DRAFT

PRELIMINARY REPORT

TRAFFIC STUDY / TRAFFIC CALMING INITIATIVES
STATE ROUTE 25 AT LOVE LANE
MATTITUCK, TOWN OF SOUTHOLD

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NOVEMBER 2017

PRELIMINARY REPORT

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INTRODUCTION

Purpose of Report

This Preliminary Report of the Traffic Study/Traffic Calming Initiatives contains the results of Tasks One thru Three of a traffic engineering examination of possible traffic calming strategies that could be considered for implementation in the vicinity of NY State Route 25 and Love Lane in Mattituck, Town of Southold, Suffolk County, New York.

The purpose of the report is to provide a traffic study to evaluate the existing conditions and develop improvement strategies for the reconfiguration of the following intersections and roads in an effort to improve motorist, bicyclist and pedestrian safety while implementing traffic calming initiatives.

The intersections/roadways include:

- State Route 25 from the intersection with New Suffolk Avenue on the west to the intersection with Wickham Avenue on the east.

- Love Lane from the intersection with State Route 25 northerly to the intersection with County Road 48.

- Old Sound Avenue from the intersection with State Route 25 westerly to the intersection with Westphalia Avenue.

- County Road 48 from Westphalia Avenue on the west to Wickham Avenue on the east.

This study shall be coordinated with the New York State Department of Transportation (NYSDOT) for input and guidance to assure compliance with NYSDOT procedures and the New York State Manual of Uniform Traffic Control Devices, as well as with the Suffolk County Department of Public Works.

Background

The Town of Southold is initiating this project for a traffic study at the request of the Mattituck-Laurel Civic Association to evaluate the existing conditions at the intersection of State Route 25 and Love Lane. In this study, Dunn Engineering Associates, P.C., (DEA) shall develop and propose traffic calming design alternatives and devices including, but not limited to, pavement line striping, textured pavement, rumble strips, variable message radar speed sign(s), painted/elevated crosswalks, illumination treatments, mountable concrete curb(s)/median(s), curb/sidewalk bulb-outs, rectangular rapid flashing beacon(s), sign(s), portable changeable

message signs, traffic control lights, round-a-bout(s), landscaping and other traffic calming alternatives.

Location

Figure 1, Area Map, indicates the location of the Town of Southold in Suffolk County. The Mattituck study area is shown in Figure 2, Location Map, while Figure 3, Site Map, presents an aerial view of the primary shopping area along Love Lane and the adjacent roadway network.

The study area for the Mattituck Hamlet Center covers:

- Route 25 from New Suffolk Avenue on the west to Wickham Avenue on the east.
- Love Lane from Route 25/Old Sound Avenue on the south to County Road 48 on the north.
- Old Sound Avenue from Route 25/Love Lane on the east to Westphalia Avenue on the west.
- Westphalia Avenue from Old Sound Avenue on the south to County Road 48 on the north.
- Wickham Avenue from Route 25 on the south to County Road 48 on the north.
- Pike Street from Westphalia Avenue on the west to Wickham Avenue on the east.

Map of the
COUNTY OF SUFFOLK
LONG ISLAND, NEW YORK

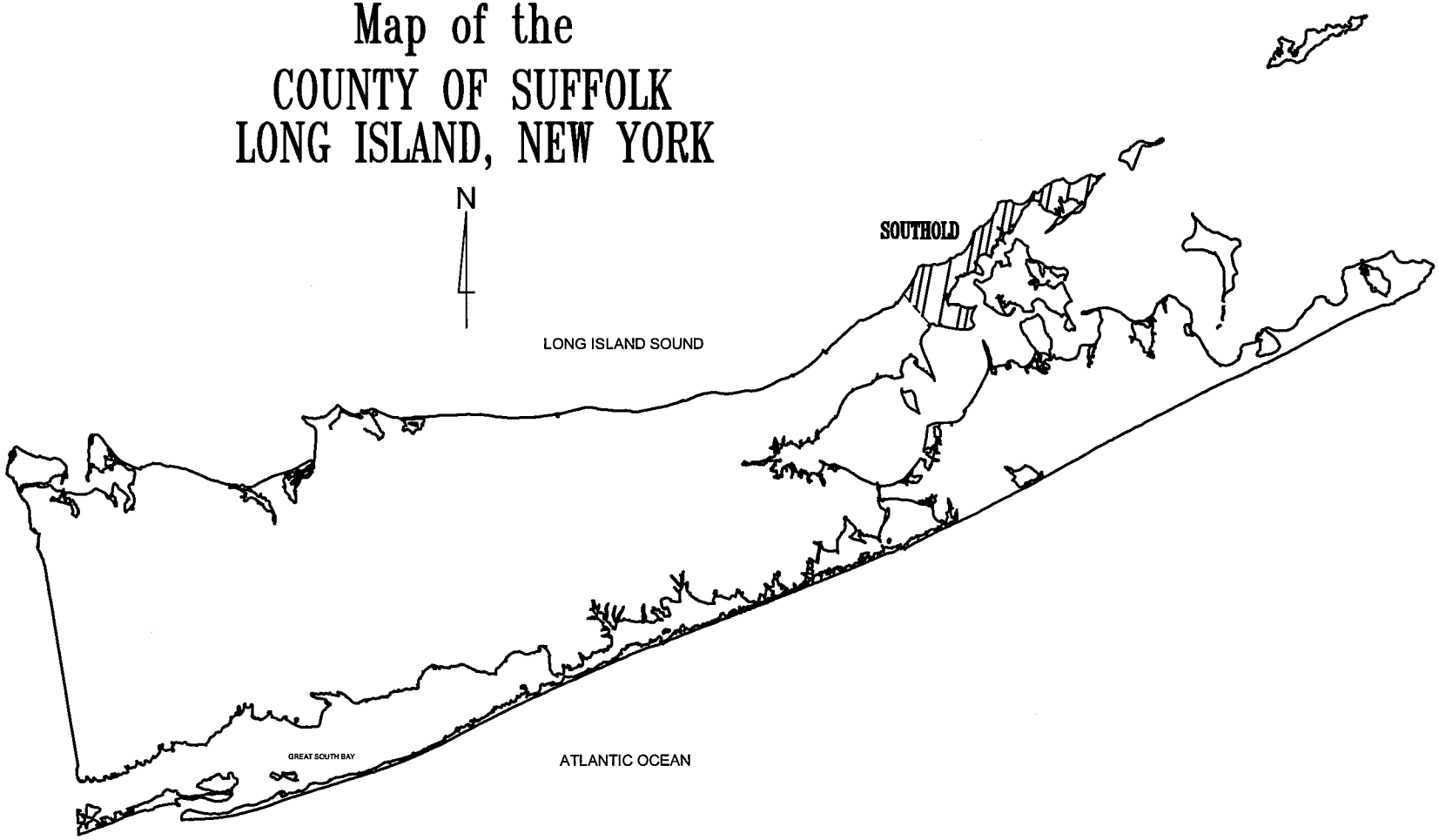

FIGURE 1

AREA MAP

DUNN ENGINEERING ASSOCIATES, P.C.

SCALE	DATE	PAGE
1" = 9.7 MILES±	August 2017	4

FIGURE 2
LOCATION MAP

DUNN
ENGINEERING
ASSOCIATES, P.C.
Consulting Engineers

66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

FIGURE 3
SITE MAP
MATTITUCK HAMLET CENTER

SCALE: 1"=100'±

DUNN
ENGINEERING
ASSOCIATES, P.C.
Consulting Engineers

66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

STUDY APPROACH

Dunn Engineering Associates, P.C. was selected and entered into an agreement with the Town of Southold to provide professional engineering services as listed in the RFP.

After several visits to the site and reading the material provided in the RFP as well as a portion of the most recent report prepared by the Mattituck-Laurel Civic Association, an appreciation was gained of the significance of all of the issues, and the work efforts to be performed to meet all of the objectives of the project. A number of considerations are important in defining the scope of the project.

