



**SUMMARY OF COMMUNITY PLANNING WORKSHOPS
AUGUST 1, 2002, SOUTHOLD, NEW YORK**

Two Community Planning Workshop sessions were held in Southold on August 1st. At each session, the study team presented an overview of the study process and key issues to be considered. The study team presentation was followed by a “plenary session” discussion where participants provided feedback and input. The workshops concluded with “breakouts” where participants met together in small groups and recorded their own ideas on flip charts and maps. Participants were also invited to complete and return comment cards provided for their use.

This Summary consists of: a record of the first plenary session; a record of the second plenary session; and a compendium of the ideas recorded in the two breakout sessions.

PLENARY SESSION #1

Topic A: Role and potential for new/expanded waterborne services to address local and regional transportation problems – problems and opportunities.

Problems

- Ferries do not provide seamless transfers to other transportation modes.
- Trip time is quicker by automobile than ferry.
- Weather conditions can be a negative.
- No pump out stations between Mt. Sinai and Glen Cove. If ferry service is increased, there will need to be more stations.
- Increased ferry services can result in more garbage being thrown over board thus requiring more beach clean ups.
- Orient Point only has landside connections for cars at the moment. There are no connection options for other modes.
- Areas of environmental sensitivity should not be considered. Oyster Bay Wildlife Refuge should be off limits.

Opportunities

- Use the ferry trip as productive work time – provide on-board computer internet links.
- Areas with existing maritime activities are the best locations for any new or expanded activities.
- Points of access should be increased along the Sound.
- Productivity on the ferry should be accounted for and promoted.
- Port Jefferson to Huntington or Port Jefferson to Glen Cove should be serviced by existing ferries.
- As more people view the Island from the water, it may generate increased awareness and stewardship of natural marine resources.
- Should provide a service from New London to the South Fork. Travel time and distance is an issue. This is being looked at by the SEEDS study.
- More locations should share the burden of automobile traffic to/from ferry services.
- Look to attract New England customers that have 2nd homes or are visiting the area.
- Could provide water taxi from north fork to south fork via Sag Harbor.

Topic B: “Vision” for waterborne transportation in 20 years

- Provide on-board vessel technology to allow people to work productively.
- Use of alternative vessel technologies such as hovercraft.
- Focus on intermodal connections using alternative modes like train. For example, could take train in South Hampton to Orient, then ferry to New London and onwards.
- Use of light rail serving north and south forks with a ferry terminal north of Calverton. Develop ferry facility with light rail and LIRR connections.
- Add at least 2 more ferry landings beside Orient and Port Jefferson -- possibly Shoreham and Montauk.
- Encourage multiple ferry companies to create competition.
- For vehicle ferries, restrict trucks or permit trucks during off hours.
- Different types of services (passenger only, passenger plus car, truck, etc.) in different locations most appropriate for their different needs.
- Consider light rail along the north fork from LIRR to Greenport.
- Look at Puget Sound models for truck and railcar ferries.
- Buses on ferry - "floating transfer" for people and packages.
- Make it more worthwhile not just faster. Provide something no other mode can provide. Promote the community of ferry riders and create a further sense of community. Include amenities such as lectures on board, education displays and shopping opportunities.

PLENARY SESSION #2

Topic A: Role and potential for new/expanded waterborne services to address local and regional transportation problems – problems and opportunities.

Problems

- Local traffic volumes increase especially when ferry comes in from New London.
- Orient shoulders the burden of hundreds of cars on the roadway - need to distribute more evenly and equitably, and create a regional balance.
- Take into consideration the infrastructure's capability on the landside.
- Orient traffic has grown without significant expansion of facilities.

Opportunities

- Route ferries from elsewhere, such as Wading River or Brookhaven.
- Need to improve connections and coordination between ferry & train schedules.
- Consider smaller waterborne services that are expandable, a way to make the service impact more equitable. Some places are taking more of the burden than others, which affects quality of life in places like Southold.
- Service at Montauk generally produces auto traffic in the reverse peak direction – westbound trips on Friday, eastbound trips on Sunday – which minimizes traffic impacts.
- Consider ferry service to the Riverhead area to relieve congestion on the north fork.
- Improve train service to get people out of the cars.

Topic B: “Vision” for waterborne transportation in 20 years.

- Faster and smaller-scale services, spreading out terminals to other locations.
- Consider alternative vessel types --hovercraft, etc.
- There are several smaller ferry services with the ability to expand.
- Potential for publicly-run and financed ferries – e.g., Nova Scotia, North Carolina - Outer Banks, Puget Sound.
- Evaluate possible public/private partnerships.
- Northville (North of Route 105) only needs minor improvements, and has an existing four-lane highway.
- Ferries that run a long the Long Island Shore.

- Monorail down the middle of the Island.
- Bridge or Tunnel across the Sound.
- Combination of Ferry Service and Train/Bus Service.
- High speed ferry from NY to Shoreham then ride to Greenport on light rail, to relieve the traffic on the expressway.
- Economic link between Long Island and Connecticut, not just NY. Serve industry-related traffic year round, not just seasonal tourist traffic. Train to Greenport - New England by boat. Help decrease the traffic.
- Flexible ferry systems that can be expanded or contracted as needed.
- LIRR used to go to Wading River. This could be another location for the ferry to New London.

