

CITY OF HUDSON

TRUCK ROUTE FEASIBILITY STUDY

ON-LINE SURVEY #2 HIGHLIGHTS

A. SURVEY OVERVIEW

As part of the public engagement component of the City of Hudson Truck Route Traffic Feasibility Study, a second online community survey was developed. The purpose of this survey was to gather public input regarding alternate truck route options that may potentially re-route trucks that do not have destinations within the City of Hudson. This information will help shape the future of the truck routes in the area.

A six (6) question survey was created using the Survey Monkey online platform. The survey opened on March 23, 2021 and remained open until April 20, 2021. There were 276 responses received.

The survey was available on the project website, Town website and advertised on social media and through press releases distributed prior to and during the survey period. Information and links to the survey were also distributed during the survey period on flyers which included a Quick Response (QR) code for direct access to the survey on a smartphone or tablet.



City of Hudson Truck Route Traffic Study

We need your input! Complete the online survey to share your feedback about the alternate truck route options.

The City of Hudson initiated this Truck Route Traffic Study to evaluate through truck traffic patterns, volumes, and destinations through the City and identify alternate truck route options to minimize through truck traffic and improve quality of life for residents and businesses.

The purpose of this survey is to gather public input regarding the alternate truck route options that may potentially re-route trucks that do not have destinations within the City of Hudson.



www.research.net/r/HudsonTruckStudy

For more information visit: **www.cityofhudson.org**

Survey Flyer

Data Limitations

The survey is one of multiple public engagement activities intended to gather input from the community. The survey responses are self-selecting and are not statistically valid. The survey alone cannot be used to find the “answer” or “solution” but can in part help identify common themes and trends.



Existing Truck Route

B. SURVEY HIGHLIGHTS

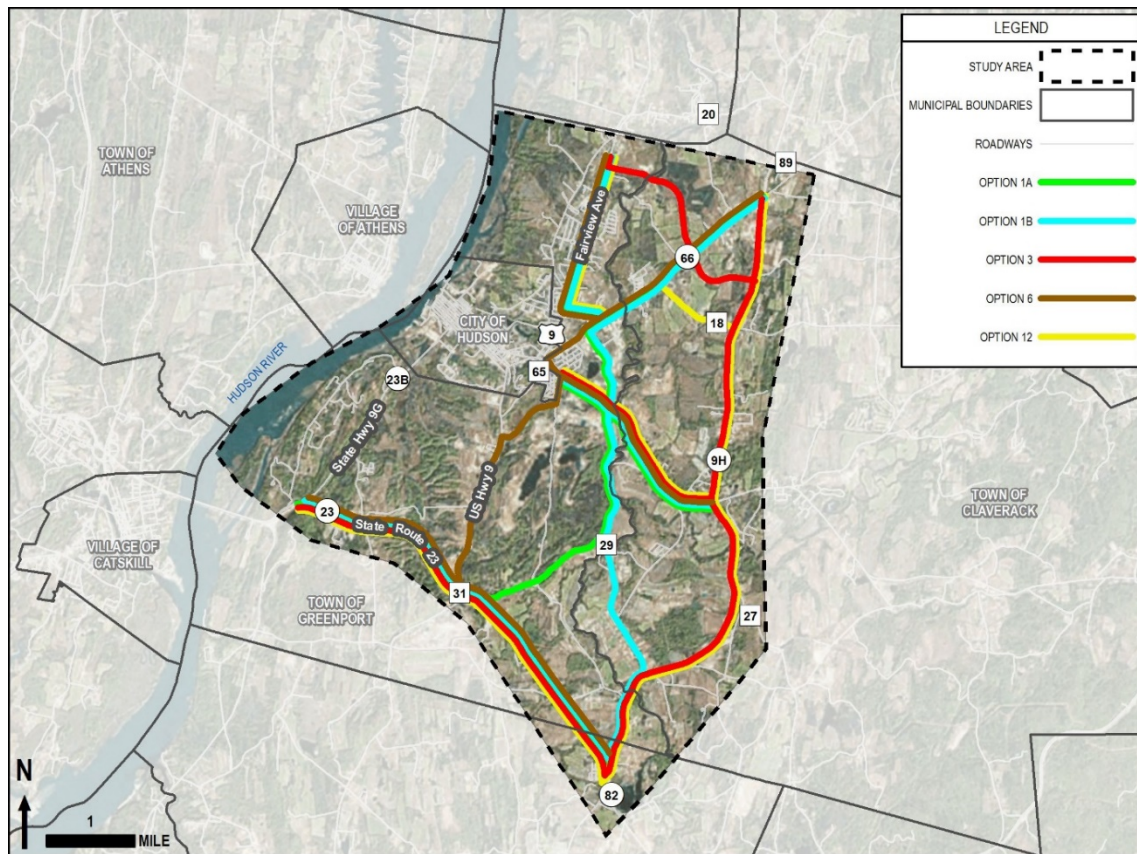
The second online survey for the Hudson Truck Study was developed to gather public input about proposed truck route alternatives through the City of Hudson. The survey began with an overview of the project and an explanation of the purpose of the survey. Then, the survey presented an overview of each proposed truck route alternative being considered, including a map to illustrate each proposed alternative and a list of pros and cons of each alternative. Following the proposed alternative descriptions, a series of questions were asked to gather input to help identify a preferred alternative.

Proposed Alternate Truck Routes

A total of 12 alternate truck route options were initially considered for the study. Of the 12 alternate truck route options originally considered, five (5) were determined to be the most consistent with the project objectives and goals identified for this process. For a list of project objectives and goals visit the project website at <https://cityofhudson.org/business/truck-route.php>.

It was determined that alternate truck route Options 1A, 1B, 3, 6, and 12 meet the criteria and have been selected for further consideration. The following map identifies the five (5) preferred alternate truck route options moving forward.

Following is an overview of proposed alternatives presented in the survey.



Summary of Preferred Truck Route Options

Alternate Truck Route Option 1A:

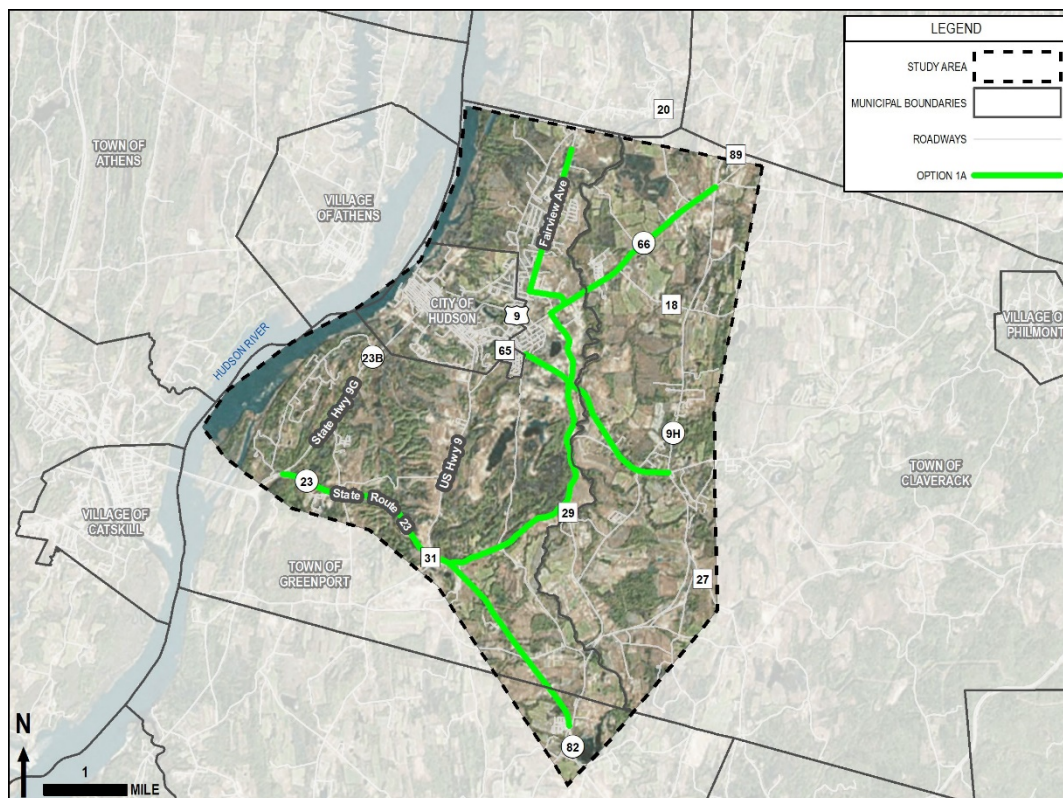
Trucks southbound on US Route 9 would turn left onto Healy Boulevard to the intersection with NY Route 66 where trucks would turn right onto NY Route 66. Trucks would then turn left onto the industrial road and Merle Avenue that continues onto a gravel road, Lone Star Road, and connecting to the intersection of NY Route 23B and Spook Rock Road. The route continues onto Spook Rock Road, Hiscox Road, and Fingar Road where it would intersect with US Route 9. Trucks could either turn right toward the Rip Van Winkle Bridge or left to continue south along US Route 9. Alternatively, trucks that are traveling east towards Claverack can turn onto NY Route 23B at the intersection with Lone Star Road and Spook Rock Road.

PROS

- Route avoids City residential areas
- Completely detours through trucks around the City
- Route utilizes existing roads

CONS

- Eastbound route to Claverack is approximately 0.3 miles longer than the existing route
- Southbound route to US Route 9 is approximately 0.7 miles longer than the existing route
- Westbound route to Rip Van Winkle Bridge is approximately 2.5 miles longer than the existing route



Preferred Truck Route Option 1A

Alternate Truck Route Option 1B:

