



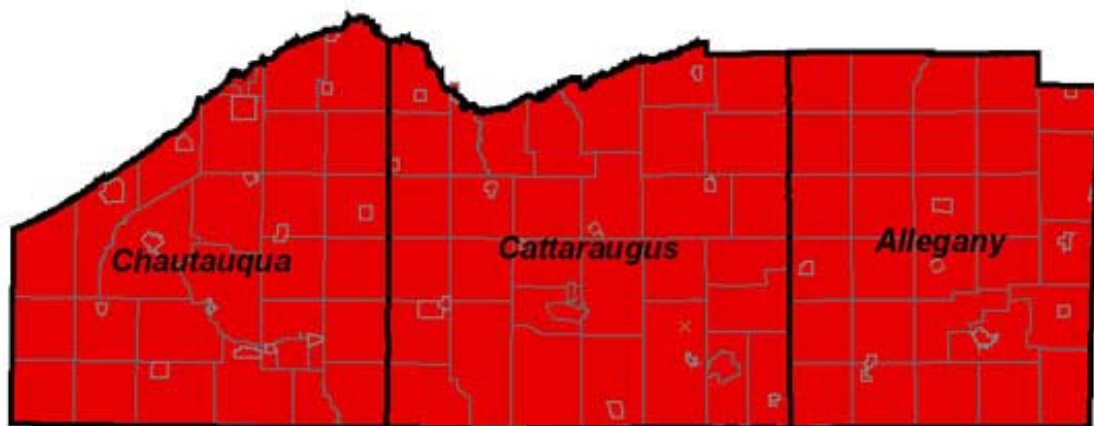
Southern Tier West

Regional Planning & Development Board

Center for Regional Excellence

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SOUTHERN TIER WEST REGIONAL TRANSPORTATION STRATEGY

Prepared by

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JUNE 2009

**A Comprehensive Strategic Plan
for the Maintenance and Improvement
of the Transportation Infrastructure of
ALLEGANY, CATTARAUGUS, & CHAUTAUQUA COUNTIES OF NEW YORK STATE**

Southern Tier West Regional Planning & Development Board →

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1.0 EXECUTIVE SUMMARY

1.1 Who Are We?

Southern Tier West Regional Planning & Development Board (STW) is a regional planning council, a unit of local government in New York State. Southern Tier West serves the Southern Tier West Region of New York State, consisting of Allegany, Cattaraugus and Chautauqua Counties.

1.2 What is this Document?

Southern Tier West has been contracted by New York State Department of Transportation (NYS DOT) to complete a Regional Transportation Strategy for the rural southern tier west region. Southern Tier West requested State Planning and Research funding through the New York State Department of Transportation to develop a strategic transportation plan for the purpose of providing a documented process for non-metropolitan public officials, which allows representation to units of local government responsible for local transportation planning in rural areas.

1.3 What is the Structure and Content of this Document?

Chapter 2 of this document contains the mission, vision and goals and objectives that indicate the components and characteristics of the southern tier west region's transportation system.

Southern Tier West's vision supports the development of a comprehensive transportation network that will allow the region to compete in the global economy while at the same time emphasizing safety, increased quality of life considerations, and environmental stewardship.

Chapter 3 discusses the seven foundation policy guidance principles that Southern Tier West has used to guide the planning process. Southern Tier West recognizes the importance to having a clear understanding as to what it desires to accomplish with the outcome of this planning exercise, including its long-term impact on the region.

Chapter 4 identifies Southern Tier West's various planning partners participating in the planning process that lead to the development of this document.

Chapter 5 discusses the methodology of the planning process under which the strategic plan has been prepared.

Chapter 6 looks into the impacts of transportation planning documents from within and outside of the Southern Tier West region.

Chapter 7 discusses the assumptions that were made in order to plan for future transportation needs of the southern tier west region. In order to plan for the future, it is often necessary to make generalized assumptions to set benchmarks as to the "climate" of the region. In doing so, the past is often used as an indicator to help determine future needs. This document used assumptions based on past climate conditions in areas such as economic positioning, demographic trends, fuel prices, freight movement in the globalized market, climate change as well as financial resources available to local business to invest in day-to-day operations.

Chapter 8 contains a description of the region, its population, economy, and a short summary of the history of the region's transportation system. This discussion helps frame some of the economic development, quality of life, safety, security, efficiency and environmental issues that the region faces.

Chapters 9-14 will provide a comprehensive assessment of existing transportation infrastructure in the modes of highway, rail, aviation, public transit, and multi-modal infrastructure. In addition to the assessment of each mode of transportation, there will be strategic analysis and strategic recommendations from the perspective of the counties, cities and the Village of Wellsville that have been shaped throughout the 2-year process. This document will also evaluate considerations in the areas of growth, economic development, corridor analysis, quality of life and safety considerations for each mode where applicable.

Chapter 15 speaks specifically to the future of broadband development in the southern tier west region. Southern Tier West has been aggressively seeking public and private support to help eliminate the disadvantage in broadband coverage the region has been struggling with over the past several years. Included in this section is also a list of existing business that could be, or are expected to be, impacted by the development of broadband infrastructure in the region.

Chapter 16 contains specific strategic recommendations from the perspective of Southern Tier West Regional Planning & Development Board as afforded by resolutions of the County Legislatures of Allegany, Cattaraugus and Chautauqua Counties in the State of New York under the authority of Article 12B of the New York State General Municipal Law.

The Appendix contains a collection of data that is related specifically to potential regional priorities that were reviewed in phase two of the planning process. Upon the completion of phase two, Southern Tier West and its regional partners discussed specific issues that were brought up by the local governments and how they coincided with the deliverables spelled out in the contract with NYSDOT, as well as how they related with the goals set forth in section two of this planning document. Upon vetting the potential priorities, Southern Tier West contracted a consultant to provide preliminary assessments of three potential regional priorities, as well as a case study in regards to how other regional planning agencies deal with issues related to public transportation. Also attached to the Appendix is an accumulation of correspondence that had been collected through the data collection process, which includes letters and surveys.

1.4 What are the Document's Summary Recommendations?

The following are the primary recommendations of this Regional Transportation Strategy:

- Completion of SR 219 to a four-lane limited access highway
- Upgrade of the 60/62 Corridor
- Standardized Road Scoring
- Increase mobility between I-86 and the Village of Wellsville
- Continue investment in rail infrastructure to alleviate the deficiencies in speed, weight, height and width
- Development of multimodal facilities
- Explore opportunities to capitalize on ports such as New York, New Jersey, Buffalo and Dunkirk
- Study the creation of a regional aviation system and secure funding for self-service fuel islands
- Increase marketing efforts of the regions public airports

- Study the creation of a Regional Public Transportation System and investigate strategically located park-and-ride lots

In cooperation with Southern Tier West's constituent counties and local governments, the Seneca Nation of Indians, the New York State Department of Transportation, and the region's business community, Southern Tier West Regional Planning and Development Board has devised this Regional Transportation Strategy. This document is intended to be a strategic plan for guiding priority investment in the region's transportation system, in order to achieve economic development, improved quality of life, and the enhancement of public safety, as well as efficient transportation, manageable public fiscal impacts, and sound environmental practices. Southern Tier West is pleased to play a leadership role in helping chart the region's future.

2.0 INTRODUCTION

2.1 Mission

Southern Tier West Regional Planning & Development Board's mission is to help coordinate and enhance planning and development activities in Allegany, Cattaraugus and Chautauqua counties so as to promote the social, physical and economic development of the counties.

2.2 Vision

Southern Tier West's intention in preparing this Regional Transportation Strategy is the creation of a vision for the region's transportation system and the development of goals and objectives appropriate for pursuing and achieving that vision.

Southern Tier West's vision for a regional transportation system is one which provides adequate passenger and freight service as measured in quality of service, timeliness of service, and cost of service both within the region and with respect to origins and destinations outside the region. The region's transportation system should be scaled to a size proportionate to demographic needs, as well as be designed to allow modification as needs, technologies, economics, and the environment change. The region's transportation system should be capable of being maintained effectively at a cost reasonable for the return. Improvements to the system should be justifiable in terms of cost-benefit analysis. The region's transportation system should promote both economic development and quality of life, insure safety of users and the general public, secure against natural and man-made threats, and be developed in accordance with sound environmental and conservation principles.

2.3 Goals and Objectives

In August 2005, the Federal government signed into law the SAFETEA-LU authorization bill. The bill authorized federal investments in highway, public transportation, and highway safety through FFY 2009. SAFETEA-LU also set forth eight planning factors to guide transportation plans and programs. Southern Tier West is using these eight federal planning factors as this Rural Transportation Strategy's primary goals, which are supported by various objectives and strategies. The SAFETEA-LU planning factors are as follows:

- Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency;
- Increase safety of the transportation systems;
- Increase the security of the transportation systems;
- Increase accessibility and mobility options for both people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and the state / local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operations: and
- Emphasize the preservation of the existing transportation system

Southern Tier West has used these planning factors as goals aimed at achieving the above vision for the region's transportation system. The following discussion sets out each of the eight goals, as well as specific objectives to serve as measurable mileposts for achieving each goal. Southern Tier West

developed the objectives detailed in this section in collaboration with transportation stakeholders across the region through several rounds of input and review.

Following are the goals and objectives of this Regional Transportation Strategy:

Goal 1: Support the region’s economic vitality.

Objectives:

- Expand employment opportunities and diversify the region’s economic base.
- Promote tourism as a regional economic priority.
- Support educational and workforce development programs that support the industries and economy of the region.
- Support the use of existing business sites and buildings.
- Promote the efficiency and reliability of freight movement, both within the region and beyond its borders.

Goal 2: Increase transportation system safety.

Objectives:

- Reduce in the rates of transportation- related fatalities and accidents.
- Reduce in land-use adjacent to the region’s transportation system that is inconsistent with public safety.
- Implement of safety initiatives for all transportation modes.

Goal 3: Increase transportation system security.

Objectives:

- Encourage of compliance with all security-related advice from state and federal agencies, including but not limited to NYSDOT, New York State Police, Homeland Security, the Federal Emergency Management Agency, and the Transportation Security Administration.

Goal 4: Increase accessibility and mobility options.

Objectives:

- Increase availability, capacity, and cost-competitiveness of freight transportation services throughout the entire region.
- Increase availability, capacity, and cost-competitiveness of passenger and freight multi-modal transportation system services throughout the entire region.
- Expand air service connections between the region and external hubs.
- Improve the coordination and efficiency of transit and paratransit systems.
- Support “complete street” initiatives

Goal 5: Protect and enhance the environment; promote energy conservation, improve quality of life; promote consistency between transportation improvements and the state/local planned growth and economic development patterns.

Objectives:

- Promote the use of alternate modes of transportation.
- Emphasize the development of effective alternatives to single occupant vehicles (park and rides, etc.).
- Promote transportation system operating efficiencies and environmental stewardship through enhanced inter-municipal and regional cooperation.

- Increase incorporation of economic development strategies in the transportation planning process.
- Identify potentially developable sites and areas.

Goal 6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Objectives:

- Enhance the connectivity of local and regional highways to the state's highway system
- Coordinate the consistency of the efforts to enhance local and state highways and improve connectivity of local highways to the state system with community comprehensive plans and priorities.
- Expand rail-truck bulk commercial freight transfer capabilities to serve area shippers/receivers and to attract the development of multimodal and ultimately intermodal freight handling capacity to the region.

Goal 7: Promote efficient transportation system management and operation.

Objectives:

- Maximize the participation of the region's local governments in the implementation of this plan.
- Promote improved transportation planning so as to result in effective land acquisition and land-use decisions regarding future transportation system build-out.
- Promote improved land-use practices that enhance government operations and transportation system use.
- Promote standardization of local road scoring practices, promoting the use of GIS technology for inventory purposes; sharing digital maps and demographic data between government agencies, transportation modes, and other organizations.

Goal 8: Emphasize the preservation of the region's existing transportation system.

Objectives:

- Adopt appropriate budgets and capital reserves to maintain and operate all modes and assets of the region's transportation system.
- Address the region's transportation system maintenance needs in a timely fashion.
- Standardize local road scoring practices and achieve and maintain adequate pavement conditions based on standardized functional classifications.
- Achieve and maintain adequate bridge conditions based on standardized functional classification

3.0 POLICY GUIDANCE PRINCIPLES

This section sets out certain principles provided to Southern Tier West by the New York State Department of Transportation as policies to guide Southern Tier West's transportation planning process. Each subsection below defines an individual policy guidance principle and discusses how Southern Tier West uses the principle to structure or inform its planning process.

3.1 Economic Development

The importance of the relationship of the regional transportation system to the regional economy is indicated by the fact that both SAFETEA-LU and the New York State Department of Transportation include economic considerations as a planning factor or policy guidance principle. In fact, a region's transportation system (highways, railroad, aviation, water, public transit, intermodal) will significantly influence its economic performance and economic development, either supporting it or constraining it. This is perhaps especially true in a rural region, as found in south Western New York.

As a rural region, adequate transportation service both within the region and outside the region is critical to the region's economy. Cost effective transportation infrastructure connecting the rural Southern Tier West region to domestic and global markets is essential for encouraging private sector investment and commerce in the region, and ultimately, for maintaining and growing a competitive regional economy. Similarly, accessible and cost effective intraregional transportation infrastructure can have a dramatic impact on the efficiency of the region's labor market, whose members may be forced to commute significant distances.

Accordingly, Southern Tier West has long advocated a transportation-infrastructure-based approach to regional economic development as a central tenet of its regional economic development strategy.

Throughout the planning process, Southern Tier West has solicited economic development considerations from county planning and economic development departments and industrial development agencies, city planning and economic development departments, as well as the Seneca Nation of Indians. Southern Tier West has involved each of the planning and development entities' transportation counterparts (e.g., public works, highway departments, etc.) in developing information regarding transportation system assets and potential upgrades to those assets. Southern Tier West also has contacted railroad companies; rail shipping businesses; airports and businesses using freight and passenger aviation services; and transit companies regarding the connection of infrastructure, assets, and service to economic and business development opportunities.

3.2 Quality of Life

In a rural region, the adequacy of the region's transportation system with respect to quality of life is primarily concerned with passenger service. Adequate passenger transportation service is important within the southern tier west region and to locations outside the region. Because of the region's geographic size, low population density and dependence on tourism, transportation destinations, and high average length of travel for personal transportation needs, cost effective transportation service within the region is essential.

Accordingly, Southern Tier West has long advocated the importance of transportation infrastructure and services to quality of life considerations as a central tenet of its regional development strategy.

3.3 Safety

The importance of safety to the regional transportation system is reinforced by the fact that safety is both one of the eight SAFETEA-LU planning factors and one of the six policy guidance principles provided to Southern Tier West by New York State Department of Transportation.

In all cases during the planning process, when Southern Tier West is evaluating a suggested transportation initiative, it will ask whether the initiative contributes to the overall safety of the regional transportation system. Of course, any suggestion will be scrutinized in detail if it results in a decrease in safety or if there is concern over the impact of the initiative on public safety.

3.4 Security

As with economic development and safety, security of the region's transportation system is listed as one of the eight SAFETEA-LU planning factors. Since the September 11, 2001 terrorist attacks, security considerations have become a priority area for transportation planning in New York State.

While much of the transportation security regulations of transportation will be initiated at the federal and/or the state level, it is incumbent on local and regional transportation planners to keep security issues in mind during the planning process. Unique local security issues that may present themselves are best recognized and responded to by local and regional planners.

3.5 Efficient Transportation System

Efficiency of the region's transportation system is also an element that guides both the federal and state governments in transportation planning. In the planning process, Southern Tier West will consider the initial capital, maintenance, and operating costs of any suggested improvement. While the former costs are borne by the public sector, the latter costs are borne by system users. Southern Tier West will consider the overall cost of a suggested transportation system improvement before including it in this plan.

3.6 Environmental Considerations

Environmental considerations are included in the federal and state recommendations for consideration during the planning process. The New York State Environmental Quality Review Act (SEQRA) controls all actions. Any large scale public transportation initiative would have to measure up to a full-scale environmental review, including preparation and review of an Environmental Impact Statement.

The appropriate time for environmental consideration is in the project conception and initial review stages. During the planning process, Southern Tier West will consider whether a suggested initiative is environmentally neutral, whether it is likely to have significant adverse environmental impacts, or whether it may result in some environmental benefit. For those actions that seem likely to have an adverse environmental impact, Southern Tier West may discuss with the project sponsor whether any mitigative design modifications can be made to lessen or avoid the negative environmental impacts. If design provisions and construction protocols cannot effectively mitigate them, such suggestions will be rejected for inclusion in this plan.

4.0 IDENTIFICATION & ACKNOWLEDGEMENT OF STRATEGY PROPONENT & PLANNING PARTNERS

The New York State Department of Transportation has directed that in the preparation of this Regional Transportation Strategy, Southern Tier West should solicit the participation of its local constituents, including counties, municipalities, businesses, the general public and other entities having a stake in the region's transportation system.

The following narrative contains a description of Southern Tier West Regional Planning and Development Board and a list of the planning partners participating in the regional transportation planning process.

4.1 Southern Tier West Regional Planning and Development Board

The Southern Tier West Regional Planning & Development Board is responsible for the preparation and publication of this Regional Transportation Strategy. In the planning process, the Southern Tier West Board of Directors functions as the Steering Committee and is ultimately responsible for the plan's content.

The Southern Tier West Regional Planning & Development Board is a Regional Planning Council, a unit of government created in 1969 by a resolution of the County Legislatures of Allegany, Cattaraugus, and Chautauqua Counties in New York State under the authority of Article 12B of the New York State General Municipal Law. Southern Tier West maintains an office in Salamanca (Cattaraugus County), New York. The Southern Tier West Board is comprised of five members designated by each of the three counties, plus a member designated by the Seneca Nation of Indians, totaling 16 members. Southern Tier West provides a wide spectrum of planning and development services to these three counties and the municipalities within those counties.

4.2 Planning Partners

The Southern Tier West Regional Planning & Development Board would like to thank the following agencies for their guidance, insights, and participation toward the successful completion of this Regional Transportation Strategy. Their cooperation throughout this process is greatly appreciated.

Government Agencies

- Allegany County Office of Development & Department of Public Works
- Cattaraugus County Economic Development, Planning & Tourism/Department of Public Works
- Chautauqua County Planning & Industrial Development Agency/Department of Public Facilities
- City of Dunkirk Planning Department
- City of Jamestown Planning Department
- City of Olean Community Development & Public Works Departments
- City of Salamanca Planning Department & Salamanca Industrial Development Agency
- New York State Department of Transportation Region 5 Planning Director
- Seneca Nation of Indians Transportation Department
- Village of Wellsville

Associations

- Allegany County Highway Association
- Cattaraugus County Highway Association

- Chautauqua County Highway Association
- Cattaraugus County Municipal Officials Association
- Cattaraugus County Town Supervisors Association
- Chautauqua County Conference of Mayors Association
- Chautauqua County Town Supervisors Association
- Route 219 Corridor Development Association

Advisory Committees

- Southern Tier West Transportation Committee
- Southern Tier Extension Rail Authority
- Tri-County Executive Highway Committee

Consultants

- TVGA Consultants
- C&S Companies
- RA Weidemann Inc.
- Passero Associates
- McFarland Johnson, Inc.
- HatchMott MacDonald

Other Entities

- Wellsville Flying Service/Wellsville Municipal Airport Manager
- Cattaraugus County-Olean Airport Support Group
- Chautauqua County-Jamestown and Dunkirk Airports Manager
- Allegany/Western Steuben Rural Health Network, Inc.
- Allegany County Transportation Task Force
- Community Transportation Coalition of Cattaraugus County
- Chautauqua Area Regional Transit System (CARTS)
- Chautauqua County Coordination Committee

Southern Tier West Staff

- Tom Barnes, Sr. Regional Economic Development Coordinator
- Ginger Malak, Sr. Regional Development Coordinator
- John Buzzard, Information Services Associate
- Sarah Phearsdorf, Publications Associate
- Daniel Reynolds, Regional Environmental Analyst
- Eileen Weishan, Community Assistance Specialist

4.3 Coordination with New York State, Pennsylvania, and the Seneca Nation of Indians

Strategic transportation planning decisions are not made in a vacuum. Each mode of the region's transportation infrastructure system is part of a larger system in that mode, and needs to be integrated into that network. For example, local roads need to be integrated into a highway system that includes state highways within the county, roads and highways in adjacent counties in the region, roads and highways in adjoining regions, and roads and highways in Pennsylvania.

There is a need to recognize the sovereign nature of the Seneca Nation of Indians, and to coordinate each mode of the region's transportation infrastructure system with that mode of the Seneca Nation of Indian's system. Other considerations are also present with respect to the Seneca Nation of Indian, including land control, land-use, and Tribal Employment Rights Ordinance (TERO) regulations.

5.0 PLANNING PROCESS

5.1 Research

Southern Tier West recognized the need to have a comprehensive understanding of the region's transportation system as it currently exists before it undertook the process of preparing a strategic transportation plan. Accordingly, Southern Tier West began the planning process with an extensive amount of research.

Southern Tier West held a series of meetings with the three counties, the cities in the region, the Village of Wellsville, the Seneca Nation of Indians, and New York State Department of Transportation to solicit data and input on the regional transportation system. The counties and local governments were asked to provide a list of transportation-related priorities, as well as rationalizations to support those selected priorities.

Upon completion of initial meetings, Southern Tier West looked at priorities presented in the data collection process for those projects that had regional significance. There were three specific priorities that Southern Tier West deemed significant to the point that they engaged a consultant to help with preliminary feasibility planning.

Southern Tier West has engage consultants to completed four preliminary studies that Southern Tier West and its local partners recognized as regionally significant. The completed studies in their entirety are represented in Appendix 17.1. Listed below are the three preliminary studies that were completed:

- US 219 Planning Study-Springville to Salamanca, N.Y.
- Route 60/62 Corridor- Planning Assessment
- East/West Transportation Corridor-Planning Assessment (Allegany & Cattaraugus Co.)
- Case studies of Existing Rural Public Transportation Systems

During the research phase, Southern Tier West also reviewed a number of planning documents prepared by entities inside and outside the region, and considered them in the preparation of this regional transportation plan. These planning documents are represented with excerpts relevant to the southern tier west region in section 6.

5.2 Input Solicitation

Southern Tier West initiated contact with the stakeholders to include their interests in the region's transportation system by consulting with the three counties and the Seneca Nation of Indians.

In addition to representation at the county level, Southern Tier West consulted with the county highway associations, municipal officials associations, and various stakeholders from the business community, industrial development agencies, rail operators, transit system operators, and aviation system operators. As an additional source of comments, Southern Tier West also placed a survey on its website for the general public.

5.3 Framing of Plan

In the first phase, Southern Tier West reviewed transportation and economic data in order to develop a profile of the region. This included obtaining transportation and economic development planning documents and transportation data. Upon reviewing published documents and compiling transportation data, Southern Tier West developed a regional profile for the southern tier west region.

The second phase was to meet with the counties, the Seneca Nation and local governments to explain the purpose and scope of the transportation planning process. During this phase, local governments discussed their concerns with to the state of their transportation network. As part of the process, Southern Tier West and its regional partners discussed these specific concerns and how they coincided with the deliverables spelled out in the contract with NYSDOT. Some of the concerns discussed in this phase were:

- major corridors as determined by traffic patterns,
- traffic pattern changes,
- local projects that may impact the highway network,
- identification of accident locations,
- essential transportation linkages,
- identification of key corridors needing attention to create system continuity,
- identification of public transportation capacity issues and future needs assessment,
- deficiencies in aviation services,
- deficiencies in rail services, issues involving - signal timing, turning lanes, congestion management and asset management practices.

After documenting and reviewing the local government issues, key concerns were selected as priorities for placement into the strategic planning process. After priorities were generated by each of the planning partners, a list of resources/contacts was compiled for each priority in order to efficiently proceed to the next phase.

For phase three, specific data was collected for each priority. This phase included the review of other information, such as past studies, newspaper articles, review of municipal websites, comprehensive plans, feasibility studies, regional transportation plans of surrounding regions, regional economic development documents, and any other initiatives that could have impact on the southern tier west region. Southern Tier West also reached out to its network of planning partners and scheduled meetings to help generate its own set of regional priorities.

5.4 Prioritization of Strategic Elements

The Southern Tier West Board, functioning as steering committee and proponent of this plan, prioritized the region's strategic planning recommendations and projects included in the plan. In setting these priorities, the Southern Tier West Board reviewed the data compiled in the three phases to determine those with regional significance. The Southern Tier West Board then compiled a list of its own priorities, that may or may not have included the local governments' priorities, and vetted them using the policy guidance principles indicated earlier in this document.

6.0 IMPACT OF OTHER PLANS/INITIATIVES

Several relevant plans and initiatives have been adopted in New York and Pennsylvania that could impact transportation planning priorities for the region. These plans have been taken into account during the development of this regional transportation plan to provide mutually reinforcing strategies and ensure successful implementation of the region's agenda. A brief description of pertinent portions of these plans follows.

6.1 Strategies for a New Age: New York State's Transportation Master Plan for 2030

This Master Plan is a comprehensive transportation master plan that is federally recognized as the long-range transportation planning document for the State of New York. Significant excerpts from the plan include:

New York State's Transportation System – Its statewide network of highways, and local roads, rail lines, public transit systems, pedestrian and bicycle facilities, airports, ports and waterways and intermodal terminals – provides mobility to its travelers and also supports the State and national economies.

New York State's Vision for Transportation - The State's future vision for the transportation system is a seamless system in which travelers can conveniently shift between modes and operators to complete trips that meet their individual and business needs.

Planning for New York's Transportation Future -Transportation planning and decision making in New York State is driven by the Federal planning process, the framework mandated for state, receiving Federal transportation funds. In New York State, NYSDOT has umbrella responsibility for coordinated, balanced statewide transportation planning which is carried out in collaboration with the State's thirteen Metropolitan Planning Organizations (MPOs) in urban areas, and the many various local officials with responsibility for transportation in rural or non-urbanized areas. In addition, there is communication between the State and Native American Tribal Governments on issues of mutual concern.

Corridor Based Transportation Management - In order to more effectively serve the needs of its major transportation customers, New York State is committed to the notion that future transportation planning and investments should be focused on the State's most critical multimodal corridors. The future vitality of the State's economy and overall quality of life depend upon the ability of major corridors to provide the essential connections to local, regional, national, and international economic centers and gateways, as well as within the State itself.

Economic Competitiveness - A modern and well maintained transportation system is an essential element of a healthy and growing economy. Recent trends in modest employment growth and the shift of employment from manufacturing to the service and retail sectors, makes it more critical than ever that transportation support existing and future employment centers in the State.

Transportation Financing 2005-2030 - Existing and future constraints on all levels of government will make it increasingly difficult to continue to finance infrastructure from traditional governmental sources. New, innovative methods will need to be found and implemented to finance the transportation infrastructure investment needs of the future. While the State recognizes the need to invest in infrastructure, this Plan does not presume a specific level of financial support for the period 2005-2030. Instead, it identifies the broad investment priorities upon which progress within the Priority Result Areas

depends. Clearly, such progress requires substantial, sustainable, and predictable funding, irrespective of the specific sources of such funding.

6.2 The New York State Rail Plan 2009 Strategies for a New Age

The NYS Rail Plan articulates a vision for New York’s future rail system that will help guide policy decisions for the next 20 years. Significant excerpts from the plan include:

Vision of rail transportation in New York State is “A rail system that improves mobility for people and goods, contributes to environmental sustainability and quality of life, while supporting and expanding economic development.”

The 2009 New York State Rail Plan was developed to provide a framework for the management, promotion and improvement of New York State’s rail system. The state’s official rail plan meets federal requirements of Title 49, Chapter 227 and will be a living document, as it is amended as part of regular state planning activities.

Deregulation of the railroad industry has allowed railroads to improve their competitive position in comparison to other modes of transportation. For example, the creation of short line railroads from lines being spun off by larger railroads that would otherwise not be cost effective due to market conditions.

Currently, transportation produces about one-third of the greenhouse gas emissions in New York. This is largely due to the amount of petroleum that the transportation sector consumes in comparison to other sectors. Understanding this, the transportation sector will have to act aggressively to obtain the state’s energy and air quality goals.

Economic development involves a process where economic activity is enhanced on a continuing, rather than a temporary, basis. Investment in transportation infrastructure could well mean retaining a existing local business or attracting a new business to locate in a particular area due to well-focused transportation improvements.

Rail funding and finance options play a big role in the future of the rail industry in the State of New York. Historically, rail has not had a dedicated funding source at the federal level. In today’s economic climate, funding is an obstacle at both the federal and state level. It is a challenge to find adequate, stable and predictable investment sources for in all sectors of the rail industry.

6.3 Route 417 Access Management Plan (July 2007)

Significant excerpts from the plan include:

This plan’s main purpose was to look at concerns about the character of development along Route 417 in the City of Olean, Town of Olean and Town of Allegany in Cattaraugus County. New York State Department of Transportation prompted the commission of an access management study for a two-mile section of the Route 417 corridor shared by the three municipalities.

The Route 417 Access Management Plan has evaluated a wide range of planning and transportation issues and identified both physical improvements and policy solutions that should be considered for implementation. The primary study recommendations are:

Physical Improvements

- Modification of Route 417 between 15th Street and Allegany Street to provide a three-lane cross section with a 14 foot-wide center turn lane and two 12 foot-wide through lanes.
- Consideration of the addition of a median on Route 417 between the Holiday Park Centre shopping center and Allegany Street.
- Intersection improvements on Route 417 at Independence Avenue to provide exclusive left and right-turn lanes and only one through lane in each direction of Route 417 (consistent with the overall lane reconfiguration described above).
- Realignment of Cinema Drive between Dan Eaton Drive and Independence Avenue to make this access way line up with the Wal-Mart driveway. This will push this Drive to the south end of the existing parking lot.

Non-Governmental Actions

- Establishment of a Business Association to share information and to present a common voice.
- Local Government Policy Actions.
- Establishment of a multi-municipality highway corridor overlay district for the entire study area, under which specific access management requirements, in addition to the existing zoning requirements, would be enforced.

Joint Actions

- The consideration of financing options to help fund future roadway improvements or streetscape improvements in the study area. Potential options include a Business Improvement District or a Special Assessment District.
- The continued improvement of the pedestrian network to strengthen the connections between the existing sidewalk system and the existing trail system.
- Consideration of improved way finding to strengthen the visibility of this important commercial district, in order to direct visitors from 1-86 to Saint Bonaventure University and the "Olean/Allegany" shopping district.
- The implementation of access retrofits to address existing access and safety concerns where new development is involved.

6.4 New York State Thruway Authority Interchange and Facility Expansion of the Thruway System-Ripley Gateway Center Feasibility Study (April 2004)

Significant excerpts from the plan include:

The New York State Thruway Authority (the Authority) in cooperation with the Town of Ripley, Chautauqua County, the Empire State Development Corporation, and the New York State Department of Transportation Region 5 is studying the feasibility of constructing a welcome center for motorists on Interstate 90 at the New York/Pennsylvania state border. There are no existing welcome centers for motorists in this corner of New York State. The welcome center would promote tourism in the state as well as provide traveler services. This center would be located adjacent to a non-tolled segment of Interstate 90 in the Town of Ripley in Chautauqua County, NY between the Ripley Mainline Toll Barrier (the toll barrier) and the Pennsylvania State line. The initial concepts incorporate direct access from Shortman Road. The town and county support placing a welcome center at this location.

The location of the proposed facility, at an existing Interchange and west of the Ripley Toll Barrier, provide good opportunity to develop an aesthetically pleasing facility to welcome motorists to New York State. In addition, the Town of Ripley has expressed willingness to extend water and sewer service down Shortman Road so it is available for the Gateway Center. Provisions of these utilities would simplify maintenance and operation of the proposed facility and would also reduce capital costs. Since the eastbound traffic would be entering the state, the area around the existing Interchange 61 eastbound off ramp was selected for the development of a Gateway Center.

Concessions and Services Offered - Based on the results of the revenue estimate study, development of a Welcome Center and a Truck Center are recommended, as detailed in Appendix A: Revised Final Services and Concession Mix Memorandum dated December 2003.

Concept Plan Development - Access from both Shortman Road and a relocated 1-90 eastbound off ramp is recommended. In addition, the relocated ramp should end at a town road that extends from Shortman Road to the ramp and then turns southeast and extends parallel to Shortman Road to State Route 20. Initial steps to implement this access plan will include:

- Addition of the proposed town roads to the Town of Ripley's master plan
- Coordination with NYSDOT Region 5 regarding both Shortman Road and State Route 20
- Development of an Interchange Modification Report and a NEPA Environmental Impact Study in preparation for a request for FHWA approval for ramp relocation

In addition to the Welcome Center and Truck Center, NYSTA has identified the need for emergency truck parking and a relocated tandem lot at Interchange 61. These elements could be constructed to the southeast of the Gateway Center.

Costs - Construction of the Gateway Center is estimated to cost \$10.9-11.6 million, not including property, right-of-way, or design costs. Development of a tandem lot is estimated to cost \$2.8 million, if constructed at the same time. Development of an emergency truck lot is estimated to cost \$5.2 million.

Employment Possibilities - The concessions and services in the Gateway Center are expected to generate the equivalent of 107 full-time jobs in the first 10 years. An additional 54 jobs would be generated in Years 10-25 if the center is expanded in Year 10.

Breakeven Analysis - If NYSTA bears all the capital cost for Share 1, they are not expected to receive revenues that would offset the capital costs in the next 25 years. Therefore, partnerships with other public entities and/or private enterprises are recommended.

6.5 Allegany County (New York) Comprehensive Plan: A Bridge from Where We Are To Where We Will Be

Significant excerpts from the plan include:

Vision Statement - Allegany County seeks to encourage intelligent growth in business, manufacturing, transportation, tourism, and agriculture while sustaining our unique communities, historic sites, scenic vistas, rural life-style, and cultural heritage. Optimizing our educational facilities, access to health care, cultural offerings, intellectual pursuits and recreational opportunities, to promote modest population growth while enhancing the environment, will encourage new residents and the people of Allegany County to look upon this area as the most desirable place to live for the 21st century.

Mission Statement - Allegany County's mission is to foster our municipal strengths while encouraging controlled growth, preserving our Open Spaces and increasing our economic opportunities through the utilization of informed land use decision making. The legitimization of land use will require a dynamic and perpetual review system for planning and implementation of all facets of Allegany County's future development.

Vision Statement for Transportation - Develop and maintain state-of-the-art transportation infrastructure which will attract new commercial, residential and tourism development, and enhance as well as support existing commercial, residential and tourism development.

Allegany County also has adopted distinct goals to aid the county in the decision making process to guide policy and investments in the areas of transportation and economic development. Listed below are pertinent excerpts from the Counties Comprehensive Plan.

Transportation System

Goal: To expand and improve the infrastructure and effective use of the transportation system.

Objectives:

- To improve and maintain the existing highway network of Allegany County.
- To improve and make better use of the public transportation system.
- To improve access to highways and railroads for commercial developments.
- To enhance access to rural areas for development and tourism.
- To encourage additional development and use of the railway system.
- To encourage additional development and use of the Wellsville Airport.

Strategies:

- Improve Rural Access - long term maintenance of roads and existing infrastructure
- Hazard mitigation on roads and rail
- Develop mechanism for increasing the use of public transportation.
- Develop a Multi-modal facility or at least more rail sidings.
- Implement the Wellsville Airport planning documents that have been created.
- Improve North/South access- Route 19

Economic Development

Goal: To develop areas within the county to support, attract and expand new and existing businesses.

Objectives:

- 1.0 Allegany County should have focused Development within identified corridors and parks.
- 2.0 Focus on the Development of I-86 and Route 19 at the Crossroads
- 3.0 Implement the six-exit strategy for Cuba, Friendship, Belmont, Angelica, West Almond, and Almond/Alfred of I-86.

The number one priority to Allegany County is to proceed with the development of sewer and water infrastructure that is planned for the area surrounding the I-86 and State Route 19 interchange. This priority will help to achieve the two goals presently discussed in the areas of transportation and economic development.

6.6 Increased Mobility throughout Allegany County, New York (October 2002)

Significant excerpts from the plan include:

This is a report that summarizes the results of a feasibility study for the possibility of making transportation related improvements between I-86 and the industrial areas of industrial and educational potential in Allegany County, New York. The Allegany County Department of Public Works desired to investigate the potential improvement of mobility throughout Allegany County while focusing on the Villages of Alfred and Wellsville. The Villages are viewed by the County to have potential for growth and are considered the two economic hubs in Allegany County.

Located within the study area are two colleges, Alfred University and Alfred State. Both colleges are located within the Village of Alfred with Alfred State having a campus in Wellsville. In addition to the Alfred State campus, Wellsville is home to many businesses and three major manufactures. The manufactures have concerns with the existing roads since special hauling permits are often required to deliver goods. Improvements to the road system would to provide increased mobility to I-86 would decrease invested time and money for the manufactures. This would not only allow for greater economic success for present manufactures but would make Allegany County more inviting to new manufactures.

The three existing manufactures in Allegany County are Alstom-Preheater, Dresser-Rand and L.C. Whitford Company. Input was gathered from their truck dispatchers in an attempt to itemize concerns. The items listed below describe the specific areas that hinder hauling practices and should be considered for the betterment of Allegany County to insure long-term prosperity.

- Height/width restriction on Railroad Bridge on SR 417 in the Village of Wellsville.
- Height restriction on SR 19 bridges in the Village of Belmont.
- Numerous horizontal constricting geometric features including serpentine alignments along SR 19 and SR417.
- Vertical grade differential on CR12.

The outcome of this study was a list of 5 potential highway alternatives that could help Allegany County to meet the objectives of this study. Two of the five alternatives were eliminated from contention due to several concerns and challenges which included issues such as Cost and environmental concerns. The three feasible alternatives are:

Upgrading County Route 12 from Alfred to Wellsville - With this alternative, the entire section of CR 12 would be upgraded from the Village of Alfred to SR 417. The upgrade would include improving three horizontal curves, two vertical curves, upgrading the shoulder width and new pavement overlay. The cost of this project would be approximately \$8.5 million.

New Two-Lane Limited Access Highway from I-86 to Wellsville - This alternative includes the construction of a 14 mile long two lane limited access highway on a new alignment beginning at the Village of Wellsville and connects to SR 19 near Exit 30 off I-86. The cost of this project would be approximately \$23 million.

Upgrade State Highway 19 from I-86 to Wellsville - With this alternative, two sections of SR19 would be upgraded. The upgrade would include the realignment of approximately 2.5 miles of SR 19 between Scio and Wellsville to improve horizontal curves. The new alignment portion would essentially follow

the existing railroad corridor. This upgrade would allow the majority of the alignment to be maintained while mitigating the curves would increase running speeds. The cost of this project would be approximately \$3.8 million.

A sub-option of the bypass alternative would be a bypass around Belmont using CR 48 but with a new connection back to existing State Route 19. This would eliminate the need for a new an interchange but would require a new river crossing and would also minimize the use of the 90-degree left turn on SR 19 in the Village of Belmont. The cost to this project would be approximately \$5.5 million.

6.7 Warren County (Pennsylvania) Comprehensive Plan Update (August 2005)

Significant excerpts from the plan include:

Citizen Visioning meetings were held during the updating process of the Warren County Comprehensive Plan to allow one-on-one dialogue that is usually missing from other data collection processes. The visioning process was intended to elicit concerns, offer ideas, or present challenges that can only happen through personal dialogues.

Transportation was one of the main themes of these “brainstorming” sessions that were held at 8 different venues in Warren County. More specifically, better access to I-86 (the former Southern Tier Expressway), the construction of additional four-lane roads in the county, and improved access to major destinations (Erie, I-80, and I-79) were some of the specific concerns.

Transportation is critical for modern living. The ability to travel quickly and conveniently has become a major element of contemporary life and has shaped our physical environment. A home in a rural suburb, big-box retailers, a job in another county- none of these characteristics would be possible without a modern road network. Warren County is no exception to this need.

In Warren County, the Pennsylvania Department of Transportation reports there are some 1,331 miles of road and on an average day there are over one million miles driven. Consequently, it is obvious roads, highways, and bridges are of paramount importance. However to truly plan for Warren County’s transportation, other modes must be considered—rail, air, transit, and bikeways. All are covered by one or another Federal and State program, and all are important to the County’s well-being.

Overall priorities include:

Because it is a “project-driven” process, it is all too easy to lose sight of any overall rationale for transportation planning in Warren County. Based upon the Citizen Survey, public meeting input, and the Warren County Planning Commission, the following general policies guide this part of the Plan:

- Safety and the efficient operation of the Warren County road system
- Improved connections to Erie County
- Improved connections to I-86 in New York State

In 1992, the Comprehensive Plan focused on two primary highway goals. The first was to improve access to the Southern Tier Expressway (now I-86) and the second to improve and maintain the intra-County road network. The goals for this Plan remain essentially the same with the addition of continual improvements to Route 6, especially west as it connects to the Erie area, and its two prime Interstate

highways (i.e. I-79 and I-90). Other essential roads of concern are Route 62, Route 27, Route 69, and Route 957.

Route 62 is on the National Highway System and performs two major functions for Warren County. First, it is a major link to the Oil City-Franklin area south, and it also provides primary access north to I-86.

The following actions are needed:

- All sections to have 12-foot traffic lanes with adequate shoulder areas (3R standards).
- Improve the geometry of the area from the Forest County line to Route 6; this primarily involves removal of curves, and improving visibility.
- Keep the area from the City of Warren to the New York state line in good repair, and improve traffic flow and safety as needed (especially in the congested area just north of the City of Warren).
- Work cooperatively with New York officials to develop a better and quicker access to I-86. In 2002 and 2003, representatives from two states, Pennsylvania and New York, began to discuss this project seriously. Participants included the NWPRP&DC, the Southern Tier West (NY), PennDOT, NYDOT, Warren County, Chautauqua County, ARC, and a host of other agencies. The preliminary scheme calls for seven related projects from the City of Warren to I-86, then to Gerry in New York, some 6.4 miles north of I-86. The Warren County element of this project is estimated to cost \$21.6 million for 12 miles of improved road. The next 10.1-plus miles to I-86 in New York State are estimated at \$15 million. Overall, this project has a \$50 million price tag. However, the lasting benefit would be a much-needed connection to the nation's Interstate System.

Funds to a detailed study of needed improvements in Pennsylvania are available on the STIP. As yet, New York has not made a similar commitment. Due to its importance, County officials need to continue their support of this road project. This would include Congressional support or even the potential of designating the link as an ARC road.

6.8 McKean County (Pennsylvania) Comprehensive Plan (December 2007)

Significant excerpts from the plan include:

This Plan outlines an approach that will enable the County to achieve its desired direction. The policies of the Comprehensive Plan provide a guide for evaluating daily decisions made at the County and local levels. The strategies and action items detail the tasks to be carried out by McKean County and its many community partners.

Due to its rural location, the County's transportation system is predominantly state and local highways. US 219 travels north-south and US 6 spans the County east-west. Several state highways traverse the rolling landscapes connecting population centers to these highway corridors and to one another. An extensive network of local roads provides further interconnection among the towns and villages and their respective boroughs and townships. Rail and aviation facilities are present and support large industry but are not as convenient, efficient, or cost-competitive as trucking for small business transportation needs. Likewise public transit services are available but are challenged to meet the needs of a highly dispersed population. Bicycle and pedestrian systems have been expanding toward recreational destinations in the Tuna and Kinzua Valleys.

The Transportation Strategy for McKean County identifies the transportation needs and long-term strategies for improving the transportation network in support of the County's comprehensive vision statement. It is based on the reality that transportation within and beyond the County is largely facilitated by federal, state, and local highways but also occurs via public transportation, rail freight, aviation, and bicycle/pedestrian travel.

Through the County's 2005 visioning meetings and its Comprehensive Plan Oversight Committee, one primary transportation concern was expressed. That priority was the inconvenient and inefficient transportation access has made it difficult for businesses to import supplies and export products.

FINDINGS FROM THE TRANSPORTATION PROFILE

Highway - U.S. 219 and U.S. 6 are the County's most important roadways in terms of the volumes of traffic they carry and the industries and economic centers they serve. No other roadways in the County have annual average daily traffic volumes in excess of 5,000 vehicles per day.

Transit - Transit ridership trends documented by the Area Transportation Authority of North Central Pennsylvania (ATA) show that ridership in McKean County has been gradually increasing over the past five years.

Rail - Norfolk Southern's Buffalo Line is being downgraded to what is referred to as a "tactical" line. Traffic and maintenance on this line running through Port Allegany and Eldred is expected to decrease.

Programmed projects including the B&P rail bridge over PA 59 and the NS Bridge in Port Allegany will improve traffic flow and safety.

The B&P line through McKean County and the rest of North Central PA has not been upgraded to the new, 286K ton weight standard, thus limiting the line's capacity. 286K is a recent rail industry standard in line with the heavier traffic and loads that are being moved.

Aviation - The Bradford Regional Airport functions as an "essential air service" airport, receiving federal subsidies in providing commercial air service to McKean County's residents and businesses. Construction of a new taxiway was completed in 2008.

The airport's economic development potential is expanding, with the construction of a National Guard Armory and completion and construction of a multi-tenant center planned in 2008. Recently, sewer and water line extension projects have been completed, providing the airport with access to public water and sewer service.

Transportation Strategy

Priority Actions:

- Support continued investment in major improvements to the US 219 corridor.
- Inventory and program needed improvements to the County's backlog of structurally deficient bridges.
- Inventory local rail facilities (ownership, adjacent parcel zoning, capacity, needed improvements)

- Support development of a Visitor Discovery Welcome Center along US 219 between the New York border and US Route 6.

6.9 Jamestown Urban Design Plan 2006

Significant excerpts from the plan include:

This plan outlines a vision for renewing downtown Jamestown, identifies the actions needed to accomplish the vision, and defines the roles and responsibilities of the institutions and people who can make it happen. It grew out of an extraordinarily collaborative effort involving city government, business and community leaders, foundations, downtown businesses and city residents. A strong and healthy downtown is increasingly recognized as a key contributor to community identity and economic success. Regions with strong and appealing urban centers can better attract private investment, encourage new businesses formation and support residential growth. The vision outlined here paints a picture of what downtown Jamestown could be and what it must become if it is to serve as the economic, social and environmental catalyst that the region needs. The plan combines interrelated initiatives designed to be undertaken in phases over several years. The challenges Jamestown faces in addressing downtown's significant problems have been extensively documented in prior planning efforts. As is the case in similar communities across the nation, its retail base has declined over three decades in the face of competition from regional malls and newer retail offerings. Yet, unlike many downtowns that are rebounding after years of decline, the continued economic weakness of the regional economy reflected in a declining population and loss of manufacturing employment poses special challenges. In order to succeed, downtown must continue to be reshaped in ways that reflect national trends favoring expansion of cultural, educational, recreational, entertainment, and residential uses and waterfront renewal and to tap specific regional opportunities and growth trends associated with expanded tourism. Its success will also depend on continued strength as an office and employment center.

The Urban Design Plan and associated design guidelines have been developed through a process that engaged the Jamestown community as a whole. Beginning with more than 50 informational interviews with downtown stakeholders— including residents, businesses, developers, community leaders, foundations, agency representatives, and others—and continuing through a series of public workshops and meetings, the year-long planning process has benefitted directly from diverse community insights. These public forums and discussions have been supplemented by presentations to the City Council, Planning Commission, BPU Board, foundation boards, 'City Life' on Third Street has grown with numerous new programmed events by DJDC and the opening of a few new retail stores, yet the downtown retail base remains weak. The plan continued to evolve over the course of a year in response to comments and understanding gleaned from discussions at these meetings.

Turning the vision described in this plan into a reality will require the financial support of committed partners at the state and federal levels to invest in the infrastructure and projects essential to creating an economically sustainable down-town for the region.

This plan embodies a vision of a downtown that is the region's great urban setting—a place to live, work and play. It rests on three fundamental initiatives:

- Transform the Chadakoin riverfront into a regional waterfront destination by developing new public open spaces on the river's banks; introducing water-related activities and events; creating a destination-tourism attraction; building enhanced public access and new connections to the lake; and encouraging residential development.

- Strengthen the downtown core through a combination of new development, streetscape improvements and programming. Promote new residential development, create an arts-and-heritage trail, complete the West End redevelopment initiative, build connections to the riverfront, improve the design of downtown gateways, and improve traffic and circulation.
- Adopt a series of design guidelines that promote higher design standards for new development to ensure compatibility with Jamestown’s character and architectural heritage. Standards will be implemented through the City’s design review process to ensure that even modest and incremental changes downtown are in harmony with the community’s vision and contribute to the creation of a more vital and cohesive place.

First Steps include:

- Formally adopt the Urban Design Plan.
- Create/designate an organization to implement the Plan.
- Create a communications strategy and treat every activity as linked to the Plan.
- Hold a “celebration” to launch implementation of the Plan—September 2006.
- Commit to a public event in 2007 to review progress, announce achievements, and roll out plans for subsequent years.
- Talk about the plan regionally in planning/development circles; build awareness.
- Continue to strengthen the relationship between city officials and private/nonprofit entities.
- Formalize agreements between plan partners.
- Continue to build working relationships with state officials and create working partnerships needed to advance downtown development.
- Communicate directly with property owners in areas where the plan anticipates new/different development—explain what the plan means and what it does not mean and look for win-win opportunities.
- Secure public/nonprofit control of key parcels.

Focus on implementing improvements in the core of downtown. Target things that can get done in two to three years:

- West End parking area
- Train station
- Arts & Heritage Trail
- Conduct a traffic analysis.
- Establish property-tax incentives for new residential development
- Negotiate a transfer agreement for Arts Council properties
- Develop a management program for downtown property
- Set the stage for marketing residential development opportunities

Transform the downtown riverfront and reconnect the city to the lake, making substantial progress over the next five years. Near-term actions for accomplishing this mission include advocacy and planning of riverfront renewal as a regional attraction:

- Secure control of key parcels.
- Identify a riverfront “champion.”
- Develop a vision and strategy for introducing a regional attraction to Jamestown.
- Draw up a local waterfront development program (LWRP).
- Secure funding for public improvements.
- Work with BPU to advance its expansion plan.

- Work with the railroad to secure long-term control of multiple parcels.
- Develop a Brownfield's strategy that prioritizes key waterfront parcels.

This plan establishes a guiding framework for the physical development of downtown over the long term. Over the next several months the City of Jamestown, community residents and businesses, foundations, the Downtown Jamestown Development Corporation, BPU, and other stakeholders that participated in creation of the plan must work to develop a schedule and detailed strategy for advancing the plan within the framework of this document.

In 2008 the City of Jamestown continued the next steps of supporting the Jamestown Urban Design Plan with the work being started on the City of Jamestown Traffic & Enhancement Plan. Although not yet adopted this plan is intended to provide a strategy for improving vehicular and pedestrian circulation throughout the downtown core, as well as recommendations for improving and enhancing the downtown streetscape to make it more attractive, welcoming, and safe. The Jamestown Urban Design Plan in its entirety can be seen on the City of Jamestown website.

6.10 Comprehensive Economic Development Strategy 2008- Southern Tier West (CEDS)

Significant excerpts from the plan include:

The CEDS is a current economic development strategy for the Southern Tier West region. This region includes Allegany, Cattaraugus and Chautauqua Counties of New York State. The Southern Tier West Regional Planning and Development Board annually prepares a Comprehensive Economic Development Strategy under a contract with the US Department of Commerce Economic Development Administration (EDA). The CEDS suggests goals, objectives, strategies and projects for regional economic development.

Transportation Access - A region's transportation infrastructure can either support or constrain a region's economic performance and economic development. This is particularly true of a region such as southwestern New York State, for two reasons. First, the region is spread over a large geographic area, making travel an issue for the workforce and for businesses accessing customers and suppliers. Second, the region is rural, and is located at significant distances from metropolitan markets and global transportation access points (ports, international airports, etc.).

Southern Tier West is undertaking two initiative with respect to transportation infrastructure that could hold potential for additional economic development within the region. The development of a multimodal freight transfer facility / manufacturing center has the potential of development as well as upgrading of port facilities / marinas on the Lake Erie shoreline.

The former initiative would enable the region to capture the potential of the proximity of various modes of transportation infrastructure (highway, rail, air and potentially water) within the region. The later initiative similarity would enable the region to capture the potential of the extensive Lake Erie shoreline, coupled with nearby highway, rail, and air transportation. Both of these initiatives have greater potential because of the region's geographic location and infrastructure connectivity with respect to Canada, the eastern ports, the mid-western cities, and the balance of the Great Lakes / St. Lawrence Seaway.

Highway - The region's highest highway system priority is the completion of US Route 219 as a four-lane highway.

The region also promotes appropriate development at interchanges along I86, I90, and US Route 219, and development along these corridors. Allegany County has begun interchange planning for I86, and similar planning and development initiatives should be undertaken at the other I90 interchanges.

The maintenance of the region's existing bridges and secondary roads is another highway transportation issue. The long-term health of the region's economy is at risk unless this infrastructure is maintained. A number of the region's bridges have been posted for weight limits or closed altogether, and some roadways and bridges have been scheduled for closure. This can pose a public safety and health problem if and when the result is access problems for emergency vehicles.

Rail - The region must have a comprehensive rail system in place, and since the economics of surface travel are subject to change over the long term, the region's rail system must be maintained and upgraded. There are critical repairs, maintenance, and service level issues at both the mainline and short line levels.

New York State and the federal government must continue to play an active role in the retention of mainline and short line rail service and in the funding of mainline and short line railroad rehabilitation and maintenance. Southern Tier West and the region's counties also have an active role to play in this process as well.

Aviation - Primary air access in the region is at the Chautauqua County Airport in Jamestown, with secondary air transportation service available at the Dunkirk, Olean, and Wellsville airports. In the late 1990's, Southern Tier West completed an air travel study that indicated that air travel from the region is not cost competitive with that of air travel from airports outside the region. The inadequacy of the region's passenger air transportation system is a major constraint to economic development. The region has lost several businesses over the past several years because the nearest common air carrier was an hour or two drive away. Whereas this drive is no longer than it often is for travelers who live near metropolitan airports, the distance is perceived negatively. The region's business community also feels disadvantaged by the lack of cost-competitiveness of the passenger service that is available within the region (e.g., Jamestown) as compared to service available outside the region (e.g., Buffalo, Rochester, and Erie).

6.11 New York State Department of Transportation-Multimodal Transportation Submissions 2009-2014

Significant excerpts from the plan include:

This proposed multimodal transportation program for the 2009-14 periods reconfirms New York State's commitment to a world-class transportation system that serves as the foundation for a vibrant State economy. Strategic investment in this period, through a funding partnership with the Federal government, will help to ensure long-term job growth and greater economic opportunity for New Yorkers. Our transportation system is part of a national network that is integral to the economic vitality and security of the Nation. We cooperate and coordinate with neighboring states on transportation planning and investment to create regional benefits and improvements that stretch far beyond the boundaries of New York State.

Major project commitments consist largely of completing the remaining portions of work categorized as statewide Significant in the 2005-2010 capital programs, as well as several important new initiatives

including the Peace Bridge Improvement project, LIRR Main Line Corridor project and passenger rail improvements to the Albany-NYC Corridor. Completing these major projects and statewide Significant (SWS) projects from the prior plan requires \$1.5 billion.

I-86, Conversion from Route 17 - This funding is for a series of projects in the Southern Tier and Hudson Valley to complete the conversion of Route 17 to I-86 and designate the remaining 186 miles of Route 17 as an Interstate Highway.

NYS DOT is undertaking a series of projects to complete the conversion of State Route 17 to Interstate 86. The road spans 381 miles from the Pennsylvania state line in Mina, Chautauqua County, to Harriman, Orange County. To date, 195 miles have been designated.

When the 2005-2010 MOU was signed, it was anticipated that Interstate 86 designation would require all projects to be built to full Interstate highway standards and that they would be let within that plan period. Current let dates for some projects have slipped outside the MOU period. A comprehensive update to costs and schedules was concluded in August, 2007. The conversion of I-86 is being advanced by over 30 separate projects. Concurrently, FHWA has accepted the concept of designating portions of the existing Route 17 freeway without further improvements and allowing retention of certain design features (e.g., bridge vertical clearances) on the existing freeway. With this go forward approach, the 2009-14 capital program includes \$793 million that will enable I-86 designation of the remaining 186 miles of Route 17.

Route 219 - This project would construct section 6 of US Route 219, which would extend the four lane freeway 3.5 miles from Peters Road to Snake Run Road in Cattaraugus County. U.S. Route 219 connects Buffalo with the Southern Tier near Salamanca. The portion from Buffalo to Springville is an expressway. The remaining portion of Route 219 extends for 28 miles, starting at NY Route 39 in Springville, Erie County and ending near Salamanca, Cattaraugus County. The 3.5 miles (Section 5) from NY Route 39 in Springville to Peters Road, Town of Ashford, Cattaraugus County is under construction. The completion of Section 5 construction originally scheduled for December 2009 is now scheduled for 2010.

Progress on the design of Section 6 (3.5 miles from Peters Road to Snake Run Road, Town of Ashford) has been delayed by the need to re-apply for a Clean Water Act Section 404 wetland permit from the Army Corps of Engineers (ACOE). While the revised permitting path will strengthen the environmental record and improve the project, it will also result in moving construction of Section 6 to this program period.

6.12 2030 Long-Range Transportation Plan for the Erie and Niagara Counties Region (2007)

Significant excerpts from the plan include:

This Plan is a multimodal “blueprint” for transportation systems and services aimed at meeting the transportation demands of existing and future development in Erie and Niagara Counties. It builds upon other regional plans and initiatives to ensure consistency among planning activities in the region. The 2030 LRTP is intended to be a flexible and dynamic document and amendable as regional conditions and priorities change.

Effective Regional Stewardship - Erie and Niagara Counties recognize as a liability the absence of a forum for addressing the pace and quality of regional development, the fiscal health of county government, the efficiency and effectiveness of infrastructure investment and service delivery, and the

conservation of sensitive resources. County and local governments; federal, state, and regional agencies and authorities; property owners and developers; interest groups; and residents are encouraged to work together to support actions consistent with the Framework.

Congestion Management - According to the Texas Institute of Transportation 2005 Urban Mobility report, Buffalo-Niagara commuters rank 65th out of the 85 largest metro areas in terms of annual delay per traveler. Drivers in Western New York experienced 13 hours of delay in 2003 due to traffic, whereas the average delay in metropolitan areas nationwide was 47 hours.

A Congestion Management Program (CMP) enhances the existing concept of a Congestion Management System with emphasis on being an ongoing cycle. It identifies congested corridors and multimodal strategies to reduce congestion. The CMP then completes the cycle by evaluating the effectiveness of transportation improvements, coordination with other planning efforts, and providing updated analysis of the transportation system performance as it recycles again.

6.13 Seneca Nation of Indians-Long Range Transportation Plan, February 2009

Significant excerpts from the plan include:

This Transportation Study for the Seneca Nation of Indians was prepared by the Seneca Nation in accordance with Section B1 of the Memorandum of Agreement between the Bureau of Indian Affairs (BIA) and the Federal Highway Administration, dated May 23, 1983, which requires the BIA to carry out a transportation planning process for the Indian Reservation Roads (IRR), deemed to be adequate to support their construction and improvement programs.

The objective of this Transportation Study is to produce a plan for providing transportation facilities for vehicular traffic that will enable tribal leaders to take advantage of desirable development opportunities, protect community resources and traditions, and enhance the use of the tribe's land by its residents. Specifically, the purpose of this study is to:

- Identify, evaluate and determine present and future public transportation needs.
- Provide a 5-15-20 year transportation plan, which determines those needs and is responsive to short and long range development projections.
- Develop a prioritized listing of recommended road improvement/construction projects for use by the tribe and the BIA in implementing a construction program to meet current and projected (5-15-20 year) transportation needs.
- To provide safe and convenient public access within their boundaries.
- To provide access to old, current and new development.
- To add to economic development.

The central objective of this study is to update and identify the transportation needs of the Allegany, Cattaraugus, Oil Spring, Niagara Falls and Buffalo Creek Territories of the Seneca Nation. This development will coordinate transportation improvements that will be consistent with the social, cultural and economic goals as well as the Master Plan for the Seneca Nation of Indians.

Recommendation for Transportation Projects - These projects are listed in random order, without reference to the funding source or who the lead agency may be. Once we have a comprehensive list of viable projects the Council of the Seneca Nation will determine tribal priorities and the Transportation Division will seek to implement projects as funding is available.

A two (2) year update is being recommended but is not required by the Indian Reservation Roads program. This update will allow for the Transportation Division to work in conjunction with the New York State Department of Transportation for developing projects, as their project list is updated every two years. This will assist both parties to effectively plan upcoming projects.

Allegany Territory

- **Expansion of Allegany Territory Walking Trail Path** - Currently the Allegany Territory Walking/Biking Path, ends at Center Road within Jimersontown area. The Transportation Division would recommend extending the path throughout the Jimersontown area. This concern is based on the safety of the Seneca community as well as promoting a healthy lifestyle.
- **Expansion of North and South Authority Drive** - To support Seneca Nation Housing Authority efforts to expand the number of housing units available on the Allegany Territory.
- **Reconstruct a portion of Route 353/Center Street in Salamanca** - Reconstruction of the section between the railroad tracks and the North City Line/Allegany territory boundary to bring the roadway up to standards to be accepted into the National Highway System.
- **Reconfiguration of Exit 20 of the Southern Tier Expressway** - Removal of slip ramps and tightening of T-ramps to a more urban design of the interchange to allow for improved access along Broad Street Extension and to support Economic Development.
- **Roadway and Infrastructure Improvements for Broad Street Extension/Route 417 in Salamanca** - Improved access and traffic circulation and providing pedestrian facilities around the STE Exit 20 and RC Hoag intersection.
- **Reconstruction of South Carrollton Road** - Drainage corrections, road widening, and paving to provide improved access to Seneca Nation lands. The planned replacement of the Irvine Mills Bridge to be completed in 2010 makes this area more attractive for future residential and/or economic development.
- **Reconstruction of Old Route 280 and Access Roads (Low Banks)** - Culvert replacements and road resurfacing to maintain access to tribal lands used for recreational and cultural purposes.
- **Route 219** - This is a priority corridor for entry into the Allegany Territory from the north. The Tribal Council has previously provided conditional support for the expansion of the Route 219 Expressway from Springville to the Allegany territory. The provisions outlined in the Resolution must be addressed before the Expressway can enter Seneca Nation lands.
- **Lieu Lands** - A road expansion to gain access for future economic development.
- **Breed Run Road Extension**- New proposed road extension to provide access for possible future residential development.
- **Depot Street in Killbuck** - Newly acquired property. A proposed new access road for residential development.
- **Extension of Casino Road** - Extension of Seneca Allegany Boulevard, east and west of the Seneca Allegany Casino: to the west approximately 2000' to support business/economic development (ex. Warehouse); to the east, possibly connecting with State Park Avenue for economic development.
- **Wolf Run Road** - Road improvements including pavement overlay to maintain access to tribal lands for recreational and cultural purposes
- **Access to Stateline (goes to DEC)** - A possible road access for possible economic/cultural development.
- **South Nine Mile** - Overlay and drainage improvements to a portion of County Road 30 outside of the Allegany territory boundaries.
- **Oil Spring Roads Upgrades** - Pavement overlays and shoulder stabilization of South Shore Cuba Lake Road and Cuba Lake Road and an upgrade of Oil Spring Park Road including paving.

- **Broadway Road** - There is currently portions of the road that need to be reconstructed to address substandard features. This road is a "shortcut" from Route 353 to Gowanda. It is utilized by the Seneca Nation traveling between the Allegany and Cattaraugus Territories for administrative and social purposes. The road condition is poor in spots with narrow shoulders and it is curvy. The Transportation Department recommends possible widening and re-alignment of the existing road. Cattaraugus County Department of Public Works has reconstructed portions of the road but other sections still need to be done.

6.14 Seneca Nation of Indians: Transit Plan Final Report, 2009

The SNI Transit Plan is referenced in more detail in Section 12 Public Transit. Significant excerpts from the plan worth repeating here include:

The Seneca Nation of Indians Transit Ac Hoc Committee was assembled in November 2007 to identify public transportation needs for Seneca members. The importance of the Committee involvement is key to community outreach and success of future transit service. The Committee identified a mission statement and five goals.

Mission Statement. The mission of SNI Public Transportation is to provide quality, safe, dependable, and courteous transit service to Tribal residents and visitors. Our mission is to lead, Advocate, and deliver quality public transportation.

Goal 1: Develop Transit Service that Provides Transportation Options for Local Residents and Tourists.

Goal 2: Develop Transit Service that Positively Contributes to SNI Economic Development.

Goal 3: Develop Financial Stability for Future SNI Public Transit.

Goal 4: Develop Efficient, Effective and Safe Transit Service.

Goal 5: Promote Future Transit Services.

On June 13, 2009, the Tribal Council of the Seneca Nation of Indians approved the Seneca Nation of Indians Transit Plan Final Report prepared by Wilbur Smith Associates. In the Final Report, Wilbur Smith Associates prepared a 'Transit Needs Index' which identifies within the SNI study area, the areas with highest propensity to use transit, based on census demographic characteristics. Each of these categories represents a characteristic of a high need for public transportation. These demographic categories include: Zero-vehicle Households, Elderly Population, Mobility Limited Population, and Below Poverty Population. The Final Report provides an implementation plan for achieving public transit for the Seneca Nation of Indians.

6.15 Chautauqua County Coordination Transportation Work Plan, 2007

The Chautauqua County Work Plan is referenced in more detail in Section 12 Public Transit. A summary of the Plan is provided below:

The Chautauqua County Coordination Committee was assembled in August 2007 to discuss coordinating transportation in Chautauqua County. The goal of the Committee was to develop a long-range coordinated transportation plan, as well as short-range plan to address more immediate needs and

concerns which will help improve transportation service for persons with disability, older adults and individuals with lower incomes in the Chautauqua County area.

In the Chautauqua County Work Plan, the Chautauqua County Coordination Committee identified the deficiencies of the current transportation system as being a duplication of services, limited service, and/or no service. They also identified gaps in service or needs of the customer that can be defined as being service, education, marketing/promotion, coordination, and other considerations. The goals and short/long-term priorities were outlined in the Plan that take into consideration the growth of the transit system, future economic development, and quality of life. It is the goal of the Chautauqua County Transportation Coordination Committee to continue to carry out the Transportation Work Plan goals for Chautauqua County.

6.16 Allegany County Coordinated Public Transit-Human Services Transportation Plan, 2007

The Allegany County Transportation Plan, prepared by the Allegany/Western Steuben Rural Health Network, Inc., is referenced in more detail in Section 12 Public Transit. A summary of the Plan is provided below:

The Allegany County Transportation Task Force (ACTTF) is a collaboration of the Allegany/Western Steuben Rural Health Network, Inc. (lead agency) and was assembled in January 2007 to address the SAFETEA-LU requirements. The ACTTF meets on a regular basis with an established mission and vision, as follows:

Mission Statement - to identify and address the transportation needs of the transportation disadvantaged as well as reduce gaps and duplication of services. By doing so it is our intention to develop a plausible, consumer-focused Coordinated Human Services Transportation Plan for Allegany County in collaboration with its neighboring counties.

Vision Statement - through the development of a Coordinated Human Services Transportation Plan there will be an opportunity for increased transportation funding, cost efficiencies for programs and providers, and service quality improvements. The transportation-disadvantaged will have greater access to health care, employment, education, commerce, social, and community service.

In the Transportation Plan, the ACTTF identified currently available passenger transportation services, which include the Allegany County Transit (ACT) public transit routes, and client transportation services (including semi-fixed route and demand response) operated by not-for-profit agencies and County Departments; as well as deficiencies of the transportation system as defined as service/passenger issues; gaps in service; strategies for development; and a County Transportation Work Plan.

6.17 Allegany County: Mobility Management Plan Final Report, 2008

The Allegany County Mobility Plan, prepared by Nelson/Nygaard Consulting Associates, is referenced in more detail in Section 12 Public Transit. A summary of the Plan is provided below:

The Allegany County Transportation Task Force also examined issues and opportunities as well as county priorities in the Allegany County Mobility Management Plan. These reiterate the issues discussed in the Coordinated Plan with a little more detail and insight. In order to develop a set of strategies that should guide the coordination of transit services in the County, it was important for the Task Force to understand the travel behavior and opinions of county residents. A number of surveys were conducted

between July 2007 and July 2008 to solicit feedback from existing passengers and non-riders. The survey results were compiled along with information collected from interviews, focus groups, and other county data sources.

A set of overarching goals and objectives for the future transit system was developed. A vision for public transportation in the county, as well as more specific objectives, policies and design guidelines to help size and shape a transit system that is commensurate with future local needs, was identified. The Task Force is committed to continuing to pursue all opportunities to streamline transit services and reduce costs to the County. They will continue to refine and implement the Mobility Management Plan.

6.18 Regional Transit Analysis – August 1976

The Regional Analysis, prepared by Southern Tier West Regional Planning and Development Board, was referenced in Section 12 Public Transit, as regards the Development of Transit. This narrative provides a historical look at public transportation from the 1800s to the 1970s. Pertinent to the discussion on Regional Transit is the following excerpts from the 1976 Analysis:

Statement of Goals

First, it is concluded that public transportation is a needed service within and among a number of communities in the Southern Tier West Region. The popular attachment to the use of automobiles and the attitude by some that transit is basically a service for the elderly and disadvantaged have in the past served to inhibit the development of comprehensive and efficient transit systems. In addition, the low densities of populations outside the major urban centers of the region reduce the probability that private transit can operate profitably in the rural areas. The constraints offered by these and other factors suggest that any statement of goals be realistic and in harmony with actual circumstances and resources in the region.

Various sources of information exist which provide some insight into the identification of goals which should be pursued. The analyses of existing transit operations in the region, of socio-economic conditions, and of innovative ideas and proposals that have been developed, offer some guidance for the selection of goals. Guidelines such as those required by the Federal Highway Administration are also useful in determining that goals are consistent with federal aid policies and programs.

The following goals seem appropriate to meeting urban and rural needs in the Southern Tier West Counties:

1. Availability of scheduled transit services to all urban residents in and near the four cities.
2. Availability of scheduled transit services along major routes in rural areas and non-scheduled services in other rural areas where feasible.
3. Adaptability of services to needs of the elderly and the handicapped and programs of the health and social agencies.
4. Availability of service in all segments of the population in areas where transit is provided.
5. Compatibility of new systems with existing operations where these are operated under existing franchise and/or where adequate service is rendered.
6. Provision of opportunities for operating transit service by both the public and private sectors.
7. Organization and provision of transit services on a cost effective basis.

Objectives

Specific objectives at this point in time should reflect the utilization of existing resources as well as the additional research that is needed before final recommendations can be prepared. The following appear to be reasonable in consideration of present schedules for new projects and the social and financial resources that can feasibly be applied to transit services in the region.

1. Initiate operations of the CARTS program in Chautauqua County and prepare evaluation after first 12 months of operation.
2. Strengthen commercial transit schedules in Jamestown, Salamanca and Olean for commuter travel (early morning arrival and late afternoon departure.)
3. Initiate and complete Small Urban Areas Transit Studies in Jamestown and Olean areas (New York State Department of Transportation).
4. Expand service levels where feasible to rural populations by social agency transit.
5. Improve cost effectiveness of all transit operations through comparative analysis, public relations, integrative arrangements and operational innovations.
6. Explore alternatives for development of county integrated rural transit systems in Allegany and Cattaraugus Counties.

6.19 Regional Transit Analysis: Phase II – August 1978

Phase II of the Regional Analysis, prepared by Southern Tier West Regional Planning and Development Board, was not referenced in Section 12 Public Transit. However, it provides an overview of System Alternatives and Sponsorship Recommendations. The narrative was used as background information in the formulation of Regional Priority 15.9- Investigate the Feasibility of Creating a Regional Public Transportation Authority or Transportation Management Association. Pertinent to the discussion on Regional Transit is the following summary of pertinent sections of the 1978 Analysis:

AREA SYSTEM ALTERNATIVES

Integrated Agency System

Ideally, coordination would result in the transfer of vehicles, through a purchase or lease arrangement, to a central agency that would provide needed transit services to each agency, dispatching and maintenance of vehicles. This combination would have the benefits/advantages of:

- Sharing of costs for staff, facility, and maintenance
- Bulk purchasing of gas and vehicle parts
- Maximum utilization of vehicles and funding
- Lowered administrative costs
- All funding could be channeled through the organizing agency or, perhaps more realistically, used by each member agency to purchase transportation services.

Two major barriers would need to be overcome, however.

- First, many funding agencies impose tedious record keeping requirements if monies are used in a system serving persons other than those specially designated.
- Secondly, many agencies will have to be convinced of the benefits of coordination as they may be reluctant to turn control of their transit services over to another agency.

Coordination can be approached on several levels.

- Cooperation may be voluntary, where agencies retain control of their vehicles and make empty seats available for other persons, or

- Cooperation may be voluntary, with agencies transferring operating responsibilities to a central agency.

The coordination could be organized on either a county or regional level.

- A county based coordinated system could best be handled by designation a separate agency or non-profit corporation to handle the administrative aspects of the combined transit system.
- A region-wide coordinated system would best be handled through a non-profit corporation or transit authority. An additional advantage of a Region-wide system would be an expanded service area.

METHODS OF SPONSORSHIP

Transit Authorities

Title 5 of the Public Authorities Law provides the means by which groups of municipalities or counties may establish a regional transportation authority. A special act of the State Legislature is required fore the creation of each regional transportation authority, whose powers, duties and functions re described in the wording of the Act. An example of this type of legislation is Section 1299 of the same law, which created the Niagara Frontier Transportation Authority, detailing the legal and operational parameters of that organization.

A regional transportation authority provides a mechanism by which several municipalities or counties can own transportation facilities and operate transportation systems which may serve beyond single political boundaries. A number of these authorities have been created in this State, primarily tending to operate in the principal metropolitan areas.

- Generally, these entities are empowered to utilize all or a part of this mortgage taxes collected in their member counties and may issue bonds for long term capital investments.
- Counties and municipalities are exempt from liability in any legal actions taken against the authority, which normally must insure its facilities and operation for protection against liability.
- Authorities are generally exempt from local taxation, but may enter into agreements for payments in lieu of taxes.

Further advantages exist in its tax-exempt status including:

- Liquid fuels tax exemption,
- General freedom from Public Utility Commission (PUC) regulations
- Exclusion of the general public in planning, management and implementation of transit plans

Non-Profit Corporation

A non-profit corporation is a special type of corporation formed for charitable and other purposes that are not profit seeking. It has many of the features of standard corporations with the major exception being its tax status - tax exempt. A non-profit corporation is a useful form of organization for a transportation system as it provides:

- Personal liability protection for its members
- Any contributions are tax deductible
- Generally eligible for grant and assistance monies under existing Federal and State programs

A major disadvantage is that non-profit corporations are subject to PUC regulations concerning routes traveled, fares and fees. Any changes that need to be made would involve petitioning the PUC for such

deviations and advertising this intent for at least 30 days. There also appears to be some difficulties contracting with certain federally funded agencies.

6.20 New York Southern Tier Regional Aviation System Plan-Final Technical Report- 1983

The 1983 System Plan, prepared by Cress & Associates, Inc., was referenced in Section 11 Aviation System as regards to history of aviation and activity, and the development of aviation system.

The study area under consideration in the 1983 Regional Aviation System Plan (RASP) incorporates areas of the three Southern Tier Regional Planning and Development Boards – East, Central and West. The 1983 Plan has provided direction for developing a more integrated system of aviation facilities on a regional level, as well as helping to fit the regional system into the state and national airport systems.

6.21 New York Southern Tier West and Southern Tier Central Regional Aviation System Plan 1994-Final Technical Report Revised June 1995

The 1994 Final Technical Report, prepared by the Southern Tier West and Southern Tier Central Regional Planning and Development Boards, was referenced in Section 11 Aviation System as regards to aviation terminology, aviation system overview, airport classifications, and description of facilities.

During the late 1970s and early 1980s, regional agencies throughout New York State, in conjunction with the NYS Department of Transportation and the Federal Aviation Administration, prepared a series of RASPs. These RASPs were, in turn, intended as components of the NYS DOT-initiated State Airport System Plan (SASP). In 1989, a project to update the original RASPs was initiated. The 1995 document is a product of that project, and it represents a comprehensive update of the Southern Tier West and Southern Tier Central portions of the 1983 RASP. Whereas, the 1983 RASP combined the three Southern Tier regions into a single document, an interim recognition of varying aviation issues across the Southern Tier resulted in the division of the larger region into two separate plans. As such, Southern Tier East prepared a separate plan to cover their region.

6.22 National Plan of Integrated Airport Systems (2009-2013), October 2008

The 2008 NPIAS, prepared by US Department of Transportation Federal Aviation Administration, was referenced in Section 11 Aviation System as regards to aviation forecast activity and development cost.

The NPIAS identifies more than 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). It also includes estimates of the amount of AIP money needed to fund infrastructure development projects that will bring these airports up to current design standards and add capacity to congested airports. The FAA is required to provide Congress with a 5-year estimate of AIP eligible development every 2 years. The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports.

7.0 PLANNING ASSUMPTIONS

In order to plan for future transportation needs, one must first consider various assumptions about our region's future. These assumptions will reflect perceptions as to the dynamic directions in which transportation system needs will evolve over time.

7.1 Economic Forecast

With the financial crisis in late 2008 and the economic recession gripping the domestic and global economies, a slow but steady recovery can be projected. Other than the housing market and the overleveraged banking and financial sector, the productive segments of the domestic economy were largely healthy. Accordingly, it can be expected that these healthy sectors of the domestic economy will drive a steady economic recovery, although full recovery may be several years off. It can also be expected that history will repeat itself; the Western New York economy will lag the national recovery by months if not years.

With respect to the region's economy, the region has been experiencing a long-term transformation from a manufacturing-based economy to a service-based economy. This trend can be expected to continue. Other things equal, this will have direct impacts of fewer heavy trucks on the region's highways, as there will be fewer large manufacturing companies to service. At the same time, the service-based economy in southwestern New York has been by and large characterized by lower wages and benefits than the manufacturing employment that it has replaced. This translates into lower standards of living, which could result in lower passenger highway traffic, smaller cars, and increased public transit services.

While the current economy is having a profound negative impact on the future of economic development and renewed transportation systems, now is not the time to curtail economic development and improved transportation systems. In recent years the southern tier west region has been developing its transportation infrastructure directly in response to perceived opportunities for economic development. For example, improved industrial corridors, retention of and reinvestment in the dormant Southern Tier Extension railroad line, improvements to the region's airports, and increased attention to public transit, all may have a direct impact on the ability of businesses to operate competitively in the region, as well as on employees to efficiently commute to work.

As global trade becomes more important, it can be expected in the coming decades that Western New York will aggressively compete in global markets, requiring effective transportation linkages to global markets. Freight inflows and outflows must be efficient and cost competitive to enable the region's companies to compete in the global marketplace. It can also be expected that in terms of the United States remaining a consuming nation, Asia will become a more important supplier of goods. East Coast ports will be impacted as West Coast ports will be taxed to capacity. This will mean that the region may be able to attract more business development if it can move freight efficiently between the region and these ports.

7.2 Freight Movement and Globalization

Continued growth of the global market will continue to lead to a shift of the nation's industry to less developed nations, impacting freight transportation. As industries continue to become more efficient, the need for international and domestic high-speed delivery will continue to rise. As economics continue to drive efficiencies in freight logistics across all transportation modes, truck traffic will

continue to compete with auto travel for scarce highway capacity. Globalization will also lead to increased benefits in the mode of rail which is one of the most cost effective means of delivery. With the increase in rail, as a viable option for freight movement, the need for multi-modal facilities and inland ports will play a key role in the future of freight movement.

7.3 Demographic Trends

Population - Historically long-term population has decreased throughout the region, but in recent years it has flattened out and even experienced a minor increase. Over the next several years, a flat or minimal growth is projected.

Age of Population – There are implications of the future size of the workforce and expected dependent population (elderly, youth, and other dependents), as well as to the differing needs of the workforce and the dependent population. The continued aging of the population, especially with the pending era of retiring baby boomers, will result in the need for enhanced assisted transportation, including private travel and public transit (including human services transit). Also, there is a perception of an increase in non-age-related dependency rates (i.e. those with disabilities) that would lead to a projected increased need for enhanced assisted transportation, including private travel and public transit (including human services transit). An increased dependent population will emphasize on the safety of the regional transportation system. If the population is flat and the dependent population increases, then the workforce population will decrease.

The United States Department of Transportation (U.S. DOT) estimates that the 65 and over population will grow by over 50 percent between now and 2020 (www.ws.dot.sa.gov/walk/pdf/olderroadusersbrochurev2.pdf). It should come as no surprise that the population of the United States is aging rapidly. In fact, the nation’s average age has been increasing steadily for the past 35 years. Millions of baby boomers, that generation of Americans born between 1945 and 1960 are now turning 50 every year, and this generation will reach 65 just 15 short years from now. In fact, by the year 2020, between 17 and 20 percent of the entire U.S. population will be over 65, representing more than 50 million Americans. (“Transportation and Our Aging Population” – <http://www.volpe.dot.gov/infosrc/journal/spring97/aging.html>)

Where People Will Live and Work – Historically, the region has had a low-density population that cannot support public transit. This has resulted in greater need for private highway transportation. One could expect that if fuel prices dramatically increase over time, there will be various reactions; including a movement from rural to urban residences to obtain shorter commute times, an increase in public transit ridership, an increase in car pooling, or even pedestrian commutes.

7.4 Fuel Supply and Prices and Alternative Energy Issues

Availability and National Security Issues – The total domestic supply of traditional gasoline and diesel fuel is a function of both domestic and imported oil. Domestic resource availability is a function of pricing, technology, exploration, and federal control of prospective sources. Imported resource availability is a function of pricing, technology, and political control over supply. Domestic supply also can be constrained by shortages in refining capacity. The perceived need to free the domestic economy from global/political constraints will likely lead to increased reliance on domestic resources and reserves, incentivized conservation and alternative fuels, as well as alternative technologies. Over the short-run, increased fuel prices brought about by shortages will cause reduced fuel consumption, increased conservation, and the adoption of alternative technologies.

Alternative Fuels – In addition to the impact on supply by resource availability and national security issues, it is possible that the future oil resource market will also be a function of alternative energy and/or fuel sources. In coming years, there may be recognition of the impact of transportation system energy usage on global warming. A reasonable expectation would be a public policy response that could take many forms, including increased regulation of transportation, requirements for reduced pollution engines, increased incentives for alternative fuels and propulsion systems, increased taxation of fuel, increased reliance on public transit, etc. The use of alternative fuels in our region will be constrained by availability, which in part will be impacted by the regional distribution network. Alternative propulsion systems, including fuel cell-based and other electric hybrid vehicles, will still use the regional highway system.

7.5 How Goods Will Be Transported

In the future, it is reasonable to anticipate that goods will be transported by more efficient modes and with greater fuel efficiency. As discussed within this document, the southern tier west region is rich in rail infrastructure. However, in many cases deficiencies due to condition assessments lead to the opinion that rail transportation is less viable in terms of cost as well as timeliness. If the price of fuel continues to rise, it is safe to assume that investment in modes other than highway will become more attractive, leading to a demand in multimodal facilities.

7.6 Financial Resources Available

Federal transportation acts, such as SAFETEA-LU, establish programs and policies, and provide significant funding to state, regional and local governments. Under SAFETEA-LU, Washington was scheduled to receive an estimated \$4.83 billion over the life of the act (FFY 2004-09) through competitive grants, formula funding and earmarks.

The current six-year Federal Transportation Act, SAFETEA-LU, expires on September 30, 2009, and needs to be reauthorized by Congress. Efforts are already underway in Congress, USDOT and national organizations to develop the next act. Within the federal government, various agencies, interest groups and stakeholders have begun discussing how to collaborate to best position the states in reauthorization deliberations.

At present, it is unclear as to how the next authorization bill will fund transportation projects through federal highway and state departments of transportation. Making any assumptions as to how this legislation bill will affect the southern tier west region would be irresponsible. However, one thing is for sure - - the implications of the future adopted bill will have significant impact as to what capital and maintenance projects will be funded.

7.7 Climate Change

Scientific experts agree that the earth's climate is changing. Climate change, more commonly known as global warming, is caused by the emission of heat trapping gases produced by vehicles, power plants, industrial processes and deforestation. As these gases build up, they act like a big blanket, over-heating the planet and threatening health, the economy and the environment. Future shifts in public or political sentiment in regards to the impact of global warming could lead to policy changes that are directly related to global climate change. Public policy directed at decreasing CO2 emissions would most likely lead to a change in the current incentives that are available for certain fuel types and reinforce public support to accept alternative energies, which could have direct implications on our nation's transportation systems.

8.0 BACKGROUND INFORMATION

This chapter provides a description of the Southern Tier West region, including a geographic profile of the region, a demographic profile of the region, a description of the regional economy, and a summary of the development of the region's transportation infrastructure.

8.1 Geographic Profile of Region

The Southern Tier West region is located in the southwestern corner of New York State, and is comprised of Chautauqua, Cattaraugus, and Allegany counties. The region is essentially rural with small urban areas. To the south and west, the Commonwealth of Pennsylvania provides a common and continuous border for the region. Lake Erie, metropolitan Erie County, and rural Wyoming and Livingston Counties border to the north. To the east, rural Steuben County borders Allegany County.

Allegany County is the eastern-most county in the region. The total land area of the county is approximately 1,047 square miles. It is the least industrialized, and developed county of the region, and is comprised of rural villages and townships. The Village of Wellsville is the most urbanized and industrialized municipality in Allegany County. Wellsville is served by an airport (Wellsville Municipal Airport), a railroad line (freight service on the Southern Tier Extension), public transit (Allegany County Transit and intercity bus lines), and a system of local highways.

Cattaraugus County is in the geographic center of the region, and in the middle in terms of the degree of infrastructure and industrial development. The total land area of the county is approximately 1,340 square miles. The City of Olean and the City of Salamanca are two cities located in the southern part of Cattaraugus County. Olean is the larger, more industrialized, and more urbanized of the two and is the county's retail commercial trade and industrial center. Olean is served by an interstate highway (I86), an airport (Cattaraugus County-Olean Airport), a railroad line (freight service on the Southern Tier Extension), public transit (Olean Area Transit System and intercity bus lines), and a system of local highways. Salamanca, most of which also lies in the Allegany Territory of the Seneca Nation of Indians, is served by an interstate highway (I86), two railroad lines (freight service on the Southern Tier Extension and Buffalo and Pittsburgh), public transit (intercity bus lines), and a system of local highways.

Chautauqua County is the western-most county in the region. The total land area of the county is 1,080 square miles. Chautauqua County is the most urbanized and developed of the three counties in the region. Two of the region's four urban centers are located in Chautauqua County: the cities of Jamestown and Dunkirk. Jamestown, located in the southern portion of Chautauqua County, is the region's largest urban and industrial center, and the most populated municipality. Jamestown is served by an interstate highway (I86), an airport (Chautauqua County Jamestown Airport), a railroad line (freight service on the Southern Tier Extension), public transit (Chautauqua Area Regional Transit System and intercity bus lines), and a system of local highways. Dunkirk is located in the northern portion of Chautauqua County, and also has a significant population, commercial, and industrial base. Dunkirk is served by an interstate highway (I90), an airport (Chautauqua County Dunkirk Airport), two railroad lines (freight service on CSX and Norfolk Southern Corporation), public transit (Chautauqua Area Regional Transit System and intercity bus lines), and a system of local highways. Dunkirk also is served by passenger rail service (Amtrak on the CSX railroad line), although there is no passenger rail terminal in Dunkirk or in Chautauqua County.

The Southern Tier West region is home to three territories of the Seneca Nation of Indians. The Seneca Nation of Indians exercises direct control of more than 60 square miles of reservation land in the region. Development activities on Seneca lands, including transportation system improvements, are permitted by agreements between the developer and the Seneca Nation, or are undertaken directly by the Seneca Nation of Indians. The Seneca Nation of Indians is served by an interstate highway (I90), two railroad lines (freight service on CSX and Norfolk Southern Corporation), and a system of local highways.

The region consists primarily of rural, undeveloped land. Over half of the region is covered by forests and woodlands, with less than 28% remaining in active agriculture and with a little more than 7% in urbanized areas, rights of way, and rural residential uses. The remaining land is outdoor recreation (3%), fallow lands (5%), and water wetlands (3%). Data separating the urbanized/developed land into component parts of residential, commercial, industrial use, and public services land usage is not available.

Most of the region's land-use data dates back to the late sixties and seventies, when many of the region's land use plans were developed. Although there have not been large scale changes in land use patterns since the development of this information, there nonetheless have been significant changes, which include: a decrease in active agricultural land acreage, the sprawl of certain city and village urban areas extending into adjacent less-developed rural areas, an increase in population densities along rural highways, an increase in maturing forestland acreage, and an increase in the number of recreational lots. There also has been an increase in development around the recreational centers of Ellicottville and Chautauqua Lake. Population densities within the region's cities and villages generally are decreasing, while population densities in the more rural townships generally are increasing.

Lake Erie borders the northwest portion of the region. The Kinzua Dam and Allegheny Reservoir is located in Cattaraugus County, NY; and Warren and McKean Counties in Pa. Other significant lakes in the region include: Chautauqua, Cassadaga, Cuba, Findley, Lime and Rushford. Several notable wetlands exist in the region, playing an important part in the region's ecology. These are located in the towns of Poland, Kiantone, Harmony, Ellicott, Cherry Creek, Busti, Mina, Mayville, Stockton, and Villenova in Chautauqua County. In Cattaraugus County, notable wetlands exist in the towns of Dayton, Leon, Conewango, Randolph, Otto, East Otto, Ellicottville, Machias, Farmersville, and along various sections of the Allegheny River and its tributaries. In Allegany County, wetlands exist in the towns of Birdsall, Grove, New Hudson, and Andover as well as along sections of the Genesee River. Other smaller wetland areas exist throughout the region.

As a consequence of the existence in the region of particular soil types, topography, certain localized climates, and the regional climate, certain lands in the region have been designated as prime or unique farmland. The three county legislatures each have designated certain specific lands of this type as Agricultural Districts. However, these districts by no means comprise the majority of exceptional farmlands.

Agricultural Districts are designated primarily to protect the farmer and to insure that prime farmland is preserved for agricultural pursuits. Designation as an agricultural district keeps property assessments and taxes low; controls and hence relieves pressures from urban/suburban areas for expansion; keeps government from exercising eminent domain; restricts certain kinds of development; and keeps nuisance laws in check (e.g., crop spraying is not prohibited in Agricultural Districts).

The region experiences a temperate northeastern climate, with a short 5-6 month growing season and frequent harsh winters. Often, the region (especially the western portion of the region) is buffeted by precipitation and winds generated by Lake Erie. This has impacted the region's economy in both positive and negative ways.

The region's agricultural sector is constrained by the short 5-6 month growing season. However, while certain agricultural crops are not appropriate to the region's climate, others, such as grapes, dairy, maple syrup, etc. have flourished. The region has been rather successful in developing a value-added regional-export secondary food processing industry cluster that takes advantage of the region's primary agricultural production.

The region's tourism sector also has been molded by the region's climate. The region's attractive yet short summers provide for numerous outdoor recreational tourism activities, and the region has developed a winter-based recreational tourism industry (skiing, snowmobiling, hunting, etc.) that is very healthy.

On the other hand, the region's harsh winters are hard on the region's transportation infrastructure, requiring design precautions and significant maintenance.

8.2 Demographic Description of the Region

The region's population provides useful and interesting baseline data for evaluating the adequacy and future needs for the region's transportation infrastructure, and for the general ability to generate local tax revenue adequate to support its maintenance. This section examines trends in population size, migration versus natural changes in population, age of the population, and trends in the dependent population.

Between 1980 and 2000, the Southern Tier West region's population decreased, while New York State's population has increased, as indicated below.

	Population			% Change from 1980-2000
	1980	1990	2000	
Allegany County	51,742	50,470	49,927	3.51% decrease
Cattaraugus County	85,697	84,234	83,955	2.03% decrease
Chautauqua County	146,925	141,895	139,750	4.88% decrease
Southern Tier West Region	284,364	276,599	273,632	3.77% decrease
New York State	17,558,072	17,990,455	18,976,457	8.08% increase

Source: US Census Bureau

Note: Data extrapolated by Southern Tier West

The data below summarizes the net population change for the region's primary population centers between 1990 and 2000. (Source: US Census Bureau; Note: Data extrapolated by Southern Tier West)

	Population		Net Change	Percentage Change
	1990	2000		
City of Jamestown	34,681	31,730	(2,951)	(8.5%)
City of Olean	16,946	15,347	(1,599)	(9.4%)
City of Salamanca	6,566	6,097	(469)	(7.1%)
City of Dunkirk/Village of Fredonia	24,425	23,837	(588)	(2.41%)
Town & Village of Wellsville	8,115	7,678	(438)	(5.4%)

The data indicates that the region’s more urban population centers have lost population at a greater rate than have the individual counties. This implies a gain in population by the more rural areas of the region (towns and villages). This can be explained as a migration out of the region’s urban centers and into the rural areas of the region, sprawling onto previously undeveloped sites along rural highways.

At the regional level, however, the overall historical long-term trend has been a decline in population. Should this trend continue, the negative consequences to the region would include negative impact on the region’s economy, labor force, and tax base; threats to the stability and vitality of the region’s communities and to the wherewithal to pay for ongoing maintenance of the region’s local (i.e., non-federal and non-state) transportation infrastructure.

	Net Migration Rate <u>1980 – 1997</u>
Allegany County	-6.79%
Cattaraugus County	-7.77%
Chautauqua County	-9.18%
Southern Tier West Region	-8.32%
New York State	-6.46%

Source: US Census Bureau
 Note: Data extrapolated by Southern Tier West

The net migration statistic indicates the component of population change over a period that cannot be explained by the net of births less deaths. The Southern Tier West region is experiencing almost a 29% higher net outmigration rate than the State as a whole. The popular expectation of continued net outmigration is a consequence of expectations of the continuing stagnation of the Western New York economy. Continued loss of manufacturing jobs in the region will lead to outmigration of the region's skilled laborers. Further, white collar/professional workers and college graduates also are leaving the region to seek employment. The data shows that a high percentage of the outmigration from the Southern Tier West region has been made up of the young working-age (15-29) population. This group is comprised of the most likely candidates in the region for leadership, managerial, and administrative roles in the future, and the group most likely to be entrepreneurial and create jobs over the next twenty years.

Population projections for the region have been prepared by the New York Statistical Information System, a unit of Cornell Institute for Social and Economic Research, at Cornell University. The planning horizon for these projections is 2000 to 2030. These projections indicate a flat regional population over this period. However, there is some aging of the population as late baby boomer generation’s age, and as overall longevity increases.

The region's population appears not only to be aging, but aging at a faster rate than the State as a whole. Further, the region’s median age is higher than that of the State as a whole.

	Median Age of Population in “years of age”		
	<u>1980</u>	<u>1990</u>	<u>2000</u>
Southern Tier West Region	30.3	33.4	37.2
New York State	33.4	33.8	36.9

Source: US Census Bureau
 Note: Data extrapolated by Southern Tier West

The region finds itself in the position of supporting a (percentage-wise) larger dependent population than does the State as a whole. The dependent population may be defined to include all people from 0 to 17 years of age and all people 65 years of age and older. This definition may not be entirely accurate, since many persons aged 65 and older are independent, and since it fails to account for dependent (i.e., non-independent) handicapped and disabled individuals and other miscellaneous dependents. However, it perhaps is the best approximation available for an otherwise unobtainable data set.

Dependent Population as a % of Total Population

	2000
Southern Tier West Region	40.21%
New York State	37.62%

Source: US Census Bureau
 Note: Data extrapolated by Southern Tier West

The region’s population also is changing in terms of its age, in ways that are not encouraging for the region’s economy. As indicated below, overall dependency rates have declined in the region since 1960. However, the lack of "replenishment" of the productive segment of the region's population (i.e., the results of the downward trend in the segment from 0 to 17 years of age), and the overall graying (aging) of the region’s population, may make for a smaller labor force in the future.

Population in Selected Age Groups as a Percentage of Total Population

	Southern Tier West Region	
	1960	2000
Population aged 0 to 17 years	35.04%	24.99%
Population aged 65 and older	11.99%	15.22%
Total Dependent Population	47.03%	40.21%

Source: US Census Bureau
 Note: Data extrapolated by Southern Tier West

8.3 Profile of Regional Economy

The region’s economy had experienced a dramatic restructuring between 1980 and 2000. Since 1980, there have been dramatic decreases in employment in the agricultural and manufacturing sectors of the region’s economy. The region’s agricultural sector reached an employment peak in 1997, and has lost more than 50% of its employment since 1997. Although the region’s manufacturing sector lost significant employment between 1980 and 2000 (24% of the employment in that sector was lost over these two decades), the loss occurred before 1997. There also have been smaller decreases in employment in the region’s finance, insurance and real estate, and mining sectors.

Employment in the services, wholesale and retail trade, and government sectors increased dramatically over this period (but note the significant decrease in trade employment since 1997), with less significant changes in employment in the construction and transportation and utilities sectors.

Using the newer North American Industry Classification System (NAICS) code data, changes can be tracked in employment by the new sector classifications between 2001 and 2006. It is useful to note that the new NAICS classification can be read as implying a focus on business sectors that are beginning to become more important at the national or macroeconomic level, that is, the “Professional and Business Services” category and the “Education and Health Services” category. This NAICS category change reflects the transformation of the region’s economy from a manufacturing-based economy to a

services-based economy, and allows an examination of the changes in more detail within specific categories of service business categories.

Although the five-year time frame is not long enough to pick up long-term trends, this data does reinforce certain understandings regarding ongoing economic changes. First, agricultural employment has increased by 2,800 persons over this period, representing a 17.7% increase in employment in this sector since 2001. Second, manufacturing employment has decreased by 3,100 persons over this period, representing a 14.5% decrease in employment in this sector since 2001. Third, education and health services employment has increased by 1,000 people over this period, representing a 5.9% increase in employment in this sector, and government employment has increased by 800 persons over this period, representing a 3.2% increase in employment in this sector since 2001.

These changes are consistent with the overall trend in employment in the region, which in sum may be thought of as a long-term shift from a manufacturing-based economy with a strong agricultural component to a services-and-trade-based economy. Certain service jobs (especially non-value-added and non-regional-export service jobs) often have lower wages and benefits (in some cases translating to part time jobs) than the lost manufacturing jobs. Additionally, some of the region’s larger manufacturing firms have begun to use temporary or part time workers (similar to retail and commercial trade employers), who may be paid lower wages and benefits. Thus, the data overstate the impact of the gains in service sector employment and understate the impact of the losses in manufacturing sector employment. This restructuring thus represents both a net social loss and an economic loss to the region. As incomes erode, the standard of living erodes. As compared to New York State as a whole, this erosion is indicative of the region’s weaker economy. As education and health services and government employment become more important components of the regional economy, these typically higher-skill, higher-wage, and higher-benefit jobs will offset some of this loss from manufacturing. However, for there to be new wealth creation in the regional economy, there needs to be regional exports, not just re-circulation of existing wealth within the region.

General information of the state of the region’s economy include employment trend analysis, relative unemployment rates and trends in unemployment rates, relative per capita income levels and trends in per capita income, trends in number of persons receiving public assistance and amount of public assistance expenditures, relative average wage rates in different industry sectors, and changes in industry sector income levels. This section examines these data sets, with the general conclusion that the region’s economy is somewhat depressed when compared with the State as a whole and with the nation as a whole.

With minor exceptions, total employment between 2005 and 2008 has been relatively flat. However, the decrease in total regional employment between 2006 and 2007 is the largest change over this period. This decrease in employment since 2005 was experienced in all three counties, but the largest absolute loss was in Cattaraugus County, which lost 1,000 jobs between 2005 and 2007.

	Number of Persons Employed			
	2005	2006	2007	2008
Allegany County	22,300	22,300	22,200	22,400
Cattaraugus County	40,200	39,700	39,200	39,100
Chautauqua County	64,100	64,100	63,700	63,500
STW Region	126,600	126,100	125,100	125,000

Source: US Bureau of Labor Statistics and NYS Department of Labor

Unemployment in the region has exceeded both the State and national unemployment rates in almost every year since 1980. The three individual counties, the region, the State, and the federal government each reached a high annual unemployment rate for the 1990's in 1992, with the annual unemployment rates generally decreasing thereafter at all levels. The most recent annualized unemployment rates are as follows:

	Unemployment Rate			
	2005	2006	2007	2008
Allegany County	5.5%	5.3%	5.5%	6.5%
Cattaraugus County	5.4%	5.3%	5.1%	6.2%
Chautauqua County	4.9%	4.6%	4.5%	5.6%
Southern Tier West Region	5.5%	4.9%	4.9%	6.0%
New York State	5.0%	4.6%	4.5%	5.4%
USA	5.1%	4.6%	4.6%	5.8%

Source: US Bureau of Labor Statistics and NYS Department of Labor

Note: Data extrapolated by Southern Tier West

Historically, the region has lagged behind State and federal recoveries, and the region's continuing unemployment rate in excess of State and national rates in 2007 after three straight years of national economic recovery indicates continuing regional economic distress. Between 2005 and 2006, the region's unemployment rate continued to be above both the State and federal rate (6.5% higher). In 2007, this differential between the regional and federal rates remained constant, but owing to an improvement in the State economy, the differential between the regional and State rates increased. Allegany County appears to be the most economically distressed county of the three. Again, this data will bear watching over time, given the recessionary environment beginning in late 2008.

The data provided in the table below indicates a long-term decline in the region's per capita income relative to State per capita income. This ongoing decline is a function of the State's real per capita percentage income growth rate being almost double that of the region. This is even more telling because the region's base income figure is 71.69% of the State's base income figure. That is, the State's real per capita income grew by \$8,539 over this period; while the region's real per capita income grew by only \$4,035 over the same period. These data are consistent with the perception that the Southern Tier West Region did not share in the economic recovery of the late 1980's and 1990's, as did the rest of Western New York and New York State as a whole.

	Percent of NYS Per Capita Income (Real Dollars)				Growth in Per Capita Income (Real Dollars)
	1980	1990	2000	2007	1980-2007
Allegany County	62.59%	55.53%	54.89%	50.24%	54.75%
Cattaraugus County	68.40%	60.99%	59.92%	62.21%	75.34%
Chautauqua County	76.98%	64.77%	61.25%	58.20%	45.78%
STW Region	71.69%	61.90%	59.66%	57.96%	55.86%
New York State	----	----	----	----	92.79%

Source: Regional Economic Accounts.

US Department of Commerce, Economics and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, April 2009

Note: Data extrapolated by Southern Tier West

The table above also indicates a significant disparity between the three Southern Tier West counties in terms of per capita incomes. The data indicates that Cattaraugus County has made some great strides between 2000 and 2005. This phenomenon is difficult to explain, but it does coincide with the flatness of the number of manufacturing jobs in Cattaraugus County between 2001 and 2005, versus the decrease in manufacturing employment in both Allegany County and Chautauqua County over the same periods. Also, this provides some justification for continuing to focus economic development attention on the region’s manufacturing sector, and on other sectors that provide value-added net exports from the region. However, since the domestic macro-economy is shifting away from manufacturing and toward a knowledge-based value added service economy, perhaps the region should be especially attentive to encouraging high wage segments of the knowledge-based value added service sector.

The overall implication for economic development activity is that jobs must increasingly provide higher wage levels so that the region may keep its quality employees and maintain an acceptable quality of life for the region’s residents. To achieve this, the region must invest in the education and skill levels of its labor force, so as to make the labor force more productive. Further, the region’s businesses must improve the productivity of both their operating and marketing activities. Global competitiveness will require efficient, productive workplaces utilizing skilled employees for the regional economy to be sustainable, to grow, and to pay higher wages.

The data indicate that the Southern Tier West region is continuing to experience economic and social problems to a degree not shared by the rest of the State, including the Buffalo metro area. This is borne out in the data relating to public assistance and income assistance.

	Number of Persons Receiving Income Assistance 1974 – 2002	Dollars of Total Public Assistance Expenditures 1974-2002
Southern Tier West Region	30.14% decrease	82.81% increase
5 County Western New York Region	45.71% decrease	38.87% increase
New York State	54.20% decrease	10.32% increase

Source: New York State Office of Temporary and Disability Assistance
 Note: Data Extrapolated by Southern Tier West

While the number of persons receiving public income assistance is decreasing in the Southern Tier West region, the 5-county region, and the State as a whole, this decrease is much faster in other parts of the state, and the difference in this rate of decrease has been increasing in recent years. That is, other regions in the State are growing faster than is the Southern Tier West region. Additionally, while total public income assistance expenditures are growing across the State, the rate of growth in the Southern Tier West is almost eight times the State rate, indicating an inability for the economy of the Southern Tier West region to provide jobs for the region’s population.

This situation also implies a public fiscal problem for the Southern Tier West region. The failure of the region’s economy to recover to the point of reducing public and income assistance at the same rate as other regions of the State will continue to: place stress on the region’s at-capacity social service delivery system; create problems with the adequacy of the region’s housing supply; burden an overtaxed unemployment system; and make the region economically uncompetitive with the rest of the State in terms of cost burdens. The cost burden ultimately is borne by the region’s taxpayers, making the region less attractive as a place to live and operate businesses. The long-term effect, all other elements remaining equal, may be increased outmigration of productive individuals and firms from the region.

Additionally, the availability of relatively accessible income assistance in the State could lead to increased in-migration of less productive individuals and firms. From a transportation perspective, this tax revenue situation makes it more difficult to maintain and improve the region's transportation infrastructure. Philosophically and practically, there is an imperative to reduce public assistance costs by providing maximum opportunities for gainful employment and economic self-sufficiency for all individuals capable of such activity.

8.4 Employment

A brief description of the employment situation within each of the three counties follows. In Allegany County, the labor force, number of employed, and number of unemployed has remained fairly flat between 2001 and 2005. However, the unemployment rate increased from a low of 4.8% to a high of 6.4% and 6.3% in 2003 and 2004, respectively, before falling to 5.5% in 2005. This improvement in the most recent year data is representative of the improving national economy during this period, but the prior year unemployment peaks are representative of the restructuring of the County's economy.

Between 2001 and 2005, the County's manufacturing sector had a loss of 300 jobs, or 11.1% of that sector's employment. Employment in all other sectors of the County appears relatively flat, or marginally positive, including agriculture. As of 2005, the four largest employment sectors in Allegany County are agriculture (5,200 persons), government (4,800 persons), education and health services (4,400), and manufacturing (2,400 persons). The County appears to be losing manufacturing employment, while there is some growth in education and health services employment.

Cattaraugus County has experienced slightly more growth than has Allegany County, but in some ways the story is much the same. Between 2001 and 2005, the County's labor force had increased by 1,200 persons, a 2.9% increase. During that period, employment had increased by 900 persons, while unemployment increased by 200 persons. These are relatively flat numbers. However, much the same as Allegany County, the unemployment rate peaked in 2003 and 2004 (5.9% and 6.1% respectively), before falling back to 5.4% in 2005.

Cattaraugus County also has experienced sectoral employment trends that are similar to those experienced by Allegany County between 2001 and 2005. During this period, manufacturing employment fell by 1,000 persons (a 17.5% decrease), while agricultural employment grew by 900 persons and government employment grew by 1,400 persons (an 18.4% increase and a 15.6% increase respectively). Education and health care employment grew by a more modest 200 persons (a 3.9% increase). Smaller employment sectors experiencing small changes in growth or decline (yet large percentage changes, because of their small size), are the natural resources, mining and construction (a 100 person, or 12.5% increase in employment), the financial activities (a 100 person, or 11.1% decrease in employment), and the professional and business services (a 200 person, or 11.8% decrease in employment) sectors. As of 2005, the five largest employment sectors in Cattaraugus County are government (10,400 persons), trade, transportation and utilities (5,900 persons), agriculture (5,800 persons), educational and health services (5,500 persons), and manufacturing (4,700 persons). No other sector employs more than 1,500 persons.

Chautauqua County also mirrors Allegany County in several ways. In Chautauqua County, the labor force, number of employed, and number of unemployed has remained fairly flat between 2001 and 2005. However, also similar to Allegany County, the unemployment rate increased from a low of 4.8% to highs of 5.6%, 5.8%, and 5.5% in 2002, 2003, and 2004, respectively, before falling to 4.9% in 2005.

In terms of sectoral analysis, again, Chautauqua is somewhat similar to the other two counties between 2001 and 2005. Chautauqua's agricultural sector has experienced a gain of 1,300 jobs, or a 22.4% increase in that sector's employment. Meanwhile, manufacturing employment decreased by 1,600 person, or 12.3% of that sector's employment. However, there have been some interesting qualitative differences between Chautauqua and the other two counties. While professional and business services employment has increased by 10.1%, employment in this sector is so small that this represents only 300 additional jobs. Similarly, other small employment sectors have achieved small absolute number increases, but fairly substantial percentage gains. The educational and health services sector has experienced a gain of 600 jobs, or an 8.1% increase, and the financial activities sector has experienced a gain of 100 jobs, or a 7.1% increase. Similarly, the natural resources, mining and construction sector has experienced a decrease of 100 persons employed, but owing to the small size of this sector, this was fully 5.6% of sectoral employment. The most interesting divergence is that of the government sector, which experienced a decrease of 600 persons employed, or 5.2% of sectoral employment. This perhaps can be attributed to cutbacks of employment, primarily at the County level.

The major employment sectors in Chautauqua County in 2005 were the manufacturing sector (11,400 persons), government sector (11,000 persons), trade, transportation and utilities sector (10,000 persons), education and health services (8,000 persons), and agriculture (7,100 persons). Taking the long-term view, a restructuring is also occurring in Chautauqua County away from manufacturing and toward services, trade, and agriculture.

Returning to a regional perspective, data is not available for seasonal employment by SIC code or type of industry. The NYS DOL has advised that data for employment relating to seasonal industries (e.g., winter recreation and tourism-based industries) are contained within data fields for other employment sectors (e.g., the service sector). Thus, because seasonal employment data is not available and the seasonal industries are not broken out individually, little analysis can be done in this area. It can be said, however, that there is a relatively large employment base relating to seasonal agriculture (farming and processing operations) and recreation/tourism (where activity in both summer and winter seasons is an important contributor to regional employment). The implication for economic development activity is that the region must develop net export activity in its value-added private sector, whether it is manufacturing or service activity. To accomplish this, and be successful in a global economy while paying wage rates competitive with other areas of the state and nation, the region must develop areas where it holds or can hold a competitive advantage. The region must capitalize on its natural resources, mix of private enterprise, skills of its labor force, and locational advantage. Further, the private sector must be encouraged and provided incentives to increase its productivity to compete in global markets. The skills and the educational background of the region's labor force must be upgraded to enable the region's employers to compete in those same markets.

8.5 History of the Region's Transportation System

8.5.a Transportation Inventory - A region's transportation infrastructure can either support or constrain a region's economic performance and economic development. This is particularly true of a region such as southwestern New York State, for two reasons. First, the region is spread over a large geographic area, making travel an issue for the workforce and for businesses accessing customers and suppliers. Second, the region is rural, and is located at significant distances from metropolitan markets and global transportation access points (ports, international airports, etc.). Cost effective transportation infrastructure connecting our rural region to domestic and global markets is essential for encouraging

private sector investment and commerce in the region, and ultimately, for maintaining and growing a competitive regional economy.

8.5.b Development of Waterways - The history of transportation reads much the same in all lands—first came the highways, then the waterways and later the railways. This is also true in the United States where the opening of waterways closely followed the cutting of roads through the wilderness. In turn, the railroads followed the canals by only a short time.

The population east and west of the Genesee Valley was small. Travel was extremely difficult. Transporting supplies and products could be accomplished only at great expense and great risk. In 1817, the State undertook the construction of the Erie Canal, opening October 26, 1825. It was 4 feet deep and 40 feet wide, carrying capacity was approximately 30 tons of freight.

The effect of the Erie Canal was soon felt throughout the northeast and the Great Lakes region. The Canal provided the area with rapid and easy transportation. Settlers flocked westward. Forests gave way to sawmills and hamlets, which in turn grew into villages. Prosperous towns were established on the Great Lakes and a splendid chain of cities sprang up along the line of the Erie Canal. In order to keep pace with the growing demands of traffic, the Erie Canal and its main branches were enlarged from time to time. In 1862, the Erie Canal had a depth of seven feet. It could handle boats carrying 240 tons, a large increase over the first boats of 30 tons. In 1882, the tolls were abolished.

Commerce, which depends on transportation, is the mainstay of New York State. The creation of the Erie Canal was a turning point in the development of commerce and industry in New York State. Due to the excellence of its transportation facilities, New York State has received the admiration of its neighboring states.

8.5.c Development of Rail Systems - In New York State, the rail industry was a spinoff of the development of the Erie Canal. A year after the Erie Canal opened for commerce, the first railroad in the state was chartered. These primitive rail lines were made of wood, faced with strap iron and secured with granite blocks.

In the early days, railroads were thought of as an auxiliary means to waterways, providing short cuts and feeders from canals to more distant locations. As development continued and their popularity grew, railroads were built to parallel the Erie Canal. In order to protect their investment, the state imposed restrictions on rail freight. This made the only option the use of the canal system. In the early 1950's, those restrictions were lifted, and the railroads were allowed to carry freight at their own rates and retain the revenue.

The railroads intensified and accelerated the economic processes stimulated by the canal systems. In sections of the state where the canal system was limited, as in the southwestern and northern counties of the state, the railroads supplied the primary means for development. The rail system also allowed access to the eastern seaboard's market.

8.5.d Development of Highway System- As waterways and rail started to build local commerce, population centers in the region began to grow. As a result, highway systems were built as a means to move goods and people from one place to another. Population centers were connected to industry locations further away, which led to a more complete highway network.

8.5.e Development of Aviation System - Aviation has played a significant role in the overall transportation network in the Southern Tier West region. Of significance, Chautauqua County-Jamestown Airport has provided scheduled airline service since the early 1970s. At one point in the early 1990s, as many as 42,000 enplanements were recorded. Since that time, airline service has lost ground in Western New York, as air travelers drive to Buffalo, NY and Erie, PA. Airline service at Jamestown is currently subsidized by the US Department of Transportation under their Essential Air Service (EAS) program. Daily service is currently provided to Cleveland, OH.

In the 1983 Southern Tier Regional Aviation System Plan, 12 public-use airports were listed for the Southern Tier West region. Today, there are only 10, underlining the increasingly scarce airport resources in the region. Of these 10 airports, only four are publicly owned, indicating that as many as 6 existing privately owned public-use airports cannot be assured of financial solvency in the long-term.

8.5.f Public Transit System - Early movements of people after 1800 in the region were by foot, by water-borne canoe or raft, or by horse-pulled conveyances along often muddy roads. Travel by stage coach became possible around 1820, following the completion of the Chautauqua Road and other early post roads into the area.

Canals and railroads began to impact the region during succeeding decades, with the Lake Erie Extension Canal completed in 1844 and the Hornell to Dunkirk line of the New York and Erie Railroad opened in 1851. The Genesee Canal, constructed a few years later, attempted to compete with the railroads in the movement of freight but was not a significant factor in passenger transit.

The first major era in the history of public transportation in the region coincided with development of steamboats using Lake Chautauqua, Lake Erie and occasionally the middle and upper reaches of the Allegheny River. The railroads extended commercial and cultural development throughout the region, continuing to expand until around 1910, followed by a period of mergers, contractions, and technological change which brought the gasoline powered motor vehicle into vogue.

The development of the Eastern Sector began in 1851, with the completion of the New York and Erie Railroad to Dunkirk, a horse drawn shuttle bus service was instituted in the City of Olean – between the rail depot and two local hotels. Horse drawn service was also provided between Olean and Portville.

The Olean Street Railway Company was organized in 1880, constructing tracks along the streets from downtown Olean to the rail depot and later along West State Street to St. Bonaventure College. The first rail cars pulled along these tracks were horse drawn. In 1893, the system was electrified.

In 1897, the Olean, Rock City and Bradford Railroad Company (ORCBRC) were formed through consolidation of two smaller companies. In 1808, the ORCBRC 20 miles of narrow gauge track from the Olean, Bradford & Warren Railroad linking Olean over the Rock City route with Bradford Pennsylvania. In 1906, the new company consolidated with the Olean Street Railway Company, which had extended service westward to Allegany and eastward to Portville and Bolivar, forming the Western New York and Pennsylvania Traction Company.

Growth continued in the Traction Company's system through 1908, when lines were extended from Salamanca to Little Valley and from Seneca Junction to Foster Brook near Bradford, Pennsylvania. This completed an overall system covering around 100 miles of trackage and including parts of two counties in New York State and two in Pennsylvania.

In 1920, the Western New York & Pennsylvania Traction Company went into receivership and in 1921 was reorganized as the Olean, Bradford and Salamanca Railway. Over the next six years the various segments were abandoned one by one, and in 1927 operations ceased on the remaining sections between Ceres and Salamanca, New York.

The trolley system, during its prime years, provided convenient access into Olean, Salamanca, and Bradford from outlying rural communities for purposes of trade, commuting to work, and social activities. Little Valley, the Cattaraugus County seat, was accessible from the populous areas in the southern part of the county. The route over Rock City, south from Olean, provided a direct link into the Bradford oil fields and the small communities and camps which then populated the area, in addition to serving as a popular excursion route into the scenic Rock City resort area.

