



Department of
Transportation



Route 17 PEL Study Public Workshop March 18, 2021

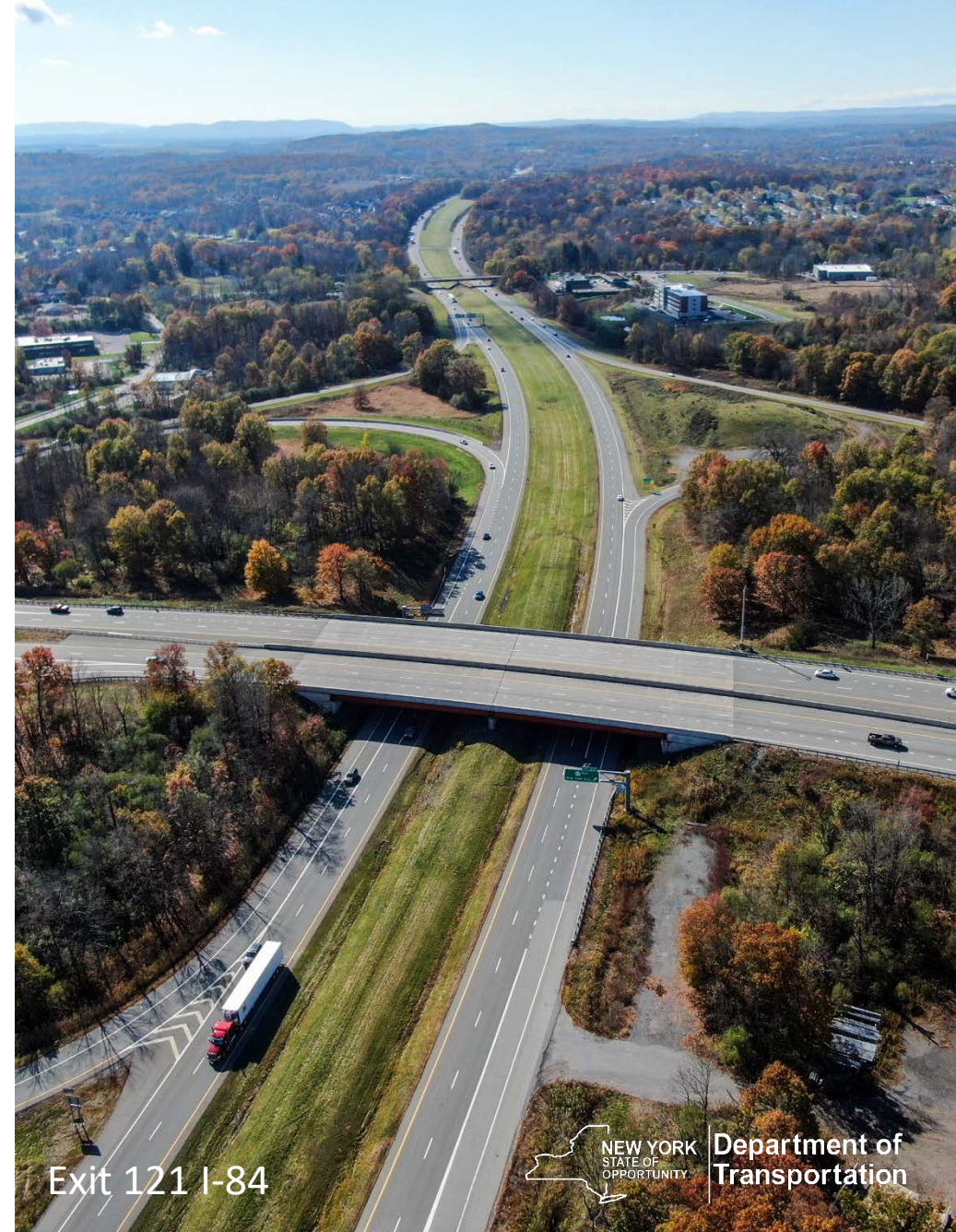
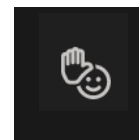
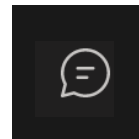
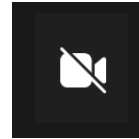
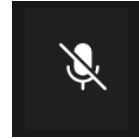
Agenda

1. Welcome and Introductions
2. Project Background
3. PEL Overview and Context
4. Using Poll Everywhere
5. Existing Conditions
6. Interactive Feedback Session
Route 17 Corridor Vision
Goals and Objectives
Purpose and Need
7. Next Steps
8. Q&A



Participation

- Participants will be **muted** during the presentation →
- Please **turn cameras off** to preserve bandwidth →
- The **chat window** will be available for public comments →
- **Poll Everywhere** engagement tool will be used to gather participant input during the meeting
- Time will be reserved at the end to answer questions using the **Raise Hand** feature →
- The workshop will be **recorded**

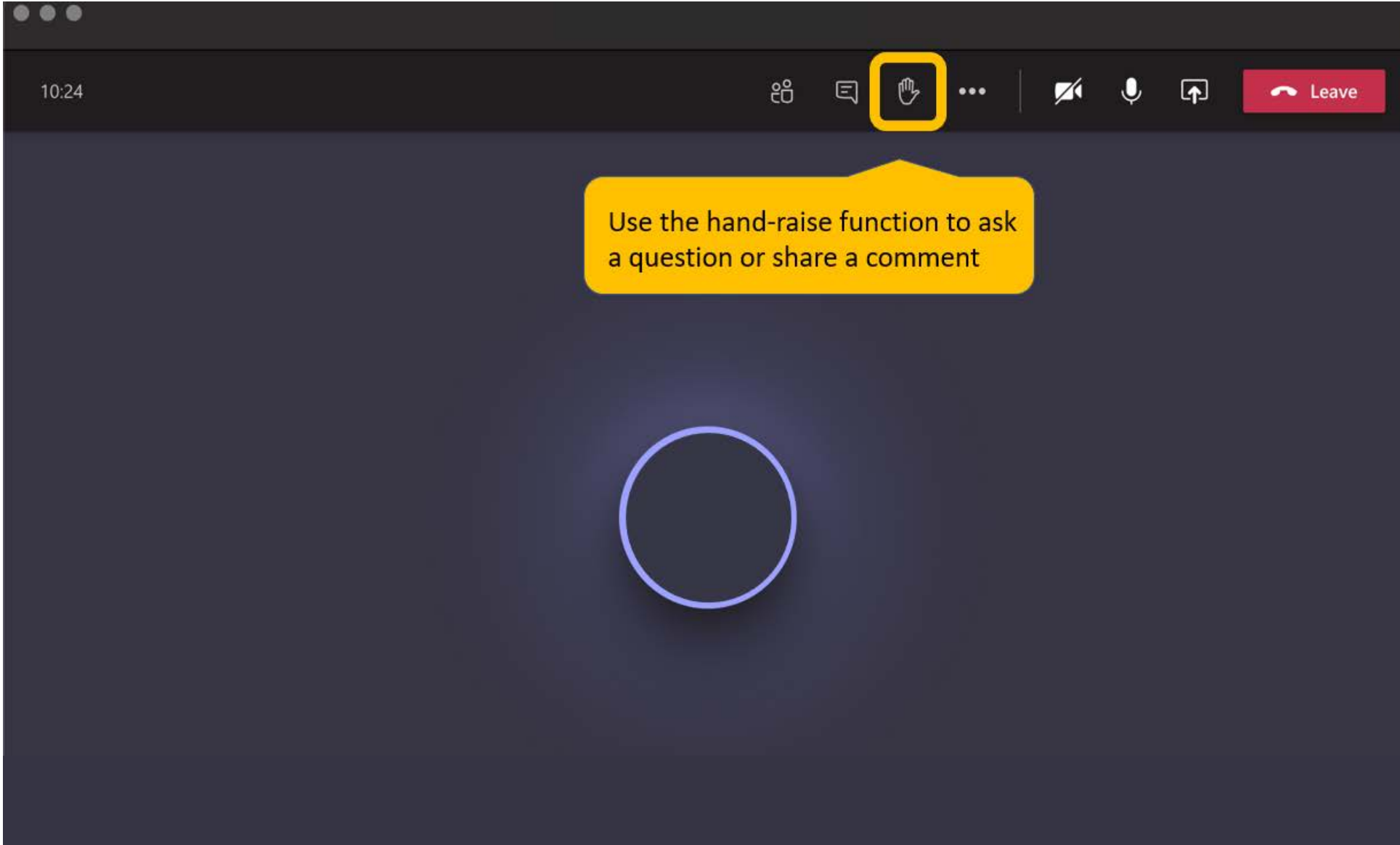


Exit 121 I-84

Teams Communication Tips

The screenshot shows the Microsoft Teams interface during a meeting. The top navigation bar includes a time display of 10:54, a list of icons (people, chat, hand), and a 'Leave' button. A yellow callout box points to the chat icon with the text 'Open the chat window to share your thoughts'. On the right, the 'Meeting chat' window is open, showing a date separator for 'October 9, 2020' and a message: '10/9 9:30 AM Meeting started'. At the bottom, a yellow callout box points to the text input field with the text 'Type here'. Another yellow callout box points to the send button with the text 'Submit'. The interface also shows icons for mute, video, and screen share.

Q&A



10:24

Use the hand-raise function to ask a question or share a comment

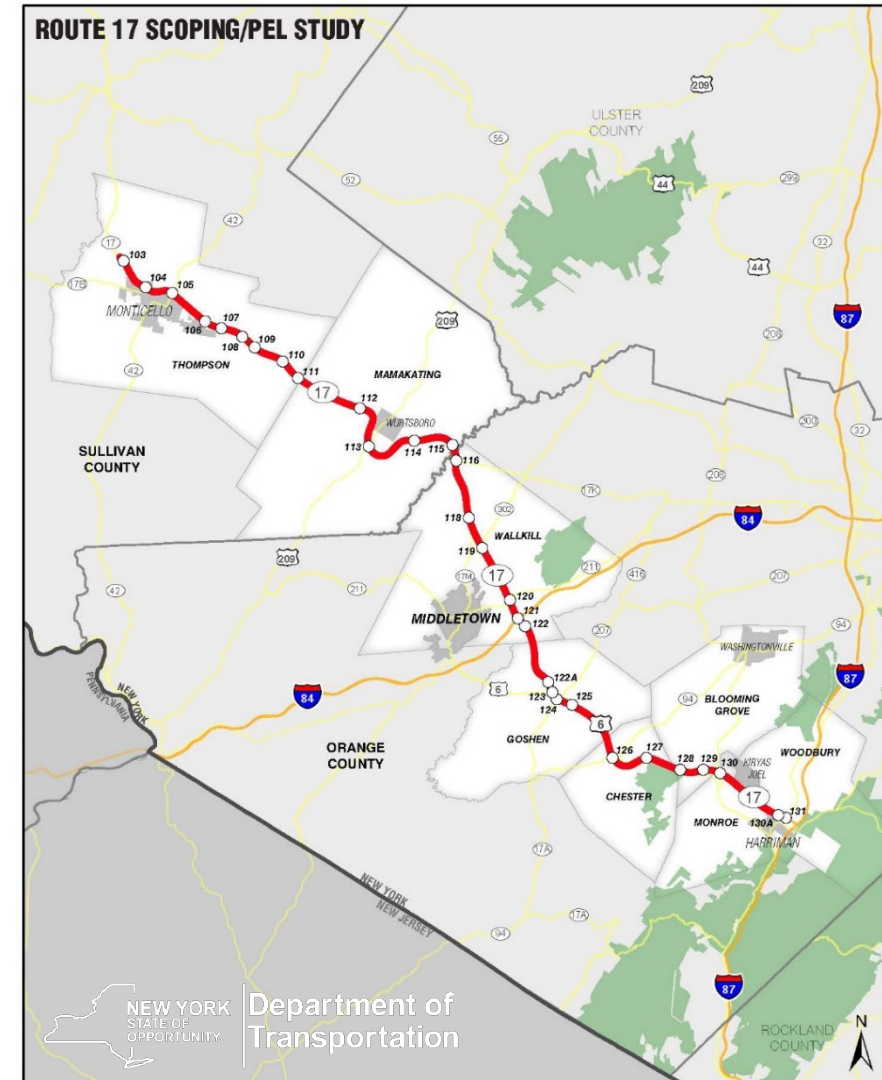
NEW YORK STATE OF OPPORTUNITY. Department of Transportation

The image shows a Zoom meeting control bar at the top. The time is 10:24. From left to right, the icons are: a group of people, a chat bubble, a hand with the index finger pointing up (highlighted with a yellow box), a three-dot menu, a muted microphone, a microphone icon, a screen share icon, and a red 'Leave' button. Below the control bar, a yellow callout box contains the text 'Use the hand-raise function to ask a question or share a comment'. In the center of the meeting area, there is a large, faint blue circle.