The following tasks are included as part of the study approach and the scope of services:

Task One, Develop Priority Plan for Performing Work Efforts and Develop Data Collection Plan

The following tasks shall be included:

1. Develop a priority plan with the Town to develop conceptual design alternatives at the four locations of a) State Route 25 from New Suffolk Avenue to Wickham Avenue, b) Love Lane from Route 25 to County Road 48, c) Old Sound Avenue from Route 25 westerly to Westphalia Avenue, and d) County Road 48 from Westphalia Avenue to Wickham Avenue. Our initial plan is to focus on the intersection of Route 25 at Love Lane/Old Sound Avenue.

2. Make several personal visits to the site locations to attest to our observations of existing traffic movements at various times of the day and under different conditions.

3. Collect, examine and analyze available data from government agencies that include the Town of Southold, the Suffolk County Department of Public Works and the New York State Department of Transportation, as well as the files of Dunn Engineering Associates. This data shall include a) accident records for the last three years, b) machine traffic counts, c) intersection turning movement counts, d) as-built design plans, e) aerial photogrammetry, f) proposed highway projects, g) planned developments, and h) property tax maps of adjacent uses.

4. Determine data that must be collected to fill in the missing gaps for information necessary to prepare conceptual design plans for the various traffic calming improvement strategies.

5. Prepare a data collection plan for this additional data collection effort.

a) Depending on the availability of data, determine the need to collect intersection turning movement counts on a Weekday between 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. as well as on a Saturday from 11:00 A.M. to 2:00 P.M. on Route 25 at 1) New Suffolk Avenue, 2) Love Lane/Old Sound Avenue, 3) Wickham Avenue, and on C.R. 48 at Westphalia Avenue, Love Lane, and Wickham Avenue, as well as Westphalia Avenue at Old Sound Avenue to determine traffic volumes and patterns.

b) Determine the need for automated traffic counts on 1) Love Lane both north of Route 25 and just south of C.R. 48, 2) Old Sound Avenue between Route 25 and Westphalia Avenue, 3) Route 25 between New Suffolk Avenue and Love Lane, as well as between Love Lane and Wickham Avenue, and 4) C.R. 48 between Westphalia Avenue and Wickham Avenue for 24 hours.

6. In order to get a running head start on evaluating the major intersection, turning movement counts shall be collected on Route 25 at Love Lane/Old Sound Avenue on a weekday between 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M. as well as on a Saturday between 11:00 A.M. to 2:00 P.M. during the peak summer timeframe of July/August 2017.

Task Two, Develop Traffic Calming Strategies

1. After reviewing various successful traffic calming strategies that have been implemented throughout the United States, prepare a Table of Traffic Calming Strategies and the intersections/roadway sections where they can be considered for implementation within the Mattituck study area. The traffic calming strategies will include, but not be limited to, pavement line striping, textured pavement, rumble strips, variable message radar speed sign(s), painted/elevated crosswalks, illumination treatments, mountable concrete curb(s)/median(s), curb/sidewalk bulb-outs, rectangular rapid flashing beacons(s), sign(s), portable changeable message signs, traffic control lights, roundabout(s), landscaping and other traffic calming alternatives.

2. Review the table with the Town to select the locations for preparation of concept design plans.

3. Develop conceptual design plans utilizing appropriate traffic calming strategies to improve pedestrian, bicyclist and vehicular safety while complying with the Americans with Disabilities Act. These conceptual design plans will be prepared in Auto CAD format on 11" x 17" plan sheets. A 50% Concept Design shall be submitted to the Town for review. The initial list of these conceptual design plans shall include:

- Install a Roundabout on Route 25 at Love Lane/Old Sound Avenue.
- Restripe Route 25 at Love Lane intersection to tighten up overall intersection operation for pedestrians and vehicles.
- Restrict turning movements at Route 25 at Love Lane intersection to improve pedestrian and vehicular safety.
- Examine establishing one-way couple system to increase parking, enhance traffic circulation and improve pedestrian and vehicle safety in the block including:

    a. Love Lane and Westphalia Avenue
    b. Old Sound Avenue
    c. Pike Street

- Examine possible implementation of adding turning lanes at the intersections of C.R. 48 at a) Westphalia Avenue, b) Love Lane, and c) Wickham Avenue.
- Examine possible implementation of adding turning lanes on a) New Suffolk Avenue, b) Wickham Avenue, and c) Love Lane at their intersections with Route 25.
- Examine additional truck restrictions within the downtown.
- Develop routing information signing system to re-route traffic from C.R. 48 to NYS Route 25 to avoid the Love Lane Business District.
- Determine possible locations such as on Old Sound Avenue to convert parallel parking spaces to angle spaces.
- Create landscape islands/extensions/bulb-outs at upgraded pedestrian crosswalks.

4. Review the conceptual design plan alternatives with the Town, NYSDOT and SCDPW to gain their input and comments.

5. Evaluate the conceptual design plan alternatives by identifying advantages and disadvantages of each one and categorizing them as a) short-term, intermediate, or long term project, and b) low cost, medium cost and high cost.

Task Three, Prepare a Preliminary Report

1. Prepare a preliminary report that includes a) the Table of Successful Traffic Calming Strategies, b) a plan for gaining input and comments from the Town, County and State as well as from the Mattituck-Laurel Civic Association/public, c) conceptual design concept plans, d) their advantages and disadvantages related to meeting the goals of the study, and e) cost estimates for all recommended project concept designs and traffic calming alternatives.

After completing the Preliminary Report and gaining input and comments from the Steering Committee, work on Tasks Four and Five shall proceed as described below:

Task Four, Identify Next Steps Required to Complete the Analysis of Each Conceptual Design Plan Alternatives

1. For instance, for the alternative of the selection of a Roundabout on Route 25 at Love Lane/Old Sound Avenue, the next steps could include:

   - conduct a detailed Feasibility Analysis.
   - use the intersection turning movement count data collected in Task One to serve as input into the VISSIM simulation model to assure successful operation of the roundabout while achieving improvement in pedestrian and vehicular safety.
   - examine treatments/accommodation of private driveways into the Feasibility Analysis.
   - examine need to acquire or exchange portions of private property if necessary to accommodate the geometry of the roundabout.
   - utilize property tax maps to gain information on adjacent properties as necessary. In the event, that land surveying information is required, Norton Brothers Dunn is ready to provide these services.
   - examine landscaping in the center of the roundabout and in former pavement areas to provide an aesthetically pleasing environment and create an attractive setting for entry into the downtown.

Task Five, Prepare Final Report

1. Prepare a final report that incorporates feedback from the Town of Southold including final cost estimates for the recommended project design and traffic calming elements and the next steps. The estimated cost shall include a) design costs, and b) construction costs. The conceptual design drawings shall be provided to the Town in Auto CAD format.

TRAFFIC CALMING

Definition of Traffic Calming

One of the first questions asked by many when the subject of traffic calming is brought up is "What is traffic calming". There are several definitions listed in technical publications:

According to the Institute of Transportation Engineers (ITE), traffic calming is the installation of measures designed "to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes".

Traffic calming is also defined as a road design strategy that encourages more attentive and responsible driving. It uses sensory-rich environments to reduce vehicle speeds and to foster safe habits among all road users.

Regardless of the definition utilized, traffic calming is the installation of safety solutions such as radar speed signs or speed humps to slow or reduce traffic in order to enhance safety for pedestrians, bicyclists and motorists. Already used effectively in Europe for decades, traffic calming is becoming more and more popular in communities throughout North America. It is the most effective way to reduce speeding on residential streets, avoid traffic accidents and prevent fatalities. Traffic calming programs begin either with the vision of progressive municipalities, with the knowledge of traffic engineers or public works officials, or at the request of concerned residents.

The purpose of traffic calming is to make neighborhoods safer, more pleasant, and more livable. Reducing the speed and volume of traffic to acceptable levels helps to achieve these goals. Traffic calming reduces accidents, collisions, noise, vibration, pollution, and crime.

