

CITY OF HUDSON COMMON COUNCIL

RESOLUTION NO.____ June 20, 2023

A RESOLUTION AUTHORIZING MARGARET MORRIS, CHAIR OF AD-HOC TRUCK COMMITTEE, TO SEND A LETTER TO NYSDOT REQUESTING CHANGES TO ACCESS HIGHWAYS IN THE CITY OF HUDSON

WHEREAS, the Common Council of the City of Hudson established an ad-hoc committee relating to truck traffic in the city of Hudson; and

WHEREAS, this ad-hoc committee has identified that one of the access highways connecting Route 9G to Third Street within the City was established to provide reasonable access for trucks to and from L&B Products terminal which was located west of Third Street within the City; and

WHEREAS, the L&B Products terminal closed following the bankruptcy of L&B Products in 2003; and

WHEREAS, the ad-hoc committee has proposed the elimination of this access highway; and

WHEREAS, the ad-hoc committee has proposed trucks over 48 feet be barred from using the remaining access highway unless they are delivering within the City;

WHEREAS, the Common Council agrees with the recommendations of the ad-hoc committee that a request be made to NYSDOT for changes to the access highways in the City of Hudson;

NOW, THEREFORE, BE IT RESOLVED, that Margaret Morris, First Ward Council member and Chair of the Ad-Hoc Truck Committee, be authorized to submit a letter to the NYSDOT requesting these changes.

Introduced:_____

Seconded:_____

Approved: _____ Kamal Johnson, Mayor

June __, 2023

6/16/23 DRAFT

Mr. Gerald Charleston
ITS Regional Coordinator
NYS Department of Transportation Region 8
Hudson Valley TMC
200 Bradhurst Ave, Unit 1
Hawthorne, NY 10532-1626

Re: Access Highways Change Request – NY State Highway Routes for City of Hudson

Dear Mr. Charleston:

As Chair of the City of Hudson Ad Hoc Truck Committee, and representative of the City of Hudson, I am writing to request a change to one of the New York State Access Highway routes that enter/leave the City of Hudson. Specifically, the City of Hudson requests the removal of one of the two NY State access highway routes—2.5 miles of NY 9G/23B—that enter/leave the City of Hudson. In addition to this change, we are requesting that trucks over 48 feet in length be prohibited from entering the City unless they are making local deliveries. This letter provides information concerning these matters.

By way of background, in September of 2022, the City of Hudson's Common Council formed an **Ad Hoc Truck Committee** to follow up on the Truck Study and facilitate changes in the current Truck Route. Our Committee includes membership from the Common Council, the Columbia County Board of Supervisors, and the community, and is comprised of the following individuals:

- Margaret Morris, Chair / First Ward Council Member
- Linda Mussmann, Fourth Ward Supervisor
- Amber Harris, Third Ward Council Member
- Mohamed Rony, Second Ward Council Member
- Abdus Miah, Second Ward Supervisor
- Dewan Sarowar, Second Ward Council Member
- Donna Streitz, Community Member

Our stated objective is: *"To improve the health, safety, and quality-of-life outcomes for Columbia County residents, move the truck route away from densely populated neighborhoods with housing and amenities close to the road. Identify and move the truck route to the most cost-effective alternate route which reduces residential impacts for Columbia County residents."*

Requested Changes

As per the NYSDOT Qualifying and Access Highway Manual, there are two NY State Designated Truck Access Highway routes that enter and leave the City of Hudson. See the attached pages 28 and 34 of the manual (Attachment 1). We would like to request removal of a portion of NY 9G/23B referenced on page 28 as follows:

- "NY 9G: Western junction of NY 9G/NY23 overlap (Rip Van Winkle Bridge Approach) to the L&B Products terminal, a distance of 2.5 miles, in the City of Hudson and the Town of Greenport. (COLUMBIA)"

The purpose of this route was to provide reasonable access for trucks to/from the L&B Products terminal which was located west of Third Street. Route 9G becomes Third Street within the City, and which opened in 1982. L&B Products terminal has long since closed, following its bankruptcy in 2003. This route travels through the two most densely populated wards in the city. Additionally, minority populations represent 73% of the population in one of these wards. The overall minority population for the City is 46%.