Project Background

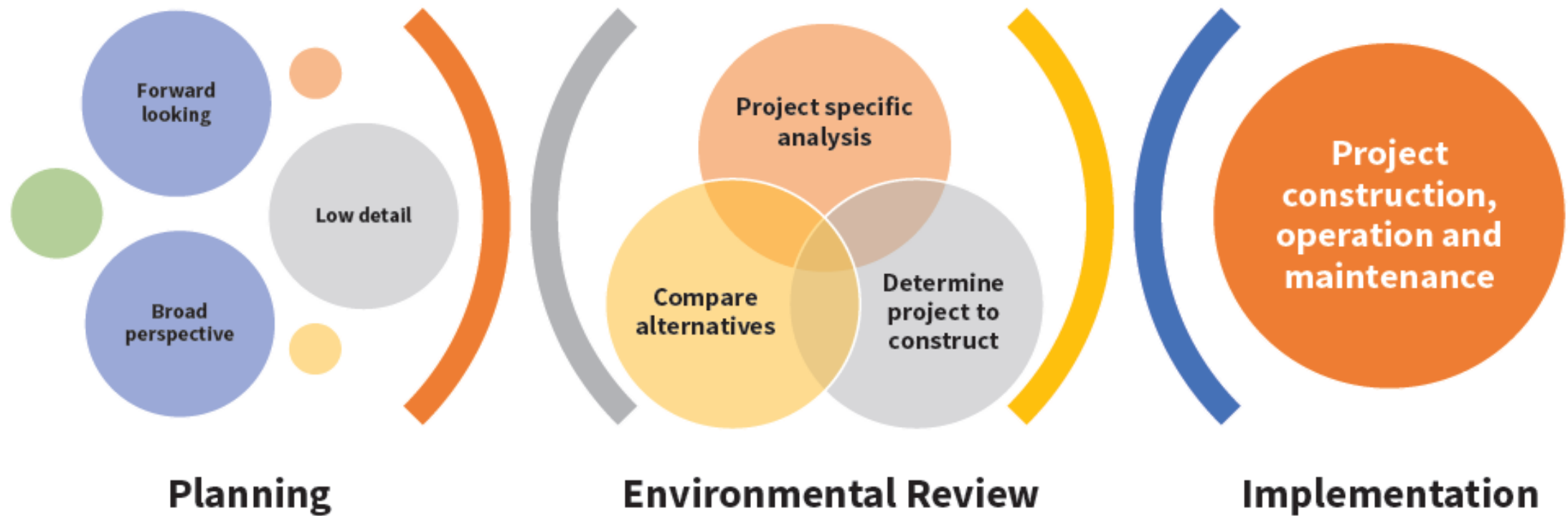
Study Location and Roadway

- Four-lane freeway built in 1950-60s
- Orange and Sullivan counties
 - From I-87 NYS Thruway (Harriman), Orange County
 - To Exit 103 (Monticello), Sullivan County
- Climbing lanes in areas
- Controlled access
- Potential to become I-86
- Concerns due to Level of Service issues



PEL Overview and Context

Traditional Transportation Project Development



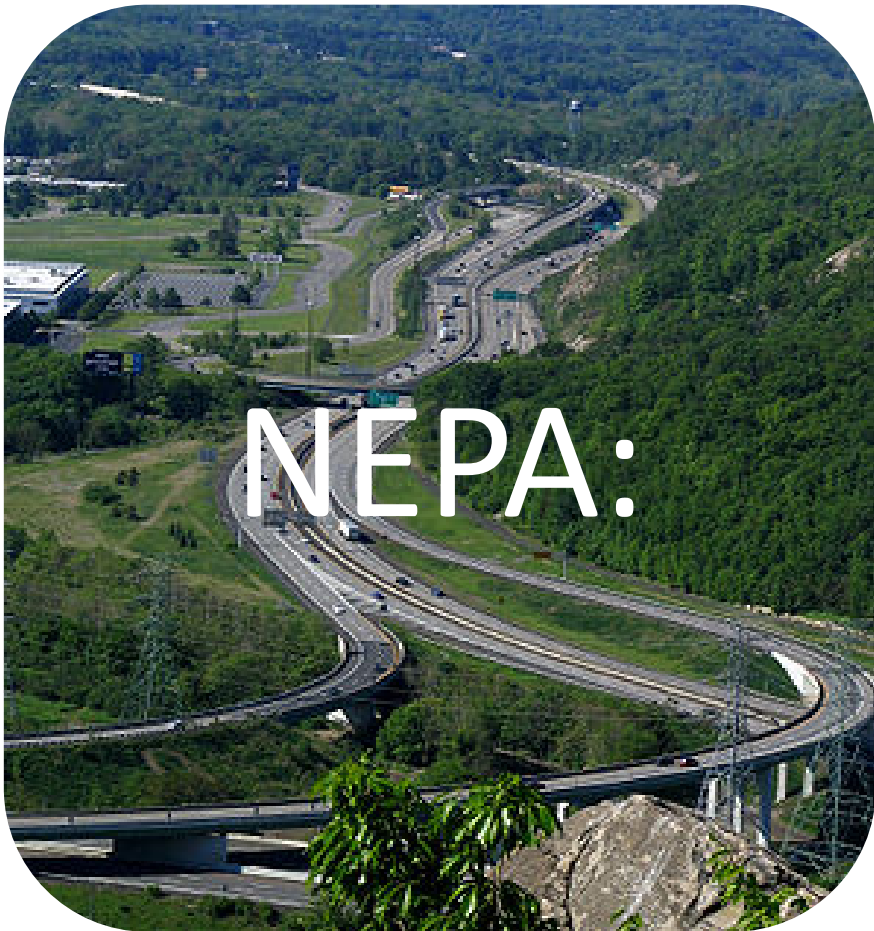
What is PEL?

Planning and Environment Linkages (PEL) is a **collaborative transportation decision-making approach** that:

- Considers environmental, community, and economic goals early in the transportation planning process
- Uses the information, analysis, and products developed during planning to inform the environmental review process

The **ultimate goal of PEL** is to reduce duplication of effort and facilitate informed decisions to expedite project delivery.

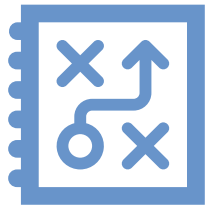
The National Environmental Policy Act (NEPA)



Sets a national policy to achieve “a productive harmony between people and nature”

Applies to any project that is funded by the Federal Highway Administration

What are the Benefits of PEL?



Streamlines efforts
from Planning into
NEPA



Shortens timelines
for NEPA review and
project delivery



Stimulates the
development of
new tools



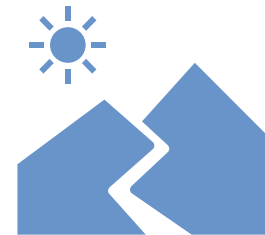
Helps identify
stakeholders early
in the process



Fosters relationships
among agencies and
the public



Engages non-
transportation agencies
in decision-making

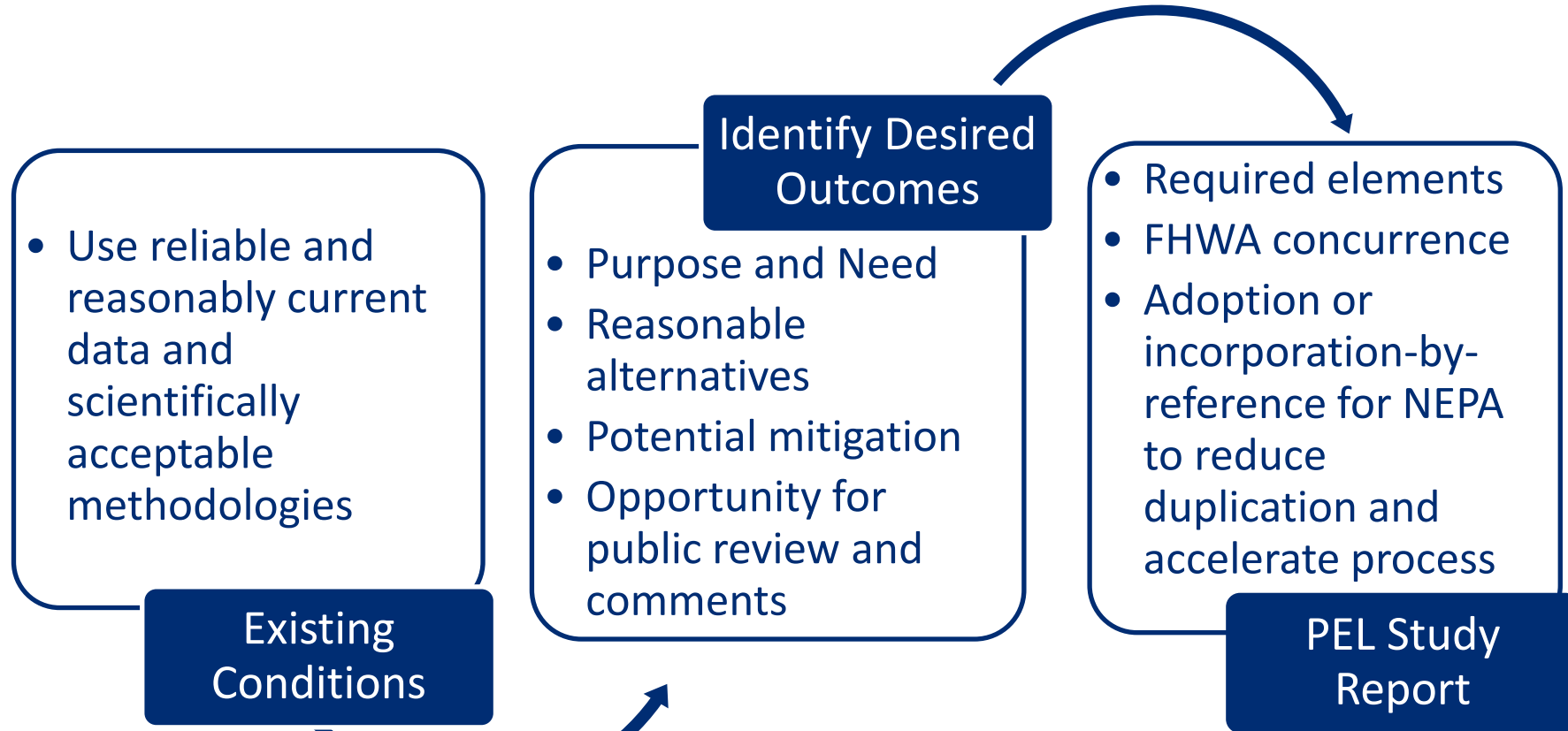


Creates better real-
world outcomes for
the community



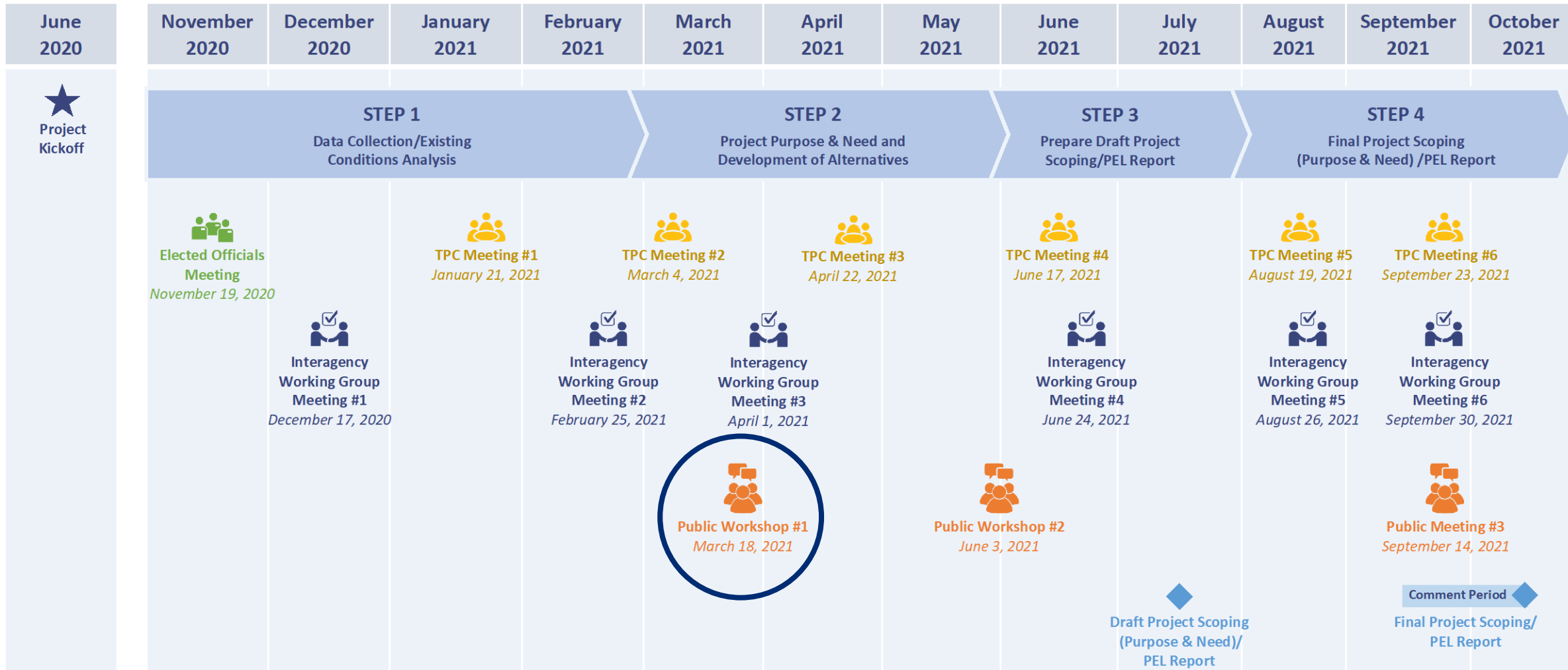
Improves planning
products that improve
the NEPA process

What is our General PEL Process



Participation from agencies, TPC and Public to inform and confirm

Project Schedule



Outreach Activities

- Elected Official Briefings
- Agency Coordination
- Transportation Partnering Committee (TPC) Meetings
- Public Involvement - Stakeholder Workshops



Interagency Working Group

Advisory Council on Historic Preservation

Mandy Ranslow

Federal Emergency Management Agency, Federal Region II

Michael Audin

Federal Highway Administration

Carlos Gonzalez

U.S. Army Corps of Engineers

Brian Orzel U.S.