BREAKOUT SESSIONS

Written Notes and Comments

- Build terminals in Connecticut to attract transportation services (bus services etc.)
- Divert traffic destined for Orient Point before it arrives at North Fork; divert in Northville or Shoreham.
- Additional service should be added in East Marion, not Orient.
- A new high-speed, passenger-only ferry should be initiated between Sag Harbor and New London.
- Car service should be diverted to Montauk, perhaps Fort Pond Bay or the State-owned land at Napeague Bay. These options are good if they divert cars from Orient.
- The State should build terminals (through the EIS) and services will follow.
- There should be a connection between the coast and the Long Island Rail Road. This connection should be at North Calverton/Grumman and should be linked to downtown revitalization. The connection could go straight across with less tight navigation. The ferries could operate in inclement weather in a wider area of the Sound. The difficulties of this proposal include difficulties in creating a landing in the natural bluff along the shoreline; the crossing across the Sound is at the widest point; and the service would be dependent on increased light rail from the LIRR terminal to the ferry terminal (on existing LIRR right-of-way).
- There should be a Greenport passenger-only service from Greenport to New London. It would be connected to the Calverton site by a light rail line that would replace the existing LIRR. The service (both the light rail and the passenger ferry) would be subsidized or a commuter rail pass would be offered.

- A Shoreham ferry service has the benefit of landing at an industrialized power plant. The drawback is the increased traffic in the communities near the ferry terminal.
- A Montauk ferry service would reduce the car load at Orient.
- There should be a service from New Haven to Shoreham. This service would be good for moving trucks across the Sound.
- A new casino in Bridgeport would make parking problematic at Port Jefferson.
- Senior citizens prefer ferry service across the Sound to driving to Connecticut via New York City.
- A service should be established from Huntington to New York City.
- A ferry terminal should be considered for Northville as it is already a commercial site/port.
- A ferry service should connect Montauk to New London at Fort Pond Bay. A train connection at Montauk would serve the terminal at Fort Pond Bay.
- There should be a car-only (no freight ferry service from Norwalk to Sunken Meadows (cars only on the parkway)).
- A service should be established from New London to the South Fork, at the Smith Fish Factory at Napeague.
- There should be a Shoreham to New London freight ferry service.

Notes/Drawings on Maps

- One suggestion was for a passenger-only fast ferry service should be initiated between Montauk Harbor and New London. Another suggestion was for a combination of a passenger-only fast ferry and car ferry.
- A ferry service should be initiated between New York City and Napeague following the south shore of Long Island.
- There are two possible sights for ferry landings on the South Fork: 1) Napeague (on State land); and 2) Fort Pond Bay. The Napeague site is free of residential use. Specifically, the Napeague Meadow Road leading to the landing site, which could be used as the staging area, crosses vacant land from Montauk Highway to the landing area.
- Sag Harbor opposes ferry operations and denied Shelter Island South Ferry's attempt for a direct Sag Harbor-Greenport passenger ferry.
- Orient is inconvenient to most people. The passenger ferry should go between New London and Greenport because both those locations have rail stations.
- Reduce the load on Greenport and move to other locations. No trucks should be allowed except at Shoreham.
- There is a rail connection to Greenport that should be utilized.
- Route 48 is overloaded.

- There should be a New York City to Sag Harbor ferry connection along the north shore of Long Island.
- There should be a truck and auto ferry service linking Shoreham and New London.
- A terminal should be established at Riverhead to serve the North and South Forks and Shelter Island with ferries.
- In Riverhead a good location for a terminal for buses and car parking would be at the abandoned parcel between Kramer Avenue and Suffolk Life.
- There should be a railroad linkage at Riverhead.
- There should be a large transportation hub at the old Grumman site at Calverton connecting the Long Island Expressway with a light rail system that operated 24 hours and 7-days a week. The light rail should run on the existing Long Island Rail Road track but be electrified. There should also be an off-shore platform terminal north of Riverhead Town for service across the Sound.
- The Long Island Rail Road should be extended from Port Jefferson Station to Shoreham to serve a ferry terminal there.
- There are wetland issues at Shoreham.
- Extend the William Floyd Parkway to a ferry terminal at Shoreham.
- The Shoreham proposals would impact the forest, traffic, and the local community.
- There is a narrow breakwater at Shoreham.
- There should be no ferry service in Oyster Bay or Mt. Sinai Harbor.
- A ferry connection should be made between Huntington and Port Jefferson. A trolley or jitney could connect Huntington's downtown to the ferry landing.
- A site for a small passenger ferry is at the mouth of the Nissequogue River and Sunken Meadow State Park.
- A ferry service should go along the south shore of the Sound and between New York City and Eastern Long Island and land near Mattituck/Cutchogue on the Sound.
- The Shoreham service to New Haven could be a combination of either trucks and autos or a high-speed passenger ferry and a vehicle ferry.
- The service between Shoreham and New Haven could also be freight only.
- There should be service between Shoreham and New London for trucks and autos.
- From Northville there should be service to New Haven. This service should be vehicles and also passenger only ferries.
- Ferries from Northville and Shoreham would take traffic off the North Fork.

- Service from Northville could also serve areas between New Haven and the Connecticut River on the Connecticut side of the Sound including Guilford, Madison, and Westbrook.
- In addition to service between Sag Harbor and New York City, there should be service from Sag Harbor to Greenport, to Orient, to and Old Lyme (Connecticut River).
- There should be 1 to 3 ferries per week between Orient and Fishers Island, NY.
- There should be ferry service from Riverhead to Greenport and from Riverhead to the south fork (north of Deerfield). These services could be for autos or passengers only.
- There should be shore ferry service connecting the North Fork and Huntington to New York City.
- On the south shore of Long Island, there should be service between Captree Boat Basin, Sheepshead Bay, and New York City. This service could move beachgoers and link to Jones Beach and the Robert Moses Causeway.