

Strategies for Reducing Large Truck Traffic In Local Communities

September 24, 2008

Welcome

Tonight's public information meeting provides the opportunity to learn about the New York State Department of Transportation's (NYSDOT) large truck actions and strategies, ask questions, and provide comments. This meeting is part of our continuing efforts to encourage public involvement.

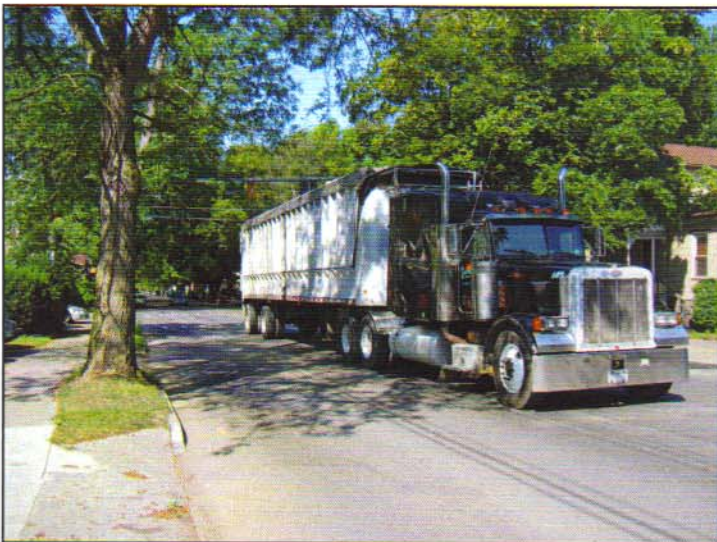
Purpose

Residents in local communities and other highway users, especially in the Finger Lakes and Palmyra areas, report a decrease in their overall quality of life due to the presence of large truck traffic. NYSDOT's actions and strategies are designed to reduce large truck traffic on state highways in community settings, state tourism areas, school areas, environmentally and historically unique areas, scenic byways, & designated bike routes. These highways, also referred to as "shortcuts", are typically shorter distances than staying on the Interstate and save toll costs.



Objectives

- Reduce large truck traffic in local communities.
- Create three tiers of highways diverting large trucks to the most appropriate highway considering community context, safety, and operational factors for all users of the highway.
- Improve the quality of life for communities affected by trucks by lowering noise and visual disruptions, and emission levels; and improving motorist, pedestrian and bicycle mobility and safety.
- Reduce risks to communities, tourism areas, school areas, environmentally unique areas, scenic byways, and designated bike routes located along identified short cut routes.
- Reduce the rate of deterioration to the useful pavement life and ride-ability of affected highways.



Large Truck Traffic Reduction Strategies

- Traffic Calming
- Modify Large Truck Permits
- Safety Inspections on Short Cut Routes
- Guide Signs to Keep Trucks on the National Network
- Investigate Hauling Waste by Rail
- Investigate Downstate Tandem Staging Facilities to Encourage Trucks to Use the Thruway System
- Discussions with Other Agencies
- Truck Access Regulation



New York State Department of Transportation

Strategies for Reducing Large Truck Traffic In Local Communities

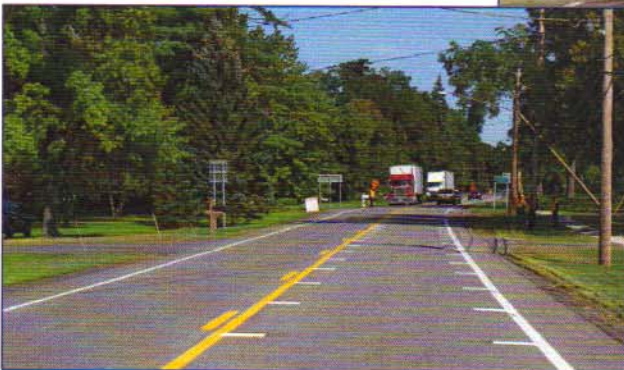
Traffic Calming

Traffic calming consists of strategic physical changes to roadways that improve safety. NYSDOT's plans include:

- Short Term - Signs, Signals, Speed Limits, Crosswalks.
- Longer Term - Adjusting lane configurations.