Over decades of use, traffic calming solutions have proven to reduce both the number and severity of pedestrian crashes. Traffic calming measures such as "Your Speed" radar signs and dynamic messaging radar speed signs alert drivers of the speeds they are driving at while reminding them of the posted speed limit. They have been shown to exert positive changes in driver behavior even over an extended period of time. Physical solutions, such as speed tables or speed humps, compel drivers to slow down to speeds at which they are better able to react to unexpected situations such as a child darting across the street.

In the event that a crash does occur, lower speeds significantly lower the probability of a fatality or serious injury. Each 1 mph reduction in traffic speed reduces vehicle collisions by 5% and fatalities by more than 5%. A driver traveling at 40 mph who sees a pedestrian 100 feet ahead will be traveling 38 mph on impact. If a driver was instead driving at 25 mph, he would have enough time to stop before ever reaching the pedestrian. Slowing traffic saves lives. Traffic

calming measures have been called "the only antidote for the malady of child pedestrian accidents." (Transportation Alternatives Magazine)

The Success of Traffic Calming

Traffic calming design forces drivers to pay attention to their whole driving environment - whether they know it or not - to determine their driving behavior. Factors like road conditions, obstructions, sight distance and the presence of pedestrians can seriously impact road safety. Traffic calming strategies are used to create environments where the most convenient driving behaviors are also the safest.

Modified streetscapes can help achieve a range of community goals, both functional and aesthetic, for the benefit of all street users. Traffic calming is especially valuable in areas with high pedestrian activity, such as crowded downtown streets, commercial districts, mixed-use spaces, recreational streets/boulevards and areas surrounding transportation hubs.

When implemented effectively, traffic calming can bring about a range of positive outcomes:

- Safer streets
- Reduced traffic noise
- Increased local economic activity
- Welcoming spaces for pedestrians and cyclists
- Increased universal access
- City beautification and revitalization

Traffic Calming Techniques

Table 1 lists a number of traffic calming techniques that have been implemented at various locations throughout the United States. A brief description as well as benefits are also presented in Table 1.

Table 1
Traffic Calming Techniques

TECHNIQUE	DESCRIPTION	BENEFITS
1. Diagonal/Angle Parking	Cars parked diagonally, jutting out from the curb, rather than parallel to it.	• Simple and inexpensive • Changes both perception and function of a street • Shortens the "peering distance" for people crossing the street • Drivers pulling out must be alert to approaching traffic. Depending on the degree of the angle, it can be difficult for motorists backing out of a parked space to see approaching vehicles. • Oncoming drivers must be alert to the cars backing out. • All of this added driver awareness creates more awareness of pedestrians. • Provides up to 40% more parking spaces than parallel parking, although it requires a greater width of roadway to accommodate angle parking.
2. Conversion of 1-Way Streets to 2-Way Street	Single or double traffic lanes, sometimes with a median or flanked by parking.	• Less driving, less confusion, and better traffic access. • Eliminates need to drive blocks and blocks out of the way. • No need to make extra turns to get to nearby destinations. • Drivers can get directly to their destination. • Increases commercial traffic and business. • Decreases the speed of traffic.
3. Widen Sidewalks/Narrow Street and Traffic Lanes	These techniques provide a flexible way to take back space from the street for non-motor-vehicle uses, such as reducing travel lanes from 12 or 13 foot to nine feet.	• Narrow lanes and wider sidewalks ease crossing for pedestrians and provides more space to walk. • Possible use of lanes for busses, trolleys, or other types of transit. • Traffic lanes can be transformed into bicycle lanes. • All street lanes can be narrowed together to create more room for non-auto uses. • Vertical elements like streets or bollards further reduce the "optical width" of a narrowed street, thereby discouraging speeding.
4. Bulbs/Chokers/Neckdowns	These terms refer to sidewalk extensions in selected areas at intersections or at mid-block, rather than a full sidewalk widening.	• Provide a haven for pedestrians waiting to cross the street. • Shorten crossing distance. • Define parking bays. • Deflect through traffic at a corner. • Function as entry points. • Provide space for amenities and enhancements (e.g., kiosks, trees, lighting).

Table 1
Traffic Calming Strategies (continued)

TECHNIQUE	DESCRIPTION	BENEFITS
5. Chicanes	Chicanes are sidewalk extensions that jog from one side of a street to the other to replicate a circuitous route.	• Narrow, curving roads encourage motorists to drive more slowly and carefully. • An undulating path interrupts any clear view ahead and compels drivers to slow down. • Chicanes can be formed using sculpture, plantings and parking to enhance the appearance and function of a street. • Diagonal parking and parallel parking can be altered to create a chicane effect. • Chicanes are best used on narrow roads, to prevent cars from swinging out to maintain their speed around the bends.
6. Roundabouts	Roundabouts are large, raised, circular or elliptical islands at the middle of major intersections, around which all oncoming vehicles must travel in a one-way direction until reaching their destination street, where they then turn off.	• Create a "calmed," steady flow of traffic. • Reduce conflict points, which can lead to fewer accidents. • Traffic signals are not customarily required. • Streets narrow as they approach the roundabout, and crosswalks are installed on these approaches, thereby slowing oncoming vehicles and giving pedestrians a safe, obvious opportunity to cross. • Enhanced with fountains, sculpture or attractive landscaping, the island can serve as a striking gateway. • A sloping mountable curb around the perimeter of the raised island allows buses, trucks and other large vehicles to maneuver the continuous curve while still maintaining a lowered speed.
7. Traffic Circles	Traffic circles are essentially "mini-roundabouts" designed for small intersections, often used to slow traffic from a wide street into a smaller local street.	• Help to slow down traffic in neighborhoods and remind drivers that they must proceed carefully. • Help to sustain lower vehicle speeds when they're used in a series • Provide an opportunity for community activity in residential areas, where citizens can create plantings or add other enhancements.

Table 1
Traffic Calming Techniques (continued)

TECHNIQUE	DESCRIPTION	BENEFITS
8. Raised Medians	Raised medians are elevated islands parallel to traffic lanes down the middle of the street, as on a boulevard.	• Curtail vehicle space. • Provide a safe in-between refuge for pedestrians as they make their way across the street, split up a lengthy curb-to-curb distance (especially helpful for people who cannot move quickly). • Provide ideal locations for trees, flowers, sculpture and other amenities.
9. Decrease in Corner Curb Radius	The larger the radius of a curve, the faster a vehicle can move around that curve - as many pedestrian witness when, in crossing at an intersection, they are confronted by a car whizzing around the corner seemingly out of nowhere.	• Inhibit speed of turning vehicles. • Give pedestrians a better chance to see and be seen by approaching traffic. • Add sidewalk space, thereby shortening the distance to the other side of the street.
10. Diverters	These physical barriers redirect traffic heading for a certain street onto a different course, reducing vehicle overload on vulnerable (usually residential) streets overrun by through traffic looking for shortcuts.	• Diagonal Diverters traverse an entire intersection and create two unconnected streets that each turn sharply away from one another. • Semi-Diverters restrict traffic in one direction to prevent entrance to a street, while permitting traffic to pass through in the other direction. • Although they effectively reduce traffic volume, diverters must be part of a comprehensive improvement scheme or else they can end up simply displacing congestion.
11. Road Humps, Speed Tables and Cushions	These devices reduce speed by introducing modest up-and-down changes in the level of the street, thereby requiring drivers to slow down.	• Speed tables are road humps that are flat on top and sometimes slightly longer. They are the same width as the street and rise to meet the grade of the sidewalk. • Cushions cover only part of the width of the street to allow passage for emergency vehicles, buses or other large vehicles and bicycles. • Painting words and symbols directly on the street; changing the texture of the street surface; or using signage (the word "Bump" instead of "Hump" is a standard approach thought to effectively put drivers on the alert).

Table 1
Traffic Calming Techniques (continued)

TECHNIQUE	DESCRIPTION	BENEFITS
12. Rumble Strips and Other Surface Treatments	Rumble strips provide visual and aural cues to alert drivers to areas that require special care (shopping centers, freeways undergoing construction work, schools, entrances to residential neighborhoods). Materials like granite and concrete are roughened by being broken into raised lines or patterns, and placed in strips across roadways, usually in a series.	• Changes in pavement color and texture (such as bricks or Belgian blocks) used in interesting and visually attractive ways, can also have the effect of rumble strips.