There is little doubt that the system contributed substantially to the growth and development of Olean as a regional commercial center, with the great majority of persons residing within a 20-25 mile radius having easy access to the trolley.

Going forward to the 1990s, the Allegany County Legislature developed Allegany County Transit (ACT), a publically owned system that is operated by a third party contractor, First Transit, Inc.

In August of 1990, the City of Olean and Blue Bird Coach Lines entered into a contract to operate what was known then as the “Bona Bus” and also the “BOA Bus” (Bonaventure-Olean-Allegany). Two bus routes were created, one travelling through the St. Bonaventure University (SBU) campus during the weekdays and another route travelling between the Village/Town of Allegany and the City of Olean on weekends. This arrangement allowed SBU students and the residents of Olean and Allegany to ride the bus at an affordable cost to both students and residents alike. An additional route into the City of Olean, Monday through Friday (afternoons only), was added to form three complete route runs, making the bus more desirable for the general public for shopping, travel to employment, social, leisure and medical needs. Between 1997 and August of 2001, the BOA Bus continued its regular operations and expanded service through the summer when SBU was not in session.

In August of 2001, the Cattaraugus County Department of Social Services was awarded a grant under the Community Solutions for Transportation (CST) program to provide essential transportation services to residents and families in the County for employment, health and education purposes. From 2001 through November of 2007, Cattaraugus County contracted with area transit providers to operate what became known as the Olean Area Transit System (OATS). The OATS service consisted of one fixed route through the greater Olean area open to the public and operating 12 hours per day, 6 days per week, and 52 weeks per year. Annual ridership for the service was approximately 23,000.

In November of 2007, Cattaraugus County received bids to operate the OATS service for one year, January 1, 2008 through December 31, 2008, with a two-year renewal option. The lowest bid proposal came in at a 70% increase from the previous 2004 contract rate, exceeding the County’s identified revenue sources. Without the availability of sufficient revenue sources, the proposed contract was not awarded by the Cattaraugus County Legislature. As an expression of commitment to provide for the needs of its community residents, in January 2008 the City of Olean agreed to finance the continuation of the OATS. With financial assistance from various sources and through a third-party contract operator, First Transit, Inc, and the City of Olean continues to provide service to its residents. Service routes have been expanded and plans for additional expansion are underway.

The development of the Western Sector began on June 19, 1884 with the first horse drawn rail cars were introduced on the streets of the City of Jamestown – heralding a dynamic and colorful era of transit development in that area. This development would eventually reach westward along the shores of Lake Chautauqua to Mayville and Westfield and integrate all rail and steamboat transit in the Chautauqua Lake area by 1913 under the ownership and direction of Jamestown entrepreneur, S. B. Broadhead.

By 1891, the first electric trolley car had gone into service in Jamestown, with the Jamestown Street Railway Company soon expanding its lines outside the City and connecting with major steamboat landings on Chautauqua Lake. Celeron Park, developed by the Railway Company, became the “Coney Island” for the entire Jamestown region, featuring resort hotels, theater, ball park, coliseum and other attractions easily accessible to area residents and visitors via the trolley system and scheduled steamboat trips.

Interurban trolley service was extended when the Chautauqua Traction Company constructed lines from Celeron to Lakewood, then to Sherman’s Bay, Ashville, Stow, Chautauqua and Mayville. A subsequent extension to Westfield provided a connection with the principal Buffalo to Cleveland rail lines and the longer established Erie Lake Plain travel corridor.

The Jamestown and Chautauqua Lake Trolleys publication on the history of trolleys in the area identifies the period between 1914 and 1924 as the peak years for use of the trolley and rail passenger industry.

Notwithstanding the technological and economic forces which began closing the trolley systems in many American communities, the line serving from Celeron along the west side of Chautauqua Lake continued in operation for passenger service until November 30, 1947, the last interurban trolley to operate in New York State.

Rail passenger service continued to be provided through the area on an east west basis by the Erie Lackawanna Railroad until the retirement of the “Phoebe Snow” in January 1970. Today, only the City of Dunkirk in the Southern Tier West region receives any type of rail passenger service and this is through the Amtrak system, which provides very few local stops between Buffalo and Cleveland.

The Chautauqua Area Regional Transit System (CARTS) began in 1978 as a pilot program after submitting its final application to the Appalachian Regional Commission in 1977. The pilot program developed into the current CARTS system in 1979 with 12 active routes. Ridership and route service continued to expand during the 1980's. In 1984, CARTS began coordinating transportation needs and dispatching all vehicles for Chautauqua Opportunities, Inc. elderly and handicapped service and in the late 1980's began operating those vehicles as part of the public transit demand service.

In the 1990's, CARTS added two additional rural routes and fully implemented the Americans with Disabilities Act (ADA) and became 100% wheelchair accessible. Coordination with the Adult Day Care Centers and the Chautauqua County Veteran’s Service Agency began.

In the 1990's, Chautauqua County Office for the Aging (OFA) began providing Senior Aides (Federal funded program) to assist the CARTS drivers on the demand response routes in order to help with passengers in need of assistance, including wheelchair needs. This program is still in effect today.

In 1997, CARTS was asked to absorb the Dunkirk City bus service and began new city service in Jamestown, Lakewood and Falconer after the JARTS service was disband in October of 1996.

In January of 1997, CARTS assumed coordination of all Chautauqua County Department of Social Services non-emergency Medicaid transportation, including their van service which is coordinated with an OFA Senior Aide driver.

CARTS moved into its own office and maintenance facility in 2001 at 234 Hopkins Avenue in Jamestown.

In 2004, CARTS won the New York State Department of Transportation (NYSDOT) "Marketing Award for Small Rural Systems". In 2007, CARTS was named "Small Rural System of the Year" by NYSDOT.

In 2008, the two CARTS dispatch centers reorganized and combined to one dispatch center in Jamestown. This was to provide a more efficient dispatch center and begin to create the functions necessary to assume the administrative functions of the OFA's "Volunteer Driver Program" in conjunction with RSVP's continued recruitment of volunteer drivers.

9.0 HIGHWAY SYSTEM

Section 9 will outline the priority corridors for the three counties, the Seneca Nation of Indians and the cities and villages (if applicable) within its respective county. In the case of the counties, each priority corridor will be followed by a brief synopsis provided by the respective municipality as to the reason for it being designated a priority corridor. Following the synopsis will be a chart of traffic counts that pertain to the priority corridor. This chart will include the road count station number, the date the count was taken, the direction of the lane in question, and the average annual daily traffic (AADT).

Following the traffic count information, a chart will provide relevant bridge data for the priority corridor. Please note that not all bridges were selected for representation along the corridor. The relevant bridge data chart will include the NYSDOT bin identification number, DOT region the bridge is located in, the county the bridge is located in, the condition rating, sufficiency rating, functional classification of the structure, the AADT and the year the AADT was recorded, and the percent of truck traffic crossing the bridge. The final documentation on the page will be a map showing the priority corridor in question. Depicted on the map will be the corresponding bridges and traffic counts represented in the charts. In the case where there are no bridges or traffic counts on the corridor it will simply say NA (Not Applicable).

Including traffic counts to the descriptions of priority corridors is intended to give the reader a means for judging corridor use. Traffic counts can also be used as a basis for determining travel patterns through a highway network- when compared to adjacent corridors and their traffic counts.

The described bridge data was included to provide owners of the structures a perspective of the structures significance in relation to the priority corridor. For example, closing a bridge down for rehabilitation or replacement has unintended consequences for the highway network surrounding the bridge. Recognizing that corridors often times transcend municipal boundaries, this data provides important information to municipalities that may have to deal with the unintended consequences of a bridge closing.

In regards to the region's cities and the Village of Wellsville, the process for depicting priorities differ from the county-level priorities. In the case of cities and the Village of Wellsville, there will be a map with each of the primary corridors highlighted. At the bottom of the map will be a key colored to correspond with the priority in question. When the reader proceeds to the synopsis of the priority, there will be a correlation between the street name (if applicable) and the street name documented on the maps legend.

As pointed out in goal number two in section two, transportation safety is a key consideration when making transportation planning decisions. When considering capital and/or maintenance projects a review of accident data can help improve highway safety considerably. However, it is often very difficult to find comprehensive and timely data when making transportation planning decisions. The review of accident data can be a good source when considering capital and/or maintenance projects to help improve highway safety. It is often very difficult to find accident data that is comprehensive and timely.

One online source is the FARS system, short for "Fatality Analysis Reporting System". The FARS system is administered by the National Highway Traffic Safety Administration (NHTSA). To be included in the FARS data collection process, a crash must involve a motor vehicle traveling on a traffic way customarily open

to the public and it must result in the death of a person (either an occupant of a vehicle or a non-motorist) within 30 days of the crash. FARS data is used extensively within NHTSA. Data on fatal motor vehicle traffic crashes are gathered from the state's own source documents and are coded on standard FARS forms. The FARS forms generally include some or all of the following pieces of information in the data collection process: Police Accident Reports, state vehicle registration files, state driver licensing files, state highway department data, vital statistics, death certificates, coroner/medical examiner reports, hospital medical records and emergency medical reports.

The final component to the counties prioritization process is a GIS-based map highlighting the priority corridor while at the same time showing of the surrounding transportation network. Included in the map are the traffic count locations and bridge locations that are represented in the charts.

The region's cities and the Village of Wellsville were also solicited for input into the planning process. In these cases, the priority corridors were represented by a GIS based map with the corridors highlighted by colors that correlate with the key of the map.

9.1 Allegany County Highway System

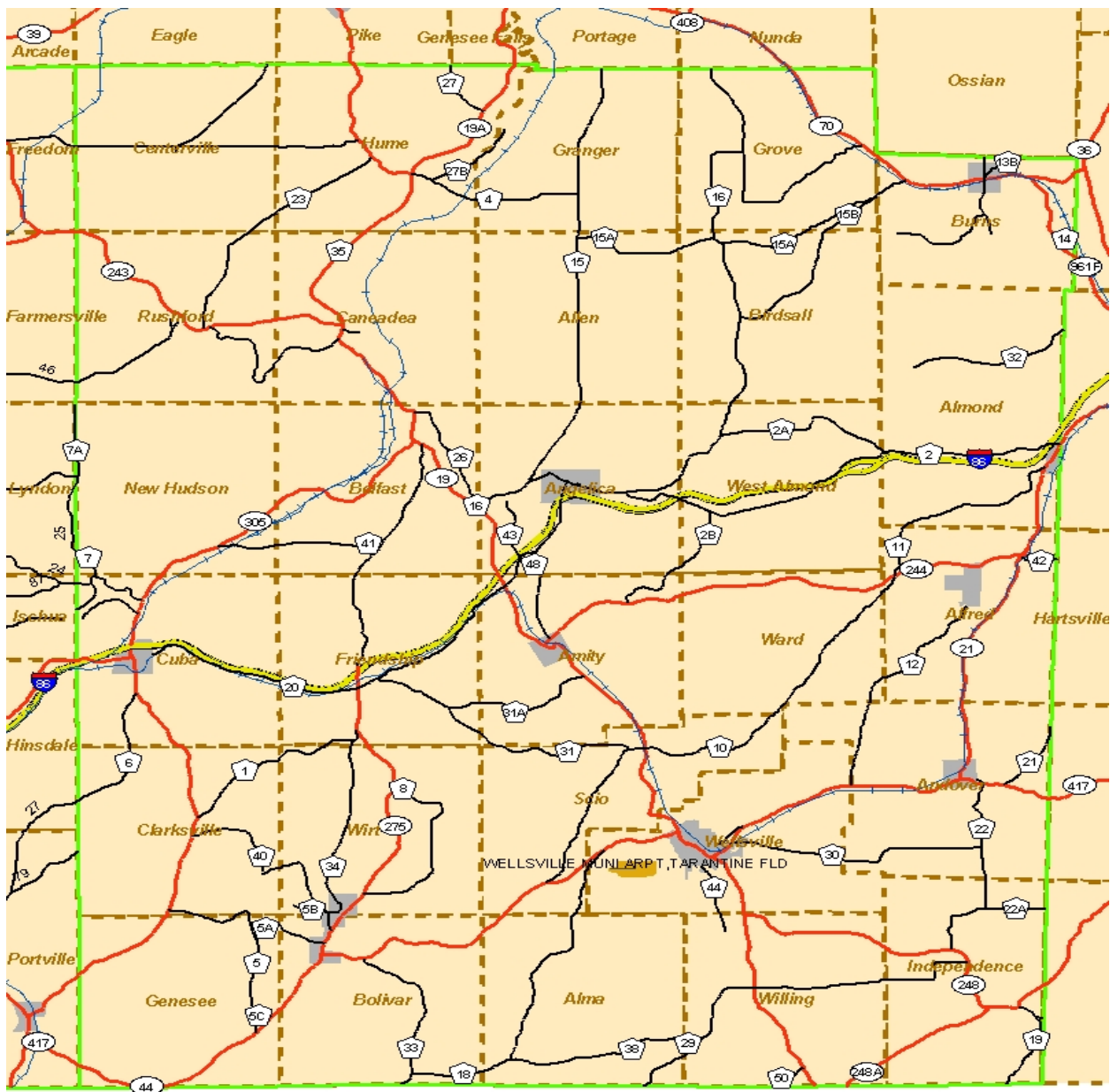
As described in the geographic profile portion of this document, Allegany County is the least industrialized and the most rural county of the Southern Tier West region. With a total of 1900 centerline miles of highway, Allegany County has the fewest centerline miles in the Southern Tier West Region. Of the 1900 centerline miles, 1250 of those miles are under the jurisdiction of the towns, 72 miles are under the jurisdiction of the villages and 344 miles are under the jurisdiction of the County. The remaining 228 miles of the highway system are under the jurisdiction of NYS DOT- 4 miles being listed as "other"- in New York State Department of Transportation's 2006 Highway Mileage Summary report.

Of the 228 miles of NYS DOT-owned highway, Interstate 86 is the most prominent corridor in Allegany County. Classified as a Principal Arterial, I-86 runs east/west through the center of the county, running from the Town of Cuba east through the Town of Almond. Other significant state highway corridors include SR 19 and SR 417. Classified as minor arterials, SR 19 runs north/south through the entire county and SR 417 transcends east/west along the southern portion of the county. Other significant portions of the state system, classified as minor arterials, include SR 243, SR 21 and SR 70. The only portion in the county that is classified as a principal arterial (interstate) is Interstate 86 that runs east/west across the central portion of the county. There are also 3 state routes that are classified as major collectors that serve as significant components of the state highway system in the county. State Route 244 runs east/west from Belmont to SR 21 south of Alfred. The other two major collectors run north/south, originating at SR 417. State Route 305 originates in Cattaraugus County and runs north until it intersects with SR19. At the Town of Belfast line, the classification of SR 305 converts into a minor arterial classified road. Beginning in Friendship, SR 275 runs south to SR 417 in the Village of Bolivar.

Allegany County recognizes several priorities that have different levels of impact upon the County's transportation system. The following priorities are laid out in terms of jurisdiction and are not in order of significance however all are believed to have significant impact in terms of quality of life, economic development and /or safety considerations.

Following are the priorities/priority corridors that were presented to Southern Tier West by sponsoring municipalities within Allegany County. These priorities take into account several issues, which include but are not limited to: capacity, safety considerations, deficiencies, economic development considerations, corridor analysis, safety considerations and quality of life considerations.

Allegany County Highway System



FEDERAL ROAD SYSTEM

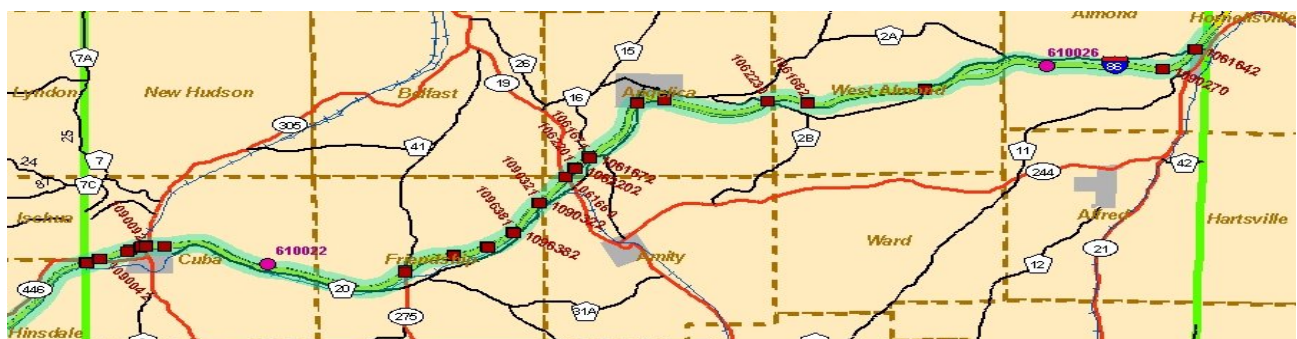
9.1.a Interstate 86 is classified as a principal arterial-interstate. Traversing east/west across the central portion of the county, I-86 enters the county in the east at Almond and continues west toward the City of Olean in Cattaraugus County. Interstate 86 serves as the backbone to much of the development potential in the county and throughout the region. Interstate 86 includes six interchanges within Allegany County with many of the interchanges undeveloped and others underdeveloped. Allegany County recognizes the potential of such development. As evidence, one strategy pointed out in the Allegany Comprehensive Plan is the desire to facilitate sewer and water district expansion within municipalities along I-86 and SR 19.

Allegany County Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
610022	5/21/2007	East	3440
610022	5/21/2007	West	3400
610026	5/21/2007	East	2888
610026	5/21/2007	West	2835

Allegany County Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1061581	6	Allegany	5.983	95.9	1	3057	2004	32.61
1061582	6	Allegany	5.932	97.9	1	3057	2004	32.61
1061642	6	Allegany	6.000	95.8	1	3611	2006	32.61
1061671	6	Allegany	5.627	97.8	1	3251	2006	32.61
1062221	6	Allegany	5.031	95.9	1	2919	2004	32.61
1062222	6	Allegany	5.094	95.9	1	2919	2004	32.61
1090031	6	Allegany	5.441	93.8	1	4354	2004	32.61
1090032	6	Allegany	5.441	92.8	1	4354	2004	32.61
1090042	6	Allegany	5.344	95.8	1	4354	2004	32.61
1090051	6	Allegany	4.531	83.5	1	8708	2004	32.61
1090091	6	Allegany	5.344	87.7	1	4354	2004	32.61
1090092	6	Allegany	4.953	87.7	1	4354	2004	32.61
1090270	6	Allegany	4.976	67.8	1	6113	2004	32.61
1090311	6	Allegany	4.895	85.8	1	3487	2006	32.61
1090322	6	Allegany	4.895	85.6	1	6973	2006	32.61
1096381	6	Allegany	5.684	95.8	1	3487	2006	32.61
1096382	6	Allegany	5.684	95.8	1	3487	2006	32.61
1096550	6	Allegany	5.211	69.9	1	8708	2004	32.61

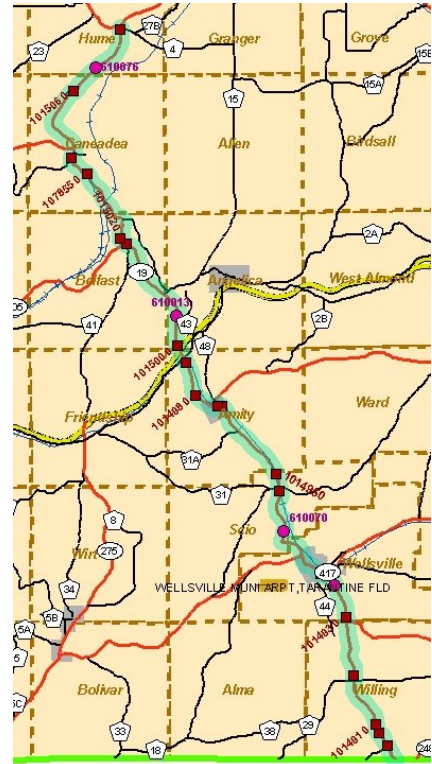


STATE ROAD SYSTEM

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
610076	5/21/2007	Northbound	1730
610076	5/21/2007	Southbound	1708
610013	5/21/2007	Northbound	1504
610013	5/21/2007	Southbound	1542
610070	3/18/2008	Northbound	4348
610070	3/18/2008	Southbound	4314
610069	4/4/2006	Northbound	3084
610069	4/4/2006	Southbound	3099

9.1.b State Route 19 is recognized as an important corridor to the development of Allegany County. Classified as a minor arterial, this corridor serves as a north/south corridor. SR 19 intersects with I-86 in the center of the county, providing a significant corridor for areas of the county south of the interchange. State Route 19 connects areas such as the county seat (Belmont) and the Village of Wellsville. It also provides a corridor for travelers in Pennsylvania looking to commute to destinations to the north. With Allegany County looking to develop County Road 20 and the interchanges of I-86, the SR 19 corridor is likely to see development that may lead to capacity issues along the existing corridor. At present there are congestion issues along SR 19 between Belmont and the Village of Wellsville. Future development will most definitely exacerbate this issue up and down the corridor. Allegany County recognizes that upgrading this corridor from its existing two-lane configuration to a three-lane configuration (with turning lanes) could help to avoid safety and congestion issues that may develop with future development along the corridor.



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1014890	6	Allegany	6.229	93.6	6	2285	2006	8.15
1014900	6	Allegany	5.714	94.1	6	2285	2006	8.15
1014910	6	Allegany	5.886	93.6	6	2285	2006	8.15
1014920	6	Allegany	6.310	94.6	6	2615	2006	8.15
1014930	6	Allegany	5.714	72.8	16	7144	2006	5.04
1014940	6	Allegany	6.357	83.8	6	8957	2005	8.15
1014950	6	Allegany	6.114	83.8	6	6112	2006	8.15
1014960	6	Allegany	5.472	81.8	6	6693	2006	8.15
1014970	6	Allegany	3.544	3.0	6	6693	2006	8.15
1014980	6	Allegany	5.514	79.5	6	5224	2006	8.15
1014990	6	Allegany	3.953	28.8	6	5224	2006	8.15
1015000	6	Allegany	5.860	87.8	6	3880	2006	8.15
1015010	6	Allegany	5.397	88.7	6	3466	2005	8.15
1015020	6	Allegany	5.619	83.5	6	4664	2004	8.15
1015050	6	Allegany	5.714	82.5	6	4987	2004	8.15
1015060	6	Allegany	5.233	82.6	6	3773	2006	8.15
1015070	6	Allegany	4.813	75.6	6	3773	2006	8.15
1069770	6	Allegany	4.017	38.3	16	9172	2005	5.04
1078550	6	Allegany	7.000	85.7	6	4987	2004	8.15
3047780	6	Allegany	3.891	66.7	8	4379	2006	10.07
3090290	6	Allegany	5.286	96.9	8	1831	2006	10.07
3357600	6	Allegany	5.317	84.7	9	711	2006	6.07

9.1.c. State Route 21 is classified as a minor arterial that serves as a north/south corridor between Alfred and SR 417. SR 21 serves as a significant corridor to Alfred due in large part due to the presence of Alfred State College and Alfred University. As depicted in the charts below, SR 21 has a relatively consistent traffic count in the north/south directions, which could lead to supports that the corridor is a commuter route taking traffic to and from a particular location. The bridge chart references that Bin #1016250 has a sufficiency rating of 75.8.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
610028	11/14/2006	Northbound	1057
610028	11/14/2006	Southbound	1034
610080	11/14/2006	Northbound	913
610080	11/14/2006	Southbound	912
610083	4/10/2006	Northbound	4373
610083	4/10/2006	Southbound	4372
640081	4/11/2006	Northbound	3127
640081	4/11/2006	Southbound	3267



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1016250	6	Allegany	4.821	75.8	6	2093	2006	8.15
1016260	6	Allegany	5.209	91.2	6	2093	2006	8.15
1016270	6	Allegany	5.789	95.3	8	1446	2000	10.07
1016280	6	Allegany	7.000	94.1	6	1824	2006	8.15
1016300	6	Allegany	5.444	92.2	6	1824	2006	8.15

9.1.d. State Route 243 is also classified as a minor arterial. Allegany County commented that transportation north to Buffalo necessitates increased improvements to SR 243. This corridor is also significant for tourism destinations such as Rushford Lake, Houghton, and the Genesee River Access. State Route 243 is part of a potential east/west corridor in the northern part of the county. As a part of this documents planning process, STW engaged a consultant to provide a preliminary feasibility assessment for such a corridor. The Allegany County Legislature deemed it as an asset to the county by adopting a resolution (#171-08) to consider potential alignments for such a corridor.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
610152	3/31/2008	Eastbound	1280
610152	3/31/2008	Westbound	1294
610154	11/6/2007	Eastbound	1239
610154	11/6/2007	Westbound	1208

Relevant Bridge Data (NYSDOT)

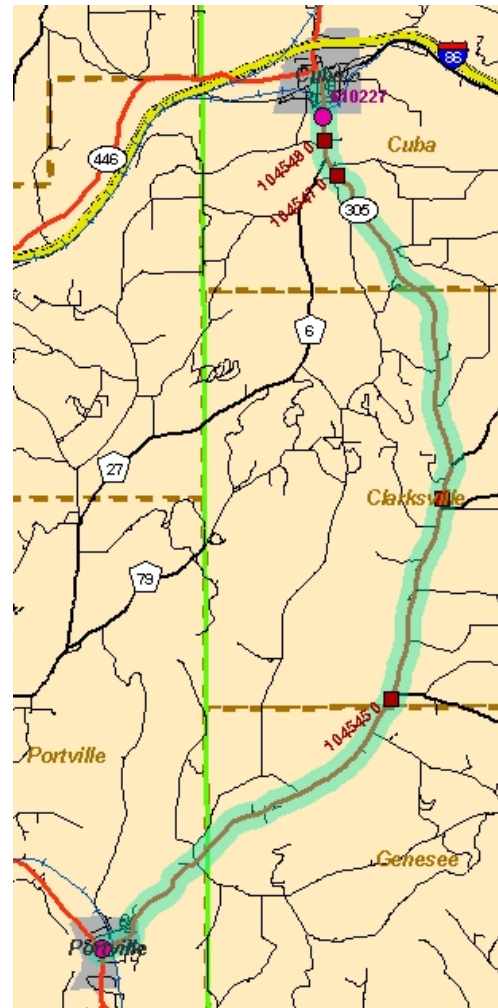
BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1042840	6	Allegany	4.884	86.7	6	2659	2005	8.15
1042850	6	Allegany	7.000	82.0	6	3521	2004	8.15
1061980	6	Allegany	4.737	73.9	6	2659	2005	8.15



9.1.e State Route 305 is classified as a major collector that runs from SR 417 in Cattaraugus County north through the Village of Cuba until it ultimately ends in the Town of Belfast when it intersects with SR 19. Allegany County representatives point out that SR 305, from SR 417 to the Village of Cuba, is utilized in large part by commuters looking to avoid congestion issues in the City of Olean and the Village of Wellsville located along SR 417. The mayor of Cuba also responded to a request regarding the data collection process for the SR 305 corridor, as submitted by Allegany County representatives. That correspondence is available for review in Appendix 17.5.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
510001	6/16/2008	Northbound	1524
510001	6/16/2008	Southbound	1321
610227	9/8/2008	Northbound	2001
610227	9/8/2008	Southbound	1718
610229	5/21/2007	Northbound	3012
610229	5/21/2007	Southbound	2999
610231	4/3/2006	Northbound	698
610231	4/3/2006	Southbound	715



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1045450	6	Allegany	4.829	80.0	7	2056	2006	7.87
1045460	6	Allegany	6.489	93.8	7	1690	2005	7.87
1045470	6	Allegany	4.667	46.5	7	4333	2006	7.87
1045480	6	Allegany	4.950	84.0	7	4333	2006	7.87

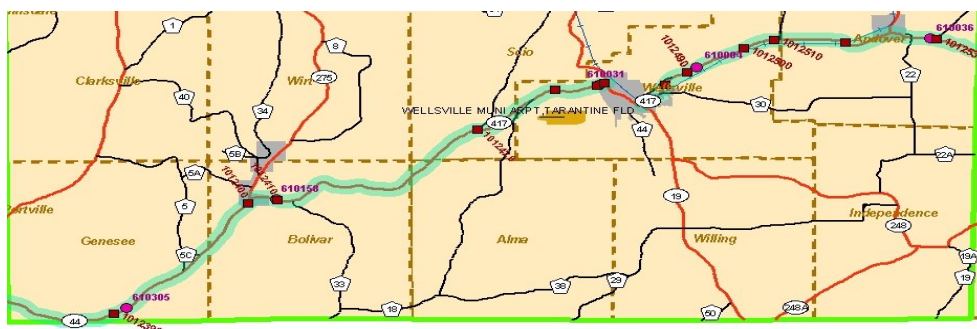
9.1.f State Route 417 has two different classifications in three different segments along the corridor and within the county boundaries. State route 417 is classified as a major arterial from the Cattaraugus County border east, when it reverts to a minor arterial in the town of Scio. State Route 417 then reverts back to a minor arterial exiting the Village of Wellsville heading east. There is existing business development east of Wellsville and has potential to expand, as well as, anticipated development west of Wellsville with a Wal-Mart Supercenter being proposed for construction. Development in the Village of Wellsville is dense. Future expansions and additions will surely exacerbate any present congestion and safety issues along the corridor.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
610305	11/12/2007	Eastbound	1862
610305	11/12/2007	Westbound	1842
610158	4/10/2006	Eastbound	1668
610158	4/10/2006	Westbound	1682
610031	3/31/2008	Eastbound	6917
610031	3/31/2008	Westbound	6206
610004	3/1/2007	Eastbound	2624 (ADT)
610004	2/1/2007	Westbound	2283 (ADT)
610036	11/14/2006	Eastbound	926
610036	11/14/2006	Westbound	957

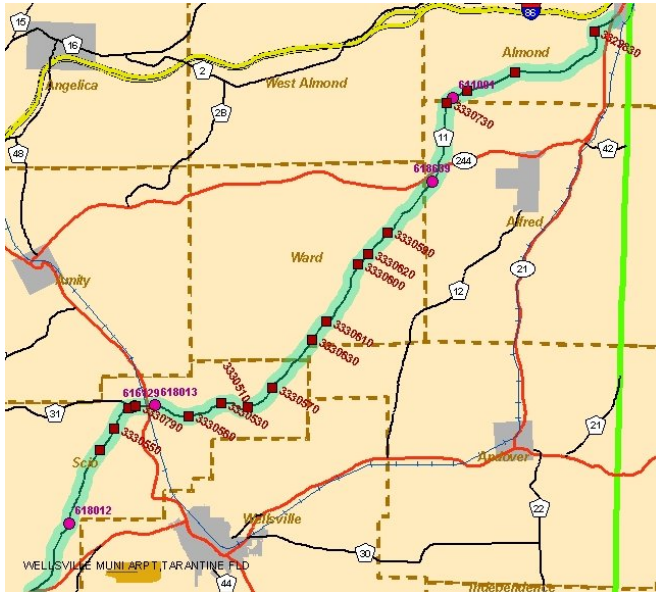
Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1012390	6	Allegany	6.714	83.7	6	4527	2006	8.15
1012400	6	Allegany	4.833	67.4	6	4842	2006	8.15
1012410	6	Allegany	4.373	65.7	6	3337	2006	8.15
1012420	6	Allegany	5.714	69.7	6	2148	2002	8.15
1012430	6	Allegany	6.480	84.5	16	4273	2006	5.04
1012440	6	Allegany	0.000	99.0	16	13766	2004	5.04
1012450	6	Allegany	5.431	63.7	16	13766	2004	5.04
1012480	6	Allegany	5.825	78.7	16	6862	2004	5.04
1012490	6	Allegany	4.136	59.7	6	4948	2006	8.15
1012500	6	Allegany	4.559	76.5	6	4948	2006	8.15
1012510	6	Allegany	4.356	70.8	6	4948	2006	8.15
1012520	6	Allegany	5.606	79.7	6	3915	2006	8.15
1012530	6	Allegany	3.473	20.8	6	1857	2006	8.15
3330200	6	Allegany	4.316	82.8	7	596	2003	7.87
3330210	6	Allegany	6.727	92.9	7	1118	2006	7.87



COUNTY ROAD SYSTEM

9.2.g County Roads 9, 10, 11 are classified as major collectors. A corridor consisting of county roads 9, 10 and 11 was highlighted as a priority by Allegany County because the combination of roads provides access from Alfred to SR 417.



Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
618012	9/17/07	N/S Bound	918
616129	9/17/07	N/S Bound	3224
618013	5/28/07	N/S Bound	2346
618639	5/28/07	N/S Bound	809
611001	6/2/04	Northbound	277
611001	6/2/04	Southbound	302

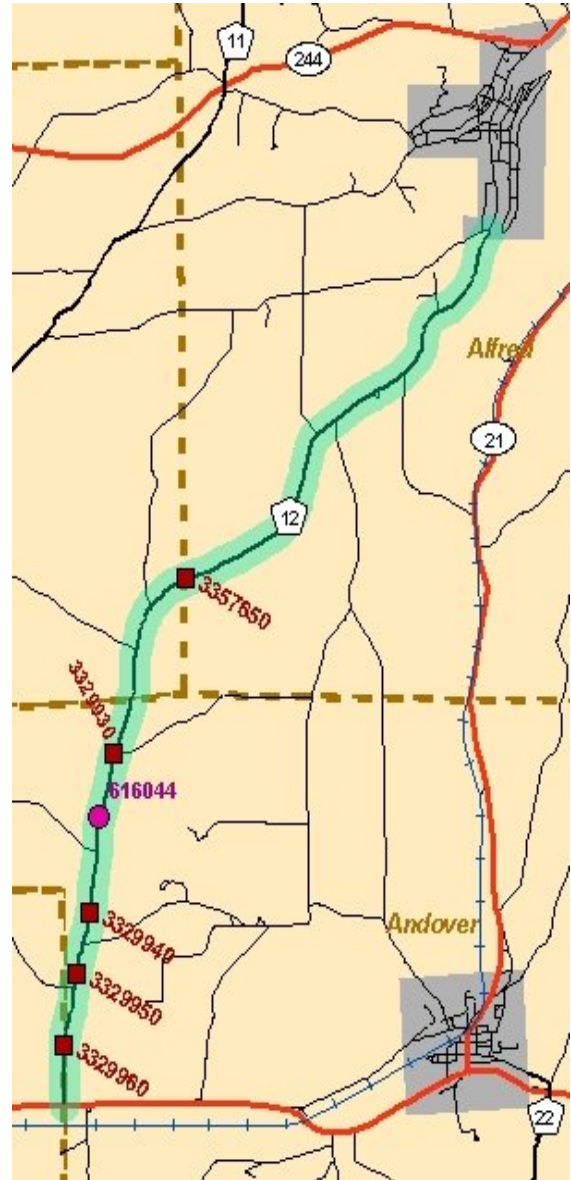
Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3330520	6	Allegany	4.934	72.0	7	1429	2006	7.87
3330540	6	Allegany	5.305	78.7	7	3457	2003	7.87
3330550	6	Allegany	5.317	77.7	7	1429	2006	7.87
3330790	6	Allegany	6.306	90.8	7	2872	2006	7.87
3330510	6	Allegany	6.493	95.9	7	887	2006	7.87
3330530	6	Allegany	6.921	95.9	7	887	2006	7.87
3330560	6	Allegany	6.373	94.9	7	887	2006	7.87
3330570	6	Allegany	5.940	88.8	7	558	1994	7.87
3330590	6	Allegany	6.614	97.9	7	672	2002	7.87
3330600	6	Allegany	5.868	98.8	7	714	2006	7.87
3330610	6	Allegany	6.171	89.8	7	766	2002	7.87
3330620	6	Allegany	6.254	90.3	7	551	2005	7.87
3330630	6	Allegany	4.947	92.4	7	577	2005	7.87
3329830	6	Allegany	6.492	98.4	7	622	2006	7.87
3329860	6	Allegany	6.587	98.6	7	622	2006	7.87
3329870	6	Allegany	5.432	83.6	7	578	2004	7.87
3330730	6	Allegany	6.457	92.5	7	781	2006	7.87

9.1.h. County Road 12 is classified as a major collector. Allegany County prioritized CR 12 as a priority corridor because the corridor links educational facilities located in Alfred to education facilities located in the Village of Wellsville. The corridor is also significant because commuters from south/east Cattaraugus County also utilize the SR 417, SR 19, CR 12 corridor to access the educational facilities in Alfred.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
616044	9/17/2007	N/S Bound	2054



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3329930	6	Allegany	6.860	82.7	7	2196	2006	7.87
3329940	6	Allegany	5.791	92.2	7	2314	2006	7.87
3329950	6	Allegany	6.211	80.1	7	2314	2006	7.87
3329960	6	Allegany	5.632	90.0	7	2314	2006	7.87
3357650	6	Allegany	5.947	83.8	7	1969	2006	7.87

9.1.i County Route 6 is classified as a major collector that runs from the intersection of SR 305 in the Town of Cuba, Allegany County and runs south to the county line. At the county line, this CR 6 turns into CR 27 in Cattaraugus County. CR 27 is also a priority corridor for Cattaraugus County, ultimately connecting to SR 417 in the Town of Portville.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
618006	6/11/2007	N/S Bound	877



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3330200	6	Allegany	4.316	82.8	7	596	2003	7.87
3330210	6	Allegany	6.727	92.9	7	1118	2006	7.87

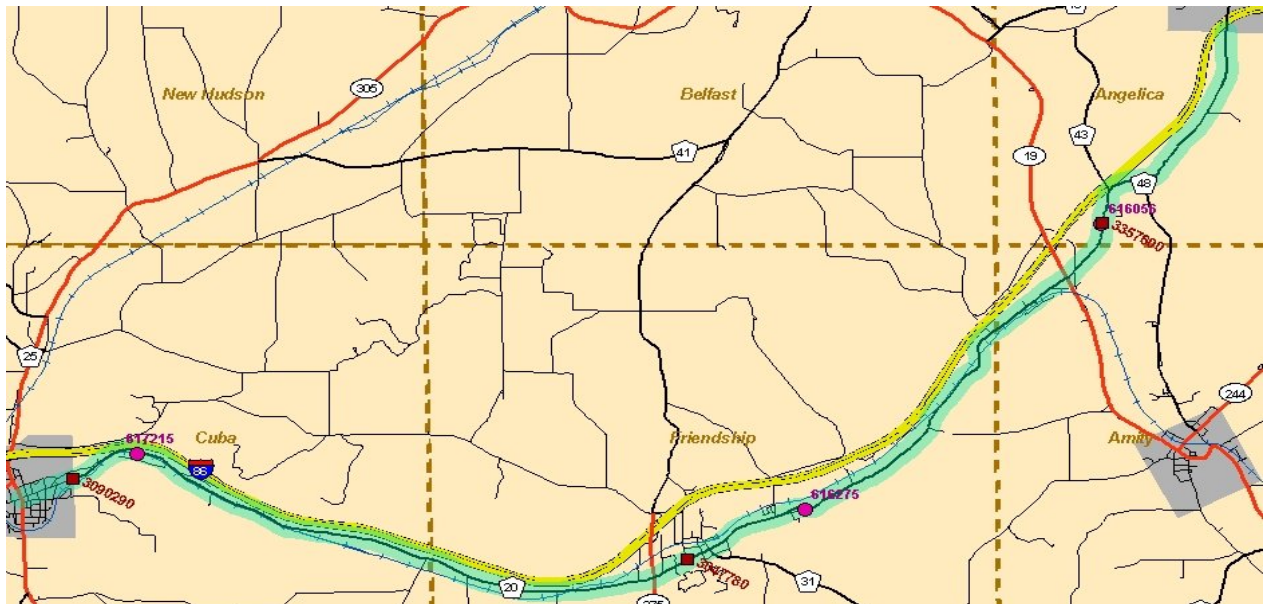
9.1.j County Road 20 is a priority corridor that traverses several municipalities from Cuba to the Town of Angelica. County Road 20 has two functional classifications between the Village of Cuba and the Town of Angelica. County Road 20 is classified as a minor collector in the Village of Cuba. CR 20 is a flat tract of land that has rail accessibility, little residential housing, close proximity to I-86 and hundreds of acres controlled by Allegany County. At the present time, Allegany County is in the planning process of installing water and sewer installation to assist in the development of this corridor. Allegany County also points out that this corridor is used as an emergency bypass for I-86, pointing out the strategic alignment to I-86.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
617215	4/15/2003	N/S Bound	136
616275	7/9/2006	E/W Bound	1244
616056	7/9/2006	E/W Bound	710

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3047780	6	Allegany	3.891	66.7	8	4379	2006	10.07
3090290	6	Allegany	5.286	96.9	8	1831	2006	10.07
3357600	6	Allegany	5.317	84.7	9	711	2006	6.07



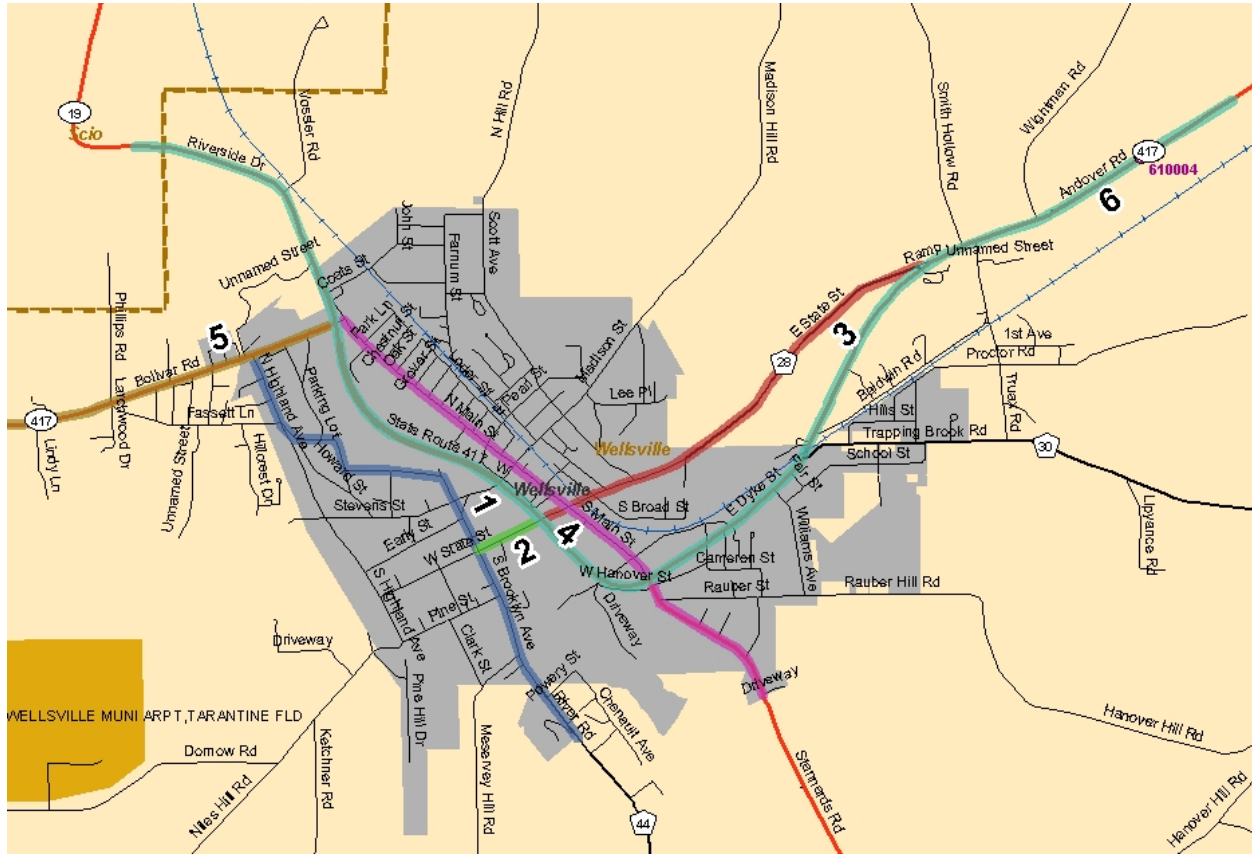
9.1.k Allegany County Functional Classification Map



Functional Classification System

- | | |
|---------------------|---------------------|
| Rural | Urban |
| 7 - Major Collector | 16 - Minor Arterial |
| 8 - Minor Collector | 17 - Collector |
| 9 - Local | 19 - Local |

9.1.1 The Village of Wellsville is the only village that was formally solicited for priority recommendations, due in large part to the level of development in and around the village, and the population base that is affected by the village’s transportation system both to the village and through the village. The following corridors were prioritized by the Village of Wellsville and are presented within this section.



- Corridor 1
- Corridor 2
- Corridor 3
- Corridor 4
- Corridor 5
- Corridor 6

Corridor One: This includes a line from Bolivar Road on North Highland Avenue onto Seneca Street onto Chamberlain Street onto North Brooklyn Avenue onto South Brooklyn Avenue ending at the Alfred State College Vocational school campus. This route is considered as a locally significant route due to its use as a back way or shortcut to avoid the arterial [RT 19/417 four lane] and Main Street routes. This is made up of secondary level streets and has traffic between 2,000 and 6,000 cars per day depending on the section. Most of this route has been repaved within the last five years with the exception of North Highland Avenue. Most of the sidewalks along this route have been updated within the last five years for safety. Points of importance to this corridor include: it accesses the busiest road in the county at Bolivar Road, it provides access to the Riverwalk Plaza from the rear, it has a good sized nursing home on it, it

has various churches along the route, it has a primary access point for the Middle and High School facility, and it is the primary route to access the Alfred State College Campus.

Corridor Two: This is the section of West State connecting the Arterial to Brooklyn and is the primary access point for the Middle-High School facility. This section has a large bridge over the Genesee River, and is heavily affected by the tan bark that was placed in this area in the 1800's. The tan bark makes the road base unstable.

Ideally this section would be completely excavated deep down to remove all the tan bark, and rebuilt with all new utilities, stormwater and pavement. Generally, the sidewalks along this route have been updated by the landowners in recent years.

Corridor Three: This is the section of West State Street between the Arterial and Main Street continuing onto East State Street to the Village line and onto County Route 28 until its intersection with NYS 417. This is a heavily used route that takes a good share of traffic toward the east as it is considered a shortcut to avoid the four lane arterial traffic and winding route. It has various businesses along it, such as funeral home, Verizon, bank, gas station, pharmacy, hair and flower stores. It has a Catholic Church & school directly adjacent to the route. The remainder is residential along a very steep hillside. This hillside contributes to significant drainage issues as well as slope stability concerns. A section of retention wall has been replaced along this route. Additional wall sections need to be replaced, and sidewalks need significant work along this route.

Corridor Four: Section 4 is along Main Street extending from the intersection of North Main Street with Bolivar Road and 417/19 in the north down through the business district onto South Main Street past a Chevrolet dealer and Alstom Power across the 417/19 intersection of the 4 lane south on SR 19 to the Village line. This route has a variety of uses associated with it. In the North Main Street area there are churches, medical offices, restaurants, retail businesses, offices and other downtown type businesses. The primary hospital for Allegany County is along this route, as well as municipal building and major library for the county is on this route. On South Main Street, the police, fire and ambulance buildings are located. The Alstom Plant 1 building is also along this route along with a car dealer and gas stations, and a large cemetery. Numerous concerns along this route exist due to the heavy use by retail parking. This route was a New York State maintained road until the Genesee Parkway was created in the 1970's and maintenance was turned over to the Village. This road is underlain by brick along some sections, which compounds maintenance issues. A decorative lighting project and other beautification efforts have been underway. The Village may attempt to get a Transportation Enhancement Project through NYSDOT in the future if match funding can be found. Some sections along South Main Street, near to the car dealer, are underlain by tan bark. The road ultimately needs to be completely torn out for a section with a large excavation done, new underground services and stormwater collection system installed. The North and South Main Sections up to the arterial is a very long stretch that exceeds the budget capacity of the Village to continue at perfect maintenance despite the traffic levels. A complete highway design should be implemented that would include bicycle traffic. Parking Meters along Main Street should be removed as part of the beautification project.

Corridor 5: This corridor is Bolivar Road, also known as SR 417 west. This route runs from the intersection with SR 19 near the terminus of North Main Street and extends westerly to a point near the intersection with County Route 18. This section of road is the highest volume of traffic in Allegany County at about 14,000 daily averages. Along this route are two shopping plazas, various restaurants, a gas station, other retail, DPW Streets and WWTP, and two nursing homes. LC Whitford has its manufacturing facility along this route, which makes very large concrete beams and related construction

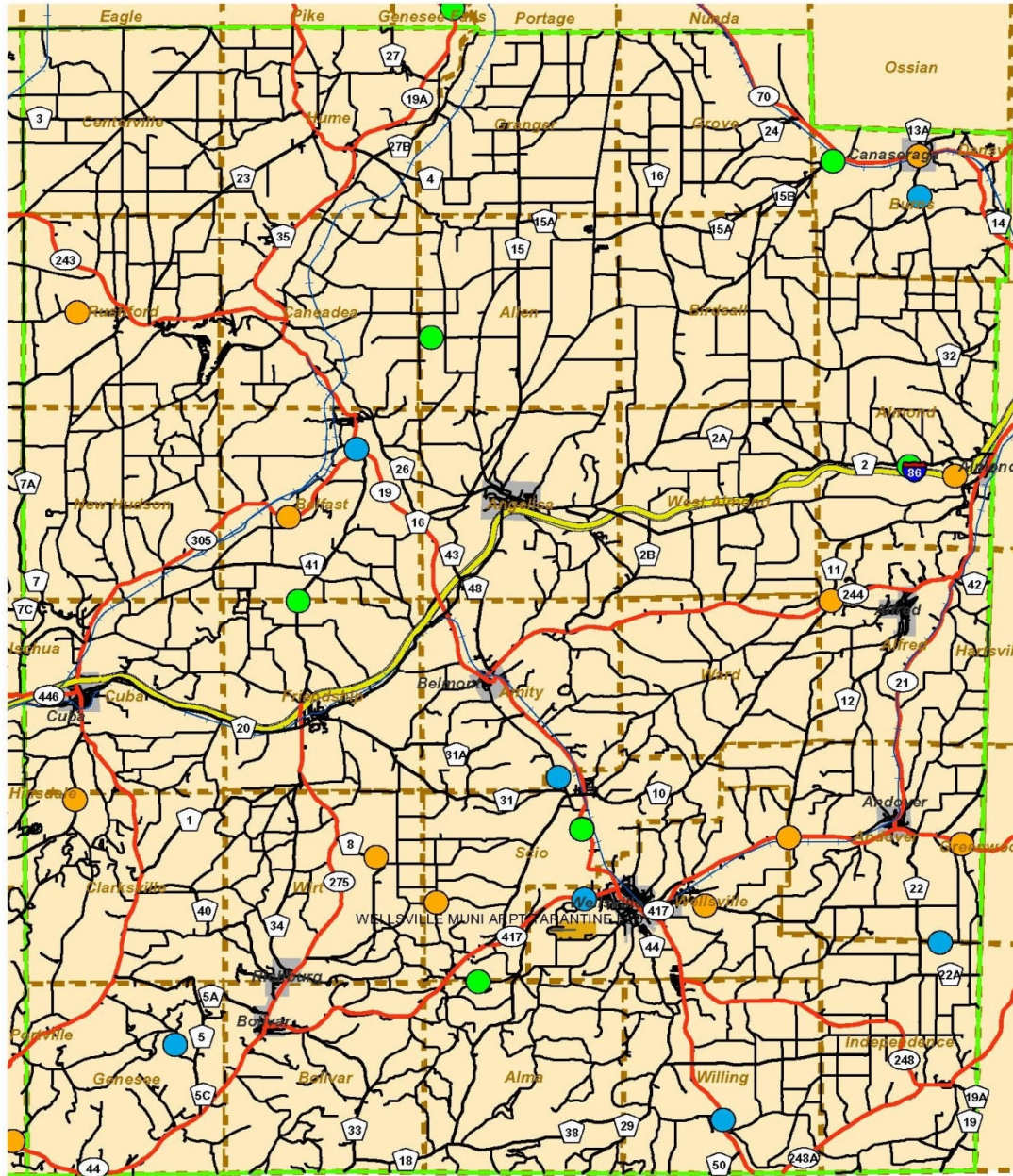
materials. Access to the Wellsville Municipal Airport is from this road. Rotating Machinery has its manufacturing facility along this route. A Wal-Mart Supercenter is proposed to be constructed within the next two years along this route, and will likely increase traffic issues significantly. The sidewalks and crosswalks are also not continuous along this route. New sidewalk needs to be installed from the bridge over the Genesee River to the bridge over Crowner Creek. A sidewalk needs to be constructed from the access point to the Wellsville Shopping Plaza west to the LC Whitford facility (on both sides of the road). Crosswalks need to be introduced at various intersections along this road, including to the Riverwalk Plaza. Bike ROW needs to be painted on this route, as this is an official NYS Bike Trail 17 road. The nursing homes have residents that are mobile and come onto this road to walk or drive in motorized wheelchairs. On a regular basis these residents are endanger by speeding vehicles, and in at least one recent incident a motorized wheel chair was struck by a car. With the Wal-Mart project coming online soon, access points should be limited along this route for vehicles and parking lots should be connected and set up so that there is only one access point with a controlled signal for multiple facilities rather than having only the turning lane down the middle.

Corridor 6: Corridor 6, also known as the Genesee Parkway or as the arterial is, 4- lane and is officially the combined routes of NYS 19 north-south and NYS 417 east-west. The combined section runs from Bolivar Road to the intersection of South Main Street. The 4-lane section continues on NYS 417 to the east from the South Main Street intersection. The majority of this route was constructed after the flood of 1972 and parallels the Genesee River. The road has virtually no businesses along it. Access to Island Park, Lagoon Fields and Colligan Park are directly off this route or adjacent to it. The biggest negative about this road is that it parallels the Genesee River and makes the village less able to utilize the benefits of water that other communities have taken advantage of for development and recreation. It also diverts traffic from Main Street that might be more likely to utilize the stores along that route if the traffic still went that way. The road is unsafe for bicycles and pedestrians to utilize. It would be a positive step to create a bike and walking trail that is protected from the traffic between the roadway and the river bank. The name of part of the road is confusing and should be officially changed to the Genesee Parkway from East Dyke Street to Trapping Brook Road instead of retaining the outdated name of East Dyke Street in this area. The overhead RR Bridge on 417 near the east end of the Village is short and limits the size of truck traffic. Drainage at the overhead RR Bridge needs to be modified significantly and tied into a system that goes directly to Dyke Creek as flooding occurs during flash flood events in this section of roadway.

Corridor 7: Section 7 is actually the outline of a walking trail that was proposed in 2005. This is a loop trail that utilizes the sidewalks. Starting at the Wellsville Creative Arts Center and walking northerly along North Main Street until reach the intersection of Bolivar Road/417/19. Head westerly along Bolivar Road either to the Riverwalk Plaza or continue on to North Highland Avenue. Head southerly to Seneca Street. Turn left onto Chamberlain Street and down to North Brooklyn Avenue. Turn left onto Stevens/Madison Street across the Genesee River, Genesee Parkway and back to Main Street at the Wellsville Creative Arts Center. This loop is about 2 miles long. Most of the sidewalks have been repaired along this route. However the section along Bolivar Road is not up to reasonable standards for pedestrian traffic as sidewalks do not exist along the entire route and crosswalks are not fully controlled. The Village of Wellsville feels this is a NYS DOT project that needs to be undertaken.

Below is a map with the accident locations that were reported through the FARS system, as described at the beginning of this section.

Allegany County Highway Fatal Accident Locations



- 2005 Fatal Accident Locations
- 2006 Fatal Accident Locations
- 2007 Fatal Accident Locations

Allegheny County Highway Association Safety Recommendations Data

COUNTY	MUNICIPALITY	LOCATION	ISSUE TYPE
Allegheny	Allen	Intersection at CR15 and CR15A	Accidents
Allegheny	Andover	Intersection at CR22 and Crandall Rd	Accidents
Allegheny	Andover	CR22	Accidents
Allegheny	Andover	Intersection at SR417 and CR22	Accidents
Allegheny	Andover	CR 21	Accidents
Allegheny	Andover	SR417 to Steuben Cty Line	Accidents
Allegheny	Andover	East Valley Rd	Accidents
Allegheny	Andover	Intersection at SR417 and Dyke Rd	Accidents
Allegheny	Andover	Intersection at SR417 and CR12	Accidents
Allegheny	Andover	CR12	Accidents
Allegheny	Bolivar	California Hollow Rd	Accidents
Allegheny	Cuba	Intersection at Summit Rd and CR20	Accidents
Allegheny	Cuba	CR6	Accidents
Allegheny	Cuba	Interstate 86	Accidents
Allegheny	Cuba	Genesee St.	Accidents
Allegheny	Cuba	Interstate 86	Blowing Snow
Allegheny	Granger	CR4	Accidents
Allegheny	New Hudson	CR305	Accidents
Allegheny	Wellsville	Intersection at CR28 and SR417	Accidents
Allegheny	Wellsville	Intersection at CR28 and SR417	Accidents

*The above information was solicited from each of the Highway Superintendents through the Town Highway Superintendent's Association of Allegheny County.

9.2 Cattaraugus County Highway System

Cattaraugus County is in the geographic center of the region, as well as in the middle in terms of its infrastructure and industrial development. As indicated in the 2006 Highway Mileage Summary Report, with a total of 2,149 center line miles of highway, Cattaraugus County is also in the middle when it comes to total highway miles within the Southern Tier West region. Of those miles, 1,204 are under the jurisdiction of the towns, 73 are under jurisdiction of the villages, 98 are under jurisdiction of the cities, and 405 miles are under the jurisdiction of the county with the balance falling under the jurisdiction of NYS DOT through ownership of the Seneca Nation and State Park road systems.

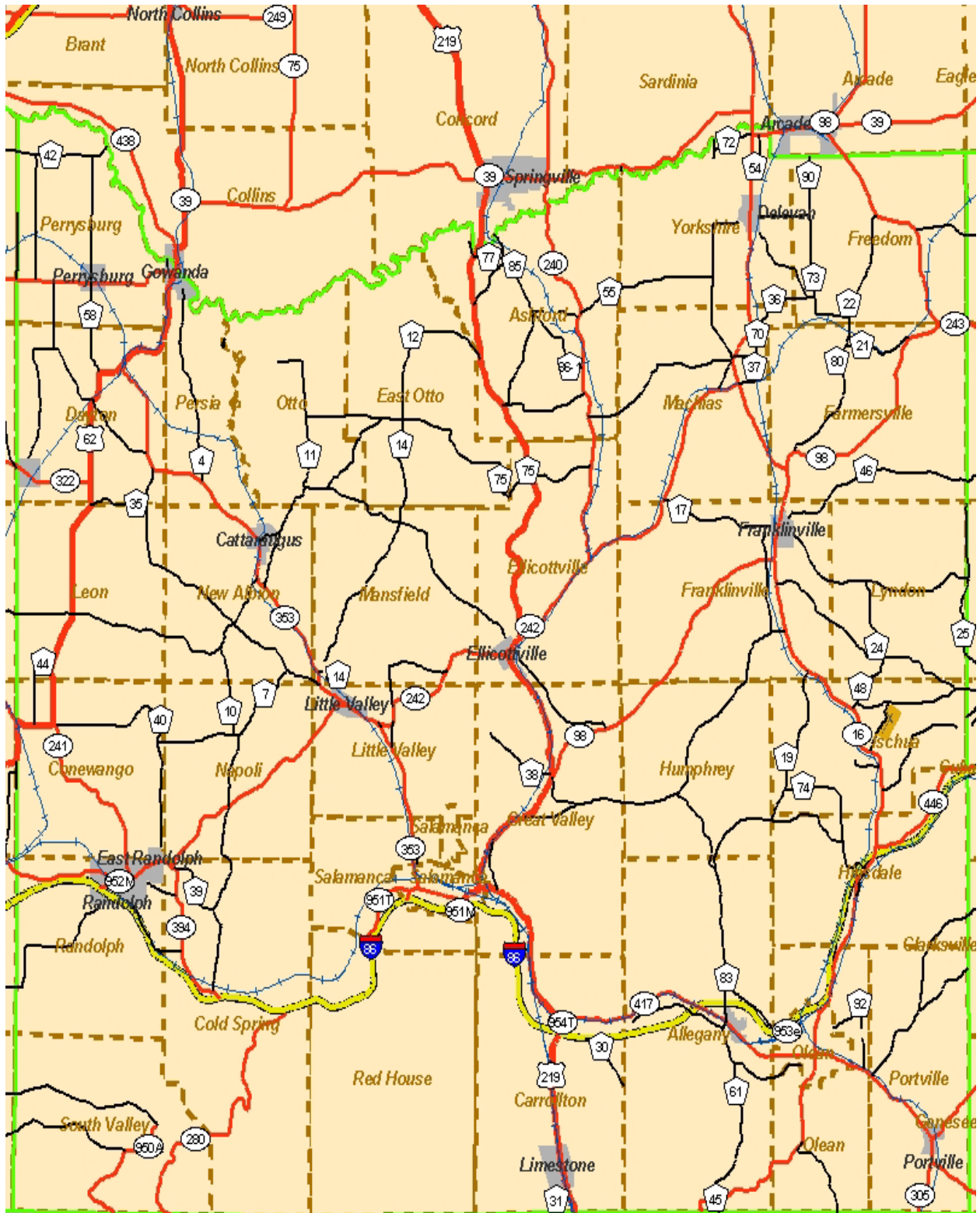
Serving as the backbone to the region's highway system, Interstate 86 is classified as a Principal Arterial-4 Lane limited access Interstate that runs east/west across the southern portion of the county. Of the 370 miles of the state highway system there are 3 corridors that are classified as minor arterials. State Routes 353 and 16 are significant corridors not only to constituents of the county but also those who travel through the region. State Route 353 is a north/south corridor that runs from the Town of Dayton to the City of Salamanca. State US Route 62 is also a north/south corridor that intersects with SR 39 in Gowanda and traverses south until it enters Chautauqua County in the Town of Conewango. Located on the eastern side of the county, SR 16 is also a north/south corridor that intersects with SR 39 in the Town of Yorkshire and travels south to the City of Olean. However, the portion of SR 16 that runs from the I86 interchange south into the city is classified as a major collector. Other significant corridors classified as major collectors in Cattaraugus County include State Route 242, which cuts diagonal through the county from the Village of Randolph to SR 16 in the Town of Machias. State Routes 241, 280, 394 and NY950A are all located in the south/west quadrant of the county and also serve as north/south corridors. State Route 98 is a stretch of highway that runs diagonal from the Town of Great Valley north/east until it intersects with SR 16 in the Town of Franklinville. State Touring Route 240 (County Road 32) is also classified as a major collector that runs north/south from the intersection of SR 242 north through the Town of Ashford. The final corridor that carries several classifications as it runs through the county is SR 417. State Route 417 running from the City of Salamanca east to the county line in the Town of Portville carries with it a total of 4 different functional classifications that changes 5 times as it traverses the county.

As a predominantly rural county, capacity issues are at a minimum on the local road system. Much of the capacity related issues that have been reported through this process take place on the state highway system around population/industrialization centers. In the more rural areas where capacity issues might become a problem, there are generally simple steps that can be undertaken to alleviate the problem. For example, in many cases turning lanes, signal timing, addition of signals and possibly turning lane signals will alleviate the minimal issues that tend to develop on more rural roads.

Cattaraugus County recognizes several priorities with different levels of impact upon the county's transportation system. The following priorities are laid out in terms of jurisdiction and are not in order of significance; however all are believed to have significant impact in terms of quality of life, economic development and/or safety considerations.

Following are the priority corridors that were presented to Southern Tier West by sponsoring municipalities within Cattaraugus County. These priorities take into account several issues, which include but are not limited to: capacity, safety considerations, deficiencies, economic development considerations, corridor analysis, safety considerations and quality of life considerations.

Cattaraugus County Highway System



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1062681	5	Cattaraugus	5.911	95.7	1	5714	2006	23.36
1062691	5	Cattaraugus	5.891	97.8	1	4663	2006	23.36
1062692	5	Cattaraugus	6.203	96.7	1	5843	2005	23.36
1062700	5	Cattaraugus	5.378	80.4	1	9326	2006	23.36
1062731	5	Cattaraugus	5.938	95.8	1	4663	2006	23.36
1062732	5	Cattaraugus	5.781	95.8	1	4663	2006	23.36
1062740	5	Cattaraugus	5.653	98.0	9	217	2006	4.63
1062751	5	Cattaraugus	5.750	96.8	1	4663	2006	23.36
1062752	5	Cattaraugus	5.672	97.8	1	4663	2006	23.36
1062780	5	Cattaraugus	5.676	72.5	1	9710	2005	23.36
1062791	5	Cattaraugus	5.906	97.7	1	5625	2004	23.36
1062792	5	Cattaraugus	5.938	97.8	1	4855	2005	23.36
1073471	5	Cattaraugus	6.000	97.7	1	6446	2004	23.36
1073472	5	Cattaraugus	6.317	97.7	1	6446	2004	23.36
1073791	5	Cattaraugus	5.958	95.4	1	6446	2004	23.36
1073792	5	Cattaraugus	5.930	95.4	1	6446	2004	23.36
1090011	5	Cattaraugus	5.896	95.8	1	4354	2004	23.36
1090012	5	Cattaraugus	6.242	95.8	1	4354	2004	23.36
1092021	5	Cattaraugus	5.422	96.7	11	5796	2005	17.10
1092022	5	Cattaraugus	6.175	96.7	11	5796	2005	17.10
1092031	5	Cattaraugus	5.672	97.7	11	5796	2005	17.10
1092032	5	Cattaraugus	6.254	94.4	11	11591	2005	17.10
1092040	5	Cattaraugus	6.044	98.2	16	4432	2006	6.09
1092051	5	Cattaraugus	5.851	97.7	11	5796	2005	17.10
1092052	5	Cattaraugus	6.690	97.7	11	5796	2005	17.10
1092061	5	Cattaraugus	5.844	97.7	11	6518	2005	17.10
1092062	5	Cattaraugus	7.000	95.7	11	6518	2005	17.10
1092071	5	Cattaraugus	5.587	94.8	11	6518	2005	17.10
1092072	5	Cattaraugus	5.571	90.4	11	6518	2005	17.10
1092081	5	Cattaraugus	5.225	96.7	11	6518	2005	17.10
1092099	5	Cattaraugus	5.736	98.0	14	2285	1998	5.90
1092111	5	Cattaraugus	6.297	97.8	1	5156	2004	23.36
1092112	5	Cattaraugus	6.281	97.8	1	5156	2004	23.36
1092121	5	Cattaraugus	5.625	96.8	1	5156	2004	23.36
1092122	5	Cattaraugus	5.578	96.8	1	5156	2004	23.36
1092131	5	Cattaraugus	6.169	96.8	1	5156	2004	23.36
1092132	5	Cattaraugus	6.000	96.8	1	5156	2004	23.36
1092141	5	Cattaraugus	6.068	97.8	1	5156	2004	23.36
1092142	5	Cattaraugus	5.864	97.8	1	5156	2004	23.36
1092151	5	Cattaraugus	6.254	97.8	1	5156	2004	23.36
1092161	5	Cattaraugus	5.797	96.8	1	5156	2004	23.36
1092162	5	Cattaraugus	5.794	51.5	1	5156	2004	23.36
1092180	5	Cattaraugus	5.000	74.6	1	10311	2004	23.36
3062710	5	Cattaraugus	6.250	96.6	8	1060	2006	5.65
6062761	5	Cattaraugus	5.125	79.7	1	4951	2005	23.36
6062762	5	Cattaraugus	4.968	89.7	1	4951	2005	23.36
6062770	5	Cattaraugus	5.234	87.0	7	526	2005	7.95
6062830	5	Cattaraugus	6.000	70.1	1	9901	2005	23.36
6062840	5	Cattaraugus	6.000	72.6	1	9710	2005	23.36
6069651	5	Cattaraugus	5.844	96.7	11	6268	2004	17.10
6069652	5	Cattaraugus	5.844	95.7	11	5625	2004	17.10
6069661	5	Cattaraugus	5.656	94.7	11	6268	2004	17.10
6069662	5	Cattaraugus	5.844	96.7	11	6268	2004	17.10
6072771	5	Cattaraugus	5.701	88.7	11	5548	2004	17.10
6072772	5	Cattaraugus	5.791	88.7	11	6268	2004	17.10
6600149	5	Cattaraugus	5.803	88.4	1	11095	2004	23.36
6600169	5	Cattaraugus	5.763	97.0	1	12891	2004	23.36

STATE

9.2.b State Route 242 is a priority corridor that begins in the Town of Mansfield and heads southeasterly into the Village of Ellicottville. It is a stretch of state road that is very narrow and shaded by trees on both sides. These conditions contribute to safety concerns in winter months. Classified as a major collector, the segment in question starts at Windsor Road and runs southeasterly into the Village of Ellicottville. This portion of SR 242 has several geometric issues, including grade and several curves that create safety concerns. In addition to safety concerns, there are significant development projects on this stretch of SR 242. Holimont Ski Resort has just received a SEQRA finding and is in the early stages of an expansion project, which will add approximately 250 units of housing as well as a 400 car parking lot. As part of that SEQRA determination was a 60-unit Planned Unit Development in the middle of the hill heading southeast. In addition, a developer has been considering a Planned Unit Development on the top of the hill across from Windsor Road. In all cases access to the developments in questions will be directly affecting SR 242. Grade, weather conditions and sight distances are concerns for all of the proposed development. This amount of development on such a short stretch of road magnifies the existing conditions of road width, grade and variable elevation. To alleviate safety and congestion concerns, this section of road might be widened and turning lanes added.

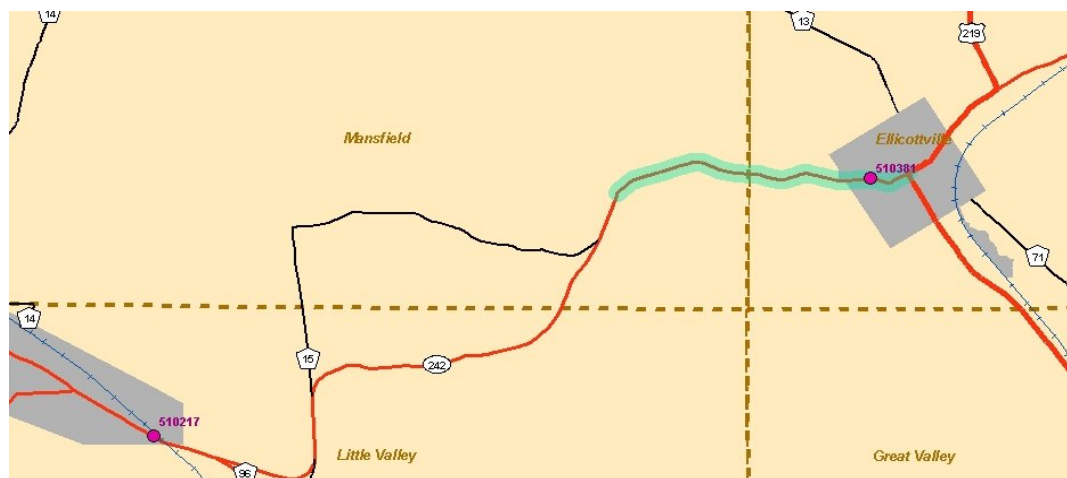
In addition to impact on the traveling public, there is also the projected increase of pedestrian traffic between the village businesses and the proposed developments. Current conditions do not easily accommodate pedestrian and bicycle traffic, and continued development of this area would likely exacerbate pedestrian and bicycle concerns. As this area continues to develop, sidewalks and bike lanes may be added to alleviate concerns.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
510381	9/8/02	Eastbound	1399
510381	9/8/02	Westbound	1403
510217	6/8/2007	Eastbound	2990
210217	6/8/2007	Westbound	2987

Relevant Bridge Data

N/A



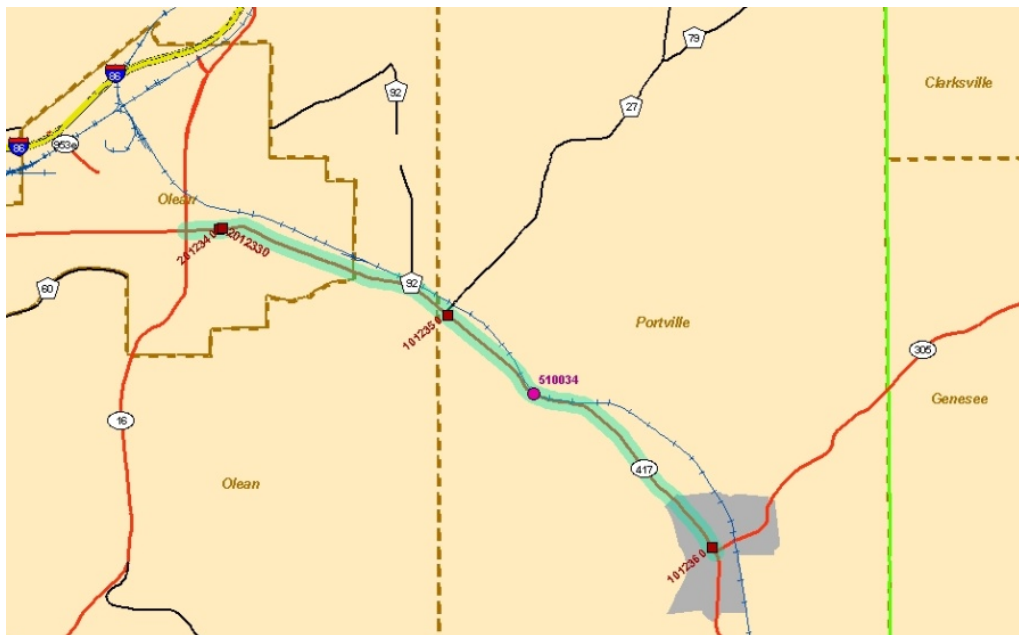
9.2.c State Route 417 east of the City of Olean is a corridor that experiences traffic congestion, which negatively impacts economic development potential and local commerce. Classified as a minor arterial, the past several years have seen an increase in truck traffic said to raise concerns of commuting times and safety issues leading to an overall loss of service to local residents. The county commented that one option to alleviate these concerns may be to widen and redesign for increased speeds in conjunction with reviewing signal timing along the corridor.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
510034	10/8/2004	East	5593
510034	10/8/2004	West	5621

Relevant Bridge Data (NYSDOT)

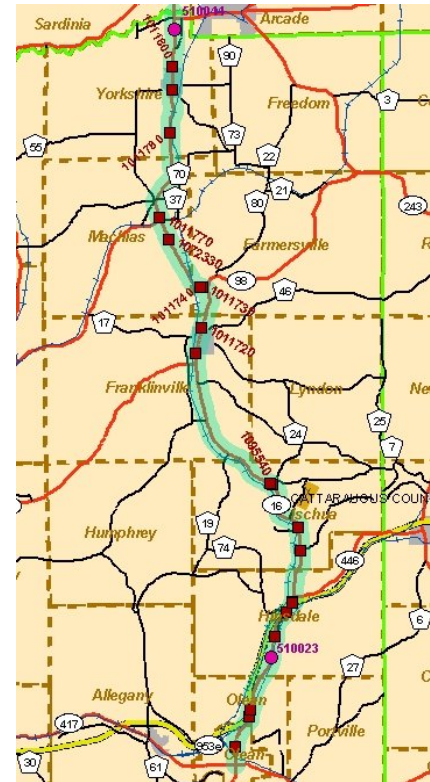
BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1012350	5	Cattaraugus	6.977	84.0	16	11216	2004	6.09
1012360	5	Cattaraugus	5.682	81.0	16	11216	2004	6.09
2012330	5	Cattaraugus	3.397	32.8	16	17171	2004	6.09
2012340	5	Cattaraugus	4.889	94.6	16	17171	2004	6.09
3321710	5	Cattaraugus	6.921	98.3	8	1426	2006	5.65
3321910	5	Cattaraugus	7.000	82.7	8	1357	2006	5.65
3370230	5	Cattaraugus	7.000	97.8	8	1483	1996	5.65



9.2.d State Route 16 in Cattaraugus County has been designated a priority by the County due to its being a corridor that carries both truck traffic to and from the Buffalo area and commuter traffic to and from the Buffalo area. Classified as a minor arterial, State Route 16 is a north/south corridor that traverses the eastern portion of Cattaraugus County. State Route 16 is also a major commuter route from the Olean area to the Buffalo area.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
510023	6/16/2008	North	3154
510023	6/16/2008	South	2939
510044	12/1/2007	North	4283 (ADT)
510044	12/1/2007	South	4278 (ADT)
530043	6/16/2008	North	4846
530043	6/16/2008	South	4809



Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1011659	5	Cattaraugus	6.657	99.5	14	10987	2006	5.90
1011660	5	Cattaraugus	6.549	98.7	17	6531	2005	3.49
1011670	5	Cattaraugus	5.056	97.7	17	6531	2005	3.49
1011680	5	Cattaraugus	5.207	97.8	17	6531	2005	3.49
1011690	5	Cattaraugus	5.662	97.7	17	6531	2005	3.49
1011700	5	Cattaraugus	4.167	57.5	6	4546	2004	6.49
1011710	5	Cattaraugus	5.406	55.7	6	5899	2004	6.49
1011720	5	Cattaraugus	5.244	87.2	6	5899	2004	6.49
1011730	5	Cattaraugus	6.486	97.0	6	5373	2004	6.49
1011740	5	Cattaraugus	6.034	97.0	6	5373	2004	6.49
1011770	5	Cattaraugus	6.793	95.6	6	6725	2004	6.49
1011780	5	Cattaraugus	5.028	94.1	6	6725	2004	6.49
1011790	5	Cattaraugus	5.533	75.1	6	6725	2004	6.49
1011800	5	Cattaraugus	6.913	93.3	6	10007	2006	6.49
1072330	5	Cattaraugus	5.158	92.6	6	5373	2004	6.49
1092171	5	Cattaraugus	5.406	97.8	1	4354	2004	23.36
1092172	5	Cattaraugus	5.250	97.8	1	5156	2004	23.36
1095520	5	Cattaraugus	5.421	89.7	6	4546	2004	6.49
1095530	5	Cattaraugus	4.455	74.4	6	4546	2004	6.49
1095540	5	Cattaraugus	4.636	54.5	6	4546	2004	6.49

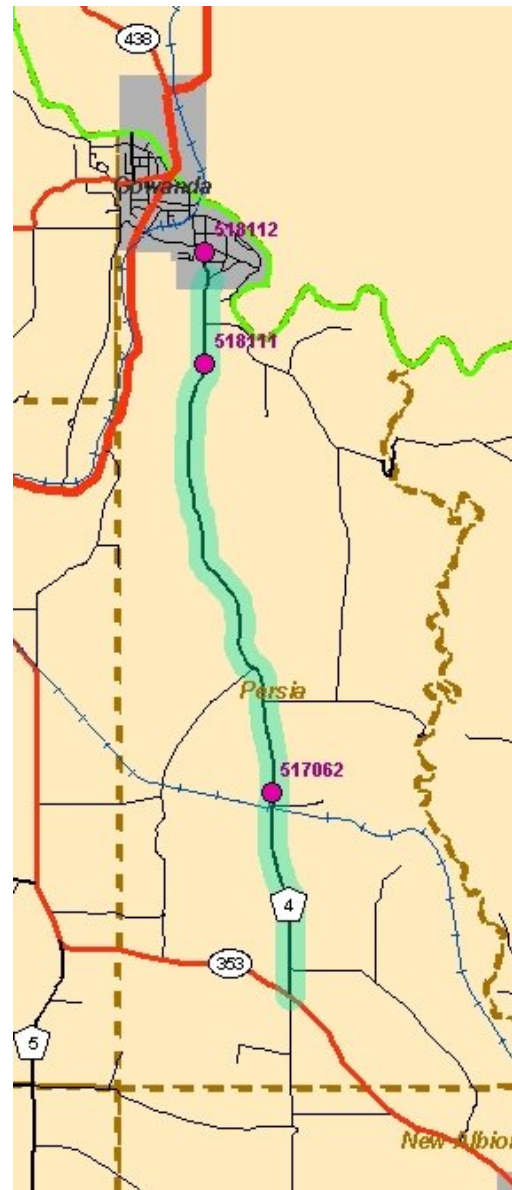
9.2.e County Road 4 is recognized as a priority corridor not only by Cattaraugus County but also by the Seneca Nation. Classified as a collector, County Road 4 is recognized as a shortcut from State Route 353 to the Gowanda area. There are several issues with this corridor such as narrow shoulders, constant change in elevations, segments with tight curves, residential properties with limited sight distances, as well as spots of the corridor that are in poor condition structurally.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
517062	7/14/2008	North	698
517062	7/14/2008	South	719
518111	7/14/2008	North	954
518111	7/14/2008	South	973
518112	7/14/2008	North	1184
518112	7/14/2008	South	1243

Relevant Bridge Data

N/A



9.2.f County Road 12 is classified as a minor collector and is a significant corridor due to the fact that it is utilized by traveling public from rural areas such as Cattaraugus, Mansfield, Otto, East Otto, and New Albion. Leading to SR 219, this shortcut allows for an option to take two different roads to get to SR 219. At the intersection of CR 12 and Connoisarauley Road, the shortcut reverts to a town road under the jurisdiction of East Otto. Classified as a Local Road, Connoisarauley Road has a sharp curve exacerbated by a steep decline into a ravine where the road narrows due to a grade bridge crossing. As indicated below, the traffic counts are much lower than the second option that continues to follow County Road 12 and connects directly to SR 219 further south of the Connoisarauley 219 intersection. With the possibility of increased traffic volume induced by the construction of the 4-lane US 219, there may be the need for a turning lane on the current US 219 South to Connoisarauley Road.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	Count
516063	10/28/2002	East/West	144 (County Rd. 12)
516073	6/7/2003	North	902 (Town Rd)
516073	6/7/2003	South	893 (Town Rd.)

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3321070	5	Cattaraugus	6.957	91.1	7	1324	2006	7.95
3321160	5	Cattaraugus	6.147	92.7	7	1825	2006	7.95
3322860	5	Cattaraugus	6.714	96.7	7	1903	2006	7.95
3322870	5	Cattaraugus	5.326	97.7	7	1903	2006	7.95
3322880	5	Cattaraugus	5.115	40.1	7	517	2003	7.95
3322890	5	Cattaraugus	4.615	64.5	7	889	1997	7.95



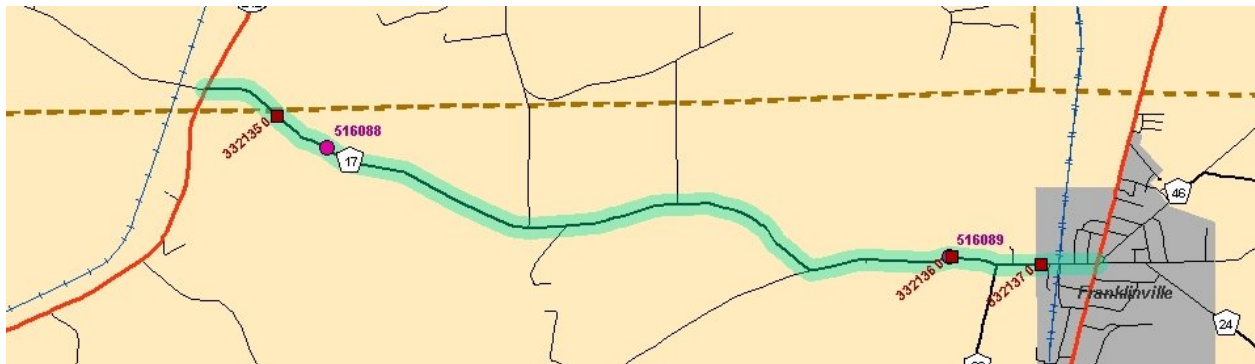
9.2.g County Road 17 is classified as a minor collector and is a east/west corridor that links the Franklinville area to SR 242 and ultimately the Ellicottville area. Cattaraugus County believes that with the development of SR 219 through the middle of the county, this corridor will become more significant to the interest of the county, as well as the traveling public.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	Count
516088	8/23/2004	East	196
516088	8/23/2004	West	212
516089	6/2/2003	East	505
516089	6/2/2003	West	517

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3321350	5	Cattaraugus	3.673	28.5	8	411	2004	5.65
3321360	5	Cattaraugus	5.667	98.2	8	1052	2006	5.65
3321370	5	Cattaraugus	6.902	93.8	8	1642	2006	5.65



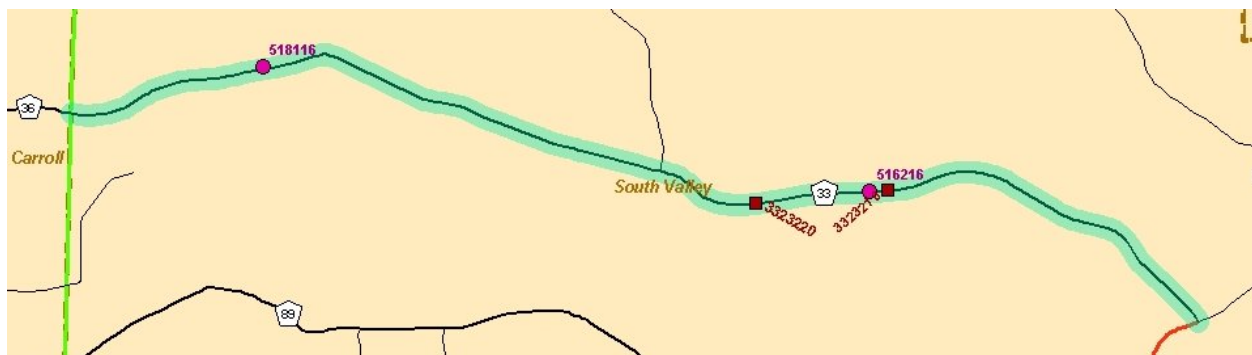
9.2.h County Road 33 is classified as a major collector and is a priority to Cattaraugus County because of its significance to tourist attraction. Also known as Bone Run Road, CR 33 provides access to the Onoville Marina and the Allegany State Park from the Jamestown area in Chautauqua County. Cattaraugus County receives a significant amount of revenue from the tourism sector throughout the county. Onoville Marina is an important component of that industry in Cattaraugus County. Located on the 12,000-acre Allegheny Reservoir, the 91 miles of shoreline has long been noted as one of Chautauqua-Allegany region's finest, yet most affordable, marinas.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	Count
516216	8/21/2006	East	151
516216	8/21/2006	West	166
518116	8/21/2006	East	113
518116	8/21/2006	West	161

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3321350	5	Cattaraugus	3.673	28.5	8	411	2004	5.65
3321360	5	Cattaraugus	5.667	98.2	8	1052	2006	5.65
3321370	5	Cattaraugus	6.902	93.8	8	1642	2006	5.65



9.2.i County Road 27, also known as Haskell Road, is classified as a major collector and is a north/south corridor that originates at SR 417 in the Town of Portville and heads north into Allegany County. With congestion issues and system continuity issues on SR 417 (described in other sections of this report), commuters use CR 27 to bypass to using SR 417. Local businesses, such as Olean Wholesale, also use the corridor to gain access to I-86 in the Village of Cuba. In addition to the business component of this corridor, local emergency service providers use CR 27 to access the Cuba Hospital. Cattaraugus County feels that the intersection at SR 417 and CR 27 needs attention to help alleviate congestion at the intersection. One recommendation is to add turning lanes on one or both of the highway segments.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	Count
517086	10/6/2003	North	1440
517086	10/6/2003	South	1486
516203	7/14/2003	North	928
516203	7/14/2003	South	943

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	A.ADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3323020	5	Cattaraugus	5.259	87.7	7	1905	2006	7.95
3323030	5	Cattaraugus	6.886	98.5	7	1905	2006	7.95



9.2.j County Roads 87 and 81 are both classified as minor collectors and are utilized to access the Olean Airport in the Town of Ischua. CR 87, also known as Yankee Hill Road, and CR 81, also known as Hatch Hill, are both in poor condition and in need of upgrades. One possible recommendation put forward by Cattaraugus County representatives is to upgrade the intersection with SR 16 and CR 81. As part of the upgrade of the intersection, representatives suggested that a turning lane off of SR 16 onto CR 81 be installed.

Relevant Traffic Counts (NYSDOT)

<u>RC/Station</u>	<u>Date</u>	<u>Direction</u>	<u>Count</u>
518087	5/3/2004	North	48
518087	5/3/2004	South	48
518088	10/3/2005	East	55
518088	10/3/2005	West	7
518089	10/3/2005	East	93
518089	10/3/2005	West	96

Relevant Bridge Data

N/A



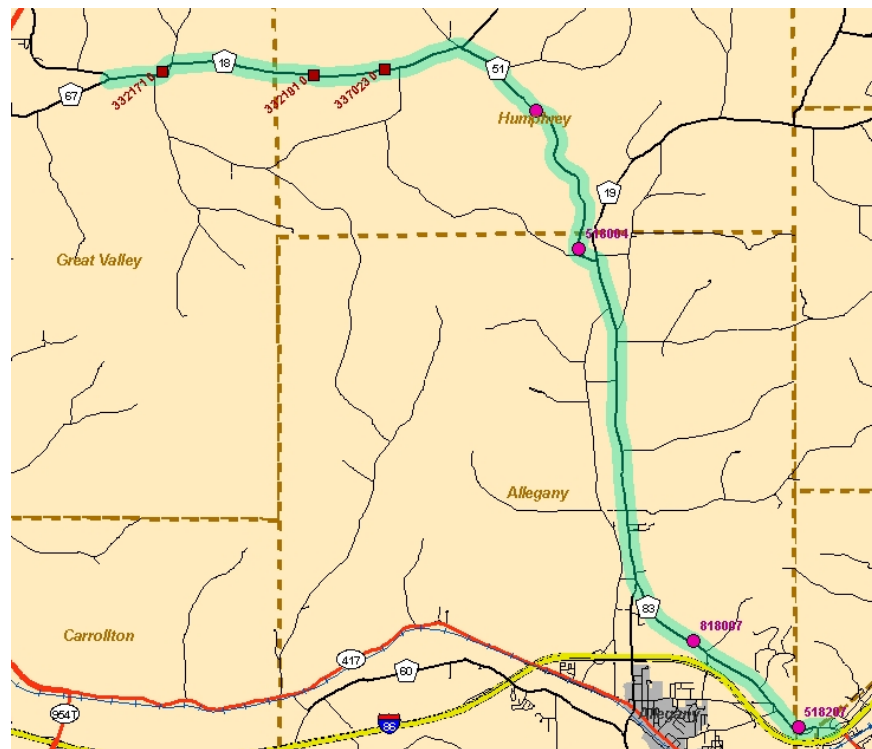
9.2.k County Roads 83 and 51 are classified as minor arterial and minor collector respectively. Although they are two separate county roads, they constitute one priority corridor in Cattaraugus County. The two segments are connected by CR 19, which is also a major collector. Individually, CR 83 received major reconstruction in 2008 and is a road where future development is likely. From Cattaraugus County’s perspective, the corridor as a whole helps to connect the Ellicottville and Olean areas.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	Count
518207	9/18/2006	East	3152
518207	9/18/2006	West	2930
518007	10/6/2002	East	1367
518007	10/6/2002	West	1245
518204	9/20/2004	North	775
518204	9/20/2004	South	808
518004	10/13/2002	North	686
518004	10/13/2002	South	684

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3321710	5	Cattaraugus	6.921	98.3	8	1426	2006	5.65
3321910	5	Cattaraugus	7.000	82.7	8	1357	2006	5.65
3370230	5	Cattaraugus	7.000	97.8	8	1483	1996	5.65



9.2.1 County Road 32 (SR 240) is classified as a major collector and runs north/south from the county line to SR 242 at Ashford Junction. Although it is a county road, it is designated as a state touring route. The county points out that the corridor is in poor condition and is in need of extensive upgrades. With the designation of a state touring route, Cattaraugus County is likely to see NYS DOT work with them to upgrade the corridor.

Relevant Traffic Counts (NYSDOT)

RC/Station	Date	Direction	AADT
510007	11/1/2005	Northbound	461
510007	11/1/2005	Southbound	421

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3060550	5	Cattaraugus	6.051	87.1	7	864	2004	7.95
3060560	5	Cattaraugus	6.481	94.4	7	877	2005	7.95



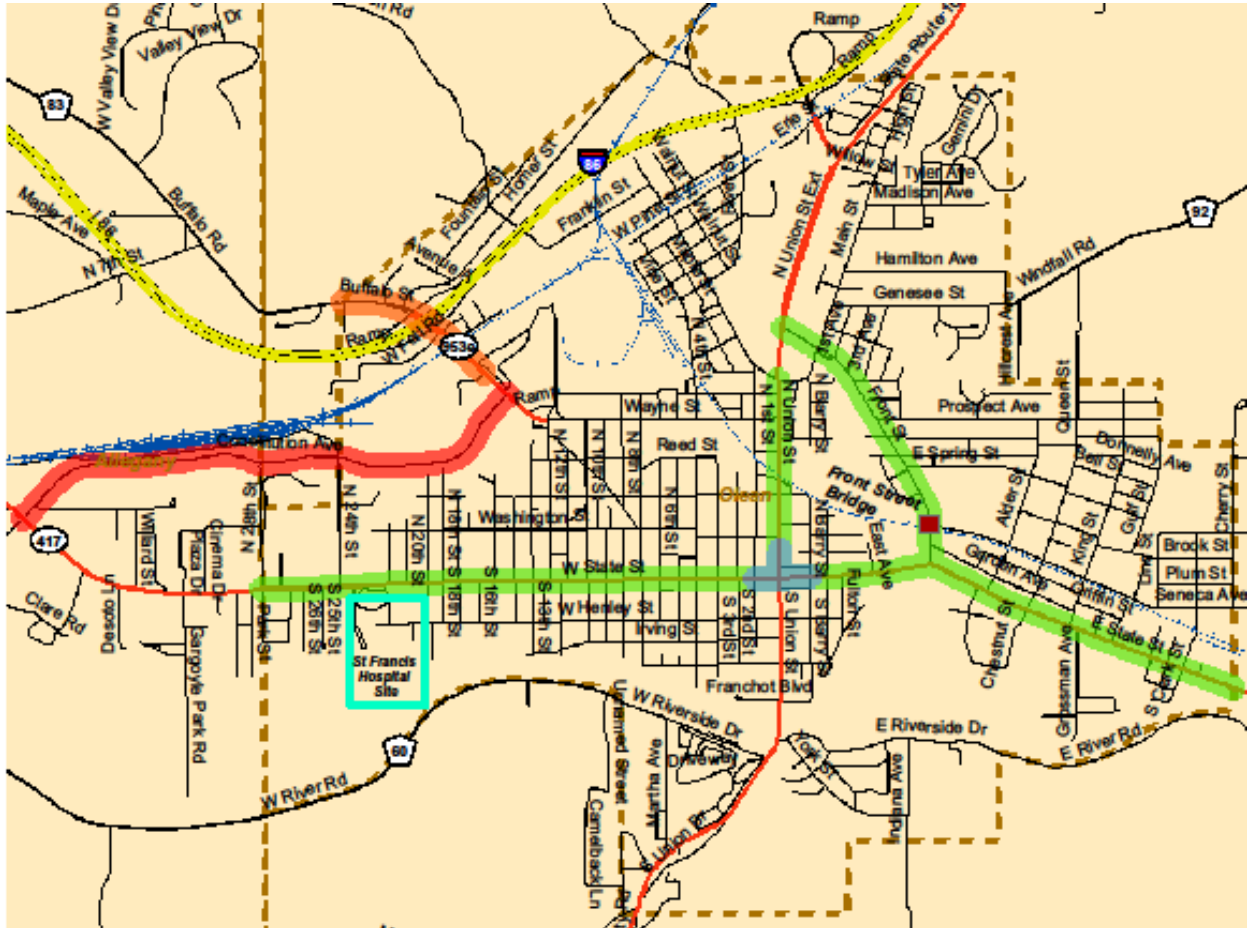
9.2.m. Cattaraugus County Functional Classification Map



Functional Classification System

- | | |
|---------------------|---------------------|
| Rural | Urban |
| 7 - Major Collector | 16 - Minor Arterial |
| 8 - Minor Collector | 17 - Collector |
| 9 - Local | 19 - Local |

9.2.n The City of Olean has the largest population base, as well as the largest industrialization base, in Cattaraugus County. The combination of these variables leads to capacity issues at a number of locations in and around the City of Olean. As indicated in section 6.3 of this document, areas in and around the City of Olean have been reported to have capacity issues, which impact the level of service (LOS) to the traveling public as well as people using crosswalks at key intersections. Below is a list of priorities presented to Southern Tier West by the City of Olean in preparation of completing this Regional Transportation Plan.



- Intersection of SR417 and SR16
- Constitution Avenue
- Buffalo Street
- Front Street Bridge
- West State Street Design

The **Intersection of SR 417 and SR 16**, in the heart of the City of Olean, is one location where congestion seems to be exasperated by several issues, leading to the restriction of system continuity. It is important to point out that the City mentioned they do not believe that any one issue can resolved the congestion of the intersection in question. Rather it would have to be a series of improvements to make the corridor in question efficient and safe. The City of Olean feels that one step would be to limit the number of access points onto SR 417. In doing so, the City indicated that they could be more successful with other means to control traffic congestion at this location.

In addition to access points, the City also indicated that the inconsistent and inefficient design of the easterly portion of **West State Street**, from the intersection of Union Street (SR-16) west to 13th Street, is single-lane, two-way traffic with curb parking on both sides of the road. From 13th Street, the road system turns into a three-lane system until the intersection of 15th and West State Street, with the third lane being utilized as a right hand turning lane in some places and center median left hand turning lane in other places and no curbside parking. After this three-lane section of West State Street, it turns into two lanes with two way traffic and no curbside parking. This portion of **West State Street** is seen as a safety issue due to the fact that it leads to high speeds until you get to the next segment of West State St., which reverts back to single-lane two way traffic on the west end of West State St. The City of Olean also feels it would be beneficial to this corridor if signal timing procedures and turning lanes were made available in all directions of the SR 417/SR 16 intersection.

In addition to safety issues, congestion issues and the stifling of system continuity, there is also the very real problem of economic development being affected. Throughout portions of this corridor there is a large contingency of retail establishments that have limited or no designated parking locations for their patrons. In addition to the city speaking about parking deficiencies along the SR 417 corridor was the concern of the marketability of the former Saint Francis Hospital site for development. It was pointed out that developers could be limited to certain uses for the 51-acre property in question due to the above mentioned issues.

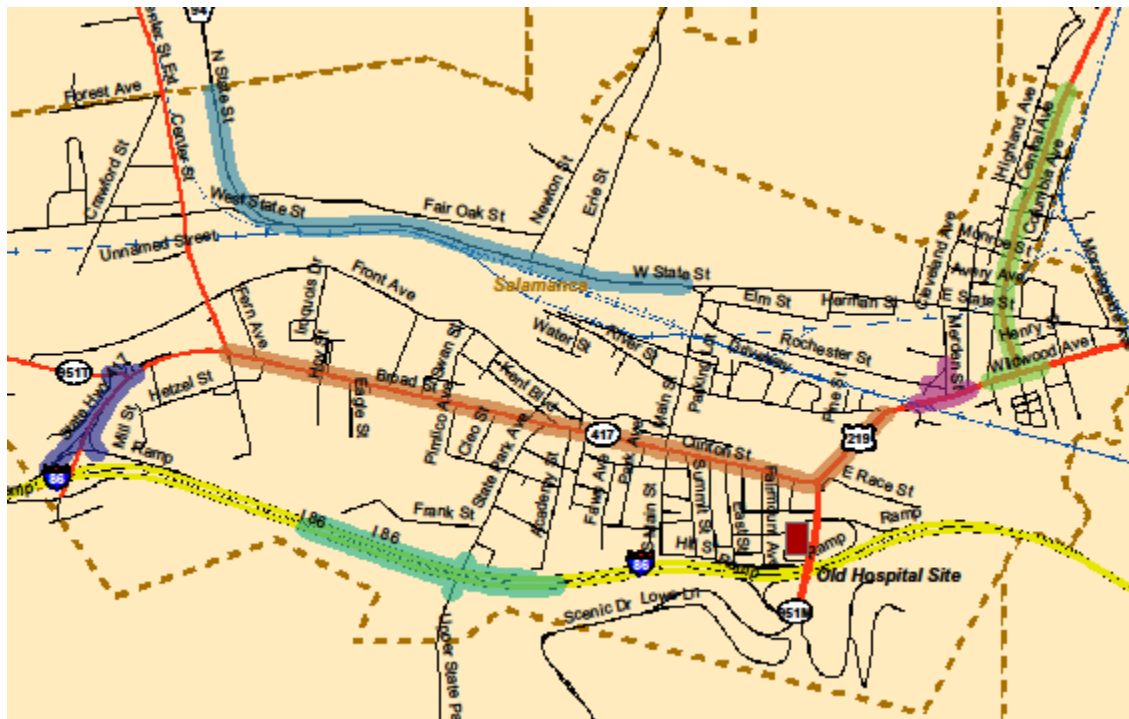
A long-term goal for the City of Olean is to reconstruct the entire State Street corridor from east to west into single-lane, two-way traffic. Within this design, it would be desired to add a center median, which would allow for strategically placed turning lanes and potentially offer on-street parking for local businesses. This design is believed to increase safety and continuity, as well as benefit the local businesses.

The **Front Street Bridge** is another feature that is pushing truck traffic toward the SR 417/ SR 16 intersection. The railroad bridge located on Front Street is a height-restricted bridge that nullifies a potential corridor for relieving traffic congestion on Union Street (SR 16). With this height-restriction issue being resolved it is believed that truck traffic (which is now being sent to Union Street) would be taken off Union Street (business district) helping to resolve congestion issues. Presently, there are three large local industries that utilize this street as a corridor to I-86.

The City of Olean recognizes **Constitution Avenue** as being affected by congestion issues related to SR 417. Constitution Avenue is utilized by truck traffic as a business route from I-86 to the west end of Olean. Constitution Avenue is unique in the fact that it runs through three municipalities. The City of Olean, Town of Olean and the Town of Allegany all hold ownership of this corridor. Business development along this corridor has also been successful leading to congestion issues. Future development is also expected to impact this corridor. For example, ExxonMobil announced a Brownfield cleanup of approximately 60 acres of industrial land on the west side of Constitution Avenue off Buffalo Street. The future development of this industrial site could lead to significantly impact the surrounding road system, including Constitution Avenue and Interstate 86. In addition to the ExxonMobile site, Southern Tier West is in the process of evaluating the feasibility of a multi-modal freight transfer facility and manufacturing center along Constitution Avenue. While sufficient to handle current traffic, for future development purposes the City of Olean would like to upgrade this two-lane corridor to a three-lane corridor. The third lane would better serve local businesses developing along this corridor through the utilization of turning lanes. This upgrade would also help alleviate congestion experienced by commercial traffic, as well as motorists using this corridor to bypass SR 417.

The City of Olean also points to a portion of **Buffalo Street** as a city priority. A city official pointed out that a portion of Buffalo Street was handed over to the City of Olean from NYS DOT in very poor condition. The portion of Buffalo Street in question is located beneath Interstate 86 and includes the right-of-way to enter and exit Interstate 86. This approximately half-mile portion of Buffalo Street is constructed of concrete and is in very poor condition. It would take approximately four years of the entire CHIPS funding to rehabilitate this half-mile totaling about 1.5 million dollars. City officials offered a few alternatives to alleviate the financial burden of having been forced to take over this piece of infrastructure requiring significant resources to maintain and/or upgrade. The first is for New York State Department of Transportation to rehabilitate the Buffalo Street portion in question, more specifically- remove the deteriorated concrete and replace it with blacktop paving. The second alternative would be to exchange the concrete portion of Buffalo Street with the ownership and maintenance of the blacktop portion of Buffalo Street, which is presently owned and maintained by NYS DOT.

9.2.o The City of Salamanca is arguably the fastest growing municipality (in terms of development) in Cattaraugus County-in large part due to the development of the Seneca Nation. With the pace of development that has potential to be a long term build out, deliberate planning is essential to maximize benefits of long term development. Below is a list of priorities presented to Southern Tier West by the City of Salamanca in preparation of completing this Regional Transportation Plan.



- Sweeps
- Interchange at State Park Avenue
- Rochester Street Intersection
- Intersection at Wildwood and Central
- West State Street
- Broad Street

The City of Salamanca explained that development of the **west side of the City of Salamanca** is certain to exacerbate congestion issues off Interstate 86. With the conversation on development of retail locations being constructed off of exit 20, it is believed an already congested segment of road will be made worse. In addition, development of Seneca Nation properties, such as the Casino Hotel and the addition of franchise locations, the city believes they need to find a way to reconfigure the existing road infrastructure to accommodate and alleviate future increases in traffic congestion. One proposal is to remove the sweeps that lead on and off of I-86 at exit 20. In this proposal, on-going and off-coming traffic would have to make a 90-degree turn to get on or off I-86. Another idea mentioned was the utilization of turning lanes off of the west bound lane, would help direct traffic toward the casino and toward the downtown district. This would make for a safer transition and could potentially free up needed road frontage for development. The addition, traffic signals at this intersection could increase system continuity and direct the flow of traffic.

The City of Salamanca is in the process of developing a proposal that is considered as an economic development project. The City of Salamanca is seeking a **new interchange** that would be located between Exit 20 & 21 at State Park Avenue. The proposed development would impact approximately 200 acres of City-owned land and would see the development of residential housing units, retail space, out parcels and the possibility of hotel development at the interchange. Due to the lack of vehicular access options to the property in question, if such development is to take place there will be significant impact- directly to three routes each of which is owned by different municipalities. First, I-86 could see significant increase of traffic due to the development proposed in the scope of the project. State Park Avenue would most defiantly be impacted as a narrow local road that presently is utilized as a residential corridor. System continuity issues at the intersections of State Park Avenue and SR 417 are certain to be impacted with this proposed development in question. Potential future considerations that could promote more effective continuity in these two corridors are the addition of turning lanes on both the State Park Avenue and SR 417 corridors. In addition to the turning lanes, is the possibility of adding a traffic control light that is in time with the other signal along the SR 417 corridor in the city. The third road segment to have direct impact would be SR 417 that runs through the City of Salamanca. Such development would most likely have indirect impacts on several of the road segments leading to and from the City of Salamanca, including SR 219 and SR 353. State Route 219 could be impacted by this development indirectly with travelers from the north towns traversing south to City of Salamanca to entertain them at the Seneca Nation Casino while also having the options to take advantage of retail establishments located near the casino. The completion of SR 219 to Interstate 86 would most likely keep traffic off of the local road system helping to resolve potential congestion issues, while at the same making the efficient design of the new interchange that much more critical for fending off potential congestion issues at the interchange.

The City of Salamanca commented that **Rochester Street** is the only existing location within the city limits that has potential for the development of industry. In order for the City of Salamanca to utilize this location to its fullest potential it is believed that access to Rochester Street needs to be improved. The west end of Rochester Street comes out onto Main Street which is not ideal for many reasons. The first obvious obstacle is the height restricted railroad bridge directly south of the Rochester Street and Main Street intersection. The second is the desire to keep additional traffic off Main Street in an attempt to control traffic congestion. It would not be practical or desired by the city to encourage truck traffic to utilize Main Street as a feeder route to the Rochester Street Development. The desired route for truck traffic would be coming in from the east side of Rochester Street. The east side of Rochester Street intersects with Merden Avenue on SR 417 (Wildwood Avenue). The City of Salamanca recognizes that the intersection of Rochester Street and Merden Avenue as well as the intersection of Merden

Avenue and Wildwood Avenue (SR 417) needs improvement to enhance system continuity and relieve traffic congestion at these intersections. With the strategic placement of turning lanes, which would require widening the road(s), it is believed that issues of system continuity as well as congestion could be significantly reduced.

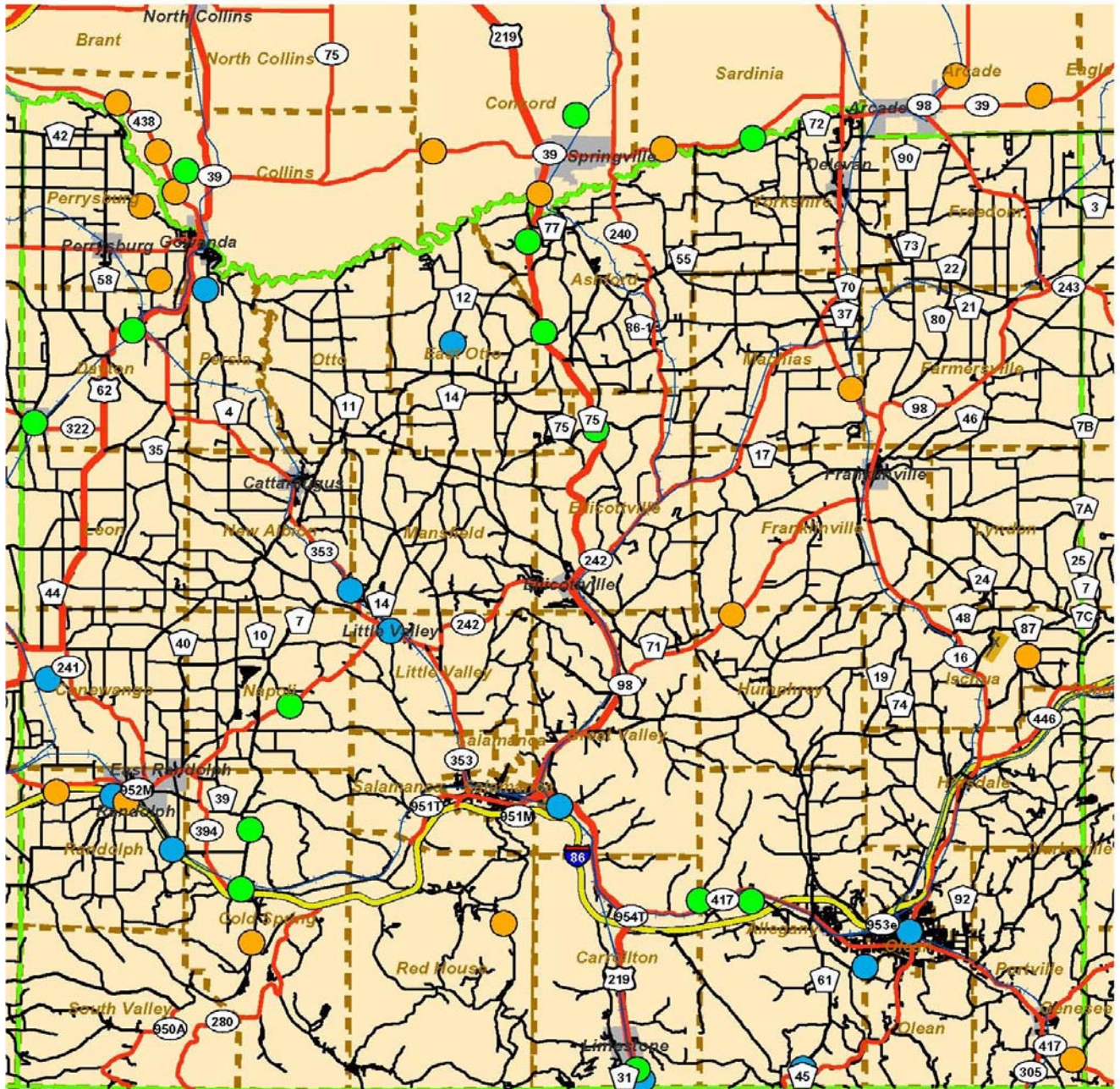
The development of **Rochester Street**, in the manner above, is almost certain to have a negative impact on the next priority put forward by the City of Salamanca. The City of Salamanca has pointed to the intersection of Wildwood and Central Avenue as a priority. The intersection in question is located where SR 219 and SR 417 meet on the east side of Salamanca. Although the Central Avenue traffic has four lanes, the road is inherently narrow. The combination of narrow roads, a 90-degree turn north onto SR 219 off of SR417/SR 219 from the west, and the lack of turning lanes onto SR 417 creates an issue with public safety as well as traffic congestion. System continuity could be improved with the strategic placement of turning lanes, which would require widening the road(s). It is believed that the issue of public safety as well as congestion could be significantly reduced with these improvements.

The City of Salamanca recognizes that there will be negative impact on **West State Street** due to the closing of the Center Street Bridge on Route 353. West State Street will be used as a detour route until the completion of the Center Street Bridge is realized. It was made clear that it will be a priority to repair the road as soon as the bridge construction is completed.

The City of Salamanca has raised concerns in regards to the paving schedule and quality of work on portions of **SR 417 and SR 219** in the City. It was noted that Broad Street and Clinton Street (SR 417) driving lanes were refinished in the fall of 2006, yet they have deteriorated to the point that premature maintenance is required. The same story is true with regards to road maintenance on Central Avenue in the fall of 2007. At this time, it has reported by NYS DOT that the repairs for these sections have awarded contracts and should be under construction in June of 2009 with completion in of September of 2009.

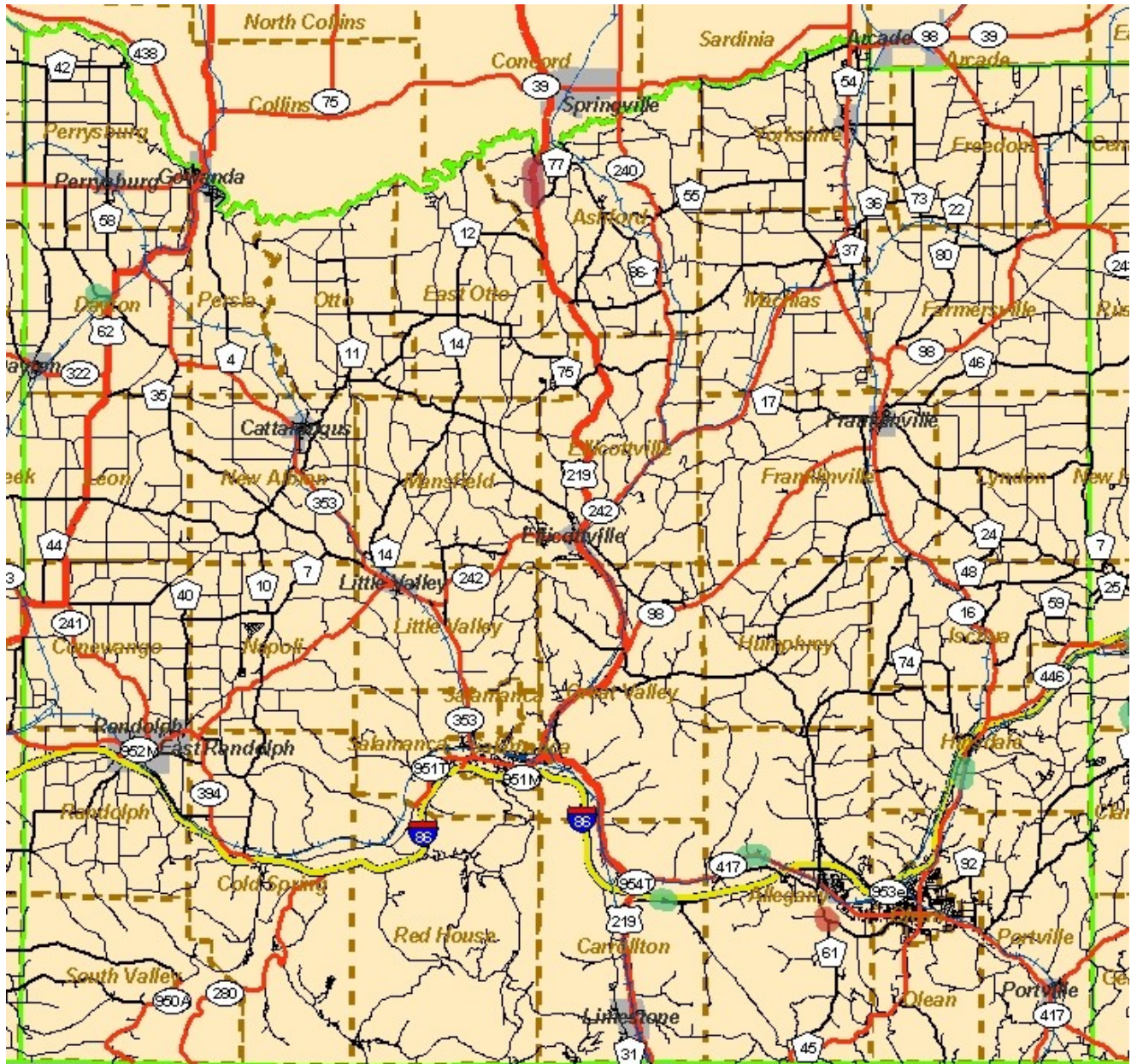
Below is a map with accident locations reported through the FARS system, as described at the beginning of this section.