Environmental Protection Agency

Lingard Knutson

U.S. Fish and Wildlife Service

Sandra Doran

US Department of Homeland Security

Sarah Gambill

NOAA National Marine Fisheries Service

Karen Greene

National Park Service Hudson River Valley Greenway

Scott Keller

NYS Governor's Office Regional Representative

Brian Hegt

New York Metropolitan Transportation Council

Gerry Bogacz

New York State Department of Transportation

Mark Tiano, PE, Project Manager

Metropolitan Transit Authority, Metro-North Railroad

Elisa Van der Linde

New York State Thruway

Elizabeth Novak

New York State Department of Environmental Conservation

Kelly Turturro

New York State Department of Environmental Conservation Police, Orange County

Melissa Burgess

New York State Department of Environmental Conservation Police, Sullivan County

Thomas Koepf

New York State Department of State

Lisa Melville

New York State Historic Preservation Office

Derek Rohde

New York State Park Police, Hudson Valley District Headquarters, Palisades Zone

Mark Van Wie

New York State Empire State Development

James Kostenblatt

Orange County Planning Department

Alan J. Sorensen

Orange County Transportation Council

Julie Richmond

Hudson Valley Regional Council (Sullivan County)

Patricia Pomeroy

Transportation Partnering Committee

New York State Department of
Transportation (NYSDOT) Region 8
Mark Tiano, PE, Project Manager

NYSDOT Region 9
Kathryn Mangan

MTA, Metro-North Railroad
James Hoegler, PE

New York State Thruway Authority
Elizabeth Novak

Orange County Department of
Planning
Commissioner Alan J. Sorensen

Orange County Department of Public
Works
Commissioner Erik Denega, PE

Orange County Transportation Council
Deputy Commissioner Julie Richmond

Sullivan County Department of
Planning
Commissioner Freda Eisenberg, AICP

Sullivan County Department of
Public Works
*Commissioner Edward McAndrew,
PE*

Town of Blooming Grove
Supervisor Robert C. Jeroloman

Town of Chester*
Supervisor Robert Valentine

Town of Goshen
Supervisor Douglas Bloomfield

Town of Mamakating
Supervisor Janet Lybolt

Town of Monroe*
Supervisor Anthony Cardone

Town of Palm Tree*
Supervisor Abraham Wieder

Town of Thompson
Supervisor William J. Rieber, Jr.

Town of Wallkill*
Supervisor Frank DenDanto III

Town of Woodbury
Supervisor Frank Palermo

City of Middletown*
Mayor Joseph M. DeStefano

Village of Bloomingburg*
Mayor Russell Wood, Jr.

Village of Monroe*
Mayor Neil Dwyer

Village of Monticello
Mayor George Nikolados

Village of South Blooming Grove*
Mayor George Kalaj

Village of Woodbury*
Mayor Timothy Egan

Shortline/Coach USA*
*Rick Heller, Manager Facilities
Terminal*

I-86 Coalition
Mike Fleischer

*Invited to meetings but has not yet attended

Comprehensive Outreach Materials



Newsletters
Fact Sheets



Social media plan



Project website



Documentation



Comment log



Contact list



Media log



Press releases



Project brochure

Using Poll Everywhere

How to Use Poll Everywhere

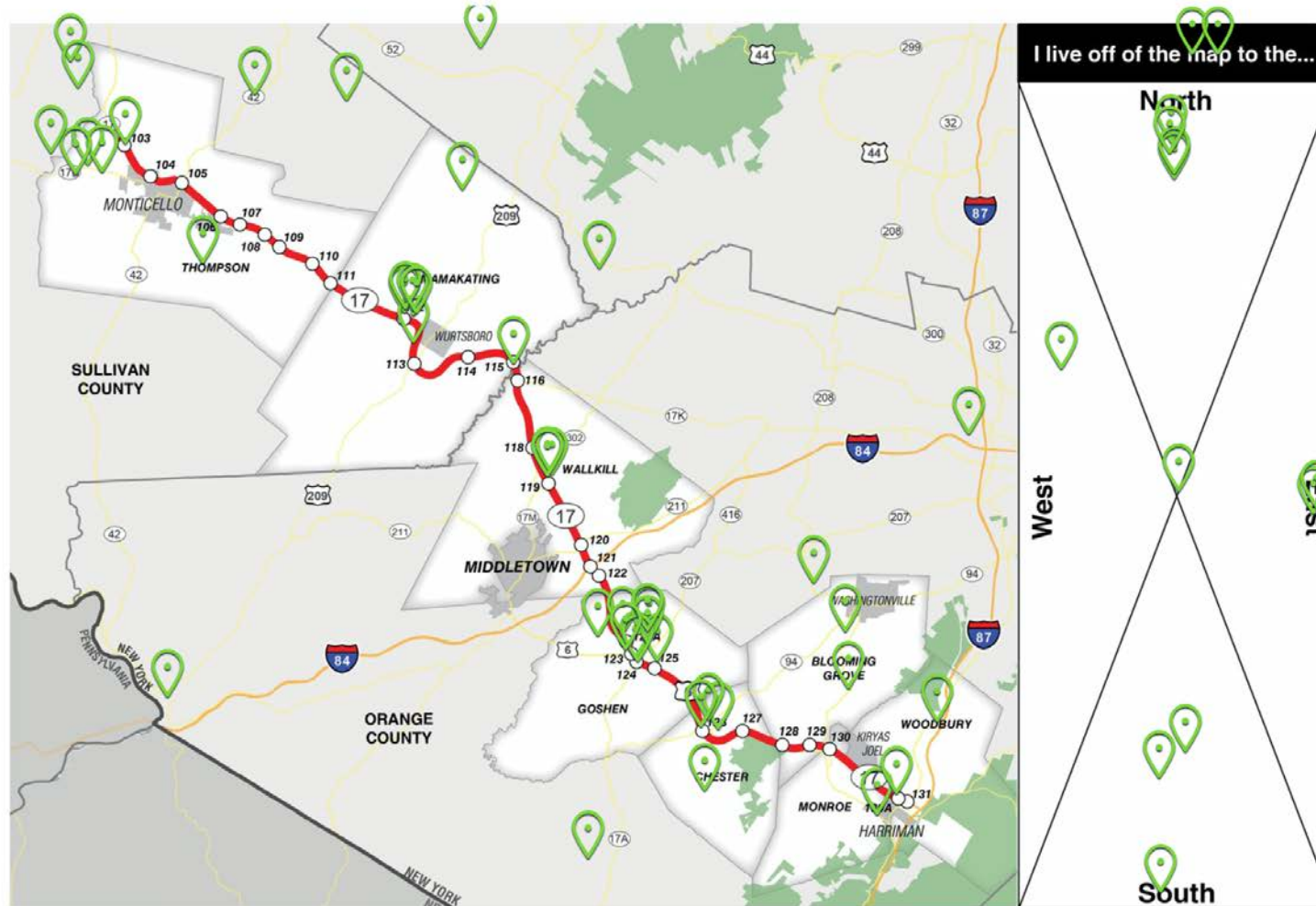
Throughout the workshop, we will be asking you to respond to questions and prompts. You will see your answers reflected on the screen. To participate:

- 1 Go to www.PollEV.com/Rt17PEL
(link in chat window)
- 2 Enter your name and click continue
- 3 Respond to questions & prompts

Alternatively
join by phone:
Text **Rt17PEL** to
22333

Respond at [PollEv.com/rt17pel](https://www.poll-ev.com/rt17pel)

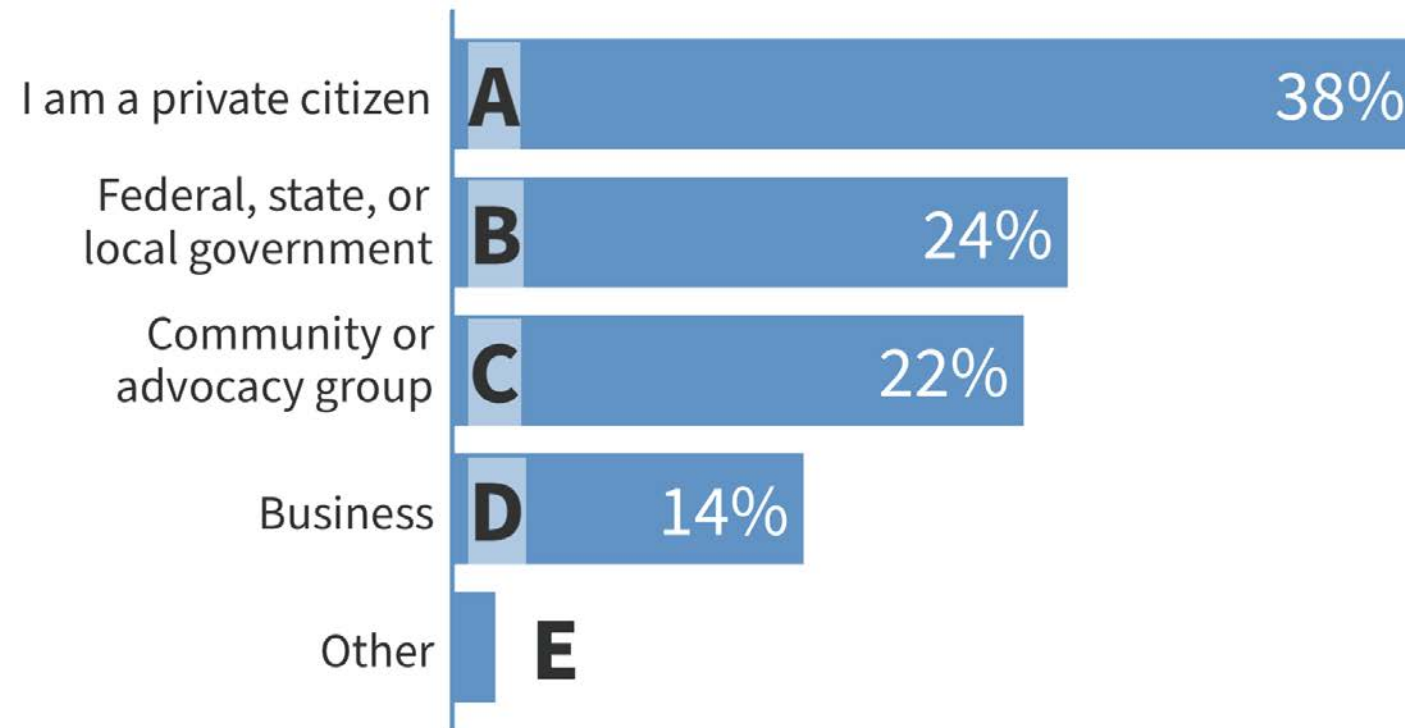
Where do you live, work, or represent?



Respond at PollEv.com/rt17pel

Text **RT17PEL** to **22333** once to join, then **A, B, C, D, or E**

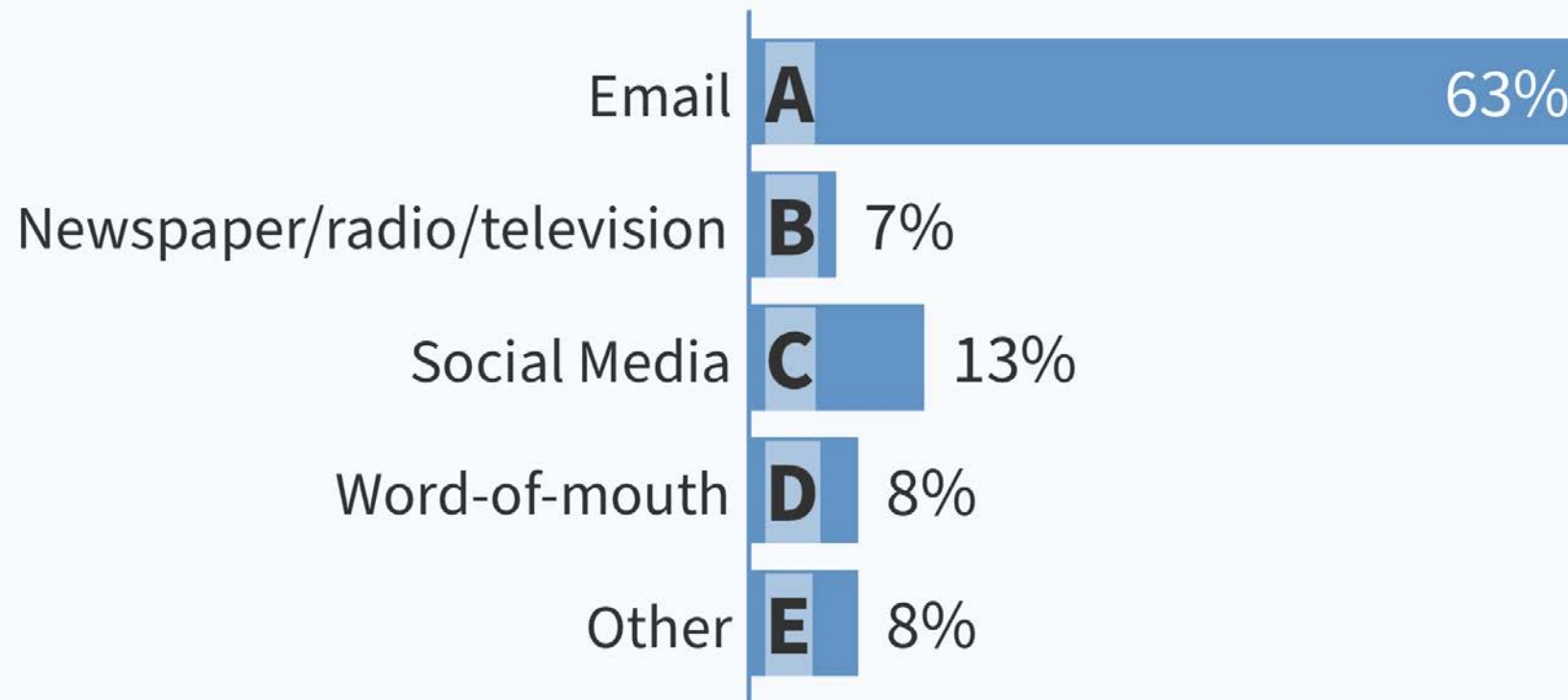
Are you representing an organization today? If so, what kind?



Respond at PollEv.com/rt17pel

Text **RT17PEL** to **22333** once to join, then **A, B, C, D, or E**

How did you hear about tonight's workshop?