NYSDOT is working with 13 communities in 16 locations in the Finger Lakes. Examples of traffic calming to be completed by the end of 2008:

- Adjusting speed limits
- Upgrading, replacing and installing new signs
- Enhancing cross walks and improving pedestrian crossings
- Adding shoulder striping
- Adding edge line markings for parking
- Adding a new speed zone
- Re-timing an existing signal
- Adding raised pavement markings to slow traffic entering speed zones
- Installing larger speed zone warning signs



Modify Large Truck Permits to Keep Trucks on the National Network

Large trucks with Oversize/Overweight Permits will be excluded from using some shortcut highways. NYSDOT is informing carriers of routes to avoid.



Strategies for Reducing Large Truck Traffic In Local Communities

Safety Inspections on Shortcut Routes

NYSDOT has been investigating alternative inspection locations on known short cut routes. We are investigating safe locations to pull over and inspect vehicles where the driver can find shelter, food and rest should the driver and/or vehicle be placed out-of-service.



Guide Signs to Keep Trucks on the National Network

Additional signs will be added at specific exits to encourage trucks to stay on the National Network.



Investigate Hauling Waste by Rail

NYSDOT has been investigating hauling waste by rail car rather than by truck.

Investigate Downstate Tandem Staging Facilities to Encourage Trucks to Use the Thruway

NYSDOT has been investigating the creation of tandem staging facilities downstate to make the Thruway a more cost-effective alternative for shipments from downstate.



Discussions with Other Agencies

NYSDOT has been meeting with other agencies to discuss this issue:

- NYS Department of Environmental Conservation
- NYS Police
- NYS Agriculture and Markets
- NYS Thruway Authority
- Federal Highway Administration

Strategies for Reducing Large Truck Traffic In Local Communities

Proposed Draft Regulation

The proposed draft regulation is a statewide regulation that would apply to trucks with one or more trailer, 45 ft or longer creating tiers of state highways:

Draft Regulation - Highway Types in New York State		
All Combination of Vehicles with a Cab and <u>One or More Trailers</u> 45 ft or longer		
Tier 1	Qualifying (National Network)	Must be used as the primary means for reaching terminals, facilities and sites for the delivery or pickup of merchandise or other property.
Tier 2	Access Highways	Used only when the access highway provides exclusive access to the specific terminal, facility or site for the pickup or delivery of merchandise or other property or use is reasonably necessary to access the specific terminal, facility or sites for the pickup or delivery of merchandise or other property or to return to the network of Qualifying Highways.
Tier 3	Other Highways	Used only when the highway provides exclusive access to the specific terminal, facility or site for the pickup or delivery of merchandise or other property or when use is reasonably necessary to access the specific terminal, facility or sites for the pickup or delivery of merchandise or other property or to return to the network of Qualifying Highways.

What is the National Network?

The **National Network** consists of the **Interstate System** (excluding some Interstates in NYC) and some designated highways.

Vehicles are allowed on highways within 1 mile of the National Network.

The National Network is also called "Qualifying Highways" in New York State.

Designated State Access Highways are a network of highways designated by NYSDOT as permissible for use by large trucks. These highways provide legal access from the Interstates for certain vehicle combinations (large trucks).



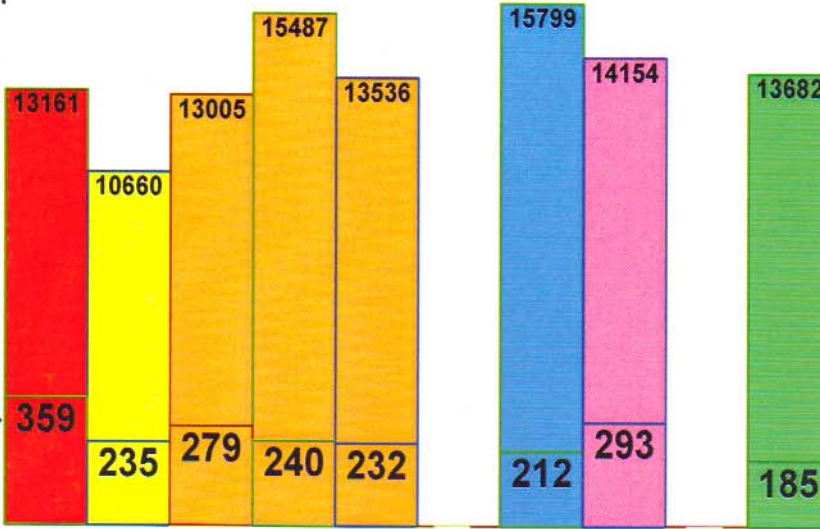
The proposed draft regulation identifies 14 different factors to consider in determining whether use of a state highway is "reasonably necessary" including:

