

Roads Work Group
Of TANG
Old Jail Conference Room
125 E. Court St, Ithaca, NY
March 21, 2011
Meeting notes

Attendees:

Town of Caroline – Don Barber, Pete Hoyt, Cindy Whittaker
Town of Danby – Kathy Halton
Town of Dryden – Mary Ann Sumner, Joe Solomon
Town of Ithaca – Herb Engman, Jim Weber
Town of Lansing – Jack French, Connie Wilcox
Town of Newfield – Richard Driscoll
Town of Ulysses – Roxanne Marino, Jim Meeker
City of Ithaca – Ray Benjamin, Dave Warden, Bill Gray
Tompkins County Staff - Darby Kiley, Jonathan Wood, John Lampman, Joe Mareane
Tompkins County Legislators – Mike Lane, Carol Chock, Martha Robertson, Dooley Kiefer
TG Miller – David Herrick, Andy Sciarabba, Pete Messmer
CEDC – Helen Slottje
Chesapeake – Mike Atchie

After introductions, Chair Don Barber began the meeting with the acknowledgement that there is no clear path for municipalities to take to protect their roads from potential damage associated with high volume, heavy truck usage. Road Use Agreements (RUA) and Road Use Regulations (RUR) have been discussed by this work group over the past year.

Pete Messmer from TG Miller introduced his presentation “Strategies for Managing Heavy Hauling on Local Roads.” *See TANG Road Protection webpage for the presentation.*

Mr. Messmer’s experience with this topic includes the following: Steuben County RUA for a wind farm project, co-authored the Sullivan County gas drilling impact study, a patent-pending process for using a fishnet analysis method for distinguishing regulated and non-regulated road users, a copyright-pending document on developing a road use regulation, and co-authored a white paper in response to the Tompkins County draft local law on road protection.

How many trucks are too many? Understanding thresholds is key – if they are too low, it is difficult to manage the program. Sometimes there will be multiple small uses on the same road, long standing residents and businesses could fall into threshold and therefore creates public outcry. Appropriate thresholds create a doable system for the RUA and/or RUR applications.

After the presentation, the following questions and concerns were discussed:

Q: Which is easier to manage – the RUA or RUR?

A: From a technical standpoint, they have the same complexity. RUR may have additional legal complexity that the RUA does not. If there are challenges, road posting is an option.

Concern: there are not enough officers enforcing road posting, which is rarely enforced in a small town, and overloaded trucks will travel on weekends and at night and get away with it.

Each municipality should have one or the other (RUA or RUR) and a process for each system. The toolbox does not have to be the same brand but needs to have the same function.

Notes submitted by: Darby Kiley