Existing Conditions

Planning

Review of Local Comprehensive Plans and/or Zoning

- Orange and Sullivan counties
- Towns of Blooming Grove, Chester, Goshen, Wallkill, Wawayanda, Thompson, Mamakating, Palm Tree
- Villages of Woodbury, Harriman, Monroe, Kiryas Joel, Chester, Goshen (zoning only), Monticello
- City of Middletown (zoning only)

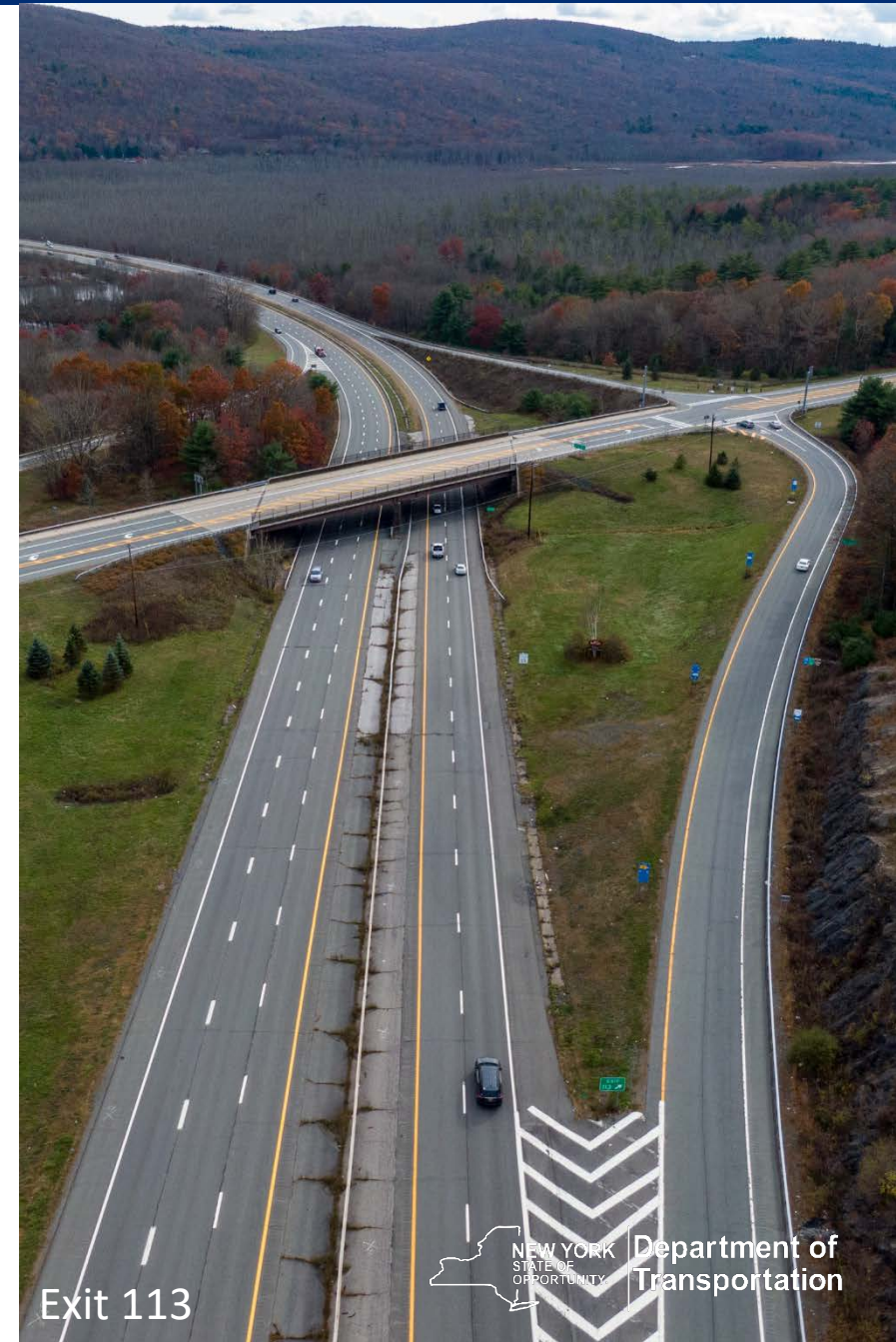
Transportation Plans

- Orange County (OCTC) Major Initiatives
 - Convert Route 17 to I-86
 - Complete improvements to Port Jervis Line
 - Expand park-and-rides
 - Expand Heritage Trail
- Sullivan County Initiatives
 - Continued improvements to Route 17/I-86
 - Develop county-wide park-and-ride program
 - Improve gateway features at Monticello

Planning

Recent and Proposed Major Developments

- Woodbury Common expansion – Woodbury
- Camp LaGuardia redevelopment – Chester
- LEGOLAND – Goshen
- Amy's Kitchen – Goshen
- Yidel Realty Warehouse – Goshen
- Golden Triangle Property – Wallkill
- E-commerce center – Rock Hill
- Resorts World Catskill Casino – Monticello
- New hotels – Multiple locations



Planning

Regional Transit Services

- Coach USA/Shortline
 - Service along Route 17 from various study corridor locations in Sullivan and Orange counties to New York City
 - Orange Westchester Link (OWL)
- Monroe Bus and Monsey Trails from Kiryas Joel/Town of Palm Tree to NYC
- Metro-North Railroad Port Jervis Line

Local Transit Services

- Transit Orange
 - Main Line – Middletown to Harriman
 - Middletown Area Transit
 - Kiryas Joel Bus
- Move Sullivan

Planning

Common Themes

- Support for improvements to Route 17/I-86 as a key element of economic development
- Coordinate transportation and economic development
- Concentrate development where transportation capacity is available
- Support expansion of public transportation
- Support revitalization of historic village centers

Planning

Orange County Park-and-Ride

Location	Spaces	Usage
Middletown	300	92%
Central Valley (Maher Lane)	228	95%*
Central Valley (Locey Lane)	207	50%*
Chester	96	123%
Circleville	91	41%
Goshen	121	79%
Harriman	80	48%
Monroe (Exit 129)	680	101%
Monroe (Village)	36	56%

Sullivan County Park-and-Ride

Location	Spaces	Usage
Wurtsboro	53	56%
Monticello (Coach USA)	55	65%

MNR Station Parking Park-and-Ride

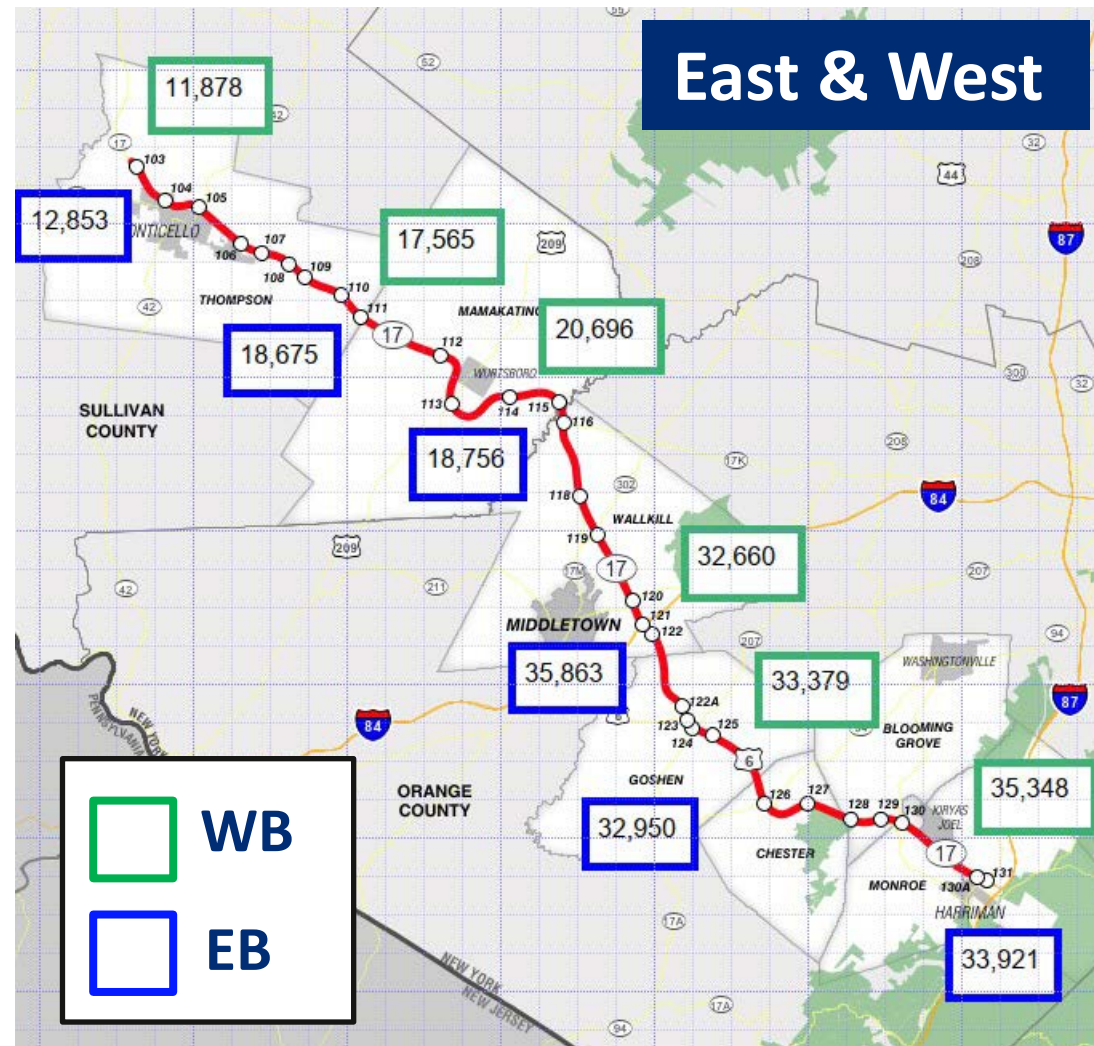
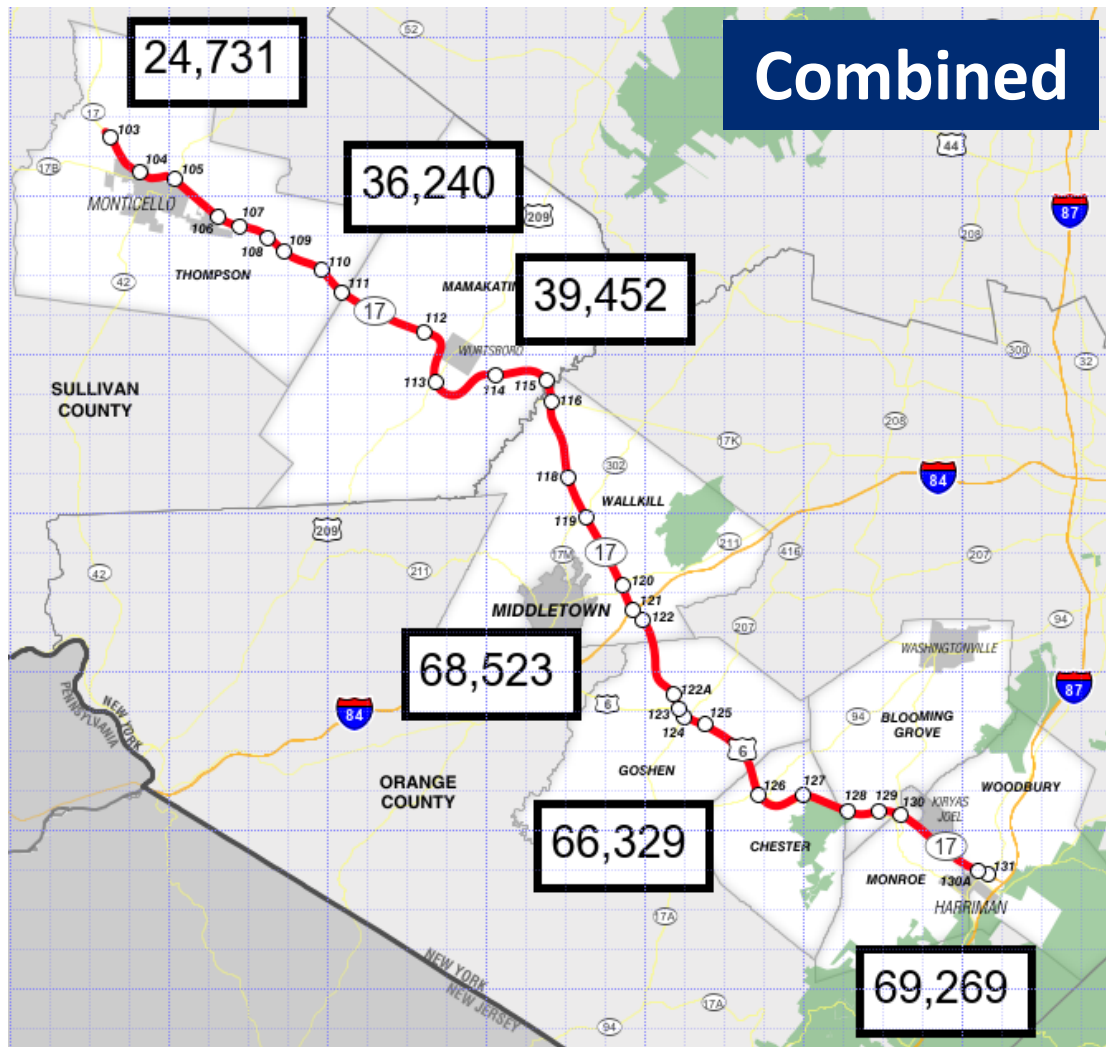
Location	Spaces	Usage
Middletown MNR station	747	38%
Campbell Hall	231	39%
Salisbury Mills/ Cornwall	677	48%
Harriman MNR station	985	48%

All numbers are pre-COVID. *These usage figures adjusted for 2019 lot expansion.



