

STATE OF NEW YORK  
TOWN OF STONY POINT: PLANNING BOARD OF APPEALS  
-----X

IN THE MATTER

OF

NEW PLANET SUSTAINABLE FUELS  
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Town of Stony Point  
Rho Building  
5 Clubhouse Lane  
Stony Point, New York  
August 24, 2017  
7:03 p.m.

B E F O R E :

THOMAS GUBITOSA, CHAIRMAN  
ERIC JASLOW, BOARD MEMBER  
PAUL JOACHIM, BOARD MEMBER  
GENE KRAESE, BOARD MEMBER  
JERRY ROGERS, BOARD MEMBER  
MICHAEL FERGUSON, BOARD MEMBER  
MARY PAGANO, SECRETARY  
JOHN O'ROURKE, TOWN ENGINEER  
WILLIAM SHEEHAN, BUILDING INSPECTOR  
JOHN FURST, TOWN ATTORNEY

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(Whereupon, the Pledge Allegiance was recited.)

CHAIRMAN GUBITOSA: Will you call roll?

THE CLERK: Mr. Joachim?

BOARD MEMBER JOACHIM: Here.

THE CLERK: Mr. Jaslow?

BOARD MEMBER JASLOW: Here.

THE CLERK: Mr. Ferguson?

BOARD MEMBER FERGUSON: Here.

THE CLERK: Mr. Rogers?

BOARD MEMBER ROGERS: Here.

THE CLERK: Mr. Kraese?

BOARD MEMBER KRAESE: Here.

THE CLERK: Chairman Gubitosa?

CHAIRMAN GUBITOSA: Here. All right. Just so people know, Item Number 2, Nine Holt Drive, is off the agenda.

Tonight we have the first application, this is New Planet Sustainable Fuels. This is a presentation by New Planet. It's not a public hearing or public input tonight for this meeting, but they're just going to give a presentation on the traffic.

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MR. MANDRACCHIA: How are you doing?

My name is Steven Mandracchia, I'm here for New Planet. We're just here today to give a little information to the Planning Board and community with regard to traffic issues that are related to this application. It's part of the General Environmental Impact Statement process which the DEC is the lead agency, but we wanted to make a presentation to the Planning Board today just to bring you up to speed on what's was done and to explain what the considerations were.

We have Kenny Wersted (phonetic) here from the firm of Creighton, Manning who performed the traffic study. He has a very brief presentation that he's going to roll out to the Town. Without further ado, I introduce Kenny Wersted.

CHAIRMAN GUBITOSA: If you could, just get into the mic a little more so everyone can hear you.

MR. WERSTED: Thank you, Steve.  
Again, Ken Wersted, from Manning Engineering, we're the traffic consultant

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for the project on the discussion for tonight.

We wanted to give you guys an update. Obviously, we talked to the Town Board last month, and you guys requested a similar type of update, so we want to add a few things here, but for the most part, we'll run you through the basics of what we looked at here.

In terms of the study area, right here in the center we've got the actual project site. We looked, obviously, at some intersections that are in the Town of Stony Point, Haverstraw, Town of Clarkstown, West Haverstraw, Village of Haverstraw and Nyack and Suffern.

Now, the intersections themselves are primarily concentrated on the major roads, 9W, 303, 202, and the time periods we looked at are your typical peak in your times, so 7:00 to 9:00 in the morning, and 4:00 to 6:00 in the afternoon. And we weren't sure exactly how much activity we were going to have on a Saturday, so we also looked at a

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Saturday between noon and 4:00 p.m.

Now, we've got a whole list of intersections here. We've got 13 in total. We won't go through of all of them in detail, but the map does depict where those intersections are located, so we're concentrating mostly in the area of Stony Point and Haverstraw, and extend down the corridors of 202, 303 and 9W.

Now, we looked at what intersection or what traffic volumes were out there and kind of existing conditions. We do that to establish basically three different types of criteria, what's happening there today, what's happening there in the future, but before the project is open, and what is happening after the project is open.

We use those as kind of milestones to see and use to compare impacts before and after, essentially.

So the average annual daily traffic, that's how much traffic might be at a particular intersection or location throughout the course of an average day, and

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that varies at the intersection from 11,000 to 20,000 vehicles a day.

Now, we dove down into the actual peak hours. We want to identify when are people most commuting through these intersections and that happens to be those peak times. That varies from 1,100 vehicles an hour to 3,100 vehicles an hour.

We also look at how much truck traffic was at there today. So at the Holt Drive/Route 9W intersection, we have four percent, and all the other remaining intersections basically vary one to 11 percent.

We also count bicycles, we count pedestrians. There wasn't a significant amount out there, obviously, as compared to vehicular traffic.

Most of the intersections range from a Level of Service B to a C. Now, what does Level of Service B, C mean?

Now, we look at -- we've got some grade schoolers, I imagine. What grade are you in?

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THE PUBLIC: Eighth grade.

MR. WERSTED: We've got some eighth graders in the house today. So if you get an A on your report card, is that good or bad? Good. If you get an F, that's pretty bad, we know that.

So we do the same thing with intersections. We create them from Level of Service A, all the way down to Level of Service F. Now, B, C, that's in that pretty good category there.

There are some intersections that are operating a little worse. We know that 9W/Railroad Avenue intersection operates at Level of Service D, and the 202/Gurney Avenue/Westside Avenue also operates at a Level of Service D at times.

So what's coming in and out of this actual project site. We've got MSW coming in and loaded trucks, and we've got some empty trucks that are actually leaving. We have recycling and refuse that are leaving in full trucks and we have some empty trucks to come in and pick up that.

