

Route 9D Corridor Management Plan
Steering Committee Meeting

Meeting Minutes

Meeting Date: February 21, 2006
Time: 7:00 – 9:00 PM
Location: Garrison Union Free School
Attendees: Sarah Geer, Steering Committee Chair
Mike Gibbons, Philipstown Planning Board
Paul LoGallo, NYSDOT
Gloria Colucci, School Superintendent
Anita Prentice, School Board President
Gretchen Teal, NYSDOT
Kirby Brown, Resident
Martha North, Resident
Nancy Wareham-Gordon, Resident
Liz Nussbaum, Resident
Sandra Jobson, NYSDOT

Meeting Summary:

Pre-meeting: Members of the New York State Department of Transportation (NYSDOT) and members of the Steering Committee reviewed the map of existing conditions that had been revised based on comments received at the January 24, 2006 Public Workshop. Sarah Geer, Steering Committee Chair, was asked by NYSDOT to review the map in more detail for any errors after the meeting.

I. Introductions and Welcome New Members

Sandra Jobson, NYSDOT, welcomed meeting attendees. The meeting attendees introduced themselves. New Steering Committee members included: Mike Gibbons, Kirby Brown, Martha North, Liz Nussbaum and Nancy Wareham-Gordon.

II. Previous Committee Meeting Materials

Sandra Jobson, NYSDOT, brought the new Steering Committee members up-to-speed by reviewing material passed out at two previous meetings. The following material was circulated and discussed by the group:

- Consensus Building Handout (originally distributed at the November 17, 2005 Steering Committee Meeting).
- Power Point Presentation (originally distributed at the November 17, 2005 Steering Committee Meeting).
- Flow Chart of Proposed Process (originally distributed at the November 17, 2005 Steering Committee Meeting). Points which were discussed:
 - ▶ This process was endorsed by the members of the Steering Committee at the end of November 17, 2005 Steering Committee meeting. Since then, several steps have been completed:
 - Establish Steering Committee and identify Stakeholders;
 - Develop a Draft “Vision Statement”;
 - Identify Critical Issues and Create Sub-Working Groups;
 - Public Workshop.

Route 9D Corridor Management Plan

Steering Committee Meeting

- ▶ Tonight's Steering Committee meeting will continue the step: Conduct Technical Analysis and identify and Inventory Intrinsic Qualities – CMP Stage I and begin the next step of analyzing public involvement results.
- Traffic Volume Study (originally distributed at the December 15, 2005 Technical Working Group Meeting). Points which were discussed:
 - ▶ The northern half of the corridor carries twice as much traffic as the southern half of the corridor.
 - ▶ The committee members asked that Sandra Jobson, NYSDOT, double-check the peak traffic flow on Route 403. The handout states that peak flow is westbound in the a.m. and eastbound in the p.m. Should this be reversed?
 - ▶ In 1998, the spike in traffic volumes was likely due to construction taking place on Route 9 and/or Route 6/202.
 - ▶ By comparing the historical traffic volume data to the present day traffic volume data on the Route 9D corridor, it is apparent that traffic volumes along the Route 9D corridor exhibit a low growth relative to the growth rates of other similar corridors in the area.
- Vehicle Accident History Summary Study (originally distributed at the December 15, 2005 Technical Working Group Meeting). Points which were discussed:
 - ▶ The source of this information is the New York State Department of Motor Vehicles.
 - ▶ Five of 90 accidents that occurred along the Route 9D corridor between June 1, 1999 and May 31, 2002 involved trucks.
 - ▶ It is believed that the two trucks which were rear-ended were local delivery (fuel oil) trucks.
 - ▶ Mike Gibbons, Steering Committee member, requested a vehicle accident summary for Route 9 in the Town of Philipstown. NYSDOT members will provide this information to Mike at the next Steering Committee meeting.
 - ▶ Steering Committee members asked NYSDOT members to find out how the Route 9D corridor ranks in terms of safety compared to roads with similar functional classifications (scenic byways).
- Truck Origin/Destination Study (originally distributed at the December 15, 2005 Technical Working Group Meeting). Points which were discussed:
 - ▶ This study was conducted over a two day period, June 7, 2005 and June 8, 2005, between the hours of 9:00 a.m. to 3:00 p.m. each day.
 - ▶ The next level of Truck Origin/Destination Study would be a 24-hour two-way study. This is an expensive option that would likely result in the same information collected in June 2005.
- Vehicle Speed Study Summary (originally distributed at the December 15, 2005 Technical Working Group Meeting). Points which were discussed:
 - ▶ This study was conducted on December 7, 2005 between the hours of 9:45 a.m. and 1:15 p.m.
 - ▶ The study found that 65% of vehicles within the 40 mph speed limit zone were exceeding the speed limit by at least 5mph.