Cattaraugus County Highway Fatal Locations



- 2005 Fatal Accident Locations
- 2006 Fatal Accident Locations
- 2007 Fatal Accident Locations

Cattaraugus County Highway Association Safety Recommendations



Local Road Issues

- 45 Degree Intersection
- Accidents
- Blowing Snow
- Bridge replacement
- Flooding
- Intersection does not line up
- No Shoulder
- Poor Sight Distance
- School zone signage
- Sharp Curve

Cattaraugus County Highway Association Safety Recommendations Data

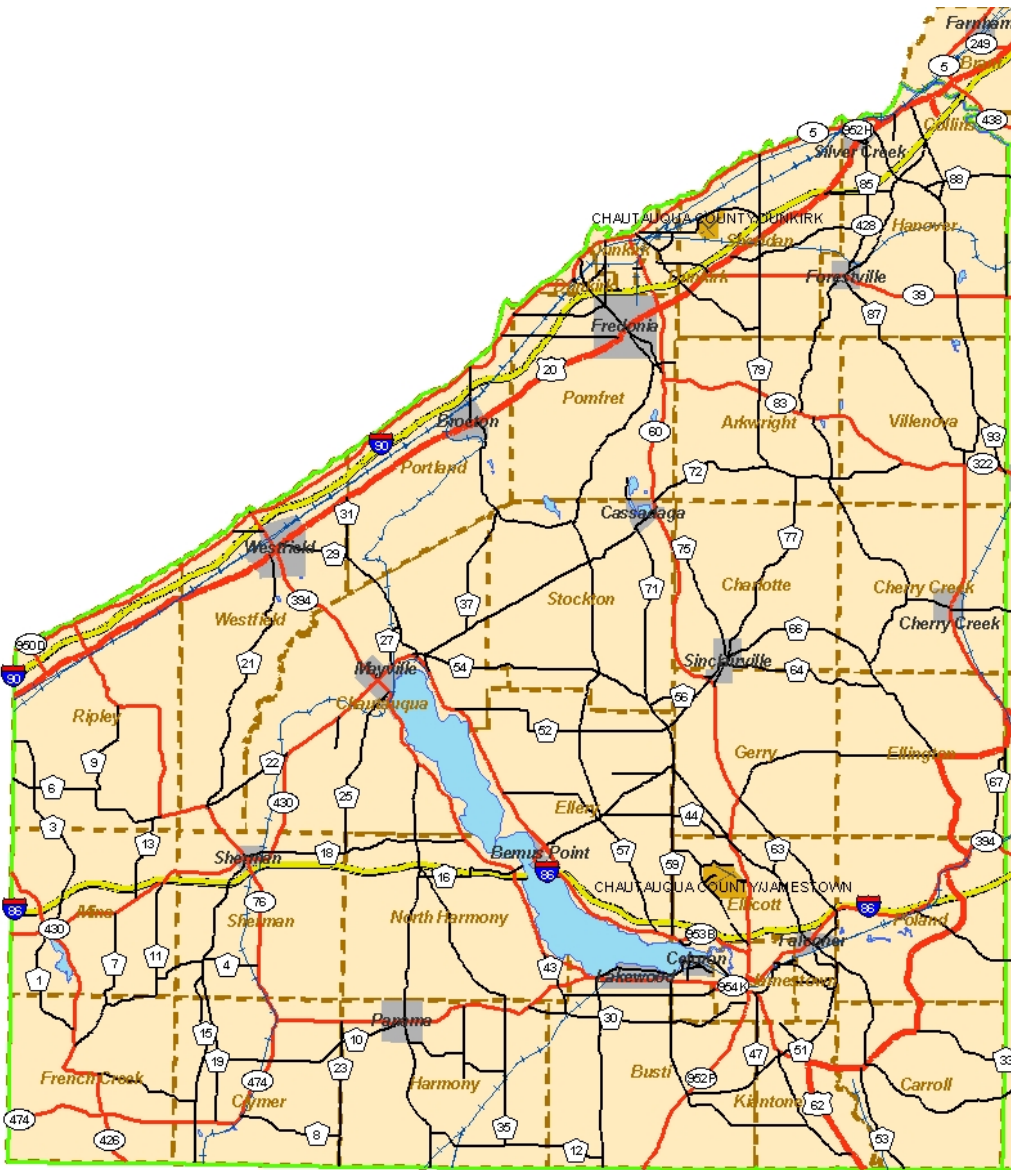
COUNTY	MUNICIPALITY	LOCATION	ISSUE TYPE
Cattaraugus	Allegany	SR417 near Townsend Hollow Rd	Accidents
Cattaraugus	Allegany	South 9 Mile Rd	Accidents
Cattaraugus	Allegany	CR60	Sharp Curve
Cattaraugus	Ashford	SR219 near Peters Rd	Blowing Snow
Cattaraugus	Dayton	Intersection at CR57 and Bentley Rd	Accidents
Cattaraugus	Dayton	Intersection at CR57 and Bentley Rd	Accidents
Cattaraugus	Hinsdale	SR16 near Sherlock Hollow Rd	Accidents

*The above information was solicited from each of the Highway Superintendents through the Town Highway Superintendent’s Association of Cattaraugus County.

9.3 Chautauqua County Highway System

Chautauqua County is the most westward county in the State of New York. In regards to land size, Chautauqua County is the smallest county in the Southern Tier West region. In regards to highway infrastructure, Chautauqua County has the most centerline miles of road in the Southern Tier West region with a total of 2,482 miles. Of the nearly 2500 miles, 1,209 miles are under the jurisdiction of the towns, 139 are under the jurisdiction of the villages, 182 are under the jurisdiction of the cities, 552 are under the jurisdiction of the county with the remainder being under the jurisdiction of the state and “other” according to New York State Department of Transportation’s 2006 Highway Mileage Summary report.

Chautauqua County Highway System



The backbone of the highway system in Chautauqua County is largely made up of Interstate 86 and Interstate 90 both of which are classified as principal arterial-interstate. Interstate 86 runs east/west through the county originating in the Town of Mina and traversing west to Cattaraugus County through the Town of Poland. Interstate 90 is a corridor that runs parallel to Lake Erie originating in the Town of Ripley running north/east through the Town of Hanover bordering Erie County. State Route 60 is classified as a principal arterial-other. This state route is a major part of the highway system that connects the two population centers in the county, where much of the industry base is located. In regards to minor arterials, Chautauqua County has fewer miles of centerline miles than both Allegany and Cattaraugus County. In the north county, SR 39 begins at SR 20 and runs west through areas of Chautauqua, Cattaraugus and Erie Counties. Interstates 62 and 394 are two other minor arterials that have significant impact on the transportation system in Chautauqua County. State Route 62 is a north/south corridor that enters the county in the Town of Ellington and follows a northern direction ultimately running to Warren County, Pennsylvania via the Town of Kiantone. State Route 394 originates at SR 5 as a minor arterial (and changes classifications 5 times) in Town of Westfield and runs south/west along Chautauqua Lake ultimately entering Cattaraugus County in the Town of Randolph and continuing as an east/west corridor until it connects to Interstate 86 (as a major collector) in the Town of Coldspring. Highway segments classified as major collectors are NY 83, 430, 426, 474, and SR 76.

Chautauqua County is also a predominately rural county, but it is the most industrialized of the three counties of the Southern Tier West region. The cities of Jamestown and Dunkirk are not only the population centers of the county, they are also home to most of the development in the county. With this development come issues with the highway system, such as traffic congestion, slower commute times, safety issues and environmental concerns. In the rural areas, where capacity issues may become a problem, there are generally rather simple steps that can be undertaken to alleviate the problem. In the cases of these two cities, significant planning on the part of the county is required to help alleviate concerns.

Listed below are priorities/priority corridors presented to Southern Tier West by sponsoring municipalities within Chautauqua County. These priorities take into account several issues, which include but are not limited to: capacity, safety considerations, deficiencies, economic development considerations, corridor analysis, safety considerations and quality of life considerations.

Relevant Bridge Data: Interstate 86 (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	A.ADT	YEAR OF A.ADT	TRUCK TRAFFIC (%)
1062571	5	Chautauqua	5.819	97.7	11	5842	2004	17.10
1062572	5	Chautauqua	5.708	97.7	11	5842	2004	17.10
1062590	5	Chautauqua	5.658	81.0	11	11684	2004	17.10
1062601	5	Chautauqua	5.234	86.7	11	5842	2004	17.10
1062602	5	Chautauqua	6.328	96.7	11	5842	2004	17.10
1062611	5	Chautauqua	5.359	97.7	11	5842	2004	17.10
1062612	5	Chautauqua	5.703	97.7	11	5842	2004	17.10
1062621	5	Chautauqua	4.516	73.4	11	5842	2004	17.10
1062622	5	Chautauqua	4.766	80.7	11	5842	2004	17.10
1062631	5	Chautauqua	4.688	78.6	11	5842	2004	17.10
1062632	5	Chautauqua	4.968	83.7	11	5842	2004	17.10
1062640	5	Chautauqua	6.739	97.9	6	1862	2006	6.49
1062650	5	Chautauqua	7.000	95.9	6	1953	2006	6.49
1062661	5	Chautauqua	5.516	76.6	1	5714	2006	23.36
1062662	5	Chautauqua	5.219	76.6	1	5714	2006	23.36
1062671	5	Chautauqua	6.286	97.7	1	5842	2004	23.36
1062672	5	Chautauqua	6.286	96.7	1	5842	2004	23.36
1071410	5	Chautauqua	5.778	97.9	7	2687	2004	7.95
1071430	5	Chautauqua	6.083	98.0	9	209	2006	4.63
1071441	5	Chautauqua	6.810	97.8	1	4366	2004	23.36
1071442	5	Chautauqua	5.915	91.1	1	4366	2004	23.36
1071451	5	Chautauqua	6.844	95.8	1	4366	2004	23.36
1071452	5	Chautauqua	5.966	95.8	1	4366	2004	23.36
1071471	5	Chautauqua	6.391	95.8	1	4366	2004	23.36
1071472	5	Chautauqua	5.578	96.8	1	4366	2004	23.36
1071481	5	Chautauqua	6.734	97.8	1	4366	2004	23.36
1071482	5	Chautauqua	5.559	97.2	1	4366	2004	23.36
1071491	5	Chautauqua	7.000	92.8	1	4366	2004	23.36
1071510	5	Chautauqua	6.181	98.0	9	174	2004	4.63
1071520	5	Chautauqua	6.250	97.9	9	355	2004	4.63
1071539	5	Chautauqua	5.892	96.0	1	7006	2004	23.36
1071540	5	Chautauqua	5.719	99.0	16	4008	2005	6.09
1071900	5	Chautauqua	5.583	94.0	11	11584	2004	17.10
1091710	5	Chautauqua	5.917	86.8	9	119	2006	4.63
1091721	5	Chautauqua	6.350	96.8	1	4022	2005	23.36
1091722	5	Chautauqua	6.469	87.9	1	4022	2005	23.36
1091730	5	Chautauqua	4.286	67.5	1	8043	2005	23.36
1091740	5	Chautauqua	5.333	96.9	9	282	2006	4.63
1091751	5	Chautauqua	6.533	89.4	1	8043	2005	23.36
1091760	5	Chautauqua	4.958	98.0	7	552	2004	7.95
1091771	5	Chautauqua	6.467	96.8	1	4022	2005	23.36
1091772	5	Chautauqua	5.733	97.8	1	4022	2005	23.36
1091781	5	Chautauqua	6.345	97.8	1	4022	2005	23.36
1091782	5	Chautauqua	5.909	97.8	1	4022	2005	23.36
1091790	5	Chautauqua	5.625	97.8	8	998	2006	5.65
1091800	5	Chautauqua	5.891	98.0	8	998	2006	5.65
1091819	5	Chautauqua	5.465	91.4	11	11982	2004	17.10
1091880	5	Chautauqua	5.656	99.0	9	375	2006	4.63
1091890	5	Chautauqua	5.508	86.0	11	11584	2004	17.10
1091901	5	Chautauqua	5.507	95.7	11	5792	2004	17.10
1091902	5	Chautauqua	5.577	95.7	11	5792	2004	17.10
1091911	5	Chautauqua	6.143	95.7	11	5792	2004	17.10
1091912	5	Chautauqua	6.222	95.7	11	5792	2004	17.10
1091921	5	Chautauqua	6.085	97.7	11	5792	2004	17.10
1091922	5	Chautauqua	5.915	97.7	11	5792	2004	17.10
1091931	5	Chautauqua	5.828	98.0	11	4650	2004	17.10
1091932	5	Chautauqua	5.766	98.0	11	4650	2004	17.10
1091940	5	Chautauqua	5.347	98.8	17	1591	2004	3.49
1091951	5	Chautauqua	5.703	96.0	11	4650	2004	17.10
1091952	5	Chautauqua	6.016	98.0	11	4650	2004	17.10
1091960	5	Chautauqua	5.597	97.9	19	808	2006	5.40
1091971	5	Chautauqua	5.891	97.7	11	6459	2006	17.10
1091972	5	Chautauqua	5.828	97.7	11	6459	2006	17.10
1091981	5	Chautauqua	5.813	97.7	11	6459	2006	17.10
1091982	5	Chautauqua	5.813	97.7	11	6459	2006	17.10
1091999	5	Chautauqua	7.000	98.0	11	12917	2006	17.10
1092001	5	Chautauqua	6.000	96.7	11	6459	2006	17.10
1092002	5	Chautauqua	6.135	96.7	11	6459	2006	17.10

Relevant Bridge Data: Interstate 90 (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1015410	5	Chautauqua	4.578	74.4	2	4843	2005	9.65
1027890	5	Chautauqua	5.031	74.0	14	13862	2005	5.90
1030020	5	Chautauqua	4.917	95.9	7	425	2006	7.95
1048430	5	Chautauqua	4.833	85.1	7	890	2006	7.95
1050610	5	Chautauqua	5.222	79.5	7	1086	2006	7.95
1050620	5	Chautauqua	5.278	78.4	7	1599	2006	7.95
5011990	5	Chautauqua	4.453	84.9	7	3223	2005	7.95
5047170	5	Chautauqua	5.500	80.0	7	1792	2006	7.95
5090220	5	Chautauqua	5.313	79.1	7	1792	2006	7.95
5511130	5	Chautauqua	5.181	93.0	9	137	2006	4.63
5511140	5	Chautauqua	5.516	94.0	9	144	1996	4.63
5511150	5	Chautauqua	5.078	94.0	9	90	2006	4.63
5511161	5	Chautauqua	5.000	95.5	1	10336	2000	23.36
5511162	5	Chautauqua	4.895	96.5	1	10336	2000	23.36
5511170	5	Chautauqua	5.219	93.0	9	115	2006	4.63
5511180	5	Chautauqua	5.406	82.7	9	949	2006	4.63
5511191	5	Chautauqua	4.828	96.5	1	10336	2000	23.36
5511192	5	Chautauqua	4.672	96.5	1	10336	2000	23.36
5511200	5	Chautauqua	4.438	78.0	1	772	1999	23.36
5511210	5	Chautauqua	4.906	82.7	9	812	2006	4.63
5511221	5	Chautauqua	5.108	92.5	1	10715	2000	23.36
5511222	5	Chautauqua	5.162	90.5	1	10715	2000	23.36
5511231	5	Chautauqua	4.328	96.5	1	10715	2000	23.36
5511232	5	Chautauqua	4.813	96.5	1	10715	2000	23.36
5511240	5	Chautauqua	5.391	89.4	9	269	2006	4.63
5511250	5	Chautauqua	5.484	89.4	9	269	2006	4.63
5511260	5	Chautauqua	5.236	82.4	9	369	2006	4.63
5511271	5	Chautauqua	5.162	95.5	11	9534	2006	17.10
5511272	5	Chautauqua	5.135	95.5	11	10715	2000	17.10
5511280	5	Chautauqua	5.778	82.4	9	369	2006	4.63
5511290	5	Chautauqua	4.891	88.8	9	250	2006	4.63
5511300	5	Chautauqua	5.310	79.9	1	19068	2006	23.36
5511310	5	Chautauqua	4.750	88.5	9	263	2006	4.63
5511321	5	Chautauqua	5.271	88.2	11	10715	2000	17.10
5511322	5	Chautauqua	5.383	93.4	11	10715	2000	17.10
5511331	5	Chautauqua	5.559	95.3	11	14200	1989	17.10
5511332	5	Chautauqua	5.500	95.3	11	14200	1989	17.10
5511341	5	Chautauqua	5.730	96.5	11	9534	2006	17.10
5511342	5	Chautauqua	4.516	93.5	11	10715	2000	17.10
5511350	5	Chautauqua	5.514	80.9	1	19068	2006	23.36
5511360	5	Chautauqua	4.972	85.4	9	388	2005	4.63
5511370	5	Chautauqua	5.597	77.9	17	1126	2005	3.49
5511380	5	Chautauqua	5.417	77.9	17	1126	2005	3.49
5511390	5	Chautauqua	5.208	81.5	17	1592	2004	3.49
5511400	5	Chautauqua	5.583	85.4	17	600	2005	3.49
5511410	5	Chautauqua	5.931	85.5	17	600	2005	3.49
5511420	5	Chautauqua	4.953	76.6	16	1239	2004	6.09
5511430	5	Chautauqua	4.750	86.8	17	4611	2005	3.49
5511440	5	Chautauqua	4.688	88.7	11	4940	2001	17.10
5511450	5	Chautauqua	5.578	81.7	9	1161	2006	4.63
5511460	5	Chautauqua	5.270	78.5	11	25336	2006	17.10
5511470	5	Chautauqua	5.000	89.4	19	404	2006	5.40
5511480	5	Chautauqua	4.838	81.6	11	25336	2006	17.10
5511490	5	Chautauqua	5.500	81.5	17	1163	2006	3.49
5511500	5	Chautauqua	5.359	95.0	9	78	1996	4.63
5511511	5	Chautauqua	4.420	90.5	1	12668	2006	23.36
5511512	5	Chautauqua	4.520	79.3	1	13631	2000	23.36
5511521	5	Chautauqua	4.260	79.4	1	12668	2006	23.36
5511522	5	Chautauqua	4.700	90.5	1	12668	2006	23.36
5511530	5	Chautauqua	5.250	69.1	7	1356	2006	7.95
5511540	5	Chautauqua	4.861	73.4	7	3271	2006	7.95
5511550	5	Chautauqua	4.984	95.9	1	2625	2002	23.36
5511560	5	Chautauqua	4.931	77.4	1	26365	2006	23.36
5511570	5	Chautauqua	4.952	94.7	1	26365	2006	23.36
5511630	5	Chautauqua	5.517	96.1	1	19068	2006	23.36

STATE ROAD SYSTEM

9.3.b Gateway to New York - In April of 2004, Chautauqua County and the New York State Thruway Authority completed a feasibility study to locate a “Gateway Center” in the Town of Ripley. The impact of a Gateway Center in the Town of Ripley could be twofold. As the Gateway into New York State, the impact on tourism throughout the state and the county could be substantial. At the county level, a strategically placed Welcoming Center would not only be a function of Interstate 90, but would also serve as a development tool for routes 5 and 20. The second benefit of this proposal would be the potential impact on larger population centers that I-90 serve, such as Buffalo, Rochester, Finger Lakes, Syracuse, Utica and Albany.

Relevant Traffic Counts (NYSDOT)

<u>RC/Station</u>	<u>Date</u>	<u>Direction</u>	<u>AADT</u>
520089	11/13/2006	Eastbound	9078
520089	11/12/2006	Westbound	9057

Relevant Bridge Data

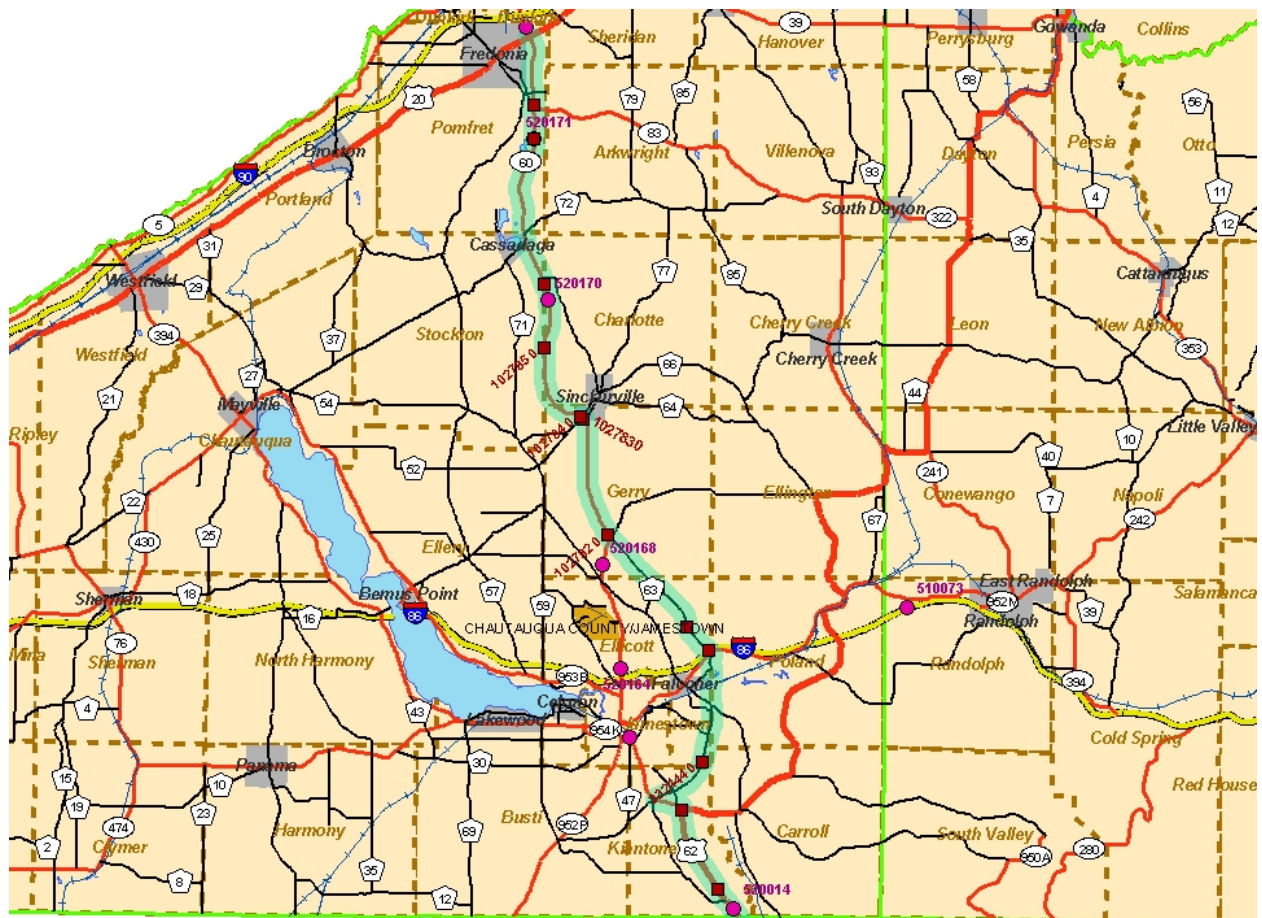
N/A



9.3.c State Route 60 is recognized as a major corridor by Chautauqua County in large part because of its impact it has on local commerce. Presently, the 60/62 corridor is the primary route from development around the Chadwick Bay Industrial Park south to I-86 and continuing further south into Pennsylvania.

However as the route is currently used, this corridor runs through the middle of the City of Jamestown. The tight turns and narrow roads through the city create a challenging and unsafe situation, especially for truck traffic. The County of Chautauqua proposes to reroute unnecessary traffic on route 60 from entering the City of Jamestown in order to alleviate congestion issues as well as safety issues.

Chautauqua County recognizes the magnitude of this priority project. Realizing that this project will most likely have to be completed in phases, the county has also prioritized specific segments of the corridor. Chautauqua County would like to have the first completed phase to be a four-lane corridor from the Fredonia area to the area around Gerry. The county recognizes that future studies will determine if an upgrade of the existing two-lane is an option while at the same time looking at other potential alignments. The rationale for making this the first segment is to increase the level of service to local traffic while at the same time helping to decrease congestion issues in and around the Village of Fredonia and the City of Dunkirk. The county then proposes to complete the most southern section, which runs from the Pennsylvania line to the City of Jamestown. As pointed out in Warren Counties Comprehensive Plan, referred to earlier in this document, Warren County desires to better access to I-86. The county recognizes that the most difficult portion of the new corridor will be the middle segment in and around the City of Jamestown.



Relevant Traffic Counts: State Route 60 (NYSDOT)

RC/Station	Date	Direction	AADT
520014	12/1/2007	Northbound	2130 (ADT)
520014	12/1/2007	Southbound	2114 (ADT)
520166	8/18/2005	Northbound	5905
520166	8/18/2005	Southbound	6140
520164	9/6/2007	Northbound	4210
520164	9/6/2007	Southbound	4302
520168	4/27/2006	Northbound	3970
520168	4/27/2006	Southbound	3960
520170	6/26/2007	Northbound	3290
520170	6/26/2007	Southbound	3392
520171	7/10/2008	Northbound	4152
520171	7/10/2008	Southbound	4156
520020	7/7/2008	Northbound	12640
520020	7/7/2008	Southbound	13063

Relevant Bridge Data: State Route 60 (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1027820	5	Chautauqua	6.079	96.8	2	8110	2004	9.65
1027830	5	Chautauqua	6.831	88.2	2	8110	2004	9.65
1027840	5	Chautauqua	4.313	48.0	2	8110	2004	9.65
1027850	5	Chautauqua	5.583	95.0	2	6923	2006	9.65
1027860	5	Chautauqua	6.862	98.0	2	6923	2006	9.65
1027870	5	Chautauqua	6.413	88.4	2	8831	2005	9.65
1027880	5	Chautauqua	5.341	77.7	2	14940	2004	9.65
1062550	5	Chautauqua	6.745	78.7	2	4645	2006	9.65
1062560	5	Chautauqua	5.857	67.7	2	4645	2006	9.65
1062581	5	Chautauqua	5.500	97.7	11	5842	2004	17.10
1062582	5	Chautauqua	5.906	97.7	11	5842	2004	17.10
3324380	5	Chautauqua	6.724	91.2	7	1891	2006	7.95
3324390	5	Chautauqua	4.339	39.9	7	1184	2006	7.95
3324440	5	Chautauqua	7.000	96.9	16	3646	2006	6.09

9.3.d State Route 426 is recognized as a priority to Chautauqua County because it is utilized as a major collector to access the Peek-n-Peak Resort located in the Town of French Creek. Future development potential around the Peek-n-Peak Resort lends Chautauqua County to improve access from I-86. This proposed corridor runs south from I-86 onto SR 426. The county is quick to point out that an upgrade to this corridor would not only improve future development potential but would also strengthen the economic base currently along the corridor. After entering the Town of French Creek, the corridor would turn west onto County Route 1.

Relevant Traffic Counts (NYSDOT)

<u>RC/Station</u>	<u>Date</u>	<u>Direction</u>	<u>AADT</u>
520046	5/1/2006	Northbound	820
520046	5/1/2006	Southbound	769

Relevant Bridge Data

N/A



COUNTY ROAD SYSTEM

9.3.e Millennium Parkway is viewed as a major county priority due to the development potential associated within the Chadwick Industrial Park. Existing businesses located in the general area have expanded operations, creating a greater need for efficient transportation linkages. In addition to expansions, Chautauqua County has remediated Brownfield sites are going to be marketing the location to developers at some time in the future. The county maintains that with a direct truck route from the I-90 interchange to the Chadwick Industrial Park the industrial park would be a desirable location with existing rail infrastructure readily available. Currently the county is working on establishing a feasible alignment for Millennium Parkway and anticipates completion of this project by 2011.

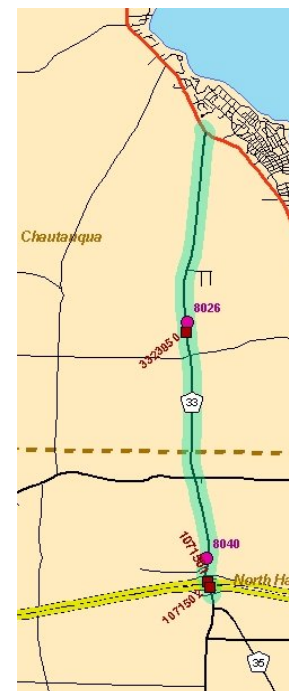
9.3.f County Road 33, also referred to as Chautauqua-Stedman Road, is classified as a major collector that runs north/south connecting I-86 to SR 394. The Chautauqua-Stedman Road is a priority to Chautauqua County because it provides access to the northern Chautauqua Lake area. This area is the home of the county seat located in Mayville as well as several attractions, such as Chautauqua Institute, several marinas, and Chautauqua Suites.

Relevant Traffic Counts (Chautauqua County)

RC/Station	Date	Direction	AADT
8040	8/ 2001	NA	2200
8026	8/2001	NA	2050

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1071501	5	Chautauqua	6.750	97.8	1	3503	2004	23.36
1071502	5	Chautauqua	5.781	98.0	1	3503	2004	23.36
3323950	5	Chautauqua	5.200	95.3	7	1138	2004	7.95



9.3.g The County Road 43 corridor is another corridor that changes functional classification. Segments with a Department of Public Facilities number 37 are classified as collectors. Numbers 68 and 83 are classified as minor arterials. Chautauqua County prioritizes this as a major corridor because it provides access to the Stoneman Industrial Park, which is the home to one of the county’s largest employers as well as several other industries in the area. Cummings is located near the intersection of CR 43 & CR 30. Proposed improvements to CR 43 will provide a direct route to such industrial destinations and bring timesaving and safety benefits.

Relevant Traffic Counts (Chautauqua County)

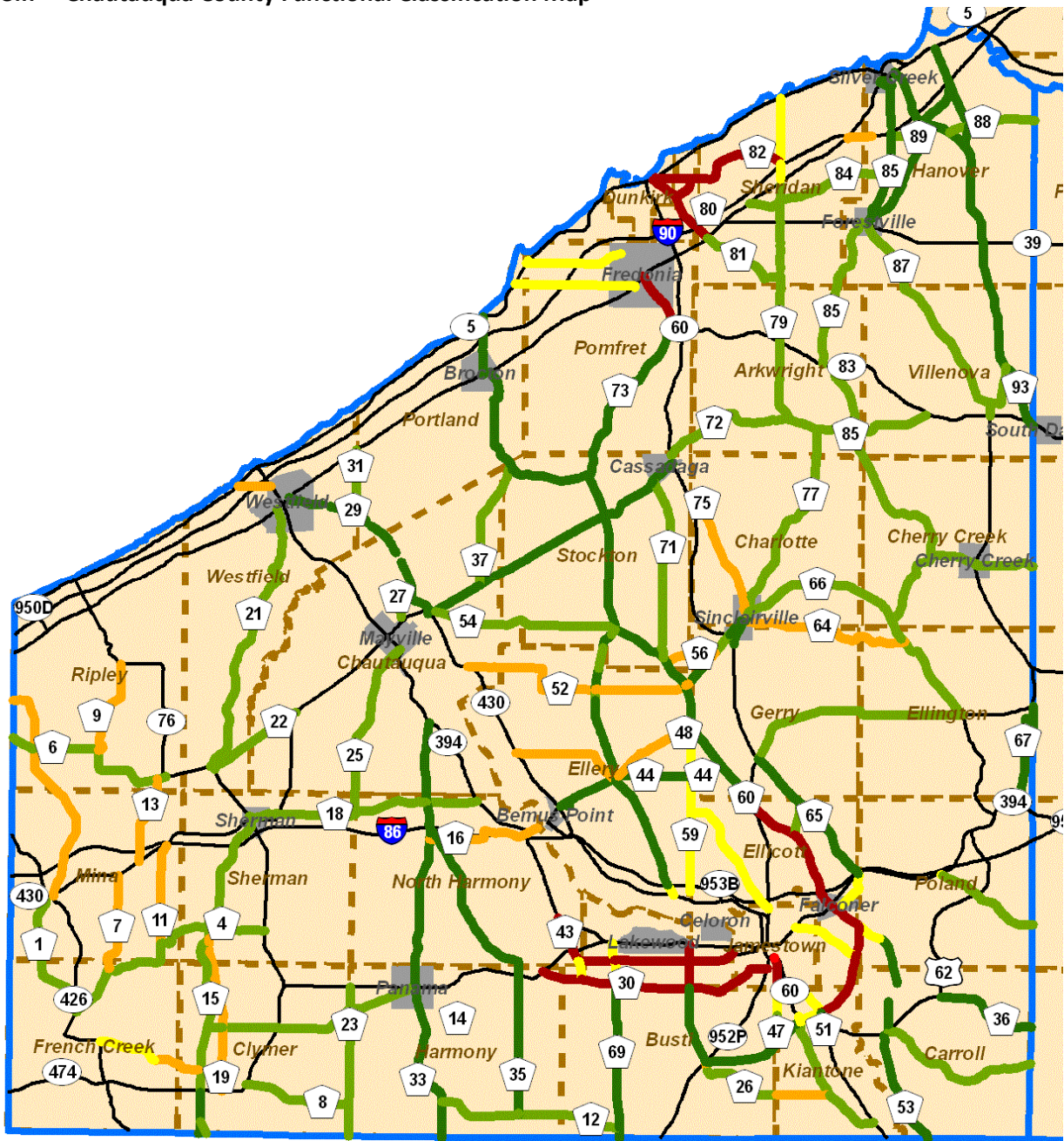
RC/Station	Date	Direction	AADT
8027	9/2006	NA	2500 (10% Truck)
8028	9/2006	NA	1800 (12% Truck)
6218	7/2000	NA	4050 (7% Truck)
8068	7/2000	NA	3000 (4% Truck)
8106	7/2000	NA	3000 (4% Truck)

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
3323560	5	Chautauqua	5.203	99.4	16	3941	2006	6.09
3325250	5	Chautauqua	5.273	92.2	16	4336	2006	6.09



9.3.h Chautauqua County Functional Classification Map



Functional Classification System

- | | |
|---------------------|---------------------|
| Rural | Urban |
| 7 - Major Collector | 16 - Minor Arterial |
| 8 - Minor Collector | 17 - Collector |
| 9 - Local | 19 - Local |

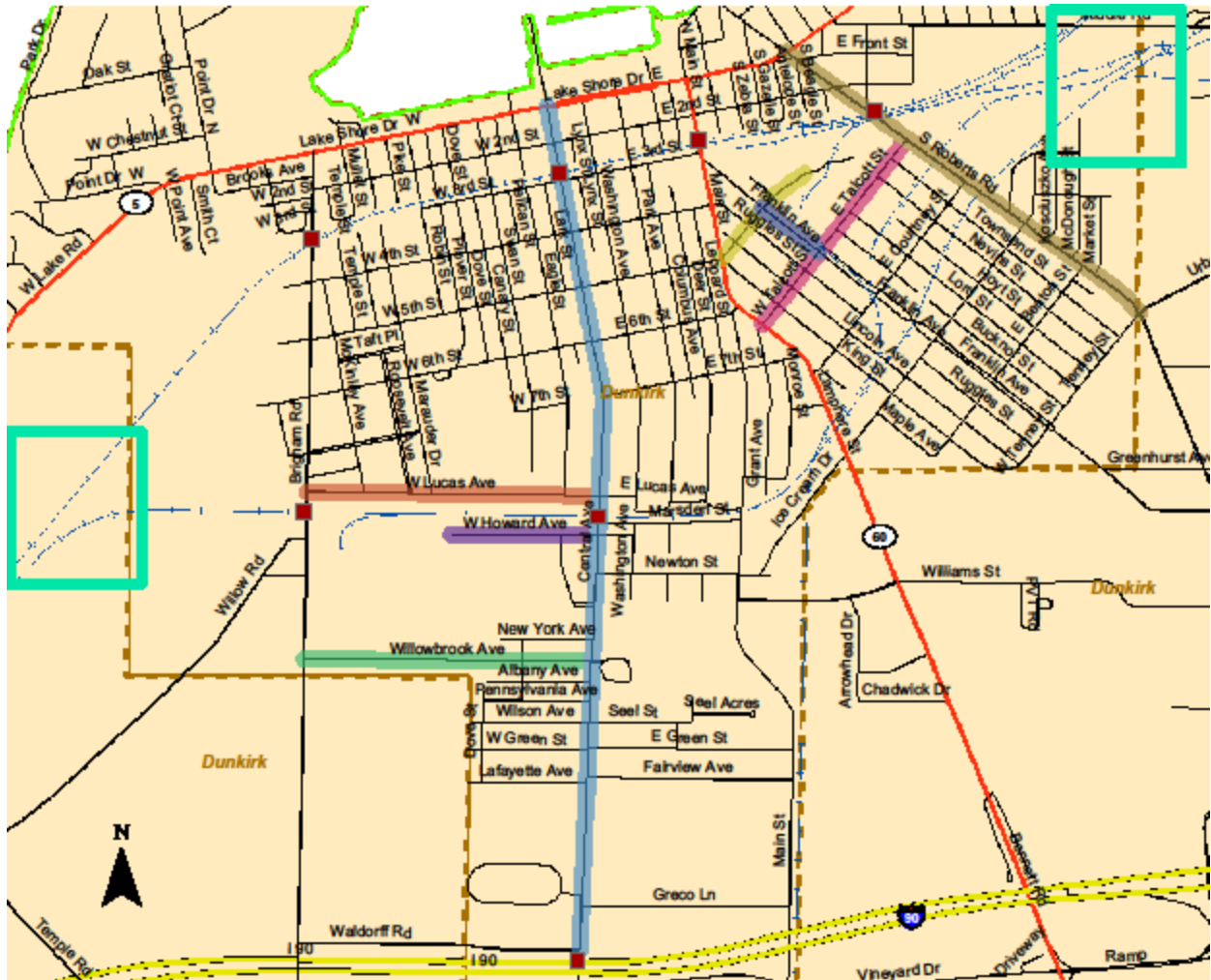
9.3.i The Sinclairville Landfill is another priority to Chautauqua County’s highway infrastructure, which include making improvements on existing roads from I-86. Chautauqua County has seen an increased demand on refuse disposal from the Buffalo/Rochester area, which has mandated an upgrade on existing roads. Upgrading several sections of county routes connecting State Route 60 at the Sinclairville interchange to the County landfill and improving all intersections will provide a safer truck route.

Relevant Bridge Data (NYSDOT)

BIN	REGION	COUNTY	CONDITION RATING	SUFFICIENCY RATING	FUNCTIONAL CLASS	AADT	YEAR OF AADT	TRUCK TRAFFIC (%)
1027790	5	Chautauqua	5.900	81.1	14	7546	2004	5.90
3047050	5	Chautauqua	6.293	93.7	7	1713	2006	7.95
3047060	5	Chautauqua	6.000	95.3	7	2421	2006	7.95
3324270	5	Chautauqua	4.703	80.6	9	1530	2006	4.63



9.3.j The City of Dunkirk



- Talcott Street
- Roberts Road
- Willowbrook Avenue
- West Howard Avenue
- Lucas Avenue
- Central Avenue
- Wright Street/Cliffstar Drive
- Franklin/Cliffstar Court
- Bridge Clearances
- Safety Issue

Talcott Street - This pavement is situated between SR 60 (Maple Avenue) and CR 81 (Roberts Road). Although not a designated truck route, this section is currently utilized for the commercial deliveries to Carriage House (average 54 trucks day), Cliffstar Corporation, and Shaant Industries Inc/UltraPak (average 5 trucks/day). The existing pavement structure is not designed for truck loadings, as it was originally intended as a residential street. The section between SR 60 & Franklin Avenue is 30' wide curbed pavement. The section between Franklin Avenue and CR 81 is average 29' wide pavement. Under County/City agreement, this is a City right-of-way (ROW) but the pavement-only structure is County maintained, all other infrastructure in the ROW is the City's responsibility.

Roberts Road (CR 81) - Same maintenance agreement as Talcott Street.

Willowbrook Avenue - Same maintenance agreement as Talcott Street. This is a designated truck route mainly servicing Special Metals Corporation on Willowbrook Avenue, the Dunkirk Acquisition Company on Brigham, and to a smaller extent, the ADD Lumber complex on Brigham. It also serviced the former Better Baked Foods (Petri) facility on Brigham Road, which is currently up for sale. There is a 30' wide curbed section between Central Avenue and Swan Street. The section between Swan and Brigham is uncurbed and averages 23' wide. Approximately 2/3 of this section traverses residential properties. Once again, the pavement structures are sub-standard for truck traffic. The Swan/Brigham section is currently in dire need of reconstruction.

West Howard Avenue - This pavement is on the Federal Aid Highway System. This pavement was originally the main truck route into the steel plant (currently under ownership of Dunkirk Acquisition Company) until the City was forced to close the road to truck traffic approximately 5 years ago due to a failing culvert. All truck traffic to the plant has been forced to re-route via Willowbrook Avenue to Brigham Road through a mainly residential neighborhood. This pavement is 28' wide and has a concrete base.

Safety Issue - NSRR – accident data will be forthcoming – the existing NSRR mainline has 10 at-grade rail crossings running through the City's 4th Ward residential area. There are no rail stops for NSRR within the City. It has been requested previously that a study be undertaken to re-route NSRR traffic onto the CSX rails, which are above-grade with the exception of the at-grade crossing at Middle Road. The railroads parallel each other and are in close proximity to each other on either side of the City limits. At times, trains stop and block some or all crossings leading to emergency delays and the significant backup of traffic on both SR 60 and CR 81. Numerous years ago, the City was forced to relocate a fire station south of the railroad to provide a better response time to the southern area of the City although train stoppage has not been as severe as it was in the past. Rail crossing work over the years has elevated approach pavement and severely ramped crossing sections, causing vehicle damage and bottoming out of "low-boy" trailers.

Lucas Avenue - Between Central Avenue and Brigham Road, Lucas is a designated truck route. It serviced a former steel plant site separated from main plant (Brigham/Howard) by the elevated NSRR. This site has been undergoing Brownfield cleanup for potential industrial sale. Lucas Avenue leads to Petri site on Brigham Road, and its pavement is generally insufficient for truck traffic and will require reconstruction should industrial sites redeveloped. The avenue is 30' wide from Central to Woodrow and 21' wide Woodrow to Brigham.

Central Avenue - Same maintenance agreement as Talcott Street. It is a designated truck route and handles all truck traffic to steel plant facilities via I-90 and SR 5 & 20. The county has submitted for Federal/State funding for reconstruction because the pavement is failing in numerous areas minimal base structure and insufficient underground infrastructure.

Signal Controllers/Timing - The City currently has 26 operating traffic signals, of which approximately 20 are in need of controller and loop detection replacement associated re-timing. Existing controllers are 20 years-old and have reached their expected life. Repair materials are becoming harder to find for the current equipment.

Wright Street/Cliffstar Drive - Same maintenance agreement as Talcott Street. This short 750 foot pavement section is the main truck route to Cliffstar Corporation and handles, on average, 65-85 trucks/day. The pavement is failing severely between Ruggles Street and Franklin Avenue. Due to the current volume of trucks and the configuration of Cliffstar's entry point, trucks are forced to wait at times 3-5 deep on Wright Street before entering the plant, causing traffic delays and safety issues at intersections. The Franklin/Wright Street intersection is a safety concern also because of the lack of turning lanes, pavement widths, and the installation of an apron to access Franklin Avenue to the southeast that has poor traffic controls.

Franklin/Cliffstar Court – SR-60 to Talcott - Same maintenance agreement as Talcott Street. This section also handles numerous truck traffic for Cliffstar Corporation, Carriage House and Shaant Industries. Pavement is 30' brick covered by bituminous concrete and is in dire need of reconstruction. See intersection issue above.

Bridge Clearances - Bridge clearances on several of the City's truck routes are at or below the 14' clearance standard. Robert's Road (CR 81) at CSX, Main Street (SR 60) at CSX, Central Avenue at CSX, NSRR and I-90, and Brigham Road at CSX and NSRR are all areas which are causing transportation issues. The Brigham Road clearance at CSX is measured at 12'-8" and several trailer incidents occur each year regardless of proper posting.

Passenger Rail Service - There have been discussions regarding the implementation of rail service via CSX/Amtrak within the City limits. A station previously existed at SR 60, however areas to the east and west of the City limits should also be considered.

NRG spur - This private spur services the NRG generating station and crosses SR 60 and Brooks Avenue pavements. Both crossings are substandard and in need of reconstruction beyond normal limits of railroad responsibility. The SR 60 crossing in particular is blocked for extended periods while deliveries are made, creating backups and emergency response issues.

9.4 Seneca Nation of Indians

Please note this list is a recommendation and are in random order. Although, County, Local and Tribal roads were requested, we have also included State Roads.

Transportation between Territories is essential for the daily business of the Seneca Nation of Indians. Public Transportation is furthermore key for elderly care. In order to travel from Allegany Territory to Cattaraugus Territory, the follow roads are necessary.

Route 417 - As the City of Salamanca expressed, the intersection where SR 219 and SR 417 meet on the east side of Salamanca is a priority. Although, SR 417 is a secondary route to and from Olean area, it is also a primary road for residents living in the Sullivan Hollow Housing Area,

Carrollton and Vandalia area. It is a major east to west corridor because it runs from the City of Salamanca, through Allegany County, into Steuben County.

Route 353/Center St. Bridge Replacement - This used to be the main corridor to Salamanca when Seneca Nation members would travel from one territory to another.

CR 4 (Broadway Road) - This road is a “shortcut” from Route 353 to Gowanda. It is also utilized by Seneca Nation members traveling between the Allegany and Cattaraugus territories.

US Route 219 –

Southern Tier Expressway - This is an important corridor for obvious reasons. It enters into SNI Allegany Territory from both the east and west. However, it is ineligible under BIA inventory because they are interstates.

State Route 446 - This is considered an important corridor for Oil Spring Territory. SR 446 runs east to west just south of the Oil Spring Territory. Like Route 305, SR 446 is a connector road for the Oil Spring Territory.

Route 305 - Based in Oil Spring Territory, Route 305 is the main access road. Given the location, of Oil Spring Territory.

R.C. Hoag Drive - Due to the increase of Capital Improvement Authority Projects, traffic will likely begin to increase heavily on this roadway. It is currently the main access road from Broad Street Extension. However, it is not the only way in and out of Jimmersontown, which will bring up the next priority road. This road segment is city owned –maintained.

Front Avenue - This road can be considered a “short cut” out of the Jimmersontown area. Some Seneca Nation members use it to avoid traffic buildup at the intersection of R.C. Hoag Drive and Broad Street Extension.

I-90 - This is an important corridor because it runs through the Cattaraugus Territory. However, it is ineligible under BIA inventory because it is an interstate.

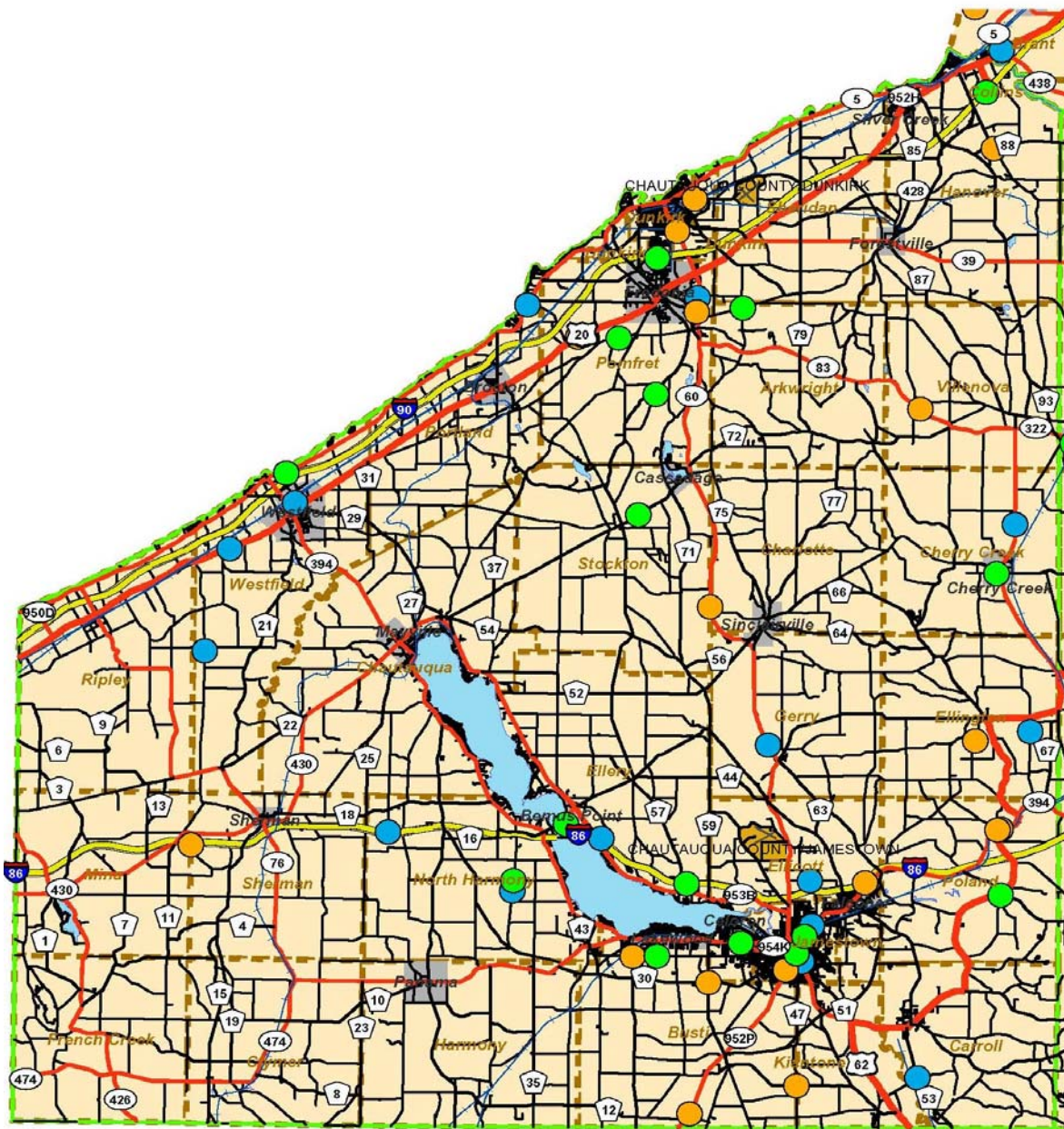
Route 5 & 20 - Rtes. 5 & 20 are important corridors leading into the Cattaraugus Territory.

Versaille Plank Road - This road is considered a “short cut” through the Cattaraugus Territory to Route 20. This is a primary route for Seneca members to get to Hamburg area. Town of Brant RD

Brant Reservation Road to Route 20 - This road is considered a “short cut” through the Cattaraugus Territory to Route 20. This is a primary route for Seneca members to the Hamburg area (Erie County Road).

Below is a map with accident locations reported through the FARS system, as described at the beginning of this section.

Chautauqua County Highway Fatal Locations



- 2005 Fatal Accident Locations
- 2006 Fatal Accident Locations
- 2007 Fatal Accident Locations

Chautauqua County Highway Association Safety Recommendations



- Local Road Issues
- 45 Degree Intersection
 - Accidents
 - Blowing Snow
 - Bridge replacement
 - Flooding
 - Intersection does not line up
 - No Shoulder
 - Poor Sight Distance
 - School zone signage
 - Sharp Curve

Chautauqua County Highway Association Safety Recommendations Data

COUNTY	MUNICIPALITY	LOCATION	ISSUE TYPE
Chautauqua	Busti	Intersection at CR32 and Winch Rd	Accidents
Chautauqua	Busti	Intersection at CR69 and CR32	Accidents
Chautauqua	Busti	Intersection at SR394 and Fairdale Ave	Accidents
Chautauqua	Busti	Intersection at SR 394 and Mall Blvd	Accidents
Chautauqua	Chautauqua	Intersection at SR430 and Van Ness Rd	Accidents
Chautauqua	Chautauqua	Intersection at SR430 and Beck Rd	Accidents
Chautauqua	Clymer	Intersection at SR474 and Mohawk St	School zone signage
Chautauqua	Ellicott	Intersection at West Main St and N Dow St	Accidents
Chautauqua	Ellicott	North Work St near East Falconer St	Accidents
Chautauqua	Ellicott	Intersection at Dow St and Allen St Ext	Accidents
Chautauqua	Ellicott	Intersection at CR45 and CR30	Accidents
Chautauqua	Ellicott	Intersection at CR32 and Howard Ave	Accidents
Chautauqua	Ellicott	Intersection at CR32 and Howard Ave	Accidents
Chautauqua	Ellington	Intersection at SR62 and Waterman Rd	Accidents
Chautauqua	French Creek	Intersection at SR426 and CR1	Accidents
Chautauqua	Poland	Intersection at CR42 and Scott Hill Rd	Poor Sight Distance
Chautauqua	Poland	Intersection at CR42 and Scott Hill Rd	Poor Sight Distance
Chautauqua	Poland	Intersection at SR62 and Hartson Rd	Poor Sight Distance
Chautauqua	Portland	Intersection at Highland Ave and Ellicott Rd	Accidents
Chautauqua	Portland	Intersection at Highland Ave and Ellicott Rd	Accidents
Chautauqua	Portland	Thayer Rd	Sharp Curve
Chautauqua	Sheridan	Intersection at SR20 and SR39	45 Degree Intersection
Chautauqua	Sheridan	Intersection at SR20 and S Roberts Rd	Intersection does not line up
Chautauqua	Sheridan	SR39	Poor Sight Distance
Chautauqua	Sheridan	Intersection at CR84 and CR79	Poor Sight Distance
Chautauqua	Sheridan	Intersection at CR84 and CR79	Poor Sight Distance
Chautauqua	Villanova	CR83	No Shoulder
Chautauqua	Westfield	SR20	Bridge replacement
Chautauqua	Westfield	Intersection at SR20 and Prospect Rd	Flooding

*The above information was solicited from each of the Highway Superintendents through the Town Highway Superintendent's Association of Chautauqua County.

10.0 RAILROAD SYSTEM

As discussed earlier in the document, the history of the railroad in the region is strongly linked to development inland and away from waterways. The railroad infrastructure in the southern tier west region remains crucial to future development, as do other forms of infrastructure we take for granted such as water, sewer, electric and highway infrastructure.

Following deregulation of the rail industry, capitalism created a vibrant rail network that saw fewer but larger rail operators span from California to New York. Over the years, as profit remained the driving factor of the deregulated industry, the large class-one operators abandoned rail segment, due to issues of redundancy leading to increased expenses.

An unexpected consequence of rail deregulation was the issue of rail safety. Lack of investment in rail infrastructure leads to safety concerns just as efficiency issues lead to restrictions of weight, speed, width, and height. As pointed out in section 7.1 of the 2009 New York State Rail Plan, “The primary federal role in rail safety lies with the Federal Railroad Administration (FRA). The FRA is responsible for prescribing appropriate rules, regulations and orders in all areas of rail safety as required by the Rail Safety Act of 1970. This Act provides for a State Participation Program in which New York has participated in since 1977. This program provides funding for NYSDOT staff to perform planned routine compliance inspections on rail freight and passenger facilities and locomotive power and equipment. NYSDOT is the primary state agency responsible for rail safety activities in New York. Based on requirements in State Railroad Law and State Transportation Law, NYSDOT provides safety oversight for railroad freight carriers as well as intercity passenger rail (Amtrak) operations in New York State. NYSDOT also provides safety oversight and investigation activities for all rail commuter and transit operations in the New York metropolitan region as mandated by the Public Transportation Safety Board (PTSB) in State Transportation Law.”

In addition to rail safety, rail security has come to the foreground since the attacks of September 11, 2001. Covered in section 7.2 of the 2009 New York State Rail Plan, “The federal and state agencies are responsible for security in the transportation sector and thus the rail transportation system are the U. S. Department of Homeland Security on the federal side and the New York State Office of Homeland Security (NYSOHS) on the state side. Security is addressed in the transportation sector mainly by identifying critical infrastructure assets and developing protection strategies for these. Other agencies, such as law enforcement and railroad operators, also play a significant role in addressing rail security needs. New York State’s Office of Homeland Security is by law, responsible for overseeing state resources applied to detection, prevention and, if necessary, response to attack.”

Currently, there are two Class 1 railroads providing freight railroad service in the region: CSX Corporation and Norfolk Southern Corporation (NS) There are also three shortline or regional railroads that provide freight railroad service in the region: Western New York and Pennsylvania Railroad (WNYP), Buffalo and Pittsburgh (BPRR), and New York and Lake Erie (NYLE).

10.1 The CSX Corporation (CSX)

The CSX Corporation is headquartered in Jacksonville, Florida and is one of the nation’s four Class 1 railroad lines, with approximately 21,000 miles of rail line located mostly in the eastern United States. CSX Corporation connects to more than 70 river, ocean and lake ports, as well as more than 200 short line railroads. Within the state of New York, CSX Corporation operates and maintains 1,300 miles of

track through 1,200 grade crossings, while transporting 104,000 carloads of freight on an annual basis. CSX Corporation serves approximately 360 customers in New York State. Within the Southern Tier West region, CSX Corporation has one mainline railroad line in the region, which parallels the Lake Erie shoreline in Chautauqua County and connects Erie, PA and Buffalo, NY. CSX Corporation also owns a former railroad yard in the Town of Great Valley in Cattaraugus County, which is served by the Buffalo and Pittsburgh railroad. Cattaraugus County, the Town of Great Valley, and the City of Salamanca view this former rail yard as having potential for redevelopment as a business park.

CSX- No Capital projects were listed in 2009 NYS Rail Plan within the Southern Tier West region

10.2 Norfolk Southern Corporation (NS)

The Norfolk Southern Corporation, headquartered in Norfolk, Virginia, also is a Class 1 railroad with rail lines primarily in the east and Midwest. Norfolk Southern Corporation has two mainline railroad lines in the region. One parallels the Lake Erie shoreline in Chautauqua County and connects Erie, PA and Buffalo, NY, and one crosses the northeastern portion of Allegany County and connects Buffalo, NY and Hornell, NY. Norfolk Southern Corporation also has an interest in two other lines in the region, one that runs north and south through Cattaraugus County and connects Buffalo, NY and Keating, PA, and another runs east and west through Chautauqua, Cattaraugus, and Allegany Counties connecting Meadville, PA and Hornell, NY. NS has trackage rights on the east-west line.

As a Class 1 rail operator, NS is provider of rail service throughout the eastern United States. For the purpose of this report we are going to focus on their presents within the boundaries of the southern tier west region and in cases of significance, refer to specific cases outside the region- that effect the southern tier west region.

Norfolk Southern operates two active lines within the southern tier west region. The Lake Erie District within the Southern Tier West region is approximately 41 miles in length and runs from the NY/PA border, north/west along Lake Erie, into Erie County. The Lake Erie District is free of capacity restrictions, with a weight rating of 286,000 lbs, speed rating of 50 mph, and cleared for double stack heights and widths. In addition to there being no restrictions on the line, safety measures are also absent of concern from the NS Buffalo Line.

This line is significant to existing and potential economic development. Located along this line are nine industrial developments accessible from the Buffalo Line and ranging from 35-565 acres in size. There is also an inactive customer track located in Sheridan, NY, as well as a potential for Team Tracks located at Silver Springs, Dunkirk and Ripley.

The Southern Tier Line is an active 12-mile stretch of rail located in northeast Allegany County. Unlike the Lake Erie District line, the Southern Tier Line has restrictions. A restricted weight limit of 273,000 lbs. is in place because of a bridge built in 1895 that is nearing the end of its useful life. In addition to the weight restriction on the bridge, it also has a permanent 10 mph speed limit due to its age. Norfolk Southern has received a \$3 million grant from NYSDOT to proceed with preliminary engineering for the replacement or rehabilitation of the bridge. Although the present condition of the Portageville Bridge does not prove a safety issue there is a cost being paid in economic efficiency. The weight limit restriction prevents NS from hauling standard weight, leading to a less efficient line and potentially putting NS at a disadvantage to its competitors.

Norfolk Southern recognizes that the Portageville Bridge, located in Letchworth State Park, is a significant structure that impacts not only the southern tier west region but also metropolitan areas east of the region, including Albany and New England region.

Norfolk Southern also leases 193 miles of rail to other operators 122 miles of the Meadville Line is leased to WNYP and runs from Hornell to State Line in Jamestown-running through Allegany, Cattaraugus and Chautauqua Counties. Thirty-five miles of the Buffalo Line is leased to WNYP spanning from the State Line in Olean and going to Machias in Cattaraugus County. 36 miles of the Buffalo Line is also leased to BPRR and runs from Machias to West Seneca.

Norfolk Southern recognizes the Western New York & Pennsylvania Railroad (WNYP) as a significant corridor, which NS utilizes for certain through traffic. Norfolk Southern commends WNYP and the Southern Tier Extension Rail Authority for the efforts that have been put into the rehabilitation of the line. Norfolk Southern, as WNYP's largest customer, believes that the future success of the WNYP line is important for NS and plays a significant role in the future development within the southern tier west region.

NS- has no Capital projects listed in 2009 NYS Rail Plan within the Southern Tier West region

10.3 Western New York and Pennsylvania Railroad (WNYP)

The Western New York and Pennsylvania Railroad, with its operating headquarters in Olean, New York, is the largest Class 3 railroad in the state of New York, operating 164 route miles of track on two lines, which are the lines mentioned above that Norfolk Southern retains trackage rights on. These lines include one that runs north and south through Cattaraugus County and connects Machias, NY and Driftwood, PA, and another that runs east and west through Chautauqua, Cattaraugus, and Allegany Counties and which connects Meadville, PA and Hornell, NY. These two lines are currently owned by the Southern Tier Extension Railroad Authority, although ownership of both lines is scheduled to revert back to Norfolk Southern Corporation in 2018. The Western New York and Pennsylvania Railroad provides freight service to approximately two dozen local companies and municipal entities.

Western New York and Pennsylvania Railroad's north/south corridor is part of a corridor that runs between Buffalo, NY and Driftwood, PA covering about 134 miles. WNYP's trackage rights, which run between Machias, NY and Driftwood, PA, account for about 90 miles of that corridor. This particular portion of the corridor is weight rated for 286,000 lbs with a speed limit of 40 mph and three structures with width restrictions. The width restrictions are present on through truss and girder style bridges, which WNYP says would be difficult to remedy to accommodate wide loads.

WNYP recognizes that a significant investment in maintenance is necessary to ensure long-term viability of this corridor. WNYP estimates that it will take approximately \$11 million to upgrade the rail, including ties, surface treatments, and address public safety issues such as rail crossings and signalization of at grade crossings.

WNYP's east/west corridor is the larger of their two corridors, covering about 190 miles. Running from Hornell to the state line, this corridor is weight restricted to 273,000 lbs. The reason for these weight restrictions is 3 large through truss bridges located in Olean, West Salamanca and Falconer. The

expected cost to replace these bridges is between \$2.25 and \$6 million. The range between the two figures is largely due to associated Department of Environmental Conservation regulations and engineering/building costs. However, further south on the line in PA are two structures that are weight restricted to 273,000 lbs, which restricts WNYP from full utilization of this corridor.

There is a height restricted bridge in the Town of Hinsdale, referred to as the “Sherlock Hollow” bridge, which WNYP says can easily be remedied to accommodate most freight. There is a height restricted bridge in the Town of Carrollton where WNYP crosses under the Buffalo & Pittsburgh Railroad. The two weight restricted bridges listed above also present height restrictions due to top cross members. In addition, there are three height restricting overpasses along this corridor in Pennsylvania. WNYP has plans underway for the correction of these three Pennsylvania conditions, in PA.

The east/west corridor is also set up well with passing siding locations being offered in Wellsville, Cuba, Olean, Salamanca and Corry, PA. At the present time, the Cuba siding is out of service and will require upgrades to be put back in service. WNYP recognizes this siding as an important part of its infrastructure because it affords flexibility of freight movement, ultimately allowing it to be more profitable.

WNYP also recognizes that for long-term efficiency and productivity it will need to put approximately \$3.6 million into maintenance issues, such as public safety improvements for grade crossings and delaminating concrete on otherwise structurally sound bridges.

Like the north/south corridor, WNYP recognizes that a significant investment in maintenance is necessary to ensure long-term viability of the rail line. WNYP estimates that it will take approximately \$35 million to upgrade the rail including ties, surface treatments and address public safety issues such as rail crossings and signalization of at grade crossings.

WNYP also recognizes that there is an indirect deficiency with the cleaning of culverts, regular ditch maintenance, bridge cleaning and rating, and other means that done properly could save resources over the long run. It was estimated that it would cost approximately \$1.5 million to deal with such deficiencies, and from then on it would have to become part of an asset management program going forward.

WNYP has several projects listed in the New York State Rail Plan.

10.4 Buffalo and Pittsburgh Railroad (BPRR)

The Buffalo and Pittsburgh Railroad operates on a line that runs from Buffalo to Machias Junction, and then to Ellicottville, Salamanca and Bradford, PA. There is a branch line at Ashford Junction that runs northward to the Western New York Nuclear Services Center in the Town of Ashford. Buffalo and Pittsburgh operates using trackage rights from Machias Junction to Buffalo, however the balance of the line described here it owns outright. North of the Western New York Nuclear Services Center in Ashford, the line is out of service but not formally abandoned. More recently, the Buffalo and Pittsburgh has indicated its intention to formally abandon the line.

10.5 New York and Lake Erie Railroad (NYLE)

The New York and Lake Erie Railroad operates on a rail line in Cattaraugus and Chautauqua Counties, connecting to Buffalo in Erie County via the Buffalo Southern in Erie County. The New York and Lake Erie is headquartered in Gowanda. It has two branches, which serve the Village of Cattaraugus and Conewango Valley. The west branch line is out of service between Conewango Valley and Waterboro in Chautauqua County. The east branch line between Cattaraugus and Salamanca in Cattaraugus County has been formally abandoned and track has been removed permanently in favor of trails. At Waterboro and Salamanca, the New York and Lake Erie once connected to the Southern Tier Extension line. It is reasonable to expect that the Waterboro connection could be restored if there was a sufficient market reason to do so. The Salamanca connection is more problematic and is not expected to be restored. The New York and Lake Erie is owned by the County of Cattaraugus Industrial Development Agency. The primary activity of the New York and Lake Erie is freight service, although in the past the line has operated a dinner theater passenger car excursion service.

The NYLE railroad has 35 miles of track spanning from Gowanda, NY to Waterboro, NY as a north/south corridor and from Dayton, NY to Cattaraugus, NY as a northwest/southeast corridor. Approximately 5 miles of track are out of service between Conewango Valley and Waterboro (no industries on that segment), and 10 miles of which between Dayton and Cattaraugus are currently embargoed since March 2009 due to a washout. Fifteen miles between Gowanda and Cherry Creek are Class 1 track rated for 10 MPH freight and 15 MPH for passenger service, with the rest of the line being rated for 10 MPH for freight only.

NYLE was awarded a \$900,000 grant in 2005 but the funding has not been released due to the state's fiscal crisis. The release of the \$900,000 would upgrade Gowanda to South Dayton (10 Miles) to Class 2 track (25 MPH freight, 30 MPH passenger), which would go along way towards solving immediate needs to sustain our freight and railroad tourism.

NYLE figures that it would need approximately \$7.76 million in order for the NYLE corridor to be viable into the future. What the railroad needs most urgently is a tie replacement program. Since DOT has adopted a policy of ensuring every defect is eliminated within the scope of a rehabilitation process, more money must be spent on engineering and other work items, such as ditching, bolt replacement, angle bar replacement, etc. While these items will have to be addressed, the more immediate need, and where the greatest benefit would be produced, is the replacement of crossties and surfacing of the track. More than any other item, this would eliminate the most risk of derailment and allow for safer, more efficient operations.

The rail projects listed below were provided and are ready to go to construction in 2009.

New York & Lake Erie

a. Rehabilitation of Cattaraugus Creek & Thatcher Brook Bridges	\$ 0.21 M*
b. Class II rehabilitation between Gowanda and South Dayton (10 miles from Class I)	\$ 0.90 M**
c. Rehabilitation of grade crossing warning signals	\$ 1.19 M***
d. Class II Rehabilitation of Cattaraugus Branch (10 miles, from excepted track)	\$ 3.00 M
e. Rating and rehabilitation of 18 bridges and culverts to a state-of-good repair	\$ 1.11 M
f. Class II rehabilitation between South Dayton-and Conewango Valley (5 miles from Class I and 4.5 miles from accepted track)	\$ 1.35 M
TOTAL	\$ <u>7.76 million</u>

* Awaiting NYS contract execution from 2005 rail funds (Local Share of \$21,000 not identified)

** Grant has been awarded by NYS DOT but is still awaiting contract

*** Applied for State funding in September 2008

NYLE has several projects listed in the New York State Rail Plan.

10.6 Amtrak

Amtrak operates the only passenger service in the area, however this line does not have a train station stop in the region. Amtrak operates between Buffalo and Erie PA on the Lake Shore Limited using the CSX lake line mainline. The option available to Southern Tier West region patrons is to travel from or to Buffalo where they can pick up the Lake Shore Limited or one of Amtrak’s other trains.

In the last two decades of the 20th century, effective and cost efficient mainline rail service has not been a real option for many Southern Tier West region businesses because of location and the dormancy of much of the Southern Tier Extension railroad line. During that period, Conrail, the owner, engaged in uncompetitive pricing and inadequate service to local shippers. However, this has changed since the 1998 acquisition of the Southern Tier Extension railroad line by Norfolk Southern and the subsequent operation of the line by the Western New York and Pennsylvania Railroad Company. As rail operations on this line increase, the regions businesses will benefit. Southern Tier West predicts that the entry of railroad competition into the transportation marketplace would positively impact highway carrier rates and service levels as well. As mentioned above, there currently is no passenger service on the Southern Tier Extension.

11.0 AVIATION SYSTEM

The purpose of airport system planning is to provide communities access to safe, appropriately sized airports, which meet a variety of air transportation needs. These needs vary from the large commercial service airports, to the many small general airports. In order to fulfill air transportation needs, a national system of airports has been established. The system is a network of facilities consisting of both air carrier airports, which provide scheduled airline service, as well as all other civil airports known collectively as general aviation.

Airport system planning is managed at the federal level by the Federal Aviation Administration (FAA). The primary federal interest is to provide financial support for airport development projects in order to establish a national system of facilities for interstate commerce. At the state level, airport system planning is managed by the New York State Department of Transportation's Aviation Division (NYSDOT). The state's interest in aviation parallels that of the federal government; the focus is on providing sufficient air transportation facilities needed to support economic development within New York State.

Since 1983, Southern Tier West Regional Planning and Development Board along with other multi-county regional planning and development organizations in New York State have been responsible for preparing and assisting in the implementation of regional aviation system plans (RASP). The regional aviation system plans are combined into a single plan for the entire state – New York State Airport System Plan (SASP), which in turn becomes part of the National Plan of Integrated Airport Systems (NPIAS).

The RASP reflects a combination of studies, inventories of facilities, estimates of existing and future air transportation demand, and identification of facility requirements necessary to fulfill existing and future demand. The requirements are based on a variety of identified assumptions, statistical estimates, and national airport planning standards. The results identify what needs to be done in the future by way of planning and problem solving in order to maintain and improve the region's air transportation and to increase accessibility by local business interests. Although there is a strong orientation toward local economic development, other users of air transportation also benefit, such as emergency medical services and recreational flying.

The discussion of aviation in the Southern Tier West region within this regional transportation plan will draw upon previous documents as mentioned above, airport master plans, other documents described in Planning Process section, as well as information gathered during the regional transportation planning process.

The discussion on aviation begins with a summary of the existing aviation facilities in the Southern Tier West region. A listing of all public use and private use airports regardless of their ownership is provided. However, the only airports considered in the analysis are those that are publicly owned and are open for public use -- Chautauqua County (Jamestown and Dunkirk), Cattaraugus County-Olean, and Wellsville airports. Only these four airports are designated as being "a System Airport" and are included in the RASP, CASP and the NPIAS; and are considered to be the Southern Tier West Regional Aviation System in this document.

11.1 Private Use Airports

In the three counties of the Southern Tier West region, there are 22 private/restricted use airports, of which one is publicly owned. Table is a listing of these facilities, which are generally, used for aircraft owners' business and recreational aviation needs.

Existing Private Use Airport Facilities

County	Name of Airport	Location Nearest Municipality	Ownership
Allegany	Erb Acres	Angelica	Private
	Cuba Memorial Hospital	Cuba	Private
	Dew Airpark	Cuba	Private
Cattaraugus	Berdick Field	Cattaraugus	Private
	Neverland	Cattaraugus	Private
	Ultralight Port	Little Valley	Private
	Olean General	Olean	Private
	Reiss Game Farm	Olean	Private
	South Dayton	South Dayton	Private
	Hedge Hop Field	Springville	Private
Chautauqua	Lakeview Shock Incarceration Center	Brocton	Public
	Spaulding Aerodrome	Cassadaga	Private
	Tennessee Gas Pipeline	Clymer	Private
	Alstar North	Dunkirk	Private
	H&H Aviation Service, Inc.	Forestville	Private
	Fairbank Farms	Jamestown	Private
	Laska	Jamestown	Private
	Ridgeview	Jamestown	Private
	WCA Hospital	Jamestown	Private
	Kennedy Airfield	Kennedy	Private
	Chautauqua Lake Airpark	Mayville	Private
	Westfield Memorial Hospital	Westfield	Private

Source: (1) Aeronautical Information Services, 2008. Information provided as-is by the Federal Aviation Administration's Office of Airports.

(2) FAA 5010 Reports.

11.2 Public Use Airports

The aviation system in the Southern Tier West region is composed of various airports that offer public use, each fulfilling a certain role. In order to identify each role it is necessary to classify the airports according to the facilities' capacity for handling aircraft. Airport classifications used in this study are consistent with those outlined by Statewide Aviation System Planning and were obtained from NYS Department of Transportation. These classifications refer to the primary role of the airport within the system. The following airport classifications were used:

- AC (Air Carrier) refers to airports receiving regular scheduled service by carriers certificated by the Federal Aviation Administration.
- T (Transport) refers to airports designed to accommodate corporate/business jet aircraft on a regular basis. Depending upon the airport elevation, these facilities will usually have paved runways about 5,000 feet long and 100 feet wide.
- GU (General Utility) refers to airports designed to accommodate all aircraft weighing 12,500 pounds or less. The minimum paved runway length at these airports is about 4,000 feet and runway width is 75 feet.
- BU (Basic Utility) refers to airports designed to accommodate 95 percent of all single-engine and light twin-engine propeller-driven aircraft weighing 12,500 pounds or less. The minimum paved runway length for these airports is 3,000 feet and runway width is 60 feet.
- LU (Light Utility) refers to airports whose runways that do not meet design standards for BU or larger classifications. Most have turf runways.

In addition to the airport classification, there is the role of the airport or basic service level, which describes the type of service that the airport provides to the community. The service levels also represent funding categories for the distribution of Federal aid. The basic four airport service levels are as follows:

- P Commercial Service-Primary
- CS Commercial Service- Non-Primary
- R Reliever Airport
- GA General Aviation Airport

The Airport Improvement Program (AIP) provides grants to public agencies---and, in some cases, to private owners and entities---for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

AIP grants for planning, development, or noise compatibility projects are at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

- Publicly owned, or
- Privately owned but designated by FAA as a reliever, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements.

Further, to be eligible for a grant, an airport must be included in the NPIAS. The NPIAS, which is prepared and published every 2 years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal service.

There are 10 airports in the Southern Tier West region that allow public use, of which four are publicly owned. These four are described further in this analysis as they are the only airports in the Southern Tier West region that qualify for AIP funds. Refer to Table and Map for a list of public use airports.

Existing Public Use Airport Facilities

County/Airport	Ownership	Airport Class	# of Runways	Primary Runway Length	Primary Runway Paved
Allegany County					
Wellsville Municipal *	Public	T	1	4,900	Yes
Cattaraugus County					
Cattaraugus County-Olean*	Public	T	2	4,700	Yes
Giermek Executive (Olean)	Private	LU	1	3,800	No
Great Valley	Private	LU	1	3,700	No
Randolph	Private	LU	1	2,580	No
South Dayton	Private	LU	2	3,880	No
Chautauqua County					
Chautauqua County Dunkirk*	Public	T	2	5,000	Yes
Chautauqua County Jamestown*	Public	AC	2	5,300	Yes
Dart (Mayville)	Private	LU	2	2,800	No
Pratt's Eastern Divide (Sherman)	Private	LU	1	2,600	No

Source: (1) Aeronautical Information Services, 2008. Information provided as-is by the Federal Aviation Administration's Office of Airports.

(2)FAA 5010 Reports.

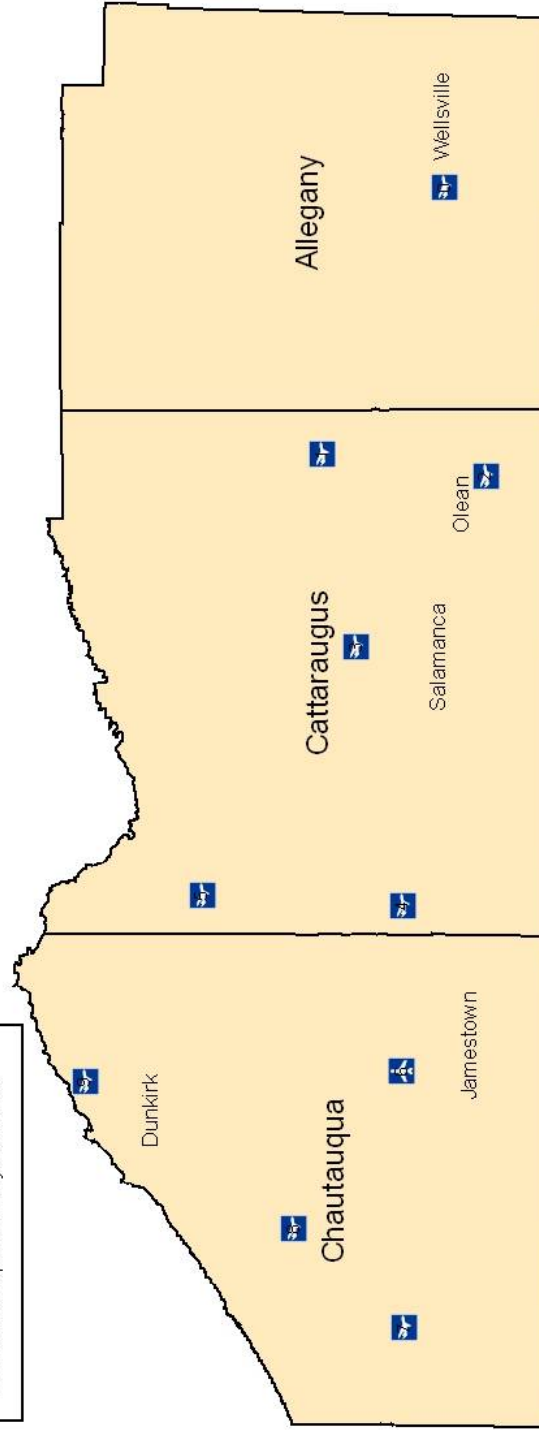
* Denotes System Airport Designation

11.3 Southern Tier West Regional Aviation System

The discussion below presents an overview and summary of historic aviation activity for the Southern Tier West Regional Aviation System. Data concerning levels of passengers, aircraft operations, based aircraft, and enplaned cargo serve as the basis for forecasting future demand, assessing existing capacities, and identifying additional aviation system requirements. Refer to the next three tables for aviation history and forecasts. The future capacity of each airport is discussed later by county.

Existing Public Use Aripport Facilities

- 0 - Wellsville
- 1 - Cattaraugus County / Olean
- 2 - Glemek Executive
- 3 - Great Valley
- 4 - Randolph
- 5 - South Dayton
- 6 - Chautauqua County / Jamestown
- 7 - Pratt's Eastern Divide
- 8 - Dart
- 9 - Chautauqua County / Dunkirk



Aviation Activity for 2008

Activity	Jamestown	Dunkirk	Olean	Wellsville
Based Aircraft				
On the Field	20	41	19	18
Single Engine	16	32	18	13
Multi-Engine	3	7	1	5
Jet	1	1		
Helicopter		1		
Aircraft Operations				
Average per day*	92	103	70	52
Local General Aviation	66%	67%	59%	52%
Transient General Aviation	26%	27%	39%	37%
Commercial	8%			
Air Taxi		5%	2%	10%
Military	<1%	1%	<1%	<1%

Source: (1) AirNav, LLC. FAA Information for 2008

(2) FAA 5010 Reports.

* For a 12-month period ending December 31, 2006.

Airport Benefits - An airport is measured not only on the aviation activity that it generates, but also the benefits that the airport provides to the area. Benefits are the services that a community hopes to obtain by developing and maintaining an airport. Airports provide a variety of public benefits to the surrounding service areas. The most substantial of these are the time saved and cost avoided by using air transportation. These transportation benefits can be expressed in dollars. Other benefits include the high levels of safety, comfort and convenience of aviation, the access that an airport provides to the national airport system and enhancements to community well-being. These benefits cannot be expressed in dollars, but they can be explained and demonstrated by examples.

The primary benefits of an airport are usually the time saved and cost avoided by travelers who use it over the next best alternative. The benefit is the time saved per trip times the number of passenger trips, all multiplied by the value of the passengers' time. There is also a benefit as a result of reduced ground travel costs (car costs – travel and parking – and access distance costs), if the airport is closer to the origin of trips than the alternative airport. There could be additional benefits if the flight distance is shorter than the alternative flight distance.

Summary of Historic Aviation Activity by Year

Airport	1975	1980	1985	1989	1995	2000	2005	2008
Chaut. Co. Jamestown								
Enplanements	25,169	38,872	26,716	33,634	74,000	2,771	7,086	4,800*
Based Aircraft					53			20
Chautauqua County								
Total Based Aircraft	94	117	NA	134				
Chaut. Co. Dunkirk								
Based Aircraft					40			41
Catt. Co. Olean								
Based Aircraft	46	55	NA	50	17			19
Wellsville Municipal								
Based Aircraft	30	40	NA	38	23			18

Source: (1) 1983 Southern Tier Regional Aviation System Plan
 (2) 1994-95 Southern Tier West and Central Regional Aviation System Plan
 (3) FAA DOT/TSC CY2000 ACAIS Database 10/11/01
 (4) * Airport Manager, January 2009

NPIAS Airports with Five-Year Forecast Activity and Development Cost

Airport	Role		Year 5		2009-2013
	Current	Year 5	Enplaned	Based Aircraft	Development Cost
Chaut. Co. Jamestown	CS	CS	4,593	22	\$3,625,000
Chaut. Co. Dunkirk	GA	GA	0	34	\$7,718,150
Catt. Co. Olean	GA	GA	0	15	\$1,636,842
Wellsville Municipal	GA	GA	0	21	\$9,778,500

Source: National Plan of Integrated Airport Systems (2009-2013), October 2008.

Economic impacts measure the importance of aviation as an industry, in terms of the employment it provides and the goods and services it consumes. While the benefits described above are the primary motive for airport development, economic impacts are beneficial results that help to generate and sustain public support for airports. Total economic impacts are the sum of direct, indirect, and induced impacts, as described below.

Direct impacts are consequences of activities carried out at the airport by airlines, airport management, fixed base operators, and other tenants with a direct involvement in aviation. Employing labor, purchasing locally-produced goods and services, and contracting for airport construction and capital

improvements are examples of airport activity that generate direct impacts. Some direct impacts, like airport employment occur on site; others, like local production of goods and services for use at the airport, may occur off site. The distinguishing feature of a direct impact is that it is an immediate consequence of airport economic activity. Strictly speaking, direct impacts should represent economic activities that would not have occurred in the absence of the airport.

Indirect impacts are derived primarily from off-site economic activities that are attributable to the airport. These activities include services provided by travel agencies, hotels, restaurants, and retail establishments. These enterprises, like airport businesses, employ labor, purchase locally produced goods and services, and invest in capital expansion and improvements. Indirect impacts differ from direct impacts in that they originate entirely off site.

Like direct impacts, indirect impacts should theoretically represent economic activities that would not have occurred in the absence of the airport. For this reason, it would be desirable to distinguish between tourists (and other visitors) who would not have travelled to the region if there were no airport and those who would have come anyway by some other form of transportation. Only the former are really relevant for the estimation of indirect impacts. Unfortunately, it is seldom feasible to make this distinction. As a result, indirect impacts of expenditures of tourists and other visitors arriving at the airport may be overstated, particularly for regions that are easily accessible by rail, bus, and automobile.

Induced impacts are the multiplier effects of the direct and indirect impacts. These are the increases in employment and incomes over and above the combined direct and indirect impacts, created by successive rounds of spending. For example, most of the take-home income earned by airport employees is spent locally. Some of this spending becomes income to local individuals who provide services to the airport employees. Some of the spending by airport employees goes to local businesses and becomes income to the business owners and their employees. Then part of these second-round incomes are also spent locally and thus become income to another set of individuals. As successive rounds of spending occur, additional income is created. Although some of the induced impacts occur locally, some are felt outside the region because of regional import of the components of the goods and services purchased. It is important, therefore, that the specific multiplier factors selected for the analysis take regional imports into account. More economically self-sufficient regions have higher multipliers than do regions that are more dependent on regional imports, because more of the spending and re-spending is done in the area. Similarly, two or more counties considered together as one economic region will have higher multipliers than will each individual county.

11.4 Allegany County

The **Wellsville Municipal Airport**, a transport airport with a service level of general aviation, is located only five minutes outside the Village of Wellsville. Gary Barnes serves as the Airport Manager. Wellsville Flying Service (WFS) is the full service Fixed Based Operator (FBO) at the airport, offering charter service, flight training, aircraft repair/maintenance, aircraft rental, pilot service, pilot supplies, avgas and jet fuel service, tie downs and hangar space.

A car rental service is not based at the airport, as the demand has decreased from 3-4 calls a week to only 3 in a four month period. Rental cars are available off-site through Kleiser Ford in Wellsville and Enterprise in Hornell. The Allegany County Transit does not have a stop at the airport and there is no taxi service.

The Wellsville Flying Service founded in 1950 specializes in the air charter business. WFS provides air charter service from any central and western NY airport as well as north central and north western PA. The normal range for passengers is up to 650 statute miles, which means they cover all of New England, Middle Atlantic States, east central states including Illinois and Wisconsin. Longer flights are possible, but do require fuel stops. The air charter business is primarily for flying local and regional businesses.

The Wellsville Airport can accommodate corporate Jets. An Air Force 3130 and Gulf Stream 3 has landed at the airport, however the airport is not equipped to handle that on a regular basis. Heritage Cutlery and Friendship Dairies have had large aircraft fly in without a problem. Jets have flown in from Denver, Chicago, and other metropolitan areas. There were plans to upgrade the airport to accommodate a Gulf Stream 5, however, since Adelphia Communications left the airport, the demand no longer existed. The Airport cannot accommodate more than a 30-passenger airplane due to special requirements of fire equipment.

WFS also charters cargo for local companies when there is a need to get products to their clients as soon as possible. Cargo activity at the airport is down by 300%. Dresser Rand and one other industry continues to have parts delivered occasionally. The Airport can accommodate large shipments except the necessary ground equipment (i.e. Fork lift to assist the transfer to truck) is not located on-site. A fork lift can be rented from LC Whitford Equipment.

Community public activities provided at the airport include:

- Fly in breakfasts
- Wine/cheese tasting events
- Airplane rides
- Tours and for schools students

In regard to the maintenance standards and inspections requirements of the airport, they are less restrictive than those for scheduled passenger service. The fuel farm is inspected by NYSDOT and FAA on a regular basis. The general condition of the airport is better than most GA airports - very good. The NYS Airport Security Plan required fencing all around the airport, where there was no fence around the airport previously. A high fence was installed around the whole perimeter of the airport. This has kept out deer, small snow mobiles and small ATVs. Obstruction clearing (additional elimination of trees) has been done.

The Wellsville Airport meets current requirements of capacity and condition. Considering the Airport was downgraded by FAA, previous compliance issues do not exist any longer and are not required any longer. The Airport had plans to extend safety areas, extend runway, but this was put on hold due to the decrease in demand.

Mr. Barnes is not very optimistic for the future growth of the airport. The economy has hit aviation hard. If any growth, he sees a very slow comeback over the next 3-5 years. Last year due to the increased fuel prices, GA usage dropped, and then with the general decrease in the economy, GA dropped even further. Even big aircraft manufacturers are laying off employees. Use of private aircraft is viewed as only for the rich; i.e. the Federal Government shunning the use of corporate jets has hurt the industry in general. The airport certainly has the potential to grow as required by business. At this time there has not been any business that required the airport to grow.

The Town of Wellsville is the smallest community to maintain a public GA airport of its size. Financial assistance is needed to maintain the current facilities – maintenance is the KEY. The following improvements are needed in the future:

- FAA will replace REILS with PAPIS
- VASI needs to be replaced as parts cannot be obtained
- State will pay for security cameras
- Enlarge hanger to accommodate a kitchen to be used for public fly-in breakfasts

Highway Corridor Analysis

The highway corridors make it easier for people to get to the airport. They are adequate. There are no constraints to airport activity due to the local roads. Large companies have no problem getting to or utilizing the airport, such as LC Whitford and Otis Eastern. Trucks have no problem using the new airport access road. In the winter it may be a little difficult, but trucks have made it even at that time. The new road is a BIG improvement.

Wellsville Municipal Airport Priorities

For a listing of Priorities for Wellsville Municipal Airport, refer to the Wellsville Municipal Capital Improvement Plan (2008-2012) found on the next page.

Other Recommendations

- Financial Assistance
- Marketing - Generation of more traffic
- Self Fuel Service

Other Comments

- A regional system of the four airports makes sense. All need to maintain and accommodate the public. It is tough to keep a 7 day operation, especially in the winter – costs are too high.
- None of the airports have self service fuel, which is important to have if you cannot stay open 24/7. Due to the cost of self service, small airports cannot afford it due to volume.

US Department of Transportation		New York						FY 2009-2013	
Federal Aviation Administration		Wellsville Municipal Airport						NPLAS NO. 3-36-0121	
AIRPORT		STATE						LOC ID ELZ	
FISCAL YEAR	PROJECT SEQUENCE	PROJECT DESCRIPTION <i>(By Funding Year in Priority Order)</i>	FEDERAL FUNDS		STATE FUNDS	LOCAL FUNDS	TOTAL FUNDS	ENVIRONMENTAL REQUIREMENTS	
			Discretionary	Entitlement					
2009	1	Replace Runway 10 and 28 VASIS with PAPIs, Replace Runway 10 REIL & Install Obstruction Lighting - Design		\$29,450	\$775	\$775	\$31,000	CATEX	
2009	2	Fence Realignment		\$19,000	\$500	\$500	\$20,000	CATEX	
2009	3	Replace Runway 10 and 28 VASIS with PAPIs, Replace Runway 10 REIL & Install Obstruction Lighting - Construct	\$164,450	\$101,550	\$7,000	\$7,000	\$280,000	CATEX	
2009	1 thru 3	Fiscal Year 2009 Totals	\$164,450	\$150,000	\$8,275	\$8,275	\$331,000		
2010	1	Basement Acquisition	\$26,125		\$688	\$688	\$27,500	Form 'C'	
2010	2	ALP Update		\$142,500	\$3,750	\$3,750	\$150,000	CATEX	
2010	3	Rehabilitate West Ramp - Phase II Construct	\$259,900	\$7,500	\$6,800	\$6,800	\$272,000	CATEX	
2010	4	Design and Construct Off-Airport Obstruction Removal	\$28,500		\$750	\$750	\$30,000	Form 'C'	
2010	1 thru 4	Fiscal Year 2010 Totals	\$305,525	\$150,000	\$11,988	\$11,988	\$479,500		
2011	1	Construct Runway 10-28 RSA Improvements/Extension	\$537,787	\$150,000	\$18,100	\$18,100	\$723,986	EA	
2011	2	Design and Construct Parallel Taxiway Extension	\$290,151		\$7,636	\$7,636	\$305,422	EA	
2011	1 thru 2	Fiscal Year 2011 Totals	\$827,938	\$150,000	\$25,735	\$25,735	\$1,029,408		
2011	1	Design and Construct South Side Apron Area	\$665,000		\$17,500	\$17,500	\$700,000	EA	
2012	2	Relocate Northside Buildings	\$800,000	\$150,000	\$25,000	\$25,000	\$1,000,000	EA	
2012	3	Design South Side Parallel Taxiway	\$85,500		\$2,250	\$2,250	\$90,000	EA	
2012	1 thru 3	Fiscal Year 2012 Totals	\$1,550,500	\$150,000	\$44,750	\$44,750	\$1,790,000		
2013	1	Construct South Side Partial Parallel Taxiway	\$676,500	\$150,000	\$21,750	\$21,750	\$870,000	EA	
2013	1 thru 1	Fiscal Year 2013 Totals	\$676,500	\$150,000	\$21,750	\$21,750	\$870,000		
		TOTALS FOR 2009 THRU 2013	\$3,524,913	\$750,000	\$112,498	\$112,498	\$4,499,908		

11.5 Cattaraugus County

The Cattaraugus County-Olean Airport, located 10 miles north of the City of Olean, serves the City of Olean and the surrounding area, including Southwestern New York State and Northwestern Pennsylvania. It is a transport airport with a service level of general aviation. A full service airport, the Cattaraugus County-Olean Airport provides avgas and jet fuel service, hangars and aircraft parking (ramp or tie down), pilots' lounge, restrooms, rental cars (Enterprise will pick you up), public telephones and on-site camping.

Currently, the airport is not served by a FBO. Cargo and air taxi services are not provided by the airport. However, there is a small amount of charter cargo activity at the airport. Napoleon Engineering flies bearings in and out of airport. Charter flights for passengers frequently utilize the airport. The following businesses generally use the airport for passengers: Dresser Rand, Napoleon Engineering, Cooper Industries, and Alcas Corporation. Saint Bonaventure also utilizes the airport to bring in competing basketball teams.

Olean-Cattaraugus Aviation, Inc., a Cattaraugus County-Olean airport based service, provides private pilot flight training, pilot certificate upgrade training, scenic flights of Western NY and Northern PA, and flights for aerial photography. In addition Southern Tier Area Radio Society (STARS) holds a small scale planes show at which thousands of people attend.

A community-oriented group has been formed to support and promote the growth of the Cattaraugus County-Olean Airport. The purpose of the Cattaraugus County-Olean Airport Support Group is to act as a driving, unified and proactive advisory force to ensure promotion of the airport as a key area resource, the upgrade of general facilities maintenance and execution of an ongoing capital improvement program. Specific areas of focus include:

- Acting as a facilitator between the county, the city, airport users and airport supporters, providing continuous open channels of communication.
- Aggressively education the county, city and public at large, providing accurate and factual information regarding the importance of the airport to the entire area.
- Providing technical support to the city and airport staff in selection and prioritization of general facilities maintenance, equipment upgrades and capital improvements.
- Providing technical assistance to the city in acquisition of federal, state, county, and private funding.
- Advising and assisting the city, jointly with the Greater Olean Area Chamber of Commerce, with promotional advertising and organizing airport promotional events – air shows, fly-ins, open houses, tourism literature, Web site design, etc.

Most recently, a total remodeling of the airport facilities has been completed, including a new ramp, security fencing, and parking facility. A Fuel Facility System is expected to be constructed providing 24/7 service resulting in increased fuel sales, which will help to make the airport more self-sustaining.

Maintenance standards and inspections requirements are in accordance with FAA regulations. FAA/DOT conduct fuel inspections for quality, while EPA/DEC conduct inspections for leaks. The most recent inspections have found the airport in excellent condition.

Homeland security regulations are not mandated at this time. However, the airport has installed remote cameras monitor in and out for a secured facility. The whole perimeter is fenced in, but it is not a “safety fence”; an animal barrier, but not human barrier.

In January 2009, the former City of Olean Director of Public Works, Tom Windus, stated that the major deficiencies of the airport included:

- Lack of a full time staff. The airport is manned only 8 hours a day. Ideally, the airport should be manned 24/7 with three shifts of employees.
- Length of runway (4800 feet only Dresser Rand would like to use the airport 100% of the time, but is limited due to the runway length. Currently the runway can accommodate planes of up to 30 passengers.
 - Cargo activity is also limited due to the length of the runway.
- Lack of good access to facility
 - Cargo activity is also limited by the poor condition of the airport access road.

Mr. Windus anticipates limited growth for the airport, as there is a waiting list for T-hanger space. Currently the T-hangers can accommodate 11 aircraft, main hanger up to 8, with three tie downs. Tie downs are maxed out in the summer months. The airport can accommodate the growth, as there is room for more hangers and tie downs.

Highway Corridor Analysis

While Interstate 86 and NYS Route 16 provide great access to the airport, but the local county road is a constraint. The County road is not adequate to accommodate any increased traffic. The width, slope and condition need to be improved. Mr. Windus believes that the proposed 4-lane Route 219 may be a constraint to the airport, as it may take traffic more west to Bradford and visitors to Holiday Valley may opt to drive rather than fly.

Cattaraugus County -Olean Airport Priorities

Although lengthening the runway may not contribute to the future sustainability of the airport, Mr. Windus believes the following improvements and assistance will:

- A Self-Service Fuel Farm System (grant was awarded by NYSDOT for 2009 implementation, but NYSDOT has put it on hold)
- Additional T-Hangers
- FBO and/or charter service located on-site
- Aircraft maintenance located on-site
- Better cooperation and coordination with the Cattaraugus County Economic Development Planning and Tourism to promote the airport.

For a complete listing of Priorities for the Cattaraugus County-Olean Airport, refer to the Cattaraugus County-Olean Airport Capital Improvement Plan found on the next page.



**CATTARAUGUS COUNTY - OLEAN AIRPORT
AIRPORT CAPITAL IMPROVEMENT PROGRAM**

U.S. Department of Transportation Federal Aviation Administration

DATE: 8/12/08

Airport: Cattaraugus County - Olean Airport State: NY NPIAS# 36-0091

LOCID OLE

Project Description & Year	Federal Funds (\$1,000)		State Funds (\$1,000)	Local (\$1,000)		Total (\$1,000)	Environmental	Start Date	Comp. Date
	Entitlement	State Appor.		Discretionary	PFC				
2008									
Jet A and 100 LL Fuel Tank Replacement, Design and Construction (NYS DOT Air 99 Funding)			405.00		45.00	450.00	SEQR Only	5/1/2008	12/1/2008
2009									
Main Hangar Renovations - Phase 1 (NYS DOT Air 99 Funding)			234.00		26.00	260.00	SEQR Only	5/1/2009	12/1/2009
Mowing Equipment (NYS DOT Air 99 Funding)			65.70		7.30	73.00	SEQR Only	5/1/2009	12/1/2009
New T-Hangars and Taxilanes - Phase 1	150.00		3.95		3.95	157.99	CATX	5/1/2009	12/1/2009
Wildlife Perimeter Fence (Design)		66.50	1.75		1.75	70.00	CATX	5/1/2009	12/1/2009
Ice Control Equipment	47.50		1.25		1.25	50.00	CATX	5/1/2008	12/1/2009
2010									
Main Hangar Renovations - Phase 2 (NYS DOT Air 99 Funding)			300.00		33.00	333.00	SEQR Only	5/1/2010	12/1/2010
New T-Hangars and Taxilanes - Phase 2	150.00		3.95		3.95	157.99	CATX	5/1/2010	12/1/2010
Wildlife Perimeter Fence (Construction)		665.00	17.50		17.50	700.00	CATX	5/1/2010	12/1/2010
2011									
New T-Hangars and Taxilanes - Phase 3	150.00		3.95		3.95	157.99	CATX	5/1/2011	12/1/2011
2012									
New T-Hangars and Taxilanes - Phase 4	150.00		3.95		3.95	157.99	CATX	5/1/2012	12/1/2012
TOTALS:	647.48	731.50	1,040.99		147.59	2,567.56			

FY-2008 4th Quarter carryover \$38,760; FY-2008 \$3,240

11.6 Chautauqua County

Chautauqua County-Dunkirk Airport, owned and operated by Chautauqua County, is classified as a transport airport with a service level of general aviation.

Dunkirk Aviation Sales and Services, Inc. is the full service FBO located at the facility. Dunkirk Aviation Flight School provided by the FBO is Western New York's largest flight school. The FBO also offers aircraft sales (new and used), maintenance, pilot services, pilot supplies, avgas and jet fuel service, tie downs and in-hangar overnight parking facilities. Dunkirk Aviation Sales & Service, established in 1963, saw the need for a full - service avionics shop to support its new Cessna aircraft sales and maintenance department. The avionics shop has continued to expand its capabilities to provide avionics service to owners and operators of all makes and models of aircraft. Recently, the avionics department of Dunkirk Aviation Sales & Service was established as a separate company under the name of "Dunkirk Avionics LLC".

While there are no based cargo and passenger services at the airport, all charter cargo planes and air taxi service are welcome at the Dunkirk Airport.

Dave Sanctuary, Manager of Chautauqua County Airports and Parks, definitely anticipates future growth at the Dunkirk Airport. However, the airport is currently at its maximum capacity for based aircraft. One of the county's priorities is to build additional hangers because the demand is there. He foresees the potential for multi-modal opportunities at the Airport through SCX and Norfolk Southern located near the airport. With the Millennium Parkway, there should even be more of a potential.

Chautauqua County-Dunkirk Airport Priorities

- Lengthening of the major runway
- Installation of 10 new T-Hangars

For a complete listing of County Priorities for Dunkirk Airport, refer to the Chautauqua County-Dunkirk Airport Capital Improvement Plan found on the next page.

Airport Capital Improvement Plan									
1. Airport		2. State			3. NPIAS No.		4. LOGID		DKK
Chautauqua County - Dunkirk		NY			36-0022				
5. Project Description (by Funding Year in Priority Order)									
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
Project Description	Federal Funds 96%	State Funds 2.5%	Local Funds PFC	Local Funds 2.5%	Total \$	Environmental Impact (Form)	Start Date	Completion Date	
FFY09 Construct T-Hangar Taxi-lane	\$229,900	\$6,050	\$0	\$6,050	\$242,000	CAT EX: 309b	10/08	10/09	
FFY09 Reconstruct Runway 6-24 and install HIRL	\$3,500,000	\$0	\$0	\$0	\$3,500,000	CAT EX: 310e	10/08	10/09	
FFY09 Reconstruct Airport Parking Area	\$0	\$238,000	\$0	\$26,444	\$264,444	CAT EX: 310f	10/08	10/09	
FFY09 Construct New T-Hangar	\$0	\$297,000	\$0	\$33,000	\$330,000	CAT EX: 310v	10/08	10/09	
FFY10 Acquire Land in RPZ (Phases I & II)	\$570,000	\$15,000	\$0	\$15,000	\$600,000	FONSI	10/09	6/10	
FFY10 Extend Runway 24 & Parallel Taxiway including NAVAIDS; and Relocation of Newell Road (Design Only)	\$285,000	\$7,500	\$0	\$7,500	\$300,000	FONSI	10/09	11/10	
FFY10 Obstruction Removal	\$114,000	\$3,000	\$0	\$3,000	\$120,000	CATEX	10/09	12/10	
FFY10 Purchase Friction Meter	\$28,500	\$750	\$0	\$750	\$30,000	CATEX	10/09	12/10	
FFY11 Extend Runway 24 (Relocate Newell Road)	\$950,000	\$25,000	\$0	\$25,000	\$1,000,000	FONSI	10/10	10/11	
FFY12 Extend Runway 24 & Parallel Taxiway, including NAVAIDS (Construction)	\$2,375,000	\$62,500	\$0	\$62,500	\$2,500,000	FONSI	10/11	12/12	
FFY13 Rehabilitate Taxiway B (South)	\$1,140,000	\$30,000	\$0	\$30,000	\$1,200,000	CAT EX: 309h	10/12	12/13	
FFY13 Acquire Snow Removal Equipment	\$150,000	\$3,947	\$0	\$3,947	\$157,895	CAT EX: 309h	10/12	12/13	
FFY14 Rehabilitate General Aviation Apron	\$902,500	\$23,750	\$0	\$23,750	\$950,000	FONSI	10/13	12/14	
Total:	\$10,244,900	\$712,497	\$0	\$236,942	\$11,194,339				

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 FAA Form 5100-30

Updated: 4/23/2009

Chautauqua County-Jamestown Airport is an integral component in the region's transportation and economic infrastructure. In addition to scheduled commercial airline service, the Airport is used for corporate/business aviation, recreational flying, serves as a gateway for visitors, provides for shipping of just-in-time materials, police and law enforcement, aerial photography, search and rescue, medical shipments, and serves as a location for community facilities.

Since October 1, 2008, Gulfstream International Airlines contracts with Continental Comair to provide nonstop passenger service between Jamestown and the Cleveland Hopkins International Airport in Ohio (a hub for Continental Airlines). The schedule for passenger service changes weekly. The company, not based at the Jamestown Airport, owns or leases 15 planes (Beach 1900 D).

Airline service at Jamestown is currently subsidized by the US Department of Transportation, Federal Aviation Administration under their Essential Air Service (EAS). The program allows small rural commuters to be able to connect to a hub airport (approximately 40 hubs in the country). Requirements of the program include demographics criteria and certain number of miles to the nearest hub airport. While Buffalo is not considered as a hub airport, the following airports do qualify as hubs: Pittsburgh, Cleveland, Philadelphia, DC, JFK, La Guardia, and Newark. Every two years in April, any airline can bid on an airport to provide passenger service meeting the following requirements:

- The airline must fly to a hub from rural airport
- Two engine plane
- Turbo prop
- No less than two flights a day

The modern terminal building is over 21,000 sq. ft. with an adjacent parking lot able to accommodate 350 cars. Ground transportation includes taxi service and Hertz car rental is located in the terminal building. The Airport has restaurant facilities for passengers and area residents; however it had to close due to gas prices. People were unwilling to drive to the airport to eat and passengers were not enough business to keep it open. If CARTS had a regular scheduled stop at the Airport, it would provide viability of the coffee shop and restaurant and may have an impact on passenger use.

Jamestown Aviation is the full service FBO on the field, offering flight instruction, avgas and jet fuel service, maintenance and avionics service, tie downs and in-hangar overnight parking facilities. The airport can accommodate up to 40 based aircraft. As of January 2009, the Airport had 24 based aircraft.

Federal Express operates daily flights to Buffalo, NY in conjunction with the operation of their 20,000 sq. ft. distribution center located at the airport. Charter cargo planes also utilize the airport. Cummins Engine is a local industry that has parts delivered on a semi-regular basis to the airport. Largest cargo coming into the Airport to date is 3,000 pounds. The only limitations to cargo are the limitation of the weight of the airplane (maximum of 110,000 pounds), due to the runway, which at the present time has not limited cargo service. The Airport can accommodate large shipments that need the use of a crane on a flatbed truck to unload the cargo. With regular shipments and truck delivery, there is a potential for multi-modal freight traffic.

Jamestown Community College leases space for a classroom in the terminal building for their aviation programs, and free use of the airport's conference room is offered to the business flyer. In addition to the JCC's program, the Airport provides the following events for the general public:

- an annual large airshow
- overlook park picnic area
- Lucille M. Wright Museum
- Tours for kids – education of aviation

An annual Inspection of the airport is conducted by the insurance agent and FAA under Federal Aviation Regulations (FAR) Part 139. Jamestown’s last report was “glowing” by FAA. As related to Airport Security, the Transportation Safety Administration (TSA) meets with airport officials annually. The Airline regulates their security process for passengers. An Airport Security Manual is utilized. Since 2001, security has changed drastically at the Airport with the following security measures implemented:

- Secure area/inspection areas, glass walls, locking mechanisms on doors/gates
- Training of staff in the advent of an alert/threat

FAA has made the following recommendations/suggestions for capital improvements as related to security of the Airport grounds:

- Cameras/monitors
- Electronic gates
- If there is an Alert Level of RED, FAA states that there must be a barrier between the airport and the outside world or airport must shut down. Rather than install a barrier, the County is in favor of shutting down the Airport.

The most recent major change at the Jamestown Airport facility is the construction of a 510’ tunnel over the road on the western border of the field. This was part of a \$12.5 million federal grant project to extend the runway safety area on both ends of our primary runway and to install a new Instrument Landing System (ILS).

Mr. Sanctuary, Airport Manager, states that the Jamestown Airport can accommodate future growth and he definitely anticipates future growth occurring. In order for the Airport to grow, however, there is a need to generate more based aircraft and passengers. Mr. Sanctuary states that Jamestown is the “most underutilized” airport.

In 2008, Chautauqua County received a grant for \$150,000 to conduct a market survey of employers/businesses and market the air carrier. Unfortunately, the grant ran out prior to the new service from Jamestown to Cleveland. The marketing campaign utilized newspapers, radio, TV, outdoor ads, focusing on Erie and the region. The Colgan Air/USAir service could not expand to points to the West, but did change hubs from Pittsburgh to Washington. The change proved to be even less desirable than that of Pittsburgh.

There is a need for continued marketing to attract: more passengers, more based aircraft, more business activity, and to maintain the existence of the on-site restaurant. Although marketing is critical to the Jamestown Airport, the County does not have a budget for advertising. However, a direct marketing effort is under way for the airport. It includes Web site development, brochures, a PowerPoint presentation that can be used in several ways and continued advertising. The Jamestown Airport has not traditionally marketed to the Olean area, whereas the Bradford Airport appears to be closer. However, public feedback has included comments that the drive to the Bradford Airport is too far and the roads in the winter are very bad. Considering that the Jamestown Airport is located right off Interstate 86, it may be beneficial to market to the Olean area and point to east.

Is the Jamestown Airport competitive with that of Buffalo and Erie Airports? That depends on the total amount a person spends on flight travel – airline costs, parking, and other fees – and how much a person’s time is worth. Non-stop flights are not competitive, but with stops and connections to certain areas in the country (specifically to the West), Jamestown is competitive. The Jamestown airport provides convenience - free parking, easy and fast security, less travel time to and from the airport, etc. The next two tables provide a comparison between the Chautauqua County Jamestown Airport and other major airports in the area.

Airports In or Near Southern Tier West Region – Travel Times and Miles

Airport	Travel from Jamestown	Travel from Salamanca	Travel from Olean	Travel from Wellsville	Airlines Serving Airport
Chautauqua Co - Jamestown	11 minutes 3.9 miles	37 minutes 34.2 miles	57 minutes 55.3 miles	1 hr. 47 min 91.9 miles	1
Bradford Regional	1 hr 15 min 66.2 miles	44 minutes 33.7 miles	48 minutes 38.2 miles	1 hr 34 min 54.9 miles	1
Elmira Corning Regional	2 hrs 32 minutes 157 miles	2 hrs 2 min 124 miles	1 hr 43 min 106 miles	1 hr 40 min 67 miles	2
Buffalo Niagara International	1 hr 42 min 80.4 miles	1hr 20 min 64.9 miles	1 hr 39 min 83.3 miles	2 hrs 21 min 95.5 miles	10
Erie International	1 hr 5 min 60.2 miles	1hr 30 min 89.4 miles	1 hr 51 min 110 miles	2 hrs 39 min 147 miles	3
Greater Rochester International	2 hrs 40 min 140 miles	2 hrs 18 min 124 miles	2hrs 10 min 124 miles	2 hrs 9 min 93.2 miles	9

Source: www.maps.google.com

Direct benefits of the airport include supporting the employees of the Air Carrier, Hertz Rental Car, restaurant (when open), air cargo operators, aircraft maintenance and fuel sales personnel, and Airport management. The importance of the Airport to area commerce (indirect benefits) is in many ways defined by its business clientele. Prominent corporate and institutional organization Airport users include Chautauqua County, Federal Express, Trucklite, Sheriff’s Department, WCA Hospital, Bush Industries, The Resource Center, Jamestown Public School, MRC Bearings, SUNY College at Fredonia, Cummins, Inc. (IEP), and numerous others.

Airports In or Near Southern Tier West Region - Fees and Amenities

Airport	Parking Fees	Ground Transportation	Allotted Time for Check-in & Security	Food Available
Chautauqua Co - Jamestown	Free	Rental Car Taxi	<30 min	Restaurant/ Coffee Shop not open presently
Bradford Regional	Free	Rental Car Limousine	<30 min	Restaurant
Elmira Corning Regional	0-15 min Free \$7.50 Daily max \$37.50 Weekly max	Rental Car Taxi	1 hour	Restaurant
Buffalo Niagara International	\$4 hourly \$8-24 Daily \$40-72 Wkly	Rental Car Taxi Limousine	2 hrs	Various Options
Erie International	0-15 min Free \$1.25+ Hourly max \$13.50 Daily max \$63 Weekly max	Rental Car Taxi Limousine	NA	Restaurant
Greater Rochester International	0-30 min Free \$24 Daily max \$55 Weekly max	Rental Car Taxi Limousine	2 hrs	Various Options

Source: Airport Websites

Highway Corridor Analysis

The local roads are adequate for both airports. For the Jamestown Airport, there is a need for more signage along the highways. Developing a better road and making improvements to Strunk Road will not help the airport. The location of the Jamestown Airport near I-86 is very favorable and the thruway close by to the Dunkirk Airport is advantageous. The proposed Jamestown Bypass would only be positive as it may bring more people from Warren to the airport and the Millennium Parkway would also be very beneficial to the Dunkirk Airport.

Chautauqua County-Jamestown Airport Priorities

For a listing of Priorities for Chautauqua County-Jamestown Airport, refer to the Chautauqua County-Jamestown Airport Capital Improvement Plan (2008-2012) found on the next page.

Other Recommendations

- Jamestown - Runway extension to the west now (FAA will not fund it in the short term). This will improve capability to takeoff.
- Need to identify where aircraft are based and owner information. Considering it costs more to operate out of the Buffalo Airport than Jamestown or Dunkirk, the County would like to market to those general aviation customers to locate in the County.
- Financial assistance
- Utilization of the airport by the public



**CHAUTAUQUA COUNTY AIRPORT AT JAMESTOWN
AIRPORT CAPITAL IMPROVEMENT PLAN**

DATE: 6/12/2009

US Department of Transportation Federal Aviation Administration
Airport: Chautauqua County/Jamestown State: NY NPIAS# 36-0048 LOCID JHW

Project Description & Year	Federal Funds (\$1,000)		State Funds (\$1,000)	Local PFC	Total (\$1,000)		Environmental	Start Date	Comp. Date
	Entitlement	State Apport.			Discretionary	Other			
2009									
Security Improvements (Const.)	\$251.31		\$318.69	\$15.00	\$15.00	\$600.00	CATX		
Rehabilitate Auto Parking Lot (Design)		\$76.00		\$2.00	\$2.00	\$80.00	CATX		
Rehabilitate Taxiway Foxrot and Apron (Design)		\$82.65		\$2.18	\$2.18	\$87.00	CATX		
Airfield Guidance Sign and Panel Replacements (Design)		\$19.00		\$0.50	\$0.50	\$20.00	CATX		
Terminal Air Conditioning				\$225.00	\$25.00	\$250.00	CATX		
2010									
Apron Expansion - Phase II (Construction)		\$800.00		\$21.05	\$21.05	\$842.11	CATX		
Rehabilitate Auto Parking Lot (Construction)	\$131.00	\$737.30		\$22.85	\$22.85	\$974.00	CATX		
Airfield Guidance Sign and Panel Replacements (Const.)		\$190.00		\$5.00	\$5.00	\$200.00	CATX		
2011									
Rehabilitate Taxiway Foxrot and Apron (Construction)		\$743.85		\$19.58	\$19.58	\$763.00	CATX		
EA for Parallel Taxiway for Runway 13-31 (Short form C)			\$47.50	\$1.25	\$1.25	\$50.00	N/A		
2012									
SRE Vehicle (Plow Truck and Sand Truck)	\$150.00		\$230.00	\$10.00	\$10.00	\$400.00	CATX		
2013									
Parallel Taxiway for Runway 13-31 (Design)			\$247.00	\$6.50	\$6.50	\$260.00	EA		
2014									
Relocate Beacon (Design & Construction)	\$150.00			\$3.95	\$3.95	\$157.90	CATX		
Parallel Taxiway for Runway 13-31 (Construction)	\$150.00		\$2,570.80	\$71.60	\$71.60	\$2,864.00	EA		
TOTALS:	\$832.31	\$2,648.80	\$3,413.99	\$406.45	\$206.45	\$7,508.00			

Carryover: \$150,000 FY-2007; \$150,000 FY-2008

12.0 PUBLIC TRANSIT

12.1 Overview

“For most of us, getting to work, getting to the doctor, or getting to church means getting in our car. But for many people, it’s not that easy, there are often many challenges that individuals face when trying to “get a ride.”

It’s not that we – governments, community organizations – haven’t tried to help. Nearly every human service program recognizes that transportation is important. In fact, there are 62 federal programs that fund transportation services. And we – through our taxes and through our charitable contributions -- are spending a significant amount of money in order to help. Ironically, for most people who need transportation help, the creation of more programs hasn’t made getting around much easier!”