Task One
Develop Priority Plan & Prepare Data Collection Plan

Priority Plan for Performing Work Efforts

As noted in the Section of this report entitled "Study Approach", our first effort concentrated on the need to develop a priority plan with the Town for conceptual design alternatives at the three locations of a) State Route 25 from New Suffolk Avenue to Wickham Avenue, b) Love Lane from Route 25 to County Road 48, and c) Old Sound Avenue from Route 25 westerly to Westphalia Avenue. Of these three locations it was determined that our focus would be aimed at the intersection of Route 25 at Love Lane/Old Sound Avenue.

Our second effort was to become familiar with the existing traffic flow and conditions at the three locations noted above. Thus, we made several personal visits to the site locations to attest to our observations of existing traffic movements at various times of the day and under different conditions.

Data Collection Plan

In order to reduce costs and to avoid "re-inventing the wheel", our discussions with the Town led to determining available data that could have already been collected by the NYSDOT, the SCDPW and the various departments of the Town of Southold.

As a result of these discussions, a list of available data that would be helpful in examining possible traffic calming strategies for consideration at various locations within the study area was prepared and submitted to the Town Engineer.

Mr. Collins, the Town Engineer, prepared letters that were sent to the NYSDOT, the SCDPW and departments within the Town to gain their help in providing this existing data. Copies of these letters are contained in the Appendix of this Preliminary Report in the section entitled "Requests for Data".

A Kick-off meeting for this project was held on May 22, 2017 at the Supervisor's Conference Room in Southold Town Hall. The Minutes of the Meeting as well as the List of Attendees are contained in the section of the Appendix entitled "Kick-off Meeting".

A summary of the data items requested from the SCDPW, NYSDOT and the Town as well as the dates the information was received are presented in three status tables identified as Table 2 (SCDPW), Table 3 (NYSDOT), and Table 4 (Town of Southold), respectively. These three tables are presented on the following pages:

Table 2
Status of Request for Data from SCDPW

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
Accident Records • CR 48 from Westphalia Avenue to Wickham Avenue	2/24/17	4/10/17 Memo from Dan Dresch	• Town to provide accident records • DEA awaiting accident records from NYSDOT also	• SCDPW advised that Town of Southold Police Department has the most complete and accurate crash data for this area.
Existing Machine Traffic Counts • CR 48 from Westphalia Avenue to Wickham Avenue	2/24/17	4/10/17 Memo from Dan Dresch	• DEA searching SCDPW website for info.	• SCDPW referred us to http://apps.suffolkcountyny.gov/drive.net/default.aspx to find available 24-hour counts and turning movement counts.
Existing Intersection Turning Movement Counts • CR 48 @ Westphalia Avenue • CR 48@ Love Lane • CR 48 @ Wickham Avenue	2/24/17	4/10/17 Memo from Dan Dresch	• DEA searching SCDPW website for info.	• SCDPW referred us to http://apps.suffolkcountyny.gov/drive.net/default.aspx to find available 24-hour counts and turning movement counts.

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
Aerial Photogrammetric Plans of Area and Intersections and Property Lines	2/24/17	4/10/17 Memo from Dan Dresch	• Town & DEA working to get license for DEA to obtain this info.	• SCDPW referred us to the County's Department of Information Technology (631-852-5071). A GIS clearing house can be utilized to obtain this information.
Aerial Photogrammetric Plans with Suffolk County Tax Map Info.	2/24/17	4/10/17 Memo from Dan Dresch	• Town & DEA working to get license for DEA to obtain this info.	• SCDPW referred us to the County's Department of Information Technology (631-852-5071). A GIS clearing house can be utilized to obtain this information.
As Built Plans • CR 48 • CR 48@ Westphalia Avenue • CR 48@ Love Lane • CR 48 @ Wickham Avenue	2/24/17	4/10/17 Memo from Dan Dresch	• Town contacted Bill Colavito, Director of Highway Design at 631-852-4112	• Town contacted Mr. Colavito for copies of available as-built plans. • DEA is reviewing the three intersections to determine if widening of side streets can be accomplished within existing R.O.W.
Planned Roadway Improvements along CR 48	2/24/17	4/10/17 Memo from Dan Dresch	None	• The only project scheduled in the next five years is the resurfacing of CR 48 between Cox Neck and Horton in late 2017 and early 2018.

Table 3
Status of Request for Data from NYSDOT

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
Accident Records • Route 25 from New Suffolk Avenue to Wickham Avenue • CR 48 from Westphalia Avenue to Wickham Avenue • Love Lane from Route 25 to CR 48 • Old Sound Avenue from Route 25 westerly to Westphalia Avenue • Westphalia Avenue from Route 25 to County Road 48 • Pike Street from Westphalia avenue to Wickham Avenue	2/24/17	3/29/17	None	• DEA to sort data by year, categorize data, and summarize in a table. • DEA to analyze accidents. • DEA to determine possible safety improvements.
Machine Traffic Counts • Route 25 from New Suffolk Avenue to Wickham Avenue • CR 48 from Westphalia Avenue	2/24/17	3/29/17	None	• Also obtained from NYSDOT on CR 48.

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
to Wickham Avenue • Love Lane from Route 25 to CR 48 • Old Sound Avenue from Route 25 westerly to Westphalia Avenue • Westphalia Avenue from Route 25 to County Road 48 • Pike Street from Westphalia avenue to Wickham Avenue				
Intersection Turning Movement Counts • Route 25 at New Suffolk Avenue • Route 25 at Love Lane/Old Sound Avenue • Route 25 at Wickham Avenue • Love Lane at Pike Street • Westphalia Avenue at Pike Street • Pike Street at Wickham Avenue • CR 48 at Westphalia	2/24/17	3/2917	• DEA is still searching for available intersection turning movement counts.	• Included Traffic Investigation Data for NYS Route 25 (Main Road) at Love Lane/Old Sound Avenue with pedestrian counts in July 2014. • Turning movement counts will be required at most intersections.

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
Avenue • CR 48 at Love Lane • CR 48 at Wickham Avenue				
Aerial Photogrammetric Plans of Area and Intersections and Property Lines	2/24/17	--	None	• Waiting for access/license from County to access aerials and tax maps.
Aerial Photogrammetric Plans with Suffolk County Tax Map Info.	2/24/17	--	None	• Waiting for access/license from County to access aerials and tax maps.
Property Tax Maps of adjacent uses 500 feet surrounding Route 25/Love Lane intersection for Round-about Study	2/24/17	--	None	• Waiting for access/license from County to access aerials and tax maps.
Planned Roadway Improvements along Route 25	2/24/17			

Table 4
Status of Request for Data from Town of Southold

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
Accidents Records • Route 25 from New Suffolk Avenue to Wickham Avenue • Love Lane from Route 25 to CR 48 • Old Sound Avenue from Route 25 westerly to Westphalia Avenue • CR 48 from Westphalia Avenue to Wickham Avenue • Westphalia Avenue from Route 25 to CR 48 • Pike Street from Westphalia Avenue to Wickham Avenue	2/24/17	3/2/17	• To be determined.	• DEA is reviewing data to see if additional info. is needed to categorize accidents. • Accident Records also obtained from NYSDOT. • DEA will summarize along with NYSDOT accident data.
Existing Machine Traffic Counts • Route 25 from New Suffolk Avenue to Wickham Avenue • Love Lane from	2/24/17	2/27/17	--	• Not available from Town. • Obtained from NYSDOT.

ITEM REQUESTED	DATE REQUESTED	DATE RECEIVED	MISSING INFORMATION	COMMENTS
Route 25 to CR 48				
Existing Intersection Turning Movement Counts • Route 25 at Westphalia Avenue • Route 25 at New Suffolk Avenue • Route 25 at Wickham Avenue	2/24/17	2/27/17	None Available	• Not available from Town. • Rt. 25 at Love Lane obtained from NYSDOT.
Aerial Photogrammetric Plans of Area and Intersections and Property Lines	2/24/17	2/27/17	• To be determined.	• GIS Sub-License Agreement for DEA completed and returned to Town and on to County. • Being processed
Aerial Photogrammetric Plans with Suffolk County Tax Map Info.	2/24/17	2/27/17	• To be determined.	• GIS Sub-License Agreement for DEA completed and returned to Town and on to County. • Being processed
As Built Plans of Route 25 from New Suffolk Avenue to Wickham Avenue	2/24/17			• Requested from NYSDOT.
Planned Roadway Improvements along Route 25	2/24/17		None	• None proposed by the Town.