Traffic

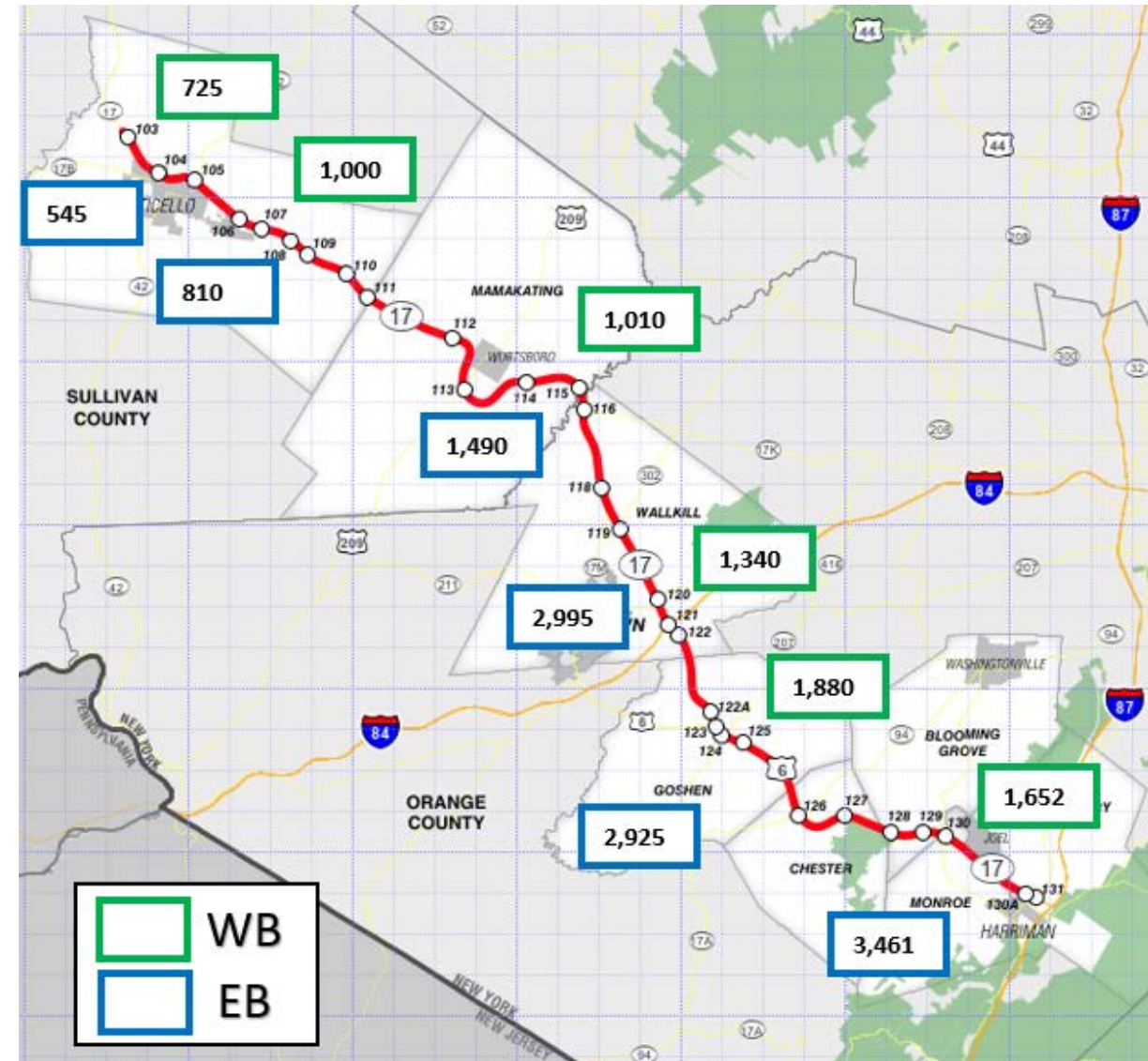
Annual Average Daily Traffic (2018)



