

Chapter 9

TRANSPORTATION

(Penultimate Draft)

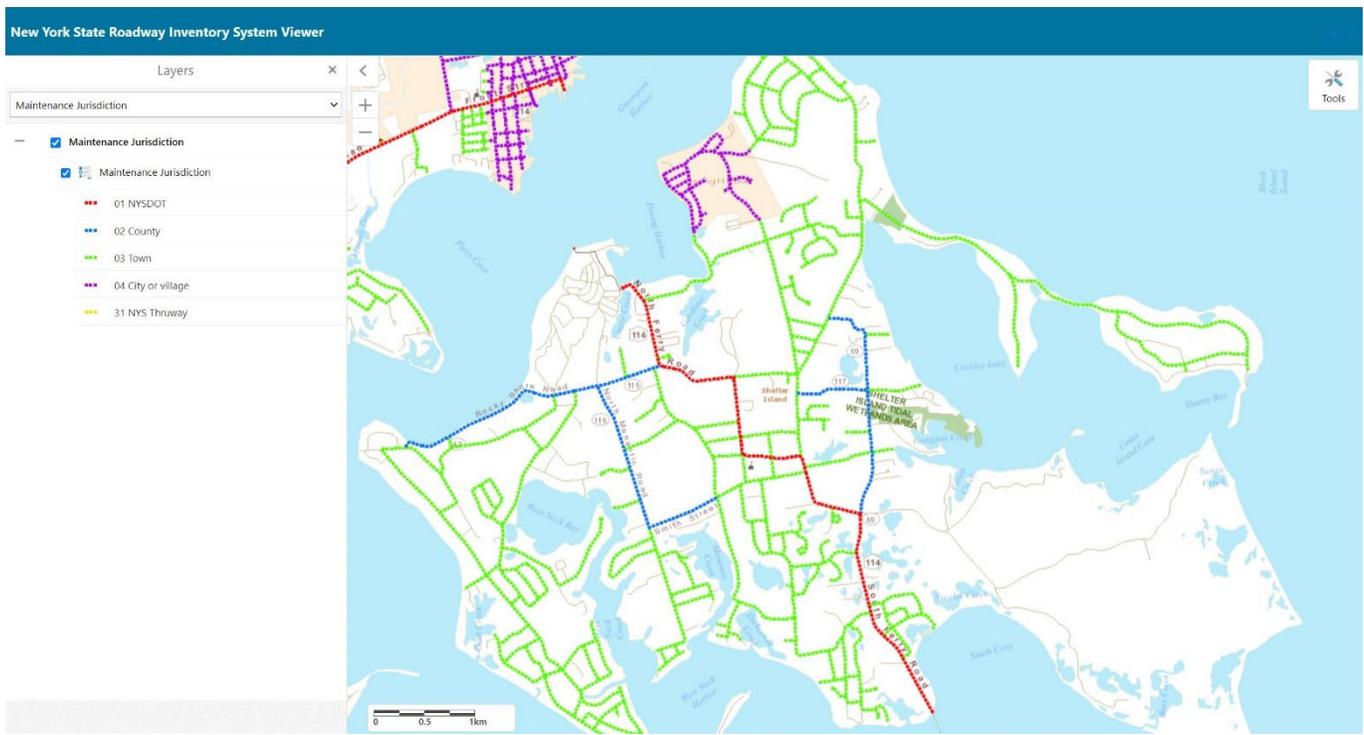
INFRASTRUCTURE: ROADS, SIDEWALKS, WALKING PATHS, BICYCLE FACILITIES, AND BOAT LANDINGS

ROADS

According to the Town Highway Department, Shelter Island has 59.3 miles of road,



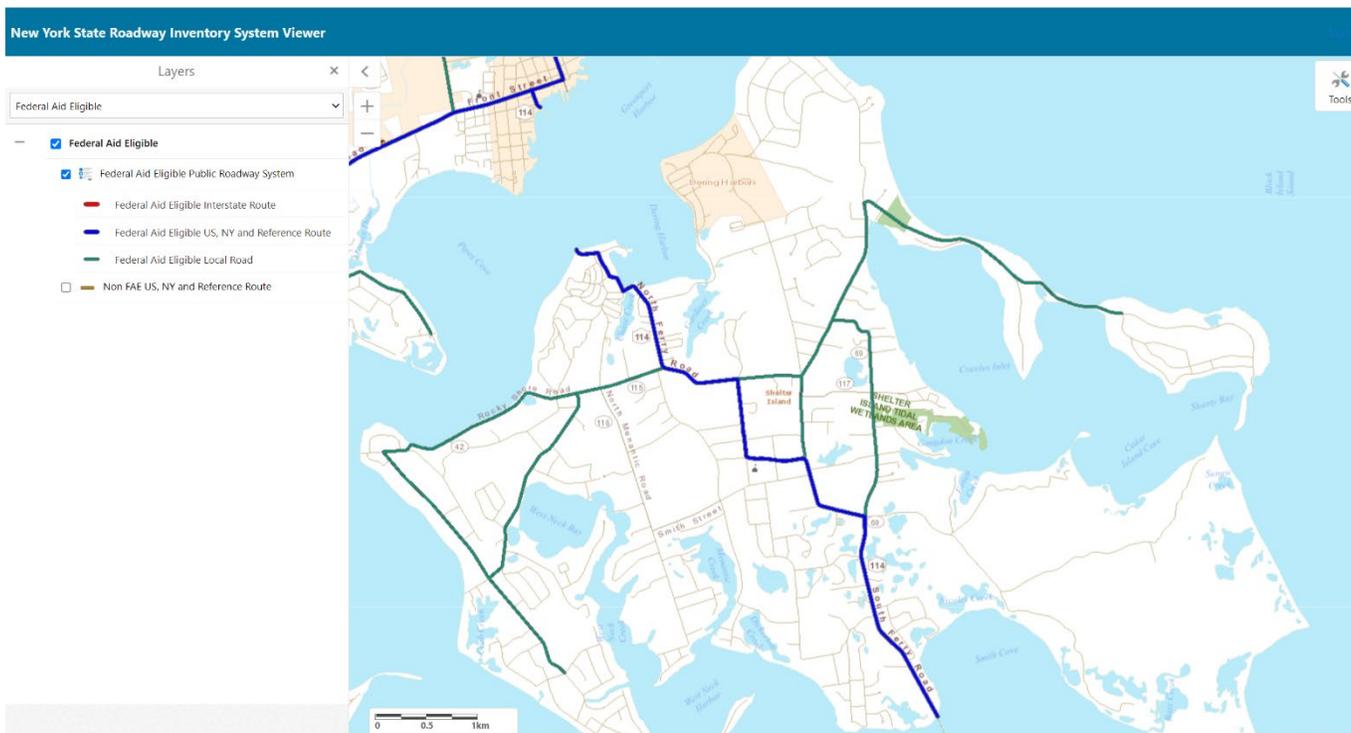
owned and maintained as follows: 49.5 miles are Town or privately owned, 5 miles are County, and 4.8 miles are NY State owned roads. The map below illustrates these miles. The Village of Dering Harbor owns and maintains approximately 3 miles of village roadway.



Source: gis.dot.ny.gov/html5viewer/?viewer=risviewer

Shelter Island’s one New York State Road, Route 114, is also designated as New York State Bicycle Route 114. It runs from the North Ferry to the South Ferry and includes the ferry routes themselves. A portion of Route 114 is owned by the Shelter Island Heights Property Owners Corporation with an easement for the state. The island has five designated Suffolk County Roads.