Route 9D Corridor Management Plan

Steering Committee Meeting

- ▶ The lack of enforcement of the speed limit along the Route 9D corridor continues to be an issue. The county police and state troopers are responsible for enforcement. The question was raised: Has enforcement increased since the speed limit was lowered? Has the lowering of the speed limit resulted in decreased speeds?
- U.S. Code – Truck/NYS Vehicle and Traffic Law (originally distributed at the December 15, 2005 Technical Working Group Meeting). Points which were discussed:
 - ▶ It has been determined that restricting trucks on State highways is unconstitutional.
 - ▶ Sandra Jobson, NYSDOT, cited two cases:
 - Hanscom’s Truck Stop, Inc. vs. City of Portsmouth, November 10, 1998, Decided, United State District Court for the District of New Hampshire.
 - Carl Amos Keck, Appellant vs. Commonwealth of Kentucky, by and through John H. Golden, Bell County Attorney; A. B. Chandler III, Attorney General; and City of Middlesborough, n1 Kentucky, Appellees, March 19, 1999, Rendered, Court of Appeals of Kentucky.
 - ▶ A state or local authority may restrict truck access, but only on the basis of safety and engineering analysis.
 - ▶ After careful legal review of the matter, NYSDOT, has determined the risk/liability associated with restricting through trucks along Route 9D is high. The likeliness that lawsuits against the State of New York would be initiated by the trucking industry/advocates resulting from an arbitrarily/capricious restriction of through trucks along the Route 9D corridor are high.
 - ▶ However, an option has been identified by NYSDOT for the community to explore regarding their ability to restrict trucks in the corridor. The option would be to transfer the ownership of the Route 9D corridor from the state to a local municipality (county or town). Preliminary research by the NYSDOT project team determined that the transfer of ownership could occur and the state would be able to continue ownership of the Route 9D over the Indian Brook bridge, the most expensive piece of infrastructure in the corridor. This option was debated by the group.
 - ▶ The pro’s and con’s of living along a state road were brought to light. Presently, the community does not have the financial burden associated with owning and maintaining Route 9D, but unfortunately the community is also unable to place trucking restrictions on the state highway. However, if the community was to assume ownership responsibility it would be able to decide to place a through truck restriction, but it would also have the financial obligations of operating and maintaining the roadway, along with any capital improvements that might be necessary in the future.
 - ▶ Sandra Jobson, NYSDOT, explained the definition of a “Designated Truck Route.” A designated truck route is a state route that has been pre-approved for larger trucks; however, these larger trucks are not restricted from using other state highways. Other state highways that have not been designated as truck routes are still able to accommodate larger trucks, but the truck operator must first apply for a permit. This permitting process is simple and such permits would be granted for the Route 9D corridor. A second common use of the designated truck route is a route (wholly contained) within a municipality through which trucks are re-directed.

Route 9D Corridor Management Plan

Steering Committee Meeting

III. Review of Public Workshop Results

Sandra Jobson, NYSDOT, passed out to committee members a summary of the January 24, 2006 Public Workshop results. It was obvious that there was much duplication of goals and objectives among the tables at the Public Workshop.

The creation of a bicycle/pedestrian path was the number one goal. Balancing safety concerns with the creation of a bicycle/pedestrian path is an issue. If a bicycle/pedestrian path is created, should it be created along the shoulder of Route 9D or created separate from the road? As a future step, it was suggested that the Town of Garrison could apply for a grant and conduct a feasibility study to analyze this issue. The CMP, once completed, will give credibility to the Town when the Town decides to apply for a grant. In the meantime, members of the NYSDOT will find out what the limits are of the NYSDOT Right-Of-Way along the Route 9D corridor.

IV. Draft Table of Contents for the Corridor Management Plan

Sandra Jobson, NYSDOT, passed out a handout of the draft Table of Contents for the CMP to committee members. Marlo Kovacs and the Hudson Highlands Land Trust were suggested as good resources for information for the Natural Resources section. Nancy Wareham-Gordon, Steering Committee Member, provided Sandra Jobson, NYSDOT, with the names and phone numbers of individuals to contact for information pertaining to the Recreation section. The Route 9D corridor is located within the Hudson Highlands Scenic Area of Statewide Significance (SASS); information from the SASS report, dated July 1993 will be included in the Historical section of the CMP. Information on the history of the Garrison School Forest can also be included in the Historical section of the CMP; Anita Prentice, Steering Committee member, will email this information to Sandra Jobson, NYSDOT.

The CMP can be thought of as a focused part of the Town of Philipstown Master Plan. Once finalized, the CMP can be used as a model for other sections of Route 9D and other roads.

V. Next Steps

Steering Committee members will review the January 24, 2006 Public Workshop results. Sandra Jobson, NYSDOT, will consolidate the goals and objectives and email the results to the Steering Committee members by Tuesday, March 14, 2006.

Sandra Jobson, NYSDOT, passed out handouts of draft logos for the Route 9D corridor that were submitted by Kevin Amter and Hank Osborn. Anita Prentice, Steering Committee member, suggested that a castle be part of the logo to reflect the castles that are present along the Route 9D corridor and suggested the name "Hudson River Castles Scenic Byway". Steering Committee members will review the logos and give their suggestions/ideas to NYSDOT members at the next Steering Committee meeting.

The next Steering Committee meeting will be held on Monday, March 20, 2006, from 7:00 p.m. to 8:30 p.m. at the Garrison Union Free School.