Based on the examination of the data gathered from the SCDPW, the NYSDOT and the Town of Southold, a review was made to determine any gaps in the available data that could impact the completion of the remaining tasks and the compilation of a final report presenting the most appropriate and beneficial traffic calming strategies at specific locations within the study area.

The most significant need was to collect intersection turning movement counts at the key intersection of New York State Route 25 at Love Lane/Old Sound Avenue during the peak summer season of July/August 2017.

Intersection Turning Movement Counts

As a result of the Data Collection Plan noted in the last paragraph of the previous section, plans were made to collect intersection turning movement counts in July 2017.

Thus, intersection turning movement counts were collected on Wednesday, July 19, 2017 during the weekday A.M. peak hours of 7:00 to 9:00 A.M. and during the P.M. peak period of 4:00 to 6:00 P.M. Furthermore, intersection turning movement counts were collected on Saturday, July 29, 2017 from 11:00 A.M. to 2:00 P.M. These counts are contained in the section of the Appendix entitled "Intersection Turning Movement Count at NYS Route 25 at Love Lane".

Task Two
Develop Traffic Calming Strategies

Locations of Possible Traffic Calming Strategies

Table 1, Traffic Calming Techniques, that is contained in the previous section of this report entitled "Traffic Calming", presents techniques that have been successfully implemented in various locations throughout the country.

This section focuses on examining traffic calming techniques that could provide beneficial results in terms of solutions to enhance traffic safety for pedestrians, bicyclists and motorists at specific locations within the Love Lane/Mattituck Hamlet Center. Table 5, Traffic Calming Techniques for the Mattituck Hamlet Center, identifies applicable traffic calming strategies and the specific locations where the goals of slowing traffic, reducing accidents, and providing overall traffic safety improvements can be realized. Furthermore, brief discussions explaining the techniques at these locations are presented.

Location	On-Street Parking				Off-Street Parking						Additional Lanes		Signing				Pedestrian Crosswalks			Speed Control			Intersection Improvements							
	Parallel (Do Nothing Alternative)	Tandem Parallel Parking	Angle Parking	Parking Time Restriction Signs	Enhance Layout	Modify Driveway Locations	Acquire Parking	Establish Peripheral Parking Areas	Provide Van Service for Special Events	Stripe Lots	Turning Lanes	Bicycle Lanes	C.R. 48 to Shopping	C.R. 48 to Parking Lots	Pedestrian Crossings	Re-Routing Away from Downtown	Street Intersections	Mid-Block	Rectangular Rapid Flashing Beacons	Speed Bumps	Raised Pavement	Radar Signs	Traffic Signal	Tightening up Movements	Bulb-Outs & Chokers	Roundabout	One-Way Street	Mountable Concrete Curbs	Pavement Markings
Love Lane at NYS Route 25/Old Sound Avenue	✓	✓	✓	✓							✓	✓			✓		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Love Lane (Route 25 to Pike Street)		✓	✓	✓							✓				✓			✓	✓	✓	✓								✓
Old Sound Avenue (Route 25 to Westphalia Avenue)	✓	✓	✓	✓								✓			✓			✓	✓	✓	✓			✓	✓				✓
Westphalia Avenue at Old Sound Avenue															✓		✓							✓	✓		✓		✓
Westphalia Avenue (Old Sound Avenue to Pike Street)		✓	✓	✓							✓	✓			✓			✓	✓	✓	✓	✓		✓	✓				✓
Westphalia Avenue at Pike Street															✓		✓												✓
Pike Street		✓		✓							✓	✓			✓			✓	✓	✓	✓	✓							✓
Pike Street at Love Lane											✓				✓		✓							✓	✓				✓
Wickham Avenue (Route 25 to Pike Street)				✓							✓	✓			✓			✓	✓	✓	✓	✓		✓	✓				✓
Wickham Avenue at Route 25											✓				✓		✓							✓	✓				✓
Wickham Avenue at Pike Street											✓				✓		✓												✓
C.R. 48 at Westphalia Avenue											✓	✓				✓													
C.R. 48 at Love Lane											✓	✓	✓	✓		✓													
C.R. 48 at Wickham Avenue											✓	✓	✓	✓		✓													
Old Sound Avenue Parking Lot					✓	✓	✓	✓	✓	✓	✓		✓	✓															✓
Pike Street Lot (South Side)					✓		✓			✓																			✓
Bank (Pike Street, North Side)					✓					✓																			✓
Pike Street (East of Love Lane)					✓				✓	✓																			✓

Table 5
Traffic Calming Techniques in the Mattituck Hamlet Center

PARKING

The successful operation of the retail uses, restaurants, shops and businesses in downtown areas such as along Love Lane in Mattituck is dependent on the availability of parking spaces both on-street as well as in nearby parking lots. The consideration of possible Traffic Calming Strategies for both On-Street Parking and Off-Street Parking Lots are presented below:

On-Street Parking on Love Lane

Many shop owners desire that parking spaces in front of their stores be established solely for their customers. They also desire that traffic move slowly along the street past their business so motorists can see their shops and then park to visit and make purchases at their stores. These desires can often be achieved via the implementation of traffic calming strategies; however, the use of certain traffic calming strategies must be examined without sacrificing traffic safety for both pedestrians, bicyclists and motorists.

Table 5 lists various traffic calming strategies that are being considered for possible implementation in the vicinity of the Mattituck Hamlet Center. Table 5 also lists several on-street parking alternatives that could be considered along Love Lane and adjacent roadways.

The first alternative is Alternate A, the "Do-Nothing Alternative", which keeps the existing parallel parking layouts on both the east and west sides of Love Lane. The existing roadway width between curbs is 36 feet and consists of a) a 8 foot width for parallel parking on both the east and west sides, b) a 10 foot wide northbound lane, and c) a 10 foot wide southbound lane. From Route 25 to Pike Street there are a total of 25 parking spaces along the easterly curb line and the westerly curb line. This existing on-street parking layout is shown in Figure 4, Existing On-Street Parking on Love Lane. Table 6 lists each business located along the east and west sides of Love Lane.

Alternate B, the "Tandem Parallel Parking Layout" eliminates typical parallel parking by establishing two back-to-back parking spaces, one behind the other, but leaves an area where a vehicle can maneuver straight into the first upstream space or move into the space in front of the downstream space and back in to the leading parking space with all movements occurring within the parking lane. Figure 5 shows this tandem parallel parking layout versus the parallel parking layout. This alternative enhances traffic safety for motorists, bicyclists and pedestrians by essentially removing the need for motorists to backup in the travel lane in order to park parallel to the curb.