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We have, obviously, employees that are coming and going from the site. And then we have a fourth one, which is actual product. So we have some trucks coming in empty, picking up product and then leaving.

So we know that the plant is going to operate 24 hours a day, but it's not going to be an even 24, an even amount of traffic through the entire 24 hours. There are going to be peaks and highs and lows.

So we tried to identify each of those traffic streams and determine when that traffic was coming in, at what time and develop kind of a daily volume, a picture of what it would look like throughout the day.

What this chart basically represents is, we've got traffic coming in early in the morning, 3:00 to 4:00, 5:00 in the morning. We've got a couple of components there. We've got this orange line is employees, this blue line is trucks and then we've got total traffic volume.

So at 3:00 to 4:00 in the morning, we've got about 50 vehicles coming in and



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out.

We go into the early morning, this yellow band represents the peak morning commuter time. So we had our traffic kind of dying off at that time and into the midday, and into the early afternoon, we start to peak again, we reach about 80 vehicles an hour.

A little bit later than that, roughly, we've got about 30 or so employees generating that, and roughly around 50 vehicles made up of trucks.

What we did is, before the project even really got started, before we even really studied the traffic, there was a mitigation measure implemented from the start, and that was to schedule some of the deliveries in and out at off peak times.

And that basically offsets some of the impacts that you otherwise might have during these peak morning and afternoon commuter times to otherwise off peak commuter times.

Next slide. So this graph is representative of some traffic volumes out

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on 9W. We can see through the early morning hours very little, less than 100 vehicles an hour. Then steadily it climbs into this 7:00 to 9:00, and that's where we have one of our peaks in the morning.

Then we go throughout the afternoon, we get to the lunchtime hour, and then we climb to the afternoon peak commuter time 3:00, 5:00, 6:00 in the evening.

From the previous slide, we know that our peak traffic volume is here, say, 4:00 in the morning and 3:00 in the afternoon. These little blue bars here are representative of that 50 trips in the morning and 80 trips in the afternoon.

So you can see the traffic that comes in at 4:00 in the morning isn't anywhere near the traffic that you have throughout the middle of the day, but to give a worse-case analysis, what we did is, we took these volumes and kind of superimposed them.

If you go back -- hit the down on your keyboard. All right. One more time. There we go. So we took a volume and basically

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superimposed it onto those peak hours. We said, all right, know we're going to generate traffic here 3:00, 4:00 in the morning and, you know, 2:00, 3:00 in the afternoon, but for worst-case sake, let's say it's going to happen here at 7:00 or 8:00 in the morning and 4:00, 5:00 in the afternoon, and then let's study the intersections again.

Next slide. So we did that and we found after all the traffic volumes are assigned, we've got about 1,200 vehicles -- 3,200 vehicles out at the intersections during the peaks, and then for most of the study area intersections we're only going to see about a three percent increase in trucks.

Now, the Holt Drive/9W intersection is going to be a bit more, because obviously that's our driveway or entrance/exit to the rest of the transportation system. So we'll see a 15 percent increase at that intersection.

Now, we went back through and looked

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at all the other intersections again. The 9W/Railroad Avenue intersection continues to operate as Level of Service D during those peak hours. The 202/Gurney Avenue/Westside Avenue intersection operates as Level of Service E, but the changes in delay from without the project to with the project at any of those intersections generally range from zero to five seconds.

So if you were to drive through an intersection before the plan was open, you might have an intersection delay of, let's just say, 35 seconds, and then if you get to that intersection after the plant is open, it may only be operating at 40 seconds. It's not a very significant increase, and that varies depending on your intersections.

That was just kind of a broad brush overview. Obviously, we have a traffic study that's probably that thick, (indicating), I think submitted to the DEC.

So, if you have any free time and need some light reading material to go to sleep at night, I highly recommend it. Unless

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there's anything else, I'll conclude my part of the presentation.

BOARD MEMBER KRAESE: You said you sent this to the DEC?

MR. WERSTED: They are the lead agency, so our material needs to go to them for distribution.

CHAIRMAN GUBITOSA: If you want, you can send us a copy of this, the slide show.

MR. WERSTED: Sure.

CHAIRMAN GUBITOSA: I'll see if we can put it on the last -- it's not a public comment.

THE PUBLIC: Can I ask you a question and you can ask it if you want? Could you just ask when the study was done, like was it done during school time?

CHAIRMAN GUBITOSA: We're going to go into that. I know it's with the lead agency. We'll get it from the DEC, and we'll get the information.

All right. Anything else? Bill, any questions?

MR. SHEEHAN: No. Eventually, we're

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going to get copy of the traffic studies.  
If you ask if for it, they'll give it to  
you.

CHAIRMAN GUBITOSA: John, any  
questions?

MR. FURST: Not at this time, no.

CHAIRMAN GUBITOSA: Thank you.

MR. WERSTED: Thank you.

CHAIRMAN GUBITOSA: Anyone else or is  
that it today. Steve?

MR. SHEEHAN: To answer George's  
question, the traffic study will tell you  
time it was done.

CHAIRMAN GUBITOSA: Yes.

MR. MANDRACCHIA: Yes. That's all we  
have for tonight.

CHAIRMAN GUBITOSA: Thank you. We'll  
probably see you again. Thank you.

MR. MANDRACCHIA: Thank you,  
everybody.

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(Time noted: 7:16 p.m.)

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THE FOREGOING IS CERTIFIED to be a  
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*Esther Katz*

ESTHER KATZ