(Community Transportation Association of America)

Although many similar forces contribute to the continuation of rural and urban poverty, transportation is a considerably larger factor in cycles of rural poverty. Any person needing help and lacking a car or car insurance is affected, and these three factors are likely to coincide: *“94 percent of welfare recipients do not own cars...close to 40 percent of all rural counties are not served by public transit systems, and 28 percent of rural counties have minimal transit service” (Stommes, Brown, & Houston, 2002).*

The solution is complicated by the fact that *“since not many jobs are usually located in sparsely populated rural areas, and such locations are unlikely to have public transportation, this leaves residents there with little choice but to travel long distances to work” (Stommes, Brown, & Houston, 2002).*

This is certainly true for the Southern Tier West Region. According the 2000 Census, there were 119,696 workers 16 years and over in the region: 3% of them were able to work from home, while 77% drove alone to work and 12% carpoled. Although, there was a county-wide public transportation service available in two of the three counties, less than 1% of all workers used that service. The average time all workers spent traveling to work was 20.6 minutes. The table on the next page provides a breakdown for Allegany County workers by mode of transportation and travel time.

In addition to the problems of helping people reach jobs or services, transportation issues have other impacts on the community’s economy and, by extension, the local employment opportunities. Irregular public transport to and from more urban areas can deter industry, tourists and potential new residents from visiting or settling in an area. Furthermore, if people in the towns surrounding a community college, mall, or other consumer service are unable to reach and patronize such services, the service may last a while but could easily fall into bankruptcy (Stommes, Brown, & Houston, 2002).

The quality of life and economy in the rural Southern Tier West region depends on an efficient, effective, comprehensive, and coordinated multimodal transportation system that provides choices for the movement of people and goods and allows quick transfers between modes when and where they are needed. The need to maintain transportation linkages between rural and urban areas is very important to the economy, public health and safety, and the social structure of rural America.

Workers' Mode of Transportation and Travel Time

	Allegany County	Cattaraugus County	Chautauqua County
Total Workers	21,021	36,941	61,734
Drove Alone	14,922	28,305	48,470
Carpooled	2,461	4,660	6,805
Public Transportation	156	256	725
Motorcycle	27	4	47
Bicycle	28	129	144
Walked	2,433	2,085	3,142
Other Means	140	232	347
Mean Travel Time	21.8 minutes	21.7 minutes	18.4 minutes
Worked at Home	854	1,270	2,054

Source: U.S. Census

Coordinating transportation services takes careful, deliberate, proactive planning. In the planning process, local officials with a stake in successful transportation services come together to determine how the community's needs can best be met and how the skills and resources available to them can best be used to this purpose.

Many commonly observed benefits from coordinated transportation services may include, but are not limited to the following:

- Lowered trip costs for travelers and for human service agencies
- Extended service hours, services to new areas or new communities and to more people
- More trips made by persons needing transportation
- Services more responsive to schedules, points of origin, and destinations of customers
- Greater emphasis on safety and customer service
- More door-to-door service
- More flexible payment and service options

In May of 1999, the United States Department of Transportation (USDOT) announced the Rural Transportation Initiative to ensure that rural areas and small communities share in the mobility, economic, and social benefits that many USDOT programs provide. The Initiative aims to increase the capacity of rural America to play a more integral role in planning and decision-making that shape transportation systems, and improve transportation safety in rural areas to reduce the incidence and severity of accidents and their associated costs.

The Rural Initiative objectives include the following components:

- Allow residents of rural areas and small communities' access to the destinations and goods to attain their desired quality of life.
- Provide the transportation service that will afford rural areas and small communities the opportunity to reach their economic growth and trade potential.
- Enhance the social strength and cohesiveness of small communities and protect the natural environment of rural areas.
- Maintain the national security and border integrity necessary for the well-being of all Americans.

In February 2004, the Presidential Executive Order 13330 on the Coordination of Human Service Programs created an interdepartmental Federal Council on Access and Mobility to undertake collective and individual departmental actions to reduce duplication among federally-funded human service transportation services, increase the efficient delivery of such services and expand transportation access for older individuals, persons with disabilities, persons with low-income, children and other disadvantaged populations within their own communities.

From this Executive Order in 2004 the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the establishment of a "locally developed, coordinated public transit-human services transportation plan" for all Federal Transit Administration (FTA) programs for underserved populations, which include the following programs:

- **Elderly Individuals and Individuals with Disabilities** - The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country. *Elderly Individual* includes, at a minimum, all persons 65 years of age or older. Grantees may use a definition that extends eligibility for service to younger (e.g., 62 and older, 60 and over) persons. *Individual With a Disability* means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility.
- **Job Access and Reverse Commute (JARC)** – Section 5316 FTA formula program for projects relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Additionally, to a public transportation project designed to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.
- **New Freedom** – Section 5217 is defined as public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

In August 2005, the President signed legislation consistent with this recommendation to reauthorize Federal public transportation and Federal highway programs that contained provisions to establish a coordinated human services transportation planning process. This legislation, the Safe, Affordable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU), created a requirement that a locally-developed, coordinated public transit/human service planning process and an initial plan

be developed by 2007 as a condition of receiving funding for certain programs directed at meeting the needs of older individuals, persons with disabilities and low-income persons.

The plan must be developed through a process that includes representatives of public, private and nonprofit transportation providers and public, private and non-profit human service providers and participation by the public. Complete plans, including coordination with the full range of existing human service transportation providers, are required by Fiscal Year 2008. The template for a coordinated public transit-human services transportation plan calls for the listing of the Municipality Name, Lead Agency, Coordination Steering Committee Members, and Coordination Steering Subcommittee Members, and that the following sections to be included:

- Executive Summary
- Introduction
- Plan Development Overview
- Partnering Agencies
- Demographic Analysis
- Inventory of Services & Resources
- Needs Gap Analysis
- Proposed New Mobility Program
- Implementation Timeline
- Expected Benefits
- Conclusion
- “Vehicle Resource Sharing Policy Statement”
- “DSS Transportation Plan”

Federal Legislation not only required a Coordinated Public Transit-Human Services Transportation Plan to be completed, but required all agencies to coordinate with related services in order to maintain their Federal funding. Therefore, the next step in the coordinated human services transportation planning process following the completion of the coordination plans is the development of a mobility plan for all public transit.

Allegany and Chautauqua Counties completed their coordinated plans in 2007. Allegany County also completed a Mobility Management Plan in 2008 and is currently working on its implementation. Chautauqua County is currently working on a mobility management plan for the county. Cattaraugus County is in the process of updating their 1995 coordinated plan and is also working on a mobility management plan. Much of the above discussion was gleaned from the two Allegany County completed documents.

Considering that the county coordinated human services transportation planning process requires the collection of similar information as does the Southern Tier West Transportation Plan, Southern Tier West has utilized the completed plans and additional information obtained from each county coordination committee in developing the Public Transit section of this document. County plans may be complete, but coordination is still in progress and will continue long after this Regional Plan is published. Therefore, the Regional Rural Transportation Plan is a snapshot of what currently exists.

The discussion in this section provides information on a regional basis as well as county, which may include but is not limited to: an inventory of existing conditions, capacity, safety considerations, deficiencies, economic development considerations, corridor analysis, safety considerations and quality of life considerations. The information may vary within the discussions for each county, whereas each county are at different stages in the planning process.

12.2 Regional Public Transportation System

In developing and implementing a regional public transportation system for the Southern Tier West region, the creation of a more efficient and effective mobility program must include: open communication between agencies, utilization of shared services where appropriate, increasing the service area, decreasing vehicle needs, utilizing vehicles more efficiently, budget savings, providing more rides, increasing the quality of life, bringing better understanding of the needs of the community, and more awareness of public transit in and across the region.

An efficient and effective mobility program in the region will benefit residents in need of transportation to their work, health care appointments, shopping, or their social activities. All residents deserve to have that ability. In addition, there are many nursing homes in the region that rely on an efficient service in order to maintain the health of their residents. With the increasing population of the elderly it is crucial to keep public transportation operating in order to assist those that have no other transportation options. This is a major priority.

One of the goals for each county is to implement a ridership education program to assist those individuals that may have a disability, elderly, or just "not sure" how to use the system. It is the intention to make sure customers feel comfortable using the public transit system and this will broaden his or her involvement within the community in numerous ways. The flexibility of independent travel helps a person seek a more productive life and allows for greater ease to engage in social activities. An important part of assisting customers is providing escorts on the demand response routes. This provides additional help to the customers in need of assistance and to the drivers.

It is the goal of a regional public transportation system to bring together all those providing transportation and those in need of transportation; and realize a working system that can operate as a coordinated system and still provide for the individualized needs of all. This system needs to be helpful, simple, efficient, environmentally friendly, and economically sound.

The regional system of public transportation providers include services that are privately-operated; owned by public entities; operated by not-for-profit agencies in response to a need; operated by human service organizations through the use of volunteers; and those human service agencies who obtain transportation services for their clients but do not provide it directly.

The table on the next page provides a summary of the privately-operated public transportation services with Routes in the region. These private bus companies also provide charter services and/or tour packages that are either day or multi-day trips. Also serving the region is a myriad of taxicab services.

Privately-Operated Public Transportation Services with Routes in the Region

Agency	Corridor Routes	Major Stops in the Region	Scheduled Service
Coach USA/ Shortline www.coachusa.com/shortline/	Olean to Binghamton, NYC	Olean, Alfred, Alfred Station, Almond	3 weekday daily trips each way, one every 3-4 hours
	Olean to Alfred	Olean, Belvidere, Belmont, Alfred	1 weekday daily trip each way
Coach USA of Western New York www.coachusa.com	Jamestown to Buffalo	Jamestown, Gerry, Sinclairville, Cassadaga, Laona, Fredonia, SUNY Fredonia, Dunkirk, Silver Creek, Irving Junction	5 weekday daily trips each way, one every 2-4 hours
	Jamestown to Olean	Jamestown, Falconer, Kennedy, Randolph, E. Randolph, Little Valley, Salamanca, Bradford Jct, Vandalia, Allegany, St. Bonaventure, Olean, Black Creek	2 daily (am & pm) trips each way (includes flag stops)
	Olean to Buffalo	Olean, Hinsdale, Maplehurst, Ischua, Franklinville, Machias, Delevan, Lime lake, Yorkshire	3 weekday daily trips each way (includes flag stops)
Greyhound www.greyhound.com	NA	Alfred, Alfred Station, Almond, Olean, Limestone, Salamanca, Ellicottville	Refer to website
Fullington Trailways www.fullingtours.com	Pittsburgh to Buffalo	Salamanca	NA
D&F Travel www.dfbuses.com	NA	NA	NA
Carrier Coach, Inc.	NA	NA	NA
Blue Bird Coach Lines, Inc.	NA	NA	NA

12.3 Allegany County

The Allegany County Transportation Task Force (ACTTF) is a collaboration of the Allegany/Western Steuben Rural Health Network, Inc. (lead agency) and was assembled in January 2007 to address the SAFETEA-LU requirements. The ACTTF meets on a regular basis with an established mission and vision, as follows:

Mission Statement: Identify and address the transportation needs of the transportation disadvantaged as well as reduces gaps and duplication of services. By doing so it is our intention to develop a plausible, consumer-focused Coordinated Human Services Transportation Plan for Allegany County in collaboration with its neighboring counties.

Vision Statement: Through the development of a Coordinated Human Services Transportation Plan there will be an opportunity for increased transportation funding, cost efficiencies for programs and providers, and service quality improvements. The transportation-disadvantaged will have greater access to health care, employment, education, commerce, social, and community service.

Passenger transportation services currently available, as identified in the Allegany County Coordinated Public Transit-Human Services Transportation Plan and the Allegany County Mobility Management Plan, include the Allegany County Transit (ACT) public transit routes, and client transportation services (including semi-fixed route and demand response) operated by not-for-profit agencies and County Departments. The table on the next page provides a listing of existing transportation providers in Allegany County.

An inventory of services and resources is not complete without identifying the human service agencies charged with providing transportation services for their clients, but who do not operate their own vehicles. These agencies, however, contract with existing transportation providers and/or use volunteers to provide services. The list of these agencies in Allegany County is as follows:

- Allegany County Department of Social Services
 - Contracts with ACT for client transportation
- Allegany County Office for the Aging
 - Operates a volunteer transportation service program with 75 volunteers
- Faith in Action Steuben
 - Operates a volunteer service to Western Steuben and Eastern Allegany County
- Disabled American Vets
 - Operates a volunteer service for veterans to VA Health Care Facilities
- Salvation Army
 - Service from Wellsville Elementary School for youths
- American Cancer Society – Finger Lakes Region
 - Assistance to patients with cancer related appointments

Allegany County Transportation Providers

Agency	Type of Service	# of Vehicles	# of ADA Accessible	Service Area	Clientele	Annual Rides
Allegany County Transit (ACT) Operated by First Transit, Inc. Sponsored by Allegany County	Public (Fixed, Route Deviation)	11	2	County and Olean 5 routes	Open to Public	48,724
Allegany County Arc <u>More Recently:</u> Allegany Rides	Not-for-Profit (Fixed, On Demand, Charter)	9	2	County 7 routes	Special Needs <u>Now:</u> Public	75,000
ACCORD Head Start	Not-for-Profit	9	NA	County	Head Start Clients	NA
HomeCare & Hospice	Not-for-Profit (Assisted Non-Emergency Medical)	2	1	Allegany, Cattaraugus, Genesee, Wyoming	Contracts, Clients	NA
New Horizons-Allegany Rehabilitation Associates, Inc.	Not-for-Profit	2	0	County	Clients	NA
Hornell Area Transit (City of Hornell sponsored) www.hatrides.com	Public (Fixed, Paratransit)	NA	All vehicles	Olean, Alfred, Alfred Station, Almond, Hornell, Canaseraga	Open to Public 5 weekday daily routes	115,000

In the Allegany County Coordinated Public Transit-Human Services Transportation Plan, the Allegany County Transportation Task Force identified the deficiencies of the transportation system as defined as service/passenger issues as follows:

- Rising Fuel Costs
- Limited vehicle and driver availability
- Buses running at or near capacity – passengers are sometimes left behind
- Increasing requests for new or additional service
- Increasing requests for route deviation
- Trouble transporting bags and packages
- Need more bus shelters
- Need Park and Ride Lots
- Customer awareness

Issues and Opportunities were also examined in the Allegany County Mobility Management Plan. These reiterate the issues discussed in the Coordinated Plan with a little more detail and insight. In order to develop a set of strategies that should guide the coordination of transit services in the County, it was important for the Task Force to understand the travel behavior and opinions of county residents. A number of surveys were conducted between July 2007 and July 2008 to solicit feedback from existing passengers and non-riders. The survey results were compiled along with information collected from interviews, focus groups, and other county data sources. Below is a summary of the dominant issues and opportunities that helped guide the development of goals and performance measures for the County.

- The need for public transit and the mobility that it provides is important to county residents.
- Ten percent of county households experience a barrier to accessing needed services due to limited transportation options.
- Five percent reported that they have children under the age of 18 currently living in these households.
- Forty-five percent of adults with less than a high school diploma have someone in their household who has been affected by limited transportation resources. While many of these people have found other mobility options, ten percent of existing transit riders said that they would not make the same trip at all if transit were not available.
- The existing ACT routes and schedules are not convenient for regular working hours since the trips do not coincide with a typical 9-5 day or with shift schedules.
- Additionally, the schedules are not convenient for those who work early in the morning, at night, part time, or on weekends.
- Many existing passengers endure long travel times, long wait times between trips and transfers, buses that arrive late, and even being left at the stop when a full bus arrives and passes them by.
- There is a demand for more frequent and reliable service, longer service hours, weekend service, and additional routes and buses.
- Existing stop locations are inconvenient for a number of riders and the lack of bus stop signs limits their visibility.
- Bus shelters are also demanded in order to provide a safe and comfortable place for people to wait.
- Passengers also requested larger, safer buses with better suspension or shocks, and a reliable heating and air conditioning system.
- There was wide consensus that more marketing and publicity is needed to increase public awareness of the transit system.

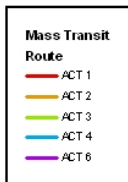
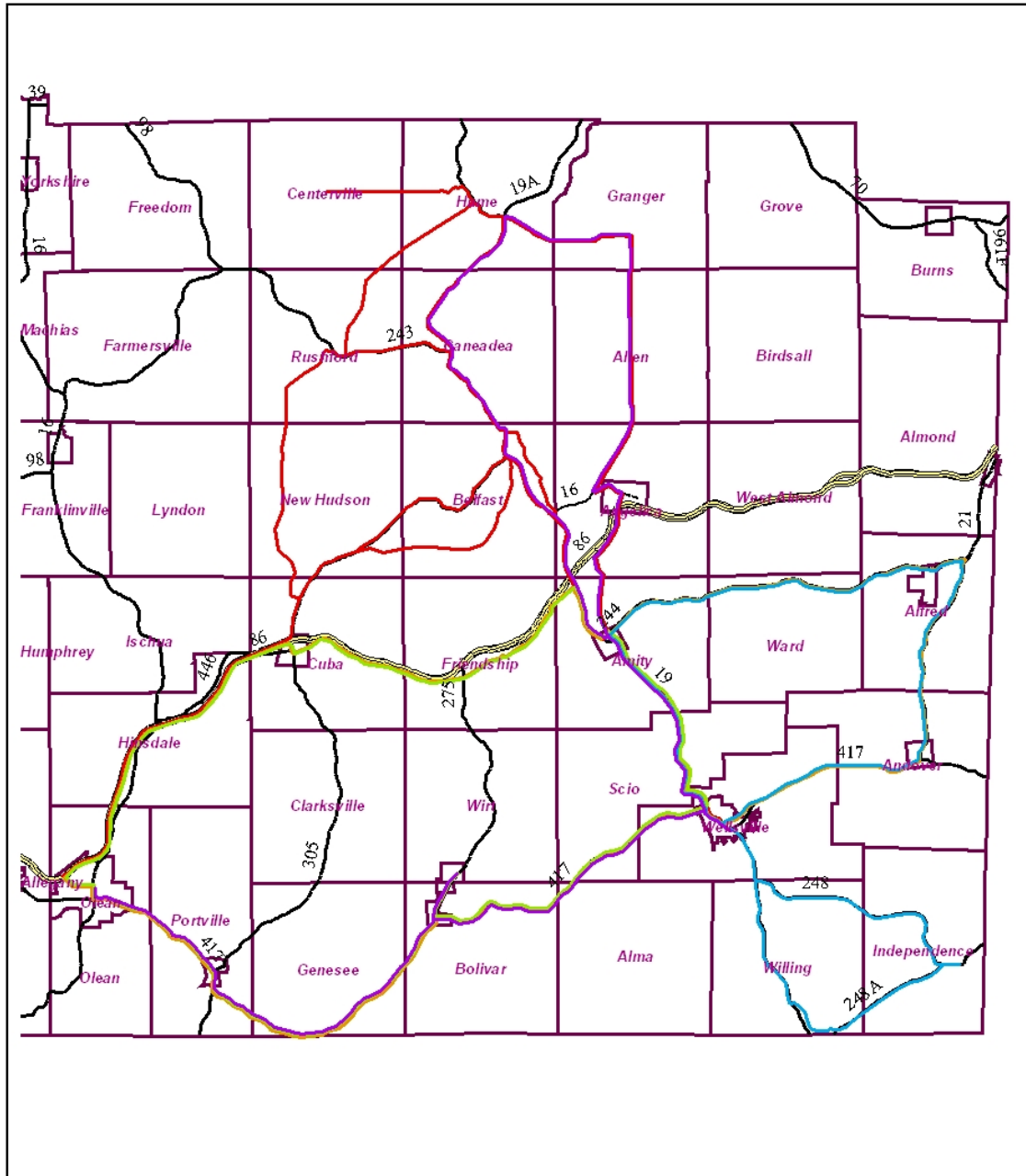
- Existing route and schedule information is difficult to find and understand. This includes the development of a formal map and easy to easy schedule, advertisements in local media, and a local transit website.
- While expanding current routes to include those areas not currently being served is a priority, the obstacle is a lack of funding to pay for more vehicles and more drivers.
- Coordinating transportation providers can help to expand service and eliminate duplication of services. Blending populations that are currently receiving transportation through different agencies will be a challenge as the systems come closer together.
- A centralized and coordinated call center will be a priority to improved services.

The Allegany County Transportation Task Force has identified their next steps in the planning process or county priorities. The Task Force is committed to continuing to pursue all opportunities to streamline transit services and reduce costs to the County. They will continue to refine and implement the Mobility Management Plan. The next steps outlined below are intended to increase ridership, which in-turn will leverage state and federal funds coming into the County.

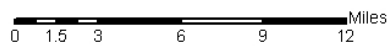
- Explore further reorientation and coordination of both the ACT and Allegany County Rides systems.
- Develop a comprehensive marketing and education campaign with literacy appropriate materials to increase awareness, access and utilization
- Research and develop an intelligent transportation system (ITS) approach that will assist with the transportation coordination
- Explore additional opportunities include public/private partnerships. ACT is in discussion with Alfred colleges to combine services (1+ year away)
- Explore additional NYSDOT and NYSDOH cost sharing opportunities
- Work within and outside county borders to look at regional opportunities to better coordinate medical transportation, potentially resulting in lower costs

The County map which follows depicts the routes that the publically-owned public Allegany County Transit system covers currently.

Allegany County Transit



Allegany County Transit



Map Created By:
Daniel Reynolds
Southern Tier West RPD B

12.4 Cattaraugus County

The Community Transportation Coalition of Cattaraugus County (CTCCC) was formed in June of 2008 to begin the process of updating the 1995 Cattaraugus County Rural Coordinated Public Transit Human Services Transportation Plan. The Cattaraugus County Department of Economic Development, Planning and Tourism serve as the lead agency in this process, whereas they are the designated agency to prepare a coordinated plan. The CTCCC is implementing a planning process as follows:

Phase 1 – Assessment

- Data Instrument Development
- Vision/Mission Development
- Data Collection
- Data Analysis/Issues Identified

Phase 2 – System Design

- Option Identification/Research
- Preferred Option Chosen
- Report Writing/Negotiations

Phase 3 - Implementation

- Job descriptions/Contracts/Forms/SOPS
- System logistics determined/test runs/etc.

The CTCCC meets on a regular basis with an established mission and vision, as follows:

Vision Statement: The Community Transportation Coalition of Cattaraugus County will strive to develop a transportation system that is a vital service to the community.

Mission Statement: Our mission is to work collaboratively to create a system that identifies needs, understands resources, maximizes access and mobility, and minimizes costs for the entire community.

Passenger transportation services currently available, as identified through surveys conducted by the CTCCC, include Olean Area Transit System (OATS) public transit routes, and client transportation services (including semi-fixed route and demand response) operated by not-for-profit agencies and County Departments. The table on the next page provides a listing of existing transportation providers in Cattaraugus County. Notes of clarification for the table include:

- Department of Community Services also contracts with Carrier Coach.
- Mental Health Association in Cattaraugus County
 - Operates a van for events and short trips only. Also contracts with Carrier Coach.
- The Pines Healthcare and Rehabilitation Centers (Olean and Machias)
 - Operates a van for events only

Cattaraugus County Transportation Providers

Agency	Type of Service	# of Vehicles	# of ADA Accessible	Service Area	Clientele	Annual Rides
Olean Area Transit System (OATS) - Operated by First Transit, Inc. Sponsored by City of Olean	Public (Fixed, Route Deviation)	2	2	Olean Allegany	Public	NA
Cattaraugus County Arc-The Rehabilitation Center	Not-for-Profit (Subscription)	92	28	Countywide	Disabled Elderly	NA
Catt & Wyoming Counties Project Head Start	Human Service (Demand Response, Subscription)	11	NA	Cattaraugus Wyoming Counties	Children (low income families)	NA
Cattaraugus County Council on Alcoholism & Substance Abuse	Not-for-Profit (Demand Response)	4	0	Countywide	Disabled	NA
HomeCare & Hospice	Not-for-Profit (Demand Response)	3	1	Western NY	NA	NA
Cattaraugus Community Action (CCA)	Human Service (Demand Response)	1	0	Countywide	Low income & Victim Services	NA
CCA- Derby Apartments	Human Service (Demand Response)	2	0	City of Olean	Low income	NA
Mental Health Association in Cattaraugus County	Not-for-Profit (Demand Response)	1	0	Countywide	Disabled	NA
The Pines Healthcare and Rehab Centers	Human Service (Demand Response)	1	1	Route 16 Corridor	Nursing Home Residents	NA
Cattaraugus County Dept of Community Services	Human Service (Demand Response & Subscription)	2	0	Countywide	Disabled	NA
Healthy Community Alliance – Love Inc	Not-for-Profit (Demand Response)	2	0	Northern Cattaraugus County, Springville	Low income, Elderly Public	NA
Olean Child Day Care Center	Not-for-Profit (Demand Response)	2	0	Olean Allegany	Children	NA

Currently, all transportation services provided by the various Departments of Cattaraugus County are coordinated by VMC Group, Inc. (originally named Value Management Consultants. VMC's mission has been to provide efficiency related consulting services utilizing advanced Management Science techniques for improving the operations of public agencies—with an emphasis on local governments. VMC's services are aimed at controlling staff and transportation costs. To accomplish this, VMC's advanced management techniques include such "tools" as Methods Engineering, vehicle routing software, and location based services (GPS tracking, etc.).

The human services agencies charged with providing transportation services for their clients, but do not operate their own vehicles are listed below. These agencies contract with existing transportation providers and/or use volunteers to provide services. A list of these agencies in Cattaraugus County is as follows:

- Cattaraugus County Department of Social Services
 - contracts with OATS
- Cattaraugus County Office for the Aging
 - Operates a volunteer transportation service program with 75 volunteers
- Cattaraugus County Youth Bureau
- Cattaraugus County Health Department
- Cattaraugus County Veterans Service Agency
- Cattaraugus County – NY Connects
- Total Senior Care, Inc. (PACE)
- Interfaith Care Givers, Inc.
 - Operates a volunteer transportation service program with 64 volunteers
- Directions in Independent Living
- Genesis House of Olean
- United Way of Cattaraugus County

Through the coordinated human services transportation planning process, the Community Transportation Coalition of Cattaraugus County has identified the following mobility issues in developing a countywide system:

- Confidentiality
- Safety/Stigma
- Liability for transporter
- Fiscal delineation

CTCCC has conducted numerous surveys and interviews of organizations and clients throughout the coordinated human services transportation planning process. The results have identified deficiencies, issues or needs of the current state of public transportation in the County:

- Inability to move people to the urban centers (i.e. Buffalo) for medical purposes and work.
- Inability to travel outside cities (Salamanca and Olean) to other areas for work.
- Due to unreliable scheduling, people are often late for work or appointments.
 - Frequency and timing are issues
- Public transportation is currently not affordable for those not covered by Medicaid.
- Currently routes are not county-wide or appealing to working people.

The results, thus far, of the CTCCC planning process have also yielded recommendations for next steps or possible county priorities, as follows:

- Develop a countywide public transportation system that is accessible, affordable, and reliable.
- Coordinate transportation service providers to optimize resources.
- Share assets and resources
- Increase coordination and availability/access
- Increase marketing awareness of availability
- Implement mobility training
- Eliminate duplication of stops and drops.
- Establish shared payment model.
- Coordinate with other counties to provide a regional system
- Expansion of OATS to City of Salamanca with stops at the Casino and other locations within the City.

Other recommendations

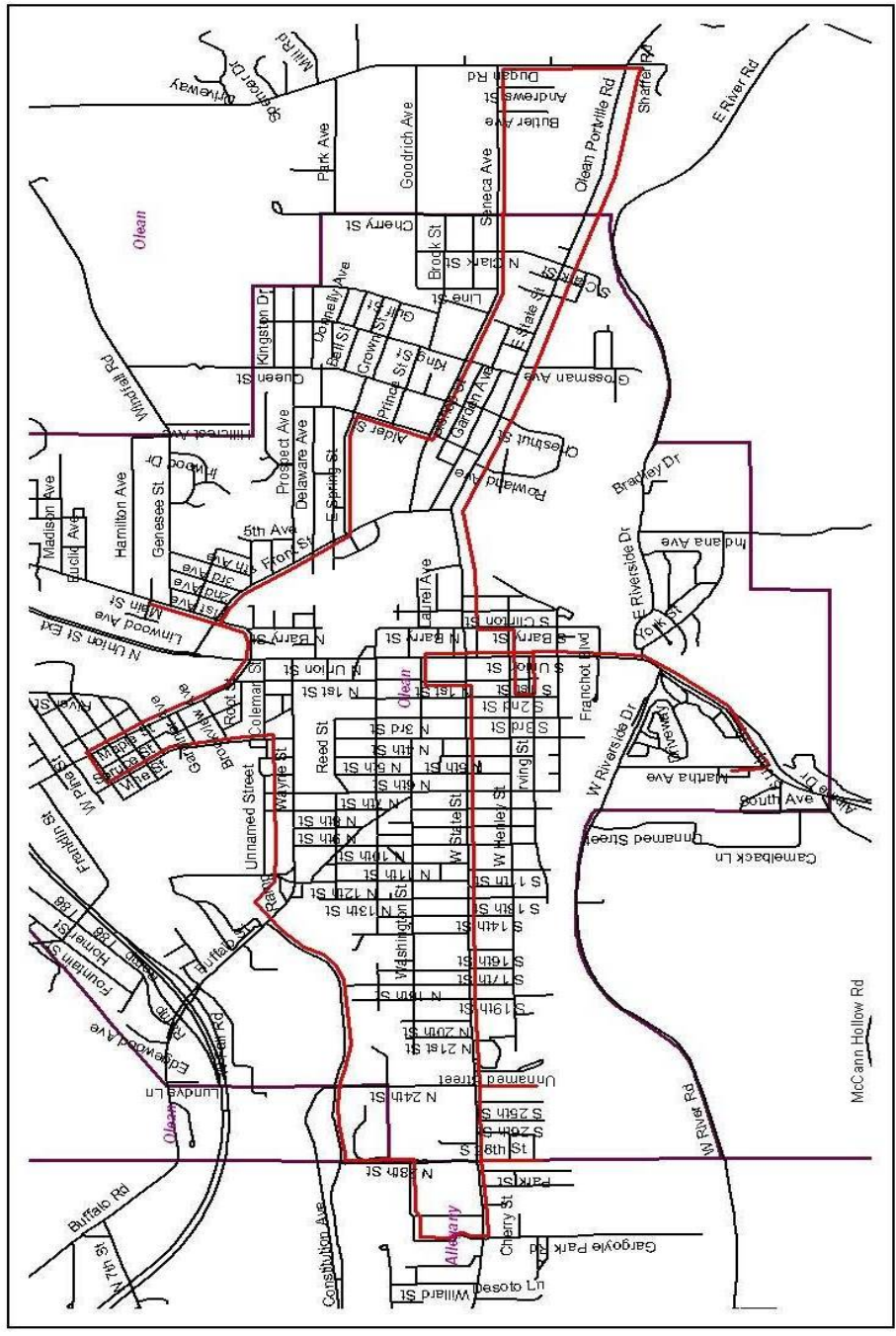
- Create bike trails on old railway beds
- Connect a bike trail to end at the train depot in Gowanda so folks can ride the train
- Bike trail for Zoar Valley

12.5 City of Olean

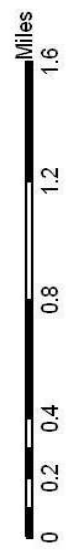
Currently the only publically-owned public system in Cattaraugus County is the Olean Area Transit System. The map on the following page depicts the routes currently covered by OATS. The City of Olean, who sponsors the OATS, has identified the following local priorities for Public Transportation:

- Improve efficiency in the delivery of transportation services by enhancing public access, minimizing duplication of service and providing more cost-effective service.
- Design fixed routes to serve facilities that house persons who are transportation disadvantaged – seniors, persons with disabilities and low-income households – wherever possible.
- Provide a framework for development of projects and the allocation of resources via the continuation of the Community Transportation Coalition of Cattaraugus County.
- Explore opportunities to build on existing arrangements/agreements to build a coordinated system organization (i.e. existing Cattaraugus County mobility management firm); utilize vehicles from the Rehabilitation Center to expand service routes into other areas of the County.
- Explore opportunities for additional funding through programs such as JARC and New Freedom Programs.
- Promote a working climate to support cooperation and coordination among transportation providers.
- Work with the Cattaraugus County Coalition Committee to address gaps in public transportation service areas.
- Review the feasibility of expanding fixed route services to the neighboring towns (Hinsdale, Portville), villages (Ellicottville) and the City of Salamanca.
- Explore the need for additional fixed route service (including evenings and weekends) to area employment locations.
- Reach out to area employers who may be willing to supplement public transportation services.
- Explore opportunities to collaborate with other agencies/organizations to more effectively market the OATS services.
- Consider the creation of a “satellite” transit hub off Constitution Avenue within the proposed transmodal/multimodal facility.

Olean Area Transit System



Olean Area Transit System



Mass Transit
Route
-OATS 1

12.6 Chautauqua County

The Chautauqua County Coordination Committee was assembled in August 2007 to discuss coordinating transportation in Chautauqua County. Representatives from various County agencies were present to discuss their transit needs and how these needs could be better coordinated. Chautauqua Area Regional Transit System (CARTS) was designated as the lead agency to establish transportation coordination policies and programs for the County. The goal of the Committee was to develop a long-range coordinated transportation plan, as well as short-range plan to address more immediate needs and concerns which will help improve transportation service for persons with disability, older adults and individuals with lower incomes in the Chautauqua County area. The following table provides a listing of existing transportation providers in Chautauqua County.

Chautauqua County Transportation Providers

Agency	Type of Service	# of Vehicles	# of ADA Accessible	Service Area	Clientele	Annual Rides
CARTS	Public (Fixed, Rural, Paratransit)	36	36	County Jamestown Dunkirk	Open to Public	179,690
CCC Arc	Not-for-Profit	8 +	8	County	Disabled	21,224
The Resource Center	Sec 5310	28 not 5310		Jamestown Dunkirk		
TEAM Services	Not-for-Profit Sec 5310	6	6	County Jamestown Dunkirk	Disabled	18,837
Chautauqua Adult Day Care Center	Demand Service for adult clients	3	1	Jamestown Dunkirk	Disabled Adults	14,172
SUNY Fredonia	Public	3	3	Village of Fredonia	Open to Public	49,639
Southwestern Independent Living Center	Demand Service for disabled	2	2	County	Disabled	1500
Chautauqua County Veteran's Service Agency	Demand Service for Veteran's to Buffalo and Erie Vets hospitals	2	2	County to Erie, Pa and Buffalo, NY	Disabled Vets	NA

The human services agencies charged with providing transportation services for their clients, but do not operate their own vehicles are listed below. These agencies contract with existing transportation providers and/or use volunteers to provide services. A list of these agencies in Chautauqua County is as follows:

- Office for the Aging
- Department of Social Services
- Mental health
- Long term health care facilities
- Jamestown Community College
- Jamestown Business College
- Chautauqua Works
- Employers

In the Chautauqua County Coordination Transportation Work Plan, the Chautauqua County Coordination Committee identified the deficiencies of the current transportation system as being a duplication of services, limited service, and no service. The major needs are as follows:

Duplication of Services (Areas over served) –

- Review of each provider’s pickups to determine where the actual overlap is occurring.
- Further review of the rural areas to determine if the duplication is due to capacity issues or lack of coordination.

Limited Service (Areas underserved)

- Further review to determine if the limited service is due to capacity issues or lack of coordination.

No Service (Areas with no service) – Service is provided in every township at least on a limited basis.

In addition to the major needs listed above, the Chautauqua County Coordination Committee has also identified gaps in service or needs of the customer that can be defined as being service, education, marketing/promotion, coordination, and other considerations:

Service

- Increase rural service
- Provide out of state service
- Provide evening and weekend service
- Provide holiday service
- Increase service for combination trips (i.e.: children to daycare and parent to work)
- Provide increased flexibility for early shifts, overtime and last minute change in shift time
- Provide emergency backup for breakdown of mobility aid (i.e.: battery goes dead on electric chair)
- Provide accessible cabs (vans with wheelchair lifts)

Education

- Increase education of transportation services available
- Provide more "Travel Training"
- Provide employer education on tax benefits for transportation

Marketing/Promotion

- Need for employer inventory/survey/support of public transportation
- Provide incentive for employees to take transit for welfare to work

Coordination

- Need for a 1-stop call center for transportation
- Develop cab fare structure for multiple agency pickups/better coordination
- Increase utilization of park and ride with transit (used mostly for car pooling)
- Need to coordinate car pooling

Other Considerations

- Affordable purchase of cars for low income individuals to get to work

It is the goal of the Chautauqua County Transportation Coordination Committee to continue to carry out the Transportation Work Plan goals for Chautauqua County. The goals take into consideration the growth of the transit system, future economic development, and quality of life. Following is a summary of the short and long-term priorities supported by the Committee:

Short-Term Goals:

- Assess and evaluate a plan to reduce or eliminate duplication of services and routes as appropriate including review of existing routes and need based on ridership – deadline 01/01/10.
- Evaluate and implement a "Voucher Program" in order to immediately accommodate people in need of evening and weekend service or places that have limited public transportation – deadline 01/01/10.
- The Jamestown Gateway Station Intermodal and Visitor Center renovation project located on 2nd Street between Jefferson and Washington Streets will provide for passenger transfers between the CARTS system and the Coach USA inter-city. Renovations to this facility will begin in 2009 with an anticipated completion in 2010. The purposed facility will allow for a waiting area, rest room facilities and information and ticket booth area.

Long-term Goals – after 01/01/10

- Assessment of routes to determine the need for increased service to accommodate the unmet transportation needs.
- Develop a "Travel Training Program" to assist the disabled, senior citizens and anyone who wants to learn how to ride public transportation.
- Educate the employers on the need to support transportation and assist with education to their employees. Educate regarding the tax benefits available to employers.

It should be noted that transportation services currently are available to first shift employees while many job opportunities exist on the second and third shifts. A study should be commissioned that quantifies the number of job opportunities that are not filled by applicants due to the lack of transportation. Transportation services must be responsive to the requirements of the employer's (i.e. second and third shifts) as well as affordable to the employee.

- Develop a comprehensive "Marketing Plan" to encompass all transportation available in Chautauqua County.
- Determine the need for a full time staff person to market the transportation and continue the education process required to keep the public, agencies and employers in the know about transportation.
- Develop a County-wide central Dispatch Center to provide for a one stop transportation call in center encompassing the agencies involved with providing and needing transportation
- Review and assess the Regional Plan and determine how Chautauqua County can better connect with our neighboring counties.

The County map which follows depicts the routes that the publically-owned public Chautauqua Area Regional Transit System covers currently.

12.7 Seneca Nation of Indians

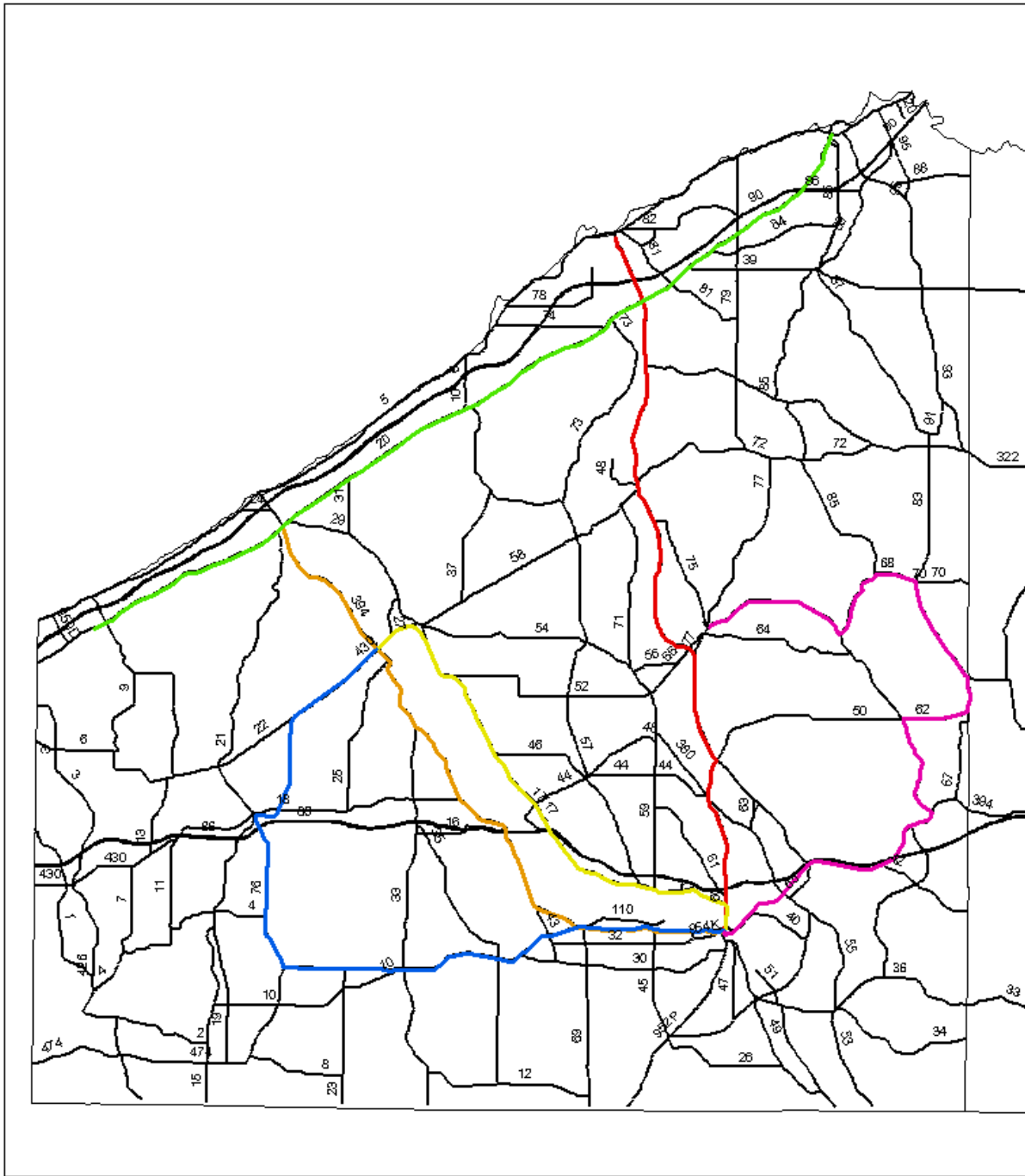
The Seneca Nation of Indians (SNI) is a federally recognized Nation that operates under three branches of government: the Executive (President, Treasurer and Clerk), Legislative (sixteen Tribal Council members) and the Judicial branch. The Seneca Nation holds title to five separate territories in Western New York; they are known as Niagara Falls, Buffalo Creek, Cattaraugus, Allegany and Oil Spring. These five areas are non-contiguous and are situated throughout five counties: Niagara, Erie, Chautauqua, Cattaraugus and Allegany. The Allegany and Cattaraugus Territories house the main communities of the Seneca Nation. These two Territories also (for the most part) are located in the Southern Tier West region, along with the small Oil Spring Territory, and thus the focus of study in this transportation plan.

On June 13, 2009, the Tribal Council of the Seneca Nation of Indians approved the [Seneca Nation of Indians Transit Plan Final Report](#) prepared by Wilbur Smith Associates. The Tribal Council also directed the Seneca Nation Planning Department to explore options and opportunities with the FTA and New York State to advance the establishment of a Seneca Nation Transit System.

The Seneca Nation of Indians Transit Ac Hoc Committee was assembled in November 2007 to identify public transportation needs for Seneca members. Each of the stakeholders has a common interest in seeing transportation improve for SNI tribal residents and the individual tribal programs. The importance of the Committee involvement is key to community outreach and success of future transit service.

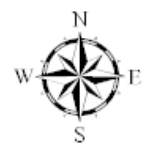
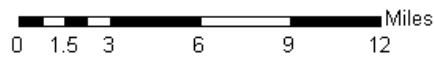
Mission Statement. The mission of SNI Public Transportation is to provide quality, safe, dependable, and courteous transit service to Tribal residents and visitors. Our mission is to lead, Advocate, and deliver quality public transportation.

Chautauqua Area Regional Transit System



- Mass Transit Route
- CARTS 1
 - CARTS 2
 - CARTS 3
 - CARTS 4
 - CARTS 5
 - CARTS 6

Chautauqua Area Regional Transit System



Goal 1: Develop Transit Service that Provides Transportation Options for Local Residents and Tourists.

- Objective 1-A: Create a public transit service that provides service to adolescents, seniors, persons with disabilities, and the general public.
- Objective 1-B: Develop transit service that connects local residents and visitors to major employment centers, schools, medical centers, colleges, education institutions, shopping centers, local recreational events, parks, and nursing homes.
- Objective 1-C: Develop transit service that is easy to use.
- Objective 1-D: Develop transit service that connects with other surrounding transit services.

Goal 2: Develop Transit Service that Positively Contributes to SNI Economic Development.

- Objective 2-A: Develop transit service that provides access to employment, training, and education sites.
- Objective 2-B: Develop easy and effective transit service for local residents and visitors.

Goal 3: Develop Financial Stability for Future SNI Public Transit.

- Objective 3-A: Research and apply for grants at the state and federal level to help offset operating, administration and capital costs.
- Objective 3-B: Establish a capital and vehicle replacement fund to appropriately plan for future transit needs.
- Objective 3-C: Develop performance standards for future transit service. Appropriate performance measures will gauge the effectiveness of services.
- Objective 3-D: Develop local funding mechanism with Budget Office.

Goal 4: Develop Efficient, Effective and Safe Transit Service.

- Objective 4-A: Future regional and intercity services should operate at an average productivity of five passengers per service hour. Those routes which do not meet the minimum standard should be reviewed annually for service changes.
- Objective 4-B: Future demand-response service should operate at an average productivity of two passengers per hour.
- Objective 4-C: All future transit service should coordinate, to the extent possible, with existing Departmental Services, and existing providers in the study area.
- Objective 4-D: Develop a peer review of performance measures annually.

Goal 5: Promote Future Transit Services.

- Objective 5-A: Develop a marketing and public education campaign for all market segments.
- Objective 5-B: Establish transit fares that are affordable.
- Objective 5-C: Coordinate with all SNI Departments to promote future transit service. Also, outreach to other regional transportation providers should be included to create awareness of service.

According to the [Seneca Nation of Indians Transit Plan Final Report](#), SNI does not currently provide public transportation for residents. The discussion here will provide an overview of the various program-related transportation services provided for tribal residents. The providers are not looked at as a ‘transit agency,’ but provide some type of passenger transportation for specific department programs. The following table provides an overview of those SNI departments that have program-related transportation services.

Seneca Nation of Indians Program-Related Transportation Services

SNI Department & Territory	Clients Served	Clients Needing transportation	Agency Providing Transportation	Department Owned Vehicles
Education – Cattaraugus	20 daily	75%	Silver Creek Central School District	3 buses (June 2009)
Recreation - Cattaraugus	25-100 Daily	Summer Events 125	Contracted	7 vans Limited use
Employment and Training Cattaraugus & Allegany	700			
▪ GED Program	5 daily	all	agency	1 vehicle
▪ Vocational Rehabilitation	10 daily	50%	Agency or volunteers or private vehicles	1 vehicle
▪ Tribal 477 Program	5 daily		Agency or volunteers or private vehicles	1 vehicle
Health Cattaraugus & Allegany				
▪ Health Center -Allegany	18 daily	All	Health Department	4 vans
▪ Health Center - Cattaraugus	12 daily		Agency	5 vehicles

In the [Seneca Nation of Indians Transit Plan Final Report](#), Wilbur Smith Associates prepared a ‘Transit Needs Index’ which identifies within the SNI study area, the areas with highest propensity to use transit, based on census demographic characteristics. These demographic categories include:

- Zero-vehicle Households
- Elderly Population
- Mobility Limited Population
- Below Poverty Population

Each of these categories represents a characteristic of a high need for public transportation. The 2000 US Census reports data for each category by census block group. Four census block group areas were determined to have the highest needs. These areas are primarily located in the census block groups on and surrounding the Buffalo Creek Territory in Buffalo and the Niagara Territory in Niagara Falls. Two

other areas are located east of Salamanca on the Allegany Territory, and the central portion of Cattaraugus Territory. On the following page, is a map showing the areas with highest propensity for transit service. Or, in other words, these are areas with a concentration of persons needing public transportation. By identifying areas with a high need, WSA used these data to develop future service alternatives.

The Seneca Nation of Indians Transit Plan Final Report provides an implementation plan for achieving public transit for the Seneca Nation of Indians.

1. Continue Transit Advisory Committee Meetings
The Advisory Committee will continue to be active and support the implementation of transit for each Territory. The Committee will be responsible for obtaining some of the funding and coordinating the various implementation activities.
2. Establish the SNI Public Transit Division
A new arm of the SNI Public Transit Division must be established by Council. The Advisory Committee will need to work with Council members to draft and adopt the provisions for creating eventually a new Department
3. Create Public Transit Program Manager Position
Once the SNI Public Transit Division is formalized, Council should establish a Transit Manager position, who reports to the Transportation Manager. Currently, there is no SNI staff dedicated to public transportation or coordination of transportation services. The Public Transit Manager will assume the responsibilities for implementing this preferred plan and managing the day-to-day operations of the transit service.
4. Obtain Funding for SNI Public Transit
SNI must establish dedicated funding for the implementation of new transit services. Tribal general funds are currently used in several departments to support transportation for programs. These funds should be moved during Year 2 to the Public Transit Division for implementation of service, with a clear understanding that the quality of service for the individual programs will continue. Grant applications should be submitted for funding through the FTA Section 5311 program, Tribal Transportation programs, and New York State Department of Transportation grants.
5. Prepare Detailed Service Plan
The final detailed operating plan for future SNI public transit must be prepared prior to implementation. This will include identification of specific bus stops, exact routing, schedules, fare policies and rate structure, etc. The service schedule will be finalized indicating the specific stops and scheduled times for the service.
6. Develop Marketing Plan
Marketing and promotional materials will be needed to publicize the new transit services.
 - Brochures with maps describing each transit service for the different Territories will need to be prepared.
 - Informational posters and signs should be part of the overall marketing plan

- Transit staff and the Advisory Committee should be available to speak to local events, to local SNI departments, and to other interested parties. A standard presentation should include the new service information and be used by any person speaking at events.
- The marketing plan should include a media kit for the local newspapers, radio and television outlets.

7. Hire Transit Staff

Transit staff, including dispatch, administration, drivers, and crew workers must be hired and trained in advance of starting service. The Transit Manager will encourage all existing drivers for other programs to become a driver for the new transit service. Quality drivers who are knowledgeable about passengers, roadways, directions, etc. are valuable for quality transit service.

12.8 Regional Corridor Analysis

Following a review of the main routes that the existing county public transportation systems utilize, an analysis of the major corridors that are critical for public transportation can be made. Future growth and maintenance of these corridors should be considered high priority. The corridors are listed below:

CARTS provides rural route service in Chautauqua County utilizing the following main corridors:

- New York State Route 60
- New York State Route 394
- New York State Route 430
- New York State Route 20
- New York State Routes 430
- New York State Route 474
- New York State Route 62
- New York State Route 394
- County Routes 66, 85 and 83

OATS provides service in the City of Olean utilizing the following main corridors:

- New York State Route 417 - West and East State Streets
- Constitution Avenue
- Wayne Street
- North and South Union Streets
- Main Street
- Front Street
- Seneca Avenue
- Dugan Road

Future development of a county-wide system in **Cattaraugus County** will utilize the following main corridors:

- US Interstate 86
- New York State Route 417
- New York State Route 353
- New York State Route 219
- New York State Route 242

ACT provides rural route service in Allegany County utilizing the following main corridors:

- US Interstate 86
- New York State Route 417
- New York State Route 19
- New York State Route 21
- New York State Route 244
- County Route 20

13.0 MULTI-MODAL

This report is part of a series of reports evaluating the feasibility of a multi-modal freight transfer facility and manufacturing center (FTMC) in the Southern Tier West region of New York. As part of the process, an inventory of potential sighting locations was developed as to where proposed facility could potentially be located.

Southern Tier West has been actively engaged in encouraging the rebirth and improved health of the Southern Tier Extension Railroad Line (STERL), a 145-mile long railroad stretching between Corry, PA and Hornell, NY. In fact, Southern Tier West, STERA, New York State Department of Transportation, and WNYP have had an ongoing partnership to promote railroad system development in southwestern New York State in an attempt to promote economic development in the Southern Tier West region. This has included extensive capital rehabilitation of the Southern Tier Extension railroad line, as well as working with potential shippers to ensure rail access and marketing development sites along the railroad line.

The US Department of Commerce Economic Development Administration and NYS DOT, both of whom have invested capital in rehabilitation of the line, have provided funding to Southern Tier West to study the possibility of creating an intermodal freight transloading and warehousing facility with attendant manufacturing center (business park) somewhere along the New York State portion of the railroad line. Southern Tier West's goals for this study were as follows: to assess the feasibility of siting a FTMC (business park) within the specified three county region, to evaluate potential site alternatives and determine a preferred site for its location, to undertake certain specific planning work at the selected site (e.g., preliminary engineering, etc.), to identify likely partners and funding sources for the subsequent implementation phase, and to provide a strategic plan and marketing materials for a multimodal freight transfer facility and manufacturing center development at the selected site.

Factors that support the feasibility of a Multi-Modal Freight Transfer Facility & Manufacturing Center in the Southern Tier West region are critical to long-term success. Arguably the most significant variable offering the feasibility of such development is existing rail infrastructure. The Southern Tier West region is wholly served by two local short lines that intersect at the heart of the region. They connect to a national network of Class I railroads and intermodal ports and gateways, primarily through the Norfolk Southern, as well as CSX, Canadian Pacific and Canadian National. In addition to the region being well-served, one of the region's successful, competitive and profitable short line rail partners operating on the Southern Tier Extension line is evaluating the potential of providing an intermodal service in conjunction with Southern Tier West efforts.

Southern Tier West's shortline partner recognizes the local market could potentially generate between 6,000 and 8,000 shipments annually within a catchment area of 125 miles. In addition to local demand, the study area sits along the watershed of an intermodal captive market of between 160,000 to 260,000 marine containers annually, which will grow three-fold by 2030. This market is within a 10 hour drive west of the proposed location.

In addition to having a region that is rich with rail infrastructure as well as demand for such a facility, the region also has an ideal location for such development. At the heart of the region are two local short-lines that would serve as an ideal location. The former Norfolk Southern classification yard in Olean, New York has an ideal location, configuration and sized lot to operate an intermodal yard. In addition to a primary location, there are existing sites adjacent to the proposed Olean location, as well

as to the east at the intersection of the two short lines, for the development of ancillary multi-modal logistics and warehouse activities. These areas are ideal for generating job expansion and investment opportunities for the Southern Tier West region.

With the significant strengths this region has in regards to tangible benefits to such a facility, there are still a few pieces of the puzzle that must be included. With regards to the present position of STERA's ownership role in the leased portion of the Norfolk Southern line long term concerns make the project not sustainable without a long term partnership with a Class I railroad, in this instance Norfolk Southern. The history of similar projects developed around the country point to this one fundamental prerequisite that a Class I partner is imperative for a variety of reasons, including access to a national rail networks, intermodal gateways and markets, provision of reliable and scheduled service, truck competitive pricing, marketing and sales clout, growth and development opportunities, etc. In order to attract a Class I partner, the facility needs to have the potential to generate at least 20,000 containers annually. The current local market will not support such an operation, without attracting new customers and shippers to the study area. While this is possible to do, such as the case of the Virginia Inland Port, it will take time and require significant subsidy to reach this threshold level. The alternative approach for attracting additional volumes is to operate as an extension or satellite of an existing major international gateway port such as the Port of New York/New Jersey. In order to succeed as a satellite operation, the location must be priced and sold as a service by all the major players along the entire marine container supply chain, including the Class I partner, the gateway port owner, operator and tenants, and the ocean carriers. The service must be priced wholly from the foreign location of origin/destination to the final inland origin/destination, through the inland port.

In addition to these requirements, there are several other important factors to consider in operating such a proposed facility. Concepts such as container pooling, consolidation of services, and cost competitive services offer truck equivalent levels of service, turnarounds, and reliability.

The Class I railroads are undergoing significant shifts in their market focus. In addition to historically unloading major portions of their rail networks, as well as owning increasingly less of the overall rolling stock inventory (roughly 10% of all rail intermodal shipments are on equipment owned by the common carriers), they are solidly focused on building and moving whole unit trains between major markets.

Class I railroads are de-emphasizing services to smaller domestic markets. The impact to areas such as the southern tier west region is significant in that traditional carload services to shippers and manufactures serving largely domestic markets are seeing a declining level of service. In addition, container intermodal service to shippers and manufactures in the southern Tier West region are also being de-marketed by the Class I railroads. While this is good business sense for the class one railroads, ultimately making them more competitive and reliable from a national and global economic and policy perspective, it has significant downside impacts for the more rural Southern Tier West region.

Marker failures such as the one described above have substantial impact on the future economic viability of rural America. The Southern Tier West region is underserved by container intermodal to rail services. While there exist some traditional bulk and breakbulk (box car and car load) services, provided by the local short line railroads, rail intermodal service to and from the region does not exist currently. All containerized intermodal shipments are drayed by truck to and from rail heads as close as Buffalo and Toronto as well as to Cleveland, Chicago and New York and other major intermodal rail centers. This should not come as a big surprise if you understand that rail intermodal traffic consists largely of containerized traffic, representing 81% of approximately 14 million nationwide rail intermodal moves

annually. The remaining 19% are trailers on flat cars. Of the 11 million containers, 8 million or roughly 58% are international and 3 million or roughly 23% are domestic.

Local shippers pay a significant freight fee (through high truck drayage costs) to ship containerized traffic. Because the study area does not have a direct rail intermodal service, shippers are forced to pay a premium for truck drayage service to and from intermodal rail heads in surrounding markets. Shippers using the east coast U.S. ports pay the largest premium. The two-way cost to dray a container between the study area and the New York terminals is approximately \$1,500, representing roughly 40% of the total transport cost for a shipment between the study area and Europe and 25% of the total transport cost between the study area and Hong Kong. In comparison, for traffic through the west coast ports a two-way return cost for a truck dray between the study area and Buffalo is \$350, representing roughly 6% of the total transport cost between the study area and Hong Kong. Two factors contribute to this price disparity. First, the truck dray distance between the New York marine terminals and the study area is significantly longer than between the study area and Buffalo. Second, truck costs per mile are significantly higher than rail costs per mile, incurring an additional penalty to shipments with significant truck mileage across the shipping trip chain. This is a growing issue for the study area, particularly given the increase in all-ocean shipping between Asia and east coast ports. As east coast ports continue to gain market share for Asian trade, markets such as the study area, which are underserved by intermodal service, will be increasingly disadvantaged.

Southern Tier West is presently in the late stages of completing a contract to identify the feasibility and site selection for a proposed Multi-Modal Freight Transfer Facility and Manufacturing Center. One finding of the report is that the region has an underserved container intermodal market. The three-county study area is underserved by container intermodal to rail services. While there exist some traditional bulk and breakbulk (box car and car load) services provided by local short line railroads, rail intermodal service to and from the study area does not exist currently. All containerized intermodal shipments are drayed by truck to and from rail heads as close as Buffalo and Toronto, as well as to Cleveland, Chicago, New York City and other major intermodal rail centers. Recognizing the impact that such a facility could have on the Southern Tier West region in regards to potential employment as well as spin-off development, 21 potential sites were considered. The selection process was ultimately comprised of 3 steps. The first step was a broad and general site selection process. The second step was a process specific to intermodal and rail site selection criteria, such as highway access, land use compatibility, parcel potential, cost of acquisition, jurisdiction flexibility, existing water/sewer infrastructure, site control, existing rail system operations, existing linear rail features, cost of construction (rail and roadway access) and overall environmental issues. The third and final step was the selection of the best site location in the region as derived from the first two steps. For purposes of this report, the locations that were eliminated from consideration in the first round are not included in this document.

A list of site locations that were selected to advance to step two are as follows (you can view the map at the end of this Section):

13.1 Site #1: Stone Road, Poland, Chautauqua County

The site has an ideal shape with more than 1.5 miles of rail line adjacency. There is considerable acreage available, and the footprint is conducive to separation of multi-modal operations and a business park. Access to I-86 is available using the Falconer interchange. Concerns for the site include small wetland areas running through the middle, as well as floodplain and wetland on the western extent. The elimination of Stone Road as a through road would need to be considered. Rural residential housing bounds the site to the north, and some housing units would need to be acquired as part of the site so as to improve truck access. There are also no water and sewer utilities servicing the site.

Recommendation: This site will receive further consideration. To be combined with Site #2.

13.2 Site #2: Poland Center Road, Poland, Chautauqua County

This site has adequate access to I-86, and easy access for rail infrastructure. The site is currently serviced by a rail siding immediately adjacent to the proposed site. The site is very flat and open. The rail right-of-way is very wide in this area, making a double track solution very viable. However, some issues do exist. There is a fairly substantial creek running through the middle of the site. The creek and associated floodplains would need to be contained in a box culvert or other underground solution. The site is also not conducive to future expansion. Floodplain and wetland areas surround and in some areas infringe upon the site itself. The site only contains about a half mile of frontage along the rail line. Truck access to the site would be from a local road or newly constructed access road, both of which would contain at-grade rail crossings. There are also no water and sewer utilities servicing the site.

Recommendation: This site will receive further consideration. To be combined with Site #1.

13.3 Site #3: Route 394, Steamburg, Cattaraugus County

This site has a significant amount of developable land, excellent truck access to I-86, and two areas with a mile of rail adjacency. The area is very conducive to several configurations for multi-modal operations and a related business park. The site is highly visible from the Interstate. However, there are small wetland areas that should be avoided; no water or sewer utilities service the site.

Recommendation: This site is being combined with Site #4 and will receive further consideration.

13.4 Site #4: Lebanon Road, Steamburg, Cattaraugus County/Seneca Nation

This site is being combined with Site #3.

Recommendation: This site will receive further consideration with Site #7.

13.5 Site #5: Route 417, Seneca Junction, Cattaraugus County/Seneca Nation

The site would be accessible by two railroads (WNYP & BPRR). There is considerable acreage included in the site, and it is relatively flat. The site has excellent truck access and is very close to I-86 as well as US Route 219. This intersection may become very attractive in the future if 219 is made into a limited access 4-lane highway. However, the site falls within a Congressional Village, raising concerns about floodplain data. Portions of the site may be likely to flood and/or have wetland issues. There are also no utility connections for water or sewer available.

Recommendation: This site will receive further consideration.

13.6 Site #6: Olean NS Rail Yard, Cattaraugus County

This site is an active rail yard operated by NS in support of their north-south line passing through the City of Olean. Since it is currently used for rail operations, it obviously does not pose any impediments to construction. All infrastructure amenities are available at the site. The site is located very near an I-86 interchange. The shape of the site is also pretty good, offering about one mile of adjacency to the rail line. Access to the site will depend upon design, as the site offers three alternatives (two entrances via Constitution Avenue and one via Seventh Street in Village of Allegany). Acreage is a concern for the site. There are confining factors that prohibit development in certain areas around the site. There is also one small floodplain area at the eastern extent of the site that will need to be mitigated or avoided.

Recommendation: This site will receive further consideration.

13.7 Site #7: Buffalo Street, Olean, Cattaraugus County

This site has considerable infrastructure in place already. As a former rail yard, the site is clearly conducive to this type of development. There is considerable rail infrastructure in the area as well, including the interchange with the north-south Norfolk Southern line, the Olean staging yard, and several sidings to service industries on adjacent parcels. The right-of-way is wide and in-place bridge infrastructure is capable of handling a double track. On-site buildings may be utilized for storage/warehousing, or they may need to be removed. The site itself is somewhat limited on size. Several surrounding, noncontiguous parcels may be added for development of a business park or for container storage. However, this could prove to be an inefficient solution. There is also an above-ground steam line that would need to be relocated, presumably underground. Excess steam may be available for use at the site. The site is also a Brownfield with contaminant concerns.

Recommendation: This site will receive further consideration.

13.8 Site #8: Crossroads, Belvidere, Allegany County

Development at the Crossroads site has been in the planning stages for several years. The site has excellent access to I-86 and includes a considerable distance of adjacency to the rail line. The site is very visible from I-86. Methane gas from a nearby landfill may also be available for use at the site for little or no cost. However, the site is somewhat constrained for growth. Any additional space will come from noncontiguous parcels. The site is very narrow. It averages a mere 750' depth and is bounded by the railroad and I-86. There are currently no utilities available, but work has been done to examine the potential expansion of a local system versus on-site facilities.

Recommendation: This site will receive further consideration.

Based on the site selection process, it is recommended that the former NS switching yard at Olean (identified as Site #6) be considered as the primary site for the development of an intermodal facility. Based on its linear characteristics, available trackage, adjacent land, direct access to the Southern Tier Extension line, and other site selection factors, the former Norfolk Southern switching yard in Olean, New York is an ideal location for the development of an intermodal facility. As a result of a recent acquisition, the Olean yard is now under operation by the WNYP, which significantly enhances its feasibility for an intermodal operation.

In addition, due to its relative high score and its close proximity to the recommended site for the intermodal facility, we recommend that the site at Buffalo Street in Olean (identified as Site #7) be

considered as the location for developing industrial, transport, trade, warehousing and logistics projects to support the intermodal operation.

Specifically, the site selection process conducted as part of this overall effort identified available sites adjacent to the Olean yard and north of Constitution Avenue, as well as several parcels at the interchange of the north-south (Buffalo) line and the east-west (Southern Tier Extension) line. These properties are ideal for the development of warehouse and distribution facilities to support trans-load and consolidation activities. In addition, the sites are also ideal for attracting and locating shippers (manufacturers, third party logistics service providers, and retail distribution centers) that would rely on the intermodal operation.



- Site #1: Stone Road, Poland, Chautauqua County
- Site #2: Poland Center Road, Poland, Chautauqua County
- Site #3: Route 394, Steamburg, Cattaraugus County
- Site #4: Lebanon Road, Steamburg, Cattaraugus County/Seneca Nation
- Site #5: Route 417, Seneca Junction, Cattaraugus County/Seneca Nation
- Site #6: Olean NS Rail Yard, Cattaraugus County
- Site #7: Buffalo Street, Olean, Cattaraugus County
- Site #8: Crossroads, Belvidere, Allegany County

14.0 BROADBAND

As pointed out throughout the document, Allegany, Cattaraugus and Chautauqua Counties in New York State compose a very rural region. These three counties fall below-state and below-national per capita income levels, and above state and national unemployment rates. This three-county region is largely underserved by communications infrastructure, in particular broadband infrastructure. New York State is served by a looped fiber optic ring main line system, and the only region within the state in which the ring has not been built is in these three counties.

In regards to economic development potential, broadband access is as crucial to regional development as having a sound highway inventory, efficient rail system, comprehensive public transportation network and multimodal locations to provide for efficient interchanges.

Southern Tier West has aggressively sought public and private support to ease the economic and social struggles, in the region brought on by the lack of broadband infrastructure that hinders economic development.

Southern Tier West recognizes that a comprehensive broadband network throughout the region will provide significant opportunity for existing businesses to expand, as well as increase incentive for businesses outside the region to locate in the southern tier west region. Southern Tier West is presently in negotiation or under contract for three broadband initiatives.

The first project is a wireless solution in northern Allegany County. The proposed solution entails the installation of six towers across the northern portion of Allegany County encompassing ten towns. The second project is a fiber mapping project to provide a detailed understanding of the current telecommunications infrastructure in its region. The third project will provide a broadband network running from Jamestown, New York to Whitesville, New York. This project will form the backbone of a system by creating a significant number of spurs or points of presence to make broadband a realistic option for the many companies in the region's rural areas.

It is expected that there will be significant economic impact within several specific industry clusters. For example, there should be positive impact on the ceramics, glass and advanced materials cluster and on the health services cluster.

Listed below are a few existing businesses or locations that have been selected for potential impact by the development of broadband throughout the region.

SITES

14.1 Allegany County

- Alfred University
- Alfred State College
- Houghton College
- Swain Ski Resort, Swain Recreation Center LLC
- Dresser-Rand, Wellsville, NY
- Alstom- Preheater, Wellsville, NY

- Belvidere- #25
- Friendship Dairies, Friendship, NY
- Empire Cheese Div of Great Lakes Cheese
- Hi-Tech Alfred, Vesuvius Usa Corporation

14.2 Cattaraugus County

- Olean General Hospital-Olean, NY
- St. Bonaventure University-Allegany, NY
- Dresser Rand-Buffalo Street, Olean, NY
- Old K-Mart Plaza - Route 417, Allegany, NY
- Old Ames Plaza - Route 16, Yorkshire, NY
- Gowanda Electronics-Electronics Parkway, Gowanda, NY
- Rochester Street – Salamanca, NY
- Setter-Stix, Route 353, Cattaraugus, NY
- Route 219, Limestone, NY
- Main Street, Randolph, NY
- Cattaraugus County-Olean Airport

14.3 Chautauqua County

- Stoneman Industrial Park/Cummins Engine—Busti, NY
- Chautauqua Institution—Chautauqua, NY
- Peek 'n Peak--French Creek, NY
- Harrington Rd. & Werlie Rd.-Sheridan, NY
- SUNY Technology Incubator--City of Dunkirk , NY
- Westfield "Business Park"—Westfield, NY
- Roblin/Alumax/Edgewood--City of Dunkirk, NY
- Ripley Site-Ripley, NY
- Mason "Industrial Park " –Ellicott, NY
- Chautauqua County-Jamestown Airport

15.0 STW REGIONAL PRIORITIES

Southern Tier West Regional Planning & Development Board is focused on establishing a comprehensive, coordinated, and continuing transportation planning process for the Southern Tier West region. This regional transportation planning process has incorporated input from all levels of government including State, county, local governments, as well as, the Seneca Nation of Indians. As a regional partner, whose mission is to coordinate and enhance planning and development activities in Allegany, Cattaraugus, and Chautauqua Counties so as to promote social, physical, and economic development activity, Southern Tier West has compiled a list of regional priorities developed as part of the Long Range Transportation Planning process.

The regional priorities set forth by Southern Tier West may or may not have overlap from the county or local government levels. For consideration of a regional priority, the impact must go beyond a single county or local government boundary. Southern Tier West's focus is to assess the strengths and weakness of our region's transportation system and set fourth priorities which will strengthen our ability to compete in the new global economy, provide safer more efficient transportation options while at the same time preserving the quality of life that we have come to enjoy in western New York.

Listed below are the priorities that Southern Tier West Regional Planning & Development Board has put together after listening to all stakeholders throughout the planning process. These priorities are listed in order of significance from the point of view of Southern Tier West Regional Planning & Development Board. Following each priority is a brief statement explaining the position that affords Southern Tier West to prioritize the activity in the manner as which it has been submitted. They are as follows:

15.1 Completion of State Route 219 as a Four-Lane Limited Access Highway

Since 1981, construction planning of the Southern Expressway to Springville, NY, a community just north of Cattaraugus County. There has been a 22-mile gap left to complete the freeway that would connect SR 219 to Interstate 86. The freeway will open access to markets for companies in the Southern Tier. At the micro-level, development completed at any one of six proposed interchanges from Springville to I-86 and could include development such as tourism, industrial parks, multi-modal facilities, retail and specialty commercial development. Such development would increase employment opportunities for a rural region that has seen its population decline and its tax base eroded. At the macro-level, the completion of SR 219 to I-86 is another step in completing a trade corridor that runs from Toronto, Canada to Miami, Florida. Referred to as Continental 1, this initiative will open up opportunities to establish dynamic intermodal transportation systems that will cross the lines of two major U.S. rail carriers and 14 east-west arterial interstate highway systems, providing access to all major East Coast air and marine ports.

In addition to the economic benefits of this corridor, there is a safety benefit. The geometry of US 219, in its current configuration, involves curved portions of roadway passing through hilly terrain with restricted sight distances and numerous intersections and driveways. Combined with high speeds and the lack of a divided highway it is no surprise that that the existing SR 219 has a high accident rate.

15.2 Creation of a Standardized Road Scoring System for all Local Roads

The institution of a standardized road scoring system for county and local roads will improve the effectiveness of capital and maintenance efforts, especially with respect to corridors that transcend municipal boundaries. As a GIS-based asset management tool, such a program would improve

coordination of construction projects amongst local municipalities, counties and NYS DOT. The program could also provide opportunities at all levels of government to coordinate shared services programs, leading to more efficient maintenance and capital projects.

At the State level, it is easier to develop an efficient and high impact strategy for corridor development. Many strategically important highway corridors are comprised of some combination of state, county and local highways, which typically transcend local and/or county boundaries. Development and maintenance of these highway corridors is hindered by the lack of a standardized road scoring process and the absence of standardized road scoring criteria for local roads.

15.3 Upgrade of the Existing 60/62 Corridor in Chautauqua County

The slow but steady rate of development along the SR 60/62 corridor between the cities of Buffalo, New York and Warren, Pennsylvania has prompted an increase in truck and common carrier traffic. In 2002, there was a collaborative effort between Chautauqua County and Warren County to advance a project that would meet the needs of both New York and Pennsylvania. The result of this partnership was the identification of the Western New York- Pennsylvania Corridor. This project envisioned a feeder route providing a connection from Warren, PA to the interstate highway system, and a regional connection for Jamestown, NY that would effectively connect the east/west interstates of I-86 and I-90. Also envisioned as a compliment to the SR 219 project, this corridor would link manufacturing centers to the Appalachian Development Highway System, create opportunities for multi-modal facilities, improve tourism access to and from the region, as well as improve medical access for regional health care from the Warren, PA area to the Buffalo area in Erie County.

Chautauqua County also commented that the northern-most portion of this corridor, near the Dunkirk/Fredonia area, has become congested, and the level of service for the highway system is thus compromised. Proof of this is in the traffic counts for an area in the Village of Fredonia, with average annual daily traffic counts of about 13,000 vehicles per day.

With the 60/62 Corridor running through downtown Jamestown, safety considerations need to be taken into account when trying to cope with deficiencies of this particular corridor or segment of a corridor. For example, in the City of Jamestown there are several key intersections that have a history of incidents that include both cars and tractor trailers. In addition to the intersections, the hilly terrain and tight turns create obstacles for vehicular traffic as well as pedestrian traffic.

Recognizing the significance of the existing corridor to the business community, it is also important to take a regional approach and include all stakeholders in the process to determine the appropriate alignment of the SR 60/62 corridor

15.4 Increase Mobility between I-86 and the Village of Wellsville

In October of 2002, Allegany County Department of Public Works completed a feasibility study that would in part increase the mobility of traffic between Interstate 86 and the Village of Wellsville. Southern Tier West recognizes how important the Village of Wellsville is to Allegany County. In terms of current and future industry and tax base, the Village of Wellsville plays a key role in the long-term viability of the county. Another key to successful development is having access to several modes of transportation as part of a comprehensive transportation network. At present, the county is in the process of developing County Road 20, including development around the Belmont exit on SR 19 of I-86. Allegany County anticipates the development along CR 20 and SR 19 to grow with the development of the Belmont interchange. Allegany County's concerns are that SR 19, as a two-lane minor arterial, will

be over utilized and hinder development along SR 19/CR 20 which as the county desires. Over the long run, existing and potential development in the Village of Wellsville could greatly impact the development along SR 19 having regional implications up and down the I-86 corridor of the Southern Tier West region.

15.5 Investment in Rail Infrastructure to preserve Existing Mainline and Shortline Operators

Rail transportation has historically been very important to the Southern Tier West region. The region is fortunate to have the amount of rail infrastructure currently in place. Rail service in the region is provided primarily on several mainlines and shortlines. These mainlines include, Norfolk Southern, the Lake Erie Mainlines, Buffalo-Keating Mainline, and CSX's Lake Erie Mainline. The shortlines include the New York and Lake Erie Railroad and the Buffalo and Pittsburgh Railroad.

The region must have a comprehensive, north/south-east/west rail system in place, and since the economics of surface travel are subject to change over the long-term, the region's rail system must be maintained and upgraded. Southern Tier West recognizes Western New York/ Pennsylvania Railroad as a significant partner to the region due to its existing north/south-east/west corridors in the region. Future developments must be key considerations for the long-term benefit of the region. Although the region has significant infrastructure, the fact that the region is mostly rural with a comparability small amount of industry has given the mainline companies little incentive to provide more services in the region. This is due to a lack of customer base compared to the high cost of maintaining the lines. This market failure has forced Southern Tier West, as well as other stakeholders, to get creative to save the rail industry within the Southern Tier West Region. In 2001, Southern Tier West, STERA, New York State Department of Transportation, and Western New York and Pennsylvania Railroad began a multi-year, multi-phase program for rehabilitating the long-neglected railroad line. During this process, the Western New York and Pennsylvania Railroad Company acquired a connecting line running between Corry PA and Meadville PA. In late 2003, the last section of dormant railroad line between Corry, PA and Hornell, NY was re-opened, allowing freight service and through traffic along the entire line.

Current efforts are focused on the continued rehabilitation of the entire line and building traffic. There are critical repairs, maintenance, and service issues at both the mainline and shortline levels. It is estimated that an addition \$15-20 million dollars is required to rehabilitate this line so as to alleviate existing deficiencies of speed and weight restrictions.

New York State and the federal government must continue to play an active role in the retention of mainline and shortline rail service in the region and in the funding of mainline and shortline railroad rehabilitation and maintenance projects. They must also pay particular attention to upgrade areas that are deficient, such as speed, weight, height and width restrictions.

The region is focusing on obtaining State and federal investment for line rehabilitation and for developing one or more intermodal or multimodal facilities, rail sidings, and manufacturing and distribution centers. In 2007, STERA agreed to enter into a similar transaction with Norfolk Southern and the Western New York and Pennsylvania Railroad for the north-south railroad between Machias Junction in Cattaraugus County and Driftwood, Pennsylvania. The parties believe that this relationship will lead to economic development along this north-south railroad corridor.

15.6 Development of Multimodal Facilities

To capitalize on international trade opportunities, which offer strong growth potential for businesses and communities in the Southern Tier West region, it is essential to improve the region's truck/rail transfer facilities. Intermodal movements are often difficult and many businesses must truck their products over long distances to reach the nearest port, adding expense to an already expensive process while in a very competitive global marketplace.

Local shippers pay a significant freight penalty (through high truck drayage costs) to ship containerized traffic. Because the Southern Tier West region does not have a direct rail intermodal service, shippers are forced to pay a premium for truck drayage service to and from intermodal rail heads in surrounding markets. Shippers using the east coast U.S. ports pay the largest premium. The two-way cost to dray a container between the Southern Tier West region and the New York terminals is approximately \$1,500, representing roughly 40% of the total transport cost for a shipment between the study area and Europe and 25% of the total transport cost between the study area and Hong Kong. In comparison, for traffic through the west coast ports, a two-way return cost for a truck dray between the study area and Buffalo is \$350, representing roughly 6% of the total transport cost between the study area and Hong Kong. Two factors contribute to this price disparity. First, the truck dray distance between the New York marine terminals and the study area is significantly longer than between the study area and Buffalo. Second, truck costs per mile are significantly higher than rail costs per mile, providing an additional penalty to shipments with significant truck mileage across the shipping trip chain. This is a growing issue for Western New York, particularly given the increase in all-ocean shipping between Asia and the east coast ports. As the east coast ports continue to gain market share for Asian trade, markets such as the southern tier west region, which are underserved by intermodal service, will increasingly be penalized. Please refer to Chapter 13 to review specific multimodal sites inventoried as potential locations of multimodal development.

15.7 Explore Opportunities to Capitalize on Ports such as New York, New Jersey, Buffalo and Dunkirk

The scope of this project required Southern Tier West to complete a comprehensive assessment of the strengths and weakness of the region with regards to differing modes of transportation. In doing so, a considerable amount of time was spent looking at every mode of transportation and case studies as to how agencies across the nation have capitalized on the environment in which they exists. Ports and waterways in this part of the country often go unrecognized and/or underutilized? The fact that the Port of Buffalo (New York) is ranked 28th among all U.S. seaports and seventh among the Great Lakes ports would probably catch most people by surprise.

As a regional partner, Southern Tier West has two questions for this particular mode. First, is there a way the Southern Tier West region can directly capitalize on its Lake Erie asset. Understanding that the Port of Buffalo, which is only miles away, has been very successful in business (imports and exports) it makes one think perhaps there is something more than can be developed out of the Port of Dunkirk.

Taking it a step further, can the Southern Tier West region capitalize on ports outside of our region, such as Ports of NY, NJ, Baltimore, Buffalo and Erie? The Southern Tier West region is geographically located along a main rail corridor servicing the west coast ports, which bring in a significant percentage of the country's imports, as well as eastern ports which export a high percentage of the nation's goods to the global market.

15.8 Investigate Strategically Located Park & Ride Lots

Park and Ride Lots are critical to the cost-effective and efficient method of moving people across a rural region. Park and Ride Lots can be instrumental in developing carpool/vanpool programs for the benefit of residents and employees, and they assist in the more efficient use of public transportation.

A carpooling program is a relatively low-cost component of an overall “mobility management” strategy applicable to rural communities. Collaboration with colleges and other large employers should be considered.

Some residents of distant communities may see reduced service in favor of more frequent service to the centralized park and ride lot locations. Some may be required to get a ride or take a taxi to the nearest lot and then ride the bus to their destination.

The cost savings realized through a reduction of fixed-route service through sparsely populated areas may open the opportunity for providing a local jitney or demand-response service. This operation would provide short haul service to and from nearest park and ride lots based on a timed transfer with the scheduled trunk/line-haul routes.

Suggested Park and Ride Lot Locations are as follows:

- Along I-86, to include the Salamanca exit by the Seneca Allegany Casino
- Belvidere
- Friendship
- Alfred/Almond
- Ellicottville
- On NYS Route 219 near the Catt/Erie border

15.9 Investigate the Feasibility of Creating a Regional Public Transportation System

There are many different examples of regional public transportation systems within the United States, of which the structure may be formal or informal. An informal structure could be as basic as a regional coordinating committee. “Case Studies of Existing Rural Public Transportation Systems”, prepared by TVGA Consultants and included in the appendices of the Strategy, highlighted three systems as examples of systems with common attributes and which are therefore appropriate for study by Southern Tier West. However, there are many other examples of regional public transportation systems in the country that may be investigated. One example of a coordinated system structure was highlighted in the Allegany County Mobility Management Plan, prepared by Nelson\Nygaard Associates, Inc.

Transportation Management Associations (TMAs) are a critical element of most successful, sustainable transportation programs. This is especially true where a single transportation program spans multiple partners, who often have independent priorities, concerns and resources. TMAs are non-profit, member-controlled organizations that coordinate transportation services. They are generally public-private partnerships consisting primarily of area businesses and human service organizations, and are often more cost-effective than programs managed by individual businesses. Establishing a successful TMA requires partners to build and sustain consensus on challenging issues, such as parking management, transportation fees and charges, and public transportation services.

Transportation Management Associations allow small employers to provide commute assistance services comparable to those that may be offered by large companies. TMAs can increase transportation options, provide financial savings to businesses and employees, and reduce pollution emissions. They often provide ride sharing and parking management services that result in more efficient use of transit

vehicles, road space and parking resources. For example, a church may allow its parking spaces to be used by a nearby restaurant on Saturday nights in exchange for use of the restaurant's parking on Sunday mornings. One study estimates that TMAs can reduce auto trips by 6-7% of total commute trips by encouraging use of transit and coordinating ride-sharing.

Additional services often provided by TMAs include:

- Coordination of special event transportation;
- Provision of lunchtime shuttle services;
- Transportation information and referral;
- Designing shuttle services, as well as operation and management procedures;
- Marketing and implementing transportation program elements;
- Writing and securing funding and grants;
- Lobbying for funding, grants, supporting legislation, and program support;
- Mobility Manager/Employee Transportation Coordinator (ETC) services;
- Procuring, running, and applying ride-sharing software;
- Securing vanpool program arrangements, including vehicle procurement, use policies, and service contracts;
- Facilitation of transit passes that employers can purchase at a reduced rate for employees;
- Guaranteed/Emergency Ride Home programs. Often through contract with a local taxi company, the TMA provides vouchers to employers that employees may use if they need to leave work in case of illness or emergency; and,
- Evaluating and communicating TMA success.

Most services provided by TMAs are available to any employee at a worksite. TMA services often benefit lower-income and transportation disadvantaged people by improving transportation choices and savings. They also work to improve accessibility and mobility by providing better travel options to employment and essential services.

Local governments, chambers of commerce or major employers can help create a TMA and provide seed funding. TMAs are typically funded through dues paid by member businesses and government grants and should work to develop and maintain cooperation between transit service providers, businesses, employees and residents.

15.10 Construct Multimodal Facility to Accommodate Rail, Truck and Bus – Freight and Passenger

To support and promote the transfer of passengers between all types of public transportation providers across the region, a main hub(s) is needed. While a multimodal facility for freight is currently envisioned, it is recommended that passenger service be incorporated into those plans so as to eliminate a potential need for constructing an additional facility for passengers.

15.11 Support all Highway Improvement Projects in the Three-County Region

Better road systems need to be put into place on a local, regional and national level, such infrastructure systems serve as critical veins and arteries to support the future public transportation needs.

15.12 Investigate the Feasibility of Creating a Regional Aviation System

Similar to that of a regional public transportation system, a Regional Aviation System can also have a structure that is either formal or informal. As with public transportation, a regional aviation system can have an informal structure as basic as a regional coordinating committee. A formal structure could take the form of a non-profit, member-controlled organization that coordinates aviation services for all member airports in the service area. It could consist of public-private partnerships, which would include airport sponsorship (municipality), airport management, airport private users (i.e. pilots), and area businesses. A formal structure may be more cost-effective than programs managed by individual sponsors and could provide ongoing consistent expertise in management. Establishing a successful regional aviation system requires partners to build and sustain consensus on challenging issues such as income/funding, manpower, fees and charges, and services. It may increase management options (purchasing and maintenance) and provide financial savings. Additional services that could be provided by a formal structure include:

- Marketing and implementing aviation program elements
- Writing and securing funding and grants
- Lobbying for funding, grants, supporting legislation, and program support

15.13 Secure Funding for Self-Service Fuel Farms at the Four System Airports

Self Service Fuel Farms allow for the sale of aviation fuel whether the airport is manned or not, increasing airport revenue.

15.14 Increase Marketing Efforts of the Region's System Airports

The four system airports in the region (Dunkirk, Jamestown, Olean and Wellsville) do not currently have a dedicated budget for marketing. There is a need for a consistent marketing effort on a regional basis, including upgrades of all airport websites to be more comprehensive, consistent, and appealing. The success of each airport in the region depends a successful marketing campaign. Airport promotion is not only a focus on commercial passenger service, but also on the utilization of the airports by private pilots and businesses, and also on attracting the general public to enjoy the airport facilities. The region needs to attract more passenger customers, as well as additional based aircraft. In addition, each airport needs to generate and promote aviation related activities for the public.

16.0 MULTI-YEAR PLANNING RECOMMENDATIONS

FIVE YEAR PLANS

16.1 Highway

Route 219 - Work with NYSDOT and Congress on next authorization bill for funding to build out 219 Section 7-Interstate-86

60/62 Corridor - Apply for funding out of the next authorization bill to start preliminary studies. Approach this project as a multiple phase program.

- Start working with stakeholders of the northern most portion of the 60/62 corridor
- Start working with NYSDOT, PennDOT, North Central Pennsylvania Regional Planning & Development Commission, Chautauqua County, Warren County, and the City of Jamestown to complete the southern-most part of the corridor. In addition, consider bypass alternatives.

E/W Corridor- In support of the Allegany County Legislature passing a resolution to study the feasibility of an east/west corridor in northern Allegany County, work with Allegany and Cattaraugus Counties in the development of a feasibility study opening up the north counties for potential development.

State Route 417- Continue to work with the City of Olean and NYSDOT to help resolve congestion and safety issues associated with the segment detailed in the afore mentioned priorities of the City of Olean.

Gateway Center- Work with Chautauqua County, NYSDOT, Town of Ripley and other stakeholders affected by development of the proposed gateway center.

Multi-Modal Facility- (Olean, NY) support the development of bulk storage yards and bays for liquid storage. Identify a location and construct a warehouse facility.

16.2 Technical Assistance

Road Scoring - Have a county road scoring program set up and complete 2 assessments.

- **County:** Have two rounds of road assessment/scoring completed, including data collection for sign inventory, culvers, box culverts, guiderail, etc.
- **Local:** Have a plan set up through the Highway Associations of the three counties to implement the road assessment program at the city, village, and town level.

As the above programs are completed, Southern Tier West and local governments will be able to select project recommendations for the next round of funding opportunities and be put in the 10-year plan.

Initiate Transportation Planning Training Programs for the region's elected officials in an effort to build regional capacity through outreach programs.

Scenic Byways Program – Work with Byways established agencies.

Highway Pride-re-establish the Highway Pride program.

Creation of a web-based safety management system – work with TRACs administrators and county emergency services coordinator to provide timely data to regional officials for planning purposes.

Work to **expand transportation planning process** to include other modes such a pedestrian, bike, recreation, etc.

16.3 Rail

Rail Authority - Develop working relationships between STERA and other rail operators.

Multi-Modal Facility – Expand operations of the multi-modal development, listed in the 5-year plan, to include off site distribution centers.

Comprehensive Assessment- Southern Tier West will work with DOT and Rail operators to complete a comprehensive condition assessment of rail infrastructure be referenced to in the 10-year Plan for capital and maintenance projects

16.4 Aviation

Study the feasibility development and goals of an Airport Authority that would include the four system airports in our region.

16.5 Public Transportation

Study the feasibility, development and goals of a Public Transportation Authority that would include the three counties in our region.

16.6 Regional

Comprehensive update of the Southern Tier West Transportation Plan.

16.7 Ports

Dunkirk Port- Work with the City of Dunkirk, County of Chautauqua and New York State to assess the options of forming a formal Port organization.

TEN YEAR PLAN

16.8 Route 219

Continue efforts with NYSDOT, Cattaraugus County, Seneca Nation, Continental One and other local governments impacted by the build-out of the 219 corridor.

16.9 Belvedere Interchange

Apply for funding from the next authorization bill to assess the feasibility of upgrades to SR 19 and CR 20. This request is contingent upon the actual development of the Belvedere Interchange and subsequent activity on CR 20.

16.10 State Route 16

Work to develop and market the SR 16 corridor as a viable option for economic development.

16.11 Land Use

Work with municipalities that anticipate the development of interchanges off I-86 and the future development of Route 219 (zoning, comprehensive plans, etc.).

17.0 APPENDICIES

17.1 US 219 Planning Study



US 219 Planning Study - Executive Summary

Since the 1981 construction of the Southern Expressway (identified as US 219) to Springville, NY, a community just north of Cattaraugus County, there has been a 22 mile gap left to complete the freeway. As shown on the map, this gap would tie US 219 from Springville to Interstate 86 (I-86) in Salamanca, NY. Completion of this freeway was first envisioned in the 1940's, by groups in both New York and Pennsylvania.

US 219 is only eleven interstate miles from the Peace Bridge and the Canadian Border. This significant international crossing serves as a major route for commercial goods, with the value of product crossing the border via truck estimated at \$62 Billion per year for the Buffalo-Niagara Region. It is widely recognized that this value could be significantly larger if the capacity to carry goods and freight from Canadian port destinations could be fully realized. Constructing the US 219 freeway can help achieve this.

Why Invest in the US 219 Freeway Now?

Thousands of jobs and millions of dollars in investment in local business development hang in the balance of the completion of US 219. Cattaraugus County has been deeply hurt by the economic recession that began in 2008 and had a February 2009 unemployment rate of 9.9 percent. A commitment to the immediate completion of the freeway will provide relief to a distressed economy burdened by the recession. Consider:

- **Long-term benefits:** 7,000 direct jobs and 2,450 induced jobs from development projects and resulting economic expansion. These jobs are summarized in Table 6.2, Section 6.5 of this Report.
- **Construction benefits:** employment impacts, including direct construction jobs, indirect jobs directly supplying the construction project, and induced jobs will total 20,100 person years. Total payroll : an estimated \$769 million.

The freeway will open access to markets for companies in the Southern Tier, and will open the Southern Tier to outside investment. All communities within Cattaraugus County support the US 219 freeway. The Southern Tier West Regional Planning and Development Board regards the completion of the freeway as the highest priority for the region. US 219 is consistent and part of the Continental 1 corridor plan, providing a safe direct connection between Toronto, Ontario and Miami, Florida, benefitting nine states and 90 million people.



How will the Investment Specifically Benefit the Area?

US 219 today is a two-lane rural arterial roadway, crossing the towns of Ashford, Ellicottville and Great Valley, the Village of Ellicottville, and the City of Salamanca in Cattaraugus County, and the Seneca Nation Lands at Allegany. These communities have planned for US 219, and have 30 identified development opportunities that could advance upon completion of US 219. These opportunities would positively affect corridor communities and provide jobs. Sectors that stand to experience significant benefits include:

All development opportunities are located adjacent to six proposed US 219 interchanges:

1. Ashford: Peters Road Interchange: more than 144 acres of developable land.

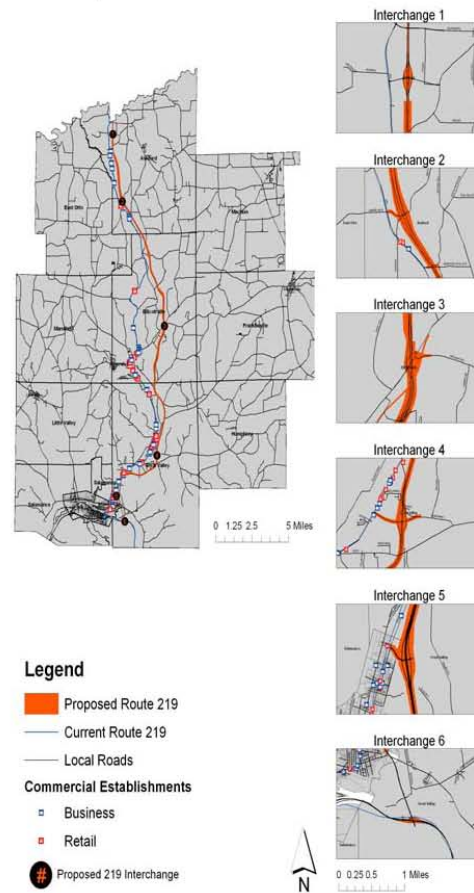
2. Ashford Hollow: Snake Run Interchange: 15 developable acres, 192,000 square foot Business and Education Center expansion, highway services, 300,000 square foot commercial/mixed use development.

3. Ellicottville: Route 242 Interchange: 33 developable acres of land. This interchange will serve the estimated 800,000 annual visitors to the year round resorts and ski areas. 643,000 developable square feet commercial use, 109 acre industrial/commercial/mixed use development, 106-acre auto- or highway-related commercial use.

4. Great Valley: Great Valley Interchange: 141 developable acres. Commercial and industrial mixed uses, gravel mining operations, traveler services. 8 acres for auto-related commercial uses, 115 acres for industrial or commercial uses.

5. Great Valley/Salamanca Interchange: 22 acres planned industrial park; up to an additional 81 acres for industrial uses; a 21-acre auto-related commercial use.

6. Salamanca: I-86 Interchange: 50 developable acres. Cultural, entertainment and recreation center potential, including Seneca Nation development. Gateway to Allegany State Park, New York's largest state park, with 1.4 million visits annually.



Other Important US 219 Benefits!

Consider the impact of a completed freeway on these area resources:

- A Multi-Modal Freight Transfer Facility and Manufacturing Center in the City of Olean rail yard located east of planned US 219 holds a market potential of between 160,000 to 260,000 marine containers annually, growing three-fold by 2030, beginning with development of a freight multi-modal transload facility to handle 6,000 to 20,000 rail cars annually.
- County tourism generates over 15% of employment, is responsible for \$450 million in sales, and payroll of \$221 million. Employment: 12,000 local workers. Tourism's local tax share: \$45 million.
- Ellicottville's downhill skiing industry is world-class and draws from neighboring states and Canada.
- Seneca Allegany Casino in Salamanca is a significant Nation-operated hotel and gaming facility. Revenue generated for State of New York: \$23.1 million annually; \$1.4 million to Cattaraugus County, and \$5.7 million to City of Salamanca.

Investment Potentials	Dollars
Ashford Business & Education Park	\$16 million
Ellicottville Business Park	\$92.3 million
Village of Ellicottville	\$14.8 million
Great Valley Railyard Industrial Park	\$26.7 million
Salamanca State Park Village and Salamanca Trailhead & Connections	\$17 million

What about the Travel and Safety Benefits?

A new US 219 would result in added benefits of people visiting, working, and investing in the area. The table on the right shows that traffic can be expected to increase by 80%!

Traffic Volume Comparison: Year 2029	Retaining Existing Two-Lane Roadway	With New Four-Lane Freeway
US 219 Roadway Section	Total Volumes (vehicles/day)	Total Volumes (vehicles/day)
Cattaraugus County Line to Rt. 98, Great Valley	9,600	15,600
Rt. 98, Great Valley to US Rt 417, Salamanca	10,050	18,050

- Improved mobility by providing a centrally-located north-south freeway connecting the major cities of WNY. Buffalo, NY has no continuous north-south freeway connection.
- A safety benefit of more than \$135 million over the 50-year life of the freeway.
- An expected reduction of more than 50 accidents per year.
- A reduction in travel time between Springville and Salamanca of 11 minutes.

What Investment is Yet Needed?

Five miles of the 22 miles to complete the freeway is currently under construction, scheduled to be complete in 2010. A further investment of approximately **\$667 Million** is required to complete US 219 to Salamanca.



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Hatch Mott MacDonald in association with peter j. smith & company, inc. and Urban Engineers

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Sustainability and a Green Earth

The construction of needed four lane undivided highways can be considered a sustainable practice that promotes the good of society while managing the earth's ecology.

Sustainability, or the balancing of economic and social needs against the world's capacity for production and regeneration, is a term that is gaining more relevance in our society. The goal of the effort is to gain the greatest benefit with the least impacts.



The development of the 219 trade corridor will encourage travelers to visit sites along the corridor such as the WNY Southtowns Scenic Byway. Ease of transportation will allow people to quickly travel to the Byway and its local attractions. All of this will bring increased economic activity.

We cannot miss this important opportunity.

The construction of US 219 freeway affords the following benefits:

- Through the Federal National Environmental Protection Act and the State Environmental Quality Review Act, a thorough investigation of the alignment alternatives has been completed and well documented in the project Environmental Impact Statement. The project, which has had a host of community and agency input, is minimized in terms of its environmental footprint.
- The construction of the freeway will result in more non-stop highway travel and divert traffic from local roads. As a result, it will lessen the carbon footprint regionally, using less fossil fuels and taking advantage of the increased efficiency of automobiles and trucks in non-stop driving conditions.
- Most of the project materials consist of earth embankment, gravel, and cementitious type materials. These are readily available locally and do not need to be imported. They are, in themselves, low impact materials in terms of renewability.
- This proposed highway is directly adjacent to the Western New York Southtowns Scenic Byway, which includes US 219 to the north. This recently legislated byway promotes the scenic beauty, harvests, and economics of the area. The Western New York Southtowns Scenic Byway Committee supports the extension of US 219 to Salamanca.

ACKNOWLEDGEMENTS

Southern Tier West Regional Planning & Development Board (Funding Partner)
Appalachian Regional Commission (Funding Partner)
Route 219 Association (Funding Partner)
Cattaraugus County Legislature
Cattaraugus County Department of Economic Development, Planning, and Tourism
Continental 1
City of Salamanca
New York State Department of Transportation
New York State Scenic Byways Committee
Seneca Nation of Indians
Town of Ashford
Town of Concord
Town of Ellicottville
Town of Great Valley
Village of Ellicottville
Village of Springville

Bob Busan, Cattaraugus Region Community Foundation
John Burrel, Ellicottville Town Supervisor
William Eagan, Boston Town Supervisor
Dennis Eshbaugh, Holiday Valley, Rt 219 Assn, Continental 1 Board
Dana Fitzpatrick, Chairman Fitzpatrick & Weller
David Griggs, Buffalo Niagara Enterprise
Thomas Kucharski, Buffalo Niagara Enterprise
Mike Miecznikowski, Allegany State Park
Jeff Pond, Salamanca Mayor
John Sayegh, Cattaraugus County Empire Zone/Olean Chamber
James Stitt, Chairman & CEO CutCo

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1.0 INTRODUCTION

In 1981, the US 219 Freeway was extended to Springville, NY, a community just north of Cattaraugus County. Construction of this extension brought new opportunities to the area, as evidenced by the growth of the Springville community in the past two decades. But the construction left a 22 mile gap between Springville and Interstate 86 (I-86) in Salamanca, NY, in the southern section of the County. Since that time, there has been a drive to complete US 219 such that it functions as an uninterrupted freeway. **Figure 1-1** identifies a map of the Region, and highlights the section of US 219 that needs to be completed.

Completing the four-lane freeway section would connect US 219 from Interstate 90 near Buffalo to I-86, and spur economic growth in Cattaraugus County and surrounding areas. This report defines the significance of completing this connection by quantifying the positive impacts the freeway would have on the economy, on safety, and on ease of travel for users.

Since 1981, US 219 has stood as an unfinished piece of infrastructure that has failed to live up to its investment to date. At its north end, US 219 is only eleven interstate miles from the Peace Bridge and the Canadian Border. This significant international crossing serves as a major route for commercial goods, with the value of product crossing the border via truck estimated at \$62 Billion per year¹ for the Buffalo-Niagara Region. It is widely recognized that this value could be significantly larger if the capacity to carry goods and freight originating from ports such as Halifax, Nova Scotia could be realized. This potential is also evidenced by the Buffalo and Fort Erie Peace Bridge Authority nearing completion of environmental documentation for construction of a second “twin” Peace Bridge.

The project has been the topic of much community input and has strong support. The corridor communities have agreed on the location of six interchanges along the proposed freeway that are consistent with their economic development and land use strategies, and which will help the communities entice smart, planned, and environmentally friendly growth. The result of the construction of the freeway and the positive impacts to these communities are also detailed in this report.

¹Source: Bureau of Transportation Statistics, TransBorder Freight Data between US and Canada via Buffalo-Niagara Region Port of Entry via Truck in 2007.



1.1. Project Location and Description

The US 219 project area is approximately 22 miles in length between Springville and Salamanca, New York. US 219 in this area is a two-lane rural arterial roadway, extending from the current freeway terminus at NY Route 39, south to a projected interchange with I-86 (Formerly NY 17), also known as the Southern Tier Expressway. The project crosses the Towns of Concord and Village of Springville in Erie County, the Towns of Ashford, Ellicottville and Great Valley, the Village of Ellicottville, and the City of Salamanca in Cattaraugus County, and the Seneca Nation Lands at Allegany.

The “Boston Hills Expressway” was first envisioned in the 1950s as a spur freeway from North Boston to Springville to address capacity, safety, and mobility concerns. Construction of US 219 freeway sections from Interstate 90 to Springville began in the 1960s and ended in 1981. By 1968, the New York State Department of Transportation (NYSDOT) was requesting funding to extend the freeway to the Pennsylvania State Line. In the early 1990’s NYSDOT began to evaluate extending the four-lane freeway to Salamanca. The study culminated in a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) in September 2003.

Following the ROD, the NYSDOT advanced the design and construction of a section of US 219 from Springville south to Peters Road in Cattaraugus County. This section is expected to open in 2010. The NYSDOT has also designed the next section of US 219 which will extend to Snake Run Road in Ashford Hollow. The construction cost for this section of US 219 is estimated at \$65 million.

The remaining sections of US 219 between Ashford Hollow and I-86 in Salamanca are not designed and have no funding designated as of April 2009.

Figure 1-2 identifies the US 219 Study area and these interchange locations.

1.2. Need for the Project

The original construction of US 219 consolidated development to locations adjacent to freeway interchanges and spurred economic growth to Springville, at the south terminus of the freeway. The

**Figure 1-2
US 219 Study Area**



positive contributions of this construction has not been realized along the remaining two-lane section of road, however, and the result has been sprawled intermittent development and less than desirable economic growth. The need for completion of the freeway has been well documented both by Cattaraugus County and its communities, and confirmed by the NYSDOT in their US 219 FEIS:

- Maximization of the potential for economic growth both locally and regionally.
- A significant reduction in the corridor accident rate.
- Continuity of the state and regional transportation system.
- A reduction in travel time between Springville and Salamanca by 11 minutes.
- Every local government in the project area has endorsed the freeway, as it will drive their economic development plans.

During the period where the US 219 DEIS was published for circulation, the Cattaraugus County Legislature and the Cattaraugus County Economic Development Team chartered a study to determine “What types of new development would be possible if this new interstate highway is built?” The result was a four part report entitled The Route 219 Economic Strategy Study for Cattaraugus County, New York (1995). This report cited several ways in which the county and its towns could maximize the economic benefit from US 219 freeway construction without losing community character. The document establishes a framework for how each of the communities within the county could plan for development activities in an advantageous manner. A copy of the cover letter from that study is included in [Appendix E](#).



These studies conclude with the same point: that a US 219 four lane freeway will result in a large degree of economic development in an area that has been depressed from loss of agricultural and industrial employment. These studies anticipate increases in:



- Tourism, both summer and winter
- Intermodal distribution: rail and freight access and transfer
- Industry Development: access to Buffalo area population base and resources
- Commercial and Residential Development: corridor induced and controlled
- Improved Access to the Seneca Nation Casino

There are currently no continuous north-south freeways serving Western New York. The central location of the proposed US 219 freeway would link Buffalo, Jamestown, Olean, and Salamanca, thereby improving mobility for the region.

Not only does completion of US 219 offer a direct southerly connection to I-86, but it would be consistent and part of the planned Continental 1 corridor. This corridor has been identified as having the potential to induce economic benefit to nine states by providing a direct connection between Toronto, Ontario and Miami, Florida, affecting a U.S. population of over 90 million persons. The route would also increase multi-modal opportunities with its connections to rail, air and marine ports. The impact of this benefit to Cattaraugus County would be significant.

We, the Board of Continental 1, support the continued federal funding of the U.S. 219 Freeway Alternative from Springville to Salamanca project and its ongoing Study, and we are confident that the Study will show the economic significance of a completed 219 which is key to the objectives of both the 219 Assn. and its role in the larger context of Continental 1”

Continental 1 favors the completion of US 219 as part of their commitment to providing a north-south corridor that has the opportunity to significantly improve the flow of goods originating both nationally and internationally. Continental 1 information can be obtained at www.continental1.org.

The Appalachian Development Highway System (ADHS) is a federal agency created to generate economic development in Appalachia by connecting it to markets in the rest of the nation via the interstate system. Cattaraugus County is within Appalachia, and Interstate 86 is an approved corridor on the ADHS. Implementing the freeway alternative for US 219 from Springville to Salamanca would provide a more direct freeway route between the Buffalo/Niagara Region, with its connections to Canada, and the ADHS. Connecting to Interstate 86 would also be a step toward providing a north-south freeway located between Interstates 79 and 99. This freeway would connect to the portion of the US 219 that is an ADHS approved corridor, continuing to Interstate 68 and the Port of Baltimore.

**Figure 1-3
Continental 1 Corridor
and US 219**



There are numerous other plans that lend support to a new US 219 Freeway:

New York State Rail Plan 2009 – Strategies for a New Age

- Describes strategies and initiatives at trying to reverse past disinvestments in rail infrastructure and building a new rail transportation system for movement of freight, passenger and commuter service.
- Discusses the benefits of creating new intermodal facilities/inland ports serving the rapidly growing container segment of rail traffic, with distribution of products to consumers quicker.
- Discusses rail sidings, rail-truck transfer facilities, and “last mile” connections serving all rail terminals and shippers who need rail access to facilitate economically competitive industries.

Construction of the freeway would work in concert with the vision, goals, objectives and strategies of the Rail Plan since it would provide a more efficient, safer, and quicker highway facility for freight and containers moving between transload and multi-modal facilities and business/manufacturing destinations.

Strategies for a New Age: New York State’s Transportation Master Plan for 2030

- Includes strategies for managing and operating the State’s multi-modal transportation network, encompassing highway, rail, transit, air, water and pedestrian infrastructures.
- Discusses “Corridor-Based Transportation Management” which presents that future transportation planning and investments are focused on the State’s most critical multi-modal corridors.

Completion of the US 219 Freeway will meet the criteria established to be designated by the State as a “Trade” corridor.

Multi-Modal Transportation Program Submission: 2009-2014

- This 5-year capital program had contained a line item setting aside of \$83M to complete the construction of Section 6 of US 219, which would extend the freeway 3.5 miles from Peters Road to Snake Run Road in Cattaraugus County.

The fact that the \$83M set aside for Section 6 was contained under the heading “Major Projects”, indicates that the State continues to support and is committed to completion of the US 219 freeway.

Niagara Frontier Urban Area Freight Transportation Study

Technical Memorandum #2, Freight Transportation System Profiles, discusses the “primary” and “secondary” highway system used for freight movements throughout the region.

US Route 219, between Buffalo and Pennsylvania, is identified as part of the secondary freight transportation system which consists of “major state routes and key arterials that support a high amount of truck traffic.”

2.0 BACKGROUND

2.1. Existing 219: Positive Impacts and Unfinished Business

Since the 1960's, about 31 miles of freeway linking the Buffalo, NY area to northern Cattaraugus County have been let for construction. Five of those miles will bring US 219 into Cattaraugus County and leave but 17 miles to connect the freeway to Interstate 86 in Salamanca, NY. Freeway construction has had a positive impact on development patterns, in contrast to the linear sprawl on arterial sections of US 219.

The impacts to the communities surrounding the corridor cannot be understated. At the terminus of the existing 219 expressway, the Village of Springville has seen significant economic development. This development has been centered along both US 219 and NY 39 at the Village limit. Springville is a vibrant yet quaint community that brings both small town charm together with commercial centers that are an attraction to residents and visitors alike.



North of Springville, in Erie County towns such as Boston, Colden and Sardinia, the freeway interchanges provide a focal point for residential and business development, leaving the remaining rural areas pristine and uncluttered as shown in the photo on the left. In addition, the increased mobility offered by the freeway encourages economic growth.

However, to the south, Cattaraugus County has seen a less focused pattern of development. In this area, tourist related industries such as skiing, golfing, and camping have been developed. However, because the access from the highway is not limited in the immediate area, as would be the case with interchange related access, the tourist related businesses are sprawled along highway frontages. Highway frontage based development often limits access to and use of land further from the highway.



Highway frontage development patterns also increase the number of conflict locations and accident potential. The rural character of the road also provides opportunities for higher speeds and thus more severe accidents and even fatalities. This two lane undivided US 219 has seen fatalities with regularity over the past several decades and at least fourteen within the last decade. This can have an effect of dampening the growth potential for the communities and businesses involved. Those whom have been touched by fatalities have taken to place wreaths and other symbols of loss over these tragedies. These symbols are readily visible as one travels this section of highway.



Completing the freeway will have the effect of improving safety, limit vehicle access to locations that communities have bought in to, and ensure that economic potential is maximized. Reducing travel times will entice the more frequent use of the area by the expansive Canadian tourist market. It will also increase commercial travel and develop new jobs in Cattaraugus County. The sections that follow explain in detail how this is expected to occur.

2.2. Next Steps to US 219 Completion

The construction of the most recent section of US 219 represents a significant commitment to US 219. In order to achieve completion of this freeway, a further investment of \$500 Million is required.

When one considers the lengthy timetable that this roadway has seen to reach its present state, it must be clear to all that the end is achievable and should occur relatively soon. **Figure 2.1** denotes critical dates in the history of the US 219 saga.

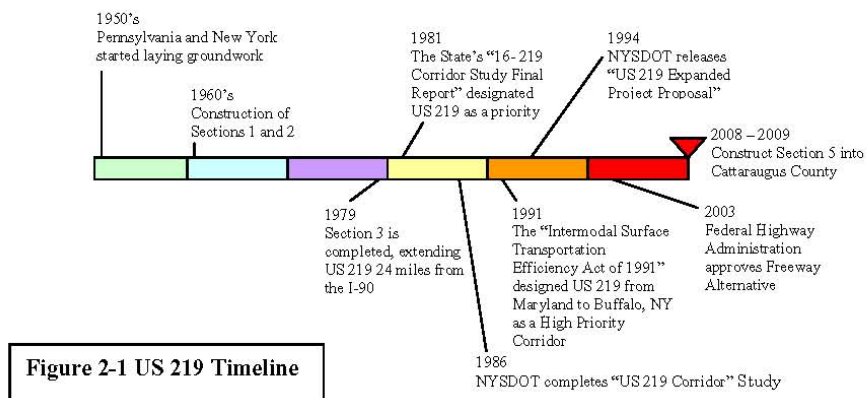


Figure 2-1 US 219 Timeline

3.0 TRAFFIC SUMMARY

3.1 Comparative Analysis: Two-Lane Road vs. Four-Lane Freeway

The construction of the four-lane divided limited access freeway will connect communities along the existing corridor with a safer and more direct route, benefiting both businesses transporting goods and consumers taking trips between communities. Travel time for through traffic is estimated to be reduced by as much as 11 minutes due to the ability to maintain the higher speeds along a four-lane freeway, instead of the slower speeds along the existing US 219, where speed limits are as low as 30 mph through certain areas.



This reduced travel time and added efficiency will induce traffic growth on the new freeway. This will occur for several reasons:

- Improved access will result in new business and residential development, resulting in additional work and non-work trips.
- The additional traffic on US 219 will result in the demand for more service related businesses surrounding corridor interchanges.
- A US 219 freeway will attract more trips from other routes as a result of improved travel time.

It is important to note that this new traffic will be served on a freeway designed to accommodate the needs of the area, removed from the communities the route is designed to serve. The freeway will better accommodate bus traffic to the casino and ski resorts, as well as other large vehicles. Since US 219 will be designed to handle this traffic, there will not be congestion, delay, or resulting environmental issues related to this growth. Developing the freeway within Cattaraugus County can enhance smart growth.

Conversely, increasing traffic volumes along the existing two-lane facility can result in increasing delays, increases in accident potential and accident severity. This has a negative effect on growth of tourism, industry and resulting employment along the corridor. The Village of Springville currently experiences congestion during events and weekend periods.



To quantify these impacts, a traffic analysis was undertaken using the methods developed by NYSDOT for the corridor, but using updated traffic data. Traffic volume information was obtained from the NYSDOT for the same roadway segments used in their US 219 Final Design Report/Final Environmental Impact Statement. These traffic counts were used to estimate future traffic in the corridor.

Traffic volumes along existing Route 219 are projected to grow at a rate of 1.9% per year. This growth rate was provided by the Greater Buffalo-Niagara Regional Transportation Council, the Metropolitan Planning Organization for the Erie-Niagara Region. This growth rate was used to project the 2009 daily traffic volume to the year 2029, which is the standard 20-year planning horizon for traffic assessment.

Inherent in growth related to construction of the US 219 freeway is the expected increase in new businesses along the corridor, and particularly at interchange areas. This demand can be estimated by determining land use potential, estimating what types and sizes of businesses could develop along the corridor, and by then using accepted traffic generation principals to develop the additional vehicle trips US 219 would experience. This number is part of the sum traffic growth expected along the corridor. The business demand is estimated in **Section 5** of this report, and can result in the addition of 12,600 trips per day on the freeway when this development is fully realized. The impact of this traffic is defined in **Section 6** of this report.

Table 3-1 shows the daily traffic volumes in the year 2029 that would use US 219 without and with the construction of the freeway. The first column of traffic volumes shows the daily volumes that will be using the existing 2-lane US 219, in 2029, if the freeway is **not BUILT**. The next two columns show the daily volumes on both the existing 2-lane as well as the 4-lane freeway with the construction of the freeway. The last column shows the project **total** daily volume (existing 2-lane plus freeway) that would be traveling this corridor. Comparing the “With Freeway” to “Without Freeway” volumes indicates an almost doubling of the daily traffic, with the construction of the US 219 in Cattaraugus County.

Table 3-1
Traffic Volume Comparison - 2029

US 219 Roadway Sections	WITHOUT FREEWAY Existing 2-Lane US 219 Daily Volumes	WITH FREEWAY Existing 2-Lane US 219 Daily Volumes	WITH FREEWAY 4-Lane US 219 Daily Volumes	WITH FREEWAY Total Corridor Daily Volumes
Erie/Cattaraugus County Line to NY 242, Ellicottville	7,950	4,300	11,250	15,550
Rt. 242/Rt. 219, Ellicottville	9,600	5,050	10,550	15,600
NY 242/Rt. 210, Ellicottville to NY 98, Great Valley	7,450	4,150	10,550	14,700
NY 98, Great Valley to NY 417, Salamanca	10,050	5,950	12,100	18,050

A measure of the level of comfort experienced by motorists within a traffic stream is known as *Level of Service*. Level of Service (LOS) takes into account the speed of traffic, the density of traffic, and delays. LOS “A” is the highest rating, which allows motorists to maintain free flow due to low volumes, high speeds, low traffic density and minimal delays. LOS “F” indicates severe congestion, which occurs when motorists have to endure low speeds and frequent stoppages.

The figures shown on this page highlight the Levels of Service that would be experienced by the motorist under both the two-lane road and four-lane Freeway Section. They demonstrate that the four-lane Freeway section will essentially operate under LOS “A”, allowing for the safe, reliable, and economical movement of people and goods across Cattaraugus County.

The results of all traffic analyses clearly show the difference between what can be expected if a two-lane section of US 219 were to remain, and what would occur if a four-lane freeway were constructed. The four-lane freeway will result in a significant **traffic improvement** for the corridor. Furthermore, **economic development opportunities and increased trade can only occur with the construction of the freeway.**

A full traffic analysis complete with all backup data may be found in **Appendix A**.