In addition to this change, we are requesting that trucks over 48 feet in length be prohibited from entering the City unless they are making local deliveries. Many streets within the city are less than 30 feet wide, barely meeting the 20-foot-wide requirement when parked vehicles are taken into consideration. These larger trucks create a significant safety issue for the residents. I am attaching a video that shows two of these trucks at the intersection of Park Place and Warren Street, which is in the center of the City. One of the trucks mounts the curb as it navigates the turn.

Background

The City of Hudson received funding from the NYSDOT for a feasibility study (Study), secured by Assembly member Didi Barrett, to evaluate alternatives to the current State Truck Route which has existed since before the 1950s. The current Truck Route has enormous residential impacts to the City of Hudson, and significant concerns exist regarding the negative health impacts to residents and the environmental impacts of truck traffic (and related emissions and wear) on city streets, as well as social economic impacts of truck traffic on urban streets. The Study was conducted in 2020 by MJ Engineering and Land Surveying, P.C., and its final report—The Feasibility Study City of Hudson Truck Route Traffic Study Columbia County NY—was issued August 2021. As reported by MJ Engineering:

“The social and economic impacts of truck traffic upon the City’s business district and neighborhoods are especially worrisome... The community must contend with the particularly noxious influences of high truck volume such as noise, odors, dust, congestion, and visual degradation. In the City of Hudson, pedestrian traffic is very important to residents and visitors. Through truck traffic typically directly and negatively affects business and quality of life within the City. Diesel exhaust from truck traffic is a complex mixture of gases and fine particles. In an urban area such as Hudson, the narrow streets and tall buildings make it much harder for the gases and particles to dissipate in comparison to a rural setting with wider streets and less buildings. When the exhaust cannot dissipate, it causes an unhealthy environment for pedestrians in the city.”

Air quality studies have shown greater levels of truck traffic-related air pollution (TRAP) at homes in areas closest to the road, thus are particularly problematic in heavily populated urban areas such as the City of Hudson.

As you know, the size and volume of trucks and truck loads have significantly increased since the truck routes entering/leaving Hudson were established. Also, as reported by MJ Engineering in the Truck Study report, the City of Hudson has an enormous volume of truck traffic flowing through its streets, and city streets are not designed to handle large trucks.

Mr. Gerald Charleston
New York State Department of Transportation
June __, 2023
Page **3** of **3**

Your attention to this critical issue is greatly appreciated. If you have any questions, would like additional information, and/or would like to get a copy of the MJ Engineering Truck Study report, please let me know. My contact information is provided below.

Best regards,

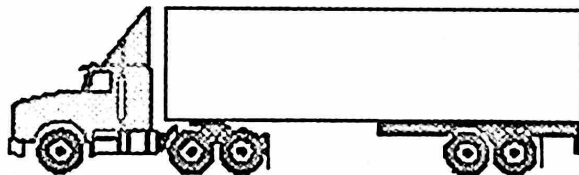
Margaret Morris
First Ward Council Member, City of Hudson
Chair of Hudson Common Council Ad Hoc Truck Committee
Mobile phone: 516 708 5295 / email: margaret.morris@cityofhudson.com

cc:

Tom DePietro, Common Council President
Kamal Johnson, City of Hudson Mayor
Michael Hofmann, City of Hudson Mayoral Aide
Ad Hoc Truck Committee:
Amber Harris, Third Ward Council Member
Abdus Miah, Second Ward Supervisor
Linda Mussmann, Fourth Ward Supervisor
Mohamed Rony, Second Ward Council Member
Dewan Sarowar, Second Ward Council Member
Donna Streitz, Community Member

**OFFICIAL DESCRIPTION
OF DESIGNATED
QUALIFYING AND ACCESS
HIGHWAYS
IN
NEW YORK STATE**

October 2022



Office of Traffic Safety & Mobility



**Department of
Transportation**

**HIGHWAYS DESIGNATED AS QUALIFYING OR ACCESS HIGHWAYS
FOR LARGER DIMENSION VEHICLES**

**SOURCES: 17 NYCRR PART 8000
17 NYCRR PART 8100**

QUALIFYING & ACCESS HIGHWAYS - NY STATE HIGHWAY ROUTES

Note: Unless a highway description contains the term **[QUALIFYING HIGHWAY]**, then it is only an Access Highway.