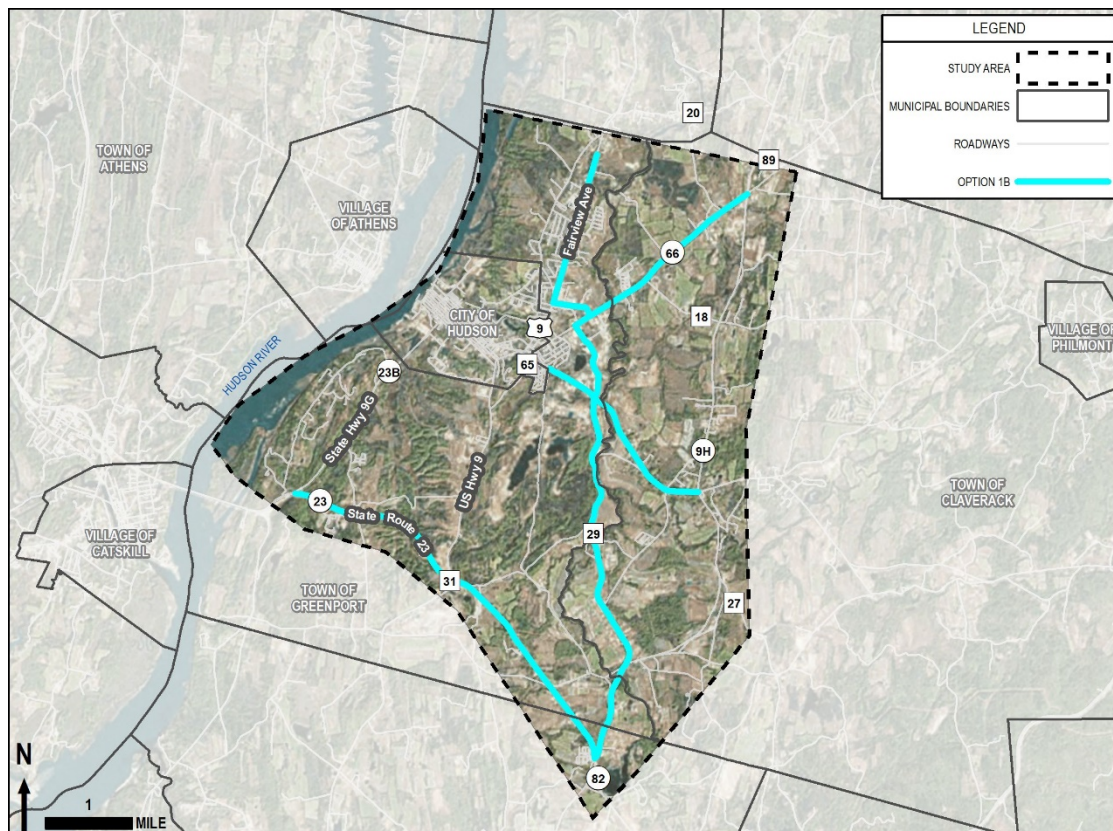
Trucks southbound on US Route 9 would turn left onto Healy Boulevard to the intersection with NY Route 66 where trucks would turn right onto NY Route 66. Trucks would then turn left onto the industrial road and Merle Avenue that continues onto a gravel road, Lone Star Road, and connecting to the intersection of NY Route 23B and Spook Rock Road. The route continues onto Spook Rock Road where it would intersect with US Route 9. Trucks could either turn right toward the Rip Van Winkle Bridge or left to continue south along US Route 9. Alternatively, trucks that are traveling east towards Claverack can turn onto NY Route 23B at the intersection with Lone Star Road and Spook Rock Road.

PROS

- Route avoids City residential areas
- Completely detours through trucks around the City
- Route utilizes existing roads
- Southbound route to US Route 9 is 0.8 miles shorter than the existing route

CONS

- Eastbound route to Claverack is approximately 0.3 miles longer than the existing route
- Westbound route to Rip Van Winkle Bridge is approximately 6.6 miles longer than the existing route



Preferred Truck Route Option 1B

Alternate Truck Route Option 3:

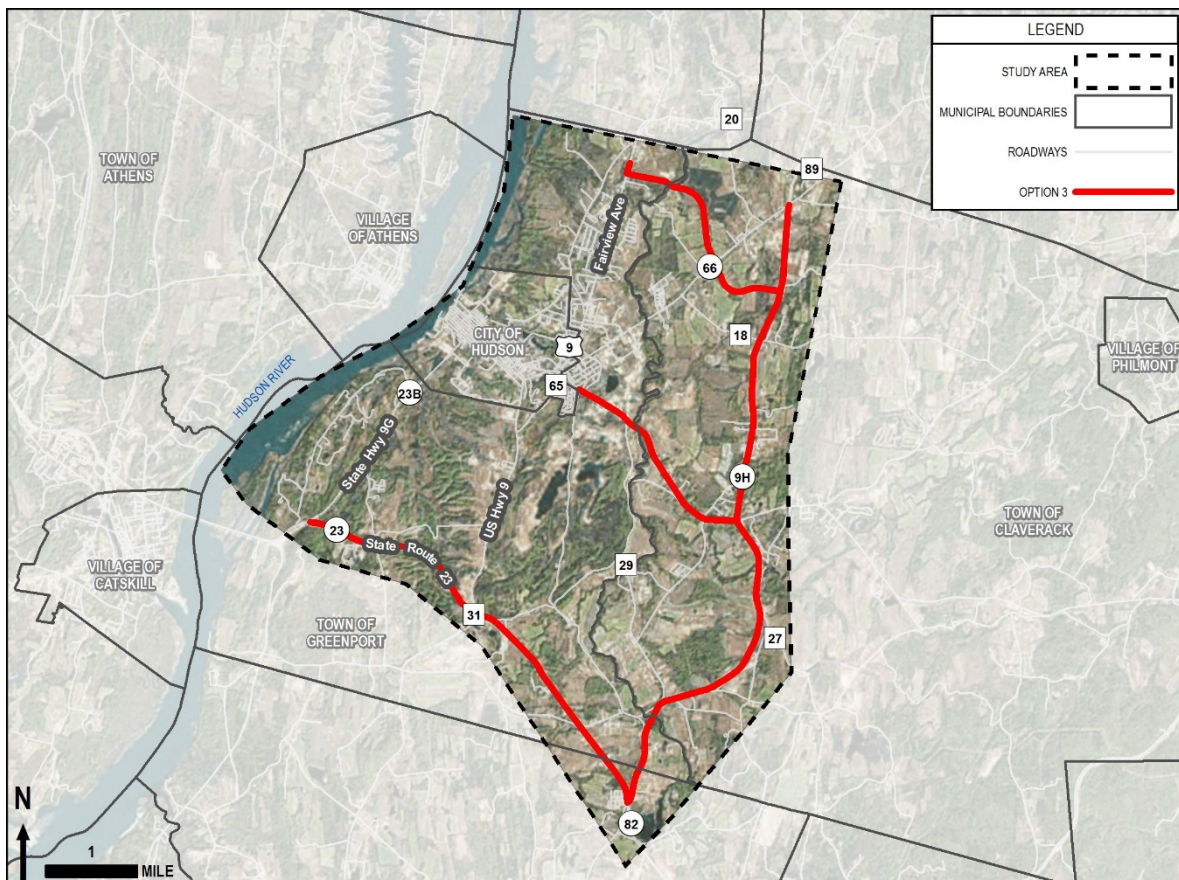
Trucks southbound on US Route 9 would turn left onto a new connector roadway to the intersection with NY Route 66 where trucks would continue straight onto an extension of the new connector roadway to the intersection with NY Route 9H. Trucks would turn right onto NY Route 9H and continue south to US Route 9. At US Route 9, trucks could either turn right toward the Rip Van Winkle Bridge or straight to continue south along US Route 9. Quarry truck traffic would join the route by entering on NY Route 23B and traveling east to the intersection with NY Route 23 and NY Route 9H.

PROS

- Route avoids City residential areas
- Completely detours through trucks around the City

CONS

- Requires three (3) new bridges over water courses along the new connector roadways
- Eastbound route to Claverack is approximately 0.3 miles longer than the existing route
- Southbound route to US Route 9 is approximately 0.45 miles longer than the existing route
- Westbound route to Rip Van Winkle Bridge is approximately 7.8 miles longer than the existing route



Preferred Truck Route Option 3

Alternate Truck Route Option 6:

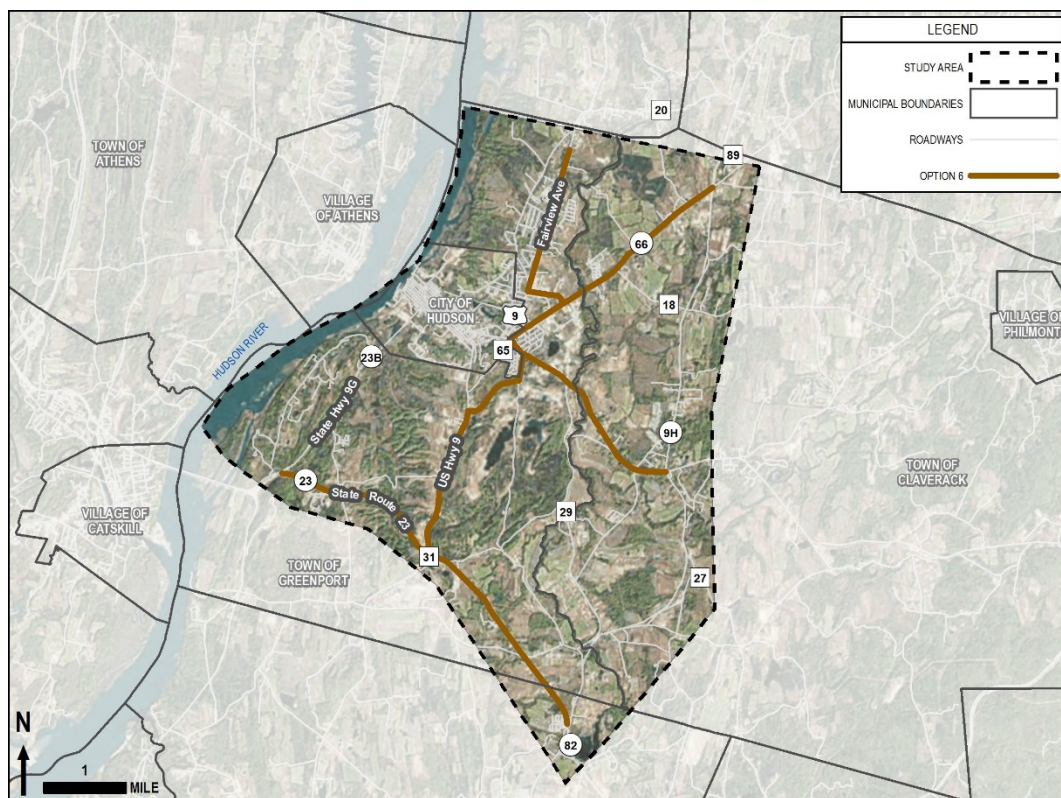
Trucks southbound on US Route 9 would turn left onto Healy Boulevard to the intersection with NY Route 66 where trucks would turn right onto NY Route 66. Trucks would continue southwest along NY Route 66 to the intersection with NY Route 23B where truck would turn left heading east toward Newman Road. Trucks would then turn right onto Newman Road and continue onto a new alignment roadway the intersects with US Route 9 south of the City where trucks would turn left onto US Route 9 and continue south. At the intersection of US Route 9 and NY Route 23, trucks could either turn right toward the Rip Van Winkle Bridge or left to continue south along US Route 9. Alternatively, trucks that are traveling east towards Claverack can turn onto NY Route 23B at the intersection with Lone Star Road and Spook Rock Road.