**Figure 3-1
Two-Lane Roadway**



**Figure 3-2
Four-Lane Freeway LOS**

4.0 SAFETY BENEFITS

4.1. Introduction

The major factor affecting the number of traffic accidents along a road is the geometry of the roadway. This includes curvature, sight distance, and the number of access points. The geometry of US 219, in its current configuration, involves curved portions of roadway passing through hilly terrain, restricted sight distance, and numerous intersections and driveways. These elements add driver conflict points – places where vehicle paths may cross. Combined with sections that promote high speeds but without any divided separation of vehicles traveling in opposite directions, it is no surprise that the current US 219 has a high accident rate.



There are no further options for lowering the accident rate on US 219. As a Federal and State Highway, it is maintained in accordance with Department of Transportation Standards. Intermediate solutions such as truck climbing lanes, warning signs, intersection improvements, and routine upgrades of guiderail, pavement markings, and surface condition have been completed. The design elements of the road are no longer applicable to the volume and type of traffic using it.

The Federal Highway Administration has gone on record in support of a new four-lane freeway. Inherent in the completion of this project is a simple fact: four-lane freeways are designed to higher standards and as a result, have a lower accident rate than two-lane roadways. A four-lane freeway design for US 219 will eliminate the geometric issues that the current two-lane roadway has. In addition, driver conflict points are virtually eliminated and the potential for accident types associated with fatalities, such as head-on collisions, is greatly reduced. A four-lane divided freeway will have a higher design speed, wider shoulders, and roadside features that provide adequate recovery area for vehicles that leave the road. Access to the highway will be controlled at interchanges, further reducing vehicle collision potential.



To quantify the effect that new freeway would have on accidents within the corridor, an accident analysis was undertaken by considering previous studies developed by NYSDOT for the corridor, using current accident and traffic data. Accident information was obtained from the NYSDOT through their Statewide

Accident Surveillance System (SASS). The types of accidents by county for the most recent three-year period are shown in Table 4-1.

**Table 4-1
Project Area Accident Summary, July 2005 –June 2008**

Segment	Accident Type				
	Reportable				
	Property Damage Only	Injury	Fatality	Non-Reportable	Total
Erie	20	29	1	6	56
Cattaraugus	111	73	0	36	220
Total Project Area	131	102	1	42	276

Based on the three year data shown in Table 4-1, there are **over 90 accidents per year** along the US 219 Corridor. Data obtained from the NYSDOT for the 10-year period between October 1, 1998 and September 30, 2008 showed that there were 1,342 accidents in the corridor, resulting in 424 injuries and 14 fatalities.

4.2. US 219 High Accident Locations

The project area has been found to contain 8 individual High Accident Locations, where a dense cluster of accidents have been observed. These High Accident Locations are shown in Figure 4-1. The freeway solution will reduce traffic volumes through the intersections, reducing the number of accidents.

4.3. Forecast Accident Rates for New 219

Appendix B contains an accident study that uses New State average accident rates for different facilities to compare a two-lane road with a four-lane freeway. By 2029, the US 219 corridor will be projected to have:

- 204 accidents/year with only a two-lane Roadway.
- 145 accidents/year for with a new four-lane Freeway.

A safer facility will result in 59 fewer accidents per year. At an average cost of \$46,200 per accident (2006 NYSDOT, adjusted for inflation) the financial safety benefit of a US 219 freeway will be \$2.7 million per year, or \$135 million over the 50-year life of the facility.



Figure 4-1 - High Accident Locations

5.0 LAND USE POTENTIAL

5.1 Introduction

A new four-lane freeway will enhance land development opportunities along the corridor by increasing the demand for goods and services. This was identified in **Section 3** of this report, where traffic projections clearly indicate a four-lane freeway will increase traffic volumes on the corridor. In response to this new demand, development will occur in the form of new services. Improved access, together with an enhanced capability to obtain resources effectively, distribute products, and draw on a greater area for labor will result in the development of new businesses.

The key to these development opportunities lies in the effective use of land within each of the communities that US 219 affects. This section of the report documents how communities will benefit from an enhanced transportation system by realizing development opportunities that have been well planned for and which make appropriate use of land planning strategies. This will assist in future zoning decisions to support job growth and economic vitality related to the US 219 expansion.

It is helpful to first consider land use within the US 219 corridor today. In general, the area is mainly rural, with a mixture of agricultural, residential, and vacant lands. Other land uses such as commercial and manufacturing tend to be clustered around municipal centers. A good portion of land is wild, forested, and conserved. **Figure 5-1** displays the existing land uses in communities surrounding US 219. The map illustrates the varying densities along the present and future US 219 and indicates what type of development the corridor has experienced in the past.

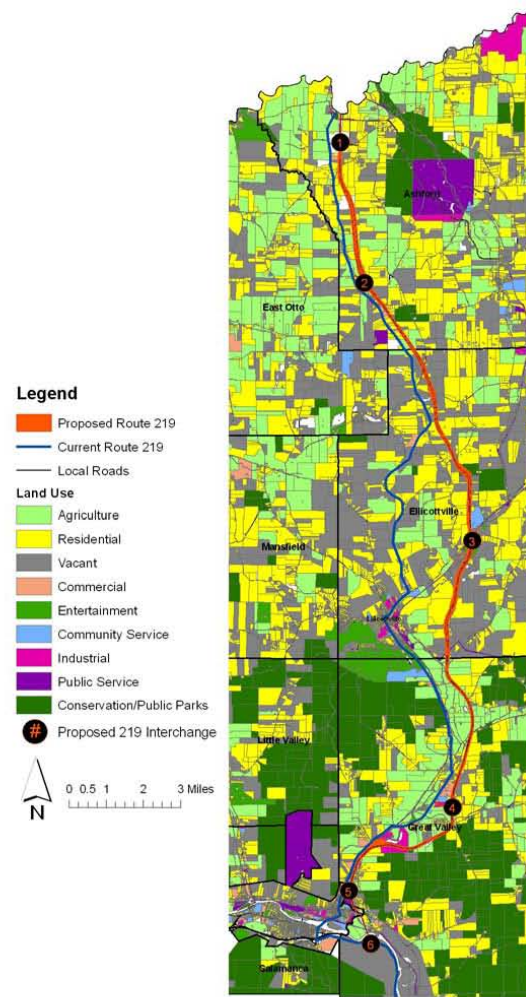
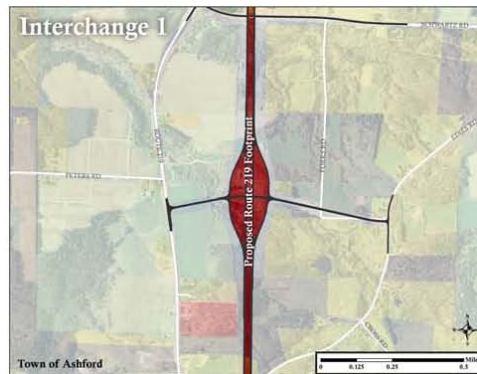


Figure 5-1 – Land Uses near the US 219 Corridor

5.2. Overview of Land Use Potentials

There are six interchanges planned for US 219 freeway expansion. A summary of development potentials for each interchange follows, covering over 400 acres of developable land. A full description of land use related to US 219 is found in [Appendix C](#). The future land use potentials include the projects already being promoted by local economic development agencies as well as the land use potentials for other related developments. Projects being promoted by local economic development agencies are more fully discussed in the Impact Report following. Square footage potentials for these projects were developed by using a rule-of-thumb 30% of site potential for buildings; the other 70% being split between green space and roads, parking and infrastructure.

Ashford: Peters Road Interchange: This is the end of Section 5 of the freeway expansion and is under construction. Land uses at the Peters Road interchange are generally agricultural and residential. Overall, more than 144 acres of developable land exist at the interchange area. This location has relatively lower economic potential because it is located just south of the highly urbanized Springville Route 39 interchange. There is no public water or sanitary sewer service.



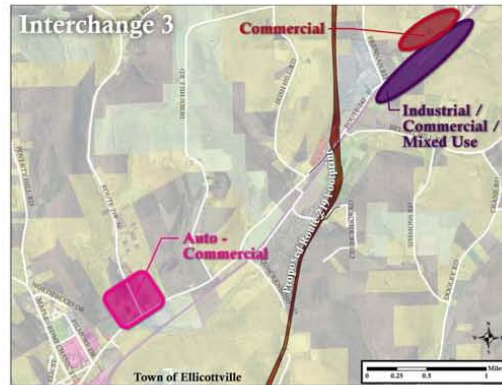
Ashford Hollow: Snake Run Interchange: Land uses at the proposed Ashford Hollow interchange are generally agricultural and residential, with several commercial and community service located nearby. The Snake Run interchange offers 15 acres of developable land. The existing Ashford Hollow Business and Education Center, planned for 108,000 square feet could be expanded on the available developable land into a possible 300,000 square feet. Additional development potentials include a highway commercial use (fueling station, restaurant) in the vicinity of the interchange access road with as much as 46,000 square feet of space and a commercial/mixed use development with a potential for almost 300,000 square feet of space.



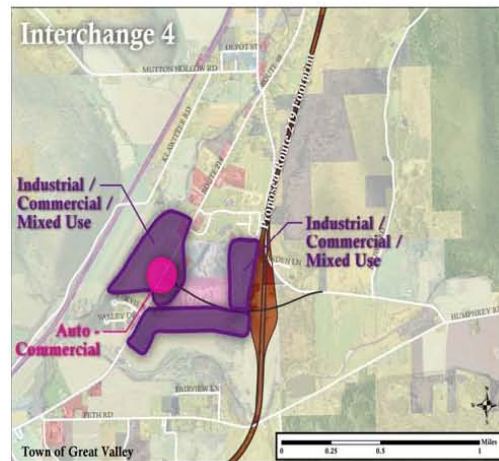
Ellicottville: Route 242 Interchange: The Route 242 interchange planned approximately three miles east of the Village of Ellicottville has 33 developable acres of land. This interchange will serve the estimated 800,000 annual visitors to the year round resorts and ski areas in Ellicottville.

Potential development areas include:

- Commercial use area east of the interchange, supporting up to 643,000 developable square feet; as well as potential industrial/commercial/mixed use development of approximately 109 acres.
- The intersection of the US 219 corridor and Route 242, including a 106-acre parcel of auto- or highway-related commercial development such as filling stations, convenience stores, fast food restaurants, and repair and service stations.

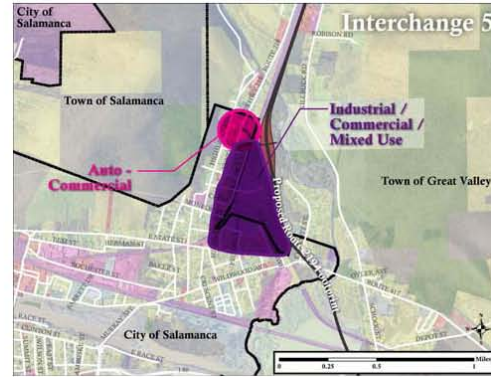


Great Valley: Great Valley Interchange: The vicinity of the proposed Great Valley Interchange is an area in transition from agricultural to residential and mixed uses including commercial and industrial use. The total developable area is estimated at 141 acres, the second-largest developable area of the six interchanges. Commercial and industrial mixed uses would fit into the area character, which includes a number of gravel mining operations, including uses of catering to travelers exiting the freeway. The area proximate to the interchange holds the potential for eight acres that could be developed for auto-related commercial uses. An additional 115 acres could be developed for additional industrial or commercial uses. The area is not zoned and does not feature public sewer or water.

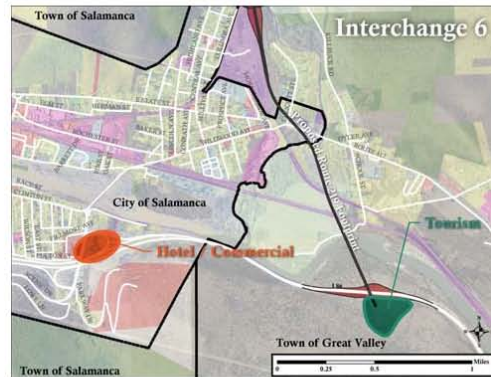


In addition, this interchange is at the heart of the County’s agri-tourism area where the fall foliage draws people to take in the scenic rolling hills, pick apples, and visit destinations such as “Pumpkinville”. These existing agri-businesses, combined with planned interchange development, will generate additional demand for lodging and restaurant businesses.

Great Valley/Salamanca Interchange: The proposed Great Valley/Salamanca Interchange is characterized by industrial uses, dense residential areas, and some commercial uses. A planned industrial park at a former railyard here is estimated at 22 acres. Land assembly and acquisition could result in an additional 81 acres for industrial uses; a 21-acre site has been identified for potential auto/wood/transit-related commercial uses.



Salamanca: I-86 Interchange: With almost 50 developable acres of land, this unique site presents itself as an opportunity for the region’s cultural, entertainment and recreation centers to cooperate fully on promotion of their attractions. The 24-acre site is a gateway to Allegany State Park, New York’s largest state park and one of the region’s most powerful tourist and visitor draws with 1.4 million visits annually. An off site opportunity could transform a 13-acre former hospital building into a new hotel with easy access to US 219 and I-86.



5.3. Existing Zoning

The function of zoning is to protect the health and safety of communities. In the absence of zoning, communities can use a number of other techniques to control land uses and to ensure that land uses are appropriate, of adequate size and dimension and adequately served. The need for land use controls in the absence of zoning is particularly important for the US 219 corridor as zoning is absent from four of the interchanges: Peters Road, Snake Run, Great Valley and I-86; the Salamanca interchange is outside the City of Salamanca’s zoning but is adjacent. A Zoning Ordinance should be easy to understand and used by elected and appointed officials, residents, municipal staff and the development community. To be more effective, the Ordinance needs to be formatted a way that makes it easy to apply, and there should be as few districts as possible. In order to encourage development and investment, the approvals process needs to be streamlined and design standards should be encoded for all districts. Design standards help to facilitate development by regulating the build environment and not the uses.

Without zoning, a community cannot control the location, density or dimensional features of any use. Zoning is adopted according to the procedural requirements of the state enabling laws. There are ways that communities that want to control certain aspects of potential development can control them. A community can adopt a site plan law and/or a subdivision approval process even without adopting zoning. A site plan law involves approval only of a *plan* for the site, not the use itself. Subdivision approval involves review of appropriateness of the land for development, and of needed infrastructure, not of the uses involved. Without zoning, communities cannot control uses, but the subdivision and site plan approval can help them plan. A current comprehensive plan, future land use plan and zoning code are the appropriate tools for managing the development in a community.

Figure 5-2 at right shows the current zoning on the US 219 corridor.

In its current comprehensive plan, the Town of Ellicottville, in addition to zoning, has also established a Route 242 Overlay District with the stated purpose to: *prevent strip commercial development, traffic congestion and pedestrian conflicts. The overlay district is intended to encourage and foster commercial and business development with a consistency of architectural design and visual aesthetics, with sufficient buffering to protect residential neighborhoods, and to promote safety for pedestrian, vehicular and commercial traffic.*

5.4. Conclusion

Completion of the US 219 freeway will open up hundreds of acres of land to development. The communities along the freeway have opportunities directly related to the real estate development potentials at each of six interchanges on this final leg of the planned freeway. These opportunities, and the steps that have been taken to prepare for them, are summarized in Section 6.0 Impact Report

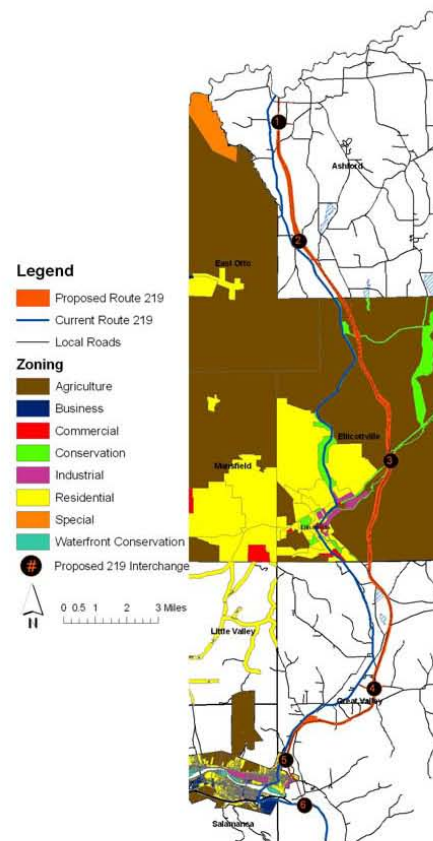


Figure 5-2 –US 219 Current Corridor Zoning

6.0 IMPACTS

6.1. Overview

For the economically distressed Cattaraugus County communities, the completion of the US 219 freeway holds potential for job creation, commercial and industrial development and entrepreneurial opportunities. Regionally, the freeway will increase access to markets for commercial and tourism development and job and employee attraction and retention. For New York State, the completion of the freeway will fill in a “missing link” connecting the Peace Bridge to the north with US 219 in Pennsylvania to the south and I-86 to the east and west.

A positive change in the economy of a region is based on several factors. In the previous report sections, some of these factors have been identified. A greater demand for services and improved accessibility, as defined in [Section 3](#), coupled with safer travel conditions, as defined in [Section 4](#), contribute positively to the economy. Shovel ready and community approved sites, as defined in [Section 5](#), increase economic potential. In this section, the economic impacts resulting from these and other factors are defined.

To look at a sample of what completion of US 219 can do for the economies of the area, one just has to evaluate the highway today. The village of Springville, located at the terminus of the freeway, is a thriving community. There is a mix of rural agricultural, commercial, community, social, and industrial development present. The opportunities that lie ahead for communities within Cattaraugus County are easily discovered by assessing the growth that has occurred in this quaint village.



Ellicottville Fall Festival

6.2. Employment Impacts of Construction

According to the Federal Highway Administration, \$1 billion in investment in highway construction results in 10,300 “person years” of direct construction job employment. That means for every \$1 billion spent, there is a year of work for 10,000 people, or two years of work for 5,000 people, etc. The completion of the US 219 freeway is estimated to cost \$667 million to complete, which can be used to estimate projected impacts.

The construction of US 219 will, based on FHWA statistics, have a catalytic impact on the economy facing workers and their families in Cattaraugus County, where the February 2009 unemployment rate was 9.9 percent. The US 219 project will spur economic recovery in Cattaraugus County through immediate employment and payroll increases. As shown in **Table 6-1**, employment impacts, including direct (construction jobs), indirect (jobs involved in direct supplies to the construction project) and induced (all the jobs supported by the expenditures by the direct and indirect payroll) for completing the freeway will total 20,100 person years. Total payroll for all jobs over the life of the project completion would total an estimated \$769 million.

Table 6-1
FHWA Statistic Based Direct Employment Impacts

	2007 Projected Impact of \$1 Billion Highway Expenditure	US 219, Impact of \$667 Million Highway Expenditure
Construction Oriented Employment Income	\$426,826,202	\$285,973,555
Construction Oriented Employment Person-Years	10,300	6,901
Supporting Industries Employment Income	\$189,262,598	\$126,805,941
Supporting Industries Employment Person-years	4,675	3,132
Induced Employment Income	\$531,989,944	\$356,433,262
Induced Employment Person-years	15,094	10,113
Total Employment Income	\$1,148,078,745	\$769,212,759
Total Person-years	30,000	20,100

6.3. Summary of Economic Development Potentials

In 2008, The Southern Tier West Regional Planning and Development Board, a subsidiary of the Appalachian Regional Commission, completed the Comprehensive Economic Development Strategy for Cattaraugus, Allegany and Chautauqua counties. This report, drafted annually, fulfills the federal mandate that a regional comprehensive plan be prepared. It regards completion of the freeway as the highest priority for the region's highways. In anticipation of the completion of the US 219 corridor, specific projects related to the US 219 expansion and promoted by the Cattaraugus County Department of Economic Development, Planning and Tourism include industrial and business development projects and tourism and recreational development projects:

- **Ashford Business & Education Park** – Located adjacent to the **proposed** Snake Run interchange, the Ashford Business and Education Park is planned for 108,000 square feet of commercial, light industrial and office space representing a \$16 million investment. As noted in the Land Use

discussion above, there is land capacity for a larger office park at this site if market forces demand additional space.

- **Ellicottville Business Park and Ellicottville Tourism Development** – Scattered site opportunities proximate to the Route 242 interchange. The Ellicottville Business Park is currently promoted by local economic development agencies. It is envisioned as a three-phase project with a total of 617,000 square feet of office, light industrial and distribution space. Total investment in the park is estimated at \$92.3 million.
- **The Ellicottville Tourism Development** includes highly desirable scattered sites, totaling 36 acres, all with sewer and water service.
- **Village of Ellicottville** opportunities include 18 acres of industrial and commercial space that could contribute to community tourism and cultural centers projects with investment potential of \$14.8 million and requiring an estimated 80 to 100 acres to complete.
- **Great Valley Railyard Industrial Park** – Located adjacent to the Great Valley interchange. The interchange access road leads directly into the future project. Envisioned as a two-phase, 200,000 square foot development featuring office, light industrial and warehouse uses, and an intermodal center, the railyard features two tracks and a rail turnaround. The Railyard Industrial Park will generate a \$26.7 million investment. The site offers full services.
- **Salamanca State Park Village and Salamanca Trailhead & Connections** – Located at the Salamanca interchange. The area belongs to the Seneca Nation of Indians and its development would be at the Nation's prerogative. It is identified for development as State Park Village, featuring a trail head, retail, hospitality and entertainment facilities. The development could generate \$17 million in investment.

6.3.1. *Tourism*

Allegheny State Park is the largest in New York's State Park system, attracting 1.4 million visitors per year. If it were a National Park, it would be in the top 20 or so most-visited of the nation's 58 national parks, in a league with parks such as Mount Rainier, Shenandoah, Joshua Tree, Everglades and Sequoia national parks. The park and Ellicottville's downhill skiing industry together contribute to Cattaraugus County's status as a world-class center of outdoor activity. More than 50% of visitors to Allegheny State Park are from Buffalo and Erie County. The US 219 freeway will make travel to the park faster and safer for these visitors and could generate more visits to the park through increased accessibility.

Tourism in general generated more than 12 percent of employment in the Chautauqua/Allegheny Tourism Region in 2006; in Cattaraugus County, tourism generates more than 15% of employment. Tourism is responsible for \$450 million in sales and payroll of \$221 million for almost 12,000 local workers. Tourism's local tax share in the region is almost \$45 million and its contribution to state taxes is \$25 million.

The Seneca Allegany Casino, open since 2003, is an Indian-operated hotel and gaming facility in Salamanca. In accordance with the agreement established between the Seneca Nation of Indians and the State of New York, the state annually received 18% of all slot machine revenues. This figure rose to 22% in 2007 and will eventually reach 25%. In 2006, the total dollar amount generated for the State was \$25.5 million. The local host communities, the city of Salamanca and Cattaraugus County, receive a combined 25% share of the State's revenue. An agreement between the host communities has determined that the City will receive 75% of the local share and the County receives 25%. In 2006, the City's share was \$4.8 million and the County's was \$1.4 million. In contrast, the more accessible Seneca Niagara Casino generates greater than twice the revenue (\$57.9 million in 2006) for the City of Niagara Falls and the State.

Representatives of the ski industry and the state park wholly support the completion of US 219. Both see it as an opportunity to improve safety for their constituents as well as to encourage more repeat visits through better direct highway access, ease of travel and decreased travel times. Beginning construction in Spring 2009, Holimont Ski Area is undergoing a major expansion, development "Canfield Hill" into a mixed use recreational and residential area. This project includes new skiing areas, a terrain park, a day lodge, 92 single family homes and 72 townhouses. The homes can all be reached by residents directly via skiing. This project is located in the Town of Mansfield, adjacent to the Ellicottville border. The state park would also benefit from increased winter weather visits which now comprise roughly one quarter of its annual visits.

Increased access of the US 219 freeway is estimated to spur local development opportunities and create more than twice as many jobs as a road upgrade would create. According to analysis of the development opportunities proposed for the corridor and the balance of the county by Cattaraugus County, the freeway will result in 7,000 direct and 2,450 induced jobs in the next 15 years. These include jobs in every sector from research and development to recreation and entertainment, service and education, according to the FEIS prepared for the highway project.

This impact is felt in Springville, Erie County; on the completed section of the US 219 freeway. The number of businesses has increased from 25 retail businesses on the US 219 corridor in 1998 to 34 retail businesses on the corridor in 2009, according to data purchased and updated from Dun & Bradstreet. While data is incomplete for business year-established, at least 13 of the 34 were founded since 1993. These businesses alone generate \$5.1 million in annual sales and employ 67 people. Overall, among the 27 businesses reporting number of employees, there are 834 workers; extrapolating out to 34 businesses, that's as many as 1,035 jobs. An impact study has not been commissioned to determine whether the businesses that have been founded are a direct result of the US 219 expansion to Springville. However, among the newer businesses are two convenience stores, a restaurant and a Microtel hotel, all business types associated with freeway interchanges.

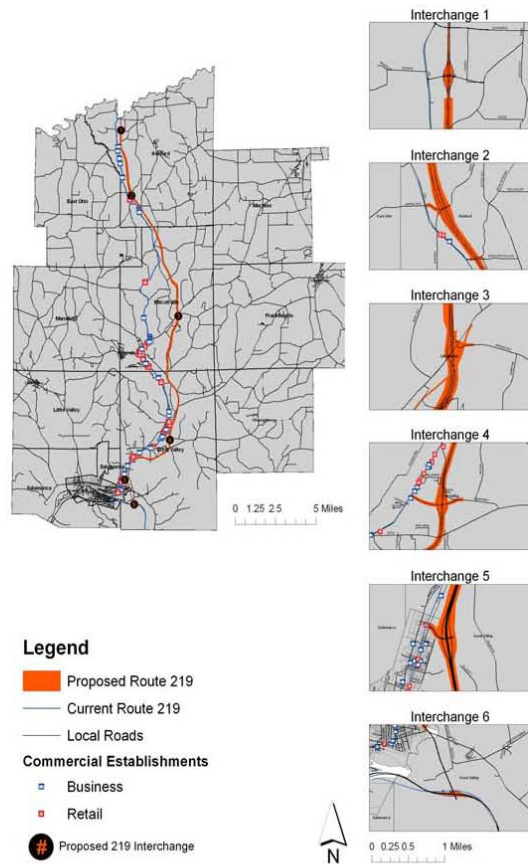
6.3.2. Existing Local Business Base

Completion of the US 219 freeway will allow local communities to better organize land uses and take advantage of development potentials presented by the six proposed interchanges. Currently, in Cattaraugus County, there are 227 businesses located directly on US 219. Of these, 104 are retail or service establishments, according to data obtained from Dun & Bradstreet. As **Figure 6.1** shows, the retail and services on the corridor are oriented to the population centers. Completion of US 219, and a signage program on the freeway directing travelers to interchange services, will spread the wealth of business development throughout the county.

An improved transportation system also benefits existing agricultural businesses that require daily shipment of perishables such as milk and eggs.

A case study from Wisconsin confirms these outcomes for local communities. On State Trunk Highway 29 in Clark and Marathon counties, Wisconsin, a bypass project gave the community of Abbotsford opportunities for highway-related development that increased commercial rents and property values near interchanges and attracted businesses including interest from manufacturers. An FHWA Economic and Land Use Study of the project concluded: “Local officials attribute these developments in Abbotsford to the improved safety, speed, and convenience of the highway bypass and expansion project.” In addition to the development directly related to the interchanges, the communities found that better access to employment centers a 30-minute commute away generated residential development as families were more willing to live there and make the commute once the freeway was complete.

**Figure 6-1
US 219 Interchange Routes**



6.3.3. Opening the Corridor for Trade

Cattaraugus County enjoys a competitive advantage for three primary industries: raw timber, gravel and natural gas. These resources offer the potential for major employment in harvesting and extraction. However, the limitations of the transportation network, specifically US 219, prove to be a powerful disincentive for investment in these resources. In many instances, access to locations such as Canada requires use of I-390 to the east, adding significantly to travel time and costs. These industries potential benefits to Cattaraugus County is assessed below.

Wood-Related Industries

A heavily rural and forested region, the county is a prominent location for the forestry and logging industries. Compared to the national average, Cattaraugus County has a 460% higher concentration of workers in forestry and logging. Such a high percentage is an indicator that wood harvest far exceeds local demand, causing the product to be exported elsewhere. However, this high concentration of workers in logging has not translated into a high concentration of workers in manufacturing of wood products. The county's concentration of wood product manufacturing industry workers is 64% of the national average of 83% of the national average of workers employed in the building material industries. This indicates that there is opportunity for expansion of the wood-related industries in Cattaraugus County to include a greater level of wood product manufacturing.

In recent years, several furniture plants and other wood product manufacturing facilities in the county have closed. As a result, demand for lumber has dropped, causing the decline of sawmills in Cattaraugus County. The remaining timber-harvesting companies ship the vast majority of the products elsewhere, especially to major ports at Baltimore and New York City, as well as Canada. Canada remains the United States' single largest partner in international lumber trade. The timber industry would significantly benefit from the establishment of a major north-south route through Cattaraugus County by allowing expansion of the existing logging industry and increasing the potential for location of wood products manufacturing concerns.

Gravel Mining

The gravel industry has experienced significant growth in Cattaraugus County. The industry experiences a 5% average annual growth rate in mined acreage in the County. As of April 2009, there are 212 mines in Cattaraugus County. Of those mines, 1,809 acres are permitted and actively mined. The gravel mines are vital to the construction industry, providing materials for residential and commercial buildings, drainage systems, road and parking pavement, in-fill, among many other uses. In order to maintain affordable construction costs in any area, there must be good access to and from gravel mines.

Natural Gas

Natural gas drilling is another industry that is poised for potentially significant growth. Presently, all of Cattaraugus County lies on Marcellus shale, a black sedimentary rock that contains natural gas. To date, little drilling for natural gas has taken place in the county; however, interest has increased in recent years. Other areas which lie upon the same bedrock in Pennsylvania and eastern areas of Upstate New York have begun to take advantage of this resource. Drilling companies lease the land to drill at a rate of \$2,500 to \$3,500 per acre, plus a 15% royalty to the landowner. The primary concern for drilling companies is the cost feasibility for accessing and extracting the gas.

6.4. Multi-Modal Economic Projects

Completion of the US 219 Freeway will increase the opportunities to establish dynamic intermodal transportation systems, as well as enhancing access to major East Coast marine ports. The eventual completion of the 1500 mile transportation system known as Continental 1, which will connect Toronto, Ontario to Miami, Florida, will cross the lines of two major U.S. rail carriers, and 14 east-west arterial interstate highway systems, providing inland access to all East Coast air and marine ports. Completing the section between Springville and I-86 will continue this important north-south trade corridor.

The Southern Tier West Regional Planning and Development Board (STW) has studied the feasibility of developing a Multi-Modal Freight Transfer Facility and Manufacturing Center in the Olean rail yard located in the northern section of the City of Olean and concluded that there is an intermodal captive market of between 160,000 to 260,000 marine containers annually, which will grow three-fold by 2030. STW's analysis recommends a three-phase implementation for the multi-modal center beginning with development of a freight multi-modal transload facility to handle 6,000 to 20,000 rail cars annually. Additional phases would include development of a satellite marine terminal for ports such as the Port of New York/New Jersey and of a multi-modal business and logistics park which would include off-site development of business operations of shippers, logistics, warehousing and distribution operations.

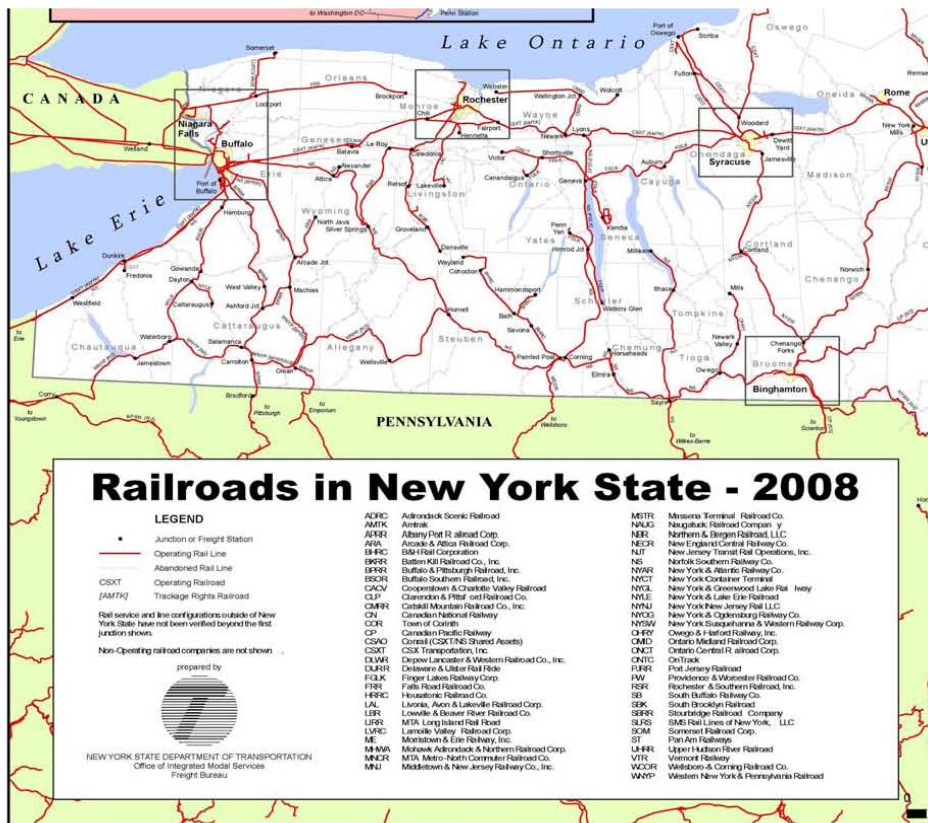
Construction of the multi-modal facility, as well as the completion of the US 219 freeway will provide additional opportunities for growth for existing and future industries along the US 219 corridor. This will be realized due to the ability of the industries to utilize container shipments of their products, which will be provided by the multi-modal facility, and because the US 219 freeway will provide a more efficient, safer, and quicker highway facility for freight and containers moving between transload and multi-modal facilities and the



business/manufacturing destinations. This will benefit companies such as Fitzpatrick & Weller, Inc., a multi-national supplier in the hardwood lumber and wood components industry, Signore Inc., manufacturers of office furniture parts and accessories, both located in Ellicottville, New York, and Fancher Chair, one of the country’s oldest manufacturing companies specializing in the construction of residential dining chairs and office chairs, located in Falconer, New York.

Figure 6-2 shows a map of the “Railroads in New York State – 2009” taken from the 2009 New York State Rail Plan, showing the railroads in the southwest portion of the State. New York is fortunate to have one of the largest and most diversified rail passenger and freight transportation systems in the nation, providing essential mobility.

Figure 6-2
Western New York Railroads



On the freight side, while providing the most energy efficient mode of transport, our rail system reduces highway congestion, improves safety and protects environmental quality by transporting thousands of tons of freight that would otherwise move on New York's highways. Freight rail in New York State allows our industries and our farmers to extend the markets for their goods. It provides competition, thus lowering shipper costs and promoting industry expansion and job creation.

The Western New York Counties of Cattaraugus, Chautauqua and Erie also have an extensive rail system which includes a Class I Railroad, CSXT (CSX Transportation); a Class II Regional, BPRR (Buffalo and Pittsburg), and Class III, Short line, WNYP (Western New York and Pennsylvania railroad). The WNYP operates on tracks that are leased from the Norfolk Southern Railroad (NSR), and provides direct access to the NSR line in Hornell, New York. The extensive system benefits the communities of Western New York as the State System benefits the State.

6.5. Conclusion

Thousands of jobs and millions of dollars in investment in local business development hang in the balance of the completion of the US 219 freeway. The freeway will open access to markets for companies already in the Southern Tier, and will open Southern Tier markets to outside investment. The freeway will help local employers and economic developers. A number of regional and local employers and economic development officials contacted for this study said access to Buffalo and the Buffalo Niagara International Airport are important to their employees and their efforts to recruit workers, bring teams in for meetings and otherwise improve efficiency. Logistics centers, such as the Olean multi-modal project, will also be more important contributors to the local economy when the freeway is finished.

Cattaraugus County has been hurt by the economic recession that began in 2008 and in February 2009, had an unemployment rate of 9.9 percent according to the New York State Department of Labor. A commitment to the immediate completion of the freeway will provide relief from the distress that the economy is causing. [Table 6-2](#) shows a summary of economic development opportunities present in this area. The long-term benefits of 7,000 direct jobs and 2,450 induced jobs from development projects and economic expansion will ensure long-term prosperity and stability.

**Table 6-2
Economic Development Opportunities**

Town	Example Development Opportunity	Development Type	Freeway Upgrade	
			Site Needs (hectares)	Job Potential
Ashford	Ashford Business Development Center	Office	5.8	700
	Nursery Garden Center	Retail	0.9	50
	Year-round Housing	Specialty	18	40
	Camping	Specialty	22.5	100
Ellicottville	Tourism Cultural Arts and Crafts, Entertainment and Trail Head Center	Retail	4.5	250
	Specialty Retail Center	Retail	0.9	50
	Research and Development Center	Office	1.3	150
	Retirement Community	Specialty	22.5	150
	Seasonal Home Development	Specialty	22.5	50
	Bus Tours	Services	0.2	20
	Covered Ice Rink	Services	0.1	10
Great Valley	Airport Business Center	Office	1.3	150
	Planned Recreation Resort Community	Services	0.7	60
	Strip Retail Center	Retail	3.6	200
	Lake Based Resort	Specialty	7.5	50
	Covered Ice Rink	Specialty	18	40
Salamanca	County Business Center	Industrial	66	2400
	Business Comm. & L/D Learning	Office	0.4	50
	Indian Cultural and Reservation Center	Services	4.2	350
	Hotels / Motels	Hotel	1.9	100
	Centers for Antiques, Arts and Crafts	Retail	1.8	100
	Amusement Park	Specialty	40.5	450
	Expanded Bingo Complex	Services	0.6	50
Rest of Cattaraugus County	Limestone Gateway Center	Services	4.8	400
	Lodge	Specialty	13.5	150
	County Fairgrounds	Specialty	1.8	20
	County Museum Expansion	Specialty	0.9	10
	Ski Area Development (Kingbrook, Poverty Hill)	Specialty	90	100
	Factory Outlet	Retail	7.2	400
	Industrial Incubator Facility	Industrial	9.6	350
	Total Cattaraugus County			373.5

Source: PIN 5101.53, U.S. Route 219 Springville to Salamanca, FDR/FEIS/4(f). Appendix F. pg. 39.

APPENDICES

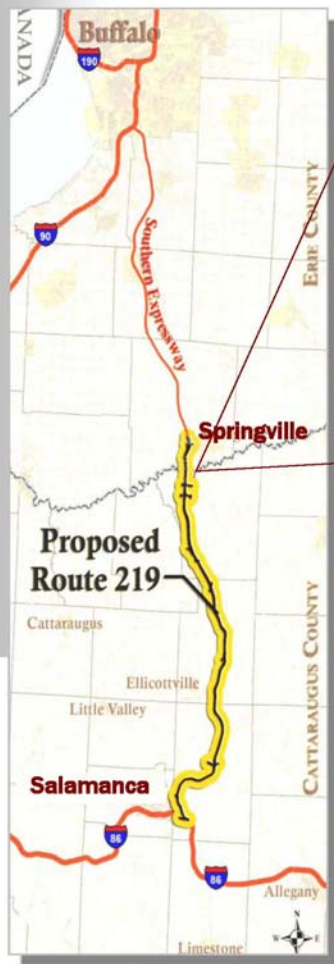
- Appendix A: Traffic Study
- Appendix B: Safety Report
- Appendix C: Land Use Report
- Appendix D: Impact Report
- Appendix E: Additional Correspondence



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY Appendix A: Traffic Study Springville to Salamanca, New York



May 2009

Submitted by:



in association with



Traffic Study

for

**U.S. Route 219
Springville to Salamanca
N.Y. Route 39 to I-86**

**Erie and Cattaraugus Counties
New York**

May 2009

Prepared for:

Southern Tier West Regional Planning and Development Board
Salamanca, New York

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1. Introduction

a. Purpose

The purpose of this report is to explain the methodology and analysis used in developing the existing traffic conditions and the projected future traffic conditions with and without construction of the US 219 freeway. This report will also discuss; the impact of a proposed Multi-Modal Freight Transfer Facility and Manufacturing Center in the City of Olean, the methodology used in analyzing the impact of the facility, the impact this facility will have on the US 219 freeway and on the operation of the Western New York and Pennsylvania Railroad (WNY&P).

b. Project Description

The project area includes US 219 within Erie and Cattaraugus Counties in New York State. The corridor proceeds through the Town of Concord and Village of Springville in Erie County, and through the Towns of Ashford, Ellicottville, Great Valley, the City of Salamanca and the Seneca Indian Territory in Cattaraugus County.

This study analyzes the existing and projected conditions along the existing alignment of Route 219 without the construction of a freeway, as well as with the construction of the US 219 freeway parallel to the existing facility.

An additional analysis has been completed for the freeway, to compare the traffic volumes and Levels of Service to what would exist along the present US 219.

Two alternatives were evaluated in this report:

- No-Build Alternative – Also referred to as the “Null” alternative, the No-Build Alternative includes continued normal maintenance only along the existing highway.
- Freeway Alternative - This alternative includes the construction of a new four-lane divided freeway between Springville and Salamanca, connecting the existing terminus of the US 219 Expressway in Springville with I-86 (formally Route NY 17) on the east side of the City of Salamanca. **(Figure 1)**. The freeway, as proposed by the New York State Department of Transportation (NYSDOT) and described in their Final Environmental Impact Statement (FEIS) dated January 2003, would include six (6) interchanges as it proceeds south from its current terminus in Springville to I-86 in the City of Salamanca.

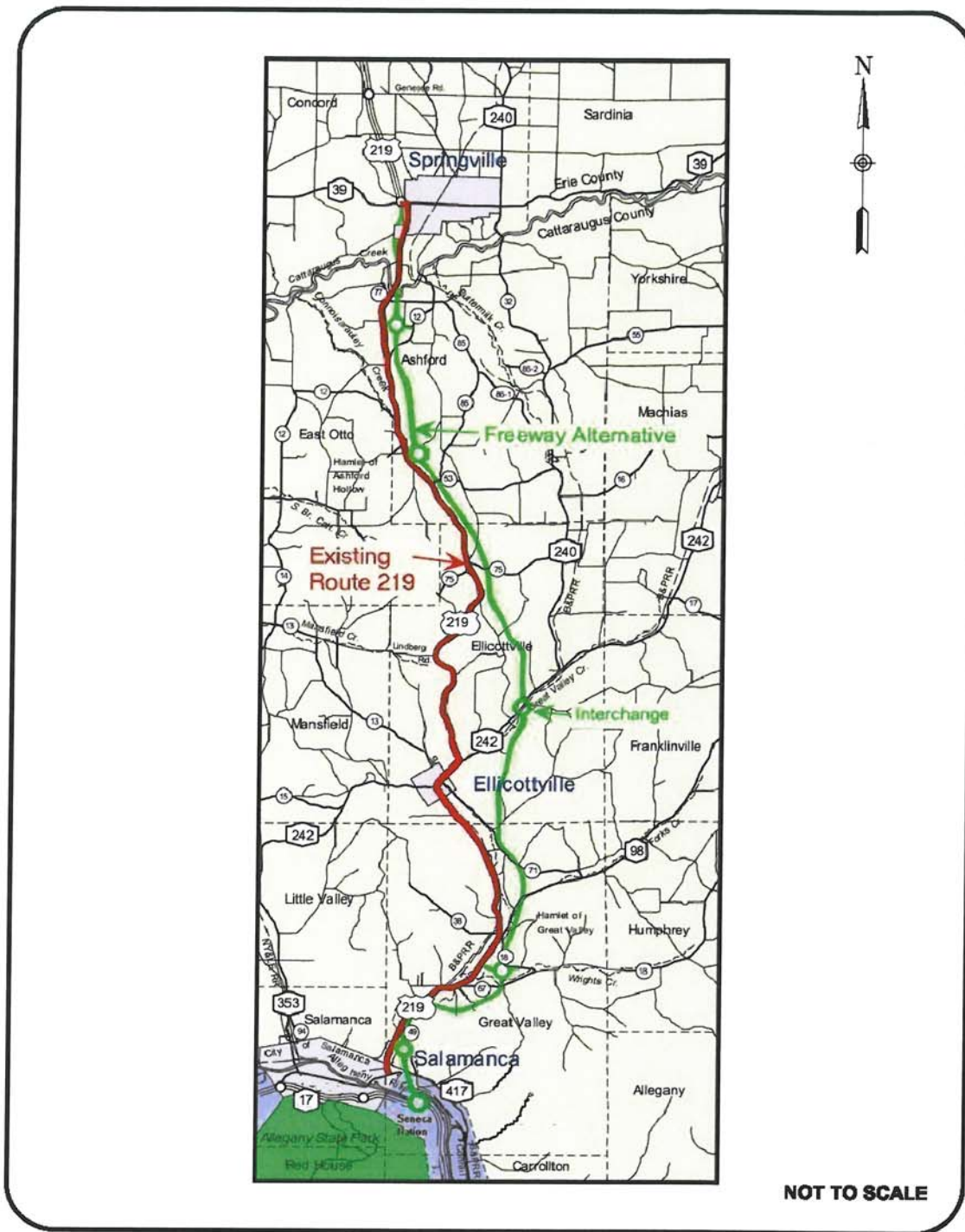


Figure 1: Project Location Map

2. Existing and Future Conditions without Improvements

a. Existing Traffic Volumes

Annual Average Daily Traffic (AADT). Urban conducted a review of the following existing traffic data provided by NYSDOT:

Traffic Count Hourly Reports for existing US 219 and I-86. The count summary sheets show the volume recorded for each hour of the day for which the count was taken. It also includes the estimated 1-way daily volume for that count station based on seasonal adjustment factors. This actual count data was reviewed for the following count stations, which were also used in NYSDOT's FEIS and shown in **Table 1**.

Table 1: NYSDOT Count Stations

Station Number	Count Location	Segment Description	Count Year
530363	0.5 mi North of Rt 39	Rt 219 Expressway north of Rt 39	2003
530250	100' West of Cascade Dr	Rt 219. Start Rt 39 overlap to End Rt 39 overlap	2005
530361	0.2 mi North of Rest Area	Rt 219. End Rt 39 overlap to Erie County Line	2006
510221	300' North of Connoisarauley	Rt 219. Erie County Line to Connoisarauley Rd	2005
510004	0.3 mi South of Ashford Town Line	Rt 219. Connoisarauley Rd to Start Rt 242 overlap	2007
510219	0.5 mi North of Filmore Dr	Rt 219. Start Rt 242 overlap to County Rt 71	2007
510382	300' South of CR 71	Rt 219. County Rt 71 to End Rt 242 overlap	2007
510218	0.9 mi South of Brewer Cross Rd	Rt 219. End Rt 242 overlap to Rt 98	2007
510220	1 mi North of Creekview Dr	Rt 219. Rt 98 to Salamanca N. City Line	2007
510359	200' South of Birch St	Rt 219. Salamanca N. City Line to Rt 417	2007
510222	100' West of Conrath St	Rt 219/Rt 417. Start Rt 219 overlap to Rt 951M	2006
510917	100' South of Rt 417	Rt 219/Rt 951M. Rt 417 to Exit 21	2008
510017	1 mi East of Parkway Dr	Rt 17 Exit 21 to Exit 22	2008
510017	1 mi East of Parkway Dr	Rt 17 Exit 22 to Exit 23	2008
510090	100' East of Depot St	Bus Rt 219/Rt 417. Start Rt 219 overlap to Rt 954T	2006
510082	400' South of Rt 417	Bus Rt 219/Rt 954T. Rt 417 to Exit 23	2007

Traffic Volume Report (TVR) (July 25, 2008)

The Traffic Volume Report, which contains the AADTs for the above count stations over a period of ten years, was used to develop a trend in the daily volumes over the ten-year period. This was then applied to the latest actual or estimated AADT to determine the existing 2009 daily volumes.

Table 2 shows the 2007 actual or estimated AADTs for each highway segment as well as the projected 2009 daily volumes.

Table 2: Projected 2009 Segment Traffic Volumes (Calculated)

Segment Number	Segment Description	Traffic Volume Report AADT (vehicles/day)	Count Year	2009 AADT (vehicles/day)
1	Rt 219 Expressway north of Rt 39	13370	2003	15750
2	Rt 219. Start Rt 39 overlap to End Rt 39 overlap	17163	2005	18500
3	Rt 219. End Rt 39 overlap to Erie County Line	9700	2006	9700
4	Rt 219. Erie County Line to Connoisarauley Rd	8732	2005	5650
5	Rt 219. Connoisarauley Rd to Start Rt 242 overlap	4451	2007	4550
6	Rt 219. Start Rt 242 overlap to County Rt 71	6643	2007	6700
7	Rt 219. County Rt 71 to End Rt 242 overlap	6824	2007	6850
8	Rt 219. End Rt 242 overlap to Rt 98	5329	2007	5300
9	Rt 219. Rt 98 to Salamanca N. City Line	6045	2007	6250
10	Rt 219. Salamanca N. City Line to Rt 417	7171	2007	7150
11	Rt 219/Rt 417. Start Rt 219 overlap to Rt 951M	9129	2006	10150
12	Rt 219/Rt 951M. Rt 417 to Exit 21	4900	2008	4900
13a	Rt 17 Exit 21 to Exit 22	10234	2008	10250
13b	Rt 17 Exit 22 to Exit 23	10234	2008	10250
14	Bus Rt 219/Rt 417. Start Rt 219 overlap to Rt 954T	4564	2006	4600
15	Bus Rt 219/Rt 954T. Rt 417 to Exit 23	5561	2007	5600

Figure 2 shows the 2009 Existing AADTs and TVR station numbers for the count stations that were analyzed

Several of the segments contained in **Table 2** are along I-86, Rt. NY 417, and Business Route NY 417. To compare existing and future conditions along sections of US 219 from the Expressway's current terminus at Rt. NY 39 in Springville, to Rt. NY 417 in the city of Salamanca, which would include major termini; the number of segments that were analyzed has been condensed as follows:

- Springville to Erie/Cattaraugus County Line
- Erie/Cattaraugus county line to Route 242 (Ellicottville)
- Route 242/Route 219 overlap (Ellicottville)
- Route 242 (Ellicottville) to Route 98 (Great Valley)
- Route 98 (Great Valley) to Route 417 (Salamanca)

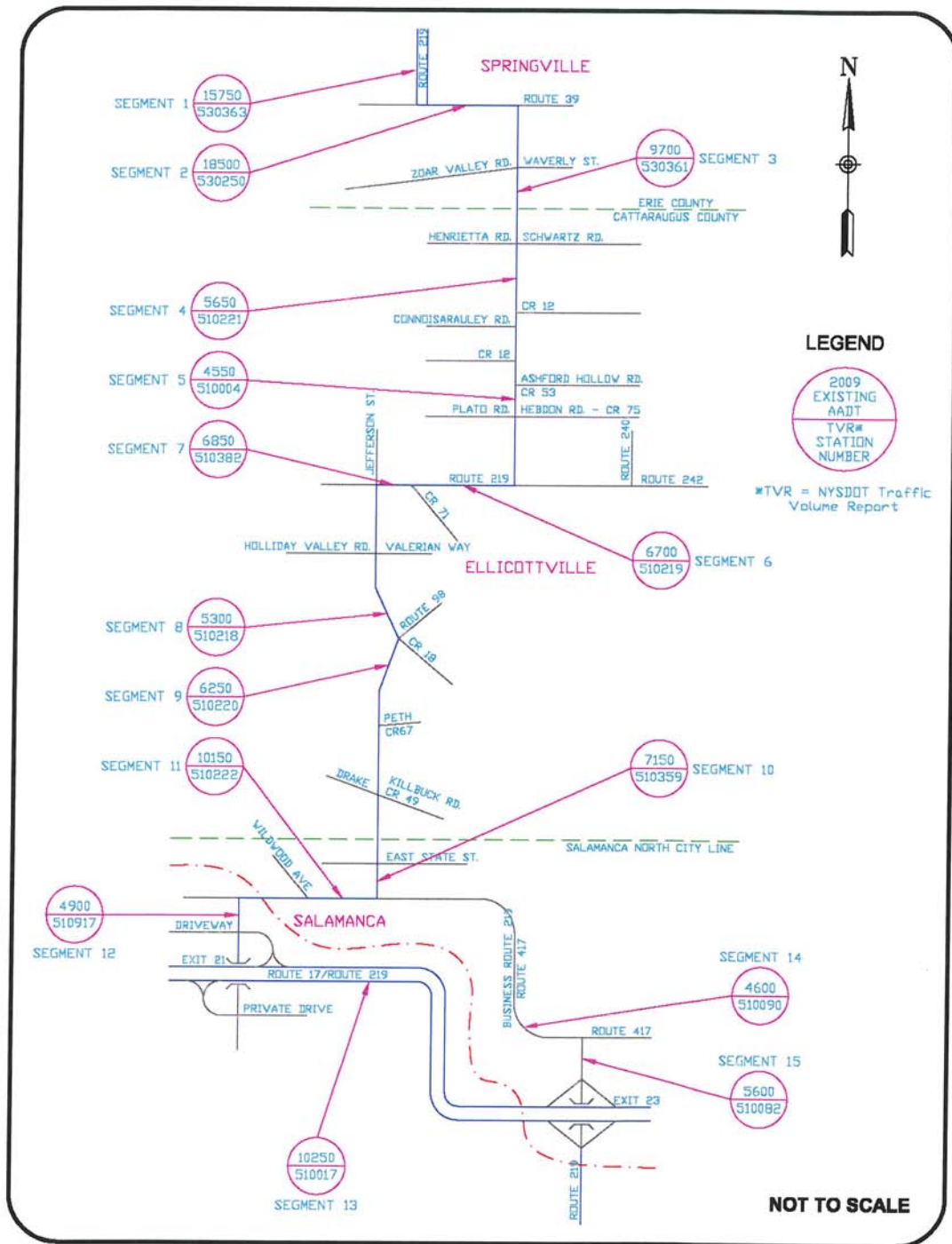


Figure 2: 2009 Existing AADT and TVR Stations

Table 3 shows the 2009 existing AADT for the above segments.

Table 3: 2009 Existing Segment AADT

Segment	Segment Description	2009 Existing AADT (vehicles/day)
A	Springville to Erie/Cattaraugus County Line	18500
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	5650
C	Rt. 242/Rt. 219 Overlap, Ellicottville	6850
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	5300
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	7150

b. Future No-Build Traffic Volumes

Generally, a period of twenty-years is used from the existing for projecting and analyzing future impacts. To compare the existing conditions (2009) to the Year 2029, existing traffic volumes were factored using an annual growth rate to arrive at the 2029 values.

The Greater Buffalo Niagara Regional Transportation Council (GBNRTC), the Metropolitan Planning Organization (MPO) for the Erie-Niagara Region, has developed and published *The 2030 Long Range Transportation Plan (LRP)* for the Erie and Niagara County region. This plan, which was adopted by the MPO in June 2007, projects an annual traffic growth rate for the by-county region of 1.9%. Cattaraugus County, a non-urban area by the Federal definition, does not have an MPO. Since it borders Erie County, it is reasonable to assume that the future traffic growth along the US 219 corridor in Cattaraugus County will be similar to that forecasted in Erie County. Therefore, the 1.9% per year traffic growth rate was used to forecast future 2029 no-build traffic volumes for the entire Rt. 219 project. **Figure 3** shows the 2009 existing AADT and the 2029 no-build AADT values for the five segments. **Table 4** compares the 2009 Existing Traffic Volumes to the projected 2029 No-Build volumes for the five segments.

Table 4: 2009 Existing and 2029 No-Build Traffic Volume Comparison

Segment	Segment Description	2009 Existing AADT (vehicles/day)	2029 No-Build AADT (vehicles/day)
A	Springville to Erie/Cattaraugus County Line	18500	25900
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	5650	7950
C	Rt. 242/Rt. 219 Overlap, Ellicottville	6850	9600
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	5300	7450
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	7150	10050

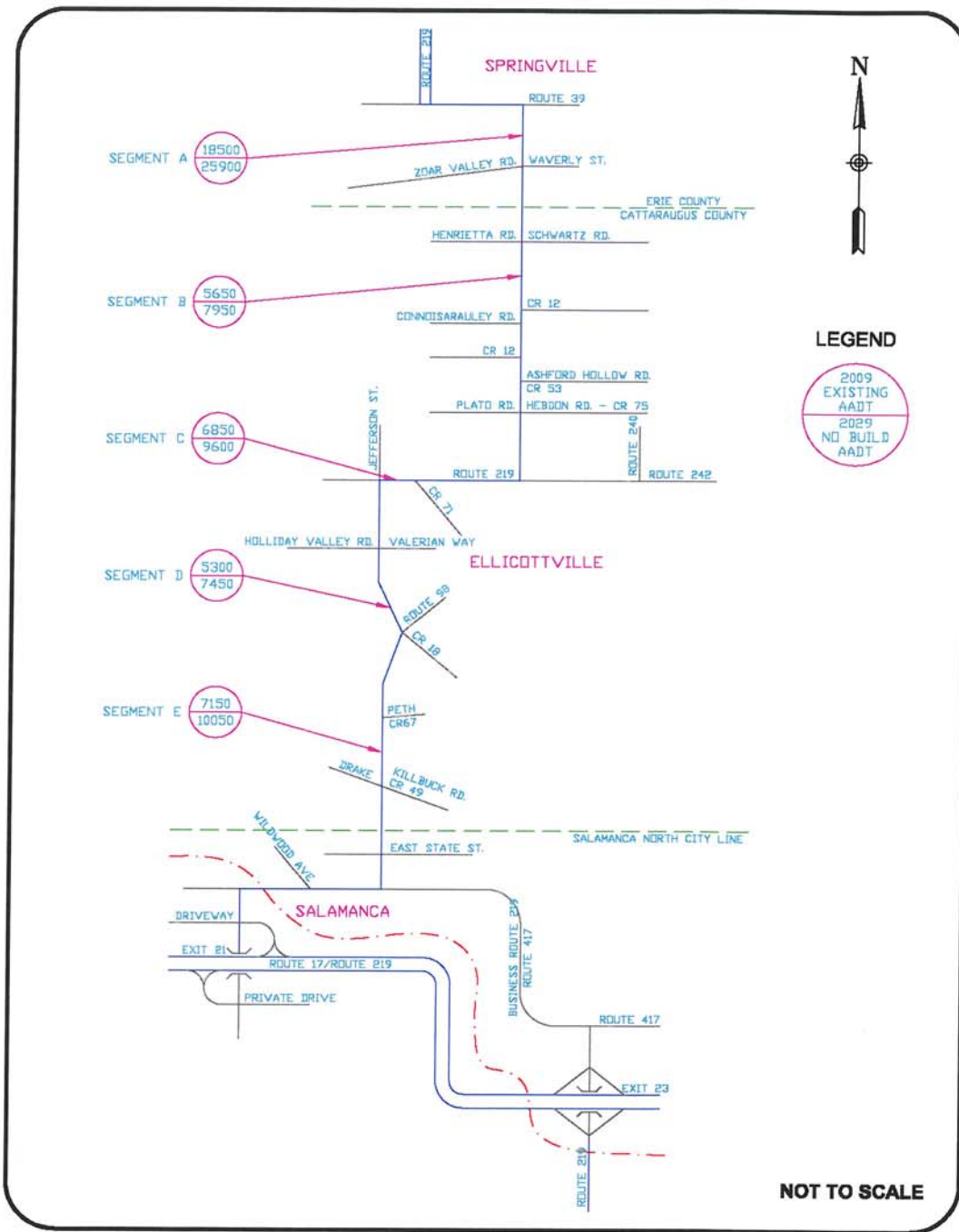


Figure 3: 2029 No Build AADT

c. Existing and Future Level of Service

Level of Service (LOS) is a designation that describes a range of operating conditions on a particular type facility. The 2000 Highway Capacity Manual defines Levels of Service as “qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers”.

Six Levels of Service are defined for capacity analysis. They are given letter designations A through F, with LOS A representing the best range of operating conditions and LOS F the worst. The six levels of service are generally described as follows:

- **Level of Service A:** This is a condition of free flow, accompanied by low volumes and high speeds. Traffic density will be low, with uninterrupted flow speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles and drivers can maintain their desired speeds with little or no delay.
- **Level of Service B:** This occurs in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been used in the design of rural highways.
- **Level of Service C:** This is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes suitable for urban design practice. Current standards established by the Institute of Traffic Engineers defines LOS C as an acceptable level of service.
- **Level of Service D:** This level of service approaches unstable flow, with tolerable operating speeds being maintained, though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low. These conditions can be tolerated, however, for short periods of time.
- **Level of Service E:** This cannot be described by speed alone, but represents operations at lower operating speeds, typically, but not always, in the neighborhood of 30 miles per hour, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration. This level of service is associated with operation of a facility at capacity.
- **Level of Service F:** This describes a forced flow operation at low speeds, where volumes are at or above capacity. These conditions usually result from queues of vehicles backing up for a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion.

Levels of Service (LOS) values were calculated for the US 219 roadway segments. The latest version of the Highway Capacity Manual software, HCM 2000, was used. The Highway Capacity Software calculates LOS for a given set of roadway conditions, including number of lanes, sight distance, traffic volumes, grades and other similar information.

- Existing Level of Service
Existing level of service (LOS) on the five highway segments of interest were developed and are shown in **Table 5**. Current 2009 segment levels of service range from LOS A to LOS E with the majority of segments at LOS C. The existing levels of service are a function of truck percentages and the lack of passing zones along the existing facility.
- Future No-Build Level of Service
No-Build levels of service for the year 2029 are also shown in **Table 5**. The principal measure of segment level of service is percent time delay, which is defined as the average percent of time that all vehicles are delayed while traveling in platoons due to the inability to pass. As shown in **Table 5**, the segment levels of service are expected to drop from LOS C to LOS D, with one segment at LOS E from the Erie County Line north to the Route 39/US Route 219 Expressway ramp intersections, with the majority of the segments projected to function at LOS D.

Table 5: Highway Segment, Existing (2009) and Future (2029) LOS

Segment	Segment Description	2009 Existing	2029 No-Build
A	Springville to Erie/Cattaraugus County Line	E	E
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	C	D
C	Rt. 242/Rt. 219 Overlap, Ellicottville	C	D
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	C	D
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	A	A

Traffic characteristics associated with a LOS D include traffic volumes approaching unstable flow, as well as a substantial drop in operating speed experienced by motorists, both of which are indicators that the flow is approaching capacity.

- Intersection Level of Service
Since the scope of this study did not include evaluating the Level of Service operating characteristics at intersections, reference is made to NYSDOT’s US 219 FEIS, which contains a detailed analysis of LOS at signalized and non-signalized intersections. A review of that analysis, with the projected increase in traffic volumes along US 219 shows that, without construction of the freeway, the LOS at the signalized intersections will decline to LOS C, non-signalized intersections will drop to LOS D, and the Rt. 39/Rt 219 intersection continuing to operate at a LOS F.

3. Future Conditions with Improvements

a. Traffic Forecasts

To determine future traffic patterns and travel behavior, reference is made to the traffic model used in NYSDOT’s FEIS to develop these patterns. This model is useful in determining the percentages of trips that will divert to the proposed freeway from other local parallel routes, as well as from other parallel facilities within the region.

b. Traffic Volumes

Traffic volumes developed in Section 2 of this report have been used and projected appropriately using the vehicle percentage distributions found in the FEIS. This distribution accounts for a 1.9% annual growth in traffic together with both local and regional road diversions noted above, to the freeway.

Table 6 shows the traffic volumes projected in the year 2029 along existing Route 219 under the no-build option, as well as traffic volumes along existing Route 219 roadway and the freeway with the construction of the freeway. This is also shown graphically on **Figure 4**. A close look at Table 6 shows that construction of the freeway will result in almost doubling the volume of traffic within the 219 corridor (existing 2 lane road and the freeway) in 2029 due to the diverted traffic.

Table 6: No Build (2029) vs. Freeway (2029) and Existing 219 Segment Traffic Volume Comparison

Segment	Segment Description	2029 Two Lane No-Build AADT (vehicles/day)	2029 4-Lane Freeway		
			Existing US 219 AADT (vehicles/day)	Freeway AADT (vehicles/day)	Total Corridor AADT (vehicles/day)
A	Springville to Erie/Cattaraugus County Line	25900	17050	12300	29350
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	7950	4300	11250	15550
C	Rt. 242/Rt. 219 Overlap, Ellicottville	9600	5050	10550	15600
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	7450	4150	10550	14700
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	10050	5950	12100	18050

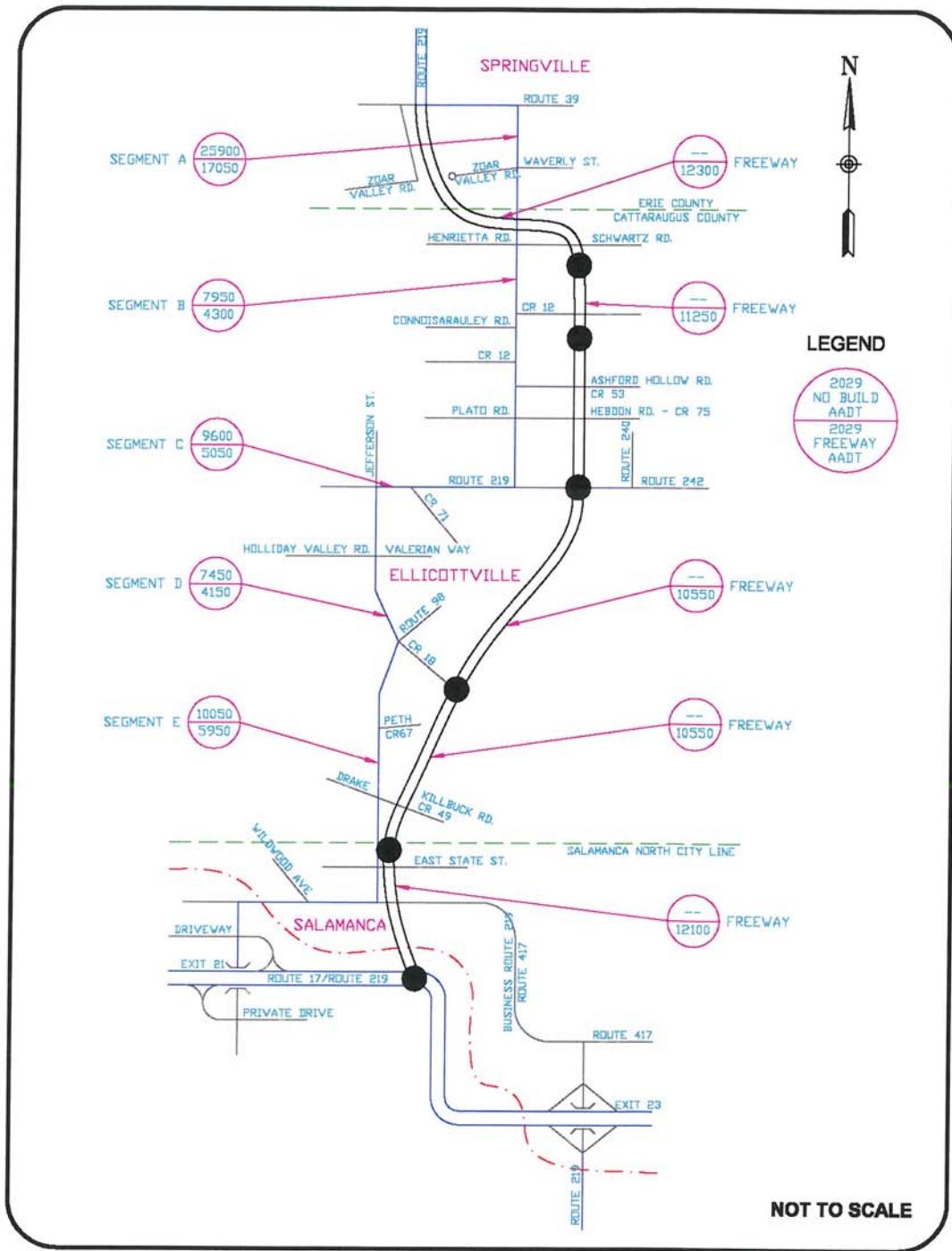


Figure 4: 2029 Freeway and Corridor AADT

c. Levels of Service

Segment Levels of Service

Levels of Service values were calculated for the segments along existing US 219, under the no-build as well as the freeway alternatives. **Table 7** compares the 2029 LOS values along the existing US 219 without construction of the freeway, and with construction of the 4-lane freeway.

Table 7: Segment LOS Comparison

Segment	Segment Description	2029 Two Lane No-Build	2029 4-Lane Freeway	
			Existing US 219	Freeway
A	Springville to Erie/Cattaraugus County Line	E	E	A
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	D	C	A
C	Rt. 242/Rt. 219 Overlap, Ellicottville	D	C	A
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	D	C	A
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	A	A	A

Figure 5 shows the LOS along existing US 219 in 2029 without the freeway, and **Figure 6** shows the 2029 LOS values with the construction of the freeway.

Segments B, C and D, shown in both **Figure 5** and **Table 7** will operate at a D Level of Service. The mileage of these three segments is almost 80% of the entire length of the existing 2-lane US 219 highway between the Erie/Cattaraugus County Line and Rt. 417 in Salamanca.

With construction of the freeway, the Levels of Service along existing 219 improves to an acceptable and stable LOS C, while traffic traveling the freeway operates at a LOS A, which is indicative of free flow conditions, low traffic density, and a reduced accident potential. Consequently, construction of the freeway, while almost doubling the vehicles within the corridor, results in improved Levels of Service along both the existing 219 and the freeway.

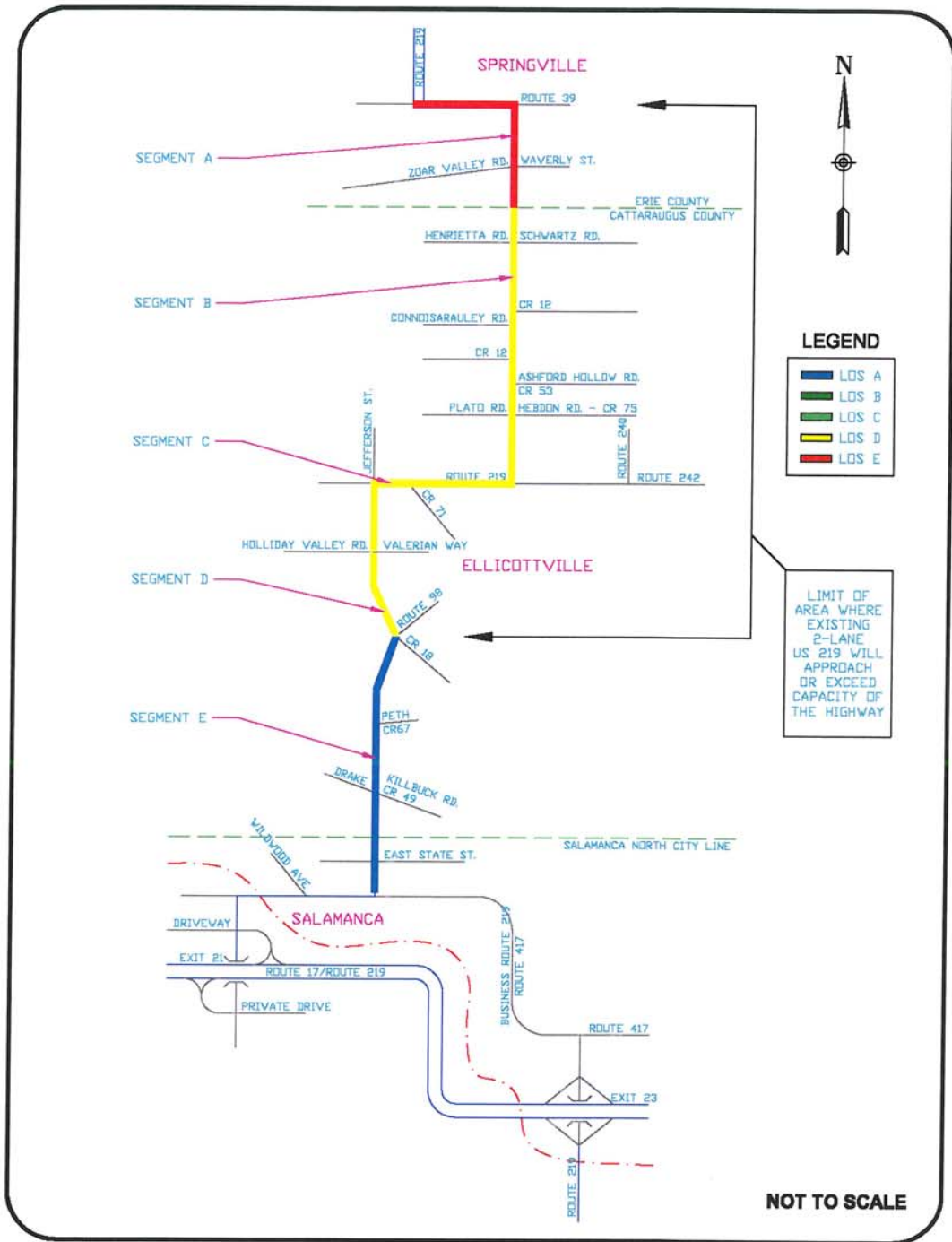


Figure 5: 2029 No-Build LOS

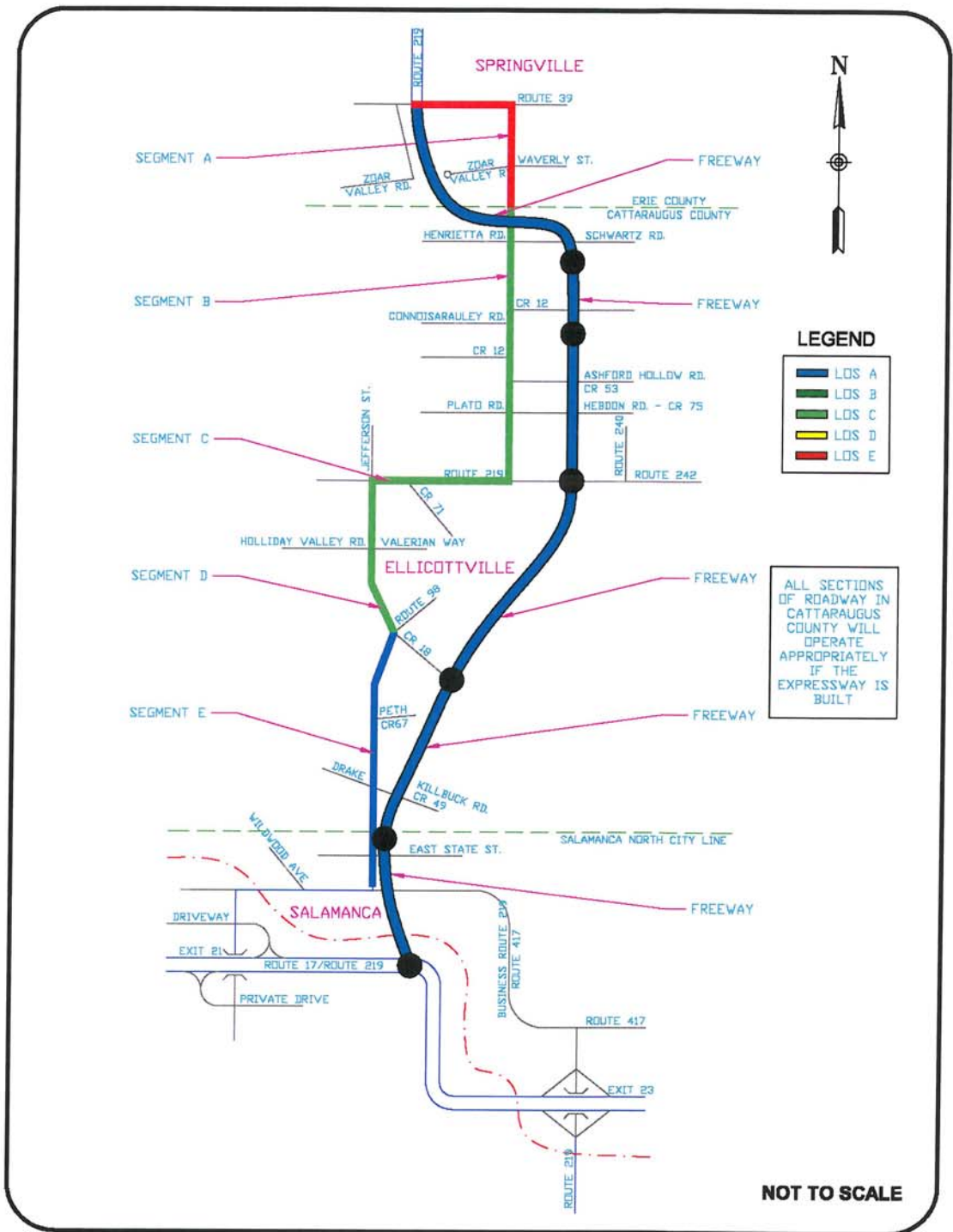


Figure 6: 2029 Freeway LOS

4. Impact of Multi-Modal Freight Transfer Facility and Manufacturing Park

a. Background and Description of Facility

The Southern Tier West Regional Planning and Development Board (STW) commissioned The RNO Group, LLC to conduct a feasibility study for the development of a multi-modal freight transfer facility and manufacturing center (industrial or business) in the western part of the southern tier region of New York State. The study, determined that it is feasible to develop a Multi-Modal Freight Transfer Facility and Manufacturing Center in the Olean yard located in the northern section of the city of Olean.

The Statement of Feasibility and Feasibility Report, Final report, for the Multi-Modal Freight Transfer Facility and Manufacturing Center Study, developed by The RNO Group, LLC, (December 2007) proposes the facility be developed in three phases.

- Phase 1 would focus on developing an open forum community transload rail park serving the existing and future local market with the potential to generate 20,000 rail cars per year.
- Phase 2 would involve the development of an intermodal container and a satellite marine terminal operation. The RNO Report projects that this phase could generate up to 260,000 containers annually.
- Phase 3 would involve a “scattered site” development of a Business and Logistics Park, with foreign trade zone designation. Sites could be located in Olean, Hindsdale, as well as in the Towns of Franklinville, Portville, and western Cattaraugus County. It is anticipated that the annual volume of containers generated in Phase 2 could triple during Phase 3, by the year 2030, resulting in 780,000 containers annually.

Development of each phase is dependent on the rate of growth of the previous phases. Consequently, the full potential development of each phase is projected to happen not in a future year, but when a threshold number of rail cars are reached.

b. Conversion from Rail-car Volumes to Truck Volumes

The following methodology was used to convert the tonnage of freight material hauled by rail cars to truckloads. This was necessary to determine the impacts that the volume of trucks generated by the three phases, at full build-out, would have on the highway transportation system.

Table 8 shows the maximum number of carloads or containers projected for each phase.

Table 8: Maximum Carloads/Containers Generated by Phase

Phase Number	Phase Description	Annual Car-Loads/ Containers Generated
1	Community Transload Rail Park	6,000 car-loads
2	Intermodal Container & Satellite Marine Terminal	260,000 containers
3	Business & Logistics Park	780,000 containers

The following describes the process used to estimate the number of trucks necessary to handle the carloads/containers:

- On average, a single rail car will transport approximately 100 tons of material.
- The maximum allowable Gross Vehicle Weight (GVW) allowed on the Interstate highways is 80,000 lbs. or 40 tons.
- From discussions with representatives of the WNY&P, the type of truck that would be hauling to and from the transload yard would be five-axle trucks. These vehicles have a curb or base weight of 25,000 lbs.
- This results in the carrying weight capacity of a five-axle truck of 55,000 lbs, or 27.5 tons.
- Based on the above, 22,200 trucks annually would be needed to accommodate the 6,000 rail cars.
- It was presumed that this type of facility would operate 24/7/365 days a year
- One truck would be needed per container.

Table 9 shows the daily volume of truck trips generated by each phase.

Table 9: Daily Truck Volumes Generated By Phases 1, 2, & 3

Phase Number	Annual Car-Loads/Containers Generated	1-Way Annual Truck Volume	2-Way Average Daily Truck Volume
1	20,000	73,000	400
2	260,000	260,000	1400
3	780,000	780,000	4200

c. Distribution of Trucks to/from the Olean Rail Yard for all Phases

The RNO Report provided information on the location of the projected top tier shippers in the study area that would be targeted to generate the forecasted volumes of annual carloads. **Figure 7** shows the distribution, by percentages, of goods distributed to/from the Trans-Load facility.

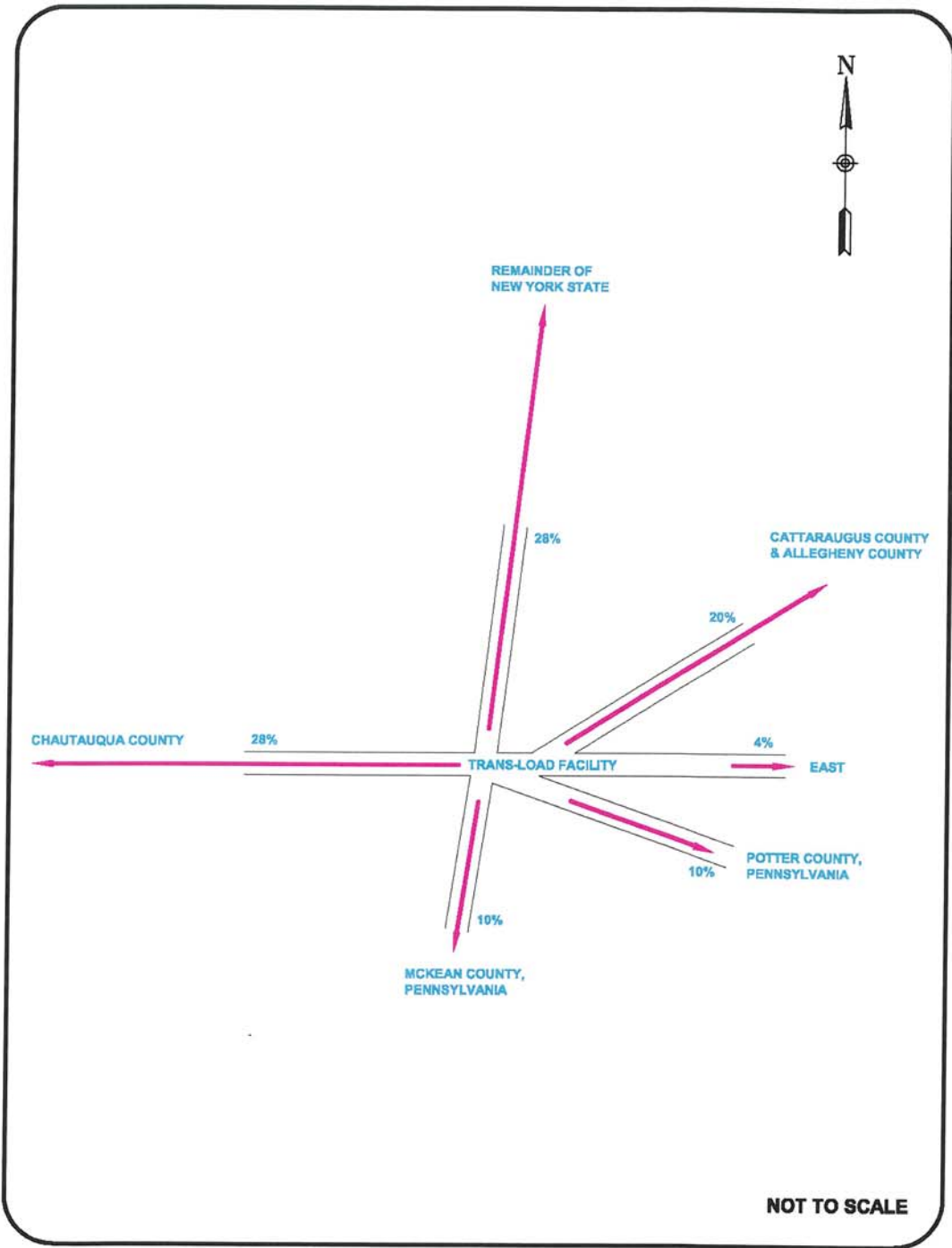


Figure 7: Distribution of Goods To/From the Trans Load Facility

The following assumptions were used to develop the projected daily truck volumes, which would be added to the respective highway element:

- Trucks destined for Chautauqua County and points west would travel via I-86 West from Olean.
- Trucks destined for the rest of Cattaraugus County will be divided between I-86 East and I-86 West from Olean with or without the 219 Freeway.
- All trucks destined for areas east of Cattaraugus County will travel via I-86 East from Olean.
- Trucks destined for Potter and McKean Counties in Pennsylvania will reach their destination using I-86 west from Olean to Rt. 219 south into Pennsylvania.
- All trucks destined for the rest of New York State will travel via I-86 to Rt. 219 north with or without the 219 freeway.

The 2 way daily truck volumes generated by each of the three phases, and shown in **Table 9**, were distributed onto the transportation system using the percentages shown in **Fig. 7**. **Table 10** shows the additional trucks on the segments of I86 and US 219 noted in the Table, resulting from the full build-out of each phase.

Table 10: Daily Distribution of Trucks from Each Phase

Highway	Segment Description	Phase 1 AADT (vehicles/day)	Phase 2 AADT (vehicles/day)	Phase 3 AADT (vehicles/day)
I-86	Exit 25 East	136	476	1430
I-86	Exit 25 West	264	924	2770
I-86	Exit 21 to Exit 23	224	784	2350
I-86	Exit 21 West	112	392	1176
Rt. 219	PA State Line to I-86	40	140	420
Existing Rt. 219	Rt. 417 North	112	392	1176
Rt. 219 Freeway	I-86 North	112	392	1176

d. Percent Increase in Truck Volumes

Tables 11, 12 and 13 show the percent increase in the volume of trucks generated by each phase of the Multi-Modal Facility at full build-out, when compared to the 2009 truck volumes on the existing two lane US 219.

Table 11: Percent Increase In Truck Volumes From Phase 1

Segment	Segment Description	2009 Truck AADT (vehicles/day)	Phase 1 Truck AADT (trucks/day)	Percent Increase
A	Springville to Erie/Cattaraugus County Line	2035	112	5.5%
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	621	112	18%
C	Rt. 242/Rt. 219 Overlap, Ellicottville	750	112	15%
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	580	112	20%
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	790	112	14%

Table 12: Percent Increase In Truck Volumes From Phases 1 & 2

Segment	US 219 Segment Description	2009 Truck AADT (vehicles/day)	Phases 1&2 Truck Volumes (vehicles/day)	Percent Increase
A	Springville to Erie/Cattaraugus County Line	2035	504	25%
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	621	504	82%
C	Rt. 242/Rt. 219 Overlap, Ellicottville	750	504	67%
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	580	504	87%
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	790	504	64%

Table 13: Percent Increase in Truck Volumes from Phases 1, 2 & 3

Segment	US 219 Segment Description	2009 Truck AADT (vehicles/day)	Phases 1,2&3 Truck Volumes (vehicles/day)	Percent Increase
A	Springville to Erie/Cattaraugus County Line	2035	1288	63%
B	Erie/Cattaraugus County Line to Rt. 242, Ellicottville	621	1288	207%
C	Rt. 242/Rt. 219 Overlap, Ellicottville	750	1288	172%
D	Rt. 242, Ellicottville to Rt. 98, Great Valley	580	1288	222%
E	Rt. 98, Great Valley to US Rt. 417, Salamanca	790	1288	163%

From the above three tables, completion of Phase 1 will result in a moderate increase in the percent of trucks along existing US 219. Completion of all three phases is expected to result in greater than a 200% increase when compared to the volume of trucks currently using US 219.

5. Summary

The following will summarize the findings of this study:

- The existing 2-lane US 219 will operate at or near capacity in 2029 without the construction of the freeway.
- The safety and operating efficiency for all traffic will continue to deteriorate along existing US 219 without the freeway.
- For certain segments, traffic volumes within the US 219 corridor will increase by almost 100% with the freeway.
- The freeway will have the capacity to efficiently, effectively and safely handle the added traffic as it is expected to operate at LOS A.
- The added traffic will benefit the economic vitality of the area.
- Constructing the freeway improves the operating LOS of the existing 2-lane US 219 in 2029.
- The expected growth in industry and business within the corridor, due to the construction of the freeway, would result in accelerated implementation of the 3-phase Multi-Modal Facility.

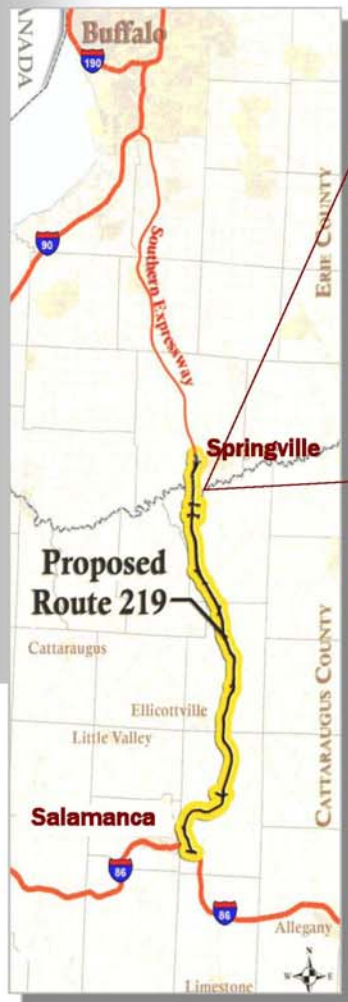
This Traffic Study is an appendix to the Report prepared for the Southern Tier West Regional Planning and Development Board by Hatch Mott MacDonald in conjunction with Peter J. Smith & Company, Inc. and Urban Engineers.



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY Appendix B: Safety Report Springville to Salamanca, New York



May 2009

Submitted by:



in association with



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ATTACHMENT A - ACCIDENT DATA

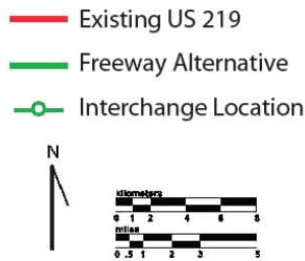
1. Introduction

1.1. Purpose of the Report

This report has been prepared to provide current information about the number, locations, types, and estimated cost of accidents that occur on US 219. This information will be compared to an estimate of the number of expected accidents if a limited access freeway is completed in the US 219 corridor.

1.2. Project Location and Description

The project area extends from southern Erie County through Cattaraugus County in Western New York. The study area includes the US 219 corridor from Route 39 near the Village of Springville to Route 17 in the City of Salamanca (approximately 22 miles). US 219 is currently a two-lane undivided highway, with passing lanes provided in certain locations. The proposed freeway alternative would parallel US 219 and include 6 new interchanges as shown within the figure to the right.



2. Accident History

2.1. Total Accidents

Accident data for US 219 within the study area was obtained for a three-year period from July 2005 through June 2008. The data was provided by the New York State Department of Transportation (NYSDOT) through their Statewide Accident Surveillance System (SASS). The SASS provides information about the date, time, locations, type of accident, weather, and contributing factors for accidents on the State highway system.

For three-year period between July 2005 to June 2008 there were 276 accidents reported on US 219 in the study area (an average of 92 per year), resulting in 102 injuries and 1 fatality. Of the 276 accidents, 27 accidents (12 % of all reported accidents) involved trucks/tractor trailers. The types of accidents by county for the most recent three-year period are shown in the table below.

Project Area Accident Summary, July 2005 –June 2008

Segment	Accident Type					
	Reportable					
	Property Damage Only	Injury	Fatality	Total Reportable	Non- Reportable*	Total
Erie	20	29	1	50	6	56
Cattaraugus	111	73	0	184	36	220
Total Project Area	131	102	1	234	42	276

* NYS Department of Motor Vehicles stopped processing most non-reportable accidents beginning with 2002. As a result, accidents in this field are significantly less than those shown in the 2003 FEIS and may be under represented.

There have been over 86 fatalities on US 219 that have led to the road being called the “Highway of Tears.” Data obtained from the NYSDOT for the 10-year period between October 1, 1998 and September 30, 2008 showed that there were 1,342 accidents in the corridor, resulting in 424 injuries and 14 fatalities.

During the past three years there was one fatal accident occurred at mile post 219 5302 1013 on May 29 2006 at 3:41 PM. The accident involved a class 2 passenger vehicle and a motorcycle. The collision type was a head on crash. An accident of this type may have not resulted in a fatality had the vehicles been on a divided highway.

Considering the high volume of traffic on US 219 during the winter months, including many tour buses going to ski areas in Ellicottville, improving safety and reducing accidents should be a major objective.

2.2. Accident Rate

Accident rates were calculated for each section of US 219. Section 9 (within the Village of Ellicottville) has a significantly higher accident rate than the statewide average.

The overall existing accident rate on US 219 is approximately equal to the statewide average for similar facilities and confirms that the roadway is not among the safest third of 2-lane highways in the State.

See **Appendix A** for the **Accident Data** used to develop the above summary.

Accident rates 2005-2008

Section	Actual	State <i>N</i>
5	2.5*	2.5
6	3.52*	3.52
7	0.99	2.1
8	1.32	2.1
9	7.33	2.5
10	1.36	2.1
11	1.5	2.1
12	1.38	2.1
13	1.77	3.24
14	3.95	3.52
Overall	2.562	2.578

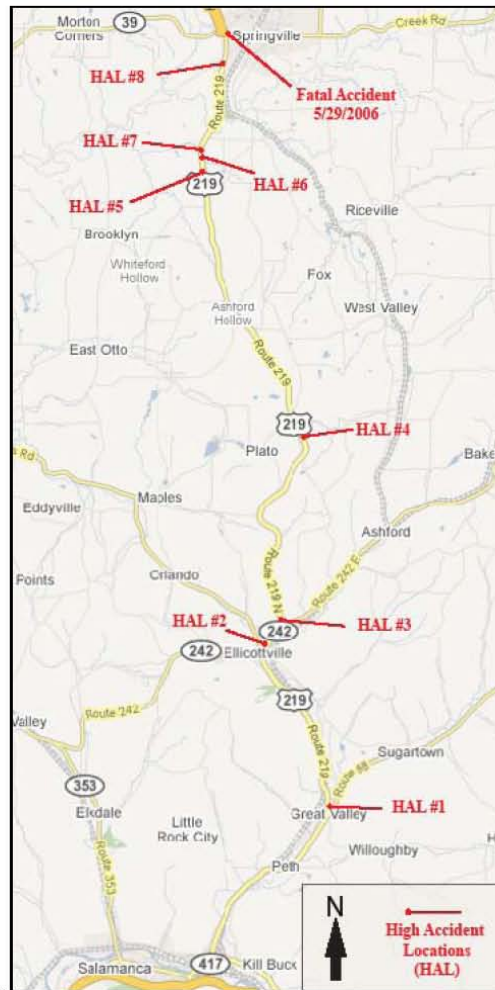
* Insufficient data state averages were used.

2.3. High Accident Locations

The SASS also identifies specific locations that have significantly higher accident rates than similar locations. The SASS records all state highway accidents, and statistically determines High Accident Locations (HALs) within an area of concern. HALs are categorized into three groups: Priority Investigation Locations (PIL), Safety Deficient Areas (SDA), and Priority Investigation Intersections (PII). A PIL is any 3/10 mile segment of highway where a minimum of 12 accidents occur over a 2-year period for rural highways or 20 accidents or more over 2-years on urban highways. A SDA is any 3/10 mile segment of highway where a minimum of 6 accidents occur over a 2-year period. A PII is defined as an intersection with at least 4 accidents (rural criteria) over the latest one year period.

The project area was found to contain 8 individual SDA. These High Accident Locations are shown in the figure to the right.

High Accident Location listings for the most recent three year period available are summarized in the following table.



-3-

High Accident Locations, US 219 between Route 39 and Route 17

Milepost Location	ID #	Location Description	Total Accidents	Fatality	Injury	Non-Reportable (PDO) *	Intersection Accidents	Non-Intersection Accidents	Severity Weight
219 - 5101 3043 to 3045	1	US 219/N.Y. 98 Intersection	4	0	3	1	1	3	0.48
219 - 5101 3092 to 3092	2	US 219/N.Y. 242 overlap at Washington St. Intersection	13	0	5	8	11	7	2.48
219 - 5101 3101 to 3103	3	US 219/N.Y. 242 overlap Intersection	5	0	2	3	2	3	0.43
219 - 5101 3166 to 3168	4	US 219/County Road 75 Intersection	5	0	1	4	1	4	0.28
219 - 5101 3238 to 3240	5	US 219 South of Peters Road	7	0	2	5	0	7	0.53
219 - 5101 3245 to 3247	6	US 219 South of Peters Road	5	0	4	1	3	2	0.71
219 - 5101 3247 to 3248	7	US 219 at Schwartz Road	9	0	8	1	6	3	1.15
219 - 5302 1020 to 1022	8	US 219 at Zoar Valley Road	14	0	7	7	5	9	2.8
Total			62	0	32	30	29	38	

2.4. Analysis of High Accident Locations
HAL # 1 – US 219/N.Y. 98 Intersection


Located within the Hamlet of Great Valley, this HAL consists of the intersection of US 219 and Route 98. The accidents reported were rear end, overtaking, and right angle collisions. Three of the four accidents reported resulted in injuries.

HAL # 2 - US 219/N.Y. 242 overlap at Washington St. Intersection.



HAL # 2 is found within the Village of Ellicottville at the intersection of Jefferson Street (US 219) and Washington Street (US 219/County Route 242). The intersection is signalized and contains left turn lanes for the northbound and westbound traffic. The accidents reported were right angle and rear end caused by unsafe backing and driver inattention resulting in 18 total accidents and six injuries.

HAL # 3 - US 219/N.Y. 242 overlap Intersection.



The Route 242 overlap ends within the limits of this HAL at a signalized “T” intersection just outside the Village of Ellicottville. The majority of the accidents reported at this site were rear end crashes caused by following too close and driver inattention. There were five accidents reported at this HAL.

HAL # 4 - US 219/County Road 75 Intersection



Within the town of Ellicottville, this HAL is found near the intersection of US 219 and Beaver Meadows Road (County Route 75). A total of five accidents occurred within this HAL.

HAL # 5 to 3140 - US 219 at Peters Road



This HAL is at the intersection of Peters Road and south on US 219. The “T” intersection controls vehicles traveling east on Peters by use of a Stop sign. The most severe accident reported was a nine vehicle pileup resulting in injury. Other accidents included collision with deer and fixed objects and rear end accidents. There were seven total accidents reported at this location.

HAL # 6 - US 219 North of Peters Road



The section of US 219 included within this HAL consists of a section of the south bound lane that contains a 1500’ passing lane. The road bends and inclines causing a limited line of site for both directions of travel. Of the five reported accidents four involved injuries.

HAL # 7 - US 219 at Schwartz Road



This HAL is located at the intersection of Schwartz Road and US 219 just south of the Erie and Cattaraugus County Line. Nine accidents were reported causing eight injuries.

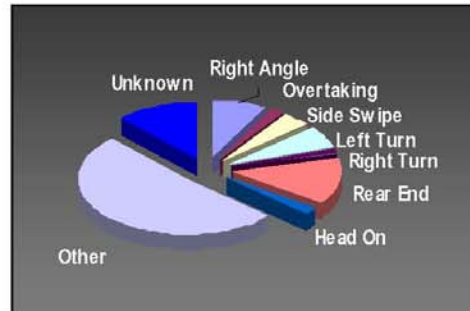
HAL # 8 - US 219 at Zoar Valley Road



HAL # 8 is found at the intersection of US 219 and Zoar Valley Road, a signalized intersection containing left turn lanes in all directions. The majority of accidents reported were right angle due to failure to yield and rear end due to driver inattention. There were a total of 23 accidents resulting in 13 injuries reported.

2.5. Type of Accidents

The types of accidents reported were analyzed using the NYSDOT Statewide Accident Surveillance System (SASS) reports. The percentages of the types of accident are displayed at right. The reports provided information about the date, time, location, and type of accident, weather, and contributing factors for accidents on the State highway system. Many of these accidents are attributable to a two-lane highway configuration.



3. Future Accident Projections

3.1. Effect of Proposed Freeway on Future Accident Rates

To estimate the safety impact of a new divided freeway, statewide accident rates were used to predict the number of accidents that would occur on US 219, and on a proposed US 219 Freeway section. A rural 4-lane divided freeway (such as the proposed freeway) has a much lower accident rate (0.96 accidents per Million Vehicle Miles (MVM)) than a two-lane undivided rural highway (such as US 219) which has an average of 2.10 accidents per MVM.

To estimate the number of accidents on US 219 under the “No Build” Alternative, statewide average accident rates were applied to the estimated volumes on each segment of the highway. This method results in an estimate of 204 accidents per year if nothing is done to US 219. To analyze the Freeway Alternative, the average accident rates for both US 219 and the proposed Freeway were applied to the estimated volumes on each segment of each road. The results of this analysis projected 99 annual accidents on US 219, and 46 annual accidents on the new Freeway, for a total of 145 accidents per year. This analysis demonstrates the effect of the lower accident rate on the freeway, and the resulting reduction of at least 59 accidents per year for the same traffic stream.

The calculations are shown in the table below using the forecast traffic volumes for the year 2029 along with statewide accident rates.

Forecast Accidents for US 219 Corridor

Segment	Route	From	To	Free Access Controlled	Miles	Statewide Average Accident Rate		Design Year Traffic*		Design Year Accidents*	
				Function Class		Null	Freeway	Null	Freeway	Null	Freeway
5	Wildwood	Parkside Dr.	Wildwood Ave.	Urban Undivided 2 lane	0.4	2.5	2.5	14200	10650	5	4
6	Central Ave	Wildwood Ave.	Salamanca N. City Line	Urban Undivided 4 lane	0.9	3.52	3.52	10050	5850	12	7
7	US 219	Salamanca N. City Line	NY 98	Rural Undivided 2 Lane	4.3	2.1	2.1	8750	3550	29	12
8	US 219	NY 98	NY 242 Overlap	Rural Undivided 2 Lane	4.7	2.1	2.1	7450	3600	27	13
9	US 219	NY 242 Overlap	CR 71	Urban Undivided 2 lane	0.2	2.5	2.5	9600	5500	2	1
10	US 219	CR 71	End of NY 242 Overlap	Rural Undivided 2 Lane	0.7	2.1	2.1	9400	5200	5	3
11	US 219	End of NY 242 Overlap	Connoisarauley Rd.	Rural Undivided 2 Lane	12.3	2.1	2.1	6400	2550	60	24
12	US 219	Connoisarauley Rd.	Erie County Line	Rural Undivided 2 Lane	2.1	2.1	2.1	13250	7150	21	12
13	US 219	Erie County Line	NY 39 Overlap	Urban Undivided 3 lane	2.5	3.24	3.24	13600	7450	40	22
14	US 219	NY 39 Overlap	End of NY 39 Overlap	Urban Undivided 4 lane	0.1	3.52	3.52	25900	17050	3	2
					28.2					204	99
1	Freeway	NY 17	Hickory St.	Rural Divided 4 Lane	1.61		0.96		4374		2
2	Freeway	Hickory St.	Humphrey Rd.	Rural Divided 4 Lane	4.22		0.96		5244		8
3	Freeway	Humphrey Rd.	Ellicottville Int.	Rural Divided 4 Lane	7.58		0.96		4748		13
4	Freeway	Ellicottville Int.	Snake Run Rd.	Rural Divided 4 Lane	7.82		0.96		3876		11
5	Freeway	Snake Run Rd.	Peters Rd.	Rural Divided 4 Lane	3.74		0.96		3465		5
6	Freeway	Peters Rd.	Rt. 39	Rural Divided 4 Lane	3.42		0.96		6396		8
					28.4						46
Design Year Projected Accidents (Accident/Year)										204	145

*Traffic volume does not include diverted traffic.

3.2. Cost of Accidents

The average cost of an automobile accident is \$46,200 (2006 NYSDOT adjusted for inflation). Using the average of 92 accidents per year along US 219, the current annual cost to society for accidents within the project area is \$4,250,400.

Using the design year forecast for accidents within the corridor, the estimated no-build scenario would result in costs of \$9,424,800 per year. The cost of accidents within the corridor with the Freeway alternative would be \$6,699,000. This reduction in cost (\$2,725,800) translates to a \$135 million savings over the 50-year design life of the proposed freeway.

4. Conclusions

By 2029, US 219 is projected to have 204 accidents/year. If a new Freeway is built, the projected accidents within the corridor for the same traffic stream will drop to 145 accidents/year. The addition of a divided freeway will result in 59 fewer accidents per year. At an average cost of \$46,200 per accident, the financial safety benefit of a US 219 freeway will be \$2.7 million per year, or \$135 million over the 50-year life of the facility.

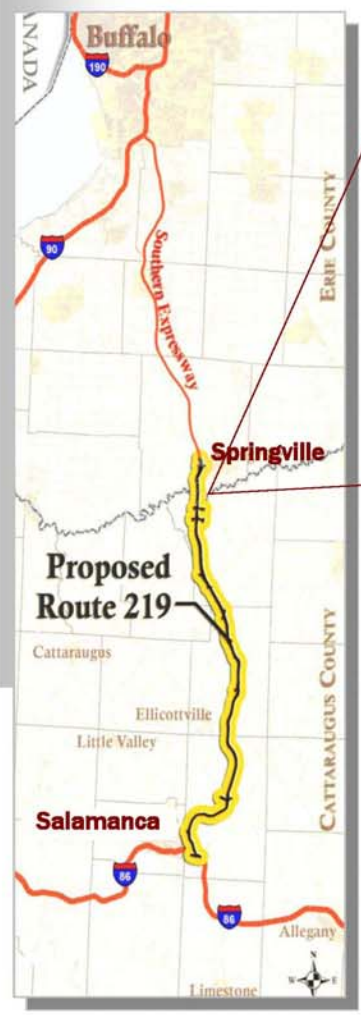


Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY

Appendix C: Land Use Report Springville to Salamanca, New York



May 2009

Submitted by:



in association with

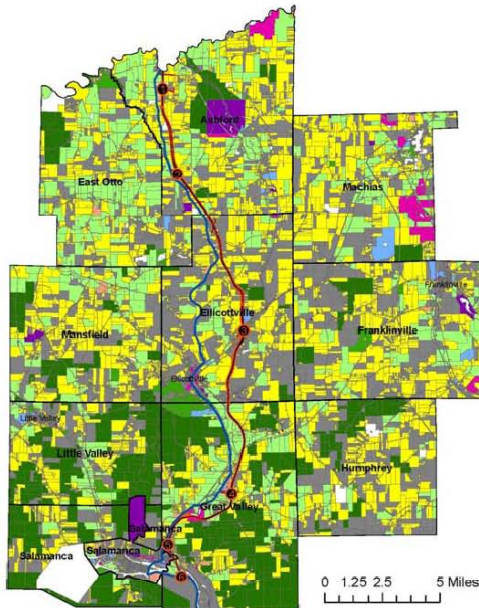


US 219 LAND USE REPORT
May 2009

Summary of Existing Land Use & Zoning

Existing Land Use

The land uses of the Route 219 corridor range from rural and hamlet character to urbanized. The topography of the corridor is dramatic with sweeping vistas. The proposed freeway alternative is situated to the east of the existing Route 219 corridor throughout the study area. This would generally direct the road away from more densely settled areas and has been designed to minimize visual impacts as well as to accommodate local communities' concerns aired during consultation conducted as part of the initial planning and design phases for the project.



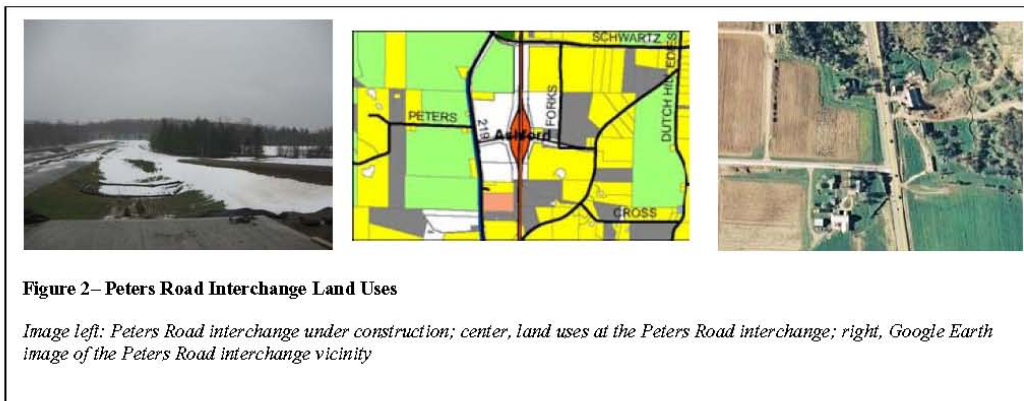
Legend

- | | |
|--|---|
| Proposed Route 219 Freeway Alt. R.O.W. | Commercial |
| Current Route 219 | Entertainment |
| Land Use | Community Service |
| Agriculture | Industrial |
| Residential | Public Service |
| Vacant | Wild, Forested, Conservation & Public Parks |

Figure 1 – Land Uses on the Route 219 Corridor

United States 1896 Niagara Street, Buffalo, NY 14207 Phone 716.447.0505
Canada 715 Lakeshore Road, Fort Erie, Ontario L2A 1B8 Phone 905.871.2200
email: pjscompany@pjscompany.com Fax 716.447.0545

The graphic above shows the overall land uses for the corridor. Following is an interchange-by-interchange summary of the land uses and land development potential of the corridor. Land uses for the corridor were mapped from Geographic Information Systems (GIS) supplied by Southern Tier Western Regional Planning and Development Board. Land uses at the proposed interchanges were visually confirmed. Development potential estimates were obtained from the final Environmental Impact Statement published by NYSDOT in 2003.



Ashford – Peters Road Interchange: This is the end of Section 5 of the freeway expansion and is under construction. Land uses at the Peters Road interchange are generally agricultural and residential. There are farms along the existing 219. An area of vacant land exists to the east of the interchange. The Peters Road interchange has the largest impact area of the six pending or proposed interchanges with 133 acres of agriculture and one acre that could be characterized as urban. There is less than half an acre of wetland. Overall, more than 144 acres of developable land exist at the interchange area.

Grading at the interchange has significantly raised the freeway access road above the existing grade. Additionally, the footprint of the interchange has been made as small as possible to mitigate impacts on adjacent wetlands that are used for cattle grazing. There is no municipal water or sewer service to the interchange.

The interchange is located in Cattaraugus County’s Ashford Meadows Agricultural District. There are two major farm operations active in the vicinity of the interchange on or adjacent to the existing 219 corridor.



Figure 3 – Snake Run Interchange Land Uses

Image left: View to Route 219 from Snake Run east to proposed interchange; image center, land uses at the Snake Run Interchange; image right: Google Earth image of Ashford Hollow interchange vicinity

Ashford Hollow – Snake Run Interchange: Land uses at the proposed Ashford Hollow interchange are generally agricultural and residential. Parcels are smaller at the proposed Ashford Hollow interchange than at the Peters Road interchange and several commercial and community services uses are located nearby. This is in keeping with the hamlet character of the area. The West Valley Demonstration Project is located in the Ashford Office Complex, the first phase of the proposed Ashford Business and Education Park, just to the south of Snake Run Road on the east side of the existing 219.

The area to the east of the existing corridor is steep and wooded. To the west of the corridor, the topography is fairly flat and developable. There are more than 14 acres of agriculture at the Snake Run Interchange, which has the smallest interchange impact of the six with 15 acres, all of which is potentially developable. There is no municipal water or sewer service at this interchange location.

The interchange is located in the Cattaraugus County’s Ashford Meadows Agricultural District. There are large areas around Snake Run Road at the 219 for which the land use is agricultural but which appear to be fallow. Further west along Snake Run a large area is cultivated. This property has minimal frontage on Snake Run.



Figure 4 – Route 242 Interchange Land Uses

Image left, view to proposed interchange on Route 242 east of 219; image center, land uses at the Ellicottville Interchange; image right, Google Earth image of Ellicottville Interchange vicinity.

Ellicottville – Route 242 Interchange: Land uses at the proposed Route 242 Interchange are mixed with residential uses as the predominant type west of the proposed interchange with a commercial area, resort and major educational facility located nearby. There are also a number of parcels classified as vacant.

The Route 242 Interchange offers flat and developable area. A limitation to development is a rail right of way running parallel to Route 242. Developable area immediately adjacent to the proposed interchange is 33 acres, but its location proximate to Ellicottville will make it the major tourist exit on this stretch of the freeway. Development opportunities could be expected to emerge outside of the immediate vicinity of the interchange.

The proposed Route 242 Interchange is located in the Cattaraugus County Southeast & Central Agricultural District. A portion of land west of the Route 242 corridor and the rail tracks is cultivated, but most of the vicinity of the proposed interchange is residential, commercial and open space.



Figure 5 – Great Valley Interchange Land Uses

Image left, view north on 219, proposed interchange is located beyond residential parcels on the right; image center, land uses at the Great Valley Interchange; image right, Google Earth image of Great Valley Interchange vicinity.

Great Valley – Great Valley Interchange: The vicinity of the proposed Great Valley Interchange is an area in transition from agricultural to residential and mixed uses including commercial and an industrial use. The access road for the proposed interchange runs through a gravel mine, one of several in the general vicinity.

The total developable area in the vicinity of the proposed Great Valley interchange is estimated at 141 acres, the second-largest developable area of the six interchanges. The vicinity of this proposed interchange has the largest urbanized or built area of the six at 32 acres; it has about 92 acres that are characterized as agricultural. It is not served by municipal water or sewer.

The interchange area is also located in the Cattaraugus County Southeast & Central Agricultural District. Large portions of the area are cultivated. Much of the cultivated land is located off the 219 corridor.



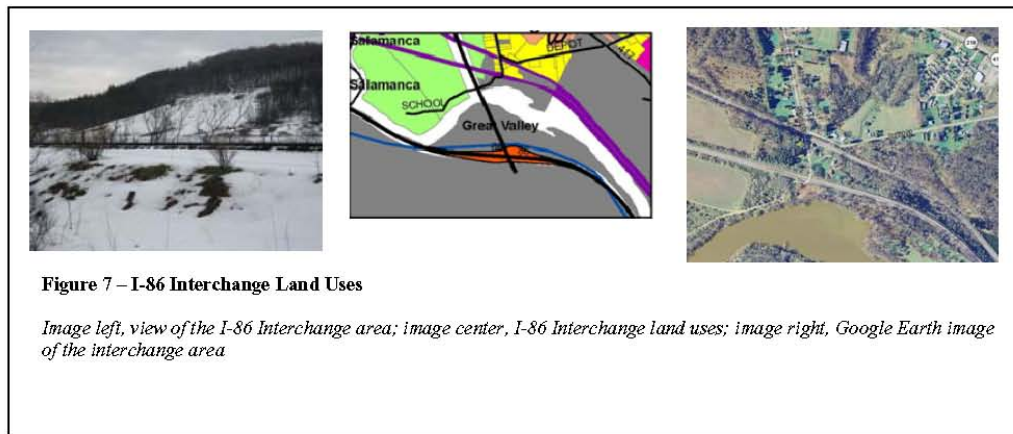
Figure 6 – Salamanca Interchange Land Uses

Image left, view of the East Salamanca Rail Yard, proposed for the interchange location; image center, land uses in the vicinity of the proposed interchange; image right, Google Earth image of Salamanca Interchange vicinity.

Salamanca – Salamanca Interchange: The proposed Salamanca Interchange is characterized by industrial uses and dense residential areas interspersed with some commercial uses. There is a small area of cultivated land located east of the vicinity of the proposed interchange. The access road for the interchange is proposed to run through the East Salamanca Rail Yard, a prime redevelopment area being marketed as the Rail Yard Industrial Park.

The developable land located in the vicinity of the proposed interchange is estimated at 22 acres. It is served by municipal water and sewer.