NY 2 (Troy Schenectady Road and 19th Street) - I 87 (Exit 6) to NY 32 (2nd Avenue) in City of Watervliet and the Town of Colonie. (ALBANY)

NY 3 NY 104 to NY 104 in the City of Fulton, the Towns of Hannibal, Granby, Volney, Palermo and Mexico, and the Villages of Hannibal and Mexico. (OSWEGO)

Oswego-Jefferson County line to US 11 (Massey Street) in the Towns of Ellisburg, Henderson, Hounsfield and Watertown. (JEFFERSON)

Roadway Express Terminal (Watertown), 3 miles west of NY 342, to a point 0.1 miles west of Adelaide Street (Carthage) in the Towns of Watertown, LeRay, Rutland, Champion and Wilna, and the Villages of Black River, Deferiet, Herrings and Carthage. (JEFFERSON)

NY 3A/CR 36 (JEFFERSON) to the junction of NY 970G and NY 970H (CLINTON) in the Towns of Wilna, Diana, Pitcairn, Fine, Clifton, Colton, Piercefield, Altamont, Harriestown, St. Armand, Franklin, Black Brook, Saranac and Plattsburgh, and the Villages of Harrisville, Tupper Lake and Saranac Lake. (JEFFERSON, LEWIS, ST. LAWRENCE, FRANKLIN, ESSEX and CLINTON)

(Cornelia Street) - NY 190 (Military Turnpike Road) to I 87 (Exit 37) in the City of Plattsburgh and the Town of Plattsburgh. (CLINTON)

NY 3A (a.k.a. CR 36) - NY 3 (Deferiet) to NY 3 (Fargo) in the Town of Wilna and the Village of Deferiet. (JEFFERSON)

NY 5 Pennsylvania-New York State line to NY 75 in the City of Dunkirk, the Towns of Ripley, Westfield, Portland, Pomfret, Sheridan, Hanover, Brant, Evans and Hamburg, the Village of Silver Creek, and the Cattaraugus Indian Reservation. (CHAUTAUQUA and ERIE)

NY 75 to NY 179 in the Town of Hamburg. (ERIE). **[QUALIFYING HIGHWAY]**

(Fuhrmann Boulevard) - NY 179 to I 190 (Thruway Exit N7) in the Cities of Buffalo and Lackawanna, and the Town of Hamburg. (ERIE)

I 290 (Youngmann Expressway) (ERIE) to NY 174 (ONONDAGA) in the Cities of Batavia, Canandaigua, Geneva and Auburn, the Towns of Amherst, Clarence, Newstead, Pembroke, Batavia, Stafford, LeRoy, Caledonia, Avon, Lima, West