PROS

- Route avoids downtown area
- Route avoids narrow City roadways

CONS

- Route passes through residential area along NY 66, and NY 23B.
- Route passes by a cemetery
- Eastbound route to Claverack is approximately 0.8 miles longer than the existing route
- Southbound route to US Route 9 is approximately 0.3 miles longer than the existing route
- Westbound route to Rip Van Winkle Bridge is approximately 2.2 miles longer than the existing route



Preferred Truck Route Option 6

Alternate Truck Route Option 12:

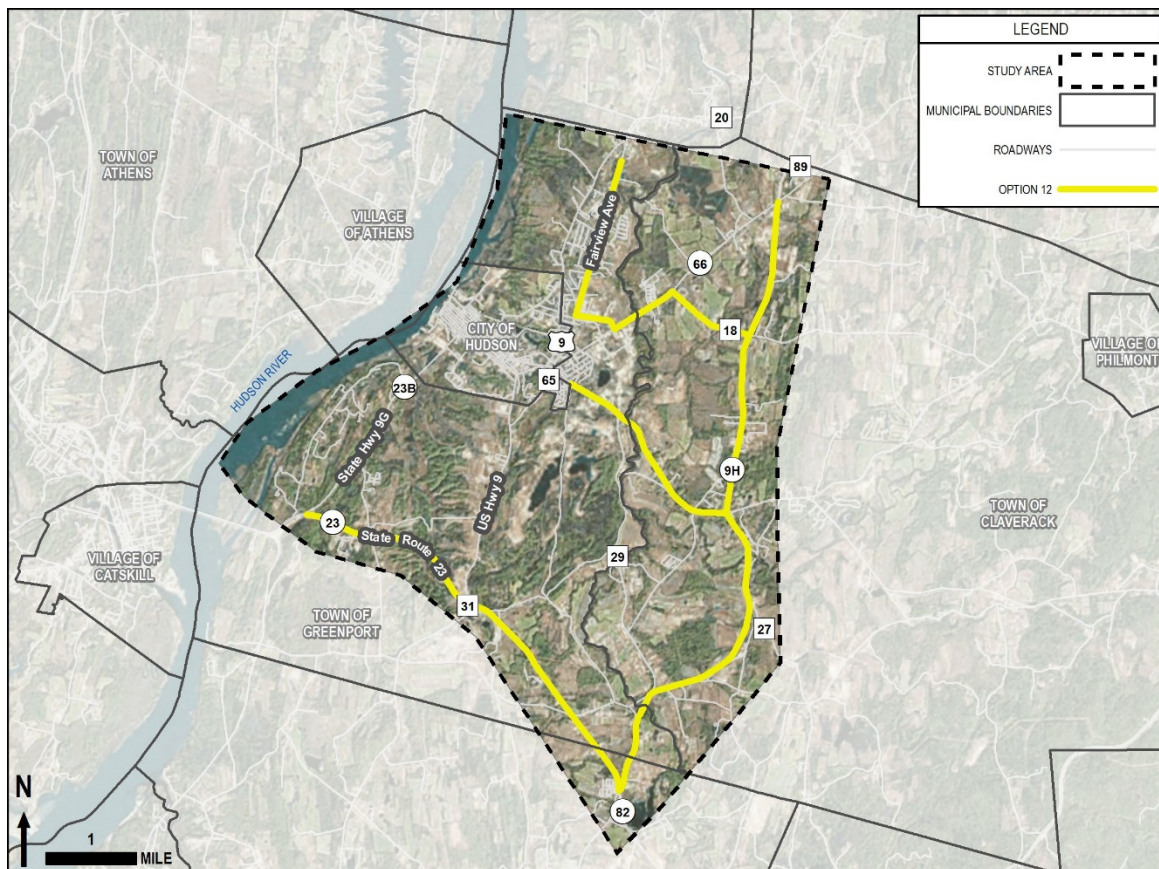
Trucks southbound on US Route 9 would turn left onto Healy Boulevard to the intersection with NY Route 66 where trucks would turn left. Trucks would then turn right onto Fish and Game Road (CR 18) and continue to the intersection with NY Route 9H and turn right to continue south to the intersection of US Route 9, NY Route 82, NY Route 9H, and NY Route 23. Trucks could either turn right toward the Rip Van Winkle Bridge or left to continue south along US Route 9. Quarry truck traffic would join the route by entering on NY Route 23B and traveling east to the intersection with NY Route 23 and NY Route 9H.

PROS

- Route avoids all residential areas
- Completely detours through trucks around the City
- Route utilizes existing roads

CONS

- Eastbound route to Claverack is approximately 1.2 miles longer than the existing route
- Southbound route to US Route 9 is approximately 1.3 miles longer than the existing route
- Westbound route to Rip Van Winkle Bridge is approximately 8.6 miles longer than the existing route



Preferred Truck Route Option 3

The following is a brief highlight of the survey results. For the full survey results see the attached survey questions and responses.

Question 1 (Q1) of the survey asked survey participants to enter their zip code. Understanding where responses are originating is important. Of the 235 responses (41 skipped the question), 11 zip codes were identified with the largest percentage being the 12534 zip code at 92% of respondents. Following is a table of zip code information received for Q1.

Table 1 – Question 1 Zip Code Data

Zip Code	Number of Respondents
12037	2
12075	3
12106	1
12172	1
12502	1
12513	5
12521	3
12526	1
12530	1
12534	216
12541	1

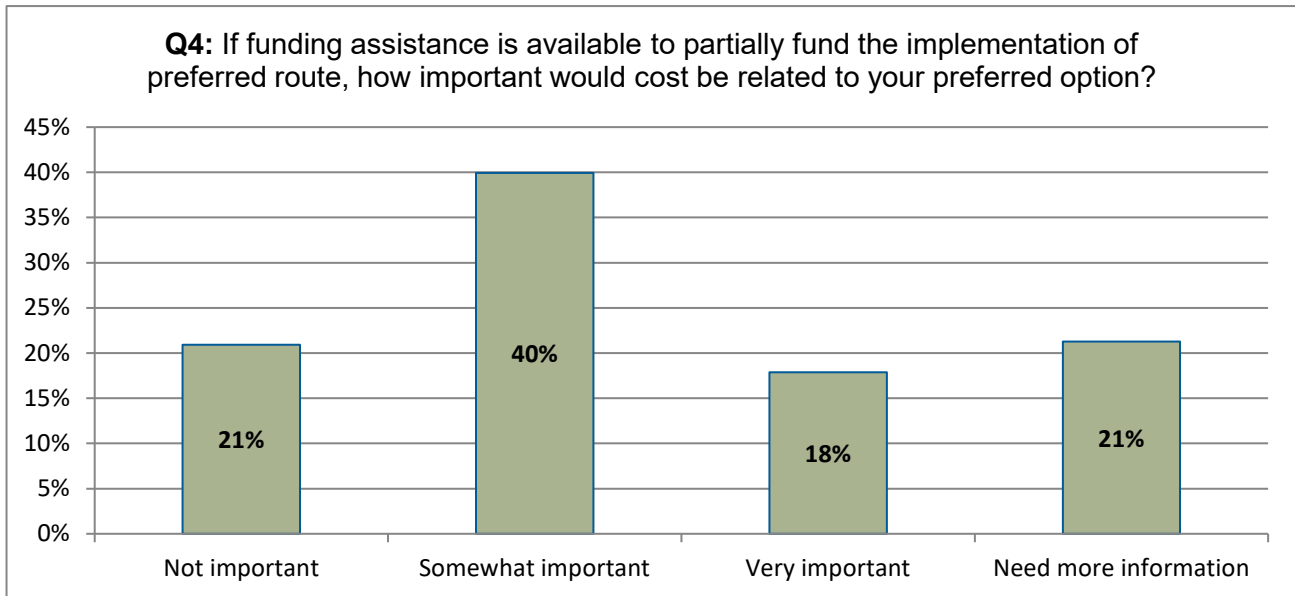
Question 2 (Q2) of the survey asked respondents to select their top three (3) preferred route options in order of preference with one (1) being the most desirable. Truck Route Alternative Option 12 was identified as the most desirable with 69% of respondents choosing it as their first preferred option. The second most desirable alternative was Option 3 with 44% of respondents choosing it as their second choice and the third most desirable option was Option 1B with 48% of respondents choosing it as their third choice.

Question 3 (Q3) of the survey was an open-ended response that asked respondents to provide an explanation for their preferred truck route alternative. There was a total of 145 responses to Q3. Following are some common themes expressed through Q3.

Common Themes:

- Preference for options that utilize existing state routes designed to carry heavier traffic
- Preference for options that avoid residential areas
- Lower cost options are more preferred

Question 4 (Q4) asked “If funding assistance is available to partially fund the implementation of the preferred route, how important would cost be related to your preferred option? Of the 263 respondents who answered Q4, 40% indicated that cost is somewhat important. The same number of respondents, both at 21%, indicated that cost is either not important or they need more information. 18% of respondents indicated that cost was very important in choosing their preferred option.



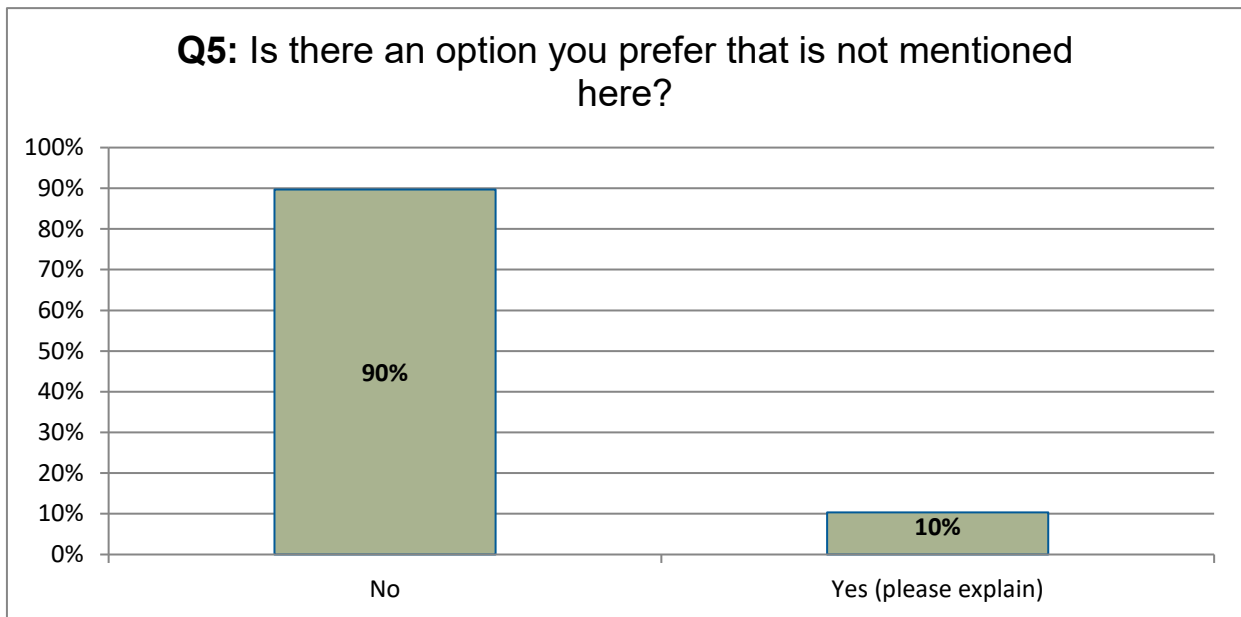
Question 5 (Q5) asked respondents if there was an option that they prefer that was not mentioned in the survey. The majority of respondents at 90% indicated no, while 10% indicated yes. Those that indicated yes were asked to explain what their preferred option would be. Below is a summary of responses received that indicate modifications to the alternatives presented or additional alternatives to consider.