FIGURE 4
EXISTING ON-STREET PARKING
ON LOVE LANE

SCALE: 1"=50'±

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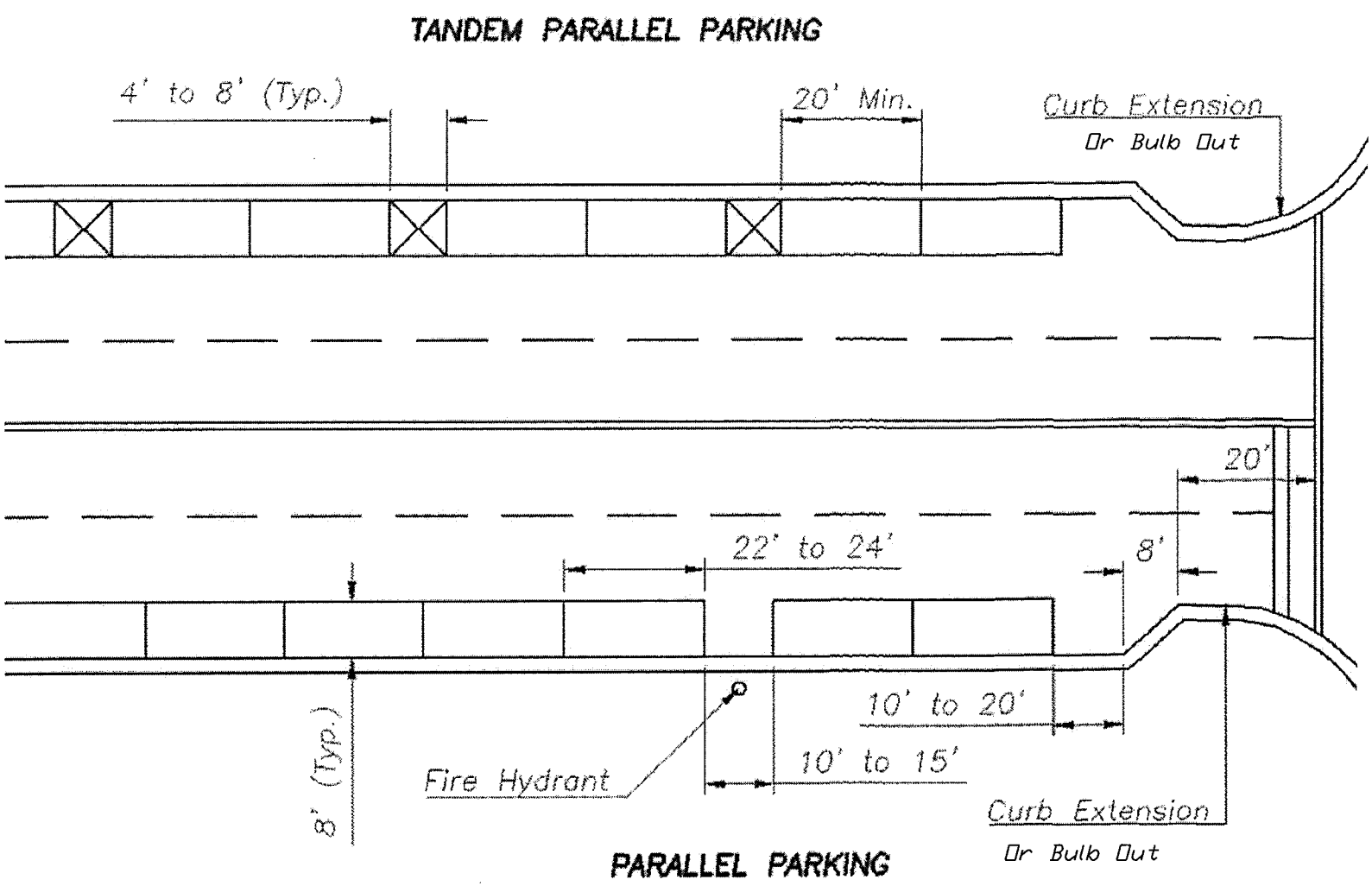

FIGURE – 5
ON–STREET PARKING
PARALLEL PARKING VS TANDEM PARALLEL PARKING

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PARALLEL PARKING STUDY MATITUCK		
DATE 09-25-17	SCALE NTS	DRA NG. FIGURE 5

Table 6
Businesses on Love Lane

Business	Love Lane Location	
	West Side	East Side
Love Lane Toys		✓
Daniel Gale/Sotheby's International Realty		✓
Cecily's Love Lane Gallery		✓
Bauer's Love Lane Shoppe		✓
Hair Cutters of Love Lane		✓
U.S. Post Office		✓
Love Lane Market		✓
Love Lane Kitchen		✓
Mint Clothing Boutiques		✓
Orlowski True Value Hardware Company		✓
Mattituck Florist	✓	
Village Cheese Shop	✓	
Love Lane Sweet Shoppe & Gifts	✓	
Ammirati's of Love Lane	✓	
Roanoke Vineyards	✓	
Altman's Needle & Fiber Arts	✓	
Capital One Bank	✓	

The implementation of the Tandem Parallel Parking layout on Love Lane between Route 25 and Pike Street would result in the loss of several on-street spaces along the east and west sides of Love Lane, but would result in a safer traffic operation along Love Lane.

Alternate C, Angle Parking (30 Degrees), removes on-street parallel parking on Love Lane and creates angle parking on either the east or west side. One potential parking layout is shown in Figure 6, which provides a total of 15 parking spaces on Love Lane, which results in a loss of 10 parking spaces when compared to the existing layout. This layout does not present any substantial advantages.

Alternate D, Conversion of Love Lane to One-Way Northbound Operation with Angle Parking combines the two traffic calming strategies of 1) angle parking, and 2) conversion from a two-way roadway to a one-way roadway. This layout consists of a northbound travel lane with angle parking on both sides of the street; however, due to the width of Love Lane, there is not sufficient roadway width to accommodate this layout.

On-Street Parking on Old Sound Avenue between Love Lane and Westphalia Avenue

Old Sound Avenue between Love Lane at Route 25 and Westphalia Avenue is a one-way westbound roadway that provides a wide travel lane with parallel parking spaces on the south side of the roadway.

Figure 7 creates a "choker" to guide vehicles into a defined travel lane and restripes the roadway to provide a narrower travel lane with parallel parking on the south side and angle parking on the north side. This modification results in additional parking spaces between Route 25 at Love Lane to Westphalia Avenue. These additional parking spaces can used by attendees for events at the Mattituck Presbyterian Church, the Episcopal Church of the Redeemer, North Fork Community Theater, and visitors to the downtown shopping area.

On-Street Parking (Westphalia Avenue, Pike Street and Wickham Avenue)

Observations on a peak Saturday revealed that the demand for parking on Westphalia Avenue was low. Also, due to Wickham Avenue being located a greater distance to the east of Love Lane, the demand for parking by those desiring to visit shops along Love Lane is considered low. Thus, based on priority parking locations, no specific traffic calming strategies are being considered at this time; however, implementing traffic calming measures should be considered as expansion of businesses occur within the Mattituck Hamlet Center over the next several years.

The presence of parking was observed on the north side of Pike Street at the LIRR station/bank lot in the northwest corner of Love Lane and Pike Street on a summer Friday night in August 2017.