- (Hoosick Street and Hoosick Road) - 8th Street to the New York-Vermont State line in the City of Troy and the Towns of Brunswick, Pittstown and Hoosick. (RENSSELAER)
- NY 8 NY 9N to NY 12 in the Towns of Hague, Horicon, Chester, Johnsbury, Thurman, Wells, Lake Pleasant, Arietta, Morehouse, Ohio, Norway, Russia and Deerfield, and the Villages of Cold Brook, Poland and Speculator. (WARREN, HAMILTON, HERKIMER and ONEIDA)
- Junction of NY 8 and NY 12 (Deerfield) to CR 9 (Main Street) (Paris) in the City of Utica and the Towns of Deerfield, Marcy, New Hartford and Paris. (ONEIDA)
QUALIFYING HIGHWAY
- CR 9 (Main Street) (Paris) to NY 17 in the Towns of Paris, Bridgewater, Brookfield, Columbus, New Berlin, Norwich, Guilford, Bainbridge, Unadilla, Sydney, Masonville and Deposit, and the Villages of Bridgewater, Clayville, New Berlin, Sydney and Deposit. (ONEIDA, MADISON, CHENANGO, OTSEGO and DELAWARE)
- NY 9A Driveway to # 3199 Route 9A to Welcher Avenue in the City of Peekskill, Town of Cortlandt and the Village of Buchanon. (WESTCHESTER)
- US 9 to I 287 eastbound entrance ramp in the Towns of Ossining, Mount Pleasant and Greenburgh, and the Villages of Briarcliff Manor and Elmsford. (WESTCHESTER)
- (northbound only) - Eastbound I 287 entrance ramp to NY 119 in the Town of Greenburgh and Village of Elmsford. (WESTCHESTER)
- (Saw Mill River Road) – NY 984L (Tuckahoe Road) to Ashburton Avenue (1.5 ± miles) in the City of Yonkers. (WESTCHESTER)
- NY 9B US 9 to US 11 in the Town of Champlain and the Village of Rouses Point. (CLINTON)
- NY 9G South Cross Road (Hyde Park) to NY 199 (Rhinebeck Bridge Approach) in the Towns of Hyde Park and Rhinebeck. (DUTCHESS)
- Western junction of NY 9G/NY23 overlap (Rip Van Winkle Bridge Approach) to the L&B Products terminal, a distance of 2.5 miles, in the City of Hudson and the Town of Greenport. (COLUMBIA)
- NY 9H US 9 (Valatie) to NY 82 in the Towns of Kinderhook, Ghent, Claverack and Livingston, and the Village of Valatie. (COLUMBIA)
- NY 9J (South Street) - US 9/US 20 (Columbia Turnpike) to a point 1.4 miles south in the City of Rensselaer. (RENSSELAER)
- NY 9L CR 52 (Hicks Road) to NY 254 (Quaker Road) in the Town of Queensbury. (WARREN)

- NY 23 NY 26 TO CR 44 in the Towns of Cincinnatus, Pitcher, Pharsalia and Plymouth.
(CORTLAND and CHENANGO)
- NY 990L/CR 32 to NY 205 in the Towns of Norwich, New Berlin, Morris, Laurens
and Oneonta, and the Village of Morris. (CHENANGO and OTSEGO)
- I 88 (Exit 15) to the New York-Massachusetts State line in the City of Oneonta,
the Towns of Oneonta, Davenport, Kortright, Harpersfield, Stamford, Gilboa,
Roxbury, Prattsville, Ashland, Windham, Durham, Cairo, Catskill, Greenport,
Livingston, Claverack, Hillsdale, Taghkanic and Copake, and the Villages of
Stamford and Catskill. (OTSEGO, DELAWARE, SCHOHARIE, GREENE and
COLUMBIA)
- NY 23A US 9W to Fyke Road in the Town of Catskill. (GREENE)
- NY 23B Junction of NY 23 and NY 9G/NY 23B (Greenport) to L&B Products terminal
(2.4 miles) in the City of Hudson and the Town of Greenport. (COLUMBIA)
- Junction of US 9 and NY 9G/NY 23B to the junction of NY 9H/NY 23, NY 9H, and
NY 23 in the City of Hudson and the Towns of Greenport and Claverack.
(COLUMBIA)
- NY 24 (Hempstead Turnpike) - Merrick Avenue (CR) to East Meadow Avenue (CR)
(0.5 miles) in the Town of Hempstead. (NASSAU)
- (Hempstead Turnpike) - Hamlet Road to NY 135 (Seaford Oyster Bay
Expressway) in the Towns of Oyster Bay and Hempstead. (NASSAU)
- (Conklin Street) - Cedar Avenue to NY 110 in the Town of Babylon. (SUFFOLK)
- NY 25 (Jericho Turnpike) - Nassau Boulevard (CR) at Garden City Park to Glen Cove
Road (CR) in the Town of North Hempstead and the Village of Mineola.
(NASSAU)
- (Jericho Turnpike) - NY 106/NY 107 to NY 135 (Seaford Oyster Bay Expressway)
in the Town of Oyster Bay. (NASSAU)
- (Jericho Turnpike) - CR 66 (Deer Park Road East) to NY 454 (Veterans Memorial
Highway) in the Towns of Huntington and Smithtown. (SUFFOLK)
- (Middle Country Road) - CR 83 (Patchogue Mount Sinai Road) to NY 112
(Port Jefferson Road) in the Town of Brookhaven. (SUFFOLK)
- (Middle Country Road) - Edwards Avenue to the United Parcel Service Terminal
(1.0 mile) in the Town of Riverhead. (SUFFOLK)
- NOTE: This route shall only be used between the hours of 7 p.m. and 7 a.m.
- NY 25A (North Hempstead Turnpike) - Glen Cove Road (CR) to Walnut Street
(Greenvale) in the Town of North Hempstead and the Villages of East Hills,
Mineola and Old Westbury. (NASSAU)



Alternate Option Highlights [6/7/23 DRAFT]

This option is essentially the existing truck route with the exception of **eliminating** US Route 9G/NY 23B and 3rd St, and **eliminating** Columbia Street, in the City of Hudson.