Responses:

- A route that avoids 23B thru Claverack which is residential. Route trucks onto Route 9 into Route 23
- Regardless of the specific routes themselves, lower the speed limit for trucks county-wide
- It seems that 1B could also follow 1A at the most southern part of the route and trucks could go to State Route 23 instead of 9H if they were going west to the bridge
- Another option would be to build a new road to ensure that the route avoids all roads that have homes on them
- I wish some alternative would eliminate 9H and 9 from consideration. I know the Taconic State Parkway doesn't allow trucks but in Columbia County that seems a better alternative. It is lightly traveled
- Coming from the North, trucks come into Greenport on Route 9, turn left on Healy, then left on Route 66, and all the way out to turn right on Rt 9H south
- There should be an option that gets the quarry trucks off of Route 23B through Claverack
- Hands down I think that option twelve is the shortest route to arrive at a point where trucks can arrive

at Fairview and a short distance from central Hudson. It passes from Route 9 along Route 66 where there is almost not residential housing. It also arrives at these destinations with little or no bottle necks

- Trucks turn onto Healy, left on to Route 66 to 9H and then south on 9H
- I think option 12 should be modified to send trucks on 66 to 9H rather than turning onto Fish and Game Road
- Completely go around the city of Hudson except for necessary deliveries or required services
- Leave truck routes as they are



Question 6 (Q6) asked respondents to share any additional comments and ideas for the preferred alternate truck route options. There were a total of 71 responses to Q6. Following is a list of common themes discussed.

Common themes:

- The preferred truck route should avoid residential areas
- Routes 9H and 23 are wider and can handle heavier truck traffic
- Keep new truck route way from Route 9 south between Hudson and Route 23
- Truck Routes should stay on main highways to the greatest extent possible
- Spook Rock Road, Newman Road, Hiscox Road and Fingar Road are too narrow and curvy and should be avoided
- The City should not be used for thru traffic for trucks

Attachment 1: Online Survey Results

Q1 My zip code

Answered: 235 Skipped: 41

ANSWER CHOICES	RESPONSES
Name	0.00% 0
Company	0.00% 0
Address	0.00% 0
Address 2	0.00% 0
City/Town	0.00% 0
State/Province	0.00% 0
ZIP / Postal Code	100.00% 235
Country	0.00% 0
Email Address	0.00% 0
Phone Number	0.00% 0

#	NAME	DATE
	There are no responses.	
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
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2	12534	4/20/2021 8:29 PM
3	12534	4/20/2021 5:24 PM
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5	12534	4/20/2021 1:31 PM
6	12534	4/19/2021 8:17 PM
7	12534	4/19/2021 2:57 PM
8	12534	4/19/2021 10:19 AM

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City of Hudson Truck Route Traffic Study

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City of Hudson Truck Route Traffic Study

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City of Hudson Truck Route Traffic Study

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235	12534	3/25/2021 11:10 AM
#	COUNTRY	DATE

City of Hudson Truck Route Traffic Study

There are no responses.

#	EMAIL ADDRESS	DATE
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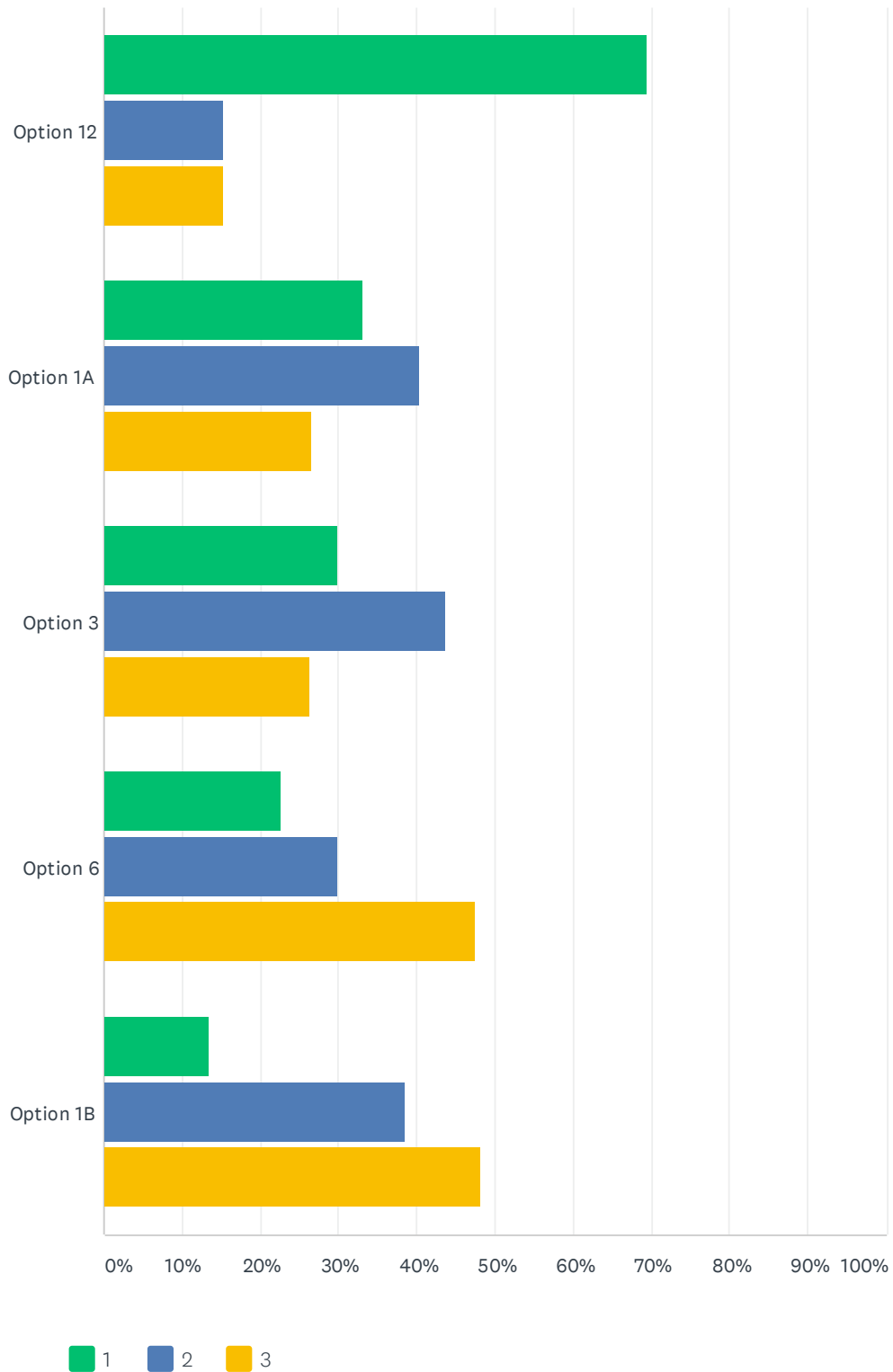
There are no responses.

#	PHONE NUMBER	DATE
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There are no responses.

Q2 Select your top 3 preferred route options in order of preference with 1 being most desirable.

Answered: 268 Skipped: 8



City of Hudson Truck Route Traffic Study

	1	2	3	TOTAL	WEIGHTED AVERAGE
Option 12	69.44% 150	15.28% 33	15.28% 33	216	2.54
Option 1A	33.03% 36	40.37% 44	26.61% 29	109	2.06
Option 3	29.86% 43	43.75% 63	26.39% 38	144	2.03
Option 6	22.50% 18	30.00% 24	47.50% 38	80	1.75
Option 1B	13.39% 17	38.58% 49	48.03% 61	127	1.65

Q3 If there is specific reasons for preferring a route please explain.

Answered: 145 Skipped: 131

#	RESPONSES	DATE
1	less impact on Historic Claverack	4/20/2021 11:11 PM
2	We need to limit heavy truck traffic through historic areas. The claverack 23B is one of the highest concentration of national register of historic buildings in county and they're being threatened structurally by heavy truck traffic	4/20/2021 8:29 PM
3	Trucks should be kept on the main roadways, not residential, agricultural, or back quiet roads. Redirecting trucks onto the residential, agricultural, and back quiet roads will devalue property values as well as ruin the benefits of living in that area - clean air and quiet. It will also have a negative impact on farm land and interfere with agricultural vehicles that use the roads.	4/20/2021 5:24 PM
4	I am mostly concerned with the exit and entrance of big trucks on 3rd St near Allen Street where my early 19thc home bears the hallmarks (literally) of damage from too many big rigs coursing their way thru town down 3rdst onto the rural highway out.	4/20/2021 3:57 PM
5	uses all existing roads and avoids all residential areas	4/20/2021 2:11 PM
6	Furthest away from city at reasonable cost. Does not go on 23B thru Claverack.	4/19/2021 10:19 AM
7	Option 12 avoids all residential areas and utilizes state routes which are designed to carry heavier traffic. I DO NOT SUPPORT option 1A or 1B at all, and here is why: I reside on Co Rte 29. Both ends of the road are dangerous intersections, adding trucks would make an already dangerous situation catastrophic. In addition, Rte. 29 is replete with many dangerous blind curves, limestone cliffs from which deer love to make surprise leaps, a narrow bridge not designed to support truck route volume traffic, not to mention a few popular fishing access points (i.e. children and families walking!!!). At one of the blind curves is a very popular farm stand with many patrons entering and exiting the roadway all growing season long. NO TRUCK ROUTE ON RTE 29 PLEASE AND THANK YOU!	4/17/2021 8:07 PM
8	Not "is" - "are". :-) But seriously, I prefer routes that don't continue to compromise the hamlet of Claverack.	4/17/2021 9:20 AM
9	Best route that avoids the City, residential areas, cost the least and could be done the soonest.	4/16/2021 8:39 PM
10	Avoiding city streets as much as possible	4/16/2021 9:44 AM
11	Avoids neighborhoods... which should be the number one priority.	4/16/2021 9:36 AM
12	uses as much existing roadway as possible.	4/16/2021 8:25 AM
13	Avoid residential areas and city of Hudson as much as possible.	4/16/2021 6:56 AM
14	Avoids town roads as much as possible	4/15/2021 7:11 PM
15	Keep truck traffic away from residences and wildlife areas and on existing major roads	4/15/2021 6:30 PM
16	It takes trucks out of residential areas	4/15/2021 6:26 PM
17	I like Option 12 because it avoids all residential areas, has the lowest estimated cost, and completely detours trucks around the City. I have concerns with all the other options due to impacting residential areas and the high costs, and possible dangerous truck crossings.	4/15/2021 3:07 PM
18	Least residential impact, low cost	4/15/2021 2:23 PM
19	Route 3 avoids Fairview.	4/15/2021 1:55 PM
20	Spook rock road is not suitable as a truck route.	4/15/2021 1:27 PM
21	Option 12 is really the only one that makes sense. It uses existing wide roadways--roads built to handle the weight and scale of big trucks-- which makes it the cheapest option. It goes past	4/15/2021 8:46 AM

City of Hudson Truck Route Traffic Study

far fewer homes than any other option. Finally, it does the intended job of rerouting big trucks off fragile city streets where they really don't belong. Just yesterday, my wife and I had a scary experience encountering a big tanker truck in town. It had followed the truck route down Warren to 7th Street Park and came ripping out of that onto Columbia street, making a huge turn at a too-high speed. I honked and yelled at the driver (due to the adrenaline rush), but really, it was ridiculous and reckless. That said, even a well-behaved truck is far too big for this place.