- Access to terminals
- Best use of the highway system
- Truck's destination
- Quality of life considerations such as proximity to residences, parks, & schools
- Bicycle and Pedestrian Safety
- Exceptions for extreme weather conditions and road closures

Traffic Data

Daily Volume:

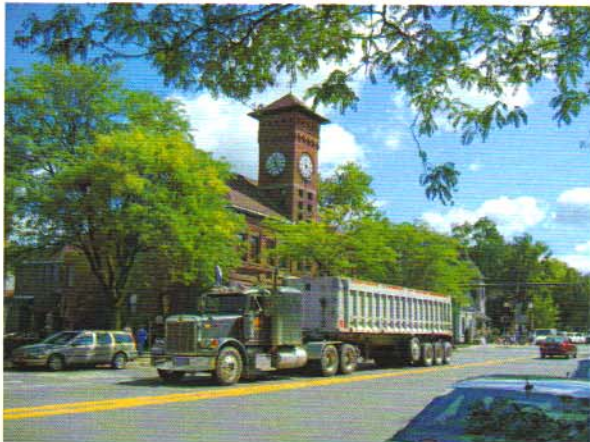
Vehicles/day



All Traffic on State Routes 20, 41, 41A and 321 entering Skaneateles. Daily Traffic is increasing about 0.8% per year.

Large Truck Traffic on State Routes 20, 41, 41A and 321 entering Skaneateles. Numbers are decreasing about 2.5% per year.

Large Trucks/day



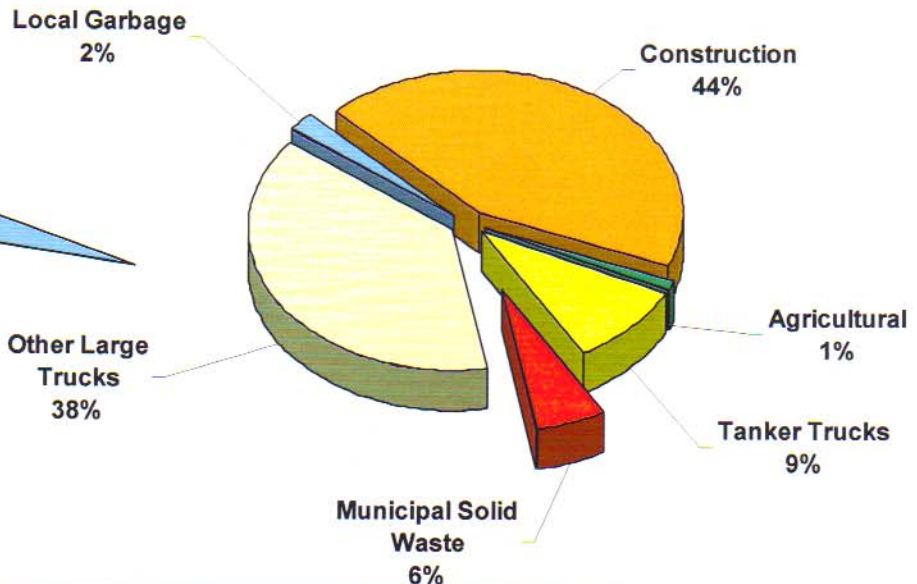
Traffic Data Sources:

- Automatic counters
- Manual counts
- Truck surveys
- Counts from other projects and studies
- Counts from the NYS Thruway Authority
- NYS Department of Environmental Conservation

Truck Speeds:

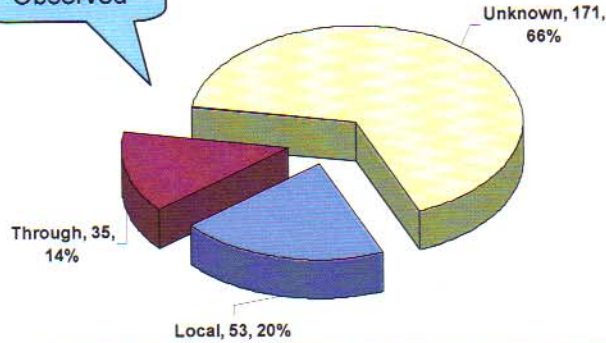
On average, large trucks travel more slowly than small trucks and passenger cars.