Several roads, as shown on the map below, are “federal-aid eligible roads.” Federal-aid highway funding is planned and distributed based on a multi-year plan, the Transportation Improvement Plan (TIP), which is created by the New York Metropolitan Transportation Council.



Source: gis.dot.ny.gov/html5viewer/?viewer=rsvviewer

Road Maintenance:

The Shelter Island Highway Department is responsible for day-to-day road maintenance, including patching potholes; street sweeping and clearing of roadsides, catch basins and sumps; repairing curbs and sidewalks; and winter snow plowing, sanding and de-icing. The Shelter Island Heights Property Owners Corporation and the Village of Dering Harbor are responsible for the maintenance of their own roads.

In 2019, the town Engineer initiated a program to assess Town-owned roads with help from summer engineering interns and the Cornell Local Roads Program. CLRP provides training, technical assistance and information to municipal agencies responsible for the maintenance, construction and management of local highways and bridges in New York State. The resulting town-wide study evaluated the condition of all town-owned roads on a scale of 0 to 100. Overall, the Island's roads were rated at 74, an improvement over a rating of 63 made in 2015. This improvement was credited to a steady pace of repair over the prior five years, including a 2020 repair budget of \$307,000. However, the study found that 23 town-owned roads, amounting to 7.2 miles, have deteriorated to the point that they will need to be completely reconstructed.

The Shelter Island Heights Property Owners Corporation also relies on the Cornell Local Roads Program to help prioritize annual repaving work on its network of private roads

while private contractors are hired to do paving and repairs.

The Town has access to the NYS Consolidated Local Street and Highway Improvement Program (CHIPS), established by the NYS Legislature in 1981. The funding is based on lane miles and is collected as part of the gasoline tax. As much as \$.68 per gallon is collected and redistributed. The funding allowance for Shelter Island in 2022 was \$174,000.

Given the inconsistent funding stream for paving projects and the perceived lack of public support for increasing the \$132,000 budget line for paving which has been held steady at least since the 2020 budget, it has been difficult to fix a plan for road re-surfacing. In addition, the argument for prioritizing road resurfacing has rested on the fact that if roads are left too long, they require a rebuild from the substrate up. Notable, this has not been the case on Shelter Island where resurfacing, not rebuilding, is the historically accepted route.

Roads & Flooding:

According to the Draft *2020 Suffolk County Hazard Mitigation Plan*, numerous roads on Shelter Island are vulnerable to flooding (see list below.) Identifying these vulnerable areas is key as climate change is likely to increase the frequency and severity of flooding both from sea level rise and increased intensity of precipitation events. The impact of extreme tides and long-term sea level rise was identified in the town's Emergency Management Plan and is an ongoing project of the Town and the ferry companies. Bulkheads were raised 12 inches at South Ferry, and plans have been made to increase the length of platforms from 24 feet to 30 feet to improve vehicular access to and from the ferries. Improvements are under way at the North Ferry and include extending and raising ramps.

Flooding and even ordinary storm water can negatively impact the waters in and around Shelter Island. EPA and DEC initiatives designed to curtail runoff into our surface waters include the following: Municipal Separate Storm Sewer Systems (MS4), Storm Water Management Program (SWMP), and Storm Water Pollution Prevention Plans (SWPPP). These efforts are crucial if pollutants are to be reduced and the aquifer recharged. According to the NYS DEC website, Fresh Pond is an impaired water body due to excess phosphates and Dering Harbor is an impaired waterbody due to excessive pathogens. In 2022, the Town and the Fresh Pond Homeowners Association were working towards a solution to the Fresh Pond degradation. Dering Harbor's issues, as of 2022, were not being specifically addressed but discussions were underway which may include an upgrade to

the Heights sewage treatment plant and/or better treatment of the effluent generated by the businesses on Bridge Street.

Coastal Flooding Exposure	Rainfall Flooding Exposure
<ul style="list-style-type: none"> • North Ferry Terminal • South Ferry Terminal • Bridge Street • West Neck Road @ Terry Drive • Ram Island Rd @ Sheep Pasture & Gardiners Bay Drive • 1st Causeway • 2nd Causeway • End of Congdon Road • Westmoreland Drive • Midway Road near Dickerson Creek • Menantic Road @ Montclair Avenue • All of Silver Beach (high water table) • Shore Road • Winthrop Road @ Cobbetts Lane • Third Bridge 	<ul style="list-style-type: none"> • Clark Place (area) • Valley Road • Linda Road • Osprey Road • Smith Street from Midway to Rte 114 • Midway Road @ Jaspa • West Neck Road @ Nostrand Parkway and again in the Hilo Shores area • Emerson Lane @ the dead end • Hay Beach (area) • Big Ram (area) • North 114 meets South 114 near the medical center • Menantic Road from Smith Street to Bowditch Road • Congdon Road between Rte 114 and Cartwright has been closed 2x due to flooding since 2000

SIDEWALKS

Most areas of Shelter Island are rural in character, with no sidewalks in residential areas. Roads often have small shoulders, with approximately ten feet of Town owned right of way extending on either side of the roadway. This shoulder is typically grassy and maintained by the Town Highway Department. In some cases, vegetation extends almost to the roadway edge obstructing passage by pedestrians and, in some cases, a safe line-of-sight for vehicles and pedestrians alike. Sidewalks are present in the following locations:

Town Center

- North Ferry Road from just north of East/West Thomas Street to about 500 feet east of the roundabout
- The west side of School Street adjacent to the school

