

Transportation

Roads:

Shelter Island has one New York State Road, Route 114, which 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 plus one former county road (CR 37) and one designated county road that is unbuilt (CR 44).

Designation	Local Road Name	Notes	Federal-Aid Eligible
NY 114	South Ferry Road, North Ferry Road, Summerfield Place, Grand Avenue, Bridge Street, Cedar Ave (northbound), Clinton Ave (northbound),	Includes ferry routes	Yes
CR 37	Manwaring Rd	No longer a County Road	No
CR 42	Shore Road in Shelter Island Heights	From Rocky Point Ave to CR 115	Yes
CR 44	None	Unbuilt; was designated for South Shelter Island Bridge	Yes
CR 69	Cartwright Road and North Cartwright Road	From NY 114 intersection to Ram Island Road	Yes
CR 115	West Neck Road	From NY 114 to the intersection of Brander Parkway/Nostrand Parkway/Bootlegger's Alley	Yes
CR 116	Smith Street and North Menantic Road	From North Ferry (NY 114) to CR 115	No
CR 117	Burns Road	From CR 69 to end	Yes

Route 114 and the county roads, except for CR116 and former CR 37 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 (NYMTC). Local planning for the TIP is facilitated by the Nassau/Suffolk Transportation Coordinating Committee (TCC). There is currently one project on the 2020-2024 TIP for Shelter Island—an approximately \$5 million project for North Ferry Road from north of Winthrop Road to southern Cedar

Road Miles by Ownership	New York State	Suffolk County	Town or Private
	4.8	5.0	49.5

Ave.

Road Maintenance:

The Shelter Island Highway Department is responsible for day-to-day road maintenance, including resurfacing roadways and patching potholes; street sweeping and clearing of catch basins and sumps; repairing curbs and sidewalks; and winter snow plowing, sanding and de-icing. The town Engineer began a program to assess Town roads with help from summer engineering interns and the Cornell Local Roads Program. The resulting 2019 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 last 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 need to be totally 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. Private contractors are hired to do paving and re-pairs. In 2020 this includes part of Upper Spring Garden Ave., the top of Meadow Place, both sides of Chequit Triangle, and several smaller repairs.

Roads & Flooding:

According to the Draft *2020 Suffolk County Hazard Mitigation Plan*, numerous roads on Shelter Island are vulnerable to flooding (see list at right). 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 from the ferries. Improvements are in the design stage for extending and raising ramps for the North Ferry, starting at the Greenport side.

Roads vulnerable to coastal flooding:

- North Ferry Terminal
- South Ferry Terminal
- Bridge Street
- West Neck Road (Terry Drive-Westmoreland)
- Ram Island Rd (Sheep Pasture-Gardiners Bay Dr)
- 1st Causeway
- 2nd Causeway
- 3rd Causeway
- End of Congdon's Road
- Westmoreland Drive
- Midway Road (South End near Dickerson Creek)
- Menantic Road (South end at Montclair Ave.)
- All of Silver Beach (high water table)
- Crescent Beach (by bath houses) (County Rd)
- Winthrop Road From Cobbetts to Third Bridge

Roads vulnerable to rainfall/urban flooding:

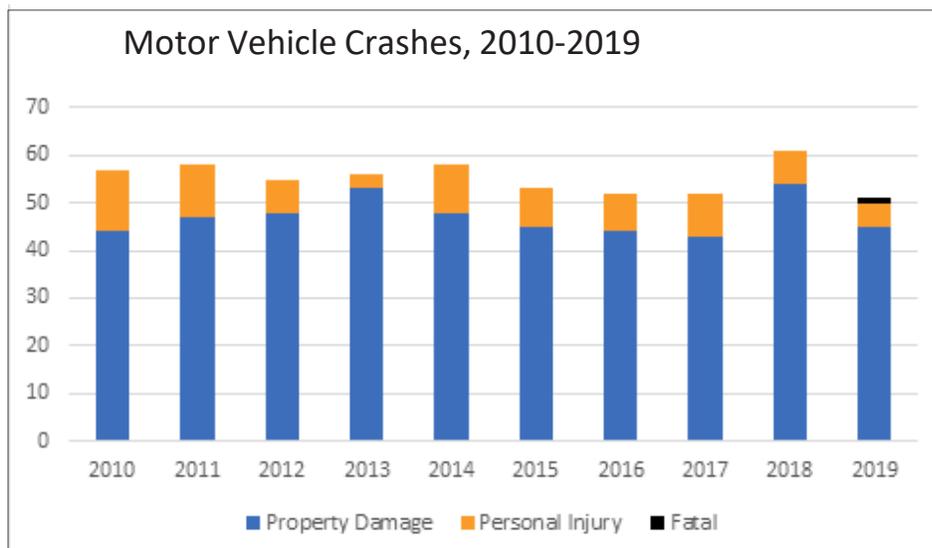
- Clark Place (area)
- Valley Road

- Linda Road
- Osprey Road
- Smith Street (Midway-114)
- Midway Road (N. Jaspa)
- West Neck Road (Nostrand Parkway)
- Emerson Lane (dead end)
- Hay Beach (area)
- Big Ram (area)
- North 114 meets South 114 (medical center)
- Smith Street-Bowditch Road (County Road)