Breakdown of Truck Traffic on State Routes 20, 41, 41A and 321.



Traffic Considerations

All Trucks Observed

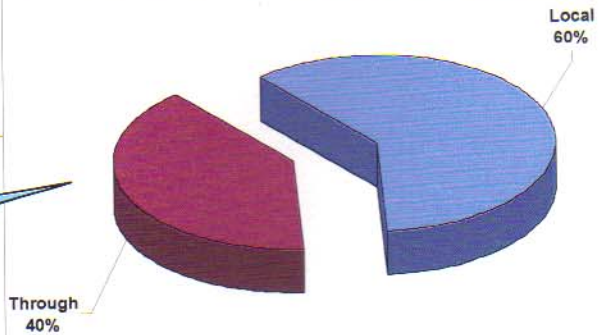


Responded to Phone Calls and Knew Destination

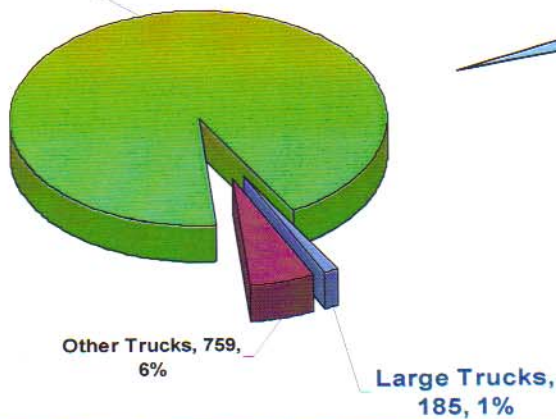
Most trucks on the state highways are making local deliveries or pickups.

A May 2008 NYSDOT Origin/Destination Study found about 40% of large trucks were through trucks traveling in the Finger Lakes Area.

NYSDOT estimates 50% of the large trucks could be taking a shortcut routes when identifying impacts associated with reducing large truck traffic in local communities.



Other Vehicles, 12738, 93%



Daily Traffic on State Routes 20, 41, 41A and

State Highways:

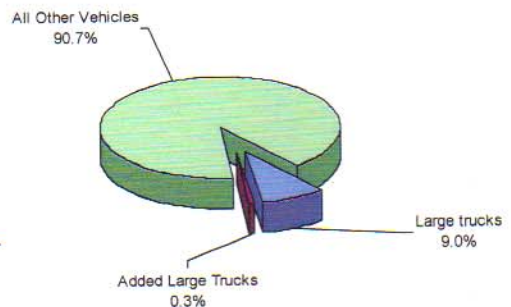
On state highways, large trucks are typically a smaller percentage of the total traffic. On the Interstates, large trucks can make up about 9% or more of the total traffic.

Interstate Congestion:

Since trucks make up a larger portion of the Interstate traffic and the Interstates are designed to handle larger volumes, diverting 50% of the large trucks from the identified state highways to the Interstate System will have no discernable impact on congestion.