22	avoids all residential areas and has the lowest estimated cost because it uses existing roadways, and completely detours trucks around the City.	4/15/2021 8:36 AM
23	Least impact on residential areas and city	4/14/2021 8:56 PM
24	It seems like the most logical solution	4/14/2021 6:03 PM
25	#12 routes the truck traffic far away from Hudson and residential areas, and is also the least expensive to implement.	4/14/2021 2:35 PM
26	Prefer fewer trucks in residential areas	4/14/2021 1:59 PM
27	It keeps the trucks out of residential areas while keeping the road costs low.	4/14/2021 11:52 AM
28	lowest cost, no bridges to build, avoids city and residential areas outside city	4/14/2021 6:40 AM
29	3 would be wonderful (new road = fewer trucks on existing rds!), so funding would help but is balanced by traffic mitigation; option 12 would need a light at Rts 18 + 66 to allow trucks to make a left when traveling northbound. option 12 is preferred except for that northbound glitch. cars zoom along 66 at the intersection, and visibility is hampered by the hill just north of that intersection, and left truck turns would be dangerous without light or something there.	4/13/2021 6:44 PM
30	Option 12 is quickest with the least cost. Option 3 needs to be accomplished and ought to be undertaken as the future option if it can be funded fully and started quickly (with option 12 utilized until its completion).	4/13/2021 11:54 AM
31	spook rock has a swimming hole and is quite beautiful - keep the trucks on state/county highways not local backroads.	4/13/2021 10:56 AM
32	Completely removes trucks from Hudson city streets. Option 12 is also the cheapest, and uses existing roadways.	4/13/2021 9:38 AM
33	Option 6 route is primarily, though not exclusively, through industrial corridors. Other routes use country roads or routes that are primary travel corridors for residents.	4/13/2021 7:50 AM
34	Avoid residential areas and dangerous intersections on hills.	4/12/2021 11:26 PM
35	Completely avoids residential areas	4/12/2021 11:22 PM
36	Urban Planning	4/12/2021 10:26 PM
37	I think 12 is the simplest and most efficient	4/12/2021 9:37 PM
38	The route should not pass through residential neighborhoods.	4/12/2021 7:35 PM
39	Option 12 avoids all residential areas and is the least expensive.	4/12/2021 1:22 PM
40	least residential impact	4/12/2021 12:48 PM
41	Offers least disruption to city and is a reasonable route alteration.	4/12/2021 11:48 AM
42	Uses well maintained main routes. Low cost.	4/12/2021 11:31 AM
43	It avoids all residential areas.	4/12/2021 9:49 AM
44	It's the only option because the route avoids all residential areas (I believe). An added benefit is that it utilizes existing roads.	4/12/2021 8:26 AM
45	Spook Rock Road is a small road and already has too much truck traffic.	4/12/2021 2:50 AM
46	This route avoids entirely, avoids residential areas, doesn't require new infrastructure, least expensive.	4/11/2021 10:50 PM
47	Keep the trucks outside of the City of Hudson and on roads built for larger vehicles, like 9H or	4/11/2021 10:20 PM

City of Hudson Truck Route Traffic Study

	Route 66.	
48	option 3 is actually the only one that really avoids all residential areas. it means you will have to build new infrastructure, but we all know that's coming down the pipeline anyway. it could either be done now, or we will likely be in this position again in a few years. option 6 is completely untenable because it's too residential. but also -- i can't believe you say option 12 doesn't go thru a residential area -- it goes right through downtown claverack, where the speed limit drops to 40 mph. also, the intersection between fish and game road and 9H is small and really can't support that much truck traffic on a daily basis -- not without a big overhaul. let's do this right and build the infrastructure the trucks need, which would only connecting the most major roads.	4/11/2021 9:52 PM
49	avoidance of hudson/ reliance on exiting roads	4/11/2021 7:07 PM
50	Least impact on residential areas	4/11/2021 7:05 PM
51	My health and property have been negatively impacted by the proximity of the truck route, and Option 12 looks like the one that will be a little farther away.	4/11/2021 7:04 PM
52	It meets the criteria and utilizes existing roads. If it is affordable it will happen	4/11/2021 6:58 PM
53	12 gets thru trucks out of the city and uses existing roads	4/11/2021 6:45 PM
54	Traffic is very congested at 23 and 66 and sun at certain hours greatly affects visibility. Option 12 seems the least intrusive on traffic Option 1 B actually seems good but cost would undoubtedly be high. I could not find cost summaries	4/11/2021 6:23 PM
55	This option avoids residential areas and is mostly on state highways. While it might be longer the roads are straighter, have less turns. will allow for faster travel and are designed for the weight of trucks.	4/11/2021 6:18 PM
56	Avoids all residential areas and costs the least	4/11/2021 5:31 PM
57	no big trucks in Hudson, period	4/11/2021 5:27 PM
58	Avoiding residential streets	4/11/2021 5:23 PM
59	Avoids city of hudson uses existing roads	4/11/2021 5:04 PM
60	Option 6 is the best option. There is already truck traffic on Newman Rd so having it go by cemetery is not relevant. The bypass from US 9 near Atlas Cement plant going northeast makes the most sense. I advocated for this bypass 25+ years ago including a loop around the old Lone Star Plant/ADM east side swinging around back to Healy area via Merle Ave.	4/11/2021 4:39 PM
61	Option 12 seems to avoid all residential areas both in the city of Hudson and in neighboring communities. It is the least expensive.	4/11/2021 3:03 PM
62	Best use of existing routes	4/11/2021 2:33 PM
63	They use already high truck roads but avoid the downtown and spoiling bucolic areas.	4/11/2021 2:18 PM
64	I prefer only option 12 which keeps all trucks off city streets. All the other routes go through neighboring residential areas which is not fair or safe for those folks either. The other options are very costly as well. In my opinion option 12 is the only viable option.	4/11/2021 11:22 AM
65	Avoids residential areas	4/11/2021 10:56 AM
66	Option 12 is by far the best choice, in my opinion. Cost is a key factor.	4/11/2021 10:31 AM
67	Trucks should be on RT 9H as much as possible and not on RT 9.	4/11/2021 10:01 AM
68	Least disruptive to residents	4/11/2021 9:55 AM
69	it avoids more residential areas and utilizes more existing roads	4/11/2021 9:47 AM
70	The trucks are very dangerous in the city streets.	4/11/2021 9:19 AM
71	Least costly. Avoids residential.	4/11/2021 8:01 AM
72	Avoid the city of Hudson and not have need for new bridges or other high cost/time interventions	4/11/2021 7:30 AM

City of Hudson Truck Route Traffic Study

73	Staying out of residential areas.	4/11/2021 7:07 AM
74	Avoids city, uses existing roads, but also adds least time to new route, so will encounter less resistance.	4/11/2021 6:43 AM
75	As far out of hudson as possible.	4/11/2021 4:05 AM
76	Six uses the majority of the existing route, but by-passes downtown- so it is the least time-consuming for most routes. The Cemetery already has trucks on that road; so this consolidates trucks along one route and it can be screened.	4/10/2021 11:56 PM
77	Sticks to existing main roads (with the exception of one stretch of Fish & Game Road).	4/10/2021 9:48 PM
78	Simplicity	4/10/2021 7:20 PM
79	Route 9H already has very heavy traffic and many accidents. Adding more trucks is not a good idea	4/10/2021 7:08 PM
80	12 seems the most effective at keeping trucks out of residential areas but does not seem as expensive as other options.	4/10/2021 6:36 PM
81	Avoiding congested narrow roads and streets which can never be adequate for truck routes.	4/10/2021 5:55 PM
82	completely avoids the city	4/10/2021 5:48 PM
83	It completely bypasses the City of Hudson, and it uses existing roads.	4/10/2021 4:18 PM
84	The trucks passing through the city deteriorate the folder of the street and cause discomfort to the tranquility of the inhabitants	4/10/2021 9:51 AM
85	least impact on residents of Hudson--but doubt that Claverack will be interested in this idea	4/10/2021 7:34 AM
86	Disagree with options spook rock rd, hixcox, Fingar rd can't handle the traffic aren't wide enough and the weight. These are scenic country roads....	4/10/2021 7:14 AM
87	I prefer routes that do not use Spook Rock, Hiscox, and Newman Roads. All of these are narrow and windy. Newman already has quarry traffic. Runners, bikers and motorcyclist are used to these roads not being heavily trafficked.	4/10/2021 2:09 AM
88	Avoiding rerouting trucks to small quiet beautiful roads spook rock and fish and game and fingar.	4/9/2021 8:35 PM
89	Option 12 makes the most sense but why not have trucks go to the 66/9H intersection instead of fish & game road?	4/9/2021 8:32 PM
90	Trying to the residential areas	4/9/2021 8:29 PM
91	Least impact to residential neighborhoods	4/9/2021 8:16 PM
92	I like Option 12 because it does not impact residential areas, routes trucks completely around the city, and is the lowest cost option. I do not like the other options because of residential impacts, cost, and/or dangerous crossings (Option 6).	4/9/2021 5:06 PM
93	This is my #1 choice by far because it avoids all residential areas (minimizing objections), has the lowest estimated cost (\$1.36 million) because it uses all existing roadways, and completely detours trucks around the City, which is the whole point of moving the State truck route). All other choices have major problems, from disruption to neighboring residential communities to high costs, or both. Option 6 is particularly worrisome, because with the proposal by A Colarusso & Son to run 284 trucks a day across Route 9, it creates a nightmare scenario of a clash between a higher volume of both through-trucks and gravel trucks.	4/9/2021 4:27 PM
94	Yes, Option 12 is the best in my view as it avoids all residential areas, uses all existing roadways, and has the lowest estimated cost. All other choices appear to have major problems, including residential impacts and high costs, and possible dangerous crossings (Option 6).	4/9/2021 3:51 PM
95	I don't like the idea of trucks on spook rock road.	4/9/2021 9:51 AM
96	Avoids residential areas, cost effective.	4/9/2021 8:32 AM
97	I think they avoid the most neighborhoods, increasing quality of life for Hudson and beyond	4/3/2021 6:43 PM

