

CITIZENS PRIVILEGE

Craig Anderson, said he asked Cl Lamb at the meeting last month if the Planning Board would be reviewing the proposed trail bridge, and his reply was that it didn't require permits, so it doesn't have to go through the Planning Board. He was surprised because the Planning Board has reviewed other goals for the town regarding health and safety, including the Stretch Code, so it surprises him that the Planning Board was not involved. Because of that, he felt compelled to come to the meeting tonight. He presented a map of the industrial park area at Route 13 and Pinckney Road.

His main concerns are safety and economics. The big concern is why are we putting a recreation trail through the middle of an industrial district that has water and sewer? If a family was using the trail and wanted to go to a gas station to get water or go eat at the hopefully rebuilt Plantation Restaurant or just access Route 366, they'd have to walk or bike down Hall Road. Hall Road is a narrow road with limited sight lines, sharp corners, no sidewalks, no bike lanes. The road is primarily used by tractor trailer trucks and large equipment trucks. Not the safest route for pedestrians.

He is also concerned with the negative impact economically building this trail through the industrial park. We currently have the old Vangaard Printing building, 200,000 sq. ft. bldg, 23 acres of land, still remains vacant, could be a major employer, or it could be an economic driver for the town. Hanson Concrete has probably 10-12 acres of unused land for expansion.

Hall Wood Road has potential for additional industrial growth. But with the trail connected to the industrial park, many of businesses may choose not to locate there because they will have to mitigate pedestrian conflicts. Any business that may move into the industrial park will have to apply for a special use permit and they, too, will have to come to this board and mitigate pedestrian use that travels through there.

You don't think that this is important, but Cricket Lane had a part-time repair facility and he wanted to be a full-time operation. It was an allowed use. He applied for a special use permit and was turned down by the Town Board because the large trucks and pedestrian traffic made it incompatible with the area. They have now moved to Groton There is a reason the town has an industrial park. It separates incompatible uses, industry away from residential and recreational uses. The proposed rail trail is an incompatible use with the Hall Road industrial park. It should not be allowed to encroach on established businesses and shouldn't be located in a designated industrial zone.

We've heard a lot about safety concerns with the trail crossing Route 13. Rightfully so. He is concerned with Hall Road. One of the overlooked safety concerns is the trail crossing on Pinckney Road. It shares the same driveway, entrance and exit, with the pedestrian trail and the traffic entering the concrete plant. That is a hazard waiting to happen. These concrete trucks by law have to exit south on Pinckney Road. They can't go over the bridge. So every trip they cross the trail. The trucks are 60,000 pounds and don't like to stop going up that slight incline. The currently planned Pinckney Road crossing is poorly planned and needs to be redesigned so a terrible accident doesn't happen there.

Map 2 presented by C Anderson shows a proposed alternate route for the trail around the industrial park. It would use the right of way from the west side of Route 13, go along Route 13 under Fall Creek bridge, use Cornell property and go under the Pinckney Road bridge, and follow it all the way up to Pinckney Road. It is a safer road crossing at Pinckney Road, mitigates pedestrian safety concerns at Hall Road, allows the industrial park to continue to be built out and grown. It is a safer route for pedestrians traveling north on Pinckney Road and going to Lower Creek Road and allows for future expansion of the concrete plant and provides safer connections there and provides public access to Fall Creek. It is an alternate route that is worth considering.

C1 Lamb asked if C Anderson was aware of the 2005 Comprehensive Plan that outlines and encourages a rail trail on the exact route they

are following. C Anderson asked if anyone had discussed the safety concerns.

C Anderson said this has never come to the Planning Board. Cl Lamb said it is not within the Planning Board mandate as an advisory board.

C Anderson said the board looks into health, safety and economic issues. Cl Lamb maintained it is outside of the Planning Board's jurisdiction.