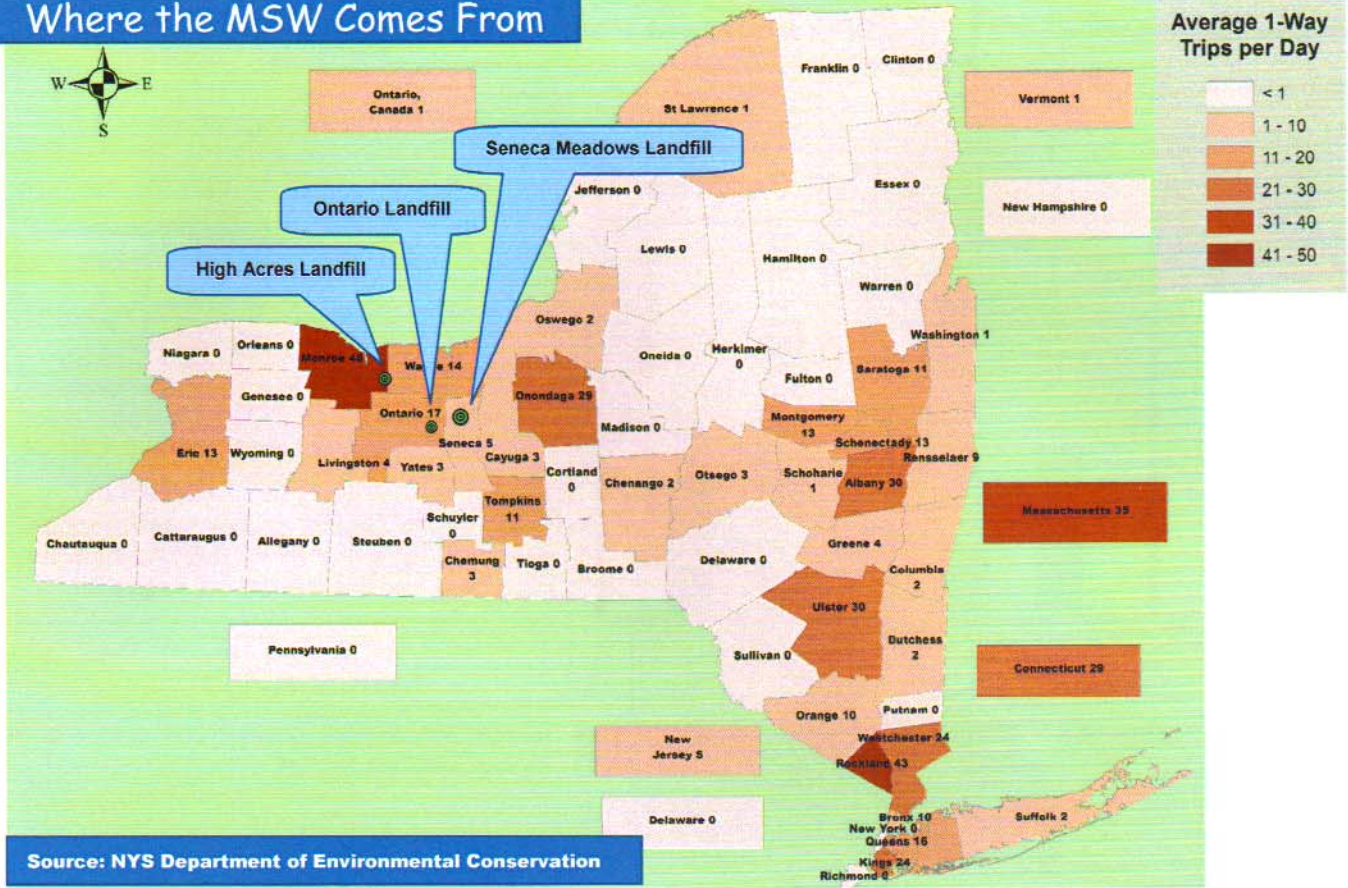
Change in Traffic on the National Network (I-81, I-690, I-90)