Shelter Island Heights

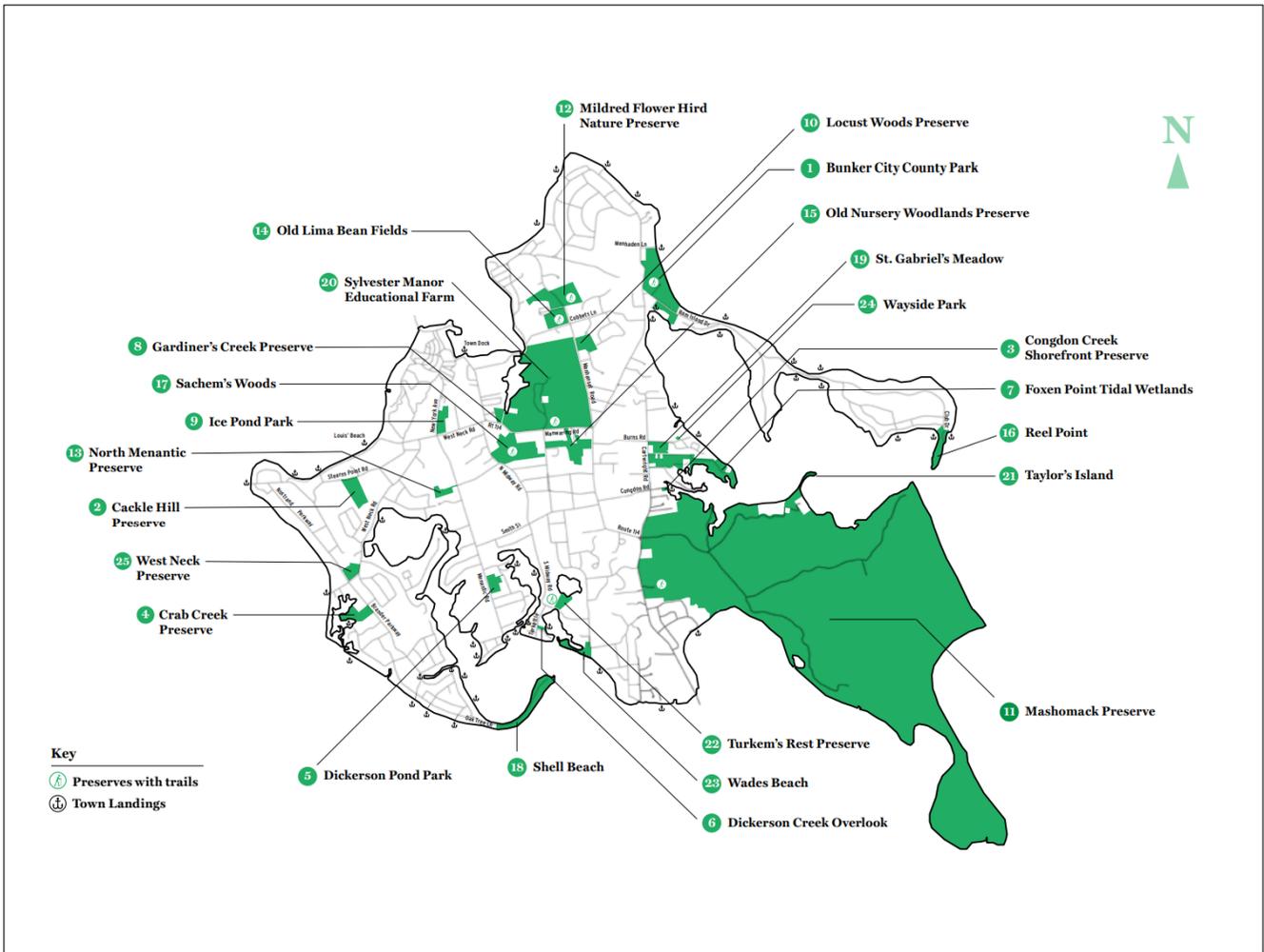
- Summerfield Place
- Grand Avenue from Bay Ave. to Prospect Ave.
- Chase Avenue
- Bridge Street
- Prospect Avenue from about Spring Garden Avenue to Wesley Avenue
- Auburn Avenue adjacent to Shelter Island Hardware. Auburn Ave/Sylvan Place adjacent to the Post Office

WALKING PATHS

There are a number of walking paths and trails in the Mashomack Preserve, ranging from 1.5 miles to 11 miles, which are very popular. There is also a one-mile wheelchair accessible trail at Mashomack. Sylvester Manor is open from April through October for walking on three trails: the Woodland Walk, the Creekside Loop and the Farm Walk. Five of the Town preserves have walking trails: Bunker Hill County Park, Mildred Flower Hird Nature Preserve, Old Lima Bean Fields, Sachem's Woods, and Turkem's Rest Preserve. In addition, people walk on sidewalks in Shelter Island Heights and the Center, or along road shoulders.

Trails are built and maintained with the cooperation between the Town Highway Department, the Shelter Island Trail Club, and the Community Preservation Fund which holds regular trail clean ups and was involved in the preparation of the 2020-2021 Open Space & Preserved Lands Map. In addition, in 2019 they held trail cleanups on seven dates from April to June.

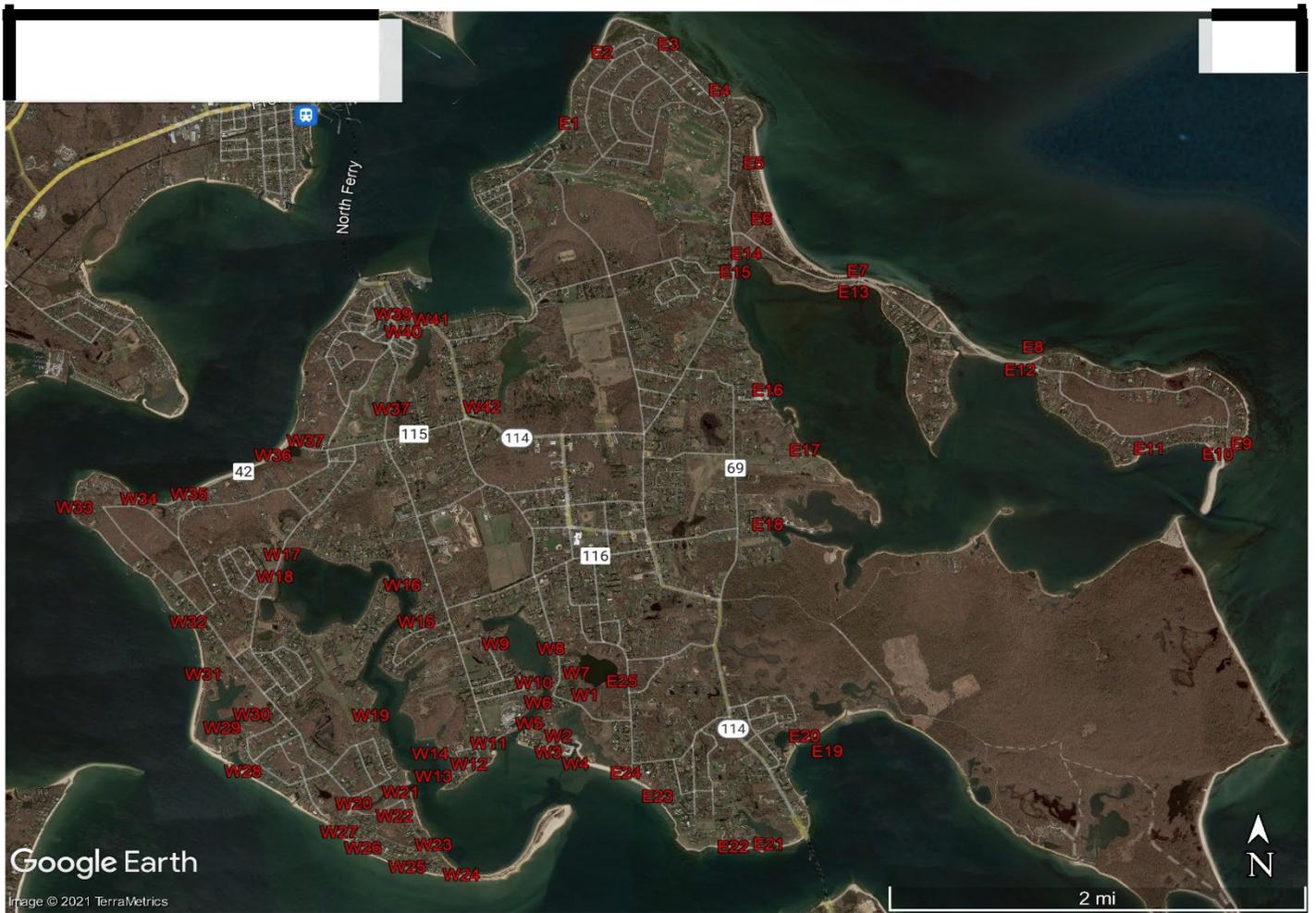
The official Town of Shelter Island Map of Preserved Lands is below. In addition to adding more conserved properties every year, many of these properties are in the process of adding trails and paths, courtesy of the very capable and dedicated volunteers on the Community Preservation Fund Committee.