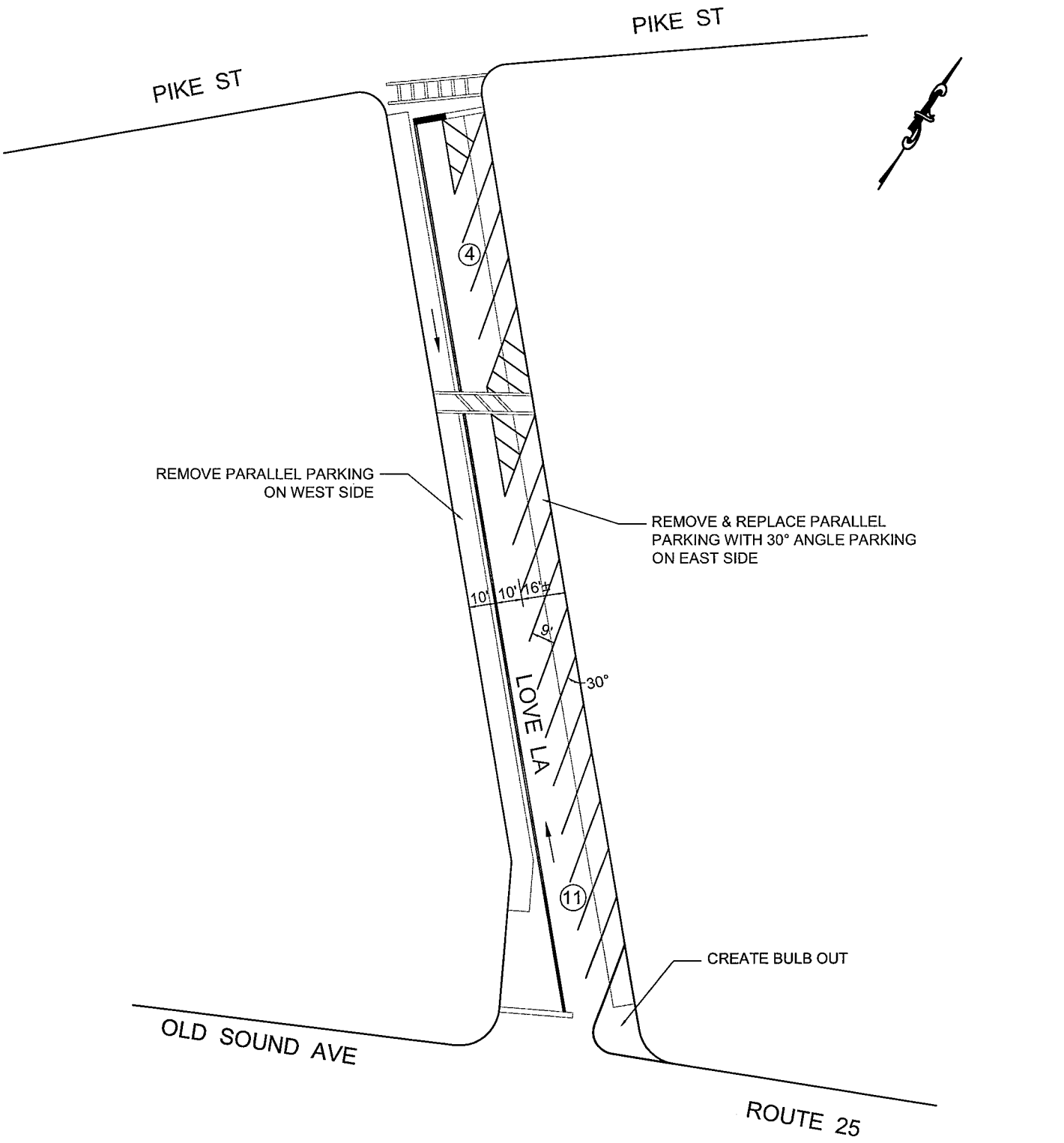

FIGURE 6
ALTERNATE C
ANGLE PARKING ON EAST SIDE OF LOVE LANE

SCALE: 1"=50'±

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FIGURE 7
OLD SOUND AVENUE BETWEEN ROUTE 25
WESTERLY TO WESTPHALIA AVENUE

SCALE: 1"=50'±

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Parking needs and implementation of traffic calming strategies due to any possible closure or sale due to relocation of Capital One Bank should be required of a developer modifying the current bank building.

East of Love Lane on the north side of Pike Street, several businesses provide off-street parking both in the front of their businesses (School of Dance and Michelle's Beauty Salon) and the rear of their businesses, (Nails by Vivian and Good Food). As businesses expand easterly along Pike Street, implementation of traffic calming strategies, on-street parking and off-street parking should be required as part of the approval process.

Off-Street Parking

A review was made of the report entitled "Mattituck Hamlet Center Parking Assessment" that was prepared in August 2015 by the Southold Town Planning Department. Figure 8 shows an aerial photo of the off-street municipal parking lots located on the north side of Old Sound Avenue between Westphalia Avenue and Love Lane. Figure 9 presents a revised parking lot layout with relocated site access driveways that yields additional parking spaces and an enhanced access plan with improved internal traffic circulation. The following additional measures should be considered to increase the number of parking spaces in the existing off-street parking lots and the addition of new parking lots:

- Acquire additional parking from commercial properties adjacent to the existing parking lots to create a downtown parking district.
- Establish peripheral parking lots outside of the Hamlet area
- Provide van service from new peripheral lots for Special Events
- Stripe the existing lots to define the parking spaces
- Consider modifying the two hour parking restriction to shorter time periods (for instance in front of Post Office) on Love Lane and within sections of the parking lots.

Creation of Additional Off-Street Parking Lots

It is recommended that the Town of Southold develop a plan to create more off-street parking lots that provide additional parking to meet the existing and future needs of employees, shoppers and visitors as well as to provide convenient, near-by and easily accessible parking.

FIGURE 8
OFF-STREET MUNICIPAL PARKING

SCALE: 1"=50'±

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FIGURE 9
REVISED PARKING LAYOUT

SCALE: 1"=50'±

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Creation of Peripheral Parking Lots for Special Events

During special events, the Town should examine the establishment of a peripheral parking lot, such as at a school with a van service to connect to and from the downtown business/retail/restaurants. This plan should be aimed at reducing the number of vehicles in the Mattituck Hamlet Center and in turn minimizing congestion on Love Lane and the adjacent streets, while at the same time providing convenient access to the stores and restaurants which will in turn enhance the economic well being of the businesses.

ADDITIONAL LANES

Turning Lanes

The highest priority locations for consideration of adding turning lanes are the intersections of County Road 48 at 1) Westphalia Avenue, and 2) Wickham Avenue. On both the north and south approaches, the addition of left turn lanes would reduce side street delays and enhance traffic flow on C.R. 48.

Bicycle Lanes

The provision of bicycle lanes should be considered for all streets in the Mattituck Hamlet Center, particularly on Westphalia Avenue, Wickham Avenue and Pike Street. Consideration of restricting bicycle riding on Love Lane during June, July and August should be reviewed.

SIGNING

Signing should be considered for 1) Destination guide signing, 2) Guidance to Parking Lots and Re-routing Traffic Away from the Mattituck Hamlet Centers to Adjacent Streets, and 3) Signing at Pedestrian Crosswalks.

Destination Guide Signing

Traffic traveling on C.R. 48 should be provided with signing on C.R. 48 that guides them to parking via the use of Westphalia Avenue and Wickham Avenue to reduce congestion on Love Lane.

- CR 48 to Shopping Areas
- Guidance to Parking Lots and Re-routing Traffic Away from the Mattituck Hamlet Center to Adjacent Streets

Signing at and in advance of pedestrian crosswalks should be provided to a) warn of a crosswalk ahead, and b) remind motorists it is a state law that motorists stop for pedestrians in crosswalks.

PEDESTRIAN CROSSWALKS

Street Intersections

Consideration should be given to mark the pedestrian crosswalk at each intersection street corner to provide uniformity.

Mid-Block Locations

Locations between blocks should be marked uniformly and signed appropriately with moveable signing provided.

Rectangular Rapid Flashing Beacons

Figure 10 shows a layout for a Rectangular Rapid Flashing Beacon. The installation of RRFBs have been shown to enhance the safety of pedestrians, particularly at mid-block pedestrian crosswalks.

SPEED CONTROL

Several strategies that have proven effective for reducing speeds in downtown areas include the use of a) speed bumps, b) raised pavement, and c) radar speed signs. Use of these three techniques should be considered in the Mattituck Hamlet Center.

Speed Bumps

Speed bumps are bumps that essentially jar the vehicle and cause motorists to slow down as they go over the bump. In some locations near a firehouse, firemen standing on the sides of the fire truck have been tossed onto the roadway as the fire truck went over the speed bump. Thus, to make sure that the safety of the responding firemen is not compromised, many areas do not use speed bumps.

Raised Pavement

In some locations, raised pavement can cause similar safety concerns as described above for speed bumps and as a result, they are not used universally as a traffic calming strategy.