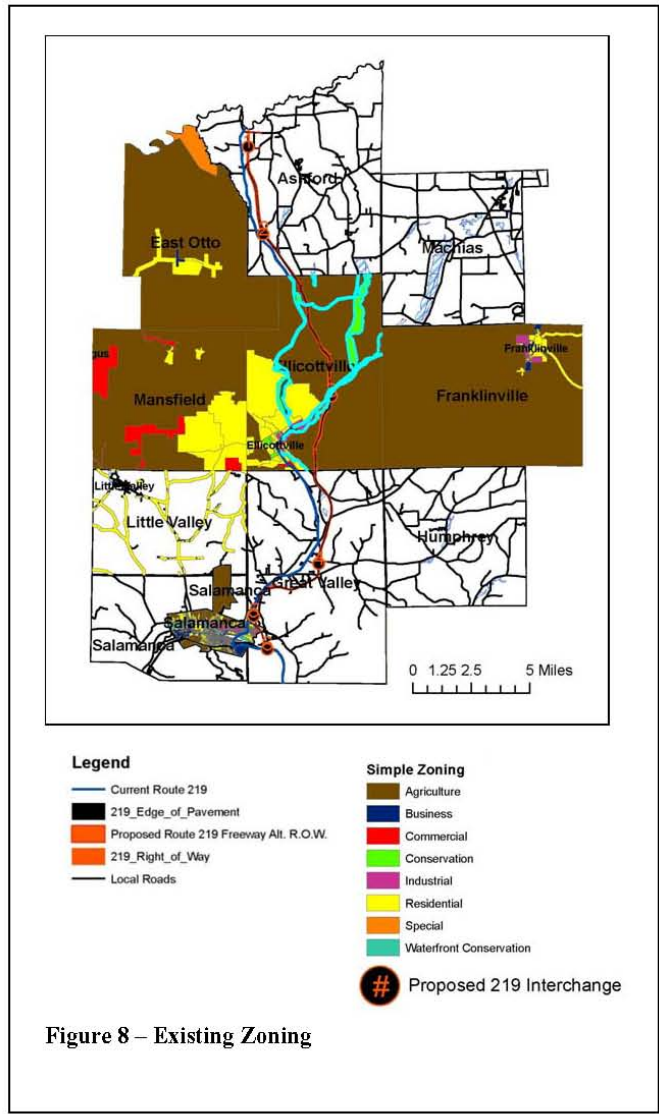
The interchange area is also located in the Cattaraugus County Southeast & Central Agricultural District. There is a small area of cultivated land located east of the vicinity of the proposed interchange.



Salamanca – I-86 Interchange – The land uses in the vicinity of the proposed I-86 Interchange is a mix of urban uses including dense residential and commercial uses, industrial, community service and vacant land. The interchange vicinity includes a rail right of way and the Allegheny River. The area is currently inaccessible. It belongs to the Seneca Nation of Indians. The decision to develop the area lies with the Seneca Nation.

There is no municipal water or sewer service running to this area, which is known as Christian Hollow. Almost 50 acres of developable land are located in the vicinity of the proposed interchange.

The interchange area is located in the Cattaraugus County Southeast & Central Agricultural District. There is an area of cultivated land located west of the vicinity of the proposed interchange.



Existing Zoning

The function of zoning is to protect the health and safety of communities. In the absence of zoning communities can use a number of other techniques to control land uses and to ensure that land uses are appropriate, of adequate size and dimension and adequately served. The need for land use controls in the absence of zoning is particularly important for the 219 corridor as zoning is absent from four of the interchanges: Peters Road, Snake Run, Great Valley, Salamanca and I-86. A Zoning Ordinance should be easy to understand and use by elected and appointed officials, residents, municipal staff and the development community. To be more effective the Ordinance needs to be formatted a way that makes it easy to apply, there should be as few districts as possible. In order to encourage development and investment, the approvals process needs to be streamlined and design standards should be encoded for all districts. Design standards help to facilitate development by regulating the build environment and not the uses. The figure above shows the current zoning on the 219 corridor.

The Town of Ellicottville, in addition to zoning, has also established a Route 242 Overlay District with the stated purpose to: *prevent strip commercial development, traffic congestion and pedestrian conflicts. The overlay district is intended to encourage and foster commercial and business development with a consistency of architectural design and visual aesthetics, with sufficient buffering to protect residential neighborhoods, and to promote safety for pedestrian, vehicular and commercial traffic.*

Additional information about the Route 242 Overlay district is attached.

Summary of Other Local Land Use Planning Initiatives

The Town of Concord and Village of Springville issued their Joint Comprehensive Plan in 1999. The plan incorporated the potential construction of Section 5 of the Freeway alternative, incorporating a recommendation for realignment of Zoar Valley Road to accommodate development of a business park west of the freeway; this recommendation has been incorporated in the freeway design. Another recommendation implemented from the plan in the vicinity of the 219 project was for the town to transfer its hydro project and the land surrounding it on Scoby Hill Road to Erie County for a public park.

The Town of Great Valley updated its comprehensive plan in 2007 partly in response to the proposed US219 freeway expansion. In its rationale for its future land use plan, the plan states, in part: *The Plan is intended to provide for a pattern of development, especially along the Route 219 corridor, that alternates centers (nodes) of more intense, primarily commercial development, with lower density, residential or agricultural development. The pattern of land use districts is intended to ensure that strip commercial development does not occur in the Town, especially along the major highway corridors.*

The Great Valley plan notes that three of the six remaining interchanges along the proposed freeway are located in Great Valley. One is on Seneca Nation of Indian land and not subject to local planning. However, the other two are subject to local planning and the Town Comprehensive Plan. The Plan designates the rail yard as commercial light industrial and the area surrounding the proposed interchange at the Hamlet of Great Valley as a commercial district. If the Great Valley interchange is built, subsequent development pressure may warrant the need for a sewage treatment plant. The plan also recommends that if the freeway is built, signs at interchanges direct motorists to Great Valley businesses.

**Attachment 1: Town of Ellicottville Comprehensive Plan
Appendix C – Route 242 East Corridor Overlay District**

A. Purpose

The intent of the Route 242 East Corridor Overlay District is to prevent strip commercial development, traffic congestion and pedestrian conflicts. The overlay district is intended to encourage and foster commercial and business development with a consistency of architectural design and visual aesthetics, with sufficient buffering to protect residential neighborhoods, and to promote safety for pedestrian, vehicular and commercial traffic.

These overlay district regulations are intended to supplement the regulations of the underlying zoning district.

B. District Boundaries

The Route 242 East Corridor Overlay District is located along NYS Route 242, beginning at the eastern bounds of the Village of Ellicottville and following east along the highway to the eastern bounds of the Town of Ellicottville at its boundary with the Town of Franklinville. The district boundaries extend for one-half (1/2) mile on both sides of Route 242, measured perpendicular to the roadway, and beginning at the edge of the right-of-way of the roadway. The Corridor Overlay District includes the right-of-way of Route 242 and the right-of way of roads that intersect it, as well as the lands adjacent to these secondary roadways.

C. Permitted and Conditional Uses

The land uses allowed in the Overlay District shall be the same as the permitted and conditional permitted uses in the underlying zoning district. In addition, accessory permitted uses in the Overlay District shall be those permitted in the underlying districts.

D. Site Plan Review

1) Applicability and Exceptions

Every new development, or substantial remodeling of an existing development, shall be required to receive a site plan review permit from the Town of Ellicottville Planning Board prior to the issuance of a building permit. However, the following shall be exempt from site plan review:

- a) Construction of new single family dwellings, including ordinary accessory structures and related land use activities. Additions, of any size, to existing single family dwellings are also exempt from site plan review.
- b) Construction of new two-family dwellings that are built on an individual lot

and are not part of a larger development. Additions, of any size, to existing two-family dwellings are also exempt from site plan review.

- c) Agricultural activities, including construction of buildings and structures that are normally accessory to agricultural activities.
- d) The sale of agricultural produce and temporary structures related to the sale of agricultural produce.
- e) Logging and timber cutting
- f) Individual signs on existing buildings. However, signs that are a part of a larger project that is subject to site plan review shall be included as part of the site plan review for that project.
- g) Ordinary repair or maintenance to existing structures or uses.
- h) Interior structural alterations within any existing building.
- i) Exterior alterations or additions to existing structures which would not increase the square footage of the existing structure by more than twenty-five (25%) percent.
- j) Home occupations
- k) Accessory structures, including fences, unless the fence or other accessory structure is part of a larger project which is subject to site plan review.

2) Authorization to Review Site Plans

The power to approve, approve with conditions, or disapprove site plans is hereby vested in the Planning Board of the Town of Ellicottville. When considering an application for site plan review, the Planning Board shall consider the development design criteria that are delineated in Sub-section 4 and elsewhere in this zoning ordinance.

When approving a site plan, the Planning Board shall have the authority to impose such reasonable conditions and restrictions as are directly related to the proposed site plan. Such conditions may include, but are not limited to, limiting the hours of operation; controlling the number and location of driveways; requiring fencing, screening, and/or landscaping to protect adjacent properties and to enhance the visual character of the development; requiring landscaping on site; limiting the number, size and location of signs; and conditions affecting any other development plan elements.

All conditions of approval must be met prior to the issuance of an Occupancy Permit, unless this requirement is expressly waived by the Planning Board.

Where a variance would normally be required under the provisions of this zoning ordinance, the Planning Board shall not have the authority to vary those provisions under site plan review. Application must be made to the Zoning Board of Appeals for a variance and the Zoning Board shall act on the application for a variance prior to final Planning Board action on the application for site plan approval.

3) Application Procedure

a. Pre Application Conference. A pre-application conference is encouraged to be held between the Planning Board and the applicant, prior to the preparation and submission of a formal site plan. During the pre-application conference the applicant can inform the Planning Board of the proposal prior to the preparation of detailed site plans. The Planning Board shall review the basic site design concept and advise the applicant about potential problems and concerns and generally determine the type of information that will be required for the site plan application.

In order to accomplish these objectives, the applicant shall provide the following at the pre-application conference:

- (1) A statement and rough sketch showing the locations, materials and dimensions of principal and accessory structures, parking areas, signs, a general idea of existing and proposed vegetation, and other planned features. In addition, anticipated changes in the existing topography and natural features, and, where applicable, measures and features to comply with floodplain regulations, shall be shown.
- (2) A sketch or map of the area with clearly shows the location of the site in relation to nearby street rights-of-way, properties, easements and other pertinent features.

b. Application Submission. An applicant for site plan approval shall submit a completed application to the Code Enforcement Officer, who shall forward it to the Planning Board.

The application shall contain the following information and materials:

- (1) An area map showing:
 - (a) The applicant's entire holdings
 - (b) All adjacent properties
 - (c) Adjacent streets, roadways and sidewalks
- (2) A plot plan, drawn to scale and having a north arrow and date, that shows:
 - (a) The location, dimensions, and use of all proposed buildings
 - (b) Means of access and egress
 - (c) All parking facilities and loading areas
 - (d) Location, design, and size of all signs

- (e) Physical features intended to protect adjacent land uses, including screening, fencing and landscaping
 - (f) Existing natural features, such as wetlands, water bodies, watercourses, floodplain areas, and wooded areas.
 - (g) Internal streets and sidewalks
 - (h) a map showing all existing trees that are 6 inches in diameter or larger, measured at breast height. Significant clusters of smaller trees shall also be shown. Areas of the site that will not be disturbed during construction need not be shown.
- (3) Floor plans and elevations showing all exterior architectural features, including materials and colors to be used.
 - (4) A description of the sewage disposal and water supply systems to be used. Their location shall be shown on the plot plan.
 - (5) Grading plan showing existing and finished contours and grades, the location of any slopes of five (5) percent or greater, and proposed erosion control measures
 - (6) If the proposed project is in or near a floodplain, the applicant shall show that the project would not increase the base flood elevation. This proof shall be prepared by a registered professional engineer.
 - (7) Detailed landscape plan and planting schedule, including numbers of specimens and types of plants. Landscape plan shall be prepared by a landscape architect, licensed to practice in New York State, or similar qualified professional.
 - (8) Location and design of outdoor lighting facilities
 - (9) Description of the nature and intensity of the proposed operation and its compatibility with surrounding development, including anticipated hours of operation.
 - (10) Any additional information the Planning Board deems is necessary for an adequate assessment of a particular application.

The Planning Board may, at its discretion, waive any application requirement that it deems is not relevant to a particular application.

4) Design Criteria

When making a decision to approve, approve with conditions, or disapprove a Site Plan, the Planning Board shall consider the following:

a) General Criteria

- (1) The proposed project is in harmony with the goals and objectives established in the Town's Master Plan.
- (2) Compatibility of the proposed project with the general purposes and intent of this zoning ordinance.
- (3) Compatibility of the proposed development with the natural features of the site.

- (4) Compatibility of the proposed development, including the nature and intensity of use, with the existing uses and character of the neighborhood.
- (5) Adequacy of the proposed storm water and waste water disposal systems and adequacy of the proposed water supply system.

b) Architectural Design

- (1) It is the intent of this overlay district to promote development that has an overall clarity and coherence of design features, without stifling creativity or requiring uniformity.
- (2) To achieve this, individual buildings within a single development shall have similar mass and bulk, height and roof style, window and door openings, colors and materials, and setback from any access roads. In addition, signage shall be uniform in size, type, and placement on the structures.
- (3) No prototypical buildings (corporate architecture) will be allowed unless shown (or modified) to be in general conformance with the Town's objectives and the surrounding uses.

c) Buffer and Setback Requirements

- (1) Front yard setbacks from the street right-of-way line:
 - (a) For properties where there is a Conservation zoning district adjacent to Route 242, all buildings, including accessory buildings and parking lots shall be set back one hundred feet (100), the width of the district. This setback area shall be landscaped and maintained. No additional front yard setback shall be required for either parking lots or structures.
 - (b) For properties not on Route 242, or those on Route 242, but not containing a conservation district, the front yard setback for both buildings and parking lots shall be that of the underlying zoning district. The front yard setback area shall be landscaped and properly maintained.
- (2) Where a parking lot is located adjacent to a lot line of a residential property, or to the Residential Development (LD) District boundary line, a landscaped buffer yard shall be provided as follows:
 - (a) A fifteen (15) foot wide minimum buffer from the property line to the edge of the pavement, where the parking lot will have 15 or fewer parking spaces.

(b) Where the parking lot will have more than 15 parking spaces, the buffer yard shall be a minimum of twenty (20) feet wide from the property line to the edge of the pavement.

(c) Where the underlying zoning district would require a larger side or rear yard setback, the minimum setback in the underlying zoning district shall be required.

(3) Where a parking lot is located adjacent to a side or rear lot line of a non-residential property, a landscaped buffer yard a minimum of ten (10) feet in width from the property line to the edge of the pavement shall be provided. Where the underlying zoning district would require a larger side or rear yard setback, the minimum setback in the underlying zoning district shall be required.

d) Parking Areas

All parking lots shall conform to the standards contained in Section 5 of this Zoning Ordinance. In addition, parking lots in the corridor overlay district shall meet the following standards:

(1) All parking areas for office and/or industrial uses shall be located behind or on the side of the building which it serves.

(2) Where a parking lot, of any size, abuts a sidewalk, a landscaped buffer a minimum of five (5) feet in width shall be required adjacent to the sidewalk. If the site is constrained such that a five foot separation is not possible, a wall, fence or hedge a minimum of three feet in height shall be erected between the edge of the pavement and the sidewalk to promote pedestrian safety.

(3) Not less than five (5) percent of the interior of a parking area designed for ten (10) or more cars shall be devoted to a required landscaped area. Where a parking lot contains 20 or more parking spaces, some or all of this requirement shall be in the form of planting islands or peninsulas. The planting islands or peninsulas shall be protected by curbing.

(4) Where a parking lot contains 20 or more parking spaces, a landscaped buffer, a minimum of ten (10) feet wide shall be required around the perimeter of the lot, except the side which is adjacent to the building that the parking lot serves. If a landscaped buffer yard is required (see 4 (c) above), the buffer yard shall be considered to fulfill the requirement for that side of the parking lot. If an individual lot contains less than 10,000 square feet, the width of the perimeter landscaping shall

be reduced to a minimum of four (4) feet.

(5) All perimeter landscaped areas and interior islands and peninsulas shall incorporate trees, shrubs, grass or other appropriate landscaping treatments, subject to the approval of the Planning Board.

(6) In cases where unique topography and site constraints are present, alternative parking designs may be considered, subject to the approval of the Planning Board.

e) Landscaping Requirements

(1) General Standards

(a) All exterior areas of any site not required for parking, accessory structures, or utility structures shall be landscaped. To meet this requirement, existing vegetation may be retained. In order to ensure the survival of trees and other plantings, each interior landscaping area shall be a minimum of 100 square feet, unless otherwise approved by the Planning Board.

(b) Landscaping shall be located around the perimeter of parking lots and in the interior of parking lots, as described above; in the front yard setback and parking lot buffer yards, as described above; and elsewhere on the lot, as required by the Planning Board. Foundation plantings may also be required along front walls of buildings.

(c) The Town encourages the retention of major stands of vegetation or single major specimens. Retention of existing suitable vegetation will reduce the amount of landscaping that needs to be provided. Individual trees should be a minimum of 6 inches in diameter, measured at breast height (4 1/2 feet from the ground) to be considered for retention. Major clusters of trees, where the individual trees are smaller than this standard shall also be considered for retention. Vegetation to be retained must be protected during construction according to the standards contained in Sub-section 4(e)(5) of these regulations.

(d) Landscaping may include deciduous trees, evergreens, shrubs, ground cover, perennial and annual plants, as approved by the Planning Board.

(e) Landscaping may include the use of berms, fencing, and raised or terraced planting beds, as approved by the Planning Board.

- (f) The Town encourages the innovative use of planting design and materials. Use of plant materials that provide continual seasonal interest and/or use of native species is encouraged.
- (g) No plastic or artificial plants shall be used to meet any requirement of this ordinance.
- (h) Preferred tree species are those that do not have a high probability of causing damage to public water and sewer lines, having branches that are subject to a high incidence of breakage, or having fruit that is considered a nuisance or high maintenance, as determined by the Planning Board.

(2) Plant size and spacing at time of planting

- (a) Deciduous trees shall have a minimum caliper of two (2) inches, measured six inches above the ground.
- (b) All evergreen trees shall have a minimum height of five feet.
- (c) Hedges shall be a minimum of 24 inches in height at the time of planting. Spacing of the planting shall depend upon the species. Hedges shall form a solid continuous visual screen at least three feet in height within 2 years of planting.

(3) Ground Treatment

- (a) The ground area within required landscaping areas which is not dedicated to trees or preservation of existing vegetation shall receive appropriate landscape treatment and shall present a finished appearance and complete coverage upon completion. Sand or pavement shall not be considered appropriate landscape treatment.
- (b) Ground cover may be planted in lieu of grass in conjunction with planting of trees, shrubs, or hedges. Ground cover shall provide a minimum of 50 percent coverage immediately upon planting and 100 percent coverage within two years after planting.
- (c) Grass areas shall be planted with species suitable as permanent lawns. Grass areas shall be regularly maintained.

(4) Maintenance

- (a) All landscaping shall be maintained in a healthy condition

throughout the year. Landscaped areas are to be kept neat and free of litter and weeds.

(b) The applicant and all succeeding owners are required to maintain the landscaping in perpetuity. If trees on the landscaping plan, including those retained at the time of the initial construction, die, they shall be replaced within six (6) months. Shrubbery or other plantings which die shall also be replaced in kind within six (6) months.

(c) The Planning Board may require the applicant to post a performance bond for a term of up to three years following completion of construction to ensure that replacement of trees and other vegetation occurs. This time period is the most critical for the health of transplanted trees and shrubbery.

(d) The applicant and all succeeding owners are required to maintain the landscaping in good and sightly condition. If not, the Planning Board has the authority to revoke the project's site plan approval and occupancy permit.

(5) Protection during construction of existing trees and other vegetation that are to be retained.

(a) No cables, fences, signs, or ropes shall be attached to any tree to be retained.

(b) Trees to be retained shall be enclosed by protective fencing that is sturdy, durable and visible. The size of the area to be protected is the critical root zone. (see Section 7: Definitions).

(c) No storage of construction materials, debris, or impervious materials shall be permitted within the critical root zone around trees to be retained.

(d) To the maximum extent possible, no excavation shall be allowed in the critical root zone around trees to be retained.

(e) Severe changes in grade affect the survival rate of existing vegetation. Therefore, if the grading plan calls for a finished grade that is 12 inches higher or lower than the existing grade within the critical root zone, that tree(s) shall not be included in the existing vegetation to be retained.

f) Exterior Lighting

(1) Exterior lighting shall be allowed during the hours that the facility is open. Lights may remain lit for 30 minutes before and after closing to provide security to employees. Otherwise, when the facility is closed, only minimal security lighting shall be allowed.

(2) Exterior lighting shall be arranged such that light falls only on the individual property and not on adjacent properties.

g) Service Areas and Refuse Storage

(1) All exterior service, loading, refuse and trash containers, storage and utility areas (including transformers, cooling towers, etc.) shall be located at the side or rear of the building and shall be screened so as not to be visible from the street right-of-way or from adjacent parcels. No material, supplies or equipment may be stored outside of any building, unless approved by the Planning Board.

(2) Loading dock areas shall be screened by a wall or fence that is a minimum of six (6) feet high.

(3) If a wall or other architectural treatment is proposed to screen the loading docks and other service areas, then such wall shall match the building in terms of style and materials.

(4) Loading docks: Adequate loading and maneuvering space will be provided for each loading dock area, separate from the parking areas.

(5) There shall be no refuse storage near or adjacent to residential properties.

h) Visibility at intersections

All landscaping, buildings and other features shall conform to the visibility requirements contained in Chapter 5, Section 2 (H) of this zoning ordinance.

i) Sidewalks

All new access roads within business parks and other large scale developments shall contain sidewalks, a minimum of five (5) feet in width and built to Town standards, constructed on at least one side of the roadway.

j) Access Management

(1) No more than one curb cut (driveway) per development shall be allowed onto Route 242, except where, in the opinion of the Planning Board, safety considerations would dictate that additional driveways be

allowed.

(2) Driveway entrances along the same side of Route 242 shall be a minimum of 300 feet apart.

(3) To the maximum extent possible, driveways on opposite sides of Route 242 shall be located opposite each other. If this is not feasible, driveways on opposite sides of Route 242 shall be separated a minimum of 125 feet, to ensure safe turning movements.

(4) Shared access driveways between adjacent developments is encouraged. Applicants that provide shared driveways shall receive a reduction in the number of parking spaces that are required under the zoning ordinance. The Planning Board will determine the reduction of parking spaces, which will depend upon the amount of total parking spaces available.

The land that comprises the shared driveway shall be recorded as an easement and shall constitute a covenant running with the land. Joint maintenance agreements should also be incorporated into the property deed.

(5) Shared access between parking lots on adjacent parcels is encouraged. The design and layout of the parking lots shall be coordinated to assure ease of movement between the lots and circulation patterns within the lots. A portion of the requirement for perimeter landscaping on each lot will be waived in order to accomplish this. In addition, applicants that share access between parking lots shall receive a reduction in the number of parking spaces that are required under the zoning ordinance. The Planning Board will determine the reduction of parking spaces, which will depend upon the amount of total parking spaces available.

k) Signs

All signs shall meet the requirements of Chapter 12.1, Signs, of this zoning ordinance.

l) Waiver

The Planning Board may waive or modify any requirement under this section as long as the intent and purpose of the district is realized.

5) Action on the Site Plan Application

a) Public Hearing

- (1) The Planning Board shall hold a public hearing on the application within sixty-two (62) days from the date that the completed application is received by the Code Enforcement Officer.
- (2) Public notice of the hearing shall be printed in a newspaper of general circulation in the Town at least five (5) days prior to the date thereof, and shall be posted on the Town's official bulletin board for at least five days.
- (3) Notice of the hearing shall be mailed to the applicant at least ten (10) days before said hearing.
- (4) Notice of the hearing shall be mailed to all adjoining property owners at least ten (10) days before said hearing.
- (5) In addition, notice of such hearing shall be mailed to the Cattaraugus County Planning Board for all applications that meet the requirements contained in Section 239m of New York State General Municipal Law. Such notice shall be mailed at least ten (10) days prior to the public hearing, and shall be accompanied by a full statement of the application.

b) Decision

The Planning Board shall decide on the application within sixty-two (62) days after the date of the public hearing. The time within which the Board must reach its decision may be extended by mutual consent of the applicant and the Board.

c) Filing of Decision

The decision of the Planning Board shall be filed in the office of the Town Clerk within five business days after such decision, and a copy thereof mailed to the applicant.

6) Expiration of Site Plan Approval

Approval of the site plan shall expire one (1) year from the date of approval, if the applicant has not commenced construction on the project within that time. Extension of the approval may be granted by the Planning Board, upon written application by the applicant.

7) Definitions

Breast height Measurement of the diameter of a tree at a height of four and one-half (4 1/2) feet from the ground.

Caliper A measurement of the diameter of a tree.

Critical Root Zone A circular region measured outward from a tree trunk representing the essential area of the roots that must be maintained in order for the tree to survive. The minimum critical root zone is the entire area included in a tree's dripline. However, if circumstances warrant, the Planning Board may require a larger critical root zone to be protected during construction.

Deciduous A plant that loses its leaves at least once during the year.

Dripline A vertical line extending from the outermost edge of the tree canopy or shrub branch to the ground.

Evergreen A plant that holds its leaves throughout the year

Landscaping Any combination of living plants (such as grass, ground cover, shrubs, vines hedges, or trees) and nonliving landscape material (such as rocks, pebbles, mulch, walls, fences, or decorative paving materials). Landscaping may include the preservation and incorporation of existing trees and vegetation into site development.

Mulch any nonliving organic material customarily used in landscape design to retard erosion and to retain moisture.

Shade tree a hardwood tree that reaches a minimum height of 15 feet at maturity and which provides relief from direct sunlight for at least six months of each year.

Shrub a self-supporting woody perennial plant of low stature, characterized by multiple stems and branches growing from the base.

Tree a self supporting woody plant normally growing to a mature height of at least 15 feet.



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY

Appendix D: Economic Impact Report Springville to Salamanca, New York



May 2009

Submitted by:



in association with





Urban Design
 Landscape Architecture
 Economic Development
 Planning

US 219 IMPACT REPORT May 2009

Introduction

This report discusses impacts related to the construction of the US 219 freeway from Springville to Salamanca, New York. Employment impacts, business expansion potential, and tourism impacts are discussed. This report is prepared as a supplemental document to the US 219 Planning Study, prepared for Southern Tier West Regional Planning and Development Board, dated May 2009.

Employment Impacts

The proposed US 219 freeway project will have a direct and positive impact on employment in Cattaraugus County. The county, which is largely rural, has been hard hit in the economic downturn that started in December 2007. The county's unemployment rate jumped 3.1 percentage points, from 5.7 to 8.8 between April 2008 and April 2009. The April 2009 rate is slightly better than the March 2009 rate of 9.4, but in fact there are 1,400 more people unemployed according to New York State Department of Labor statistics. The table below shows the department's year-to-year employment and unemployment for Cattaraugus County and the neighboring counties of Allegany, Chautauqua and Erie. Note that the figures are not seasonally adjusted. The month-to-month dip in unemployment can probably be attributed to a rise in farm employment.

County	Employed (000's)			Unemployed (000's)			Unemployment Rate (000's)		
	2009 April	2009 March	2008 April	2009 April	2009 March	2008 April	2009 April	2009 March	2008 April
Cattaraugus	38.1	38.5	38.8	3.7	4.0	2.3	8.8	9.4	5.7
Allegany	22.0	22.0	22.9	2.0	2.4	1.4	8.5	9.7	5.8
Chautauqua	61.4	61.2	62.4	5.6	6.0	3.3	8.3	8.9	5.0
Erie	431.0	428.2	443.3	38.1	41.1	24.0	8.1	8.8	5.1

The population of Cattaraugus County is projected to continue to drop at the rate of between two and three percent. Without job development and economic expansion, the county's population can be expected to continue to contract as families leave the area to look for employment.

Opening the US 219 corridor to development by completing the proposed freeway will result in new businesses and economic opportunity that can help to stabilize the population. Some of these jobs will be construction related. The completed portion of the freeway has already had an impact, as discussed in the Planning Study, with an addition of businesses along the US 219 freeway in Springville, north of the project area.

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w w w . p j s c o m p a n y . c o m

A Dun and Bradstreet business census obtained in February 2009 for the existing business base on US 219 in Cattaraugus County and was used to update data obtained for the NYSDOT's Final Environmental Impact Statement that analyzed the potential impacts of highway expansion for US 219. The two data sets are not exactly comparable and can be regarded as somewhat unreliable because they are self-reported and incomplete. However, as **Table 1** shows, in the 11 years since data was originally gathered, the communities along the US 219 corridor have lost businesses and the employment base has eroded. The exception is Springville, which has increased its number of businesses and employees, having had the benefit of being at the current terminus of the freeway section since 1981.

Table 1 – US 219 Business Census

	1998	2009
	Springville	
Businesses on 219	25	34
Employees	722	839
	Ashford	
Businesses on 219	18	12
Employees	75	50
	Ellicottville	
Businesses on 219	48	47
Employees	386	321
	Salamanca	
Businesses on 219	7	7
Employees	63	45

Sources: NYS DOT US 219 FEIS, Dun & Bradstreet

Demonstration Projects

Cattaraugus County Department of Economic Development and Tourism had 30 demonstration development projects it was promoting at the time that the NYSDOT FEIS was completed. Among the projects, six are would be located adjacent to proposed US 219 freeway exits. The potential economic impact of the projects was assessed by Cattaraugus County. **Table 2** summarizes this analysis for the projects located adjacent to proposed interchanges. The Salamanca Trail Head is not expected to result in direct jobs although an indirect impact could be expected.

Table 1 – Cattaraugus County Demonstration Projects

	Total Project Costs (w/Site)	Induced Development Investment (buildings, associated site & utilities)	Public Infrastructure (sewer, water, storm, roads)
Ashford Business and Education Park	\$15,850,000	\$15,425,000	\$425,000
Ellicottville Business Park	\$92,250,000	\$86,000,000	\$6,250,000
Ellicottville Community Tourism and Cultural Centers	\$14,575,000	\$13,750,000	\$825,000
Railyard Industrial Park	\$26,675,000	\$24,600,000	\$2,075,000
City of Salamanca State Park Village	\$17,025,000	\$16,150,000	\$875,000
City of Salamanca Trail Head	N/A	N/A	N/A

Source: Cattaraugus County

Project summaries put together by Cattaraugus County for the relevant demonstration projects are included as attachments (no summary was prepared for the Salamanca Trailhead).

A table summarizing all 30 development projects in Cattaraugus County and an additional five in Erie County and their respective space requirements is found in **Attachment 2** of this document.

Tourism

As discussed in the Planning Study, tourism is a major contributor to the economy of Cattaraugus County and Allegheny State Park is a major hub of tourism activity for the county. The table below summarizes attendance at state park properties from 2001 through 2007.

Table 1 – Chautauqua/Allegheny Region State Park Attendance

	2001-02 to 2006-07 Attendance (000's)					
	01-02	02-03	03-04	04-05	05-06	06-07
Allegheny : Quaker	673	682	665	729	702	698
Red House	769	781	757	758	753	778
TOTAL	1,442	1,463	1,422	1,487	1,455	1,476
Cuba Lake Reservation	-	-	-	-	-	-
Lake Erie	165	163	156	148	127	130
Long Point -on Lake Chautauqua	243	254	183	169	155	144
Midway	-	-	-	-	-	17
TOTAL	1,850	1,880	1,761	1,805	1,737	1,767

Source: New York State Office of Parks, Recreation and Historic Preservation

The Seneca Allegheny casino is emerging as a major contributor to the local economy and a tourism destination. The following expenditure and activity patterns for the user groups associated with casino gambling and outdoor activities in the area reveals some opportunities for development and for cross-over between activities, including:

- Casino Gamers – high level of participation in a variety of outdoor activities, notably golf and fishing
- Campers – Not strongly associated with shopping, but they are strongly associated with the purchase of sporting goods items
- Cross Country Skiers – Also associated with sporting goods purchase; these enthusiasts tend to be second- or vacation-home owners and as a result they don't make as many leisure trips to new destinations; these skiers do not tend to be casino gaming enthusiasts.
- Downhill Skiers and Snowboarders – Any retail development associated with this market should complement available offerings already available in Ellicottville
- Fishing and Hunting Enthusiasts – Tend to focus on the outdoor activity they are engaged in and for which they have made a special trip; however, these enthusiasts are interested in casino gaming.
- Horseback riders – Upscale sporting goods offering tack would complement the county's efforts to attract horseback riders
- Snowmobiling Enthusiasts – Sporting goods, particularly low ticket items are likely to attract these outdoors enthusiasts; the county's efforts to coordinate the trail system should be supported by developments aimed specifically at them

Tourism's contributions to the local economy in 2007 are summarized in **Table 4**:

Table 4 – Chautauqua/Allegheny Region Tourism Impacts

Tourism Impacts, Chautauqua/Allegheny Region 2007	
Direct Sales (\$000's)	\$499,915
Labor Income (\$000's)	\$233,816
Employment, Persons	11,056
Local Taxes (\$000's)	\$32,259
State Taxes (\$000's)	\$31,784

Attachment 1 – Cattaraugus County Development Opportunities

Cattaraugus County

Route 219 - International Trade Corridor

Ashford Business and Education Park - Ashford, New York

DEVELOPMENT OPPORTUNITIES

Cattaraugus County and the Town of Ashford invite developer and investor interest in the development of the next phase of the Ashford Office Complex on Route 219. This phase of the business park will offer added space to nearby West Valley Nuclear Services, Inc. while introducing new training and office

facilities for existing and relocating businesses. The proposed construction of a Route 219 freeway will greatly decrease travel times and bring Ashford and West Valley closer to the Buffalo and Toronto metropolitan areas.



PROJECT ELEMENTS

The Ashford Business and Education Park capitalizes on existing investment in the Ashford Office Complex, uses nuclear technology to provide a focus for marketing efforts, seeks synergy between the “Ceramics Corridor” and the nuclear

materials technology, and provides for education and training facilities in this part of the County. Preliminary development concepts envision the following phased program:

Business Park Component	Phase I*	Phase II
Office	50,000 SF	
Commercial		25,000 SF
Training Facility		20,000 SF
Assembly/Light Industry		20,000 SF
Flex Office/Warehouse		20,000 SF
Business Incubator		20,000 SF
Day Care Facility		3,000 SF

*Existing Ashford Office Complex

The proposed Visitors Center for West Valley Nuclear Services would serve as a public information and education center regarding nuclear technology. Project sponsors could be the U.S. Department of Energy and N.Y.S. Energy Research and Development Authority. A local educational institution would

offer training programs to local companies and the general public. The business park element of the program provides for flexible office and warehouse space, while the day care facility builds upon an existing successful operation.

Cattaraugus County Department of Economic Development, Planning & Tourism

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Cattaraugus County

Route 219 - International Trade Corridor

Ashford Business and Education Park - Ashford, New York

Site Characteristics: It is estimated that approximately 20-acres of land would be required to support the full development program outlined. The Ashford Business and Education Park would utilize available sites adjacent to the existing Ashford Office Complex. Adding this development as a "second phase" of the existing complex will take advantage of investments in sewer and water systems.

Transportation: The proposed new Route 219 freeway would be a 4-lane divided highway between Springville and Salamanca. The proposed north-south high-speed 'International Trade Corridor', and its major cross roads with the Southern Tier Expressway (Interstate 86), would reduce travel time for trucks and passenger vehicles in all directions, including cross-border trips to Canada. This improved infrastructure would draw interstate travel both ways between Atlantic seaboard states and Canada, which is the largest volume trading partner



of the United States in the world. An interchange is proposed in the Town of Ashford, approximately one mile north of Ashford Hollow.

Ashford and West Valley Nuclear Services, Inc.: West Valley, in the Town of Ashford, is the site of one of the world's most significant nuclear processing facilities, where nuclear waste products are effectively stabilized and transformed through technology. The existing Ashford Office Complex supports this facility by providing space for the U.S. Department of Energy, the N.Y.S. Energy Research and Development Authority (NYSERDA) and their contractors. NYSERDA manages the Western New York Nuclear Service Center located on 3,340 acres of State-owned land, approximately 30 miles southeast of Buffalo. As manager of the Center, NYSERDA represents New York State in the U.S. Department of Energy's West Valley Project. Each agency

Market Potential and Support: The economic implications of the proposed construction of the Route 219 freeway alternative are numerous, and extremely positive. Cattaraugus County, as the site of most of the Route 219 improvements, would experience the most immediate changes in accessibility and travel improvement, with associated increases in the development potential of sites in that area. The extension of the interstate-level expressway system would complete a critical regional and international transportation link that increases the region's attractiveness as a gateway for the growing Canadian trade market, and supports important regional industries. Decreased travel time from markets in Buffalo and Toronto increases the viability of Ashford as a location for an industrial and professional office business park. NYSDOT estimates reduce travel time by 10 to 15 minutes under the freeway proposal.

The project would have several target markets, including the following:

- Visitors seeking a broader understanding of nuclear issues and processes, and specific review of the nuclear technology applied at West Valley,

- Corporations desiring a location with a high quality of life in a natural environment;
- Office tenants who have business with West Valley or its subcontractors;
- Small businesses seeking flexible office-warehouse space in the Route 219 corridor;
- Expanding companies presently located in metropolitan Buffalo.
- Educational institutions that seek to capitalize on nuclear technology and research while establishing a higher education presence in northern Cattaraugus County.

Community Support: The Ashford Business and Education Park project enjoys the wholehearted support of Cattaraugus County and the Town of Ashford. Local governments will be eager partners with developers and investors on all facets of site development and financing. The Town would like to see future commercial and industrial development focused in the area of the existing office complex to avoid the negative impacts of scattered developments.

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Funding: Funding for preparation of this marketing document is received in part by grant from the Appalachian Regional Commission.

Cattaraugus County

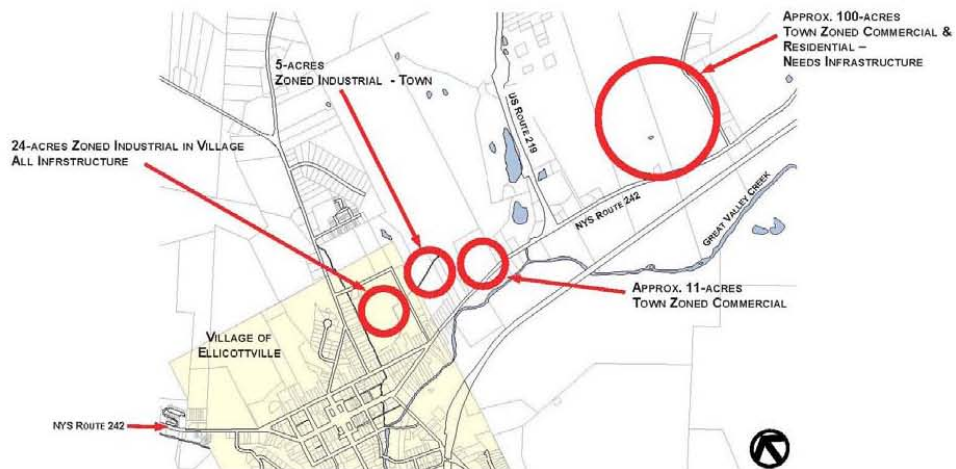
Route 219 - International Trade Corridor

Ellicottville Business Park –Ellicottville, New York

DEVELOPMENT OPPORTUNITIES

Cattaraugus County and the Town and Village of Ellicottville invite developer and investor interest in the development of a business and commercial park on one or more available sites in the community. This business park will appeal to entrepreneurs and investors who are attracted to Ellicottville's active and

sophisticated lifestyle. The proposed construction of a Route 219 freeway will greatly decrease travel times and bring Ellicottville business addresses closer to the Buffalo and Toronto metropolitan areas.



PROJECT ELEMENTS

Preliminary development concepts envision the following phased program:

Business Park Component	Phase I	Phase II	Phase III
Office	12,000 SF	50,000 SF	75,000 SF
Distribution	50,000 SF	100,000 SF	100,000 SF
Assembly/Light Industrial	50,000 SF	80,000 SF	100,000 SF

The proposed mix of office, distribution and light industrial space reflects available market research on the categories of business likely to fit the location and demographics of the community. In particular, business services and a number of light industrial classifications are desirable marketing targets. Further, the decreased travel times in the north-south international trade

corridor increase the opportunity for warehouse and distribution operations for regional businesses. The business park concept may be implemented utilizing a single larger site or taking advantage of a number of smaller sites within the infrastructure limits of the community.

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Cattaraugus County

Route 219 - International Trade Corridor

Ellicottville Business Park – Ellicottville, New York

Site Characteristics: It is estimated that 75-100 acres of land would be required to support the full development program outlined. There are currently four (4) development sites in the Village and immediately adjacent areas of the Town ranging in size from 10 to 100 acres. All except the largest site are within the Village/Town water and sewer district. Infrastructure extensions to additional sites might require pump stations due to elevation changes. Zoning on sites ranges from industrial to high density commercial and general commercial. Zoning changes may be needed and the Town and Village will be supportive of well-conceived business developments.

Transportation: The proposed new Route 219 freeway would be a 4-lane



divided highway between Springville and Salamanca. The proposed north-south high-speed 'International Trade Corridor', and its major crossroads with the Southern Tier Expressway (Interstate 86), would reduce travel time for trucks and passenger vehicles in all directions, including cross-border trips to Canada. This improved infrastructure would draw

interstate travel both ways between Atlantic seaboard states and Canada, which is the largest volume trading partner of the United States in the world. It is proposed that seven interchanges be developed along the route of the new highway, with one on Route 242 north east of the Village of Ellicottville.

Ellicottville: The Village of Ellicottville has developed into a regionally important ski destination in the center of Cattaraugus County. Holiday Valley and HoliMont ski areas offer some of the best ski terrain in Western New York. The Cattaraugus County Department of Economic Development, Planning and Tourism estimates that Ellicottville hosts over 600,000 visitors during the ski season alone. Capitalizing on this winter tourism opportunity, downtown Ellicottville has developed into a resort destination, with a quaint, yet vital, downtown comprising upscale accommodations, bars, restaurants, boutiques, galleries and niche retail establishments. It is unique in the western Southern Tier region. Within the village and adjacent to the ski areas, residential properties have been developed as second homes, vacation rentals, and bed and breakfasts. The Holiday Valley resort has an 18-hole golf course, tennis courts, swimming pool, and year-round conference center facilities. The community sponsors a multi-seasonal schedule of festivals and events to encourage year-round tourism.

Market Potential and Support: The economic implications of the proposed construction of the Route 219 freeway alternative are numerous, and extremely positive. Cattaraugus County, as the site of most of the Route 219 improvements, would experience the most immediate changes in accessibility and travel improvement, with associated increases in the development potential of sites in that area. The extension of

the interstate-level expressway system would complete a critical regional and international transportation link that increases the region's attractiveness as a gateway for the growing Canadian trade market, and supports important regional industries. Decreased travel time from the Buffalo and Toronto markets increases the viability of Ellicottville as a location for an industrial and professional office business park. NYS DOT estimates reduce travel time by 10 to 15 minutes under the freeway proposal.

Research has identified industries that could find Ellicottville attractive, including electronic components, industrial machinery, fabricated metals, specialty plastics, computer-related business services, distribution, forest-based products, specialized retail and tourism related goods and services. The Ellicottville Business Park project has been developed with a view to capitalizing on the potential for economic expansion and relocation in these industries.

Community Support: The Ellicottville Business Park project enjoys the wholehearted support of Cattaraugus County and the Town and Village of Ellicottville. The potential economic impact in terms of employment and tax revenues justifies this support, and local governments will be eager partners with developers and investors on all facets of site development and financing.

Cattaraugus County Department of Economic Development, Planning & Tourism

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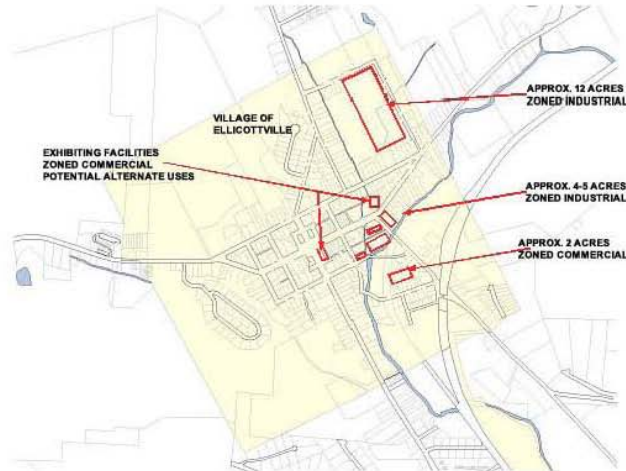
Funding: Funding for preparation of this marketing document is provided in part by grant from the Appalachian Regional Commission.



Ellicottville Community Tourism and Cultural Centers

This project has been revised somewhat, in terms of scale and location. Although the services provided have been expanded upon, the basic premise of the proposal remains the same. In essence, an opportunity exists for expanded entertainment facilities in Ellicottville for the generation of summertime recreation. A tourist information center would serve as the anchor for general entertainment projects, forming a multi-use complex that could include tourist-oriented attractions such as cultural/performing arts center, cinema, specialty retail shops for arts and crafts and antiques, and connections to regional biking and hiking trails. The complex could also serve as a location for a community resource center and/or municipal offices. The location for this proposed development is as yet unconfirmed.

This development program will require a minimum of 2,000 s.f. for a tourist information center, 2,000 s.f. for an interpretive center, a 3000 to 5000-seat performing arts center, and 32,000 s.f. of artist studios and shop space. The total land requirement will be approximately 80 to 100 acres.



Policy Issues:

This project will go a long way to bolster Ellicottville's central business district with tourism development. The main question is – how will the central business district be maintained and how will the benefits of all the proposed attractions distributed throughout the district?

The second issue deals with the potential for promoting sprawl outside the village and the potential for negatively impacting the rural nature of the village if some of the elements of the

http://www.cattco.org/business_opportunities/pdfs/vol7files/eville-tounism-center.htm

5/19/2009

project are constructed in outlying areas. Keeping new construction close to the central business district combined with appropriate site and architectural design guidelines or standards will aid in preventing sprawl and maintaining the rural character of the village.

http://www.cattco.org/business_opportunities/pdfs/vol7files/eville-tourism-center.htm

5/19/2009

Cattaraugus County

Route 219 - International Trade Corridor

Railyard Industrial Park - Great Valley, New York

DEVELOPMENT OPPORTUNITIES

Cattaraugus County, the Town of Great Valley, and the Southern Tier West Regional Planning and Development Board invite developer and investor interest in the development of an industrial park on an available site in Great Valley. This industrial park will offer significant multi-modal transportation

options including an operating rail line and access to the proposed Route 219 freeway, just north of its intersection with Interstate 86. The Railyard Industrial Park will be a magnet for industrial, warehousing and distribution operations in the western Southern Tier of New York State.



PROJECT ELEMENTS

Preliminary development concepts envision the following phased program:

Development Component	Phase I	Phase II
Office/Research	15,000 SF	
Warehouse/Distribution		55,000 SF
Assembly/Light Industry		45,000 SF
Intermodal Terminal	85,000 SF	

The initial phase of development focuses on exploiting the multi-modal advantages of the site through warehouse, distribution and intermodal facilities. Subsequent phases introduce office, research and light industrial uses. The

Southern Tier West Regional Planning and Development Board proposes to form a not-for-profit development corporation to coordinate this development.

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Cattaraugus County

Route 219 - International Trade Corridor

Railyard Industrial Park - Great Valley, New York

Site Characteristics: The Railyard Industrial Park will be developed on a former railyard in the Town of Great Valley immediately adjacent to the City of Salamanca and the Seneca Nation's Allegheny Reservation. Sewer, water and municipal electric service will be available from the Salamanca Board of Public Utilities. Approximately 98-acres of the site are owned by CSX Railroad, which has expressed interest in divesting itself of the property. About half of this portion of the site would be available for development, with the balance required for the Route 219 Freeway right-of-way on the eastern side of the railyard, which has a proposed interchange nearby. An additional 25-acre parcel is owned by the Buffalo & Pittsburgh railroad, which also maintains the operating rail line through the property. The B&P has expressed interest in supporting development that utilizes rail service.

Environmental: The proposed site served as a railyard and has environmental conditions characteristic of that use. DEC and CSX agreed to a testing program to identify the exact extent of the problem, with a remediation program to be developed based upon those results.

Transportation: The site is served by the east-west rail line operated by the Western New York and Pennsylvania Railroad.

The proposed new Route 219 freeway would add a 4-lane divided highway between Springville and Salamanca. The first interchange on the freeway northbound from I-86 would be at the railyard site. The proposed north-south high-speed 'International Trade Corridor', and its major crossroads with the Southern Tier Expressway (Interstate 86), would reduce travel time for trucks and passenger vehicles in all directions, including cross-border trips to Canada. This improved infrastructure would draw interstate travel both ways between Atlantic seaboard states and Canada, which is the largest volume trading partner of the United States in the world. It is proposed that seven interchanges be developed along the route of the new highway, with significant development and investments anticipated to locate in the vicinity of these interchanges.

Great Valley and the City of Salamanca: The urbanized area of these two municipalities offers the sites, work force and infrastructure needed to support industrial development in a way that complements the natural beauty of the adjacent environment. The redevelopment of the railyard brownfield represents an opportunity for industrial development that does not intrude upon the natural beauty of the State Park and other tourist activities in the region.

Market Potential and Support: The economic implications of the proposed construction of the Route 219 freeway alternative are numerous, and extremely positive. Cattaraugus County, as the site of most of the Route 219 improvements, would experience the most immediate changes in accessibility and travel improvement, with associated increases in the development potential of sites in that area. The extension of the interstate-level expressway system and a proposed new airport would complete critical regional and international transportation links that increase the region's attractiveness as a gateway for the growing Canadian trade market, and support important regional industries. Decreased travel time from the Buffalo and Toronto markets increases the viability of Great Valley as a location for an industrial park. NYS DOT estimates would reduce travel time by 10 to 15 minutes under the freeway proposal.

The excellent transportation connections at this site create an opportunity to attract businesses that require regional warehouse operations that serve the Northeast and Midwest. The possible development of an intermodal terminal (trucking,

rail, and air service) at the site may attract firms seeking a low-cost location from which to serve nearby metropolitan markets.

Research has identified industries that could find this site attractive, including electronic components, industrial machinery, fabricated metals, specialty plastics, computer-related business services, distribution, forest-based products, specialized retail and tourism related goods and services. The Railyard Industrial Park project has been developed with a view to capitalizing on the potential for economic expansion and relocation in these industries.

Community Support: The Railyard Industrial Park project enjoys the wholehearted support of Cattaraugus County, the Town of Great Valley, and the Southern Tier West Regional Planning and Development Board. The potential economic impact in terms of employment and tax revenues justifies this support, and local governments will be eager partners with developers and investors on all facets of site development and financing.

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Funding: Funding for preparation of this marketing document is received in part by grant from the Appalachian Regional Commission

Cattaraugus County

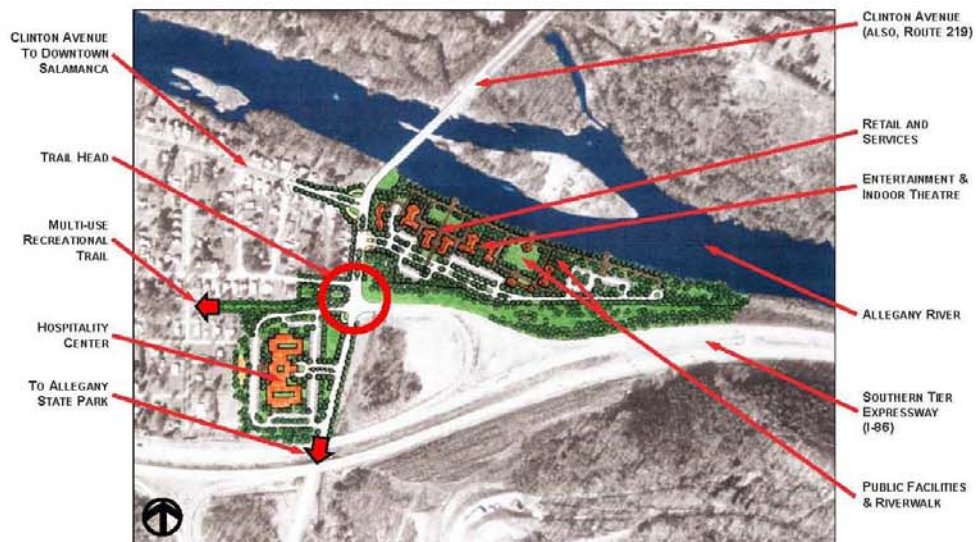
Explore and Enjoy

State Park Village - Salamanca, New York

DEVELOPMENT OPPORTUNITIES

Cattaraugus County invites developer interest in **State Park Village**, a proposed, multi-faceted tourism development project in Salamanca, New York, which is located on Seneca Nation of Indians territory. The development site enjoys a spectacular waterfront location on the Allegheny River, adjacent to Exit 21 of Interstate 86. **State Park Village** will straddle the main

urban gateway to Allegany State Park, New York's largest state park, which entertains over 1.4 million visitors annually. The project builds upon this substantial market base and anticipates the positive market impact of highway upgrades in the Route 219 and Interstate 86 corridors.



PROJECT ELEMENTS

Preliminary concepts envision the following at **State Park Village**:

- Entertainment – Theater, Cultural and Historical Center, Climbing and Rappelling Walls, Amusement or Water Park.
- Retail and Services – Adventure Outfitter, Regional Arts and Crafts, Specialty Retailing.
- Trail Head – Snowmobile, pedestrian and bicycle access to a major trail node.
- Public facilities and open space – Riverwalk, Community Event Pavilion and Seating Lawn, Farmers Market, and Picnic Area.
- Hospitality – Welcome/Visitors Center, Hotel and Conference Center, Bed and Breakfasts, Restaurants and/or Food Court.

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Cattaraugus County

Explore and Enjoy

State Park Village - Salamanca, New York

Site: Two sites comprise the proposed location for **State Park Village** – an abandoned hospital lot on Parkway Drive and a series of lots on East Race Street along the Allegheny River. The sites have few development constraints, excellent infrastructure and direct access to I-86, this is the major urban gateway into Allegheny State Park.

Allegheny State Park: The proximity of **State Park Village** to Allegheny State Park provides a solid market base. The Park is the region's largest recreational tourist destination, attracting over 1.4 million visitors in 2000. Visitors are typically working class families taking advantage of 'soft adventure' or passive outdoor recreation opportunities. Approximately 25% of visitors stay overnight, while 75% are day visitors. The Park offers 315 campsites, 380 rustic cabins, and six housekeeping cottages. The cottages are booked year-round, rustic cabins are full except for shoulder seasons, and campsites are full in the summer and on spring and fall weekends.



Salamanca and the Seneca Nation of Indians: The City of Salamanca is the main gateway to Allegheny State Park for visitors traveling from Toronto, Buffalo and Ellicottville. Salamanca lies within the Allegheny Reservation of the Seneca Nation of Indians and is heavily influenced by this cultural diversity.

Market Potential and Support The concepts envisioned for **State Park Village** have had demonstrable tourism impact in other localities. Entertainment facilities and family participation activities grouped in an organized district have broad visitor appeal, as do concentrations of cultural attractions. Recreational facilities that serve in-line skating, mountain biking, bicycle moto-cross (BMX) and rock climbing are gaining in popularity. Specialty retail that offers antiques, arts and crafts appeals to tourists and allows local retailers to compete effectively.

State Park Village will diversify and expand the existing tourism market by offering facilities that enable the region to attract increased numbers of tourists and to capture greater value from the existing market. Consider the following:

- Cattaraugus County tourism expenditures in 1997 exceeded \$77 million.

- Total regional expenditure by park visitors in 1995 was approximately \$21.6 million.
- The potential annual regional tourism expenditure outside the Park is approximately \$63.5 million.
- Over 98 million U.S. adults took an adventure vacation in the last five years.
- Among 'soft adventure' travelers, attractive market segments are older adults (\$390/trip), people living in the Northeast (\$450/trip), and upper income households (\$441/trip).

The goal of **State Park Village** is to complement existing tourism resources in Allegheny State Park with a balanced mix of higher-end outdoor recreation, entertainment and sightseeing opportunities that capitalize on these lucrative market segments.

Community Support: The State Park Village project is in the very beginning phase of development, and support from Cattaraugus County, the City of Salamanca, the Seneca Nation of Indians, and the broader community is still evolving. As the potential economic impact in terms of tourism-related jobs and revenues become clearer, local partners are expected to work with developers and investors on all facets of site development and financing.

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Attachment 2 – Development Opportunities

Town	Example Development Opportunity	Development Type	Floor Area Ratio	m ² /job	Upgrade Alternative		Freeway Alternative	
					Site Requirements (hectares)	Job Potential	Site Requirements (hectares)	Job Potential
Concord	Hotels / Motels	Hotel	0.4	75	2.8	150	7.5	400
	Expanded Retail / Specialty Stores	Retail	0.25	45	2.7	150	5.4	300
	Industry / Distribution Center	Industrial	0.2	55	8.3	300	13.8	500
Ashford	Ashford Business Development Center	Office	0.3	25	2.9	350	5.8	700
	Nursery Garden Center	Retail	0.25	45	0.9	50	0.9	50
	Year-round Housing	Specialty	0.01	45	9	20	18	40
	Camping	Specialty	0.02	45	13.5	60	22.5	100
Ellicottville	Tourism Cultural Arts and Crafts, Entertainment and Trail Head Center	Retail	0.25	45	3.6	200	4.5	250
	Specialty Retail Center	Retail	0.25	45	1.1	60	0.9	50
	Research and Development Center	Office	0.3	25	0	0	1.3	150
	Retirement Community	Specialty	0.03	45	7.5	50	22.5	150
	Seasonal Home Development	Specialty	0.01	45	13.5	30	22.5	50
	Bus Tours	Services	0.25	30	0.2	20	0.2	20
	Covered Ice Rink	Services	0.25	30	0.1	10	0.1	10
	Airport Business Center	Office	0.3	25	0.8	100	1.3	150
Great Valley	Planned Recreation Resort Community	Services	0.25	30	0	0	0.7	60
	Strip Retail Center	Retail	0.25	45	4.5	250	3.6	200
	Lake Based Resort	Specialty	0.03	45	3	20	7.5	50
	Covered Ice Rink	Specialty	0.01	45	9	20	18	40

Town	Example Development Opportunity	Development Type	Floor Area	m ² /job	Upgrade Alternative	Freeway Alternative		
Salamanca	County Business Center Business Communication, Services and Long-distance Learning Center	Industrial	0.2	55	20.6	750	66	
		Office	0.3	25	0.4	50	0.4	
	Indian Cultural and Reservation Center Hotels / Motels Centers for Antiques, Arts and Crafts Amusement Park Expanded Bingo Complex	Services	0.25	30	1.2	100	4.2	350
		Hotel	0.4	75	0.9	50	1.9	100
		Retail	0.25	45	1.3	70	1.8	100
		Specialty	0.05	45	9	100	40.5	450
		Services	0.25	30	0.5	40	0.6	50
		Services	0.25	30	0.6	50	4.8	400
		Specialty	0.05	45	0	0	13.5	150
		Specialty	0.05	45	1.8	20	1.8	20
Rest of Catt. Co.	county Museum Expansion Ski Area Development (Kingbrook, Poverty Hill)	Specialty	0.05	45	1.8	20	0.9	10
		Specialty	0.01	45	54	60	90	100
	Factory Outlet	0.25	45	5.4	300	7.2	400	
	Industrial Incubator Facility	0.2	55	1.4	50	9.6	350	
	Total Erie County (Town of Concord)				13.8	600	26.7	1200
	Total Cattaraugus County				168.5	2900	373.5	7000
Total Project Area				182.3	3500	400.2	8200	



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY

Appendix E: Additional Correspondence Springville to Salamanca, New York



May 2009

Submitted by:



in association with





COUNTY LEGISLATURE

DON B. WINSHIP
Chairman

December 21, 1995

303 Court Street
Little Valley, New York 14755
716/938-9111, ext. 386 (Bus.)
716/988-5050 (Res.)

Cattaraugus County Legislature and the
County's Economic Development Team
Little Valley, NY 14755

Dear Colleague:

For several decades New York State has studied the question of completing Route 219 as part of the interstate highway system. The completion of this highway as a divided four lane freeway has been a high priority for the Cattaraugus County Legislature. It would do more than anything else to open our County to new economic development opportunities. We need to do this, especially in view of our region's steady decline in traditional agricultural and industrial employment. We need to strive for a better economic future in order to create jobs for our children and grandchildren.

A big question has been, to us local officials, business people and residents, "What types of new development would be possible if this new interstate highway is built?" The Cattaraugus County Legislature obtained a grant from New York State to find out. The result is the first ever local study of new economic growth potentials called, The Route 219 Economic Strategy Study for Cattaraugus County, New York (1995). This study is presented in the four documents listed below. Please read and join the effort to build a new economic future for this rural region of New York State.

Sincerely,

Don B. Winship
Chairman

DBW:mep

1. Analysis of Existing Conditions, U.S. Route 219 Economic Development Strategy: First Technical Memorandum
2. Economic Development Strategy and Projects, U.S. Route 219 Economic Development Strategy: Second Technical Memorandum
3. Demonstration Projects, U.S. Route 219 Economic Development Strategy: Third Technical Memorandum
4. Marketing and Organizational Strategy, U.S. Route 219 Economic Development Strategy: Fourth Technical Memorandum

17.2 Route 60/62 Corridor-Preliminary Corridor Assessment

ROUTE 60/62 CORRIDOR CHAUTAUQUA COUNTY, NEW YORK AND WARREN COUNTY, PENNSYLVANIA

PRELIMINARY CORRIDOR PLANNING ASSESSMENT

Prepared for:

Southern Tier West
Regional Planning and Development Board

Prepared by:

TVGA CONSULTANTS

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2008.0106.01

JUNE, 2009

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APPENDIX E	Table of Contents – Draft Scoping Report/Final Design Report – NYSDOT Project Development Manual

EXECUTIVE SUMMARY

New York State Routes 60 and 62 are important transportation corridors in Chautauqua County and are of regional significance to Northwestern Pennsylvania and Southwestern New York. NYS Route 60 traverses most of Chautauqua County, extending from City of Dunkirk, NY on Lake Erie, southward through the City of Jamestown, NY where it terminates at the intersection with NYS Route 62. From this point, NYS Route 62 extends southward into Pennsylvania and through the City of Warren, PA. The 60/62 corridor provides the region with important linkages to east/west transportation corridors in New York that include Route 5, Route 20, Interstate I-86 and the New York State Thruway I-90.

Development along the north/south Route 60 and 62 corridor between the Cities of Warren, Pennsylvania and Jamestown, New York has increased truck traffic in the City of Jamestown. Difficult grades, numerous intersections and pedestrian traffic within in the City of Jamestown complicate the ability of trucks and tractor-trailers to negotiate this portion of the corridor. The safety of the traveling public and the free movement of goods and services along the 60/62 corridor are concerns. With exception of four-lane sections within the City of Jamestown and south of the City of Dunkirk, and three-lane sections that traverse steep grades between the Cities of Jamestown and Dunkirk, the corridor is primarily served by a two-lane roadway. There are no known studies that have examined the feasibility of upgrading Route 60 or Route 62 into a four-lane roadway.

The concept of an alternative route for trucks around the City of Jamestown has been evolving for over 30 years. The City of Warren and Warren County have sought to improve their connection to a major east/west transportation corridor since the 1960s. In 2002 there was a collaborative effort between Western New York and Northwestern Pennsylvania officials to advance a project known as the Western NY-Penn Corridor, which would: link the manufacturing centers of the Warren-Jamestown area to the Appalachian Development Highway System, create opportunities for multi-modal transportation facilities, improve tourism access to regional attractions and improve access to regional health care facilities. Three potential alternatives were developed as a result of this effort. This Preliminary Corridor Planning Assessment was undertaken to document existing conditions, identify gaps in the existing data for the development for one alternative identified for the Western NY-Penn Corridor (Alternate 1) and recommend an implementation plan for a project that would further improve the Route 60/62 corridor.

Alternate 1 begins at the intersection of NY Route 60 with US Rt. 62 in Stillwater, where a new 0.65 mile long north/south roadway segment must be constructed to the intersection to CR 380. The route then follows CR 380 to the north until another new 1.4 mile long north/south segment of roadway links the route with CR 65 in Levant. The route continues north on CR 65 to Gerry, where CR 65 intersects with NYS Rt. 60. This alternate allows truck and common carrier traffic to bypass the City of Jamestown and the Village of Falconer and involves of improvements to CR 380 and CR 65.

The first step of the assessment involved a review of regional and local planning documents. The Southern Tier West Regional Planning and Development Board's (Southern Tier West) 2007 Comprehensive Economic Development Strategy, the Northwest Regional Planning and development Commission's (Northwest Commission) 2007-2032 Long Range Transportation Plan and the 2005 Warren County Comprehensive Plan identified the need for improvements to the 60/62 corridor from an

economic development perspective. Planning documents from the City of Jamestown identified the need to calm traffic and make the corridor more pedestrian friendly.

A survey of employers in Chautauqua and Warren Counties was then conducted as part of the assessment. The results of the survey indicated that a better south/south corridor is needed and that reducing traffic through the City of Jamestown would reduce congestion and increase safety for drivers and pedestrians.

The average annual daily traffic and accident history data were collected. A brief analysis of traffic volumes at key intersections and lane configurations at those intersections revealed the following:

- Most of the intersections experience peak hour volumes in the afternoon;
- No significant traffic demand was observed at the intersections;
- The percentage of truck traffic varied from 2 percent to 3.6 percent, which is not considered exceptionally high;
- Trucks may experience difficulty with stop and go traffic as a result of steep grades and the number of signalized intersections; and
- Better progression of traffic could be attained by updated traffic signal equipment that operates with the current demand of the roadway.

Existing pavement and shoulder conditions along the 60/62 corridor were evaluated based on the NYSDOT Comprehensive Pavement Design Manual. The evaluation indicated that the existing pavement and shoulder conditions within the corridor were generally excellent to good.

The two proposed roadway segments that are a part of Alternate 1 were evaluated. The topographies of the proposed roadway segments are relatively flat; however, both segments traverse lowland areas with mapped flood plains of the Connewango and Cassadaga Creeks, wetlands and potentially hydric soils. Although neither Proposed Highway Segment is within a mile of any listed Historic Register sites, both segments are located in areas of archeological significance. More in-depth evaluation of social, economic and environmental consequences must be conducted if the project moves forward. Because new roadway construction would be involved, the project would likely be classified as a Class I action within the framework of NEPA and a SEQR Non-Type II Action and would require the preparation of an EIS.

To insure a transportation project is eligible for federal funding, the project development process must be linked to the State Transportation Improvement Program (STIP). Chautauqua County is located in an area that is designated as non-metropolitan and is not within the jurisdiction of one of NYSDOT's Metropolitan Planning Organizations. Transportation projects in non-metropolitan areas can be developed on a town, village, city or county level; however, they must have the support of a NYSDOT regional office to be listed on the STIP. In the past, congressional earmarks have played an important role in funding transportation projects; however, this resource has been under close scrutiny in an effort to control government spending. Grant programs can also be a funding resource for transportation projects. They, too, are subject to scrutiny and their funding levels are not always consistent.

1.0 INTRODUCTION

The slow, but steady growth development within the Route 60/62 Corridor between the Cities of Warren and Jamestown, and associated increased truck and common carrier traffic, have created the need for an alternate route around the City of Jamestown. Currently, only NYS Rt. 60 is designated for north/southbound truck and common carrier traffic. The route passes through the City of Jamestown downtown and complicates pedestrian and vehicle traffic. Along this route, twenty signalized and numerous non-signalized intersections exist along with two school zones, two cemeteries, a park, and busy city streets. In addition, the existing truck route traverses a heavily populated urban area of the City of Jamestown. Although the existing lane widths are adequate for the truck and common carrier traffic currently utilizing the route, the vertical geometry and number of intersections create challenges for pedestrians and traffic, and reduce the efficiency of the movement of commodities within the region.

The concept of an alternative route for trucks and other vehicles around the City of Jamestown has been evolving for at least thirty years, according to George Spanos, Director of the Chautauqua County Department of Public Facilities. Chautauqua County has envisioned this project as a means to enhance economic development and has at times, used the name "Chautauqua County Proposed North/South Industrial Corridor" to identify the project. The general concept is to construct or improve a transportation corridor to support existing development and encourage new industrial development. Linkages with I-90 and I-86 are fundamental underpinnings to the project concept.

Warren County and the City of Warren have sought to improve their connection to a major east/west transportation corridor since the 1960s. Although I-80 transects Pennsylvania, access to this corridor constrained due to physical distance and topography. Since the I-86 upgrade from Route 17 in 2005, the corridor offers numerous advantages, including access to I-90 near Erie, Pennsylvania.

Beginning in 2002, there was a collaborative effort between Western New York and Northwestern Pennsylvania officials to advance a project that met the needs of both New York and Pennsylvania. The result was the identification of the Western New York-Pennsylvania Corridor (Western NY-Penn Corridor). The project envisioned a feeder route that would provide a connection for Warren to the interstate highway network and a regional connection for Jamestown that would improve the movement goods, services and people, and would effectively link east/west interstates I-86 and I-90. Also envisioned as a compliment to the NY 219 project, the Western NY-Penn Corridor would:

- Link the manufacturing centers of the Jamestown-Warren area to the Appalachian Development Highway System Corridor T (I-86 from Binghamton, NY to I-90 near Erie, PA) and National Highway System High Priority Corridor 36.
- Create opportunities for multi-modal transportation facilities along the New York and Pennsylvania Railroad.
- Improve tourism access to Pennsylvania Scenic Route 6, the Allegheny National Forest, the Chautauqua Institution, the Lucy-Desi Museum, several Chautauqua County Golf

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- Courses and other cultural and recreational sites.
 - Improve medical access for regional health care in the Jamestown/Warren area as well as improve access to specialized medical services in Buffalo, NY and Erie, PA.

Although the development of the corridor as a four-lane roadway between Dunkirk and Pennsylvania was not examined in this study, three potential alternatives for the Western NY-Penn Corridor were identified by the group. The potential routes are depicted on Figure 2. Alternative 1 was noted to have been proposed by McFarland Johnson Engineers prior to 2002. Alternatives 2 and 3 were proposed by the CCDPF. All three alternative alignments are discussed in this assessment, with particular emphasis on Alternative 1. Alternative 1 is the alternative alignment of most interest to Southern Tier West Regional Planning and Development Board (STW) at this time. The other two alternative alignments are presented for future discussions insofar as federal programs typically require an evaluation of potential alternatives.

2.0 PURPOSES

The primary purposes of this Preliminary Corridor Planning Assessment are to identify gaps in the existing data and recommend an implementation plan for the development of the Alignment Alternative 1.

This document covers many of the topic areas generally required to be in Project Scoping Reports developed in accordance with either the New York State Department of Transportation's Locally Administered Federal Aid Project Manual or the Project Development Manual.

3.0 EXISTING CONDITIONS

3.1 Economic Needs

3.1.1 Regional and Local Plans

Comprehensive planning documents often identify assets and constraints for development and the quality of life. They are intended to create a workable plan to build on assets or eliminate constraints such that sustainable development can be achieved. Regional and local planning documents were reviewed to assess the need for an alternative truck route within the Route 60/62 corridor.

- Each year, the Southern Tier West Regional Planning and Economic Development Board (Southern Tier west) develops its Comprehensive Economic Development Strategy for Chautauqua, Cattaraugus and Allegany Counties. *The 2007 Comprehensive Economic Development Strategy (2007 CEDS)* identifies goals, objectives, strategies and projects for economic development. The document identifies the completion of US Route 219 as a four lane as the region's top priority; however, the document also notes that the status of NYS Routes 60 and 62 constrains development within the region. The document notes that

the construction of an improved highway connector between I-86 at Falconer, NY and Warren Pennsylvania was discussed in earnest in 2002 and has been proposed as a four lane highway or an improved two lane. The project would promote commerce between Warren and the Jamestown/Falconer communities, provide Warren with better interstate access, provide better access for the industrial community in Falconer, Ellicott and Jamestown, and help remove common carrier traffic from the Village of Falconer and the hamlet of Frewsburg. The document also notes that a future phase of the project would extend from Falconer I-86 exit and connect with NYS Route 60 in Gerry, NY, thereby allowing common carrier traffic to bypass a steep grade on NYS Route 60, to the north of Jamestown

- The Northwest Regional Planning and Development Commission (Northwest Commission) is responsible for regional planning for Warren, Clarion, Crawford, Forest and Venango Counties. The Northwest Commission's *2007-2032 Long Range Transportation Plan (2007)* recognizes that the region's population is slowly declining, growing older, and that people are commuting longer distances to work. The Plan identifies Route 62 as a principal arterial and an important connection between the Cities of Warren and Jamestown, and the I-86 corridor. A recent study of this corridor recommended a series of improvement projects. Traffic volumes average around 6,500 on the section north of Warren and are as high as 15,000 near Warren. The Plan's first goal is to support the region's economic vitality by improving regional connectivity to the National Interstate System.
- Chautauqua County has recently begun its effort to develop a comprehensive plan. The draft plan will not be complete for several months. Despite the current lack of a comprehensive county-level plan, an improved north/south corridor would support the county's development and redevelopment programming. The project specifically aligns with the Millennium Parkway project (NYSDOT PIN 5757.55), of which the Chautauqua County Department of Public Facilities is the Project Sponsor. The Millennium Parkway project's primary objective is to improve tractor-trailer truck traffic access from New York Route 60 to an industrial corridor, including districts zoned for industrial uses along Werle Road, Harrington Road, Progress Drive, and County Route 82 (Middle Road), in Chautauqua County, New York. The Millennium Parkway Project is currently in the Project Scoping Phase.
- The *Warren County Comprehensive Plan (2005)* identifies the Route 62 corridor as a primary growth area with a traffic volume of between 8,000 and 16,000 vehicles per day. The plan identifies this corridor as one of the most important growth areas in the County. The plan recommends

several actions to improve the corridor:

- All sections should have 12-foot traffic lanes with adequate shoulder areas (3R standards)
 - Keep the area from the City of Warren to the New York State line in good repair, and improve traffic flow and safety, as needed (especially in the congested area just north of the City of Warren).
 - Work cooperatively with New York officials to develop better and quicker access to I-86. In 2002 and 2003, representatives from Pennsylvania and New York began to discuss the project seriously. Participants included the NWPRP&DC, the Southern Tier West (NY), PennDOT, NYSDOT, Warren County, Chautauqua County, ARC, and a host of other agencies. The scheme calls for seven related projects from the City of Warren to I-86, then to Gerry, NY, some 6.4 miles north of I-86. The Warren County elements of the proposed project were expected to cost \$21.6 million for 12 miles of improved road. The next 10.1 –plus miles to I-86 were estimated at \$15 million. Overall, the project was estimated at \$50 million.
- *The City of Jamestown Comprehensive Plan (1998)* was written before I-86 was designated or completed. At that time, NYS Rt. 17 did not cross Chautauqua Lake and did not extend all of the way to the Pennsylvania line as a four lane limited access highway. The Plan; however, did anticipate the impacts of completion of the project, such as increased traffic and the need for better signage. Recommendation that did come to fruition was for Washington Street to be designated as a part of NYS Route 60 and the construction of a connector between Washington Street at Fluvanna Avenue and North Main Street (Existing NYS Rt. 60). This was intended to promote safer flow of traffic, greater access to business districts and remove through traffic from the North Main Street residential and professional service corridors. The Plan also encouraged and supported NYS DOT upgrades to NYS Rt. 60 north of Jamestown. The Plan noted the importance of NYS Rt. 60 as the primary north/south corridor connecting the City with the I-90, the greater Buffalo area and Canada. Furthermore, the Plan noted that improved access is critical to maintain regional north/south traffic flow through Jamestown, in consideration of the then proposed upgrades to US Rt. 219.
 - *The City of Jamestown Urban Design Plan (2006)* identifies four gateways into the City, one of which is Washington and North Main Streets, or a portion of NYS Rt. 60. The plan identifies the need to make the City more pedestrian friendly, identifies a number of streetscape

improvements and traffic calming improvements. Most significantly is the Plans intent to reduce Washington Street from four, to two lanes with a continuous turning lane.

- The *City of Jamestown Downtown Traffic Analysis and Streetscape Master Plan* (Draft 2008) notes that Washington Street is a major thoroughfare, but it is uncomfortable to cross due to fast traffic. The plan supports the Urban Design Plan's vision to reduce Washington Street from four to two lanes and suggests several curb and parking configurations, combined with tree plantings that are intended to calm traffic and make the area more walkable.

Town of Ellicott Comprehensive Plan is thirty years old and is no longer relevant to current conditions. The Town intends to update the Plan throughout 2008 and 2009. The updated plan will include the Villages of Falconer and Celeron. The Town of Kiantone does not yet have a Comprehensive Plan.

The review of regional and local planning documents reveals the following:

- The status of US Rt. 62 and NYS Rt. 60 constrains development within the region.
- A need for enhanced access for trucks and common carrier traffic to the Nation's Interstate System has existed for a number of years and has been discussed in earnest, particularly for the City and County of Warren, Pennsylvania.
- The safe interaction of pedestrians and traffic within the City of Jamestown has historically been a concern. The City of Jamestown plans to reduce the number of traveling lanes on Washington Street from four to two, in an effort to calm traffic and enhance pedestrian safety.

3.1.2 Business Survey

TVGA conducted a survey of employers in Chautauqua and Warren Counties to assess their needs with respect to an enhanced north/south transportation corridor, reduced congestion and pedestrian safety within the City of Jamestown and economic benefit to an improved highway corridor between Warren and I-86 and I-90. An introductory cover letter and survey was sent to fifteen major employers in the corridor. "Major" refers to the business being highlighted on either Chautauqua or Warren County's website as a significant employer. The letters were addressed to the Facility Manager at each of the surveyed businesses. A copy of the introductory letter and a copy of the survey are provided in Appendix C. Nine surveys were returned for a response rate of 60 percent.

The survey was designed such that no identifying information would be returned with the survey, unless the respondent chose to provide such information.

The questions and number of responses per choice for each response are provided in the following table.

BUSINESS SURVEY RESULTS			
Survey Question	Number of Responses		
	Agree	Neutral	Disagree
Would you agree there is a need to develop a better north/south highway corridor in Chautauqua and Warren Counties?	7	1	1
Would you agree that reducing north and southbound truck traffic through Jamestown will reduce congestion and increase safety for drivers and pedestrians?	7	2	0
Would you agree that an improved highway corridor between Warren and I-86 that doesn't pass through Jamestown would be an economic benefit to the region?	4	2	2
Would you agree that an improved highway corridor between Warren and I-90 that doesn't pass through Jamestown be an economic benefit to the region?	3	4	2
Would you agree that the economic position of your business would be improved if there was a better north/south highway corridor in Chautauqua and Warren Counties?	4	1	3
Note: Not all respondents answered every question. Therefore, some questions have fewer than nine replies.			

The survey results indicate a majority of the respondents agree that a better north/south corridor in Chautauqua and Warren Counties is needed and that reducing north and southbound traffic through Jamestown will congestion and increase safety for drivers and pedestrians. The results also indicate a lack of majority opinion on the economic benefit of a north/south highway corridor.

Additional comments on the surveys ranged from an opinion that the project is too late (to be of assistance to retain businesses) to stating that "the business community supports the idea."

3.2 Traffic Operations

3.2.1 Volume

(1) Existing Traffic Volumes

Mainline traffic volumes are defined as Average Annual Daily Traffic (AADT). These data for the existing truck route and NYS Rt. 60 were obtained from the *NYS DOT Traffic Data Report (2005)*.

Point	Section	Est. AADT	Year
00.00	US Rt. 62		
00.93	CR 380	7,900	2005
02.25	Jamestown S City Line	10,030	2006
03.52	Main Street	12,160	2005
03.67	Forest Ave	14,830	2005
04.23	NYS Rt. 394	13,270	2005
05.21	NYS Rt. 394	12,470	2005
05.72	Jamestown N City Line	16,170	2005
07.93	Girts Road	9,850	2005
09.73	Kimball Stand	7,690	2005
11.12	Gerry	8,350	2006

3.2.2 Safety Considerations, Accident History and Analysis

Freedom of Information Law requests were made to the City of Jamestown and the New York State Department of Transportation to obtain traffic and accident data for specified intersections along the existing truck route and the proposed alignment.

According to the documents provided by City of Jamestown, from July 11, 2007 until May 22, 2008, 200 accident reports (total) were completed for incidents that were reported to have occurred at or within 150 feet of the following intersections:

- 5th Street and Washington Street (known as Route 60 in the City)
- 6th Street and Washington Street
- 5th Street and Main Street
- 6th Street and Main Street

From the information provided in the reports, of the 200 reports, eleven clearly involved tractor-trailers based on the "Vehicle Type" code. Of those eleven reports,

- Four involved tractor-trailers swinging wide to turn and colliding with other vehicles in the process.
- Three involved tractor-trailers colliding into the back of other vehicles that were stopped waiting for a signal or to turn.
- Three involved various conditions apparently caused by the other vehicles.

The information provided by NYS DOT covered the time period January 1, 2005 to December 31, 2007. The request involved the following intersections:

- NYS Route 60 with Chautauqua County Route 65
- NYS Route 60 with Chautauqua County Route 50
- NYS Route 60 and Chautauqua County Route 580
- NYS Route 394 and Chautauqua County Route 580
- NYS Route 394 and Chautauqua County Route 380
- NYS Route 394 and Chautauqua County Route 65
- NYS Routes 60 and 380;
- NYS Route 60 and 62; and
- Interstate 86 and NYS Route 60

Of the nine accidents reported in the data provided by the NYS DOT, one accident involved a "truck". The accident occurred at the intersection of Chautauqua County Routes 65 and 50. The report states the truck was following too closely, causing a collision with another vehicle.

The safe interaction of pedestrians and traffic within the City of Jamestown has historically been a concern. The City of Jamestown plans to reduce the number of traveling lanes on Washington Street from four to two, in an effort to calm traffic and enhance pedestrian safety.

3.3 Freight Movement Efficiencies

3.3.1 Speeds and Delay

- (1) Existing Speed Limit: Within the existing truck route, the current posted speed limit along US Rt. 62 is 55 mph. The posted speed limit on NYS Rt. 60 from the intersection with NY Route 62 is also 55 mph, until Stillwater, where the posted speed drops to 40 mph. The Speed limit remains at 40 mph outside the City of Jamestown limits and 30 mph

within the city limits. The speed limit along NYS Rt. 60 increases to 40 mph as the highway leaves the City limits and approaches the intersection with I-86 (Interchange 12). The speed limit again increases to 55 mph beyond Interchange 12 to 55 mph and continues at 55 mph until the posted speed limit drops to 30 mph at Gerry.

- (2) Actual Operating Speed: No speed studies are available for US Rt. 62 or NYS Rt. 60.
- (3) Travel Speed and Delay Runs for Existing Conditions: Through field observations conducted in August 2008, no substantial delays to traffic traveling through the Project Limits were determined other than observed signalized intersection queues.

3.3.2 Key Intersections

The *City of Jamestown Downtown Traffic Analysis and Streetscape Master Plan* (Draft 2008) has been presented to the public. Although the final document is not yet published, the City provided turning movement and traffic volume counts that were collected during November, 2007. The City of Jamestown authorized its consultant to release data for the following key intersections:

- Washington Street and West Second Street;
- Washington Street and West Third Street;
- Washington Street and West Fourth Street;
- Washington Street and West Fifth Street;
- Washington Street and West Sixth Street;
- North Main Street and Fifth Street; and
- North Main Street and Sixth Street.

TVGA performed a brief analysis of the traffic volumes at these key intersections, based only upon traffic numbers and lane configurations, without consideration for signal timing. The following conclusions were drawn from the analysis:

- Most of the intersections experience peak hour volumes in the afternoon;
- No significant traffic demand was observed at the intersections;
- The percentage of truck traffic varied from 2.0 percent to 3.6 percent, which is not considered as being exceptionally high;
- Considering the number of signalized intersections and the steep the grade of the roadway, trucks may experience difficulty with stop and go traffic; and
- Better progression of traffic could be attained by updated traffic signal equipment which operates with the current demand on the roadway.

3.4 Design Considerations

3.4.1 Pavement and Shoulder Conditions

On August 13, 2008, TVGA Consultants observed and evaluated the existing pavement conditions based on the NYSDOT Comprehensive Pavement Design Manual along the existing truck route. The existing route starts in the town of Kiantone at the Pennsylvania border on US Route 62 heading north to State Route 60 then through the Town of Ellicott, City of Jamestown, and the Town of Gerry. The existing pavement conditions along US Route 62 are in excellent shape with slight to moderately steep slopes. State Route 60 to the City of Jamestown line has multiple cracks that have been temporarily repaired with liquid joint sealer. Continuing through the City of Jamestown the pavement is in good condition with no cracking and a gentle slope until the north side of the Chadakoin River, and then it is very steep with traffic lights approximately every 200 feet. After leaving the City of Jamestown the pavement remains in good condition and the slope stays moderate to steep past the NYS Trooper's barracks and the Chautauqua County Jamestown Airport and begins to level off as you approach the town of Gerry and the intersection of State Route 60 and County Route 65.

3.4.2 Guide Railing, Median Barriers, and Impact Attenuators – A survey of guide railing, median barriers and impact attenuators was beyond the scope of this assessment; however, several observations were made during field reconnaissance. Guide railing exists along US Rt.62 and NY Rt. 60. The existing guide railing is generally in good condition.

3.4.3 Traffic Control Devices (Signs, Signals, etc.) – Numerous intersections, both signalized and not, are present along the existing truck route. There are twenty signalized intersection along the existing truck route, sixteen of which are located within the City of Jamestown. The signalized intersections along the existing truck route are described herein.

- (1) **US Route 62/NYS Route 60** – NYS Rt. 60 begins at this intersection as US Route 62 turns to the east, toward Frewsburg. The intersection is a signalized intersection with no crosswalks, pedestrian lights, or pushbuttons. (Refer to Appendix B, Photograph 1)
- (2) **NYS Route 60/CR 380** – NYS Rt. 60 intersects with CR 380. There are two 11.5' wide lanes, one 9' wide tuning lane and 7' wide paved shoulders at this signalized intersection. (Refer to Appendix B, Photograph 4)
- (3) **NY Route 60/Cole Avenue** –. There are four 13' wide lanes and a 9' wide turning lane at the signalized intersection with Cole Avenue. (Refer

to Appendix B, Photograph 9)

- (4) **NY Route 60/Newland Avenue** – There are four 13' wide lanes and two 9' wide turning lanes at this signalized intersection. (Refer to Appendix B, Photograph 9)
- (5) **NY Route 60/Foote Avenue** – There are four 13' wide lanes, a 15' wide lane and a 9' wide parking lanes at this signalized intersection. (Refer to Appendix B, Photograph 11)
- (6) **NY Route 60/Main Street** – There are four 13' wide lanes and a 9' wide turning lane at this signalized intersection. (Refer to Appendix B, Photograph 12)
- (7) **NY Route 60/Forest Avenue** - This area at this signalized intersection transitions from four lanes to two lanes as the road approaches the Washington Street Bridge. (Refer to Appendix B, Photograph 13)
- (8) **NY Route 60/West Second Street** - There are two 13' wide lanes and one 2' wide shoulder at this signalized intersection. (Refer to Appendix B, Photograph 15)
- (9) **NY Route 60/West Third Street** - There are four 13' wide lanes at this signalized intersection. (Refer to Appendix B, Photograph 16)
- (10) **NY Route 60/West Fourth Street** - There are four 13' wide lanes at this signalized intersection. (Refer to Appendix B, Photograph 17)
- (11) **NY Route 60/West Fifth Street (NYS Rt. 394)** - There are four 13' wide lanes in this location. Northbound traffic on NYS Rt. 60 must turn right onto NYS 394 at this signalized intersection. (Refer to Appendix B, Photograph 18)
- (12) **West Fifth Street (NYS Rt. 394)/NY Route 60** - There are two 13' wide lanes and a parking lane on this one way street. Northbound traffic on West Fifth Street must turn left onto NYS 394 at this signalized intersection. (Refer to Appendix B, Photograph 19)
- (13) **NY Route 60/West Sixth Street (NYS Rt. 394)** – There are three 13' wide lanes in this location (two southbound and one northbound). This signalized intersection is where southbound truck traffic departs North Main Street and travels along West Sixth Street, until turning onto Washington Street. (Refer to Appendix B, Photograph 20)

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- (14) **NY Route 60/West Seventh Street** - There are three 13' wide lanes in this location (two northbound and one southbound). (Refer to Appendix B, Photograph 21)
 - (15) **NY Route 60/West Eighth Street** - There are two 20' wide lanes in this signalized intersection. (Refer to Appendix B, Photograph 24)
 - (16) **NY Route 60/Kingsbury Street** - There are two 20' wide lanes in this signalized intersection. (Refer to Appendix B, Photograph 25)
 - (17) **NY Route 60/West Buffalo Street** - There are two 20' wide lanes in this signalized intersection. (Refer to Appendix B, Photograph 26)
 - (18) **NY Route 60/NYS Route 430 (Fluvanna Avenue)** - There are four 13' wide lanes in this signalized intersection. (Refer to Appendix B, Photograph 27)
 - (19) **NY Route 60/County Route 44 (Salisbury Road)** - There are two 13' wide lanes in this signalized intersection. (Refer to Appendix B, Photograph 36)
 - (20) **NY Route 60/County Routes 50 and 65 (Gerry-Levant Road)** – There are two 11.5' wide lanes at this paved intersection. (Refer to Appendix B, Photograph 41)

The existing roadway signage consists of a combination of ground-mounted and pole-mounted signs. Pavement striping consists of median and edge markings along with additional markings at the intersections and school zones. The signs and pavement markings are generally in fair to good condition.

3.5 Environmental Considerations

3.5.1 Known Conditions

For the Preferred Alternative, the screenings consisted of a review of available documentation, which included, for a particular area of interest, maps, aerial photography, agency records and databases, and other sources and observations from publicly accessible roadways.

3.5.2 Topography

USGS topographical maps for the project area were reviewed. Although there is some moderate relief in the vicinity of the intersection of CR 380 and CR 55, the topography along the alignment of Proposed Highway Section 1 is generally flat. The alignment of Proposed Highway Section 1 descends quickly from the

erosional remnants of an outwash terrace at approximately 1320' above mean seal level (AMSL) to the valley floor at an approximate elevation of 1250' AMSL. The USGS Jamestown quadrangle depicts the area as being a broad valley flat with wetland areas that are developed in association with Cassadaga Creek. The alignment of Proposed Highway Section 2 begins at the intersection of US Rt. 62 and NYS Rt. 60, just north of Stillwater Creek at an approximate elevation of 1240' AMSL. The topography along the alignment is generally flat. The alignment continues in a northerly direction across a broad valley flat, near the confluence of Stillwater Creek and Connewango Creek, crossing an unnamed tributary to the Connewango Creek before intersection CR 380, which is constructed along the northern valley wall at an approximate elevation of 1280' AMSL. The USGS Jamestown quadrangle depicts the area as being a broad valley flat with wetland areas that are developed in association with Connewango Creek.

3.5.3 Soils

The United States Soil Survey for Chautauqua County divides the County into twelve generalized soil groups. The generalized soil groups share many common characteristics including parent material, texture, and topographic position. The soils encountered within the areas that new roadway segments are envisioned fall into just two generalized soil groups.

Proposed Highway Segment 1 is located within the Fremont-Schuyler generalized soil group. These soils are described as nearly level to very steep, very deep, somewhat poorly drained to moderately well drained, medium textured to moderately fine textured, have a low lime content and are found on uplands. Largely formed in acid glacial till that has been derived from shale, siltstone and lesser amounts of sandstone. The soils are developed on broad summits and saddles. The soils are useful for dairy farming; however, seasonal wetness and slow movement of water in the substratum tend to restrict development.

As shown on Figure 7 Soils-Proposed Highway Segment 1, the following soils of the Fremont-Schuyler group is identified within the study corridor:

- **AIA (Allard Silt Loam)** – This soil is well suited for crops and is identified as prime farmland by the United States Soil Survey for Chautauqua County. Because it is sensitive to frost action, its usefulness is limited for road construction unless drainage improvement are made and coarse granular subgrade is installed.
- **Wy (Wayland Silt Loam)** – Generally located in the deepest positions on flood plains along the major streams in the County, this soil is not well suited for development. Prolonged wetness and flooding are problems. This soil is identified as potentially hydric on the USDA list for potentially

hydric soils for Chautauqua County.

- **Po (Pompton Silt Loam)** – This soil is formed on outwash deposits and deltaic deposits. Although it is well suited for cropland, its major limitations are frost action and seasonal wetness. This soil is identified as prime farmland by the United States Soil Survey for Chautauqua County.
- **Ha (Halsey Mucky Silt Loam)** – This soil is located in low areas and depressions on outwash plains. It is poorly suited for crops and flooding hazards limit its usefulness for development. This soil is identified as potentially hydric on the USDA list for potentially hydric soils for Chautauqua County.
- **Ge (Getzville Silt Loam)** – This soil is located along lowland plains in major valleys. Because of prolonged wetness, this soil is not well suited for crops unless it is drained. Wetness and frost action are the main limitations for construction of roads. This soil is identified as potentially hydric on the USDA list for potentially hydric soils for Chautauqua County.
- **Cb (Canadaigua Silt Loam, Loamy Substratum)** – This soil is found on flat areas of major valleys. It is deep and poorly drained, and is not well suited for constructing dwellings with basements. This soil is identified as potentially hydric on the USDA list for potentially hydric soils for Chautauqua County.
- **NgA (Niagara Silt Loam)** – Although this soil is often associated with vineyards that are located along the Great Lakes, it is also found on broad flats of large valleys. Seasonal Wetness and frost action are the main limitation for road building. This soil is identified as prime farmland by the United States Soil Survey for Chautauqua County.
- **Ca (Canadice Silty Clay Loam)** – This soil is very deep and located in depressions on the lake plains and major valleys. Prolonged wetness and ponding are the main management concerns for dwellings with basements and for local roads and streets. This soil is identified as potentially hydric on the USDA list for potentially hydric soils for Chautauqua County.
- **VaB (Valois Gravelly Silt Loam)** – This soil is present in low areas on flood plains along major streams in the County. It is suited for crops; however, flooding can be a hazard. Seasonal wetness and flooding are the main management concerns for the construction of local roads and streets. This soil is identified as prime farmland by the United States Soil Survey for Chautauqua County.

Proposed Highway Segment 2 is located within the Raynham-Canandaigua-Getzville soil type is described as level to gently sloping, very deep, somewhat poorly drained, medium textured soils that are found on broad valley flats. These soils are formed in glacial lake deposits or older alluvial deposits in broad valleys

that are traversed by sluggish meandering streams. These soils make good farmland when drained; however, the prolonged seasonal wetness and high water table are their main limitations to development.

As shown on Figure 7 Soils-Proposed Highway Segment 1, the following soils of the Raynham-Canandaigua-Getzville group is identified within the study corridor:

- **BsB (Busti Silt Loam)** – This soil is often located on slopes where it receives runoff from higher adjacent soils. The soil is moderately well suited for farming if drained and protected from erosion. This soil is identified as prime farmland by the United States Soil Survey for Chautauqua County.
- **RaA (Raynham Silt Loam)** – This soil is located on broad flats on lake plains and in larger valleys. Seasonal wetness and frost action are the main limitations for local roads and streets. This soil is identified as prime farmland by the United States Soil Survey for Chautauqua County.
- **Cb (Canandaigua Silt Loam, Loamy Substratum)** – This soil is found on flat areas of major valleys. It is deep and poorly drained, and is not well suited for constructing dwellings with basements. This soil is identified as potentially hydric on the USDA list for potentially hydric soils for Chautauqua County.
- **Cc (Canandaigua Mucky Silt Loam)** – Although very similar to the Canandaigua Silt Loam, the Mucky Loam phase has a higher organic content. This soil is also too wet for the construction of dwelling with basements. This soil is identified as potentially hydric on the USDA list for potentially hydric soils for Chautauqua County.
- **Wa (Wakeville Silt Loam)** – This soil is present in low areas on flood plains along major streams in the County. It is suited for crops; however, flooding can be a hazard. Seasonal wetness and flooding are the main management concerns for the construction of local roads and streets. This soil is identified as prime farmland by the United States Soil Survey for Chautauqua County.

3.5.4 Water Resources Including Wetlands

In accordance with Executive Order 11988 - Floodplain Management, potential harm to mapped floodplains shall be avoided or minimized. The existing floodplains associated with Cassadaga Creek and Connewango Creek are located such that complete avoidance of floodplains is not possible. Both Proposed Highway Segment 1 and 2 are partly located within the 100-year flood plain.

All surface waters of the state are provided a class designation based on existing or expected best usage of each water or waterway segment. The classifications and brief descriptions of each are provided below:

-
- Classification AA or A is assigned to waters used as a source of drinking water.
 - Classification B indicates a best usage for swimming and other contact recreation, but not for drinking water.
 - Classification C is for waters supporting fisheries and suitable for non-contact activities.
 - The lowest classification and standard is Classification D.

Wetland areas and unnamed tributaries to Connewango Creek and Cassadaga Creek are the only waterways impacted within the project area. Both creeks are Class C waters (6 NYCRR Part 839). Project activities would need to be conducted such that the Class C water quality standards are maintained throughout construction.

Wetlands: Per Executive Order 11990, each federal agency is responsible to minimize the destruction, loss or degradation of wetlands. The term "wetlands" means those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.

Three criteria, hydrology, soils, and vegetation, are evaluated to determine whether an area is a wetland.

- Hydrology, which is the movement, distribution, and quality of water within an area, is one parameter for characterizing wetlands. Creeks, streams, and other surface water conditions were mapped within the limits of the Critical Resource Assessment.
- Wet soils, known as "hydric" soils, develop when they are flooded or saturated for long periods of time. The United States Soil Survey for Chautauqua County was used to identify hydric soils and soils with potential hydric inclusions.
- Certain plants, known as "hydrophytes," have adapted to survive with their roots growing in water for at least part of the growing season. The presence of such vegetation, which can be preliminarily identified through aerial photography interpretation, was verified by field observation.

Each federal agency, including the FHWA, is mandated to avoid undertaking or providing assistance for new construction located in wetlands unless the head of

the agency finds (1) that there is no practicable alternative to such construction, and (2) that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Both the United States Fish and Wildlife Service (USFWS) and New York State Department of Environmental Conservation (NYSDEC) develop and maintain maps of confirmed wetlands. The USFWS produces the National Wetland Inventory (NWI) and the NYSDEC produces State Mapping of Fresh Water Wetlands (FWW). Data for both the NWI and NYSEC FWW are derived from satellite imagery, and are used as a preliminary indicator of wetland habitat.

Both NWI and NYSDEC FWW wetlands are present in the 500' wide corridors that surround Proposed Highway Segments 1 and 2 (Refer to Figure 9 Water Resources - General). The total impact to these resources cannot be fully assessed without delineation. In many instances, the Army Corps or Engineers (ACOE) and the NYSDEC will require mitigation for any wetlands that are lost due to construction. In the case of Proposed Highway Segment 1, the geometry of the wetlands developed within the Cassadaga drainage are influenced by an active railroad corridor, Linden Avenue and New York Avenue/Clay Pond Road and other man-made developments (Refer to Figure 9 Water Resources – Proposed Highway Segment 1). The wetlands associated with Proposed Highway Segment 2 are developed near the confluence of Stillwater Creek and Connewango Creek and there is little in the way of man-made development in this area (Refer to Figure 9 Water Resources – Proposed Highway Segment 1).

3.5.5 Cultural Resources

Preliminary background research for the project area consisted of consultation of the archaeological and historic site files at the NYS OPRHP, the State and National Historic Structure Inventories (SPHINX database). (Refer to Figure 12 Historic Register Sites and Areas of Archeological Sensitivity). No Historic Register sites are located within a mile of Proposed Highway Segments 1 and 2; however, both proposed highway segments fall within designated areas of archeological sensitivity.

An archaeological and historic structure review should be conducted to determine the existence of any cultural/historic resources potentially eligible for listing in the State and/or National Register of Historic Places (S/NRHP). In addition, background research on past and present land uses must be performed at the New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP) Field Services Bureau and at local sources in Chautauqua County.

These reviews must be conducted in accordance with the National Historic Preservation Act of 1966, as amended, Executive Order 11593, the regulations of the Advisory Council on Historic Preservation (36 CFR 800), Section 14.09 of

the New York State Parks, Recreation and Historic Preservation Law of 1980, and the New York Archaeological Council's (NYAC) Standards for Cultural Resource Investigations and Curation of Collections (1994). The above statutes and standards require that all standing structures that are at least fifty (50) years old be evaluated for possible inclusion in the S/NRHP

3.5.6 Visual Resources

Proposed Highway Section 1 traverses the Cassadaga Creek Valley. The visual character of this broad valley is rural with sparsely developed lowlands and undeveloped wetlands; however, this northern portion of segment, where the ground elevation is slightly higher, has been impacted by the construction of railroads, secondary roadways, factories and landfills. Mature residential properties and commercial properties are present where the segment intersects existing roadways. Proposed Highway Section 2 traverses a low lying area near the confluence of Stillwater Creek and Connewango Creek. A few scattered residential and commercial properties are present along US Rt. 62 and CR 380; however, the segment is generally sparsely developed lowlands and undeveloped wetlands.

4.0 IMPLEMENTATION PLAN

4.1 The Project Development Process

The requirement for a State Transportation Improvement Program (STIP) for all areas of the State was originally established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and was re-established in 2005 in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59). SAFETEA-LU stipulates that all capital and non-capital transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code as well as all regionally significant transportation projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) must be on the STIP in order to be eligible for funding. A transportation project can be listed on the STIP through several processes described in the following sections.

The STIP is a list of all projects in New York State for which Federal funding is proposed to be used that are scheduled to begin within a designated time frame of four federal fiscal years. This time frame is mandated by the SAFETEA-LU. The most recent STIP for New York State was formally approved on December 10, 2007. This STIP covers the period between October 1, 2008, and September 30, 2011. The STIP begins as a compilation of regional Transportation Improvement Programs that are adopted every two years by Metropolitan Planning Organizations (MPOs) and evolves into a comprehensive list of all highway and transit projects that propose to use Federal funds. A transportation project can be listed on the STIP through several processes described in the following sections.

4.1.1 Recommendation by a Metropolitan Planning Organization

MPOs develop Capital Improvement Plans and advocate transportation projects, base upon their priority to the NYSDOT for inclusion in the STIP. Priority is typically based on a joint consensus of the MPO members. Chautauqua County is not within one of NYSDOT's Metropolitan Planning Organizations jurisdiction.

4.1.2 Solicitation by NYSDOT Regional Offices

Areas not within an MPO are, simply, referred to as non-metropolitan. In the non-metropolitan areas of the State, the NYSDOT Regional Offices solicit project proposals for inclusion on the STIP from their rural constituents. In non-metropolitan areas projects can be developed on the town, village, city or county level. This system makes for a poorly understood and competitive environment for small municipalities with limited resources, which are located in non-metropolitan areas. The problem is magnified by the fact that MPOs are better suited and more familiar with project development, advocacy and the NYSDOT process and staff.

4.1.3 Support through a Congressional Earmark

A congressional earmark is a Congressional directive in legislation to a federal agency to spend a specific amount of its budget for a specific entity, project or service. Earmarking differs from the general appropriations process. In the past, congressional representatives have played a large roll in advocating and funding transportation projects. In recent years earmarks have been included in SAETY-LU but later reduced to lower levels when construction costs rose significantly. Also recently, the earmark process has come under close scrutiny and may be abolished in an effort to control spending.

4.1.4 Grants

Locally Administered Federal Aid Projects (LAFAPs) are developed, designed and constructed in accordance with Federal and State requirements. The Federal-aid transportation program provides the opportunity to maintain, rehabilitate, reconstruct, expand, and improve our integral local highway and bridge network. The program helps to ensure that New York State residents, businesses and visitors have a safe, efficient, balanced and environmentally sound transportation system that meets the needs of the traveling public while promoting and supporting economic growth.

The **New York State Industrial Access Program (IAP)** has been designed to complement economic development projects throughout the State where transportation access poses a problem or may offer a unique opportunity to the viability of a project. Municipalities, industrial development agencies, or other

governmental agencies involved in promotion economic development are eligible Industrial Access Program applicants. In the case of a private corporation, a State agency, municipality, or industrial development agency must sponsor the project and file an application with the NYSDOT Regional Director on behalf of the non-governmental entity. Chapter 54 of the laws of 1985, and of subsequent years, established the Industrial Access Program, to provide State funding for necessary highway and bridge improvements which facilitate economic development and result in the creation and/or retention of jobs. Rail Access Projects made eligible under the Laws of 1998. Awards are made on a 60% grant, 40% interest free loan basis, up to a maximum of \$1 million. As specified by law, the loan portion must be paid back within 5 years after the acceptance of the project by the department. Repayment terms are negotiable. Appropriations for the IAP are to be used where existing funding programs are not available or appropriate due to funding availability, timing, or program constraints. Applicants are encouraged to initiate discussion with the Regional Program Coordinator of the NYSDOT to obtain up-to-date advice and information that are likely to facilitate the remainder of the process.

The **Transportation Enhancement Program (TEP)** is a federal reimbursement program under the SAFETEA-LU and administered by the NYSDOT. In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance. Eligible projects must fall into one or more of the twelve Federal Highway Administration (FHWA) categories. Additionally, the project must have a transportation relationship with the surface transportation system and must be available for public access and use. The TEP requires the project sponsor or applicant to front the cost of the project and request reimbursement. Each project requires a minimum matching share of 20% of the total project cost. Innovative finance features are available to minimize the cash outlay for applicants and sponsors.

4.2 Transportation Corridor Definition

Rational end points for a transportation improvement are known as logical termini and must be established according to Federal Highway (FHWA) regulations 23 Code of Federal Regulations (CFR) 771.111(f).

Logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. The environmental impact review frequently covers a broader geographic area than the strict limits of the transportation improvements. In the past, the most common termini have been points of major traffic generation, especially intersecting roadways. This is due to the fact that in most cases traffic generators determine the size and type of facility being proposed. However, there are also cases where the project improvement is

not primarily related to congestion due to traffic generators, and the choice of termini based on these generators may not be appropriate.

Choosing a corridor of sufficient length to look at all impacts need not preclude staged construction. Therefore, related improvements within a transportation facility should be evaluated as one project, rather than selecting termini based on what is programmed as short range improvements. Construction may then be "staged," or programmed for shorter sections or discrete construction elements as funding permits.

For the development of the Route 60/62 Corridor, two generalized locations for logical termini for the Route 60/62 Corridor are suggested.

- The northern general location identified is a segment of NYS Route 60 (NYS Rt. 60) in the Town of Gerry, at the intersection of Chautauqua County Routes (CR) 50 and 65. NYS Rt. 60 is a north/south corridor that extends from the City of Dunkirk, on Lake Erie to United States Route 62 (US Rt. 62), near the Pennsylvania border. Route 60 has strategic transportation linkages with NY Route 5, NY Route 20 (East Main Street) and the New York State Thruway (I-90) at Interchange 59, Interstate 86 (I-86) at Interchange 12, and US Rt. 62. There are rural and residential land uses as well as numerous industrial parks, commercial and industrial developments with potential for growth along this corridor.
- The southern general location is the boundary between New York and Pennsylvania, where US Rt. 62 enters Pennsylvania. US Rt. 62 is a mixed-use corridor that extends southerly from New York into northern Pennsylvania and to the City of Warren, Pennsylvania. The local roads located along this corridor provide direct access to properties within the City of Warren and Towns of Connewango, Glade and Pleasant Valley, including existing commercial and industrial developments with the potential for additional growth. The City of Warren is linked to Pennsylvania Route 6, as scenic east/west corridor that traverses the State.

4.3 Environmental Classification and Review Process

The National Environmental Policy Act (NEPA) requires consideration of the physical environment for any project that uses federal funding or requires federal permits. To fulfill NEPA requirements related to federal funding or federal permitting, the project sponsor must assess the effects of the project on the natural and human environment to aid in selecting the least damaging practicable alternative. It will be necessary to coordinate with the Federal Highway Administration (FHWA) to determine the appropriate environmental classification/level of NEPA documentation for a project as soon as the scope and location have been determined.

There are three levels of analysis depending on whether or not an undertaking could significantly affect the environment. These three levels include: categorical exclusion

determination; preparation of an environmental assessment/finding of no significant impact (EA/FONSI); and preparation of an environmental impact statement (EIS).

At the first level, an undertaking may be categorically excluded from a detailed environmental analysis if it meets certain criteria, which a federal agency has previously determined as having no significant environmental impact. A number of agencies have developed lists of actions that are normally categorically excluded from environmental evaluation under their NEPA regulations.

At the second level of analysis, a federal agency prepares a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures that an agency will take to reduce (mitigate) potentially significant impacts. If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an EIS is prepared.

An EIS is a more detailed evaluation of the proposed action and alternatives. The public, other federal agencies and outside parties may provide input into the preparation of an EIS and then comment on the draft EIS when it is completed. If a federal agency anticipates that an undertaking may significantly impact the environment, or if a project is environmentally controversial, a federal agency may choose to prepare an EIS without having to first prepare an EA. After a final EIS is prepared and at the time of its decision, a federal agency will prepare a public record of its decision addressing how the findings of the EIS, including consideration of alternatives, were incorporated into the agency's decision-making process.

The extent of the NEPA analysis required for a particular project depends on the expected magnitude of the impacts from that project. The significance of an impact is determined by both the intensity and context of the impact. For example, filling 1 acre of a 100-acre wetland may not be significant, while filling 1 acre of a 2-acre wetland may be significant. The intensity of these impacts is the same, but their context is different.

Alternatives 1 and 2 require construction of new segments of highway. They are considered as "build alternatives", and as such, would likely be classified as a NEPA Class 1 in accordance with *23 Code of Federal Regulations (CFR) 771* and as a SEQRA Non-Type II Environmental Impact Statement (EIS) in accordance with *6 New York Codes, Rules, and Regulations (NYCRR) Part 617*.

Alternative 3 is a "no-build alternative", which would likely be classified as Categorical Exclusion, also in accordance with *23 Code of Federal Regulations (CFR) 771* and as a SEQRA Type II (Long EAF resulting in a Negative Declaration).

The Null Alternative or existing truck route requires no action and no environmental review.

5.0 CONDITIONS & NEEDS

US Rt. 62 is the primary north/south transportation corridor through the Towns of Connewango, Glade and Pleasant Valley, and the City of Warren, Pennsylvania. This mixed use corridor includes the Warren Mall, automobile dealers, Farm Colony and big box retailers immediately north of the City of Warren, and residential or agricultural properties to the south of the New York State/Pennsylvania border.

The City and County of Warren, Pennsylvania desires to enhance their linkage to I-86 and I-90, which are major east/west transportation corridors that traverse the Southern Tier of Western New York and link the region to the Nation's Interstate Highway System. The designated truck route is along US Rt. 62, through the Towns of Kiantone and Ellicott along NYS 60, and then through the City of Jamestown to gain access to the I-86 corridor and northward to I-90. Numerous signalized and non-signalized intersections, pedestrian crosswalks and school zones exist along this route.

There are existing alternative routes that provide access I-86 that bypass the City of Jamestown, such as traveling from the hamlet of Stillwater through the Village of Falconer on CR 380 (Work Street), then eastward on NYS Rt. 394 to Interchange 13 on I-86; or through the hamlet of Frewsburg on US Rt. 62 to Interchange 14 on I-86; however, no alternative route to I-86 is specifically intended for trucks and common carrier traffic.

There are existing alternative routes that provide access to I-90 that bypass the City of Jamestown. One commonly used route is CR 380 from the hamlet of Stillwater to the hamlet of Kimball Stand, where it intersects CR 44 and NYS Rt. 60. Another route includes traveling from the hamlet of Stillwater into the Village of Falconer on CR 380 (Work Street), then on CR 65 through the hamlet of Levant and northward to Gerry, where CR 65 and CR 50 intersect with NYS Rt. 60. Again, no alternative route to I-90 is specifically intended for trucks and common carrier traffic.

An alternate route for trucks and common carrier traffic will enhance the regions linkage to the Nation's Interstate Highway System, facilitate north/southbound flow of commodities along the Route 60/62 corridor and enhance economic opportunities within the corridor. An alternate route for trucks and common carrier traffic will also enhance pedestrian safety and reduce traffic through the City of Jamestown.

6.0 OBJECTIVES

The purpose of this PCPA is to identify and evaluate existing and proposed alternative routes for truck and common carrier traffic that will provide improved access to major east/west transportation corridors (I-86 and I-90), improve pedestrian safety within the City of Jamestown and encourage economic development within the Rt. 60/62 Corridor.

Objectives to be met with the PCPA are:

1. Improve truck and common carrier-oriented transportation infrastructure within the Rt. 60/62 Corridor by providing an alternative route with the following attributes:
 - Horizontal and vertical geometry suitable for truck and common carrier traffic;
 - Sufficient lane widths and turning radii for truck and common carrier traffic; and
 - Accommodations for over-sized vehicles.
2. Improve vehicular and pedestrian safety along the existing truck route either by:
 - Rerouting truck and common carrier traffic from the existing truck route; and/or
 - Reducing truck and common carrier traffic through densely populated urban areas and school zones.
3. Reduce travel time required to access major east/west interstate corridors within the Rt. 60/62 Corridor by:
 - Minimizing the number of signalized intersections along the proposed route; and
 - Improving the level of service.

7.0 ALTERNATIVES

Alternatives to be considered include the "Null" Alternative as well as three alternatives that provide a means of routing truck traffic around the east side of the City of Jamestown. The Null Alternative continues to route north/southbound traffic through the City of Jamestown along the existing truck route.

The alternatives routes include both "Build" and "No-Build" alternatives. The Build Alternatives (Alternatives 1 and 2) include: the improvement of existing CR 380 and CR 65, and the construction of one or more new segments of roadway to develop a new route for trucks and common carriers. The "No-Build Alternative" (Alternative 3) involves the improvement of existing CR 51, CR 380 and CR 44 to develop a new truck route with no new roadway segments.

Existing Truck Route or Null Alternative The existing truck route begins at the New York/Pennsylvania border and follows US Rt. 62 north to the beginning of NY Route 60 in Stillwater. The route then follows NYS Rt. 60 north through the City of Jamestown on NY Route 60. The route provides direct access to I-86 at Interchange 12, directly north of Jamestown. The route then continues north on NYS Rt. 60 to Gerry, and beyond to the Dunkirk/Fredonia area where there is direct access to I-90, NYS Rt. 20 and ends at NYS Rt. 5.

Alternate 1 Alternate 1 begins at the intersection of NY Route 60 with US Rt. 62 in Stillwater, where a new 0.65 mile long north/south roadway segment must be constructed to the intersection to CR 380. The route then follows CR 380 to the north until another new 1.4 mile long

north/south segment of roadway links the route with CR 65 in Levant. The route continues north on CR 65 to Gerry, where CR 65 intersects with NYS Rt. 60. This alternate allows truck and common carrier traffic to bypass the City of Jamestown and the Village of Falconer and involves of improvements to CR 380 and CR 65, and involves the construction of two new segments of roadway.

Alternate 2 Alternate 2 begins at the intersection CR 380 and CR 55 south of the Village of Falconer. The route then proceeds north on CR 380 through the Village of Falconer (Work Street). The route departs CR 380 midway between the Village of Falconer and Kimballstand at Ross Mills and follows a new segment of roadway developed on a former railroad right-of-way to NYS Rt. 60, just south of Gerry. Access to I-86 is gained by following NYS Rt. 394 through the Village of Falconer to the east to Interchange 13. This alternate allows truck and common carrier traffic to bypass the City of Jamestown, consists of improvements to County Routes 380 and 51, and involves the construction of one new segment of roadway.

Alternate 3 Alternate 3 begins at the intersection CR 380 and CR 55 south of the Village of Falconer. The route then precedes north on CR 380 through the Village of Falconer (Work Street) to Kimballstand where CR 44 (Salisbury Road) and CR 380 (Kimball Stand Road) intersects NYS Rt. 60. The route briefly follows CR 44 to the east to its intersection with NYS Rt. 60. The route continues a short distance along CR 51 to NYS Rt. 60. Access to I-86 is gained by following NYS Rt. 394 through the Village of Falconer to the east to Interchange 13. This alternate consists of improvements to County Routes 44, 380 and 51, and does not require construction of additional roadway.

8.0 ENVIRONMENTAL CLASSIFICATION

Alternatives 1 and 2 require construction of new segments of highway. They are considered as "build alternatives", and as such, would likely be classified as a NEPA Class 1 in accordance with *23 Code of Federal Regulations (CFR) 771* and as a SEQRA Non-Type II Environmental Impact Statement (EIS) in accordance with *6 New York Codes, Rules, and Regulations (NYCRR) Part 617*.

Alternative 3 is a "no-build alternative", which would likely be classified as Categorical Exclusion, also in accordance with *23 Code of Federal Regulations (CFR) 771* and as a SEQRA Type II (Long EAF resulting an a Negative Declaration).

The Null Alternative or existing truck route requires no action and no environmental review

9.0 SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSEQUENCES

Screenings for environmental resources were completed along the Preferred Route. The screenings consisted of a review of available documentation, which may have included, for a particular topic of interest, maps, aerial photography, agency records and databases, observations from publicly accessible roadways and/or field reconnaissance completed in a corridor along the alternative alignments. The screenings are discussed in Section 3.5 of this report.

Following are a discussion of the more in-depth screenings that should likely need to be completed to progress the Preferred Alternative and any other feasible alternatives identified during the project scoping phase. The topic areas are generally those identified within the National Environmental Policy Act Assessment Checklist and those that are evaluated as part of an Environmental Assessment or Environmental Impact Statement.