Source: shelterislandtown.us

BOAT LANDINGS AND SHORELINE ACCESS POINTS

Shelter Island has dozens of boat landings but it is the landings at the North and South Ferries that are arguably the most significant for the Island way of life. The Shoreline Access Committee, an ad hoc Town committee formed in 2021 to survey the Town’s landings and shoreline access points, issued its report to the Town Board in the spring of 2022. The committee identified 70 Town-owned shore points including: 8 beaches, 14 ramps where boats can be launched, and 46 landings. These numbers, of course, will change over time when new waterfront lands are acquired by the Town.



Shoreline Access Points

The Town has issued approximately 800 mooring permits and recognizes the possibility of limiting future mooring permits in order to maintain safe navigation and keep open water for recreational use. Mooring permits are limited to town residents and commercial marinas and some areas have waiting lists. Non-residents can obtain moorings through the commercial marinas. Waterfront landowners are allowed one riparian mooring.

Town-owned docks at Congdon’s Creek and Dering Harbor are regulated according to the Dock Law. This law, Chapter 53, regulates commercial and private docks as well as Town-owned docks and underwater lands. The law requires an annual permit from the Town Clerk and describes allowable uses, seasons and other issues regarding the town facilities. For commercial and private docks, the law regulates design and construction and establishes a review and permitting procedure. Design standards control the length, width and depth of docks.

BIKE FACILITIES



1Bicycle at the Beach. Source: Girl in the Yellow Taxi

Shelter Island is a popular destination for recreational cycling. New York Route 114 is designated, and posted as such by the state, as New York State *Bicycle Route* 114. It runs north to south on and off the island connecting Greenport to East Hampton for a total distance of 15.35 miles. There are no dedicated bicycle lanes or shared-use trails on the Island, which results in the need for bicyclists and motor vehicles to “share the road.” Bicycles are not permitted on

the trails in Town preserves, Sylvester Manor Trails, or on the Mashomack trails. There is a bicycle rental business in the Bridge Street area.

MODES OF TRANSPORTATION



A North Ferry Boat at rest

THE (ICONIC) SHELTER ISLAND FERRIES

Shelter Island is served by two independent ferry companies. North Ferry Company is a wholly owned subsidiary of the Shelter Island Heights Property Owners' Corporation. South Ferry is a privately-owned company. An ad hoc town committee, the Ferry Study Group, assists in reviewing ferry services, and in 2019 was involved in establishing 5AM service on the North Ferry to enable better connections to train and bus service in Greenport.

North Ferry operates boats between Shelter Island and Greenport continuously between 5:00 a.m. and midnight, seven days per week, 365 days per year. In addition, the ferry provides an average of twenty-two after-hour emergency trips per year. Volume statistics for 2021, as reported by North Ferry, were:

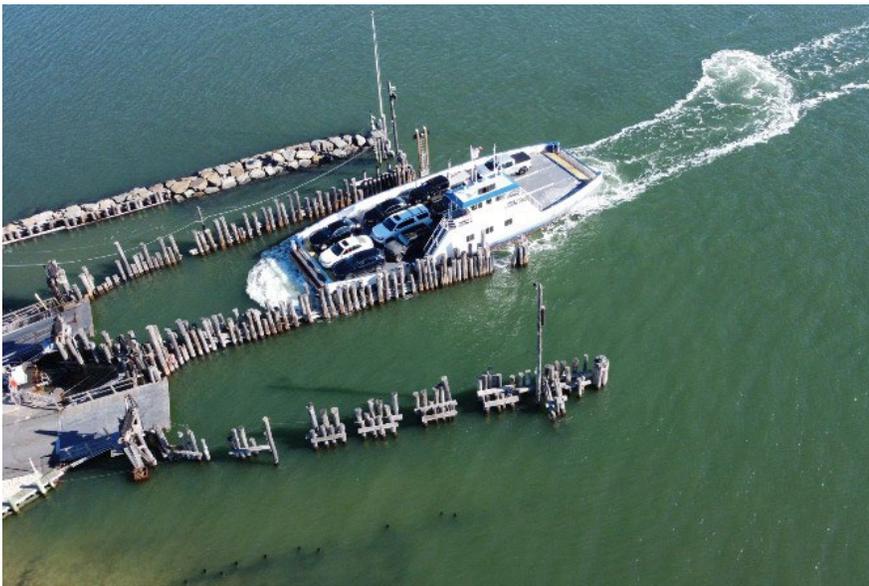
- 1,294,500 passengers (down from 1,451,000 in pre-pandemic 2019)
- 823,869 cars (driver and passengers included above in passengers)
- 53,719 trucks (driver and passengers included above in passengers)

The trip is approximately .9 nautical miles and takes about fifteen minutes. Boats generally arrive for unloading and loading 15-20 minutes apart depending on the time of day and demand, at three active docking areas on the Shelter Island side and two on the Greenport side. The company operates four relatively new ferry boats, with capacity for 25 cars each.

Greenport vehicles and passengers board at the terminal at the Greenport multi-modal transportation hub, where the company leases the land from the Long Island Railroad. The Ferry is accessed by roadways owned by the Village of Greenport and New York State. Ferry access from Shelter Island is on roads owned by the Shelter Island Heights Property Owners Corporation, North Ferry's parent company.

The ferries are capable of operating during high winds, including hurricanes. However, extreme high and low tides may interrupt ferry service when the tide exceeds the vertical range of the ramps. Due to sea level rise, minor flooding has become more frequent, and North Ferry has raised one of the landing areas in Greenport, as well as extended the length of the ramp. This redesign will be replicated on three more slips at both ports in the coming years.

North Ferry is one of the largest employers on Shelter Island with approximately fifty employees, including thirty-two regular captains that not only operate the vessels but also rotate deckhand duties, five staff in the office and three engineers. North Ferry also has several pursers who do not operate vessels as well as seasonal and casual (fill in) staff.



South Ferry (Source: Chris Tehan)

South Ferry operates boats between Shelter Island and North Haven Village in Southampton Township. A single crossing takes approximately 5 minutes with boats departing every 10 - 12 minutes. The first boat from Shelter Island departs daily at 5:40 a.m. The last boat departs North Haven at 11:50 p.m., year-round. The last boat service is extended to 1:50 a.m. on Fridays and Saturdays from Labor Day until the 3rd weekend in

June. This extended service to 1:50 a.m. is offered daily from the third Friday in June through the Sunday of Labor Day weekend.

Ownership of the South Ferry by the Clark family dates back to the early 1700s when a rowboat was used to transport people and cargo to and from Shelter Island. Unlike North Ferry, South Ferry owns the landings on both sides of the channel. The west slips at both terminals are on South Ferry land while the east slips are in the Route 114 right-of-way.

