

2. THE FUTURE OF THE HAMLET CENTER

2.1 TRANSPORTATION FRAMEWORK

Transportation management in the Town of Southampton is a critical issue, not only for moving vehicular traffic town-wide, but also for maintaining the quality of life in the downtown hamlet centers. There are several transportation initiatives currently underway, including Sustainable East End Development Strategies (SEEDS) which is examining regional transportation issues on the east end of Long Island, and the Southampton Intermodal Transportation Study (SITS), which more closely examines traffic problems within the town.

There are numerous recommendations contained in the SITS that specifically address Water Mill. Most of the recommendations contained in SITS, and in the June 19, 2002 Report of the Land Committee regarding Water Mill, have already been incorporated into this hamlet study. There is no single solution to alleviating traffic in the town or in the downtown Water Mill hamlet center. It is not the goal of this or any hamlet study to address regional traffic issues. A comprehensive town-wide transportation effort is needed to address traffic congestion. The recommendations listed below provide alternatives, in addition to those provided in SITS, by the Land Committee, and the June 1998 Water Mill Transportation Study that should be

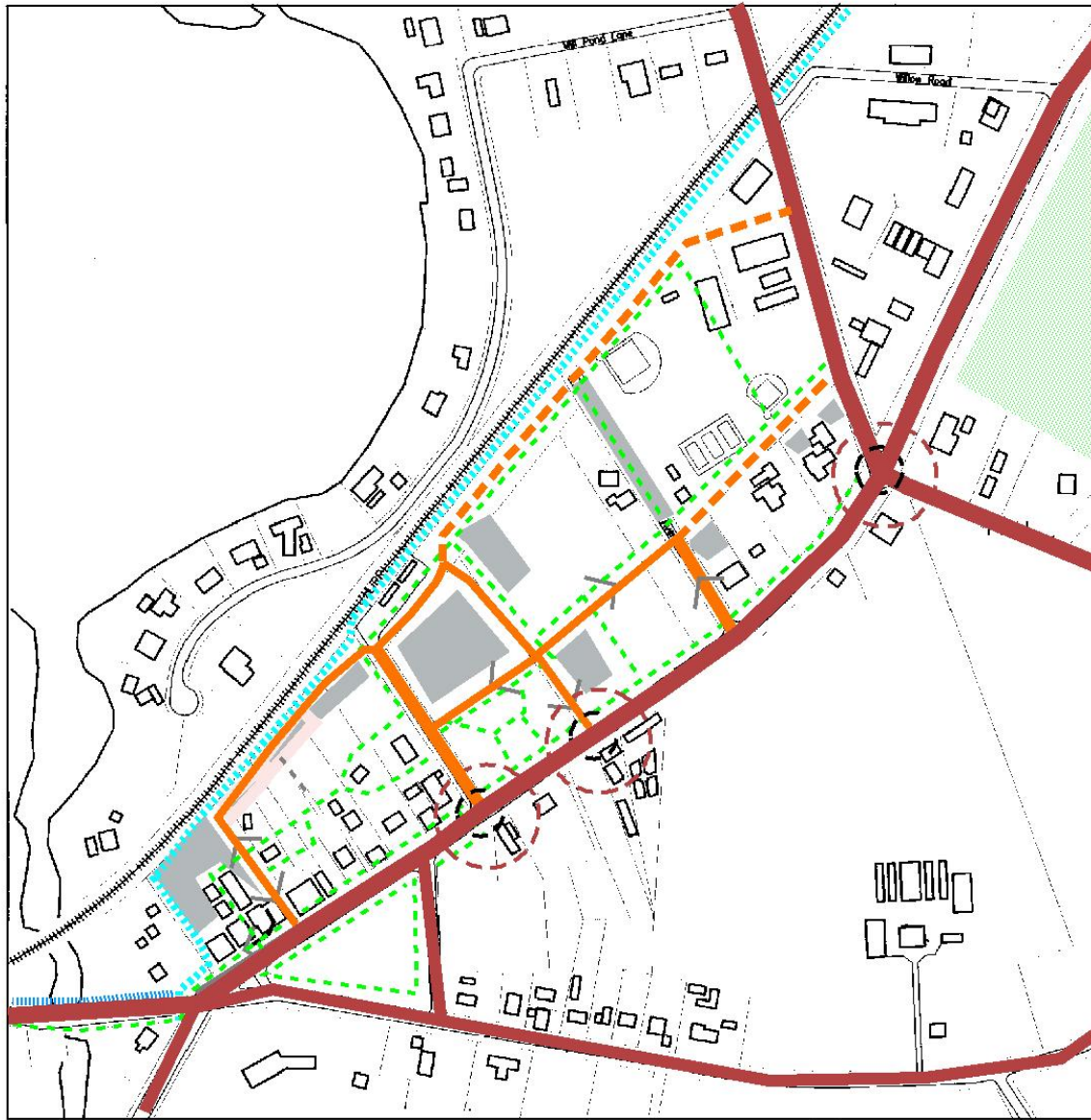
considered to help alleviate traffic conditions in Water Mill's hamlet center.