Motor Vehicle Crashes:

According to data compiled by the Institute for Traffic Safety Management and Research (a collaboration between the University at Albany and the NY Dept. of Motor Vehicles), between 2010 and 2019, Shelter Island saw an average of fifty-five motor vehicle crashes per year. An average of 47 crashes caused property damage while only 8 caused personal injury. There was one crash fatality in 2019. Bicyclists were injured by motor vehicles an average of 1 time per year. Pedestrians were injured by motor vehicles less than once a year on average, with 2 injuries reported in both 2010 and 2017 and no reported injuries in the other years. Large trucks were involved in crashes about twice a year, with one crash resulting in personal injury and the remainder involving property damage.

Crash data compiled by the Shelter Island Police Department shows a higher number of average yearly crashes, with an average of 73 crashes per year between 2009 and 2019. In addition, there have been an average of 31.4 deer-related crashes over the same time period. This demonstrates that 30% of total crashes are deer related. Year-by-year crash totals are illustrated in tables which may be found in the Public Health and Safety Services section of this report.





Crosswalk with rapid flash beacon at Shelter Island Town Hall

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 road- way. 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. 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, that are very popular with Islanders, visitors and guests. 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 leadership of the Shelter Island Trail Club, which holds regular trail clean ups and was involved in the preparation of the 2020-2021 Open Space & Preserved Lands Map. In 2019 they held trail cleanups on seven dates from April to June.

Bicycle at the beach (Source: Girl in the Yellow Taxi)

Bike Facilities

The Island is a popular destination for recreational cycling. New York Route 114 is also designated 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 or on the Mashomack trails. There is a bicycle rental business in the Bridge Street area. Improvements to bike and

pedestrian accommodations between the North Ferry and First Bridge have been discussed by the Shelter Island Heights Corporation and they are working with the town’s grant writer to identify a source of funding for safety improvements.



Truck Access/Delivery Services

All materials 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. The access from South Ferry is more direct. Route 114 is less congested in the southern part of the Island.

Taxi and Ride Sharing Services

There are two companies that provide taxi service on Shelter Island. Off-island limousine services also provide options for Islanders for off-Island transportation needs.

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 motorcoach, and Suffolk County S92 Bus Line. On the South side, Suffolk County Bus 10A stops at the South Ferry Dock on North Haven.

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 Pilot's Association. Shoreline Aviation provides seaplane service to Shelter Island from the 23rd Street Seaplane base in Manhattan, Thursday and Friday afternoon, Sunday afternoon and Monday mornings. Seaplanes arrive at Crescent Beach. Several other companies run similar services. 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.

Boat Landings and Moorings

Shelter Island has dozens of boat landings and hundreds of moorings. According to Chapter 90, the Moorings section of the Shelter Island town code, the town has issued 863 mooring permits and recognizes the need to limit moorings beyond the established gridded mooring areas in order to maintain open fairways for navigation and keep water open for recreational use. Moorings are limited to use by town residents, and there is a long waiting list. Non-residents can obtain moorings through the commercial marinas. Waterfront landowners are allowed one riparian mooring in front of their property. Approval of new stake line and pulley systems requires a permit from the town board.

Town-owned docks at Congdon's Creek and Dering Harbor are regulated according to a new Dock Law adopted in October 2020. Chapter 53, the Dock Law, 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 permitting and review procedure. Design standards control the length, width and depth of docks.

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. A 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

North Ferry operates boats between Shelter Island and Greenport continuously between 5:00am 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. In 2019, North Ferry carried:

- 1,451,000 passengers
- 793,100 cars (driver and passengers included above in passengers)
- 46,500 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 based on time of day and demand, at three active docking areas on the Shelter Island side and two on the Greenport side.