Traffic

2018 Flow Diagrams

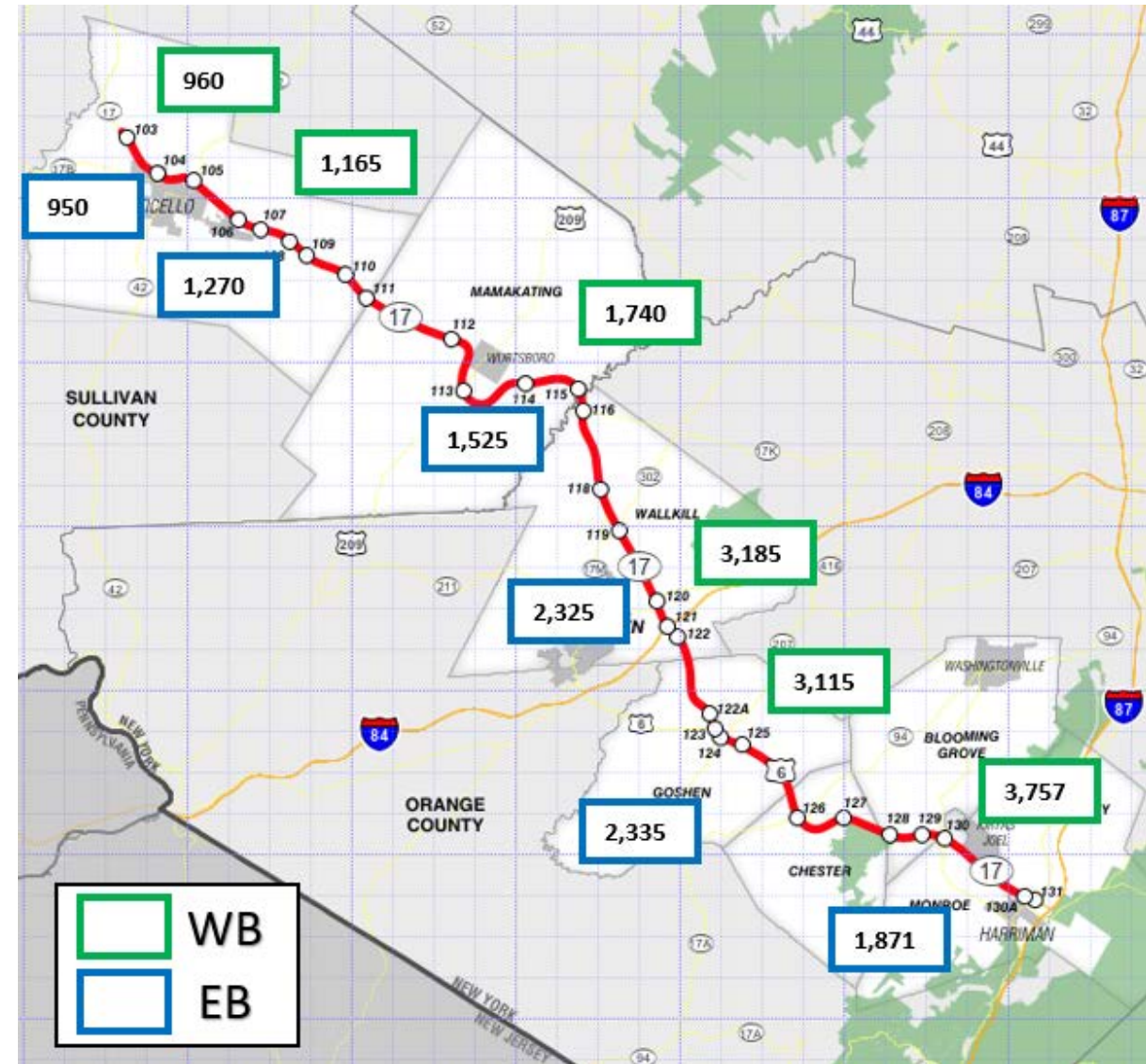
- Weekday AM
Design Hour Volume



Traffic

2018 Flow Diagrams

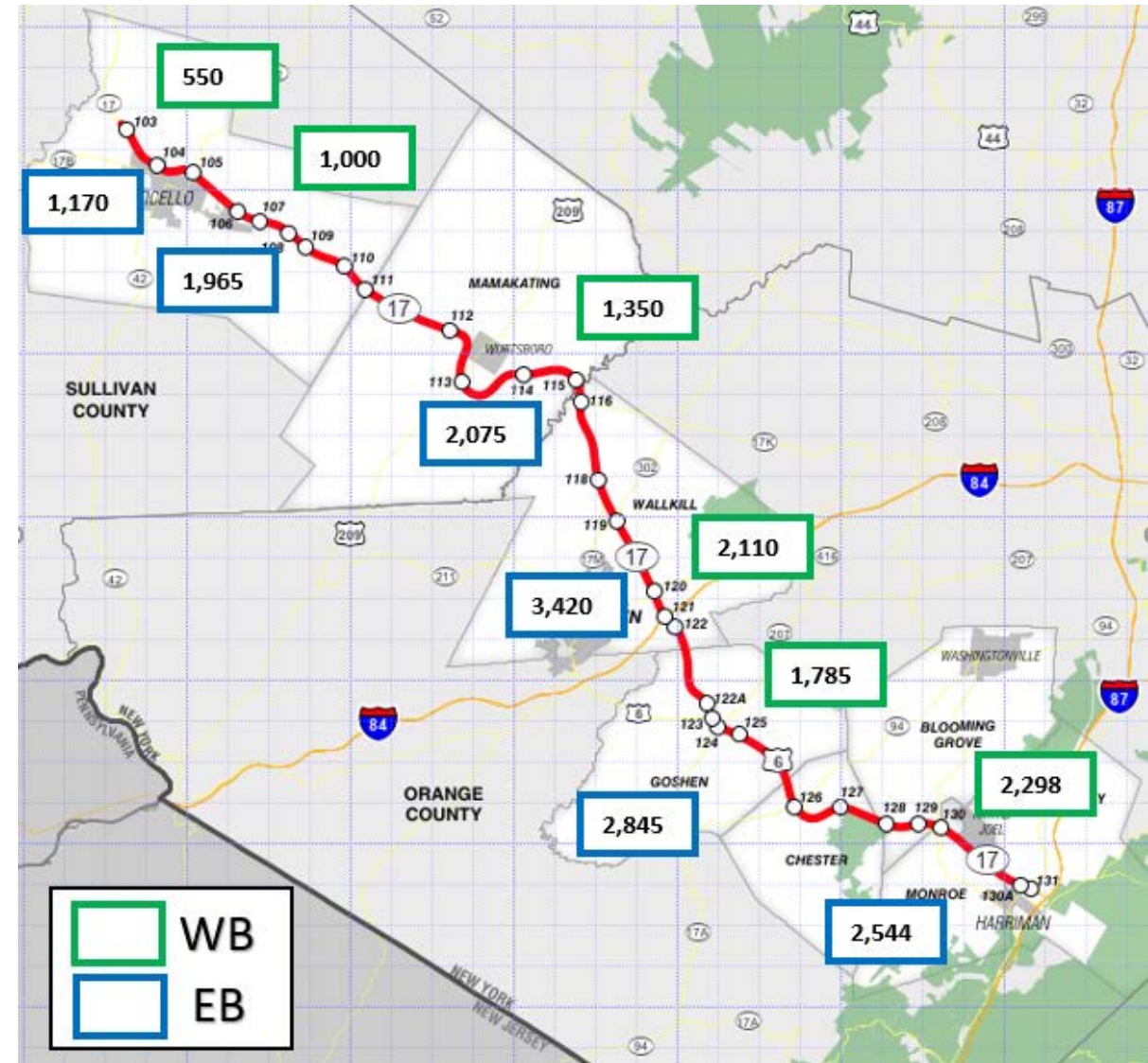
- Weekday PM
Design Hour Volume



Traffic

2018 Flow Diagrams

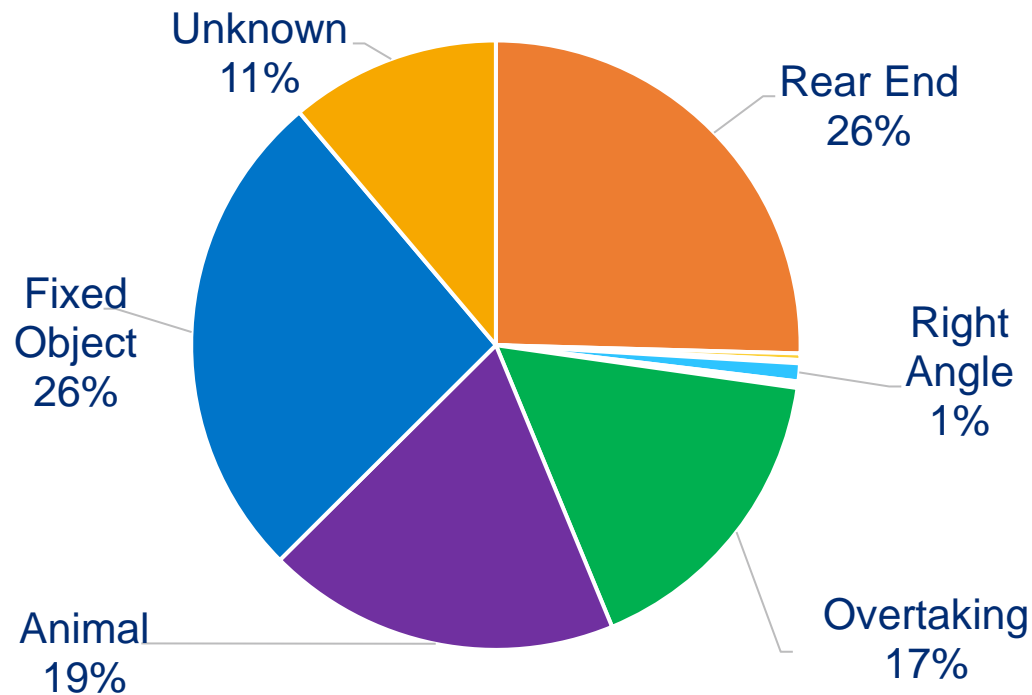
- Sunday PM
Design Hour Volume



Traffic Safety

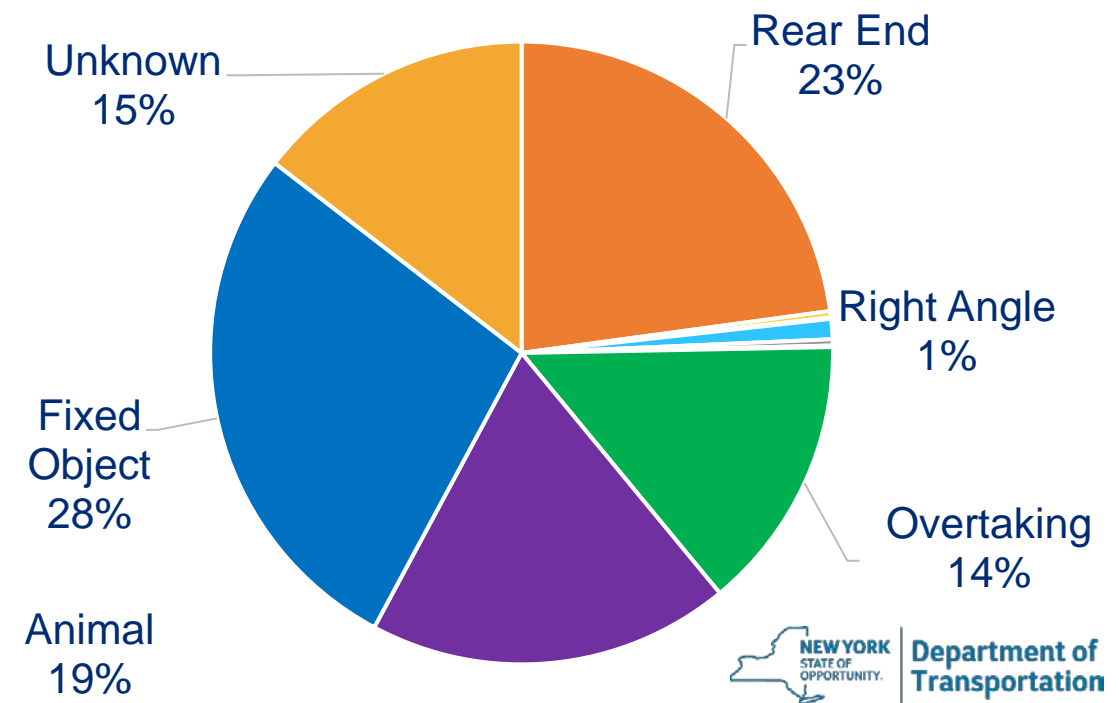
Eastbound Crashes

- 1156 in three-year period
- Five priority locations



Westbound Crashes

- 1243 in three-year period
- Eight priority locations



Highway

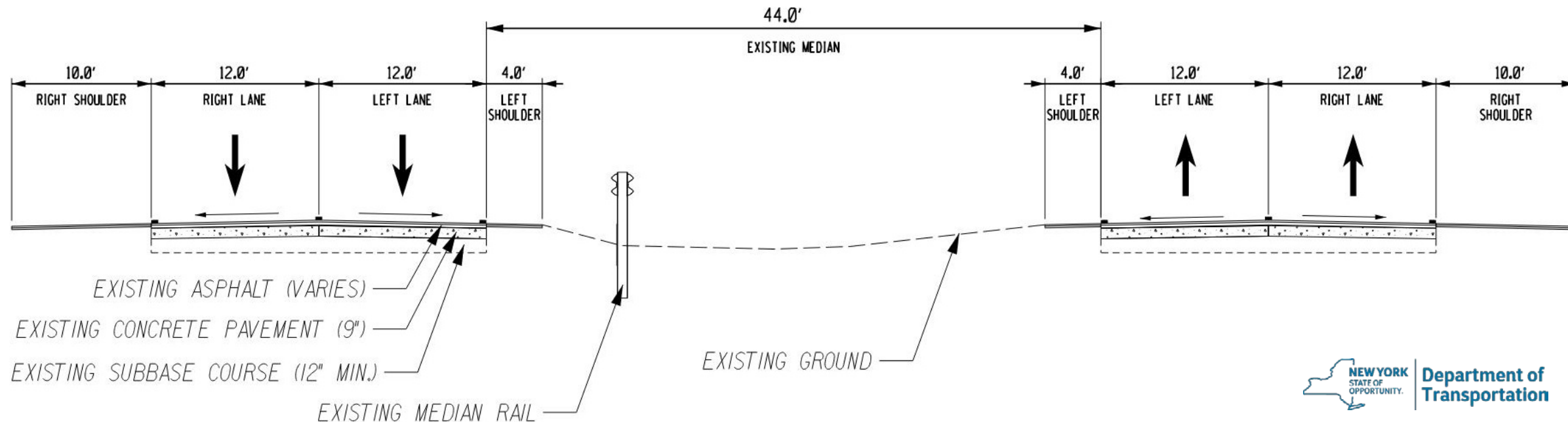
Existing Roadway Cross Section

Majority of roadway section includes;

- 2 – 12' lanes with a 10' right shoulder and a 4' left shoulder.
- A 44' median width



EXISTING TYPICAL SECTION



Highway

Interchanges

- There are 30 exits/interchanges within the project limits
- 10 of the 30 exits consist of partial interchanges
- Further consideration will be required at these locations to determine the best approach at each individual location

10 Exits with Partial Interchanges

- 103 (Rapp Rd)
- 108 (Rt. 173, Bridgeville Rd)
- 111 (Wolf Lake Rd)
- 114 (Mamakating Rd)
- 115 (Rt. 61, Burlingham Rd)
- 123 (Rt. 6, Rt 17M)
- 127 (Rt. 17M, Lehigh Ave)
- 128 (Rt. 51, Craigville Rd)
- 129 (Museum Village Rd)
- 130A (Rt. 6, Rt 32)



Exit 123 Route 6

Highway

Existing Roadway Section Condition

- Pavement condition
 - Mainline primarily asphalt overlay on original concrete pavement. Conditions vary from fair to good with a few segments in the WB direction falling to a poor rating
- Drainage
 - Consists of both roadside ditches and piped system
- Guiderail
 - All rail not meeting current standards will require modification or replacement

Highway

Non-Standard & Non-Conforming Features

- Design standards have changed
- Updated roadway classification and design speed change criteria
 - Horizontal and vertical alignment curves have generally remained as originally built
 - Some reconstructed roadway sections may include superelevation corrections, based on design standards at the time of reconstruction
 - Interchange spacing and configurations have changed

70 MPH
design criteria
for the
mainline

Bridges - Existing Condition

Typical Deficiencies

- Shoulder width
- Lane width
- Vertical clearance
 - *5 bridges are below requirements*



Environmental Resources



Permits and certifications



Socioeconomics



Noise Screening



Air Quality Study



Endangered Species



Surface Water Identification and Evaluation



State and Federal Regulated Wetlands



Stormwater Management, Erosion and Sediment Control



Ground Water Quality



Cultural Resources



Section 4(f) and Section 6(f) screening



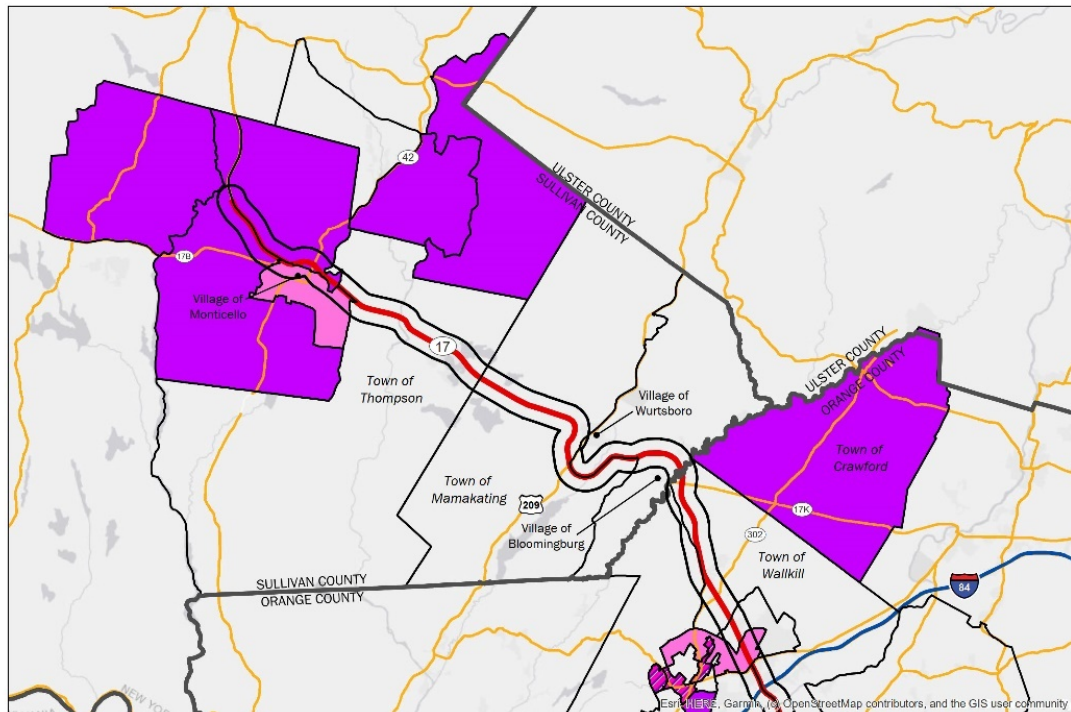
Farmland Protection



Visual Impact Screening

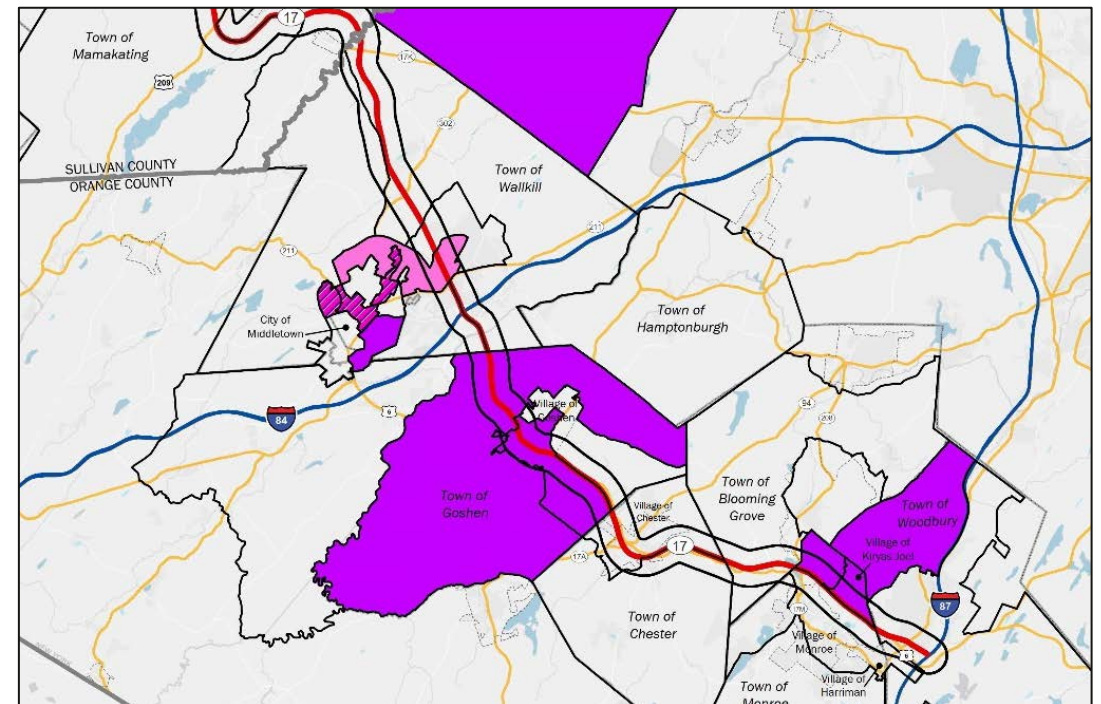
Environmental Justice Communities

Minority populations in
Middletown and Monticello



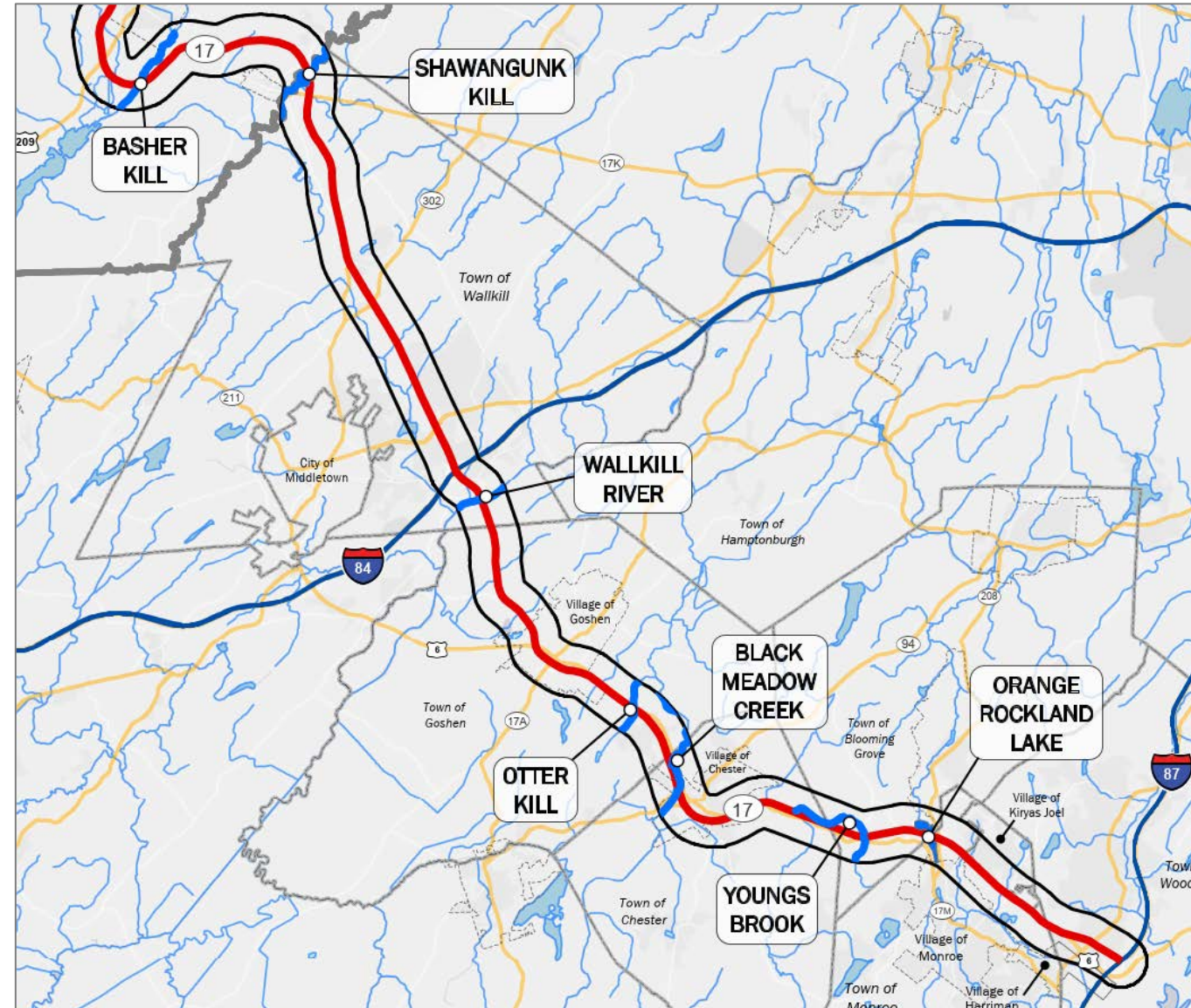
- Environmental Justice Community (Minority)
- Environmental Justice Community (Low-Income)
- Environmental Justice Community (Minority & Low-Income)