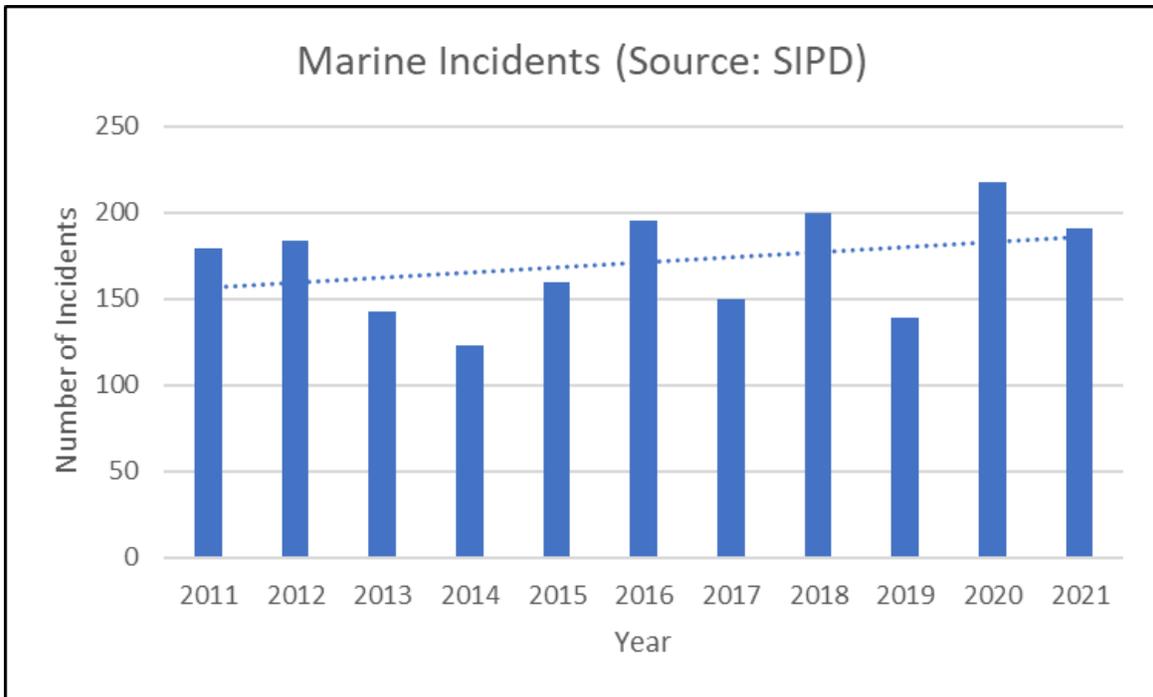
Due to rising tides, the Company has begun building replacement bulkheads and docks at least a foot higher than previously and plans to extend the existing ramps six feet in anticipation of continued tide increases.

South Ferry regularly operates four boats during the summer season with a fifth on standby. Since 1997, the Company has built four 101' steel vessels which carry up to 15 cars and can accommodate any size truck that is legal on the roads. Prior to 1997, the last boat the Clark's built was a 65 foot-wooden vessel in 1926 capable of just six cars and no large trucks. From 1960 until 2002 the Company used old, refurbished, high maintenance smaller boats until revenues allowed the construction of the state-of-the-art new vessels.

The current fleet has improved carrying capacity and is capable of operating in extremely high winds as demonstrated during Hurricane Sandy in 2012. With the winds at a steady 93 miles per hour South Ferry, in coordination with Shelter Island and Sag Harbor Emergency Services, transported a woman with a life-threatening event across the channel to a waiting ambulance. There have been interruptions and delays due to storms and ice, but in more than 70 years there has not been a day when South Ferry failed to operate

RECREATIONAL/COMMERCIAL WATERWAYS TRAFFIC

Shelter Island waterways are frequented by recreational boaters/sailors, commercial fisherman and recreational fisherman, water taxis, launches, charter boats, and paddlers of all stripes. Each of these users are an integral part of Shelter Island's economy and identity. The Bay Constables, responsible for keeping our waterways safe, report the following combined calls for the period 2011 – 2021. While the graph below shows written/documented calls, the Bay Constables provide many other services that frequently go undocumented during daily operations according to Police Chief Read.



Source: Shelter Island Police Department

The trends observed by the Bay Constables and reported to the Waterways Management Advisory Committee in the fall of 2021 are notable for their possible long-term impact on the quality of island life:

- Increasing numbers of day charter boats hailing from Sag Harbor and elsewhere are making day trips to Coecles Harbor, West Neck and Crescent Beach
- An increase in for-hire water sports in Smith’s Cove and off Crescent Beach adding to waterways congestion
- Increased usage of the Coecles Harbor and West Neck anchorages
- Larger vessels with greater horsepower using inside waters which can mean higher speeds and larger wakes
- Increased Jet Ski traffic

TAXI AND RIDE SHARING SERVICES

There is one company providing taxi service on Shelter Island as of June 2022. Off-island limousine services also provide options for Islanders for off-Island transportation needs. In addition, there are residents who do offer taxi-like service locally and to the airports or Riverhead.

PUBLIC TRANSPORTATION

While there is no public or private sector bus or rail transportation on the Island, the Town’s Senior Services Department operates a handicapped accessible bus to

transport seniors to various locations on the Island. Volunteer drivers also transport seniors to and from medical facilities and doctor's offices on and off-island.

Off-island, the North Ferry connects to a multi-modal station in Greenport with access to the Long Island Rail station, Hampton Jitney motor coach, and Suffolk County S92 Bus Line. At the South Ferry, the North Haven terminus is a stop on the Suffolk County Bus 10A route.

AIR AND SEAPLANE ACCESS

Though not heavily used, the island accommodates small aircraft at the town-owned Klenawicus Airfield, a 1700-foot grass landing strip. The field was acquired by the town in 2010 and is maintained by the Shelter Island Pilots' Association.

Shoreline Aviation, Tailwind, and Blade provide seaplane service to Shelter Island from Manhattan. Thus far, seaplanes have arrived at and departed from Crescent Beach. Recent restrictions on seaplane access in the Town of East Hampton have reportedly resulted in increased arrivals of seaplanes on Shelter Island, with passengers calling a taxi to complete their journey across the South Ferry to the Hamptons.

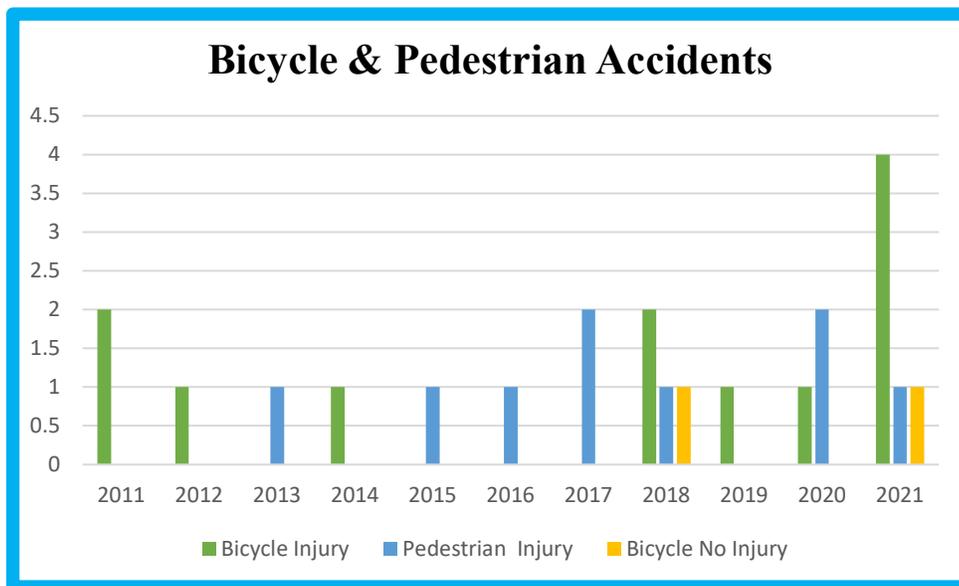
TRUCK ACCESS/DELIVERY SERVICES

All goods and many services must be transported by way of the North or South ferries. Both ferry companies operate multiple boats capable of accommodating the size and payload of the largest over-the-road trucks. As trucks exit the North Ferry boats onto Route 114, they encounter narrow residential streets and a difficult left turn from Grand Avenue as 114 makes a 90-degree bend onto Chase Avenue. New York Avenue has also been identified as problematic for truck access and, as such, is prohibited for use by vehicles with a registered gross vehicle weight over 24,000 lbs. The access from South Ferry is more direct. Route 114 is less congested in the southern part of the Island.