Projected Post-Regulation Traffic Composition in Syracuse Area

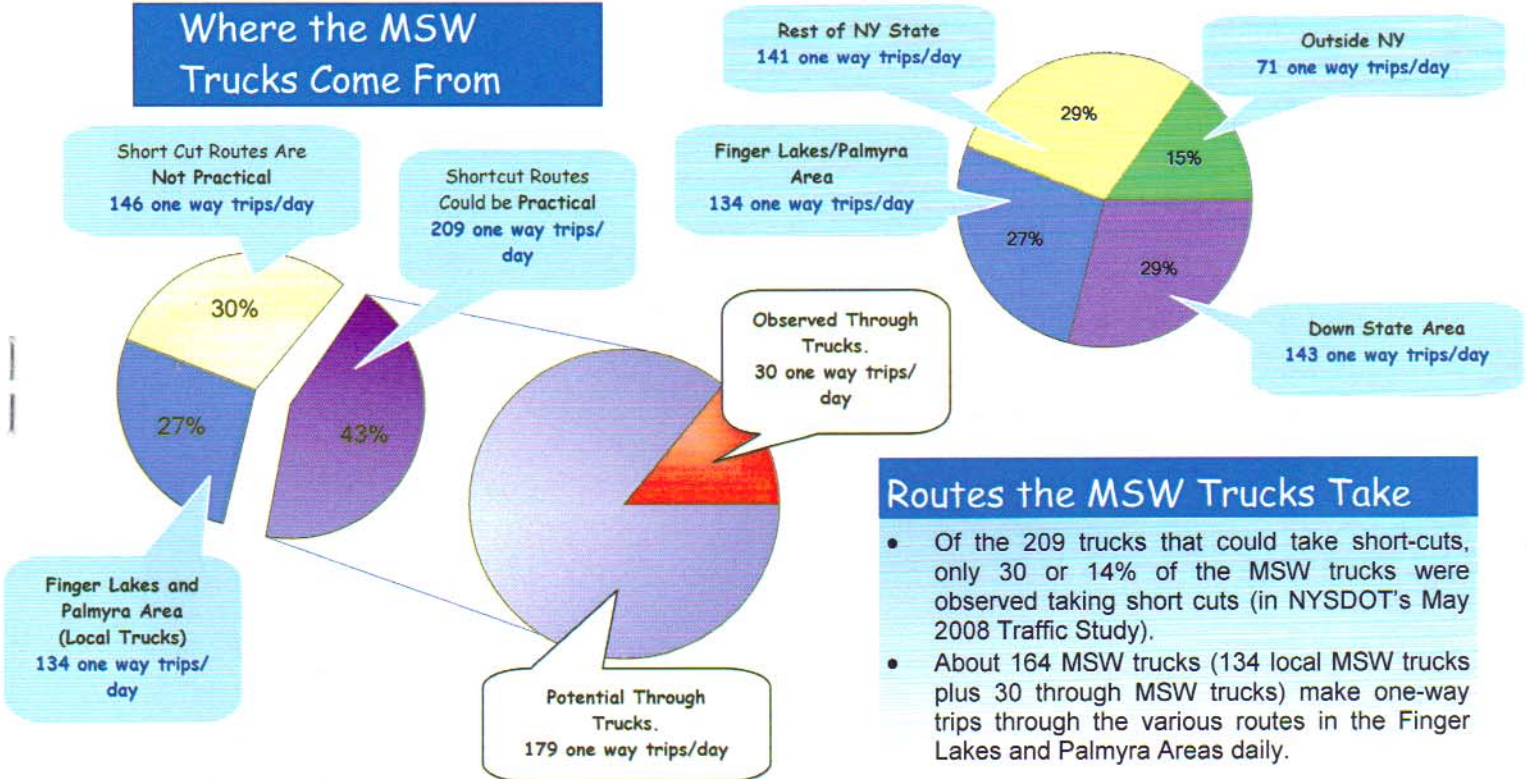


Municipal Solid Waste (MSW) Trucks

Where the MSW Comes From



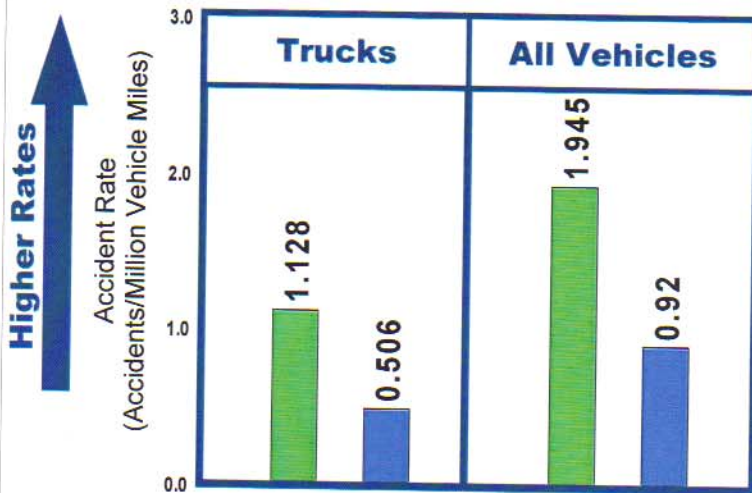
Where the MSW Trucks Come From



Safety

2006 Accident Rate Data

■ Other State Highways
■ Interstates



One of the primary reasons for building the Interstate System was to improve the safety of the highway users: drivers, passengers, and pedestrians.

