

1994 Implementation Plan Action Items	2008 Analysis of 1994 Action Items and Recommendations	Notes for 2022 Action Items
Zoning Coupled With Other Actions	Zoning Coupled With Other Actions	Zoning Coupled With Other Actions
<p>Z23. Frame and adopt moped regulations, both in zoning and as a Town Ordinance, with special attention to insurance, helmets, and unsafe route prohibitions. (8. Transportation)</p>	<p>Action Point 63 (Z-23): Frame and adopt moped regulations Rating: 4 E <i>Frame and adopt moped regulations, both in zoning and as a own Ordinance, with special attention to insurance, helmets, and unsafe route prohibitions.</i> Observations: 1. The number of mopeds used on Shelter Island is very limited. 2. NYS moped law require licensing, insurance, wearing a helmet and headlights on for any moped which can exceed 20 mph. 3. Bicycles are in much greater use and create more potential traffic and safety issues. Recommendations: 1. NYS law appears adequate to control the risks related to moped operation on Shelter Island 2. No further action is recommended. (moped info at bottom of preadsheet)</p>	
<p>Z24. Revisit land use controls, such as zoning, subdivision regulations, and site plan review controls, to assure maintenance of safety and appearance of major road despite demands for additional points of egress. (8. Transportation)</p>	<p>Action Point 67 (Z-24): Revise land use controls for road safety Rating: 3 D <i>Revise land use controls, such as zoning and sub-division regulations, and site plan review controls to assure the maintenance of safety and appearance of major roads despite demands for additional points of egress (8. Transportation)</i> Observations: 1. Paul - what have we put into the Sub Div code or zoning code on this one? 2. The Marcello lot is a case where safety and appearance of egress is open to question. Linkage to NYS regs on State Rd? 3. Need for country roads See AP 69 (Z- 0) 4. Police seem in control of parking time on Bridge St in summer 5. Driveway curbs/and monuments, shrubbery in town portion of unpaved road</p>	

	<p style="text-align: center;">Recommendations:</p> <p>1. Do not attempt to implement if there is a material front end cost to obtain the right. If there is minimal cost, and/ or if the right is simply an informal and unenforceable undertaking, but might provide an opportunity for better communication and linkage between owner and CPF over time, consider it as a valid conservation tool.</p>	
<p>Z30. Review and, where appropriate, revise the Subdivision Ordinance and, more critically, the Highway Specifications which they reference into effect, to allow roads consistent with Shelter Island's light traffic and rural character, as opposed to the suburban-style roads now called for. (8. Transportation)</p>	<p>Action Point: 69 (Z-30) - Highway Specifications Rating: 3 C <i>Review and where appropriate, revise the Subdivision ordinance and, more critically, the Highway specifications which they reference into effect, to allow roads consistent Shelter Island's light traffic and rural character, as opposed to the suburban style roads now called for.</i></p> <p>Observations:</p> <ol style="list-style-type: none"> 1. Review of current law and policy: Chapter 111, Sec 35 - (Streets and Highways) sets general requirements for streets and roads in proposed subdivisions but does not detail road specifications. 2. Road specifications are set forth in the Town of Shelter Island Highway Specification policy statement last amended August 16, 1977, a copy of which is attached. This document requires a 49.5 ft as the bounds for a highway and 33 ft as the 'highway area' (the paved portion of the bounds) 3. It has been the policy of the Planning Board to allow for a minimum ("country road") road width where the sub-divider or Homeowners Association retains ownership of the roads in the subdivision. A 16 ft width is the minimum allowed because the SJ. Fire Department requires this width for proper ingress and egress of emergency vehicles. 4. When the road is to be dedicated to the Town, the Town will not accept the road unless it meets specifications set by the Town Highway Superintendent. Currently the Town's policy is to require a width of 27 ft. 5. No policy is established by the Town for curbs, catch basins or the use of sight triangles at intersections. 6. The above current law and policies are not consistent with one another and do not meet the objectives of the Comprehensive Plan of preserving the rural character of Shelter Island. 7. The Highway Road specifications document is out of date with current road building practice and standards. <p>Recommendations:</p> <ol style="list-style-type: none"> 1. Review Town road width requirements with the goal of reducing the allowable paved road area to a width of 16 ft with one or two intermediate widths between 16 ft and 27 ft, depending on anticipated road use, location and geology. 	