Low-income populations in Palm Tree,
Goshen, Middletown, Crawford,
Fallsburg, and Thompson



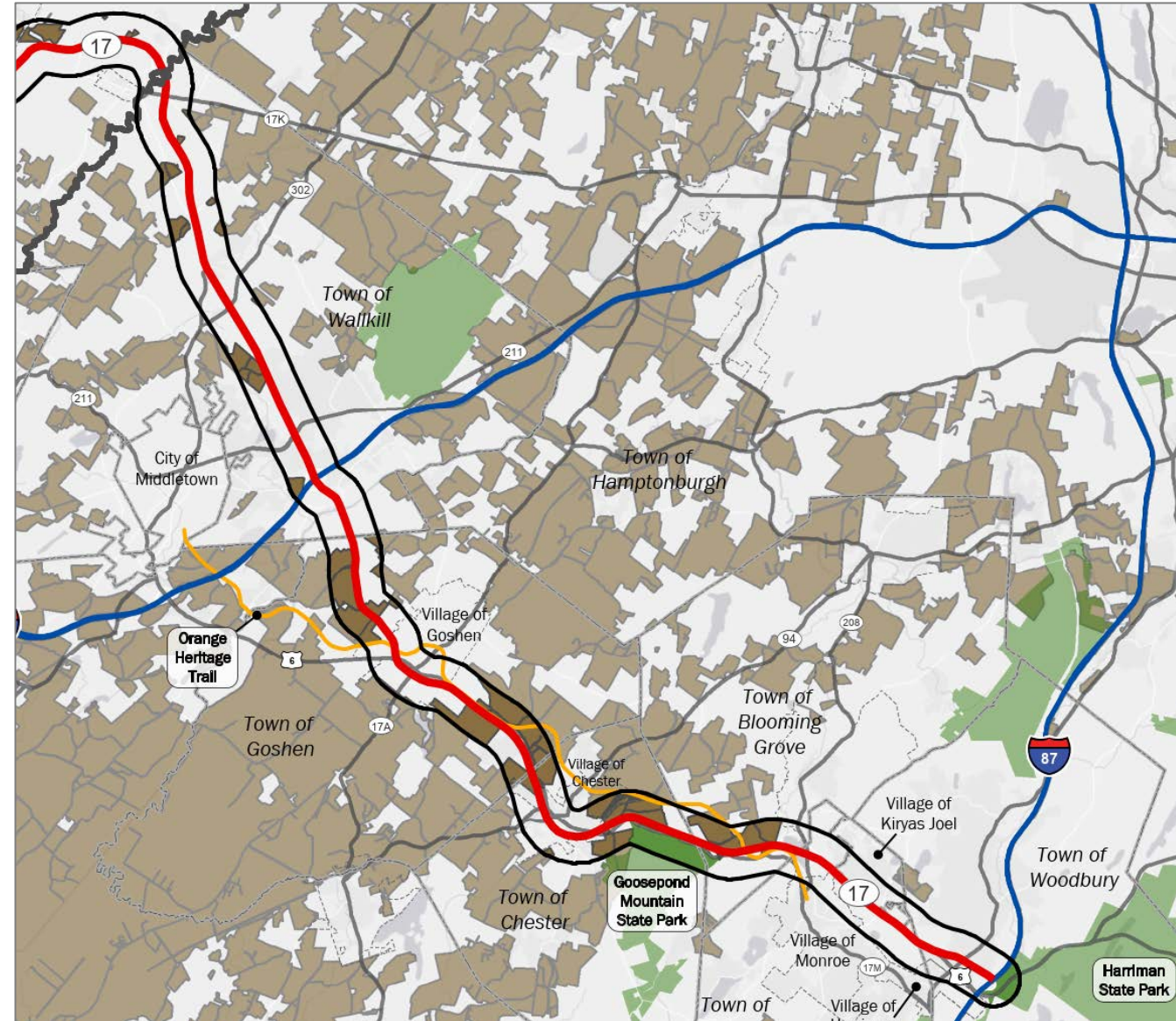
Water Resources

- Corridor crossed by many streams as well as several major waterbodies
 - Orange & Rockland Lake
 - Wallkill River
 - Shawangunk Kill
 - Neversink Kill
- Associated floodplains and wetlands
- Sole Source Aquifer
 - East end of corridor past Kiryas Joel



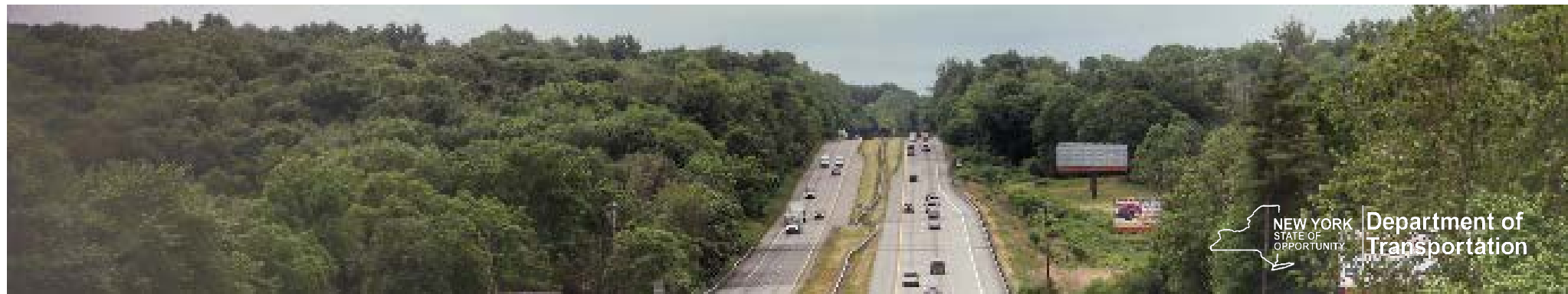
Parklands and Farmlands

- Several parks immediately adjacent to corridor
 - Harriman State Park
 - Goosepond Mountain State Park
 - Orange Heritage Trail
- Active farmland and areas identified as New York State Agricultural Districts



Cultural Resources

- Known resources listed or eligible for listing on National Register of Historic Places
 - Will evaluate other buildings 50 years and older
- Potential for archaeological resources in undisturbed areas



Visual Impacts

- Scenic corridor characterized by rolling hills, rivers, forests and farmland
 - Visual Impact Assessment – evaluates relationship of impacts to viewers

Vision

Goals & Objectives

Purpose & Need

Vision

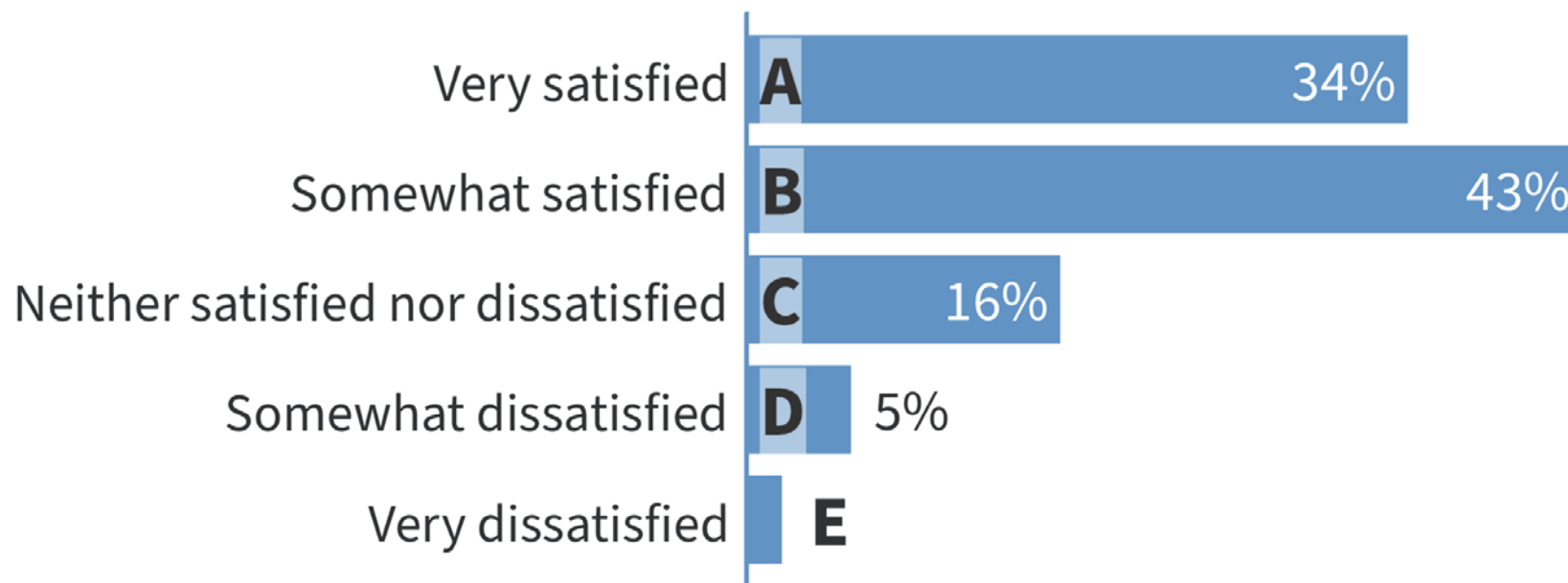
The Route 17 corridor in Orange and Sullivan Counties will support a robust, economic future with safe, efficient access for all users while preserving its scenic beauty and natural resources. Freight commerce, recreational travelers, and daily commuters will travel between New York City and the Hudson Valley-Catskill Mountain region along a well managed and maintained, modern facility that simultaneously supports long distance access to the southern tier of New York State and provides enhanced mobility for local trips among adjoining communities.



Respond at PolleEv.com/rt17pel

Text **RT17PEL** to **22333** once to join, then **A, B, C, D, or E**

How satisfied or dissatisfied are you with this Vision Statement as a description of your vision for the corridor?



Goals & Objectives

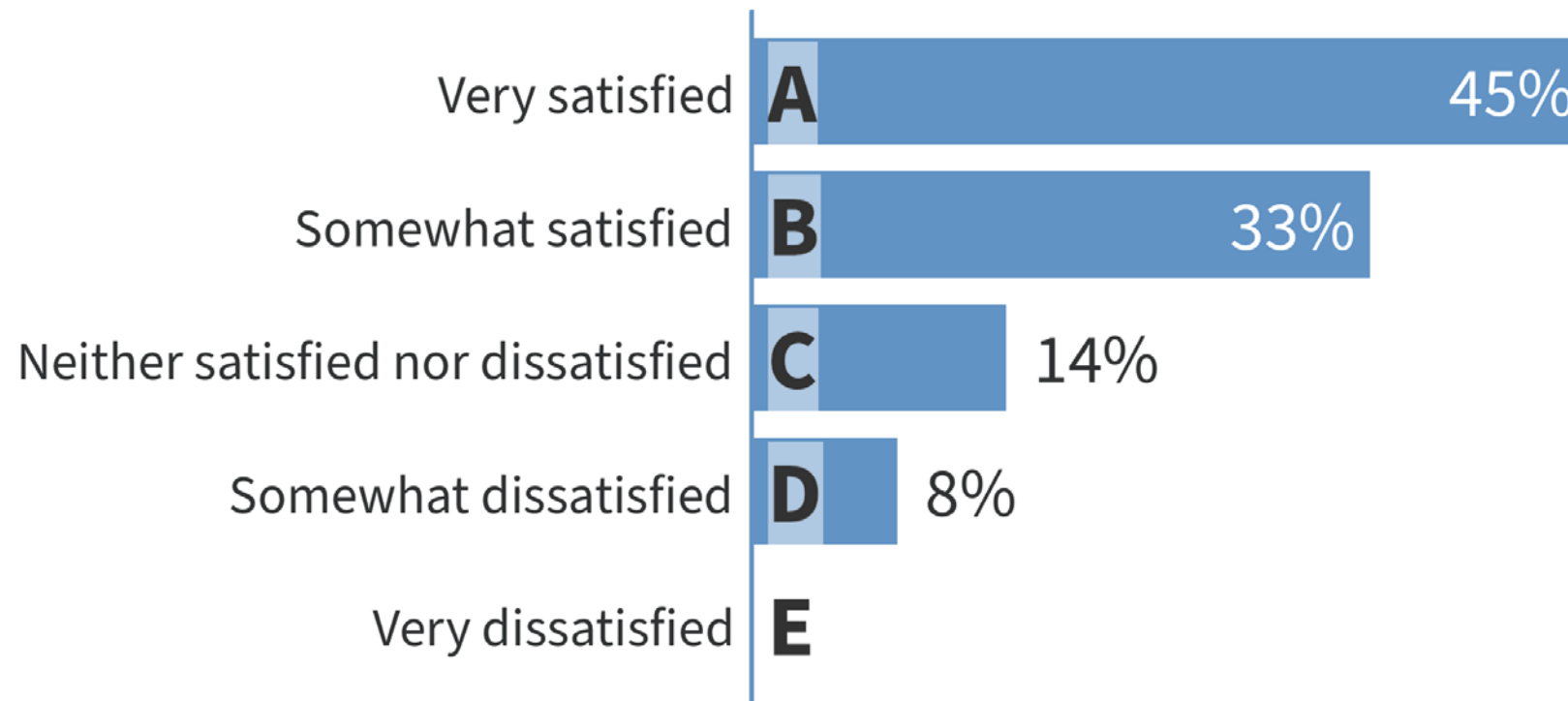
- Improve corridor safety for all users and stakeholders.
- Provide a reliable transportation corridor that accommodates public transit, minimizes delay and accommodates current and future travel demand for all.
- Preserve corridor infrastructure investments in a fiscally sustainable manner.
- Modernize corridor roadway and interchanges while maintaining the quality of life and preserving the scenic beauty and natural resources.
- Provide a transportation corridor that supports and enhances the opportunity for continued economic development.