9.1.1 General Ecology and Endangered Species

A field investigation should be conducted to determine existing terrestrial and aquatic ecological characteristics within a corridor of sufficient width along each potential alignment including (but not limited to): general terrain; major hydrologic features; habitat types (e.g., field, shrubland, hardwood forest, wetland, agricultural land); relative abundance of each habitat type; expected characteristic plant species associated with each habitat type; and, expected characteristic fish and wildlife (i.e., typical fish, mammal, bird, amphibian, and reptile species known or expected to occur in the project limits).

The nature, extent, and significance of potential impacts (including impacts during construction) of each potential alignment on fish, wildlife, and habitat should be analyzed. The analysis should include general determinations of the amount and type of vegetation to be disturbed, special habitats that might be damaged, and possible interruption of fish and wildlife movements (e.g., blockage of fish movement through culverts, interruption of deer movement by fences). Appropriate avoidance, minimization of harm, and mitigation to compensate for project impacts should be determined.

9.1.2 Ground Water

The ground water quality studies to be conducted should include the compilation of existing data on the groundwater regime of the project limits, including water table elevations and aquifer recharge areas. This review should include determining whether the project limits are situated over or drains to the recharge area of a federal sole source aquifer, a NYSDEC-designated principal or primary aquifer, or a private or municipal water supply well. For each aquifer and well identified in the project limits, its designation, size, location, and importance to the community should be assessed. An appropriate map of the project limits should be produced with the location and boundaries of each aquifer and well.

The potential positive and negative impacts of each potential alignment on the aquifers and wells, including impacts from changes in surface and subsurface drainage, future motor vehicle use, highway maintenance, and construction activities should be assessed. Measures to avoid, minimize, or mitigate all potential contamination or other negative impacts to the aquifers and wells, both during and after construction, should also be evaluated as appropriate as part of the detailed analysis of groundwater. The analysis should be completed to provide sufficient information for a sole source aquifer review per *Section 1424(e) of the 1974 Safe Drinking Water Act*. A Toler Analysis to assess the

impact of the use of de-icing salts on ground water quality should also be conducted during this phase of analysis.

9.1.3 Surface Water

A determination should be made as to the United States Army Corps of Engineers (USACE) *Section 404 Individual and Nationwide Permit* requirements for construction activities within the water bodies identified in Section 3.5.

For each potential alignment, the effects of construction activities and project changes on surface water bodies should be evaluated. This evaluation should consider such possible impacts as: discharge of dredged or fill material, dredging in stream bed or bank; fill; erosion and sedimentation; stream re-alignment; reduction of canopy cover; water temperature increases due to removal of stream bank vegetation; changes in runoff; and accidental toxic spills. Appropriate avoidance, minimization, and mitigation measures to compensate for surface water quality impacts, including erosion and sediment control practices proposed in the vicinity of surface waters, should be assessed as well. A blanket *Section 401 Water Quality Certification (WQC)* (for certain *USACE Section 10 or 404 Nationwide Permits*) or an individual WQC should be completed, as appropriate, based on the findings of the evaluation.

In addition, a "Notice of Intent" to seek coverage under the NYSDEC's *State Pollution Discharge Elimination System (SPDES) General Permit (GP-02-01)* may need to be completed as part of the surface water analysis. A Stormwater Pollution Prevention Plan (SWPPP) in accordance with the *New York State Stormwater Management Design Manual*, (NYSDEC, August 2003) should be developed.

9.1.4 State and Federal Wetlands

State and federal wetlands have been identified along the project corridor, as discussed in Section 3.5.

A field delineation should be conducted to determine the boundaries of all wetlands along each potential alignment in the project limits and proposed mitigation site(s). This should be based on the presence of hydrophytic vegetation, wetland hydrology, and hydric soils, as outlined in the *Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory, 1987)*. The "Routine On-site Inspection Methodology" (or, where appropriate, one of the specified alternative procedures) set forth in this manual should be employed.

The wetland field delineation should be conducted by an individual or individuals trained in the three-parameter methodology adopted by the USACE as set forth in the above manual or in the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands (Federal Interagency Committee for Wetland Delineation, 1989)*. The field delineator(s)

should have at least two years of experience in wetland field delineations employing this method.

The wetland field delineation should be conducted at a time of year when soil samples may be collected (i.e., when the upper 18" of soil is not frozen) and there is sufficient alive or persistent vegetation cover present to reasonably make a wetland determination. This is typically limited to the period between March 15 and November 15. Wetland boundaries should be delineated with survey flagging. A wetland map should be prepared from the project base mapping. This map should depict and label the wetland boundaries, field sampling point, photograph locations and directions, project limits, existing roads and bridges, and hydrologic features (e.g., streams and ponds). The major wetland and upland vegetation communities in the project limits should also be depicted on the wetland map.

To compensate for permitted unavoidable wetland losses, mitigation goals and objectives and a conceptual compensatory mitigation plan including specific mitigation site(s) should be developed. The goals should relate to the functions and values of the impacted wetlands and the proposed compensatory mitigation wetlands, and should be expressed in terms that can be quantified and field-measured. The analysis should provide basic information for the proposed mitigation site(s), including existing plant, soil and hydrologic characteristics. The Wetland Delineation Report should provide the basic information on the impacted wetland. Conceptual plans of the proposed mitigation site(s) and (its) (their) relation to the project should be developed.

9.1.5 Floodplains

As stated in Section 3.5, the existing floodplains associated with Cassadaga Creek and Connewango Creek are located such that complete avoidance of floodplains is not possible. Both Proposed Highway Segment 1 and 2 are partly located within the 100-year flood plain. A Flood Plain Evaluation for the project should be conducted in accordance with the *NYSDEC Flood Plain Management Criteria for State Projects 6 NYCRR Part 502* and *Federal Highway Administration Federal-Aid Policy Guide (FAPG) 23 CFR 650A*. The evaluation should be at a level of detail commensurate with flood plain encroachment risks and other social, economic, and environmental concerns. It should consider the effect of existing flood control channels and levees and the project's impact on existing coastal management plans prepared by state or local governments.

The boundaries of the 100-year flood plain for existing conditions and for each potential alignment should be determined. For each potential alignment, an analysis should be completed of: the specific roadway features and the risks associated with implementation of the action; the impacts on natural and beneficial flood plain values; the support of probable incompatible flood plain developments; and avoidance, minimization, and mitigation measures, including avoidance alternatives considered. If warranted, a report should be completed to meet the requirement of an "Only Practical Alternative Finding" within the *FAPG* for a significant encroachment, which should

include: the reasons for locating the project in the flood plain; the avoidance alternatives considered and their nonfeasibility; and a statement indicating whether the action conforms to applicable state or local flood plain protection standards.

9.1.6 Navigable Waterways

The nature, extent, and significance of the impacts of each potential alignment on U. S. Army Corps of Engineers-defined and U. S. Coast Guard-defined navigable waters of the United States should be assessed. The nature and extent of all activities requiring U.S. Army Corps of Engineers Section 10 and U. S. Coast Guard Section 9 permits should be identified and, as applicable, avoidance, minimization of harm, and mitigation measures to compensate for project impacts on navigable waters should be evaluated. The Connewango is identified as being a part of the Marvin Cobb Waterway Trail, and as such is navigable from at least a recreational standpoint.

9.1.7 Historic Resources

As stated in Section 3.5 and as shown on the associated figure, the project area is in an area of archeological sensitivity. A comprehensive literature search, general field survey, and reconnaissance field survey of historic resources in the project limits should be completed. Also, depending on the outcome of the surveys, intensive site examination may be completed. The work should comply with the requirements for the protection of the nation's historic resources as mandated by *Section 106 of the National Historic Preservation Act of 1966*, the amended *Procedures for Historic Properties* as set forth in *36 CFR Part 800* and associated guidance, the *National Environmental Policy Act of 1969*, *Executive Order 11593*, and the *Archaeological and Historic Preservation Act of 1974*; current *New York State Education Department's (SED) Work Scope Specifications for Reconnaissance Survey and Site Examination (SED work scope)*; and the current *Historic Resource Survey Report requirements of Chautauqua County*.

In addition, all persons performing or supervising historic resource survey work should qualify under the appropriate professional qualification standards set forth in the *Secretary of the Interior's Professional Qualification Standards (48 CFR Part 44738-9)*.

An intensive survey to examine in detail each archeological site of importance impacted by each potential alignment and requiring a site examination, as identified by the reconnaissance field survey, should be conducted. For each site, its boundaries, age, affiliation, function, integrity, and potential to yield historically important information should be evaluated as should the likelihood of the site extending beyond the project limits. A report should contain sufficient information on the historic resources impacted by each potential alignment to enable the State Historic Preservation Office (SHPO)/NYS OPRHP to determine National Register eligibility.

9.1.8 Parks

A screening should be completed to confirm that, based on the extent s assigned to the project limits, it is not anticipated that a significant publicly owned park or recreation area should be impacted by the project and that a 4(f) determination is not required.

9.1.9 Hazardous Waste

A known inactive hazardous waste disposal site is located along the Proposed Highway Segment 1. This site is known due to a review of the NYSDEC Registry of Inactive Hazardous Waste Sites in Region 9. A more in depth screening is typically performed at the onset of the preparation of a Public Scoping Report.

To progress the Preferred Alternative or other identified feasible alternatives, as a hazardous waste and contaminated materials screening should be completed that includes research of existing files, records and databases, and field observations to look for observable physical evidence of contamination e.g., stained soil, seepage, and stressed or dead vegetation using as a guide the summary sheet of indicator features in the *NYS DOT Environmental Procedures Manual*.

A Hazardous Waste/Contaminated Materials Detailed Site Assessment should be completed of those areas identified as containing hazardous waste or contaminated materials. As necessary based on the nature and extent of such hazardous waste or contaminated materials, a remediation plan should be developed for affected properties.

9.1.10 Asbestos

A preliminary investigation for the presence of asbestos-containing materials (ACMs) within structures or facilities along each potential alignment should be conducted using available documentation and site reconnaissance as appropriate to determine the potential for encountering asbestos within each potential ROW. Documentation to be reviewed includes that related to: water mains, storm sewer, sanitary sewer, electric, gas, and communications. The materials of the interior and exterior of dwellings and/or structures within the project corridor that may potentially be impacted by the proposed construction should be visually observed and evaluated to determine the potential for ACMs and recommend testing of materials. Persons engaged in the asbestos site reconnaissance should have the appropriate certifications.

Detailed Investigations consisting of pre-demolition asbestos surveys should be completed of structures, as needed, along the preferred alternative alignment. Such investigations should include a detailed sampling plan, sampling, analytical laboratory testing, Asbestos Assessment Report preparation, and abatement or removal design, as necessary.

9.1.11 Noise

The noise study to be conducted should include identification of existing activities, developed lands, and undeveloped lands for which development is planned, designed, and programmed, which may be affected by noise from the Jamestown Bypass. Within a study area for each potential alignment and the Null Alternative, the location of each particularly sensitive individual noise receptor such as a: school, church, hospital, library, auditorium, park, or preserved natural area should be identified. The existing noise levels at representative receptor sites within the study area for each potential alignment should be field-measured using the procedures specified in the *NYSDOT Manual Field Measurement of Existing Noise Levels*.

Future traffic noise levels within the study area for each potential alignment and the Null Alternative should be calculated in a manner consistent with the *FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108)* and utilizing *FHWA Traffic Noise Model Version 2.5*. The traffic noise impacts for each potential alignment and the Null Alternative should be identified and quantified. As required, noise abatement analysis should be completed and alternative noise abatement measures should be evaluated in accordance with the *FHWA Noise Regulation 23 CFR 772* and the *NYSDOT Noise Analysis Policy* in the *EPM*.

9.1.12 Air Quality

The impacts of each potential alignment and the Null Alternative on the air quality of the area containing the project and influenced by it should be preliminarily evaluated. Methodologies should be consistent with the *User's Guide to CAL3QHC, Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections (United States Environmental Protection Agency [USEPA] Publication EPA-454/R-92-006, November, 1992)* and *Guideline for Modeling Carbon Monoxide from Roadway Intersections (USEPA Publication EPA-454/R-92-005, November, 1992)*.

For each potential alignment and the Null Alternative, a tiered microscale analysis for carbon monoxide concentrations should be completed for peak-hour traffic volumes and 8-hour concentrations using an applicable persistence factor(s) for the critical analysis year(s). A mesoscale analysis for carbon monoxide, nitrogen oxides, and volatile organic compound concentrations for each design alternative and the Null Alternative for peak-hour traffic volumes should also be conducted, using the specified emission factor tables (currently *MOBILE 6 emission factor tables*).

In addition, for each potential alignment and the Null Alternative, a Particulate Matter (PM) analysis should be conducted in accordance with the *New York State Department of Transportation Project Level Particulate Matter Analysis, Final Policy September 2004*. This should involve both microscale and mesoscale air quality analyses.

9.1.13 Energy

An Energy Analysis of the proposed project should be conducted to evaluate the potential changes in energy consumption as a result of the project. The analysis should be conducted in accordance with the *State Energy Plan of 2002*. The analysis should analyze data collected from traffic studies, including destination studies, conducted within and adjacent to the project limits, to develop a model for projected traffic patterns for the proposed roadway. The data derived from the traffic studies should be utilized to compute current energy and greenhouse gas emissions for each potential alignment. The results should be compared to the energy use during the construction phase.

9.1.14 Farmlands

Adverse effects of each potential alignment on farmland for non-farm purposes, including compatibility with state and local programs for the protection of farmland, should be evaluated in accordance with the procedure outlined in *Chapter 2.5 of the EPM (EPM-2.5)* for complying with the NYS Agriculture and Markets statute and regulations. An objective of the evaluation, to the maximum practical extent, is to include design measures for each potential alignment that avoid or minimize the adverse impacts to such lands and identify appropriate and necessary notices required should farmlands be adversely impacted.

9.1.15 Visual Impacts

A Visual Impact Assessment (VIA) of significant visual resources, in accordance with current NYSDOT visual assessment policy, should be conducted. The VIA should be prepared by or under the direct guidance of a registered landscape architect experienced in VIA preparation. Elements of the VIA should include viewshed maps, aesthetic resources/visual receptor inventory and research, field surveillance and photo assessment, and computerized photosimulations. The VIA report should include impact assessment and mitigation recommendations, as warranted.

Photographic simulations should be developed to compare existing conditions and the potential alignments as seen from key viewpoints at both Estimated Time of Completion (ETC) and the project design year (2010 and 2030). The visual impacts of each potential alignment, including changes to significant visual resources and probable viewer response to these changes, should be evaluated. Additionally, an assessment should be made of possible measures to avoid, minimize, or mitigate negative visual impacts and to enhance positive impacts.

9.1.16 Critical Environmental Areas

A screening should be completed to verify that no state-designated Critical Environmental

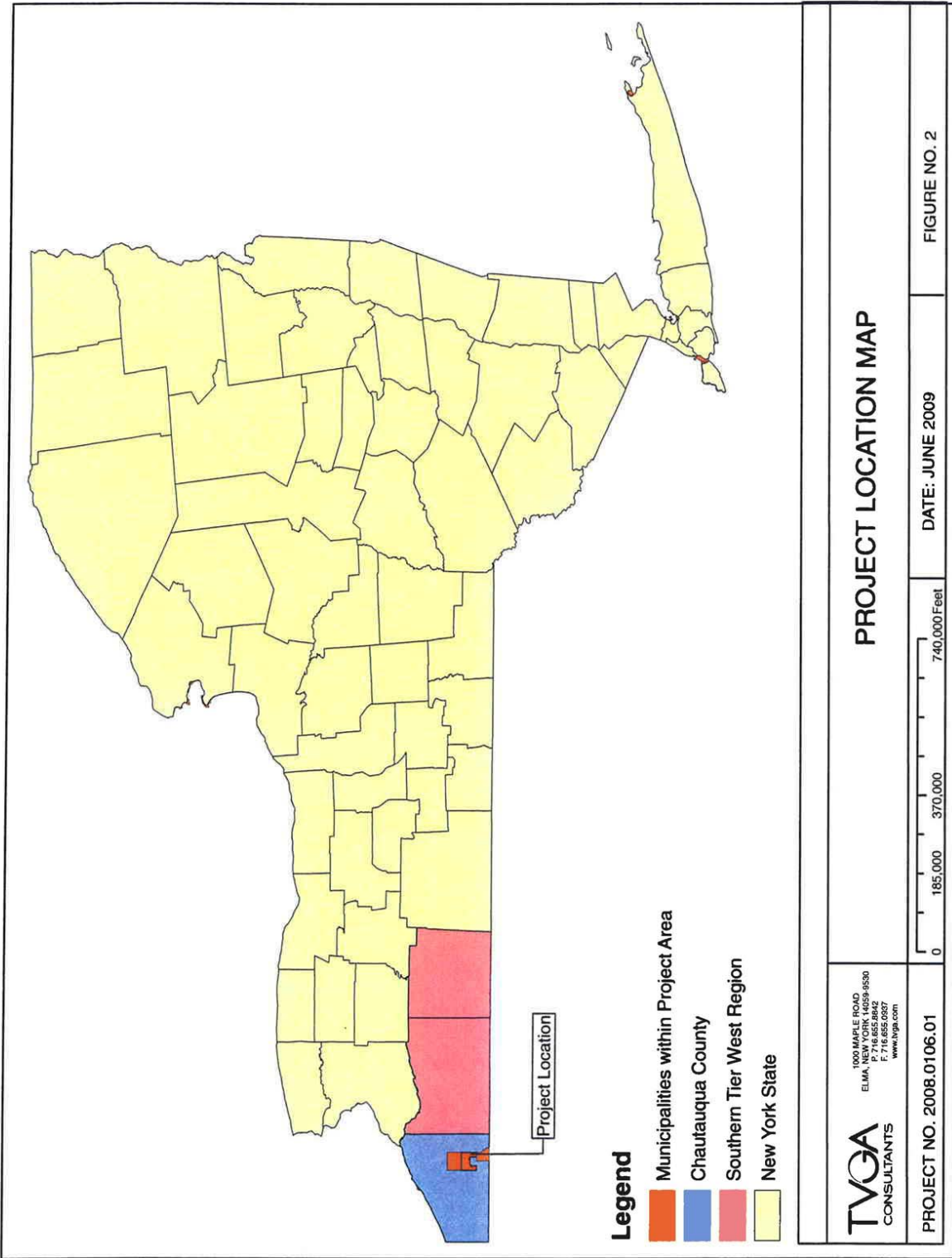
Area is within the project limits.

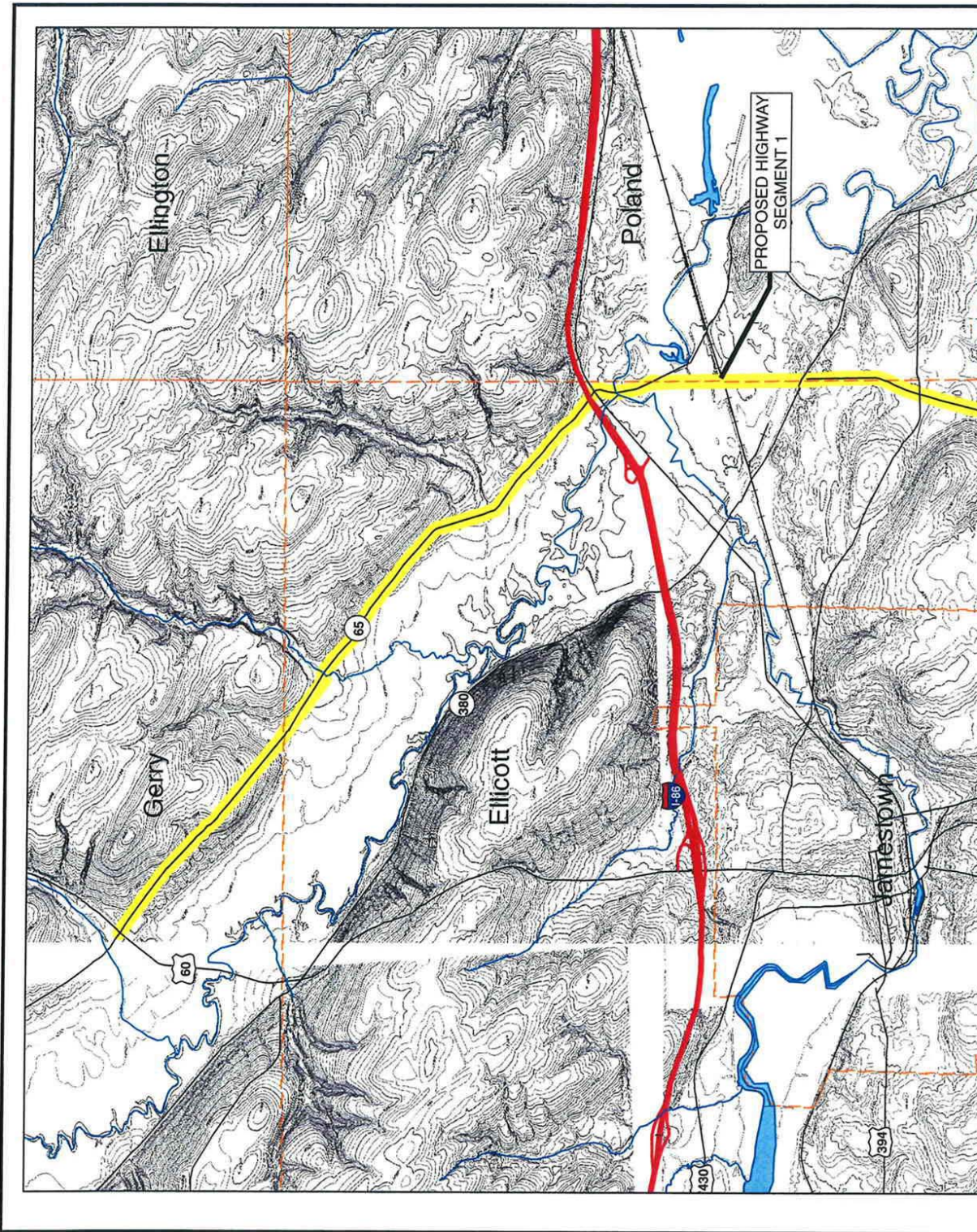
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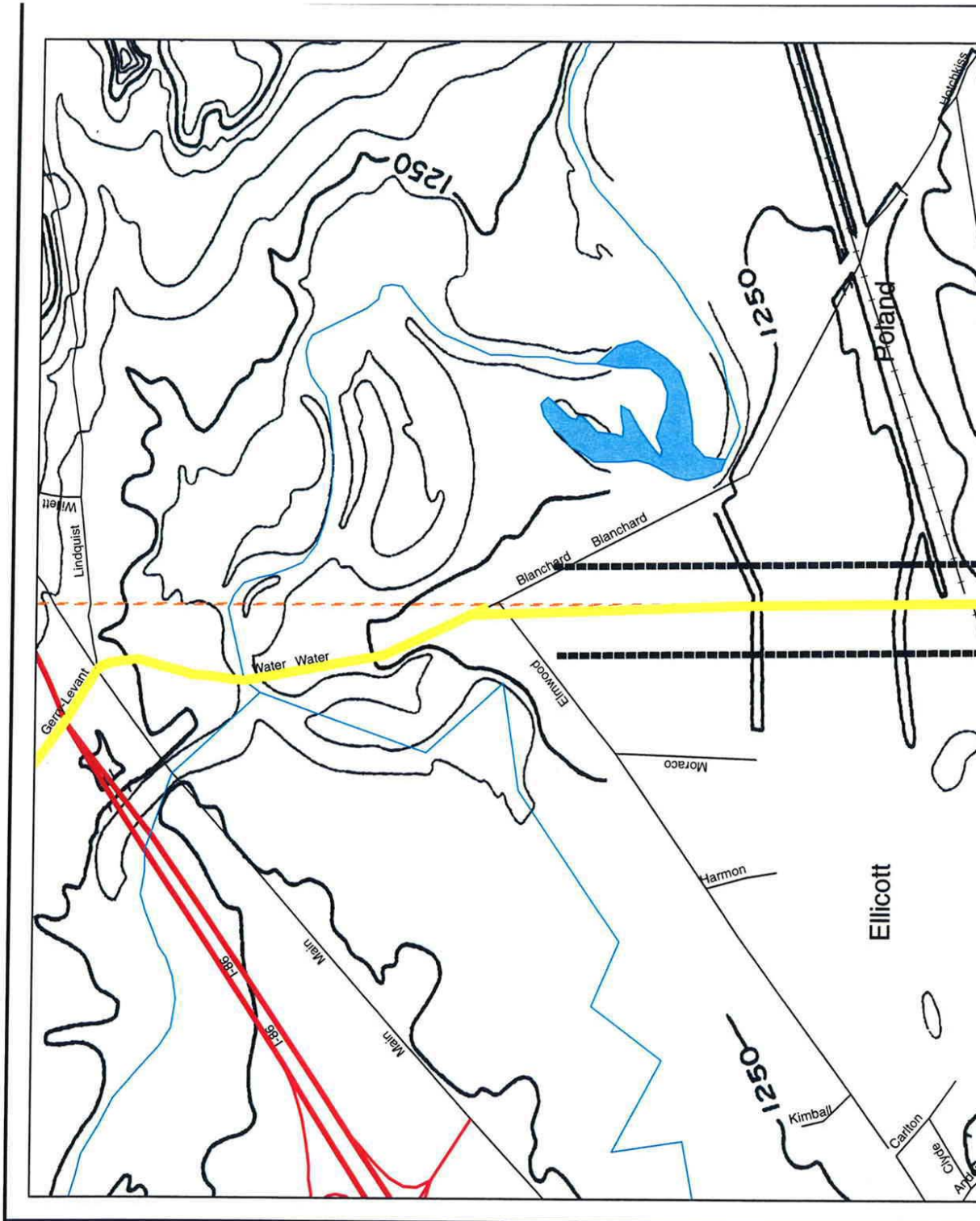
*Route 60/62 Corridor
City of Jamestown*

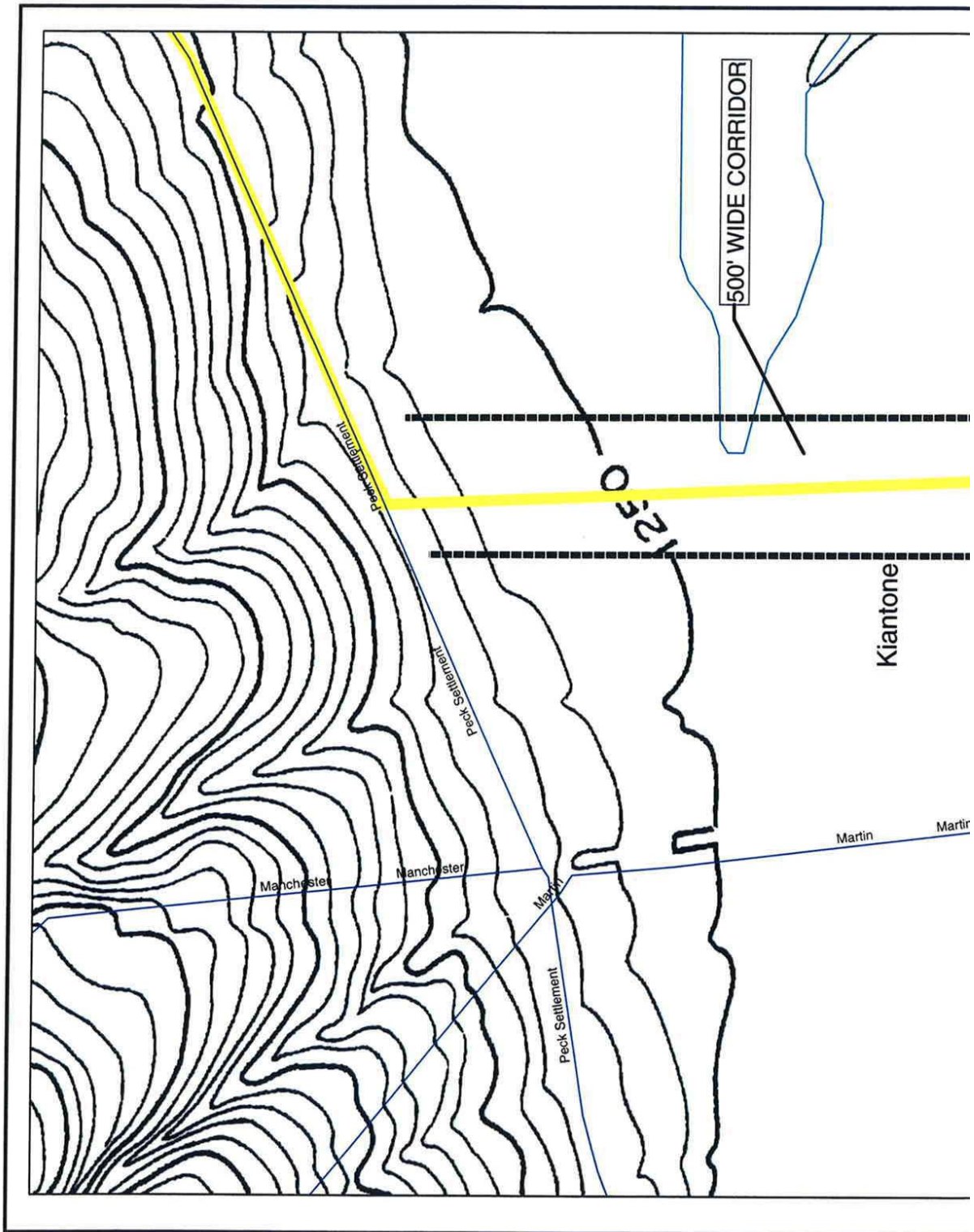
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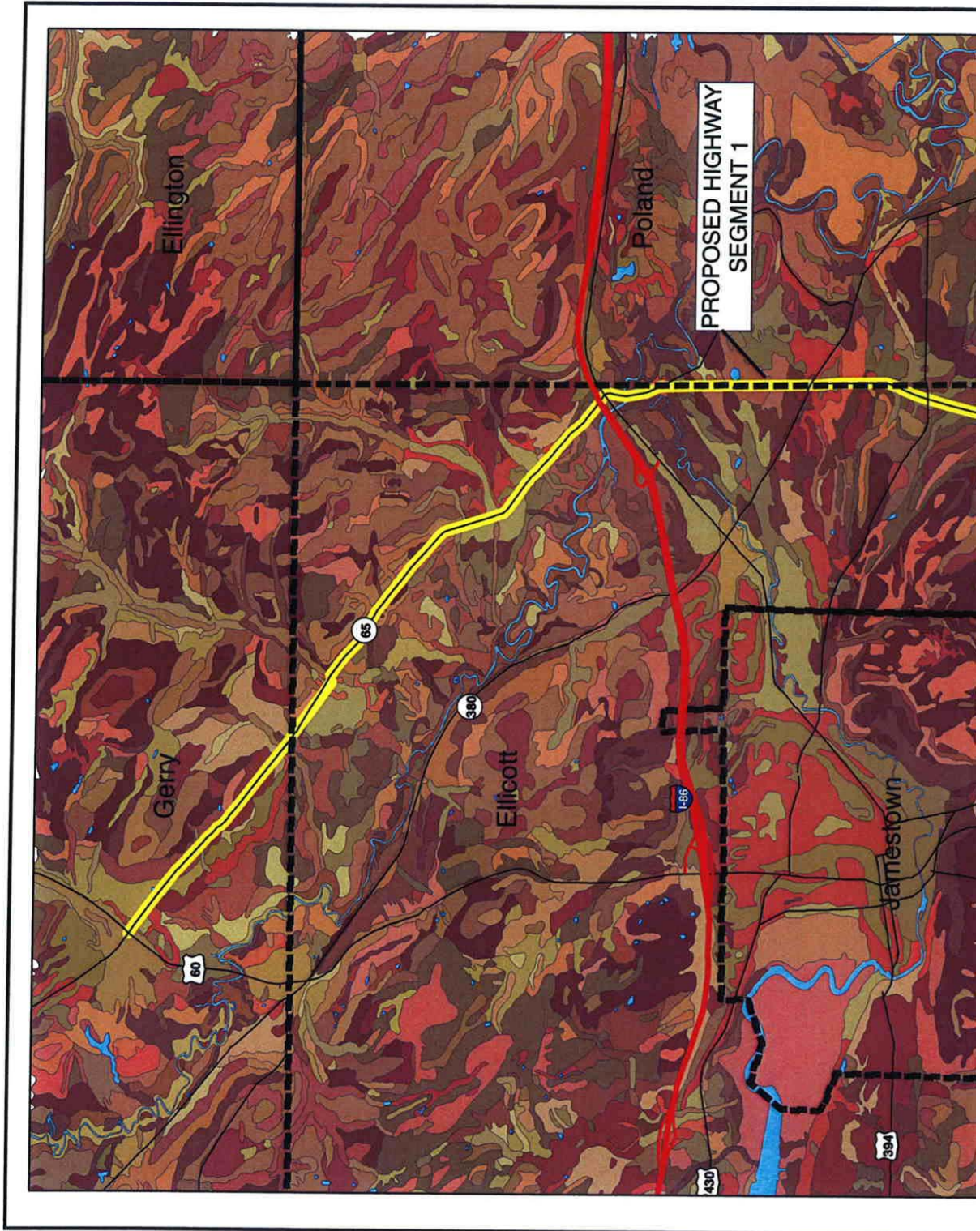
*TVGA Consultants
June 8, 2009*

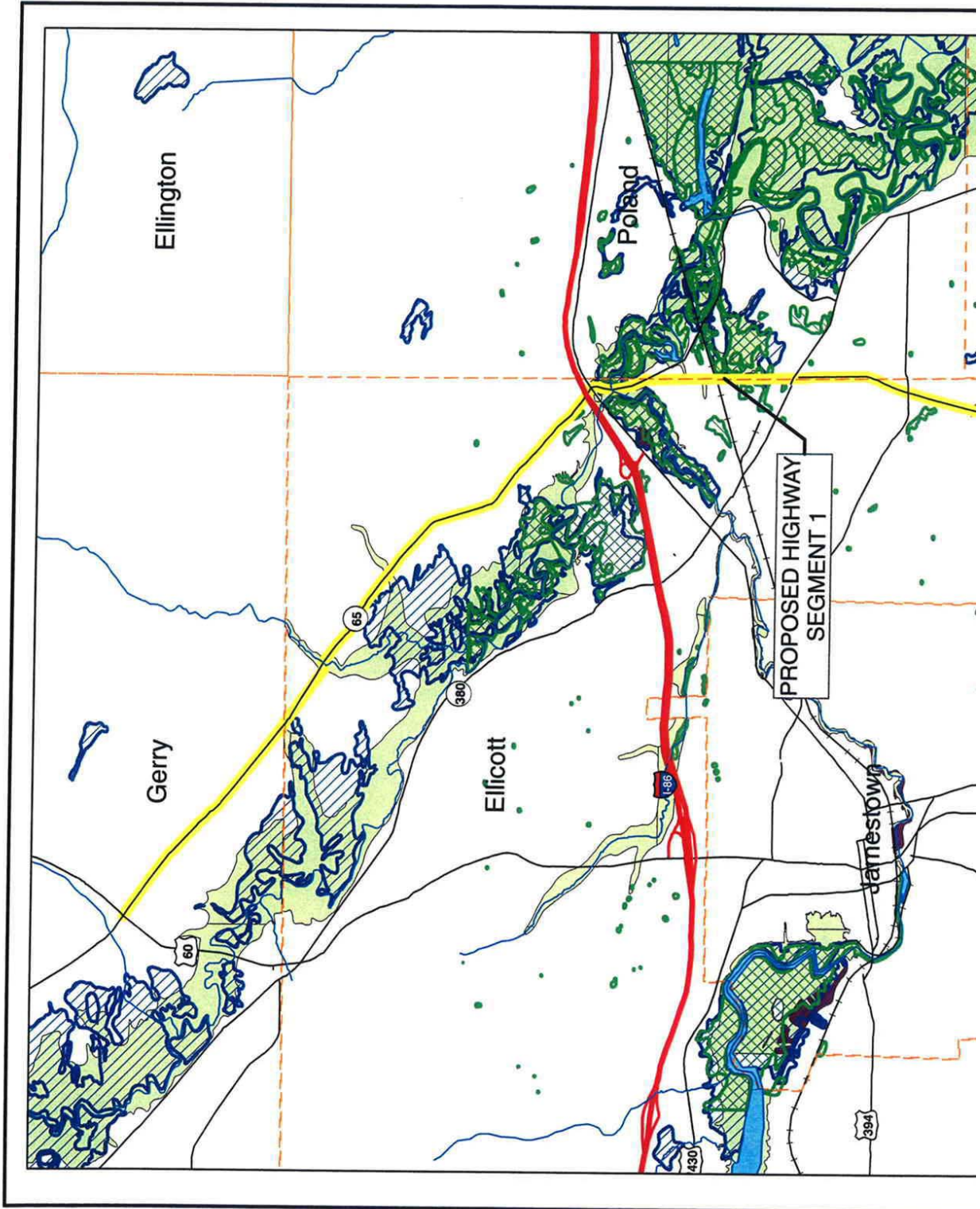


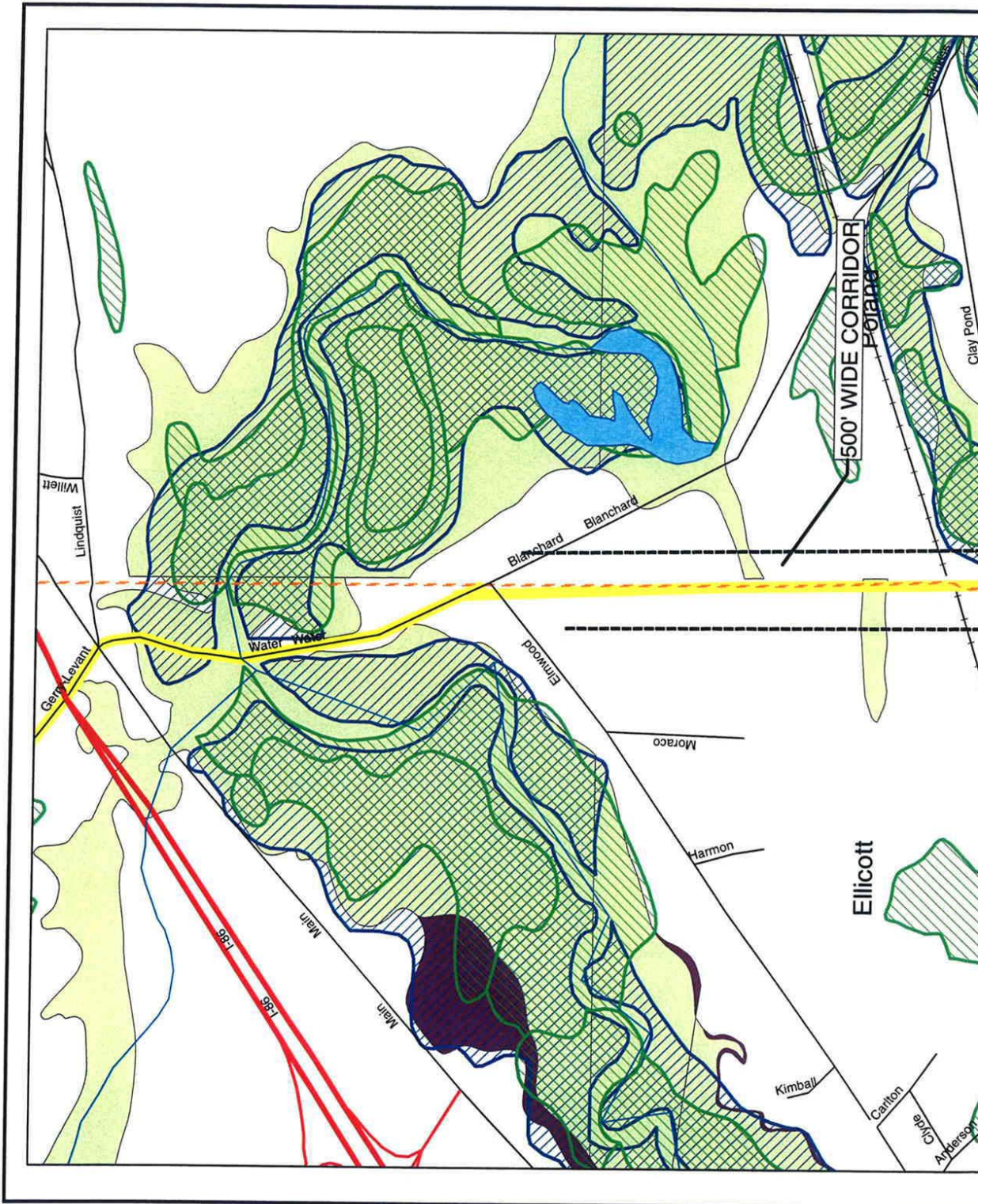


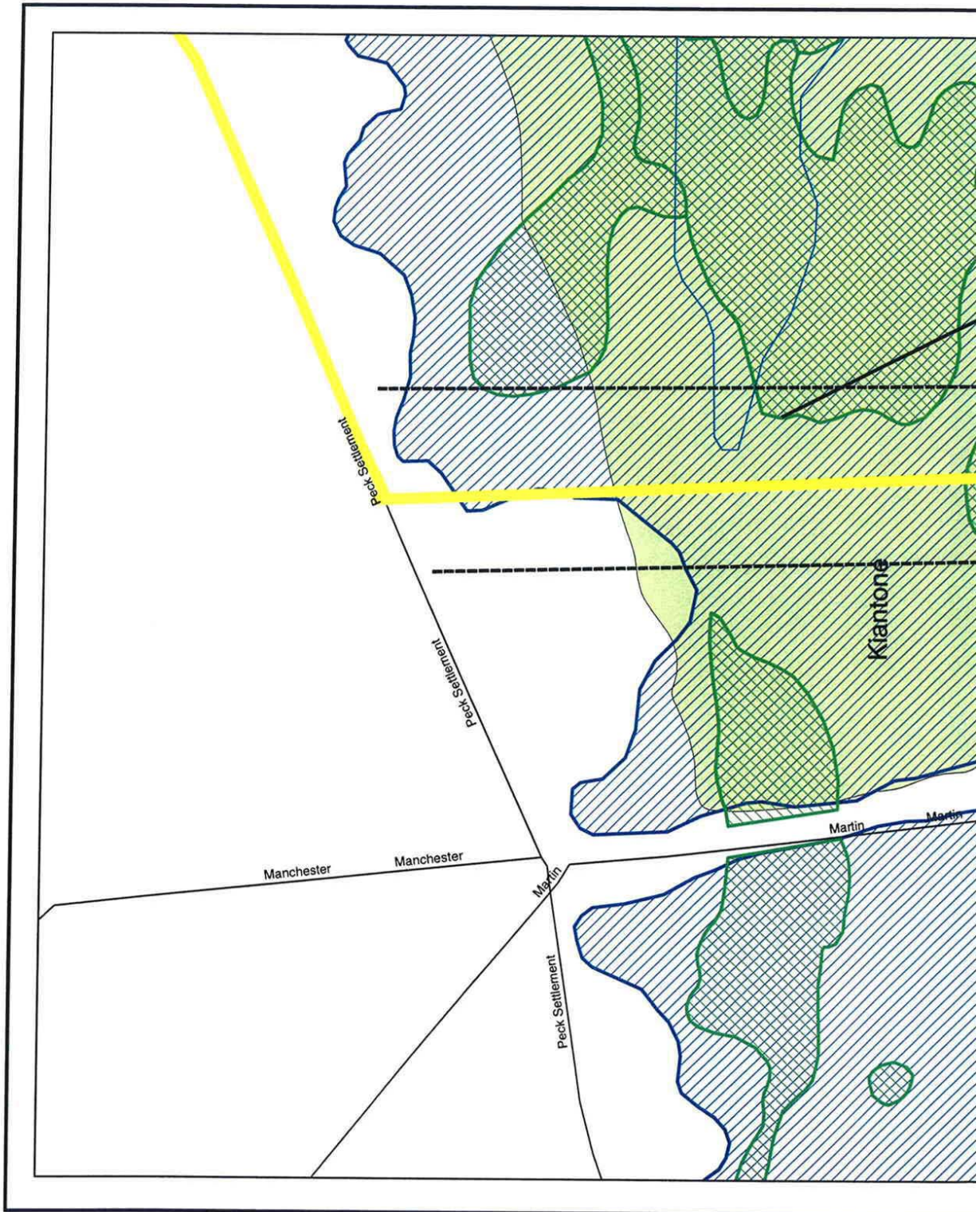


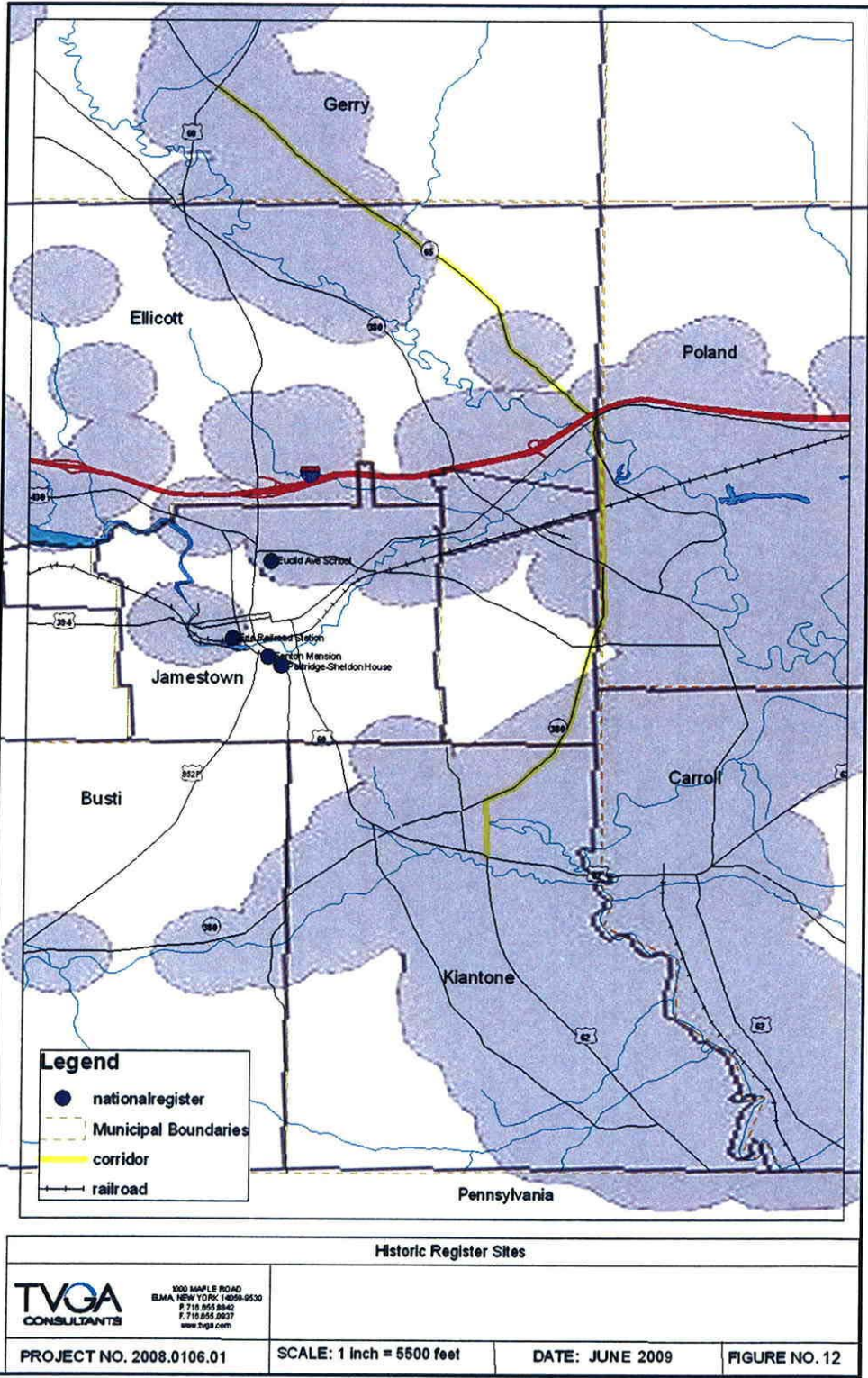












APPENDIX A-1

VISUAL ASSESSMENT – US ROUTE 62

US ROUTE 62
Date: August 13, 2008



Photograph 1 Looking south on US Rt. 62 at the Pennsylvania/New York boundary.



Photograph 2 Looking north at US Rt. 62. There are two 11.5' wide lanes with 9' wide paved shoulders.



Photograph 3 Looking north on US Rt. 62, 0.5 miles north of the NY/PA boundary at Frissle Road. There are two 11.5' wide lanes, one 9' wide tuning lane and 5' wide paved shoulders.



Photograph 4 Looking north on US Rt. 62, at the intersection of CR 49. There are two 11.5' wide lanes, one 9' wide tuning lane and 5' wide paved shoulders.



Photograph 5 Looking north on US Rt. 62, 1.0 miles north of the NY/PA boundary at a bridge over Kiantone Creek. There are two 11.5' wide lanes and 5' wide paved shoulders.



Photograph 6 Looking north on US Rt. 62, 1.1 miles north of the NY/PA boundary at Riverside Drive. Road. There are two 11.5' wide lanes, one 9' wide tuning lane and 5' wide paved shoulders.



Photograph 7 Looking north on US Rt. 62, 1.5 miles north of the NY/PA boundary. There are two 11.5' wide lanes and 9' wide paved shoulders.



Photograph 8 Looking north on US Rt. 62, 2.0 miles north of the NY/PA boundary. There is a small culvert in the background. There are two 11.5' wide lanes and 9' wide paved shoulders.



Photograph 9 Looking north on US Rt. 62, 2.5 miles north of the NY/PA boundary. There are two 11.5' wide lanes and 9' wide paved shoulders.



Photograph 10 Looking north on US Rt. 62, 3.0 miles north of the NY/PA boundary. There are two 11.5' wide lanes and 9' wide paved shoulders.



Photograph 11 Looking north on US Rt. 62, 3.5 miles north of the NY/PA boundary. There are two 11.5' wide lanes and 9' wide paved shoulders.



Photograph 12 Looking north on US Rt. 62, at the intersection with Spencer Road. There are two 11.5' wide lanes, a 9' wide passing lane and a 9' wide paved shoulders.



Photograph 13 Looking north on US Rt. 62, 4.3 miles north of the NY/PA boundary, at a bridge over Frew Run. There are two 11.5' wide lanes and 1.5' wide paved shoulders.



Photograph 14 Looking north on US Rt. 62 at the signalized intersection with NYS Rt. 60, 4.3 miles north of the NY/PA boundary. There are two 11.5' wide lanes and 9' wide turning lane and 5.5 wide paved shoulders. This is also the general area when a new segment of road is proposed.

APPENDIX A-2

VISUAL ASSESSMENT – NYS ROUTE 60

NEW YORK STATE ROUTE 60
Date: August 13, 2008



Photograph 1 Looking south across the intersection of NYS Rt. 60 and NYS Rt. 62.



Photograph 2 Looking north at NYS Rt. 60, 0.1 miles north of intersection with NYS Rt. 62. There are two 11.5' wide lanes with 6' wide paved shoulders. The speed limit is unmarked in the area.



Photograph 3 Looking north on NYS Rt. 60, at the intersection of CR 51. There are two 11.5' wide lanes, one 9' wide tuning lane and 7' wide paved shoulders.



Photograph 4 Looking north on NYS Rt. 60, at the signalized intersection of CR 380 (Peck Settlement Road). There are two 11.5' wide lanes, one 9' wide tuning lane and 7' wide paved shoulders.



Photograph 5 Looking north on NYS Rt. 60, 1.0 miles north of the intersection with NYS Rt. 62. There are two 11.5' wide lanes and 5' wide paved shoulders.



Photograph 6 Looking north on NYS Rt. 60, at the intersection of CR 49 (Kiantone Road). There are two 11.5' wide lanes and 5' wide paved shoulders.



Photograph 7 Looking north on NYS Rt. 60, at the intersection of Brown Street, 2.0 miles north of the intersection with NYS Rt. 62. There are two 11.5' and 6' wide paved shoulders.



Photograph 8 Looking north on NYS Rt. 60, at the Jamestown City line. There are four 13' lanes and the speed drops to 30 mph.



Photograph 9 Looking south on NYS Rt. 60 at the signalized intersection with Cole Avenue. There are four 13' wide lanes and a 9' wide turning lane.



Photograph 10 Looking north on NYS Rt. 60 at the signalized intersection with Newland Avenue. There are four 13' wide lanes and two 9' wide turning lanes.



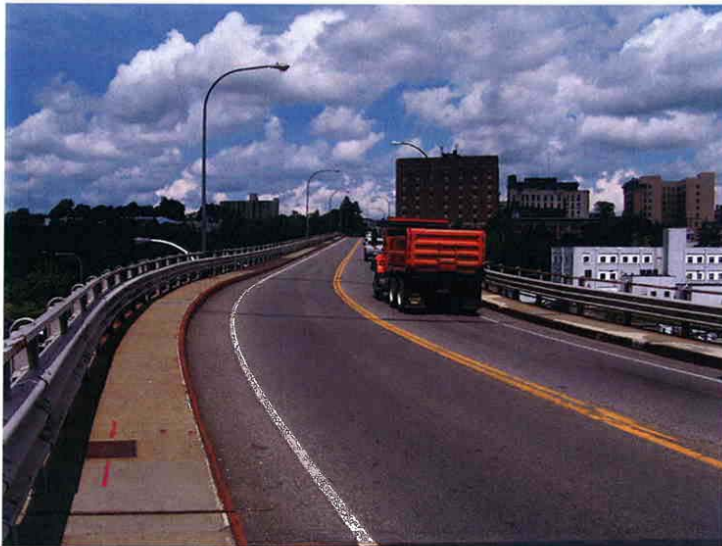
Photograph 11 Looking north on NYS Rt. 60 at the signalized intersection with Foote Avenue. There are four 13' wide lanes, a 15' wide lane and a 9' wide parking lanes. Note the sign identifying the road as a truck route.



Photograph 12 Looking north on NYS Rt. 60 at the signalized intersection with Main Street. There are four 13' wide lanes and a 9' wide turning lane.



Photograph 13 Looking south on NYS Rt. 60 at the signalized intersection with Forest Avenue. This area transitions from four lanes to two lanes as the road approaches the Washington Street Bridge.



Photograph 14 Looking north across the Washington Street Bridge. There are two 13' wide lanes with 2' wide shoulders.



Photograph 15 Looking north on NYS Rt. 60 (Washington Street) at the signalized intersection with West Second Street. There are two 13' wide lanes and one 2' wide shoulder.



Photograph 16 Looking north on NYS Rt. 60 at the signalized intersection with West Third Street. There are four 13' wide lanes in this location.



Photograph 17 Looking north on NYS Rt. 60 at the signalized intersection with West Fourth Street. There are four 13' wide lanes in this location.



Photograph 18 Looking north on NYS Rt. 60 at the signalized intersection with NYS Rt. 394 (West Fifth Street). There are four 13' wide lanes in this location. Northbound traffic on NYS Rt. 60 must turn right onto NYS 394 at this location.



Photograph 19 Looking east on NYS Rt. 60/394 East (West Fifth Street). Note the one-way traffic and signalized intersection with North Main Street, where northbound truck traffic must turn left.



Photograph 20 Looking north on NYS Rt. 60 (North Main Street) at the signalized intersection of NYS Rt. 60/394 West/West Sixth Street. This is where southbound truck traffic departs North Main Street, travels along West Sixth Street, until turning onto Washington Street.



Photograph 21 Looking north on NYS Rt. 60 and the signalized intersection with West Seventh Street.



Photograph 22 Looking west on West Sixth Street, 394 West and NYS Rt. 60. Note the one-way traffic and the signalized intersection with Washington Street in the background.



Photograph 23 Looking west on West Sixth Street, and the signalized intersection with Seventh Street, 394 West and NYS Rt. 60. Note the one-way traffic. Dow Park is located on the left side of the photograph.



Photograph 24 Looking north on NYS Rt. 60 (North Main Street) and the signalized intersection with Eighth Street, the Samuel Love Elementary School is located along the left side of the photograph.



Photograph 25 Looking north on NYS Rt. 60 at the signalized intersection with Kingsbury Street



Photograph 26 Looking north on NYS Rt. 60 at the signalized intersection with Buffalo Street. The Holy Family Catholic School is located one block south of here.



Photograph 27 Looking north on NYS Rt. 60 at the signalized intersection with NYS Rt. 430 (Fluvanna Avenue).



Photograph 28 Looking south on NYS Rt. 60 where it leaves the City of Jamestown.



Photograph 29 Looking north on NYS Rt. 60 and the interchange with I-86.



Photograph 30 Looking north on NYS Rt. 60.



Photograph 31 Looking north on NYS Rt. 60, where is a four-lane.



Photograph 32 Looking north on NYS Rt. 60



Photograph 33 Looking north on NYS Rt. 60 at the intersection with Girls Road, near the Chautauqua County Airport and Airport Hill Industrial Park.



Photograph 34 Looking north on NYS Rt. 60 where it is a three-lane.



Photograph 35 Looking south on NYS Rout 60 and the bridge over CR 380. The transition to two lane is in the background.



Photograph 36 Looking north on NYS Rt. 60 at the intersection with CR 44(Salisbury Road). The intersection with CR 44 and CR 380 is located just west of this photograph.



Photograph 37 Looking north on NYS Rt. 60 at a bridge over the Connewango Creek.



Photograph 38 Looking north on NYS Rt. 60 at the boundary between the Town of Ellicott and the Town of Gerry. The speed is reduced from 55mph to 35 mph at this location.



Photograph 39 Looking north at NYS Rt. 60 where the railroad grade alternative (Alternate 4) is located.



Photograph 40 Looking east from NYS Rt. 60 along the former railroad grade (Alternative 4).



Photograph 41 Looking north at the intersection of NYS Rt. 60, CR 50 and CR 65 (Gerry-Levant Road)

APPENDIX A-3

**VISUAL ASSESSMENT – COUNTY ROUTE 380 AND
COUNTY ROUTE 51**

COUNTY ROUTE 380 – Peck Settlement Road and COUNTY ROUTE 51 –
Martin Road

Date: August 13, 2008



Photograph 1 Looking south on CR 51 (Martin Road) at the intersection with NYS Rt. 60 and. The intersection has only one stop sign, at Martin Road.



Photograph 2 Looking north along CR 51. There are two 12' wide lanes and 5' wide gravel shoulders throughout this segment. The speed limit is not posted on this segment.



Photograph 3 Looking west at wetlands surrounding CR 51..



Photograph 4 Looking north at the end of CR 51 at its intersection with CR 380 and Manchester Road.



Photograph 5 Looking north on CR 380, 0.7 miles north of the intersection of CR 51 and NYS Rt. 60. There are two 11.5' wide lanes with a 3.5' wide paved shoulder throughout this section. The speed limit is 40 mph in this area.



Photograph 6 Looking north on CR 380, 1.1 miles north of the intersection of CR 51 and NYS Rt. 60.



Photograph 7 Looking north on CR 380, 1.5 miles north of the intersection of CR 51 and NYS Rt. 60.



Photograph 8 Looking north on CR 380 at the intersection with Carlberg Road.



Photograph 9 Looking north on CR 380, at the intersection with CR 40 (Buffalo Street Ext).



Photograph 10 Looking north on CR 380, at the intersection with CR 40 (Willard Street Ext).



Photograph 11 Looking north on CR 380, at the intersection with CR 55.



Photograph 12 Looking north on CR 380 at the signalized intersection with Allen Street. There are two 11.5 wide lanes and a 9' wide turning lane. The speed limit is 30 mph in this area.



Photograph 13 Looking south at the South Work Street Bridge over the Western New York and Pennsylvania Railroad.



Photograph 14 Looking north in the Village of Falconer at the signalized intersection of CR 380 (South Work Street) and Elmwood Avenue. There are two 11.5' wide travel lanes and two turning lanes in this location.



Photograph 15 Looking north at the bridge over the Chadakoin River. There are two 11.5' wide travel lanes and a 6.0 wide paved shoulder.



Photograph 16 Looking north on South Work Street at its signalized intersection with NYS Rt. 394. There are three 13' wide northbound lanes and one 13' wide southbound lane in this location.



Photograph 17 Looking north on CR 380 (North Work Street), 0.2 miles north of the intersection with NYS Rt. 394. This section through the Village of Falconer has two 13' wide lanes and a concrete shoulder.



Photograph 18 Looking north on CR 380. A cemetery is located to the west and the Falconer office of the Chautauqua County Department of Public Facilities is located to the east.



Photograph 19 Looking south at the I-86 overpass. The speed limit increases to 40 mph in this location.



Photograph 20 Looking north on CR 380. The roadway has two 11.5' wide lanes and 4' wide shoulder in this area.



Photograph 21 Looking north on CR 380, 0.5 miles north of the I-86 overpass.



Photograph 22 Looking north on CR 380, 1.0 miles north of the I-86 overpass.



Photograph 23 Looking north on CR 380, 1.5 miles north of the I-86 overpass.



Photograph 24 Looking north on CR 380, 2.0 miles north of the I-86 overpass.



Photograph 25 Looking north on CR 380, 2.0 miles north of the I-86 overpass.



Photograph 26 Looking north on CR 380, 1.0 miles south of the NYS Rt. 60 overpass.



Photograph 27 Looking north on CR 380, 0.5 miles south of the NYS Rt. 60 overpass.



Photograph 28 Looking north at the NYS Rt. 60 overpass.



Photograph 27 Looking north on CR 380, 0.5 miles south of the NYS Rt. 60 overpass.



Photograph 28 Looking north at the NYS Rt. 60 overpass.



Photograph 29 Looking south at the intersection at Kimball Stand. There is a bridge over an unnamed tributary to Cassadaga Creek on the right side of the photograph.



Photograph 30 Looking north on CR 380 at the intersection with CR 44 (Salisbury Road). With exception of northbound to NYS Rt. 60, all traffic must stop at this intersection.



Photograph 31 Looking west on CR 44 (Salisbury Road) at the intersection with CR 380.



Photograph 32 Looking south along NYS Rt. 60 at the intersection with CR 44 (Salisbury Road).

APPENDIX A-4

VISUAL ASSESSMENT – COUNTY ROUTE 65

COUNTY ROUTE 65 – Gerry Levant Road
Date: August 13, 2008



Photograph 1 Looking north at the intersection of NYS Rt. 60 and CR 65 (Gerry-Levant Road).



Photograph 2 Looking northwesterly at the NYS Rt. 60 and CR 65. The intersection is a four-way stop with a flashing signal.



Photograph 3 Looking south on CR 65, 0.5 miles south of the intersection with NYS Rt. 60. There are two 11' wide lanes with 6.5' wide gravel shoulders.



Photograph 4 Looking south on CR 65, 1.0 miles south of the intersection with NYS Rt. 60. There are two 11' wide lanes with 6.5' wide gravel shoulders.



Photograph 5 Looking south on CR 65, 1.8 miles south of the intersection with NYS Rt. 60. There are two 11' wide lanes with 6.5' wide gravel shoulders.



Photograph 6 Looking south on CR 65, at the intersection with (CR 63) Ross Mills Road.



Photograph 7 Looking north on CR 65, 2.4 miles south of the intersection with NYS Rt. 60, at a bridge that crosses a tributary to Cassadaga Creek.



Photograph 8 Looking south on CR 65, 3.0 miles south of the intersection with NYS Rt. 60. There are two 11' wide lanes with 6.5' wide gravel shoulders.



Photograph 9 Looking south on CR 65, 3.5 miles south of the intersection with NYS Rt. 60. There are two 11' wide lanes with 6.5' wide gravel shoulders.



Photograph 10 Looking south on CR 65, at the intersection with Wilson Hollow (4.1 miles south of intersection with NYS Rt. 60). Note the change in pavement in the foreground and the bridge over an unnamed tributary to Cassadaga Creek in the background.



Photograph 11 Looking south on CR 65, 4.6 miles south of the intersection with NYS Rt. 60. There are two 11' wide lanes with 5' wide gravel shoulders.



Photograph 12 Looking north on CR 65, 5.4 miles south of the intersection with NYS Rt. 60, at the overpass for I-86.



Photograph 13 Looking south on CR 65 at the intersection with NYS Rt. 395 at Levant. There are two 11' wide lanes with 6.5' wide gravel shoulders. Only traffic on CR 65 is required to stop at this intersection.



Photograph 14 Looking north on CR 65, 5.6 miles south of the intersection with NYS Rt. 60. Note the bridge over the Connewango Creek in the background.



Photograph 15 Looking north on CR 65, south of the intersection with Quaint Road, where a new segment of roadway is proposed.



Photograph 16 Looking south on CR 65 at the intersection With Quaint Road. The proposed new roadway segment would begin at this intersection.

APPENDIX B
PAVEMENT CONDITION SURVEY

Chautauqua County Proposed North - South Industrial Corridor

The State of New York is proposing to provide a better alternative for truck traffic to get around the City of Jamestown in order to evaluate the alternatives TVGA Consultants observed and evaluated the existing pavement conditions based on the NYSDOT Comprehensive Pavement Design Manual along the existing truck route and the proposed alternate truck routes. The existing route starts in the town of Kiantone at the Pennsylvania border on US Route 62 heading north to State Route 60 then through the Town of Ellicott, City of Jamestown, and the Town of Gerry. The existing pavement conditions along US Route 62 are in excellent shape with slight to moderate slopes. State Route 60 to the City of Jamestown line has multiple cracks that have been temporarily repaired with liquid joint sealer. Continuing through the City of Jamestown the pavement is in good condition with no cracking and a gentle slope until you're on the north side of the Chadakoin river then its very steep with traffic lights approximately every 200 feet. After leaving the City of Jamestown the pavement remains in good condition and the slope stays moderate to steep past the state trooper's barracks and the Chautauqua County Jamestown Airport and begins to level off as you approach the town of Gerry and the intersection of State Route 60 and County Route 65.

Proposed Alternate Route 1 at County Route 65 and State Route 60 heading south along County Route 65 the initial 4 miles of roadway has been recently top coated and next 1.5 miles has been recoated with fresh oil and loose stone. This brings you to the Southern Tier Expressway overpass interstate 86 from that point to the intersection of County Route 65 and County Route 380 the pavement has multiple cracks from wheel path cracking to longitudinal cracking. The route then picks back up at the intersection of

County Route 380 and County Route 55 heading south on 380. From that point to the intersection of County Route 380 and County Route 51 the pavement is in good condition with no apparent cracks or wear.

Proposed Alternate Route 2 is the existing railroad track in the town of Ellicott and Gerry so there was no pavement to be evaluated.

Proposed Alternate Route 3 originates at the intersection of County Route 380 and 55 heading north on 380. The initial mile of roadway had minor longitudinal joint distress along with light to moderate wheel path and transverse cracking there is also a moderate drop off from the pavement to the shoulder. The next mile and a half is in good condition with no distress or cracking indicated. The remaining four miles of the proposed route is in typical to fine quality with longitudinal and full width transverse cracking. Alternate Route 3 has a gentle to moderate slope along the full course of the route.

APPENDIX C
BUSINESS SURVEY DATA

Preliminary Corridor Planning Assessment Survey

Would you agree there is a need to develop a better north/south highway corridor in Chautauqua and Warren Counties?

I agree Neutral I disagree

Would you agree that reducing north and southbound truck traffic through Jamestown will reduce congestion and increase safety for drivers and pedestrians?

I agree Neutral I disagree

Would you agree that an improved highway corridor between Warren and I-86 that doesn't pass through Jamestown would be an economic benefit to the region?

I agree Neutral I disagree

Would you agree that an improved highway corridor between Warren and I-90 that doesn't pass through Jamestown be an economic benefit to the region?

I agree Neutral I disagree

Would you agree that the economic position of your business would be improved if there was a better north/south highway corridor in Chautauqua and Warren Counties?

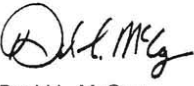
I agree Neutral I disagree

Additional Comments

A better Corridor in Chautauqua County, will improve my business. Chautauqua does not have any relationship to Warren County.

If you have any questions, please contact me by phone at 716-998-6517 between the hours of 8:30 A.M. and 4:00 P.M., by fax at 716-655-0937, or by e-mail at dmccoy@tvga.com.

Very truly yours,



David L. McCoy
Project Scientist

Preliminary Corridor Planning Assessment Survey

Would you agree there is a need to develop a better north/south highway corridor in Chautauqua and Warren Counties?

I agree Neutral I disagree

Would you agree that reducing north and southbound truck traffic through Jamestown will reduce congestion and increase safety for drivers and pedestrians?

I agree Neutral I disagree

Would you agree that an improved highway corridor between Warren and I-86 that doesn't pass through Jamestown would be an economic benefit to the region?

I agree Neutral I disagree

Would you agree that an improved highway corridor between Warren and I-90 that doesn't pass through Jamestown be an economic benefit to the region?

I agree Neutral I disagree

Would you agree that the economic position of your business would be improved if there was a better north/south highway corridor in Chautauqua and Warren Counties?

I agree Neutral I disagree

Additional Comments

If you have any questions, please contact me by phone at 716-998-6517 between the hours of 8:30 A.M. and 4:00 P.M., by fax at 716-655-0937, or by e-mail at dmccoy@tvga.com.

Very truly yours,



David L. McCoy
Project Scientist

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Preliminary Corridor Planning Assessment Survey

Would you agree there is a need to develop a better north/south highway corridor in Chautauqua and Warren Counties?

I agree Neutral I disagree

Would you agree that reducing north and southbound truck traffic through Jamestown will reduce congestion and increase safety for drivers and pedestrians?

I agree Neutral I disagree

Would you agree that an improved highway corridor between Warren and I-86 that doesn't pass through Jamestown would be an economic benefit to the region?

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Would you agree that an improved highway corridor between Warren and I-90 that doesn't pass through Jamestown be an economic benefit to the region?

I agree Neutral I disagree

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Additional Comments

If you have any questions, please contact me by phone at 716-998-6517 between the hours of 8:30 A.M. and 4:00 P.M., by fax at 716-655-0937, or by e-mail at dmccoy@tvga.com.

Very truly yours,



David L. McCoy
Project Scientist

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The access for the area remains sub-standard. However, the project like most that changes the area will generate the "oh we want better roads, just not this one" the business community supports the idea.

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17.3 East/West Transportation Corridor-Preliminary Feasibility Assessment

EAST/WEST TRANSPORTATION CORRIDOR ALLEGANY AND CATTARAUGUS COUNTIES

PRELIMINARY FEASIBILITY ASSESSMENT

Prepared for:

Southern Tier West
Regional Planning and Development Board

Prepared by:

TVGA CONSULTANTS

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2008.0106.01

FEBRUARY 19, 2009

**EAST/WEST TRANSPORTATION CORRIDOR
ALLEGANY AND CATTARAUGUS COUNTIES**

PRELIMINARY FEASIBILITY ASSESSMENT

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1.0 EXECUTIVE SUMMARY

Economic development and transportation are closely linked. Economic development stimulates transportation demand by increasing the number of workers commuting to and from work, customers traveling to and from services areas, and products being shipped between producers and consumers. Additional demand can then trigger the need for transportation improvements. Improvements which decrease transportation costs and increase safety may, in turn, stimulate further economic development. To increase economic development, an improvement needs to decrease transportation costs or make transportation more reliable.

The northern portion of Cattaraugus and Allegany Counties currently does not have well developed transportation infrastructure, and is therefore, at a competitive disadvantage with respect to attracting economic development when compared to better served areas of New York State. At the request of the Southern Tier West Regional Planning and Development Board (STW), TVGA Consultants (TVGA) prepared a preliminary feasibility assessment of three potential east/west transportation corridors that are intended to provide enhanced transportation infrastructure, which in turn, would help to catalyze economic development. This preliminary feasibility assessment examines the setting and terrain, inventories the existing transportation system components and identifies topographical conditions that could represent significant obstacles to the development of each of the three alternatives.

Alternative A begins in the Village of Cuba and ends at the intersection of New York State Route 36 and New York State Route 390, just south of the Village of Dansville in Livingston County. Alternative B begins in the Village of Franklinville and also ends at the intersection of New York State Routes 36 and 390. Alternative C or New York State Route 243 Extension begins in the hamlet of Caneadea and ends in the hamlet of Garwoods. Alternative C is generally parallel and partly contiguous with portions of Alternatives A and B; however, Alternative C requires the construction of several new segments of road. Alternative C can be considered as an alternative alignment within the context of Alternative B.

A comparative assessment of Alternatives A, B and C was undertaken in this report. Alternative A appears to be the most promising corridor relative to the others with respect to avoiding the potential environmental constraints and or impacts listed. More detailed studies are recommended, however, to verify this preliminary assessment should the project be advanced.

2.0 INTRODUCTION

Good transportation facilities support economic growth by lowering the transport costs of users of the transportation network. Direct user benefits are reductions in travel time and fuel consumption, increased reliability, and increased safety in the movement of people and goods. As transportation costs are reduced, resources are freed for other purposes. Businesses directly benefit when goods can be shipped faster, or at lower cost. In addition, both businesses and individuals benefit when their travel times and costs are lowered. Besides the inherent value of increased mobility, individuals can benefit from increased employment options as their range of

feasible commuting is expanded. At the same time, the supply of labor to area employers increases as more potential employees fall within their commuting range.

There are also indirect effects of the transportation system on economic growth. These secondary effects may include the expansion of existing businesses as reduced transport costs result in greater profitability and/or increased market share. This can lead to increased employment and incomes as businesses grow. Furthermore, economic activity may expand as these growing businesses in turn demand more raw materials and components from their suppliers. Finally, retail and service businesses can grow as employees spend their additional incomes. It is widely recognized that wise transportation investments and economic development are mutually reinforcing processes. Good transportation facilities support economic growth, which then leads to more travel and movements of goods, which in turn leads to an increased demand for transportation facilities.

The northern portion of Cattaraugus and Allegany Counties lacks a contiguous east/west highway transportation corridor. For the purpose of this report, the northern portion of Cattaraugus and Allegany County, or the study area, is defined by the Allegany County towns of Allen, Almond, Angelica, Belfast, Birdsall, Burns, Caneadea, Centerville, Granger, Grove, Hume, New Hudson, Rushford, and West Almond; and the Cattaraugus County Towns of Farmersville, Freedom, Franklinville, Lyndon, Machias and Yorkshire. At the request of STW, TVGA has prepared a preliminary feasibility assessment that characterizes the setting and terrain along the study area, inventories the existing transportation system components within the study area and identifies topographical conditions that could represent significant obstacles to the development of a corridor.

3.0 SETTING

Both Allegany County and Cattaraugus County lie within the Allegheny Plateau, which is described as a dissected plateau with deeply cut valleys and landforms that have been smoothed by glacial activity. The elevations in Allegany County range from 2,548 Above Mean Sea Level (AMSL) atop Alma Hill in the southwestern part of the County to 1,137 AMSL where the Genesee River flows to the north into Wyoming County. The elevations in Cattaraugus County range from 2,430 AMSL in the Town of Allegany to just over 600 AMSL within the Zoar Valley Gorge where the Cattaraugus Creek flows from the northwest corner of the County into Erie County. The terrain in Allegany County and Cattaraugus County is generally similar with exception of the portion of Cattaraugus County that lies to the south of the Allegany River. This area is unique because it represents the only portion of New York State that escaped glaciation during the Pleistocene Epoch, over 12,000 years ago.

3.1 Character of the Study Area

The study area has a rural character that centers on small communities. With exception of the hamlets and Villages that are located within the study area, the land is forested, agricultural or vacant. Many small family farms formerly operated in the study area;

however, few remain viable. Although some of the family farms have been consolidated into larger scale agribusiness, many of these formerly agricultural properties have become investments, recreational or retirement properties that are owned by nonresidents. There are no large manufacturing facilities in the study area, with the exception of the Ontario Knife Company (Franklinville), Empire Cheese (Cuba) and Crowley Foods (Arkport).

Recreational opportunities within the study area include New York State Forests and Wildlife Management Areas, and two lakes that are developed as recreational communities. Cuba Lake is 445 acres in size and developed with approximately 300 seasonal and year-round residences. Rushford Lake is 585 acres in size and is similarly developed with seasonal and year-round residences. The Genesee River traverses the study area and offers opportunities for fishing, canoeing, etc. Keeping with the rural character of the study area, there are State Forests, State Wildlife Management Areas and County Forests present within the study area that are available for the public to enjoy. In addition, the Swain Ski and Snowboard Center is located in the Town of Burns and has the distinction of being the oldest, continuously operated ski resort in New York State.

There are no large population centers or cities within the study area. The Towns of Yorkshire, Franklinville, Caneadea, Freedom and Machias have the largest populations, followed by the recreational communities that have developed around Cuba and Rushford Lakes. One exception to this is the Village of Houghton, where Houghton College is located. The Village has a population of 1,748 and the college has an annual enrollment of approximately 1,500 students. The study area is also developed with small hamlets and crossroads such as Ischua, Farmersville, Aristotle, Allen Center, Birdsall, Brewers Corners, Caneadea and Garwoods that are not formally incorporated.

3.2 Socioeconomic Conditions

The study area is approximately 750 square miles in size and the population is approximately 26,500 people. The demographics for the individual towns within the study area are presented in the table below.

DEMOGRAPHICS OF THE STUDY AREA				
Town	Are (Sq. Miles)	Population	Density (persons/Sq. Mile)	Median Income
Allegany County				
Allen	36.38	472	12.7	\$27,386
Almond	45.18	1,604	35.01	\$38,473
Angelica	36.45	1,411	38.71	\$33,750
Belfast	36.24	1,714	47.29	\$30,909
Birdsall	35.95	268	7.45	\$21,705
Burns	27.19	1,248	45.89	\$33,152
Caneadea	35.53	2,694	75.83	\$31,065
Centerville	35.41	762	21.52	\$28,487
Granger	31.99	577	18.04	\$25,875
Grove	33.51	533	15.91	\$38,750
Hume	37.91	1,987	52.38	\$32,128
New Hudson	36.33	736	20.26	\$33,859
Rushford	35.35	1,259	35.61	\$27,557
West Almond	36.04	353	9.79	\$43, 25
Cattaraugus County				
Farmersville	47.77	1,028	21.52	\$37,813
Freedom	40.32	2,493	61.83	\$34,654
Franklinville	51.80	3,128	60.39	\$31,992
Lyndon	33.21	661	19.90	\$34,091
Machias	40.60	2,482	61.13	\$33,553
Yorkshire	36.96	4,210	113.91	\$31,060

Demographics are based on 2005 Census estimates as provided by EPodunk.com

The average population density for the towns within the study area is 38.75 persons per square mile, which is less than the New York State average of 401.93 persons per square mile and the national average of 79.56 persons per square mile. The median income for the towns within the study area is \$30,312 which is less than the New York State average household income of \$43,393 and the national average household income of \$41,994.

3.3 The Existing Highway Transportation Network

This region of New York State is developed with a number of highway transportation corridors that serve the study area. For the purpose of this report, Functional Classification of highways includes Arterials (Interstates), Collectors (State Roads), Rural Collectors (County Roads), and Local Roads (Town Roads).

Arterials offer the highest degree of safety, convenience and level of service possible. As the highest level of highway infrastructure within the study area, they are considered fourth order components of the transportation network and form the trunk of the transportation network for the study area. These roads include:

- **Interstate 86** – This east/west oriented limited access Arterial traverses the southern portion of New York State, providing a linkage between New York City and Interstate 90, near Erie, Pennsylvania. This Arterial generally defines the study area on the south.
- **Interstate 390** – This limited access Arterial links the City of Rochester to Interstate 86, near Kanona, in Steuben County. Although the corridor is oriented in a northwest/southeast fashion, it provides an important north/south corridor on the eastern periphery of the study area and provides a vital linkage between the Interstate 90 and 86 corridors.

The New York State Department of Transportation has designated state level highways that provide important linkages between the villages in the study area and the Major Arterials discussed above. State Roads are the third order components of the highway transportation in this rural area and the classification of Collector was assigned to these roads, which are almost exclusively two-lane roads. These roads include:

- **New York State Route 16** – This north/south highway corridor exists on the western periphery of the study area and runs from the Pennsylvania State line, through Olean, Franklinville and eventually the South Towns of Buffalo.
- **New York State Route 19** – This north/south highway corridor transects the study area and runs from the Pennsylvania State Line to Lake Ontario State Parkway, west of the City of Rochester.
- **New York State Route 19A** – This north/south highway corridor is located in the north center of the study area. New York State Route 19A departs New York State Route 19 in the Village of Fillmore in Allegany County, and runs northerly to its intersection with New York State Route 19, west of the Village of Silver Springs in Wyoming County.
- **New York State Route 36** - This north/south highway corridor is located along the eastern periphery of the study area and runs from the Pennsylvania State Line to New York State Route 104, west of the City of Rochester.
- **New York State Route 305** - This north/south highway corridor is located in the southwestern portion of the study area and runs from the Pennsylvania State Line to New York State Route 19, south of the Village of Belfast.
- **New York State Route 20A** - This east/west highway corridor is located along the northern periphery of the study area. New York State Route 20A departs from New York State Route 20 in the Buffalo South Towns and runs eastward through the northern Finger Lakes Region, to its intersection with New York State Routes 20 and 5, just west of the City of Canandaigua.
- **New York State Route 39** - This east/west highway corridor departs New York State Route 62 near the Village of Gowanda and traverses the western portion of the study area before trending to the northeast and in into the Finger Lakes Region to its intersection with New York State Routes 20 and 5, in the Village of Avon, in Livingston County.

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- **New York State Routes 98 and 243** – New York State Route 98 begins in the hamlet of Great Valley in Cattaraugus County and runs northerly to the Village of Sodus in Wayne County. New York State Route 243 departs New York State Route 98, east of the hamlet of Farmersville Station in Cattaraugus County and runs southwest through the study area to its intersection with New York State Route 19 at the hamlet of Caneadea. Together, these two segments provide an important east/west corridor that is present on the west side of the study area.
 - **New York State Route 70** - This east/west highway corridor is located in the northeaster corner of the study area. It runs from New York State Route 36 near the hamlet of Doty's Corners to New York State Route 436, on the east side of Letchworth State Park, in Livingston County.
 - **New York State Route 436** - This east/west highway corridor is located along the northeastern portion of the study area and runs from New York State Route 36 near the City of Dansville in Livingston County to its intersection with New York State Route 39, in the hamlet of Lamont in Wyoming County.

The Allegany and Cattaraugus County Departments of Public Works maintain a network of highways within the study area and on its periphery. Within the study area, County Roads are the second order components of the highway transportation network and are designated as Rural Collectors. Rural Collectors serve to link rural areas and villages to Collectors. In addition, there are Local Roads within in the study area and its periphery that are operated and maintained by the towns and villages. In rural areas, Local Roads are the first order components of the highway transportation network. Although Local Roads are the lowest order of highway transportation corridors, they perform the important function of linking sparsely developed rural areas and the smallest municipalities to the Rural Collectors. County and Local Roads are not discussed individually, except as they relate to the potential east/west highway transportation corridors discussed in this report. Local Roads pose the most significant design challenges to the development of an east/west corridor within the study area.

4.0 REVIEW OF EXISTING INFORMATION

The development of an east/west corridor designed to Rural Collector standards would assist with overcoming obstacles to regional development stated in the 2008 Southern Tier West Region Comprehensive Economic Development Strategy (CEDS) within the context of weakness in the regional makeup of human and economic assets:

The need to upgrade transportation infrastructure, including mainline and shortline railroad issues, air transportation issues, and state and local highway and bridge issues....

With respect to need for improved transportation infrastructure, the 2008 CEDS notes that:

Transportation infrastructure can either support or constrain a region's economic performance and economic development. This is particularly true of a region such as

southwestern New York State for two reasons. First, the region is spread out over a large geographic area, making travel an issue for the workforce and for businesses accessing customers and supplies. Second, the region is rural and is located at significant distances from metropolitan markets and global access points.

TVGA spoke with Mr. David Roeske, Director of the Allegany County Public Works, who noted that the concept of an east/west corridor had been discussed in the past and that Allegany County Legislator William Dibble had championed the concept of an east/west corridor that would extend across the northwestern portion of Allegany County. Mr. Roeske noted that Allegany County had no traffic data for any of the roads in this area.

Mr. Dibble was contacted and he provided a recent resolution by the Allegany County Legislature that supported the development of an east/west corridor (New York State Route 243 Extension) from the Caneadea Bridge to the hamlet of Garwoods. The resolution also supported the development of a north/south corridor (New York State Route 408 Extension) that extended from the Transit Hill Bridge to Livingston County. A copy of the resolution is included in Appendix A.

A review of available planning documents and interviews with Cattaraugus County Department of Public Works, Industrial Development Agency, planning and economic development officials did not reveal any other current initiatives for the development of an east/west corridor within the study area.

5.0 POTENTIAL HIGHWAY TRANSPORTATION CORRIDOR ALTERNATIVES

Two potential east/west highway transportation corridors were developed by TVGA for this report. Alternatives A and B generally traverse the study area from east to west by utilize existing State, County and Local Roads. Two additional transportation corridors were identified by a resolution of the Allegany County Legislature, which is included in Appendix A. The resolution calls for additional studies to investigate the eastward extension of New York State Route 243 and the southward extension of New York State Route 408. The east/west component of the resolution or New York State Route 243 Extension begins at the hamlet of Caneadea and ends at the hamlet of Garwoods in Allegany County and requires the construction of several new roadway segments to link existing roadway segments. The north/south component of the proposal or New York State 408 Extension begins at the intersection of New York State Route 19 and Allegany County Route 16 and follows the Allegany County Routes 16 and 15 (Old State Route) and New York State Route 408 northerly into Livingston County and ultimately to New York State Route 390 in the Village of Mount Morris. Because this component of the resolution is primarily a north/south corridor, it was not evaluated in this assessment. The New York State Route 243 Extension was evaluated in this study as Alternative C because it represented the only known alternative put forth by local government with respect to developing an improved east/west corridor in the study area. The three alternatives are shown on Figures 1-4 and are described in general terms below:

Alternative A – Alternative A begins in the Village of Cuba and ends at the intersection of New York State Route 36 and New York State Route 390 and is 44.8 miles in length. From the Village of Cuba, Alternative A follows New York State Route 305 in a northeasterly direction to New York State Route 19, south of the Village of Belfast. From this point, Alternative A follows New York State Route 19 in a southerly direction to the intersection with Allegany County Route 16 near the Transit Hill Bridge. The Transit Hill Bridge is not currently restricted with respect to vehicle weight, but is scheduled for replacement in 2010 according to the Allegany County Department of Public Works. Alternative A then crosses the Genesee River via the bridge and proceeds in a northeasterly direction to Allegany County Route 15. Alternative A then follows Allegany County Route 15 in a northeasterly direction to the hamlet of Aristotle. Then, Alternative A follows State and Holdridge Roads (Town of Allen) and Gillies Hill Road (Town of Birdsall) to the hamlet of Birdsall. Then, Alternative A follows Allegany County Route 15B in an easterly direction to the Hiltonville Road (Town of Birdsall,) and the North Almond Valley Road (Town of Almond). Alternative A then continues eastward to Allegany County Route 32 into Bishopville and eastward into Steuben County on County Route 67, which leads to the Village of Arkport and New York State Route 36. From this point, Alternative A follows New York State Route 36 to the north through Steuben County and into Livingston County, to its intersection with New York State Route 390, just south of the Village of Dansville. Photographs taken during the December 14, 2008 field reconnaissance are included in Appendix C.

Alternative B – Alternative B begins in the Village of Franklinville and ends at the intersection of New York State Routes 36 and 390 in Livingston County and is 43.4 miles in length. From the Village of Franklinville, Alternative B follows Cattaraugus County Route 46 in an eastern direction to Allegany County, where the road is identified as Allegany County Route 7B. Alternative B then follows Allegany County Route 7B to its intersection with New York State Route 243 in the hamlet of Rushford, and then proceeds on New York State Route 243 to its intersection with New York State Route 19. Alternative B briefly follows New York State Route 19 to the south into the hamlet of Caneadea, which is the location of the historic Caneadea Bridge. The Caneadea Bridge was closed from 1993 until it was rehabilitated in 2007. The bridge is restricted to vehicles weighing 6 tons or less. From this crossing of the Genesee River, Alternative B follows Allegany County Route 46 to the East Hill Road and eastward to its intersection with Pinkerton Road. Alternative B then follows Pinkerton Road to the north to the Shongo Valley Road (Town of Caneadea). Alternative B then follows Shongo Valley Road and Klein Road (Town of Allen) to the intersection with Allegany County Road 15. Alternative B then follows Allegany County Road 15 to the north to its intersection with Allegany County Route 15A which it follows to Allegany County Route 15A, to the hamlet of Garwoods, where it ends with the intersection with New York State Route 70. Lastly, Alternative B follows New York State Route 70 to the hamlet of Doty's Corners and its intersection with New York State Route 36 in Steuben County. Alternative B follows New York State Route 36 to the north, through Steuben County and into Livingston County, to its intersection with New York State Route 390, just south of the Village of Dansville. Photographs taken during the December 14, 2008 field reconnaissance are included in Appendix D.

Alternative C – Alternative C begins in the hamlet of Caneadea and ends in the hamlet of Garwoods. This roadway segment is 18.5 miles long. Alternative C is generally contiguous with

portions of Alternatives A and B, and also identified as the Route 243 Extension. It begins at the intersection of New York State Route 19 and East Hill Road and then Alternative C follows East Hill Road (Town of Caneadea) and Cheese Factory Road (Town of Allen) to Seavert Road. At this point, Seavert Road turns to the north and Alternative C traverses open ground to Burt Hill Road. Alternative C then follows Burt Hill to the east and again traverses open ground until it reaches the Intersection of Allegany County Route 15 and Schafer Crossing Road. Alternative C continues to the east on Schafer Crossing Road (Town of Allen), then overland to the intersection of State and Holdridge Roads. Alternative C then follows Holdridge Road (Town of Allen) to Gillies Hill Road to its intersection with Allegany County Route 16. At this point, Alternative C continues to the east on Allegany County Route 15B to the hamlet of Garwoods, where it intersects with New York State Route 70.

6.0 PRELIMINARY FEASIBILITY ASSESSMENT

TVGA prepared a preliminary feasibility assessment of three potential east/west highway transportation corridor alternatives within the study area. The assessment includes a topographic analysis of each alternative, which identifies conditions that could represent significant obstacles to project development. In addition, potential environmental constraints were identified from state and federal databases and were mapped. These constraints present challenges to highway projects because:

- They pose physical obstructions (e.g., steep topography and creek crossing); or
- Regulations mandate efforts be made to avoid any impact to a resource prior to consideration of impact minimization or mitigation (e.g., cultural resources, wetlands and flood plains).

Environmental constraints that were considered relevant to the East-West Corridor are presented below. For each constraint, their significance to the project is briefly presented.

6.1 Topographic Analysis

The following definitions, as provided in the NYSDOT *Highway Design Manual*, Rev 45, Chapter 2, are useful in the consideration of topography as a design constraint in the study area:

- Level terrain – That condition where highway sight distances, as governed by horizontal and vertical restrictions, are generally long or could be made so without construction difficulty.
- Rolling Terrain – That condition where the natural slopes consistently rise above and fall below the road or street grade and where occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment.
- Mountainous Terrain – That condition where longitudinal and transverse changes in the elevation of the ground with respect to the road or street are abrupt and

where benching and side hill excavation are frequently required to obtain acceptable horizontal and vertical alignment.

Within the context of the NYSDOT *Highway Design Manual*, the terrain of the study area is considered rolling.

Rural Collectors are two-lane roadways connecting roadways of higher classification, larger towns and smaller communities. They also link local traffic generators with rural towns. Appendix B contains a table (Table 2-5) that was excerpted from the NYSDOT Highway Design Manual, Rev 45, Chapter 2. This table provides an overview of design criteria for Rural Collector Roads, which is a logical choice for the Functional Classification for the proposed east/west corridor. The table indicates that the optimum design for Rural Collectors in rolling terrain with a posted speed of approximately 90 kilometers per hour (kph) or 55 miles per hour (mph), limits the change in vertical alignment of a proposed roadway to grades of 7 percent or less.

Figure 1 depicts the terrain that is prevalent within the study area. The most apparent features are the dendritic drainage patterns that are present in the study area. Dendritic is from the Greek "Dendron" meaning tree and is the most commonly developed drainage pattern in North America.

Figure 1 also depicts the large-scale features that are present near the study area. The deeply cut Genesee River Valley Gorge within Letchworth State Park and the Cattaraugus Creek Gorge in the Zoar Valley area are the most striking large-scale features in the vicinity of the study area. Because these gorges have steep, nearly vertical slopes, they are very difficult to traverse with transportation infrastructure. This is the primary reason the roadways avoid these large-scale features until they can be traversed in more favorable topography.

Looking at Figure 1, it is apparent that the existing highway transportation corridors take the best possible advantage of the topography to reduce the level of effort required for travel from one location to another. New York State Route 19 and 19A follow the Genesee River Valley and parallel the Genesee River Gorge. New York State Route 16 follows the Ischua Creek Valley northward before crossing into the drainage for the Cattaraugus Creek. Interstate 86 generally follows the Allegheny River Valley (Mississippi Drainage System) until the corridor traverses the drainage divides between the Genesee River Valley/Drainage System near Belvedere, and then eastward to the Chemung River Valley (Susquehanna Drainage System). These roadways are the primary transportation corridors for the region and are developed along the most favorable topographic features.

The network of County and Town Roads present within the study area also utilize topographical features to their best advantage. The better-developed County Roads, such as Allegany County Routes 15, 16 and 17 tend to share the same north/south orientation as do the major streams in the study area, thereby minimizing grade

transitions associated with their vertical alignment. Although there are exceptions, the less developed Town Roads within the study area serve more topographically challenged areas. They tend to be oriented perpendicular to the valleys and ridges, and as a result, experience more severe grade transitions with respect to their vertical alignment when compared to County Roads.

The three alternatives were evaluated with respect to topographical constraints using USGS topographical mapping. Roadway segments that traversed terrain that had obvious challenges to vertical alignment were evaluated using a simple grade calculation (i.e. percent grade = change in elevation/segment length). Segments of proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State Department of Transportation for Rural Collectors.

Alternative A – Follows New York State Routes 305 and 19 from the Village of Cuba to Allegany County Route 16, where it crosses the Genesee River via the Transit Bridge. At this point, Alternative A proceeds in a northeasterly direction on Allegany County Route 16 to its intersection with Allegany County Route 15. Several years ago, the Allegany County Department of Public works eliminated the bridge over Baker Creek and constructed a short segment of roadway to facilitate the bridge abandonment. The topography in this area is generally flat and has little impact on the vertical alignment of the existing roadway. Alternative A then follows Allegany County Route 15 and the Baker Creek Valley to the hamlet of Aristotle. Cuts and fills along this segment have minimized impacts to the vertical alignment along this segment such that no portion of this segment exceeds 7 percent grade. Beyond the hamlet of Aristotle, Alternative A remains within the Baker Creek Valley and briefly follows Allegany County Route 15B to the east. Then, Alternative A follows State and Holdridge Roads (Town of Allen) and Gillies Hill Road (Town of Birdsall) to the hamlet of Birdsall. Grades on these segments are generally less than 5 percent; however, the ascent of the roadway along the west side of Gillies Hill approaches 7 percent and the descent of the roadway on the east side of Gillies Hill into the hamlet of Birdsall approaches 9 percent. Alternative A then follows Allegany County Route 15B to the south and into the hamlet of Birdsall. At this point Alternative A turns to the east and follows Hiltonville Road (Town of Birdsall). Hiltonville Road then ascends the west side of the Black Creek Valley at a grade of approximately 10 percent. Hiltonville Road continues to the east traversing hilltops in an upland area until it descends into the Canisteo River Valley to the west of the hamlet of Hiltonville. The grade of this descent is generally under 7 percent, with exception of the bottom of the hill, which slightly exceeds 7 percent (west of the intersection with Leith Road). Hiltonville Road ends at its intersection with the North Almond Valley Road. From the hamlet of Hiltonville and eastward, the North Almond Valley Road (Town of Almond) becomes Allegany County Route 32 and Steuben County Route 67, which follow the Canisteo River Valley (aka Almond Valley) to New York State Route 36 at the Village of Arkport. Steuben County Route 67 crosses the Canisteo River several times and then climbs the south wall of the Canisteo River Valley at grades that approach 10 percent to avoid the flood plain created by the Arkport Dam. The Arkport Dam is a flood control dam that

protects the Village of Arkport from flood by the Canisteo River. With exception of the grades of the Steuben County Route 67 near the Arkport Dam, the grades within the Canisteo River Valley are generally 3 percent or less.

Alternative B – Begins in the Village of Franklinville, within the Ischua Creek Valley. Alternative B follows Cattaraugus County Route 46 (aka Kingsbury Hill and Hardy Road) in an eastern direction, ascending the Saunders Creek Valley (Mississippi River drainage system) and crossing the drainage divide into the Caneadea Creek Valley (Genesee River drainage system). Grades in this section of road are generally 3 percent or less; however, a brief section of Cattaraugus County Route 46 near the intersection of Stebbins Road approaches a 6 percent grade. Alternative B then follows the Hardy Road into Allegany County where the road is identified as Allegany County Route 7B. From the Hardy Corners crossroads, Alternative B follows Allegany County Route 7B and the Caneadea Creek Valley to its intersection with New York State Route 243 in the hamlet of Rushford. The vertical alignment of the existing roadway does not exceed 3 percent within this segment. From the hamlet of Rushford, Alternative B follows New York State Route 243 to its intersection with New York State Route 19, just north of the hamlet of Caneadea. Alternative B briefly follows New York State Route 19 and the Genesee River Valley to the south and into the hamlet of Caneadea, which is the location of the historic Caneadea Bridge. From this crossing of the Genesee River, Alternative B briefly follows Allegany County Route 46 to East Hill Road (Town of Caneadea). The grade of East Hill Road exceeds 13 percent as it ascends from the Genesee River Valley. In addition, a former Conrail railroad right-of-way is crossed by this segment. East Hill Road continues eastward by traversing several small upland valleys to its intersection with Pinkerton Road (Town of Caneadea). The grades in the segment range between 3 and 4 percent. Alternative B then follows Pinkerton Road to the north to its intersection with Shongo Road (Town of Caneadea) at a grade that is slightly over 3 percent. Alternative B then follows Shongo Road and ascends from the Shongo Creek Valley to West Hill Road; the grades on this segment are generally less than 5 percent; however, there is a tributary to Rush Creek that is crossed where the grade approaches 10 percent. To the east of West Hill Road, Shongo Road is identified as Swamp Road (Town of Allen). Alternative B follows Swamp Road to its intersection with Allegany County Route 15. Alternative B follows Allegany County Road 15 to the north to its intersection with Allegany County Route 15A. Allegany County Road 15A descends into the Rush Creek Valley at a grade of approximately 2 percent. Alternative B follows Allegany County Route 15A (aka Fink Hollow Road) from the Rush Creek Valley into the Black Creek Valley, through the Keaney Swamp and across a drainage divide between the Genesee and the Susquehanna Drainage Systems. The topography in these broad upland valleys is generally flat and has little impact on the vertical alignment of the existing roadway. Alternative B continues eastward on Allegany County Route 15 A, down a narrow ridge into the Canaseraga River Valley to its intersection with Allegany County Route 15B. The grade along this ridge is between 3 and 4 percent. Alternative B follows Allegany County Route 15B into the hamlet of Garwoods and intersects with New York State Route 70, which leads to the hamlet of Doty's Corners and New York State Route 36 in Steuben County.

Alternative C – Is the Allegany County proposal for the Route 243 Extension, which begins in the Hamlet of Caneadea at the Caneadea Bridge. From this crossing of the Genesee River, Alternative C briefly follows the proposed Alternative B corridor on Allegany County Route 46 to East Hill Road. The grade of East Hill Road exceeds 13 percent as it ascends from the Genesee River Valley. East Hill Road continues eastward by traversing several small upland valleys to its intersection with Pinkerton Road. The grades in the segment range between 3 and 4 percent. Alternative C then departs the Alternative A corridor and follows East Hill Road to the east, climbing at a just over an 8 percent grade until it reaches the hilltop. Alternative C follows East Hill Road into the Town of Allen, where the road becomes the gravel Cheese Factory Road. Alternative C follows the Cheese Factory and Seavert Roads, until Seavert Road turns to the north. At this point, Alternative C traverses open ground to Burt Hill Road. In doing so, Alternative C descends into the Wigwam Creek Valley where the grades range between 14 to 15 percent. Alternative C briefly follows Burt Hill to the intersection of Peavy Road (town of Allen). Continuing eastward, Alternative C ascends from the Wigwam Creek Valley at a grade of approximately 8 percent until it intersects with Allegany County Route 15 and Schafer Crossing Road at the top of the ridge. Alternative C continues eastward on Schafer Crossing Road (Town of Allen), descending from the ridge at a grade of approximately 8 percent to its intersection with Middle Road. Alternative C again traverses open ground, ascending another ridge at a grade of approximately 9 percent and then descending from the ridge to its intersection with State Road. This descent includes grades as high as 20 percent. Alternative C then continues across open ground and crosses State Road, where it joins with Holdridge Road (town of Allen). Then Alternative C follows Holdridge Road and Gillies Hill Road (Town of Birdsall) to the hamlet of Birdsall. Grades within this segment are generally less than 5 percent; however, the ascent of the roadway on the west side of Gillies Hill approaches 7 percent and the descent of the roadway on the east side of Gillies Hill into the Black Creek Valley and the hamlet of Birdsall is nearly 9 percent. From the hamlet of Birdsall, Alternative C follows Allegany County Route 15B in a northeasterly direction to the hamlet of Garwoods, where it intersects with New York State Route 70. Grades along Allegany County Route 15 B are generally less than 3%.

6.2 Flood Plains

In accordance with Executive Order 11988 - Floodplain Management, potential harm to mapped floodplains shall be avoided or minimized. Flood plains are flat or nearly flat land along a river or stream or in a tidal area that is covered by water during a flood. In the United States, the National Flood Insurance Program regulates development in mapped floodplains based on the 100-year flood (1% annual chance of a flood of this magnitude). The Flood Insurance Rate Maps typically depict both the 100-year floodplain and the 500-year floodplains. Where a detailed study of a waterway has been done, the 100-year floodplain will also include the floodway, the critical portion of the floodplain, which includes the stream's channel and any adjacent areas that must be kept free of encroachments that might block flood flows or restrict storage of floodwaters. When a floodway is shown on the Flood Insurance Rate Maps, the portion of the 100-year

floodplain outside of the floodway is known as the flood fringe. Another commonly encountered term is the Special Flood Hazard Area, which is any area subject to inundation by the 100-year flood. The primary concern with construction near a flood plain is that any alteration of the watershed upstream of a point in question can potentially affect the ability of the watershed to handle water, and thus potentially affects the levels of the periodic floods. Flood plains within the study area and their relationship with the proposed alternatives are depicted on Figure 2.

The three alternatives were evaluated with respect to the potential for impacts on flood plains as a result of improving the roadway to rural collector status. County and town roadway segments that traversed or paralleled mapped flood plains were identified using USGS topographical mapping and Flood Insurance Rate maps. Improvements to these roadway segments would have the potential to impact the flood plains of the waterways they traverse or parallel. Segments of the proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State Department of Transportation for Rural Collectors and would not need improvements.

Alternative A – Follows New York State Routes 305 and 19 from the Village of Cuba to Allegany County Route 16, where it crosses the Genesee River via the Transit Bridge. Alternate A then follows the Baker Creek Valley through the towns of Angelica and Allen on Allegany County Routes 15, State Road and Gillies Hill Road. Baker Creek and its tributaries are crossed several times by these roadways. To the west of the hamlet of Birdsall, Alternative A traverses Black Creek on Allegany County Route 15B. At this point Alternative A follows Hiltonville Road and ascends the west side of the Black Creek Valley. Alternative A continues to the east traversing hilltops in an upland area until it descends into the Canisteo River Valley to the west of the hamlet of Hiltonville. Alternative A follows the North Almond Valley Road, Allegany County Route 32 and Steuben County Route 67 within the Canisteo River Valley. These roadways cross the Canisteo River and a number of its tributaries. Steuben County Route 67 crosses the Canisteo River and the flood plain created by the Arkport Dam several times before it intersects with New York State Route 36.

Alternative B – Begins in the Village of Franklinville, within the Ischua Creek Valley. Alternative B then ascends the Saunders Creek Valley, following Cattaraugus County Route 46 and Allegany County Route 7B in an eastern direction, traversing Saunders Creek and its tributaries. Alternative B then crosses the drainage divide between the Mississippi and Genesee River Systems into the Caneadea Creek Valley. Alternative B then follows Allegany County Route 7B, traversing the Caneadea Creek and its tributaries as it proceeds to the hamlet of Rushford. From the hamlet of Rushford, Alternative B follows New York State Route 243 to its intersection with New York State Route 19, just north of the hamlet of Caneadea. Alternative B briefly follows New York State Route 19 and the Genesee River Valley to the south and into the hamlet of Caneadea, which is the location of the historic Caneadea Bridge. From this crossing of the Genesee River and its flood plain, Alternative B briefly follows Allegany County Route

46 to East Hill Road, traversing several small upland valleys to its intersection with Pinkerton Road. Alternative B then follows Pinkerton and Road to the north, crossing an intermittent tributary to Shongo Creek. Alternative B then ascends from the Shongo Creek Valley on Shongo and Swamp Roads, crossing intermittent tributaries to Rush and Wigwam Creeks. Alternative B follows Allegany County Road 15 to the north and descends into the Rush Creek Valley, crossing a tributary to Rush Creek. Alternative B follows Allegany County Route 15A from the Rush Creek Valley into the Black Creek Valley, through the Keaney Swamp and across a drainage divide between the Genesee and the Susquehanna Drainage Systems. The topography in this divide area consists of broad upland valley flats with numerous wetlands and small tributaries. Alternative B continues eastward on Allegany County Route 15 A, down a narrow ridge into the Canaseraga River Valley to its intersection with Allegany County Route 15B. Alternative B follows Allegany County Route 15B, traversing tributaries to the Canaseraga Creek as it proceeds easterly into the hamlet of Garwoods and its intersection with New York State Route 70. Alternative B follows New York State Route 70 to the hamlet of Doty's Corners and its intersection with New York State Route 36 in Steuben County.

Alternative C – Begins in the Hamlet of Caneadea at the Caneadea Bridge. From this crossing of the Genesee River and its flood plain, Alternative C follows Allegany County Route 46 to East Hill Road. Alternative B then follows East Hill, Cheese Factory and Seavert Roads, then overland to Burt Hill Road. In doing so, Alternative C descends into the Wigwam Creek Valley and traverses Wigwam Creek. Continuing eastward, Alternative C ascends from the Wigwam Creek Valley until it intersects with Allegany County Route 15 and Schafer Crossing Road at the top of the ridge. Alternative C continues eastward on Schafer Crossing Road, descending from the ridge to its intersection with Middle Road. Alternative C again traverses open ground, ascending and descending another ridge to its intersection with State Road. Alternative C then continues across open ground, intersects State Road and traverses several small intermittent tributaries to Baker Creek before it joins with Holdridge Road. Alternative C then follows Holdridge and Gillies Hill Roads, descending into the Black Creek Valley and the hamlet of Birdsall. Alternative C crosses Black Creek and its tributaries at Birdsall and as it proceeds northeasterly along Allegany County Route 15B. Alternative B then follows Allegany County Route 15B, through the Keaney Swamp and across a divide between the Genesee and Susquehanna River Systems. The topography in this divide area consists of broad upland valley flats with numerous wetlands and small tributaries. Alternative B follows Allegany County Route 15B, traversing tributaries to Canaseraga Creek and into the hamlet of Garwoods, where it intersects with New York State Route 70.

6.3 Wetlands

Executive Order 111990 in furtherance of the National Environmental Policy Act mandates the protection of wetlands. The term "wetlands" means those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life

that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.

Each federal agency, including the FHWA, is mandated to avoid undertaking or providing assistance for new construction located in federally regulated wetlands unless the head of the agency finds (1) that there is no practicable alternative to such construction, and (2) that the proposed action includes all practicable measures to minimize harm to wetlands, which may result from such use. Similar to the federal program, the New York State Freshwater Wetlands Act establishes a hierarchy for wetlands protection. Project sponsors must demonstrate that impacts to the wetlands cannot be avoided entirely; if impacts cannot be avoided, project sponsors must then demonstrate that unavoidable losses or impacts have been minimized; and, lastly, fully compensate for any remaining loss of wetlands acreage and function unless it can be shown that the losses are inconsequential or that, on balance, economic or social need for the project outweighs the losses. Significantly, "avoidance" includes the consideration of other sites.

The United States Fish and Wildlife Service (USFWS) and New York State Department of Environmental Conservation (NYSDEC) develop and maintain maps of confirmed wetlands on the federal and state level, respectively. The USFWS produces the National Wetland Inventory (NWI) and the NYSDEC produces a statewide map. State and Federal wetlands within the study area and their relationship with the proposed alternatives are depicted on Figure 3.

The three alternatives were evaluated with respect to the potential for impacts on wetlands as a result of improving the roadway to rural collector status. County and town roadway segments that traversed or paralleled mapped wetlands were identified using USFWS and NYSDEC wetland inventory maps. Improvements to these roadway segments would have the potential to impact the wetlands they traverse or parallel. Segments of the proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State Department of Transportation for Rural Collectors and would not need improvements.

Alternative A – Alternative A encounters mapped wetlands associated with Baker Creek as it follows Allegany County Routes 15, State and Gillies Hill Roads through the town of Allen. Wetlands associated with Black Creek are encountered as the corridor passes through the hamlet of Birdsall on Allegany County Route 15B.

Alternative B – Alternative B encounters wetlands associated with Caneadea Creek on Allegany County Route 7B as the corridor approaches the hamlet of Rushford. Alternative B then ascends from the Shongo Creek Valley on Shongo and Swamp Roads, crossing wetlands associated with Wigwam Creek in the Town of Allen. Alternative B follows Allegany County Road 15 to the north and descends into the Rush Creek Valley, in proximity to wetlands associated with Rush Creek. Alternative B follows

Allegany County Route 15A from the Rush Creek Valley into the Black Creek Valley and through the extensive Keaney Swamp and Black Creek wetlands.

Alternative C – As Alternative C crosses open ground to the east of Seaver Road, it crosses wetlands associated with Wigwam and Baker Creeks. Alternative C then follows Holdridge and Gillies Hill Roads, descending into the Black Creek Valley and the hamlet of Birdsall where it crosses wetlands associated with Black Creek and the southern part of the Keaney Swamp on Allegany County Route 15B.

6.4 Agricultural Districts

Article 25-AA of the Agriculture and Markets Law authorizes the creation of local agricultural districts pursuant to landowner initiative, preliminary county review, state certification, and county adoption. The purpose of agricultural districting is to encourage the continued use of farmland for agricultural production. The Program is based on a combination of landowner incentives and protections, all of which are designed to forestall the conversion of farmland to non-agricultural uses. Included in these benefits are preferential real property tax treatment (agricultural assessment and special benefit assessment), and protections against overly restrictive local laws, government funded acquisition or construction projects, and private nuisance suits involving agricultural practices.

Another important provision of the Agricultural Districts Law is the mandate it places on state agencies, local governments, and public benefit corporations to avoid or minimize adverse impacts to farm operations in pursuing projects within an agricultural district that involve either the acquisition of farmland or the advance of public funds for certain construction activities. New York State Division of Agriculture and Markets staff conduct detailed reviews of notice documents provided by project sponsors and recommend mitigative action where necessary. Such projects cannot proceed until the notice process is completed. Agricultural districts that have been created by Allegany and Cattaraugus Counties within the study area and their relationship with the proposed alternatives are depicted on Figure 4.

The three alternatives were evaluated with respect to the potential for impacts on agricultural districts as a result of improving the roadway to rural collector status. County and town roadway segments that traversed or paralleled agricultural districts were identified using the Allegany and Cattaraugus County geographic information systems. Segments of the proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State Department of Transportation for Rural Collectors and would not need improvements.

Alternative A – Alternative A encounters agricultural districts in the Towns of Angelica and Allen along Allegany County Routes 15 and 16.

Alternative B – Alternative B encounters agricultural districts in the Towns of Franklinville and Farmersville on County Route 46, and in the Town of Rushford on Allegany County Route 7B. Alternative B also encounters agricultural districts in the Town of Caneadea on Allegany County Route 46 and East Hill Road (Town of Caneadea), and in the Towns of Allen, Grove and Burns on Allegany County Routes 15 and 15A.

Alternative C – Alternative C encounters agricultural districts in the Towns of Caneadea on Allegany County Route 46, Allen, Grove and Burns.

7.0 ADDITIONAL CONSTRAINTS

7.1 Critical Environmental Areas

Local agencies may designate specific geographic areas within their boundaries as "Critical Environmental Areas" (CEAs). State agencies may also designate geographic areas they own, manage or regulate. To be designated as a CEA, an area must have an exceptional or unique character with respect to one or more of the following:

- A benefit or threat to human health;
- A natural setting (e.g., fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality);
- Agricultural, social, cultural, historic, archaeological, recreational, or educational values; or
- An inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change.

Following designation, the potential impact of any Type I or Unlisted Action on the environmental characteristics of a CEA is a relevant area of environmental concern and must be evaluated in the determination of significance prepared pursuant to Section 617.7 of SEQR. As of October 28, 2008, no CEAs had been designated in Cattaraugus or Allegany Counties.

7.2 Cultural Resources

7.2.1 Cemeteries

Cemeteries are identified as constraints due to the time, cost, and public relations concerns that are raised when a transportation project physically impacts a cemetery. In addition, historic cemeteries may have unmarked graves that extend beyond the current property lines. Any ROW taking of cemetery property requires additional justification. Also, any disturbance of known or unknown human remains requires notification of relatives and arrangements for re-burial. Cemeteries within the study area and their relationship with the proposed alternatives are depicted on Figure 5.

The three alternatives were evaluated with respect to the potential for impacts on cemeteries as a result of improving the roadway to rural collector status. County and town roadway segments that were in proximity to cemeteries were identified using the Allegany and Cattaraugus County geographic information systems. Segments of the proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State Department of Transportation for Rural Collectors and would not need improvements.

Alternative A – Alternative A is in proximity to cemeteries on Holdridge Road in the Town of Allen and on Allegany County Route 32 in the Town of Almond.

Alternative B – Alternative B is in proximity to a cemetery in the Town of Franklinville on Cattaraugus County Route 46 and in proximity to three cemeteries located along Allegany County Route 7B in the Town of Rushford.

Alternative C – Alternative C is in proximity to one cemetery that is located in the Town of Allen along Schaffer Cross Road.

7.2.2 State and National Registers

The State and National Registers of Historic Places are the official lists of buildings, structures, districts, objects, and sites significant in the history, architecture, archeology, engineering, and culture of New York and the nation. The same eligibility criteria are used for both the State and National Registers. The National Historic Preservation Act of 1966 and the New York State Historic Preservation Act of 1980 established the National and State Registers programs. In New York, the Commissioner of the New York State Office of Parks, Recreation and Historic Preservation, who is also the State Historic Preservation Officer (SHPO), administers these programs.

Registered properties and properties determined eligible for the Registers also receive a measure of protection from the effects of federal and/or state agency sponsored, licensed or assisted projects through a notice, review, and consultation process. No restrictions are placed on private owners of registered properties. State and Nationally listed sites within the study area and their relationship with the proposed alternatives are depicted on Figure 5.

The three alternatives were evaluated with respect to the potential for impacts on properties on the State and National Registers of Historic Places as a result of improving the roadway to rural collector status. County and Town roadway segments that were near historic sites or properties were identified using the NYSOPRHP website. Segments of the proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State

Department of Transportation for Rural Collectors and would not need improvements.

Alternative A – County and town roadway segments on Alternative A did not encounter any properties currently listed on the State or National Registers of Historic Places.

Alternative B – Alternative B crosses the historic Caneadea Bridge on Allegany County Route 46, which is on the State Register of Historic Places. Alternative B passes through an area on the State Register of Historic Places in the Village of Franklinville (Village Square) on Cattaraugus County Route 46.

Alternative C – Alternative C crosses the historic Caneadea Bridge on Allegany County Route 46, which is on the State Register of Historic Places.

7.2.3 Parks and Recreation Areas

The Department of Transportation Act (DOT Act) of 1966 included a special provision - Section 4(f) - which stipulated that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land, and
- The action includes all possible planning to minimize harm to the property resulting from use.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 was set forth in Title 49 United States Code (U.S.C.), Section 1653(f). A similar provision was added to Title 23 U.S.C. Section 138, which applies only to the Federal-Aid Highway Program.

Since 1966, Section 4(f) has undergone several changes. The first of these changes was a 1968 amendment to Section 4(f)'s wording-an effort by lawmakers to reconcile the language of 49 U.S.C. Section 1653(f) and 23 U.S.C. Section 138. The wording in the two provisions was somewhat different; therefore, the Federal-Aid Highway Act of 1968 amended the wording in both sections to be consistent. The second change was a result of the 1983 recodification of the DOT Act, in which Section 4(f) became 49 U.S.C. Section 303.

