

## **Summary of Letter and E-mail Comments**

### **Route 9W Corridor Linkage Study**

5/08

The following is a summary of public comments that were submitted to the Town in letter or email form following, or immediately preceding, the March 11, 2008 Open House conducted by the Town as part of the Rt. 9W Corridor Linkage Study. In some instances the comments below have been paraphrased from the original text

## **Comments**

### **Open Space and Natural Resources**

1. The Open Space Plan should be finished before any further development is considered. The Town has shown little backbone to require strict rules regarding preservation and environmentally sensitive development. The concept of a bond issue should be discussed to buy land for protection.
2. There is considerable opportunity in the Vlomanskill Valley for open space protection. The proposed Selkirk Bypass will negatively impact this ecologically important area. There are significant areas of wet clay meadow in this area – a distinct habitat type considered important for biodiversity and as habitat for many “Species of Conservation Concern”. We hope Town officials will evaluate open space opportunities in the Vlomanskill Valley that will protect this important habitat.
3. The roadway would impact wildlife, result in air pollution, change the “country” setting of the area, and increase noise pollution. It would drastically change the character and charm of this rural/suburban area.
4. The highway development would encroach upon our land, our neighbors land, across open farm land, historic homesteads, the Vlomanskill, hydric soils and federal wetlands, which provide habitat for multitudes of flora and fauna. While there are quality of life issues with trucks on Maple Avenue, the proposed bypass would cause detrimental effects to the community of residences along Clapper and Weisheit.
5. The bypass affects environmentally sensitive area. Concerns include run off from road salt and chemicals into the Vloman Kill; impacts on the forever wild forest preserve; noise and air pollution from truck traffic; additional traffic that would be generated on Rt. 144; and potential spillage of hazardous materials, the runoff of which would impact the Vloman Kill.
6. Why does the proposed route seem to contradict Town plans for farmland and open space protection?

### **Bypass Alignment**

7. There are already two roads in the area (Wemple & Clapper). Another one is not needed. Why not go with the southern bypass that was voted on years ago? The Town says residents of Selkirk do not want this alignment because it is in their back yard. But only residents near Texas Eastern would be affected. This is a quicker route for trucks from Ravena-Coeymans and a less expensive alternative.
8. Opposed to a Bypass located on the proposed Creble Road alignment. Trucks can travel north or south on US Route 9W to enter/access the New York State Thruway.
9. The 9W SAC should investigate the possibility of locating a bypass along the CSX railway from Feura Bush Road to River Road. A Thruway exit located on this bypass would service all trucks coming north on Rt. 9W and Rt. 144. This would eliminate all truck traffic from the Selkirk area with a direct connection to the Thruway.
10. Why is the southern route not the preferred option?
11. Could the options of truck routing in the railroad right-of-way, or improving Wemple or Beaver Dam Roads in lieu of a bypass be explored?

### **Quality of Life**

12. Commenter grew up on Clapper Road and recently restored an “1840 Brick Federal” house that has been in the family since 1928. “To me it was and is MY LIFE GOAL.” “I want to be able to pass this magnificent house down to my children. You want to tear this house down to put in a Bypass???”
13. The statement that residents of the Weisheit-Clapper area want to sell their land and move out is not true. Most people on these roads were born there or lived there most their lives and do not want to move out.
14. Commenter lives on 22 acre parcel, “Clapper Farm”, in 1840 Greek revival style home. The e-mail describes the nature of the neighborhood, property and experience living at the home.
15. How does the plan account for the number of residences effected by the bypass?

### **Other**

16. Understandably, the study’s priority is focused on improvements in high traffic areas, but we are pleased that the study also identifies Hague Boulevard for installation of traffic calming measures.
17. Similar to sidewalks proposed for Jericho Road and Elm Avenue east, a sidewalk along Hague Boulevard “will encourage walking between neighborhoods along these roads and the Wemple Road Rural Hamlet area”. It would also “support the potential for future transit service” along Rt. 9W. Consequently, a sidewalk should also be considered along Hague. Inclusion of this as a recommendation in the study could serve as the basis for private sector participation in future funding of the sidewalk as further development occurs in the area.

18. Maple Ave is not appropriate for tractor-trailer traffic and such traffic should be banned on this roadway.
19. Truck traffic from Callanan Industries has been greatly reduced in recent years resulting in a reduction of truck traffic on this roadway. Has a study been done recently of trucks on Maple Avenue?
20. The Waterfront Advisory Committee is considering construction of a "boulevard" roadway to connect to a riverfront hamlet. A truck bypass is not the type of roadway suited to provide access to a "quaint" riverfront area for shopping, commercial or residential endeavors.
21. Industrial development in the southern portion of Town is not a reality due to the lack of infrastructure in the area.
22. The talk of a recession at this time and the lack of enough funding to construct a Route 396 Bypass should discourage any further discussion of construction of the most costly route (ie.,the Creble Road alignment).
23. Considering that NYSDOT and the Thruway Authority have not been consulted or given any indication of an agreement to construct the roadway or Thruway interchange, the proposal is not viable.
24. What is the justification and feasibility for an additional Thruway interchange between Exits 22 and 23?
25. It is hard to believe that NYSDOT would approve having anything (medians) in the middle of Rt. 9W that would interfere with paving and snow plowing during winter months. It would also obstruct traffic traveling both north and south on 9W.
26. What are the benefits that weigh against the costs to taxpayers and detriment to the environment?

J.L.