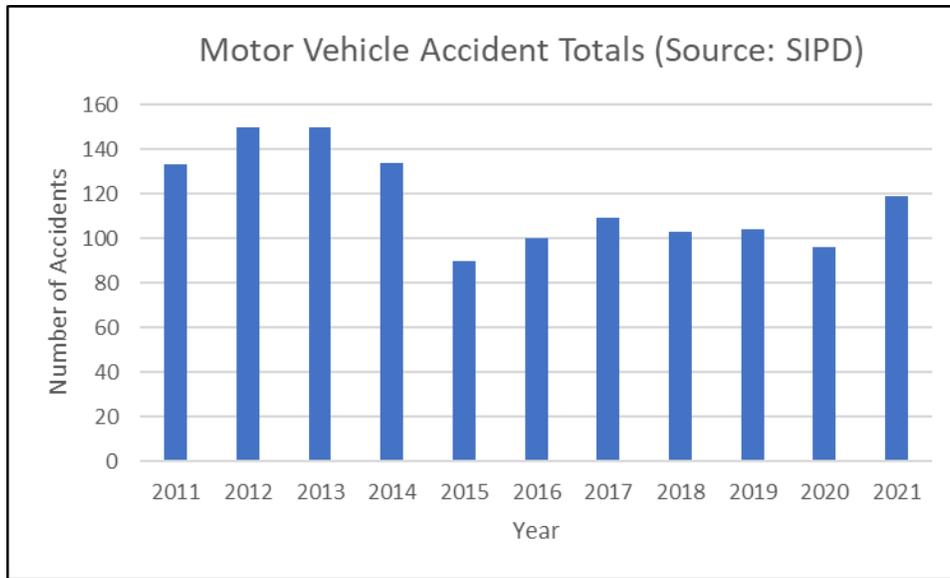
TRAFFIC DATA

MOTOR VEHICLE CRASHES

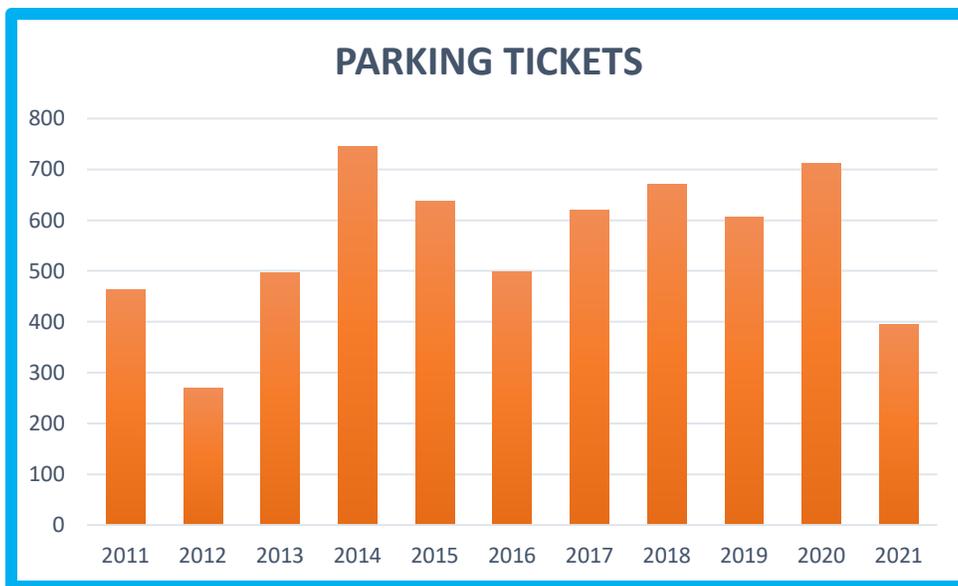
Although the numbers are low overall, the Shelter Island Police Department data for bicycle and pedestrian accidents involving injury show that there have been more accidents, on average, since 2016.



Motor Vehicle Accident (MVA) data compiled by the Shelter Island Police Department shows an average of 117 crashes per year between 2011 and 2021. In addition, there have been an average of 29.4 deer-related crashes over the same time period demonstrating that 25% of total crashes are deer related.



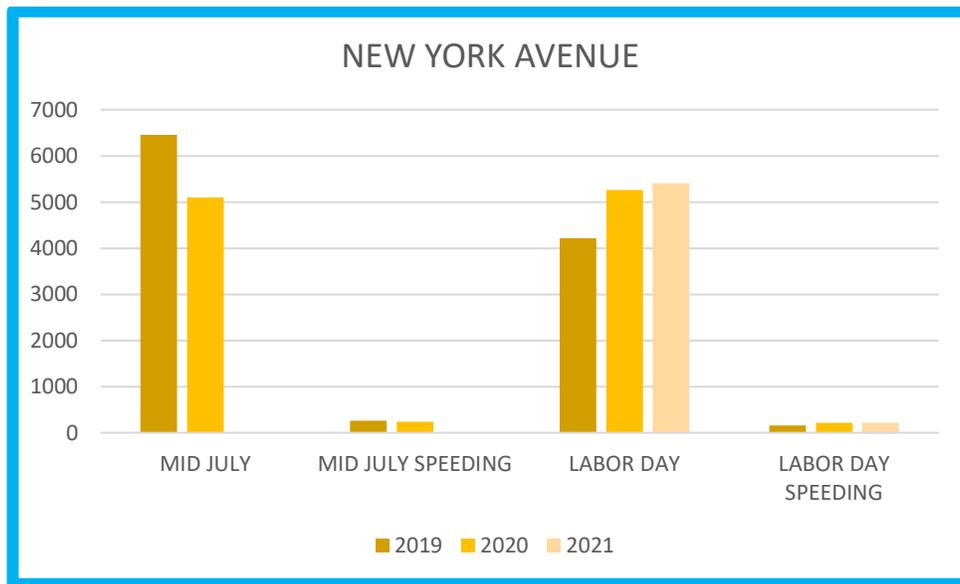
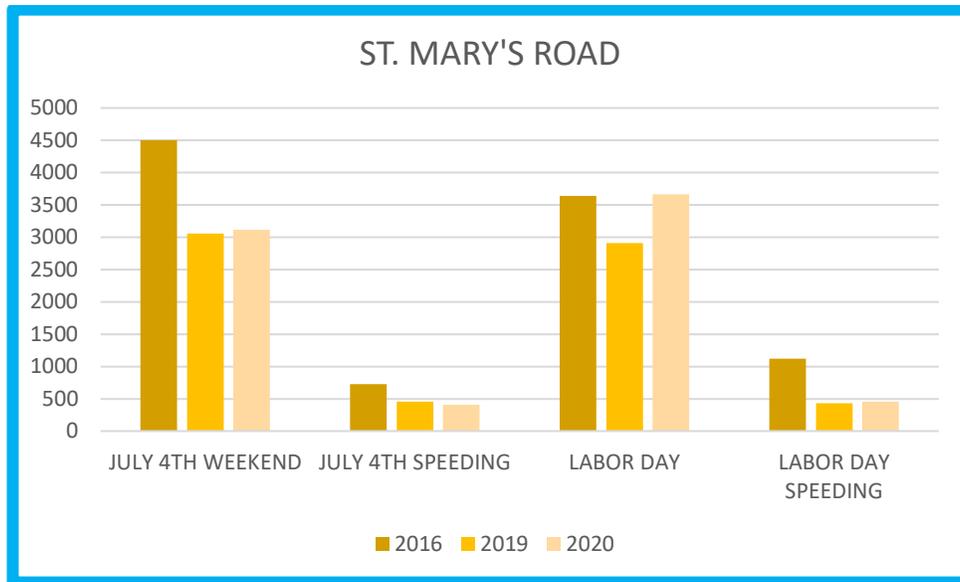
Motor Vehicle Volume Data



