

**NYS Department of Transportation
PUBLIC HEARING**

**James A. Farley Bridge
Stony Point, NY**

**Wednesday, June 20, 2007
7:00pm – 9:00pm**

James Farley Middle School
140 Route 210
Stony Point, NY 10980

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A- The Town Stony Point Comprehensive Plan (1994-1996)

Important planning policies for our town

1. **Keep development within the current capacity of the road systems wherever possible.**
2. **Minimize new costs associated with new development.**
3. **Preserve and promote the unique historic values in Stony Point.**
Respect and protect the important “Places of Distinction” – Identify historic homes, cemeteries, churches, stonewalls. Preserve our local heritage. From heritage forms community and sense of “common place.” – Malloy’s Bldg Place of Distinction
4. **Encourage economic development to boost local economy.**
Build on county & state tourism programs and location near parks and historic sites. 9W & Main Street walk able “Town Center” concept.



B- NYSDOT reasons/objectives for bridge replacement & intersection expansion

- **85-year-old bridge - structural/maintenance issues**
We agree with the priority and need to have a safe bridge. But expansion of bridge goes well beyond what is needed and will cause traffic volume/increase speed in town, make the intersection much larger and less safe pedestrians
- **Traffic increase - DOT: 18,061 VPD (April 2003)**
*DOT 20,000 VPD is overestimated and unsubstantiated (FOIL- No study provided)
Based on our estimated vehicle counts (1/16/07)= TOTAL: 1,173 both directions
20,000 VPD = 1173 vehicles for 17 hours per day (ie. 6am – 11pm for example)*
- **Traffic accidents - safety improvements needed**
Actual accident rate based on FOIL from Stony Point PD is low: 4 year period = 49 accidents (By far, most due to driver error/not paying attention, failure to yield ROW, distraction, etc. – 5 or less accidents have any relation to possible intersection design.

C- What the Town of Stony Point needs

We need to maintain our town center – “the heart of our town” for several reasons:

1. **Stony Point identity is in history as a revolutionary war era town – “The Battle of Stony Point”**

As a town, we have identified the need to preserve our local history, places of “historical distinction” and develop our town center (i.e. Comp Plan) for both historical/aesthetic and economic reasons. Our Main Street historical buildings – The Malloy’s Building and Chelsea (both constructed during the Civil War era) give us a “sense of place” and a “sense of community” that strip malls, new bank buildings and chain pharmacies do not.

2. The town center is key element of our “town economic plan”

It is a fact that town of Stony Point needs to find new forms of revenue sources, and we have identified NYS Hudson Valley Tourism as an important element in that plan. The history of our town, the Hudson River, Harriman Park and our important statewide historical destination in the Hudson Valley – The Stony Point Battlefield) all can provide revenue sources. The NYSDOT proposed expansion of our Main Street intersection and bridge replacement/expansion will prevent us from developing our Stony Point town center as we have envisioned it in our Stony Point Comprehensive Plan and will seriously and negatively impact our potential for future economic development for the town.

3. Protect our existing local businesses and tax base

We need more businesses in The Town of Stony Point not less, and should be doing what we can to protect the local businesses that we have now not demolish them! Collectively, the buildings being considered for demolition represent some portion of over \$100,000 in current school, county and local town taxes paid each year – a loss of revenue that would be passed on to other taxpayers. The proposed TWO-YEAR construction plan will negatively impact all local businesses and residents in the entire area of town.

D- What Stony Point needs from the NYSDOT

We need the NYS DOT to provide a better alternative that will provide true benefits to our town residents and businesses while minimizing the currently planned improvements that will destroy the heart of our town center:

The project must be scaled back to meet our town’s ACTUAL traffic and safety needs without unnecessarily expanding the dimensions of the Route 9W /Main Street intersection and the newly proposed bridge beyond the scale of our little town.



Expand the SOUTH EAST CORNER of intersection:

- Since the major area of traffic difficulty is for truck traffic going NORTH on Route 9W turning onto EAST MAIN STREET, the intersection design should expand the corner with a taking of property on that corner that would allow a sloping turning lane for trucks traveling NORTH on Route 9W



Expand the SOUTH WEST CORNER of intersection:

- This expanded corner would also provide additional road width on Route 9W for trucks TURNING LEFT from East Main Street to 9W south. Perhaps some additional easement is needed on the SOUTH WEST CORNER from the Shell Gas Station, but this does not need to be excessive.



Contour the NORTH EAST CORNER if needed:

- The NORTH EAST CORNER from EAST MAIN STREET, turning RIGHT onto Route 9W currently has a brick walkway that could be contoured to allow truck traffic from the existing TURNING LANE.



Minimal expansion of ROUTE 9 SOUTH entering intersection:

- On the WEST side of ROUTE 9 SOUTH, near Chelsea Communications, a brick pathway allows some room for a LEFT TURNING LANE onto EAST MAIN, but little need exists for an expanded truck turning lane from Route 9W SOUTH onto WEST MAIN STREET.



Minimize size and width of bridge and further investigate the detour through Lowland Hill or alternative “Rapid Built” bridge design

- A three-lane bridge with 8’ shoulders and sidewalks on both NORTH and SOUTH lanes expands the dimensions of the proposed bridge well beyond our town’s needs and requires larger easement areas. Scale back the bridge. 8’ shoulders are not necessary with a third turning lane.
- Investigate alternative bridge construction techniques, such as “Rapid Built” bridge design, where the majority of bridge construction is done offsite. This will significantly reduce the impact on businesses and allow the bridge to be positioned closer to its existing footprint – thereby reducing the 2-year phase construction and likely eliminating the need condemn and demolish commercial or residential properties.