In August 2005, Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), made the first substantive revision to Section 4(f) since the 1966 US Department of Transportation Act. Section 6009, which amended existing Section 4(f) legislation at both Title 49 U.S.C Section 303 and Title 23 U.S.C. Section 138,

simplified the process and approval of projects that have only de minimis impacts on lands impacted by Section 4(f). Under the new provisions, once the US DOT determines that a transportation use of Section 4(f) property results in a de minimis impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. Section 6009 also required the US DOT to issue regulations that clarify the factors to be considered and the standards to be applied when determining if an alternative for avoiding the use of a section 4(f) property is feasible and prudent. On March 12, 2008, FHWA issued a Final Rule on Section 4(f), which clarifies the 4(f) approval process and simplifies its regulatory requirements. In addition, the Final Rule moves the Section 4(f) regulation to 23 CFR 774. Officially designated parks and recreation areas within the study area and their relationship with the proposed alternatives are depicted on Figure 5.

The three alternatives were evaluated with respect to the potential for impacts on parks and recreation areas as a result of improving the roadway to rural collector status. County and town roadway segments that were near or within parks and recreation areas were identified using the Allegany and Cattaraugus County geographic information systems. Segments of the proposed alternatives that followed New York State Routes were not evaluated because those roads were assumed to generally meet the design guidelines established by the New York State Department of Transportation for Rural Collectors and would not need improvements.

Alternative A – Alternative A encounters State Forest lands in the Town of Birdsall on Allegany County Route 15A.

Alternative B – Alternative B passes through State Forests in the Town of Farmersville on Cattaraugus County Route 46 and State Forests and Wildlife Management Areas in the Town of Birdsall on Allegany County Route 15B and Hiltonville Road.

Alternative C – Alternative C is near State Forests in the Towns of Caneadea and Allen on Cheese Factory Road and overland segments. Alternative C also passes through State Forests on Gillies Hill Road in the Town of Birdsall and Allegany County Routes 15B.

7.3 Hazardous Wastes and Contaminated Materials

Hazardous Waste Sites, both active and inactive, are identified as constraints due to the cost and liability associated with physically impacting them. New highway projects and/or improvements of an existing highway have the potential for encountering hazardous waste and contaminated materials in highway right-of-way. One concern is the potential presence of underground storage tanks (USTs) that are frequently associated with former automobile service stations. Occasionally, the highway infrastructure itself may have contaminated materials such as polychlorinated biphenyls (PCBs), asbestos or lead-

based building materials. A hazardous waste and contaminated materials screening is typically undertaken to provide a reasonable degree of confidence that potential concerns are identified during land acquisition and project development, and that the proper mechanisms are in place to manage these sites and the contaminated materials during construction. The United States Environmental Protection Agency (USEPA) and the New York State Department of Environmental Conservation (NYSDEC) maintain databases that locate and identify known hazardous waste sites. NYSDEC and USEPA hazardous waste sites within the study area and their relationship with the proposed alternatives are depicted on Figure 6. Only alternative B was identified as having the potential to be impacted by known hazardous waste sites; however, that site is located along New York State Route 305 in the Town of New Hudson. New York State Route 305 is not anticipated to require any improvements to achieve Rural Collector status.

8.0 SUMMARY OF CONSTRAINTS

A preliminary feasibility analysis of three potential east/west highway transportation corridors in northern Allegany and Cattaraugus Counties was performed. Each of the three potential east/west highway transportation corridors was evaluated with respect to topographical and environmental constraints that would impact the ability of the county and town roads within the alternative corridors to be upgraded to Rural Collector status.

8.1 Topography

The topography of the study area is classified as rolling. The NYSDOT Design Manual generally limits the grade for Rural Collectors with a speed of 55 mph to a maximum of 7 percent. Although there are challenging topographic features associated with certain county and town roadway segments that will have an impact on construction costs for each of the three alternatives, none of these challenges are insurmountable.

- Alternative A is the most favorable alternative with respect to topography. County and Town Roads that are included within the Alternative A corridor have grades that are generally 7 percent or less, with exception of Gillies Hill Road where the grades are 9 percent and the Hiltonville Road where the grades are 10 percent.
- Alternative B is the second most favorable alternative with respect to topography. County and Town Roads that are included within the Alternative B corridor have grades that are generally 7 percent or less, with the exception of East Hill Road where the grades are 13 percent and West Hill Road where the grades are 10 percent.
- Alternative C is the least favorable alternative with respect to topography. County and Town Roads and overland routes that are included within the Alternative C corridor have grades that could be difficult and expensive to mitigate. These areas include East Hill Road, where the grades are as high as 13 percent and overland segments that have grades of 15 and 20 percent.

8.2 Flood Plains

Each of the three alternatives has county or town roadway segments that are located near or within flood plains and wetlands that are associated with the rivers and streams that comprise the region's drainage network.

- Alternative C is the most favorable alternative with respect to the avoidance of flood plains. After Alternative C ascends from the flood plain of the Genesee River Valley, it traverses upland areas with steep slopes where there are few flood plains. It does; however, traverse the southern branch of the Keaney Swamp before descending into the Canaseraga Creek Valley.
- Alternative A is the second most favorable alternative with respect to the avoidance of flood plains. Alternative A follows New York State Routes 305 and 19 to the Genesee River. Alternative A then follows the Genesee River Valley until it turns to the east and ascends the Baker Creek Valley into an upland area. Alternative A then traverses the Black Creek Valley before it descends into the Canisteo River Valley and traverses Canisteo River and the flood plain of the Arkport Dam.
- Alternative B is the least favorable alternative with respect to the avoidance of flood plains. Alternative B is in close proximity to the flood plains within the Saunders Creek and Rawson Creek Valleys. Alternative B then traverses the Genesee River Valley and tributaries to Shongo, Wigwam and Rush Creeks. Alternative B also traverses Black Creek and passes through the lowlands of the Keaney Swamp before descending into the Canaseraga Creek Valley.

8.3 Wetlands

Each of the three alternatives has county or town roadway segments that are located near or within mapped state and federal wetlands.

- Alternative C is the most favorable alternative with respect to avoidance of wetlands. Once Alternative C leaves the Genesee River Valley, it traverses upland areas with steep slopes where there are few wetlands.
- Alternative A is the second most favorable alternative with respect to avoidance of wetlands. Alternative A follows the Black Creek Valley, where there is a cluster of mapped wetlands. Alternative A then follows the Genesee River Valley until it turns to the east and ascends the Baker Creek Valley and into an upland area where there are relatively few wetlands. Alternative A crosses the Black Creek Valley at Birdsall where wetlands are present, and then descends into the Canisteo River Valley, where wetlands are more prevalent.
- Alternative B is the least favorable alternative with respect to the avoidance of wetlands. Alternative B follows the Saunders Creek and Rawson Creek Valleys where wetlands are present. Alternative B then traverses the Genesee River Valley at Caneadea and traverses upland areas with relatively few wetlands. Alternative B then follows the Rush Creek Valley where wetlands are more

prevalent, before passing through the extensive Keaney Swamp wetlands. Alternative B then descends into the Canaseraga Creek Valley where wetlands are also prevalent.

8.4 Agricultural Districts

Each of the three alternatives has county or town roadway segments that are located near or within agricultural districts established by Allegany and Cattaraugus Counties.

- Alternative A is the most favorable alternative with respect to avoidance of agricultural districts. Alternative A traverses scattered agricultural district parcels in the Towns of New Hudson, Angelica and Allen.
- Alternative C is the second most favorable alternative with respect to avoidance of wetlands. Alternative C traverses scattered agricultural district parcels in the Towns of Allen and Birdsall, and dense clusters of agricultural parcels in the Towns of Burns and Caneadea.
- Alternative B is the least favorable alternative with respect to the avoidance of agricultural districts. Alternative C traverses scattered agricultural district parcels in the Towns of Allen, Burns and Grove, and dense clusters of agricultural district parcels in the Towns of Caneadea and Rushford.

8.5 Cemeteries

Each of the three alternatives has county or town roadway segments that are located near a cemetery or cemeteries.

- Alternative C is the most favorable alternative with respect to avoidance of cemeteries. Alternative C is near only one cemetery, which is located in the Town of Allen on Schafer Cross Road.
- Alternative A is the second most preferable alternative with respect to the avoidance of cemeteries. Alternative A is near cemeteries located on Holdridge Road in the Town of Allen and on Allegany County Route 32 in the Town of Almond.
- Alternative B is the least preferable alternative with respect to the avoidance of cemeteries. Alternative B is close to one cemetery in the Town of Franklinville on Cattaraugus County Route 46 and close to three cemeteries on Allegany County Route 7B in the Town of Rushford.

8.6 Historic Places

With exception of Alternative A, each of the three alternatives has county or town roadway segments that are located near a historic place identified on the State or National Registers of Historic Places.

- Alternative A does not pass any listed historic places and is the most favorable alternative with respect to avoidance of historic places.
- Alternative C is the second most preferable alternative with respect to the avoidance of historic places. Alternative C crosses the historic Caneadea Bridge on Allegany County Route 46, which is on the State Register of Historic Places.
- Alternative B is the least preferable alternative with respect to the avoidance of historic places. Alternative B crosses the historic Caneadea Bridge on Allegany County Route 46 and passes through an area on the State Register of Historic Places in the Village of Franklinville (Village Square) on Cattaraugus County Route 46.

8.7 Parks and Recreation Areas

Each of the three alternatives has county or town roadway segments that are located near parks and/or recreation areas.

- Alternative A is the most favorable alternative with respect to avoidance of parks and recreation areas. Alternative A encounters State Forest lands in the Town of Birdsall on Allegany County Route 15A.
- Alternative C is the second most preferable alternative with respect to the avoidance of parks and recreation areas. Alternative C is near State Forests in the Towns of Caneadea and Allen on Cheese Factory Road and the overland segments. Alternative C also passes through State Forests on Gillies Hill Road in Town of Birdsall and Allegany County Route 15B.
- Alternative B is the least preferable alternative with respect to the avoidance of parks and recreation areas. Alternative B passes through State Forests in the Town of Farmersville on Cattaraugus County Route 46 and State Forests and Wildlife Management Areas in the Town of Birdsall on Allegany County Route 15B and Hiltonville Road.

8.8 Comparative Assessment

The table below presents a comparative summary of the preliminary assessment of potential environmental impacts and/or constraints associated with each of the three potential east/west highway corridor alternatives.

COMPARISON OF POTENTIAL IMPACTS/CONSTRAINTS			
CONSTRAINT	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Topography-Steep Grades	●	◐	○
Flood Plains	◐	○	●
Wetlands	◐	○	●
Agricultural Districts	●	○	◐
Cemeteries	◐	○	●
Historic Places	●	○	◐
Parks and Recreation Areas	●	◐	○
Length	35.8 miles	38.2 miles	18.5 miles

- Most Favorable
- ◐ Moderately Favorable
- Least Favorable

As illustrated above, Alternative A appears to be the most promising corridor relative to the others with respect to avoiding the potential environmental constraints and or impacts listed. More details studies are recommended, however, to verify this preliminary assessment should the project be advanced.

9.0 NEXT STEPS

If there is interest and resources available to advance the concept of an east/highway transportation corridor across the northern portions of Allegany and Cattaraugus Counties, TVGA recommends the following interim actions:

- Determine the project's needs, purpose and objectives – economic benefit, quality of life, access to employment or movement of goods (e.g., forest products, industrial raw materials, etc.).
- Meet with NYSDOT Region 5 (Cattaraugus County jurisdiction) and Region 6 (Allegany County jurisdiction)
- Identify the preliminary functional classification of the proposed roadway, based on the project's purpose, needs objectives.
- Conditions assessment of potential routes, and establish priorities with the local, state and federal agencies that have jurisdiction for the roadways identified as feasible alternatives.

10.0 IMPLEMENTATION PLAN

The requirement for a State Transportation Improvement Program (STIP) for all areas of the state was originally established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and was re-established in 2005 in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59). SAFETEA-LU stipulates

that all capital and non-capital transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code as well as all regionally significant transportation projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) must be on the STIP in order to be eligible for funding. A transportation project can be listed on the STIP through several processes described in the following sections.

The STIP is a list of all projects in New York State for which Federal funding is proposed and are scheduled to begin within a designated time frame of four federal fiscal years. This time frame is mandated by the SAFETEA-LU. The most recent STIP for New York State was formally approved on December 10, 2007. This STIP covers the period between October 1, 2008, and September 30, 2011. The STIP begins as a compilation of regional Transportation Improvement Programs that are adopted every two years by Metropolitan Planning Organizations (MPOs) and evolves into a comprehensive list of all highway and transit projects that propose to use federal funds. A transportation project can be listed on the STIP through several processes described in the following sections.

Recommendation by a Metropolitan Planning Organization - Metropolitan Planning Organizations or (MPOs) develop Capital Improvement Plans and advocate transportation projects; base upon their priority to the NYSDOT for inclusion in the STIP. Priority is typically based on a joint consensus of the MPO members. Allegany and Cattaraugus Counties are not within one of NYSDOT's Metropolitan Planning Organizations jurisdiction.

Solicitation by NYSDOT Regional Offices - Areas not within an MPO are, simply, referred to as non-metropolitan. In the non-metropolitan areas of the state, the NYSDOT Regional Offices solicit project proposals for inclusion on the STIP from their rural constituents. In non-metropolitan areas projects can be developed on the town, village, city or county level. This system makes for a poorly understood and competitive environment for small municipalities with limited resources, which are located in non-metropolitan areas. The problem is magnified by the fact that MPOs are better suited and more familiar with project development, advocacy and the NYSDOT process and staff.

Support through a Congressional Earmark - A congressional earmark is a Congressional directive in legislation to a federal agency to spend a specific amount of its budget for a specific entity, project or service. Earmarking differs from the general appropriations process. In the past, congressional representatives have played a large roll in advocating and funding transportation projects. In recent years earmarks have been included in SAFETEA-LU but later reduced to lower levels when construction costs rose significantly. Also recently, the earmark process has come under close scrutiny and may be abolished in an effort to control spending.

Grants

Locally Administered Federal Aid Projects (LAFAPs) are developed, designed and constructed in accordance with federal and state requirements. The federal-aid transportation program provides the opportunity to maintain, rehabilitate, reconstruct, expand, and improve our integral local highway and bridge network. The program helps to ensure that New York State

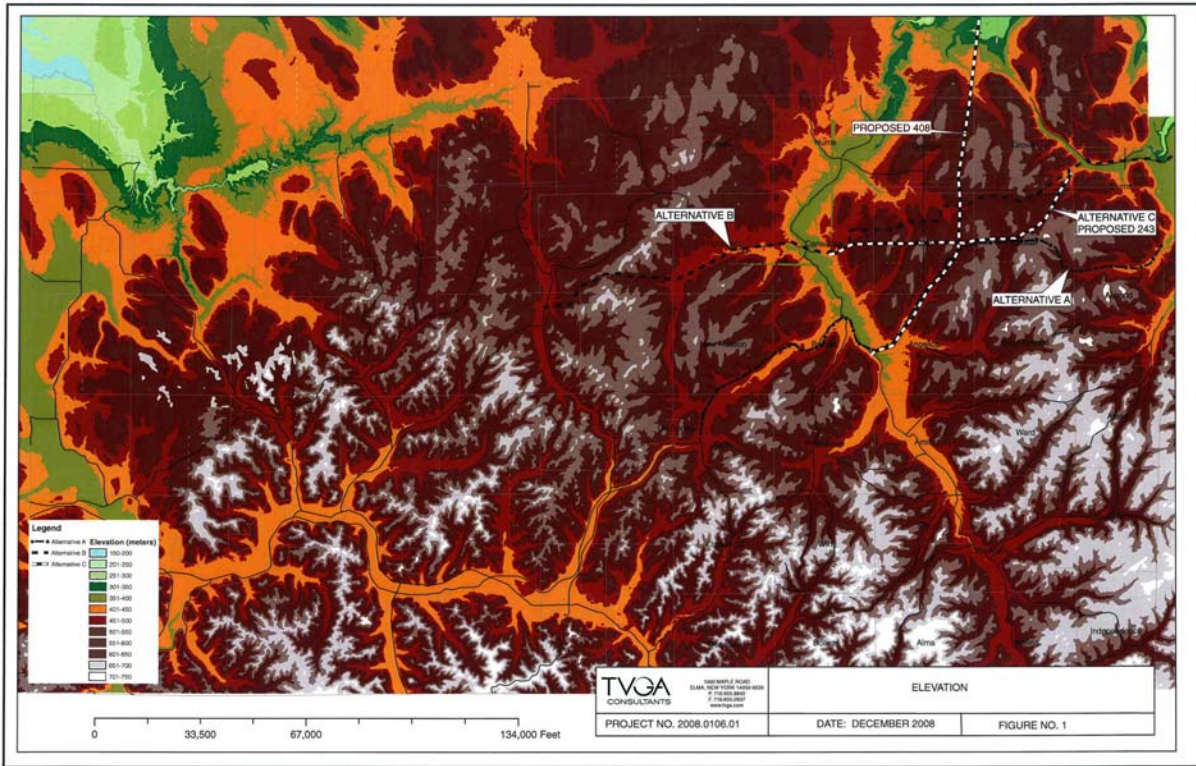
residents, businesses and visitors have a safe, efficient, balanced and environmentally sound transportation system that meets the needs of the traveling public while promoting and supporting economic growth.

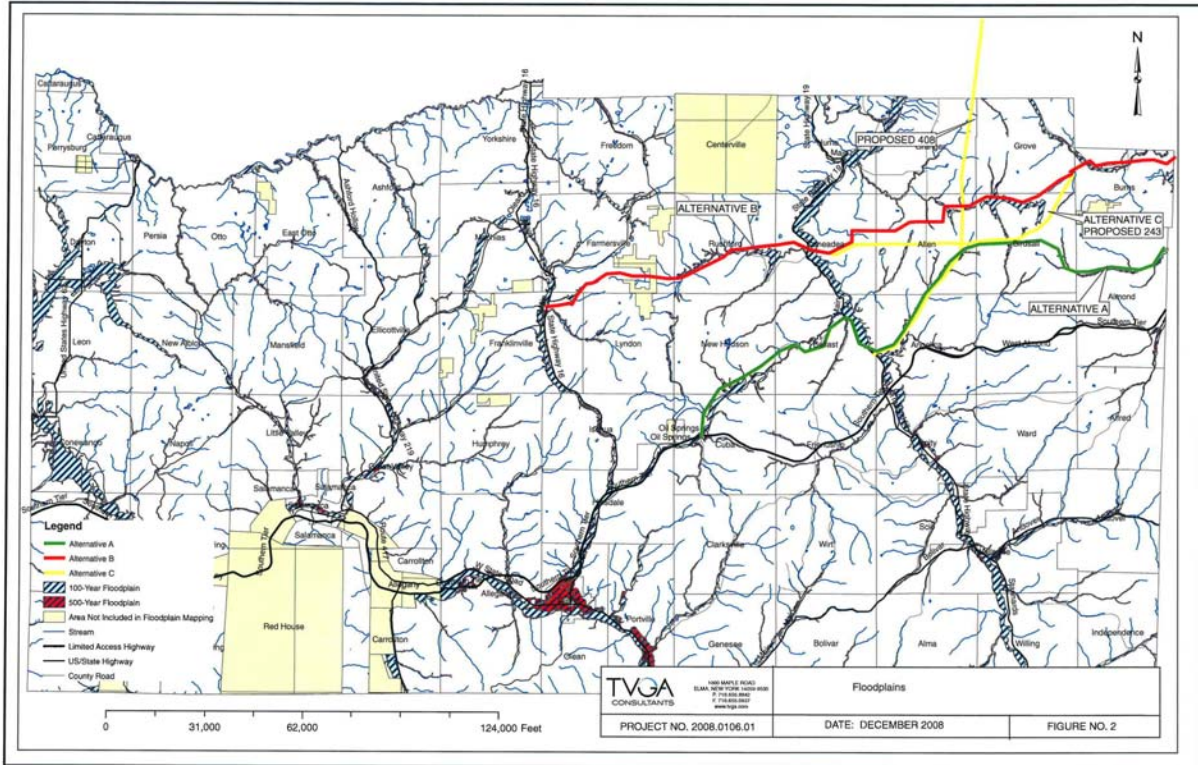
The **New York State Industrial Access Program (IAP)** has been designed to complement economic development projects throughout the state where transportation access poses a problem or may offer a unique opportunity to the viability of a project. Municipalities, industrial development agencies, or other governmental agencies involved in promotion economic development are eligible Industrial Access Program applicants. In the case of a private corporation, a state agency, municipality, or industrial development agency must sponsor the project and file an application with the NYSDOT Regional Director on behalf of the non-governmental entity. Chapter 54 of the laws of 1985, and of subsequent years, established the Industrial Access Program, to provide state funding for necessary highway and bridge improvements which facilitate economic development and result in the creation and/or retention of jobs. Rail Access Projects made eligible under the Laws of 1998. Awards are made on a 60% grant, 40% interest free loan basis, up to a maximum of \$1 million. As specified by law, the loan portion must be paid back within 5 years after the acceptance of the project by the department. Repayment terms are negotiable. Appropriations for the IAP are to be used where existing funding programs are not available or appropriate due to funding availability, timing, or program constraints. Applicants are encouraged to initiate discussion with the Regional Program Coordinator of the NYSDOT to obtain up-to-date advice and information that are likely to facilitate the remainder of the process.

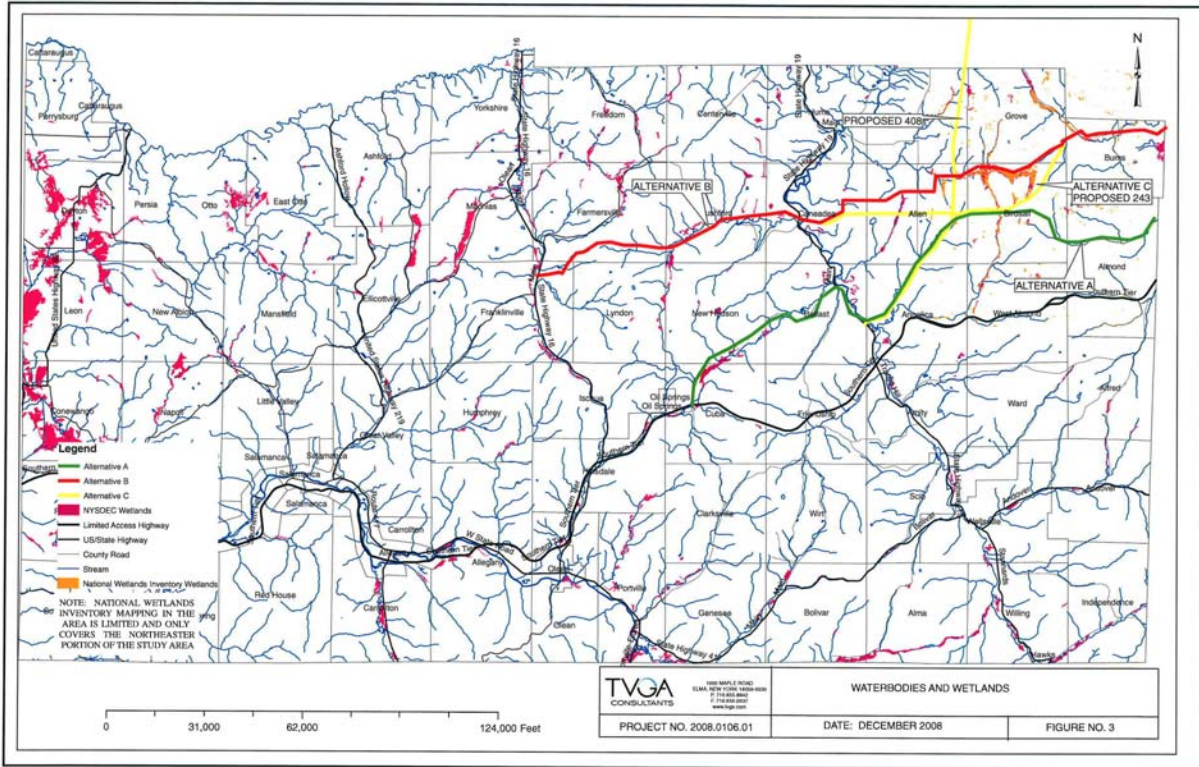
The **Transportation Enhancement Program (TEP)** is a federal reimbursement program under the SAFETEA-LU and administered by the NYSDOT. In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance. Eligible projects must fall into one or more of the twelve Federal Highway Administration (FHWA) categories. Additionally, the project must have a transportation relationship with the surface transportation system and must be available for public access and use. The TEP requires the project sponsor or applicant to front the cost of the project and request reimbursement. Each project requires a minimum matching share of 20% of the total project cost. Innovative finance features are available to minimize the cash outlay for applicants and sponsors.

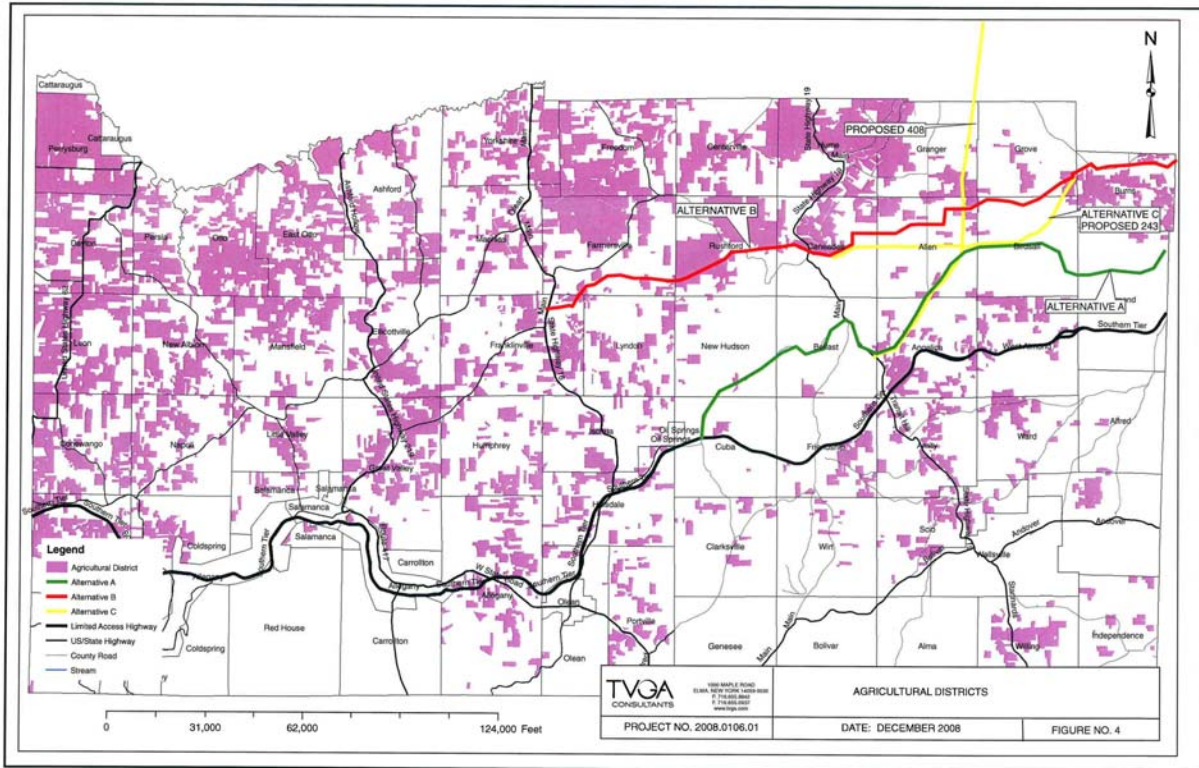
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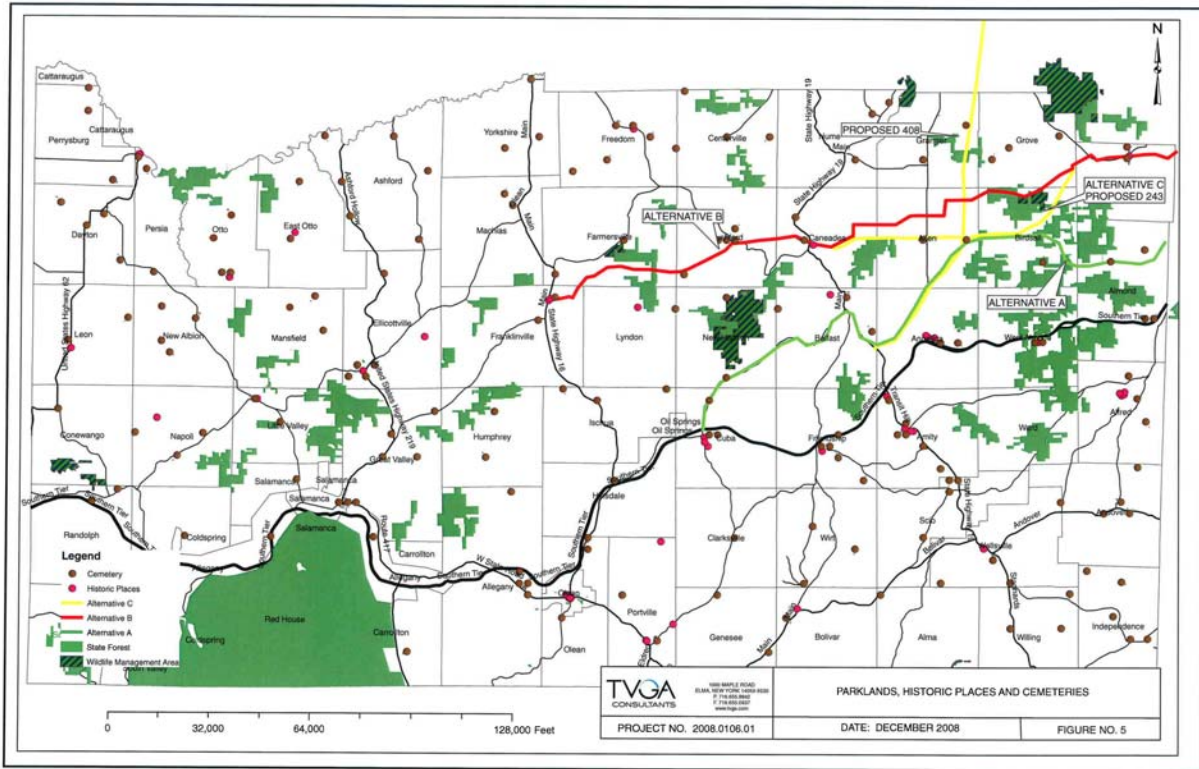
FIGURES

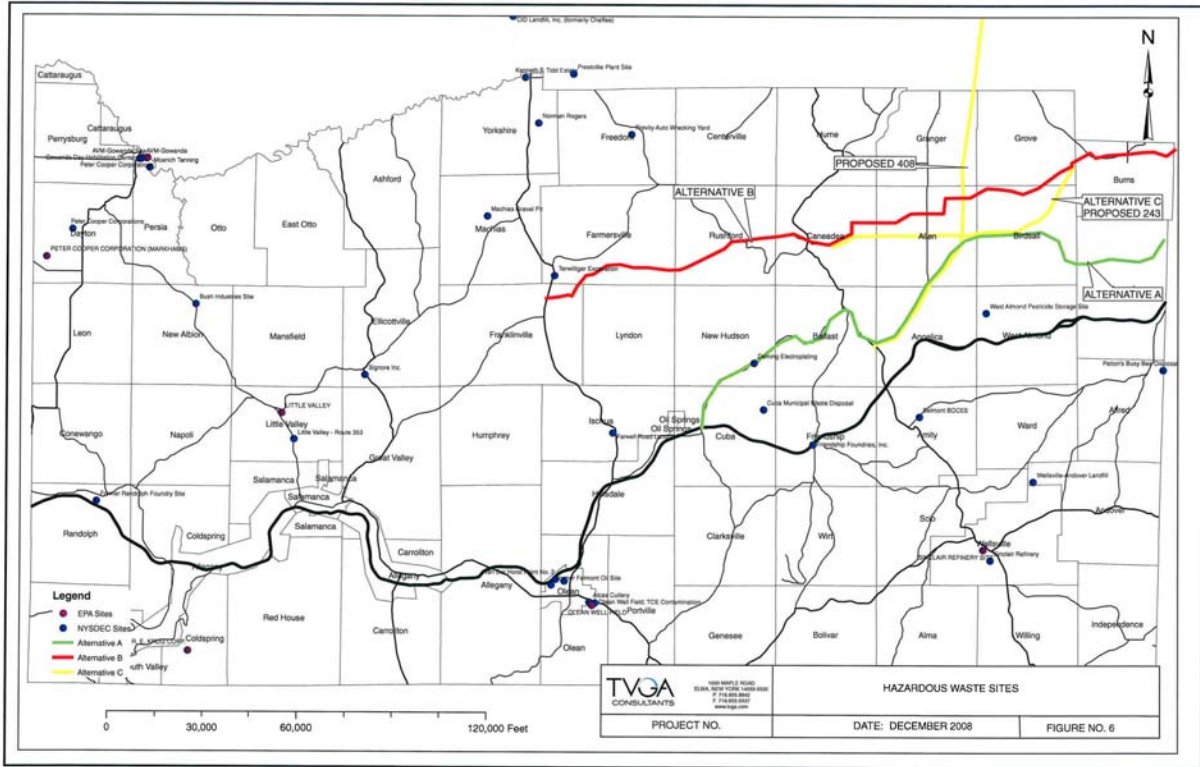












APPENDIX A
ALLEGANY COUNTY RESOLUTION

TITLE: MEMORIALIZING STATE LEGISLATURE TO CAUSE CORRIDOR STUDIES TO BE DONE OF THE EXTENSION SOUTHERLY OF STATE ROUTE 408 AND THE EXTENSION EASTERLY OF STATE ROUTE 243

Offered by: Ways and Means Committee

WHEREAS, the County is desirous of promoting economic development and tourism in Allegany County and the surrounding Southern Tier of New York State, and

WHEREAS, the present New York State government is desirous of promoting economic growth in Western New York, and

WHEREAS, a review of the State Highway System shows that there is a lack of an East-West State route and a lack of a North-South State route through the northeast quadrant of Allegany County, and

WHEREAS, the North-East quadrant of Allegany County reflects the absence of adequate highway infrastructure necessary for the health, safety and economic development and growth of Allegany County, and

WHEREAS, Allegany County is a very poor County and needs the help of the State to provide transportation routes as most of the public roads in the North-East 25% of the County are not paved, and

WHEREAS, the placement of an East-West route, by extending State Route 243, would encourage development in this area and would also provide access from Swain to Rushford and Cuba Lake as well as access to the Economic Development Zone in the Town of Friendship, and

WHEREAS, a review of the State Highway System shows that State Route 408 presently exists as a two-lane highway from its intersection with I-390 near Mt. Morris, New York, and thence Southerly through Livingston County to Dalton, New York, and

WHEREAS, the placement of an extended State Route 408 would provide a North-South two-lane highway access to the Economic Development Zone in the Town of Friendship and the County "Crossroads" EDZ project, and

WHEREAS, the extension of State Route 408 as a two-lane highway southerly from Dalton, New York, through Allegany County to intersect with State Route 19 at Transit Bridge would encourage development along the proposed route and would provide access from the

more urban areas north of Livingston County, such as the Interstate 390 Corridor, to Allegany County, and

WHEREAS, the extension of State Route 408, to run southerly and southwesterly along existing unimproved town roads and county roads through the hamlet of Aristotle to Transit Bridge, would provide easier access for tourists to visit Allegany County, and

WHEREAS, it is understood that such proposed extension of State Route 408 and such proposed extension of State Route 243 are included in the State Department of Transportation's Long Range Plan, now, therefore, be it

RESOLVED:

1. That the Allegany County Board of Legislators hereby memorializes the New York State Legislature to pass legislation which would require that two corridor studies be done, the first for the extension of State Route 243 from its existing terminus at its intersection with State Route 19, easterly to the Garwood/State Route 70 area and the second for the extension of State Route 408 from its existing terminus in Dalton southerly and then southwesterly through Aristotle to the Transit Bridge/State Route 19/State Route 17 area.

2. That certified copies requesting support of this resolution be forwarded to County of Livingston, New York State Senator Dale M. Volker, Assemblyman Joseph A. Errigo, Village of Mount Morris, Town of Mount Morris, Town of Nunda, Town of Ossian, Village of Dansville, and County of Steuben, New York State Senator George H. Winner, Jr., Assemblyman James G. Bacalles, Town of Dansville.

3. That certified copies of this Resolution be forwarded to New York State Governor David Paterson; New York State Senator Catharine M. Young; Senate Majority Leader Dean G. Skelos; Assembly Speaker Sheldon Silver; Assemblyman Daniel Burling; Assemblyman Joseph M. Giglio; Commissioner of Transportation Astrid C. Glynn; NYSAC and the Inter-County Association of Western New York.

I, Brenda Rigby Riehle, Clerk of the Board of Legislators of the County of Allegany, State of New York, do hereby certify that the foregoing constitutes a correct copy of the original on file in my office and the whole thereof of a resolution passed by said

Board on the 14th day of October, 2008.

Brenda Rigby Riehle Dated at Belmont, New York this 21st day of Oct, 2008
Clerk, Board of Legislators, Allegany County

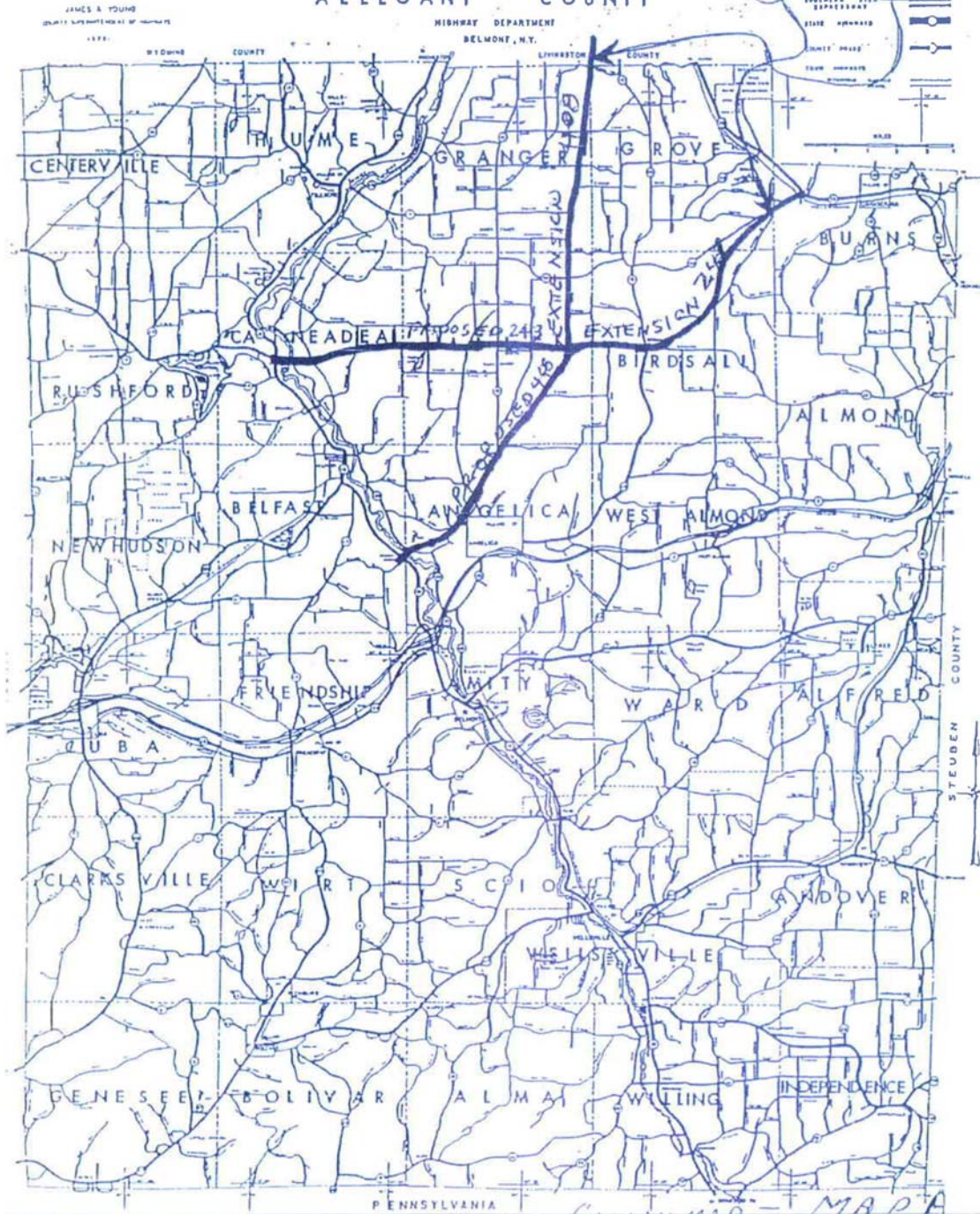
Moved by Royce Seconded by Dibble

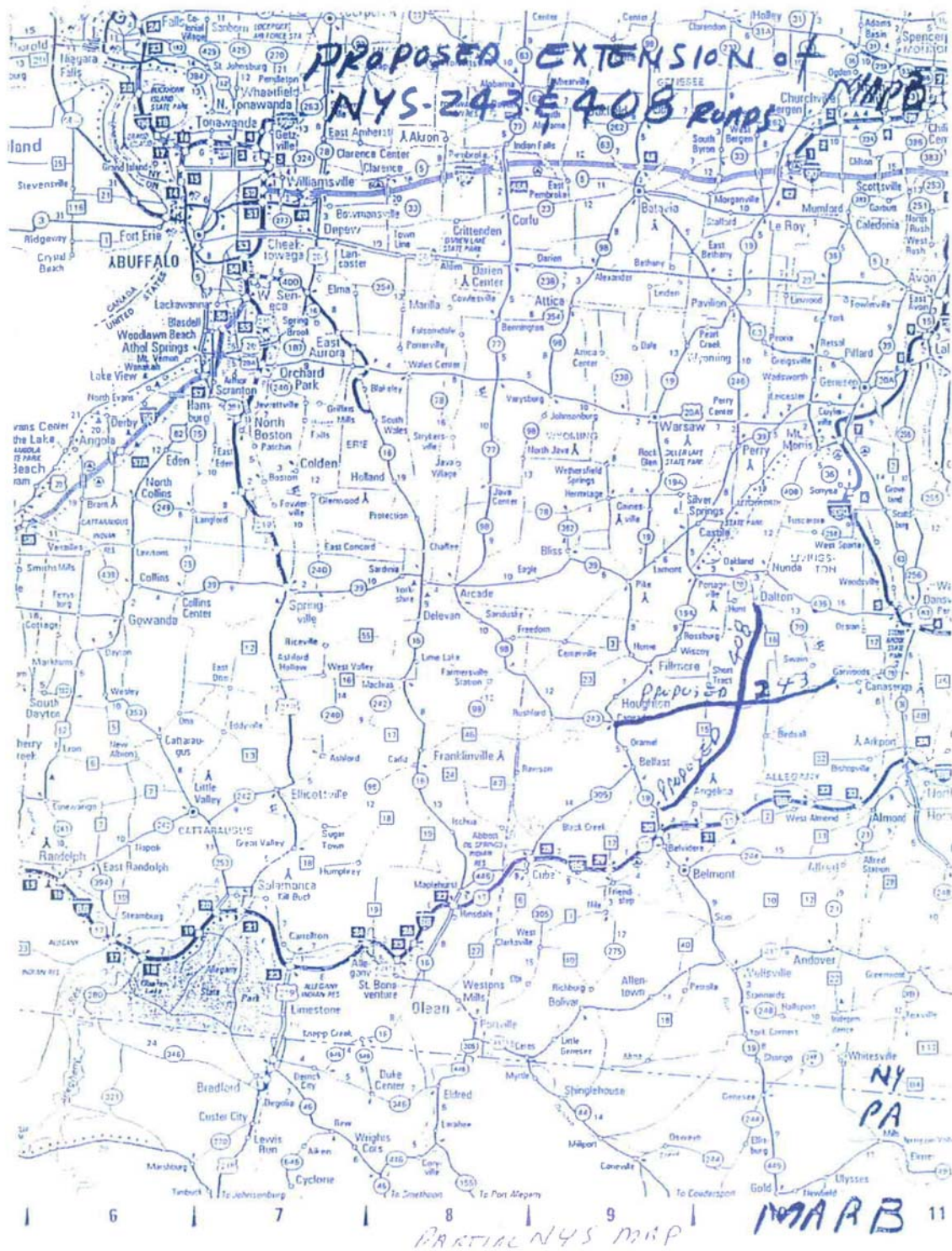
VOTE: Ayes 9 Noes 6 Absent 0 Voice
Voting No: Krugger, McCormick, O'Grady,
Russo, Truax, Unger mann

Attachment
Res No. 171-08

COUNTY MAP - MAP A

PROPOSED EXTENSION OF NYS RT 243 & 408.
ALLEGANY COUNTY





APPENDIX B

TABLE 2-5 NYSDOT DESIGN MANUAL

Table 2-5 Design Criteria for Rural Collectors

Design Speed (km/h)	Travel Lane Width (m) ¹				Turn Lane (m)		Maximum Percent Grade ²			Min. Stopping Sight Distance (m)	Min. Radius Curve (m) $e_{max}=6\%$	Min. Radius Curve (m) $e_{max}=8\%$
	ADT Under 400	ADT 400 to 1500	ADT 1500 to 2000 ³	ADT over 2000 ³	Min.	Des.	Level	Rolling	Mountainous			
30	3.0 ⁴	3.0	3.3	3.6			7	10	12	35	21	20
40	3.0 ⁴	3.0	3.3	3.6			7	10	11	50	43	41
50	3.0 ⁴	3.0	3.3	3.6			7	9	10	65	79	73
60	3.0 ⁴	3.3	3.3	3.6	3.0	Match Travel Lane Width	7	8	10	85	123	113
70	3.0 ⁴	3.3	3.3	3.6			7	8	10	105	184	168
80	3.0 ⁴	3.3	3.3	3.6			6	7	9	130	252	229
90	3.3	3.3	3.6	3.6			6	7	9	160	336	304
100	3.3	3.3	3.6	3.6			5	6	8	185	437	394
All Speeds	Shoulder Width (m)											
	0.6 ⁵	1.5 ⁶	1.8	2.4								

Notes:

1. Routes designated as Qualifying Highways on the national network of Designated Truck Access Highways require 3.6 m travel lanes.
2. Short lengths of grade in rural areas, such as grades less than 150 m in length, one-way downgrades, and grades on low-volume (<1500 vpd) rural collectors may be up to 2% steeper than the grades shown above.
3. 3.3 m lanes may be retained where accident rates are acceptable.
4. 2.7 m lanes may be used for design volumes under 250 vpd.
5. Minimum width is 1.2 m if roadside barrier is utilized. 1.2 m shoulder is desirable if the shoulder is intended for regular pedestrian and/or bicycle use.
6. Shoulder width may be reduced to 1.2 m for speeds of 60 km/h to 100 km/h.

APPENDIX C

**ALTERNATIVE A HIGHWAY TRANSPORTATION CORRIDOR
PHOTOGRAPHS**



Photograph 1
NYS Route 305 where it leaves the Village of Cuba.



Photograph 2
NYS Route 305 in the hamlet of Rockville.



Photograph 3
The intersection of NYS Routes 305 and 19.



Photograph 4
The Transit Hill Bridge and the intersection of NYS Route 19
and Allegany County Route 16.



Photograph 5
The intersection of Allegany County Routes 16 and 15.



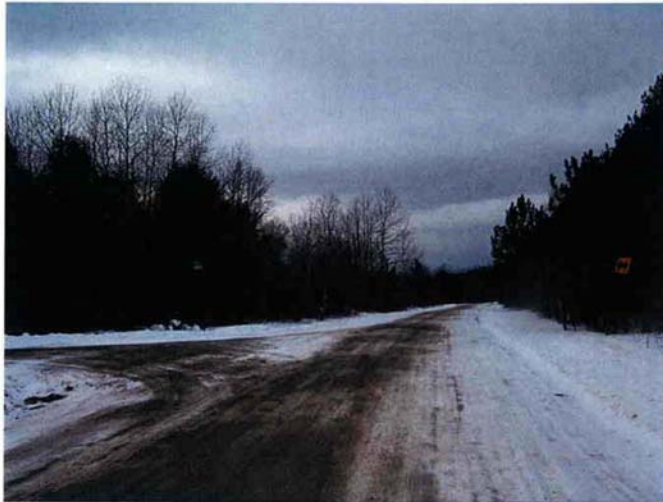
Photograph 6
Allegany County at Peavy Road.



Photograph 7
Intersection of Allegany County Road 15 with State Road
in the hamlet of Aristotle.



Photograph 8
Intersection of State Road and Holdridge Road.



Photograph 9
Intersection of Gillies Hill Road and Number 1 Road.



Photograph 10
Intersection of Allegany County Route 16 and Gillies Hill Road.



Photograph 11
Intersection of Allegheny County Routes 15B and 16,
west of Birdsall.



Photograph 12
The intersection of Allegheny County Route 15B and
Hiltonville Road.



Photograph 13
Hiltonville Road, west of the intersection with Malone Road.



Photograph 14
Hiltonville Road, just north of the hamlet of Hiltonville.



Photograph 15
Allegany County Route 32 at its intersection with Bush Hill.



Photograph 16
Steuben County Route 67 and Allegany County Route 32.



Photograph 17
Hurlbut Street (Village of Arkport) at-grade railroad crossing with
the intersection with Steuben County Route 67 in the background.



Photograph 18
The Intersection of NYS Route 36 and Hurlbut Street.

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APPENDIX D

**ALTERNATIVE B HIGHWAY TRANSPORTATION CORRIDOR
PHOTOGRAPHS**



Photograph 1
Cattaraugus County Route 46 (Pine Street) in the Historic Park
Square District of the Village of Franklinville.



Photograph 2
Cattaraugus County Route 46, east of the Village of Franklinville.



Photograph 3
Intersection of Kingsbury Hill and Hardy Corners Road.



Photograph 4
County Road 46, 2.0 miles east of the Village of Franklinville.



Photograph 5
Cattaraugus County Route 46, 6.0 miles east of the
Village of Franklinville.



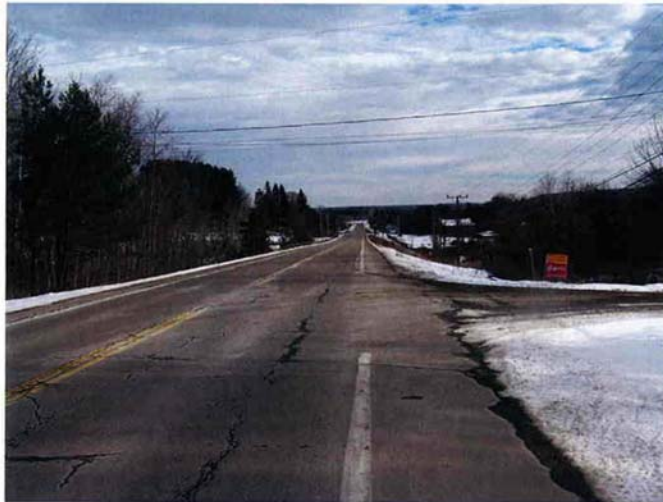
Photograph 6
Allegheny County Route 7B at Hardy Corners.



Photograph 7
Allegany County Route 7B as it enters the hamlet of Rushford.



Photograph 8
The intersection of Allegany County Route 7B and
NYS Route 243.



Photograph 9
NYS Route 243 at Russell Road, north of Rushford Lake.



Photograph 10
NYS Route 243 and its intersection with New York State Route 19.



Photograph 11
New York State Route 19 and the intersection with
Allegany County Route 46 in the hamlet of Caneadea.



Photograph 12
Allegany County Route 46 and the historic Caneadea Bridge.



Photograph 13
Looking east along East Hill Road.



Photograph 14
The intersection of East Hill Road with Pinkerton Road.



Photograph 15
Looking north on Pinkerton Road.



Photograph 16
The Intersection of Pinkerton Road and Shongo Valley Road.



Photograph 17
Shongo Valley Road at the intersection with Glinderman Road.



Photograph 18
Looking east on Swamp Road, past Seavert Road.



Photograph 19
Looking East on Swamp Road with the intersection of
Allegheny County Route 15 at the bottom of the hill.



Photograph 20
The intersection of Swamp Road and Middle Road.



Photograph 21
Looking north on Middle Road.



Photograph 22
Looking north on Middle Road.



Photograph 23
Looking North on Middle Road.



Photograph 24
The intersection of Middle Road and Allegany County Route 15A.



Photograph 25
The intersection of Allegany County Routes 15 and 16.



Photograph 26
The intersection of Allegany County Route 16 and
Allegany County Route 15A.



Photograph 27
Allegany County Route 15A as it passes through the
Keaney Swamp wetlands.



Photograph 28
The intersection of Allegany County Roads 15A and 15B,
west of the hamlet of Garwoods.



Photograph 29
An at-grade railroad crossing and Allegheny County Route 15B,
near its intersection with NYS Route 70.



Photograph 30
NYS Route 70 east of the intersection with
Allegheny County Route 15.



Photograph 31
NYS Route 70 as it passes through the historic Four Corners District in the Village of Canaseraga.



Photograph 32
The intersection of New York State Routes 70 and 36.

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17.4 Case Studies of Existing Rural Public Transportation Systems

CASE STUDIES OF EXISTING RURAL PUBLIC TRANSPORTATION SYSTEMS

Prepared for:

Southern Tier West
Regional Planning and Development Board

Prepared by:

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2008.0106.01

March 17, 2009

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TERMS

Advanced Public Transportation System (APTS) -The name of an Federal Transportation Administration program for Intelligent Transportation Systems (ITS) that are transit oriented applications.

Americans with Disabilities Act (ADA) is a federal law passed in 1990, which states that individuals with disabilities are entitled to a comparable level of public transportation service as individuals without disabilities.

Automatic Vehicle Location (AVL) - A computerized system that tracks the current location of vehicles in a fleet using satellites or radio beacons and on-board units that communicate electronically with a base station.

Diesel Gallon Equivalent (DGE) – The amount of Compressed Natural Gas that has the same energy content as a gallon of diesel fuel.

Fixed Routes (FR) are routes that have fixed or established pick-up/drop-off points.

Geographic Information System (GIS) - GIS uses an electronic map and relational database to display and analyze the spatial relationship between different data. In transit, GIS displays and analyzes vehicle routes, trip pickup and drop off points, bus stops, streets and landmarks, and it is often integrated with DRT software and AVL systems to provide advanced system capabilities.

Global Positioning System (GPS) - System of devices that use signals from several satellites to determine position coordinates through triangulation. GPS works anywhere the satellite signals will reach. Combined with communication system and GIS software to form AVL system.

Intelligent Transportation System (ITS) - The use of recent advances in information and electronics technology to improve the development, building, and management of the transportation infrastructure and vehicles.

Mobile Data Terminals (MDTs) - Small computer terminals in vehicles that allow drivers to receive and send text and numerical data by radio signals to the operations center.

Route Deviation - Public transportation in which a vehicle may deviate occasionally from a fixed-route to provide curb-to-curb service to an exclusive passenger, e.g., ADA eligible client. Routes with Deviations (RD) are routes having fixed or established points but drivers are permitted to go off route up to a certain distance to provide curb-to-curb service.

Wide Area Network (WAN) - A computer network that covers a broad area (i.e., any network whose communications links cross metropolitan, regional, or national boundaries). Or, less formally, a network that uses routers and public communications links.

Rural Transportation System – The assets, routes, services and organizational structure that support the provision of public transportation to a predominantly rural population.

1.0 INTRODUCTION

This report provides to Southern Tier West Regional Planning and Development Board (STW) three case studies of existing Rural Public Transportation Systems.

STW serves three counties in southern western New York (Allegany, Cattaraugus, and Chautauqua). STW's three-county service region in Western New York has a population of approximately 275,000 people and an area of approximately 4,000 square miles. Although Allegany and Chautauqua Counties have established rural transportation systems, Cattaraugus County has only just begun to consider the importance of providing these services. The three Counties served by Southern Tier West do not have a coordinated plan for public transportation. STW is interested exploring the potential for a shared and coordinated regional rural public transportation system. The case studies are intended to facilitate a vision for a system that efficiently and effectively serves its three customer-counties.

1.1 Background

According to STW's 2007 *Comprehensive Economic Development Strategy* (CEDS), the region finds itself in the position of supporting a higher percentage-wise dependent population than does the state as a whole and with a median age higher than that of the state as a whole. The CEDS also points out that the region's health care delivery system has been affected by transportation access issues. With the foreseeable continuation of these trends in the region, and the rising costs associated with operating and maintaining private automobiles, public transportation will become more important to the region's predominantly rural population.

In parallel with this report, STW is also conducting a survey through their website (www.southern-tier-west.com) to receive from local businesses, local residents and people who "spend a lot of time on our region's roads" input about transportation goals and objectives, serving special needs populations and use of public transportation services.

Data from the case studies presented in this report, the survey and other sources will help guide future STW programming.

1.2 Methodology

This report provides insight on existing rural public transportation systems to Southern Tier West and its customer-counties. The focus of the study was placed on the service providers to rural regions. For this purpose, three rural regional public transportation programs in the United States were selected to serve as case studies in terms of their history, development and funding. The common attributes among the three systems highlighted in this report are that the transportation providers have had ridership growth in their service areas; the providers have consolidated the services provided within their

service areas; and they have found funding for the systems they operate. These attributes make the three systems appropriate case studies for STW's interests.

Examples of existing rural public transportation systems that Southern Tier West and the three counties it serves can use to gain insight are:

- Area Transportation Authority of North Central Pennsylvania (ATA) - ATA is a six-county public transportation system that supplies multiple services to over 160,000 people throughout 5,000 square miles.
- Cape Cod Regional Transit Authority (CCRTA) - CCRTA is a countywide public transportation system located in Massachusetts that serves approximately 200,000 people over 400 square miles.
- Arrowhead Transit - Arrowhead Transit is a seven-county public transportation system located in Minnesota that serves 320,000 people over 21,000 square miles.

Funding for rural public transportation is potentially provided by federal and state government. The existing systems have found funding programs to improve and operate their systems as well as lower the costs for the patrons.

The information for this study was acquired through internet research and telephone interviews with the rural transit operators.

2.0 CASE STUDIES

2.1 The Area Transportation Authority of North Central Pennsylvania (ATA)

2.1.1 Background

2.1.1.1 Region Description

The North Central Pennsylvania region includes six adjoining counties (Cameron, Clearfield, Elk, Jefferson, McKean, and Potter). The counties in the North Central Pennsylvania area have some of the lowest population densities in the state. The transportation network that encompasses north central Pennsylvania is a complex system that was designed to move people and goods safely and efficiently throughout the region. Population changes, employment growth and the distribution of that growth have contributed to an increasing demand being placed on the region's public transportation. This rural region includes an area of over 5,000 square miles and incorporates a population of approximately 160,000 people.

2.1.1.2 System History

The Area Transportation Authority of North Central Pennsylvania (ATA) emerged from an effort spearheaded by the North Central Pennsylvania Regional Planning and Development Commission (NCPRPDC). The NCPRPDC formed a task force commonly referred to as the Regional Rural Transportation Advisory Committee (RRTAC), to investigate transportation mobility issues as they pertained to the residents of north central Pennsylvania. The RRTAC was comprised of county commissioners, local elected officials, private transportation providers, social service agency directors, and representatives from the region's various private businesses, which ranged from the region's largest industries to its smallest retail concerns. Following nearly two years of meetings, the RRTAC concluded that, indeed, a mobility problem existed in north central Pennsylvania. The problem, although most acutely felt by transit-dependents, cut through the broad spectrum of all residents in north central Pennsylvania.

The NCPRPDC suggested that through their association with the Appalachian Regional Commission (ARC), a demonstration project could be established to serve as a test to gauge the feasibility of establishing a public transit program sometime in the future. Given the enthusiasm that was shared by the RRTAC members, the Board of the North Central Pennsylvania Regional Development Commission decided to apply for an ARC grant and utilize the funds to establish a two-year demonstration project, which was called North Central Transportation.

The North Central Regional Planning and Development Commission made application to the Pennsylvania Department of Transportation for a planning grant that would develop the operation of a rural transportation program within north central Pennsylvania. The planning requirements ultimately would serve as the basis for a state operating assistance grant application package. ATA was subsequently awarded a grant and the work of planning and operating a public transportation system for north central Pennsylvania intensified.

One particular aspect of the plan dealt with the organizational model of the proposed system. When the final report was given to the NCPRPDC Board of Directors, all counties unanimously agreed to form a public regional, rural transportation authority. The Commissioners of Cameron, Clearfield, Elk, Jefferson, McKean and Potter officially incorporated the Area Transportation Authority of North Central Pennsylvania on May 19, 1976.

The ATA became the first regional, rural transportation authority within the Commonwealth of Pennsylvania. ATA's mission statement

demanded that it provide a reasonable level of transportation to the residents of north central Pennsylvania at a price they could afford to pay. A second mission of the ATA was to utilize and develop advances in transportation technology, whenever possible, such as those derived from the use of computers.

During those early years, it was a priority of the board of directors and boards of county commissioners to coordinate social service agency transportation. In fact, the six boards of county commissions adopted a resolution that mandated the coordination of transportation from all social services agencies with the ATA. This was extremely important for a number of reasons. First, as the local government responsible for many of the social services, the commissioners were eager to consolidate transportation services that were offered by these agencies with an organization that would operate the services on a more businesslike basis.

2.1.2 Development

2.1.2.1 System

The Area Transportation Authority is successful in providing public transportation in the most rural region of the state of Pennsylvania. ATA provides easy mobility to the public, which stimulates retail business sales and supports private industry by moving hundreds of commuters every working day of the year. Public transit decreases traffic congestion, wear and tear on highways, and accidents, all of which hold insurance premiums down. ATA has been improving its service to the six counties since its inception in 1976. The six counties that ATA services in north central Pennsylvania comprise an area of 5,076 square miles, which is an area larger than the State of Connecticut.

The Area Transportation Authority has 89 revenue vehicles in its fleet. Revenue vehicles are vehicles that are designed and utilized to transport fare paying passengers. Vehicles range in size from their small Dodge Caravans (about 10 feet in length) to their new 35 foot Gillig Phantom transit coaches. Of the fleet's 89 vehicles, 16 are powered by Compressed Natural Gas (CNG), 47 are powered by diesel fuel and the remaining 26 vehicles operate on gasoline. All ATA revenue vehicles are equipped with either a ramp or lift, which makes all the vehicles accessible to people with disabilities. Seating capacity for wheel chair users ranges from one position on the smaller vans to four positions on several retrofitted vehicles.

To service such a large area and to reduce operating cost, ATA has three terminals strategically located in the six-county operating area. Each of the bi-county terminals is staffed with an Operations Supervisor, dispatchers and phone reservationists and a mechanics crew. Each terminal is equipped with a CNG refueling system, automated bus wash, two-way radio communication system and a vehicle service truck to respond to vehicle breakdowns and other road emergencies.

2.1.2.2 Routes

The Area Transportation Authority offers three basic services throughout the six county areas. Fixed Routes (FR) are routes that have fixed or established pick-up/drop-off points. Drivers are not permitted to go off route for any pick-ups or drop-offs. Because these routes have established points and cannot respond to requests for changes, their fare is the least. Fixed Routes are offered in all of the Counties except Potter. Routes with Deviations (RD) are routes having fixed or established points but drivers are permitted to go off route up to 1/4 mile. The fares are least when no deviation occurs. Fares vary between these routes and are listed on each route's schedule. When the driver leaves the established route, a convenience fare is charged. Most RD routes exist between communities (inter-community), however, some are intra-community only or both intra- and inter-community. Routes with Deviations are established in all six of the North Central Pennsylvania Region Counties. Call-A-Bus (C.A.B.) is a demand-response service. Where CAB service exists, grids/zones are established and show where the service is available. The service, which requires prior-day reservation, is a shared-ride service open to everyone.

2.1.2.3 Services

The ATA offers multiple services and programs to the residents of the north central Pennsylvania region. ATA services include county service, medical assistance, work transportation programs, and services for the disabled.

The ATA provides County Wide Service (CWS) for Elk, Clearfield, Jefferson and McKean counties. The CWS offers very affordable non-emergency transportation.

The Medical Assistance Transportation Program (MATP) provides rides to medical care at no cost. ATA MATP services go to any health care service that is covered by Medical Assistance. That includes appointments with doctors, dentists, psychologists or psychiatrists, drug and alcohol treatment clinics, or any other MA provider. One can also

use MATP to go to the pharmacy for prescriptions, to the hospital for tests, or to get to medical equipment suppliers.

If a passenger belongs to a Medical Assistance MCO (Managed Care Organization), also called an HMO, he/she can use MATP services to get to any provider within his/her Physical Health Plan or Behavioral Health Plan's network.

A commuter Benefit Program provides a means for employers to assist employees with their transit commuting costs. Under federal law, employers can give their employees up to a \$60 monthly, tax-free contribution toward the cost of transit tokens, tickets, or passes. Company Car is the Commuter Benefit Program offered by the Area Transportation Authority. Company Car was developed as a means to reduce passenger car trips by encouraging greater use of public transportation. Company Car is an incentive program operated by the Area Transportation Authority of North Central Pennsylvania. All of ATA's subcontractors, whether public or private, participate in the Company Car program. Company Car is flexible and easy to use for employers of any size or industry. It can be used as a fringe benefit, as an incentive, or as a bonus. Company Car is a tax-efficient means of compensation, free of any payroll-related income taxes for both the employer and the employee. Company Car is also an economical way to boost employee morale and performance, and can help reduce turnover. It's a fully deductible business expense.

The Area Transportation Authority of North Central provides discounted rides for qualified persons with disabilities. The PwD Program, as it is known, is funded through a grant provided by the Pennsylvania Department of Transportation (PENNDOT). Qualified persons will receive an 85% discount on all shared-ride services. Any individual that meets the ADA definition of a functional disability will qualify for the PwD program. Once qualified for the PwD Program, qualified individuals will be able to ride all shared-ride services operated by the ATA.

2.1.2.4 Technology

ATA implements up-to-date technology to serve the public and environment in the most effective way. ATA operates 16 Compressed Natural Gas (CNG) buses and has installed two CNG refueling facilities in its service area - one in Bradford and one in DuBois. Eleven of the CNG buses operate in McKean and Elk counties, and three operate on a fixed route in Bradford County.

Since 1995, ATA's buses have traveled an estimated 1.7 million miles on CNG and consumed 309,100 DGE (Diesel Gallon Equivalent) of CNG. From 1993 to 1995, the ATA buses operated on both gasoline and CNG. In 1995, all ATA buses began operating solely on CNG. Through the use of these 16 CNG buses, ATA reduces Nitrogen Oxides (NOx), Carbon Monoxide (CO), and Volatile Organic Compounds (VOC) emissions by an estimated 17.62 tons (total combined) annually.

2.1.2.5 Future Advancements

ATA's mission to provide the best public transportation service to its region leads them to search for the most up-to-date technologies and services to implement in their system. One specific service identified in a regional transportation plan is to incorporate "park-n-ride" services into their routes. This service could reach to a different group of residents potentially being very successful in increasing ridership. The ATA is planning to integrate the most up-to-date technologies including Intelligent Transportation Systems (ITS), Geographical Information Systems (GIS), Wide Area Network (WAN), Mobile Data Terminals (MDT) and Automatic Vehicle Location (AVL).

2.1.2.6 Funding

For ATA, like most rural public transportation systems, adequate funding has always been a challenge. The gap between rural and urban transit is still astonishingly large. For every dollar rural transit receives per capita, urban transit received approximately \$25.

ATA's first funding came when the Board of the North Central Pennsylvania Regional Development Commission decided to apply for an Appalachian Regional Commission (ARC) grant to establish a two-year demonstration project, which was called North Central Transportation. Based upon the success that was evidenced during the demonstration project, the ARC intensified its effort at the federal level to lengthen the demonstration phase by involving the US Department of Transportation. With USDOT as an ally, ARC and other officials in Washington fashioned the Section 147 demonstration program. The ATA received two Section 147 grants. Both grants were administered by the Pennsylvania Department of Agriculture (PDA), which oversaw the Section 147 grant process for Pennsylvania.

The ATA also reserves funding from the Rural Transportation Program for Persons with Disabilities (PWD). This program provides reduced rates on shared-ride transportation services for persons with disabilities in selected counties in Pennsylvania. The program offers a discount up

to 85% if the trip is not eligible under any other funding program. The passenger pays at least 15% of the general public shared-ride fare on local shared-ride door-to-door advance reservation transportation service. To qualify for the reduced fare, persons with disabilities must present proof of disability to the local shared-ride provider in their county.

The ATA's implementation of new technologies made them eligible to receive a grant from the Alternative Fuels Incentive Grant Program (AFIG). The grant awarded to ATA was \$416,200.

From its inception, ATA has taken the lead in actively structuring a working partnership between the local, state and federal governments. ATA lobbied for, and received, the first Pennsylvania State Rural Operating Assistance Grant. Likewise, ATA lobbied for, and received, the first Federal Rural Transit Operating Assistance Grant. In doing so, the authority has thus far been able to minimize the financial involvement of its local funding base, namely the six incorporating counties.

2.2 Cape Cod Regional Transit Authority

2.2.1 Background

2.2.1.1 Description of Region

Cape Cod is an arm-shaped peninsula nearly coextensive with Barnstable County, Massachusetts and forming the easternmost portion of the state of Massachusetts. The Cape's small town character and beachfront bring heavy tourism during the summer months. Since 1920, Cape Cod has been among the leading counties in Massachusetts for population growth. Between 1990 and 2000, Barnstable County added about 35,600 residents, an increase of 19.1%. Another 6,453 new residents have been added since 2000, according to estimates by the U.S. Census Bureau. The total 2000 population was approximately 200,000 residents.

2.2.2 System Background

The Cape Cod Regional Transit Authority (CCRTA) is the agency in charge of operating and maintaining public transit services on Cape Cod. The Cape Cod Regional Transit Authority (CCRTA) is a regional system, which provides a complex array of fixed-route, demand responsive services, Flexible Route service, and ADA Paratransit services in a tourist area. These services are not operated directly by the CCRTA, but are contracted. This system provides a good example of the integration of a variety of technologies, transportation modes and agencies. It is also a good example of the benefits that can accrue

from first installing a solid technology infrastructure, and then using innovative procurement policies, partnerships, and funding strategies.

The CCRTA service area is 395 square miles, covering the Barnstable urbanized zone and all of Barnstable County. The CCRTA is an independent public agency, governed by a board of directors. The CCRTA fleet consists of 87 buses and vans, recording 605,650 unlinked trips in 2004. Passengers were carried 4,374,691 miles across Cape Cod in 2003.

The primary goals of CCRTA are to alleviate traffic congestion and pollution in the Cape Cod area, especially during the summer tourist season, and to provide reliable access to jobs for year-round residents. A key component is integrating the various transportation modes, including fixed-route, demand-responsive, and intercity buses, through a single, convenient payments system, and on-time modal connections. Timely vehicle location information, and improved operations based on the availability of historical and real time operations data attracts more customers.

2.2.3 Services

The CCRTA has a wide range of services available to the Cape Cod region. The public transportation system directed by the CCRTA supplies fixed-routes, flexible routes, demand routes, and ADA paratransit services to a large majority of the residents of the Cape Cod region.

The CCRTA owns The Hyannis Transportation Center that was built in 2002 as a hub for Cape Cod's transportation needs. The building is a two-story, 17,000 square-foot facility bringing together local and interregional bus services, rail facilities, and connections to air and ferry service. In addition the transportation center acts as a park and ride with parking space available for 220 cars on an eight-acre lot.

Fixed Route bus service is the traditional form of transit. Vehicles follow specific routes and stop at designated areas. Fixed Route service on Cape Cod is slightly different, in that CCRTA buses (with the exception of the Flex) stop anywhere along their route when flagged. In addition, all fixed route buses are wheelchair accessible and equipped with low floors, ramps or lifts. The CCRTA offers eight fixed-route services.

Demand response bus service, also known as paratransit, addresses the needs of passengers who cannot use standard transit services. Demand response buses do not use a route system, but instead pick up passengers at scheduled locations and times, often at their homes or offices.

A form of demand-response service is the B-Bus. The B-Bus is a door-to-door, ride-by-appointment service for people of all ages for trips for any purpose, including school, work, shopping, college, doctor's appointments, visiting friends and even Boston medical trips. The B-Bus fare system operates on a pre-paid account system. B-Bus operators inform users how much their ride will cost, and then deduct it from their account. When the account needs refilling, operators will inform the user. Fares are usually explained when users call to schedule service. Regular users will be advised what their average monthly ride costs are so as to allow them to deposit enough money into their pre-paid account. Utilizing 60 buses, the B-Bus comprises a major portion of the CCRTA's services and carries over 300,000 passengers a year.

The ADA Paratransit Service is a demand response service available to people with physical, mental, cognitive, and visual impairments that prevent them from boarding or disembarking fixed route services. The Americans with Disabilities Act (ADA) is a federal law passed in 1990, which states that individuals with disabilities are entitled to a comparable level of public transportation service as individuals without disabilities. To comply with the ADA, the CCRTA offers a demand response, or paratransit, that is comparable to their fixed route services. This paratransit service operates within $\frac{3}{4}$ mile of existing routes and runs during the same hours as existing bus services. Trips may be requested during normal business hours.

Flexible route service combines fixed route service and demand response service. A flexible route bus will have an established route, but can also be 'flexible' and make deviations from its route to pick up and drop off passengers. Along this route, the Flex picks up passengers at any of 18 designated stops. Of these 18 designated stops, 7 are "Main Stops." This means that the Flex bus always makes a stop, usually within five minutes of schedule. The remaining 11 stops are "In-Between Stops," and the Flex only stops when a passenger is waiting, or to drop off a passenger by request. The time of these stops vary. The bus can also "flex" off its route up to $\frac{3}{4}$ of a mile to pick up passengers who cannot reach a regular stop. Users must call the CCRTA at least two hours in advance to schedule a Flex bus pick up or drop off.

In 2006, the CCRTA released a new, simpler fare structure. A one-way trip cost \$1, with discounts for senior citizens. Some transfers are free, while most cost \$1. Monthly and Summer Day Passes are also available. Moreover, the fares are now uniform across the CCRTA system, making it easier for riders to understand and to use public transit. This may encourage more ridership and increase the amount collected in fares.

2.2.4 Partnership

An important part of this case study system is its effective use of a partnership. The private partnership that includes CCRTA, Greater Attleboro Taunton Regional Transit Authority (GATRA is the adjacent transit authority), and the GeoGraphics Laboratory at Bridgewater State College is a prime example of a partnership providing valuable benefits to all the parties. First, they conducted group procurements that lowered costs and provided negotiating leverage with technology contractors. Over the long run, the transit system managers and the University researchers have brought together a superior level of respected experience and knowledge and have been able to implement a complex, integrated transit technology system. They were able to project the confidence needed to attract funding from federal, state, and local sources, and even from traditionally highway oriented sources. Currently, CCRTA is working to extend this partnership to other transportation operators such as intercity bus carriers, ferry service, and taxicab companies to better coordinate connector service by integrating parts of the scheduling software and MDT system, and to private businesses such as retailers and banks to investigate the use of smart cards to purchase transit service and retail goods, and add monetary value to the smart card.

2.2.5 Technology

To achieve their goals, CCRTA is installing and integrating a broad range of advanced transit technology systems. The principal systems include: Local Area Network (LAN), giving the system additional digital radio channels and Cape-wide radio coverage as a firm infrastructure base; and a Geographic Information System (GIS) capable of mapping service demand that indicates the best routes, which reduces operating costs. The CCRTA also incorporates customized Demand Responsive Transit (DRT) software, Automatic Vehicle Location (AVL) capabilities based on a Global Positioning Satellite (GPS) system, that allow passengers to see the exact location of the buses in real time.

2.2.6 Future

The CCRTA is continually implementing new technology and services to increase quality and ridership. The CCRTA plans to implement a Mobile Data Computer (MDC) system capable of collecting extensive on-board vehicle data, downloading schedules, using two-way messaging, employing emergency alarms that are integrated with AVL, and using various radio and cellular communications, and smart card technologies. The CCRTA plans to create an Electronic Payment Systems (EPS) integrated with other travel modes, retailers and banks. These systems will create a more effective and user-friendly fare payment program and hold the potential to boost ridership.

2.2.7 Funding

The CCRTA receives funding from multiple sources. Operations are funded by fare revenues, local funds, state funds, federal assistance, and contracts with the majority of the funds coming from the state. These funds are then spent on employee salaries and on purchased transportation. The CCRTA received millions of dollars in capital improvement funding from state and federal sources between 2001 and 2003 for the construction of the Hyannis Transportation Center. In 2004, the CCRTA received \$694,823 from federal sources for capital improvements. That money was used to purchase new vehicles. The CCTRA has also received funding from the Congestion Management and Air Quality program.

2.3 Arrowhead Transit

2.3.1 Background

2.3.1.1 Regional Description

The Arrowhead region makes up the northeastern section of Minnesota, with Lake Superior to the east and the Canadian border to the north. The area consists of seven counties: Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, and St. Louis. The service region is large and sparsely populated, with approximately 320,000 people.

2.3.1.2 System

Arrowhead Transit serves a very large geographic area covering seven counties in northeastern Minnesota. Its service area is largely rural and very sparsely populated with a number of small cities plus the City of Duluth covering approximately 21,000 square miles. The majority of the transportation in the Arrowhead region is provided by Arrowhead Transit. Arrowhead Transit was started in 1974 under the Older Americans Act with 4 vans in 4 counties. In 1975 Lake County added 5 buses and 40,000 rides and in 1979 Aitkin County joined Arrowhead Transit. By 1986 the seventh county, Carlton, was added to the system. Arrowhead Transit has the largest span covering seven counties while providing three major types of transportation; dial-a-ride, route deviation and route guarantee services. Arrowhead Transit provides comprehensive service to the region. Arrowhead Transit utilizes 65 buses and vans to provide transportation service to the Arrowhead region. The system in recent years has extended its service to new areas along with increasing its ridership in existing areas.

2.3.1.3 Service

Arrowhead Transit offers multiple services to its large coverage area. Arrowhead Transit runs “guarantee routes” to serve any resident at designated pick-up spots. Their guarantee routes vary from serving some areas several times per day to monthly routes. These routes include local routes to long-range routes that stretch across different counties. These routes are demand-driven and occur at the same time and place, no appointments are necessary. Another type of service that is provided by Arrowhead Transit is the Demand Response Service also known as the Dial-A-Ride (DRT). Level of service is based on when service is available and the response time to scheduling. Route Deviation is the last type of public transportation offered by Arrowhead Transit. Route Deviation runs similar to guarantee routes stopping at specified locations but will make deviation from the route to pick-up or drop-off passengers. Arrowhead Transit runs their system out of three offices each supporting different groups of counties. Arrowhead Transit’s main office was built in 1989 in Gilbert and is used for the maintenance of all the buses as well as the support office for St. Louis and Koochiching Counties. The Gran Rapids office was built in 1993 as the support office for coordination of Itasca, Carlton and Aitkin Counties. The third office, Two Harbors, was built in 2002 and is the coordination office for Lake, Cook and Carlton Counties.

2.3.1.4 Partnership

The Arrowhead Transit regional transit system partnered with the state DOT, the highway maintenance department, and state police. The state DOT provided the staffing and technical expertise to design a regional AVL system, and the influence to secure the necessary funding. Having the AVL system integrated with the highway maintenance agency helped to underwrite the system cost and enabled the project to tap funding sources traditionally reserved only for highway projects.

2.3.1.5 Technology

Given the size of the service area and its geographic characteristics, radio communication has been a problem. The central dispatch office frequently is unable to communicate with vehicles in some parts of the area. Cellular phones are frequently used as a backup to the radio system. Also due to the size of the area, multiple operating bases and two dispatch centers are used. Vehicles operate out of five operating bases and some drivers take their vehicles home with them at night due to the distances involved. The multiple dispatch centers plus the lack of consistent radio communication create inefficiencies in both the

operation of the system and in its administration. The communications problems also pose safety concerns particularly in the winter months and in the more remote areas of the region.

Arrowhead Transit implemented several projects to increase service quality and efficiency. The major need of the system was to reduce administrative costs by consolidating dispatch centers, improving vehicle trip efficiency, improve billing and record keeping, and improve safety in remote areas where communication problems exist.

Arrowhead Transit sought to accomplish their needs and goals by consolidating their existing system and implementing new technologies. Arrowhead Transit installed Mobil Data Terminal (MDT) and GPS based AVL systems to improve the communication between the dispatch center and the vehicles. The MDT system utilized a high earth orbit communication satellite to relay information. By providing the improved communications and the real-time vehicle location information, it was hoped that Arrowhead would achieve improved safety and be able to offer improved service to the public including a greater number of same-day trips. A goal to consolidate the five dispatch centers into one was planned to use a base station at the Virginia, Minnesota MNDOT facility. The facility would combine the MNDOT, the state police and Arrowhead Transit in one central place using the same dispatch system.

2.3.1.6 Outcome

The technical implementations planned for Arrowhead Transit were tested after the installation of the hardware and software, and the training was completed. During the testing, dispatching continued to be done out of the main Arrowhead Transit base in Gilbert. Serious problems were encountered relatively early in the testing phase. The most serious problems related to delays in the communication of messages to and from the MDTs and in the software controlling the MDT messaging. The communications link relied upon a satellite communications system. It was anticipated that this system would encounter a two to three-minute delay in messages getting from the dispatch base to the vehicles. This was deemed to be acceptable. However, during the testing, delays of from five to seven minutes were encountered. This caused problems when dispatch communicated new orders or changes to the drivers, since a vehicle could be headed in the wrong direction and could travel quite a distance during the communications delay. They had to continue to rely on voice communications using the existing radio system. Since unreliability of the radio system was one of the problems that the new system was designed to overcome, this was not acceptable. An even more serious problem was related to the software controlling the

communication to the MDTs. Among the problems was the fact that messages were frequently sent to the wrong vehicle. Dispatch would send messages to vehicle A and vehicle B with vehicle A getting the message intended for vehicle B and vice versa. After repeated efforts to resolve the software and communications problems were unsuccessful, the decision was made not to accept the system. As a result, all components of the system were removed from the vehicles and from the Arrowhead Transit dispatch center.

The base station at the MNDOT facility in Virginia is still in place, but it has never been used. Arrowhead Transit has reverted back to its old systems for taking orders, dispatching vehicles, and communicating between the base stations and the vehicles. Plans to consolidate the dispatch function at one site are also on hold. The joint dispatching between MNDOT and the State Police continues in operation and has been deemed to be a success by both the police and the transportation department. This system did not utilize the MDT technology.

Perhaps the principal finding to be made from this project is a reminder of the risks involved with any relatively new technology or combination of technologies. On the surface, it would appear that things were done as they should be on this project, yet the result was a failure. The project had been on the drawing boards for quite some time and it had garnered the enthusiastic support of the major parties involved, including a buy-in on the part of the staff of the transit system that would be working with the technology on a day-to-day basis. No obvious shortcomings were in the project design or concept plans. The development of specifications and the bid documents was thorough and professional.

Another lesson from this project hearkens back to the old adage about a chain only being as strong as its weakest link. The procurement for the Arrowhead project was done as a single joint procurement with all elements of the projects being obtained together under one basic contract. In contrast, other projects of a similar nature have been procured on a piecemeal basis with each of the major components being purchased separately but with a single entity then being responsible for integrating all of the individual pieces. Arguments in support of either approach could probably be made. However, in the case of Arrowhead Transit, the fact that everything was procured under a single contract apparently prevented them from being able to accept the elements that worked and rebid the elements that did not work. As a result, the entire transit portion of the project ended up being terminated.

2.3.1.7 Future

Arrowhead Transit is currently expanding their service area and ridership with future goals to move into new counties and to continue to increase ridership percentage. A long-term goal of Arrowhead Transit is to implement an automated dispatch/GPS/ITS system to increase service quality by creating a more effective dispatch system.

2.3.1.8 Funding

In 1978 funding from the Older American Acts ended and Arrowhead Transit contracted with the MnDOT as a public Transportation provider. The following list is of funding sources used by Arrowhead Transit.

State Transit Assistance Fund

Mn/DOT administers the public transit participation program as provided by Minnesota Statutes, section 174.23, subdivision 8.

Public Transit Participation Program: This grant program provides financial assistance for public transit services in Greater Minnesota. Since January 1, 1984, all transit systems in Greater Minnesota have received state assistance through a fixed share funding formula (M.S. 174.24). Funding sources for these grants include the State General Fund and the Greater Minnesota Transit Fund and are combined with funds from the Federal Nonurbanized Area Formula Program (Section 5311).

Elderly and Persons with Disabilities Program (Section 5310): This is a capital assistance grant program providing 80 percent funding for the purchase of wheelchair-accessible vans and buses for private non-profit organizations to serve elderly and/or disabled people, public bodies that coordinate services for the elderly and disabled, or any public body that certifies to the State that non-profits in the area are not readily available to carry out the services.

Nonurbanized Area Formula Program (Section 5311): This formula grant program is for small urban and rural areas (population under 50,000). In 2007, 57 transit systems received funds through this program. These funds may be used to finance up to 80 percent of capital costs and up to 50 percent of operational deficits. Funding sources for these grants include the State General Fund and the Greater Minnesota Transit Fund and are combined with funds from the Federal Nonurbanized Area Formula Program (Section 5311).

Job Access & Reverse Commute (Section 5316): Provides funds for projects that transport welfare recipients and eligible low-income individuals to/from jobs and activities related to their employment. It includes reverse commute projects designed to transport residents of urbanized and nonurbanized areas to suburban employment opportunities. Funds may be used to finance up to 80 percent of capital costs and up to 50 percent of operational deficits.

New Freedom (Section 5317): Provides funds for new public transportation services and public transportation alternatives beyond those currently required by the American with Disabilities Act that assist individuals with disabilities with transportation, including transportation to/from jobs and employment support services. These funds may be used to finance up to 80 percent of capital costs and up to 50 percent of operational deficits.

3.0 POTENTIAL FUNDING FOR SOUTHERN TIER WEST

3.1 Federal

U.S. Department of Transportation Funding Sources

FTA operating and capital funding is the principal source for financing rural transit. Most state departments of transportation, which administer these funds for rural and small urban areas, allow capital and operating funding to be used for purchasing transit technology. The FTA requires a local match of 20 percent for capital assistance and 50 percent for operating assistance funding.

Suburban Mobility Program

These funds, authorized under the Clean Air Act, are available through the Federal Highway Administration's (FHWA) Congestion Mitigation/Air Quality (CMAQ) Program. They may be used for bus and van services and programs in areas not served or underserved by transit. Eligible services include fixed-route, demand/response, and employer-based van/carpool services. Particular consideration is given to services that connect to commuter rail and bus stations, provide increased access to employment, and improve mobility for suburban residents dependent on public transit.

Appalachian Regional Commission

The Appalachian Regional Commission (ARC) awards grants for funds appropriated to the Commission annually by Congress. ARC awards program grants for projects that benefit the Appalachian Region by furthering the four goals identified by the Commission in its strategic plan. In New York State through the ARC Area Development Program, ARC grants are awarded to any municipality (i.e. towns, villages, cities, counties, school districts), governmental entity (such as economic development authorities), or nonprofit

organization (such as higher education institutions, health organizations) that is public or private. In New York State, potential applicants should contact the Local Development District (LDD) serving the county in which the project is located to request an application package. For the counties of Chautauqua, Cattaraugus and Allegany, Southern Tier West Regional Planning and Development Board serves as the LDD providing guidance on a project's eligibility for funding and assistance in preparing a grant application.

10.167 Transportation Services

The 10.167 Transportation Services federal funding is offered by the Department of Agriculture, Agriculture Marketing Service. The objective of the funding is to assist the Transportation Services program develop and promote efficient agriculture transportation systems to help improve farm income, expand exports and meet the needs of rural America. The program provides technical and administrative direction, coordination, and leadership in the development and execution of agricultural transportation policies. Transportation Services provides a basis for Federal-State decision-makers in regulatory, policy and legislative matters to assure the transportation needs of rural communities and agriculture.

Bus and Bus Facilities (5309, 5318) Grant

The Bus and Bus Facilities program provides capital assistance for new and replacement buses and related equipment and facilities.

Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Funds are allocated on a discretionary basis.

Transportation For Elderly Persons And Persons With Disabilities (5310)

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The state agency ensures that local applicants and project activities are eligible and in compliance with federal requirements, that private not-for-profit

transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

Rural And Small Urban Areas (5311)

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas with populations less than 50,000. Eighty percent of the statutory formula is based on the nonurbanized population of the states. Twenty percent of the formula is based on land area. No state may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing states formula factors of 49 U.S.C. 5340 to the amounts apportioned to the states under the section 5311.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

Rural Transit Assistance Program (49 U.S.C. 5311(b)(3))

The RTAP provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state's administration of the Section 5311 Formula Assistance Program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest. No local match is required.

Transportation Education Development Pilot Program (TEDPP)

The Federal Highway Administration (FHA) will award up to fifteen grant agreements for "transportation education development pilot program (TEDPP)." The objective of the TEDPP is to develop, test, and revise new curricula and education programs to train individuals at all levels of the transportation workforce.

3.2 New York State Funding

Section 5310 Grant Assistance Program

Section 5310 refers to the federal section of law that authorizes this program to provide capital-only funding for the needs of the elderly and individuals with disabilities.

In New York State, the NYS Department of Transportation (NYSDOT) is the agency designated by the Governor to administer this federal funding program. Through the NYSDOT Section 5310 Grant Program, funds are used to purchase buses for not-for-profit organizations throughout the State of New York. The program funds 80% of the vehicle purchase cost, with the remaining 20% provided by the applicant organization as the local match. No operating funds are provided under this program, and recipients are responsible for 100% of their ongoing operating expenses for buses awarded through the 5310 program grant.

In Federal Fiscal Year (FFY) 2007, the State of New York received approximately \$7.942 million in Section 5310 funding; roughly 6.8% of the total national Section 5310 apportionment, and 97 organizations statewide were awarded vehicles through this grant assistance program for the FFY 2007 grant cycle.

Rural Transportation Assistance Program (RTAP)

Provides training and technical assistance to rural transportation operators; A portion of the program is set aside for individual operators to use for their selected training needs. Training opportunities include computer training, management sessions, CPR/First Aid, and attendance at training seminars/conferences. Other uses of RTAP funds include substance abuse policy and awareness training required by the Federal Transit Administration and the establishment of regional driver training facilities. In FFY 2002, NYS received approximately \$0.146 million; 2.8% of the national RTAP total; this program does not require a matching share.

4.0 CONCLUSION

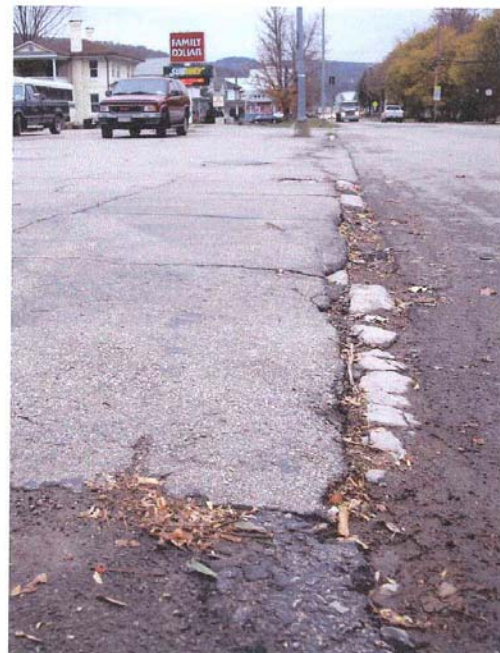
The case study has given insight on existing rural public transportation systems, showing how successful public transit suppliers operate. The systems described in the study have met the needs of the regions in which they serve and are continuing to implement new ideas to improve the system. The examples in the study all provide multiple forms of public transportation from fixed routes, flex route, demand route, dial-a-ride to ADA serves. By offering multiple services the systems attract ridership from all demographics. The needs of the aging population of Western New York can be met by offering lower rates for senior citizens as well as a Medical Assistance Transportation Program that provide free transportation for non-emergency medical services. Offering different type of services to an area meets the needs of the people along with saving costs for the provider. By offering fixed and demand routes the system can reach a larger area while still providing consistent service. The fixed routes offer a consistent, timely service for the more populated areas or the more traveled routes by making stops at previously designated and unchanging locations. The demand route provide service to the less populated or traveled areas by making stops at locations of the patrons choice provided that they call for the service ahead of time. The two services together fulfill the needs of a large sparsely populated area. A public transportation service that may fit a rural area is a flex route which combines fixed route and demand route service into one. Flex route service meets the needs of a large populated area by supplying a service with specified drop off and pick up locations, but the vehicles will travel off route for a fee to get a patron closer to their destination. The rural public transportation system needs to figure out the right balance of services so they supply the greatest population of people with service and reduce costs.

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*SR 305 through
the Village of
Cuba, NY*

Oct-Nov 2006



SR 305 & SR 446 through the Town & Village of Cuba

Negatives:

- *Both the southern and northern entrances to the Village are in a sad state of repair,, particularly the Railroad culvert in the south SR 305 has been resurfaced so many times that the curbs barely show and in many cases the water catch basins are too high resulting in excessive puddling/ ponding.*
- *SR 305 has inadequate storm drainage system (reference the flooding in 2003)*
- *At SR305 intersection with SR446 there are very serious storm sewer problems.*
- *At intersection of SR305 and Maple Street traffic can come at you from no less than 8 directions: north and south on SR305, McDonalds N & S exit, Sunoco Story Block Minimart north ,south ,east & west*
- *Insufficient number of catch basins on 305*
- *Combined or vintage sewer system running north on SR 305 has outlived its usefulness. It is no longer an asset, but a huge liability.*
- *Exiting Central Parking Lot onto Genesee Street. One Curbcut... Genesee (305) Central Parking Lot (between Elm & Genesee Streets on the north side of W.Main St.) With the high volume of traffic north and south on 305, exiting the Central Parking Lot onto Genesee Street is problematic. Extremely low property elevations.....Central parking lot to 446.....a great deal of stormwater collects in these areas.*
- *Pedestrian traffic on the east& west side of 305 between Charlie's and Stonehouse is extremely dangerous.*
- *Intersection Bull Street with SR 446 There is now an inordinate amount of vehicular traffic congestion. With the coming of I-86 bridge removals the volume of traffic is expected to be 11000 vehicles per day over the next two years. (2007-2008)*

Since 305 runs north and south through the Village of Cuba the following from the Strategic Plan for Downtown Revilization: by Stu Brown

Associates: does apply:

Storm sewers in downtown Cuba and throughout the Village were constructed in the early part of the 20th century and have not been significantly upgraded since then. The flat topography, a lack of adequate storm water catch basins and a street surface that been built up over time results in the ponding of storm water on the street surface ,in the gutters and on the parkway,i.e.,the area between the curb and the sidewalk.The storm sewers are well beyond their useful life.There is substantial potential for more serious drainage problems to arise in the future as the old sewers continue to deteriorate

Watermains The watermains in the Target Area and throughout the remainder of the Village were also constructed in the early part of the 20th century. The watermains are in severely deteriorated condition. A large portion (45%) of the 300,000 gallons of potable water produced daily by the Village is not accounted for and presumably is lost through leakage. In the spring of 2006,the Village hired a leak detection company which located two large watermain leaks. It was estimated that one of the leaks was resulting in the loss of 197,000 gpd and he other 20,000 gpd.

Although the foregoing leaks were repaired ,more leakage can be anticipated due to the advanced state of deterioration of the watermains. Improvements the Village made to its water reservoir a few years ago also contributes to the potential for more widespread and severe watermain leaks as the improvements increased the water pressure in the watermains. Subsurface ground conditions also make it very difficult to detect watermain leaks and breaks as the leaking water is often able to travel underground and enter wastewater collection and stormwater drainage systems without first resurfacing. The Village's watermains have been utilized well beyond their useful life.

Sanitary Sewers The Village's wastewater collection system was also constructed in the early part of the 20th century.Due to the flat topography,the wastewater collection system was designed to permit the infiltration of groundwater into the sewers to ensure adequate

flows. Consequently, the wastewater collection systems received large volumes of groundwater infiltration and stormwater inflow. The inflow and infiltration (I&I) is no longer permitted by New York State. Furthermore, the large volume of I&I taxes the hydraulic capacity of the wastewater treatment plant (WWTP) nearly reaching its maximum capacity. As a result, the New York State Department of Environmental Conservation (DEC) will not permit the Village to make new sanitary sewer connections unless and until the I&I is reduced. Although the Village has been repairing deteriorated sewers incrementally since undertaking a comprehensive study of the wastewater collection system in the 1980s, much additional sanitary sewer repair and improvement work needs to be completed to further reduce I&I. The I&I problem is the single most significant impediment for new development in the Village of Cuba. The Village's WWTP was constructed in the 1950's and has been upgraded a couple of times since its original construction, most recently in 1987. The WWTP has excess biological treatment capacity, but the I&I as described above taxes the hydraulic capacity.

Positives:

- *Conversion of SR Route 17 to I-86. Increased traffic here will certainly impact SR 305.*
- *There is some developable acreage, just north of Tannery Creek (Depression Ditch)*
- *If Cuba Lake Sewer plan ever comes to fruition, the land on both sides of SR 305 to north shore will surely be developable.*
- *Sargent Transportation..... West Main Street... Southern Tier Extension Railroad / Trucking Hub.... increased traffic on SR 305 & SR 446*
- *Cuba Friends of Architecture Downtown revitalization efforts*
- *Strategic Plan for Downtown Revitalization*
- *Proposed Cuba Memorial Hospital assisted living will attract more residents and visitors, thus more traffic on SR 305 & SR 446*
- *Cuba Cheese Museum, Garlic Festival,.... thus more traffic on SR 305 & SR 446*

- *Daily Traffic count;*

SR 446 TO SR 305 END 446.....3496 TOTAL
SR 305 from SR446 to I-86.....8008 TOTAL
SR 305 from CR6 to NYS 446.....4168 TOTAL

- ***Recommendations:***

Total reconstruction of SR305 through the Village should include ,but not limited to: installation of adequate storm sewer system,new water mains,sanitary sewer system, milling and resurfacing of highway, new curbing, curbcuts ,diseased tree removal and new tree plantings, new period street lighting, new sidewalks and state of the art traffic control where applicable..

SR446 should be resurfaced after the I-86 bridge removals (2007-2008)

Traffic control should be considered at the intersection of Bull Street and SR446

Implementation of some planned traffic control at the intersection of SR305 and East & West Main Streets.

*References; Cuba Village Plan.....January 1993..prepared by Roger Trancik
FASLA Urban Design Consultant, Ithaca, NY
Strategic Plan for Downtown Revitalization September 2006 prepared by
Stuart I. Brown Associates, Inc. Planning and Management Consultants,
Fairport ,NY*

Oct. 26, 2006

We would like to suggest a few improvements for South Street, Cuba, Village New York (Route 305)

Of utmost importance is that South Street should never be widened. The street is a historic district and should be preserved as such.

The drainage system definitely needs to be improved. During a heavy rain, large pools of water stand in the road.

Our street lights should be removed and replaced with lamps similar to the original lights. This would enhance the historic look of the street. More shade trees should be planted on the street as several large maple trees have been removed over the years.

The road on South Street should be redone. Perhaps curbing is also needed.

**Ruth F. Doyle
John E. Doyle
55 South Street
Cuba, NY**



NEGATIVES

CURBINGS: Streets/highway has been resurfaced so many times that the curbs barely show and in many cases the storm water catch basins are too high resulting in excessive puddling/ponding.

CURBCUTS NEEDED: Entering/exiting MiniMart I Parking Lot onto South Street(NYS 305) is problematic. Given the high volume of traffic on NYS 305, it is next to impossible and extremely dangerous to execute an entrance into or exit from the MiniMart Parking Lot. Traffic control, curbing, curbcuts and tree plantings are suggested here.



NEGATIVES

***CURBINGS:** Streets/highway has been resurfaced so many times that the curbs barely show and in many cases the storm water catch basins are too high resulting in excessive puddling/ponding.*

***CURBCUTS NEEDED:** Entering/exiting Central Parking Lot onto Genesee Street(NYS 305) is problematic. Given the high volume of traffic on NYS 305, it is next to impossible and extremely dangerous to execute an entrance into or exit from the Central Parking Lot. Traffic control, curbing, curbcuts and tree plantings are suggested here.*



NEGATIVES

***CURBINGS:** Streets/highway has been resurfaced so many times that the curbs barely show and in many cases the storm water catch basins ,which are few and far between, are too high resulting in excessive puddling/ponding.*



NEGATIVES

***CURBINGS:** Streets/highway has been resurfaced so many times that the curbs barely show and in many cases the storm water catch basins ,which are few and far between, are too high resulting in excessive puddling/ponding.*



NEGATIVES

North & South entrance to Village: Both the southern and northern entrances to the Village need refurbishing. Of particular concern is the Railroad culvert on the south.



NEGATIVES & POSITIVES

Railroad :Recent reclamation /rejuvenation of the Railroad has brought a great deal of business activity to the Village. Sargent Transportation is but one example. Along with increased business comes greater use of the highways. There has and will continue to be an increase in the traffic volume along NYS 305 and NYS 446 as they go through the Village of Cuba.

Maintenance of the Railroad bridges seems to have been put on the back burner, and should be looked at from the health and safety viewpoint as well as structural integrity.



NEGATIVES

Railroad : The Prospect Street Pedestrian bridge is in a general state of disrepair. Although this is a Village problem, some help from other agencies is needed to address the health and safety issues as well as the structural integrity of the bridge.





NEGATIVES

Property/Street elevations: There are extremely low property elevations from Central Parking Lot to intersection of NYS 446 & NYS 305. A great deal of storm water collects in these areas.



NEGATIVES

Pedestrian Traffic : On the east side of NYS 305 at the NYS 446 intersection there is need for sidewalk between Charlie 's and Medbury Ave.

On the west side of NYS 305 at the NYS 446 intersection there is need for vehicular parking control. (Cuba Cheese Shop)



NEGATIVES

Pedestrian Traffic : On the east side of NYS 305 at the NYS 446 intersection there is need for sidewalk between Charlie's and Medbury Ave.

On the west side of NYS 305 at the NYS 446 intersection there is need for vehicular parking control. (Cuba Cheese Shop)



NEGATIVES

***DANGEROUS INTERSECTION:** The intersection NYS 305 and Maple Street is extremely dangerous as traffic can come at you from no less than 8 directions:*

- *North and south on 305*
- *McDonalds east and west*
- *Sunoco station: north, south, east and west*



Negative
Looking south on NYS 305 from Shurfine parking lot. During peak hours there is an abundance of vehicles on the highway and in the parking lot. Being the only grocery store in the community attributes to the high volume of traffic. On the right side of the highway from NYS 446 north, there is a serious drainage problem with the slightest rainfall.



*Negative
Looking east on NYS 446 as highway enters the Village of Cuba. This section of the highway is normally very congested with vehicular traffic. There are three points of ingress/egress on each side of the highway creating a very dangerous intersection. On the left is the Post Office, Doctor's Office, parking lot & Cheese Museum, while on the right there is a multiple business building, Rinker's Office and Five Star Bank, all of which generate traffic. Some sort of traffic control should be considered here.*



*Positive
Looking south on NYS 305 through the I-86 bridges .
Picture was taken after our first snowfall so wasn't anything
of beauty to observe A treatment of wildflowers would be a
favorable welcome to the Village.*



Positive... Coming down the eastbound ramp of I-86 onto NYS 305 Signs point the way. The H is for Cuba Memorial Hospital Skilled Nursing Facility and future Cuba Memorial Retirement Community. Increased seniors and staff will certainly generate more traffic to NYS 305 & NYS 446.

Going north on NYS 305 will take you to the Cuba Lake :



NEW YORK STATE DEPARTMENT OF TRANSPORTATION					
2003 Traffic Volume Report for ALLEGANY COUNTY					
Touring Route	Section Length	Start Description	End Description	Count	
				Year	AAOT
275	6.69	CR 8	CR 34	02	1053
275	2.27	CR 34	CR 17 END 275	03	2750
305	3.65	CATTARAUGUS CO LINE	CR 5	03	1704
305	8.11	CR 5	CR 6	99	1512
305	1.46	CR 6	OLD RT 408 CUBA	03	4234
305	0.21	OLD RT 408 CUBA	RT 446 CUBA	01	7374
305	0.34	RT 446 CUBA	ACC RT 17	01	7977
305	1.71	ACC RT 17	CR 7	01	5400
305	3.10	CR 7	CR 41 BLACK CREEK	02	1844
305	7.87	CR 41 BLACK CREEK	RT 19 END 305	03	1604
417	2.20	CATTARAUGUS CO LINE	HAMLET OF CERES	02	5092
417	3.89	HAMLET OF CERES	CR 5 LITTLE GENESEE	01	3900
417	3.46	CR 5 LITTLE GENESEE	RT 275 BOLIVAR	03	4393
417	1.50	RT 275 BOLIVAR	CR 33	03	3562
417	4.81	CR 33	TOWN OF ALMA AND TOWN OF SCI	01	2822
417	5.15	TOWN OF ALMA AND TOWN OF SCI	LINDY LANE	03	4343
417	1.09	LINDY LANE	START 19 OLAP	01	13275
417	1.46	START 19 OLAP	END 19 OLAP WELLSVILLE	02	8976
417	0.66	END 19 OLAP WELLSVILLE	CR 30 TRAPPING BROOK	02	8491
417	0.73	CR 30 TRAPPING BROOK	CR 28 E WELLSVILLE	01	5132
417	3.62	CR 28 E WELLSVILLE	CR 12 ELM VALLEY	03	5565
417	3.37	CR 12 ELM VALLEY	RT 21 ANDOVER	03	3481
417	2.80	RT 21 ANDOVER	STEUBEN CO LINE	03	1437
446	1.72	CATTARAUGUS CO LINE	RT 305 END 446	99	2516
960B	0.80	ALFRED TOWN CENTER	END AT RT 244	01	7471
961F	3.27	ROUTE 70 JUNCTION	TOWN OF BURNS STEUBEN COUNTY	01	1523
961G	0.07	SR 244	ROUTE 21 JUNCTION TOWN OF AL	01	1806
962A	0.56	RT 21 JCT	CR 2 JCT	01	4010

STATION: **610228** **New York State Department of Transportation**
 Traffic Count Hourly Report

ROUTE #: **NY 305** ROAD NAME: **North/Southbound** FROM: **OLD RT 408 CUBA** TO: **RT 446 CUBA** COUNTY: **Allegany**
 DIRECTION: **North/Southbound** FACTOR GROUP: **40** REC. SERIAL #: **0200** FUNC. CLASS: **07** VILLAGE: **CUBA**
 STATE DIR CODE: **3** WK OF YR: **44** @ REF MARKER: **PLACEMENT:** NHS: no BIN:
 DATE OF COUNT: **10/25/2004** @ REF MARKER: **JURIS: State** RR CROSSING: HPMS SAMPLE:
 NOTES LANE 0: ADD DATA: **CC Str:** BATCH ID: **DOT-R06WM44**

COUNT TAKEN BY: **ORG CODE: R06 INITIALS: MSH** PROCESSED BY: **ORG CODE: R06 INITIALS: SMW**
 COUNT TYPE: **VEHICLES**

DATE	DAY	AM						PM						DAILY TOTAL	DAILY HIGH	DAILY HIGH HOUR
		12	1	2	3	4	5	6	7	8	9	10	11			
31	F															
30	S															
29	S															
28	T															
27	W															
26	T															
25	S															
24	S															
23	F															
22	T															
21	T															
20	W															
19	M															
18	M															
17	S															
16	S															
15	F															
14	T															
13	W															
12	T															
11	M															
10	S															
9	S															
8	F															
7	T															
6	W															
5	T															
4	M															
3	S															
2	S															
1	F															

DAYS	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		AXLE FACTORED, MON 6AM TO FRI NOON		ADT
		Counted	Hours	High Hour	% of day	Factor	Seasonal/Weekday Adjustment Factor	
36	12	22	22	38	111	266	450	510
35	10	24	26	43	98	264	458	515
34	08	15	21	33	124	267	441	505
33	06	10	19	33	124	267	441	505
32	04	10	24	43	98	264	458	515
31	02	10	24	43	98	264	458	515
30	00	10	24	43	98	264	458	515
29	00	10	24	43	98	264	458	515
28	00	10	24	43	98	264	458	515
27	00	10	24	43	98	264	458	515
26	00	10	24	43	98	264	458	515
25	00	10	24	43	98	264	458	515
24	00	10	24	43	98	264	458	515
23	00	10	24	43	98	264	458	515
22	00	10	24	43	98	264	458	515
21	00	10	24	43	98	264	458	515
20	00	10	24	43	98	264	458	515
19	00	10	24	43	98	264	458	515
18	00	10	24	43	98	264	458	515
17	00	10	24	43	98	264	458	515
16	00	10	24	43	98	264	458	515
15	00	10	24	43	98	264	458	515
14	00	10	24	43	98	264	458	515
13	00	10	24	43	98	264	458	515
12	00	10	24	43	98	264	458	515
11	00	10	24	43	98	264	458	515
10	00	10	24	43	98	264	458	515
9	00	10	24	43	98	264	458	515
8	00	10	24	43	98	264	458	515
7	00	10	24	43	98	264	458	515
6	00	10	24	43	98	264	458	515
5	00	10	24	43	98	264	458	515
4	00	10	24	43	98	264	458	515
3	00	10	24	43	98	264	458	515
2	00	10	24	43	98	264	458	515
1	00	10	24	43	98	264	458	515

ROUTE # **NY 305** ROAD NAME: **North/Southbound** FROM: **OLD RT 408 CUBA** TO: **RT 446 CUBA** COUNTY: **Allegany**
 STATION: **610228** STATE DIR CODE: **3** PLACEMENT: DATE OF COUNT: **10/25/2004**

ESTIMATED
AADT 7775

New York State Department of Transportation
Traffic Count Hourly Report

STATION: **610030**

ROUTE #: **NY 305** ROAD NAME: **Rte 305** FROM: **RT 446 CUBA** COUNTY: **Allegany**
 DIRECTION: **Northbound** FACTOR GROUP: **40** REC. SERIAL #: **4303** VILLAGE: **CUBA**
 STATE DIR CODE: **1** WK OF YR: **16** PLACEMENT: **Rte 305** NHS: **yes** BIN:
 DATE OF COUNT: **04/13/2004** @ REF MARKER: **305 61021136** JURIS: **Other** RR CROSSING:
 NOTES: **Week 16-Nb** COUNT TYPE: **AXLE PAIRS** ADDL DATA: COUNT TAKEN BY: **JSV** HPMS SAMPLE:

DATE	AM												PM												DAILY HIGH COUNT	DAILY HIGH HOUR
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12		
15	11	10	9	27	56	128	186	227	204	278	246	278	290	261	327	290	252	174	136	129	97	82	33	339	16	
14	16	13	19	18	52	128	198	227	236	256	277	306	345	307	338	326	296	255	193	140	94	70	44	4168	13	
19	7	14	20	18	50	141	194	264	245	303																

TOTAL \$000

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) ADT 3845

DAYS Counted	HOURS Counted	WEEKDAYS WEEKDAY Hours	AVERAGE WEEKDAY High Hour	Average Weekday % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way) AADT
3	72	3	330	8%	0.958	0.950	4047

ROUTE #: **NY 305** ROAD NAME: **Rte 305** FROM: **RT 446 CUBA** TO: **ACC RT 17** COUNTY: **Allegany**
 STATION: **610030** STATE DIR CODE: **1** PLACEMENT: **Rte 305** DATE OF COUNT: **04/13/2004**

17.7 Rail Tables

NYS Department of Transportation 2008 Rail Needs Survey

Type of Project	Ownning Railroad	Proposed By	Project Location	Capital Project	Project Description	Total Cost \$M	2009-13	2014-18	2019-23	2024-28
Track Rehab	BPRR		Erie & Cattaraugus Co.	Preserve 75 miles of track and 100 structures	The project directory supports the many rail customers in New York served by the BPRR Railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	6,000	2,000	2,000		
Z86	BPRR		Erie & Cattaraugus Co.	Upgrade 2 miles of track and structures to carry 286K lb. rail cars	Through improving grade crossings on the BPRR Railroad, public road safety and ride quality will be directly improved. This project directly supports the many customers served by the railroad in NYS. These customers depend on freight services provided by this railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	1,000	1,000			
Grade Crossing	BPRR		Erie & Cattaraugus Co.	Upgrade 50 grade crossing	Through improving grade crossings on the BPRR Railroad, public road safety and ride quality will be directly improved. This project directly supports the many customers served by the railroad in New York State. These customers depend on freight services provided by this railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	3,000	1,000	1,000	1,000	0,000
Safety	BPRR		Erie & Cattaraugus Co.	Upgrade signal & Dispatch systems	Improving train control on the BPRR Railroad will greatly improve train dispatching efficiency and reliability. This project directly supports the many customers served by the railroad in NYS. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	4,000	2,000	2,000		
Track	CNY	2007 Bond Application	Southern Tier Line, Port Jervis to Binghamton	Track rehabilitation MP 89-91, MP 118-187, MP 202-213	The replacement of ties, placement of ballast, and surfacing will improve safety, provide greater stability of the current movement of 286,000 lb. gross weight rail cars and work towards adding capacity to the line.					

Track	NS		Southern Tier Line mp SR 217.B-SR 250.8	Southern Tier Line Track Rehabilitation	Single track the current 33-mile double track segment between Binghamton and Waverly, NY, add traffic control and passing sidings at Johnson City and Owego; Tie & Surface the segment to bring to 40-50 mph. NYSDOT awarded NS a grant from the 2007 Transportation Bond Act to partially fund this 2008-2009 project.	8,100	8,100		Track
Bridge	NS		Southern Tier Line mp SR381.66	Rebuild Portage Bridge - Renovation will benefit NS, CN and CP operations by providing better access to PANYNJ, and interchange yards in Buffalo	Located at the Genesee River Gorge in Letchworth State park the Portage Bridge is a 105-year-old structure that currently carries a 275,000-lb. weight restriction and 10 MPH speed restriction. It is also nearing its useful life. Major restoration or replacement is required to make this bridge functional and remove weight restrictions. Portage Bridge is located on the NS Southern Tier Route, a major east-west rail corridor that is vital to the economic activity of NYS. The Southern Tier is the direct NS route connecting Buffalo and points west with Binghamton and the Southern Tier, Albany, New England, and the New York Metropolitan region. Besides NS, the bridge and the Southern Tier is used by the Canadian Pacific Railway.	30,000	30,000		
Track	NYLE	2007 Bond Application	Cattaraugus Branch, Cattaraugus County	Track Rehabilitation: MP 427.5 to MP 437.5		0.881	0.881		
Equipment	NYLE		NYSDOT		Acquire 2 Low-Emission GenSet Locomotives	2,000		2,000	
Track Rehab	NYLE		Chautauqua & Cattaraugus Co.	Preserve 35 miles of track and 29 structures	Preserve assets, safety, reliability, efficiency, retain shippers, improve operations, reduce operating costs	4,000	1,000	1,000	1,000
Track Upgrade	NYLE		Chautauqua & Cattaraugus Co.	Upgrade 35 miles of track and 29 structures to Class 1 SOGR	Preserve assets, reliability, efficiency, retain shippers, and expand service, improve operations, safety, reduce operating costs	4,100	2,100	2,000	
Safety	NYLE		Chautauqua & Cattaraugus Co.	Upgrade 19 grade crossings	Safety, reliability, preserve assets, improve operations	2,500	1,000	0,500	0,500
Rail Siding	NYLE		South Dayton	Build 6000 ft siding to gravel company	Capacity, expand service, improve operations, reliability, remove trucks, reduce energy use, intermodal connectivity	0,700	0,700		
Safety	SOM		Chautauqua & Cattaraugus Co.	Upgrade 5 public grade crossings	Safety, reliability, preserve assets, improve operations, reduce operating costs	1,500	1,000	0,500	

Track	WNYP	2007 Bond Application	WNYP Main Line MP JC 332 to MP SA 35.74, Allegany, Cattaraugus, & Chautauqua Counties	Rail replacement, crop & weld, ties & surface	This project will improve the safety, efficiency and capacity of the WNYP Main Line, eliminate rail joints, upgrade and the track from FRA Class 2 to FRA Class 3, and support the sustainable movement of 266 lb. rail cars.	5,387	5,387		
Track	WNYP	2007 Bond Application	WNYP Main Line MP JC 339.81 to MP SA 23.10, Allegany, Cattaraugus, & Chautauqua Counties	Rail replacement		4,000	4,000		
Locomotive	WNYP	NYS DOT			Acquire 4 Low-Emission GenSet Locomotive	4,000	4,000		
Interlock & Signals	WNYP		Salamanca & Olean	Equip with interlocking switches and signals	Safety, reliability, efficiency, improve operations	1,500	1,500		
Sidings, Interlock & Signals	WNYP		Falconer, Cuba & Wellsville	Extend sidings and equip with interlocking switches and signals	Safety, capacity, reliability, efficiency, improve operations	5,000	5,000		