City of Hudson Truck Route Traffic Study

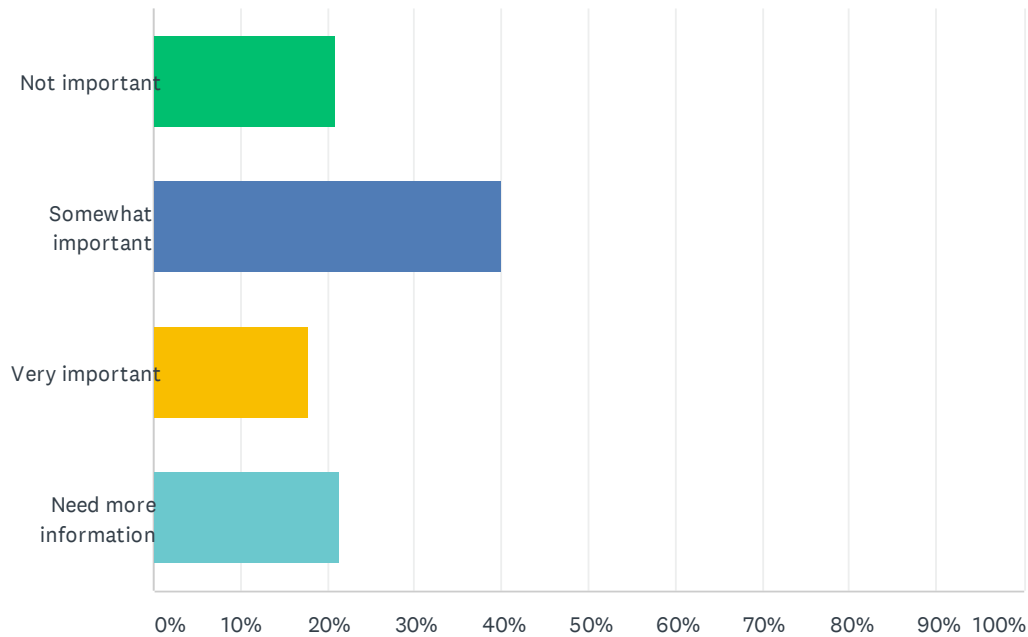
98	I'd like the truck route to be as far as possible from Hudson city traffic	4/3/2021 6:41 PM
99	The current truck route is absolutely fine.	3/31/2021 11:30 PM
100	Adding any more traffic to the Healy Blvd. intersection is ill advised. It's already bad enough, with cars turning in to Dunkin Donuts as soon as they turn off of 9, adding to a bad situation. Air pollution so close to the fast food drive through windows isn't so great. It's already very dangerous to attempt to walk, crossing 66, walking on Healy, to go to any of Greenport shops on Healy or Fairview. Please stay off Healy.	3/31/2021 3:42 PM
101	avoiding residential areas	3/30/2021 9:32 AM
102	Fingar Road and Hiscox Road too narrow for trucks. Would disturb wildlife, water quality and quality of life of residents.	3/29/2021 11:16 AM
103	Anything that avoids the city is best	3/29/2021 9:32 AM
104	Avoids residential areas and narrowest roads. Other options not realistic, seems like they were considered via maps and not actual physical environment.	3/29/2021 8:08 AM
105	Option 3 seems to take care of truck traffic without significantly impacting existing neighborhoods. Option 12 also seems reasonable and does not add costs of additional road construction. Options including more rural areas fundamentally changing the character of the neighborhood, or significantly negatively impacting the wildlife and putting motorists at risk seems irresponsible. In addition some of the options included roadways that are both narrow and contain dangerous curves.	3/28/2021 11:01 PM
106	having trucks be closer to the city center is not only disruptive to the lives of those living there, but also bad for the historic architecture.	3/28/2021 8:34 PM
107	Option 3 seems with the new connector road is the most fair to reroute out of the city of Hudson, and to not destroy other rural and county roads home owners property values. Initial cost seems higher, but it's the right way to approach the problem..	3/28/2021 8:22 PM
108	Avoids city of Hudson entirely	3/28/2021 7:28 PM
109	Avoid dense residential areas.	3/28/2021 7:24 PM
110	I prefer avoiding residential areas and using existing roads.	3/28/2021 1:52 PM
111	Seems that there are less downsides to options 1 & 2, plus no need for new bridges.	3/28/2021 1:41 PM
112	I don't want to build bridges over water ways (too much labor and perhaps damaging to environment) or send the trucks through neighborhoods	3/28/2021 10:53 AM
113	Yes, I live one block from route 66 and Green street -- this is busy intersection for traffic already AND it's part of Hudson. Just because it -- the brown route - avoids downtown DOES NOT make it desirable for ALL residents.	3/28/2021 10:53 AM
114	Option 12 involves no new roads or bridges. Just signage and education. Least costly option.	3/28/2021 10:04 AM
115	I don't prefer any of the proposed changes. As a truck driver the proposed changes add a ton of extra mileage and time. With our computer logging system, moving the routes would certainly cause massive delays and cause more drivers to drive faster in an attempt to beat the clock making the routes less safer then if they were to be left the same.	3/28/2021 9:34 AM
116	A new connector road would keep trucks off small and sometimes winding roads and minimize the danger that trucks traveling these roads pose for passenger cars.	3/28/2021 9:07 AM
117	Option 12 is the cheapest, and although some of its routes are longer than other options, the time estimates for drivers are very similar. In addition, while many other options have property implications, Option 12 has no Potential Relocation effects, crosses no properties residential or commercial, relocates no commercial business, or residential homes, and affects no Historical and Cultural Resources.	3/27/2021 11:36 AM
118	3 is furthest away from Hudson and is not on the roads I use the most.	3/27/2021 11:26 AM
119	Because heavy loud trucks shaking the house should avoid community streets.	3/26/2021 6:36 PM
120	My home is on the national historical registry .circa 1810 I'm on Aitken av and the trucks passing are very noisy and make the house tremble	3/26/2021 4:00 PM

City of Hudson Truck Route Traffic Study

121	least expensive, avoids city and historic cemetery	3/26/2021 1:15 PM
122	I'm almost on the corner of Route 66 and 23B . There is a tremendous amount of drugs passing every single day my house is almost collapsing because of the trucks passing and using the breaks	3/26/2021 10:53 AM
123	Option 3 seems to keep trucks farthest away from Hudson. 9H seems to be better suited for large trucks than Fairview, 6, and US Hwy 9 are. 9H is also least impactful to dense residential areas, and there's minimal pedestrian traffic on 9H.	3/26/2021 9:56 AM
124	The only thing that matters to me is getting trucks out of Hudson. I have no preference among options that achieve this primary objective.	3/26/2021 9:43 AM
125	trucks should avoid downtown Hudson	3/25/2021 8:22 PM
126	These seem the most efficient and do not require new roadways.	3/25/2021 6:38 PM
127	Use the existing roads and bypass the city all-together. 8 miles longer is not going to negatively impact truckers. It's essentially a rounding error when it comes to accounting.	3/25/2021 6:37 PM
128	Using existing roads to avoid the City and residential streets is the best and most realistic choice.	3/25/2021 6:26 PM
129	Hard to follow but ANYTHING that increases the at times unbearable truck traffic on a RT 23B in Claverack will not be acceptable	3/25/2021 5:55 PM
130	Most cost effective.	3/25/2021 5:30 PM
131	Avoid places where there are lots of people.	3/25/2021 4:29 PM
132	Avoid urbanized and residential areas as much as possible. I'm willing to sacrifice a bit of rural road to do so.	3/25/2021 4:11 PM
133	Avoids residential, uses existing roads that are large enough to handle trucks, can be implemented immediately. Fish and Game Rd is scheduled to be widened already, but I would prefer that trucks on Rte 66 proceed to 9H and make a right turn.	3/25/2021 2:59 PM
134	based on my driving experience around the county	3/25/2021 2:55 PM
135	Use existing roads.	3/25/2021 2:23 PM
136	I live in a Historic home builder 1812 when trucks passing by on 23b and they hit the brakes for the traffic light on Fairview, my whole house is shaking	3/25/2021 2:21 PM
137	To avoid residential and city of Hudson truck traffic.	3/25/2021 2:17 PM
138	Use of State highways as much as possible is preferable to county or city roads	3/25/2021 1:31 PM
139	Little or no truck traffic in residential areas.	3/25/2021 12:45 PM
140	I don't want truck traffic anywhere near my house.	3/25/2021 12:29 PM
141	I prefer options where these freckles truck drivers are nowhere near people and the city.	3/25/2021 12:12 PM
142	Do not build any new bridges !	3/25/2021 11:55 AM
143	I would prefer any route that avoids residential neighborhoods.	3/25/2021 11:22 AM
144	Keep trucks off of Fairview Avenue and Rte. 66 and use Rte 23 as main commercial thoroughfare which is almost no residential.	3/25/2021 11:11 AM
145	Option 6 gets trucks out of Hudson but causes the least trouble and fuel costs for the trucks.	3/25/2021 11:09 AM

Q4 If funding assistance is available to partially fund the implementation of preferred route, how important would cost be related to your preferred option? Cost information for each preferred alternate route can be found here: <https://cityofhudson.org/business/truck-route.php>

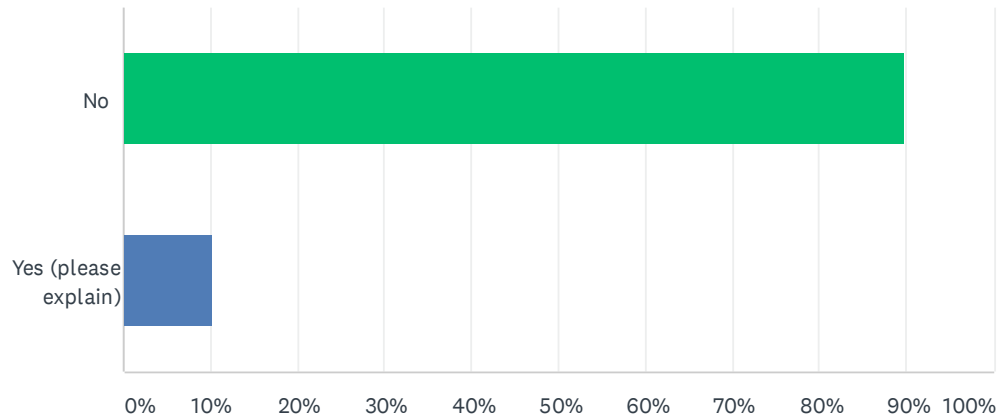
Answered: 263 Skipped: 13



ANSWER CHOICES	RESPONSES	
Not important	20.91%	55
Somewhat important	39.92%	105
Very important	17.87%	47
Need more information	21.29%	56
TOTAL		263

Q5 Is there an option you prefer that is not mentioned here?