Transportation objectives for the center, developed in response to the above comprehensive plan update input and community and town concerns, include the following:






- create traffic-signalized intersections along Montauk Highway leading into and out of heavily used sites or explore alternative entry/ egress improvements
- alleviate parking pressure and circulation congestion in post office/ Water Mill Square area
- allow for cross-access and shared parking between adjacent parcels where possible.
- reduce turning movements from Montauk Highway through alternative entry/ egress from Deerfield Road
- ensure that any secondary access improvements eliminate potential for 'bypass' to Old Mill Road.

There are a number of transportation options that can meet these objectives to a greater or lesser degree. These options were evaluated with respect to potential future uses, as described in the following section. The resulting transportation framework builds on the final results of the 1998 Transportation Analysis described in section 1.3 of this report. This analysis was prepared by L. K. McLean Associates (also a consultant on this plan). It laid the groundwork for a number of elements illustrated in the following framework plan:

- creation of secondary accessways within the hamlet center, using easements granted by adjacent landowners. One such accessway would connect Deerfield Road to Station Road parallel to Montauk Highway. A second accessway would connect Station Road parallel to the rail tracks to the northern edge of Water Mill Square.
- perpendicular entries/ exits back to Montauk Highway occur at four main locations (traffic signals subject to continuing study and exploration of alternative entry/ egress improvements):
 - at Water Mill Square (no traffic signalization is possible, but exiting would be restricted to right turn out only);
 - at a one way pair consisting of Station Road (traffic in) and the new road immediately to the east (traffic out), served by synchronized traffic lights to operate as a pair, allowing simultaneous in/ out left turns ;
 - at Nowedonah Avenue, a minor one-way entry not served by a traffic light;
- and at Deerfield Road, a major north/ south arterial that serves as the eastern boundary of the hamlet center—also proposed as a major traffic light intersection.
- as bicycle travel on Montauk Highway in Water Mill’s commercial district can be hazardous, installation of bike route signs directing bikes to use Halsey Lane to Rose Hill Road as a bypass of the commercial district, provided that adequate pavement width (24’ minimum) exists along that route.
- approach to Water Mill Post Office to consider a “rear entrance” for patrons to reduce the on-street traffic friction along Montauk Highway.
- new parking located adjacent to proposed development sites: at Water Mill Village and adjacent to new accessway west of Station Road.



Proposed Transportation Framework

-  Traffic Signalization or Alternative Entry/ Egress
-  Internal Circulation: Cross Access Easements
-  Optional Routes
-  Public Road
-  Parking
-  Pedestrian Walkway
-  Bikeway

WATER MILL HAMLET CENTER SOUTHAMPTON NY

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