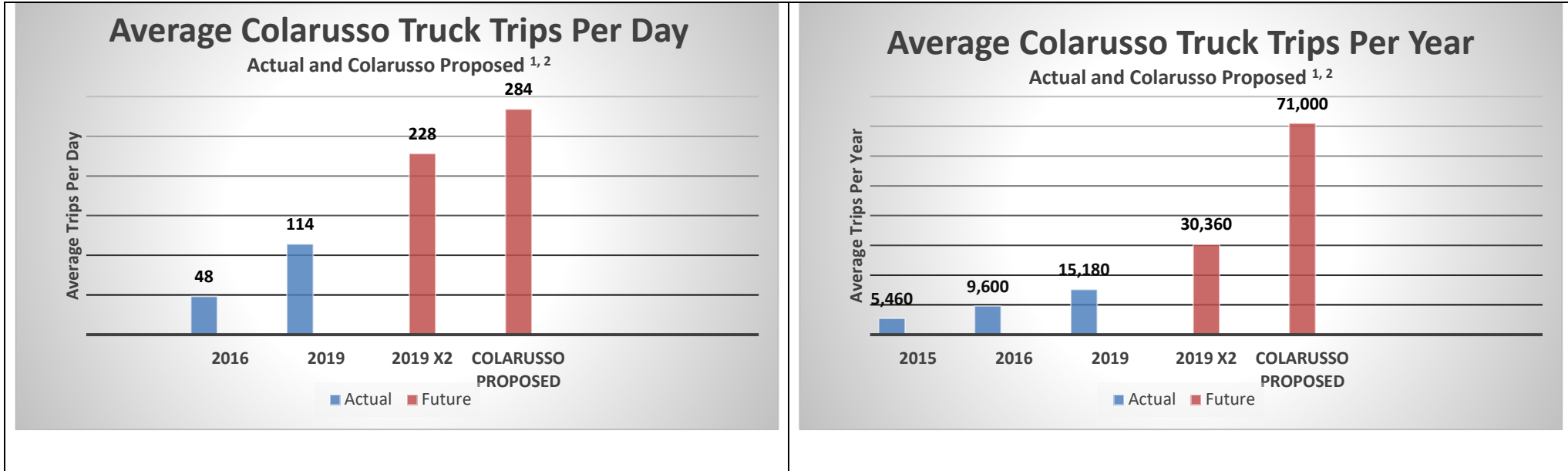




# What will be left of our Waterfront if Colarusso gets their way?

The answer is, not much—not with the massive rise in trucks, noise, dust and danger.



<sup>1</sup> Based on 7/9/20 Creighton Manning Truck Study Report. / <sup>2</sup> 2016-2019 trips per day based on actual workdays (e.g., 200 days in 2016; 133 days in 2019). Future “Colarusso proposed” annual trips based on proposed 284-daily maximum and 250-workdays/year (worse-case scenario).

From 2015 to 2019, gravel truck volume jumped 278%. As shown in charts above, Colarusso could double, triple or quadruple its 2019 annual volume and still not hit its proposed maximum potential: 284 truck trips/day, up to 250 days/year. That’s **2 truck trips every 5 minutes**. Potential future volume can at least double that of 2019—an almost 600% increase in trips per year over 2015.

***And the reality might be even worse. Colarusso retains the right to exceed its projected maximum, and to continue to use city streets even with its new truckway in place, whether to meet market demand, avoid blasting on east side of the quarry, or circumvent flooding. Thus, while not solving the truck problem, this reindustrialization will be a disaster for the waterfront and the City, ending any notion of a vibrant district that creates jobs and provides desperately needed public space. In addition, it will create dangerous crossings at Routes 9 & 9G, the Amtrak station and waterfront entrances, while disrupting normal traffic flow to/from Hudson.***



**Charts do not include an additional 12,000 annual truckloads (24,000 truck trips) for gravel sold to retail customers, which currently use Warren St, Park Place, Columbia St, and Green St, to access Neuman Rd. These may add to the truck crossings at the intersection of Routes 9 and 9G.**