Source: Shelter Island Police Department

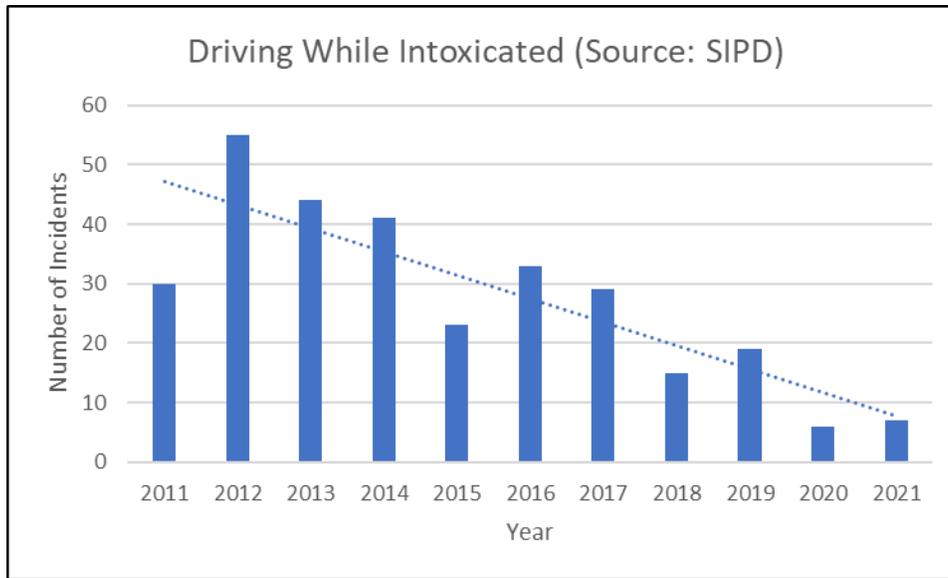
Parking tickets have remained relatively steady from 2013 through 2020 (2021 is an anomaly because there was only 1 Traffic Control Officer). One possible interpretation of this data is that traffic has not changed significantly in this time period.

The Shelter Island Police Department has traffic data on a few roads going back a few years that includes volume and number of vehicles that are within the speed limit. The charts below illustrate this data.



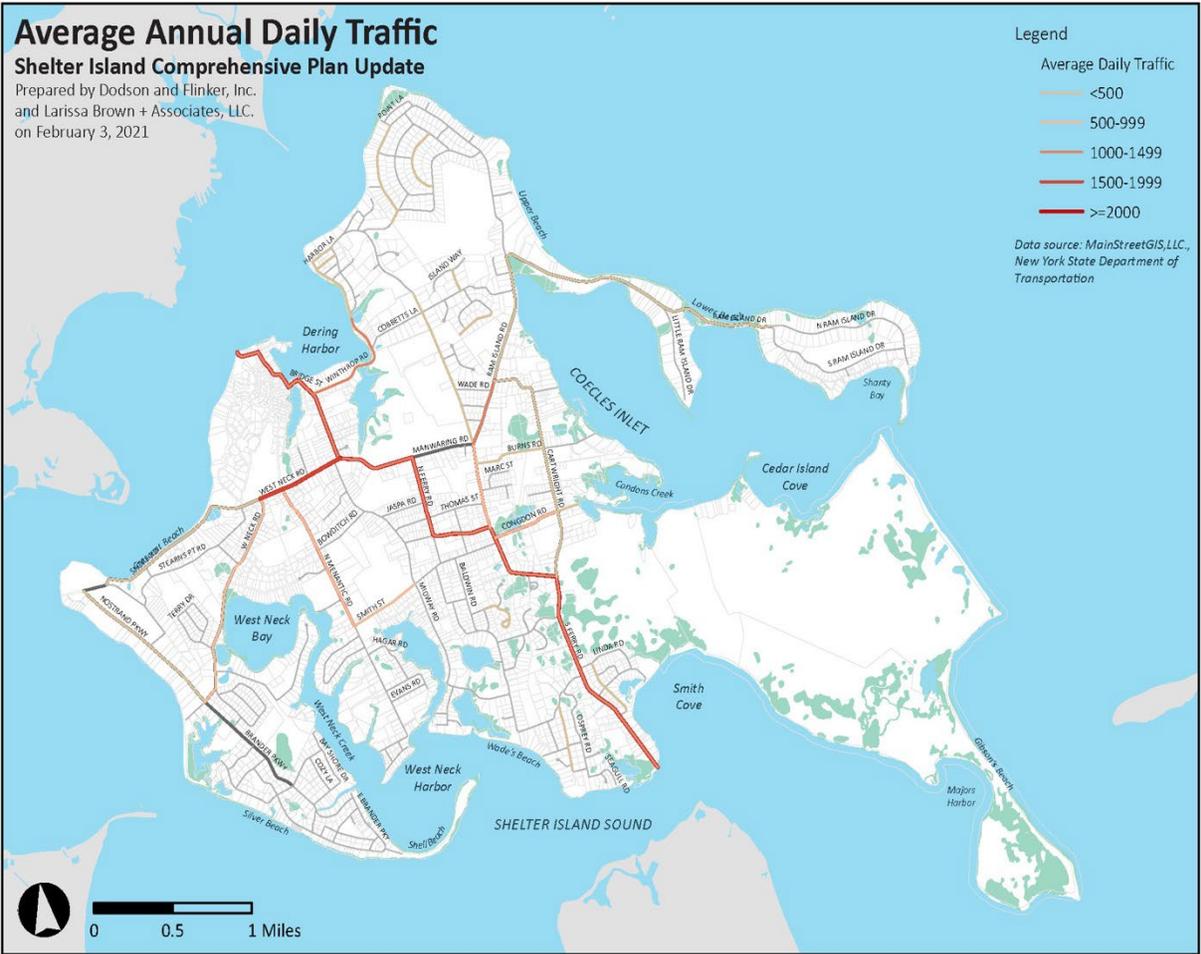
St Mary’s Road has seen a decrease in the number of speeders since 2016 while on New York Avenue that number has remained relatively stable. The volume of traffic on New York Avenue and St Mary’s does not show a clear trend over these time periods.

Finally, the police department has supplied drunk driving statistics:



Nationally, drunk driving, as measured by fatalities, has been steady since 2011 with a tick up in 2021 according to “crashstats.nhtsa.dot.gov/”. Shelter Island has been doing better than the nation in this area of traffic safety.

The map below shows the average annual daily traffic as of 2021 according to the NY State DOT. Although it may be useful to compare these numbers with data in the future, the lack of specificity limits the utility.