*(It is similar to Option 12 alternate route recommended by MJ Engineering, with the exception that it **includes** US Route 9 from NY 23 to US Route 9/Green Street and Fairview Avenue; does not change existing Route 66; and does not add Fish and Game Rd and Healy Boulevard connector to the route).*

Custom Alternate Advantages
<ul style="list-style-type: none">• Reduces number of impacted residential property households in Hudson by over 60% from 940 to 348.• Provides truckers with an additional truck route option to cross through Hudson / Greenport / Claverack areas.• No impacts to federal or state wetlands, like Option 12.• Minimal cost impact.
Alternate Disadvantages
<ul style="list-style-type: none">• Does not circumvent problematic areas of Green Street, US Route 9 Warren St, Park Place, and US Route 9 Worth Ave, thus may result in increased through-truck traffic in these areas.

Option 12, Option 6, and Alternate Option:

- Have lower impacts than current to residential and agricultural properties within the study area.
- Utilize mostly existing state and federal highways, constructed to accommodate heavy vehicles that use truck routes. Exception being Route 9 area that cuts through the City of Hudson.
- Have least impacts to historical properties; avoid routing trucks down Spook Rock Rd (CR 29); and, not expected to contribute additional truck traffic past historic homes on NY Route 23B near Claverack.
- Have lower estimated cost than other preferred alternate routes.

Source of Information: MJ Engineering and Land Surveying, P.C. **Feasibility Study—City of Hudson Truck Route Traffic Study Columbia County, NY**, performed for the City of Hudson in 2020-2021 (final report August 2021). Funding received from New York State Department of Transportation (NYSDOT) for feasibility study was secured by Assembly member Didi Barrett.

Estimated Impact on Route US-9/Worth Ave of Removing Route NY-9G/23B from State Truck Route (Source – Data obtained from October 2021 MJ Engineering Truck Study final report) DRAFT 6/15/23

Daily Average Volume by Truck Size: The following table summarizes estimated impact on **daily average truck volume** by **truck size – weekdays** vs. **weekends** – on **route US-9/Worth Avenue** due to eliminating route NY-9G/23B from the State truck route into Hudson:

Truck Size	US-9/Worth Avenue		
	Before Elimination of Route NY-9G/23B	After Elimination of Route NY-9G/23B	Estimated Total After Elimination of NY-9G/23B
Source: Table 4	Daily Average Truck Volumes - Weekdays		
Small (2 to 3 axel trucks)	46 ¹	+22	68
Large (4+ axel trucks)	60 ²	+4	64
Total	106	+26	132
Source: Table 5	Daily Average Truck Volumes - Weekends		
Small (2 to 3 axel trucks)	10 ¹	+9	19
Large (4+ axel trucks)	13 ²	+1	14
Total	23	+10	33

¹ Derived from Table 6 estimate: 43% smaller trucks for OD2 x 106 (weekday) or 23 (weekend)

² Derived from Table 7 estimate: 57% larger trucks for OD2 x 106 (weekday) or 23 (weekend)

Daily Average Volume – Local Delivery vs. Through-Trucks: The following table summarizes the current vs. estimated **local** deliveries vs. **through-traffic** on Route US-9/Worth Ave, following elimination of Route 9G/23B from the State truck route into Hudson:

Local vs. Through Trucks	US-9/Worth Avenue		
	Before Elimination of Route NY-9G/23B	After Elimination of Route NY-9G/23B	Estimated Total After Elimination of NY-9G/23B
Source: Table 4	Daily Average Truck Volumes - Weekdays		
Local deliveries	64	+16 ²	80
Through-trucks	42 ¹	+10 ²	52 ¹
Total	106	+26	132
Source: Table 5	Daily Average Truck Volumes - Weekends		
Local deliveries	14	+6 ²	20
Through-trucks	9 ¹	+4 ²	13 ¹
Total	23	+10	33

¹ Some of these through-trucks *may* have local deliveries in Hudson; number unknown.