Answered: 252 Skipped: 24



ANSWER CHOICES	RESPONSES
No	89.68% 226
Yes (please explain)	10.32% 26
TOTAL	252

#	YES (PLEASE EXPLAIN)	DATE
1	Continue on Newman Rd to Fingar?	4/20/2021 11:11 PM
2	Yes, minimizing traffic through historic hamlet of Claverack	4/20/2021 8:29 PM
3	Need more information.	4/20/2021 5:24 PM
4	Just to make sure no unnecessary weigh bearing big rigs that cut thru town to go in and out of 3rd street entrance and exit are cut to a minimum.. These homes, including mine, can't take it.	4/20/2021 3:57 PM
5	A route that avoided 23B thru Claverack which is residential. Route trucks onto Rt 9 into Route 23.	4/19/2021 10:19 AM
6	Leave the truck route where it is	4/17/2021 8:40 PM
7	Regardless of the specific routes themselves, lower the speed limit for trucks county-wide.	4/17/2021 9:20 AM
8	It seems that 1B could also follow 1A at the most southern part of the route and trucks could go to State Route 23 instead of 9H if they were going west to the bridge	4/16/2021 5:32 PM
9	Census updates for zipcode 12534 are missing in #106	4/12/2021 10:26 PM
10	Another option would be to build a new road to ensure that the route avoids all roads that have homes on them.	4/12/2021 8:26 AM
11	I wish some alternative would eliminate 9H and 9 from consideration. I know the Taconic State Parkway doesn't allow trucks but in Columbia County that seems a better alternative. It is lightly traveled.	4/12/2021 2:50 AM
12	Coming from the North, truck come into Greenport on Rt 9, turn left on Healy, then left on Rt 66, and all the way out to turn right on Rt 9H south.	4/10/2021 9:48 PM
13	There should be an option that gets the quarry trucks off of Route 23B thru Claverack.	4/10/2021 7:12 PM
14	Continue with same route.	4/10/2021 7:14 AM
15	Hands down I think that option twelve is the shortest route to arrive at a point where trucks can	4/10/2021 7:09 AM

City of Hudson Truck Route Traffic Study

arrive Fairview and a short distance from central Hudson. It passes from Route 9 along 66 where there is almost not residential housing. It also arrives at these destinations with little or no bottle necks!!

16	Please see above re: intersection of 66/9H.	4/9/2021 8:32 PM
17	Leave the truck route as is.	3/31/2021 11:30 PM
18	Almost all of these routes would be safer if sidewalks were installed along some portions.	3/31/2021 3:42 PM
19	Trucks turn onto Healy , left on to Route 66 to 9H and then south on 9H.	3/29/2021 8:08 AM
20	trains	3/28/2021 11:01 PM
21	Yes, any option that doesn't go down to the intersection of 23B, Green Street, and Route 66.	3/28/2021 10:53 AM
22	Leave the routes alone.	3/28/2021 9:34 AM
23	Anything that by passes RT 23B in Claverack which already has its own share of truck traffic	3/25/2021 5:55 PM
24	I think option 12 should be modified to send trucks on 66 to 9H rather than turning onto Fish and Game Rd.	3/25/2021 2:59 PM
25	Completed go around the city of Hudson except for necessary deliveries or required services.	3/25/2021 12:45 PM
26	Send them through Jersey	3/25/2021 12:12 PM

Q6 Please share any additional comments and ideas you have on the preferred alternate truck route options.

Answered: 71 Skipped: 205

#	RESPONSES	DATE
1	Historic hamlet of Claverack impact must be considered	4/20/2021 11:11 PM
2	In addition to the above comments (Trucks should be kept on the main roadways, not residential, agricultural, or back quiet roads. Redirecting trucks onto the residential, agricultural, and back quiet roads will devalue property values as well as ruin the benefits of living in that area - clean air and quiet. It will also have a negative impact on farm land and interfere with agricultural vehicles that use the roads.), an environmental study should be done on the impact of the farm land - what damage will the extra fumes, dirt, and rumble of the trucks cause to the farm land and its sustainability. Will any of the natural water supplies be harmed by extra fumes and dirt from the trucks?	4/20/2021 5:24 PM
3	I have lived on Spook Rock Road for over 50 years. I chose to live here because I have the right to the peace and enjoyment of my property. Over the years traffic has increased by the number of cars and dump trucks that use us as a short cut to 9-H , Route 9 and Route 82. Spook Rock Road is not meant for a truck route. It is full of deer that like to cross the road when they wish. We have a farm stand that is very congested in the growing season and is basically an a curve. Pretty dangerous I'd say. Everyone I've spoken to are against this project, mostly for safety reasons. We all agree that option 12 is the best route. Thank you for your time.	4/19/2021 6:13 PM
4	Options 1a and 1 b both connect at state highways that are no where near feasible for trucks to enter and exit on a continual basis. There has been no traffic studies done on any of the intersections, accidents would become a major problem.	4/17/2021 8:40 PM
5	Rt 9H & 23 is wider and designed to carry the volume of truck traffic. Rte 29 is not a safe route for heavy truck traffic, it is not designed to carry the volume of truck traffic.	4/17/2021 8:07 PM
6	We need the trucks out of Hudson ASAP!	4/16/2021 8:39 PM
7	ALL of the proposed routes are compromises—the best of lesser bad options necessitated by the realities of poor planning. To label these "preferred" is too generous. The objective should be to protect Hudson citizens from intrusive and excessive traffic, air pollution and unnecessary damage to a fragile infrastructure—Hudson roads are substandard, at best— 3rd Street is awful. The truck route issue is a decades in the making problem that keeps getting kicked down the road. It's time to solve the problem as best we can but continual denial is not a solution.	4/16/2021 3:24 PM
8	I think this trucking should have minimal impact on the residential communities in the area.	4/16/2021 10:24 AM
9	I have serious concerns about Option 6 and feel it should be rejected for two reasons: It passes through residential areas, and I understand it would create an extremely dangerous intersection on Rte. 9 should the gravel company (Colarusso) receive approval from the Hudson Planning Board for a new two-lane industrial route crossing Rte. 9.	4/15/2021 3:07 PM
10	Clearly Option 6 is the biggest loser, and will be an even bigger one of ACS gets it's way and creates a major gravel truck corridor across Route 9. My understanding is that they're proposing up to 284 crossings a day, and claim there are actually no legal limits to ultimate volume if the market demands. Having increased through trucks and gravel trucks converging at an intersection on a major artery is kind of insane.	4/15/2021 8:46 AM
11	I just think avoiding residential areas is most important. The alternative #12 seems best for trucks since it avoids all residential areas. I also have heard that truck drivers would prefer to not have to negotiate the narrow streets.	4/15/2021 8:36 AM
12	No idle Trucks along new Route	4/14/2021 8:56 PM
13	It is important to keep the new truck route away from Rte. 9 south between Hudson and Rte.	4/14/2021 2:35 PM

City of Hudson Truck Route Traffic Study

23 to the extent possible. At the moment there is a pending application to create a new intersection on #9 that would handle a massive number of heavy dump trucks hauling gravel that would cross that highway at right angles. This is clearly an unacceptable situation, and I hope that DOT understands that it's a disaster in the making.

14	big trucks should be on big roads.	4/13/2021 6:44 PM
15	I think overburdening route 66 could be a problem; it is a rural, winding, somewhat narrow roadway.	4/13/2021 11:54 AM
16	i applaud this effort! thank you!! smart stuff here.	4/13/2021 10:56 AM
17	Option 12 appears to have low impact on residential neighborhoods. We hope that advances in electric vehicles soon applies to transport vehicles, and added driving distance and related environmental impacts can be offset in the relatively near future. I would wager that added miles driving on existing arterial highways is greatly preferred by truck drivers than navigating city streets.	4/13/2021 9:38 AM
18	I understand the need to evaluate truck routes, but I would like to understand more about the reasons for the increasing truck traffic through the area.	4/13/2021 7:50 AM
19	Any route will impact some landowners and residents, and lower their property values. Some compensatory actions should be considered, such as offering to reconfigure, pave and mark with signs any driveway entries to make them safer for residential cars and farm machines to enter roads that are heavily travelled by trucks.	4/12/2021 11:26 PM
20	This must get done. Enough is enough. I support ending the entire gravel operation. The profit of one family's business should not impact an entire city which causes the most damage to the poorest neighborhoods which have the highest percentages of people of color.	4/12/2021 11:22 PM
21	Very grateful that they all get the big trucks off our narrow streets	4/12/2021 9:37 PM
22	Option 6 is very problematic. It goes through residential areas, and, if Colarusso's proposal for a two-lane highway through the South Bay is approved, it would set the stage for a very dangerous intersection at Route 9.	4/12/2021 1:22 PM
23	None	4/12/2021 11:36 AM
24	Excellent! Job well done, thank you for hopefully having this move forward!!	4/12/2021 9:26 AM
25	I live on Mt. Merino Road and a dangerous condition still exists, even after the roundabout construction, at the Yield sign near Stewarts that leads onto rte. 23 from 23B. I beg you to please, please, please, replace the Yield sign with a Stop sign. Drivers -- including of trucks -- get suddenly aggressive at this merging of traffic, and those of us who need to turn right onto Mt. Merino Road before the Rip Van Winkle Bridge feel the hot breath of impatient drivers coming from two directions -- 23B coming out of Hudson and 23 from the East -- on our backs. It's both dangerous and very stressful, and an easy, safe fix is available. Thank you.	4/12/2021 8:39 AM
26	If we hope to have the trucks out of Hudson without pushback from home owners in other communities, the truck route must avoid all roads that have homes on them no matter how few homes there might be. For this reason, I believe #12 is the best option because it seems to do that.	4/12/2021 8:26 AM
27	See above	4/12/2021 2:50 AM
28	The truck situation in Hudson is intolerable. It is dangerous, and is damaging historic streets and homes. We hope that a solution will be found soon.	4/11/2021 10:50 PM
29	i would like to know more about where the gravel trucks will be directed, as some of them are coming from inside hudson city limits to begin with. will they still get to travel through the gravel road in the wetlands?	4/11/2021 9:52 PM
30	The trucks need to be rerouted out of hudson immediately.	4/11/2021 5:04 PM
31	This can be funded by the state and federal government. The problem in Hudson is to many people want there hand in the cookie jar and then someone will complain and nothing will get done. Expanding Rt9 Fairview Ave to make 3 lanes to manage future traffic flow was kicked to the side by too many complaining and then the monies went to East Greenbush and now we have constant traffic issues and no sidewalks on Fairview.	4/11/2021 4:39 PM