	<p>2. Consult with the Cornell University Country Road Study and other experts in designing new road standards.</p> <p>3. Allow curbs to maintain paved road configuration, but only to a maximum 2" height above the road surface to achieve a rural appearance to local roads,</p> <p>4. To maintain a rural appearance, catch basins should not have high curbs, unless required by the immediate topography.</p> <p>5. The subdivision code, Chapter 111, should be amended to reflect these changes.</p> <p>6. Ensure that the Planning board, as a matter of policy, includes a condition in all subdivision approvals that have private roads, a provision for maintenance of the road in perpetuity from a financially and legally secure party</p>	
<p>S12. Seek funding for a study of transportation needs of various population sub-groups by season, and of the role which jitney service might play in broadening accessibility for trips made without autos, including study of examples from other islands, taxies as a fall-back alternative, and consideration of potential funding sources. (8. Transportation)</p>	<p>Action Point 62 (S-12): Seek funding for transportation studies Rating: 2 E</p> <p><i>- Seek funding for a study of transportation needs of various populations sub groups by season and in the role which jitney service might play in broadening accessibility for trips made without autos, including examples from other island, taxies as a fall back alternative. And consideration of potential funding sources (8. Transportation)</i></p> <p>Observations:</p> <p>1. Formed in 2001, the Sustainable East End Development Strategies, 'SEEDS', is a collaborative regional planning effort involving the five east end towns, and the villages of Dering Harbor, East Hampton, Greenport, North Haven, Quoque, Sag Harbor, Southampton, Westhampton Beach and Westhampton Dunes. In 2005 the SEEDS concept Plan was presented for public discussion and input, which included a presentation to the public on Shelter Island.</p> <p>2. After discussion, the Town Board in 2005-6 expressed concerns about a bus transiting Shelter Island but voted to make the Town's 2% contribution to SEEDS.</p> <p>3. Funded by grants totaling \$400,000, an initial plan involved an integrated East end Rail/Bus system, which was presented on Shelter Island in 2006-7.</p> <p>4. An alternative plan for bus only is currently being developed and would involve a Shelter Island bus operating between the two ferries in a flexible routing with users able to arrange for pick up at a number of locations.</p>	

5. The North and South Ferry companies have both invested in new and larger ferries with faster turnaround time and have been assisted by the county exempting the purchases from sales tax.

6. The Ferry companies also benefit from County funded dredging operations at the ferry docks.

7. The Town of East Hampton passed legislation prohibiting car ferries into their Promise land site, which is subject to a lawsuit by the Towns of Southold and Shelter Island.

8. The impact of a bus service on tourism on the island is uncertain.

9. Most importantly, given that the school having a high cost of providing transportation services, the community should conduct a study of combining transportation resources, including transportation needs of the school, seniors, public needs and the mechanical skills and equipment at the Highway Department.

Recommendations:

1. Continue to participate in the SEEDs program to determine if a limited and flexible bus service makes sense for Shelter Island, particularly for those without car transport including the elderly.

2. Conduct a review of a community wide transportation service.

Action Point 62B (NEW): Replacement vehicles Rating: 0 A

Research and consider replacement vehicle investment to be in smaller and more energy efficient vehicles, including hybrids and electric cars/carts.

Observations:

1. The current Town fleet of vehicles in the Police Department, Highway Department, Building Department, Assessors Office, and the Senior citizen transport group currently use older, large engine vehicles including many SUV's.

2. Consideration should be given to combining transportation resources with the school and Fire Department.

Recommendations:

1. Establish a centralized data base to track vehicle energy efficiency and a replacement schedule over a 7-year period.

2. Assign an individual to keep abreast of the tradeoffs between gas fueled vehicles and alternatives and consider alternatives when making the investment decision for a replacement vehicle.