² Estimated based on MJ Engineering observation that overall, 61% of captured trucks recorded as entering/leaving City had intermediate stops in the City. Thus, estimated that 61% of the total trucks diverted from OD1 (NY-9G/23B) would be local deliveries.

Conclusions: Elimination of NY-9G/23B from the State truck route into Hudson will **divert** approximately **26 trucks** per weekday (**10 trucks** per weekend day) from Route NY-9G/23B to **either US-9/Worth Ave or NY-9H** routes.

The **majority** of diverted trucks will be **small** (2-3 axels) – **22** weekday/**4** weekend day; **large** trucks (4+ axels) are estimated at **4** weekday/**1** weekend). Of the 26 average weekday trucks, 10 *may* be **through-trucks** with no destination within Hudson.

MJ Engineering Origin Destination Truck Study Information

As part of the 2020 Truck Study, MJ Engineering conducted a one-day **Origin Destination study** of trucks to estimate the **percentage** of trucks entering the City with city-destinations (i.e., local deliveries); the **average daily volume** of trucks entering and leaving the City at six locations in the City (Origin/Destination, or OD locations); and the **size** of trucks (2 or 3 axels vs. 4 or more axels).

- OD measurement **locations** were as follows (see OD ATR map exhibit):
 1. **NY-9G, NY 23B**, South 3rd Street – South of Haul Road
 2. **US-9, Worth Avenue** – South of Union Street
 3. **NY-23B, Columbia Turnpike** – East of Becraft Avenue
 4. **NY-66, Union Turnpike** – North of Ten Broeck Avenue
 5. **US-9, Fairview Avenue** – Between Graham Avenue and Spring Street
 6. **Columbia Street** – West of 3rd Street
- **758** trucks were captured entering the City at the six OD data collection locations. **Matches** were found for **296** trucks (39% match rate overall, meaning captured both OD entering and leaving locations for a truck) (see **Exhibit Table 2, page 4**).

To determine the estimated **average daily truck volume** impact, MJ applied the percentages from the one-day OD Study to the **three-day weekday** and **two-day weekend** truck volumes it recorded for the overall study. (see **Exhibit Tables 4 and 5, page 5**). They also analyzed the **size** of the matched trucks (see **Exhibit Tables 6 and 7, page 6**).

Observations Based on OD Study:

- **Most Common Truck Routes** (Table 2): The most common truck routes are at locations OD1, OD2, and OD3 where trucks **entered/exited** the City at **same** location:

OD1 – NY-9G, NY 23B
OD2 – US-9, Worth Avenue
OD3 – NY-23B, Columbia Turnpike
- **City-destination Trucks**: **61%** of the 296 trucks (180) had **intermediate** destinations within the City (local deliveries). The types of trucks varied -- delivery box trucks, construction trucks, tow trucks, NYSDOT trucks, City trucks, tractor-trailer combinations, tanker trucks, and sewage trucks. *[Source: Electronic report page 142]*
- **Truck Size** (Tables 6 and 7): Of **OD1**-captured trucks, **83%** were **smaller** (2 or 3 axels); **17%** were **larger** (4 or more axels).

Of **OD2**-captured trucks, **43%** were **smaller** (2 or 3 axels); **57%** were **larger** (4 or more axels).

- **Average Daily Truck Volumes** (Tables 4 and 5):
 - **Weekday**: **58** trucks enter City at **OD1** – **32** of which are **local** deliveries, and **26** are **through-trucks** (some of which *may* have intermediate deliveries).
 - **Weekend**: **23** trucks enter City at **OD1** – **13** of which are **local** deliveries, and **10** are **through-trucks** (some of which *may* have intermediate deliveries).