The accident rate for the Interstate is less than 1/2 that of other state highways.

Relative safety is measured by the "accident rate" (collisions per 100 million miles traveled, a measure used so data can be compared as traffic volumes change).

The chart to the left shows these accident rates for trucks and all vehicles for both the Interstates and Other State Highways.



Large trucks have an accident rate that is nearly half that of other vehicles.



Pedestrians and Large Trucks

Although trucks have a lower pedestrian accident rate than other vehicles, there is a substantially greater likelihood of a serious injury or fatality when struck by a truck versus a car.

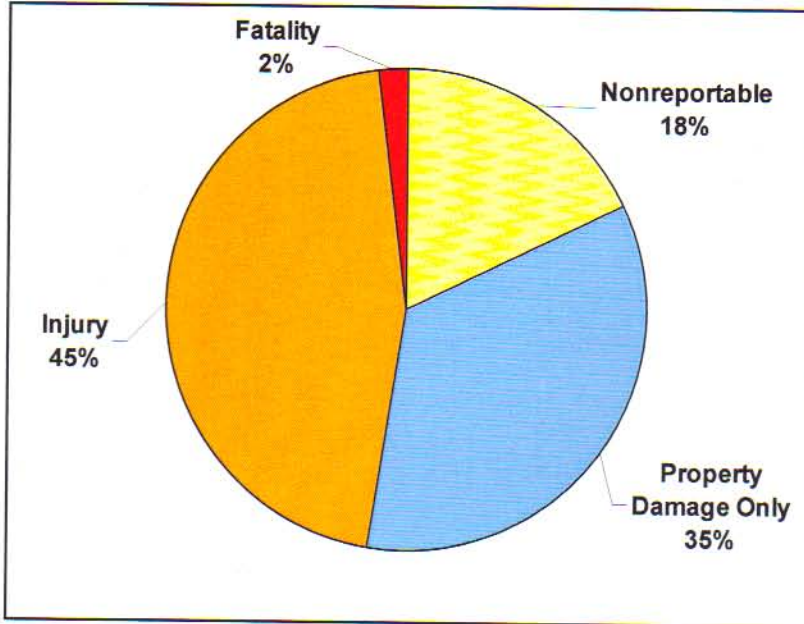
Since trucks have a lower accident rate, the likelihood of a pedestrian fatality is not statistically different between trucks and cars.

Safety

Truck Accident Severity

Large trucks are nearly four times as likely to be involved in a fatal crash.

However, since trucks have a lower accident rate, the likelihood of a motorists fatality is not statistically different between trucks and cars.