3. Where practical, always consider a smaller more energy efficient vehicle for replacement.

	<p>4. Conduct a study of combining transportation resources with the Town, school, and fire department.</p>	
<p>S13. Seek funding for bicycle path study and construction, seeking to connect ferry-to-ferry, preferably not by simply following Route 114. (8. Transportation)</p>	<p>Action Point 65 (S-13): Seek bicycle path funding. Rating: 4 E <i>Seek funding for bicycling path study and construction - seeking to connect ferry to ferry preferably by not simply following Rte 114 (*Transportation)</i></p> <p>Observations:</p> <ol style="list-style-type: none"> 1. Police policy encourages riders to use Midway /Menantic Roads and not 114 2. There is no continuous space for separate path on SI roads for a bike path and property owners along major roads are unlikely to be willing to give up land for a Bicycle path. <p>Recommendations:</p> <ol style="list-style-type: none"> 1. Do not seek funding as there is little local demand for separate bike paths. 	
<p>S14. Fund and carry out traffic engineering studies of diagonal parking at Bridge Street and of the possibility of truck prohibitions on certain routes. (8. Transportation)</p>	<p>Action Point 66(S-14): Diagonal parking on Bridge St Rating: 4 E <i>Fund and carry out traffic engineering studies of diagonal parking on Bridge St and the possibility of truck prohibitions on certain routes. (8.Transportation)</i></p> <p>Observations:</p> <ol style="list-style-type: none"> 1. The merchants on Bridge Street are not pressuring for a change to diagonal parking. 2. In the view of some merchants, diagonal parking would cause greater congestion and backed up traffic, which would be dangerous with the curve in front of Piccozzi's on Route 114. 3. There is a prohibition for large trucks on New York Ave only; no other roads are restricted, with minimal unnecessary disturbance or safety issues 4. The police seem in control of limiting parking time on Bridge St in summer <p>Recommendations</p> <ol style="list-style-type: none"> 1. There would appear to be no interest in this concept. Take no action. 	
<p>S15. Create an aviation study committee, to report within a year on comprehensive proposals for the control of landing fields, seaplane activity, and helicopter landings. (8. Transportation)</p>	<p>Action Point: 64 (S15) - Create aviation study committee. Rating: 2_D <i>Create aviation study committee to study control of landing fields, seaplane activity and helicopter landings.</i></p> <p>Observations:</p> <ol style="list-style-type: none"> 1. The formation of the Pilots Association in 2008 (a non-profit organization) is in effect equal to the suggested committee. 	

	<p>2. The Pilots Association has prepared an overall guidance plan for the future operations and maintenance of Klenawicus/Shelter Island Airfield.</p> <p>3. The Town has enacted legislation addressing the activity of helicopter landing and takeoff from Island airfields.</p> <p>4. Overhead helicopter flights to and from East Hampton Airfield continues to be a problem from May to October</p> <p>Recommendations:</p> <p>1. The Town should approach the Pilots Association and request they expand their scope to include Westmoreland airfield and the operations of seaplanes.</p> <p>2. Continue to monitor helicopter flights and coordinate with Congressman Tim Bishop, Assemblyman Mark Alessi, and Legislator Ed Romaine in coordination with Southold Town, Northaven and Noyak to redirect overhead flights and increase minimum altitude.</p>	
<p>S16. Create a bicycle safety task force to develop a program for safety and traffic education for visiting bicyclists, working together with both ferries and the Chamber of Commerce, as well as with bicycle organizations. (8.Transportation)</p>	<p>Action Point 68 (S-16): Create bicycle safety task force. Rating: 4 E <i>Create bicycle safety task force to develop a program for safety and traffic education for visiting cyclists, working together at both ferries and the Chamber of Commerce, as well as with bicycle organizations (8. Transportation)</i></p> <p>Observations:</p> <p>1. No task force has been formed</p> <p>2. There appears no pressure from bicycling organizations for such paths.</p> <p>Recommendations</p> <p>1. Consider whether the Chamber of Commerce map and police policy should be to advise on specific routes.</p>	
<p>C11. Continue to study means of avoiding long summer lines waiting for the North Ferry. (8. Transportation)</p>	<p>Action Point 70 (C-11): Avoiding long summer ferry lines Rating: 2 E <i>Continue to study means of avoiding long summer lines waiting for North Ferry (8.Transportation)</i></p> <p>Observations:</p> <p>1. With the purchase of larger boats by both the North and south Ferry, long summer lines and wait times are greatly reduced.</p> <p>2. The waiver by NYS/Suffolk County of sales tax on the purchase of new ferry boats by an intrastate ferry has allowed to ferry companies to reduce passenger fares.</p> <p>3. The Ferry Committee performs a useful function in representing the public on Ferry issues.</p> <p>Recommendations:</p> <p>1. Monitor traffic and financial reports annually.</p>	

**New York Moped Laws
Mopeds (Limited Use Motorcycles)**

Are there any special requirements to operate a limited use motorcycle (moped) in NYS?