Overall Conclusions:

Eliminating Route NY-9G/23B from the State truck route would result in the following estimated impacts:

- **Diverting** following estimated number of **daily average trucks** entering at **OD1** to other routes (*either* Route US-9/Worth Ave or Route NY-9H) *[derived from Tables 4 and 5]*:
 - **26 weekday** (22 small, 4 large trucks)
 - **10 weekend day** (9 small, 1 large trucks)
- **Reducing daily average truck** volumes on **Columbia Street** (above 3rd) by estimated total of **98 weekday** (77 small, 21 large), and **24 weekend** (20 small, 4 large) trucks. This is comprised of:
 - The above **OD1 diverted** trucks: **26 weekday / 10 weekend** day trucks, *plus*
 - Trucks **exiting** City from **OD1** that **entered** from **other** OD locations: **72 weekday** (55 small, 17 large trucks) / **14 weekend day** (11 small, 3 large) trucks exiting City from OD1 that entered from other OD locations in the City.

*[Number of trucks derived from Tables 4 and 5, trucks **exiting** the City via **OD1** that **entered** the City via **OD2 through OD6**. Estimated **truck size**: 77% small vs. 23% large trucks, based on Table 6 and 7 data – Origin **OD2 through OD6** combined for trucks exiting **OD1**]*

Exhibit 1

Excerpted Tables from MJ Engineering Report

The Origin Destination Study can be found on MJ Engineering Study electronic report pages 134-139 of the 811-page report. The OD map can be found on electronic page 144 of the report.

The following table excerpts can be found on the following electronic pages of the report:

Table 2 – page 135; **Table 4** – page 137; **Table 5** – page 137; **Table 6** – page 138; **Table 7** – page 138

Table 2 – OD Location Summary									
Origin OD No.	Roadway	Trucks Captured	% Trucks Matched	Trucks Matched at Destination Site					
				LOC 1	LOC 2	LOC 3	LOC 4	LOC 5	LOC 6
1	NY 9G/23B, S 3rd Street	86	49%	23	1	7	2	7	2
2	US 9, Worth Avenue	142	44%	4	38	4	5	9	3
3	NY 23B	215	44%	2	7	73	7	5	0
4	NY 66, Union Turnpike	124	23%	6	8	10	1	2	1
5	US 9, Fairview Avenue	121	46%	10	21	10	2	12	1
6	Columbia Street	70	19%	4	5	2	0	2	0

Totals	758	39%	49	80	106	17	37	7	296
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Table 2 shows:

- The number of “matched” trucks by **origin** OD location (sum of all OD **destinations**) are as follows:

Origin OD No.	Matched Trucks	Captured Trucks	% Trucks Matched
OD1	42	86	49%
OD2	63	142	44%
OD3	94	215	44%
OD4	28	124	23%
OD5	56	121	46%
OD6	13	70	19%
Totals	296	758	39%

- 758** trucks were captured entering the City at the six OD data collection locations. **Matches** were found for **296** trucks (39% match rate overall, meaning captured both OD entering and leaving locations for a truck).
- Of the **86** OD1-captured trucks, **42 (49% matched)**. Of these, 23 entered/left City at **same** OD1 [i.e., local deliveries], and 20 entered OD1 and left at a **different** OD (OD2-6) [through-trucks and local deliveries].
- Of the **296** matched trucks, **147 (50%)** entered/left the City at **same** location (blue highlighted values) [i.e., local deliveries]. **149 (50%)** entered/left City at **different** location [through-trucks and local deliveries].

Table 4 – OD Daily Average Weekday Truck Trips								
Origin OD No.	Roadway	Average Daily Trucks	Average Daily Truck Destination Site Volume					
			LOC 1	LOC 2	LOC 3	LOC 4	LOC 5	LOC 6
1	NY 9G/23B, S 3rd Street	58	32	1	10	3	10	3
2	US 9, Worth Avenue	106	7	64	7	8	15	5
3	NY 23B	167	4	12	130	12	9	0
4	NY 66, Union Turnpike	126	27	36	45	5	9	5
5	US 9, Fairview Avenue	80	14	30	14	3	17	1
6	Columbia Street	66	20	25	10	0	10	0