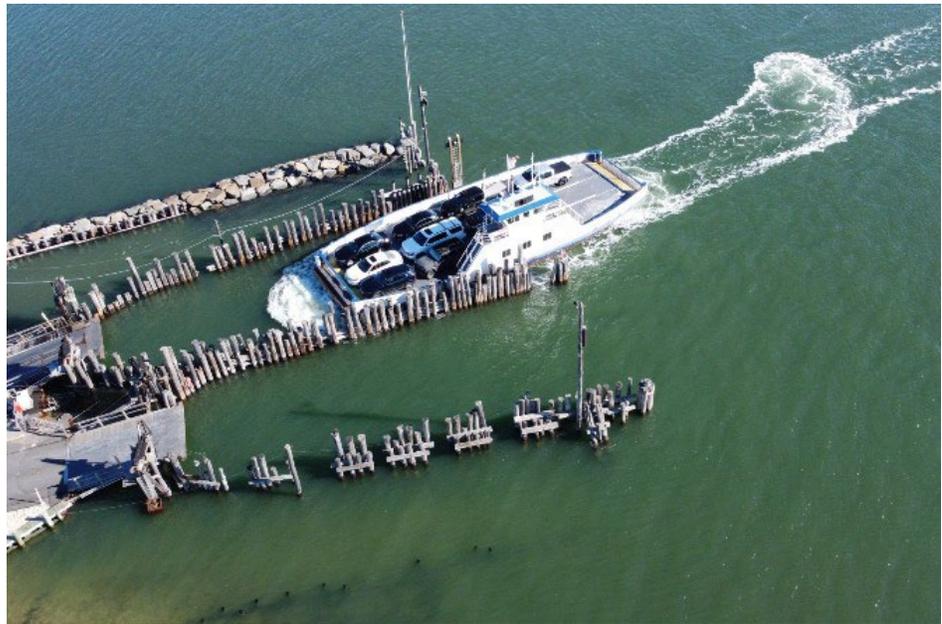
Greenport vehicles and passengers board at the terminal at the Greenport multi-modal transportation hub, where the company leases the land and associated ferry access roadways from the Village of Greenport

and the Long Island Railroad.

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 been becoming more frequent and the North Ferry Company is planning to raise the landing areas and extend the length of the ramps.

The company operates up to five ferry boats. Four are relatively new, with capacity for 25 cars. One older ferry with a capacity of twelve cars is sometimes used during peak demand periods in the summer months or when one of the newer ferries is undergoing maintenance.

North Ferry is one of the largest employers on Shelter Island with approximately fifty employees, including thirty-five active captains that operate the vessels and act as deckhands on a rotation basis, five staff in the office and three engineers. They also have several pursers who do not operate vessels, as well as seasonal and casual (fill in) staff. The decrease in non-resident use of North Ferry during the COVID-19 pandemic, as well as a drop in sales of resident ferry passes, has caused significant financial strain.



South Ferry (Source: Chris Tehan)

South Ferry:

South Ferry operates boats between Shelter Island and North Haven (close to Sag Harbor) continuously between 5:40 am and 11:50pm, seven days per week, 365 days per year. The hours are extended in the summer and on weekends year-round. The trip is approximately 5 minutes. Boats generally arrive for unloading and loading 15-20 minutes apart based on time of day and demand, at two docking areas on the Shelter Island and North Haven sides. The company leases the land and roadways at the Village of North Haven from the Village. Due to sea level rise, minor flooding has been becoming more frequent and the South Ferry Company is planning to raise the landing areas and extend the length of the ramps. The company operates up to three ferry boats. They are all relatively new, with capacity for 20 cars each. 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. As with the North Ferry, decreasing use of South Ferry during the COVID-19 pandemic has had a major financial impact.



Summary Findings

- Shelter Island has robust land and water-based transportation systems
- The Town is responsible for the vast majority of the road miles on Shelter Island, though there are also state and county roads
- The town has a small, but significant, number of motor vehicle crashes that result in injury and, rarely, fatality.
- 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 conflicts between bicyclists and motor vehicles, sometimes resulting in crashes.
- 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 mainline. Rising sea levels can impact ferry service—though this is and can continue to be reconfiguring land areas and ramps. Decreases in ferry utilization due to the COVID-19 pandemic have placed a significant financial strain on the Ferries.
- Some roads may not be designed to handle the size or weight of larger trucks.
- Lack of public transportation, other than for seniors, adds to vehicular traffic and forces workers without transportation to walk from the ferries along the shoulder of the road.

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 and visual quality.

Action Items:

1) Conduct a sidewalk study to determine where we can enhance walking in Town areas 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

2) Seek funding for a bicycle path study and construction, consider having the Chamber of commerce map contain recommended bicycle routes

3) Explore limiting sea plane activities in all inland waters.

4) Continue
monitoring the rise in sea level with regard to the ferry terminals and ramp heights