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32	If they aren't already, companies using local gravel pits should be required to pay a special fee for polluting the city with rock dust.	4/11/2021 2:18 PM
33	Avoiding residential areas is paramount -	4/11/2021 10:56 AM
34	Trucks should not be on smaller routes - should stay on main highways (such as 9H) as much as possible. We live in Kinderhook and the trucks create a lot of noise and pollution on RT 9.	4/11/2021 10:01 AM
35	I think this is a great plan to keep hudson safe and beautiful	4/11/2021 9:19 AM
36	Have we surveyed the truck drivers?	4/11/2021 8:22 AM
37	Please make this happen! We need to think democratically about the impact these trucks have on the ability to function as residents and business owners in Hudson. Every day I am dodging a tractor trailer on City streets. Every day on N.3rd street, and at least once monthly on Robinson Street.	4/11/2021 8:01 AM
38	Using existing roads will make the shift MUCH faster. The bureaucracy of plans, approvals, fund sourcing, bids, and doing the actual work will delay the change for way too long. We need change implemented now.	4/11/2021 6:43 AM
39	Trucks do not belong on Spook Rock, Hiscox, or Fingars Roads as in Plans 1A and 1B. And trucks coming from the south into Hudson on Newman Road as in Plan 6 would cause accidents trying to turn left onto 23B by the cemetery. (It's already a difficult corner with just the quarry and dump traffic.)	4/10/2021 9:48 PM
40	The speed limit on 23B in Claverack should be reduced to 30 mph (or even 25 mph as is done for instance in Egremont).	4/10/2021 7:12 PM
41	Times change, routes change.	4/10/2021 5:55 PM
42	The city of Hudson is willing to disrupt the rural beauty of Columbia county, and risk the potential for accidents with runners, bicycles, walkers, residents that live work outside of the City of Hudson by these potential traffic designs	4/10/2021 7:14 AM
43	Appreciate this being done - had to laugh at the one using finger rd and hiscox rd. Can not imagine having to drive a truck on those roads. Impossible! Option 12 is close to ideal. Thanks.	4/9/2021 8:32 PM
44	Option 6 is very concerning because of the impacts to residential areas and the potential for very dangerous crossings at Rte 9 should the Hudson Planning Board approve a new two-lane roadway for A. Colarusso and Son.	4/9/2021 5:06 PM
45	Option 6 should be rejected for two significant reasons: It passes through residential areas either within or outside the City, and I understand would create a very dangerous intersection at Rte. 9 should A. Colarusso & Son receive Hudson Planning Board approval for a new two-lane industrial crossing at Rte. 9.	4/9/2021 3:51 PM
46	All of the above routes are better than the existing route!!	4/3/2021 6:43 PM
47	Anything that keeps the trucks out of the downtown small streets of the city.	4/2/2021 11:19 AM
48	Rerouting the truck route is based on the supremacist idea that somehow the city of Hudson does not deserve the industry and tax benefits provided by transportation. This is absolutely wrong that we would allow the 1% to rob us of the opportunity and economy provided by the truck route.	3/31/2021 11:30 PM
49	Really clear, easy to read and frequent signage. Thank you for doing the survey.	3/31/2021 3:42 PM
50	THANK YOU for doing this, it is overdue and very important.	3/30/2021 6:25 PM
51	Do not sacrifice our rural neighborhoods to to relieve concerns of urban residents, many of whom are wealthy business owners from NYC	3/29/2021 11:16 AM
52	Spook Rock rd, Newman rd, Hiscox rd, and Fingar rd are all narrow, very curvy, and filled with a lot of wildlife with a large risk for accidents involving deer, turkeys, foxes, skunks, and many others. I do not support any route change involving these roadways.	3/28/2021 11:01 PM
53	the farther they are from the city itself, the better.	3/28/2021 8:34 PM
54	So thankful this is finally being addressed.	3/28/2021 7:28 PM

City of Hudson Truck Route Traffic Study

55	Why do all routes go down to the intersection of 23B, Green St., and Route 66??	3/28/2021 10:53 AM
56	Most of your options are ridiculous. You cant drive trucks safely on hiscox and fingar. The "lone star road" is all private property. Building new roads and bridges is stupid. We can barely maintain the roads and bridges we have now.	3/28/2021 10:04 AM
57	The truck route was established in 1800s. It has very much needed updated for the times and technology.	3/28/2021 9:55 AM
58	Has anyone ever thought of shrinking a bit of the side walks in the 500 and 600 blocks of Columbia street? The side walks on the odd side of the road are very large and very under utilized! That would create some more space in the tightest area we travel through.	3/28/2021 9:34 AM
59	Option 6, which would take trucks along Route 23B and Newman Road, seems like a very bad idea. It's already very difficult and dangerous to pull out of Newman Road onto 23B heading toward the City of Hudson; adding more truck traffic to the mix would be deadly.	3/28/2021 9:07 AM
60	If we need somthing that is cheap, fast, and good enough, then option 12 is a no-brainer.	3/27/2021 11:36 AM
61	The streets in the city of Hudson are too small for this many trucks to pass by . Some of the proposals for alternative truck routes make more sense for today's living standards and the future.	3/26/2021 6:36 PM
62	Through trucks should avoid the city completely.	3/25/2021 8:39 PM
63	building 3 bridges sounds costly	3/25/2021 8:22 PM
64	I have watched huge trucks back up on 3rd street because they can't make the turn onto Robinson St. their GPS tells them to make. This happens in front of my house, and it is ridiculous that this is meant to be a truck route.	3/25/2021 6:26 PM
65	Get them out of downtown Hudson	3/25/2021 5:22 PM
66	Please implement a change as soon as practicable.	3/25/2021 4:29 PM
67	advocate making 23B/Green street one-way westbound because of offset intersection at Fairview & Green. Extremely dangerous intersection due to waiting west-bound traffic that is at a stand-still in queues and has no way to move out of the path of down-hill moving east-bound traffic that is coming at them in the lane they are sitting in.	3/25/2021 1:59 PM
68	Fix sidewalks and parks	3/25/2021 11:56 AM
69	Get unnecessary trucks just passing through off the city streets please ! It is unfortunate that common sense cannot prevail and that the money this costs cannot be spent on parks and sidewalks which we need to improve urgently.	3/25/2021 11:55 AM
70	none	3/25/2021 11:54 AM
71	Trucks that are simply passing through Hudson because it is more convenient for them should be fully banned. Trucks that have specific deliveries or business within the city should obviously be exempt from being banned. Loopholes should be closed (ie it would be counter productive to have a system in place where trucks can somehow, through a loophole, still pass through the city just because they had a prior exemption).	3/25/2021 11:33 AM

**Q7 Please share any comments that you have on the DRAFT Alternate Truck Route Traffic Feasibility Study located at this link:
<https://cityofhudson.org/business/truck-route.php>**

Answered: 27 Skipped: 249

#	RESPONSES	DATE
1	Routes are not well explained.	4/20/2021 11:11 PM
2	The Brookwood Secure Center on Spook Rock Road is missing from the list of Health and Social Services on page 4-13. There is a historical/legends marker on Spook Rock Road, which was not included in the Study.	4/20/2021 5:24 PM
3	I do not believe that i saw anything in the newspaper regarding this project. Once again the persons involved are the last to know, Spook Rock Road residents per say.	4/19/2021 6:13 PM
4	To put the trucks on route 29 would do harm to rural heritage of New York State.	4/19/2021 2:57 PM
5	The Study appears to be very well done. I hope it results in a positive change for the City. My thanks to DiDi Barrett for securing funds for this Study, and to the Mayor and his assistant for their support on this important initiative.	4/15/2021 3:07 PM
6	You guys are doing a great job. Thank you!	4/15/2021 8:46 AM
7	Yesterday a huge tanker truck took a turn by 7th Street Park way too fast and too wide. We had to get out of its way while we came into town. I should have gotten a plate number. It was insane.	4/15/2021 8:36 AM
8	Good job on the study, thanks! And special thanks to Asemblywoman Didi Barrett for securing the funding.	4/14/2021 2:35 PM
9	please push this , don't give up, the city needs this to change. my house rumbles to its foundation - and my neighbors kids are terrified to ride their bikes. no more.	4/13/2021 10:56 AM
10	Excellent and thorough study. Kudos to all who planned, funded, and executed the study.	4/13/2021 9:38 AM
11	I am very pleased at the comprehensiveness of this study. Many thanks to our Assemblymember Didi Barrett and also to our Mayor Johnson. Solving this problem, finally, would be a major success for both, and with the thoughtful approach that's taken here, we may be on our way to doing so. Thank you both.	4/12/2021 1:22 PM
12	None	4/11/2021 10:56 AM
13	The section of 23 B from Route 9 into Hudson, where there is a constantly growing and high concentration of private houses, and the new Claverack public library. Many residents and families now use that route to arrive to the library, and it is already a risk to walk along that part of the highway. In other words that part of 23B from Route 9 should be avoided at all cost.	4/10/2021 7:09 AM
14	The Study appears to be very thorough and well done, and I hope results in a positive outcome for the City! Thanks to Assemblywoman DiDi Barrett for securing funds for the Study, and to the Mayor and his Assistant for their support of this important initiative.	4/9/2021 5:06 PM
15	The Study appears to be very thorough and well done. I hope it yields positive results for the City. Many thanks to Assemblywoman DiDi Barrett for securing the funds for this Study, and to the Mayor and his Assistant for their support on this important initiative!	4/9/2021 4:27 PM
16	The Study appears to be very thorough and well done. I hope it yields positive results for the City. Many thanks to Assemblywoman Didi Barrett for securing the funds for this Study, and to the Mayor and his Assistant for their support on this important initiative.	4/9/2021 3:51 PM
17	Haven't read it thoroughly, but def plan to.	3/31/2021 3:42 PM
18	All truck traveling through our area need to be converted to electric power asap. Diesel	3/29/2021 11:16 AM

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powered trucks should be banned in New York state by 2035.

19	Thank you for reaching out to the community. I hope that the voice of those living here can be heard.	3/28/2021 11:01 PM
20	The maps are not high resolution enough. Also, when you link to the cost info, you link to a landing which makes it impossible to find the cost info - link directly to the cost info.	3/28/2021 10:53 AM
21	Your reports shows that most everyone who made it has never driven or even rode in a tractor trailer. You cant design truck routes my coloring lines on paper. Get behind the wheel of a tractor trailer and actually drive these roads your considering.	3/28/2021 10:04 AM
22	I don't feel these are reasonable accommodations to removing the truck routes from the city, also if this has to do with stopping the gravel trucks, stop giving the local company the run around and allow them to use the road on the property in which they own instead of trying to steal their land for your own use! They're hard working locals that you're attempting to steal from and manipulate and it's wrong and you should all be ashamed of yourselves!!!	3/28/2021 9:34 AM
23	it is vital to move the trucks off of Warren Street	3/25/2021 8:22 PM
24	We need trucks off the streets of Hudson. Please resolve this matter as quickly as is feasible.	3/25/2021 4:29 PM
25	Hopefully Hudson will consult with other communities that have been successful in overcoming objections around financing and so forth. Need to do this once and get it right.	3/25/2021 1:59 PM
26	Get the trucks off the Waterfront too	3/25/2021 1:31 PM
27	All of these routes would be an improvement on the current situation	3/25/2021 11:54 AM