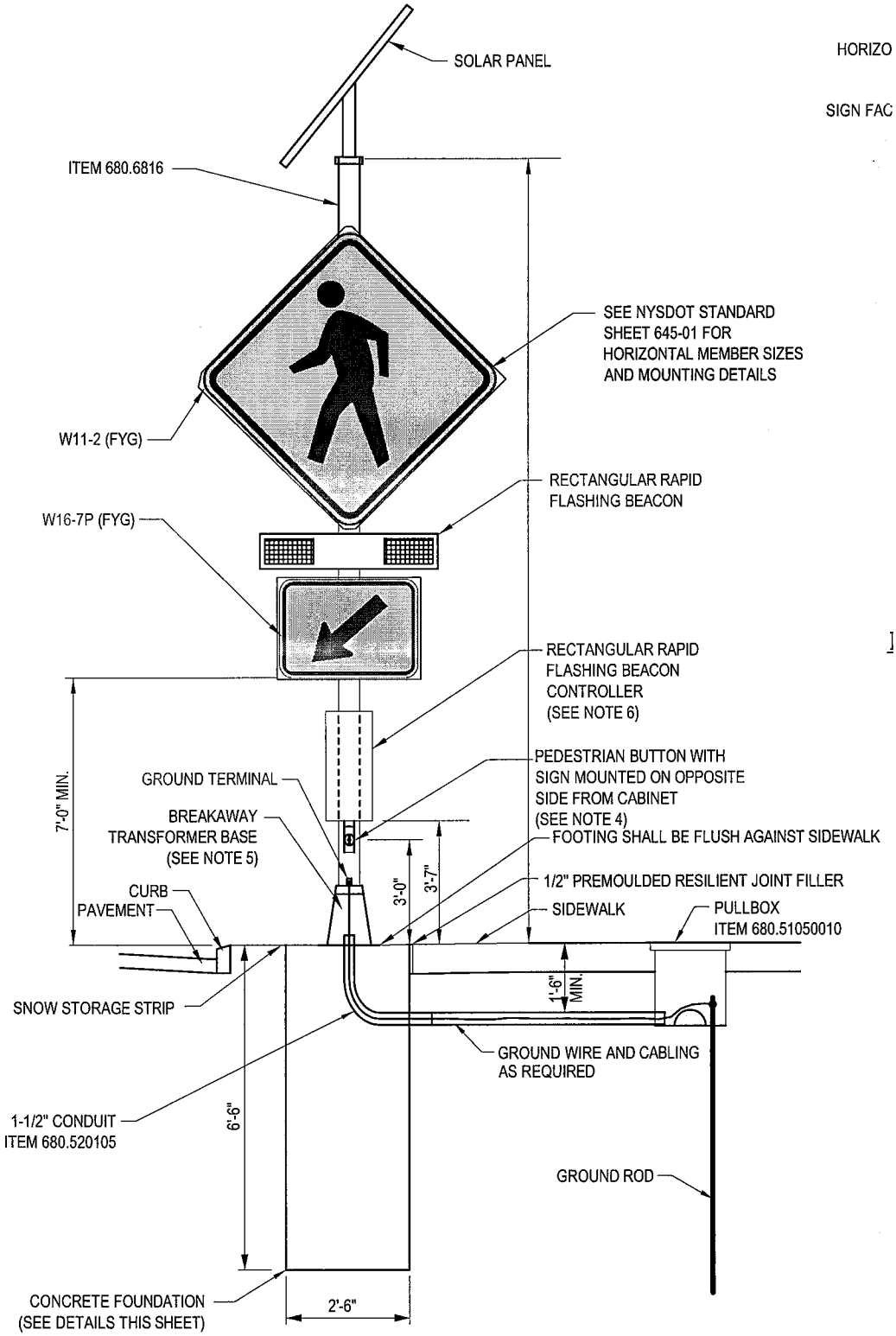

FIGURE 10
RECTANGULAR RAPID FLASHING BEACON AND SIGN ASSEMBLY DETAIL
N.T.S.

Radar Signs

Radar signs have been utilized on Long Island by police and other law enforcement agencies. These signs display the speeds vehicles are traveling along the streets so motorists can see the speed at which they are traveling and reduce this speed to conform to posted speeds.

This traffic calming strategy has proven to be effective in reducing speeds along streets. However, they are most effective along straight roads and in areas where extensive existing signs do not exist. Table 5 lists the locations in the Mattituck Hamlet Center where this traffic calming strategy could be most effective.

INTERSECTION IMPROVEMENTS

Possible intersection improvements were considered for locations within the Mattituck Hamlet Center, particularly for the key intersection of NYS Route 25 at Love Lane/Old Sound Avenue as well as on C.R. 48 at Westphalia Avenue, and C.R. 48 at Wickham Avenue.

The traffic calming strategies considered included a) the installation of a Traffic Signal, b) Tightening up Movements via bulb-outs, chokers and pavement markings, c) a roundabout with mountable concrete curbs, as well as d) possible creation of a one-way street operation along several roadways.

Traffic Signal Installation

The installation of a traffic signal along with lane layouts via pavement markings to define and tighten up the intersection was considered for the intersection of NYS Route 25 at Love Lane/Old Sound Avenue. It was noted that a traffic signal installation could initially cost approximately $80,000 and would have recurring costs for signal maintenance and electricity. However, based on examination of traffic count data, it appears that the warrants for signalization will not be met.

Tighten Up Movements

Pavement markings and sign installations would also be necessary. Tightening up vehicular and pedestrian movements would shorten the distances required to cross the legs of the intersection and would enhance the traffic safety for pedestrians, cyclists and motorists.

Bulb-Outs and Chokers

Bulb-outs could be used successfully to reduce walking distances across intersection legs and protect/reduce pedestrian accidents. Similarly, use of chokers could result in enhanced vehicular movements through the intersection. Chokers on the entrance to Old Sound Avenue could be used to align and guide traffic entering onto WB Old Sound Avenue. Furthermore, low height plants could be installed to create an aesthetically pleasing entrance to Old Sound Avenue, while not impacting sight distance.

Roundabout

A Roundabout is recommended for consideration by the Town on Route 25 at Love Lane/Old Sound Avenue with a mountable curb that would allow large vehicles to traverse the roundabout by riding over a mountable curb onto the brick paved inner circle. Pavements and raised areas would define the travel lanes and aid in guiding vehicles through the roundabout. The speed limit would be set at 25 mph that would create a safe driving speed to maneuver through the roundabout. Pedestrian crosswalks would be provided at appropriate locations to safely accommodate pedestrian movements. Figure 11 presents a sample preliminary layout of a roundabout at this location.

One-Way Streets

The possibility of establishing a one-way couple on Westphalia Avenue and Love Lane was considered; however, its initial implementation could create confusion for motorists that have been using the existing two-way traffic routes for the last few years. Furthermore, in locations where one way streets are created, business owners express concern that they could lose half of their customers that now pass directly in front of their business.

Mountable Concrete Curbs

Mountable Concrete Curbs on the roundabout would assist tractor trailers to safely travel around the roundabout by going over the mountable curb and partially traveling on the brick riding surface.

Pavement Markings

Pavement markings would be used to guide motorists entering into and out of the roundabout. They would also be able to travel through the roundabout via the guidance of the pavement markings. They also aid in the creation of bulb-outs and chokers.

FIGURE 11

CONCEPTUAL DESIGN PLAN FOR POSSIBLE ROUNDABOUT
MAIN ROAD (ROUTE 25) AT LOVE LANE/ OLD SOUND AVENUE

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Task Three
Prepare Preliminary Report

The preparation of this Preliminary Report completes the work efforts of Task 3. This report presents details on the first two tasks of :

- Task One, Develop Priority Plan and Prepare Data Collection Plan
- Task Two, Develop Traffic Calming Strategies

In the section of the report entitled "Traffic Calming", successful traffic calming strategies that have been implemented throughout the United States are presented in Table 1. It lists the beneficial results that can be expected to be achieved.

In Task Two, Develop Traffic Calming Strategies, Table 5 lists the key locations within the Mattituck Hamlet Center and the possible traffic calming strategies that should be considered for implementation by the Town, SCDPW and NYSDOT.

It is recommended that this report be distributed to the Steering Committee for review and comment. Then a meeting of the Steering Committee should be held to discuss Table 5 and to determine the particular traffic calming strategies that should be progressed. Once these strategies are determined, two tables shall be prepared that classify the traffic calming strategies by a) timeframe to implement, and b) cost of implementation. Furthermore, detailed Conceptual Plans shall be prepared.

Once these efforts are achieved, Task Four, Identify Next Steps Required to Complete the Analysis of Each Conceptual Design Plan, and Task Five, Prepare Final Report shall be prepared.

Then, plans should be presented at a meeting with the Mattituck-Laurel Civic Association and community members to gain their input and support.