Respond at Pollev.com/rt17pel

Text **RT17PEL** to **22333** once to join, then **A, B, C, D, or E**

How satisfied or dissatisfied are you with these Goals and Objectives?



Are there any other goals or objectives you think the study should include?

All Responses: Consideration of increase in tourism traffic with Legoland, etc.; Plan for e-cars HOV lane? Roundabouts wherever appropriate! Looks good; Give Wallkill an Identity; wildlife considerations and median; Smooth traffic to accommodate new attractions union built; This has been going on since I moved up here, endless; Limit impact on rail trails along 17 Limit to commercial warehouse traffic; Reduce mowing by planting wildflowers, etc.; safe exits; wildlife crossings; Climate impacts of increased vehicle travel; improved traffic flow with sustainable renewable energy lighting at interchanges; Solar Collection need expansion now; ON and Off Ramps in some areas need more work; Aesthetically pleasing signage and economic development Better signage; Encouraging fewer cars, not more; Mamakating's growth depends on keeping all exits and entrances open; Plan for an alternate route through the Village of Chester; traffic demand management measures; Address Sullivan County's needs for Fri/Sun traffic taking into account; Summer and shoulder season traffic; union-built EV charging Spread the demand; Ensure environment is prioritized expand tourism; Nothing else to add. Great job thus far! reduce accidents; economic development; What is the additional Annual maintenance expense for the improvements; Well thought through Rail expansion; Exit 131 is so confusing. The rest has to be better; More attention to environmental sustainability and mass transit; Animal safety; Accommodation of future business/tourism expansion potential in Sullivan County; wildlife walkovers; maintaining free-flowing traffic movement during the majority of the time; Environmental safety; Long term plan on incorporating expanded rail service; address contextual land use and development; Consider potential impact of inducing greater demand. Reducing need for discretionary travel; Addressing the impact of closing partial interchanges; EV Charging stations at Park and Ride spots faster, more efficient travel; Economic Development Sound barriers to homes off the highway; prioritize mass transit + multi-person trips Need for action; Concern for bottlenecking at 17/Thruway merge in Woodbury/Harriman; expand 1-way interchanges/on-off ramps; more environmentally-friendly alternatives Rail reduction in traffic; Reduce accidents

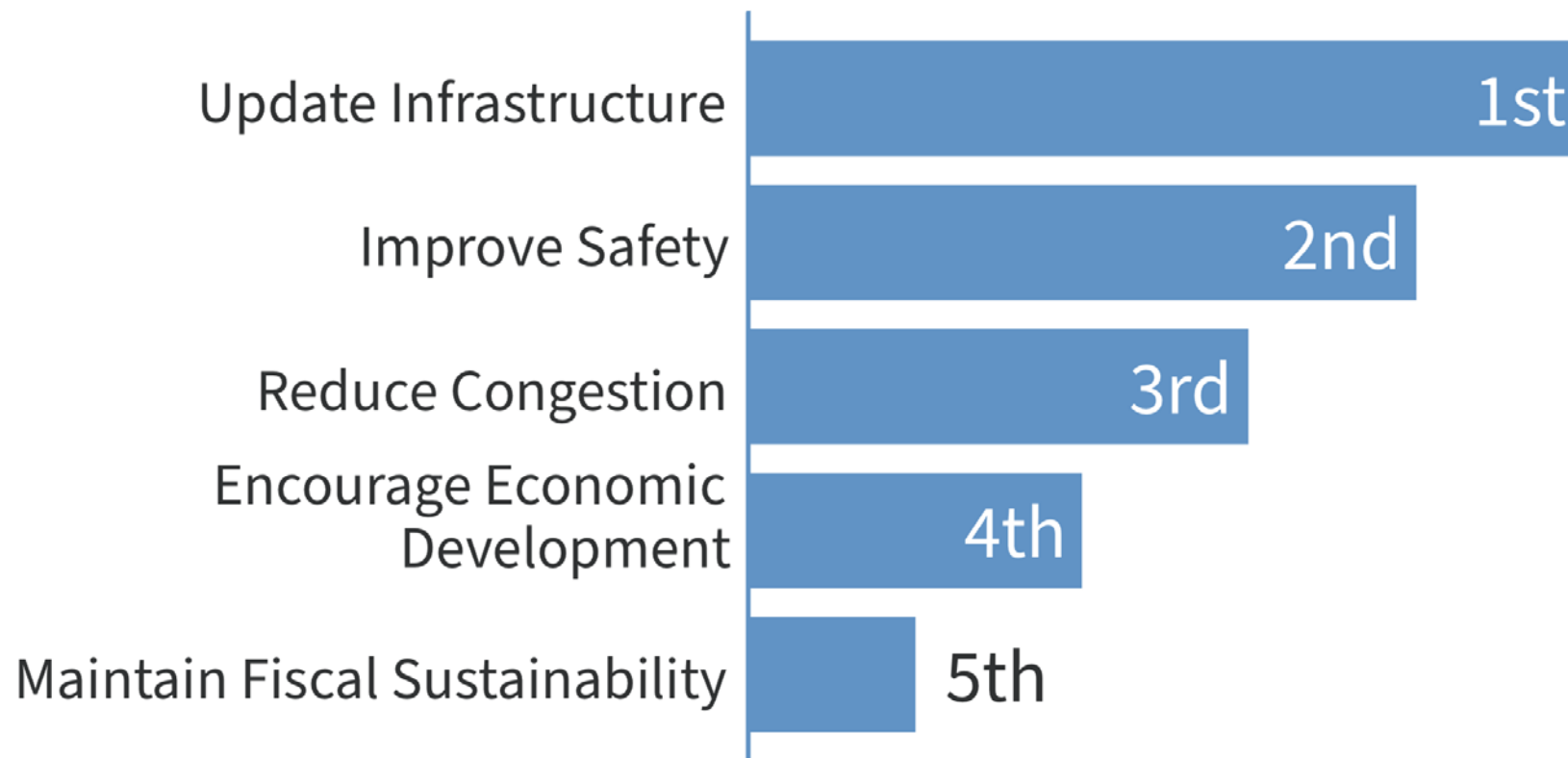
Purpose and Need

What were past issues? Are they still relevant?

- Improve safety
- Reduce congestion and accommodate transit
- Update aging and non-standard infrastructure and preserve scenic beauty
- Encourage economic development
- Maintain fiscal sustainability

Respond at PollEv.com/rt17pel

Please rank the importance of the Purpose and Need items:



Are there any important issues that should be added to describe the Purpose and Need for this Study?

All Responses: Build for a sustainable future. promote public transportation and train travel etc.; Safety and low impact to environment should be top priorities; Increasing traffic volume will have impacts on sprawl development in the Catskills; investment in public transit and to make sure we are considering the impact to the local residents; The lobbyists are pushing for a third lane, which may not actually address congestion; congestion is limited to a few hours on some weekends. Therefore, there is not an actual need here relative to the investment; Don't name the highway for anyone's relative! safe for pedestrians, bicyclists on exits Electric vehicle; Police presence for enforcing speed limits. economic development, reducing traffic should be higher priority; Consider climate impacts of any improvements; Yield signs for merging traffic. HOV lanes/encourage less traffic, not more; be attentive to bike and pedestrian traffic at end of exit ramps; Eco tourism those that gain financially should not be on the TPC; The new Tappan Zee has construction problems it seems, metal issues...don't use that as a guide! I believe this addresses everything; build to mitigate climate change. analyze usage changes post covid – will traffic be the same now? use renewable energy; encourage car-pooling/buses; Local jobs. Positive long term economic impact Make a multi bid project not be influenced by lobbyists; use of renewable energy for lighting at interchanges; Not be politically influenced Future modes of transportation Good; Need better pedestrian and wildlife crossings. Present this project as the single biggest way to develop Orange and Sullivan Counties for the future.; Local Labor; Major changes are coming to transportation. It looks like we are using a 1950 solution to a 2020 problem; Merging in some congested areas need updating, now.; Keep the town governments included; Analyze future changes in Sullivan County after Covid. Will population grow?; Reduce demand for travel; The New Tappan Zee Bridge was built more quickly. Emergency access; Reduce animal intrusion protection of habitat nothing; Protecting wildlife and preventing accidents through animal safety; union built how build infrastructure that mitigates climate change!; Nothing; Collaboration Plan for the future; better roadways more infrastructure updates

Next Steps

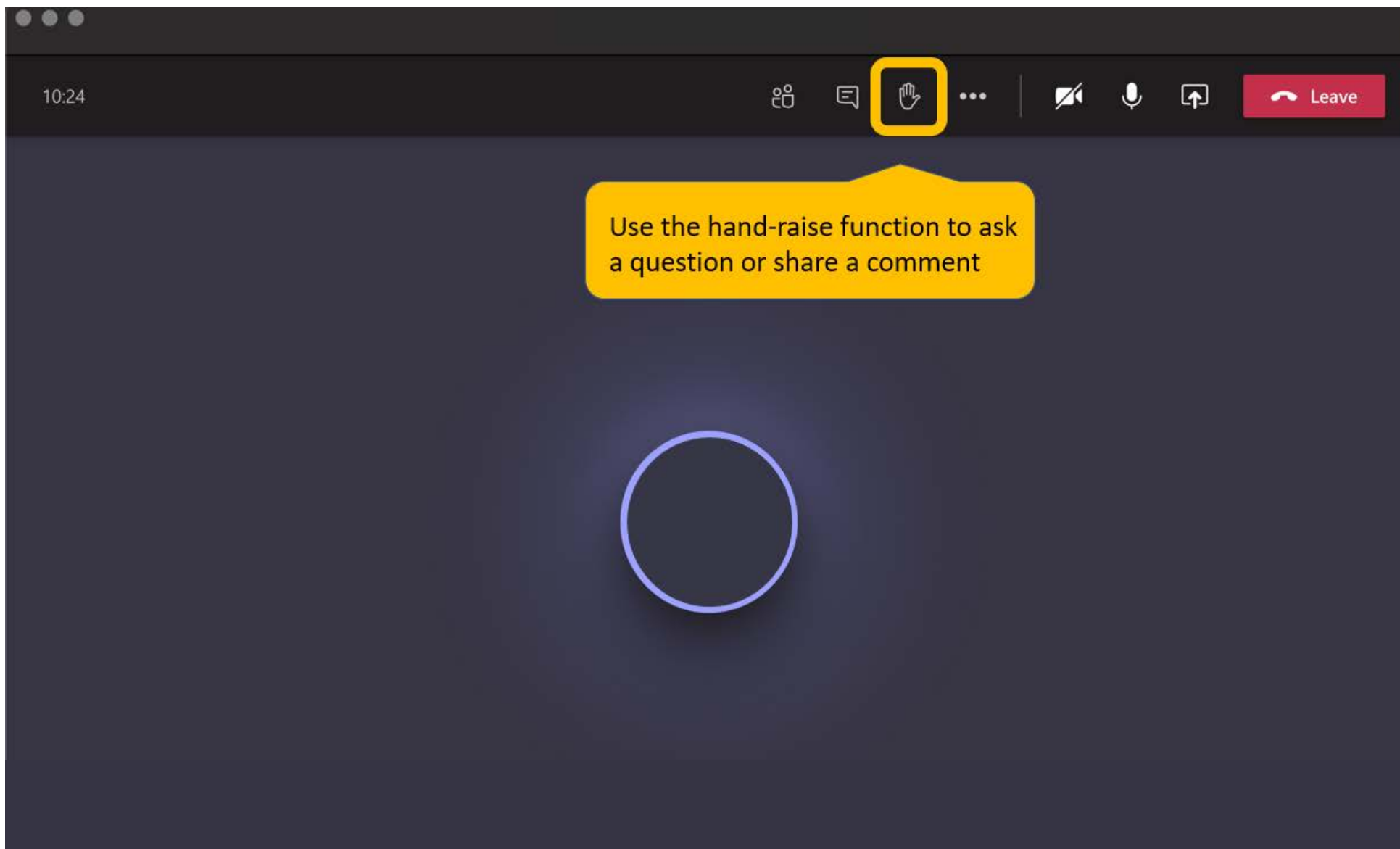
Finalizing Vision, Goals Objectives, and Purpose and Need

Agency and Transportation Partnering Committee Coordination

Develop Alternatives

Public Workshop #2, June 3 - Share Alternatives

Q&A



10:24

Use the hand-raise function to ask a question or share a comment

NEW YORK STATE OF OPPORTUNITY | Department of Transportation

The image shows a Zoom meeting interface. At the top, there is a dark grey toolbar with several icons: a group of people, a chat bubble, a hand icon (highlighted with a yellow square), a three-dot menu, a muted microphone icon, a microphone icon, a screen share icon, and a red 'Leave' button. Below the toolbar, a yellow callout box with a pointer to the hand icon contains the text 'Use the hand-raise function to ask a question or share a comment'. In the center of the meeting area, there is a large, faint blue circle. At the bottom right, there is a logo for the New York State Department of Transportation, featuring the state outline and the text 'NEW YORK STATE OF OPPORTUNITY | Department of Transportation'.

Follow-up Comments or Questions?

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