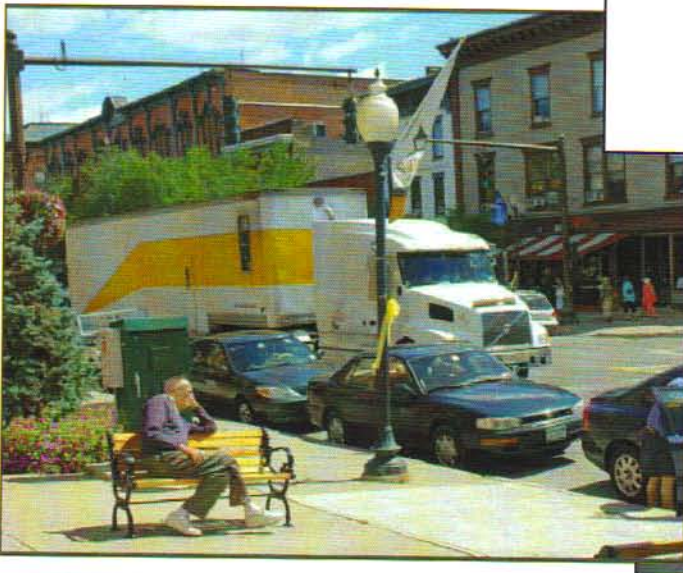
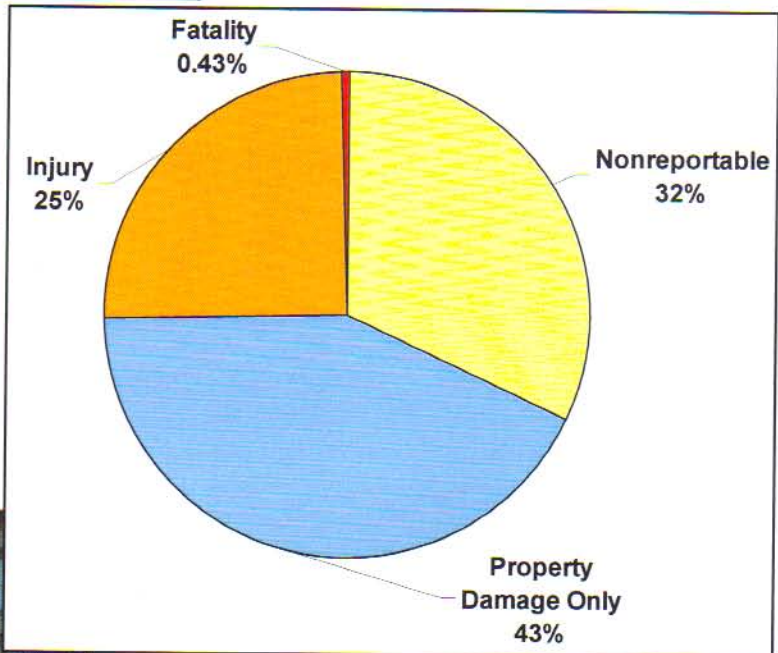


Car Accident Severity

Accident Costs:

Accident costs are about \$0.03 per mile per truck on the Interstate System and \$0.06 per mile per truck on the state highways.

Accident costs are minimized by taking the Interstate route, provided that it is not more than twice as long as the route on a state highway.



Impacts and Results For the Finger Lakes Area

Benefits

Safety Benefits (Accident Reduction) – The estimated annual accident cost savings of large through trucks staying on the National Network in the Finger Lakes/Palmyra Area is \$0.24M (2008\$).

Reduction Pavement Wear Savings – The estimated annual savings in pavement maintenance costs in the Finger Lakes/Palmyra Area is \$2.6M (2008\$).

Public Welfare/Quality of Life Benefits - Many people cite the presence of large trucks as directly diminishing their quality of life. The reduction of the number of large through trucks along identified routes may improve the quality of life for highway users (including bicyclists and pedestrians) and adjacent property owners along identified short cut routes.

Health Benefits (Noise and Air Quality) – Along identified routes, noise disruptions will be reduced and air quality improved where more sensitive receptors (schools and residential areas) are located.



Impacts

Fuel, Toll and Operating Costs – The estimated expected annual increase in fuel, toll, and operating costs for trucks to stay on the National Network Routes in the Finger Lakes/Palmyra Area is \$10M (2008\$).

Air Quality - Overall there will be an increase in emissions due to the expected increased fuel consumption by trucks staying on the National Network.



You may send written comments or questions to:

Astrid C. Glynn, Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

email: TruckRegComment@dot.state.ny.us

For more information, visit our website at:

<https://www.nysdot.gov/portal/page/portal/programs/truckpolicy>

(Attach additional sheets as necessary)

COMMENT FORM

This form is provided to you for the purpose of making your comments regarding the proposed regulations known to the Department of Transportation. Please indicate the date, your name and address, and state your concerns on this form.

The completed form may be dropped in the comment box on the evening of the Open House or mailed to the address below. When returning by mail, please fold the form as shown so that the mailing address is visible, staple or tape the form closed, and affix a stamp. **Please send comments by October 10, 2008.**

Thank you for your input.

FOLD HERE

FROM: _____

PLACE
STAMP
HERE

Astrid C. Glynn, Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

FOLD HERE