Totals	603	104	168	216	31	70	14
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Table 5 – OD Daily Average Weekend Truck Trips								
Origin OD No.	Roadway	Average Daily Trucks	Average Daily Truck Destination Site Volume					
			LOC 1	LOC 2	LOC 3	LOC 4	LOC 5	LOC 6
1	NY 9G/23B, S 3rd Street	23	13	1	4	1	4	1
2	US 9, Worth Avenue	23	1	14	1	2	3	1
3	NY 23B	41	1	3	32	3	2	0
4	NY 66, Union Turnpike	30	6	9	11	1	2	1
5	US 9, Fairview Avenue	27	5	10	5	1	6	0
6	Columbia Street	4	1	2	1	0	1	0

Totals	148	27	39	54	8	18	3
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Tables 4 and 5 show:

- MJ estimated **average daily truck volumes** over the **three** weekdays and **two** weekend days included in the overall Study, to determine the **average daily weekday truck trips** (Table 4) and **average daily weekend truck trips** (Table 5).
- **OD1** (Route NY-9G/23B) **Table 4** weekday data showed:
 - **58** trucks entered OD1, **32** exited same OD1, and **26** exited different OD location.
 - Of the **104 weekday** trucks captured leaving City at **OD1**:
 - 32 (**30%**) entered/left at **same** location (OD1) [i.e., local deliveries]
 - 72 (**70%**) entered from a **different** OD and left at OD1 [through-trucks and local deliveries]
- **OD1 - Table 5** weekend day data showed:
 - **23** trucks entered OD1, **13** exited same OD1, and **10** exited different OD location.
 - Of the **27 weekend day** trucks captured leaving City at **OD1**:
 - 13 (**50%**) entered/left at **same** location (OD1) [i.e., local deliveries]
 - 14 (**50%**) entered from a **different** OD and left at OD1 [through-trucks and local deliveries]

Table 6 – OD Location Summary – Trucks with 2 or 3 Axles								
Origin OD No.	Roadway	Trucks Matched	Average Daily Truck Destination Site Volume					
			LOC 1	LOC 2	LOC 3	LOC 4	LOC 5	LOC 6
1	NY 9G/23B, S 3rd Street	35	19	1	6	2	6	1
2	US 9, Worth Avenue	27	3	13	3	7		1
3	NY 23B	70	1	4	55	5	5	
4	NY 66, Union Turnpike	24	6	5	10	1	1	1
5	US 9, Fairview Avenue	42	8	13	8	2	10	1
6	Columbia Street	6	2	2	1		1	

Table 7 – OD Location Summary – Trucks with 4 or More Axles								
Origin OD No.	Roadway	Trucks Matched	Average Daily Truck Destination Site Volume					
			LOC 1	LOC 2	LOC 3	LOC 4	LOC 5	LOC 6
1	NY 9G/23B, S 3rd Street	7	4		1		1	1
2	US 9, Worth Avenue	36	1	25	1	3	4	2
3	NY 23B	24	1	3	18	2		
4	NY 66, Union Turnpike	4		3			1	
5	US 9, Fairview Avenue	14	2	8	2		2	
6	Columbia Street	7	2	3	1		1	

Tables 6 and 7 show truck size for the trucks identified as “matched” in Table 2:

- MJ analyzed truck volumes by **truck size**, comparing box trucks to larger tractor-trailer combination vehicles (Table 6 – Trucks with 2 or 3 Axels, and Table 7 – Trucks with 4 or More Axels).
- **OD1 (NY-9G/23B)**: Of the **42** matched trucks captured at OD1 (weekday plus weekend), 35 (**83%**) were **smaller** trucks (2 or 3 axels), and 7 (**17%**) were **larger** trucks (4 or more axels).
- **OD2 (US-9/Worth Ave)**: Of the **63** matched trucks captured at OD2 (weekday plus weekend), 27 (**43%**) were **smaller** trucks (2 or 3 axels), and 36 (**57%**) were **larger** trucks (4 or more axels).

Origin Destination Study – Additional Details

- The Origin Destination study data was collected on one day: Wednesday, 10/7/20 from 7:00 am to 7:00 pm (manual count paused up to 45 minutes due to a storm that day).
- The 5-day overall Truck Study period was Wednesday 10/7/2020 through Sunday October 11, 2020.
- Study captured time, license plate number, number of axles, and direction were recorded on voice recorders.