’s curve at The Intersection
- Add traffic lights at the intersections of Main Road and New Suffolk Avenue and of Main Road and Wickham Avenue
- Include turning lanes
- Continue to allow a left turn off of Love Lane onto Main Road

Next

The MLCA asks that Southold Town, New York State, and Suffolk County cooperatively fund a professional traffic, design and engineering study to compare and establish the achievability, effects and costs of alternatives A, B and C. The MLCA also asks that work commence immediately.

Contact Information

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Attachments