1-70 | Shelter Island 2020

Draft: 2/22/21

Dodson & Flinker, Inc. & Larissa Brown + Associates, LLC

Perhaps more informative is ferry data:

	1982 (Source: 1994 Comprehensive Plan)	1992 (Source: 1994 Comprehensive Plan)	2021 (Source: Ferry Companies)
North Ferry	380,000	464,000	878,000
South Ferry	282,000	466,000	818,998

Interpolating over the previous 40 years, the average increase in vehicular traffic has been approximately 20% per decade. These increased traffic numbers have necessitated multi-million dollar investments by both companies in vessels and infrastructure to meet the demand. For instance, in 1982 South Ferry had only about 25 employees and operated two

9-car and one 12-car vessels. The average age of the vessels was 46 years. Currently, the company employs more than 50 people and operates four 15-car boats and one 12-car boat. The oldest of the 15-car boats was built in 1998 for \$1.2 million, the newest in 2020 at a cost of \$3.5 million. Payroll, infrastructure, inflation and countless related increased costs have followed the increased traffic trends. North Ferry has experienced the same.

SUMMARY FINDINGS, CHALLENGES, GOALS AND OBJECTIVES

Summary Findings

- The roads on Shelter Island are adequately maintained and, although the Town is responsible for the vast majority of the road miles on Shelter Island, there are also state and county roads as well as village and private roads.
- Boat landings, according to the **2022 Shoreline Access Committee Report (available in the appendix of this Plan)**, are in need of attention. The waterways appear to be busier each year according to Bay Constable reports and seaplane traffic is a growing concern.
- The ferry companies have been responsive to Island needs in connecting to off island transit options and are dependable in their operation. They have grown their capacities with the increased demand over the past 40 years and have already planned and continue to institute responses to the sea level rise.
- The Town has a small, but significant, number of motor vehicle crashes that result in injury and, rarely, fatality; annually, there have been more pedestrian/bicycle accidents since 2016 than there were before. That being said, motor vehicle accidents have not increased, drunk driving arrests are trending down over the last decade, and parking tickets have remained steady.
- Although limited, the data suggests that speeding as a percentage of traffic has not increased since 2016, there is a perception among some residents that speeding is a problem and speed limits should be lowered.

Challenges

- Numerous roads on Shelter Island are subject to flooding. This is likely to increase with climate change.
- While its small size and relatively flat terrain makes Shelter Island highly suitable for

bicycle transportation, roads are often narrow and lack dedicated bicycle infrastructure. This can lead to accidents and conflicts between bicyclists and motor vehicles.

- Because roads lack sidewalks and sometimes have narrow shoulders, some residents are not able to safely walk from their homes to destinations or for recreation or exercise.
- The North Ferry and South Ferry are Shelter Island's only connections to the mainland. Rising sea levels can impact ferry service which will be addressed through continued reconfiguring of land areas and ramps.
- Lack of public transportation and on-island affordable housing adds to vehicular traffic in as much as commuting distances are increased. Further, workers without transportation walk from the ferries along road shoulders.
- Vehicular traffic has increased approximately 20% per decade over the past 40 years. This may not be sustainable given the congestion that already exists in the Heights.

Goals and Objectives:

The goal for transportation is simply to provide for moving people and goods to and around the Island, with reasonable convenience and cost, and to do so safely, and without conflict with other objectives, including concerns for environmental, visual, and aural quality of the Island. Recreational uses of the Town's roads and waterways must be acknowledged and kept safe for residents and visitors alike.

ACTION ITEMS

Action Items:

- 1) The following studies should be conducted over the next decade should the data support the need for change:
 - a. Conduct a sidewalk study to determine where improved safety will enhance walking. For example: sidewalks throughout the center of Town and down to the IGA and from North Ferry to the 4 way stop at NY Ave & West Neck then down to Crescent Beach
 - b. A bicycle path study and lobby the state for aid in developing a safer island for cyclists. Explore the availability of funds for a designated bike lane on Route 114 since it is a NYS designated bicycle route.
 - c. Consider conducting a study of the ferry traffic in order to ascertain the percentage of traffic that is: residents, tourists, day trippers, and bridge travelers. This would allow an evaluation of the “bridge” traffic from ferries that increase the number of vehicles on our roads. The perception is that these vehicles often divert from the primary roads (cut through) and frequently speed. Many of our roadways lack the design / capacity to handle the additional traffic. In addition, the Heights may be unable to safely absorb increased traffic volumes, which is not to disregard the impact of ever increasing volumes on the quality of life.
- 2) Monitor the parking situation at any island choke points and, if necessary, enact changes to reduce congestion and enhance safety. The Heights, for example, from the triangle to the Hardware Store.
- 3) Develop a program for safety and traffic education for visiting bicyclists, working with both ferry companies, the Chamber of Commerce, and bicycle organizations.
- 4) Continue to monitor helicopter, airplane, and sea plane traffic in light of possible changes to East Hampton Airport and explore limiting/eliminating sea plane activities in all inland waters and restricting take offs/landings in outside waters
 - a. Explore increasing Town control over offshore waters from 1500 feet to a greater distance in order to better control air and water traffic using the waters surrounding Shelter Island
- 5) Continue to monitor the impact of sea level rise on the ferry terminals and ramp heights to ensure safe, emergency ferry travel during all-weather conditions. Terminals at times are prone to flooding restricting access.
- 6) Restore and/or establish the right of way/shoulder along our roadways because public access to a shoulder provides not only off-street parking but also a place to

deposit snow, a location for vehicles to safely pull over in an emergency, utility access for the community and safer pedestrian travel. Many intersections have been losing sight lines due to the encroachment of flora and the highway department can maintain those areas without any change to the code.

- a. The Town Board will consider the adoption of a code defining and maintaining the right of way. Most right of ways around the island are about 10' wide. Proper plant placement would be ½ the width at maturity plus 10' from the edge of the paved road. In theory a mature tree or shrub would only reach the property line.
- 7) Address the Pre-Disaster Hazard Mitigation Plan. Search for funding.
 - 8) In discussions with the Highway Superintendent and the Town Engineer, it was noted that the funding stream for road re-paving is consistently inconsistent. Developing a plan with an 18-year time horizon is not a practical Action Item but it is recommended that the Town develop and adopt a 5 year plan that recognizes the need for flexibility depending on funding and conditions. This plan should be extended and updated at least every other year.
 - 9) Adopt a Complete Streets approach to town roads addressing all forms of travel. In conjunction with this effort, consider an island-wide speed limit of not more than 30 mph as a way of ensuring the safety of all street users.
 - a. The Complete Streets Act ([Chapter 398, Laws of New York](#)) was signed into law on August 15, 2011 and requires state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding.
 - 10) Explore a passenger-only launch service to and from Greenport to facilitate early morning travel (for example, the 4:30 am Hampton Jitney) and late-night returns. In addition, explore the possibility of providing “around-the-island jitney” service for folks who do not have or wish to use their own vehicles.
 - 13) Action items pending WMAC input such as placing our own regulatory buoys such as NO WAKE ZONE.
 - 14) Explore the possibility of an electric car charging station at the Town recycling center.
 - 15) Although the town does not appear to have a formal policy, the Superintendent of Highways states that it is a constant goal to capture runoff and prevent it from reaching surface waters. It is strongly recommended that the Town adopt a policy to collect runoff waters in roadside catch basins before these waters can reach the shoreline as part of the MS4 effort increasing aquifer recharge especially in vulnerable areas.

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