The Vehicle and Traffic Law defines a limited use motorcycle as "a low-speed vehicle with two or three wheels." Terms frequently used for limited use motorcycles are "mopeds" and "motor scooters."

The requirements to operate a moped are like those for motorcycles. You must have a driver license and you must register a moped to drive it on streets and highways. The exceptions to these requirements are listed in the table below. You can never operate a moped on a sidewalk.

The DMV certifies a moped as a Class A, Class B or Class C limited use motorcycle according to top speed. The manufacturer requests the certification through the DMV Technical Services Bureau. Only an OMV-certified model of limited-use motorcycle can get a registration in NYS. The phone number for the Technical Services Bureau is (518) 474-5282.

To register your moped, bring the following to a DMV office:

- A completed form MV-82 (Registration/ Title Application).
- A completed form DTF-802 (Statement of Transaction for Sales Tax) or proof of exemption or tax paid. (See the DMV Forms page for additional tax information and forms).
- Proof of ownership. normally the Manufacturer's Certificate of Origin (MCO), a bill of sale or a previous registration that was transferred to you.
- Proof of identity.
- Cash, check or credit card for the fee. Pay the fees and required sales tax.

Guide to Limited-use Motorcycle Requirements

Class	A	B	C
Determined by:	Over30 mph	Over 20 mph to 30mph	20 mph or less
Range of Top Speed:	to 40 mph	30mph	
License/Permit Required:	Class m/MJ	any class	any class
Registration Required?	Yes,	yes	yes

Headlight on When operating?	Yes	yes	yes
Helmet and Eye Protection Required?	Yes	yes	recommended
May Operate On:	Any Traffic Lane	Right-hand Lane or Shoulder Only	Right-hand Lane Shoulder Only
Insurance Required?	Yes	yes	yes
Inspection Required?	Yes	recommended	recommended
Title Required?	No	no	no

1. Learner permit restrictions apply to all permit classes. Junior operator restrictions apply to class DJ and MJ permits and driver licenses. See Learner Permits and Junior Licenses.
2. Except when making a left turn.
3. Class C moped used in a rental business must be insured.

Motorized Scooters, Mini-Bikes, Dirt Bikes, Go-Karts, Motor Assisted Bicycles

You cannot register any of the motorized devices from the list below in NYS. You cannot operate these devices on sidewalks, public streets, or highways in NYS. These devices are motor vehicles, but they do not have the correct equipment or design for operation on roadways.

- Motorized Scooter - a device with a motor attached and a handlebar for a standing rider. An example of a motorized scooter is the device called the Go-ped®.
- Mini-bike - a small, motorized device with two wheels and created for off-road use. A mini-bike does not qualify as a moped, a motorcycle or an ATV.
- Dirt Bike - a motorized device like a motorcycle but created for and used for off-road use. Some "dirt bikes" qualify as an ATV. These vehicles can register and operate off-road as an ATV.
- Go-Kart - a small, motorized device with four wheels, created for off-road use. You cannot register a go-kart as a motor vehicle or ATV because a go-kart does not have the same equipment.
- Motor-assisted Bicycle - a bicycle to which a small motor is attached. A motor-assisted bicycle does not qualify for a registration as a motorcycle, moped or ATV and does not have the same equipment. These devices are not allowed on any street, highway, parking lot, sidewalk or other area that allows public motor vehicle traffic. You are

	<p>subject to arrest if you operate one of these motorized vehicles and do not have a registration, driver license, inspection, insurance, or correct equipment. The DMV cannot provide any information about operation of these devices on private property. Contact the local authorities and property owners.</p>	
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